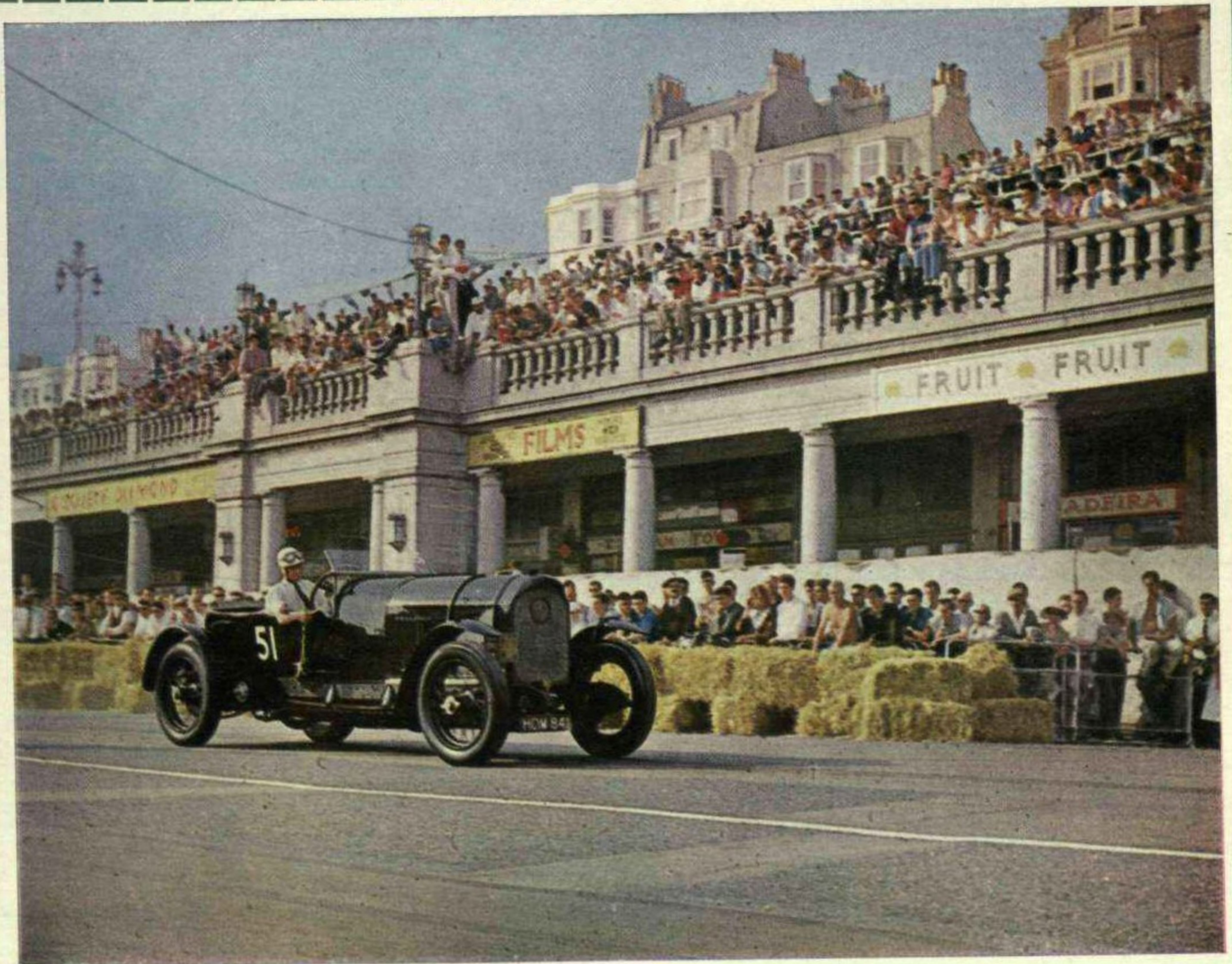


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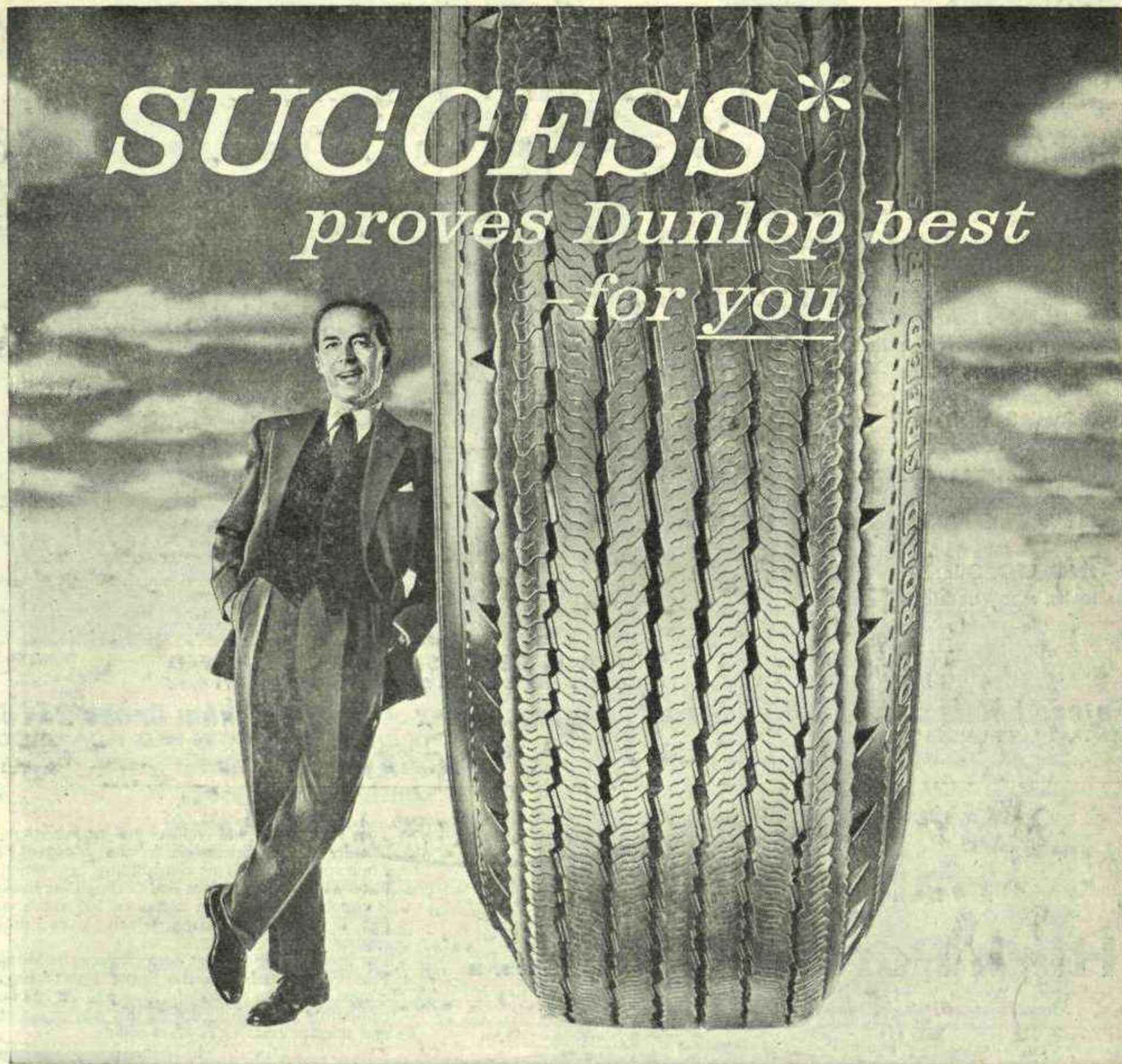
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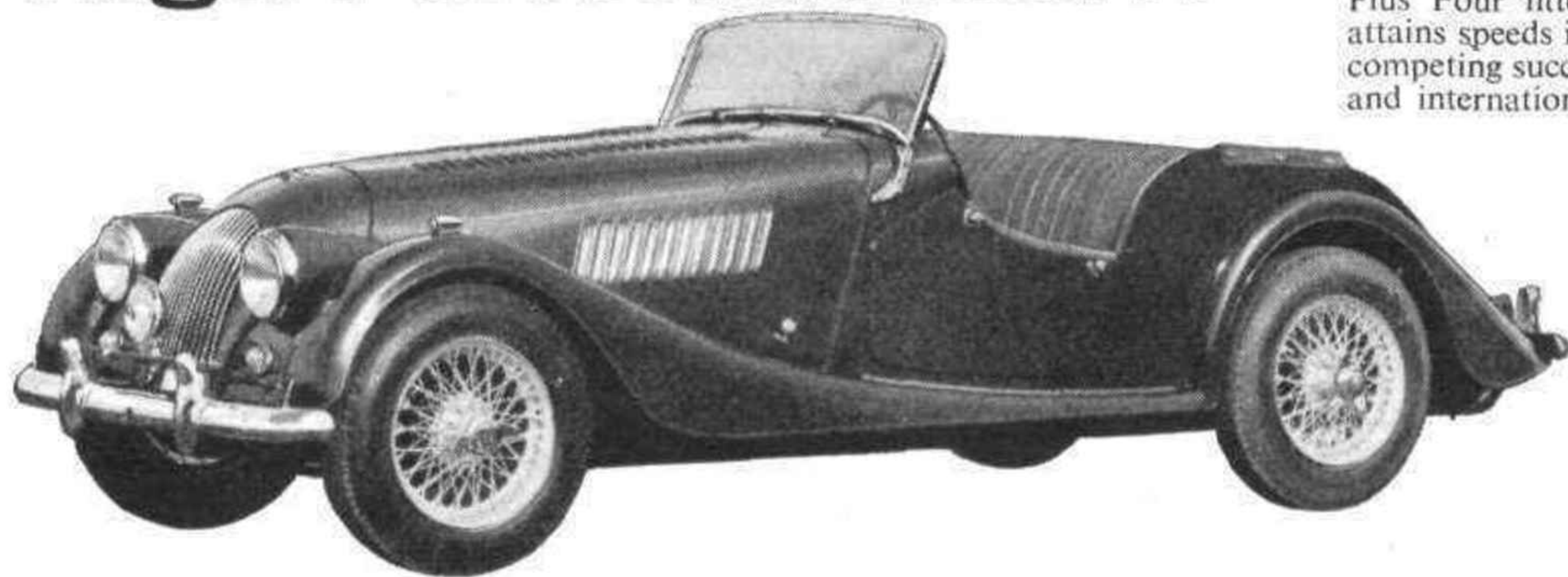


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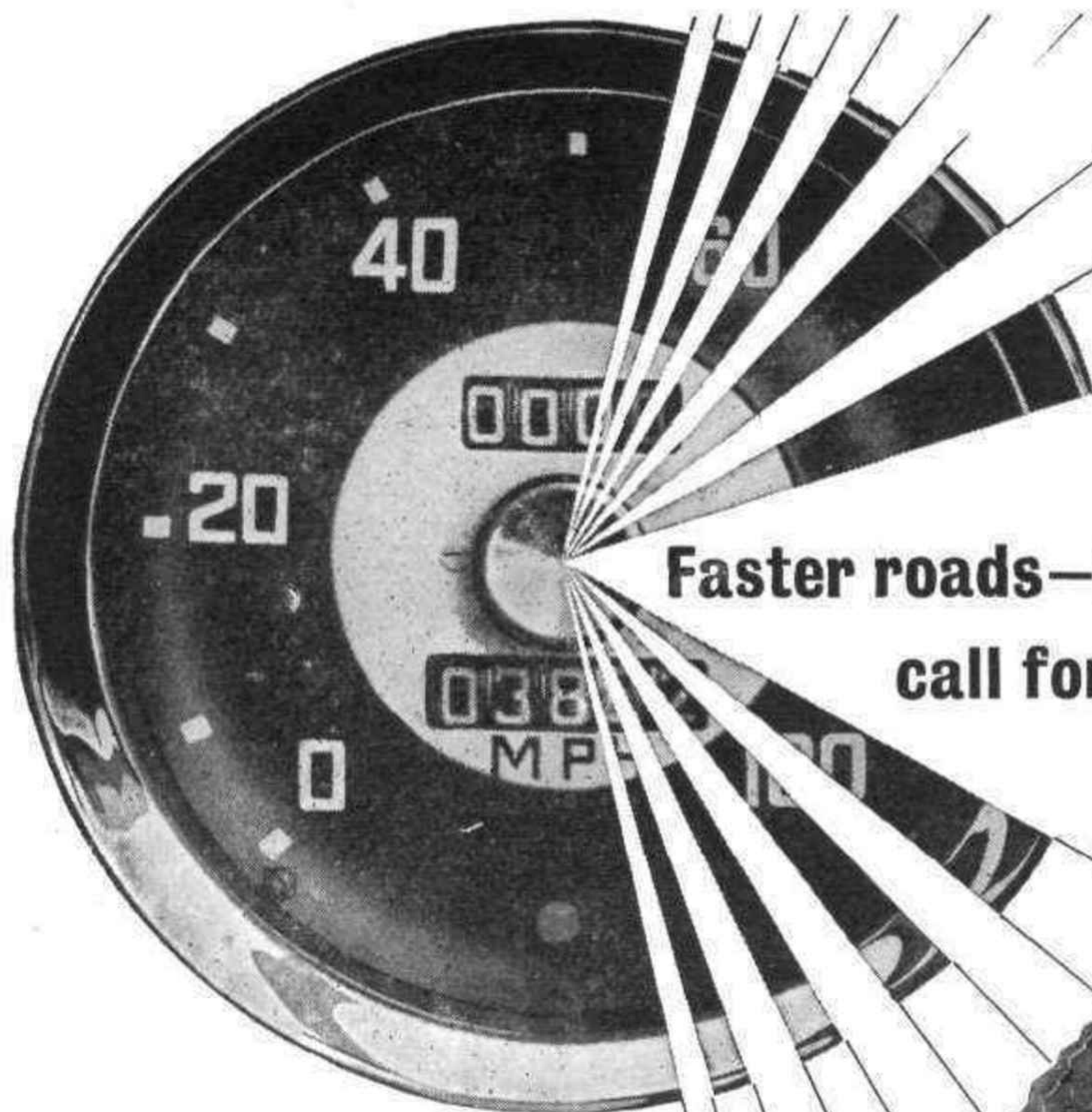
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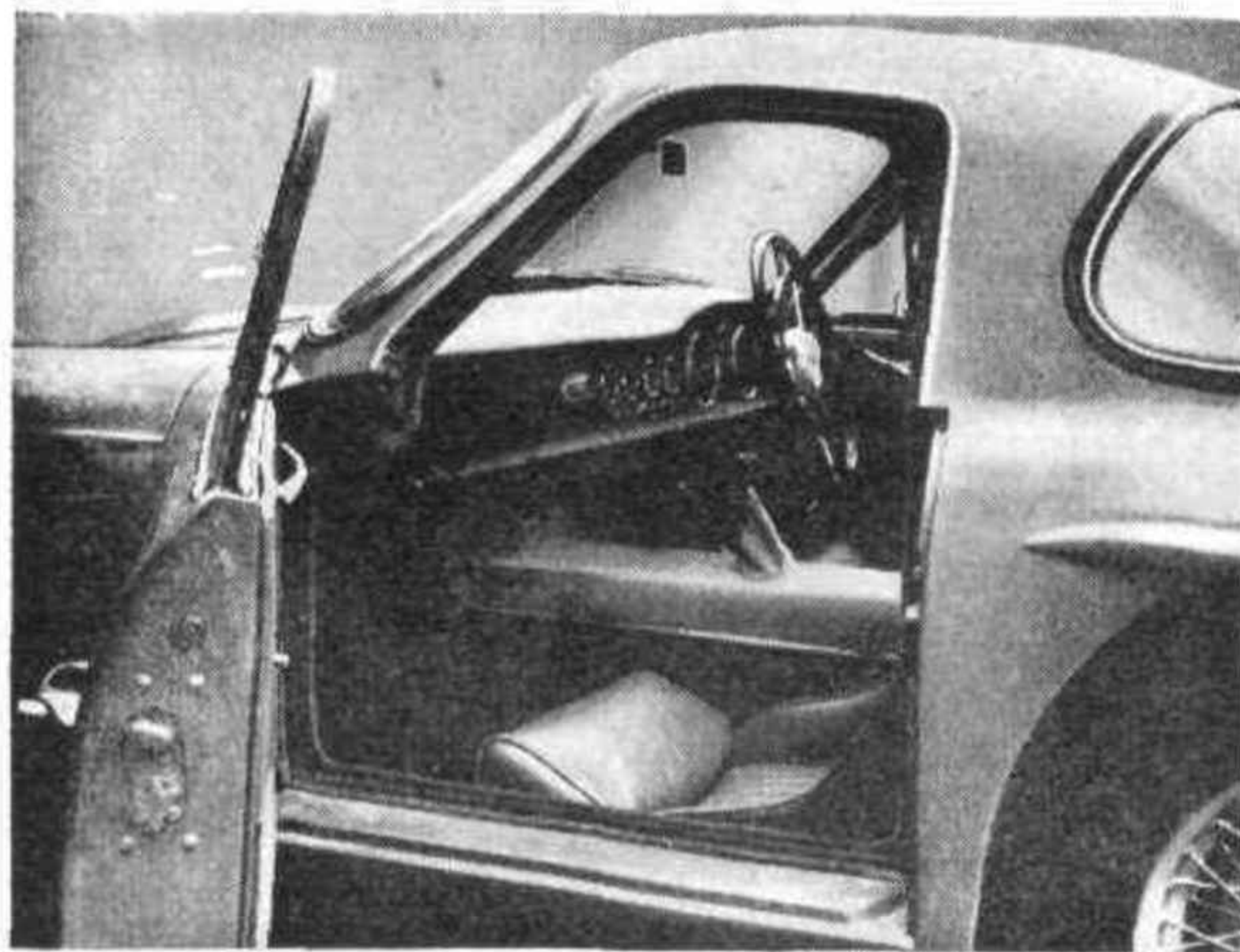
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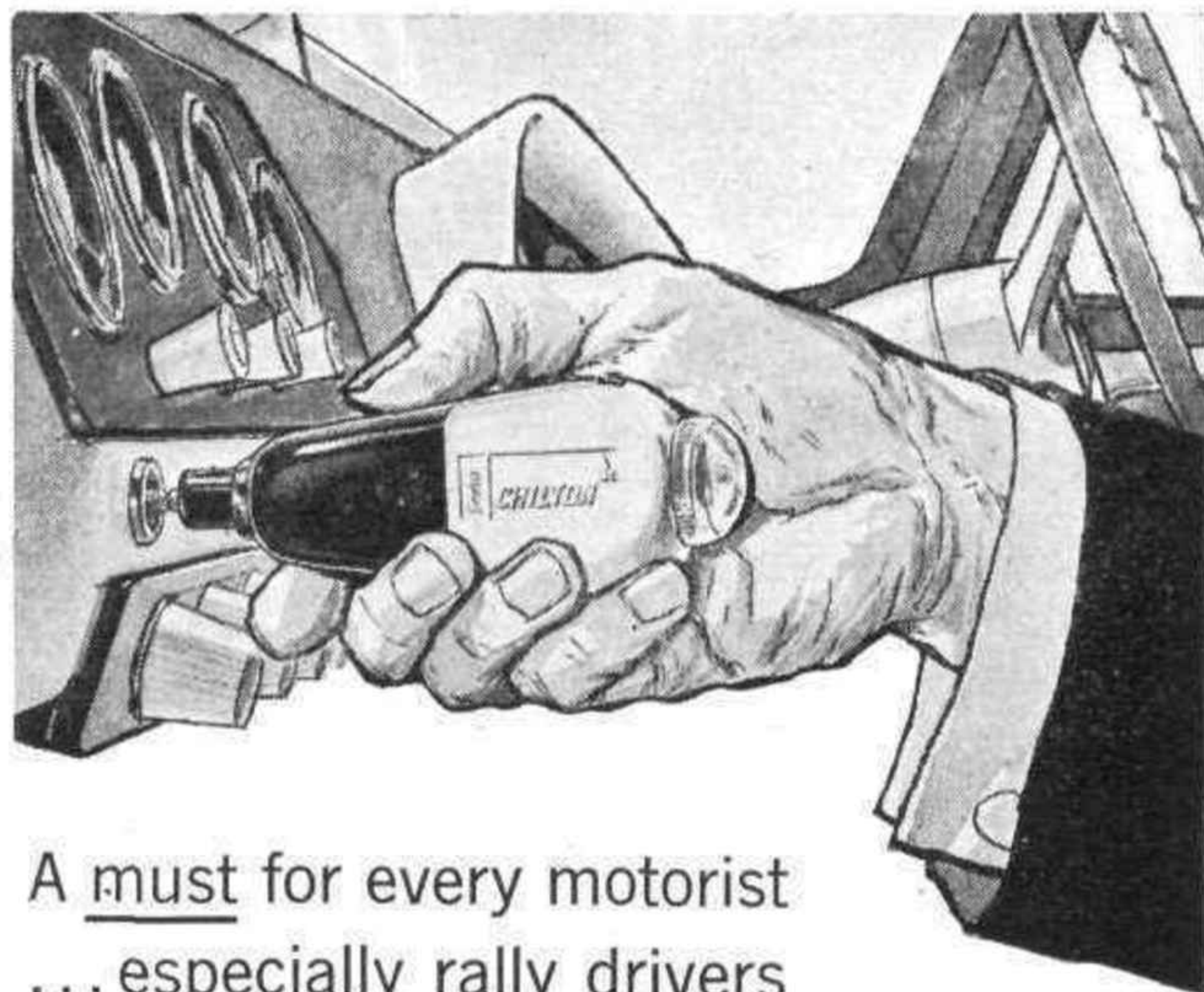
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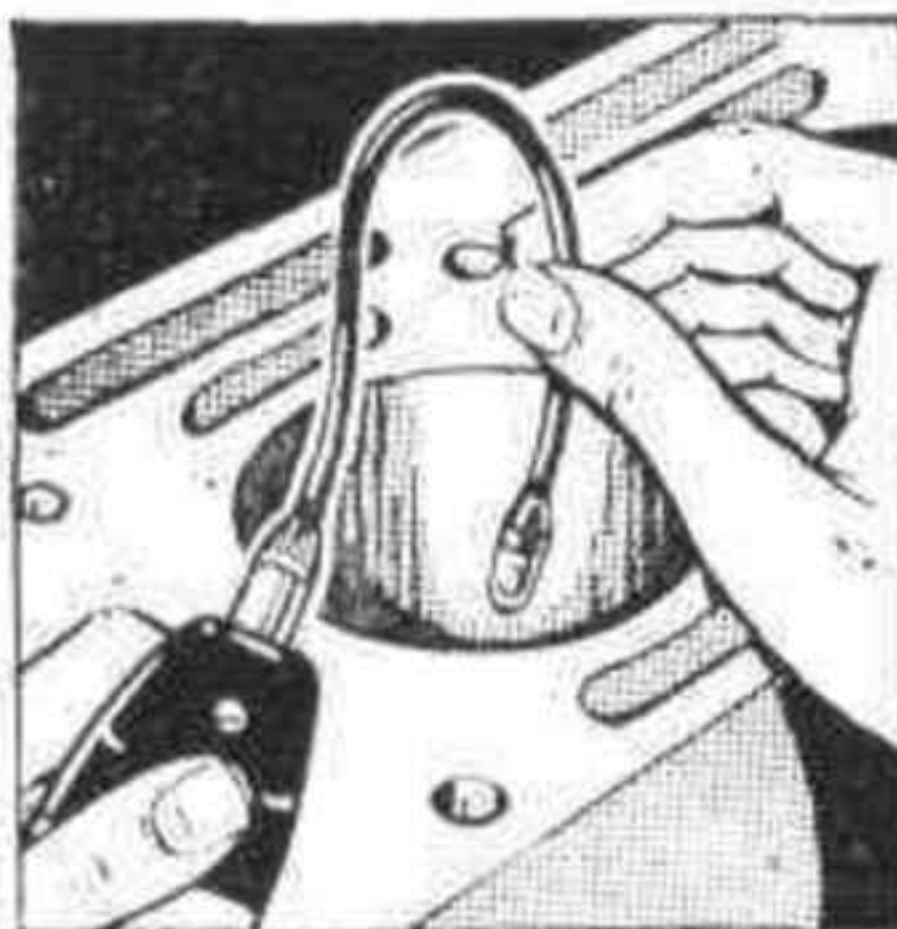


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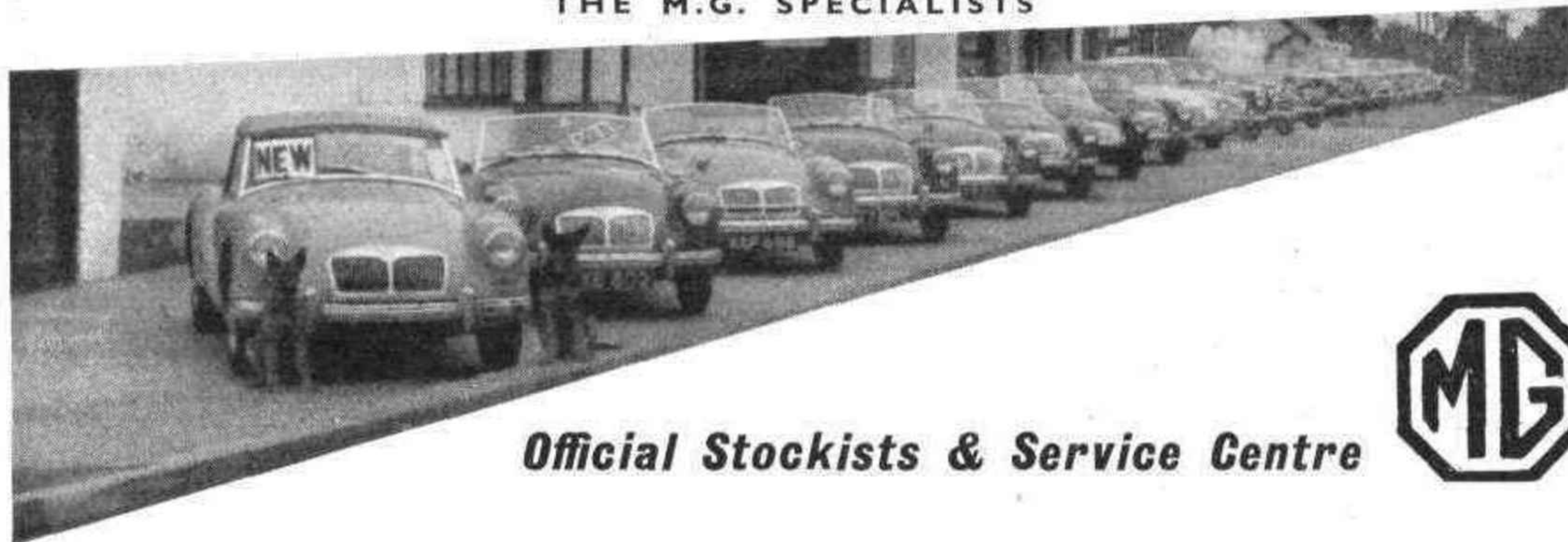
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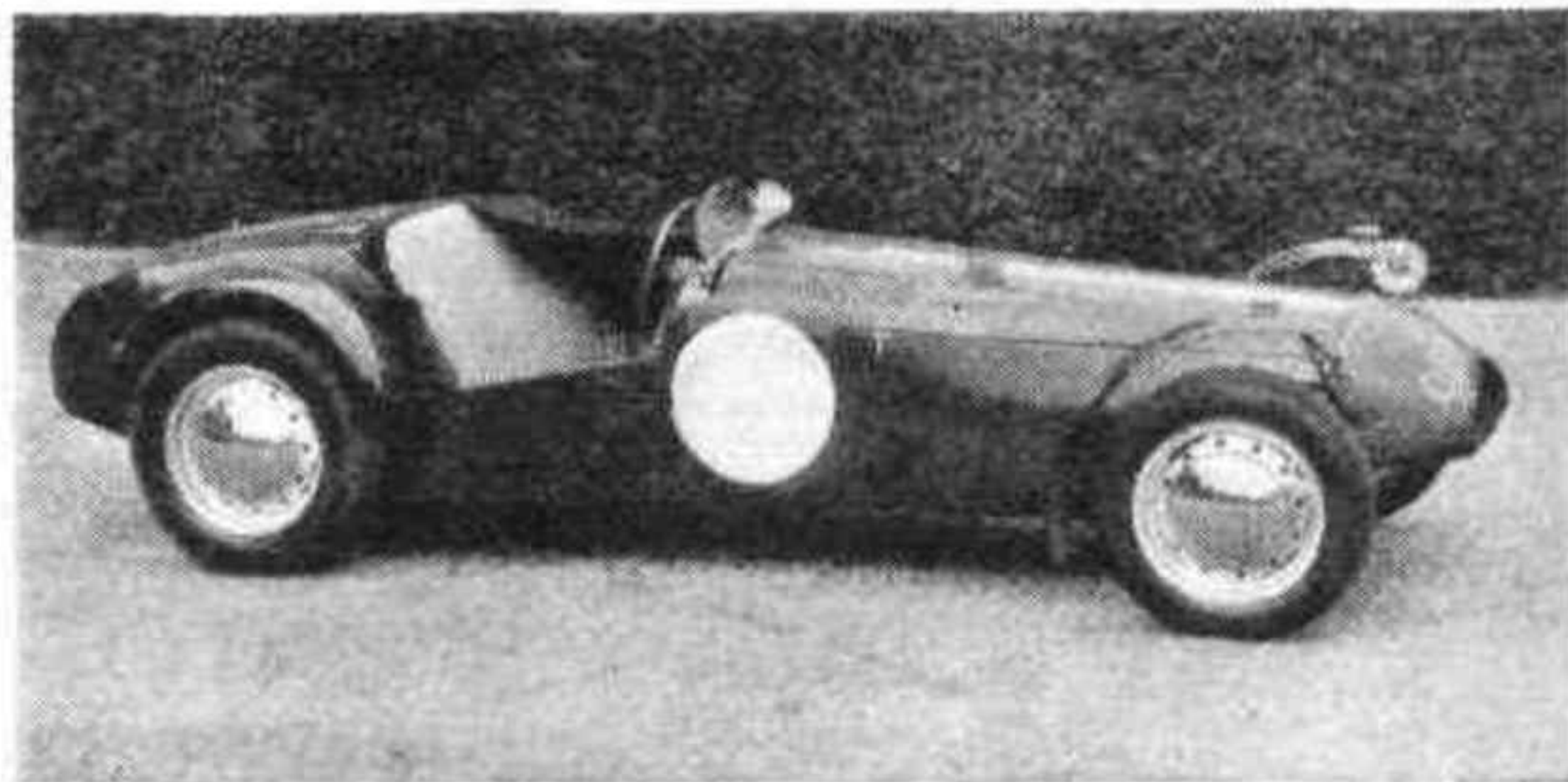
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1936/7 AUSTIN Seven Nippy 2-seater. A delightful little car in exceptional original order, £75.

1934 ALVIS Speed 20 4-seater tourer. B.R.G. Very reasonable all round condition, £65.

1934 BENTLEY Hooper 3½-litre sports saloon. Black/brown leather. An attractive car with recent engine history, £210.

1939 (reg.) FRAZER NASH B.M.W. 328 2-seater. An excellent example of this classic model in nice and original order. L.H.D. £210.

1936/7 MORGAN 4/4 2-seater. Climax engine. Above average, £110.

1932 ROLLS-ROYCE 20/25 saloon by Windover. Beautifully finished in red. Well maintained, £145.

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about the book

Denis Jenkinson is among the best qualified to write an authentic story of Formula 1, having been the *Motor Sport* reporter for the majority of the Grand Prix races run under the 1954-60 Formula 1.

The book opens with an introduction to the Formula and traces the various changes in the Formula and how they affected cars and drivers.

The Championship-winning cars are dealt with in detail, e.g., the development of the Mercedes-Benz, the praise of Vanwall, the respect for Maserati.

An absorbing insight into the characters of the Champion drivers, Fangio, Hawthorn and Brabham.

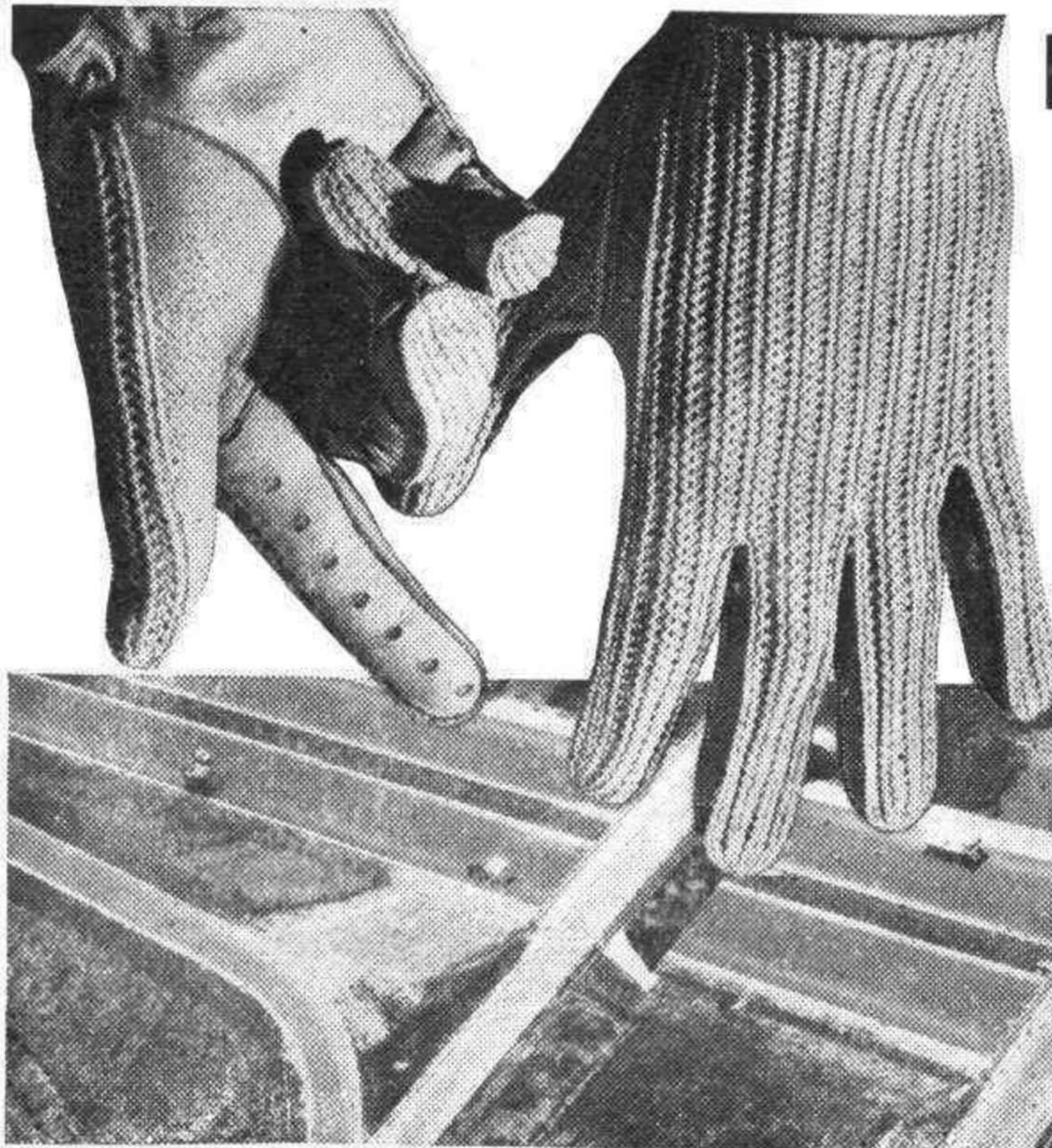
"The Valiant Ones". A nostalgic chapter about the cars which fell by the wayside: H.W.M., Connaught, Bugatti, Gordini.

In separate chapters the author deals with streamlining and the technical developments of the Grand Prix car, and traces Britain's rise to supremacy.

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Motoring News



THE MONTH AHEAD

- Oct. 5—German Rally. First report, 'Autosport' 3-hours race. Racing at Mallory Park and Brands Hatch.
- Oct. 12—U.S. G.P.—first full on-the-spot report. The Paris Salon. Road test of the Warwick 2-litre G.T.
- Oct. 19—First Motor Show issue. Last-minute 1962 models. Bournemouth Rally.
- Oct. 26—Second Motor Show issue. 1962 Accessories Survey.

Plus usual Track Topics — Rally Round-up — Club coverage and features of interest to all.

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Just look how my SAAB gets around!

Here it is during a rally. That's George and his pal doing a spot of map-reading. You'd never think George had a sports car of his own. He never uses it. He'd sooner borrow my SAAB! Reckons it's easily the best rally car he has ever driven. So fast and rugged. He isn't surprised Eric Carlsson is so successful in all those international rallies.

And there we are restoring the SAAB from its rally trim, ready for a trip to the sea. It really is a dream of a car for pleasure motoring, you know. Pots of room in the boot. Gloriously roomy and restful seats. And an air-conditioning system that keeps the temperature just right whatever the weather.

That photo on the right was taken one Monday morning. George was even later than usual for his train, and we just made it. Luckily, you can drive a SAAB flat out right from cold. It is amazingly nippy in traffic too. I'm sure we'd never have made it in any other car—not even in George's so-called 'sports' car.

Here's George and the SAAB coming in for a class win at a sprint meeting. He actually made faster time than the winners of the two classes above him! He modestly said it was because of SAAB's remarkable acceleration and road-holding. But he was unspeakably smug all evening—which I thought was pretty unreasonable. After all, he never won anything until he gave me the SAAB!

And how about that bottom photo for an action shot! George and the SAAB in a saloon car trial. I really didn't want him to enter. All that rough ground. I had visions of my SAAB coming home a complete wreck. Needless to say he talked me round. As he pointed out, it's tremendously strongly built and it has exceptional road-clearance. Sure enough, he got right through with no damage. And he won his class again!

Much more of this and I shall have to make him buy another SAAB—for me to use!



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PUBLICATION DATE FIRST OF THE MONTH

THIRTY-EIGHTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE AGE OF THE SMALL CAR

Some readers may wonder why MOTOR SPORT publishes occasional small-car topics. We hasten to remind them that from the earliest days small cars have taken a prominent part in competition motoring. Races for *voiturettes* received support from famous manufacturers and are the subject of an erudite book by Kent Karslake. The early J.C.C. 200-Mile Races at Brooklands, the Bol d'Or marathon in France and countless other contests have stepped up the efficiency and reliability of engines of modest size and cars of up to 1½-litres have gone indecently quickly when attacking International records.

We suggest that this is the Age of the Small Car, stemming from the ever-rising cost of living in this land of savage taxation, for petrol bills, garaging fees, servicing charges, shipping costs, insurance premiums and the cost of spares and tyres rise with increase in engine capacity and wheelbase.

In the 'twenties there was lively controversy as to whether the light-car top limit should be 1,600 or 1,500 c.c. The latter was universally adopted and with the 1961 1½-litre Formula One working out so successfully this would seem to be a suitable swept-volume for most of us. The modern 1½-litre car can do most things more than adequately, and with commendable economy. Of the British "Big-Five," B.M.C. make a number of good engines of under-1,500 c.c., so do Ford, Standard-Triumph's Herald is well under this limit, and the Rootes Group Hillman Husky qualifies, and will soon be joined by the smaller rear-engined air-cooled "Apex" from their new factory in Scotland. The Vauxhall Victor is but 8 c.c. oversize. Europe's biggest manufacturer, Volkswagen, always has made engines of under 1½-litres.

Small cars gain further merit from their practicability on our congested roads and the forthcoming Motor Shows will reveal the concentration of attention which the World's designers are devoting to cars economical in respect of fuel and dimensions. It is pleasing to know that both Ford and B.M.C. recognise the value of Formula Junior racing in developing the popularity of their production 997-c.c. power units.

Even in the field of high performance there is not much need to look beyond Alfa Romeo, Abarth, B.M.W. 700 or Lotus Elite, while at the opposite extreme fully automatic transmission is available on a 750-c.c. vehicle, the Dutch D.A.F. Small cars excel in technical variety, in the form of front-wheel-drive,

rear-placed power units, two-stroke engines, independent rear suspension, air-cooling, sealed-liquid cooling, rotary power packs and divers arrangements of cylinders and valve gear, etc.

Everything points to 1962 being recognised as the Small Car Age and the advent of the remarkable B.M.C. Cooper Minis, of which a road-test report on the Austin-Cooper appears in this issue of MOTOR SPORT, endorses the very adequate performance of even the smaller of the economy-car tribe.

PHIL HILL—WORLD CHAMPION

We tender warm congratulations to Phil Hill and to America on the outcome of the 1961 Drivers' World Championship.

In doing so we mourn deeply the loss of von Trips who lost his life at Monza. There is little to be said about this sad accident, which the vultures of the sensational Press have dealt with in their usual disgusting and callous manner, often with complete disregard for the facts and invariably with no regard for decency. That spectators died with von Trips is most unfortunate but the motor-racing public is advised that attendance is at their own risk and to couple the word "ban" to this sad disaster is as ridiculous as using it at the World's airports, in hunting stables or in the huts of mountaineers—or, one might add, at the entrance gates to football stadiums. . . .

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Front cover picture: SUNNY BRIGHTON.—Starting down Madeira Drive goes Stanley Sears' ex-John Norris 21.8-litre 1912 Benz. Every year some of these beautifully-prepared monsters make a pilgrimage to Brighton.

THE B.A.R.C.'s JUBILEE

It is said that one of the reasons why the 1962 British G.P. is to be held at Aintree under B.A.R.C. organisation instead of at Silverstone by the B.R.D.C. is because the R.A.C. is sympathetic to the Jubilee of the former Club. As we see it, the B.A.R.C. originated as the Cyclecar Club late in 1912 and came into prominence with its ambitious 200-Mile Race at Brooklands in 1921, when it called itself the J.C.C. Its racing jubilee therefore falls in 1971 and although its Jubilee Book is called "From Brooklands to Goodwood" we still prefer our suggested title of "From Belts to Blowers." And surely a fitting Jubilee race would be a 200-Mile F.1 race at Goodwood, with F.J. cars representing the 1,100-c.c. section of the original "200"?

It's really a question, or should be, of what does the public want? Do YOU prefer Silverstone to Aintree? Do YOU feel the B.R.D.C. has been robbed? Would YOU vote for the next four British G.P.s to be run at Aintree? Make your views known, now, or it may be too late.

Motoring 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	B.R.S.C.C.	BRANDS HATCH	FAWKHAM	RACE MEETING (N.B.)	12.30 p.m.
"	Allard O.C.	Elmore Plain	Aldershot	Sprint (C.)	2.00 p.m.
"	B.A.R.C. (S.E.) & M.G. C.C.	Firle (MR/183/498053)	Selmeston	Hill-Climb (C.)	1.30 p.m.
"	C.S.M.A. (H.Q.)	Liphook	Petersfield	Production Car Trial (R.)	10.30 a.m.
"	Southsea M.C.	MR 635989	Southsea	Driving Tests (R.)	1.30 p.m.
"	Romford Enthusiasts' C.C.	Warley Barracks	Brentwood	Driving Tests (C.)	2.00 p.m.
"	Harrow C.C.	Denham, Bucks	Uxbridge, Middx	Autocross (R.)	12 noon
"	Harlow & Dist. A.C.	Edinburgh Way	Harlow	Rally (R.)	9.00 a.m.
"	Westinghouse M.C.	Cattle Market	Chippenham	Rally (R.)	10.30 a.m.
"	Fenland M.C.	MR 124/642041	Downham Market	Rally (R.)	10.00 a.m.
"	Weston-Super-Mare M. & M.C.C.	Chrisbett Mendip	Shipham	Rally (C.)	12.01 p.m.
"	Kentish Border Club	Country Club, W. Kingsdown	Wrotham	Trial (C.)	10.30 a.m.
"	N. London Enthusiasts' C.C.	Elmore Plain	Aldershot	Sprint (C.)	1.30 p.m.
"	V.W.O.C.	Heston Aerodrome	Hounslow	Driving Tests (C.)	1.30 p.m.
Oct. 7th	A.M.O.C., 750 and 8 Clubs	Silverstone	Towcester	Race Meeting (R.)	1.00 p.m.
"	B.A.R.C. (N.W.)	Aintree	Liverpool	Sprint (R.)	1.00 p.m.
"	Worthing M.C.	MR 181/971082	Arundel	Rally (R.)	9.30 p.m.
"	C.S.M.A. (Wessex)	Nr. Wells	Wells, Somerset	Rally (C.)	10.00 p.m.
"	Welsh Counties M.C.	Empire Garage, St. Mellons	Cardiff	Rally (C.)	8.30 p.m.
"	M.C.C.	Coventry	Coventry	Trial (C.)	2.00 p.m.
Oct. 7/8th	Sheffield & Hallamshire M.C.	Hoyland	Sheffield	Rally (R.)	10.30 p.m.
"	Metropolitan Police M.C.	S.P.D. Ltd., Salford	Redhill	Rally (R.)	9.00 p.m.
"	North Staffs M.C.	Byatts' Garage	Stoke-on-Trent	Rally (R.)	11.00 p.m.
"	N.A.L.G.O. (Met.)	Jocks' Café	Slough	Rally (C.)	9.30 p.m.
"	Herts County A. & A.C.	Chequers Service Station	Garston (A 405)	Rally (R.)	7.31 p.m.
"	Advertising M.C.	Gatwick Airport	Gatwick	Rally (R.)	9.30 p.m.
"	Broughton Bretton M.C.	Pentre Bychan	Wrexham	Rally (R.)	11.00 p.m.
"	C.S.M.A. (Tunbridge Wells)	Hook Green	Tunbridge Wells	Rally (C.)	8.30 p.m.
"	Fiat 500/600 Club	Oakley Corner Garage	Salisbury	Rally (C.)	11.30 p.m.
"	C.S.M.A. (Reading & Oxon)	Mortimer West End	Reading	Rally (C.)	7.00 p.m.
Oct. 8th	WEST ESSEX C.C.	STAPLEFORD AERODROME	ABRIDGE	HILL-CLIMB (N.B.)	10.30 a.m.
"	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (C.)	2.30 p.m.
"	Northampton & Dist. M.C.	Tank Training Ground, Tiffeld	Towcester	Trial (R.)	10.00 a.m.
"	Rhyl & Dist. M.C.	Efrith Beach	Prestatyn	Driving Tests (R.)	10.00 a.m.
"	Sevenoaks & Dist. M.C.	Beesfield Farm	Farningham	Driving Tests (C.)	10.30 a.m.
"	Stockport M.C.	R.A.F., Handforth	Wilmslow	Driving Tests (C.)	2.00 p.m.
"	Burnham-on-Sea M.C.	Lulsgate Airport	Bristol	Driving Tests (C.)	2.00 p.m.
"	S.U.N.B.A.C.	Broadway	Evesham/Cheltenham	Production Car Trial (R.)	10.00 a.m.
"	D.K.W.O.C.	Heston Aerodrome	Heston	Driving Tests (C.)	11.00 a.m.
"	Hartlepool & Dist. M.C.	Parsons' Garage	W. Hartlepool	Rally (R.)	11.00 p.m.
"	Evesham M.C.	Bates Garage	Evesham	Rally (R.)	8.00 p.m.
"	Wirral 100 M.C.	Rhydymwyn	Mold	Sprint (R.)	1.00 p.m.
Oct. 14th	Hastings & St. Leonards C.C.	New House Farm	Hawkhurst/Hastings	Hill-Climb (R.)	1.30 p.m.
"	Shenstone & Dist. M.C.	Barker's Café, Streetnay	Lichfield	Rally (R.)	8.00 a.m.
"	B.A.R.C. (N.W.)	3 Ways Garage, Clatterbridge	Birkenhead	Rally (C.)	7.30 p.m.
Oct. 14/15th	750 Club (Southern)	Wiscombe Park	Honiton, Devon	Hill-Climb (R.)	1.45 p.m.
"	W. HANTS & DORSET C.C.	BOURNEMOUTH / BRISTOL / CAMBERLY	BERLY	RALLY (N.B.)	5.30 p.m.
"	Cavendish C.C.	Hyde's Garage	Macclesfield	Rally (R.)	11.00 p.m.
"	A.E.R.E. M.C.	A.E.R.E., Harwell	Didcot	Rally (R.)	9.30 p.m.
"	Horsham & Dist. M.C. & L.C.C.	Pease Pottage	Crawley	Rally (R.)	9.00 p.m.
"	Pembrokeshire M.C.	St. Thomas Green	Haversfordwest	Rally (R.)	7.00 p.m.
"	Folkestone & E. Kent C.C.	W. Malling/Aylesham	Maidstone/Canterbury	Rally (R.)	10.00 p.m.
"	Lucas M.C.	MR 131/083964	Streetly	Rally (C.)	11.00 p.m.
"	English Electric (Stevenage) M.C.	E.E. Car Park	Stevenage	Rally (R.)	8.30 p.m.
Oct. 15th	Jaguar D.C. (Northern)	Olivers Mount	Scarborough	Hill-Climb (R.)	9.00 a.m.
"	B.A.R.C. (W. Midlands)	Draper's Farm	Prestbury	Trial (C.)	11.00 a.m.
"	Maidstone & Mid-Kent M.C.	MR 172/764598	Maidstone	Trial (R.)	10.30 a.m.
"	Fiat 500/600 Club	R.A.F., Biggin Hill	Westerham	Driving Tests (C.)	11.30 a.m.
Oct. 21st/22nd	Dowty M.C.	Regent Motors	Cheltenham	Rally (R.)	9.00 p.m.
"	Ford Sports M.C.	Lamb's Garage	Woodford, E.18	Rally (R.)	8.00 p.m.
"	N. London Enthusiasts' C.C.	Hatfield	—	Rally (R.)	8.31 p.m.
"	Peterborough M.C.	Peterborough area	Peterborough	Rally (R.)	10.00 p.m.
"	Stafford & Dist. M.C.	Barker & Shenton's Garage	Stone	Rally (R.)	11.00 p.m.
Oct. 22nd	Newport C.C.	Newport Barracks	Newport, Mon.	Driving Tests (R.)	12 noon
"	Stone Cross A.C.	S.M.A.C. Garage	Harlow	Driving Tests (R.)	11.00 a.m.
Oct. 28th	Tunbridge Wells M.C.	Shelley Arms Hotel	Crowborough	Rally (R.)	10.00 p.m.
Oct. 28/29th	Huddersfield M.C.	MR 102/149166	Huddersfield	Rally (R.)	11.00 p.m.
"	Haslemere M.C.	Tilthams' Garage, Ash	Aldershot	Rally (R.)	8.00 p.m.
"	London M.C.	Harwell	Harwell	Rally (R.)	7.00 p.m.
"	Worcestershire M.C.	Worcester	Worcester	Rally (R.)	8.30 p.m.
"	Four Ways C.C.	MR 161/415901 and 135/450677	—	Rally (R.)	7.30 p.m.
"	Bristol Aeroplane Co. M.C.	Lulsgate Airport	Bristol	Rally (R.)	10.00 p.m.
"	Brent Vale M.C.	Byron Hotel	Greenford, Middx	Rally (R.)	9.30 p.m.
"	Austin Healey Club (Midlands)	Perry Barr	Birmingham	Rally (C.)	8.00 p.m.
Oct. 29th	Snetterton M.R.C.	Snetterton	Thetford	Sprint (R.)	1.00 p.m.
"	Berwick & Dist. M.C.	Golden Square	Berwick-on-Tweed	Rally (R.)	9.30 a.m.
"	Romford Enthusiasts' C.C.	North Weald	Epping	Driving Tests (C.)	2.00 p.m.
"	Cambridge C.C.	Malton Farm	Royston	Autocross (C.)	11.00 p.m.
"	Calder Vale M.C.	Library Car Park	Burnley	Driving Tests (C.)	12.30 p.m.
"	Welsh Counties C.C.	Coca-Cola Factory	Cardiff	Driving Tests (C.)	2.00 p.m.

MODERN STOCK-CAR RACING

To me, going to stock-car racing is like attending a boxing match or a bull-fight but on September 16th, to humour some young people, I drove to West Ham for the Stock-Car World Championship Final. I found a fine flood-lit Stadium, courteous officials and a big crowd. The organisers emphasise that the cars are not junk-yard throw-outs but meticulously-prepared racing cars; some recent Le Mans saloons look almost as funny. Certainly I was surprised to find XK120 engine and Morris Minor body, an Austin Sheerline with 4-carb. V8 Buick engine, and other cars using Cadillac V8, Jaguar, Mercury, Nash, Chrysler "Firepower," Ford "Thunderbird," topped off by Fiat 500, VW and other bodies. The Oldsmobile o.h.v. V8 "Rocket" engine is generally favoured, often with a Morris Minor body. And I guess these plots are nicely "souped." Speeds are not high and only the back wheels drift, but shunts are spectacular and would keep Marples' on-the-spot checkers very happy! In Heat 2 one driver was taken off on a stretcher and two cars rolled over. Jock Lloyd (Jaguar XK120, Morris Minor body) drove with skill to win the 30-lap World Championship race. The cup was presented by Dickie Henderson—don't ask me why, I'm not a stock-car "fan" but they are much more interesting than karts!—W. B.

PORSCHE CLUB OF GREAT BRITAIN

At long last some definite steps are being made to form a club for Porsche owners in Great Britain. It is strange that of all the countries in the world where Porsche cars are sold, this one has never had a Porsche Club, whereas Europe not only every country, but every capital City has a Porsche Club. Already an informal meeting has taken place, with fifteen Porsche owners present, and on October 22nd an inaugural meeting will take place at Chat Impney, Droitwich Spa, Worcestershire, at 2 p.m. If you are a Porsche owner then make a note of this date. For further details write to Mr. J. F. May, 41, Brooks Road, Wylde Green, Sutton Coldfield, Warwickshire.

ANYONE GOT A SIDE-VALVE TR?

Several readers have drawn our attention to a remarkable statement by *Daily Telegraph* of September 1st, that "The TR (Triumph) for the first time has an overhead-valve engine." Another motoring scribe in giving the top speed of the Aston Martin DB4 G.T. as "over 80 m.p.h.," surely makes the understatement yet!

CONTINENTAL NOTES

DURING this season there has been a new name among the makes of racing cars, and that is Tomaso. One appeared in the French Grand Prix, another at Solitude, four of them at Modena and three at Monza. In consequence some notes on this newcomer will not go amiss. The man behind this small factory is Alessandro de Tomaso, a young Argentinian who came over to Europe some years ago and raced Maserati in G.P. events and in sports-car events, and then drove sports Oscas, and once or twice a special Osca 1½-litre stripped out and running as a Formula Two car to the old 1,500-c.c. Formula. He made his home in Modena, and married the American girl Isabelle Haskell, who also used to race sports Oscas. Last year Alessandro built his first racing car to Formula Junior rules, and also a 1½-litre car with Osca engine and Colotti gearbox to the then Formula Two rules. I had the pleasure of driving the 1½-litre car at Modena during its early test days as a prototype. This year he has built a number of chassis and fitted them with engines and gearboxes to customer's choice, and called the cars Tomaso-Osca, or Tomaso-Alfa, depending on the unit in use.

The layout of the Tomaso chassis is very conventional by present-day standards, having a tubular space frame somewhat on the lines of the Cooper, in as much as it uses large-diameter tubing, rather than spaghetti-like tubes as on Maserati or Lotus. Suspension to all four wheels is independent by means of double wishbones and coil-spring/damper units, Italian disc brakes are used and alloy wheels made in Italy. The engine is installed behind the driver and either a Colotti gearbox is used, or a new 5-speed one built specially for Tomaso. These cars have the distinction of being all-Italian, made in and around Modena, and afford numerous Italian drivers the opportunity of acquiring a single-seater racing car complying to Formula One standards. When it is realised that Ferrari does not sell his racing cars, and Maserati do not make complete racing cars any more, Tomaso is filling an important role in the private-owner field in Formula One racing.

He will still build Formula Junior cars, but recently has been concentrating on Formula One cars, and while not so large and powerful as Cooper or Lotus, is in a similar capacity to Emeryson in England. One of his recent cars has been fitted with a bored-out Alfa Romeo Giulietta engine, transformed by Virgilio Conrero, of Turin, and this engine had a special cylinder head with twin ignition, fired from two distributors driven from the ends of the camshafts. Having started off by building one "special," Tomaso has expanded during the present season and now has a small factory working well, and has plans developing fast for building his own engine. His cars cannot hope to challenge the Ferrari team, but for the amateur Italian, and the semi-professional Scuderias, the Tomaso Formula One car is an interesting proposition.

At Maranello the Scuderia Ferrari were still working on the chassis for the Indianapolis racer, for since Brabham's attempt this year the Italians have been eyeing Indianapolis with great interest. At first it was thought that Phil Hill would be the driver, but now that is not so sure, for having seen what the effect of going to Indianapolis had on Brabham this past season Ferrari is beginning to think that it may be better to employ a professional Indianapolis driver. There is little doubt that Brabham's season of European Grand Prix racing suffered badly this year in consequence of all his flying to and fro, trying to achieve more than was reasonably possible. Precise details of the Ferrari for Indianapolis are not yet known, but it will doubtless have a rear-mounted engine in a chassis basically similar to the Grand Prix cars, but what form the engine will take is another matter.

Certain of the Grand Prix drivers have this year formed a group known as the Grand Prix Drivers' Association, and membership is by invitation, though just what the qualifications are for being invited to join are a little obscure. It certainly has nothing to do with winning a Grand Prix, for Baghetti is not a member, even though he has won three Grand Prix races, and there are some members who have never won a G.P., but that is neither here nor there. This formation of drivers get together at each Championship Grand Prix meeting and discuss relevant points as regard The Driver and Grand Prix racing, and at their last meeting they

decided to present an award each year to the best-run event of the season. It seems they will take into account all aspects of organisation and control, including the Press Service, and I hope this year they will bear in mind the Pescara 4-Hours, for it is the only occasion on which I have ever returned to my hotel to find duplicated results of practice times awaiting me in my pigeon-hole at the reception desk. After the awful struggles one has at some races to get anything other than the lap times of the first six or so drivers, this was most welcome. Another well-run Press Service was this year's German Grand Prix, where American journalist Leo Levine, stationed with "Stars and Stripes" in Germany, did his best to supply the needs of a vast number of journalists, both bogus and *bona fide*. I hope they will also bear in mind when reviewing certain British organisations, that a lap chart contains all the competitors, not just the first six. I was nearly caught by this at one British Grand Prix, when told "Don't bother to keep a lap chart, old boy, we give you a complete one at the end of the race." Luckily I have a distrustful nature and kept my own chart of the race progress for every competitor; at the end the official chart only went down to sixth place! The siting of the Press Stand is also something important and worth bearing in mind. I have actually been to a World Championship meeting in this country where there was no Press Stand, and there have been others so far away from what is happening that they are a waste of time using. The Monza Press Stand is one of my favourites as it is high above everything at the top of the vast grandstand, and once there you can take a detached and all-embracing view of what is going on, and once through the vital gate there are no petty bothersome officials, and you can get on with your job in peace.

This gesture of an award by the Grand Prix drivers is indeed a magnanimous one and can only do good for the Sport, which is their primary aim.

* * *

There is no doubt that the Liège-Rome-Liège Rally is accepted as the toughest rally of all, and even though its title has been changed to The Marathon of the Route, and no longer goes to Rome and back, it has always kept up its tradition of being tough and not pandering to any competitor or outside interests, like some rallies do. Last year, it will be remembered, Pat Moss and Ann Wisdom had an outright win with an Austin Healey 3000, and that car is certainly a rugged sports car, especially the works rally model. This year the Marathon went from Liège, in south-east Belgium, to Sofia and back, on one of the toughest and roughest routes yet sorted out by the organisers. Not only was the going rough but the time schedules were such that the whole thing was nearly a motor race from start to finish. Of a total of 85 starters only eight finished the course, and this was remarkable enough, but outstanding was the fact that of those eight there were four Citroëns, both ID and DS models, and in fact a DS19 model won the event outright, driven by Lucien Bianchi and Georges Harris.

The Marathon involves 90 hours of driving, with only a 4-hour rest at Sofia, so that crew stamina is as important as car stamina, and the first-class suspension of the DS19 Citroën did more than its share to give the drivers a comfortable ride. To win the Marathon in a hard-sprung sports car like an Austin Healey gives all credit to the toughness of the crew, but this year the car itself deserved as much credit as the crew, for the DS19 is a full 5-seater family saloon, with all mod. con., and the remarkable performance of having four cars in the only eight finishers says much for the "new-fangled Citroën, with its troublesome air and hydraulic mechanisms" as certain anti-Citroën people are apt to describe it. I make no bones about the fact that I am an ardent admirer of the car that is still 10 years ahead of all the others. Not needing five seats the DS19 does not fit into my motoring programme, but Citroën suspension, road-holding, and other technicalities on a Porsche body/chassis unit would make a dream car for me.

Before leaving rallies, a word about the Tour de France, which is taking place as I write. This is a Rally of the Circuits, with easy road sections between various famous French racing circuits and hill-climbs, where timed races and tests decide the winners. A novel note is introduced this year for the final stage which begins at Marseilles; the cars left running are loaded on a special charter boat and taken across to Corsica. There they undergo some arduous regularity tests at pretty high speeds on rough mountain going. After this the cars are put back on the boat and sailed to Nice, from where the Rally started, and where the Rally ends. This is surely the first time a Rallyman has had to be a good sailor as well as a good driver!—D. S. J.

FRANKFURT MOTOR SHOW

STAR of the Show was the all-new B.M.W. 1500 with single o.h.c. four-cylinder engine and all-independent suspension.



THE 40th International Frankfurt Motor Show, which is not normally noted for the number of new cars released to the panting public, saw the introduction of several interesting if not earth-shattering new cars. Perhaps the most interesting of these in view of past achievements was the VW 1500, but as details of this car had been cleverly leaked over a number of months, thereby giving maximum interest over a long period, there was little to be seen at the Show which was not already known. Saloon, estate car and convertible versions were on display in the VW hall and Karmann showed some very pretty Ghia-designed cars on the 1500 chassis. We believe there are some who call MOTOR SPORT the "Volkswagen Gazette" and suggest we are on the payroll at Wolfsburg; they should note that this is the first time a MOTOR SPORT staff member has even seen the 1500 VW. We have not been invited to any of the Press trips to Wolfsburg to see the car nor were we even invited to the VW Press reception at Frankfurt. The opportunity of driving the new car consisted of a grudgingly offered five minutes round the block, which we declined! In fact we have a sneaking suspicion that VW at Wolfsburg have never even heard of MOTOR SPORT, which we hope puts everything in perspective.

Although being a new car the VW 1500 bears many resemblances to the 1,192-c.c. model. The engine of the familiar flat-four type is now very over-square having a capacity of 1,493 c.c. and a power output of 53 b.h.p. at 4,000 r.p.m., and the height has been kept to 16 in. by mounting the cooling fan on the crankshaft nose and keeping all other accessories as low as possible. The engine has been placed below the floor of the boot and a reasonable amount of room has been made available for luggage. The dipstick can be withdrawn through an aperture in the boot floor. Rear suspension is similar to the 1,192-c.c. model but the front now utilises completely transverse torsion bars. The car is a 4/5-seater, only with two doors. Instrumentation, carried in three hooded cowls, is more comprehensive than previously. A top speed of 78 m.p.h. is claimed, with 0-50 m.p.h. in 15 sec. and average fuel consumption of around 33½ m.p.g.

The pretty Karmann Ghia version utilises four headlamps at the front, two tiny lights supplementing the standard outboard-mounted lights. The coupé model has attractive lines but the exigencies of Ghia styling reduce the rear boot to laughable proportions, whilst it is also a very occasional 4-seater.

Rivalling the VW for Press-day attention were the new B.M.W.s, the 1500, the 3200CS and the 700 cabriolet, the first



The Ghia L6.4

two being entirely new cars and the latter being an open version of the popular 700 saloon. Although making a wide range of industrial engines, motorcycles, bubble cars and so on, B.M.W. have had no automobile engine between the 700-c.c. and 2.6-litre V8 until the new 1500. Although having similar engine capacity to the 1500 VW the B.M.W. 1500 is rather more luxurious probably more technically interesting, certainly better to look at and a good deal more expensive at 8,500 DM (about £765), the VW's 6,790 DM (about £612).

However, if it could sell for that sort of price in Britain there would be no lack of buyers. Of roughly similar size to the VW is a 4-door saloon with distinctive frontal styling without losing the well-known B.M.W. grille. The front-mounted engine is a water-cooled single overhead camshaft in-line 4-cylinder which has a bore and stroke of 71 x 82 mm., and a capacity of 1,499 c.c. giving maximum power of 75 b.h.p. (DIN) at 5,500 r.p.m. In the car it is tilted 30° to the right. The crankshaft has five main bearings and the camshaft and oil pump are chain driven, the distributor being driven by skew gears from the rear of the camshaft. The power is reached on an 8.2 : 1 compression ratio using a single Solex carburetter, and there appears to be a good deal of scope for tuning. A 4-speed all-synchromesh gearbox of Porsche baulk ring type is used, with a floor gear-lever.

The suspension is independent all round, the front being rather similar to the Ford Anglia type, having long king-posts incorporating coil-springs and telescopic damper units with a single lower fabricated steel wishbone and an anti-roll bar. Disc brakes are used on the front wheels. The rear suspension utilises Y-shaped trailing arms swinging on an outrigger chassis member with coil-spring at the centre of the Y and a telescopic damper at the base of the Y. Outboard drum brakes are fitted. The interior is luxuriously fitted out for a car of its price and it makes pretence at being more than a 4-seater as the rear seats are shaped for two adults. The boot is extremely large and will certainly be able to carry the luggage of four people. A top speed of 93 m.p.h. is claimed for the 1500 and one would imagine that handling and braking are up to this sort of speed. Certainly it is a great pity that this car cannot be shown at Earls Court.

A different car altogether is the new 3200CS, which is a 2-door 4-seater pillarless saloon with body by Bertone. This uses a 3.2-litre V8 engine, which gives 160 b.h.p. and endows the 3200 with a claimed top speed of 120 m.p.h. Disc brakes are fitted to the front wheels, amongst other technical improvements. The price in Germany is nearly £2,500.

The B.M.W. stand was also swarming with saloon and coupé versions of the popular 700 model and the new cabriolet was also displayed, but the open sports/racing car used in hill-climbs by Hans von Stuck was not on show.

These interesting vehicles apart there was not a lot for the motorist to enthuse over, most manufacturers being content with improving on existing cars. The new Goggomobil S1004 was on display and one can readily understand why the firm issued the artist's impressions of the car to the Press in the first instance: the slab-sided styling does not really come off. However, the 4-cylinder single o.h.c. engine is interesting, especially as the camshaft is driven by a frail-looking, exposed, toothed belt. The 992-c.c. engine gives 42 b.h.p. at 4,800 r.p.m. and is claimed to propel the coupé at speeds of over 80 m.p.h. A convertible model is also available. We noticed that the spare wheel stands alongside the engine in a rather vulnerable position.

Mercedes-Benz have a huge hall to themselves and show their recent variations on their excellent basic theme, including a convertible version of the 220SE coupé. Vying with the new



The V.W. 1500

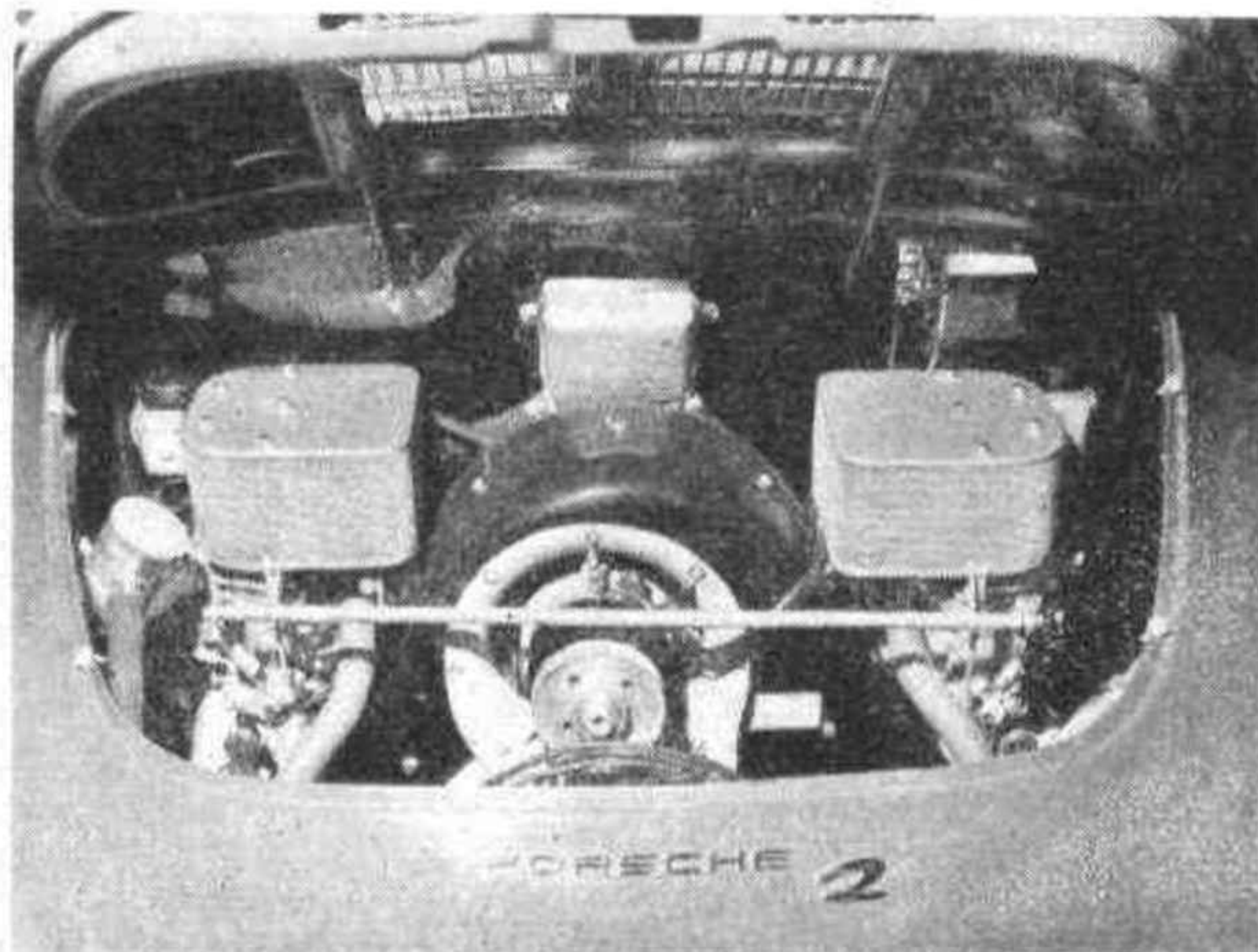
for spectator interest are a representative selection of Daimler-Benz touring cars covering their 75 years in the Motor Industry, and the dust-stained winner of the Algiers-Cape Rally.

Volvo show the P1800, which we have been meeting at Motor Shows for what seems like years and which foreign magazines have tested, something which is denied to English testers despite the fact that the car is made here. The 122S model is now supplied with Girling disc brakes on the front wheels and the power increased to 90 b.h.p. (S.A.E.). The drum-braked model will now be known as the 121.

The German importer Auto-Becker, which has agencies for Lancia, Ferrari, Facel Vega, Rolls-Royce, Bentley, and Ghia, displays all these cars but will certainly get most attention for the most expensive car on show, the Ghia L6.4, which is an extension of the Dual-Ghia theme on a Chrysler chassis. The chassis used has the 335-b.h.p. 6.7-litre V8 engine with Torque-flite automatic transmission. This is fitted with every luxury, including matched luggage and briefcases, etc., and a fantastic array of instruments which would puzzle a bomber pilot.

The Ford hall has a vast display of all-white Taunus models, together with a Galaxie 500, a model-T (in black of course) and a Consul Capri, Dagenham's new "personal" car on the Classic theme. Auto Union show the re-vamped Junior with new "frischolgeschmierte" oil dispenser, which is also now used on the 1000 series. The Renault R4L is shown to advantage on a test rig which pushes the wheels up and down at speed showing how little the chassis is displaced under these stresses. N.S.U. have hordes of the Prinz 4 model on show, most of them with headlamps blazing, which does not detract from the generally pleasant appearance of the "baby Corvaire." Opel have oceans of space to display the rather uninspiring Rekord model and a new coupé version but they make up for this by having an interesting pavilion showing a representative selection of their previous products.

Porsche modestly say that there are few changes in their range



Porsche Carrera 2-litre



N.S.U. Prinz 4

but many people might consider the 130-b.h.p. at 6,200 r.p.m. 2-litre Carrera model quite a big change! A larger rear window is fitted and the fuel tank has been lowered so that luggage can be placed in the nose. Porsche also show a Porsche-Abarth coupé and Abarth themselves have a large stand, most of the cars on which have a laurel wreath from some competition event or other.

Fiat show the recently announced 1800B and 2300 models and also the Ghia-bodied 2300SC coupé, which has very attractive lines and which is now in limited production. The intriguing DAF is now available with 750-c.c. motor giving 30 b.h.p. at 4,000 r.p.m. In de luxe form it is known as the Daffodil and standard form as the DAF 750. A top speed of 65 m.p.h. is claimed, which should take care of criticisms that the DAF is underpowered.

British representation at Frankfurt was strong but Continental journalists did not seem to be taking much interest in the British stands, although much of this could be put down to unimaginative displays and lack of staff to answer questions. The TR4 attracted attention and several models were well displayed, but lone examples of Aston Martin DB4 and Lotus Elite were finished in drab colours. The Jaguar stand had two 3.8 models and two E-types, all finished in slate grey, but as they were all covered with plastic drapes on Press day no one could look at them or take photographs. The Innocenti and B.M.C. stands were close together so that direct comparisons could be made between the Innocenti 950 and the Mk. II Sprite. A well-finished Austin Healey 3000 chassis attracted attention but an Austin Seven Cooper was neglected by the Press. Rootes showed the Singer Vogue for the first time and announced tuning stages for the Alpine, while Rover displayed one of their gas turbines alongside Land Rovers and 3-litre models.

The Frankfurt Motor Show was undoubtedly a German triumph with honours being equally divided between VW and B.M.W. It will be interesting to see what difference the £150 price differential makes between the B.M.W. and VW 1500s.—M. L. T.



Karmann-Ghia V.W. 1500

See the spanking new DKW 800S on stand 113

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Farnborough Flying Display

THE weather, poor for the first three days of the S.B.A.C. Display, relented on the Thursday, which was only right and proper, because this was the 100th flying programme since the 1932 S.B.A.C. display at Hendon which pioneered this important event. At that initial show 34 aircraft took part, before fewer than 1,000 guests. C. G. Grey of *The Aeroplane* commented favourably and the Show has been staged annually ever since, the war apart, from 1932-35 at Hendon, in 1936 and 1937 at Hatfield, at Radlett in 1946 and 1947, at Farnborough since 1948. Over 250,000 people attend it and this year the Exhibition building was rebuilt to an area of 130,400 sq. ft., the largest tented area to house an aeronautical show.

The show in the air, as we saw it, went as follows: The Press enclosure was quite crowded; the rules stated expressly that "ladies could not be admitted other than those personally engaged in senior executive appointments in aviation or accredited journalists"—we were astonished how many ladies hold senior executive positions in aviation, and some of them so young! We noticed, too, that photographers were allowed far closer to the performing machinery than is customary at motor races and marvelled at the number who relied on simple vest-pocket cameras—perhaps when you are faced with aircraft capable of 1,300 m.p.h. it really doesn't matter.

First off was a Scimitar, which left to find and photograph the President's tent, us, and H.M.S. *Hermes* at sea, returning 40 minutes later with this task accomplished—an impressive piece of publicity for the Royal Navy. The Army then showed how the airfield could be captured, using Hunters of 54 Squadron, their own Beverleys, and supporting aircraft, from which 330 troops and five vehicles were put on the ground, at a rate equal to landing 4,000 troops an hour. There were gun blasts and fire and smoke but Farnborough is vast and it used to be much more exciting at Hendon. However, the S.B.A.C. Display exists to instruct and impress rather than to excite.

An Olympus Vulcan B2 bomber flew over, then the versatile Argosy troop carrier, and as the graceful Comet 4C 100-seater flew by the D.H. Gyron Junior supersonic flying test-bed went up in a climbing turn promoted by its 14,000 lb. thrust *mit* re-heat, foretaste of what was to follow. Rumblelow dived, climbed and rolled the Jet Provost Mk. IV, came out of his ceiling in a series of spins and turned quietly, smoothly in to land.

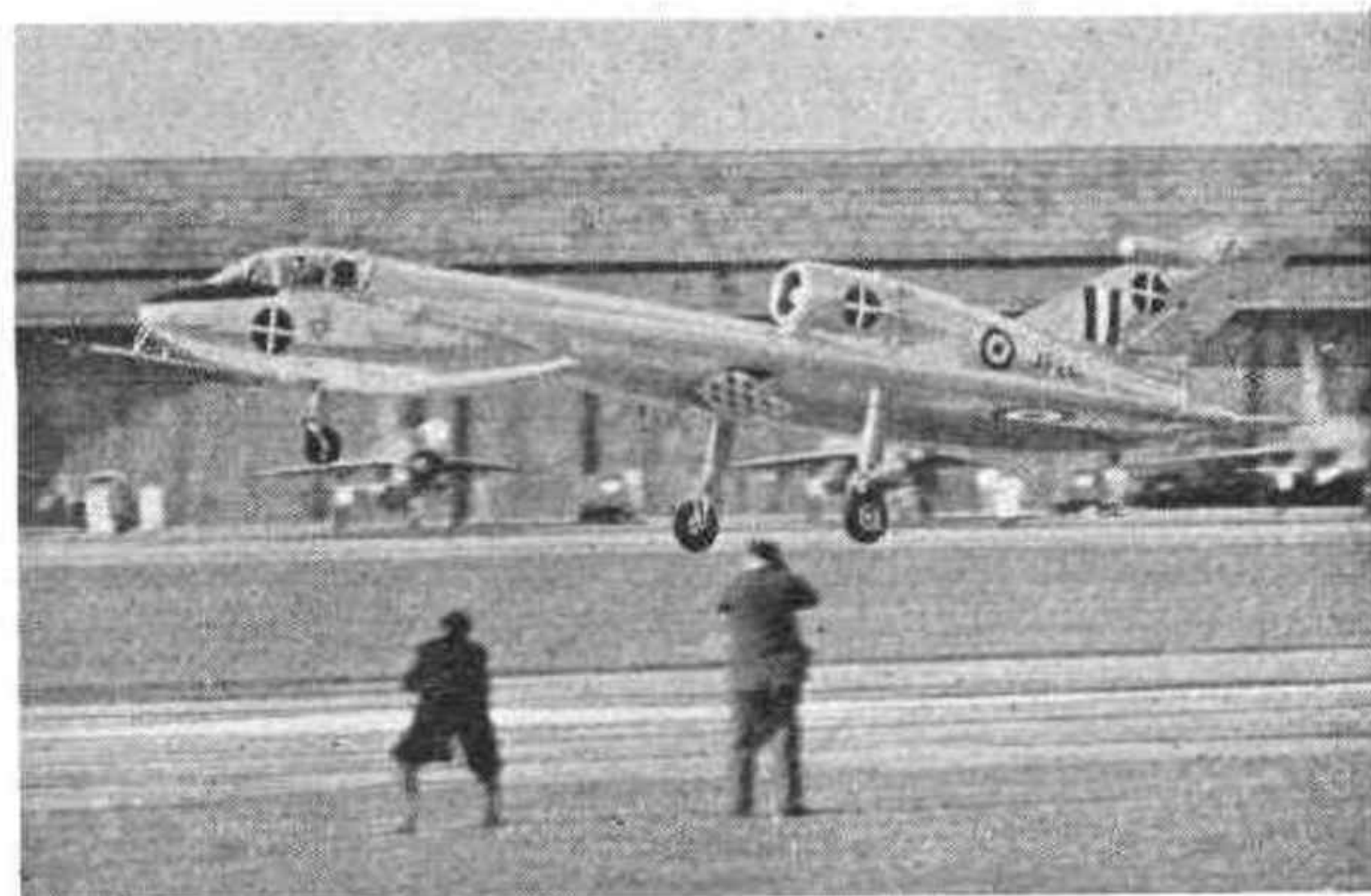
Next we had Westland's traditional helicopter demonstration, packing much into a short space of sky and time. The Rotodyne fired broadside guns like some ancient galleon and landed soldiers down ropes, as a change from taking the London-Paris-London helicopter record at around 126 m.p.h. Slim Sear packed in an Aidiso demonstration, towed a train of heavy vehicles at 15 m.p.h. and did aerobatics in the Wessex, the Whirlwind planted a small truck on a transporter and the skeleton Scout 5/6-seater did tricks of its own.

Not to be outdone by civilians, the Army put on an aerial ballet with lots of Skeeters, which approached in cloverleaf (or as the Americans say, a barn dance) formation from both ends of the field. During the subsequent antics the commentator was heard to say "If you touch me there I shall scream" as one Skeeter closed in on another. . . . These funny animals are about to be replaced by gas-turbine Scouts.

A very effective demonstration was the delayed parachute drop by Army parachutists from Austers at 5,000 feet. They fell free for 15-20 seconds at some 100 m.p.h. against the blue of the sky, and four out of the five landed close to the marker flare in spite of a tricky cross wind. The fifth landed outside the airfield.

Perhaps the lowest fly-past of the day was by the Hawker Hunter, which rolled out of it to vanish into the blue. Smoke rolled with it along the runway and, unlike Allard, the pilot streamed his tail chute, on landing.

A Company not even in existence last year then made our mouths water with a display of four fine aeroplanes—Beagle-Austers. The entirely new B206 has twin R.-R. Continental engines, seats five, or seven if you don't need a toilet, does 200 knots, lands at 50 knots, and is fully equipped to airway standards. The 2/3-seater Terrier stalls at a mere 33 m.p.h. and sells for under £2,000, while the Airedale, priced at a basic of £4,750, is a 4-seater tricycle undercart touring aeroplane with front and rear doors and other car-like amenities. The Auster Eleven showed it could turn slowly; it has one 260-h.p. R.-R. Continental engine.



REAR-ENGINE.—The H.P. 115 delta-wing research aircraft.

Two Folland Gnats took off side by side and demonstrated very rapid rolls, and the stately Avro 748, the first production version, of Skyways of London, went by with one prop. feathered. A couple of dozen of these airliners have been ordered. Hazledon showed off the H.P. Herald of Maritime Central Airways; B.E.A. expect their Heralds next year. The R.-R. Darts run 3,300 hours between overhauls.

800 Squadron gave their tremendous aerobatic show in Scimitars, the Blackburn Buccaneer, strongly built to operate in low-level turbulent air, opened its weapon door, and the crescent-wing H.P. Victor bomber roared its four R.-R. Conways right over the Press tent.

Much noise announced vertical take off and descent of the Short S.C.L., which gyrated as well as any helicopter, using four engines to get off, one to fly past, these having an 8 or 9-to-1 thrust/run ratio. The Navy showed Fleet Air Arm Vixens flight-refuelling and aerobatics with Scimitars, including a loop at 7,000 feet for the bomb burst descent. These aircraft of 890 and 804 Squadrons then flew back to their ship. Four Gannets, which early morning radar had rendered pregnant, flew over with one turbo-prop. stationary.

The H.P.115 with its Bristol-Siddeley Viper engine at the rear, a fixed undercart low speed research delta aircraft (low speed means 300 m.p.h.), depicted its sweep back of approximately 75° for a 20-ft. span, in the hands of S/Ldr. Henderson. Four Mk. III Jet Provosts from the C.F.S. did neat aerobatics but maybe the Lightning stole the Show, for the re-heat of its two R.-R. Avons was used very effectively to promote oversteer on the turns and it flew past at some 700 m.p.h., obligingly not breaking the control tower windows this year.

The R.A.F. Abingdon free-fall parachute team disliked the wind—they drop at some 120 m.p.h.—and we got wind-up about traffic congestion and went in search of the Rover. A fine Show, in which the only non-starter was an Army parachutist who failed to leave his Auster.—W. B.

THE BRIGHTON COURSE RECORD

On page 829 we draw attention to the casual attitude of the Brighton & Hove M.C. over who holds the absolute course-record for Madeira Drive. The Club gave the record in the programme as 21.67 sec., established by C. Rous (Moto-Vincent) in 1960, and announced officially that E. A. Woods (Norton-J.A.P.) had broken this with a run in 21.62 sec. Reports in *The Motor Cycle* and *Motoring News* confirm this, *The Motor* is non-committal and *Autosport* quotes only the car times. *Motorcycle News*, *Motor Cycling* and *The Autocar*, however, agree with MOTOR SPORT that the record belongs to Basil Keys (Norton-J.A.P.), who clocked 21.59 sec. in 1959. It is very important that the position be clarified. Perhaps before next September the organisers will tell us who *does* hold the Brighton course-record.

PARKING METER FINANCE

The Dominion of Wellington, N.Z., states that after five years New Plymouth Council has taken £21,195 in parking-meter fees. This sum is being held for the purchase of more meters but also for buying land or buildings for off-street car parks. Where do English parking-meter profits go?

On the road with the G.S.M. Delta

SLEEK.—Pictured at Goodwood the G.S.M. Delta displays its handsome lines.



RACE-GOERS can hardly have failed to notice a pretty little G.T. car circulating the tracks this season in the hands of Jeff Uren as it has won its class in several International events. The car, the G.S.M. Delta, originated in South Africa and the prototype was brought to this country and raced with some success by its designer J. van Niekerk. At the time it was fitted with a 1,172-c.c. Ford engine and known as the Dart but when a company was formed in Great Britain to manufacture the car it was fitted with the 105E Anglia engine. G.S.M. Cars Ltd. is situated in London Road, West Malling, Kent, and has extensive floor space for the manufacture of this glass-fibre-bodied car, which is being produced at the rate of four or five per week. Much of the production goes to the United States and Canada, where many racing successes have been gained.

The chassis of the Delta is a ladder type with two very large-diameter steel tubes having sub-frames front and rear to carry the suspension. Front suspension is by transverse leaf-spring with a single lower link and an anti-roll bar. A shortened version of the Ford Anglia king-post is used and, in fact, Ford components are used wherever possible, the Burman steering gear with three-piece track rod being identical to the Ford layout.

The rear suspension utilises a Ford 100E axle which is well located by twin parallel trailing arms and an "A"-bracket, the springing being provided by co-axial coil-spring/damper units. The 100E axle is used because development engineer John Passini prefers the spiral bevel axle to the hypoid type but lack of alternative ratios will probably force a change to the 105E axle before long. Girling 8-in. drum brakes are fitted all round, racing versions having turbo fins.

The engine is the trusty 105E, which can be obtained in many stages of tune up to 90 b.h.p. according to one's needs and pocket. All engines intended for competition work are tested on the Heenan and Froude dynamometer which is installed at West Malling. Of the four main stages of tune available the car we tested was fitted with the 75-b.h.p. version with twin double-choke Weber carburettors and close-ratio gears in the Anglia box.

On the road we soon found that this was an exhilarating car to drive, for 75 b.h.p. is able to push along 10 cwt. at very high speeds. The howl of the close-ratio gears, although of the helical type, competes with the roar of the carburettors and valve gear clatter to produce some fearsome noises. The engine produces little power below 4,500 r.p.m. but once above this figure the engine becomes beautifully smooth and will go on up to 7,500 r.p.m. with no fuss at all. It is possible to see 7,000 r.p.m. in top gear

on quite short straights, which is an honest 100 m.p.h., at which speed the mechanical noise is probably at its lowest. Wind noise, too, is remarkably low, much better in fact, than many mass-produced sports cars with less efficient aerodynamics.

The main charm of the G.S.M. is in its road-holding and acceleration in the gears, which, on winding British roads, can be exploited to the full. Certainly there can only be a handful of cars capable of keeping with the Delta in such conditions. The car has understeer characteristics when motoring at 6/10ths, but when really pressing hard oversteer can be induced and the Porsche-type *wischen* or wiping motion can be applied to negotiate corners. Roll is virtually negligible and in any case the Microcell seats hold the driver and passenger in position against the dreaded side slip.

The ride of the G.S.M. is on the firm side as one would expect from a car of its type but this does not become unduly discomforting unless one drives over really rough country. Bumpy corners do tend to displace the rear end slightly and directional stability is affected by side winds. The steering is not so light as rack-and-pinion layouts but at 2½ turns lock-to-lock is very positive and accurate.

In this country the G.S.M. is assembled by the purchaser in order to avoid purchase tax and naturally the manufacturers have had some difficulty in producing a car which can be assembled in the average garage whilst still comparing favourably with mass-produced sports cars. The final standards of finish will reflect the workmanship of the assembler.

For instance, our test car allowed some rain to enter under the windscreen and door surrounds, which most owners would seal up as and when these leaks displayed themselves but as the test car was brand new it had never been in the rain. Apart from this and a slight rattle there was little to complain about in the finish of the G.S.M., and the interior trimming and instrument layout are of a very high order indeed. The glass-fibre body is one of the smoothest we have yet seen and Mr. J. P. Scott, Managing Director of G.S.M., expects a better finish still when a new steel mould comes into production shortly.

For a basic price of £500, less engine and gearbox, the Delta kit appears to be remarkable value for money. The engine can, of course, be tuned to whatever stage the owner desires depending on the use to which he would put the car. Certainly we would not like to use the 75-b.h.p. version on the road all the time and the 60-b.h.p. standard model kit seems to be excellent value at £696.—M. L. T.

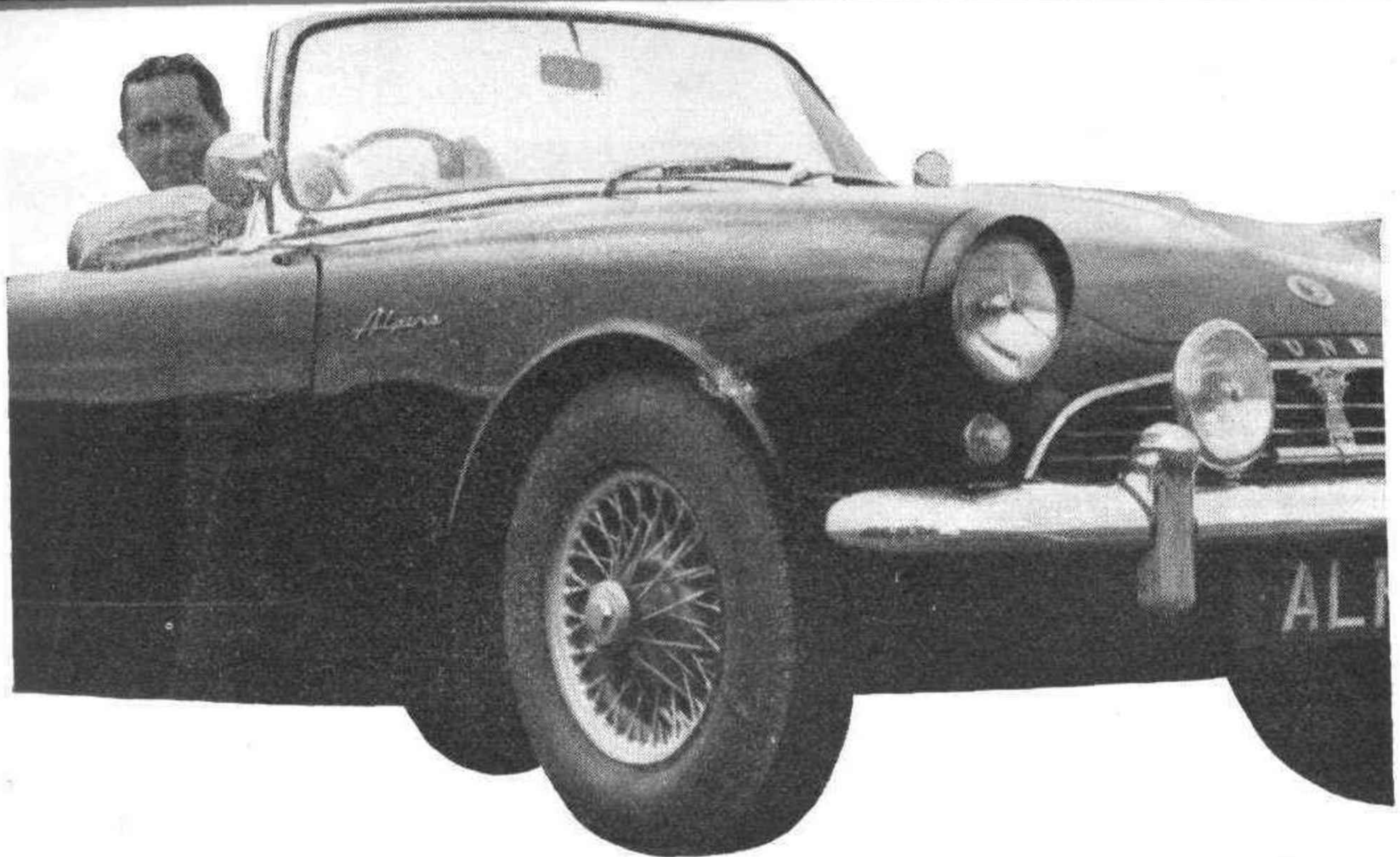


UNUSUAL.—The rear-end treatment of the Delta causes some comment and an alternative hard-top is available if required.



POWER PACK.—The 105E engine gives 75 b.h.p. with twin Webers. Alternative 60-b.h.p. and 90-b.h.p. engines are available.





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THE ROVER 100

A Dignified Typically British 2.6-Litre Car in the Old Tradition, Possessing Refined Manners and Adequate Performance.

ROVERS DON'T "DATE."—The Rover 100 retains the P4 body style that has been in use on the smaller Rover chassis for many years. Old-fashioned it may look but since the demise of Lanchester, Armstrong Siddeley, Sunbeam-Talbot and similar makes, it is pleasing to find such a dignified, honestly made and beautifully appointed car still available. For those who expect as much, or more, comfort in their cars as in their homes the Rover 100 represents an irresistible proposition and, costing considerably less than half the price of even a mediocre house, it offers outstandingly good value.



MY first impression on taking over a Rover 100 for test was that the manufacturers must be optimistic to go on listing such an old-fashioned car in 1961. A week later I parted reluctantly from a vehicle that is in many ways unique. For what it amounts to is that the Solihull engineers have succeeded in combining old world quality, dignity and charm in a car possessing modern factors of performance, equipment and retardation.

There is no need to describe this Rover 100 in detail, for in matters of interior decor and controls it has scarcely changed since MOTOR SPORT published a very full report on the Rover 90 in 1956. The ignition key now actuates the starter, there are Girling disc brakes on the front wheels, and in rationalising their smaller models on the introduction of the 3-litre Rover (test report: MOTOR SPORT, April 1961) only one size each of the 4-cylinder and 6-cylinder i.o.e. power units has been retained, the Rover 100 having a 77.8 x 92 mm. (2,625 c.c.) engine developing 104 b.h.p. at 4,750 r.p.m. The 60, 75, 90 and 105 models have been dropped but the present Rover 80 and 100 models retain the well-tried P4 body on a separate chassis and the individual and practical features that for some 15 years have endeared these honestly-made cars to discerning motorists.

For example, character is exuded by the long cranked central gear lever (which, however, apart from being unusual, has the merit of being adjustable and leaving knee room above the transmission tunnel) and by the famous Rover "shepherd's crook" r.h. brake lever, which has the advantage of being easy to grasp while scarcely obstructing exit via the o/s door. Within, the fine leather upholstery, unobtrusive polished-wood facia and window fillets, the black metal instrument panel containing dials with clear white figures on black faces, neat black control knobs lettered in white, the really large cubby-hole with lockable wooden lid, and adjustable front side arm-rests supplemented by central arm-rests, two for the separate front seats, and deep carpets, emphasise Rover comfort and quality. Such items as an oil-level indicator button, reserve fuel supply, sidelamps switched on from a small facia switch but a short r.h. stalk lever to bring in headlamps, with conventional foot-dimmer, longer r.h. stalk for the direction flashers, a centrally-mounted Jaeger clock on the padded facia rail, a single dial for water temperature, ammeter and petrol contents, very smooth-operating Laycock overdrive selected by the l.h. stalk lever, a ventilation flap in the scuttle easily opened by a knob above the central heater-unit quadrant levers, a warning light that comes on when the engine warms up to remind the driver the cold-start toggle is out and a powerful reversing lamp—all these items are evidence that practical long-distance motorists have had a hand in the design. Some items are antiquated, like the thick screen pillars, high bonnet that obscures the n/s wing from the driver, normal interior door handles (which, however, move up to open the doors) and transparent glass sun-vizors. The 3-spoke sprung steering wheel, too, is redolent of the past and its modest-diameter horn-ring sounds the kind of horn with which our old friend "Col. Trumpington" greets traffic embolios and registers disgust when he is overtaken. Moreover, the Rover 100's appearance has dated, so that the neighbours won't know whether you bought it this year or half a decade ago.

The Rover clientele evidently does not mind these things and I

was soon reminded of the reason for this. *You are supreme comfortable in a Rover.* I doubt whether any other car has a better driving seat from the anatomical viewpoint. An air of quality, good-breeding and security is imported by the car's honest construction and very quiet running. The engine may not be as flexible as some sixes but it is silent up to valve bounce speed, which means to an indicated 27, 45 and 68 m.p.h. in the gears, which, themselves, emit a "high quality" hum. Even over rough roads body noises do not intrude. The doors shut quietly if not quite in the vintage manner, and are difficult to shut unless a window is open, indicative of good sealing. The front doors have $\frac{1}{4}$ -lights, with thief-proof catches, which open at an angle to obviate the entry of rain. The backs of the front seats contain useful pockets and pull-out ash-trays. All three steering column stalk levers function with easy precision.

The Rover is a nice dignified car, you will decide, and you will be absolutely correct. I was just reaching for my panama hat and wondering if in old age my hands were beginning to tremble when I remembered to check the performance. This is where the hidden purpose of this beautifully made and appointed car comes in, explaining why it goes on selling strongly, taking its place on the road with today's tinny, flashy, glibly-styled star-spangled vehicles.

Without fuss or effort or anything appertaining to a sporting demeanour, the Rover 100 covers the ground rather effectively. In terms of figures this 2.6-litre 30 cwt. saloon, in which six slim people can travel at a pinch and four generously-built humans sit extremely comfortably, will reach 50 m.p.h. from a standstill in 12 seconds, 60 m.p.h. in 17.7 sec., while a s.s. $\frac{1}{4}$ -mile is disposed of in fractionally over 21 seconds. In direct top gear 88 m.p.h. is attainable and in overdrive-top the absolute maximum works up to just over 93 m.p.h. and, more to the point, the indicated motorway cruising speed is not so very much lower than this last-named figure.

Acceleration then, aided by easily changed gears, is greater than the Rover's stately appearance suggests, adequate speed is there if you tramp on the treadle accelerator, but the car's outstanding aspect is easy, tireless travel.

The suspension is soft enough to absorb road irregularities and on a lighter vehicle might well be too lively, but cornering, aided by the weight of the car, is secure. The ride is rather dead. The steering, although it is geared 4-turns lock-to-lock, is fearfully heavy for parking but rather more reasonable when on the move, with some vagueness induced by an additional $\frac{1}{4}$ -turn of sponge-cake, powerful castor-return action, and a tendency to transmit mild shake rather than kick-back. On really slippery roads the weight of the car and its tendency to wallow caused the Avons to lose their grip but serious slides did not develop under prevailing conditions, heavy rain after a drought, which caused a cement tanker and later an A35 to invert themselves in front of me within a few miles. The Girling brakes, disc at the front, which have vacuum-servo assistance, work impeccably, being progressive and powerful at very light pedal pressures, and are a greatly improved aspect of the latest Rover.

The clutch on the test car had practically no feel and in conjunction with a sticking throttle linkage, resulted in jerky starts and an occasional crunch when engaging first gear.

I carried out careful fuel consumption tests under varied conditions, the car returning from 20.6 to 26.8 m.p.g., an average of 23.5 m.p.g. of premium petrols. The reserve switch is a commendable item but although it is said to trap 1-1½ gallons, in fact this supply lasted for only 18 miles, while the fuel gauge is vague and inaccurate. The same applied to the Rover 90 six years ago; some firms fail to heed what the journalist tries so hard to tell them! After 650 miles oil consumption was negligible.

The wipers are backed up by effective foot-operated washers, the back seat is supremely comfortable, with convenient "pulls" to hold, and the boot managed to swallow the family's luggage when I met them at Southampton at the end of a Continental holiday in spite of the high shelf that conceals the spare wheel—incidentally, what more appropriate car is there by which to be met when returning to England than a Rover?

Overdrive provides a 22.3% engine-speed reduction, so that it is useful without being unduly high, and for sober driving this and direct top suffice most of the time. Reverse is easily found against spring pressure, beside 1st gear. The dimmer button is too close to the clutch pedal. The rheostat instrument lighting functions only when the ignition is "on," to ease an unfused circuit; it clearly illuminates the clock. The most archaic aspects are rear-hinged back doors, and comparatively small headlamps. As befits a car that refuses to follow present-day trends old-style interior door pulls are fitted, there is some shudder over rough roads but, a modern touch, coat-hooks are provided. I dislike the diminishing type rear-view mirror. The tool-tray under the cubby-hole is retained but might be made lockable, for on the test car the screwdriver and adjustable spanner were missing. The test car had H.M.V. radio with fascia speaker and a discreet roof aerial.

We have dealt in the past with the painstaking care which goes into the design, construction and finish of Rover cars. The attention given to interior lighting by various courtesy combinations and the safeguards taken to make overdrive engagement, with its kick-down, function smoothly, are examples of thoroughness in these respects. The entire absence of greasing points, save for a couple on the propeller shaft, which Rover doesn't make, is another. Moreover, doors, bonnet and boot-lid are of light alloy.

If you crave a truly modern car, leave the Rover 100 strictly alone. If you can see real merit in the more spacious old-

THE ROVER 100 SALOON



Engine: Six cylinders, 77.8 x 92 mm. (2,625 c.c.). Overhead inlet valves operated by push-rods, side exhaust valves. 7.8-to-1 compression-ratio. 104 (net) b.h.p. at 4,750 r.p.m.

Gear ratios: 1st, 14.51 to 1; 2nd, 8.78 to 1; 3rd, 5.92 to 1; top, 4.3 to 1; overdrive top, 3.35 to 1.

Tyres: 6.00/6.40 x 15 Avon "H.M. Ribbed" on bolt-on steel disc wheels.

Weight: 1 ton 9 cwt. 3 qtr. (without occupants but ready for the road, with approximately ¾ of a gallon of petrol).

Steering ratio: 4-turns, lock-to-lock.

Fuel capacity: 11½-gallons, inclusive of approximately 1-gallon reserve. (Range approximately 270 miles.)

Wheelbase: 9 ft. 3 in.

Track: Front, 4 ft. 5 in.; rear, 4 ft. 3½ in.

Dimensions: 14 ft. 10½ in. x 5 ft. 5½ in. x 5 ft. 2½ in. (high).

Price: £1,085 (£1,583 10s. 7d., inclusive of purchase tax).

Makers: The Rover Company, Ltd., Meteor Works, Solihull, Warwickshire, England.

fashioned car but are afraid of vintage idiosyncracies, and also want decent braking and performance, this is the car for you. At £1,583 10s. 7d., purchase tax paid, the Rover 100 is exceptionally good value and the sight of well-dressed owners calling for their Rovers after the cars have been serviced at the Segrave Road depot in London endorses the sense of dignified living imparted by ownership of a car of this make—no wonder the commissionaire refused me admission when I arrived there in the Mini Minor!—W. B.

CASSANDRA ON RALLIES

"Cassandra" of the *Daily Mirror* has joined the ranks of the enemies of rallying. He suggests, as a move towards safer roads, "that the motoring organisations desist from their present lunatic policy of not discouraging the menace of the motor rally. In fact they often encourage these motorised Gadarene expeditions that despoil the countryside and imperil the lives of others."

"Other accomplices in these rallies are the oil companies who give their beastly direction signs, complete with advertisements, to gain a little furtive publicity from these selfish and noisy occasions."

Sensible people acknowledge their enemies!

OH TO BE A POLICE DRIVER

Motorists convicted of minor road offences are heavily fined and frequently have their licences suspended. We would not like them to miss a news-item which appeared in the *Leicester Mercury* of August 6th. A 24-year-old police constable was convicted of driving a van too fast along the Melton Mowbray road, where warning signs were displayed, so that he failed to negotiate a bend at the bottom of an incline and overturned. He appealed against the verdict of East Norton Court and the conviction was quashed by the Leicestershire Quarter Sessions Appeals Committee. In ordering an absolute discharge on payment of 4s. costs the Chairman, Mr. W. D. Keene, said: "You are only a young man and we don't think you should have a black mark on your record so early in your police career. We feel you have been sufficiently punished by having this matter on your mind for such a long time and by the length of these proceedings."

We are all for leniency towards motorists who suffer a bit of bad luck and it is nice that Mr. Keene is so keen on this. Let us hope he treats civilian drivers as he did this police driver. Those who are suspended because their L-plates fell off or they skidded on a dangerously slippery road will, we feel sure, treasure this story of leniency in the Quarter Sessions. Better move to Leicester? And/or join the Police?

THE G.N.-ARIEL

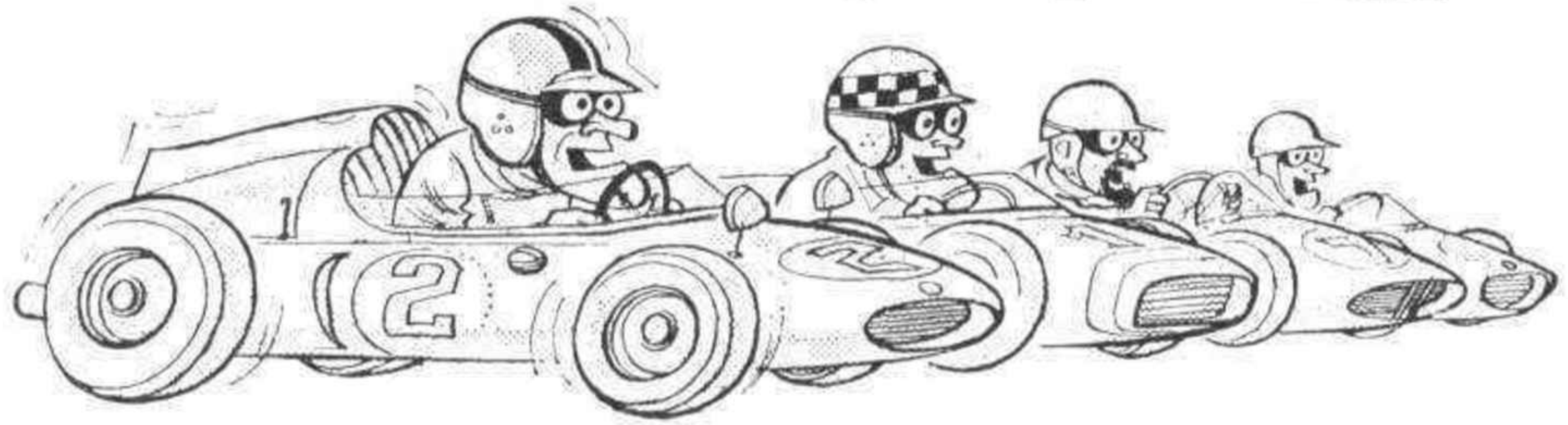
Ted Lloyd-Jones has built several "specials," each one more exciting than the last. It was he who thought up the fearsome Triangle Special composed of bits of an Army Scout car, with a Rolls-Royce Kestrel aero-engine in the tail. This was sufficiently potent to make f.t.d. at Brighton in its day.

At Prescott on August 27th Lloyd-Jones produced the G.N.-Ariel, which is a sprint "special" very much in the Shelsley Walsh tradition. The basis of this exciting vehicle is a G.N. which Kenneth Neve, V.S.C.C. President, started converting some years ago. In this chassis Lloyd-Jones has installed two 1936 Ariel Square Four motorcycle engines, one behind the other, coupled by a chain on the near side. Each engine has its own B.T.H. magneto and the downdraught carburettors are hidden under a big scoop on the top of the bonnet. There are eight short, rectangular exhaust stubs. From the rear engine the drive goes via another chain to a Burman motorcycle gearbox and clutch and from there a third chain drives a countershaft, the fourth and final chain conveying the drive to the G.N. back axle. Front suspension is independent, by means of short tubular swing axles with a transverse ¼-elliptic leaf-spring above each, and a braced fabricated radius arm running back to a ball joint on each side.

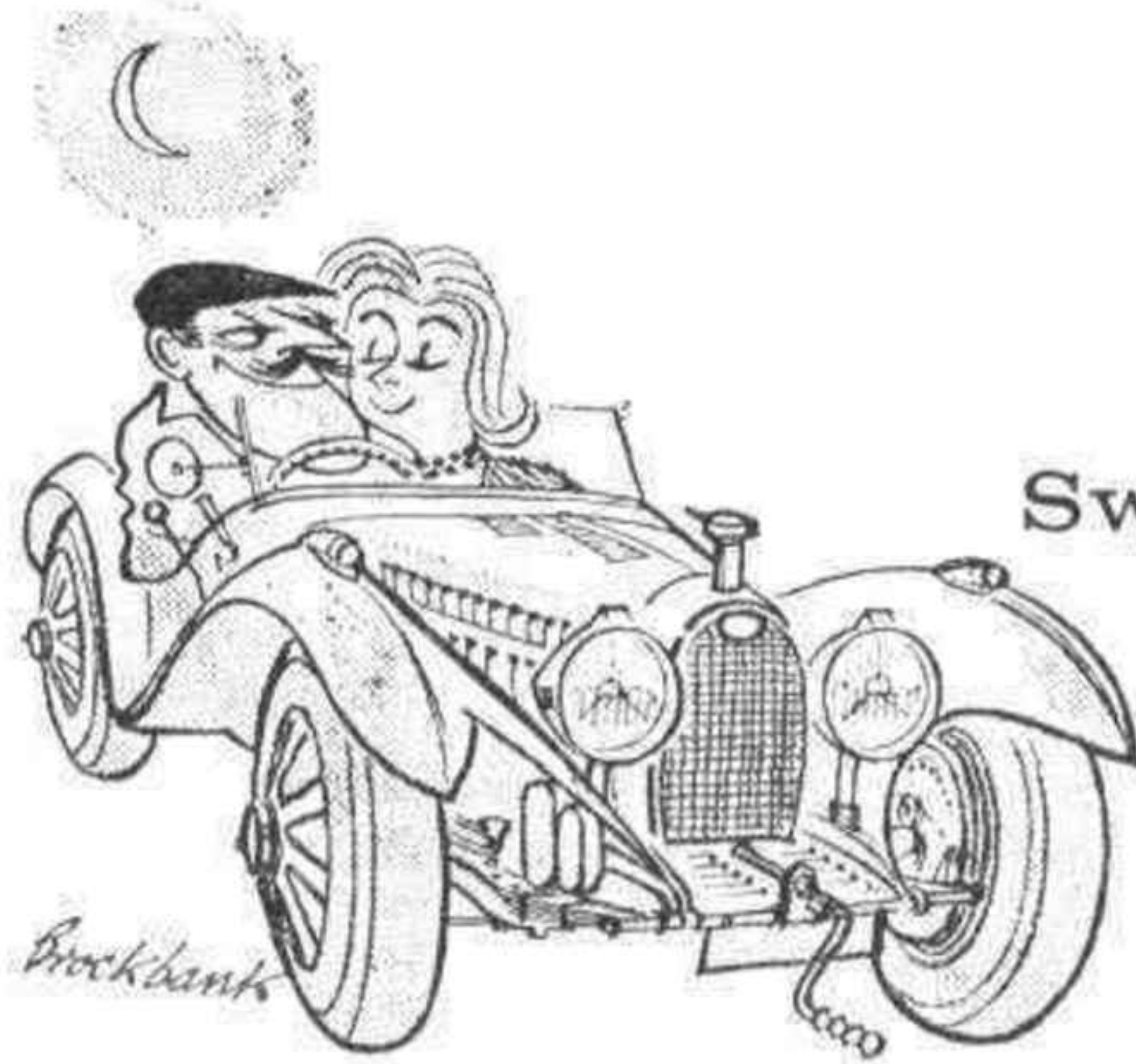
The front wheels are Austin Seven, with hydraulic brakes relying on a Lockheed master cylinder. The steering-track rod is placed ahead of the swing axles.

The G.N. radius arms and ¼-elliptic springs suffice at the back but modern Girling strut shock-absorbers are used, with lever-type hydraulic dampers at the front. There is one very small rear brake drum on the off side. The pedals are G.N. but what the shovels painted on each side of the scuttle imply is better left to the imagination! The rear tyres are "Blue Peter" retreads. It is difficult to know how to refer to this 2-litre 8-cylinder G.N.-Ariel—perhaps as a twin-square-eight? At Prescott the clutch was slipping and gear-changing proved difficult, while there was appreciable understeer, but the intrepid driver clocked 56.18 sec. Doubtless more will be heard of this splendid "special," which must give something in the region of 80 b.h.p. with minimum avoirdupois.—W. B.

Racing-drivers chant it
as they line up at the start,



Driving-teachers make their pupils
learn it off by heart



Sweethearts gently breathe it
when the time has come to part—



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



GOLDEN



FINEST PETROL YOU CAN BUY

BRIGHTON SPEED TRIALS

Car F.T.D. by Parker's H. K.-Jaguar Special.

Allard Dragster Beaten by Three Pre-1914 Motor Cars

IT is traditional that in September the Brighton National Speed Trials take place over the historic Madeira Drive, and it would be most unfortunate if this fixture were to disappear from the calendar. This year weather conditions were perfect but the event rather dragged, for the morning session, commencing at 9.15 a.m., was occupied by countless sports cars, many of them not particularly exciting, and even small saloons. Each competitor gets two runs per class and at 5 p.m., when some local by-law says the road and adjacent beach must be re-opened—trust the English to build the Madeira Drive expressly for such competitions, some 60 years ago, and then introduce a by-law to limit its use on the only day in the year when it reverts to its original purpose!—a half-hour extension had to be granted—or perhaps the Mayor and police looked the other way, out to sea.

In future a shorter programme of really fast sports cars, racing cars and motorcycles, perhaps allowing practice runs in the morning, might revitalise this excellent institution, at which a splendid variety of sprint machines is unleashed over the historic kilometre (formerly a ½-mile). The start is by signal lights, so that times are apt to be slower than if the "start when you wish" system were in use.

On September 2nd under a hot sun tempered by a mild breeze, competitors and holiday-makers mingled—motorcyclists in jerseys and leathers with briefly-clad girls—to watch, as the main attraction, Allard's blown 5.7-litre Allard-Chrysler dragster. They were in for bitter disappointment. This smartly-finished freak, now wearing pointed-nose bodywork—a sort of gentleman's touring version of the skeleton American slingshots—for which the optimistic, Allard himself included, predicted a time in the region of 22½ sec. without exceeding 150 m.p.h. (MOTOR SPORT took a more cautious view) sounded healthy in the Paddock but proved temperamental on the line, took off, hesitated, gathered speed, to complete its run with the mixture delivery pipe to one bank of cylinders adrift, a trouble experienced in trials at Boreham—time, 37.91 sec. The three pre-1914 cars in the same class, Sears' ex-John Norris Benz, the Fiat "Mephistopheles" and FitzPatrick's Metallurgique easily bettered this, averaging 34.65 sec.! On his second attempt Allard fluffed out in a matter of yards and, granted a third run, plugs again changed, couldn't even get the engine to start. The B.B.C. cameras waited in vain, up the course, to see him stream his parachute. Fiasco! *Less pre-Brighton publicity would have made it less of a disappointment.*

Goodhew's Lagonda having won the B. & H.M.C. Handicap from Exley's 1,172 Beart-Rodger and Wilcock's S.S. Jaguar, Class 1, for *marque* sports cars up to 1,100 c.c., was run off. Triumphs had it all their own way, Hamblin's TR3A winning from the TR3s of Braithwaite and Parr. But amongst *marque* sports cars over 2,000 c.c. Duncan's A.C. Ace led Burnanet's Ace and Appleby's Healey. Hartwell used his Sunbeam Rapier to good advantage to win the 4-seater saloon class from Palmer's Riley and a Borgward.

Amongst the 1,100 c.c. sports cars Derisley's Lotus beat Barnes' Lotus and Appleby's Lotus 7A, but the Lotus benefit didn't extend to the 1,600 c.c. sports-car class, for Wilkinson's Lola-Climax was faster than the Loti of Playford and Broad. Randles' Cooper did a fine run in 24.91 sec. in the 1,601-2,500 c.c. sports-car class, which was much too fast for a 328 B.M.W. and Hurrell's TR3A, and this remained faster than Mike Anthony's Lister-Corvette that took the over-2,501-c.c. sports-car class. Runners-up were Batten's 8-litre Bentley 2-seater, with dirty chassis and small front wheels, and Goodhew's David Brown-type all-enveloping V12 Lagonda.

The ladies had their own class, Vivienne Lewis of the boyish hair style winning in a Tojeiro Jaguar, on her first run, so presumably escaping her husband's wrath when she stalled the engine on the line next time. She was comfortably quicker than Sheila Park's 3-litre Tojeiro and Mrs. Richmond's big Allard.

Some blown sports cars always turn out at Brighton and this time Coleman's Jaguette Special was fastest, second fastest being Wall's "2.3" G.P. Bugatti, third Russ-Turner's blower-4½ Bentley, which was far faster than Jack Sears in his father's ex-Birkin blower-4½ Bentley team car, perhaps because Sears dropped-in the clutch at very low revs. Optimistically running amongst these sports cars was a Shorrock-blown Ford Consul

Classic, which beat a blown Zephyr Special that appeared to suffer prolonged clutch slip.

Bentleys, mostly cut, snut and messed about, formed the B.D.C. class, amongst which Tatum's unmodified 4½-litre 4-seater always stands out; de Dion Burton made best time, from Russ-Turner and Morten. Stanley Sears' immaculate 1951 "Continental" saloon had a duel with the same owner's Speed Six driven by Kramer, vintage convincingly the faster.

After all this the racing cars that everyone comes to see were able to perform in near-perfect weather conditions but from a slippery start-area. Fastest 500 was Powell's G.P. Special (32.02 sec.). Richmond ran away with the F.J. class in his Venom (27.8 sec.), to which Lotus and Cooper had to give best. J. D. Farley then unleashed his scruffy but extremely potent Farley with 1,098 c.c. blown J.A.P. in the tail, watched keenly by that other sprint J.A.P. exponent Hardy, and did a rousing 25.4 sec. to win the 501-1,100-c.c. class from Cooper and Lotus. It misfired on its second run. The E.R.A.-Delage was off form, Miles' G.P. Connaught absent, and in the up-to-2-litre racing class Berry's E.R.A. clocked 25.61 sec. in spite of a slidy get-away. Changing from single rear tyres to twin 18 in. Avon slicks for his second run he made a poor start, hampered by engine trouble.

The Allard dragster being n.b.g., as recounted, the unlimited racing class went to Parker's 3.4-litre twin-blower H. K.-Jaguar which, with no fuss at all, made f.t.d. in 24.63 sec., 1.42 sec. slower than Berry's absolute course record. A blown 4.3 Alvis with stub-pipes was second in spite of Clinkard lifting off to control wheelspin, Greer's ex-Clive Edwards' H.R.G.-Lea-Francis, one of the dirtiest cars present, third, which indicates how the quality of the entry has tailed off these days. Gresham in the 21.7-litre Fiat quietly clocked an excellent 33.4 sec., fastest of the ancient giants.

Woods' Norton-J.A.P. clocked 21.62 sec., which was proclaimed over the P.A. and in the official results as a new course record. In fact, Woods failed to beat the record, which Basil Keys, also riding a Norton-J.A.P., established in 1959, in 21.59 sec. *It seems quite remarkable that the organisers had no idea of who held the record for their own course.* . . . Woods was 0.20 sec. faster than George Brown, who had a dicey start on the Vincent-Special, feet down in a slide as far as the straw bales on the left, which he narrowly missed, his wife unconcernedly ciné-filming his lurid take off. The four sidecar outfits were well worth watching, too. One passenger lay face down in the chair and must have seen the road going by rather quickly; another lay on his back, contemplating Heaven. Barrett's Vincent narrowly conquered the Methamon.—W. B.

BRIGHTON BREEZES

Marshalling was of a low standard. Far too many people without passes were allowed to come into the start-area, blocking the view of paying spectators and time-keepers, and then panic set in and everyone, Pressmen included, was ordered out. And people strolled across the course.

A Mercedes-Benz service van towed one of the D.K.W. Juniors down. Works entry? An interesting car was Browning's Jaguar XK S.S., which easily beat Richardson's DB4. The 1907 Metallurgique was started by crowbar. Richard Moss wore white overalls in his 6½-litre Bentley.

During the time he was in possession of the microphone Jon Derisley mentioned that cars had to return down the course after their runs as the Brighton Police take a narrow-minded view of racing cars using the public road. "In Dublin," he said, "they don't mind racers mingling with the traffic once a year." Later another voice explained that the police were very hurt by this comment. Certainly on Brighton's crowded front an unlicensed racing car involved in even a mild accident could be an embarrassment, not least for its driver, so the police are justified. The fact remains that until a few years ago a blind eye was turned. . . .

Several of the motorcycles had "slicks" on their rear wheels.

Dragsters? Shucks!

BOOK REVIEWS

"Fokker—The Man And the Aircraft," by Henri Hegener. 224 pp. 11½ in. × 8½ in. (Harleyford Publications Ltd., Letchworth, Herts. 45s.)

Last month we commenced with a review of Putnam's excellent history of the Hawker Company and now comes another painstaking and lavishly-produced aeronautical history from the house of Harleyford—none other than the life story of Anthony Fokker, "the flying Dutchman," and the aeroplanes built by his famous company.

Edited by Bruce Robertson, produced by D. A. Russell, M.I.Mech.E., and illustrated with hundreds of fine photographs and splendid tone paintings by W. F. Hepworth, M.S.I.A., based on original drawings by J. D. Carrick, this is a fantastic "one-make" history, of which, the publishers assure us, they sold over 4,000 pre-subscribed copies. The author met Fokker in 1919, frequently flew with him, and was closely associated with Fokker's Chief Designer, Reinhold Platz.

The book is really in three parts, first a 65,000-word narrative of the life of Fokker, and of his Company up to the present day, then a section devoted to 49 three-view 1/72-scale drawings of famous Fokker types, from the Spider to the latest F.27, the larger of these drawings requiring double-page spreads, and finally a type-by-type review of over 200 Fokker aeroplanes, with a photograph of nearly every one, this section being compiled by E. F. Cheesman. This really is a fabulous book and although motoring history books continue to pour from the publishers, few, if any, are as comprehensive over a single *marque* as these great aeronautical works by Harleyford and Putnam.—W. B.

"100 of the World's Finest Automobiles." Edited by Ocee Ritch. 107 pp. 10½ in. × 8½ in. (Floyd Clymer, 1268 S. Alvarado Street, Los Angeles, 6, California. 4 dollars.)

This is a typical Clymer photo-litho soft-cover production, which gets topical Press and catalogue extracts about the World's more exotic cars, from Alfa Romeo to Voisin, between modern covers. It contains fascinating "auto lore" and some rare pictures but falls down because of the method of compilation, which leads to patchy particulars, and many omissions. There are also the inevitable inaccuracies without which no book is complete—such as a Riley M.P.H. being quoted as typifying Autovia design and construction, whereas the Autovia was based on the V8 Riley, a suggestion that the eccentric drive for the o.h. camshaft on the 6-cylinder Bentley was used for the 4½-litre, which it wasn't, the mixing up of the 1927 White House crash at Le Mans with the 1929 race, the enjoyable statement that 8-litre Bentley limousines were "capable of real Grand Prix performance," a picture of a defunct Leyland Eight confused with the sole surviving example, the Lanchester Forty given eight cylinders when it had but six, the changed name of the late Gordon Crosby, artist, to Peter Crosby, the omission of the Ensign, the various attempts to spell Sensaud de Lavaud ("Sensaud de Lavaux," "Sensaul de Lavaux"), incorrect engine capacities, and, one that really shouldn't have happened, the "Genevieve" Darracq captioned as a 1904 Spyker.

Not an important book, but a rather attractive one and, coming from America, you must expect the mistakes.—W. B.

"Floyd Clymer's 1960 Indianapolis 500-Mile Race Year-book." 136 pp. 11 in. × 8½ in. (Floyd Clymer, 1268 S. Alvarado Street, Los Angeles, 6, California. 2 dollars.)

Here is another of Clymer's soft-cover photo-litho publications, this one packed full of data on last year's Indianapolis 500. Many of us like to file these fantastically complete dossiers, packed with illustrations, so that there is a full history of the 500 in the library.

I would dearly like to see the Indianapolis 500-Mile Race and hope to do so when my paper can send me but meanwhile this big volume is the next best thing. But stay, would I find Indianapolis overpowering? Perhaps. I might find the driver's names, like Bud, Shorty, Chuck, Troy, Eddie and Al a bit surprising, and I should dislike racing cars called Travelon and King o' Lawn. And what would Phil Hill say if Ferrari showed him a sign before

the last lap of a race he was winning reading:

LOVE
+
XXX

? But

I feel he might not object to a kiss from beauty queen Gertrude Stein in "Victory Lane," and I would have liked very much to

have witnessed the battle between Rathman and Ward. There is just about everything you could want to know about the race in this book, which contains a double-spread lap-chart and masses of pictures. The 1961 race edition, when Jack Brabham was racing, will be especially interesting.—W. B.

"The Maserati Owner's Handbook," by Hans Tanner. 160 pp. 8½ in. × 5½ in. (Floyd Clymer, 1268 S. Alvarado Street, Los Angeles, 6, California. 4 dollars.)

This paper-back book contains a brief racing history of the Maserati firm by Ocee Ritch, and specification and data panels compiled by Tanner, dealing with all the recent Maserati models both racing and sports, as well as a lot of useful information on the current 3500 G.T. models. In the details of the early post-war cars the ¼-elliptic rear springing with radius arms, used on Maserati racing cars until the introduction of the de Dion layout for the 250F in 1954, is variously described as torsion-bar, or ½-elliptic layout. The historical notes omit all mention of the 4C engine, the 4-cylinder 8-valve 1½-litre supercharged, that was superseded by the famous 16-valve 4-cylinder just before the war; this latter engine being developed through to the 4CLT/48 models. The famous 3-litre 8-cylinder Grand Prix Maserati that won Indianapolis is described as having two 6C blocks end-to-end, which would surely have made it a straight 12! What is intended is two 4C blocks, and the later 8-cylinder engine having two 4CL (16-valve) blocks.

The photographic reproductions are very good and cover most aspects of Maserati activity, with some rare pictures of mechanical details and engines, and at the back is a table showing the increase in swept volume for all the recent Maserati engines for various amounts of reboring. As an example, the 250F if bored out from 84 mm. to 84.20 mm. is then 2,505 c.c., and the 300S could only be bored out 0.1 mm. or 4 thou. before it reached the legal 3-litre sports-car limit, the capacity being then 2,999.687 c.c.

This does not profess to be a complete Maserati history but it contains much useful information and the pictures alone are worth having in one bound volume.—D. S. J.

CARS IN BOOKS

Through the thoughtfulness of a member of Camberwell Public Libraries I have been able to read a book that throws much interesting light on the use of armoured cars in the First World War. I have for some time thought it would be nice to write a book about this aspect of the Kaiser war and claim for myself the title "Motor Vehicles in the 1914/18 War" but even better than technical facts are accounts of what happened when these primitive and varied commercial vehicles, on oil lamps, solid tyres and calling for a swing to start them, went to France and Belgium on active service. There is a good book about the advent of tanks and I picked up by chance in a bookshop behind the MOTOR SPORT offices, within a stone's throw of the barracks from where its author operated, a fascinating book about anti-aircraft defences and vehicles of the 1914/18 era. But books about motor vehicles at the Front seem almost non-existent and consequently I was most interested to read "Fights and Flights," by Air-Commodore Charles Rumney Samson, C.M.G., D.S.O., A.F.C., R.A.F., published by Ernest Benn in 1930.

The author commences with a description of his Eastchurch R.N.A.S. Squadron as it was constituted when ordered to Ostend in August 1914. Apart from some 70 aeroplane mechanics Commodore Samson had 20 specially-enlisted transport drivers, "the majority being very highly skilled motor mechanics and testers from Rolls-Royce, Wolseley and Talbot." I note, too, that his repair officer was a Mr. Brownridge, a carpenter, R.N., who is most highly spoken of. Is he, I wonder, the Mr. Brownridge who after the war helped Eldridge to build the Fiat "Mephistopheles"?

There is a great deal in this fascinating 370-page book about aeroplanes but, confining this summary to motor vehicles, I find that the Squadron's transport comprised ten touring cars, of which F. R. Samson's 45/50 Mercedes mounted a Maxim gun, two 5-ton Mercedes lorries and eight L.G.O.C. omnibus chassis, "one of which was actually No. 2, so it must have been a veteran."

The author's brother, Lt. Felix Samson, was very keen on armouring motor cars for battle but the first fought with the cars, at Cassel on September 4th, 1914, was with the Mercedes, and a Rolls-Royce without a gun. The next day, four cars, two of them with machine-guns borrowed from the French, took Lille, and

Continued on page 839



BOSCH

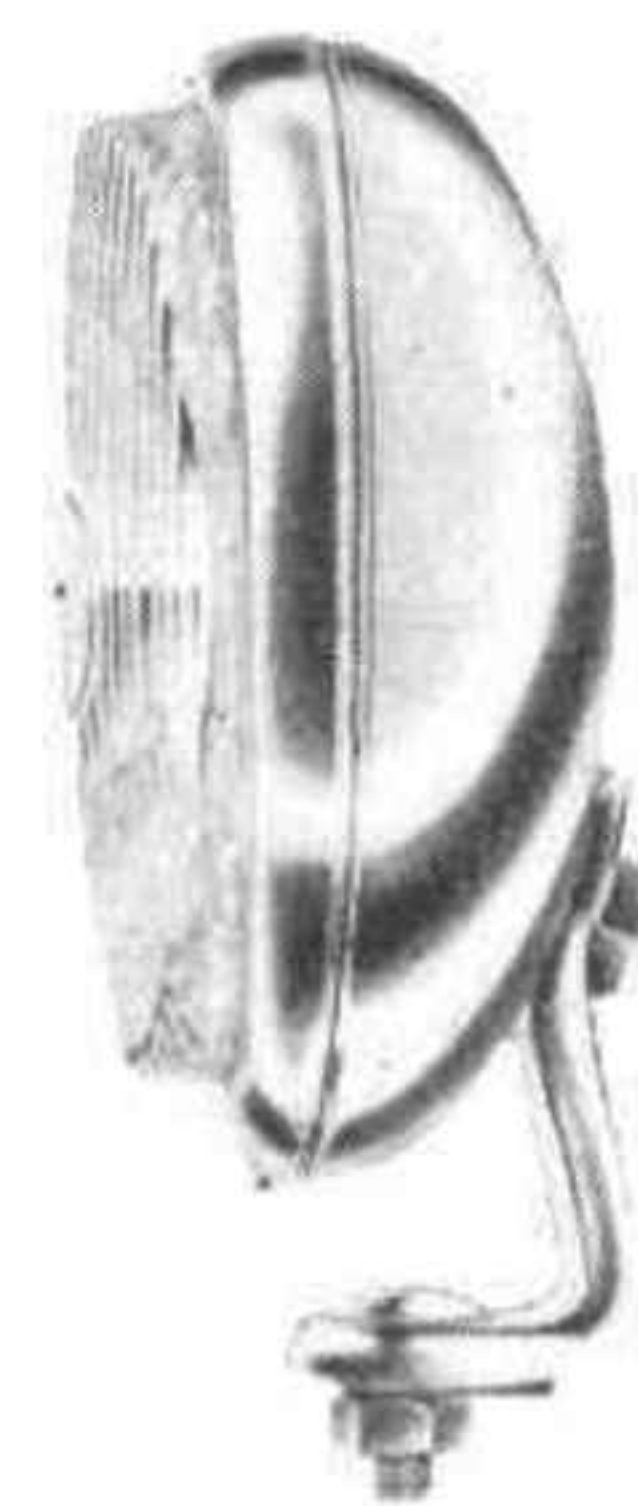
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EARLS COURT 1961

AS the November issue of MOTOR SPORT will not be published until after the Earls Court Motor Show we are including in this issue details of those cars which will be exhibited at the London Show for the first time. Unfortunately, at the time of going to press, in early September, many manufacturers have not yet released details of their 1962 range, whilst several others, although informing us of their intentions do not wish the information to be published until just before the Motor Show. Therefore, this review is not as complete as we would like and full details of interesting new cars from such firms as Jaguar, B.M.C., Simca and Vauxhall will have to wait until next month. For earlier information the two Motor Show issues of *Motoring News* appear on October 19th and 26th.

However, it is already abundantly clear that enough new models will be displayed at Earls Court to make the 1961 Show a vintage year. From the new Austin Seven Cooper and Morris Mini Cooper right through to such expensive cars as the Bristol 407 and Mercedes-Benz 300SE there are new models in almost every category. The Farina-line styling still holds sway but there is also a definite trend towards the lines of the Chevrolet Corvair as the most casual of glances at the Fiat 1300 and N.S.U. Prinz 4 will indicate, and very attractive they look, too. The American influence does not rest with the exterior appearance of European cars because there is some excellent engineering going into new American models. The trend towards light all-aluminium engines cannot be ignored for long in Europe and with several American firms producing aluminium V8s, the U.S. is well in the lead in this field, only Daimler-Benz, Lancia and Rolls-Royce offering touring cars with light alloy engines in Europe.

In the braking sphere, however, the situation is completely reversed and disc brakes are almost solely a British preserve, the latest converts being the Austin Seven Cooper models, whilst Vauxhall have made them an option on the Cresta and Velox range, both firms specifying Lockheed, incidentally, although Girling and Dunlop have their work cut out to deal with the demand for their disc brakes.

With the strong possibility of Britain going into the European Common Market our manufacturers cannot afford to rest on their laurels and will have to strive to achieve reliability to match the undoubted excellent designs which are on the roads and drawing boards.

A.C.

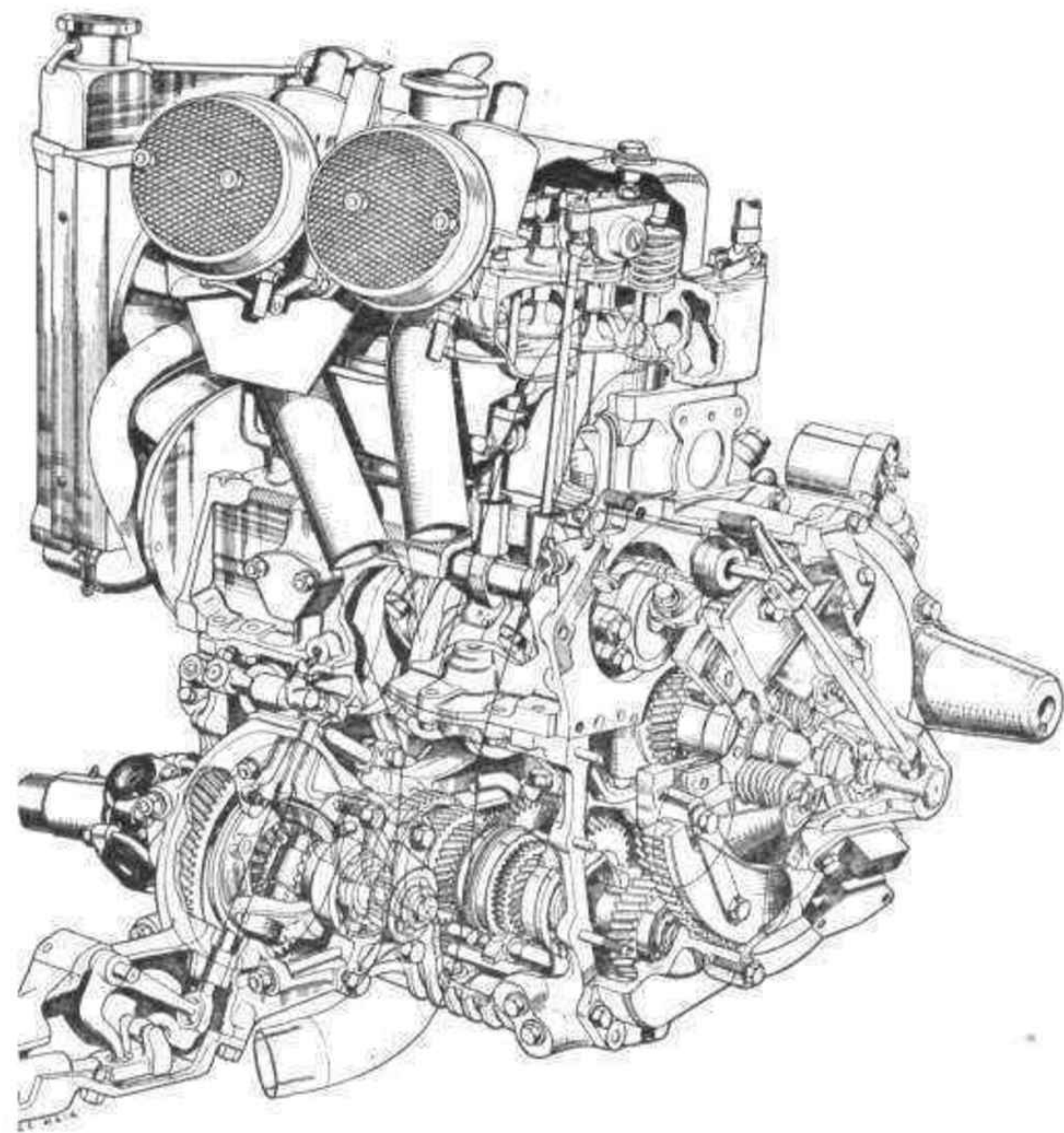
The well-established and popular A.C. Ace will be available with the option of three engines from now on as the factory has taken over production of the Ruddspeed Ace from Ken Rudd and the Ford Zephyr engine will now be fitted at the Thames Ditton factory. The 6-cylinder A.C. and Bristol engines can still be supplied despite the fact that the Bristol factory no longer use their own engine. The Zephyr engine installation in the Ace allows more clearance between itself and the body and a modified nose will be a feature of the 1962 model. The Acca coupé can also be supplied with the Zephyr unit as well as the A.C. and Bristol engines, but the Greyhound will not be available with the Ford unit.

ALVIS

The 3-litre TD21 model with Graber-designed body built by Park Ward will continue unchanged in saloon and coupé form for 1962.

ASTON MARTIN

New models are forthcoming from Aston Martin Lagonda Ltd., details of which are not yet available, but it is confidently expected that the name of Lagonda will be revived as promised by David Brown when the all-independent 3-litre model was dropped.



The Austin Seven Cooper engine.

AUTO-UNION AND D.K.W.

A new version of the D.K.W. Junior, to be known as the 800S, will be seen at the Motor Show. It will have an 800-c.c. version of the well-known 3-cylinder, 2-stroke engine, the main feature of which will be the production of more torque at lower r.p.m. To dispense with the need to mix oil with the petrol a new device is fitted which in essence is a reservoir which will hold about four litres of oil and meter lubricant to the engine as required. It is expected to help the 800S to be more economical on oil than was the case with the Junior and 40S models, although these can be fitted with the system as an optional extra. Other improvements include safety-belt mountings, interior-operated bonnet catch, quarter-lights, steering-wheel lock, walnut veneer dashboard and 13-in. wheels in place of the 12-in. wheels fitted to the Junior. The headlamps have also been restyled and there is considerably more chrome embellishment than on the Junior model.

The oil metering device will also become a standard fitting on the Auto-Union 1000 and 1000SP models as will the safety-belt mountings and the veneered dashboard. The spare wheel will be stowed vertically and a safety catch fitted on the front seats to prevent them folding forward under heavy braking.



ONLY a slight change in the headlamps and radiator grille indicate the under-bonnet changes in the new D.K.W. 800S.

AUSTIN HEALEY

No changes are expected in the recently announced Sprite Mk. II and the revised version of the 3000 model.

BENTLEY AND ROLLS-ROYCE

Not noted for annual styling changes the Bentley S2 and Rolls-Royce Silver Cloud II will continue unchanged for 1962. Powered by the 6.2-litre, light-alloy V8 engine of probable American inspiration and with a gearbox of undoubted American derivation they continue to offer unrivalled luxury matched by a top speed of 110 m.p.h.

BORGWARD

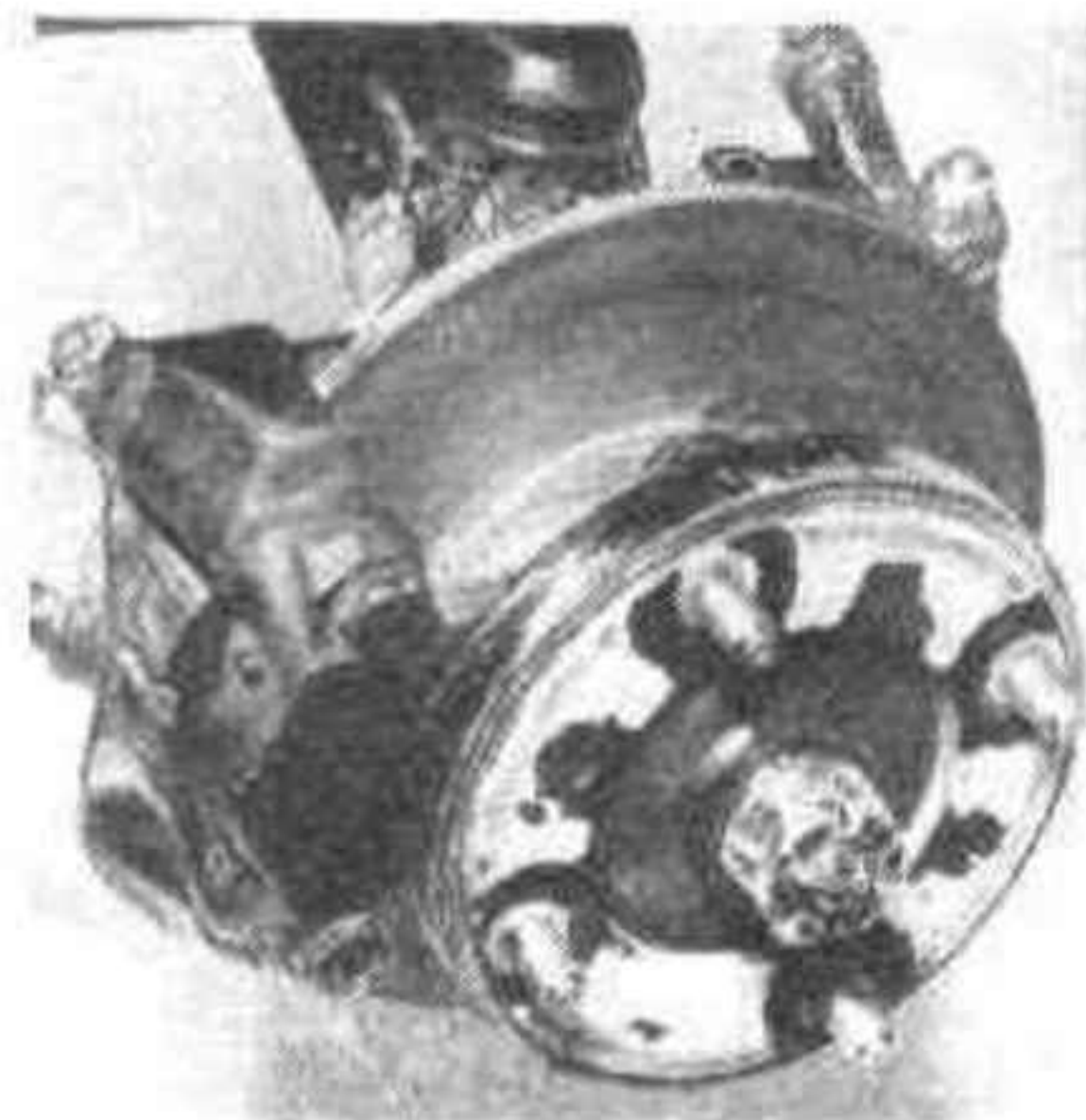
Because of the financial troubles of the parent company the British concessionaires have withdrawn from the Show but are apparently confident that the company will be reconstituted in the near future. Borgward are not the only casualties as Lea Francis, Berkeley, Maserati and de Soto, all of whom exhibited last year, will not be seen at Earls Court this year, although of these, Maserati is still very much in production.

B.M.C.

The big news from B.M.C. this year is the introduction of the Austin Seven Cooper, Morris Mini Cooper and the Super models, which are luxury versions of the standard car. In conjunction with the Cooper Car Company B.M.C. have "done a Gordini" for the Minis and in fact the whole project stems from John Cooper's interest in the Renault Dauphine, into which he inserted a Coventry-Climax engine. Although nothing so drastic has been done to the Mini motors, Cooper's experience with Formula Junior B.M.C. engines has been put to good use and the engine has been modified to give 55 b.h.p. at 6,000 r.p.m. by boring and stroking the engine to 997 c.c., fitting twin S.U. HS2 carburettors which feed into a modified cylinder head, having larger diameter valves and a 9-to-1 compression-ratio. A modified exhaust system is fitted and valve overlap at the top of the stroke has been increased from 15 degrees to 37 degrees and double valve springs are used. The crankshaft diameter has been increased adjacent to the out-rigged flywheel to alleviate torsional vibrations which have been the cause of trouble in tuned versions of the standard model. The crank webs have been thickened in diameter. Gear-box ratios are altered slightly but top gear remains at 3.765 to 1, giving 14.824 m.p.h. per 1,000 r.p.m. or 88.9 m.p.h. at 6,000 r.p.m. A new remote control gear lever is fitted, Lockheed disc brakes of 7 in. diameter are now fitted to the front wheels and many detail points cleared up, such as modified distributor and coil caps to prevent the ingress of water, re-designed seats and interior trim, sound-deadening material in the engine compartment and carpets which are carried through to the boot, which now has a separate floor. The driver is now provided with water temperature and oil pressure gauges and proper door handles. Ten-inch wheels are retained but now that Pirelli, Michelin and Dunlop are manufacturing special tyres for the Mini the problem of tyre wear may well be alleviated.

Thus B.M.C. emphasise the excellent handling of their Mini-cars and indeed in the elaborate brochures handed out to the Press the whole emphasis is on performance, with Brockbank cartoons depicting Austin Sevens scuttling past unnamed but unmistakable cars such as Porsche, Alfa Romeo, and Mercedes-Benz, and in one cartoon even managing to hold off a sports/racing car. Several pages are also wasted in rather pointless comparisons between the Austin Cooper and the Ford Anglia and Ford Falcon, seemingly to justify their performance policy.

There will also be some changes in the larger B.M.C. models, to be announced during October. A new lightweight automatic transmission from Borg-Warner will feature in these changes.

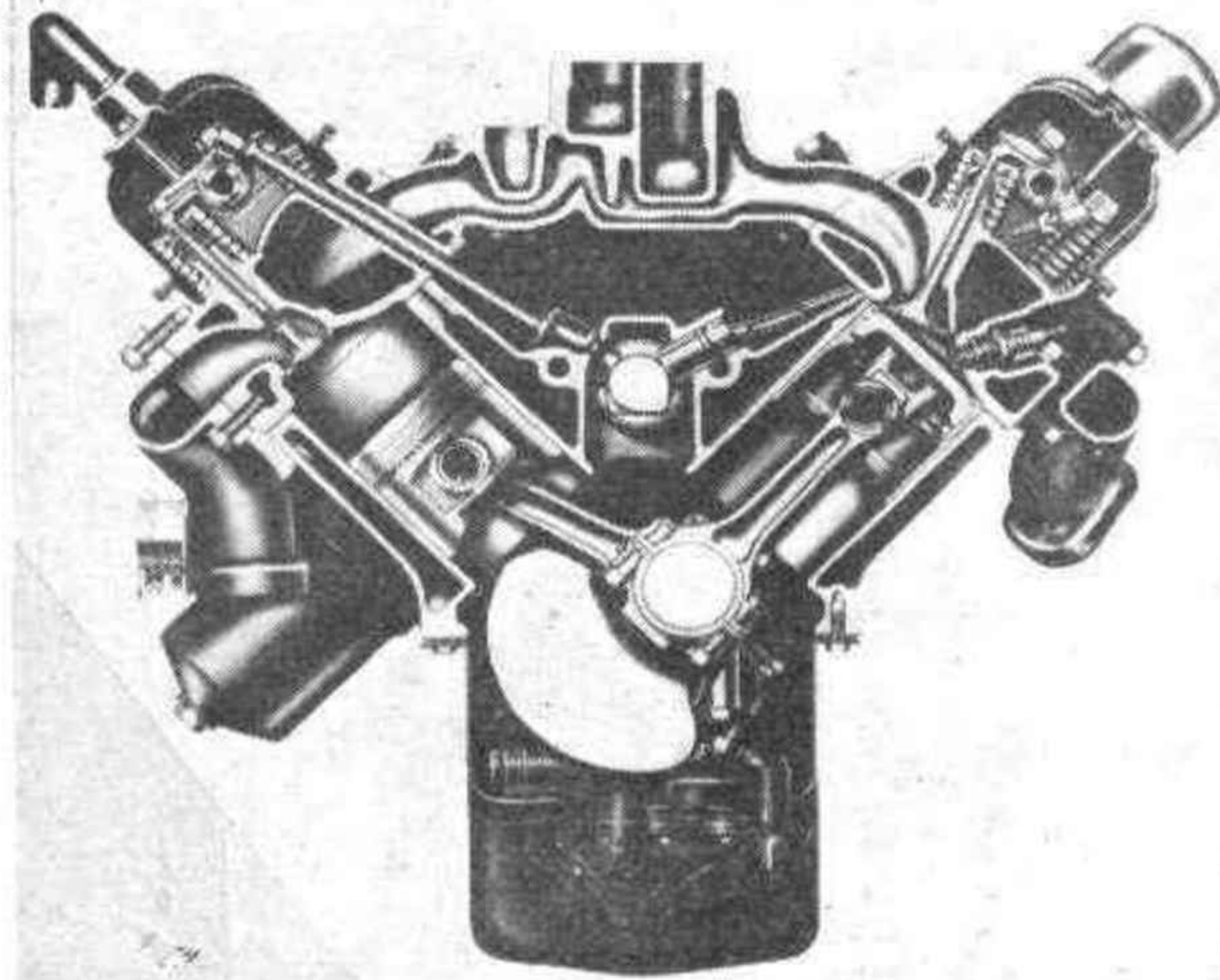


ANCHORS.—The B.M.C. Cooper twins, having been given a top speed of over 85 m.p.h., are fitted with Lockheed 7-in. discs on the front wheels.

BRISTOL

The new owners of Bristol Cars Ltd., George White and Tony Crook, who took over from Bristol Siddeley last year, have made a radical change of policy by substituting an American V8 engine for the well-known 2.2-litre Bristol unit which has powered all Bristols and several other cars, including A.C. and Cooper. Having already been replaced in the A.C. Ace by the Ford Zephyr unit it appears that Bristol Cars have decided that the B.M.W.-inspired 6-cylinder, which has been developed from 85 b.h.p. in 1947 to over 140 b.h.p. in competition trim, has reached its limit.

Bearing in mind the axiom "there is no substitute for cubic inches," Bristol have gone to the other extreme and utilised the 5,130-c.c. V8 manufactured by Chrysler of Canada, which gives 250 b.h.p. at 4,400 r.p.m. on a 9-to-1 compression-ratio with a Carter 4-choke downdraught carburetter, and maximum torque of 340 lb./ft. at 2,800 r.p.m. Since this is nearly double the power given off by the Bristol engine, performance will naturally be fitting for a Grand Touring car.



POWER.—250 b.h.p. is claimed for the 5.2-litre Chrysler V8.

Mated to the V8 engine is the Chrysler "Torque-flite" 3-speed automatic transmission with fluid torque converter and variable-ratio drive incorporating an intermediate gear hold. The gears are selected from a dash-mounted panel incorporating illuminated push-buttons.

The V8 engine has increased the weight somewhat and the transverse leaf-spring front suspension has been replaced by an unequal length wishbone layout requiring no lubrication maintenance, with coil-springs, telescopic dampers and an anti-roll bar. Marles worm-type steering gear now replaces the Bristol-made rack-and-pinion layout of the 406.

Externally similar to the 406, the 407 5.2-litre weighs 5 cwt. more but the extra power should ensure a more than adequate performance. With purchase tax the 407 will cost £5,141 17s. 3d.



UNCHANGED exterior appearance of the Bristol 407 hides nearly twice as much horsepower as the 406 possessed.

CITROËN

Some changes will be made in the Citroën range but details have not been released at the time of going to press.

DAIMLER

A new Daimler limousine, the first new Daimler to be introduced since Jaguar took control, will be announced shortly.

GET IT RIGHT WITH BELCO BRILLIANCE

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



TOUCH-IN BELCO

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

BRUSHING BELCO

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

For the bigger jobs:—

BELCO PRIMER SURFACER

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

BELCO RUBBING COMPOUND

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

BELCO CELLULOSE PUTTY

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

'STAG' Brand JOINTING PASTE

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

HANDY ECONOMICAL TUBES AND TINLETS.



KEEP IT BRIGHT WITH BRILLIANT No. 7 POLISH

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

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

SAFETY FOR YOUR PAINT

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

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



Obtainable from garages, motor accessory dealers and Halfords branches.

NOW YOUR CAR CAN BE FITTED WITH OSRAM SEALED-BEAM HEADLIGHTS

So many of the new, higher-priced cars of today are fitted with Sealed Beam headlights.

That's because Sealed Beam headlights give you the safest, surest form of lighting yet. Now Osram have devised a simple adaptor (see illustration below) which makes it possible to fit these specialised lamps to almost every make of post-war car.

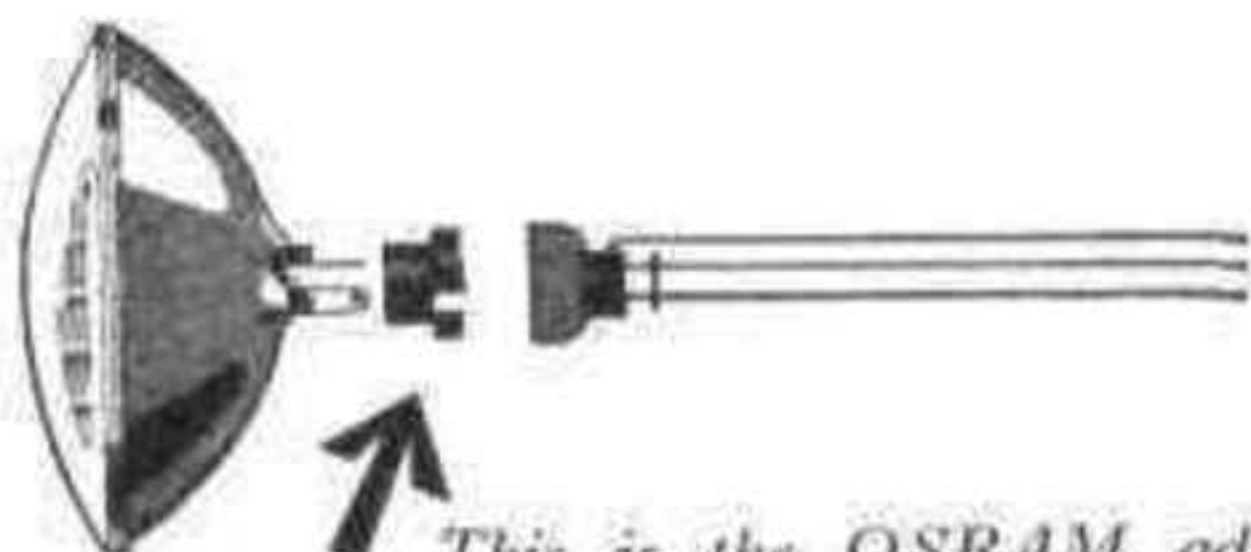
Osram Sealed Beam headlights have many advantages over ordinary lamps.

1. *On the main beam*—they use more of the reflector. This means a longer, stronger light and a much wider arc of vision.
2. *With dipped lights*—you get better illumination of the nearside kerb and less glaring light above the horizontal on the offside. This also means on-coming cars are free from dazzle.
3. *The relationship of the lens, filament and reflector* never varies throughout the life of the unit (which is at least five times as long as that of an ordinary bulb).
4. *Light stays bright* because the glass never blackens, unlike ordinary bulbs.
5. Stocked at Halfords and all leading garages and accessory shops.

A LUCAS authorised spare



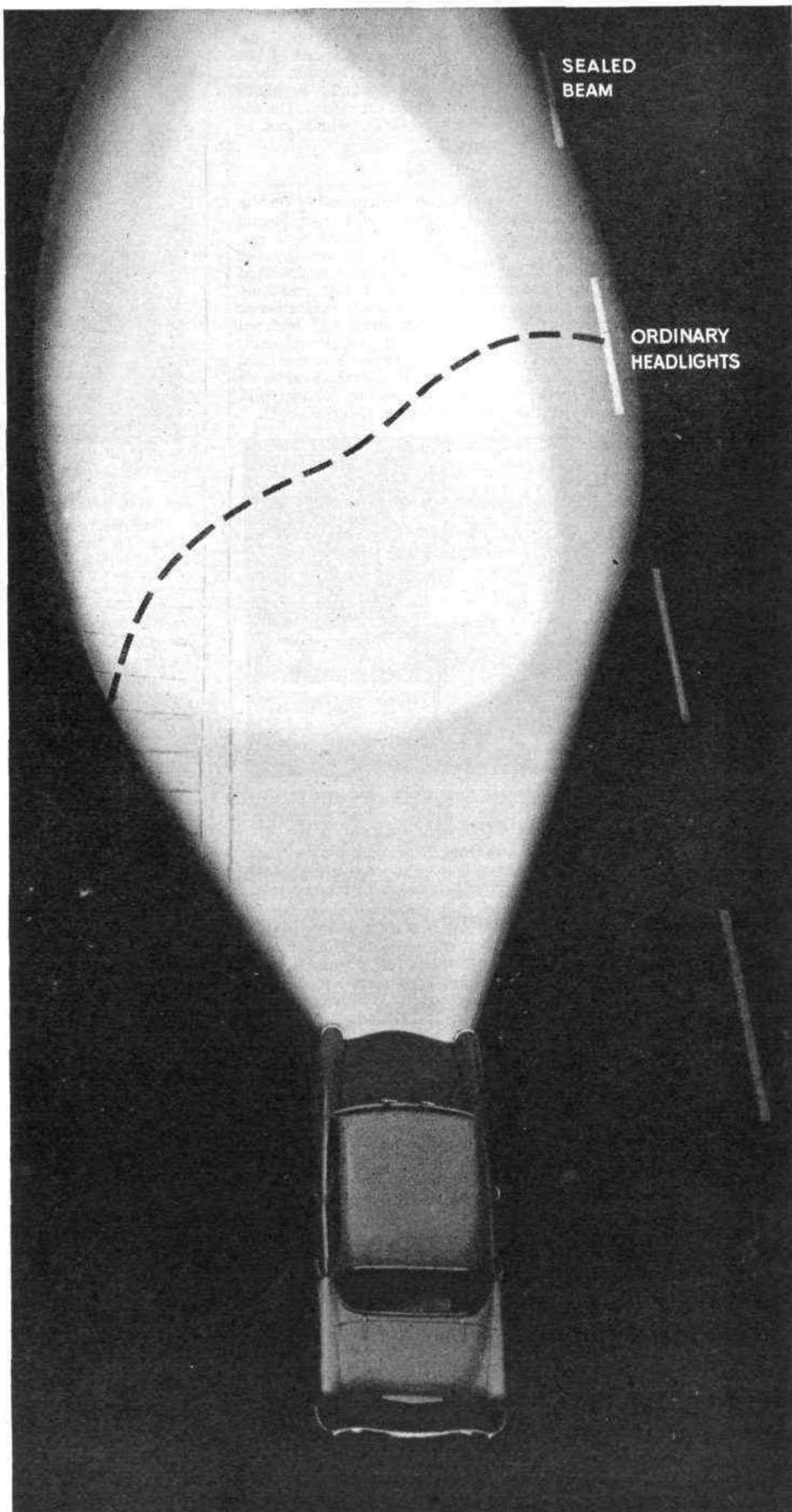
PRICE
29/6
EACH
(no P.T.)



This is the OSRAM adaptor, which fits between the cup holder on your headlamp and the Sealed Beam unit. This adaptor makes the fitting of the unit by the motorist himself simple and straightforward.

Price 3/3 (no P.T.)

Osram



FERRARI

Despite the fact that Ferrari have been testing a new G.T. car which is now reputed to offer 340 b.h.p. and a top speed of 180 m.p.h., the Ferrari stand at Earls Court will contain three established cars, a 250G.T. 2 + 2 coupé, a 250G.T. Scaglietti competition coupé, and a 250G.T. Pininfarina cabriolet. On the Farina stand will be a special-bodied 250G.T. which can be supplied to special order.

FIAT

Centre of interest for British enthusiasts will probably be the Fiat 1300 which was introduced in April. Although having basically similar bodywork to the 1100 Special, which will also be on display, the 1300 has obviously been inspired by the Chevrolet Corvair with its slight roof overhang and snub-nosed effect, set off by a four-headlamp system. Although relatively conventional, the 1300 is reputed to have a pleasing performance from the 4-cylinder engine with aluminium head and inclined overhead valves, which is available as a 1,295-c.c. or 1,481-c.c. unit, giving 72 and 80 b.h.p. respectively. The 1300 also beat the Ford Classic by a few days to the title of the first disc-braked car in its class. The new 1800B model will not be shown but the 2300 will be on display together with the 500 Giardiniera, and the 600D.



The Fiat 1300 is on show for the first time in England.

FORD

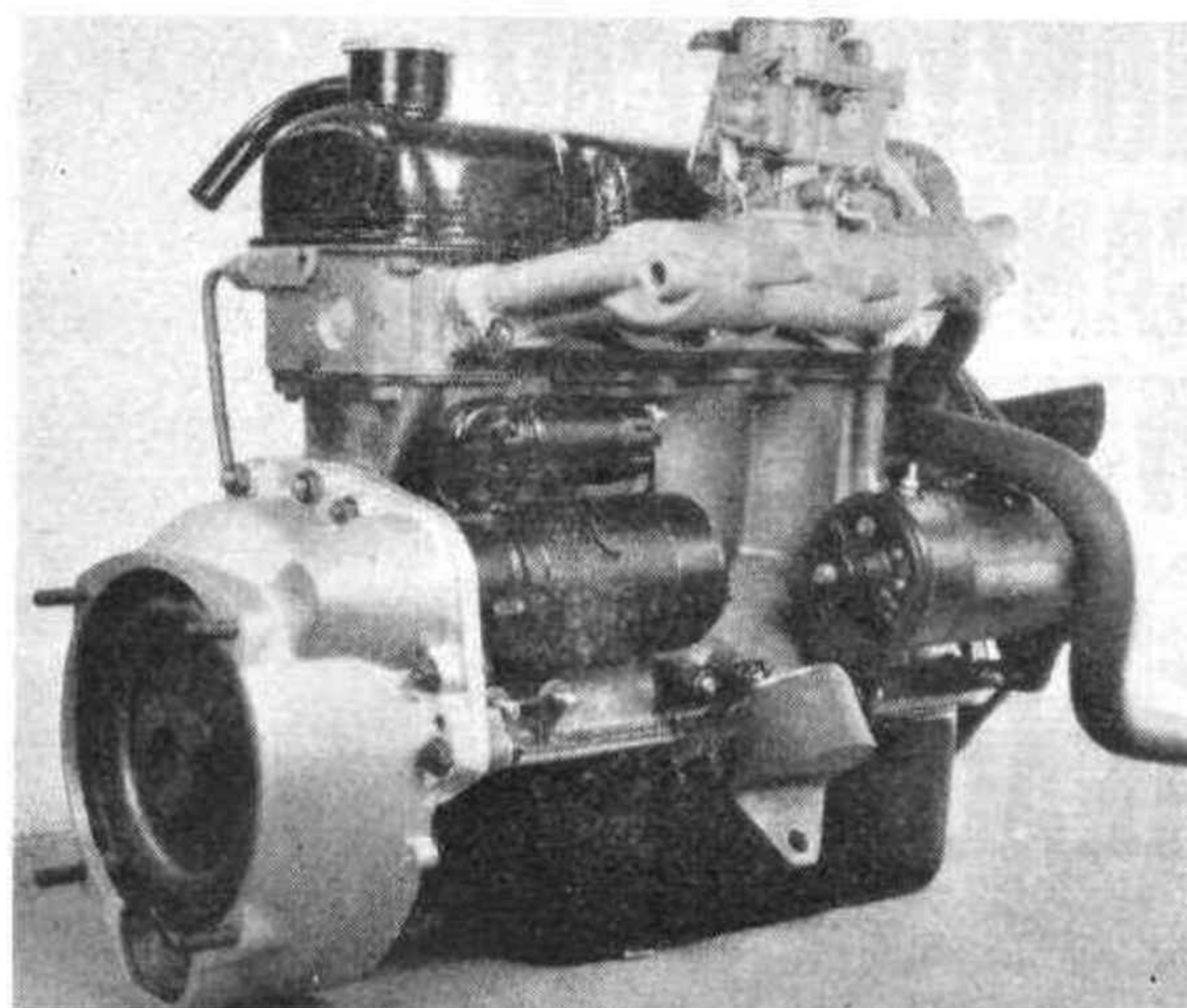
Two new estate cars are expected from Dagenham for the Show but otherwise this well proven range is not expected to be greatly modified. The German Ford Taunus carries on unchanged.

GOGGOMOBIL

Previously manufacturing cars in the miniature class with 2-cylinder engines the Hans Glas concern has created a mild furore by introducing an interesting 4-cylinder engine and placing it in an attractive new coupé model. The engine is of 993 c.c., water cooled, with an overhead camshaft driven by a toothed belt, which with a single Solex downdraught carburettor gives 42 b.h.p. at 4,950 r.p.m. and gives the coupé a claimed top speed of 84 m.p.h. Front mounted, the engine drives through a 4-speed gearbox to a conventional rigid axle. The car will be exhibited at the Frankfurt Show before it comes to London.



AN ARTIST'S impression of the new Goggomobil coupé, fitted with a 993-c.c. 4-cylinder overhead camshaft engine.



FOUR.—Previously only interested in two cylinders, Goggomobil have introduced an interesting o.h.c. four.

JAGUAR

The much-admired E-type will of course be displayed at Earls Court for the first time, along with the rest of the Jaguar range one of which will be presented in revised form.

JENSEN

The S-series Jensen, introduced at the 1960 Motor Show with modified nose treatment to the glass-fibre body, will carry on with no changes.

LANCIA

Another newcomer to Earls Court will be the Flavia with four aluminium engine, driving the front wheels through a all-synchromesh 4-speed gearbox, and although of only 1½-litre capacity it is claimed to be capable of three-figure speeds. Other models on display will be the Flaminia saloon and coupé version and the Appia saloon.



The Lancia Flavia.

MERCEDES-BENZ

Three cars from Daimler-Benz will be making their debut at Earls Court this year, the 190, 220SE coupé and the 300SE. The 300SE, the new luxury car, has a light-alloy engine giving 185 b.h.p. at 5,200 r.p.m., automatic transmission, power-assisted steering, Dunlop disc brakes and air suspension. The 190 now has the same body as the 220 series although somewhat shorter because of the 4-cylinder engine. The Girling disc-braked 220SE coupé will also be on display.

MORGAN

The Series III 4/4 model with Ford Anglia engine is to be replaced by the Series IV, which is virtually identical except for the fitting of the 1,340-c.c. Consul Classic engine giving 54 b.h.p. Disc brakes of 11 in. diameter are now standard equipment on the front wheels. The price of the new model is £774 3s. 1d. The Plus Four range continues unchanged except for improved visibility from the drophead coupé model.

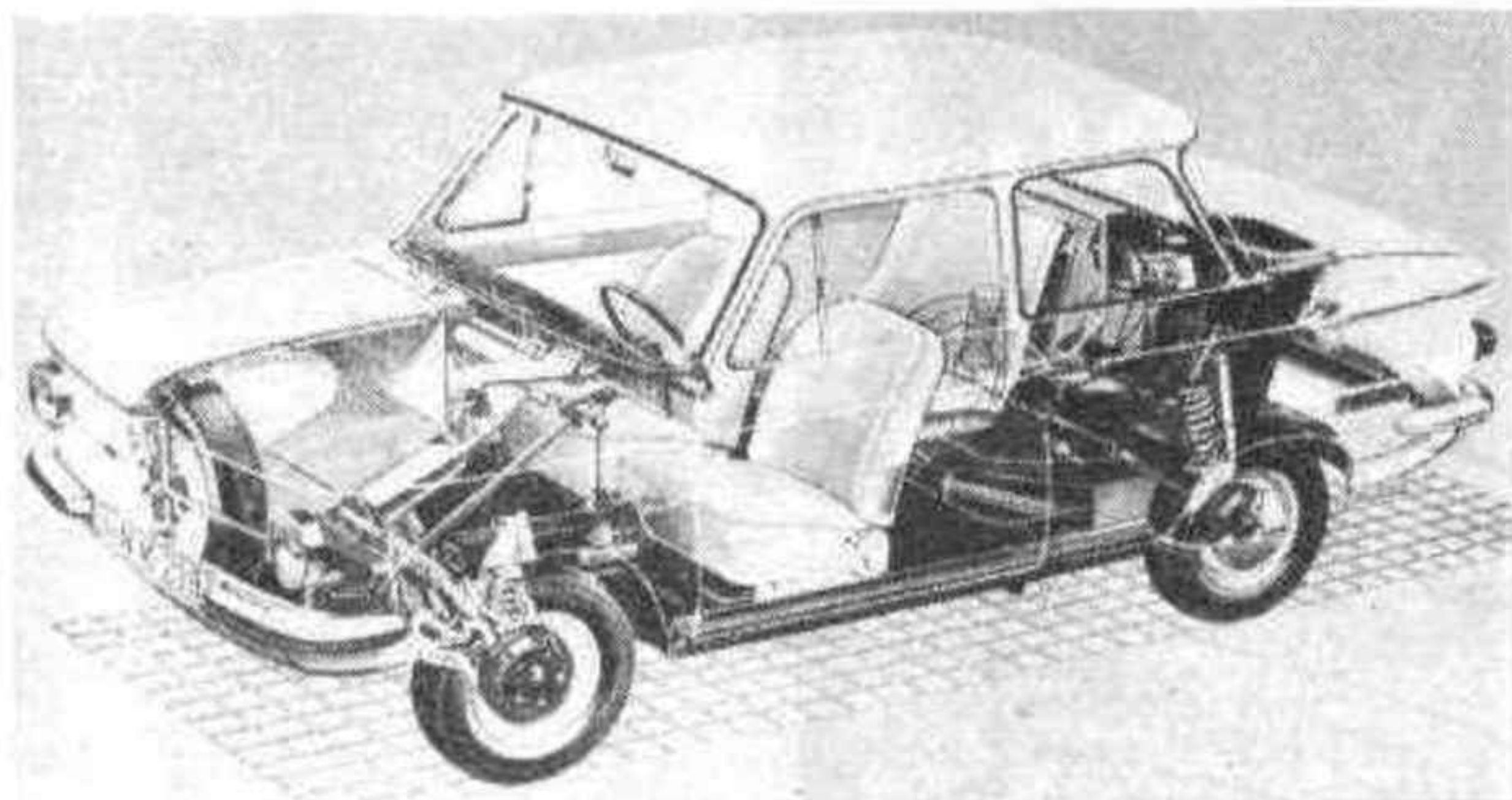


Mercedes-Benz 190.

N.S.U.

The German manufacturers such as Goggomobil, Lloyd, and N.S.U. have moved with the growing prosperity of Western Germany and begun to produce cars which can no longer be regarded as basic transportation. A good example is the new N.S.U. Prinz 4 which has now grown into a full 4-seater although retaining similar mechanical characteristics to the Prinz 3. Along with the Corvair-like body the N.S.U. engineers have managed to stretch the car to an overall length of 11 ft. 6 in. and widen it to 4 ft. 10½ in., while the height has come down to 4 ft. 5½ in., thus following an American trend of a few years back.

Front suspension is by unequal length wishbones with coil-springs and telescopic dampers, and an anti-roll bar is fitted. Rear suspension is virtually the same as before, the swing axle suspension using coil-springs and long telescopic dampers, but inside the coil-springs N.S.U. have fitted air cushions which will give more progressive stiffening of the suspension. The engine to be used in the Prinz 4 is the 36-b.h.p. version of the air-cooled twin-cylinder formerly used in the Sport Prinz for which a maximum speed of 74 m.p.h. and a 0-50 m.p.h. time of 14 sec. are claimed. The price will be announced at the Motor Show.



CORVAIR-LIKE.—The new N.S.U. Prinz 4 laid bare.

PORSCHE

Only minor changes are expected in the Porsche range although details are not yet available.

RENAULT

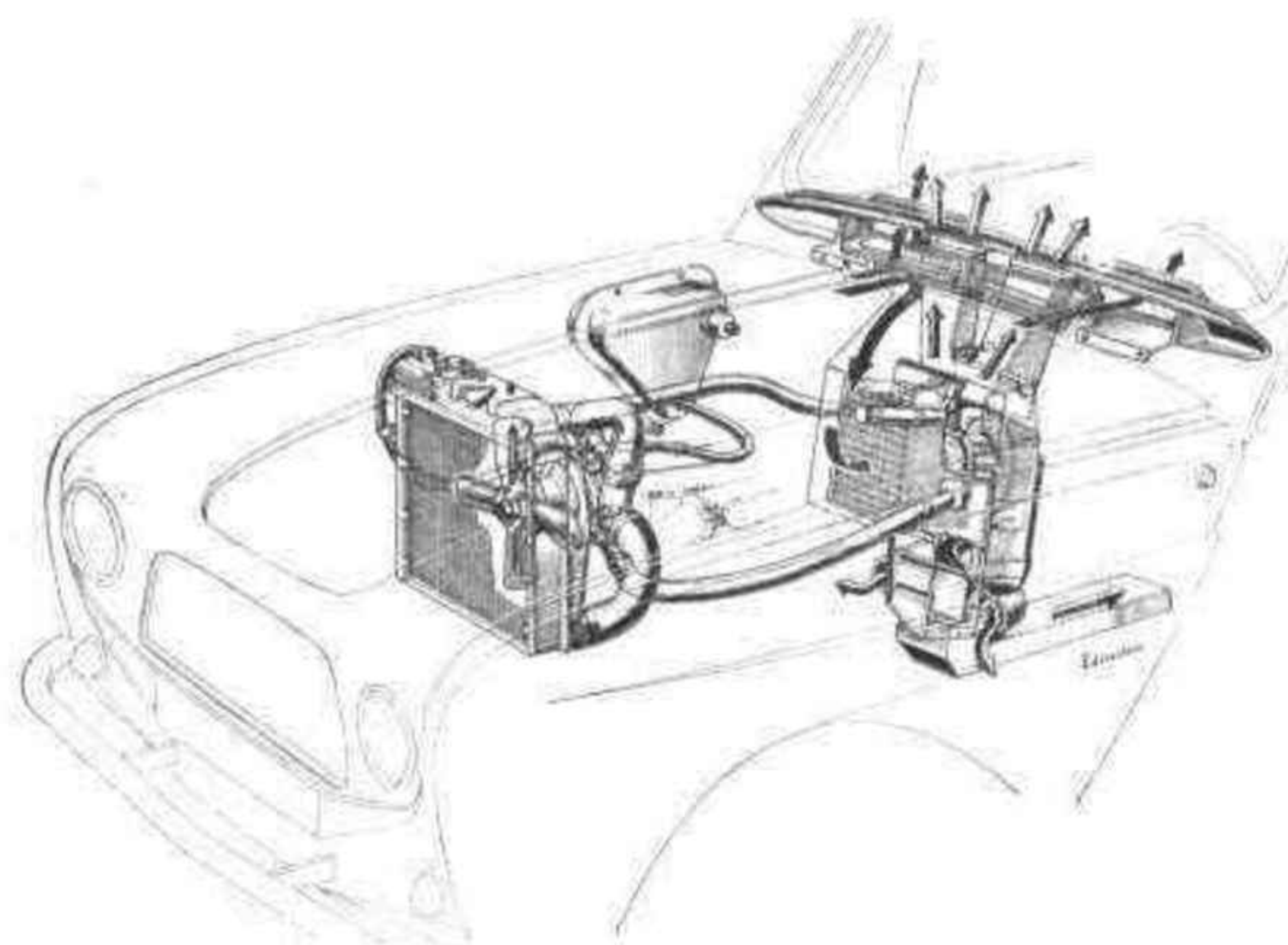
The new R4 and 4L models will be featured at Earls Court for the first time, at which time the price will be announced. The Dauphine, Dauphine-Gordini and Floride models will also be displayed, one of them featuring some useful mechanical changes, to be announced later.

ROOTES GROUP

The Rootes Group continue to produce their individually-styled cars uninfluenced by stylists from any other country, and the recently announced Hillman Minx 1600, Singer Gazelle and Vogue will continue unchanged, as will the Humber and Sunbeam range, except that the Rapier will now feature a heater and wind-screen washers at no extra cost. The Husky will have some carburation modifications and a change of axle ratio, aimed at making the car more economical.

ROVER

The 100 and 80 models continue unaltered but the 3-litre model has received a number of useful modifications including a finger-tip switch which holds the intermediate gear of the automatic



NEW.—The cooling system of the Renault 4 which is sealed for the life of the car.

transmission up to a speed of 60/65 m.p.h. Other modifications include a handbrake warning light, which is combined with the brake fluid level warning light, and improved heater air flow.

SAAB

The Saab 96 models exhibited this year at Earls Court will be unchanged from last year, the standard 96 model costing £911 4s. 9d.

SIMCA

The long-rumoured rear-engined Simca small car is unlikely to appear at Earls Court although it should be at the Paris Salon. The well-known Simca Aronde series have improved specifications, the Monaco and Monthéry models having a 70-b.h.p. version of the "Rush" engine with improved camshaft, valve gear and carburation adjustments. The axle ratio has been lowered from 4.44 to 4.78 to give even better acceleration. The Etoile and Elysée models continue with the 52-b.h.p. "Rush" engine.

TRIUMPH

The star of the Triumph stand will undoubtedly be the new TR4. With more powerful engine, improved all-synchromesh gearbox, softer suspension, rack-and-pinion steering and improved body styling with wind-up windows, it will probably appeal to a wider public, although being ½ cwt. heavier than the TR3 the racing drivers may not be so pleased. The price will be announced at Earls Court.

The Herald 1200 series is expected to carry on unchanged.



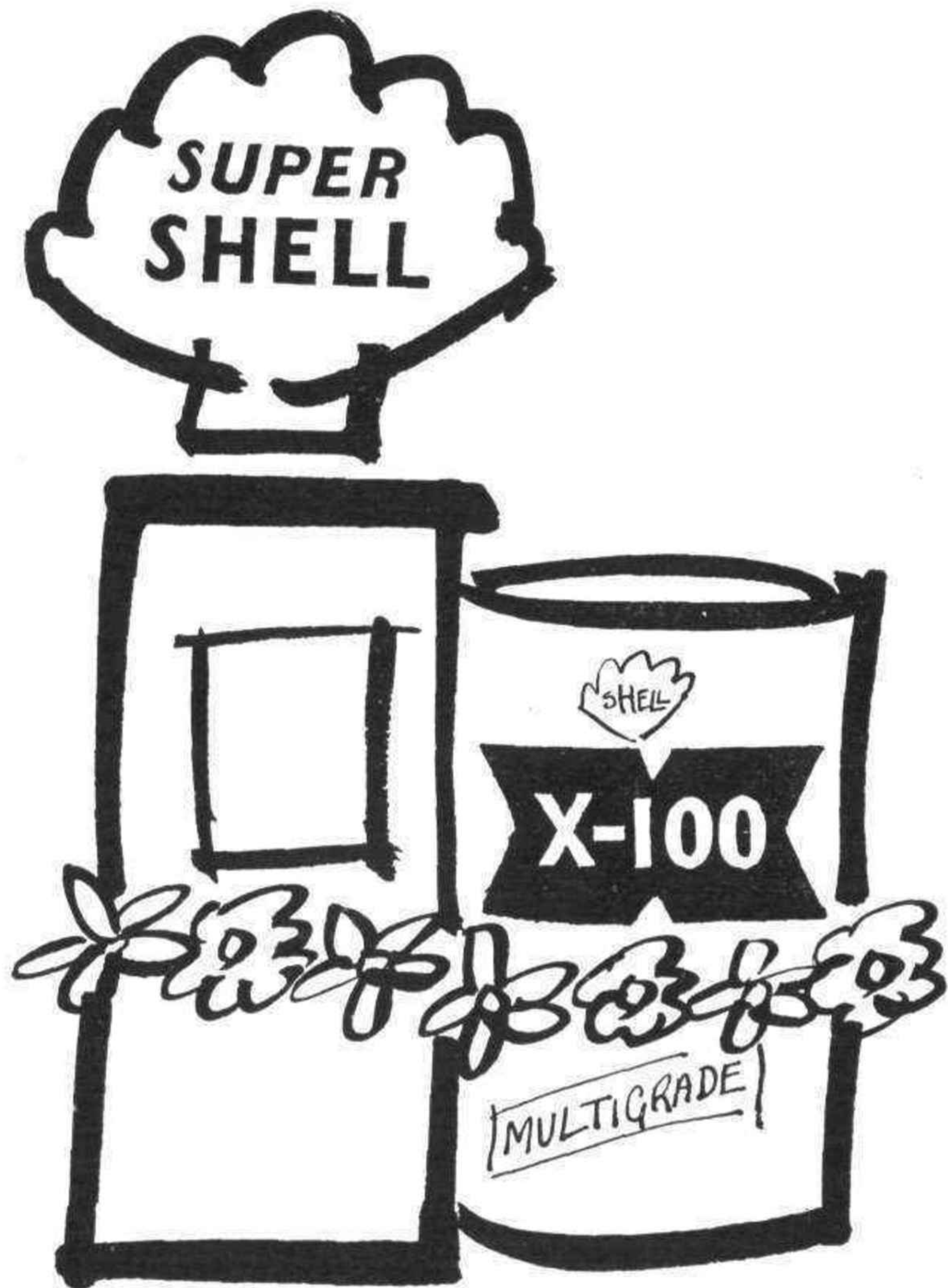
HARD-TOP.—The hard-top version of the new Triumph TR4.

VAUXHALL

Externally very different from the previous Victor, the new Victor models have very similar mechanical components to the cars they supersede. The engine is the same 4-cylinder 1,508-c.c. unit with an increase in compression-ratio from 7.8 to 1 to 8.1 to 1 giving maximum b.h.p. of 56.3 at 4,600 r.p.m. Several other engine details are improved, the most interesting of which being the aluminised valves, valves which are coated with pure aluminium for longer life.

Continued on page 848

GO WELL- GO SHELL



*Cars are thankful
for every tankful
of Super Shell with I.C.A.
(and engines are grateful
when they're Multigrade-ful)*

YOU CAN BE SURE OF

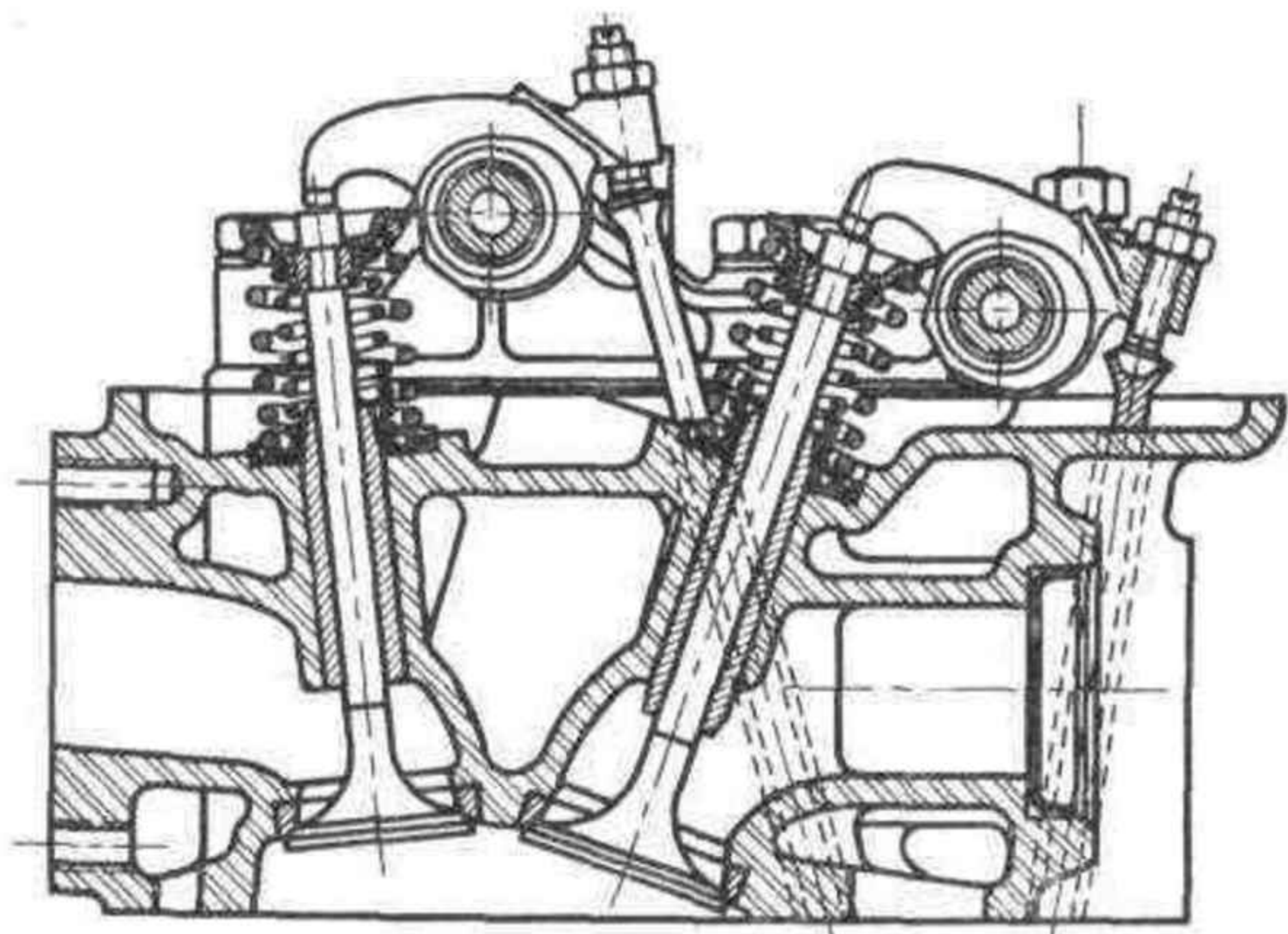


PEUGEOT 404 INTIMACIES

Considerable interest having been shown in last month's road-test on the Peugeot 404, here are some technical asides about this interesting car. The 1.6-litre "oversquare" engine develops 72 b.h.p. at 5,500 r.p.m. and has a torque of 95 ft./lb. at 2,250 r.p.m. Valve seats and guides in the Alpax head are detachable and of cast-iron. The intake seats are sunk at 120°, exhaust seats at 90°. The inlet valves are 39 mm. in dia., the exhaust valves 33½ mm., the latter having chromium-plated stems. The forged steel crankshaft runs in three bearings, respectively 59, 58 and 51 mm. in diameter and is balanced statically and dynamically. Longitudinal play is restricted by two half-flanges on the rear bearing. The con-rods are also of forged steel, with 50 mm. journals. The cast-iron camshaft runs in three bearings and is driven by a twin roller chain by Renold tensioner.

The sump holds 7 pints of oil, the cooling system 13½ pints of water. The latter has thermostatic flow control operating between 161°F. to 176°F. and an electro-magnetic self-disengagement fan, which goes out of action at 167°F. and engages at 183°F. The ignition distributor is either a Ducellier or S.E.V., the plugs A.C. 45F.G. or Marchal 36P. The ignition timing and compression-ratio are set for French standard-grade fuel but the bottom-half of the type XC engine could withstand higher power outputs if required to do so.

Normally the clutch is a Ferodo "Planete PKSC14" in a ribbed light-alloy casing, the average torque value being 102 ft./lb., with single plate 215 × 145 mm. "Dentel" dry disc.



The ingenious push-rod Peugeot valve gear, enabling inclined o.h. valves to be operated from a base camshaft. Humber, Citroën and Fiat use similar valve gear. In the Peugeot the valves, as can be seen, are moderately inclined and are not in a full hemispherical combustion chamber.

The thrust bearing possesses a grease nipple. A Jaeger IXB electro-magnetic automatic clutch is available, using the latest "Conac" twin-deck switch gear. The C3 gearbox consists of two light alloy ribbed casings, and light-alloy cover, with direct drive top gear. It holds 4½ pints of oil.

The back axle is of floating worm-drive type, with steel worm and 5-thread bronze worm wheel, in an aluminium-alloy casing containing 2½ pints of lubricant. Over 1½-million such axles have been made for 203, 403 and 404 Peugeots. Front suspension is by a telescopic coil-spring suspension assembly and forged-steel bottom wishbones. The steering gear, again in a light-alloy housing, incorporates a 6-tooth pinion and 30 mm. diameter rack, giving a 20 to 1 reduction, the steering column having a flexible rubber joint. There are "Twinplex" dual cylinder front brakes, of 77½ sq. in. friction area, H.C.S.F. floating shoe rear brakes of 48.8 sq. in. friction area, with c.i. drums. A delightful tale is current to explain why the capacity of the 404 is 18 c.c. over the 1,600 c.c. competition class limit. The workers, say Peugeot, have made a crankshaft giving a 73 mm. stroke since 203 days and it would be inhuman to ask them to make anything different, while design requirements had already fixed the bore at 84 m.m.—W. B.

CARS IN BOOKS—continued from page 830

this led to permission to convert one vehicle into an armoured car. The design was that of Felix Samson, the work being done by the Forges et Chantres de France. The radiator was protected by two doors, a device still used today. This pioneer armoured car was the Mercedes, dubbed the "Iron Duke." Next a 40/50 Rolls-Royce was so protected.

There is tantalising reference to "a most extraordinary-looking motor car, apparently one of the first half-dozen ever built," used by the notorious spy, Madam B—, whom the author helped with a puncture and let escape, while later a lorry carrying a 3-pounder gun, which was the mainstay of many hectic and successful engagements with the enemy, is referred to frequently, but its make, again, isn't disclosed. If Commodore Samson is alive and reads this, perhaps he will tell us?

One comes upon motor-racing personalities in this book, such as Baron de Caters, who commanded Belgian armoured cars, Morrison, the Commodore's faithful motorcyclist, "a most experienced rider having been a star turn at Brooklands* and in T.T. races," and the Guinness brothers with their 80-ft. patrol boat, while I find myself wondering whether Gunner Platford was the Platford of early Rolls-Royce days.

By September 27th Capt. Williams was in command at Douai of "three Rolls-Royce armoured cars of the new Admiralty pattern, which provided no protection for the crew except for the driver." On October 1st, 1914, a new section of armoured cars arrived from England in Lille, getting in by 7 p.m. They were commanded by Lt. Cmdr. Josiah Wedgwood, M.P., R.N.V.R., who used a drill-book compiled from Samson's notes. Seventy London omnibuses also arrived at Dunkirk and were escorted to Antwerp by Marines. They travelled in huge clouds of dust at a steady 10 m.p.h., keeping splendid station. The journey to Bruges occupied five hours, and the 'buses were housed in the barracks for the night. Instead of a shambles next morning, the London drivers had out and lined up within 20 minutes. The story of these 'buses and of Foden steam wagons used at the Front would make an intriguing story but I don't think either has ever been written. I should very much like to hear of any other war books which mention cars and lorries. There is a fine photograph in Comdr. Samson's book of some of these 'buses en route, still displaying advertisements for Dewar's whiskey, with a big Peugeot 2-seater, bearing RND lettering, in the foreground and other cars behind, one of which is a Rolls-Royce tourer and another could be a Züst. Several of these "General" 'buses he encountered as far as Selzaete, just before the town had to be evacuated and, in spite of scarcity of petrol, all but four or five got back to Bruges. The author escaped with Col. Bridges in a Rolls-Royce and Col. Dallas in a Metallurgique, stopping the night in Écclou. Before the armoured cars departed from Comdr. Samson's Squadron he had six, armoured to his own ideas, camouflaged, and named after places at which they had fought. He also had a 5-ton Mercedes lorry completely armoured and mounting six guns, which load "the chassis took with ease," and a fully-armoured Rolls-Royce towing a 3-pounder gun. The Rolls-Royce proved the best car they had and it is related that when Lady Dorothy Fielding picked up wounded under heavy shellfire her driver remarked: "It's a shame to take a Rolls-Royce amongst them big shells; why don't she have a Ford?"

Other cars in books? There are references to an old Wolseley in Cornwall, Baby Austin and Land Rover in "A Gull on the Roof," by Derek Tangye (Michael Joseph, 1961), a reader refers to many cars, including model-T Ford and Morgan 3-wheeler, amongst the fishing reminiscences in "Troubled Waters," by Maunce Wiggins, and Michael Sedgwick tells me that the woman detective, Lestrangle Bradley, in Gladys Mitchell's novels, who has favoured chauffeur-driven cars for some thirty years, has at last revealed that she prefers a Jaguar.—W. B.

Two more volumes in the Pearson motor-car maintenance and repair series have been published. One book covers Hillman cars from 1936 to the Series IIIA Minx, and the other volume deals with Ford Consul, Zephyr, Zodiac, Series I and II and all V8 models pre- and post-war. These books are prepared with the assistance of the respective manufacturers and except for major overhaul work detail most of the tasks which can be undertaken by an amateur. They are priced at 12s. 6d. each.

A good little book for those interested in the use of glass fibre is "Glass Fibre for Amateurs," by C. M. Lewis and R. H. Warring, published by Model Aeronautical Press Ltd., 38, Clarendon Road, Watford, Herts.

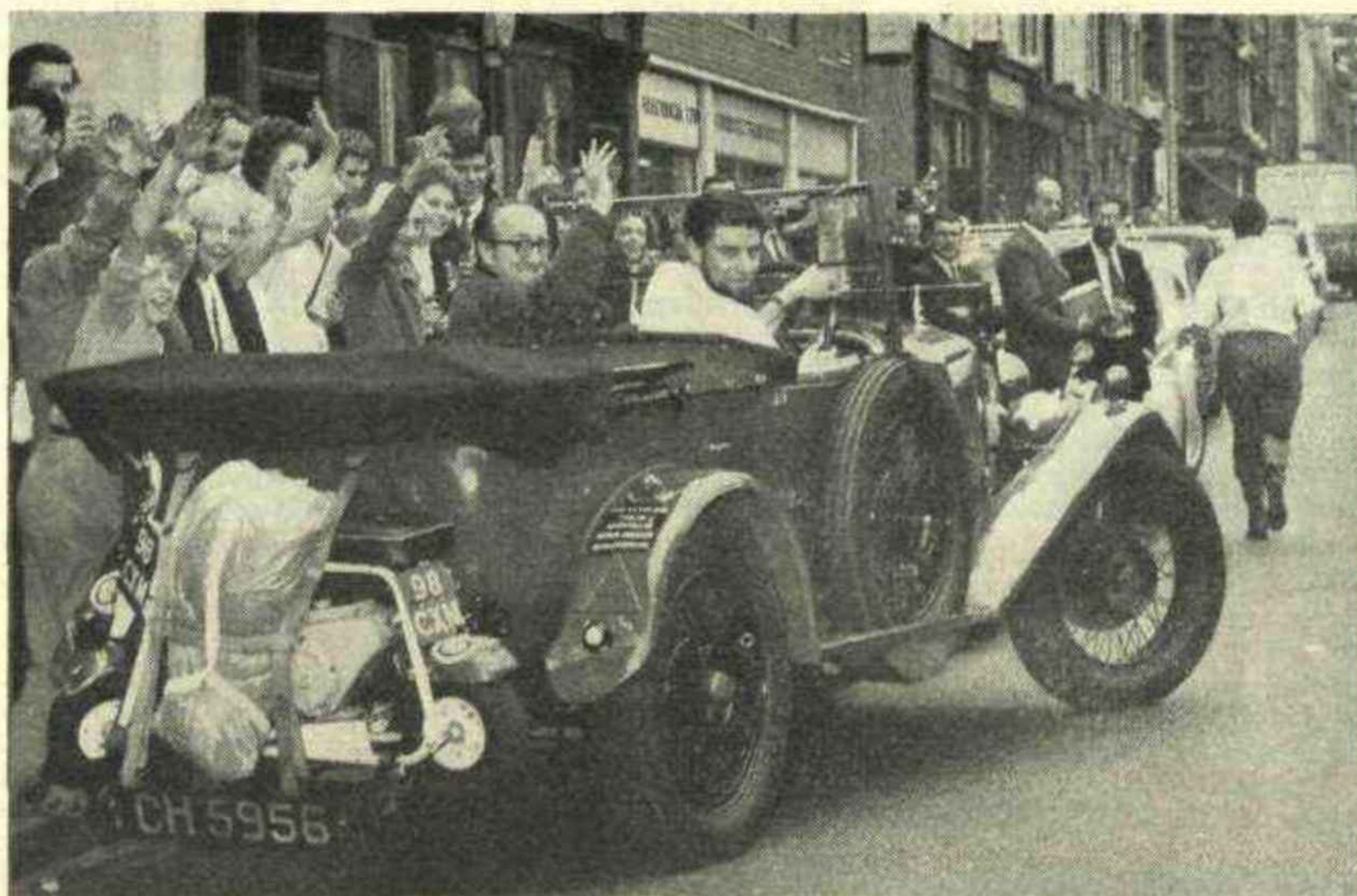
* Alas, I can find no record to substantiate this!—W. B.

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to
Old-Car Matters

VINTAGE JOURNEY.—Paul Redfern (at the wheel) and Fred Basnett leaving London in their 1926 12/50 Alvis for a 10,000-mile tour of Norway, Sweden, Lapland, Russia and home via Turkey and the Balkans. Like an earlier run by a 1925 Austin Seven from Buenos Aires to New York, this ambitious expedition is sponsored by the Montagu Motor Museum. Note the Lambretta scooter for short hauls!

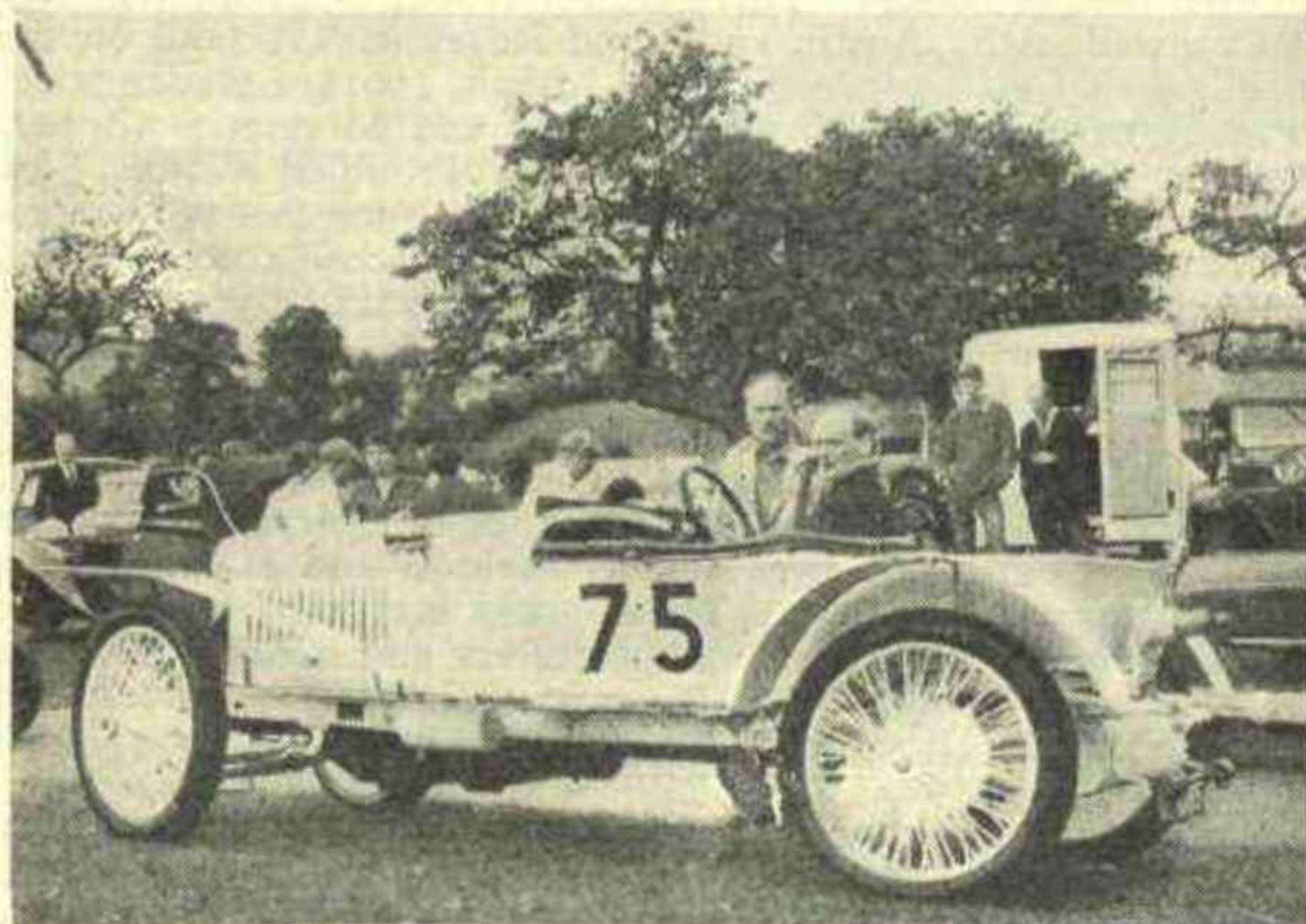
[Photos by courtesy of Associated Press Studio]



THE VINTAGE S.C.C. PRESCOTT SPEED HILL-CLIMB (August 27th)

PRESCOTT, the Bugatti O.C. hill discovered by the V.S.C.C., can be horrid in the rain but on a fine day it is one of the most beautiful, most typically English of motor-racing venues. So it was for the V.S.C.C. Meeting at the end of August and the only small regret was that Shelsley Walsh should be on the same day and thus cars like the Maybach-Metallurgique and the Fiat "Mephistopheles" were absent from the vintage meeting. Nevertheless, the entry was excellent, although very few "new" old cars were present, these being confined virtually to the G.N.-Ariel, perhaps a fresh 30/98 or two and Lord Montagu's 1912 "Alfonso" Hispano-Suiza, its engine size given with becoming modesty in the programme (it boasts 3.6-litres, not 2.2). This Hispano still bears its Irish registration letters. It was bought by Lord Montagu for £1,300 and appears to carry a replica of the body on the "Alfonso" which Briggs Cunningham has in America—a 2-seater, but in this case with a rather squared-off tail and the gear-lever *inside*, which is contrary to Hispano-Suiza ethics. It was in dire trouble with clutch slip, eventually making s.t.d.

The meeting opened with a fine ascent by Frank Lockhart's V-twin Peugeot-J.A.P., which beat all in its class and all the p.v.t.s as well. Vintage scored again over p.v.t. in the next category, when Ashley's Frazer Nash, sliding the acute corners, beat the 'Nashes of Michaelson and Gibson. Begley drove his Frazer Nash up very neatly. Kerr had a 2.3 Alfa Romeo alleged to have been



Lord Montagu at Prescott in his 1912 Hispano-Suiza; imported from Ireland, it cost His Lordship £1,300.

owned by an Italian hill-climb champion, Rigg's Riley was announced as the original "White Riley" but if so it has a normal M.P.H. body, and isn't supercharged, and Grice drove a blown 2-litre sports Alta.

The class for sports cars up to 3-litres was won by St. John's Frazer Nash—although the V.S.C.C. is getting fussy about sports cars, demanding two seats, this stark device with Arnott-supercharged o.h.c. Gough engine from an Atalanta, got by, albeit up one class. In the big sports-car class Burton's de Dion Bentley scored over the vintage Bentleys of Morten and Bradley, all three beating various p.v.t. Invictas with "tuned" exhaust systems and Stephen's very reasonably quick 1932 Alvis Speed Twenty now endowed with a 4.3-litre engine and an oil-cooler. It was good to see Gaudin's very original 1920 E-type Vauxhall and Gray's 1924 OE 30/98 with proper "kidney-box" small-drum f.w.b.

Clutton made his usual rousing ascents in the Edwardian class, getting the 1908 Itala up in 55.51 sec., but Barry Clarke's 1913 Talbot Twenty-five won on handicap. Bendall drove bravely in his 1912 Austrian-Daimler.

Hardy thoroughly deserved his victory in the up-to-1,100-c.c. racing-car class, for he drove his blown J.A.P.-engined Hardy Special extremely well, before towing this baby Auto-Union home behind his father-in-law's stately Rover. Bruce-White's H.M. Special (*nee* All t' Cock) with Douglas engine, shed a back wheel. Five E.R.A.s contested the 1½-litre category, Chapman's ex-Parnell R2A, coming into the first corner with wheels locked, beating Lindsay's "Remus" and Waller's R9B.

The over-2-litre class was bereft of the Caesar-Special, which had thrown No. 6 rod of its A.C. engine as Dr. Taylor lifted off at the end of a practice run. Douglas Hull in the 2-litre twin rear-tyred ex-Reggie Tongue R11B E.R.A. was easily fastest, making f.t.d. in 45.5 sec. Dudley Gahagan's ex-Dobson E.R.A. improved on its time each run but was vanquished by the Bugattis of Perkins and Wall. Ridley's Semmence Special ran well in spite of a leaking front oil seal and someone even went up in a 12/50 Alvis wide 2-seater, clocking 74.19 sec., typical of the fun and versatility of these V.S.C.C. meetings.—W. B.

Class Winners :

Sports Cars up to 1,100 c.c. :			
Vintage :	F. S. Lockhart (1924-29 Peugeot-J.A.P.)	54.73 sec.
P.V.T. :	S. P. Rolt (1929-34 Austin Ulster)	54.94 ..
Sports Cars, 1,101-1,500 c.c. :			
Vintage :	R. W. Ashley (1930 Frazer Nash)	51.20 ..
P.V.T. :	J. M. G. Michaelson (1928-34 Frazer Nash)	52.10 ..
Sports Cars, 1,501-3,000 c.c. :			
Vintage :	J. T. Williamson (1923 Bentley)	55.86 ..
P.V.T. :	G. S. St. John (1929-37 Frazer Nash)	48.59 ..
Sports Cars, over 3,000 c.c. :			
Vintage :	H. A. Morten (1923-28 Bentley)	52.20 ..
P.V.T. :	G. H. G. Burton (1927-37 Bentley)	50.83 ..
Edwardians : B. M. Clarke (1913 Talbot)			
Racing Cars up to 1,100 c.c. : R. E. Hardy (1922-29 Hardy Special)			
		48.86 sec.
Racing Cars, 1,1001-1,500 c.c. : G. Chapman (1934 E.R.A.)			
		46.72 ..
Racing Cars over 1,500 c.c. : D. H. C. Hull (1936 E.R.A.)			
		45.50 ..*
			* F.T.D.

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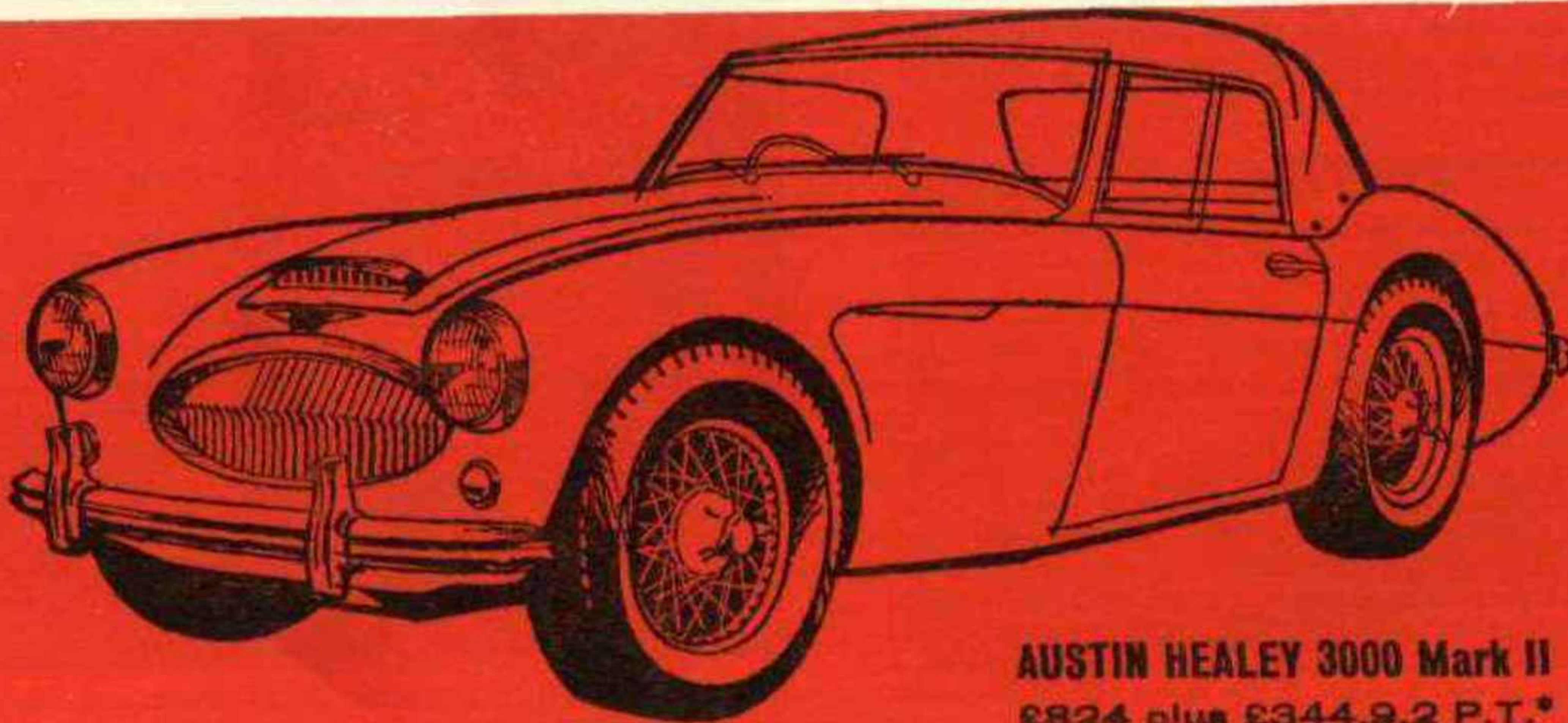
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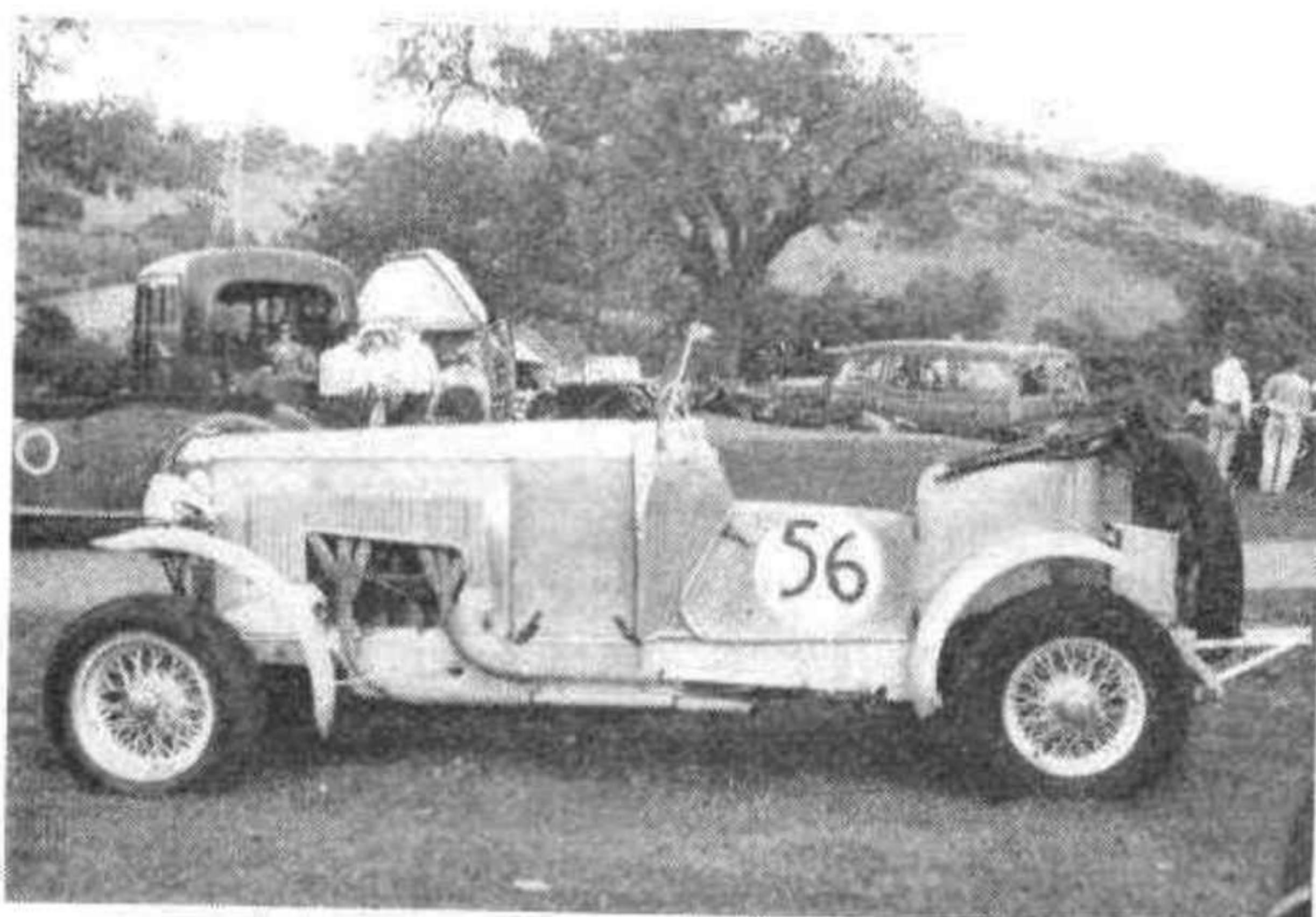
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P.V.T. mods, we presume?

V.S.C.C. LIGHT CAR RALLY (August 26th)

An entry of five Edwardians and 20 vintage light cars was received.

Results:

First Class Awards: B. M. Clarke (1913 Talbot), E. J. Riddle (1921 G.N.), J. D. Rogers (1923 Jowett), C. P. Marsh (1925 Austin) and A. K. Condon (1925 Swift).

Second Class Awards: C. Clutton (1908 Itala) and L. P. Sawers (1926 Austin Seven).

Third Class Awards: S. F. Caudle (1912 Buick), H. W. B. Allport (1929 Jowett) and Mrs. S. Jones (1929 Austin Seven).

Vintage cars are encountered all too infrequently on the road, rallies apart, and consequently it was nice to encounter a 9/20 Humber tourer patiently awaiting its owner in Sussex Street, W.C., last summer, a smart Th. Schneider tourer near Redhill, what appeared to be a genuine Boyd Carpenter long-tailed sports Austin Seven parked in Weybridge and a very early model-AF Ford commercial with large van body, circa 1928, trundling past the office driven by an old man who might well be its original driver. A similar Ford van was encountered grinding out of Cheltenham uphill past the viaduct on the Burford road. And last month there was a very Italian-looking Fiat 501 tourer in the Fulham Road, while a Bean tourer has been on the prowl in Surrey.

Seen recently.—An early Esses with van body and b.e. tyres serving on a Surrey farm and a bull-nose Morris-Cowley 2-seater being rebuilt in a Hereford garage.

Bristol Aircraft Ltd. have rebuilt a 1930 Bristol Bulldog biplane fighter, which last flew in 1936 until Godfrey Auty flight tested it in rebuilt form last June. The basic steel airframe required no repairs but a Jupiter VII radial engine had to be assembled from parts taken from a pile of such engines, some of them sectioned, obtained with the co-operation of the Air Ministry.

Robert Glenton made a 1929 Rolls-Royce the subject of his *Sunday Express* road-test last month.

Congratulations to Barrie Heads who is not adverse to showing old motor-racing films in "All Our Yesterdays" on I.T.V. Television, such as some Brooklands shots and the revival of the 200-Mile Race at Donington Park, won by Seaman in the Delage.

Vintage Miscellany.—An article about John Betjeman in the *Observer* recently reminds us that Betjeman has an affection for the names of cars, such as Arrol-Johnston—"my father had one, the only car made in Scotland [Oh Betjeman, what of Albion and Argyll?—ED.]—and Delaunay-Belleville—. . . did you know there was an old garage in Maida Vale which had the name up until last year?" *Go* for August refers to the "old open-taxi, mostly American 1922 vintage and in mint condition" still in use in Madeira. The *Burton Observer* recently published an interesting picture of the Ryknield Engine Co.'s premises in about 1904 when they were visited by the Derby M.C.; the reader who sent the clipping says today this building is owned by Sharp Bros. & Knight Ltd. A reader offers some of the motor-car cards issued some years ago by Dutch "Full Speed" cigarettes to anyone interested. He also wants 1937-39 Atalanta data. An ex-Rajah's

La Salle 2-seater equipped for big-game hunting, with gun rack and searchlight, possibly for sale for a small sum, has been covered in the West Country, what sounds like a Siddeley Speed and a 1926 6-cylinder twin-cam Lea-Francis 2-seater languish at Kent garage, and a derelict traction engine is reported between London and Peterborough. A p.v.t. 1936 Alvis Charlesworth saloon in fair order is available for around £60. In a recent humorous article in the *Sunday Express* Veronica Papworth discloses that her husband, when he met her, had a "long le A.C.," from which she found it difficult to alight in a long frock. Obviously a p.v.t.

At Brighton the best times by the Edwardians were: Gresham (1907 Fiat), 33.4 sec.; D. FitzPatrick (1907 Meturgique), 34.42 sec.; S. E. Sears (1912 Benz), 36.3 sec.; Grossmark (Napier), 46.9 sec.

News of restorations and discoveries. An L.S.D. 3-wheeler has been restored in Kirby Steven. A 1926 Clyno, rusty but complete, was for sale in a Southampton breaker's for about £10. A reader who has a 1924 o.h.c. Beardmore engine out of a crash car requires data on assembly and tuning. A 1½-litre Invicta tourer with dismantled engine is said to be for sale in Henley for £10, and there is a radiator for a 1929 Morgan "Family Model" 3-wheeler for sale for £2 in Surrey.

40th ANNIVERSARY OF THE AUSTIN TWELVE

To mark the 40th anniversary of the Austin Twelve, introduced in October 1911, the Vintage Austin Twelve-Four Register in conjunction with the Austin Motor Co. Ltd., held a rally *concoirs d'elegance* and driving tests at Longbridge on September 10th. All manner of vintage Twelves turned up, supported by vintage ex-hearse and a circa 1934 Twenty/Six, and, in the car park, an early Austin Seven and 12/24 Lagonda saloon. Many historic documents were on view, speeches were delivered by R. J. Wyatt and Cliff Lewis (late of B.M.C.R.C., now back with Austin) and there were displays of Austin Twelves from 1925 to the A55 Cambridge saloon and of Austin taxis from a 1932 London 'cab complying with the 52 "Conditions of Fitness" laid down by Scotland Yard, to the latest automatic transmission model. The old Twelves made an impressive assembly, although far short of the 150 expected by Kevin Grover, Austin's new P.R.O. During the tests one Twelve savaged another in spite of the width of the factory road and I noticed that it was the younger of the two cars that suffered the most damage, because lighter gauge steel was used for its mudguards. The condition of the assembled Austins varied from scruffy to immaculate but far too many had brass radiators and lamps from which the original nickel had worn away; I counted seven with railway-style door handles and a representative number of body styles was present. A nostalgic afternoon, especially as I had my first experience of driving sitting on the chauffeur's knees in a 1927 Austin Twelve Windsor saloon.—W. B.

Results:

Overall Winner: E. Twigger (1928 Open Road tourer).
Concoirs d'Elegance Prize: G. Rapson (1928 Open Road tourer).
Driving Tests Prize: D. Childs (1928 Mulliner 2/4-seater).



BACK TO ITS BIRTHPLACE.—W. Blanshard's Austin Twelve taking part in the garaging test during the celebration of the 40th Anniversary of these cars, at the Austin works in Longbridge.

FRAGMENTS ON FORGOTTEN MAKES

No. 17: THE CRAIG-DÖRWALD



The first Craig-Dörwald, a 2-cylinder 16-h.p. traveller's car, supplied at the request of a client in 1903.

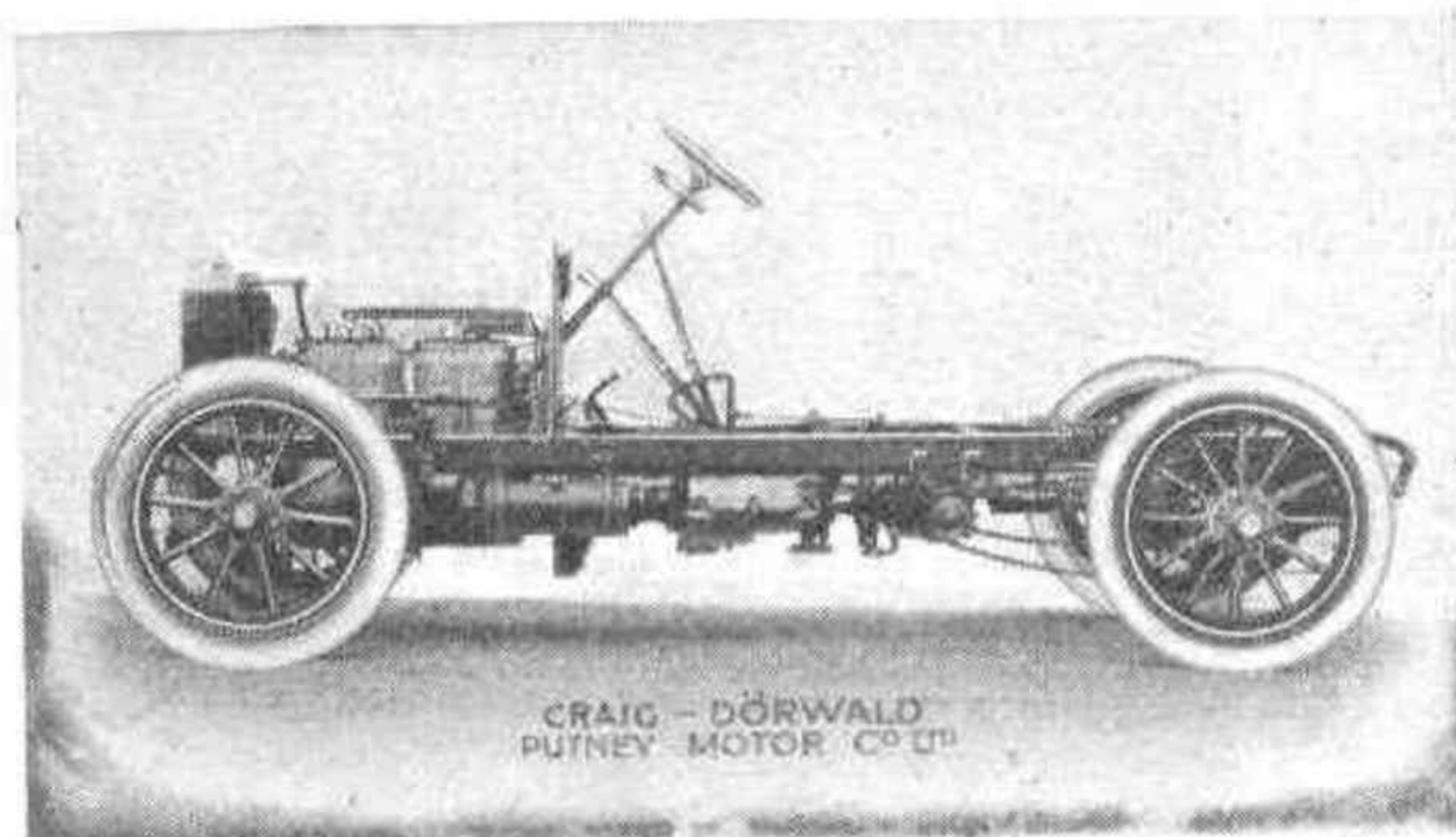
THE Craig-Dörwald is not to be found in "Doyle's," that invaluable quick-reference to forgotten makes, and when I first heard of it I was inclined to suspect a leg-pull, for surely this was not a real car but something out of a novel by John Buchan or Dornford Yates? However, when Mr. Robert Kisch, Managing Director of Ailsa Craig Ltd., invited me to visit his Ashford factory and go through the photographs and cuttings books carefully preserved by his late father, who died last year, I was left in no doubt that this was one of the more interesting of the pioneer cars.

Ailsa Craig, the famous marine diesel engine firm, stems from a small bicycle workshop in Glasgow belonging, from 1891, to A. E. S. Craig. In 1903 Mr. Craig was joined by G. L. Dörwald and E. A. D. Kisch, A.M.I.Mech.E., and on moving to London the title was changed to the Putney Motor Co. Ltd., with premises in Richmond Road, E. Putney, then a remote village outside London. Here a number of cars were built and engines supplied for the cars of customers who already had an automobile but sought a reliable power unit. At first marine engines were installed in these cars with no modification except to dispense with the water pump. It is recalled by one of the present employees that they even retained the forward and reverse gearbox, so that the driver was presented with one speed control and a clutchless forward-neutral-reverse lever.

The engines used for this purpose were the type D1 vertical single-cylinder that gave 5 b.h.p. on petrol and the type D2 vertical twin, capable of doubling that output. It is exceedingly interesting that Mr. Kisch preserves at the present factory one of these single cylinder engines, which he was able to pick up on the Broads, not long ago. This is engine No. 573, tested on July 27th, 1910, with its original Lodge plug and B. & B. carburetter. After being dismantled and cleaned it runs perfectly and gives almost its original output, and it has never been rebored.

From supplying engines it wasn't long before the Putney Motor Co. began to build cars of their own. It appears that they were asked to supply a traveller's motor car for the use of W. V. Spencer, who was Southern Representative of S. & J. Watts & Co., the well-known soft-goods merchants of Manchester. A closed cab was specified, with a box behind for goods, the latter being detachable to reveal comfortable seats. This traveller's car could carry 10 cwt. of samples and had a 16-h.p. 2-cylinder engine which apparently ran so quietly that it was sometimes mistaken for an electric vehicle. Delivered in 1903, Mr. Spencer used this car all over the S. Coast, and after it had run more than 5,000 miles it was exhibited at Cordingley's Motor Show at the Agricultural Show in March, 1904.

This success seems to have fired the Company with enthusiasm and various cars and commercial vehicles followed. The latter included a curious agricultural tractor which was tested by towing an 8-ton loaded pantechicon up Putney Hill and a fantastic motor omnibus with the driver's seat on a level with and

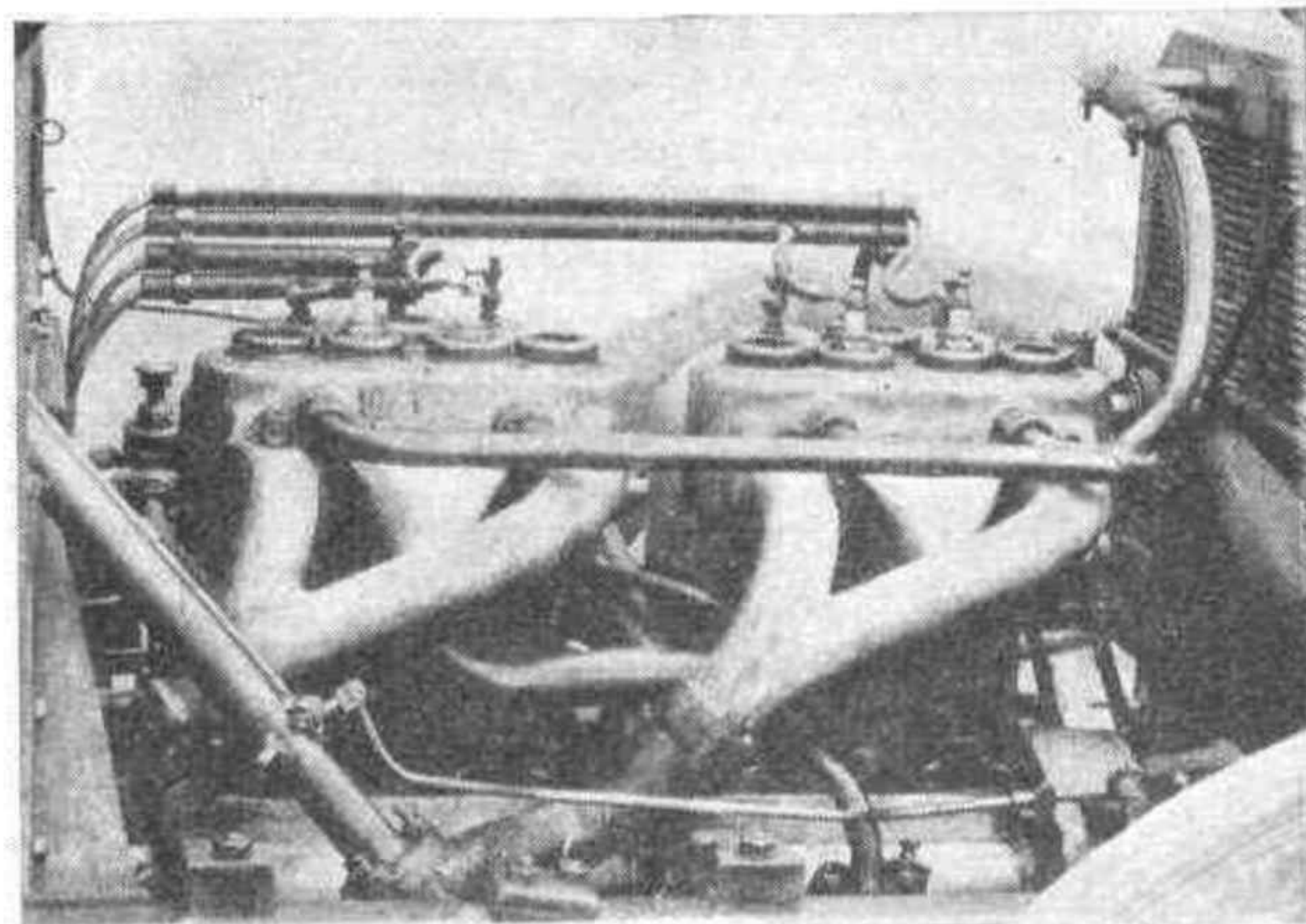


One of the 4-cylinder chain-drive Craig Dörwald chassis.

forming an extension of the high top deck, his steering wheel being connected to the chassis by a shaft of incredible length, while a ladder was required to reach the seat. It is claimed that this was the first motor 'bus to climb Putney Hill. Later a move was made to Strand-on-the-Green, Chiswick, to premises occupied today by Plus Flats Ltd.

The firm also made 4-cylinder cars, eight of these having final drive by side chains. As a photograph shows, the engine was of notably clean design, with the h.t. leads carried in a separate fibre tube for each plug and, surprisingly, "bunch of banana" exhaust pipes for each pair of cylinders. It seems possible that 16 or 20 of these Craig-Dörwalds were made and, as in 1961, so in 1903, the firm had a big export business, so if they still exist at all they are probably abroad. Mr. Kisch would very much like to know of one or to hear from anyone who remembers them and he says that if one is being rebuilt he should be able to supply plenty of spares, for Ailsa Craig Ltd. do just this for their marine engine customers; it is probable that the stock of early carburetters and magnetos they hold could be a great help to rebuilders of veteran and Edwardian cars of other, better-known makes. These components range from 1890 to 1910 onwards. Incidentally, apart from the historic marine engine aforementioned, Mr. Kisch has kept one of the firm's 1920 single-cylinder Imp Oil Engines with semi-cooled head.

In 1904 the Putney Motor Co. was asked for a 150 b.h.p. engine for a Russian dirigible airship. This was designed as probably the World's first V12 and as 6-cylinder h.t. magnetos were impossible to come by, trembler-coil ignition was used. Pictures of this remarkable engine exist and it is described in some detail in the contemporary Press. The cylinders were desaxe and the crankshaft ran in four bearings, the total weight being very low. Russia never took delivery, so the engine was put into a yacht in Hong Kong, magneto ignition then being adopted because the sea air affected the fibre distributor disc of the original ignition system. This yacht was commandeered by the British Navy and used by them throughout the 1914/18 war,



Engine of the Craig-Dörwald chassis illustrated above, showing the neat arrangement of h.t. leads and the modern-looking exhaust system.

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afterwards being returned to its owner and one wonders if this pioneer V12 is running today.

In 1905 another innovation was a 6-cylinder engine with 12 vertical o.h. valves actuated by an o.h. camshaft driven by a vertical shaft at the front, the entire valve gear naked and unashamed. If this isn't the first o.h.c. engine it must run Maudslay very close. This engine was exhibited at the Islington Show, together with a Bayley-Craig car with a 20-h.p. Brouhot engine, later replaced by one of the Company's own power-units.

The name of the Company later became Ailsa Craig Ltd. Car manufacture had been dropped in favour of marine and industrial engines soon after 1905. Ailsa Craig diesel engines are, indeed, World famous and they continue to be built largely by hand, test sheets for every engine built are available, and as far as possible the Company keeps a record of the history of each of its products. This is very much a firm in the old tradition of good workmanship relying on craftsmen and the inside of every crankcase is still enamelled white It is hardly surprising therefore that Robert Kisch, who took over control from his father in 1959, is sometimes to be seen driving a 3-litre Bentley, although he has also tasted the joys of Jaguar motoring, and his business car is a Ford Zephyr Zodiac. Can anyone unearth a Craig-Dörwald for him?—W. B.

VINTAGE POSTBAG

The Model-J Duesenberg

Sir,

I cannot help being delighted at the consternation I seem to have caused to the devotees of that silly car, the model-J Duesenberg. Mr. McMillan complains that I quote facts about the 30/98 Vauxhall but only suppositions about the Duesenberg. The reason for this is clear enough. The Vauxhall proved its claims by deeds, but, as far as I know, the Duesenberg has no competition successes to bear out its makers' claims.

Mr. McMillan wonders what I imagine Duesenberg used to determine developed horsepower. Frankly, so do I. American horses are such miserably skinny animals that I often wonder what the R.S.P.C.A. would do about them in this country. A current American model weighs as much as the 1908 G.P. Itala; claims nearly three times as many b.h.p.; and has the same standing-start $\frac{1}{4}$ -mile within time $\frac{1}{4}$ sec. Even setting this aside, assuming the model-J did develop 265 b.h.p., presumably at around 4,000 r.p.m.; this suggests something like 130 b.m.e.p. No unblown touring engine in 1928 approached anything like this figure (and if the peak r.p.m. was higher, the argument still holds good, *pro rata*).

Mr. McMillan finally quotes my remark that "It seems doubtful anyway if it was quite as good as it set out to be." I made this statement on the authority of a famous name in British motoring who had owned one. I have since driven a fully restored specimen, and while the workmanship was splendid, the steering was lethal, and the engine was manifestly not producing more than two-thirds of its claimed 265 b.h.p.

If in fact the model-J was as good as it claimed to be, why did no-one ever demonstrate its capabilities in competition?

London, S.W.1.

CECIL CLUTTON.

Armstrong Siddeley Matters

Sir,

Re Mr. Bilwell's 12-h.p. Armstrong Siddeley fabric saloon. I hope I may be allowed to correct some of his data, as I remember these and earlier models when they were to be seen in numbers on the roads: my father had a 1926 4/14 Broadway saloon.

The 12-h.p. 6-cylinder car was introduced late in 1928 for the 1929 season. Mr. Bilwell's car is probably a 1931 model, as in this smallest of Armstrongs the preselector was not available before about September 1930 and even then only as an alternative to the usual crash box, which latter was given up entirely for the 1932 models. The 1930 and all newer Armstrongs had the radiator shell cellulosed to match the body colour, having a plated band at the back edge and another surrounding the honeycomb. Often, as in Mr. Bilwell's car, the paint on the shell was removed when it became chipped, thus showing the white metal beneath. Only the 1929 and earlier Armstrongs had a nickel-plated shell. These, of course, did not have raised relief bands at back and front.

Liverpool.

MICHAEL R. B. TAYLOR.

Old Typewriters —

Sir,

I read with great interest a letter in last month's edition of your very excellent magazine regarding an 1896 Remington typewriter still in regular use.

This has prompted me to write about my Remington. This is a model 7 as well, and is dated 1894. It was constructed at Ilion, New York.

I have now been using this typewriter for periods approaching two hours daily for over a year; and the only replacements necessary have been, like your other reader, a new ribbon, and also the fabric band which your other reader mentioned. This I replaced with a spring-steel one. There are various elastic bands doing the work that springs used to do; but otherwise it is original.

The keys are all of "French-polished" wood, and the whole machine is in beautiful condition.

I beat your other reader in that I paid nothing for it in the first instance, finding it on a scrap-heap! I too would never part with it.

Camberley.

CHARLES R. SELBY.

— And Vintage Mowers . . .

Sir,

What about vintage lawn mowers? I own a 1926 Atco motor-mower (Parks model), with a 16-in. cutting cylinder, with nine blades. The engine is a two-stroke Villiers. The clutch is on a cross-shaft, and is in the form of a fabric covered plate. Starting is by a separate handle that engages into the other end of the cross-shaft. One item that clearly shows that the mower is completely original is the "Senspray" carburetter, which of course was also manufactured by Charles H. Pugh. This piece of fuel-mixing machinery works excellently, but must have a good head of petrol. The design is typically "perpendicular," like most vintage vehicles, the fuel tank being above the sparking plug. I was given this weighty piece of iron by a very generous next-door neighbour (when at Surrey), and after a complete rebuild it was as good as new; the only replacement part has been a new petrol pipe.

Paignton.

DAVID GRIFFIN (18).

[Any more—trams or mowers? Incidentally, following reference to ancient cameras, we have received a fine picture of Nuvolari in an Auto-Union at Donington taken with a 9 x 12 cm. Minimum Palms.—ED.]

Austin Twenty Memoirs

Sir,

Austin Twelves, Austin Twelves all over the place but, rarely an Austin *Twenty*. Then in the September MOTOR SPORT an Austin *Twenty four-cylinder* is mentioned!

What a car, one of the best-lookers, one of the nicest to drive, and easiest, and the most reliable car of its day. We had one almost seven years, my father having bought one, I believe second-hand.

I at fourteen was personally responsible for its maintenance for the last two years, 1925-27, and a large amount of the driving, too.

Here is something for modern car owners to wonder at. The engine was so quiet that at tickover engine speeds it was literally impossible to tell that the engine was running, and, remember, this was a big *four-cylinder* engine not the six. This may seem a bit steep to the modern owner but is a fact my pocket money of those days could vouch for, the odd bets being quite lucrative.

The *only* trouble in seven years' motoring, admittedly not of a large yearly mileage, was with the tyres, which I personally cured by the hard work at the age of about twelve of giving the dog teeth on the hubs a good scrubbing with a wire brush.

Maximum speed was just sufficient to bend the needle slightly at the 60-m.p.h. stop, with the aid of a slight tail wind.

What happened to the Twenties?

Ours was sold to a local laundry, who put a van body on it and broke my heart every time I saw it pass. The last time I saw it the driver had the "lid" open and was staring mournfully inside. I asked what was the matter and he replied, "Don't know, she won't go properly this morning." So I went to her and looked inside at the used-to-be oh so shiny engine, tickled her under the carb-chin and said, "Come on old girl for me."

I pressed the starter and straightaway she purred like a contented cat and went smoothly and powerfully out of my life for ever.

Poor old girl!

Blackpool.

"SILENT POWER."

[This correspondent also joins the vintage typewriter fraternity, his brother having a *circa* 1904 Mignon, bought about 1924, in

which two keys, one for spacing, the other for typing, both operated by the right hand, are used instead of a key-board, the left hand aiming a pointer at a chart of capital letters, small letters, numerals, stops, etc.! Another of these was in use at Bexhill a few years ago. Another reader weighs in with a *circa* 1920 Remington "Home Portable," which is, perhaps, enough about vintage writing machines!—Ed.]

Bentley or Dachshund?

Sir,

For my sins, I spend almost every lunch hour with members of the Bentley Drivers' Club and you may imagine the topic on which conversation centres. Like doctors discussing a confirmed hospital case, my friends lay bare the inmost organs of their respective charges, until a point is reached when every symptom, be it cough or murmur, assumes a significance which demands acknowledgement and sympathy. What is worse, my friends are not content that they alone should have these mechanical patients. Great was the pressure brought to bear on me to get a Bentley too, but I bought a Dachshund and so became an outcast like my friend the Lotus owner.

I have not openly defended my decision: to have done so would have cost me my lift back to the office after lunch and the office is a mile distant, but now I can contain myself no longer. Dachshund or Bentley? Here is a question having such repercussions on the whole British way of life that without doubt some illustrious public-spirited body will eventually appoint a committee to inquire into it. After years of study, years that will bring the century's end that much closer, a *Grand Report* will be published, and my guess as to its title makes the heading of this article. In the meantime, with 39 years to go it is not for me to assess what influence our "pets" may yet exert, but as so many nice young men are daily being lured unthinking into the Bentleymen's camp, I feel compelled if only in the cause of peace to proclaim the merits of the only alternative beastly worthy of consideration. If the following comments refer only to Miniature Dachs., I hope all Bentleymen will forgive me. I have as little time for the fat, heavyweight variety as a Bentley driver has for a hearse.

First things first; before you decide which to buy, consider where you are going to keep it. A garage? Take care, for an average garage fits a Bentley like gloves a size too small. If you are so lucky as to own a 'bus garage, is there a crane and room to take the engine out? If not, remember a 12 x 18 in. orange box in a corner of the kitchen would make a Dachshund an excellent home. No orange box? A blanket under the oven would be cosier still. Flat dwellers, remember that a Dachshund can go upstairs! A Bentley usually sleeps all night and most of the day like a Dachs.; but where the joyful greeting, where the welcome home? Is there a twinkle in the headlamp? Is there a sign of recognition, any indication as to its real feelings? A Bentley is a soulless queen. Impassive she awaits the attention of her courtiers, responsive only to the most knowing and certain to let down those who fail to give her all their attention. Compare the Dachs.' affection for its master: see it radiating pleasure and *joie de vivre*, standing at the top of the stairs, tail scything, delighted to be able to see eye to eye with a human. When nights are cold and the rain falls, which would you prefer to come home to?

As regards weather, both have an equal aversion to rain. How many Bentleys go to a meeting in winter? Not many, I am told, but probably more than the number of Dachs. that would go of their own free will to a Dachshund meeting. Consider though, Potential Owner, whether it is easier to wash and dry a Dachshund or a Bentley, and, as for summer maintenance, whether it is not easier to brush the one than polish the other.

When it comes to speed, the Bentley scores. A Dachshund, even the latest model has only two gears, and although in bottom it achieves about 5,000 pawsteps a minute, this produces a mere 5 m.p.h. because each step is only four inches. Maximum speed is about 15 m.p.h. In most other aspects of performance, however, the Dachs. is far superior. Its low centre of gravity makes cornering safe even at top speed: flexible chassis and four-paw drive enables it to tackle slopes and cross-country courses which no Bentley could manage: for a Dachs., every rut is a motorway. Acceleration, especially when starting home for supper or when an Alsatian is behind, leaves nothing to be desired; braking is instantaneous, though there is a tendency to skid on polished surfaces. A Dachs. is quieter running and good ones do not bark in built-up areas at night.

One can obtain a show Dachs. for £25. Running costs, while supplies of horse last, come to 1s. a day, and a licence to put it on the road for a year costs only 7s. 6d. What is more remarkable is that these costs do not increase with mileage: a Dachs. will do ten to fifteen miles every day its owner cares to take it for a spin. Reliability is incredible and there is almost no risk of punctures, breakdowns or delays for any cause. "Aha!" exclaims the Bentley driver, banging his tankard on the counter having seen a loophole in the argument, "The value of my Bentley increases. In fifteen years it may be worth half as much again, and where will your Dachshund be then? Underground!" Let me be the first to admit that a vintage Dachshund would be no treasure. But a Dachshund's family continues. Even if each bitch has only three pups every two of its first six years, today's Dachs. in 15 years would have over 200 doglet descendants. Suppose half of these were sold for a mere £10 each, is the Bentley's appreciation such an advantage? Each pair of Bentleys would need to have a little Bentley to match this figure.

In numbers too lies the answer to those who want to feel significant (and who will deny that there is pleasure to be had driving a great Bentley down the High Street, with all one's fellow travellers gazing up at one or left in the smoke behind?). A Bentley driver has an air about him, a sniff of superiority, exclusivity: yet how much more unusual and distinguished it is to own a pack of Dachshunds, especially if one hunts with them, and certainly they look up at their master with a similar mixture of envy and respect. A pack of Dachshunds, too, would provide the excuse for the floppy cap, perhaps even for the Bentleyman's ear-tickler moustache if one is determined to conceal one's expression in this way.

When all is said, my dear Potential Owner, a Dachshund has five times more to commend it than any Bentley. Think well before you buy a load of trouble. Wait! One last thought I commend to you before I set out on my lonely walk back to the office: a Dachshund may not be perfect, but if it does give trouble one can at least pick it up and carry it home!

Putney.

MICHAEL WESTOVER.

[I think that quite probably this will evoke a reply from a Bentley owner, if not from the B.D.C.—Ed.]

Stop Press.—Two early Lagonda light cars are reported to be rotting in a barn in Bucks, a 1924 Humber chassis in N. Wales, in running order, is seeking a new home, and an old Talbot coupé is rusting away on an old mining site near Sheffield. Letters can be forwarded. The Editor wishes to thank Mr. C. O. B. Huddart, who was responsible for the pre-war Leidart V8 car, for another old sparking plug for his "private museum." A Mk. II Standard Nine saloon worthy of restoration is reported from Cheshire. Lord and Lady Montagu are travelling in Canada and will be away at the time of the Brighton Run.

THE LOST CAUSES RALLY AT BEAULIEU

It was, I suppose, fitting that rain should fall on the "lost causes" as they arrived at Beaulieu on September 17th, for there is a dismal ring about the demise of so many famous makes. Certainly I arrived wet through in the Editorial Calthorpe, which, although resplendent in a new coat of red Valspar and with a new head gasket by James Walker of Woking, is for the moment devoid of its hood and had its screen open so that I could see. . . .

However, this was a rally, based on Lord Montagu's book of that name, not to be missed, for 81 cars, all of defunct makes, were entered for such fascinating classes as "Three As of Scotland," "Wolverhampton," "Jam Factory," etc. Not all were present on the day, perhaps due to the miserable weather conditions, but over 60 "lost causes" were on view. Although Crossley, Invicta/Railton, Jowett, Lanchester, Lea-Francis, Napier and Trojan had their own classes, greatest one-make support came from B.S.A., amongst "Birmingham Lost Causes," of which a dozen were entered, including a 4-cylinder 3-wheeler. Ten Lea-Francis were present.

It was impressive that of the eligible makes only A.J.S., Alldays, Albion, Arrol-Aster, Arrol-Johnston, Aster, Briton, Burney, Enfield-Allday, Eric Campbell, Guy, Imperia, Leyland, Marsal and Turner were unrepresented—perhaps if Lord Montagu does it again next year some of these will turn out—and to make up for this the Miscellaneous class had entries of Hampton, Raymond Mays, Swift, Bean, British Salmson, and Hands, although some defaulted, which was disappointing for the damp spectators. Of the cars that had braved the elements and made the display field,

Continued on page 859

EARLS COURT 1961—continued from page 837

The 3-speed gearbox is retained but a new 4-speed all-synchromesh box can be specified if required. This is available with a floor gear shift. The coil-spring and wishbone i.f.s. of the previous Victor is retained but the increased use of grease-free rubber bushes has enabled Vauxhall to reduce greasing points to a mere four on the whole car. There is no change in the rear suspension, and to quote Vauxhall themselves on the subject: "After considerable research into alternative, necessarily more costly forms of rear suspension, the alliance of long, wide, flat semi-elliptic springs and angle-set telescopic shock-absorbers has been retained as offering still the best combination of performance and economy for this size and class of car."



THAT'S BETTER!—The simple unadorned lines of the new Vauxhall Victor will undoubtedly appeal to a wider public than did the previous model.

Five different versions of the Victor are available, three saloons of varying specification, an estate car, and an interesting high-performance version, details of which will not be available until the Motor Show opens. The Velox and Cresta range continues



FIVE versions of the Victor are to be produced and this estate car shares similar styling with the saloons.

with a number of improvements, and power-assisted Lockheed disc brakes are now available at £21 17s. 6d. per set for both models.

VOLVO

The 122S and P1800 models will be on display and an additional model is expected to join the range in time for the Motor Show.

VOLKSWAGEN

Centre of interest on the VW stand will be the new 1500 model, which closely follows the mechanical layout perfected in the 1,192-c.c. model. The bore and stroke have been increased to 83 x 69 mm. for a capacity of 1,493 c.c. and maximum power is now 53 b.h.p. at 4,000 r.p.m. From this VW claim a top speed of 80 m.p.h. and fuel consumption around 33 m.p.g. Torsion-bar suspension is retained but at the front the torsion bars are taken right across the car. By re-arranging engine auxiliaries, notably the cooling fan which is now on the crankshaft nose, a fair amount of luggage space has been made available above the engine as well as under the bonnet.

The 1,192-c.c. VW now features a fuel contents gauge, safety-belt mounting points and a pneumatically-operated screen-washer.

CRYSTAL PALACE

TTEAM LOTUS scored yet another Formula Junior victory at the B.A.R.C. Crystal Palace meeting on September 2nd, when Trevor Taylor won the September Trophy and made a new F.J. lap record in so doing.

The first heat, however, did provide some variety, for Dennis Taylor's Lola led throughout with Hine's team Lola firmly in second place and four seconds behind at the finish. Peter Arundell came third with the works Lotus, his engine being not quite *au point* either in practice or in the race itself. Arundell was very closely followed by John Rhodes with a Midland Racing Partnership Cooper, who actually broke Mike Parkes' Whitsun record in trying to take Arundell's third place away from him.

Rhodes' new record was equalled a few minutes later, however, by Dick Prior's Lola; again in pursuit of a works Lotus and again the pursuer had no joy, for Trevor Taylor stayed as far ahead as his namesake in the first heat. Peter Ashdown, conducting the Motor Racing Stable Superspeed-Lotus, came third, ahead of Attwood's Cooper. The New Zealanders, Hulme and Hyslop, found the competition at this meeting a lot fiercer than at the Continental races they have been attending this season, and the best Hyslop could do was sixth, just behind Pitcher.

The final of the September Trophy, over 25 laps as opposed to the ten of the heats, saw Dennis Taylor off in the lead at the start, Trevor staying well within striking distance of the Lola. Arundell occupied third place, but not for long. Peter Ashdown got past Hine's car at the beginning of the fourth lap and got to grips with the team Lotus, succeeding on the next round. For a time, indeed, it looked as if he was going to have a go at the two in front, but after a bit they drew away slightly and Ashdown settled for third.

Dennis was driving his Lola as hard as he could, but he couldn't keep off the Lotus and by the eighth lap it was practically breathing down his neck. Trevor finally took him on the inside and then turned on the neat, breaking Rhodes' nice new record on his 10th round and finally leaving it at 1 min. 00.8 sec. on his 13th, 82.30 m.p.h. Not bad considering that Salvadori's absolute record is only 1.2 sec. faster. So things ended, with Frank Gardner, the Australian Jim Russell school pupil, taking fourth place from Arundell on the 15th lap and John Rhodes trying to do the same thing but not succeeding on the last lap.

The up-to-1,100 c.c. race for sports cars showed, this time, the usual Lola domination of the opposition. Peter Boshier-Jones led all the way from the start, finally ending up 13 seconds in the lead. Two other Lolas, in the hands of Nicholson and Harrison-Hansley, had quite a battle for most of the 10 laps for second place, Harrison-Hansley finally succeeding in acquiring this on the ninth round. Keens' Lola, however, didn't get any change out of Garbett's Lotus Seventeen, which kept fourth place in 0.2 sec.

R. A. V. Staples continued his run of success in his A.C.-Bristol in the Marque sports car race, setting a new Marque record in the process. After Braithwaite's Morgan Plus Four spun and later retired, no-one could come near Staples and he cantered home to his win, with J. R. Olthoff's fast but smoky M.G.-A twin-cam in second place.

In the pre-war racing car race, two E.R.A.s led all the way, the red 2-litre supercharged version of Gahagan making fastest lap of the race and drawing steadily away from Cottam's beautifully-prepared 1½-litre car until three laps from the end, when the car began to smoke. Cottam closed up behind it and on the ninth lap took the lead. Although no particularly savage dicing took place, this was one of the afternoon's most enjoyable races, the beautiful turn-out of the cars and the hard, clean noise of the engines making it the most colourful and interesting of all. Behind the two E.R.A.s came H. S. Clifford's supercharged Alta, with Bugatti, Darracq, Derby-Maserati, Aston Martin, Invicta, and Alfa-Romeo also being represented among the finishers.

The last race of the day, an invitation handicap, saw J. G. Bloore's Elva fox the handicappers, having no trouble in winning after taking the lead on the seventh lap. The fast car present, Boshier-Jones' Lola, didn't manage to close on the leading group, the driver possibly feeling that he had rather too much leeway to make up.

On a beautiful early September day, in the heart of London, only 5,000 spectators turned up. Possibly the prospect of seeing Sidney Allard's dragster in action drew a good number to Brighton, but even so 5,000 are not many for a National meeting.



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XXXII ITALIAN GRAND PRIX

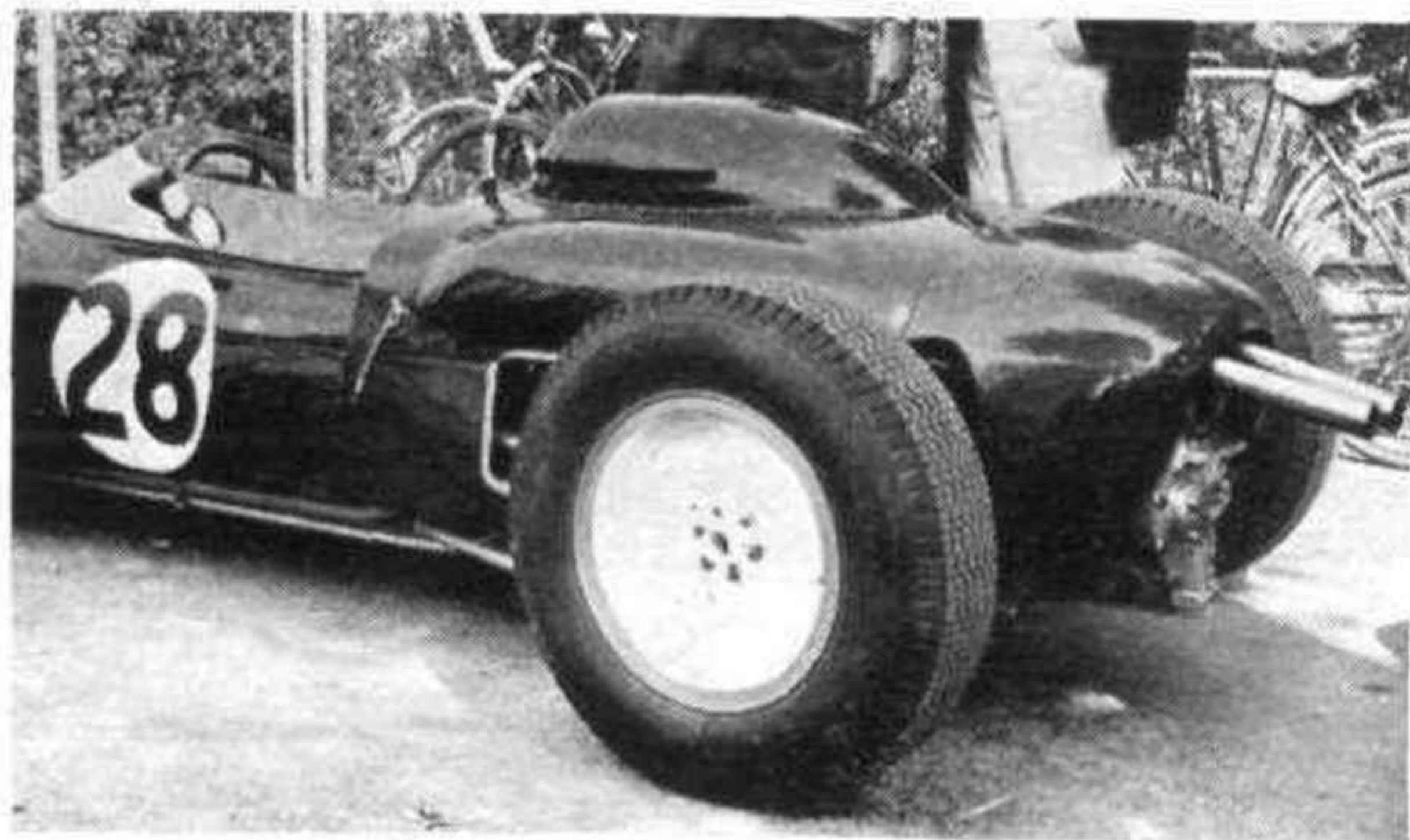
An Unhappy Ferrari Win

MONZA, September 10th.

IT is becoming traditional for the Italian Grand Prix to be considered an "end-of-season-blind," where everyone has a go to win or burst in the attempt, for usually by September the various Grand Prix teams have reached their peak of seasonal development and new models are on the way, and often these are tried out in practice, the old-faithfuls being used for the race itself. Being held at Monza, which is a pure speed track, this flat-out blind is encouraged for the Italian Grand Prix and it now seems that the combined road and banked track circuit is a permanent feature of the Monza race. The road circuit is virtually flat and very fast, even though it has three slow corners, and the speed track with its high concrete bankings is full-bore all the way round. The two are combined as shown in the accompanying diagram, with the wide straight between the pits and grandstands being divided by a row of marker cones. To spectators in this area there is the unusual sight of cars on the pits side accelerating away from the South Turn, or "Parabolica" as it is known because of its shape, and heading for the North Banking, and cars on the grandstands side of the marker cones passing flat-out on their way to the "Curva Grande" on the road-circuit, having just come off the high-speed South Banking.

It will be recalled that last year the British teams and their drivers refused to enter the Italian Grand Prix because they considered the banked track dangerous and the race was left to the Ferrari team, the Porsche team, and a few private owners. The British had issued an ultimatum saying they would not enter unless the race was held on the road circuit only, to which the Automobile Club of Milano replied in effect with one short, sharp word, and the race was held on the combined road-track circuit without the British. The bankings did not produce the accidents that the British prophesied and this year they all entered even though the circuit was unchanged. However, they voiced their protest well beforehand, this time in more polite terms, saying they accepted the fact that the race would be on the combined circuit, but would like it known that they would prefer the race to be on the road circuit only. The Automobile Club of Milano were still not impressed, or even interested, and conditions were exactly as last year, except that the length of the race was shortened from 500 kilometres to 430 kilometres and anyone who did not like the track need not enter. An entry of 37 was received and this included all the factory and professional teams and nearly every private owner who could rake up a 1½-litre car.

When Enzo Ferrari gave the recent Modena race a miss, saying he was busy preparing for Monza he really meant it, for S.E.F.A.C. Ferrari entered four cars as a works team and lent a fifth to Baghetti as a private entry. The factory team of Phil Hill, von Trips and Ginther were all on the regular cars with 120-degree engines and the fourth member of the team was young Ricardo Rodriguez, the Mexican driver, who was on an earlier car with 60-degree engine. A new 120-degree-engined car was lent to Giancarlo Baghetti and he was entered by his local Milan club, the Scuderia Sant-Ambroeus, but the Ferrari team looked after the car and the driver. As a training car for all five drivers there was



Moss' V8 Lotus-Climax, showing the carburettor bulge and the down-pointing exhaust pipes protruding over the new Colotti gearbox.

the original 60-degree-engined car, with the forged front suspension wishbones, that was used for all initial testing at the beginning of this season. With six almost identical bright red rear-engined Ferraris lined up the Scuderia had a very impressive display. The Cooper factory had the new car with the Coventry-Climax V8 engine, as first seen at Nurburgring last month, with Brabham once again driving it, and McLaren had one of the works 4-cylinder Coventry-Climax-engined cars, while the other works one was brought along as a spare. Team Lotus had not been able to buy a Coventry-Climax V8 engine, so Ireland and Clark were using the 1961 factory 4-cylinder cars, but the R. R. C. Walker team had acquired a Coventry-Climax V8 and installed it in a Lotus chassis for Moss to drive. With the help of Ferguson Research, this new engine, identical to that in the works Cooper, was put into Walker's second-string Lotus chassis. This had meant cutting off the whole of the rear part of the chassis frame, from behind the driving seat and starting again with a new layout. While doing this the 1961 rear suspension was incorporated, this being the type using a transverse strut from the top of each hub carrier to the chassis frame, thus relieving the drive shafts of all suspension loads, the old type of solid shafts giving way to normal Hardy Spicer splined shafts. A Type 32 Colotti gearbox was attached to the Coventry-Climax engine and the new chassis frame was designed around the complete unit. This included a detachable frame-work which formed part of the rear end of the chassis and had the two top side rails integral, this whole assembly being bolted to the main frame by large bolts screwed into the ends of the tubes, which had been plugged and tapped. This structure was made from small-diameter tubing, well strutted at its corners and had to be detached completely before the engine or gearbox could be removed. Like the engine in the works Cooper this V8 Coventry-Climax used four downdraught Weber carburetters Type IDF and they were mounted in the vee of the blocks. It also had the intricate exhaust pipe layout whereby pipes from left and right cylinders were joined together so that all eight pipes had to wend their way to a junction above the clutch housing, from where they merged into two tail pipes sticking out of the back of the body above the gearbox. The car had been finished in a great hurry so that the old Lotus engine cover was retained, with a huge bulge added to fit over the four carburetters, the bulge on the left side for the 4-cylinder engine still being there, so that it looked a bit ungainly. The car arrived at Monza never having been tried out and the other Walker Lotus, with 4-cylinder engine, that Moss had used to win at Modena the previous week was also brought along as a training car.

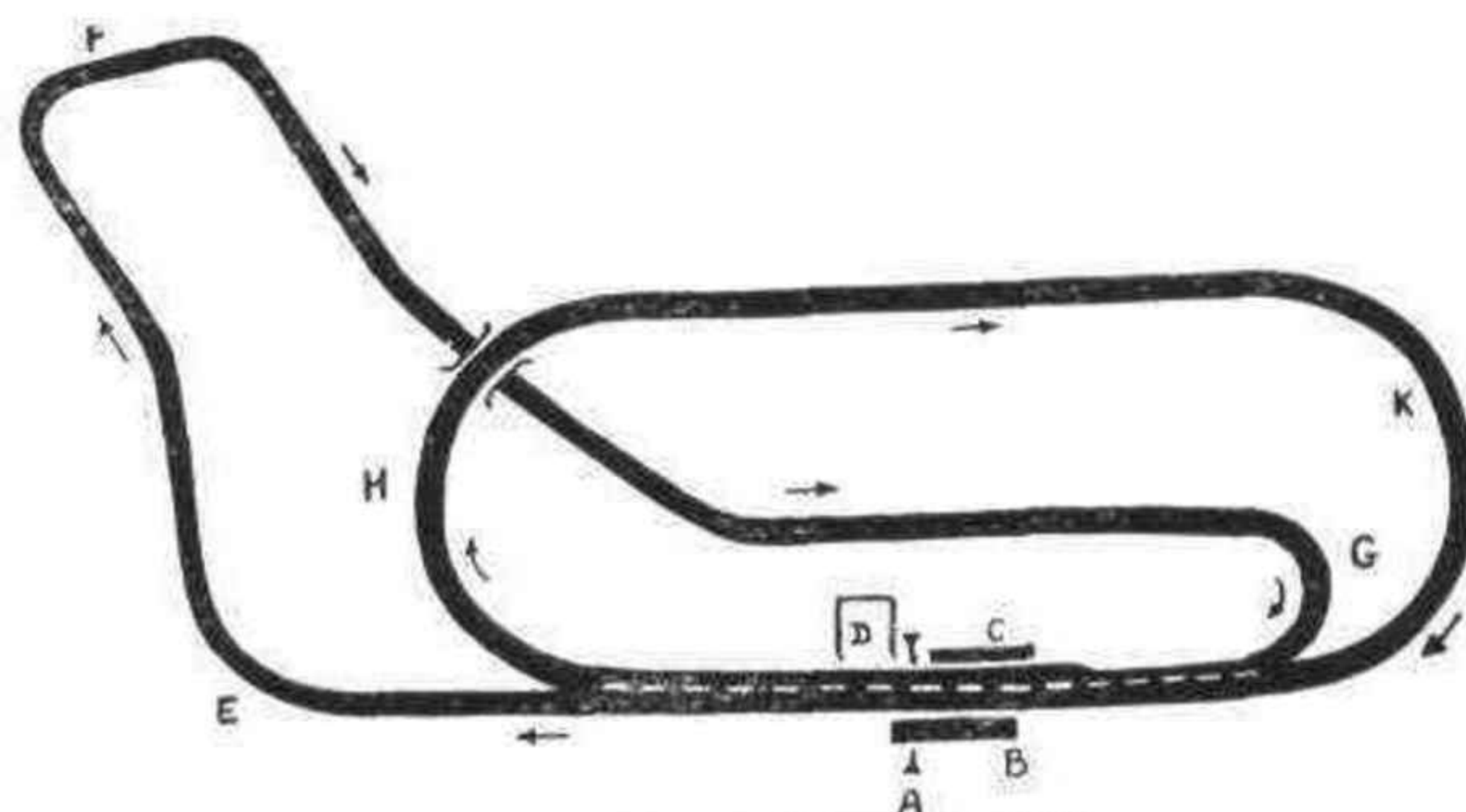
The B.R.M. team had made a wonderful effort and by dint of much hard work had finished two brand new cars and arrived at Monza well before practice began with these and the two regular 4-cylinder Coventry-Climax-engined cars which had raced at Modena the previous week-end. The new cars were the V8-engined ones, entirely of B.R.M. design and brand new throughout, though suspension units and layout, and gearboxes, were as used on the 4-cylinder cars. The whole general layout and shape of these new V8-engined cars was a natural development of the proven 1960/61 cars, but a new space frame was designed to take the 90-degree V8 B.R.M. engine. Last April this new engine was still on the drawing board and in July parts were beginning to be manufactured and a mock-up was taking shape, and now in early September two complete cars were at Monza, the engines having done a lot of test-bed running, the cars having been tried briefly on an airfield, and a third car was nearing completion at Bourne.

This was progress indeed, and before official practice for the Italian G.P. began on Friday the car had already been tried out on the Monza track, so much so in fact, that one of them had suffered some trouble and the other was being modified, which is the whole point of track testing. This B.R.M. V8 engine has a large bore and short stroke, as yet unrevealed, which results in a very low and compact engine, even though a large sump is used to prevent crankcase frothing. The cylinder blocks are at an angle of 90 degrees and each bank has two overhead camshafts driven by a gear train from the front of the crankshaft. Two valves per cylinder are used, with coil valve springs and single 10-mm. sparking plugs are used in each cylinder, these being supplied with sparks by a Lucas transistor ignition system, as used on the Coventry-Climax

V8 engine. Segments on the flywheel provide timed intervals of spark instead of make-and-break contacts and these are fed to an 8-contact distributor head driven from the gears at the front of the engine. There being no readily available Italian Weber carburettors to fit the B.R.M. inlet port layout, and no British carburettor manufacturer being interested in making racing carburettors, a Lucas fuel-injection system is used. This is a low-pressure system injecting fuel into the inlet ports, pressure being supplied by an electric pump at around 100 lb./sq. in., each cylinder having a tapered inlet trumpet. This new B.R.M. engine is very compact, tidy in its external appearance and well finished and fits so snugly into the new chassis frame that the new cars are even lower than the 4-cylinder ones. The four exhaust pipes from each side of the engine are well tucked in, even though they are of "tuned" lengths and merge into single tail pipes on each side, low down alongside the gearbox. The bodywork is narrower than on previous B.R.M. cars, and the nose is lower and longer and presents a very sleek outline along its whole length so that it is hard to believe that there is a V8 engine in the tail. Whereas on the Cooper and Lotus the Coventry-Climax V8 engines are obvious, for the cars are ungainly and bulbous with signs of V8 overflowing, the B.R.M. is the complete opposite and is so well balanced aesthetically that only the twin tail pipes show which car it is at a quick glance. The ends of the tail pipes are braced by a triangular member attached to the rear of the gearbox.

The wishbone and coil-spring suspension for all four wheels is the same as on the earlier cars and disc brakes are fitted to all four hubs; the front wheels are Dunlop alloy disc type, with knock-off hubs and the rear wheels are new alloy disc ones of B.R.M. design, also knock-off, with very wide rims and strongly webbed between the rim and the hub. The Owen Racing Organisation had two entries, for Graham Hill and Brooks, and which cars they would use for the race was to depend on practice results.

The Porsche factory had only two entries, for Bonnier and Gurney, both using the now almost vintage 4-cylinder cars with trailing arm front suspension. As a practice and test car they had the new experimental one driven by Barth at Solitude, this having the horizontally-mounted cooling fan and the lower body line. A third Porsche entry was the private one of the Dutchman de Beaufort, being his regular 4-cylinder car used all this season, though once again painted silver after its orange appearance at the Nurburgring. Surtees and Salvadori both had standard 1961 Cooper-Climax cars from the Yeoman Credit Team, though the former had a new experimental car to try out in practice. This was a Formula Junior Cooper chassis, which is 2 in. shorter than the Formula One chassis, fitted with Formula One suspension and brakes, and into this had been squeezed a 4-cylinder Coventry-Climax engine coupled to the latest Colotti 5-speed gearbox; this was the Type 29, which uses a different method of internal gear engagement from the original Type 10 and its developments, the 21 and 32. This new Yeoman Credit Special was fitted with a Formula Junior body and had been tried out briefly at Modena the previous week-end, when it had used 13-in. front wheels. In passing, it is interesting to note that this new car brings the Yeoman Credit team strength up to six cars, two Formula One, two special Formula One and two Inter-Continental, all Cooper-Climax. Their rival Finance team, the U.D.T.-Laystall, had three cars at Monza, though only two entries, for Masten Gregory and Henry Taylor, the former's Lotus-Climax having a new Colotti gearbox and the latter's an original Colotti box, while all three cars had the sleeker 1961-type Lotus bodywork. The Three Musketeers Team were there in full, Tim Parnell and Ashmore with Lotus cars and Pilette with an Emeryson, all three having Coventry-Climax engines, while Brian Naylor had a Climax in his J.B.W. Fairman had an old and rather tatty-looking Cooper-Climax belonging to Fred Tuck, and Seidel had one of his white Lotus-Climax cars. The Scuderia Centro-Sud entered Bandini with their 1961 Cooper-Maserati, and had Bertocchi from Maserati looking after the engine, and the Scuderia Serenissima also had his attention for the Maserati engine in their Cooper which Trintignant was down to drive. Other Maserati-engined cars were the Lotus of Starrabba and the Cooper of Pirocchi, while Boffa was entered on a Cooper-Lotus, but fortunately he did not turn up for already the mind was boggling and had it actually appeared it might have been more than one could stand! To complete the list of runners there were three cars from the small Tomaso factory, one with a 1½-litre Giulietta engine built by Conrero and having a twin-plug cylinder head, this car being driven by Vaccarella,



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.

while two others with Osca engines were driven by Businello and Lippi.

In spite of accepting all this miscellaneous machinery and second-class drivers the Club refused an entry to Jack Lewis and his 1961 Cooper-Climax, but luckily Signor Dei had a spare entry for Centro-Sud and he sportingly gave this to Lewis, much to the annoyance of the Milan Club, who, having made a bungle of the entries, were not prepared to climb down.

Official practice began on Friday afternoon and went on from 3 p.m. to 6.30 p.m., but before this there was a session of driving on the banked track alone for any drivers who had not competed at Monza before. Though seemingly tedious to some people this is a sensible precaution, especially for anyone who has never driven on a banked track before, and involved doing a number of laps at reasonable speeds in order to become conversant with the formation of the bankings, their height and their length.

The Ferrari team had already done a great deal of practice on the full 10-kilometre road/track circuit back in August and again early in the week before official practice began, and they knew that their cars were capable of lapping at 2 min. 46 sec., which compared favourably with the lap record of 2 min.

PRACTICE TIMES

No.	Driver	Friday	Saturday	Car
2	P. Hill	2. 48.9	2. 47.2	Ferrari V120
4	von Trips	2. 50.3	2. 46.3	Ferrari V120
6	Ginther	2. 46.8	2. 47.1	Ferrari V120
8	R. Rodriguez	2. 49.6	2. 46.4	Ferrari V60
10	Brabham	2. 55.1—V8	2. 51.6—V8	Cooper-Climax V8
12	McLaren	2. 59.8	2. 53.4	Cooper-Climax 4
14	Naylor	3. 13.0	3. 08.1	J.B.W.-Climax 4
16	Parnell	3. 15.4	3. 05.7	Lotus-Climax 4
18	Ashmore	—	3. 03.0	Lotus-Climax 4
20	H. Taylor	3. 03.8	3. 00.6	Lotus-Climax 4
22	Gregory	3. 01.4	2. 55.2	Lotus-Climax 4
24	G. Hill	2. 55.0	2. 48.7—V8	B.R.M. V8
26	Brooks	2. 58.8	2. 52.2	B.R.M.-Climax 4
28	Moss	2. 51.8—V8	2. 57.5—V8	Lotus-Climax V8
30	Fairman	3. 06.7	3. 04.8	Cooper-Climax
32	Baghetti	2. 53.4	2. 49.0	Ferrari V120
34	Thiele	—	—	—
36	Clark	2. 52.4	2. 49.2	Lotus-Climax 4
38	Ireland	2. 56.7	2. 50.3	Lotus-Climax 4
40	Salvadori	3. 02.0	2. 55.2	Cooper-Climax 4
42	Surtees	2. 59.3	2. 55.6	Cooper-Climax 4
44	Bonnier	2. 53.6	2. 49.6	Porsche 4
46	Gurney	2. 53.4	2. 52.0	Porsche 4
48	Trintignant	3. 03.9	2. 58.7	Cooper-Maserati 4
50	Vaccarella	3. 03.7	2. 56.0	Tomaso-Conrero 4
52	Lippi	3. 27.7	3. 08.9	Tomaso-Osca 4
54	Businello	3. 09.8	3. 01.7	Tomaso-Osca 4
56	Seidel	—	3. 06.0	Lotus-Climax 4
58	Pirocchi	3. 18.3	3. 06.5	—
60	Lewis	—	2. 54.0	Cooper-Climax 4
62	Bandini	2. 57.7	2. 58.2	Cooper-Maserati
64	Prinoth	—	—	—
66	Boffa	—	—	—
68	Pilette	3. 19.4	3. 11.6	Emeryson-Climax 4
70	May	—	—	—
72	Starrabba	—	3. 07.9	Lotus-Maserati 4
74	Beaufort	2. 57.9	2. 53.8	Porsche 4

Continued on page 855

PICTOR

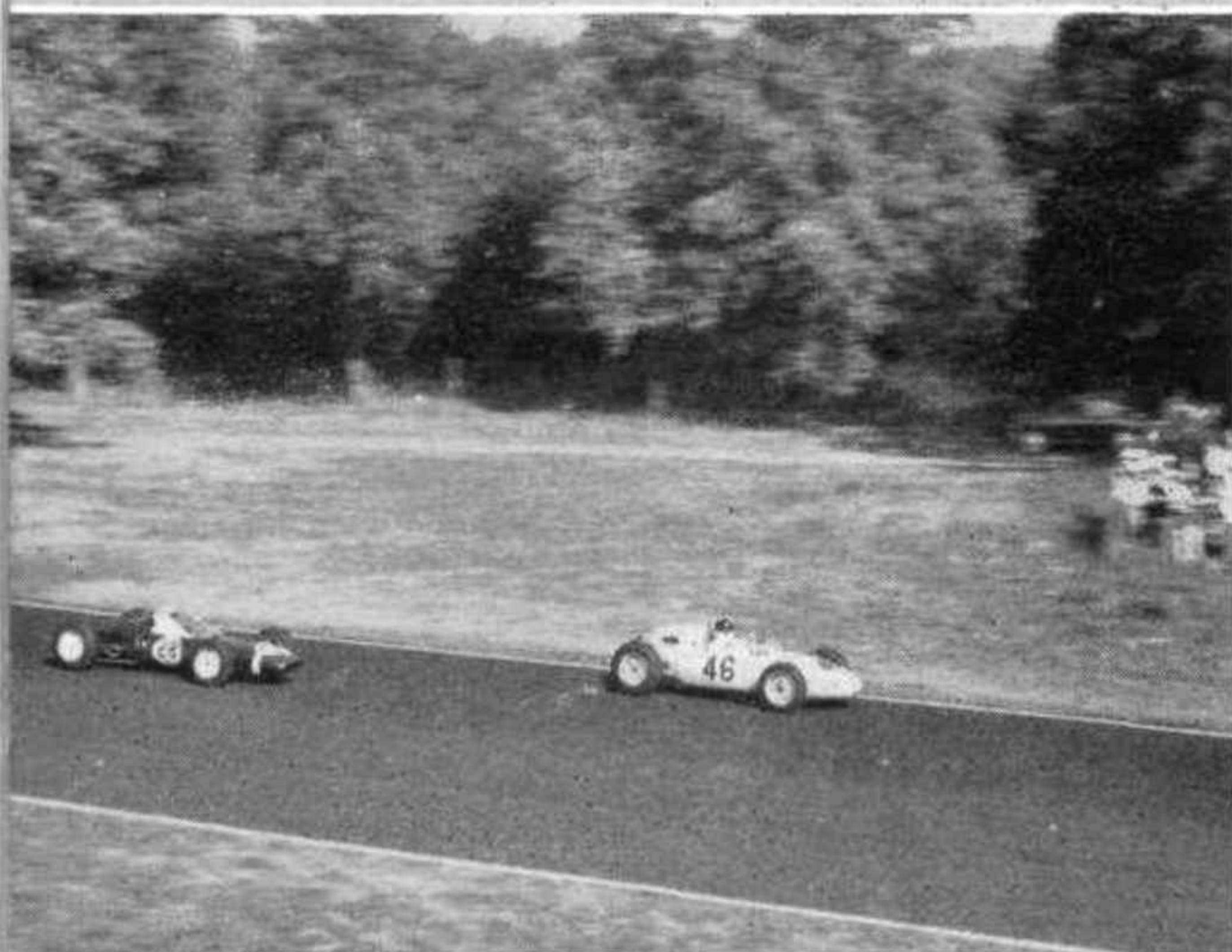
Italy

B.A.

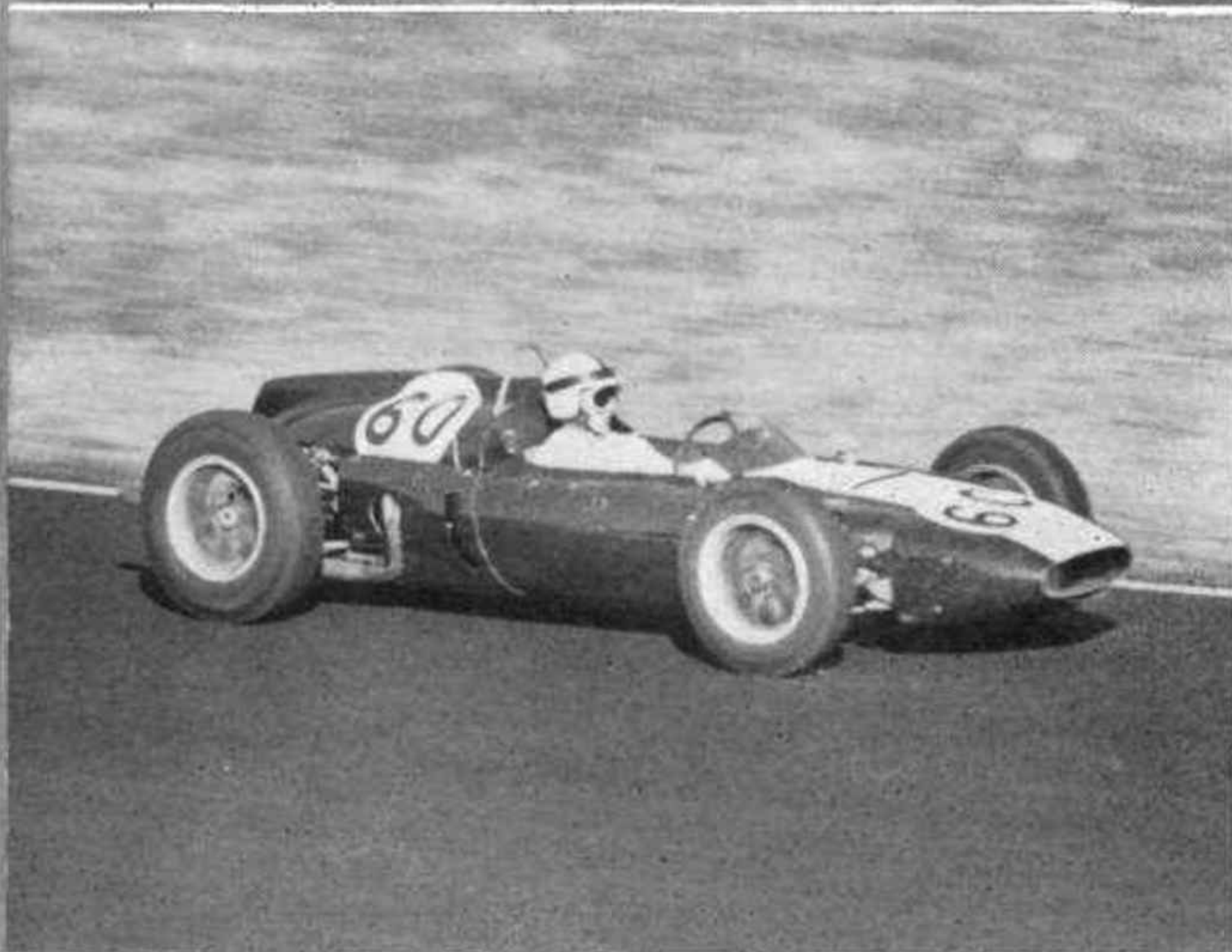
B.



WORLD CHAMPION.—Phil Hill clinched the World Championship with his win at the Italian G.P. Here he takes his Ferrari high up the banking.



SECOND PLACE?—Dan Gurney's Porsche narrowly leading Moss' borrowed works Lotus for second place after most of the Ferraris had fallen out. Both drivers are wearing white face masks.



CREDITABLE DRIVE.—Jack Lewis drove his privately entered Cooper-Climax into fourth place, beating Tony Brooks by 0.1 sec. in the Italian G.P.



NON-STARTER.—The new slim V8 B.R.M. was a non-starter in the race. Here G. Hill puts in a fast practice lap on the banking, which gave him such a good position on the grid.



LAP ONE.—Down the straight to the South the works Lotus. Unfortunately on the next lap just b

FOLLOWING his success at Brighton earlier in month, Gordon Parker brought his immaculately paved HK.-Jaguar up in fine style to capture the 1,500-c.c. racing-car class at Prescott.

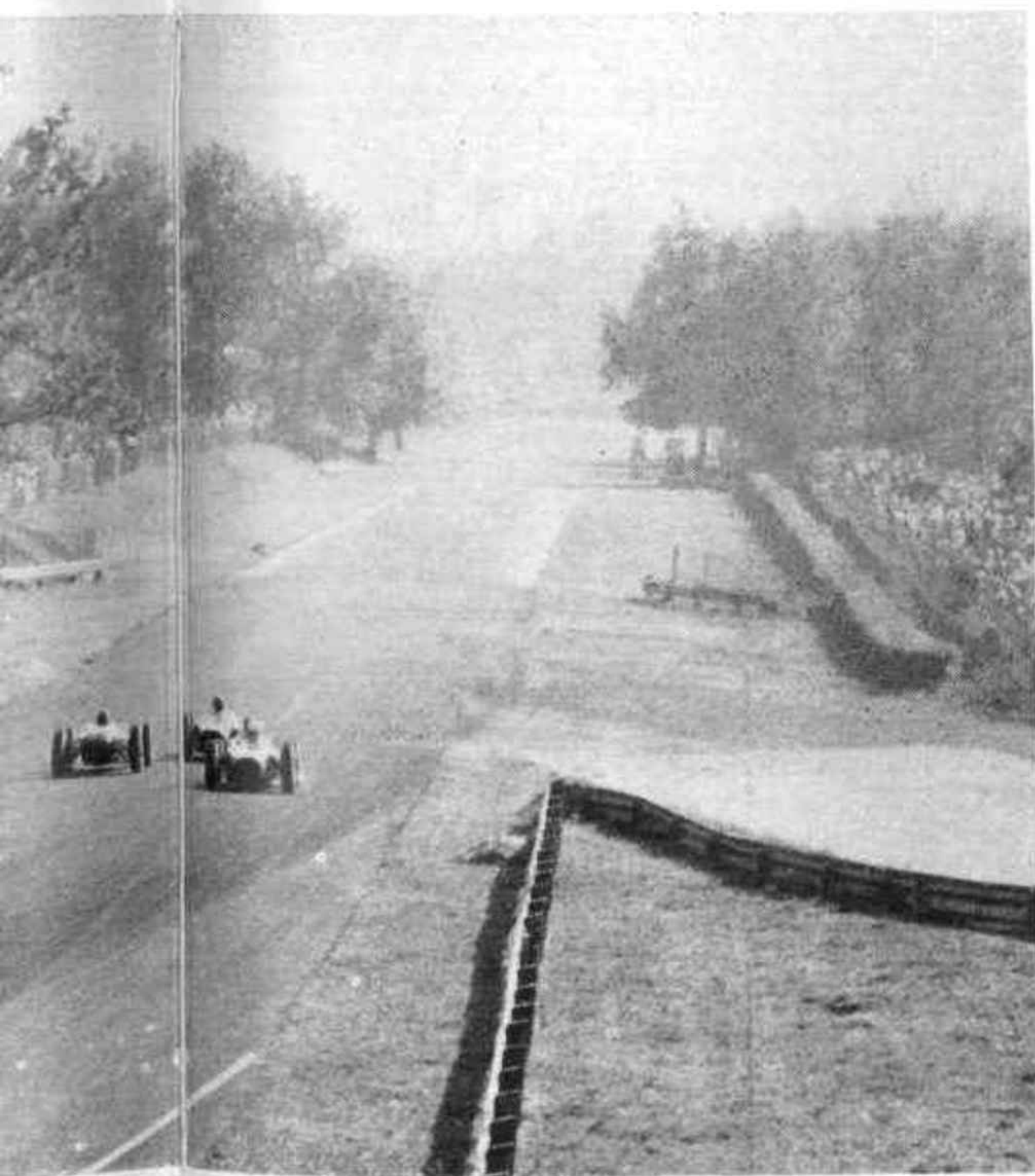


IAL REVIEW

ian Grand Prix

R.C. Goodwood

O.C. Prescott



Turn go the four leading Ferraris, while in second position is Jimmy Clark in the pre-over-

MASTER in the wet at the Bugatti Owners' Championship event at Prescott was Tony Marsh, who took his Formula One Lotus to a new hill record at 50.70 sec. and was the only driver to get below 60 sec. in the heavy rain which accompanied the Championship runs.



FIRST AWAY in the marquee scratch race was South African driver Bob Olthoff in his very quick M.G. Twin-Cam, with which he vanquished a field of Healeys, Ace-Bristols and TR3s.

WHEW!—Contenders for the MOTOR SPORT Trophy Geoff Oliver (D.R.W.-Ford) and Jon Derisley (Lotus-Ford) took part in an exciting finish at Goodwood. In this race Derisley snatched the lead at Woodcote on the last lap but Oliver nipped inside going into the chicane and went on to win the race.

WINNING TRIO.—Following such famous winners of the MOTOR SPORT Trophy as Mike Hawthorn and Innes Ireland, 1961 saw a triple tie between (from left to right) Geoff Oliver, Jon Derisley and Laurie Keens. The Trophy was presented by the Duke of Richmond and Gordon.

THIRD PLACE at Prescott gained David Good (1,100-c.c. Cooper-J.A.P.) enough points to clinch the R.A.C.-sponsored Hill-Climb Championship for 1961.





Anglia—the only car of any make under 1½ litres to finish!

THE 1961 LIEGE-SOFIA-LIEGE RALLY IS LIKELY TO BE RECORDED IN THE ANNALS AS THE MOST GRUESOMELY GRINDING EVENT OF THE YEAR. AFTER 3500 MILES OF THE WORST THAT NORTHERN ITALY, BULGARIA AND YUGOSLAVIA HAVE TO OFFER IN THE WAY OF ROADS, OUT OF 85 STARTERS, ONLY EIGHT CARS FINISHED ...

AND ONE OF THEM WAS AN ANGLIA!



XXXII ITALIAN G.P.—continued from page 851. 43.6 sec., though in practice last year Phil Hill had done 2 min. 41.4 sec. Ginther, Rodriguez and von Trips were off immediately, and the first two were soon up to a reasonable speed, Ginther with the 120-degree engine doing 2 min. 46.8 sec. and Rodriguez with the 60-degree engine doing 2 min. 49.6 sec., and then Phil Hill joined in with 2 min. 48.9 sec., but at that point the rain came down. It was very gentle at first, but enough to discourage anyone from going flat-out round the banking, and then it increased and got down through the trees and made the Lesmo corners and the "Parabolica" like skating rinks, so that everyone eased right up or stopped altogether. Although the rain did not last very long and most of the track dried up quickly, there were still damp patches so that really fast laps were out of the question.

Of the new British cars Moss was out with Lotus-Climax V8 and Brabham with the Cooper-Climax V8, but both were in difficulties, the Lotus with overheating troubles and the Cooper was having trouble with its water circulation round the whole system, a restriction to the flow causing water to blow out of the overflow pipe. While they were both going they were going pretty well, and sounding terrific, the tearing scream as Moss accelerated away from the pits making people rush to the edge to see the Lotus go by. The new B.R.M. was not out for this first practice, both Hill and Brooks using the 4-cylinder cars, and while one of the V8s had been damaged during testing, the other was being prepared for Saturday's practice session.

Watching on the slippery South Turn, where the surface is very smooth and where the rain had made things greasy, not being enough to wash oil and rubber off, it was fascinating to see Rodriguez waltzing round the long hairpin bend, going from lock to lock and looking quite unconcerned at the way the car was sliding, while Baghetti was looking a bit worried and trying to keep a constant steering angle. In consequence he was sliding gradually outwards in a very gentle understeer, always managing to keep off the grass, but never looking convinced that he was going to make it. In sharp contrast the Tomaso cars were doing little dodges and twitches, mostly due to the inexperienced drivers. Most remarkable was Fairman in the old Cooper, who went round as if on tip-toe, at completely steady engine revs and road speed the whole way, and was faster than the Ferraris anyway. Having very little power he was able to keep things balanced, whereas a twitch of the toes in a Ferrari would release far too many horsepower for the conditions. Towards the end of the afternoon when the whole track was virtually dry, except for the odd patch, things speeded up and it was noticeable that the Scuderia Ferrari kept both Baghetti and Rodriguez at work the whole time, either in their own cars or the training car. That all was not well in the V8 Coventry-Climax pits was seen when Brabham came round without any engine covers on and Moss appeared in the Walker 4-cylinder Lotus. The works Lotus-Climax cars were going very well and Jimmy Clark was fairly singing round the banking, high up or low down making little difference to him, and on one occasion he passed underneath Barth in the experimental Porsche; the German driver being down as reserve for the Porsche Team. The Yeoman Credit team were not too happy for Salvadori spent most of the time running-in a new engine, and Surtees was having trouble with both his cars, breaking the engine on the standard one. Due to the nonsense over the entry Lewis could not practice on this first afternoon and he had to sit and watch people like Pilette, Pirocchi, Businello, Parnell, Lippi and Naylor virtually creeping round.

On Saturday afternoon the sun was blazing and conditions were good, if a little too hot, and once again there was a session of Banking Qualification before practice began at 3 p.m. once again, to go on until 6.30 p.m. The Ferrari team were out in full force and were all below 2 min. 50 sec., which seemed to be a sort of "bogey-time," but which was eluding most of the British cars. The two Coventry-Climax V8-engined cars were still in cooling difficulties, the problem not being that the engine was overheating, but the circulation systems seemed to be inadequate for the rate of flow generated by the enlarged pumps of the V8s. Both Moss and Brabham did short sharp sessions of a lap or two at a time, but were never happy and neither could go on for very long. When they both went out without engine covers or side panels things looked bad, and became even worse when Brabham started to practise with his works 4-cylinder car. On the other hand, B.R.M. were little better off, for after a delay in getting under way Graham Hill had not gone far before the whole thing died on him with a complete lack of sparks. He was not alone in stopping out on the circuit for a number of other competitors were in trouble and some of them had come to rest in rather dodgy places, so a halt was called while the broken-down cars were gathered in, and then practice resumed. The B.R.M. trouble was not serious and a new distributor head and plug leads put things right. Away went Graham Hill once more and almost on a standing lap he was clocking 2 min. 50 sec., which was most encouraging to the B.R.M. team, especially as the V8 Climax engines were not propelling their chassis better than 2 min. 51 sec. Although Graham Hill did not do a very great number of consecutive laps he managed one in 2 min. 48.7 sec., which put him right among the Ferraris. The two Junior lads of the Maranello cars were still working continuously and while Baghetti was being rather cautious, Rodriguez was going like the wind, and not long after von Trips had done 2 min. 46.3 sec. with the 120-degree-engined car, the Mexican driver did 2 min. 46.4 sec. with the old 60-degree-engined car, and needless to say his "team-mates" refused point blank to believe the timekeepers! Such is team-spirit these days.

Surtees was still in trouble with the Yeoman Credit Coopers and despairing of getting any practice at all he put his numbers on the Cooper-works 4-cylinder car that Brabham had been using, and put in a few laps. Brooks had done 2 min. 52.2 sec. with the 4-cylinder B.R.M., while the U.D.T. drivers were not really in the hunt, and like the Yeoman Credit drivers they were all put to shame by

STARTING GRID

4 von Trips (Ferrari 120) 2 min. 46.3 sec.	8 R. Rodriguez (Ferrari 60) 2 min. 46.4 sec.	
	6 Ginther (Ferrari 120) 2 min. 46.8 sec.	2 P. Hill (Ferrari 120) 2 min. 47.2 sec.
24 G. Hill (B.R.M.-Climax) 2 min. 48.7 sec.	32 Baghetti (Ferrari 120) 2 min. 49.0 sec.	
	36 Clark (Lotus-Climax) 2 min. 49.2 sec.	44 Bonnier (Porsche) 2 min. 49.6 sec.
38 Ireland (Lotus-Climax) 2 min. 50.3 sec.	10 Brabham (Cooper-Climax V8) 2 min. 51.6 sec.	
	28 Moss (Lotus-Climax) 2 min. 51.8 sec.	46 Gurney (Porsche) 2 min. 52.0 sec.
26 Brooks (B.R.M.-Climax) 2 min. 52.2 sec.	12 McLaren (Cooper-Climax) 2 min. 53.4 sec.	
	74 de Beaufort (Porsche) 2 min. 53.8 sec.	60 Lewis (Cooper-Climax) 2 min. 54.0 sec.
22 Gregory (Lotus-Climax) 2 min. 55.2 sec.	40 Salvadori (Cooper-Climax) 2 min. 55.2 sec.	
	42 Surtees (Cooper-Climax) 2 min. 55.6 sec.	50 Vaccarella (de Tomaso-Corvair) 2 min. 56.0 sec.
62 Bandini (Cooper-Maserati) 2 min. 57.7 sec.	48 Trintignant (Cooper-Maserati) 2 min. 58.7 sec.	
	20 H. Taylor (Lotus-Climax) 3 min. 00.6 sec.	54 Businello (de Tomaso-Osca) 3 min. 01.7 sec.
18 Ashmore (Lotus-Climax) 3 min. 03.0 sec.	30 Fairman (Cooper-Climax) 3 min. 04.8 sec.	
	16 Parnell (Lotus-Climax) 3 min. 05.7 sec.	56 Seidel (Lotus-Climax) 3 min. 06.0 sec.
58 Pirocchi (Cooper-Maserati) 3 min. 06.5 sec.	72 Starrabba (Lotus-Maserati) 3 min. 07.9 sec.	
	14 Naylor (J.B.W.-Climax) 3 min. 08.1 sec.	52 Lippi (de Tomaso-Osca) 3 min. 08.9 sec.
Not qualified: A. Pilette (Emeryson-Climax). N.B.—G. Hill and S. Moss recorded times with V8-engined cars, but started race with 4-cylinder Coventry-Climax-engined cars.		

Lewis with his private Cooper-Climax, who had done 2 min. 54.0 sec. Team Lotus were getting on splendidly, making very little fuss, and Clark broke the "bogey-time" with 2 min. 49.2 sec., and Ireland came very close with 2 min. 50.3 sec., and McLaren with the works 4-cylinder Cooper could get nowhere near them. Other good times were Bonnier with 2 min. 49.6 sec., though for once Gurney could not match his team-mate, and de Beaufort was going surprisingly well. Of the miscellaneous Italians Vaccarella did a good time of 2 min. 56.0 sec. with the Conrero-engined Tomaso, beating both Bandini and Trintignant with the Maserati-engined cars.

The Ferrari team, with all their drivers below 2 min. 50 sec., packed up early and went home satisfied, though Phil Hill was convinced he had a bad engine and finally talked them into putting in a new one before the race. The V8 Climax boys were far from happy, Moss deciding not to use his V8 car, but Brabham preparing to have a go as long as the water held out, or, to be more precise, in. The B.R.M. team were happy enough with the performance of their car, but not convinced that it was ready to race, for during practice the fuel injection had not been spot-on and the oiling system was far from perfect, the engine leaving little pools of oil on the ground every time it stopped. While running the Bourne V8 was surprisingly quiet, even though it was revving to nearly 10,000 r.p.m. and giving out the best part of 175 b.h.p. if not more, for the Coventry-Climax V8 is certainly giving 170 b.h.p. With another 12 months' development work it is easy to visualise these new engines giving close on 200 b.h.p., for Ferrari already has his sights on such a figure with his 120-degree V6 engine.

The regulations said that anyone who was more than 15% slower than the second fastest practice time would be eliminated, and this rule saw only Pilette being turned down, in spite of a lot of people being unable to break the 3 min. for a lap.

Sunday was another blazing hot day and the morning was occupied by two Gran Turismo races, each of three hours' duration, and by mid-morning an enormous crowd had gathered round the circuit and cars, scooters, motorcycles and bicycles were still pouring into the Autodromo, to make a crowd unseen at Monza for many a year. While last-minute preparations were going on in the paddock the Lotus contingent were up to some crafty shuffling, for Moss had definitely decided against using the V8 car, and Ireland had offered him his works car. Behind closed garage doors the works Lotus was being fitted with the complete top of the Walker-Lotus dark blue bodywork, retaining its own dark green lower portion, and the Moss number 28 was being attached. Meanwhile, the dark blue Lotus was being fitted with the pale green top from the spare U.D.T. car, as the works top would not fit, and Ireland's number 38 was being affixed. Having seen the time Clark had done in practice, Ireland knew that Moss in the same car could do even better and made this sporting offer, as the Walker car was a bit tired after its Modena race. Both B.R.M. drivers were on the 4-cylinder Climax-engined cars, as their V8 engine was not really ready, so once again it was only Brabham with a new engine, but he was well aware that he would not last long and everything looked set for a sweeping Ferrari victory.

With the main straight divided in two the field of 32 starters were lined up in pairs, alternate rows being staggered, and must have presented the longest Grand Prix starting grid ever seen. The Ferraris all had their engine side panels removed, and the car Moss was in received some puzzled looks as it appeared with blue top, dark green bottom and yellow wheels. By the 1-min. signal everyone had their engines running, and above the noise of blipping engines could be heard Ginther keeping his engine at a constant pitch, high up in the rev scale, and it was not until Lord Howe raised the Italian flag for the last five seconds, that he let his revs drop and blipped the throttle in readiness for the take-off. All the Ferraris were pulling very high axle ratios, so in consequence had very high bottom gears, and when the flag fell they seemed to hang fire for a long while before they really got under way. As the field surged forward Graham Hill had his dark green B.R.M. right in amongst the red cars, and Clark was leaping towards them as well. The whole 32 runners got away well and streamed round the Curva Grande and into the Lesmo bends, and as they went down the back straight, visible from the grandstands, one could see Clark's Lotus right amongst the red cars. Coming up the main straight, on the pits side to head for the North Banking, Ginther and Clark were side-by-side, followed by Phil Hill, Rodriguez, von Trips, Brabham and Baghetti, with the rest in a solid stream behind. Round the banking they swept, all but Ashmore who had gone into the Parabolica too fast, hit the outside grass bank and shot over it into the woods. Coming off the South Banking to end the opening lap there were seven cars closer together than seemed reasonable and though they crossed the timing line in the order Phil Hill, Ginther, Rodriguez, Clark, Brabham, von Trips and Baghetti, it meant nothing, for by the time they were out of sight the order had changed completely. They were in such a tight bunch and jostling for position so continuously that a large tarpaulin really would have covered all seven cars. Already there was a small gap before the rest appeared, led by Bonnier, Gurney, Moss, Surtees, etc., and the pace was obviously going to be fast and furious, if not a little ungentlemanly.

Going down the back straight the leaders were still all bunched together, and approaching the Parabolica turn, Clark and von Trips collided just before the braking point. Hill, Ginther and Rodriguez were in front of them, but Baghetti and Brabham were alongside, but luckily did not get involved. What happened next was one of those strokes of ill-fortune that strike every so often, for the Ferrari spun, and shot up the grass bank on the outside of the straight, and flung von Trips out. It cannoned off the wire mesh protecting fence and bounced back on the track, after rolling over a number of times, and stopped a crumpled wreck nearly in the middle of the track. Clark's Lotus also spun as a result of the impact, stayed on the track most of the time and came to rest on the grass

CASTROL

WINS

INTERNATIONAL 500 KM. RACE NURBURGRING

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verge, the driver badly shaken but unhurt. The unfortunate von Trips landed heavily and though taken off to hospital died before anything could be done, the only saving grace being that he died not knowing that his Ferrari in running beserk killed 11 spectators leaning on the fence and injured many more, three of these dying later. With the whole field so close behind it was remarkable that no other cars were involved in the crash, and for those in the grandstands and pits, and around the rest of the circuit the race went on, details of the accident being unknown and unannounced by the organisers.

At the end of the second lap the order was Phil Hill, Ginther, Rodriguez, Baghetti and Brabham, with quite a gap before Moss appeared leading the two Porsches, Surtees, McLaren, the two B.R.M.s, Ireland and Lewis. The four Ferraris up in front were not having it all their own way for Brabham was mixing it with them, the V8 Cooper-Climax being comfortably able to stay with the red cars. Considering that Moss had never driven a works Lotus before, with its different handling and different gear-change, he was doing remarkably well, battling furiously with Gurney; going down to the South Turn on the third lap Bonnier and Surtees collided and though the Yeoman Credit Cooper rode up and over the Porsche tail, neither car got into difficulties, though Surtees came into the pits with a damaged car and a furious temper, and Bonnier had obviously either bent something or broken something for there was a bad vibration coming from the back end. Already the race had settled into groups, the leading one having Brabham stirring up the four Ferraris, with Phil Hill leading most of the time, but Ginther occasionally taking a turn, though all four red cars were so closely grouped that the actual leader was very academic. After a gap that was widening slowly came Moss and Gurney as often as not side-by-side, and the rest of the time nose-to-tail, and they were followed at a length or two by Bonnier and McLaren. Then came Graham Hill and Brooks, very evenly matched, with Lewis leading all the rest, and among these de Beaufort was racing with Gregory, and Vaccarella racing with Taylor.

Pit stops naturally had to be made at the end of the circuit of the road course, which was the first time up the main straight, for on the second time round the cars were on the outside. Ireland was in trouble with the Moss Lotus, being unable to select gears properly, and when he stopped at the pits it was found that the chassis was cracked, allowing flexing, so that the lever might be all right in the gear-gate, but the selector in the gearbox was out of phase. Gregory also stopped at the pits to have the plugs changed, as he thought the car was not going properly, but the change had no effect, so he plodded on. While the front of the field was still compact and tidy, the end was a straggling line of cars in various states of health, and one by one they dropped out. On the ninth lap Brabham decided his engine had lost enough water and he pulled into the pits to retire before any damage was done, but he was well satisfied that the V8 had the speed to stay with the Ferraris while it was running. With Brabham in the pits as the four Marenello cars finished the ninth lap in the order Ginther, Hill, Rodriguez and Baghetti, the race seemed over, and as there was no sign of any one of the four getting out on his own, or of any of them dropping back, it was just a question of waiting to see what "team orders" would produce. They were comfortably 20 sec. ahead of the Moss/Gurney duel and gaining ground all the time, lapping at around 2 min. 50 sec. At this speed there would be no need for them to change tyres so 20 sec. was ample lead. For a lap or two Graham Hill had been visibly slowing and young Lewis had caught and passed him, and the reason then made itself felt when the Climax engine in the B.R.M. blew up and Hill came into the pits to retire. Already Fairman and Naylor had gone out, and the field was thinning fast. Bonnier was the next one in trouble, the vibration getting worse, and though he stopped at the pits the trouble could not be cured and he dropped right out of the running, to eventually retire after a few more slow laps.

At the end of 13 laps the four leading Ferraris went serenely by, still with Ginther leading from Phil Hill, though they had reversed positions a number of times in the preceding laps, and Rodriguez and Baghetti were keeping close behind them. They could be seen going down the back straight of the road circuit, towards the scene of the ghastly accident, but then only two of them appeared out of the South Turn and came up past the pits, these being Hill and Ginther. Shortly afterwards Rodriguez came into view, heading for the pits, and the nose cowl was taken off and mechanics worked about amongst the batteries and oil tank. Moss went past with Gurney close behind and then Baghetti appeared and also headed for the pits, and a quick look under the engine cover and number 32 was wheeled away, the engine having broken. It was not long before the Rodriguez car was wheeled away; it was said with fuel-pump trouble, but something more serious was suspected. This sudden change in the situation left Phil Hill and Ginther out on their own, running nose-to-tail, but consciously aware that if two cars can blow-up then four can, and they began to take things pretty easy. They could not relax completely for Moss and Gurney were still urging each other along, passing and re-passing and all the time keeping up the pressure. Then came McLaren, followed by Brooks, Lewis, Salvadori, Trintignant, de Beaufort, Vaccarella and Bandini, the remainder being a long way back, Henry Taylor having stopped for water. Gregory abandoned his U.D.T.-Laystall Lotus at the end of the South Banking, when a lower rear A-bracket broke its mounting, allowing the rear wheel to flop about.

The two remaining Ferraris now slowed down to 2 min. 53 sec., but somehow they did not look quite so confident as at the start of the race, and with Moss and Gurney still going at it hammer-and-tongs one began to wonder whether we might see another Moss victory. The Scuderia Serenissima pit signalled to Trintignant to come in and when he stopped Count Volpi told him the sad news that von Trips was dead and suggested he might like to withdraw from the race, but the little Frenchman could see no point in such a gesture and continued on with the race, the Cooper-Maserati going quite well for once.

By half distance, as the leaders went by the pits having completed 21½ laps, the order was Phil Hill, Ginther, running in formation, then Moss just leading Gurney, the two of them less than 20 sec. behind the Ferraris, and following at intervals came McLaren, Brooks, Lewis, Salvadori, these being the only ones on the same lap as the leaders. Then came de Beaufort, Trintignant, Bandini, and Parnell, Taylor and Pirocchi way behind, these fourteen being all that was left of the thirty-two starters. Next time round Ginther had dropped back a lot and was obviously in trouble, and on the 24th lap he drew into the pits and another Ferrari was wheeled away with a broken engine. Now a Moss victory was a distinct possibility, for the battling Lotus and Porsche were only the length of the main straight behind the last remaining Ferrari, and Moss was leading Gurney more often than not now, clearly having got the measure of the Porsche driver. As a rather lonely and worried Phil Hill went into the Curva Grande, Moss and Gurney were hurtling off the South Banking, and the gap was hovering around 20 sec. still. McLaren was running a lonely race but Brooks was beginning to get glimpses of young Lewis in the mirrors of his B.R.M., for the young man from Stroud was keeping up a very steady pace, driving immaculately, and slowly but surely gaining on the B.R.M., his Cooper-Climax sounding perfect.

The only encouragement that Phil Hill had was the knowledge that his car had a new engine, not stressed by practising, and he gradually speeded up and increased his lead to 28 sec. by the 33rd lap, in which time Lewis had come within 10 sec. of Brooks and was whittling this down relentlessly; equally, a lap behind,

Bandini was slowly but surely catching de Beaufort. Now it seemed that something was going wrong with the works Lotus, for Moss no longer led Gurney, though he was keeping just behind him, but on the 37th lap Moss drew into the pits and was forced to retire, for the left front-wheel bearing had given up and the wheel was flopping about on the stub axle. The continual leaning on this the outside wheel round all the right-hand corners and both bankings, had been too much and the rollers had broken up. For the first time since the start Gurney found himself on his own, and the 1961 Italian Grand Prix had two American drivers in full command once again, though this time on different cars.

With the Ferrari pits keeping their fingers crossed, but sad in the knowledge of the death of von Trips, the leading Ferrari continued on its way, reeling off the remaining laps without a falter from its engine, or the sign of a mistake by its driver, while Gurney followed, secure in second place. By now Bandini had caught de Beaufort and passed him, but the big Dutchman seemed to wake up and promptly re-passed, the two of them then having a terrific scrap. On lap 40 Lewis was right behind Brooks, and the next time round he was in front, but only by inches, and the B.R.M. became glued to the tail of the Cooper. Phil Hill passed the pits for the last time and then went round the two banked turns and up the final straight to receive a very welcome chequered flag. This was his second Italian Grand Prix win in succession, and the points gained made him unassailable World Champion, but not a happy one when he stopped and heard about the second lap tragedy.

Gurney was flagged into second place, with McLaren safely third, but the issue for fourth place was still open. On the banking for the last time could be seen the Cooper with the B.R.M. almost touching its tail and as they came up the straight towards the finish Brooks pulled out of the slipstream as if to go by on the right, then changed his mind and pulled over to the left, crossing the line almost in a dead heat, but the judges gave Lewis the verdict by a matter of inches, placing him a most well deserved fourth, which must have made the organisers go away and eat humble-pie. A lap in arrears came Salvadori and two laps behind de Beaufort just led Bandini across the line, there being four more runners, making a total of 12 finishers out of 32 starters in what had been a hard and ruthless race.

There was little joy in the Ferrari team over Hill's victory, for it was tainted with sad memories of a serious catastrophe, most unfortunate, but quite unforeseeable.—D. S. J.

Results:

XXXII ITALIAN GRAND PRIX—Formula One—Monza

43 Laps—430 Kilometres—Very Hot

1st:	P. Hill (Ferrari V120-6-cyl.)	2 hr. 03 min. 13.0 sec.—209.337 k.p.h.
2nd:	D. Gurney (Porsche 4-cyl.)	2 hr. 03 min. 44.2 sec.
3rd:	B. McLaren (Cooper-Climax 4-cyl.)	2 hr. 05 min. 41.4 sec.
4th:	J. Lewis (Cooper-Climax 4-cyl.)	2 hr. 05 min. 53.4 sec.
5th:	C. A. S. Brooks (B.R.M.-Climax 4-cyl.)	2 hr. 05 min. 53.5 sec.
6th:	R. Salvadori (Cooper-Climax 4-cyl.)	1 lap behind
7th:	G. de Beaufort (Porsche 4-cyl.)	2 laps behind
8th:	L. Bandini (Cooper-Maserati 4-cyl.)	2 laps behind
9th:	M. Trintignant (Cooper-Maserati 4-cyl.)	2 laps behind
10th:	R. H. Parnell (Lotus-Climax 4-cyl.)	3 laps behind
11th:	H. C. Taylor (Lotus-Climax 4-cyl.)	4 laps behind
12th:	R. Pirocchi (Cooper-Maserati 4-cyl.)	5 laps behind

Fastest lap: G. Baghetti (Ferrari V120-6-cyl.), on lap 7 in 2 min. 48.4 sec.—213.776 k.p.h.

Retired: G. Ashmore (Lotus-Climax); W. von Trips (Ferrari); J. Clark (Lotus-Climax); R. Lippi (Tomasso-Osca); J. B. Naylor (J.B.W.-Climax); J. Fairman (Cooper-Climax); J. Surtees (Cooper-Climax); M. Gregory (Lotus-Climax); N. Vaccarella (Tomasso-Conrero); J. Bonnier (Porsche); I. Ireland (Lotus-Climax); J. Brabham (Cooper-Climax V8); R. Rodriguez (Ferrari); G. Baghetti (Ferrari); R. Ginther (Ferrari); W. Seidel (Lotus-Climax); R. Businello (Tomasso-Osca); G. Starrabba (Lotus-Maserati); S. Moss (Lotus-Climax); G. Hill (B.R.M.-Climax).

32 Starters — 12 Finishers

COPPA INTER-EUROPA—G.T. Cars—3 Hours—Road Circuit

Over 2,500 c.c.:

1st:	P. Noblet (Ferrari 250 G.T.)	533.327 kms.—177.775 k.p.h.
2nd:	A. Maggs (Aston Martin DB4 G.T.Z.)	531.884 kms.
3rd:	G. Lualdi (Ferrari 250 G.T.)	514.086 kms.

Up to 2,000 c.c.:

1st:	H. von Hanstein (Porsche Carrera Abarth)	491.325 kms.—163.775 k.p.h.
2nd:	B. Pon (Porsche Carrera Abarth)	490.088 kms.
3rd:	C. Lawrence (Morgan Plus Four)	465.855 kms.

Up to 1,300 c.c.:

1st:	E. Zagato (Alfa Romeo Giulietta SVZ)	482.599 kms.—160.866 k.p.h.
2nd:	A. Buticchi (Alfa Romeo Giulietta SVZ)	478.997 kms.
3rd:	J. Coundley (Lotus Elite)	466.574 kms.

MONZA MATTERS

The unfortunate circumstances which found Phil Hill as unassailable World Champion for 1961 shrouded most of the glory.

A number of irresponsible and mischief-making daily paper journalists said in their reports that the catastrophe happened on the part of the track leading towards the South Banking. Some of them going so far as to suggest the banking was to blame. Nothing could be further from the truth.

If the Guild of Motoring Writers have any power at all, these irresponsible people should be severely reprimanded.

The Italian National papers, and others, carried screaming headlines, as can be imagined, but the effect was rather stemmed by the air crash of a DC8 which killed 68 people, followed the day after by a Caravelle which killed 77 people. It is difficult to keep a sense of proportion.

Full marks go to Ferruccio Bernabo for his sound and reasoned report and summing up of the Monza tragedy in *La Stampa*, a powerful Milan newspaper.

On a brighter note, the new British V8 engines looked promising, all they need is some serious track testing, but both B.R.M. and Coventry-Climax must have learnt a lot from what running they did during the meeting.

After driving the Monza bankings in a D-type Jaguar, in the Monza 500 Miles Race, Masten Gregory found the U.D.T. Lotus rather dull. Having watched the Jaguar on that occasion it is easy to see what he means!

With American drivers finishing first and second in the race, a lot of Americans must be thinking it is time these chaps had an American Grand Prix car with which to race.

A new and strict rule kept all photographers and hangers-on from the area in front of the pits; for once the Press and Public could actually see what was happening during a pit stop.

Driving the 997-c.c. Austin-Cooper

85 m.p.h.
0-70 m.p.h. in 28 seconds
36 m.p.g.

PRODUCTION-ENGINE HIGH-PERFORMANCE.—The sensational new Austin-Cooper photographed outside Cooper Cars Ltd. at Surbiton, Surrey, England, the little factory from which so many World Championship racing cars have emerged. Beside the B.M.C. mini-saloon is an F.J. Cooper, both of which obtain high performance from the 997-c.c. B.M.C. power-unit.



DOWN the years it has always been fun to own a car with a larger engine than normal for its size or weight, giving a resultant sparkling improvement performance-wise, to the astonishment of drivers of outwardly similar vehicles who have the misfortune to challenge it on speed or acceleration. Many years ago the late F. L. M. Harris, when he was Editor of the late lamented *Light Car*, possessed one of those rather spidery 10-h.p. Lea-Francis cars with "chummy" bodywork endowed with a 1½-litre twin-carburettor Meadows engine of the kind used in the later Frazer Nash sports cars. . . . I have always envied owners of such "wolves in sheep's clothing." The installation of aeroplane engines in high-g geared old chassis was another approach to this motoring utopia.

Now, in 1961, we have the Austin-Cooper.

It is to the lasting credit of engineers Alec Issigonis and Alex Moulton that the B.M.C. ADO15 possesses such inbuilt stability and strength that it can, virtually without modification, take 50% more power (55 b.h.p. in place of 37 b.h.p.), in the form of a new engine of 17½% greater capacity, tuned to a prescription of the Cooper Car Company, makers of World Championship racing cars, following their experience with Formula Junior cars using B.M.C. engines.

The result is quite phenomenal performance from this popular compact 4-seater saloon, rendered usable by the aforesaid inbuilt stability, deriving from the ingenious rubber suspension, tiny wheels and other factors, and the introduction of 7-in. Lockheed disc brakes on the front wheels.

Much of the enjoyment of this performance is derived from the fact that outwardly, apart from the name "Austin-Cooper" front and back, the big tail-pipe and silencer and a slightly different grille, the appearance is unchanged, even to Dunlop "Gold Seal" tubeless tyres.

Internally there is improved carpeting, upholstery and sound damping, a new Smiths circulatory heater, enabling fresh air to be introduced at floor level, the remote gear-lever which should have been incorporated in all Minis from the commencement, and a new oval instrument panel with water-temperature and oil-pressure gauges flanking the 100-m.p.h. speedometer, this panel encroaching on the fascia shelf, which, however, accepts triangular parcels. Under the bonnet properly-brazed copper fuel lines and fully waterproofed coil and distributor are found but the top water hose was chafing on the underbonnet felt. The test car had a Smiths Radiomobile radio and Britax safety harnesses. There is now a roof lamp, and choke, fascia lighting and heater switch and heater controls have been re-positioned, the heater knob protruding rather too far when heat is turned off. A separate knob pushes in for fresh air. New press-down internal door handles, set far back, are more inconvenient than the former wire "pulls." The spare wheel now lives under a shelf in the boot. Manually-cancelling wipers and doors devoid of "keeps" and courtesy-light switches remain utilitarian aspects of the little

car, and the overriders on the front bumpers wouldn't fend off a puppy.

First impressions are of less "punch" than anticipated and lack of "through-the-windscreen" retardation but it didn't take long to appreciate that a very sensible balance between docility and urge has been struck in what, after all, is a production model, and that the extremely powerful and impeccable disc braking has been cleverly applied to permit of maximum application, even on slippery roads, without disastrous loss of control. The splendid brakes are supplemented by a fine Continental-note horn. Lady drivers need never know about the 50% power increase, except in terms of excellent top-gear pulling. Normally roundabouts can be taken in this gear, but for good pick-up it is advisable to use 3rd below 30 m.p.h., although the engine pulls away from 20 m.p.h. in top. The noise level remains high, but bearable.

The engine commences instantly, needs scarcely any choke and attains normal (85° C.) temperature in a mile or two. Oil pressure is reassuringly high, varying between approximately 55 and 85 lb/sq. in.

The gear change is a great improvement, the lever splendidly placed, although after 3,500 miles the action was too stiff, the synchromesh can be beaten, and there is unpleasant vibration on the over-run at low speeds which causes the driver to keep both hands on the wheel and may warm a rally driver's numb fingers but which doesn't seem quite right. . . .

I was privileged to use an Austin-Cooper, in that warm red colour chosen, I believe, by Kay Petre, Colour Consultant to B.M.C., for a week when it was still so much on the secret-list that even at the Longbridge factory I was not permitted to leave it in the normal car parks. Naturally, my main concern was to obtain acceleration figures, but first let me enthuse over the unexpected economy of this "little bomb." The range, full to dry tank, was 214 miles; it would be worth while fitting a second tank, with change-over tap *a la* Jaguar, to increase the range to some 400 miles. Consumption of Esso Extra and National Benzole (100-octane fuel wasn't needed) came out at 38.6 m.p.g. on a fast run to Birmingham in Sunday traffic and 35.0 m.p.g. including cold starts, crossing London, and making one of the quickest runs from office to home I have done for many a long day. Performance testing reduced it to 32.0 m.p.g. and driving auntie-wise (a great strain!) put it to 39 m.p.g.; an overall average of 36.1 m.p.g., which I regard as excellent economy from a miniature sports saloon which, if there is any red blood left in your veins, you cannot resist driving fast. Oil level fell to minimum in 570 miles, a quart of Castrol XL refilling the sump-cum-gearbox. Throttle linkage is well contrived but there was an annoying flat-spot around 38 m.p.h. in top cog. The engine ticked over very fast and ran-on very slightly during performance testing. Without occupants and with fuel for a mile the weight was 12 cwt. 1 qtr.

Continued on page 862

TRIPLE TIE FOR "MOTOR SPORT" TROPHY

FOR the first time in the history of the event there was a triple tie for the MOTOR SPORT Brooklands Memorial Trophy. The three drivers concerned were Jon Derisley, Geoff Oliver and Laurie Keens, all of whom finished with 19 points. At the start of the last Goodwood Members' Meeting of the season Oliver led the competition by one point from Derisley and Keens, with Dodd a further point behind.

Keens gained four points for himself in the first race of the day by winning the 5-lap scratch race for 1,100-c.c. sports cars by a good margin from Nicholson and Harrison-Hansley, all driving Lolas. Dodd finished fourth in his Lotus Eleven.

Oliver and Derisley came together in the next race for the non-overhead camshaft, non-supercharged 1,200-c.c. sports cars. Oliver went into the lead at the start and Derisley, who got away slowly in his Lotus-Ford, soon picked his way through the field and began closing Oliver's 200-yard lead. He slowly whittled this down until he was able to dive inside the pretty blue D.R.W. at Woodcote. However, Oliver kept his head and in the rush into the *chicane* he got back into the lead and went on to win, by a second. An exciting finish which the crowd thoroughly appreciated but which unfortunately over-shadowed the race for third place which went on between Brooke and Manfield, both Lotus mounted, with Brooke eventually getting the verdict. Mackenzie was penalised a minute for jumping the start in his pretty Alexander-Turner.

A 10-lap event for Formula Junior cars followed and developed into a five-car battle involving Fenning's Lotus Eighteen, Attwood's Cooper, Dibley's Lola and the Lotus Twenties of Pitcher and Lyon. Fenning went into the lead but the pack soon began pressing him and Attwood got by on lap seven, while Dibley did the same on the last lap at Woodcote. This caused Fenning to overdo things and he spun off behind the shrubbery, emerging in fifth place. Evans lost the engine cowling from his Cooper and Bryant amused himself in his front-engined Lola by colliding with the *chicane* wattle fencing head on.

The unlimited sports-car race saw a large collection of Lotuses and Lolas opposed by two Jaguars, Mike Salmon's fierce D-type and Peter Lumsden's E-type which was in its first race and absolutely covered in scoops, louvres, etc., to take cold air in where it was wanted and hot air out from where it was not wanted. Despite being on the back of the grid the D-type soon went into an enormous lead but the E-type understandably took a little longer to work its way through and at the finish was breathing down the headrest of Beckwith's Lotus, which was in third place. Second came Laurie Keens, who took three more points for the MOTOR SPORT Trophy in his pale green Lola.

The deciding race for the Cibie Cup quickly became a battle between the two contestants for the main award, Jankel and Merfield, both Anglia mounted, Jankel's with Superspeed tuning and Merfield with Willment bits. Jankel got into the lead but on the last lap Merfield ran into him and they both spun, Merfield restarting first and winning the race and the Cibie Cup while poor Jankel had to be content with fifth in the race and runner-up in the Cibie Cup. Third was Guff-Miller's Rapier.

The *marque* scratch race went to Bob Olthoff's M.G. Twin-Cam which left the field standing, so much so that he had built up a lead of over 40 sec. at the end of the race. P. H. Arnold's TR3 finished second in front of Dangerfield's TR3 which had come right the way through the field after a bad start. The commentator at St. Mary's was beside himself with excitement as a number of cars appeared to spin with monotonous regularity on his side of the circuit.

Jeff Uren came through from the 5-sec. mark in the first of the handicap races in his GSM Delta and on the last lap he passed Naylor's Elva Courier coming out of the *chicane* to gain a good win for the very fast Ford-engined G.T. car.

The final race of the day and another handicap event gave rise to much mathematical work as the result of the MOTOR SPORT Trophy hinged on this race. Geoff Oliver had only to finish second to make sure of the Trophy while Jon Derisley had to win to tie with Laurie Keens. For a time it looked as though Jeff Uren might win but on lap four he was overwhelmed by Derisley and Oliver who were streaking through the field. However, everyone had reckoned without Lumsden's E-type which poured on the power on the last lap and just pipped poor Oliver for second place. So he had to be content with sharing the Trophy with Laurie Keens and Jon Derisley. The Duke of Richmond and Gordon presented the champagne-filled Trophy to each one in turn and then took it away from them! A fitting end to another season which carries on the Brooklands tradition.—M. L. T.

B.O.C. PRESCOTT

The Bugatti Owners' Club's 22nd National Open Hill-Climb at Prescott on September 10th saw Marsh again breaking records, this time with his F.1 Lotus in a time of 50.70 sec., thus smashing David Boshier-Jones' record for the hill by 0.26 sec. The first runs were undertaken in dry weather and every class record was lowered, but by the time the second runs commenced the weather had deteriorated into steady rainfall and only Marsh's Lotus could get below the 60 sec. mark on the drenched hill.

Opening the climb was George Eyston, who ascended the hill in an immaculate Type 37 Bugatti, and following behind came "Lofty" England in a Jaguar E-type.

Early in the proceedings the Marsh Lotus stirred things up with a new record ascent in 50.76 sec., and other records to fall included the up-to-1,600-c.c. sports-car class, where Ray Fielding in his rear-engined Emeryson-Climax ascended in 50.70 sec. The larger sports-car class went as a gift to Josh Randles in a new record time of 53.36 sec. and Phill Scragg's Lister-Jaguar broke the over-3,000-c.c. record with a time of 53.32 sec. Tommy Norton with his 1,200-c.c. supercharged Coventry-Climax-engined Lotus Eighteen was pushed into second place in the up-to-1,500-c.c. racing-car class by Reg Phillip's Fairley Special, which recorded a new record of 51.52 sec.

Parker continued his Brighton winning theme by taking class and record for the over-1½-litre racing-car class with his H.K.-Jaguar, with Horton in his well-kept G.P. Connaught second and Berry in the E.R.A. R4D gaining third place. Daghorn with the ex-Boshier-Jones' 1,100-c.c. Cooper-J.A.P. easily beat Good and Gaskell (both Cooper-J.A.P.s) in the over-500-c.c. racing-car class.

Some fine Bugattis appeared in the Bugatti Handicap, Zeuner (Brescia) taking the class with 56.78 sec. net from Bailey (Type 46) and Perkins (Type 35B). The E.R.A.s of Chapman and Hull were both faster than Major Lambton's supercharged 1½-litre Alta in the Historic Racing Car class.

The Championship runs saw Marsh again having things his own way by two fine runs in 57.07 sec. and 57.45 sec. on the wet road, with only Berry in the twin-tyred E.R.A. getting anything near with 63.88 sec. and Good making 64.15 to gain third place with enough points to assure him of the R.A.C. Hill-Climb Championship for 1961, and Marsh's win gave him an additional 10 points in the aggregate to bring him up to second place overall, ahead of Mike Hatton (Cooper-J.A.P.).—E. W.

THE LOST CAUSES RALLY AT BEAULIEU

—continued from page 847

quite the best in the opinion of the Judges (who included the Editor of MOTOR SPORT) was Allaway's 1926 14/40 Swift tourer, although Leschallas' 1937 20/90 British Salmson saloon ran it extremely close and might have gained highest marks but for a notice on its fascia saying "Don't Use Full Right Lock."

Only Scottish car was Farrington's well-known yellow f.w.b. 25/50 Argyll from Widnes. Rogers' 1923 Calthorpe light car won warm approval and made mine look like a bag-of-nails, the Montagu Museum entries of 1924 Rhode and Warne's 1930 Swift Ten saloon were judged to be decently original, and many fine 4½-litre Invictas, backed up by Ahem's very nice 3-litre, were noticed. The last-named was too modest to go in for the beauty-show and one Crossley saloon even stayed out in the public car-park. Jowett was represented by 7-h.p. and Javelin models, Farr had a very presentable 1926 12-h.p. Clyno, Fisher his painstakingly rebuilt 1921/2 Star "Scorpio," Marendaz were represented by sporting 13/70, 15/90 and 17/97 models, Napier by Capt. Axford's lone 40/50, and there were Trojans aplenty, generally very tidy, one immaculate.

Strictly Armstrong Siddeley was not eligible, not being defunct when "Lost Causes" was written, but a post-war 234 saloon was let in. It really was the greatest fun, if a little sad, and now even the "lost causes" cannot complain of neglect.

Lord Montagu presented the prize of his book or a voucher for his gift shop and everyone received a special ash-tray.—W. B.

Results:

Classes I, III, VI and X, combined: T. J. D. Farrington (1913 25/50 Argyll tourer).
Birmingham Lost Causes: A. S. Rogers (1923 12/20 Calthorpe 2-seater).
Invicta and Railton: G. B. Milligen (1930 4½-litre low-chassis Invicta).
Lea-Francis: A. J. Jeffries (1929 12/40 2¼-seater).
Wolverhampton Lost Causes: J. P. Fisher (1921/2 Star "Scorpio" 2-seater).
Trojan: P. Rednam (1924 Utility tourer).
Miscellaneous: J. B. Allaway (1926 14/40 Swift tourer).
 Highly commended included D. W. Gough's 1913 Enfield, J. H. Nunn's 1935 Railton, W. Carpenter-Jacobs' 1928 12/40 Lea-Francis, N. A. Farr's 1926 Clyno and I. H. P. Leschallas' 1937 20/90 British-Salmson.

RECENT FORMULA ONE RACES

KARLSKOGA (August 20th)

This Formula One event, held on the tiny stadium-like track outside the town of Karlskoga in central Sweden, could hardly rank as a Grand Prix, being run over a total distance of less than 80 kilometres, for a mere few pounds of prize money, but nevertheless the entry contained Bonnier with a works Porsche, Moss with a U.D.T.-Laystall Lotus, Clark and Ireland with works Lotus, Salvadori and Surtees with Yeoman Credit Coopers, Brabham with his own Cooper, and various private owners and local drivers. Being held the day after the Goodwood T.T., Salvadori, Clark and Ireland flew over to Sweden, arriving on Sunday morning for practice, and Moss arrived late so was put on the back of the starting grid without practice. Fortunately 30 laps "round-the-field" did not require much stamina so the travel-weary T.T. drivers were not handicapped and it took Moss only three laps to get from the back of the grid to first position, where he stayed until the end. Brabham retired with gearbox trouble, both works Lotus cars gave up and Salvadori blew up his engine and pushed to finish fourth, strictly against International rules, while fastest lap was credited to Moss and Surtees.

Results :	
1st :	S. Moss (Lotus-Climax) .. 46 min. 16.8 sec. (no av. speed available)
2nd :	J. Bonnier (Porsche) .. 46 min. 28.3 sec.
3rd :	J. Surtees (Cooper-Climax) .. 46 min. 39.5 sec.
4th :	R. Salvadori (Cooper-Climax) .. 1 lap behind
5th :	R. R. H. Parnell (Lotus-Climax) .. 2 laps behind
Fastest lap : S. Moss (Lotus-Climax) and J. Surtees (Cooper-Climax), in 1 min. 30.4 sec.	

ROSKILDERING (August 27th)

The week following the Swedish race meeting most of the runners journeyed south into Denmark to the artificial and rather circus-like track at Roskilde, for another bout of sprint racing with Formula One cars. The track at Roskilde is built in an old gravel pit and is only 1.2 kms. in length, twisting and turning in the narrow confines of what might be termed a Stadium, with many of the corners steeply banked. With a lap time of only just over 40 sec. it can be imagined how nearly impossible it is for cars of equal performance ever to change places, so in consequence the start is all important and things often develop into a "follow-my-leader" game. The F.1 event was run in three heats, one on Saturday afternoon and two on Sunday, the aggregate of the three deciding the final positions.

Stirling Moss in a U.D.T. Lotus-Climax won all three heats, the first from Brabham in the Australian's own Cooper-Climax, the second from Ireland in a works Lotus, after Brabham had broken his gearbox, and the third again from Ireland, there being very few runners left by this time. Masten Gregory drove for the U.D.T.-Laystall team, his drive with Camoradi in F.1 racing having folded up with the end of the Camoradi Racing Team, and Henry Taylor was driving once more after his British G.P.



[Photo by Coltrin

In practice for the Modena G.P. the Yeoman Credit Team tried out a new Cooper-Climax that had a Formula One engine and new-type Colotti gearbox installed in a Formula Junior Cooper chassis frame, using a Junior body shell. This shows the rear of the chassis and the Type 29 Colotti gearbox.

accident. Yeoman Credit had Surtees and Salvadori in their Coopers, but the motorcycle Champion had gear-changing troubles. As at Karlskoga the meeting contained numerous other small races for Formula Junior, sports cars and saloon cars.

Results—Addition of Times of Three Heats

1st :	S. Moss (Lotus-Climax) ..	59 min. 28.5 sec.
2nd :	I. Ireland (Lotus-Climax) ..	60 min. 42.5 sec.
3rd :	R. Salvadori (Cooper-Climax) ..	61 min. 35.3 sec.
4th :	H. C. Taylor (Lotus-Climax) ..	62 min. 22.4 sec.
5th :	R. R. H. Parnell (Lotus-Climax) ..	63 min. 07.7 sec.
6th :	K. Greene (Gilby-Climax) ..	64 min. 00.1 sec.

MODENA (September 3rd)

It was a long trek from Denmark to Italy but a surprising number of the runners made it and they were joined at Modena by many more, but not by any cars from the Ferrari factory, even though the race was only a few miles from Maranello. Enzo Ferrari was much too busy preparing cars for the Italian G.P. and quite rightly gave Modena a miss. However, a vast and miscellaneous entry of 36 cars was gathered for the 7th Modena G.P., of which 28 turned up for practice on the tiny aerodrome perimeter-track circuit. Moss drove the Walker Lotus-Climax, Bonnier and Gurney had works Porsches, the latter experimenting with disc brakes in practice, Graham Hill and Brooks had B.R.M.-Climax cars, Ireland and Clark were on works Lotus-Climax cars, and Surtees and Salvadori with Yeoman Credit Cooper-Climax cars. Surtees tried a new Yeoman Credit car in practice which had a Formula Junior chassis frame, 2 in. shorter than a Formula One frame, though it used Formula One suspension parts, a Coventry-Climax engine and the latest Colotti gearbox, a type 29, while the car had 5.50 x 13 in. front wheels. Brabham had his own Cooper-Climax, Gregory and Taylor were on U.D.T.-Laystall Lotus-Climax cars, Parnell his own Lotus-Climax and Lewis his own Cooper-Climax. There were four cars from the small Tomaso factory, two with Osca engines and two with Conrero-modified Alfa Romeo Giulietta engines, and numerous other Continental drivers with old Coopers or Lotus, while Bandini had the Centro-Sud 1961 Cooper-Maserati.

The regulations allowed for 14 starters, and the fastest three Italians were guaranteed starts whether in the 14 or not, and this caused Ireland to be dropped after all the practice times were sorted out. Even so, Bandini was qualified anyway, with eighth fastest time, as was Businello (Tomaso-Conrero) who was 14th, but the third fastest Italian was Scarlatti in 19th place with Starrabba's Lotus-Maserati, so bringing him up into the 14 qualifiers meant dropping Ireland who had been 13th. All very confusing but absolutely according to the regulations, which it seems Team Lotus may not have read! This left Moss, Bonnier, Gurney, G. Hill, Salvadori, Clark, Gregory, Bandini, Surtees, Brabham, Taylor, Brooks, Businello and Scarlatti to dispute the race over 100 laps of the tiny 2.366-kilometre circuit, their practice times running from Moss with 58.6 sec. to Scarlatti with 61.6 sec., so that qualifying depended a great deal on the luck of the stop-watch.

The start was given by none other than Fangio, on a visit to Modena, and for the opening laps Gurney, Moss, Surtees, Hill and Gregory raced in close company, but on lap 12 Moss seemed to get tired of fooling around and quickly took the lead and disappeared into the distance, never to be challenged again in what proved to be a not very exciting race. Surtees went out with engine trouble, as did Salvadori in the second Yeoman Credit car, Bandini had his Maserati engine burst into lots of pieces all over the track and Graham Hill got a puncture through running over them, and both U.D.T. cars retired. Bonnier and Gurney tried hard to challenge Moss, but the dark blue Lotus was always just too far ahead and every time the Porsches made up ground Moss quickly replied with an equal spurt so that this pursuit race lasted until the 100th lap, with Moss setting a record lap in his 98th lap.

Results—100 Laps—236 Kilometres

1st :	S. Moss (Lotus-Climax) ..	1 hr. 40 min. 08.1 sec.—141.770 k.p.h.
2nd :	J. Bonnier (Porsche) ..	1 hr. 40 min. 15.1 sec.
3rd :	D. Gurney (Porsche) ..	1 hr. 40 min. 15.4 sec.
4th :	J. Clark (Lotus-Climax) ..	1 lap behind
5th :	J. Brabham (Cooper-Climax) ..	1 lap behind
6th :	C. A. S. Brooks (B.R.M.-Climax) ..	1 lap behind
7th :	G. Hill (B.R.M.-Climax) ..	1 lap behind
Fastest lap : S. Moss (Lotus-Climax), on lap 98 in 57.8 sec.—147.363 k.p.h.		
Retired : G. Scarlatti (Lotus-Maserati), lap 5; J. Surtees (Cooper-Climax), lap 25; H. C. Taylor (Lotus-Climax), lap 43; L. Bandini (Cooper-Maserati), lap 74; R. Businello (Tomaso-Conrero), lap 76; R. Salvadori (Cooper-Climax), lap 78.		

RUMBLINGS

We have been in the game too long to believe average-speed claims, even our own! But we thought it interesting that, after driving the then hush-hush and very impressive Vauxhall Victors at a hide-out in wild Welsh Wales, we returned home in the Editorial Mini-Minor, it proved possible to average 38½ m.p.h. overall from the Spa town of Llanwrtyd Wells to a county town in Hampshire (176 miles) *without attempting to hurry unduly*. There were several pauses to check the map and for road blocks and a long delay buying Esso Extra in a queue at what was apparently the only petrol station still open in Basingstoke. But the interesting point, to our mind, is that the speedometer never indicated over 70 m.p.h. and was more often on the 55-60 mark, and presumably it is somewhat optimistic like most of its kind. In the old days it used to be said that your average speed was about half your maximum along straight roads and to be able to achieve a running-time average of 40 m.p.h. in 1961 traffic without exceeding 65 m.p.h. in an 850-c.c. car with 30,000 miles to its credit (and rather tired brakes) is surely a credit to the splendid *stability* round bends and through traffic of the Mini-Minor? This run was made before we had tried seriously a Cooper-Mini and it made the Editorial mouth water. . . .

THE VALUE OF STABILITY

It was a happy idea of Michael Marr's to take journalists down to the aforesaid hide-out in Wales to try the new Vauxhall Victor models. The hotel he had chosen was extremely comfortable, and possessed a range of lock-up garages ideal for housing "hush-hush" new cars. It had been built in about 1903, probably when the railway reached this small spa town adjacent to a Welsh lake, expressly as an hotel and its only worry is a shortage of water, which seems a bit droll in wet Wales. In spite of the remote location, one Vauxhall and one Bedford owner we encountered during the brief test period evinced feverish interest in the lean new Victor.

DRIVING THE NEW VAUXHALL VICTORS

The other journalists came down from London by train but as the writer is a motoring scribe, and doesn't live in London anyway, he motored down and so arrived early and was able to sample two versions of the handsome new Victor between afternoon tea and dinner. These new Vauxhalls are described elsewhere in this issue, so it is only necessary here to comment on driving impressions.

The first car tried, on the appropriately twisty road to Builth Wells, was a Victor Super with floor change for the new 4-speed gearbox and stiffened suspension as requested by Swedish journalists due to arrive later in the session. This Victor proved very stable through fast corners, with a mild understeer, and its short central gear-lever was placed delightfully and swapped the cogs in the all-synchromesh gearbox with admirable precision.

The return run was made in a Victor Super with normal suspension, distinctly softer, and its gears changed by a new l.h. steering-column lever that is rigid and moves, again with notable



The Editor of MOTOR SPORT drove several of the new Vauxhall models from a hide-out in Wales. Here a Victor de luxe poses for the camera in sun and seclusion on the sands at Aberporth bay—the score, few cars, one bikini!



A rear view of the new Vauxhall Victor, showing the clean lines of the luggage boot lid and tail.

precision, having very small movements, both up and down and laterally, which reduces the effort of gear-changing very considerably.

These new 4-speed Victors come in various styles, but all are long, lean and nicely but not flamboyantly styled. The luggage boot, with simple curved lid, is spacious, but not at the expense of rear-seat leg room, which could be where Vauxhall has cocked-a-snoot at the Ford Consul Classic, with which, pretty obviously, the new Victors are in direct competition.

Next day a Victor de luxe with floor change was driven fast for a considerable distance, over the mist-enshrouded Pass to Lampeter (where the Six Days Light Car Trial of 1924 passed through and MOTOR SPORT played with the Citroën 2 c.v., when it was a new model), and out of the rain towards Aberayron in search of sun and bathing belles. It proved an exceedingly sound all-round car, a 4-door saloon without vices, just the kind of conventional modern car so many of the World's buyers seek. A full road-test will be necessary before the 1962 Vauxhall Victor can be properly assessed but let us say here and now that they abound in good features.

For example, the seats do not appear to be specially shaped but they are very comfortable and provide good support, the gear-change is a honey (although too-stiff spring-loading on the second floor-change car we tried resulted in ourselves and a Vauxhall expert going smartly into top when aiming for 2nd gear), forward visibility over a short bonnet is good and the simple facia layout, with 90-m.p.h. speedometer and matching dial before the driver, appreciated, although everyone may not care for the plated finish.

The gears are well chosen, an indicated 67 m.p.h. coming up in 3rd, and the box is quiet. We gather that Vauxhall engineers have taken particular pains over sound insulation (going rather deeper than just sound-damping) and a quiet back axle. The well-tried 1,508-c.c. engine works untiringly and an impressive power increase has been wrung from it. Altogether, Vauxhall Motors Ltd. appear to have an excellent new car in the revised Victor, especially as their stylists have resisted any desire to be sensational or even "advanced," nor have they fallen between various designs and old and new schools of thought, as some of Vauxhall's competitors seem to have done. Prices, when announced, could be another pleasant surprise!

Moreover, rumour whispers of a higher-performance Victor to appear later this month, with 2-carburettor alloy-head engine, disc brakes, rev.-counter and very full equipment, which sounds like the first sporting Vauxhall since the Hurlingham.

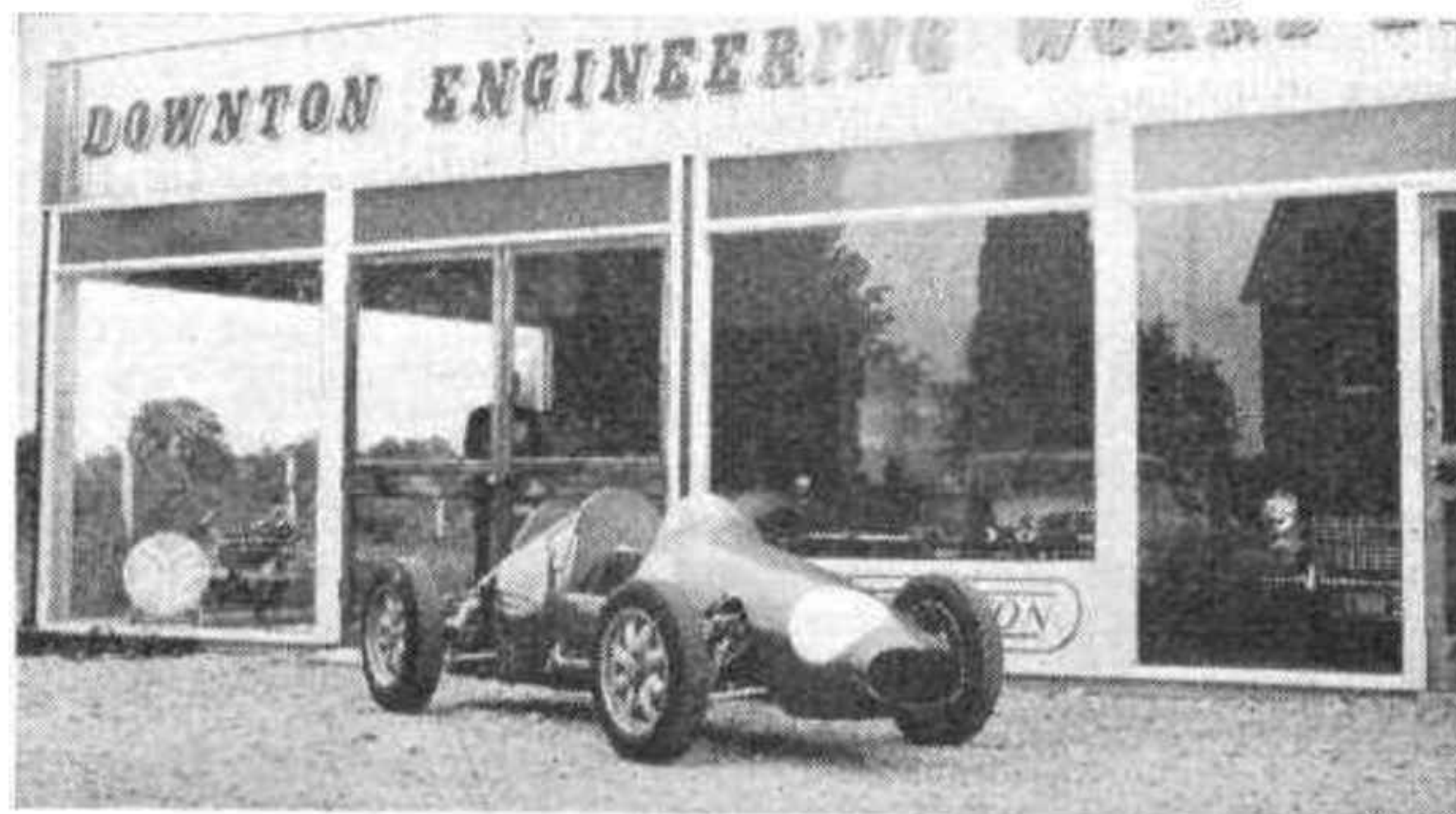
ARMSTRONG SIDDELEY OWNERS' CLUB

Since its formation in July last year the Club has grown and its Secretary, Bob Cryer, of 15, Albert Road, Saltaire, Shipley, Yorks, has now been able to introduce the first issue of the Club's magazine, *Sphinx*. Although at present only a duplicated booklet, it contains notes on "Cars Found," spares for sale, etc. The oldest Armstrong Siddeley in the Club, whose President is Selwyn Sharp, is a 1934 17-h.p. model, so there is scope for a vintage section or club for this stolid and famous make.

THE VENOM-AUSTIN

HABITUEES of the hill-climb and sprint venues have no doubt wondered at the rapid progress of a frankly battered-looking vehicle called a Venom-Austin. A quick glance dismisses it as a Formula Three Cooper, but the motive power is now provided by a B.M.C. "A" series unit. Nothing startling about this, but the intrepid driver is Daniel Richmond, who runs the successful Downton Engineering works at Downton near Salisbury, which specialises in extracting phenomenal b.h.p. figures from innocent-looking family-car engines.

The Venom-Austin began life as a Cooper Mk. IX Formula Three car, with transverse leaf and wishbone suspension, which was acquired by John Fenning, who cut off the chassis aft of the cockpit and grafted on a new rear end capable of taking a 3-cylinder D.K.W. engine and Cooper gearbox, which was considered just the thing for Formula Junior racing at the time. Having grafted on a set of 10-in. Alfin drums Fenning drove it in



a few F.J. events, but soon got Daniel Richmond to obtain a Lotus Eighteen for him. Richmond became interested in the Venom and soon fitted one of his own Austin engines, mated with a Dauphine-Gordini gearbox having standard ratios.

Handling problems soon became apparent and these were sorted out by a Cooper expert, who fitted an anti-roll bar. This was later removed by Mr. Richmond, who discovered that it handled much better on hill-climbs without it. The engine, which is a well-used unit from an A35 is, of course, very highly tuned and is tilted slightly to the right in the chassis. This allows oil to collect in the valve cover and a system of plastic tubing connected to an A.C. pump drains this off and returns it to the sump, no trouble having been experienced so far.

A good deal of success has come his way so far this season in hill-climbs, most of them being covered at a steady 8,000 r.p.m. in second gear! The greatest surprise was winning the F.J. class at the Brighton Speed Trials, covering the kilometre in 27.8 sec. to beat Heathcote's Lotus-Ford, which did 28.48 sec. He had taken the precaution of using a richer mixture, which paid off as most of the other F.J. cars were in ordinary racing trim and not tuned for continuous full-throttle work.

Downton Engineering is installed in its new workshops and showrooms but already they are outgrowing the space available and will be soon adding new buildings to the factory. The main



THE WORKS.—The B.M.C. "A" series engine of the Venom with twin Webbers, mated to a Dauphine-Gordini gearbox.

business at the moment is in supplying conversions for the Mini-twins, over 3,000 having been supplied so far. The racing conversions on the Minis are giving 90 b.h.p., which gives some startling acceleration figures and proves very hard on the gearbox, which will quite easily strip a gear on full throttle!

Daniel Richmond is waiting to get his hands on an Austin Seven Cooper which should soon be showing a clean pair of heels to most cars on the road. Meanwhile, excellent workmanship is being put into the many conversions which are being dispatched from this Wiltshire village.—M. L. T.

THE AUSTIN-COOPER—continued from page 858

The performance is quite staggering. The lower gear ratios have been raised to 12.04, 7.22, and 4.68 to 1 but top remains at 3.76 to 1. The speedometer quotes maxima of 29, 46 and 64 m.p.h. in the indirect gears but will go to 30, 50 and 70 m.p.h. before very sudden valve crash intrudes. Seventy is a casual cruising speed and a sustained 80 m.p.h. is well within the compass of this astonishing small car. Top speed will work up to some 85 m.p.h. or more, but you need a motorway to get it.

Acceleration is the Austin-Cooper's outstanding feature. An unbalanced speedometer needle that even road undulations set swinging made recording it difficult but here are the results of a series of two-way runs, two up, allowing for speedometer error:—

	Mean 2-way Time	Best Time	Normal Mini-Minor Time
0-40 m.p.h.	7.4 sec.	7.2 sec.	10.6 sec.
0-50 m.p.h.	11.0 sec.	10.8 sec.	17.5 sec.
0-60 m.p.h.	17.1 sec.	17.0 sec.	27.6 sec.
0-70 m.p.h.	28.0 sec.	28.0 sec.	—
s.s. ¼-mile	20.5 sec.	20.2 sec.	23.5 sec.
40-60 m.p.h. in top gear	13.3 sec.	13.0 sec.	21.1 sec.
40-60 m.p.h. in 3rd gear	9.5 sec.	9.0 sec.	16.8 sec.

These splendid figures comfortably surpass those of the new Austin Healey Sprite and M.G. Midget sports cars!

Laurence Pomeroy concludes an appraisal of the Austin-Cooper written for B.M.C. by remarking that "It not only takes you but also sends you." To me this is double-dutch but after a week with this fascinating little car I can understand why racing drivers and other discerning motorists are placing their orders. It is good to know that, just as the original Austin Seven was sufficiently sound to lead to the highly-successful Ulster sports model, so Issigonis' ingenious ADO15 design has proved capable of development into this 997-c.c. version (still officially called an Austin Seven!), one of the quickest A-to-B vehicles I have experienced and, for the same reasons, an admirable town-car. I await release of its price with lively interest.—W. B.

EXPLANATIONS

Writing of the new Triumph TR4 sports car last month I remarked that cool air refused to issue from the fascia vents and that an indicated 100 m.p.h. called for 5,200 r.p.m. It seems that someone forgot to tell me that a lever under the scuttle had to be used to bring the vents into use, while, although I was told that overdrive was not operating, it was not explained that the car had the low overdrive axle ratio. I look forward to clarifying matters when Leyland-owned Standard-Triumph-International submit a TR4 for the full treatment; meanwhile you can ignore the aforesaid criticisms. The comments on page 861 about the new Vauxhall Victor may give the impression that all versions have this new 4-speed gearbox. In fact, the 3-speed all-synchromesh box is used with the improved column gear change. The improved performance Vauxhall expected at the London Show will be called the VX 4/90 and will have the Victor body shell.—W.B.

MINIATURES NEWS

Lesney's latest "Model of Yesteryear" is likely to be in great demand, for it is a replica (new Y-6) of a Type 35 G.P. Bugatti, in the correct shade of blue, bearing a racing number on its tail, and with external control levers, bonnet louvres, alloy-spoke wheels and even instruments correctly detailed, to a scale of 48:1. All this in spite of it being, in fact, a mass-production job, destined to sell in millions in 110 territories throughout the World and selling here for only 2s. 11d.

Lesney also have a new "Matchbox-series Major Pack" replica (M-2) of a Bedford TK cab-tractor towing a York Freightmaster trailer-van with opening back doors, carrying Davies Tyre advertisements. This, to "oo"-scale, retails for 3s. 6d.—W. B.

LETTERS FROM READERS

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

THE OTHER SIDE OF THE COIN

Sir,

In your September issue "Police Officer" quite rightly suggests that both sides of an affair should be published, but he, of course, argues only one side. Let me give you the other.

"Disillusioned Motorist" exceeded the speed limit by 10 m.p.h., for which he was fined £4. The *Daily Telegraph*, on September 2nd, reported a case in which a motorcyclist approached a pedestrian crossing. As he did so, a woman (only a "woman") started to cross. Rather than stop he charged the woman, hit her and knocked her down. Upon conviction he was fined 60s. Sixty shillings! He was a policeman.

The same journal reports a case in which it is alleged that a motorist who was suspected by the police of committing a motoring offence (of which the Court subsequently acquitted him) was beaten up by them. At any rate, a doctor certified that he suffered two black eyes, multiple bruising and a broken nose. The police carefully explained that the man "fell over" in the police station. Some fall!

An inquiry is very rightly being held into the police behaviour in this case. Who is conducting the inquiry? Why, Sir, none other than the police themselves, although it is an established principle of English Law that no man shall be judge in his own case. I fancy that I could accurately forecast the outcome of the "inquiry."

Since I do not wish to incur two black eyes, a broken nose, etc., through "falling over," I must ask you, Sir, to be so good as to allow me to sign myself,

"ANOTHER DISILLUSIONED MOTORIST."

[Name and address supplied.—Ed.]

* * *

HYGIENE

Sir,

While walking along Oxford Street recently, I happened to glance in the window of the Austin Motor Corporation. The sole exhibit, standing in the almost regal splendour and isolation accorded to a new model was the latest Bendix washing machine. Could this be the shape of things to come?

"SPRITELY (Mk. I of course)."

London, W.1.

[Name and address supplied.—Ed.]

* * *

SPOT-CHECKS

Sir,

It is not very often that I feel justified in venting my feelings to the motoring press on the subject of persecution of the motorist. However, Mr. Marples' latest imposition compels me to ask you, what does he hope to achieve from the spot-check car tests? Obviously from pictures published in the National press the day after their inauguration it is obviously just another imposition on the over-taxed, Government scapegoat, Mr. Motorist.

One glance at the above-mentioned photographs proves the point. What do we see? A Rolls-Royce, something that stands for perfection in the Motoring Industry, not only of this country, but of the world. Imagine the reaction of the Directors of this noble concern, seeing one of their products insulted before the eyes of the Nation, perhaps even farther afield as I don't know how far the circulation of this particular paper reaches. What did they hope to find? A faulty wheel-bearing, defective brakes incorrectly adjusted headlamps. On a Rolls-Royce?

Take a look at some of the other cars subjected to this indignity. None of them appear to be more than three years old. But then, of course, there must have been others. Some will no doubt argue that age has very little to do with it, but surely if the scheme is to get off on the right foot then it is necessary to pick out the more obvious examples first. Those that may have passed the ten-year test but by virtue of their age tend to deteriorate fairly quickly, unless the owner happens to be a "do-it-yourself" enthusiast.

One motorist, it was stated, actually volunteered his two-month-old car to this indignity, which tends to show that he, like the Minister of Transport, has very little faith in the product he drives and in the people that service them.

Where will it all end? Can we look forward to little squads of white-coated men stopping motorists haphazardly and subjecting them to eye and reaction tests, with ambulances standing by to

rush the failures to the nearest clinics and homes for the infirm? Boscombe.

R. J. D. GIBBINGS.

Sir,

The present trend of persecuting the motorist has advanced still further. Not content with raising road tax, raising fuel tax, instituting traffic wardens and parking meters, bringing in the ill-organised ten-year-test system, and generally imposing more restrictions, the Government has seen fit to introduce legislation whereby a motorist may be stopped at any time and told to drive to a "mobile testing station," where his car will be examined. It is probably true that the average motorist has little to fear from these stations. However, judging by the tremendously variable standards of ten-year tests, one can visualise cases of unfair penalisation. Apart from this consideration is the depressing inconvenience of being waved down and finding time to drive to the station. Most motorists spend much time as it is on car maintenance without having to indulge in these needless excursions. However, I suspect that to the average driver, the worst aspect of the whole affair will be the indignity of being waved down, etc. The knowledge of being in the grip of further bureaucratic red tape is scarcely good for the morale.

I am a member of the Automobile Association, and have reason to be thankful for their services. Generally speaking I think it is well worth the membership fee for any motorist to join. However, in my present mood of frustration I can't help remembering that the A.A. was originally formed to combat officialdom in the form of speed traps. I suggest that instead of trying to coin a term embracing all mechanised road-users, where "motorist" suffices anyway, the A.A. puts some thought into recalling their pioneer spirit. A start could be made in connection with this latest piece of legislation. I do not object to being waved down by an A.A. patrolman wishing to tell me that if I continue along the same road there is a danger of being stopped in order to take a test. Nor should I object to the inconvenience of making a detour. I should be too suffused with the egotistical satisfaction of poking officialdom in the eye, to worry.

Rickmansworth.

R. G. H. MARSH.

* * *

ANTI-FORMULA SENIOR

Sir,

"Formula Senior"—rubbish! Anyone who witnessed at Monza recently the speed, sound and exquisite workmanship of the Ferraris and the vanguard of new British V8s would realise that these cars would make any "Monoposto Super Snipes" look a little futile.

When I wish to see a dice between "racing lorries" I can go to M.T.

Cambridge.

M. ST. MAEN.

[We visualised F.S. as a British institution only, not as a rival to International G.P. racing.—Ed.]

* * *

INSURANCE SUFFERER

Sir,

I was interested, when reading your excellent journal recently, to note that I have fellow insurance company sufferers.

I have been driving for fifteen years in the fields and five years on the roads and to date I have never scratched a car or made any claim on my many insurance brokers.

Having taken the driving test in a 1750 Alfa Romeo, I exchanged it for a 4½-litre Invicta. It soon became evident, when ringing the insurance company to inform them of the change, that they hadn't the least idea what an Invicta was. What a fool I was to be bone honest; after all the Meadows engine can be nicely geared down for commercial purposes.

I always understood that a man of nineteen was at his most alert, and yet at that tender age, and with a 14-stone body, I was—to quote—"Incapable of controlling" a V12 Lagonda.

We must start a battle against this sort of treatment. Insurance companies are the only people who make one want to feel old. At the ripe age of 60 I shall buy a DB4 G.T. G.T., or whatever it is, and prang it into every ditch and tree I can see! At the moment I'm insured in a 30/98 Vauxhall and an XK140, and I believe I'm meant to be lethal in both.

Warwickshire.

D. C. H. HOWARD.

WORLD SALES

Sir,

Recalling the advent of the Ford New Anglia, introduced by the childish and unprecedented method of biased comparison with the Volkswagen, I feel that the time has now arrived when the Ford publicity people's claims should be substantiated. Would it be possible, therefore, to publish the most recent figures available relating to as many export countries as possible of the sales of New Anglias and the Volkswagen—if any! Personally, I get *Kraft durch Freude!*

Gainsborough.

G. ABBOTT.

A TAILOR'S BEST FRIEND

Sir,

I have read with great interest your recent article on the Peugeot 404 and having one on hire at the moment I am bound to endorse all your remarks, even to the degree of having ruined a suit in the manner so well pointed out in your article—alas! before I had read it.

Monte Carlo.

JOHN EDWARDS.

A.A. versus R.A.C.

Sir,

The Automobile Association ask for co-operation by the Motor Trade in returning badges and telephone box keys.

My experience is that after bearing the expense of postage, etc., one is not favoured with the courtesy of a reply. This is not the case with the R.A.C.

London, S.W.16.

W. H. BARNES.

THE CHEVROLET BAN

Sir,

Speaking for myself, and I am sure many other "exiles," may I say how bitterly disappointed I was to hear of the ban made on Gurney's Chevrolet and Daigh's Ford in the British Empire Trophy meeting.

This is the type of chicanery that we are usually only too quick to accuse our North American cousins of, and it does us no credit whatsoever that we are resorting to these "tricks" in order to win.

What has happened to that traditional British Sportsmanship? Are we so frightened of the opposition that we have to drop to this level?

I hope sincerely that Sir William Lyons will be able to refute categorically the suggestion over here, that his Company had anything to do with this incident.

In closing, may I beseech the British Motor Industry to "buck their ideas up." With the faulty workmanship and shoddy assemblies presently being exported to this country, it makes it practically impossible, even for a patriot, to stick up for their products. Thank heavens for our sports cars—they are our only saving grace.

Vancouver.

E. MORRISON.

FORD AND THE SAFARI

Sir,

Having only just received my July copy of your excellent paper, two things catch my eye immediately. One is the "affaire Ford" regarding the Safari. This is not the first time that various firms have been caught out using rather unscrupulous advertising material relating to the Safari, and usually if it happens here there is vigorous protest in the local papers, which surely nullifies the effects gained by the attempted deception. Actually in one case some rather doubtful material was put into a local paper that was adverse to Ford and they took prompt action.

Another local point is your complete omission of the name of the co-driver of the Ladies' Class winning Zephyr driven by Anne Hall. Miss Lucille Cardwell who drove with Mrs. Hall was last year the East African track driving Champion (Porsche Spyder) and in view of the poor showing of European rally "experts" in our local event when not accompanied by a local driver one tends to wonder whether your omission is at all just to the ability of Mrs. Hall. I am sure that if you ask Mrs. Hall or, in fact, any of the drivers who came out for this year's Safari, they would agree that there is a certain difference of technique between a European event and the Safari which the "experts" from home find difficult to assimilate quickly and which causes them to break up the car unless they have a local driver of repute

with them. A 50-m.p.h. average might not seem on the face of it to be a lot but if you had seen some of the route—we invited you out in 1957 if I remember aright—you would appreciate this point. While we are of course full of admiration for the experts from Europe who drive in the Safari at considerable risk to their reputations, please do not forget the local drivers who go with them, sometimes at considerable risk to their necks.

I notice you are starting another crusade for the improvement of British cars. I was recently talking to the Sales Manager of one of the larger British makes out here and he was telling me that his local organisation were longing for the Common Market to arrive in order that their home organisation could see what it was like to try to sell an A40 against a Fiat 1100 or a Minx against a 403 Peugeot. There is no doubt, however, that your crusade is not as vital as before, the cars are better basically and the service is improving.

Nairobi.

W. D. CLEMESHA.

Sir,

In the July 1961 issue of MOTOR SPORT, page 546, just received by me in East Africa, a comment appears regarding a poster on display in Ford showrooms about the 1961 East African Safari.

You might recollect that in 1958 on account of an appeal to the local decision of the R.E.A.A.A. Stewards the R.A.C. decision as to the outright winner of the Safari was given seven months after the event took place, but on the strength of the local decision Daimler-Benz A.G. advertised the undersigned driving a Type 219 as the winner. *The misunderstanding was corrected and a public apology made.*

Today, the American Company operating unfortunately from Dagenham uses misleading advertising in a typical American manner, when no question ever arose as to the outright winner or even the runner-up. Fords were just outclassed, as usual.

Such methods, too frequent nowadays, should be squashed once and for all and disciplinary action taken against such offenders, apart from the apology suggested by MOTOR SPORT.

Nairobi.

C. J. M.
[Name and address supplied.—Ed.]

BRAVE NEW WORLD?

Sir,

The letter from Mr. Bowden published in your August issue is really none of my business, except where it refers to the world of aviation and in particular to pilots. I must apologise for intruding in order to point out a few hard facts.

Mr. Bowden compared an airship commander with what he calls "the frenetic young captain of any jet-transport juggling nervously with his controls on final approach." I would suggest that, if he can get an opportunity, Mr. Bowden should "sit-in" on a flight deck during the approach and landing of a jet transport aircraft so that he may see exactly what a cool calculated business the approach operation really is. He might even try juggling with the controls of any heavy aircraft so that he will see how averse they are from juggling.

As for his assertion that jet-transport captains are generally young: may I point out that the Chairman and Vice-Chairman of this Association, who both fly jets, have over one hundred years of wisdom between them; obviously somewhat older than Mr. Bowden, whose reference to the R101 puts him into the 35 years age range.

D. FOLLOWS,
General Secretary,
The British Air Line Pilots Association.

Hayes.

Sir,

I have just read Mr. Bowden's letter for the third time and am still amazed that such an assortment of ill-informed "waffle" should appear in your pages, unless, of course, you were inviting correspondence.

Mr. Bowden's picture of every E-type Jaguar owner howling around at 160 m.p.h. with his eyes fixed on the point of no return 480 yards ahead would be amusing if it were not a view shared by so many.

To criticise a superbly designed and produced sports car purely on the grounds of ultimate speed is ludicrous. Some sporting cars that I have been in were decidedly hairy at anything over 65, while—presumably—trousered Aunties are happy all day in vast venerated vehicles from our most famous makes that will comfortably exceed the hundred mark. Perhaps they never noticed. . . .

Science fiction apart, if Mr. Bowden still feels restricted by his forebears' reflexes—about 10 to 15 m.p.h.—he should fit a governor to his bicycle and employ a man with a red flag.

I was more startled by the vicious attack on jet transport captains, coming from someone who is, in however minor a position, connected with our aircraft industry. This country has many of the World's finest aircraft and crews to match. To slander the captains as frenetic, nervous, pop-playing idiots is in the poorest taste.

I cannot help feeling that perhaps Mr. Bowden resents those who have superior skill, judgment and experience to himself—the Father Figure on the airship bridge seems as far as he dare go.

What really hurt though is that I have a beard and fly jets. A frantic search through the record cabinet, alas, revealed none of Cliff Richard's recordings.

Acomb. LIEUTENANT D. J. DUNBAR-DEMPSEY, R.N.

* * *

JAGUAR E-TYPE QUERIES

Sir,

Can anyone tell me the life of a set of tyres on the Jaguar E-type, please? From what I have been able to see I suspect tyre consumption may be of more interest than petrol consumption. (Similar information regarding brake linings may be relevant, too.)

Portsmouth. CAPT. A. ASHBY.

* * *

ONE UP FOR FORD!

Sir,

It was interesting to note in the Volkswagen advertisement on page 761 of your September issue that Fords outnumbered the Volkswagens by 11 to 9 in the picture.

Surely such a "small" detail would be checked by any advertising company, so I can only conclude that a printing error has arisen and for Volkswagen, read Ford.

Lillingstone Lovell. GILLIAN B. SMITH (Miss).

* * *

A KEEN CONSTABLE

Sir,

Your recent correspondence on our Police Force has prompted me to relate an incident which not only shows that some members are human, but that they even read MOTOR SPORT!

Whilst driving home through the London evening rush-hour "Grand Prix," I was waiting to make a right turn at a busy cross-roads, when a constable who was helping to keep things moving beckoned me up to form a second lane.

"That's a very fine tool," he commented. "It is an A.C., isn't it?"

"Yes," I replied, "with the Bristol engine."

"I see they're using the Zephyr engine now, with triple carbs," he went on.

"Yes, it works out a bit cheaper," I said.

"And a bit slower, I expect," he added.

At this moment the traffic lights changed, and I left him standing there, a puff of burnt rubber smoke at his feet, and the crescendo of 125 screaming horses in his ears.

Cheam. G. P. HOWARD.

* * *

YOU CAN'T PLEASE ALL THE CUSTOMERS . . .

Sir,

What an ugly mess has been made of the new TR4 front end. Why not the simple Le Mans TRS styling, or, better still, a much smaller intake, no grille, and headlamps faired into the wings like the E-type?

Pinner. B. A. STOCK.

* * *

THE MOTOR INDUSTRY AND INSURANCE

Sir,

In a recent article in the *Daily Telegraph* the motoring correspondent, W. A. McKenzie, strikes out against the "almost punitive measures by the insurance firms against all sports cars" and the consequent deleterious effect on home sales. Surely the remedy lies in the hands of the manufacturers themselves.

Could not the big car companies and corporations pool a small part of their very adequate resources to form a separate insurance company, if only to insure all sports cars manufactured by the parties concerned at a reasonable cost? The expense involved would undoubtedly be covered by the increase in home sales.

Or could it be that the manufacturers are not particularly bothered about home sales when it is so easy to sell almost their entire production abroad, as in the case of the E-type Jaguar.

Kelvedon. PHILIP L. HANSON-LESTER.

Dictatorship

Sir,

It is with regret, and not a little disgust, that I have received the news of Mr. Ernest Marples' latest step towards converting this country into a Police State.

The unhappy, pestered, pushed-around British motorist! We have so much to think about while trying to enjoy our motoring, so many worries, that at least we must be thankful that Mr. Marples is not as yet trying to dictate which brand of petrol we must use. Ten-year tests, increased road tax, and now, to add insult to injury, spot checks by police on any vehicle they suspect of being defective.

It is hardly surprising that there is such an increase in crime, the Police are so busy pursuing that arch criminal, the driver.

Is this latest "Marples Mess" an admission that the ten-year test has been a failure, financially or otherwise, or does he no longer trust the "15s.-a-time" test certificate garage proprietor?

I am sure that Mr. Marples would be the first to assure me that this spot check does not only apply to old cars, but also to some of the mass-produced, characterless, chromium-plated, mobile "gin-palaces" that so many seem to prefer to drive. How many new cars will be checked? Not many, I feel sure!

The question we must now surely ask is this: "How near the day when we will have to have a man walking in front of our car, waving a red flag?"

Chipping.

EDWARD DISLEY.

[Quite so! We despair. It seems sometimes that Mr. Marples' aim is to bring us all to a standstill. Look at just one instance, the Chertsey Road, a useful entry to and exit from London for motorists living in Middlesex and Surrey. Formerly this wide four-lane highway was derestricted except for a short 40-m.p.h. limit. Now nearly all of it is subject to a 40-m.p.h. limit. Soon only Trojan owners, or perhaps those who invest in D.A.F.s, which are ingenious but not notably fast cars, will be happy! How "daft"! Spot-checks in addition to 10-year tests are a move towards the Jackboot State and one hopes the Police will check grit-trucks that drop stones and spray our screens with water, short-wheelbase quarry-lorries that emit permanent black smoke clouds, multi-wheeled "heavies" that every so often rush down hills out of control, defective bicycles, horses out of control, pedestrians with defective hearing-aids, and prams without parking brakes, as well as motorists.—Ed.]

* * *

THOSE TESTS!

Sir,

You appear to be connoisseurs of ten-year test stories, so I feel the following may be of interest to you.

I own a 1938 Ford 8 h.p., which was ten-year tested in Edmonton last November, and condemned for brake inefficiency; new clevis pins were fitted throughout, the brakes re-assembled, and a certificate duly issued.

One week later braking effect was negligible. A visit to my local garage revealed that the Edmonton garage had reversed the normal assembly of the front actuating rods, with the result that one front brake was actually being pushed off by operation of the brake pedal; the leverage exerted upon the other front brake was so reduced as to render it ineffective.

On the whole, I preferred the car in its original condition; at least it was safely dangerous then.

Hornchurch.

G. B. YOUNG.

* * *

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- K-TYPE M.G.**, 1935, open 2-seater attractive aluminium body on KN chassis. Superb condition. M.O.T. certificate, 23 m.p.g. Similar in appearance to K3. £100. Featherstone, Green Pastures, Bearsted, Maidstone. Tel.: 87297. [9927]
- ALVIS SPEED TWENTY** chassis complete and in running order, also single-seater body shell tail from seat backwards, ex-H.W.M. £30 for both or would separate. After Sept. 7th to Strong, 20, Thornbury Court Church Road, Osterley, Middlesex. Tel.: ISL 8794. [9928]
- NEW JOB** with car attached forces sale of 1948 Riley 1½-litre. M.O.T. certificate. New gearbox, clutch and brakes. First reasonable offer drives away. Tel.: CRO 5855. [9929]
- M.G. TD**, fitted TF 1500 engine. "X"s, spots, rev., heater, and extras. Potent machine in outstanding condition. Inspection welcome. Early marriage. Realistic bargain, £315 o.n.o. Tel.: Winchester 4816. Write, 4, King Alfred Terrace, Winchester. [9930]
- HEALEY TICKFORD** Type F, 1952, sports saloon, in good condition. 100 m.p.h., 27 m.p.g. Offers invited around £330 o.n.o. Small car value £40 considered in part exchange. Sqn./Ldr. Pulleyblank, R.A.F., High Wycombe, Bucks. [9934]
- M.G. TC**. Very sound car. New hood, battery, speedo and rev-counter. For quick sale, £190 o.n.o. Tel.: Uxbridge 35574 (9 a.m.-6 p.m.). W. A. Monk, Krattigen Cottage, Bottrells Lane Chalfont St. Giles, Buckinghamshire. [9935]
- MERCEDES-BENZ TYPE 290** saloon, 1934 Olympia Show car. 43,000 miles. Taxed. All-independent suspension. Overdrive. Exceptional condition. £95 o.n.o. Clewes, 75, Bengry Road, Normacot, Stoke-on-Trent. [9936]
- ALLOY BODY**, ex-1951 Turner, complete hard-top, windscreen, sidescrims, seats. £25. Also six Turner 16-in. alloy wheel rims, offers. 50, Muller Road, Bristol. [9937]
- PORSCHE**, £850 or offer. 1955 1500 cabriolet, superb condition. Super camshaft gives 90 m.p.h. cruising, 100 m.p.h. maximum, all at 30 plus m.p.g. Write, Evans, Little Gaddesden House, Little Gaddesden, Berkhamsted. [9938]
- MUST GO IMMEDIATELY** (cannot run two sports cars), to first reasonable offer for 1951 Alvis 2-litre 2-seater. Good all-round condition. Radio, heater. 75+ m.p.h., 25+ m.p.g. Photographs. 13, Harpenden Road, E.12. [9939]
- HEALEY, 1948**. M.O.T. New Hood. Ex. mechanically. Offers around £160. 81, Marina Road, Formby, Lancs. [9940]
- SCALE MODELS**. Accurately detailed miniatures of Formula One and sports cars, 1.5 millimetres to 1 foot. 3s. 6d. and 5s. each. Sets of four mounted on polished wood base: G.P., one guinea; sports, 27s. Details from Roadace, 22, Glenhurst Road, Mannamend, Plymouth. [9941]
- LEA-FRANCIS** 2-seater sports, 1950. 1½-litre twin-cam engine, 4-branch exhaust, twin S.U.s. Only 1,000 miles since £120 spent on engine, etc. Aluminium body; excellent tyres. Full weather equipment. Fully instrumented. A very exhilarating and rare car. M.O.T. certificate. £300. Harwood, 37, Woodberry Avenue, North Harrow, Middlesex. Tel.: BYR 5656, or HAR 0938. [9942]
- LAGONDA**, 1933, 2¼-seater tourer. Green. Engine clapped; tyres, brakes, steering o.k. £65. Aero Minx, 1935, March Special 2-seater; tested; £50. Tel.: Winchester 3044 (evenings). [9943]
- A40 SPORTS**, 1953. Green. New green hood, heater. Immaculate, fast, economical, reliable. £285. Tel.: Sunbury 4153. [9944]
- 1952 SINGER** roadster, completely overhauled, undersealed, twin spots, Servais, tow bar. £195. Tel.: Ruislip 4554. [9945]

FOR SALE—continued

- SECOND CHANCE** for unique Abbot Jupiter advertised last month, sale fallen through. Disappointed inquirers please try again. £250. Repeat, unique, thoroughbred, well maintained, and only £250. Tel.: PUT 4480. [9946]
- RILEY 2½**, R.M.F. series 1953. Excellent example. Four new Goodyears. Black and green, with green trim. £320. Fairbairn, 40, Hatherley Road, Cheltenham, Glos. Tel.: 4090. [9947]
- TR3**, June 1956. Ivory. Rear seat, heater, luggage rack, Ace wheel discs, Michelin "X"s, other extras. Mechanically sound. Private but H.P. available. £410 o.n.o. Tel.: Nelson 63683. [9948]
- RARE RILEY, £100**. 2½-litre saloon, 1941 (similar 1946/53). Sound, reliable. Can probably deliver. Boullin, 62, Harestone Road, Dundee. [9949]
- M.G. TA**, 1939. Quite the finest ever encountered. Low mileage, three-owner car. 700 miles since complete overhaul. B.R.G. cellulose perfect. Special trim, many mods. and extras. Better appearance and performance than most TCs. M.O.T. certificate. £185. 32, Oliver Road, Cowley, Oxford. Tel.: Oxford 78615. [9950]
- ALVIS TA21**, 1951. Excellent condition throughout. Best over £250. 64, Melbury Avenue, Southall, Middlesex. [9951]
- SPORTS PERFORMANCE, 1957 A35**. Grey. Twin carbs., "Sprinzel" manifold. Taxed year. £330. 74, Hawkhurst Avenue, Fulwood, Preston, Lancs. [9952]
- TR2**, 1955. Immaculate in white. W/wheels, O/drive, heater. New hood, screens and carpets. Any test. £385. Rodwell, 20, Drapers Road, Enfield. Tel.: 7878 (bus.). [9953]
- GENUINE INQUIRIES** from wealthy enthusiast are solicited for my fully restored 1923 T.T. Replica Bentley. This car must be seen to be appreciated. Rodwell, 20, Drapers Road, Enfield. Tel.: 7878 (bus.). [9954]
- AUSTIN SEVEN** saloon, 1931. Good condition, tested. 12, Acre Street, Lindley, Huddersfield. [9955]
- TRIUMPH ROADSTER, 1947**. Recent repairs totalling over £200 include new tyres, gearbox, brakes, pedals, steering, battery, valves, seat cover, carpet, front suspension, electrics. Good hood and paint. Rear bumper and spare wheel lacking. Ten-year tested. £130. Tel.: FLA 2238. [9957]
- ALVIS BARGAIN**. 1948 TA14 d/h. Must go owing removal. £125 for quick sale. Findlay, 7, Wilmer Drive, Bradford, 9. [9958]
- GOOD TRIUMPH** roadster, 1949. New hood. £180. Tym, 36, Queensgate, London, S.W.7. Tel.: KNI 7940 (evenings). [9959]
- 1960 ROCHDALE G.T.** New Ford chassis, boxed. E93A, 4.7 c.w.p. Monroe suspension, Bosch lights. £200 o.n.o. H.P. arranged. Pedder, 189a, Finchampstead Road, Wokingham, Berks. [9961]
- 1929 SWIFT 10-h.p.** saloon. Car recently rebuilt mechanically and bodily, in superb and original condition. Full details and photo on application. Sheehan, 20, Rushleigh Road, Major's Green, Solihull, Warwicks. [9982]
- ALVIS SPEED TWENTY**, 1936, tourer. Rebuilt 1957 on 1938 Speed Twenty-five chassis. Servo brakes, new hood, etc. In excellent mechanical condition. M.O.T. tested. £150. Hamilton, "High Lea," Church Road, Altofts, Normanton, Yorks. [9983]
- RILEY FALCON**, 1939. M.O.T. tested. Mechanically sound. Reliable and in everyday use. Must sell owing to business requirements. £80 o.n.o. Boughton, Ashendon, Nr. Aylesbury. Tel.: Waddesdon 245. [9984]
- THREE PAIRS** Austin Seven C.W.P., new, £3 each. Ford Scintilla, £5. B.T.H. mag. for V8, £3. Pair S.U.s, ex-2½ Jag., £4. Fairhead, 175, Weston Road, Aston-on-Trent, Derby. [9985]
- BENTLEY 3½**, 1936, Park Ward saloon. £250 spent engine overhaul, etc., last twelve months; relined, well shod. Offers: Barron, c/o Cottingley Bridge Garage, Bingley, Yorks. [9986]
- BUCKLER** Space-framed 1172. Special chassis ready for body; 4.7:1 c.w.p., c.r. gears, twin, S.U., Aquaplane revs, etc. Quite potent. Quick cash, £85. Clayton, 1, Dorset Villas, Henleaze, Bristol. [9987]
- 1932 M.G.** Attractively modified "D" type, recon. head, 4-speed gearbox. M.O.T. Body, etc., good. £95 o.n.o. Tel.: ELG 2658 (evenings). [9988]
- 1946 AUSTIN EIGHT**, M.O.T., taxed April 1962. Smart, economical, reliable, handy second string. £75 o.n.o. 52, Whitecross Street, Derby. [9991]
- 1934 SUNBEAM TWENTY-FIVE**, running order. Offers. White, "Lingwood," The Slough, Crabbs Cross, Redditch. [9993]
- M.G. TC**, 1948. Red. Excellent condition, enthusiast maintained. £150 o.n.o. Tel.: ADD 1288. [9996]
- LEA-FRANCIS 2½-LITRE** sports car, 1950. Excellent condition. Price £170. Apply 30, Whittaker Road, Sutton, Surrey. [9999]
- 1½-LITRE RILEY**, 1948. Recent respray; twin carbs.; converted exhaust system; recon. engine and gearbox; radio, heater, good tyres, twin spots. £225. Also 1949 1½-litre Riley, immaculate, involved in accident, breaking for spares. Tel.: Hayes 3137. [1000]

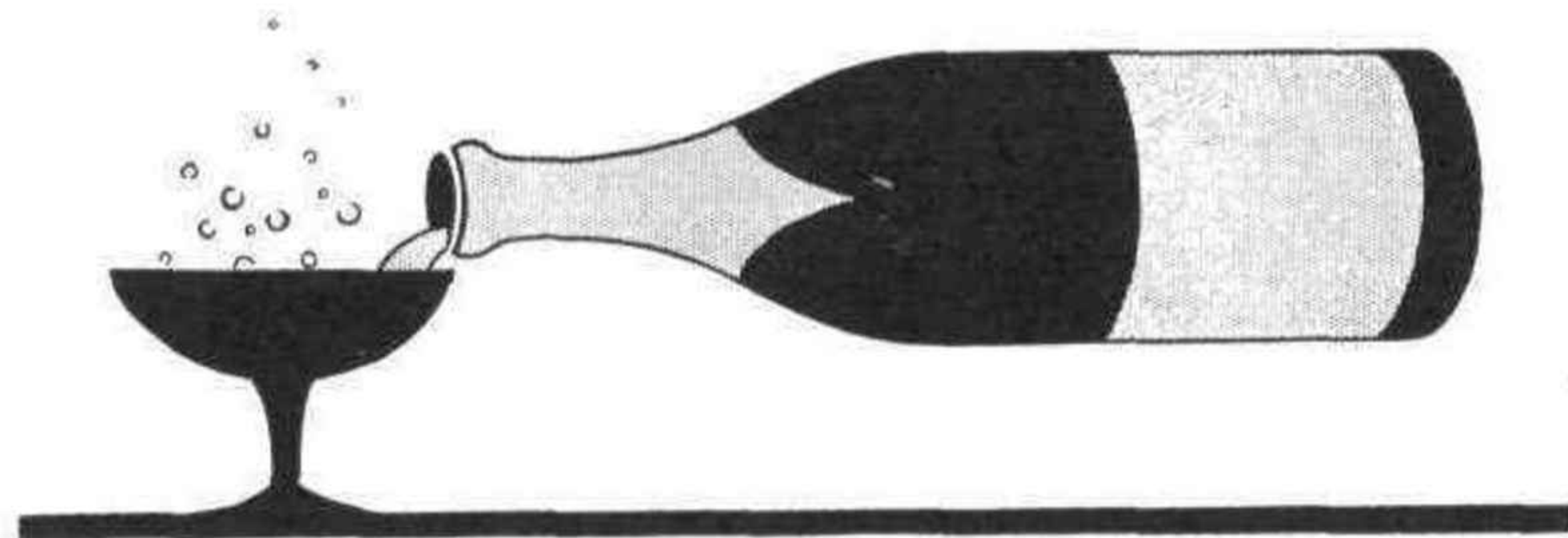
FOR SALE—continued

- CHEVROLET CORVETTE**, 1958-60 series. Fuel injection. Asking £1,250, offers. 9, Park Drive, Romford, Essex. Tel.: Romford 48034. [1001]
- CITROEN L15**, 1938. M.O.T. cert. Metallic blue. Life mileage not 67,000. Good tyres; 28 m.p.g. Offers. Douey, 138, Manor Road, New Milton, Hants. Tel.: 1566. [1002]
- 1938 A.C.** saloon, good condition throughout, good tyres. M.O.T. cert. Many extras. £130 or offer. Robertson, 73, Fieldview, Wandsworth, S.W.18 (after 6). [1003]
- 1923 ROLLS-ROYCE** saloon for sale. Original body, engine, etc. Excellent condition. Test certificate and engineer's report. Offers over £250 (two hundred and fifty pounds) to: J. M. Wyatt, 11, Gerrard Road, Whitley Bay. [1004]
- DISMANTLING THREE N-TYPE** Magnettes. Also 1930 Triumph Seven. Send s.a.c. for requirements to Box K.005. [1005]
- 1927 AUSTIN TWELVE** 2-seater with dickey. Coachbuilt body by Mulliner, outstanding condition throughout. What offers? Mr. H. Hawke, 49, High Street, Hallaton, Market-Harborough, Leics. [1006]
- TRIUMPH 1800 ROADSTER**, '49. £195. Tel.: FLA 0976 (evenings). Myers, 27, Bramerton Street, London, S.W.3. [1007]
- RILEY MONACO**, 1936. M.T.C. Mechanically sound. Bodywork good. £85. Tel.: LIV 4858. [1009]
- VOLKSWAGEN, JULY 1960**, flint grey, immaculate condition, extras, one loving owner, 19,000 miles. £590. Tel.: Nicklin, Chancery 9501 (during business hours), or Borough Green (Kent) 2423. [1010]
- TALBOT 90** black saloon, recently thoroughly overhauled, new accessories. Owner regrets cannot afford to keep as second car. Griffin, 70, Heron's Wood, Harlow. Tel.: 26996. [1011]
- TR2 HARD-TOP**, £15. 41, Fitzroy Road, Tankerton, Kent. Tel.: Whitstable 3087. [1012]
- BERKELEY**, pale blue, 492 c.c., 1958, excellent condition. £340 o.n.o. Manor Lodge, Llangattoch V.A., Monmouth. [1013]
- PORSCHE** (damaged) 356A fixed-head coupé, 1959, suitable for rebuilding. Offers required. Tel.: Birmingham Midland 4803 for details. [1014]
- TR3A TONNEAU**, as new, black, £7 10s. Alloy boot rack, used six months only, 90s. Workshop manual, good condition, 35s. Box No. K.015. [1015]
- M.G. TD**, Oct. '52. Tuned to Stage II. B.R.G. Very good condition. £365 o.n.o. Tel.: EAL 5057. 19, Hartington Road, W.13. [1019]
- M.G. TF 1500** Alexander h.c. head, c.w. valves, £26. Tel.: Northwood (Middlesex) 22110. [1020]
- FERRARI G.T.** 1956 Mille Miglia car. V12 motor, four Webers, 5-speed box, 40-gall. fuel tank, Borrani alloy racing wheels, Pirelli tyres. Superbly finished in traditional Italian red. Capable of 150 m.p.h. but will trickle along at 20 in fifth gear. £1,995; H.P. or exchange considered. 10, The Meadway, New Barkby, Syston, Nr. Leicester. Tel.: Syston 2557. [1021]
- TR2**. Front end damage, but engine, gearbox, road wheels, differential, suspension, electrics, perfect. £120 complete for quick sale. Price, Eshton Hall, Gargrave, Yorks. Tel.: Gargrave 360. [1023]
- TAKEN FOR DEBT**. Brand new Auto Kraft Continental Mark I sports body for Ford. Cost £85, accept £55. McQueen, 14, Queenstown Road Battersea, S.W.8. [1024]
- '32 BROOKLANDS RILEY**. M.O.T. K.O. wheels. B.R.G. Hydraulics. Very good condition throughout, bodily, mechanically. £220. 92, Barnett Lane, Wordsley, Stourbridge, Worcs. [1025]
- 1934 LAGONDA 16/80** tourer, green, very good condition. £175. Tel.: Rayleigh 77. [1027]
- LANCIA LAMBDA** limousine, 1930. Rare and immaculate specimen. Italian coachwork. New tyres. £300. J. G. Vessey, Dunsar Farm, Castleton, Sheffield. Tel.: Hope 483. [1028]
- 750 FORMULA SPECIAL**. Completely rebuilt. Highly tuned. Alloy body. Spares engine, transmission, etc. Silver and blue, matching trailer transporter. Sacrifice complete equip for £125. Write photo, specification. Pearce, 25, Brading Avenue, Southsea. [1029]
- 100E FORD**. One set of Aquaplane equipment, twin carbs., etc. Tel.: Chatteris 5 (7 a.m.-5 p.m.). [1030]
- FORD TEN** Estate Special. Complete rebuild, recon. engine. Excellent family car. £185 o.n.o. Box No. K.031. [1031]
- M.G. VA** (1939) 1½-litre. Garage maintained. New twin S.U. engine (£76), new king-pins, brake linings, plaid covers, etc. Excellent tyres, five knock-on wheels, heater, Servais exhaust. Chrome as new. M.O.T. cert. First-class coachbuilt saloon in spot-on condition. £165. Tel.: Bookham 2805 for full gen. [1032]
- M.G. TF ACCESSORIES**. Luggage grid, full tonneau and badge bar, all as new. Inquiries to Harrison, 104-106, Dale Road, Derby. [1036]
- 1955 3-LITRE LAGONDA** Tickford saloon. 59,000 miles. Illustrated details from: J. Coleman, 11, High Street, Bromyard. Tel.: Bromyard 2155. [1040]

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

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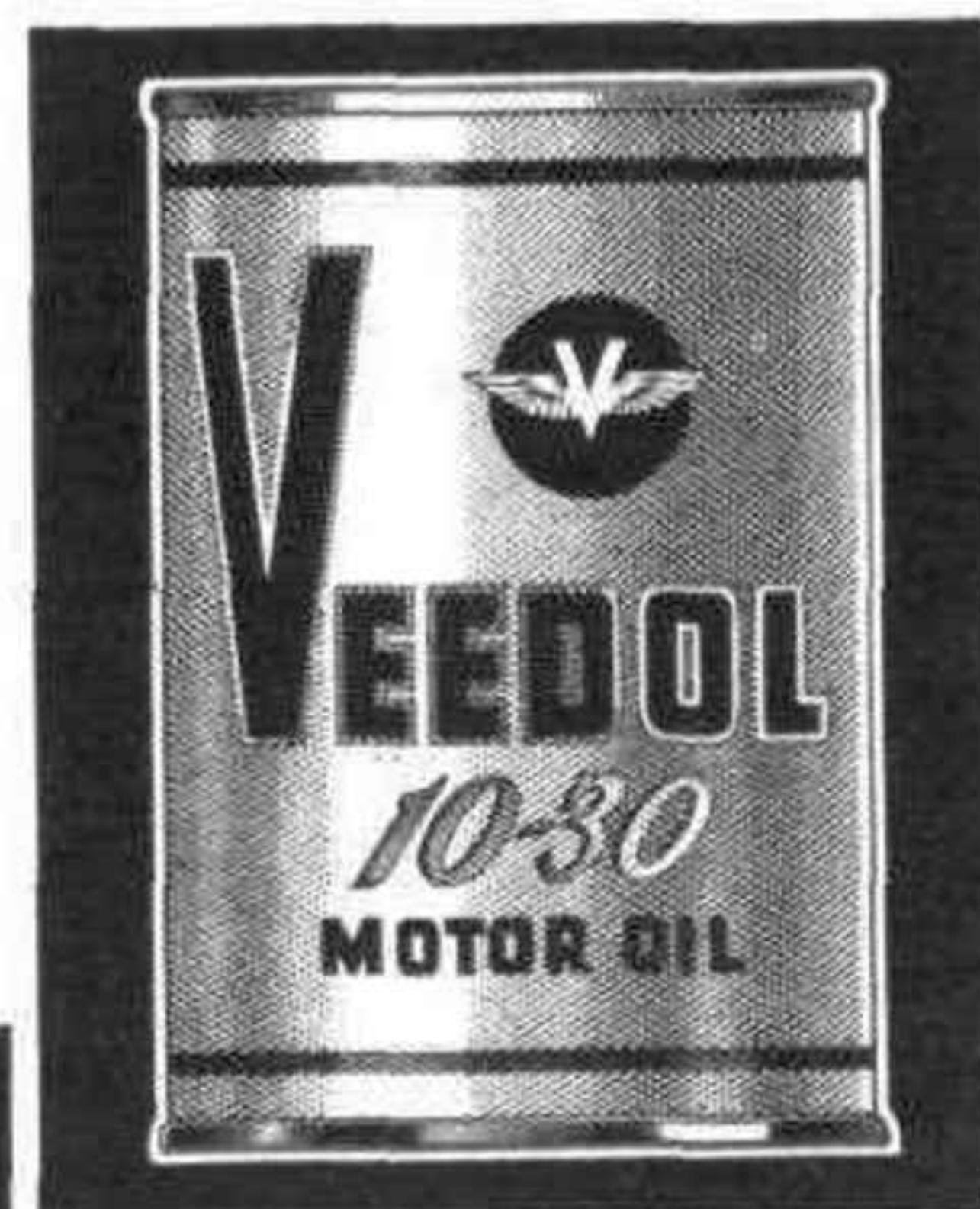
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- Twin Carb Manifolds, fitted two S.U. Carbs @ £22/10/0.
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- High Efficiency Exhaust Manifold @ £9/0/0.
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- Competition Double Valve Springs @ £2/5/0 set.
- Finned Alloy Rocker Cover @ £4/2/6.
- O.H.V. Alloy Superhead, complete with all valves ground in and Double Valve Springs fitted, @ £41/5/0.
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- Alloy Superheads (choice of C/R to suit all needs) @ £12/15/0.
- Sports Racing Valve Springs @ £2/0/0 set.
- Twin Carb Manifolds, supplied with one SOLEX Carb to match one already in use, @ £12/19/0.
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- Rev Counter Driving Ass'ys @ £6/15/0. Instruments, cables, etc. also available.
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- Four-Branch Exhaust Manifolds (Fabricated), Mk. II and III @ £18/18/0. (Complete with pipe and silencer).
- Inner Valve Springs (Sports and Racing use) @ £1/0/0 set.
- Alloy Flywheels @ £12/10/0.
- Rev Counter Driving Ass'ys, Mk. I @ £5/19/0, Mk. II and III @ £5/19/0. Instruments etc. also available.

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- Sports Inner Valve Springs £1/2/6 set.
- Racing Double Valve Springs @ £2/5/0 set.
- Rev Counter Driving Ass'ys, Series II @ £6/14/0, '1000' and MINI @ £6/15/0. (Instruments and cables also available).
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T.R., 1954. B.R.G. Overdrive, wire wheels, hard-top/soft-top, sliding screens, spot, washers, heater, tonneau, Michelin "X" About £425. Box No. K.041. [1041]

EXPRESS TWIN CARBURETTER conversion for Volkswagen. New condition. £20. Beveridge, 83, Antonine Road, Bearsden, Dunbartonshire [1042]

"MOTOR SPORT," 1951-1956, three volumes in covers. £2. Hayes, 3, Newington Green Road, London, N.1. [1043]

JAGUAR 3½, 1948, 1959 engine, radio, taxed, tested good tyres and battery. Fast and reliable. £85. Tel.: North 7396. [1044]

MOST ATTRACTIVE SPECIAL. Singer chassis, A40 engine, gearbox, axle. Fully instrumented. Konis all round. Silver grey upholstery, vynide hood and tonneau. Peel fibre glass body sprayed fabulous metallic red. 3,000 miles since completion. £300, o.n.o. Write appointment to view. 204A, Ifield Drive, Ifield, Crawley, Sussex. [1045]

"MOTOR SPORT," August 1947-December 1960 inclusive, in excellent condition. Offers for this collection. Clark, "Oakdene," Winchfield, Nr. Basingstoke. [1046]

ASHLEY 750 BODY (needs slight repair) and hard-top on tubular chassis. I.F.S. rack and pinion, hydraulics, lights, wipers, seats, sidescreeens, etc. £60, o.n.o. Rowe, 26, High Street, Portishead, Somerset. [1047]

M.G. PA. £20 spent on engine 200 miles ago; rewired, new battery, steering, etc. Bodywork exceptional, taxed, insured. M.O.T. £150. Savage, 6, Egmont Road, Tolworth, Surrey. [1048]

LOOKING FOR a smart, sleek, fast M.G.-A 1500, 1958? I have one. Come and have a drink and a chat over mine! A host of extras, including radio, heater, luggage rack, tonneau, sliding sidescreeens, fog lamp, seat covers, Klaxon horn, full safety harness. £550. "The George," Bexley. Tel.: Crayford 23843. [1049]

MORRIS MINOR TYRES. Unused Firestone de luxe covers. Also fit Riley, Wolseley. Offers. Tel.: CHISwick 4789. [1050]

TURNER 950, 1960. 11,000 miles. Wire wheels, disc brakes, hard-top. 60 b.h.p. engine. B.R.G. Superb condition. S. J. Scrimgeour. Tel.: MAN 7848 (day). [1051]

ASTON MARTIN, 1938, 2-litre SC d/h. Test cert. Beautiful car. £180. Tel.: Guildford 4465. [1052]

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VINTAGE MORRIS MINOR, 1930. Immaculate condition. £30. Moore, 88, Julian Road, West Bridgford, Notts. [1057]

SHORROCK SUPERCHARGER for Ford 105E. Nine months old and used for 2,000 miles only. As new, complete with pressure gauge. Cost £75, accept £50, or nearest. Ashcroft, 11, Grassendale Road, Liverpool, 19. Tel.: Cressington Park 2416. [1058]

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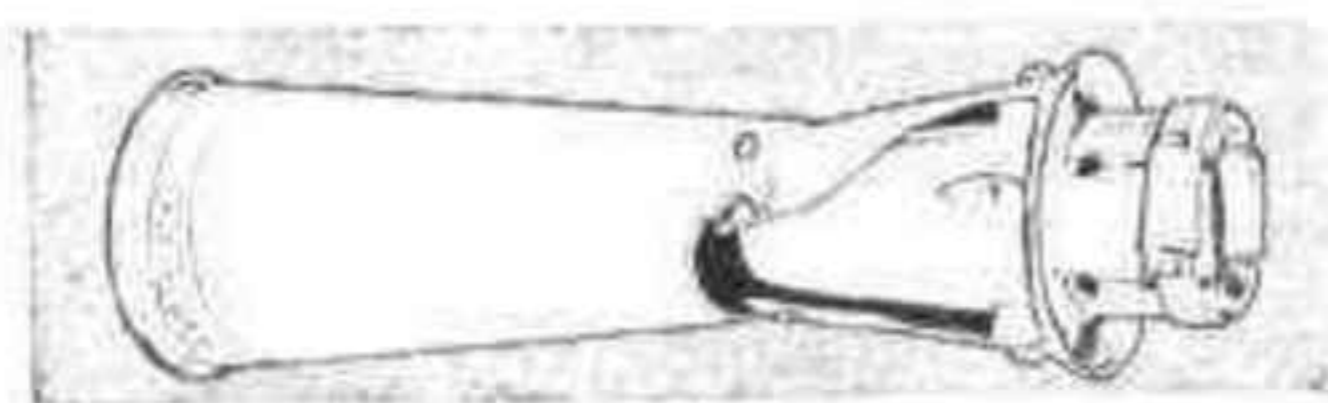
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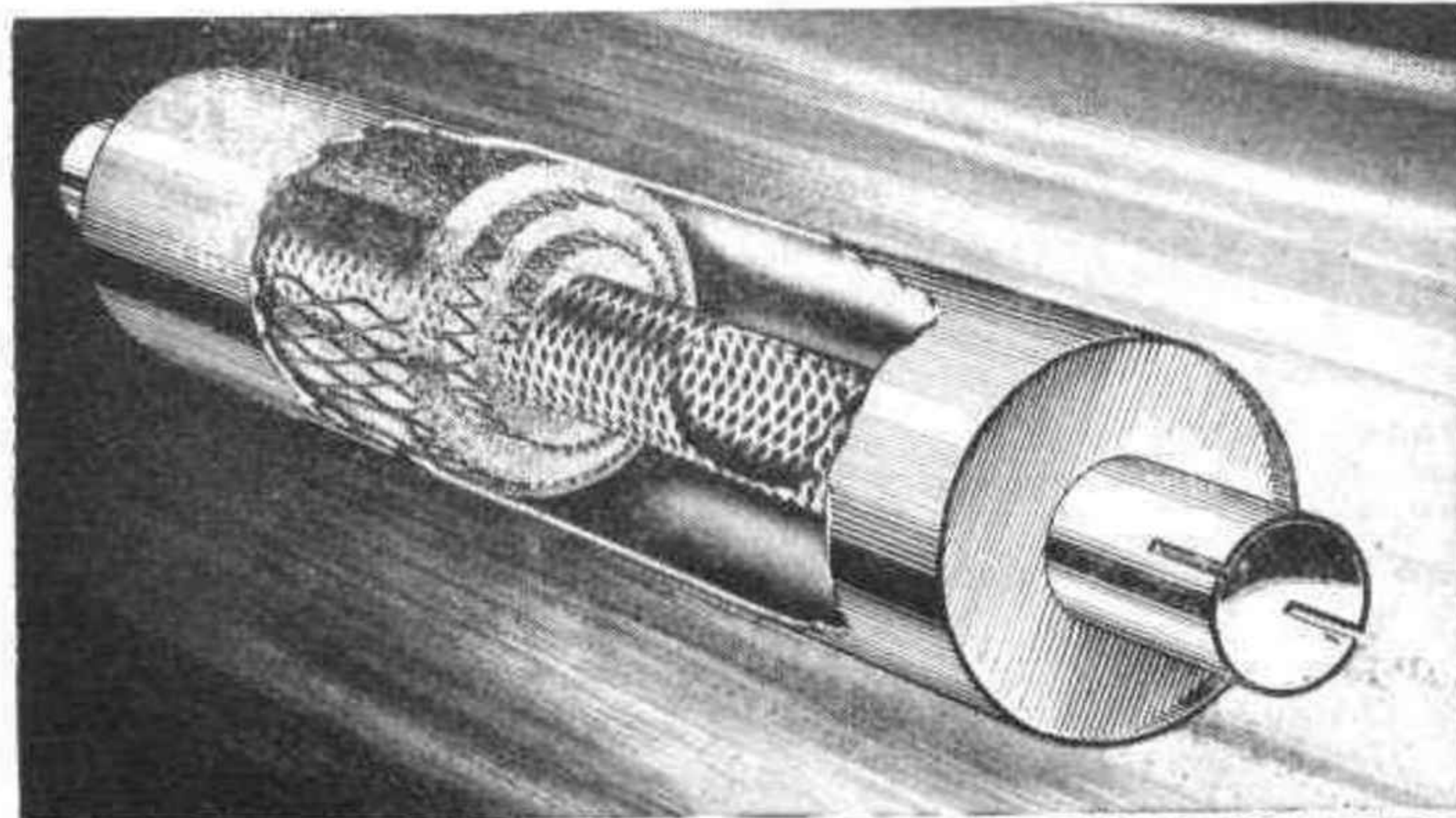
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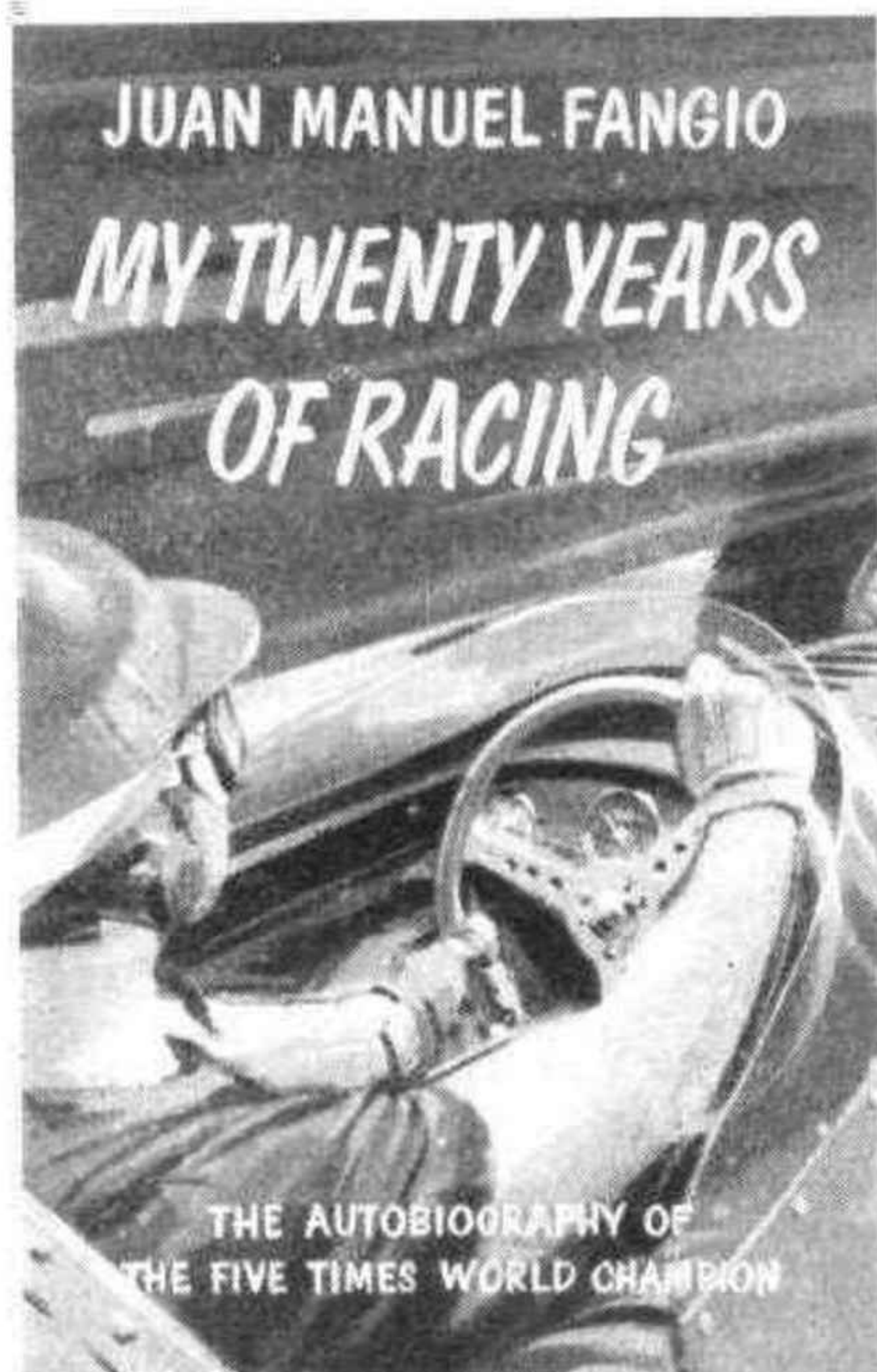
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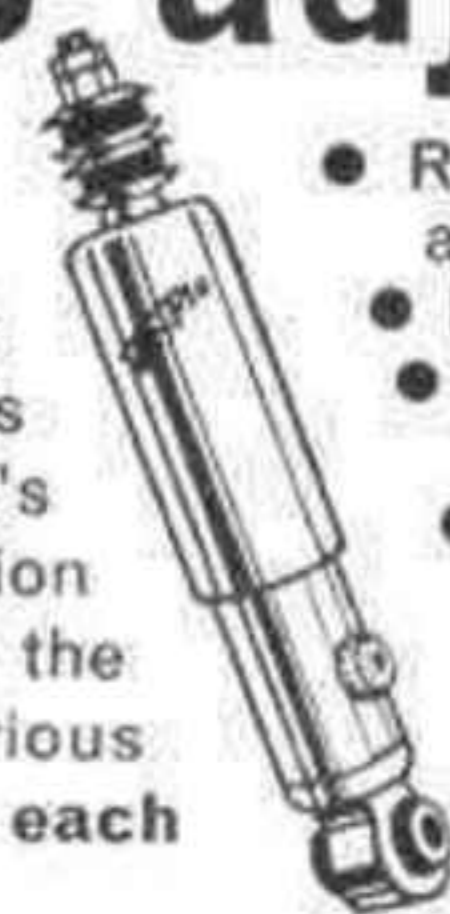
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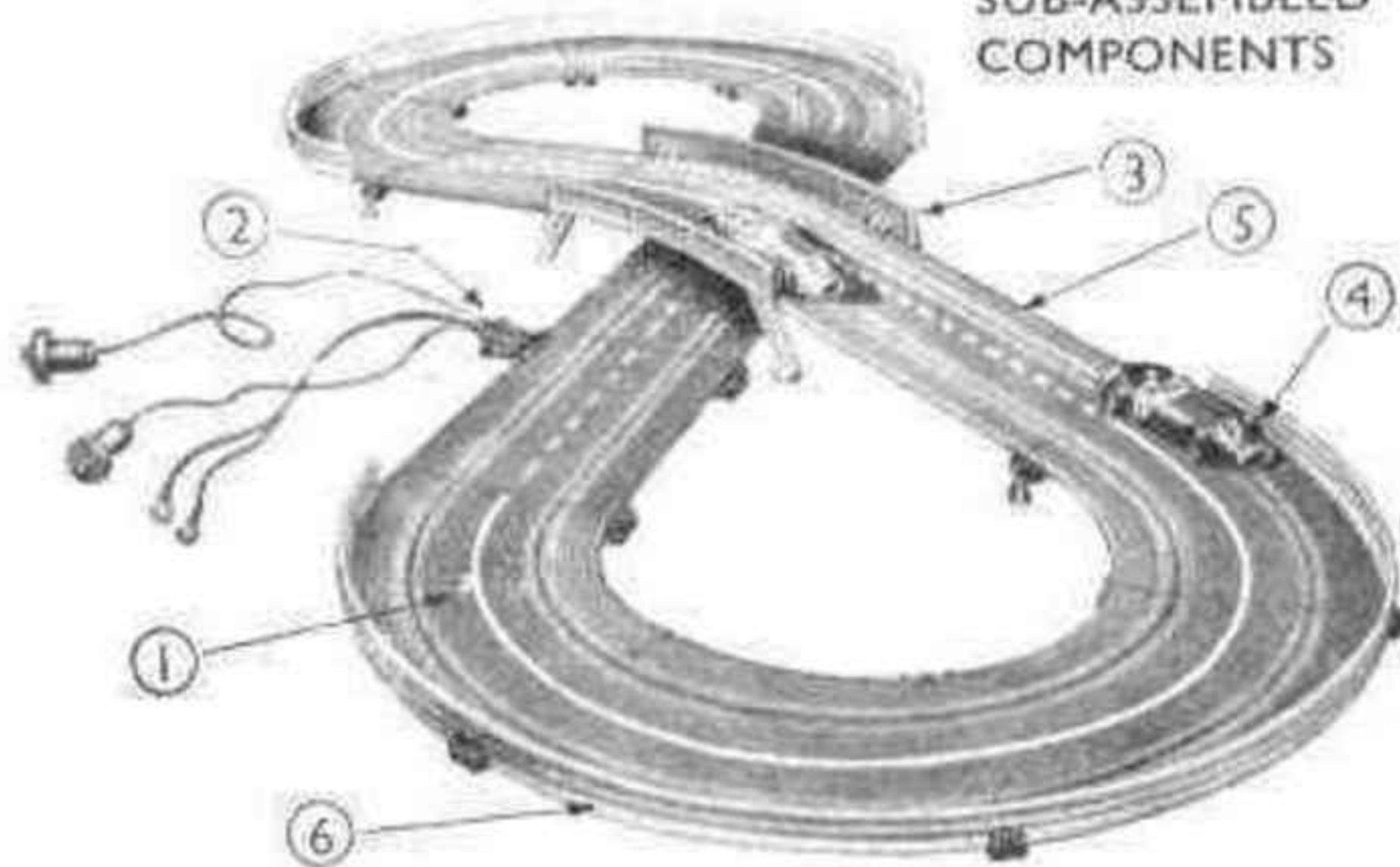
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"MOTOR SPORT," 1950/55 bound, 1956/60 unbound. *Motor Racing* 1955/60, mint condition. Offers. Box No. K.069. [1069]

DELAGE D6/75. Very sound chassis. Coachwork a bit tatty. M.O.T. certificate. Space urgently required. Offers please. Tel.: Brimfield 248. [1070]

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M.G. TD. Green. 1960 engine. Completely new interior, new clutch. Resprayed bodywork immaculate. Tonneau cover. £380. Tel.: ADVance 4400. [1072]

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- 1 Always use top-quality brushes, one 2" (or not more than 2½") and one 1"; or a spray gun (40-50 lbs. per square inch pressure) with a reputable name. Your shop will advise you. Remember, it's worth paying more for the best.
- 2 Make sure you have sufficient Valspar for the job. Calculate this on the basis of one pint to 8-10 square yards.
- 3 Use three grades of abrasive paper: 100-grade for removing rust, 320-400 grade for rubbing down the surface.
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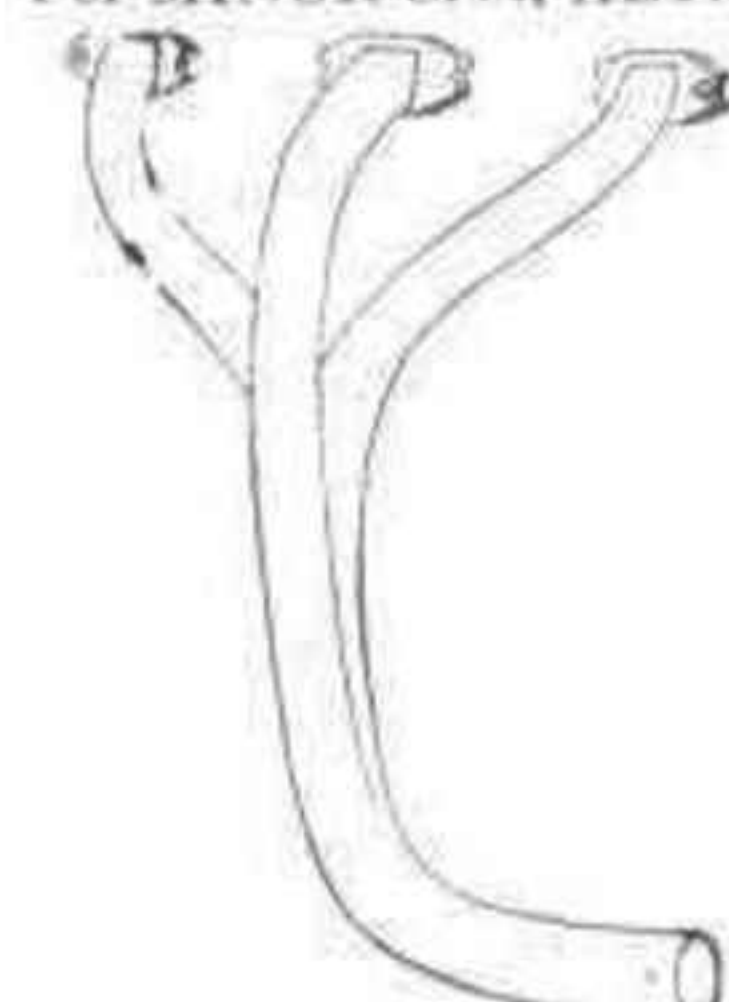
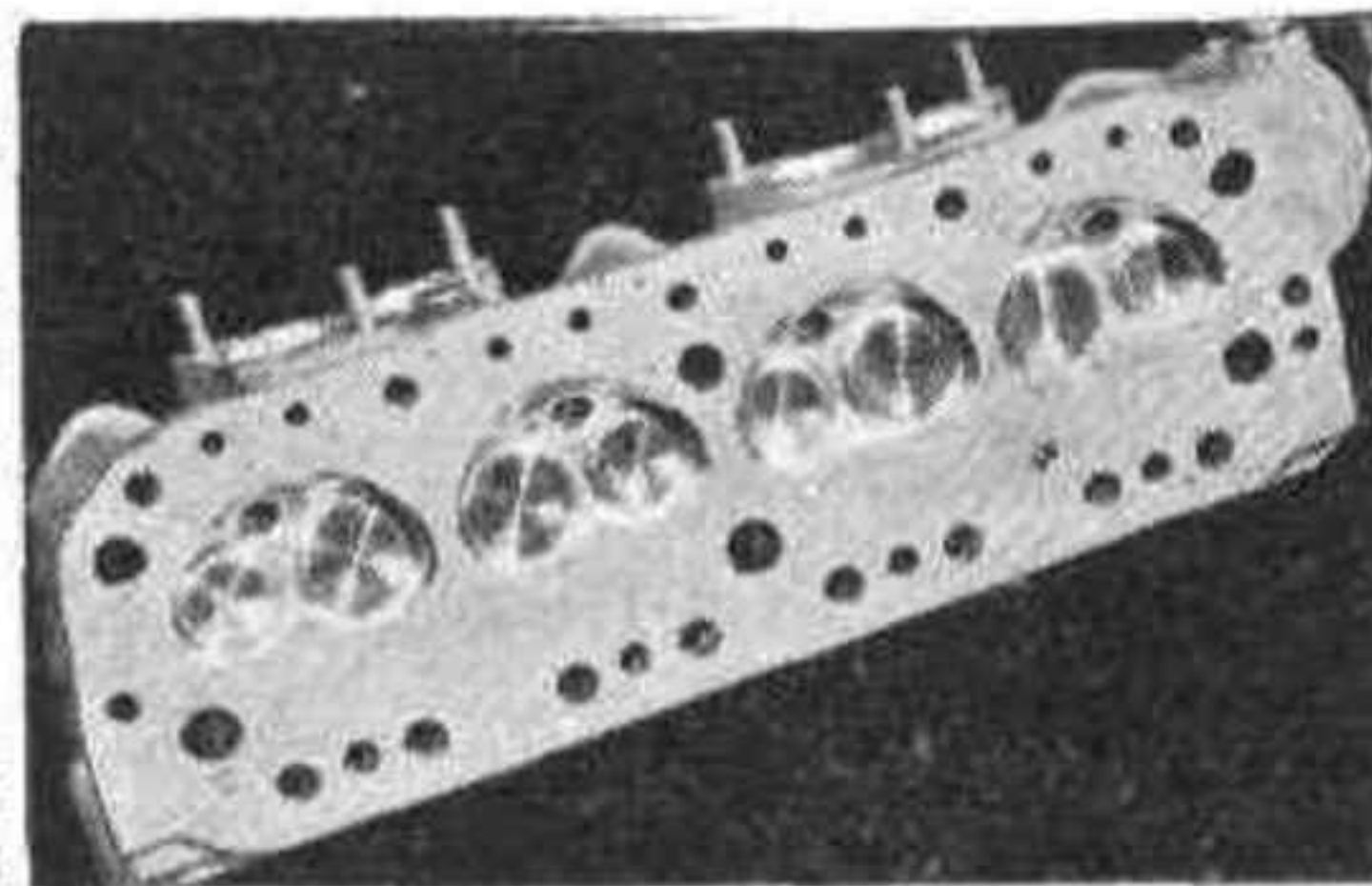
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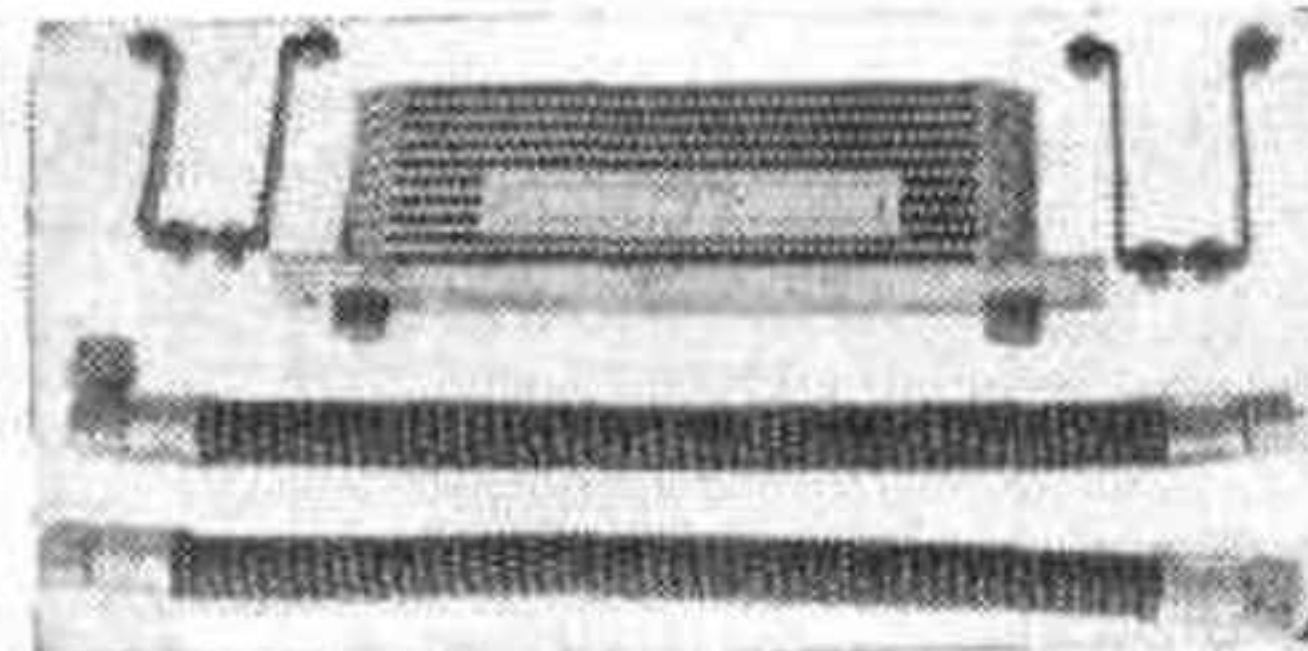
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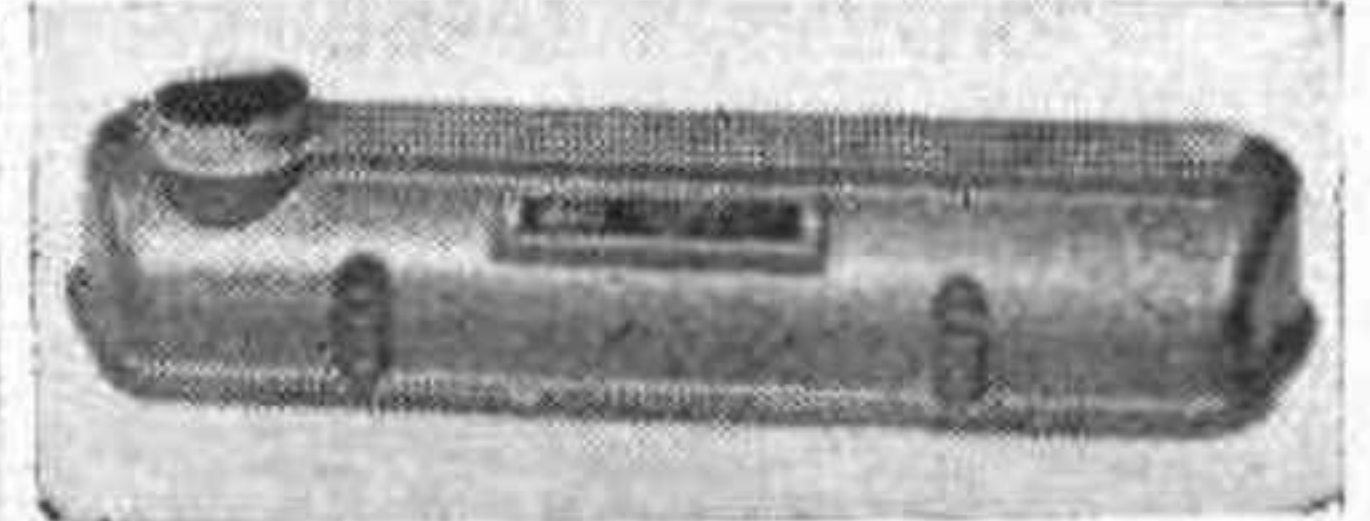
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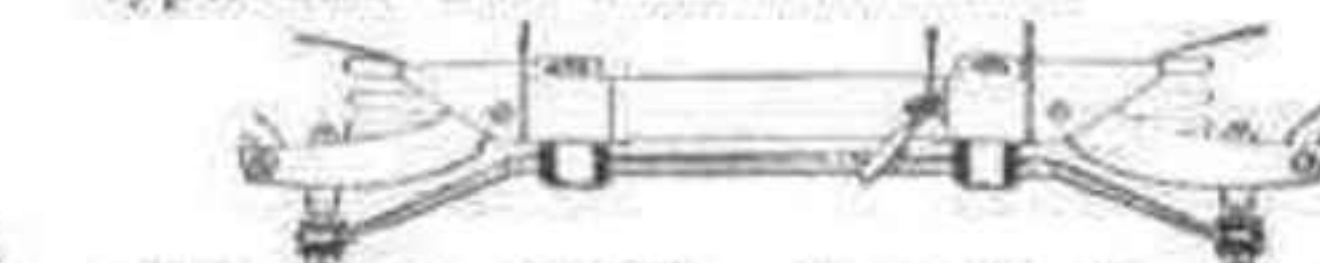
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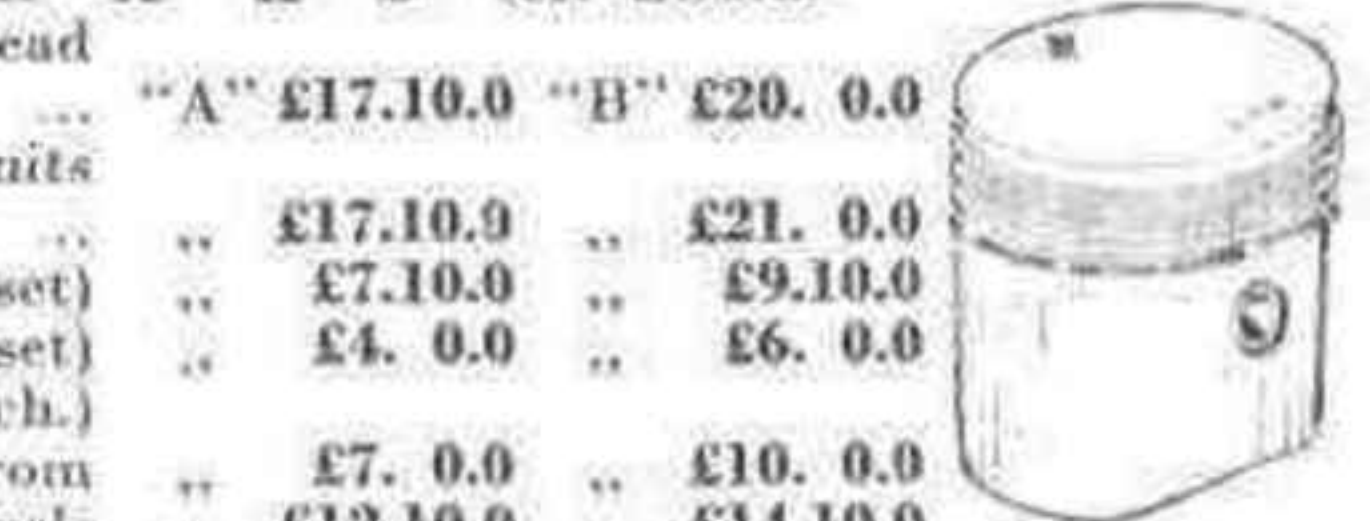


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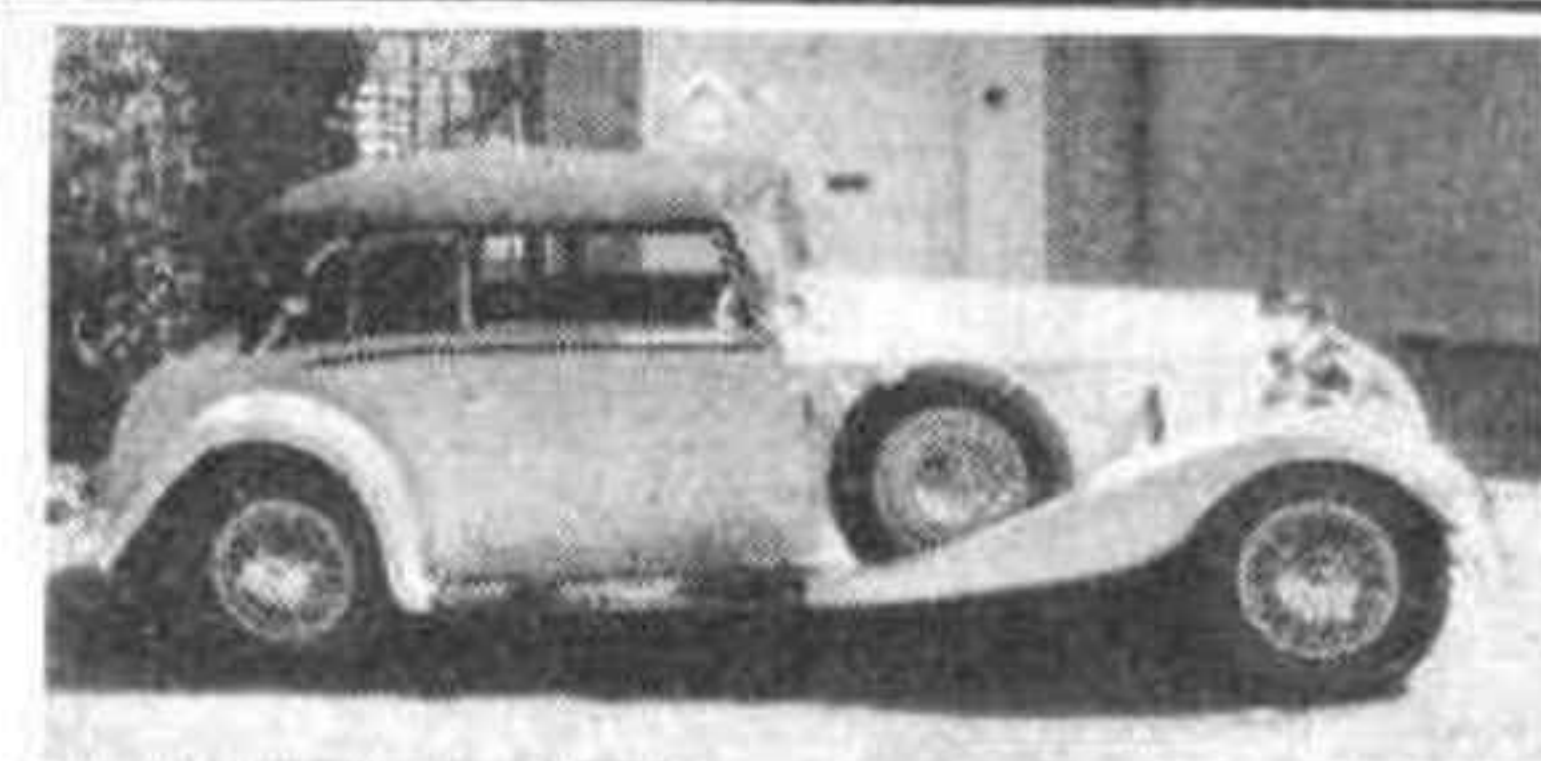
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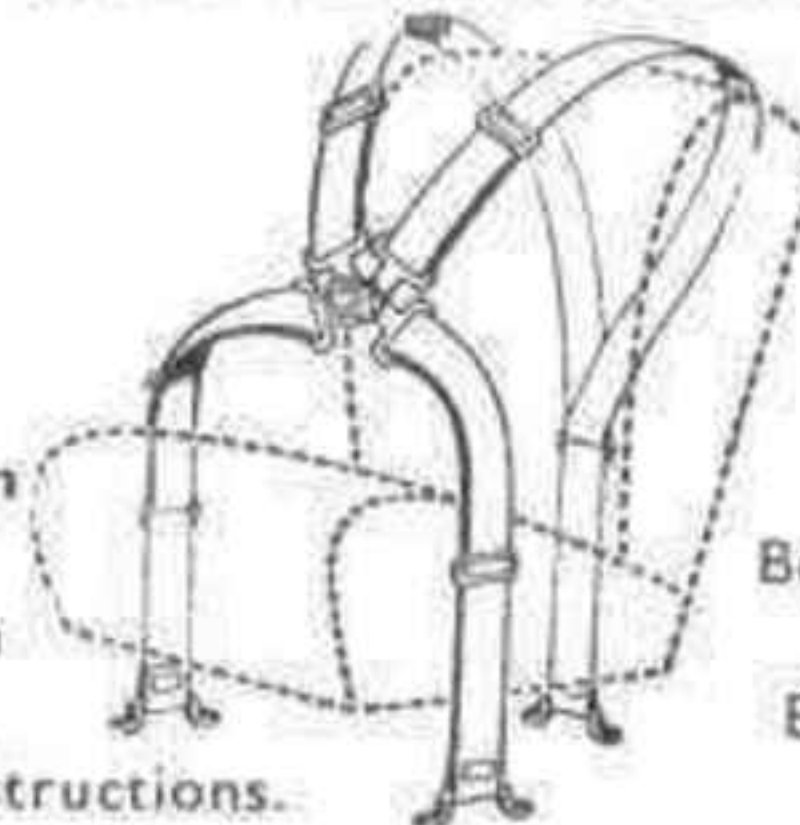
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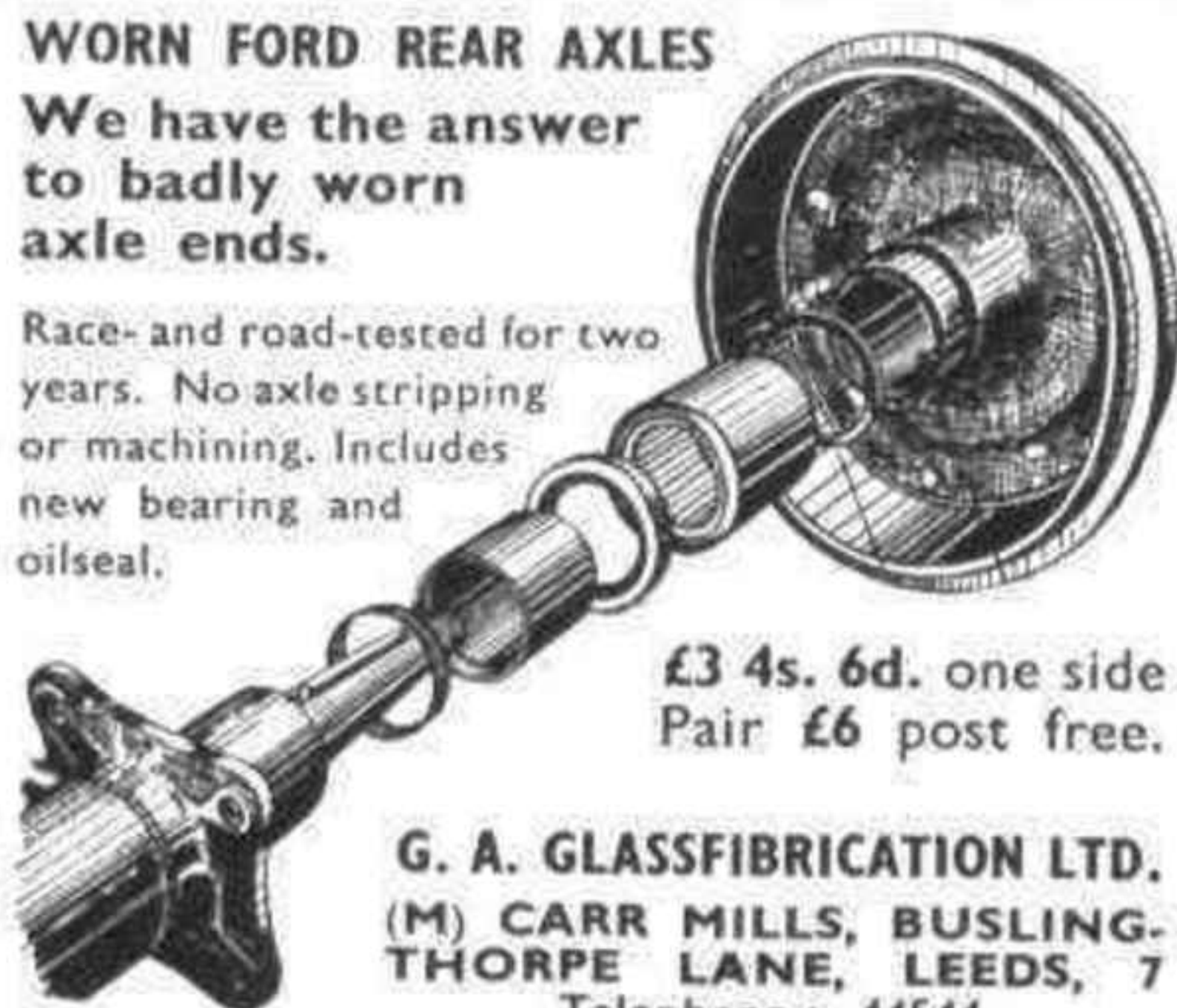
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LAGONDA M45 RAPIDE 4½-litre open tourer £265. Reed, 1, Courtenay Gardens, Harro Middlesex. Tel.: HAT 6154. [1111]

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FIAT 600, 1956. Front demolished, engine recently reconditioned, everything perfect from windscreens back. £40 or break. Inquiries welcomed. Te Southend-on-Sea 544837. [1111]

ROLLS-ROYCE, 1924, 20-h.p. Park Ward saloon. Original. Engine reconditioned. Recently painted. Good tyres. Test certificate. £320. Green, 1, Bakewell Street, Penkhull, Stoke-on-Trent. Tel.: 44528. [1111]

HEALEY SILVERSTONE (E-type, 1950). M.O. Taxed. Excellent engine, 108 m.p.h., hood a tonneau. £305. 53, Shirley Gardens, Barkin Essex. Tel.: RIP 1696. [1111]

M.G. J2. Red. Swept wings. Ford Ten engine. Modified brakes. Passed test. £60. Tel.: HAfield 3409. 4, West View, Hatfield, Herts. [1111]

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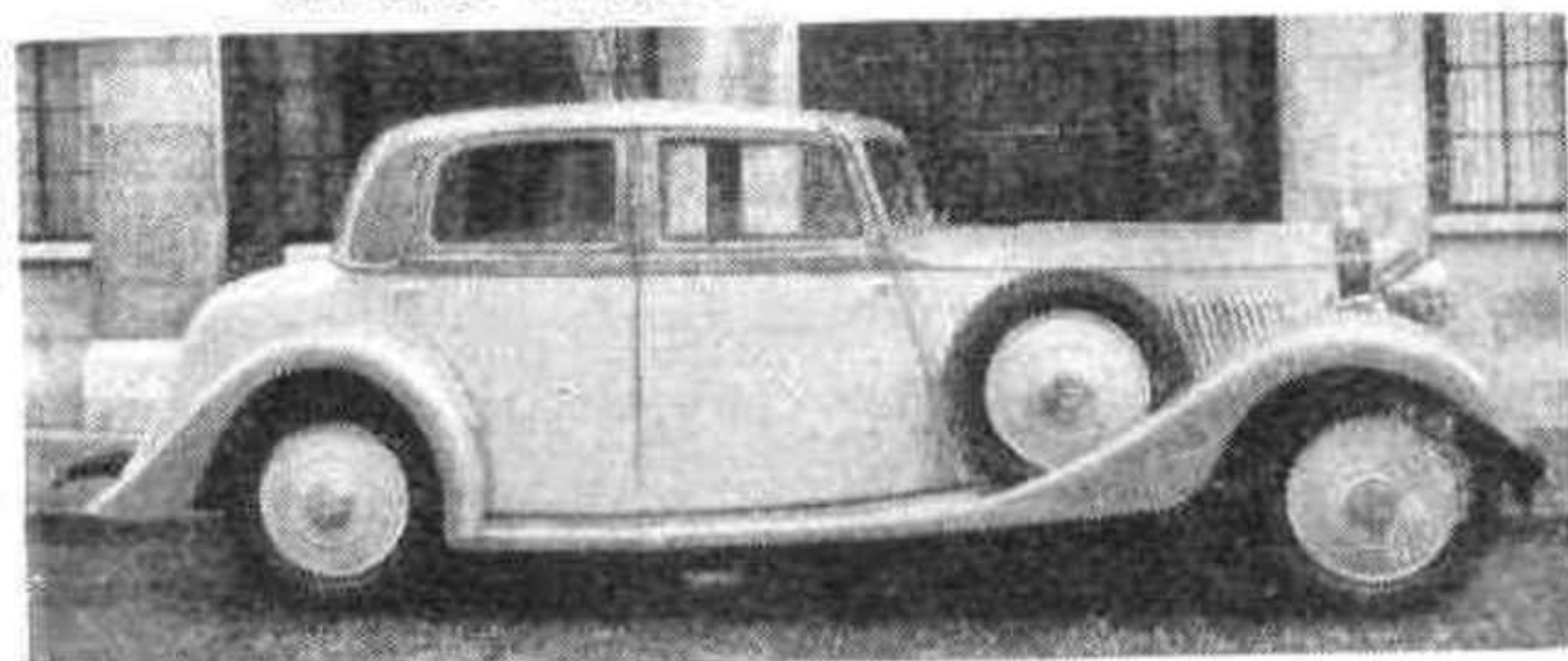
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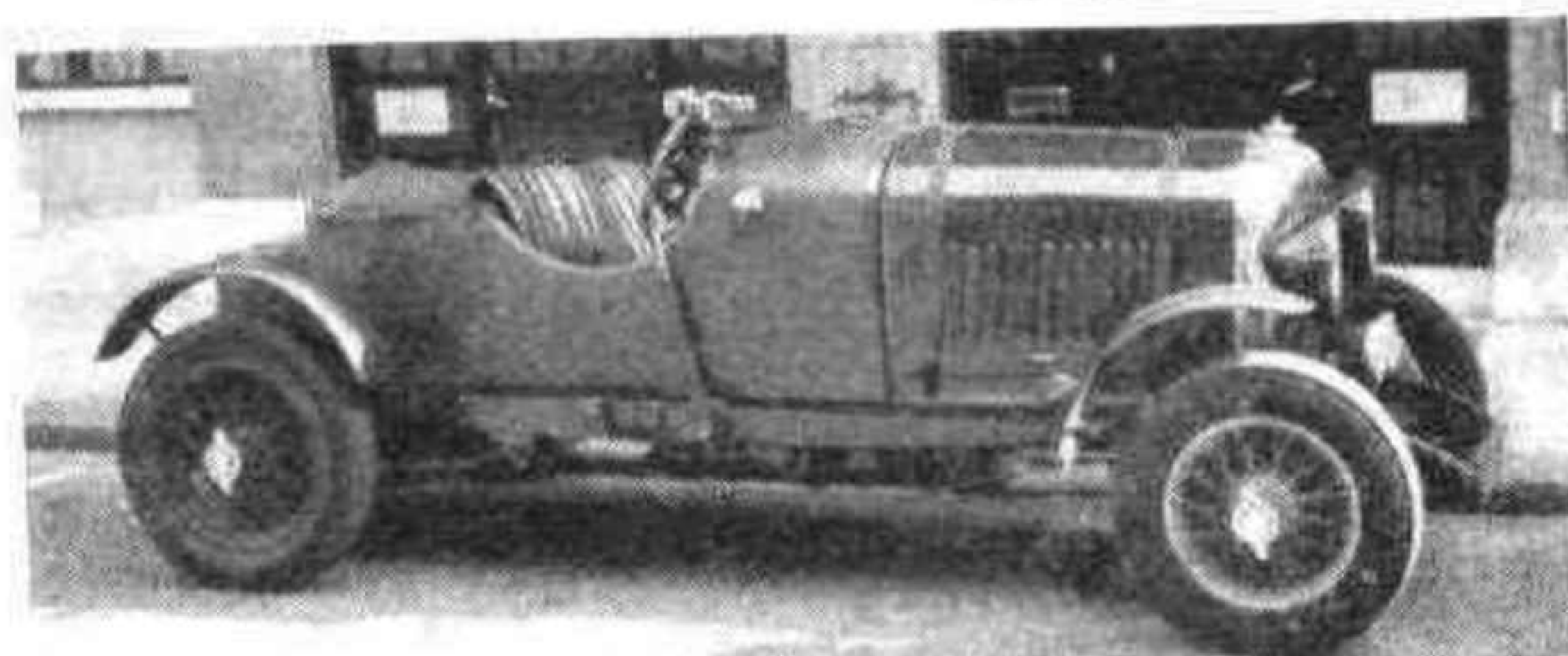
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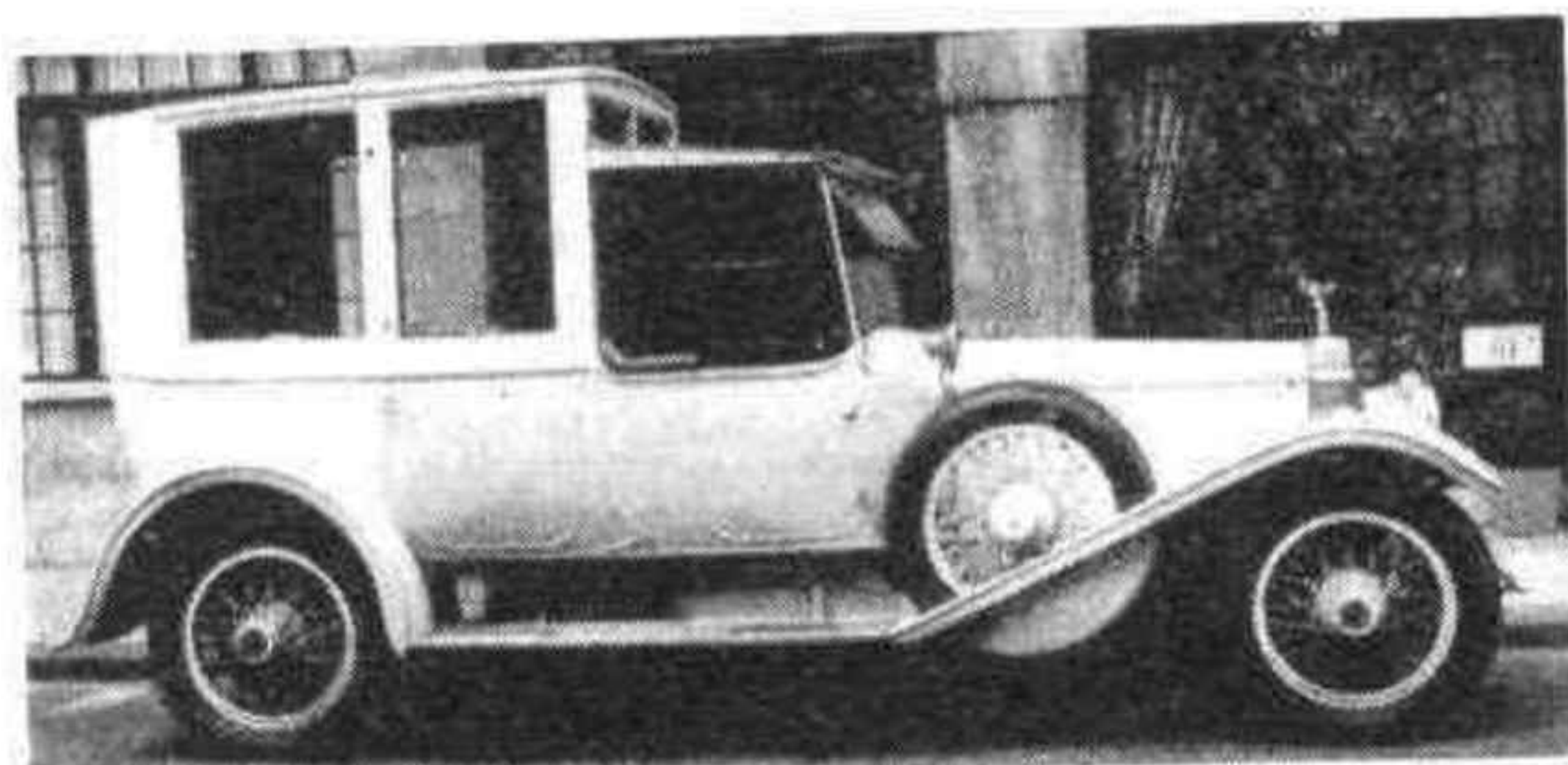
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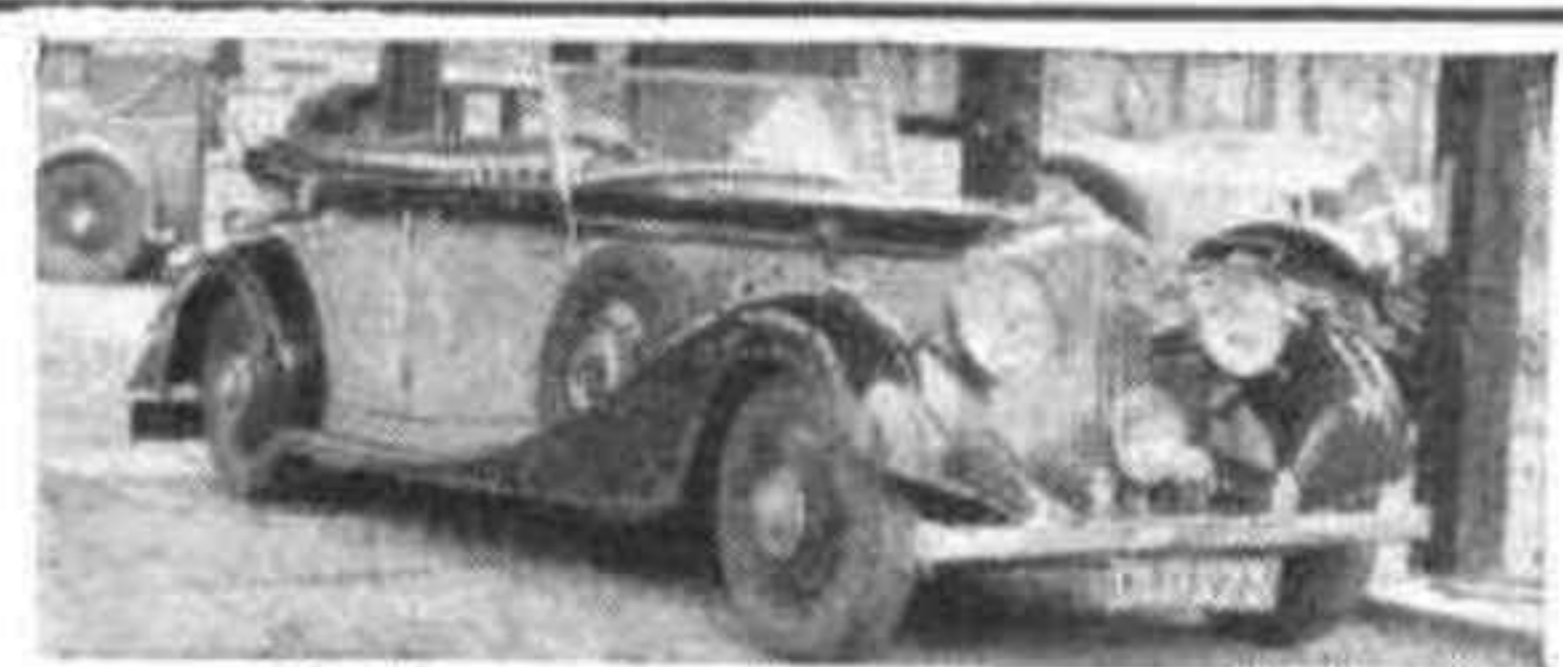
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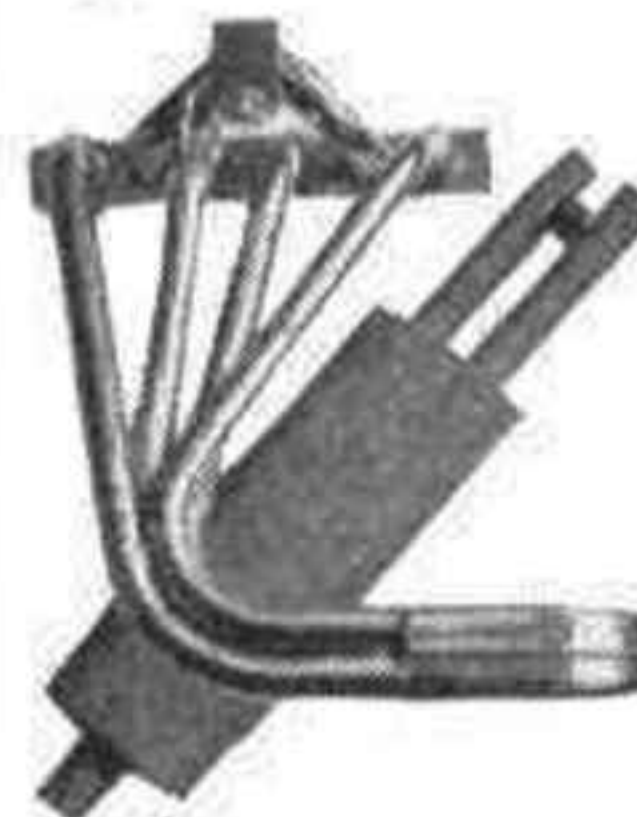


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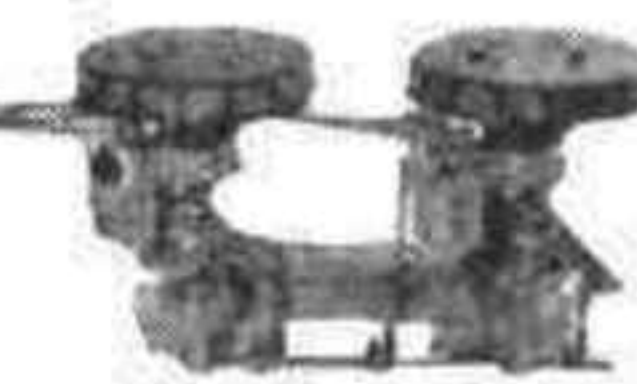
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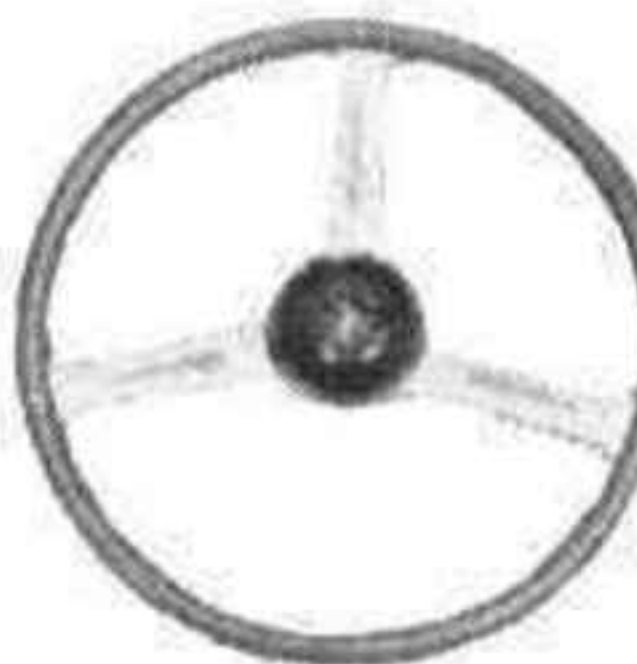
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- LANCIA APRILIA** Farina, 1948 (1958 reg. in G.B.). R.H.D. Mech. good. Recent engine overhaul, etc. Tyres good, body fair, interior tatty. M.O.T. test cert. £125. Box No. K.177. [1177]
- D.K.W. SONDERKLASSE,** 1956-57, H.L. conversion. As new unmarked condition, £365. Tel.: Uxbridge 32624. [1178]
- 1936 RILEY NINE** Merlin. M.O.T. cert. Suitable for spares. £15. Gage, 10, Windmill Fields, Four Marks, Alton, Hants. [1179]
- A7 TOURER,** 1933. New hood, battery, k/pins. Bowdenex with new linings, sealed beams, well shod. Tested with honours. Enthusiast car. £70. Photos by request. Also 1934 A7, less body, good condition, ideal for "special" or spares, £8. B. Blatherwick, 14, Whirlowdale Close, Sheffield, 11. [1180]
- VINTAGE BENTLEY 3-LITRE** 4-seater open tourer. Absolutely original, rebuilt. 3.78 axle, slopers, etc. £300. Gay, No. 6, Woodchester Road, Dorrige, Solihull, Warwicks. Tel.: Knowle 2841. [1181]
- BENTLEY 4½,** 1927, sports saloon. Body, tyres, poor. Excellent engine, gearbox, rear axle, instruments, chassis. Servo brakes. Ideal basis for open body. £225. Shoosmith, Tel.: St. Mary-Bourne 220. [1182]
- M.G. TC,** 1946. Radio, heater, spots. M.O.T. tested. Silver, red p.v.c. hood. £195 o.n.o. 40, Prospect Road, Dorchester, Dorset. [1183]
- ALVIS CRESTED EAGLE,** 1938. Faultless after complete restoration. Everything, repeat, everything in brand new condition. £220 o.n.o. Tel.: Harefield 2119 (Middlesex). [1184]
- MORGAN 4/4,** 1951, good condition. £185 o.n.o. 90, Wake Green Road, Moseley, Birmingham. Tel.: SOU 3129 (evenings). [1185]
- MORGAN 4/4 1,** Ford Ten engine, good condition. £100 o.n.o. Tel.: Downland 3827 (Surrey). [1186]
- VINTAGE AUSTIN SEVEN** tourer, exceptional condition; new brakes, carburetter, etc. Taxed; M.O.T. certificate. £55 o.n.o. Tel.: PUT 0760 (evenings). [1187]
- M.G. TC,** 1949. Resprayed bronze and red. New Vynide hood and screens. Recent replacement engine. Well above average condition. £200. Tel.: Luton 53778. [1188]
- ROLLS RADIATOR** complete, Bentley Mk. VI and 3½-litre ditto. 3½ and 4½ cylinder heads. Dismantled 4½ engine. Bentley and Phantom II carburetters and manifolds. 3½ gearbox, etc., etc. All reconditioned as service replacements. Offers. Nottingham. Box No. K.189. [1189]
- A.C. 2-LITRE** saloon, 1948. Two owners. Works engine, etc. (£200) 15,000 ago. Recent repaint. M.O.T. Firm's tinware accepted, wife cannot cope. £145 o.n.o. Interesting small car taken in part exchange. Barry, Hartwell, Boulevard, Worthing. Tel.: Goring 45262. [1190]
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- M.G. 2.6** saloon, 1939. M.O.T.; taxed; heater. £40. 38, Bunby Road, Stoke Poges, Bucks. Tel.: Farnham Common 1362. [1192]

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- AUSTIN HEALEY 100-SIX**, 1958. Retired engineer's pet. 15,000 careful miles. £700. 166, Heaton Moor Road, Stockport. Tel.: HEA 1458.
- 1933 STANDARD AVON** sports/tourer. Good condition. £50 o.n.o. Lofthouse, 35, Burnley Road, Brierfield, Burnley, Lancashire.
- DAIMLER LIGHT TWENTY** saloon, 1936, in very sound condition all round, except paint polished through here and there and burns one pint to 100 miles; genuine 73,000 and 20 m.p.g. Every mile logged. Two owners. £38 or offers. Deliver anywhere. Box No. K.226.
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- WINTER'S COMING**. Warm, comfortable 1947 Sunbeam-Talbot 2-litre, g./con. S/beam headlights, f/lamps, heater. M.O.T. Taxed. £150 o.n.o. Exchange/wanted: Interesting, reliable, small 2-seater (P.V.T. if spares good), M.O.T. Required for good enthusiast's home. Cash adjustment. Write: Tubb, 140, Millbrook Road, Southampton.
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- TVR MK. II**, Dec. 1960. Company director's car finished in metallic bronze with wire wheels. M.G.-A engine, with cross-flow head conversion costing £140. This car has been recently overhauled by main distributors and is immaculate. Reluctant reason for sale, we require four seats. £795, H.P. possible. Dep. £160. Telephone Mr. Brown—Bolton 61023 (9 a.m.-5 p.m.).
- CHUMMY AUSTIN**, breaking, spares. Also A30 engine complete. £22. 26, Kingswood Road, Longbridge, Birmingham.
- ALVIS AND ARMSTRONG**. 1932 12/50 Alvis tourer. Exceptional condition. History. £125. 1936 Armstrong 20-h.p., one owner to 1958, stored since. Very impressive. About £50. Tel.: Colindale 0507.
- M.G. TD**, 1950, white. M.O.T. tested. £295. Tel.: CRO 0746.
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- 1936 BENTLEY 3½**. Extremely elegant Thrupp sports saloon. Engine completely overhauled last winter, including all new bearings, pistons, sleeves, etc., etc. All good tyres, excellent chrome. Seat covers and new radio. A bargain at £325 o.n.o. Also 1934 Park Ward saloon at present having new clutch and decoke. £250. Platt, Isfield, Nr. Uckfield, Sussex. Tel.: Isfield 213.
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- 20/25 Offords** sedanca coupe, 1934 series. Unusual and pretty coachwork, in fair condition with reasonable chassis, again realistically priced at £165
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- 4½ MX (overdrive)** series, 1939, Park Ward sports saloon; last owner 7 years, bills for over £700 since '56. Genuine mileage 120,000. Repainted and new head-lining, etc. £485
- 3½**, 1936 series sports saloon by A. Mulliner. One owner and indicated mileage of 90,000, possibly genuine. Much above average condition. £345
- 3½ Park Ward** sports saloon, 1935; far above average condition; recent bills for over £400 on body and chassis. A very good 3½ at £265

- ALVIS 4.3** sports saloon, 1937. In very sound order throughout. £175
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- BORGWARD "60"**, 1955, one owner, recent engine overhaul and repaint. Radio, etc. £385
- DELAGE D.6-75** sports saloon, 1938. In good order throughout. £100
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- JAGUAR Mk. VII "M"** Automatic, 1956. Black with red trim. Motorola radio. An extremely good, well-kept specimen at a sensible price. £385
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- M.G. TC**, 1946. Engine reconditioned 3,000 ago. Brakes just relined. Excellent mechanical good tyres. Very rapid, neat, sound sports M.O.T. Sacrifice at £220. Might haggle. B. Cash, 12, Brock Street, Bath, So.
- A BEAUTIFUL SIGHT**, in blue and white, less 16/80 Lagonda. Runs well, new water pump. £150. King, 22, Malden Avenue, S.E.14. ADD 8303.
- 1931 MORRIS-COWLEY**, one owner since 1929. Passed M.O.T. Any reasonable offer. Cresswell, St. John's Road, Gosham, Portsmouth.
- ALVIS TA14**, 1950. Green. Radio, heater, resprayed; maintained by enthusiast, body exceptional. £220 o.n.o. Jenkins, 13, Avenue, Melton Park, Newcastle, 3. Tel.: open 2671.
- ROLLS-ROYCE SPARES** clearout. Several Ghost, 20-h.p., 20/25-h.p. parts. Space r. Cleveland Cottage, Hoarwithy, Hereford. Carey 279.
- M.G. VA 1½-LITRE**, 1939, coupé. Excellent condition throughout following extensive overhauls. Fast, economical. M.O.T. certificate. Wing Cottage, Woodcock Lane, Hordle, Tel.: New Milton 2669.
- 1925 BULL-NOSE MORRIS-COWLEY 2½** Doctor's coupé. Stored for 19 years; meticulously restored to original condition, new tyres; M.O.T. test; ready to drive away. Spare engine £325 or nearest offer, or will exchange for 4-seater tourer, e.g., A.C., Alvis, Rolls, Bentley, Lagonda, etc. Box No. K.245.
- M.G. TC**, 1947. Cream, Vynide hood, heater, rear. Many other extras in this perfect example. M.O.T. certificate. £220 o.n.o. West, 9, Flower Road, S.W.11.
- ASTON MARTIN 1½-LITRE** short-chassis 4-seater. Engine completely rebuilt, brakes re-sprung, reser, lightened flywheel. Rechromed, sprayed. New batteries. £325 o.n.o., complete exchange. Preston, 8, Mutton Hall Lane, Hfield, Sussex. Tel.: Robertsbridge 303.
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- ALVIS 3-litre** sports saloon, 1952. Radio, htr., spots. Maroon. Bills, engine and clutch recent new bits various. £275.
- LAGONDA 2½** sports saloon, 1950. All-aluminium all-independent; twin o.h.c., twin S.U.s. 1 b.h.p. Blue, ivory interior. £265.
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- CITROEN Light Fifteen**, 1952 ... £205
- ASHLEY 750** 2-seater ... £125
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- BROOKLANDS RILEY**. Well-known car, very potent. Fitted 1½-litre engine: many mods. Complete with spares. Leg room limited, about 5 ft. 9 in. driver would suit. £290 o.n.o. Details: Box No. K.271. [1271]
- RAILTON 16.9 SPARES**, some reconditioned, for sale. John Quick, Bampton, Oxford. [1035]
- M.G. TD, 1953**. Two owners, 40,000 miles. Every extra. Absolutely beautiful. Best offer over £300. G. Atkinson, Markington, Harrogate. [1960]
- TR3, 1957**. 38,000 miles, in superb condition. Never raced or rallied. History available. Tonneau cover, heater, overdrive, discs on front, "X"s all round. For quick sale, sacrifice £525. No offers. Tel.: Haslemere 4291. [1272]
- 1937 4-LITRE BENTLEY** engine and gearbox, complete all accessories, £45. Wilcock, Swandean Cottage, Arundel Road, Worthing. [1273]
- MORE RELIABLE THAN** any girl friend, M.G. PA, good tyres, all weather equipment, tonneau. About £95. Lavey, "Pilgrims," Bramble Lane, Sevenoaks, Kent. [1275]
- M.G. MAGNETTE** saloon, 1955. Complete engine overhaul February. Good bodywork. New "X"s, heater, spots, wing mirrors, etc. £375. Tel.: SPEEdwell 0394. [1276]
- AUSTIN NIPPY, 1933**. Alloy head, large sump, Bowdenex brakes, good hood. £55 o.n.o. Lockwood, The Homestead, Stretton on Dunsmore, Rugby. [1277]
- M.G. NA MAGNETTE**. Polished NE engine. Rear axle, brakes overhauled. S/beam headlamps. Re-upholstered. M.O.T. cert. Seen evenings after 6.30 p.m. £135 o.n.o. Holmes, 166, Chastilian Road, Dartford, Kent. Tel.: 26062. [1278]

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- LAGONDA, 1952/3, 2.6 d/h coupé**. Good condition. £265, or sports car in p/exchange. Oak-Trees, Stevens Lane, Claygate, Surrey. Tel.: Esher 4032. [1290]
- HOTCHKISS, 1949, Paris-Nice saloon**. Excellent. £150, or sports car in p/exchange. Oak-Trees, Stevens Lane, Claygate, Surrey. Tel.: Esher 4032. [1291]
- WHITE ROCHDALE G.T.** Red interior. Cost over £600. Stage IV tuned engine. Completely finished and trimmed. Every possible extra and modification. Must go. Owner left country. Garage lease run out. First reasonable offer. Pritchard, 8, Mulberry Close, E.4. Tel.: SIL 6477. [1294]
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- ALVIS FIREFLY, 1933, d.h.c.** Engine, hood sound. Gearbox noisy, body tatty. Reliable. £45 o.n.o. Aley, "October," Glentrammon Road, Green Street Green, Orpington, Kent. [1304]
- ALVIS, 1932, 12/6 Beetleback**. Engine reconditioned, M.O.T. 11, Chartridge Lane, Chesham, Bucks. Tel.: Chesham 8486, office LAN 1501. [1305]

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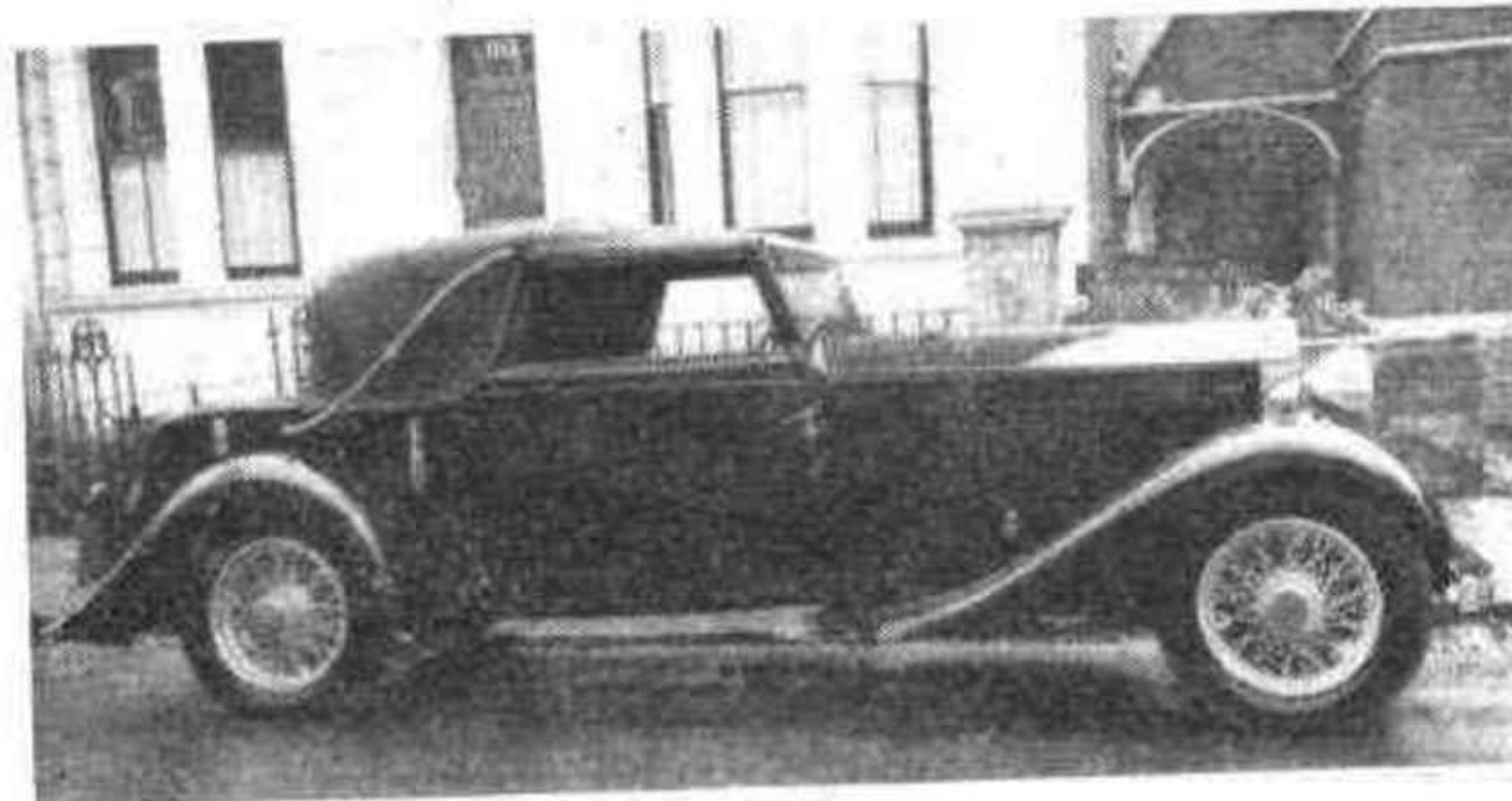
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- ASTON MARTINS**. Choice of one **International** and one **2-litre** short-chassis model... From £240
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- 1961 TVR GRANTURA 1600, finish metallic dark red/black leather. Superb car. Director's personal transport. Many extras. 0-60, 10 sec. 112+ m.p.h. Sale solely due to change of car at 6-monthly intervals. 6,000 miles only. Guaranteed as new. £895. H.P. arranged. Box No. K.193. [1193]
- M.G. TA, 1938. M.O.T. certificate. £135. 4. Spa Grove, Lupset, Wakefield, Yorkshire. [1194]
- KN MAGNETTE, open four. Detail attention needed. £60. F.N./B.M.W. 319 cabriolet 2-seater. K.O.s, hydraulics, exposed con-rod! £35. Both bodily good. Ricketts, "Crantock," Carsons Road, Mangotsfield, Bristol. [1195]
- BROUGH SUPERIOR DROPHEAD. New rings, valves. MOT test. Good hood. Start haggling at £65. Suitable for long leave. Offers, Box No. K.196. [1196]
- 198 GNS! XK120 Super Sports, late 1951. Re-sprayed ivory. Radio, twin exhausts, Michelin "X," etc. Taxed. Ridiculously cheap. Tel.: Ascot 1117 (evenings). [1198]
- ALUMINIUM INDUCTION STUBS. All Morris Minors, Ford 8, 10, 100E. 30s. pair. Garage, 63, Melbourne Street, Derby. [1199]
- M.G. TC, 1947. C. High-compression engine, large twin S.U. carburettors, special exhaust manifold and box, Countryman rear tyres. £200 o.n.o. Tel.: CHA 6024 (day), MIL 4507 (evenings). [1200]
- FRAZER NASH Le Mans, speaks for itself, near mint throughout. Owner going abroad. £720. Box No. K.201. [1201]
- LANCHESTER TEN Mulliner saloon, 1934. Mechanically excellent. £55. Bullard, 19, West Ridge, Bourne End, Bucks. [1202]
- HERON DE LUXE fibre glass 750 body, unused. Bonnet, doors, boot, head-lamp inserts, floor, scuttle, etc. White. Cost £108. Must sell. Best offer. Jenkins, 248, Oxford Street, Swansea. Tel.: 54346. [1203]
- XK140, 1955, roadster, Carmen red, red leather upholstery. Hard- and soft-tops. Tonneau cover in red Vynide. Twin Flame-throwers, heater, washers, twin exhaust, Mich. "X," booster brakes, turbo disc and other extras. Maintained regardless of cost. Very fast in really good condition. Taxed. £550. Hill, 14, Melville Court, Shepherds Bush, W.12. [1204]

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FOR SALE—continued

- ASHLEY BODY, hard-top and sidescreens, light with full mod. chassis to fit, for 750. £45. Cross flow rad. and header, £8. 3, New Street, Daventry Northants. [120]
- 1954 VOLKSWAGEN de luxe saloon, immaculate condition; fog-lamp. £365. Recently acquire wife and family necessitates sale. 10, Harris Road Stoke, Coventry. [121]
- 1928 ALFA ROMEO 1500 twin-cam. M.O.T. Non-original body, hence £135 o.n.o., or exchange potent Riley. 25, Woodside Avenue, Wistaston Crewe, Cheshire. [121]
- ALLARD, 1948, 2-seater. Ford V8 engine. Twin spots, etc. Certificate. At present wasted on daily creep to office. Nearest £90. Tel.: Ewell (Surrey) 4753. [121]
- FAMILY? My 1958 Simca Aronde 2-door estate car offered at £285. Tel.: Tolleshunt D'Arc (Essex) 247. [121]
- ROESCHE TALBOTS. 1936 B.D. 75 (used 1960). 1933 A.W. 75 (restorable). Worth more—tyres—spares. £25 (lot). Questover, Exbury Road Blackfield, Hants. [121]
- MORGAN 4/4 Series II, 1959. Excellent condition only 5,500 miles. £425 o.n.o. Earle, 1, Centre Terrace, Alnwick, Northumberland. [121]
- JAGUAR MARK V 3½-litre saloon, colour dark green. Registered 1956. Engine, brakes overhauled recently, new tyres, battery. Two owners. Prefer sell enthusiast. £120 o.n.o. Tel.: BARNE 6861. [121]
- ROLLS-ROYCES: One 1926 Phantom I with hearse body in good condition, also 1931(?) 25/30 Hooper aluminium saloon with disreputable body. Tyres reasonable and both good runners. £45 each or will break if more profitable. 38, The Mall, Montrose. [121]
- LAGONDA 2-LITRE, 1930, Speed Model. Excellent and original. £160. 90, Hare Street Springs, Harlow. [121]
- CROSSLEY SHELSLEY, 1929, 2-litre saloon. M.O.T., taxed. Photograph in June issue. Complete spare car, many spares, tyres. £68. Polyblank, 3, Brewery Road, Bromley. [121]
- LANCIAS. Dismantling Lambda, Dilambda, Augusta and Aprilia. "Nardi" twin carb. manifold and large-bore Aprilia engine. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [1220]
- LANCIA APRILIA, 1939. Mechanically sound, new battery and tyres; resprayed, new upholstery. Passed M.O.T.; taxed. £185 o.n.o. Boulton, Grange, Reddings, Cheltenham. [1221]

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- Austin Healey Sprite, 1961. White. 9,000 miles only £565
- Austin Healey Sprite, 1960. Red. Htr., r.-c'nter, etc. £525
- Austin Healey Sprite, 1961. Grey. Htr., etc. Spec. £565
- Austin Healey 100/6 BN6, 1958. O'drive, wire wh'ls £645
- Austin Healey 100/4, 1955. White. O'drive. Spec. £465
- Austin Healey 100/4, 1955. Green. Hard-top, o'drive, w/wh'ls £445
- Jaguar 2.4 sal., 1956 Nov. Radio, etc. Superb condition £565
- Jaguar 2.4 overdrive sal., 1958. White. Many extras. Unm'ked £825
- Jaguar 2.4 overdrive sal., 1957. Blue. 1 owner. Immaculate £645
- Jaguar XK150 f.h.c., 1958. Grey. Disc brakes, o'drive, radio £895
- Jaguar XK120 f.h.c. B.R. green. Unmarked. Many extras £375
- Jaguar 1½-litre, 1947, sal. Metallic blue. Well maintained £95
- M.G.-A Roadster, 1956. Radio, luggage carrier, htr. Superb £495
- M.G.-A R'dst'r, 1958. Red/black. Htr. Fine example. All extras £615
- M.G.-A R'dst'r, 1959, 1600. Red. Wire wheels. Very attractive £695
- M.G. TF 1,500 c.c., 1955. Red. New hood, tonneau, htr. Superb £475
- M.G. TD, 1953. Red with black hard-top. Htr., flashers, etc. £395
- M.G. TD, 1953. Red. £100 bills available for inspection. Extras £375
- Triumph TR3, Oct.'56. O'drive, radio, Works replace. engine £495
- Volkswagen de luxe sal., 1961. Light blue. As new throughout £645
- New Skoda Octavia sal. Blue. Reclining seats, all independent £606

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60 M.G. 1600 coupé ... £735	53 S/Talbot 90 sports sal. £325
58 Borgward TS75 ... £675	53 Rover 75 saloon ... £295
58 Aus. Healey 100-6 spts £645	54 Minor convertible ... £285
58 Sunbeam Rapier sal. ... £595	54 Consul saloon ... £285
57 Jaguar Mk. VIII Auto. £595	56 Ford Anglias, from ... £285
56 Rover 90 saloon ... £525	54 Austin A40 coupé ... £275
58 Zodiac convertible ... £525	52 Riley 2½ sports saloon £265
59 Anglia saloon, 2 from £495	54 Jaguar VII ... £265
55 XK140 coupé ... £495	50 S/Talbot 80 sports ... £259
58 Zephyr convertible ... £475	53 Zodiac and Zephyr ... £255
58 Metropolitan coupé ... £450	49 Rover 75 sports saloon £235
59 Dauphine, choice from £395	54 Standard 8, 2 from ... £195
54 TR2 sports ... £375	36 Lagonda 4¼ sports ... £185

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AUSTIN HEALEY Sprite Mk. 2, June 1961. One owner, 3,000 miles from new. This superlative example is barely run-in, and is quite without blemish in sky blue with dark blue upholstery. Equipped with heater, washers, sun visors, tonneau, wheel trims, wood-rimmed wheel, seat covers, etc. Cost originally over £750, now £695



MORGAN Plus Four, 1961 2-seater. This immaculate car cost £1,350 only a few months ago, and is unmarked in midnight blue with black interior. Fitted with full Lawrence-Tune engine, twin Webbers, special exhaust, disc brakes, wire wheels, tonneau cover, wood-rimmed wheel, RS5 tyres, etc. One owner, 5,000 miles only £975



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JAGUAR XK140, 1955 fixed-head coupé. A delightfully smooth one-owner example, finished in French grey with matching leather trim. Fitted overdrive, twin spots, heater, etc. £565

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TRIUMPH TR3A, 1959 2-seater. A low-mileage example in pearl white with black upholstery. The equipment includes disc brakes, overdrive, radio, heater, twin spotlamps, screen-washers, wing mirrors, etc. £695

A.C. Ace, 1955 2-seaters. Choice of two very much above average cars, in dark green, or red. Both with beige upholstery, tonneau, wire wheels, "X" tyres, Alfins, etc. From £595

AUSTIN HEALEY Sprite, 1959/60 2-seaters. A selection of three hand-picked examples in pale blue, cherry red, or leaf green. All one owner only from new. With heater, tonneau, rev.-counter, etc. Attractively priced From £465

JAGUAR XK140, 1955 drophead coupé. Gleaming black with red leather upholstery, and fitted with radio, heater, wheel-trims, "X" tyres, screen-washers, etc. £525

MORGAN Plus Four, 1960 series 4-seater tourer. One owner, 17,000 miles only since new, and in superlative condition in British racing green with white trim. TR3A engine, disc brakes, radio, heater, full-length tonneau cover, etc. £765

SUNBEAM Alpine, 1960 2/4-seater. Two owners from new, this is a beautifully cared-for example, finished in French grey with red interior trim. Fitted wire wheels, overdrive, radio, heater, "X" tyres, screen-washers £835

M.G.-A, 1956 2-seater. 35,000 miles from new. In jet-black with red upholstery, and equipped with heater, "X" tyres, specially fitted exterior door handles, spotlamp, etc. £445

AUSTIN HEALEY 100/4, 1954-55 2-seaters. Choice of three very attractive cars, in black with white interior; in pale blue; or in smoke grey. All are fitted with hard-top, heater, wire wheels, overdrive, etc. From £395

TRIUMPH TR2, 1955. This example is a little faster than most, finished in white with matching hard-top, and red trim. Fitted twin spotlamps, "X" tyres, washers, dashboard clock, wheel trims, etc. £395

AUSTIN HEALEY 3000, Sept. 1960. One owner, 9,000 miles only. Quite unblemished in white with black interior. Wire wheels, disc brakes, overdrive, RS5 tyres, heater, tonneau, £965. Also one other 1960 series example, in jade green, equipped with various extras, at £865

M.G. TF 1250 and 1500, 1954/55 2-seaters. A 1250 in ivory with red interior; and a 1500 in dark red with matching trim. Both cars have various extras, and are sensibly priced From £375

TRIUMPH TR3A, 1958 2-seater. Unmarked in lilac with pale grey upholstery. A very fast and exceptionally well-maintained car, fitted with disc brakes, "X" tyres, heater, twin spotlamps, Marchal headlamps, reversing lamp, etc., £635. Also a 1959 2-seater finished in pale blue, with grey trim At £635

SUNBEAM Alpine, 1960 2-seaters. Choice of two further, one-owner, cars, very attractive in red with black interior; or in Sherwood green. Both with disc brakes, heater, etc. From £765

AUSTIN HEALEY 100/6, 1957 2/4-seater. In signal red with black side panels and red upholstery. Twin exhausts, overdrive, twin spotlamps, screen-washers, etc.; recently fitted new tyres all round £565

M.G. TD, 1951-53 2-seaters. Always in stock are two or three hand-picked cars. At present we have two examples, in red or in pale blue, both with the usual extras Priced from £295

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G.T. AURELIA sacrifice. Special and perfect example. Higher-gear steering. 21½ cwt. weight-bridge ticket. Converted to 4 seats. Ramponi-overhauled engine. Stiffened front-end. £625 o.n.o. (possibly H.P.). Box No. K.306. [1306]

1954 VW. Beige. With West Essex conversion. £350. Kellard, 62, Central Hill, London, S.E.19. Tel.: GIP 4151. [1307]

ALVIS, 1953, TA21 3-litre saloon. Maroon. Excellent condition. £325 o.n.o. Gascoine, "High Trees," Diamond Ridge, Camberley. Tel.: Camberley 903. [1308]

ROLLS 20/25, 1931, estate car. Adapted to sleep two behind front seat. Extra tyres, tubes. £100. Tel.: Watford 31228. [1309]

RILEY MONACO, 1937. Preselector gearbox, automatic clutch. Reliable. M.O.T. tested. £40. Evenings. 28, Bridle Road, Maidenhead, Berks. [1310]

TRIUMPH GLORIA. First-class mech. condition. Engine, clutch, steering, brakes, wiring, etc., overhauled. Six-cylinder, twin-carb., 24 m.p.g. M.O.T. £80. 77, Hermitage Woods Crescent, Woking, Surrey. [1311]

ROLLS 20/25, must be best Rolls bargain this month. First £125 secures 1935 seven-seater. Smart, mechanically excellent, economical, well shod, all instruments work; taxed; M.O.T. Nothing more to spend. 3, Hyde Lane, Pimlico, Hemel Hempstead, Herts. Tel.: King's Langley 4413 (evenings). [1312]

TC M.G., Dec. 1949. Red. In perfect condition with extras. £275 o.n.o. 41, Crutchfield Lane, Walton-on-Thames. Tel.: 26512. [1313]

MINX MK. 6, September 1953. Superb condition, absolutely reliable, and very pretty in Fiesta blue, with fawn upholstery and excellent chrome. Fitted screen-washers, wing mirrors, heater, two new tyres. Mileage 47,000 only. Taxed. New car imminent. £248, offers. Baldwin, Tel.: Hornchurch 42448 (mornings). 111, Keene Way, Galleywood, Chelmsford, Essex (evenings). [1314]

BENTLEY, 1936, 4½ Park Ward sports saloon, duogrey. Recent rebore and complete engine overhaul, new battery, tyres. M.O.T. £300. Brewer, "Arden," South Hill Avenue, Harrow. Tel.: Byron 5107. [1315]

1937 A7 NIPPY. Hydraulic brakes, 15-in. wheels. Two new tyres and main-end bearings. Resprayed. Quite smart. £90 o.n.o. M.O.T. 86, Upper Tulse Hill, Streatham, London. [1316]

TRIUMPH TR2A, 1955. Blue. TR3A grille, overdrive, heater. Absolutely faultless. Three months' guarantee. £415. Must sell, M.G.-A delivered. Inquiries answered. 39, Bartholomew Road, Cowley, Oxford. [1317]

OFFERS FOR 99 MOTOR SPORT, 58 *Motor Racing*, 30 *Autocourse*, 18, Barton Road, Sheffield, 8. [1318]

1951 CITROEN Light Fifteen. Nice condition. £140 o.n.o. Tel.: THO 2916 (evenings). [1319]

VOLKSWAGEN, 1959, R.H.D., de luxe. Grey. American bumpers, screen-wash, flashers. Immaculate. £465. 49, Khama Road, S.W.17. [1320]

FORD "T" ONE-TONNER, 1926. Recently completely restored with original overdrive. Just completed 700-mile journey trouble free. £120 o.n.o. Lucas Farm, White Roding, Dunmow, Essex. [1321]

BENTLEY, 1924, Red Label. Regular use. £230 o.n.o. Chandler, Tel.: St. Albans 55058. [1322]

1958 VOLKSWAGEN de luxe. Diamond grey. Ex. cond. Screen-washers. £450. 79, Haig Avenue, Rochester, Kent. [1323]

LANCIA APRILIA. Eagle d.h.c., 1937. M.O.T. £95. 63, Mottram Old Road, Stalybridge. Tel.: 2740. [1324]

1948 LANCIA APRILIA, Series II. Beautiful Farina saloon. Fitted reconditioned engine, new Michelins, battery. Radio, heater, turbo discs. Bargain £285, or exchange smaller-bodied car. Tel.: Abinger 335 (Surrey). [1325]

ALLARD TOURER, 1948, good condition. M.O.T. 90 m.p.h., 20-25 m.p.g., for only £85 o.n.o. Wardle, 10, Malcolm Street, Cambridge. [1326]

1926 JOWETT 2-seater. Sound, original. New hood, tyres, etc. Tested, taxed. £50. Creswyke House, Moreton-in-Marsh. Tel.: 2151. [1327]

1961 "SPECIAL," fitted with red Falcon Mk. II sports/racing body, fully reconditioned 960-c.c. o.h.c. twin-carb. engine, cost over £300. Offers about £150 or terms arranged. Tel.: Mossheights 9193 (Glasgow). [1328]

REAL M.G. MIDGET—P-type. Must sell, N.W. Kent area. Must gold spent. Ideal for beginner or enthusiast. Send for detailed specification. Box No. K.329. [1329]

RILEY 1½, 1939. Very good. Tested. New tyres. Offers. Eley, 6, Goodwood Road, Wollaton, Nottingham. [1330]

RILEY 9-h.p. BROOKLANDS chassis frame, with excellent radiator, 1100 engine, Laystall crank five Martlet pistons, 12:1 or 9.5:1 with plate, cross-ported bronze head, 4-track, 4-needle, Amals. Special racing camshafts—roller tappets, 7,000 r.p.m. Close-ratio gearbox, lightened clutch. Winner of "1932 Duke of York's" race, lapping at over 111 m.p.h. Would split. Offers. Clarke, 31, Southbrook Road, London, S.E.12. Tel.: Lee Green 8904. [1331]

FOR SALE—continued

1953 MORGAN Plus Four. £315. New hood. Good condition. 191, Fair Oak Road, Bishopstoke, Eastleigh, Hants. Tel.: Eastleigh 2098 (between 8 a.m. and 6 p.m.). [1332]

MORGAN PLUS FOUR 4-seater, 1954. Reconditioned engine 8,000 miles, new steering; tonneau cover, spot lamp. Good condition throughout. £365. Row, 33, Dartmouth Road, Paignton. [1333]

PROBABLY CHEAPEST advertised. Roomy 1934 Vauxhall "Big Six." JN 4500. Approximately £20. Tel.: GRE 4287. [1334]

RILEY LYNX 9/34. Reconditioned engine, gearbox, back axle. Good body. New hood. M.O.T. cert. £100 o.n.o. Mallett, 122, Axminster Road, Holloway, N.7. (Two knocks.). [1336]

TWO AUSTIN 12/4 1928 fabric., M.O.T. cert. 1926 Clifton tourer, half rebuilt. Also 1928 Hillman Fourteen coupé, M.O.T. cert. Brown, 79, Greenhills Road, Eastwood, Nottingham. [1337]

DAIMLER, 1939, 2½ sports saloon. M.O.T., taxed, insured. Mechanically sound. £80 o.n.o. Morgan, 96, Heol Morfa, Giant's Grave, Briton Ferry, S. Wales. [1338]

1939 VA M.G. d.h.c., in good condition. Offers, or exchange considered. 18, Harpers Hill Estate, Nayland, Colchester, Essex. [1339]

VOLKSWAGEN, reg. 1954, L.H.D. Reconditioned gearbox and axle at Main Agents. Excellent condition. £110, or near offer. 129, Greatwood Avenue, Skipton. [1340]

1928 2-LITRE LAGONDA spares. Engine, gearbox, back, front axles, starter, dynamo, mags., carbs., etc. R. Crouch, The Bungalow, Lubenham Lodge, Gumley, Market Harborough. [1341]

100E E.B. SPECIAL, 3,000 miles. Box chassis, i.f.s., c.r. gears, 4.4, 15-in. wheels, "X"s, hydraulic brakes, detach. hard-top, racing wheel, heater. Fully trimmed. £275. Manchester, Tel.: DRO 2740. [1342]

ALVIS SILVER EAGLE 16.95-h.p. saloon, 1931. Excellent condition throughout. M.O.T. cert. Taxed June '62. £75. Sutton, 37, Priory Road, Sale, Manchester. [1343]

1935 BENTLEY sportsman's saloon, 3½-litre, in excellent condition (bills for over £100 this year: new clutch, rechroming, respraying, etc.). Value approx. £200. Would sell or exchange with cash adjustment either way, for S.S.100 3½-litre Competition, Bugatti, Riley Imp, Invicta 100 m.p.h. or similar sporting machinery in immaculate condition. J. W. Bearby, 24, St. Paul's Road, West Hartlepool. [1344]

1928 SINGER saloon, 8 h.p. Good all round condition. Plus complete car for spares. £35. Stevens, 53, Dartford, Corsley, Nr. Warminster, Wilts. [1345]

BENTLEY 3-LITRE tourer, January 1922. Chassis '34. One of the oldest, in good condition. £265. Exchange TC or similar. 8, Manor Close, Cossington, Bridgwater, Somerset. [1346]

HISPANO-SUIZA tourer, 6½-litre, 1933. Resprayed and re-upholstered last month. Superb condition. £485. Exchange considered. Tel.: Chilton Polden (Somerset) 491. [1347]

1938 LANCIA APRILIA, exceptional condition throughout. Many extras. Best offer. 81, Hungerford Road, Crewe. [1348]

3-LITRE LAGONDA, 1933, short sports 4-seater tourer. Immaculate bodywork, new carpets and trimming. Rebuilt gearbox, new rear axle. Engine tip-top form. New carbs. giving 24 m.p.g. £275 o.n.o. Norris, "The Haven," Mockbeggar, Nr. Ringwood, Hants. [1349]

M.G. PA 2-seater, 1935. M.O.T. Completely rebuilt and retrimmed. In excellent order throughout. Wood-rimmed wheel, comprehensive dash, 4-branch exhaust, etc. Suit young connoisseur. £100, no offers. Wise, "Doveleys," Rochester, Staffs. [1350]

RILEY MERLIN engine and Armstrong preselector, £15 o.n.o. Wanted: Sprite series inlet camshaft and two 12/4 rocker covers. Stiling, 517, Bath Road, Saltford, Bristol. [1351]

1934 ROLLS-ROYCE limousine, 20/25 h.p. Good condition. £140 o.n.o. Mrs. Wamsley, Valence Farm, Ickleton, Cambs. Tel.: Great Chesterford 207. [1352]

LANCIA ARTENA drophead for sale. 1935. Engine overhauled 2,500 miles ago, good condition. £75. 1951, registered 1959, Volkswagen convertible, l.h.d., £150. Both above cars to be seen at 63, Cambridge Street, Godmanchester, Hants. [1353]

RILEY LYNX 2-seater. Excellent condition. £100 o.n.o. Mitson, 38, Alleyn Road, Dulwich, S.E.21. Tel.: GIP 1943. [1354]

FOR TR2. Pair Alfins, £9. P.V.C. hood and irons, £7. P.V.C. tonneau, £5. Set competition plugs, 10s. Pair competition needles, 6s. Pair new racing overalls (med.), £3. 7-in. Lucas spotlight, 30s. Herbert Johnson helmet (74), used once, £4. Pair goggles (clear and smoked lenses), £1. Sherriff, 3, Cambridge Avenue, London, N.W.6. [1355]

LAGONDA 2.6 saloon, 1951, mechanically excellent except broken con.-rod to Vantage engine. All mods fitted. Sound spare engine ready for fitting. Good tyres, etc. Bargain for enthusiast. £175. Errington, Ford, Chippenham, Wilts. Tel.: Castle Combe 231. [1358]

FOR SALE—continued

BARGAIN, as room wanted, 1936 Rolls 20/25. Good condition. £150. Tel.: Franklin 1666 (Croydon). [1356]

RILEY NINE SPECIAL, 8,000 miles. Fibreglass shell, folding screen, boot, Cromard liners, 6.9:1, twin S.U.s, water pump, E.N.V. box, 16-in. K.O.s, tyres and battery good. Doctor Clyno, Tel.: BEL 4343. [1357]

1928 SUNBEAM 16.9-h.p. tourer. Two owners only. Recently refinished in grey and black. Excellent condition throughout, but hood requires attention. Many extras; M.O.T. test certificate. £100 o.n.o. Chamberlain, 94, Woodlands Road, Isleworth, Middlesex. Tel.: ISL 7680 (evenings and weekends) or ISL 4928 (daytime). [1359]

RILEY 9-h.p., 1937, Monaco. Recon. engine, dynamo, king-pins, 10,000. M.O.T. £45. Breaking 1936 Kestrel 9-h.p. Foster, Little Garston, Bolney, Sussex. [1360]

1958 REG. STUDEBAKER Farina Starline coupé, beautiful body lines, 1960 condition. Spots, radio, heaters, turbo discs, expensive rally lamp. £550, H.P. available. 2, Finch Close, Liverpool, 14. [1361]

JANUARY 1960 white Sprite, red trim. Under-sealed from new. Heater, tonneau, twin spots, windtones, "X" tyres, w/s. washer, sliding screens, laminated windscreen, and other extras. Maintained by sole owner/driver, 28,000 miles, rallied once only (a small club affair). £485. F/O. Oulton, R.A.F., Swinderby, Lincoln. [1362]

TYPHOON FORD, space frame, hood; new tyres, steering; brakes, clutch relined; wheel trims. Tel.: Eirstree 1483. [1363]

'53 JAVELIN, rebuilt '60 at cost £250. R4 Jupiter engine, immaculate. £260 for quick sale. Box, 3, Redhills, Arnsdale, Carnforth, Lancs. [1364]

RILEY NINE KESTREL, 1935. Twin S.U.s, rebuilt preselector, new mains, big-ends. New battery. 500 tyres. M.O.T. cert. £85 o.n.o. 45, Jersey Road, Hounslow, Middlesex. Tel.: HOU 0421. [1365]

FULLY-TUNED FORD motor. New recon., two S.U.s, all lightened and polished, etc. Offers to Lay, 184, Oxford Road, Abingdon, Berks. [1366]

1959 500 BERKELEY de luxe. Immaculate condition, metallic lilac. Leather seats, modified air grille. Run with MoS₂ "Addi-mix" oil; 80 m.p.h., 50 m.p.g., 17,000 miles. Comprehensive insurance £15. £355 o.n.o. Coombs, 43, Felbridge Avenue, Stanmore, Middlesex. Tel.: Harrow 6954. [1367]

1957 M.G.-A roadster. Red. Radio, heater, fogs, spot, reversing lamps, luggage rack, Michelin "X"s. £475. Constable, 28, Waddon New Road, W. Croydon, Surrey. [1368]

1936 1½ RILEY LYNX, Immaculate condition, £200 o.n.o. Statton, 52, Sunrising, Looe, Cornwall. [1369]

SPECIAL 750, built 1961. All units reconditioned. New i.f.s., wheels, tyres, etc. Speedex Silverstone body. Mileage only 1,500. £150 o.n.o. Tel.: Twickenham Green 4547 (after 6 p.m.). [1370]

ROLLS-ROYCE 20/25 (1934) Hooper limousine. Excellent condition. Taxed. £185 (offers). 113, Park Road, Worthing. [1371]

D.K.W., 1952, MEISTERKLASSE (registered England 1958) station wagon, l.h.d. (like Sonderklasse). Radio, heater. £125. Taylor, 74, Hesketh Crescent, Erdington, Birmingham. [1372]

JOWETT JAVELIN, Ravaged of engine, gearbox and shockers but in towable condition. Is in my way. First £7 10s. secures. Tel.: Field End (Middlesex) 7416. [1373]

1923 ROLLS-ROYCE Silver Ghost hearse, £135. 1955 Jaguar XK140 coupé, bargain £295. 1947 Bristol 400, 85C engine, giving away, £120. 6, Warren Drive, Bridge Park, Newton le Willows (Tel.: 2530), Lancs. [1374]

AUSTIN SEVEN RUBY saloon. One of the last made. Engine, steering, brakes overhauled. Sliding roof, check springs. £60. 30, King's Road, Barnet. Tel.: Barnet 6628. [1375]

M.G. PB. Passed test, mechanically good, body poor. £50. Bob Jones, Alberbury, Shrewsbury. [1376]

NEW A.K.S. CONTINENTAL. All recon. or new parts. Trimmed. 15 in. "X"s. Unfitted hard-top. 4.7 c/w. £250. Tel.: Merthyr Tydfil 2752. [1377]

1172 FIBREGLASS SPECIAL. Professionally built 1961. Hood, wipers, 4.7 c.w.p., h.c. head. 2,000 miles. Immaculate. £195. Tel.: Sicklemere (Bury St. Edmunds, Suffolk) 317. [1378]

VOLKSWAGEN, 1954 body, R.H.D. Twin carbs., polished heads, large inlet valves. New dynamo, regulator and tyres. All new brakes and rear oil seals. Very attractive and reliable. £165. Purden, 22, New Church Road, Sutton Coldfield, Warwickshire. Tel.: SUT 4049. [1379]

DEEP-FROZEN TVR. Many components at great saving for prospective builder. 105E powered. Please write for details. J. Walter, 23, Broad Street, Alresford, Hants. [1380]

MAGNIFICENT VINTAGE (1930), very rare 6-cyl., o.h.v. Humber, in astounding condition throughout. Delivered anywhere in England for £75. Dr. Lister, Connor Downs, Hayle, Cornwall, or wire Hayle 3135. [1381]

FOR SALE—continued

- RILEY KESTREL NINE**, 1934. Lockheed 2LS hydraulics, twin exhaust cams; excellent tyres. In good all-round condition. £100. Tel.: Erith 33668. [1382]
- 1923 VINTAGE BENTLEY** 3-litre, Speed Model. Very good order mechanically and bodily. At reasonable price for condition. £350 o.n.o. Box No. K.383. [1383]
- GIVE AWAY** 1932 M.G. F-type Magna. 4-seat open tourer. Engine completely rebuilt two thousand miles ago. Mechanically perfect. Braking system dismantled. Highest offer between £3 to £20 by October 14th. N. Tunley, 97, Birmingham Road, Alvechurch, Birmingham. [1385]
- 1935 AUSTIN SEVEN** cabriolet. Good condition, with '37 engine. M.O.T. cert. Spare engine, gearbox, etc. £50. Tel.: St. Albans 53643 (evenings). [1386]
- HEALEY DUNCAN** saloon, 1948. Superb condition and appearance. Very low mileage since extensive mechanical overhaul, plus new steering, suspension, tyres, etc. Recellulosed. Fast, roomy, economical car in the best G.T. tradition. £250. Box No. K.387. [1387]
- LOTUS XI** Ford E93 Insurance. 103 m.p.h. Proctor, Ripley Court, Ripley. [1388]
- ROLLS 21-h.p.**, black. Sliding roof. £150. Wonderful condition. Proctor, Ripley Court, Ripley. [1389]
- RARE CITROEN** drophead Light Fifteen, dickey seat, 1939. V.G.C. "X"s, many new parts. M.O.T. £140 o.n.o. Anstiss, Nepicar Oast, Wrotham, Kent. [1390]
- TWO-SEATER MULLINER TOURER**, Austin 12/4, 1928. Very good hood, tyres, battery; engine just overhauled. Very original. M.O.T. test. £75. Merry Hall, Ashtead, Surrey. Tel.: Ashtead 4838. [1391]
- 1928 ALVIS TB 14/6** saloon. Quite good bodywork, mechanically fair. Good tyres. £35. Tucker, Byways, Market Way, Spalding, Lincs. [1392]
- M.G.**: Changed plans necessitate reluctant sale of immaculate TC, 1949, B.R.G., sparkling chrome. New engine 3,500 ago. Sound, faultless car. M.O.T. Photo available. Inspection invited. £295 o.v.n.o. Robinson, Castle Street, Astwood Bank, Redditch, Worcs. [1393]
- RILEY 12-h.p.** saloon, 1940. Synchro. gearbox. Rare job. Excellent. M.O.T. £75. 52, Grey Road, Liverpool, 9. Tel.: Aintree 8040. [1394]
- BREAKING M.G. PA**. No diff., head, steering box. Offers. Most good condition. Box No. K.395. [1395]
- TURNER 950**, 1960. 13,000 miles. B.R.G. Hard-top, heater. £500 o.n.o. Sismey, 33A, March Road, Wimblington, Cambs. Tel.: Doddington 441. [1396]
- MERCEDES-BENZ** saloon. R.H.D. 1937. Magnificent car. £100. 241, Penhill Drive, Swindon. [1397]
- DELOW**, 1954, 100E. Twin S.U.s, tonneau, hood. Excellent condition, never trialed. £295 o.n.o. Hoare, Tangle House, Hampton, Middlesex. Tel.: Molesey 166 (evenings). [1398]
- 1951 RILEY 2½** saloon. Black. Exceptional bodily and mechanically. £195. Sims, Russell Cottage, Littleton Panell, Devizes. Tel.: Lavington 2177. [1399]
- MORRIS-COWLEY** saloon, 1930. Basically sound but needs some attention. Runnable but not M.O.T. tested. £10. Write to: Smart, 61, Highfield Road, Blackheath, Birmingham. [1400]
- FIAT 1100**, 1952, saloon, excellent performance. £140. Taragher, 14, Barnard Road, Birkenhead. [1401]
- 1959 G.T. SPRITE**, 19,000 miles. Nearly £200 extras. 95 m.p.h. Excellent condition. Genuine reason for sale. £520. Dowgill, 2, Sunfield, Staningley, Pudsey, Nr. Leeds. Tel.: Pudsey 3580. [1402]
- VOLKSWAGEN DE LUXE**, 1956. Wessex converted. Fast, reliable, excellent condition. L.H.D. £365. Kaye, 23, Richmond Drive, Copthorne Park, Shrewsbury. [1403]
- M.K. II ZEPHYR** cylinder head assembly complete, including carb. and manifolds. 1,000 miles only. £13. "Winslade," Manor Road, North Walsham, Norfolk. [1403A]
- 110-M.P.H. FORD ANGLIA**, 100E, Willment o.h.v. conversion, four Amals, specialist tuned. Full racing modifications to suspension. New engine, brakes and rear axle 500 miles ago. Mint tyres. Extras include rev.-counter and overdrive. Outwardly an almost standard 1955 saloon but with fantastic performance and road-holding. Taxed and insured. Around £345. Dr. English, 26, Warwick Square, London, S.W.1. Tel.: VIC 3679. [1404]
- OXY-ACETYLENE**, complete welding equipment for sale. £13. Cordell, Tel.: MI. 6328. [1405]
- 1949 RILEY 2½** saloon. Excellent throughout. Recent overhaul. M.O.T. tested. Heater, "X"s, Haggle £170. Seen Stevenage or Leamington. Write J. M. Gibbs, "Delamere," Bishop's Itchington, Leamington Spa. [1406]
- 750 SPECIAL**, Speedex body, 90", completed. £60. 36, The Broadway, Hill Top, West Bromwich. [1407]

FOR SALE—continued

- 1933 T.T. REPLICA** (AMT 407). Green. Holder of Best-kept V.S.C.C. Nash Award, 1961. Retrimmed, real hide, New tyres, chains. Fast, absolutely original. Offers over £400 to Heard (Surrey), Tel.: Emberbrook 1356. [1408]
- A40 SPORTS**, 1952, convertible, Jensen aluminium body, recon. engine, S.U.s overhauled. New tyres; heater, washer, reversing lights. Body, paint, mechs. very good. £250. Thomas, 61, Dunloe Avenue, Tottenham, N.17. [1409]
- TR3A**, Nov. 1959, 1,500 miles only. Discs, wire wheels, "X"s, heater, occasional rear seat, tonneau cover, spot lamp, radio, ocelot seat covers, wing mirrors. Just resprayed deep blue. Pampered since new, genuine sacrifice (mortgage and all that!). Haggle around £700. 128, Heatherstone Avenue, Butts Ash Lane, Hythe, Hants. [1410]
- LANCIA APRILIA**, 1938, specimen motor car, previously owned by Forrest Lycett and maintained by McKenzie. Generally believed to have had only two owners since new. Engine overhauled to Lancia specification. Cost in the region of £70. Mileage since overhaul approx. 3,000. Fitted Weber carburetter, Scintilla magneto. Good tyres. General condition, bodywork and upholstery very fair. £175 o.n.o. Penn, Driftwood Cottage, Mill Lane, Taplow, Bucks. Tel.: Maidenhead 3591. [1411]
- TERRIER MK. II**, 100E balanced, tuned. Alloy head, flywheel, Dunlop R5s, c/r. gears. Full racing specification. £365. Ireland, 16, Morven Close, Potters Bar, Middlesex. [1412]
- HOTCHKISS A.M.80**, 1934, 3-litre sports saloon. Two drivers only since new. In first-class condition throughout. Everything original, including tools, handbooks in French and English. M.O.T. certificate. Seen Kent. Genuine reason for sale. £100. Tel.: Southborough 1578. [1413]
- ALLARD JR-TYPE**, fitted Jaguar "C"-type engine, i.f.s., de Dion rear. This is the ex-Tommy Sopwith car and very rapid. £225. Write in first instance to: Barrett, 30, Carlyle Road, West Bridgford, Nottingham. [1414]
- ROLLS-ROYCE**, 1931, 20/25, Mann Edgerton limousine. Black/grey. £125. Tel.: HAM 8579. [1415]
- MORRIS SPECIAL**. Beautiful red Sabre body. Banana exhaust, Rad. gauge. New hood. Side-screens, wood-rimmed wheel. £125 o.n.o. Jarvis, 19, Waverley Street, Nottingham. Tel.: 71291. [1416]
- AUG. '53 GREY** 2½ Riley R.M.F. saloon. Completely renewed mechanically and in first-class condition and appearance. Radio, "X" tyres. £385 o.n.o. Box No. K.417. [1417]
- XK140 d/h coupé**. Wire wheels, spots, heater, radio, etc. £499 o.n.o. Cheap sporty vehicle considered part exchange. Suzanne's Riding School, Brookside Drive, Harrow Weald. Tel.: Grimsdyke 3618 (evenings). [1418]
- M.G.-A**, Sept. 1956, black. New hood. Sound throughout. Offers over £400, terms can be arranged. Andrew, 19, Church Road, Oxley, Wolverhampton. [1419]
- 1951 HEALEY** Tickford. Carnation red/grey. New batteries, steering, brakes, suspension. Excellent throughout. £275. H.P. available. Garfield, Tel.: 2259 Bishops Cleeve, Glos. [1420]
- 1-LITRE GLORIA**, 1934, saloon. Extensively overhauled, 55 lb. hot. Body very good. M.O.T. Scintilla. £50 o.n.o. Baker, 4, Officers' Quarters, Ordnance Road, Enfield, Middlesex. [1421]
- MORRIS 10M SPECIAL**. Twin carburettors, h.c. head, enlarged valves. G.T. body. £175. Box No. K.422. [1422]
- M.G. J2**, 1933. Ford engine, gearbox, twin carbs, hydraulics. B.R.G. £90 o.n.o. Spares include Eight engine, rear axle. 1934 Singer, gearbox, diff., starter, etc. 5-19-in. wire wheels. Dawson, 31, Seymour Road, Wimbledon, S.W.19. [1423]
- 1926 VINTAGE CHUMMY**. Completely rebuilt and resprayed. new hood, battery, etc., plus many "750" spares. £65 o.n.o. the lot; will split or p/c. something with more "poke." Tel.: Beckenhams 2343. [1424]
- 1934 RILEY MONACO**, E.N.V. gearbox. Excellent all-round condition. M.O.T. £65. D. J. Birchall, Motor Engineers, Dorset Street, Luton. Tel.: 1232. [1425]
- TR2**. My sporting days are over! Business demands more stately form of transport. Thus TR2, 1955; reconitioned engine, heater, "X"s; white, red trim; excellent condition; is offered at £340 o.n.o. 4, Church Street, Welwyn, Herts. Tel.: Welwyn 4556 (after 7 p.m.). [1426]
- HARD-TOP** for B.N.1/2, black with new sliding screens. Unmarked. £30. Tel.: Southend 73020. [1427]
- 1930 LEAF** 4-seater tourer. Just completely rebuilt. £125. Chris Irons, Three Fields, Felten, Boxmoor, Herts. Tel.: Boxmoor 6846. [1428]
- FRAZER NASH-B.M.W. 319**; 2½-seater, cream, drophead. Twin carburettors, 2-litre engine top and bottomed. Regular use; very smart car in excellent condition. Over £100 required. Tel.: Sanderstead 6234. [1430]

FOR SALE—continued

- LAGONDA 2-LITRE**, 1931, Weymann fabric saloon. Excellent mechanically and bodily. M.O.T. cert. £150 o.n.o. 2, Victoria Street, Basford, Stoke-on-Trent. [1431]
- FORD POPULAR d/l**, 1960. Full Willment conversion engine. Modified suspension, brakes, etc. Radio, heater, s/belt. Fantastic performance, excellent condition. Tel.: Ealing 7631 (day); Beaconsfield 2200 (evening). [1432]
- RILEY NINE MONACO**. Mechanically sound. No test. Will reluctantly part with to enthusiast for £25. Room required. 7, Oaklands Drive, Northampton. [1433]
- OFFERS ARE INVITED** for the 1924 Barker all-weather tourer Rolls-Royce Twenty that starred with Danny Kaye in the film "Me and the Colonel." It is in perfect and original condition throughout, having had a prodigious sum of money spent on it at the factory. Genuine inquiries to: Major Mulloy, The Old Thatch, Finchampstead, Berkshire. [1434]
- TR2**, 1955 model, black. Heater, new hood. Good condition. £325 for very quick sale. 158, King Cross Road, Halifax. Tel.: 66926. [1435]
- ROLLS-ROYCE TWENTY** drophead coupé. Rebuilt by Cooper 1938. Details from: Pilkington, Moultsford Grange, Berkshire. [1443]
- FORD SPECIAL**, Falcon Bermuda, regd. 1961. New engine; Ballamy suspension. Professionally built. £250. 299, Goffs Lane, Cheshunt, Herts. Tel.: Waltham Cross 25328. [1447]
- 1936 ALVIS 3½-LITRE** sedan de ville. Engine had complete rebuild, new diff.; well over £150 spent (A. J. Brown) mechanically, in *concourse* condition. Tel. (after 7 p.m.): MAC 8154. [1448]
- APRILIA FARINA**, 1948, convertible. £270. Tel.: FRO 3512 (10 a.m.). [1449]
- "SPECIAL"**. Registered 1960. 1172, fully-tuned Formula engine, 93 m.p.h. 15-in. Michelin "X"s, i.f.s., tubular chassis. E.B. fibreglass body. Resprayed white. Fully upholstered. £335 o.n.o. Shaw, 17, Glengall Road, Peckham, S.E.15. [1450]
- SPRITE**, '58. Blue. Exchange for convertible or £399. Radio, heater, washers, tonneau, etc. V.G.C. 21,000. Tel.: Dollis Hill 8422. [1451]
- M.G. TC**, '49. M.O.T. cert. Spots. Resprayed B.R.G. Good condition. £245 o.n.o. Baker, 36, Forest Point, Windsor Road, E.7. Tel.: MAR 5050. [1452]
- VW DE LUXE**, 1957. Sun roof. One owner. Silver. Excellent. £390. Tel.: Swiss Cottage 5552. [1453]
- RILEY SPECIAL**, reg. 1957, 2-seater sports. Space frame, 1½ engine, preselector, i.f.s., rack steering, wire wheels. £170. Tel.: PAR 6745. [1454]
- M.G., 1938, VA 1½**-litre open tourer. Good general condition. £75. Godfrey, Lt. Baddow Road, Danbury. Tel.: 2424. [1455]
- CITROEN 2 c.v.** 5-cwt. van, 1957. Mileage 11,000. One owner. £165. Golby, Adderbury West, Oxon. Tel.: Adderbury 320. [1456]
- SUNBEAM ALPINE**. 100 m.p.h., 27 m.p.g. 1954, recon. engine, new tyres and battery. Taxed, insured. Superb car. £320 o.n.o. H.P. available. 28, Verbena Crescent, Hazelton Gardens, Cow Plain, Hants. [1457]
- LANCIA AUGUSTA**, 1934. M.O.T.C. Fair condition but requires new hood. Best offer. Tel.: SOU 4894 (evenings). [1458]
- M.G. L2**. Needing big-ends and mains job. £25 or break. Tel.: SLO 3293 (after 7.10.61). [1459]
- CAR OF CHARACTER** and performance yet reasonably economical. Alvis 4.3 saloon, 56,000. Only £295. The Old Rectory, Longfield, Kent. [1460]
- 1958 SIMCA Aronde Elysee**. Good engine, tyres, etc. £445 o.n.o. H.P. arranged. Cooper, "Vixen's Hide," Odell Road, Sharnbrook, Beds. [1461]
- DB2 ASTON MARTIN**, 1951. Overhauled, resprayed. Must be sold, hence £485, H.P. Palmer, Tel.: Office, Chancery 8705; home, Balham 0398. [1462]
- M.G. PA**, 1934. Fast, attractive and reliable. Resprayed black. Retrimmed. £125. Ely, 8, Albany Road, Rochester, Kent. [1463]
- 1951 1½-LITRE RILEY** saloon, grey. Heater. Certificated. £250. Bickford, 18, Vivian Road, Sketty, Swansea. [1464]
- BRIAN HORNE'S** immaculate Triumph Roadster. Previously owned and little used for most of its life by a retired gentleman. A champagne-coloured specimen of this classic model, perfect mechanically and tyrewise. Plus radio and heater. Price £275, or bid. Please Tel.: Sunbury 3190. [1465]
- RILEY NINE SPECIAL**. Tested, good condition and fun. New battery, but crown and pinion going. Spares available. £50, offers, or exchange tested open car. Carnwath, Benge Old House, Hertford. [1466]
- 1938 2-LITRE** Aston Martin (S.C.), in good condition. £240 o.n.o. Willmer, 18, Ashbourne Drive, Bolton, Bradford, 2. [1467]
- 1935 RILEY FALCON** 12/4. New rings, clutch, crankshaft, big-ends, king-pins, head-lining. M.O.T. cert. £35 o.n.o. Box No. K.468. [1468]

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

FOR SALE—continued

BENTLEY. Very pretty sports saloon in outstanding condition. 3½-litre, 1934, 20 m.p.g. £250. Tel.: York 66523. [1248]
M.G. TD II, 1953. New: Pistons, w/pump, valves, two tyres, h/c. head, rack, wipers. Registered 1958. Ivory. Sound weather equipment. £365. D. A. Smith, Broomhill, St. Michaels, Tenterden, Kent. [1250]
DELLOW, 1951. Excellent condition. M.O.T. certificate. Modified engine, full weather equipment. £200. Taylor, 5, Wellesley Road, Ilford, Essex. Tel.: VALEntine 0140. [1251]
1949 VW, l.h.d. M.O.T. tested. Mechanically perfect. £110. 174, King's Avenue, Woodford Green, Essex. [1252]
BENTLEY, 1934, 3½ Mann Egerton sports saloon. New tyres, clutch. M.O.T. £120 o.n.o. Blackett, Jane Street, Hetton-le-Hole, Co. Durham. [1253]
SPEED SIX BENTLEY 2-seater coupé and dickey, 1930. One owner past six years during which time all mechanical parts have been overhauled, bills available. Bodywork sound. Full details on application. View Southampton area. Available late October. £399 o.n.o. Would consider exchange for mint Mini van or similar. Box No. K.254. [1254]

FOR SALE—continued

1960 TURNER CLIMAX. Servo-assisted discs, wire wheels, c.r. gears, long-range tank, Centuras, fog and spot. Metallic blue. 10,000 miles. Offers. Stewart, White Cottage, Fearnan, Perthshire. [1255]
1934 MORGAN S.S., o.h.v. w/c. Matchless. Superb original condition. Unused last 10 years. £110. Offers. Also 1949 1,000-c.c. Vincent, £69. T. & I. Courage, Bedelands Farm, Burgess Hill. Tel.: 3236. [1256]
LAGONDA LG45, 1936. Breaking subject to number of inquiries, or sell complete. Luetchford, 3 Seely Road, Nottingham. [1257]
HUMBER. 8-h.p. saloon, 1929 (vintage). Nice condition. M.O.T. £75. Tel.: Blackawton 341 (South Devon) (after 6 p.m.). [1258]
M.G. TC, 1949. Registration number MUG 1. Good condition. Fast. £250. Sell after November 1st. 105, Bunbury Road, Birmingham, 31. Tel.: Priory 1402. [1259]
LAGONDA 2-LITRE, 1929, 2-seater tourer. Very good engine and chassis. M.O.T. certificate. £85. Tel.: Upton-upon-Severn 376. [1261]
NEW SHORROCK SUPERCHARGER kit to fit Sprite or Morris 1000. £35 complete. 20, Charlotte Street, Rochdale. Tel.: Rochdale 2818. [1262]

FOR SALE—continued

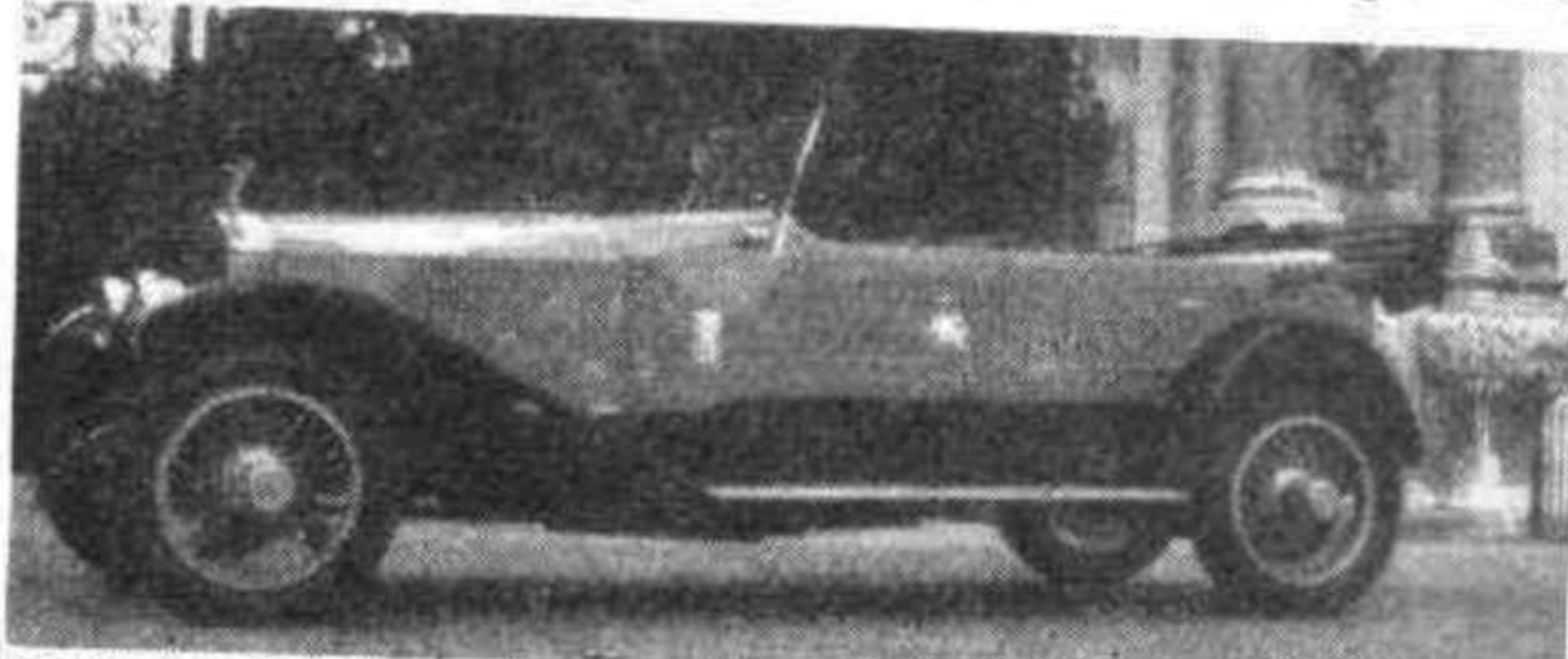
JOWETT JUPITER, 1952. Red. A very strong car in good condition. Heater fitted. Palmer, 54, Rosemary Avenue, Finchley, London N.3. [1263]
ARDUN OVERHEAD VALVE V8 conversion twin Solex carburettors, fitted to newly reconditioned Ford V8 (developing 170 b.h.p.). £370. Too fast for wife. Will sell, £65 o.n.o. Frank, Marbury Hall Nursery, Northwich, Cheshire. [1264]
1,172-c.c. SPECIAL. Fast, neat, reliable. Reg. All mods to engine, which has A30 box. Alli. b. New set "X"s, full weather equipment. £100. Tel.: MEA 1097 (evenings). [1265]
DELLOW. Ford engine, twin carbs. Good He and tonneau. M.O.T. £160. Peppard Henley, Peppard, Henley, Oxon. [1266]
CHUMMY, 1927 tourer. Stripped for rebuilding or spares. £10. Tel.: Stoke-on-Trent 67 [1267]
LAGONDA d/h. coupé, 1951. Radio, heater, all round. Nice condition. Nearest £250. Tel.: 279, Dewsbury Road, Leeds, 11. [1268]
M.G. 14, 1950. New clutch, gearbox. Ra Body excellent. £255 o.n.o. 1, Lancing Road, Orpington, Kent. [1269]

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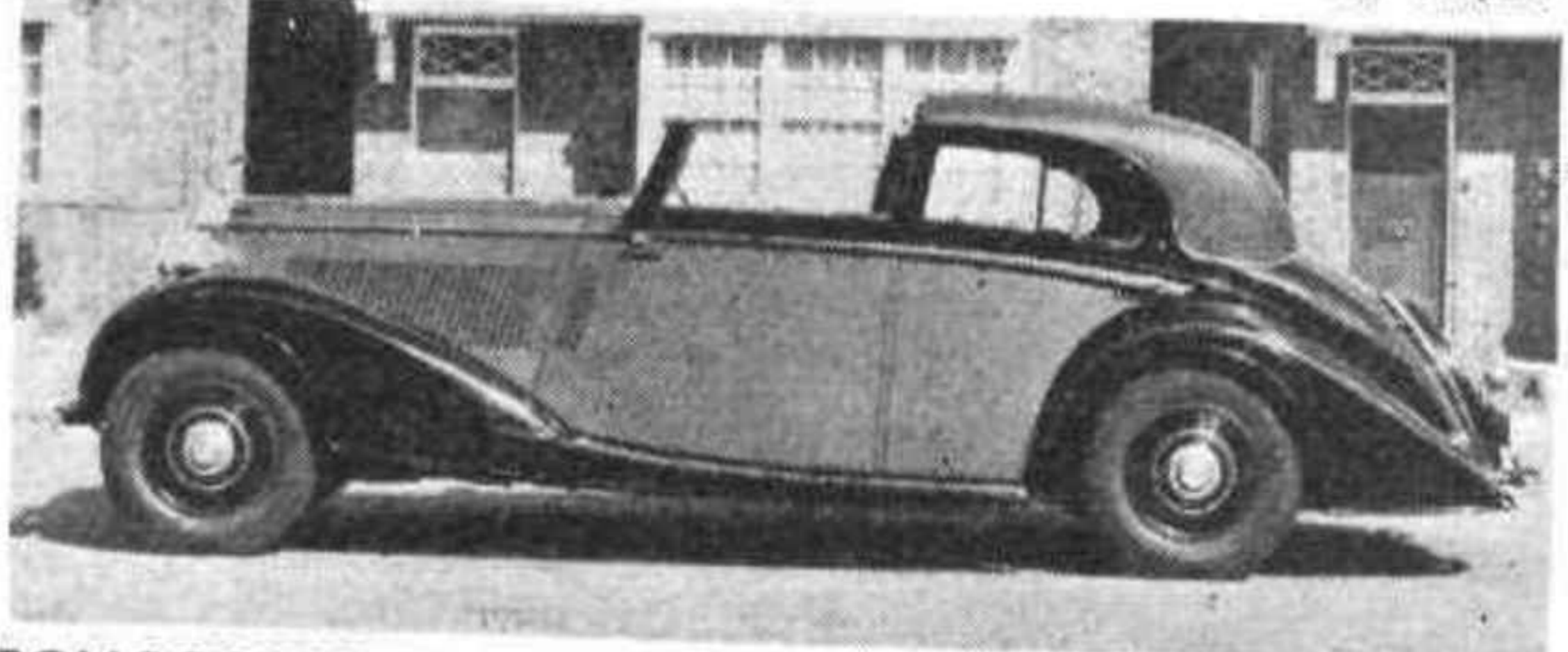
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1947 ROLLS-ROYCE Silver Wraith by Park Ward, sports saloon. Full-flow mods. Black and tan hide. Well maintained. Radio and heater ... £725
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1919 FORD T-Model tourer. Fully restored in fine original order, lots of brass ... £550

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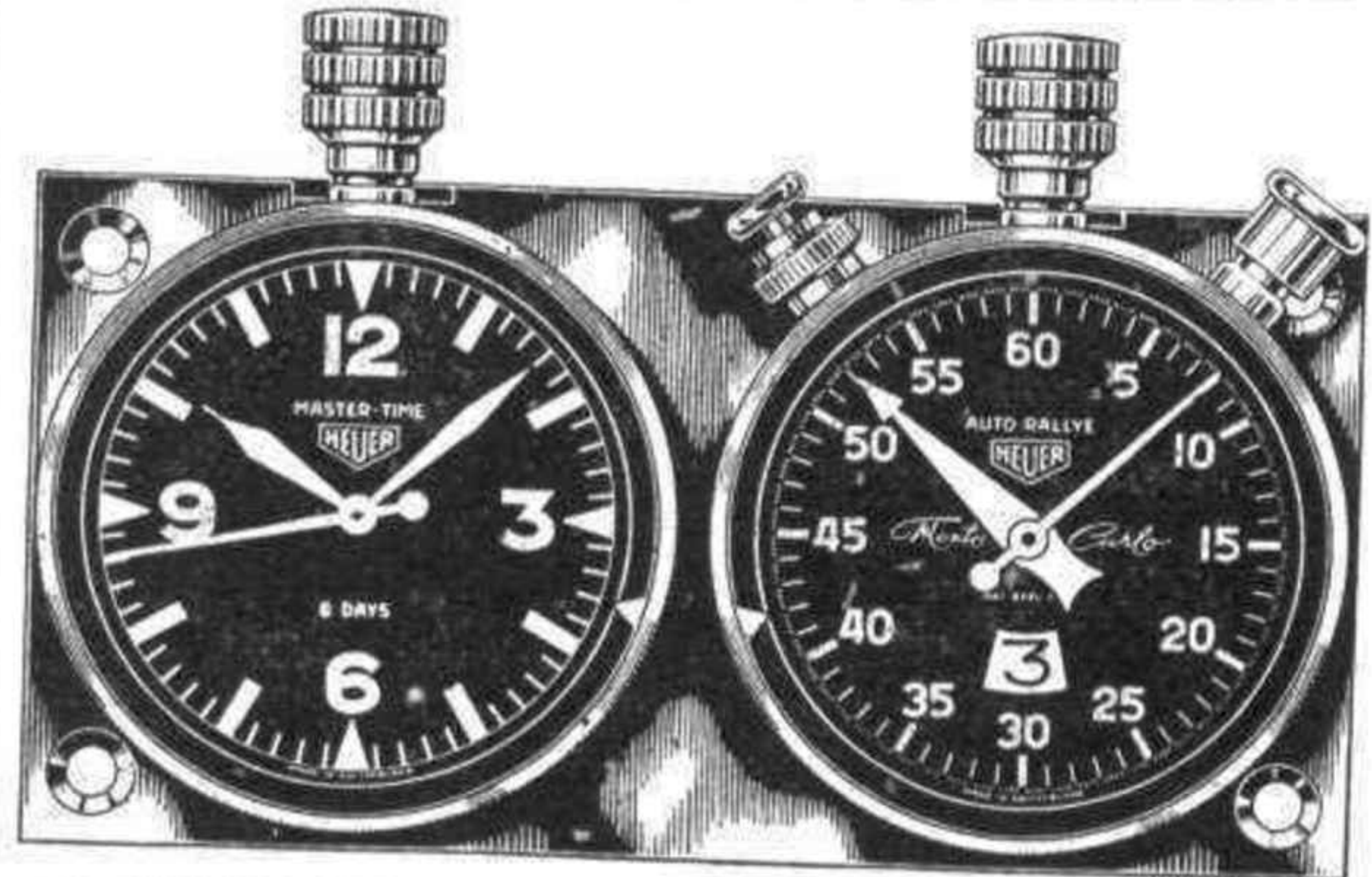
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PORSCHE 1500 Super Speedster. R.H.D. This two-owner car is fitted with Reuter seats, Halda Speed Pilot, hard-top, etc. Ivory with black. Price £785



A.C. ACE, 1957. A two-owner example in ivory with red hide upholstery. An excellent vehicle in all respects. Price £645

REJO 1172 Formula sports car (ex-Rod Esterling). Beautifully turned out in pale blue and lemon. Ready for immediate use either on road or track. Price £445



TURNER SPORTS, 1958. Fitted with B.M.C. 'A' type engine. A most rapid and safe vehicle combined with outstanding economy. Pale green. Price £365



LIST OF CARS

- £875 **JAGUAR XK150** drophead coupé, 1958. Special Equipment model. Finished in ivory with red upholstery in hide. Fitted overdrive, radio, heater, wire wheels, disc brakes, etc.
- £875 **AUSTIN HEALEY 3000 BN7** 4-seater. This fine example is finished in Aceca blue with black hard-top. Chrome wire wheels, Road Speed tyres, disc brakes, overdrive, heater, etc.
- £865 **ACECA BRISTOL.** Fitted with B.S.I. Mk. III engine, disc brakes, chrome wire wheels, radio, heater, etc. Whole car in faultless condition with bodywork in midnight blue, with blue and white upholstery.
- £795 **LANCIA B20 2½-litre Aurelia G.T.** A magnificent example in indigo blue with white and blue upholstery. Radio, heater, etc. Two owners from new and full history available.
- £745 **JAGUAR 3.4 saloon Automatic.** Disc brakes, Webasco sun roof, radio, chrome wire wheels, etc. Bodywork in indigo blue with red hide upholstery. The appearance of this vehicle is truly exceptional.
- £725 **TRIUMPH TR3A, 1960.** A very low-mileage example in Old English white, fitted with various extras. Mint condition throughout.
- £645 **BORGWARD TS Isabella** saloon, 1958. This one-owner car is finished in ivory with black upholstery. Fitted with radio, heater, Reuter seats. Usual outstanding Borgward performance and economy.
- £645 **AUSTIN HEALEY 100-6, 1958, 4-seater.** A superb motor car in red and black, fitted with overdrive, twin spots, "X" tyres, etc. A most genuine low-mileage example.
- £645 **M.G.-A coupé, 1959.** A very attractive example in red with black trim. Wire wheels, radio, heater and luggage rack are fitted to this motor car.
- £595 **TRIUMPH Herald** drophead coupé 4-seater, 1960. A very low-mileage vehicle in two-tone blue. Mint condition throughout.
- £585 **TRIUMPH TR3A, 1958.** An excellent example of this ever-popular model, in red with matching upholstery, fitted with disc brakes, fog-lights, etc. Wonderful value.
- £565 **JAGUAR XK140** drophead coupé, 1955. A most desirable vehicle in cherry red with matching upholstery. An engine overhaul has recently been carried out and the condition of this car cannot be faulted in any respect. Fitted with radio, heater, "X" tyres, etc.
- £545 **AUSTIN HEALEY 100S.** The four-cylinder 2½-litre engine has just been completely rebuilt by us and will have to be run-in. A four-speed gearbox is fitted, also overdrive and disc brakes all round. This is acknowledged to be the fastest ex-works car.
- £445 **TRIUMPH TR3, 1957.** A most attractive motor car in B.R.G., with beige upholstery. Tonneau cover, etc.
- £425 **BENTLEY Standard Steel** saloon, 1948 model. Bodywork in bottle green with brown hide upholstery. Radio, heater, etc. This car offers excellent value to the discriminating purchaser.
- £425 **AUSTIN HEALEY BN1.** An exceptional example in two-tone green with black hard-top. Extras include overdrive, wire wheels, Alfin drums, radio, heater, map light, etc. The engine has just been completely overhauled and is not yet fully run-in. A choice of two others from £345.
- £415 **M.G. TF.** A most attractive example of this very popular marque in ivory with green upholstery. The car is fitted with luggage rack, seat covers, along with various other extras.
- £395 **FORD Anglia de luxe, 1959 model.** Fitted with Elva o.h.v. conversion, balanced crankshaft, Buckler c/r gears, lowered suspension, over-size "X" tyres, bonnet vent. Special dashboard and instruments. Radio, etc. Bodywork in meticulous black cellulose with beige and red upholstery. Twin spots.
- £375 **LOTUS Mk. 8** aerodynamic sports. Stage 4 M.G. 1500 engine. Whole car in excellent fettle and outstandingly fast. Bodywork finished in B.R.G.
- £345 **BRISTOL 401** saloon, 1951 model. Bodywork is burgundy with beige leather upholstery. Very good value.
- £295 **VOLKSWAGEN de luxe, 1954, L.H.D.** Finished in green with beige trim. Twin spots, petrol gauge, etc. A very genuine little motor car. Another 1956 de luxe model, R.H.D., priced at £395.
- £295 **MORGAN Plus Four** 2-seater sports, 1954. Ivory with black upholstery. A nice example of this much-sought-after model.
- £245 **M.G. TC.** An exceptional example in pale green, fitted with various extras. Replacement engine recently fitted. Another two-owner car at £235.
- £245 **AUSTIN A30** saloon, 1955. An excellent low-mileage car in mid blue with beige upholstery. Heater, etc.
- £215 **BERKELEY, 1957, 2-seater sports.** 328-c.c. Excelsior engine which has just been overhauled. B.R.G. with grey upholstery.
- £145 **MERCEDES Special** 2-seater sports, built on a 170 VA chassis.
- £75 **LEA-FRANCIS** sports saloon, 1947, 1½-litre. Coachwork by Westlands.
- £65 **SINGER Le Mans** 2-seater sports, fitted with 1172 Ford engine and gearbox.

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FOR SALE—continued

- SWALLOW DORETTI**, good condition, hard-top, soft-top, tonneau, w/washers, heater. Red. Low annual mileage. £445. Consider exchange family car. Box No. K.469. [1469]
- ALVIS TA14** sports saloon, 1950. This graceful thoroughbred for sale at £325 or offer, has undergone an overhaul, including rebore, new headlining, tyres, etc. M.O.T. Black with fawn hide interior. 25 m.p.g. Heater, washers, spots. Howe, Tel.: KIP 1571. 21, Grove Park Road, Mottingham, S.E.9. [1470]
- TC M.G.** Superb condition. No snags. £220 o.n.o. Tel.: TUDor 5758 (after 6.30 p.m.). [1471]
- RILEY, 1946, 11.** Presentable appearance and with relined brakes, good tyres, new silencers and other bits; demisters. 28 m.p.g. £145 or offer. Tel.: Wimbledon 9948. [1472]
- TUBULAR STEEL CHASSIS**, 7 ft. 6 in. wheel-base, i.f.s. Designed for Ford 8/10 components; also many accessories. Send s.a.e. for details: D. Allcock, 74, Mostyn Road, Hazel Grove, Cheshire. [1473]
- SPEEDO** and R.P.M. meters, Sizare Berwick; Minerva headlamps, glass reflectors; pair P.100s; 5—21-in. artillery wheels; 6-cyl. magneto; 3—700 x 21 tyres and tubes, Michelin. Duwe, 172, Burton Road, Manchester, 20. [1474]
- M-TYPE M.G.** chassis. Engine rebuilt, Cromard liners, new crankshaft, valves and guides. C-type camshaft and sump. J-type gearbox, new clutch and brake linings. New tyres. Offers by letter to 14, North Pallant, Chichester. [1475]
- MK. II TVR**, 1960 (late), M.G. 1600. White, blue interior. 7,000 miles. Extras. £795. Tel.: Liverpool Hunts Cross 2825. [1476]
- BREAKING A7/FORD 8**—good modified components, cheap. TC/TF racing camshaft. 2, Church Lane, Springfield, Chelmsford. [1478]
- PORSCHE 1600**, 1957, f/h coupé. Red. Becker radio, passenger head-rest, reclining seats, wooden wheel and "X" tyres. Immaculate throughout. £895. H.P. arranged. Tel.: Ruislip 5347. [1480]
- RILEY 2 1/2**, 1951. New battery. Good RS4s. Heater, twin spots, screen-wash. In daily use. £265 o.n.o. Seen 20 miles Cheltenham. Box No. K.481. [1481]
- 1935 BENTLEY** Park Ward saloon. Engine overhauled 1960. £150. Springfield Hotel, Doncaster. [1482]
- JAGUAR 2.4**, 1956. Excellent condition throughout. Overdrive, radio, etc. £595, or exchange smaller car. Tel.: Ruislip 8934. [1483]
- 1935 RILEY M.P.H.** Exceptionally attractive, potent motor car, for sale as owner going abroad. 15 h.p., 28 m.p.g., no oil. Four new Pirellis, battery, reconditioned gearbox, clutch, stone guards, aero-screens. M.O.T. V.S.C.C. and Register member. Offers: Ross, 31, Clarendon Road, London, W.11. Tel.: PAR 5484. [1484]
- 1927 DELAGE D.I.** saloon, reg. YH 6958. I am exchanging this lovely vintage mistress for a new wife. Bodywork beautiful, upholstery perfect, finished in B.R.G. and black coach paint; Marchals, well shod. Excellent runner. £85 o.v.n.o. Smyth, 163, Leander Road, Brixton Hill, S.W.2. Tel.: TUL 5796. [1485]
- 4AB SINGER NINE** roadster, 1951. Delightful condition. Red. M.O.T. tested. New Servais silencer, exhaust valves. Reconditioned radiator. Regret must sell at £225 o.n.o. Box No. K.486. [1486]
- TR3A**, 1958. White, red hard-top. Radio, heater, wire wheels, new "X" tyres. Many other extras. Superb condition. £625. Tel.: STR 5727. [1487]
- ALVIS, 1938, 12/70** drophead coupé. Sound. Body requires attention. £45 o.n.o. Tel.: CUN 6565. [1488]
- RILEY PATHFINDER**, late 1955. Superb model and condition. All extras. £350. Duo-grey. Tel.: Barnet 4243. [1489]
- AUSTIN HEALEY SPRITE**, late 1959. Excellent order. Unrallied. Radio. £465 o.n.o. Available October 2nd. 57, Connaught Road, Nunthorpe, Middlesbrough. Tel.: Middlesbrough 55215. [1490]
- M.G.-A 1600** drophead coupé, 1960. One owner. Not raced or rallied. Extras. £685. Tel.: Battersea 4845 (after 6.30 p.m.). [1491]
- VOLKSWAGEN DE LUXE**, 1954, excellent body and mechanics. £310 o.n.o. Woods, 35, Croft Avenue, Bromborough (Tel.: 3134), Cheshire. [1492]
- ROLLS 20/25 G.N.S. T & M** sedanca spares. All parts in excellent condition. Five 19-in. Ace discs with valve extensions and C spanner. Pair "20" Lucas chrome headlamps, as new. Various late Ghost and "20" parts. Wanted: "Chummy" or "Nippy" body, complete car if cheap. S.A.E. wants/offers/details, Brigham, 2, Redcliffe Place, S.W.10. Tel.: FLA 5822 (evenings). [1493]
- JAGUAR Mk. VII**, 1953. Excellent order. Radio. Recently fitted Mk. VIII body mouldings, professional two-tone maroon respray. Offers please. Exchange Delahaye, recent roadster or drophead preferred, or Healey, Lagonda 2.6, B.M.W. 328, etc.; any interesting car. Letters answered. Box No. K.494. [1494]

FOR SALE—continued

- TR2, '54**. White. Wire wheels, heater, radio, w/rim, s/wheel. £345. Tel.: PAL 7255. [1496]
- TR2, 1956**, white. Hard/soft-tops, overdrive, oil cooler, Alfins, spots, heater, washers, rear seat; new s/screens and Michelin "X"s, TR3 grille. Very good condition. £365. 44, Flower Lane, N.W.7, or Tel.: UX 36037. [1495]
- BULLNOSE MORRIS-COWLEY**, 1924 touring. Excellent condition. £215. Please write in first instance. T. Elmes, 6, Brechin Place, London, S.W.7. [1497]
- HEALEY TICKFORD**, 1953. Very nice condition. Green with fawn leather. £290. 48, Hawkhurst Way, West Wickham, Kent. Tel.: Springpark 3592. [1498]
- FERRARI TYPE 212 G.T.** Rebuilt and in excellent condition. Five-speed box—Weber carb., Alfin drums. Bronze, fawn interior. 2 1/2-litre V12 engine. Fast but tractable. With many spares. All extras. £1,150. Swarbrick, 116, Bolton Road, Chorley. [1499]
- ALVIS SPEED TWENTY-FIVE V.D.P.** Rebuilt ex-Pollard actual car "Sports Cars of World." Six new tyres; all rechromed, new hood and tonneau; new engine; brakes, etc. Chassis shot blasted. £250 o.n.o. Swarbrick, 116, Bolton Road, Chorley. [1500]
- 1953 RAYMOND MAYS** Zephyr, 1959 condition. Three spots, w/mirrors, Durabands, special exhaust. Nearest £260. Marshall, Halstead Drive, Menston, Yorkshire. Tel.: Menston 2382. [1501]
- 1928 MODEL MORRIS-COWLEY**. Rebuilt, excellent condition, valued £100. M.O.T.; taxed. £80 o.n.o. Write: 35, Cornwall Avenue, Cheltenham. [1502]
- FORD EIGHT**, 1939, saloon with reconditioned engine, fitted twin S.U.s, raised compression, etc., high-ratio axle, sealed beams. Excellent tyres and condition throughout. Tested. £65. Tel.: PALmers Green 2252. [1503]
- RILEY NINE KESTREL**, 1936. Excellent condition. Body exceptional—resprayed. Chrome first class. Horns, badge bar, tie bars. New battery; brakes overhauled and relined; twin carbs. £125. Evans, 45, Claygate Crescent, New Addington, Surrey. [1504]
- M.G. TA**, 1938. Showroom bodywork, mechanics perfect. M.O.T. test 95%. £155, no offers. Tel.: Guildford (Surrey) 66711. [1506]
- 1933 AVON STANDARD** coupé, 1.3-litre, 6-cyl 40,000 miles. Stored for years. No body rot. Running order. Needs engine overhaul. £70. Hollick, Orchard Cottage, Catherine de Barnes, Solihull. Tel.: 5242. [1507]
- 1958 JAGUAR Mk. VIII** saloon, overdrive. Engine as new, 1,500 miles only. Damaged by fire but partly rebuilt. £355. Lingley, Springcroft, Lt. Canfield, Dunmow, Essex, or Tel.: Takeley 405. [1508]
- LEA-FRANCIS, 1950/51, 2 1/2-LITRE** sports. Silver grey. £230. Lt. Jacques, H.M.S. Collingwood, Farcham, Hants. [1509]
- AUSTIN NIPPY**. Excellent condition throughout. Must be seen. £125 o.n.o. Tel.: Hatfield 2837. [1510]
- TR2**, white. Overdrive, 3 grille. New hood, side-screens, seats. Engine overhauled. Offers. Loakman, 173, Gordon Road, Ilford. [1511]
- 1954 RILEY 1 1/2-LITRE**. A fine example. Fitted heater, rad. blind, fog-lamps. Metallic blue. Very well maintained. £360, H.P. available. Will consider exchange. J. A. Pocklington, "Windyridge," Saltfleetby, Louth, Lincs. Tel.: Saltfleetby 275. [1512]
- 1961 E.B. 60**. Cost over £400. 5,000 miles. Conditional guarantee. Offers over £300. Tel.: Wythall 2170. [1513]
- M.G. YA 1 1/2** sports, 1951 specimen. White, red trim. Tonneau, radio, heater, spots, flashers, etc. First offer over £250. 180, Industry Road, Sheffield, 9. Tel.: 42000. [1514]
- LANCIA AUGUSTA**, 1934, saloon. Excellent condition throughout. Almost new tyres. Taxed. M.O.T. certificate. £85 or near. Consider exchange Alvis 12/50 or Lambda similar condition. Saul, Anahilt, Whittington, Oswestry. Tel.: Whittington Castle 217. [1515]
- SINGER LE MANS**, slab-tank 2-seater, 1936. 1947 Singer 1100 engine/box, twin carburettors. Re-upholstered. Good hood, tyres. £110. Giles, "Stoneleigh," Silver Street, Midsomer Norton. [1516]
- MINI**, 1960, de luxe, blue, superb. Fully modified engine, all snags removed. 100 + m.p.h., 38 m.p.g. Modified suspension. Fantastic performance, perfect road car, no vices. Why buy Cooper-Austin—this car goes quicker, costs less. Fully rebuilt mechanics 600 miles. Sold only for specific reason. £580. Box No. K.517. [1517]
- FORD SPECIAL**, 1961. Tuned 1172 Formula, i.f.s., c.r. gears, hydraulics. Offers above £150. Details: 203, Narborough Road, Leicester. [1518]
- MORRIS-E.B.** TR2-shaped Special. £85 o.n.o. Dixon, Tel.: Liverpool Sefton Park 2693. [1519]
- M.G. TD**, 1953. V.G.C. Winkers, spot. £360 o.n.o. Dr. Stone, Tel.: WELbeck 4909 (evenings). [1520]

FOR SALE—continued

- ROLLS-ROYCE, 1930, 25-h.p.**, duo-grey saloon. Engine recently revalved. Four good tyres. New silencer, minor body repairs. M.O.T. cer. £110 o.n.o. Box No. K.521. [1521]
- TR2, 1954**. £330, or will part exchange for something cheaper. Tel.: NEW 0152. [1522]
- ESSEX SUPER SIX**, Challenger saloon. Three days post-vintage. Good condition. M.O.T. cer. 5.1 axle. Three new tyres. Also spare axle, engine, etc. Offers to Tel.: ELStree 1243. [1523]
- TR DISCS** complete, host Plus Four spares, spr. c.w.p., manifolds, etc. Tel.: Princes Risborough 199. [1524]
- EXTREMELY RARE PRE-WAR** Lancia August coupé, regd. 1960. Superbly styled 2-seater "Belna" coachwork. With unique retractable hard-top. £150 o.n.o. Photos. Tel.: Leeds 649584 (evenings). [1525]
- 1172 FORD MISTRAL Special**. 4.7 axle. Rebuilt, overhaul. Many extras. Must sell. Dunn, Re House, Northwingfield, Chesterfield. Tel.: Holmwood 364. [1526]
- M.G. TF 1500**. Last 5,000 reconditioned engine, new gearbox casing, rear springs, dampers, radiator, brakes. Almost new weather equipment; bil shown. Bodywork and interior excellent. Fitted heater, luggage rack, badge bar. Nearest £470. Dymock, 12, Cliveden Place, London, S.W.1. Tel.: FLE 4010 (office). [1527]
- LANCIA ARDEA** saloon, 903 c.c., 5-speed gearbox. Engine recently overhauled. Bodywork in superb condition. £325. 25, Daleham Mews, Hampstead, N.W.3. Tel.: Primrose 5059. [1528]
- TR2, April 1956**. Excellent condition body and engine. Michelin "X" B.R.G. Radio, heater, tonneau. £425. Consider part exchange for £27 and best saloon offered. Details, Tel.: CRO 7219. [1529]
- 1958 1172 SPECIAL**, Rochdale body, chassis Resprayed green. New engine, h/c., 4-branch S.U. carb., gearbox, split radiator, 4.7 c.w.p. rev.-counter, wipers, good tyres. Genuine 38 m.p.g. £255. Prefer exchange Morgan or W.H.Y.? with cash adjustment. Write: Brown, Old Orchard, Byfleet. [1530]
- "**SPECIAL**" Ford based—worth seeing. £295—swap XK? Tel.: BEX 4699. [1531]
- VERKAUFEN!** Really exceptional Mercedes 22 (1953, reg. 1960). Distributor's report and bill for recent work. Equipment includes superb heater and radio; Webasto roof; twin Bosch spot and horns; cigar-lighter; signpost lamp; tow-bar etc. Chromium, paint, interior and mechanical condition all first class. Price £275, taxed. Tel.: Uxbridge 37342. [1532]
- CHOICE OF MORRIS** "Travellers" 1956 1000 with heater, wheel trims and new tyres at £325 1954 with new twin-carb. engine, heater, spotlamps electric screen-washer, new back axle, at £295. Tel.: Uxbridge 37342. [1533]
- RILEY SPECIAL**. Ford V8 engine, Dixon axle 16-in. wheels, etc. £35. Bush, 3, Kendrick Road Slough. Tel.: 25464 (after 6 p.m.). [1534]
- BENTLEY SPARES**. Four Star diff., "B" and "BS" gearboxes, pair of Bosch mags., 3-litre block 19, Rookwood Avenue, New Malden, Surrey. Tel.: MALden 8521. [1535]
- LAGONDA RAPIER**, 1935, fixed-head 4-seater. Mechanically excellent, clutch and brakes relined recently. M.O.T. certificate. Four spare new tyres and wheels and other spares. £85 o.n.o. Ducker, 10, Sainfoin Road, Balham, London, S.W.17. Tel.: Balham 2681. [1536]
- ROLLS TWENTY-FIVE** (1935) Mulliner limousine. Excellent all-round condition. Engine reconditioned April. Two spares, six good tyres. Built-in jacks. Loose covers throughout rear. £385 o.n.o. Wright, 3, Haslemere Road, N.8. Tel.: Mountview 2606. [1537]
- M.G. TC**, 1947. Immaculate condition. Bills for about £200 spent. Stage I tune. £285 o.n.o. 880, Bristol Road, Selly Oak, Birmingham, 29. [1538]
- RENAULT 750**, 1955 model. Just resprayed, nice interior. Three new tyres. £200, H.P. arranged. 178, Elmbridge Avenue, Surbiton. Tel.: Elmbridge 4492. [1539]
- SNIP. MORRIS 1000** d/l. saloon. Grey. Class one condition. New tyres. Registered Dec. 1959. 21,600 miles. £455 o.n.o. Barry, 99, Wymondley Road, Hitchin, Herts. [1540]
- M.G. TC**, Nov. 1948. Beautiful appearance, maroon, good condition. 16-in. rears (new), grid, spot, reverse, aeroscreens. Taxed Dec. M.O.T. £205. Powrie, 2, Greswolde Road, Solihull, Warwickshire. [1541]
- PA SPARES**. Fair condition. Offers. Gray, 26, Church Street, Conisbrough, Doncaster, Yorkshire. [1542]
- BORGWARD HANSA 1,500-c.c.** saloon. L.H.D. 1952-4 model, reg. Dec. 1957. Sell £150. Opel Olympia estate car. L.H.D. Reg. 1958. £150. Exchange D.K.W. Bacon, 136, Kettering Road, Northampton. [1543]
- LAGONDA RAPIER** Abbott d/h coupé. Rebore 3,000 miles. Very reasonable condition. £95. 100, Alcester Road South, Birmingham, 14. [1544]

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

FOR SALE—continued

- RILEY ADELPHI**, 1937. New tyres and springs. Original finish. Very sound. M.O.T. Offers to: Holdsworth, 1, Wenlock Avenue, Bradmore, Wolverhampton. [1545]
- M.G. TA**. Twin spot lamps. M.O.T. certificate. £110. Cave, Grange Farm, Ravensden, Bedfordshire. [1546]
- JUPITER**, 1953. Series III crank. Heater. New hood last year. Very good order throughout. £315 o.n.o. Harwood, End House, Heath, Nr. Chesterfield, Derbyshire. [1547]
- LAGONDA**, 1929, 2-LITRE, high-chassis tourer. Rebuilt throughout to immaculate original condition. Tested. Offers over £200. Williams, 53, Park Avenue, Harpenden, Herts. Tel.: 18. [1548]
- 1949 ARMSTRONG SIDDELEY** drophead, good condition. Must sell. 11, Alston Avenue, Stretford, Manchester. [1549]
- 1937 4½ BENTLEY** Park Ward saloon. Exceptional condition. Full history. Hall, 90, Topcliffe Road, Thirsk, Yorks. Tel.: 2158. [1552]
- M.G. LAYSTALL LUCAS** cylinder head, XPAG or XPEG engine, complete. £15 o.n.o., plus postage. Vauvelle, 10, Barthorpe Crescent, Leeds, 17. [1553]
- M.G. TA**, red. Reconditioned engine, 2,000 miles. Good coachwork, excellent mechanically. M.O.T. Six good tyres, telescopic fogs, wipers, washers, windtones. Best sensible offer. Alhadef, Cottenham, Cambridge. Tel.: Cottenham 285. [1554]
- 1930 P. II ROLLS** hearse-type limousine. New valves, points, condenser, windscreen-wiper, plugs; paint restored. Ten o'clock tested. Caused a sensation (why?) in Tarragona recently. Now must go to Moscow. 1936 Siddeley Special, body by Burlingham Carriage Company. Wants new glass and attention to steering. Must be worth £50. Try any offer on these—either made through the post or personally—as “I have gazed on these two great gorgons for too long” (Ebenezer Elliot). Dale, 2, Station Road, Histon, Cambs. [1555]
- ALVIS TA14**, 1948, d.h.c. Re-registered 1960. Twin spots, heater. £210 o.n.o. Taylor, 643, Foleshill Road, Coventry. Tel.: 88146. [1556]
- 750 SPECIAL**, 1959. Fibreglass body with hard-top. Hydraulic brakes, i.f.a., full electrics. Further details and photos available. £85 o.n.o. K. J. Bull, 300, Coldham's Lane, Cambridge. [1557]
- SUNBEAM-TALBOT 2-LITRE** sports tourer, 1948. Rare model in sound condition; new tyres; M.O.T. £85. Cross, 36, Cherry Grove, Swansea. Tel.: 25105. [1558]
- SINGER 4AD**, 1954, 4-seat sports, 1,500 c.c. Red. New hood, tonneau. Can be seen Midlands. 12, Mersey Road, Liverpool, 23. Tel.: GRE 6246. [1559]
- 1957 MK. III SUNBEAM**, floor change, overdrive, etc. £450. 79, Champion Road, Leamington Spa. [1560]
- ALVIS 12/50**, 1932, drophead coupé. Immaculate condition, mechanically sound. New hood, four excellent tyres, good battery. M.O.T. certificate. Taxed November. £150. Erme Wood, Ivybridge, Devon. Tel.: Ivybridge 519. [1561]
- ROLLS BENTLEY**, 1935, 3½-litre Park Ward d/h coupé. Black. New hood. Red bank balance and three other cars for sale. £230 o.n.o. Tel.: Coventry 89068 or Keresley 2632. [1562]
- RILEY KESTREL**, 1935, 12/4 four-light, in very good condition mechanically and bodily. Oil 42 lb. hot at medium revs. Very clean interior and bodywork. All instruments. Demister-defroster. Specially made roof rack. Passed test. Photos available. £95 o.n.o. 27, Queens Road, Kenilworth. Tel.: 1626. [1563]
- AQUAPLANE 3-CARB. ZEPHYR**, 1955, 64,000. Derrington exhaust, “X”s, heater, spares. Tel.: Oxshott 3073. [1564]
- H.R.G. “1500”**, 1948. Ex-works car, recent complete engine and gearbox overhaul, hydraulic brake conversion, cycle wings fitted but original swept wings resprayed and available. Excellent condition. £400. History and fuller details: 32, Springfield Avenue, London, S.W.20. Please phone Popesgrove 7275 first. [1565]
- 1937 RILEY NINE** Monaco, good condition, also spares. Price £60. Robinson, 45, Duke Street, Littlehampton. [1566]
- £110 O.N.O. WANTED** for “Mistral” fibreglass body, plus full 6v. electrical system; Ford water pump, hoses and crossflow radiator with header tank. To be sold complete. Tel.: Boxmoor 115. Gardener, Boxed Farm, Hemel Hempstead, Herts. [1567]
- FIBREGLASS BODY**—Falcon Mk. II Competition for Ford, also breaking M.G. VA. Box No. K.568. [1568]
- PART-BUILT 750 SPECIAL**, including Falcon Mk. I bodyshell, Ashley hard-top, modified chassis, alloy wheels, crossflow rad., two engines, 3- and 4-speed gearboxes. Willing to separate. £125 o.n.o. S.A.E. for further details. King, 141, Broughton Avenue, Aylesbury, Bucks. [1569]

FOR SALE—continued

- FRAZER NASH T. T. REP.**, 1934—one of the few originals. Meadows 4ED, completely rebuilt. Only 120 miles since this overhaul. £295 o.n.o. Old Farm, North Poulner, Ringwood, Hants. [1570]
- 1930 DELAGE D8S** Figoni l.h.c. Sell £65, or exchange small caravan or vintage Austin. Box No. K.571. [1571]
- OPPORTUNITY—BRAND NEW**, complete and registered sports car. Tuned B.M.C. “A” engine, tubular chassis, special 2/4-seater body, built by professional engineer. Offers or exchange for Fiat 500. Tel.: Horsham 5887. [1572]
- M.G. TF**, 1954. Extensive rebuild just completing, including respray, new hood, new upholstery. Collectors' piece. £455. “Bray Cottage,” Fencepiece Road, Chigwell, Essex. Tel.: Hainault 2906. [1573]
- ARMSTRONG-SIDDELEY HURRICANE**, 16-h.p. d/h coupé, showroom condition, enthusiast maintained. 23 m.p.g. Synchromesh box. Genuine car. £120. Brown, 31, Noel Street, Leicester. [1574]
- 1934 SINGER** Le Mans spares. S.A.E. list. 28, Parkfield Drive, Liscard, Wallasey. [1575]
- 1953 SAPPHIRE 346**, fitted with preselector box and twin-carburettor engine. Whole car in wonderful condition, having had two owners (one Royalty) and completed 36,000 miles. Comprehensive equipment includes twin speaker radio and complete tray of unused tools. Price £285. For complete details Tel.: Potter Street (Essex) 6. [1576]
- RILEY 2½**, 1950, rare d.h.c. £150. Tel.: Prospect 0579. [1577]
- 1936 RILEY ADELPHI** 14/6, two owners, recent engine overhaul, king-pins, brakes. Photo available. £75. Woodruffe, 32, Wimbington Road, March, Cambs. Tel.: March 2222, ext. 47. [1578]
- FORD SPECIAL**, 1172. Peel body, white, red hood. Luggage rack. £215. 36, Ardsley Road, Worsbrough Dale, Barnsley. [1579]
- 1940 TRIUMPH ROADSTER** 2000, engine in excellent condition. £175. Steele, 63, Wold Carr Road, Anlaby Road, Hull. Tel.: 57314. [1580]
- ROLLS-ROYCE 20/25**. Five good tyres, mechanically sound. Passed M.O.T. Taxed December. Tools, mascot, manual. £95. Tel.: TED 6345. [1581]
- 1951 SEPT. AUSTIN** A90. Completely overhauled at a cost of £400. Fitted recon. 2.2-litre B.M.C. diesel, 45 m.p.g., 75 m.p.h. Ace discs, 5-core radiator, fog and spot lamps, wing mirrors, competition front shockers, de Normanville overdrive 3rd and top. Leopard-skin front covers, Smith electric washers, heavy-duty battery, twin S.U.s, electric pumps in boot, rad, blind; rewired throughout. Bargain. £275. Hartley, 50, Finkle Street, Cottingham, Yorks. Tel.: 45876. [1582]
- 105E FORD**, two S.U.s inlet and 4-branch exhaust manifolds complete, £15. A35, A40, etc., 2 S.U.s, inlet and exhaust manifolds, £12 10s. Pair 1½-in. S.U.s, £5. Bowden, 30, The Hurst, Birmingham, 14. Tel.: Springfield 5477. [1583]
- ASTON MARTIN INTERNATIONAL**, 1931, 1½-litre. £200. 31, Caldecot Gardens, Bushey Heath, Herts. Tel.: Rickmansworth 3143 (day-time). [1584]
- RILEY**, 1933, 12/6. Body very bad, mechanics fair. Many spares. Offers. Box No. K.585. [1585]
- AUSTIN HEALEY 3000** 2/4-seater, March '61. Soft-top. Blue and white. Overdrive, servo discs, tonneau. £1,050 o.n.o. K. Donald, 39, Heol-y-Flynnon, Efail Isaf, Nr. Pontypridd, S. Wales. [1586]
- RILEY 1½**, 1951. Good condition, brakes relined. Two owners. £225, or offer. Henton, Hadow Down, Sussex. [1587]
- BREAKABLE HORNET** plus spares, also Riley preselector. 62, Oakwood Avenue, London, N.14. [1588]
- 1914 STELLITE** (dated) 10-h.p. 4-cyl. o.h.v. 2-seater with dickey. Completely restored and concours condition. Ideal shopping or rallies. Offers around £350. Woolley, Manor House Mews, Shepperton, Middlesex. [1589]
- ASTON MARTIN INTERNATIONAL S/C.**, 1930. Just rebuilt. New wheels, tyres. Resprayed scarlet. Mk. II rear axle. Full details available. Joy, 15, Wetherby Mansions, S.W.5. Tel.: PRO 3537. [1601]
- 1953 S/TALBOT** convertible, immaculate condition. Radio, heater, many extras. £300, or part-exchange older 2-seater, “special.” Maddocks, Tel.: BELgravia 4503. [1602]
- TR3**, 1956, immaculate. B.R.G. New hood and sidescreens. Heater, M.X.s, undersealed, etc. £435. Write: Swaine, 18, Cavendish Avenue, N.W.8. [1603]
- TURNER SPECIAL**. Fully-tuned Ford 100E engine and gearbox. Attractive Stiletto fibreglass body. Suitable for road or competition. Must be seen. Bargain at £375. Obce, 359, High Road, N.22. [1604]

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- RILEY MONACO** saloon, 1932. Good condition. M.O.T. £40 o.n.o. Details: Leverton, 39, Grangefields Road, Shrewsbury. Tel.: 2940. [1605]
- HORNET SPECIAL**, 1934, radiator, gearbox, axles, wheels, tyres, starter, etc. Adcock, 25, Lyddon Terrace, Leeds. [1606]
- AIRLINE COUPE**, M.G. PA, 1935. Rare bird. Immaculate. New hood lining, repainted. Good tyres. M.O.T. certificate. £115. Tel.: Ramsey (Huntingdon) 3341. [1607]
- SUNBEAM ALPINE**, 1960 model (Nov. '59). White, black upholstery. Hard-top, overdrive, heater, “X”s, radio, fitted safety belts, underseal, luggage grid, washers, clock, etc. 15,000 miles. Genuine reason for sale. Immaculate throughout. £845. Griffiths, Tel.: Oakham 528 (evenings). [1608]
- £155 O.N.O. LEA-FRANCIS** 14-h.p. saloon. P.100 headlamps, heater. Exterior in first-class condition, interior and mechanics excellent. 18 High Street, New Romney, Kent. Tel.: New Romney 2188. [1609]
- ROLLS-BENTLEY**, 1934, 3½-litre Park Ward sports saloon. Passed M.O.T.; taxed; in daily use. Black/brown hide interior. Good tyres. Open to any inspection or trial. £150. Pickering, 12, Cross Street, Ryde, I.O.W. Tel.: Ryde 4176. [1610]
- FIAT 500**, 1939, saloon. Excellent all round. Winkers. M.O.T. certificate. Best offer. Johnson, Lamberts Castle, Clows Top, Kidderminster. Tel.: Clows Top 339. [1611]
- 1952 MORGAN F.4**. Aquaplaned E93A, twin S.U.s. New hood, tyres and battery. About £230. Box No. K.612. [1612]
- WOLSELEY HORNET**. Sound but neglected through exams. £60 would pacify bank manager. 298A, Old Brompton Road, S.W.5. [1613]
- ROLLS-ROYCE 25/30**, 1938. M.O.T. Hooper sports saloon, o.d. Complete overhaul at 15,000 miles. Excellent condition throughout. Photo sent on request. £540 o.n.o. Tel.: Ashfield (Birmingham) 1078. [1614]
- RAPIER RANALAH**, 1938. After five years' loyal service Winnie must go due to increase in family. A recent £100 face lift and overhaul put her in very good condition. Passed M.O.T. test. £100 with spares. Parfitt, 21, Loxley Avenue, Shirley, Solihull, Warwicks. Tel.: SHI 4940. [1615]
- BONNET, BUMPER** and overriders, hard-top for A.H. Sprite. Excellent condition. Offers. 84, St. Paul's Crescent, Coleshill, Warwicks. [1616]
- CITROEN LT.15**, 1949. Genuine 73,000, engine reconditioned 61,000. Sun roof, Notek, windtones, “X”s, rack; brakes relined. Body interior and exterior excellent. £165 o.n.o. Tel.: Camberley 2245. [1617]
- ALFA ROMEO**, 1930, 2 o.h.c. unblown 1750, good running order. New head, new p.v.c. hood, original body, well shod, two new tyres. Daily use until recently. £120. Capion, Fairfield House, Pewsey, Wilts. Tel.: 3169. [1618]
- M.G. TA**, 1939. Superlative condition, completely overhauled, enthusiast maintained, well shod; 20,000 miles since rebore. M.O.T. £170 o.n.o. 200, Cheltenham Road, Evesham. [1619]
- 1901 ROYAL ENFIELD** Forecar, 2-speed. A very successful Brighton car in first-class condition. £375 o.n.o. 1910 Darracq, excellent condition, 2-seater, will accept £275 for quick sale. Michelson, 32, Queens Avenue, Sunderland. Tel.: day, Sunderland 72183; evening, Whitburn 2012. [1620]
- VINTAGE MORRIS-COWLEY** (1929), dickey. Recent complete overhaul; original condition. New tyres. M.O.T. £200. Taylor, 245, Derby Road, Long Eaton, Notts. Tel.: 3734. [1621]
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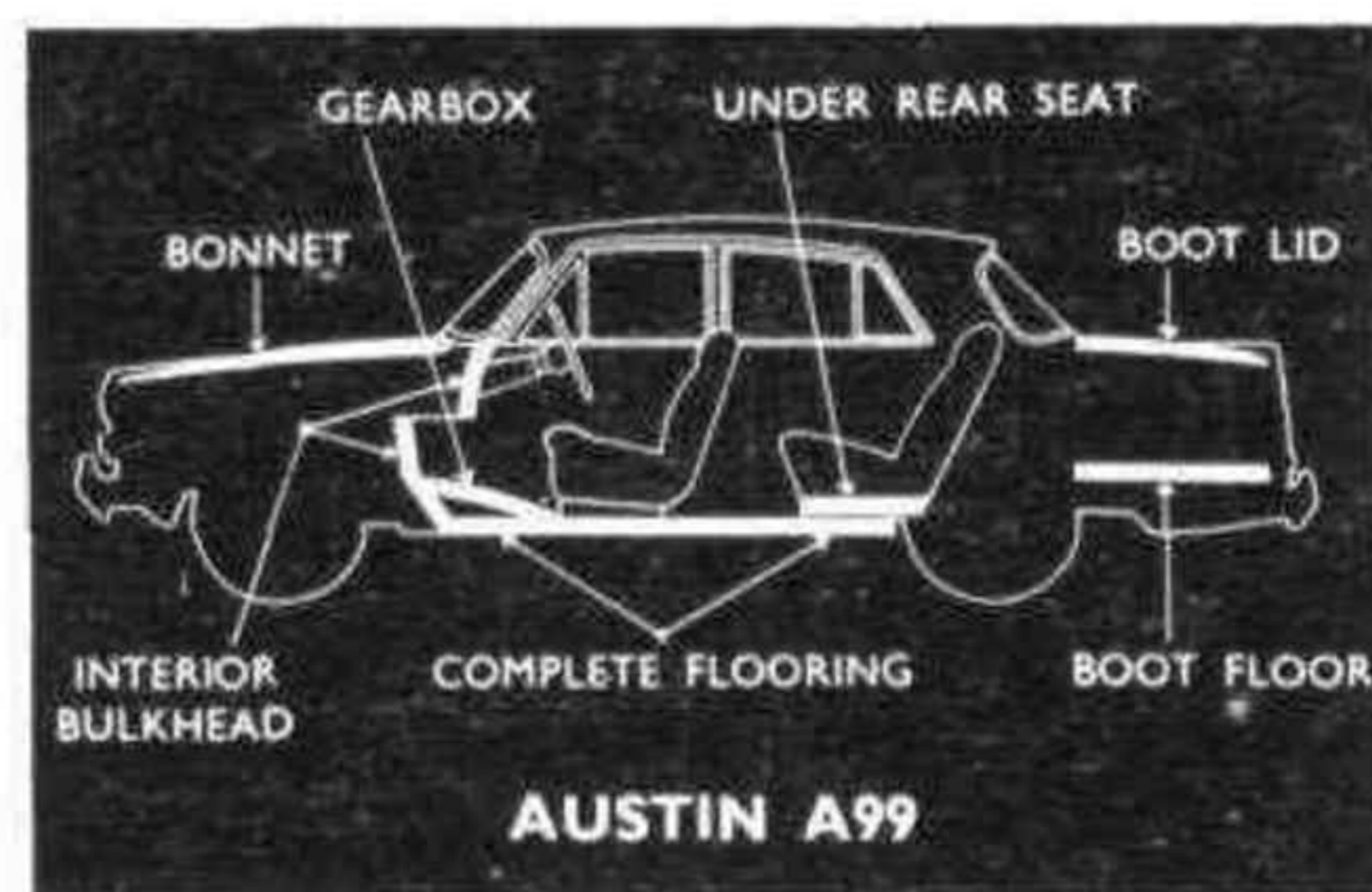
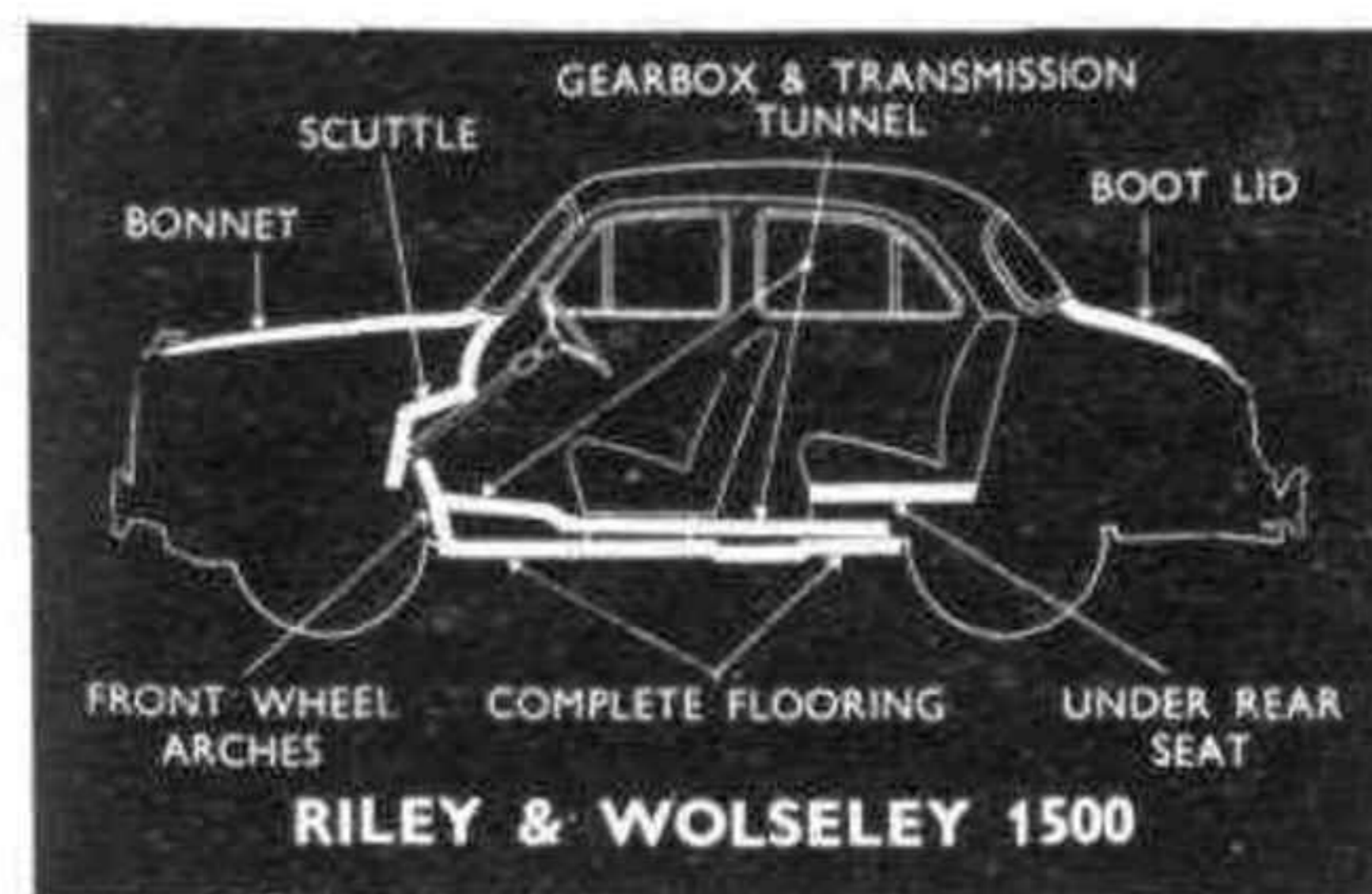
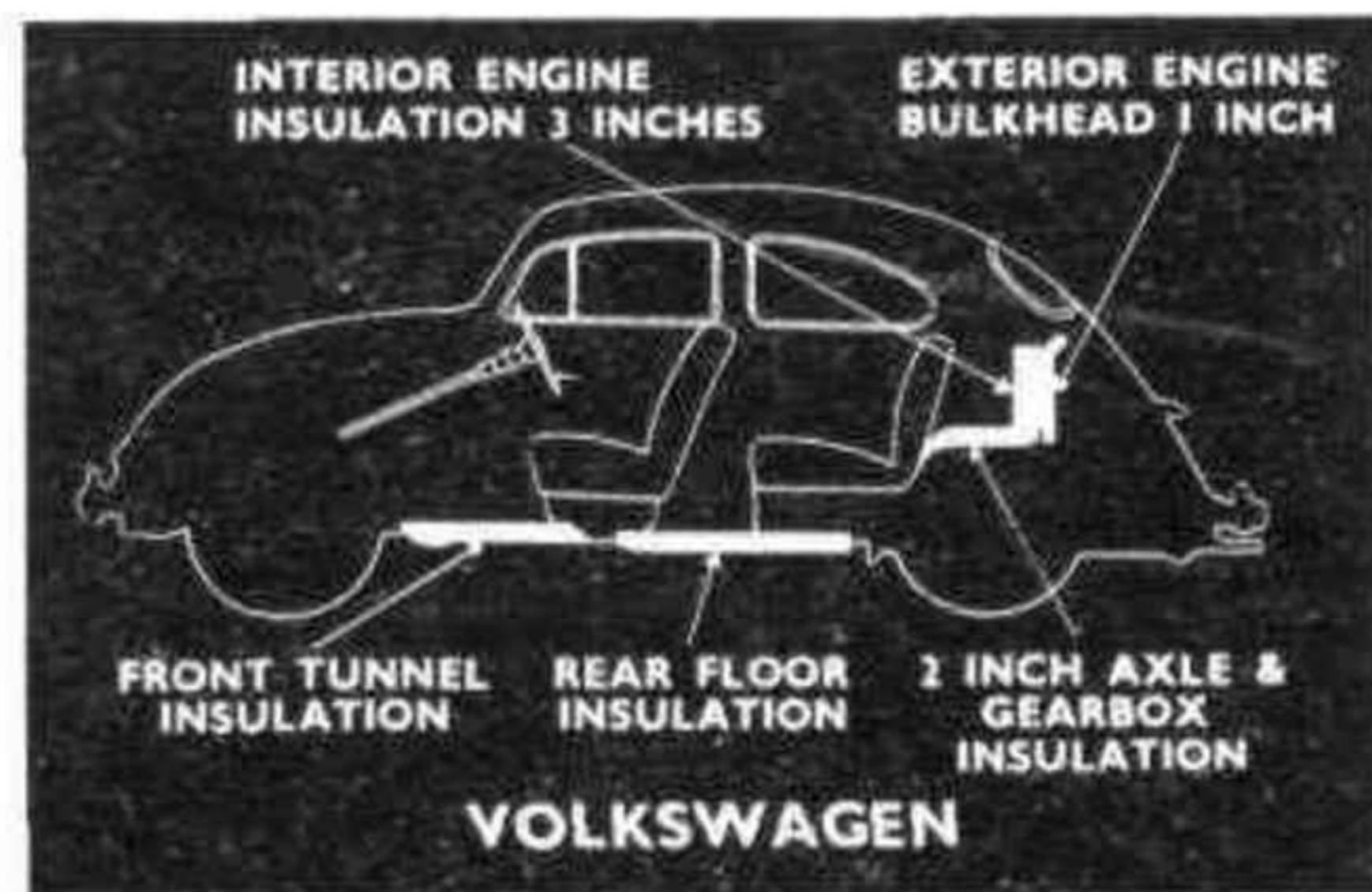
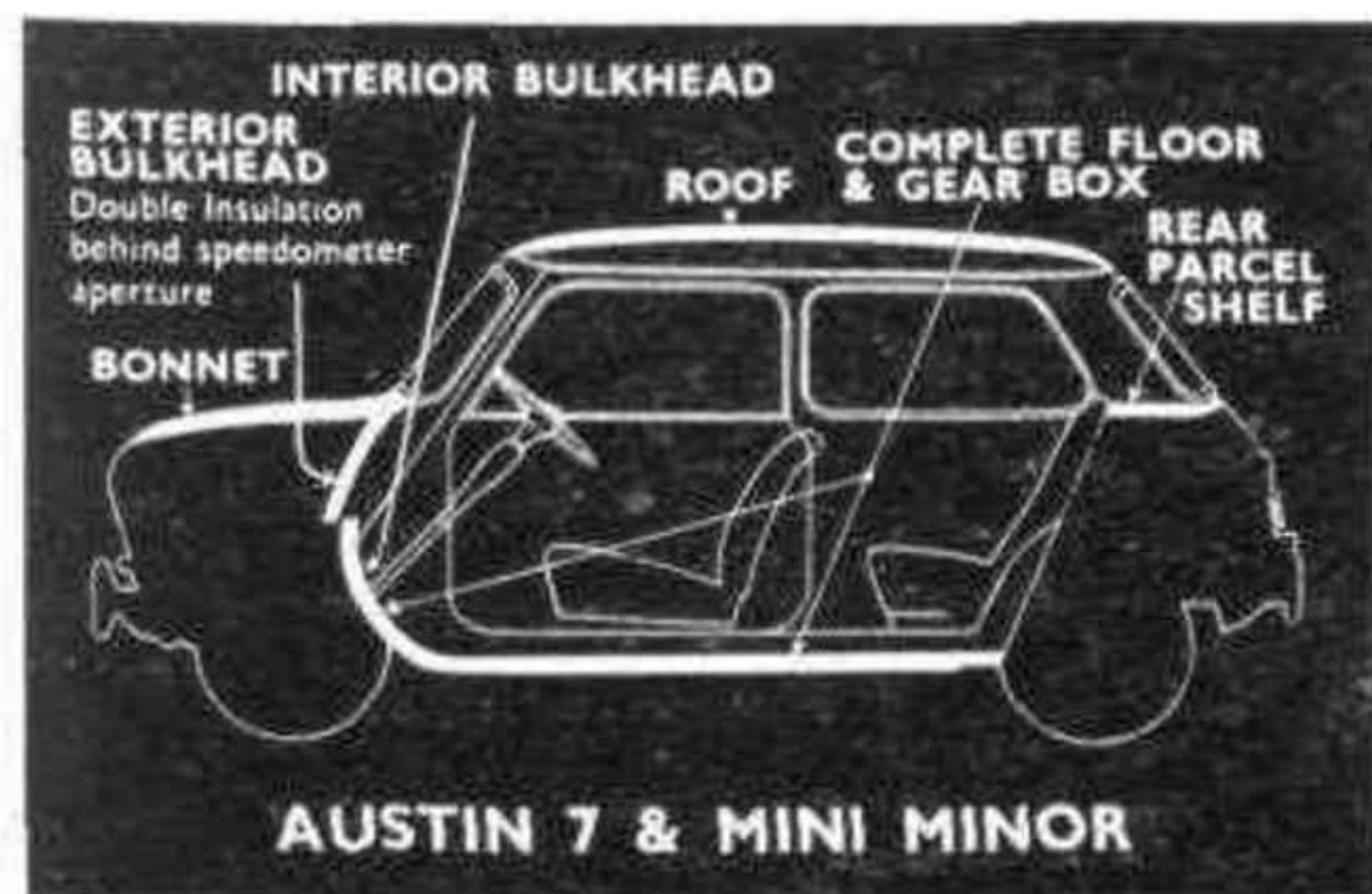
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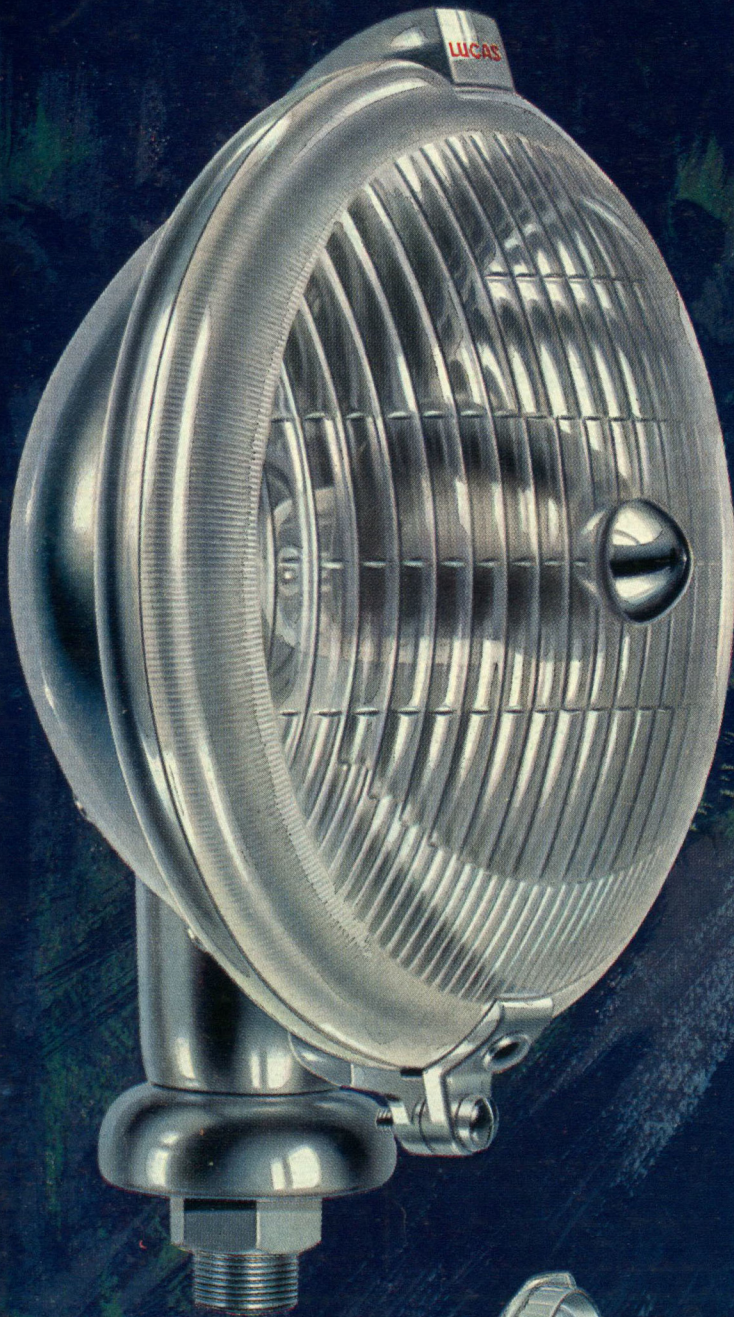
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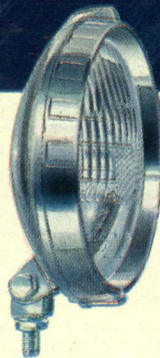


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