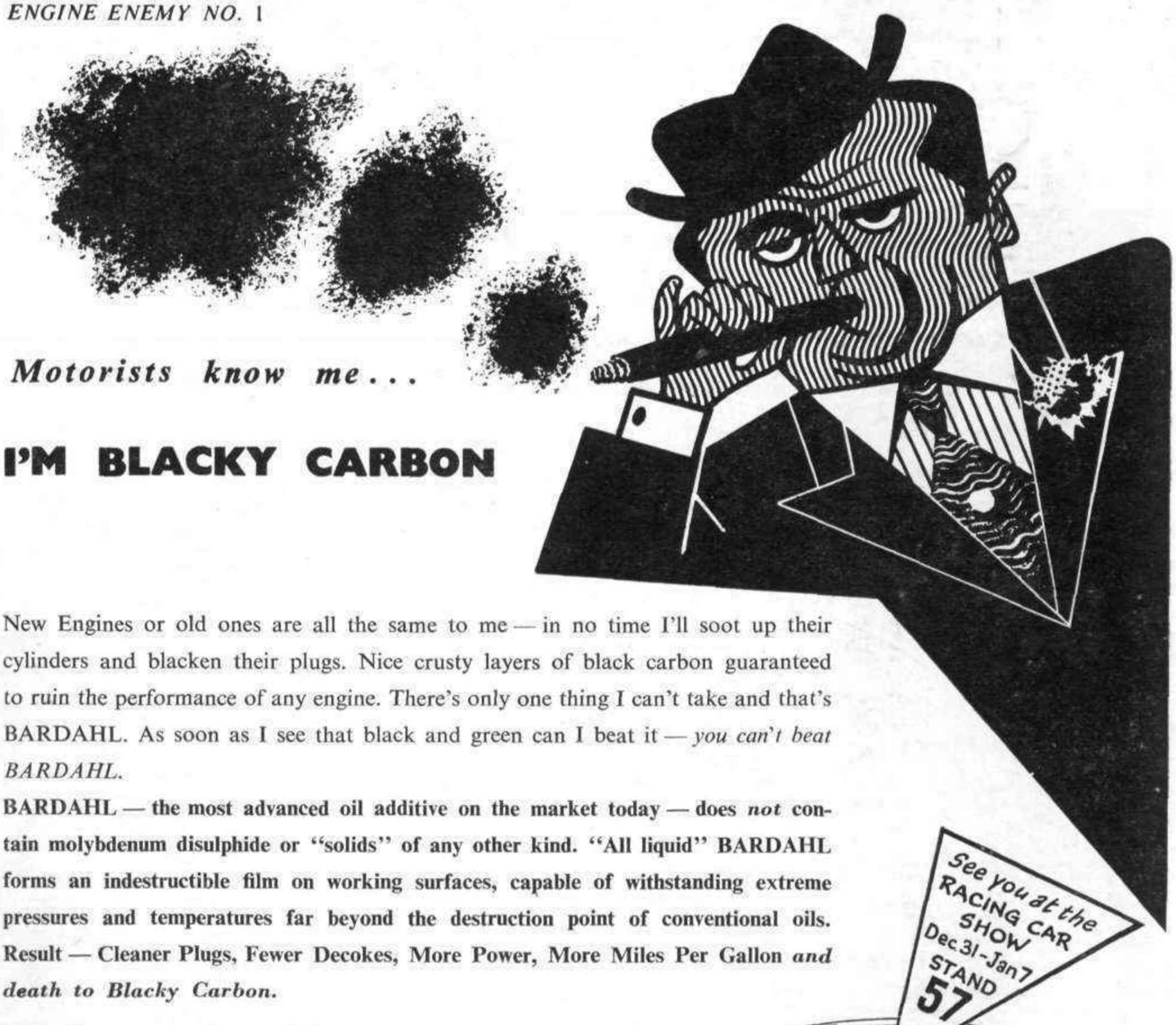
Vol. XXXVII No. 1 ONE SHILLING AND SIXPENCE January 1961

MOTOR SPORT

LARGEST CERTIFIED NET SALES 37th YEAR OF PUBLICATION

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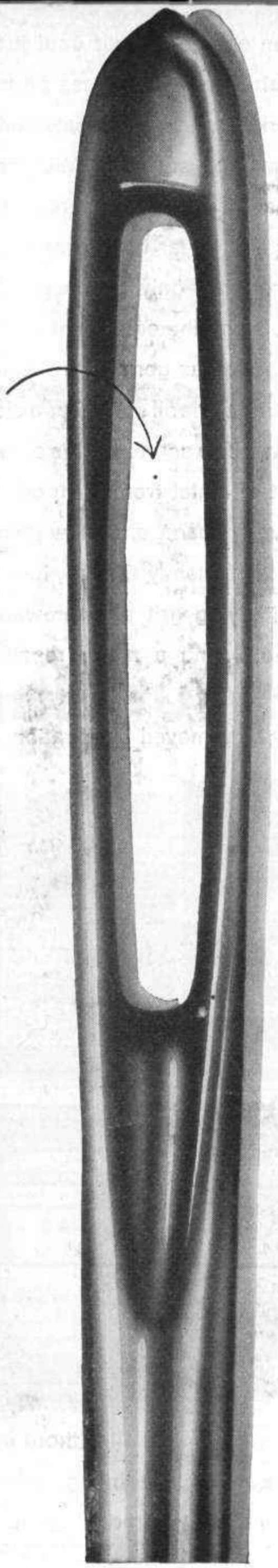
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It's so tiny that its size must be calculated in microns—a measure equal to 1/1,000th of a millimetre (or 0.00004 inch).

So small . . . yet so dangerous. For specks like this, carried through an engine in the oil, can cause pounds' worth of damage in a few thousand miles. They can make costly repairs necessary, shorten a car's life, lower its value. To protect your engine by trapping these particles is the duty of your oil filter. If you really care about the life of your engine, you should be sure to read the message on the following pages.

Starting at Scratch

FROM the moment an engine is built until it turns its final revolution, abrasive substances find their way into the vital working parts and create undesirable wear between moving surfaces. Microphotography has shown that these particles rarely exceed .001 inches diameter and by far the larger majority are so small that they can only be measured in microns—one micron being the equivalent of .00004 of an inch, but like dangerous germs, they *multiply.*

A speck of abrasive in engine oil scratches a piston, cylinder bore or bearing. The scratch is the scraping of a minute fragment of metal from the part. *This fragment is also an abrasive particle, so now there are two.* Unless your oil is efficiently filtered, this truly vicious circle of multiplying grit and snowballing damage will continue . . . and a major repair will become necessary.

These specks must be removed by filtration. The

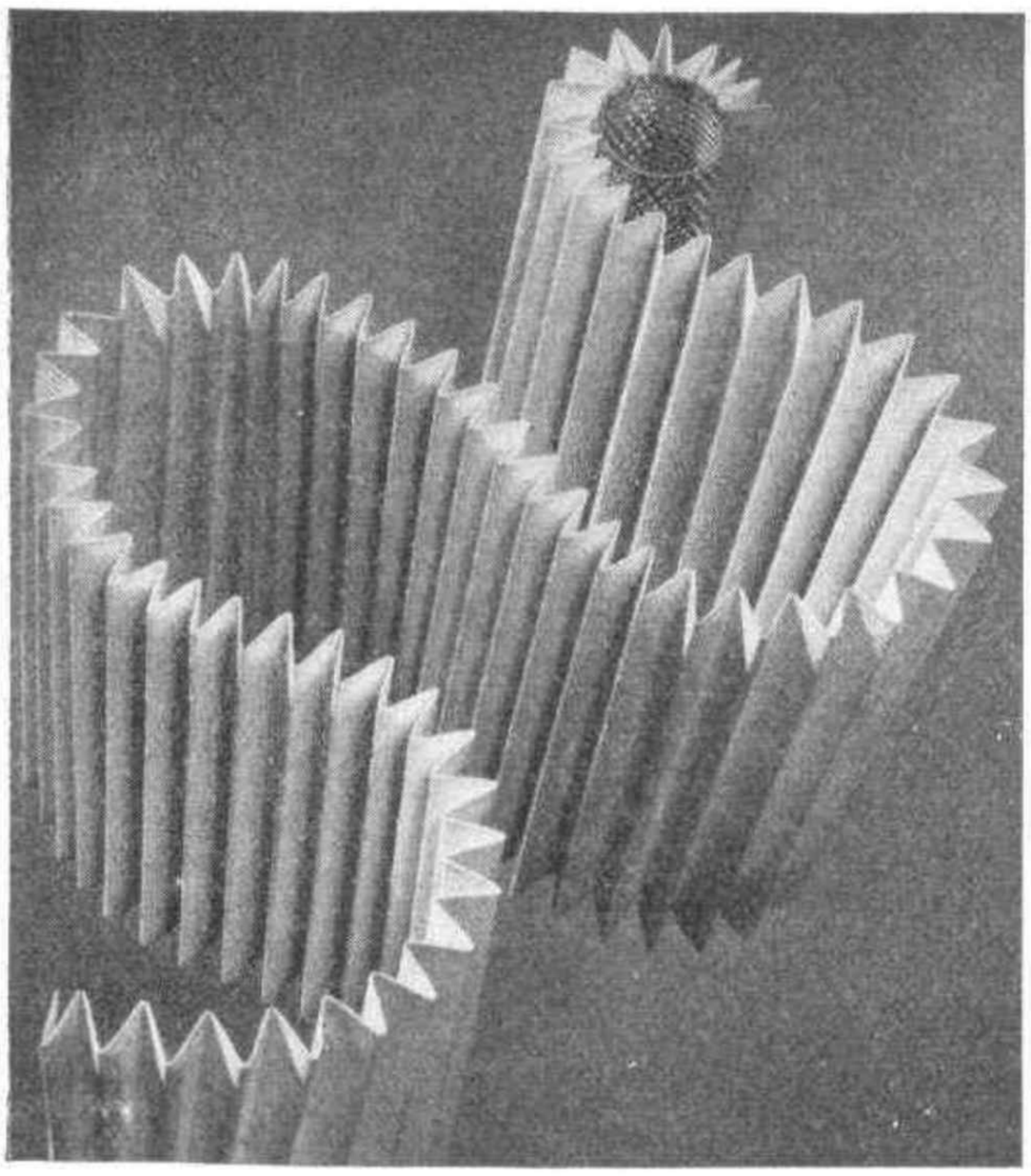
problem was to trap them from the oil without interfering with lubrication. Every advance in engine design and oil chemistry made a solution more urgent. The problem remained . . . until Purolator solved it.

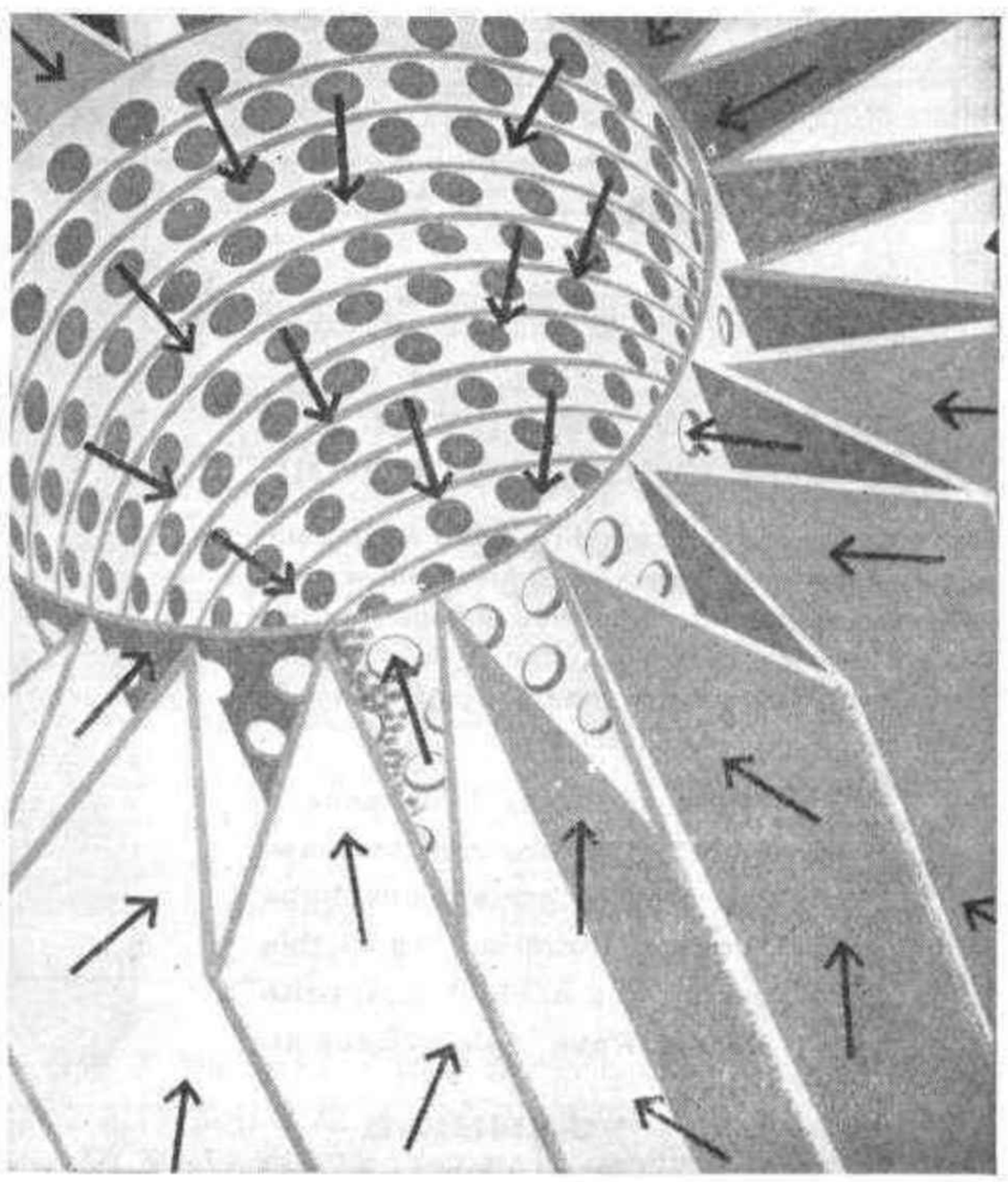
The problem remained . . .

WHAT was needed was a filter capable of trapping specks of minute size, yet still permitting oil to flow freely. In laboratories, filters of special *paper* are used for microscopic filtration. But under engine operating conditions, this paper would not stand up for long . . . unless a way was found to stabilise it.

Purolator found the way, a plastic impregnation process . . . and produced the Micronic filter for engine oil. The filter element consists of a plastic impregnated paper which is heat resistant, water-proof and warp-proof — it retains these characteristics under the severest tests and is capable of removing contaminants down to the size of a micron in spite of relatively high rates of oil-flow.

until PUROLATOR solved it





The design of the element provides an unusually large filtering surface for any given size of unit. The original sheet of paper 10 ft. long is pleated and formed into a small cylindrical element. In the most popular types of motor cars approximately 500 square inches are contained in a unit some $2\frac{7}{8}$ inches in diameter and $5\frac{1}{2}$ inches high. This design allows for filter 'bed' or 'cake' to spread out more thinly and evenly, resulting in greater efficiency and longer life. It also allows high flow rate for long operational periods.

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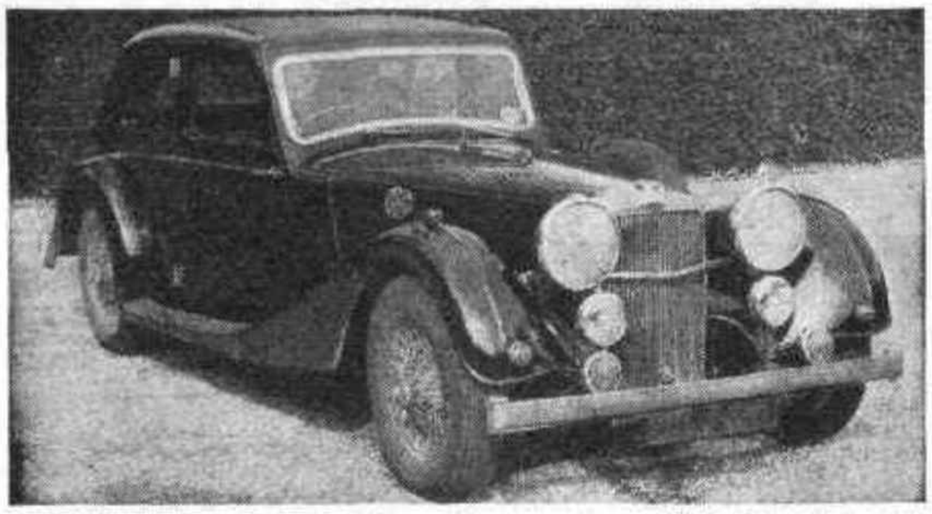
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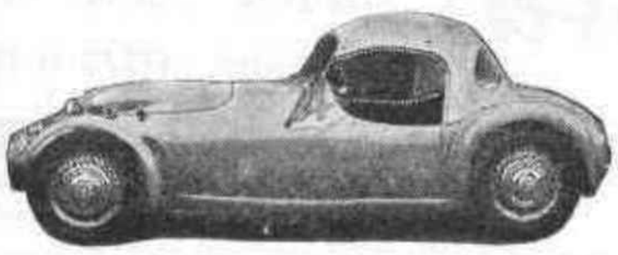
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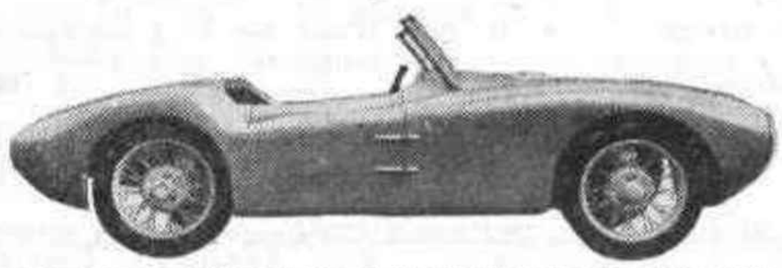
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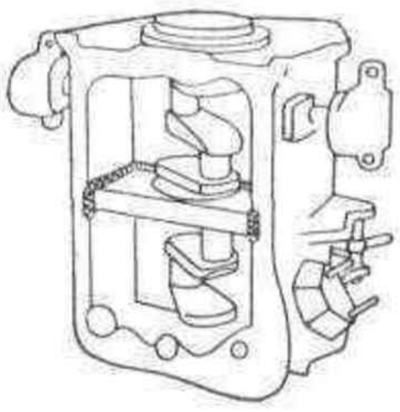
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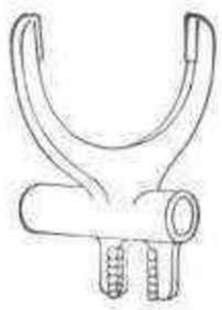




HERE'S HOW !

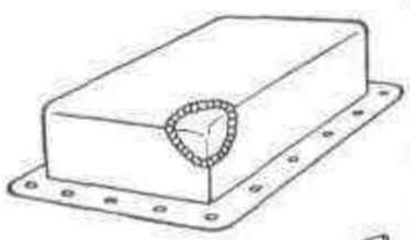
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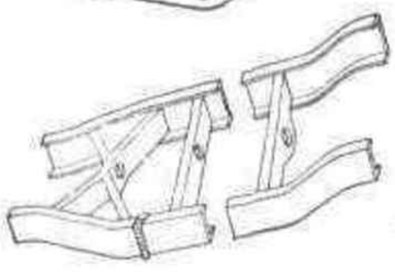




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Motoring News

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HIGHLIGHTS OF THE MONTH AHEAD :

- **Jan. 5** The B.R.S.C.C.'s second annual Racing Car Show. Full report and pictures from London's exhibition for the enthusiast.
- **Jan. 12** The year's first National Rally—the story of the South Wales A.C.'s Welsh Rally.
- **Jan. 19** Preparing for the Monte. A round-up of news as the British teams make their final plans to win the winter classic.
- **Jan. 26** They're on their way! On-the-road stories as competitors head towards Monte Carlo.

During January our first reports are scheduled from Australia and New Zealand on the "winter" racing season, and the month's road-tests will include a report on the Jaguar XK150S coupe with 3.8-litre engine.

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VOL. XXXVII No. 1 — A VISIT TO FERODO — 1847 JANUARY 1961

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

SAAB WINS THE R.A.C. RALLY

The 1960 R.A.C. Rally, which determined the destiny of both the European Rally Championship (won by Mercedes-Benz) and the Ladies' Rally Championship (won jointly by Pat Moss and Ann Wisdom driving B.M.C. products), was a generally well-run but not very exciting event ably organised by hard-working Jack Kemsley, who secured a bright but not vivid feather for the R.A.C.'s hat, except over the Wolvey to Brands Hatch Road Race, which is a disgrace the controlling body of the Sport in this country will find hard to live down when it seeks to suppress the exuberance of the small clubs.

The Rally was won convincingly by the lone Saab 96, so ably driven by popular Erik Carlsson and impeccably navigated by Stuart Turner. The performance of this Swedish 841-c.c. front-drive two-stroke, the smallest car competing, tuned to 42 b.h.p. and 90 m.p.h. in Group 2 form, was so outstanding as to render a full list of results of very little moment, so we will content ourselves with recalling that Austin Healeys were second and third, Sebring Sprite ahead of 3-litre, and that Anne Hall took the Ladies' Prize with her Ford New Anglia.

SUCCESS OF THE MINIATURES

Last month MOTOR SPORT asked whether you feel surprise at the quick swing in this over-taxed country from "Never Had It So Good" to the prevailing redundancy and short-time working in the Motor Industry. With sales of cars at a standstill it is ironical to discover that car models are selling in stupendous numbers. For example, the Lesney "Matchbox" miniatures are selling at about one million per week and in the past seven years Lesney Products and Co. Ltd. have disposed of 200 million vehicles, which would make the manufacturers who comprise the entire British Motor Industry sit up and think very hard! It might try to worm out of this by pooh-poohing the value of little cars costing a mere 1s. 6d. each compared to real automobiles selling for several hundreds of pounds; the fact is, however, that last year Lesney Products earned some £1-million in foreign currency. From a humble start fourteen years ago, using the war gratuities of the two partners to start a small pressure die-castings company, this London firm has moved recently to a new 110,000 sq. ft. factory and employs a labour force of 1,300, or nearly half that of the great Ferodo factory at Chapel-en-le-Frith, for example, merely, if this word can be pardoned, making motor-car and similar miniatures.

Lesney celebrated its 200-millionth model by introducing that extremely fine "Model of Yesteryear," the 1907 40/50-h.p. Rolls-Royce Silver Ghost described in this journal last November. Old-car enthusiasts will be delighted to know that Lesney were not afraid to have the full-size Silver Ghost present when they released this latest splendid miniature to the Press last month, the model, although very modestly priced (3s. 11d.), being sufficiently accurate to stand direct and critical comparison with its distinguished prototype! And it was a nice gesture to have a limited number of presentation models of this miniature cast in real silver and mounted on a handsome ash-tray for presentation to close friends of the company.

MOTOR SPORT has publicised motor-car miniatures for more years than it cares to remember and will go on doing so, for these tiny replicas of real cars represent one of the joys and anticipations of this life. It all began before the war, when Meccano Limited, makers of that constructional medium that teaches embryo engineers the fundamentals of the game—the writer used to play with it and learn from it in the days before it became coloured, so that in time the strips and girders left rusty marks on youthful fingers—introduced their "Dinky" miniatures, which survive and flourish. Playcraft issue a continual stream of very fine "Corgi" motor-car miniatures, and Triang with their "Spot-On" 1/42nd-scale cars (are these still made?) added to the wide variety of miniature motor cars that grace desks, mantel-pieces, study shelves and children's playrooms up and down the land. Victory Industries brought out working scale models to run on their Roadways, Scalextric perfected the electric race game, and Wrenns' have introduced this in a practical small gauge.

Whatever the fate or fortune of the British Motor Industry in 1961, the growing success of motor-cars-in-miniature is assured. Perhaps the Captains of Industry (full-size) should take heed of the initiative, skill and foresight displayed by those who have brought prosperity to the model-car trade.

APPEARANCE MONEY IN B.R.D.C. RACES

Thank goodness, when other bodies which control or direct motor competitions are often pompous and deadly serious, The British Racing Drivers' Club (the only motor-racing organisation for which, with a few honorary exceptions, members need definite qualifications before they can join) is active and adventurous. This

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Front cover picture: ON THE WAY TO VICTORY.—The Editor of MOTOR SPORT talking to Stuart Turner, who navigated Carlsson's Saab to a no-marks-lost victory in the 9th R.A.C. International Rally, at the Inverness control.

Motoring Sport Events for January

★ **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
Jan. 1st ..	Hagley & Dist. L.C.C.	Running Horse Inn, Long Bank	Bewdley, Worcs	Rally (*C.*)	10.00 a.m.
Jan. 6/7th ..	SOUTH WALES A.C. ..	CARDIFF, GLOUCESTER AND CHURCH STRETTON		RALLY (*N.B.*)	6.00 p.m.
,, ..	Motor Cycling Club	London, Lancaster and Kenilworth	—	Exeter Trial (*C.*)	10.00 p.m.
Jan. 7th ..	Ashford & Kent M.C.	Swan Hotel, Charing	Ashford	Rally (*R.*)	10.00 p.m.
,, ..	Ferranti M.C.	Drummore Hotel	Musselbrough	Rally (*C.*)	10.00 a.m.
,, ..	Worthing M.C.	" Chequered Flag," Angmering	Worthing	Rally (*C.*)	6.30 p.m.
Jan. 7/8th ..	Godiva C.C.	Progressive Deliveries Ltd., Torrington Ave.	Coventry	Rally (*C.*)	8.00 p.m.
,, ..	V.S.C.C.	Longmynd Hotel	Church Stretton	Rally (*R.*)	10.30 p.m.
Jan. 8th ..	2300 Club	Mullard Works	Blackburn	Rally (*R.*)	10.30 a.m.
,, ..	Clacton & Dist. M.C.	Clacton-on-Sea	—	Rally (*C.*)	—
Jan. 12th ..	Surrey Sporting M.C.	" Jolliffe Arms "	Merstham	Film Show	8.00 p.m.
Jan. 14th ..	De Lacey M.C. of Pontefract ..	Clubhouse, Foundry Lane	Pontefract	Rally (*C.*)	8.00 p.m.
,, ..	Singer Owners' Club	Hampton Court Way	Kingston	Rally (*C.*)	7.00 p.m.
,, ..	Sevenoaks & Dist. M.C. ..	" The Green Rabbit "	Hildenborough	Rally (*C.*)	6.00 p.m.
Jan. 15th ..	Hartlepools & Dist. M.C. ..	West Hartlepool	—	Rally (*C.*)	2.00 p.m.
,, ..	South Derbyshire M.C. ..	Y-Pass, Willington	Burton-on-Trent	Rally (*C.*)	10.00 a.m.
,, ..	Igranic M.C.	Clubhouse, Kempston	Bedford	Rally (*C.*)	2.30 p.m.
,, ..	North Oxfordshire C.C. ..	Banbury	—	Rally (*C.*)	2.00 p.m.
,, ..	Cambridge '50 C.C.	Brooklands Farm, Bourn	Cambridge	Trial (*C.*)	11.00 a.m.
Jan. 20th ..	Bristol Aero Co. M.C.	Chew Valley Lake	Bristol	Rally (*C.*)	8.30 p.m.
Jan. 20th/21st	Romford Enthusiasts' C.C. ..	Rom Garage, Gallows Corner	Romford	Rally (*R.*)	9.00 p.m.
Jan. 21st ..	Ashford (Kent) M.C.	Robin Hood Café, Charing	Ashford	Rally (*R.*)	8.00 p.m.
,, ..	B.A.R.C. (Surrey Group) ..	M.R. 171/379½685	Beckenham	Rally (*C.*)	7.01 p.m.
Jan. 21st/22nd	Nottingham S.C.C.	Start Normanton Inn, Clumber Park	Nottingham	Rally (*R.*)	10.31 p.m.
,, ..	Forces' M.C. (Heron Group) ..	Seavington St. Michael	Ilminster	Rally (*C.*)	1.00 p.m.
Jan. 22nd ..	Wolverhampton & S. Staffs C.C.	Freddie Brown's Garage	Church Stretton	Rally (*R.*)	0.01 a.m.
,, ..	Brent Vale M.C.	Byven Hotel	Greenford	Rally (*C.*)	10.00 a.m.
,, ..	Maidstone & Mid-Kent M.C. ..	Mote Park Cricket Pavilion	Maidstone	Trial (*R.*)	10.30 a.m.
Jan. 28th ..	Goodwins M.C.	Swingate Inn	Deal, Kent	Rally (*C.*)	9.30 p.m.
,, ..	Rochester & Chatham Dist. M.C.	Pepper Pot Inn	Ulcombe	Rally (*C.*)	8.00 p.m.
Jan. 28/29th	Morley M.C.	Huddersfield Area	—	Rally (*C.*)	11.00 p.m.
Jan. 29th ..	Worcestershire C.C.	Worcester	—	Rally (*C.*)	5.00 p.m.
,, ..	Old Merchant Taylors M.C. ..	Durrants, Croxley Green	Watford	Rally (*C.*)	2.30 p.m.
,, ..	M.G. C.C. (N.W.)	Langroyd Hall, Colne	Colne, Lincs	Rally (*R.*)	1.00 p.m.

MATTERS OF MOMENT—continued from previous page

spirit stems from the personality of the popular B.R.D.C. Secretary, John Eason Gibson. There was his personal removal of a Club badge from the car of someone who had no right to display it and his acquisition of the ship's bell from H.M.S. *Howe* for presentation to the Club's President, the Rt. Hon. The Earl Howe, P.C., C.B.E., V.R.D. (no connection with motor racing but a very nice gesture).

Now comes the following sensible announcement, which sets an example :—

> "The Race Organising Committee of the Club is empowered, at its discretion, to pay up to 100% of the agreed amount of appearance money to entrants whose cars and drivers have practised in good faith, but are prevented from starting through circumstances beyond their control."

A PRESENTATION VW

65-year-old Mrs. Radclyffe of Ramsdell, near Newbury, Berkshire, was presented on behalf of VW Motors Ltd. by Lord Brabazon of Tara with a Volkswagen saloon, the 50,000th to be imported into the United Kingdom. Her late husband, Colonel Radclyffe, Royal Tank Corps, a regular officer, was the British officer in charge of the bomb damaged Volkswagen plant until September 1949, when it was handed over to the Federal German Government. Professor Dr. Nordhoff, the Managing Director of the Volkswagen Company worked under Colonel Radclyffe, whose capability earned the admiration not only of the troops under his command but also of the German population of Wolfsburg, where the plant was the sole source of employment—perhaps it is because they remember their then-dependence on VW that the workers still turn out cars impeccably finished and reliable to a degree which, alas, seem to be becoming a rare attribute of British cars of comparable price.

* * *

Issue No. 38 of "What's New," official organ of Abbott Laboratories Ltd., contains a long article by William Boddy on "Dr. John Dudley Benjafield, Racing Motorist," which is illustrated with three fine pictures of vintage Bentley cars, one being a fine colour print of "Old No. 7" 3-litre before the 1926 Le Mans race, from a painting by Peter Battersby. This is a full-page illustration, intended as a subject suitable for framing in a doctor's surgery or waiting-room. But it will appeal to a great many of our non-medical readers also. Copies of "What's New" can be obtained by sending a letter or post-card, mentioning MOTOR SPORT, to Mr. A. H. I. Lonie, Abbott Laboratories Ltd., 8, Baker Street, London, W.1.

* * *

TOTAL IN ENGLAND

Following the invasion of the German Jet petrol stations, the French Total organisation are establishing petrol stations throughout Great Britain, with a main depot in Fulham. Stations at Bagshot, Bushey Heath, Salford, Beeston, and Longhill are already in operation, and the Total sign so familiar to tourists in France will be extended throughout the country.

* * *

ON SAFARI

The East African Safari will be run again this year from March 31st to April 3rd on similar lines to previous rallies except that it will now conform with other International rallies in being divided into capacity classes, and a Price performance index will be introduced as a supplementary award on the formula of "Minutes late plus 17 × Nairobi retail price minus 215," which will give an interesting comparison between the classes.

* * *

The Mercedes-Benz Club has now acquired Club-room facilities at Whitehall Court, London, S.W.1.

* * *

Exide have produced a giant torch which will throw a beam of 650 ft. Known as the 5CP20, the torch is 14½ in. long and has a head of 3¼ in. diameter. It costs 17s. 6d. without batteries, and uses five Drydex T.20 batteries which cost 7d. each.

* * *

Laycock de Normanville overdrive units are now being manufactured under licence in Italy. The Ferrari 250GT and 400 Super America are available with the Laycock overdrive.

* * *

The Renault Dauphine is now available with four-speed gearbox at only £9 18s. 4d. extra, making the total price for the four-speed car £699 10s. 10d.

MAKING THEM STOP

The Editor Comments on the Progress made in Braking for Racing and Rally Cars, with Particular Reference to a Visit to Ferodo Limited at Chapel-en-le-Frith.



ON THE JOB.—Syd Henson, Ferodo's Competitions Manager, seen outside the Publicity Department offices at Chapel-en-le-Frith in the Austin A95 he used last year to cover International events. His duties take him as far afield as Riverside, U.S.A., and Nairobi, and this year he intends to continue his good work—remember Mrs. Henson's cup of English tea at foreign meetings?—probably using a Standard Vanguard Estate Car.

IN the early days of motoring high speed was more of an adventure than is the case today because it had to be accomplished on dubious tyres and with very mediocre means of pulling up quickly if an emergency occurred. There stands to this day beside the long straight French road from Nonancourt to Evreux a memorial to Paul Zuccarelli, who was killed when the Peugeot racing car he was testing in preparation for the 1913 French Grand Prix hit a farm cart which emerged unexpectedly from a side lane. This is the sort of accident which the scientists who work in Ferodo's modern Research Centre at Chapel-en-le-Frith find hard to understand, and the stone which signifies the sad passing of this great driver might equally form a monument to the amount of research work Ferodo have done since to ensure that motor cars, of all weights and speeds, have at least a sporting chance of pulling up before disaster strikes.

This matter of efficient braking is of the utmost importance to everyone who ventures to travel in a motor vehicle—or for that matter, in a train or aeroplane—and it is of particular concern to competition drivers, who know that present-day races and rallies are won or lost as much on braking as on speed and acceleration.

In earlier times linings for racing-car brakes were of the woven type but recently moulded linings, which can be much more easily "tailored" to particular requirements, have become prominent in the high-performance field, although woven linings are still used on some family cars. To overcome problems of fade the disc brake is now all but universal for racing cars and is coming into increasing use on the higher-performance, or heavier, production cars.

The disc brake for automobile use was developed from the use of this form of friction brake on aircraft. It has brought fresh problems for the manufacturers of friction materials, but these have now been largely overcome, and intensive research continues. Nor is the disc brake entirely ideal in all respects. Retardation from low speeds can be poor unless the pads are servo applied, there have been difficulties of disc scoring, with consequent rapid wear of the pads, while it is well known that an effective parking brake has been difficult to arrange with the disc system. These are problems that have been mastered, or which are at least understood, since disc brakes were introduced initially for racing and sports cars. Ferodo, for example, have developed a new pad material (Ferodo 421) which not only refuses to score the discs but which wears four times longer than the earlier material while having the required μ at modest pedal pressures. It is pleasing to know that this Ferodo 421 was developed first for racing cars, then used for rally cars, and is now available for high-performance production cars.



Ferodo's £¾-million Research Centre, opened in 1958 by H.R.H. the Duke of Edinburgh. Here problems connected with braking, and of lining clutches to withstand the fearful punishment meted out by modern city traffic conditions, are quickly solved.

In this country we owe everything to Dunlop, Girling and Lockheed for the availability of automobile disc brakes. They have each had problems to overcome but all now provide automobile designers with extremely good means of fade-free retardation from high speeds.

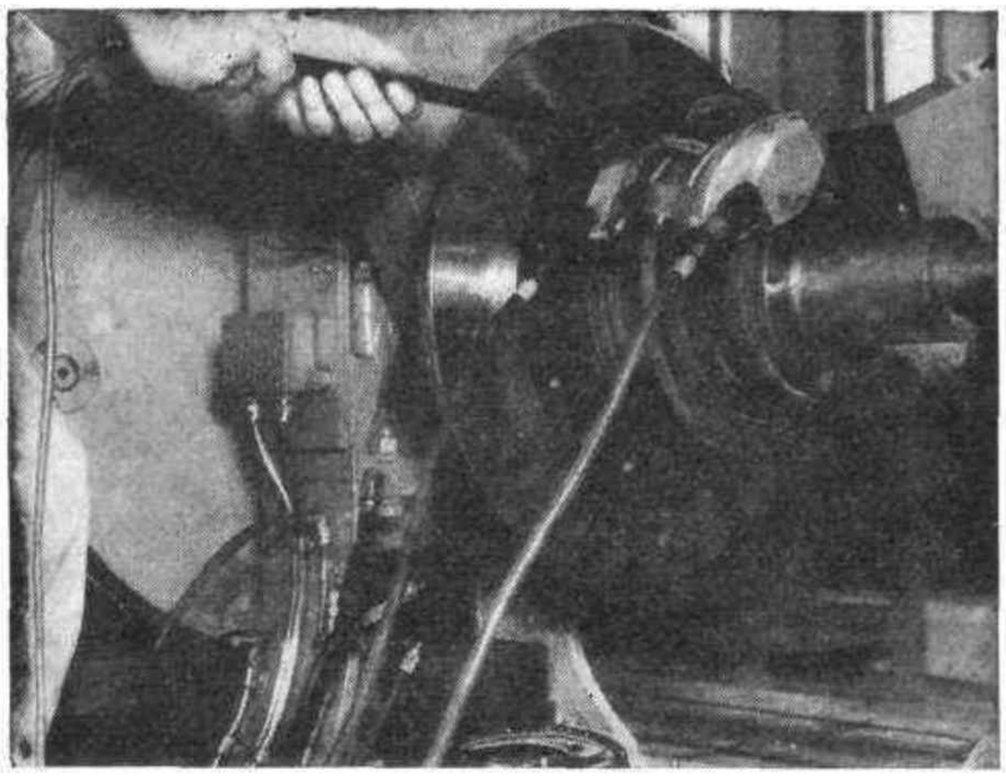
Dunlop, introducing disc brakes based on their aircraft designs and adopting them for sports/racing in 1953 on Jaguar cars, discovered that circular pads in alloy housings resulted in a thermal expansion rate of one-thou. per 100°, so that the pads tended to stick-on after the brakes had been released by the driver. They cured that by adopting square pads in different housings.

Girling found on one racing-car installation that heat from the disc, rising over their original vertical pad calipers, either warmed the brake fluid, resulting in "stiction," or else caused the fluid to boil, with loss of pedal pressure. The cure was to move the caliper mounting through 90°, which gave the required reduced working temperature.

Lockheed have had to produce disc brakes without infringing patents held by other makers, which posed problems of design as well as research but which in the end resulted in extremely satisfactory brakes.

It is interesting that because the pad for a disc brake does not have to be formed to a curved face the material is easier to handle and can have a greater density, which assists towards long life, quite apart from the fact that pads can be changed more quickly than shoes. Nevertheless, as with linings, this is an individual item of equipment and an enormous number of variants are necessary to meet the requirements of cost, durability, pedal-pressure factors, resistance to fade, etc., posed by manufacturers of vehicles as diverse as a G.P. car or a double-decker 'bus. Ferodo, for instance, have over 10,000 different shapes, sizes and types of friction linings in current production.

Although the disc brake is superior to the drum brake from the viewpoint of resistance to fade, and the extent of its adoption for production cars can be assessed from one of the accompanying tables, some manufacturers still place their faith in drum brakes. In this respect Alfa Romeo achieve excellent results, using the ultimate form of drum brake, which is the turbo-finned alloy



A disc brake on one of the test machines in the Ferodo Test House. A temperature reading is being taken between the disc and the pad after heavy retardation at pre-determined pressures and speeds.

drum with cast-iron liner, of decent size, well cooled. These present no lining problems. Mercedes-Benz have adhered to drum brakes, incidentally using American linings on the front shoes, German linings on the rear-wheel shoes, but rumour suggests that, as Facel Vega did, they may go over to discs. Looking at brakes generally, it can be said that some of the best are found on the Sunbeam Rapier, using Lockheed discs on the front wheels, which are powerful, fade-free and not subject to variations in pedal travel. The present position can be summed up by saying that Italian designers plan four good brakes and build a car round them, British design-teams think of the car first and then how to stop it, while American automobile manufacturers don't try to stop their cars at all, their duo-servo shoes being very sensitive to μ.

It was to learn more about brake lining problems that I paid a visit to Ferodo Ltd. to talk to Syd Henson, the Competitions Manager and himself no mean rally driver. Hospitality was laid on and an inspection of the Ferodo Research Centre arranged by their efficient Publicity Manager, Mr. W. P. Howard.

Herbert Frood, founder of Ferodo Limited, first produced friction materials at Chapel-en-le-Frith in 1897 and, buying a Benz a few years later, came face to face with braking problems which have been a Ferodo concern ever since. Today Ferodo is the major industrial undertaking in this Derbyshire town, the 16-acre factory which employs some 3,000 workers and the splendid new £¾-million 2-acre Research Centre, which must be unique in all the World (it was opened in 1958 by His Royal Highness, Prince Philip, Duke of Edinburgh, K.G., whose intelligent interest is remembered vividly to this day) occupying one side of the stone-walled road out from Buxton, with Mr. Howard's offices in an old private house on the opposite side.

Although I was aware that this company supplies friction linings for every conceivable automotive and industrial purpose and makes its own resins, and that it has been in existence for over 60 years, I had little idea of its present magnitude or the amount of money it spends on research.

However, it was with the application of Ferodo linings and pads to competition and high-performance cars with which I was primarily concerned, not with manufacturing processes, and Syd Henson told me plenty.

It is significant that although Ferodo became noted after the war for the service it provided at races and rallies, when two mobile servicing vans were operated under A. H. Collinson, the advent of disc brakes has rendered this service superfluous, although it is still operated for motorcycle competitors—at one T.T. meeting alone 456 brake assemblies were relined, by three fitters and one supervisor.

Racing has taught Ferodo valuable lessons which have resulted in better brakes for ordinary motorists. For instance, originally linings of good anti-fade characteristics were more stable in low-friction forms and so drivers accepted the high pedal pressures involved. But the aforesaid disc-scoring trouble led to further research, which initially obviated this problem at the expense of shorter pad life under racing conditions. Finally, Ferodo developed their 421 pads, which give good results under all headings for competition motoring. Disc brakes still require servo actuation to lighten pedal pressures on ordinary cars, and in this connection the Clayton Dewandre "Mot-o-Vac" should prove a worthwhile component. Incidentally, Henson considers that rally cars are more difficult over brakes than G.P. cars, because they are heavier and shroud their brakes from the cool winds that blow.

However, he sees the requirements for racing cars as follows :—

1. A reasonably high level of friction, in the region of 0.3 to 0.4.
2. The ability to maintain this level of friction without any great variations over a wide range of temperatures from atmospheric up to possibly 1,500° F. This latter figure may seem abnormally high but, nevertheless, such temperatures are obtained on certain disc brake applications.
3. The lining must withstand these conditions for the full Grand Prix distance or, alternatively, for a 24-hour race such as Le Mans without wearing sufficiently to require a renewal within this distance or time.
4. It must operate against its mating surfaces without undue scoring or heat spotting, as both of these contribute to rapid lining wear.
5. It must possess a high mechanical strength.
6. For many applications it must be suitable for bonding to steel, aluminium or manganese shoes.
7. It must possess good water repelling qualities.

In general, said Syd, lap speeds are a direct indication of how hard a race circuit will be on brakes, with Aintree and Monaco the exceptions that prove the rule. Aintree is the worst circuit of all, because of the hard braking that follows the 150-m.p.h. approach to Tatt's Corner, followed by the need for short dabs on the pedal round the rest of the course that maintain temperature, the Aston Martin disc brakes reaching 850 to 875° C. The second worst circuit is Sebring. Monaco is tricky, because slow-speed dabs result in fade, but the wear factor isn't excessive. The Nurburgring, surprisingly, is not hard on brakes.

Coming to individual problems set by cars, the B.R.M. has suffered almost entirely from mechanical troubles but its single rear disc brake running at 1½-times axle speed does develop temperatures around 850 to 900° C. The lightweight Lotus and Cooper cars present no worries, their disc temperatures being in the region of 450° C. The sports/racing Aston Martins wore out pads very quickly and it was for them that Ferodo 421 was developed. The front pads then wore only 26-thou. during the Goodwood T.T. 1959, practice included, and a further 16-thou. on the drive back to Feltham. The 3.4 Jaguar was a problem car, because little air got to the brakes; the change from disc to wire wheels reduces disc temperature only about 45° C., for instance. Ferodo 421 was the complete answer and the same material enabled the Le Mans-winning Ferrari not only to run the 24 hours without a change of pads but to finish with them so little affected that they would have lasted another 24-hour race. The Austin Healey used

DISC BRAKES USED ON PRESENT-DAY PRODUCTION CARS

Make of Car (*All models unless specified*)	Front Wheels		Rear Wheels		Actuation (*Direct where not stated*)
	Make of brake	Size of disc	Make of brake	Size of disc	
A.C.	Girling	11"	—	—	—
Alvis	Lockheed	11¼"	—	—	Vacuum servo
Aston Martin DB4	Dunlop	12⅛"	Dunlop	11⅛"	Vacuum servo
Aston Martin DB4GT	Girling	12 1/16"	Girling	12"	—
Austin A99	Lockheed	10¾"	—	—	Vacuum servo
Austin Healey 3000	Girling	11¼"	—	—	—
Berkeley Bandit	Girling	8"	—	—	—
Bristol	Dunlop	11¼"	Dunlop	11¼"	Vacuum servo
Citroen ID and DS	Citroen	11 5/16"	—	—	—
Daimler SP250	Girling	10⅝"	Girling	10"	—
Daimler Majestic	Dunlop	12⅛"	Dunlop	12"	Vacuum servo
Facel Vega	Dunlop	12"	Dunlop	11⅛"	—
Facellia	Dunlop	10"	Dunlop	10"	—
Ferrari	Dunlop	12.4"	Dunlop	11.7"	—
Humber	Girling	11⅛"	—	—	Vacuum servo
Jaguar Mk. II	Dunlop	11"	Dunlop	11⅜"	Vacuum servo
Jaguar Mk. IX	Dunlop	12¼"	Dunlop	12"	Vacuum servo
Jaguar 150S	Dunlop	12"	Dunlop	12"	Vacuum servo
Lancia Flaminia	Dunlop	11¼"	Dunlop	12"	Vacuum servo
Lotus Elite	Girling	9½"	Girling	9½"	—
Maserati	Girling	13"	—	—	Vacuum servo
M.G.-A 1600	Lockheed	11"	—	—	—
Morgan Plus-Four	Girling	11"	—	—	—
Rover	Girling	10¾"	—	—	Vacuum servo
Sunbeam Rapier	Lockheed	10 1/16"	—	—	—
Sunbeam Alpine	Girling	9½"	—	—	—
Triumph TR3	Girling	11"	—	—	—
Vanden Plas 3-litre	Lockheed	10¾"	—	—	Vacuum servo
Volvo P1800	Girling	10"	—	—	Vacuum servo
Wolseley 6/99	Lockheed	10¾"	—	—	Vacuum servo

N.B.—It will be seen that only 13 of these models use disc brakes on all four wheels. Some makers are impartial, three employing different makes of brake, in two cases on cars of similar weight and power. From this analysis Girling seem to make the most popular disc brake for production cars.

to require one or two changes of front pads in rallies like the Alpine and the Liége-Rome-Liége, but last year, on the latest Ferodo material, no pad changes were made during the Alpine and only the rear pads were changed, merely as a precaution, in winning last year's tough Liége-Rome-Liége Rally.

Incidentally, as an example of unexpected troubles which can arise, a worn pad, while providing still-efficient braking in itself, can bring the piston so close to the hot disc that fluid boiling will commence. I asked Syd Henson how long it takes to change pads. He said that with the excellent quickly-detachable pads introduced by Girling and using a special tool to push back the pistons, both front brake pads have been changed in 17 seconds, after the front wheels have been removed. In a rally, two men can do the job in five minutes, inclusive of removing and replacing wheels.

The lessons of racing and rallies have led to immensely improved brakes for normal cars and Alfa Romeo and Maserati are using Ferodo MZ41 linings as used for racing on their production cars. In winning his second World Championship Jack Brabham used a Borg & Beck clutch in his Cooper, the Ferodo sintered metal plates of which ran the entire 1960 season without being changed.

Today only two British brake lining manufacturers support motor racing and, a few foreign makes excepted, only three makes of linings are used in rallies. In the last Coronation Safari Ferodo was on 92% of the entry and at Riverside all but five of the starters in the American G.P. relied on Ferodo.

Testing and research at Chapel-en-le-Frith can be said to be divided into two classes: mathematical calculation and laboratory tests, and practical tests on road and test track and in International rallies. Although the mathematical assessments are almost foolproof, Ferodo find it very beneficial to confirm theoretical and laboratory results by hard driving on the road. They maintain a comprehensive test fleet, many different vehicles being driven, often over standard test routes, the cars ranging from representative small cars with Girling and Lockheed brakes, through larger family cars, to fast cars with drum and disc braking systems. Problem cars with special brake complaints are naturally included, the fleet averaging some 12 or 14 cars. Final tests are done at M.I.R.A. but Ferodo have their own test track, in the form of a resurfaced ex-quarry tramway, a mile from the factory. Although this has only a mild downgrade, it does enable tests to be conducted in privacy. Here, too, by a light-ray apparatus in conjunction with marks on the road, speedometers are calibrated at 30 m.p.h., so that accurate braking data can be recorded from this speed. Syd Henson also has a local test route in the Derbyshire dales, where, after warming up the brakes by artificial applications, he can try them for fade on a steeply descending, twisty hill, ending in a final straight of 1 in 5. We went out on this route in a heavily-laden Austin A40 and after Syd Henson had given it " the treatment " it came to rest willingly with very little smell of hot brakes, which would have proved eminently satisfactory to the rally boys. The linings were Ferodo UG9/51.

It must be remembered that most of Ferodo's research is done for the brake manufacturers, rather than the car manufacturers who order brakes and expect them to work! A year before Ford announced disc front brakes as an optional extra Ferodo had a Ford Zodiac so equipped on exhaustive test. A disease known as " early morning sharpness " is sometimes experienced with the otherwise very efficient moulded linings, so cars in the Ferodo test fleet are braked from 10 m.p.h. at varying pedal pressures after standing in the open all night and a record is kept of how different weather conditions, etc., affect retardation.

Syd Henson, apart from his main task of looking after competition drivers, has done a great deal of valuable research into

FORMULA 1 ANCHORS

Cooper	Girling disc, outboard, two master cylinders coupled by balance-beam.
Lotus	Girling disc, outboard at front, inboard at back.
B.R.M.	Dunlop disc, outboard at front, single internally-cooled on transmission at back.
Ferrari	Dunlop 11½" discs, outboard.

braking problems, which he sees in the light of the hardest possible driving conditions. He evolved his own test apparatus, at first a simple counter contained in a car's cubby-hole to record how many times a rally driver used his brakes, then four such counters to tell how many brake applications were made, respectively, at 20, 40, 60 lb. and higher pedal pressures—these short circuited at the height of an Alpine Rally, but computed a total of 24,000 brake applications. In the 1955 Tulip Rally the percentage of braking to driving time was measured; 9% of the total rally driving was occupied in retarding the car, equal to an average of three stops of three seconds' duration per mile!

By 1959 a truly elaborate test set was fitted to an Austin A105 competing in the Monte Carlo Rally and, at the expense of running the battery flat in the *parc fermé*, it gave the extremely interesting data shown in the table below.

These tests, apart from giving general data of great value, enable Henson to judge what sort of braking conditions will be experienced in a particular competition event. Amongst more general road tests, Ferodo have sent a coach to the Alps in the hands of drivers of widely varying ability and have conducted tests with Triumph TR3 and Bristol cars in the Alps and the Lake District.

Just how far they look ahead is evident when you visit the splendidly equipped Research Centre. Space precludes any attempt at a description of the many fascinating experiments that are conducted in this beautifully-planned modern building. Suffice it to say that it must be quite unique; from the Weissenberg goniometer for recording the diffraction of X-rays by chrysotile asbestos, to chromatographic apparatus for separating



One of Ferodo's test fleet, this disc-braked Austin Healey 3000, equipped with elaborate thermo-couples for recording brake temperatures, is seen on the Company's private test track, formerly a quarry tramway.

DATA AMASSED BY FERODO TEST APPARATUS FITTED TO AN AUSTIN A105 DURING THE LAST MONTE CARLO RALLY

Stage	Distance (Miles)	Time Taken	Speed (m.p.h.)	Applications	Per Mile	Duration (min.)	Percent. of Journey Time	Mean Duration (sec.)	Maximum Temperature
Glasgow-Barnby Moor	350	11 hr. 8 min.	38.4	2,000	5.7	42.5	6.3	1.28	212° F.
Barnby Moor-Dover ..	217	4 hr. 1 min.	36.7	978	4.5	25.8	6.1	1.57	212° F.
Boulogne-Blois ..	250	5 hr. 44 min.	45.5	1,043	4.16	26.4	7.6	1.52	212° F.
Blois-Bourges	63	1 hr. 46 min.	38.8	285	4.52	6.25	5.9	1.31	176° F.
Bourges-Figeac ..	227	6 hr. 7 min.	39.1	1,466	6.45	35.2	9.6	1.44	374° F.
Figeac-St. Flour ..	147	4 hr. 1 min.	39.6	1,513	10.2	29.3	12.2	1.16	446° F.
St. Flour-Le Puy ..	146	3 hr. 55 min.	41.6	950	6.5	22.1	9.4	1.39	302° F.
Le Puy-Bourgoin ..	206	5 hr. 23 min.	38.4	1,536	7.45	34.6	10.7	1.35	392° F.
Bourgoin-Dole	104	3 hr. 19 min.	42.8	714	6.85	13.8	6.9	1.16	266° F.
Dole-Chambery ..	138	3 hr. 44 min.	40.6	1,185	8.6	50.5	22.5	2.56	374° F.
Chambery-Monaco ..	305	8 hr. 54 min.	33.0	3,287	10.5	60.8	11.2	—	644° F.

complex mixtures, and the falling sphere viscometers for the control of experimental resin manufacture, to tiny test sets for simple measurement of friction, to the ten test machines in the lofty, spotlessly-clean Test House, Ferodo have the means for finding all the answers.

It is for this reason that motorists can be quite sure that Ferodo know which are the best linings for use in any production car; ordinary users should abide by their service station or garage recommendations and not ask for advanced or still-experimental types of linings, as racing and rally drivers find it permissible to do.

The test machines can simulate any type or degree of braking in automatic sequence, recording the results on graphs; when I was there Sunbeam Rapier disc pads were going through a fade-resistance trial and Jaguar disc pads to a destruction test. It was on the largest of these machines that one of the special 16⅜ in. × 1 in. Girling disc brakes with six pairs of Ferodo pads to give a 78 sq. in. rubbing area for Donald Campbell's Bluebird car were tested. A dynamometer with 16 flywheels weighing a total of 6,800 lb. was run for half an hour until it produced 7-million ft./lb. energy at 2,600 r.p.m. The brake brought the test rig to rest in 32 seconds! Campbell was able to sit in a dummy cockpit and apply a pedal to see for himself that Girling + Ferodo would stop Bluebird from more than 400 m.p.h. and also to decide the pedal pressure best suited to his requirements.

During these tests the pad temperatures reached the fantastic figure of 2,200° F. and the disc glowed red, then yellow, at 1,000° F., as smoke and flames poured from the rig. But the pads, of commercial material but specially strengthened (they had been developed since October 1959 by a 15-man research team) stood up perfectly.

It is very nice to be able to state that these experiments encouraged Ferodo to apply this material to various industrial uses, again with complete success, a striking example of the value to Industry of such ventures as Donald Campbell's. The present holder of the Land Speed Record, the late John Cobb's Railton Mobil, and the previous holder, George Eyston's Thunderbolt, were retarded by Ferodo.

It can safely be said that if Ferodo cannot stop your car, no-one else anywhere in the World will be able to do so!—W. B.

SOME TYPICAL FERODO BRAKE LININGS

AM3	An asbestos-based rigid moulded non-metallic lining.	Specially designed for medium-performance drum-braked cars.
DM1	Non-metallic, rigid moulded asbestos composition.	Specially suited to Bendix brakes.
DM7	A non-metallic lining with same friction value as textile linings but good wear and anti-fade characteristics.	For light to medium-weight cars.
DM8	A rigid moulded asbestos lining with alloy chippings.	High anti-fade properties on fast cars.
DM53A	A rigid moulded asbestos lining with alloy chippings.	Very high friction for a moulded lining, with good wearing properties.
MR19	Solid woven non-metallic asbestos base with impregnant giving very steady μ over its temperature range.	Less fade resistance than MR41, and slightly lower friction value. Very popular for medium-size cars.
MR41	Solid woven non-metallic asbestos lining for use against good quality cast or alloy iron or steel of a Brinell value of 150 or over.	High stable friction characteristics and little fade at high temperatures.
MS1	A modern duty lining with metallic inclusion. Original equipment on several popular production cars.	Very good anti-squeal qualities. Slightly higher friction value than DM1 and good anti-fade properties.
MS3	A rigid non-metallic lining, particularly suitable for bonding. Original equipment on production cars and also used for racing.	Comparatively high-duty lining with slightly higher friction and anti-fade qualities than MS1 and with very high anti-fade qualities.
MZ41	Similar to MR41 but with a zinc wire inclusion.	Very stable friction value at high temperatures.
VG95/1	A heavy-duty rigid moulded lining with a brass wire inclusion, for use against high-quality cast or alloy iron.	Extremely durable, with a medium/low friction value and extremely durable, being capable of withstanding temperatures of 500° C.
DS3	A rigid moulded asbestos lining containing brass chippings.	Specially designed for use on high-performance disc brakes.
VG98	A rigid moulded asbestos lining with metallic inclusion, giving higher friction than DS3.	Developed for disc brakes; for heavy-duty applications, with great resistance to fade and wear.

CARS IN BOOKS

Continuing to look for references to cars in non-motoring books, in "Child of the Twenties," by Frances Donaldson (Rupert Hart-Davis, 1959), there is passing reference to an A.C., owned by her father, Teddy Lonsdale, and a later Morris-Oxford, both presumably vintage, and to her flying lessons, culminating in getting her A-licence on an Avro Avian and D.H. Moth, at the "smallest licensed aerodrome in England," somewhere in Sussex. Apparently the Moth was so badly serviced that it was afterwards displayed at Heston as an example of how not to maintain an aeroplane. (I cannot believe that you landed aeroplanes in those days by "switching off the engine"—throttling back is presumably meant—or that the light 'planes of those days had brake pedals.) The author is obviously a keen motorist, because she refers to the pleasure she gets when "I drive my very fast car to London these days."

Then, from "Publish and Be Damned," by Hugh Cudlipp (Andrew Dakers, 1953), we learn that early in the war, before it acquired two Dennis fire-pumps, the *Daily Mirror* Civil Defence team used "a 1913 Packard fire engine they had picked up for a song and pressed into action." Where, one wonders, is it now, should it have survived the scrap-metal drive. This book also tells us how at week-ends Harry Guy Bartholomew, Chairman of the *Mirror* and *Pictorial* from 1944 to 1951, "drove his Rolls-Royce at 70 to 80 m.p.h. to his boat on the Norfolk Broads."

I also came across some intriguing references to motoring in "Looking Back," the autobiography of the Duke of Sutherland (Odhams Press, 1957). The Duke recalls that the first car seen in Sutherland was "a fantastic steam car that could be heard chugging its way down the roads, belching forth steam, long before it came into sight," driven by the American steel magnate Andrew Carnegie. This may give veteran-car experts a clue to its make, for most steam cars proceed in silence! Later we read of the second car to come to the country, Winston Churchill's "small red 10-h.p. Mors car, driven in a most dangerous fashion by a French chauffeur." The year suggested is about 1899. Later the Duke of Sutherland recalls being driven round London by the Hon. C. H. Rolls in one of the first Rolls-Royce cars—"an excellent driver"—of a balloon ascent with Rolls that ended at Owlsmoor behind Sandhurst College and of his furious motor-cycle rides as a young man with Dr. Simpson, the Sutherland doctor. Incidentally, many years later, as he mentions in his book, he unveiled the memorial to Henry Royce at Derby. The Duke of Westminster is described as arriving at a Hurlingham polo tournament in a "red racing Mercedes," and the book, in telling of an age long past, refers to the Duke's own railway station at Dunrobin and his grandfather's private train and a great deal about aviation, including the Light Aeroplane trials of 1923.—W. B.

NEW MUSEUM

A proposal has been made for the rebuilding of the Museum of Science and Industry in Newhall Street, Birmingham. A number of veteran and vintage cars are housed in the old buildings, as well as such cars as John Cobb's Land Speed Record car and a number of traction engines which can be seen working from time to time. The first phase of the rebuilding will take the form of a Locomotive Hall in which will be housed aircraft, traction engines, locomotives, cars and heavy machine tools. The Newhall Street building is open from 10.30 a.m. to 6 p.m. on weekdays, 10 a.m. to 6 p.m. on Saturdays, and 2 p.m. to 5.30 p.m. on Sundays.

1961 TEAM DRIVERS

With several new racing teams in the field for 1961 there is likely to be a shortage of drivers and some of the top drivers have still not joined their 1961 team. Ferrari has only retained Phil Hill, von Trips and Ginther, indicating that perhaps he will not be racing sports cars, while Cliff Allison has joined the new United Dominions Trust/Laystall team as the number one driver. Stirling Moss will occasionally drive one of the team's Lotus sports cars as well as driving a Camoradi rear-engined Maserati in selected sports events and Rob Walker's cars in F.1 and G.T. events. Dan Gurney will also drive a Camoradi Maserati. Henry Taylor will be number two in the U.D.T./Laystall team to Allison. Porsche have officially announced that Joakim Bonnier has joined them for both F.1 and sports-car racing. Roy Salvadori will drive for Yeoman Credit.

RUMBLINGS

WHAT IS VANDEN PLAS?

The other day MOTOR SPORT was due to road-test an Austin A55 Countryman but because it had suffered a gearbox calamity at the hands of a previous scribe a Vanden Plas was substituted. Consequently, there in the office car park was a 3-litre Vanden Plas Princess, nothing at all like those 3-litres they used to call Vanden Plas tourers in vintage times, and the query arose, what is a Vanden Plas?

To find out we drove this luxury saloon for more than 750 miles. In appearance it looks as if Farina has done something naughty with a Rover; inside there are those areas of fine woodwork and the arm-rests and club-leather associated with the Daimler Majestic and late-lamented Armstrong Siddeley Sapphire. Also, good deep carpets; that by the driver's left foot had come a bit unstuck, however.

The Editor wanted to check the route of his "Boxing Night Exeter" and the passenger had said "Bring something comfortable," so this Vanden Plas seemed just the job. Unfortunately the passenger didn't care for it, saying he had never sat in a harder, more shapeless seat, the beading which cut into him in such a way, that it was a relief to get out and sit on a nice kitchen chair in a quick-snack cafe at which we stopped.

The Editor found that this solid saloon took the corners better than he had expected and the servo brakes (disc at the front) gave him great confidence, these being so powerful that they tended to fierceness. Incidentally, Vanden Plas rightly attach considerable importance to the vacuum-servo, because there is a light on the facia which comes on if this assistance ceases to function. It certainly makes for light pedal pressures, with some lag when braking gently from low speeds. There is a well-placed handbrake down on the right, where it is out of the way.

The test car had Borg-Warner automatic transmission which clonked and whirred "something awful" and with which a smooth but fast getaway was impossible to achieve. Unfortunately, in this case there was no warning light to tell us whether it was in correct adjustment. It is possible that the B.M.C. six-cylinder twin-carburetter engine has a torque curve unsuited to this form of transmission. The usual P, N, D, L, R, quadrant is controlled by a solid left-hand steering-column lever with press-button for engaging P, L or R. Although rheostat control of panel lighting is provided, this quadrant remained illuminated at night to distract a tired driver. There is a pull-out lever centrally under the facia which enables intermediate gear to be held up to 69/72 m.p.h. There is also the usual kick-down engagement, but this doesn't function above 52 m.p.h.

The burr walnut facia contains a commendably roomy, lockable cubby-hole, supplemented by under-shelves for driver and front-seat passenger and pockets in the n/s front door, both rear doors and on the backs of the separate front seats. There is a fine collection of minor controls but as these are arranged in two rows below the facia, where the panel lighting does not penetrate, they are tiresomely "fumbly" in the dark, especially as the screen washers' button might be expected to be directly below the two-speed wiper control, but isn't. Another unhappy feature is three tiny flick switches very conveniently placed for the driver's right hand, which control side-cum-headlamps and the two fog lamps—it is all too easy to flick off the sidelamps switch and drive about unlit, thinking a fog-lamp has been doused.

There is crash-padding above and below the facia but two very lethal vizors; apparently Vanden Plas consider that if your chest is intact it doesn't matter if your head is severed, which could apply we suppose to certain shapely but empty-headed females.

The speedometer is very clear to read, rather in the pre-war Bentley tradition, except that the needle blanks the trip odometer, and it is deeply embedded in the wooden panel, but it is matched by a rather poor companion, in the form of a "four-in-one" oil, fuel, amps and temperature gauge—why is it that oil-pressure gauges now all seem to read 50 lb. sq. in.? The petrol gauge is immensely pessimistic, which is an insurance, as no reserve supply is provided. Vanden Plas are to be congratulated on providing an absolute fuel range of 300 miles—and this included driving westwards out of London in the rush-hour, when you can only cover 12 miles in the first hour, which is heavy on petrol. A subsequent check revealed a consumption of 19.2 m.p.g., which is good for a powerful 3-litre grinding away at that fussy Borg-Warner transmission and propelling a car weighing 31 cwt. unladen. At the end of this 750-mile test no oil was required.

This is a quiet car once it is in top gear, apart from an occasional whistle from the front brakes, and there is ample acceleration once the gremlins have selected the appropriate gear, but the engine then emits a rather amazing "power-roar," and some noise on the over-run. The ample tubeless Dunlop "Gold Seal" tyres are commendably silent when cornering quickly.

Visibility is somewhat impaired by thick, well-raked side pillars and a rather high-set wheel, although both front wings are fully in view. The view forward is reminiscent of that over the bonnet of a Bristol. Reversing is rendered easy on account of an automatically-selected "go-backwards" lamp and tail fins.

The ride is good, with little up-and-down float and some lack of damping over abrupt bumps, but there is roll on corners, and an occasional desire on the part of the cart-sprung back axle to steer the car. The steering is geared low (four turns, lock-to-lock), possesses sponge, is heavy for parking and not very precise in steering the car close to kerbs, etc. There is useful castor-return action and no kick-back, but this is not particularly nice steering. A cut-away horn ring gives a good view of the two instrument dials but is quite lethal in the way it can chop off a finger tip which protrudes too far over the direction-flasher's switch on the wheel centre—do designers ever drive the cars they conceive? On the test car there was no indication as to whether or not the flashers were winking. Less serious than losing a finger was the irritation caused by having two *identical* keys, of which one would insert in the ignition/starter switch but wouldn't operate it, and a third key the purpose of which we didn't discover. It is necessary to unlock the petrol filler flap before refuelling.

There is a complicated heating system which either gave lots of very warm air or too little but demisted nicely, quiet wipers, and openable ¼-lights front and back. We didn't try for top speed—this Princess felt fast enough at 70.

The headlamps' beam scarcely did justice to the car but there is ample light when dimmed. Equipment includes clock, cigar-lighter, two interior lamps, and map-lamp behind the cubby-hole; a clever item is a stowage tray on top of the broad transmission tunnel. In fact, this is a luxury car of some vitality, inexpensively-priced at £1,396½ inclusive of p.t. Unfortunately we lost enthusiasm for it when the lid of the enormous 18 cu. ft. boot had to be secured with string because the exceedingly crude catch had become bent on its impossibly flimsy mounting—as it must be as heavy luggage contacts it. This, from a company that once made coachwork for cars such as Rolls-Royce and Bentley, was a sorry disillusionment and we handed it back sadly, reflecting that verily fine craftsmanship has become a lost art.

* * *

A MAN-SIZE SPORTS CAR

Last month we had for test that famous sports car, the Austin Healey 3000—how nice to find sports cars with big effortless, engines still being made in this country, and what excellent value the big Austin Healey is. The car we had was the so-called four-seater with disc front brakes, wearing on its boot the proud "Liége-Rome-Liége Winner" plaque. The two back well-type seats are for very small children only, because leg-room is limited and the hard-top seriously restricts headroom.

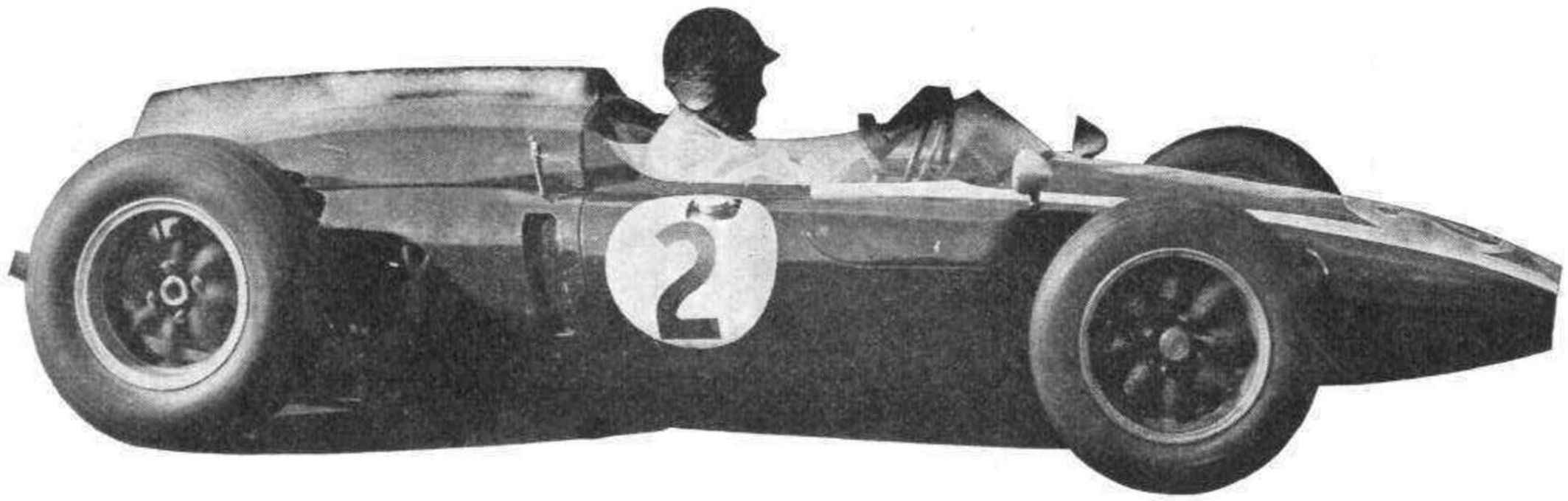
Otherwise, for winter sports motoring this hard-top is splendid, giving good rearward visibility through the big back window, having sliding Perspex side windows and being virtually rattle-free.

The Austin Healey makes no pretence to interior refinement and the separate front seats could be somewhat more comfortable, but every necessary instrument and control is provided and an under-facia shelf on the passenger's side (obstructed, however, by the washers' bottle) and big door pockets give all the stowage anyone should need. The boot, too, in spite of housing the spare wheel, has ample capacity.

The rev.-counter or tachometer and speedometer are calibrated only vaguely but are adequate and possess very steady needles. In contrast, Austin still fit that stupid fuel gauge which swings from zero to half-full even with 4 gallons in the tank, to the accompaniment of clicks from the astonished petrol pump (and its not a big tank, either), while the small, close-set pedals could hardly be more off-set to the right, "heeling and toeing" isn't possible, and the handbrake, which nestles very close to the transmission

Continued on page 24

INTERNATIONAL RACE RESULTS OF 1960



Champion driver, Jack Brabham in the Champion car, Cooper.

GRANDES EPREUVES
(For World Championship)

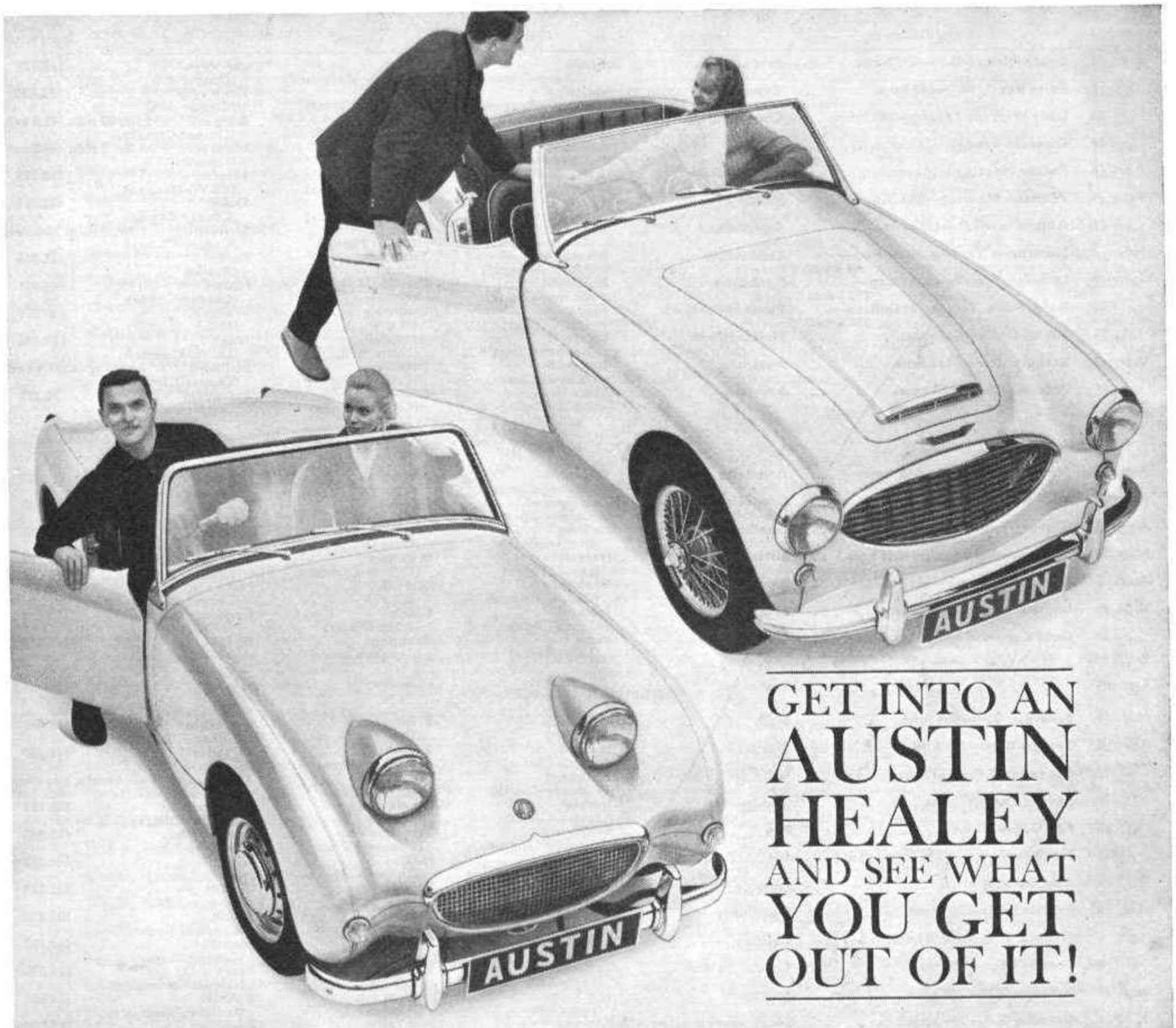
Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed k.p.h.	Fastest Lap	Time
Feb. 7	Argentine G.P.—312 kms.	Buenos Aires	McLaren (Cooper-Climax)	Allison (Ferrari)	Trintignant/Moss (Cooper-Climax)	Menditeguy (Cooper-Maserati)	von Trips (Ferrari)	133.208	Moss (Cooper-Climax)	1 min. 38.9 sec.
May 29	Monaco G.P.—314 kms.	Monte Carlo	Moss (Lotus-Climax)	McLaren (Cooper-Climax)	Phil Hill (Ferrari)	Brooks (Cooper-Climax)	Bonnier (B.R.M.)	108.559	McLaren (Cooper-Climax)	1 min. 36.2 sec.
„ 30	Indianapolis—805 kms.	Indianapolis	J. Rathmann (Ken Paul Sp.)	Ward (Leader Card Sp.)	Goldsmith (Demler Sp.)	Branson (Bob Estes Sp.)	Thompson (Adams Sp.)	223.285	Hurtibise (Travelon Sp.)	235.166 k.p.h.
June 6	Dutch G.P.—314 kms.	Zandvoort	Brabham (Cooper-Climax)	Ireland (Lotus-Climax)	G. Hill (B.R.M.)	Moss (Lotus-Climax)	von Trips (Ferrari)	154.929	Moss (Lotus-Climax)	1 min. 33.8 sec.
„ 19	Belgian G.P.—508 kms.	Spa	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	Gendebien (Cooper-Climax)	Phil Hill (Ferrari)	Clark (Lotus-Climax)	215.049	Brabham (Cooper-Climax)	3 min. 51.9 sec.
July 3	French G.P.—415 kms.	Reims	Brabham (Cooper-Climax)	Gendebien (Cooper-Climax)	McLaren (Cooper-Climax)	H. Taylor (Cooper-Climax)	Clark (Lotus-Climax)	212.113	Brabham (Cooper-Climax)	2 min. 17.5 sec.
„ 16	British G.P.—362 kms.	Silverstone	Brabham (Cooper-Climax)	Surtees (Lotus-Climax)	Ireland (Lotus-Climax)	McLaren (Cooper-Climax)	Brooks (Cooper-Climax)	174.920	G. Hill (B.R.M.)	1 min. 34.4 sec.
Aug. 14	Portuguese G.P.—407 kms.	Porto	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	Clark (Lotus-Climax)	von Trips (Ferrari)	Brooks (Cooper-Climax)	175.849	Surtees (Lotus-Climax)	2 min. 27.53 sec.
Sept. 4	Italian G.P.—500 kms. (G.P. of Europe)	Monza	Phil Hill (Ferrari)	Ginther (Ferrari)	Mairesse (Ferrari)	Cabianca (Cooper-Ferrari)	von Trips (Ferrari F.2)	212.534	Phil Hill (Ferrari)	2 min. 43.6 sec.
Nov. 20	American G.P.—395 kms.	Riverside	Moss (Lotus-Climax)	Ireland (Lotus-Climax)	McLaren (Cooper-Climax)	Brabham (Cooper-Climax)	Bonnier (B.R.M.)	159.325	Brabham (Cooper-Climax)	1 min. 56.3 sec.

Drivers' Championship Placings : 1st : **Jack Brabham.** 2nd : **Bruce McLaren.** 3rd : **Stirling Moss.**
Manufacturers' Championship Placings : 1st : **Cooper-Climax.** 2nd : **Lotus-Climax.** 3rd : **Ferrari.**

SPORTS CAR RACES
(For Manufacturers' Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed k.p.h.
Jan. 31	Argentine—1,000 kms.	Buenos Aires	Phil Hill/Allison (Ferrari)	von Trips/Ginther (Ferrari)	Barberis/Heins (Maserati)	Dory/Oelke/Bordeu (Porsche RSK)	Goethals/Delfosse (Porsche RSK)	159.580
Mar. 26	Sebring—12 hrs.	Florida	Gendebien/Herrmann (Porsche RS60)	Holbert/Schlecter (Ferrari V6)	Lovely/Nethercutt (Ferrari)	Hugus/Pabst (Ferrari)	Reed/Connell (Ferrari)	137.340
May 8	Targa Florio—720 kms.	Sicily	Bonnier/Herrmann (Porsche RS60)	von Trips/Phil Hill (Ferrari V6)	Gendebien/Herrmann (Porsche RS60)	Mairesse/Scarfiotti (Ferrari V6)	Barth/G. Hill (Porsche RS60)	95.334
„ 22	A.D.A.C.—1,000 kms.	Nurburgring	Moss/Gurney (Maserati)	Bonnier/Gendebien (Porsche RS60)	Phil Hill/Allison/Mairesse (Ferrari)	Herrmann/Trintignant (Porsche RS60)	Gregory/Munaron (Maserati)	133.200
June 25/26	Le Mans—24 hrs.	Sarthe	Frere/Gendebien (Ferrari V12)	R. Rodriguez/Pilette (Ferrari V12)	Clark/Salvadori (Aston Martin DBR1/300)	Tavano/Loustel (Ferrari 250GT)	Arents/Connell (Ferrari 250GT)	175.730

Championship Placings : 1st : **Ferrari.** 2nd : **Porsche.** 3rd : **Maserati.**



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AUSTIN LOOKS
YEARS AHEAD

FORMULA LIBRE RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Jan. 1	South African G.P.—231 kms.	East London	Frere (Cooper-Climax)	Moss (Cooper-Borgward)	der Vyver (Cooper-Alfa)	136.633
„ 8	False Bay " 100 "—168 kms.	Cape Town	Bristow (Cooper-Borgward)	Philip (Cooper-Climax)	der Vyver (Cooper-Alfa)	162.000
„ 23	Lady Wigram Trophy—240 kms.	Christchurch	Brabham (Cooper-Climax)	Piper (Lotus-Climax)	Burgess (Cooper-Climax)	1 hr. 40 min. 42.0 sec.
„ 30	Dunedin Trophy—113 kms.	Dunedin	Jensen (Cooper-Climax)	Hoare (Ferrari)	Mansel (Maserati)	1 hr. 2 min. 45.2 sec.
April 18	Easter Meeting—54 kms.	Mallory Park	Parnell (Cooper-Climax)	Hart (Cooper-Climax)	Naylor (J.B.W.-Maserati)	138.211
June 6	Whitsun Meeting—87 kms.	Mallory Park	Hart (Cooper-Climax)	Maggs (Cooper-Climax)	Duke (Cooper-Climax)	133.817
„ 12	Australian G.P.—161 kms.	Queensland	Mildren (Cooper-Maserati)	Davison (Aston Martin)	Stillwell (Cooper-Climax)	1 hr. 4 min. 35.0 sec.
July 3	Hawthorn Trophy Handicap—48 kms.	Kirkistown	Naylor (J.B.W.-Maserati)	Todd (Ford)	Reid (Austin)	132.466
„ 9	Leinster Trophy Handicap—193 kms.	Dunboyne	Ashmore (Cooper-Climax)	Campbell-Jones (Cooper-Climax)	Hart (Cooper-Climax)	148.961
„ 23	Gold Flake Trophy Handicap—256 kms.	Phoenix Park	Meek (Elva-Courier)	Goulding (M.G.)	Ward (M.G.)	108.035
„ 31	Bank Holiday—76 kms.	Mallory Park	Raby (Cooper-Climax F.2)	Arundell (Lotus-Ford)	Naylor (J.B.W.-Maserati)	114.634
Oct. 2	Bathurst Race—161 kms.	Australia	Brabham (Cooper-Climax)	Patterson (Cooper-Climax)	Stillwell (Cooper-Climax)	1 hr. 7 min. 37.5 sec.
„ 9	Watkins Glen—370 kms.	America	Moss (Lotus-Climax)	Brabham (Cooper-Climax)	Salvadori (Cooper-Monaco)	170.272

FORMULA I RACES

Jan. 9	New Zealand G.P.—241 kms.	Ardmore	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	Stillwell (Cooper-Climax)	139.364
Feb. 14	Buenos Aires G.P.—240 kms.	Cordoba	Trintignant (Cooper-Climax)	Gurney (B.R.M.)	Munaron (Maserati)	122.500
April 18	Glover Trophy—162 kms.	Goodwood	Ireland (Lotus-Climax)	Moss (Cooper-Climax)	Bristow (Cooper-Climax)	161.558
May 14	International Trophy—241 kms.	Silverstone	Ireland (Lotus-Climax)	Brabham (Cooper-Climax)	G. Hill (B.R.M.)	175.124
Aug. 1	Silver City Trophy—213 kms.	Brands Hatch	Brabham (Cooper-Climax)	G. Hill (B.R.M.)	McLaren (Cooper-Climax)	149.444
Sept. 17	Lombank Trophy—162 kms.	Snetterton	Ireland (Lotus-Climax)	Clark (Lotus-Climax)	Bonnier (B.R.M.)	165.323
„ 24	Gold Cup—264 kms.	Oulton Park	Moss (Lotus-Climax)	Brabham (Cooper-Climax)	G. Hill (B.R.M.)	151.037

FORMULA II RACES

Mar. 19	Syracuse G.P.—308 kms.	Sicily	von Trips (Ferrari)	Trintignant (Cooper-Climax)	Gendebien (Cooper-Climax)	162.461
April 2	Trophy Race—111 kms.	Oulton Park	Ireland (Lotus-Climax)	Surtees (Cooper-Climax)	Salvadori (Cooper-Climax)	146.628
„ 10	Bruxelles G.P.—318 kms.	Belgium	Brabham (Cooper-Climax)	Moss (Porsche F.2)	Trintignant (Cooper-Climax)	Two Heats, addition of points
„ 18	Lavant Cup—57 kms.	Goodwood	Ireland (Lotus-Climax)	Moss (Porsche F.2)	Salvadori (Cooper-Climax)	155.180
„ 18	Pau G.P.—248 kms.	Pau	Brabham (Cooper-Climax)	Trintignant (Cooper-Climax)	Gendebien (Porsche F.2)	102.883
„ 23	Norfolk Trophy—166 kms.	Snetterton	Lawton (Cooper-Climax)	Hulme (Cooper-Climax)	Piper (Lotus-Climax)	146.273
„ 30	Aintree—241 kms.	Aintree	Moss (Porsche F.2)	Bonnier (Porsche F.2)	G. Hill (Porsche F.2)	142.283
May 15	Prix de Paris—100 kms.	Montlhery	Trintignant (Cooper-Climax)	Lewis (Cooper-Climax)	Twisk (Cooper-Climax)	133.938
June 5	Frontieres G.P.—218 kms.	Chimay	Lewis (Cooper-Climax)	Flockhart (Cooper-Climax)	Bianchi (Cooper-Climax)	181.187
„ 6	Trophy Race—80 kms.	Crystal Palace	T. Taylor (Lotus-Climax)	Lawton (Cooper-Climax)	Sears (Cooper-Climax)	116.050
July 24	Solitude G.P.—228 kms.	Stuttgart	von Trips (Ferrari V6)	Herrmann (Porsche F.2)	Bonnier (Porsche F.2)	164.500
„ 31	German G.P.—250 kms.	South Nurburgring	Bonnier (Porsche F.2)	von Trips (Porsche F.2)	Brabham (Cooper-Climax)	129.200
Aug. 1	Trophy Race—121 kms.	Aintree	McKee (Cooper-Climax)	Ashmore (Cooper-Climax)	Pilette (Cooper-Climax)	136.231
„ 6	Vanwall Trophy—109 kms.	Snetterton	McKee (Cooper-Climax)	J. Lewis (Cooper-Climax)	Maggs (Cooper-Climax)	153.001
„ 27	Kentish " 100 "—170 kms.	Brands Hatch	Clark (Lotus-Climax)	Gurney (Lotus-Climax)	Bonnier (Porsche F.2)	146.644
Sept. 11	Danish Races—76 kms.	Roskildering	Brabham (Cooper-Climax)	G. Hill (Porsche)	Ireland (Lotus-Climax)	—
„ 17	Lombank Trophy—162 kms.	Snetterton	J. Lewis (Cooper-Climax)	Halford (Cooper-Climax)	Whitmore (Cooper-Climax)	154.111
„ 18	Zeltweg Airfield—189 kms.	Austria	Moss (Porsche F.2)	Herrmann (Porsche F.2)	Barth (Porsche F.2)	141.006
Oct. 2	Modena G.P.—237 kms.	Modena	Bonnier (Porsche F.2	Ginther (Ferrari V6)	von Trips (Ferrari V6)	140.902
„ 9	Coupe du Salon—167 kms.	Montlhery	J. Lewis (Cooper-Climax)	Bianchi (Cooper-Climax)	Utley (Lotus-Climax)	111.014
„ 9	Innsbruck Airfield—60 kms.	Austria	Herrmann (Porsche F.2)	von Trips (Cooper-Climax)	Ashmore (Cooper-Climax)	108.326

SPORTS-CAR RACES

Feb. 28	Havana G.P.—260 kms.	Cuba	Moss (Maserati)	P. Rodriguez (Ferrari)	Gregory (Porsche RSK)	127.885
April 2	B.A.R.C. Races—44 kms.	Oulton Park	Dickson (Lotus-Climax)	M. Taylor (Lotus-Climax)	Clark (Aston Martin)	142.058
„ 3	Riverside Races—326 kms.	California	Shelby (Maserati)	Miles (Porsche)	Lovely (Ferrari)	140.818
„ 18	B.A.R.C. Easter Meeting—81 kms.	Goodwood	Salvadori (Cooper-Monaco)	Blumer (Cooper-Monaco)	Dickson (Lotus Fifteen)	144.777
„ 18	Easter Meeting—44 kms.	Mallory Park	Naylor (Cooper-Monaco)	Portman (Cooper-Climax)	Pierpoint (Tojeiro-Bristol)	129.295
„ 30	B.A.R.C. Meeting—82 kms.	Aintree	Salvadori (Cooper-Monaco)	M. Taylor (Lotus Fifteen)	Marsh (Cooper-Monaco)	138.340

SPORTS-CAR RACES (continued)

Date	Race and Distance	Location	First	Second	Third	Winner's speed k.p.h.
May 14	" Daily Express " 1,500 c.c.—117 kms.	Silverstone	Ashdown (Lola-Climax)	Rees (Lola-Climax)	Breakell (Lotus-Climax)	153.160
„ 14	" Daily Express " over 1,500 c.c.—117 kms.	Silverstone	Salvadori (Cooper-Monaco)	Dickson (Lotus-Climax)	Naylor (Cooper-Maserati)	162.120
„ 15	Naples 1,600 c.c.—100 kms.	Posillipo	Starrabba (Porsche RSK)	Fiordelisi (Alfa Romeo)	Brighetti (Osca)	96.081
„ 15	Naples 2,000 c.c.—100 kms.	Posillipo	Boffa (W.R.E.)	Govoni (Maserati)	Vacarella (Maserati)	96.339
„ 29	Spa Races—211 kms.	Belgium	Frere (Porsche RS60)	Goethals (Porsche RSK)	Murray (Lotus-Maserati)	156.834
June 6	B.A.R.C. Meeting—33 kms.	Crystal Palace ...	Ashdown (Lola-Climax)	Steele (Lola-Climax)	Crawford (Elva-Climax)	118.770
„ 12	Rouen Races—4 hrs.	Rouen	Fairman (Aston Martin)	Schlesser (Ferrari 250GT)	Seidel (Ferrari 250GT)	142.177
„ 19	Circuit of Caserta—160 kms. ...	Italy	Scarlatti (Maserati)	Starrabba (Porsche RSK)	Govoni (Maserati)	153.319
July 10	Circuit of Auvergne—6 hrs. ...	Clermont-Ferrand ...	Bonnier (Porsche RS60)	Guichet (Ferrari 250GT)	Bianchi (Ferrari 250GT)	113.267
„ 16	British G.P. Meeting—117 kms. ...	Silverstone	Flockhart (Cooper-Monaco)	Graham (Lotus Fifteen)	Ashdown (Lola-Climax)	160.387
Aug. 1	B.A.R.C. Meeting—82 kms.	Aintree	Dickson (Cooper-Monaco)	Ashmore (Lister-Jaguar)	Salmon (Jaguar D)	135.925
„ 1	Raffles Trophy—85 kms.	Brands Hatch ...	Salvadori (Cooper-Monaco)	Ashdown (Lola-Climax)	Blumer (Cooper-Monaco)	125.899
„ 7	Kannonloppet—75 kms.	Karlskoga	Moss (Lotus Nineteen)	Bonnier (Maserati)	Piper (Lotus Fifteen)	109.226
Sept. 18	Angola G.P.—300 kms.	Africa	Love (Jaguar D)	Seidel (Porsche RS60)	Whitehead (Ferrari 250GT)	—
Oct. 2	Empire Trophy Meeting—117 kms.	Silverstone	Naylor (Cooper-Ferrari)	Halford (Aston Martin)	Graham (Lotus Fifteen)	150.023
„ 16	Riverside Races—327 kms.	California	Krause (Maserati)	Drake (Buick Sp.)	Pabst (Scarab)	147.251
Dec. 1	Nassau Governor's Trophy—180 kms.	Bahamas	R. Rodriguez (Ferrari)	Andrey (Maserati)	Holbert (Porsche)	147.819
„ 3	Nassau Trophy—400 kms.	Bahamas	Gurney (Lotus Nineteen)	R. Rodriguez/P. Rodriguez (Ferrari)	Connell (Maserati)	—

GRAN TURISMO RACES

April 2	B.A.R.C. Races—44 kms.	Oulton Park ...	Summers (Lotus Elite)	Dickson (Lotus Elite)	Wagstaff (Lotus Elite)	124.789
„ 18	Fordwater Trophy—32 kms. ...	Goodwood	Moss (Aston Martin DB4)	Salvadori (Jaguar)	Sears (Jaguar)	133.624
„ 23	Norfolk Meeting—44 kms.	Snetterton	Gibson (Jaguar)	Staples (A.C.-Bristol)	Handel (Jaguar)	132.595
„ 24	Spring Cup Races, 1,300 c.c.—72 kms.	Montlhery	Buxton (Lotus Elite)	Wagstaff (Lotus Elite)	Laub (Alfa Romeo)	111.875
„ 24	Spring Cup Races, over 1,300 c.c.—72 kms.	Montlhery	Loustel (Ferrari 250GT)	Schwartz (Porsche Carrera)	Braun (Porsche Carrera)	119.886
May 1	Ascari Trophy—12 hrs.	Monza	Rigamonti/Sala (Abarth-Fiat)	Guandalini/Cintolesi (Abarth-Fiat)	Poltronieri/Davis (Abarth-Fiat)	153.129
„ 14	" Daily Express " Meeting—56 kms.	Silverstone	Salvadori (Jaguar)	Moss (Jaguar)	G. Hill (Jaguar)	140.898
„ 15	Prix de Paris—100 kms.	Montlhery	Simon (Ferrari 250GT)	Seidel (Ferrari 250GT)	Loustel (Ferrari 250GT)	121.877
„ 15	Naples Races, 1,300 c.c.—62 kms. ...	Posillipo	" Kim " (Alfa Romeo)	Sepe (Alfa Romeo)	" Riolo " (Alfa Romeo)	92.812
„ 15	Naples Races, over 2,500 c.c.—62 kms.	Posillipo	Toselli (Ferrari 250GT)	Lualdi (Ferrari 250GT)	Fioccadori (Ferrari 250GT)	93.287
„ 29	Spa Races—141 kms.	Belgium	M. Leto di Priolo (Alfa Romeo)	Shepherd-Barron (Alfa Romeo)	Heredia (Alfa Romeo)	155.352
„ 29	Spa Races—141 kms.	Belgium	Braun (Porsche Carrera)	Koch (Porsche Carrera)	Biendl (Porsche Carrera)	158.491
June 6	Hockenheim—6 hrs.	Germany	Seidel/Poltronieri (Abarth-Fiat)	M. and D. Leto di Priolo (Abarth-Fiat)	A. Sala/G. Sala (Abarth-Fiat)	156.400
„ 29	Shell Cup—2 hrs.	Monza	Seidel (Abarth-Fiat)	Cattini (Abarth-Fiat)	Dejardin (D.B. Panhard)	147.401
Aug. 1	Wrotham Trophy—42 kms.	Brands Hatch ...	Sears (Aston Martin DB4GT)	Parkes (Lotus Elite)	Gibson (Jaguar XK120)	124.821
„ 20	Tourist Trophy—3 hrs.	Goodwood	Moss (Ferrari 250GT)	Salvadori (Aston Martin DB4GT)	Ireland (Aston Martin DB4GT)	137.728
„ 27	Redex Trophy—43 kms.	Brands Hatch ...	Moss (Ferrari 250GT)	Sears (Aston Martin DB4GT)	Parkes (Lotus Elite)	129.311
Sept. 4	Coppa Inter-Europa—3 hrs.	Monza	Abate (Ferrari 250GT)	Guichet (Ferrari 250GT)	Toselli (Ferrari 250GT)	172.685
Oct. 1	Empire Trophy Meeting—56 kms. ...	Silverstone	Gibson (Jaguar)	Warner (Lotus Elite)	Parkes (Lotus Elite)	128.361
„ 9	Coupe du Salon	Montlhery	Schwarz (Porsche)	Mde. Ferrier (Porsche)	Perssons (Porsche)	108.990
„ 23	Paris—1,000 kms.	Montlhery	Gendebien/Bianchi (Ferrari 250GT)	von Trips/Mairesse (Ferrari 250GT)	Schlesser/Simon (Ferrari 250GT)	6hr. 54m. 46.8s.
Nov. 27	Nassau T.T.—193 kms.	Bahamas	Moss (Ferrari 250GT)	Crossman (Ferrari 250GT)	Reed (Ferrari 250GT)	136.785

MOUNTAIN HILL-CLIMBS
(Including Championship)

June 12	Mont Ventoux—21 kms.	France	Trintignant (Cooper-Climax)	H. Walter (Porsche RS60)	" Wee " (Cooper-Monaco)	11 min. 51.8 sec.
July 10	Trento-Bondone—17.2 kms.	Italy	Govoni (Maserati)	Boffa (W.R.E.)	Vaccarella (W.R.E.)	13 min. 12.3 sec.
Aug. 7	Schauinsland—12 kms.	Germany	H. Walter (Porsche RS60)	Abate (Maserati)	Zweifel (Cooper-Monaco)	7 min. 30.7 sec.
„ 28	Ollon-Villars—8.0 kms.	Switzerland	Barth (Porsche F.2)	H. Walter (Porsche RS60)	Brabham (Cooper-Climax)	4 min. 52.7 sec.
Sept. 11	Gaisberg—8.6 kms.	Austria	Greger (Porsche RS60)	H. Walter (Porsche RS60)	Zweifel (Cooper-Monaco)	4 min. 37.0 sec.

Championship Placings : 1st : H. Walter. 2nd : Greger. 3rd : Tie, Boffa and Zweifel.

Results of Formula Junior held over to February.

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FRENCH GRAND PRIX	1st · 2nd · 3rd
BRITISH GRAND PRIX	1st · 2nd · 3rd
PORTUGUESE GRAND PRIX	1st · 2nd · 3rd
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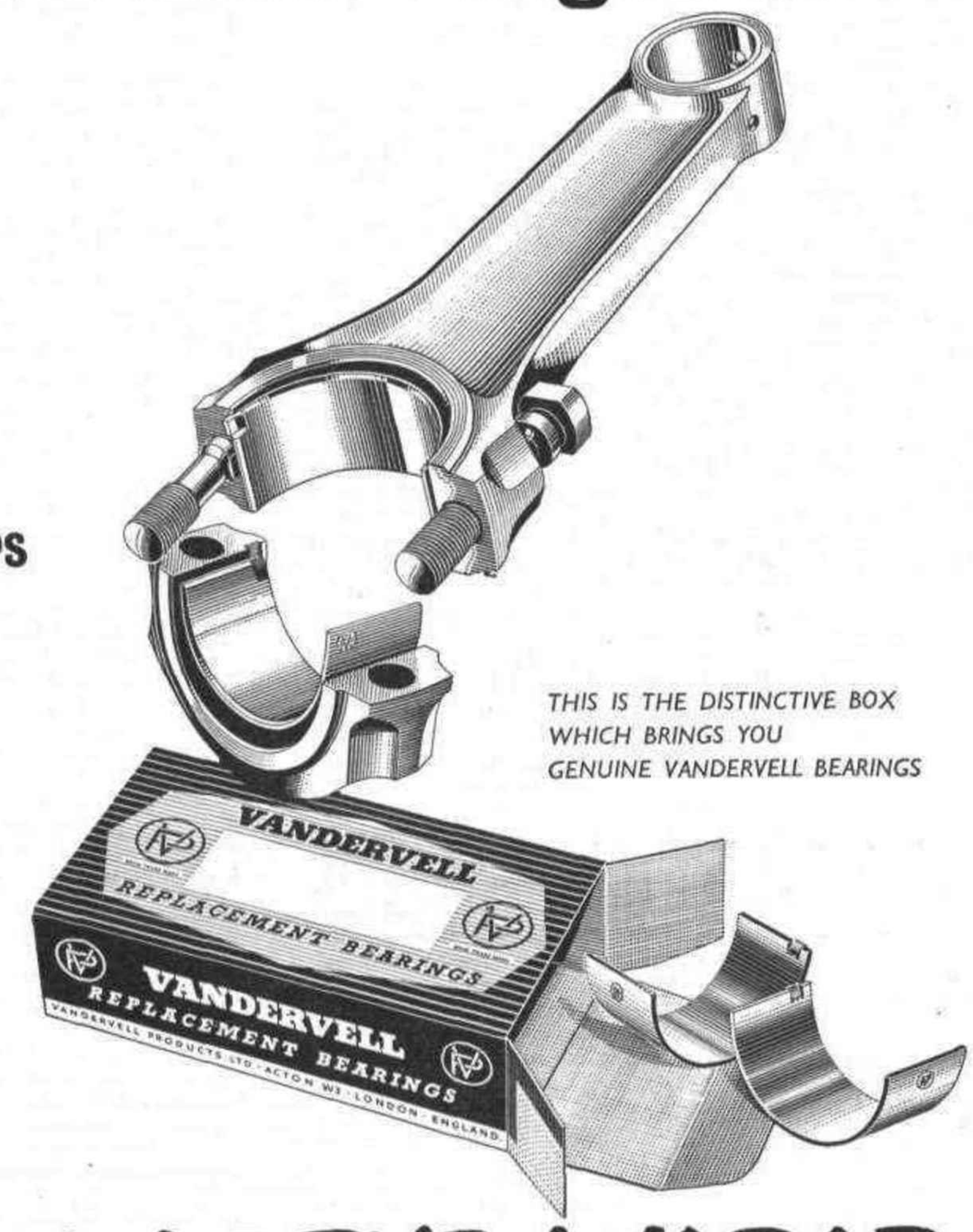
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BOOKS FOR THE NEW YEAR

"Spitfire—The Story of a Famous Fighter," by Bruce Robertson. 211 pp. 11½ in. × 8½ in. (*Harleyford Publications Ltd., Letchworth, Herts.* 45*s.*)

Fabulous is the only word I know that describes this latest "Harborough" publication. It is, of course, a history of the famous Supermarine Spitfire fighter aircraft, compiled by Bruce Robertson and a strong team of staff writers. But what a history! It is inconceivable that so much absorbing information about one make and type of aeroplane has ever before appeared between two covers, or is likely to again until the next stupendous "Harborough" comes along.

It is all there, the origins, development, history in all theatres of war, and subsequent fate of each and every Spitfire, backed-up by loads of splendid pictures and supplemented by the most all-embracing tables of statistics—squadron allocations of every Spitfire and Seafire, of presentation Spitfires, production orders, and serial allocations for the 20,351 Spitfires and 2,408 Seafires built, then lists of variants with technical data, etc., etc.—all I can say is—*stupendous!*

Racing enthusiasts will find a fascinating account of the Schneider Trophy races and of the racing seaplanes which led to the fighter that—thank God!—won for us the Battle of Britain. There are three-dimensional drawings of all these seaplanes from the 226 m.p.h. S4 of 1925, to the 1931 S6B which flew at 407½ m.p.h., and similar plans of the prototype fighters and all the subsequent Spitfires. I am not at all surprised that the print order for this terrific book is 10,000, ordered before publication.—W. B.

"Brush Your Teeth with Wire," by Dennis Henshaw and Mette Fryland. 284 pp. 8 in. × 5 in. (*Hammond, Hammond & Co., 87, Gower Street, London, W.1.* 15*s.*)

A lot of you will like this one. It's the story of how a by-no-means prudish Danish girl of 21 acted as chaperon to four American high-school girls on a cultural(?) tour of Europe in a Volkswagen microbus—I wish they wouldn't call it a minibus. The adventures they have must sometimes be taken with a pinch of salt (and always involve men) but the book, besides being exceedingly funny, does tell the reader quite a lot about European travel. As a warning to innocent girls of what may confront them in France, Rome, Bavaria or Monte Carlo this book is again of considerable value and, quite apart from what the text implies—some of which will give joy to those who prefer to own a female tailor's dummy rather than a book of art studies—Hargreaves has caught admirably in his line illustrations the startling adventures of these five attractive young women in a Volkswagen.—W. B

"Motor Racing Memories," by W. F. Bradley. 192 pp. 8¾ in. × 5⅝ in. (*Motor Racing Publications, Ltd., 62, Doughty Street, London, W.C.1.* 25*s.*)

Disappointing, this one, because, at all events to serious students, Bradley's reminiscences of the early days of the great motor races tells very little that is new. He does, it is true, provide from personal experience pen-pictures of the "giants" of pre-1914 racing and tells the inside story of how Hispano Suiza built a very hush-hush supercharged engine in 1912 which Bradley discovered, and there are some other "inside" stories of the old days. The chapter about Abbé Gavois' 1891 Panhard-Levassor will please old-car enthusiasts—but it was all told in the weekly motor journals of the 'twenties.

There are some good pictures, but in hoping that Bradley, one of the true pioneer motoring journalists, would give the inside story of the cars he tested for *The Autocar* in the nineteen-twenties, one is disappointed. However, perhaps there is another volume to come?

"Le Mans," by Louis Klemantaski and Michael Frostick. 63 pp. 10 in. × 7⅝ in. (*Hamish Hamilton, Ltd., 90, Great Russell Street, London, W.C.1.* 21*s.*)

This is a picture history of Le Mans. It is difficult to see the reason for it, unless it is to enable Klemantaski to find a ready use for old negatives. The pictures are seldom outstanding, although it is fun having the majority grouped under makes. On page 45 a Stutz seems to have turned into a Duesenberg.

"A Story of Formula 1," by Denis Jenkinson. 159 pp., 8¾ in. × 5¾ in. (*Grenville Publishing Co. Ltd., 15, City Road, London, E.C.1.* 25*s.*)

Aptly named—A Story—this book is an interesting review, by the Continental Correspondent, of the 2½-litre Formula 1 which ran from 1954-1960, including a few of his experiences during that time while he was reporting most of the Formula 1 events for MOTOR SPORT. One of the most conscientious of race reporters, he is probably the only British journalist who spends the entire season on the Continent, thus having a better opportunity to study Grand Prix racing at close quarters than those of us who pay flying visits to race meetings. Whilst displaying an outward facade of boredom he seldom misses any major development during practice or the race, much to the embarrassment of some competitors. This reviewer remembers talking to the manager of one of the factory teams who had had a rather embarrassing failure on one of his cars during a practice day and was happy to note that all the Press men were busily engaged at the other end of the pits as he got his mechanics to work on the fault. However, the next time he looked up there was Jenkinson quietly taking in every detail! With this sort of background he is probably the only journalist in the World who could write an authentic story of Formula 1. In these days when everyone with the slightest acquaintance with motoring sees fit to rush into print on every possible aspect of the motoring scene to such an extent that book after book duplicates its predecessors, a review of the now extinct Formula is a natural subject, and no doubt we shall be subjected to dreary blow-by-blow superficial accounts from half a dozen authors, which in these days when the motoring magazines give a very large coverage to Grand Prix racing are likely to yield little that is new.

The author has circumvented this difficulty by laying out his book in a rather different manner, presenting the cars, drivers, circuits and so on in separate chapters. This has led to some duplication but has undoubtedly made a much more enjoyable book. A few minor printing errors intrude.

The book opens with a survey of the historical facts leading up to the introduction of the 2½-litre Formula and traces, briefly, the various changes in the Formula and how they affected cars and drivers. The author comes down heavily in favour of the new 1½-litre Formula, although those who know him may feel that this is partly because practically everyone else is against it. This is followed by a section on the circuits used in Grand Prix racing in which he expresses his regret at the loss of several interesting road circuits after the 1955 Le Mans disaster. He places much of the blame on the National Press with its opinion-moulding headlines. The chapter finishes with a few words on Press facilities on the Continent, which appear to be decidedly better than those provided in this country, which in most cases are non-existent. [But Brands Hatch has a good Press box and Aintree feeds us.—ED.]

The Championship-winning cars are dealt with in detail, the Mercedes-Benz especially so since he was able to watch and assist in the development of these cars during the 1954 and 1955 seasons. The Vanwall comes in for its share of praise, as does Enzo Ferrari, who, as the author points out, was the only constructor to support the 2½-litre Formula throughout its entire duration.

Although "D. S. J." virtually ignores the various Championships during the season, he writes an interesting chapter on the Champion drivers, Fangio, Hawthorn and Brabham, giving absorbing insights into their characters and an account of how Fangio covered the full Mille Miglia distance during practice in a single day amongst all the normal road traffic. He feels that Brabham was a lucky winner in 1959 owing to the points system but gives full credit for his 1960 win.

What might have been, forms the basis of the chapter on "The Valiant Ones," about those cars which fell by the wayside during the Formula, and the author writes nostalgically of H.W.M., Connaught, and especially the V12 Maserati, a car which recurs in several other places in the book.

Streamlining is dealt with in a separate chapter, as is technical development, the author opining that the de Dion rear axle layout is finished in G.P. racing and the drum brake almost certainly so, which makes it all the more surprising that a Maserati drum brake is pictured on the dust jacket! Presumably it was more aesthetically pleasing to the dust-jacket designer than the functional-looking disc brake, which is the greatest single technical advance to come from the 2½-litre Formula.

The transporters and the men who drive them receive some long overdue praise, and the story of Tony Robinson's devotion to duty with Bruce Halford's Maserati is a shining example in these days when the maximum amount of money for the minimum

amount of work is the general rule. In a chapter entitled " Supremacy of Britain " the author traces Britain's gradual entry into the limelight, reprinting in entirety many of his articles from MOTOR SPORT which were, in the main, harangues against our puny efforts in motor racing.

Jenkinson obviously loves to hear a Grand Prix engine at full song and if a Grand Prix car is driven down the High Street in and out of the shopping traffic then he is practically overjoyed, and he has made an amusing chapter out of some of these incidents. The concluding chapter is about some of those drivers who have given their lives in the service of motor racing, and the author shows that he has had a very real affection for most of the drivers, which he seldom allows to show through his race reports.

A comprehensive table of race results together with an incredibly long list of drivers who have competed in Formula 1 races between 1954 and 1960, which shows that Maurice Trintignant has driven no less than nine different makes, Moss seven, and Fangio only three, which might prove something and on the final page appears a list of 26 drivers who have died during the 2½-litre Formula, although only 11 actually met their deaths at the wheel of a single-seater.

" A Story of Formula 1 " will make pleasant reading for everyone interested in motoring as it is not too technical for the layman nor too superficial for the serious-minded. It is obviously not the full story of the 2½-litre Formula but perhaps " D. S. J." can be persuaded to write this before too long.—M. L. T.

" The Cooper Golden Years 1959-60." *(Distributed by Thorsons, Ltd., 91, St. Martin's Lane, London, W.C.2. 3s. 6d.)*

Produced by Frank Woods (Pictorial Publicity) of Surbiton, this soft-covered booklet priced at 3s. 6d. records the successes, and failures, of the works Cooper Grand Prix team for the years 1959 and 1960. Unfortunately it finishes at the Portuguese Grand Prix, giving mention of the fact that Coopers boycotted the Italian Grand Prix, but being printed before the final race of 1960, at Riverside last November, so it is not complete. However, the inside stories contained between its Golden Covers tell many things about the workings of the Cooper Team not previously revealed, while Esso Golden petrol gets its fair share of publicity. There are some nice personal photographs taken from within the team.

* * *

Following rally navigator ace Stuart Turner's book on how to rally comes " Rally Manual," by Richard Bensted-Smith (Motor Racing Publications, 21s.), which answers all the questions about this branch of the sport. Dick has picked some good pictures, gives details of typical rally tests and tabulated histories of the great International events.

BOOKS IN 1960

Last year saw an absolute avalanche of motoring books sliding from the presses, for it is fashionable for motoring journalists to become authors and for racing drivers to be shadowed by ghosts compiling their career-stories. Amongst this spate of reading matter—luckily for publishers and authors the human reads rapidly, so that a constant source of brain replenishment is required!—some were exceedingly good entertainment, others will live as valuable works of reference but many are of but passing interest, or none at all, and in this case I'd rather spend the money on the car.

Foulis were first in the field as specialist motor book publishers but in recent times have concentrated on text books aimed at being instructive and of use to those building or tuning specialised types of car. I still think " Under My Bonnet " by G. R. N. Minchin one of their best and am surprised more books in this reminiscent style are not published.

Batsford have in the past few years established themselves as motor book specialists, tending towards histories about particular facets of motoring and motor cars in uniform style which reach a very high standard of presentation and illustration. Their recent " Weekend Book, " is something different, enormously welcome and must be a great success, while their " Vintage Car Pocketbook " sold in unprecedented numbers—I have heard 35,000 copies mentioned, surely a record in this specialist field?—so that these little pocket reference volumes, gaining greatly from illustrating *every* make the author refers to, no matter how rare, must surely continue, and go on to even greater successes, in sports-car and racing car editions. Batsford have occasionally had a cautious go at entering the Foulis field (remember " Restoration of Vintage and Thoroughbred Cars "?), but when it comes to their " Construction of Ford Specials," Haynes did it as well, if not rather better, at half the price, with the " Ford Special Builders' Manual." With Jenkinson's " Racing Driver " they scored a resounding success, this motoring best-seller climbing, I believe, to some 20,000 copies sold.

Cassell is a famous publishing house (they did the Churchill memoirs) who are not adverse to dabbling in motoring books, but they keep to serious, informative works like the history of Mercedes-Benz and Sunbeam-Talbot-Darracq, packed with data, those scholarly accounts of trails-blazing in motor cars by Nicholson and that very erudite book on forgotten vintage cars " Lost Causes " by Lord Montagu. Nothing superficial comes from Cassell. They are about to do for Montlhéry Track what Grenville did for Brooklands three years ago, with their next book in the new Montagu Motor Book series, which will be a history of the famous, still very active Paris Autodrome from 1924 to 1960.

Hutchinson and their associated companies also have a hold on the sporting motoring market but it must be galling for everyone other than the chosen few to find splendid books published ever so inexpensively because the oil barons have blessed them.

Just a look, then, at some of the titles of 1960.

I found Neubauer's long-awaited book disappointing, a bit superficial, yet intriguing in places. Taruffi's explanation of how you go motor racing is, I consider, second rate compared to " The Racing Driver." As reference works for those with aviation interests I cannot recommend too highly the fine volumes (" British Civil Aircraft " was reviewed during last year) of Putnam, while the somewhat less expensive " Harborough " historical aeroplane books run them very close.

Ken Gregory's " Behind the Scenes " was well worth reading, but less enthralling than Alf Francis' earlier account of, in effect, life close to Moss, or Hawthorn's splendid stories of a racing driver's life. I rate Bird's " The Motor Car—1765-1914 " as indispensable as a reference work in the automobile field as Tom Rolt's triology dealing with Brunel, the Stevensons and Telford is amongst engineering literature. The American-published " Bugatti Story " is useful because it lists in full all Ettore Bugatti's many patents, motoring and otherwise.

At the end of 1960 came a number of outstanding titles. " Lost Causes " makes me, as a rather unbalanced vintage enthusiast, yearn for more. I cannot take Duncan Hamilton's " Touch Wood " by Lionel Scott seriously—it contains lots of errors, such as thinking Granville Grenfell (they make a fine nonsense of his name) used Mercedes, Minerva and E.R.A. parts in his " special," which was, in fact, nearly all Straker Squire Six, and I cannot forgive people who write, presumably as they speak, i.e. " Webber " carburetters—but it's a jolly racy story. There was far more in " The M.G. Companion " than I expected, Peter Hull's account of racing with R9B and R11B and E.R.A.s in general is grand stuff, and Louis Stanley, although writing loosely in places and committing errors (possibly attributable to dictating his story and not reading what his typist made of it) puts some lush pictures and very biting thumb-nail word sketches of G.P. drivers and personalities into " Grand Prix World Championship." Finally, if I were a stowaway on a desert island I'd be very happy to have *The Autocar* and *The Motor* Road-Test annuals on hand, because I could thereby keep in touch with modern cars in a car-less situation and have the time necessary to absorb the vast amount of information available. I am enjoying reading " Formula One " although, being a friend of the author, some of it is a bit familiar, but very moving for all that. After all, dedicated people, in whatever walk of life, usually do the best work . . .—W. B.

MINIATURES NEWS

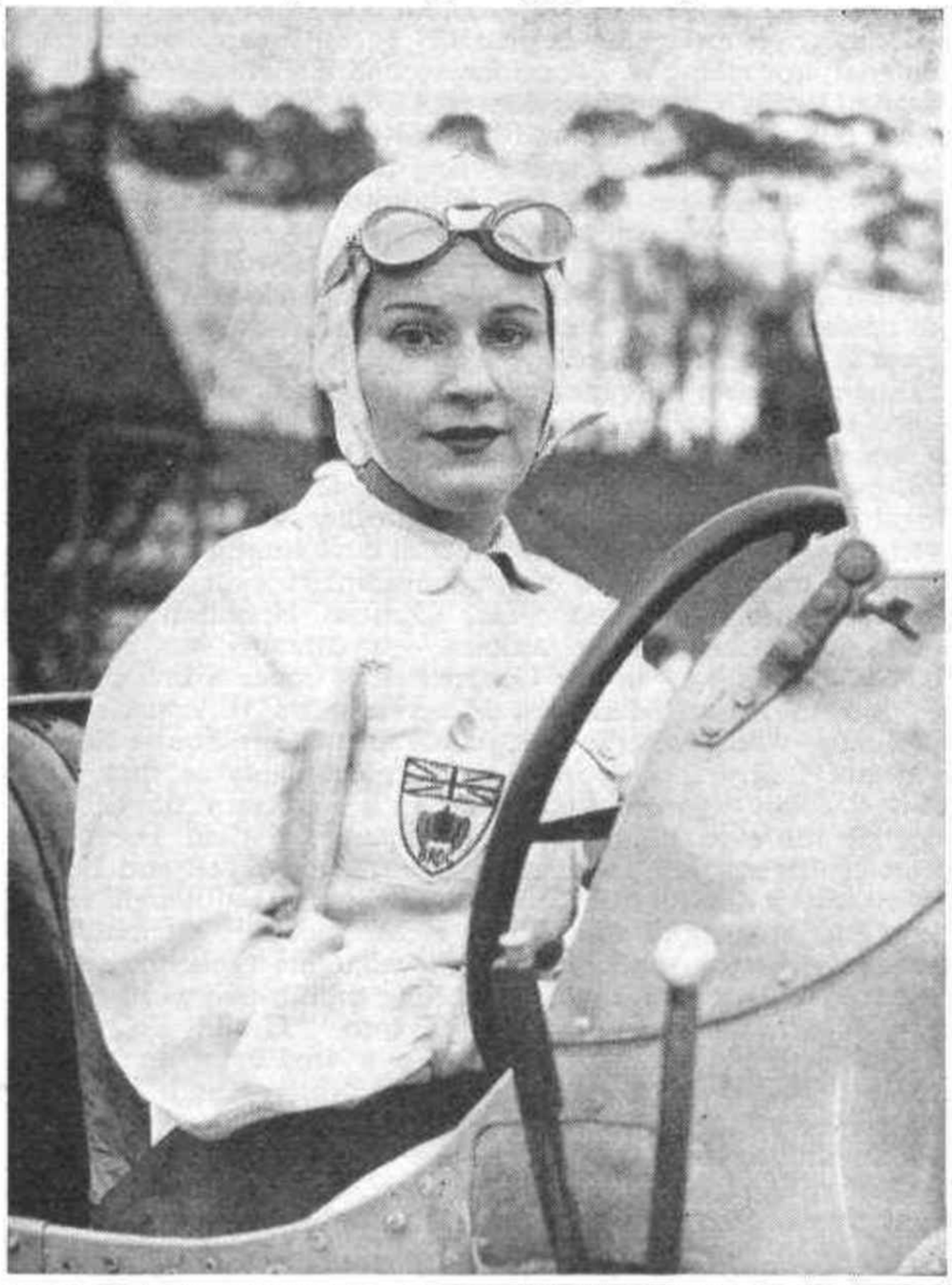
Those delightful motor car miniatures continue to arrive in interesting profusion. This month, with Lesney excelling themselves with their extremely accurate 1907 40/50 Rolls-Royce reviewed last month, it is over to Playcraft, who have a very detailed Austin Se7en to supplement their Morris Mini-Minor, for which there have often been waiting lists at Corgi stockists, so great has been the demand. There are, respectively, Nos. 226 and 225 in the Corgi series, the Austin being finished in red, like so many of the red cars, and having suspension, windows, seats, etc. It is 2⅞ in. long, a mini of a Mini, and costs 3/4d. A more ambitious model is the new Corgi Major Chipperfield's Circus Cage (No. 1123), the body of which has no fewer than seven moving parts, and the four-wheel chassis being sprung on Corgi " Glidamatic " suspension, the first die-cast scale model trailer with sprung wheels. The model has steering front wheels, an indestructible nylon tow-bar, a nylon towing hook at the back, many ingenious details, and is 5 in. long. It costs 11/6d. and mates with the Corgi Major Chipperfield Circus Crane. Plastic animals will be available to put in the cage. Playcraft have also introduced good plastic car assembly kits in their Aurora hobby series, covering Austin Healey 3000 and Triumph TR3 sports cars.

AN INJUSTICE TO KAY PETRE

Writing in *The Motor* of November 9th last year, Dennis May, in an article called " Ladies' Singles," dealt with some of the better-known lady drivers of the Brooklands days—Gwenda Hawkes, Kay Petre, Jill Scott, Elsie (" Bill ") Wisdom, Fay Taylour, Doreen Evans, Dorothy Stanley Turner and Margaret Allen.

In the course of this article he made the following statement : " I suspect, though the oracular Mr. Boddy may be able to correct me, that the fastest-ever win by a woman at Brooklands was Miss Allen's in a 1936 Whitsun Handicap—115.25 m.p.h. average and a lap at over 122, driving the Marker Bentley."

The " oracular Mr. Boddy " *was* able to correct Mr. May, for a year earlier, in winning from scratch the Easter Junior Long Handicap at the wheel of R. O. Shuttleworth's supercharged " 2.3 " G.P. Bugatti, charming little Kay Petre had averaged 118.62 m.p.h., her best lap being at 125.48 m.p.h. Incidentally, in this race Kay gave 65 sec. start to Miss Allen's Bentley and passed it, the Bentley's best lap being 98.62 m.p.h.



Kay Petre, who achieved the fastest-ever win at Brooklands by a lady by averaging 118.62 *m.p.h. in* 1935, *driving the late R. O. Shuttleworth's* " 2.3 " *Bugatti.*

Having been virtually called upon to do so by Mr. May, Mr. Boddy wrote a brief letter to the Editor of *The Motor*, whose wife Margaret Allen is, pointing out the inaccuracy. This letter was *neither acknowledged, nor published*, so, in justice to Kay Petre, we wish to make the facts known—incidentally, they are correctly given on page 285 in " The History of Brooklands Motor Course," by W. Boddy, which Mr. May presumably read before writing his interesting article, for he refers to this book as " an indispensable memory-deruster for all who aspire to write about the old track." Apparently it failed to derust the May memory and it seems a pity that *The Motor*, which published two pictures of Miss Allen in the 4½-litre Bentley, captioning her as winner of the fastest-ever race by a woman at Brooklands, has not seen fit to correct this error, if only for the sake of future motor-racing historians. However, apparently it is not over-concerned with the absolute truth, for some years ago the same writer contributed an article to *The Motor* in which the Earl of March and S. C. H. Davis were credited with winning the 1930 B.R.D.C. 500-Mile Race at the wheel of an M.G., and a letter pointing out that the winning car was an Austin Seven was likewise ignored.

Incidentally, Kay Petre went on to faster things. Driving the venerable 10½-litre V12 Delage she finally lapped Brooklands at the truly creditable speed of 134.20 m.p.h. (she had been fractionally faster in practice) when contesting the Ladies' Lap Record with Gwenda Hawkes (then Mrs. Stewart), who took the honours at a rousing 135.95 m.p.h. in the supercharged 2-litre front-wheel-drive Derby in August 1935.

RUMBLINGS—continued from page 15

tunnel when off, pulls up to an absurd height in order to hold the car. Smoother " take-off " would be possible if the throttle linkage could be cured of initial lost-motion. The bonnet-release toggle is very hard to find, up under the facia, and a combined dial serves for indicating oil pressure and water temperature, while there is a common-or-garden lights switch with no provision for headlamp flashing. The bonnet panel is topped by an air-intake which feeds cold air to the engine compartment, and dirt as well, but somewhat cuts off visibility—as we found in fog, on a car turned out without fog lamps.

On the whole, however, the modern 3-litre Austin Healey is well contrived and really comes into its own when driven hard. The former shortcoming of severe scuttle float has been entirely overcome and the steering wheel kicks in the driver's hands only over abnormal bumps. The ride is excellent for a road-clinging sports car (the test car was on Dunlop Road Speed RS5 tyres) and although the gear lever, cranked across from the left of the transmission tunnel, looks clumsy, its action is good, although a quick change from top to third can crunch a little if the clutch, the pedal of which has a long travel, isn't fully depressed. The flick-switch overdrive control (which wanted to fall off) is quicker than any gear change and provides for instant acceleration when used in third or top gears. In o/d top the Austin Healey glides along in innocent silence, sucking at its twin S.U.s.

The 124-b.h.p. six-cylinder engine provides very high performance—acceleration of 0-60 m.p.h. in 11.8 sec., a s.s. ¼-mile in under 18 sec., and a top speed under M 1 conditions of 117 m.p.h. In the gears there are effortless maxima of 33, 48, 75, 92 and 98 m.p.h. to command, although the engine begins to roar as it warms to its work.

The steering, if not outstanding, is satisfactory, being light, quick, with very little castor-return movement, but some free-play, although no sponge. The disc brakes call for high pedal pressures and, although not fierce, are extremely reassuring and entirely foolproof. During the test this attractive Austin Healey, which can be yours for £1,327 with overdrive and hard-top, gave 15.9 m.p.g. of petrol (range about 190 miles) gave no trouble and proved able to negotiate deep floods in the Chertsey area. This best-selling B.M.C. product, which uses the same fine six-port power unit as the Vanden Plas saloon referred to on page 15, is a sports car of which Britain can be very proud.

B.R.S.C.C. MIDNIGHT MATINEE

On December 2nd the go-ahead racing club organised a film-show in the Warner Cinema, Leicester Square in London and showed eight new and interesting films, among them Bill Mason's brilliantly reconstructed film of the " Heroic Days " of the beginnings of motor racing in the early part of the century, made up from his collected Newsreel and Museum films. Sponsored by Shell Petroleum this film was a popular favourite, though the B.P. Petroleum sponsored Italian film " Giuseppina " depicting life at an Italian wayside petrol station brought forth roars of approval from the B.R.S.C.C. members and friends.

Those who wish to embellish the exterior of their cars with badges bearing their initials—I can't think why they should!—or better, to fit such monograms inside their cars will find a wide selection, supplied with their crests or initials, etc., on a jet or mother-of-pearl background in the range of Armax Trading Co. 27, Clerkenwell Road, E.C.1. Prices range from 8s. 6d. each.

The excellent B.M. electric torch to which we made reference last month—the most dependable and satisfactory of many torches we have owned—is now available in 2-cell form, an indispensable adjunct to winter motoring. Ask your stockist to show you one of these ingenious and practical British torches.



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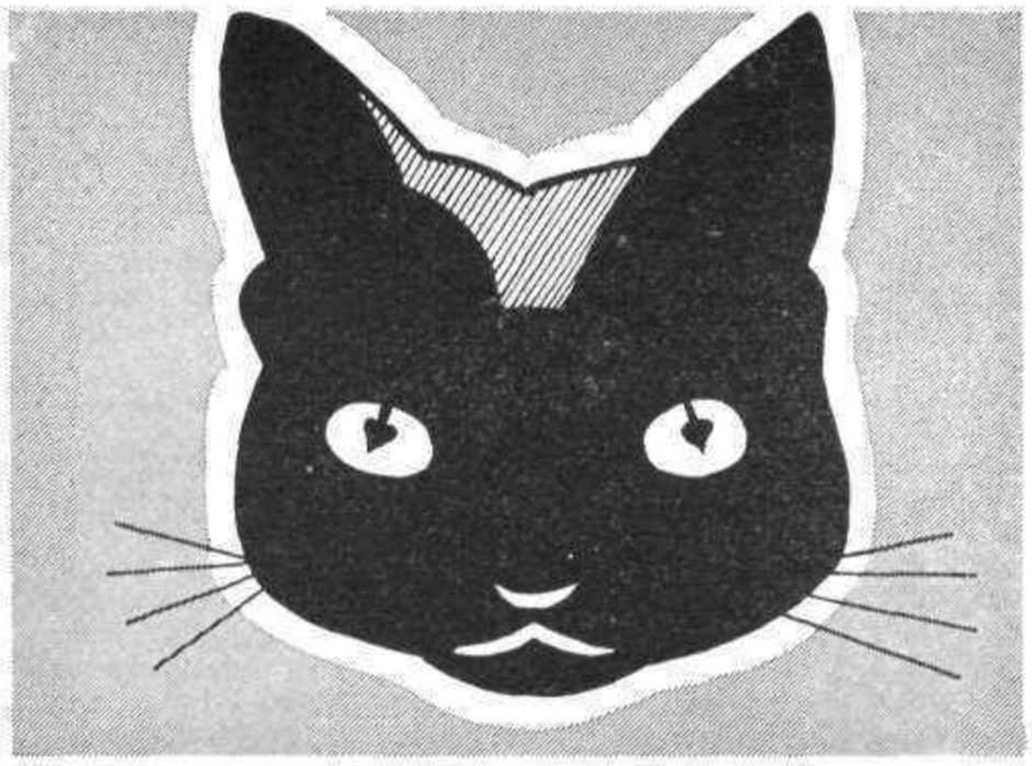
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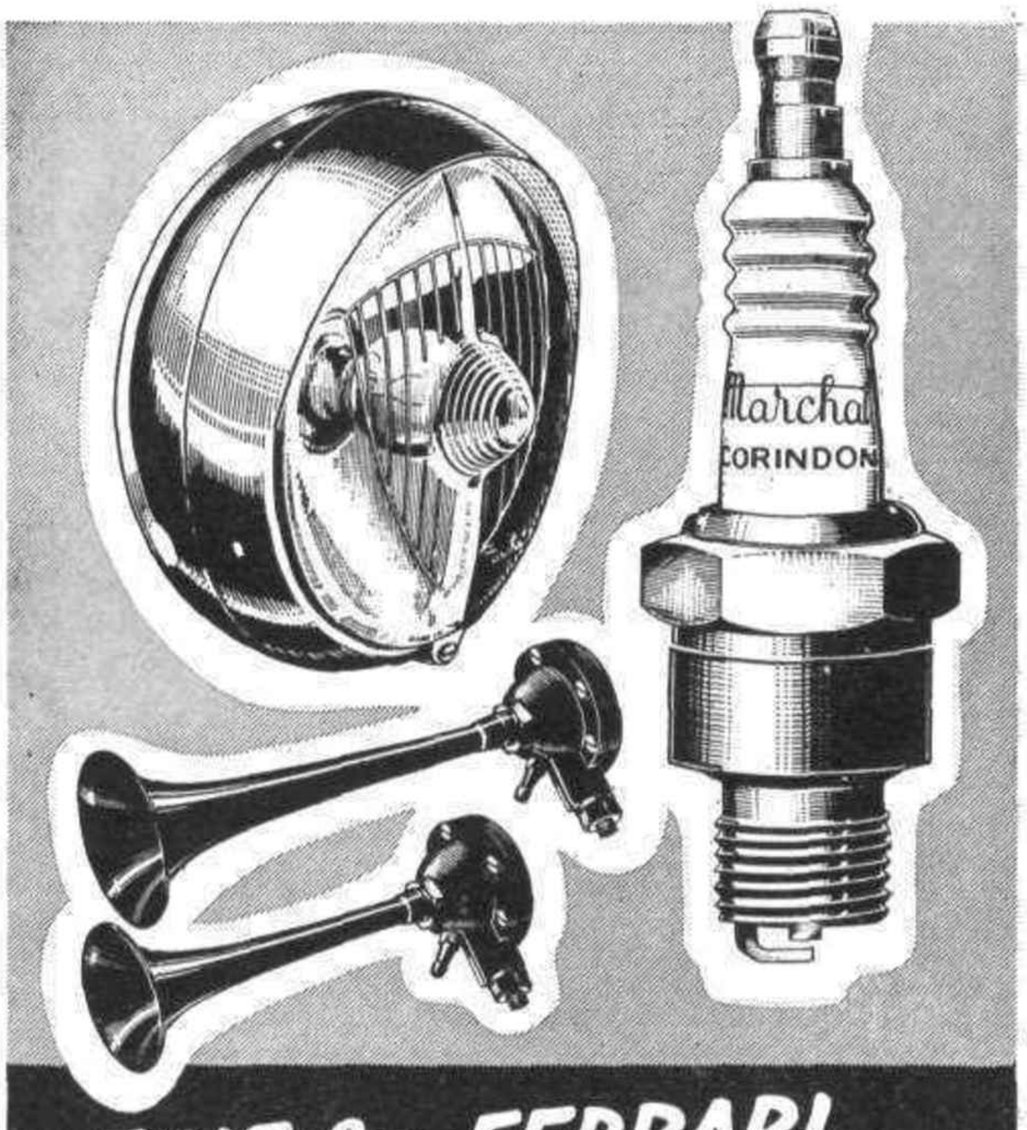


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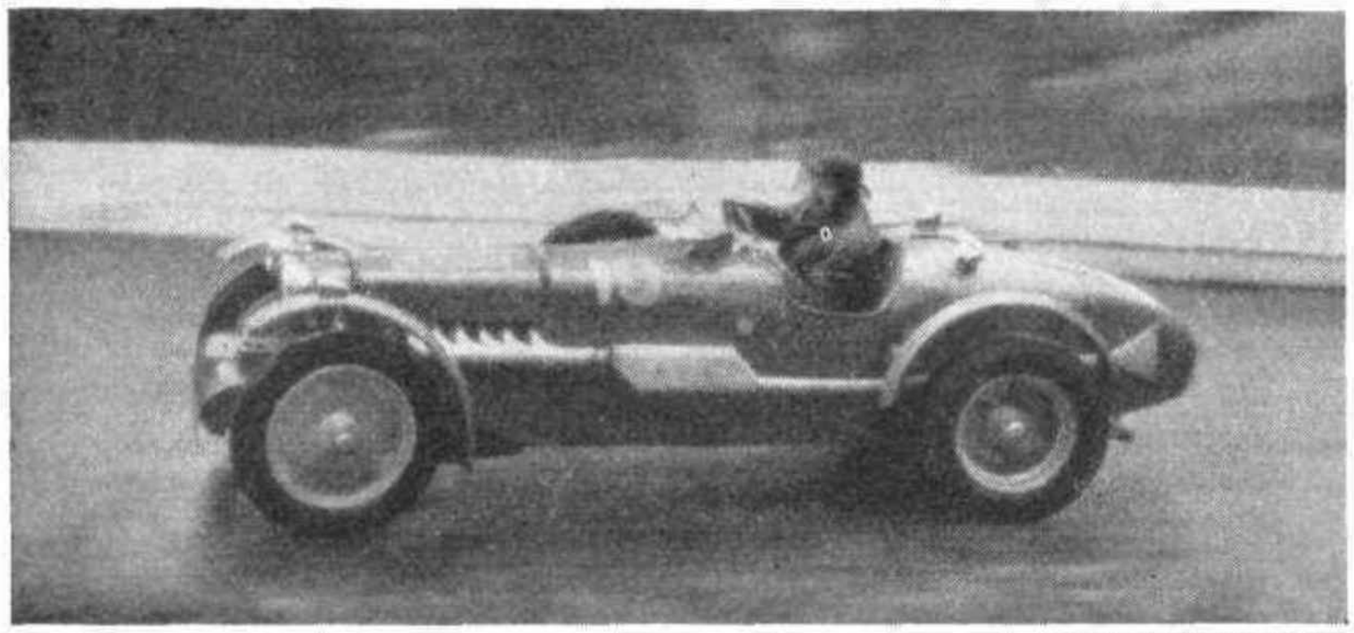
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CARS I HAVE OWNED

In which F. J. A. Hobbs, of H.W. Motors, looks at the cars he has owned and known from the angle of an enthusiast with motor trade facilities.



PRESCOTT REGATTA!—The author driving the K3 M.G. Magnette which he completely rebuilt, at the Bugatti O.C.'s hill on a wet day.

[Photo by Guy Griffiths

MY motoring career really started when as a very small boy I thought of nothing else, and I still have a copy of *The Autocar* Show Report 1919 bought for me when I was five.

It was some years later before I had a chance to actually ride in a car, a 1913 Napier fitted with a 1920 landaulet body. My parents were old friends of the chauffeur and as soon as I was old enough to cycle I used to ride the eight miles to his house every Saturday to go with him on his evening trip to the station. I can still see the brass radiator with its tall filler neck and the huge acetylene headlamps. The engine was a large side-valve, dead quiet and smooth as silk. We never exceeded 35 m.p.h. but this seemed a terrific speed at the time.

My motoring was confined to these trips until 1928, when I left school to work in a local garage. I was put with a mechanic of the old school, a taciturn man who, given a pile of metal and a lathe, could have made a car himself from scratch. Mean and unpopular with his mates, I found him difficult to work with, but he was an artist at his job and I never forgot the things he taught me or the standards he set. My wages were five bob a week, but I would cheerfully have done it for nothing.

Almost every type of car came my way, many makes which have been extinct for years now, and I remember working on Calthorpe, Hands, Gwynne, Belsize-Bradshaw, A.B.C., Calcott, etc. The first car I drove was a Calthorpe, only a few yards it is true but I managed to change gear. I also remember two large six-cylinder Fiats, I believe they were about 40 h.p., with a radiator not unlike a Rolls. These were wonderful cars, one with a fabric saloon body and the other a two-seater-with-dickey, painted to resemble grained wood. This was quite an eyeful in its day and had a good performance.

At this time we had a pre-1914 45-h.p. Renault in use as a breakdown vehicle. This had a four-cylinder engine in two blocks of two, bags of copper pipes, an enormous flywheel-cum-fan which thrashed away under one's feet, and a gear-lever working in a quadrant. A decompression tap helped starting, which was a job for a very strong man anyway. Large artillery wheels shod with beaded-edge tyres were covered by long flowing wings. Painted in fire-engine red throughout, it was a truly awe-inspiring sight to a boy of fourteen, and I longed for the day when I could drive it to a breakdown. Long before I could do that it was sent to the local breakers.

There were many fine cars in those days, of all nationalities, and as the proprietor of the garage had a liking for cars out of the usual rut I managed to get acquainted with a good variety. The various Sunbeam models were favourites of mine; their beautifully finished engines and impeccable road behaviour made them cars to be proud of. Sometimes whilst on a test run the mechanic would let me drive on a quiet road and I would whip up and down through the gearbox for the sheer joy of using the beautiful right-hand lever. It was a sad day indeed when these cars were turned into glorified Hillmans.

Amongst the Continentals, Isotta-Fraschini, Austro-Daimler, Delage, Ballot, Voisin, etc., come easily to mind, whilst in those days American cars had a personality of their own. How many people remember the four-cylinder o.h.v. Essex, a sound engine comparable with many similar European designs ? Another little-known car was the Brocklebank, and I was delighted to see an item in the April 1959 issue dealing with this rare vehicle. We had two of them, 1928 saloons in brown and black with disc wheels. They possessed many good features, the brakes being outstanding for the period, and the bodies were first-class. They were, however, troublesome cars, particularly their clutches and rear axle shafts. The easy maintenance mentioned in the article was certainly needed and although they were very smooth running the poor performance obtained was insufficient compensation for the lack of reliability.

Like many people who learned to drive in that period, my mainstay was the bull-nose and later flat-nose Morris. There must be thousands who remember these cars with affection and the recent article on the bull-nose in MOTOR SPORT was of great interest.

At one stage we had a 1923 Calcott, which was offered for sale. The prospective purchaser was satisfied with everything except maximum speed (35 m.p.h. was its top whack), and nothing we could do would increase it. Not unreasonably, he insisted on at least 40 and eventually a solution was found. The speedometer was driven by a belt from a wooden pulley on the propeller shaft, a larger pulley was made up and a further demonstration arranged. Forty-six m.p.h. soon appeared on the clock and shortly afterwards a delighted owner drove off in his Calcott.

My driving licence came through on my 17th birthday and I was able to drive legally. We were running a 1926 16-h.p. sleeve-valve Daimler as a works hack, with a very tricky gearbox which I had mastered driving around the works. I set off on my first solo run with this car, and as I changed from second to third a harsh shriek came from the clutch mechanism. Apart from wondering what it was I thought nothing of it, until I arrived back, to be greeted by a wrathful foreman who informed me that if I made all that noise changing gear I had better stick to my bike and leave decent cars alone. In vain I protested it was the clutch and for two weeks suffered the humiliation of not being allowed to drive the Daimler. Then one day I was out with the foreman in the car and it happened to him. He was decent enough to apologise and once more I was allowed to drive it. The funny thing is that although we had the car for a long time afterwards it never made the noise again.

This car was replaced by a bright yellow 1919 Bianchi tourer with brass radiator and lamps and very tall screen with no wiper, a real tough old motor car and indestructible. Only rear wheel brakes were fitted and, as these were usually filled with sticky gear oil from the differential, stopping was quite a problem. It also had the habit of engaging two gears at once, and I became adept at leaping out, removing the floorboards, and freeing the selectors with a tyre lever kept handy for the purpose. This once happened to me right in the middle of the maze of tram lines at Tooting Broadway. It proved difficult to free that time and before long there were lines of trams held up in all directions. Eventually I emerged from the depths with a red face and, ignoring the ribald remarks of the onlookers, gave the engine a swing. The engine backfired and the carburetter caught alight, another frequent occurrence. The drill for putting it out was to swipe it with a heavy damp cloth, also kept handy for the purpose, and this I did. After this I proceeded on my way, leaving behind me incredible chaos to be sorted out. In those days no-one seemed to mind this sort of thing very much but I wouldn't like to repeat the performance today.

As I got older and progressed in my job I managed to get my hands on such vehicles as Bentley, Invicta, Lagonda, Stutz, Alfa Romeo, etc., all wonderful cars and a joy to drive. The Invicta had a particular appeal and I had some enjoyable runs in

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SAYS **JACK BRABHAM**

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a 4½-litre drophead coupé. In those days I kept a little book with my own " speed record " in it, and the Invicta was the first car I drove at 90 m.p.h. The magic " ton " did not come until some years later, on a " 2.3 " blown, Zagato-bodied Alfa Romeo.

In 1933 the garage changed hands and the new owners dealt almost entirely with bread-and-butter cars, mostly Fords. We also became distributors for Citroën and had as a demonstrator one of the first F.W.D. cars to be produced at Slough. The trouble this machine gave could not possibly be described in a short article or in printable language. The performance, road-holding, etc., was, of course, exceptional at that time and full credit is due to the manufacturers for persevering with the design until it reached the standard of the excellent post-war model.

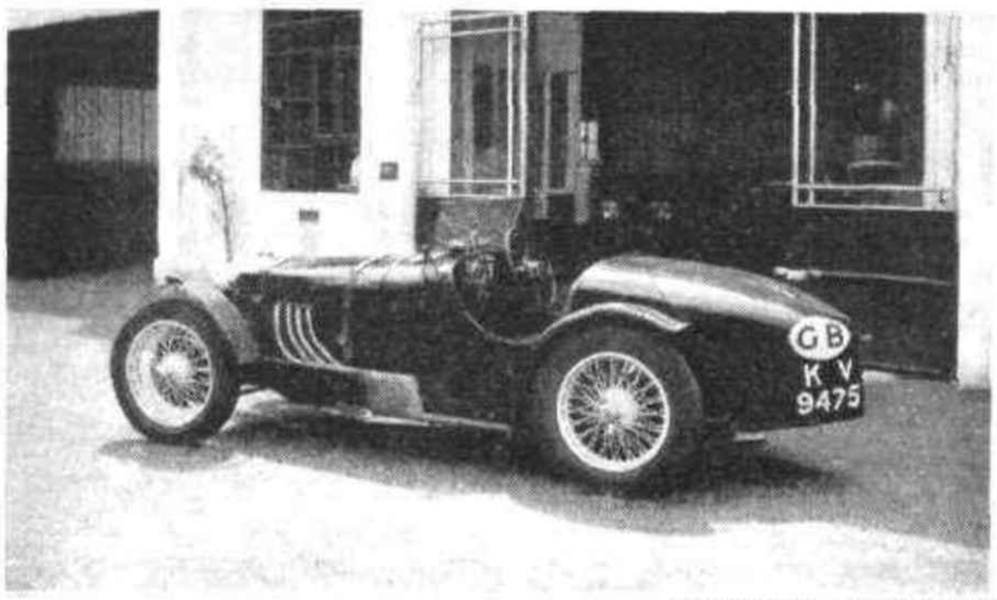
After the usual motor-bikes I bought my first car in 1935, a 1928 Morris-Oxford coupé with dickey. The owner could not afford a new clutch so I got it for £3 5s., taxed and insured. This car gave fantastic service; apart from my own use I used to hire it to the lads for their snoggin', 2s. 6d. a night, 5s. Saturdays. When the tax and insurance ran out I sold it for £4 10s. to a lady wanting a temporary vehicle whilst her own was being repaired. After three weeks she received her own car back and asked me to dispose of the Morris for her. It was now taxed and insured for a further three months so I made no effort to sell it until they expired, when the local breaker took it for £3 10s. She then gave me a pound for selling it, so it wasn't a bad deal ! Throughout all this period it never missed a beat, seldom had more than one gallon of petrol in the tank, and never once had a drop of new oil in the sump, all topping-up being done with drainings from new car first-service oil changes, carefully run into a clean five-gallon drum . . .

The inevitable Austin Seven came next, a 1926 " Chummy," a stout little car and well worth the £5 10s. I paid for it. At first it used more oil than petrol and on the 7-mile run from Walton-on-Thames to Kingston would sometimes exhaust my whole supply of eight spare plugs, the ones removed being literally dripping with oil. A visit to the breaker's produced four later-type pistons, in good condition but slightly oversize. A couple of hours with the lathe soon fixed that and I ceased to be a mobile smoke-screen.

Another Austin Seven replaced this, a 1931 coachbuilt saloon in mint condition. This cost the fabulous sum of £28 10s. and, as I couldn't raise it all at once, my boss, who was a jolly good sort, put up the rest and stopped five bob a week out of my wages. As this took some time I kept this car for a long period but never regretted it, as it was my pride and joy. I have seen it once since the war, still going strong.

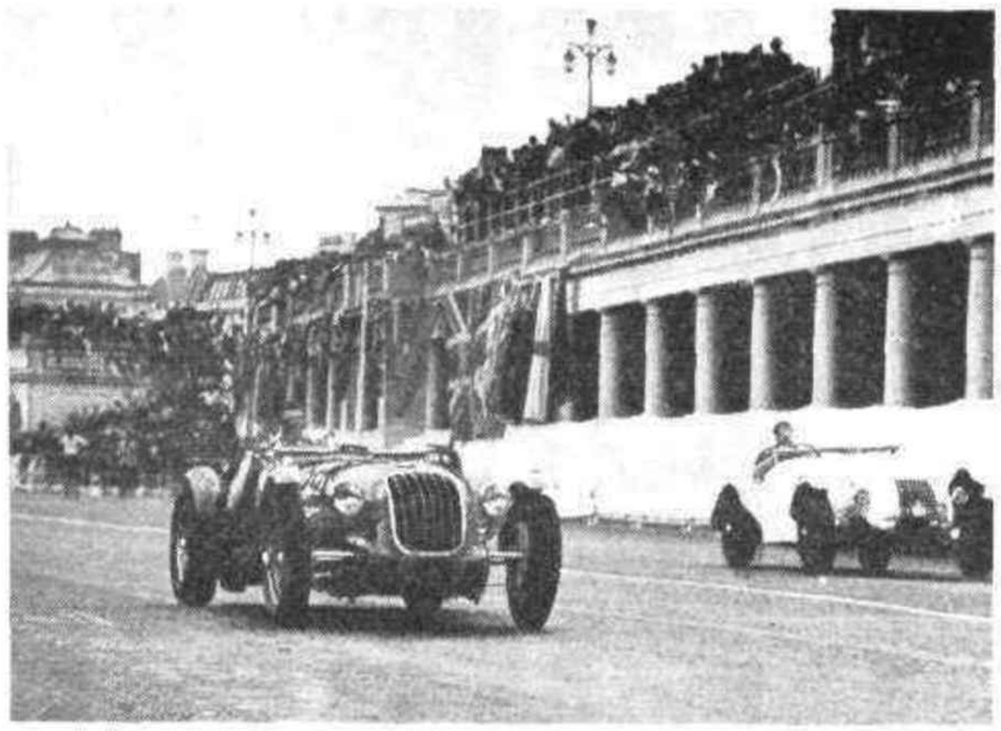
A succession of cars followed this; I found it easy to buy cheap, do a few jobs, posh up the coachwork, and sell at a small profit.

The garage changed hands again and once more I handled a better class of motor car and also did a certain amount of work in the compressed-air field. I used to tow portable compressors around with a 1933 model-B Ford. This was a staunch car and took a tremendous beating as these compressors had to be towed to and removed from the most awkward places. I remember once going to a sewage farm in North London. Reporting at the gate, I was directed down a narrow track, flanked on each side by a seething, steaming, marshy area from which came a powerful smell. I belted down this track and at the end turned into a yard, but as I did so the wheel spun in my hand, and I found the drag-link had become detached from its ball joint. A few yards earlier



[Photo by L. Klemantaski

The ex-works Riley Nine which the author drove in the 1947 Brighton Speed Trials.



F. J. A. Hobbs in process of leaving behind an Allard to make third fastest sports car time in the H.W. Motors' 2-litre supercharged Alta at Brighton in 1947.

and I would have been in the fertilising business in a big way, and a certain well-known expression would have been so literally true that I still shudder to this day.

It was in this type chassis that Fords put their later famous V8 engine, creating thereby about the most dangerous car on the roads at that time. Into this flimsy, transverse-sprung chassis with no road-holding worth talking about, mediocre steering, and non-existent brakes, was put an engine so powerful and smooth that people found themselves in impossible situations before they realised it. We used to tow them in by the dozen. Nevertheless, properly handled, it was a delightful vehicle and represented wonderful value for money.

The outbreak of war found me with a Rover, sluggish but sound, and very roomy. To eke out the petrol ration an Austin Seven " Ruby " was purchased and a " Red Hunter " Ariel bike to keep my hand in at fast motoring. On entering the Service I sold them for £70, a step I was to bitterly regret after the war.

During the war period the garage had been bought by H.W. Motors, later to achieve fame as H.W.M., and I was very pleased to receive a letter from the late J. B. Heath asking me to go back as Works Manager. As soon as possible I did this and found, to my delight, that participation in racing was on the agenda. Like most enthusiasts in this area, I had haunted Brooklands for many years, but, alas, this chapter of motor racing was closed.

Our first meeting was at Elstree, with an E.R.A., followed by Gransden Lodge, Prescott, etc. In those days the racing department of H.W.M. had not been formed and we worked it in with normal garage business. I acted as mechanic at the meetings, and for anyone requiring a new motoring experience I can recommend being towed from Walton-on-Thames to Prescott in a 1½-litre s/c. single-seater Alta behind a large Hudson, driven flat out the whole way by George Abecassis. Being so low in relation to the Hudson I could not see ahead and obstacles seemed to loom up from nowhere. I felt like a tin can tied to a cat's tail, swerving violently from side to side and bouncing up and down on springs that were rock solid under road conditions.

Meanwhile, interesting cars were coming out of hibernation and I had pleasant runs in Bugatti, V12 Lagonda, assorted Bentleys, Hotchkiss, Alfa Romeos and similar vehicles. One car I will never forget was the " 3.3 " G.P. Bugatti, ex-Arthur Baron, ex-many famous drivers and a beautiful machine in every way. We fitted sketchy wings and a silencer and it was driven to the various meetings for which it was entered. As a road car it was tremendous fun, with more power than one could use, but with wonderful road-holding and handling. We later sold it to Ken Bear and it was a terrible tragedy when this great Bugatti enthusiast lost his life in it some months later.

At the end of 1946 we took the Alta to Geneva for the Grand Prix des Nations. The car went well but was quite outclassed by the Type 158 Alfas. My great moment came on the eve of the race when, after practice, scrutineering took place at a point about halfway round the course. After it was over the mechanics drove the cars back to the paddock and, believe me, it was some dice. If the drivers could have seen us once we disappeared around the first corner they would have rated their chances of appearing on the grid next day pretty small.

About this time we also had several six-cylinder 1½-litre Maseratis and a B-type E.R.A. With this latter car John Heath and I had a pleasant trip to Lausanne in 1947. Again we were completely out-classed but in spite of a slight shunt in the early stages the car finished quite well up.

During this period I had a number of cars myself, including my first new one, a Ford Prefect. With a few mods and some sound-proofing it was much smoother and quieter than the average Prefect and coped very well with ordinary day-to-day motoring and the odd trial, driving-test meeting, etc.

At the garage we had acquired an ex-works Riley Nine and I was able to enter it in the Brighton Speed Trials. Also entered was our 2-litre blown Alta, to be driven by J. B. Heath, but at the last moment he could not appear and as a result I drove both cars. The Riley, although slow, served as a cure for "first-time" nerves, and I thereafter succeeded in making third-best sports-car time with the Alta. I was delighted with this as the first two cars were Bugatti and Alfa Romeo, respectively, over a litre more in capacity, and their drivers much more experienced.

We then purchased a K3 M.G. Magnette which had been attacked by vandals, chopped about, bodged here and there, and generally mutilated. In spite of this treatment it still had character and I persuaded the Directors to let me rebuild it during the winter months. I stripped it down to the bare frame and carefully rebuilt every component. A Laystall crank was purchased at fabulous expense (not mine I'm glad to say !), everything was cleaned and polished, the blower resurrected and overhauled, bearings remetalled, and every part of the engine meticulously checked and reassembled. All the chassis components were overhauled, and after many weeks it was ready for the body to be fitted. This item had been at the coachbuilders for repair. A crude previous attempt to lower it by cutting 3 in. out of the panels was properly carried out and all the cracks welded, etc. In order to bring the radiator into line I had a new block made, 3 in. lower but with increased depth to keep the capacity the same; the cowl was altered to suit, and I made up special mountings. I also made a dural instrument panel with a neater arrangement for the dials and switches.

Time was running short as I had entered the car for the opening Prescott meeting and all the work was being done in my spare time. I tried it for the first time on the evening before and as it seemed to go reasonably well, returned to the works to give it a quick spray in green to cover up all the bare metal, welds, etc. Rather ashamed of its scruffy appearance and with my fingers well crossed, I set off on the 100-mile trip. The car felt beautifully crisp and taut and by the time I got there I was really happy with it. I was soon on the line for my very first run up the hill, and to my great delight came second in my class.

I finished the car off, had it professionally painted, and proceeded to enter it for everything going. During 1948 I ran it several times at Prescott, at Great Auclum, in the Brighton Speed Trials and various other events. I was nearly always placed but never scored a first. To round off the season I stripped off the wings, etc., and ran at the opening Goodwood meeting in the racing-car class. Throughout the year it never missed a beat and needed no maintenance at all. It was driven to and from the meetings and was used for pleasure also. Never before or since have I been so attached to a car and I am grateful to my employers for providing me with it. The car was sold at the end of the season but I did run it again at Lulsgate in 1950, when I came third in a scratch race but let the car down by spinning off in a handicap.

I then took over the ex-Eccles, ex-Ian Metcalfe single-seater "offset" Rapier and entered it for the Easter Monday Goodwood meeting. I lowered the rear suspension, fitted 16-in. wheels at the rear, altered the damper settings, but it was still not suitable for the bumpy circuit Goodwood was in those days. It was good fun though, and having got used to the car I entered it for Prescott. It seemed quite suitable for this event, especially as I had some twin rear wheels and there was lots of power low down. But on my first practice run the Zoller blower literally flew to pieces as I reached Pardon corner, and that was that. It took a long time to scrounge enough parts to make up another blower and it was not until Brighton came round that I was able to run the car again. On my first run it went well, putting up best time of the pre-war cars in the class, but couldn't hold Cooper 1000s and the like. During my second run a sinister knock developed and I coasted in with a big-end gone. I rebuilt it during the winter but when the next season came round there was no reason to suppose it would not be as expensive as the previous one and as the car had very little chance of success anyway it went into retirement and was later sold.



[Photo by L. Klemantaski

Having a go in the single-seater Rapier at the 1949 Goodwood Easter Meeting.

About this time I decided to have a really good car of my own and looked at various examples of Alvis, Talbot 105, Lagonda, etc. I finally settled for a 1939 Alvis "Speed Twenty-five" saloon. This was always a favourite model of mine, and with i.f.s., servo brakes, twin exhausts, etc., was equal in specification to most post-war cars. I had it rechromed, recellulosed in B.R.G., fitted with new headlining and carpets, had all the interior woodwork re-polished, and it was a joy to behold, giving me a social status quite unjustified by my humble means.

I ran this car with great pride until early summer, when I decided to take it abroad for my holiday, but on learning the cost of transporting it across the Channel I exchanged it for a Morris Minor, as I felt I would like to eat also.

This Minor, my second new car, was an exemplary vehicle in every way. Sluggish low down, it would cruise all day in 50-60 m.p.h. range, and astonishing average speeds could be put up without ever exceeding this speed. Two Continental trips were done in this car, one with four people and luggage, but it never faltered. The Susten, Furka and Simplon passes were taken in first gear nearly all the way, the engine revving hard but losing power if second was engaged. My most terrifying experience in this car was when going to the French Grand Prix at Reims. We got in a stream of traffic about ten miles from the course, everybody flat out and driving like maniacs, passing inside, outside, on the path, hooting and pushing with absolutely no quarter asked or given. My poor wife was petrified and as for me, if I had been driving in the race I would have welcomed it for a spot of peaceful motoring . . .

Meanwhile the H.W.M. had come into being, and whilst I was not actively connected with it I helped when I could and at one time or another managed to drive most of the cars. The story of these cars and the effort put into them has been told by much more able pens than mine, notably by Alf Francis in his outstanding book, but I feel I must pay my own small tribute to the drive and enthusiasm put into the project by the late John Heath, not to mention the finance. Only those who worked with him can really appreciate how much it all meant to him.

I did a certain amount of motoring and competition work in TC M.G.s, including the first M.C.C. 1,000-Mile Rally to Torquay, sundry sprints and trials, etc. I always thought that, apart from the steering, the TC was a better car than a lot of people reckoned, and the three different examples, all perfectly standard, which I used during 1949-50 performed very well indeed.

Since the end of the war we had been distributors for Aston Martin and Lagonda but so far they had produced nothing exciting. The 2-litre four-cylinder Aston was a nice enough car, providing one was prepared to drive with an umbrella up, waders on, and a groundsheet over one's lap when it was raining. It is also difficult to say anything kind about the original post-war 2.6-litre Lagonda, but with the advent of the DB2 the motoring scene was brightened considerably and I was to start an association with this model which I still thoroughly enjoy today.

I first drove one when Abecassis brought his team-car to the garage one Sunday morning and asked if I would like to "whip it round the block." He didn't have to ask twice and I was off in a flash. I had with me a great friend, Stephen Teltsch, my navigator on many night trials, etc., and running at that time a blown TD M.G. He was so thrilled that he ordered one on the spot and just before Easter 1952 I collected it from the works at Feltham. It was one of the first off the production line, and looked a picture. I had some wonderful runs in this car, both as a passenger with



An example of the exotic cars you get a chance to drive if you work for H.W. Motors—the ex-Arthur Baron "3.3" G.P. Bugatti, here seen at Prescott.

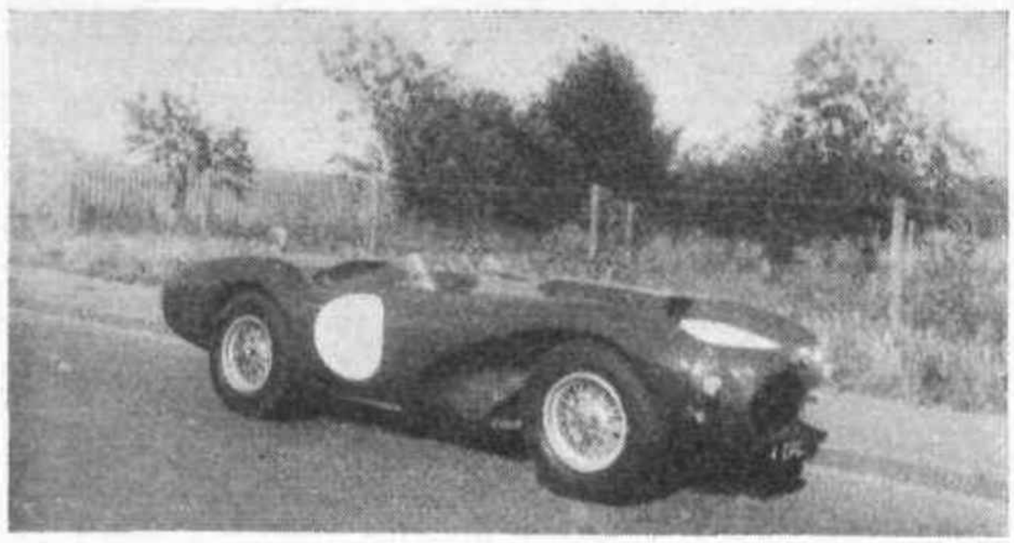
Stephen, who is a first-class driver, and when I borrowed the car myself. There were few about at that time and it was impossible to stop without a crowd gathering; complete strangers would come up and ask to see the engine, discuss the performance, etc. In August my wife and I took it to Lynmouth for the week-end and stayed at the excellent Bath Hotel. The next week-end the flood disaster struck Lynmouth and all the cars in the hotel car park were washed out to sea; one week earlier and the Aston would have gone with them.

Since this car I must have driven some hundreds of Aston Martins—DB2, 2/4, Mk. 3, DB3, DB3S and the latest DB4. Although not without their troubles, they are wonderful cars and for the sheer joy of driving take a lot of beating. I frequently do a trip to Swansea to see my good friend and great South Wales enthusiast Dick Williams, of the Mermaid Hotel, Mumbles, and I find I can do the run in less time than in any other car, without consciously hurrying or taking any risks.

Many other interesting cars came along, such as a 300SL Mercedes-Benz, a car I never really liked although fantastic in performance, and the V12 Ferrari, a much nicer car and very potent. The one we had was previously owned by the late Tom Cole and had a good racing history. My Alsatian, who over the last eight years has become a real connoisseur of fast motor cars, thought it just the thing for a trip to Wisley Common.

The XK series of Jaguars seem commonplace now but the first ones were awaited with interest. My first drive of an XK120 was very pleasant and a recent drive in one of the few XKSS in the country gave me something to think about. The various post-war Bentleys, including "Continental," although very fine cars, have never really been my "cup of tea" and I distrust them intensely in the wet. No doubt this is a fault in my driving as I see other people pushing them along in the rain and they seem to get away with it.

Another intriguing car from the Feltham stable was the V12 Lagonda two-seater sports, looking like a larger DB3S and sharing a lot of the latter's characteristics. We purchased two of these cars, of which, I believe, only three were made. Beautifully smooth and tractable, with nice steering and brakes and impeccable road-holding, these cars were superb to drive and went like the proverbial rocket. When they first arrived at the works I jumped into one and belted up the road, only to be stopped after a couple of miles by a policeman, who pointed out that I had no excise licence, no number plates, no mirrors, no horn and a practically open exhaust. Very humbly I made my excuses, expecting the little black book to come out any minute. Instead he said, "Isn't it a beauty; can I see the engine ?" We spent about ten minutes going over the car when he suddenly remarked, "Here, you had better push off, if another copper comes along he will probably pinch you." So I came smartly back, thankful that some policemen are also enthusiasts . . .



A rare car driven by the author was this sports/racing V12 Lagonda, of which H.W. Motors had two in their stock.

Amongst the smaller cars I still reckon the M.G.-A the most pleasant to drive, although I was disappointed with the Twin-Cam. As far as small saloons go my first drive in an Alfa-Romeo Giulietta was an eye-opener, what a beautifully balanced little car it is.

Coming to the last year or so, the Facel Vega has been my main interest. We took over the importation of these cars when they were an extremely unknown quantity, but they have caught on to a remarkable degree considering their price. At first I was reluctant to accept them as a substitute for my beloved Astons, but as I drove them more and more and we ironed out the initial snags they gradually took first place in the "If I win the Pools" stakes. For sheer effortless performance in dead silence they have no equal, and twice last winter, under filthy motoring conditions, I have driven over 500 miles between breakfast and dinner without a trace of fatigue. Last year I took one to an informal testing evening organised by the Hants and Berks M.C. and was amazed at the interest shown by the lads. They were queuing up for rides all night and I haven't spent such a busy evening for years. I also took one to Great Auclum to use as a course car and although I made no attempt to dice, it handled beautifully for such a big car on a short and twisty course. We now have our first Facellia and when it is fully run-in it should be quite something.

So that's about it, in 32 years of the motor trade I've seen a lot of changes, and not all of them for the better either, and I've driven a lot of cars. I once made a list of all I could remember and thought of 119 different makes. Not a record by any means but with all the different models of each make it is a lot of cars. I've enjoyed them all and feel grateful that my work has also been my pleasure. Somehow I cannot imagine the next 30 years being so exciting, but who knows ?

A POINT OF VIEW!

Sir,

Judging from my own experiences, your correspondents J. K. Skinner and R. Firth seem to have come off lightly in their troubles. I was stopped by a police patrol in March and my vehicle was examined. No fault was found at all with the braking ability of hand or foot brake, but I was fairly booked for a faulty hand-brake ratchet. My summons (also altered in ball-pen) allowed me but four clear days, including a week-end, before the hearing in May. I have a long, perfectly clean driving record, and my only previous blot was a parking offence four years ago. The local magistrates, not content with a mere fine for such a grave example of the effects of my income being low, saw fit to take away my driving licence. So I took up hooliganism; it is more fun than motoring and it is obviously a far less serious crime to be caught at!

I am, Yours, etc.,
[Name and address supplied.—Ed.].

* * *

MINI-HAPPY!

Sir,

I am rather tired of reading in your otherwise satisfactory journal criticisms of the excellent B.M.C. mini-cars. I took delivery of my own Mini-Minor last February and have covered 20,000 very enjoyable and trouble-free miles. I would not consider myself a gentle driver and yet my tyres are still in a very healthy condition and I would expect them to last me well on towards 30,000 miles. The only replacement which has been necessary in all these 20,000 miles has been a new fan belt, the old one being rather frayed. I have learnt that my gearbox has to be handled with rather more precision than you would expect of a synchromesh gearbox. In fact, it has to be treated as a semi-crash box.

I have had no trouble from water leaks either through the bottom of the car or through the doors. The oil consumption is now less than it was as a new car and the performance and handling are really superb when you take into consideration the basic price of only £360.

I should like to add that the service I have received from the Morris main agents in Bolton has been beyond criticism.

I am, Yours, etc.,
Bromley Cross. K. R. Brown.

THIS IS YOUR CAR...



my air cooled engine cannot freeze

come snow and ice

I start with ease

New, more powerful engine, 40 b.h.p. (S.A.E.) at 3,900 r.p.m.
Fully synchromesh on all 4 forward gears
New carburettor with automatic choke
Built-in heater and demisters
Polythene containers show brake fluid and water levels
Headlights with asymmetrical low beams
Powerful windscreen washer with twin jet
Nearly double the luggage space under the bonnet
The only garage a VW needs is its treble armour of enamel

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

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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters

THE V.S.C.C. HESTON DRIVING TESTS
(December 11th 1960)

THE Vintage S.C.C. held its usual driving test meeting last month at the mess that was once proud Heston Airport. They received the excellent entry of 45 vintage cars, proof that such motoring is an all-the-year round pursuit, backed up by 24 p.v.t.s, few of them distinguished. There were some non-arrivals, including John Grey's 1928 14/45 Talbot which ate its differential gears near Maidenhead and Sir Ralph Millais' "2.3" Alfa Romeo, which still believed itself to be a 1931 car.

Interesting entries included rare cars like Clarke's 1923 o.h.v. Singer Ten tourer, on 700 × 80 tyres, and Beagles' 1920 Angus-Sanderson, while notable Edwardians were Collings' 1912 4.7-litre Zust and Cecil Bendall's 1912 5.7-litre Austro-Daimler which was very quick in the "wiggle-woggle" test.

There was a good attendance of 30/98 Vauxhalls to warm secretary Tim Carson's cockles, although he had come in his p.v.t. Bentley, and one of the nicest-looking competing cars was Lincoln's 1929 O.M. The 12/50 Alvis contingent was also out in force, Berrisford's shining aluminium 1925 duck's back being supported by Blake's seemingly even more original 1927 beetle-back, also in polished aluminium, while Bennett's Alvis had a stunted beetletail and was a sort of mobile Valspar advertisement, and Fletcher had a very nice 1926 tourer.

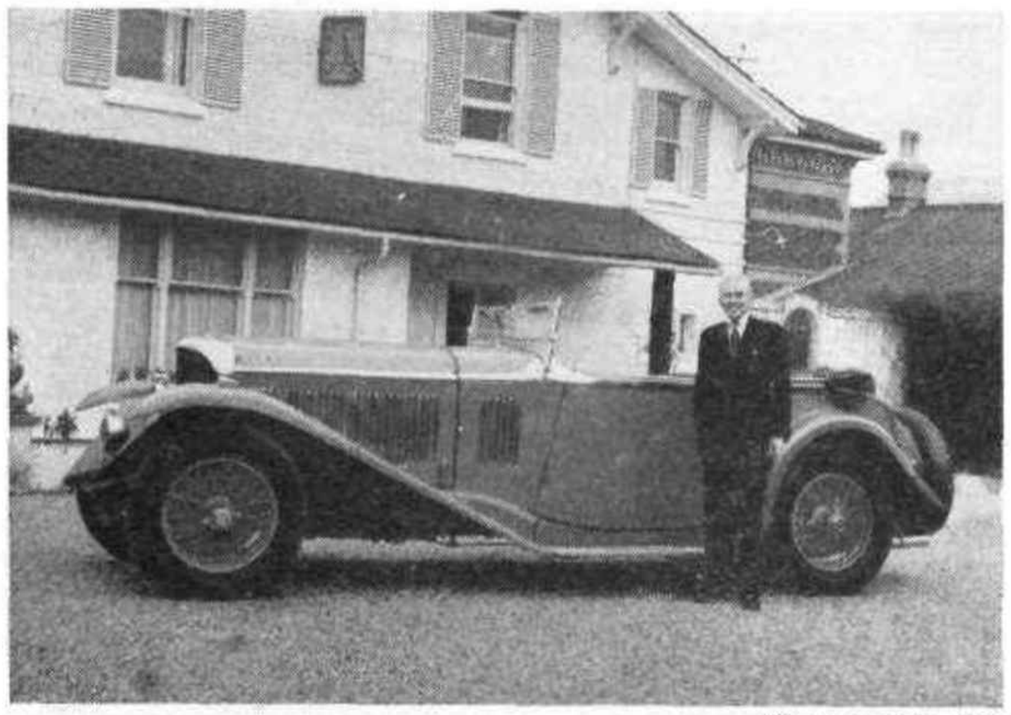
Monro's 1935 Frazer Nash could seat three abreast, unusual, surely, for a chain-gangster, and Charnock produced another (1935) Alvis "racer," while Barnett's Lagonda Rapier had a very abbreviated but attractive two-seater sports body. Sqn. Ldr. Millar's twin-cam Sunbeam being unfit he drove a 1930 Lea-Francis drop-head with triple modern spotlights and hooded headlamps—in readiness for The Measham Trial?

Results were not to hand as we closed for press.

Calling Owners of 22/90 Alfa-Romeos. An attempt is being made to list all the 22/90 push-rod six-cylinder Alfa-Romeos in the World. Owners are requested to send details of their cars either to Peter Hull, The Cottage, Finmere, Bucks, or to John K. Primm, 811, State Street, Manitowoc, Wisconsin, whichever is the nearer geographically.



SENTINELS AT SHEFFIELD—see paragraph in column opposite.



[Photo by Ben May

STILL IN DAILY USE.—This 1931 8-litre Bentley has been owned since the second year of its life by Wing Cmdr. R. C. Presland, who purchased it from Woolf Barnato.

* * *

Those who are interested in the vintage Standard Nine will find an informative article on these cars in No. 11 of the *Standard-Triumph Review* of last year.

* * *

In search of steam . . . The number of letters about steam wagons and traction engines arising out of the article under this heading in the November 1960 issue has been quite astonishing. Many readers informed us of Foden and Sentinel steam wagons which have been restored and which appear in appropriate rallies up and down the country. Perhaps even greater fascination is occasioned by the few steam wagons that are still in regular employment. For instance, there is the tar-spraying Foden in Berkshire and another in Yorkshire, the Sentinels serving the United Africa Company in Liverpool, and now the Vintage Passenger Vehicle Society has kindly sent details of eleven old Sentinels still used at the Sheffield works of Brown Bayley Steels, Ltd. Nine of these are used only inside the works, but two are taxed, at £105 per annum, and have electric lighting. All possess splendid mechanical Klaxon horns. These Sentinels are reported to date from 1916 and are only taken out of service if their boilers become unsafe. They work night and day, six days of the week, and have the advantage over modern vehicles that their steel platform bodies can be loaded safely with red-hot billets of steel. Apparently these wagons weigh about 7 tons and an endearing feature is the large nut and split-pin which secures each wheel. We are indebted to R. W. Thomas of the V.P.V.S. for this information and the photograph on this page.

We also hear of a *circa* 1920 Super Sentinel employed regularly at Teignmouth Docks shunting railway trucks and maintained enthusiastically by its driver.

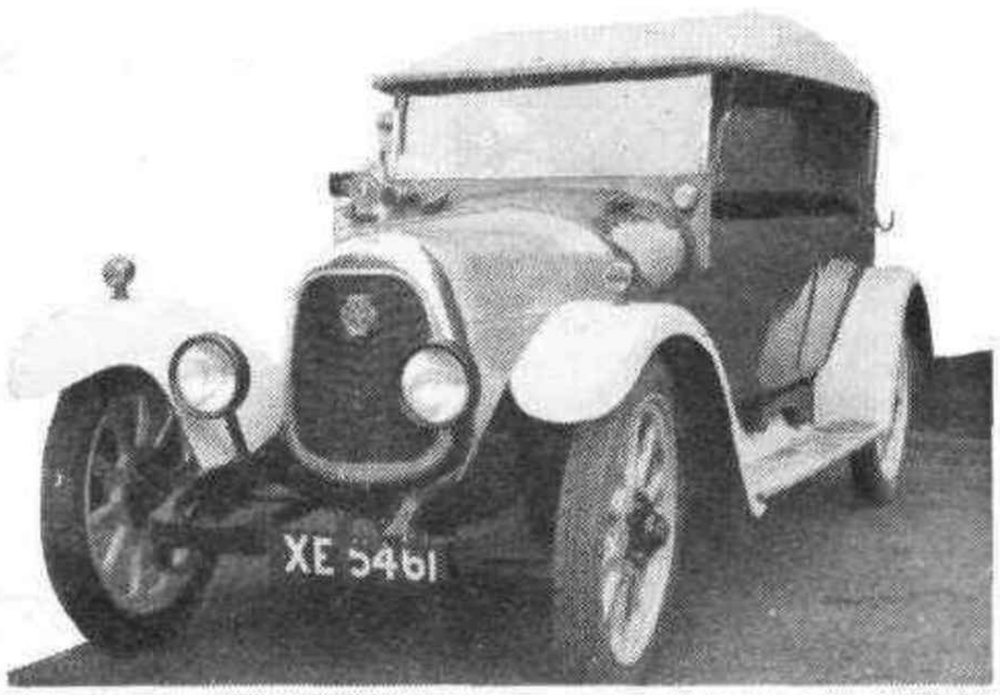
It is good to know that a few vintage steam wagons still lurk in our midst. Does anyone know of any more ?

* * *

Cars discovered and data wanted. Information is sought about a 1923 Wolseley Sixteen saved from the gypsies. A 1920 Overland is rotting in Finchley, a 1929 Triumph two-seater in someone's back garden, and some vintage wheels, Morris Bullnose parts and an International tractor lie off A 140, north of Ipswich. A 1928 Austin Twelve Windsor saloon, mileage 64,590, sound mechanically, is for sale cheaply in Co. Durham. A 1924 steam roller is in use in Rushmere, where a 1911 version lies derelict. A 1927/8 Morris Cowley two-seater shares a builder's yard in Lincoln with an odd M.G. Special, both apparently derelict, and a 1929 Armstrong Siddeley truck is for sale in Hatfield Peverel, also some model-T headlamps. Data and a pair of lamps are wanted for a 1924 Austin Seven in process of restoration. Someone wants to form a club for Lago-Talbots. Letters can be forwarded.

FRAGMENTS ON FORGOTTEN MAKES

No. 16: ANGUS-SANDERSON



This 1920 Angus-Sanderson appears at V.S.C.C. Meetings and runs well, except for frequent boiling over of the cooling water.

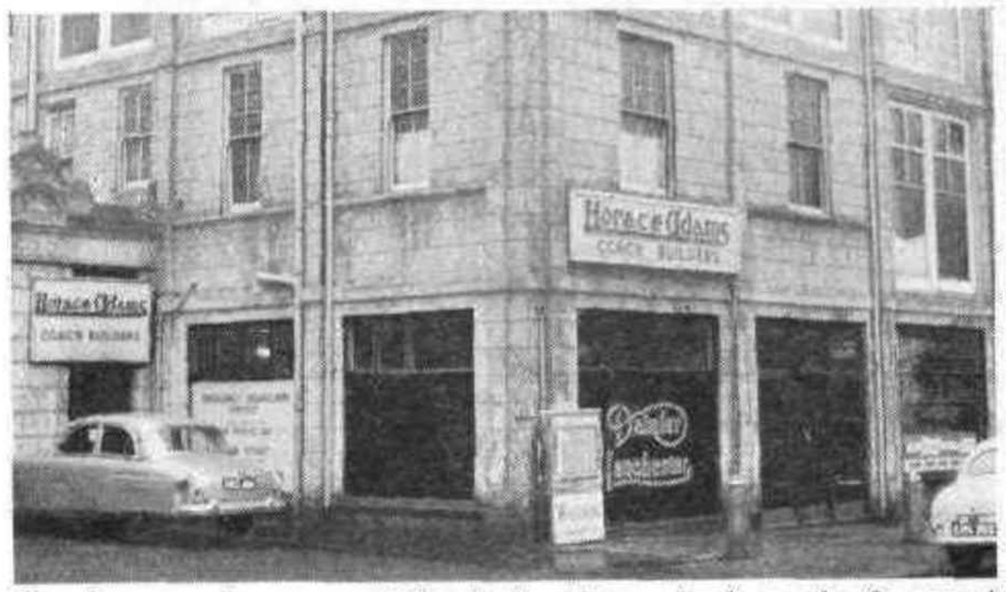
ON the way to Scotland last year for the R.A.C. Rally, I took the opportunity of stopping in Newcastle to call on Mr. T. C. H. Sanderson, a wine importer, whose late father was responsible for building the Angus-Sanderson car in that city.

The idea of going into motor-car manufacture was conceived by the firm of Sir Wm. Angus, Sanderson and Co., to expand their coachbuilding business and find work for employees who would be returned from the front at the end of the First World War.

Mr. Sanderson had served his apprenticeship with Henry Angus in London and in France before the war, and in company with Sir William Angus had built up a considerable business, as agents for such makes as Rolls-Royce, Armstrong Whitworth, Dodge Bros., Swift, etc., apart from their coachbuilding activities.

The first six or eight Angus-Sandersons were built in 1919 at the company's factory in St. Thomas' Street, Newcastle-upon-Tyne, in a building which Mr. Sanderson had erected in 1911, and which today houses Horace Adams, who are agents for Vauxhall cars, etc. It is, however, threatened with demolition to make way for expansion of the College. Afterwards production was transferred to a disused shell factory at Birtley. Incidentally, the N.U.T. motorcycles were also built at the St. Thomas' Street works, under Hugh Mason, until they moved to Benwell.

The Angus-Sanderson was an assembled job, the four-cylinder side-valve engine being supplied by Tylers, the front axle by Mechin of Glasgow, the gearbox and back axle by Wrigley, the electrics by Lucas and the radiator by Serck. Naturally, Sir Wm. Angus, Sanderson and Co. made their own bodywork.



The door on the extreme left of the picture leads to the factory in which the first few Angus-Sanderson cars were made, in St. Thomas' Street, Newcastle, after the First World War.

For a time an unusual front axle with the ball races and plain thrust bearings of the front wheel forming a sort of remote swivel was used but later a normal H-section axle was substituted. At first the Tyler engine didn't mate up too well with the Wrigley gearbox and the carden shaft was apt to break, so a leather spider universal was hastily devised. A distinguishing feature of the Augus-Sanderson was its wavy disc wheels; these were supplied by Sankey but proved unduly frail and were soon abandoned.

The early cars had straight-tooth back axles but these were too noisy and were soon changed for a spiral-bevel axle.

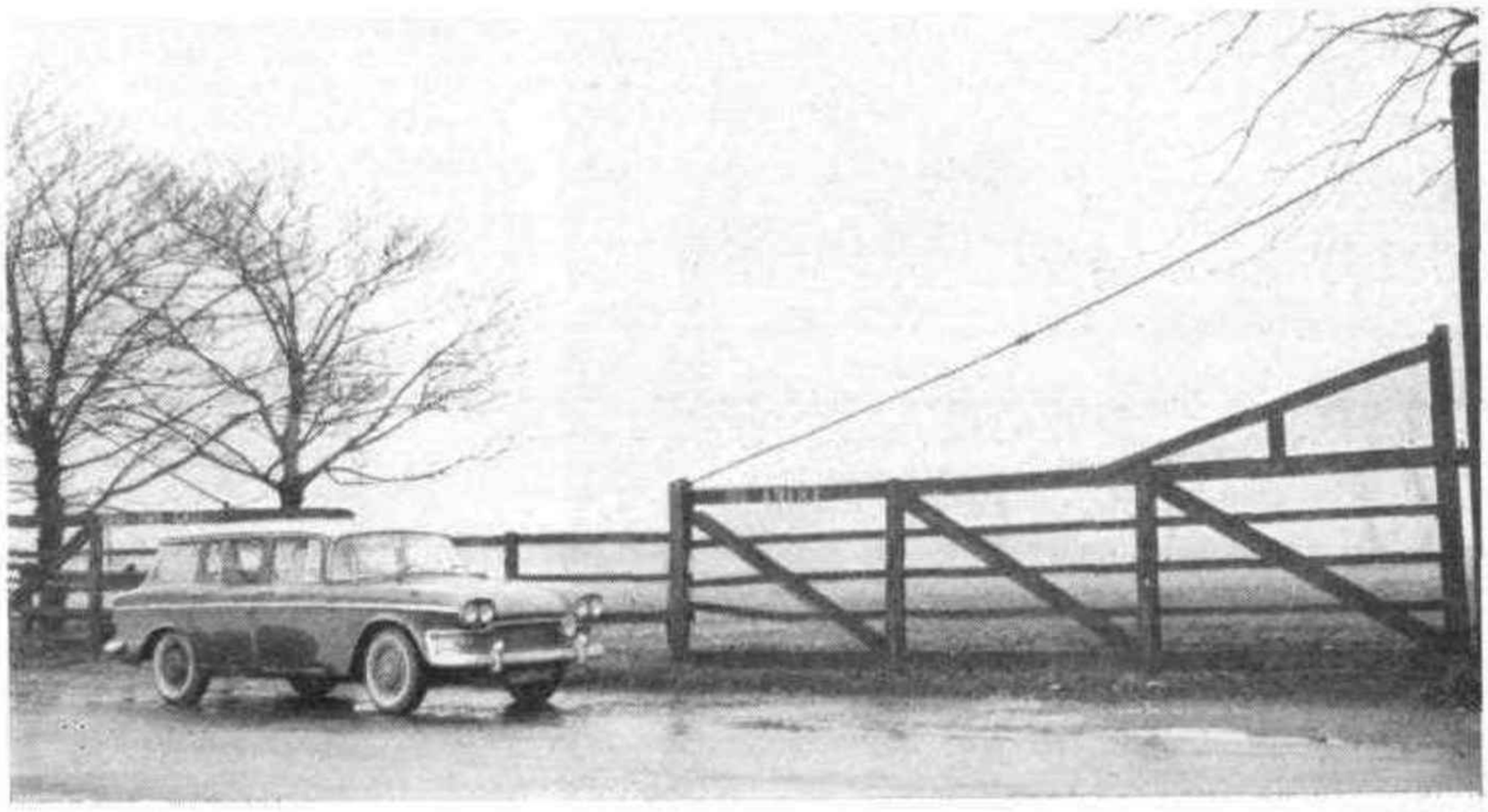
Suspension was ½-elliptic in front, cantilever behind, and the clutch was a leather cone which was somewhat inaccessible, and consequently didn't receive the attention it required, with the result that it became fierce and destroyed axle shafts at the rate of one every 2,500 miles or so.

The brakes were rod-operated and the back axle fully-floating, which at least made it easy to punch out a broken half-shaft.

An unusual feature was the manner in which two tall thin 6-volt batteries were accommodated inside a foot-ramp which was provided for the comfort of the back-seat passengers. The gravity petrol tank incorporated a reserve compartment which was the reason for the two filler orifices on the car's scuttle. Ricardo sent some of his slipper pistons up for trial but they got wet, a white powder formed on them, and as this was virtually emery powder its removal did little to enhance the fit of this unusual piston in the bores!

Thus the stolid, handsome Angus-Sanderson. It came on the market in 1919 and by 1921 the impact of the Morris at undercut prices killed it off, although not before cars had been supplied to the Princess Royal and to S. F. Edge. Mr. Sanderson refused to follow the general tendency of all save Morris to *increase* prices, pegging the cost of his car at £450 in spite of rising costs. For a few more years Tylers, who had supplied the engines, carried on

Continued on page 38



ENGLISH HISTORY.—The gates on Town Moor at Newcastle-upon-Tyne, through which FK8, FK1 quadruplanes and Bristol Fighters were taxied after flying trials in 1914/18 can still be seen, as this picture shows. The car in the foreground is the latest 3-litre Humber Super Snipe Estate Car.

PICTORIA

R.A.C

R.A.C. CHAMI



No. 1 IN THE R.A.C. RALLY.—The Morley brothers bring their Austin Healey, which ultimately finished third, past Callart, in Scotland, on the second day of the event.



RALLY CARS ON THEIR BEST BEHAVIOUR.—W. A. G. Goodall's Morgan, followed by an Anglia, was one of the many rally cars to motor quietly through this Scottish village under the eyes of a school-crossing signalman.



SERIOUS WORK MERITS SERIOUS CLOTHING.—A satorial study snapped during the overnight stop at Inverness, on the R.A.C. Rally.



AT THE PARC FERME.—Inverness in the dark, for R.A.C. Rally competitors, l. to r., J. P. McCartan's Triumph, P. O. Older's M.G. and C. Bent-Marshall's Wolseley 1500. The last-named has no association with terrified officials.



841-c.c. *WINS* 1960 *R.A.C. RALLY.—Erik Carlsson which trounced the remaining*

D. SEIGLE-MORRIS' Morris Mini-Minor win its race at Brands Hatch at the conclusion of last ye R.A.C. Rally.



AL REVIEW

. RALLY

PIONSHIP TRIAL



at speed in the astonishing two-stroke front-drive Saab from Sweden 183 entries in this International fixture.

MEN CHASE GIRL.—Pat Moss (Austin Healey) having no trouble in maintaining a lead in her race at Brands Hatch, after the R.A.C. Rally had clinched her European Woman's Championship with Ann Wisdom.

Winner of the R.A.C. Championship Trial, Rex Chappell in his Cannon. Despite the very heavy rain that has fallen lately the sections were remarkably dry, and a number of very tricky ones were climbed with comparative ease. One climb in particular stopped most competitors very low down but Chappell and Jackson (second) made clean climbs.

SECOND home, E. Jackson, also in a Cannon. His passenger worked very hard over some sections of this tricky course but it paid off in the end.

HALFWAY UP.—T. A. Marshall appears from a very steep straight climb only to find that he has a more tricky stretch ahead. These hills near Stourbridge, Worcestershire, could be adapted to almost any shape that the organisers desired.

OPPOSITION to the Cannons came from the three Harfords entered by the Harrison family. Here Papa (T. C.) Harrison is braking one rear wheel, to get round a tight turn in the R.A.C. Championship Trials.









VETERAN-EDWARDIAN-VINTAGE—continued from page 35

assembling the cars at Hendon, as Angus-Sanderson (1921) Ltd. Doyle gives the year of demise as 1927.

In its day the Angus-Sanderson had been partly mass-produced and the Birtley factory was a sizeable one.

During the 1914/18 war, before car production was visualised, Angus, Sanderson and Co. built aeroplanes on the ground now occupied by College buildings in Newcastle. These included Armstrong Whitworth F.K.8 fighters (the "Big Ack"), the remarkable A.W. F.K.10 quadruplanes, and, later, the extremely successful Bristol Fighters. Armstrong Whitworth themselves built their aeroplanes in the old skating rink, as Hawkers did in a disused rink at Kingston-upon-Thames. The R.A.F. used to test fly these aeroplanes on Town Moor and Duke's Moor, and you can still see, if you care to look, the big swing gates which were erected so that the aeroplanes could be taxied across the road from one flying ground to the other.

Mr. Sanderson, senior, died only three years ago. His son recalls the old days of the Angus-Sanderson very clearly and also speaks with affection of contemporary small cars such as the G.N. He tells a splendid story of how they once took an N.U.T. motor-cycle to the sand races at St. Andrews and on the way Freddie Dixon's Harley Davidson combination simply shot past them. However, Dixon didn't know the more direct route used by the N.U.T. rider and consequently was astonished to find that the N.U.T. had arrived before his Harley—Freddie thereupon decided he must find more speed and spent the night before the races pulling down his engine while the N.U.T. chaps slept with a clear conscience. But that is really more of a story for the *V.M.C.C. Bulletin* than for MOTOR SPORT.—W. B.

VINTAGE POSTBAG

Clutton's Criticisms Criticised

Sir,

I have noted with interest some recent letters taking exception to comments by Mr. Clutton when referring to the Duesenberg.

It would appear he enjoys criticising certain *marques*, drawing particular attention to what he has described as weak points (possibly again on second-hand information). He will then begrudgingly allow that it has some compensating factors but still would be bettered in some manner by, usually, a Vauxhall.

How could a knowledgeable vintage enthusiast compare the performance of two cars by means of a contemporary road-test of a standard sports tourer with that of a lightweight and vastly modified vintage model as it existed nearly twenty-five years later? I refer to the 38/250 Mercedes and the late F. Lycett's Bentley. If he had wished to make an honest appraisal, comparison between an S.S.K.L. and this Bentley would have shown less partisanship. He also describes the 33/180 (freely admitted in Mercedes circles as not the best vintage model) as "having a pathetic performance easily beaten by a 30/98," when in an earlier book he had to admit it made faster time than the Vauxhall "on its own playground."

Vintage cars all have their good and bad points but, please, less vitriol and more fairmindedness.

I am, Yours, etc.,

Belgrade, Yugoslavia. PETER T. Rees.

* * *

The 1931 Le Mans Alfa Romeo

Sir,

I am venturing to write to you about the 2.3-litre Alfa Romeo which won in 1931 at Le Mans.

This car was given to me as a wedding present in 1933, the last owner was the late Sir Malcolm Campbell, and it was sold through University Motors. It could have been fitted with either the original gearbox or an Armstrong Siddeley Wilson type. Unfortunately it was fitted with the Wilson-type box, which was too heavy for the chassis and broke on the starboard side during my honeymoon.

After this there was a certain amount of litigation about this car and no doubt the absolute facts are available in legal archives. The chassis was strengthened by fitting tie-rods.

I raced this car twice at Brooklands and I finished second in the Gold Star to Earl Howe. I sold the car in 1935 or '36.

I am, Yours, etc.,

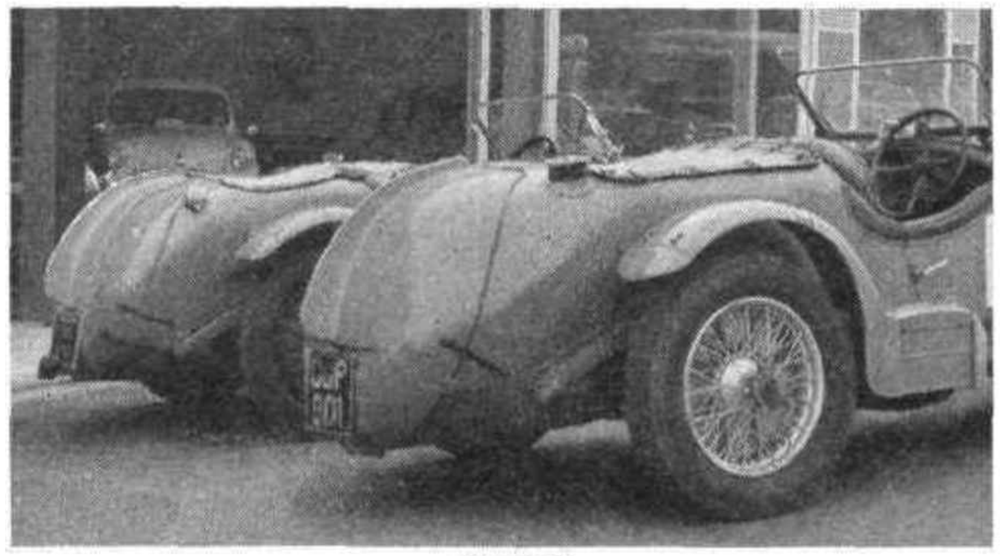
Hitchen. C. R. A. GRANT.

Sir,

I was interested to read the comments in your footnote to the letter from T. W. Carson, Secretary, V.S.C.C., concerning Sir Ralph Millais' beautiful 2.3-litre Alfa Romeo, claimed to be the 1931 Le Mans-winning car.

You state that this Alfa Romeo exactly resembles the Hawthorn car (which, by the way, is in the Montagu Motor Museum) and which has always been accepted as a 1932 car. You may be interested to know that the chassis number of the Millais Alfa Romeo is 2311201, while that of the Hawthorn car is 2311204, which would rather indicate that the two cars were from the same factory team, and almost certainly it dates the Millais car as a 1932 model, so I do not really see how it could have won Le Mans in 1931 or be a vintage car. As you so rightly say, there were numerous differences between the 1931 Le Mans four-seaters and the 1932 Le Mans four-seaters, the original cars being lithe and rather spidery in appearance, while the 1932 cars were more chunky and solid.

In any case there is no argument as the **1931** Le Mans Alfa Romeos had chassis numbers in the 2111000 series; Sir Henry Birkin's car, of which he took delivery in June 1931, being a sister car to the **1931** winner and having the chassis number 2111005, which Mr. Carson can confirm with the Alfa Romeo Section of the V.S.C.C.



A pair?

Though not in a position to challenge such authorities as Count Lurani and the Earl Howe, I would be most interested to know what proof they have to substantiate their claim that the Alfa Romeo Reg. No. CGP 901 and chassis number 2311201, owned by Sir Ralph Millais, is the 1931 Le Mans winner. In MOTOR SPORT for December 1958 there appeared a photograph of the two Alfa Romeos in question, taken when Mike Hawthorn was comparing his car with the Millais car, and I enclose a further view of the tails of the two cars, which are identical. The 1931 cars had completely different rear treatment of the bodywork.

I am, Yours, etc.,

Odiham. DENIS JENKINSON.

* * *

A Burney Streamline Car

Sir,

We note with interest in Lord Montagu's recent book "Lost Causes of Motoring" his article on the rear-engined Burney-Crossley streamlined saloon.

Having recently acquired one of the remaining examples and put it into daily use, we would like to take this opportunity to defend this unusual vehicle with many "ahead of the times" features.

His lordship's criticism of the cooling system appears to be unfounded and the car will cruise at 50 m.p.h. with four adults and as yet no apparent "tail wag." The spare wheel has not caused any consternation to the rear passengers, and with today's reliability of the modern battery starting has as yet proved easy, but admit we would not like to change the battery in a hurry!

It certainly is an ugly brute but once one is behind the wheel and on the open road the quiet efficiency and silkiness of the six-cylinder engine, the high ratios of the E.N.V. gearbox coupled with its accompanying high-pitched whine, all add up to pleasant, most unusual and reliable motoring.

I am, Yours, etc.,

London, S.W.8. RAY GOODEY.

* * *

[Pressure on space has resulted in many letters being held over.—ED.].

Impressions of

TWO BRITISH ESTATE CARS

A 3-litre Humber Super Snipe and the New Standard Vanguard Vignale Six Used to Follow the R.A.C. Rally



TRAVEL STAINED.—The latest 3-litre Humber Super Snipe photographed in the North of Scotland during photographic "coverage" of the 1960 R.A.C. Rally.

WHEN it had been decided that I should take a photographer to Scotland to cover last year's R.A.C. International Rally, an event which promised to be exciting but which, as it happened, rather fizzled out although fully endorsing the remarkable qualities of the Swedish Saab, with which MOTOR SPORT's readers are already well acquainted, I was determined to go in comfort. So a call was put through to John Rowe, of the Rootes Group, who agreed readily to lend us the latest Humber Super Snipe Estate Car with four headlamps and the 3-litre version of that cross-push-rod engine which had impressed me so greatly when I tested the 2.6-litre saloon version in 1959.

The car should have been awaiting me at the historic Talbot factory at Barlby Road, Kensington, on the Friday before the Rally commenced, but it wasn't. However, I duly collected it on the Saturday evening and sank gratefully into its deep foam-rubber leather-upholstered seat, surrounded by dignified burr walnut, my feet resting on pile carpets over resilient rubber underlays. There was room to spare in this big Humber and it seemed a pity we were not taking any back-seat passengers, who would have found flush-folding full-length tables and their own ash-trays and cigar-lighter in the back compartment. This silent, smooth Humber was relaxation personified as I threaded my way out of London to Hampshire, and quite a contrast to Mini-motoring in the theatre rush-hour.



A very obliging garage providing the Humber with screen-wipers that worked, after we had been turned away from the factory which made the car !

On the Sunday morning, getting away reluctantly to a 9 a.m. start, I was less impressed, for when I switched on the screen-wipers their blades remained neatly parked. In the wettest year on record, with much night motoring and the long drive to Scotland ahead of us, this was near-disaster, and I thought nostalgically of the older Simcas which were provided with little crank handles as insurance against just such an emergency, and very dirty thoughts about Rootes !

The photographer had to be picked up in Oxford, so I pressed on, driving in the inevitable rainstorm proving little short of hazardous, for, although in dry weather the view through the big, slightly wrap-round windscreen of the Humber is good, except that the steering wheel is set rather high, wiperless in the wet it was hopeless. At Oxford I found the cameraman garaging the 1955 Volkswagen I formerly employed on Editorial duties—it now has approaching 100,000 miles to its credit on the original engine and its present user complains that *occasionally* it needs Castrol !

Having explained about the wipers necessitating a call at Coventry instead of a direct run via Rugby to Newcastle, where we were spending the night, we set off in more or less fine weather. First at Ryton, then at the home of Humber in Stoke, they could do nothing for us, the factory having one of the habitual strikes on its hands and a local Rootes agent telling us regretfully that although we were in the heart of the British Motor Industry he couldn't get mechanics to work on Sundays.

There was no alternative but to proceed, but beyond Leicester the rain became so heavy that I felt I owed it to any cyclists or pedestrians who might wish to share the road with me to pull off it as quickly as possible. Fortune now smiled on us, for I had happened quite by chance on the North Hill Garage on the Fosse Road at Thrussington. Working cheerfully in the rain, the proprietor discovered that the wipers never had been wired up—presumably the person working on a replacement motor had gone off and left the job unfinished. However, a length of wire did the trick and we were blessed with visibility in rain—even if the blades didn't wipe the corners of the glass—and for a distinctly modest charge, far less, we suspected, than the extra money the strikers back in Coventry were hoping to induce into their pay packets !

Now, however, our thoughts were diverted to another failing of this Humber. It exuded petrol fumes. No leaks were apparent yet the fumes were there, pungent and sick-making, a poor start to six days' hard motoring. For the rest of the trip we felt unwell, and debating whether the smell got worse when the overdrive was used frequently or whether the heater was to blame, so that we could have cold feet and faint fumes or warm feet but vomit, did very little to appease our anger . . .

A miserable Sunday terminated in the discovery that although A 1 will one day be a fine twin-carriageway, much still remains

CASTROL WINS

R.A.C. RALLY

OUTRIGHT WINNER

E. CARLSSON/S. TURNER (SAAB)

2nd J. Sprinzel/R. Bensted-Smith (Austin-Healey Sprite)

3rd D. Morley/E. Morley (Austin-Healey 3000)

LADIES' CUP

Ann Hall/Valerie Domleo (Ford Anglia)

2nd Pat Moss/Ann Wisdom (Austin-Healey Sprite)

MANUFACTURERS' TEAM PRIZE—AUSTIN-HEALEY 3000

D. Morley/E. Morley, P. Riley/J. A. Ambrose, R. Adams/J. Williamson

(Subject to official confirmation)

For first-time starting in Winter

CASTROLITE

the balanced multi-grade Oil

Castrol MOTOR OIL

to be done, which made for slow travel, especially as a thick fog blanket had descended. On this run we noticed so much flagrant disregard for central white lines, both single flanked by a dotted line, and double, that it seems a sheer waste of money to go on etching them on our roads unless something is done to enforce their observance. The Crown Hotel in Newcastle made up for drab *decor* and a mediocre dinner with comfortable beds provided with hot-water bottles.

Incidentally, that afternoon I had run out of petrol on purpose, in order to estimate the absolute fuel-range of the Humber (result : 250 miles), and we now encountered Snag No. 3—the filler which masquerades as the off-side rear reflector conceals a small orifice and an upsloping pipe which resolutely refused to accept petrol from the "Eversure Fillacan" can which is my boon-companion on road-test journeys. This styling gimmick is crazy anyway, even if you shouldn't fill a Super Snipe other than at the pump. Inevitably the petrol attendant cannot find it or, if he or she is familiar with Rootes' modesty in respect to such an innocent thing as a petrol filler, it isn't long before their competence is rewarded by a deluge of petrol over their feet as the absurdly "slow" filler disgorges.

The next morning I attended to business connected with the vintage section of this journal (discovering, too, a well-kept 1922 model-T Ford one-tonner lorry on the premises of a driving school), and we made some humble purchases in canny Newcastle —a pair of shoe-laces, new batteries for my excellent B.M. torch and gloves for the photographer, who had forgotten to bring any. It's the tourist trade that counts . . . !

The next job was to drive to Inverness. On this journey we began to take stock of the 3-litre Humber, and as so far I have been forced to be critical, let me now give praise where it is due. This latest Super Snipe is quite a nice car. There is more than ample performance from the outstandingly smooth and quiet six-cylinder engine with its ingenious valve gear and its willingness to "rev." The 120-m.p.h. speedometer easily swept round to 70 in third gear, and flicking in overdrive without changing up gave immediate acceleration to 80 m.p.h. In overdrive top there was more speed than we cared to use, and in normal driving a flick into normal top gear gave all the pick-up required, without the need to change down with the somewhat ponderous left-hand steering-column gear-lever. Second gear provides an effortless indicated 60 m.p.h. I am not enamoured of three-speed boxes, however, even when supplemented by overdrive.

As to control, as we gained experience we both realised that we were going through corners very quickly in this heavily-laden, commodious Estate Car, although the pleasure of doing so was marred by a feeling that in the wet the car was never far from flying off the road (the Dunlop Gold Seal tyres never protested but felt to be reaching the limit of adhesion), a feeling accentuated because of Rootes sponge in the steering, which is geared four turns, lock-to-lock, not counting the free-play. A pity, because this big Humber doesn't roll when cornering and the Girling vacuum-servo disc brakes on the front wheels lend confidence and keep cool when the back brakes exude a very evident smell of frying.

The Rootes Group obviously *thinks* before arranging the controls and equipment of its cars. The Humber Super Snipe is an excellent example of this. The bench front seat with wide folding centre arm-rest is comfortable without being memorably so; the brake lever nestles conveniently on its right-hand side. The big beefy steering wheel carries a full horn ring, the speedometer includes trip and total mileage recorders and metric as well as English symbols are marked on the instrument dials, which include separate clock and fuel gauge and a multiple dial for ammeter, oil pressure and water temperature—the last named keeping close to 190° F.

Two neat controls look after the effective heating and demisting requirements but as the lamps-switch is similar, care must be taken not to mistake these controls in the dark. Flick levers actuate overdrive and indicators; there was a lag in overdrive engagement which made it difficult to obviate shock to the transmission. The driver also has conveniently spaced knobs for rheostat facia lighting, the two-speed wipers and screen-washers.

Each end of the facia there are fresh-air ventilators, *à la* Citroën, while the greatest praise must be accorded the stowage provided, for the lockable cubby-hole is *immense*, there is a central dashboard cubby-box, in our case occupied by an excellent H.M.V. radio, and in addition the front doors have deep map-wells. Cold starts are looked after by a choke lever in a lateral quadrant, guarded by a warning light, and the full-beam warning light is sensibly subdued. The cubby incorporates a useful hooded map-lamp, and all four doors control the courtesy action of the roof lamp. A single Lucas spotlamp proved invaluable in fog, and there are twin, inbuilt reversing lamps. The new dual headlamps throw a splendidly wide beam but could be slightly more penetrating.

Enough has been written, I hope, to stamp the 3-litre Humber as a notable luxury car. It crossed the border and swept towards Inverness, past Loch Ness where courageous John Cobb lost his life, in silent luxury. The steering was of manual type on the test car but commendably light once the car was on the move; the cornering characteristic is towards considerable understeer. The steering is devoid of kick-back and endowed with sensibly subdued castor-return. The ride is comfortable but could be better damped; the body developed a rattle in the near-side front door and as the miles piled up the front seat became insecure on its mountings, to the accompaniment of some metallic twangings. As this is the kind of car in which the occasional cigar will be smoked there is ample provision for ash disposal, and an electric lighter is fitted, front and back. And the doors shut "expensively."

THE HUMBER SUPER SNIPE SERIES III ESTATE CAR



Engine : Six cylinders, 87.2 × 82.5 mm. (2,965 c.c.). Inclined overhead valves operated by cross-push-rods. 8.0-to-1 compression-ratio. 121 (net) b.h.p. at 4,800 r.p.m.

Gear ratios : First, 12.77 to 1; second, 7.34 to 1; overdrive second, 5.71 to 1; top, 4.55 to 1; overdrive top, 3.54 to 1.

Tyres : 6.70 × 15 Dunlop "Gold Seal" tubeless white-wall, on bolt-on steel disc wheels.

Weight : 1 ton 12 cwt. 0 qtr. 0 lb. (without occupants but ready for the road, with approximately five gallons of petrol).

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

Fuel capacity : 12½ gallons. (Range, 250 miles.)

Wheelbase : 9 ft. 2 in.

Track : Front, 4 ft 8⅞ in.; rear, 4 ft. 7½ in.

Dimensions : 15 ft. 8 in. × 5 ft. 10½ in. × 5 ft. 1 in. (high).

Price : £1,225 (£1,736 10s. 10d. inclusive of purchase tax).

Makers : Humber Limited, Coventry, England.



A splendid picture of the Editor taken somewhere in the Highlands as he got ready to stalk the rally cars.



How many R.A.C. Rally competitors spared a thought for the late John Cobb, still holder of the Land Speed Record, as they passed Loch Ness en route *for Inverness ? Here is the memorial stone erected close to the place where he lost his life attempting the Water Speed Record.*

At Inverness fog had again closed in; the Caledonian Hotel proved comfortable in all save its beds, which went hot-bottle-less the first night. After dinner we went round to the Station Hotel to meet Pat Gregory of the R.A.C., who had just arrived by train looking distinctly the worse for wear—he had damaged his back playing golf at Woodcote, which goes to show that motor racing isn't the only hazardous sport.

The hotel staff contrived to let us sleep on next morning, although a call had been booked, and when we descended for breakfast at 10.30 a.m. a chicken-size seagull was gently tapping on the window with its beak.

Another visit to the R.A.C. Headquarters produced a Route Book but not much else, because foot and mouth disease (not amongst the competitors) had occasioned some re-routing and news of the Rally was sparse, although the retirement of Trautmann's Citroën and consequent withdrawal of the team of European Rally Championship Mercedes-Benz cars had filtered through.

A glance at the Route Book showed that the R.A.C. was playing cautious and using only A- and B-class roads at a 30-m.p.h. average, so that competitors were already drooling about the excitement of a mere two miles of special timed section over rough ground. We set off to intercept the rally cars and found ourselves on the wrong road, making for Perth, and to rectify the error we turned off at Newtonmore and took A 86 to Spean Bridge. This road was in process of modernisation, which meant that it was ankle-deep in liquid mud for hundreds of yards and rock-like for miles. Why couldn't the R.A.C. have routed the cars this way, to a stiff time-schedule, instead of letting them complete the day's run to Inverness along A 82 ? Perhaps one day we shall have a really *tough* rally in Scotland or Wales run mainly over roads that will truly test the skill of drivers and the reliability of the cars.

From Spean Bridge we skirted Fort William to photograph the rally cars near Ballachulish. It was all very dull, but when Sydney Allard pulled up in his Ford Zephyr for a brief chat (leaving odd marks on the road with his French studded tyres which had already survived the Monte Carlo Rally) his eyes lit up wistfully when we said : " Sydney, you ought to turn left onto A 86 and enjoy some real rough stuff ! " Much later we heard Jerry Burgess, last year's winner, say that the road part of the route was too easy, cissy stuff, the sort tourists use, exciting only because of fog in Yorkshire. But as we waited for the cars to stream though I appreciated the splendid carillon of bells from the church in the tiny hamlet of Callart . . . !

Back to Inverness, and after dinner we went out to the *parc ferme* to get flash-light shots of the competitors coming in for their *only* night's rest. We were able to drive Erik Carlsson and Stuart Turner and Seigle-Morris and Elford—pundits of front-wheel-drive—to their hotel, outside which an unfriendly policeman forbade us to stop for even a few minutes, although this was Rally Headquarters, and refused to reply when we enquired where we *could* park the Humber.

We heard later that the Editor of another motor journal was pinched for parking, so the message from R. Wotherspoon, Provost of Inverness, in the Rally Programme, which read : " We, in this Royal and Ancient Burgh, are looking forward with tremendous interest to your arrival in our Highland Capital. A very warm and hearty welcome awaits each one of you. We want you really to feel that not only do the Provost, Magistrates and Town Councillors welcome you, *but that every citizen in our midst welcomes you and wants you to be extremely happy and contented while you are here.* It is a rare experience for us to have such a Rally as yours, and we are all looking forward to your visit," ranks as one of the most insincere ever published . . . Tourists, please digest !

Over cocoa with Stuart Turner we learnt that although it was the smallest-engined competitor, the remarkable Saab was leading the Rally, which ultimately it won convincingly without loss of a single mark on the road section. This in spite of Carlsson having broken two ribs when the Morris Minor in which he practised had to be ground-looped to avoid a lorry on the lonely Highland roads.

Going back to our own hotel we encountered a film unit's Ford Zephyr Estate Car in the car park and beside it our Humber looked lofty and square-rigged, as it did subsequently when parked close to Vauxhall Friary Estate Cars.

The next day—I think it is now Wednesday—the route was all wrong for us. The difficult part would be round the coast near Gairloch, but the photographer wanted daylight pictures and the competitors did not get there until dusk. So we compromised by driving as far as Rosehill on A 837, still good tarmac, and parking by a tricky right-hand bridge over a stream, which the cars would come upon after many miles along a narrow, no-passing section. The photographer anticipated excitement but I have spent so many nights perched in similar places in Wales and the Lake District and seen nothing, the spectacular brushes with the scenery always happening somewhere else, that I was sceptical. The sun came out to warm us, then clouded over and a raw cold struck upwards through our bodies from the damp, misty ground. When the cars did arrive one and all treated the bridge with the greatest respect—anyway, led by the Morley brothers' Austin Healey 3000, they were ahead of time and not hurrying.

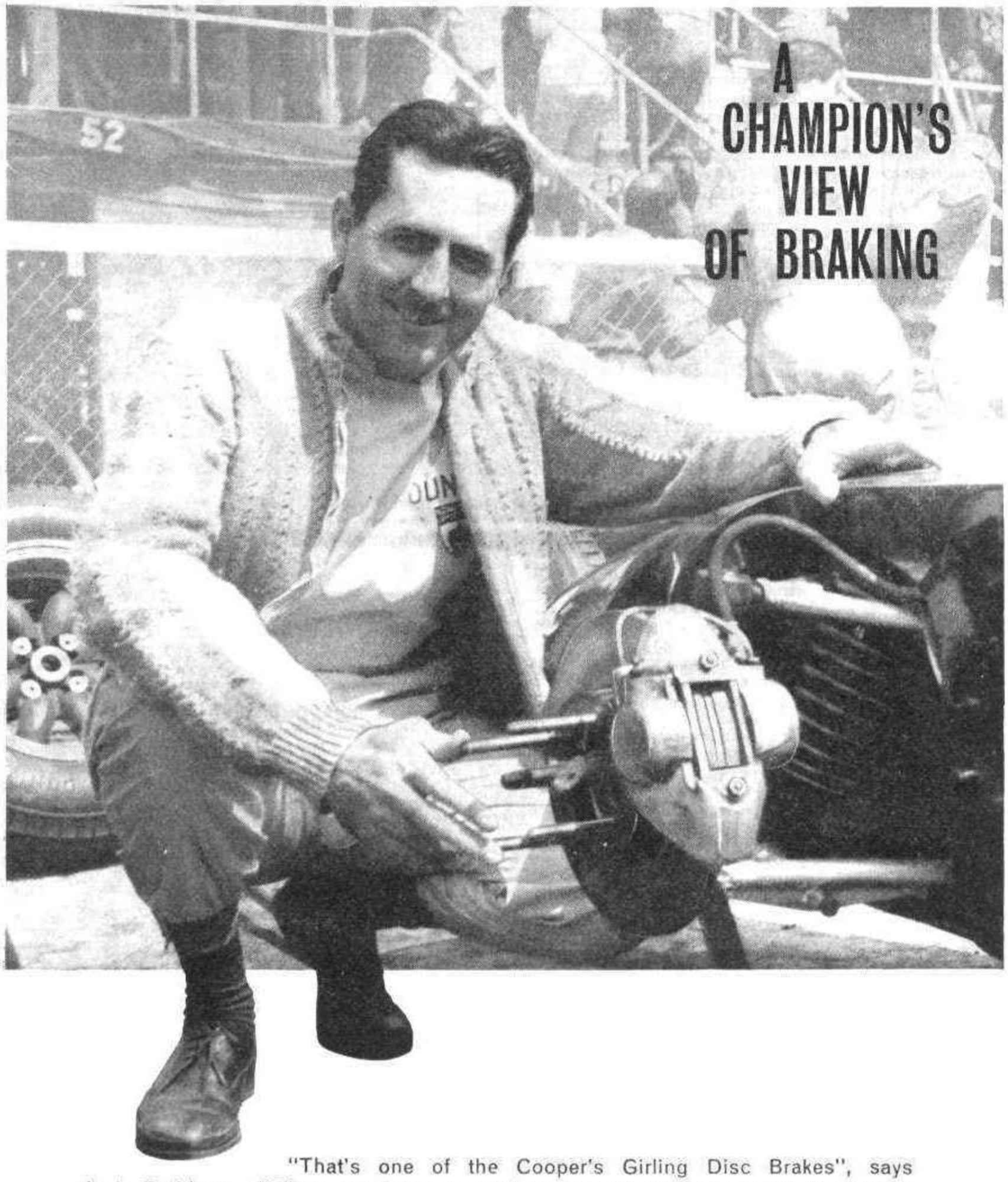
When it became too dark for photography we gratefully returned to the penetrating warmth of the Humber and, feeling very fit and wideawake on several days' diet of fruit and raisins, I announced that I would drive non-stop to London—a little matter of about 650 miles.

There was a lot of late afternoon traffic on the way back to Inverness but, once clear of that city, where urgent repairs to the bridge are in progress, we motored splendidly along the interesting road to Perth, filling up with petrol at a lonely garage where a cheerful and helpful girl of about 13, wearing a kilt, was the only person in charge. A late ferry was caught across the Firth of Forth and we got out of Edinburgh in fine style. The splendid A 68, fast and deserted, led us towards Newcastle. Alas, approaching Otterburn, I noticed that the Snipe's petrol gauge showed just two gallons—and the can was empty following our abortive attempts with the Humber's stupid filler. Both garages in Otterburn were shut but my B.P. book of 24-hour garages showed two in Newcastle, so I drove on. The Humber chose the loneliest spot imaginable in which to run out—25 miles from Newcastle. As it did so the clock indicated midnight.

This was unfortunate but we needed sleep and I was now able to check the Humber's petrol consumption over a considerable mileage—it came out at 20.8 m.p.g. We continued at 8.30 a.m. the next morning and were able to complete some photography in Newcastle which would otherwise have been impossible—but what a useful item of specification is a reserve petrol tap !

The travel-stained Humber Super Snipe made a detour to ascertain whether a certain 1921 T.T. B.S.A. motorcycle I discovered during the war is still in existence (it is, but as it is not for sale, there is no point in disclosing its whereabouts), and then came onto A 1 through the heaviest rain I have ever driven through—full marks that not a drop came in. Checking the accessible dip-stick at an obliging Shell Service Station near Retford showed that in 1,400 miles practically no oil had been consumed. This set the seal to my admiration for the Humber engine; it would be nice to see it in a sort of inflated Sunbeam Alpine—what a fine 3-litre G.T. car that should make.

You don't need to walk fast to beat a car through Doncaster,



"That's one of the Cooper's Girling Disc Brakes", says Jack Brabham. "They are fantastic performers and the last word in braking reliability. We utterly depend on our brakes — so, too, does Mr. Motorist. I wish he would give them the attention they deserve — they're just as vital to him as *these Girling Discs are to me. For safety's sake give them the attention they* deserve, and remember, when overhaul is necessary, don't risk second best. If your car is Girling equipped, insist on Genuine Girling Replacement Parts. It's not just sales talk: it's plain common sense."

JACK BRABHAM RELIES ON

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD

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where the by-pass is as overdue as the Staines by-pass, and it was a relief, after refuelling at Ranby, to turn off A 1 onto the excellent A 46 that takes you easily to Rugby. So we came home, to Oxford and ultimately to Hampshire.

On the following day I attended the office, where a Standard Vanguard Vignale Six in Estate Car form was awaiting me, one of the few new models to appear at Earls Court last year. Having prefaced my remarks about the excellent little Morris Mini-Traveller (page 996 last month) with a diatribe in favour of estate cars in general, it seemed fitting that the subsequent couple of test-cars should both have this useful utility bodywork.

The Humber Super Snipe was pressed into service (without any servicing) by another member of the staff who had to photograph the closing stages of the R.A.C. Rally, and I went off, also rally-chasing, in the Standard. When I finally returned the Humber to Rootes it had covered nearly 2,000 miles in ten days with no further troubles than those referred to earlier—a very nice motor car, even if the absence of wipers and those petrol fumes do not give one much confidence in Rootes' system of inspection. Perhaps I shall make re-acquaintance with this powerful 3-litre under happier circumstances; it served us so well I sincerely hope so.

The Standard proved by many degrees less luxurious—but it costs over £600 less. I was only able to cover 424 miles in it, but in that distance it proved a very willing, entirely dependable and essentially serviceable shooting brake—and its wipers functioned particularly well, while no fumes disturbed the occupants!

On initial acquaintance the Lockheed brakes seemed poor, in contrast to the retarding ability of the heavier Humber's discs, because firm pressure on a pedal that went down a long way was called for, but on further acquaintance the Vignale Six proved to have quite good brakes. Another early disappointment related to the gear-lever, a long, slender, flexible central affair cranked to clear the facia. It was so indecisive that considerable force had to be used in order to engage third gear from top and sometimes the lever fouled the side of the gate and wouldn't go through until brought back into top. Moreover, its knob was uncomfortable to hold and threatened to mark the palm of the hand with its 1, 2, 3, 4, R inscription. As the miles piled up the change became easier, although still stiff, while to engage reverse entails lifting the lever in a way that might defeat a rally driver doing timed tests. However, the TR3 box has well-chosen, high gear-ratios, permitting indicated maxima of 37, 60 and 85 m.p.h. in the indirect gears, top cog taking this roomy station-wagon to over 90 m.p.h.—quite astonishing. This is accomplished by a 2-litre six-cylinder engine of commendable smoothness, so silent as to be inaudible when idling but possessing such a distressing carburation flat-spot that at around 10-15 m.p.h. in any gear it is necessary to slip the clutch in order to accelerate. Thereafter pick-up is extremely useful, however, and soon your Vignale Six is cruising at speeds in the region of 80 m.p.h.

The driving position is good, the steering very light and possessed of strong castor return action, while kick-back is not excessive, but there is some roll and tyre noise when cornering fast. The new instrument panel with separate dials for fuel contents, water temperature, oil pressure and ammeter grouped around the speedometer is well contrived, although the red needles are difficult to read against black faces and the heater controls are not illuminated by the panel lighting. The petrol gauge needle rises slowly from zero, being one of those commendably accurate electric recorders, unaffected by movements of the car. The pull-up hand-brake is well placed beneath the facia and this



Another Estate Car tested last month was this new Standard Vanguard Vignale Six. It could be a Leyland Vignale or a Chrysler Vanguard by this time next year.

THE STANDARD VANGUARD VIGNALE SIX ESTATE CAR



Engine : Six cylinders, 74.7 × 76 mm. (1,998 c.c.). Push-rod-operated overhead valves. 8.0-to-1 compression-ratio. 80 (net) b.h.p. at 4,400 r.p.m.
Gear ratios : First, 14.5 to 1; second, 8.61 to 1; third, 5.66 to 1; top, 4.1 to 1.
Tyres : 5.90 × 15 Dunlop " Gold Seal " tubeless, on bolt-on steel disc wheels.
Weight : 1 ton 5 cwt. 0 qtr. 0 lb. (without occupants but ready for the road, with approximately three gallons of petrol).
Fuel capacity : 14 gallons, including a reserve supply. (Range approximately 295 miles.)
Wheelbase : 8 ft. 6 in.
Track : 4 ft. 3½ in.
Dimensions : 14 ft. 5½ in. × 5 ft. 7½ in. × 5 ft. 0 in. (high).
Price : £800 (£1,134 9s. 2d. inclusive of purchase tax).
Makers : Standard-Triumph Sales Ltd., Coventry, England.

Standard has truly generous stowage for oddments, for the lockable but " tinny " cubby-hole is fairly large, there is a well in the centre of the facia and map cavities on each side of the scuttle.

I was pleased with the arrangement of the rear loading window and panel, which have useful handles for pulling them closed, and I prefer this system to side-hinged back doors. The lighting controls are Fiat-like, a switch on the facia putting on the sidelamps and a right-hand stalk selecting full or dipped headlamps—but this goes from sidelamps to full beam and on down for the dipped beam, which I found confusing, while the turn indicators are actuated by the old-fashioned steering-wheel control with which you have to be careful not to pinch the fingers. A rather crude interior lamp lives over the somewhat restricted rear-view mirror and there is another lamp for the luggage compartment.

The engine started extremely well in a heavy frost but petrol consumption, at 21 m.p.g., was heavier than anticipated. There is a reserve fuel tap and if the maker's figure for tank capacity is correct the Vignale Six has a range of approximately 295 miles. With a little refining the new six-cylinder Standard is going to be a good car.

We attended the Brands Hatch races which concluded the R.A.C. Rally in the Standard and found them as difficult to follow as a game of chess. Mainly they were interesting because we saw two Morris Mini-Minors beat the Saab, confirming our opinion that these little cars just out-corner the Swedish car on good surfaces, both Volvos beat the Sunbeam Rapiers, and Sears really wind-up his 3.8 Jaguar.

But the incredible Saab had already won the Rally and although its achievement in getting through the road section without loss of marks is largely due to Stuart Turner's impeccable navigation, let it not be overlooked that on the first tough timed section, where Morley's Austin Healey lost its two marks, this 850-c.c. saloon was faster than the 3-litre sports car, proof, if any is needed, of the Saab's intrinsic merit.

Incidentally, at Brands Hatch many rumours were circulating about the Mercedes-Benz withdrawal. One heard that the drivers were annoyed at the inferior accommodation booked for them, that their cars were giving trouble, that they did not like the altered route, and so on. But the general opinion was that theirs was an act of bad sportsmanship; I feel jealous of those who share this view, for they are under the happy misapprehension that motor racing and rallying is still a sport, which ceased to be so some years before war was declared in 1939.—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.

FORD, VW AND MATTERS OF POLICY

Sir,

Having read Mr. Morgan's letter on the Ford Anglia (November MOTOR SPORT) with one cynical eyebrow raised, and a mental picture of a large ham-fisted man with a leaden right foot, I felt compelled to offer a few words of praise for this controversial car, and at the same time to air a long-standing grievance.

I have driven many cars in my time, ranging from a 1931 B.S.A. three-wheeler to Humber Pullmans, Daimlers and the like, yet of all these no car has given me so much pleasure as the new Ford Anglia. Bearing in mind its low cost, the steering, suspension, gearbox, gear ratios and brakes are extremely good, to say nothing of a lion-hearted, almost burst-proof engine. As with most new models, we experienced the usual sickening teething troubles, but on the whole the car has run exceptionally well and is a pleasure to drive. Fuel consumption appears to be in the region of 40-42 m.p.g. on a long fast run, dropping to 36-38 m.p.g. in town.

I am genuinely sorry to hear of Mr. Morgan's mishaps, which I sincerely hope are exceptional, for I feel he has missed the true excitement of the Ford Anglia, which I submit has more to offer than its initials might suggest !

Mr. Morgan's last statement raised my cynical eyebrow even further—he offers no prizes to MOTOR SPORT readers for guessing the identity of his next car ! A damning statement indeed, Mr. Editor, for what it implies is so true.

A year or so ago I stopped buying MOTOR SPORT for this very reason and, indeed, I only purchased the November issue for the extremely good review of the Motor Show models. However, a quick glance at "Matters of Moment" confirmed the continuance of your incredible bias towards one make of car, and the odd little digs at the Ford Motor Company contained in the report of the 7-day-and-night marathon at Goodwood were sufficient to convince me that no radical change of policy had taken place since I last read the magazine.

I would have thought that the Editor's role in a magazine of this kind was to maintain a frank, unbiased view of British and foreign cars, untainted by personal preferences and prejudices. That the British motor sporting public continues to accept such wanton propaganda for Messrs. VW from the Editor himself is beyond my comprehension. I await the day when I shall see on my newsagent's stand : "THE VOLKSWAGEN MONTHLY (incorporating MOTOR SPORT)"—under this heading I would purchase your magazine with pleasure.

If you have the nerve to publish this letter you will at least have my undying respect for a brave man, if not for an Editor.

I am, Yours, etc.,

West Harrow. JAMES B. LEWIS.

[If Mr. Lewis cares to count up all the words I have written about motor cars in the past five years and then deducts those applicable to the VW he will surely retract his suggestion that we are "The Volkswagen Monthly." The fact is we praise a good car when we discover one, and four million other people seem to agree in this case. Otherwise we try to publish unbiased criticism and recently we have not been alone in finding fault with Ford. As I hold no motor-car shares and have no relations or close friends working in the Motor Industry, I fail to understand why Mr. Lewis thinks I harbour personal preferences and prejudices. I might as well say he is a prejudiced Anglia addict !—ED.]

* * *

JACK BRABHAM

Sir,

Jack Brabham has clearly been proved by your readers to be on a par with previous holders of the World Championship. For all of these (according to critics of the time) were not "worthy" of the title ! Farina was only champion by "the grace and favour of Fangio"; Ascari was No. 1 driver of a team which had no opposition; Hawthorn would not have been champion if the scoring system had been different; and even the great Fangio was not "versatile" enough—he never succeeded at Indianapolis !

As to the "one-make" criticism, this knocks at many past "champions" of their day. Lang and Rosemeyer were one-make men, while the great Carraciola only drove for another make in one single year (1932) of his long life, and that for no reason than that there were no Mercedes available for racing. And was not the fabulous Georges Boillot a "one-make man" ? And was he not a "champion" ?

Jack Brabham is at least in good company !

For the enlightenment of Mr. John J. Robinson, the "Golden Age" has indeed passed. It was past in 1903, before even the old man was born. Motor racing ceased to be a "sport" and became a "job" in 1906. It has never been the same since 1914. The last "real" Grand Prix was run in 1924, and the "faithful multitudes" ceased to watch it in 1929, while the last racing car which looked like a racing car was the 3.3 Bugatti of 1934.

How long, I wonder, before men are writing to MOTOR SPORT lamenting the "Golden Age" of 1960 when men like Jack Brabham were "real" champions, and when we had "real" Grand Prix cars like the Cooper-Climax !

I am, Yours, etc.,

Eastwood. PETER M. CAPORN.

* * *

THE RISING COST OF MOTORING

Sir,

We hear a great deal of outcry from motor manufacturers about the recession in the motor trade, and no doubt a great deal of blame for the slump attaches to the manufacturers themselves for lack of initiative, poor designs, excessive costs, and the ridiculous way in which production, distribution and selling charges are inflated by the marketing of so many models differing in minor details only. It would be interesting to know how many models are, in fact, made in this country and how many, for example, in Germany.

However, the high initial cost of car purchase is not the only factor which is tending to turn the motoring public towards other sources of leisure-time interest. The high cost of running a car is a significant factor, too. Take the price of components, for instance.

For my Austin A70, a Girling rear shock-absorber costs £6 14s. 9d. For £3 15s. I can buy a Koni imported damper of higher technical quality, or, for even less, a Variflo. A rubber bush for the linkage of the Armstrong rear shock-absorbers is worth about a shilling. Armstrongs do not supply them. One must buy a complete arm at 15s. A new tyre costs at least £6—this is over 100% higher than the bulk selling price of a new cover. A replacement steering column costs a mere £8—what is there in an exchange column to justify a charge of more than a couple of pounds. Why should a carburetter cost £10, when in the United States a new carburetter can be bought for less than this in dollars ? Why should a piece of cheap bent rubber about a foot long for my radiator cost 5s. 9d. Is there anything in a brake lining to warrant six or seven pounds for a set of exchange shoes ? Is a sparking plug worth three times its bulk selling price ? Is a paper oil filter worth 15s. ? In short, is it not time the manufacturers realised that the British public is fed up to the back teeth with the appalling technical service offered by the makers, and with the exorbitant costs extorted for poorly-made components and accessories ?

As an interesting sidelight on this, may I repeat the remark made to me some time ago by a manufacturer of steel pressings. He said that he would produce an enamelled tray as a baking dish to retail for 5s.; the same tray, un-enamelled, would sell as a motor-oil drip tray for 15s., and as a photographic print developing tray for 25s. The only consolation the motorist can derive from this is that the average photographer is an even bigger mug than he—unless, of course, he is a keen photographer himself also !

I am, Yours, etc.,

Abingdon. A. L. PULLEN.

* * *

20,000 MILES IN A FORD NEW ANGLIA

Sir,

Let's be fair about this Ford !

I took delivery of a new Anglia just before Christmas 1959 and have completed 20,000 miles under conditions varying from tough National rallies to day-crawling in London from my home in Chelsea to offices in the City. My conclusions are :—

(1) There is not a *more* exciting light car on the market.

(2) The engine is a winner and after this mileage it is using no oil and appears to run quieter every day.

(3) The gearbox is a sports-car job—68 m.p.h. in third can be very useful !
(4) Road-holding is excellent, the back-end is almost impossible to break away and cornering can be done at very fast speeds. There is some tendency to understeer.
(5) The comfort of the front seats has deteriorated and the seats have lost their shape. There is far too little range of adjustment to the driving seat.
(6) A major criticism is felt towards the brakes, which are inadequate—even after replacing linings with a good anti-fade lining rather than those supplied by Fords, which wore down to the drums after a 290-mile rally ! Incidentally, both front drums have had to be replaced at a cost of £5 5s. each.
(7) Front tyre wear is heavy—tyres lasting 6-8,000 miles.
(8) Finish to the exterior was good but interior-wise it was quite bad—lumps of Bostik on headlining and a vile verse written on the underside of a sun-visor did not amuse.
(9) A very good Ford—backed up by Ford Service—which must be the worst in the whole of London—my supplier showed little interest in my problems, and their " salesmanship after sale " could be summed up by their remark : " It must be the bad way you drive, Sir."

To have an ordinary 1,000 miles service done, a fortnight's notice was required. However, I have found an excellent back-street garage in Chelsea—whose address will be supplied to any other service-suffering owner !

I'll buy another !

" A. J."

Chelsea. [Name and address supplied.—ED.]

* * *

SPECIAL OR STANDARD ?

Sir,

I was interested to read in the same (November) issue of MOTOR SPORT the account of the Ford Anglia's marathon run at Goodwood and the letter from a reader whose Anglia had, to say the least, not given such a satisfactory performance.

One hears from pretty reliable sources that cars to be used for these publicity pranks are first stripped and rebuilt by mechanics after coming off the normal production line.

The result may be perfectly standard from a design and material point of view but far from standard where workmanship is concerned.

True or false ?

I am, Yours, etc.,

Old Windsor. R. S. MEGGS.

[It is practically impossible to know whether or not a car submitted to an officially-observed run is standard, and this will be so until the R.A.C. insists on taking such cars direct from the manufacturer's assembly-line. But so far as the Ford Anglias which ran at Goodwood are concerned, they used non-standard tyres (Michelin " X ") at the request of the racing drivers signed-on to drive them. When Graham Hill's car was exhibited at Earls Court it had whitewall Goodyears but after MOTOR SPORT had drawn attention to this anomaly these were changed for somewhat soiled Indias !—ED.]

* * *

COMMENT ON THE VEHICLE TESTS

Sir,

I note that Mr. D. J. Bracey had his car damaged when it was submitted for a " Ten-Year Test " and that the garage disclaims liability. This they cannot do, as it is contrary to " The Motor Vehicles (Tests) Regulation, 1960." See page 8, Statutory Instruments, 1960, No. 1083—H.M.S.O., which makes the testing station's liability clear.

Further to these tests : the aforementioned publication is very vague. Page 21 refers to the king-pins and bushes being " . . . free from excessive stiffness and wear."

Elsewhere similar unprecise wording is used, e.g., page 20 : " . . . reasonable amount of reserve travel . . ."

Therefore owners are at the mercy of the judgment of an unqualified tester. Opportunity for dishonesty is another disadvantage of the loose wording.

So far as I have been able to ascertain, the R.A.C. are satisfied with these regulations, which in my view are too loosely worded to form the basis of legislation.

I am, Yours, etc.,

Wallington. P. E. RICHARDSON.

Sir,

While my heart bleeds for Mr. D. J. Bracey and his broken Ford Ten, why on earth did he take his car to be tested in the first place. He points out that his car has just passed a far more stringent test for insurance purposes and he also affirms that the 10-year test is an iniquitous affair pouring money into the pockets of the garages. Why then does he pour *his* money in, too ? I have several cars which are more than 30 years old and all have to pass tests for insurance purposes. When the 10-year test becomes compulsory these will all have to be inspected (and I have no doubt that they will be pronounced roadworthy) once a year and all at my expense. I certainly do not intend to take any of my cars for inspection until compelled to, and possibly not then.

I am, Yours, etc.,

Chalfont St. Peter. W. S. MAY.

* * *

SERVICE !

Sir,

We believe the antipathy of the police for the motorist is a myth. Policemen are human but it is easy to forget their more helpful moods and always to listen to tales from the peeved motorist.

On October 25th our M.G. disappeared from a busy Soho street. The first policeman directed us to Piccadilly Circus, where a most helpful officer, seated on his Thunderbird, called up the station and traced a black M.G. to the Kentish Town pound. We slipped down a tube station and emerged as the last train back was leaving. We were a little uncertain as to our means of return because the car we had left in Wardour Street was green, but we were courteously received and shown the only M.G. they had. They had covered it against the rain but in the dim light we could recognise the outline of a J2. Before being allowed any closer we were ushered into the office; the sergeant, after obtaining proof of ownership (a problem, as we had all forgotten the registration number) returned the keys(!). A be-breeched attendant—who had sought out its p.v.c. rick cover—was a little concerned at its reported reluctance to stay in third. He looked much happier, however, on being told that this usually happened and was not their fault.

We sped off to deposit the lady of the party, reflecting as we bounced homewards that although it was nearly 1 a.m. at no time had we been treated to anything but courtesy and good-natured assistance. Moreover, the whole episode had cost us no more than three train fares.

I am, Yours, etc.,

B. GRAY,
R. H. REDSTON.

London, W.4.

* * *

GOOD COMPONENTS ON A GOOD CAR

Sir,

Pats on the back for the VW probably infuriate most of your semi-elliptical and water-cooled readers by this time, but two non-German standard fitments on mine deserve a very big hand in my opinion.

Firstly, the Michelin SDS tyres have deep tread and no uneven wear at 30,000 miles, notwithstanding full-throttle driving on all possible occasions; secondly, the original Silver Exide battery is now five years and three months old and has never missed a beat, surely an extraordinary record as 90% of my driving is in town with much starting and stopping.

At 30,000, the VW is now nicely run-in, I suppose, and certainly goes far faster than when new—noticeably faster than other VWs I have a go with, perhaps because it is the somewhat rare " standard " model and must be quite a bit lighter than the de luxe, whatever the handbook says. Bearing in mind that the price, new, was under £600, no car could have given better value for money or less trouble.

I am, Yours, etc.,

Norwich. RICHARD MASON.

* * *

MINI-MATTERS

Sir,

Having read in your excellent magazine the views of Austin 850 owners, I feel I should tell you of mine, after approximately 16,000 miles in Canada.

(1) The car leaked like a sieve but underseal cured this.
(2) Car arrived fitted with right-hand-drive headlights !
(3) The car is very draughty, despite the efforts of my dealer.
(4) The sliding windows leak, rattle, and are easily opened—from the outside.

(5) The heater is ineffectual.
(6) Speedometer failed after 3,000 miles and took five months to replace !
(7) The exhaust pipe fractured after 6,000 miles.
(8) The gearbox is O.K.—if you double declutch.
(9) The trim is falling apart already.
(10) One of the rubber suspension units failed after 7,000 miles, causing a lean to one side—replacement took three months.

On the credit side, however, the car gives me 40-55 m.p.g. and an amazing top speed. The handling and brakes are superb and oil consumption is 4,000 m.p.g. My tyre wear is less than 50%, which is good considering my driving. This is better than U.K. owners. The body is still rattle-free despite Canadian roads. This car is terrific but lack of detail finish spoils it and in my opinion it's got a long way to go before it reaches VW standards. My dealer has been most helpful but suffers from a poor spares situation, as mentioned above.

I am, Yours, etc.,
Ontario. D. G. GODDARD.

* * *

PRAISE FOR STANDARDS

Sir,

I have owned eighteen cars, fourteen of which have been Standards. I have owned Phase I, II and III Vanguards, and at present I have a Vignale Vanguard, which I have run from new for 20 months. The car I have at present has now covered 30,000 miles, and has an overdrive.

During the time I have had it, I have been to Germany with my family of four, and while travelling on an *autobahn* I covered 90 miles at an average speed of 71 m.p.h., and have averaged 73 m.p.h. while travelling down the M 1. During our holiday in Germany I covered 2,000 miles at an average of 29.8 miles per gallon, and, depending on the driving, it has a range of 320-360 miles.

The only repairs I have had so far are four new tyres, two radiator hoses, two sets of brake linings, and a new speedometer.

The cruising speed in overdrive top is between 70-75 m.p.h. but she does get a bit noisy up at the top, while 65 m.p.h. can be obtained in second overdrive, which is an excellent passing gear and allows brisk acceleration.

Personally, I do not think there is another family car to touch the Vanguard for economy and comfort, and early next year I am going to purchase a Vanguard Luxury Six. I hope it serves me as well as all the other Standards have.

I am, Yours, etc.,
Edgbaston. R. G. SMITH.

* * *

JAGUAR PROS AND CONS

Sir,

I entirely agree with most of the criticisms listed by Conn. McCluskey in your October issue. I have owned a 3.4 Jaguar Mk. II since January last year. In an attempt to improve cornering I recently fitted Michelin " X " tyres all round. The improvement both in road-holding and in reducing understeer is quite remarkable. I should perhaps mention that some months ago I had a higher steering ratio fitted, also a stiffer anti-roll bar, both fitments well worth while.

Why Jaguar Cars Ltd. do not specify " X " tyres in their catalogue as standard, or anyway as alternative equipment, defeats me.

My only additional grumble is back-axle hum in the drive between 30 and 40 m.p.h. Unfortunately the British Motor Industry seems quite incapable of making an entirely quiet final drive.

I am glad to be able to report that I had no teething troubles at all other than a rattling exhaust system which was fairly easily cured.

Apart from the very inferior synchromesh, I am now very well pleased with the car. Usual disclaimer.

I am, Yours, etc.,
Maidstone. H. F. DODDS.

Sir,

When comparing his Mk. II 3.4-litre Jaguar with his six-year-old Bristol, Mr. McCluskey writes as if his former car were devoid of faults, and suggests that his present one has many. No car is devoid of faults (as anyone who has driven a Bristol in heavy traffic knows), for the simple reason that no manufacturer can cater for all tastes in one car; he can at the best compromise with the mass of virtues the perfect car would possess, if such a car could be built.

Compromising in this case means producing an attractive article at an attractive price, and this Jaguars have certainly done. They are, as I write, one of the few firms still working full time.

However, to deal with Mr. McCluskey's main points.

(1) He admits Jaguars are good value for money. He can hardly do otherwise. But, as is so often the case these days, he uses the term as if it were a disparagement of the car's quality.

(2) He complains that the synchromesh is weak; if he finds gear-changing difficult, and this is hard to believe after the practice he must have had in his Bristol, why did he not specify automatic transmission ? True, the Jaguar gearbox is not outstanding, but it is better than most contemporary mechanisms, and the driver who double-declutches will never know whether the synchromesh is weak or not. I have seen Duncan Hamilton make clutchless changes, both up and down, at peak revs in each gear (without a tooth touching) in a Mk. I 3.4 I owned, in order to demonstrate what a flexible box the car possessed. To see him push the lever into unsynchronised first gear at 35 m.p.h. without touching the clutch pedal was an educative experience.

(3) The seating. The 1961 Mk. II can be fitted with seats adjustable for rake, at very modest extra cost, so I will not dwell on this complaint, save to say that the rake of my own 1960 Mk. II 3.4 is perfect for me, and presumably many others.

I personally would prefer bucket seats in the front but realise that many people do not like them, and that it is not possible to fit the useful picnic tables to the back of a true bucket seat. Jaguars are catering for the majority who find the opulence of the appearance and comfort of the seating to their liking. Jaguars sell enough cars to know. The man who really needs bucket seats can fit them; any Jaguar agent will be pleased to oblige.

(4) The Jaguar, like most cars of high performance, can be tricky to handle, and wheelspin is easily induced, though a Powr-Lok differential does help. The normal shock-absorbers are soft because that is how most people like them, but heavy-duty dampers can be specified, as can a heavy-duty anti-roll bar, and a leaf can be added to each of the rear springs. The real answer is, however, to fit Koni shock-absorbers—in connection with the other modifications I have mentioned—after which, by touring-car standards, roll is virtually eliminated and the general handling is much improved.

In conclusion I would like to say that I have covered 80,000 miles in three Jaguars (a 2.4, 3.4 and Mk. II 3.4) in the last four years, 12,000 of them on the Continent, and though I have had my odd troubles—mostly due to faulty servicing—I intend to remain faithful to the *marque* until some other manufacturer can convince me that he has a car that will give me equal performance, comfort, silence and refinement of running at less cost. Until then that " best value for money " tag will ensure that I travel by Jaguar.

I am, Yours, etc.,
Petersham. L. R. ST.J. SCOTT.

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FOR SALE

FALCON II SHELL, £50; Buckler suspension, hubs, brakes, £28; E93A factory reconditioned engine, 2,000 miles, £25. Scott, Thankerton, Biggar, Lanarkshire. [4135

M.G. TD2, 1953. Above average condition, many extras. £375. Wanted : hard-top for TD. Francis, Cartref, Yoxall, Burton-on-Trent, Staffs. [4136

PRANGED WOLSELEY Hornet Special, 1933. Front damaged—repairable. V.G. condition otherwise—good tyres, seats, etc. Seen Hereford. J. B. Walker, H.A.A.C., Newport, Salop. [4137

SUNBEAM RAPIER, 1957, R.67. 28,000. Heater, overdrive, rev.-counter, remote central gear-change. £575. View London or 9, Tanyard Drive, Hale Barns, Cheshire. Tel.: Ringway 2902. [4138

GENUINE BARGAIN (private owner). Rolls-Royce, 1931, 25/30, black sportsman's saloon by Mulliner. Good order throughout, three owners only. View Newbury. £225 will secure. Box No. Y.139. [4139

ALVIS 12/60 BEETLEBACK, 1931. Three owners. Excellent condition, new tyres, brakes, recon. engine. £150 o.n.o. Parker, 26C, Ladbroke Gardens, London, W.11. Tel.: PAR 9774. [4140

M.G. TD, 1953. Black/green interior. Sound condition throughout. Heater. £380. Milndavie House, Strathblane, Nr. Glasgow. [4141

TWIN 1¼-in. S.U. carbs. and manifold. Set valves, ex-TC. Wood, 63, Ablewell Street, Walsall. [4143

1935 RILEY KESTREL 12/4. Red/grey. Body excellent. Complete mechanical overhaul recently. Best offer. Burrell, 216, Harrington Street, Derby. Tel.: 46173. [4144

FOR SALE : 100E Alexander single-carb. conversion, hardly used. £18 10s. Tel.: Hainault 3074. [4145

ALVIS 12/60, 1931. Rough. Good for a spares car. About £25. 7, Mervyn Avenue, New Eltham, S.E.9. [4146

1949 MERCEDES-BENZ 170V saloon. Registered 1957. New tyres. Perfect mechanical order, good condition. Any cash offer or exchange open sports 2-seater. Set Ford 16-in. wheels, offers. Dolling, 44, Alexander Street, Chesham, Bucks. Tel.: Cholesbury 360. [4147

M.G.-A coupé, Nov. 1958, blue, 17,000. Heater, luggage grid, telescopic steering, screen-washers, Road Speeds, wing mirrors, link mats, ammeter, modified dipping. Excellent condition. £630 o.n.o. Tel.: Putney 9572. [4148

ALLARD, 1949, 4-seater drophead coupé. Body and hood poor. Mechanically good. Break or sell. £65. North Shearsby, Nr. Rugby. [4149

1934 M.G. NE Magnette. Ulster T.T. team car. Hurst, 14, Vicarge, W.8. [4150

JAVELIN. Chassis and body, £35, towable. Tithers, 24, Ribblesdale Place, Preston, Lancs. [4151

1957 M.G.-A. Cream, Ace discs, excellent condition, low mileage. Forthcoming family forces sale. £575 cash or terms, consider part exchange, Renault 750, Volkswagen or similar interesting saloon. Tel.: Bristol 56844. [4152

B.M.W. TUBULAR CHASSIS, i.f.s., r.p., also numerous "special" spares. £6. Tel.: Bristol 56844. [4153

RILEY GAMECOCK. Excellent condition, new hood and tonneau. Engine bored 30,000 miles ago. New radiator; gearbox and clutch reconditioned. £100. Driver, Bramlea, Ridge Road, Marple, Cheshire. [4154

MERCEDES 220A, 1953, l.h.d. Excellent condition throughout, chromework gleaming. £250. Fl. Lt. Cutbill, Officers' Messrs, R.A.F., Swinderby, Lincs. [4155

£150. 1946 ROVER Fourteen. Almost immaculate. M.O.T. certificate. Details : 54, Carey's Road, Paulerspury, Towcester, Northants. Consider immaculate PA/PB 500/600 post war Fiat 4-seater straight swap. Must be genuine, no rubbish. [4156

FOR SALE—*continued*

750, CAMBRIDGE specification. Clutch weak, otherwise sound. £35. Evenings : Goodall, Ridgehill, Sutton, Macclesfield. [4157

ROCHDALE G.T., 1958. 4.7, 12v., 15-in. wheels. Sprayed blue. 1,172-c.c. Offers. Will break if someone will buy body/boxed chassis. 50, Luccas Road, Accrington, Lancs. [4158

1926 AUSTIN 12/4. Chassis and mechanics restored. Saloon coachwork unique but rough. Towable. £30 to good home. Padfield, Mainstone, Shropshire. [4159

1950 SINGER ROADSTER, registered 1953. Engine just overhauled. Many extras. Good condition. £190 o.n.o. Stewart, 31, Wigmore Road, Tadley, Hants. [4160

M.G. 2.6 saloon (1939). Good condition, new tyres, engine and batteries. What offers ? Write : Kirchel, 35, Thornhill Road, Croydon. [4162

1930 MORRIS-COWLEY, breaking for spares. 5.00—5.25 × 20 tyres wanted. Thompson, 54, Brookhouse Road, Barnt Green, Birmingham. [4163

ROLLS-ROYCE, 1931, 20/25, good engine, £125 o.n.o. 26, Rednal Hill Lane, Rednal, Birmingham. [4164

MORGAN 4/4, December 1957, 26,000 miles. Scarlet. Very carefully maintained and in very good order. Langton, 7, Summerbottom, Broadbottom, Mottram, Cheshire. Tel.: Pendleton 2914. [4166

LAGONDA, 1935, 16/80 saloon. Spare engine and preselector box. First gear gone. Tyres good; engine recent overhaul; twin Zeniths. £80. Tel.: Normandy 3203 (Surrey). [4167

ALVIS, 1932, Silver Eagle Mayfair saloon. Excellent condition, completely original in all respects, even scent bottles. £135 o.n.o. Scott, Tel.: Altrincham (Cheshire) 3376. [4168

ASTON MARTIN Le Mans 2/4-seater. Good condition, new hood, late-type rods; radiator reblocked, etc. Elwell-Smith, St. Catherine's Road, Ruislip. [4169

IMMACULATE 1959 AUSTIN HEALEY Sprite in pale blue. Fitted with modified Speedwell engine, including £40 worth of extras. One owner. Never raced or rallied. £550. Tel.: Harrogate 82004. [4170

INDEX OF PERFORMANCE Le Mans winner. Coventry-Climax 750-c.c. single o.h.c. engine with all ancillaries, including special S.U.s. Overhauled by Climax's racing dept. and inhibited. Sensible offers. Genuine reason for disposal. No exchanges. Box No. Y.171. [4171

M.G. PA 2/4-seater. Lucas sealed-beams, Vynide hood, many new parts. £60, offers ? Reimers, 1, Stratton Close, Merton Park, London, S.W.19. Tel.: LIBerty 2598. [4172

M.G. Jz. Red. Recent overhaul, engine rebuilt, new hood, screens, generator. Good condition throughout. £70. 35, Fairview Road, Wednesfield, Wolverhampton. [4173

BREAKING APRILIA, 1938. Recon. i.f.s., late-type wheels, good tyres. Complete car £55. Tel.: Bosham 3312. [4174

KESTREL NINE chassis complete less engine; five good tyres, k.o. wheels; £12 or break. Nine engine, rebored, two exhaust camshafts, light flywheel, Scintilla mag., £17. Trowill, Little Quay, Bosham, Sussex. [4176

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FOR SALE—*continued*

A40 SPORTS, '52. Excellent order, quite fast; two owners. £220, or exchange good Lynx. 39, York Road, Chichester. [4175

1937 KESTREL SPRITE. Body, mechanically sound. £75. Peevor, 30, Church Street, Coventry. [4177

ROCHDALE G.T., built 1958. Boxed chassis, i.f.s., Panhard rod, heater. Fitted 1960 Ballamy brakes, 4.4 axle, Eight head, recon. engine, gearbox, new clutch, coil, battery, carb. Green, red/grey interior. £325 o.n.o., might part-exchange VW. (Croydon.) Box No. Y.178. [4178

OUTSTANDING MORRIS TWELVE, 1938, Series III de luxe. One family last 12 years. Maintained regardless. This car must be finest example of its type existent. Recent : big-ends, pistons, valves, king-pins, all steering joints, and Hardy Spicers renewed. New tyres, front Goodyear, back Michelin "X." Resprayed and £30 worth extras. Oil 55 lb. hot. Well worth considering at £150 o.n.o. Reason for sale—gone Bentley. Full particulars. Moore, Trefrew Farm, Camelford, Cornwall. Tel.: 3273. [4180

BEAN 14-h.p. tourer, 1926. Reasonable condition; £80 spent but now broken piston; non-runner. £30. Secar, Orchard Pogle, Burnham, Bucks. [4179

M.G. PA PARTS. S.A.E. for price list. F. R. Secar, Orchard Pogle, Burnham, Bucks. [4179A

HOTCHKISS GRAND SPORT 2-door saloon, 1936. Fast. 22 m.p.g. £25. 326, High Road, Chadwell Heath, Essex. [4181

PART-WORN 4.75—500 × 19 Michelin. M.G. Workshop manual. 50s. the lot. 10, Jackson Avenue, Mickleover, Derby. [4182

MORGAN 4/4, 1938, Coventry-Climax, B.R.G. V.G. condition. £110 o.n.o. 92, Liswerry Drive, Llawyrafon, Cwmbran, Mon. [4183

SHOW NUMBERS, 43 in all, *Motor* and *Autocar* 1948-1960 inclusive (except 1951); seven pre-war *Motors* and *Autocars* (Show numbers 1925, 1938); Road-test Reports *Autocar* 1955, 1956, *Motor* 1954, 1955, 1956; Manuals : Armstrong Siddeley 16 h.p. 1939, A40 1949, M.G. 1¼, M.G. 2-litre. 75 lbs. irreplaceable motoring literature. Offers. Box No. Y.184. [4184

GINETTA, 933 c.c. Buckler gears, 4.7. 45 m.p.g. Reg. 1959. All running gear reconditioned. Extras. Tyres 75%. Space frame, alloy body, 8¼ cwt. £150 o.n.o. Furness, 13, Little Gypps Road, Canvey Island, Essex. [4185

TR2, 1954. Replacement engine; hard-top. Body, chrome excellent condition. Heater, twin spots. Colour, Kenilworth blue. £445 o.n.o. J. L. Needham, The Brook, Ashford Carbonell, Ludlow. [4186

VINTAGE M.G.s. 18/80, £110; M-type, £55. Humber 12/25 radiator, £8; tourer windscreen, £5; Marchal fog-lamp, 50s.; 8-in. fog-lamp, 25s.; bypass renewable filter, 20s.; two sealed-beam P700 8-in. conversion units, 80s.; 5.50 × 15 T. & C. retreads. Wanted : vintage Frazer Nash, any condition. Berrisford, 88, Railway Street, London, S.W.13. [4188

FORD 100E. Engine, bare, worn, £25. Starter, new, £7 10s. Dynamo, used, £5. Scintilla, used, £5. Stromberg with two-channel manifold, tried and excellent high r.p.m., £5. Birkett, 50, Bridge Road, Cove, Farnborough, Hants. Tel.: 2121. [4189

1935 DAIMLER 20-h.p. limousine, by Mulliner. Mechanically sound. Bodywork and interior restored by enthusiast. First-class tyres. Box No. Y.190. [4190

1948 ALLARD 4-seater d.h.c. Red. New batteries. Good throughout. £95 Tel.: Almonsbury 2262 (after 6.30 p.m.). [4191

1955 LEONARD M.G. 1500, ex-Moss, ex-Blakeley, Moy 500. Pretty A.C. Ace-type body. Weather equipment. Excellent condition. £375 o.n.o., H.P. arranged. Exchange Austin Se7en Mini-Minor van. S.A.E. for fullest details, photos. Wood, 24, Clitheroe Road, S.W.9. Tel.: BRI 1036 (working hours). [4192

RILEY KESTREL SPRITE, 1937. Only fair but only £50. Keeffe, 14, Ladbroke Square, W.11. Tel.: Park 4052. [4193

BREAKING UP new Formula Junior/Monoposto. Ford 105E, etc., everything perfect. Lot £295. S.A.E. list. Box No. Y.194. [4194

VINTAGE—B.S.A. 4 B.E. wheel chassis. Rover Eight 4C engine and gearbox. Horns, brass tyre pumps, magnetos, books and magazines. Two Austin Healey rear splined hubs. Time-of-trip clock, unused. S.A.E. lists. Jenner, Mill House, New Ellerby, E. Yorkshire. [4195

MORRIS-COWLEY, 1925, very little used. Engine complete, also axle and parts. Unused de Dion tool kit—original case. Offers : Burt, 281, High Street, Swanage. Tel.: 2343. [4196

BENTLEY, 1925, Red Label Speed Model Vanden Plas long-wing tourer. B.R.G. Completely original in *concours* condition. £450. Chapman, "Redbourne," Highlands Avenue, Brentwood, Essex. Tel.: Brentwood 1323. [4197

ROLLS TWENTY. Superb well-cared-for example 1928 Park Ward saloon, winding division. £175 o.n.o. 9, Devonshire Road, Chiswick, W.4. Tel.: CHI 9631 (business hours). [4198

FOR SALE—*continued*

M.G. M-TYPE, 1929. Car chassis No. 2. Hydraulics. Daily use last five years without breakdown. Faster "special" forces reluctant sale at £30. Benson, "Passau," Long Lane, Bursledon, Hants. [4200

MONACO, 1937. Excellent mechanics, electrics, tyres; fair body; new king-pins, linings. £30. 341, Whitley Wood Lane, Reading. [4201

VINTAGE ROLLS-ROYCE Phantom II, original condition. Enthusiast's price. Sundry spares, electrical and mechanical, for same. S.A.E. please. Howarth, 74, Yorkshire Street, Burnley, Lancs, or Tel.: Burnley 78673 (after 6 p.m.). [4202

BENTLEY 3½, black, 1934, sunshine saloon. Excellent condition. Photograph. £175. Tel.: Rustington 958. [4203

FORD 1172 SPECIAL. Boxed chassis, 4.7 c.w.p. Recon. engine, 9,000 miles. Black Mistral body, detachable hard-top, leather upholstery. Radio, luggage rack. £250. Log East, Towpath, Shepperton, Middlesex. [4204

VERY FAST and attractive 2-seater sports/racing "special." Space frame, i.f.s., i.r.s. Tuned Riley 1,496-c.c. engine. Genuine bargain at about £250. Sisnett, 25, Rutland Gardens, Hove. Tel.: 39493. [4205

1952 ALLARD saloon. Reconditioned engine. New battery, king-pins, springs, tyres. Very good appearance. £190. Tucker, "Byways," Market Way, Pinchbeck, Spalding. [4206

VINTAGE AUSTIN 12/4, 1928, 2-seater tourer with dickey. Original attractive car, excellent order. £85. Weekends: McLellan, 81, South Hill Park, Hampstead, N.W.3. [4207

SUPERB ASHLEY 1172. Professionally built, new parts 1959. All modifications, hard-top. Complete equipment for racing and touring, beautifully finished and very fast. £415. Girl-friend forces sale. Details: Purchase, 31, North Street, Chichester, Sussex. Tel.: CHI. 3144. [4208

4½-LITRE BENTLEY SPARES: Two magnetos, dynamo, axle beam, 20-in. wheels, "C" gearbox—3.53 c.w. & p. new. 4½ saloon required for rebuild. Box No. Y.209. [4209

BRISTOL 401, November 1951. Excellent condition. Nearest to £700. Park View, Tamworth Road, Fillongley, Coventry. [4210

MORRIS MINOR tourer, 1956 (Nov.). Excellent condition with many extras, including heater. Owner going abroad. Tel.: Sandiway (Cheshire) 3287. [4211

ALVIS 4.3-LITRE Vanden Plas short-chassis tourer. Practically everything on her is new. Recon. engine 5,000 miles—racing metal mains and ends. The fastest, most "accelerative" British pre-war sports car in production. She looks right, too. Best offer. S.A.E. for full details and photo to 14, Chapel Street, Blackburn, or Tel.: Blakewater 42824. [4212

ROVER TWELVE. Special Tickford d.h.c. Aluminium body. Dark green. New engine 13,000 miles. Good condition, excellent performance. Two owners, now offered by original owner. Test certificate. £70. Tel.: Halifax 62285. [4213

1923 ALVIS 12/40. £100 o.n.o. Also 1927 Austin Seven tourer, £45. Both excellent condition. 20, Woodstock Terrace, London, E.14. Tel.: EASt 1065. [4214

1938 BENTLEY L.E. Series 4¼. Black Park Ward saloon. Good condition—new tyres. 20 m.p.g., negligible oil. Cost five hundred pounds six months back—£225, or exchange good Fiat 500 or Simca. Box No. Y.215. [4215

LAGO TALBOT, grand record, 1950(?) (imported 1956). 4½-litre. 120 m.p.h. New hood, tonneau. Details on request and offers to: Johnston, Hotel Renovations, North End Road, S.W.6. Tel.: FULham 9181. [4216

BENTLEY 4-LITRE booted sports saloon. Original, mechanically good, interior scruffy. First £80. Crabbe, 51, Gledhow Wood Grove, Leeds, 8. [4217

HEADLAMP UNITS: Le Mans, as new, 30s. pair; PL700 (60W.) brand new, 58s. pair (all with bulbs); Compressor twin horn, 12V., as new, £11; Trafalgar screenwasher, 17s.; Lucas chrome demister, 12V., as new, £1; S.U. pump, 12V., reconditioned, £1; Wanted: pair S.U.s, manifold, other parts, etc., for Jaguar 2.4. Ramsbottom, Westfield, Steeton, Keighley. [4218

VINTAGE ROLLS (1930) 20/25, Mulliner sports saloon, very good condition, economical. £250. Photo available, will deliver. "Old Manse," Kinross, Scotland. Tel.: Kinross 2392. [4219

1946 2½-LITRE JAGUAR Saloon, £100; Also breaking one for spares. Carter, 31 Kingsway, Frodsham, Cheshire. Tel.: Frodsham 3296. [4220

BENTLEY 3½-LITRE. Exceptional car, 3-cwt. lighter than standard, special coachwork in immaculate condition, mechanically above reproach, engine and gearbox rebuilt by Bentley Motors, new clutch and prop.-shaft, brakes relined, wheels chromium-plated, good tyres, Marchal lights, screen washers, radio, spot and reversing light. History known from new. 21 m.p.g. Regretfully selling due to unforeseen development. Taxed Feb. £325 or offer, accept cheaper car part exchange. 8, Mutton Hall Lane, Heathfield, Sussex. Tel.: Uckfield 242 (9-5.30). [4222

FOR SALE—*continued*

1935 TALBOT 110 Sports Saloon. Above average condition. £160 o.n.o. Waggott, 12, Claverton St., S.W.1. Tel.: VICtoria 3426. [4221

4½ BENTLEY, 1929, 2/3-seater. Above average condition, excellent tyres, hood and tonneau. £375 o.n.o. Sedgwick, 38, Windsor Avenue, Skipton, Yorks. [4223

SUPERCHARGED GRAHAM PAGE, 1938. Very good tyres, brakes, engine, etc., sound saloon body. £45 or offer. Tel.: Boxmoor 212 (Herts). [4224

M.G. PA. Exceptional overall condition, rebuilt engine. Broughton, 49, Bredbury Green, Romiley, Cheshire. Tel.: WOO 2607. [4225

M.G. TA Tickford drophead coupé, 10-h.p., registered '45. Rare model in excellent condition throughout. £175. Anderson, 56, Southill Park, N.W.3. Tel.: HAM 0227. [4226

BUGATTI BRESCIA engine spares for sale. Wanted: steering wheel, gear change and any spares other than engine. Scarr, Southside, Patrington, Hull. [4227

DERRINGTON TWIN S.U.s, with 4-branch exhaust manifold for E93A. Almost new, £13. Tel.: Lancaster 3968. [4228

MERCEDES-BENZ Saloon for sale, 1949. 170V model, first registered 1957. All new engine bearings, new front springs, new tyres, new battery. Heater. In good condition. L.H.D. £125—a bargain. Apply: 390, Seawall Lane, North Cotes, Grimsby. [4229

LOTUS 6 FORD, reconditioned throughout. Usual modifications. £365. Elston, 24, Wilhelmina Avenue, Coulsdon, Surrey. Tel.: Downland 2406. [4230

SPRITE, June 1959, blue, all extras, highest offer, any trial. Taylor, Tel.: Sanderstead 1083 (weekends only). [4231

1933 VALE SPECIAL, in good condition. New hood, king-pins, front brakes relined, etc. £100 o.n.o. Tel.: CLI 3932. [4232

SUNBEAM-TALBOT 2-litre sports tourer, 1947. Weather equipment. £150 o.n.o. Santer, Gills Green, Hawkhurst, Kent. [4233

1958 JAGUAR Mark VIII saloon. Automatic gearbox, overdrive, engine as new (1,500 miles only), seen running. Has been in fire, but condition suitable for rebuilding or spares. £225. Tel.: Tiptree (Essex) 446. [4234

JAGUAR modern-type manual gearbox in good condition. £20. Tel.: Tiptree (Essex) 446. [4235

HALDA SPEEDPILOT: 12½ to 90 m.p.h. "Sports Special," gearbox for 1,600 r.p.m.; Smith Speedometer. Full instructions. Almost new. £20 o.n.o. Miller, 32, Crawley Road, Witney, Oxon. [4236

M.G. TC, 1950. 16-in. rear wheels, sealed beam units, spot light, good tyres, battery. £275. Tel.: Pollards 0313. [4237

B.M.W. 326 saloon, good condition throughout. Nearest £200. Mackie, 6, Eneurys Road, Wrexham. [4238

BENTLEY 1938 4¼ Park Ward saloon. Splendid condition, recent respray. £330 o.n.o. Goodacre, 21, Lee Road, Aldeburgh, Suffolk. Tel.: Aldeburgh 231. [4239

VINTAGE MORRIS-COWLEY saloon, 1929, sound original condition. £80. 42, Oddicombe Croft, Styvechale, Coventry. [4240

BREAKING: Vintage Morris-Cowley, all parts available. 72, Sussex Road, Coventry. Tel.: COV 22197. [4240A

1,172-c.c. "SPECIAL" red Falcon competition body and G.T. hard-top. Crossflow radiator, 12-volt electrical system, winkers, excellent tyres. Reg. 1958. £150 o.n.o. 195, Tinshill Road, Leeds 16., Yorks. Tel.: 672366. [4241

RILEY LYNX SPRITE, 1936. Re-cellulosed, new carpets. Ex. con. throughout, exceptional body. £155 or offers. Tel.: Lee 3883 (9 a.m. to 8.30 p.m. weekdays). [4242

BENTLEY 3½-LITRE, 1935, Hooper, sports saloon. Engine just overhauled. Bills for £350. Sacrifice at £275. Filsell, 13, Breakspears Road, S.E.4. [4243

TRIUMPH ROADSTER 2000, 1949, heater, extras, fine condition. £210. H.P. Tel.: PAL. 2252 (London). [4244

M.G. J2. Modified i.f.s., r. & p. steering, 3.9 axle, 16-in. wheels, Lockheed, F.10, 4-branch exhaust, two carbs. 7,000 miles since modified. £185 o.n.o. Tel.: Bury Broad Hinton 279 (nr. Swindon). [4245

1929, 16/50 HUMBER. Excellent condition, new hood, tyres, battery. £65. Tel.: Dorking 3443. [4246

IRVIN JACKET and Trousers. Leather, with fur lining, £4; Kapok Greatcoat, lined fleece, chamois leather and oilskin, resists wind, rain, snow, medium size, £12 o.n.o. Whetham, 31, Marlow Hill, High Wycombe, Bucks. [4247

LANCIA APRILIA. Big Zenith, 39, wheels, recent rear axle overhaul, many spares. £175 o.n.o. Tel.: DOL. 7425. [4248

1952 MINOR d.h., new tyres, Silvertop head, v.g.c. £265 o.n.o. Box No. Y.255. [4255

M.G. TA, 1939. V.G.C. Owner going abroad so must sell. £180 o.n.o. Stevens, "Swan," Massingham, Kings Lynn, Norfolk. Tel.: Mass. 82. [4259

FOR SALE—*continued*

1959 MODEL, registered late '58, de luxe VW, mignonette green, 18,000 miles, radio, anti-roll bar, washer, immaculate. £525. H.P. available. Major Ayers, 59, Beechwood Road, Sanderstead, Surrey. [4260

TRIUMPH KNIFE EDGE 2-litre saloon, 1953, grey, with red upholstery, heater, radio, low mileage, in really exccellent condition—only one other owner. A rear bargain at £300. Steer, Saxmundham. Tel.: 2213. [4261

12-VOLT BATTERY, seven months old, £4; 4½-litre Bentley twin coil conversion, complete, bolt-on, £32; Dynamo, £5; Water pump, £8. Offers. Morten, 10A, Wetherby Mews, S.W.5. Tel.: FRObisher 2907. [4262

FISH CARBURETTER for VW, 1,500 miles, £20 or offers. Trentham Garage, Trentham, Stoke-on-Trent. [4263

LOTUS SIX, fully tuned 1,172 c.c. Weather equipment, £360 o.n.o. Booth, 7, Newton Street, Basford, Stoke-on-Trent. Tel.: Newcastle 64592. [4264

LLOYD, 1938. In running order. 2-seater rear-engined 2-stroke. Extreme poverty forces sale. £15 o.n.o. P. Cash, 53, Grove Avenue, Moseley, Birmingham 13. [4265

SUPERCHARGER. Wade Supercharger, type 2R007, to give your Ford E93A or E04A terrific boost, complete with manifold. £40. Mussett, 1, Mackenzie Road, Beckenham, Kent. (Evenings only. Tel.: SYD 6843.) [4267

MARCHAL 660/662 lamps, 75s. each; 670/672 lamps, 57/6d. each. Brand new, boxes unopened. Post free from Snell, 13, Cheshunt Close, Eastleigh, Hants. [4268

B.M.W. 320, 1938, saloon, very good condition. £50. 86, Harrow Road, Bournbrook, Birmingham 29. Weekdays, after 6 p.m. [4269

SINGER JUNIOR SPECIAL, chassis No. 48441, 972 o.h.c., twin carburetters, hydraulic brakes, new hood and sidescreens. £50. Box No. Y.270. [4270

1937, TRIUMPH VITESSE, with spares, new engine, £50 offers. White, 14, Turbury Avenue, Coventry. [4271

SCINTILLA MAGNETO and dynamo for 12/50 Alvis, 1930. Both in good order—What offers? Elson. Tel.: Term 4242. [4272

SMARTER than the Average Bare Chassis. Almost complete 750-c.c. Falcon Fibreglass-bodied Austin, Bowden brakes, boxed chassis, 15-in. wheels, crossflow rad., lightened flywheel and so on—Cost over £200 to near completion. Nearest offer to £130. Ring: Heswall 4019, or call: 7, Glamis Drive, Southport. [4274

SPRITE, Sept. '59, one owner, well maintained, as new. Many extras. £525. View at Caffyns Showrooms, East Grinstead. Tel.: 717. [4276

1,172-c.c. ENGINED SPECIAL. 1959 reg. Lotus 6-like appearance. All mods., full weather equip. Cost £450. Accept £300 o.v.n.o. Tel.: Colindale 7388. [4277

JARVIS-BODIED M.G. J2. Hydraulics, new hood, recon. starter, dynamo, 4 good tyres, lights good. Body excellent, new rockers, etc. However, mysterious knock—therefore only £60. Tel.: Liberty 5773. [4278

£57 10s.: Raymond Mays Special. Open sports 4-str., 14/4-h.p. New hood and curtains. Handsome car. Many extras. Tel.: GIP 3749. [4279

LOTUS MK. 7, 1960. £475 o.n.o., full 1172 mods. and all the extras. Electronic r.p.m. Many spares. Colour: green. Condition as new. Cost over £1,000. Full weather equipment. Robinson, 76, Mytton Oak Road, Shrewsbury. Tel.: Shrewsbury 52753. [4280

1956 TR3 hard-top coupé, black, 30,000 miles. Never raced or rallied. Excellent condition. £480. Manchester. Box No. Y.281. [4281

M.G. TD/2, 1953. £480. 27,000 miles only (no kidding). New engine (no mileage), "X" tyres. Wingmirrors, flashers. Superb nick. After 6.30. LeBihan, 206, Sheen Road, Richmond, Surrey. [4282

1½-LITRE TOJEIRO SPECIAL. Regd. 1959. Cost £1,200. A.C. Ace type full independent suspension, tubular chassis, 80-b.h.p. engine. Will take 2-litre unit. 2-str. All aluminium body and tonneau. £395 or without engine. White, 8, Julians Road, Stevenage, Herts. Tel.: 332. [4283

DUNLOP RS4, 5.90/15, unused, £5; Four tubes, £2. Rich, Rothsay, Weyhill, Andover, Hants. [4287

DELLOW, 1951. "Mustard." Excellent overall condition. 28,000 miles. Reconditioned engine. Aquaplane superhead. 4-branch exhaust. 4.7 axle. Screenwash. All weather equipment. Marriage forces sale at £250. Meadows, 92, Adelaide Avenue, S.E.4. [4288

TRIUMPH TR2, 1954, in black with white hardtop and wheels. 1958 TR3 engine, with new clutch and rebuilt gearbox. "X" tyres, relined brakes and new shockers in last 3,000 miles. Soft-top, tonneau and sliding screens renewed this year. Speedometer recalibrated for "X" tyres. Heater/demister. Bodywork excellent. Offers around £450 to Roger Moore, 16, Granville Terrace, Edinburgh. Tel.: FOUntainbridge 1677. [4289

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

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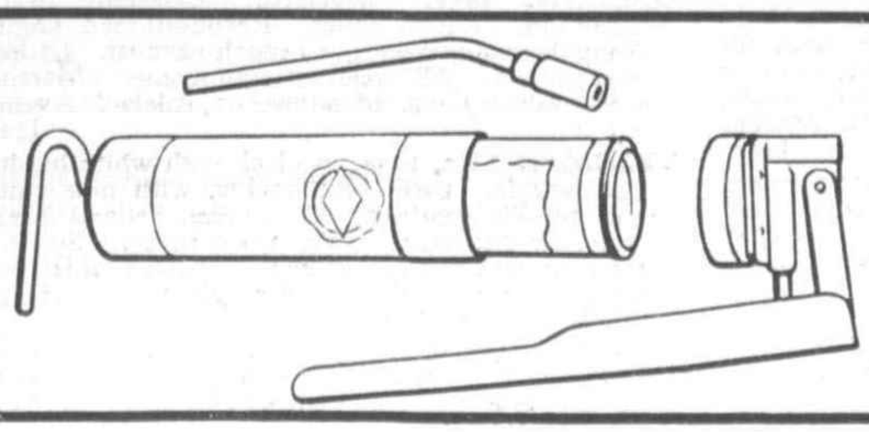


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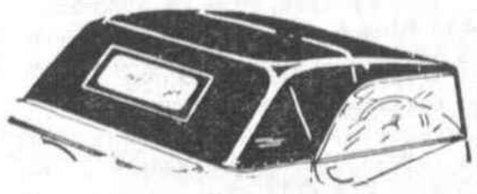
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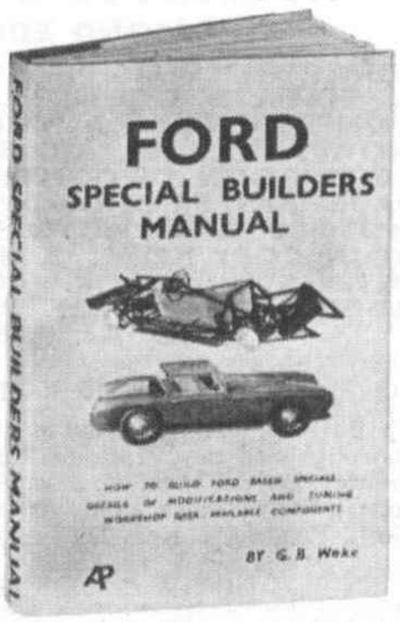
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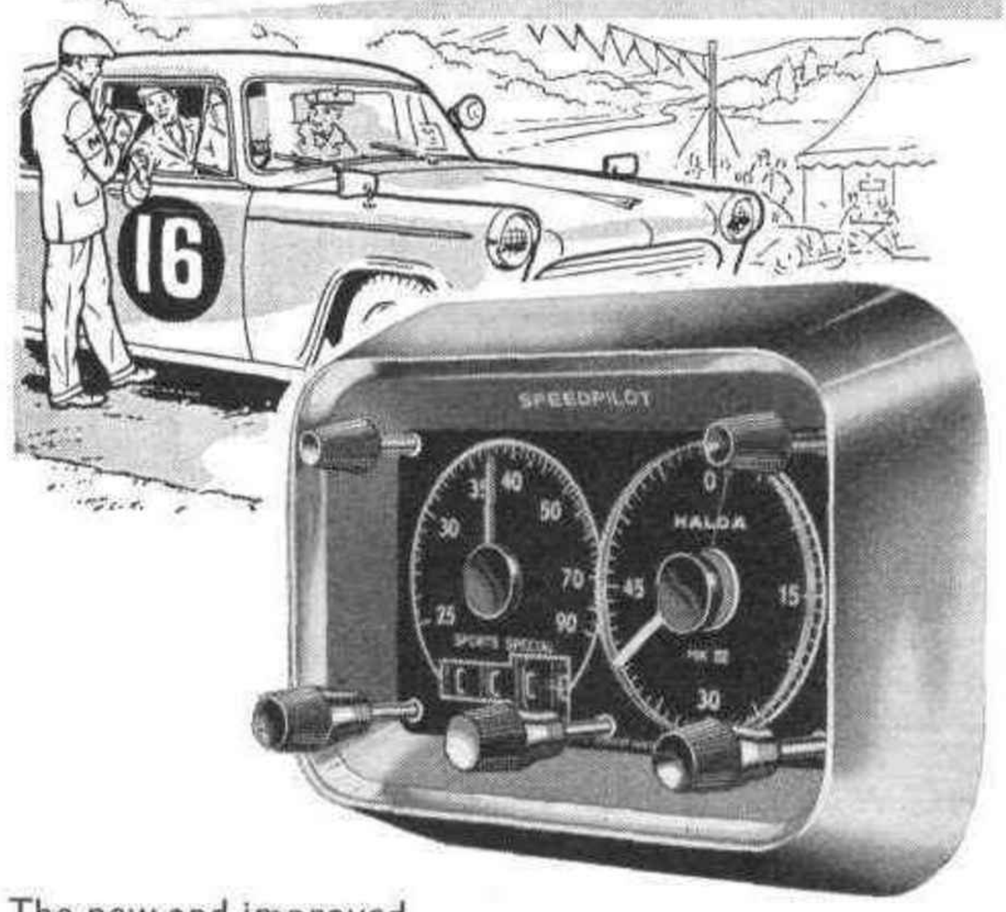
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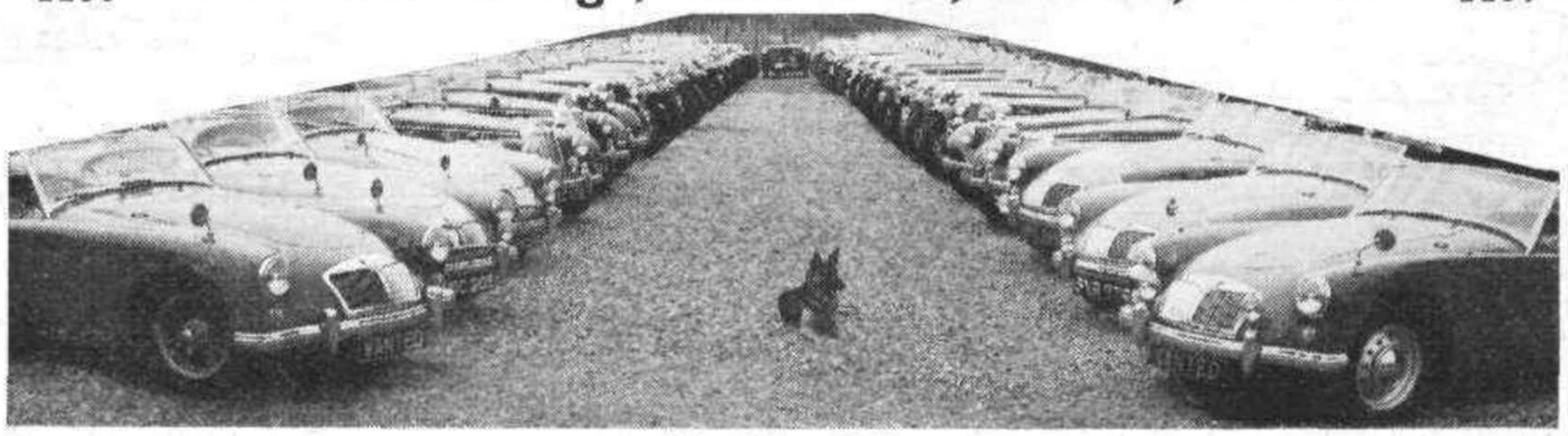
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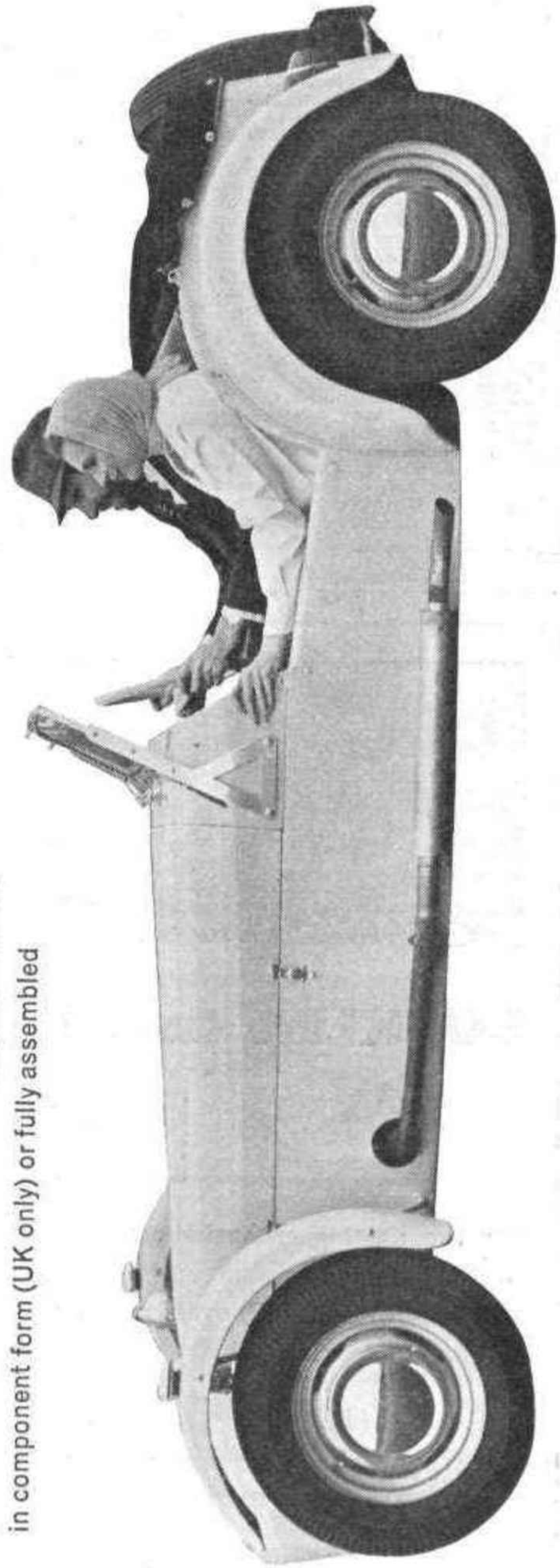


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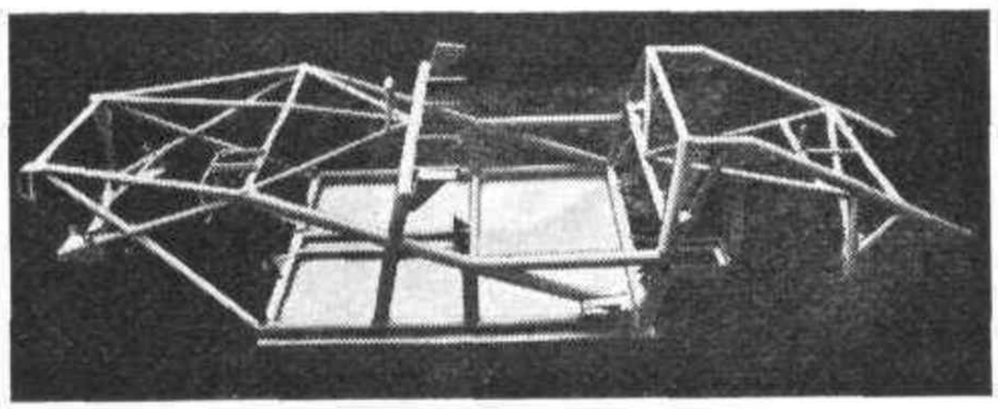
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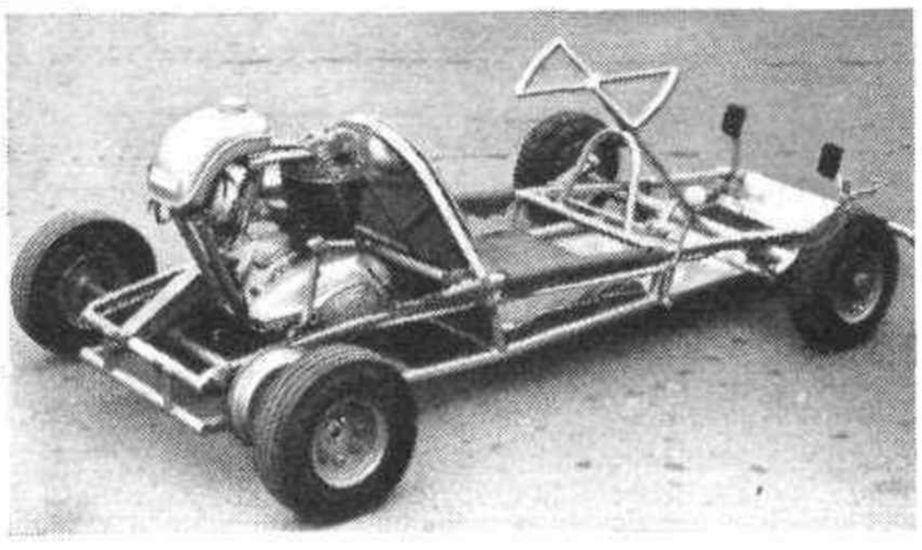
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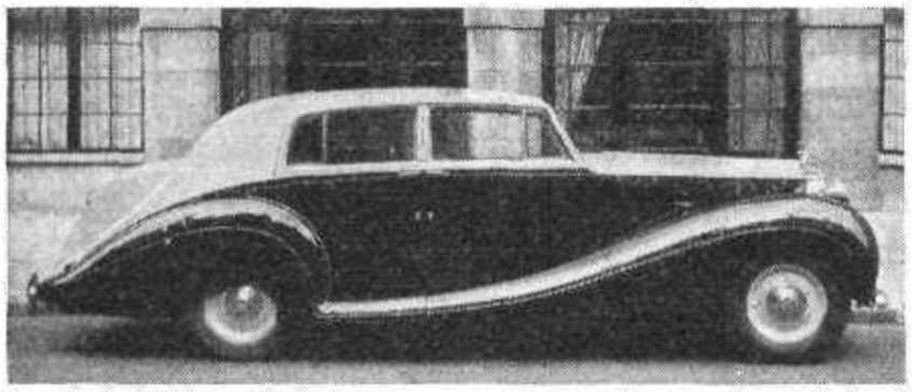


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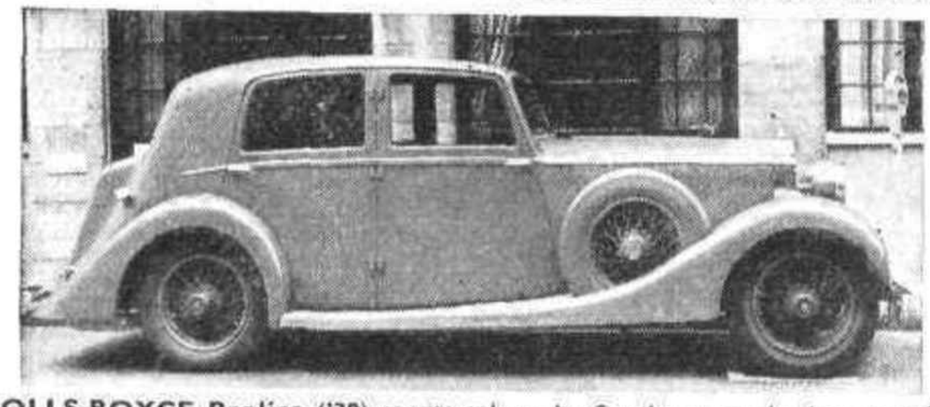
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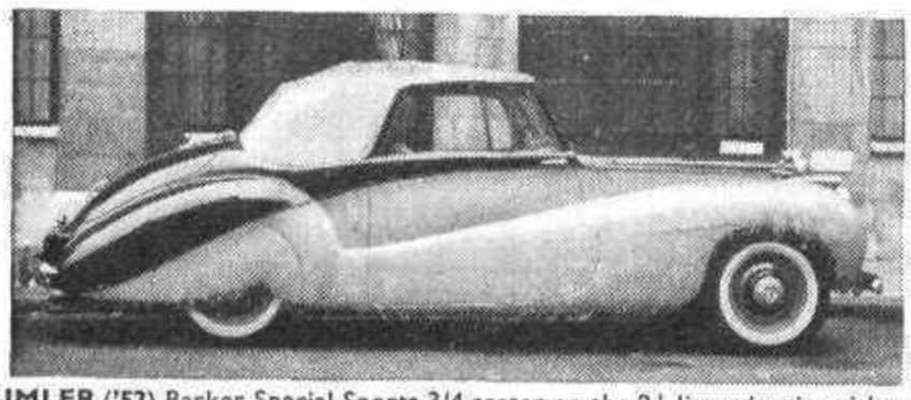
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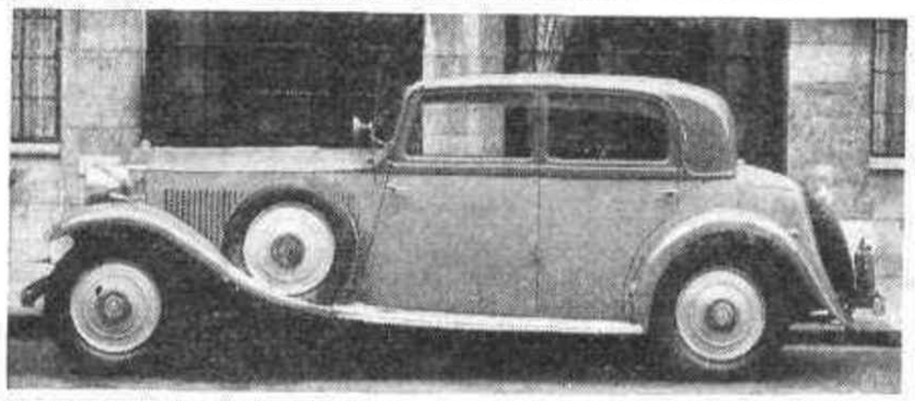
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VC 6732. Humber 16/50 drophead. 26.11.30. Handbook. Government certificate. Beautiful throughout. Licensed. 1,500/-. 21, Westbrook Road, S.E.3. Tel.: GREenwich 4287. [4310

TAKE A TIP, buy my Bristol 400, 1948. Immaculate, radio, heater. Bargain, £350. Tel.: Cuffley 3109. [4311

ALVIS FIREFLY, 1934, breaking for spares, handbook. Finn, 20, Birchfield Way, Lydiate, nr. Liverpool. Tel.: Lydiate 2213. [4314

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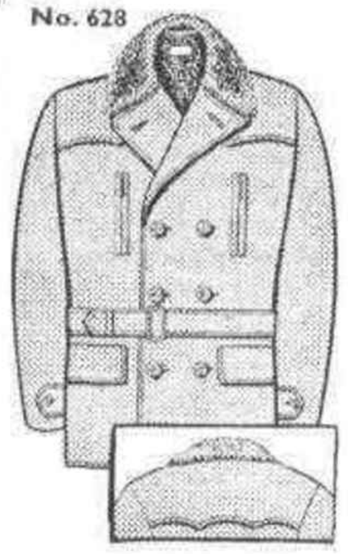
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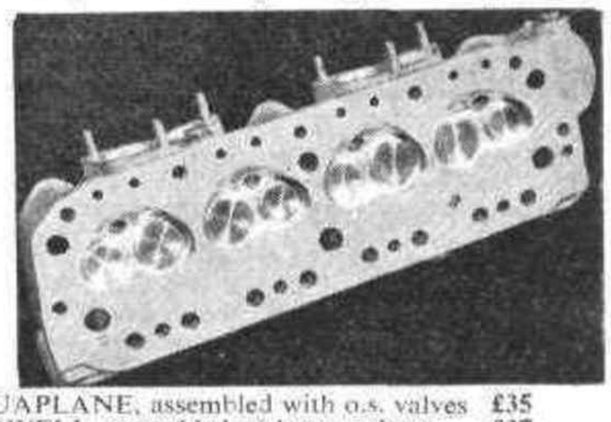
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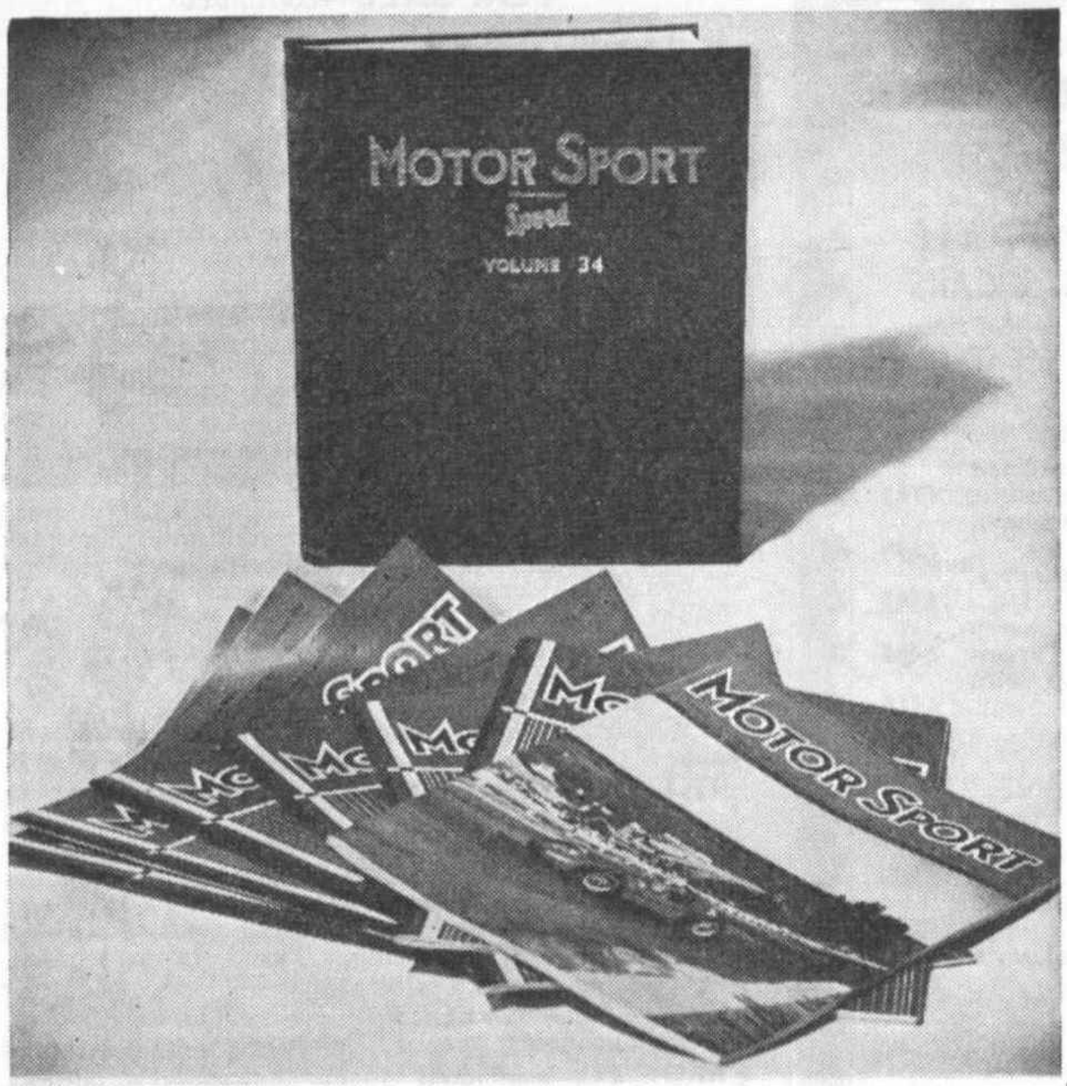
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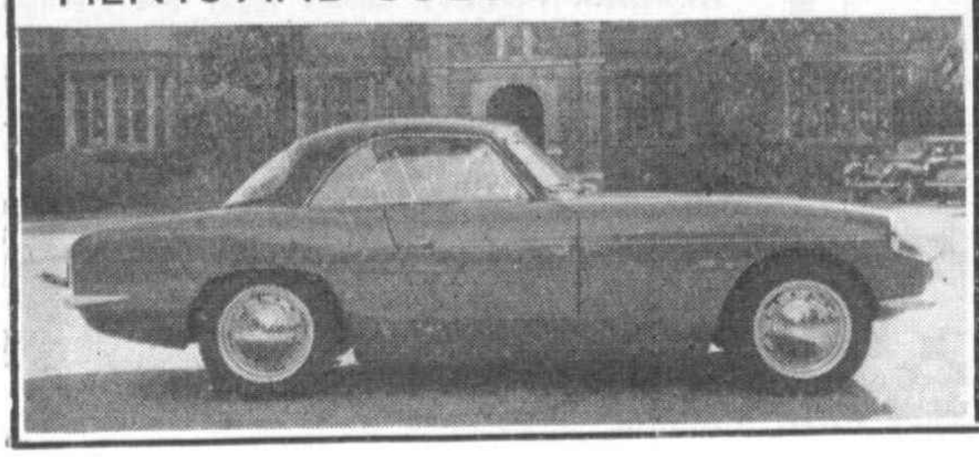


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M.G. 2-SEATER PA, 1935. £45. M.G., 1936, TA, £150. Berkeley, 1957, 2-seater, £90. G. H. Davies, Mount Edgebold, Shrewsbury. [4371

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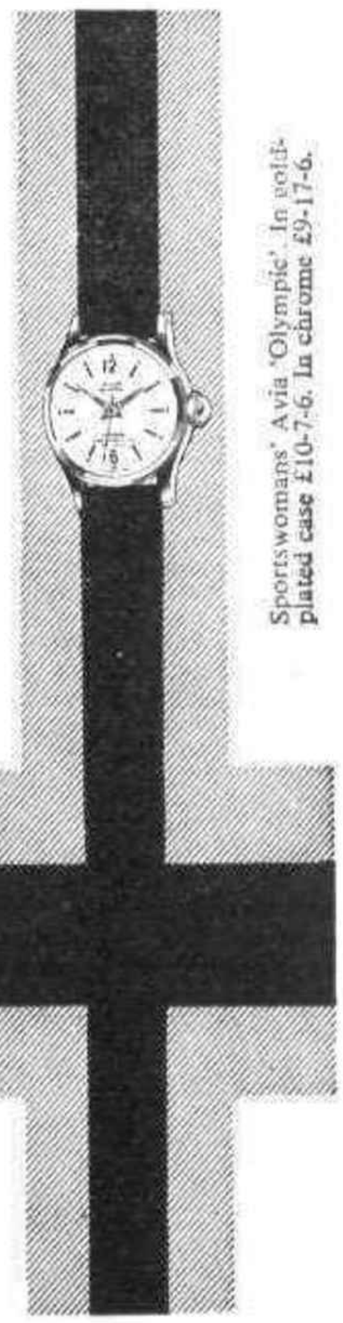
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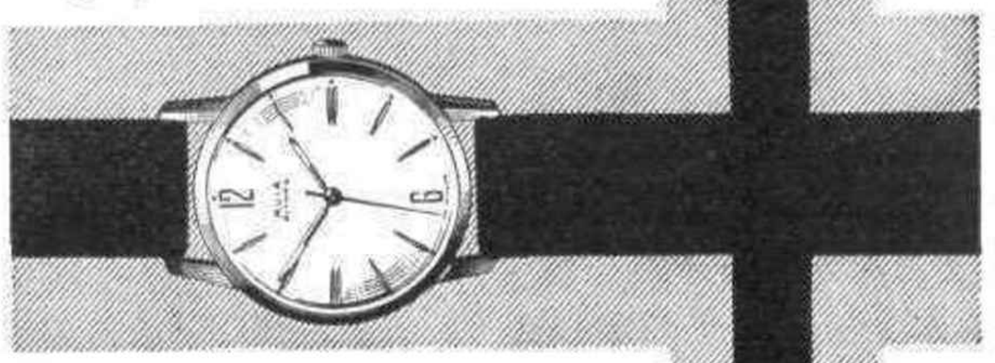
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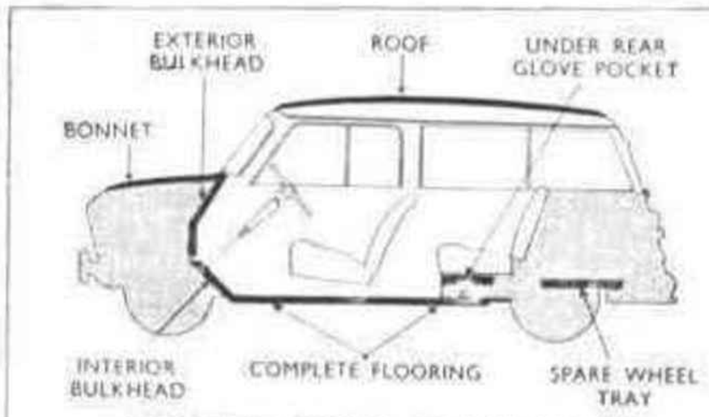
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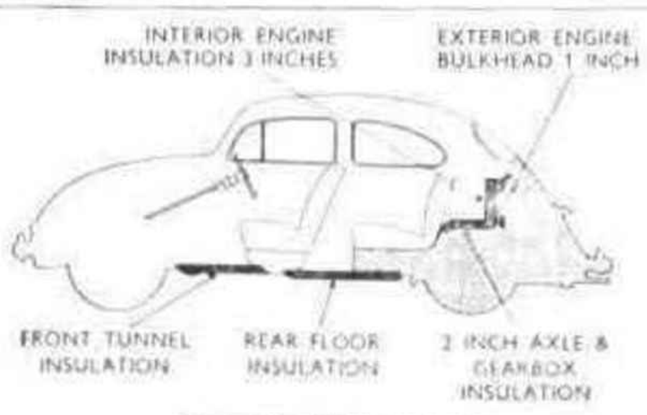
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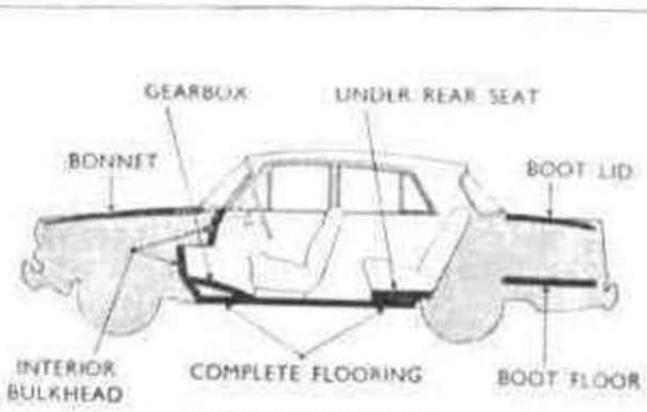
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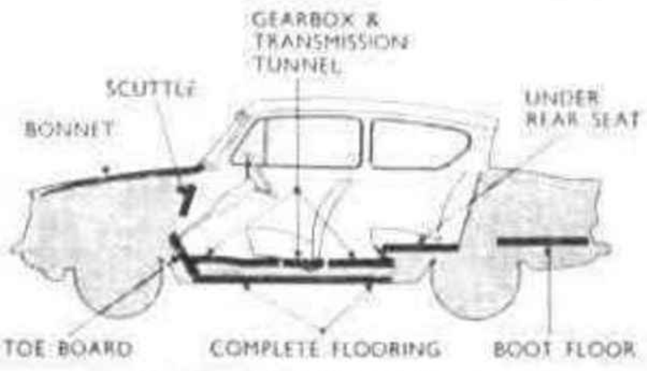


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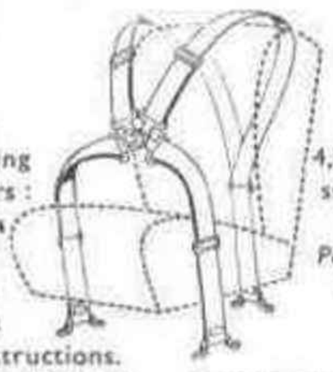
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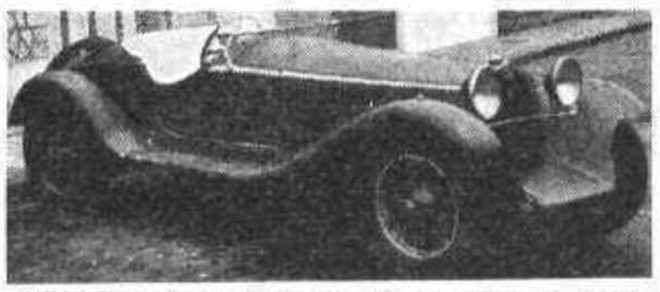
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1935 BENTLEY 3½ by **Van Vooren.** Striking. Continental lines, very fine mechanically.

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1933 ROLLS Continental P. II, unusual fixed-head coupe by Hooper, bodily and mechanically very good, with clean interior and good tyres.

1929 R.-R. 20 Doctor's coupe, charming and original.

1931 JF series R.-R. P. II, ex-ambulance now converted to caravan. Any reasonable offer accepted.

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1929 ROLLS P. II 4-light Hooper saloon, **£150.**

1930 SUNBEAM Sixteen fixed-head coupe, **£65.**

1938 SALMSON 14-h.p. drophead.

Would anyone be interested in a **Mille Miglia Replica B.M.W. 328** or a standard **F.N.-B.M.W. 328** at **£200** and **£350,** respectively ?

FOR SALE—*continued*

1953 RILEY 12/4 Special. Scarlet. Complete engine overhaul—not yet run in. New hood, tyres. This car is in superb condition. £150, o.n.o. Photos, info.: Ross, Farnsfield House, Sampford Arundel, Wellington, Som. [4535

A.C. 2-LITRE drophead, reg. Dec., 1949. Maintained by enthusiast; engine reconditioned by makers, body resprayed, new vynide hood 1956. Mechanically faultless. Immaculate condition. Offers around £230. Doncaster, 3, Devonshire Road, Harpenden. [4536

GO GAY this year in an M.G. TD. Late 1953. Only two careful owners and 35,000 miles from new. Fitted heater, radio, twin chrome Windtones, washers, burglar alarms, etc. Recent reconditioned engine. Really superb in B.R.G. £400. G. Atkinson, Markington, Harrogate. [4537

INVICTA, 1931, 4½-litre, 100 m.p.h., low chassis. Fitted post-war immaculate fixed-head coupé body, pig-skin upholstery, new engine fitted 35,000 miles ago. Maintained regardless of cost. Present owner 16 years. £550. Thorneywork, Hook Norton, Banbury. [4538

ALVIS SPEED 25 Charlesworth d.h.c., 1938. In above average condition throughout. Fast and elegant; passed M.O.T. test. £160. McAra, 2A, Southview Road, Southwick, Sussex. Tel. : Southwick 3566. [4539

MORGAN +4 (TR), 1956. B.R.G. New : Steering box, front coil springs. Tyres good, engine and bodywork better. She's a real good 'un. £485. 7, Greenfield Crescent, Hoole Village, Chester. Tel. : 25724. [4540

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EXTRA SPECIAL with B.N.1 engine, independent suspension all round, Alfin drums, aerodynamic body. Professionally built. £270, o.n.o. Exchange considered. N. Wright, Rudge Manor Farm, Froxfield, Marlborough. [4542

BREAKING. M.G. Midget type TA. Also many TB/TC parts available. Rycroft, 25, Heaton Grove, Bradford 9, Yorks. [4544

M.G. TYPE TA, fitted recon M.10 engine. Completely rewired. New hood, upholstery. £150. Rycroft, 25, Heaton Grove, Bradford 9, Yorks. [4545

TR3A, Nov. '59. As new, many extra, low mileage. Going abroad, must sell. £775, o.n.o. Tel. : West Harptree 282. [4546

LAGONDA, 1936, 3½ saloon. Body poor, mechanically good. Useful for spares. £20. Lynn, 3A, Crossmead Villas, Exeter. [4547

FORD SPECIAL sports saloon. Full modifications. Test certificate. £120. Tel. : ORPington 27960. [4548

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ALVIS 3½ D.H.C. Good condition. 10-year certificate. £150, o.n.o. Bird, 359, Chester Road, Sutton Coldfield. [4550

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BENTLEY 3½, 1935, sliding roof saloon, with Thrupp and Maberly 4-door body in pearl grey. Blue interior. Reconditioned as new. Radio, original tools, etc. Best offer to date is 370 gns. Any advance? "Shoulder of Mutton," Wendover, Bucks. Tel. : 3223. [4552

AURELIA G.T. 2,500. Oct., 1953. Heater, radio. Very good condition and appearance, but bottom gear noisy, hence price. £585. Tel. : East Grinstead 703. [4553



FOR SALE—*continued*

INCREDIBLE 1934 Standard 10 de luxe. Genuine 56,000 miles from new, and as new. Unbelievable, but true. New tyres, pre-war ones perished! New battery. Engine rebored, first time head off! Surely worth £80 to enthusiast. Elderley gentleman never exceeded 40 m.p.h. in her. Rare model. All spares still obtainable local Standard dealers. (Kent). Box No. Y.554. [4554

SACRIFICE. Healey saloon, 1948. £150. Economical. Family increase. Owner buying van. Rochelle, Flat 1, "Southlawn," Peachfield Road, Malvern Wells, Worcs. [4555

TRIUMPH HERALD saloon, 1959. Immaculate. £545. Also Sprite, 1959. Immaculate. Extras. £495. Terms. Loader, "Heusden House," Gerrards Cross. Tel. : 4160. [4556

1925 7.5-h.p. CITROEN "Cloverleaf." New tyres, pistons, clutch. Reconditioned dynamo, magneto. Requires new c.w.p. Offers. Goodenough, 9, Westbury Park, Bristol 6. [4557

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M.G. TA. General condition good, but engine losing compression. Spares available. Recent renewals. £100, o.n.o. 14, Priors Road, Dedworth, Windsor, Berks. [4561

FALCON SPECIAL Ford Eight with Austin Cambridge chassis. Offers. Durant, Hundred Acres, Wickham, Hants. [4562



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AUSTIN HEALEY, 1956 B.N.2. Superb in ice blue. 4-speed box, o/d., heater, wire wheels, spot, washers, safety straps, full length tonneau and sliding screens. New front tyres and batteries. Good weather equipment. New VW coming. £520 or offer. M. Foyle, 84, Norman Avenue, Sanderstead, Surrey. Tel. : GRO 4000, ext. 738, office. [4564

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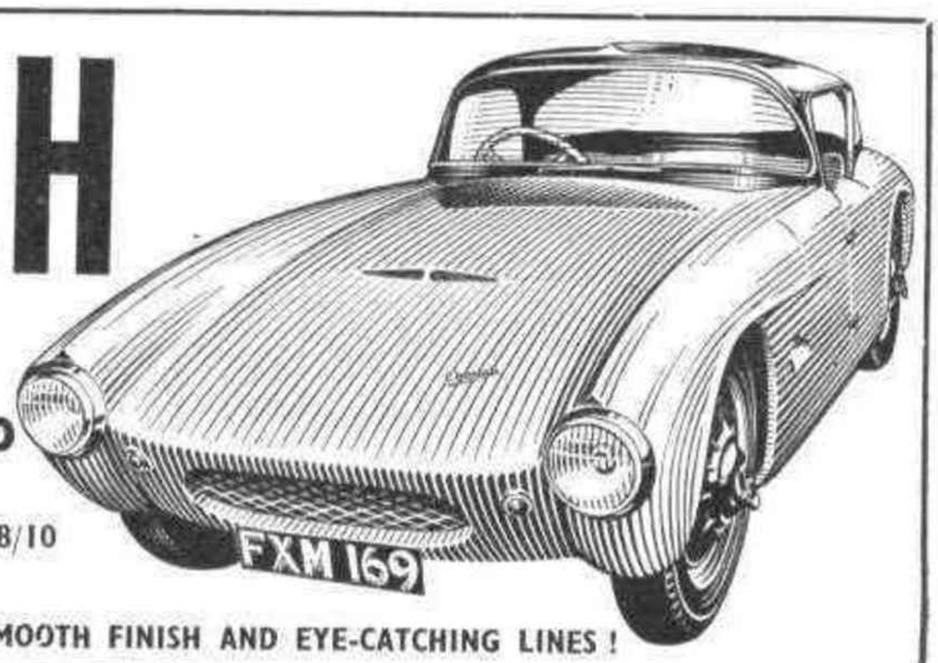
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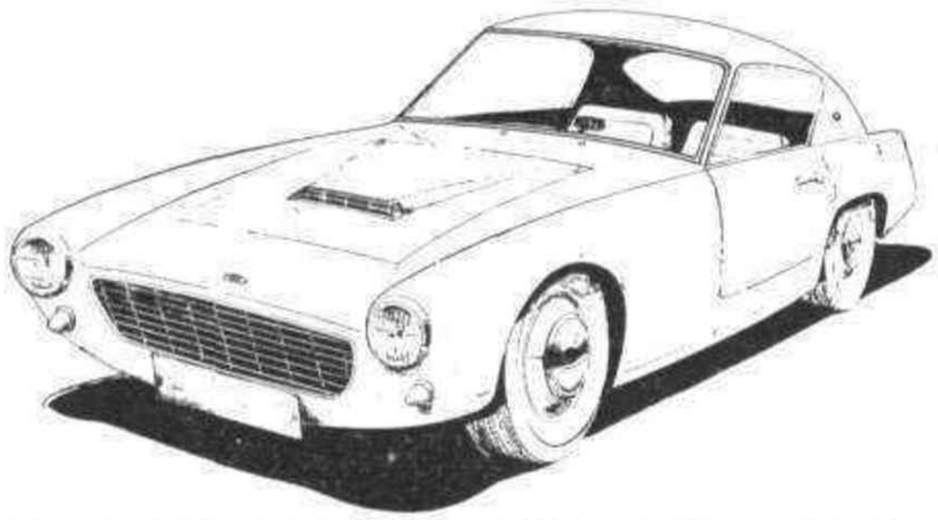
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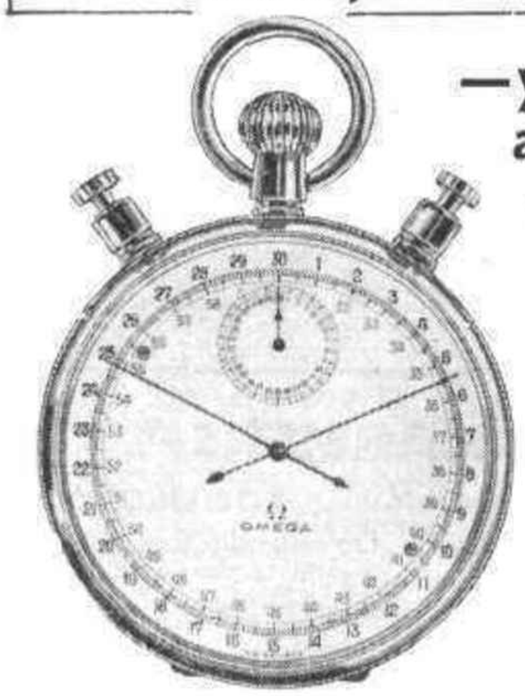
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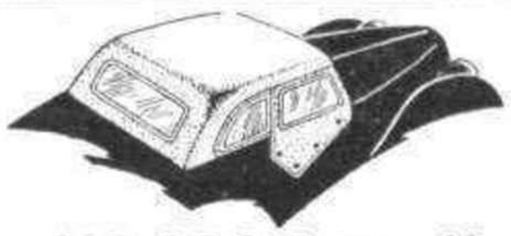
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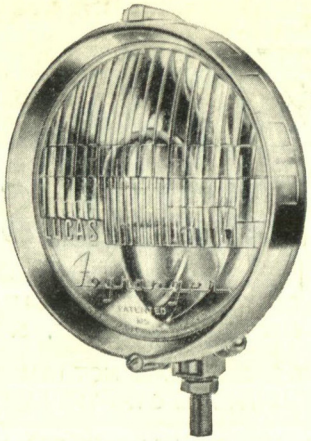


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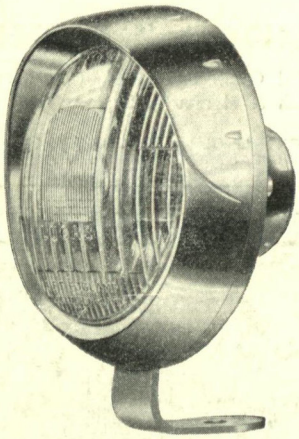


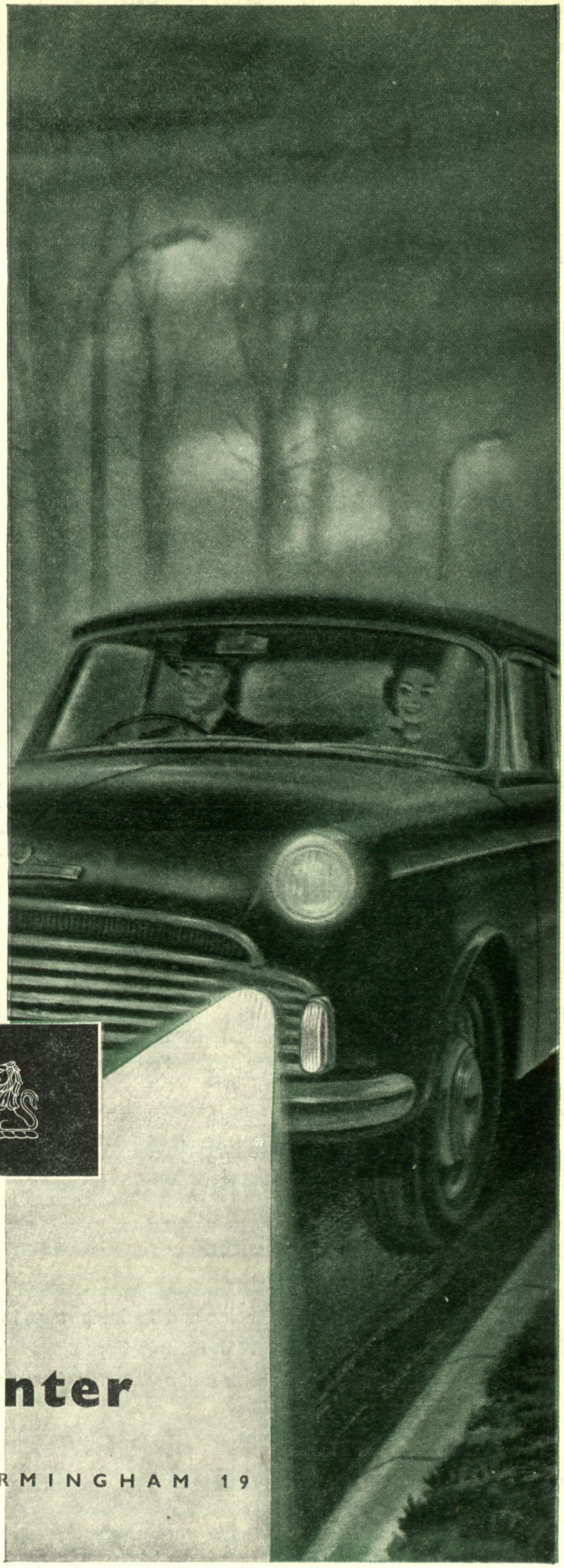
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