Vol. XXXVII No. 3 ONE SHILLING AND SIXPENCE March 1961

MOTOR SPORT

LARGEST CERTIFIED NET SALES 37th YEAR OF PUBLICATION



GET IT RIGHT WITH BELCO BRILLIANCE

A scratch may look unimportant, but what a shock later on, when the surrounding paint disintegrates, and you see how far rust has spread and eaten away metal! *Check your paint regularly*, and put defects right at once with Belco brilliance—you'll save pounds in the long run. Easy-to-use Belco, in a good range of modern car colours, provides a hard, brilliant, mirror-smooth protection that *lasts*.
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If it's more than a touch-in job, you want *Brushing* Belco in the wide-mouth tins. Belco is a 'first-time-perfect' paint; brush on quickly and freely, and brushmarks disappear. IN ½ AND ¼ PINT TINS.



For the bigger jobs:—

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Primer and undercoat together, dry in an hour! In ½ and ¼ pint tins.

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The quick-cutting compound for a super-smooth finish. In ½ and 1-lb. tins.

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For filling dents. In ½ and 1-lb. tins.
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For engine joints and protective sealing insist on 'Stag' brand—finest you can buy! Anti-corrosive, proof against petrol, oil, water. Always plastic, lasts indefinitely.
HANDY ECONOMICAL TUBES AND TINLETS.



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AN ASTONISHING POLISH, NO. 7! *Your* car, sparkling like a concours d'elegance winner!
How the colours glow under that brilliant shine! It's time *you* tried No. 7, the quick and easy-to-use ICI polish with long-lasting brilliance. Yes, sheer brilliance!

SAFETY FOR YOUR PAINT

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

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



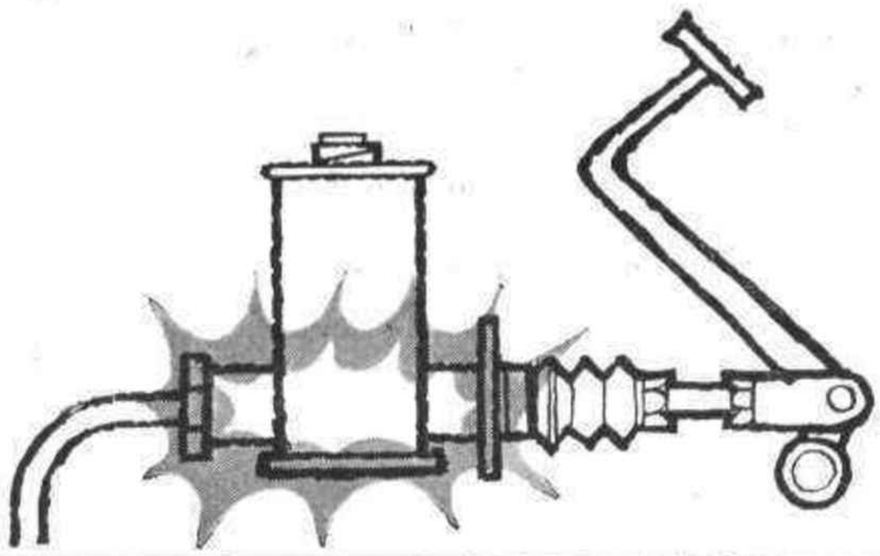
ICI

Obtainable from garages, motor accessory dealers and Halfords branches.

STOPPING CHARGING HORSES WITH A FEATHER

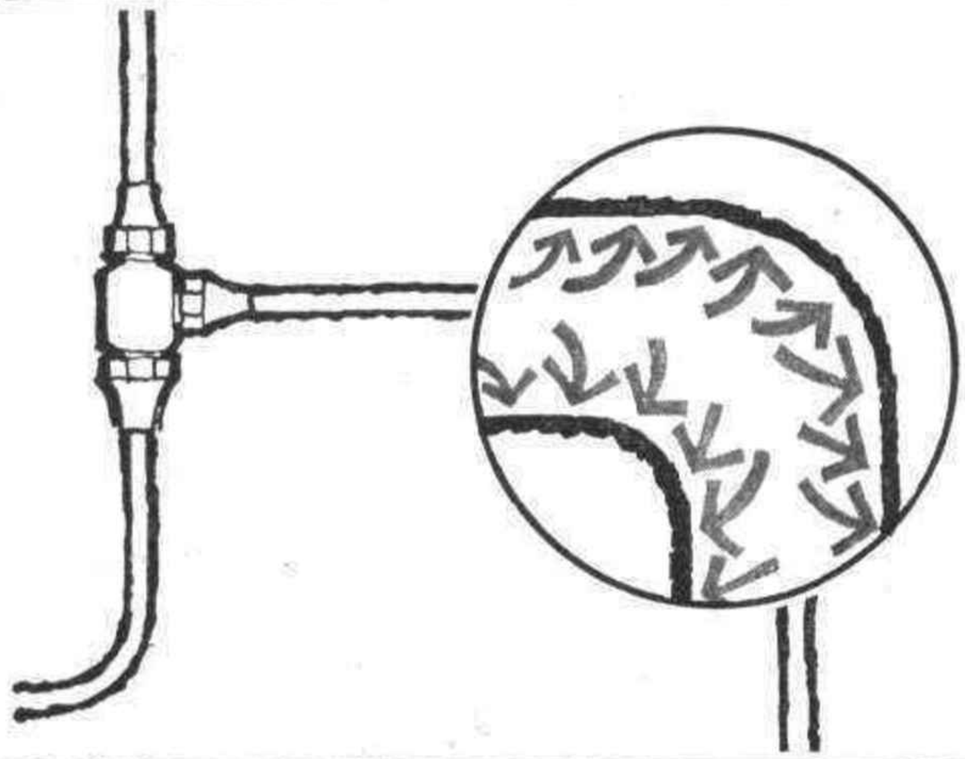


Stopping a horse at a 20 m.p.h. gallop would take the strength of a Samson. But any 8-stone girl can pull up a 60 b.h.p. car from 60 m.p.h. by simply pressing a pedal.
But halting a ton of fast-rolling metal sets up enormous forces and something must take terrific punishment.
If it's so easy for the driver, how does the rough work get done?

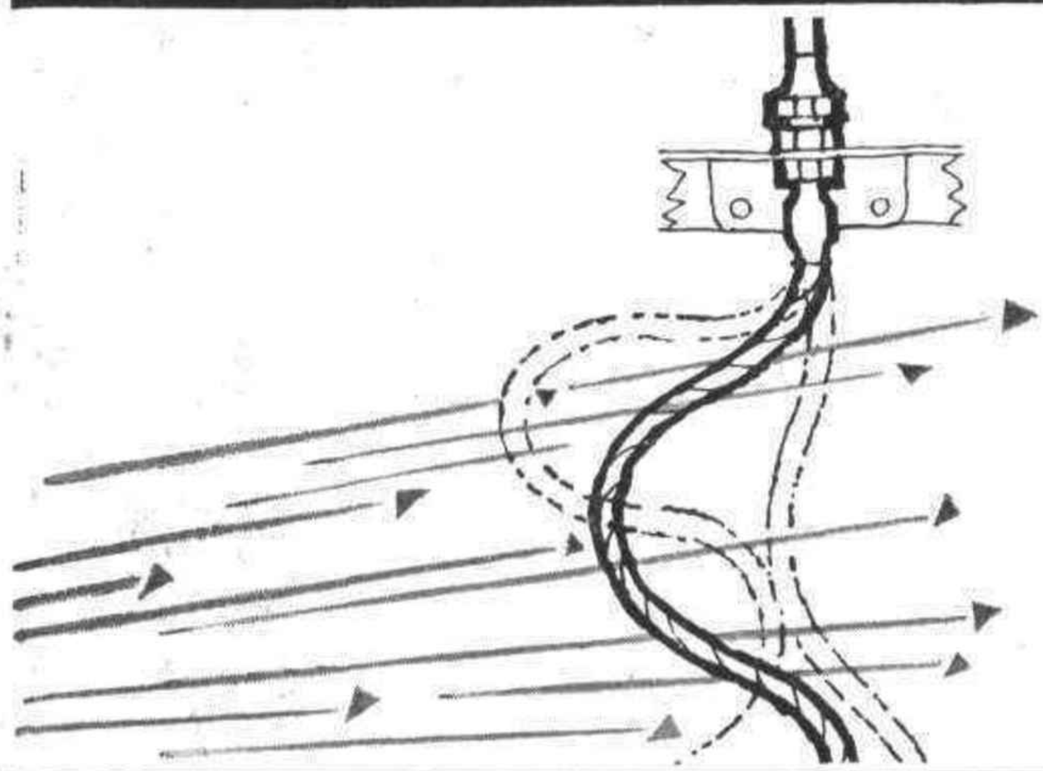


Do you know...?

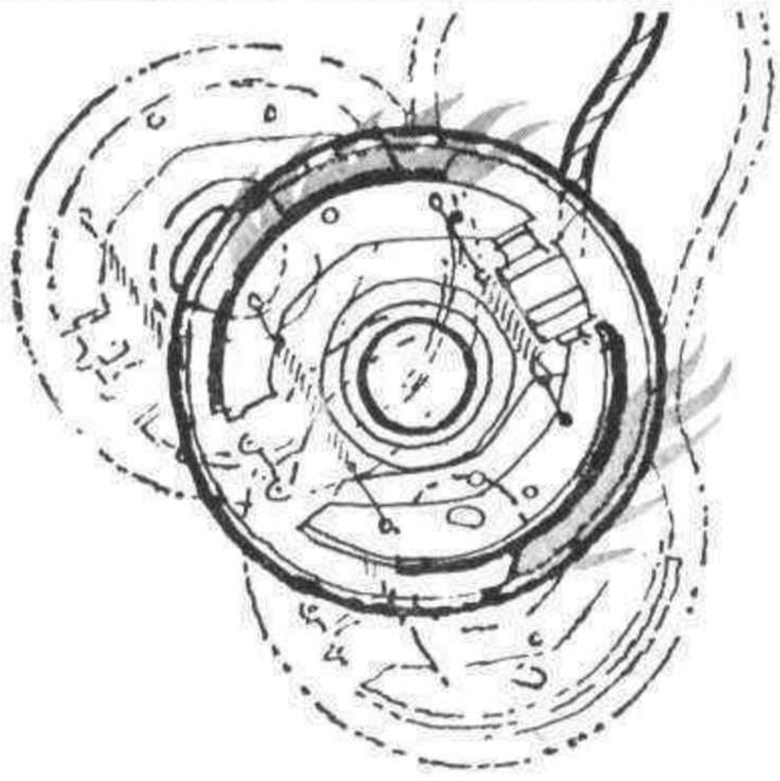
In the master cylinder, the pressure you apply to the brake pedal is converted into very high pressures—higher, in some instances, than the working pressure of the *Queen Mary's* mighty boilers! Piston seals must be made of a special rubber compound for flexibility and strength.



Though braking energy can raise the temperature of brake fluid to nearly twice the boiling-point of water, the fluid must remain stable and *not* boil. Only a special formula can withstand such heat—and not 'break down' chemically under constant extreme heating and cooling.



Flexible hose must be used to link main hydraulic line with twisting, bouncing wheels. While being twisted and shaken, hose has to withstand great internal pressures and heat. In addition, hose must undergo constant peppering of sharp stones and grit travelling at speed of rifle bullets.



As shoes make contact with speeding drums, tremendous heat is generated. Under certain conditions, particularly in testing, the linings and drums will glow red-hot. Few materials could long survive this treatment but Lockheed brakes 'take it for granted'—up to hundreds of times in a normal day's driving.

So much care is taken...

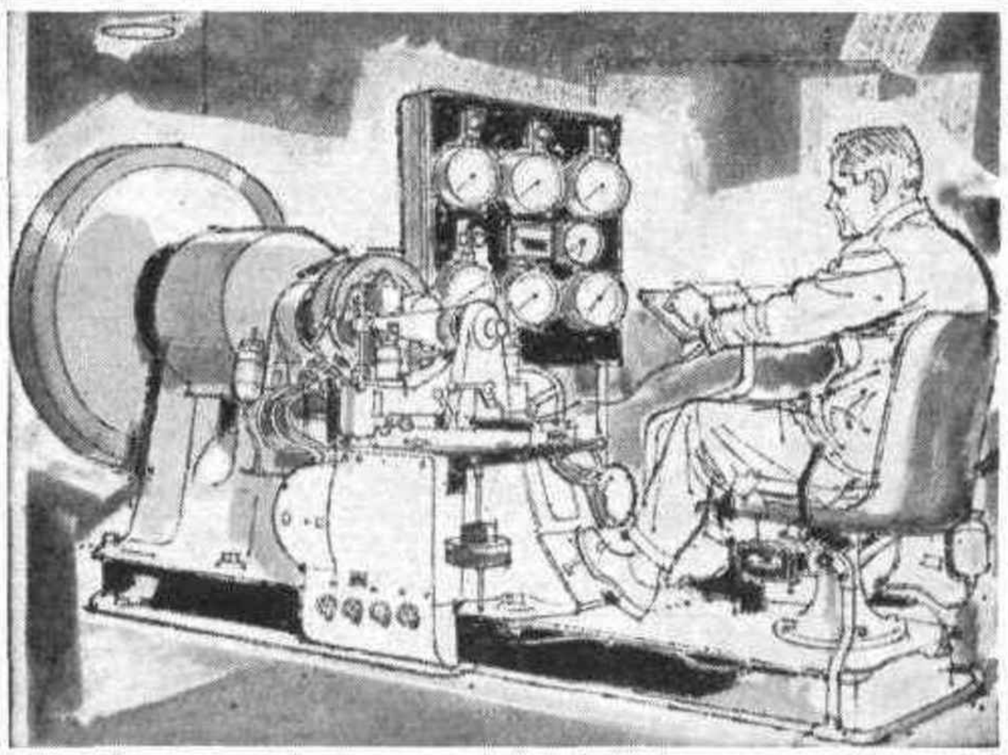
TO MAKE TODAY'S BRAKES THE SAFEST IN HISTORY

Modern brakes are tough. They have to be. Even under the incredible punishment they take, they wear so slowly and gradually that you scarcely notice it. Tremendous care is taken to make your brakes safe and sound. Testing never stops, to make absolutely sure that every part of the Lockheed brake system has a margin of safety on its exacting job.

ON ROAD TESTS cars are pushed to the limit on the most hair-raising roads in Europe. One test run is the Grossglocknerstrasse in the Austrian Alps with eight miles of steep gradients where brakes are needed on 20 hairpin turns and 79 bends.



LAB TESTS are devised to see how much punishment each individual component can take. Here, brake shoes are tested on an Inertia Dynamometer, which can produce braking conditions even tougher than those encountered on road tests.



So little care is needed...

TO KEEP YOUR BRAKES SAFE

BUT ONLY YOU CAN DO IT

Because brakes today need so little attention, many owners forget they need any at all. It's easy to keep your brakes at peak performance . . . and in today's driving conditions, it's vitally necessary. Your garage-man can quickly tell you if brakes need attention. And, with new servicing developments, brake maintenance is now easy, cheap and quick.

ONLY YOU CAN KEEP BRAKES FACTORY NEW



...but LOCKHEED make it easy for you

Keeping brakes in factory-new condition is as easy as it is important. Lockheed developments have cut the time and cost of brake servicing. For Lockheed *braking systems there are genuine, factory-supplied* replacement parts that will do the job more quickly, more cheaply, more easily and more dependably.



Send for the *free booklet*

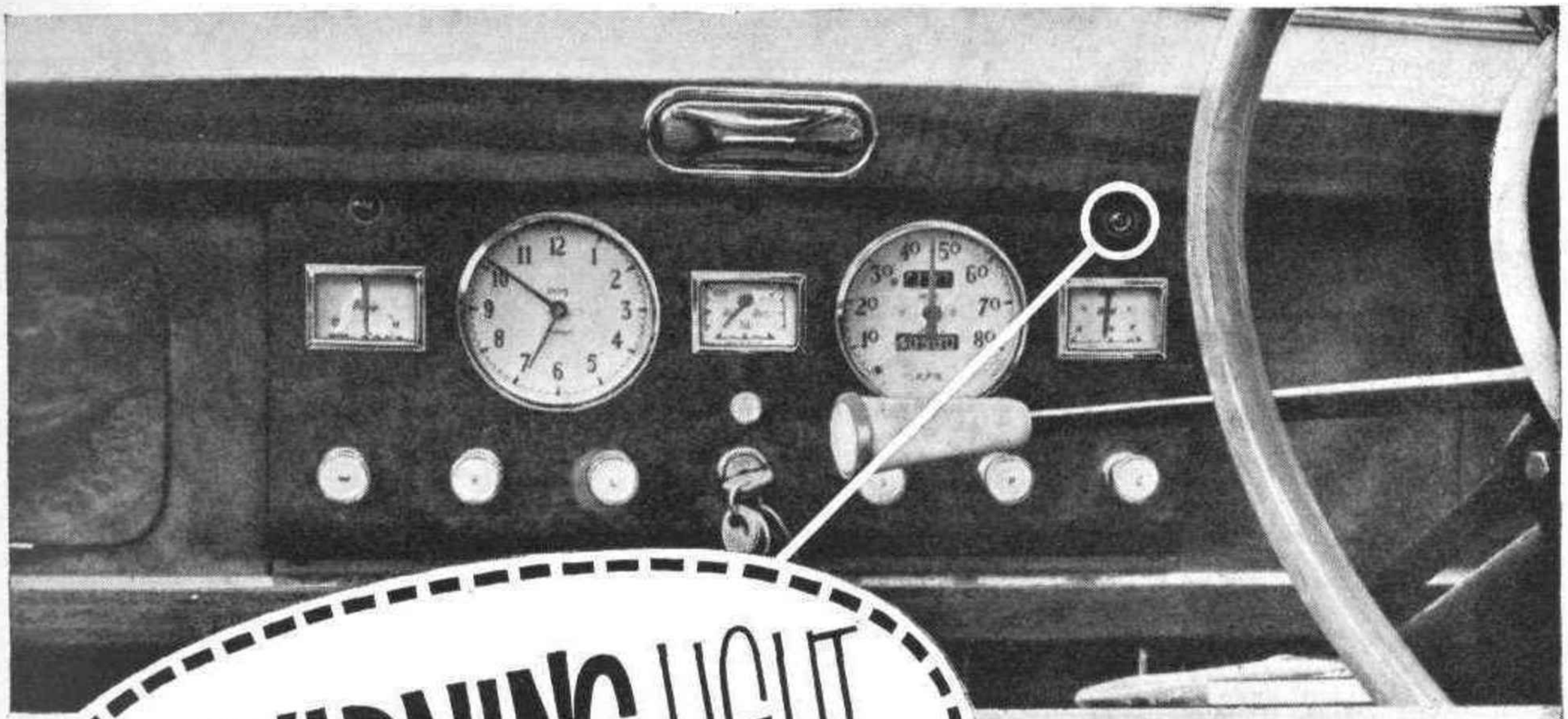
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MolySPEED plates tough, wear-resisting Molybdenum-Disulphide on all bearing surfaces, reduces friction, sets your engine FREE. Result: more power, more m.p.g., easier starting, smoother running, and a livelier performance that adds sparkling zest to your driving! Your engine stays in tune longer, lasts longer because MolySPEED cuts wear to the absolute minimum.

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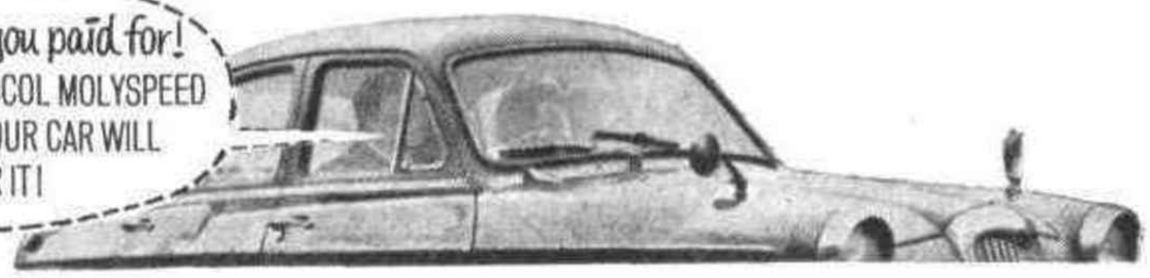
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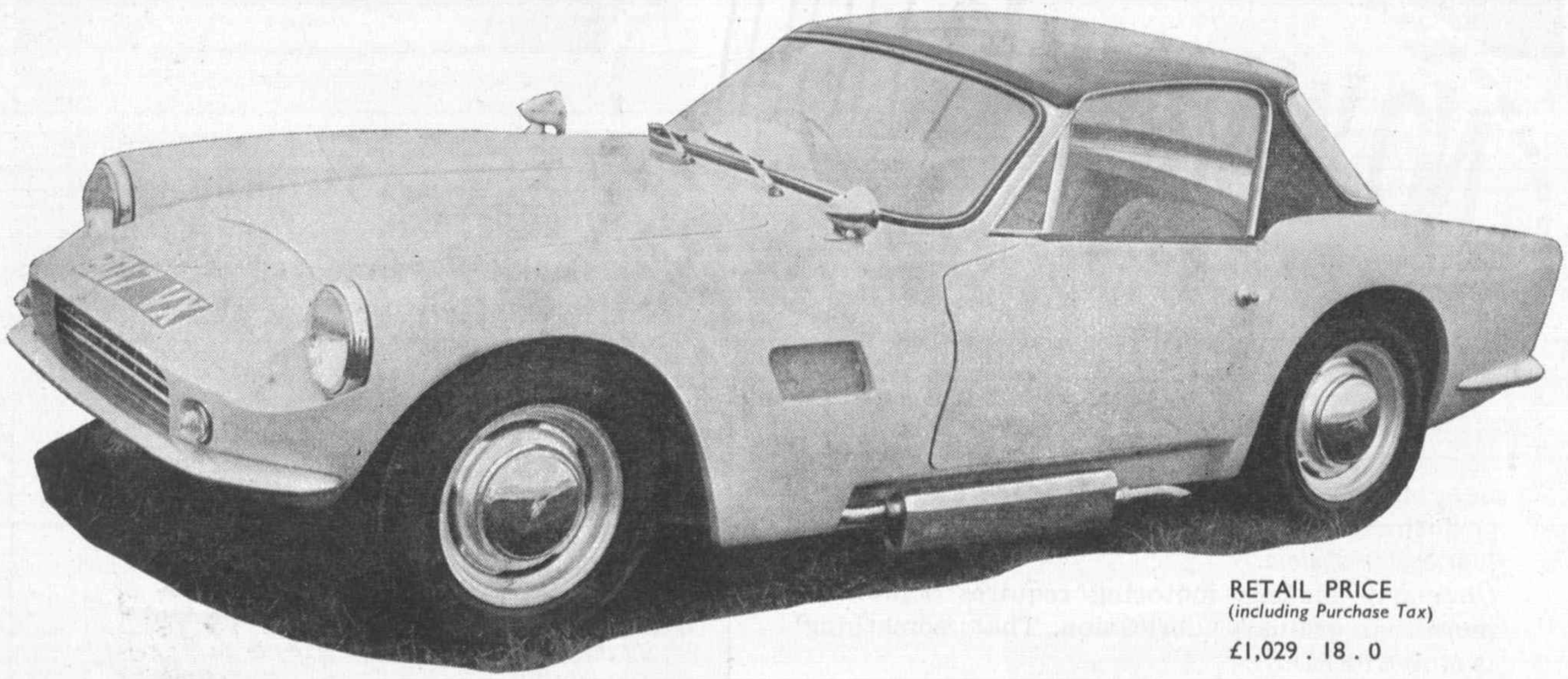
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M2/5

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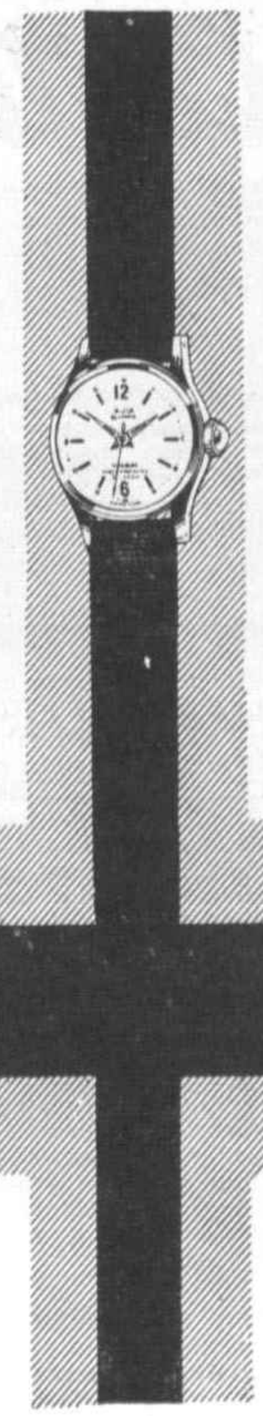
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Sportsman's Avia 'Olympic'.
In gold-plated case £10-15-0. In chrome £10-5-0.



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Formula 1

A story of Formula

1

A story of

Denis Jenkinson

1954-60

A GRENVILLE Production

A BOOK WORTH HAVING!

DENIS JENKINSON has written "A Story of Formula 1" to mark the end of the 1954-60 Grand Prix formula. In it he has captured the spirit of this exciting era in the history of motor racing.

about the book

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

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

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

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

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

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

A comprehensive table of race results, together with a list of drivers and the cars they drove in all Formula 1 races during 1954-1960.

The text is supported by 76 excellent illustrations selected for their variety and comprehensive quality.

"A Story of Formula 1" has something for everyone interested in the Sport. It is not too technical for the layman nor too superficial for the serious-minded.

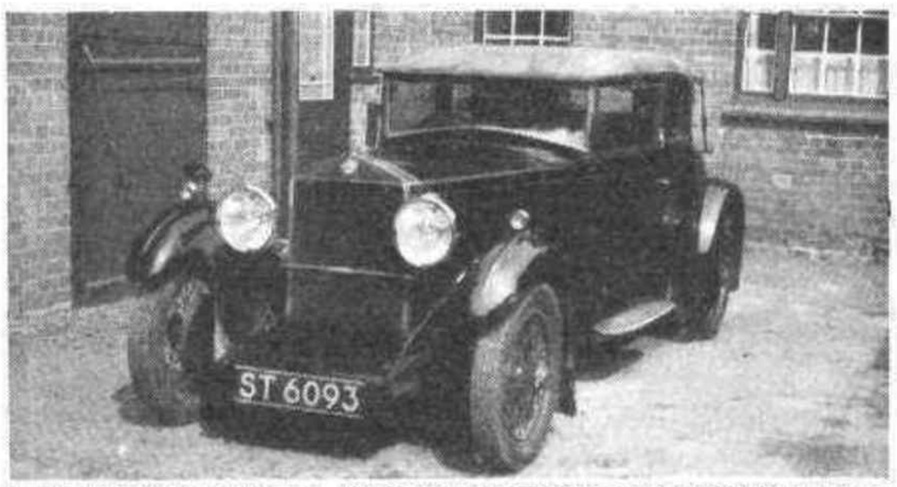
Order a copy now from your bookseller or newsagent, price 25/-

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Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD

BEDS: TEL.: LEIGHTON BUZZARD 2060



ALFA ROMEO 1,750-c.c. James Young drophead coupé, finished in black with blue leather upholstery. The engine has recently been overhauled and has not yet been run-in. **£135.**

1931 ALVIS 12/60 Beetleback 2-seater, finished in green with red leather upholstery and fitted with good weather equipment and tyres. This model is becoming increasingly hard to find and we are therefore pleased to be able to offer this entirely original example to the impecunious enthusiast for **£95.**

1935 BENTLEY 3½-litre Freestone and Webb Razor Edge sports saloon, finished in black with brown leather upholstery. Complete maintenance history from new, exceptional condition, **£265**

1929 CLYNO fabric saloon, excellent original order, available shortly.

1938 FRAZER NASH-B.M.W. 327/80 foursome drophead coupé finished in grey with red leather upholstery. Its pleasing lines and excellent performance coupled with a high standard of road-holding make the 327/80 one of the more desirable post-vintage thoroughbreds. The well-proven Type 328 engine has recently been completely overhauled and still requires running-in. **£250.**

1938 M.G. TA 2-seater, finished in black with red upholstery, exceptional condition, **£175.**

HIRE PURCHASE AND INSURANCE EFFECTED WITHOUT DELAY. EXCHANGES WELCOMED. WE ARE ALWAYS INTERESTED IN PURCHASING BOTH PRE- AND POST-WAR SPORTS CARS IN GOOD CONDITION.



1951 2½-litre JAGUAR Mark V drophead coupé. This is one of the very rare 2½-litre models giving an excellent performance with quite reasonable economy. It is finished in black with brown hide upholstery and a beige vynide folding head. Extras include twin spots, heater, etc. Two owners from new and in really exceptional condition throughout, **£255.**

1948 BENTLEY Standard Steel saloon, finished in black with fawn leather upholstery and fitted with the full-flow engine, radio, heater, etc. Excellent order, **£675.**

1956 BUCKLER 90 2-seater fitted with professionally built all-enveloping alloy bodywork finished in red. The fully tuned 1,172-c.c. Ford engine, close-ratio gears, and exceptional road-holding and braking all combine to give safe but fast motoring at low cost. **£325.**

1955 MERCEDES BENZ 220A saloon. Capable of carrying five passengers (and their luggage) in comfort and with comparative economy, this model must appeal to the family man who requires out-of-the-ordinary transport, together with vivid performance and all the excellent attributes for which this marque is renowned. Very competitively priced at **£695.**

1960 RENAULT Dauphine, immaculately finished in Sevigne green, 11,000 miles, **£495.**

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Pornichet and Le Pouliguen

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Motoring News

The ONLY WEEKLY Motoring Newspaper

The Clubman's Sporting Weekly

HIGHLIGHTS OF THE MONTH AHEAD :

- Mar. 2 — The story of the "Express and Star" Rally—Round 2 in the "Motoring News" Rally Championship. A staff man returning from the Canadian Winter Rally writes on motoring in Canada and how it differs from this country. Track test of the Lotus Twenty.
- Mar. 9 — Road test of the Hillman Minx Series 3A de luxe saloon.
- Mar. 16 — The motor-racing season opens ! A report of the first 1961 B.A.R.C. Members' Meeting at Goodwood.
- Mar. 23 — Full report and pictures from the Geneva Show which marks the debut of a number of new models. Report on the Welsh Marches Rally—the third qualifying event in the M.N. Rally Championship.
- Mar. 30 — The story of the Hopper Rally—another "Motoring News" Rally Championship qualifier.

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ANGLIA WINS!



1st IN CANADIAN WINTER RALLY

Out of 190 starters, Anglia came first equal in this year's Canadian Winter Rally, run between February 10th and 12th. Lloyd Howell and Bill Silvera brought their Anglia home with no penalty points—in 22 degrees of frost! Anglias took the Manufacturers' Team Prize too—the Anglias of Howell, Maclennan, and Merson were First—Second—Third in their class.

(Results subject to Official confirmation)

GREAT DRIVING—GREAT CARS—BY FORD

VOL. XXXVII No. 3 HOW SPEEDOMETERS ARE MADE MARCH 1961

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

CAPTURING CAR SALES

To combat the present slump it would be a good idea if design-teams did their utmost in future to ensure that cars are truly attractive to their owners. By this we mean that they should possess features from which stem genuine pride of ownership, or fulfil a particular purpose particularly well, instead of being merely instruments of sound, reliable dull transportation.

The enthusiast derives great pleasure from the car of his (or her) choice as well as from motoring. A Citroën 2cv, because it is convenient, unusual and particularly well-adapted to its role in the motoring firmament, can give as much pleasure, over and above its economy and low price, to an enthusiastic owner as can, at the opposite extreme, a Ferrari or Maserati.

It is for this reason that MOTOR SPORT embraces motoring sport in all its forms, convinced that such sport ranges from driving a gran turismo car at 160 m.p.h. to holding hands with a girl in the hindquarters of a limousine. If there is something of a bias towards foreign cars this is probably due to their great character and individuality. Britain sets store in polished mahogany facias and real leather and this is perfectly laudable providing other distinguishing features are added. A costly car should possess items of worth that are as covetable in the garage as on the road—it is this additional appeal that sells cars like Jaguars, Fiat 2100s, Rovers and others, even if they are not as fast, as accelerative, or quite as beautiful, in some eyes, as more expensive Continental and American products. But charm of character isn't the prerogative of expensive cars.

When the owner of a Citroën 2cv exhibits its astonishingly comfortable ride or lifts out its ingenious seats for a picnic, when fanatics display the fine finish and light controls, etc., of the Volkswagen, or the purchaser of a Fiat Giardiniera delights in packing a vast load into his tiny-engined estate car, they experience as much joy as the driver of an Austin Healey 3000 or Morgan Plus Four does from the sheer acceleration and speed of *his* car. It is obvious that completely unconventional mechanicals, coupled to astonishing stability and unexpected interior spaciousness, sell the rubber-sprung, front-drive B.M.C. small cars in quantity. Indeed, one outstanding technical item may play its part in the more abstract pleasure a car imparts to its owner—thus the D.A.F. driver may feel amusement that he has the least-expensive form of automatic transmission, the Ferrari driver enjoys the smooth power from the only remaining production V12 engine, the DS Citroën owner revels in the advanced steps taken to ensure his comfort and security. Whether the same feeling will be aroused by a bent propeller shaft, as on the Pontiac Tempest, remains to be seen.

Another pleasure that motoring can offer is liberal doses of fresh air and this should encourage the development of good open and convertible bodies. Ford have taken the theme "Have Fun in the Sun" for their recent advertisements, as they are entitled to do with Consul and Zephyr convertibles in their range. They also emphasise our foregoing plea for "excitement" in car design, although many of our readers appear highly amused that the Ford Anglia which has conveyed a water-ski-ing party in current advertisements in *The Times* and *Guardian* has on its number plate the letters VW . . .!

Because we believe in the importance of inbuilt character in cars MOTOR SPORT describes interior appointments and "feel" in handling in some detail in its critical road-test reports. Now that cars are difficult to dislodge from the showrooms we want to make the point that to convenience, dependability and performance this other quality should be introduced into future designs, whenever the designer or design-team has the necessary skill and finesse. Exciting cars will always out-sell dull cars and standardisation of controls, instruments and fittings, advocated in certain quarters, could make cars very dull indeed.

CONTENTS

	Page
MATTERS OF MOMENT	155
FIXTURES FOR MARCH	156
A VISIT TO SMITHS MOTOR ACCESSORIES	157
A POOR MAN GOES MOTOR RACING	164
CARS I HAVE OWNED—L. R. HISCOCK	170
MOTOR RACING HOLIDAY	172
ANOTHER MONTE CARLO FIASCO	174
SMALL CAR TOPICS	175
BOOK REVIEWS	178
TREND OF RACING CAR DESIGN	183
SPOTLIGHT ON SAFETY	187
RUMBLINGS	193
VETERAN-EDWARDIAN-VINTAGE	196
FACTORY METHODS IN THE VINTAGE ERA: 5—CROSSLEY	200
LETTERS FROM READERS	202

Front cover picture: UNPOPULAR WIN.—The Panhard 1, 2, 3 win on the Monte Carlo Rally was greeted with little enthusiasm, even by the French as their victory was gained through the ridiculous handicap system. The car illustrated on the Col de Turini is the Loffler/Walter car which finished second.

THE COMPULSORY OLD-CAR TESTS

We predicted that putting the onus of testing on garages would lead to trouble and expense for the luckless old-car owner. Two cases have come to our notice. An old Morris Minor, which had been overhauled, was failed because of "slackness in track-rod and drag-rod ball-ends." So the springs were removed, the joints packed out with nuts and washers and the car re-submitted. It was duly given its Certificate!

The second case concerns a 1930 12/50 Alvis which passed in respect of steering and brakes (after some discussion about a taper-pin on a brake cross shaft which the mechanic apparently had never seen before) but was failed because "the rear lamps are too low." When the owner produced the Lighting Regulations, proving that no minimum height for rear lamps is specified on cars registered before October 1st, 1954, the garage manager retorted "There's only one regulation so far as we are concerned." A 'phone call to the M.O.T. Testing Station at Hendon proved

Motoring Sport Events for March

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list** ★

R = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event N.B = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Mar. 3rd ..	Volkswagen O.C.	Osterley Hotel, Great West Road	—	Buffet Supper	7.30 p.m.
Mar. 4th ..	Hastings, St. Leonards & E. Sussex C.C.	Royal William Hotel	Rye	Rally (*R.*)	5.30 p.m.
,, ..	S.U.N.B.A.C.	Broadway	Worcester	Colmore Trophy Trial (*R.*)	10.00 a.m.
,, ..	B.A.R.C.	Goodwood	Goodwood, Sussex	General Practice Day (*C.*)	11.00 a.m.
Mar. 4/5th ..	Kilmarnock C.C.	Wardneck Filling Station	Kilmarnock	Rally (*R.*) Sat.	10.30 p.m.
,, ..	Malden & Dist. M.C.	Rowstock Corner Garage	Abingdon	Rally (*R.*)	9.30 p.m.
,, ..	Ferranti M.C.	Ferranti Factory	Edinburgh	Rally (*C.*)	10.30 p.m.
Mar. 5th ..	Combined Hants & Berks M.C.	Parade Ground, Army Sch. of Motoring	Bordon	Trial	10.30 a.m.
,, ..	SHENSTONE & DIST. C.C. ..	BARKERS CAFE	LICHFIELD	PRODUC. CAR TRI'L (*N.B.*)	10.00 a.m.
,, ..	Igranic M.C.	Sports Ground, Kempston	Bedford	Rally (*C.*)	2.30 p.m.
,, ..	Smiths (Bishops Cleeve) M.C. ..	Car Park, Bishops Cleeve	Cheltenham	Rally (*C.*)	2.30 p.m.
,, ..	Surrey Sporting M.C.	Brands Hatch	Farningham	Sprint (*R.*)	12 noon
,, ..	Murphy M.C.	Welwyn Garden City	Hertfordshire	Rally (*R.*)	10.00 a.m.
,, ..	Cambridge '50 C.C.	Witchford Aerodrome	Ely, Cambs.	Driving Tests (*C.*)	1.00 p.m.
Mar. 9th ..	Stonehaven M.C.	Station Hotel	Stonehaven	Rally (*C.*)	7.30 p.m.
Mar. 11th ..	Maidstone & Mid-Kent M.C. ..	" Robin Hood," Charing	Maidstone	Rally (*C.*)	7.00 p.m.
,, ..	B.A.R.C.	Goodwood	Goodwood, Sussex	Members' Meeting	1.30 p.m.
Mar. 11/12th ..	M.G. C.C. (Midland)	Colmore Depot Ltd., Roebuck Lane	West Bromwich	Rally (*C.*)	9.30 a.m.
,, ..	United Hospitals & U.L.M.C.	S.W. London	London	Rosette Rally (*R.*)	—
Mar. 12th ..	M.G. C.C. (Scottish)	Near Newhouse	Airdrie	Rally (*C.*)	11.00 a.m.
,, ..	Singer O.C.	Widmers End	Amersham	Driving Tests (*C.*)	11.00 a.m.
,, ..	Sevenoaks & Dist. M.C. ..	Biggin Hill Aerodrome	Bromley	Driving Tests (*C.*)	10.30 a.m.
,, ..	Metropolitan Vickers M.C. ..	A.E.I. Wythenshawe Works	Manchester	Driving Tests (*C.*)	2.00 p.m.
,, ..	M.G. C.C. (South-East) ..	Brands Hatch	Farningham	Speed Trial (*R.*)	1.00 p.m.
,, ..	Yorkshire Sports C.C.	Municipal Car Park	Ilmley	Trial (*R.*)	10.30 a.m.
,, ..	Harlow & Dist. A.C.	Edinburgh Way	Harlow	Rally (*C.*)	2.30 p.m.
,, ..	Wilton Works M.C.	Scotch Corner	Darlington	Rally (*C.*)	9.45 a.m.
Mar. 15th ..	St. Helens & Wigan C.C. ..	Bird in the Hand Hotel, Gathurst Road	Wigan	Rally (*C.*)	7.15 p.m.
Mar. 18th ..	Hagley & Dist. M.C.	Wellesbourne Airfield	Stratford-on-Avon	Sprint (*C.*)	1.00 p.m.
,, ..	500 M.R.C. of Ireland	Kirkistown Airfield	Co. Down	Race Meeting (*C.*)	2.15 p.m.
,, ..	B.A.R.C.	Oulton Park	Near Tarporley	Members' Meeting	1.30 p.m.
Mar. 18/19th ..	M.G. C.C. (North-West) ..	" Cockshoots "	Ashton-under-Lyne	Rally	11.00 p.m.
,, ..	Broughton-Bretton M.C. ..	Corner House Cafe, Pentre	Bychan	Rally (*C.*)	11.00 p.m.
,, ..	Airedale & Pennine M.C. ..	Sharp & Griffiths Garage	Shipley	Rally (*C.*)	7.00 p.m.
,, ..	Hereford M.C.	Lyde Garage, 142/502445	Hereford	Rally (*R.*)	10.00 p.m.
,, ..	Herts County A.C.	Jacks Hill	Stevenage	Rally (*R.*)	10.00 p.m.
Mar. 19th ..	Darlington & Dist. M.C. ..	Catterick Bridge	Darlington	Rally (*R.*)	10.00 a.m.
,, ..	West Essex C.C.	North Weald Air Field	Epping, Essex	Speed Trial (*N.B.*)	11.30 a.m.
,, ..	Doncaster & Dist. A.C.	Doncaster	—	Rally (*C.*)	2.00 p.m.
,, ..	Volkswagen O.C.	Blue Anchor, Blindley Heath	Near Lingford	Rally (*C.*)	11.00 p.m.
,, ..	Romford E.C.C.	Warley Barracks	Brentwood, Essex	Driving Tests (*C.*)	2.00 p.m.
,, ..	Northampton & Dist. M.C. ..	Brafield-on-Green	Northampton	Rally (*C.*)	2.30 p.m.
Mar. 25th ..	B.A.R.C.	Goodwood	Goodwood, Sussex	General Practice Day	11.00 a.m.
Mar. 25/26th ..	Austin-Healey Club	Perry Barr	Birmingham	Rally (*C.*)	9.00 p.m.
,, ..	750 M.C.	" Blacklocks Arms " Car Park	Banbury	Rally (*R.*)	10.00 p.m.
Mar. 26th ..	Liverpool M.C.	Red Lion Hotel, Newborough	Ormskirk	Standard Car Trials (*C.*)	10.30 a.m.
,, ..	Fenland M.C.	Bexwell Airfield	Downham Market	Rally (*C.*)	1.30 p.m.
,, ..	W.A.R.C.	Intersection A 40/B 455, 160/110845	Ruislip	Rally (*C.*)	2.30 p.m.
,, ..	NALGO (M.D.) M.C.	Cheam Baths, 170/236647	Cheam	Rally (*C.*)	10.00 a.m.
Mar. 31st ..	SCOTTISH S.C.C.	GLASGOW UNIVERSAL GARAGE	GLASGOW	RALLY (*N.B.*)	11.00 p.m.

MATTERS OF MOMENT—continued from previous page

they didn't know the regulations either. So the unhappy Alvis owner spent a further 8s. on all the official publications, which proved him right, then went to Hendon and argued the point. Here he received courteous treatment and the testers agreed he was right. His garage, however, still refused to agree, even when confronted with the official documents; they finally issued a Certificate but instead of any apology the owner had to put up with rudeness and hostility. As this Alvis driver remarks " We can still choose where we buy petrol and oil and maybe some garages need time away from sales and repairs in order to get acquainted with the M.O.T. Regulations."

The following letter emphasises the trouble car-owners are experiencing at the hands of incompetent testers :—

Sir,

I have just had my 1933 L-type M.G. passed by the M.O.T. approved testing station. You may be interested in the incidents leading up to this " pass."

A couple of months ago I took my car along to a Tester, and the results were : lights OK.; brakes, hand, 79% efficiency; brakes, foot, 72% efficiency; steering OK. except that wheels rub on arches on full lock. Another point that got adverse criticism was " back wheels inclined to wobble." *Failure!*

On getting the car home I fitted stops on the steering (not fitted on any pre-war M.G.) and could find " nothing inclined to wobble on the rear wheels."

Two months later I took the car to another garage, a big flashy-looking place and bags of apparatus. Before taking the car, I verified by three different means that the braking was 80% efficient hand and foot.

On collecting the car I was told that the car had failed as it had *no* brakes. On inquiry I found they tested the brakes on rollers, measure the force exerted by the wheel on the rollers, add up the force on each wheel and divide this by the weight of the car, and express this as percentage efficiency. The tester said : " On a new car you should be able to get 400 lb. on each wheel easily, on yours I could not get 400 at all—no pass." I inquired as to the figure he did get. He said as he did not get 400 lb. on any wheel he did not bother. The other factor necessary for the calculation he did not know and did not even try to find out before he had failed the car, this being the weight. Eventually I had another mechanic have a go at testing the car; he got a figure for the braking effort but when he looked up the weight chart my year and model was not there, so he took the nearest one to it. This weighs about four hundredweight more than mine. I had the car weighed on a public weighbridge. Eventually they conceded a point and gave a pass certificate. Incidentally, nothing more was heard about back wheels being inclined to wobble!

If all garages are like these two then it is a pity the M.O.T. ever granted testing permits to them.

In the course of my discussion with the second garage, I learned that a new car can stop *dead* from 30 m.p.h., i.e., infinite C; also that a 10 test pass in braking is equal to stopping in 37 feet from 30 m.p.h. My own personal opinion is that the 10-year testing will turn into one of the biggest rackets of all time in the garage business, if it is not already. Why not let Municipal testers (qualified) test the vehicle and then give the Road Fund licence at the same time.

I am, Yours, etc.,

North Woolwich. M. J. F. JOBBINS.

If the motorist is to pay, testing stations should understand what they are required by law to test. Incompetent garages should not be allowed to conduct Government-tests. And when a car has been given a clean bill of health surely insurance premiums can no longer be " loaded " just because a vehicle is ancient?

CATS' EYES RALLY

After two previous Cats' Eyes many complaints were made that the rally was too easy, and after the latest in the series many were the complaints that it was too difficult! So determined were the organisers to find the winner on the road section that the eventual victor Don Grimshaw in a TR3 lost 27 minutes. From three starting points the route converged on Reading from where the difficulties began with route cards, map references, and supplementary route cards so that navigators were kept busy. Many drivers missed controls to avoid the mud and put themselves well out of the running and several others retired with mechanical bothers. The remainder of the rally ran through Devon and Wiltshire and back to Blackbushe Airport for driving tests and finally to London Airport where the results were announced to tired drivers of mud-stained cars, many of whom voiced complaints against the nature of the event; but at least it sorted out the best cars, drivers and navigators for the particular conditions of the Cats' Eyes rally.

Results:

1st : G. D. Grimshaw/B. Melia (Triumph TR3A).
2nd : R. Michalkiewiez/E. Clarke (Triumph TR3A).
3rd : J. H. Partridge/M. P. W. Britton (Triumph Herald).

HOW FAST?

A VISIT TO SMITHS MOTOR ACCESSORIES SPEEDOMETER FACTORY AT CRICKLEWOOD



Smiths Depot off the Edgware Road, where the Smiths Centre is situated, is topped by an impressive clock.

ALL cars built after the end of September 1937 are compelled by law to be fitted with a speedometer and, in any case, this is the most-looked-at instrument in any car (for racing cars substitute tachometer), so I thought it might be instructive to visit the Motor Accessory Division of S. Smith & Sons (England) Ltd., who make most of the speedometers used in this country.

So along to Cricklewood, that area of factories beside London's Edgware Road that was developed in the 'twenties when instructional D.H. Moths still made their " circuits and bumps " out of Stag Lane Aerodrome, we went one wet winter morning and, after a brief fracas when the Commissionaire waited until I had carefully parked the editorial Mini-Minor and then told me to move it to somewhere down the road—I mention this only because, shortly afterwards, MOTOR SPORT's Production Manager's gleaming white Porsche Super 75 was permitted to stay all day in the same place, which nicely illustrates the value of a prestige motor car—we met Gerry Ealson, Smiths P.R.O., in the tasteful Smiths Centre, and our education into the manufacture of speedometers had commenced.

Smiths association with the Motor Industry began in 1904, when they made watches for use on horseless carriages. From this speedometer manufacture developed and a Royal Mercedes was one of the first motor vehicles to be equipped with such an instrument. Serious-minded old-car enthusiasts should endeavour to visit Smiths Centre, where, in the gallery, there is a fascinating historical panorama showing speed and distance recorders from the earliest applications onwards; indeed, this display of " things Smiths make " goes back to 1851 and the rest of the 4,000 sq. ft. of the Centre is devoted to such modern Smiths products as automatic transmission as used by Rootes for the " gearless " Minx, oil-fired domestic boilers, all manner of industrial instrumentation, and some truly covetable timepieces, from pigeon-racing clocks to radio-controlled clocks. In all, I suppose Smiths supply over 350 separate items for domestic, industrial, motoring, aviation and marine requirements.

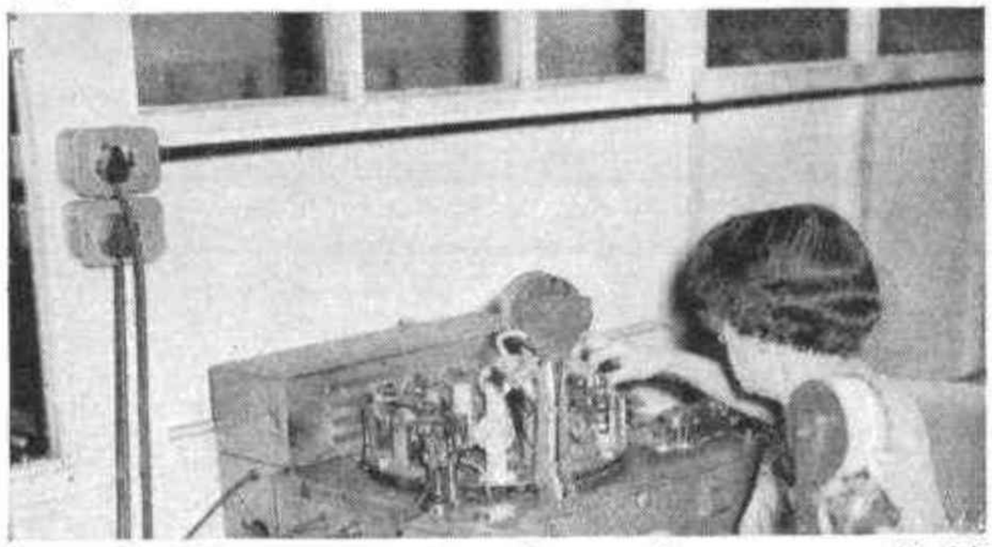
Back to speedometers . . . Speedometer manufacture throughout the World is almost entirely the monopoly of Steward-Warner, General Motors and Ford in America, Jaeger of Paris in France, Vdo in Germany, Veglia (or Borletti) in Italy and Smiths in Great Britain, supplemented by A.C. Delco who make speedometers for Vauxhall and Bedford and some 50 per cent. of Ford instruments.

Briefly, the evolution of Smiths speedometers goes something like this. There was the Governor type, expensive to make and mainly supplied to commercial vehicle manufacturers, of whom Albion were one. The Aigmo was another early speedometer, of magnetic type, in which there was no scale, m.p.h. calibrations being marked on the disc; this was fitted to the original Morris Minor. Next came the Nemag, in production in improved form today, which has total and trip milometers at 6 o'clock and 12 o'clock positions on the dial. There was also the A.T. speedometer, a more expensive instrument giving steadier readings, supplied to Rolls-Royce and to the police before they went over to the Nemag type. Another rather costly speedometer, having total and trip odometers in line, was the Smithmag, but this is on its way out, having been almost superseded by the Nemag Mk. II, which incorporates friction distance counters. To combat vibration in motorcycle and racing installations a geared mileage counter has been developed for the Nemag Mk. III.

Out of the past comes the Chronometric speedometer, found on the majority of motorcycles, a type using a complicated escapement mechanism and still made in improved form. Finally, the ribbon-reading speedometer is just emerging from Smiths factory for use on a new car shortly to be announced. At the other extreme, Smiths were asked some time ago to adjust one of their speedometers that had been supplied for a Daimler car in *circa* 1909. Judging by a Smiths clock that used to grace my 1914 " Alfonso " Hispano-Suiza and is still an excellent time-keeper their older instruments were also made to very high standards.

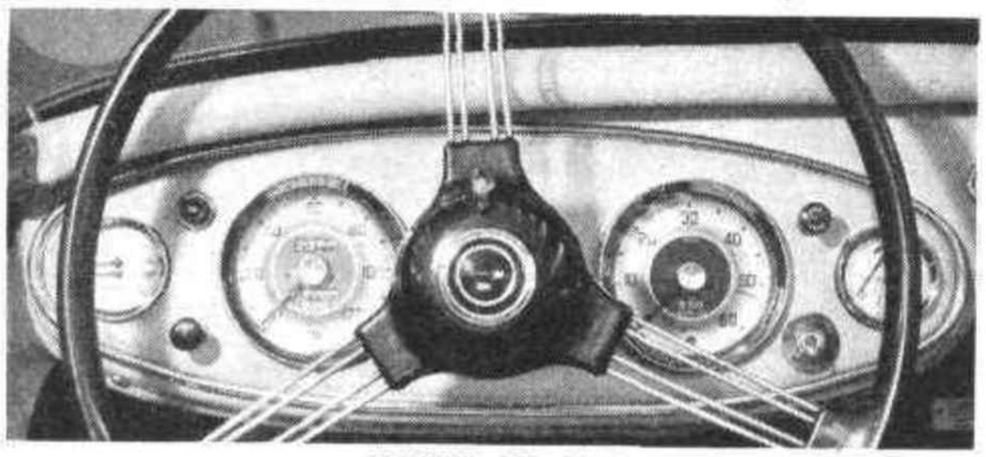
Turning to Smiths rev.-counters, or more correctly, tachometers, broadly there are three types, the Nemag Mk. I and Mk. II, etc., as fitted to sports cars such as Austin Healey, M.G. and Triumph, the better-quality A.T. instrument supplied for Bentley and Rolls-Royce cars and the electric rev.-counters preferred by Aston Martin and Jaguar. These electric rev.-counters incorporate their own generators; a later development is the impulse tachometer actuated by the electrical impulses from the car's ignition distributor, a system which is particularly applicable to racing cars on account of ease of installation, drive from dynamo or camshaft being eliminated and very accurate readings being possible.

Speedometers are made in five dial diameters, namely 60-mm., 80-mm., 4 in., 4⅝ in. and 5 in. with the addition of 5¼ in. and 5½-in. cluster speedometer. The 5-in. size is popular for sports cars, although Austin Healey prefer the 4 in., while the 4⅝-in. dial is found on Wolseley cars but is not in general use, although it was intended as an interim speedometer coming between the universally popular 4 in. and 5 in. instruments. Of rev.-counters, the 80-mm. instrument is uncommon, the 5-in. size being normal for sports cars. Clockwise or anti-clockwise movements are available, thus giving discerning car manufacturers the opportunity to have speedometer and tachometer needles moving in sympathy instead of in opposition. Smiths have a special section,

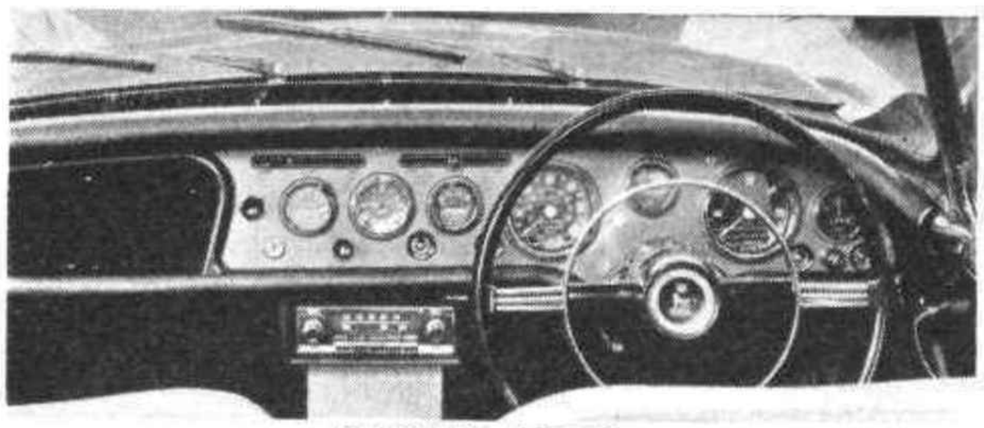


Fully automatic balancing of speedometer drag-cups on a Smiths ingenious electronic machine.

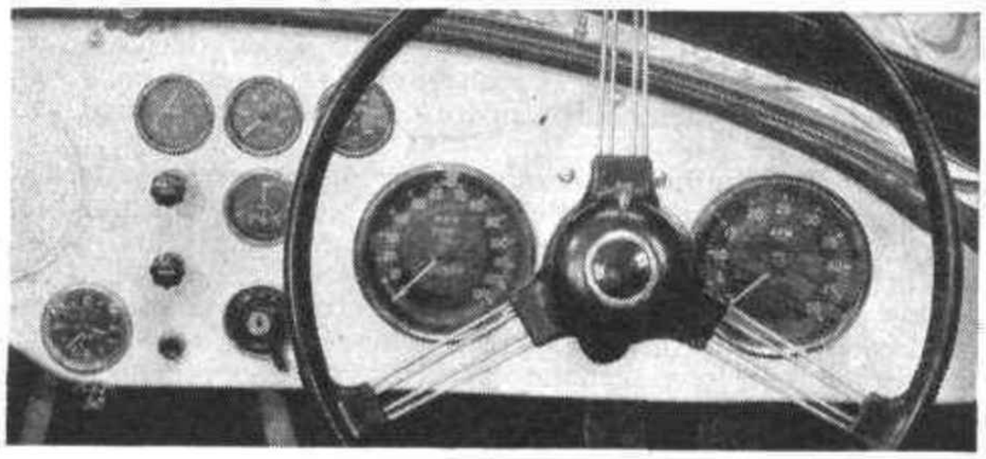
TYPICAL SMITHS INSTRUMENT LAYOUTS



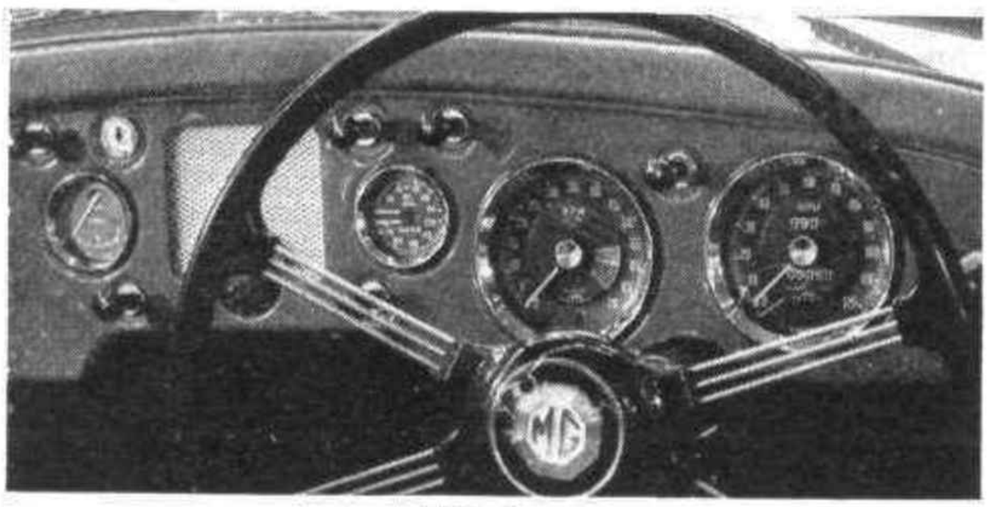
AUSTIN HEALEY



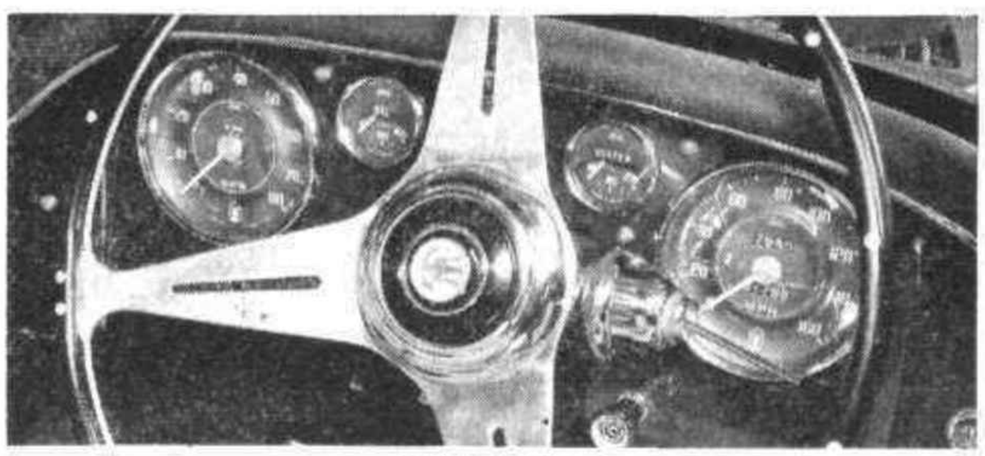
SUNBEAM ALPINE



A.C. ACE



M.G.-A



MASERATI

under the care of Mr. John Nuttall, which looks after competition requirements, such as large-dial tachometers, impulse rev.-counters, maximum-reading needles, and special installations. In the last-named category were the speedometers driven from a back wheel on the Monte Carlo Rally Morris Mini-Minors, which proved to record distance 10 per cent. more accurately than the standard instrument, which in these conditions was cheated by excessive front-wheel spin, while it is interesting that John Cooper is amongst those who insists on a maximum-reading rev.-counter, which precludes impulse installations. Sometimes very high-reading tachometers are asked for, mainly for foreign racing motorcycles, although I gather the Camoradi Maserati engines call for readings up to 12,000 r.p.m. Another link Smiths have with motor racing is in K.L.G. sparking plugs, which they now manufacture but which were made in the first place specifically for Brooklands cars by the late K. Lee Guinness.

I discussed particular aspects of speedometer styling and presentation with Smiths Chief Production Engineer, who emphasised that whereas the French favour die-castings, Smiths employ pressings, and use transfer machinery, in speedometer manufacture. They are also very aware of the desirability of using easy-to-read calibrations and their latest methods of printing ensure a high standard of " life in the dials." They pay heed to scientific tests carried out to see which layouts and colouring, etc., are acceptable to tired eyes but automobile design teams seem to ignore such advice and to some extent the customers'—in this case the Motor Industry's—requirements conflict with idealistic presentation. Smiths calibrations are in specially printed figures which respond extremely well to ultra-violet panel lighting, which is replacing the former " black " lighting. White figures on black dials are otherwise favoured.

One of Smiths major problems is that of making the great variety of speedometers called for by the car manufacturers, for if some standardisation of mechanism has been achieved, quite rightly, there remains complete individuality of styling. Ford, for instance, have very firm views when ordering speedometers, Rootes have decided preferences for particular shapes and styles and sizes and colouring of figures and B.M.C. know very definitely what they require, although always willing to co-operate with Smiths specialists.

It is common knowledge that speedometers and distance recorders are nearly always optimistic. Of 38 cars road-tested last year the average speed error at 60 m.p.h. was 5 m.p.h. fast and the average odometer read 1.7 per cent. fast, for instance. This is not because Smiths cannot achieve nearly 100 per cent. accuracy—this " flatter " is ordered by the car manufacturers. Most of them like a speedometer to read +5 per cent. at 30 m.p.h. but the police specify +2 per cent. fast. Tyre growth affects speed readings and while Dunlop can give Smiths exact data, they often have to rely on the car manufacturer's figures when other makes of tyres are specified, which leads to further errors. Car makers explain away these optimistic speedometers by claiming that safety comes into it; they argue that if a driver is intent on demonstrating his car on a road such as M 1 it is better that when the speedometer tells all concerned that, say, 80 m.p.h. has been reached, the car is, in fact, doing nearer to 70 m.p.h.! Incidentally, Smiths always calibrate their speedometers accurately by placing two tiny dots, usually at two different speeds, on the scale, these being hidden by the bezel in the installed instrument, the specified flatter being obtained by false calibration. The little figures you see on the dial, which some people think give the " flatter " in code, merely indicate the revs.-per-mile at 60 m.p.h. and in ratio in the drive gearbox, which may be one of three types in general use.

To walk through the Smiths speedometer factory is to see precision instruments being made in a calm, unhurried atmosphere. They aim to produce some 45,000 speedometers and rev.-counters a week, employing some 1,500 operatives on a 42-hour week. The present recession in the Motor Industry is being felt at Smiths, but by making use of this recession to train unskilled workers, short-time working has been avoided.

I do not propose to explain in detail how a modern magnetic speedometer works, although practical-minded readers can obtain explanatory literature by writing to Smiths, mentioning MOTOR SPORT. Briefly, the distance recorder consists of figure-drums pushed round by cam-operated ratchets, the adjacent drum being initially moved by friction when " 9 " comes up on the right-hand drum. This system is almost foolproof but to entirely obviate sticking or partial movement Smiths are contemplating the introduction of a geared movement.

The speedometer consists of a metal drag-cup, which spins

past a magnet to generate a magnetic force, the strength of this force increasing with the speed of the cup's rotation; this pull, measured against a hairspring attached to the speedometer pointer, indicating speed in relation to the gearbox reduction in use. In the case of commercial-vehicle chassis with two gearboxes a speedometer has to have its own two gearboxes, to cancel out.

Absolute balance of the drag-cup is essential and Smiths ensure this with a highly ingenious machine in which, electronically, a blob of ink is squirted on the cup to show exactly where it is out of balance, a notch automatically cut in the flange then correcting this, whereas formerly balance had to be attained laboriously by trial and error.

Speedometers are assembled in one vast hall, almost entirely by skilled girl workers, on a piecework basis. Assembly proceeds from stage to stage, the girls sitting at separate stations, putting the minute parts together by hand or aided by small automatic screwdrivers and other tools, the growing assemblies being placed on a shoulder-high conveyor-belt for passage to the next station. Early in the manufacturing process the drag-cup spindle bearings, etc., are lubricated with molybdenum disulphide from hypodermic syringes, the girls concerned being responsible for inserting just the right amount of oil, which lasts the life of the instrument.

After the odometer mechanism has been assembled each one is given a visual check of 68 separate items and each movement is then tested for a period ranging from 35 min. to 85 min., depending on the drive-ratio in use. For this test the speedometer heads are mounted on manifolds, of which some 14 are available, each accommodating 96 heads, a 1-h.p. electric motor driving them for the required time. After they have been geared the recorders are checked for readings of from 3 to 5 miles. When the motor is stopped any head giving a false distance reading is rejected. When geared odometers are introduced a different system of testing will be necessary as this type is not easily re-set to zero, bad news for the dubious fringe of the Used-Car Trade!

Every Smiths speedometer is also tested for accuracy of speed recording. This is done on an electrical machine which can simulate any one of 18 speed readings by loading the drag-cup with the equivalent magnetic flux, after demagnetising to prevent magnetic saturation. The girl in charge usually selects four readings by plugging in the required electronic service and she can see at a glance whether the needle takes up its correct position. Afterwards the dial is fitted, on which any required "flatter" shows up.

A typical speedometer which was being made on one of the eight assembly lines was the combined speedometer, fuel contents and temperature gauge for Fords. This has bi-metal indicators common to both auxiliary dials, in conjunction with a voltage regulator and thus you have the accurate petrol level reading found also on the Standard Vanguard Vignale Six, etc. An oil pressure indicator working on a similar basis will soon be in use.

Other inspection checks are made to ensure that warning lights, etc., within the speedometer cluster are functioning correctly, and rejected instruments are put right in a separate bay to obviate interrupting the assembly lines. This extreme and painstaking care in speedometer assembly and inspection reminds one that Smiths are noted for their clocks and watches, in the manufacture of which they achieve accuracy by the precision of mass-production machinery, whereas the Swiss still make watches by hand—the old conflict of model-T Ford versus Rolls-Royce.

On the first floor of the MAI speedometer factory Smiths print the dials to designs styled by their draughtsmen and approved

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WORTH LOOKING AT.—Foreign car manufacturers are proud of their advertising. For instance, Renault have issued an enormous book showing the layouts issued since 1957 in conjunction with C. Vernon & Sons Ltd. in which the Dauphine is seen riding on balloons, even up-ended on its boot, while Mercedes-Benz have issued a similar booklet of their advertising in Life. *It is high time British advertising received recognition, so we present two of the "Worth Looking At . . ." layouts, in which charming young women, model-girls from the Roger Wood Studio, are posed with good cars equipped with Smiths instruments, a series S. Smith & Sons Ltd. have been running for some considerable time, without any ballyhoo—and which we like looking at. Depicted are, top, a girl with a Sunbeam Alpine, below, a young woman and her Jaguar.*



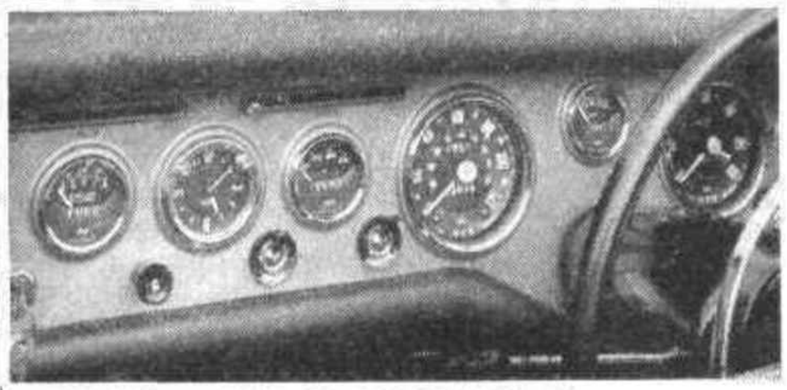
Worth looking at...

The new Sunbeam Alpine is a car worth looking at. The fresh air heating and ventilating equipment is made by SMITHS, and provision is made for SMITHS Radiomobile as an optional extra. The SMITHS and British Jaeger instruments on the dashboard match the car in efficiency and design. The accurate information they provide contributes equally to safe driving and to proper maintenance. They are worth looking at, too.

SMITHS

a name with a world of meaning

SMITHS INSTRUMENTS
SMITHS CAR HEATERS
SMITHS RADIOMOBILE
BRITISH JAEGER INSTRUMENTS
K.L.G. SPARKING PLUGS
BLUECOL ANTI-FREEZE
PETROFLEX TUBING
SMITHS BATTERIES



SMITHS MOTOR ACCESSORY DIVISION • CRICKLEWOOD WORKS, LONDON, N.W.2



Worth looking at...

The SMITHS instruments on the dashboards of Jaguars match the cars in efficiency and design. The accurate information they provide contributes equally to safe driving and proper maintenance. They are worth looking at.

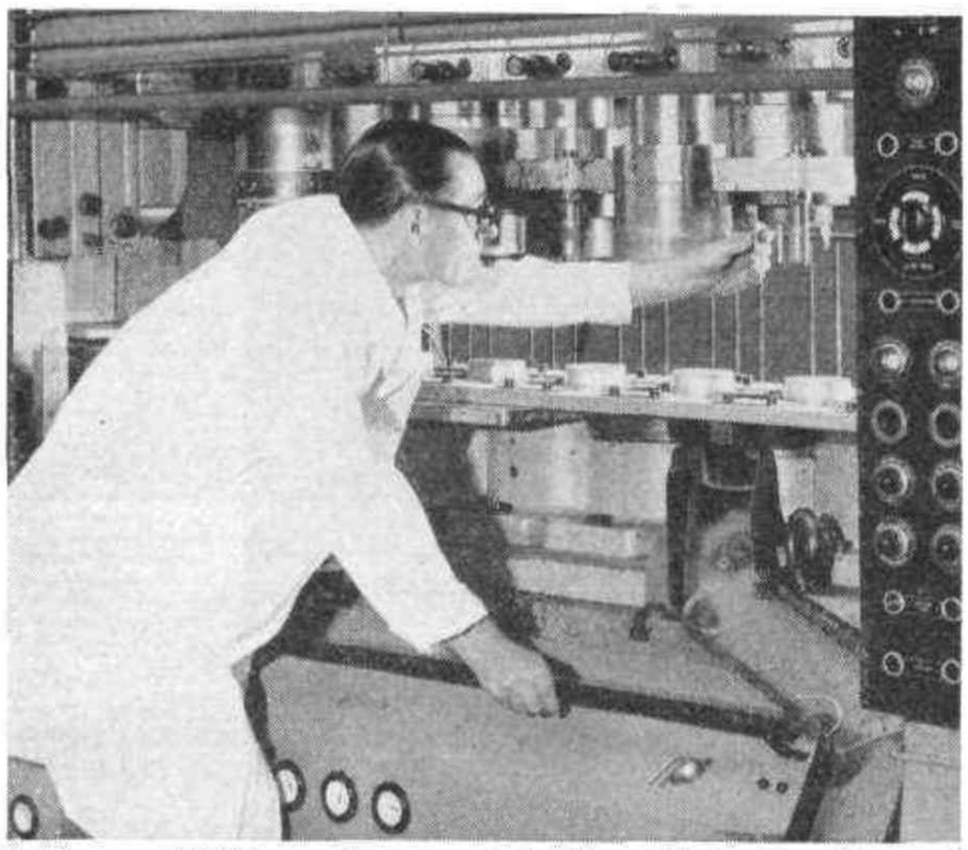
SMITHS

initiative—at the service of motoring

SMITHS INSTRUMENTS
SMITHS CAR HEATERS
SMITHS RADIOMOBILE
K.L.G. SPARKING PLUGS
BLUECOL ANTI-FREEZE
PETROFLEX TUBING
SMITHS BATTERIES



SMITHS MOTOR ACCESSORY DIVISION



A German I.W.K transfer press at Smiths which produces from strip or blank steel 1,200 speedometer cases per hour. It can perform eight simultaneous operations.

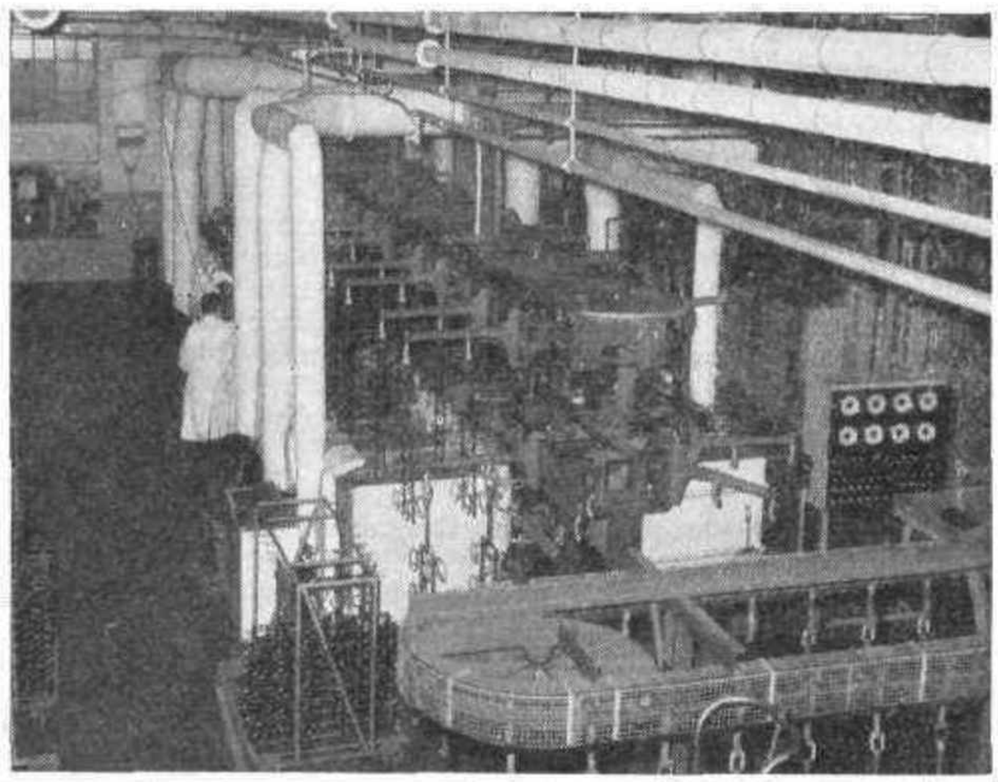
by the car-manufacturers, by two methods, the cliche or offset and screen printing. Lithographic printing did not give the strength or "body" they expect from a speedometer dial and screen printing is applicable only to flat surfaces, which have to be shaped subsequently. So the offset method predominates, the gravure plates being etched to a depth of 2-thou. for the main figures, 1½-thou. for smaller figures or letters. Probably one hundred different dial designs have to go through this printing process. It is interesting that two grades of gelatine are used, one in the winter, another on hot days, this being far easier than enclosing the machines in rooms maintained at a set temperature. Just as every speedometer mechanism is tested individually, so each dial is checked for clarity, two inspections being made of white numerals on a black dial—the inspector's shirt takes on a blue hue when he passes his arm under the ultra-violet lighting, causing one very distinguished visitor to remark promptly "Washed in Tide!"

The printed dials certainly are vividly "alive," and so easy for the motorist to read. They are either air-dried or baked for six minutes in a big infra-red oven.

Apart from the mechanical aspect of speedometer manufacture and the design and printing of the dials, there is the question of



Specialised job—printing the easy-to-read figures on the face of a Smiths speedometer by the gravure process.



The costly transfer machinery in which bezels for Smiths instruments are plated.

the finish of the case to be considered. Justifiably, Smiths are proud of a very costly new Canning plating bath in which up to 70,000 bezels a week can be nickel and chrome plated. The brass parts are hung from an overhead conveyor and automatically immersed, moved on for swilling and further immersion, entirely automatically on the transfer system. The nickel-plating process needs care if the brass is not to be rendered brittle, causing breakage of the attachment tabs when these come to be bent over, but skilled chemists ensure that the contents of each bath and the time of each machine-controlled dip, obviate this. This fine British plant will soon extend down the entire length of the factory, and only zinc plating will remain a manual operation.

The impression I gleaned during this three-hour visit to Cricklewood was of happy workers making precision instruments to an extremely high standard. The girls all look contented, are permitted to smoke, and strike a cheerful note by wearing overalls of varying colours, a further brightness being imparted by their open umbrellas, of many hues, drying on a convenient shelf, reminder that we were in the heart of the British Isles, where the changeable climate is looked after by another Smiths product, in the form of car-heaters.

Apart from the main speedometer factory there is another 40,000 sq. ft. factory a mile away and the old Bentley Motors works in Oxgate Lane is now Smiths London service station.

So I came again to the restful Smiths Centre, opened by H.R.H. the Duke of Edinburgh in 1959, where this great industrial organisation's products, made of twenty or more manufactured units, are tastefully displayed. The motif on the entrance hall is a mural depicting the elements of time and space, very accurately depicted, which might well be headed by the motor car manufacturers who wickedly specify how much "flatter" they want when they order Smiths speedometers for their cars!—W. B.



Speedometer distance-counters on the electrically-driven test-rigs at Smiths Cricklewood factory.

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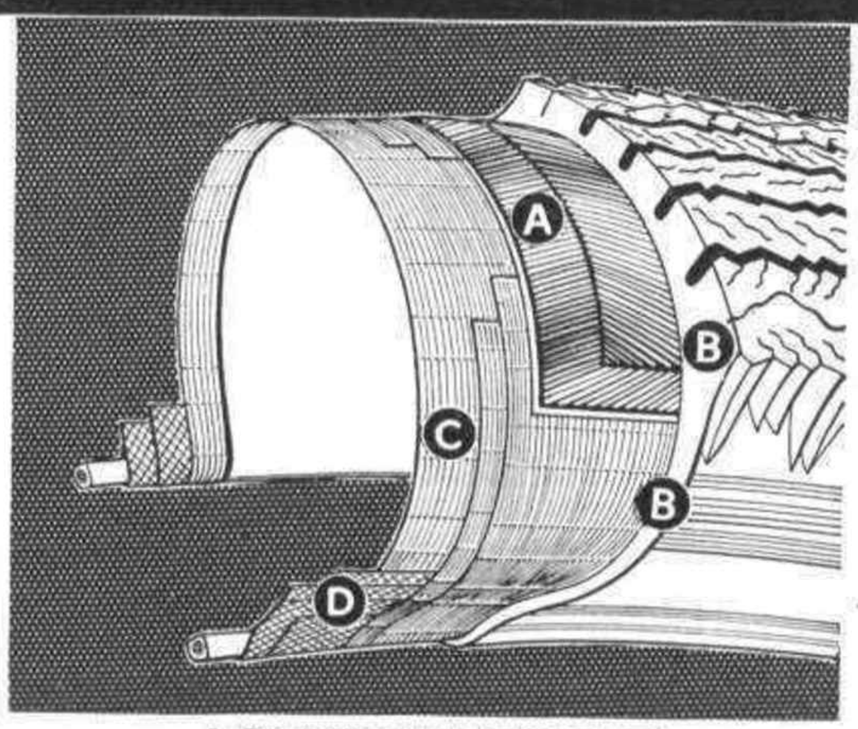
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A POOR MAN GOES MOTOR RACING

Arthur Mallock writes about an aggressive but not war-like (Formula Junior) U2



THE ULTIMATE IN LOW-BUILD.—Other Formula Junior cars tower above Arthur Mallock's U2 on the starting grid at last year's B.R.D.C. British Empire Trophy Meeting at Silverstone. The body is 23 in. high at the uppermost point. How does a Lotus Twenty compare ?

[Photo by R. Sargent

READERS may recall from my article in MOTOR SPORT of October, 1959, that that year had marked several significant steps forward in my search for no-cost motor racing. My 1172 Formula car had been reliable and winning consistently, which had two most desirable secondary effects. Firstly, a little bit of prize money was coming my way, which more than paid for mechanical replacements, so that the "kitty" was not permanently empty and most important of all, I was able to sell the car at the end of the season, so that for the first time in a dozen years I had some real money with which to build a new car. The other important fact was the advent of Formula Junior, which looked like being the best chance for the amateur constructor to break into International racing since the early days of Formula 3 in about 1950.

Many "Special" building projects are still-born, because the builders have no very clear idea of what they are trying to achieve. Before starting, therefore, it is best to carry out an "appreciation of the situation" in the best military tradition. The "object," then, was to build a Junior, for about £400, which would not disgrace itself in International competition, with the ultimate aim of making my racing pay for itself. The "method" was to analyse the different factors which go to make up a good Junior and then try to incorporate them in the design:—

Weight.—Having been born with a spring balance round my neck there was no great problem here. By keeping the basic design some ½ cwt. below the limit, ballast could be added at undertray level to help keep down the c. of g. and also allow the weight distribution to be altered to suit the circuit.

Drag.—Anything approaching "lamina flow" is impossible, on an open-wheeled car, so the object should be to keep down the overall frontal area and minimise air disturbing projections. In 1960 Coopers proved that cutting down the body width doesn't help a lot, their "full width" Formula 1 car having a lower drag than the much narrower Lotus. The U2 has a 23-in. scuttle-height and 44½-in. track, giving a lower frontal area than any 1960 design. Exhaust pipe, wishbones, and suspension units were all enclosed.

Transmission-line loss.—The live rear axle with straight prop.-shaft has a lower loss than any other system.

Selection of gear ratios.—By using a B.M.C. gearbox and differential, four sets of gearbox gears and five or six final-drive ratios are available, to give almost any desired combination. In 1960 many of the rear-engined cars were none too happy in this respect.

Cornering power.—A study of 1959 race results and lap-speeds showed that, on tricky circuits such as Brands Hatch and Oulton Park, the 1172 Formula cars were about as fast as the Juniors, e.g. the Brands lap-records were about the same and at a combined race at Oulton Park in October the first two cars were 1172s. The faster 1172s mostly used live rear axles, swing-axle i.f.s., and asymmetrical weight distribution. Compared to the all-round-independent suspension by wishbone, popular with the Juniors, this arrangement appeared to make up for the deficiency of some 12 to 15 b.h.p. in power output. From the above analysis, the following design was derived:

Chassis frame.—Similar to my 1959 1172 but with the side-members now extending to the full width of the body, i.e. a space frame using mostly 18g. square-section tubes. Experience gained on the very conservative 1959 design allowed a weight saving of about 20 lb.

Body structure.—As in 1959, this consisted of single curvature duralumin panels secured directly to the chassis tubes. Duralumin has a tensile strength of at least 24 tons, i.e. is two or three times as strong as alloys used in conventional body construction, so that 24g. panels do the work of 18g. Chassis depth was reduced 2 in. and the undertray dropped 1 in., lowering the scuttle height to 23 in.

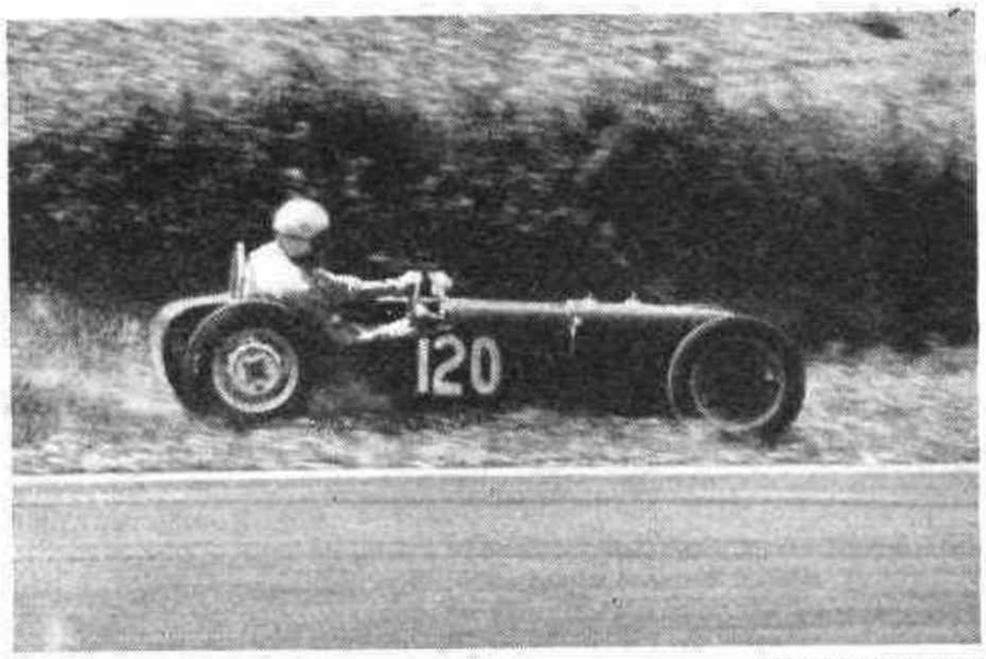
Rear axle.—The Austin Seven rear axle had proved very satisfactory for 1172 use, but the choice of ratios was a bit limited and I wanted an offset differential, so a Minor 1000 axle which retails at £30 was used, with one side shortened 6½ in. I used Austin Seven rear springs and had hoped to use a torque arm, but I could not see any way to mount it and in the end I settled for trailing arms *à la* Sprite, which worked very well.

Wheels.—Sprite 13-in. wheels with 5.25-in. tyres were the obvious choice for the rear, but for 1961 I am using the ex-Gilby Climax wheels with wider (4½-in.) rims. Cooper 500 front wheels fit straight on to the Ford stub axles, and save 20 lb. of unsprung weight. They look a bit queer, however, with 13 in. rear wheels, so I have gone over to 13 in. Condor wheels for 1961. These drop the front end by 1 in. Ground clearance was corrected by chopping ¾ in. off the sump.

Front axle.—This is basically as 1959, i.e. Ford swing-axle. A Standard Eight steering box replaces the Austin Seven layout and the castor angle is reduced from 6 deg. to 4 deg., which completely cured the rather heavy steering of the 1172.

Suspension.—Lotus Eleven Series I suspension units replaced the original leaf spring, saving 12 lb., and the two swing-axle pivots were made concentric to reduce the track without shortening the half-axles. Having spent a whole evening making up short track rods, I discovered that 100E rods were exactly the right length!

Gearbox.—I had intended using a Ford 105E gearbox, but when I discovered it weighed 70 lb. against 39 lb. for the A30, I decided against it and bought a secondhand A30 box for £7 10s.



[Photo by J. Farle

"IT'S QUICKER BY ROAD."—John Harwood spins away his lead during the Trio Meeting at Brands Hatch.

Engine.—This was the biggest problem. I never had any doubt that the 105E was the answer, but how to get a good one cheap was a problem. A professional tuner might well charge the full amount of my £400 budget and, in any case, by Christmas no one was really making any progress. Jack French came to the rescue and offered to build me two engines at a non-professional rate. This took care of the price, but what of the power? I had a lot of faith in Jack's ability as a tuner, but felt that here was an engine which must be developed on a brake. Jack agreed and plans were laid for the installation of such a device. Unfortunately, it never did materialise and this was where we slipped up badly.

In the autumn of 1959, my friend Capt. John Harwood wrote from Cyprus that he was to be posted to Europe in June 1960 and wanted to do some serious racing. By going on a diet of beetroot sandwiches and not having his hair cut too often he reckoned he could save £40 a month out of his pay, so that with disturbance allowance, etc., he should have about £500 by midsummer. I suggested that Junior Formula was the coming thing and that I help him to build a replica of my car. The plan was to order two of all "bought out" items and to have any special bits copied by semi-professionals, and that John would put the finishing touches when he came on leave in May. Unfortunately I got diverted into building a trials car and a go-kart, so that with one thing and another, there was not much more than a collection of bits when John started his leave.

Some six weeks later the car was ready to race and we tried it out at Silverstone the Friday before the A.M.O.C. Silverstone Meeting at the end of June. Apart from a chronic weakness, which we cured by the rather brutal method of dropping the S.U. needles $\frac{1}{16}$ in., it ran very well, but just before we packed up it went sour. Investigation showed a bent valve, and a scored bore due to circlip trouble. Overnight, my engine was installed and at 6.30 a.m. we started to run it in at the track.

John drove in the Junior race and finished a rather ignominious last. "Oil surge," he reported, "I had to nearly stop on every corner." I remembered Keith Duckworth's advice about overfilling the sump and this made a complete cure so that in the Formule Libre race I was able to lap in 1 min. 15 sec., which we calculated would have given us sixth place in the Junior race.

The following day John went to the Trio meeting at Brands and in spite of chronic overgearing and our queer carburation he lapped at 2½ sec. outside the then-current Junior lap-record and finished third after spinning off whilst in the lead.

"D.S.J." wrote in MOTOR SPORT that: "The amateur constructor/tuner could not hope even to get an entry on the Continent, let alone collect any prize money." We were agreeably surprised therefore, to be accepted for Reims on July 3rd and Nurburgring a week later, the first two events entered. After that, organisers actually wrote, asking to us enter and John twice finished "in the money," as we shall see.

John's engine was rebuilt in the rather short and hectic week between Brands and Reims. It was run in by the simple process of driving the U2 most of the way from Calais to the circuit.

There were 36 entries and 25 starters, so the problem was to qualify for the £75 starting money without blowing up. This John managed quite easily, in eighteenth position, ahead of most of the Continental cars. In the race John retired about three-quarters of the way through the first heat, when he lost his radiator cap. The carburation trouble was traced to a leaky manifold and as we had nothing to lose, we decided to ignore the principle of not racing on an untried mod., and cured the leak with the help of B.R.M. and fitted some better needles, borrowed from the Fitzwilliam racing team. The gamble paid off and John finished the second 50-mile heat going much better, lapping constantly at 96 m.p.h., and was classified fifteenth overall.

A week later at Nurburgring the circuit was much more to our liking and this time John qualified in eighth place (out of 36), with only British cars in front of him.

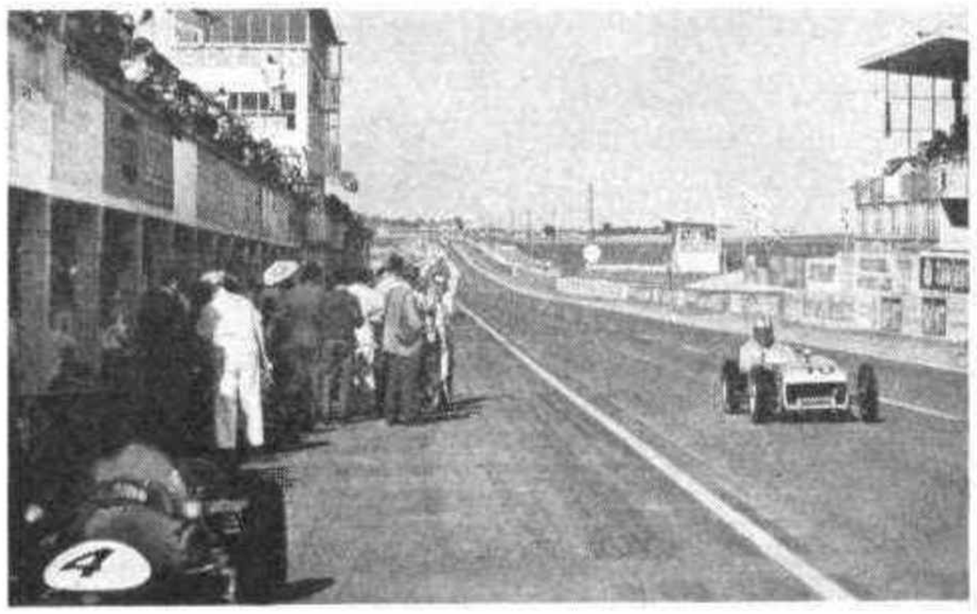
During the winter of 1959/60 there had been something of an alarm and despondency campaign in the Motor papers suggesting that Formula Junior was not for the poor man. One suggestion was that to have any hope of success you must lash out some £500 for a Stanguellini-Fiat or Mitter-D.K.W. engine. At Reims, therefore, we were rather amused to see the Fitzwilliam Team replacing one of their Stanguellini engines with an S.U.-carburetted Ford unit in a successful attempt to restore some measure of performance. At Nurburgring John also had a little chuckle when he passed Mitter's D.K.W.-engined Lotus, allegedly developing 93 b.h.p. He was then running seventh when he suddenly lost 500 r.p.m. Trying to make up time on the downhill section he "lost it" and bent the front end pretty extensively. Power loss was traced to a slipped cylinder liner.

The Services seem to have a lot of exigencies in the late summer and John never had a chance to get the U2 really raceworthy again, but he finished "in the money," eighth, at the next Nurburg meeting and finally, on October 16th, again at Nurburg in appalling weather, he gave the U2 its first International win. True, the British contingent were absent, but against this, his engine was well down on power. (It developed 58 b.h.p. just after the race.)

In spite of the gloomy prophecies, therefore, John could fairly well claim to have achieved "Poor Man's Motor Racing." He had built the car mostly himself, paid for the bits from his salary, won an International race, and in what was really only his first full season, his starting money and prize money had more than paid for all his competing and travelling expenses.

Back in England, the second U2 was slowly nearing completion. On August 26th at Oulton Park the great day dawned. The weather was foul. I had never driven the car in anger until I started from the back of the grid, but before I could say "Live axles give chronic wheelspin," I found myself going into the first corner (Old Hall) in fifth place. I was pipped by Fenning's Lotus by inches for third place, 6.8 sec. behind the winner, and made fastest lap on the one tour on which I wasn't breathing someone's spray. If only the scrutineer had allowed me to practice! I was getting 7,000 r.p.m. in top, with a 4.875 axle-ratio. I was using Webers (compared with John's S.U.s), a home-made cam, and standard inlet valves.

For Rufforth, two weeks later, I changed to oversize (1.400-in.) inlet valves and got 7,400 r.p.m., but was still being left hopelessly on acceleration. A Cosworth cam was fitted for the Peterborough Silverstone Meeting and now we really started to "cook with gas,"



BUILT-IN HEADWIND!—John Harwood's 6 ft. 4 in. results in an aerodynamic loss to U2 as it goes past the pits at Reims at an estimated speed of over 120 m.p.h. A more somniferous driving position is planned for the coming season.

getting 8,000 r.p.m. in top with lap times down to 1 min. 12 sec. We netted our first win and a most acceptable £25 for the kitty.

At Mallory, the following day, we reckoned that on form we might have picked up a couple of seconds (£50), but it was not to be. Trying to save £3 by using Triumph motorcycle push-rods, we did some £15 worth of damage to the engine and lost all chance of any prize money.

A very hurried rebuild saw us at Oulton Park five days later for the Gold Cup. Unfortunately, standard push-rods produced a period at 7,000 r.p.m., just where we were getting our most useful power, but at least we had a troublefree run and finished both 50-mile heats without otherwise missing a beat.

In the Empire Trophy, my penny-wise policy failed again. I had been using home-made close-ratio gears and in the foul weather conditions I had to use third gear most of the way round; after 18 laps this packed up, so that we didn't even qualify for our finishing money. It was the same story at Brands. We had reckoned to fit a steel centre-main-bearing cap in the "off" season, but Brands was one meeting too many. We wrecked the engine to the tune of about £20 without even getting a race. After a very late start to the season, we had raced the poor U2 into the ground with seven meetings in seven week-ends, but apart from engine and gearbox trouble, not a nut had come loose. By 1172 standards, we had had a troublesome season. Only in one race had we really hit top form, but the significant part about it was that in spite of this, prize money and starting money had covered our running expenses, so that we were racing at no more than spectator cost.

Between October 14th and Christmas we had plenty of time to get the car properly prepared for Boxing Day and we made no mistakes. A visit to Ted Martin revealed that in 1960 we had never had more than a very peaky 62 b.h.p. A few minor changes and we soon had 72 b.h.p. showing at 7,000 r.p.m. but still with very little torque. (Maximum torque and maximum power were coincident, at 7,000 r.p.m.) but this extra 10 b.h.p. transformed the U2 and for the first time we came within striking distance of the fast boys. Our 13-in. front wheels worked out very well and our second place netted a very useful £15.

Having got the bugs out of the design, only detail changes are planned for 1961—better back brakes, a better gearbox, a bit more streamlining and, most important, some real power from the engine. I hope to get at least 85 b.h.p., combined with good torque.

At the moment, there are no more U2 Juniors being built in England, but there are two 1172s and one 1,000-c.c. sports car nearing completion, and a Junior is being built in Canada. Production difficulties on replica chassis/body assemblies have now been overcome, so if any "poor men" wish to make their motor-racing pay, there is still a chance for this season if you get cracking.

In conclusion, I would like to say that I have found the "Anti-poor man alarm and despondency campaign" to be entirely without foundation. The Ford engine, which is one of the cheapest, has proved to be the best. Certainly, by 1960 standards, quite remarkably few expensive modifications are required. Standard crankshaft, con-rods, oil pump, rocker gear, big-ends, flywheel and clutch have all been used successfully and even push-rods, pistons, distributor and main bearings can be used at a pinch. The "expensive special bearings" which are quoted as being essential cost, in fact, £4-a-set retail, and the only really weak feature is the centre-main-bearing cap. Up to 75 b.h.p. and 7,500 r.p.m. reliability has been outstanding and I know at least one Cosworth engine which has done a whole season without being touched. You certainly can spend £2,000 on a Junior if you wish, but as to whether this is essential for a reasonable degree of success, I very much doubt.

I recall a comment by "D.S.J.", I think in the 750 Club Bulletin, that the average 750 and 1172 enthusiast has a far greater genuine technical "know how" than his more senior equivalent. Ask a 750 owner his third gear ratio and he will quote it to four decimal places. I asked several Lotus Junior owners this question and none of them had the faintest idea. The chap who builds, tunes and prepares his own car must surely start with an advantage from the "over-the-counter" customer.

Formula Junior is marginally more expensive than 1172, because you need a dynamometer-tested engine, but with a bit of luck you may make up the extra cost in your first season. With Formula Junior virtually replacing Formula 2, 1961 looks like being a bumper season, so "have a go" chaps and let's see a bit of variety on the starting grid.



COCKPIT TROUBLE.—Mallock's unsuitable vizor caused him to spin at the British Empire Trophy Meeting. But the roll-free cornering of the U2 is seen in this picture. The chassis now sells for £57 10s.

HOW TO SELL CARS !

Britain is troubled over the increasing sales of the new American "compact" cars, which is resulting in loss of export business, but is she sufficiently slick in her sales methods? For instance, at the Bow Mac Supermarket in Vancouver, where a Pontiac-Buick-Cadillac-Vauxhall dealership is operated along with grocery sales, a giant outdoor checker-board game is played on the parking lot, which has been marked out in two-feet black-and-white squares. The players are positioned 300 feet above the checker-board and move 24 bathing beauties from the platform of a gooseneck extension ladder mounted on a truck. As each girl reaches the opposite side of the board she is crowned queen and given a prize. The game is broadcast and televised and has brought over 5,000 people to the place.

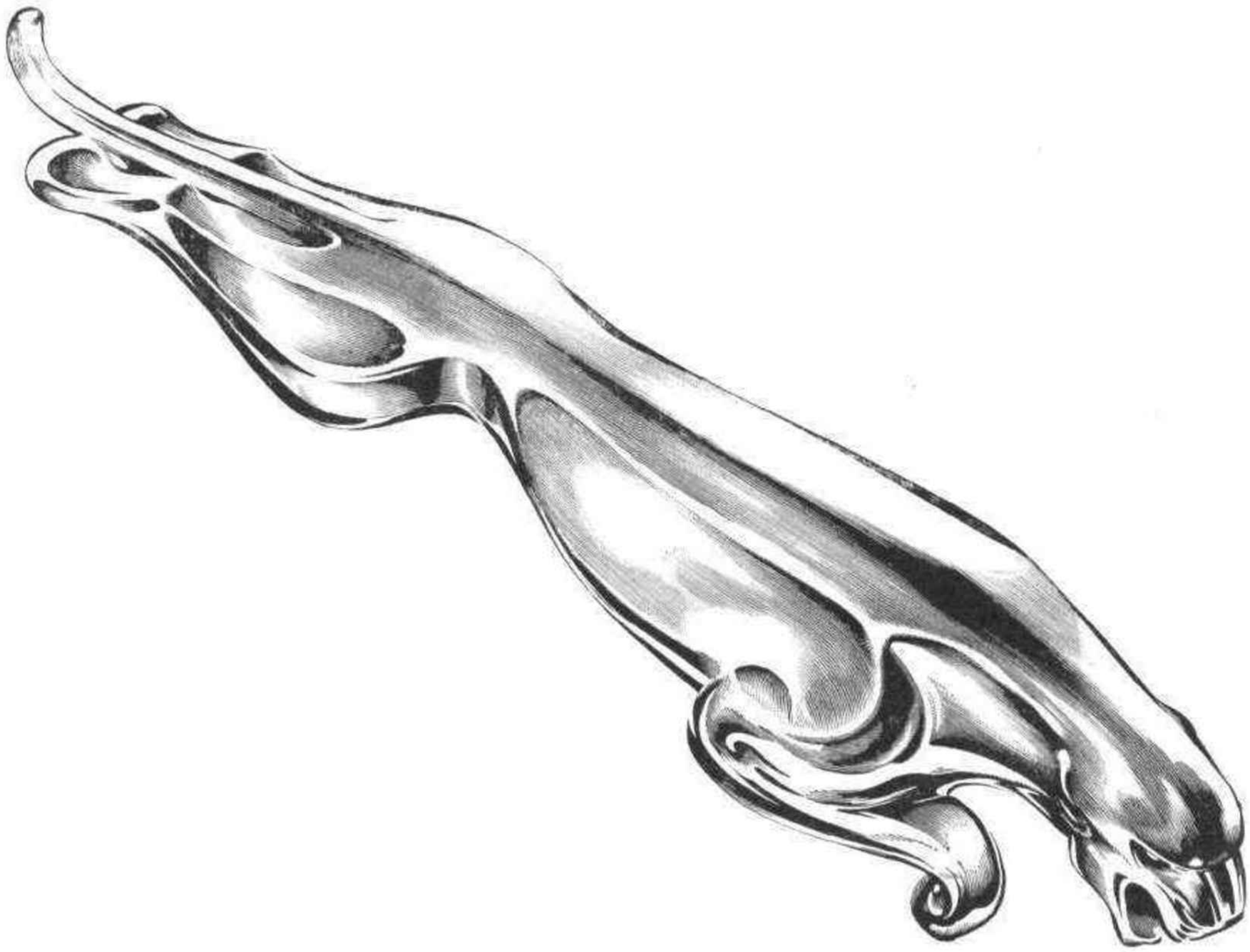
Then, in Birmingham, Ala., a new Dodge model was introduced with a fashion show and a ladies' winter wardrobe was given away as an attendance prize, while in Arkansas newly-washed cars are wrapped in plastic bags until collected by their owners. A Denver repair shop operator has a canary yellow Crosley station wagon covered with signwork that shows up one block away, the little car being towed behind customers' cars on delivery, for use on the return journey. Finally, Goodyear in America have brought out translucent tyres in a rainbow of colours, capable of being "lighted from within for a warm and somewhat startling glow of safety and exotic beauty," according to a Goodyear hand-out. At present these illuminated tyres are experimental and not for sale; they have been road-tested at 65 m.p.h. but, say Goodyear, may not reach the market for ten years.

We intended to comment on the foregoing, but words fail us . . .

POLICE STATE ?

Readers have asked us to comment on a remarkable case that came before the Bridgend magistrates some time ago. According to local Press reports a policeman in a mobile patrol car was charged with driving without due care and attention and without reasonable consideration, after having driven within inches of the off-side of another car, the indicators of which were signalling a right-turn. The driver of this car gave evidence that he had to stop sharply to avoid a collision. A witness following behind in a van saw the incident and gave corroborative evidence.

When a complaint was received the driver of the police patrol car was questioned but he declined to make a statement. In Court it was claimed that there was no evidence to show who was driving the patrol car and the patrol officer was acquitted. How different when the police prosecute a civilian motorist on evidence of a third-party, very often over an incident of which the motorist has no knowledge and in some cases where he is not notified until some days later! How many of *these* cases result in an acquittal because the convicted driver declines to make a statement ?



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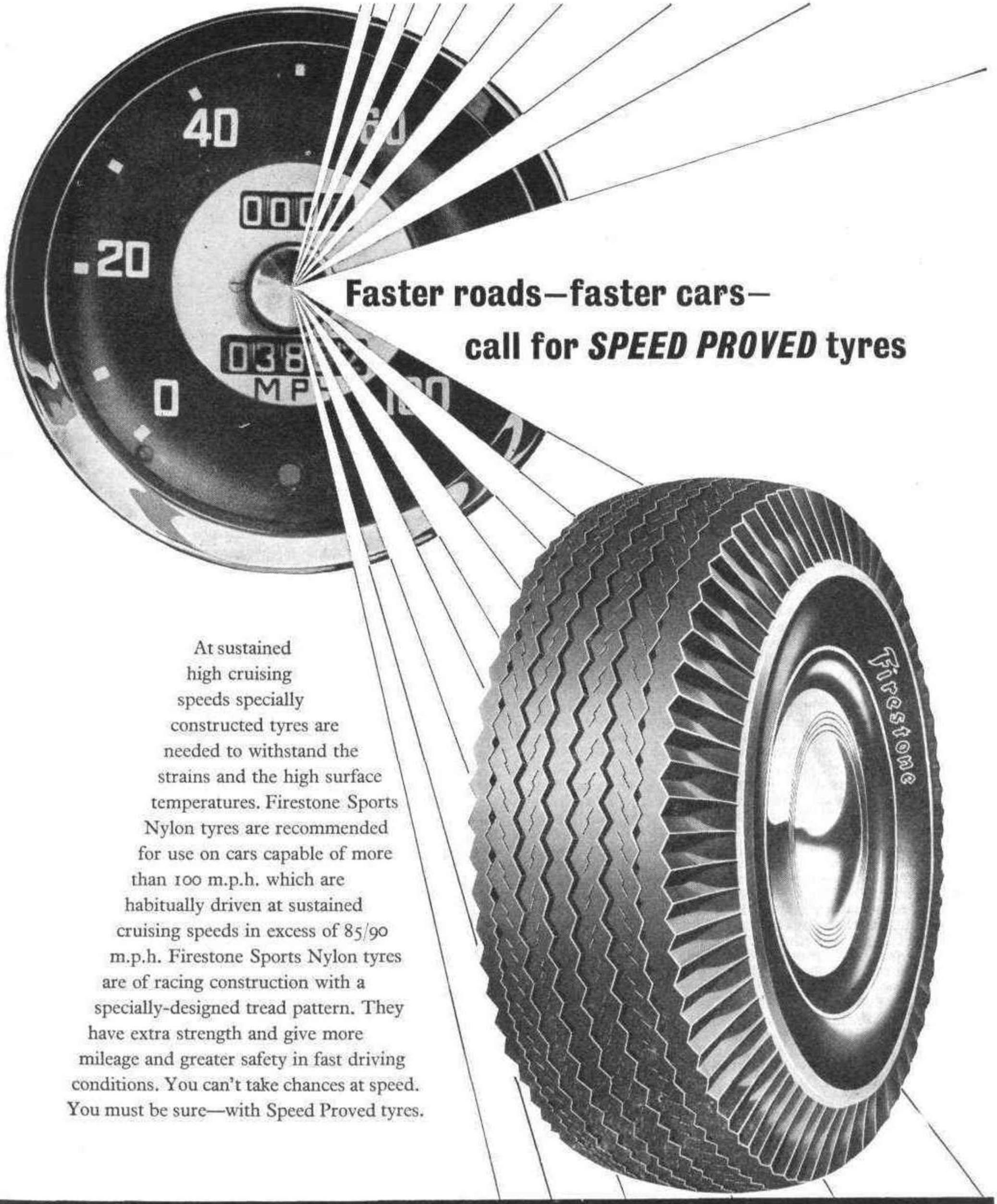
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CARS I HAVE OWNED

by L. R. Hiscock



A TRIO OF OPEN ONES.—The author's Triumph TR2, Porsche 1600S and Jaguar 150s/e show discernment in the choice of cars and a love of fresh air.

IT was around 1919, probably for my seventeenth birthday, that my father presented me with an A.V. monocar. Those were in many respects the golden days of individuality, for if the A.V. was no engineering masterpiece, its rakish line and angry bark supplied all that was necessary to satisfy the most fastidious schoolboy's idea of a "racing car."

It was a single-seat contraption, a negligible chassis bodied by a slender sharply-pointed scarlet-painted shell made up of beaten-out biscuit tins and powered by a V-twin J.A.P. engine set over the back wheels. A two-speed epicyclic train supplied the gears (there was no reverse), starting was by a pull-up chain and the steering was by cable. Any passenger sufficiently bold to venture a ride sat side-saddle and entirely unprotected across the body behind the driver.

The A.V. met an ignominious end. Rounding a gentle bend in fair chat on the Portsmouth Road near Guildford, it encountered a herd of cows. Needless to say there were virtually no brakes and the result was calamitous. We swept the bits sorrowfully to one side and walked home. To add to our humiliation the cow that took the brunt—literally, the point—was completely unruffled.

Next came a Douglas motorcycle with sidecar. I had my eye fixedly on a Model-9 Norton on offer in Oxford and the Douglas, going cheap, was merely a stepping stone in the deal. Never having ridden on two wheels the journey from London was perhaps an over-ambitious undertaking. All went well, however, for the first part. Then, somewhere in the country, a temporary lapse in concentration, not helped by the fact that the throttle functioned in a reverse direction to that of the A.V., which also had a hand throttle, and the thing was out of control, across the road and through the hedge. Mercifully, it was more or less unscathed, and with a little gentle bending assistance from a passing lorry driver we were able to press on.

The Norton proved quite an experience. It was fitted with a device called, I believe, a Phillipson pulley, which theoretically allowed the belt to slip sufficiently to provide a condition approximating to neutral. I suppose on the roads today the machine would be undrivable. You pushed madly and leapt on; if you failed on a hill, you went back to square one and made a fresh start. For my departure from Oxford I *sat* on and others pushed. What happened for the rest of the trip, at least as far as Camberley, remains a blank. It must have been slightly hazardous. Anyway, at Camberley, undoubtedly travelling too fast, we came on a blind hairpin, and well on the wrong side were caught fairly between an oncoming car and a wall. Damage, two bent footrests (where *were* my feet?), but nothing else that needed immediate attention. The local blacksmith fixed it and again all was well until we reached Guildford. Then came the Law . . .

A straight-through exhaust was only partly to blame. I explained my ignorance of matters mechanical to a sympathetic ear, suggesting tentatively that perhaps a too-rich mixture might be responsible. Advice was at once forthcoming and with the greatest goodwill: to stop at the nearest garage and fill up with something different, something less noisy! Happy, simple days, long since departed.

The Model-9, despite its limitations, was reasonably fast and great fun. Our yardstick in those days was 60 m.p.h.; now, of course, it is the "ton." It was replaced in due course by a 16H (three-speed box), another admirable machine, followed by a "90-bore" Zenith and a Martinsyde Quicksix. Of these the former was lethal and not even fast, the latter so dull that I remember nothing of it. There is, however, a story which, at this interval of time, might be repeated for the more broad-minded. The Quicksix went to a sporting friend who in due course set fire to it and with the proceeds invested in a new suit, a gramophone and a wife!

Thus ended a sort of apprenticeship. I must have been around 22 and in my final years as a student, when my father, again to the rescue, bought, I think from Violet Cordery, a hybrid called a Silver Hawk. This in its day may have been fast, it was the forerunner of the famous Invicta and resembled closely in appearance the Riley Redwing. Miss Cordery had, I believe, raced it and it came to us with numbers (I wonder just how far that influenced the purchase!). Fitted with a 1½-litre four-cylinder overhead-camshaft Sage engine (quite advanced I suppose for around 1920 when it was born), it had gas lamps, wire wheels with brass-stud tyres and battery on the running-board.

In those days, believe it or not, even a motoring holiday in remote Cornwall was a mild adventure, especially as one was young enough to dress the part, aero-screens, flying helmet and goggles all essential to the full enjoyment. Stupidly, perhaps, I then kept a ten-bob note in my driving licence against the inevitable cash shortage on the return trip. An encounter with the police in Romsey cured that. Stopped for exceeding the limit, I was fined £5 and told to think myself lucky to escape so lightly!

Following the Hawk came an H.E. (out of which it was necessary to chop a segment of steering wheel in order to see the road), a pleasant enough motor with a maximum of around 65/70 m.p.h., but fairly dicey in the wet.

Here one might pause. I was breathing on the window of Barclay and Wyse in Great Portland Street. There at the back, behind several standard Vauxhall Velox 30/98s, was another: a special-bodied 1921 model, ex-Humphrey Cook road and hill-climb car, the "Lady of the Lake," then used by Barclay as a tender for the T.T. car. At Leslie Wyse's suggestion we adjourned to the local. We took it round the block. We returned to the local to barter. The price was £350 or thereabouts. I scraped the barrel, put a cheque in the post for tax, rang my insurance company, and took home what proved to be a real motor car.

Someone once said that to see a person hitting a ball skilfully was to experience a number of pleasing emotions, but to let oneself go too unrestrainedly left nothing for the man who won the Victoria Cross. To all that has been written and said through the years about the 30/98 Vauxhall, only one thing need be added: that every word is true. Here was a car without peer.

It must be remembered that these were the early 'twenties. The 30/98 was not fast by today's standards. Furthermore, nostalgia has probably heightened its qualities and allowed one to forget the faults, if there were any. Enthusiasts for that illustrious contemporary, the first of the Bentleys, the 3-litre, will probably rate that it's equal. I never owned or drove one, and cannot unfortunately recall the outcome of any battles. It would, however, outstrip the 3-litre Invicta, also of that era, though by no great margin.

There was a drill in starting from cold that may today seem tortuous but was in fact all part of the fun. Our senses then had not been dulled by sophistication; cars of this calibre were rare birds and everything to do with them was exciting. One pumped up pressure from the dash, primed through the plugs (even a Ki-Gass came later), stuffed a rag in the carburetter intake, sucked in on the handle and switched on. Usually a single pull-up was sufficient. Ticking over—the stroke, 150 mm.—produced a gentle rocking of the chassis and a beat you could count. The Velox did an effortless 70 in third and rather over 80 in top (3 to 1) at well under 3,000 r.p.m. Rear wheel brakes and one on the transmission were reasonably adequate, but it needed watching—though no more so than certain modern machinery—in the wet.

Such was my affection for this 30/98 that I owned her three times. On the first occasion she went in a weak moment in exchange for a standard Velox, but only for a few months. Then to W. B. Scott, from whom I bought her back. Finally and foolishly she gave place to a 12/50 Alvis, probably of financial necessity.

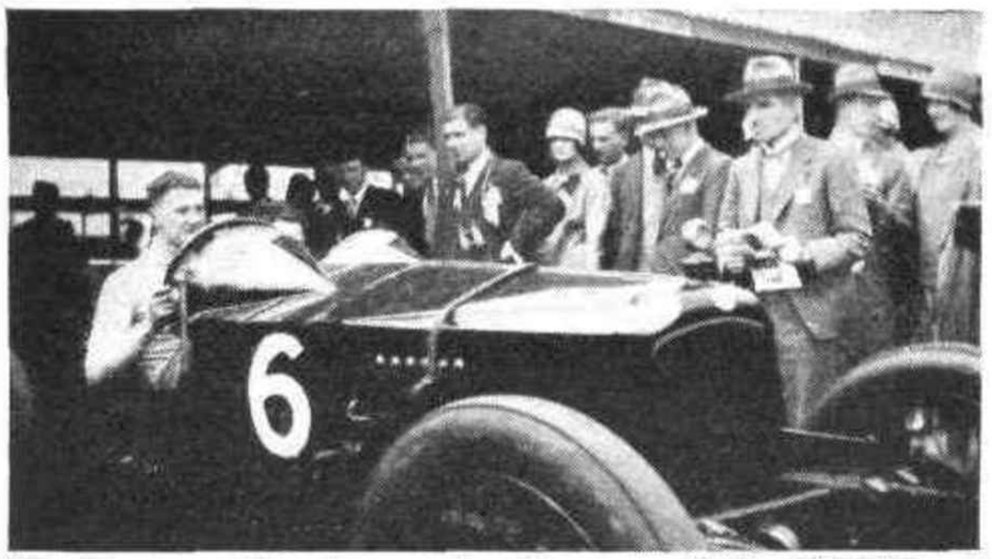
Over the next few years came all sorts of things, good, bad and indifferent. The 12/50 and then a 12/60 Alvis, both sturdy and satisfactory; a " Cup Model " Austin Seven which revved madly but would not stand up to hard cornering, the fabric body disintegrating and the electrics always catching fire. A little Fiat of eight or nine horses, that had the heart of a lion and performed magnificently within its limits; a Hyper Lea Francis, ex-team car, that made so much noise for so little return that I flogged it for a Frazer Nash—and the least said of that heap the better. Out of around the thirty or so cars I have sampled to date, this was, way out and ahead of all, the worst.

We were, of course, young, enthusiastic and slightly mad. They were happy days because the roads were more or less empty. Probably that alone kept us out of serious trouble. Bob Beverley had an Austro-Daimler, Tim Carson a 30/98, Don Lewis Johns a Salmson, Spencer Wilkin a 45-h.p. Renault; other names have gone. The Austro-Daimler held the after-closing-time record from the " Talbot " at Ripley, to the " White Lion " at Cobham. Tim's 30/98 was best from the 43-Club in Gerrard Street to the clock in Guildford High Street. Beyond those I remember only a drive from Guildford after dinner and on the spur of the moment to Weston-super-Mare and back before breakfast (the lady wasn't there!) Carson was far and away the best of the drivers, one of the few with whom one always felt completely happy. Later he bought Barclay's T.T. car, raced it a bit and held at least one Class record. I remember a sad occasion at Brooklands when, warming it up, a piston went, and an even sadder one when, the engine having been rebuilt, the frost caught it and split the block. I believe later Tim turned the chassis upside down and fitted the engine from the 30/98. [Illustrated in MOTOR SPORT at the time.—ED.]

And now to the Bentley era, first a standard 4½, then a Le Mans Replica 4½, and finally a modified Speed Six, ex-John Hindmarsh and Ken Waller. Robust and tolerably fast all of them, though never with the appeal of the 30/98. The Le Mans-type had been caned to glory before I had it and wasn't the easiest thing to keep on the road. The Speed Six was a magnificent beast, murderous on petrol, quite delightful for a long journey. Later I bought a 4¼-litre Park Ward drophead, which cost the earth in 1945, and although coming from one of the Official Retailers gave endless trouble, breaking pistons, half-shafts and heaven knows what else. Apart from which, 85 was about its maximum.

To complete the list before passing to more modern machinery, there was a Morris Cowley (excellent), an Amilcar (bloody), a 2-litre Lagonda (spineless, mostly through poor gear ratios), an A.B.C. air-cooled twin (good for what it was), a Standard Nine (jolly good runabout) and a Zephyr (dull but capable). Also a Speed Twenty Alvis, with no performance, that I bought around 1934, having failed to get delivery of an SS100, first announced at the Show around that time.

We come now to 1937. The Speed Twenty went to Henlys with no regrets in part exchange for the long desired 3½ SS100, 8,000 miles on the clock, price around £350. Here was a motor which matched the 30/98 in appeal and naturally completely outstripped it in performance. It gave no trouble whatsoever, handled magnificently up to 100 (on the clock), and was a sheer joy to drive. It went with me into the R.A.F. in late 1939, when its only fault—the petrol tank suffered under the rear whip of the chassis and repeatedly, despite the introduction of rubber buffers, split its seams—was by-passed by mounting a rather hideous substitute tank over the tail, in the manner of the early days racing cars. It lasted the war and into the peace and at rising 40,000 miles, when everything was getting a bit sloppy, went to a dealer



Tim Carson, today the popular Secretary of the V.S.C.C., at Brooklands with the ex-Jack Barclay T.T. Vauxhall.

in the North for £700. Shame on his head, I saw it advertised shortly after—with the clock wound back to 20,000!

After the SS100 came the 4¼ Bentley mentioned earlier, with first a Standard Nine and then an M.G. TD as a second car. The TD, almost new, was a washout: 65 m.p.h. I took it in desperation to Abingdon and even their tester, after fiddling, couldn't wind it above 70. I remember the occasion for an incident which still seems uncommonly funny. It was just before Easter. I sat for an interminable time, far more than an hour, in the reception office in which there were two desks and two clerks. The desks were more or less bare and the three of us carried on a desultory conversation to wile away the time. Very occasionally the 'phone would ring or someone would come in with a trivial inquiry. The only matter of any consequence that occurred, and caused quite a flap, concerned a request from a customer for a pot of touching-up paint. I cannot remember the details (it might have been a special colour) only that it was all so trivial that I was amazed, not only that there should be so little to occupy these chaps, but that this small item of business should cause such an upheaval. Then came the *pièce de résistance*. One of them turned apologetically to me and said quite seriously : " You know, it's always like this before Easter. You get snowed under! "

The TD went, its place taken by a Triumph TR2, which I still have. To date it has done about 35,000 and merits nothing but the highest praise. People say they are tail-happy. I haven't found it so. The front drum brakes are apt to snatch a bit when wet, but the weight layout, steering, gearbox and of course the engine, leave nothing to be desired. Value for money, first class. Certainly I shall have another. For more serious motoring we bought in 1957 (I think) a DB2 Aston Martin, 1934 vintage. I didn't care for it. It may have been ill-treated, I didn't like the driving position and I suspected, not without reason as things were to turn out, its road-holding. First I fitted a new set of well-known " speed " tyres. The car was almost unmanageable in the wet and the tyre manufacturers took them back, in silence, and supplied a further set of an improved pattern without charge. Returning from the South of France a year or so ago, the Aston began to lose oil pressure. I nursed it home and sent it to the works on the St. Austell-Paddington car ferry: it was by then, though running at normal temperature and apparently quite happy, showing virtually no reading on the tick over. The engine was a wreck and the works fitted a replacement and at the same time overhauled the chassis. It came back running like a sewing-machine. Sad to say, there was still the matter of road-holding. The back broke without warning on a steep wet corner out of Lostwithiel, the front followed and we hit a truck. The heap fetched £300 where it stood; it would have been unsafe and far too expensive to rebuild.

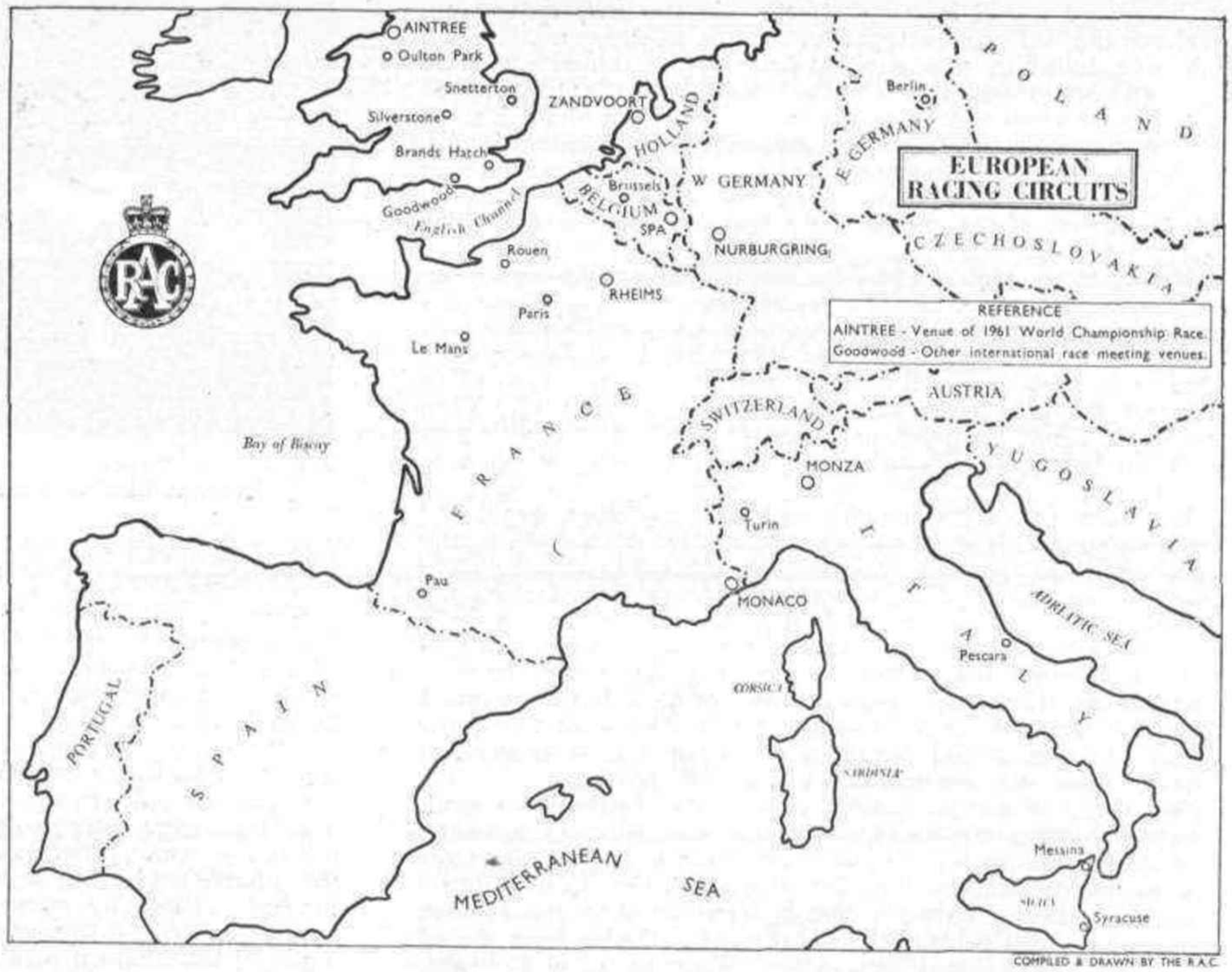
So what to do . . . ? I wanted a Porsche—I'd ordered a D-type at the Show in 1958 and been unable to get delivery—but my wife wouldn't wear an engine at the back after the Aston incident. We settled for a Jaguar 150 s/e drophead. Even if the back end is out of date it's a nice motor car, wonderful value for money, bags of urge in great comfort. It took us to Provence and back last spring, at nearly 23 m.p.g. Of course I like it, why not ? And of course one respects one's wife's opinion. Furthermore, I've only driven a Porsche once and then not for long. I wish I could forget it. Nice motor car . . .

In conclusion, things tempting that were resisted. A huge rotary-valve Itala, heaven knows how many horses, that had turned

Continued on page 191

A MOTOR RACING HOLIDAY

How to Get to a Continental Motor Race



WITH the vast post-war increase in foreign travel many motorists take it as a matter of course to travel abroad for their holidays, and it is now popular to arrange holiday dates to coincide with major motor races taking place on the Continent. These notes are aimed at assisting those who have not previously travelled to Continental motor races.

Firstly, of course, one must decide the means of travelling, as the two air ferry companies, Silver City and Air Charter now offer economically priced flights which take one to the Continent in a matter of minutes. Naturally, prices are still higher than the sea ferries but if time is important to you then they are an excellent means of reaching the Continent. Plans are afoot to provide new aircraft which will be capable of flying cars to such places as Lyons, Strasbourg, and Dusseldorf, thus avoiding some of the long drag across the drearier parts of France. The French Riviera is only 270 miles from Lyons, so that it is quite possible to have dinner in Nice having left home at 8 a.m. the same morning. However, these plans have not yet been approved by the various Governments and may not be operating this summer.

If you wish to travel by the more leisurely means of sea transport such organisations as Townsend Ferries, British Railways, French Railways and Belgian Railways all operate excellent services to various ports on the Continent. The Dover-Calais and Dover-Boulogne ferries take 1½ hours, compared to the 20-40 minutes of the air ferries, and one is able to save further time by having a meal on the ship.

Documentation is the next problem and if one is a member of the A.A. or R.A.C. this can be handled for a small fee. Most countries, realising the importance of tourists, have done away with much of the red tape surrounding entry and exit, and it is a quite simple matter to arrange one's own travel documents. A Form 29c should be obtained from the Stationery Office, filled in and kept ready for inspection by Customs Officers, together with the car log book. A Green Card of insurance should be obtained from one's insurance company (usually supplied free of charge) and this should be kept ready for inspection, together with passports. A normal British driving licence is valid in all European countries except Spain, for which country an International licence can be obtained from the A.A. or R.A.C. A triptyque is also required for Spain, obtainable from A.A. or R.A.C. A regulation size G.B. plate is also a requirement, and although seldom checked is worth fitting, especially if one is involved in an accident.

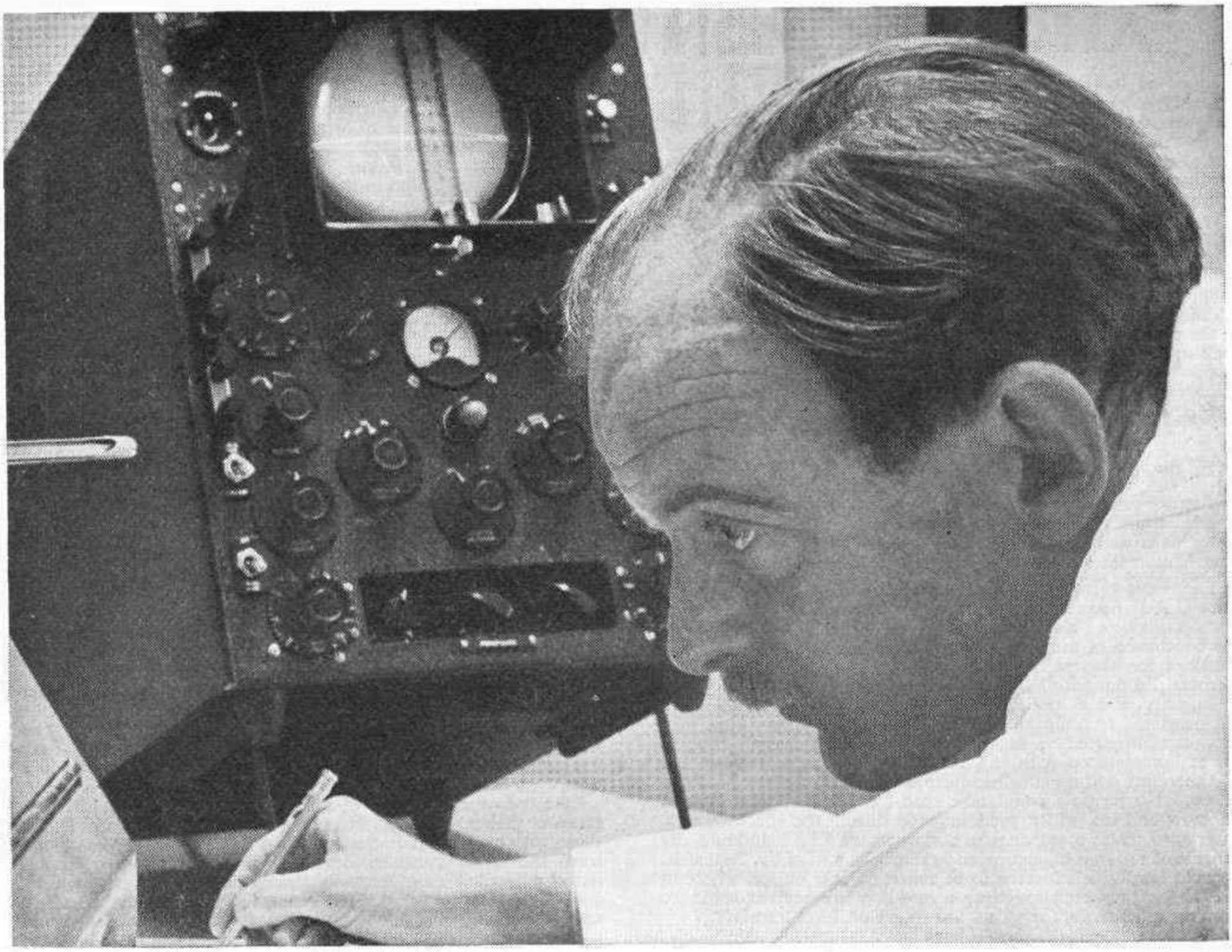
Petrol coupons are available in this country for France and Italy which allow one to obtain fuel at lower prices than those obtaining for the luckless home motorist. Coupons for France can be obtained from branches of Thos. Cook & Son and for Italy from the Swiss Bank Corporation, 99, Gresham Street, E.C.2.

The dates printed here cover the major events but a large number of National events are held all over the Continent which invariably provide interesting racing, as most of the races and hill-climbs take place on circuits not used in International events. Many of these courses, especially those used for Formula Junior racing, are street circuits laid out in towns which provide a brand of racing totally unknown to British enthusiasts. Racing is not confined to the countries which hold Championships events, and if holidays are taken in Sweden, Austria, East Germany, and even Switzerland, one can always arrange them to coincide with a meeting of one sort or another. Details of non-international events can be obtained from the R.A.C. Year Book, which is available from their Pall Mall office at 2s. 6d.

EUROPEAN INTERNATIONAL RACES

Mar.	25th	*Inter-Continental Race, Snetterton.*
April	3rd	Pau Grand Prix, France.
,,	3rd	Goodwood (F.1).
,,	9th	Brussels Grand Prix, Belgium.
,,	16th	1,000 Kilometres of Paris.
,,	22nd	Aintree 200.
,,	25th	Syracuse, Sicily.
,,	30th	**Targa Florio, Sicily.**
May	6th	*Inter-Continental Race, Silverstone.*
,,	14th	MONACO GRAND PRIX.
,,	14th	Paris Grand Prix.
,,	22nd	DUTCH GRAND PRIX, ZANDVOORT.
,,	28th	**Nurburgring 1,000-kilometre Race.**
June	3rd	Brands Hatch (F.1).
,,	4th	Rouen Grand Prix.
,,	10/11th	**Le Mans 24-hour Race.**
,,	18th	BELGIAN GRAND PRIX, SPA.
,,	25th	Berlin Grand Prix.
,,	29th	*Inter-Continental Race, Monza, Italy.*
July	2nd	FRENCH GRAND PRIX, REIMS.
,,	8th	Silverstone.
,,	15th	BRITISH GRAND PRIX, AINTREE.
,,	23rd	Solitude Grand Prix, Germany.
,,	23rd	Messina Grand Prix, Sicily.
Aug.	6th	GERMAN GRAND PRIX (EUROPEAN GRAND PRIX), NURBURGRING.
,,	7th	*Inter-Continental Race, Brands Hatch.*
,,	13th	**Pescara Grand Prix.**
,,	19th	Tourist Trophy, Goodwood.
,,	26th	Copenhagen Grand Prix.
Sept.	10th	ITALIAN GRAND PRIX, MONZA.
,,	17th	*Inter-Continental Race, Turin, Italy.*
,,	23rd	Oulton Park.

Grandes Epreuves—CAPITAL LETTERS.
World Sports-Car Championship—**Black letters.**
Inter-Continental Races—*Italic letters.*



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ANOTHER MONTE CARLO FIASCO

ANY Monagesque not conversant with colloquial English must have been puzzled by the frequent use of the word "fiddle" by the British contingent in the Monte Carlo Rally, coupled from time to time with several other short and explicit adjectives. Although the Automobile Club de Monaco presumably had no intention of giving the Panhard drivers an easy ride into the first three places, their dubious handicapping system gave rise to much bitterness on the part of those who were given impossible tasks. Called by the organisers the "factor of comparison," the system took into account the weight of the car as homologated and the cylinder capacity of the engine. In addition each Group was given a further handicap figure according to the type of vehicle. Thus a series production touring car with four-stroke engine was given the following formula, where r is the factor of comparison: $r = 1\sqrt{\frac{C}{P}}$ where C is the capacity in c.c.s and P is $(p + 2C)$, for which p is the homologation weight in units of 100 kgs. A modified series production touring car was given the formula $1.05\sqrt{\frac{C}{P}}$ and a G.T. car $1.1\sqrt{\frac{C}{P}}$, while two-stroke cars were given harsher penalties, so that a series production touring car with two-stroke engine was given the same factor as a four-stroke G.T. car; a decision which caused the Auto Union factory to refuse to enter.

The result of these calculations gave figures ranging from 0.279 for a D.A.F. 600 to 0.470 for an Aston Martin DB4. The times (in seconds) over the five special stages were added together at the conclusion of the rally and multiplied by this figure and any penalties for lateness or damage added to the answer. What the formula did not take into account was engine power as opposed to capacity, and as the Panhards were fitted with the "Tiger" engine giving 60 b.h.p. to the 42 b.h.p. of the standard unit they were not disgraced as regards power. The "Tiger"-engined car is homologated with the F.I.A. as a series production car and therefore had a better handicap than the cars in the modified group. No formula could take road-holding into account and on snow and ice, which predominated during the special stages, sheer power was not essential, so that whereas a TR3 is undoubtedly capable of 110 m.p.h., compared to the 85 m.p.h. of the Panhards, it could hardly be expected to be much quicker on ice, where in fact it was expected to cover a 30-kilometre section some 10 minutes quicker than the Panhard to get on level terms.

With this formula the French sporting papers were freely tipping the Panhard for a win some time before the event and it was even rumoured that invitations for a celebration cocktail party had been printed well in advance. However, in compensation for the bothers with the handicap system, the road section was the best for some years. Last year's idea of driving to Monte Carlo then going out on a classification test was scrapped, and from the eight starting points of Athens, Stockholm, Warsaw, Monte Carlo, Lisbon, Frankfurt and Glasgow, this year's entrants drove to a meeting point at Charbonnieres, near Lyons, and then took part in a 440-mile drive to Monte Carlo which was split into five stages. On these five stages were five special tests which were to be treated as flat-out blinds. A 30-kilometre test over the Col de Cucheron was included in the first stage, a 33-kilometre test over the Col de l'Echarasson in the second stage, and no less than three tests in the last stage, including the long haul over the snow-covered Col de Turini. In actual fact these tests were quite good enough to sort out the entry without resort to any type of handicapping but the organising committee no doubt feared that there would be little snow and ice about, thus giving an advantage to the more powerful cars.



RELIABLE.—The Assistant Editor leans on the Sunbeam Rapier which covered over 2,000 miles, using no oil, and petrol at 24.4 m.p.g.

Despite their misgivings, most of the British manufacturers who support rallying once again acknowledged the publicity value of the Monte and entered full teams, with no less than six Fords, six Sunbeam Rapiers, three Austin A40s, three Mini-Minors, and even a team of Vauxhalls which were entered by the British Army Motoring Association. Several foreign works teams were entered, although a number of well-known drivers had transferred their allegiance to different cars, Erik Carlsson transferring his entry to a Saab 95 Estate car because of its greater weight, while B.M.W. 700s and N.S.U. Sport Prinzs looked to be more popular this year.

Unusual cars in the entry list included the Polish FSO Syrenas, several East German Wartburgs (which were not allowed to cross West Germany to get to the start at Warsaw), and one or two of the more exotic Continental creations such as Fiat Abarth Monza, Facel Vega Facellia, D.B. Panhard coupés, Lancia Flaminia Zagato, and the new Ford Taunus, while the American compacts were represented by a single example of Chevrolet Corvair and Ford Falcon. Every year one or two racing drivers make an appearance, then declare the event is too dangerous and are never seen again. This year Henry Taylor drove a works Ford Anglia and Giulio Cabianca drove the Lancia Flaminia Zagato. The trouble is that racing drivers can't get used to the idea of waiting for complicated sums to be worked out before they know who's won.

One unfortunate aspect of the Monte Carlo Rally is that the route is printed with the Regulations, so that works drivers or those with enough spare time and cash can go over the route and learn the tricky parts by heart. To even things up, Castrol issued a detailed list of notes for the special sections, prepared by a competitor, which graded the corners so that competitors could take blind bends flat out sure in the knowledge that they would not come to grief, because the notes said it was all right. However, one corner on the Turini was listed as flat-out and several drivers proved that it wasn't—at least in their car—by giving themselves a few frightening moments. Shell and B.P. also gave route cards to competitors using their products which merely listed junctions on the route so that navigation was reduced to a minimum. In addition, roads which are covered in snow are given special attention with snow ploughs and very often cindered, while Dunlops have perfected their tungsten-steel spiked Duraband tyre, which makes driving on ice almost as safe as on dry roads. However, crews have to pay for this protection in the high noise level which they have to endure on dry roads, and Highways and Bridges Departments probably wonder what's been happening to their nice main roads after a few hundred spiked tyres have churned down the High Street. At Monaco, where several cars drove in the races with their spikes still fitted, the Gasworks hairpin looked as if a Churchill tank had been practising hand-brake turns.

All this rather detracts from the Monte Carlo Rally as a serious test of a motor car, which is probably why the B.B.C. entered their ill-fated taxi. At least it was no worse than the charabanc which was entered some years ago, and as the rally deteriorated to a mere publicity stunt Peter Dimmock and Tony Brooks did very well for the B.B.C. as the Continental radio and T.V. stations gave them excellent coverage, with Brooks being interviewed on Monte Carlo T.V. We look forward with pleasurable anticipation to the Grand National, when the B.B.C.'s horse-racing correspondent will no doubt ride a kangaroo—pedigree of course.

Of the run-in sections to Charbonnieres, the Glasgow and Monte Carlo starters had the worst conditions, many of the British drivers losing time on the Mauriac to Le Puy section, which was covered in thick ice and snow. The Monte Carlo starters had to traverse the mountains in the reverse direction to

Continued on page 176

SMALL CAR TOPICS

THE LATEST RENAULT DAUPHINE

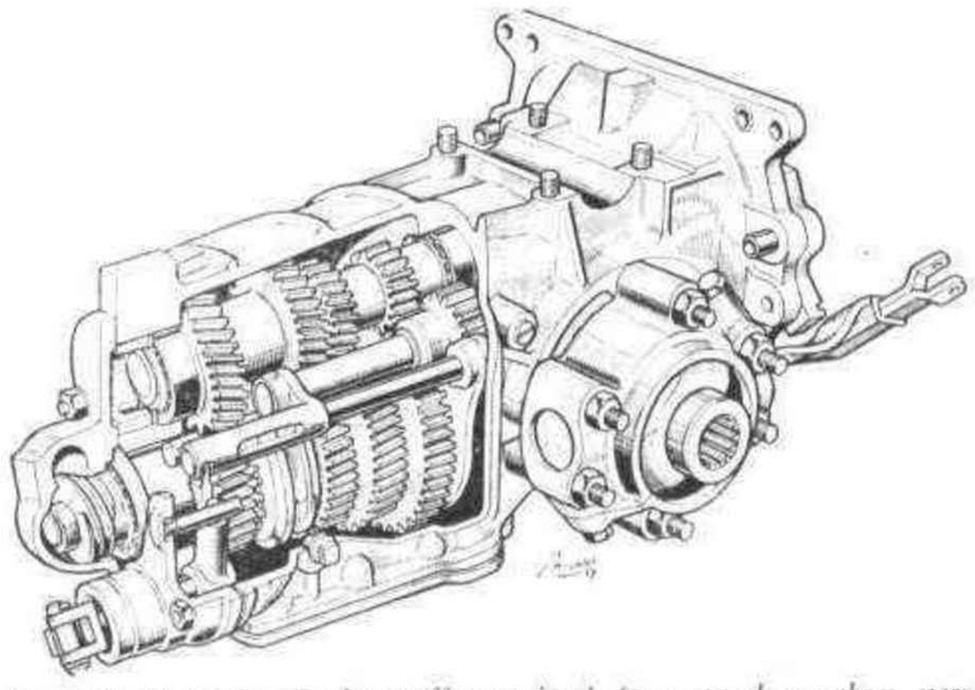
RECENT experience of the Renault Dauphine in four-speed form with "Aerostable" suspension makes it easy to see why this car is so popular, even in this country where the price is inflated to nearly £700. For a four-seater 845-c.c. vehicle the little Renault is not only handsome where many small cars are downright ugly but it provides quiet and therefore fatigue-free travel. Road noise is almost entirely absent, the body, well finished within, does not drum and the rear-placed four-cylinder engine buzzes only when accelerating or when cruising speed goes up to an indicated 65 m.p.h. or more, which can be habitual. The wet-liner 58 × 80 mm. engine develops 31 b.h.p. (S.A.E.) at 4,200 r.p.m. on a compression ratio of $7\frac{3}{4}$ to 1.

The brakes are extremely good, the gear change by tiny central lever with an addiction to nestling beneath the driver's left leg, very pleasant and rapid although not perfect, for it has much lost movement and waggles about. The four-speed gearbox improves the car, absolute maxima of 40 m.p.h. in second and 60 m.p.h. in third gear being useful, and Renault sensibly offer it for a mere £9 10s. extra, appreciating that some people, lady owners especially, still prefer the three-speed box. The ratios provided by the new gearbox are: 1st, 16.19; 2nd, 9.19; 3rd, 6.39 and top, 4.52 to 1.

The Dauphine has something of a reputation for instability if driven hard, so we paid careful attention to its "Aerostable" suspension. The verdict is that the ride is outstanding amongst small cars, hard enough to kill roll and nose-sagging under braking, even to transmitting mild tremors through the body shell, but giving a pleasant floating action over bad, even atrocious, road surfaces. Renault refer to it as being like "riding on a cloud" and although this might suggest a quick trip to Heaven, we can say that in normal driving the latest Dauphine feels perfectly reasonable, over-steer being by no means pronounced, although very slight steering correction is required to keep it on a straight course, particularly if there is a cross-wind. Whether the improvement is due to the "Aerostable" suspension in which two air dampers at the rear and two rubber dampers at the front supplement the coil all-round independent springing or because use of the Gordini gearbox casing happens to lower the swing axle rear suspension by half-an-inch, the effect is very satisfactory.

The Renault Dauphine has the advantage of four doors without anxiety if small children are carried on the back seat, as special door locks enable both back doors to be unopenable except from outside, by simply sliding up the catches. The doors lock easily, with key for the driver's, and shut with precision. The seats are notably comfortable. Some of the former shortcomings remain, such as rather low-geared steering (four turns, lock-to-lock, but with a taxi-like turning circle), ignition key set inconveniently close to the steering column (but capable of locking the steering), facia lighting that remains on if the side lamps are in use (not really a nuisance, however), and wheel arches that intrude (not seriously, though) on front compartment leg-room. Renault fit a really efficient heating and demisting system, which soon demists even the rear window—B.M.C. please study—but with somewhat "fumbly" control knobs under the scuttle; the fan is an integral part of the system and should be used habitually. Instrumentation is well done, the lighting system has been revised to provide separate bright side lamps and direction flashers, and the handy stalk controls for the latter, and for lamps/horn-push, remain. Good wipers slightly impede the forward view when parked and the screen pillars could be more slender but generally the driving position is beyond criticism, while luggage space is particularly generous for a rear-engined car. The facia, finished in rough-surfaced plastics, contains two unlidded cubby-holes.

We formed a high opinion of the enjoyable-to-drive, comfortable and restful Renault Dauphine, which sells here for £699 10s. 10d. in four-speed form, p.t. included. Incidentally, a transfer in the back window gives the names of some of the International rallies in which the Dauphine has scored resounding successes. The rear-placed petrol tank (its filler beneath a bonnet that locks) gives a range of at least 240 miles, fuel consumption came out at 41 m.p.g., and after 500 miles no oil had been consumed. Road-test reports on the Renault Dauphine were published in MOTOR SPORT for May 1956 and April 1959 and impressions of the Gordini version in the issue of September 1959.—W. B.



A sectional view of the well-contrived four-speed gearbox now available for the Renault Dauphine for a very modest extra cost.

* * *

A FANTASTIC SCHEME

We have received from a Coventry motor body engineer a fantastic scheme for selling their proposed new car, the 600-c.c. Hermes. This concern has suggested to the Government that all cars over ten years old should be banned from our roads, that all cars over five years old should be tested under the M.O.T. scheme with additional tests of "bodywork and overall conditions," so that the roads would be cleared of some 3,000,000 cars at present in use.

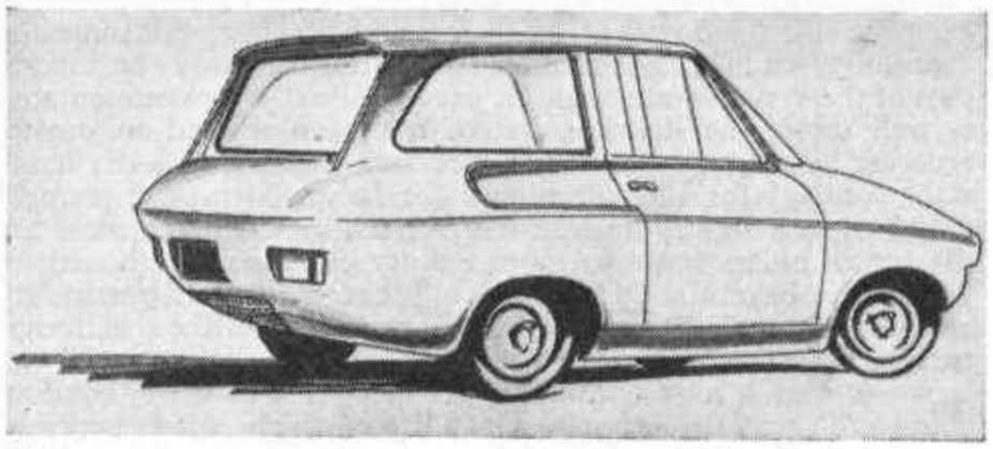
"Mr. Hermes"—we cannot read the duplicated "signature" on the documents sent to us—thinks this would leave 1,500,000 people who would have to replace their old cars either with a secondhand M.O.T.-tested vehicle or a new Hermes! Even if half-a-million folk are foolish enough to go for used cars, "Mr. Hermes" sees a million buyers wanting one of his new cars. This will clear congestion in towns, he tells us, because seven Hermes could park in the space occupied by six "old, sluggish, unmanoeuvrable cars."

Then these nasty old cars, we are told, are unreliable and wasteful, whereas in the Hermes "economy and troublefree life are main points of design."

Finally, "Mr. Hermes" offers to rejuvenate the Motor Industry but producing 250,000 of his little cars in the first year, *supplemented by another* 750,000 *assembled and trimmed in the first twelve months by B.M.C., Rootes, Ford, etc.* (our italics!). In this way "Mr. Hermes" offers the British Motor Industry a million cars to be made in one year with "a sure selling market which would be an opportunity for the whole Industry to catch its breath." We can just see Sir Lionel Leonard, Lord Rootes and the bosses of American Ford queuing up for their Hermes drawings! The only saving grace is that would-be owners are not to be asked to pay in advance, as Hitler did with Volkswagens. But the plot is for the Government to sponsor Hermes, which would encourage them to scrap all old cars! The estimated cost is £25,000,000 and the selling price £300, a profit of £150 per Hermes. An allowance of £50 would be made for scrapping one's old car—and presumably used-car trade out-of-works would man the assembly lines? Some sums purport to show that in the first year the Government would make £50,000,000, after half this sum had been set aside for development and the other half given to the British Motor Industry for its help!

The final plum is expressed as follows: "After twelve months and one million cars produced British roads would be faster safer places, British Motor Industry would have had a much needed breather with full employment and prosperity, and the Hermes would be established with economy, manoeuvrability, space and speed; it could sell both at home and abroad and compete on any terms with any similarly classed model from any country."

What sort of car is envisaged? The specification calls for a four-cylinder 63 × 48 mm. (600 c.c.) overhead-camshaft horizontally-opposed engine (location not stated) giving 25 b.h.p. at 5,000 r.p.m. on an 8 to 1 compression-ratio, in a 7-foot wheelbase shell sprung on MacPherson-type i.f.s. and swing-axle rear suspension, running on 5.20-in. × 10-in. tyres and having 5-in. disc front and 7-in. drum rear brakes. The Hermes idea has, we are told, been encouraged by the "undoubtedly high standard



A drawing of the proposed Hermes Peoples' Car.

of finish and reliability of the VW " which " has proved that reliability and finish more than any other quality, will sell more cars over a longer period. It is estimated that three men could produce a full-size Hermes body in three months and a prototype car, possibly with a proprietary engine, in four to six months. Copies of the scheme have been sent, we are informed, to the Rt. Hon. Selwyn Lloyd, M.P., the Rt. Hon. E. Marples, M.P., and the Rt. Hon. H. Gaitskell, M.P. Their collective reaction, if any, should be interesting.—W. B.

COOPERS CLOSE RACING DRIVERS' TRAINING DIVISION

After considerable discussion, the Directors of the Cooper Car Company have decided that due to their exceptionally heavy development programme, and their commitments in International and Intercontinental racing, it will no longer prove possible to give the attention which the Racing Drivers' Training Division merits. With great regret The Cooper Car Company Limited have to announce the closure of the Racing Drivers' Training Division. Various negotiations are at present taking place with other organisations and it is more than possible that one of these will continue the Training Division.

MONTE CARLO FIASCO

—continued from page 174

get to Lyons and a number of them ran into trouble near Le Puy. The Stockholm contingent, which was the largest, had an easy and uneventful run down, hampered only by a little patchy ice on the German *autobahnen*. At the Charbonnieres Casino the factory service vans had established themselves and the Renault entries were literally inundated with mechanics and the British manufacturers were well represented, while such people as Ferodo, Castrol, Mintex, Dunlop, Michelin, Pirelli, Lucas, Cibié, Don, Redex, and so on, were anxiously fussing around cars which were in trouble. Amidst all this bustle it was refreshing to see Carlsson's Saab standing quite untouched, the driver admitting that no mechanics had been sent down by the works despite the fact that seven cars were entered. He had also driven his car to the start, unlike some British cars which had required the services of transporters and ships. Several cars had been put out of the rally by using French-made spikes in tyres other than Durabands which could not stand the heat generated. Pirelli service men were smugly lowering the pressures in their tyres and whipping on new sets of winter treads and steel spikes in very quick time. The disc brakes of the works A40s were given the once over but pad wear was negligible. These were the A40s that a Sunday newspaper had indignantly declared to be nothing like the car that can be bought from the showroom. Somebody had to find out sooner or later! The Panhard success advertisements also state that one can buy a Panhard for £897 17s. 6d., but to get a car in similar trim to the rally-winning car would require a much larger outlay.

The final 440 miles to Monaco provided some exciting motor racing, especially on the third special section from St. Auban to Roquesteron, where some fast downhill work on ice called for strong nerves, and cars began visiting ditches and clobbering walls fairly frequently. However, the roads were supposed to be closed so no danger to non-competitors was involved. The next stage, over the Turini, involved plenty of snow but few cars came to grief. Here, the Mercedes looked to be very fast, while Trautmann in a Citroën and Carlsson in his Saab were driving superbly. Mary Handley Page collided with a wall in her Rapier after a burst tyre, but as MOTOR SPORT were using a Rapier to cover the rally we were able to fit our spare wheel and unbend the coachwork, although they had lost their clean sheet by the time they were under way again. Further on, and nearly at the finish, we picked up the driver of one of the Polish Syrenas who was heartbroken and nearly in tears after losing a wheel and with it the honour of finishing for Poland.

At Monaco the crews checked in and went their respective ways to wait for the almost inevitable results. In the meantime they consoled themselves with a rally ball, a film show, the prize-giving, an enormous gala dinner, a hill-climb at Mont Agel (won by Philip Walton in his 3.8 Jaguar), and the races on the G.P. circuit, the marking of which was altered just before they commenced, so enabling the Panhard which was placed sixth on the road section to move up into third place.

The festivities and grumbling over for another year, the Sunbeam Rapier was headed for Calais on the Saturday after the rally, and this willing car motored to such good effect on wet roads that Calais was reached in the early hours of Sunday morning, the 803 miles being covered at an average speed of 57.9 m.p.h. and consuming petrol at the rate of 24.4 m.p.g. Well prepared by Rootes, the Rapier was fitted with Dunlop Weathermaster tyres and an excellent pair of dipping auxiliary lamps, aimed to left and right of the car. The tyres restricted cruising speed in the dry to around 70 m.p.h. and added to the noise level but gave excellent grip on snow and ice and at no time did we feel the need for chains. The combination of a willing engine, excellent appointments, comfortable suspension and adequate road-holding help to make the Series III Rapier one of Britain's more desirable sports saloons, and in our hands it covered 2,179 miles, using no oil, and petrol at the rate of around 25 m.p.g. Such thoughtful fitments as two-speed wipers, overdrive, and instruments calibrated in litres and k.p.h. as well as gallons and m.p.h., show that Rootes' engineers are well conversant with their customers' requirements. However, after studying the Monte Carlo Rally cars, not only of the Rootes Group, it is surprising that some of the special rally equipment has not found its way into production cars. After all, most Competitions Managers give as their *raison d'etre* the need to improve their firm's production cars, and as we found on the Rapier the front-seat occupants began to squirm after 100 miles or so because of insufficient back support, while for night driving a more convenient steering-column-mounted lamps flasher would be much better than the dashboard-mounted switch. An accelerator pedal better placed for heel-and-toe changes would also be an improvement. Luxurious reclining seats are fitted to the rally cars, together with all sorts of aids to better driving. Let us hope the day is not too far distant when the slogan " rallying improves the breed " will be true, and these things will be seen on production cars.—M. L. T.

OFFICIAL MONTE CARLO RALLY RESULTS

1st : M. Martin/R. Bateau (Panhard).
2nd : W. Loffler/H. J. Walter (Panhard).
3rd : G. Jouanneaux/A. Coquillet (Panhard).
4th : E. Carlsson/W. Karlsson (Saab).
5th : K. Block/H. Paul (B.M.W.).
6th : E. Keinanen/R. Eklund (Skoda).
7th : G. Happel/J. Guichet (Renault).
8th : J. Behra/J. Berges (N.S.U.).
9th : J. Feret/G. Monraisse (Renault).
10th : Pr. A. Metternich/H. Wencher (B.M.W.).
11th : P. Faure/M. Bonas (Panhard).
12th : P. Harper/P. Proctor (Sunbeam).
13th : P. Hopkirk/J. Scott (Sunbeam).
14th : G. Andersson/C. Lohmander (Volvo).

MONTE CARLO RALLY RESULTS IGNORING THE " FACTOR OF COMPARISON "

1st : R. Trautmann/J. C. Ogier (Citroën DS19).
2nd : E. Carlsson/W. Karlsson (Saab 95).
3rd : G. Andersson/C. Lohmander (Volvo 122S).
4th : P. Toivonen/K. Ruutsalo (Citroën ID19).
5th : J. Rolland/G. Augias (Citroën ID19).
6th : O. Vilkas/L. A. Hurme (Mercedes-Benz).
7th : R. Ott/R. Knoll (Mercedes-Benz).
8th : E. Bohringer/H. Socher (Mercedes-Benz).
9th : P. Hopkirk/J. Scott (Sunbeam Rapier).
10th : E. Keinanen/R. Eklund (Skoda).
11th : M. Sutcliffe/G. Crabtree (Ford Anglia).
12th : G. Happel/J. Guichet (Renault Ondine).
13th : H. Tak/D. Pfann (Mercedes-Benz).
14th : P. Coltelloni/Alec (Citroën ID19).



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RAPIER 1ST

DRIVERS
Peter Harper - Raymond Baxter
Peter Proctor
(for second year running)

AWARDS
RIVIERA CUP, CHALLENGE de la VILLE de MONACO and CHALLENGE POLSKI ZWIAZEK MOTOROWY (Best performance from Warsaw)

RAPIER 2ND

DRIVERS
Paddy Hopkirk - Jack Scott

SERIES PRODUCTION TOURING CARS

1300 c.c.—1600 c.c.

ALPINE 1ST

DRIVERS
Rune Backlund
Nils Falk
(for second year running)

AWARD
Beach Cup

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BOOK REVIEWS

"Automobile Year—1960-1961," edited by Ami Guichard. 220 pp. 12¾ in. × 9¼ in. (*Editor S.A., Box 1109, Lausanne, Switzerland.* English edition 52s. 6d.)

This luxury publication, now in its eighth year, forms a fine addition to the bookcase besides being an excellent source of reference to motor cars, motor racing and motoring year by year. The generous use of art paper and colour illustrations puts "Automobile Year" in a class of its own amongst such annuals, and the high-class advertisements enhance its good taste. Incidentally, this now-accepted and eagerly-awaited publication must have considerable publicity value, especially as few, if any, copies are ever likely to be thrown away and it is a book that will be taken down and looked at throughout the years. It is, therefore, interesting and significant to discover that, of car manufacturers, Fiat take a two-page colour-spread to publicise their 1800-2100 and 600D models, Renault do likewise to effectively emphasise the exclusiveness of the Floride, while Ferrari push the 250GT 2 + 2 in a colour advertisement (the Ferrari 410 Super America coupé special is illustrated in Pininfarina's page advertisement) and Alfa Romeo, Volvo (for the Sport P1800), Lancia (showing a Flaminia coupé in a summer scene), Panhard and Mercedes-Benz have dignified layouts in this International review but, in spite of the fact that sales are slumping in England, only Austin and Jaguar advertise in the current "Automobile Review," and then with stereotyped "copy." Vandervell, though, thoughtfully provide a be-ribboned book-marker.

This eighth edition is full of good things, apart from outstanding illustrations. Race, rally and hill-climb results of 1960 are there for reference, together with descriptions of last year's racing cars, the F.2 Ferrari being the subject of a pull-out colour folder. Records established in 1960 are quoted and the 1961 International Calendar is included.

Amongst the articles Laurence Pomeroy discusses how, in future, extremely compact engines may come into general use, thereby increasing passenger and baggage space, the tuning establishments of Abarth and D.B. are looked at and their histories described by Gauchard and Cahier, there is a well-balanced article on "The Place of the Ancients in The Modern World" by William Boddy (Editor of MOTOR SPORT) in which he sums up the outstanding British vintage sports cars and shows how motoring journalism has changed down the years, while Gordon Wilkins covers the 1960 Motor Shows with emphasis on the cars of the year and W. Woron looks at trends in the U.S. Industry and inquires into the purpose of "dream cars"—those curious experimental vehicles of futuristic demeanour.

Count Lurani reviews last year's motor racing, backed up by the pick of the pictures from such cameramen (or agencies) as Kirbus, Cahier, Guichard, Debraine, Picard, Molter, Eves, Hughes, Goddard, Deacon, Ambor, Pinheiro, Van Bever, Gower, Rubin, Ballard and Alexander—literally scores of first-class pictures for quiet study again and again. Lap charts of the leading races, the markings in the World Drivers' Championship and the International Hill-Climb Championship and fine colour-plates of Brabham, Moss and of famous racing cars in action are included.

Each year "Automobile Review" covers a classic make. Last year it was Fiat, this year Jacques Ickx deals with Renault in an informative and splendidly-illustrated appraisal—although we cannot agree that Renault made straight-eights as early as 1921 and more technical data about the vintage models would not have come amiss. But it is interesting that Ickx's figures for Renault's annual output differ from those in Saint Loup's rather superficial book on Renault and it is significant that he contradicts the legend that the Renault 4 cv owes its origin to the Volkswagen design of Dr. Porsche.

If you have to cut down on your spending in the motor book field, possession of "Automobile Review" will make amends—it is a book that makes you feel you want to own one of the World's newest, most stylish automobiles and that, for a man, probably has the same psychological uplift that women tell us they derive from buying a new hat.—W. B.

"Motor Quiz," by C. K. Wood. 32 pp. 5 3/16 in. × 3 9/10 in., soft covers. (*Ian Allan Ltd., Craven House, Hampton Court, Surrey.* 1s. 6d.)

Quiz problems are generally acceptable and here is a little book of motoring questions (and answers) ideal for club nights or for baiting one's knowledgeable friends. The Editor was "heard" by his "middle" daughter after a hard day at the office (it's as well to have an excuse handy!) and scored 60 per cent. correct answers to the 400 questions.

The problems are pleasingly varied but it is rather important for the person setting them to know the correct answers. Mr. Wood is wrong in giving 1905 as the youngest age of Brighton Run entries, a tachometer counts *speed* not just *number* of revolutions, and the V.S.C.C. recognises cars older than 1920 as vintage, this definition commencing in 1917. The year of the Austin Seven's introduction is given as 1923 but it was described in the technical Press in 1922, while there was a Racing Car Show in London earlier than 1959. The first veteran car run was not held in 1896, because cars taking part in the Emancipation Run that year had not become veterans, nor is the present Run necessarily confined to cars built "not earlier than 1895." The first Morris-Cowley appeared in 1915 not 1919 and "Imshi" was driven by John Prioleau, not Priolean. These errors apart, this little book is great fun.—W. B.

"Performance Conversion Equipment," by Philip H. Smith, A.M.I.Mech.E. 142 pp. 8 7/16 in. × 5 3/8 in. **"The Two-Stroke Engine,"** by K. G. Draper, A.M.I.M.I. 108 pp. 8 3/8 in. × 5 1/2 in. (*G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1.* Respectively, 21s. and 18s. 6d.)

These two latest titles from the House of Foulis are self-explanatory, being useful volumes full of practical advice, the former dealing with proprietary tuning equipment and the application thereof to well-known power units, by an acknowledged authority on the subject, while the book on two-stroke engines not only explains the working principles but the tuning of such engines and gives descriptions of many well-known examples, not forgetting those technically-ingenious and throaty supercharged 4-litre six-cylinder Foden and 3.2-litre Rootes commercial-vehicle units that might one day be adapted for cars. There is a chapter on racing two-stroke engines.—W. B.

"Automotive Essentials," by Ray F. Kuns. 502 pp. 9½ in. × 6½ in. (*Mark Paterson for Bruce Publishing Co., 34/36, Beech Street, London, E.C.1.* 50s.)

We frequently receive requests for text books that form an introduction to automobile engineering and this weighty volume from America, copiously illustrated, should fill this requirement. This revised edition provides information on repair as well as assembly, of motorcycles, scooters and outboard motors as well as cars. Each chapter concludes with questions for the student to answer.—W. B.

The late Mike Hawthorn's "Champion Year" is now available in a 2s. 6d. soft-cover pocket edition (Wm. Kimber), Herald Advisory Services have brought out new editions of their useful "Bed and Breakfast" booklets, covering S. and S.W. England and Wales, N.E. England and Scotland, in two 3s. 6d. booklets, and The India Tyre & Rubber Co. Ltd. have issued a useful booklet called "Safer Driving," obtainable from Inchinnen, P.O. Box No. 5, Renfrew, on mentioning MOTOR SPORT.

A CLEAR ATLAS

Maps are now something of an obsession with the Editor, although it was not always so—before the war he used to rely on the maps in his annual pocket diary, with the result that he once left Cornwall bound for London and found himself and his Austin Seven in Wales—it's a true story! Today he cannot resist collecting maps of all kinds and ages, and welcomes the new Geographers' Road Atlas of Great Britain and Northern Ireland, published at 15s. by the Geographers' Map Co., 28, Gray's Inn Road, W.C.1. This is a very clear, 4 miles to the inch, main-road map, marking motor-racing circuits, aerodromes, telephones, ferries, etc., in 118 sections, clearly indexed. Very easy to read, and with 35 town plans, this Atlas depicts A and B roads very clearly, without giving away cross-country routes to strangers! A de luxe edition is available for 22s. 6d. and those contemplating summer touring will find this Atlas an asset.

TRANSPORT FOR H.M. THE QUEEN

John Gordon of the *Sunday Express* rightly criticised the arrangement that caused H.M. the Queen to ride in a German car—a Mercedes-Benz—in India and in an American car in Pakistan, but he should be delighted to know that on her visit to Jaipur she rode in a very fine 1933 Hooper-bodied Rolls-Royce Phantom II open sports tourer.

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RECAP.

LAST month I reviewed briefly " F. W. Lanchester—The Life of an Engineer," by P. W. Kingsford (Edward Arnold, 1960), but this is a book that merits more detailed comment. There is no doubt that too few of us in the motoring world appreciate the extent of the late Fred W. Lanchester's genius, with which this valuable book deals. If there is any excuse for our ignorance it is that Lanchester was far beyond being merely a talented automobile engineer, pioneer that he was in so many vital respects in this field and near-perfection as were the unorthodox veteran Lanchester cars.

Lanchester was a man of many parts, and extremely thorough in all his serious pursuits—the mark of the genius. He was scientist and poet, engineer and politician, mathematician and author, as Mr. Kingsford's book makes clear. His hobbies were classical music and deep-sea sailing.

The measure of Lanchester's scientific achievement, apart from his formidable reputation in the automobile world, is evident in his work as the founder of the science of aerodynamics applied to aeroplane flight, completed by 1897, which was ignored by the Royal Society for twenty years. In other fields Lanchester showed equal brilliance—whether the subject was perfecting the internal combustion engine or the motor car, simplifying the theory of relativity, lecturing on engineering production, the place of the aeroplane in war or civil engineering structures, or writing a monograph on the musical scale.

In 1939 he wrote authoritatively on exhaust efflux propulsion, showing that he understood the jet engine—he was then 72 years of age.

Lanchester was such a famous scientist that it seems a secondary consideration that he was one of the World's greatest automobile engineers, yet we hear often of the versatility and genius of Ettore Bugatti, so seldom of Frederick Lanchester. Yet here was a man equally of many parts—poet, musician, politician and engineer. Lanchester took to gardening for food produce during the Second World War, when nearly 75, making a two-wheeled, self-steering wheelbarrow of his own design to assist him, just as, when using the concrete staircase of his house in Dyott End, Birmingham, as an air-raid shelter, he designed special narrow stretcher beds for use therein.

Lanchester read and published many learned papers before great societies and institutions, but would leaven discussion with pithy comment and even verse—replying to Prof. F. Soddy about matters relating to skin friction over aerofoils in which the learned professor had drawn attention to an article in *Nature* entitled " The Kiss Precise," Lanchester replied :—

" The Kiss Precise, the maiden said
Is not a Lover's portion,
For clearly at the contact point
There must be no distortion.
But when true lovers kiss we know
Body presses on body,
So take away your chilly kiss—
Professor Soddy."

Lanchester was a practical engineer who enjoyed his workshop, and another relaxation was writing serious poetry under the pseudonym of Paul Netherton-Harries, poems such as " The Centenarian " and " A King's Prayer," etc.

He was equally at home with electrical engineering and problems of human vision as with aeronautical and automobile engineering, and his papers on dimensional theory, electrical dimensions and potted logs are standard sources of reference. From industrial economics Lanchester turned with equal facility to relativity and radiation, from sound acoustics and photographic problems to study of bird flight.

All this is, understandably, rather beyond the scope of most of us who think of F. W. Lanchester in connection with his work on problems of engine balance, worm gearing, epicyclic transmission, ignition apparatus, motor-car suspension and cylinder cooling, etc., etc. Mr. Kingsford enables us to appreciate the full talent of Lanchester's abilities, his forceful methods and personality, and perhaps the British Motor Industry, at present in the doldrums, might do worse than harken to this great engineer who, in 1938, during the second annual lecture of the Manchester Association of Engineers, said : " Some fifty years ago, when I first became connected with industry, I found myself associated with firms managed by the men who had founded them, and these men, on the whole, were full of vigour and enterprise; they had confidence in themselves and, more than that, many were anxious to exploit new ideas, not on the ' get-rich-quick ' ticket, but to establish good, solid industrial undertakings that would be of lasting value and a credit to themselves and the country. Now things are totally different. The slump which began soon after the Armistice, and went from depth to depth, ruined many, and enterprise languished, so that today the whole character of the British industrial leaders has changed. Many even seem afraid of their own shadows."

Lanchester's early cars are well known but Mr. Kingsford's book brings out some interesting lesser-known activities of this great man.

After studying early aeroplanes in France, Lanchester co-operated with N. A. Thompson in building the twin- (Gnome) engined White & Thompson aeroplane, of advanced light-alloy construction, flown from the foreshore near Bognor.

At this time Lanchester was Consultant to the Daimler Company and when war broke out in 1914 he continued in this capacity, served on the Advisory Committee for Aeronautics and assisted Capt. Henderson in trying to defeat Pemberton Billing in the East Herts election. Mr. Kingsford tells us how Billing used " his powerful sports car " for electioneering, revving up its engine to drown his rival's speeches. What sports car was this, I wonder, in 1916 ?

After the war Lanchester continued to advise the Daimler Company. We are told he advised them against the fluid flywheel and, unheeded, must have been amused when a prototype car with this transmission took charge of itself when waiting its turn at a Devon petrol station, mowing down two pumps and the cashier's kiosk before it could be stopped! It was not an easy time for Lanchester. In 1927 he was accused of having undertyred the current Daimler and B.S.A. cars, although in 1926 he had opened a discussion on an I.A.E. paper on tyres for heavier loads, and he crossed swords with L. H. Pomeroy, Daimler's Chief Engineer, over the amount of damping required to cure steering shimmy and was driven nearly to distraction trying to cure the ills (caused by excessive smoking ?) of the sleeve-valve engine. But Lanchester found time to design diesel engines for William Beardmore and from January 1924 to February 1925 he acted as part-time consultant to Wolseley Motors, then controlled by Vickers, while he also investigated the possibilities of rubber for suspension systems (then used on London 'buses as Renault use it today on the Dauphine). Two typical retorts of Lanchester's at this time are worth quoting—" When all is said and done it is sad to reflect that if a spring maker were to produce a beautifully-lubricated spring with fluid friction only, the first thing many would do would be to fit a frictional shock-absorber, such is the tendency to relapse into barbarism " and, at a meeting to discuss the optical indicator for assessing the i.c. engine, Lanchester likened it to being handed a carpenter's screw clamp when he had called for a micrometer!

On detail matters—always interesting—the author tells us that Lanchester's work for Wolseley included reporting on the new 16-h.p. model for the 1924 Motor Show (this took him less than ten days) for which he recommended a four-speed gearbox and alterations to the clutch and position of the gear-lever. He inspected the 11.4 Humber cylinder head for suspected patent infringement and looked at the Armstrong Siddeley Fourteen, Buick Six and 10/15 Fiat, noting such worthwhile features as the Buick's machined cylinder head and Fiat's starter relay-switch. Renault's improved cone clutch was investigated. He approved, once a week, design revisions to the 10, 12, 14, 16/35 and 20/45 Wolseley cars, changing accelerator-pedal position, improving timing-chain tensioning and discussing an all-steel dash with Rubery Owen.

The Wolseley tends to be neglected as a vintage make but if any of these 1924/5 models are still in use their owners may care to know that the great F. W. Lanchester was associated with them. Certainly in October 1924 the designations were changed to 11/22, 16/35 and 24/55 for the three current Wolseley models and several alterations, such as self-priming oil pump, exhaust-jacketed inlet manifold, and wider track on the 11/22 and monobloc head, improved distribution drives by chain, and better gearbox casing and brake drums on the 16/35, were announced, and later front brakes were applied to this model in spite of its ¼-elliptic front springs, Lanchester's ingenuity no doubt solving this conumdrum. A transversely-driven magneto was also introduced on the 11/22 or restyled o.h.c. Ten, which is interesting because the contemporary Lanchester Twenty-one, although the concern of George rather than Fred Lanchester, also had a transversely-mounted magneto, in this case unusual in its location aft of the cylinder block and in its drive by both chain and worm wheel. Later F. W. Lanchester devoted much time to the perfection of coil ignition.

For this work Lanchester received £1,000 for 52 consultations

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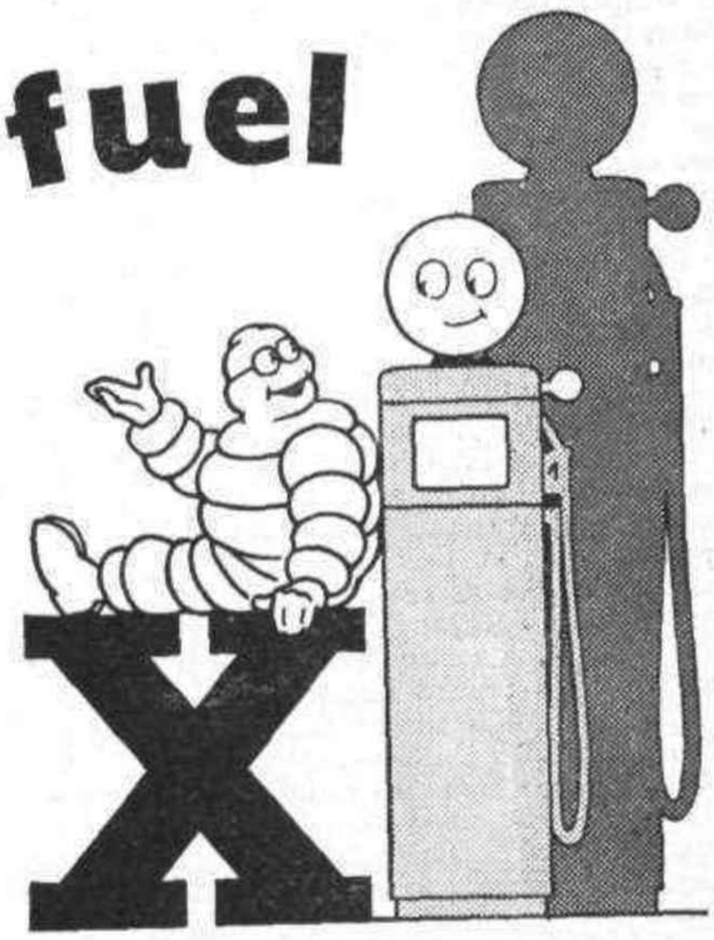
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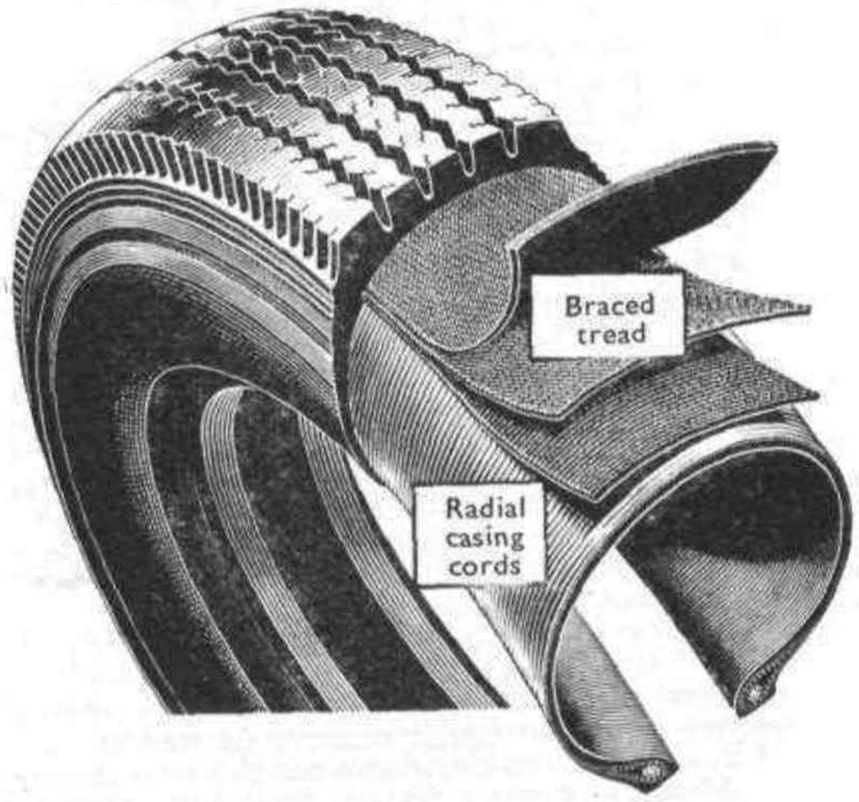
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and Vickers were prepared to double this had he been able to spare them two days a week. Daimler paid him £3,000 a year in 1926. But his war work received no proper recognition; when the Air Ministry offered Lanchester £5 per meeting for work done voluntarily during hostilities he refused in terse terms, calling the offer "a piece of buffoonery." He rated his services in 1914 at 25 gns. a day and in 1919 refused a fee of 50-100 gns. a day to go to Paris. Yet Lanchester died a poor man.

It may not be generally known that he formed his own business (L.L. Ltd.) for making Lanchester loud-speakers, transformers and radios. Do any of these, including his Euterperphone-speaker, still exist ? This venture lost money but if Lanchester died, in 1946, at the age of 78, near to poverty, by then all the learned bodies, from the Royal Society downwards, had recognised and paid homage to him. His last award, the James Watt Medal of the Institution of Civil Engineers, accepted on his behalf by his brother George, he valued "more highly than if I had been offered the crown of England with an O.M. thrown in."

Today there is a Lanchester House at Southampton University, a Lanchester Hall in the College of Aeronautics, Coventry has its Lanchester College of Technology, and the Royal Aeronautical Society has a day each year on which to remember the great scientist, whom the Royal Society was glad to elect a Fellow in 1921 after scorning his early work. But it seems wrong that the Government didn't reward Lanchester for his war-time services, *especially as Granville Bradshaw told us last month that he was paid £43,000 for his A.B.C. aero-engine designs.* And Sir Harry Ricardo did not understate the position when he wrote that "The Motor Industry, who owed him so much, seems to have treated him rather shabbily." The S.M.M.T. allowed him £200 a year and £1,450 was collected to buy him an annuity but a Civil List pension was never granted.

It is right that we should know about Lanchester, one of Britain's greatest engineers and scientists. Mr. Kingsford's book touches on much of Lanchester's busy life, and, if tending to repeat itself, lacking an intimate technical detail and badly needing an index, it repays thoughtful study.—W. B.

CARS IN BOOKS

I never fail to be surprised at the fascinating references to motoring matters to be found in the most unlikely books. For instance, in the autobiography of C. Day Lewis, "The Buried Day" (Chatto & Windus, 1960) in which this poet recalls his days at prep. school, Sherbourne and Oxford and of his excursion into the Communist Party, we find mention of how he learnt to drive on his parson father's secondhand Calcott in 1920, while there are splendidly accurate references to his father's later secondhand cars, which included an unsatisfactory Humberette, a Renault two-seater with brass lamps and a quadrant gear-change, the dickey seat of which fell out on the Edwinstone-Mansfield road with the Bishop of Southwell *in situ.* These "rickety secondhand" vehicles were used to cover the parishes of Chipstone and Carburton in the late period of the First World War. Later we learn that Day Lewis' wife had an Austin Seven in which they were wont to move house, the wheel spokes giving way under the weight of baggage on such a journey between Glasgow and Cheltenham, an experience which has befallen other owners of early Sevens!

There is also mention of playing with toy cars in Edwardian times and a picture of the author's small sons with a typical Lines Bros. pedal car of the nineteen-twenties.

I most certainly did not expect to find any reference to motor racing in that scholarly work "On the Track of Unknown Animals," by Bernard Heuvelmans, D.S.C., with a model introduction by Gerald Durrell (Rupert Hart-Davies, 1958) yet in scornfully disposing of Charles Miller's claim to have seen a dinosaur or *row* while spending his honeymoon in the Sterren mountains in New Guinea, Heuvelmans describes him as "a professional racing driver of cars, motorcycles and hydroplanes" who, having learnt to fly in the 1914-18 war, "turned to stunt flying for a circus." I must confess I cannot "place" this particular racing motorist and his wife, Leona Miller, for the moment but I expect my readers will enlighten me.

A reader weighs in with this quotation from Henry Rendall's autobiography "I Remember Romanos": "I managed to do quite nicely on my £20 salary and actually saved enough to buy my first car, a strange two-seater job made apparently of tin and called an Eric-Campbell." And in "Half-Term Report," by William Douglas Home (Longmans, Green, 1954), which contains delightful accounts of life at Eton and Oxford in the 'twenties, I came across references to the illicit Morris-Cowleys hired by lawless undergraduates and to a Humber Snipe that took the author and its owner, George Mercer Nairne, to Munich, Venice, Madrid, Gibraltar and, by Casablanca, as far as Fez, where it broke down in the middle of the desert outside Fez. There is also mention of Home's "ancient hooded Lagonda" which he bought while playing at the Theatre Royal in Brighton. It was hit by a lorry and overturned in Shoreham; we are told that the insurance company "forked out its full market value," which was £5. Later there is mention of the author's pre-war Fiat 500 "Mickey Mouse" in which he and a friend paid a political visit to Germany on the eve of the Second World War.

In "The Walnut Tree" (Hodder and Stoughton, 1951) Mrs. Monica Hutchings refers to an old Clyno, in the dickey seat of which she was taken for rides out of London to Box Hill, Staines, etc., and once to Brighton, as a schoolgirl, its owner a chauffeur who drove a fine Packard, but, although she describes later rides on her Hercules bicycle which leave one tired and breathless, she doesn't quote the make of the car she owned in recent years. Finally, another reader has come to my support and quotes the following extract from "Period Piece," by Gwen Ravent (Faber):

"Presently he bought a motor car! A White steam car, which he named 'Betsey.' In this we had wonderful fun in the holidays. . . . Sometimes we drove what seemed immense distances then—over thirty miles! Once we drove from a place on the borders of Wales to London in three days, sleeping at Hereford and Oxford on the way; a tremendous effort; we were quite exhausted. The car was always breaking down and having to be given drinks of water with a teacup out of the nearest ditch. Sometimes it blew up and spattered us with orange spray out of the boiler; and at any steep hill it was no better than Aunt Sara's horses; it stopped and we all had to get out and push behind; while someone carried a large stone to scotch the wheel when we were out of breath.

"Mr. Hoskins, the chauffeur, was a gruff sort of character . . . he had the length of his master's foot . . . 'Betsey' had to be painted every year and it took two months every time; Mr. Hoskins insisted that it must be done; he needed a holiday, I suppose."—W. B.

MINIATURES' NEWS

Last month Corgi introduced an ingenious Jeep tower wagon as part of a gift set with lamp standard for the attendant vehicle to clean (No. 14, 8s. 6d.), a fine Ford Zephyr estate car in the catalogued two-tone blue finish, with red interior trim and full load of moulded "luggage" (No. 424, 3s 11d.), and a Bedford military ambulance, with clear and frosted windows, Red Cross markings, etc. (No. 414, 3s.).

Lesney's March models consist of a "King Size" 00-scale (K-5) Foden tipper truck, beautifully finished in lead-free paint, with such details as chassis cross-members, outside column and steering box, twin rear wheels, etc., priced at 3s. 11d.—just the job in which to keep paper clips and pins on an enthusiast's desk!—a "Matchbox"-series (No. 7) Ford New Anglia to 1 : 62 scale and a Magirus-Deutz six-wheel crane truck (No. 30) to 1 : 128 scale, these last two costing 1s. 8d. each. Lesney have also introduced a motor-race circuit in 00-scale (R-4) to amuse juniors and their fathers, this three-dimensional cut-out with pits, stands, bridges and score-boards, etc., costing 1s. 11d.

CORRECTIONS

Some writers and papers prefer not to correct errors, although we all commit mistakes from time to time and owe it to future historians to amend matters. The Editor is therefore pleased to state that when he praised the spot-lamps on the Humber Super Snipe tested last year he gave credit for their excellent illumination to Lucas, whereas the lamps Rootes had specified for this Press-car were, in fact, Lumax. Then, on page 88 last month our printers contrived to make the Editor look like a mis-informed illiterate by omitting a line from his description of the induction system of the 1930 35/120-h.p. Daimler. This *should* have read: ". . . a ribbed exhaust manifold possessed a muff the hot breath from which actually passed through a tunnel across the crankcase to benefit the otherwise unwarmed inlet tract."

THE TREND OF RACING-CAR DESIGN

THE period of motor racing which forms the basis for the discussion of design trends, as applicable to Grand Prix cars, in this article will live in history for two reasons. The years concerned were 1959 and 1960, and in that time there has been an almost complete swing to a basic layout where the engine is placed behind the driver, instead of in front of him, as in the previously accepted orthodox racing car. The other reason that these two years will become historic, is that they were the last in a seven-year span of a most successful Formula, even though it was responsible for the death of supercharging in Grand Prix racing, and also for the encouragement of microscopic and rather flimsy racing cars.

Previously in studying the trend of design in Grand Prix circles, I have started with the engine, which I always consider to be the true heart of a racing car, but this time I must discuss first of all the position of the engine. To some extent this change in the positioning of the engine was encouraged by the type of engine being used, and as the compact four-cylinder unit had become almost universal it was not a difficult matter to change its position from in front of the driver, to behind him. Had cars with straight eight-cylinder engines, or even sixes, been successful and their designers had wanted to re-design them on Cooper lines, then there would have been some big headaches, but as things turned out B.R.M., Vanwall, Lotus and Ferrari, all of whom changed from front-engined designs to rear-engined designs, were using compact four-cylinder units, or V6 units.

However, before we go into the whys-and-wherefores of the change of heart of designers such as Chapman or Berthon, let us look at the history of the rear-engined racing car. From memory I recall that the Czechoslovakian firm of Tatra built a rear-engined racing car in the early primitive days at the turn of the century, but the first successful, or nearly so, design to have the engine behind the driver, but in front of the rear axle, was the "tear-drop" Benz. This was designed by Dr. Rumpler and raced by the Benz company in 1923, and this must really be considered to be the beginning of rear-engined racing cars as far as Grand Prix events were concerned. Well before this there were various home-made specials with rear-engined layout, but none could be considered as serious designs. Dr. Rumpler's bright pupil of those early days soon branched out on his own and developed the rear-engined theme in the early nineteen-thirties. This was Dr. Ferdinand Porsche, revered father of the present head of the successful Porsche factory in Stuttgart. Old Dr. Porsche put the P-Wagen Auto-Union into the Grand Prix field in 1934 and continued to develop it until 1937, by which time it was a pretty fearsome and successful Grand Prix car. The Auto-Union was an incredible car for acceleration purposes, and set up many records, but was not the best thing from the point of view of cornering, for the large weight mass at the rear of the car made it a pretty tricky over-steerer. Until 1939 the Auto-Union continued to be successful in Grand Prix racing, but attempts were made all the time to move the centre of gravity forward, and whereas this was difficult with the 1934-37 cars as the engine was a V16, the 1938-39 cars were better placed, having a V12-cylinder engine. Dr. Porsche's original ideas in designing his P-Wagen were to get maximum traction, by having the largest weight mass near the rear wheels, and to have the rear-end of the car unaffected during a race by a change of fuel load. The World's standing-start kilometre and mile records set up by Berndt Rosemeyer proved Dr. Porsche's first point, but his second one was not so convincing. His contention was that if a car was to have an inherently bad characteristic then it should retain that characteristic at all times. In other words, if a racing car was going to start a race with a violent over-steer, then it should finish the race in the same state, and in that way the driver would know what he had to do all the time. The conventional Grand Prix car of those days had its engine at the front and a load of anything up to 5 or 6 cwt. of alcohol fuel in the tail, so that it can easily be appreciated that such a car would over-steer violently in the opening laps of a 300-mile race, and less violently in the closing laps. In addition, races in those days called for refuelling and a tail-light car coming into refuel halfway through a race would set off again as a tail-heavy one, and many a well-known driver has been caught out by this sudden change of condition. The Auto-Union drivers did not have this worry, their fuel tanks being in the centre of the car, and all they had to do was to learn to control the tail-heavy car at the start and then conditions remained more or less static for the rest of the race. Unfortunately, this starting condition was much more difficult to master than Porsche had hoped for, with the result that only a few drivers mastered the technique, but once they did, then the Auto-Union was difficult to beat.

The history books show how well drivers like Stuck, Rosemeyer and Nuvolari conquered the built-in over-steer of the Auto-Union, and race results prove Dr. Porsche's second point providing suitable drivers could be found or trained.

After the war of 1939-45 the rear-engined Grand Prix car faded from the scene in any serious measure, though a lot of rule-of-thumb knowledge was being gained by British designers in the 500 c.c. movement. It is extremely doubtful whether anyone in 500 c.c. racing put their motorcycle engine behind the driver for any other reason than to simplify the transmission problem. Using a motorcycle engine and gearbox, with chain drive joining them and taking the drive to the rear axle with another chain, as most of them did, practically insisted upon a rear-engine position, and any other advantages later gained were purely incidental. However, these little cars produced a great deal of knowledge on suspensions and steering, but meanwhile the Grand Prix world was persevering with the front-engine layout. One of the most successful in 500 c.c. racing was the Cooper car, and as it grew up it continued with its rear-engine layout until John and Charles Cooper were building nearly full-size Grand Prix cars to this layout. In 1955 they put a Bristol six-cylinder engine into a Cooper chassis, to produce a rear-engined Grand Prix type car, but it was not so outstandingly successful as the 500 c.c. cars had been, and it needed a Cooper specialist to get the best out of it. They were in trouble, as Dr. Porsche had been with his 16-cylinder cars, of having too much engine behind the driver, but in 1957 they had another go, this time with a light and compact four-cylinder Coventry-Climax engine, and this was much more successful. The development of the Cooper-Climax, from this prototype Formula 2 car to the successful Formula 1 cars of 1959 and 1960, is too recent to reiterate.

In 1954-55 the Connaught firm were working on a rear-engined Grand Prix car using a 250-h.p. Coventry-Climax V8 engine, which unfortunately did not materialise, and this would have probably been as successful as the Cooper subsequently proved to be. By 1955 there was a great deal of knowledge available on racing car chassis design, so that it was quite easy to design-out the basic over-steer caused by having the largest weight mass at the rear of the car. Connaught's main reason for putting the engine at the back was to get maximum possible adhesion, for they maintained that if there was only going to be 250 b.h.p. available then the total weight of the car would have to be very low if any sort of performance was to be expected. With a low overall weight the weight of the engine was going to be a vital portion and the only way to hope to get the 250 b.h.p. to the ground through the rear wheels, would be to have most of the weight over the driving wheels. Lack of time, money and facilities saw this project still-born, but the 1960 Cooper-Climax four-cylinder almost reached Connaught's original specification.

When the pattern of Grand Prix racing took a sharp turn in 1958, and the basic requirements of a Grand Prix car changed considerably, as discussed in Trend of Racing Car Design in MOTOR SPORT for February 1959, the small Grand Prix car began to have an advantage over what had become accepted as conventional, and the Cooper-Climax began to become a power in the land. It was hampered at the beginning by being well down on horsepower, compared with its rivals, but in 1959 Coventry-Climax produced a full 2½-litre four-cylinder engine, giving around 235 b.h.p. and this allowed the Cooper to challenge all-comers, except on ultra-fast circuits where sheer maximum speed counted. Maximum speed and maximum b.h.p. are very closely connected, so that at Avus and Reims in 1959 the Ferraris were more than a match for the Coopers, but on any other circuit the rear-engined Coopers were almost unbeatable. They gained advantages on a number of scores, among them good traction, consistent handling, low overall weight and consequent low frontal area, all things which Dr. Porsche had designed into his 1934 Auto-Union P-Wagen.

Naturally, when Coopers began to win important races other designers took an interest in them, and 1959 saw the beginnings of a change of outlook. What had once been considered to be a funny little over-steering rear-engined car had become a race-winner, and so over-steer and rear-engine position soon became

fashionable. This was encouraged by a recession in engine design and development as well as a change in engine requirements, for with increased cornering power, thanks to advancement in chassis design, ultimate maximum speed was no longer so vital, but acceleration was. The first to follow the Cooper lead in present-day Grand Prix racing was B.R.M. and in September 1959 they came out with a very Cooper-like vehicle using much of the then current B.R.M., with the four-cylinder engine behind the driver and coupled directly to the gearbox/final drive assembly. It was fortunate that the B.R.M. designer Peter Berthon had been continuing with his 1954 engine design of four cylinders, for had the B.R.M. had a six, eight or V16 engine they could not have contemplated a Cooper-like rear-engined vehicle. Hardly had the sound of the prototype rear-engined B.R.M. died away than Colin Chapman had his designers sat down and designed a rear-engined Lotus in a matter of weeks using a similar four-cylinder Coventry-Climax engine to that used by Cooper. This new Lotus first appeared in the Argentine Grand Prix of 1960, in the early part of the year, and it brought with it many other innovations in chassis design. Chapman had realised for some time that the rear-engine layout for the Climax-engined car was essential but designers-pride had prevented him from following the Cooper example; however, once B.R.M. had set the ball rolling he unashamedly joined the rear-engine clan. Naturally other small-time designers of one-off "specials" were already following this trend, but during 1960 the seal was finally set on this change to what was considered unconventional, when Ferrari built a rear-engined car using his V6 Dino engine and then Vanwall put one of their engines into a rear-engine Lotus chassis. There were only two manufacturers left with front-engined cars, Aston Martin and Scarab, the former having an engine much too long to contemplate a rear position and the former having too little time, being already two years behind in design. Although Ferrari did not use the rear-engine layout in Formula 1 Grand Prix racing he did so very successfully in Formula 2 and was obviously gaining knowledge for a new 1961 car. Naturally, while all this was going on Porsche were sitting back and smiling, for they had never built a car with the engine in any other place than behind the driver, while the ghosts of Dr. Rumpler and Dr. Ferdinand Porsche must have been sitting contentedly on a cloud and watching with interest. All the while Cooper were busy winning races, being well satisfied at having stuck to a basic idea born in their minds way back in 1946.

By the end of 1960 a field of cars could be assembled consisting of Cooper, Lotus, B.R.M., Ferrari, Porsche and Vanwall, all with rear-engined cars, while Scarab were working on a new car with such a layout and Aston Martin had withdrawn from racing. In other words the rear-engined racing car was with us to stay. This design trend was slavishly followed in Formula 2 and in the rising Formula Junior, so that in two brief years the definition of a conventional racing car had changed completely.

As regards the engine itself there has been no such radical change, in fact progress has been depressingly poor and the only newcomer on the scene has been the four-cylinder Scarab engine. As this was an almost open crib of half of the 1954 Mercedes-Benz W196 engine, with desmodromic valve gear and near horizontal cylinder position, it can hardly be considered to be progress. The Coventry-Climax firm continued to develop their four-cylinder twin-cam engine, producing a little more horse-power, but nothing like as much as some engine designers were getting from the same swept volume six years ago. As the engine was not of such a design that maximum power could be increased considerably, great attention was paid to increasing the torque output and also the torque range, for on most circuits this is what produces results rather than sheer b.h.p. This is a problem that Connaught started developing with their Alta-based four-cylinder engine, and Coventry-Climax aided and abetted by Cooper and Lotus have carried the process to its logical and successful conclusion, the Coventry-Climax 2½-litre four-cylinder engine being used in the winning cars of all but one of the major Grand Prix races of 1960. Ferrari continued to develop his V6 Dino engine, always having more b.h.p. than his rivals, but inferior road-holding on the front-engined cars prevented the drivers from using the additional power, while B.R.M. made not very much progress with their four-cylinder twin-cam engine, which dates back to 1954, and Vanwalls rather curtailed racing programme for 1959 and 1960 saw little improvement in their four-cylinder engine, that obviously reached its peak of development at the end of 1958.

In chassis design a notable feature has been the trend towards independent rear suspension. Independence for the front wheels of a racing car has been agreed upon for many years now, but such independence for the rear wheels has not been popular. A layout on the de Dion principle, where unsprung weight is kept low but the wheels remain connected to one another, and any movement of one influenced the other one, has been popular. Not because it had any great advantage, but it did not have any violent disadvantages, and was easier to design and make than an independent layout, and less liable to vices. One of the simplest forms of i.r.s. has been the swing-axle, but such a layout has always been full of pitfalls, though Mercedes-Benz got over many of them by the introduction of the low-pivot swing-axle design, but even they knew that this was not the ultimate answer. Cooper had adhered to a simple form of i.r.s. that was basically double-wishbones, not from any advanced design theories, but from a number of years of development of a layout used on their first simple racing car. It was a case of i.r.s. worked well on the first Cooper-J.A.P. so such a layout should be retained on all subsequent Coopers, with inevitable development and modification as time went by. The front-engined Lotus-Climax cars used an efficient yet simple i.r.s. arrangement whereby the drive shafts form a suspension member, and this idea passed on to B.R.M. In 1960 Aston Martin built a new rear suspension which was fully-independent, and that day the de Dion rear axle layout, which was at best only a compromise, became dead and buried as far as racing cars were concerned. Ferrari changed to a double-wishbone i.r.s. layout in 1959, along with B.R.M., and in 1960 Vanwall threw away the de Dion tube. Once again a precept of Dr. Rumpler in 1923 had at last reached universal agreement, for the "tear-drop" Benz cars had i.r.s., albeit by swing axles, which we now know to be wrong, but none-the-less the rear wheels moved up and down independently of each other.

From a slavish desire to produce rear independence at all costs, there began in 1960 some interesting developments to try to control the movements of the rear wheels rather than letting them rise and fall, and geometry, like the devil, taking the hindmost. By a careful study of the geometrical movements of wishbones, trailing links, pivot points and so on, designers are now aiming to keep the angle of the rear wheels relative to the ground constant and even to gain a geometrical advantage as the wheel rises. This fine control of rear-wheel movement is only in its infancy, but now that i.r.s. has become essential in the minds of designers there should be some interesting development work on improving current designs. Porsche and Lotus are both loath to let the rear wheels flop idly up and down, and are striving to get the maximum amount of adhesion at all times, no matter whether the suspension is fully compressed or fully stretched. This is being achieved by the use of a combination of trailing links and wishbones.

With the exception of Porsche all other racing-car builders are agreed that disc-brakes are essential and are content to leave their design and construction to the specialist firms such as Dunlop and Girling. The Porsche engineers are still unconvinced about disc-brakes and adhered to well-designed drum-brakes of their own manufacture, and that they may be right can be seen by a number of Formula 2 victories achieved during 1960. I have taken into account Formula 2 cars in this discussion on design trends because at the moment they are very important, as the 1960 Formula 2 car was obviously the prototype for many 1961 Formula 1 cars, as the new F.I.A. Formula for Grand Prix racing came into force on January 1st, 1961. During 1960 it was clear that both Porsche and Ferrari were racing in Formula 2 events with an eye to development work for the new Formula, while Lotus were using Formula Junior for similar purposes.

With the change to rear-engine designs by the majority of racing-car builders, the general shape of racing cars inevitably underwent a change, and much thought went into producing a body shape that did not resemble the Cooper. While copying of the successful Cooper chassis layout was obvious enough, designers did not want to make things worse by making the cars look like Coopers outwardly. B.R.M. used a flat square nose that became rather distinctive, though not very shapely, and Lotus designed their bodywork around the rectangle formed by the water radiator, resulting in the most functional but ugly car designed for some time. Ferrari made little attempt to bother about the bodywork, merely covering his mechanical components with an aluminium body as and where they bulged, resulting in a funny-looking vehicle that at first sight seemed to be going backwards!

As is usual, fully-enveloping streamlined bodywork received a little attention and in 1959, at Reims, Cooper-Climax came out with a car that was fully enclosed. It was a rush job, built more by eye than theory, and the result was that it proved rather

Continued on page 194

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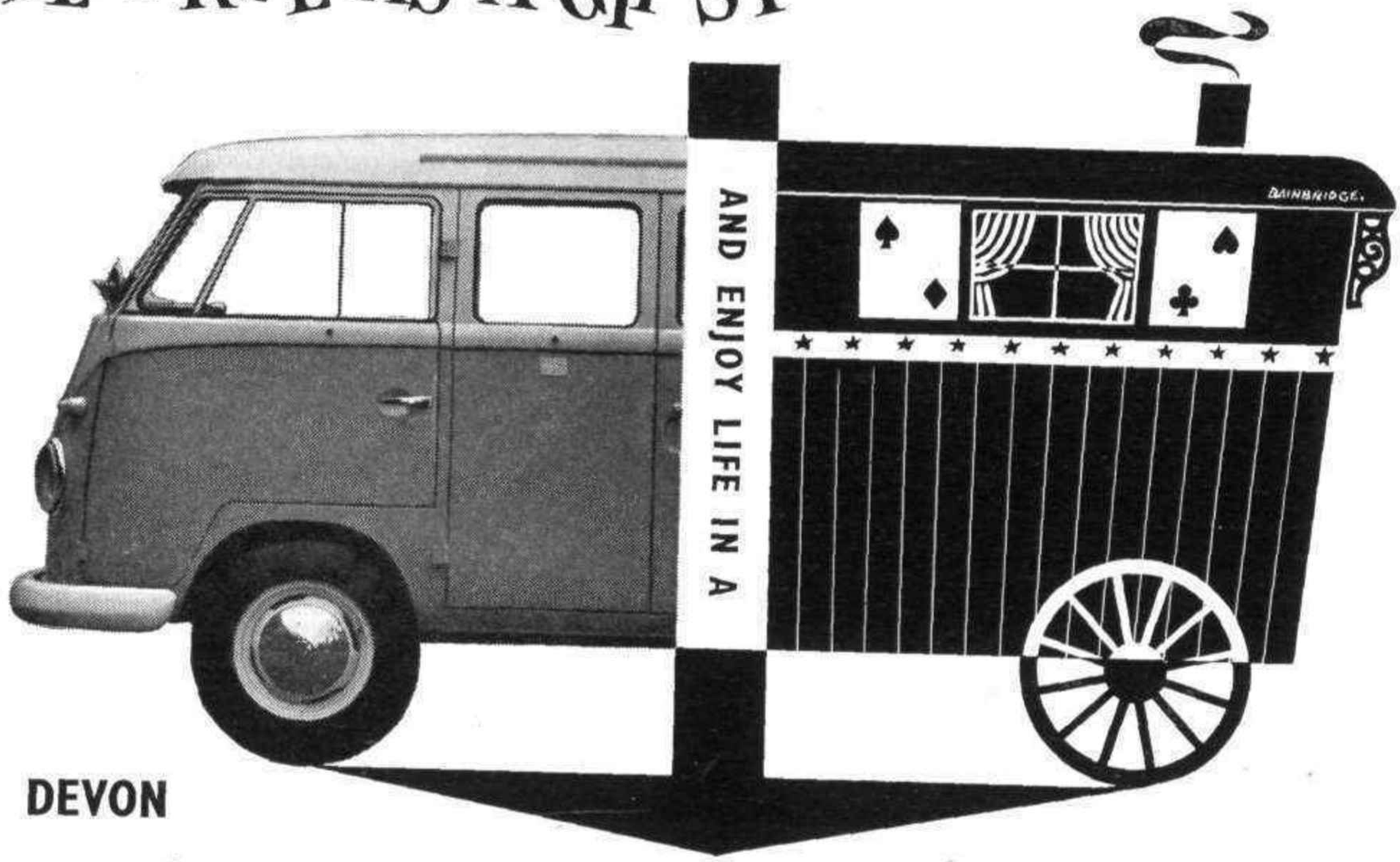
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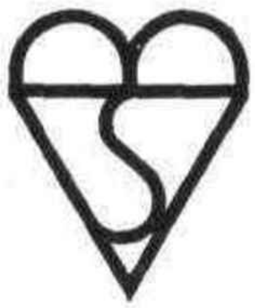
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SPOTLIGHT ON SAFETY

CAR OCCUPANTS KILLED PER 1,000,000 CARS REGISTERED			
	United Kingdom	Sweden	Safety Belt Usage in Sweden
1957	260	247	2.3%
1958	262	245	6.7%
1959	275	233	24.3%

The figures published in this panel are based on statistics supplied by the Swedish Ministry of Transport. Despite a number of variables, such as Britain's greater traffic density, balanced by the fact that Swedish roads are covered with snow and ice for three or four months of the year, these figures undoubtedly prove that the fitting of safety belts reduces the number of fatal accidents. This article sets out to probe the general background to seat belt design, and although there is still much to be learned it can be said that the fitting of one of the approved safety belts will help materially in reducing injuries.



The "kite" mark on all B.S.I. approved safety belts.

THE number of people who have never had an accident must be relatively small indeed, and those who really have escaped without so much as a scratch must be considered very fortunate. The use of safety belts is still very limited in Britain and accident statistics are not yet available in sufficient detail to prove the usefulness of the various forms of safety harness. Despite conflicting claims from manufacturers it became obvious that safety belts were saving lives even from the few personal accounts which were reaching us, and some months ago MOTOR SPORT began investigating the equipment on offer. However, in discussions with manufacturers and car owners with safety belts fitted it became clear that there was little or no unity of opinion on the subject. As this all happened a year ago, before the British Standards Institution published its Standard for seat belts, manufacturers could make what claims they liked and very often did, and the purchaser had no means of checking their claims. In fact, there must be many drivers motoring on the roads today with safety harnesses which would fail the B.S.I. tests. A sobering thought.

Most of the research into the protection of car occupants in an accident has been done in the United States and Sweden, and much of this by Universities and private research organisations who have had considerable difficulty in making their voices heard. One prominent American scientist, Andrew J. White, did considerable research into seat belt design, then offered 5,000 dollars to the safety harness manufacturer who would drive a car fitted with a harness of his own make into a brick wall at 12 m.p.h. There was not one acceptance. The more rigid Swedish laws on drinking and speeding have obviously instilled some degree of discipline into the Swede and he has readily taken to seat belts. The Swedes have had a safety belt standard for some time (the B.S.I. Standard was evolved from it) and the use of seat belts is now comparatively common. Much play was made over the Christmas holiday by Mr. Marples that Sweden suffered only one fatal accident compared to Britain's 127, but this can almost certainly be attributed to the very stringent laws on drunken driving and the use of safety belts. It would be interesting to see how many accidents occurred in Sweden as compared with fatalities.

The safety belt can only be considered as a palliative as there is still much research to be done by car manufacturers in making their cars less dangerous for occupants who may strike such things as dashboards, steering wheels, gear-levers and so on. If British manufacturers have carried out any research in this direction they have remained remarkably quiet on the subject, and the only visible sign of endeavours in this direction is some foam rubber padding on parcels shelves and dished or collapsible steering wheels. Only Daimler-Benz and Volvo have shown in public their efforts at increasing the safety factor of their cars, while Citroën have taken up the Belbrace Safety-Seat which was described by Dr. John Moore, a safety expert of Cornell University, as "the most efficient solution to the concept of passenger restraint of the human body in automobile and aircraft accidents I have ever seen." Unfortunately this British invention is expensive and even on the Citroën is only available as an optional extra. This brings us to the question of how the motorist is to be convinced that safety belts will save his life. A considerable publicity campaign was waged to persuade motorcyclists to wear crash helmets, which has been quite successful, and a similar unofficial campaign is in hand for the safety belt but does not appear to be quite so successful. The general high cost of the equipment may be one factor but one would have to employ a psychologist to deduce the others. He would probably reason that those who do not fit belts feel that they are making a subconscious admission of fallibility, on the basis of "It couldn't happen to me," while those egoists who think that "given the chance I could show Stirling Moss the way round" have such an exaggerated idea of their own skill that they would never admit to ever making an error of judgment. However, one is sometimes involved in an accident through no fault of one's own, and no matter how skilful the driver accidents occur with such terrifying suddenness that no driver in the world could possibly avoid them.

Many drivers would probably require some proof that a safety belt would be of use to them but unfortunately no official records are kept by the police and one must rely on personal reports to manufacturers, from grateful clients. No two accidents are alike, so it is impossible to dogmatise on the type of accident which one

Continued on page 190



BEST BUY.—The Consumer Advisory Council recommends the Richmond complete safety harness as the "best buy" amongst seat belts, not only on material strength but on design and the strength of anchorage plates. It cost £12 10s.

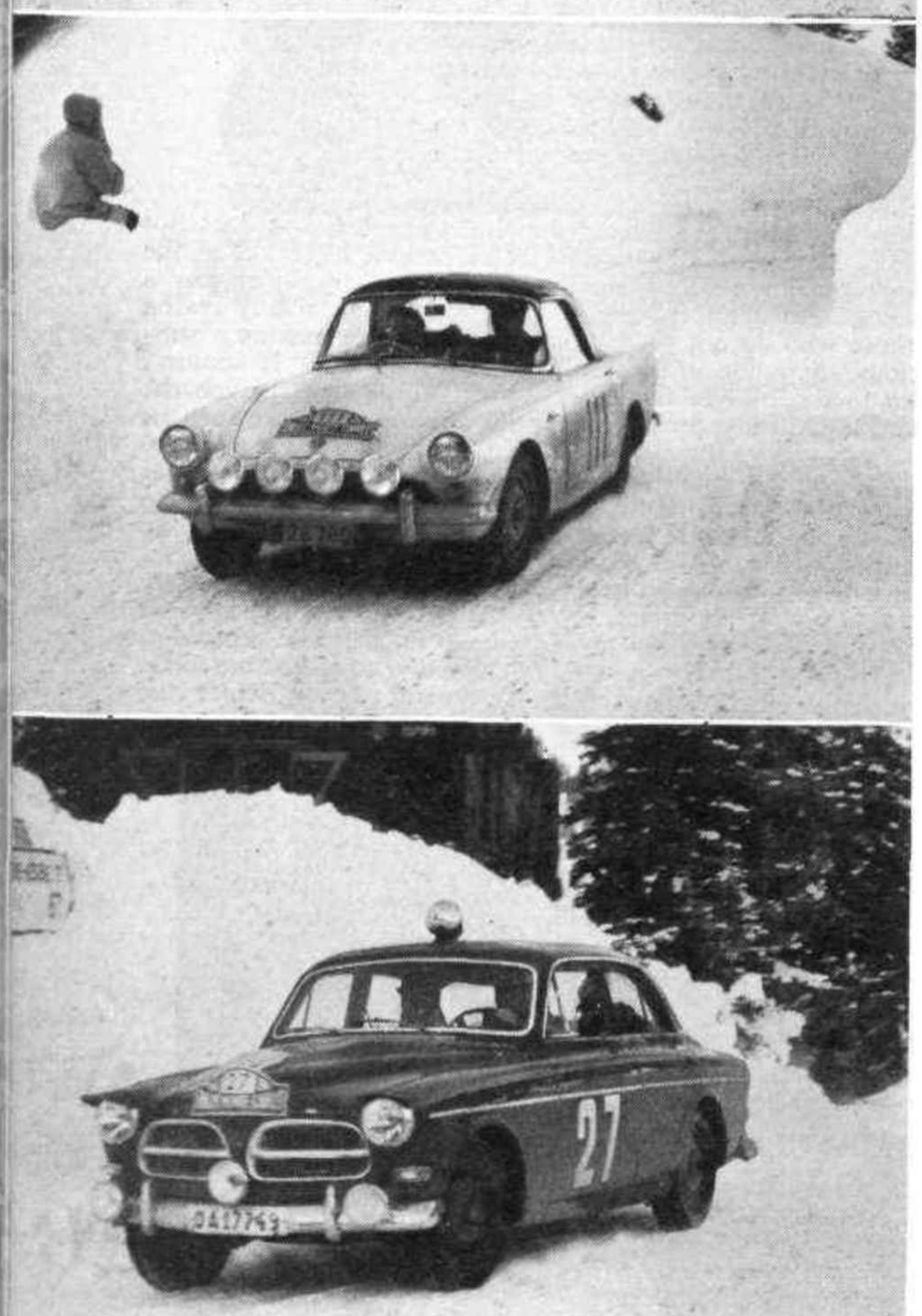
PICTORIA

Monte

Cats'



CAUGHT.—The Mary Handley - Page / Pauline Mayman / Daphne Freeman Sunbeam Rapier has been caught by the 220SE Mercedes which started the Turini special stage a minute behind. Later on during this test the three girls suffered a puncture which cost them their clean sheet.



CLASS WINNERS.—The R. Backlund / N. Falk Sunbeam Alpine, plentifully supplied with lamps, won the 1,300 - 1,600 c.c. Grand Touring car class although finishing 84th overall due to the ridiculous handicapping system.



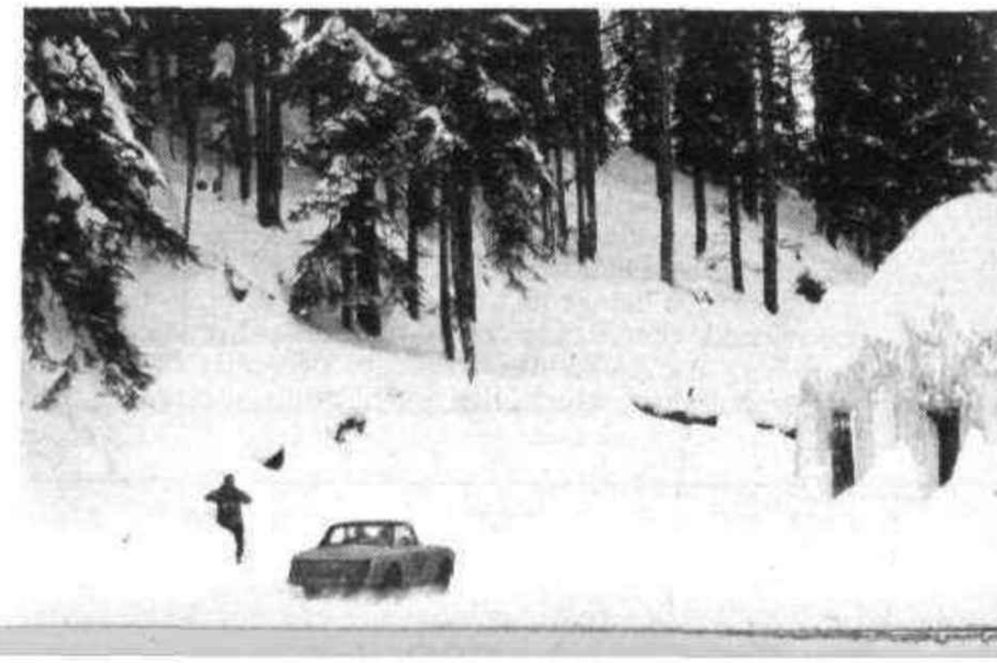
BEST VOLVO.—At a disadvantage to their usual rivals, the Sunbeam Rapiers due to the handicapping system the best Volvo performance was put up by Gunnar Andersson/ Charles Lohmander who finished in fourteenth place.

UNLUCKY SAAB.—Penalised by the handicap given to two-stroke cars Erik Carlsson put up an astonishing display on the special tests and the final circuit test at Monte Carlo in his Saab 95 Estate car to finish in fourth place.



OUTSTANDING.—Ignoring the handicap system, t put up by Rene Trautmann and Jean-Claude Ogier in th

SNOW SCENE.—The Maurice Gatsonides/Lou van Noordwijk Facel Vega Facellia looks diminutiv against the snow-covered background of the Col d Turini, while a photographer has carved himself "funk hole" in the snow bank.



AL REVIEW

Carlo Rally

Eyes Rally



he most outstanding performance of the Monte Carlo Rally was eir DS 19 Citroën as they recorded the fastest aggregate time on the special tests.

ON THE TRACK at the finish of the Monte Carlo Rally is the B.M.W. 700 of Klaus Block and Herbert Paul which finished the rally in fifth place. Block lapped the Grand Prix circuit in 2 min. 27.9 sec.





POPULAR RALLY CAR. — The Volvo 122S is becoming increasingly popular on British rallies because of its good power to weight ratio. This one was crewed by L. J. Tyler and N. T. Evans on the Cats' Eyes Rally.



NOT SO SUITABLE. —The bigger Austin Healeys have never been considered good rally cars because of poor ground clearance and this 100/6 with B. R. Greaves and T. Weaver did not figure in the awards.



SAME AS THE WINNER. — On the very tough Cats' Eyes this year TR3s took the first two places in the hands of Grimshaw/Melia and Michalkiewiez/Clarke. This one, seen leaving the Woodford control, is driven by A. Firmin/J. Spiers.

VERY TOUGH—Past Cats' Eyes Rallies have been criticised for being too easy but this year's event was very difficult. Here, C. Kirkaldie and B. Robson set out in their Sunbeam Alpine, which returned in a much dirtier state.



could survive, especially as the different makes of cars and belts would give differing results. It is also quite possible that with some types of belt or in some cars one could receive worse injuries than if a belt or harness was not fitted. For instance the driver of an open sports car who wears a full harness stands a far greater chance of injury in a roll-over accident as his head and shoulders would protrude from the car and the harness would prevent him from ducking into the cockpit. On the other hand he would stand a better chance in a head-on collision. At least one manufacturer refuses to sell a full harness to sports-car drivers and is reluctant even to sell him a lap belt. Racing drivers are treated likewise.

This leads us to a discussion on the various safety harness designs. Basically there are three different types : the lap strap, the diagonal shoulder strap (sometimes combined with a lap belt), and the full harness passing over both shoulders.

Amongst the large numbers of inquiries we have received on the subject perhaps the greatest proportion is from worried parents who carry their children frequently. Unfortunately there is no seat belt or harness specifically designed for the use of children, once again presumably due to lack of demand, and the only advice we can give is to always install the children in the rear seats whenever possible. This advice is especially directed at those people who allow children to stand on the front seats, thus exposing them to even more danger.

The simplest and generally the cheapest harness is the lap strap, a single belt, secured to the floor behind the seat. This, of course, allows the shoulders to move forward on impact although restraining the lower part of the torso, and before purchasing one of these it is essential to check that in the fully doubled-up position one's head would not strike the dashboard or screen. If there is sufficient room to clear these obstacles (and many European cars do not have this sort of room) it is as well to check the width of the buckle, because if one were to fold up round a wide buckle it could well cause serious internal injuries or even broken ribs. The British Standard calls for a 4 in. maximum width but even this would seem to be on the large side. All in all, the lap, hip or waist belt, call it what you will, is the least satisfactory solution and should be avoided if at all possible, especially as a fuller harness is not considerably more expensive. To their great credit two British manufacturers will supply lap straps for rear-seat passengers only but to the best of our knowledge there is no other type of harness on the market for rear-seat passengers. This is presumably due to the fact that only a small percentage of car fatalities occur to rear-seat occupants and as manufacturers are not philanthropists they probably do not consider that there would be sufficient demand to warrant production costs.



SINGLE DIAGONAL BELT as supplied by Britax. Although this type of belt comes in for criticism because of the possibility of sliding out under impact and the suspect anchorage points on some cars, the relatively modest price may mean the difference between having a safety belt and deciding to do without.

Next we come to the diagonal strap, which is either fixed to the door pillar or floor, running across the driver's body to the floor or prop.-shaft tunnel. This was evolved in Sweden, but it must be remembered that the largest selling Swedish car, the Volvo, has a tubular reinforcing member running round the body behind the front doors which gives an excellent anchorage for the strap. Many cars are not so strong at this point and the strap could well break away under severe impact, while in a roll-over accident involving crushing of the roof the subsequent slackening of the belt may allow the wearer to hit some solid object, while in a sideways impact the wearer may well slip out of the belt. Not that any type of harness is of great use in a sideways impact as the doors are so close to the occupants that one would have to be very tightly strapped in to avoid sideways movement. Last year Volvo superseded their single diagonal belt and introduced a combined diagonal lap strap and seat belt, and some British manufacturers have followed suit.

Finally the most expensive but also most effective form of safety harness, the double shoulder straps. These, of course, hold both shoulders in position as well as having a lap strap, thus allowing the minimum of forward movement for the body. This is, of course, criticised by some people as restricting movement too much when reversing or when getting away from a crashed and perhaps burning car, but surely is a small price to pay for the excellent protection it provides. Whilst these views on safety belts may seem unduly pessimistic, it must be remembered that with no belt at all serious injuries would be far more common.

The British Standard 3254 which refers to safety belts was published last July and is too long to publish here, and would be of interest only to the minority. For those interested, copies can be obtained from the British Standards Institution, 2, Park Street, London, W.1, price 4s. 6d. This standard is not to such a rigid specification as that used in Sweden, which now requires harness to withstand 40 *G*, and omits tests for cold, heat, action of sunlight, rotting through micro-organisms and ageing. There is also no dynamic test or a test for measuring elasticity and hysteresis. However, in the matter of strength of webbing and metal parts, each harness must withstand a load of 4,000 lb (20 *G*), equivalent to the force developed by a 14-stone man in a car travelling at 60 m.p.h. stopped in the space of 6 ft. The British Standards Institution do not publish results of their tests but an associated body, the Consumer Advisory Council, recently published comprehensive details of tests they had carried out on a number of safety belts. As these details are normally only revealed to members it would probably be necessary to become a member at the modest cost of 10s. per year to obtain the back issue pertaining to safety belts. The C.A.C. is situated at Orchard House, Orchard Street, London, W.1. The C.A.C. came to similar conclusions to the B.S.I. and gave passes to the same equipment except the Masco G-belt, which has since passed the B.S.I. tests. Whilst not being as searching as the Swedish tests the British Standard ensures that the equipment which has passed and is still in good condition will give a high degree of protection to wearers. Naturally, owners of safety harness should keep a watch on the condition of their equipment and would do well to replace it if it has already withstood a sizable impact, while if the equipment is allowed to fall on the floor and be trampled by muddy boots or be subjected to strong sunlight over long periods it would be wise to return it to the manufacturer for inspection. Mountings of anchorage plates should also be periodically checked.

There is still much to be learned about safety devices and there is much that manufacturers and drivers could do to minimise accidents. Accidents do not occur in a pre-determined pattern and one may well spin off backwards, when security of seats will be of as much importance as the safety belt and the danger of a whip-lash injury to the neck will be more likely than in a forward-moving accident. A British Standard for headrests may well be implemented in the future and manufacturers will pay more attention to safety features of their cars. Until that time comes, one of the approved safety belts is a worthwhile investment. [Where to buy your belt ?—*see opposite page.*] M.L.T.

THE MONOPOSTO REGISTER

At the recent A.G.M. of this small but enthusiastic movement, Tony Goodwin received the Annual Challenge Trophy for the best performance during the 1960 season. A satisfactory number of members were present, bearing in mind that membership is spread over the whole country, and it is hoped that a good turn out of the cars will be present at a Test Day being organised sometime in April. This will present an opportunity for new cars to be tried out, new drivers to practice, and is also being used as a general meeting of the members of the Register.

FORMULA I NEWS

In spite of reports and news to the contrary in many publications, the new F.1 Porsche is hardly any nearer completion than is the V8 Coventry-Climax engine for the 1961 season. That Porsche are working on a new car and new power unit, varying from a flat six-cylinder to a flat 16-cylinder, depending on the source of information, is certain, but it will be a surprise if it appears before the middle of the season. Similarly, Coventry-Climax, on whom the hopes of Lotus and Cooper depend, are not likely to have their 1½-litre V8 working before the end of the season.

However, the fact that both Porsche and Coventry-Climax are at work on new power units is most heartening, and with Ferrari well satisfied with his V6 Dino engine and rear-engined car, the future looks well. Of course, there are the usual rumours about other Grand Prix cars that are going to appear, but we will be well satisfied to begin with when we see Cooper, Lotus, Porsche and Ferrari on the starting grid. If others, such as Maserati, Stanguillini, Osca, and the many British specials being built, also reach the starting grids, then the new F.1 is going to be very exciting.

At the moment the first race to the new Formula will be the Pau Grand Prix on Easter Monday, a full-length motor race round the streets of the historic town at the foot of the Pyrenean Mountains on the borders of France and Spain. There will also be a short race for the new Formula cars at Goodwood, in the B.A.R.C. mixed meeting on Easter Monday.

THE WEBASTO SUN ROOF

A complaint still voiced by many people is of the lack of interest shown by manufacturers in the sun roof. Very popular before the War they have gone right out of fashion and to obtain one for most cars it is necessary to purchase one of the proprietary models, such as the Webasto.

To assess the worth of the Webasto sun roof we recently took over for a few days a Ford Zephyr which had been so converted. The first impression is of the size of the sun roof which stretches practically the full length of the roof. Unlike most sun roofs which are an integral part of a car and are usually of the metal sliding type, the Webasto features a soft folding top. The material can be supplied to match or contrast with body colours. On the Zephyr with the sun roof in the fully open position, the occupants have nearly all the advantages of the convertible with none of the attendant disadvantages, and as Webasto point out, a saloon with a sun roof is invariably cheaper than a convertible.

The sun roof can be set to intermediate positions and in the fully closed position is fully weatherproof as we discovered during several rainstorms in the Zephyr.

The conversion is not cheap, costing £58 10s. for the B.M.C. Minis, £65 for most other family saloons and proportionately more for larger cars and those requiring more work to carry out the conversion. A conversion for a Rolls-Royce or Bentley will cost £150. Most of the principal motor manufacturers approve of the conversion and the guarantee is not affected in most cases. Most large towns have a fitting agent, details of which can be obtained from the makers, Car-Coverall Ltd., 168 Regent Street, London, W.1.

PROTECTING THE SPRITE

One of the few disadvantages of the Austin Healey Sprite is the fact that no door locks are provided and, as we found to our cost, it is far too easy to steal. Unfortunately no one has come up with a door lock kit but Cambridge Electro Plating Ltd., of Union Lane, Cambridge, are now making a partition to fit behind the seats which seals off the boot. The lockable centre part of the panel hinges forward and leaves an opening large enough to admit a good-sized suitcase.

SAFETY-BELT MAKERS

The following are the safety belts which have passed the tests of the British Standards Institution and will bear the insignia of the Institution (illustrated in the heading of this article). Endorsements by any other organisation should be ignored unless the equipment also bears the B.S.I. "kite" mark.

Irvin .. .. Complete harness—£7 10s.
Irvin .. .. Hip belt with one shoulder strap—£4 15s.
Irvin .. .. Hip belt—£3 5s.
Irving Air Chute of Great Britain Ltd., Letchworth, Herts.
Richmond .. Complete harness—£12 10s.
Richmond .. Hip belt with one shoulder strap—£8 10s.
Richmond .. Hip belt—£6 10s.
Michael Richmond Ltd., 69, Old Broad Street, London, E.C.2.
Autosafe .. Hip belt—£4 14s.
Autosafe Ltd., 23, Heddon Street, Regent Street, London, W.1.
Britax .. Diagonal shoulder strap—£4 4s.
Britax (London) Ltd., Proctor Works, Byfleet, Surrey.
Masco G-Belt Complete harness—£6 12s. 6d.
Sole Distributors: Bradville Ltd., 6, Stratton Street, London, W.1.

SERVICE FOR B.S.A. OWNERS

A news item which got squeezed-out last year but is worth reporting concerns Phillippe le Breton (erstwhile Bailliol) who landed in England from Mauritius and, needing spares for a special he has built from parts of a B.S.A. three-wheeler, the only one in Mauritius, called on Basil Roy Ltd. in Great Portland Street, who are quoted in B.S.A. handbooks as the one-time spares agents. Basil Roy had no spares for these pre-1939 vehicles but their helpful Mr. Cox referred the overseas' visitor to the Events Secretary of the B.S.A. Front-Wheel-Drive Club, which now has 80 keen members here and abroad.

The Events Secretary (whose Concours-winning B.S.A. three-wheeler can be seen emerging from Regents Park most evenings, we are told) rang up "Spares," took Mr le Breton down to his house in the country, a complete spare power unit was discovered, purchased and measured for crating, etc., and within three days a surprised but well-satisfied overseas' visitor had met his motoring requirements. This sounds like a go-ahead Club and other front-wheel-drive B.S.A. owners may care to know of it, especially in view of the now-compulsory vehicle tests.

CARS I HAVE OWNED—continued from page 171

over and killed its owner on the Hog's Back. Jointly with Tim Carson (and not very seriously, although it needed only £50 apiece) Ernest Eldridge's 300-h.p. Fiat "Mephistopheles," hidden away in a Kingston garage. Pat Densham's Brescia Bugatti. An unusual Thomas Special, closely resembling an early Aston. Last of all, and many years ago, a Triumph 2000 roadster, immaculate and so far below the market price that there had to be a snag. There was, of course, as the R.A.C. discovered; several hundred outstanding on the late owner's hire purchase!

Since the above was written it has been found necessary to add a postscript, raising a nice point—are the Porsche's charms irresistible ?

It is perhaps too early to form a judgment, for a new one, a roadster 1600S, 12,000 miles, has been with us only a fortnight. My wife's enthusiasm is no less than my own! You drive it with your fingertips, the gearbox is like velvet. It spins effortlessly up to three figures, with plenty in hand, sticks to the road and stops. The finish and attention to detail, even down to the instruction book, inspire a confidence which brings home all too forcibly the shortcomings of many British manufacturers. Bearing in mind Bernard Darwin's earlier plea for restraint in exhuberance, we'll let it go at that. I wouldn't be surprised if this motor isn't the whole answer.



CASTROL WINS

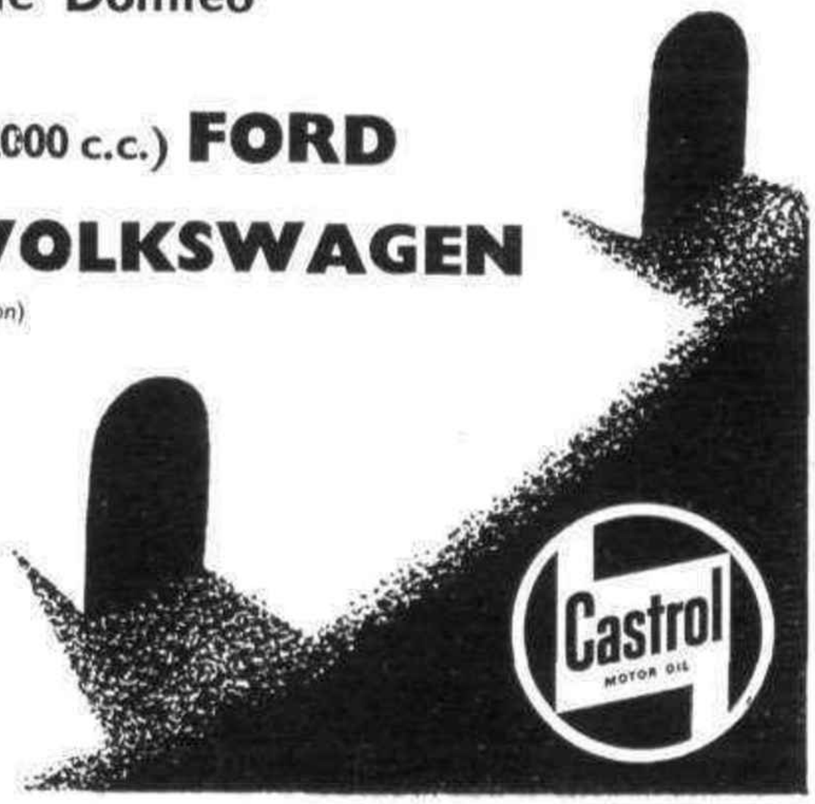
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MONTE CARLO RALLY
for the 6th time running

1ST FORD ANGLIA
1ST Anne Hall / Valerie Domleo

also 1ST 2ND 3RD Category 2 Class 5 (over 2000 c.c.) **FORD**

and 1ST Category 2 Class 2 (up to 1300 c.c.) **VOLKSWAGEN**

(Subject to official confirmation)



For first-time starting in Winter

CASTROLITE

the balanced multi-grade Oil

RUMBLINGS

The B.M.C. minicars are the most advanced British cars in large-scale production and one of their outstanding features is all-round-independent suspension using rubber in compression and shear as the springing medium, which loads the shock-absorbers very lightly and gives roll-free cornering in conjunction with a very high standard of comfort in such small vehicles. How this suspension was developed is an interesting story, which we gleaned when visiting the historic and hilly town of Bradford-on-Avon last month.

SPRUNG ON RUBBER

It is here that Moulton Developments Ltd., formed in 1956 as a B.M.C. Associate Company whose rubber suspension units are made by Dunlop in a special factory at Coventry, is housed at The Hall. This fine house was restored by Mr. Alex E. Moulton's great-grandfather, Stephen Moulton, in 1848 and was chosen to represent the Renaissance House in the English Pavilion at the Paris Exhibition of 1900.

Bradford-on-Avon had been a flourishing wool town but when the wool trade moved north to be in closer proximity to coal supplies this Wiltshire town faced poverty. Stephen Moulton, while visiting this part of the country, saw the house and adjacent mill and bought it in the early 1840s. He used the mill-house as a rubber mill and the great concern which later became Spencer-Moulton was born, restoring the town's wealth. It supplied rubber capes for soldiers in the Crimean War, rubber suspension for certain railway locomotives, and buffers and draw-bars for trains. Subsequently the family rubber business made tyres; it has since been absorbed by Avon.

Not unnaturally, therefore, Alex Moulton was interested in rubber and steam from an early age. While at Marlborough he built a steam car consisting of a G.N. chassis powered by a two-cylinder 2½ in. × 3½ in. Locomobile engine fed from a flash-type boiler heated with a Calor-gas Simpson burner, this fearsome light car being tried out in the grounds of The Hall. Leaving school, he worked under the great Doble at Sentinels at Shrewsbury before studying engineering at Cambridge. Leaving Cambridge, Moulton went to the Bristol Aeroplane Co. on the aero-engine side under Sir Roy Fedden but in 1946 commenced his own researches into rubber suspension for vehicles.

By 1955 a Morris Minor was fitted all round with rubber suspension, in conjunction with the B.M.C. Project Engineer Jack Daniels, and a 1,000-mile test at M.I.R.A. proved satisfactory. At this time Alec Issigonis was satisfied with his torsion-bar springing of the Minor but he had met Moulton at a Silverstone Speed Trial when the latter was acting as mechanic for Leonard Taylor's Stanley steam car and when Issigonis went to Alvis to design a revolutionary all-independently-sprung (but still-born) V8 car for them, Moulton rubber suspension units were used. Moulton was also responsible for the " Flexitor " rubber suspension for the Austin Gypsy.

When Issigonis returned to B.M.C. and was asked to turn out the ADO15 small-car project in a very short space of time he co-operated with Moulton Developments Ltd. in using their ingenious suspension units.

Down at Bradford-on-Avon continuous tests take place of these 5-in. units aimed at evaluating improved materials, including a full investigation into the properties of synthetic rubber. These test-rigs are made in the company's workshops and so simple yet effective are they that we felt compelled to inquire whether Moulton played in his youth with Meccano! Where the loose-boxes used to be eight of these weighted, out-of-balance resonance rigs, each one driven by a 1-h.p. motor, were making constant-load tests of ADO15 suspension units, and in a near-by workshop three 10-h.p. rigs were subjecting these units to constant-deflection tests. It is significant that some of these rigs have been operating since April 1959, in some cases by day only, so that the rubber units rest at night as with a car in its garage, but that one rig has run continuously, having made to date over 30-million reversals, a test far more stringent than is ever visualised for steel springs!

In the grounds of The Hall an architect-designed drawing office of wood and stone blends with the surroundings. Here all manner of fascinating projects, from bicycles to buffers, are being developed, including more advanced rubber suspension units for future B.M.C. cars. Incidentally, Moulton is also responsible for the universal couplings in the front-drive mechanism of the B.M.C. minicars.

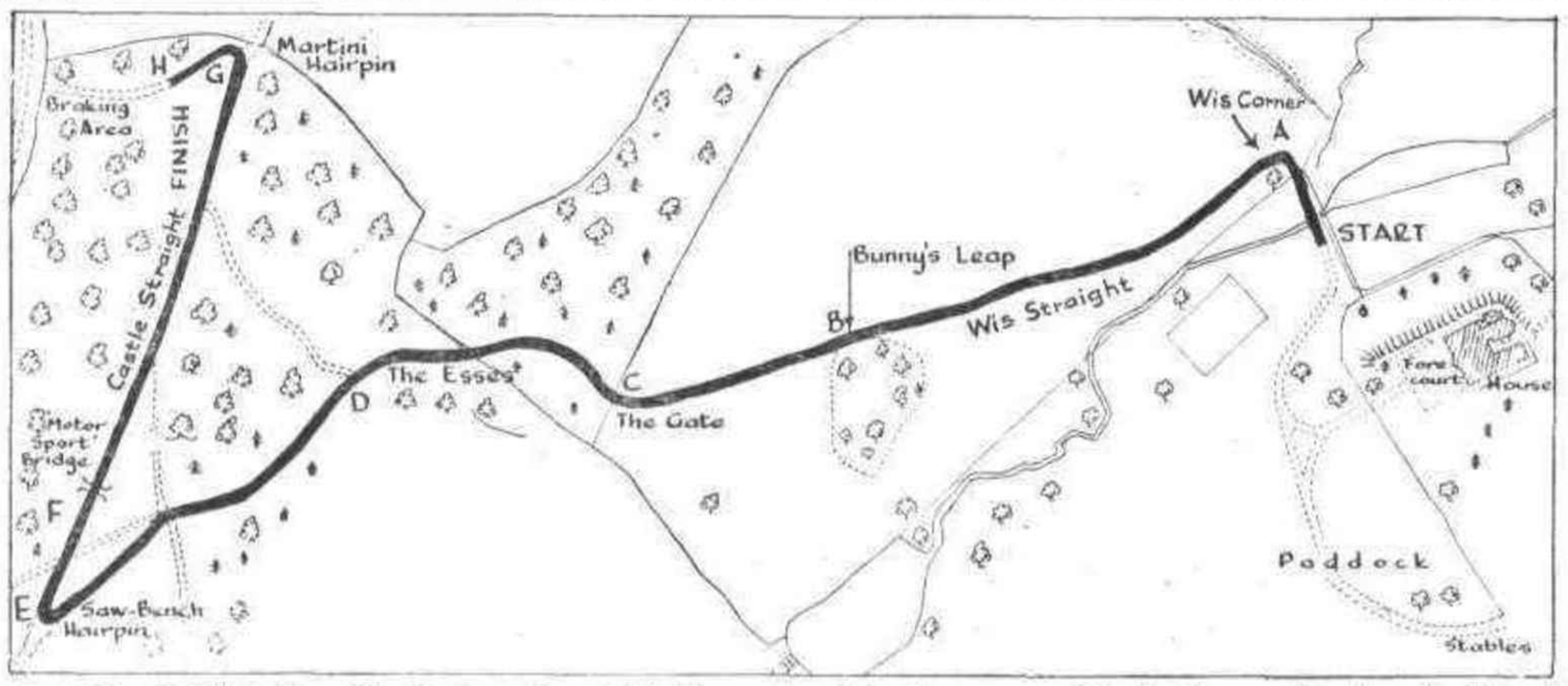
The foregoing concerns business but it so happened that on the day of our visit a Ferrari 250 Pininfarina 2+2 coupé was brought to The Hall for Moulton to try and we were able to go out with him and discover how unobtrusively this fine car, with a 3-litre V12 240-b.h.p. engine that revs willingly to 7,000 r.p.m., exceeds 100 m.p.h. on ordinary English roads. Mechanical and wind noise is low, the Dunlop disc brakes and excellent road-holding give entire reassurance. A cruising speed, in the Laycock overdrive, of 140 m.p.h. on M 1 is claimed. This beautiful Ferrari (list price £6,326) is going to replace Alex Moulton's present 1957 Lancia Aurelia G.T., which has run 63,000 miles without requiring more than routine servicing, the head never having been lifted.

This exhilarating run in February sunshine in the Ferrari got us talking cars(!) and we discovered that Moulton has been staunch to Lancia since owning an Aprilia. He has done some quarter-million Lancia miles, having replaced the Aprilia with a B12 Aurelia and this with a B20 Aurelia, and he still considers the Aprilia to be one of the World's finest cars technically and the last-series Aurelia G.T. the most beautiful car ever made. But the Flaminia does not appeal so much and consequently Alex Moulton will, in future, travel by Ferrari.

His everyday transport, however, will continue to be looked after by his Morris Mini-Minor, which has been under-sealed inside and out and given the full Interior Silent Travel treatment, has slightly softer-than-standard shock-absorber settings, a gear-lever extension and the first degree of Downton engine-tune. His mother is also a satisfied B.M.C.-owner, with her Wolseley 1500.

Alex Moulton remembers starting his motoring career with an Austin Seven " 75 " sports two-seater and he has also owned a Morgan 4/4 and one of the first XK Jaguars. To him many of the present-day motor-racing fraternity owe the fun they get from flinging their " minibrics " round corners.

Continued on next page



WISCOMBE PARK HILL-CLIMB course, near Lyme Regis in Devon (London 162 miles) has been extended for this year to a full 1,000 yards. The surface is smooth tarmacadam, minimum width 11 feet, and speeds approaching 90 m.p.h. can be attained up Wis Straight, after which heavy braking is called for to negotiate The Gate, the Esses, and Saw-Bench Hairpin which calls for bottom gear. Then, up Castle Straight under the MOTOR SPORT *bridge, speeds of 80 m.p.h. and over are possible before taking steep Martini Hairpin. The first meeting at this pleasant and sporting venue will take place on Sunday, April 23rd.*

AMBITIOUS RENAULT

Renault have opened a new garden showroom and spares department at their Acton, London, plant, the latter of 33,000 sq. ft. area stocking over 12,000 Dauphine parts, which can be sent out to agents *via* a telephone/tape-recorder for taking orders at night, this 24-hour service providing a by-return service.

* * *

THE MONTH'S BEST STORY ?

A motorist saw his doctor about an internal disorder. "You must give up horse-riding," he was told. But the patient had never been on a horse in his life—he did, however, drive an H.R.G. . . . !

---

750 M.C. BRANDS HATCH PRACTICE DAY

On March 26th experienced instructors will be at Brands Hatch to help novice 750 M.C. drivers learn trackcraft without the cut-and-thrust of actual racing, while builders of new 750 and 1172 Formula cars will likewise be able to get the feel of the circuit—a sound idea.

"LOOK AT LIFE"

J. Arthur Rank's "Look at Life" team of cameramen, producers, directors, etc., recently took a look at rallying. The rally covered was the R.A.C. Rally of last November and a very good job they made of it. The ten-minute film in good colour is called "Against the Clock." This may depict some hairy motoring but, in fact, the filming and Raymond Baxter's commentary get over to the audience that successful international rallyists rely more on consistency than on noisy "blood-and-thunder" type motoring. The film is centred round the Rank-entered Humber Super Snipe, from which most of the filming was done, although other competitors were filmed, especially at Brands Hatch on the last test.

As a finish shot the winners are seen rising out of the stage at the Hippodrome in their Saab prior to the prize-giving. Two shots which will amuse most people interested in motoring sport are of the Competitions Committee of the R.A.C. The first shows this august body seated round a table at normal speed. The second shot is of the same table and the same committee, but the film is obviously speeded up to *try* and give the impression of frenzied activity—in fact, all through the film the organisers are shown as knowing exactly what is going on at any particular moment, which any journalist who tried to find out details of the progress of the Rally knows to be laughable. The film is well done and the team is to be congratulated on the speed at which they got it into circulation.—M. J. T.

BODYSHELL CONCOURS

Super Accessories of Southlands Road, Bromley, Kent, who specialise in the sale of glass fibre bodyshells are holding a Concours d'Elegance for glass fibre-bodied cars on Sunday, May 14th, the only stipulation being that the body must have been purchased through Super Accessories. Entry is free and forms can be obtained from Super Accessories. A prize of £50 will be awarded to the best Ford-based special and £50 for the best Austin-based car. Other cash prizes will be awarded down to fourth place. The Concours will be held at Biggin Hill Aerodrome and spectators will be admitted free of charge. Camping can be arranged for long distance travellers.

SPEED EVENTS

With the racing season not far away the first sprints and speed trials are already being held. The Surrey Sporting Motor Club will be at Brands Hatch for a speed trial on March 5th starting at 12 noon, and at the same venue on the following Sunday the South Eastern Centre of the M.G. Car Club will be holding their speed trial commencing at 1 p.m. On Saturday, March 18th the Hagley & D.L.C.C. will be at Wellesbourne Airfield near Stratford-on-Avon for a spring meeting commencing at 1 p.m.

Of race meetings the B.A.R.C. will have Members' Meetings at Goodwood on March 11th and Oulton Park on March 18th, both commencing at 1.30 p.m. The first big meeting of the season will be at Snetterton on March 25th, when the Snetterton M.R.C. will hold the Lombank Trophy meeting, at which the first Inter-Continental race will be held. Most of the entrants will use 2½-litre cars and "works" teams are entered from Cooper, Lotus, Yeoman Credit, U.D.T.-Laystall, while in the Formula Junior race the new rear-engined Lola will be in opposition to the Lotus and Gemini entries. Racing commences at 1.30 p.m.

LOWESTOFT DOESN'T LIKE US!

If a report appearing in the *Eastern Daily News* of February 9th is correct Mr. Norman Wigg, Deputy Mayor of Lowestoft, doesn't like motorists. He is reported as saying, at a meeting of Lowestoft Town Council : "There are all sorts of criminals in this world today—there are murderers, there are wife beaters and child beaters and robbers of all kinds, but the worst malefactor of all is the motorist. The police are going to patrol parts of the town and lock up, probably for the rest of the summer, any motorist who dares to park his car. You have been warned."

It looks like war. And in war it sometimes pays not to advance! When you *know* you are not wanted it is, indeed, better to stay away.

THE TREND OF RACING CAR DESIGN—continued from page 184

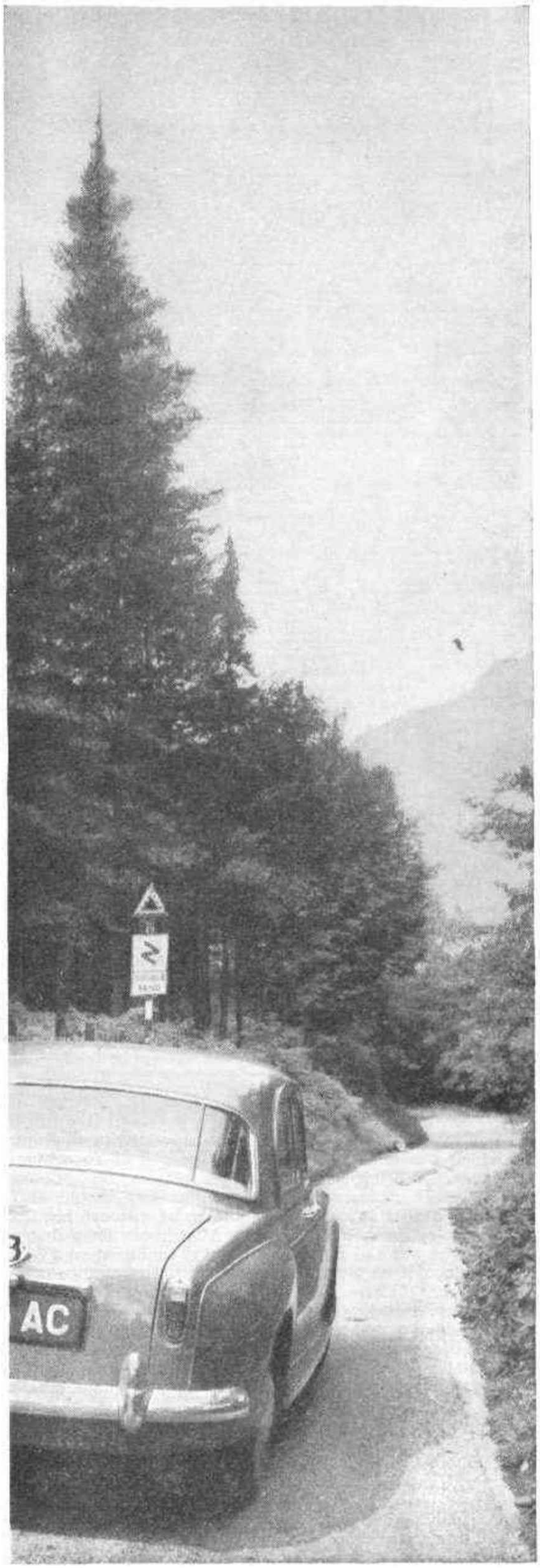
dangerous and was only used in practice. It went extremely fast, and probably reached 180 m.p.h. downhill, but the aerodynamics were hardly existent and the car practically became airborne. This resulted in the regulations for the German Grand Prix at Avus, the very fast track in Berlin, putting a definite ban on streamlining. This was followed by an increase in interest in Formula Junior, where streamlining had been banned from the start, so that the idea of fully enclosed bodywork began to die a natural death. The new Formula 1 for 1961 also banned any form of wheel covering, so in 1960 there was little point in wasting time and energy on full enclosure, and streamlining for Grand Prix cars, like the de Dion axle and the supercharger, can now be considered buried once and for all.

One aspect of racing-car design that has become almost standardised since the exodus of the supercharger is the use of Weber double-choke carburetter on unblown engines. This Italian instrument, which concentrates on finely-graded fuel/air mixing and control, is used on all Grand Prix cars, except those like Scarab and Aston Martin who used low-pressure injection systems. One reason for the popularity of the Weber racing carburetter is the fact that it is manufactured in sizes suitable for racing engines, but it is surprising that no other make of carburetter has ever looked like usurping its almost universally used position. Solex, Zenith and S.U. have all attempted to conquer the Grand Prix engine, but none succeeded so fully as has Weber. In a similar position, but not for similar reasons, the Dunlop tyre is almost universally used by racing cars, but recently there have been signs of the Goodyear company making progress in racing-tyre design.

On the gearbox question there has been little that has been outstanding, though there has been a consistent desire for more ratios, in order to keep the engine working at its peak power output, and Cooper benefitted enormously in 1960 by the introduction of an entirely new five-speed gearbox. Porsche went to the extreme of six-speeds for their Formula 2 car, and I only hope that one day a racing-car designer will get down to things and design a car with either an infinitely variable gear, or a torque converter, suitable for the stresses of racing. As was found in Grand Prix motorcycle design it is easy to get so many gears in the gearbox that the rider is invariably either in the wrong one or continuously changing gear, and it is a simple basic fact that while you are changing gear the vehicle is not being driven forward. At the moment design trends are towards more and more ratios in the gearbox and the new Formula 1, with a limit of 1,500 c.c. on engine capacity, will encourage this still further.

The past two years of motor racing have seen a revolution in racing-car design, with the resultant product being smaller and more compact than ever before, while advances in road-holding and cornering power, helped to a great extent by improved tyre design, has produced high lap speeds with smaller and less powerful cars than only a few years ago. It would seem that the rear engine position has now become almost universal, as has independent suspension of all four wheels. The first season of the new Grand Prix Formula is unlikely to see much change over the 1960 Formula 2 field but 1962 should see great forward strides, with new engines, more power and further advances in cornering ability, from improved rear suspension and improved tyres.

D. S. J.



A CHAMPION'S VIEW OF BRAKING



"UP HILL DOWN DALE:

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VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old-Car Matters

THE V.S.C.C. FEBRUARY TESTS

The Vintage S.C.C. had the excellent entry of 77 cars, 50 of them pre-1931, for its Heston Driving Tests last month. There were, however, very few " new " old cars competing, an exception being A. J. Beagle's jolly little *circa* 1915 Singer Ten, complete with exhaust whistle, an item it had in common with P. C. Waring's very fine 1911 2.8-litre Austin two-seater. This Singer light car had been discovered only a week or so ago and was in the condition in which its former owner put it away in a shed in Essex in 1925. Bird's 1924 11.4 Standard tourer caught the eye, its body in naked aluminium. Hamish Moffat shared Clutton's Type 44 Bugatti after a gallant attempt to do the first test with no water in the cylinder block of his Brescia Bugatti, which had cracked *en route*—applause greeted him as he pushed the Brescia over the line after its engine had petered out half way along the course.

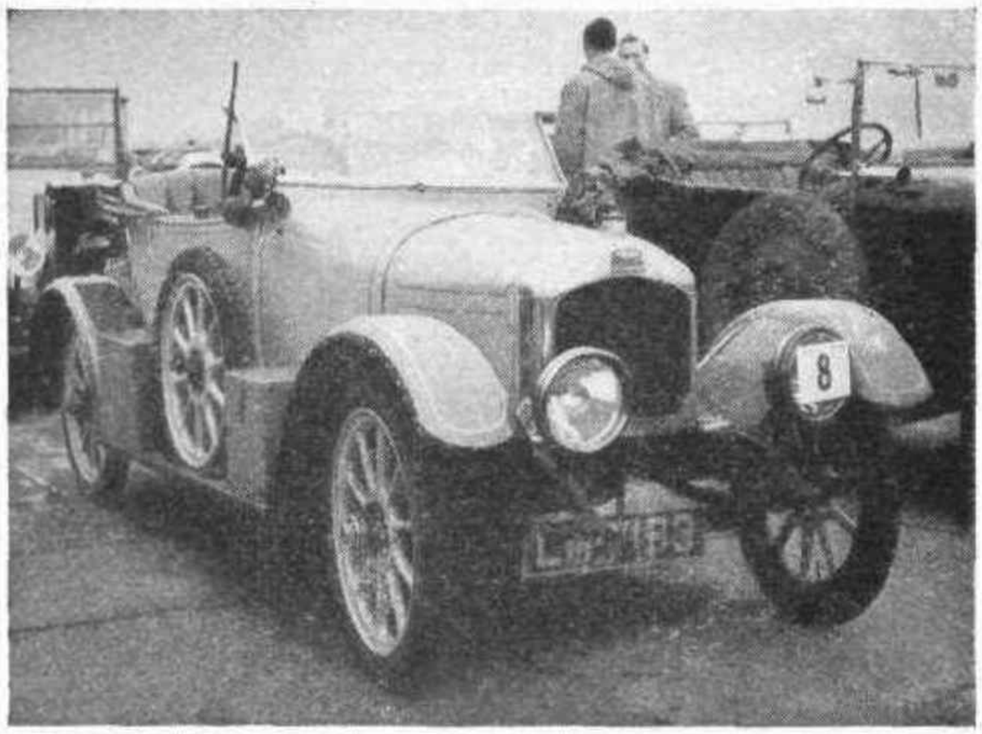
In this " wig-wog " test good runs were made by Lilley (1927 Jowett), Gutherie-Jones (1926 Austin Seven), Clements (1926 Austin Twelve), who was astonishingly quick, Jones (1925 Vauxhall 14/40) who was very rapid, Borthwick (1927 Lancia), Bendall (1912 Austro-Daimler), Platt (1928 4½ Bentley), who belied the size of his very fast, smart car, Smith (Twin-cam 3-litre Sunbeam imitation racer), Berridge (1927 Lancia), Pilkington (1931 blown 1750 Alfa Romeo), Heard, very neat in his 1933 Frazer-Nash, and Merriott (1933 Alvis). In general the vintage cars had to reverse less than the p.v.t.'s but Bird, Hill, Junr. (A.J.S.), Milling (Alvis), all clobbered the marker-drums, Barnett's Lagonda Rapier " racer " collecting a couple. Parks drove his Singer Junior mobile-plaque-carrier and there were some nice vintage Austin Sevens present, including Marsh's 1926 coachbuilt saloon, Cardy's neat dark blue 1925 Chummy which emitted the Seven-purr to perfection and Benfield's smart 1928 Chummy slightly spoilt by brass lamps.

Every vintage car proved able to start easily in the Easy Starting frolic, although the 11.4 Standard, the Singer Ten, Clement's Austin Twelve, Kain's Brescia Bugatti and Berridge's Lancia Lambda had to be wound up, just like the 1911 Austin—the 1912 Austro-Daimler, however, responded to its starter. It was all great fun, although the Heston background of drab sheds, cranes, gasometers, forklift trucks and a cluster of caravans sprouting the inevitable T.V. aerials ill-becomes an assembly of vintage cars—many of which seem to have become shabby themselves, in sympathy? Heston being near the Metropolis, many spectators' cars were present, including a home-modified 3-carburetter Bentley, a 10/23 Talbot tourer in spotless condition, two fine vee-radiator Crossleys, one a tourer, and a smart p.v.t. 4-litre Darracq saloon on Trade numbers.—W. B.

* * *

B.D.C. FILM SHOW

The Bentley Drivers' Club has a reputation to maintain which was enhanced by a very pleasant Film Show it gave to members and guests at the Royal Commonwealth Society last month. The film of the evening was " The Elusive Hour," made by John Tate and Ivor Kramer about the activities of three vintage Bentleys at Montlhéry Track last Easter, which culminated in George McDonald's 4½-litre covering over 111 miles in the f.s. hour. A modern Aston Martin acted as camera-car and the resultant colour film sets an exceedingly high standard, as to editing, colour and presentation. Two laps of Montlhéry were filmed from the Aston Martin and to see the Bentleys lapping this banked circuit is terribly nostalgic to all who loved Brooklands. One admires the courage of Gerry Crozier who continued to lap at over 120 m.p.h. in Sedgwick's Speed Six with fuel spraying from a leaking tank round the big car's exhaust pipe and it is sad to realise that this is probably the last time anyone will see a 6½-litre Bentley lapping a banked track at high speed. Montlhéry, however, is still open for such motoring and if you are near Paris this summer you may care to take a look at it.



This Singer Ten light car, circa 1915, *was in action at the V.S.C.C. Heston Driving Tests after having been laid up since* 1925.

It was not only in this splendid film that we saw fast " lappery " of a banked track for in the superb Rolls-Royce colour film " The Magic of a Name" there is a modern Bentley going round the rim of the M.I.R.A. banking. This film, publicising collective Rolls-Royce products, has some grand colour pictures of modern R.-R.-powered airliners and it is staggering to know that one R.-R. jet-engine test plant alone cost the Company some three-million pounds. At the opposite extreme the audience saw B.M.C. minicars in the 1960 Monte Carlo Rally and were no doubt amused that a very battered, but still game, " minibric " was driven by Alec Pitts, former dicer of a blower Bentley.

During the evening the B.D.C. President, Stanley Sedgwick, presented a tankard to " Dunlop Mac " in appreciation of the invaluable work he has done for motoring racing and to mark his retirement.—W. B.

* * *

ANOTHER FILM SHOW

The Sunbeam Register held a film show at St. Albans last month which consisted of the splendid B.P. film " Guiseppina," the great Shell film of " The Heroic Days of Motor Racing " and Shell's " Log Book—1953," Dunne's Edwardian 12/16 Sunbeam and Mrs. Boddy's 1927 Sunbeam being driven by her husband in the Sunbeam M.C.C.'s Vintage and Veteran Rally featuring in the last-named film. The Register is building up its library and would much appreciate any appropriate Sunbeam, Talbot or Darracq literature or data. The next fixture is a night navigation rally on March 18/19th. Hon. Registrar: Mrs. W. Boddy, Carmel, Fleet, Hampshire.

* * *

Looking for new homes or persons willing to restore them are a rebuilt 1929 bullnose Morris Commercial chassis, with three new tyres, in Stafford and a 1931 14-h.p. model-B Ford, in Bristol, said to be in very good order but converted in 1938 into a truck, which was in regular use up to the end of 1959 but is now in danger of being scrapped.

Vintage commercial vehicle enthusiasts should also consider saving a *circa* 1930 Morris Commercial with cab but *sans* body in a Takeley breaker's, and a rare Manchester lorry that was in use after the war and now exists in good condition on a Suffolk farm, its rear axle on a trailer but available if anyone contemplates re-building. There are also several commercial and passenger vehicles, including an old Morris Dictator, together with Daimler, Rolls-Royce and Chenard-Walcker vintage cars and a 1923 Excelsior motorcycle at a garage in Essex but these are thought not to be for sale. An Invicta saloon, probably a 1½-litre, of about 1930 vintage is reported to be in a Cambridge breaker's yard.

* * *

News appeared in a recent issue of the *Ford Times* of a 1929/30 model-A 14.9-h.p. Ford that lives in Goring-on-Thames, has toured South Africa, France and Scotland and has run 122,121 miles. Laid-up during the war, it was repainted in 1952 and has passed its 10-year test. The write-up refers to its push-rods being replaced with other major parts; presumably tappet rods are meant, as this car has a side-valve engine.

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It was a nice gesture on the part of the Alvis 12/50 Register to hold a small dinner party at "The Phoenix," Hartley Wintney, last month in honour of Mr. and Mrs. Gunnell, who, in ten months, had motored to England from Bombay *via* most of Europe in their 1925 Alvis 12/50 tourer, with Australian-built body. Present were Bob Gunnell and his wife Ann, Norman H. Johnson, the Hon. Registrar and his fiancée, Tony Collins, the Competitions Organiser and his wife Estelle, Derek Preston, the Circulars Editor and his wife Dorothy, Roy Morris, Circulars distributor and his wife Pamela, D. Turner, custodian of the Register Album and W. Boddy, Editor of MOTOR SPORT, the last-named deeply honoured by being the only "outsider" invited. The Gunnells had driven 29,000 miles on their remarkable journey, their 12/50 averaging over 30 m.p.g. and doing the trip on one set of 29 × 5.00 tyres (Goodyears were highly spoken of). When it was obtainable, B.P. oil was favoured. The old car developed troubles, including loss of third gear, but the 12/50 Register, whose technical information service is second to none, and which has 330 members, came to its aid and, on arrival in Coventry, Alvis Ltd. showed genuine interest and proved very helpful.

The menu on this pleasant occasion depicted a surprised Alvis hare regarding a complacent kangaroo, in whose pouch reposed a miscellany of tools and spares. During the evening the Gunnells were presented with a fine drawing of their Alvis by R. Shepherd, which the Australian Alvis Club (Mr. Gunnell is Australian, his wife a New Zealander) had flown to London Airport where it was collected by Johnson and brought to "The Phoenix" in his Alvis 14/75 tourer.

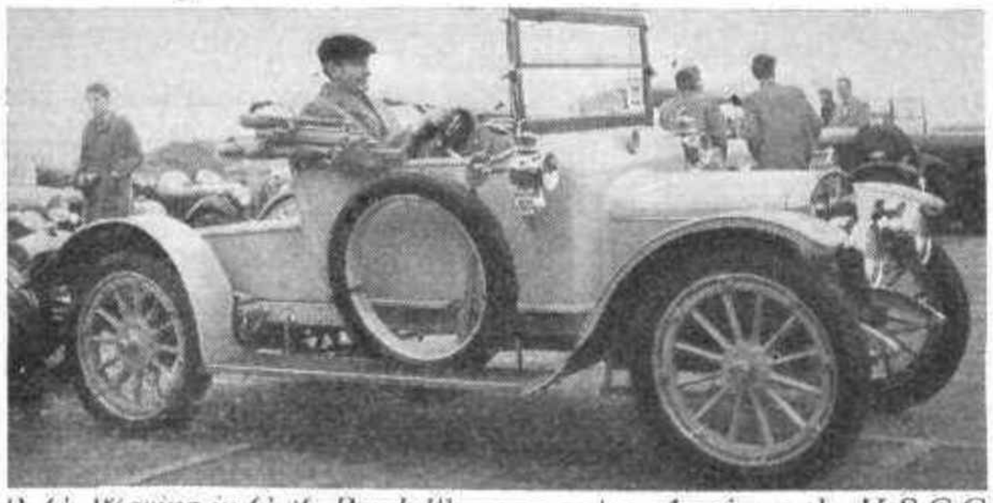
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Vintage Miscellany: A Burney Streamline car, possibly for sale, has been found in an outbuilding near Hatfield, an early single-cylinder engine with copper water-jacket, said to be a 1903 Cadillac and used to drive a saw bench, exists in a Hampshire garage, and there is a 9/28 Humber for sale nearby, also a derelict SS1. A large Sunbeam is said to be rotting away at Rouge Bouillion, Jersey, and some parts from an early wooden-wheeled Standard have come to light in Worcester, and a 1921 Austin Twenty, in use up to a couple of years ago, is for disposal in Yorkshire.

Eight students are seeking a cheap Rolls-Royce P.I hearse or similar vehicle in which to travel to Moscow in August, while another party of students plan to go to Greece this summer in a vintage 3-litre Lagonda. The Lea-Francis O.C. seeks books for its new lending library, and the Vintage C.C. of New Zealand now has almost 800 members, and 12 branches and 200 cars are expected to participate in its Easter Rally at Hastings, H.B., ranging from an 1898 Benz to cars of the late vintage era. An Anzani-engined Deemster has been found in a shed in Scotland, while a 14/28 Morris-Oxford, two 14/45 Talbots and an M-type M.G. are in urgent need of new homes.

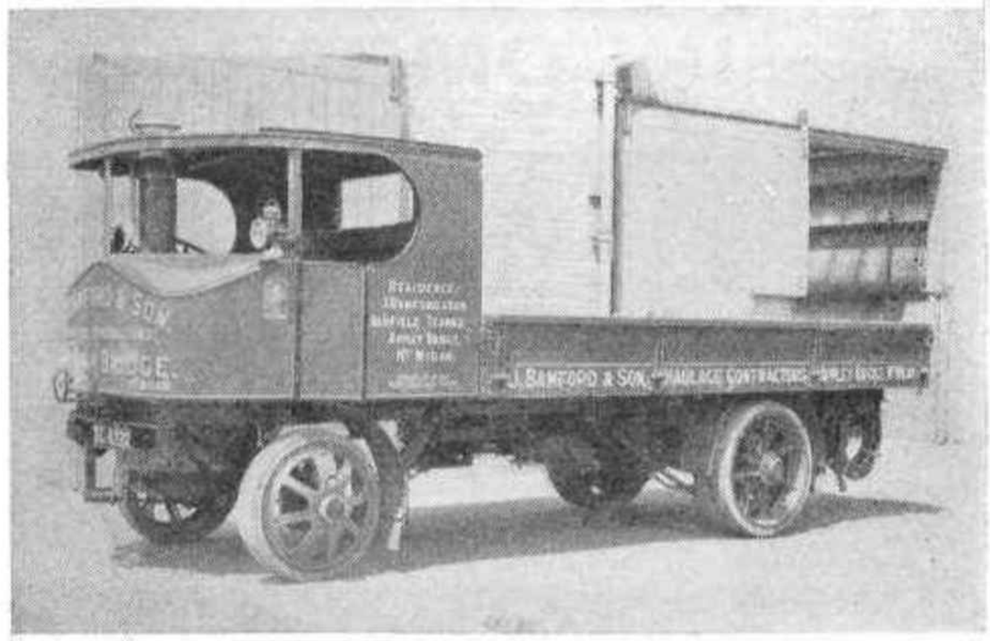
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The Vintage S.C.C. held its annual film show at the Hammersmith Town Hall on the last day of January. Before a packed hall that defeated the buffet supper arrangements, Shell's "Heroic Days," several cartoons, "25 years of the Nurburgring" which recalled the stirring days of the pre-war G.P. Mercedes-Benz and Auto-Unions and films of club racing, including a very good colour film by Roscoe of Silverstone and Oulton Park, were shown —but why were all the films about *racing* when driving tests and trials also figure in the V.S.C.C. curriculum? The next V.S.C.C. fixture is The Pomeroy Memorial Trophy Competition, which takes place at Silverstone and on the road in the Banbury area, on March 25/26th.



P. C. Waring in C. J. Bendall's 1911 15/20 *Austin at the V.S.C.C. Heston Driving Tests.*

LETTING OFF STEAM



Interest in steam wagons continues. Mr. J. W. Bamford, of Retford, wonders if any of the wagons owned by his father in years gone by have survived. One of these, apparently a Sentinel, is illustrated above. Another reader, who saw a number of traction engines lying derelict in the Wisbech-King's Lynn area, believes that steam-lorries are still in use at Aberdeen docks, while two readers have sent pictures of a quite remarkable Sentinel which is still in service for shunting railway trucks at Teignmouth docks. Although this appears to be a very early specimen it was apparently specially built, in about 1921, only two others being made, which were shipped to America. It is on solid tyres and has gas lamps. Then a pneumatic-tyred Sentinel lorry has been seen at a Hampshire Naval Station, driven by a bearded seaman, and we are reminded that as late as 1950 Sentinels supplied about one hundred steam wagons for the Ground Nuts Scheme.

A Steamer on M 1

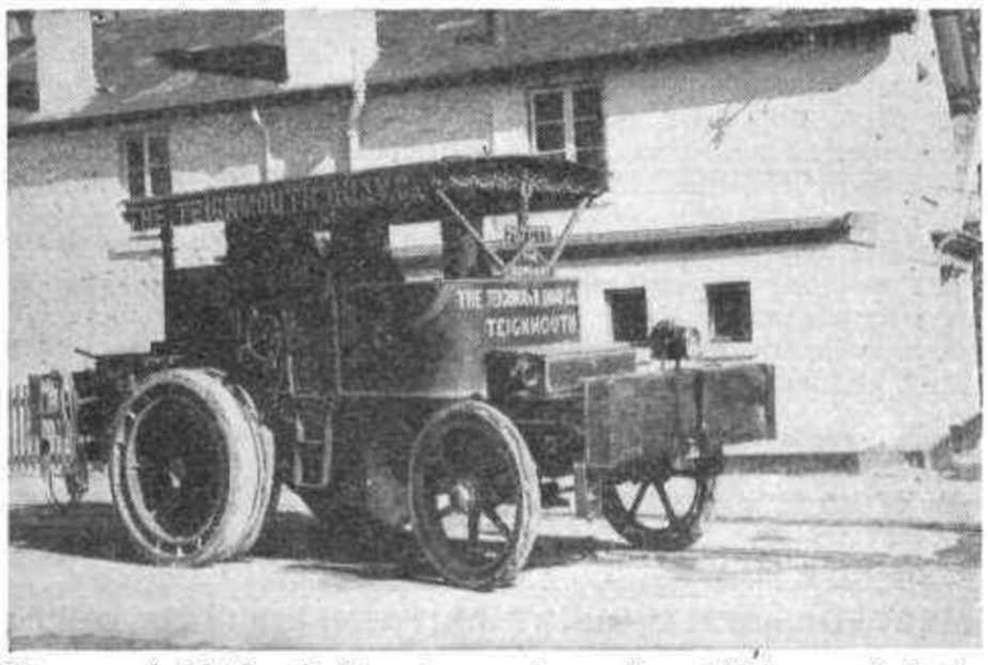
Sir,

I purchased my Foden tractor (No. 13784), registered in 1932, in 1959 and have now completed one season of rallying, the longest trip being down to Woburn Abbey. On the return journey I came up M 1 as far as Northampton; could this be the first steamer to travel on the M 1?

Woburn Abbey is 90 miles from Redhill, and when I fetched the Foden back I started out from Redhill at 6 a.m. in a 1955 VW. At 7.46 a.m. we were in the Abbey grounds and we had steam up and were coming out again at 9.20 a.m.; the journey to Redhill was completed at 6 p.m. If this can be done by an amateur, surely there is still a multitude of jobs which could be done by steam vehicles running on home-produced coal; in fact, I feel it would pay the Government to allow these vehicles to run on the roads tax free.

I am, Yours, etc.,
Nottingham. C. F. HUTCHINSON.

[Mr. Hutchinson's Foden is a short-wheelbase tractor with pneumatic front and solid rear tyres. The driver has a closed cab, on the side of which is a reminder—you just can't get away from it!—that his firm are Volkswagen Specialists.—ED.]



The remarkable Sentinel tractor seen by readers at Teignmouth Docks.



'In my line of country breakdowns are bad for business!

With a twelve mile journey to the Airport, I can't afford to be late for take-off. And from my own personal point of view I don't want time-wasting delays when I come off duty. Above all I wanted a car that wouldn't let me down and I wanted 'keep fit' service I could trust. After that the choice was easy—Ford. Jolly good cars, jolly good service—and like my job, truly world-wide.'

BUY FORD—BUY THE BACKING OF UNIQUE FORD SERVICE!

VINTAGE POSTBAG

Still More Steam !

Sir,

I have been very interested reading of the steam wagons of the past. One unique example was an under-type Foden which was fitted up as a coach to take the famous Foden Brass Band to festivals and meetings. This was geared high and reputed very fast, able to run away from any petrol coach, and kept in showroom order.

A number of persons have mentioned the Sentinel, which I always thought the best of the lot. The great thing was the immense power low down. The Sentinel had no gears, the chain drove direct from engine to differential, and to see one of these with six tons up and a loaded trailer with four tons, a total weight of 18-20 tons, climbing a hill of 1 in 7 was a wonderful sight.

One amusing incident—the Sentinel had a lever in the driver's cab, and by moving this the firebars could be moved, so letting the dead ash fall away. In this case, the driver must have moved the lever very negligently, for the red hot fire bars and the fire all fell out on the road.

One of the points of the Clayton, which was a compound engine, was a device where the throttle was pushed over a stop and high-pressure steam was admitted to both the cylinders to give great power for a short period.

I am, Yours, etc.,
Bude. "TOM LONG."

* * *

A Coach-finished Alvis 12/60

Sir,

In your report on the V.S.C.C. driving tests held last November you describe my 12/60 as a " mobile Valspar advertisement "—very flattering, but as my car does not boil I didn't need to use this nevertheless excellent paint. It is, in fact, painted with a proper coach finish manufactured by I.C.I.

The stunted beetle-tail is somewhat of a mystery as it appears to be original, and is reputed to be a 12/60 prototype, being first registered in February 1931. Alvis Ltd. are, however, unable to confirm this, and I should be pleased to hear from any previous owner who may be able to throw some light on the matter.

I am, Yours, etc.,
London, N.W.10. D. S. BENNETT.

* * *

Memories of the Armstrong Whitworth

Sir,

I was much interested to read your comments on the Angus-Sanderson car in your January issue. My elder brother, Mr. T. C. H. Sanderson, mentioned various makes of car which the body-building firm of Sir William Angus Sanderson used to represent, amongst which was Armstrong Whitworth. Correspondence on this make appeared in your columns some months ago and I intended to write at the time but somehow never got down to it.

The most wonderful car the firm ever produced was the 18/22. Its reliability for those early days (about 1910 or '11) was quite extraordinary; it had the reputation of breaking more arms when swung by its starting handle than any other model or make!

Another very successful but later model was the 15/20. Less successful models were the 17/25 and a six-cylinder model whose rating I cannot remember.

I well remember the first time I ever drove alone was in 1919, aged sixteen and just eligible for a licence (which I did possess); my mother, brother and myself drove in an Angus-Sanderson car to Newcastle station to put my brother on a train. I was well aware that having put him on the train I should have to drive back and also that if anyone realised this another driver would have been found! My mother never turned a hair when she discovered this fact, and I drove her back fourteen miles to our home in the country with great pride.

I am, Yours, etc.,
Thetford. D. H. SANDERSON.

[Mr. T. P. H. Sanderson has since pointed out that the Angus-Sanderson business was a partnership between his father, Mr. F. H. Sanderson and his brother and that Mr. F. H. Sanderson is living in the North of England.—ED.]

Sir,

The very interesting letters of Mr. Georgano and Mr. Smekal about Protos and N.A.G.-Protos made me realise that the N.A.G. factory, too, was an offspring of a famous electric concern, i.e., A.E.G. Excepting its participation in the Kaiserpreis of 1907 Protos did not indulge in any racing.

The contrary happened with N.A.G. After the 1914-18 war this factory scored many successes with a 3-litre four-cylinder side-valve car, i.e. :

1921 : Avus, 10 pk class (side valves)—Riecken.
1922 : Avus, 10 pk class—Riecken.
1924 : Monza, Italian Night Prize, 24 hours race—Riecken-Berthold greatest distance of all classes.
1926 : Avus, German Grand Prix—2nd, Riecken.

Riecken is the former Minerva racing driver, who finished second in the 1914 T.T.

The N.A.G. sports car which was still raced in 1928 possessed a handsome appearance. A long bonnet, a low frame, the latter was usually painted white, as were the Rudge wheels and the stark wings, and contrasted nicely with the green of the body and bonnet. It is really amazing that a side-valve job could be tuned to such an extent that it was able to beat the Italians on their own ground. Amongst the beaten was an Alfa Romeo driven by Ascari-Marinoni. Unfortunately that very year this sports car went out of production.

The first car under the joint name of N.A.G.-Protos was a six-cylinder job with o.h.v., 80 × 120 mm., 3.6-litre, 3,200 r.p.m. 74 pk, with three speeds. In 1931 a low-built chassis with a good-looking cabriolet body was marketed. And in 1932 not a straight-eight but a V8 turned out to be the swan-song of this combine.

In 1933 and '34, using the Voran licence, N.A.G. tried to re-enter the market with a front-driven car possessing an air-cooled double twin motor. Really an ugly duckling which disappeared in 1934. Rather an anti-climax.

I am, Yours, etc.,
Krullenlaan. J. C. KORTHALS ALTES.

FACTORY METHODS IN THE VINTAGE ERA

No. 5 : Crossley

In the late vintage period Crossley was a well-established make emanating from the Gorton factory in Manchester, where they built hand-made, as distinct from mass-produced, motor cars. The weekly output in 1929 was, indeed, between 35 and 50 cars, mostly the 15.7 h.p. although the 20.9 h.p. Crossley was still in production.

The bigger of these two carefully-constructed six-cylinder cars had the distinction—rare even then—of being hand-painted and varnished. Crossley were busy in those days with no fewer than six different types of chassis and 14 coachwork styles, apart from their cross-country and public service vehicles. They had their own bodybuilding department but not a single conveyor belt was to be found in the Gorton factory. The amount of hand-finishing of parts by craftsmen wielding scrapers and files was exceptional, even for 1929/30. Every engine was run-in and tested on the bench before meeting its hand-built chassis. Every chassis was tested both up and down the notorious Cat and Fiddle hill (1,690 ft.) on the Macclesfield-Buxton road, loaded with iron ballast representing a saloon body and four passengers.

Crossley had foundries only for casting aluminium and brass, buying their iron castings, but great care was taken in the machining, particularly of crankshafts, which were balanced and the bearings scraped by hand. Reverting to engine bench-testing, those destined for colonial work were run in a room in which air temperature was kept at 100 deg. F. Crossley carried out their own heat-treatment of parts, gear wheels being treated in an Allday's furnace and small components being heated to 900 deg.C. Much aluminium was used about the engine and the oven of the aluminium foundry could hold up to 400 lb. of this material.

Radiators were hand-made by deft craftsmen and the body shop contained a well-equipped wood mill and a drill for boring " square holes." Practically no open bodies were being made by 1930 apart from an occasional sports/tourer, but the saloons could be had with neat sliding roofs; fabric had given place to coach-built bodywork. Although the emphasis at Gorton in vintage times was on hand-built cars, Crossley's had one shop alone containing 700 machine tools. Incidentally, they could still supply spares for models back to the original Crossley of 1903 Those few enthusiasts who still run vintage Crossleys may like to be reminded of these things.—W. B.

MONTE CARLO RALLY



Outright Winner

PANHARD

the oldest make of car in the world

1st. M. Martin — R. Bateau

2nd. W. Loffler — H. Walter

3rd. G. Jouanneaux — A. Coquillet

Subject to official confirmation

All three were private entries, they also won the two main team awards: the cup for three nominated teams and the cup for any three cars of the same make.

See your local dealer and try the wonderful Panhard for yourself.
Price: £897. 17s. 6d. tax paid.

Write for brochure to: **CITROEN CARS LTD. (Panhard Division) Slough, Bucks.**

LETTERS FROM READERS

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

THE COST OF MOTORING

Sir,

Last year I had four brake shoes relined at a total cost of £2 5s. 0d., the cost of the shoes being £2, the 5s. being for the fitting and rivets. Two days later I purchased two linings from Messrs. H. & G. Robinson (Gosforth) Limited who are the VW official agents in the area, and they cost 4s. 3d. each. I was absolutely appalled to learn that the Ferodo brake shoes were more than 100 per cent. more expensive than those supplied by the VW Company.

On taking the matter up with Ferodo I was informed that it is difficult for them to give a price advantage when they do not manufacture the brake linings on the original equipment. I would have thought that an English firm specialising in brake linings would have at least been reasonably competitive against a foreign firm who do not specialise and bearing in mind that the latter have to be imported. It is no wonder that the British Motor Trade finds itself on the slippery slope if this incident is reflected in other spheres. The moral of the story appears to be —purchase one's replacements from the manufacturer of one's vehicle.

I am, Yours, etc.,

South Shields. N. S. SMITH.

* * *

THE COMPULSORY VEHICLE TESTS

Sir,

I would like to tell of my experience with the M.O.T. test for 10-year-old cars.

I arrived at the garage at 10 o'clock, whereupon I was met by the man who was to "test" my car, a 1935 Austin Nippy. He commenced by rocking the front wheels to test the king-pins, which he seemed to find satisfactory, and then the steering wheel for the same purpose. Up until now all had gone well.

The man then proceeded to get in the car putting the deceleration meter in the passenger's seat. Before I had time to explain that the clutch was tricky he had started it up and had tried for the first time to "ram" it into gear. On my trying to explain, my voice was drowned by another screech from the gearbox. In the end he put into gear and used the starter to get going. Never have I felt more for gears as I waited for him to come back. Five minutes later he came back and stalled as he stopped. The brakes had passed. His attempt at driving the car was getting a little much for me and so I politely asked if I could drive it from now on. I was greeted with the comment: "If you can drive this you are a better man than I am."

I got in and drove it under cover in order to test the lights. He told me the headlights were too high. He did not use a meter, but just pointed them at the wall. He then got hold of each one in turn and tried to wrench it down. However, this did not work due to very solid mountings. It occurred then to this brilliant mechanic that a spanner might do the trick. He set them—my nearside headlight points twelve feet in front of the car, and the offside up into the air.

Anyway, he passed it as being roadworthy, and I drove away 15s. the poorer, metal chips in the gearbox, and lights very dangerous. Perhaps this is Mr. Marple's way of *getting rid of old cars.*

I am, Yours, etc.,

London, N.W.1. JOHN MILES.

Sir,

Why do garages exhibit a triple triangle when they mean a double-cross?

I am, Yours, etc.,

Penshurst. D. A. REDGRAVE.

* * *

"CABBY" DIMMOCK

Sir,

The mockery which Mr. Peter Dimmock made of the Monte Carlo Rally with the taxi which he "hailed" disgusted me. Nineteen minutes of Sportsview on the 25th January was devoted to a film of this vehicle which had been forced to retire early in the rally. The rally became of secondary importance to the antics of Mr. Dimmock and a taxi meter.

Why should we as followers of motoring, have to suffer the indignities of watching our sport being made to look like some gigantic lark? *Mr. Dimmock never rides an elephant in the Grand National* in order to attract those of us who are not interested in this sport to view the event, so why was he allowed to make such a nonsense of the Monte Carlo Rally coverage? Do the B.B.C. look upon the followers of Motoring sport as idiots? Is that why we are represented by such tomfoolery?

Next year perhaps the B.B.C. will contact a toy shop and arrange for Mr. Dimmock to borrow a pedal car. After all, it has four wheels.

I am, Yours, etc.,

Larne. J. E. GRIBBON.

[This is but one of a great number of letters received, which show up Mr. Dimmock in a very unfavourable light as a person allowed to control the "Sportsview" programme of the B.B.C. He has tried to excuse his stupid stunt by apologising if it has upset some people, explaining that the taxi "went like a bomb." Certainly criticism of the B.B.C. has been bursting in our offices like one of the hydrogen variety ever since Dimmock hired taxi-driver Brooks to drive him to Monte Carlo. Brooks, we feel, should know better—after all, surely dentists do not have to scratch and scrape for a living even if G.P. drivers do?

The R.A.C. has been blamed for permitting Dimmock's entry but originally he appears to have entered an Austin A99—was this done to pull the wool over the eyes of the Competitions Committee?

If Peter Dimmock thinks we are being unkind, just let him appear at a county cricket match in comic costume and make fun of the Oval and Lords and see what will happen!—ED.]

* * *

THE AUSTIN HEALEY 3000

Sir,

I was much interested in the description in your January issue of the Austin Healey 3000. It is a grand car, with excellent engine and brakes, good road-holding and steering and, after some 40 years of motoring, I enjoy every minute of it. I have the hard-top, but the car is in effect a genuine two-seater, as the rear seats can only be used without any covering. As a two-seater there is plenty of room both lengthwise and sideways for two biggish people.

My two major criticisms are, firstly, that the leather hood will not fold back and, secondly, the interior gets too hot in warm weather. In the sort of summer weather we get in this country (especially in 1960), a hood that takes half an hour to put up, or to dismantle and stow, is hopeless. Surely it is possible in these days to make a good leather hood which will fold down and be strapped down in two or three minutes—it was done 30 years ago? Then one can choose between the hard-top, which is permanently up, or a leather hood which can be up or down at a minute or two's notice.

Motor manufacturers seem to be cheerfully oblivious of the simple laws of heat insulation. There was no lagging on the bulkhead separating the bonnet and the inside of the car, and the two sheet metal caverns from which the pedals depend (there is one on the nearside for export models) exude B.t.u.'s by the thousand, for the benefit of the occupants' legs. Also the sides of the casing around the clutch housing get warm—all these I have insulated with considerable improvement.

The front panels in the windows do not open, while the 1960 model has no door locks (which I have fitted). Previous models had locks, I understand.

In regard to the lost motion in the throttle control, to which you (and several others) have referred, this is infuriating with such a lively engine, but fortunately it is quite easy to remedy. At the front end of the throttle shaft, at the left-hand side of the engine, is a little plastic bracket which distorts a lot when the throttle pedal is depressed, but before the throttle actually opens. Throw away this plastic bracket and make another of $\frac{1}{8}$-in. thick steel angle. In the vertical leg of the bracket, that is, where the shaft comes, drill a $\frac{9}{16}$-in. or $\frac{5}{8}$-in. hole. Into this hole insert a little piece of small hose having about $\frac{3}{8}$-in. bore (I used a piece of a domestic rubber gas connector which was tapered at each end). Turn up a little bush about $\frac{1}{2}$-in. long with a $\frac{5}{16}$-in. hole to fit the shaft and press into the piece of rubber hose in the bracket from the bulkhead side. When this is assembled, the rubber bush gives sufficiently to allow for the engine moving on its mountings, and the throttle control is perfect. I also fitted two little steel

metal clips, one at each end of the throttle shaft, to prevent it sliding endways.

To my mind, obvious improvements are the fitting of an ammeter, sun visors (the A30 variety are excellent), wing mirrors, reversing and fog lamps. The absence of a starting handle makes it a nightmare to check or adjust the tappets, etc., apart from the risk of a flat or worn out battery.

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

* * *

THAT CAR WITH THE HAPPY GRIN

Sir,

For many issues now of your excellent magazine (I mean it), I have followed the criticisms and the praises of "the world's best selling car"—the sluggish beetle, "the World's most exciting light car" which apparently sheds bits and pieces as it goes along, of the cubical mini-wonders whose optional equipment should include umbrellas and goloshes, I am told, of Jaguars which gnash their gearbox teeth in anger, and so on and on.

For eighteen months now I've owned a little frog-like creature with a happy grin and a happy disposition. In 24,000 miles of peak rev. driving in London, on the M 1 and the odd rally she has never let me down. Serviced and tuned at Healeys and Sprinzels (no extras), she zooms in and out of traffic making all else look silly and save for one panel beating interlude (my own fault) I've never been without her.

For road-holding, acceleration, control, nippiness, reliability, 40 m.p.g., and price, she is in a class of her own. I have no doubt what my next car will be—if I can afford it a Sebringised one with discs, if not, an ordinary Austin Healey Sprite will keep me happy once again. After the usual disclaimers I shall sing stars and Sprites for ever.

I am, Yours, etc.,
London, N.W.3. J. MOKRZYCKI.

* * *

FORD *VERSUS* VW

Sir,

I do not understand why your correspondents have a tendency to run down the new 105E Ford Anglia.

Having taken delivery of one of these in January of last year I can confirm that this model is really the most exciting small car on the market.

To date this vehicle has given excellent service, minor distractions being the 21 times it has been back to have 53 faults put right. With regard to petrol consumption I find that it does not quite come up to the standard of Ford claims, but I did manage to average 26 m.p.g. when running in.

I have found that there is no need to go to the expense of having a radio fitted—the drumming from the back end is quite melodious.

Surely no mere Volkswagen can compare with this.

I am, Yours, etc.,
Penn. PETER M. JONES.

* * *

DISAPPOINTED

Sir,

Reading "Matters of Moment" in the January issue of MOTOR SPORT, and your reference to miniature car replicas, I felt compelled to relate to you a recent experience.

Replying to an advert in December's copy I despatched 9s. 9d. to Automec Ltd., of Watford, to purchase a miniature "Bugatti 35C." This model was eloquently described, and, judging by the cost, when compared with the "matchbox series" it should have been really something.

After waiting over three weeks it arrived and my disappointment knew no bounds. It was not as well made or as detailed as a Dinky Toy, and about as well painted as my garden shed. In future I shall stick to the better known and made "Models of Yesteryear."

I am, Yours, etc.,
Acton. H. COKER.

* * *

AXLE NOISE

Sir,

In July 1960 I took delivery of a new Ford Consul. The third replacement rear axle has just been fitted at 6,400 miles; it still grinds at light throttle openings at about 30 m.p.h., but I am told that it is perfectly standard. As this is the third axle which has done this I can only presume that there is a design fault which had I known about before purchasing the car would certainly have influenced my decision.

As I have had the rocker shaft, several rocker arms, valves and valve springs replaced, in addition to the propeller shaft and a rear wheel bearing besides the axle I am somewhat disgruntled, as you can imagine.

I am bowing to the inevitable—the brochures for *that* car are now on the table beside me.

I am, Yours, etc.,
Cheltenham. WILLIAM H. ABBOTT.

* * *

A FAMOUS RILEY

Sir,

I wonder how many of your readers recognised the ex-works Riley Nine which was pictured and mentioned in January's "Cars I Have Owned"? It is the 1934 Ulster Imp which H.W. Motors subsequently sold to the Tourist Trophy Garage.

Although Hobbs found the car slow for the 1947 Brighton Speed Trials, three years later it was sufficiently quick to score a class win. This was Mike Hawthorn's first event on four wheels and the car was then sixteen years old. At Gamston in March 1951, Hawthorn won the 1,100-c.c. event and was only beaten by a Connaught in the 1,500-c.c. race.

Any information about this car, or photographs of it or its relations, would be greatly appreciated. I can produce particulars since March 1947 but only know that before this it was raced by the works and Gee.

I am, Yours, etc.,
Weybridge. T. E. ELY.

* * *

A MATTER OF ECONOMY

Sir,

Without wishing to detract in any way from the performance of Carlsson's Saab in the recent R.A.C. rally, it would be most interesting to know how much fuel and oil it consumed, compared with, say, Seigle-Morris' Mini-Minor.

Is it possible to obtain such information?

I am, Yours, etc.,
Bangor. W. M. CAMERON.

* * *

A SENSE OF PROPORTION

Sir,

I feel compelled to reinforce your very modest protestations against Mr. J. B. Lewis' accusations of bias towards VW.

It appears to me that MOTOR SPORT compares well with the best vintage motors in handling, substance and quality of material (how you manage to keep Boddy and soul together at 1s. 6d. per copy is amazing). Just as many of those vintage thoroughbreds had their idiosyncrasies, so maybe VW is MOTOR SPORT's particular foible. Editorial ownership and a 4-million sale seem good reasons. MOTOR SPORT is a comfortable, friendly magazine. It has a special flavour of its own, which its contemporaries lack. It takes me a week to read, at the end of which I avidly await the next issue—but perhaps all this too is beyond Mr. Lewis' comprehension.

I, too, have a bias—its initials are "M.S."

I am, Yours, etc.,
Cardiff. J. J. HUMMERSTONE.

[Thank you, Mr. Hummerstone!—ED.]

Sir,

You are often taken to task for your frequent praise of the VW and accused of being unpatriotic and anti-British. Patriotism is all very well, but when it usurps reason, it is wrong.

I was a Ford user for very many years and was quite satisfied until 1956 when I had very good reason to complain of a 4D truck and a Prefect car. Primarily on account of your recommendations, I got rid of both these vehicles at the beginning of 1957 and went VW. The three succeeding years have covered two VW pick-ups and a VW car and I have never known such cheap, efficient and reliable transport.

In three years, the total repairs and replacements on these three vehicles has been—a new pick-up silencer, a new plug and the footbrake pedal of a pick-up once needed to be freed, during prolonged snowy weather. That is the lot! No new tyres or batteries or even bulbs and no vehicle has ever once missed starting at the first turn of the engine and everything still works perfectly and precisely.

VW service, which has only been needed for routine servicing, is first-class and competent, without any of the irritating little slip-ups which seem to occur with other makes.

There has been a certain amount of ballyhoo about the recent

Ford marathon at Goodwood. My reaction to this tedious accomplishment is—so what! Interesting maybe, but proving absolutely nothing. I would think that any factory-prepared team of cars could do the same, or certainly *should* be able to. This kind of running bears absolutely no relation to normal day-to-day motoring, so why bother?

Thank you for an always interesting and sometimes stimulating magazine. I shall be interested to hear when you find a vehicle under £1,000 cost to *equal* the VW.

I am, Yours, etc.,

Keighley. J. E. BROWNBRIDGE.

* * *

FORD SERVICE

Sir,

As Mr. Lewis is no longer a regular reader of MOTOR SPORT it is hardly worth while protesting that though large, I am neither ham-fisted nor leaden-footed. However, the Ford Motor Company seemed to take my troubles more seriously than Mr. Lewis did, with results that should, I think, be recorded.

Soon after my letter appeared in your November issue I received a letter from Fords inviting me to submit my Anglia to an examination by their Service Inspector. This took place a few weeks later and the outcome was impressive; new carburetter, new flasher unit, new door lock, door pull and keep, new speedometer, new wiper arms and blades, exhaust manifold gasket (not previously fitted), and adjustment to steering. This was done in one day by Norman Reeves of Uxbridge and cost me nothing.

Service like this does much to sweeten the experience of owning a small British car and I feel that such things should be advertised, for many Ford owners may be unaware, as I was, that they may still find sympathetic consideration of their troubles after the warranty has expired.

I would not quarrel with any of Mr. Lewis' remarks about the Anglia's fuel consumption, gearbox and engine, but I shall still save my pennies for a Volkswagen because until either my income increases or our manufacturers take their blinkers off, I cannot *afford* to own a small British car.

I am, Yours, etc.,

High Wycombe. G. MORGAN.

* * *

DISGRACEFUL PRESENTATION OF TWIN-CAM AUSTIN

Sir,

On visiting the Racing Car Show it was most disappointing to see the disgraceful condition of the o.h.c. racing Austin "kindly loaned by the Austin Motor Co." which was exhibited on the stand of the 750 Club. The obvious neglect of months indicated how little the B.M.C. care for their past history and for the name of their Founder who personally spent so much trouble, technical skill and money on this project which subsequently brought considerable fame to the Austin factory; it is gratifying to remember that the Beaulieu Museum appreciate their specimen and know how to preserve it.

If the B.M.C., out of their vast profits, are unwilling to spend a little time and trouble on their car, surely they might present this historic racing car to some enthusiastic club who would cherish the job of bringing it up to and subsequently keeping it, in good condition for such future exhibitions.

I do not approve of so many of our historic cars being sold Overseas but surely we cannot complain if it is too much trouble even for a manufacturer to ensure that they are kept in a reasonable state of preservation. It should be emphasised that the 750 Club are exonerated from any responsibility whatever for the condition of this car, since it was received only the day before the Exhibition opened and had to be exhibited as received; probably the Club were ashamed to have to do so but having committed themselves they, at least, kept faith with their patrons.

I am, Yours, etc.,

London, N.21. H. K. BEAVEN.

[We have heard this opinion expressed in many quarters; is there any reason why this car shouldn't be made to *run* again, after being restored to decent condition?—ED.]

* * *

GO FREE OR BELT-UP?

Sir,

May I be allowed to make my contribution to the controversial matter of the use of safety belts.

I submit that the installation of these marvellous harnesses represents a totally wrong aproach to the prevention of accidents. The reason is that they are absolutely certain to give a driver an exaggerated sense of security as, I may say, does the use of safety glass. This sense of security from any mishap is sure to encourage many fools to become greater fools.

I should like to stress that I have nothing against speed, when it is in the right place, which is of course, the race-track. Let speed merchants work off their energy where they can, at least only murder one of their fellows.

I see that I have digressed from the main theme of this letter, but as a boy who has just been let on to the highways of Britain I do not wish to have my life cut short by a chap in a beefier car than mine, fitted with straps so that he gets out alive.

I am, Yours, etc.,

Harrow. J. RANSFORD (age 17).

[This letter reflects my *personal* opinion. Safety belts are essential in rallies, saloon and stock-car racing and, apparently, in million-pound modern air-liners. Yet in belt-conscious Sweden Eric Carlsson does *not* believe in strapping himself in his Saab. But safety belts *are* useful for keeping children, who insist on riding beside mummy or daddy, *on* the front seat instead of *through* the windscreen or *out* of a window. And I seem to remember John Sprinzel saying something of the same sort about girl friends . . .!—ED.]

* * *

SIMCA SERVICEABILITY

Sir,

Your experience with the "Minibric" (new pistons at 13,000 miles, a month back at works after ten months' use, and all that) must cause a certain amount of slightly scornful amusement to the foreign-car brigade, of whom I am one.

My Simca Aronde, new in May 1955, will pass the 100,000 miles mark in about a week's time and it has never even had the head off.

It still does 80-85 on the clock, shows almost original oil pressure hot, and has been by far the most reliable car I have owned in thirty years' experience.

In 99,500 miles it has used 2,940 gallons of petrol, which works out at practically 34 m.p.g. The oil consumption, which until 80,000 miles or so did not register between changes at 2,000-mile intervals, has now increased to about 400-500 miles per pint.

It does 20,000 miles per set of Dunlops or 30,000 per set of (ordinary) Michelins.

It uses plugs at the rate of a set every 25,000 miles, contact breaker points about double this, the first battery lasted 4½ years, the first brake linings 60,000 miles.

Major replacements have been: one clutch assembly (67,000); two rear springs (74,000); two reconditioned water pumps (32,000 and 64,000); one set of shock absorbers (38,000); one starter pinion assembly (36,000); one dynamo recondition (86,000); one distributor recondition (93,000); two fan belts (47,000 and 92,000); four silencers at intervals (have now got a Servais with plain tail pipe); one lighting switch combination assembly (50,000); one set anti-roll bar bushes and rods (75,000); radiator overhauled (95,000); fan blade assembly (86,000).

Also I have replaced about four headlamp bulbs and perhaps four or five tail/stop lamp bulbs. And that's the lot.

This looks a formidable list in cold print, and it might be said that some people would rather have a couple of decokes than a couple of rear springs; however, only on two occasions (the clutch and the lighting switch replacements) has any repair taken more than the day to effect.

Being a bit finicky about appearance, I have had the car re-sprayed twice, once in 1957 after two years' use when it was starting to get a bit rusty round the edges and again in 1959 when rust started coming through the wings. It is my only serious criticism of the car that the metal of which the wings are made is not really thick enough (or else they skimped the standard under-sealing on my particular car) so that this rust keeps on appearing; but one can't have everything and if the car were heavier its performance would suffer.

The bumpers and headlamp rims have been rechromed once, some three years ago and they and the rest of the chrome are still perfect.

The cost of running has worked out almost exactly the same over five years as it did over the first two, since the extra expense of replacements has apparently balanced the lower annual depreciation. Over five years the average annual costs have been:—

	£	s.	d.
Service, repairs and replacements	93	0	0
Depreciation	120	0	0
Tax	12	10	0
Insurance	16	0	0
Fuel (one-fifth of 88,600 miles at 34 m.p.g., at average 4s. 9d. per gallon)	123	10	0
	£365	0	0

It must be coincidence that my motoring has cost exactly £1 per day for the entire period! This represents a shade under 5d. per mile, which I suggest is a pretty reasonable figure for relatively trouble-free and most enjoyable transport over such a time and distance.

There's not much doubt what my next car will be when I *do* sell this one.

I am, Yours, etc.,
H. P. POWELL.

Brighton.

* * *

AMENITIES AT BRANDS HATCH

Sir,

I am *also* a frequent visitor to Brands Hatch (letter, February issue, Mrs. Avril Gamble) and also think that it is an excellent circuit. The only complaint I have is, of course, those toilets, which most certainly should be improved. They are a shocking disgrace.

Now I must disagree with Mrs. Gamble on one thing, *mud!* Admittedly it is thick, and sometimes it is almost impossible to make progress up to Druids' corner. But, is it much to tolerate, when those fine drivers are " roughing it " in possibly rain, sleet, cold, wind, or even heat? I certainly do not think so! Mud is as much a part of " Brands " as the circuit itself. For an enthusiast, mud is of no account (and even fun!), for you must of course dress for " Brands "—boots, trousers, several sweaters, etc. Why spend money on laying concrete or tarmac, when it can be spent much more wisely on the circuit or stands? And, if you cannot afford the luxury of the stands, I suggest waiting for a meeting at Goodwood, Silverstone, etc.! But I for one will always enjoy " Brands," and " that mud "!

I am, Yours, etc.,
P. EVANS (Miss).

Sutton.

[Nice to hear from a young lady who is so obviously an enthusiast! Incidentally, at Brands Hatch many people use their cars, parked on the sides of the hills, as grandstands.—ED.]

* * *

COVENTRY-CLIMAX ON 3-LITRE ENGINES

Sir,

The advent of the new Intercontinental 3-litre Formula, together with the publicity given to the Cooper-Brabham trials held at Indianapolis recently, has given rise to much speculation and rumour as to the possible modification of our 1960 2½-litre Grand Prix engine to allow for an increase of capacity to approximately 3-litres.

As the designers and manufacturers of these engines we feel it desirable at this time to make the following statement :

As is well known, the 2½-litre Coventry Climax type " FPF " engine which has been raced so successfully to the old Formula 1 of 2½-litres was designed as a 1½-litre engine, and the increased capacity was obtained only by acceptance of a bore and stroke dictated purely by existing dimensions of crankcase, bearings, etc., and not from choice. The resulting stroke was too long and imposed an upper limit of 7,000 r.p.m. which seriously curtailed the potential power.

The engines developed extremely good power at the permitted crankshaft speed, and although they won the races, they did not achieve 100 b.p.h. per litre, which we now accept as a minimum target for a modern racing engine. The small dimensional increase which is physically possible, leaves the capacity still well below 3-litres. It imposes considerably greater inertia loadings and because of this, the permissible crankshaft speed is reduced and also, therefore, the potential power. Should the speed restriction be ignored, then the reliability is very seriously impaired.

It is, therefore, quite obvious that the existing 2½-litre Coventry Climax G.P. engine, whether modified or not, will not compete satisfactorily with full 3-litre engines.

The fact of the matter is that whereas the Intercontinental Formula was suggested in order to prolong the life of the existing 2½-litre engines and cars, it has actually made the engines redundant, and thereby complicated the problems of constructors and engine builders to an even greater extent than did the change to Formula 1.

Apart from the problems peculiar to the 2½-litre engine there is another factor which is far more important and concerns our work in connection with Formula 1—1½-litre engines. It is a fact that when the new formula was announced we were requested by the constructors, and other interested parties, to produce suitable engines. We agreed, and have since vigorously pursued the matter, having put in hand a number of considerably improved four-cylinder Mk. II engines for 1961, and an entirely new engine for 1962.

In order to complete these projects within the appointed time, we need all the manufacturing, development and servicing facilities at our disposal, and therefore cannot permit any other projects to divert our effort.

This is the reason, therefore, which compels us to state categorically that we do not agree to, and cannot support the racing of " FPF " 2½-litre Coventry Climax engines, whether modified or not, in the 3-litre Intercontinental Formula racing.

Following the trials carried out by Jack Brabham at Indianapolis John Cooper has persuaded us, and we have agreed, somewhat reluctantly, to produce one special engine for this race in which the bore and stroke have been increased to give a capacity of 2,750 c.c. Whilst this may prove an interesting experiment, we are not at all happy as to the reliability of the engine.

This is a " one-off " job and as such does not entail the servicing which would be necessary if it was to compete in a normal season's racing. It will not, therefore, strain our small and much overloaded racing engine section.

I am, Yours, etc.,
pp. COVENTRY CLIMAX ENGINES LTD.,
W. T. F. HASSAN, *Chief Engineer.*

Coventry.

* * *

THE LOCKE-KINGS' ITALAS

From: The Rt. Hon. Lord Montagu of Beaulieu.

Sir,

I was most interested to read Mr. Boddy's article in which he speculated about the origin of the owner of the Itala which went on a trip to Venice in 1905.

I showed the article to Col. Robert Gore-Browne, who now lives at Beaulieu, but is, of course, the nephew of Mr. Hugh Locke-King and Dame Ethel Locke-King, who are famous for having built and owned Brooklands. He confirms that the whole book sounds very much like his Aunt Ethel, who before the Track was built lived a great part of the year at Rowners Farm, near Billingshurst, Sussex, and it would be quite natural for them to start a Continental tour from there.

They did, in fact, go to see the Coppa Florio in an Itala which they nicknamed " The Hun " because, like that conqueror, it was only stopped by the canals of Venice. Indeed, the brochure is called " To Venice and Back." The Itala was driven much of the way by a certain Mr. Pope who was connected with the Itala firm. Mr. Locke-King was evidently a rather desultory driver, although Dame Ethel drove furiously nearly up to the end of her long life.

With regard to Kodaks, Mr. Locke-King was an early enthusiast, and had his own dark room off his study at Brooklands House.

Col. Gore-Browne re-emphasised that his uncle had no business connection with Itala, but thought it would be very likely that his uncle might have given or sold a piece of land on his property at Weybridge to the firm to build their factory. He also has the impression that Italas did get into financial difficulties in England, and they may well have been helped by his uncle sometimes.

A further fact that confirms the identification of the writer of the brochure is the fact that the borrowed body was " inhumanly uncomfortable." Col. Gore-Browne remembers his uncle and aunt saying that one of the main reasons why that car was sold was because of this very discomfort.

Later on they owned two smaller Italas, one of which was called " Honey," i.e., " Little Hun."

Neither Col. Gore-Browne nor Sir Stewart Gore-Browne, who lives in Rhodesia, have completely given up their family connection with Brooklands, as each has a pair of Brooklands iron-wrought gates on their property. One pair in Central Africa, 300 miles away from the nearest railway, and the other pair leading to a vineyard which Col. and Mrs. Gore-Browne have planted at Beaulieu, where the monks used to have a vineyard 700 years ago.

I am, Yours, etc.,
MONTAGU OF BEAULIEU.

Beaulieu.

* * *

TAILPIECE

Sir,

I could not let the Mini/Seven correspondence pass without saying a word. I took delivery of my Mini last September, in place of a rear-engined alien. Thus, after some 10,000 miles and three tyres later, the only thing I have to say is " marvellous "!

I am, Yours, etc.,
J. R. COLLINGE.

Old Colwyn.

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FOR SALE

ROLLS 20/25, 1934, Park-Ward Sports Saloon. Sliding roof, large boot, heater. Professionally maintained since acquisition. Passed test. Doctor orders lighter car. £425. Appointment: Tel.: Watford 23522. [5086

CITROEN 2-seater Roadster, L115, 1939, very good looking, mechanically excellent. £75. Sole reason —room wanted. 309, Firtree Road, Epsom. Tel.: Burgh Heath 1244. [5087

TURNER 950-c.c. Sports. Dec. 1958. Recent reconditioned unit. Stage II tune, heater, large boot, tonneau, large brakes, undersealed, full instruments, spot lamp, one engineer owner, 100% condition. Performance and road-holding with economy. £490. Harvey Rockyfold, Walterstone, Hereford, Tel.: Crucorney 321. [5089

POPPET MUST GO—Parking meters win. 1957 Berkeley sports 4-wheeler, 328-c.c. Excelsior, 21,000 miles, 60 m.p.g. Luggage rack, tonneau, wing mirrors, "X" tyres, spot. £275. 45, Holmdene Ave., London, S.E.24. [5090

TR2, 1955. B.R.G., heater, new hood. Inspection invited evenings £350. Tel.: Eltham 2440. [5091

COMPLETE HYPOID Rear Axles with hydraulic brakes, 4.55, 4.30, 4.1—£10 each. A90 reconditioned radiator £5; engine £25; Chrysler chassis hydraulics, springs, wheels, tyres, £15; Austin 10 engine/gearbox, unused, £20. Box No. B.092. [5092

RUBY, 1935: Bowdenex h.c. Head, Stromberg manifolds, and 1933 A7 as spares. Well shod. £25. Armstrong, 28, Bolckow Street, Guisborough, Yorkshire. [5093

HILLMAN MINX de-luxe, Nov. 1957. Duo-tone, heater, wing mirrors, very good tyres, excellent condition throughout. Best offer accepted. Box No. B.094. [5094

RILEY BIG FOUR engine complete, £7. Other spares. "Coltine," Appleton Road, Hale, Cheshire [5095

BRISTOL 400 Mk. VII Jaguar Engine—as new, reconditioned front, rear suspension, brakes. New differential, wheel bearings, steering. Body: showpiece, photograph, must be sold, genuine reason. Price: cost of improvements—around £375. Taylor, High Street, Newton-le-Willows. Tel.: 2531. [5096

LAGONDA RAPIER Abbot Tourer, 1935. Beige, red wheels and interior. 75,000 since new. £175 cash, o.n.o. Photographs and details: Kees, 121, Lammas Street, Carmarthen. [5097

BENTLEY COUPE, 3½-litre, £240 recently spent. Good condition. Radio and heater. £275. 8, Crawshaw Grove, Sheffield, 8. Tel.: 46216. [5098

WOLSELEY HORNET SPECIAL, 6 cyl., o.h.c., M.G. box, sell or break for spares. Also M.G. J2 back axle, box, head and many other useful spares. Tel.: Lapworth 246 (Warwickshire). [5100

'33 RILEY MONACO: everything sound, refuses to work, £10 or break. King. Tel.: Malden 3124. [5101

AUSTIN HEALEY, B.N.1. Good condition. £375 o.n.o. Oades, 30, The Loning, Colindale, N.W.9. [5102

RRRRR!!!, RILEY Roadster, 2½ litres of pep, performance, plus elegance and comfort. New hood, sidescreens, and tyres. Engine completely overhauled. Offers. 10, Booth Place, Falkirk. Tel.: 492. [5103

FORD 100E ANGLIA, Sept. '59. Monza red. Many mods., including: Willment head, Fish carb., large sump, Servais exhaust system, Buckler gears, Murray overdrive, roll-bar and tramps, "X" tyres, adjustable shockers, interlock seats. 0–60 under 15 sec. Including all original parts. £600. Owner posted overseas. Harvey, 50, Darland Ave., Gillingham, Kent. Tel.: 50785. [5104

M.G. TA—BREAKING. 100% mechanically rebuilt. S.A.E. Abbott, 2, Welford Road, Shirley, Solihull, Warks. [5105

FOR SALE—*continued*

RILEY ADELPHI, 1938. Black, overdrive, very good condition. £75. Bailey, 29, Birchen Grove, Luton. [5106

VOLKSWAGEN, 1955, Standard Saloon, 45,000 miles, '58 skirt and exhausts. In very good order with V. and F. service record. Paint and chrome excellent, will require tyres at 50,000. £285. Tel.: PUTney 6626. [5107

M.G. E MAGNA. Reconditioned engine: bill for £60 shown. Steering, brakes, lights—excellent. Going abroad. Offers. Far Longdon Farm, Shipston-on-Stour, Warwicks. Tel.: Shipston 114. [5108

ALEXANDER MINOR, '52. Reconditioned engine, clutch, 2 S.U.s, modified head, valves, Servais manifolds, new hood, resprayed, many extras. £275 o.n.o. Powis, Medical School, Birmingham, 15. [5109

LAGONDA SPORTS, 1934, Special Six. First class throughout. Genuine reason for sale. £150. c/o. White House, Cabus, Garstang, Lancashire. [5110

ALLARD P1, 1951. Mechanically sound—needs steering overhauled. £50. 23, Colonial Avenue, Whitton, Middlesex. [5111

DISMANTLING: 1933 Sunbeam Dawn Preselector gearbox; 1939/40 10-h.p. Sunbeam Talbot. 54, Kitchener Street, Swindon, Wilts. [5112

A.C. ACE, 1955. Good condition, "X" tyres. £700. 5, Park Avenue, Solihull, Warwickshire. [5113

BE LIKE JEHU and buy my scruffy 1946 Ford Van, fitted with reconditioned 10 engine, 8 head, 4.7 axle and good tyres. £40. 329, Streetsbrook Road, Solihull. Tel.: 5517. [5114

16/80 LAGONDA ENGINE for spares. Scintilla mag., gaskets, etc. Also Rapier handbook. Must sell. Tel.: Kingston 7817. [5115

SUPER SNIPE III, 1951, excellent, genuine 50,000, new tyres, screenwash, dippers, superb heater. Respray not necessary, but would render car otherwise expensively maintained immaculate. Haggle £120. Ring Southport 3547. [5116

SUPERB BRISTOL 400, 7949, button-radio, heater, screenwash, Marchal spot. Colour slides show gleaming black and chrome. Genuine 75,000, fantastic road-holding, steering. New "X"s, wiring, hoses, enxhaust. Haggle £400 Ring: Southport 3547. [5117

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STORK FORCES SALE M.G. TB. Recellulosed, everything overhauled, good tyres. £180 o.n.o. 93, High Lea, Yeovil. [5119

SPORTS-CAR PERFORMANCE from your 100E with my twin S.U. carbs., inlet manifold, four-branch exhaust. All brand new. Bargain £15. Cooper, 16, Martival, Leicester. [5122

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BENTLEY 3½, 1934, Park Ward Sportsman's Saloon. Overhauled Bentley agents 1960. Very good appearance and condition. £310, or might exchange Morgan, Fiat 600 or similar. Seen London or Rustington, Sussex. Middleton, Stranraer House, Warrington Crescent, W.9. Tel.: TEM 7741 daytime (weekdays). [5123

RED LABEL/Perkins P6, V.D.P.4 Tourer. B.R.G. All mechanics/body rebuilt/overhauled. 90 m.p.h., 35 m.p.g., M.o.T., B.D.C., P.D.C. Only trimming required. £350. Family forces replacement later sedater—Perhaps Bentley/Rolls diesel d.h.c. Box No. B.124. [5124

JEEP METAMET CONVERSION. Doors, Perspex screens, modified hood, carpets, chrome bumper, hub caps, towing bracket, trailer lights/flashers. £150. Holdron, Oak Ende, Barnet Gate, Arkley, Herts. [5127

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1925 20-h.p. ROLLS-ROYCE—£40. Needs complete restoration. Will break if not sold complete. Fishpool, School House, Well, Bedale, Yorks. [5143

ROVER TWENTY, 1939, d.h. coupe, £75. Tel.: Tewin (Herts.) 336 (evenings). [5144

WANTED SMALL MAN to buy my A7 Special boxed chassis, hydraulic brakes, aluminium body, modified engine, 4-speed box, etc. £35. Tel.: Lymm 1275 (N. Cheshire). [5145

NICKRI SPYDER Red Fibreglass body, complete with wrap-round windscreen, header tank, cross-flow radiator. All unused. £75 o.n.o. Hammond, 17, Plum Tree Lane, Leighton Buzzard, Beds. [5146

9/28 HUMBER TOURER. Engine needs attention, body good, towable. £30 or haggle. 108, Selbourne Ave., New Haw, Weybridge, Surrey. [5147

3-LITRE ALVIS, 1953, Saloon. Twin carburetters. Twin exhaust. Sparkling performance, immaculate dual grey cellulose and chromium. Heater, screenwashers, rimbellishers. Can't run two Alvises: therefore £320 o.n.o. Tel.: Wakefield 6909. [5148

HUMBER 9/20 Saloon, 1928. Concours condition in maroon and black. £300 just spent on complete restoration, unused since and in fabulous condition in every respect. Selling only to make room for very desirable Bugatti. £250. Ide, Godalming. Tel.: 1985. [5149

HALF COMPLETED. 1937 Ford Ten, extensively reconditioned, fitted with "Fairlite" fibreglass body shell. Over £100 spent. £60. Hall, "Beverley," Backwell, Bristol. [5150

RILEY NINE Merlin Crankshaft, rods and nearly new +.020-in. pistons. New big and small ends. Box No. B.152. [5152

BREAKING M.G. J1, all parts available. Offers to: Best, Bigtithe Cottage, Ollerton Road, Calverton, Notts. [5153

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100E ENGINE and gearbox and all accessories, £35; also 8/80 J.A.P. racing engine. Will Davis, 15, Strode Road, Wellingborough, Northants. [5158

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1. Wash down thoroughly with warm water and soap, removing all oil and grease with turpentine substitute.
2. Remove all traces of rust with 100-grade abrasive, waterproof paper and water, and then dry the parts immediately.
3. Touch in such parts with Valspar before starting the main painting. This applies even to bare aluminium providing that it is suitably etched with abrasive paper.
4. Dented parts should be beaten out, and old enamel which has been disturbed by this should be removed with coarse-grade paper. The edges of broken enamel should be "feathered" or chamfered.
5. Any filler or stopper used to level indentations should be rubbed down with water and medium-grade paper.

Observance of these points will make all the difference between a professional-looking job and one that's obviously the attempt of an amateur. You'll be glad you took a little trouble — just as you'll be glad you used Valspar, the world's foremost gloss paint.

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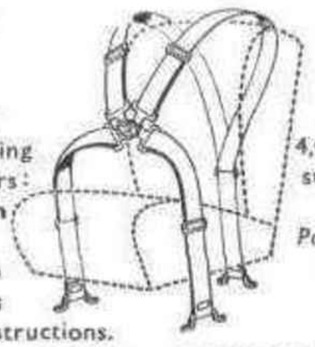
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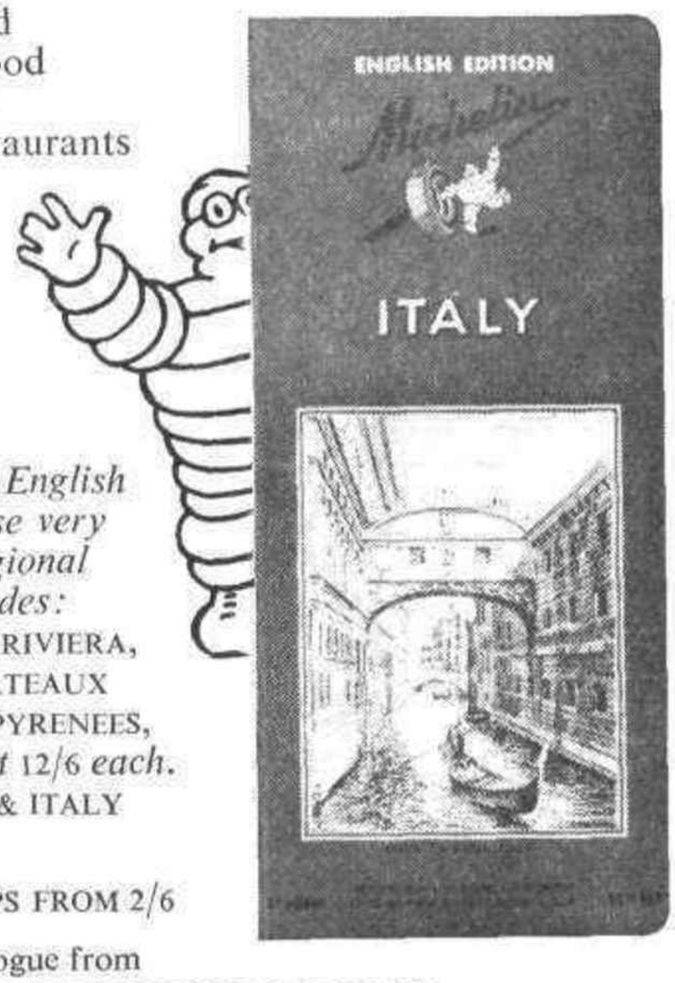
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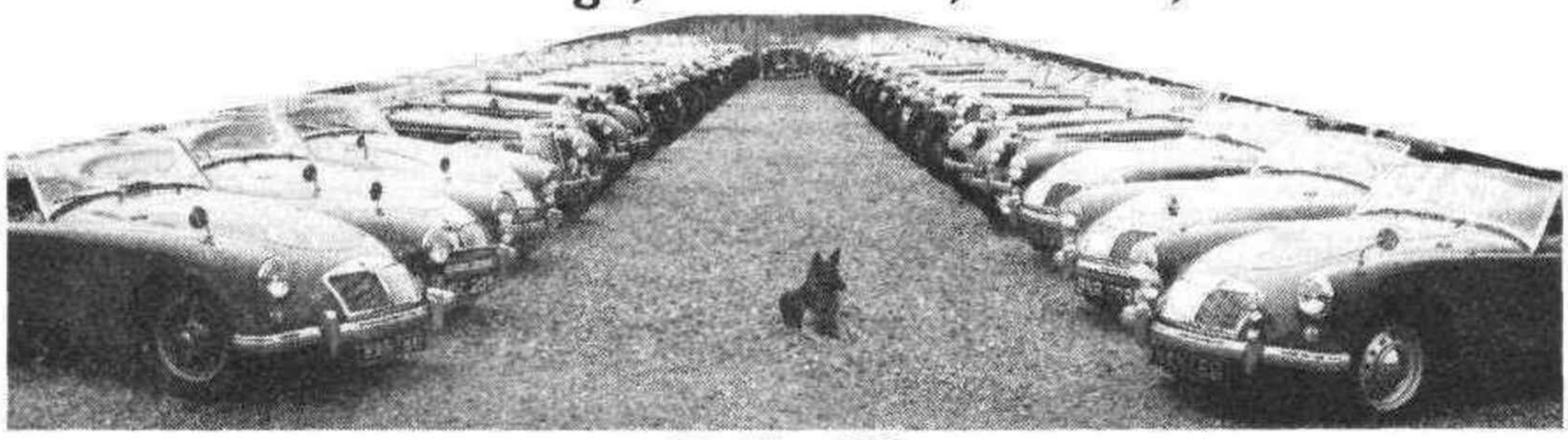
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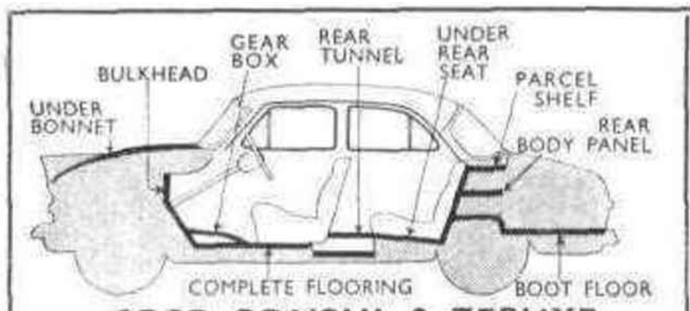
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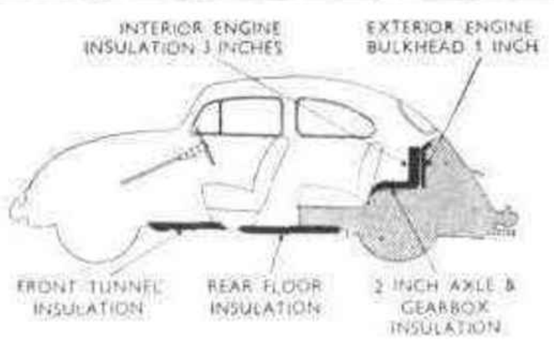
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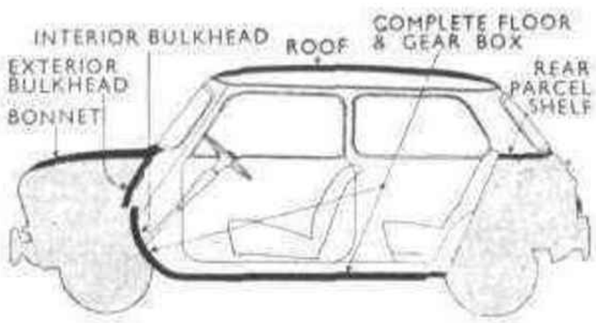
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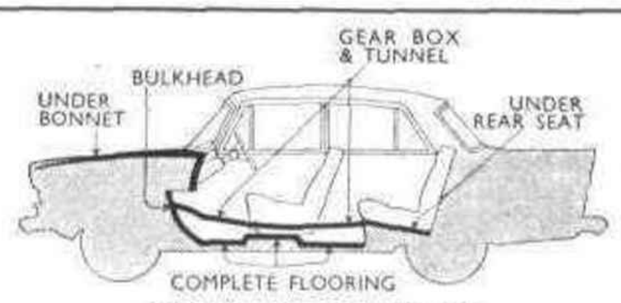
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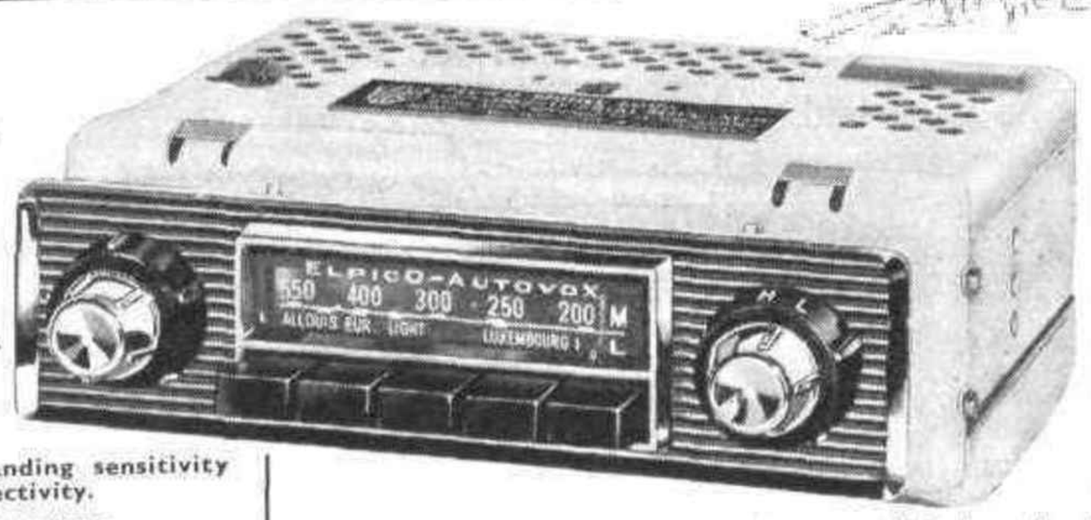
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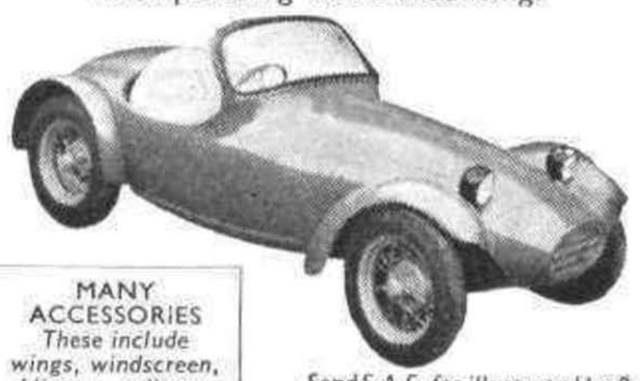
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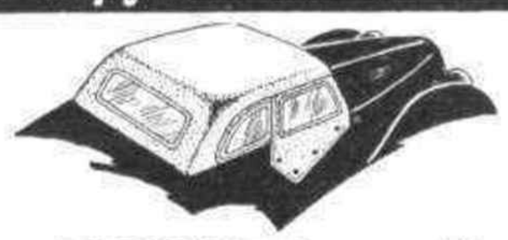
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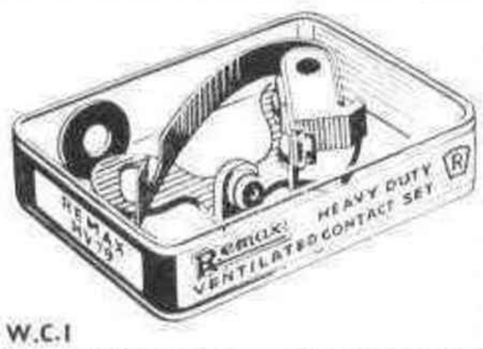
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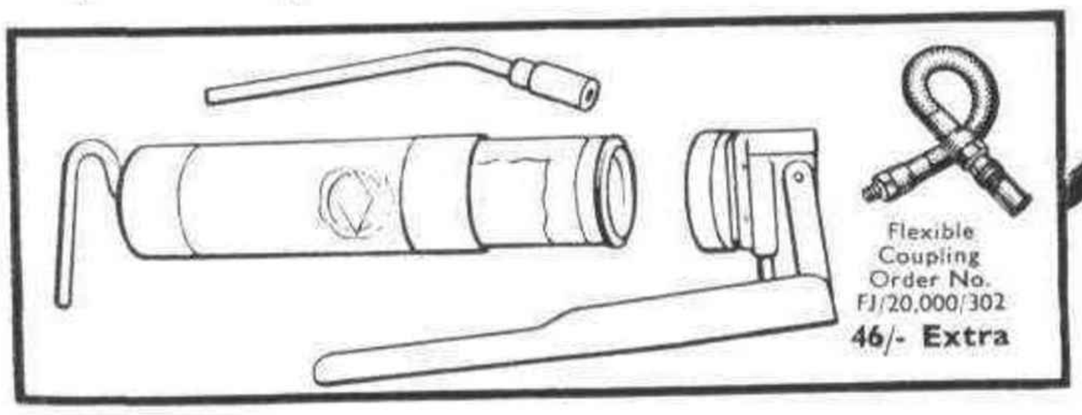


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TWIN 1¼-in. S.U.s, complete with manifolds, etc. ready to fit A40-35, Minor 1000, perfect condition, £10. Buying VW. Davies, 856, Rochester Way, Sidcup, Kent. [5202

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M.G. TD, 1951-2, blue, only requires viewing, £320 o.n.o. 35, Baddeley Green Lane, Stoke-on-Trent. [5205

"CARUSO": 1955 Singer 4AD twin-carb. Roadster, 32,000 miles only, everything excellent, including tyres, lots of extras thrown in. £250 o.n.o. Can arrange never-never. Tel.: Maidenhead 2095. [5207

FIAT 1100 TV Spyder Farina Cabriolet, 1956, hard/soft-top. Reconditioned engine. Heater, wireless. Mileage 40,000. Dark red black top. Unusually fine condition. £550 or exchange VW. Pickworth, 33, Station Avenue, Walton-on-Thames. Tel: 20657. [5208

1960 TR3A, Signal red with red hard-top and white soft-top. Heater, washer, "X" tyres, adjustable steering wheel, occasional rear seat. 15,000 miles, no racing or rallying. £800. Box No. B.209. [5209

IMMACULATE 1955 M.G. TF, red. 1,500-c.c. Wire wheels. £515. 5, Southfields Avenue, Leicester. [5210

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1936 M.G. PB, black, excellent condition. All-weather equipment, 40 m.p.g.. Also spare engine. £125 o.n.o. *Loughland, "Holmleigh," Woodland* Park, Colwyn Bay, Denbighshire. [5213

CONNAUGHT L3S/R, 1953. Completely overhauled and in immaculate condition. All bills available. 100 m.p.h. at 28 m.p.g. B.R.G. Lined and carpeted. Must sell £450 o.n.o. H. W. Cooper, 38, Westerham Drive, Blackfen, Sidcup, Kent. Tel.: Bex 6538. [5215

1953 M.G. TD. B.R.G., carefully driven. R.A.C. inspection invited. £335. H.P. available. Tel.: Croydon 8908 (7-9 p.m.). Mr. Townsend. [5216

ROLLS-ROYCE 25/30, 1937, Barker limousine. £350 or offer. Tel.: Chertsey 3213 or write: Manning, The Range, Dockett Eddy Lane, Shepperton, Middx. [5217

RILEY LYNX, 9 h.p., 1933. Original body, extensive overhaul, sound condition. £75. Morley, The Cottage, Bulcote, Notts. [5218

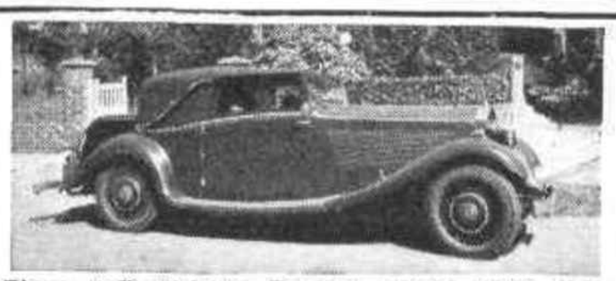
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RILEY IMP. Preselector, sound and original throughout, rewired, new pistons, black and red. £250 M.o.T. Certificate. Gardiner Rectory Cottage, Tallington, Stamford. Tel.: Bainton 313. [5230

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ALVIS 4.3, 1938, V.D.P. Pillarless Saloon. Sun roof, radio, body and interior very good. Engine and chassis excellent. Offers: Watts, 459, Streetsbrook Road, Solihull. Tel.: SOL 2855. [5223

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1936 M.G., 8 h.p., minus engine, radiator, for spares, or rebuilding, £15; 1950 A40 chassis with suspension, etc. £15; Some 1,750 Alfa spares 1934; Sunbeam spares 1927-36; Rudge wheels 15-in. to 21-in.; many 18-in 19-in. tyres; some 13-in. to 17-in. Talbot 90 engine, £20, other parts. Wanted: w/shop manual and spares—o.h.v. B.M.C., Granville Jones, 47, Edmondstown, Tonypandy, Glam. [5225

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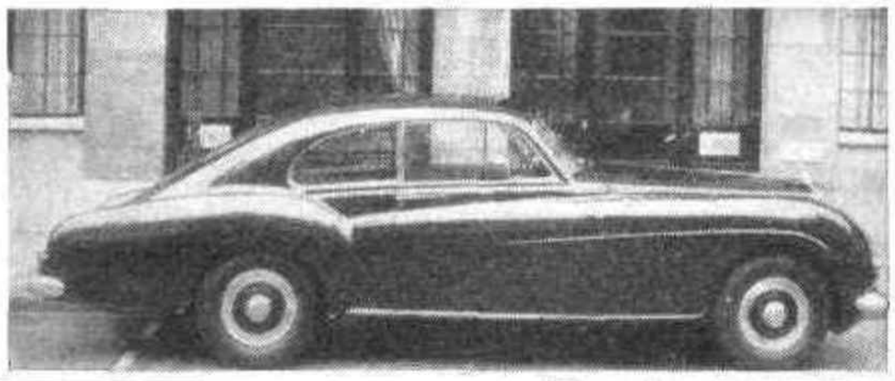
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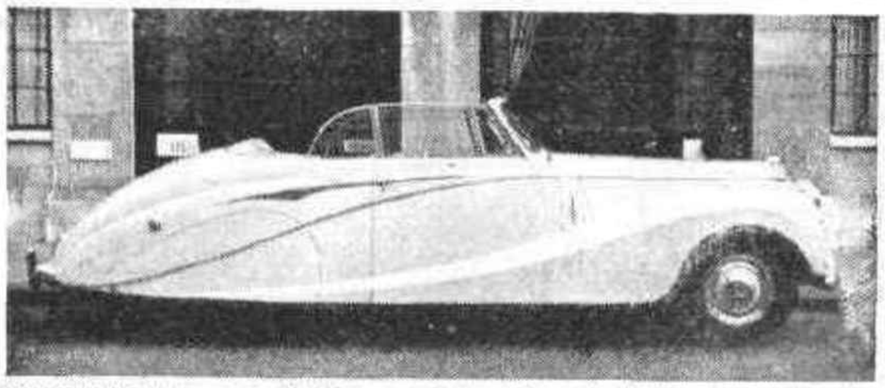
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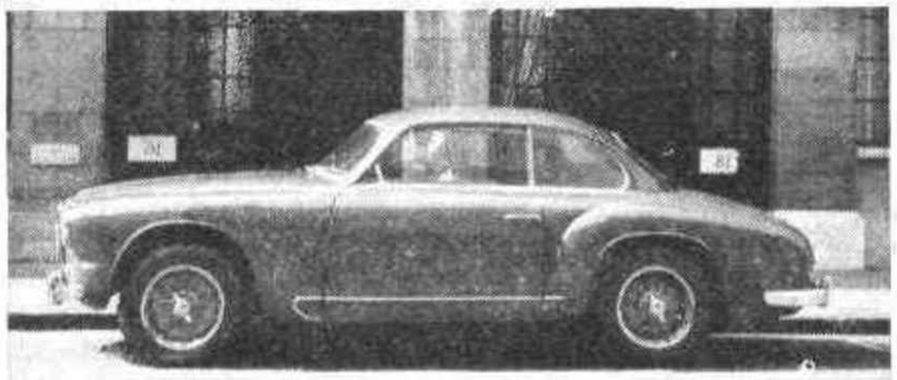
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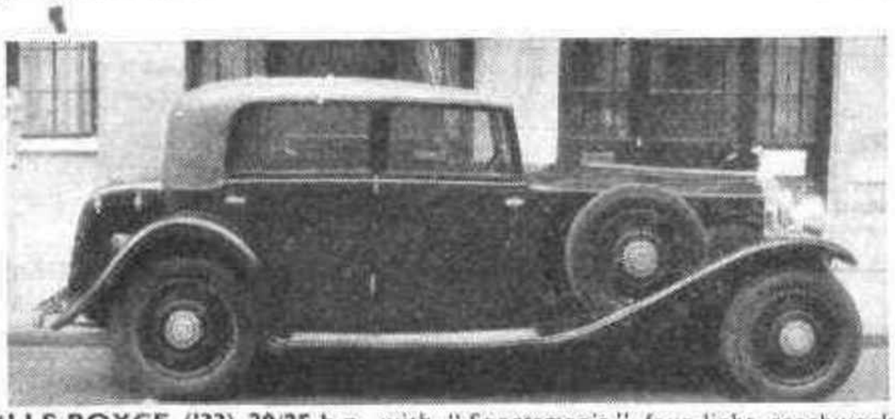
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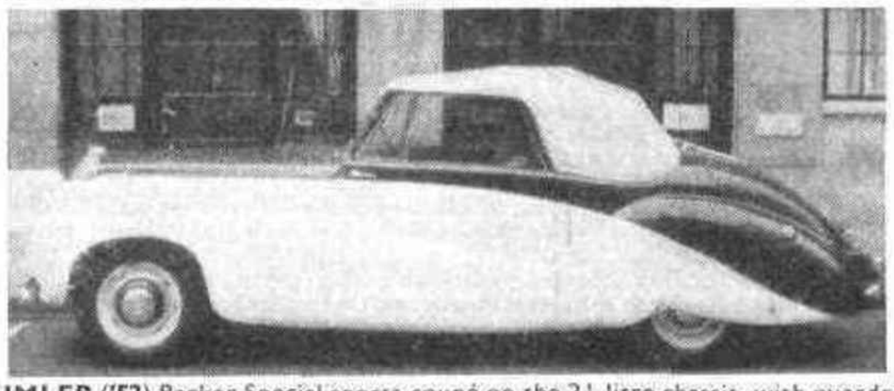
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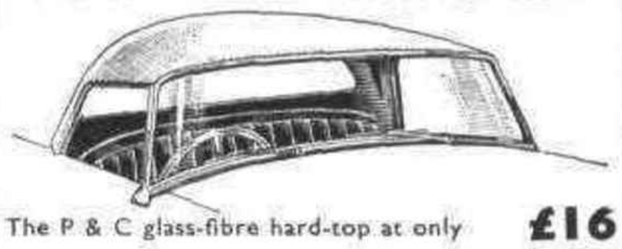
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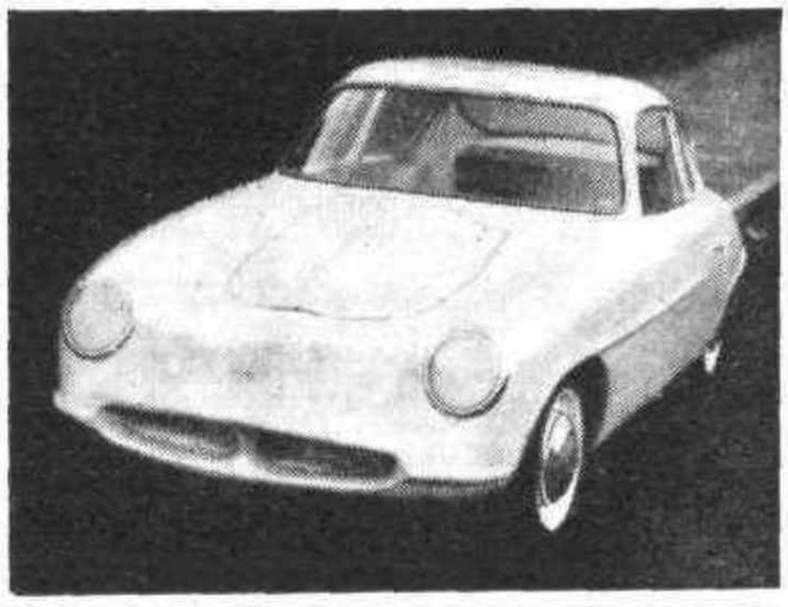
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1934 A.C. 2-LITRE sports. Recon. engine, new hood and tyres. Bargain. £90. Tel.: WOR 8085, weekends. [5307

FRAZER NASH-B.M.W., 1937, Type 34, 12-h.p. 4-seater drophead coupé. M.O.T certificate. £70. Green, Priors Grange, Hellingly, Sussex. [5308

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1948 TRIUMPH 1800 Roadster, excellent original condition, new tyres, leather hood, radio, heater, M.O.T. test. £175 o.n.o. Tel.: Byfleet (Surrey) 46582. [5463

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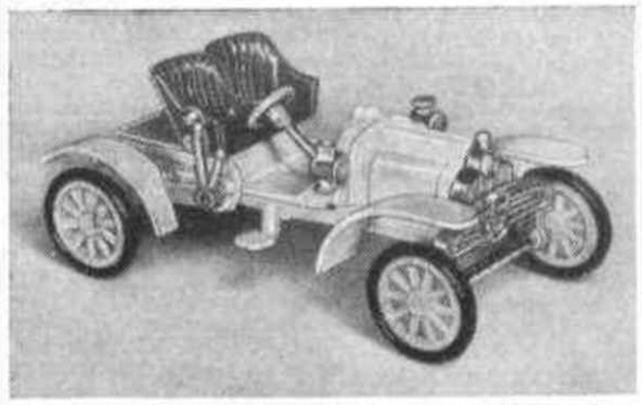
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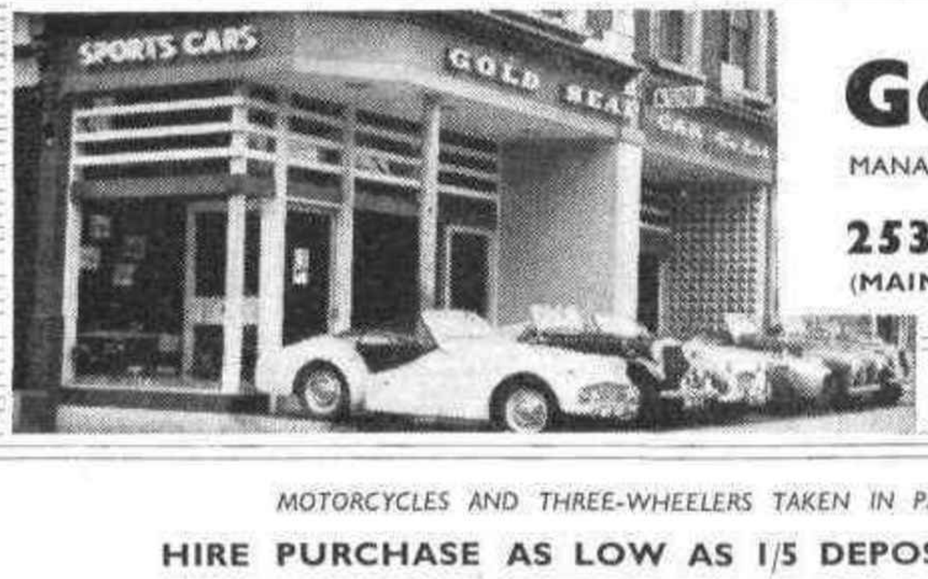
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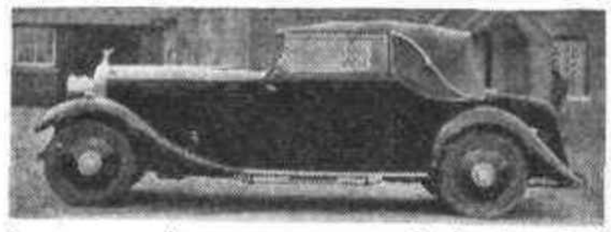
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MANCHESTER 750 SPECIAL. Tube frame alloy body. Engine just overhauled. Ton spares. £65, o.n.o. Tel. : Denton 2938. [5371

RILEY, 1938, "BIG FOUR." Overdrive, freewheel. £50, or offer. Tel. : Burgh Heath 2600. [5372

ALVIS 3½-LITRE D.H.C., 1936. Mechanically excellent. New clutch, king pins, rear springs reset. Body attractive. M.O.T. certificate. £140, o.n.o. Bird, 359, Chester Road, Sutton Coldfield. [5373

FEMALE FANCIERS. To catch a beauty buy this beauty of a special in British racing green. Vauxhall 2½-litre engine, 3 S.U.s, high compression pistons, tubular frame, 8,000 miles, oil cooler. Many other thoroughbred features, but best of all a gorgeous body and many spares. Has to be seen to be believed. Must go! £345, o.n.o. Write: Nicolson, Wayside Cottage, Homefield Road, Seaford, Sussex, or Tel. : 2505, after 7 p.m. [5374

WOLSELEY HORNET (DAYTONA). Excellent original condition. Heater, winking lights. M.O.T. cert. £95, o.n.o. With spares, £110. Photo in Nov., 60 issue, p. 960. Bingham, 135, Clevedon Road, Birmingham, 12 [5375

RILEY NINE, 1936. Engine, £5. Preselector gearbox, £5. Other parts. Tel. : Uxbridge 33482 [5326

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CLAYTON, BRADFORD

1937 ASTON MARTIN 2-litre saloon. Basically very sound, minor attention required **£95**

1954 M.G. TF. Michelin "X." New Vynide weather equipment. Very carefully used **£395**

1955 SUNBEAM Alpine, imported from Sunny Jersey and reg. 1958. Our Manager's personal car, so in near-perfect condition **£445**

Most parts for **3-litre Bentley,** including hood frame and long wings.

Terms and Exchanges

WANTED Chain-gang Frash

FOR SALE—*continued*

DELLOW, 1950. Telehydraulic dampers, major engine overhaul, new differential, all within last year. Usual mods to 93A engine. Valid M.O.T. certificate. Offers wanted. Box No. B.376. [5376

ALFA ROMEO 2-door sports saloon, 2.5, 1948. Recellulosed, brakes relined, new battery. Built-in jacks, Weber carburetter. Beautiful condition, low mileage. Real bargain, £235; many new spares. Kinsella, Remenham, The Drive, Wraysbury, Near Staines. Tel.: Wraysbury 2865. [5377

M.G. TA. Excellent condition. Many new parts and spares. Reasonable offers. Full details. Storrar, 56, Little Grove Field, Harlow, Essex. [5378

1921 11.4-h.p. HUMBER, 2-seat. Finely restored. R-W. certificate. Giles Garage, South Petherton, (Tel.: 249), Somerset. [5379

M.G. F SPECIAL. Transport certificate. Rebuilt 1960. Hydraulics, new body. Taxed year. £85. Davis, 24, Cedars Road, Morden, Surrey. Tel.: LIB 7304. [5380

M.G. NA. VA engine, Scintilla, hydraulics. New hood. Test certificate. £55. 17, Lewis Road, St. Leonards-on-Sea. [5381

ALFA ROMEO, 1930, 1750 Gran Turismo, twin o.h.c., short-chassis drophead coupé. £325. Rivers, 592, Kingston Road, Raynes Park, S.W.20. Tel.: LIBerty 2959 (office hours). [5382

AUSTIN 12/4, 1926, Clifton tourer. Exceptional condition. Engine, brakes, clutch, reconditioned. New battery. Many spares, including engine. M.O.T. certificate. £80. Macleod, Lily Farm, Princes Risborough, Bucks. [5383

BERKELEY, 1957. Excellent throughout. Forced sale. Bargain at £225 o.n.o. Davison, 6, Valeside, Throckley, Newcastle/Tyne, 5. [5384

M.G. TA, 1939. Red. V.G.C. Heater. £125 o.n.o. Budgen, Talland, Ewhurst Road, Cranleigh, Surrey. [5385

BARGAIN—Luxurious Humber Snipe, '49. Road test certified. Taxed and insured. All fittings—heater, jets, spots. Room wanted. First £50. Tel.: Hillside 1887. [5386

AUSTIN LIGHT 12/4, 1933, S.H. saloon. M.O.T. tested. New clutch, batteries, near new tyres. Original cellulose in beautiful condition. Uses no oil. Taxed May. Two owners only. £35 o.n.o. Kean, Holywell, Warwick. Tel.: Claverdon 248. [5387

BITS : 12-volt windtones, £3. Radiator blind and spare wheel for Standard 8/10, £2 each. V/W exhaust/carb. conversion, 50s. Wanted : 6-volt Klaxon. Bradley, Babell Road, Holywell, Flintshire. [5388

PAIR HELLA asymmetrical headlamps for Volkswagen saloon (new). Pair American 12v. sealed-beam headlamp assemblies (new). Four Armstrong twin-piston shock-absorbers (new). Joyce, 33, Avebury Avenue, Leicester. [5389

IMMACULATE SALMSON COUPE of character and distinction. Utterly reliable 12-h.p. twin o.h.c., 1936. Mechanically 100%. Beautiful B.R.G. coachwork. Whole vehicle well preserved. Well shod. Extras. 34 m.p.g. M.O.T. certificate. £150. Box No. B.390. [5390

CROSSLEY PRINCE OF WALES limousine, 1930. Immaculate. M.O.T. certificate. £90. Mason, Grobylawn, Groby Road, Altrincham, Cheshire. [5391

M.G. TA/TC. TA gearbox less remote. Engine complete less crankshaft, standard block, special exhaust. TC crankshaft, handbrake assembly. Rally light. Ludman, " Medway," Marlow Bottom, Marlow, Bucks. [5392

RILEY FALCON 12/4, *1935, nice condition,* passed test. £75. Full partics.: 14, Queensway, Garforth, Leeds. [5393

P100 HEADLAMPS (pair). Offers invited. Bower, 42, Holmes Road, Swanage. [5394

FORD TEN FIBREGLASS coupé, special chassis, i.f.s., 2-4 seats. Fully trimmed professionally. Heater, full instrumentation, Marchals, trafficators, c.r. gears, 4.7 axle. £275. 64, Redesdale Gardens, Isleworth. Tel.: ISL 5784. [5396

LANCIA APRILIA, 1937. Complete, or break spares. Week-ends. Baxter, 425, Worcester Road, Malvern. Tel.: 5264. [5397

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TC chassis frames. **TA & PA** frames.
T-type engine recon. service.
1947 M.G. TC, immaculate **£245**
Several TC XPAG engines and gearboxes complete in good condition.
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S.A.E. please.
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Wraith, first reg'd Dec. '45, virtually one owner, 63,000 miles. A most attractive close-coupled, 4-light, sloping-tail sports saloon, by Windover, with electric division. Ivory on charcoal grey. Immaculate throughout. **£690**

25/30, 1937, Thrupp & Maberly o'd. saloon. Immaculate paintwork in black and beige. Two owners and genuine mileage under 80,000. **£425**

20/25 Park Ward special sports saloon with projecting boot. Almost certainly the car which won *the 1933 Hastings Concours and undoubtedly one* of the prettiest 20/25s ever built. Completely original; virtually one owner, less than 100,000 total miles. **£425**

20/25, 1933 " Goshawk " series with Continental foursome drophead coachwork. Pretty lines and in reasonable condition. **£275**

20/25, 1935 series Barker close-coupled sloping-tail sedanca. By no means perfect but outstanding value at **£245**

P.II short-chass Contjnental, 1933 series, Thrupp 4-light close-coupled special saloon, with bucket seats and projecting boot. Repainted silver grey and lilac. Very fine mechanical order. **£425**

A Similar Model—1934 series Gurney Nutting 2-door fixed-head coupe. Most attractive lines but in only fair general order. **£245**

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P.II Mulliner limousine, 1936, UK series, in very fair general order, with recent comprehensive R.-R. survey report. **£145**

P.III, 1937 series Hooper, full 7-pass. limousine of impressive proportions and in very good order. Dodge 30-h.p. engine fitted. **£225**

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Mk. VI, 1949, James Young special sports saloon. A very sound specimen similar in appearance to an " R " Type but at the very realistic price of **£690**

4¼, 1937 series. A most striking, razor-edged, full 4-seater fixed-head coupe body, beautifully styled—probably Continental. Undoubtedly one of the most attractive pre-war Bentleys available; in very fine order throughout. **£445**

3½, 1935 series Mulliner sports saloon. Some history and very much above average in every way. **£295**

3-litre Red Label V.D.P. tourer, substantially original and in sound order. **£325**

A Similar Car with 2/4-seater original coachwork and recent major engine and axle overhaul. In good order at **£295**

AUTO UNION Wanderer, 12-h.p. cabriolet, 1932. An interesting Continental in outstanding condition. **£80**

ALVIS Speed 25 tourer, 1936. Mechanically very good, body fair. **£165**

AUSTIN SEVEN Ashley-bodied " special," in very sound order. **£85**

ARMSTRONG SIDDELEY Short Fifteen 2-seater and dickey, with 2.3 M.G. engine. Very clean and rapid hybrid. **£90**

BORGWARD Isabella, 1957 series, foursome convertible. A most unusual and attractive specimen in ivory with beige trim and new black mohair hood, radio and many extras. Only obtainable in l.h.d. form and would cost over £2,000 new—*offered at the very realistic price of* **£625**

HILLMAN 12.8 saloon, 1928, one owner since 1939. Astonishingly good and original order. **£75**

JAGUAR Mk. V 3½-litre d.h.c., 1951. Moderate mileage, first-class chassis and good coachwork. **£245**

M.G. Mistral-bodied " special," J2 chassis, 16-in. wheels. Extremely clean and sound. **£140**

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DE DION BOUTON, 14 h.p., 4-cyl. Chassis *circa* 1910, 4-seater touring body *circa* 1914. Needs paint and trim but in good running order with all lights, etc. **£325**

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FOR SALE—*continued*

RAILTON STRAIGHT EIGHT sports, 1948. Smashed. Spares salvaged in good order, inc. engine, gearbox, etc. Any reasonable offer. Tel.: Pontypool 669. [5398

M.G. PA 4-seater, red. Offers invited. 16, Mowbray Avenue, Byfleet, Surrey. [5399

1935 12-h.p. LANCIA Augusta pillarless saloon. Good condition throughout. M.O.T. certificate. £75 o.n.o. 135, St. Walburgas Road, Blackpool. [5401

1937 RILEY chassis completed. Engine, gearbox, etc., and Rochdale fibreglass body needs fitting, some parts included for assembly. All offers considered. Tel.: Liverpool ANF 4700. [5402

MISTRAL FIBREGLASS BODY, ready to mount, lights, tonneau cover, Perspex screen. £65 o.n.o. 29, Cloisters Road, Letchworth, Herts. [5403

TR2, 1955 model. Overdrive, heater, washers. B.R.G. Michelin " X "s. Taxed year. £410. 401, Baddow Road, Great Baddow, Essex. Tel.: 42. [5404

ALVIS SIXTEEN. Three S.U.s, rewound dynamo, rechromed, new silencer, two good tyres, batteries. Mechanics good, bodywork poor. £40 o.n.o. D. King, Doctor's House, Tanworth-in-Arden, Warwickshire. [5405

20.9-h.p. SUNBEAM saloon, 1929. Used regularly. Bodywork tatty. Offers Jenyns, 143, Cottenham Park Road, S.W.20. Tel.: WIM 0328. [5406

LANCIAS. Dismantling Augusta, Lambda, and Dilambda. Most parts. Some Aprilia. S.A.E. please. Also : 1934 Astura pillarless saloon, £45. 1936 Augusta d.h. coupé, passed test, £50. 1927 Lambda 6th/7th shooting brake, similar Land-Rover; passed test; £120. Kay, Marsh Lane, Hambleton, Blackpool. [5407

LANCIA APRILIA, excellent condition. Genuine reason for sale. Bargain, £125. Week-ends only. 43, Dover Road, Polegate, Sussex. [5408

DELLOW. Outstanding specimen bodily and mechanically. Sell or exchange for vehicle of £250 approximate value. Sharp, 30, Bridge End, Dorchester-on-Thames, Oxon. [5409

SPRITE, November 1958, 9,000 miles. One owner. Heater, tonneau, rev.-counter, etc. Red. £495. Tel.: Oxford 58702. [5410

SUPERCHARGED PB, £270 o.n.o. Elston, 155, Balmoral Road, Watford. [5411

BUCKLER 90 2-seater, blue and white all-enveloping body. 1172 modifications, c.r. gears. Excellent performance. Dixon, Thrybergh Rectory, Near Rotherham. Tel.: Thrybergh 336. [5412

JOWETT JUPITER. Hard-top, radio, heater. Very good condition. Bills available. £285. Tel.: Berkhamsted 461. [5413

1933 ROLLS-ROYCE 20/25 Park Ward. Original throughout and excellent condition. Mascot, tools and extras. M.O.T. certificate. £360 o.n.o. Photographs and details. Box No. B.414. [5414

750 SPECIAL. 80% rebuilt complete car. Very fast. All usual mods. Delivered London or North Kent. Offers. Tel.: Erith 37796. [5415

CITROEN BIG FIFTEEN, April 1953, two owners from new. Really good bodily and mechanically; fitted new liners, pistons, universal joints, clutch, battery; two new tyres, others good. Recently re-sprayed, good chrome and upholstery. £270, must be sold, try any offers. Tel.: Knightsbridge 7915 (evenings and week-ends). [5416

1938 RILEY VICTOR 1½. 28.VX.7523, tested. Taxed May 31st. Rapid. Body fair. Mechanics o.k., except noisy c.w.p. £35 or haggle. Lariviere, 21, Pond Lane, Chalfont St. Peter, Bucks. [5417

£80 O.N.O. Alvis *Silver Eagle,* 1936, rebodied professionally 1953, good tyres, heater, near new hood/sidescreens, new brake linings. Walter Officer's Mess, R.A.F., Halton, Aylesbury. [5418

29S RILEY 1½, 1940. Sound mechanically (tested), body tatty. New battery, tyres worn. Powerful banger for realistic price: £45 or haggle. Brown, 36, Ashby Road, Spilsby, Lincs. [5419

M.G. TA. Completely renovated to a cost of £90—Oct. 1960. Items include: reconditioned engine, hood, tyres, winkers, radio, upholstery, sprayed B.R.G., etc., extras. £170 o.n.o. Tel.: SEVen Kings 5105. [5420

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FOR SALE—*continued*

BENTLEY. £375. Park Ward sports saloon, 1939, superbly maintained. Small car considered. 45, Shirehall Park, *London*, N.W.4. Tel.: Hendon 7755. [5521

1959 ROCHDALE 1,172 c.c. Buckler c.r. gears, 4.7 axle, 8.5 head. Red. Requires Vynide and Bostik to complete. £190. Morgan, 4, Church Road, Hayes, Middlesex. [5522

BERKELEY B95, 1959. A very fast (95 m.p.h.) and economical (45 m.p.g.) sports car in perfect condition. £395. W. Dobson, 65, Vincent Avenue, Surbiton, Surrey. Tel.: KINgston 3492 (9-6 p.m.). [5523

MORGAN PLUS FOUR, 1952, B.R.G. Engine Stage 2, 13,000. Flamethrower, reversing light, washers, Vynide hood. £295. Udall, 136, Avon Road, Chelmsford, Essex. Office Tel.: Wembley 8991. [5524

ASTON MARTIN INTERNATIONAL, 1931 Bertelli saloon. Sell or break. Tel.: Footscray 4962. [5525

PEERLESS. Phase I overdrive, April 1959, B.R.G. 12,500 miles; carefully run-in with Moly.; no competitions, never crashed nor touched anything. Driven moderately, but has shown 118 on speedo. (once only, on M1). Bolt-on wheels, Webasto roof, electric engine fan, rad. blind, Moseley front seats, harness; Lucas flamethrower; fingertip headlamp and dip-switch; thief dissuader. Original owner; log and servicing record available. Illness only reason for selling. No hurry. £875. Tel.: ELTham (London) 1591. [5526

REAR-ENGINED TROJAN. Chain driven. £25. Bird, 34, Mannering Gardens, Westcliff, Essex. [5527

BEAUTIFUL DROPHEAD ADLER, 1,645 c.c. *Front-wheel drive, independent suspension* all round. No oil. Photo L.H. drive. First reg. 1956. Maroon. £95. Bennett, 1, Appleshaw Dene, Nr. Andover, Hants. [5528

BULLNOSE MORRIS-COWLEY "Doctor's coupé." Regd. 31/12/25. All original, inc. upholstery and body paint. F.W.B. M.O.T. tested. A rare specimen model. *Excellent condition.* Stored many years. Huxham, 1, Salterns House, Parkstone, Dorset. [5529

1934 LAGONDA RAPIER Abbot tourer. Green with black Vynide hood. In very good condition with desirable engine modifications. A range of spares include two wheels with tyres, a new magneto, handbook and technical notes. Reliable and economical. £220. Tel.: East Grinstead 3854, Romford 61907 (evenings). [5530

1960 BERKELEY T60 three-wheel, soft-top. Green. £290. Waring, Hunters Gate, Ashwicken, King's Lynn. Norfolk. [5531

AUSTIN ARROW sports, 1935. Original throughout, Ulster chassis, Nippy engine just overhauled. New battery, hood. M.O.T. test. £75. 2, Roman Way, Newby, Scarborough. Tel.: 2946. [5532

LAGONDA saloon, 1952, 46,000 miles. Corbar, Lansdowne Road, Colwyn Bay. [5533

THE COLWYN ESTATE. Built on the renowned Morris 1000 chassis. Ideal dual purpose. Larger dimensions than standard. Details from Dickson, "Corbar," Lansdowne Road, Colwyn Bay. [5534

FIAT 1100, 1957. Grey/green. 30,000 miles. Heater, undersealed. Immaculate throughout. £375. Tel.: Egham 3645. [5535

PAIR 1¼-in. S.U.s. Brand new, unused, cost £23; sell £20. Box No. B.536. [5536

FOR SPRITE, Morris 1000, etc. 95% new Barwell alloy head, cost £37, sell £28. Twin 1¼-in. carbs. and stubs, £30, for £20. Banana exhaust, equi-diameter exhaust system and S/T. silencer, £19, for £12. Or lot, £56. Box No. B.537. [5537

LEA-FRANCIS, 1928. Meadows 12/4 drophead *coupé 2-seater. Wire wheels, good tyres, new hood.* M.O.T. certificate. £140. Details: 1, Sherwood Park Avenue, Sidcup, Kent. [5538

LAGONDA, 1932, high-built sports 16/80 engine Special Six, in very good condition—£150 or near offer. Tel.: DERwent 5537 [5539

SINGER FOR ENTHUSIASTS: 1953 4AD Roadster, 24,000 miles. Numerous extras; export modifications; twin-carb. head; high axle ratio; spare single head and low ratio; resprayed overall. I have owned this car since new and maintained regardless of cost. Selling only because too potent for daughter who is learning to drive. What offers? Box No. B.541. [5541

M.G. J2. Swept-wing model. Rebuilt, upholstered, 1960. Full equipment, including twin spots, twin spares, new lighting throughout, mirrors, new dash and instruments, seat covers, tonneau, hood, side-screens. M.O.T. certificate. B.R.G. £145 or offers. Jubb, 13, Manor Avenue, Liverpool. Tel.: Great Crosby 2783. [5542

SAVE £70! Rochdale G.T. bodyshell complete with all bulkheads, seat-pans, headlights, etc. Immaculate cellulose, fully trimmed, £110. Ballamy i.f.s., complete with teles., £30. Or sell complete car, M.G. type gearbox and handbrake, 4.7, twin carbs., Aquaplane springs, rev.-counter, wood-rimmed wheel, etc., £320. Christopher, 14, Abingdon Road, Liverpool, 4. [5543

BENTLEY, 1935, Park Ward sports saloon, 3½-litre. Excellent condition. M.O.T. test certificate. £350. Bracegirdle, Highfield, Naughton Green, Denton, Manchester. Tel.: DEN 2038. [5544

LAGONDA tourer, 1936, 4½-litre LG45, in excellent all-round condition. Price about £450. Apply Box No. B.546. [5546

FOR SALE—*continued*

SUPERB FIAT 1100 Special, 4,500 miles, professionally trimmed, sprayed. New or reconditioned parts. £300 for quick sale due to family expansion! Palmer, Wheel House, Mill Lane, Saffron Walden, Essex. Tel.: 2451, or office, HOLborn 4743. [5540

ALVIS 3-LITRE, '51. H/c. head, twin S.U.s, '52 reconditioned engine just installed; every extra. Immaculate. £365. Wogan, 181, Golders Green Road, N.W.11. Tel.: Speedwell 5635. [5545

LANCIA APRILIA, 1939, 4-seater Farina-bodied d.h.c., in good condition. 88,000 miles from new. Taxed to May. New Silver Exide, spot and sign-post lights, Scintilla Vertex. Leather upholstery. Excellent brakes, steering. Marchal lights. Recent decoke. £165, consider exchange. 8, Muiton Hall Lane, Heathfield, Sussex. Tel.: Uckfield 242 (business hours). [5547

H.R.G. 1500, 1948. M.O.T. cert. Above-average condition. £280 o.n.o. Tel.: Guildford 3055, or write for particulars, 26, Semaphore Road, Guildford. [5548

AUSTIN 10/4 tourer, 1935. Lovingly restored to original condition. Excellent tyres and batteries. Test certificate. £65 o.n.o. Tel.: HAM 5732. [5549

MORRIS 10M FIBREGLASS Special. Available Easter by appointment. £70. King, Alconbury, Broomfield Road, Bexleyheath. [5550

M.G., 1949, TC, engineer maintained (black). Every extra, 16-in. wheels. Ten-year tested. £270. Sell, 40, Bush Road, Buckhurst Hill, Essex. [5551

ALFA ROMEO GIULIETTA Sprint, 1956 model. Body as new, engine recently overhauled. Low mileage—history known. A truly wonderful car for the connoisseur. 950 guineas. Box No. B.552. [5552

LAGONDA *LG45* *pillarless saloon in A.1 condition,* much money spent. M.O.T. cert. will be obtained. £120 o.n.o., or W.H.Y.? Holden, 80, Petworth Gardens, Hillingdon, Middlesex. [5553

STANDARD TWELVE SPECIAL. Professional aluminium body, banana exhaust. £130. 30, Harrogate Road, Caversham, Reading. [5554

TRIUMPH 1800 ROADSTER. *Offers around* £200. Beautiful condition. Seen Ashford or Preston late March. M. Collinson, 1, Hillside Cottages, Aldington, Ashford, Kent. Tel.: Aldington 416. [5555

ROLLS 20-h.p., 1926, cabriolet. Well shod and sound. £190 o.n.o. Perry, 14, Rowhill Crescent, Aldershot. Tel.: 23499. [5556

M.G. PA. Ford E93A engine. Recent respray. Extras include spot, reversing lamps, tonneau, w/washers. M.O.T. certificate. £150. Tel.: St. Albans 56948. [5570

1,172 SPORTS RACING CAR, professionally built, tuned 100E engine, 4-speed box, space frame chassis, aerodynamic alloy body, mainly Lotus components. Cost a small fortune to build, but going abroad, must sell. £260, o.n.o. Tel.: Ascot 1893 (evenings). [5571

AUSTIN 750, Regd. 1954. Reconditioned and modified engine. Brakes, pins and bushes overhauled. Smart aluminium body. £130. Tel.: ADD 3886 (Croydon). [5573

RILEY 2½-LITRE, 1950, drophead. Rare model, full 4/5 seater. All green, new carpets and hood. 100 b.h.p. Pathfinder engine, 25 m.p.g., 95 m.p.h. £240, o.n.o. Vickers, 11, Kingsway, Westcliff-on-Sea, Essex. Tel.: Leigh-on-Sea 73488. [5574

AUSTIN NIPPY. Excellent condition. Various modifications. Write for specification. £95. Smith, 36, Lansdowne Crescent, London, W.11. [5575

MORGAN PLUS FOUR, 1956, 4-seater. TR2 unit, extras. £375. Burne, St. Julians, Sevenoaks. Tel.: Weald 345. [5576

FAIRTHORPE ELECTRON MINOR, *Oct,* '58. 15,000 miles, 50 m.p.g. Taxed Dec. £350. Lloyd, 33, Harold Street, Hereford. [5577

M.G. 2-LITRE sports saloon seeks enthusiast as new owner. Guaranteed reconditioned engine. Completely rewired, new differential, carburetters, exhaust manifold, distributor, shock absorbers, tyres, wheels respoked and trued, brakes relined, dynamo overhauled, screen washers, spot, spares, etc. M.O.T. certificate. Mechanically excellent, body and interior very good. Fast and attractive car. £150, o.n.o. London. Tel.: RENown 5448, after 7 p.m. or weekend. [5578

CAVE-PILKINGTON: Production racing A35. Fully modified (September '60). Downton engine. Special crank, "C" camshaft, twin carbs, close ratio gears, etc., etc.,; special suspension and brakes, lightened body. Goodwood 1.57 sec. Silverstone 1.23 sec. Offered at less than half cost at £425. 17, Godfrey Street, S.W.3. Tel.: MON 6511, day. [5580

JAGUAR XK120 sports roadster, '52 model. White, good condition. £275, o.n.o. 102, High Street, Beckenham, Kent. Tel.: BEC 5001. [5581

M.G. J2. Rebuilt, 3rd bearinged crankshaft, big-ends; reconditioned clutch, dynamo; rewired; special dashboard; superb 12-in./8-in. hydraulics; polished head; good bodywork, tyres, battery, hood; test certificate; load of spares. £105. Tel.: Upper Warlingham (UAO) 122. [5582

SINGER 4/AD 1500 roadster, 1952/53. Red/beige, well maintained, excellent tyres, tonneau. £265. 9, Prior's Walk, York. [5583

M.G. PB, 1936. Test certificate. Very good car. £125. Write or call for details: Knight, 22, Queens Road, Alton, Hants. [5585

FOR SALE—*continued*

BENTLEY 3½, 1935, Hooper sports saloon. Tested. Engine just overhauled. Receipts for £350. £260, o.n.o. Filsell, 13, Breakspears Road, Brockley, S.E.4. [5579

LEA-FRANCIS saloon. Sliding roof, 1.7-litre 1949 engine, 3-speed box, spare head and engine parts. Suit family. Offers. 6, Priory Court, Old London Road, St. Albans. Tel.: 54078. [5584

FAST FARINA A40, 1960. Twin S.U.s; Alexander 8.9 head; Servais s/t; new traction grip. Not raced rallied. £575. Wade, c/o Thornton Engineering, Bradford, 8. Tel.: 27181. [5586

MERCEDES BENZ 220, 1952, saloon. Truly immaculate throughout. One owner. R.A.F. officer who brought it from Germany with him in 1957 (reg. 1957). Spotless black cellulose and chrome. Original upholstery as new (still covered with seat covers). Fitted original radio and heaters. Many extras. Any trial. A.A. inspection invited. Must be seen. £345. Tel.: Prospect 4707 after 6 p.m. or week-end. [5587

HOTCHKISS 4-door saloon, 1934. Brakes relined. Comfortable, fast. £20. Thompson, 41, Nottingham Road, Trowell. [5588

E.B. FIBREGLASS SPECIAL. 90% finished. Ford components. New boxed chassis, recon. engine, hard-top, king-pins, seats. Fitted twin carbs. £160. H.P. arranged. [5589

M.G. TA. Immaculate condition throughout. New Vynide hood and sidescreens. *Completely re-cellulosed in maroon,* costing £8. Brakes relined and engine decarbonised. M.O.T. certificate. £190. H.P. can be arranged. Tel.: Ruislip 5347. [5590

M.G. TC, 1946. Black. Excellent condition throughout. Reconditioned engine. £195. 67, Turnberry Road, *Great Barr, Birmingham.* [5591

SPECIAL, 1960, ASHLEY 750 G.T., boxed, i.f.s., West London, etc. Complete set parts—£100 the lot. Write list. Tyson, "Davy-Joans," Stratton Park, Biggleswade. [5592

RILEY NINE "MERLIN." Not running, engine good, body rough. £25. Wilson. Tel.: Burgh Heath 1631. [5593

ALVIS SPEED 25 saloon. Really good (test certificate). Much money spent. £175. Box No. B.594. [5594

JAGUAR MARK V, 1950, 2½. Exceptional condition mechanically and bodily. Interior spotless. Everything complete and in original working order. H.M.V. Fitted tools. Excellent tyres. £245, o.n.o. Tel.: BER 1012. [5595

ROLLS-ROYCE 25/30, 1937, model. Mulliner 4-light small sedanca. Black, grey cloth interior, radio, attractive lines. Good condition. £300. McLellan, 81, South Hill Park, Hampstead, N.W.3. [5596

BREAKING ARMSTRONG SEVENTEEN, Chassis U 9284. Offers for parts or whole. Box No. B.597. [5597

1955 TR2. Faultless condition. B.R.G., undersealed, overdrive, heater, radio; Michelins, wing mirrors, cigar lighter, screen washers, twin spots, badge bar, Ace rimbellishers, tonneau. H.P. arranged. £460. Offers invited. 232, St. Ann's Road, Tottenham, N.15. [5598

VOLKSWAGEN DE LUXE l.h.d., 1956, model. Polar silver, 68,000 K.M. Excellent throughout. £340. Wheatley, 28, St. John's Road, Hove. Tel.: Hove 34038. [5599

MORRIS ARMOURED CAR, *converted to* 2-seater saloon, 4-wheel drive, 9 in. track tyres, 25-h.p., S.V. engine, built by Morris Car Co. of Standard C.V. lorry parts. Mileage 1,600 miles. Ideal for moving caravans on soft ground. Taxed 1961, and insured; new battery, spare wheel and service manual. £200. C. F. Johns, 63, Princess *Street, Camberley, Surrey.* Tel.: CAM 140. [5600

STRIPPED FORD 10. Strengthened chassis, special manifold, unstripped tyres. £30. Tel.: Maidenhead 2693. [5601

JOWETT JUPITER, 1952. Reconditioned engine, gearbox. Series III crank, heater, flashers, etc. Body and interior excellent. £250, o.n.o. 63, Frances Road, Erdington, Birmingham. Tel.: ERD 6778. [5602

MORGAN 4/4, 1938, Coventry-Climax. B.R.G. Very good condition. £110, o.n.o. 92, Liswerry Drive, Llawyrafow, Cwmbran, Mon. [5603

CLEARANCE SALE. A really beautiful fibreglass sports/racing Ford special. Fully trimmed Engine tuned. First £105 secures. Halda Speedpilot, £15 10s. Two Lucas as new flamethrowers, 52/6 each. Two Lucas reversing lamps, 35s. each. Three trumpet Windhorns and compressor. Cost £40. Offers? Callers only. Barnes, 10, Stratton Gardens, Luton, Beds. Tel.: Luton 4906. [5604

1954 JUPITER (Series III engine reconditioned). Ivory, new exhaust system. Rubberised independent suspension, 4 good tyres. Fog light, reversing light, search beam, heater, screen washer, oil cooler, radiator muffs, tonneau. Luxurious 2/3 seater! £350, o.n.o. H.P. terms arranged. Box No. B.605. [5605

M.G. 18/80 MK. I, 1929. 3,000 miles only since complete rebuild from bare chassis. Only just run-in. Room needed. £75. Box No. B.606. [5606

UNFINISHED AUSTIN "SPECIAL" Stiletto body. £70. Oliver, "Abbotts-Glen," Moorside Road, West Moors, Dorset. [5607

FOR SALE—*continued*

CITROEN L.15, 1951. Grey and red. Good condition throughout. New "Xs." Brakes relined. £190. Box No. B.608. [5608

M.G. TA, 1937. Very good condition, passed 10-year test. £150. Write: White, Shoreditch Training College, Egham, Surrey. [5610

ANTIQUE DELAGE, 1928. Black saloon with brown leather seats. Roadworthy and in good condition. 21 H.P., model D.M. engine No. 358. Offers please to Box No. B.611. [5611

BENTLEY, 1925, 3-LITRE fabric saloon. Freestone and Webb. Unused since extensive overhaul by George Brown in 1953. New fabric, interior trim. A pretty vintage Bentley in very good condition. Cheap to enthusiast. Turner, Malt House, Bewdley, Worcs. Tel.: 2301. [5612

FORD V8 drophead coupé. New 22-h.p. engine two years, good 12-volt battery, tyres, brakes passed test. Economical, reliable, genuine. £30. Knott, Tongswood, Hawkhurst, Kent. Tel.: Hawkhurst 2221. [5613

AUSTIN BIG SEVEN ('39). Engineer owned, quite sound mechanically, rebored, front axle renewed, and brakes relined, body gone bit; right job for "fibre glass body" conversion. £50, o.n.o. F. W. Stanley, 26, Crookston Road, Eltham, S.E.9. [5614

BRAND NEW GEARBOX with overdrive. £40. New twin 1¾ S.U. carbs with air cleaner manifold. £12. For Austin Westminsters. Tel.: Albrighton 640 (evenings). [5615

TRIUMPH ROADSTER 2000, 1949. Champagne. Nearly new hood. Very good condition. Coventry area. Offers. Box No. B.616. [5616

M.G. VA, 1938. £45, o.n.o. J. Halliday, 22, Park Street, Nuneaton, Warwicks. [5617

M.G. TC. Red. 7,000 miles since works reconditioned engine. New battery and starter. Twin Windtones. Seat covers. M.O.T. certificate. £250. Last, 64, Stonards Hill, Loughton, Essex. Tel.: 3768. [5618

FIAT 500, 1938. Taxed, insured. Passed test. Spares. 149, The Grove, Christchurch. [5619

M.G. TC. Good condition. Genuine bargain. Only £175. Tel.: Ruislip 5347/8934. [5620

M.G. TB, 1939. B.R.G. Factory exchange XPAG engine just run-in, cost £60. Nearly new tyres all round and Vyanide hood and screens. Wheels trued and resprayed. Recent new batteries. Winkers, wing mirrors and badge bar. Bodywork, brakes and steering excellent. M.O.T. certificate. Certainly one of the best TBs available. H.P. arranged. £175, o.n.o. Tel.: Ruislip 8934. [5621

HAIRY LAGONDA, 1932, tourer. Cycle wings, dual exhausts. 2-litre 16/80 model in very good condition. Full history past 12 years. M.O.T. certificate. Club member sadly selling. £160, consider scooter p x. How low can one sink? Tel.: PARk 5345. [5622

A.7 SPECIAL. Completed 1960. Al. body. Bowdenex brakes, teles. shock-absorbers. Smart appearance. Offers. Coton House, Churchover, Nr. Rugby, Warwicks. [5623

DAIMLER 20-h.p. Mulliner limousine. Very good condition. £150, or nearest offer for quick sale. Prepared to deliver. Rowley, 98, Renfrew Road, Paisley. [5624

RILEY MONACO, 1937, Special Series. Outstanding condition. M.O.T. certificate. Genuine mileage 65,000. £125 o.n.o. Soans, Hannington House, Hannington, Northants. [5625

1633 RILEY MPH, 1935, 2-seater sports . . . best in existence. £375. Ladylike to handle, willing, fast, good performer. Box No. B.626. [5626

1922 G.N. One of the few unmodified. One owner to 1959. Only 65,000 miles. Certificated. £150 or less. Aldridge, Aeolan, Taverham, Norwich. Tel.: Drayton 402. [5627

"SPECIAL." Morris Eight, ready for body. Reconditioned throughout, plus resin, glass mat. £60 o.n.o. Hunts House, Coker, Yeovil. [5628

A.7 SPECIAL. Lowered, strengthened chassis, new springs, good engine, neat all-aluminium body, Bowdenex. Scotland. £60. Box No. B.629. [5629

100 M.P.H. HEALEY, 1948, 2-seater. 25 m.p.g. Passed M.O.T. test. Excellent mechanical condition. Paintwork shabby, so first £100. Lancaster, Shaftesbury Hotel, Liverpool 3. [5630

ALLOY WHEELS, all-round independent suspension, brakes, steering, diff., Ford 105E. Suit Junior or sports. S.A.E., Box No. B.631. [5631

ASTON MARTIN, 1938, 2-litre. Bodywork damaged beyond restoration, but chassis and engine would make a really hot "special," or spares for an operational Aston. Tel.: Hoddesdon 4076. [5632

LINNET. Beautiful Gran Turismo aluminium body, M.G. TF chassis, modified *Ford Zephyr engine.* Overdrive, wire wheels, "X"s. 100 m.p.h. plus, with acceleration to match. New engine recently fitted. £350 o.n.o. Blaxland, 7, Springfields, Broxbourne, Herts. Tel. (business): Roydon (Essex) 2283. [5633

FORD 1172, 1957, fibreglass "special," hard-top. Highly tuned; extras. Resembles Healey. Offers. 26, Hurst Rise Road, Botley, Oxford. Tel.: Cumnor 2126. [5634

BRISTOL 400, 62,000. Metallescent blue. Four new "X"s. Radio, heater. Immaculate, maintained regardless. Best over £350. Tel.: Byfleet 45595. [5635

J2 M.G. Sound and well equipped. Much money spent. Some spares with it. About £60. Tel.: VIKing 2215. [5639

FOR SALE—*continued*

RILEY, 1937, 12/4 touring saloon, very rare model. Relined to standard, new king-pins, bushes; brakes relined, preselector overhauled; new tyres. Andre telecontrol, also telescopic, winkers, double dip, w/washers. Int./exterior v.g.c. Wife wants Mini. £115, offers. 29, Remembrance Road, Coventry. [5636

M.G. TC, 1947. Mech. sound. M.O.T. cert. £235. 23, Clarence Square, Cheltenham. [5637

AUSTIN SIXTEEN with Hayes self-selector transmission. 50,000 miles only. 1935. Original condition. 83, Sweet Briar, Welwyn Garden City, Herts. [5638

1951 4AB SINGER Roadster. Recently resprayed ivory and new Vynide hood. Good condition. Well shod. £195 o.n.o. Holland, 8, Godfrey Close, Stevenage. [5640

MORGAN THREE-WHEELER, 1934, F4. Good condition. Passed test. £90 o.n.o. Williams, 17, Gentian Close, Birmingham, 31. [5641

ROCHDALE G.T., in Scotland. Running-in works reconditioned 1172 engine. Two S.U.s, Aquaplane exhaust, Eight head, i.f.s., special Armstrongs; trimmed. Box No. B.642. [5642

1927 ROLLS-ROYCE 21.6-h.p. saloon. Refinished grey and black. Re-roofed. Very smart. Reluctant sale, £225. Photograph available. Ready for Ministry test. Lear, 8, Meole Crescent Shrewsbury. [5643

1959 PEERLESS, 23,000 miles, one owner; extras. Not raced or rallied. Smashing looker. £800. No offers, unless higher! Would exchange ordinary saloon. The Grange, Middle Green, Langley, Bucks. Write before arriving. [5644

AUSTIN HEALEY SPRITE, July 1959. £450. Immaculate condition. Heater, tonneau and other extras. 15,000 miles. Private sale. H.P. available. Tel.: MOLesey 1221 (Hampton Court). [5645

DEUX CITROENS, 38/12 and 48/15, suitable for cannibalistic merger. Swap for Austin Seven, small outboard, rotary scythe, or money. Conway, Glaschoille, Croftamie, by Glasgow. [5646

BENTLEY SPARES. "D"-type gearbox—offers. "C"-type gearbox—£28. Delco coil ignition units—brand new, complete, £27 10s. pair. 600 × 18 wheels and tyres, £11 pair. 600 × 18 tyres and tubes—£2 10s. each. 3-carb. manifold—£7 10s. Heavy front axle—hydraulic brakes, etc.—offers. 4½ radiator, new core and rechromed at cost over £50—offers please. Completely rebuilt 4½ engine—all right mods, bills for over £220, unused since—offers please. Chassis shortened to 9 ft. 9½ in.—£7 10s. Box No. B.647. [5647

NEW 105E engine/gearbox, etc., complete £85. Also new Falcon Caribbean shell, cell. red, with lights (PL700), £85. Sell separately. Arnheim, 38, Corringham Road, N.W.11. Tel.: SPE 3571 (evenings). [5648

1936 A.C. drophead. Hood/bodywork tatty. Good running order. Motcert, Tel.: Fareham 2691. [5649

TR2, 1955 model, excellent condition. New engine 1957, respray last year. Twin spots and reversing lights, tonneau cover, brand new hood, Michelin "X." £400. Shepherd, 127, Longwood Road, Barr Common, Walsall. Tel.: Aldridge 52704. [5650

FREE. 1938 Morris Eight tourer, recon. parts, offered with Ford Eight Special, Sabre fibreglass body, 4,000 miles, £165 o.n.o. 53, Heanor Road, Ilkeston, Derbyshire. [5651

ALLARD November 1949, 4-seater d.h.c., 77,000. Good condition, reconditioned engine 59,000; gearbox, steering, 74,000. Radio, heater, spotlights, etc. Carefully maintained. M.O.T. certificate. £140, exchange considered. Tel.: Northwood 1484. [5652

M.G. TD, 1951. First-class condition. Heater, tonneau, luggage rack, spots, washers. £350. Tel.: WANstead 2397. [5653

PORSCHE 1500 SUPER, reg. 1958. Excellent condition. Engine rebuilt, new plain bearing crank, pistons, barrels, etc. L.H.D. £650 o.n.o. F/L. Cope Lewis, R.A.F., Swinderby, Lincs. Tel.: Swinderby 241. [5654

NIPPY, IN BITS. Chassis good condition, cylinders just rebored, pistons still boxed. Two new tyres. Bishop, 87, Wentworth Road, Birmingham, 17. Tel.: HAR 1561. [5656

1933 WOLSELEY HORNET Special. M.O.T. certificate. Attractive open body. Good condition all round. Several mods—spares. £65. 1923 Willys Overlander, built by Crossley, 16,000 miles; one owner. Needs body restoration. First offer over £20. Victoria, Tollesbury, Essex. Tel.: Tollesbury 355. [5658

AUSTIN SEVEN SPECIAL. Tube framework, i.f.s., i.f.r., engine mods, £25. Ford Model-A saloon, engine needs overhaul, £15. Sunbeam motorcycle, 1921, running order, £20. Douglas 1917, spares only, £2 10s. Austin Seven o.h.v. engine, £7 10s. All types of spares. O.N.O. for any of above. East Dart Hotel, Postbridge, Nr. Yelverton. [5659

JENSEN 541 drophead coupé. Full 4-seater by Abbott 1955. Disc brakes all round. Overdrive Avon turbospeed tyres. Knock-on hubs and wire wheels. Black and yellow with grey leather upholstery. Black Vynide 3-position hood. Radio and heater. Immaculate and mechanically excellent. Less than half cost at £1,500. Offers or interesting exchanges, e.g., 10-ton yachts considered with cash adjustments either way. Tel.: Great Hormead 307. [5661

FOR SALE—*continued*

RILEY NINE MONACO, 1932. Sleeved engine, generally healthy; passed test. Taxed May. £30. Another (1929) for spares. Tel.: Brentwood (Essex) 2987. [5657

H.R.G., 1951. New big-ends, rings, brakes. Body as new. £350 o.n.o., or exchange for modern 10-cwt. van. Details, 41, Alfreton Road, Pinxton, Notts. [5660

ROLLS-ROYCE, Dec. 1932, 20/25 sports saloon by Freestone and Webb. Very pretty and rare body. Mechanics and body in mint condition having been recently completely restored. The car has since won a number of *concours* awards. Mileage 97,000, believed genuine. £450 o.n.o. Walker, Kadric, Harrowbeer Lane, Yelverton, Devon. [5662

BENTLEY, 1935, 3½-LITRE Young sports saloon, beautiful condition, just "C" serviced. £250. Tel.: RAVensbourne 8489 (evenings). [5663

1952 TD M.G. Probably fastest in West Country; certainly prettiest. Replacement engine/gearbox 12,000 miles. Stage III and professionally tuned, special exhaust system. Recent respray black/ivory, leopard-skin upholstery; many extras. New radiator, brakes and chrome. £360. H.P. arranged. Write, J. Grafton, Ramornie, Yealm Road, Newton Ferrers, South Devon. [5664

ALVIS FIREFLY. First-class mechanical order, tyres, battery, etc. Shooting-brake body. Best offer. £20. Tel.: MOU 0377. [5665

FALCON CARIBBEAN, 1960, ivory/black, 1172. Tubular chassis, i.f.s., 15-in. shod "X"s, 4.4 axle. Beautifully finished throughout, full trimming and carpeting. New parts used where necessary. Absolutely immaculate. £380. H.P. if necessary. Tomlinson, 66, Rodney Avenue, St. Albans. Tel.: 58476. [5666

"SPECIAL." 1951 A.40 chassis, engine, S.U.s, suspension, steering, and brakes all reconditioned. New tyres. Needs body. £90, terms. Hawken, 28, Russell Road, Fishponds, Bristol. Tel.: 673220. [5667

MINOR saloon, Nov 1949, with Alta o.h.v. conversion and Servais exhaust. New battery. M.O.T. certificate. Lively but using oil. £185. West Riding. Box No. B.668. [5668

ROLLS-ROYCE Silver Ghost, 1913. Chassis rebuilt, mechanically complete, body rebuilt as tourer, but not quite completed. £200. Available for inspection by arrangement with The Bursar, Oundle School, Nr. Peterborough. [5669

ALVIS 4.3, '38/39, Charlesworth saloon, very nice condition. Haggle around £200 or would part exchange for modern Consul or Anglia tinware. Wigan area. Box No. B.672. [5672

FOR SALE, M.G. VA d.h.c. Ministry certificate. £100. Tel.: PAD 7521. [5699

RILEY-ENGINED AMILCAR, B.R.G. New tyres, k/pins, copper exhaust; 16-in. knock-ons; spares. £100 o.n.o. Tel.: Pollards 8015. [5711

AUSTIN HEALEY. New hood, complete with frame and spare cover, green. Offers. Robinson, 1502, Coventry Road, Birmingham, 25. [5726

ASTON MARTIN DB1. New petrol tank double/entry, new radiator. Offers. Robinson, 1502, Coventry Road, Birmingham, 25. [5726A

WANTED

£300 FOR SIMCA Aronde. Dealers or private. No rubbish please. 93, Highlea, Yeovil. [5120

CITROEN LIGHT FIFTEEN. Must be good. £120. Write, Rix, Corpus Christi, Cambridge. [5131

GRILLE AND TUNING data for Silverstone Healey. 22, Grafton Road, Worcester Park, Surrey. [5132

BUGATTI TYPE 37 or Type 35 required. All photographs returned. Box No. B.133. [5133

ALVIS REGISTER OWNER with 1932 12/60 open car for sale (k.o. wheels) kindly send full details to middle-aged connoisseur interested to buy. Box No. B.134. [5134

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. B.135. [5135

CITROEN ROADSTER, 1939/40, 15 h.p. Sound throughout essential, especially underneath. Max. £100. Everyone answered. Box No. B.136. (Hants.) [5136

WANTED: 4.875 B.M.C. "A"-type differential unit. Would consider 4.55. Exchange 4.22 or outright sale. Box No. B.137. [5137

TYRES. Four 550 × 15, particulars of condition, price. Pullen, 24, Lakeside Road, Palmers Green, N.13. [5138

MORRIS EIGHT tourer, 1929-35. 26, Headstone Lane, North Harrow. Tel.: Underhill 1831. [5155

FRAZER NASH WANTED in July, preferably a T.T. Replica. Must be in good condition and eligible for V.S.C.C. events. Box No. B.170. [5170

WANTED: Secondhand hard-top for TR3. Box No. B.185. [5185

MASCOTS. Lalique glass. Maker's emblems. Anything that ever adorned the radiator cap of a car considered. Especially A.C. Greyhound; Hispano Stork; Amilcar Pegasus. Also badges and literature. Box No. B.192. [5192

WANTED, for Jaguar XK140: 4.5 to 1 Power lock differential; close-ratio gearbox or set of gears, c.r.; one 2-in. S.U. carb.; one induction manifold suitable for three 2-in. S.U.s; one anti-roll bar. Apply, Morgan, 33, Harestone Hill, Caterham, Surrey. Tel. (office hours), 9.30-6 p.m.: Upper Warlingham 3590/3807. [5200

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AUS. H'LEY BN4 100/6, 1957, 2/4-str. Det. h.top, w.wh'ls. Superb **£625**
AUS. H'LEY BN1 100/4, 1955. O'drive, w.wheels. Red/black int. **£495**
AUS. H'LEY Sprite, Oct. 1959, 10,000 miles. Htr., rev.c'nter. Blue **£495**
TRIUMPH TR2, 1954. H'd/s't tops, o'drive. They don't come better **£425**
TRIUMPH TR2, 1955. Rec'nt eng. o'h'l. Mich. 'X' tyres. Red/beige **£475**
TRIUMPH TR3, 1956. 1 own'r. Htr., radio, chr'me lug. ra'k. B.R.G. **£525**
M.G.-A R'dst'r, 1958. R'd/r'd. Htr., sc.w'sh. Co'hw'k unm'k'd. M'ch. outst'd'g **£595**
M.G.-A R'dst'r, 1956. W'ks replace. eng. just fitt'd. Htr., tonneau, turbo discs **£525**
M.G. TF 1,500cc 2-str., 1955. Sp'ts, Mich. 'X' tyres, etc. Grey. Wond'ful ex'ple **£495**
M.G. TF 1,250cc sp'rts, 1954. Ivory/red l'ther. Well above average. Extras **£445**
M.G. TD sp'rts. 1951. Gre'n. R'c'nt AA report sh'wed it to be superb mechan. **£395**
M.G. TC sp'rts, 1949. Sparkling bl'k/beige int. Had only very careful use ... **£295**
M.G. TC sp'rts, 1949. Red/beige uphol. and hood. Works replace. engine ... **£295**
M.G. Magnette Varitone sal., 1957. 1 owner, 1,500 miles since recond. engine **£595**
M.G. Magnette sal., 1956. Engine modified, £90, incl. bal. shaft, h.c. head, etc. **£525**
SUNBEAM Rapier sal. Mk. II, 1958. Morocco br'n/white. Many usef'l extras **£695**
SUNBEAM Rapier conv't. Mk II, 1959. 1 o'n'r, 16,000 mls. O'd've, htr., etc. **£795**
SUNBEAM RAPIER conv., 1959. 1 o'n'r. Blue/d'k blue fl'sh. 12,000 mls. As n'w **£795**
BRISTOL 403 sal., 1953. Disc brakes. 1 o'n'r. Serv'd by suppliers since new **£795**
BENTLEY Park Ward sal., 1936. B.R. green. Bills for £180 available ... **£295**
BENTLEY drop h.c., 1936. Rare example. Mech. superb. Hood, tyres sound **£195**
JAGUAR XK140 f.h.c. Grey/red l'ther. O'd've, radio; 32,000 miles. As new **£645**
JAGUAR XK120 f.h.c., 1954. Suede green. Owned and maint'ned by enthus. **£495**
JAGUAR 2.4 sal., S/Equip., 1956. B.R. green. Almost new tyres. Immac. car **£595**
JAGUAR 2.4 o'drive sal., 1957. B.R. green. Cellulose, interior, etc., as new **£695**
ALLARD 4-str. d.h.c., 1947. Grey/blue. Recently fitted recond. engine ... **£145**
BERKELEY T60, 1960, B.R. green. 1 local owner. 300 miles only. Just as new **£350**
LOTUS Mk. VI, Nov. 1957. B.R. green. Never raced. All w'ther equip., etc. **£395**

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1957 (Aug.) JAGUAR Mk. VIII. Low mileage, automatic, positively 1960 condition, must be seen, radio, etc.; two-tone grey. One owner **£695**
1959 (May) JAGUAR 3.4 saloon, 17,000 miles. British Racing Green. Absolutely spotless, disc brakes, overdrive, radio. One owner **£1,125**
1957 JAGUAR 2.4 saloon. Suede green, like new throughout; radio, Ace discs, etc. **£725**
1950 BENTLEY Mark VI Standard saloon. Beautiful condition. Black and fawn; new tyres, red hide interior **£650**
1956 BENTLEY S series. 38,000 miles, good history. One owner, colour grey; immaculate condition. Choice of two **£2,950**
1957 ROVER 90 saloon; overdrive, heater, etc. Green with green hide interior, unmarked **£750**
1961 RENAULT Floride Special coupé; 1,200 miles, quite new; light blue, cost £1,265; 4 speeds, Gordini engine **£1,050**
1960 (Nov.) Mercedes-Benz 190SL roadster; 2,200 miles ... **£2,400**
1960 M.G.-A Special 1600 roadster; 1,100 miles, disc brakes all round, heater, screenwash, competition seats, R5 tyres, etc.; white/black interior, cost £1,050, offered at **£925**
1958 MERCEDES-BENZ 220S saloon; light grey, red interior, fitted radio, beautiful car; one owner **£1,295**
1953 M.G. TD Roadster, just overhauled, new hood and screens, tyres, etc.; colour green **£385**
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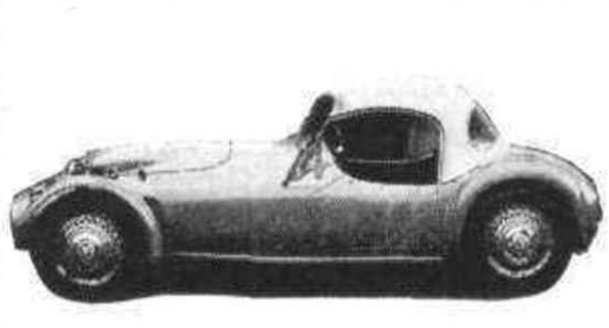
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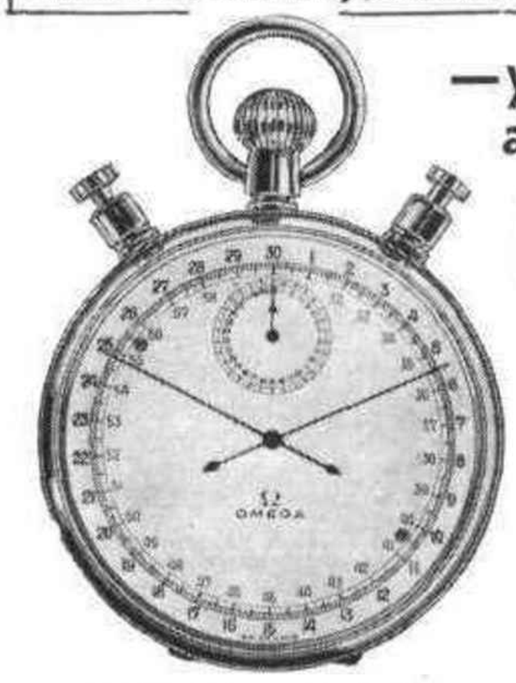
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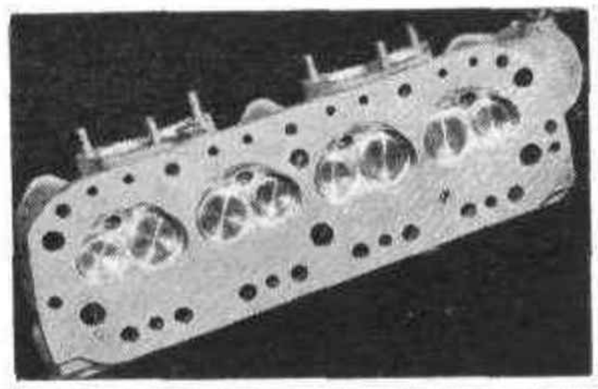
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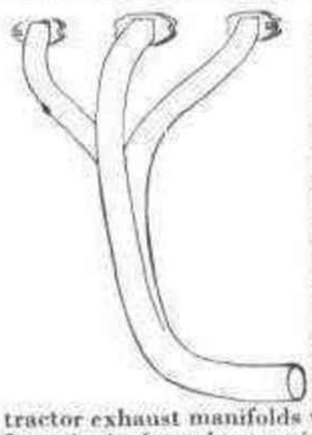
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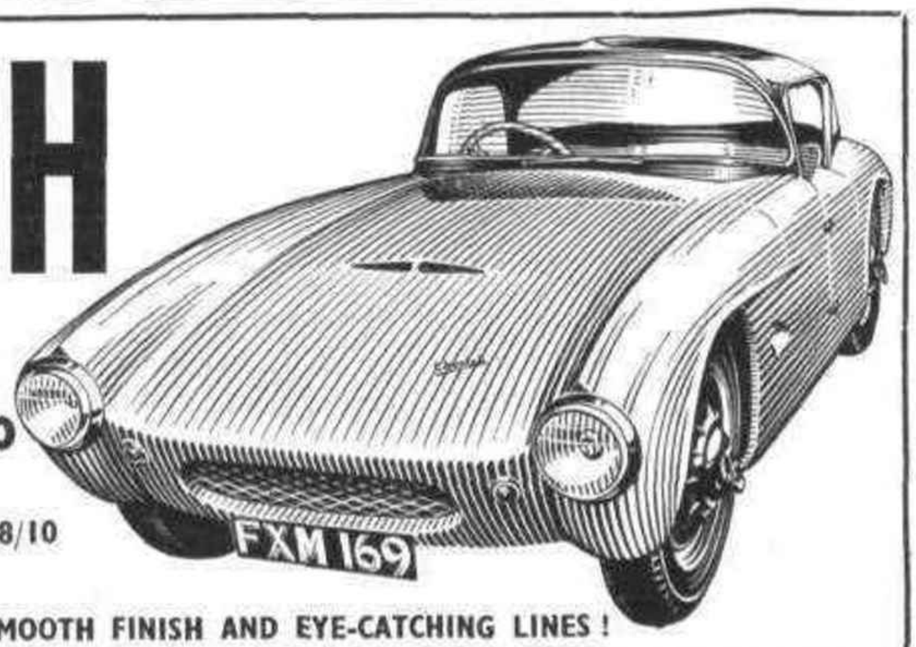
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M.G. TD/TF wanted, in good condition; beginning April. Part-exchange H.R.G. 1500, 1947, v.g.o.; sell £325. 38, *Ailsa Drive*, Giffnock, Glasgow. [5232

HUMBER RADIATOR, 1914-21 10 h.p., any condition. Gray, Gt. Beere, North Tawton. Tel.: N.T. 396. [5247

CATALOGUES, SHOW ISSUES, road-test volumes; cars and motorcycles; 1919 to present. Much literature for disposal. Private collector. Box No. B.279. [5279

OVERSEAS VISITOR urgently requires one of the following, subject to A.A. examination : *Zephyr* convertible, ZB Magnette, Minor convertible Peugeot 403, or '61 Volkswagen with sunroof. Box No. B.280. [5280

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H.R.G., ASTON International, or similar, around £150-£200. 1, *Hazelhurst Crescent*, Worthing, Sussex. [5306

WANTED—GEARBOX. 1949 Morgan 4/4. Pedley, The Bungalow, Longbridge, Uxbridge. Tel.: Uxbridge 33482. [5327

T.V.R., low mileage. *Must be immaculate.* Full details to Box No. B.328. [5328

TR3A with wire wheels. Give full details and price to private buyer. Box No. B.329. [5329

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S.S. JAGUAR 100, 2½-litre, 2-seater sports Good condition. Full details required. Below £200. Box No. B.361. [5361

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BUGATTI TYPE 40 (2/3-seater). Others considered. Please state condition and price. Howard, 26, Wimborne Road, Poole, Dorset. [5423

SUNBEAM-TALBOT 80 engine or block, reasonable condition; also parts book. Burchett, 70, Drake Road, Tilgate, Crawley, Sussex. *Office Tel.:* Whitehall 1161. [5424

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HEALEY 100/4. O/s. door and rear wing. 2, Finch Close, Liverpool, 14. [5559

M.G. PA brake drums, steering box. Henry, Fieldfares, Thursley, Surrey. Tel.: Elstead 2279. [5560

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WANTED. Repairably damaged or deteriorated *M.G.-A, TR2/3, A/Healey* or Sprite. After 1955. Details, etc., and price. 7, Leigham Court Drive, Leigh-on-Sea, Essex. [5723

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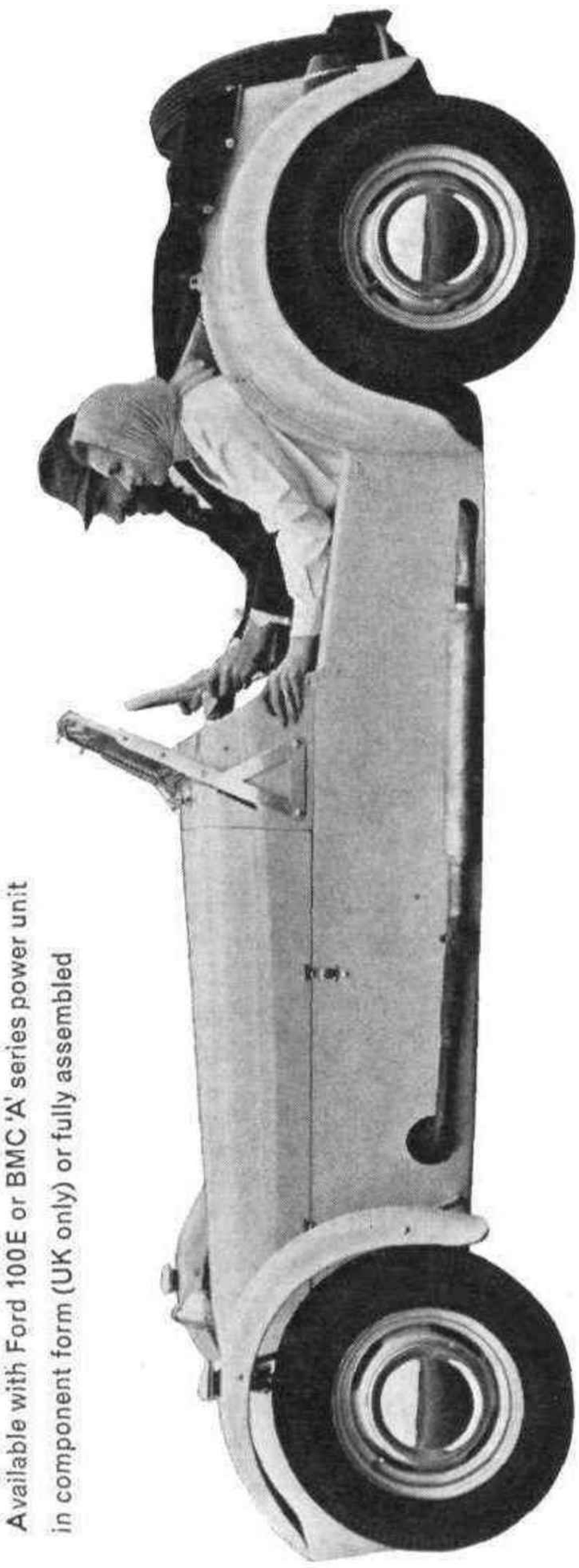
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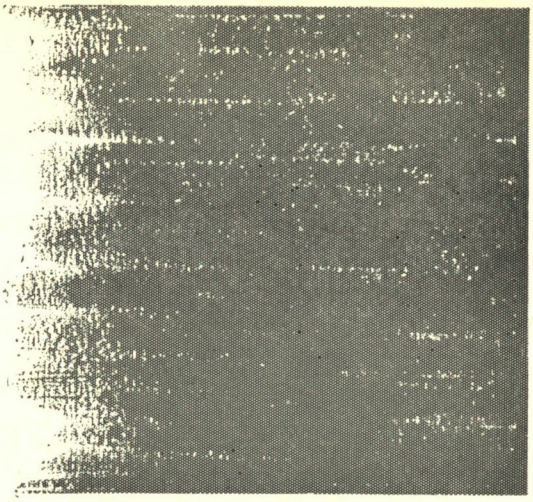
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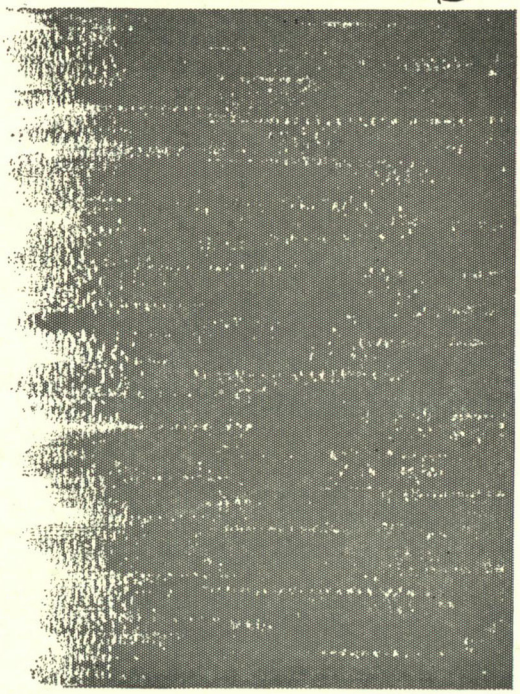


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