

Vol. XXXV No. 2

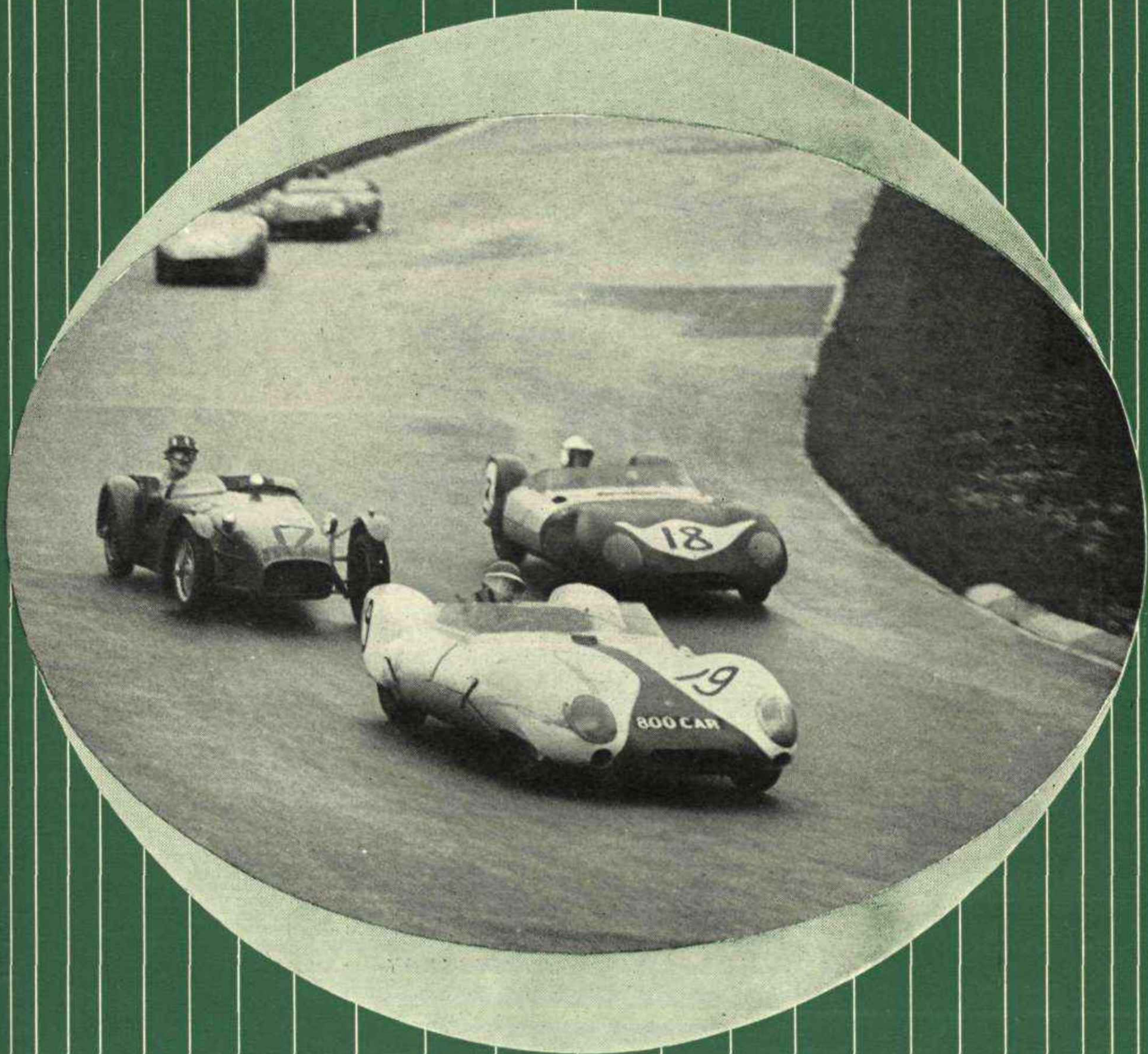
ONE SHILLING AND SIXPENCE

February, 1959

# MOTOR SPORT

LARGEST CERTIFIED NET SALES

35th YEAR OF PUBLICATION



# GIRLING

introduce the

## C.S.V DAMPER



Here is a damper which sets a new standard of consistent efficiency throughout its long life. Ask at your local garage for details of conversion sets.

### CHROMED PISTON ROD

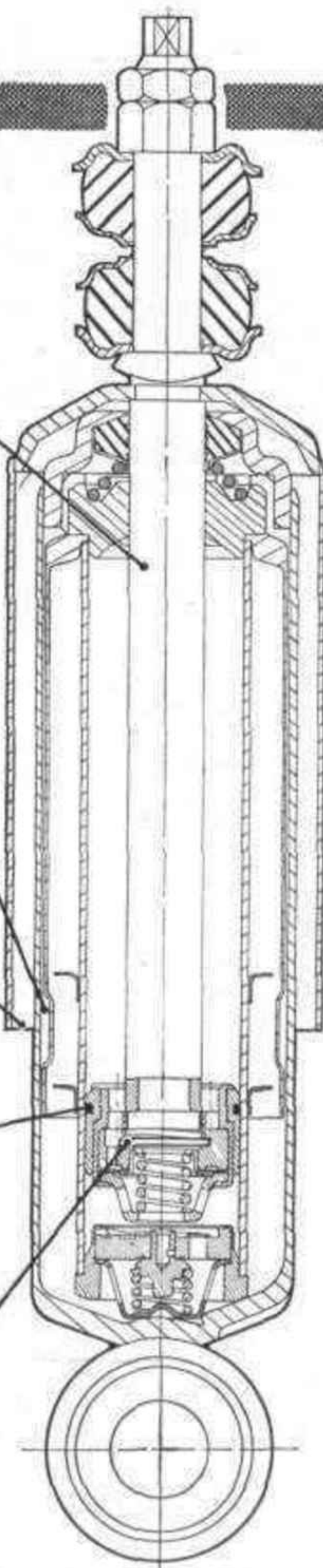
Hard superfine finish for long life and efficient sealing

**SWAGED DRAIN TUBE**  
with double baffles eliminates fade

**COMPLETELY SEALED**  
for lifelong cleanliness

**SINTERED PISTON RING**  
No internal leaks however high the operating temperature

**REBOUND VALVE**  
Coil Spring loaded shim valve ensures constant settings throughout life of damper



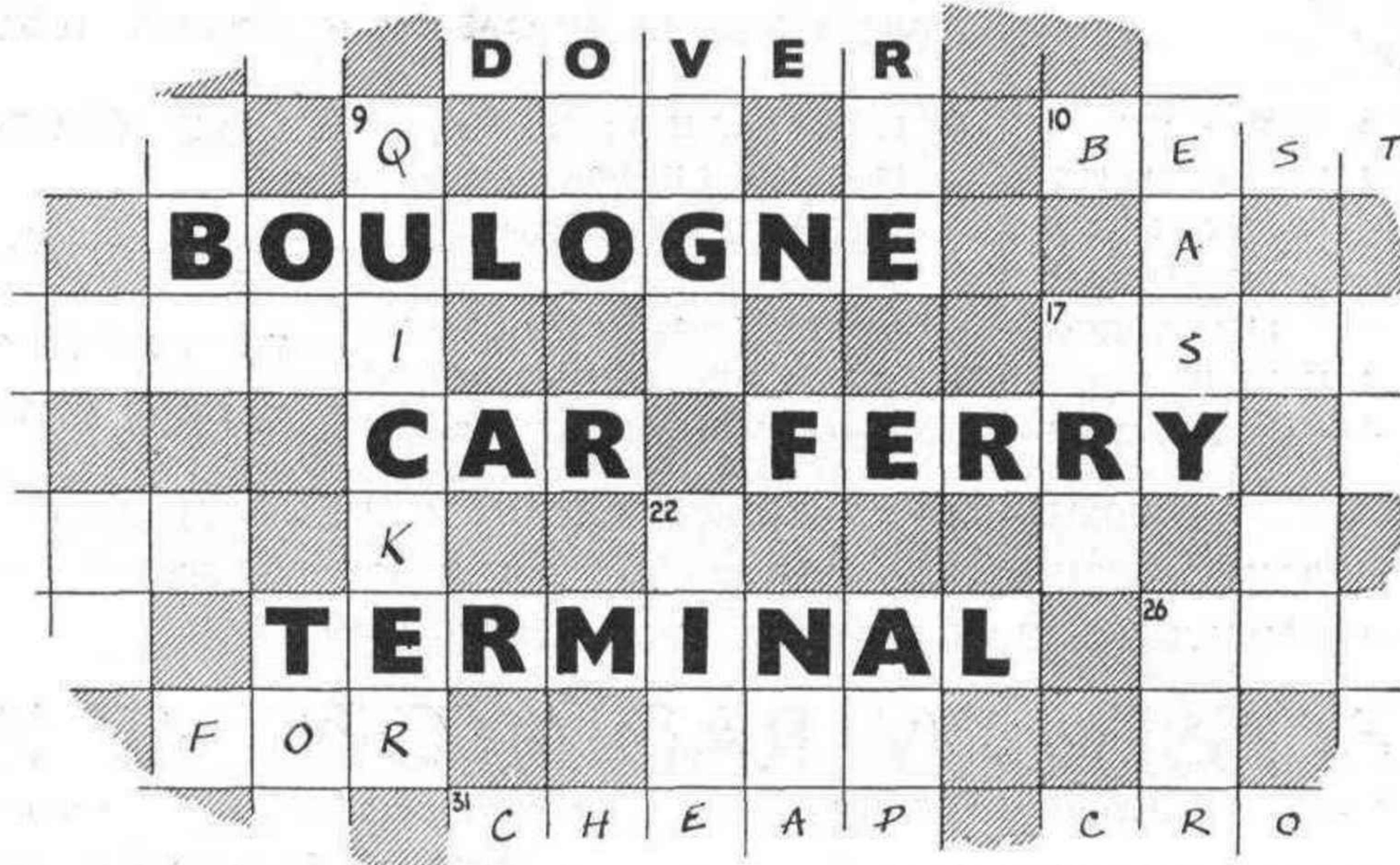
For further details of conversion sets, write to

# GIRLING LTD.

KINGS ROAD • TYSELEY • BIRMINGHAM 11



*your answer across...*



If you have not yet crossed via Boulogne you are missing a lot. Every year thousands of motorists discover how easy and how pleasant it is to **drive on** at Dover — sail for 100 minutes, safely, speedily and in comfort — then **drive off** at Boulogne, without waiting, to their destinations. Passport formalities are on board during the crossing, and on arrival the French customs wish you “bon voyage” to make you feel on top of the world. Crossings are frequent throughout the day, and the transport of your car may cost you as little as 4 gns. This year a new car ferry, “Maid of Kent”, specially built for

the Dover—Boulogne route (space for 180 cars), joins the famous “Lord Warden” to add to your travelling comfort.

**CAR SLEEPER SERVICE** From Manchester, Newcastle and York to Dover, a special overnight car sleeper train will again be in service to connect with early morning crossings. There will also be an overnight car sleeper express train service between Boulogne and Lyons for motorists crossing in the evening. Passengers and cars travel on the same train. Car sleeper service saves you motoring at night. Book through your Motoring Organization, Travel Agent, or British Railways.

*Information about Boulogne—“the Gateway to Enjoyment”—from*

**FRENCH GOVERNMENT TOURIST OFFICE or CHAMBRE DE COMMERCE DE BOULOGNE**

178 Piccadilly, London, W.1.

Quai Gambetta, Boulogne-sur-mer, France



# ★ BODYSHELLS ★

**IF YOU ARE LOOKING FOR A SPORTS BODYSHELL,  
COME AND CHOOSE FROM OUR GREAT DISPLAY**

- ★ AUTO BODIES — Mark I and II GT Saloons
- ★ FALCON SHELLS — Mark II and III (Mk. III end Feb.)
- ★ MARKHAM-PEASEY — "Sabre" 2 and 4-seater
- ★ ROCHDALE PANELS — GT Saloon
- ★ TORNADO CARS — "Typhoon" Body and Chassis
- ★ HAMBLIN — "Cadet" for Austin 7
- ★ AND OUR OWN — "Super" Ash/Al. A7 Body

## HIRE PURCHASE

DEPOSIT 15%

BALANCE OVER  
12 OR 18 MONTHS

- ★ HARDTOPS, WINDSCREENS, LAMPS, HOODS, MUDGUARDS, ALUMINIUM SHEET
- ★ FORD SPECIAL SUSPENSION KITS, TUNING EQUIPMENT, HIGH-RATIO C/Ps.
- ★ WOODHEAD-MONROE SHOCK-ABSORBERS AND SUSPENSION UNITS

## ★ CROSSFLOW RADIATORS £7.10.0

20" x 8" x 80 m.m. SUITABLE A7 AND FORD SPECIALS. 6 MONTHS' GUARANTEE. (P/Postage 7/6)

★ HEADER TANKS 57/6  
BRASS, PRESSURISED CAP. (P/P 3/-)

★ FORD EXPORT WATER PUMPS 55/-  
(P/P. 3/6)

## ★ AND OUR FULL RANGE OF A7 EQUIPMENT

INCLUDING:—

- ★ CLOSE-RATIO HELICAL GEARS
- ★ WATER PUMP DRIVE AND PULLEY
- ★ BOWDENEX BRAKE KITS
- ★ LOCKHEED BRAKE CONVERSION
- ★ H-C CYLINDER HEADS
- ★ SPECIAL MANIFOLDS
- ★ 15" WHEELS AND TYRES
- ★ BOWDEN IFS KITS
- ★ COMPLETE SPORTS SUSPENSIONS
- ★ REBORE AND PISTONS
- ★ OVERSIZE INLET CONVERSIONS
- ★ EXCHANGE REGROUND CRANKS
- ★ LIGHTWEIGHT ALI. STEERING WEDGES  
(Patent applied for)
- ★ AND COMPLETE STOCK OF SPARES FOR IMMEDIATE DELIVERY

★ Send stamped envelope for 1959 List of A7 Components and Spares

**SUPER ACCESSORIES** I SOUTHLANDS ROAD  
BROMLEY - KENT

9.00 — 5.30 WEEKDAYS

9.30 — 1.00 SAT./SUNDAY

RAVensbourne 1665

# Falling in love



They've discovered each other, and they're wonderfully happy . . . as you will be, when you discover the Zodiac. Let your eye linger on elegant lines and lovely colours, single or two-tone . . . the sumptuous interior, with soft leather seating, rich astrakhan carpets. Feel the *power*—fast, safe, and, if you wish, fully-automatic. Note the *very* reasonable cost and *all* the built-in extras. You'll *know* . . . you and the Zodiac are made for each other!

Price £675 plus £338.17.0 P.T. = £1,013.17.0 With Overdrive £1,077.12.0 or Fully Automatic Transmission £1,186.7.0

**FORD**

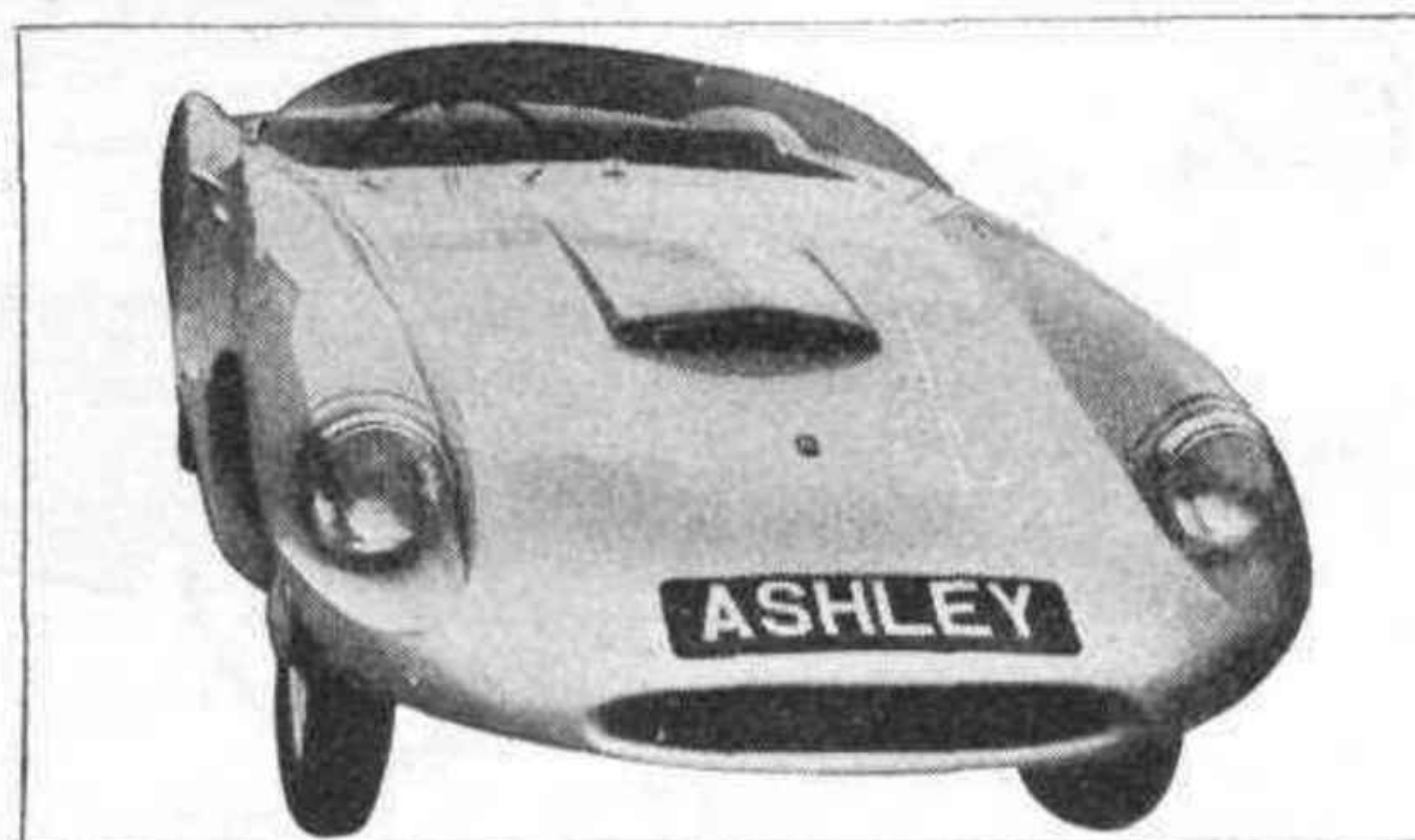
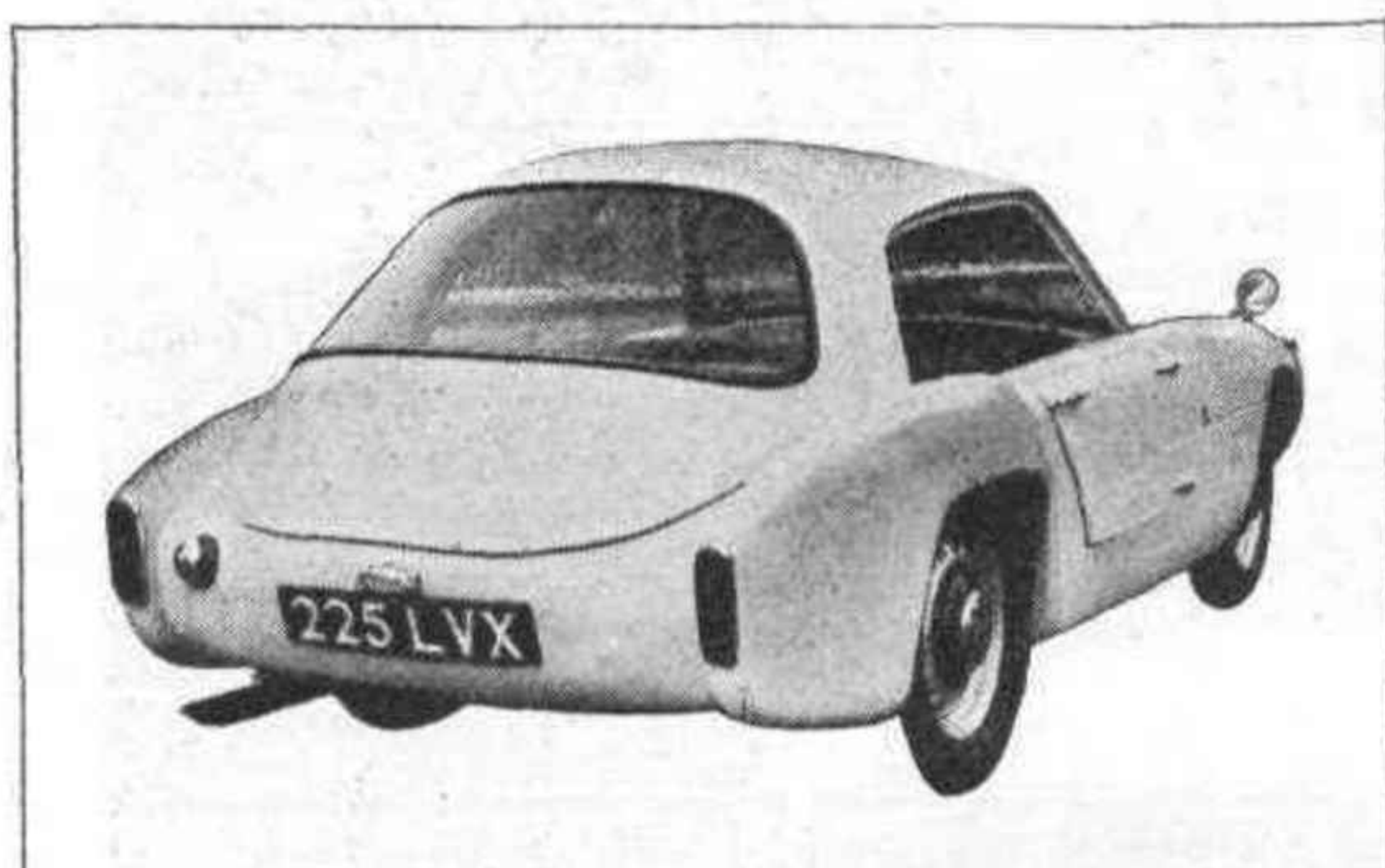
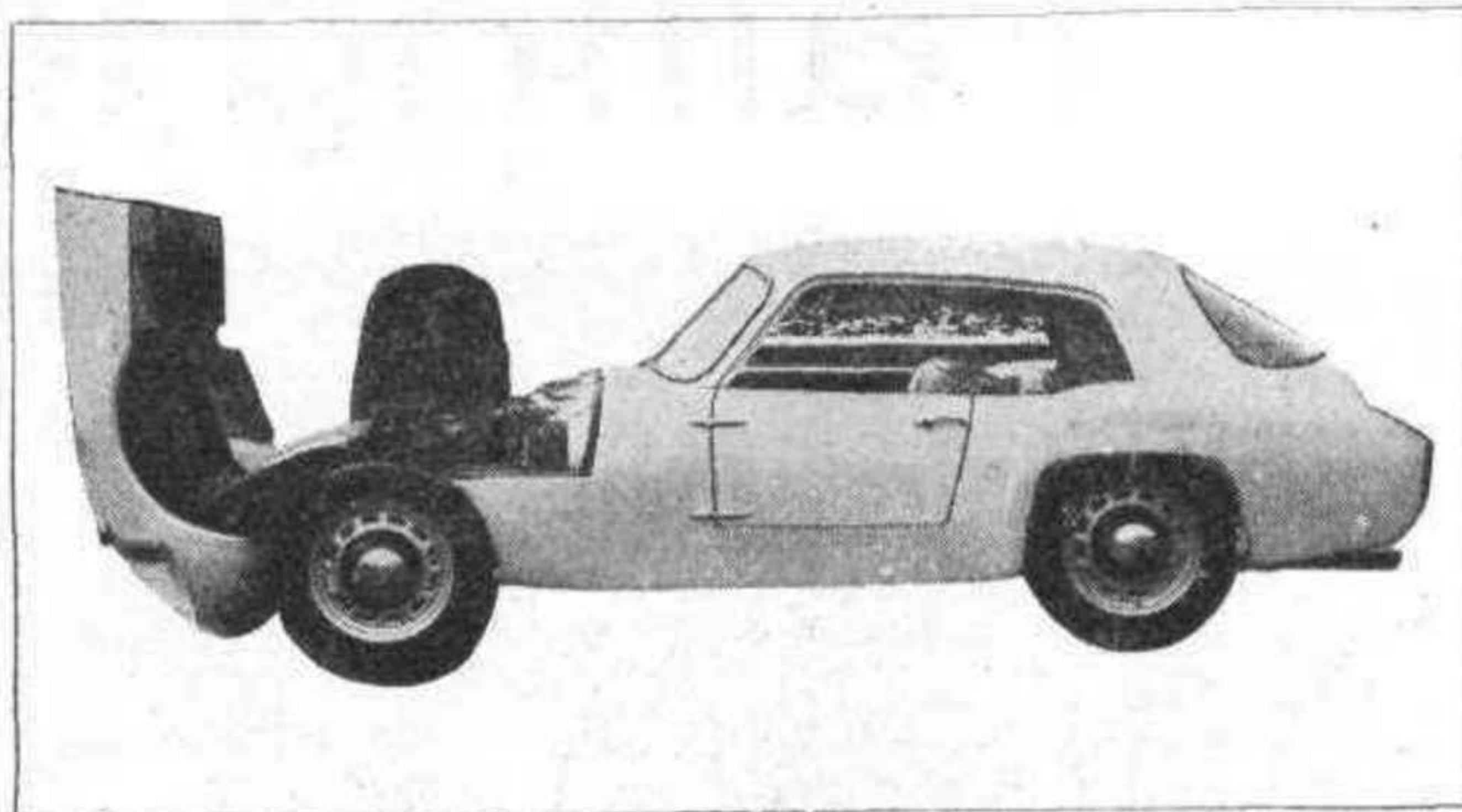
*Zodiac*

—and unique World-Wide Ford Service, too!



**BRITAIN'S LEADING  
SPORTS CAR BODY SPECIALISTS**

**THE 1172  
OPEN TOURER,  
DETACHABLE HARDTOP  
OR G.T. SALOON BODY**



WHATEVER YOUR POINT OF VIEW —

you will admire the elegant styling and superior finish of this body. Designed to fit all 7 ft. 6 in. wheelbase FORD chassis, it is available as an open 2/4-seater, detachable hardtop coupé or full 4-seater saloon. Supplied complete with mounting frame, separately moulded box-section doors, all locks and hinges and all edges flanged and trimmed. A full range of accessories available for all "special" building needs.



We are area distributors for these double-acting hydraulic suspension units, which can be supplied for any car or as a conversion kit for cars not already fitted with telescopic shock-absorbers. Send S.A.E. for full details and state make, model and year of car—we can supply units for most makes from stock. Trade enquiries invited.

SEND A STAMPED ADDRESSED ENVELOPE FOR FULL DETAILS AND LATEST PRICE LIST

**ASHLEY LAMINATES LIMITED**

ROBIN HOOD ROUNDABOUT, LOUGHTON, ESSEX.

Tel.: LOUGHTON 7355

Hours of business : 9—5.30 Weekdays; 9—1 o'clock Saturdays; 10—12 noon Sundays

## RICHARDS & CARR LTD.

It has been suggested to us that the heading to our advertisement in the January 1959 issue of *Motor Sport* might, conceivably, be the cause of embarrassment to other advertisers and, while we think it unnecessary to state that this was not our intention, we are not proposing to repeat the advertisement in the same form.

The heading was, in fact, the expression of a belief sincerely held, and we feel that our rivals would be the first to concede the importance of sincerity in advertising.

May we, at least, be given credit for sincerity and, as stockists for

RENAULT            PEUGEOT  
SIMCA                FIAT

we shall continue and intensify our efforts to add to the already large number of satisfied "Continental" users.

35, KINNERTON STREET, KNIGHTSBRIDGE, S.W.1

Belgravia 3711/2



## Jack Barclay (Service) Ltd.

Officially Appointed Repairers  
for ROLLS-ROYCE and BENTLEY

*offer an unequalled service*

- ★ Schedule Maintenance Service
- ★ Major Chassis Overhauls
- ★ Engine Replacement and gearbox work
- ★ Full range of Rolls-Royce and Bentley Spares stocked
- ★ All types of accident repairs
- ★ Panel Beating
- ★ Re-cellulosing, Upholstery and other Trimming work

*Road Tests with Estimates*

DANVERS STREET, CHELSEA, S.W.3

*(Close to Battersea Bridge)*

*FLAxman 2223 (7 lines)*

## Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD  
Bedfordshire.            Tel.: Leighton Buzzard 2060



1938 FRAZER-NASH-B.M.W. 327/80 drophead coupe. This rare model was the forerunner of the famous Bristol, and with its handsome appearance and advanced mechanical features could well pass amongst the uninitiated as being of 1958 manufacture. It is fitted with radio, heater, etc., and is in excellent order throughout. £295.

1938 BENTLEY 4½-litre Park Ward sports saloon. An exceptional example. £495.

1938 M.G. VA 1½-litre sports saloon. £145.

1929 SWIFT 10-h.p. Weymann saloon. In original and well-above-average condition throughout. Very reliable mechanically. Still has original instruction book. £45.

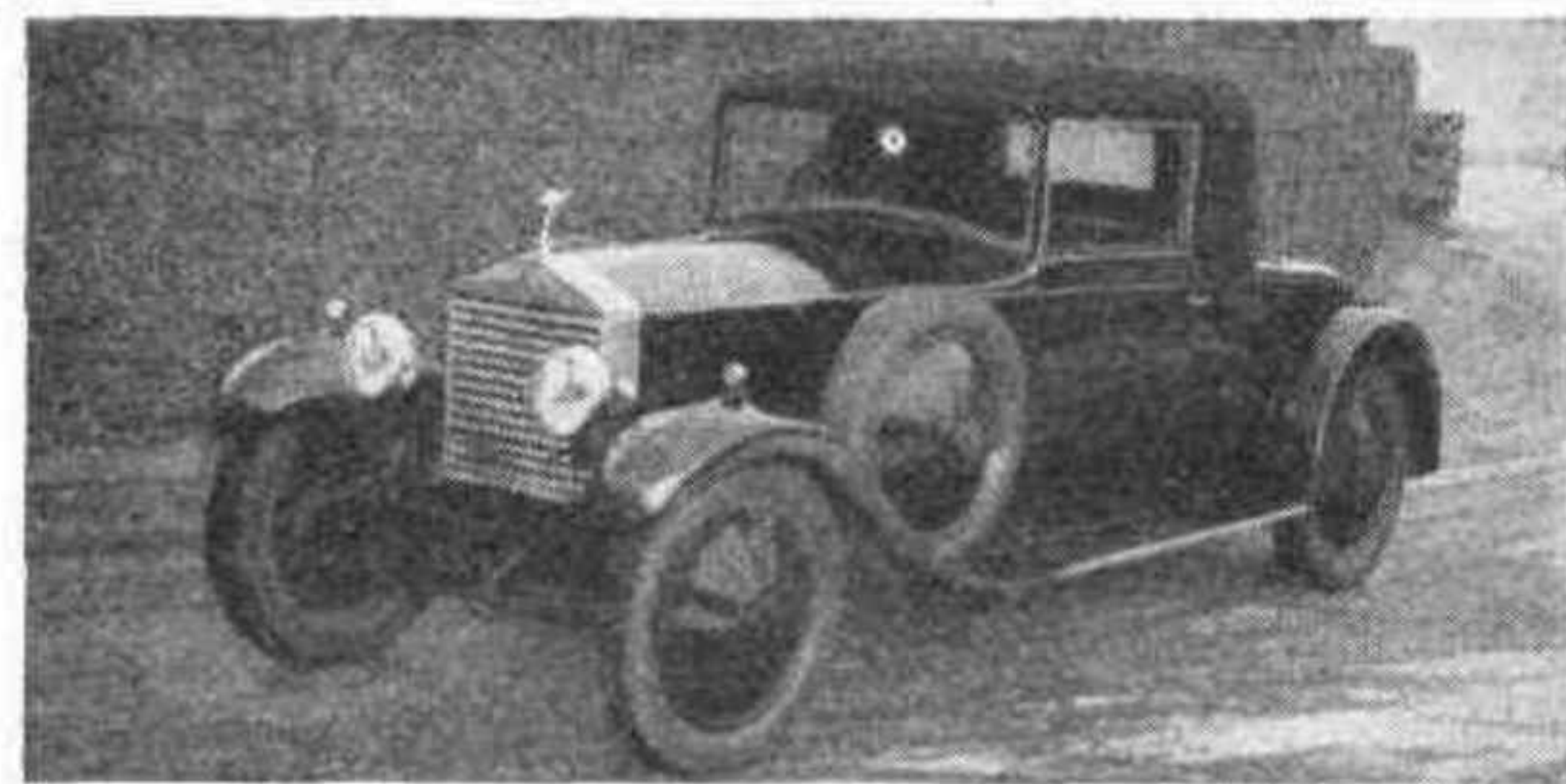
1924 BAYLISS-THOMAS 10-h.p. (Meadows engine) 2-seater. Unused 1931-52. Exceptional original condition. Must be unique. £125.

1934 ALVIS Speed 20 tourer, green, with black wings, i.f.s., full weather equipment. £98 10s.

1938 FORD 10 sports tourer in exceptional mechanical condition. Recently recellulosed and fitted with new Vynide hood. £85.

VERY EASY TERMS TO SUIT.

WE ARE INTERESTED IN PURCHASING MOST TYPES OF BRITISH AND CONTINENTAL SPORTS CARS IN GOOD CONDITION. IF YOU HAVE A CAR OF THIS TYPE FOR DISPOSAL, WHY NOT CONTACT US?



1928 ROLLS-ROYCE 20 drophead coupe by James Young. These small coupes are becoming increasingly scarce, and this attractive example is in above-average condition in every respect. The engine is quiet and sound, and the transmission has recently been overhauled. There is a comfortable dickey seat for the children and the hood is almost new. £225.

1936 RILEY Sprite, a very sound example finished in green. £265.

M.G. TC 2-seaters, 1946-48. Choice of two from £265.

M.G.-FORD Special 2-seater. Racing "C"-type M.G. chassis in perfect condition, all alloy bodywork with cowled radiator and pointed tail. Lockheed brakes, 16-in. rears, all new tyres, Ford 10 engine fully Aquaplaned to 1,172-c.c. Formula with close-ratio gears. £145.

M.G. Special. Originally a "C"-type M.G., now fitted with a Morris 8 engine, but retaining the close-ratio racing gearbox. Lockheed brakes, good tyres. £65.

AUSTIN 1958 (reg.) 750 Ashley fibreglass 2-seater. Nippy engine with four-branch exhaust, lowered suspension, Bowdenex brakes, 15-in. wheels, Lotus radiator, etc. Receipted bills for £150 available. £195.

AUSTIN 750 Special 2-seater, registered this year, constructed from a Ruby chassis and with special features such as Hardy Spicer prop-shaft, Dante alloy sump and 16-in. wire wheels with very good tyres. £60.

EXCHANGES WELCOMED.



**Fit MARCHAL "UNI-VISORIMS"**



**FOG & CORNERING LAMP 680/1368**



**LONG RANGE DRIVING LAMP 682/1368**

With side light: suffix S  
 With flasher: suffix F  
 With side light & flasher: suffix SF

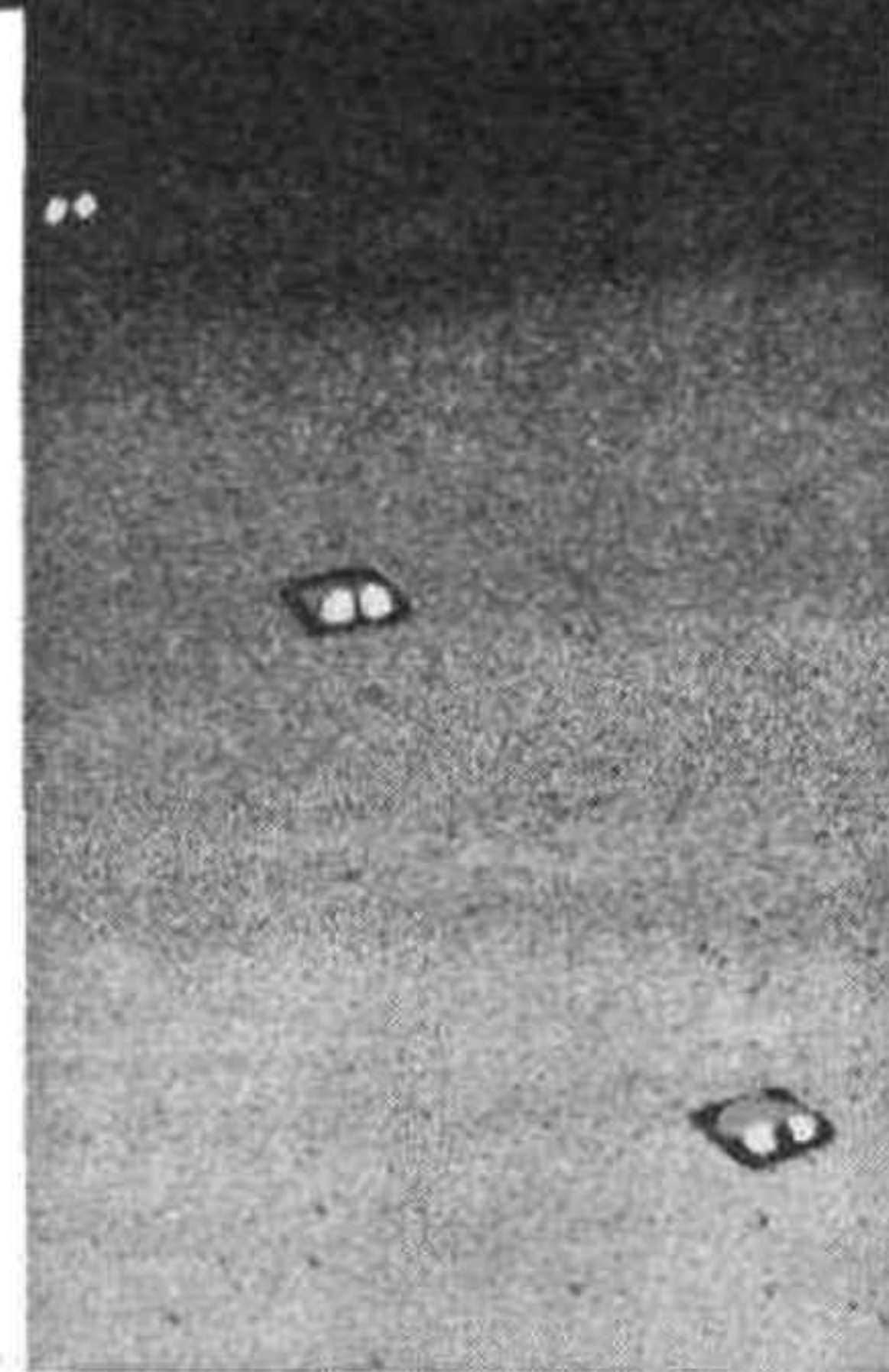
**MARCHAL**

*The Light Fantastic*

A completely new matched pair of universal fitting Fog and Driving Lamps, with BACK-SWIVEL MOUNTING, incorporating optional FLASHERS and/or SIDE LIGHTS (to replace existing flush-fitting side lights and/or flashing lights).

*Made in France*

MARCHAL DISTRIBUTORS LTD.,  
 Great West Road - Brentford - Middx.  
 Tel: EALing 2672/3671  
 Telegrams & Cables: MARCHAL BRENTFORD



**BUCKLERS LEAD — OTHERS FOLLOW**

**BUCKLER**

**WE HAVE THE LONGEST EXPERIENCE IN MULTI-TUBE FRAME DESIGN AND MANUFACTURE**

**MULTI-TUBE SPACE FRAMES**

**MODELS FOR MOST ENGINES UP TO 2-LITRE, INCLUDING FORD 1172, CONSUL, M.G.-A, B.M.C. A and B, COVENTRY-CLIMAX 1100 and 1500**

**A COMPLETE CAR DESIGN FOR THE HOME CONSTRUCTOR**

**WILL ACCEPT MOST GLASS-FIBRE BODY SHELLS**

**A REAL SPORTS CAR AT LOW COST**

**MODELS AVAILABLE FOR CLOSED G.T. BODIES**

**UP TO 130 mph & WITH SUPERB ROADHOLDING AND CORNERING**

**BUCKLER SPECIAL TUNING EQUIPMENT**

**100E ANGLIA/PREFECT. CLOSE-RATIO GEARS, FOUR-BRANCH TWIN CARB. MANIFOLDS, GOLDTOP CYLINDER HEADS, THIN C/A HEAD GASKETS, REMOTE-CONTROL GEAR-CHANGE, STRONG VALVE SPRINGS, ETC., ETC.**

**1172 POPULARS, 1938/53 8/10-H.P. AND 1172 SPECIALS. AS ABOVE, ALSO I.F.S. CONVERSIONS, 4.7 CROWN-WHEELS AND PINIONS, DOUBLE VALVE SPRINGS, ETC., ETC.**

**BUCKLER CARS LTD.**

PHONE CROWTHORNE 2231

**HEATH HILL ROAD, CROWTHORNE, BERKS**

**AGENTS: BUCKLERS (N.Z.) LTD., AUCKLAND, NEW ZEALAND  
 AUTOSPORT, COOKSVILLE, ONTARIO**

**D. GORRINGE (PTY) LTD., HOBART, TASMANIA  
 DUBLIN SERVICE, NEW WESTMINSTER, B.C.**



# GIRLING BRAKE SYSTEMS

*1958—Another great year of Successes*

- ARGENTINE GRAND PRIX—19th JANUARY**  
1st Cooper-Climax\*
- SEBRING 12 HOURS RACE—22nd MARCH**  
GRAND TOURING CLASS G  
1st Lotus\*
- GRAND TOURING CLASS 7  
1st A.C.-Bristol\*
- GRAND TOURING CLASS 5  
1st Alfa Romeo
- GOODWOOD—7th APRIL**  
EARL OF MARCH TROPHY RACE  
1st Beart-Cooper\*
- LAVANT CUP RACE  
1st Cooper-Climax\*
- SUSSEX TROPHY RACE  
1st Aston Martin DBR.2\*
- CHICHESTER CUP RACE  
1st Lotus-Climax\*
- OULTON PARK—12th APRIL**  
BRITISH EMPIRE TROPHY RACE  
1st Aston Martin DBR.2\*
- AINTREE "200"—19th APRIL**  
FORMULA I  
1st Cooper-Climax\*
- FORMULA II  
1st Cooper-Climax\*  
1,100 c.c.  
1st Lotus-Climax\*  
OVER 1,100 c.c.  
1st Lister-Jaguar\*
- SILVERSTONE—3rd MAY**  
PRODUCTION TOURING CAR RACE  
(OVER 3,000 c.c.)  
1st Jaguar 3.4-litre
- SPORTS CAR RACE (OVER 3,000 c.c.)  
1st Lister-Jaguar\*
- SPORTS CAR RACE (UP TO 1,500 c.c.)  
1st Lotus\*
- 1½-LITRE CLASS  
1st Lotus\*
- 1,100 c.c. CLASS  
1st Lotus\*
- FORMULA II RACE  
1st Lotus\*
- MALLORY PARK—11th MAY**  
SPORTS CAR RACE—1,100 c.c.  
1st Lotus\*
- MONACO GRAND PRIX—18th MAY**  
1st Cooper\*
- MALLORY PARK—26th MAY**  
REDEX CHALLENGE TROPHY—  
1,100 c.c. CLASS  
1st Lotus\*
- CRYSTAL PALACE—26th MAY**  
SPORTS CAR RACE—UP TO 1,100 c.c.  
1st Lotus\*
- NURBURGRING 1,000 Km. RACE—1st JUNE**  
1st Aston Martin DBR.1\*
- ROUEN-LES-ESSARTS MEETING—8th JUNE**  
VI GRAND PRIX, ROUEN—  
750-1,100 c.c.  
1st Lotus\*
- ALPINE RALLY—4th/12th JULY**  
UNLIMITED CLASS  
\*1st Triumph TR3  
GENERAL CLASS  
1st Alfa Romeo  
PRODUCTION CAR CLASS  
(UP TO 2,600 c.c.)  
\*1st Ford
- REIMS 12 HOURS RACE—5th/6th JULY**  
1,100-1,300 c.c. CLASS  
1st Lotus
- SILVERSTONE—19th JULY**  
INTERNATIONAL SPORTS CAR RACE  
\*1st Lister-Jaguar  
SPORTS CAR RACE—1,100 c.c.  
\*1st Lotus  
1,100-2,000 c.c.  
\*1st Lotus  
TOURING CAR CLASS F  
1st Riley 1.5  
CLASS D  
1st Austin A105
- 3 HOURS RACE, CLERMONT FERRAND—27th JULY**  
\*1st Lotus
- BRANDS HATCH—4th AUGUST**  
KENT TROPHY—FORMULA II  
\*1st Cooper-Climax  
SPORTS CAR RACE  
2,500 c.c. KINGSDOWN TROPHY  
\*1st Lister-Jaguar  
PRODUCTION SPORTS CAR RACE—1,600-3,500 c.c.  
1st Frazer-Nash  
B.R.S.C.C. NATIONAL 1500  
\*1st Lotus  
1,100 c.c. ROCHESTER TROPHY  
\*1st Lotus  
SALOON CAR RACE  
1st Austin A105
- BRANDS HATCH—30th AUGUST**  
FARNINGHAM TROPHY RACE,  
UP TO 1,500 c.c.  
\*1st Lotus
- TOURIST TROPHY RACE, GOODWOOD—13th SEPTEMBER**  
\*1st Aston Martin DBR.1  
2,000-3,000 c.c. CLASS  
\*1st Aston Martin  
1,000-1,100 c.c. RACE  
\*1st Lotus-Climax
- OULTON PARK—20th SEPTEMBER**  
\*1st Lotus  
1,500-2,000 c.c. SPORTS CARS  
\*1st Lotus  
1,500 c.c. SPORTS CARS  
\*1st Lotus  
UP TO 1,100 c.c.  
\*1st Lotus  
OVER 2,000 c.c.  
SPORTS CARS  
\*1st Lister-Jaguar
- AUSTRALIAN GRAND PRIX**  
\*1st Cooper-Climax

\*Indicate DISC BRAKE successes



*The thrill and excitement of motor sport, the acclamation of the crowd, the laurels of victory—and something more. For it is from the lessons of sport that manufacturers gain much of their technical knowledge. Braking systems are a case in point: from years of racing experience Girling brakes—both disc and drum—have emerged, unsurpassed in design and efficiency and important contributors to the cause of road safety.*

**Give your car faster acceleration**



If you drive a  
**ZEPHYR . CONSUL  
 MORRIS MINOR AND  
 1000 PERFECT ANGLIA  
 FIAT 600 . RENAULT 750  
 AND DAUPHINE**



Illustration shows Servais High Efficiency Exhaust System for Ford Zephyrs and Zodiacs.

Fit a Servais High Efficiency Exhaust System for faster acceleration, smoother cruising and saving in running costs. The smooth design of Servais Manifold helps exhaust gases to escape with maximum speed and efficiency. The Servais Silencer is designed for smooth working, too. Its no-baffle plate construction enables gases to escape freely, without obstruction. For further information ask your garage or write to the manufacturers :

**SERVAIS SILENCERS**

Ashford Road, London, N.W.2. Telephone : GLAdstone 0023 (3 lines) and at Northampton.

**“In my opinion nobody should be allowed on the road without one.”**



So, in fact, says expert opinion all over the world. Designers and manufacturers regard a screen-washer as an *essential* for the comfort and safety of modern motoring—especially if it's a Trafalgar ! More and more manufacturers are fitting Trafalgar, the first and still the finest screenwasher of its type.

Fit Trafalgar—the experts' choice !

Trafalgar screenwashers are fitted and recommended by the manufacturers of over 30 British and foreign cars.

*Trafalgar*

**WINDSCREEN WASHERS**  
 The quickest of all jet sprays

- \* Fits any car ! Self-contained unit, independent of engine or battery !
- \* Unbreakable, rattle-free polythene container !
- \* A touch of the button and your screen is made crystal clear !
- \* Neat — efficient — simple to fit !

from **27/6** Available from Garages, Dealers and all Accessory Shops or, in case of difficulty, write direct to the manufacturers.

**JOHN SYDNEY LTD.**

BRIXTON HILL PLACE, LONDON, S.W.2. Phone : Tulse Hill 3251-2-3



Patents Pending

Kangosil treated—silicone, water repellent

12/6  
pure wool

**KANGOL**  
cap

on I.T.V.

39 Fitzroy Square, London, W.1

†

**THE LORRAINE  
ENGINEERING  
COMPANY LIMITED**

*Announce their appointment*  
as

**PEUGEOT MAIN DEALERS**

for

The '403' and '203' Saloons,  
and the '403' Station Waggon

Try the Saloon '403'

*"Something different for the discerning motorist."*

A full Six-Seater	†	1½-litre
30 m.p.g.		85 m.p.h.

*Demonstrations and immediate delivery.  
Your present car accepted in part-exchange.*

**The Lorraine Engineering Company Limited,**  
29/30 Elvaston Mews, Queen's Gate, S.W.7

Knightsbridge 6861/3

# When Fog comes down like a blanket



*THE NEW NOTEK*  
**FOGLITE**

## WILL SEE YOU THROUGH



**VARIOMATIC  
ADJUSTMENT**

This exclusive NOTEK feature adjusts the vertical aim to suit fog density, you simply turn a screw. Spring loading returns the lamp to its original position, should it be knocked.

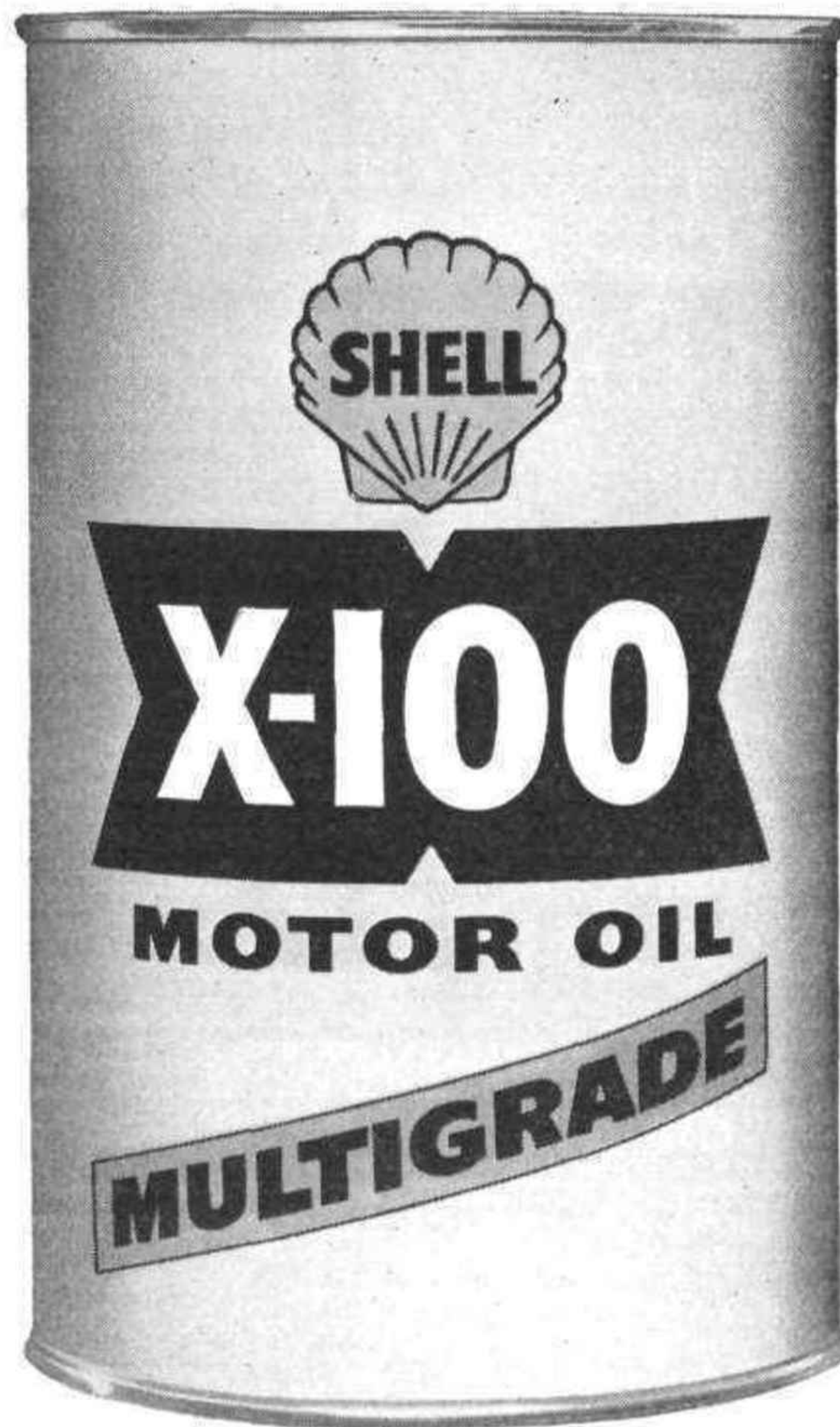
When conditions are abnormal, don't depend on normal lighting—fit a NOTEK FOGLITE. The FOGLITE—a brilliant achievement of talented technicians—is the successful outcome of unremitting research and experiment. As its name implies, it is exclusively a lamp for driving in Fog. The spread of the FOGLITE'S revealing beam is very wide (46°) and low, so that the nearside kerb, the centre line of the road and beyond are kept well in view. Prices £4.4s. all chrome finish, including cable switch and bracket.

*NOTEK—The World's Finest Fog and Driving Lamps are obtainable from garages, motor agents, good motor-cycle and accessory dealers.*

# YOU CAN BE SURE OF

Shell X-100 Motor Oil Multigrade offers your engine several kinds of protection — and works for it 24 hours of the day every day of the year. From the moment you start Shell Multigrade flows freely and gives immediate lubrication. This means reduced wear on your engine, longer battery life and a useful saving on petrol. In a sentence, Shell Multigrade gives your car all the protection it needs for perfect performance.

*Because Shell Multigrade comes in two grades, 10W/30 and 20W/40, it is ideal for all cars — fast or slow, old or new, summer or winter.*



**YOUR ENGINE'S BEST FRIEND**

# MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone: MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH  
 SUBSCRIPTION RATE - - - 25/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES.

THIRTY-FIFTH YEAR OF PUBLICATION

## MATTERS OF MOMENT

### MR. VANDERVELL'S RETIREMENT

On January 12th British motor-racing prospects suffered a severe set-back when Mr. G. A. Vandervell issued the following announcement:

"I regret to announce, on medical advice, that at the age of sixty years I must go slower.

"It is particularly regrettable to me to have to make this decision after building up a fine team, but I feel I cannot carry on by radar or remote control.

"I am sure, however, that all who have been associated with Vanwall have gained worth-while experience and have not wasted their time. The personnel can be absorbed in my company with advantage.

"The Vanwall achievements have shown that a green car can win with a comparatively small organisation. I must now leave the good work to the other green car manufacturers, and I wish them good luck.

G. A. VANDERVELL."

Every motor-racing enthusiast in this country appreciates the great service which Tony Vandervell has performed for British racing and, indeed, for our National prestige by perfecting, at great personal expense and physical strain, his team of Vanwall Grand Prix cars. That ill-health has intervened just as Mr. Vandervell was planning his 1959 racing programme is indeed a cruel blow and we join our readers in wishing the Vanwall sponsor a rapid recovery.

Although the recent Honours List passed Tony Vandervell by, it is extremely good to know that the R.A.C. has awarded him the Dewar Trophy for the most outstanding engineering and technical achievement during 1958. The citation reads: "To Mr. G. A. Vandervell and Colleagues responsible for the Design, Development and Performance of the Vanwall cars which has contributed so much to British prestige in the realm of motor sport during 1958."

The Dewar Trophy is recognised as the Motor Industry's premier honour. It is awarded only when the R.A.C. Technical and Engineering Committee decides that it is merited. It was won by Sunbeam-Talbot Ltd. in 1952 but was not awarded again until 1957, when it went to the Dunlop Rubber Co. for work on disc brakes and high-speed tyres.

Now that Vanwall will not race this year the G.P. becomes very open, and Britain's future prestige is in the hands of B.R.M., Cooper and Lotus in the Formula 1 field. We hope sincerely that the 1958 Vanwalls will not fall into incapable hands; perhaps one of them will be seen in the Montagu Motor Museum beside the V16 B.R.M. and other historic racing cars, or be presented to the Science Museum.

### ROAD PROGRESS

Plans for combating London's traffic jams were attacked by the Roads Campaign Council last month. The Council say:

"In London, what is the remedy offered? A reconstructed Hyde Park Corner—after ten years of talk, mind-changing, stalling. The Cromwell Road Extension, with a mammoth bottleneck being preserved at one end for a few years yet. The Strand widening—it took 123 years to finish it. A few similar projects complete with roundabouts, squareabouts and various other forms of knockabouts. No modern roads on the lines of those being built on the Continent. No off-street parking facilities.

"Only more restrictions. Only more appeals to the poor, bewildered road-user not to be so selfish and anti-social.

"Nobly, the authorities say they will not ban the private motorist from Central London. But prosecute him when he stops to park. Wait for the fly to settle before you swat it."

The Council recently announced a £4,000 competition to find a long-term plan for London's roads. Sir William Holford, the town planner, has described it as "a challenge to youth, for whom, at present, we are leaving only a legacy of meddling and frustration."

Certainly it is time something was done. It is now customary to spend five minutes at the roundabout at Chiswick in the rush hour before it is possible to leave the new road that will one day end in a fly-over crossing, and the other end of this

road ends at Hammersmith roundabout, another notorious bottleneck, with a trolley-bus crossing round a bend to render it even more hazardous of time and temper.

### ANOTHER FACTORY TEST TRACK

Volkswagen's have constructed a 30-acre proving ground in Wolfsburg for keeping a constant check on the quality and safety of the Volkswagen. It reproduces all the road surfaces and driving conditions likely to be met with, by drivers all over the world.

A 1.12-mile oval test track runs round the proving ground. The high-speed circuit is made of seamless reinforced concrete, and measures 29 ft. 6 in. across. The banked curves permit speeds of 93 m.p.h. without side thrust. The asphalt steering pad is completely level and the radius is 33, 49, 66, 98 and 131 ft. The 33-ft. high hills have four different gradients: asphalt surface for 6 and 12 per cent. and concrete for 20 and 30 per cent.

One half of the 1,960-ft. skid strip's surface is asphalt, the other is basalt. Special "rain" equipment ensures a dangerously slippery surface. There are strips the same length reproducing an old, often repaired asphalt country road and a very badly paved road. The surface of the *pare* track (cobblestones), complete with pot-holes and cracks, was copied from an existing country road. Near the loose sand strips is a concrete corrugated track. It reproduces the conditions found in desert "washboard" tracks and has ridges 1 in. high with 27-in. to 31-in. pitch from crest to crest. The reason for the varying lengths is to enable all possible axle vibrations to be obtained.

### CONTENTS

	Page
MATTERS OF MOMENT	79
FIXTURES FOR FEBRUARY	80
VOLVO 122S ROAD TEST	81
CARS IN BOOKS	84
EXETER TRIAL	84
RUMBLINGS	85
THE TREND OF RACING-CAR DESIGN	87
ENTHUSIASTS' DIRECTORY: No. 14	92
MY YEAR'S MOTORING	93
VETERAN—EDWARDIAN—VINTAGE	101
LOTUS PLANS	107
A DAY WITH THE 750 FORMULA	107
A40 SALOON DE LUXE ROAD TEST	109
BOXING DAY AT BRANDS HATCH	111
BOOK REVIEWS...	116
LETTERS FROM READERS	117

Front Cover Picture: SANTA CLAUS HILL.—The remarkable drive by Graham Hill (17) in a Lotus 7 at Brands Hatch on Boxing Day, when he outdrove Piper (19) and Ashdown (18) in Lotus Elevens, to win the Christmas Trophy at an average speed of 64.8 m.p.h.

## Motor Sport Events for February

★ Only clubs whose secretaries furnished the necessary information prior to the 15<sup>th</sup> 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
Feb. 1st	Caernarvonshire & Anglesey M.C.	"Look-Out," Upper Bangor	Bangor	Navigational Run (C.)	2.00 p.m.
"	Cumberland S.C.C.	High Hesket	Carlisle	Rally (C.)	1.30 p.m.
"	Airedale & Pennine M.C.	Black Dyke Lane	Thornton, Bradford	Rally (C.)	11.00 a.m.
"	Bedford A.E.C.	Olney Market Square	Bedford	Rally (C.)	1.30 p.m.
"	Leeds University Union M.C.	The Union	Leeds	Rally (C.)	2.00 p.m.
"	Hagley & Dist. L.C.C.	Stewpony Hotel, Nr. Kinver	Stourbridge	Trial (R.)	10.00 a.m.
"	Eastwood & Dist. M.C.	A. R. Marshall's Ltd., Bulwell	Nottingham	Rally (C.)	10.30 a.m.
Feb. 6th	Oxford M.C.	Coch & Horses Inn, Chiselhampton	Oxford	Rally (C.)	7.00 p.m.
Feb. 7/8th	Thames Estuary C.C.	Little Brickhill, Nr. Bletchley, and Lamb's Garage, Woodford Green	—	Rally (N.B.)	From 4 p.m. Feb. 7th
"	Morley M.C.	New White Bear Hotel, Tingley	Leeds	Rally (C.)	11.00 p.m.
"	Rhyl & Dist. M.C.	Braids Garage	Colwyn Bay	Rally (C.)	Midnight
Feb. 8th	Speedbird M.C.	"Meadowbank," Cranford	Hounslow, Middlesex	Rally (C.)	6.30 p.m.
"	Wolverhampton & S. Staffs C.C.	"The Pigot Arms," Pattingham	Wolverhampton	Trial (C.)	2.15 p.m.
"	Lothian C.C.	Ricecarton Estate	Via New Hermiston, Edinburgh	Driving Tests (C.)	12 noon
"	Sheffield & Hallamshire M.C.	Blue Stoops Hotel	Dronfield, Sheffield	Trial (C.)	10.00 a.m.
"	Warrington & Dist. M.C.	Tall Trees Garage	Whitley, Warrington	Rally (R.)	9.00 a.m.
"	Sevenoaks & Dist. M.C.	Gover Hill, Nr. Borough Green, Wrotham	Wrotham	Standard Car Trial (C.)	10.00 a.m.
"	Aberdeen University M.C.	Leggart Terrace	Aberdeen	Rally (C.)	2.00 p.m.
"	M.G. Car Club (N.E.)	Swiers of Yeadon	Leeds	Rally (C.)	11.00 a.m.
Feb. 10th	Forces' M.C. (Minden)	Kingsley Barracks, Minden	Germany	Driving Tests (C.)	20.00 hr. C.T.
Feb. 12th	Rolls-Royce (Crewe) M.C.	Rolls-Royce, Pym's Lane	Crewe	Rally (C.)	7.30 p.m.
Feb. 13/14th	Yorkshire S.C.C.	Ilkley	—	Rally (R.)	Midnight
Feb. 14th	East Anglian M.C.	Colchester	—	Rally (C.)	2.00 p.m.
"	Blackfriars M.C.	Unilever Club, Woodford, Essex	Woodford	Rally (C.)	2.30 p.m.
Feb. 15th	Vintage S.C.C.	Heston Aerodrome	Heston, Middx.	Driving Tests (C.)	12 noon
Feb. 18th	Basingstoke C.C.	Basingstoke	—	Rally (C.)	7.00 p.m.
Feb. 20th	Allard O.C.	Kensington Palace Hotel, De Vere Gardens, London, W.8	London	Annual Dinner	8.00 p.m.
Feb. 23rd	Epping Forest M.S.A.	Kensington Town Hall, S.W.7	London	Film Show (admission free by ticket only, obtainable from Club)	7.00 p.m.
Feb. 27th	South-Eastern Assoc. of Motor Clubs	Corona Cinema	Swanley, Kent	Midnight Film Matinée	10 p.m. —
Feb. 28th	Oxford University M.D.C.	Bury Barns	Burford, Oxon	Rally	1 a.m.
"	Metropolitan Police M.C.	Imber Court	Thames Ditton, Surrey	Rally (R.)	6.00 p.m. 5.30 p.m.

### J. M. (Mike) HAWTHORN

As we close for press we hear of the tragic and somehow ironic death of Mike Hawthorn, Britain's first World Champion. He died in a road accident driving one of the cars he loved most—a Jaguar.

With his irrepressible good humour, Mike was perhaps the best loved of British racing drivers. Having reached the peak of his profession he made the decision to retire, which was perhaps accelerated by the death of Peter Collins, his close friend and "mon ami-mate," as he called him.

Mike Hawthorn's father Leslie put him on the road to motor-racing fame when he bought a 1,100-c.c. Riley, with which Mike took part in his first competition event, the Brighton Speed Trials. Later, a 1½-litre Riley was purchased and Mike began his racing career in earnest. He first came to the public eye when he won the MOTOR SPORT Brooklands Memorial Trophy in 1951, at Goodwood, a circuit of which he was particularly fond.

From then on, there was no holding the youthful Hawthorn and he quickly progressed from Cooper-Bristol single-seaters into the Ferrari team. In 1953 he won the French Grand Prix in one of the most exciting finishes ever seen to a motor race, and followed this up in 1954 with a win in the Spanish Grand Prix over the all-conquering Mercedes. From then on he had a lean time, mainly due to leaving the Ferrari team to drive British cars, but in 1958 he really hit his best form. Driving with his head instead of a heavy right foot, he clinched the World Championship which he so richly deserved.

He always remained an enthusiast for cars of all types, and drove a Bentley at Le Mans last year before doing his stint in the race. If he wasn't driving at a meeting he would always come to the track to drop the flag and drink the winner's champagne. Indeed, no better epitaph can be given to Mike Hawthorn than to say that he loved cars.

#### INTERNATIONAL CALENDAR 1959

We publish herewith the International Calendar for 1959 events. The dates are provisional at present. Three New Zealand events have already taken place. Drivers' Championship (D.C.), Sports Car Manufacturers' Championship (S.C.) and Rally Championship events have been approved by the Commission Sportive Internationale. Other dates are subject to adjustment. The type of event is

indicated thus: Formula 1 (F.1), Formula 2 (F.2), Sports (S.), Grand Touring (G.T.), Formule Libre (C.).

Feb. 7th	...	New Zealand	Invercargill (C., S.)
Mar. 14th	...	U.S.A.	Sebring (F.1)
Mar. 21st	...	U.S.A.	Sebring (S.C.)
Mar. 30th	...	Great Britain	Goodwood (F.1, 2, S.)
Apr. 4/5th	...	U.S.A.	Daytona Beach (F.1, S.)
Apr. 18th	...	Great Britain	Aintree (F.1, 2, S.)
Apr. 25th	...	Italy	Syracuse (F.1, 2)
May 2nd	...	Great Britain	Silverstone (F.1, 2, 3, S.T.)
May 3rd	...	Italy	Monza (G.T.)
May 10th	...	Monaco	(D.C.)
May 16/17th	...	Italy	Vallelunga (F.2, S., G.T.)
May 18th	...	Germany	Hockenheim (G.T.)
May 24th	...	Italy	Targa Florio (S.C.)
May 28/30th	...	France	Pau (F.1, 2, S., G.T.)
May 30th	...	U.S.A.	Indianapolis (D.C.)
May 31st	...	Holland	(D.C.)
June 6th	...	Great Britain	Brands Hatch (F.2, S.)
June 7th	...	Germany	Nurburgring (S.C.)
June 14th	...	Belgium	Spa (D.C.)
June 20/21st	...	France	Le Mans (S.C.)
June 28th	...	Italy	Monza 500 Miles (C.)
July 4th	...	France	Reims 12 hours (S.)
July 5th	...	France	Reims (D.C.), (F.2)
July 18th	...	Great Britain	Aintree (D.C.)
July 19th	...	France	Auvergne (F.2, G.T.)
July 26th	...	Italy	Bari (F.1, 2, S.)
July 26th	...	France	Caen (F.1, 2, S.)
Aug. 2nd	...	Germany	Nurburgring (D.C.)
Aug. 15th	...	Italy	Pescara (F.1, 2, S.)
Aug. 24th	...	Portugal	Oporto (D.C.)
Sept. 5th	...	Great Britain	Tourist Trophy (S.C.)
Sept. 13th	...	Italy	Monza (D.C.)
Sept. 19th	...	Great Britain	Oulton Park (F.1, 2, S.)
Sept. 27th	...	Germany	Avus (F.2, S.)
Oct. 11th	...	Morocco	Casablanca (D.C.)
Nov.	} Not yet finalised	U.S.A.	Riverside (F.1)
Nov.		Venezuela	(S.C.)
Nov. 27th-Dec. 8th	...	Bahamas	Nassau (S.)
Nov. 29th & Dec. 6th	...	Australia	Melbourne (S.C.)

#### EUROPEAN RALLY CHAMPIONSHIP EVENTS

Jan. 15/24th	...	Monte Carlo Rally
Feb. 23/26th	...	Sestriere Rally
Apr. 27/May 2nd	...	Tulip Rally
May 13/16th	...	German Rally
May 28/31st	...	Acropolis Rally
June 9/13th	...	Rally of the Midnight Sun
June 24th/July 1st	...	Alpine Rally
July 22/26th	...	Adriatic Rally
Aug. 14/16th	...	Rally of the Million Lakes (Finland)
Sept. 2/6th	...	Li ge-Rome-Li ge
Sept. 18/21st	...	Viking Rally
Oct. 22/25th	...	Portuguese Rally
Nov. 16/21st	...	Rally of Great Britain (R.A.C.)

# WINTER MOTORING WITH THE VOLVO 122S

**A Good Swedish 1,583 c.c. Saloon,  
Offering Exceptional Performance  
and Commendable Detail  
Arrangements.**

*IN A WINTER SETTING.—The Volvo 122S saloon, an excellent car of distinctive frontal aspect, is seen here, not in its native Sweden but in the New Forest near Brockenhurst.*



**T**HE ugly PV444 Volvo made a great impression as a fast car of modest engine capacity and when the re-styled 122S was introduced at the last London Motor Show I was naturally extremely interested and suggested to Brooklands of Bond Street that an early road-test be arranged. Unfortunately, their Press agents did not lend MOTOR SPORT a car until the middle of January, at which time serious testing was curtailed by the presence of fog and icy roads. However, I put in sufficient driving to form a good opinion of this Swedish saloon, which, with the B 16B 85 b.h.p. engine, provides quite remarkable speed and acceleration for a 1.6-litre vehicle, apart from being sensibly as well as completely equipped and comfortable in which to travel.

## MATTERS OF DETAIL

This Volvo 122S is really a four-seater, because separate front seats are used and the corners of the back seat are rounded off so that comfortable accommodation is limited to two persons. The interior of the red test car was rather too brightly finished, with two shades of red, and white, upholstery, black fascia sill covering with matching vizors, and red side rails; upholstery and fascia off-set by white roof lining. The fascia is not ornate, the seats are of generous dimensions, and all four doors trail. The floor covering of synthetic rubber is rather austere but makes for easy cleaning, the transmission tunnel does not impede leg room, and space under the front seats provides leg room for the back-seat occupants. This Volvo is of conventional appearance, but has a pleasingly distinctive radiator grille; it is only the provision of cross-wise front-seat safety belts and the purposeful note when the engine is opened up, which suggest the performance capabilities of this 1,583-c.c. four-cylinder saloon.

It was when I prepared to drive away into the foggy night that I appreciated the practical layout of the Volvo's major and minor controls and its satisfactory driving position. A driver of average height cannot quite see the near-side wing and the screen pillars are quite thick, but the high-set driving seat, easily adjustable, and low-placed wheel offer effective visibility. The front seats are somewhat hard and not particularly well shaped, being good rather than outstanding. Gear-lever, right-hand hand-brake and steering wheel are all well located in relation to each other, and the pendant pedals are all at the same height, the foot does not have to be lifted onto the brake pedal, and it is possible to "heel and toe."

The metal fascia is set behind a broad, upholstered sill, which is padded and hoods the instruments. The latter consist of four oblong windows, above which is a Vdo 100-m.p.h. ribbon-type speedometer, easy to read but requiring an 8½-in. travel to register 0-100 m.p.h. in graduations every 5 m.p.h. (figures every 10 m.p.h.). The "dials" below are water-temperature gauge, marked C, H; the trip mileometer with clearly-defined decimal reading; total mileometer reading, and a very pessimistic petrol gauge, marked E, ½, F. Between these "dials" or windows are the various warning

lights, green for low oil pressure, red for no dynamo charge, blue (rather too bright) for full headlamps beam, and yellow, augmented by an aural warning, for direction-flashers in use, the last-named indication being sensibly represented by a single warning light.

Below the instruments, on the fascia proper, are the minor controls, laid out for maximum convenience of operation. On the extreme right are the vertical heater quadrants, which control demisting, hot and cold air. These are augmented by a two-speed fan. Let it be said that the Volvo heater will supply enormous volumes of heat and that control of it is extremely sensitive, so that, once mastered, interior temperature can be adjusted to a nicety.

Beside the heater-fan knob the Wilmot Breeden ignition key turns to actuate the starter and, turned the other way, retains all electrical services (including the petrol gauge) except ignition, the green warning lamp then remaining on. To the left of the steering column are three more large knobs matching the heater-fan knob, these, from left to right, being a detachable cigarette lighter, lights control and mixture enricher. The lamps knob pulls out to bring in, firstly, the sidelamps, then the headlamps, while, turned, it controls the excellent rheostat instrument lighting. The steering wheel somewhat blanks the lamps knob and the cigarette lighter is apt to be mistaken for it. The enricher knob acts as a hand throttle and has a serrated spindle for sensitive setting.

All these knobs are within easy reach of the driver, and just below the fascia his left hand falls easily to a tiny turn-switch that controls the really efficient two-speed, self-parking Bosch wipers. Adjacent is a pull-switch which brings in permanently the screen washers—a splendid means of maintaining visibility on dirty days. An exceedingly well placed stalk on the left of the steering wheel, close to the wheel rim, operates the direction-flashers. This excellent control is further enhanced because, flicked up and down, it flashes the headlamps, even when the lamps switch is off, providing an instant warning when overtaking slower traffic without recourse to the horn.

To the left of the essential controls is a drawer-type ash-tray, space for a radio, and, before the passenger, an electric clock. The two-spoke steering wheel, labelled Volvo and with plated spokes which sometimes reflect the sun, carries a good half-horn ring for a surprisingly mediocre horn. The Volvo lacks a fascia cubby-hole or door-pockets. There is a big shelf down by the front passenger's knees, mounted flexibly for safety, but the driver could, with advantage, be provided with additional stowage. The radio loud-speaker is on this parcel shelf. Yet another practical point is the provision of a map-light shining onto the aforesaid shelf, brought in by tiny pull-switch under the fascia on the extreme left, this lamp in no way dazzling the driver. A matching switch for the driver controls the parking lamps. The driver finds ample room for his left foot away from the clutch pedal and the foot dimmer button is well placed. The centre-roof rear-view mirror gives a rather narrow field of vision; it swivels to kill dazzle, and twin anti-dazzle vizors made of



REMARKABLE FOR A 1.6-LITRE SALOON, the Volvo 122S will exceed 50 m.p.h. in second gear, show a speedometer reading of more than 80 m.p.h. in third gear, and has a maximum in top of nearly 95 m.p.h., with acceleration and controllability in keeping!

soft material are fitted, both of which swivel sideways. The front doors have quarter-windows with anti-thief catches on their handles, similar windows being provided for the back-seat passengers. The main door windows possess handles with swivelling grips, which require three turns from fully-up to fully-down. The driver's window emitted a squeak when operated, and the near-side back window was too stiff to open properly. Incidentally, the padded fascia sill is continued onto the front doors, each of which has a sill interior lock. The front doors have key-locks and all four doors can be locked by pressing down the sill knobs, and thus it is possible for the owner to be locked out if the key is left inside the car. This is no great problem, merely entailing carrying of a spare key on one's person! It does enable the Volvo to be locked merely by closing the last door, with no fiddling with the key, which is a decided advantage on a wet day. The doors have good exterior handles incorporating push-buttons, and the door "keeps" are effective. The interior handles have rather sharp edges. The doors shut nicely, in quite "expensive" fashion.

In the back compartment rubber-cord "pulls" are provided on the backs of the front seats, drawer-type ash-trays in the doors, while the seat is comfortable and behind it there is a spacious parcels well. All doors contain good arm-rests, formed as "pulls," and mud-flaps are fitted to front and back wings to comply with Swedish traffic requirements.

It is pleasing to be able to report that the exterior metalwork is of polished stainless steel and that the car is completely treated with bitumastic undersealing. The bumpers have over-riders. The bayonet-type petrol-filler cap has no securing chain. The filler is well placed for refuelling from a can. The back window matches the screen in generosity of area, a combination of Slocherkeltglas, Duro-glas and Sunex AS-2 safety glass being used about the car.

A roof-light near the mirror gives really useful interior illumination and comes on when the front doors are opened or, using its own switch, can be switched on by the driver.

That concludes a study of the interior details of this interesting Swedish car but before we drive it, let us look under the bonnet and into the boot. The bonnet is released by pulling a toggle down under the scuttle on the off side and pushing back the usual safety catch. The bonnet then springs up and is supported automatically by a spring-loaded strut. The virtually over-square, 79.4 by 80 mm. four-cylinder push-rod o.h.v. engine, with its polished valve cover, looks very ordinary, except that the B 16B version, which develops 19 more S.A.E. horse-power than the B 16A engine, which isn't available in Export markets, has twin horizontal 38-mm. type H4 S.U. carburettors, with A.C. air-cleaners, on the off side. There is a belt-driven two-bladed fan, the dip-stick is accessible, the 6-volt Tudor battery is mounted at the off-side rear of the engine compartment, and the ignition and electrics, reassuringly, are Bosch, with an accessible fuse-box containing separate fuses for reversing lamp, fog- or spot-lamps, if fitted, parking lamps, flashers indicator, heater and, in unit, horn, flashers and petrol gauge. Water and oil fillers are well placed and the fuel pump has a priming lever.

The English Wilmot Breeden door key unlocks the boot press-button, whereupon the lid should rise automatically under the action of torsion-bars. Alas, the lock stuck on the test car and we had to

take a crow-bar to it! The boot is rather shallow, there is a sharp edge round the off-side wheel arch which could damage luggage, the floor is slightly obstructed by the petrol-filler pipe and the spare wheel is strapped vertically on the near side of the boot. The wheels are balanced and tubeless whitewall tyres are fitted.

The cooling system holds 15 pints, the engine sump 6½ pints including the Fram full-flow oil filter, the back axle 2½ pints, the gearbox 1½ pints. The comprehensive instruction book contains details of how to remove blood, lipstick, fruit, chocolate, acid, grease, chewing gum, vomit and urine from the upholstery, which should cover almost every class of owner! Front seats, which will fold down to form beds, are available as an extra.

#### ON THE ROAD

Having examined the Volvo and liked what I found, I set about driving the car. The gears in the close-ratio box are changed with a long but not unduly whippy central lever, the large knob of which comes conveniently close to the left hand. This is far better than a steering-column lever although rapid changes are slightly baulked by a stiffness of action, while strong spring-loading of the lever towards top and third-gear positions makes for errors when really in a hurry, and the lever wobbles and vibrates. Normally this is not at all a bad gear-change, although the Volvo deserves a remote-control lever. The hydraulically-operated clutch is rather sudden and has to be fully depressed to make effective gear-changes. The gears are quiet. Reverse is away beyond first, safely positioned.

The cam-and-roller steering, low-geared at 3½ turns lock-to-lock, is fairly light, even for parking, delightfully smooth, devoid of sponginess, and has excellent, not too fierce, castor return action. It is sensitive, accurate steering, which transmits only very faint kick and vibration, and as such is an excellent feature of the Volvo. The turning circle is small (32½ feet). The car corners extremely well, with an understeer tendency, tail slides easily controlled.

The suspension is by coil-springs and wishbones at the front and at the back a rigid axle is used, but this is well tied with radius-arms, has an anti-roll bar, and is sprung on coil-springs, which reduce unsprung weight. The result is firm springing, which transmits considerable road shock and some up-and-down motion, but enables the car to be cornered without roll and which gave notably "sure-footed" motoring over ice and snow. There is a difficult to define "dead" aspect to the ride, which merely accentuates the pleasantly solid feel of the car, which is further reflected in the absence of body rattles and scuttle or bonnet shake. Rather better damping of the suspension would be an improvement.

The brakes are no doubt excellent but on the test car were in need of adjustment, and there was additional lost motion in the pedal linkage, so that considerable pressure was needed to get powerful retardation. The right-hand hand-brake lever couldn't be better placed. It does not impede exit through the driver's door yet is delightfully placed. It holds the car securely and its ratchet button is protected by a wire guard. Vacuum-servo braking is available as an extra. Incidentally, I approve fully of safety-belts, if only to safeguard children who ride in the front seat, and those on the Volvo, if of unusual type, are very easy to put on.



THIS VIEW OF THE VOLVO shows the big rear window area of this outstanding Swedish car, which won the 1958 European Rally Championship.





*WELL-BALANCED LINES distinguish the Volvo 122S. Considering its modest price and its very considerable performance, it is a car which must be causing much concern to manufacturers of other sports saloons of similar engine size!*

It is when you come to consider the engine that the Volvo excites the enthusiast. The B 16B unit develops its maximum power, probably 79 b.h.p. by our rating, at 5,500 r.p.m., so that the close-ratio gearbox has to be used to get the highest performance. The gear ratios are splendidly plotted and it is possible to obtain progressive acceleration by changing up at peak r.p.m. in each gear, torque being maintained and practically no falling off of power resulting throughout the speed range. The engine emits considerable power-rout when accelerating but does not "pink," is notably smooth, and, in spite of its high-speed, high-output characteristics, is quite docile and tractable, pulling away from less than 20 m.p.h. in top gear. At such speeds the engine runs silently and the Volvo rolls very smoothly and unobtrusively through built-up areas. The engine did "run-on" slightly after performance testing, but its temperature is subject to sensitive control by means of a radiator-blind, adjusted by a long, hanging chain convenient to the driver's left hand. This blind also enables the heater to quickly attain optimum temperature.

The absolute maxima in the gears, allowing for speedometer correction—the strip speedometer was accurate at 30 m.p.h., 1½ m.p.h. fast at 50 m.p.h., 2½ m.p.h. fast at 60 m.p.h.—were: 30 in first, 52 in second and 77 m.p.h. in third gear, impressive speeds from a 1.6-litre saloon! Beyond these speeds savage valve bounce immediately sets in. It pays to change-up at about 45 m.p.h. in second gear to secure maximum acceleration. With some initial wheelspin we clocked a mean time of 20 seconds and a best-time of 19.8 seconds for the s.s. ¼-mile; 0-50 m.p.h. occupied a mean time of 11.7 seconds, with a best time of 11.6 seconds, 0-60 m.p.h. taking 16.7 seconds. In top gear the Volvo will attain a speed of 94 m.p.h. under favourable conditions. It cruises fast without excessive wind-noise. The Robo headlamps give a good but concentrated beam. The sidelamps are Hella.

Starting was a little reluctant after a winter night in the open but the engine warms up quickly with radiator-blind shut. A full tank of engine took the car 215 miles, mainly over slippery roads calling for light throttle work but offset by cold starts and performance testing. The makers quote a tank capacity of 10 gallons, so this represents less than 22 m.p.g. However, another check, under give-and-take conditions with some cold starts, gave a figure of 27 m.p.g. A check after 300 miles showed that not a drop of oil had been used. The radiator took a quart of water but this may have been because the car was inadvertently driven with the temperature

**THE VOLVO 122S SALOON (B 16B ENGINE)**

**Engine:** Four cylinders, 79.4 by 80 mm. (1,583 c.c.). Push-rod-operated overhead valves. 8.2-to-1 compression-ratio. 85 b.h.p. (S.A.E.) at 5,500 r.p.m.  
**Gear ratios:** First, 15.7 to 1; second, 9.9 to 1; third, 6.0 to 1; top, 4.56 to 1.  
**Tyres:** 5.90 by 15 Trelleborg Safe Star 4PR whitewall tubeless, on balanced, bolt-on steel disc wheels.  
**Weight:** 1 ton 1 cwt. 0 qtr., ready for the road, without occupants, but with approximately half a gallon of petrol.  
**Steering ratio:** 3½ turns, lock-to-lock.  
**Fuel capacity:** 10 gallons. (Range approximately 215 miles—but see text.)  
**Wheelbase:** 8 ft. 4.4 in.  
**Track:** 4 ft. 3.77 in.  
**Dimensions:** 14 ft. 5 in. by 5 ft. 3½ in. by 4 ft. 11¼ in. (high).  
**Price:** £932 (£1,399 7s., inclusive of purchase tax and import duty).  
**Concessionaires:** Brooklands of Bond Street, Ltd., 103, New Bond Street, London, W.1.  
**Makers:** Aktiebolaget Volvo, Gothenburg, Sweden.

**PERFORMANCE DATA**

*Speeds in gears (after speedometer correction):*

First	...	...	30 m.p.h.
Second	...	...	52 "
Third	...	...	77 "

*Acceleration:*

0-50 m.p.h., two-way runs	...	...	11.7 sec.
0-50 m.p.h., best run	...	...	11.6 "
0-60 m.p.h., best run	...	...	16.7 "
Standing-start ¼-mile (slippery road), two-way runs	...	...	20.0 "
Standing-start ¼-mile, best run	...	...	19.8 "

above boiling point for some miles—the radiator-blind very quickly affects temperature and a warning light when this gets dangerously high would be useful.

When it is considered that the Volvo has excellent steering, sound road-holding, a passable gear-change and combines in one vehicle the performance of a sports saloon with the comfort of a high-quality family car, it is seen as an outstanding motor car. In spite of its modest capacity of 1,583 c.c. (untidy by our standards but admirable for rally work, in which sphere the Volvo has proved its worth) the car out-performs ordinary cars of considerably greater capacity and even shows better performance figures than some renowned sports cars. The acceleration figures we obtained, two-up and with about five gallons of petrol, show that the Volvo runs away from many larger cars and makes rings round so-called sports saloons. It has road-holding which enables good use to be made of this striking performance, it is pleasant to drive, and the arrangement of the controls is highly commendable, while the quality of the minor controls would not disgrace a car costing twice the price. Altogether, the Volvo 122S is a splendid proposition for discerning drivers! The agents here are Brooklands of Bond Street and the price, with tax, is £1,399 7s.—W. B.

**MINIATURES NEWS**

Lesney Products have added a number of amusing little miniatures to their "Matchbox" range, including Morris 12 pick-up truck, Ford Thames van in Singer sewing machine colours, Ford 3-ton 4 by 4 Service ambulance, Ferriet scout car and an army general service six-wheeler lorry. They have introduced also a cut-out Lesney roadway to go with these little vehicles, which will amuse and instruct the children. In addition, another model in their splendid "Models of Yesteryear" series has been released, in the form of a two-horse L.G.O.C. omnibus, while in the "Matchbox Major" series they have included a very realistic and detailed Thornycroft "Antar" tank transporter with Sankey 50-ton trailer carrying a Centurion Mk. III tank with rubber tracks. Any good toyshop should stock these fascinating replicas.

Victory Industries of Guildford, have perfected their model roadways, featuring fast and reliable model M.G. and Triumph sports

cars, which can be used either for continuous running or as a race game with skill needed to control the skidding cars. This game was used as a knock-out contest at the recent Sunbeam Register dinner in London.—W. B.

On the day following the annual Sunbeam S.T.D. Register dinner and social in London, a meeting was held at the home of the Hon. Registrar, Mrs. Winifred Boddy, to discuss this year's Inter-Register contests. These were decided as an S.T.D. Register Concours d'Elegance and Navigational Rally to Beaulieu on April 19th, a Fiat Register Trial in Surrey on June 21st, the Humber Register Great Witley Trial on August 2nd, and an Alvis 12/50 Register Night Navigation Rally in Bucks on September 26/27th. The contest was won by the Fiat Register in 1957 and by the Sunbeam Register last year. This year the Bullnose Morris Club joins in.

## THE 34th M.C.C. EXETER TRIAL (January 9/10th)

It is excellent that the M.C.C. continues to hold trials in which ordinary cars can compete with the "specials," up sensible hills like the long, winding climb of Fingle Bridge, the sheer ruddy gradient of Simms and the muddy Waterloo with its tricky corners. In icy conditions more appropriate to the Monte Carlo Rally, the 34th Exeter started from London, Launceston and Kenilworth, the cars—with three-wheelers there were 107 entered—leaving in the early hours of January 10th. These cars ranged from "specials" to production models, and included pre-war Austin and Ford saloons and Denyer's vintage Lea-Francis.

Observing at Simms, we found this famous hill in dour mood and only a handful of Dellos or similar "specials" climbed it clean. Amongst so many failures, M. J. Barker's Wombat just got up, after a prodigious effort, Pearce's Dellow likewise, and then Le Couteur's Dellow demonstrated that Simms could be vanquished with no trouble at all. F. P. Barker's Dellow repeated this performance, but the works Morgan Plus Fours of Goodall and Peter Morgan, the latter taking it at speed, both failed about half way up. Walsh's VW got a bit higher than these sports cars, Warren's Dellow went up splendidly, Caldwell's noisy TR2 failed low down, and after this the half-way failures became monotonous and the motor-cycle riders fell off in every comic manner possible.

Before we left Simms we saw Brown's VW get above this point of universal failure, to be defeated by ruts higher up, likewise Marsh's Ausford, while Piper's Messerschmitt four-wheeler made a sensational onslaught which ended near the top, where the overworked tractor waited to haul the failures up. No Trojans were competing but Group. Capt. Scroggs was marshalling at Simms—did he go up in his Trojan before competitors arrived?

We next had a look at Waterloo, a very sporting hill near the charming bathing beach at Beer, improved by a new winding section this year, with a very tight corner, through the enthusiasm of a local farmer, whose friends were present to watch the fun. He was very pleased when Hockings' pre-war Austin Sixteen saloon nearly got to the top, and when two Ford Populars appeared, and delighted when Cock's pre-war Ford Eight had a go. Snell's Singer Le Mans failed early and a VW fell into the ditch high up. An unusual car was Denison's Volvo, which, almost as if he had premeditated our road-test advice, he had brought instead of a Peugeot 403.—W. B.

O.R.M.A. announce another dance, at the Century Hotel, Wembley Park, on February 27th. Tickets from Mrs. M. Wheeler, Kent House, Market Place, Oxford Circus, W.1.

Simca announce that the Flash Special engine now develops an extra 3.7 b.h.p., a maximum of 60 b.h.p. It is used for the P.60 Monthéry, Monaco, Plein Ciel and Oceane Simca cars.

### LYDSTEP HILL-CLIMB

This year's event will be held on March 21st, and Supplementary Regulations will be available the second week in February. There will be classes for racing, sports, and saloon cars. For further particulars apply to the Secretary of the Event, A. L. Bennett, 106, Haven Road, Haverfordwest, Pems.



**A NEW AUSTIN.**—This Austin A55 is the third of the new Pinin Farina-styled B.M.C. cars. The engine has modified manifolding, resulting in an output of 53 b.h.p. at 4,250 r.p.m. The car is longer, wider and about one hundredweight heavier than its predecessor and costs £848 17s. in standard form.

## CARS IN BOOKS

Cars feature, as might be expected, in "Royal Riviera" by Charles Graves. But, alas, he gets muddled about the Monte Carlo Rally, which he describes as a race, and over the famous Monaco "Round-the-Houses" Grand Prix. Although this book about the French Riviera was published less than two years ago, readers might imagine that the Monte Carlo Rally faded out a few years after its inception in 1911, and the Monaco G.P. soon after Robert Léon is credited with organising the first of the series (in 1929), which Graves reminds us was won by Williams, with Bovriano second, both driving Bugattis, with the "then unknown Caracciola in a Mercedes" third. Graves remarks that in 1911 Monte Carlo was "full of Daimlers, Rolls-Royces, Austins, Napiers, Wolseleys and Argylls owned by Englishmen and driven by white-capped chauffeurs. American motorists were presented by Packards, Loziers, Pierces and Wintons" (without number plates). The Germans, he says, "drove around in large white Prince Henrys, usually with an Alsatian alongside," but he fails to differentiate between Benz or Austro-Daimler "Prince Henry." The author also fails to recognise the state of development of the motor car in 1912, telling us that the drive up La Turbie, to the then new golf course at Mont Agel "was more exciting than the drive off the first tee," and the ascent of La Turbie was "barely negotiable by the motor cars of that day," whereas, in fact, La Turbie had been used for timed hill-climbs since the turn of the century—or was the final ascent to Mont Agel the difficulty?

The chief contestants in the early Monte Carlo *Concours d'Elégance* which preceded the Monte Carlo Rally by some years are named as Renaults, Lorraine-Dietrichs, Mercedes and Delaunay-Bellevilles. The author has it that Camille Blanc, originator of these early *Concours d'Elégance* in which sumptuously-dressed ladies were judged with the cars and everyone got some sort of award, sponsored an Italian expert, Dr. Gugliemetti, in his efforts to find a tarred road surface, so that spectators wouldn't get covered in dust, and that Monte Carlo had the first roads of this kind.

In the chapter on villa life in Monte Carlo we read that M. Forest, one of the owners of the Hispano-Suiza Company, lived at Les Bouyeres, built for the Duke of Connaught at Cap Ferrat, and that Signor Agnelli, head of Fiats, lives in a cottage of a villa built originally for the Comtesse de Beauchamp and almost completely rebuilt by Ogden Codman. The garage, we are told, "contains a fabulous selection of Signor Agnelli's personal motor cars, such as Bugattis, Bentley Continentals, and the like." And, let us hope, a few Fiats!

This is an interesting book to read after returning from the Monte Carlo Rally. It is interesting to discover what cars celebrities drove, and from "Hilaire Belloc—A Memoir" by J. B. Morton we learn that the great author had a Ford from 1922 to 1925, obviously a Model-T. He enjoyed the leisured company of the rich, yet regarded himself as poor and his ownership of a Model-T throws new light on his verse which reads:—

The rich arrived in pairs  
And also in Rolls-Royces,  
They talked of their affairs  
In loud and strident voices,  
The poor arrived in Fords,  
Whose features they resembled,  
They laughed to see so many Lords  
And Ladies there assembled.  
The people in between  
Looked out of place and harassed,  
And underdone and mean,  
And horribly embarrassed.

### "CAT'S EYES" RALLY

The first National rally of 1959, the "Cat's Eyes" organised by the Thames Estuary A.C., will take place on February 7/8th. This year's event, the sixth in the series, will again have two starting controls. One will be situated at Little Brick Hill, near Bletchley, Bucks, and the other will be at Lamb's Garage, Woodford Green. The finish will take place at Southend, where two tie-deciding tests are to be staged.

Competitors are limited to 240 by the R.A.C., which is the limit for any road event in this country. Last year an entry of over 150 took part, and an even larger number of competitors is expected for this year's event.

The start will be at 4 p.m. on Saturday, February 7th, and should cover about 400 miles of main and secondary roads, with no sump-damaging sections to worry about. The organisers hope to eliminate timing troubles by the use of Ingersoll pocket watches which each competitor will carry.

## RUMBLINGS

When correspondence appeared last year in *MOTOR SPORT* criticising the Vauxhall Victor and Vauxhall's after-sales service

### A VISIT TO VAUXHALL MOTORS

service systems in operation anywhere in the world.

Instead of taking umbrage that these letters had been published and washing his hands of us, Michael Marr, the popular Publicity Manager of Vauxhall Motors, invited us to visit Luton to see the after-sales service section for ourselves.

At Luton we were introduced to Mr. T. T. Brown, the Service Manager, and Mr. H. A. Noakes of the Customer Relations Division, who gave us an insight into the conscientious attempts made at Luton to give Vauxhall and Bedford owners every satisfaction.

For example, adopting as their slogan, "Good Service Builds Goodwill, Goodwill sells Vehicles," Vauxhall Motors have established an elaborate organisation for dealing with complaints through their dealers. Dealers' Service Conferences are held frequently, at which dealers are addressed by Mr. Brown, Mr. Noakes, Mr. L. M. Bouch, of Product Quality, Mr. L. V. Cooper, Manager of the Business Management Division, Mr. R. D. Winup, Manager of the Service Methods Division and Mr. L. Hott, Foreman of the Service Station, after which the dealers' questions are answered. In this way every aspect of customer relations and correct servicing of Vauxhall and Bedford vehicles is covered.

A staggering number of beautifully-produced specialised publications is available to dealers, such as reports of the Service Conferences, Apprentices' Report Books, Guides to Good Reception of Customers, Planned Customer Follow, Accountancy of Time and Repair Order, apart from cartoons and leaflets emphasising particular if minor aspects of customer relationship, servicing bulletins and books, an account of the tension method of body repair, and so on and so forth, Vauxhall Motors, printing bill must be prodigious!

We learnt that if a dealer finds a fault in a car he is permitted to spend up to £15 per vehicle on rectification of manufacturing defects within the first six months without consulting the factory, including labour costs. During the next six months dealers are supplied free with parts and may receive a proportion of their labour costs.

There are twelve Dealer Clubs which meet four times a year, while in 1959 twelve Service Conferences will be held around the country, including two at the Connaught Rooms in London—in spite of the latter attraction the writer has come to the conclusion that running a Vauxhall dealership satisfactorily is a terribly complex job and that he prefers writing almost the entire contents of each issue of this journal to attempting it! The complexity is aimed at satisfying the man who matters most, the Vauxhall owner, and the system includes efficient follow-up of complaints, the dealer being expected to take action within 24 hours of a complaint reaching Luton, a follow-up being sent to the dealer in seven days if the complaint hasn't been cleared. If there is still no result the Field Division is called in through the appropriate dealer. All complaints are dealt with on standardised forms, and the history of every individual car is kept. A very important aspect of the Vauxhall system is that a code record of every defect is made and thus any trouble which is of abnormal frequency can be investigated in the factory before it becomes widespread.

In their attempt to provide their dealers with every possible aid Vauxhall Motors operate a school for dealers' mechanics which must be the envy of many technical colleges. Here, in a week, every servicing aspect of Vauxhall and Bedford vehicles is investigated in practical demonstration by skilled tutors.

Vauxhall mechanics are encouraged to cut down on the standard time for given repair jobs by receiving a bonus for minutes saved but skimping is obviated because a faulty job has to be rectified in their own time. Vauxhall advise dealers in respect of the merits and demerits of items of workshop and garage equipment, provide special tools and even plan the best layout for individual showrooms and workshops.

The American-style efficiency which pervades the great Luton factory is reflected in the printing of the names of visiting V.I.P.s on folders handed to them, while their cars, of whatever make, are likely to be whisked away and beautifully cleaned; incidentally, they are asked to submit to being photographed holding their national flag and although visitors arrive from every quarter of the globe, Luton is never without the appropriate colours!

the men in command at Luton were not so much angry as sad. Sad because they realise that no car is perfect and for this reason operate what they consider to be one of the most efficient dealer-liaison and after-sales

From questions put to Luton by Vauxhall dealers it is clearly evident how aware they are of defects in design and manufacture, how alive they are to servicing problems. One dealer even raised the matter of preparation of Press road-test cars, having noticed adverse write-ups of the Victor in *The Autocar* and the *Star*. Such close liaison between manufacturer and dealer, and dealer and customer should certainly gain the reward it is aimed to reap and last year production reached a record total of 174,616 vehicles, of which 119,177 were cars. Exports represented 59 per cent. of the total, the highest since 1953 and included 21,048 Victors shipped to America, compared with 4,607 in 1957.

Vauxhall not only possess their own proving ground in this country but are already making extensive use of a new ten-acre materials testing field opened by General Motors Corporation two months ago in Florida. Replacing a test base founded in 1930, the field is used for weather-testing paint finishes, metals, plated parts, plastics and upholstery fabrics. The new test field can deal with 2,000 various samples a month. A 10,000 sq. ft. building contains a laboratory, photographic dark room, paint spray booth, humidity and instrument rooms, and offices. Outside, there is accommodation for 5,000 paint panel samples on portable open-air racks. Fifteen 50-ft. racks are maintained under glass for the exposure of those interior items of the car which are not normally subjected to rainfall.

Vauxhall are sending samples both of projected materials and current production items for assessment in Florida. Paint and other manufacturers who supply the company also avail themselves, through Vauxhall's manufacturing research division, of the test field facilities, which supplement the existing weathering station at Chaul End, Beds., and the other testing facilities maintained by the company in this country. These include a humidity room, where the reaction of trim materials, adhesives, and painted panels to very humid conditions is examined, and a cold room, large enough to accommodate a complete vehicle, which provides information on the performance of materials when subjected to prolonged sub-zero temperatures. The laboratory also houses equipment which simulates sunlight by the use of powerful ultra-violet ray arc lights. In this machine samples of paint materials applied to sheet steel panels are moved continuously through water sprays and past the ultra-violet lamps for a prescribed period of time. With its aid the basic quality of a new paint finish can be assessed quickly prior to more prolonged testing under the conditions of strong sunlight and a salt-laden humid atmosphere found in Florida.

In order to expand the original Vauxhall factory at Luton millions of tons of earth have been removed to form semi-underground assembly shops, in the shadow of the plateau which is Luton Airport.



The imposing new Press shop at Vauxhall Motors, Luton, factory with one of their new German Schuler small-parts automatic transfer presses in the right foreground.



**EXCELLENT STATION WAGON.**—In this Vauxhall Victor estate car MOTOR SPORT covered more than 1,190 miles in a week during January, using this useful vehicle for many domestic chores, such as carrying a hundredweight of coke, the dog, a model-car race game and the children, apart from "covering" the Exeter Trial. Much of this mileage was over snow and ice. The Victor proved entirely trouble-free apart from a puncture and even then, thanks to tubeless tyres, no serious delay was caused.

From here vehicles for N. Ireland are flown off in a Bristol Freighter. But Vauxhall executives, in spite of this convenient airfield, do not use private aeroplanes, finding road travel more economical. Mr. T. T. Brown has travelled the world and talks soberly of traffic conditions in many countries; he also remembers the old Vauxhall days and at lunch told us that some 14/40 Vauxhalls were made with pre-selector gearboxes, which was news to us.

To go over the vast Luton plant would take days but we were able to see one unique aspect of their assembly system. Complete body sides are held to the chassis base by giant automatic jigs, which ensure ease of operation and accuracy in spot welding. Very impressive is the new press shop. So often the press shop is like a museum of various makes and ages of presses but in the new Luton shop battery upon battery of British Clearing presses stand in orderly lines, spacious passage ways between them, and the roof girders picked out in pleasing colours. Here, too, are the fantastic Schuler automatic transfer sheet-metal presses, three in number, which are fed with rolls of sheet steel and turn out all the small metal parts, such as hub centres, clutch plates, etc., needed in the factory. After the dies have been set to produce the part needed for a given run the operation is fully automatic, from rolled sheet to finished pressing. Vauxhall do not, however, have a foundry of their own.

One of the early troubles with the Victor was leakage of rain into the body. Vauxhall now possess a most elaborate water testing plant. Every car produced goes slowly through a long spray tunnel in which water is blown forcibly from all angles onto the body while an observer within looks for leaks. Any defects are corrected and another check made, hoses being turned on any specially suspect places.

Equally elaborate is the final finishing shop, where a real attempt is being made to obviate obvious paint and trim faults which have been afflicting Victor, Velox and Cresta cars. Engines are motored-in electrically, so that running-in restrictions do not apply to Vauxhall cars and every so often an engine is submitted to bench testing. Complete cars are run on rollers for final adjustment but are not normally road-tested. At Luton a variety of tyres are fitted, Goodyear, U.S. Royal, Michelin, Avon and Firestone, arriving at the assembly lines.

\* \* \*

During the time of our visit to Vauxhall Motors we were able to sample a Vauxhall Victor estate car, not as a "bribe," because it was borrowed indirectly and not at Mr. Marr's suggestion. In a week it carried the writer, 1,190 miles and was used for all manner of domestic carrying chores. This Victor has some very good features, which include provision of a water thermometer, decimal mileage recorder, two-speed self-parking wipers, rheostat panel lighting, twin vizors, ½-windows with thief-proof catches and rain drains, exterior mirror, door arm-rests and tubeless tyres, which show a commendable refusal to "skimp" over accessories in this inexpensive car. The grouping of ignition key-cum-starter, wiper-

cum-washers knob and lighting-switch convenient to the driver's right hand is excellent, as is control of interior lighting from the lamps switch. There is an almost too-deep cubby hole, sill locks for the four doors, an efficient but irritatingly insensitive heater with very loud two-speed fan, and quick-action window handles. The steering-column gear change works very nicely of its kind, the lever having small movements and selecting precisely, aided by good synchromesh. The three-speed gearbox is rendered acceptable to ordinary motorists by the flexibility of the engine and synchromesh on first gear. Opposite this right-hand gear lever is a stalk for operating the sensibly self-cancelling direction-indicators, the position and action of which couldn't be improved.

This six-seater four-door station wagon has an easy-to-fold, splendidly-arranged back seat which, stowed, presents a huge area of flat carrying space, the spare wheel scarcely impeding this, as it is carried vertically, while the lift-up back door provides for exceptionally easy loading.

Add pleasant, powerful vice-free brakes, good road-holding, nice, light steering, the metal wheel having good finger grips, and an engine which starts instantly in the English winter and this Victor estate car represents sound value at the basic price of £931 7s. 0d., inclusive of purchase tax.

It has shortcomings, of course, such as an unpleasant resonance at 60 m.p.h., dangerously restricted visibility in rain because the wipers leave a central unswept area on the screen, a not entirely comfortable bench front seat, reluctant-to-close doors, the ugly, uninspired appearance, sharp-edged interior door handles, too-bright flasher warning-lights, and that lethal-to-the-knees wrap-round screen. The petrol filler is recessed under a flap so that it cannot be filled even from a jerry can.

On the whole, however, this is an excellent and universally useful car. It gave an average of 33.8 m.p.g. of good petrol, some of the driving being restrained, due to icy roads, and required three pints of oil in 1,000 miles, with no loss of water. The only defect was a puncture but as tubeless tyres are fitted, this did not occasion stopping on the road. The car tested had certain extras, inflating the total price to £980.

## THE BOAT SHOW

This year's Boat Show held once again at Olympia was full of interest for the motorist even if he was not interested in buying a boat. Boat builders are undoubtedly taking their cue from the motor manufacturers and many of the trends seen at the Boat Show have their precedents in the motoring world.

The greatest single advance in boat building is in the use of glass fibre materials for construction of hulls. From the tiniest of runabouts to a £25,000 motor cruiser, glass fibre is being used by nearly all the major boat builders in a way which has not been attempted by motor manufacturers. In fact only Jensen, Lotus and Peerless offer a complete car in this material. Do-it-yourself kits have become as popular in boating as they have in motoring and many kits are now on offer, most of which are quite easy to assemble even for anyone who has no experience of boats. One striking looking boat which caught my eye was the Kitboats Mistral which is a 15 ft. sports runabout having a seating capacity for five or six adults. No jigs are required to build it, all parts being fully machined and numbered to a plan. A basic kit of parts costs £88.

Realising that many people cannot afford expensive boats, the organisers included a stand called "Boating on a Budget" which displayed a wide range of craft for the impecunious sailor. The Microboat, a tiny runabout, which is a one-piece glass fibre moulding made by Microplas, attracted much attention from visitors. Microplas, who were pioneers of glass fibre car bodies offer this boat for £49 15s. exclusive of engine.

With the use of glass fibre, more exotic designs can be used, and boats are sprouting tail fins. On the Dusky Queen made by G. Bunn, Ltd., red rear lamps and orange winking direction indicators are incorporated in the tail fins. The wipers are apparently used to signal turns to water skiers.

Coventry-Climax are also making a bid to enter the boating market with their single-cam 1,220 c.c. engine as fitted to the Lotus Elite. They claim about 70 b.h.p. from this engine, giving the Albatross boat to which it is fitted as standard equipment a useful performance.

Altogether the Boat Show indicated that those in the industry are alive to the fact that there is an enormous untapped market for the cheaper type of pleasure craft which can be towed by or carried on a car.—M. L. T.

# THE TREND OF RACING-CAR DESIGN

**I**N this article which I write every two years in *MOTOR SPORT* I discuss the design trends in Grand Prix racing only, because it is in Formula 1 where designers and constructors have the freest hand, unhampered by regulations. As we know the Formula 1 is quite simple in limiting engine capacity to 2,500 c.c. without supercharger and 750 c.c. with supercharger, so that in all other respects the designer can make any decisions he likes. As things have turned out no one has made any serious attempt to build a supercharged 750-c.c. Grand Prix car and the supercharger and all its attendant complications and knowledge has died completely in racing circles. On the other hand the knowledge of getting power from an unblown engine has increased enormously and the science of carburettors and fuel injection has benefited.

Since the last review in February, 1957, the Formula for Grand Prix racing has been slightly modified, in that the type of fuel to be used has now become specified by the F.I.A., whereas previously there were no restrictions. This freedom allowed experiments to be made with all manner of alcohol mixtures, and also with oxygen-bearing fuels such as nitro-methane. As the basis of engine power is a matter of how much oxygen can be burnt in a given cylinder and as this amount was limited to the amount of air that could be pumped into the cylinder, the principle of getting more oxygen in by using a fuel that carried its own was opening up some interesting new ideas, even though much of the chemistry of fuels was beyond a lot of engine designers and tuners, as was shown by the haphazard way in which nitro-methane was used by some people. Since the beginning of 1958 Grand Prix engines have had to use a straight petrol of aviation category, rated at 130 octane, and the only reason for using this was a complete bungle on the part of the Commission Sportive International of the F.I.A. It was originally decreed that Grand Prix cars should use what the Paris congress described as "pump fuel," until someone asked them to define pump fuel and it was realised that no two pumps supplied the same fuel, and anyway, as Mr. Vandervell pointed out to the F.I.A., "the fuel that comes out of a pump depends on what you put in the tank." A change of definition was made then to "100-octane petrol, as supplied to the public" but this was no good as a lot of European countries that intended to run Grand Prix races did not sell 100-octane petrol to the public. In desperation the F.I.A. searched about for some sort of straight petrol that was universal and available in all European countries, and of course, the only one they found was aviation petrol which was of 130 octane rating, so that was defined as the standard fuel for Grand Prix racing for 1958 and onwards.

In consequence of this we can look back upon the last two years of racing-car design as being in two distinct parts, even though there is a great deal of overlapping. In 1957 design and development had a free hand in everything except total cylinder capacity, and races were of 300 miles in length or ran for three hours, so that the conception of a Grand Prix car remained as in the previous Formula of 1947-53. As I have already written the year 1954 saw a reformation in Grand Prix car design, with many new ones and some really revolutionary ones, while the years 1955 and 1956 saw the development of the 1954 ideas, with a settling down of activities and a concentration on perfecting such as were available. As far as the British constructors were concerned 1957 saw a continuance of this long-term development, Italy produced new ideas as well as continuing with the old, France disappeared from the scene completely and Germany took no part. It saw the disappearance of Gordini from the Grand Prix arena, after introducing his eight-cylinder car, and also Connaught, who though they lagged in engine design were well up on chassis design, and prepared to make interesting experiments in road-holding and also in aerodynamics as applied to racing-car bodywork.

Taking the engine side of Grand Prix building first, as it is the engine which is really the heart of a racing car, we find that during 1957 Vandervell continued to develop his fuel-injection system on his four-cylinder engine and overcame many detail troubles connected with the installation. The actual mechanism of injecting the fuel into the ports caused very few problems on the Vanwall engine, the real difficulty being the control of this mechanism and practical installation problems such as the pump drive and mounting, piping, operating rods, levers and joints. On power output the Vanwall was well up with its rivals, giving as much as 280 b.h.p. after using a small percentage of nitro-methane in the alcohol fuel mixture. It is interesting that all the Vanwall horsepower gain was achieved by mixture and combustion improvements, for the engine still turned at 7,400 r.p.m., retained the 96 by 86 mm. bore and stroke and two valves per cylinder.

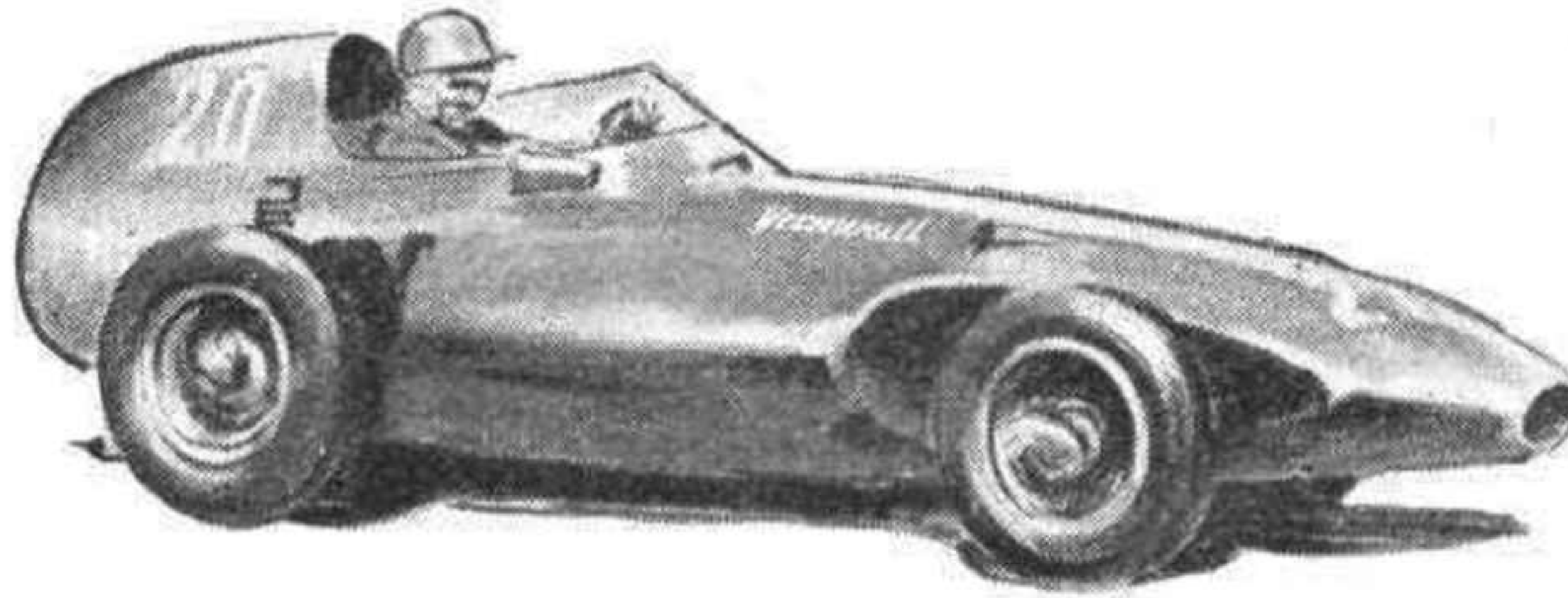
The B.R.M. engineers followed a similar programme to Vanwall in that they continued with the same four-cylinder engine as they used in 1955 and 1956 and they remained on carburettors, failing to fulfill the promise of fuel-injection mooted when the car first appeared. As far as engine development went the B.R.M. did not make any startling advances and most of the time was spent on achieving reliability of such things as valves and timing gears, though in this quest for reliability the bottom end was completely redesigned in this four-bearing crankshaft to a five-bearing one. Engine r.p.m. remained down at 8,000 r.p.m. after the over-9,000 limit used in the very beginning, and though power increased slightly, to 270 b.h.p., there was little need to stretch things beyond this as the weight of the whole car was kept admirably low and a good torque curve was maintained, so that the increase in reliability provided B.R.M. with some measure of success.

At the time that Connaught dropped out of Grand Prix racing a newcoming engine development we must really overlook Cooper and deal with Coventry-Climax Ltd., the firm who designed and built the engines used in the Grand Prix Cooper cars. The four-cylinder FPF engine designed by Wally Nassan and Harry Munday for the Coventry-Climax engine-building firm was of necessity a compromise from the word "go" and can hardly be allowed to influence any serious thoughts of Grand Prix engine design, even though its usage influences Grand Prix racing. Originally conceived as a 1,500-c.c. engine for Formula 2 racing, which was introduced at the beginning of 1957, the FPF engine was contrived from pieces from the ill-fated 2,500-c.c. V8 Godiva engine built by the same firm. That engine was a complete failure for various reasons, and realising the need for an engine for Formula 2 racing Coventry-Climax used the cylinder head design from the Godiva and adapted it to a four-cylinder engine of 81.2 by 71.1 mm. bore and stroke. Being a commercial firm interested solely in selling engines, and having no direct connection with motor racing the FPF had to be designed and built to a definite price limit, unlike a pure Grand Prix engine, and in consequence it was sold as a 1,500-c.c. unit with a reasonable power output, but nothing phenomenal, nor was there anything particularly outstanding about the layout, having gear-driven twin-overhead camshafts and single sparking plugs to each cylinder, and using two double-choke carburettors. Seeing the possibility of getting into Grand Prix racing by using his Formula 2 racing car John Cooper got together with R. R. C. Walker who was racing Cooper cars and between them they contrived to enlarge the FPF engine as much as possible in order to take advantage of the 2,500-c.c. engine limit. By increasing the bore until the cylinder walls were wafer thick, and making new crankshafts with a longer stroke the capacity was raised to 1,900 c.c. but the operation was in the nature of a bodge, rather than a piece of design, for this increased stroke necessitated fitting a  $\frac{1}{4}$ -inch aluminium plate on top of the block, forming in effect a very thick gasket, in order to accommodate the increased travel of the pistons. At the bottom end the clearance between the piston and the crankshaft webs was such that any good engine designer would have curled up and died on the spot. The Walker *equipe* went even further and increased the bore even more until the cylinder walls were way beyond the reasonable safe limits of thinness and got the capacity out to 2,014 c.c. All this "bodge" worked up to a point, in a manner that has become the hall-mark of the Cooper firm, the point being that the engine was never able to produce anything like enough horsepower to make it a contender in a serious Grand Prix race, but at least it meant the addition of another manufacturer at a time when Connaught were on their way out.

Of all the British Grand Prix cars the Vanwall was undoubtedly the most successful and its power output was sufficient to allow the cars to win convincing victories in some of the faster races. Their real opposition came from Italy, to be more precise from Modena and Maranello, and during 1957 two entirely new and unhampered engine designs appeared, one from Maserati and the other from Ferrari.

From the Maserati drawing office, under the leadership of Alfieri, came a truly remarkable engine in the shape of a 2,500-c.c. twelve-cylinder in vee formation, with the two banks of six cylinders at an included angle of 60 degrees. With space restricted in the centre of the vee, there being two overhead camshafts to each bank, the inlet ports, were arranged two over through each cylinder head and special double-choke Weber carburettors were used to give one choke per cylinder. This arrangement of inlet ports running down

*Continued on page 90*



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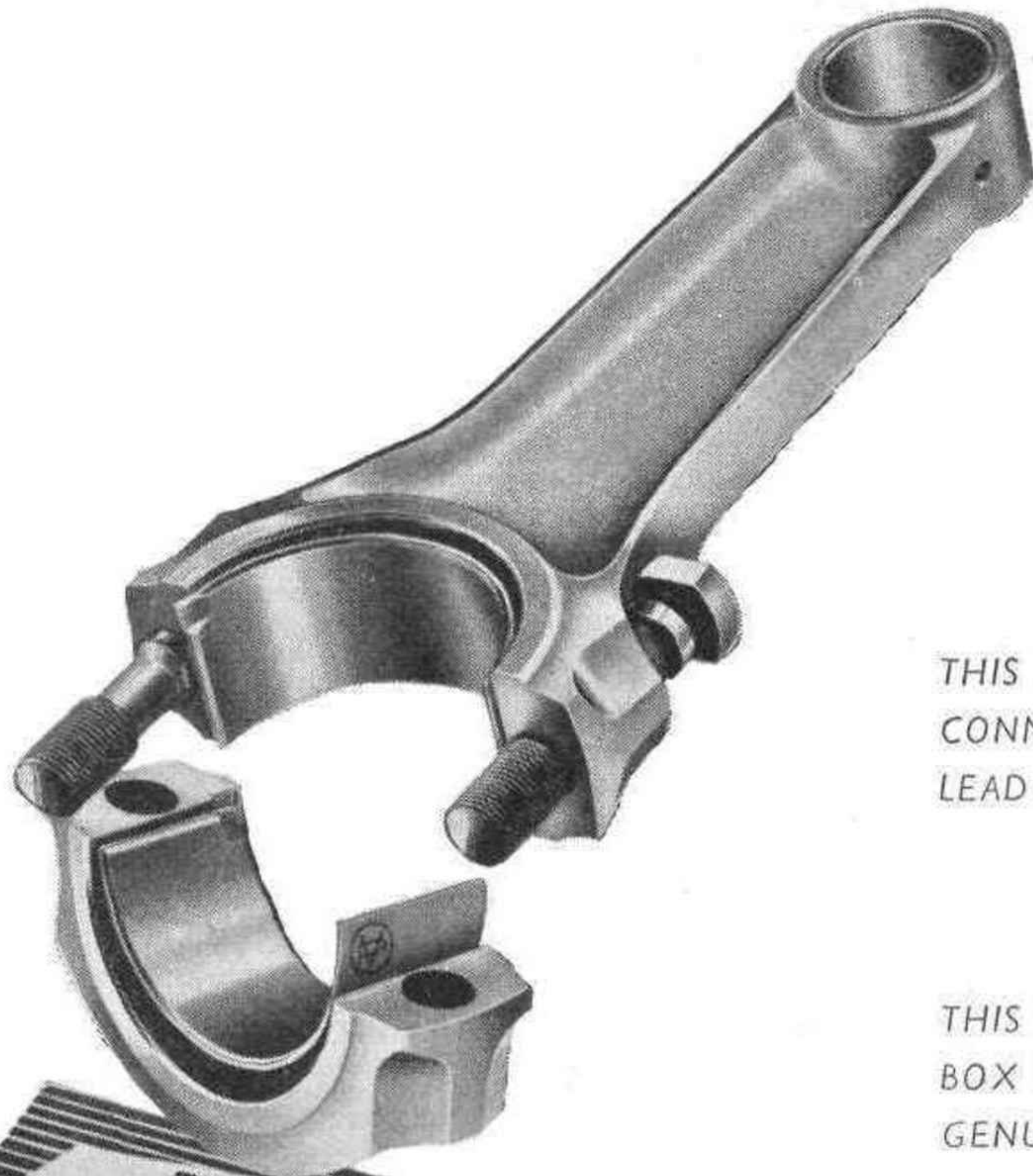
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# BEARINGS



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Smeets VI40A

*THE TREND OF RACING-CAR DESIGN—contd. from page 87.*

past the plugs was unusual but not new, having been used by Mercedes-Benz on the W196 engine, and by B.M.W. before that. The Maserati engine used a bore and stroke of 68.5 by 56 mm., and this very short stroke allowed for high r.p.m. with 10,000 often being used. With such high speeds in use ignition was a problem, the orthodox magneto being unable to withstand the speeds and deliver sufficient sparks to the 24 plugs, there being two to each cylinder. A high voltage coil and distributor system was used, with a 12-contact distributor driven off each inlet camshaft and 24 separate coils mounted on the scuttle, current being supplied by a battery carried in the cockpit. Revs and power were no problem to this new engine, nor was the reliability factor lacking, but as B.R.M. had found back in 1950-53 such high revolutions with a limited power range proved very difficult for the driver to control. Although Maserati used a five-speed gearbox the car was always suffering from the r.p.m. dropping below 6,000 at which there was little torque. Without the use of extra special fuels this engine developed over 300 b.h.p. and had it been used with a six- or eight-speed gearbox it might have proved successful. However, after a whole season of development, during which time it proved remarkably reliable, but not very practical, the project was shelved due to Maserati giving up factory racing participation.

The other new engine to come from Italy emanated from that genius of design inspiration, Enzo Ferrari, though much of the idea for this new engine came from his son Dino Ferrari, who was to die from an illness before the new engine was really under way. In memory of his son, Enzo Ferrari named the new engine the Dino and it was originally built as a 1,500 c.c. Formula 2 unit, but the basic design was such that it was eventually enlarged to a full 2½ litres and used for a new Formula 1 Grand Prix car. This engine was a 65-degree vee six-cylinder, the two blocks of three cylinders being staggered relative to one another, with the left-hand block slightly ahead of the right-hand one on the crankcase. Whereas the new Maserati vee engine had driven the four camshafts and all the accessories by a vast train of straight cut gears, the Dino Ferrari engine used roller chains to drive its four camshafts; three down-draught double-choke Weber carburettors were mounted in the vee of the engine. As a Formula 2 engine, with a bore and stroke of 70 by 64.5 mm. it was specifically designed to run on straight petrol of 100-octane rating and used a 9.5 to 1 compression ratio and 9,000 r.p.m. At the end of 1957 this design was enlarged to 2,417 c.c. by increasing the bore and stroke to 85 by 71 mm. and with the compression lowered to 8.8 to 1 and the r.p.m. dropped to 8,300 it still ran on straight petrol. Consequently when the 1958 season began the Dino engine was all set to race under the modified Formula. By the end of a season of development it was producing nearly 290 b.h.p. and was quite safe at 9,400 r.p.m., a figure quite often used by the drivers in the heat of the battle, even though 8,500 r.p.m. was given as a rev.-limit. This new Ferrari engine replaced the Lancia V8 engine that the Scuderia had been using during 1957, for it had reached the end of its development after four years of hard usage.

In the two years under review these two Italian engines were the only two new designs to appear, and while of completely opposing views they had in common such things as four overhead camshafts, two plugs per cylinder, two valves per cylinder and a high r.p.m. range for maximum power and had carburation by Weber instruments specially designed for each particular engine.

With the 130-octane ruling in 1958 one might have expected engine design to change, but such short notice was given of the fuel regulation that Vanwall, B.R.M. and Maserati could do little except adapt their existing engines. Cooper had to rely on whatever engine development work was being done by Coventry-Climax, and they were joined by Lotus in the Formula 1 field, who also relied on the Coventry firm for their power unit. Ferrari was the only one who was able to take advantage of the new fuel regulation and had no trouble as his engine had never used anything else but straight petrol. As Maserati had given up racing officially they did not bother too much about converting their trusty 250F six-cylinder to run on aviation petrol, and for the first race they merely recommended a change of jets to their customers, not even bothering to lower the compression ratio. The surprising thing was that the Maserati engine responded to this treatment and went on working throughout the season with no drastic alterations, though later the factory built some new engines with modified cylinder heads. This fact rather indicated that in 1957 they were either not taking full advantage of the alcohol/nitro-methane mixture they were using, the engine was running too cool, or that 130-aviation spirit was able to produce as much power as alcohol. This latter suggestion, coupled with different working temperatures, seemed to be the keynote of Grand Prix engines in 1958 for Vanwall found their power output still around the 270 b.h.p. mark, as did B.R.M., but

working temperatures had gone up by as much as 200 degrees Centigrade at the exhaust valves, so that getting the Vanwall engine and the B.R.M. engines to run on straight petrol was not so much a problem of thermo-dynamics and combustion as one of metallurgy. Coventry-Climax made little advance in 1958 the unit being used in Formula 1 still being the mechanical "hodge" that had been perpetrated in 1957, though it did prove surprisingly successful as a result of unreliability in the more advanced designs. With Lotus taking part in Grand Prix racing it was not surprising that some new ideas were forthcoming and Chapman designed an intriguing new car with the engine canted over to lie almost horizontal. This meant a few modifications being made to the FPF unit in respect of oil collection, but it is interesting that drainage of the valve gear was no problem for the cylinder head had been originally designed to run in a canted-over position on the Godiva V8. The main problem involved was that of carburation, for they had to use an existing Weber horizontal double-choke instrument for each pair of cylinders, and within the space limitations under the bonnet the only possible shape of inlet manifold caused a considerable power loss, which they could ill-afford. One cannot help feeling that had Lotus been based in Italy they could have got the help of the Weber carburetter firm who would have designed suitable carburettors for the engine layout, probably of the semi-downdraught type as used on the vee-12 Maserati. Throughout the whole period of unsupercharged racing engine design, it has been noteworthy that Alfa-Romeo, Ferrari, Maserati and O.S.C.A. have been able to work in close co-operation with Weber and have special carburettors designed specifically for an individual engine, whereas British engine designers have had to adapt an existing instrument if using Weber. The only co-operation in England has been from the S.U. Company, who designed new double-choke instruments to fit the standard Coventry-Climax FPF unit. Because of his inability to solve the power loss through the altered inlet manifold Chapman had to abandon his horizontal engine position and return to one of near vertical. In passing it is interesting that some years ago when Moto-Guzzi were dominating motor-cycle racing with their 250-c.c., 350-c.c. and 500-c.c. single-cylinder machines with horizontal cylinder layout, Norton Motors experimented with the same idea, turning the renowned Manx Norton engine through 90 degrees, but the idea was abandoned because they could never overcome the carburation problems.

Over the past two years we can sum up the engine design trend briefly by saying that Britain has shown no trend, except the further development of old designs, while Italy has tried two completely new units, one successful and one not so much so. As has been the case for many years, even back in the 1920s, the limit of power production for a given type of engine has seldom been one of design knowledge, but has been a question of metallurgy and being able to build the engines to withstand the designed power production.

Before turning to chassis design, which includes the basic frame itself, suspension units and the road-holding qualities, we might look briefly into gearboxes. We find that Vanwall, and B.R.M. have made no changes at all, while Maserati merely developed their existing gearbox, to make all five speeds usable all the time, instead of first gear being merely for starting from rest. Ferrari designed an entirely new gearbox for his Dino engine, but it was in reality a scaled-down version of the Lancia D50 box, mounted to one side of the differential and having the clutch incorporated in it, between the bevel gears which turn the propshaft drive at right angles, and the box itself. Unlike most people, Ferrari decided that four speeds would be sufficient for his new gearbox. Cooper continued to use an adaptation of the Citroën four-speed unit, though for 1958 it was completely reworked, made stronger and used all Cooper-manufactured parts. The only other new gearbox to appear in Grand Prix racing was from Lotus, this being a constant-mesh five-speed unit mounted in one with the final drive and differential housing, and appeared in 1957 in the Lotus Formula 2 car, and in 1958 in the Formula 1 version. This gearbox is remarkable in its compactness and light weight, there being five pairs of gears mounted very close together, each pair continually in mesh and the drive from the engine is locked to any one of the bottom five gears at choice, by a sliding locking mechanism that travels through the hollow centres of the gears. Chapman has added to this design by trying two types of gear-change mechanism, one a positive-stop arrangement where the lever is always in the same position and a movement one way or the other effects a change up or down, as desired; the other arrangement was still positive-stop but had a progressive lever position, the short lever travelling along a slotted guide from first to fifth gears.

In the realm of chassis and suspension design it has again been Colin Chapman who has provided the new ideas, on his own Lotus cars, and in consultation with B.R.M. and Vanwall. One thing that is significant is that space-frames are now universal, except that



Ferrari went from a full space-frame on his Formula 2 car to a semi-space-frame on his Dino Formula 1 car. Vanwall remained unchanged, being set with a near-perfect design for the car in question, while B.R.M. changed to a fully-stressed space-frame of Chapman inspiration and naturally both Formula 1 and Formula 2 Lotus cars have the acme of lightweight space-frames. Cooper employs the general principles, but still fails to carry them through to finality, relying on heavy gauge tubing to impart strength and continuing to use curved tubes which are anathema to the space-frame designer. Maserati built new chassis frames in 1957 and again in 1958 and both times took a decided step forward in space-frame design, the layout being reasonable and diameter and gauge of tubing getting positively daring for Modena designers, who have long been reluctant to contemplate anything under 12 or 14 s.w.g. tubing.

As regards front suspension there is now universal agreement in the double-wishbone and interspersed coil-spring layout, though the execution varies. Last to join this school of thought was Cooper, who introduced it for his 1958 cars. Vandervell still uses beautifully machined forgings for his wishbones, as did Maserati in 1957, though on the 1958 Modena car a welded tubular construction was used. B.R.M. also used welded tubular construction of particularly nice design, while Cooper uses a very simple tubular layout, as does Ferrari on the Dino. Once again it is Chapman who differs, for his top wishbone is formed by a tubular strut and the end of a torsion anti-roll bar, his top wishbone member thus doing two jobs. Coil springs with tubular telescopic shock-absorber in the centre are popular, but some people still prefer the Houdaille vane-type shock-absorbers. At the rear coil springs are equally in favour with British designers, Vanwall, B.R.M. and Lotus using them, while Cooper remains faithful to the transverse leaf spring, as does Ferrari and Maserati, though the Maranello concern experimented with coil springs on one car. The bigger cars still adhere to a de Dion layout at the rear, Vanwall, B.R.M., Ferrari and Maserati all using variations on the theme, while the small cars as exemplified by Cooper and Lotus have independent rear suspension. While Vanwall and B.R.M. provide lateral location by a Watt-linkage, Ferrari and Maserati still using a sliding guide. B.R.M. and Maserati mount their de Dion tube ahead of the rear axle assembly, and Vanwall and Ferrari mount theirs behind. On one thing all four agree, and that is that fore and aft location is provided by two parallel radius rods at each end of the tube. On rear suspension Chapman and Cooper diverge widely, though both are fully independent, the former having an ingenious layout in which the hub is positioned in three directions, one forwards and inwards by a radius arm, one completely inwards by the half-shaft which has two universal joints but no sliding spline, and the third by the coil-spring unit which provides upwards and inwards location. With the radius arm, the half-shaft and coil spring forming an equilateral triangle with the wheel hub at the apex, this suspension is a new approach and in consequence called for a new name, and was called the "Chapman Strut Principle." Cooper continues to use his transverse leaf spring and lower wishbone layout, which originates from back in 1945 when he built his first car using Fiat Topolino front suspension. Nowadays the Cooper rear end is a sound and solid affair, with elektron hub carrier, roll-free leaf-spring mounting and good lateral location. On some cars used in Formula 1 a second wishbone was mounted above the existing one on each side and the transverse leaf spring was coupled to the hub carrier by a free link, thus relieving the spring of braking and accelerating stresses. As regards wheels the British have a very definite liking for the solid type of alloy wheel, while the Italians still retain the old-fashioned wire-spoke wheel of Rudge pattern. Vanwall made some interesting experiments with wheels, assisted by Lotus, in the search for reducing unsprung weight and designed alloy wheels for the front which were non-detachable, having the wheel races mounted in the wheel casting itself, the whole assembly being held on by a conventional single split-pinned stub axle nut. These alloy wheels were not a success as they shrouded the front brakes and prevented air flow round the brake discs so were replaced by the normal Rudge hub wire wheel. Later a new wire wheel was designed on the same principle as the alloy wheel, in having the races mounted in the wheel itself and doing away with the heavy splined hub. With Grand Prix races reduced to two hours' duration and tyres showing marked improvement in wear capabilities there is little need for a k.o. hub at the front. Like Connaught in the past, Cooper and Lotus use bolt-on wheels at each end of their cars, Vanwall still retain k.o. hubs at the rear, the splined portion being shrunk into the alloy wheel. B.R.M. use Dunlop alloy disc wheels all round, with k.o. hubs, these being a standard Dunlop racing component.

On the question of brakes the British are unanimous in their agreement on the use of disc brakes, though how they are used and what type still vary greatly. Vanwall continue to use their own

manufacture, made under Goodyear patents, with the rear ones mounted inboard; B.R.M. use Lockheed components, with a single unit at the rear, mounted on the back of the gearbox and braking through the final drive unit, while Cooper and Lotus both use proprietary Girling units, one mounted on each wheel back and front. After struggling along with cast-iron drums of excellent design on the Lancia/Ferraris and again on the Dino Ferraris, the Maranello engineers then developed a bi-metal drum and finally succumbed to the British influence and experimented with Dunlop and Girling disc brakes on the Dino cars. Maserati took an interesting step backwards on braking, for after developing bigger and better alloy drum brakes with steel liners, for the 250F in 1957, they then built a much smaller and lighter car for 1958 and were able to use a design of alloy drum brake that they had discarded in 1956.

Experiments in fully streamlined bodywork still continue to appear, in particular at Reims, and in 1957 Vanwall produced a Grand Prix car with a fully enveloping front half, and with fairings over the rear wheels which blended into the tail. The car never had a proper test and development never proceeded, but in 1958, at Monza they tried a further idea, in having a fully enclosed cockpit, formed by a detachable Perspex bubble which clamped on top of the normal wrap-round windscreen. 1958 at Reims was left to the Walker *equipe* to try full streamlining, by fitting their Coopers with panelling that enclosed all four wheels and merged into the normal body, but the results were inconclusive and the project was abandoned after practice. The Italians realised after 1956 that streamlining and aerodynamics was not their forte.

Summing up briefly, we can say that British Grand Prix designers fall into two categories, one consisting of Vanwall and B.R.M., who were prepared and able to design racing cars from scratch, and having done so carried on with long-term development programmes, and the other consisting of Lotus and Cooper who have very limited capabilities and design their cars around a number of limited factors, but both are ready and willing to experiment as far as their facilities allow them to go. While Vanwall and B.R.M. started the Formula with cars built in the light of past Grand Prix car designs, and with the modification in 1958 to two-hour races, they have had to continually strive to modify their cars down in the question of size and lightness, and in Italy Maserati have done likewise. Cooper and Lotus, on the other hand, started in Grand Prix racing with a car designed for an entirely different type of event, and by good fortune the change in the Formula tended to sway in their direction so that only a very slight increase in size in 1958 made their cars much more suitable for the racing encouraged by the present Formula, which is in the nature of non-stop sprint-like events. Ferrari stands alone in all this, in being the only constructor to start all over again, with a car that was a good compromise between the old Lancia/Ferrari, or such things as the Mercedes-Benz W196 or the original 250F Maserati, and the Formula 2 lightweights as exemplified by Cooper and Lotus. The result has been that the Dino Ferrari proved itself eminently suited to all Grand Prix circuits as far as its general character, size and robustness was concerned.

Because the F.I.A. deemed it wise to run Grand Prix cars on aviation petrol, and reduce race lengths to 200 miles, there has been a distinct trend towards building smaller and lighter Grand Prix cars and in consequence there has been a search for reducing the unsprung weight on the cars. By a logical series of steps the design trend of today's Grand Prix car is undergoing a radical change, for without the possibility of using wasteful alcohol, fuel consumption has improved from something like 4-5 m.p.g. to 9-10 m.p.g.; the shorter races have reduced the total carrying capacity required, this large reduction in weight has allowed smaller tyres and lighter suspension parts to be used, and a smaller overall car has permitted smaller and lighter brakes and the whole character of Grand Prix racing is changing from one where driver, mechanics, team-manager and designer all had to work as a unit, to one where each member of the team does his job and then sits back and watches the next man do his. Not so long ago the driver depended on his mechanics to change tyres and refuel the car during a race, and they depended on the team manager to control them sensibly, while the designer stood by to see any flaws in the design of his car both from the driving angle and the pit-work angle. Now the design is finished, the mechanics prepare the car, the manager organises the entry for a given race and then they sit back and watch the driver drive his short, but of necessity, concentrated race. With the new rule for Grand Prix racing introduced in 1958 that drivers should not change cars once the race has begun, there has been even less encouragement for team work. The result has been one of clashing individuals and although it has nothing to do with the trend of racing-car design, the Grand Prix picture has changed in recent years because of the trend of design, encouraged by small modifications to the Grand Prix Formula.—D. S. J.

## ENTHUSIASTS' DIRECTORY: No. 14 — CLOTHING FOR THE MOTORIST

[The need for special clothing in this modern motoring world is not so great as it was in the early days of open-air motoring, but nevertheless the careful selection of clothing can increase the pleasure of driving. Clothing plays an important part in racing and, where applicable, our staff have tested the equipment before passing comment.—M. L. T.]

### GLOVES

Driving gloves are perhaps the most widely used clothing accessory and a very large number of different makes are available. Design is almost standardised, most gloves having a cotton mesh back and leather palms, although they are designed for different purposes. For instance, racing gloves are as thin and light as possible for feel and sensitivity, while many ordinary driving gloves are designed for warmth before any other consideration.

**Les Leston.**—The G.P. driving gloves designed by Les Leston are intended purely for racing and have a thin cape leather palm with a cotton mesh air-vent back for keeping the hands cool in a hot racing car. There are no large seams externally or internally, which is ideal from the point of view of preventing blisters in a long race. In fact, so comfortable are these gloves that one forgets they are being worn after a short while. The gloves have an elasticated wrist which meets up with the sleeves of racing overalls to prevent burns on exposed flesh. These gloves are entirely suitable for ordinary road driving, although they are not very efficient at keeping out the cold air which is prevalent at this time of the year. They are priced at 25s. Leston's Motor Accessories, 314, High Holborn, W.C.1.

**D. Lewis Ltd.**—This firm manufacture a pair of racing gloves of a similar pattern to the Leston G.P. gloves although using pigskin leather, which is slightly heavier. The fingertips are reinforced for longer life, and the wrist has an elasticated insert. The price of these gloves is 19s. 9d. D. Lewis Ltd., 124, Gt. Portland St., W.1.

**Slazengers Ltd.**—The Slazenger driving gloves are designed for the man who requires warmth with his motoring. They feature thick leather palms with double-layer cotton mesh backs, and have wool fabric linings for maximum warmth. Naturally, with such thick gloves having strong seams they would not be suitable for racing, but for the man who has an open tourer and who likes to travel with the hood down sometimes, these warm gloves will prove ideal. Slazengers Ltd., Horbury, Wakefield, Yorkshire.

**G. Waddington & Son Ltd.**—This company produces a large range of general-purpose driving gloves for both men and women drivers, ranging from a pigskin leather palm type, unlined and with a string back, at 21s. 9d., to a fleecy wool lined pair at 43s. 6d. These all have open wrists and are not suitable for racing, but, having small seams, would not unduly hamper the fast driver. Once again, the unlined gloves do not keep out the cold in an open car or walking on the street.

G. Waddington & Son Ltd., Newland, Hull.

### HELMETS

Generally speaking, the use of helmets is restricted to racing, but some young men who drive open sports cars might benefit from the use of a helmet, which may result in a shorter stay in hospital. Racing drivers hope that they will never be used but they take care to select a good quality example.

**Les Leston.**—A new design was introduced at the end of last season with extended side pieces for protection of the temples. Present research indicates that a glass-fibre shell with a cork lining is the best combination for maximum protection, and the Leston G.P. helmet uses a  $\frac{1}{2}$ -in. lining. The helmet has been submitted to the British Standards Institute for test and was found to have a strength factor far in excess of requirements. It is interesting to note that the American space-man type helmet failed the B.S.I. tests. Both Moss and Brabham have used the Leston helmet and others will probably do so next season. The new helmet is priced at £5 17s. 6d. A peak and rhodoid visor are available for wet weather driving. Although we have no facilities for testing the strength of helmets, it is certainly comfortable and with a weight of around 1½ lb. is not unduly heavy.

**Slazengers.**—The 6810 A type helmet is mainly intended for motor-cycling but could be used for motor racing. It is used by such experts as John Surtees and Geoff Duke, and features a non-detachable peak with a zip-fastened harness. It is, if anything, lighter than the Leston helmet and offers a large degree of comfort.

### OVERALLS

**Les Leston.**—Some drivers think it is an affectation to wear racing overalls but it is no exaggeration to say that several tragic accidents could have been avoided by the use of flame-proofed overalls. The Leston overalls have always been flame-proofed and offer a high

degree of protection to the wearer. The intention of the one-piece overall is to cover as much of the body as possible, while the wrists, waist and ankles have elastic crepe inserts to ensure that the overalls will not catch on anything in the cockpit. Poplin is the best material as although nylon will not burn, it melts, and can cause nasty wounds. Poplin is easily flame-proofed by immersing the garment in a solution of 1 lb. of powdered Borax with  $\frac{3}{4}$  lb. of Boric Acid powder boiled together and added to a gallon of water. This solution can be used many times. The garment to be flame-proofed should be completely immersed in the liquid, then mangled dry and ironed in the normal way. The overalls are priced at £5.

Leston's also manufacture a separate blouse and trousers which can be used by the non-racing enthusiast as they can be obtained with open ankles. For protecting ordinary trousers in a sports car they should prove ideal. These are available with open and closed ankles at £2 15s. 6d. A waterproof nylon suit is also available for wearing over racing overalls.

### GOGGLES

Goggles are important to the racing driver, especially in a long-distance race, where a poorly-fitted pair will become very painful in the course of a race.

**Octopus.**—There is probably no better recommendation for a pair of goggles than to say that Stirling Moss wears them. He currently wears the 940 Octopus model, which is a hand-made Italian goggle which can be obtained with a large curved Triplex lens or a flat safety-glass lens. The frame is nickel plated and is mounted on a chamois-leather lined facepiece. They can also be obtained with anti-dazzle lens. The price of the 940 model is 64s. 6d. There are over 30 different types of goggles to choose from in the Octopus range.

I. & M. Steiner Ltd., 5, Charleville Road, London, W.14.

**Leston.**—Popular goggles with racing drivers are a modified version of the R.A.F. Mk. VIII pattern, which has angled lenses for all-round vision. These have been modified to fit the latest type of helmet. The lenses are made of Triplex laminated safety glass, which can be replaced with smoke-tinted lenses for driving in bright sunshine.

**Starlight.**—The Starlight shield is intended for the saloon-car motorist to combat dazzle at night. From our own tests these glasses certainly reduce dazzle from oncoming headlamps and are a definite asset in night driving. They are priced at 9s. 9d. and can be obtained with smoke, green or amber lenses.

Randolph Supply Co., 33, Beech Street, London, E.C.1.

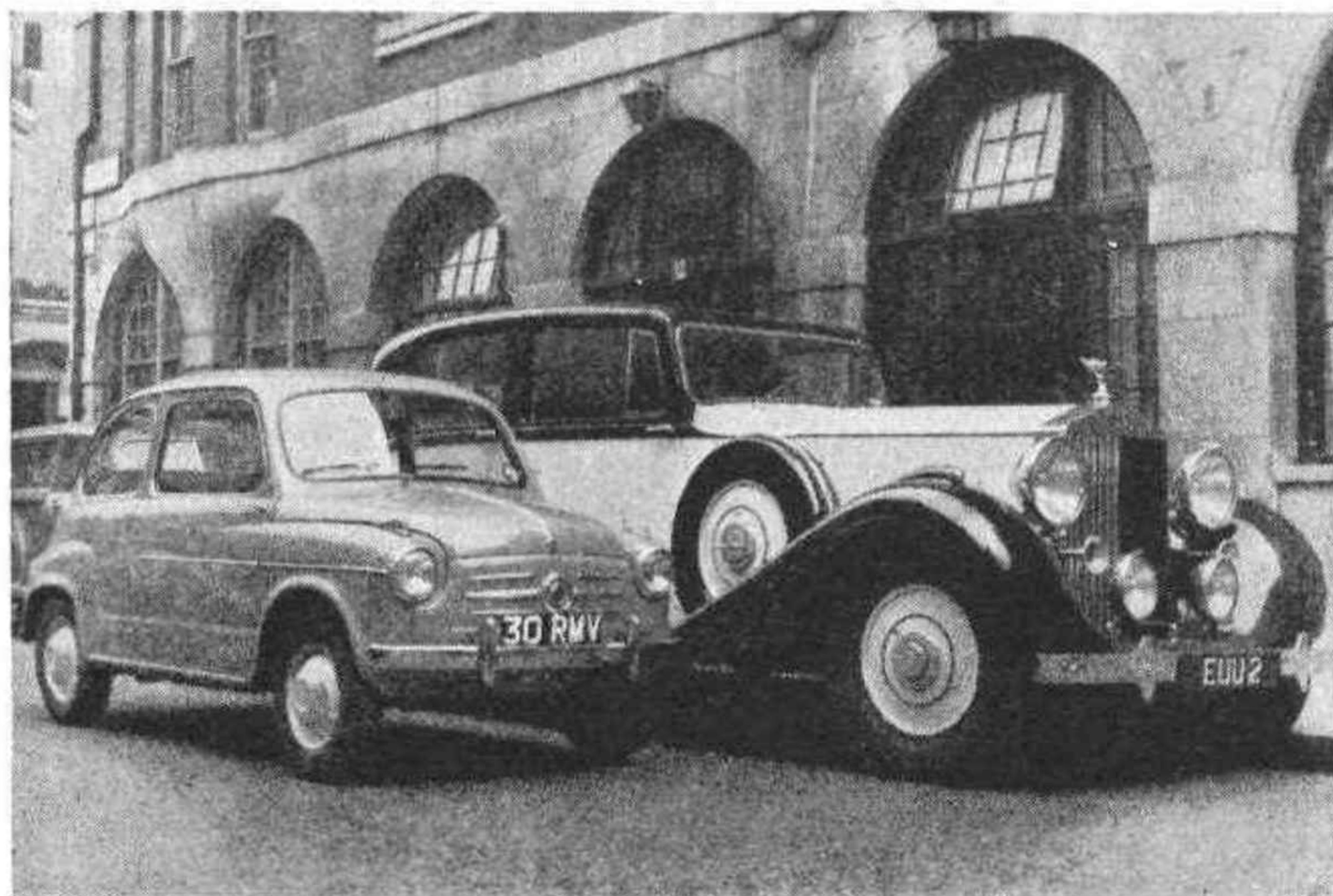


RACING CLOTHING: Shown here is the new Leston G.P. helmet and overalls, together with a pair of Lewis racing gloves.

# MY YEAR'S MOTORING

## The Editor Looks Back on the Cars He Drove in 1958

**EXTREMES OF MOTORING!**—These two cars proved to the Editor last year that at least one manufacturer knows how to make a foolproof and practical air-cooled two-cylinder minicar (Fiat 500) and that there is dignity to be had amongst the jostle and press of present-day traffic by driving a British pre-war quality car (1938 Rolls-Royce Phantom III).



**I** ALWAYS rather enjoy writing this annual feature, if only to refresh my memory of the cars tested during the past twelve-month before embarking on a further year's road-testing for MOTOR SPORT.

As I also enjoy reading similar accounts in other journals, I assumed that readers might not take unkindly to these simple summaries. Not so! After publication of this feature last year a letter came in from Mr. T. Cudmore, of Chew Stoke, which read: "Oh dear! What a dreary and self-opinionated article. Just how boring can you get?" To which my Managing Director retorted: "Evidently not a fan!"

I pondered this rebuff for a while but, remembering that Laurence Pomeroy, when he was with *The Motor*, had received a similar rebuff from a correspondent over a similar article (and was, I believe, taken to task over his English as well!), I am able to dismiss any anxiety I might have felt, particularly as this is the only letter these articles have provoked amongst MOTOR SPORT's quarter-million readership. So, at the considerable risk of boring the gentleman in Chew Stoke, here we go once again.

In the summary of my 1957 road-tests I opened by remarking that, for one reason and another, I had not been able to try the revolutionary Citroën DS19 or the much-discussed Peugeot 403. Both those omissions were made good last year and, if the more exciting sports and high-performance machinery evaded me, at least I sampled more than my usual quota of cars, covering a total road-test driving mileage of 14,196. Apart from these varied but enjoyable miles I covered countless more as a passenger and drove other cars for short distances, while the Editorial Volkswagen put in more than 18,000 miles during the year, all but a few hundred of them in my hands.



**TWO GREAT FRENCH MOTOR CARS.**—The truly meritorious Citroën DS19 and that excellent 1½-litre family saloon, the Peugeot 403, photographed at Dunstable during tests we made with both these cars.

So I can write down 1958 as a year in which I covered a mileage of approximately 33,000, again without accident, unhappy incidents or any form of brush with the police. The cars road-tested ranged from a 328-c.c. £399 Unicar to a 5,801-c.c. £4,726 Facel Vega—from eighteen to three hundred and twenty-five b.h.p.!

Altogether I drove 27 test cars during 1958, compared to 17 in 1957 and 21 in 1956, and although I am not complaining of overwork in this respect, I would remark that the task of the motoring journalist is not all milk and honey, because cars have to be tried as and when they are available and this does not always coincide with the date of a family excursion to the coast or that long-postponed visit to some far-distant beauty-spot. Moreover, while driving a new model the tester, if he has any conscience at all, has to endeavour to truthfully analyse the car, a painstaking task which extends from the moment he slides behind the steering wheel until the blotter is laid over the last lines of the test-report. I would emphasise that these 27 cars were those submitted for full road-test. Each full road-test averaged more than 500 miles per car last year, which is often more than doubled by the time other members of the MOTOR SPORT set-up have tried the vehicle. I believe some journalists, when writing articles of this kind, include every car they have driven during the year, even if in some of them they have scarcely got into top gear! If I do this, my total rises to over 50.

Only two of the cars lent to us for trial last year did not become the subject of such reports. One was a blue Standard Ensign saloon which I had to abandon with clutch failure in Wolverhampton and which was never again submitted; the other was an exceedingly nice little Speedwell-modified Austin A35 which provided some of the jolliest motoring of the year but with which I had no opportunity for taking performance figures, an omission which I hope to rectify early this year. Certainly this little Austin, best qualified by the adjective "brisk," suffered from none of the short-comings often associated with souped-up "bread-and-butter" cars, and its floor gear-change, in conjunction with the more-than-usually eager engine, was a joy indeed.

Our inability to sample the Citroën DS19 in 1957 was ably rectified last year through the generosity of Freddie Ridout when he was P.B.O. of Citroën Cars Ltd. He let us keep a DS19 literally for week after week, so that the writer covered nearly 2,800 miles behind its single-spoke safety steering wheel and, as other members of the staff also borrowed it, this DS19 covered a truly impressive total test mileage. I have said before, and I say again, that this is one of the world's great cars, and about the safest and most comfortable means of fast road travel available today. I have no sympathy for Citroën's carping critics who point a scornful finger at the "Goddess" because the engine tends to be rough and noisy at times, or because the wonder suspension doesn't cope with absolutely every surface and contour with complete equanimity. These are minor vices in so advanced and futuristic a motor car, although on our traffic-infested roads I did tire of the lag in the automatic clutch and find the need for continual, even if finger-light, gear-shifting a bore. Yet, over the majority of the world's roads, the Citroën DS19 is just about the perfect motor car. We had ample confirmation of its safety over ice



IN JANUARY, 1958, there was a ride to Monte Carlo in a willing Vauxhall Victor.

and snow when covering the unexpectedly wintry R.A.C. Rally in March, and although an average speed of  $43\frac{1}{2}$  m.p.h. (at 25 m.p.g.) may not sound very exciting, I was satisfied when the DS19 made this speed over the decidedly cross-country route I take from Hampshire to Oulton Park, much of it heavy with traffic. Only its price, its size in London traffic, and the anticipation of one day being able to have it with a flat-six air-cooled engine, prevent me from acquiring a modern Citroën right here and now.

After such superb travel in the Citroën DS19 I awaited eagerly the chance to try the simplified ID19, and again Mr. Ridout came up trumps, his sensible theory being that you cannot discover the good points of a car in a jaunt "round the houses" and, while a weekend may suffice, a journalist permitted to live for weeks with a car really can do it justice when he comes to write his report. Thus I motored nearly 1,500 miles in luxury and security in the ID19, which I liked enormously, although its too-obvious wood fascia in a car so essentially modern irritates me in the same way as does a television aerial above a thatched cottage roof, and the manually-applied front disc brakes were disappointing after driving other cars with Dunlop and Girling discs.

Reverting for a moment to one extended experience of the Citroën DS19, occasionally as the weeks rolled by I would return in it to Slough to have it greased and each time, when I enquired if the hydraulic system needed replenishment, the service engineers would look pained and tell me this wasn't necessary. In the end the red light indicating low fluid level came on, choosing an occasion when I was hurrying south from Aintree after seeing Moss win the B.A.R.C. 200-Mile Race in a Cooper-Climax. Both braking and cornering were at once changed from superlative to mediocre, so much so that a Vauxhall Victor, the driver of which was really trying, became an embarrassment and I was obliged to search in the Citroën's cubby-hole for mythical maps, thus having cause to wave my opponent past! This short-coming was soon corrected and I am sure it was due to exceeding the normal servicing periods and that the DS19 is normally foolproof in respect of its commendably advanced suspension and controls. Indeed, if I had a flat in Paris, a villa on the French Riviera and a DS19 there would be little need to go further in the pursuit of supreme happiness!

Having dealt with the two most outstanding vehicles in our 1958 road-test curriculum, I will deal, in sequence, with the other cars I tried.

The year opened with a Hillman Minx Special saloon, powered with the since-superseded 1,390-c.c. engine, which I used to "cover" the M.C.C. Exeter Trial. This, the least-expensive of the Minx range, is an excellent family saloon which is pleasing to the enthusiast on account of its floor gear-lever, separate bucket seats and unexpectedly good road-holding and cornering qualities. If I had to do most of my motoring in a Minx Special I would not consider this a hardship, apart from my predilection for air-cooling and i.r.s. As a good-looking, roomy and entirely adequate small car, Rootes have a best-seller in this £748 family saloon.

I didn't go abroad very seriously last year but I did get to ever-fascinating Monte Carlo for the great winter rally. This journey, and a subsequent visit to Reims for the French Grand Prix, were made by Silver City and Air Charter over the Channel and in a Vauxhall Victor and a staff Austin-Healey 100M respectively, on the road. If the former wasn't particularly comfortable, the latter was both noisy and distinctly uncomfortable, the cold of a dawn

return from Reims on a mist-enshrouded Monday morning entirely dispelling the memory of sunshine and champagne before the race. However, the Austin-Healey is undeniably fast and gave no trouble, whereas the Vauxhall Victor, driven most of the way by a colleague, developed a number of short-corings which caused us to spend time seeking obscure General Motors garages in the back streets of French towns, time which could have been occupied so much more profitably in restaurants or hotels! However, apart from the Rally, I was able to look at some motoring history in the form of the memorials to Bauer and Zborowski at La Turbie hill and drive over the classic Grand Prix circuits outside Lyon and Amiens, which, with visits to the Casino and the memory of the sun rising like a golden ball out of the Mediterranean, made it easy to forgive the Victor its petty faults.

On my arrival home the latest Series II Sunbeam Rapier saloon came along for trial and proved an excellent car which washed out disappointing memories of earlier Rootes Rapiers. The floor gear-change was so much nicer than the former steering-column stick, and road-holding and performance had improved, so that in a car costing not much above £1,000 the value-for-money is plainly evident. Happier on open roads and fast bends than in country lanes with tight corners, the Series II "Rallymaster"-engined Sunbeam Rapier gained high marks when driven really hard, bettering by some  $9\frac{1}{2}$  m.p.h. the average speed put up by the Hillman Minx Special saloon (which it basically resembles) over a comparative give-and-take route, albeit both cars showed a savage drop in petrol consumption to the region of 23 m.p.g. when so driven. The Coventry Sunbeam has a nice appearance, too. But why the tail-fins?

During the period when the Sunbeam was in our hands a "warm" Renault Dauphine came along from the Performance Equipment Co., of Liverpool. This Dauphine provided an example of the superiority of the factory-built car over one "souped-up" by a small concern. The Renault showed considerably improved acceleration figures over a standard Dauphine handicapped, in this respect, by a Ferlec automatic clutch, but at the expense of heavy petrol consumption. The throttle linkage and carburation produced impossibly jerky running, a plug burnt out, oversteer was increased and cold-starting difficult, bearing out a contention of mine that boosting the performance of ordinary little motor cars is an art difficult to master. Incidentally, I just am not convinced that a Peco exhaust-booster can have any effect on performance but am prepared to believe this if Performance Equipment will let me time over a measured distance, with and then without this gimmick, a car on which every other detail is to maker's specification. On the Dauphine we had dual S.U.s with ram pipes, raised compression-ratio, a cold-air intake and other modifications that overshadowed the Peco device.

Alas, this was the only Renault I drove throughout 1958. As it was, I was thankful to conclude the test and hand the Dauphine to a colleague outside the Peerless works in Slough, so that I could depart in the equally-fast and far smoother Sunbeam Rapier.

I was particularly interested in the next car to come to us for test. This was the spacious and individualistic Peugeot 403 saloon, and at the time I thought this might be the car I should like to have if ever the Editorial VW had to be pensioned off. I still have the warmest affection for this fine French car but a number of points rule it out as personal transport. For example, although road-holding and cornering are outstanding for a family-type car, the suspension is too

*(Continued on page 98)*



MUCH IMPROVED.—The Series II Sunbeam Rapier displayed a nice gear change and satisfactory road-holding and performance when put through its paces early last year.



## You know exactly what your car can do... then suddenly you discover *AROMATICS!*

**T**HIS is the way it often happens. You're driving along merrily, happy in the knowledge that your car couldn't do better. You accelerate, and she pushes forward with just the degree of power you expect. You set her against a hill and she tackles it just the way she's always done. Nothing surprises you: you know exactly what your car can do.

Then, quite by chance, you fill up at a Super National Benzole pump...

No, you don't notice the difference *at once*. You may go as much as a tankful before—suddenly you become aware that things are happening, things you never dreamed were possible. For instance...

### **Your engine warms up quicker**

Like every early-morning starter you've experienced the frustration of a cool engine. No matter how hard you put your foot down, the engine seems reluctant to pull. This, you've learned, is because the fuel takes longer to vaporize when the

engine is still cold. Now the Aromatics in motor benzole are exceptionally volatile; they change into vapour rapidly even on frosty mornings. Your engine warms up faster and you put your choke in sooner. Benzole Aromatics make all the difference between a slow, jerky start and clean, positive drive-off. And because you use your choke less, you cut down wear on your engine and save fuel into the bargain.

### **Your engine pulls better**

Overnight, your engine seems more powerful. Acceleration is faster. The car pulls better up hills.

There are two reasons for this. Because the Aromatics in Super National Benzole vaporize easily, the fuel in your carburettor is effectively atomized. This ensures even filling of every cylinder with the correct fuel/air mixture. Every piston is fully employed—you get *all* the power and performance your engine is capable of. The other factor is the high knock

resistance of Aromatics. So long as your ignition is right your engine won't knock when you accelerate, even if it's a high-compression engine.

High-compression engines, in fact, *need* Aromatics for their outstanding knock resistance.

### **You go farther on every gallon**

Aromatics are the reason why Super National Benzole packs *more energy per gallon* than any ordinary petrol. This extra energy means you get more miles for your money.

Is this saving important? For a trip down to the grocer's it isn't. But if you drive longish distances; if you have to take in town driving and consequent low-gear manoeuvring; if you use your car every day—then every extra ounce of energy means less strain on your pocket.

Super National Benzole—which is top-grade petrol plus Aromatics—is the most go-ahead fuel you can buy.

— *People going places* —————→

**GO SUPER NATIONAL BENZOLE**

THE HIGH OCTANE / HIGH AROMATIC MIXTURE

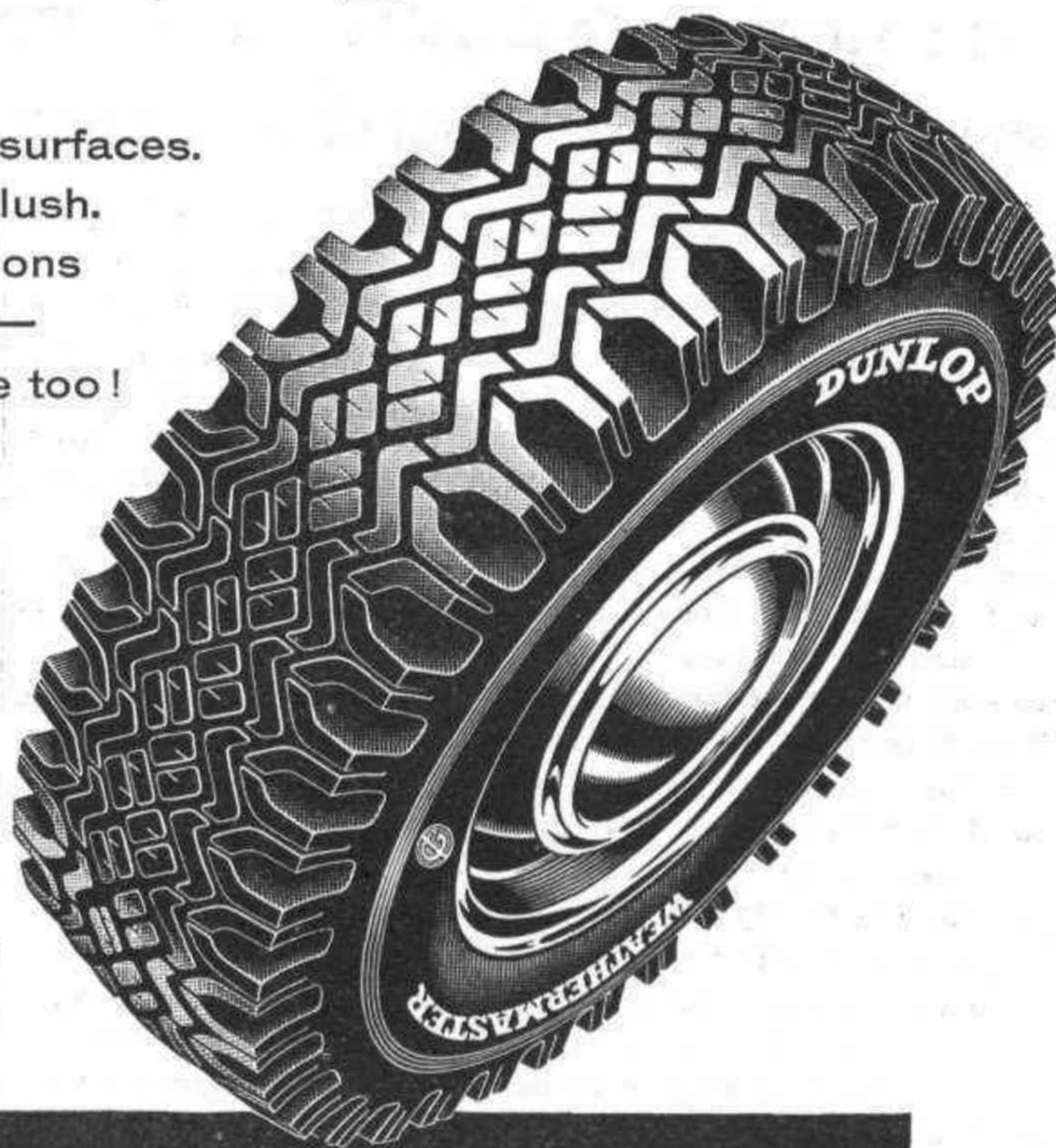
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# GRIP

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to master  
all conditions  
all the year!

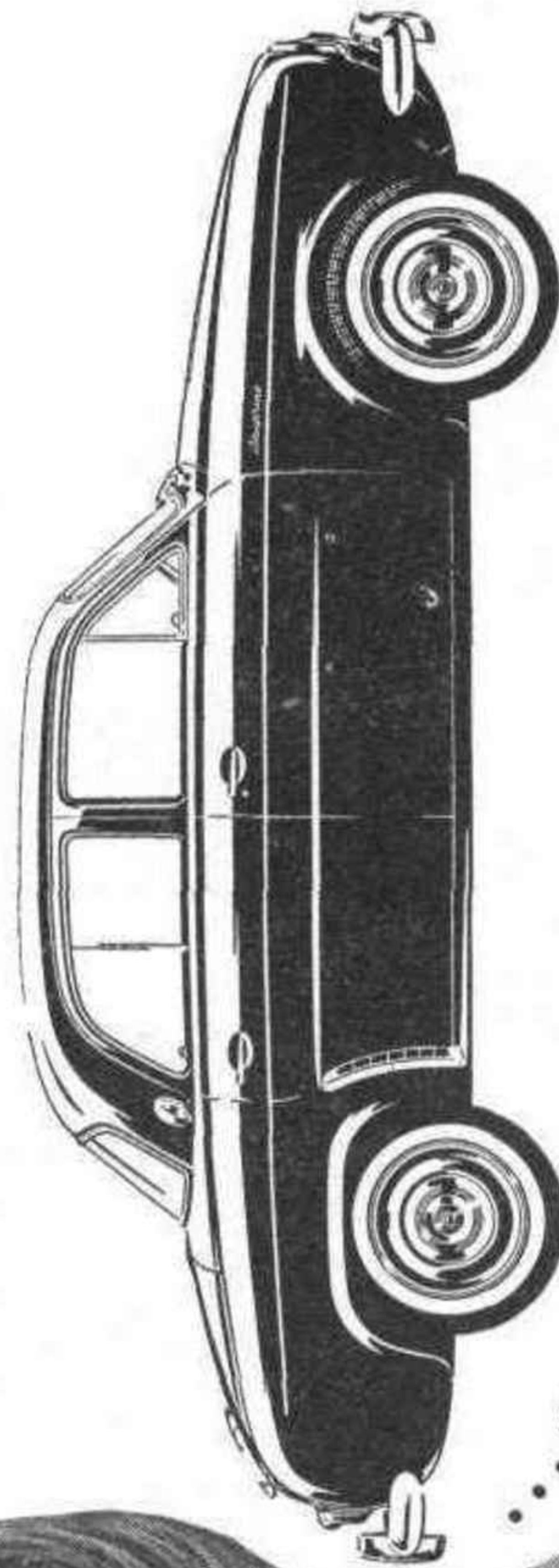
GRIP on wet, slippery surfaces.  
GRIP in mud, snow and slush.  
GRIP in all conditions  
all the year—  
with excellent mileage too!



**DUNLOP**

**'Weathermaster'**

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...the car to look up to!



Lovely to look at and delightful to be seen in, there's real prestige in driving a Renault Dauphine. Good looks, surging power, gay colours, superb performance — they are all to be found in this one sparkling package. Let her rip at over 70, let her perform miracles at 47 to the gallon, let her glide over roads on her independent suspension and you will *know* that she is the car for you this year, next year and for many years to come. Go on, put your foot down and insist on driving a Dauphine. Write to us at the address below for the name of your nearest demonstration dealer.

Price £758. 17. 0 (inc. P.T.) 2-pedal control optional extra.



**RENAULT** *Dauphine*

Fully assembled by Renault Limited, Western Avenue, London, W.3.



MY YEAR'S MOTORING—continued from page 94

supple, not only under certain conditions of cornering but because it transmits a disconcerting up-and-down movement to the front-seat occupants. I don't care about being a pea on a drum.

Then, before I took over this Peugeot I was told that it is virtually impossible to get less than 30 m.p.g. and that feather-footed owners get 40 m.p.g. from their 403s. Consequently, I expected, as I set out to drive to the happy little circuit at Mallory Park, to cover at least 300 miles on a tankful. The tank ran dry after 253 miles (fortunately I had a can of petrol with me), and neither then nor subsequently could I return more than 24.4 m.p.g. Although this figure was almost maintained even under abnormally fast driving, when the excellent road-holding was fully endorsed, disillusionment remained.

Again, I shouldn't want to spend every day with a steering-column gear-lever and on the Peugeot there is the added embarrassment of a change from high-top to second which I and other drivers found tricky when in a hurry, while the ratios are wide, and one is told not to engage high-top below 40 m.p.h., which is better for French than British roads. However, although these factors weigh against a 403 as Editorial transport, I admire this excellent car, with its interesting valve gear, worm-drive back axle, rack-and-pinion steering, stainless steel bumpers, and many other commendable features, nor am I overlooking the fact that it bettered by almost 3 m.p.h. the average speed put up over the winding leg of our test circuit by the Sunbeam Rapier sports saloon.

Two widely contrasting cars were tried next—the Ford Thunderbird and the model-T Unicar coupé. Of the Ford it can be said that my children and other television-conditioned persons regard it as the acme of motordom, but that I was interested rather than impressed, although the press-button window control is fascinating, and essential in automobiles as wide as this one. The very considerable performance is scarcely usable outside a desert because brake-fade is a pungent failing of this arresting Thunderbird. As to the Unicar, I could hardly forgive it for taking so long, even when driven flat-out, to go from the works at Boreham Wood to Peterborough that I missed the best of a very nice Press luncheon that Messrs. Perkins put on to introduce their new 1.6-litre Four-99 diesel engine. However, I had some amusing "dices" round the circuit in various "heavy-oilers" disguised as ordinary cars, and because I like cyclecars I went on using the Unicar for a total of over 500 miles. The little car is quite pleasant to drive and of ingenious design but the noise level, hard seating, crude trim and occasional plug trouble with the two-stroke engine are against it, while it needs better brakes. Petrol consumption, too, isn't anywhere near the claimed 75 m.p.g. These very miniature vehicles stand or fall, in my opinion, by petrol economy and none is anything like economical enough.

Apart from Citroën Cars Ltd., I found Fiat (England) Ltd. very tolerant over requests for test cars. In a Fiat 1,100 saloon I covered more than 1,300 entirely enjoyable miles, and later in the year I made re-acquaintance with the Fiat 600 on two different occasions. These modern Fiats are cars which, although small, make long journeys a pleasure. The *Millecento* possesses performance of which a 1½-litre car would not be ashamed, yet gives 36½ m.p.g. and handles splendidly. There is a steering-column gear-change that is so good as to be almost acceptable—another in this category is found on the Borgward Isabella—the appearance is individual without being



VARIETY is the spice of the road-tester's life. Here, side by side, are the 5,769 c.c. Ford Thunderbird and 328 c.c. Unicar, both of which were amongst the 27 cars driven by the Editor during 1958.



AN EXCEEDINGLY GOOD ALL-ROUNDER.—This Fiat Millecento saloon proved a good and a fast companion over a distance exceeding 1,300 miles.

flamboyant, and altogether I like the Fiat 1,100 immensely, the weak feature being rather fierce brakes.

The red *Millecento* made light of marshalling duties on the Economy Trial and when, with the same companion, I went in much the same direction in a Fiat 600 he was sufficiently impressed to remark that the little car was almost as roomy and covered the ground as well as a Ford Anglia while returning a much lower consumption of fuel, and being much more compact. I thought the suspension a noticeable improvement over that of the earlier Fiat 600, while the lack of abnormal oversteer is an object lesson to everyone who considers this handling characteristic inseparable from a rear-engine location. That no-one need feel cold in the smallest four-cylinder Fiat was proved on a miserable summer's day en route to a 750 M.C. speed hill-climb at Blandford, when so much hot air was induced to enter the tiny saloon that on arrival I discovered that a chocolate bar in the pocket of my coat had melted all over my wallet . . .

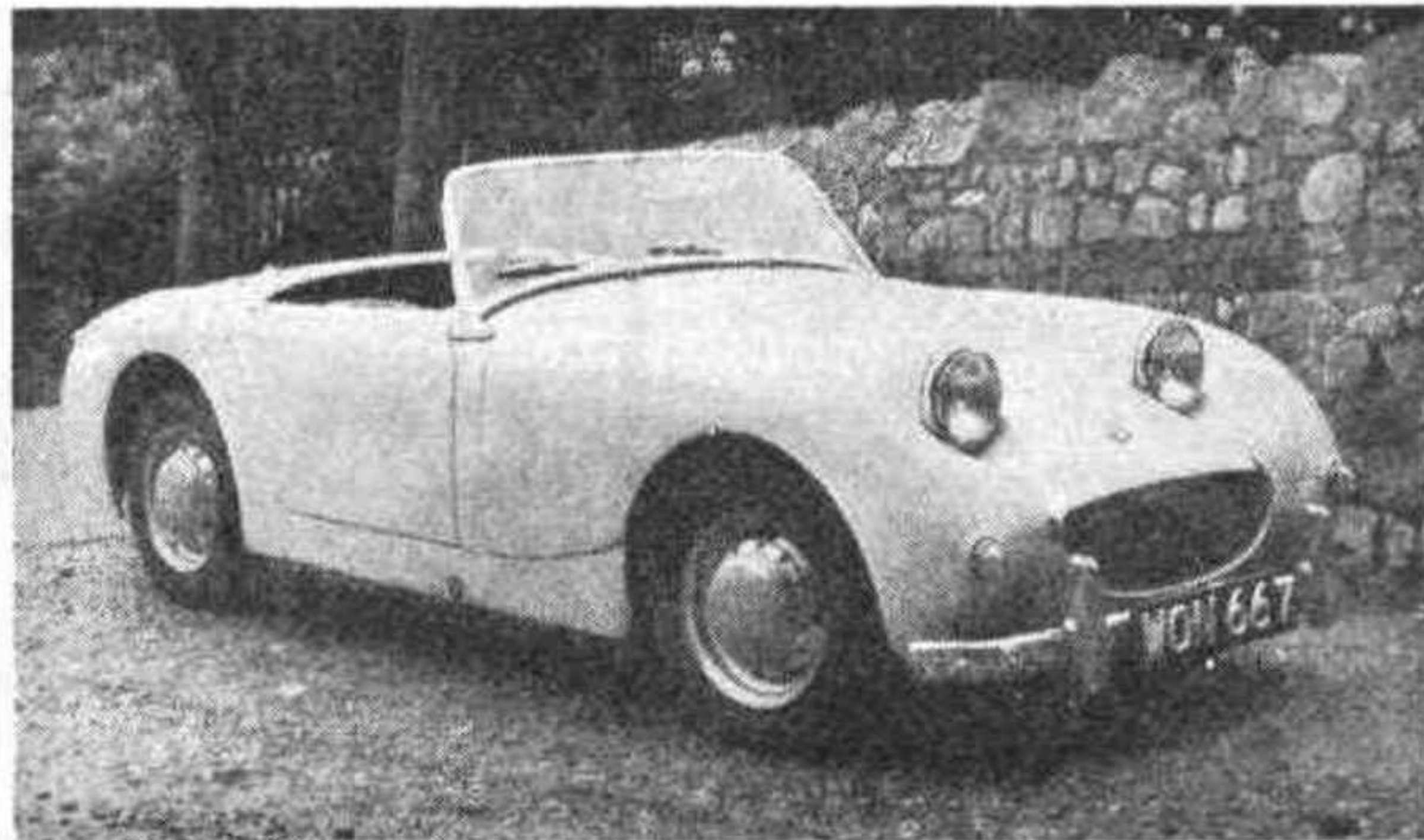
In June, George Abecassis allowed us to take a Facel Vega up to Oulton Park for that memorable V.S.C.C. week-end when the pre-war Mercedes-Benz demonstrations took place. This is one of the most effortless of super-fast cars and one which is equipped and styled in a futuristic rather than a flamboyant manner. Alas, the brakes were unable to cope with the immense performance from the 325-b.h.p. vee-8 5.8-litre Chrysler Fire Power engine. The ease and speed with which this Facel Vega F.V.S. went up to silent 120 m.p.h. and the pleasure to be derived from using the all-synchromesh four-speed gearbox with a beautifully-placed short, rigid central lever remain vivid memories of this l.h.d. £4,700 French coupé; the later disc-brake version must be amongst the most restful of very fast cars in which to defeat the miles during a long day's motoring.

Some enjoyable summer travel was put in at the wheel of an Austin-Healey Sprite two-seater, a pre-view of which I had been granted earlier in the year up at Longbridge. Apart from its over-cheerful grin I like this poor-boy's sports car. Its handling is excellent, there is more performance than I expected, 80 m.p.h. and 38 m.p.g. is not to be sneered at, and a clean ascent of Beggar's Roost with power in hand suggests that the B.M.C.'s 948-c.c. sports model will do well in M.C.C. trials. The floor gear-change wasn't quite as good as it should have been and the brakes not particularly powerful but my wife and I agreed that this little car is great fun, providing as it does inexpensive open-air motoring at a 70-m.p.h. cruising speed. I want to gain more experience of the Sprite just as soon as John Bowman of Austins can spare one.

From small sports model to large saloon, in the form of a Vauxhall Velox, of which the cornering qualities, although I don't think they are quite so outstanding as is sometimes stated, are entirely adequate for a six-passenger car of this kind. The big Vauxhall has the additional merit of a nice-of-its-kind steering-column change to a three-speed box, much practical equipment, and a handsome appearance, the last-named marred for following drivers by slight tail-fins and giant rear lamps. Small electrical faults intruded during the 330 miles I drove this useful Velox, which might have depressed me had I paid out over £1,000 for the car. But it is remembered for comfortable, uncramped travel over August Bank Holiday Week-end, during which our motoring embraced a speed hill-climb, a canal expedition in a 1903 butty-boat, and in-law hospitality.

One of the highlights of the road-test year was provided by a





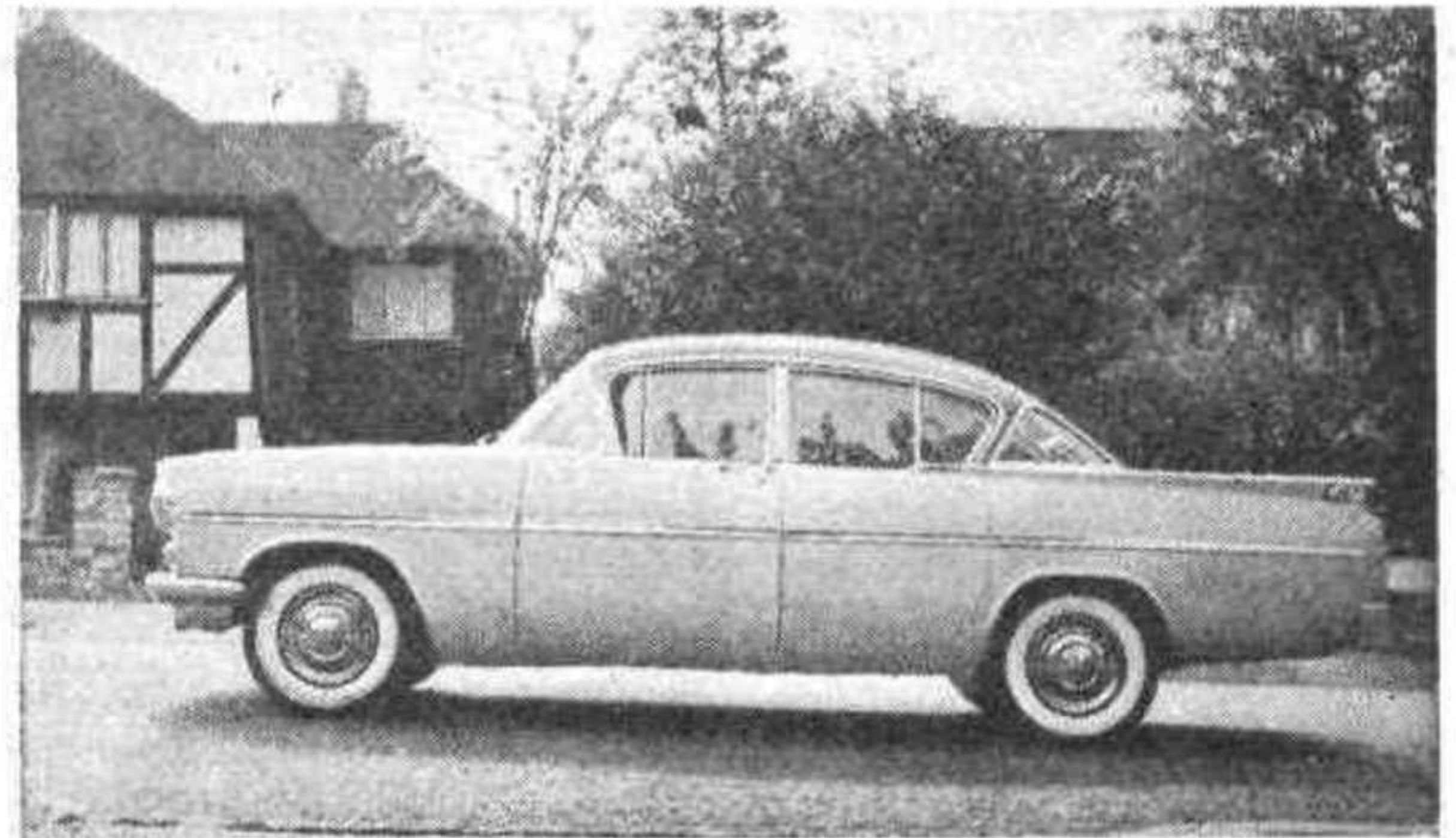
**JOLLY LITTLE SPORTS CAR.**—The Austin-Healey Sprite proved great fun for a brisk flip to the West Country and it climbed Beggar's Roost without so much as batting its lidless eyes.

Jaguar XK150 coupé, which is disappointing over details but is an enormously impressive car from the viewpoints of immense performance, excellent handling qualities and the powerful but pleasant action of the Dunlop disc brakes on all four wheels. 100 m.p.h. is commonplace, it will reach 125 m.p.h. in overdrive top gear under suitable circumstances, has acceleration in keeping, yet is as docile as it is lithe. This beautiful-looking coupé is an inexpensive car at under £2,000. The pleasure of driving behind that silken-smooth twin-cam six-cylinder engine is alone worth the money, and the genius of Sir William Lyons has never been portrayed better than in this Jaguar XK150. I drove it over pleasantly deserted roads to Melksham to the factory where those sturdy Avon tyres are still largely hand-made. After I had done some work and Bob Walsham, Avon's Competition Manager, had given me lunch in a nearby English country town which would have done credit to a good French hotel, I drove away to gaze at those historic aerodromes at Upavon and Netheravon. Here, without difficulty, I can visualise rotary-engined biplanes of a past era blipping in to land, and leather-clad pilots thundering away behind the cord-bound steering wheels of stark Ninety Mercedes . . .

It wasn't long before another high-performance car came along, this time an Alpine Rally Ford Zephyr, which I was allowed to borrow from Lincoln Cars' competition department for a day's truly exhilarating motoring. In this competition-equipped Ford no snags were apparent in the steering-column gear-change controlling a three-speed gearbox, because one was nearly all the time in top gear, acceleration being phenomenal in that ratio and maximum speed in excess of 100 m.p.h. Although this was a very rapid car I had such confidence in the rally modifications (which include higher-g geared steering, stiffened-up suspension and exceedingly effective vacuum-servo Girling front-wheel disc brakes) that, although I intended to drive fast, I had no compunction in putting all the family into this Ford for a journey down to Poole Harbour. This Zephyr was the greatest fun, and although a race-bred car might well out-corner this



**ONE OF THE FASTEST** of the cars tested last year, this Jaguar XK150 earned high marks for speed, acceleration, smoothness and Dunlop disc-brake safety.



**LUXURY AT A MODEST PRICE** was experienced in this Vauxhall Cresta. It is a more handsome car than this side view, which emphasises the panoramic screen and special rear window treatment, suggests.

rally-bred machine, no car I have tried before or since has had such purposeful acceleration or better all-round braking. The competition Ford was fitted with seat harness and I consider this thoroughly worth while, not only for minimising the effects of an accident but to prevent front-seat passengers, particularly children, from being thrown into the screen during emergency braking. I recommend all parents to fit proper safety harness.

I didn't want a year to go by without experience of a production Ford and the Press Department at Dagenham duly obliged, following up the Alpine Zephyr with a normal Consul. Before driving it I had felt that the latest Consul and Zephyr were unnecessarily broad and long in their latest styling and that I preferred the earlier versions. However, after 500 miles I was reluctant to return the Ford Consul, which offers elbow-room to spare for five people, is exceptionally pleasant to drive, the new lower-g geared worm-and-nut steering being unexpectedly light and smooth, while the steering-stalk gear-lever is another one that is good of its kind. The minor controls are best overlooked, but the provision of coat-hooks and a stalk to operate the "winkers" is commendable, and the excellent low-speed torque of the 59-b.h.p. "over-square" 1.7-litre engine, which gives approximately 28 m.p.g., is just what so many drivers want. A good one, this modern Ford Consul.

Well into autumn I got my hands on a Skoda 440 saloon, which proved more interesting than meritorious, and I later did some good but rather fog-restricted motoring in a Borgward Isabella coupé, which goes wonderfully well for a 1½-litre car but the minor controls of which depress me.

In December I was able to test Philip Mann's supercharged VW, which goes so much better than the normal Volkswagen as to merit this means of improving acceleration. Just before driving this indecently-quick VW there were a couple of days with an M.G.-A which went better than Abingdon-trim M.G.s do because it had an H.R.G. light-alloy cylinder head and a Derrington exhaust system. Alas, we took this M.G. away in thick fog which persisted throughout



**OUTSTANDING** as a spacious, no-fuss, 28 m.p.g., easy-to-drive family saloon, the proven Ford Consul was amongst the cars tested by MOTOR SPORT last year.

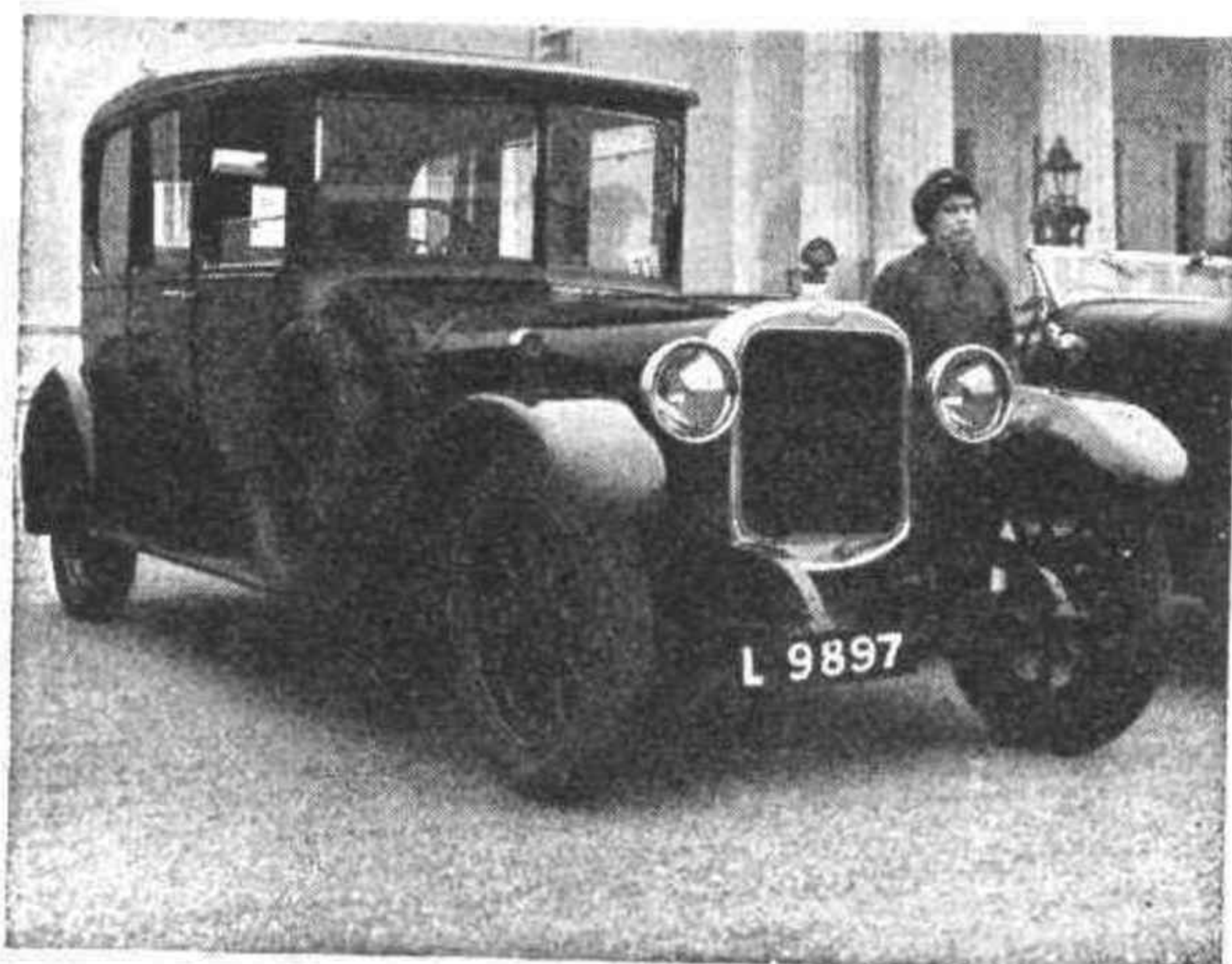
the test, so that the convincing acceleration could not be timed to high speeds.

From this harsh-sprung sports car we went over to the luxury of a new Humber Super Snipe, which was made to work hard, going over the route of my "informal Exeter" in a day and then up to Staffordshire for the R.A.C. Trials Championship. This was outstandingly comfortable travel, although the big Humber never felt entirely safe driven 20 m.p.h. faster over wet roads than most owners would drive it, nor were the brakes entirely convincing. However, it has a pleasantly smooth six-cylinder engine which functions quite effortlessly and unobtrusively at 70 m.p.h., and visibility from the driving seat is commendable, due to an excellent wrap-round screen which does not savage your knees when you enter the car, as do such screens in Vauxhall and other cars. When a colleague took over the driving I found that the heater did not warm effectively the back compartment, while the penalty of driving briskly this large, well-equipped car is an m.p.g. of only 18.

Finally, just as Christmas 1957 was made pleasurable because the Austin Motor Company put a fine Austin A105 at my disposal, so my transport problems last Christmas were solved when a new Austin A40 was collected for test on Christmas Eve. It was in vivid red, reminder that the unusual body was designed by the great Italian stylist Pinin Farina. Disappointing in matters of detail, this new A40 proved a brisk, easy-to-drive small car which attracts attention wherever it goes and is capable of over 70 m.p.h. from its 948-c.c. engine. I drove 250 enjoyable miles that festive week-end—apart from 320 miles in the vintage Calthorpe!—and my test impressions are published in this issue.

I am pleased to be able to record that I did my quota of old-car motoring last year. Deciding that I had been too long without a vintage car I invested in a 1924 12/20 Calthorpe two-seater, which was tried out in December by going in it to watch the V.S.C.C. Heston Driving Tests and in which, by the end of 1958, I had driven 500 miles since removing it from the shed in Essex where it had hibernated for the past eight years. It is what Jenkinson insists on calling a heavy-light car; I am indebted to him for endowing it with some stopping power by relining the brakes and generally getting it into trim for the "Boxing Night Informal" (see page 101). Mr. Price, of Motor Repairers & Spares, Ltd., of Stoke Newington, supplied the correct size Don linings by return, without being given so much as a clue to the size of the brakes on this 34-year-old small car. Being unable to resist old vehicles in need of care and attention (if the price is sensible), I bought also, last summer, a 1924 Reo Speed Wagon 14-seater 'bus, which had been put out to grass in 1939; although it ran faultlessly from Romsey to London, proving unexpectedly pleasant to drive, and has since been partially restored, its complete rehabilitation awaits a friend's spare time and enthusiasm.

Other vintage motoring was accomplished as passenger in the comparative luxury of author Tim Nicholson's reliable 1927 Humber 9/20 saloon, to Beaulieu and back, then all the way to Presteigne, over the Welsh border, and home to Hampshire. At Easter I had gone in great comfort through the V.S.C.C. section of the M.C.C. Land's End



[Photo by M. Dyer]

ONE OF THE VINTAGE CARS sampled by the Editor last year—Mr. Carter's beautifully restored 24-h.p. six-cylinder s.v. Sunbeam limousine, believed to be the only one of its kind still on the road.



NOT JUST A HUMBER, not just Super, not just a Snipe, but a Humber Super Snipe, notable for its very smooth engine and sensible and complete equipment.

Trial as navigator in H. C. Hiller's 1929 Hillman Fourteen coupé, and during the season I was able to see at first hand the mastery of Group Capt. Seroggs over the vintage two-stroke Trojan, while Lord Montagu again ensured my annual rain-water bath by taking me on the Brighton Run in the venerable 1903 Sixty Mercedes.

Then, one day during the summer, I was deeply touched when that knowledgeable Sunbeam enthusiast, Roger Carter, entrusted me with his splendidly-restored 1921 24-h.p. Sunbeam, allowing me to transfer my family to this lofty six-cylinder limousine for the drive to an Alvis Register gathering at Woburn Park.

What the V.S.C.C. terms P.V.T. motoring was enjoyed in a 1938 Rolls-Royce Phantom III Hooper limousine which Simmons of Mayfair lent me. This was perhaps the most impressive car of all the cars I drove during 1958. I went up to the Rover works in Solihull in this magnificent English V12 and was never conscious that I was at the wheel of a twenty-year-old vehicle or that I was swinging an 11 ft. 10 in. wheelbase and 2½ tons round the numerous corners. If petrol tax ever disappears I propose to consider ownership of a sanely-priced Rolls-Royce Phantom; if buying a certain modern British car is an investment, money spent on a good Derby-built Rolls-Royce must represent gilt-edged security!

In a year of motoring variety an Edwardian also came my way, in the form of George Brown's 1913 Brixia-Züst. The journey we made to see it is remembered because of the excellent roads and lack of traffic encountered on that winter Sunday's drive to South Wales. This pleasure was short-lived because in Cardiff lunch is not available on the Sabbath, even in the largest hotels, before 1.30 p.m., but some miles farther on a rather flamboyant-looking roadhouse provided an excellent meal without delay, nor could anyone complain of the tea which our host gave us at a café in the village of Llantwit Major.

Apart from serious testing of modern cars and happy interludes with vintage vehicles, I enjoyed a number of other short drives during last year. For instance, I tried a r.h.d. VW Karmann Ghia twin-carburettor coupé, sampled a prototype 15/60 Wolseley and was allowed to drive the new Armstrong Siddeley Star Sapphire on the Coventry By-Pass prior to the London Motor Show, the merit of its power steering and Girling disc brakes on the front wheels being readily apparent. Incidentally, I was delighted, on this last-named occasion, to learn of the trouble the makers, in conjunction with Dunlop and other tyre manufacturers, were taking to eradicate tyre squeal when cornering the Star Sapphire, an attention to detail and desire for perfection all too rare today.

I drove the new Twin-Cam M.G. for several laps of the banked Cobham track during its Press debut but the car I was to have departed in for extended testing was withheld because it was suffering from faults. Before trying this noisy if accelerative version of the M.G.-A I learnt the circuit in a 1.5 litre Riley and that comfortable and well-planned car, the now-obsolete Series II M.G. Magnette.

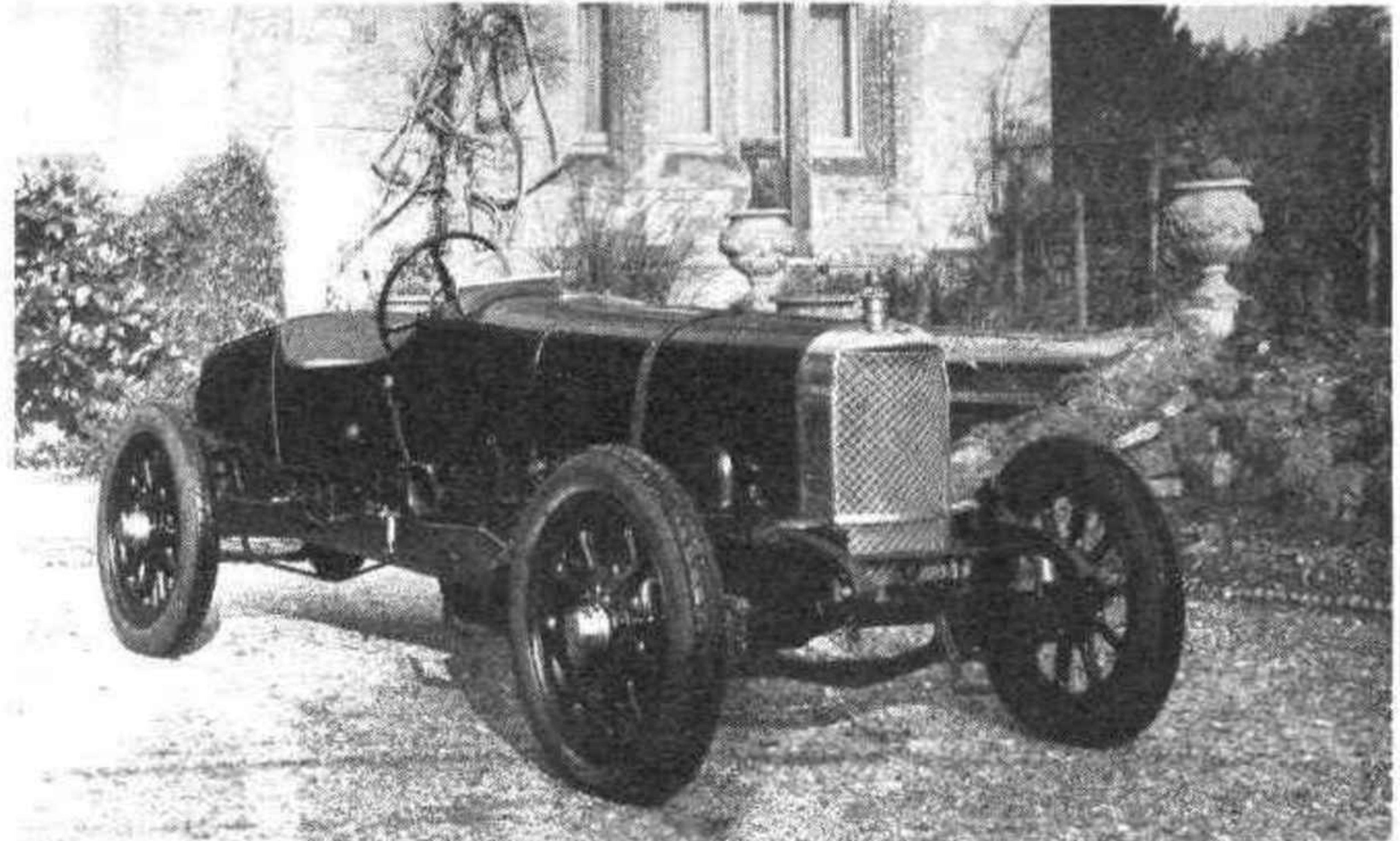
Incidentally, of the cars fully road-tested, seven were shod with Michelin tyres, seven with Dunlop, three with Pirelli, two with Firestone, and one each had Goodyear and Barum tyres.

In between driving beautiful new cars provided by the Press officers of the manufacturers, I have returned to the Editorial Volkswagen, now in its fourth year and with 65,000 miles behind it. It never let me down and its Michelin "X" tyres remained puncture proof throughout the whole of the year, and a check last December showed that it is still returning over 40 m.p.g. of Esso Mixture. So perhaps any bias I show towards the unlovely but so serviceable "beetle" isn't altogether unjustified.—W. B.

# VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old Car Matters

**RACING CAR OUT OF RETIREMENT.**—The 1912 Coupé de l'Auto Sunbeam, formerly owned by E. Barrington Haynes, which has been acquired by the Montagu Motor Museum, who are restoring it. The car was last used in 1933, since when it reposed in a furniture depository in the Harrow Road.



## THE "BOXING NIGHT INFORMAL"

**I**N MOTOR SPORT last December the Editor announced that he proposed to follow his customary habit of recovering from Christmas celebrations by driving a vintage small car over the route of the 1924 M.C.C. London-Exeter-London Trial on Boxing Night. He duly did so and this time he was accompanied by eighteen other vintage cars, so that the scene before the intrepid adventurers started out from Staines at 10 p.m. on December 26th resembled those at real "Exeter" trials in the nineteen-twenties and 'thirties.

With rain falling, a number of interested onlookers milling around, and a police car keeping a watching brief, the cars slipped past the illuminated Christmas tree and out of Market Square, leaving on their left the site of the now-extinct Bridge House Hotel from which the 1924 "Exeter" had started. They were led by Tim Nicholson's 1927 9/20 Humber (which carried a young enthusiast who had turned up in the hope of finding a spare seat) and soon the cavalcade was running westwards, through Basingstoke, Middle Wallop and over the commencement of Salisbury Plain, to the first check, operated by Tom Lush and Dr. John Nelms from a Thames 'bus, in the car-park of the Haven Cafe just beyond Lobscombe Corner. One car, alas, had failed to start, Warth deciding that his 1924 Trojan was unequal to the run after having brought it all the way from Huntingdon to London.

The Editor, returning from Brands Hatch, had met the Continental Correspondent in Staines and was now snug and warm at the wheel of his recently-acquired 1924 12/20 Calthorpe, hood and side curtains erect against the night's torrential downpour. There had been momentary panic when the petrol tank ran dry, the consumption, estimated at 35 m.p.g., turning out to be 25, and at Lobscombe a carburettor leak had to be cured.



[Photo by J. P. Coles.]

**THE MORNING AFTER BOXING DAY,** with the Editorial Calthorpe, Collings' 1922 Lagonda and Daniels' impressive Austin Twelve at the top of White Street hill after the re-start test.

Here most of the cavalcade was intact, although Peacock was in trouble in the 1926 Trojan brougham, all its lamp bulbs having "blown" after a passenger had trodden on a battery lead, while Nicholson's Humber had a rapidly declining battery.

Leaving Lobscombe the cars threaded their way through Salisbury, as nearly as possible by the 1924 route, and here Hayward's 1927 Fiat 503 joined in. The rain almost stopped, the night was warm, and the Calthorpe was running well, when suddenly its engine rattled as if about to shed all its bearings, and power fell off, so that, at Osborne, Jenkinson was seen to be changing the plugs.

Outside Honiton, at the grisly hour of 4 a.m., another check had been instituted and here some of the other cars were found to be in trouble. Doyle's 1929 Swift Ten tourer had lost its dynamo charge and boiled dry its engine, which was tapping alarmingly, a noise thought to be big-end trouble but found subsequently to be caused by a slipping dynamo chain, the 1928 Austin Twelve tourer (which had come up to Staines from Wales in company with Collings' 1922 11.9 Lagonda two-seater) required slight attention to its clutch, Berrisford's 1925 aluminium duck's-back 12/50 Alvis was on two cylinders, and the Calthorpe was having more plugs changed.

Soon, however, the procession was on its way to the first hill, Peak, by way of Sidbury and Sidmouth, Claydon's 1925 Austin Seven having joined in at Chard—which, with Yarcombe, had been quite a tough main road climb on the way down—its driver being *en route* to Torquay. In the dark Peak had its terrors, a seemingly easy climb steepening towards the summit, so that Peacock's Trojan stalled, although restarting impeccably, and Boddy in the Calthorpe and Hayward in the Fiat were brought down to first gear. In contrast, Jones' blue 1929 Austin Seven saloon reversed back to where the marshals were standing and re-started with ease to complete the climb, a performance all the more impressive because his little car has the three-speed gearbox, the original 18 mm.-plug head and is seemingly quite standard except for a somewhat lightened flywheel.

The run now went towards Exeter, rejoining A 30 a few miles from the Black Horse Cafe, where many breakfasts were served, although the first cars arrived before 5.30 a.m., an hour ahead of schedule, and the proprietor had not got to bed until 3 a.m. that morning! The stricken Swift was towed in by the Thames and before it was light the marshals were on their way to Salcombe Hill, followed by most of the "competitors," although Nicholson had to wait for dawn to break, having no lights, and his Humber also had fuel feed trouble, while Graham's Trojan was short of petrol.

In Honiton Giles' smart 1926 11.9 A.C. two-seater, in company with two of the Trojans, missed the turning for Marlpits Hill near Moor's Garage, at which garage 1924 "Exeter" competitors checked in on their outward journey. Marlpits proved a winding, stiff hill, the Calthorpe just getting up, using first gear, Jenkinson almost having to become a pedestrian for a few yards but luckily the revs. rose again after the steep bit before the summit.

Next it was steeply downhill, back to Sidmouth, for the climb of Salcombe Hill. This, too, proved difficult, particularly at one of the corners near the top, although the surface is hard, which in 1924 it certainly wasn't. The Calthorpe only just made it, Jenkinson having to hop out for a few yards, and the engine was boiling at the top. Peacock's Trojan had needed a push and even Miss Stocken's famous blue 1924 Trojan, which carried an Alsatian dog in the back, had found this a difficult hill.



[Photo by J. P. Coles

The Continental Correspondent and the Editor are seen in conference on the right of the picture, while behind some of the cars which took part in the "Boxing Night Informal" are having a breather. Jones' very effective 1929 Austin Seven saloon is in the foreground, with Claydon's Austin Seven, the A.C., and Miss Stocken's Trojan on the right of the road, the Austin Twelve (hood up) and Lagonda on the left.

As the route took in some good country towards Beaminster the weather became springlike and some of the cars which had appeared to have retired, like Wright's 1928 Lea-Francis two-seater and Sweetland's yellow 1926 Austin Seven Chummy, were seen to be still in the run. Anne Teague's 1928 Austin Seven Chummy had dropped out, however, for the very good reason that she was on her way to Land's End for a holiday.

Around 10 a.m. the inhabitants of Beaminster were astonished to find their Square full of vintage motor cars and here, as Collings removed the gearbox cover of his delightful little Lagonda to check the oil-level, a smart Lancia Lambda tourer arrived with some more keen spectators. The Calthorpe had been sounding like a well-used mangle and power had diminished seriously, but the indefatigable Jenkinson now discovered that the tappet clearances had opened up to something like 1/4 in.; when readjusted power returned, the horrid noises under the bonnet grew less and the plugs ceased to oil up! Thus Boddy, curiously garbed (but then, a host's dress should not outshine that of his guests!), was able to proceed with the others in good spirits to White Sheet Hill, the last "observed section." In 1924, when this was a slimy gradient calling for chains on the back wheels of many cars, drivers had to climb non-stop almost to the summit, where they were made to restart and cover 20 yards within 15 seconds, to qualify, amongst other requirements, for their gold medals. This time there were no gold medals (no prizes of any sort, in fact, enthusiasm being adequate reward) but Lush and Nelms did provide the restart test.

The Calthorpe managed it, with some clutch judder, the Austin Heavy Twelve was superb, making best time, so that it seemed unnecessary that its driver made his charming girl navigator walk up, but the 1922 Lagonda, Sweetland's Austin Seven, Peacock's Trojan and the Super Sports 12/50 Alvis failed through lack of power, Berrisford unable to slip his clutch because the Alvis now has a preselector gearbox. Nicholson's Humber saloon had but a second in hand. The actual times recorded were:—

Daniels (1928 Austin 12)	6.2 sec.
Wright (1928 Lea-Francis)	6.8 "
Jones (1929 Austin Seven)	7.0 "
Spencer (Alvis 12/50)	
Claydon (1925 Austin Seven)	7.8 "
Boddy (1924 Calthorpe)	
Mitson (1927 Alvis 12/50)	8.0 "
Miss Stocken (1924 Trojan)	9.2 "
Hayward (1927 Fiat 503)	
Giles (1926 A.C.)	9.8 "
Graham (1928 Trojan)	10.0 "
Abrahams (1928 Singer Junior)	11.5 "
Nicholson (1927 Humber 9/20)	14.0 "
Failed: Peacock (1926 Trojan) 8.2 sec., flying start; Collings (1922 Lagonda) 17 sec.; Sweetland (1926 Austin Seven) 19.5 sec.; Berrisford (1925 Alvis) 28 sec.	

The run was now virtually over and before Dorchester several drivers turned off for home, but the Lea-Francis, Singer, the Swift, which had recovered from the calamities of the night, the A.C., Jones' Austin Seven, Berrisford's 12/50 Alvis and Peacock's Trojan went the entire way back to Staines, bringing their total mileage to some 320, the Trojan arriving at 4.30 p.m.

One final check was made at the Haven Cafe on the return run and here Boddy and Jenkinson suffered a queer quirk of Fate. The Calthorpe had been running beautifully, cruising at over 40 m.p.h. across Salisbury Plain after Blandford, its occupants drowsy in the mid-day sunshine. They lunched in the cafe, bid goodbye to other "competitors," and the engine refused to start. The dreaded shellac trouble had struck! Nobly, in a blustery wind, the Continental Correspondent twice dismantled and reassembled the Simms magneto, with the Editor handing him tools as a theatre-nurse hands instruments to a surgeon. Two hours later all was well and they were on their way. But Fate hadn't finished with them. Soon the ammeter showed full discharge and as darkness closed in near Basingstoke, the luckless passenger was obliged to unravel most of the car's intricate wiring system by the light of a torch, before the Calthorpe was eventually driven home in triumph, incidentally showing a 9 amp. charge with all lights on! The 1958 "Boxing Night Informal" was over. . . .

THE V.S.C.C. MEASHAM RALLY (January 3rd/4th)

Fifty-nine entries, 50 finishers, six awards, as follows:—  
**Measham Trophy:** D. C. Dunphy (1929 Riley).  
**Silver Bowl (best vintage touring car):** W. F. May (1927 14/40 Vauxhall).  
**Silver Cup (best invited Club member):** M. J. Webb (1958 Sunbeam Rapier).  
**First-Class Awards:** G. C. Chase (1933 Alvis) and R. H. Stretton (1958 Volkswagen).  
**Second-Class Award:** T. Keartland (1958 Ford Anglia).

A 1923 model-T Ford, complete but with a cracked chassis, is said to be deteriorating in the open in Chepstow, and a 1921-23 A.C. two-seater is believed to exist under a junk heap in a garage in Cardigan.

A reader living in Birmingham is anxious to trace the present whereabouts of a Rolls-Royce, Reg. No. HU 3132, which his father bought new in 1924-25 and sold about ten years ago.

We are informed by their P.R.O. that Messrs. Simms Motor & Electronics Corporation, Ltd., are anxious to obtain a Simms-Welbeck. They offer a reward of £100 to any reader who may prove instrumental in enabling them to obtain such a vehicle, or even a bare chassis.

In Tunbridge Wells a 1928 14/40 Humber tourer, not at present in running order, is apparently for sale for a sum in the region of £12 10s.

We hear that a breaker in the South Harrow area has a 1929-30 Singer Junior for sale, to anyone who will first move two wrecked cars lying in front of it.

Welsh readers may be interested in a 1920-22 Chevrolet standing in a shed at a scrap yard in Llanyravon, Monmouthshire.

In Warwick a rather sorry 1928 Singer Junior with 1/4-elliptic back suspension and a post-1929 engine is offered free by the owner to anyone who cares to tow it away.

In connection with the above paragraphs, letters enclosed in stamped envelopes can be forwarded to the addresses concerned, but MOTOR SPORT can take no further responsibility in connection with these matters.

VINTAGE POSTBAG

Sir,  
 I have been reading with considerable interest the correspondence appearing in your columns with reference to the Arab car, the more so as I happen to be the son of the "eminent diamond merchant" who was mentioned in the original article on the matter.

I am afraid I do not at this length of time recall the chassis number of my own, but I do know that I took delivery of it in mid-April or early May of 1926, and that at that time my financial resources were not such as to permit me to have a body built, so that for some weeks—maybe it was months—I drove it as a chassis with a temporary bucket seat mounted upon it. Later a fortunate Stock Exchange speculation permitted me to have a light two-seater body built by a firm in Camden Town who I expect have long since gone out of business.

I can confirm the comments of your correspondents. The tendency to break half-shafts was marked, and was in fact the reason why I finally disposed of the car, but by that time it had had a coupé body built for it by Gordon England, which may well have been too heavy for the rear axle.

I cannot speak as to the r.p.m. because mine was never fitted with a rev.-counter. I do recall a very marked tendency to oil-up plugs. You could not let the engine tick over when K.L.G. HS.3 or HS.4 were fitted, although they were undoubtedly the best plugs for the car. The trouble was finally cured by fitting a 4s. Bosch.

As to maximum speed, the highest I ever attained, which was between Brough and Scotch Corner, was 87 miles an hour, and when I was travelling down from Scotland in convoy with a friend who was driving the then sports model 3-litre Bentley, there was very little to choose between the performance of either, and I know that the following morning we had not the slightest difficulty in covering the 100 miles to Leicester in two hours.

My car was undoubtedly manufactured at Letchworth, in a part of the works then occupied by Kryn & Lahy, and it was from the then secretary of that firm that I obtained my original introduction to Reid Railton, whose baby, of course, the Arab was.

If anyone knows the whereabouts of the chassis carrying the registration number with which I sign myself, I should indeed be interested.

I am, Yours, etc.,  
"YO 4022."

\* \* \*

Sir,

By a rather remarkable coincidence, I had written to Reid Railton and to Tim Powell of Universal Power Drives Ltd., asking for particulars of Arab cars, about two months before your October 1958 article appeared.

The former wrote in September from California to say that all the literature he had about the Arab was lost by fire shortly after the war, but he referred me to *The Autocar*, 1926 or 1927, where an illustrated description was to be found. In reply to various questions of illustrated, he replied that he designed the whole car himself. It was of 2,000 c.c. About twelve were built. Engine his own design, about 50 h.p., semi-elliptic leaf valve springs, the carburetter, the o.h.c. The only association with Parry Thomas lay in the fact that Railton had previously been Thomas' assistant for several years.

Tim Powell's car differed in many ways from the one owned about the same time by my brother, the late Chota McGuffie. My brother's firm, which was then called either A. P. Compton & Co. Ltd. or Arrow Coachworks Ltd., and was at Wimbledon, built the body of each car. The two chassis came from Thompson & Taylor's, where they had lain for a year or two unused and completed. My brother's car was not nearly as low-built as the other. I remember going out in it and it was an exceedingly exciting vehicle with amazing acceleration, and, it seems, a (tuned) speed of 94 m.p.h. It became a constructive total loss after hitting a lamp-standard near Buckingham Palace.

Tim Powell says he seems to remember that the engines were designed and developed by Reid Railton but he thought they were only of 1,100 c.c. The clutches gave considerable trouble. He has one of the valve springs to this day. He writes: "I had tremendous fun with mine and got the thrill of my young life when I showed it to Reid and he told me that if he had kept one for himself, he would have done exactly as I had."

I am, Yours, etc.,  
KENNETH MCGUFFIE.

London, S.W.1.

\* \* \*

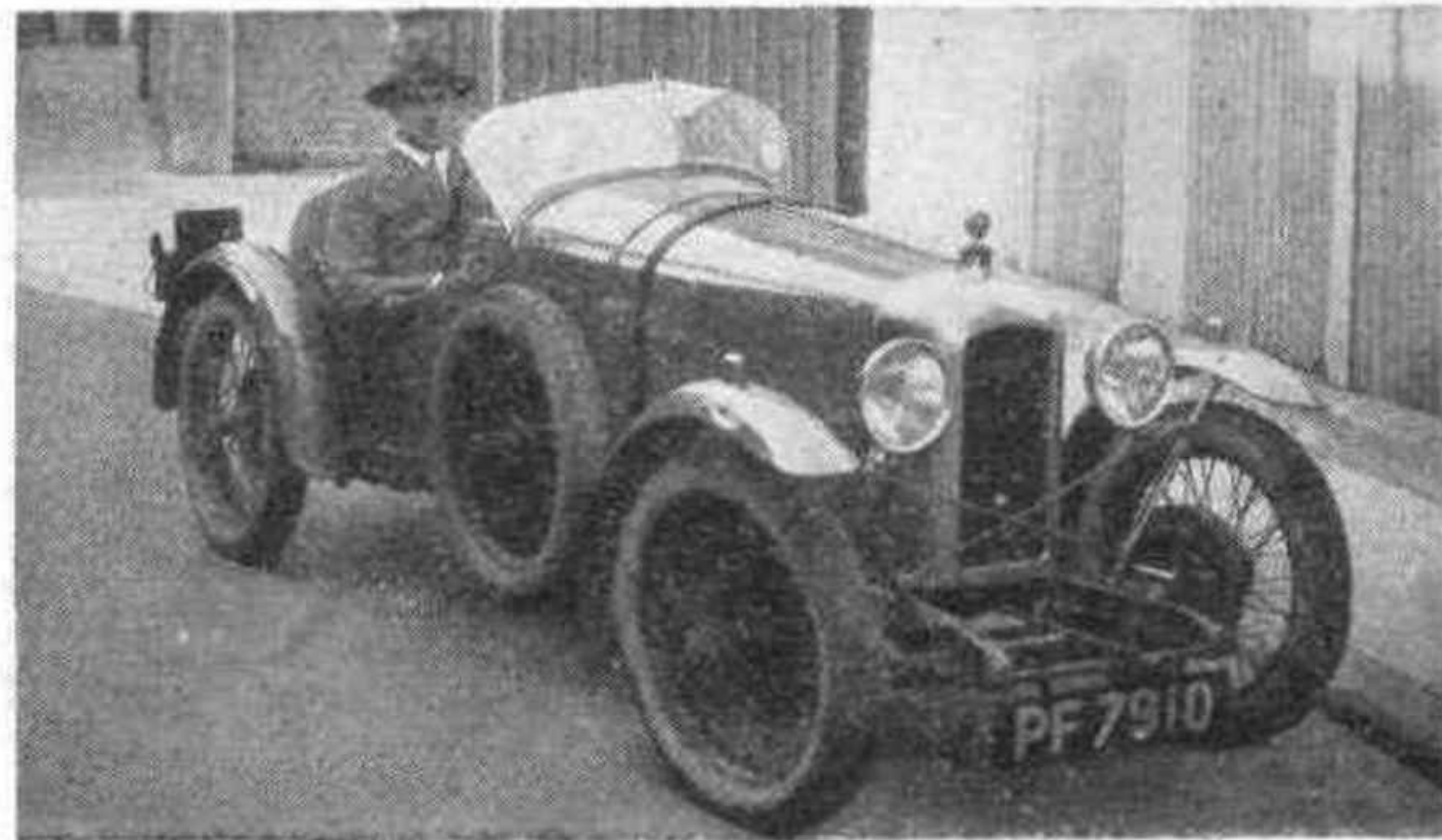
Sir,

On reading of the proposed "Boxing Night Informal" and seeing a reference to Amilcar in the list of cars entered for the 1924 trial, I thought that my own car may have been referred to, but on looking at my "gold" I find that the date was 1926.

There has been a lot of correspondence recently in "Vintage Postbag" regarding the Rhode, Salmsons and Amilcars.

My Rhode was a very smart affair with an overhead camshaft engine and a beautifully made aluminium body. The exhaust pipe, in 2-in. copper, ran alongside at high level and was bound with asbestos string at the point where one entered the car. Performance on the open road was, for its time, very good and not bad by any standard, its only fault being a tendency to oil up in traffic, and it was very difficult finding plugs to meet both conditions.

After the Rhode, I had one or two Salmsons and then turned over to Amilcars. These were, in my opinion, wonderful little cars. The side-valve engine had a characteristic something like that of the Morris Minor side-valve, in so far as it would rev. tremendously but had very little torque.



The Amilcar owned by Mr. G. A. Buckle

On my last car I had an overhead valve conversion fitted by Messrs. Boon & Porter, of Barnes, and with this conversion I succeeded in getting a "gold" in the 1927 Edinburgh. It pecked-up the horsepower and torque considerably, but the engine became a little bit tricky in regard to valve springs and I always had about a dozen spare springs in reserve. The enclosed photograph of this particular car might be of interest to you.

I am, Yours, etc.,  
G. H. BUCKLE.

London, S.W.7.

\* \* \*

Sir,

I enclose a picture of my Amilcar which will delight the heart of Mr. Dobbs, your December correspondent. I am sorry I am unable to offer him a ride in it. It is a most exciting experience. The model is a 1926 Petit Sport with a front axle of a Grand Sport to provide the necessary four-wheel brakes.

We were delighted to read the article by Mr. Keith Street in the December 1958 issue and can assure him that there is no sign of his Rhode car either in Singapore or Malaya. Nor the Sunbeam, for that matter. Lim Peng Han has the remains of a Bugatti which might be the same one Mr. Street saw in 1932.

We have some very fine vintage cars in Malaya, including a genuine 1915 model-T in absolute original condition. This belonged to an old Chinaman who resided in Serendah, and he was so fond of it he built his house round it. It is now part of the kitchen, like the domestic stove, and whoever removes it will have of necessity to remove the gable end as well.

I am, Yours, etc.,  
G. D. NEEDHAM,  
Malayan Vintage Car Register.

Singapore.

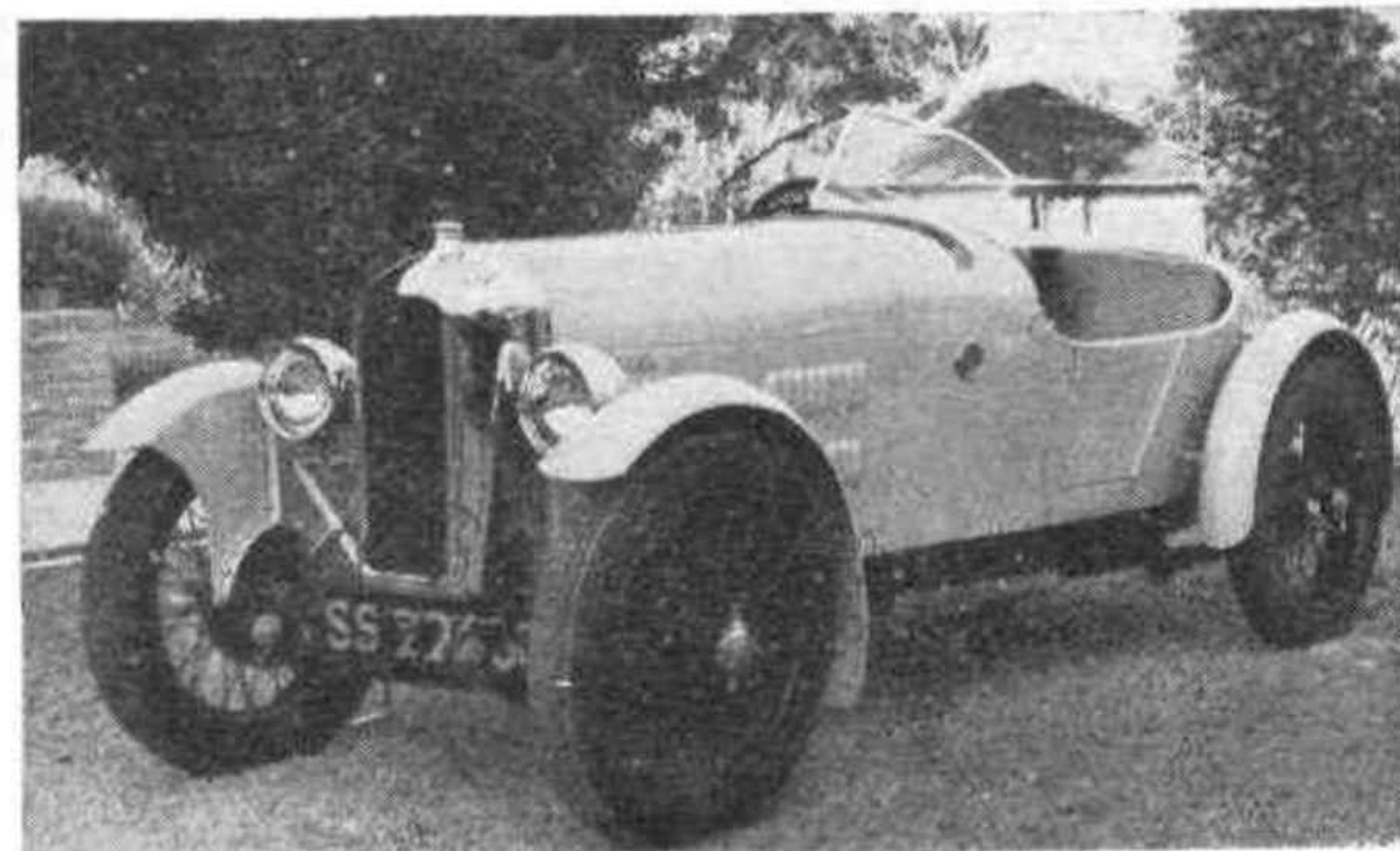
\* \* \*

Sir,

I have seen your correspondent's letter referring to the transmission anchorage of the Marendaz Special being the only car other than Armstrong Siddeley employing the same type.

There was an essential difference: the Marendaz Special had a very large-diameter spherical ball on the front of the gearbox and inside this the universal joint, taking the drive from the engine, was located. In this way there was no relative movement as between the drive and anchorage.

Continued on page 106



An Amilcar in Singapore owned by Mr. G. D. Needham



AN EXCELLENT ON-SLAUGHT on Simms hill was made during the 34th M.C.C. Exeter Trial by K. Piper in this Messerschmitt four-wheeler. Ruts stopped it near the top.



A FAST ASCENT of the newly-arranged Waterloo hill by S. G. Davey's Ford Zephyr was a feature of this year's "Exeter."



OLD ONE THAT WENT WELL on Waterloo was H. S. Hocking's pre-war Austin saloon, which stopped within sight of the "observed section ends" notice.



DELLOW'S DAY.—These Ford Ten-engined "specials" did well in this year's "Exeter." Here is Miss V. S. M. Hocking's Dellow in difficulties with a ditch on Waterloo.

# PICTORIA

## M.C.C. Exeter Trial



LOTUS IN THE "EXETER."—A. E. Hay's Ford Ten icy early hours of January 10th.

FAMILIAR EXETER TRIAL COMPETITOR.—A. L. S. Denyer's ancient, special-bodied Lea-Francis tries hard to defeat Simms, but fails.



# AL REVIEW

## B.R.S.C.C. Boxing Day

### Brands Hatch

IT IS TRADITIONAL for motor-racing enthusiasts to visit or look in at Brands Hatch on Boxing Day. This year some 30,000 spectators were there. Here is the start of the first race, won by Threlfall's Lotus Eleven (extreme left) at 60.52 m.p.h.



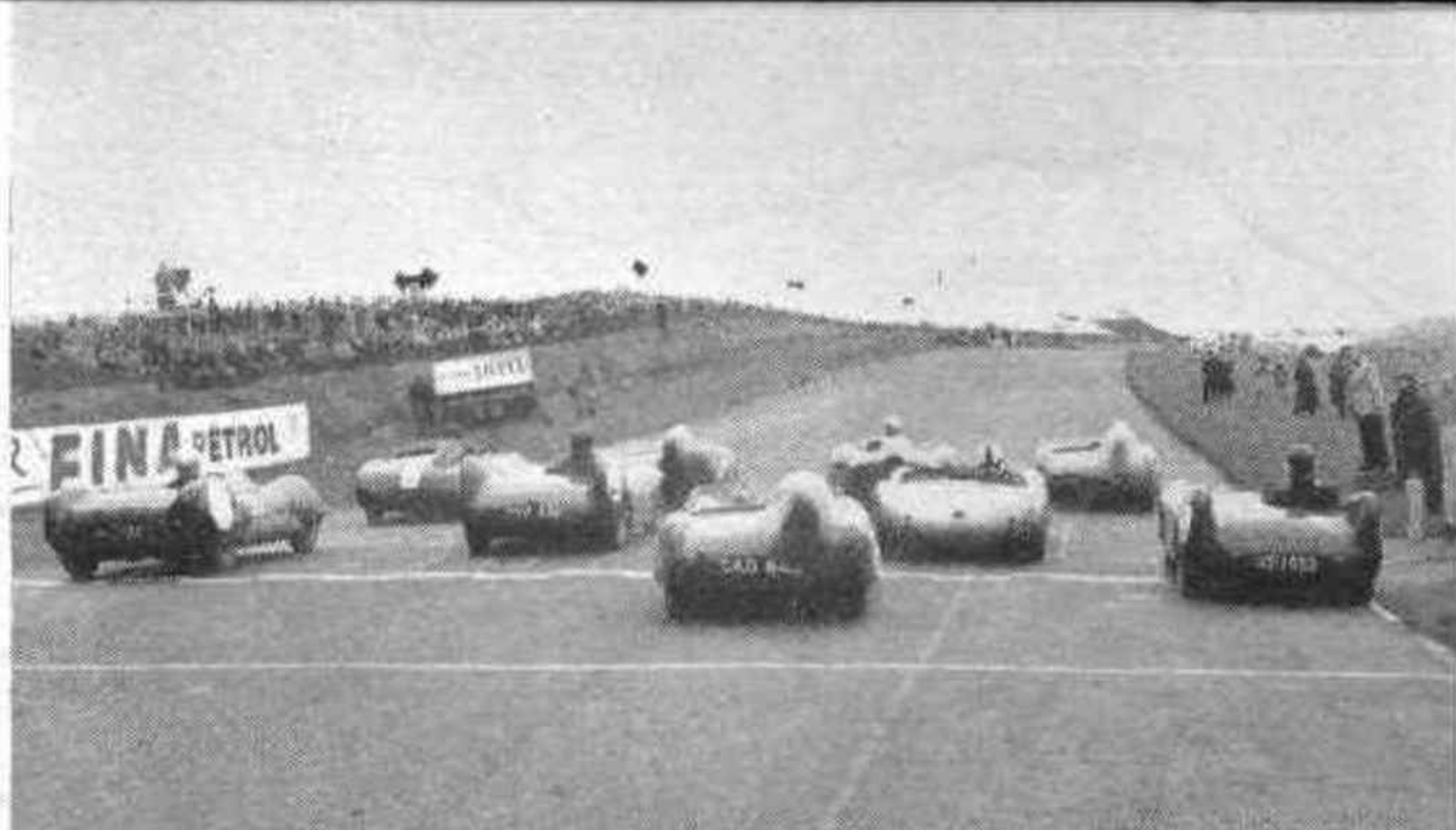
Climax-engined Mk. 6 leaving the start of this year's M.C.C. classic, in the company of the Peggy Bedford Hotel, Longford.

GRAHAM HILL coming up with the leaders, of whom Piper jumped the flag and was penalised 10 sec., during the Christmas Trophy Race on Boxing Day, which his stage one Climax-engined Lotus 7 won so convincingly.

ELITE PROCESSION.—With five Lotus Elite coupes in the Grand Touring Race at Brands Hatch, three of which shared the front row of the grid with an A.C. Ace, the result was more or less a foregone conclusion. Here Colin Chapman has passed J. Clark, to win at 62.37 m.p.h.

SALOON-CAR RACING MASTERY was displayed at Brands Hatch on Boxing Day by Sir G. Baillie, who, in this 3.4 Jaguar, ran away with the John Davy Trophy race, averaging 59.9 m.p.h.

EXPOSED CONVEYANCE.—F. W. Marsh and his navigator must have had a very cold ride through the Exeter Trial in their Ausford.



## VINTAGE POSTBAG—continued from page 103

On the other hand, the Armstrong Siddeley cars had a very small ball fixed to the box which moved around a different centre to the drive. This type was pioneered by me on Marseal cars, 1919 to 1925, in conjunction with a joint basically the same as the presumer of the Rzeppa joint of the present time.

I am, Yours, etc.,  
For Marendaz Engineering Corporation Ltd.,  
London, S.W.1. Capt. D. M. K. MAREDAZ.

\* \* \*

Sir,

The most probable explanation of the three-letter number-plate on the old Rover (p. 24, January MOTOR SPORT) is that it belongs to the adjoining county of Huntingdon (EW). The suffix "E" was probably allotted to a local garage. Surely no cars were ever made in Huntingdonshire?

As with some of the ordinary index marks, there seems to have been an effort to make the early trade plates self-evident, but practice varied from county to county. It should not be too difficult to compile a definitive list of early trade plates. An authoritative work on index marks is badly needed; few of the published lists are really complete or up to date.

I am, Yours, etc.,  
Beckenham. ANGUS McDERMID.

\* \* \*

Sir,

Perhaps I may be able to help solve the puzzle of the three-letter number-plate on a 1906 car.

I can distinctly remember some three-letter trade number-plates issued to garages. The EW-E stands for Huntingdonshire, which is not far from where the picture was taken. The letters EW are the index marks for this county and these trade plates were no doubt issued to a garage with five or more sets of them, going from EW-A right to EW-E and beyond. The car is a 1906 6-h.p. Rover.

I am, Yours, etc.,  
Knaresborough. G. A. SHAW.

\* \* \*

Sir,

Before we lose our heads in a rather childish argument about Trojan prices and performance, could we consider the matter rationally for a moment?

Trojans, like other commodities, are subject to the age-old laws of supply and demand. A few years ago, when the Trojan Owners' Club was formed, there was a marked revival of interest in these vehicles, and some of the few then available changed hands at quite high figures. Now that more have been discovered, prices have quite naturally tended to fall. With a relatively small number of buyers and sellers at any one time, there can be nothing like a regular "market," and hence no "market price." If someone wants a thing badly and in a hurry, anyone who has one to sell is in luck and gets a good price—and *vice versa*!

Let us admit that a Trojan is not everybody's cup of tea. In the "open market" it is worth nothing and no ordinary dealer would look at one for re-sale. Nevertheless, it has certain definite virtues which appeal to a limited number of users, and, incidentally, cannot be found, to the best of my knowledge, in any other car. Why should these users be jeered at because they happen to want these qualities and are willing to pay for them? A Rolls-Royce or a Bentley would be quite useless to me for the kind of motoring I enjoy on my Trojan, but I am not silly enough to suggest that on that account their proper place is the scrap dump.

I gather that there is something in the air about a race for Trojans. Quite good fun, perhaps, but what does it prove? Nobody pretended, even in their heyday, that Trojans were fast; their *forte* was rough going and steep, sticky hills, and in this respect few cars, even today, can beat them. There is no such thing as a perfect car, and we all have our likes and dislikes, though they may sometimes seem queer to others. Live and let live, say I.

Finally, I should like to emphasise that I am writing purely as a private Trojan owner, and not as Chairman of the Trojan Owners' Club.

I am, Yours, etc.,  
Burnham-on-Sea. A. F. SCROGGS.

\* \* \*

Sir,

What is reputed to be a 1906 Imperial manufactured in Manchester has recently been unearthed.

Any information which would assist in a definite identification and, it is hoped, eventual restoration, would be greatly appreciated.

I am, Yours, etc.,  
Woolston. F. WHOWELL.



LOAD FOR A VINTAGE CAR.—Mr. Cheverton's Caravel yacht on tow behind his 1926 33/180 Mercedes.

Sir,

I read with interest the letter from D. W. Peacock, and I would like to add further "coals to the fire" with regard to the three-letter registration numbers.

On page 342, volume XIV, of the "Times History of the War" (1914-18) will be found a photograph of a "Campion" motor-cycle clearly bearing the registration number "AML 56."

I am, Yours, etc.,  
Great Beddow. H. W. EDWARDS.

\* \* \*

Sir,

Having read in your columns of the various uses to which vintage cars are put, I feel that your readers may be interested in the enclosed photograph. This shows my 1926 33/180 Mercedes coupled to a trailer-borne Caravel sailing yacht. The car weighs 2½ tons and the boat nearly as much. You can imagine the combination is rather fearsome.

I am currently overhauling the engine of the car and would be interested to hear from any of your readers with experience of similar models.

I am, Yours, etc.,  
Cowes, I.o.W. DAVID CHEVERTON.

\* \* \*

Sir,

I wonder if any of your readers, perhaps particularly old employees of The Sunbeam Company of Wolverhampton, can help to solve a minor mystery which has puzzled me ever since I first began to take an interest in motor car history some 35 years ago.

About 1927 there lay in the premises of a breaker-cum-dealer in Annandale Street, Edinburgh, a small Sunbeam two-seater of unmistakable early Coatalen design. This car had an R.A.C. rating of 10.4 h.p. The car appeared to be a scaled-down version of the Coupé de l'Auto cars of 1912 and appeared to be of about that date of manufacture. Radiator, lamps, windscreen fittings, etc., were of brass, unplated, and artillery wheels were fitted.

A curious feature of the car was the centre-gate gear change, whereas practically all cars of that date had right-hand change. I remember this car very well as it fascinated me and as an impoverished student I spent much time scheming how I might legitimately acquire it. The coachwork was of authentic Sunbeam construction and the whole car bore evidence of a works production job without later modification.

The engine was of typical Sunbeam design of the period, the cylinders being cast in pairs with non-detachable heads and a wealth of brass and copper piping was in evidence. The gearbox had four forward speeds.

The whole car was tiny and could just accommodate driver and passenger. Now it is, I think, certain that no such car was ever listed by Sunbeams and no reference to it appears in "Motoring Entente."

What then is the explanation? Was it a "one-off" produced at the whim of the "patron" or was it a prototype of a light car which never went into production?

Perhaps some of your readers who lived in Edinburgh at this period remember this little car and can vouch for the fact that I have not "dreamt it up." It is just possible that this might unearth an interesting little bit of Sunbeam history.

Alas, I do not know what happened to it. Almost certainly it was subsequently broken up.

I am, Yours, etc.,  
London, W.4. H. G. DUNN.



## LOTUS PLANS FOR 1959

**A**T a small Press gathering on January 12th, Colin Chapman announced that Team Lotus would be concentrating on Formula racing in 1959, with World Championship events having priority. The factory would not be entering any sports-car races, though they would partake in certain Gran Turismo events with "works" Elite coupés. The aim would be to enter the factory Grand Prix cars, of the type seen at Earls Court, these to have full 2½-litre engines as Coventry-Climax were now working on a revised four-cylinder engine with a new and larger block and crankcase, this new unit being able to house a fully counter-balanced crankshaft. The single-seater Lotus would be for sale with a 1½-litre engine fitted, and any lucky customer with a suitable 2½-litre unit could easily convert the car into a Formula 1 model, but 2½-litre Coventry-Climax engines would be exclusive to the factory team cars.

In the sports-car field, although the factory would not be entering cars they intended to give factory support to certain successful private owners, and the new Lotus Seventeen and the revised Lotus Fifteen would be sold to customers who wanted to race. The Lotus Seventeen, which replaces the Lotus Eleven, has new front suspension, on the Chapman strut principle, having a single lower wishbone each side and a coil-spring and shock-absorber unit running from the hub unit to the chassis frame. At the rear the 1958 single-seater independent suspension is fitted, but with a normal differential unit on the chassis frame, as a B.M.C. gearbox is used. On the Lotus Fifteen a similar rear suspension is used and a modified M.G.-A gearbox is used, attached to the rear of the twin-cam engine. The single-cam 1,100-c.c. or 750-c.c. Coventry-Climax engine is available in the Lotus Seventeen. It is interesting that Lotus have now abandoned the de Dion rear-axle layout on their three competition cars, believing, like Daimler-Benz, that it was never anything more than a compromise until a sound independent suspension could be schemed up.

Production of the Elite is hanging fire at the moment due to lack of factory space, but this lull is enabling much development work to take place on prototypes, while the first 25 Elites are under way in ones and twos, enabling the design to be really sorted out by the time serious production starts. This day is expected to be in April, when the new Lotus factory at Cheshunt, some 15 miles north of London, will be completed. Then the Elite will be ready for a production of about six per week to begin with, and by that time the design will be finalised. In the new factory all activities of Lotus will be gathered under one roof, and then the Editor can expect an Elite for serious road test.—D. S. J.

[Delighted!—Ed.]

## A DAY WITH THE 750 FORMULA

**F**OR those people who are not aware, the 750 Motor Club run races and speed trials throughout the season for cars built to a limited Formula which encourages the use and development of the Austin Seven, from any period from 1923 to 1938. In addition, they encourage other clubs to run races for the 750 Formula cars at the various club circuits, with the result that the builder of a 750 Austin Special can have a very full season of motor racing, and for a very reasonable financial outlay, though it does mean doing a lot of hard work in the home workshop, but that is what these enthusiasts enjoy. One tends to think of pre-war Austin Sevens as open four-seater Chummy models, or small square saloons, that could not possibly have any performance value, so when the opportunity arose recently to drive a selection of sports 750 Specials at Brands Hatch I took it gratefully. Someone, in an unguarded moment, had said that 750-c.c. Austin Specials did not go very impressively, and in no time Roy Lee, a committee member of the Club and a racer of a 750, had assembled six assorted cars ready for us to try.

The rules of the Formula insist that the Austin Seven chassis side-members must be used in the construction of the car and that the engine must have an Austin block and crankcase, unmodified, but after that there was a pretty free hand. The six cars ranged from a near-standard Ulster model as built by Lord Austin around 1930, to a beautifully-built "special" that looked like a Lotus Eleven owned by Mike Featherstonehaugh. The better 750 cars have hydraulic 2LS front brakes, independent front suspension either by splitting the Austin axle on the Ballamy principle, or

doing likewise with a Ford Ten axle, or fitting a proprietary i.f.s. as marketed by firms specialising in making bits for "specials." Austin Seven four-speed gearboxes are transformed by having new sets of gears with very sporting close ratios, and Roy Lee's car really had a delightful gearbox with a remote control, such as Lord Austin could never have imagined. Hydraulic shock-absorbers, coil-springs for suspension, light tubular frames to stiffen the basic Austin frame, all appear in the specification for a 750 Special, while bodywork varies from stark two-seaters with cycle-type mudguards to beautiful all-enveloping glass-fibre bodies like a Lotus. Engines are worked on, with twin carburettors, free-flow exhaust manifolds, alloy cylinder heads and improved ignition systems, such as a distributor driven off the nose of the camshaft. In fact, the mechanical parts of the Austin Seven are reworked by these enthusiasts in a manner that would have done credit to Longbridge had they gone on developing the sports Austins such as the Speedy and Nippy. Naturally, each of the cars driven was built and tuned to the owner's taste, for this is a very individualistic bunch of chaps, but some of them were excellent fun to drive round the tiny Brands Hatch circuit, though I got the feeling the fun would turn to boredom on a fast circuit such as Goodwood. The 750 Club are more than aware of the limitations of their "specials," and seek only to promote and encourage events where suitable, and I should imagine that a good 750 Formula car would be really enjoyable round Oulton Park. Of the six cars tried round Brands Hatch in runs of three to ten laps a time, depending on the enjoyment factor, I experienced violent oversteer to pleasant understeer and a remarkable similarity in power output and acceleration, which indicated that 750 Formula racing must be decided mostly on cornering power and bravery.

Throughout the season members compete for the Goodacre Trophy, a memory of Charles Goodacre who used to race "works" Austin Sevens, and the trophy is a delightfully primitive Austin Seven crankshaft of the original bent-wire conception, but now chromium plated. Winner in 1958 was Bill Wilks, whose car I drove on the day out, and while not the prettiest of home-built cars it was undoubtedly one of the best from the handling point of view, having a surprisingly "flat" ride, soft suspension at the front and a nice degree of understeer, all of which Colin Chapman would approve, and as he is the President of the 750 Motor Club, Wilks may well be pleased with his car.—D. S. J.

### HIGH STANDARD

A contemporary reporting on the modern Rolls-Royce describes it as "the highest standard of terrestrial transport so far attained in the recorded history of the world," notwithstanding the fact that on a Continental jaunt of 3,360 miles two days' delay had been occasioned, respectively, by failure of a dynamo bearing and failure of a universal-joint rubber boot on the propeller shaft and that near the summit of the St. Gotthard Pass the car stopped due to lack of rear-wheel adhesion on a surface that caused no trouble to a VW, a Fiat 600 and a 1,900 Alfa-Romeo. The Rolls-Royce was driven into Paris on the return journey with a total failure of the dynamo.

### ONE FOR THE RHODE

Nowadays it is fashionable for motoring journalists and broadcasters to drop casual references to vintage and veteran cars into their works—and it is astonishing (or is it?) how many mistakes they commit. For example, Bill Hartley, B.B.C. Motoring commentator, wrote somewhere recently that his family owned a Rhode in 1925 which covered 40,000 miles or more at a cost in repairs of only 18s. 9d. Splendid! But he goes on to explain that the car was rated at 11.9 h.p. If so, it must have been a special one, because the largest Rhode manufactured from 1924 to 1928 normally had an engine rated at 10.8 h.p. Moreover, Hartley dismisses this car as having been made "for a very short period." We disagree—the Birmingham-built Rhode came into being in 1921 and did not go out of production until 1935. . . .

### NEW BRITISH AND U.K. AUTO-UNION CONCESSIONAIRES

Mercedes-Benz (Great Britain) Ltd., of Brentford, Middlesex, will, on January 1st, 1959, take over as concessionaires in the U.K. for Auto-Union. This move follows the amalgamation of Daimler-Benz AG and Auto-Union in the previous January.

Auto-Union's DKW de luxe coupé will be added to the full Mercedes-Benz range of cars at the Brentford and 10, Albemarle Street, W.1, showrooms and will be backed by a comprehensive service and spares organisation.

# WARNING TO MOTORISTS

As an independent British company we are proud that Castrol is the most popular and the most widely distributed oil in the country. But recently motorists have told us that certain garages disclose that they are no longer allowed to stock Castrol. This is because some garages are now financially controlled by petrol companies. Fortunately, we do not think that you will suffer much real inconvenience as these places are few and far between.

At some other garages, where only the oil made by a petrol company is allowed to be displayed, Castrol is available if you ask for it by name. Therefore, in your own interests, *don't take chances, always ask for Castrol by name.*

C. C. WAKEFIELD & CO. LTD. 46 GROSVENOR STREET, LONDON W.1.

# ROAD-TEST REPORT ON THE NEW AUSTIN A40 SALOON DE LUXE

*A Newly Styled Small Car of Commendable Fuel Economy, Capable of Over 70 m.p.h.*

WHEN the British Motor Corporation announced an additional model in the Austin range last September, in the form of the A40 with body styled by Pinin Farina of Italy, considerable interest was aroused all over the world, which reached its peak when this new A40 was shown at Earls Court. Having examined the car then, and driven it for a few laps round Goodwood circuit, I requested a longer acquaintance with it, and on Christmas Eve was able to take over a Tartan red version and drive it for a distance of 500 miles.

At the conclusion of this investigation I formed the impression that, although the revised Austin A40 in Farina-styling is a refreshingly modern-looking small car, its original approach to finding additional luggage and rear-passenger space is not so effective as it might be, while the car disappoints in matters of detail apparently because there has been a skimping on shillings in the costing department. However, to a large number of motorists this will not be apparent, and they will enthuse over an eye-catching little saloon which operates with the fuel economy of a pre-war Austin Seven, is easy to drive and possesses a brisk performance, its maximum speed being in excess of 70 m.p.h. Only those who have experienced a wide variety of modern small cars are likely to compare, and criticise, the new A40 and no doubt future versions will be improved in those departments that do not at present entirely satisfy the exacting owner.

For example, the idea of combining some of the advantages of a station wagon in an attractive looking saloon are entirely commendable, but it is disappointing to discover, first, that the spare wheel under a plastic cover occupies the floor of the baggage department, the width of which is reduced by the intrusion of the rear-wheel arches, and that although the back-seat squab folds forward to provide additional space, it does not lie absolutely horizontal, so that dogs or other livestock cannot be accommodated in comfort, nor, for that matter, loaded easily through the back door, the big rear window being a fixture. This door drops open and is held horizontally, but by a single feeble strap, which precludes carrying additional luggage on the dropped door or even of supporting heavy luggage thereon when in process of loading. Extra luggage is likely to be piled high, and for this reason I consider the A40 should be fitted with external rear-view mirrors. In these respects the conventional station-wagon scores heavily.

Then, although the extension of the roof over the luggage compartment provides excellent head-room for the back-seat passengers and, with the big back window, ensures excellent visibility and a light interior, it is disappointing to find that the back seat cushion, obstructed by the rear-wheel arches, is not particularly wide, so that three children find elbow-room somewhat cramped. Although 2 inches wider than the back-seat of the A35, Wolseley 1500 and 1.5 Riley and 3 inches wider than that of the Ford Anglia, the A40's back seat is 2 inches narrower than that of the Standard Eight and Ten, nearly 13 inches narrower than the Volkswagen's back seat, 13 inches narrower than that in the DKW Sonderklasse, measuring between the wheel arches, to take some random examples. So there is nothing especially remarkable about the rear-compartment seating width of Pinin Farina's body form.

Those owners who regard the car as a normal four-seater and do not carry excessive quantities of luggage will have no reason to criticise the A40 on the score of accommodation but they may well object to some unsatisfactory matters of detail. Thus the doors possess sliding windows, which lock shut or  $1\frac{1}{2}$  inches open, as required and while these in themselves function nicely and have no shortcomings, the suggestion that they have been adopted because winders reduce elbow room isn't valid—the driver's right elbow is hard against his door as *is*! Then, in a car with such emphasis on the rear compartment and luggage-carrying arrangements, it is surprising to find the only interior lamp in the form of a tiny exposed bulb up under the facia on the off side, which is ideal for telling the driver whether his shoes need polishing but is quite inadequate for illuminating the back of the car. Moreover, although actuated automatically when either door is opened, this lamp has no other



*NEW LINES.*—The Pinin Farina-styled Austin A40 2-door saloon has a distinctive radiator grille and handsome body lines which are already proving popular with many small-car buyers.

switch and therefore cannot be used with the car in motion, which is sometimes decidedly inconvenient, particularly as the panel lighting, which in any case only illuminates the instruments, is sensibly subdued. Two other minor irritations are the fact that the screen-wipers are not self-cancelling—astonishing in 1958—and neither are the direction-flashers. The latter are controlled by one of three rather sharp flick-switches on the facia and to reach out to this after as well as before each change of direction is tiresome.

The trailing doors are of generous width for ease of entry, the whole front seat tipping up for access to the back compartment, which is less convenient than a hinged squab. They shut somewhat "tinnily" and the interior handles are unpleasantly sharp; the exterior push-button handles are excellent, each having a lock. As the key turns both ways in these locks it is necessary to remember which way to turn it when in a hurry, while the Wilmot Breedon locks are, additionally, reluctant to accept the key.

The seats are nicely upholstered in p.v.c.-coated fabric, with foam rubber cushions and rubberised hair squabs. The separate front seats are rather small, with low squabs, and not, I thought, particularly comfortable, although well-padded. The doors have  $\frac{1}{4}$ -windows with catches devoid of thief-proof locks and rather crude rain gutters; on the de luxe version the rear side windows can be opened slightly to improve ventilation. The de luxe A40 also has stainless steel screen and window surrounds, and a passenger's sun visor—these visors do not swivel sideways.

Forward visibility through the big curved windscreen, over the low set 2-spoke dished safety steering wheel, could hardly be better and the side pillars do not seem unduly thick. The pedals are off-set somewhat inconveniently to the left and the brake pedal could with advantage be nearer to the floor and larger. The left foot has to be parked beneath the clutch pedal. The controls of the Austin A40 are extremely simple. Flanking the central direction-flashers' flick-switch are those for panel lighting and screen-wipers. Several tries can be required to fully park the noisy wipers, which are very effective against mud (just as well, as no washers are provided as standard), but leave considerable side areas of the screen unswept, although this does not seriously impair visibility. The wipers only work when the ignition is on.

Before the driver there is a slightly-hooded 80 m.p.h. Smith's speedometer with commendably steady needle; with this speedometer are incorporated the usual, not too bright, indicator lights and a pessimistic petrol gauge. There is also a mileage recorder but this does not read in decimals, nor is there a trip recorder, so that those who use the car for mild rally work will be hampered—those who drive the brisk A40 in serious rallies will have to do something about this. On the right of the facia the ignition key turns to



**LUGGAGE CARRYING ARRANGEMENTS** of the new Austin A40. This picture shows how the fixed rear window restricts the loading aperture. The door is not intended to be used as a luggage platform and the wheel arches and floor-mounted spare wheel obstruct the luggage compartment. The back door is lockable.

actuate the starter and the choke knob is on a little central mounting of its own, below the heater controls. A convenient stalk with plated handle, on the right of the steering column, operates the lamps very conveniently, obviating the dreaded foot-dipper. A rather uninspired horn is operated by a steering column button. That is the sum total of the minor controls; if a heater/demister is fitted there are two additional knobs and a sliding quadrant control in the fascia centre. On the test car the Smith's heater was effective but insufficiently sensitive and possessed a very noisy fan. Its air intake is on the scuttle, to reduce entry of fumes. A Radiomobile radio was located on the extreme left below the fascia, its knobs placed very handily for the driver; the speaker grille forms the centre of the fascia. Crash padding is provided across the full width of the fascia, the sill of which is covered in anti-dazzle material and incorporates a lidded ash-tray. There is no ash-tray for the back compartment.

Accommodation for small objects is well provided for. There is a deep, full width, sensibly-lipped tray under the fascia, with an unpleasantly sharp under edge, and an excellent deep cubby-hole, with recess, before the front seat passenger. The cubby-hole lid does not lock but has a good push-button catch, while its lid drops to the horizontal position to form a small shelf. Owing to the special luggage-carrying arrangements there is no shelf behind the back seat but a leather-cloth apron covers the luggage well and light objects could be carried thereon.

The big rear-view mirror is sensibly suspended from the roof but the view is slightly obstructed by the roof.

In action the small shortcomings of the new Austin are forgotten to some extent, because the little car performs so willingly. The good road-holding of the A35, from which the A40 borrows its coil spring and wishbone i.f.s., is enhanced by a 4-inch longer wheelbase and 2½ inch wider track and the car is a delight round fast bends. The suspension is supple and on tight corners permits some roll, while the nose dips noticeably under heavy braking. Generally the A40 rides well, but with some wallowing and up-and-down motion; the presence of a rigid back axle located only by cart-springs is revealed over ruts and pot holes, which the tiny 13-in. wheels find very readily. Over really rough roads the suspension does not show up so well and the back axle tries to tie itself in knots.

The cam-and-peg steering is excellent, transmitting practically no road shock or vibration and being light and smooth, except for parking. It is somewhat vague steering, but has sensibly subdued castor return action. The wheel asks 2½ turns, lock-to-lock, for a small turning circle (just over 35 feet). The brakes work pleasantly and without vice, firm but not excessive pressure on the pedal producing quite powerful retardation, when the back wheels tend to lock on a wet road. The central hand-brake works admirably.

The short, stiff gear-lever of the A35 is retained for the new car but the pleasure of using it was marred to some extent by a fierce clutch and because it is all too easy to beat the synchromesh when making the rapid changes possible with this gearbox. Used less rapidly, this is a pleasant gearbox. Bottom gear, on which there is no synchromesh, is sometimes difficult to engage; reverse gear is admirably located and guarded by a spring.

The Austin A40 is not a particularly quiet car, because some wheel

#### THE AUSTIN A40 DE LUXE SALOON

**Engine:** Four cylinders, 62.9 by 76.2 mm. (948 c.c.). Push-rod-operated overhead valves. 8.3-to-1 compression-ratio. 34 b.h.p. at 4,750 r.p.m.

**Gear ratios:** First, 16.51 to 1; second, 10.8 to 1; third, 6.47 to 1; top, 4.55 to 1.

**Tyres:** 5.20 by 13 Dunlop Gold Seal tubeless, on bolt-on steel disc wheels.

**Weight:** 14 cwt. 3 qtr. 0 lb. (without occupants but ready for the road with approximately half a gallon of petrol).

**Steering ratio:** Two and one third turns, lock-to-lock.

**Fuel capacity:** Six gallons. (Range approximately 182 miles—but see text.)

**Wheelbase:** 6 ft. 11½ in.

**Track:** Front, 3 ft. 11½ in.; rear, 3 ft. 11 in.

**Dimensions:** 12 ft. 0¼ in. by 4 ft. 11.37 in. by 8.75 in. (high).

**Price:** £458 10s. (£689 2s. inclusive of purchase tax). With extras, as tested, £737 14s.

**Makers:** The Austin Motor Company, Ltd., Longbridge, Birmingham, England.

noise is transmitted to the interior, the engine can be heard working. drumming is evident, and over rough surfaces some body rattles intrude. However, the performance from the series-A 948-c.c. o.h.v. engine, which, like that in the A35 develops 34 b.h.p. at 4,750 r.p.m. (so why is the car called an A40?), is excellent, although not quite the equal of the A35 due to slightly greater weight and perhaps greater wind drag. A cruising speed of 60 m.p.h. becomes habitual and the speedometer indicates 70 along any reasonable straight. The indicated speeds on the indirect gears are, respectively, 24, 35 and 60 m.p.h. but, in common with the majority of its kind, the speedometer is fast, the true maxima being 22, 33 and 57 m.p.h. The absolute maximum exceeds 70 by two or three m.p.h.

In 500 miles the engine, which needed more than the average amount of choke for starting and warming-up, needed no oil or water, nor did it run-on, but it did "pink" on premium petrol and benzole mixtures. Petrol economy is one of the A40's better qualities, a figure of 41 m.p.g. being obtained without any attempt to save fuel. This should represent a range of 246 miles if the maker's capacity of 6 gallons is accepted. In fact, a full tank lasted 182 miles, admittedly on journeys during which I spent over half-an-hour getting through Staines on Christmas Eve when everyone was home-ward bound early after the office parties (widening operations on the narrow river bridge have been going on for months, with the work not finished yet, to the shame of the Ministry of Transport), and even longer in the back lanes leading away from Brands Hatch on Boxing Day, the engine being kept running to maintain interior warmth.

The Lucas lamps throw a useful beam and are still effective when dipped. The bonnet release is situated under the cubby-hole and the safety catch is placed at the near side of the bonnet. The lid is heavy, and has to be propped up—when will spring-loaded or over-centre hinges become universal? The oil filler is accessible, its cap retained by a chain, the latest type one-piece-vent Lucas battery occupies the off side front corner of the engine compartment, the dipstick is rather close to the block and obstructed by the ignition leads.

Whether you are an expert driver in a hurry or merely a family motorist, the new Austin A40 will be found pleasant to drive, the latter catered for by notable flexibility, the high-compression engine making no complaint at pulling away from 20 m.p.h. in the 4.55-to-1 top gear. On the other hand, by using the indirect gears 50 m.p.h. can be reached from rest in 21½ seconds, 60 m.p.h. in 36 seconds.

Already the Farina A40 is appearing on our roads and within a few months its popularity will undoubtedly destroy the individuality its body styling has at present amongst small English cars. The price is £450, or £458 10s. in de luxe form, which purchase tax inflates to £689 2s. This is £106½ more than the equivalent A35 but only £21½ above the price of the A35 Countryman station wagon. The B.M.C. might have skimmed less over the A40 under the circumstances and thus have eradicated most of the shortcomings I have outlined, many of which stem from price-cutting. No doubt modifications will be made which could well put this new Austin A40 at the top of its class. As tested, with heater/demister, radio and fresh-air unit, the price is £737 14s.—W. B.

# BOXING DAY AT BRANDS HATCH

## Graham Hill Demonstrates His Prowess

THE B.R.S.C.C. really is extremely fortunate with the weather for its Boxing Day Brands Hatch motor-racing. Never has ice or snow caused the cancellation of this winter programme and last Christmas fog which seemed likely to do so dispersed, so that everything went to schedule and in these circumstances rain seemed only a slight inconvenience.

A considerable crowd attended, which caused the usual delay in leaving the stadium after the last race, accentuated by many spectators' cars becoming mud-bound in the car parks. We left almost immediately after Graham Hill had won the last race but it was over an hour before we gained the main road to London, by which time the traffic police had ceased to control the stream of cars coming from the Paddock exit.

Racing opened with the 10-lap Yuletide Trophy for sports cars up to 1,100 c.c., five Lotus Elevens being challenged by the Hume Lotus, a Cooper, an Elva IV and the Victoria. Iszatt's Lotus led for the opening two laps, then Payne's Hume Lotus got by out of Druid's Corner, only to spin on the third lap, so that Iszatt re-took the lead. Saunders in the Victoria now came up to challenge the leader, braking late but having insufficient speed to get through. Threlfall, after a sober start now had his Lotus going well and was soon running second, challenging Iszatt strongly. He tried to get by on both sides, and on lap 7 he did it. Now it was Iszatt's turn to breathe down Threlfall's neck and he even tried to re-pass outside at Clareways, which can be fatal. Threlfall held his lead, however, although Iszatt made fastest lap, at 63.26 m.p.h. The Victoria finished third.

Next came the 10-lap Grand Touring Race for Appendix J cars, run in over and under 1½-litre classes. Three Lotus Elites and an A.C. Ace occupied the front row of the grid and another splendid race ensued, J. Clark driving his production Elite, which is distinguished by having all the latest modifications, with enormous verve to lead from Colin Chapman. However, Colin, having returned to racing as a driver, couldn't allow this and on the slippery track he gradually closed on Clark, going into the lead on lap eight as Clark was forced by back-markers to run wide at Druids. Clark continued to motor fast, momentarily taking to the grass on the last lap—there are no stupid "no wheels off the road" rules at Brands. But Colin was lapping at 63.95 m.p.h. and had the satisfaction of having Elites in the first four places in the up-to-1,500-c.c. class, Mike Costin finishing third, Robertson's Elite fourth. Wilks, contrasting Frazer Nash, with big Appendix J screen, came in next, to win the over-1,500-c.c. class from Staples' A.C. Ace and Swanson's Mercedes-Benz 300SL, the last-named no match for Mackenzie's splendidly-driven Austin-Healey Sprite. Lotus Elite admirers will note that fastest lap in the bigger class, by Staples, was at only 61.49 m.p.h.

In heavier rain the Appendix J saloons assembled for the 10-lap John Davey Trophy Race. Sir G. Baillie led all the way, and rapidly in a 3.4 Jaguar, never challenged, although J. M. Uren drove his Ford Zephyr truly courageously to take second place, yards ahead of D. J. Uren's 3.4 Jaguar. Baillie lapped at 61.15 m.p.h. Les Leston did his expected gallop in the 1.5 Riley to win the 1,500-c.c. class at an average only 2.42 m.p.h. slower than Baillie's Jaguar, keeping at bay Shepherd's astounding Austin A35, which won a spirited duel against J. M. Young's Ford Prefect, both cars emitting much smoke. Shepherd actually lapped as fast as Leston's 1.5 Riley in the 1,500-c.c. class—58.58 m.p.h. Don Parker spun off in his Jensen 541, Steele's Borgward spun and Gaston's A35 retired.

The 15-lap Christmas Trophy for sports cars up to 1,100 c.c. was yet another good race, which opened with Piper's Lotus Eleven beating the flag and being penalised by 10 seconds, so that if Piper led on the road, Ashdown's Lotus Eleven led the race. Leston's Elva IV, in a team of three works Elvas, challenged Ashdown but on lap five he spun at the corner leading into the bottom straight and although the Elva continued without stopping, this dropped Leston back to fifth position, and when he repeated the performance on lap 6 his race was virtually over. All this time Graham Hill, in a modest Lotus 7 Climax with blade front wings, had been motoring magnificently, and was now trying to get by Ashdown anywhere he could. He did this out of Paddock Bend on lap nine. A lap later Ashdown and Piper became involved up behind the trees at Druids, so that Peter Gammon's Lola—now a production car—became second, very hotly pursued by Jones' Lotus Eleven, which, however, just couldn't make second place. Ashdown was fifth, Jones sixth

The American, J. D. Peters, spun off in his Elva. Hill had put up a praiseworthy show in his Lotus 7 with stage 1 Climax engine and did his lap of honour flying a Christmas balloon. The too-eager Piper set fastest lap, at 66.83 m.p.h.

So far, in spite of the wet track, the racing had been excellent and this was maintained with the 10-lap Francis Beart 500-c.c. race. Don Parker's Cooper-Norton led for two laps, Newton's Cooper-Norton went ahead into Druids, Parker re-passed along the top straight, these two fighting a fierce battle within a wheel of the lead. This heart-stopping duel came to an end when Newton rotated coming into the bottom straight on lap seven. Parker took to the grass to avoid him and continued, as did Newton. But it gave Parker a comfortable lead, Newton second, Jones' Cooper third. Parker won by 1.6 seconds, but Newton lapped faster, at 63.59 m.p.h., while Jones was 3.4 seconds behind Newton at the finish, having made up much ground to catch Pitcher's Cooper.

Last, in the fading light, came the 15-lap Silver City Trophy Race for any car over 1,200 c.c., divided into racing and sports-car categories. It was started by a warmly-clad Mike Hawthorn, who got the cars away promptly, indicating the last five seconds with his fingers. George Wicken's F2 Cooper got off like a shell, followed by Hill in the newest, yellow-wheeled F2 Lotus. Wicken, who knows Brands Hatch intimately, seemed determined to lead and commentator Bolster told us that the rear-engine location of his Cooper would assist him, but Hill, by superior driving and perhaps better road-holding, got the Lotus into the lead on lap five coming out of Druids. These two ran right away from the rest of the field, but Campbell-Jones (F2 Lotus) and Stoop were indulging in a race of their own, in third and fourth places, Stoop driving better than he has ever done, his F2 Cooper snaking wildly, but, due to fluffing out of the engine, he had no power in hand. With the leading pair half a lap ahead, Hill won the Silver City Trophy, which he received from Hawthorn. He also made fastest lap, at 66.63 m.p.h., fractionally slower than Piper's sports Lotus in an earlier race. Crabb went so well that his Lotus 7, and Lewis's Lotus 7, finished first and second in the sports' category, beating A.C. Bristol, C-type Jaguars and Barnett's unimpressive 1.6d. A6GS Maserati. Crabb lapped at 63.95 m.p.h. Poor Halford was a sick man, and his troubles increased when his F2 Lotus also went sick.

Brands Hatch on December 26th last produced really fine racing.—W. B.

### ALL THE WINNERS

Yuletide Trophy	: T. V. Threlfall (Lotus Eleven)...	60.52 m.p.h.
Grand Touring Race, up to 1,500 c.c.	: C. Chapman (Lotus Elite)	62.37 "
Grand Touring Race, over 1,500 c.c.	: W. E. Wilks (Frazer Nash)	60.06 "
John Davey Trophy, up to 1,500 c.c.	: L. Leston (1.5 Riley)	57.48 "
John Davey Trophy, over 1,500 c.c.	: Sir G. Baillie (3.4 Jaguar)...	59.90 "
Christmas Trophy	: G. Hill (Lotus 7)	64.80 "
Francis Beart Trophy	: D. Parker (Cooper-Norton)	61.61 "
Silver City Trophy, racing cars	: G. Hill (Lotus F2)	65.33 "
Silver City Trophy, sports cars	: P. R. Crabb (Lotus 7)	62.59 "



FARINA STYLING is by no means a prerogative of the new Austin A40. This Pinin Farina-bodied Fiat with 1,200-c.c. twin-cam O.S.C.A. engine appeared at the last Turin Show. Compare its frontal treatment with that of the A40 on page 109.

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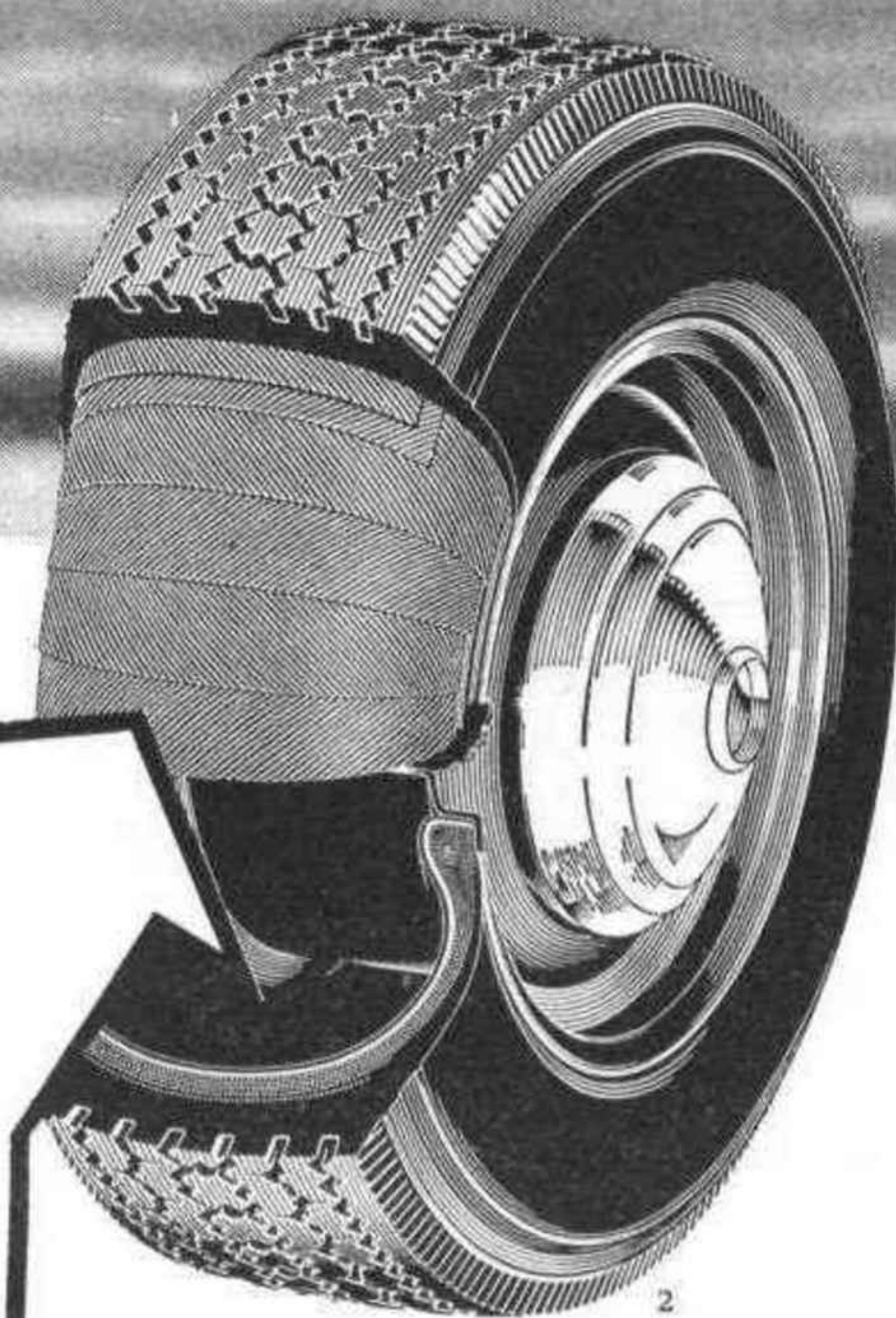


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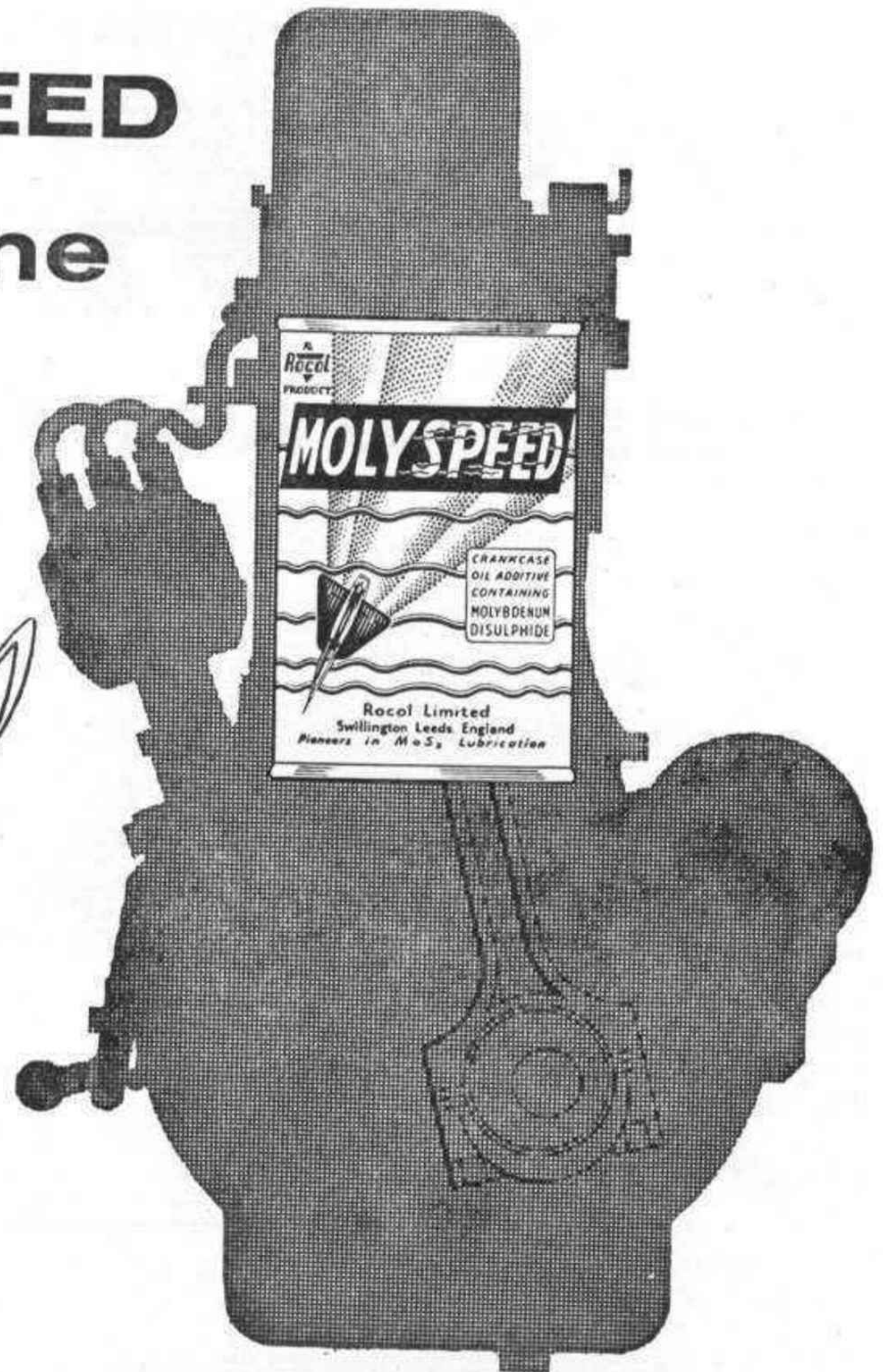
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## BOOK REVIEWS

"Pastmasters of Speed," by Dennis May. 104 pp. 8½ in. by 5⅝ in. (Temple Press Ltd., Bowling Green Lane, London, E.C.1. 10s. 6d.)

This book reprints from *Motor Cycling* eleven of the 36 articles which Dennis May wrote for his "Pastmasters of Speed" series, which were featured in that weekly magazine from December, 1953, to September, 1955. The result is an entertaining and useful collection of biographies, written in May's somewhat lurid style, covering such famous and successful riders as Alec Bennett, Jimmie Simpson, Howard Davies, "Tim" Hunt, Stanley Woods, Freddie Dixon, Charlie Dodson, Graham Walker, Freddie Frith, Harold Daniell and Bob Foster.

The publishers have certainly chosen some world-famous riders but so welcome is this slim volume that disappointment is felt that the complete series has not been included. For instance, any book about pastmasters of motor cycle speed which omits E. C. E. Baragwanath seems incomplete. Moreover, a page action picture of each rider, sometimes with a head and shoulders insert, contents the publisher but not this reviewer, who remembers the many interesting pictures which *Motor Cycling* published with each article. Had all these pictures been reproduced again some interesting mounts, including those nostalgic stripped Brooklands racers, would grace the otherwise barren pages of this none the less very worthwhile history book.—W. B.

"Omnibus of Speed." Compiled and edited by Charles Beaumont and William F. Nolan. 480 pp. 8½ in. by 5⅝ in. (G. P. Putnam's Sons, 210, Madison Avenue, New York City, U.S.A. 5.95 dollars.)

It is inevitable that sooner or later motor sport should have its own omnibus of history and stories, and this is it. This bulky book contains the writings of S. C. H. Davis, Ken Purdy, W. F. Bradley, Stirling Moss, John Bolster and many overseas motoring writers. It is a mixture of fact and fiction and there is a slightly unfortunate bias towards the sensational—thus Kent Karlake's account of the 1903 Paris-Madrid race, reprinted from *The Motor*, has been retitled "The Race of Death."

It is pleasing to find that D. S. Jenkinson's account of his ride with Moss in the winning 300 SLR Mercedes-Benz in the 1955 Mille Miglia race is reprinted verbatim from *MOTOR SPORT*. The publishers admit that this was the first piece they chose for their anthology and even if most of those who buy this omnibus will have read the account previously, it is nice to have "D.S.J.'s" famous report between permanent covers and in decent size type.

There is much history packed into these 480 pages but some of the material will be more acceptable in the land of the book's origin than here, while small drawings, stuck in at random and bearing no relation to the text, are all the reader gets in the way of illustration. W. B.

"British Sports Cars," by Gregor Grant. 240 pp. 8⅝ in. by 5⅝ in. (G. T. Foulis & Co. Ltd., 7, Milford Lane, Strand, London, W.C.2. 21s.)

This quick-reference work to British sports cars of all ages appeared originally in 1947. That edition, although fascinating, contained some pretty shocking mistakes, which *MOTOR SPORT* devoted two pages to eradicating. Also, for some quite unaccountable reason, the Scottish author forgot to include such well-known Scottish sports cars as the Beardmore and the Arrol-Aster.

These mistakes and omissions have been made good and several new illustrations included in this fifth edition, which also contains a completely new section devoted to post-war sports cars such as Cooper, Lotus, Dellow, Berkeley, Kieft, Turner, Jowett Jupiter and others. Data on these additional British sports cars which have been produced and run within reasonable memory is contained in a new section of the book but as some of the post-war makes, such as Frazer Nash, Triumph, Riley, Singer, Lea-Francis, Lagonda, A.C., Bentley, etc., also appear in the pre-war section Grant could profitably have been more painstaking and re-written these chapters. Moreover, although the Swallow Doretto is placed correctly in the post-war section, we are told that it went into production in 1934 and lasted only to 1935!

He continues to include makes such as Carrow, Clyno, G.W.K., Napier, Stanhope, Standard and others which were sports-bodied rather than sports cars, while omitting this treatment of cars such as the Bayliss-Thomas, Citroën and others. And if obscure sports

cars like the Bond and Comet are included, why omit Reynard, Moveo, etc.? And his survey of three-wheelers is far short of being complete. Indeed, because each page of "British Sports Cars" carries descriptions and brief histories of more than two makes, on average, the contents cannot be other than superficial (the 30/98 Vauxhall receives very scant and not entirely accurate treatment) but, as ever, this book represents an excellent introduction to the subject for those new to the game and also a satisfactory quick reference work. The illustrations' captions are in places rather suspect—I still think the car labelled a 2-litre Lagonda is a 16/80, one 3-litre Sunbeam shown is a "one-off" special not at all representative of the production version of these beautiful cars as a later illustration emphasises, while the car described as a Leyland-Thomas is virtually a Leyland Eight, built after Parry Thomas had been killed. These errors are relatively unimportant and only too easily made but it is something of a shock to discover that the author, who is the Editor of *Autosport*, quotes incorrectly the winner of last year's *Autosport* Championship.

However, what a large number of almost overlooked sports cars this book recalls!

"Cardboard Engineering," by G. H. Deason. 120 pp. 10 in. by 7½ in. (Model Aeronautical Press, Ltd., 38, Clarendon Road, Watford, Herts. 12s. 6d.)

What a versatile and brilliant model-maker Geoffrey Deason is! The writer had the pleasure of meeting him during the war years and *MOTOR SPORT* has carried some of his amusing reminiscences of motoring on the proverbial shoestring.

Deason played a prominent part in model car construction and journalism at one time but his latest book is about modelling with card and glue-pot and very comprehensive and painstaking it is.

Apart from going into commendable detail about how to model in this inexpensive medium, the materials, tools and techniques to use, Deason provides clear plans and descriptions of all manner of fascinating, and in many cases working, cardboard models. These include boats, tractors, trains, racing cars, track-laying vehicles, etc. *MOTOR SPORT* readers will naturally be particularly interested in the section of micromodel and bigger car models, including G.P. Bugatti, Gordon Bennett Mercedes, 1908 G.P. Mercedes, veteran Benz dogcart and 1902 two-cylinder Benz, B.R.M., and M.G. These models contain an incredible amount of detail and some of them are powered by small electric motors driving through authentic transmission systems.

The plans and diagrams give ample detail for novice constructors to work from. Deason's concluding chapter gives plans for a working model G.N. chassis, its 4-speed chain-and-dog transmission represented by shirring and card sprockets actuated by wire dogs, and for a Bedelia belt-drive cyclecar, the prototype model of which he made for the Editor of *MOTOR SPORT* many years ago and which is still a cherished inmate of "W.B.'s" study. Deason outlines the fascination of modelling all the varied little oddities of the cyclecar age, correctly positioning the engines and faithfully reproducing their transmission arrangements, the bigger versions being driven by an electrotor concealed in the dummy crankcase of a V-twin engine. Perhaps, however, his most effective card-and-paste model is of a 1913 Burrell Showman's road locomotive—seven inches long. This model contains a Mighty Midget motor and a No. 8 battery and draws a scale load with ease.

This book is highly recommended.

We are asked frequently for a good guide to the mechanical aspects of the modern car. An excellent series is "The Modern Car Easy Guide Series" published by Temple Press Ltd. at 2s. 6d. a volume. There are six of these little books in all, covering "How a Car Works," "Taking Care of a Car," "Simple Repairs," "Electrical Parts of a Car," "Carburettors and Fuel System" and "Automatic Transmissions," all are fully illustrated.

The Dunlop Rubber Co. Ltd. have issued a very nicely-produced and illustrated book called "Safety Plus," all about Dunlop disc brakes for motor vehicles and aircraft. Copies are obtainable free on referring to *MOTOR SPORT*, from the P.R.O., The Dunlop Rubber Co. Ltd., 10-12, King Street, London, S.W.1.

\* \* \*

Motor Racing Publications Ltd., 62, Doughty Street, London, W.C.1, issue a useful motor-racing diary, containing much reference data, for 6s. 6d. post free.

## LETTERS from READERS

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

### TOO MUCH "SOUP"?

Sir,

In the January issue of *MOTOR SPORT* we are told of your interesting challenge to a tuning firm to substantiate performance claims in respect of an Austin Metropolitan.

You also print a half-page advertisement in the name of Messrs. Rally Equipment for a twin-carburettor conversion for the Volkswagen, which claims acceleration from rest to 60 m.p.h. in 20.5 seconds and a maximum speed increase of 9 m.p.h.

It was a similar advertisement by the same firm in another journal some weeks ago which led me to contemplate buying this equipment for my own VW, but I was brought up short by a test published in *The Autocar* of November 7th which gave the 0-60 m.p.h. figure of the converted Volkswagen as no less than 35.8 sec. and the maximum speed increase as a mere 3 m.p.h. (Actually the maximum speed of the converted car was slightly less than that quoted by one or two highly respected technical journals for the VW in normal untuned form!).

What is one to believe? I thought that would be the end of this particular claim, but it now appears, unabashed in last month's *MOTOR SPORT*. Can *The Autocar* have omitted to attend to the VW's admittedly splendid handbrake before taking their performance figures?

I am, Yours, etc.,

Taunton.

DAVID ARDITTI.

\* \* \*

### POINTS ABOUT THE M.G.-A

Sir,

I have the greatest respect for *MOTOR SPORT* and its fair, comprehensive and objective road tests reports—in fact I'd go so far as to say that I wouldn't buy a car without first of all reading up what *MOTOR SPORT* had to say about it.

However, I think you go too far in the last issue (in "A Special Head for the M.G.-A) in describing the M.G.-A as "noisy, crudely sprung and difficult to enter." This is very harsh, even allowing for the fact that the M.G. Car Company Ltd., have not yet allowed you to sample the "Twin-Cam"! Furthermore, it is strange that these points were not vehemently made when you road tested the car for 1,200 miles way back in 1957.

As the owner of an M.G.-A coupé I agree with you on the subject of noise, and to a certain extent on the subject of difficulty of entry, but I would not agree that the car is crudely sprung.

Before I bought my car I naturally read your road test which appeared in the July 1957 issue. It did criticise the car on the grounds of difficulty of entry, and I would certainly agree that matters could be improved. However, if one uses the orthodox method of entering any sports car (left foot onto clutch, sit on seat, swing right leg in) it is quite simple, and anyone can acquire this knack. I am a youthful 6 ft. and don't have any trouble. If my joints were getting rusty, then I might find things a bit more difficult, but I hardly think, were I senile, that I would consider the M.G.-A quite my "cup of tea" anyway. There is compensation in the fact that when one does get into the car, easily or otherwise, it fits like a glove and one feels part of it, yet there is plenty of room.

You say the car is "crudely sprung." I can't for the life of me see how you justify this sweeping statement. Admittedly the car has not independent suspension all round, but then nor have most other British sports cars. I can't think of any other count on which the M.G.-A springing can be criticised. Reverting to the road test in 1957, on that occasion you said "the suspension is firm, but not so stiff as to give an unpleasant ride, except over atrocious by-roads. The M.G.-A sits down well and hugs the verge round long bends in a manner which inspires immediate confidence." Funny how it can do that when crudely sprung isn't it? For my part I consider the car's roadholding and "ride" first class and immeasurably better than that of Triumph and Austin-Healey, which cars I have driven many thousands of miles.

Regarding noise, I couldn't agree more—its damnable. But I didn't gather this from your 1957 road test report, but from practical experience. Your report then disregarded the subject of mechanical noise altogether except to say that "the indirect gears are quiet." My indirect gears are most certainly not quiet, and the mechanical

noise from the engine which reaches the interior of the car is appalling when accelerating hard. However, I hope to cure this to some extent by fitting an alloy rocker cover and insulating the underside of the bonnet lid. Strangely enough on the car you tested the bonnet lid was "liberally sound proofed." Exhaust noise is mercifully unobtrusive. Although I like my M.G.-A very much indeed I do find the lack of performance (and excessive fuel consumption) very frustrating. But now it's me that's making sweeping statements! I hope that you will have the opportunity of testing the "Twin-Cam" in the near future. It does seem strange that after so many years' development the twin-cam head has not been perfected, and that the car should be announced with such a fanfare and put on the market before it is *au point*.

I am, Yours, etc.,

Newtownards.

C. B. CARTER.

[The H.R.G.-M.G. struck us as harshly sprung after experience of other modern cars. Our difficulty in extracting ourselves from the M.G.-A was aggravated, not so much on account of rusty leg joints, as because the car tested was the coupé, and the doors do not open far enough.—Ed.]

\* \* \*

### ANTICS IN AUSTIN-HEALEYS

Sir,

Have you compared the Austin-Healey advertisements on page 767, November 1958 issue, and on page 11 of January's issue of your magazine?

The driver of the Sprite must have been very frustrated, first to be overtaken by a Healey driven by a chap in cap and sports jacket, with bare-headed companion, and then, presumably, overtaken again almost immediately by the same Healey with the driver in his shirt sleeves and sans headgear while the companion has acquired a head-scarf! I must really try this one day on some unsuspecting third party and test his reactions! Stephen Potter would surely have a word for it—car-one-up-manship?

Thank you for an excellent magazine.

I am, Yours, etc.,

Gyncoed.

A. E. H. JONES.

\* \* \*

### M.G. AND VANDERVELL

Sir,

I am extremely interested in tracing the whereabouts of two particular M.G.s. both of which have a sentimental interest. If any reader should know of the present whereabouts of the two following vehicles, I would be very grateful indeed if they would be kind enough to contact me at their earliest possible moment.

Car No. 1. The twin-cam McEvoy-headed R-type Midget owned by the Baines brothers, which I believe was the ex-Briault car latterly sold to Donald Campbell.

Car No. 2. The ex-Weir, ex-Peter Monkhouse and Monaco, much modified, two-stage blown single-seater K.3 Magnette with a double reduction differential assembly, etc. This car was, I believe, eventually sold by Monaco to John Willment.

It would at the same time make most interesting study to learn of the present whereabouts throughout the world of all the "Q," "K3" and "R" types which did so much to uphold our country's prestige.

In closing, how pathetic it is that S.M.M.T. can shut their eyes to the Vanwall when Her Majesty acknowledges the fabulous achievements of Stirling Moss, O.B.E., with, one is quite sure, the gigantic personal and human achievements of Mr. Tony Vandervell, which, by their very nature show the world that we can always produce any vehicle of any type or class given the necessary "punch" by a master who knows precisely what he is doing.

How very proud we feel of such men and those around them. Well done, and jolly good luck—always.

I am, Yours, etc.,

Rodborough Common.

D. C. PITT.

## FARINACIOUS

Sir,

While Mr. Farina's designs for B.M.C. bodies are being widely applauded, it appears to me that he is, in fact, leading us well on the road to seeing the extinction of makes in the motor industry which, in earlier days, were acknowledged as vehicles of high calibre, having their own individuality and quality of design both in body and power unit.

We have already seen the beginning of this process with identical bodies being used for the Wolseley 15/50 and M.G. Magnette, Riley 1.5 and Wolseley 1500, and now, with the evolution of the Wolseley 15/60, it looks as though the new Farina body will also be used for the Riley, M.G., Morris and Austin. It is, therefore, obvious that these all having the same B.M.C. 1,500 c.c. engine, it will be unnecessary to give them different radiator grilles, and thus the great old *marques* will disappear for ever.

Many of us regret the fate of the "pure" Riley engines, and the miserable correspondent who had the nerve to applaud the retention of the original style radiator in newer Riley models should be advised that all that glitters is not gold.

No doubt there is a good economic reason for this method of production, but I am not convinced that the employment of Farina is a good thing for B.M.C., since, like so many sheep, we are sacrificing the true British traditions of originality and good taste to follow the Continentals in their boring uniformity.

Many thanks to MOTOR SPORT for many hours of good, sane reading.

London, N.12.

I am, Yours, etc.,

R. M. G. ESSEX.

\* \* \*

## NOT A MAHARAJAH'S ROLLS-ROYCE

Sir,

With reference to a correspondent's letter and photo of a rather well decorated Rolls-Royce car said to have belonged to the late His Highness the Maharajah of Patiala, I wish to point out that although the owner of several cars of that make—the one in question was never in his garage as being his.

Blakeney.

I am, Yours, etc.,

C. W. BOWLES.

Late Superintending Engineer

P.W.D. Patiala Govt., Punjab, India.

\* \* \*

## LANCIA LAMBDA BODYWORK

Sir,

In your correspondent's report on the V.S.C.C. Heston Driving Tests he comments that amongst the spectators' cars was a Lancia Lambda which seemed to have a saloon body of another make and then goes on to ask whether this can be done with a Lambda.

All Lambdas of up to about the middle of the 7th Series had integral body-chassis construction and, of course, alterations to this type of body were not possible without very extensive modifications which generally affected the rigidity and road-holding of the car but about the middle of 1927 Lancias started producing a platform chassis in which the chassis members from scuttle back consisted of a double skin pressed steel member about 11 in. deep, the inner skin having dimples which added to the rigidity. A great number of the 8th Series Lambdas were supplied in this form so that specialist coachwork could be fitted and this quite often took the form of Weymann Fabric saloon bodies. Forward of the scuttle the platform chassis was similar to the earlier series, the front cross-member consisting of a channel frame around the radiator shell and the second member consisting of a frame around the scuttle.

The Lambda seen by your correspondent was undoubtedly that belonging to one of our members, Mr. R. P. C. Mutter, which has a coachbuilt close-coupled coupé body mounted on the platform chassis; both the chassis and body being original.

As a matter of fact my own late 7th Series Lambda touring car which was competing at this meeting has a Curtis aluminium body mounted on a platform type chassis, both body and chassis being original.

Send.

I am, Yours, etc.,

J. BORTHWICK.

Hon. Editor of the Journal of the Lancia Club.

[Our correspondent says he wrote with his tongue in his cheek, being aware that the 8th Series Lancia Lambda had a separate chassis and could thus carry specialist bodywork.—Ed.]

\* \* \*

## A TWO-CARB. VW

Sir,

I was extremely interested in the test of a VW fitted with a

supercharger and hope that, for the sake of comparison, you will now publish a test of one with the two-carburettor conversion advertised by Rally Equipment.

I had my own 1956 car fitted with a two-carburettor conversion sold by Tarrant and Frazer of Winchester Mews, N.W.3, eighteen months ago and have had absolutely no trouble and am delighted with the result. The improvement in acceleration is very marked but at the same time petrol consumption has remained unaltered at 35 m.p.g. average, with at least 38 m.p.g. on a run, this on commercial spirit, which I always use, and the car is driven fairly hard most of the time. I am loath to give figures for, as you say, the speedometer is definitely fast. The only disadvantage has been a tendency to "run on" and this has been largely overcome by advancing the ignition slightly and would no doubt disappear altogether if "premium" petrol was in use, but there is no sign of "pinking" and economy of operation is a consideration.

This conversion appears to be identical with the Rally, except for different air cleaners, and the fact that it gives a really marked improvement in performance without in any way detracting from the normal reliability and economy of the VW makes it well worth while. The car still feels "unburstable"—one of its most delightful traits—and I have found its "oversteering" tendency largely overcome and made entirely controllable by the use of "Town and Country" tyres on the rear wheels with an additional 5 lb. pressure.

Incidentally, I have to thank you, Sir, for the fact that I ever considered a VW—I am completely satisfied with it, and my cars have ranged from a G.N. to a Derby Bentley over the past 35 years.

Crowborough.

I am, Yours, etc.,

R. BAILLIE.

\* \* \*

## THE NEW CITROËNS—WHERE THEY SUCCEED

Sir,

I am particularly interested in Mr. Scarr's letter about the DS Citroën in your issue of last month. I have been running a 1958 model which we bought last May and have now covered 11,000 miles including 3,000 miles last summer in France and Italy. I am, by automobilistic descent over the years, a Rover driver but sold our last Ninety (overdrive) because of poor brakes, worse steering, surplus weight and antique appearance. My regard for the Rover is not shaken in any way—the DS19 and Rover are different animals and one must not compare a thoroughbred and rather staid hunter with a slightly untamed beast of tremendous staying-power and vitality.

Personally, as a veteran driver (1911-1959), I cannot praise the DS19 too highly—but it is not everybody's car. To get the best—indeed anything at all—from this truly extraordinary machine one must be a born conductor and gear-changer. Even gifted latter-day amateurs are not wholly masters of the DS19. It is no sort of car in traffic and a drive against—or, worse, with—the home-going evening crowd across the Serpentine to Hampstead is a memorable nightmare. The DS is an open-road vehicle and as such, in my now worthwhile opinion, has no true rival. I can compete—without strain to car or myself—with any car whatever and cruise two-up at anything up to 80. The only car that teases, and indeed beats me, is the Borgward Isabella. About 72-75 m.p.h. is its natural gait and this returns 27 m.p.g. No other car possesses comparable stability, steering, springing, or brakes. The comfort, under all road conditions, exceeds any I know—and I suppose I know most cars by this time. Perhaps the all-round visibility is as valuable a feature as any, the perfect driving position comes next—but above all must rank the total confidence one has in the car to respond to all driving demands and hazards and the sense of safety enjoyed by even nervous passengers makes 200 miles across France before lunch not the feat of endurance I remember too often but a magic-carpet ride which one hopes may never end.

I am sorry for Mr. Scarr and his bad roads—but do not all cars (not Land Rovers and the like) scrape on the hardcore spine common to all Nyasaland roads; why pick on the otherwise excellent DS19?

The Citroën body is admittedly somewhat stark and perhaps roughly finished—but it is noiseless and adequate for its purpose. The "engine-room" would pass anybody's closest scrutiny—and that's what really matters.

The most serious bad mark against the DS19 is, of course, the service problem. Slough is a long way off and even there, as with one's dentist, an appointment (often far ahead) is necessary. No garage—even the best—will spare a glance at the DS and are careful to look the other way as one approaches! Fortunately I have had no trouble of any sort—except a leaking steering unit which was replaced, unasked, by Citroën, passenger train, within 48 hours. All in all the DS is my car and I cannot now conceive of driving any other—which is rather sad but very true.

Saxmundham.

I am, Yours, etc.,

W. A. R.

DELAUGE D8 AND OTHER MATTERS

Sir,

Not for one moment have I regretted my decision to become a subscriber to MOTOR SPORT. Its very personal and independent style and the great amount of information it contains on the finer points of motoring, and especially on vintage cars, make it an outstanding magazine. The November issue was even better than usual, and it contained a couple of things which were of special interest to me.

The first one was the twice appearing statement that the engine of the B.S.A. twin-cylinder three-wheeler had some connection with Hotchkiss. I wonder what was the nature of this connection? I have owned one of these vehicles which somebody, probably in Sweden, had converted to a four-wheeler by using an old Morris front axle. It was a very nice little car, which only behaved disgracefully once, on a bridge, when it dropped a front wheel into the lake below. Later I sold it to a friend, who is now considering rebuilding it to the original specification provided he can find the parts for the rear-wheel arrangement.

I was also very interested in Mr. John Howell's article on "Cars I Have Owned," especially in the comparison between the Hispano and the Bugatti. The photographs, however, certainly did not confirm Mr. Howell's opinion that the Bugatti is a prettier car than the Hispano, with its magnificent lines and very fine proportions. It would be interesting to know the name of the body-builder.

For comparison I enclose a photograph of my own car, a 1931 Delage D8 with a Letourneur & Marchand body specially built for her first owner, a well-known French author and motoring enthusiast. The car was awarded first prize in the Concours d'Elegance at the 1932 Paris Salon and is still practically in her original state. Among her notable features are de Ram shock-absorbers. She is a delight to drive and, in spite of her greater weight, is just a little less thirsty than Mr. Howell's Bugatti; but then, of course, her engine is smaller, 4 litres instead of 5.3. Nevertheless, her acceleration is quite good and top speed is about 85 m.p.h. It seems to me that the Delage is too often forgotten today when talking about the world's really great cars. My car is the only one of her type now running in Sweden, but spares from a dismantled similar car and information from the Delage Owners' Club have been of great assistance.

There are some interesting vintage cars in Sweden, including a handful of Bugattis and Rolls-Royces, and of course the 8-litre Bentley saloon in the Technical Museum in Stockholm. Also there are several very satisfied readers of MOTOR SPORT!

I am, Yours, etc.,

Bromma, Sweden.

BJORN LINN.

[The engine in the 1924 B.S.A. light car and the later B.S.A. three- and four-wheelers seems to have been a 1919 Hotchkiss design.—ED.]

\* \* \*

SERVICE—FRENCH FASHION

Sir,

With reference to the correspondence concerning garage service, an incident which took place last year in France might be of interest.

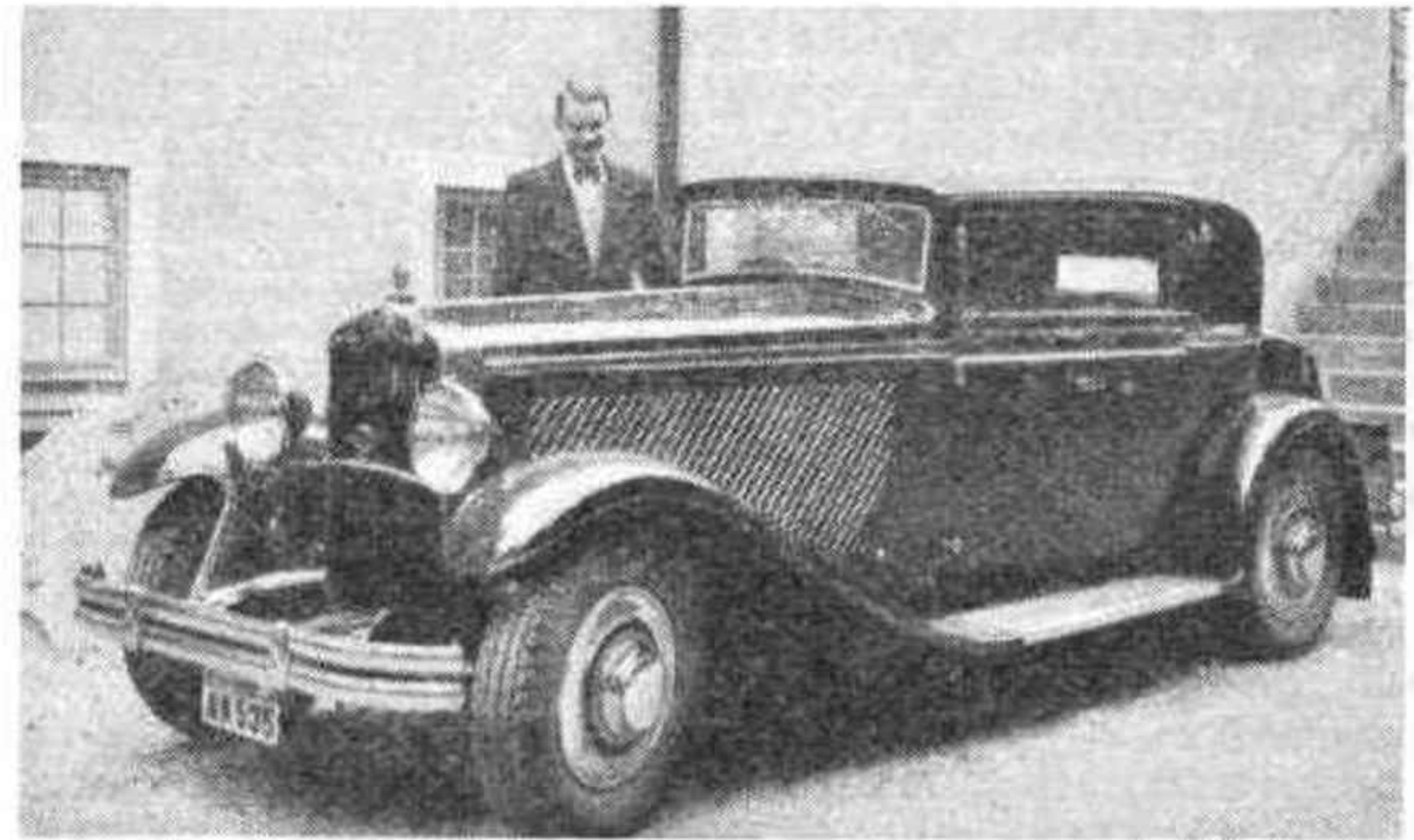
Two friends and myself had been in France barely 12 hours in my immaculate 1936 Austin 12, when disaster in the shape of a momentary transmission seizure overtook us whilst coasting downhill. A cursory examination revealed nothing beyond that something was amiss in the rear axle. We limped on and the first garage that turned up was the Austin agency in Talant just outside Dijon.

Monsieur Martinez, the proprietor, was most sympathetic but was already flooded out with work. However, he made room for us in his workshop and placed all his tools and plant not in use at our disposal and left us to get on with it.

After stripping the axle, with the help of two mechanics, when available, the damage was seen to have been caused by the head of a crown-wheel retaining bolt shearing and dropping neatly into the mesh. Metallurgical examination diagnosed the fracture as stress fatigue due to beam axles, abominable French roads and 11 hours pounding at all of 50 m.p.h.

As only 15 per cent. or so of the meshing area on two adjacent crown-wheel teeth was missing and the pinion appeared all right, we reassembled and hoped for the best. The noise was worse than before and the next morning, a Sunday, found us thumping on the garage door which was thrown open to us and all equipment and mechanics again made available.

A spare crown-wheel, which I just happened to have in the car was fitted. What with the local wine and an air display the job took all day and the garage was kept open long after closing time to enable us to complete the job. Old Austins are definitely not the easiest of cars on which to change crown-wheels, and to complete this job with one Spanish and one Italian mechanic, using first principles and sign language, was a feat comparable with the construction of the Forth Bridge.



A handsome D8 Delage—see letter from Mr. Bjorn Linn.

As an example of service and courtesy this, in my opinion, is without parallel, especially as the car is, to say the least, obsolescent; The charge for this was nothing; M. Martinez merely invited us to "tip" the mechanics as we thought fit.

I am, Yours, etc.,

London, E.C.1.

D. J. PEEBLES.

SMALL-CAR EXPORTS TO U.S.A.

Small cars continue to be in great demand in America, in spite of a campaign to stop this challenge to U.S. automobile industry by suggesting that accidents in small cars are nearly always fatal! Sales of imported cars from January to October last year showed Volkswagen still well ahead, at 20 per cent. of the total of some 300,000 imports, followed by Renault with more than 12 per cent., British Ford with 8.8 per cent., Fiat upwards of 5 per cent., Hillman under 5 per cent. In October, 1958, Vauxhall displaced Hillman from fifth place, and British Ford sales rose sharply.

American preference for VW and Renault suggests that American buyers want interestingly "unconventional" small cars—i.e., cars with rear-engines, air-cooling, independent rear suspension and individual styling—not just small cars. And where, in this dollar small-car race, are the B.M.C. products? 1958 was the first year in which European vehicle production exceeded that from American factories!

IMITATION IS . . .

Robert Glenton writing in the *Sunday Express* of January 11th about the Rolls-Royce "Silver Cloud":—"Some years ago I once said that at 100 miles an hour in a Rolls the only thing one could hear was the clock."

Laurence Pomeroy, F.R.S.A., M.S.A.E., writing in *The Motor* dated February 19th, 1958, about the Rolls-Royce "Silver Cloud":—" . . . at 60 m.p.h. the noisiest thing on the car is the clock."



AID FOR COMPETITORS.—Starting with the Monte Carlo Rally, Joseph Lucas, Ltd., will operate this new Commer TS3 Racing Service van. The body was built by the Lucas Transport Department to the Racing Department's specification and equipment includes lathe, drilling machine, magneto test bed, bench grinder, etc. Power for the workshop is provided by a 5KVA petrol generating set.

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## FOR SALE

- ALFA ROMEO 1750**, 1931, P.V.T. Lancefield 4-seater body, tyres, brakes excellent, mechanically excellent. New hood. £140 o.n.o. Tuffs, 11, The Rise, Kippax, Leeds. Garforth 2488. [5749]
- GRAHAM SUPERCHARGER**, 4-cyl. magneto, Morris dynamotor. Vintage engines: Precision and ABC. Offers? 206, Elm Road, Leigh-on-Sea, Essex. [5750]
- RILEY 'SPRITE'**, original condition. All weather equipment, many extras. Resprayed, preselector box. £385. Powell, 51, Monument Lane, Rednal, Worcs. Phone Rubery 81. [5752]
- AERO-MINX**, March Special, 1933. Sound condition, but wants a rebore. Recent 1,000 mile tour. Visible Nottingham. £50, or near. Doubleday, 1, Ash Grove, Chester. [5753]
- RILEY 9 MONACO**, late 1934. Far above average. Excellent engine, steering. New battery, two new tyres, sliding roof. Bargain £65. Pickworth, 3, Elms Road, Maghull 3018, Liverpool. [5754]
- CHRYSLER 1943 Saloon**, C34, R.H.D. 4.1 litre, six cylinder engine, fluid flywheel, semi-automatic 4-speed box. Good engine, no oil. Everything works. Workshop manual available. Car lying mid-Wales. Offers. Consider Ford 10 Special in exchange. BM/BTPZ, London, W.C.1. [5755]
- 1920 ROVER 14 Tourer** (registered Jan., 1921). One owner from new. 21,000 miles. Showroom condition. £265. Holmes, 73, Willoughby Street, Lenton, Nottingham. Phone 48333. [5756]
- SINGER LE MANS** Catastrophe. Body damaged. Rest available including 4 new tyres, reconditioned engine etc. HOU 9728. [5757]
- 1937 ARMSTRONG SIDDELEY**, 25.3 h.p. Short Chassis Saloon, AS 47237. Engine partially dismantled, clutch damaged. Sale as standing with two extra new retreads, or might break. Offers to, 66, North Road, Crawley. [5758]
- JOWETT JUPITER**, 1952. Radio, spot lights etc. In excellent condition throughout. Bills shown for all repairs. H.P. terms arranged. R. Brooks, Pyle Farm, Howley, Nr. Chard, Somerset. [5761]
- ENGINES**, Humber 27 h.p., £5. Packard 33.8 h.p., 1937 complete, £10. Bentley 6 1/2 litre, scrap, £3. Frank, The Lodge, Pickering, Yorks. [5762]
- 1936 LAGONDA, L.G.45**. One of the attractive D.H.C. New hood, good tyres. May be seen at any time. D. R. Denne, Davenport Vernon Co. Ltd. High Wycombe 2400. [5763]
- INVICTA**, 1 1/2 litre Sportman's Saloon in mint condition. Spares include most of engine, diff., front axle etc. Recently resprayed for first time. The acme of comfort and elegance for £200. Wilkinson's, Stafford Street, Derby 44124. [5764]
- LAGONDA**, 2 1/2, 50, Grey/Blue Saloon. Reconditioned engine, recellulosed, rechromed as new. 95 m.p.h., 22 m.p.g. £495. Burgh Heath 1586. [5765]
- ARMSTRONG 1935**, '17' Saloon. Small mileage. Excellent condition throughout. Bills for £180, 1956-7, including complete engine overhaul. Excellent cellulose, chrome, interior, brakes, steering etc. Four good tyres, tools, handbook. £135. Box No. T.766. [5766]
- P.A. M.G. SPARES**. Crankshaft, connecting rods, flywheel, timing gears, clutch plate, starter motor, inlet manifold, twin carburetors, luggage grid. What offers. Box No. T.767. [5767]
- BOOKS** on motor racing for sale, cheap. Many recent. Stamp for list. Box No. T.769. [5769]
- WAYNE-MYERS** compression gauge, 200 lb. Used 5 times. £3 10s. Burnell's, Compton Greenfield, Nr. Bristol. [5770]
- 1934 ROLLS-ROYCE P.II** Sports Saloon by James Young. Excellent condition. Projecting boot, radio, head rests, mascot. Recent engine inspection and top overhaul. 91,000 miles. £365 o.n.o. Pilkington, Well House, Bleadon, Weston-super-Mare. [5771]
- SPECIAL BUILDERS/POPULAR OWNERS**. Four branch exhaust system, complete with twin inlet manifold, s/draught or d/draught, £6 19s. 6d. Write, Burke, 65, Queens Road, Bradford, 8. [5772]

## FOR SALE—continued

- 750 SPORTS** racing car, works alloy body. Engine Speedex modified and with Alta head, Speedex I.F.S. and alloy disc wheels, new tyres and battery, etc., etc. Marriage forces sale. It's never been used. £245. P. Harding, Folly Road, Inkpen, Nr. Newbury, Berks. [5774]
- TALBOT**, 3 litre, 1938 Rootes Model. Excellent mechanical condition. Body reasonable. Very low mileage. £90 for quick sale. Discussion invited. Burt, 2, Datchet Road, Catford, S.E.6. [5775]
- GRAN TURISMO**, Rochdale Powder Blue. Dark blue interior (really de luxe). Built brand new parts-matched instruments. All aquaplane mods. etc., professionally done at a cost of £630. Done 130 miles only. Also pair bucket seats, £1 each. Side/draught S.U.s, 50s. pair. Semi s/d, 50s. pair. Four branch exhaust with twin inlet for d/d carbs., £6 10s. Ditto for s/d, £6 10s. Two part worn tyres, 425/17, £2 each. 1952 Renault 750, 50 m.p.g., 65 m.p.h. £220, or offers. 1939 Standard Saloon, £50. Bank, 14, Hambledon Avenue, Bradford, 4. [5776]
- 2 LITRE LAGONDA**, 1930. Fitted rare, attractive 4-seater tourer, 16/80 body. Excellent in all respects. Resprayed, mechanically sound etc. £175 for quick sale. J. Crabb, "Royal Oak," Swanage, Dorset. [5777]
- JOWETT JUPITER**, 1952. Laystall crank, special Vynide hood and tonneau, reconditioned engine, gearbox, shock absorbers, heater, radio, "X" tyres rear. £375. Also 15 h.p. Gloria engine and gearbox. 60, High Street, Reigate 2578. [5779]
- SUNBEAM-TALBOT**, 10 h.p., fitted with 4-seater fibreglass saloon body by "Kenmar." Reconditioned engine, new battery, radiator, water pump etc. Bills to show for over £400. Sacrifice £285. Citroen Big 6, 1952 L.H.D. Nearly new Michelin. French model with superior seating, instruments and general finish. £320. Bond Mini-car, 1951. Red. Front suspension collapsed. Hence price. £50. Carl Durose, Uleceby Manor, Nr. Alford, Lincs. Phone Alford 3122. [5780]
- 1956 LAND ROVER**, S.W.B. Hardtop in exceptional condition. Genuine 12,000 miles. One owner. Road use only. Best offer over £400. Harding, "Stonecrop," Pavenham, Beds. [5781]
- MORGAN 4/4 SPORTS**, 1949. Immaculate condition. Just resprayed, overhauled. New hood, tyres. £285. F/O Reyner, R.A.F. Felixstowe. Tel: Felixstowe 984. [5782]
- FOR SALE**: 1 1/2 litre Riley high compression head and twin carb conversion. £15. 108, Mount Park Avenue, South Croydon. [5783]
- WOLSELEY HORNET SPECIAL**, 1932. Chassis, engine, wheels, 2 tyres 4.75/5.00 x 18 etc. Also M.G. J.2 brakes, 2 cables. Snow, 6, Westcote Rise, Ruislip, Middlesex. [5784]
- RARE 1937**, 5 litre, 105 m.p.h. Buick Convertible by Carlton Carriage. Resprayed, new hood, radio, heater etc. 2 Owners; £145 o.n.o., or exchange. Anything really potent considered, cash either way. Perivale 8051, or 86, Cleveland Road, W.13. [5787]
- TALBOT**, 10 h.p., 1937, 4-seater Open Tourer. Good condition throughout. Tyres bit rough. Just fitted new hood. "Valspar-ed" B.R.G. Pretty little lady does 35 m.p.g. Wife objects to fresh air. Hagging starts at £60. 37, Palace Road, Bromley, Kent. RAV 6330. [5790]

## FOR SALE—continued

- RILEY NINE KESTREL**, 1936. Lots wrong with it but many good points, including resleeved block. Offers. Latham, 8, Corwell Lane, Hillingdon. [5789]
- BENTLEY SPARES**. 6 1/2 rear axle, rad. 3 litre front axle. Other chassis spares. 10, Delamere Road, Southsea. [5791]
- 1936 MODEL SINGER**, 9 h.p., 19/20 m.p.g. Le Mans Tourer. Good tyres, on the button. Nice runner, smart appearance. £37 10s. Howard 3998. [5792]
- 1939, 1 1/2 LITRE M.G. V.A.** Engine, gearbox, axle, steering, hubs, tele s/a and chassis etc., all in excellent condition. Phone MOL 2195. [5793]
- ROLLS-ROYCE**, 25 h.p. Saloon, 1936. Heater, hide upholstery, excellent condition. Seen London. Also Rolls Shooting-brake, 1927. Broken connecting rod, and 1928 Austin 7 in excellent condition, both in Suffolk. Ring Maida Vale 8780 after 6.30 p.m., weekdays. [5794]
- "MOTOR SPORT"** from February 1949 onwards. Offers please. Richardson, Phone Wallington 1640. [5795]
- MORGAN 4/4**, 1939, 4-seater. Excellent condition. £160. 94, Old Reiford Road, Sheffield, 13. [5796]
- 95, TRIUMPH DROPHEAD Coupé**, 1939. Dolomite. Body rough, fast, reliable, everything works. Box No. T.797. [5797]
- 40, MORRIS MINOR**, 1932 Arrow Tourer. 23, America Lane, Haywards Heath, Sussex. [5798]
- RILEY 9 KESTREL**, 1934. Twin S.U.s, Scintilla Vertex, crash box, twin Butlers, K.O. wheels, aluminium body, mechanically sound. About £130. Simpson, 108, Braunstone Close, Leicester. Phone 824348. [5799]
- SPECIAL BUILDERS**: 1936 Austin 10. Engine, gearbox, chassis, axles, etc. Also 1936 Citroen 12. Needs attention. Offers. New house causes sale. 72, Longmore Road, Shirley, Warwickshire. [5800]
- FAVOURITE GIRLFRIEND, PRUDENCE**, for sale in April to enthusiast. Riley Sprite Lynx "Tourer." £210 recently spent. New Exide, five tyres, heater, spot, fog, shockers, hood, side-screens, carpets, cushions, wiper motor, trafficators etc. Overhauled preselector, clutch, brakes, universal, differential, instruments, suspension, wheels. Owner posted overseas. Offers around £250. Box No. T.801. [5801]
- FIAT 500 PARTS**. Engine, gearbox and all accessories, radiators, brakes, etc. S.A.E. for list. 109, Comptons Lane, Horsham Sussex. [5802]
- HUMBER 4X4 Heavy Utility**, registered 1957. Tough and reliable. Excellent tyres, lights. Nearest £65. Leese, Brook Cottage, Leigh, Reigate, Dawes Green 360. [5803]
- INDEPENDENT REAR SUSPENSION** assembly. Trailing links with coil springs, chassis mounted alloy cased differential unit with inboard Alfin brakes, complete with splined hubs, dampers, antiroll bar and tubular framework. £120. Stevens, Redisham, Beccles, Suffolk. [5804]
- BENTLEY 1936**, 3 litre. No time to finish rebuilding. Engine completed. Stainless plates and tubes. Offers. S.A.E. Buchanan, 61, Langsdale Road, Cheltenham, Glos. [5805]
- BENTLEY 1929**, 4 1/2 litre. 2-seater Drophead. Very nice condition. Mackenzie bills. 81,000. £275. Box No. T.806. [5806]
- T.D. M.G. Engine Spares**. Set pistons +.030 in... 300 miles only. £4. 4 conrods, £3. Timing gears and chain, £2. Camshaft followers and pushrods, £3. Also cylinder block complete with oil and water pumps. Offers. All o.n.o. 4, Elm Street, Blackburn. [5807]
- 500 c.c. J.P. Mk. 8 J.A.P.** and trailer. 8 spare tyres. Cheap. £160 o.n.o. Kings Langley 2448. 9-6 p.m. [5808]
- 1934 MORRIS MINOR**. Chassis, body, axles, wheels, good tyres. Suit Special. Offers. Box No. T.809. [5809]
- ALTA MINOR**, 1950. 2-door Saloon. Heater, radio, many extras. Good condition. Engine and head 25,000 miles only. Four branch exhaust. Fast, but never raced or rallied. Haggle around £330. Oldershaw, c/o Harrison, 20a, Emscote Road, Warwick. [5810]
- 1 PAIR P.100** headlamps, brand new, surplus to requirements. Offers. 18, Elms Drive, Marston, Oxford. [5811]
- MORRIS SERIES E** Tourer, 1939. Resprayed lawn. New hood. Mechanically sound. Heater, beam units, windtones, well shod. £160. Field End 7047 (Harrow). [5814]
- 1939 ALVIS 12/70** Saloon. Overall condition good. Taxed and fully insured. £150 o.n.o. Stevens, 6, Elm Way, Ewell, Surrey. Ewell 39'0. [5815]
- DECEMBER 1949**, Allard Shooting Brake. Recent extensive overhaul. Mechanically excellent and a delight to drive. Sacrifice at £150 cash for quick sale. Gillett, Chailey House, Haywards Heath, or Phone Hove 70444, daytime. [5816]
- ANGLIA DE LUXE**, 1956 model. Dorchester grey. 17,000 miles. One owner. Aquaplane twin carbs, 4 branch exhaust, heater, electric screen washer, rear demister. £470. Bradley, The Nook, Morley, Leeds. [5817]
- 1938 M.G. T.A.**, Blue. Excellent condition-appearance. £140 o.n.o. Birmingham East 2051. [5818]

## Photographs

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**FOR SALE—continued**

- 1957 DAUPHINE**, Red, 2-pedal, maintained by Renault's since new. £585. Byl, Grammar School, Hanley Castle, Worcester. Upton 32. [5819]
- SINGER LE MANS Sports**. Fitted with A.30 engine and G.B. Excellent condition. One previous owner. £140 o.n.o. Pedley, Waterdell, St. Ippolyts, Hitchin. Hitchin 3230. [5820]
- MORRIS 10 (M)** engined Special. Fitted Koni's hydraulic brakes, hood. Reasonable performance. Austere 2-seater body. £120 o.n.o. Write, P. W. Hall, Grange Hostel, Farnborough, Hants. [5821]
- RILEY KESTREL**, 1937, 12/4 Continental Saloon. Mechanically sound, but requires attention to body blemishes and new front spring. £65. Shepard, 17, Woodlands Road, Epsom, Tel: 5520. [5822]
- RILEY**, 1½ litre, 1947 Saloon, Ivory/Black. New brakes and clutch, good engine, 4 good tyres. Some detail attention required to interior, heater and trafficators, £270. H.P. arranged. "Midhurst," Barnet Road, London Colney, Herts. Tel: Bowmans Green 2348. [5824]
- SPECIAL BUILDERS**. Surplus to requirements, four branch exhaust with twin inlet manifold and two s/d S.U.s, £7 10s. Ditto, semi d/d, £7 10s. Burke, 65, Queens Road, Bradford, 8. [5827]
- BULL NOSED MORRIS OXFORD**, 1926. Excellent and immaculate condition. Room urgently wanted. First reasonable offer. Langham 3307. [5828]
- BENTLEY**, 4 litre, Open Tourer. Good specimen. Bodywork excellent. £225 o.n.o. 9, Moorgate Crescent, Dronfield, near Sheffield. [5829]
- ROLLS-ROYCE**, 1934, 20/25 Thrupp and Maberley. Sound, reliable condition. Used daily. £200. Midlands. Also many spares. Box No. T.830. [5830]
- T.R.2**, 55, B.R.G., Hard-soft top. Wire wheels, radio, heater, £600, or Sporty exchange. Holloway, 101, Spring Hill, Birmingham. NOR 5473. [5831]
- ALLARD J.R.** Rare sports/racing Allard, swing axle I.F.S., De Dion rear, Jaguar XK engine and gearbox, all enveloping bodywork. £485. J. Burke, Botley Road, Horton Heath, Eastleigh, Hants. Tel: Fair Oak 339. [5832]
- AUSTIN RUBY**, 1937. Suitable conversion to Special. £30, or offer. Judson, Wembley 7752, after 6 p.m. [5833]
- 1948 HUMBER HAWK**. Fitted supercharged diesel engine. £430. Foreman, c/o F. Dickens, Newland, Brixworth, Northampton. [5834]
- £55. ALVIS FIREFLY Saloon**. Excellent mechanical condition. No rust. Chassis 100%. Tyres bald. Wonderful brakes, gears, steering. Body needs tidying. Stout, Brightways, Cardiff Road, Dinas Powis, Glamorgan. [5835]
- £615**. 130 m.p.h. Austin Healey 100, 1954. Immaculate. B.N.I. Red-silver. Hardtop. Lemans mods, overdrive, heater, 'X' tyres, washers etc. Box No. T.836. [5836]
- UNIQUE** Two-door, Pillarless, Hardtop Sports Saloon. Coachbuilt for titled lady by Ford's on especially Long Light 1935 V8 chassis. 20 m.p.g. Mechanically sound, regularly serviced. New battery, tyres. Needs new windows, respray, roof lining to fully restore original magnificence. £75 o.n.o. Foti, 27, Sutton Park Road, Seaford, Tel: 3443. [5837]
- SPECIMEN 1934 AUSTIN 16**. 32,000 miles from new. Probably the finest example of this model in the country. £135. 40, The Avenue, Sherborne, Dorset. Telephone 149. [5838]
- TWO FULL FLOW** Fram filters, as new, £2 each. Ashley Forest House, Silverstone, Towcester. [5839]
- DAIMLER 15**, 1935. Mechanically good. New battery, carb. Bodywork poor. £30 o.n.o. Bagby, 14, Priestfield Road, Crabb's Cross, Redditch, Wores. [5840]
- ROLLS-ROYCE**, 21.6 h.p., All-weather Convertible. Excellent original condition, most carefully maintained. GEN 53, 1929. P.100 lamps, klaxon, 22 m.p.g. Engine perfect. Business car reason for reluctant sale. Delivered anywhere for best offer over £260. Walker, 6, Royal Crescent, Harrogate. [5841]
- AUSTIN 7 NIPPY**, 1936. Partly overhauled. £80. Loughborough 4987. [5842]
- E93A SPECIALISTS**. Four branch and twin inlet manifolds, brand new. One used Zenith to suit. £7 10s. McMillan, 174a, Swan Arcade, Bradford, Yorks. [5843]
- LEA-FRANCIS 12/40 SPARES**. Sound cylinder head, £2. Block, £5. Box No. T.844. [5844]
- MERCEDES-BENZ** Type 220 Saloon, 1953. Registered U.K. 1957. Continental sun roof, 3-wave radio, Bosch spots, heaters. History (German log-book at hand). Wonderful car. £565. Terms. S. Fraenkel, 144, Upper Clapton Road, London, E.5. AMHerst 7848, evenings NORth 3636. [5885]
- MORRIS MINOR** Tourer De Luxe, June 1954. Grey, red leather. New tyres and battery. Good throughout. Reasonable at £365. Terms. S. Fraenkel, 144, Upper Clapton Road, London, E.5. AMHerst 7848, evenings NORth 3636. [5886]
- JUPITER**, 1952, Series III engine. Oval web crank. Silver New hood. £460 o.n.o. Week-ends Dummer 297. [5888]

**FOR SALE—continued**

- M.G. SPARES**. Breaking J.2; all parts available. P-type engine, gearbox and brakes. S.A.E. R. Soper, 4, Grosvenor Park, Chapel Allerton, Leeds 7. Tel. 583807. [5887]
- 1172 FORD SPECIAL**, fitted "Convair" fibreglass body. Just completed and not yet run in, this car is immaculate down to the last detail, including all modifications, and cost over £500 in parts alone. Unfortunately, reason for sale. Photos available. Possible H.P. £460. Murray, 15, Mossford Lane, Barkingside, Essex. [5895]
- £330. LEA-FRANCIS**, late '49 Sports 2-seater, gun-metal grey. Excellent condition throughout. Low mileage. Thornton, 15, Gerald Road, Worthing, Sussex. Tel. 9902. [5896]
- SUPERCHARGER**. Complete Arnott assembly for A.C. Practically unused. £20. Walker, Veronica Cottage, Thrupton, Andover. [5897]
- RILEY FALCON**. Excellent throughout. Enthusiast maintained, carefully used. £75. Bores, 87, Stanway Road, Shirley, Solihull, Warwicks. [5898]
- 1924 TROJAN**. In running order; complete; plus spare engine, set of solid tyres. Fitted with two new tyres and new battery October 1958. £65. Write Bill Cuff, 12, Beresford Avenue, East Twickenham, Middlesex, or phone evenings or week-ends Popesgrove 2044. [5899]
- MINOR 1000** twin-carb, manifold and air-filters, 4-branch exhaust and straight-through box for sale. Cost £34. Accept first £22 10s. Change of make of car forces reluctant sale. Barnes, 10, Stratton Gardens, Luton, Beds. Luton 4906. [5900]
- SAVE £3,650. INVICTA BLACK PRINCE**, 1950, first reg. 1956. S.A.E. for photo and details. Fantastic specification, but engine can be heard—hence price £350 H.P. arranged. Benn, 23, Darley Drive, New Malden, Surrey. [5901]
- 1934 2½ LITRE LAGONDA** in excellent condition throughout, fitted with professionally built shoeing brake body, but original from scuttle forward. Will accept £150 cash. Nevil Pugh Sidlen, The Vine, Johnston, Pembrokeshire. [5902]
- M.G. T.A.** Excellent. Brakes refined, new front springs, rear shockers, Cream, Extras. £225 o.n.o. 65, Osmond Gardens, Wallington, Surrey. Wallington 9078. [5903]
- SINGER LE MANS**, sans back half of body. Ideal for Special. £20. Or break for spares. Seen Bagshot. Eggleton, 41, Adelaide Road, Reading. [5904]
- M.G. T.C.** Maroon. Recon. engine 900 miles. £330 o.n.o. H.P. available. 26, David Drive, Harold Park, Essex. [5905]
- LAMBDA** Cylinder Head, 7th, reconditioned; new valve seat inserts, guides; and original new 7th valves. Richmond, 48, Tite Street, S.W.3. [5906]
- SPECIAL BUILDERS!** S.S.2 Old engine kaput, otherwise mainly new, including aly-fibre body, hood, seats, electric, Cambridge X-flow rad., oversize heater. Cheap. Complete, possibly spares. Box No. T.907. [5907]
- ALVIS 25 h.p.** Crested Eagle, 1937, Charlesworth Saloon. Bills for £700. Fitted Speed 25 mods. Borg and Beck clutch, etc. £130. ACO 5987. [5908]
- 1938 FORD 8**. £20. Also plenty of Ford spares, including three 16 in. wheels, 8, Fairview Avenue, Rainham 5096, Essex. [5909]
- D.K.W.**, 1939, reconditioned by enthusiast at a cost of £130 in 1958. New type crank shaft, etc. £150 o.n.o. Owner buying later model. London area. Phone MAC 8036 after 6 p.m. [5910]
- RILEY MONACO**, '34. Preslector. Engine sleeved, high comp. pistons, new bearings, nil miles. Assembled back to front doors. No rear body. Towable. Wings, running boards available. Convert to shoeing brake or make fibreglass special. Spare engine and manual box. £50 the lot (cost of engine recondition). Write 24, Smarts Road, Gravesend. [5911]
- STANDARD AVON SPORTS**, 9 h.p. 2-seater. Blue. Completely rebuilt. New tyres, battery, and rewired. 38 m.p.g. Smart reliable car. S.A.E. photo. £75 o.n.o. 96, Girdwood Road, S.W.18. Phone Putney 1529. [5912]
- SALE: 1172 E93A ENGINE**, just run in (400 miles). Alloy head, twin S.U.s, on aquaplane manifold. Individual exhausts paired to twin silencers. Complete with all accessories, including clutch and water pump. Must sell as unable to use. Nearest to £50. Box No. T.913. (Yorkshire.) [5913]
- AUSTIN 7 PARTS** (Vintage to Ruby), for callers only at your price. See previous adverts. Must clear by February. "Valetta," Doles Lane, Wokingham, Berks. [5914]
- FOR SALE OR EXCHANGE**: Four mudguards, 1912, r/w wheels and tyres 895 x 135, artillery wheels and tyres 710 x 90, C.A.V. switch unit, 1914, many oil side and rear lamps. Wanted: Type 52 Lucas acetylene headlamp or P. & H. 815 x 105 rims or wheels, any spares Unic 12/16, 1912-13. Chalcraft, Greensleeves, Spoil Lane, Tongham, Nr. Farnham, Surrey. [5915]
- ONE PAIR 11 in. ZEISS** chrome headlamps, beautiful condition, £8. Pair brass Alvis headlamps, complete, £3. Mountings for both pairs. Cooke, "Dawnay," Fifield, Maidenhead, Berks. [5917]

**FOR SALE—continued**

- RILEY 9 SPECIAL**, basically 1931, rebuilt to 2-seater sports. Green. Aluminium body. Hydraulic shock absorbers. Excellent condition throughout. Smart appearance. Rewired. First class electric. £135 o.n.o. Reid, 12, Castle Crescent, Rumney, Cardiff. [5916]
- AUSTIN NIPPY**, recellulosed red; engine and clutch overhauled, new headlamps, extras. £105. Masters, 77, Bursledon Road, Bitterne, Southampton. [5918]
- ARMSTRONG SIDDELEY**, 20 h.p., 1934. Body solid, but needs paint. £30. Will haggle. GLA 7474 (evenings). [5919]
- 1172 BUCKLER/RGS**. Multi-tube chassis, fibreglass G.T. body, I.F.S., 4.7 C.W.P., etc. All parts new. Requires detail finishing and running-in. Registered. £290 for quick sale due to domestic circumstances. 5, Gascoigne Gardens, Woodford Green, Essex. [5920]
- HANDSOME RED 1½ JAGUAR**, 1939. Very good condition apart from battery and silencer. A gift at £65. Marlow 236. [5921]
- RILEY 9**. Genuine 1932 Tourer. Believed one only six unmodified. Rebuilt engine 150 miles. Excellent braking, steering, tyres. Riley enthusiasts only please. £100. Phone: MANSion House 8492 (day). [5922]
- 1934 WOLSELEY HORNET** Daytona. Unusual 4-seater aluminium sliding-head Saloon by Abbott. Freewheel. Good condition. £80 overhaul by H.W.M. Basically sound throughout. £110 o.n.o. Stovell, 22, Zealand Avenue, Harmondsworth, Middx. LAN 7723 during day. [5923]
- A.C. SPORTSMANS** Saloon, black, red interior, 1949. Immaculate. Little used as weekend car. Many extras, including Webasto Continental sunshine roof, radio, rimblishers, new tyres. Very smart sleek lines. £450. Grayson, 41, Warren Drive, New Brighton, Cheshire. Tel. 5030. [5924]
- TRIUMPH ROADSTER 1800**. Metallic grey. Plastic hood. Superbly maintained. £285 or exchange small saloon. 45, Shirehall Park, N.W.4, Hendon 7755. [5925]
- FIAT 1100** Pillarless 1939 Cabriolet Saloon. Metallic red/grey paintwork, chrome, etc., unmarked. New engine and car in faultless condition throughout. Extras include Scintilla magneto, S.U. carb., Marchal head and spot lights. £180. Lander, "Moonfleet," Smugglers Lane, Highcliff (Tel. 2733), Hants. [5926]
- DID YOU READ** the "Manchester Guardian" of 4th November, 1957? The 1929 2 litre Schneider 4-seater Tourer is for sale again owing to lack of garage space. It has a new hood, tyres and batteries, but the original 4-cylinder O.H.V. engine, and only front mudguards are needed to make it roadworthy. What offers? Box No. T.927. [5927]
- 1500 c.c. M.G. Red**, 1938. Body poor. Offered as ideal Special basis or enthusiast's car. Capable 90 m.p.h. High compression, chromed bores. Complete engine, gearbox overhaul Jan. '59; not yet run in. £65. P. R. Mason, 23, Victoria Road, Manchester 14 (Didsbury 3965), Week-ends Ash (Salop) 227. [5928]
- BENTLEY 4½ Coupé**, 2/4-seater. A very desirable motor car, difficult to fault. £365. Grangewood 2600. [5929]
- M.G. V.A.** Tickford. Wireless, heater, Windtones, headlamp, conv. new hood. Hagglers, vultures welcome. 110 Nicker, 1, Falmouth Road, Springfield, Chelmsford. [5930]
- BLACK & DECKER** Electric Drill, latest type. Full makers' guarantee. Brand new, unused, with seven attachments. £7. Postage 3s. Box No. T.931. [5931]
- LANCIA APRILIA** Saloon, 1937. Good all round condition, no rust. Engine reconditioned '58. Marriage necessitates sale. £225. Harrison, AMB 0324, evenings. [5932]
- LAGONDA 2.6 litre**, 1950. Two owners. Fair condition. Engine overhauled twice. New gearbox fitted. Three spare wheels. £500. T. H. Isaac, Longhurst Lane, Mellor, Nr. Stockport, Marple 861. [5933]
- FIAT 1737/8**, 500 c.c., breaking. All spares available. BATTERSEA 1107/8. [5934]
- UNIQUE CAR**: Lancia 1937, built for famous per on. Raced. Delightful appearance. Requires little attention. Is to be sold for 250 gns. o.n.o. Photos available. Apply in writing to Scully, 55, Netherhall Gardens, N.W.3. [5944]
- X.K.120**, Hardtop, 1954. B.R. Green. Really excellent condition. £695 o.n.o. Lieut. J. Barber, R.N., R.N.A.S. Brawdy, Haverfordwest, Pembrokeshire. [5945]
- BUGATTI**. Type 43 2.3 litre blown. Nominal mileage only since crank rebuild. Not for overseas sale. £300. Riley Mentone chassis fitted 12/4 engine, on good tyres (18 in.). Runnable, ready to take sports body. £20. Austin Sheerline, 1949. Black/beige. Large and luxurious, mechanically excellent. Radio, etc. £245. Peacock, 27, Farnborough Crescent, South Croydon. SANDerstead 4151. [5947]
- FIAT ENTHUSIAST** bought 500C; must sell September 1959, 500. Resprayed, new nylon hood, five new Pirelli's, new battery, chrome bumpers, sports coil, engine rebo-ed, new bearings. £130. Leasor, Barton Lawn, Allum Lane, Elstree. ELS 1114. [5948]

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  - Alloy Superheads (Choice of C/R to suit all needs). Pt. No. AP/2000/S @ £12/15/0.
  - Sports Racing Valve Springs. Pt. No. AP/825/R @ £2/0/0 Set.
  - Twin Carb Manifolds, supplied with one SOLEX Carb to match one already in use. Pt. No. AP/900/SOL/K @ £12/19/0.
  - Sports Racing Marine Manifolds, for ZENITH, S.U., SOLEX or AMAL Carbs. Pt. No. AP/900/M @ £10/5/0. (Manifold only).
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  - Alloy Superheads (Choice of C/R to suit all needs). Pt. No. 1700 @ £11/17/6.
  - Racing Valve Springs. Pt. No. 825/R @ £2/8/0 Set.
  - Racing Camshafts, increased lift, racing timing. Pt. No. 600/R @ £17/10/0.
  - Lengthened Valves (For use with 600/R). Pt. No. 601/R @ £4/16/0 Set.
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  - Superlight Alloy Racing/Comp Flywheels. Pt. No. 1000/R @ £10/7/6.
  - Alloy Lightweight Water Impellers. Pt. No. 1200/R @ £6/12/0.
  - Special End Outlet Superheads, for 'Low-Level' cooling systems or marine use. Pt. No. 491 @ £11/17/6.
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  - Twin Carb Manifolds (as above) Racing. Pt. No. C/2H4RK @ £31/18/0. Mk. II @ £34/18/0.
  - Four Branch (Cast) Exhaust Manifolds, 2" Dia. Outlet. Pt. No. C/EX100 @ £8/17/6.
  - Four Branch Exhaust Manifolds. (Fabricated) Mk. II only. Pt. No. NC/EX/100 @ £18/18/0. (Complete with pipe and silencer).
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  - Flywheel Balancing @ £2/15/0.
  - Crankshaft Balancing @ £2/15/0.

- Rev Counter Driving Ass'ys. Pt. No. C/150/RC @ £5/19/0. Mk. II @ £5/19/0. Instruments etc also available.
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  - Triple Carb Racing Manifolds with three 1 1/2" S.U. Carbs. Pt. No. Z/3H4RK @ £42/5/0. Mk. II @ £45/5/0.
  - Six Branch Exhaust Manifolds (Fabricated). Pt. No. Z/EX100 @ £15/15/0. (Manifold only). Mk. II (Complete with High Efficiency Silencing System) @ £24/3/0.
  - Inner Valve Springs (Sports or racing). Pt. No. Z/20/R @ £1/10/0. Set. Mk. II @ £1/10/0 Set.
  - Rev Counter Driving Ass'ys. Pt. No. Z/150/RC @ £5/19/0. Mk. II same price. Instruments and cables also available.

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  - Changeover Adaptor for Aquaplane Pipe System £1/0/0.
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  - Racing Double Valve Springs @ £2/5/0 Set.
  - Rev Counter Driving Ass'ys. A30 @ £6/14/0. A35 @ £6/15/0. (Instruments and cables also available.)
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  - High Efficiency Sports Exhaust Systems.
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- MORRIS MINOR SERIES II & '1000'**
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  - Sports Inner Valve Springs @ £1/2/6 Set.
  - Racing Double Valve Springs @ £2/5/0 Set.
  - Rev Counter Driving Ass'ys. Series II @ £6/14/0. '1000' @ £6/15/0. (Instruments and Cables also available.)
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- ALVIS CRESTED EAGLE** Saloon, 1934, 19.8 h.p. £50 o.n.o. Stony, "Cranford," Gaskell Avenue, Knutsford. Tel: 2154. [5845]
- M.G. T.A.**, 1939, Tickford D/H Coupé. Black and white. Factory reconditioned engine 5,000 miles ago. Brakes relined. New tyres. Bodywork sound, but not perfect. £250. Proctor, 27, Broadlands Road, Highgate Village, London, N.6. [5846]
- M.G. '36 P.B.** Excellent condition. New tyres, hood, respray. £190 o.n.o. Henman, 240, Old Bedford Road, Luton 763. [5847]
- M.G. T.A.** Tickford, 1939. Good condition throughout. £260 o.n.o. Wright, 104, Hayes Chase, West Wickham, Kent. SPR 7501. [5848]
- INVICTA**, 4 1/2 Low Chassis D.H.C. In process of major rebuild. Engine renewed throughout. Owner going abroad presents enthusiast opportunity to finish. Car towable. Best offer over £100, including spares. Mitchell, 19, Cranley News, S.W.7. KEN 9140. [5858]
- 100E 'FORD 10'** Engine. 4,000 miles. Will accept highest offer. Boxed section Ford Popular chassis. £19. Volkswagen rear axle/gearbox spares. Wanted: Supercharger for 100E engine, all Ford 10 Speed or Special equipment. W. G. Lomas, Milend, Mere, Knutsford, Cheshire. [5859]
- 1929 MORRIS COWLEY** Saloon. Sound in wind, limo and action. Original, used daily. £30. Owen, 2, Nithsdale Avenue, Market Harborough, Leics. Phone Harboro' 2969. [5860]
- LANCIA 1954**, B12 Aurelia 2 1/2 litre. V.6 engine. Perfect small mileage unit, very light. Inspection London. What offers? Phone Leatherhead 3550. [5861]
- APRILIA 1937**. Two owners. Perfect mechanically. Reliable 75 m.p.h., 35 m.p.g. Genuine 58,000 miles. £150 recently spent. Any trial. £230 o.n.o., or exchange clean Austin 7. Phon. Leatherhead 3550. Fletcher, Chalk Hill, Givons Grove, Leatherhead. [5862]
- MORGAN**. Matchless air cooled O.H.V. Not used since complete overhaul. £115. Phone Eastbourne 4159. [5863]
- RILEY 9 KESTREL**, 1934. Good condition, with spare high compression head. £65 o.n.o. 50. Dower Road, Sutton Coldfield. [5864]
- ELECTRIC REV. COUNTER** and generator, needing modification for belt and pulley drive, £3 10s. 1 1/2 in. semi-downdraught S.U., almost new, £4. Austin 12 speed/clock. 50s. 73. Chiltern Crescent, Reading. [5865]
- BRITISH SALMSON 12/55**, 1936. All parts guaranteed sound, reasonable prices. S.A.E. list. Eeer, Hollyden, Well Hill, Chelsfield, Kent. [5866]
- MORRIS 8 Tourer**, 1934. Smart little job. Good mechanically. £35. HOUnslow 9599. [5867]
- ROLLS-ROYCE**, 1927, 21.6 Aluminium Saloon by Park Ward. £165, or offer. Merriman, Newton House, Longparish, Andover, Hants. [5868]
- FIAT 500**, 1939. New bearings, valves, rings etc., 2,000 miles ago. Double batteries. Reverse and fog lamps, screen washers, new tyres. £115. Neve, Wall: Pit, Stretton, Warrington. [5870]
- RILEY FALCON 12/4 Sports Saloon**, 1936 model. Mechanically and bodily sound throughout. Well shod. spotless. £60 o.n.o. "Old Hall," Brough, Westmorland. Would call in Northern or Midland areas. [5871]
- SUNBEAM 14/40**, 1925 Tourer. Excellent condition throughout. What offers? S. Langstone, 1, St. Mary's Road, Kelvedon, Essex. [5872]
- 1912 MORS**, Concours condition, reliable. 2-seater and dickey. New trim, tyres, original. Offers. Bradley, 23, Mill Road, Stourport 2202. [5873]
- M.G. J.2**, Blue. Excellent condition. Rewired, new fuse box, cut-out battery, reconditioned dynamo, taxed. £100. Breese, 14, Brooklands Avenue, Macclesfield, Cheshire. [5874]
- LANCIA AUGUSTA D.H. Coupé**, 1936. Elegant and energetic. £125. Davis, 40, Firtree Road, Banstead, Burgh Heath 2038. [5875]
- MORRIS MINOR**, 1934, 2-seater. Hydraulic brakes, 4-speed, suitable Special. £25 o.n.o. Also 104 "Motor Sport," April '48 to September '57. 61, Euxton Lane, Caterham, Surrey. CAT 3907. [5876]
- 1932 RILEY 9**, 2-seater Sports. Aluminium body, rebuilt engine, twin carbs etc. £85 o.n.o. "Springbank," Gotherington, Cheltenham. Glos. Phone Cleeve Hill 367, after 6 p.m. [5877]
- B.M.C. 1500 c.c.** "B" Series engine unit and gearbox. Good condition. Out of 1954 M.G. Magnette. Bargain. £60. Also r/axle. £30. Twin carb and manifold for S.V. Minor. £6. Arnott supercharger. perfect (off A.40 Sports). £15. Phone Oxford 55003. [5878]
- FAIRTHORPE ELECTRON MINOR**, June, 1958. Blue. Full weather equipment, 80 m.p.h., 46 m.p.g., 27 ft. lock. Excellent condition. £550. Gordon, Freulands, Aston Tirrold, Nr. Didcot, Berks. [5879]
- 1952 M.G. T.D.**, registered 1955. Excellent condition. Reconditioned engine, done 15,000 miles. New battery, tonneau cover. Offered at price usually asked for good T.C. only because L.H.D. £360. Bacon, 24, Broomfield Road, Sevenoaks 4104. [5880]
- FORD SPECIAL 1172**, 2,500 miles only. Tubular chassis. Mistral body. I.F.S. coils front and rear, 12 v. electrics, all engine mods. Offers please. 38, Ashley Drive, Whitton, Middx. POP 9163. [5881]

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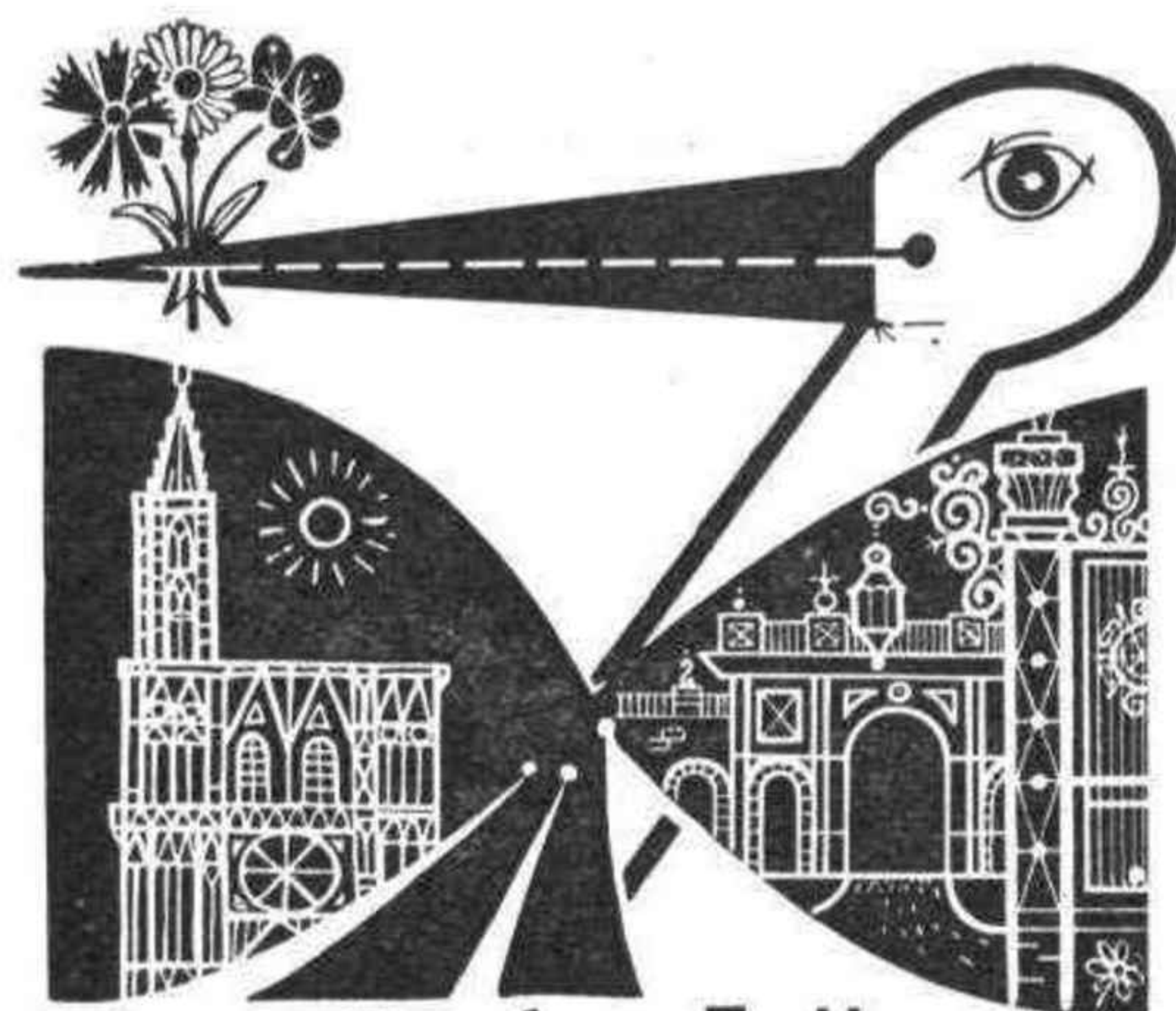
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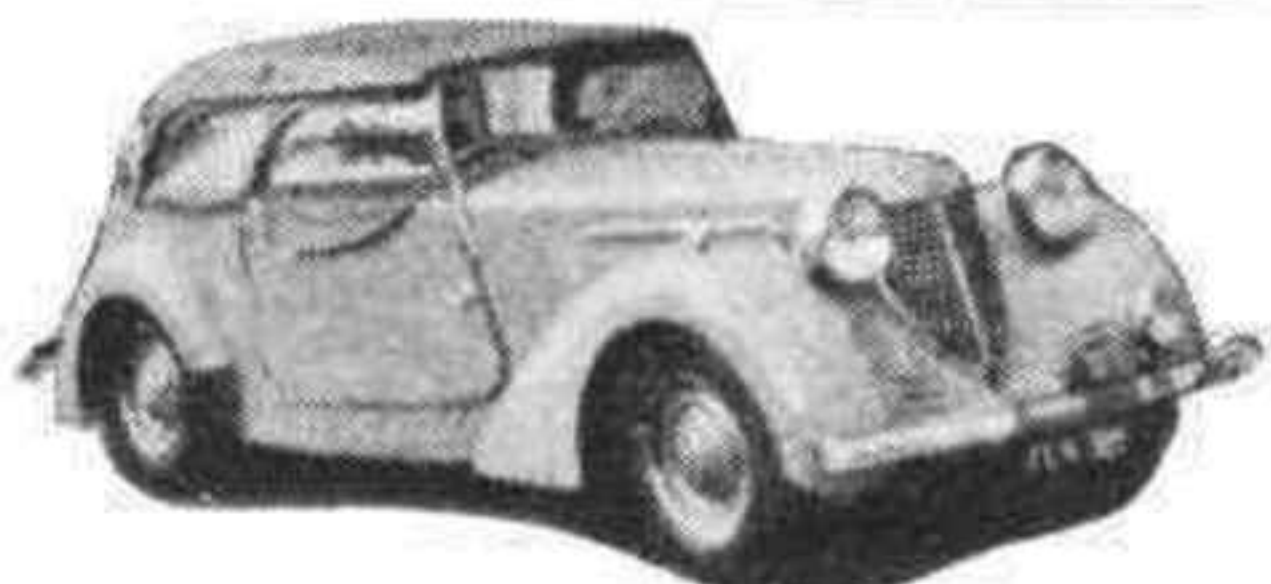
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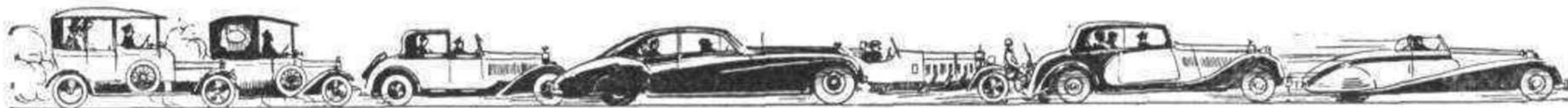
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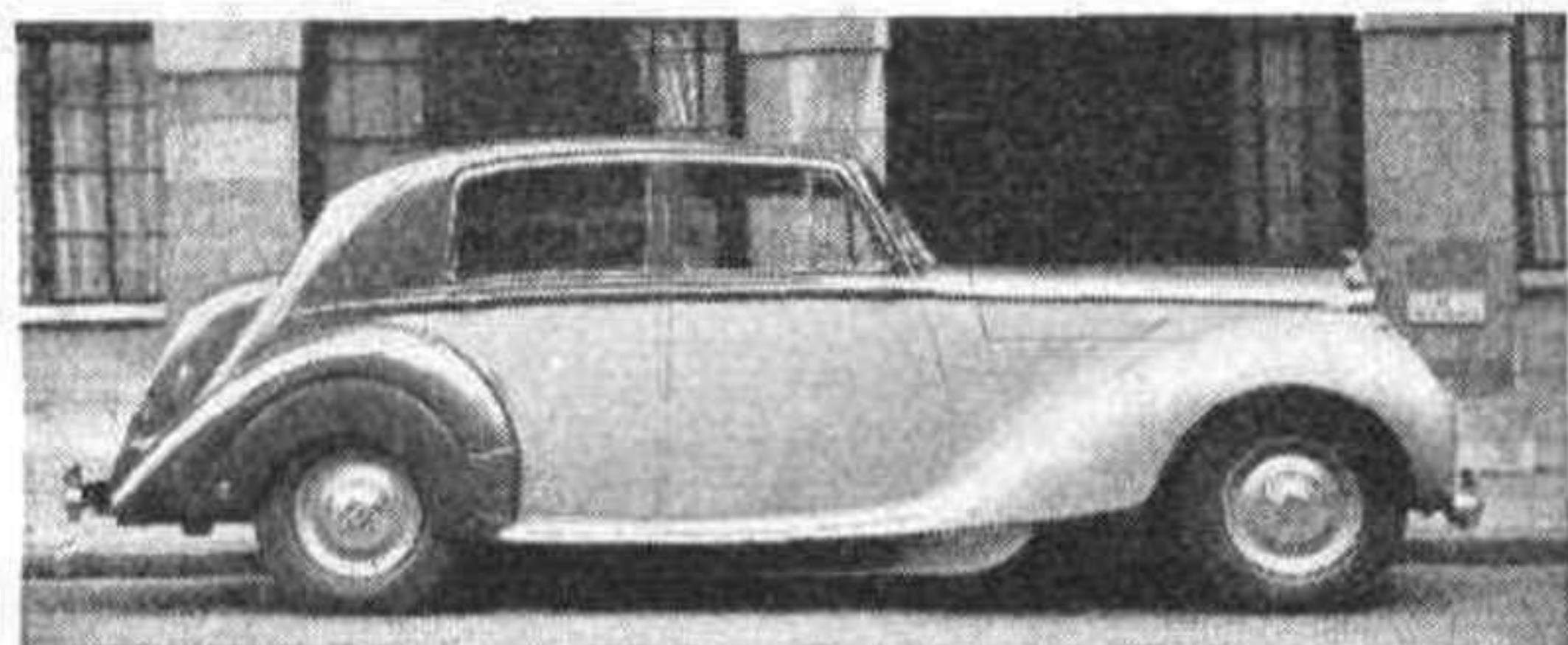
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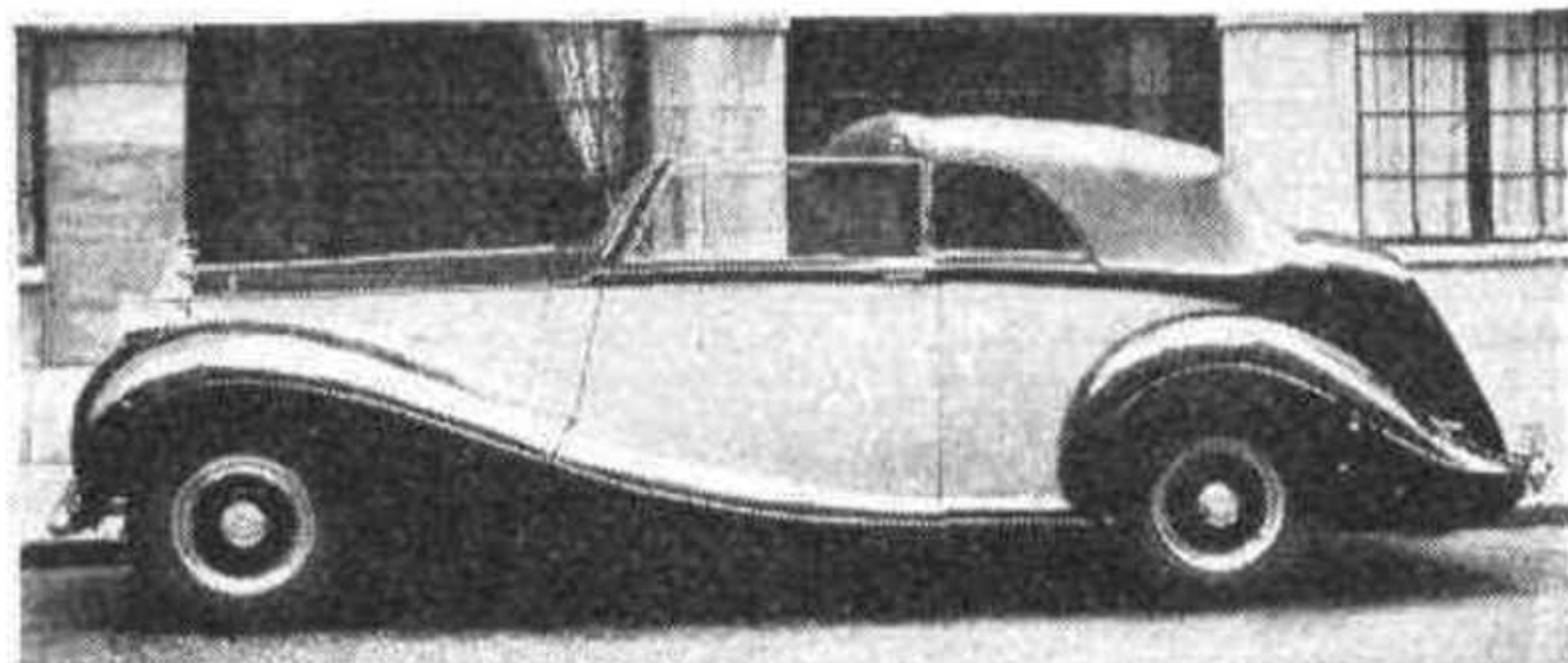
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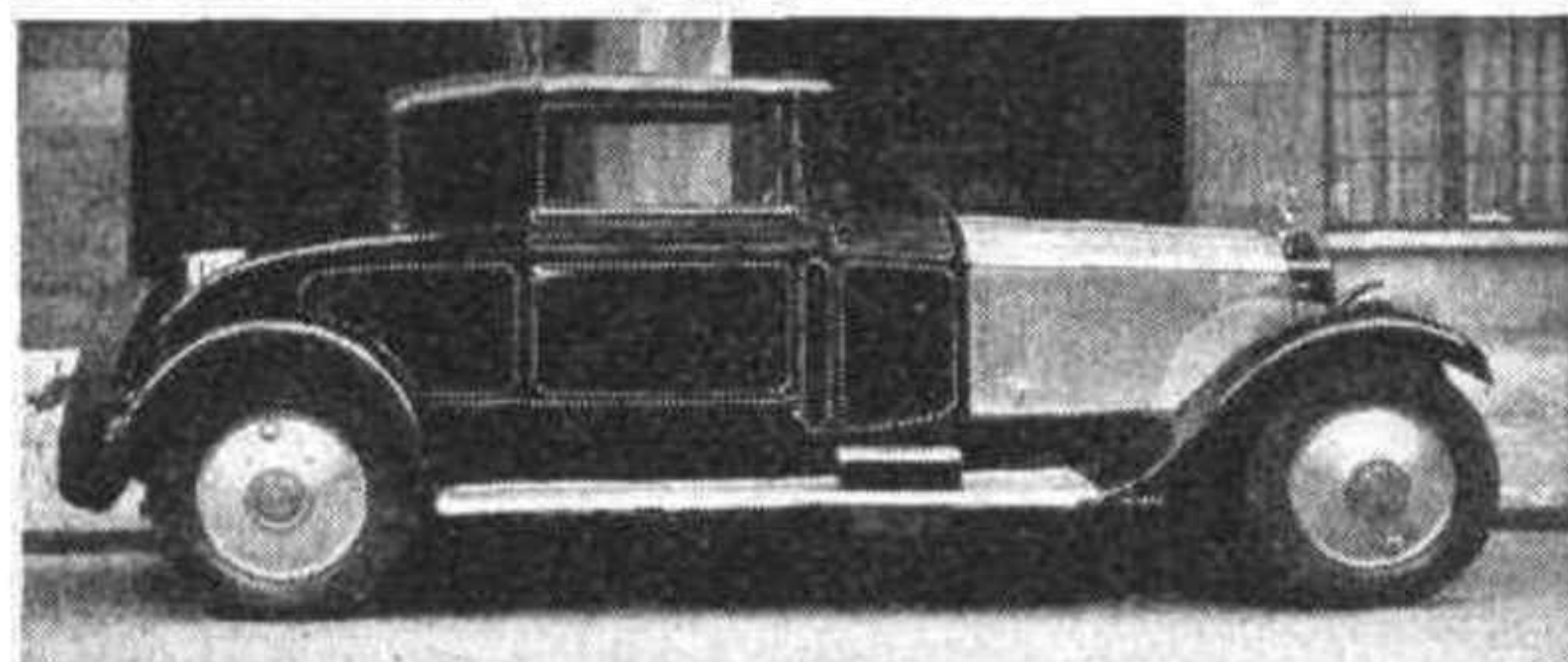
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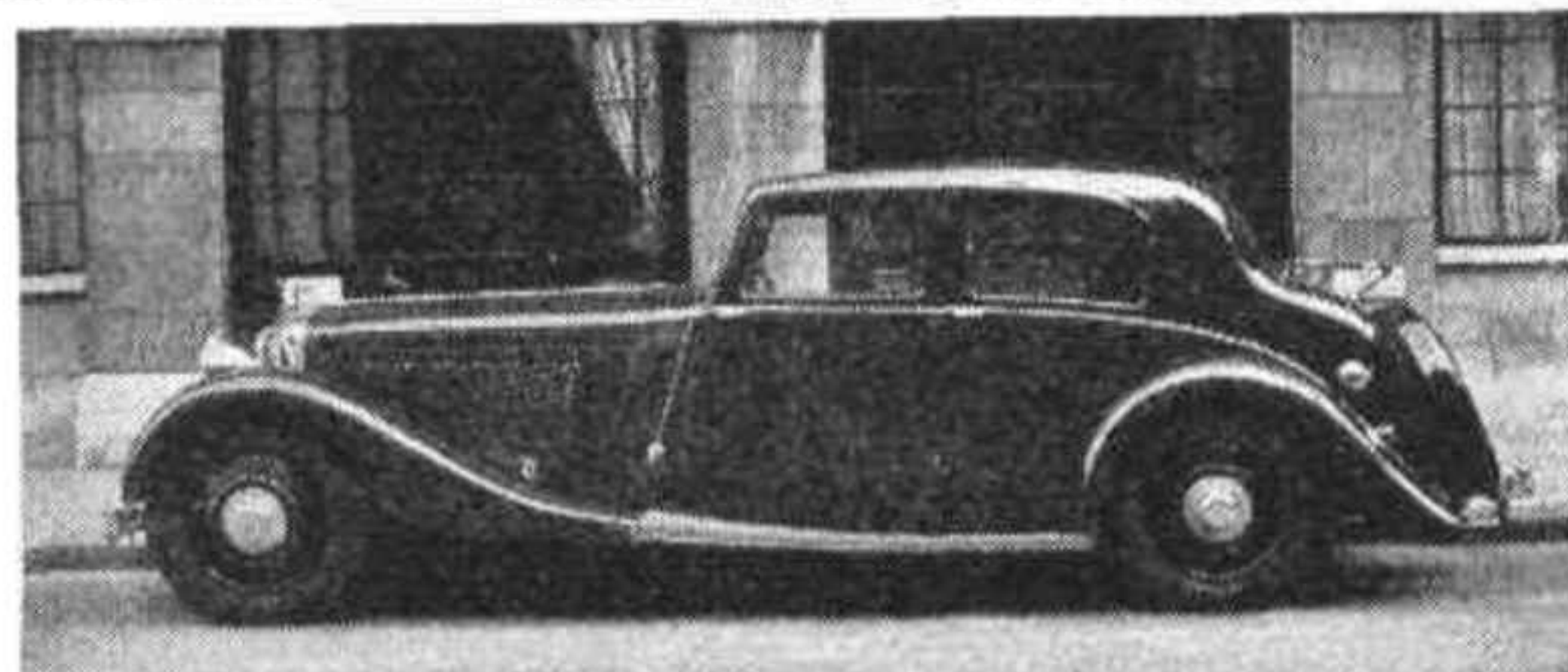
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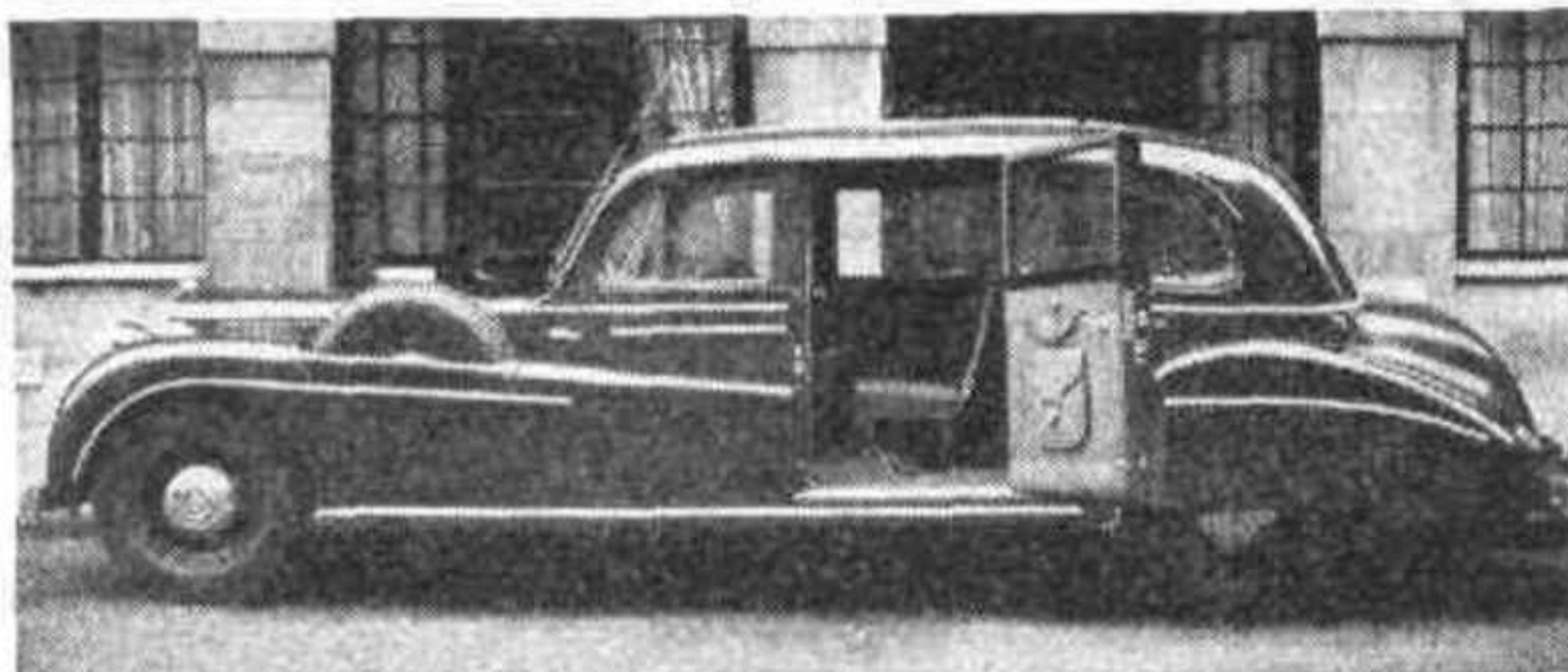
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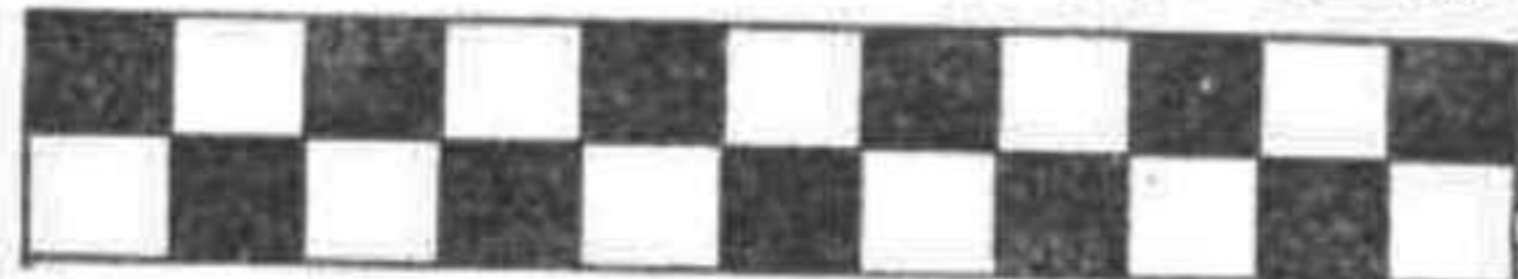
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**D.K.W.** Master Series, 1938/39. Watercooled 2-stroke. Breaking. All spares available. BATTERSEA 1 07/8. [5959]

**1955 FORD THAMES** Estate, registered conversion. Seen Central London. £325. East Grinstead 4039. [5976]

**WOLSELEY HORNET**, 1932, for sale. Good tyres, engine. Wife insists it goes at about £40. VAL 6334. [5977]

**AUSTIN 12/4** Saloon, 1929. Mechanically perfect, body sound, tyres good. Spare mag. £55. 25, Haslam Street, Rochdale, Lancs. [5978]

**RILEY 9** Special. Mistral body, Merlin crank, rods, pistons. Twin carbs. Must be one of the fastest in country. Many spares, including complete engine. No reasonable offer refused. Reed, Turweston Glebe Cottage, Brackley, Northants. [5979]

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**1957 MODEL BORGWARD** Goliath 900E. Petrol injection 2-stroke. Built-in overdrive. Actual show model. 23,000 miles only. £670. Cost £1,250. Chard, Avondale, Bestroyd Avenue, Mirfield, Yorks. [5984]

**M.G. L MAGNA**, 1934. New tyres, battery, good mechanics. Reason: National Service. Quick sale. £50. Davies, 16, Wellfield Road, S.W.16, London. [5985]

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**MORGAN 4.4** 1950 Coupé. Overhauled. New hood. £275. Davis, 12, Banbury Road, Oxford. Tel.: Office 55080, evenings 57264. [5991]

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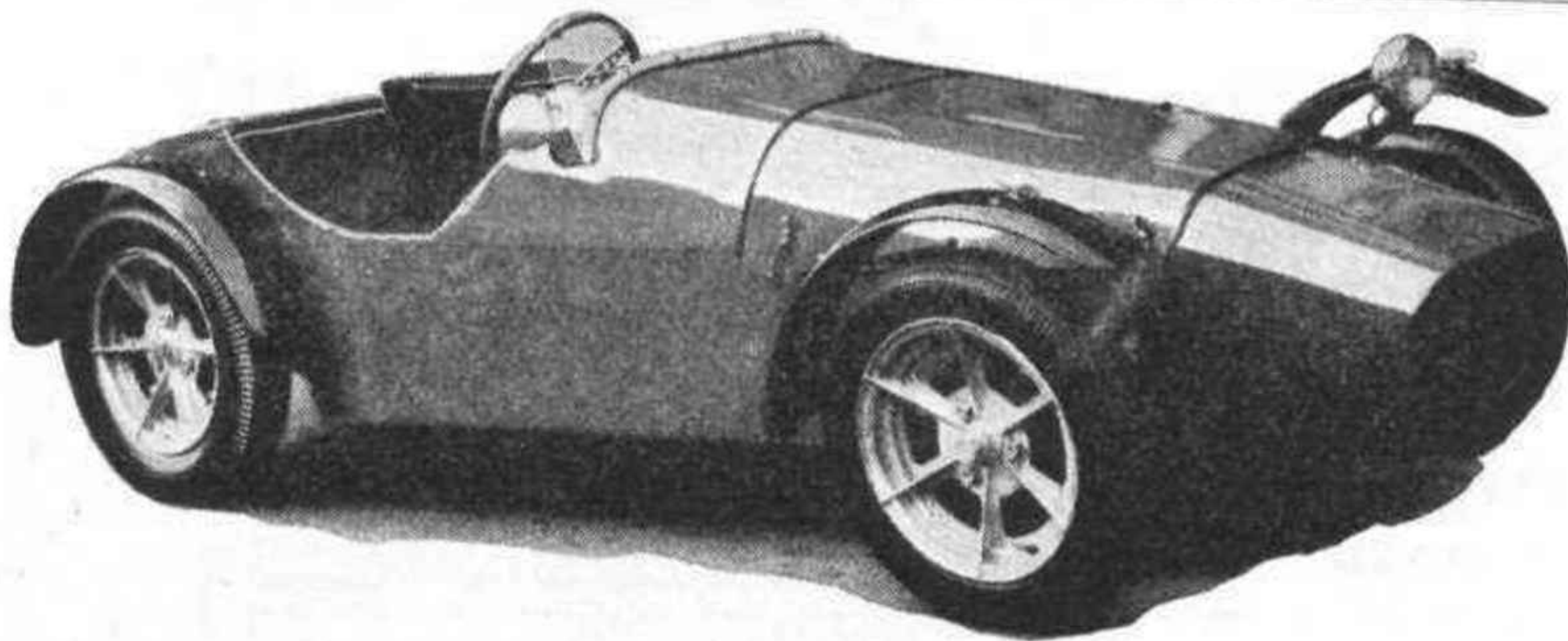
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TRIUMPH TR2, 1954/5, 2-seaters, choice three more very good cars, red, black or racing green, with various extras	...	...	From £525
JAGUAR XK120, 1951, Roadster in red, very straight car, fully modified, radio, heater, twin exhaust, etc.	...	...	£515
M.G. TD, 1953, 2-seaters, choice three really excellent cars, red, grey or black	...	...	Each £465
HEALEY "Silverstone", 1951, "E" type, 2.4-litre Sports 2-seater, very smart in pale blue...	...	...	£465
LOTUS Mk. VI, 2-seater, a late 1955 example, well finished in green, and trimmed in red, tuned 1,172 unit, all new tyres	...	...	£465
M.G. TD, 1951/2, 2-seaters, choice five above-average examples in green, red, ivory or black,	...	...	Each £445
JUPITER, 1½ litre Roadster, very good-looking in ivory with red leather, Series III unit, excellent chassis	...	...	£435
LEA FRANCIS, 1950, 2½-litre 2/4-seater Roadster, silver-blue, with fawn hood and upholstery, twin spots, etc.	...	...	£425
MORGAN "Plus Four", 1952, 2-litre Sports 2-seater, a first-class car in red which performs and handles very well indeed	...	...	£415
ALLARD J2X, 1951, Super-Sports 2-seater, blue; 5.4 Cadillac unit, de Dion rear end, ex-Imhof	...	...	£395
B.M.W., Type 328, 1939, 2-litre 2-seater, a superb example in red, with hard and soft tops, Webers, alloy wheels, Scintilla, etc.	...	...	£395
M.G. TC, 1949, 2-seaters, choice three outstanding examples, red, black, or blue,	...	...	Each £365
SINGER 4AD, 1953, 1,500-c.c. Sports Roadster, silver-grey with red leather, a four-seater with lively performance	...	...	£345
TRIUMPH 1949 2,000 Roadster, polychromatic green, requires running-in after major engine overhaul	...	...	£345
COOPER, Ford-engined 2-seater Special, built in 1956, very neat in red, excellent handling qualities...	...	...	£325
RILEY "Sprite," 1937, 1½-litre Sports 2-seater, excellent history, silver; recent comprehensive overhaul...	...	...	£315
TRIUMPH, 1948, 1,800 Roadsters, choice two, grey with red leather or black with grey leather, both excellent	...	...	From £295
M.G. TC, 1947/8 2-seaters, choice six well above-average examples in various colours	...	...	From £295
DELLOW, 1,172-c.c. 2-seaters, choice two good cars, both finished in dark green, a 1951 Mk. I and a 1954 Mk. II...	...	...	From £295
BUCKLER, 1956, Mk. V 2-seater, attractive in pale blue, tuned 1,172 unit	...	...	£285
ALLARD, 1949, Drophead Coupe, finished in red with plastic hood, reconditioned unit and new carburetter just fitted	...	...	£225
M.G. TA, 1938, 10-h.p. Sports 2-seaters, choice two, both in post-war condition, one red, one black...	...	...	£195

DEFERRED TERMS (from 20% deposit, repayments up to 36 months) : Immediate COMPETITIVE INSURANCE : three months' specific GUARANTEE (where applicable) : fair PART-EXCHANGE allowance on sports cars, saloons or motor-cycles (existing H.P. accounts settled) : genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. SPORTS-CAR SPECIALISTS AND ENTHUSIASTS.

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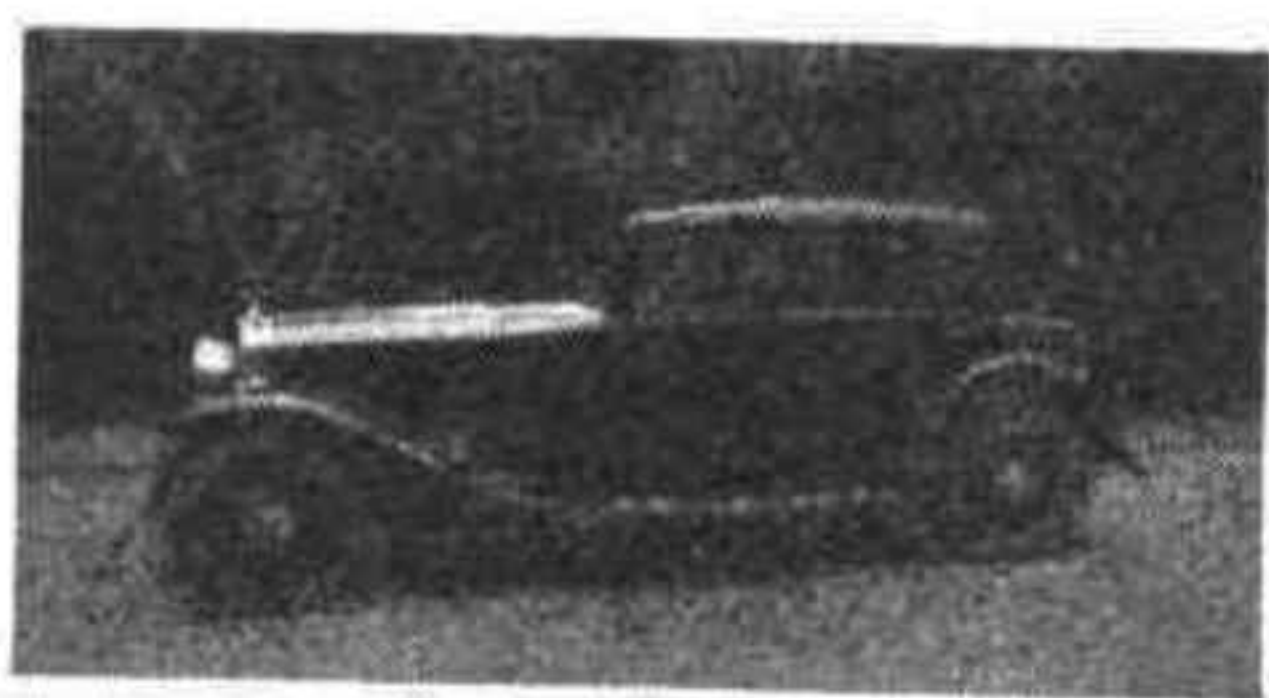
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**FOR SALE—continued**

**M.G. T.A.** Good condition. New hood, tonneau. £215. Offers. Tyler, 28, Queenswood Avenue, Bebington, Cheshire. [6036]  
**RILEY MERLIN 9**, stripped. Spares, good condition. 78, Orchard Avenue, Belvedere, Kent. Erith 5626. [6037]  
**MY SPECIAL** needs money, so selling Morris 8. Mechanics excellent, body tatty. £50 o.n.o. 113, Florence Road, N.4. [6038]  
**RILEY** Enthusiast's 1936 Falcon 14/6. Very good condition, carefully driven/maintained. Good home appreciated. £110 o.n.o. 4, Silverlea Gardens, Horley, Surrey. Horley 4392. [6039]  
**HILLMAN**, 1928 D/H Coupé. Bodywork perfect. Engine reconditioned. Little work required for completion. £60. 41, Stanhope Street, Leicester. [6040]  
**VINTAGE 2 LITRE LAGONDA**, Superb condition throughout. Good tyres, new battery, re-upholstered, rewired, etc. £200. 20, Edward Street, Leicester. [6041]  
**M.G. D TYPE**, 8 h.p. Midget 4-seater, J engine. resprayed red. Mechanics overhauled, good hood, quantity of spares. Owner now has firm's vehicle. Good looker for £85. Suit enthusiast with family. 27, Ferndale Road, Streetly, Staffs. Streetly 2181. [6042]  
**LAND ROVER**, December, 1957. 9,000 miles. New condition. Many extras, spare unused. £550. General Warehouses, Quarry Lane, Chichester, Bosham 3287. [6043]  
**SCINILLA VERTEX** magneto, 4-cyl. almost new. £11. Taylor, Holly Bank, Yatton, Som. [6045]



**ROLLS-ROYCE 20/25-H.P.**

1932. Owner-Driver Sports Saloon by Freestone & Webb. Flared wings. Mascot. Instruction Book. Immaculate and Original. £425.

**CHARLES MORTIMER**

Little Arcall, West Road St. Georges Hill, WEYBRIDGE, SURREY  
 Tel.: Weybridge 3545

1936 M.G. PA. Good little car. New hood. £125.  
 1932 International ASTON MARTIN 1½-litre, excellent car with a pedigree.  
 1947 M.G. TC. Sound car, above average mechanically. Radio, spot and fog. Taxed. Bargain at £315.

**M.G. SPARES**

J, P, L, TA, TB, TC, dismantled for spares, including blocks, heads, cranks, axles, diffs., etc. One TC Stage II cyl. head (std. size valve type). C-type E.N.V. box with prop. to suit P-type, and various parts too numerous to mention.

Exchange: V/D dynamos, T-type 2 and 3-brush; road wheels; axle beams; speedometers and rev.-counters.  
 New: 16-in. wheels, silencers, brake, speedo, and rev.-counter cables, road springs, etc.  
 If not listed, let me know your requirements.

**M.G. SPARES WANTED**

Also for spares: 1938 A.C. 2-litre saloon; 1936 Rover Speed 14 saloon. S.A.E. please.  
**J. C. TAYLOR, HIGH STREET, RISELEY, BEDFORD**  
 Tel.: Riseley 228

**Vintage and Sports Cars**  
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 COWLEY, MIDDX.

All Vintage and Sports Repairs Undertaken.  
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 Immediate Insurance and H.P. Available.

Stock includes: 1926 Austin 12/4 tourer—1930 Sunbeam 20-h.p. tourer with dickey—1938 V12 Lagonda, ex W.O.s.—1929 Humber 16/50 tourer—1930 M.G. 18/80 Mark II with dickey—1925 Rover 9 tourer—1924 Westcar—1926 Austin Chummy tourer—1934 Hornet Special 14/6—1932 750-c.c. Special—1929 Riley tourer—1934 Alvis Firebird—1929 20/25 Sportsman Saloon.

**C. J. BENDALL**

for  
**unusual automobiles**

**ROLLS-ROYCES**

**PHANTOM II** Windover sedanca, 1933 M.S. series—quite outstanding appearance, low roof-line and rounded back with swept tail, no occasionals and in leather throughout—and we are now doing a major engine overhaul—the car will be available in about four weeks' time. £350.  
**PHANTOM II**, 1930 chassis with 1935 Hooper sloping-tail owner-driver sports saloon, no division and bucket seats. Entire car in very nice order. £260.  
**P.I.** "cut-down" hearse, very tidy and very fair order, tyres, etc.; ready to receive a crane. To clear, £60.

**BENTLEYS**

**3-LITRE SPEED MODEL**, 1924; a really good chassis on which over £350 has been spent since 1955 (we have the bills), excellent tyres and good hood, but rather nondescript non-original close-coupled 2/4-seater body, hence reasonable price, £225.

**4½-LITRE** Corsica sports saloon, chassis No. RC 46, the last true Bentley made, and in very good condition in every way; a genuine 66,000 miles from new. Now reduced to £225.

We are negotiating for a Freestone & Webb 3½-litre with a nice body but noisy engine, which will sell at well under £200; also for a 1926 Rolls Twenty 2-seater coupé, an early 20/25 sedanca, and also a 3-litre long-chassis Bentley saloon, all of which we hope to have by early February.

**VINTAGE CARS**

**DAIMLER 25/85** Windover landaulette, 1929, one owner from new, bodily perfect, mechanically fair, on superb tyres. £100 to clear.

**LAGONDA 14/60** (twin o.h.c.) saloon, 1927, definitely unsporing but in very fair order indeed. £65.

**NON-VINTAGE**

**ALLARD TYPE 91P** saloon, 1950, in very fair order indeed, above average but moderately priced at £210.

**ARMSTRONG SIDDELEY** Special Burlington sports saloon, 1936; three owners and believed to be a genuine 70,000 miles from new; the one really outstanding model by "A.S.", in very nice order. £125.

**ALVIS 12/50 TT** saloon, 1931, externally rather tatty but body interior and mechanical condition quite good; well shod. £45.

**HOTCHKISS 21-H.P.** sports saloon, 1935, a bit scruffy but very sound and original. £55.

**JAGUAR 3½-LITRE MARK IV** saloon, late 1949, good bodywork, no rot and very good interior. This car has been completely rebuilt mechanically within the last year—the price is just about the value of the work done—£275.

**LAGONDA 4½-LITRE** V.D.P.-style open 4-seater, 1934, an original, well-maintained and very fair specimen, with a new hood and tyres, reconditioned radiator and magneto, nice paint-work (red). £200.

**LANCIA ASTURA 27-H.P.** 4-seater cabriolet, 1939 (last series Astura built), low mileage and excellent condition. £175.

**RILEY 1½ KESTREL** saloon, 1938 (the pretty one), manual box, overdrive, body and chassis only fair, but new tyres. To clear, £75.

**STUDEBAKER 26-H.P.**, 1937, specially built Salmon Tickford 4-seater drophead coupé, very nice lines, overdrive, recent new hood, and rather unusual and pleasant pre-war American car in above-average condition. £80.

**STUTZ SV16** (single o.h.c.), Dec. '34, Brainsby Wollard 4-door sports saloon body with boot, possibly original but very modern lines; four owners from new; all original equipment and instruments, and generally in very fair condition, except for a rather indifferent and recent respray. A very late model of a rare and interesting car. £160.

We have quite a considerable quantity of spares, including two Austin Seven engines and gearboxes (3-speed); Ford 10 (post-war) with Aquaplane camshaft and twin d.d. carburettors, mated to a Minx 4-speed box; 1930 Swift Ten engine, gearbox and rear axle. Large stocks of unusual sizes of tyres, numerous lamps, oil, acetylene and electric, including two very fine pairs of 250-mm. Zeiss headlamps, one chromed, for fork fitting, and one pair needing plating, for pillar mounting, either pair £17 10s. Also quite a number of early speedos, and, of course, a great many R.R. spares, including most parts for a P.I. (iron head) and early P.II.

Hire-purchase (with deposits from 20%) and insurance can be arranged on all cars we sell, and part-exchanges welcomed.

**PAYNES PARK, HITCHIN, HERTS**  
 Tel.: Hitchin 3444

OPEN ALL SATURDAY (SUNDAY BY APPOINTMENT)

**FOR SALE—continued**

**VOLKSWAGEN**, 1957 model, registered December '56. De luxe with sun roof. Polychromatic blue. One owner. 16,000 miles. Really perfect. £615. Hadley, 26, Clarence Road, Sutton Coldfield, Warwickshire. [6046]  
**OFFICER**, posted, offers car of character, 1949 Lea-Francis Sports, Green. Very good condition. £350 o.n.o. London. Tudor 4505. [6047]  
**SOMEWHAT ROPEY**, Alvis, 3 carburettor, 1931 Silver Eagle Saloon. Offers. Holroyd, Causeway, Winterslow, Wilts. Tel: 319. [6048]  
**£650**, 1952 (regd.) Alfa-Romeo 6c/2500 Super Sports. This is Sqd-Ldr. Piker's very special low built short chassis car with Pinin Farina D.H.C. body. Dry sump engine etc. It was completely rebuilt a year ago and has since done 5,000 miles. Its performance and road holding are quite exceptional being in the class of the Sprint Veloce. Large quantity of spares with car, also reconditioned dry sump engine available. Part exchange or H.P. can be arranged. Box No. T.049 (Vanchester). [6049]  
**FIAT 500**, Sept. 1938. H-gate starts at £100. 63, Seal Hollow Road, Sevenoaks 55140. [6050]  
**VW**, 1954 Sun roof, full West Essex. Rebuilt engine, complete new 1958 bottom end and standard single carb. 3-in-1 instruments, radio, twin horns, Marshal lights, special seats and host of special features. "X" tyres on rear. Not to be confused with ordinary VW. £575 o.n.o. Spurr, "Thurle tone," Hopton Lane, Mirfield, Yorks. Tel: 3375. [6051]  
**DIFF. ALVIS SPEED 20/25** complete. Nearly new crown wheel and pinion. £12. Box No. T.052. [6052]

**THE HYDE MOTOR CO.**

1958 VW de luxe, sun roof ...	£715	
1956 VW de luxe, 10,000 miles	£550	
1955 VW de luxe, sun roof ...	£525	
1954 VW de luxe, Strato silver	£495	
1953 VW de luxe steel blue, exceptional...	£475	
1952 VW de luxe Woodland brown, S/R...	£395	
1949 VW Capri blue (choice of three) ...	£295	
1954 VW Van ...	£395, 1952 VW Van ...	£250

153 THE HYDE, N.W.9 Tel.: Colindale 7898

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This scheme covers everything from the supply of a couple of tyres to a complete rebuild. A small deposit sets the work going; and the balance by infinitesimal degrees whilst you are motoring again.

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**S. H. RICHARDSON & SONS**

**M.G. SPARES**

Dismantling all models, 18/80, M, F, D, L, J1, J2, PA, PB, NA, KN, KD, TA, VA, SA: Engines, gearboxes, axles, radiators, diffs., chassis, crankshafts, cylinder blocks, heads. **NEW** half-shafts, crown-wheels, king-pin sets, straight-through silencers. Reconditioned hub caps, all models. Swept wings, fit J, PA. 12-in. brakes, fit J2, Laystall J2 crank. Four and 6-cylinder Scintilla mags., above models. Luggage carriers, etc., etc. **New** pistons, all models. Cylinder boring, 10/6 per bore; crank grinding, remetalting, etc., etc., all types of engines.

Also dismantling: 14/45 Talbot, 1931 Sunbeam, 1935 Lagonda 4½, 1934 Alvis Speed Twenty.

Any sports car, or Rolls, Bentley, etc., etc., purchased for salvage of spares, regardless of condition.

**GOLD STAR GARAGE**

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URGENTLY required to make good heavy sales and to stock up new premises—room for 500 M.G.s and we are down to our last 60. Note, we have never refused to buy any M.G. regardless of year, model or condition. Full engine, chassis and body reconditioning service for the not-so-good example. Come along with your M.G.

and we will view and pay cash on the spot, just 'phone for appointment. Terms, Part Exchanges, including motor-cycles, H.P. accounts settled. A good selection always available, from a cheap lot at £75 up to an M.G.-A. Green Line coach service from Victoria to the "Punch Bowl," Old Colnbrook, then 'phone for transport service.

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FOR SALE—continued

- JAGUAR FOR £25.** 1936 12 h.p. Saloon. Body rough. Ideal Special. Fast. 30 m.p.g. Haggle. Mussell, Park House Farm, Bilton, Harrogate. [5993]
- 1950 SUNBEAM TALBOT 80.** Good condition. Radio and heater. £380 o.n.o. W. Dickson, c/o "Hewitt House," Tetney Lock, North Cotes, Nr. Grimsby, Lincs. [5994]
- ROLLS ROYCE.** 1932, 20/25 Thrupp and Maberley Sports Saloon, with sliding head and boot. Grey/black. A perfectly maintained specimen with full mechanical history, mascot, tools, heater. Genuine reason for sale. £325 o.n.o. Berry, 4 Falcon Road, Bingley. Tel. 4376. [5995]
- CITROEN LIGHT 15,** 1951. Twin carburetors. Grey with red leather. Immaculate condition. Carefully maintained. £385. Riverside (London) 8117. [5996]
- VENTLEY.** 1928, 16 h.p. V.d.P. Tourer. New hood and battery. Excellent B.R.G. cellulose and fabric body. Good, reliable, attractive car. Offers over £200. SNAresbrook 3175. (N.E. London.) [5997]
- 1930 STAR 18/50 Sports Saloon.** Four almost new tyres. £55. 45, Hastings Road, Sheffield 7. Tel. Sheffield 75108. [5998]
- LANCIA APRILIA,** 1937. Pillarless Saloon. £165. Consider exchange for Augusta and £100. Sharratt, 12, Spring Lane, Mapperley Plains, Nottingham. [5999]
- RILEY 1.5;** full Speedwell engine conversion. Front A.R. bar, rear G.T. suspension. Brake booster and other extras. Mileage 2,000, never exceeded 3,000 r.p.m. Cost £1,000. Nearest £950. Good reason for sale. Box No. T.000. [6000]
- ROCHDALE BODY** for Ford 10. T.R.3 hood and frame, side screen with sliding windows, windscreen, fghis, wipers, wing-mirrors, chromium fittings, bumpers. As new. £75. Getting Saloon body 22, Knighton Road, Sutton Coldfield, Warwickshire, Streetly 1113. [6001]
- TALBOT,** 1932, 14/45. Bearings, clutch need attention. Body excellent. 40,000 miles genuine. Two owners. Offers. Rowlands, Glendronach, Christchurch Road, Cheltenham. Tel. 53088. [6002]
- 1957 BUCKLER Mk. V.** Built from new parts. incl. 93A engine, stage IV aquaplane tuning, new gearbox, I.F.S., Rochdale Mk. VI body with full weather equipment and tonneau. £315. White, 20, Beaufort Road, Sheffield 10. [6003]
- ALTA-MINOR,** 1952-3, Saloon. 80 m.p.h., 40 m.p.g., 50 in 15 sec. Excellent throughout. £360 o.n.o. Maskall, Birmingham. Ashfield 1239. [6004]

FOR SALE—continued

- ATALANTA.** Abbott Saloon body, good condition pleasing low-built lines Independent coil suspension front and rear, E.N.V. axle. Lockheeds, Alfin drums. Much work done by engineer owner. Photos and full details, S.A.E. £125 o.n.o. Per y, The Link, Weston-under-Penyard, Ross-on-Wye 2791. [6005]
- SOUND, RARE,** Coachbuilt 1934 Morris Oxford. Bill, £50. Nearest £27. Write Sutherland, 339, Preston New Road, Elackburn. [6006]
- FORD V.8 ENGINE** with Allard 2-twin choke Solex manifold. H.C. pistons, comp. valve gear, new mains and big ends, £25 o.n.o. Phone Chester 35003. [6007]
- 1939 DAIMLER 2½ litre Sports Saloon.** Excellent condition. Recent mechanical overhaul. Insured comprehensive. £200 o.n.o. Morgan, 96, Heol Morfa, Briton Ferry, Neath, S. Wales. [6008]
- TWO SPLENDID HUMBERS.** 1928 20 h.p. Limousine in concours condition. 2,000 since complete overhaul. Surprisingly good performance. Showpiece. £140. 1932 Snipe Tourer. 40,000 since new. Exceptional. £80. Bolam, 62, Church Street, Tewkesbury 2378. [6009]
- 1957 RILEY KESTREL 12-4.** Excellent condition. Engine, gearbox, brakes, etc., had major overhaul 8,000 miles ago. Tyres, battery as new £170. Phone: MIT 2377. 59, Egham Crescent, Nth. Cheam, Surrey. [6010]
- 1950 T.D. M.G.** Very fast and well behaved car. £150 spent on extras. Laystall Lucas alloy head. Mar half No:dex supercharger. Heater, radio, screen washers. £455. Matthews, 27, High Road, Eroxbourne, Heris. Enfield 0876 (daytime). [6011]
- MOST PARTS** 9.8 Climax engine. Reasonable condition. Offers. Bridger, 208a, Church Road, Willesden, London, N.W.10. [6012]
- M.G. 1952 T.D. Model.** Green. Excellent condition. £50 just spent on engine, clutch and brakes. £415 for quick sale. Phone: UPLands 2548. [6013]
- M.G. 1939 T.B.** Works reconditioned engine and gearbox, new carburetors and batteries, just resprayed black. £315. Brown, 3, Quarry Hill, Sevenoaks, Kent. [6014]
- 1937 M.G.** type "T.A." Red. Also 1933 Riley Mentone 12/6 Saloon. Offers. Heywood, Lincs. 69185. [6015]
- NOV. 1952 MINOR** Convertible. Alfa O.H.V.. 2 S.U.s. Derington extractor exhaust, remote gearchange, many extras. Performance and condition exceptional. £385. Hodgkinson, Ivy Cottage, Broughton, Preston, Lincs. [6016]

FOR SALE—continued

- ALVIS 1936 Speed 20, D.H.C.** Immaculate condition, resprayed, new tyres, P.100's recently completely overhauled. £200. Langham 8861, before 6 p.m. [6017]
- S.U. CARBS., NEW.** Pair 1½ in. H.V.2. 1½ in. H.3. '34 Hornet Special engine. I. Aldwick Road, Harpenden. [6018]
- LANCIA APRILIA,** 1939. In daily use. Instruction book, spares, etc. Part exchange W.H.Y. Cash either way. Child, Okeford, Dorset 418. [6019]
- 1937 MODEL F.N. B.M.W.,** 12 h.p. type 315 Sports Saloon. Two owners since new. Instruction manuals etc. £190. Part exchange W.H.Y. Cash either way. "Motor Sport," July 1951 to date. Child, Okeford 418. [6020]
- ROLLS-BENTLEY,** 1935, 3½ Saloon, Mulliner body just rebuilt. Mechanically excellent. £200. Also Riley Continental Saloon, large boot, 14 litre. Good all round condition. £170 o.n.o. Jack O'Lantern, Ringwood Road, Romsey. Tel.: Ower 255. [6021]
- ALE 9.** Unique number. Talbot Darracq Saloon, type 75. Amazing condition for 1934 model. 27-28 m.p.g. New tyres. Recent overhaul, engine, gearbox, radiator, transmission, brakes. Taxed year. In use, seen near Croydon. £175 o.n.o. Box No. T.022. [6022]
- MOST ATTRACTIVE** perfect specimen Riley Kestrel 35/15/66. Body, doors, wings, running boards perfect, uncorroded. Attractive shade green uncracked. Inside incredibly clean. Carpets almost new. Bumpers, lamps, hubcaps recently rechromed. Engine (NOT water cooled central main bearing model), transmission stripped, rebuilt spot on by owner mechanic enthusiast 6,000 miles back. Well known to experts. Page, Pexhill, Foreman, Caffrys, Lewes; Cooke, Ruddington. Very highly recommended. £285, including spares, value approx. £20. Bolesworth, 18, Bedford Avenue, Bexhill 3579. [6023]
- LANCIA APRILIA,** '38, Green. Very good condition, all Lancia features working. 4 new 'X's.' £235. 347, Lansbury Drive, Hayes, Middx. HAYes 2435. [6024]
- SINGER LE-MANS,** 1937, Two-seater. Slab tank, twin spares, Scintilla Vertex, no hood. Good throughout. £75. SEV 7661 (Ilford). [6025]
- M.G. V.A. Tourer,** 1937. Very good condition, taxed and insured. Trial welcomed. Top potent for elderly couple. £150, or exchange saloon, adjustment either way. I. Glanfield Road, Beckenham, Kent. [6026]

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

**FOR SALE—continued**

**LIGHT ALLOY HEAD**, suit S/V Sunbeam-Talbot, Hillman 10, £4. Four L/A mudguards, two torpedo lamps, 30s. 14, Blenheim Court, Sidcup, Kent. FOOTscray 1442. [6090]

**RILEY 1½ litre Touring Saloon**, Rec. 1937, in reasonable condition. Offers please, as room wanted. 45, Green Lane, Chislehurst, Kent. [6091]

**RILEY 9 Kestrel**, 1934. Manual box, S/S engine, fitted Merlin crank, raised compression. Condition good. £75. 149, Stechford Road, Birmingham 34. [6092]

**1936 F.W.D. CITROEN Fixed Head Coupé**. Dickey seat. Clean. Needs some attention. Running. £30. 30, Thurlstone Drive, Davy-hulme, Manchester. [6093]

**ENTHUSIAST'S (FORD 10)**. For sale, almost complete Special, ready for mounting a body on. Lots of new and replacement parts built on a new Popular chassis (boxed). £65. 60, Charingworth Road, Sheldon, Solihull. [6094]

**TALBOT 65**, 1934, Sun Saloon. Engine resleeved. Wilson box, transmission and steering overhauled. Instruction book, complete tool kit. Reason: Family dislike firm ride. £75 o.n.o. Payments available. Lyme, Foley Road, Claygate, Surrey. Esher 2917. [6095]

**VULCAN CAR MASCOT** for sale. Offers. 1, Woodlands Terrace, South Shields, Co. Durham. [6097]

**£30. DRIVE AWAY**. 1936 Rover 10 Saloon. Oakley, St. Mabyn 234, Bodmin. [6098]

**AUSTIN 7**, 1932. Recon. engine. Very good condition throughout; any reasonable offer accepted. Harrington, 84, Glover Road, Scunthorpe, Lincs. Scunthorpe 4280 (after 4.30). [6099]

**MORGAN +4**, 1952. Red. T.R. mods. Rebuilt last November. Truly immaculate. Host of extras. A good buy at £425. Dover, Milton Keynes, Newport Pagnell, Bucks. Phone M.K. 227. [6100]

**RILEY KESTREL**, 1933, with spares, £35. Alvis 16.9 2-seater with dickey, 1933, £25. M.G. S.A. 4-seater Drophead, £80. Wolseley Hornet Special, Jaguar 3½ Saloon, 1948. Minx Coupé, 1938. Vanguard van, 1953. Morris 8 Tourer, regd. 1951, excellent, £75. Morris 8 4-door Saloon, v.g.c., £90. New Arnott 2 litre blower, racing carb., etc., £50 or w.h.y.? Students need the money. Any offers? Richardson, c/o Nicol, 6, Turnberry Road, Glasgow, W.1. (West 5932, 6-7 p.m.) [6101]

**1939 FORD 8 CHASSIS**, ideal for Special. £20. Still, 63, The Park, Yeovil, Somerset. [6102]

**RILEY 9** pointed tail aluminium 2-seater. Hydraulic brakes, polished front axle, etc., 4-branch exhaust, twin S.U.s. Much modified and successful competition car. £175 o.n.o. Waine, "Tamarisk," Springbrook Lane, Earlswood, Solihull, Works. [6103]

**1949 Model 1½-litre JAGUAR Saloon**. Spot-lamps; heater, immaculate. £320.  
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**FOR SALE—continued**

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**KESTREL SPRITE S.S.27 K**. Grey. Good condition. £165 o.n.o. 3, Corinthian Avenue, Stoneycroft, Liverpool 13, ST0 4793. [6107]

**LAGONDA 2 litre low chassis Tourer**. Blown model. Excellent condition inside, outside and mechanically. BAYswater 3213. Box No. T.108. [6108]

**ALTA MINOR**, 1951, Convertible. Heater, etc. Very good condition. £345 o.n.o. Seen North London or North Kent. Phone: Potter, Farningham 3018 (evenings) [6109]

**ONE HANDA OVERDRIVE UNIT** complete, suitable for all Ford 10½E models. First class condition. £29 10s. Gray, 55, Waldegrave Park, Twickenham, Middlesex. POPesgrove 8038, evenings only. [6110]

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**LANCIA ASTURA**, 1932. Saloon. Seen London or Norwich. £124. Buxton, Brinton, Melton Constable, Norfolk. [6112]

**AUSTIN 7 SPECIAL**. Registered 1956. H/C head, D/D Solex. Bowdenex brakes, etc. Spares include engine, chassis, wheels, etc. £80. Askew, 79, Upper Clapton Road, London, E.C. [6113]

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**LAGONDA 2 litre**, 1930, in first class order. 20,000 mileage only since rebuilt by Davis Motors in 1947. £200. Gabb, Durhams Farm, Hildenborough 3220. [6115]

**ROLLS ROYCE**, 1933. Phantom II Sedanca-de-Ville. Magnificent machine. £325 o.n.o. Box No. T.116. [6116]

**MERCEDES-BENZ**, 1938. Type 340 Cabriolet. Black. L.H.D. New tyres, brakes relined and car checked by Mercedes. Good order. £275 o.n.o. SqJn.-Ldr. Freeman, Officers' Mess, R.A.F. Stafford. [6117]

**WOLSELEY HORNET SPECIAL**, 1935. Eustace Watkins new weather equipment, good tyres, mechanics, etc. £85. 29, Linkfield, Howlands, Welwyn Garden City, Herts. [6118]

**RILEY ADELPHI**, 1937. Excellent mechanical condition (£195 spent last two years). Four new tyres and battery. Smart body, interior unmarked. Running boards need tidying. Fast and economical. £155. 5, Kindersley Way, Abbots Langley, Herts. [6119]

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**ROFSCH TALBOT 75** Saloon, 1937. 23,000 miles. Original engine. Showroom condition. Unused 1937-50, 1954-58. Offers. Box No. T.125. [6125]

**RILEY FALCON**, 1935. Engine recently completely overhauled and brakes relined; bills shown. Excellent bodywork. Good tyres. Used daily for business. £175 o.n.o. Saxby, 12, Colindale Avenue, Sidcup. [6126]

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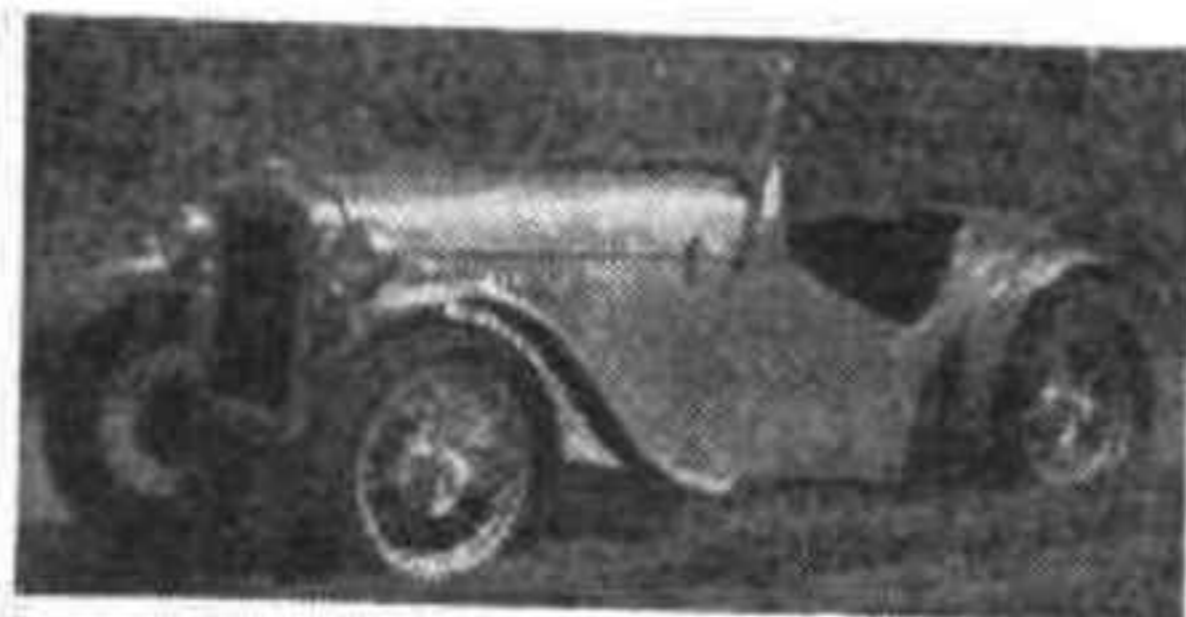
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## The Month Ahead

- |                |  |                |
|----------------|--|----------------|
| <b>Feb. 5</b>  | Full description of a new British 1½-litre saloon in the semi-luxury class.<br>Road test of the Vauxhall Victor Estate Car.<br>The Great Drivers: The story of Tim Birkin. | <b>Feb. 5</b>  |
| <b>Feb. 12</b> | Survey of the current range of car radios.<br>Investigation of the car-auction business.<br>Report of the "Cat's Eyes" National rally.                                     | <b>Feb. 12</b> |
| <b>Feb. 19</b> | Driving on the Continent—some useful information and tips.<br>Road test of the M.G.-A Coupé.<br>The Great Drivers: The Story of Tazio Nuvolari.                            | <b>Feb. 19</b> |
| <b>Feb. 26</b> | Full descriptions of new 1½-litre cars from two of Britain's large producers. Also, full description of the latest versions of three popular models from another factory.  | <b>Feb. 26</b> |

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

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- £270 Singer 9-h.p. 4-seater sports. 1951. Red.
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- £225 M.G. TA, 1938. Pale blue.

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- M.G. J.2**. Engine complete. Spare block, cylinder head, clutch and housing. £20 o.n.o. Newton, 59, Briarfield Road, Heaton Chapel, Stockport. 16030
- T.C. M.G.**, 1946. £260, or part exchange Popular, VW, etc. 26, Bowerfield Avenue, Hazel Grove, Stockport, Ches. 16031
- VINTAGE LEA-FRANCIS** Saloon, in excellent condition. Close coupled Weymann body, 4ED Meadows engine, 40 m.p.g. £95 o.n.o., or will exchange for low mileage 150 c.c. Lambretta. Photos from Eateman, 13, Pollards Hill North, S.W.16. 16032
- CITROEN** Light 15, 1952. Engine just overhauled, new clutch and brakes, excellent appearance. 1930 Rolls 20 25, "Amateur" sports body, excellent mechanically. Ford Jeep van, reconditioned engine, brakes, Zenith carburettor, Skirrow dirt-track car, less engine. 1952 James 197 c.c. KSS Velocette, alloy head. Offers, exchanges, W.H.Y.? J. H. P. Wright, "Oaklands," Whaplode, Spalding. 16033
- P.V.T.** Stylish Sports Foursome, Armstrong-Siddeley 17 h.p., 1935. Rebored, plus £60 overhaul last month (bills). New rad, Solex d.d., king-pins, pump, valves, timing ch-ins, batteries last year. Many spares. A splendidly reliable car of distinction. Reason? Schoolmaster faced with stork-talk. £155, or attractive proposition. Phone Kane, Corfe Castle 438 (Dorset). 16034
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1939 Rapide drophead 2/3-seater. One of the very few of this type ever built. New hood, B.R.G. cellulose, brown leather. One of the best-looking and most potent cars available ... £495

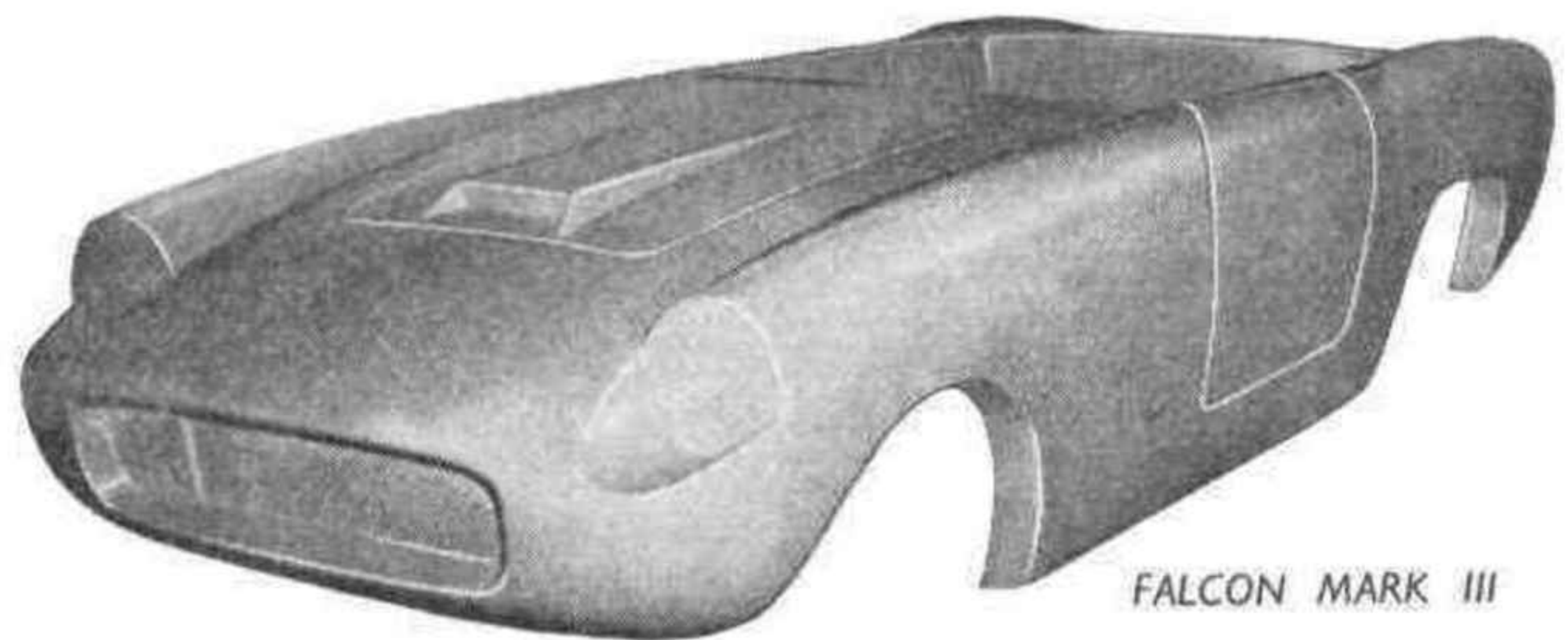
A 1938 V12 saloon at £225 and a 1936 LG 45 drophead at £295, and finally a 1933 2-litre 2-seater sports, stark but goes really well, has excellent steering, brakes, road-holding, engine overhaul just completed, only £95.

**BATH ROAD, PADWORTH, nr. READING. Tel. WOOLHAMPTON 505/506**



## BUILD YOURSELF A SPECIAL TO BE PROUD OF

Right is an illustration of our Mark III Shell which will be in production shortly. It has been designed to bolt direct to the Ford Popular Chassis and can be fitted to most other makes, having a 7' 6" wheel-base. Can also be fitted with hardtop.



FALCON MARK III



1929 AUSTIN 7 FITTED  
FALCON MARK I BODY SHELL

All Ford Spares available, including boxed chassis. Also Watling Tubular Ladder Frame, £49.

Please send large stamped addressed envelope for the fullest details or visit our Showrooms at Abbey Garage, open 9-5 Weekdays, 10-1 Saturdays and Sundays.

On the left is shown a really first-class "Special." Briefly the recipe is a short-chassis AUSTIN 7 "PRE '32" with modified suspension, new wheels and tyres, and a Falcon Mark I Body Shell fitted. The body has been designed from the first exactly to suit the needs of the Austin 7 Special Builder and offers the most complete specification for only £78 ex-Works. All lids and doors separately moulded with flanges. All receiving flanges and drip channels strengthened and trimmed, and metal tubular mounting bonded to interior. All hidden hinges fitted.

**FALCON SHELLS LIMITED (Dept. M.S.), 23 HIGHBRIDGE STREET, WALTHAM ABBEY, ESSEX**

**FOR SALE—continued**

- HOTCHKISS (Amicar)**, 1939, F.W.D. 9.8 h.p. Breaking, all spares available. BATTERSEA 1107/8. [15957]
- 1940 SUNBEAM TALBOT Sports**, Works Special. Excellent condition. Taxed, insured. Owner going abroad, regret sale. £310 o.n.o. Box No. T.127. [6127]
- ROLLS-BENTLEY**, 3½ litre Park Ward, 1935 Sports Saloon. Black/blue leather interior, usual extras. In excellent condition throughout. In daily use. Any trial. £198, or ½ deposit. Motorcycle taken exchange. Pickering, 68, Rochester Road, Coventry Phone 74448. [6128]
- LANCIA DILAMBDA**, Farina Coupé. Excellent throughout. Complete chassis spares. £120. Chalmers, 20, St. Ann's Square, Manchester. [6129]
- ALLARD Tourer**, 1947. Very good condition throughout. £185. 33, Benfleet Park Road, Benfleet, Essex. [6130]
- T.D. M.G.**, 1953, Green. Immaculate. 1958 engine, 6,000 miles since new. Goodyear 'All weathers' fitted rear. New hood, tonneau and solid perspex sidescreens. Many extras, windscreen washers, winking indicators etc. Offers over £475. H.P. terms available. Cheshire. Box No. T.131. [6131]
- ALLARD Drophead**, 1949, 4/5-seater. Good condition, well shod. £145. 2, Woodlands Drive, Knutsford, Cheshire. [6132]
- 1934, 20/25 ROLLS-ROYCE** Limousine, with division, for sale. Good appearance. 20 m.p.g. £220 o.n.o. Roy, 4, Claremont Gardens, Millgavie, Glasgow. Phone MIL 1193. [6133]
- 3 LITRE BENTLEY**, 1925, long chassis with non-original touring body. Fold-flat and aero screen, brakes relined, good condition throughout. £170, or part exchange T.D. M.G. or sporty 4-seater drophead, up to £400. 27, Stocks Road, Aldbury, Tring, Herts. [6134]
- PASSION WAGONS**, buy one for the spring. Hairy Ford Pilot. Heater, radio. £185. 1929 Cowley. Recent engine overhaul, including spare parts. £65. Warth, 25, Queensbury Road, Kettering (3573), Northants. [6135]
- RILEY KESTREL 12/4**, 1935. Pres-selector engine, tyres, steering transmission O.K. Starter, dynamo u/s, body poor. £35 complete, or break for spares. 53, Bacon Way, Banstead, Surrey, Burgh Heath 746. [6136]
- RILEY 9**, Competition Monaco, 1934. Brakes relined, steering, lights, transmission suspension overhauled last September. Engine, pres-selector, clutch, dynamo rebuilt 2,000 miles ago. Tyres perfect, body good. Any trial. £80, Mogador (Surrey) 2783. [6137]
- ROLLS-ROYCE**, 1932, 20/25 Park Ward O/D Saloon, 2 previous owners. Rolls maintained. Very good condition. £275 o.n.o. Box No. T.138. [6138]
- VINTAGE ROLLS-ROYCE**, 20 h.p., 1927 Landauette. Engine overhauled. 24 m.p.g. New battery, shock absorbers, good tyres. £175. Kingston 3851. [6139]
- 1933 RILEY 9 Sports Saloon**. 2,000 miles since recon. engine, H.C. pistons and Brooklands crankshaft fitted. New tyres. £60 o.n.o. ELT 5710. [6140]
- AQUAPLANE SUPERHEAD** for 100E, with twin S.U.s. equipment etc. £25 o.n.o. Parsons, 15, Stanion Lane, Corby, Northants. [6141]
- TRIUMPH 1947**, Razor Edge Saloon 1800. Heater, spotlight. Very nice car. £235 o.n.o. Park 9727, evenings. [6142]
- 93A**. All accessories. 2 gearboxes, 6 v. battery, etc. £30. Swanley Junction 2443. [6143]
- M.G., £115**. 2 litre 1958 Sports Saloon, reconditioned engine and accessories, new clutch, good body and transmission. Birmingham or London. Reason: marriage. Box No. T.200. [6200]
- ALVIS FIREFLY**, 1933. Good home primary consideration to sentimental owner. What offers? Box No. T.215. [6215]
- VARIOUS BARGAINS**. Set good 475/500 x 19; two engines, etc., Citroën F.W.D.; lots Bentley tyres; Lancia Dilambda, excellent except gearbox damage; good Ford Thames L.W.B. lorry, superb V-8 engine. Morgan-Giles, Altamura, Shaldon, Devon. [6216]
- MERCEDES**, Model 230 D/H Coupé, reconditioned engine. £130. Skelton, 579, London Road, Islworth, Middx. Phone ISL 1176. [6145]
- RILEY IVP**. Hydraulic brakes, extensive rebuild 7,000 miles. Spares include: complete blower conversion, head, crank, rods, camshafts, "Vertex" carburetors, "Ulster" sump. £330. Pratt-Barlow, 21, Wellesley Avenue, Iver. Tel: 799. [6146]
- M.G. P.A.**, 2-seater, Red. Very good condition. New brakes, wiring, recent respray. £160. FOR 6576, evenings. [6147]
- ARMSTRONG SIDDELEY 12**, 1934 original model. Reliable, comfortable family car. £60. Horn, Colwood Manor Lodge, Polney, Sussex. [6148]
- HARDTOP** with sidescreens for T.D. M.G. Field, Erith 30'1, ext. 234 (business). [6149]
- ALTA-MINOR**, regd. 1950, 1951 model. Reconditioned engine. P.V.C. hood, glass rear windows, windtones, new radiator and battery. Over 70 m.p.h. and 40 m.p.g. £335 o.n.o. Jarratt, 61, Halsbury Road East, Northolt Park, Greenford, Middx. [6150]
- RILEY MONACO**, 1934. Helical box, knock-ons. No reasonable offer refused. Woods, 25, Benth m Road, Gosport. Phone 89281. [6151]

**FOR SALE—continued**

- 1937, 2½ S.S.100**. Recent engine overhaul, mechanically very good, body needs tidying. £165 8, Miles Meadow, Coventry, or Tel: 73832. [6152]
- 1924 BENILEY**, Red Label, 3½ litre, fitted 1936 coupé body. £130. Pound Hill 3017 (Sussex). [6153]
- RILEY 1934 MONACO**. Engine, brakes, steering, dynamo overhauled. 4 good tyres. Body needs attention. Suit enthusiast. £40. Reading 82668. [6154]
- CLEARANCE!** 1934 Riley 9 Kestrel. 2 carbs, crash box, 17 in. rear wheels. £30. Spares for 1935 3½ litre Talbot, many Alvis bits, Sundry gearboxes, instruments etc. 1930 Aston International 1½ litre tourer, £90. 1 set Marchal Fulgor horns, 15 gvs. Letters only please, with S.A.E. to, Ernest Shenton, "Gandria," Caverswal Common, Stoke-on-Trent. [6155]
- ROLLS**, 1924, 21.6 h.p., Primrose-Black, rare owner/driver Mulliner Sports Saloon. Excellent throughout. £185 for quick sale. R. Downing, Wellwood Drive, Dinas Powis, Glamorgan. Tel: 2164. [6156]
- SUNBEAM TALBOT 10**, 4-seater Tourer, Ivory. New side-screens, tonneau, exhaust, brakes, retreads. £245 o.n.o. 11, Blackbush Spring, Harlow, Essex. [6157]
- B.S.A. SCOUT**, 1935, F.W.D. four-wheeler, two-seater. Immaculate condition, good runner, well shod. £70 o.n.o. 45, Holmdene Avenue, S.E.24. BRT 2056, after 6 p.m. [6158]
- RENAULT DAUPHINE**, 1958 Model. Immaculate. 10,000 miles only. £550. Ruislip 8934. [6159]
- M.G., P TYPE**. New hood, resprayed red. Mechanics, tyres, body and interior etc., in sound condition. £120. Terms and exchanges considered. AMH 8630 (London). [6160]
- SINGER 4AB Sports/Roadster**, 1951. Light blue/red hood, tonneau. Undersealed. Reversing light, screen washers. Enthusiast owned since new. Immaculate. £355. Gerrards Cross 3482. [6161]
- B.M.W. (1938)**, Type 320 Saloon. Left hand drive. First registered 1956. £65. 132, Lovelace Drive, West Byfleet, Surrey. [6162]
- MORGAN 1947, F Super**. Reconditioned engine, new brakes, tyres etc. Mechanically and bodily perfect. First offer over £200. SAN 4212. 84, Farley Road, Sealdon, Surrey. [6163]
- M.G. '36 P.B.** Excellent condition. 4 good tyres, rebuilt clutch. Engine rebuilt 3,000 miles. £190. Ambrose, 38, Suffolk Road, S.W.13. [6164]
- 1938 A.C.**, Drophead Foursome Coupé. Engine overhauled. Rechromed, reupholstered, excellent bodywork. £270 o.n.o. BARNET 4020. [6165]
- VOLKSWAGEN Workshop Manual** (genuine VW), £3. Pair new H-110 headlights, £2 10s. each. Williams, 114, Thameside, Staines. Tel: Staines 3780. [6166]
- ALVIS T.J. 12/50 Saloon**. Running order. Haggle £55. Evenings/week-ends, 41, Ridgeway East, Sidcup, Kent. [6167]
- ALFA-ROMEO 6 c. 2.3** (twin-cam) Gran Turismo. Castagna Drophead. Bodily, mechanically sound. 21 m.p.g., 80 m.p.h. Pressure good, hot. Also 12 ft. car-top dinghy. £120 for both, or exchange smaller saloon. 52, Sandby Road, Corby, Northants. [6168]
- M.G.**, 18 h.p. Sports Saloon, 1936. Partially restored engine 800 miles only. Bodywork good. £55 o.n.o. Prevett, Moorhouse Cots., Wishanger, Churt, Farnham, Surrey. Phone Headley Down 2151. [6169]
- PEUGEOT 203** (November 1954). Grey. 37,000 miles. Wonderful car in exceptional condition. £435. Haslemere 505. [6170]
- 1935 S.S.1 Airline Saloon**. Foglamp, spotlight, sunvisor, radio, Runbaken coil. Oil consumption negligible. Excellent mechanical order throughout. Original tools and handbook. Wing damaged but repairable, body otherwise sound. £65 o.n.o. PRO 9176. [6171]
- AUSTIN 'CHUMMY'**, 1925. Used daily. With complete set of spares. £40 o.n.o. (Will sell separately). Garratt, 96, Poplar Road, DorrIDGE, Warwickshire. [6172]
- 1939 SUNBEAM-TALBOT 10**, D.H.C., Grey/black. Stylish appearance. Recently thoroughly overhauled (bills available), and in excellent running order. 42,000 miles. Taxed end year. £225. Rae, Queen's College, Oxford. [6173]
- M.G. P.A.** Dismantling for spares. C. Brown, 27, Kenilworth Avenue, Hull, Yorkshire. [6174]
- ASTON-MARTIN International** Very good condition. Recently reconditioned. New conrods, pistons, mk II cam, recon. carbs, starter. Bills shown. £225 o.n.o. Addiscombe 3437. [6175]
- I HAVE A STANDARD 10** (1939) and £500 and want a low mileage Volkswagen. The Standard has a completely rustfree body, perfect black cellulose, unmarked leather interior, excellent 'works', 4 new tyres, heater, screen washers etc. Anyone interested? Or if any family enthusiast wants a car that is genuinely in outstanding condition, I would haggle at say £150. S.A.E. for full details and photo. 12, Baldry Gardens, S.W.16. POL. 8551. [6176]
- ALFA-ROMEO 1750** Twin Camshaft Supercharged Saloon, 1934. Fast, reliable. £135. Divey, Hazledene, Great Haywood, Stafford. [6177]

**FOR SALE—continued**

- AUSTIN-HEALEY B.N.2**. Ivory unmarked, red leather interior, wood steering rim, usual extras. New 'X's' all round, low mileage. £700. Phone Greenwich 2600 am., POUANILL 2357 evening. [6178]
- MICHELIN 'X' TYRES**: Four covers and three tubes. These tyres are unmarked and have run only a short distance on a 3.4 J-guar and on which they were the wrong size. Suit Austin-Healey Barga n at £25 the lot. Seen at Chichester. Box No. T.179. [6179]
- M.G. P.A. 1936**, Red. Low mileage since rebuilt. 16 in. rear, fog lamp, blinkers, luggage rack, twin spares. Real snip. £170 o.n.o. 49, Woodlands Road, Sonning Common, Nr. Reading. [6180]
- RILEY MONACO**, 1937, Aluminium body. 1958 overhaul, over £60 spent. New battery. Used regularly. £65 o.n.o. Murrell, 109, Westland Avenue, Hornchurch, Essex. Hornchurch 46031. [6181]
- YELLOW PERIL 1929**, Baby Austin Tourer. £30. Four new tyres, 1936 reconditioned engine available. Peter King, Old Mill House Farm, Dunning's Road, East Grinstead, Sussex. [6182]
- LOTUS-CLIMAX**, Mk. VI, Stage II De Dion. Cooper wheels, Prescott class record, ready to race. Offers, see below. Ford V.8 Special 1,000 miles. Allard engine, box. Ideal road, hill climbs. Offers. Tallis, Lensbury, Teddington, Middx. [6183]
- SPORTING COMMENTATOR** out-talked by unsporing wife sacrifices his Frazer-Nash Le Mans Replica, NMA 631. B.S.I. engined, impeccably maintained and wonderful value for £775. Can H.P. or swap something more congenial in comparable condition. Stuart Hall, Greenways, Kingsmoor, Glossep 2325. [6184]
- MOBILE GIN-PALACE**, otherwise 1937 Triumph Gloria, 16 h.p. Rebuilt 1956 regardless of expense, as extraordinarily capacious estate car, with all mod. con. Has to be seen to be believed. Owner must part, going abroad. Best offer round £195. E wood, 95, Walton Road, Sidcup, Kent. FOO 5735, evenings. [6185]
- M.G. "M."**, "J.2." Excellent aluminium on steel tube body. Traditional lines. Built 1954. Includes screen, slab tank, seats, lights, hood, sidescreens, swept wings, radiator, B.R.G. Chrome. Price £20. Write, Graham, 5, Calderbank Avenue, Flixton, Manchester. [6186]
- CARBURETTORS!** 1 pair Solex, new. 1 pair Zenith, used. Suit Riley Nine. Offers, 117a, Meadow Lane, Coalville, Leicester. [6187]
- M.G. T.C.** 27,000 miles. 16.00 tyres. Tonneau, luggage grid. Condition as mileage suggests. Jones, 'Cloveley', Kedleston Road, Derby. [6188]
- TRIUMPH 1800 Roadster**, 1948, Two-tone blue. Reconditioned engine, good tyres, heater, radio etc. A real showpiece. £330. Bates, 56, Heathfield Road, Gabalfa, Cardiff. [6189]
- SUNBEAM TALBOT 10** Tourer, 1948. Attractive dark blue coachwork, recent new hood. Good, reliable performer. Original tool kit. £230. E. J. Vesey, Earnby, Newark, Notts. [6190]
- JAGUAR XK120 F.H. Coupé**, Special Equipment Model in perfect condition throughout. XK140 Special Equipment model wanted. Robin Hood Works, Wakefield Road, Brighouse, Yorks. Phone '686. [6191]
- VINTAGE**: 1927 Standard 14 Pall Mall Saloon. Excellent condition. Nearest £180. Box No. T.192. [6192]
- BENTLEY 1928**, 3 litre Tourer. £200 o.n.o. 26, Avondale Avenue, Moreton, Wirral. [6193]
- 1954 FRAZER-NASH** Targa Florida, Gran Sport. Mileage 18,500. Almost unused, in superb condition. £1,395. Also 1957 (December) M.G.A. £765. Extras. Barnes, 179, Burnley Road, Blackburn, Lancs. [6194]
- BUCKLER DD2**, Mistral body, 1172 c.c. trim. 2 seats, room for acc. 4. 100 hours to complete. Never been on the road. Selling lack of time. Cost £417, bargain at £365 o.n.o. H.P. arranged. Phone Bramley (Surrey) 2420. [6195]
- VOLKSWAGEN**, Wessex Conversion. New Michelin 'X', modified suspension, immaculate condition. £600. Terms arranged, or exchange car plus cash. Haigh, 4, Church Street, Greasbrough, Rotherham. [6196]
- JAGUAR Mk VII Saloon**, October 1951. Sound condition. Space and £275 needed. Keenan, Southview, Little Stretton, Shropshire. [6197]
- M.G. Breaking "P."**, "J" type. All spares. Johnson, 594, Bearwood Road, Birmingham 41. [6246]
- LANCIA APRILIA**, Nov. 1938, Saloon. Absolutely original, low mileage. Superb bodywork, blue leather, no rust, unpranged, respraying now. Engine unbored, no corrosion in block; new camshaft, rockers, big Zenith. Come and see it or ask Harry. Can sell car but not wife, who dislikes it. Will haggle £300. H.P. available. Polard, tel. Hindhead, Surrey, 867, after 6. [6079]
- DAIMLER LIGHT 15**, 1936. £25. Daimler 15, 1933. 58,000 only, record of every mile and gallon. Engine and transmission perfect, body requires attention. £30. Must sell one. Rudge, Lyme, Foley Road, Claygate, Esher 2917. [6096]

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

**FOR SALE—continued**

**LANCIA APRILIA**, 1937. £175 o.n.o. Please write for appointment. Mon Désir, Coney Six Estate, East Wittering, Chichester, Sussex. [6218]

**CONCOURS T.A. M.G.**, 1939. Resprayed, re-trimmed. New 16 in. wheels and tyres, hood, side screens. Mechanically 100%. £265. Box No. T.219. [6219]

**BENTLEY Speed Six**, 1929 chassis, rebuilt 1936. D box. 5,000 miles since complete overhaul. Immaculate Sports Saloon coachwork. Taxed. Handsome thoroughbred and quite unique. £250. Towle, Nutfield Ridge 2334 (Redhill). [6220]

**SUNBEAM-TALBOT 90 Mk. 2**, 1952. Black/red leather. Radio. In excellent condition bodily and mechanically. Chauffeur maintained by previous owner. Price £465 or offer. Phone: Derwent 9291. [6221]

**NEW M.G.A. SPARES**. Pistons and rods, cam followers and push rods, Scintilla mag. Phone DUN 0860. Morrison, 42, Veda Road, Lewisham. [6222]

**RILEY KESTREL**, 1937, 12/4 Continental Saloon. Mechanically sound, but requires attention to body blemishes (insurance claim pending). £65. Sheppard, 17, Woodlands Road, Epsom. Tel.: 5520. [6223]

**LANCIA APRILIA**, 1948 (Farina body), series II, 12v., 4-door. Good condition. Box No. T.224. [6224]

**ROLLS-ROYCE Phantom I** Tourer by Barker. 1928 chassis 43 A.L. Approx. 180,000 miles. Known history. Excellent condition throughout, absolutely original. Details: R. J. Kendrick, 5, Cold Arbor Road, Bessels Green, Nr. Sevenoaks, Kent. [6227]

**BRITISH SALMON** 12 h.p. D.H. 4-seater Coupé. Black with new red hood. 1,500 miles since complete overhaul including rebore, reconditioned Scintilla, oil pump, new Solex. Brakes relined, new cables, Fram fitted. Excellent condition throughout. Full details S.A.E. Price £130. Includes complete similar car dismantled for spares. Perry, The Link, Weston-under-Penyard, Ross-on-Wye, Ross 2791. [6228]

**ASHLEY BODIED AUSTIN**, professionally built, boxed chassis, large valves, light flywheel, Bowdenex brakes, Bowden suspension. Over £200 spent, almost complete. £150 or exchange for a runner up to 10 h.p., cash adjustment. O.H.V. Ford 8 or 10 conversion, Raleigh twin engine and parts. Rolls 40-50 instruction book, 1925. Smith, 7, Hillshot, Letchworth, Herts. [6229]

**1958 350 C.C. Professional Special**. Ashley fibreglass and hardtop. I.F.S., I.R.S., hydraulics. £200 or m/cycle and cash. 15, Boscombe Spa Road, Bournemouth. [6230]

**ENTHUSIASTS ONLY**. Singer Le Mans, 1935, 1½ litre. Triple S.U.s, Scintilla magneto. Complete overhaul engine, clutch, brakes, starter. New electric. £125 o.n.o. Terms. Day, HOL 6039. [6231]

**SINGER-RILEY 1089**. £85 o.n.o. £120 spent. Needs enthusiast to complete. Coil springs, 2-seater. J. Ost, "Holmby," Blocks Corner, Hatfield Heath, Bishops Stortford, Herts. [6232]

**JAGUAR 1½ litre**, 1937 model. Recent rebore, big ends, etc., steering and brakes overhauled, good tyres. Fast and reliable. Any inspection. £135, no offers. 19, Manscombe Road, Torquay, Phone 67641. [6233]

**ALFA ROMEO 2½ litre Gran Turismo**. Taxed and insured. Excellent condition. £565. Box No. T.234. [6234]

**VOLKSWAGEN**, 1957, De Luxe sun roof. £595. Extras. Well maintained. H.P. available. FRB 9585 evenings. [6235]

**JAVELIN**, 1953. Good condition. £400 o.n.o., or exchange interesting 1½ litre Saloon. H.P. available. MAYfair 3016 day. [6236]

**FORD 10 h.p. ENGINE**, dismantled but complete. Sound. £10. Also have M.G. Magnette gearbox, axles, radiator, frame, cylinder head, other spares. Ferguson, 53, Brinkburn Avenue, Darlington. [6237]

**1939 SINGER 9**, crashed near Bridgenorth. Body ruined, otherwise O.K. Make good Special. Offers to Parr, 139, Heygarth Road, Eastham, Cheshire. [6238]

**MORRIS MINOR**, 1949. Grey. Tourer, cream hardtop. Good condition. Extras. £340. HUR 1214 after 6.30. [6239]

**1934 1½ SINGER Le Mans 2-seater**. Excellent example of this rare model. 7,000 miles since rebore, valves, guides and timing chains, rear springs set up, resprayed B.R.G., carpeted and retrimmed. £15 spent on rechroming. Loose covers, luggage rack, hood, side screens and tonneau, twin spares. £200 o.n.o. F. G. Nixon, Grove House, How Mill, Nr. Carlisle, Cumberland. [6240]

**ALVIS**, 1939, Speed 25 Sportsman's Saloon. Very good looking. Fortune spent on mechanics. £275 o.n.o. Findlater, 20, Radley Mews, London, W.8. WES 5691. [6241]

**DOLOMITE IN DISTRESS**. Save me from fate worse than 10 year test. Will accompany any gentleman to his residence without being pulled. Age 12, with two good headlamps and shapely profile, but looking somewhat lugubrious (whatever that means!). My price? £29 10s. Dear! Moore, Bishopston 183, Glamorgan. [6242]

**M.G. T.A.**, late '37. Maroon. Much above average. Many extras. £235. Hickson, 63, Erleigh Court Drive, Reading. Phone 62123. [6243]

**FOR SALE—continued**

**LOTUS Mk. VI**, 1172. Fully modified. Literally hundreds spent. Probably fastest and most successful M.k. VI. Car ready to race. £425 o.n.o. Box No. T.244. [6244]

**SPORTS 2-SEATER**, 1949. Tuned Riley 9 engine and gearbox in specially constructed crossbrace chassis. I.F.S., 16 in. wheels. Attractive professionally built body, weather protection, 12 cwt. £150 o.n.o. BEA (Birmingham) 1951, after 7 p.m. [6245]

**RILEY 9**, Weyman Monaco Saloon, 1932. Possibly best example of this model still in existence. New twin S.U. carbs, brakes relined, new battery, original paint still good, never rebored. £70. Sutton, 55, Charnwood Drive, South Woodford, E.18. WAN 4770. [6247]

**M.G. P.B.** Carefully maintained, in exceptional condition. £160 o.n.o. At Tenbrim Motors, Hounslow, Middlesex. [6248]

**BENTLEY**, 4½ D. ophe.d Coupé, 1930. Outstanding condition. £495. Photos on request. Ticciati, 89, Lansdowne Road, London, W.11. PAR 5742. [6249]

**LAGONDA LG.45 D.H.C.** Could be enthusiast's dream car. Good basic condition but needs attention. Nothing that could not be done by a man. Present owner merely a woman and lazy with it. £175. Seen London. Box No. T.250. [6250]

**TRIUMPH 1800 Roadster**. Generally good condition. £300 o.n.o. Litchfield, 101, Goldsmith Avenue, Southsea, Portsmouth 32080. [6251]

**FAST AUSTIN 7 Special**. Neat 2-seat alloy body, usual engine mods. 1958 bills for £45 on new parts. Taxed, insured. Sacrifice, quick sale. £68. View after 8 p.m., weekends. Riding, 65, Quarry Hill, Tonbridge, Kent. [6252]

**ALVIS 12/50**, 1926 TE Tourer. Many original features. £80. Partridge, Elmbridge 6420. [6253]

**15. DAIMLER 15**, 1933. Mechanically sound. Would break. Photos. Prior, 'St. Cross,' Linton, Maidstone. [6254]

**B.M.W. TYPE 328/80 2 litre 2-seater**. The Classic Sportswagen. L.H.D. Excellent order throughout. Black cellulose, black leather. Fine weather equipment. Rear wheel spats. Drilled knock-on wheels, hydraulic brakes, one-shot lubrication, oil radiator, radiator shutters. A good, original example of this rare machine. The price is now £290. H.P. possible. Would consider exchanging. Peter B. Moore, 18, Carlton Avenue East, Wembley Park, Middlesex. ARNold 1962. [6255]

**EX PETER GAMMON M.G.**, 1497 c.c. XPAG engine. Prepared for season. Gas flowed head, KE 965 valves, branched exhaust, balanced crank, etc. 86 b.h.p., 0-60 10.8 secs. 100+ m.p.h. Absolutely reliable and very potent. 32 m.p.g. in road tune. New alloy body. Innumerable racing successes. £350. Box No. T.256. [6256]

**PAIR DUNLOP'S ROAD**, 7.00 x 16, 20% worn. £8. Write, Grimwood, 14, Southern Road, Exmouth. [6257]

**90 m.p.h. JAGUAR**, only £30. Sportsman's Saloon, 2½ litre, 1937. Good condition. All letters answered. 9, Porchester Close, Binley, Coventry. [6258]

**1928 LEA-FRANCIS 2/4 Tourer**, 1½ Meadows. Good condition. Offers around £100. Turner, 110, Sixth Cross Road, Twickenham. [6259]

**M.G. T.A. 2-seater**, 1938. Excellent specimen in maroon and chrome. £175. Colindale 7898. [6260]

**ROLLS 20**. Shooting Brake body, fitted 1950. Good order throughout. Also few spares for same model. 2 brand new 525 x 21 tyres, reconditioned Scintilla magneto and crown wheel and pinion for Lagonda Rapier. Best offers. Cameron, Kilkerran, Strathyre, Perthshire. [6261]

**AUSTIN 10**, 1947 model, registered 1940. Good family car. Has had a complete engine overhaul recently. A clean model for 120 guineas, or near offer. Phone MALden 2772. [6262]

**HUMBER 9/20**, 1928 Tourer. Excellent original condition. Large quantity spares. £100 o.n.o. Pearson, Bramley Cottage, Sandy Lane, Bearsted, Maidstone. [6263]

**1922 FORD**, Open Tourer. Good condition throughout. Built to specification in 1921. Stored since 1955. A rare car. Box No. T.264. [6264]

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**WANTED:** Crashed or deteriorated Allard Lincoln Zephyr hotrod up to V.8. State price, year, condition. Kavana, Ferry Avenue, Cherssey Lane, Staines. [5939]

**WANTED—continued**

**WANTED:** Spares for Vauxhall E or D type. Radiator and bonnet (aluminium). Allsop, 288, Kedleston Road, Derby. Tel: 53131. [5940]

**CASH** for Riley Kesrel 12/4. Manual box, K.O. wheels must be good condition. D. Owen, 1102, Harrow Road, N.W.10. [5941]

**ENTHUSIAST** offers good home for Vintage Swift Tourer, 1926 p-ferred. Prepared for some restoration. Photos please. 32, Limes Avenue, Aylesbury 4833. [5946]

**WANTED: CYLINDER BLOCK** for M.G. P.A., 1935. Engine No. 1824A/135A. Good condition. Replies to: A. R. Turle, The Manor, Tolpuddle, Dorset. [6056]

**WANTED: LAYCOCK OVERDRIVE,** Type A. Jones, 219, Alkman Avenue, Leicester, Glenfield 230. [6063]

**4-SEATER SPORTS,** preferably M.G., Singer Le Mans. Subject A.A. inspection. KINGston 7863. [6064]

**MORGAN 4/4, 1947-51.** Good condition essential. Payment in cash. 38, Sherrards Park Road, Welwyn Garden City. Phone Welwyn Garden 4211. [6065]

**WANTED: ROCHDALE G.T.** H.P. or cash if reasonable. Edwards, 67, Woodbury Street, Tooting, London, S.W.17. [6066]

**M.G. ENGINE, P.A., P.B.** Reasonable price. Thornton, 73, Seymour Street, London, W.2. [6067]

**16 IN. K.O. WHEELS,** 1½ Riley. Attwood, Hambleton, Portsmouth, Hants. Ham. 442. [6068]

**WANTED: 1950-51 H.R.G.** 1500 c.c. Capable of withstanding A.A. inspection. Box No. T.069. [6069]

**CENTRIC 110 SUPERCHARGER** wanted, also Austin Speedy crankshaft and 1932 unblown Ulster crankcase and nose piece. Davis, Roxborough Lodge, Nascot Wood Road, Watford. Phone Watford 26109. [6070]

**VOLKSWAGEN, 1954-55,** privately. Details and history please, to 1. Mattin, 2, Elmwood House, Rushcroft Road, London, S.W.2. [6071]

**WANTED:** 1951-57 inclusive copies of "Motor Sport" in good condition. All letters answered. Apply Box No. T.072. [6072]

**8TH SERIES Lancia Lambda** Tourer. Exceptional condition. Full details. 7, School Road, Wednesfield, Staffs. [6073]

**WANTED:** Dellow, Buckler 90, Lotus Mk. VI or W.H.Y.? around £300. Wild, 57, Oakwood Road, London, N.W.11. SPE 5420. [6074]

**LE MANS** Frazer-Nash 1950-1954 required for cash or exchange. Gabbiani, 1, Bedford Gardens, W.8. [6075]

**WANTED: SPECIAL,** Ford preferred, fibreglass body. Recent good order essential. £200 offered. Yates, 1, Carlyle Avenue, Barnstaple. [6076]

**ROLLS 20-25 HANDBOOK,** XV, for cash, or in exchange my XVI in good condition. Smith, 18, Horrocks Road, Chester. [6077]

**FIAT "1500"** wanted, '38/'39 or later. 144, Spilsby Road, Boston, Lincs. Tel. 3157. [5973]

**RILEY GAMECOCK** radiator block and shell, also bonnet. Nix, 170, Ladysmith Road, Enfield, Middx. Phone 1512. [5974]

**FOR 1935 SUNBEAM DAWN,** synchromesh gearbox complete, or 3rd and top gears. Stopford, 26, Alexandra Road, Sale, Cheshire. [5975]

**C.A.V. SIDE-LAMP** wanted, as fitted to 1925 A.C. 37, Borkwood Way, Orpington, Kent. [6198]

**1921 HUMBER 15.9 h.p.** Rear axle required to complete restoration. Any axle parts considered. Also radiator cap, petrol tank cap, two C.A.V. side-lamps. T. G. Cottam, "Grenford," Park Lane, Preesall, Nr. Fleetwood. [6199]

**WANTED: RILEY 6-light Saloon.** Must be in good condition; no junk please. Bancroft, 9, Balmoral Avenue, Whitefield, Nr. Manchester, Lancs. Phone Whitefield 2663 after 8 p.m. [6201]

**M.G. J.2 BODY** urgently required. Good condition essential. Hines, 34, Bolderwood Way, West Wickham, Kent. Springpark 2367. [6202]

**1955 D.K.W.** required, reasonable condition. Cash. Howard, 38, Church View, Aveley, Essex. [6203]

**TYRES,** two good 5.60 x 15. Also specimen Volkswagen, Citroën, about £240. Webb, 116, Dawlish Crescent, Wyke Regis, Weymouth. [6204]

**STARTER PINION,** sleeve and spring, 1937 Alvis 20. Smurthwaite, Burghwallis, Doncaster, Yorks. [6205]

**4 ED MEADOWS** Brooklands Camshaft; pair Marshall headlamps, approximately 7 in. diameter; pre-war Frazer Nash radiator badge; vintage centrifugal thermometers; pair 15 in. wire wheels (alloy preferred). Dunleath, Ballywalter, Co. Down. [6206]

**M.G. P.A./P.B. BLOCK,** with or without pistons. Complete engine considered. G. L. Head, 18, St. Matthews Road, Cosham, Portsmouth, Hants. [6207]

**M.G. P.A., P.B. CYLINDER BLOCK.** Consider engine, gearbox complete. Swap for cash on collection. 5, Peel Drive, Iford, Essex. [6208]

**GOOD PRICE** given for Shorrock or similar supercharger, suitable 1767 c.c. Lea-Francis, preferably with carburettor. Must be good condition. Box No. T.209. [6209]

**M.G. SPARES,** J.2 speedo head, P-type windscreen complete. D. Wilson, Cuxton, Sundridge Avenue, Bromley, Kent. [6210]

**PAIR** of top condition Bucket Seats, type T.R., Austin-Healey, A.C., Jaguar, etc. Orme, 47, Queen Adelaide Court, S.E.20. [6217]

**WANTED—continued**

**ROLLS TWENTY** or Silver Ghost Coupé or Tourer wanted. First class condition essential. Ahn, 5, Queen Anne's Gardens, Enfield, Middlesex. Laburnum 1275. [5515]

**M.G. T.F. 1500** Wire Wheels. Private cash buyer. 12, Copland Avenue, Wembley. [5687]

**FIAT 1100,** 53-54, modern body. Jones, 8, Cromwell Close, Walton-on-Thames. [5690]

**REAR AXLE** for 1934 3½ litre Bentley urgently required. Horridge, 105, Regent Road, Lostock, Bolton. [5732]

**WANTED: RILEY 9** Ulster Head with masked plugs. Will pay good price. Kennlon, 9, Greenways, Hertford, Herts. [6225]

**COUPLED BOWDENEX** Brake conversion kit, for 1927 Austin 7. Morgan, 50, Runcorn Road, Birmingham 12. [6318]

**ROLLS ROYCE** Silver Ghost, preferably Saloon Carriole or open touring car wanted. Must be original. Please write Box No. T.319. [6319]

**RILEY 9 LYNX,** Lancs area. Respectable specimen, n.e. £80. Box No. T.320. [6320]

**PAIR 20 x 5.00** Wheels, 42 m.m. hubs; similar 19s for sale. 29, Salisbury Avenue, Cheltenham. [6321]

**M.G. MIDGET,** pre-war, preferably immaculate. Every detail for enthusiast, anything, anywhere. 39, Bartholomew Road, Cowley, Oxford. [6322]

**GOOD CAR** in sound condition. Seat four comfortably. Good performance with tolerable consumption. Alvis, A.C., Riley Kestrel or W.H.Y.? Photos returned. Box No. T.323. [6323]

**OFFERS** for immaculate 1937 Daimley Hooper Limousine, Government maintained. Meadway, Heaton, Bolton. [6324]

**FRONT AXLE BEAM,** M.G. V.A. 1½ litre. Warrilow, 25, Barclay Road, E.11. [6325]

**UP TO £50** WAITING for Austin 7 Saloon at 11, Percy Road, Goodmayes, Ilford, Essex. [6326]

**ENTHUSIAST** without money wants rough Riley Imp or Sprite to restore. Must be cheap. Box No. T.327. [6327]

**ONE OR MORE** 1939 type wheels for Lancia Ap-ilia. Harding, Gorsebank, Heathside Park Road, Woking. [6328]

**SMASHED** or written off T.R.2, T.R.3, M.G.A., Austin-Healey. State condition and price. F. G. Nixon, Grove House, How Mill, Nr. Carlisle, Cumberland. [6329]

**WANTED:** Highlift Camshaft for Ulster or Nippy Austin 7. Good condition essential. Rudkin, 6, Chequer Street, Pennfields, Wolverhampton. [6330]

**MISCELLANEOUS**

**LIGHT TRAILER,** independently sprung, suitable Cooper, trials car or boat. Velocette 500 c.c. engine (petrol), Morton gearbox, body shell ex Cooper IV. Servais racing exhaust manifold for 100 "E." All cheap. Radforth, 100, Allerton Road, Liverpool 18. [5760]

**COLLECTION LAPEL BADGES,** Vintage and P.V. List S.A.E. Pair excellent leather bucket seats, 55s. Pair pneumatic (new) roller bearing trolley wheels. 70s. 4-cyl. Lucas vertical magneto, as new. 50s. Box No. T.078. [6078]

**MY T.R.3,** your brains. Navigator wanted, Portsmouth area. For sale: M.G.A. tonneau, side-screens. Offers. Box No. T.213. [6213]

**M.G. T.C.** Marshall Supercharger, £20. Also steering box, £5. Cooper, 5, Queen's Terrace, Windsor, Phone 146. [6214]

**HIRE PURCHASE** available for private transactions. Northern Counties Finance, 143, Boughton, Chester. [6226]

**EXCHANGES**

**1933 M.G. J.2.** Very good condition. £130, or exchange two-berth Yacht lying Thames near London. Box No. T.825. [5825]

**LEA-FRANCIS 1½** litre Sports Saloon, 1948 mod. Almost exemplary condition. Aluminium bodywork, new engine, heater, etc., for pedigree D.H.C. or sell £225. Hastings, 334, Watford Road, Rickmansworth, Herts. [5857]

**COMPLETE** steam 7½ in. garden railway for interesting car. C. Arnold, 8, Homestead Way, Northampton. [5894]

**1937 AUSTIN SIX** Saloon, v.g. condition, for fibreglass Special or P/E '52 A.40. Elmbridge 8861. [5942]

**1929 MORRIS COWLEY** Tourer, excellent condition, for good mid-30s Saloon, or sell £60. 28, Sutcliffe Avenue, Earley, Berks. [5943]

**F.N./B.M.W. 319/55,** 1937, Saloon, good condition, for J.2/Ford, P.A./P.B. or similar, or sell. Weston, 3, Parrett Road, E.17. [6211]

**£150 + HORNET SPECIAL** Saloon, for Renault 750, early Minor, etc. Darlington 67892. [6053]

**"AUTOCAR,"** 1950-58, for scrap Minor/Hornet, about 1930; towable. 5, Seymour Road, Southampton. [6212]

**1937 A.C. GREYHOUND** Coupé, only needs some minor body repairs to make superb, exchange blown up or running original quality car, cash. Streetly (Staffs) 7256. [6338]

**SITUATION VACANT**

**LADY ASSISTANT** for Accessory Shop. Lex- Selfridge Garage, Orchard Street, W.1. [5826]

**SITUATION WANTED**

**YOUNG MAN** seeks interesting job. Anything connected cars. Box No. T.778 [5778]

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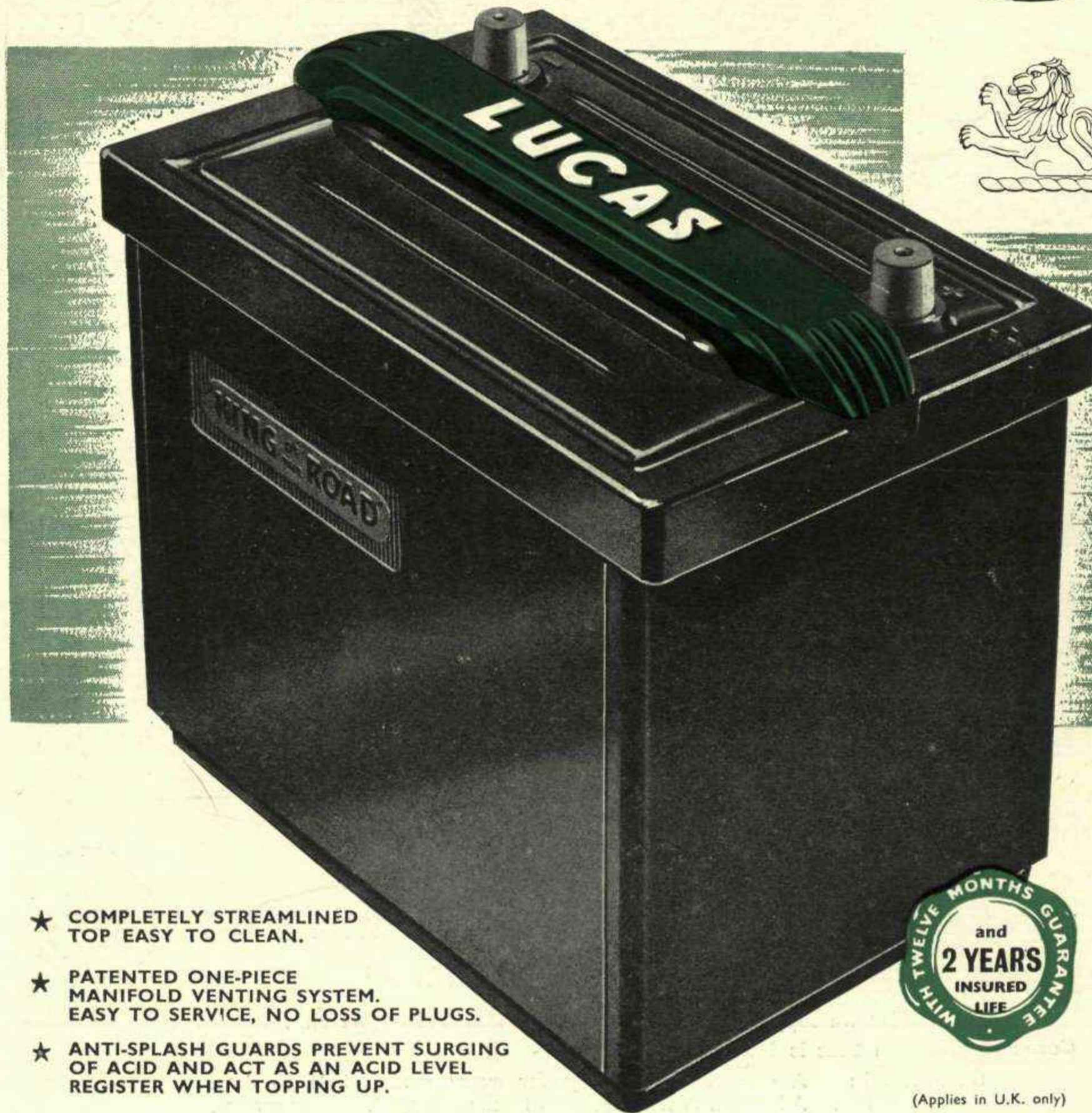
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