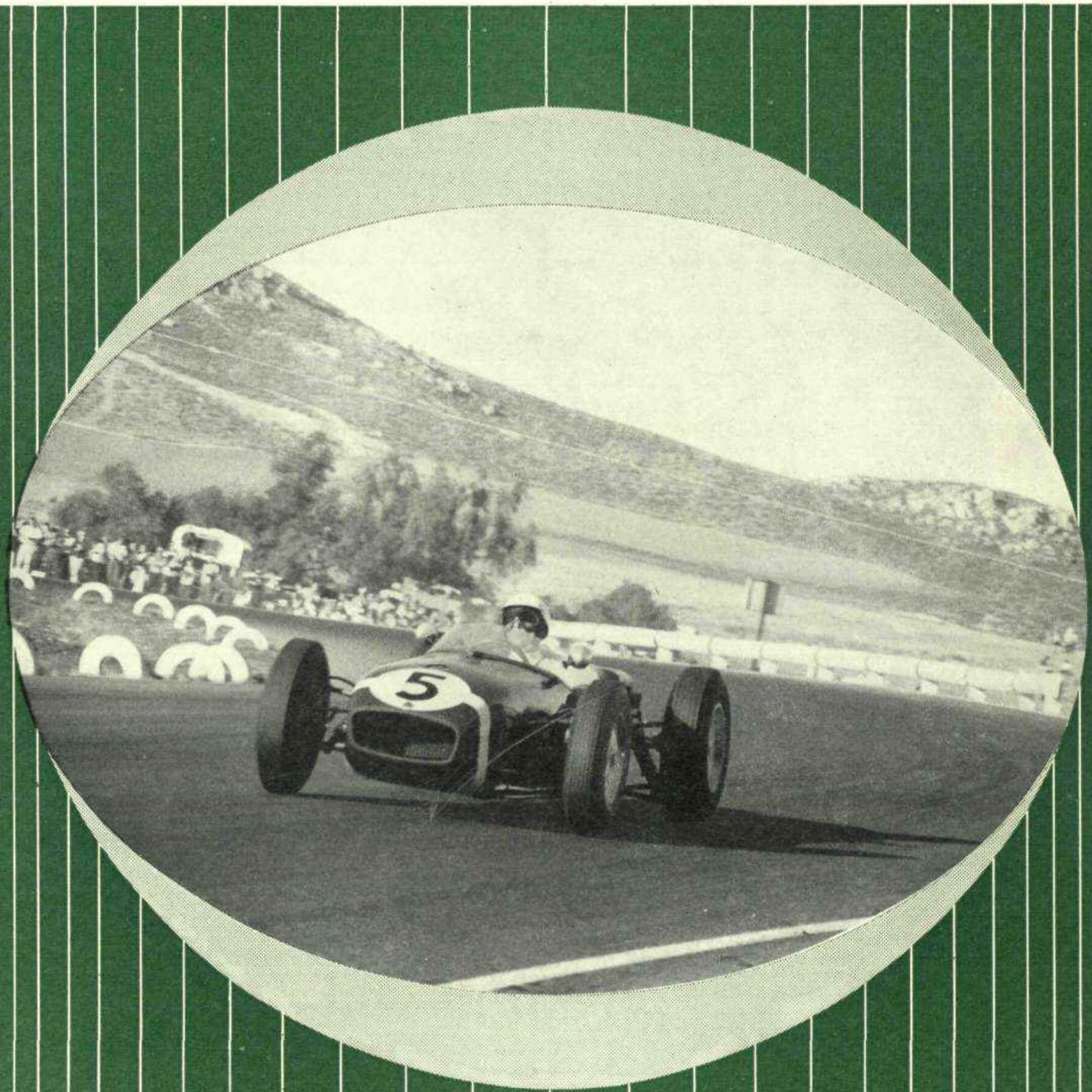
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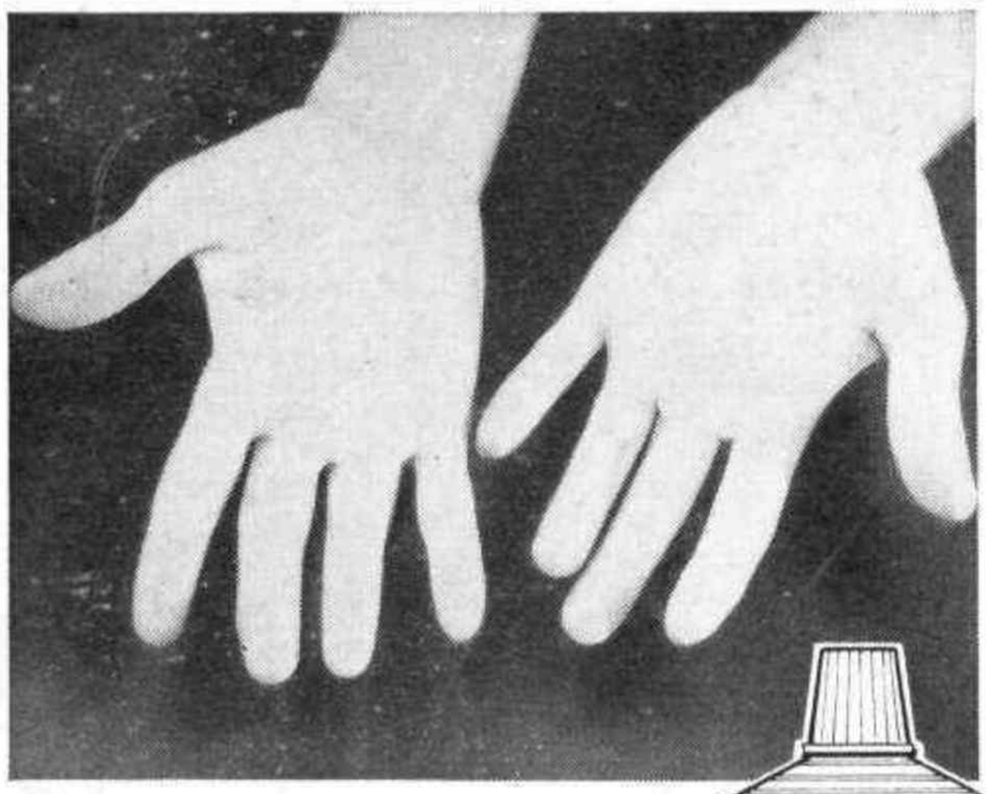
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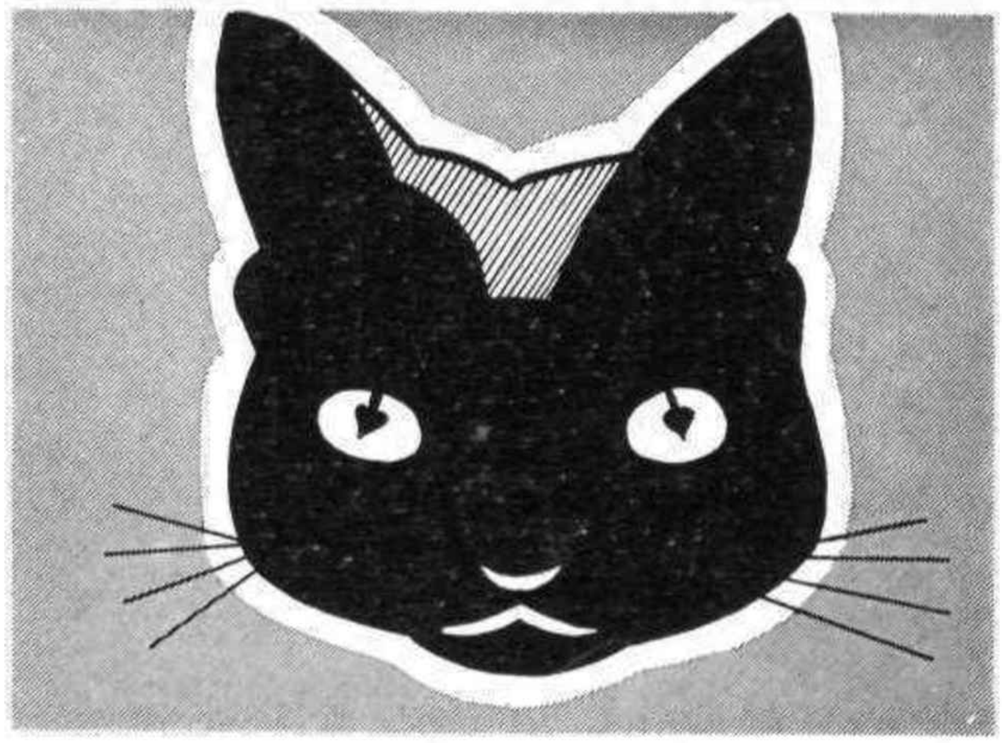
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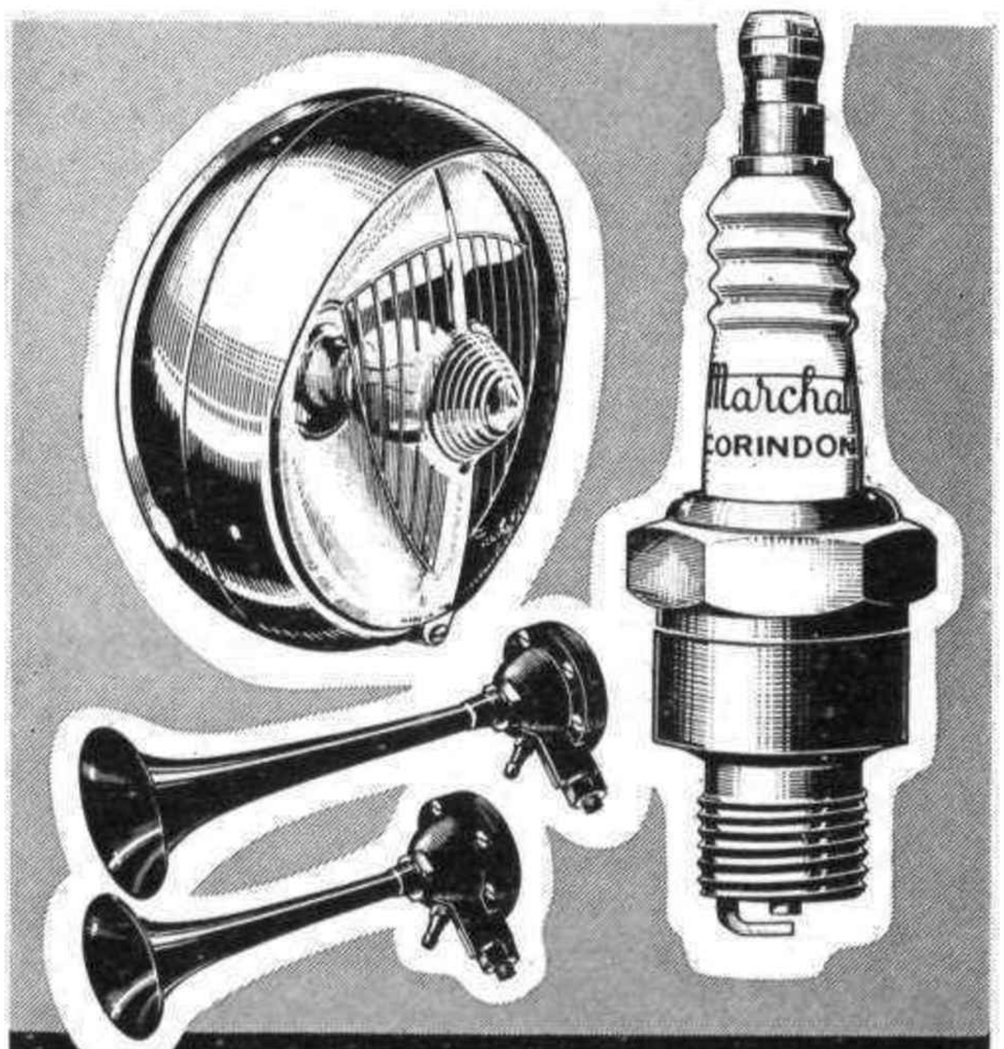
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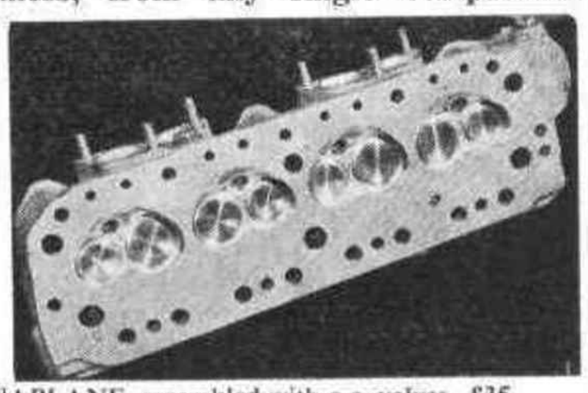
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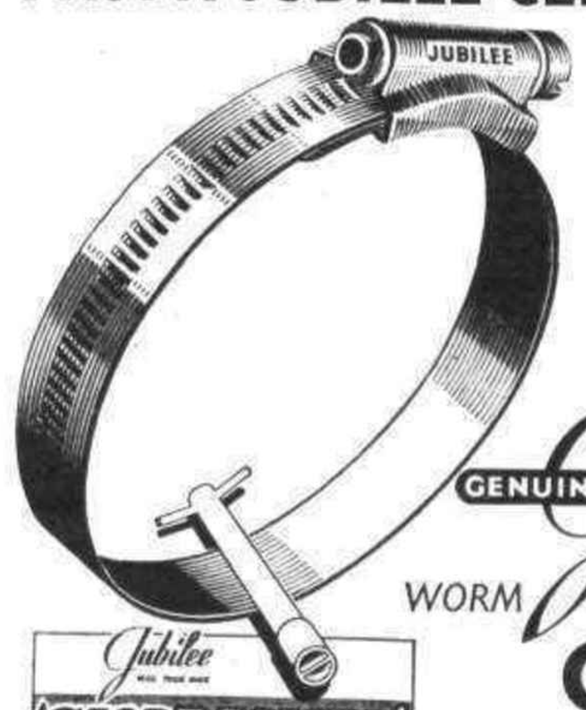
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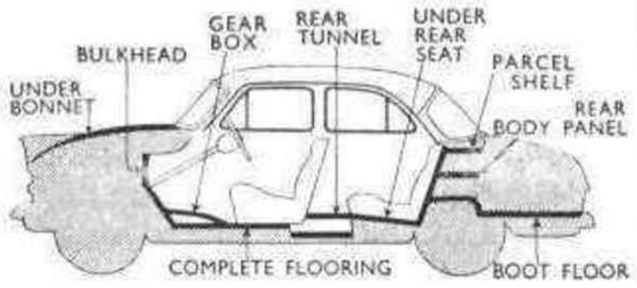
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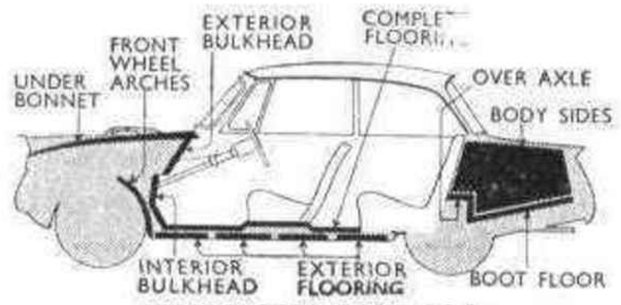
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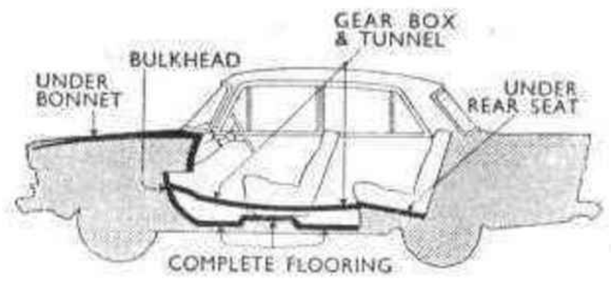
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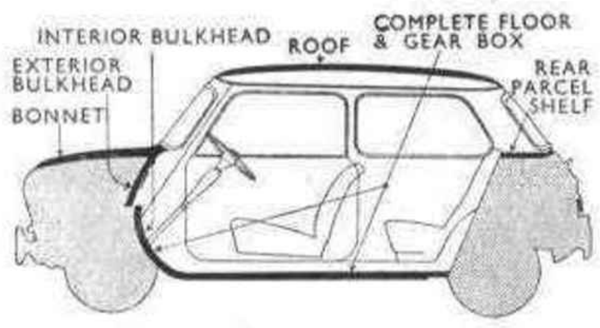


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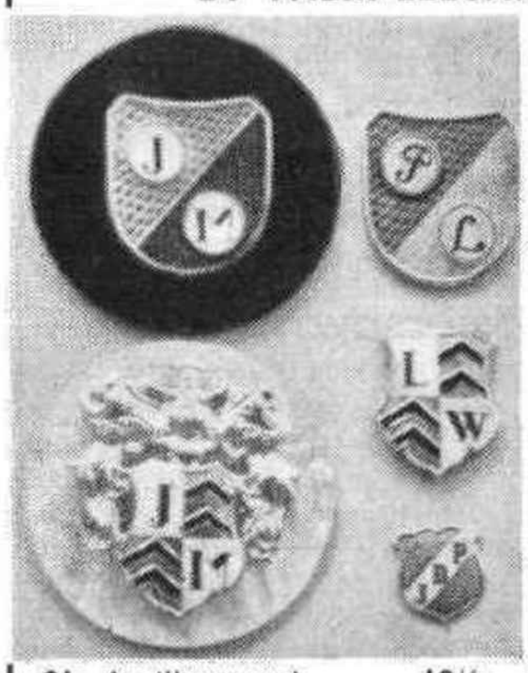
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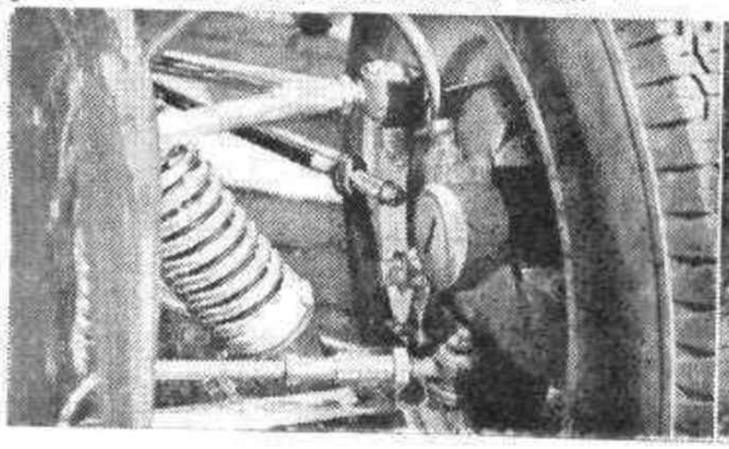
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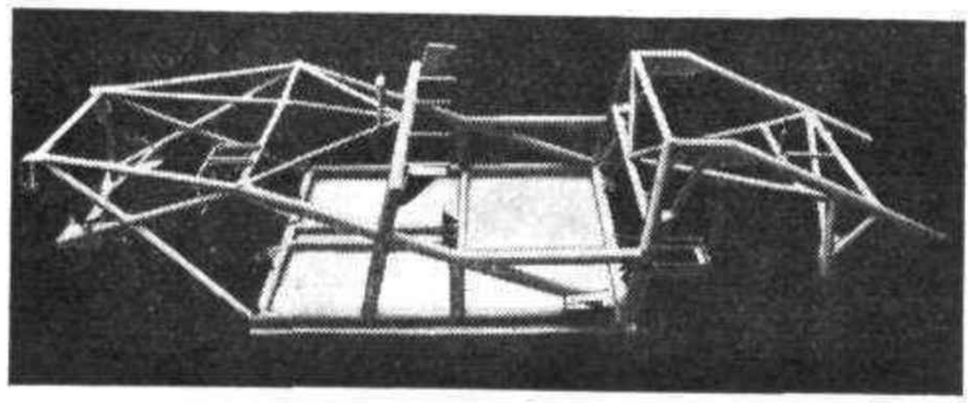
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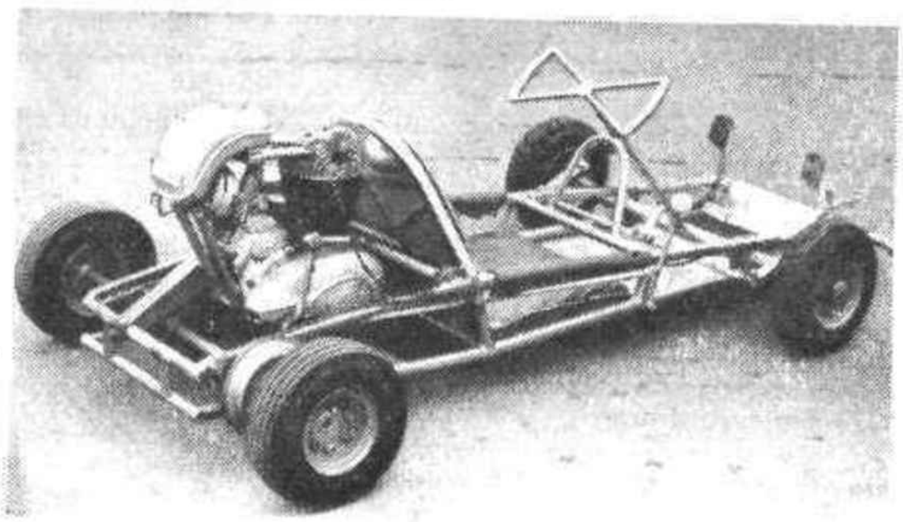
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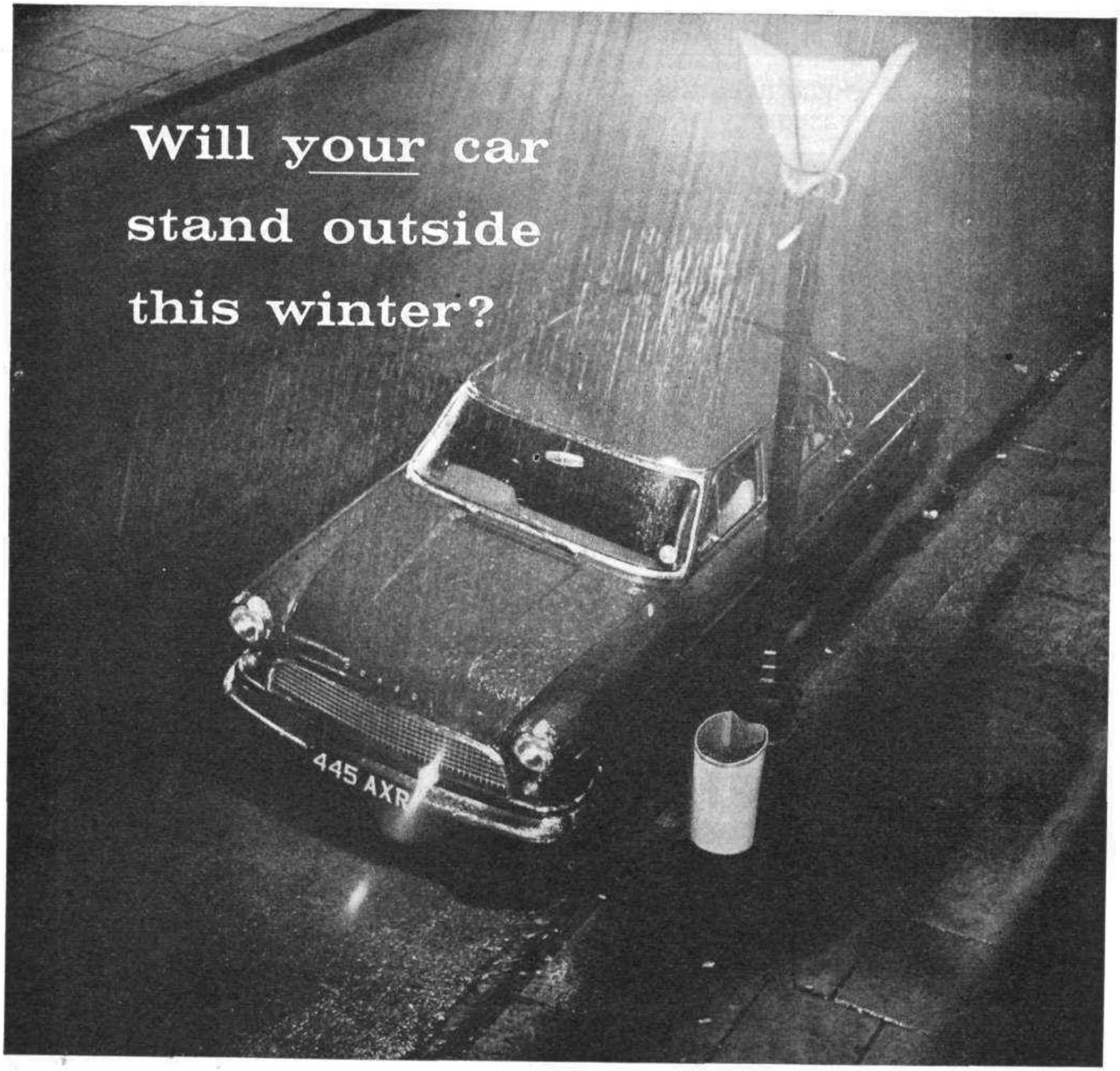
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VOL. XXXVI No. 12 ANOTHER "CARS I HAVE OWNED" ARTICLE DECEMBER 1960

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

NEVER HAD IT SO GOOD?

Some years ago, when we were criticised in biased and unenlightened quarters for praising foreign cars, our defence was simply that we were a motoring, not a political, journal. Today we are greatly relieved that this is so, because political writers and economists must be finding it pretty difficult to explain away the sudden swing from Mr. Macmillan's recent assurance that Britain "has never had it so good" to the dismal situation now prevailing in our motor and allied industries. The change has occurred as quickly and just as unexpectedly as the lead can change in a close-fought motor race.

From being, less than a year ago, a prosperous little Island in which Mr. and Mrs. Citizen could have their nice new house, the car of their choice, their boat, their T.V., and their electrical gadgetry, and entertain their friends adequately if not lavishly after all these luxuries had been acquired, we have swung to a country where new cars are difficult to sell, the older, used cars are worth little more than scrap, many workers in the Motor Industry are either redundant or on short time and a newspaper of the magnitude of the *News Chronicle* has failed.

Not being a political journal we have no need to try to explain what has happened. But the drop in demand for British cars here and about the World *is* our affair. We are prompted to enquire urgently what British designers and engineers are doing about it.

Volkswagen are admittedly in a unique financial situation, having built up their great plant with no shareholders to placate, no dividends to declare and with employees who, able to remember hunger, are presumably willing workers in the fine new factories. Even the advent of excellent U.S. "compact" cars has not halted the advance of the reliable, value-for-money beetle across the continent of America.

Renault has geared its great factories around Paris for efficient mass-production of virtually one model, the eyeable, economical Dauphine. Their aim is to sell a car every 18 seconds (*Realities*, Nov. 1960 issue), which is a measure of their immense output and the volume of competition other factories have to face. In England today, *import duty notwithstanding*, you can buy a rugged Russian family saloon with very complete equipment for £759, a Czechoslovakian car for £745, while last October yet another invader arrived here from Sweden.

What is Britain doing to combat this vicious foreign competition? Precious little, it seems. Vauxhall, who were the first to feel the pinch, has half-heartedly increased the power of its bigger models which, according to those who have driven them, has rendered them rougher-running. Standard-Triumph introduced i.r.s., but not before its time, and the great Ford organisation, with four speeds and o.h.v. for its small cars, and disc brakes on the bigger ones merely as an optional extra only recently available, has merely ceased to be out-of-date. Only the British Motor Corporation shows any real advance, with its brilliant Issigonis-inspired babies, and even these jolly little cars have given a certain amount of anxiety, judging by complaints we have heard from their owners.

It does seem that where big-output is the object, concentration mainly on one model has paid off—our "Big Five" continue to offer a wide range of cars, which are beginning to choke the showrooms.

If there is a solution, we hope our engineers will quickly arrive at it; meanwhile our sports cars—Triumph, Austin Healey, M.G., Jaguar, Sunbeam Alpine, etc.—are still selling strongly in World markets.

The real cure for trade depression must surely come from the Government? We are not political or economics experts but it seems to us that unless taxes of all kinds are cut drastically—purchase tax on new cars, hire-purchase restrictions, petrol tax, and the savage tax on income which kills individual initiative and any desire for Britons to work really hard—British Industry is in grave danger of losing its fighting spirit. That will lead very quickly to National apathy and disaster, via even fewer sales.

Perhaps those in authority want it that way? Maybe they think the time has come for England to recognise that it is a small State, crippled by winning two World wars, subservient to, and merely a satellite of, the U.S.A.? In that case *those not sensible enough to emigrate* can all relax, lie in the sun, and work just sufficiently to keep body and soul together, thereby obviating the tighter clutches of the tax collector. They will keep their existing cars, doing their own maintenance, not grumbling if new road programmes come to nought and existing roads fall into disrepair, sighing over loss of British trade and success in Sport, remembering with pride the place Cooper held in motor racing in 1960 but remembering, too, the savage price they paid in taxation to achieve these successes, own worthwhile goods or even for working in excess of Trade Union hours.

If we do thus change our way of life we may find things restful for a time but very soon this country's standard of living will fall and our children be faced with near-starvation. However, we are

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Front cover picture: STIRLING MOSS linked his name to the final race for 2½-litre Formula I cars by winning the second American Grand Prix over the desert circuit at Riverside, California.

WE WISH OUR READERS A HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR
THE FIRST ISSUE OF THE NEW YEAR WILL BE PUBLISHED ON JANUARY 4th

Motoring Sport Events for December

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Dec. 3rd ...	B.A.R.C. (N.W.)	Aintree	Liverpool	Kart Meeting (*R.*)	1.30 p.m.
Dec. 3rd/4th	Hants. & Berks. M.C.	Travellers Friend Hotel, Bath Road	Hounslow	Trial (C.)	10.00 p.m.
,, 3rd/4th	Marconi A.C.	Barn Restaurant	Braintree	Winter Rally (*R.*)	9.00 p.m.
,, 3rd/4th	SWANSEA MOTOR CLUB ...	SWANSEA, CARDIFF, GLOUCESTER	—	RALLY OF THE VALES(*NB*)	5.00 p.m.
,, 3rd/4th	Farnborough Dist. M.C.	Hogs Back Hotel, Farnham	Gibbs Garage Feltham	Rally (*R.*)	8.31 p.m.
,, 3rd/4th	Leicestershire C.C.	Belgrave Gate Filling Station	Leicester	Rally (*R.*)	11.00 p.m.
,, 3rd/4th	Morris Commercial App. M.C. ...	"Coach & Horses"	Castle Bromwich	Rally (*C.*)	11.00 p.m.
,, 4th ...	Welsh Counties C.C.	Autocross Field	Llanedeyrn	Driving Tests (*C.*)	2.00 p.m.
,, 4th ...	Dowty Motor Club	Healey's Garage	Gloucester	Rally (*C.*)	2.15 p.m.
,, 4th ...	R.R.E. Motor Club	R.R.E. North Site Car Park	Gt. Malvern	Rally (*C.*)	4.00 p.m.
,, 4th ...	M.G. Car Club (N.E.)	—	Pickering	Rally (*R.*)	11.00 a.m.
,, 4th ...	London Motor Club	Highwayman Inn, Beech Pike, Elkstone	Cirencester	Trial (*R.*)	11.00 a.m.
,, 4th ...	Waterloo & Dist. M.C.	Bull & Dog Inn, Burscough	Ormskirk	The Tors Rally (*C.*)	9.30 a.m.
,, 4th ...	Airedale & Pennine M.C.C. ...	Airedale Motors, Tong Street	Bradford	Rally (*C.*)	4.00 p.m.
,, 7th ...	Westinghouse M.C.	—	Chippenham	Rally (*C.*)	7.00 p.m.
,, 8th ...	Surrey Sporting M.C.	"Jollyisse Arms"	Merstham	Film Show	8.00 p.m.
,, 10th/11th	Per Ardua Motor Club	Guildford	Guildford, Surrey	Rally (*R.*)	8.00 p.m.
,, 10th/11th	Stone Cross A.C.	Edinburgh Way Shops	Harlow	Rally (*C.*)	10.00 p.m.
,, 10th/11th	Shenstone & Dist. C.C.	Barkers Cafe, Streethay	Lichfield	Rally (*R.*)	9.30 p.m.
,, 10th/11th	E. Yorkshire C.C.	Sherburn-in-Elmet and Beverley	—	Rally (*C.*)	10.01 p.m.
,, 11th ...	Peterborough Motor Club ...	Old Sulehay, Nr. Yarwell	Peterborough	Trial (*C.*)	11.00 a.m.
,, 11th ...	A.E.R.E. Motor Club	Harwell	Didcot	Rally (*C.*)	—
,, 11th ...	Vintage S.C.C.	Heston Airport	Heston	Driving Tests (*C.*)	12.00 noon
,, 11th ...	Dunfermline C.C.	Ice Rink	Dunfermline	Rally (*C.*)	10.30 a.m.
,, 17th ...	Queens University M.C.	3415/3794 Croft Hill	Holywood	Rally (*R.*)	1.30 p.m.
,, 17th ...	Chelmsford Motor Club	"White Hart," Springfield	Chelmsford	Rally (*C.*)	7.00 p.m.
,, 17th ...	Royal Automobile Club	Stewpony Hotel	Nr. Hagleigh, Worcs.	Trials C'ship	9.30 a.m.
,, 18th ...	Singer Owners' Club	Ranmore Post Office 170/143504	Dorking	Rally (*C.*)	11.00 a.m.
,, 18th ...	Sheffield & Hallam M.C.	Eadons Field or Fulwood	Sheffield	Trial (*C.*)	10.30 a.m.
,, 18th ...	750 Motor Club	Military Ground, Tiffield	Towcester	Trial (*C.*)	11.30 a.m.
,, 26th ...	B.R.S.C.C.	BRANDS HATCH	FARNINGHAM	RACE MEETING (*N.B.*)	12.30 p.m.
,, 26th ...	Ulster Automobile Club	North Circular Road	Belfast	Rally (*C.*)	11.00 a.m.
,, 26th ...	Darlington & Dist. M.C.	Piercebridge	Darlington	Trial (*C.*)	10.00 a.m.
,, 26th ...	B.A.R.C. (N.W.)	Aintree	Liverpool	Kart Meeting (*R.*)	11.30 a.m.
,, 27th ...	Romford E.C.C.	Warley Barracks	Brentwood	Rally (*C.*)	—
,, 28th ...	B.A.R.C. (N.W.)	New Brighton	Liverpool	Driving Tests (*R.*)	1.00 p.m.

MATTERS OF MOMENT—continued from previous page

at our best when our backs are to the wall. So we suspect that a Government which told us glibly that "we had never had it so good" a year ago will get as big a surprise at the next election as its subjects are now experiencing over the sudden change from prosperity to recession, unless it takes immediate steps to reduce the savage level of taxation which is crippling our trade and rendering still-born the initiative and desire to work which is latent in honest British citizens of all classes and creeds.

Reduced taxation will sell cars on the Home Market and enable British manufacturers to stabilise prices abroad, in preparation for the battle on the Common Market. Then, providing its designers take heed of modern developments such as front-wheel-drive, petrol injection, inexpensive automatic transmission, new forms of suspension and so on, and if they sew their products together properly so that they are dependable and do not leak, then probably we have little to fear and the British Motor Industry should regain its respected position in the World.

GAME AND SET TO B.M.C.

In describing the Ford Anglia endurance run last month the Editor was in error in describing the Anglia as the smallest car in which a seven-day record or endurance run has been attempted. As several readers point out, an Austin A35 was driven round the Montlhéry track near Paris by a group of Cambridge University undergraduates for a total of 165 hr. 59 min. and a distance of 20,000 kilometres, while the seven-day record was taken with 12,583.20 miles, and 10,000 miles were completed at an average speed of 74.79 m.p.h. A number of other records in the Class G International category were also taken during the run.

The five drivers were Gyde Horrocks, J. R. Simpson, T. J. Threlfall, P. G. Riviere, and J. A. B. Taylor. J. R. Aley who was also in on the records has sent us his interesting personal diary and press cuttings of the record attack. Naturally, the Montlhéry track is more suitable for sustained high average speeds than Goodwood, but for a private effort in a standard car it must rank very highly and, along with the A40 records, B.M.C. seem to be well ahead in the sphere of record attempts.

ROY FEDDEN TROPHY TRIAL
(November 12th)

The annual Roy Fedden Trophy Trial, held near Bristol by the Bristol M.C. and L.C.C., resulted in a tie over the 21 hills and the winner was found on the result of the driving test. Charles Pollard, driving a Cannon, tied with Peter Highwood, driving his Canhi, with a total of 121 marks each. However, Pollard recorded a neat and fast 18.2 sec. on the simple garaging test to the 21.6 sec. of Highwood. Fastest of all in the special test was rally driver Eric Jackson, who recorded an electrifying 17 sec.

The hill-climbing was split into morning and afternoon sections, with the morning hills being held in Goblin Coombe not far from the meeting headquarters at Bristol Airport, and the afternoon hills at Mendip Lodge some five or six miles away. Goblin Coombe is a steep-sided valley with short slopes which require maximum power to climb to the top, and very few of the hills were climbed "clean." With mud impeding their progress some of the cars became impossibly entangled with the trees and bracken and needed much expert de-ditching work to extricate them. Thick, almost liquid mud made the final morning hills almost impossible to reach, let alone climb.

After a break for lunch and the tie-deciding driving test, drivers proceeded to Mendip Lodge, where the long winding climbs on a fairly shallow climb required delicate handling rather than blustering speed, and the more experienced drivers began to come into their own. Several short, extremely steep climbs were included which were impossible to climb and most drivers made only a token run before flopping back to rest. Luckily no one overturned. The final obstacle was a steep descent down a hill followed by a long climb which defeated everyone and caused a good deal of trouble in extricating cars from behind trees. A. W. Francis collided rather violently with a tree and broke the radius arms and propeller shaft of his Cannon. The cavalcade then wound its way back to Bristol Airport for tea and the results, which were announced quickly and efficiently.

Results :

Roy Fedden Trophy : C. W. Pollard (121 marks).
Alexander Duckham Trophy : P. F. Highwood (121 marks).
Daphne Trophy : E. J. Chandler (142 marks).
First-Class Awards : G. R. Lindsay, P. A. Barden, G. Langden.
Second-Class Awards : A. W. Francis, G. L. Holdrup, I. Portlock.

SMALL CAR TOPICS

A SUBTLE DISTINCTION—MINI-CAR, SMALL CAR, FAMILY CAR

IN the Show Number of MOTOR SPORT we remarked in the Editorial that "Germany goes on turning out the World's best small car on the basis of value, durability and driver-enjoyment" and stated elsewhere that the British Motor Corporation makes "quite the best of the smaller motor cars." Moreover, in the review of Earls Court, written by a colleague, I see he put the B.M.C. mini-cars and the Volkswagen together under the heading of economy cars.

This has confused some readers, so may I be permitted an attempt at clarification? After the Armistice of 1918, when economy cars began to assume a new importance, they were broadly divided into two types, "cyclecar" and "big-car-in-miniature." The former, apart from some officially stipulated engine capacity and weight limitations when they dared to run in competitions, were recognised as crude vehicles with belt, friction or chain transmission and single or two-cylinder engines, sometimes cooled by water but more often by air passing over unashamedly naked cylinder barrels. Temple Press championed these simple vehicles, so Iliffe & Sons ignored them (or nearly so) in favour of the scaled-down big cars, which, naturally, had four-cylinder water-cooled engines, sliding-cog gearboxes and proper back axles with shaft final drive, so the interests of both types of vehicle were guarded by two separate weekly journals, *The Cyclecar* and Iliffe's paper about "big-cars-in-miniature."

Even in those pioneering days there were difficulties of division. The Jowett and Rover Eight had big-car transmission but flat-twin engines, the G.W.K. appeared with a car-style four-cylinder engine but retained friction drive, to quote obvious examples.

Generally, however, the cyclecar and the light car were easily distinguishable one from the other.

A decade later, however, and small-car categories were by no means so clearly defined. In 1922, following the example of Peugeot, Austin had introduced a baby car, in specification the equal of the scaled-down big car but so much smaller than the normal light car as to merit a new classification. When Morris came out, some years later, with the Minor, Singer with the Junior, and later Swift with the Cadet, the baby car, of around 850 c.c. and of compact dimensions, was established. The cyclecar, except in three-wheeler form, had virtually faded away, but, even so, you couldn't just define the World's small cars as baby cars and light cars. Complications existed. For instance, if you defined a baby car as a vehicle not exceeding 850 c.c. and a wheelbase of 7 ft. 6 in. and anything bigger a light car, in which category did you put the D.K.W. which had a two-cylinder power unit of 684 c.c. but a wheelbase of no less than 8 ft. 6 in., the Constantinesco with but one cylinder of a mere 494 c.c., but a wheelbase measuring 8 ft. 6 in., or the Benjamin, whose wheelbase extended to 8 ft. 8½ in. but the swept volume of which was a mere 750 c.c.?

Moreover, baby cars began to acquire larger engines—you had the Clyno Nine of 951 c.c. but 7 ft. 3 in. wheelbase, the A.J.S. of more than a litre but only an inch outside our accepted baby-car wheelbase and the Standard Eight, with an engine of over a litre in an i.f.s. chassis of 6 ft. 11 in. wheelbase.

I recall pointing out in letters to the contemporary motor press how misleading it was to define a baby car solely by engine capacity, or a small car solely by its wheelbase measurements. The Jowett remained to complicate the issue, being available with either a 7 ft. or an 8 ft. 6 in. wheelbase but, in both cases, with a flat-twin engine of 907 c.c.

The difficulty of categorising small cars has been with us down the years, and remains today. Cyclecars and baby cars have been replaced by miniature cars and these one can define as of less than 750 c.c., either two, three or four cylinder, and with a wheelbase not exceeding 6 ft. 9 in. That works alright (except for the Citroën Bijou, of 425 c.c., but 7 ft. 9½ in., and the 741 c.c. D.K.W. Junior which has a wheelbase of 7 ft. 1 in.), until we come to the ADO15 B.M.C. miniature cars, which are outside the top engine limit, being of 848 c.c., yet come within our wheelbase limit by one inch, except in "Countryman" and "Traveller" form. The fact that the genius of Alec Issigonis has put their four-cylinder engine across the car and by this, and ingenious attention to detail, he has endowed them with more interior space than many larger engined, longer wheelbase small cars, further complicates the problem—from the table, prepared from data published by B.M.C. themselves, which we published last month it is seen that in the matter of elbow room the Austin Se7en and Morris Mini-Minor head the six best-selling small cars (only one other of which qualifies as a miniature car) and that they come third, in company with the Triumph Herald, in respect of seating space.

It is thus exceedingly difficult to place them, but on the basis of wheelbase and *relatively* moderate engine capacity (and remembering their very small castors) I regard the B.M.C. twins as miniature cars. Consequently, when I referred to them as quite the best of the smaller cars, I meant as mini-cars, and when I wrote that Germany still makes the best small car I was thinking of larger small cars, the VW having an 1,192-c.c. engine and a wheelbase of 7 ft. 10½ in.

IN ORDER OF MERIT

Having referred above to the B.M.C. comparison of small cars I was interested to receive from Victor Winstone and Richard Ansdale, A.M.I.Mech.E., another of their relative appraisals of 13 light cars of nine different makes. The cars are evaluated under various headings, presumably again using performance figures published in one or other of the two leading weekly motor journals, and the best result attained under each heading is taken as the standard, percentage valuations for the remainder being based on this standard. We find that the Fiat 500 wins on minimum space occupied, the Volkswagen beats them all on passenger area, the Fiat 500 is lightest, least expensive on basic price in Switzerland and the most economical, the Ford New Anglia fastest, with the most modest piston speed at 50 m.p.h., but the Fiat 600 shows highest m.e.p. at 50 m.p.h. The side-valve Ford Old Popular climbs the steepest hill in top gear, the Ford New Anglia shows best 0-50 m.p.h. acceleration, the Austin Se7en has greatest seat width, front and back, the Fiat 500 the smallest turning circle and the most effective braking from 30 m.p.h. The overall estimate adds up to a first place for the N.S.U. Prinz 30, second-best buy being the Ford New Anglia, third-best the normal N.S.U. Prinz. That's if you can get them at Swiss price; on the basis of price, with p.t., in Britain, the choice becomes, first the N.S.U. Prinz 30, second the Ford New Anglia, third the Austin Se7en, fourth the normal N.S.U. Prinz, fifth the VW, sixth the Fiat 500. All of which must be very satisfactory to the gentlemen who have devised this analysis, for one of their tasks is to publicise N.S.U. cars!

THE EDITORIAL MINI-MINOR

So many inquiries have been received as to the progress and health of the Morris Mini-Minor de luxe which I have been subjecting to a year's road-test, that a few brief additional remarks are implied, although I still have two weeks to go to complete the full twelve months, or rather more if the three occasions when it was in dock for repairs are taken into account.

Last August MOTOR SPORT published my impressions of riding on rubber in this ingenious and enjoyable little car for 10,000 miles. Since then the car has run a further 5,800 miles since it was handed over to me. As the mileage has mounted it has not been quite so trouble-free.

Its first symptom of distress was inability to start. B.M.C. kindly whisked it away to Cowley and when it was returned to me about a month later it looked very smart, with a new battery, new front tyres, a painted (as distinct from rusty) roof rack, better water-proofing, and the new longer driving shafts. The engine had also been fitted with new pistons, so I began to run-in the engine again, by not exceeding 45 m.p.h. The left-hand heater pipe and the bulb which is supposed to illuminate the extra instruments were soon dangling as before, the doors now proved difficult to close unless given a hearty slam and the clutch dragged, making bottom gear beastly to engage, while although the water bottle was full the screen washers wouldn't function, but at least some of these faults could be quickly put right by an amateur mechanic, while the radio had been cured of excess static when the tiny wheels were turning. The heater seemed to be far more efficient than before but still won't demist the screen and windows in humid conditions.

While still running-in, after only 76 miles, horrid noises emanated from the off-side front wheel, which, when I arrived at Goodwood for "Guild Sunday" appeared in grave danger of coming off, the mileage after overhaul then being 181.

A local agent effected repairs and I collected the Morris from Cowley on the following Thursday. On the Saturday, 213 miles later, the brake pedal suddenly went onto the floor and I was left with only the handbrake for retardation. Needing the car urgently I drove it thus to Cowley, where I experienced the full efficiency of B.M.C.s emergency week-end and night repair service. A fluid leak, not visible, was found on the downline from the brake reservoir, probably as a result of not being tightened sufficiently when the engine was removed for piston replacement. This was rectified, the brakes bled, a new pair of Lockheed shoes fitted on the front off-side, and I was on my way in 1½ hours. The two mechanics who worked so willingly were not aware this was a Press car and I must confess



A PARTICULARLY ATTRACTIVE version of the popular Morris Mini-Minor is the Traveller, of longer wheelbase and astonishing spaciousness. It costs only £623.

that had I had similar trouble on the Continent and been told that I merely had to get to the factory for service to be laid on I should have been considerably impressed and full of praise. . . .

In the ensuing 600 miles there has been a slow-puncture in the near-side rear tubeless Dunlop Gold Seal, which has defeated my ambition to run for a year without changing a wheel. And I must say I prefer the old-fashioned screw-jack to the flexible affair provided with the car. In the 900 miles covered since the engine overhaul a pint of Castrolite has been consumed.

The engine now has a tendency to stall and it runs lumpily at low speeds. A window catch has broken off due to faulty material, and the driver's door-lock has ceased to function, rendering the car thief-prone. However, I have had very good motoring in my minibric or minibox even if, at times, I have wished that it had been rather better sewn together. I stand by my statement—the B.M.C. twins to ADO15 specification are the finest miniature, or very-small, cars in the World.

IMPRESSIONS OF THE MORRIS MINI-TRAVELLER

Quite why we do not all drive station wagons I do not know. At one time their extra carrying capacity was bought at the expense of poor road-holding (due to overhang), noise (due, mainly, to rattles from the back doors) and poor heating (because heaters couldn't cope with the vast interior space). Today these objections do not apply to decently-contrived shooting brakes and even if you don't shoot, are not landed gentry, or railway-minded, the shooting brake, estate car or station wagon seems a logical vehicle for family or business motoring.

B.M.C. do it extremely well in the Morris Mini-Traveller I have enjoyed for 570 miles. This handsome mini-brake is basically the same as the popular B.M.C. mini-twins which now teem like ants about our roads, except for a longer wheelbase (by 4 5/32 in.) and its practical bodywork. Probably because of the extra window space there just isn't any impression of being in a miniature vehicle, while the level of quietness has improved so much over the early minibrics that a loose beading on the off-side rear parcels well proved a source of irritation. The interior trim has improved and some but not all of the sharp edges have been eliminated, but the heater, although adequate for comfort, does not prevent the windows from misting up, which lack of visibility in such a large area of glass can be dangerous. There was a slight tendency for the driver's door to stick and one of his windows not to slide freely. Otherwise, no complaints and much praise for this practical version of a very popular very small car.

I put almost an overload in it on Brighton Run Sunday (three adults, three children) and the handling was not affected too noticeably, and the brakes remained adequate. Children like the higher back seat, but average adults find their heads in contact with the roof. Lack of a central driving mirror was a minor inconvenience and the compulsory wing mirrors resulted in bad dazzle when followed by a car with headlamps on. The provision of an interior lamp in lieu of bulbs inside the rear ash trays was appreciated, as was the enormous interior stowage space, but why two exactly similar keys, one for ignition and front doors, the other for the rear doors ?

The greater weight makes the Mini-Traveller a shade sluggish, an indicated 60 m.p.h. being reluctant to come up in third gear, but for an 850-c.c. shooting brake general performance and economy cannot be faulted. I did not find any deterioration in the superb road-holding and cornering powers of these little cars due to the longer wheelbase. The two rear doors are an excellent means of loading the back compartment and, of course, the back seats fold down to give 13 sq. ft. of flat floor area. The gear lever is unchanged but the change seemed smoother than on " my " minibric and the clutch worked very well with no drag. The exterior wood trim gives the appropriate rustic touch, even if it is merely glued on and many of these cars are destined to stand in the open beside the mini-houses of suburbia.

The Morris Mini-Traveller, compared with ten European estate cars of under 1.2 litres engine capacity, is 15 in. (15%) shorter than average, has 7 in. (15%) shorter platform space, 2 sq. ft. (20%) less than average platform area, yet has equal platform width. It weighs 1,430 lb., which is 25% less than average, its engine is 26 c.c. (3½%) larger than the average of these ten station wagons, and on the basis of c.c. per 1,000 lb. the Mini-Traveller is 31% better off.

What this adds up to is that although the Mini-Traveller is 15% shorter overall than its rivals, the percentage of platform length is 35% and diminished size has not increased weight per sq. ft., for this is only 109 lb./sq. ft. against an average of 120 lb./sq. ft. Indeed, whereas the average b.h.p. per laden ton is 34, the Mini gives 41 b.h.p./laden ton. This spells liveliness, while the usefully low loading height of 18 in. is obtained (average 22 in.) and this is a car you can shake hands over, it being a mere 53½ in. high. The battery is accessibly placed under the back floor and there is further stowage space beside it.

Incidentally, the smallest platform area of the ten rival estate cars quoted is 11 sq. ft. (Ford Escort), the greatest 18.9 sq. ft. (Auto-Union). The average platform area of cars ranging from the 1,240 lb. Fiat 500 to the 2,030 lb. Fiat 1100 comes to 15 sq. ft., so the 1,430 lb. Mini does well with 13 sq. ft.

This smart rubber-sprung, front-drive estate car is excellent value, at £623. I used it for nearly a week without investigating dip-stick or other internals ; it confirms the opinion, expressed above, that the British Motor Corporation makes the World's best very small cars.—W. B.

CONFLICTING STATEMENTS

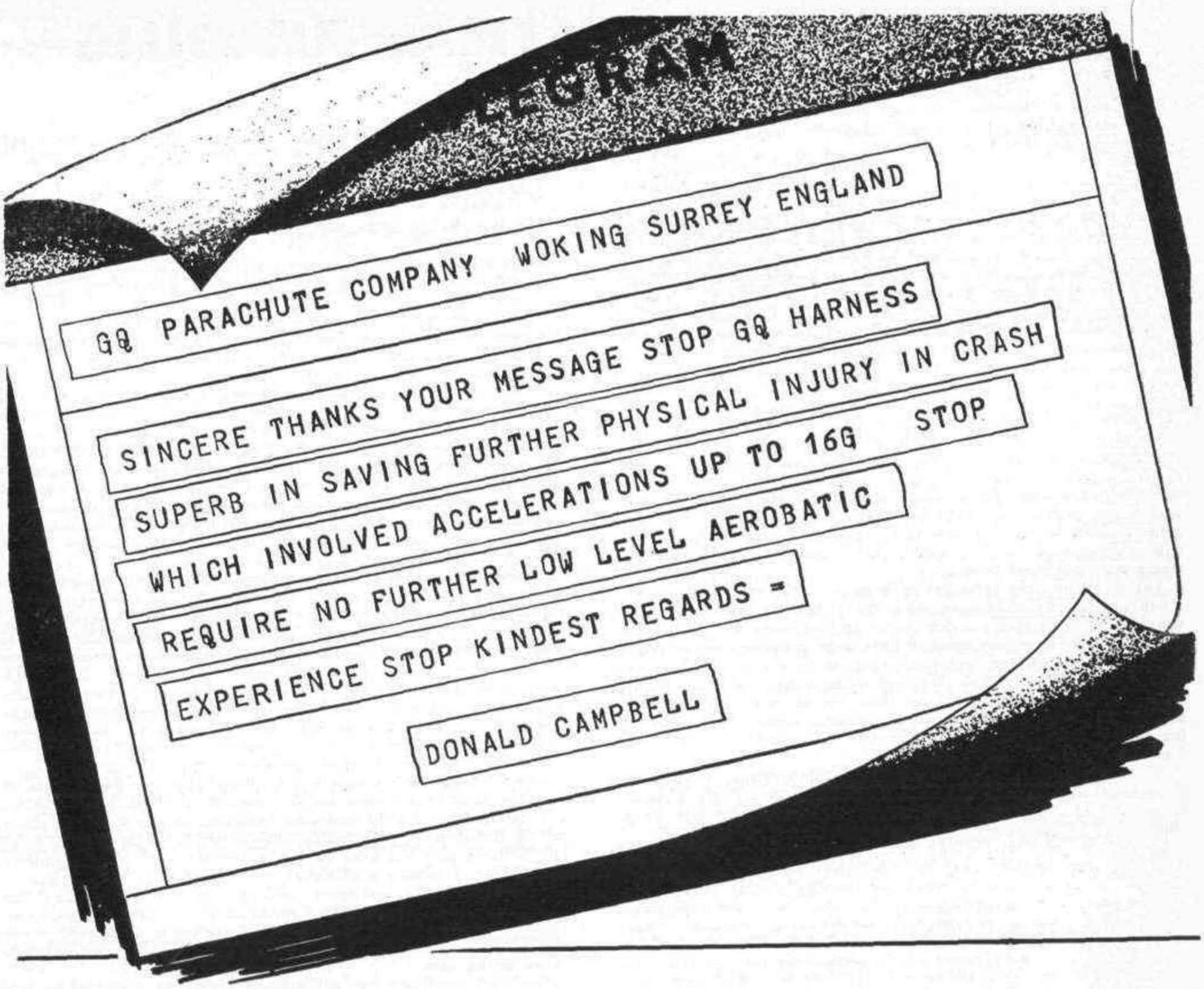
In a complex article in the *New Statesman*, Reyner Banham, while paying tribute to the new American " compact " cars, tilts at Volkswagen, remarking that " when you average out the hidden technical improvements in the Volks. over the 25 years of its existence, they are fewer than in most cars that have offered annual styling changes as well." He calls for a different car but says " that is something Wolfsburg, in the grip of the worst case of industrial inertia in Europe, seems incapable of doing."

It is perhaps VW modesty that causes ignorant people to believe that it has hardly changed down the years. Let Mr. Banham listen to *Road and Track*, a paper very close to the " compacts," on the subject of VW improvements : " For 1961, Volkswagen has announced ' more than 27 changes.' This is an understatement if there ever was one. With a completely new engine and gearbox, there are hundreds if not more than a thousand changes. While these new mechanical units bear a superficial resemblance to the old, every single part is either changed slightly or completely re-designed. All that remains unchanged in the engine is the bore and stroke. Uninhibited by the need to make surface changes, VW engineers manage to keep their product extremely competitive. The manufacturing department keeps up its end too. The car was, and is, an outstanding ' best buy '." That is American authority writing about 1961 changes only. We have, ourselves, studied lists of VW mods. down the years and marvelled at their value and extent, and that Wolfsburg has modestly not said very much about them.

On the subject of VW's apathy to design change, let the *New Stateman*'s contributor harken to the wisdom of Joseph Lowry, B.Sc., writing in *The Motor* : " I would not be in the least surprised if within the next 12 months the first ' new ' Volkswagen since the project's pre-war inception were to appear." Our guess is at the next Frankfurt Show. Meanwhile, three-million users seem pretty content. What now, Mr. Banham ?

THE IMPACT OF THE COMPACTS

In a leading article last month we inferred that so far the new American compact cars are not stemming the Continental invasion of U.S. markets to any marked extent, although they have reduced sales of full-size automobiles. Many other journals published contrary statements, so we are pleased to be able to state that U.S. import registrations fell by only 9.8% for the period January to July last. Foreign imports are expected to exceed half-a-million next year, says *Road and Track*, in spite of the advent of new American " compact " cars.



We manufacture Survival

Donald Campbell, who survived a 365 m.p.h. crash when Bluebird overturned during his first attempt on the world land speed record, was using a **G. Q. nylon Z type safety harness,** stressed to 25 G. **We wish him success in the new attempt now scheduled for 1961.**

GQ INDUSTRIAL

INDUSTRIAL DIVISION OF THE G. Q. PARACHUTE CO. LTD., WOKING, SURREY.

Designers and Manufacturers of Industrial Safety Harnesses

Combined Harnesses and Protective Clothing

BOOKS FOR CHRISTMAS READING

"Lost Causes of Motoring," by Lord Montagu of Beaulieu. 224 pp. $8\frac{3}{4}$ in. × $5\frac{5}{8}$ in. (*Cassell and Company, Ltd.*, 35, *Red Lion Square, London, W.C.*1. 30*s.*)

In the positive flood of motoring books which have marked the fading of an eventful 1960 a very few stand out from the others and are worth acquiring at all costs, even if this means *buying* them. Such a book is "Lost Causes of Motoring," the first of a new series of Montagu Motor Books. This one, by Lord Montagu himself, with the help on the research side of Michael Sedgwick, is a splendidly detailed account of makes of cars which have gone out of production—lost causes of motoring, in fact.

Perhaps inspired by our series of articles "Fragments on Forgotten Makes," it is at once a book both informative and vastly entertaining, at all events to the hard-core of enthusiasts who love old cars. There is no particular purpose for such a book, for the author delves about in time, investigating obscure lines of research which do not necessarily have any bearing on the great cars, or the outstanding events, of motoring history. "Lost Causes" is all the more entertaining because of this approach.

Invicta, Squire, Railton, Star, Jowett, Trojan, G.W.K., Napier, Clyno, Lanchester, Leyland Eight, Crossley, B.S.A., the Argyll, Arrol-Johnston and Albion from Scotland and many other defunct makes are dealt with model by model, in fascinating detail. A great number of entirely new facts come to light and production figures are quoted liberally, making this *the most satisfying book about vintage cars* published to date.

Yet this is no mere catalogue of forgotten cars; each chapter tells a well-woven story, and brings into proper perspective such apparently worthless cars as still get discovered in long-unopened sheds and disused barns—now they seem to have more purpose and one longs to discover and restore even those that, in their day, could hardly have been called successful. We read of the makes built in that City of Lost Causes, Wolverhampton (but not of Sunbeams, for the author considers that Rootes still make them) and of those astonishing cars that had their brief moments of recognition at the Jam Factory at Maidenhead.

A chapter is devoted to a Birmingham miscellany, another to those contrasting Lancashire makes, the Trojan and Parry Thomas Leyland Eight. Rightly, Jowett, Lanchester and Napier have chapters to themselves.

It is all the greatest fun and will, I hope, occupy many V.S.C.C. members very happily over the Christmas holiday. For "Lost Causes" seeks not just to recall an amazing variety of veteran, vintage and p.v.t. automobiles, but to show why the companies making them went out of existence. Lord Montagu draws attention to the demise which often followed the advent of straight-eight designs, which he holds more nearly responsible for insolvency in the Motor Industry than the small "six" which Cecil Clutton cites as a likely cause. He traces the other reasons for ultimate failure as lack of capital, an unrealistic policy or systematic production of undistinguished cars, tracing which, and to what extent, these applied to each of the makes he chooses to describe.

The result could not fail to fascinate and I read the proofs of this remarkable contribution to the obscurer aspects of motoring history while flying home from Sweden earlier this year in a welter of delight. The more so on account of the amount of detail included and the painstaking accuracy of Michael Sedgwick's research.

The book has an excellent choice of illustrations, which could have been better reproduced; better paper might also have been used. But the contents are a delight, offering hours of enjoyable reading and valuable sources of reference. The material is refreshingly new, because instead of merely closeting himself in his library or the offices of *The Autocar* Lord Montagu has met many of the people who were closely associated with the cars about which he writes.

I regret he stopped at 224 pages and hope for additional books on the same subject. Incidentally, the second title in the new series of Montagu Motor Books is concerned with Montlhéry Track, a sort of sequel to my tome about Brooklands, and Lord Montagu's third book is to be a history of S.S. and Jaguar, for which he will welcome information that anyone can provide on that subject.—W. B.

"Touch Wood!" by Duncan Hamilton, with Lionel Scott. Foreword by the Rt. Hon. The Earl Howe, P.C., C.B.E. 229 pp. $8\frac{3}{4}$ in. × $5\frac{1}{2}$ in. (*Barrie & Rockliff*, 2, *Clement's Inn, London, W.C.*2. 25*s.*)

Here is another refreshing one—decidedly refreshing! An account of Duncan Hamilton's career could hardly be otherwise. You may not approve of Duncan's hitting of the high-spots, his ability to combine drinking with motor racing, the beat-ups in hotels and bars after the races, and he does seem to have pranged more than his share of fast cars and aeroplanes.

One can well appreciate that when Earl Howe was asked to write a Foreword to "Touch Wood!" he felt compelled to remark that the man is slightly larger than life! Yet amongst the multitudinous motoring books this is another that you are recommended to buy for hard cash. Duncan's life has certainly been charmed, if not charming, and if you don't laugh out loud as you read his story I shall be disappointed!

Here is the autobiography of a driver of pre-war outlook, enjoying the sport of motor racing (and flying) for the fun and adventure he got out of it, instead of habitually huddling in a corner discussing how much he could earn by it.

Apart from the fun and games—*you* add up how many cars Hamilton pranged and write and tell me; if I tell you, you won't believe it!—there is a great deal of excellent description of real down-to-earth serious motor racing in this book, and some interesting technical comment emerges. Hamilton comparing disc with drum brakes, for example, describing what a V12 Ferrari feels like after a four-cylinder of the same make, discovering another reason why Jaguar needed dry-sump lubrication apart from keeping the lubricant cool and the ground clearance high, and his theory as to how Jaguar evolved the short-lived XKSS model.

Duncan's accounts of the Le Mans races in which he shared the winning car alone make his book worthwhile, and I admire him for touching only briefly on the 1955 accident which almost every person who saw it has felt compelled to dwell upon in lurid detail*. Hamilton saw it from uncomfortably close quarters before getting back into his Jaguar but dismisses it in 20 adequate lines. His description of how he and Tony Rolt won the 1953 Le Mans race after a night on the bottle and only six hours' sleep is one of the highlights of the book. That Duncan normally took motor racing seriously is proved by the surprising sacrifice on the part of so active a man, of spending a fortnight at Enton Hall on a dieting course.

I enjoyed Duncan's accounts of his friendship with King Feisal, of how the King would leave his Mercedes-Benz 300SL in the middle of Stratton Street in the rush-hour (knowing that a Mk. VII Jaguar full of chauffeurs was following, one of whom would park it!), of how Duncan gave the King tuition in driving a racing car at Odiham aerodrome. I admire a publisher who can provide three indices—of personalities, cars and races—and who uses the end-papers of the book for a delightful annotated illustration of a Jaguar pit-stop at Le Mans in 1957. The other illustrations are so good that I can almost overlook several irritating spelling errors and minor inaccuracies in the text.

Duncan's childhood was uproariously funny, his Brooklands days nostalgic, and the rest of his racing career fantastic. Out of this racy, never-dull book emerge his affection for the Lago-Talbot, his explanation of why Jaguar sacked him after he had won the 1956 Reims 12-hour sports-car race, his love of friends such as Peter Collins and Mike Hawthorn, and the thought of how much his charming wife Angela has had to contend with!

The lives of those who dwell in offices or follow other mundane pursuits in search of a livelihood will be brightened momentarily, and very vividly, by taking "Touch Wood!" from the book-case occasionally. Now Duncan Hamilton has retired from racing and sails his 38-ton yacht *Valmara*. He contemplates a three-year cruise round the World, leading him to another book. Good!—W. B.

"The M.G. Companion," by Kenneth Ullyett. Foreword by Capt. G. E. T. Eyston, O.B.E., M.C. 168 pp. $8\frac{5}{8}$ in. × $5\frac{1}{2}$ in. (*Stanley Paul and Co.*, 178-202, *Great Portland Street, London, W.*1. 15*s.*)

This is a history-cum-handbook of the M.G. *marque* by an author who has previously done the same service for Jaguar. There is new material in this little book, including the result of recent research into which (and when) was the first M.G., about M.G. personalities like John Thornley, Director and General Manager of the present M.G. Car Company, and about early Morris and M.G. cars. There is also useful technical data for owners of past and present M.G.s. Although one day a full-scale history of the M.G. would be welcome, meanwhile "The M.G. Companion" fills the gap and is eminently readable.—W. B.

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* *The latest being Gregor Grant, in an article in* Weekend *for October 29/30th, which includes two disgusting photographs of the dead and dying.*

"Living With a Car," by Alexander Spoerl. 250 pp. 8 in. × 5⅘ in. (*Frederick Muller Ltd.*, 110, *Fleet Street, London, E.C.4.* 16*s.*)

Translated and adapted from the German by Otto Gregory, this book is too elementary to appeal to many of our readers, unless they read it for a laugh, and although it consists of humorous chapters followed by supposedly serious information, at the price it is a rather expensive laugh.

Nevertheless, there is a lot of good sound common-sense imparted to motorists by Spoerl, such as "Girls who thumb a lift only want a lift. They have had plenty of lifts in the past and usually look that way," or "Most people like sports cars. Older men feel young in them and attractive young women twice as attractive." If you want to learn erudite things like "Super fuels with a high benzole-content are suspected of damaging the pistons of the newer types of two-stroke with their better fuel performance but tests are not yet complete. French types of super petrol containing alcohol may lead to damaged bearings but there are no exact data so far," or, of car-radio interference, "This can also be suppressed by fitting carbon brushes in the axles," Spoerl gives you plenty!—W. B.

"'The Autocar' Road Tests—Autumn 1960." 90 pp. 11⅝ in. × 8¼ in., soft covers. (*Iliffe & Sons Ltd., Dorset House, Stamford Street, London, S.E.*1. 6*s.* 6*d.*)

The annual appearance of an interim edition of the full book of reprints of detailed road test reports which have appeared in *The Autocar* is always welcome and this year's autumn edition particularly so, because it includes such interesting cars as the Lotus Elite, Porsche Super 75, Renault Floride, Fiat 2100, DAF 600, Chrysler Valiant, Volga, Lancia Flaminia coupé and Rolls-Royce Silver Cloud amongst the 19 reports. Fastest car tested was the 3.8 Jaguar which attained 126 m.p.h. in overdrive top gear; most accelerative of the 19 cars the Jaguar again, which covered a standing-start ¼-mile in 16.3 seconds; most economical the DAF 600, which returned 36-49 m.p.g.; a table at the end of this absorbing study of up-to-the-minute motor cars neatly summarising the figures *The Autocar* obtained.

The tests are very detailed and comprehensively illustrated, and no enthusiastic follower of matters motoring will regret spending a modest 6s. 6d. for so much useful information.—W. B.

"Cars of the Connoisseur," by J. R. Buckley. 272 pp. 8⅝ in. × 5⅛ in. (*B. T. Batsford Ltd.*, 4, *Fitzhardinge Street, London, W.*1. 30*s.*)

It is difficult to see the purpose of this book, apart from it being a very beautiful production, for although descriptions and illustrations of the World's better motor cars are collected between two covers, nothing much emerges that has not appeared previously in other books, many of them from Batsford themselves, or in the bound volumes of MOTOR SPORT. The author chooses as his cars of the golden age, in this "Treasury of the Years of Grace," Rolls-Royce, Hispano-Suiza, Mercedes-Benz, Bentley, Invicta, Lagonda, Bugatti, Delage, Ballot, Talbot, Isotta-Fraschini, Frazer Nash, Alfa-Romeo, Aston Martin, Duesenberg, Cord, Packard and Stutz, and we are left wondering why at least two purely sporting makes are included while such obvious aristocrats as Daimler, Lanchester and Sunbeam are excluded.

Each make is written up extremely well by the author and he appends attractive standardised specifications of the leading models at the close of each chapter. But thirty shillings is a lot to spend on a book which repeats mainly what has been written before and drags up so many old illustrations—the picture of the SSKL Mercedes-Benz, to name but one, is a manufacturer's hand-out which appears in Muller's "Book of Sports Cars," which is now available in an English edition, and the Talbot pictures have been used before.

Buckley might well own a used-car emporium trying to trade in the cars he describes, so eloquent is his praise of them, and his book lacks the detail and down-to-earth observations of Lord Montagu, for instance, in his "Lost Causes of Motoring." Perhaps the best aspect of "Cars for the Connoisseur" is the attention devoted to Rolls-Royce, which is not surprising, for the author owns a very fine 1933 short-chassis "Continental" Phantom II H. R. Owen Barker sedanca coupé; in the text he brushes off the smaller Rolls-Royce model—"the ladies' Rolls"—in a line or two. On the subject of Rolls-Royce this book does include useful detail, quoting chassis numbers at which certain changes in specification occurred, sorting out the differences in the "Continental" model and telling how the slogan "The Best Car in the World" originated—reminding us, incidentally, that Rolls-Royce servo braking owes much to Hispano-Suiza and Renault, the late-lamented centre-lock wire wheels to Hispano-Suiza under licence, and the present automatic transmission to General Motors of America.

The chapter on Rolls-Royce, which is the first in the book, is truly fascinating and this latest Batsford book will probably sell mainly to Rolls-Royce addicts, who should be able to find the rather high price the publishers ask and who may find in this chapter new facts, if these have not appeared previously in one or other of the R.-R. club bulletins.—W. B.

"Designing and Building a Sports Car," by N. Lockwood. 168 pp. 8¾ in. × 5 9/16 in. (*G. T. Foulis & Co. Ltd.*, 1-5, *Portpool Lane, London, E.C.*1. 21*s.*)

All who yearn to build a sports car of their own, either for use on the road or in competition, thereby, incidentally, saving themselves 50% purchase tax, will welcome Mr. Lockwood's book.

He goes step by step over the work involved in building in the home workshop a two-seater sports car, in his case with a Standard Eight engine, giving reasons behind his plans, calculations, the tools and equipment available, an account of how the all-enveloping body was made with sheet aluminium, and including information on how to licence the completed sports car. A useful guinea's-worth!—W. B.

"Farewell Victoria," by T. H. White. 187 pp. 8 in. × 5⅜ in. (*Jonathan Cape, 30, Bedford Square, London, W.C.*1. 18*s.*)

Amongst all the foregoing motoring books we are glad to include a novel, by T. H. White, which touches on the subject but briefly. "Farewell Victoria," in its new illustrated edition, tells, in inimitable T. H. White style, of the transition from Victorian to modern (well, 1929) times, seen through the eyes of a groom to the owner of a fine country estate. Mundy, this groom, never really comprehends the changes which come fast after King Edward has taken to motoring in Daimlers.

White never over-writes and to this reviewer has long been a favourite author, from the pre-war days when MOTOR SPORT drew attention to his references to his 3-litre Bentley and his flying lessons in "England Have My Bones." "Farewell Victoria" has gone into five editions since it first appeared in 1933. We suggest you buy it and see if you like T. H. White as much as we do—if not, pass it on to those members of the family who think of other things besides motor cars, particularly to anyone who knows well the Hastings/St. Leonards area!—W. B.

"Grand Prix World Championship," by Louis T. Stanley. Foreword by Jack Brabham. 199 pp. 11¼ in. × 8½ in. (*W. H. Allen & Co. Ltd., Essex Street, London, W.C.*2. 45*s.*).

This is a pretty fabulous work by a journalist/photographer who has previously concentrated on golf, tennis and football. The book is a record of the Grand Prix season but as it deals with 1959 it is already dated. It is full of photographs, but Mr. Stanley is clearly better at "still" than action shots and some of the captions are more suited to the popular Press than to a specialist publication.

But the author's descriptions, not only of the races but of the venues where they took place—he will surely be lynched by Liverpudlians for his honest account of that ghastly area—are entertaining, even more so his sketches of the drivers. There are complete lap charts, some extremely fine close-ups of celebrities, but blurred pictures of cars going fast and one of Moss so smudged that it should not have got anywhere near the book.

Jean Stanley, the only woman with a half-share in B.R.M. racing cars, is seen, as are all the personalities of the G.P. circus. There is plenty to enjoy in this great tome—the dust jacket contrives to be really beautiful and the race posters that form the end-papers set the key-note to this ingenious book.—W. B.

"Racing an Historic Car," by Peter Hull. 160 pp. 8½ in. × 5 5/16 in. (*Motor Racing Publications, Ltd.*, 62, *Doughty Street, London, W.C.*1. 18*s.*).

Here is a little book which is great fun. It is Peter Hull's account of how brother Douglas races E.R.A. R9B, with many interesting asides on the enthralling subject of racing historic motor cars. Expensive for its size, this book will have to be afforded by all keen vintage-car chaps. It has some good pictures, better anecdotes and contains an appendix on E.R.A. history with notes on all the existing E.R.A.s, another on great moments in the life of R11B a third giving notes on E.R.A. operation (R9B runs on 84% methanol, 10% acetone, 5% pure benzole and 1% castor oil, which Douglas Hull mixes himself) and tabulated results of the Richard Seaman Memorial Trophies Race from 1950 to 1960.

The spirit which moved Peter Hull to write this inevitable book is well conveyed by his remark to a friend that although his Hawker Hunter aircraft accelerated faster than the E.R.A., he felt safer in it. "Ah," retorted the friend, that is because in the Hunter you were under control, but in the E.R.A. you aren't!"—W. B.

Continued on page 1025

A PRODUCTION-CAR TRIAL

Before the war ordinary everyday saloon cars used to compete in trials but that was a long time ago and since the war mud trials have been the preserve of highly-specialised trials machines. So it is nice to know that late in October the Huddersfield M.C. held its Standard Car Trial, which, although it attracted only eleven entries,



G. Whitehead's Volkswagen, which would have won the Huddersfield M.C. Standard Car Trial if rear-engines had not been penalised!

had interesting results. As the photograph shows, wheelgrip was at a premium and it is thus significant that W. H. Sugden's Morris Mini-Minor won, three-up in the front seats, but that if penalty marks had not been imposed on rear-engined vehicles, G. Whitehead's Volkswagen would have taken first instead of second place. J. C. England's Austin Se7en was third, beating two rear-drive Ford Populars, a Triumph Herald, a sports Sprite, a Dauphine, another Austin Se7en and another Herald. The only retirement was S. Pemberton's Austin Se7en. So for slippery terrain you need a Mini-Minor or a VW.

ROLLS-ROYCE FACTORY METHODS

MOTOR SPORT's article on this subject in the October issue aroused a great deal of interest and has caused a reader to send us an article "Rolls-Royce's New Era," which appeared in *Life*, adapted from *Fortune*. This article opens with the remark that "after austerely disdaining it for half-a-century, Rolls-Royce has descended into the market place." In an appraisal of the kind of market Rolls-Royce has entered, the author, Gilbert Burck, goes over most of the well-trodden ground. He gives some facts and figures which knowledgeable Rolls-Royce enthusiasts may care to note, such as quoting their chassis output up to World War II as not exceeding 1,200, whereas now the company, says Burck, has become volume-conscious, bringing out, in 1955, its own factory-made body, its first design for owner-drivers, so that in the following year it sold 300 cars in America, about doubling its best post-war annual sales figure. In 1957 the figure had apparently risen to 600, World sales to some 2,400. Profit on cars that year is estimated at some two million dollars on overall World sales. The number of employees is given at 2,300 to 2,500.

The wording of the article implies that Burck is another fortunate mortal who, like John R. Bond of *Road & Track* but unlike the Editor of MOTOR SPORT, has been permitted to visit the Crewe factory. Indeed, he seems to have interviewed Harry Grylls, Rolls-Royce's Chief Engineer, and Llewellyn Smith, Ph.D. (Oxon.), Managing Director of the Motor Car Division.

The article goes on to quote 800 inspectors out of a labour force on car production of 2,500 or so. Paint, we are told, has to be exposed for three months in the smoggy air of N. London, in the countryside near Crewe, in the sweating jungles of Malaya and then subjected to a machine that exposes it for 36 hours to heat, spray and ultra-violet light before being used on Rolls-Royce bodywork. Each chassis frame is jig-tested for accuracy before being delivered to Crewe and again at the factory. Tyres, we are told, are balanced at the equivalent of 80 m.p.h. and are rejected if they show a load change of more than 200 lb. which more than half of them do, which must be costly for tyre manufacturers who supply Rolls-Royce!

Every twentieth engine, Burck says, is run for 25 hours at maximum speed and then dismantled for inspection. If any flaws are found all the previous 19 engines are likewise broken-down. Bond, though, merely saw every engine run for 2½ hours. Burck tells of the power steering being wrenched back and forth 7,000 times while concrete blocks hold the front wheels, which can move only against heavy springs. Body door-locks and catches, he says, are tested by opening and slamming a test-rig door 100,000 times. The Rolls-Royce body gets six coats of primer and pickling and then nine separate coats of paint. Apparently the body is lowered on pneumatic jacks onto its 15 mounts on the R.-R. chassis, to ensure that it sits "as free of stress as a pile of pillows."

As to final testing, Burck tells of 20 drivers and mechanics who do about £100-worth of testing on each Rolls-Royce, under head-tester Frank Dodd. This testing must be worth seeing, for not only, according to *Life*, do the drivers "push the auto to top speed as fast as it will accelerate and brake it down to a walk as fast as it will decelerate" but they "*run it around corners on two wheels.*" Each car goes through nearly 100 severe tests, according to Gilbert Burck, which "may take a week or more." John Bond, on the contrary, quotes a test of 200 miles. Two good stories in this article concern the head-tester's comment "Now and *then* we get a good one," and an account of how R. N. Dorey, General Manager of The Car Division, drives from the factory to his country house in cars of other than Rolls-Royce make, so abusing their brakes that in every instance (except when he is in a Rolls) they are "all burned up by the time he gets home." Why?

What *really* goes on at Crewe? Bond has had a look, so has Burck; isn't it time Boddy was granted a peep, on behalf of MOTOR SPORT?

HUSH-HUSH RACING CHEVROLET

News has reached us from Denver of a pleasing-looking Chevrolet which Arkus Duntov has been testing in secret at the Continental Divide speedway at Castle Rock. The car is a racing single-seater with, it is said, a V8 light-alloy engine behind the driver, with separate exhaust pipes on each side of the tail, a streamlined tank over the engine, an anti-roll bar above that and low wrap-round screen. The car is believed to have fuel injection, a four-speed gearbox and independent rear suspension like that of a Corvair. The car had most attractive lines and centre-lock wheels. It is said that it was driven faster than many competition cars using the track, but only where its performance could not be observed from the Denver-Colorado Springs highway. Is this the prelude to another rear-engined car from General Motors or does it mean the entry of Chevrolet into motor racing?

HOW FAST IS FAST?

We covered a standing quarter-mile in 15 sec. before the war as passenger in the late Forrest Lycett's 8-litre Bentley. Today's sprint motorcycles get down to 11 sec. or so, on pump fuel. From *Road and Track* we extract some data about Mickey Thompson's fabulous sprint car with which he broke the World's and International Class A s.s. km. record at 132.94 m.p.h. (16.82 sec.) and the World's International Class B s.s. mile record, using another engine, at 149.93 m.p.h. (24.01 sec.). Thompson used engines supercharged with a 6-71 G.M.C. Roots blower chain driven from the nose of the crankshaft. His Class A 503 cu. in. engine is said to have developed 84.6 b.h.p., running on Mobilgas fed through a Hilborn constant flow injector. The Class A engine used straight Methanol, the Class B engine 75% Methanol and 25% Nitromethane; both engines were lubricated with Mobil s.a.e. 40 oil. The respective compression-ratios were 11 and 10¼ to 1. These engines were actually Pontiac V8s, with Iskender camshafts and Scintilla Vertex ignition. They used Champion plugs and drove through a Schiefer multi-plate clutch and single speed 2.7 to 1 transmission. Thompson's Dragmaster was the usual fantastic job with sling-seat well in rear of the back wheels. It had double anti-roll bars over the cockpit, ran on Goodyear 5.00/5.25 × 15 front and 8.20 × 15 rear tyres on Halibrand magnesium wheels, was sprung at the front on torsion bars, not sprung at all at the back, and had a wheelbase of 8 ft. 7 in., a front track of 4 ft. 0 in., rear track of 3 ft. 2 in. It was retarded by Halibrand-Eagle disc brakes on the back wheels and a Deist 16 ft. parachute. Thompson's Class C engine broke a gudgeon-pin. We congratulate *Road and Track* on publishing an explanation of the rules governing records, instead of claiming every one of Thompson's figures as a World's record.—W. B.

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*" The Motor "—28th Sept. 1960

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THE NICHOLLS SUSPENSION STABILISER

Before the staff Sprite was stolen it was fitted with a Nicholls Diagonal Suspension Stabiliser. This has been designed by A. D. Nicholls, who has had considerable experience in the tuning field, and differs from conventional anti-roll bars in that it connects front and rear wheels on opposite sides of the car. The stabiliser takes the form of two torsion bars which are bolted to the lower wishbones at the front of the car and to the spring mounting brackets at the rear. The bars are carried in three rubber bushes which are bolted to the chassis. Where the bars cross just in front of the differential one bar is cranked to pass below the other.

With the stabiliser fitted the most noticeable effect is that the suspension feels firmer, as would be expected. The theory of the stabiliser is that on cornering when the car begins to roll the inside rear wheel, which normally tends to lift, will be depressed by the action of the torsion bar which is connected to the outside front wheel. With the Sprite, which already had stiffer dampers, the amount of roll was definitely reduced and corners on smooth roads could be taken very quickly indeed. The equalising of load on all four wheels during heavy cornering allows the rear end to be broken away at much lower speeds, which is enjoyed by the skilful driver but disconcerting to the tyro. This is especially enjoyable on roundabouts, where the lurch which usually accompanies a sharp change of direction is obviated.

On the debit side the firmer ride was at a disadvantage on poor surfaces, when the rear axle hopped more than usual and directional stability was affected. The rally driver would not object to this as cornering is made more enjoyable, although he would have to be careful not to negotiate too many rock-strewn " white " roads as ground clearance is decreased by the torsion bars. On the Sprite a " clonk " came from the bars occasionally when traversing bumpy roads.

We were also invited to sample another car fitted with the stabiliser, this being a customer's M.G.-A. The M.G. has moderately stiff suspension and with the stabiliser fitted it becomes even more firm. However, the stabiliser does not seem to affect the M.G. in the same way as the Sprite and the performance was enhanced in every way. The owner, who accompanied the writer on the run, expressed his admiration for the Nicholls Stabiliser, which he found even more impressive from the passenger's seat. Road-holding was certainly much improved and the series of swerves bordering the Thames at Runnymede were taken with the speedometer needle sitting on 90 m.p.h. and no indication from the rear end that it wanted to break away.

From our experience with the stabiliser we would say that in general it does improve road-holding, with the reservation that poor road surfaces do tend to disturb the car in much the same way as any stiffening of the suspension would. Although we were of course unable to check this point it is claimed that tyre life is prolonged when the Nicholls Stabiliser is fitted. Its best application would appear to be in the racing field, which is possibly confirmed by the fact that Jeff Uren used one on his Saloon Car Championship-winning Ford Zephyr last year, while Stirling Moss has had his N.S.U. Prinz so fitted for Peter Pilsworth to drive in saloon-car races.

The stabiliser is marketed by O'Carroll Kent (England) Ltd., and kits can be obtained from £14 10s. for the Sprite, Ford Anglia and Austin A40, to £16 10s. for the M.G.-A, Hillman Minx and Sunbeam Rapier. If fitted at the works a charge of £3 is made.—M.L.T.

BATHURST INTERNATIONAL 100-MILE RACE (October 2nd)

Driving a works Cooper-Climax, twice World Champion Jack Brabham showed his fellow countrymen just how it is done, by winning the 100-mile race with ease and grace, on the 3.8-mile Mount Panarama circuit in New South Wales.

Results :

1st : J. Brabham (Cooper-Climax F.1)
2nd : W. Patterson (Cooper-Climax 2.2 litre)
3rd : B. Stilwell (Cooper-Climax 2.2 litre)

WATKINS GLEN FORMULE LIBRE—U.S.A. (October 9th)

The 100-lap race on the 2.3-mile Watkins Glen road racing circuit saw Jack Brabham in a works Cooper-Climax beaten by Stirling Moss driving Rob Walker's dark blue Lotus rear-engined car. Bonnier, Salvadori and Gendebien were also driving Cooper-Climax cars, amidst a large collection of local drivers in sports cars and home-made " specials."

Results :

WATKINS GLEN FORMULE LIBRE—370 Kilometres—100 Laps

1st	S. Moss (Lotus-Climax F.1)	170.272 k.p.h.
2nd	J. Brabham (Cooper-Climax F.1)	6.5 sec. behind
3rd	R. Salvadori (Cooper-Monaco)	91 laps
4th	J. Bonnier (Cooper-Climax F.1)	90 laps

A SAD AFFAIR

Sir,

Driving from Penicuik into Edinburgh about 12 o'clock one night, I was stopped by a police patrol car, and my vehicle was examined. After this was completed I was told that if the car (an ex-G.P.O. Morris van) was found in the same condition the next time they stopped me, I would be charged. They then decided to check the braking distances; the foot-brake was found effective but the hand-brake was wholly ineffective.

As a result of the hand-brake being faulty (presumably) they told me that they required the car to be fully examined, either at a public garage or at the local police garage. I agreed that we should proceed to the police garage. On arrival, the braking system was stripped and it was found that the rear axle oil seals were leaking and that consequently the rear brake shoes were not gripping. After the car had been re-assembled I was cautioned and charged with : (1) That every part of the braking system was faulty; (2) that the lighting system was defective; and (3) that no exterior mirror was fitted.

In answer to the above, I can only say the following : (1) Although the hand-brake was fully ineffective the car could easily be stopped dead in less than three lengths from 30 m.p.h. (2) As far as the lights were concerned, the interior of the near-side side-light and the headlamp rim, glass and bulb had been stolen that very evening outside a cinema while the car was parked there. As proof of this I can produce a receipted bill for £2, dated about one month before being stopped, in relation to work carried out by an Edinburgh firm of electrical engineers, solely on the lighting system of the car. I also had a witness with me who can verify that the parts were stolen as this person was with me when I returned to the car from the cinema. (3) With regard to the mirror I have no excuse, as I was unaware that it was necessary to have one fitted.

The manner in which the summons was delivered was quite unsatisfactory, as I was on holiday at the time, and in consequence of this my mother refused to accept the summons on my behalf (and quite rightly). The timing of the delivery left much to be desired, since the constable in question tried to serve this paper at varying times between 11.10 p.m. and 1 a.m., thus disturbing the peace of the house. This was attempted to comply with the 10-day summary notice of appearance. Subsequently the notice was served the following evening (incidentally with the name incorrectly spelt), this only allowing nine days' notice. Further, the summons had to be taken back and re-delivered after alteration of the name (in Biro ink) by a police constable.

I pleaded guilty (knowing from experience that this is the wisest course), with the following result. On count 1, I was fined £15, on count 2, £4, and on count 3, £3; making a total of £22 in all.

Not having heard of such drastic measures since your own recent Editorial concerning the savage convictions by Sheriff Frame of Ayr, for similar offences, I feel it will be interesting to you to hear of my own personal experience in this matter.

As an apprentice chartered accountant the fine of £22 is equivalent to six weeks' wages, and as I receive no other financial assistance this fine is, to me at least, of staggering proportions.

I am, Yours, etc.,

Leith. J. K. SKINNER.

[A more lenient fine would surely have improved, instead of deteriorating, relations between police and public. There is small excuse for driving vehicles in defective condition but car owners are but human—and have the police never heard of virtually new cars losing all braking effort due to poor assembly. Who is blamed then ?—ED.]

INNSBRUCK AIRFIELD RACES (October 9th)

In the F.2 event on the short aerodrome circuit Hans Herrmann had little trouble in winning with a works Porsche, from an entry composed of private owners, including von Trips driving an old Cooper-Climax.

Results :

FORMULA 2—59.9 Kilometres—35 Laps

1st	H. Herrmann (Porsche F.2)	32 min. 58.1 sec—108.326 k.p.h.
2nd	W. von Trips (Cooper-Climax F.2)	33 min. 09.7 sec.
3rd	G. Ashmore (Cooper-Climax F.2)	34 min. 05.2 sec.
4th	A. E. Marsh (Lotus-Climax F.2)	1 lap behind
5th	A. Pilette (Cooper-Climax F.2)	1 lap behind
6th	G. de Beaufort (Cooper-Climax F.2)	1 lap behind

Fastest lap : G. Ashmore (Cooper-Climax) 53.5 sec.—114.402 k.p.h.

FORMULA JUNIOR—51 Kilometres—30 Laps

1st	G. Mitter (Lotus-D.K.W.)	30 min. 53.9 sec.—99.031 k.p.h.
2nd	K. Ahrens (Cooper-Fiat)	30 min. 57.6 sec.
3rd	W. Schatz (Lotus-Ford)	30 min. 58.8 sec.

Fastest lap : W. Schatz (Lotus-Ford) 58.4 sec.—104.801 k.p.h.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



RETIREMENT AHEAD!—The Editor of MOTOR SPORT *getting away at the start of the Veteran Car Run, driving a Montagu Motor Museum* 1903 *Humberette. He is followed by Lord Montagu's* 1903 *Sixty Mercedes. Boddy got no further than the Mall, where the ignition trembler coil broke down.*

BY LIGHT CAR TO BRIGHTON

ONE of the most popular and eagerly supported motoring events of November is the annual R.A.C. Veteran Car Run to Brighton, which this year attracted a record entry of 265 pre-1905 cars. Watching this unique event is great fun, as the vast crowds of spectators who lined the route and the 250 American visitors who flew over in two Boeing Stratocruisers appreciate. Riding on a veteran is even better fun but to savour the full delights of the Brighton Run you have to *drive* a veteran from Hyde Park towards Madeira Drive.

Last year, through the courtesy of Lord Montagu, I was able to do this, arriving successfully, if slowly, on his 1904 6-h.p. Brushmobile, which although afflicted with a punctured carburetter float, scarcely faltered. I should have taken a tip and asked for the same veteran again but I happened to say to Lord Montagu that something a trifle faster would be more acceptable next time. Consequently, with the co-operation of the Montagu Motor Museum and the Rootes Group, I was this year provided with a 1903 5-h.p. Humberette. These little Humberettes are typical veteran light cars, of a type current in 1903/4. The engine is a de Dion type single cylinder with automatic inlet valve and the now-classical "square" dimensions of 92.2 by 92.2 mm. (613 c.c.). This lives conventionally under a low bonnet, is cooled by a normal radiator and a water pump driven by a bicycle chain, while ignition is by battery and trembler coil. The carburetter is of Longumare type, gravity fed, and the drive goes through a two-speed gearbox to a conventional back axle. Suspension is by ½-elliptic springs and when new a Humberette of this sort cost a mere £147.

On the Saturday prior to the Run I went to the Gore Hotel in Kensington, Lord Montagu's headquarters, for a driving lesson. It was then that I came to realise what I had ahead of me.

To begin with, you crank a Humberette anti-clockwise, and I was warned that the detachable starting handle likes to fly off and hit you in the face. Bob Warne, Lord Montagu's engineer, can do it; I decided to push . . .

I also discovered that although I had a genuine Coventry Humberette, with controls somewhat different from those of a Beeston-Humberette, driving is still literally a handful. The wooden-rimmed steering wheel with its single spoke controls the heaviest, least sensitive and quite the highest-geared (only there *are* no gears) steering I have ever encountered. Around the wheel are clustered two gear levers and three minor control levers. Luckily, on this particular Humberette reverse has long since ceased to function, so I merely had to concentrate on the left-hand vertical lever, which selects low or high speed to choice. The snag is that the lever is below the wheel, so either you dive for it past the spoke and chop off your hand when cornering, or you fumble for it below the wheel rim. Moreover, the movement is considerable and the lever, which moves stiffly has to be persuaded out of one slot, past the neutral slot, into the next slot, during which time, if you are changing up, engine revs will have died almost to zero and you have to reverse the process to re-acquire low speed.

Engine speed is controlled by two small levers moving together transversely on the Coventry, up and down on the Beeston-Humberettes. These control throttle and spark but the latter has more effect, neither gives a great deal of response, so you push them over their quadrants together. There is also a bigger lever ahead of the steering wheel which looks after the air control and I was told I must "play" this as on a motorcycle. There are but two pedals, a not-bad clutch, and a brake said to act on the transmission. Then there was a long outside brake lever operating the diminutive wheel brakes, retardation necessitating reaching back for this, disengaging it from its ratchet and pushing it forward. There was also a bulb horn I couldn't blow and a rear-view mirror in which you saw precisely nothing! Oh, and a hand oil pump most inaccessibly located on the off-side corner of the dash. All told, I reckoned the 1960 Veteran Car Run would keep me busy!

Naturally I intended to do my best to coax the Humberette to Brighton, for one owes this to one's entrant, but I was not particularly optimistic, for, having suggested driving it up from Beaulieu to my home by way of practice the week before, I had been told it would be better to preserve it for the ordeal ahead of it. However, I was up at 4 a.m. on Brighton Sunday and driving to the start in a heavily-laden Morris Mini-Traveller to the Gore Hotel, where I put on so many clothes that I resembled Mon. Bibendum, that figure of fun and good tyres whom I admire so much.

I was introduced to my passenger, who, as the photograph shows, was as cheerful as I was worried, and whose motoring tastes centre round a modern Rolls-Royce, a twin-cam Facellia and a Mini-Minor, and we made the start. Here John Ahern, who was driving his 1903 Beeston-Humberette, looked "mine" over, seemed to approve, and told us to stay with him as he was equipped with plenty of spares. His young passenger said he would crank us up. I felt more confident.

In the end we got off to a push-start, held everyone up until the revs condescended to climb and I had eased in the clutch, then left Hyde Park going strongly. In the Mall I even got into high speed and we surged away strongly to the "tuff-tuff" of the de Dion single. I felt we should see the sea by 1.30 a.m. Seconds later the engine cut out . . .

After that we never covered more than yards under power. Lord Montagu had already thundered by in his Sixty Mercedes, carrying a B.B.C. man and the girl who had won the ride in a T.V. competition. Luckily Comdr. Bush, from the Museum, was following and he came to our aid. While he blew through the fuel system and looked at the plug he told us the Museum's tender-car *mit* trailer, was close behind. My passenger said *his* personal tender car, cum trailer, was also coming along. We never saw either of them again that day!

So, surrounded by camera-happy Americans and early morning spectators, Comdr. Bush nobly set about investigating the trouble, for which we had no spares of any description, not even a tyre pump.

The sun sank, the Horse Guards finished their parading, another Humberette which had died a hundred yards behind us with a dud battery, was towed away. Our trember coil, an ancient model-T relic, had decided to work to rule and not for long at that.

No more veterans had been going by for a long time, so we reluctantly roped the Humberette to Cmdr' Bush's Renault Dauphine and towed it away. My 1960 " Brighton " had lasted perhaps two miles !

The journey down was completed aerostably, but it was then too late for Lord Montagu's cocktail party or National Benzole's hospitality and I was so hungry that I refused Cecil Clutton's kind offer of a ride in the Parade in the famous F. S. Bennett 1903 Cadillac which he had brought through successfully. Death by slow starvation had, indeed, been averted only because we had some excellent Australian raisins which a charming Australian girl had handed to us at the start . . . Nineteen others, besides myself, out of 243 starters, failed this time to gain a Commemoration Plaque. Ironically, Lord Montagu told me there were *nineteen* spare coils in his tender vehicle !

I see, from the official hand-out, that I retired on Westminster Bridge with gasket trouble, but that has happened before in motor contests ! And I still went to Brighton in a light car, even if it wasn't a veteran.—W.B.

* * *

There was more trouble than ever this year; it seems some cars, such as Lowden's 1912 Quadrant (broken belt), Bailey's 1904 Phoenix (no gears), Harrison's 1900 Phoebus (seized shaft), Mawer's 1904 Oldsmobile and Shaw's 1902 Beaufort failed very close to the finish and some were pushed in, according to R.A.C. reports. Even " Sammy " Davis' Billeé broke its crankshaft, and Brabham's 1904 Sunbeam was on the three cylinders for much of the run. The other Montagu Museum entries all finished, except Boddy's Humberette. Lord Montagu's Mercedes, like Hampton's Mercedes, had momentary fuel feed trouble. Bob Warne, the Museum engineer, got through successfully on the 1900 Royal Enfield forecar, with brave lady passenger riding in front, a broken brake rod of the day before having been welded successfully. Parnell's de Dion merely ran out of petrol.

* * *

The Montagu Motor Museum's 1903 Mercedes and 1903 Fiat took their compulsory vehicle tests before T.V. cameras on the Saturday. Both passed.

* * *

At his cocktail party Lord Montagu announced that if plans now before the Council are approved, Brighton will have its own Motor Museum, in the Aquarium buildings, organisation being by the Aquarium's Board of Directors in conjunction with the Montagu Motor Museum, which will work in close co-operation with the Brighton Motor Museum.

S.T.D. REGISTER SANDHURST RALLY

The Sunbeam S.T.D. Register held its usual successful rally, *concours d'elegance* and driving tests at The Royal Military Academy, Camberley, with the co-operation of the R.M.A. Motor Club, late in October. For the record, here are the results :—

Concours d'Elegance : (Judged by John Bland and C. Paget) :—

1st :	A. Durnford (1925 14/40 Sunbeam tourer)	63	pts.
2nd:	A. Forshaw (1929 Twin-Cam 3-litre Sunbeam 2-seater) ...	62	,,
3rd :	E. South (1913 12/16 Sunbeam tourer)	61	,,

Driving Tests :—

1st :	P. Moores (1931 Talbot 105 tourer)	135	,,
2nd:	A. Archer (1932 Talbot 105)	143	,,
3rd :	A. Rawlings (1929 Talbot 14/45)	143½	,,
4th :	D. S. Jenkinson (1924 Grand Prix Sunbeam)	148	,,

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AMERICA'S FIRST CAR

According to the October-November issue of *Antique-Automobile*, America's first gasolene automobile was built by John William Lambert in 1891. It was a four-stroke 3½ in. × 4 in. single cylinder with make-and-break ignition, a vapourising carburetter, water-cooling, two forward speeds and final drive by two chains. It had a small front wheel and two large back wheels, weighed 560 lb. and was priced at 550 dollars. This preceeds by a year the claim of the Duryea brothers.

DISCOURAGED ?

Cmdr. C. L. A. Wollard is convinced that his Leon-Bolleé is of 1895 vintage, but the V.C.C. insist that it is 1896. It was entered for the Brighton Run but did not start.

More " finds " ! An A.B.C. chassis of about 1922 vintage has been dragged from a hedge in Worcestershire, yet another Rover Eight is in process of restoration in Sussex, a 1928 Morris-Cowley saloon was being given away in London and Getley has bought a Chater-Lea light car chassis with what appears to be an engine tuned for racing.

* * *

Vintage farm tractors have been in the news recently and now it seems that a dump at Shaftesbury harbours some and that there is an International Titan languishing in Dursley, Glos.

* * *

Further to our " Search for Steam " (page 957 last month), a reader has sent us some bulletins of the North Staffordshire & Cheshire Traction Engine Club which confirm most definitely that the United Africa Company still have four Super Sentinel steam wagons in use and intend to keep them in working order as long as possible. One of these is a 1929 wagon (we were in error in describing the Super Sentinel as post-vintage, of course), which still does the Liverpool-Manchester run every week, *via* the Mersey Tunnel, with 13/14-ton load. Criddles also still operate two steam wagons in this area but the Super Sentinel owned by George Davis has been withdrawn from service and is for sale at scrap price.

* * *

The Vintage Standard Car Register goes from strength to strength. Several new Standards have been unearthed, including a 1913 six-cylinder 23.6-h.p. tourer in Belfast, another 1913 " Rhyl " 9.5-h.p. two-seater which had been used on a Sussex farm but is now being restored, and a very rare 16-h.p. six-cylinder 1930 Avon Special found in Weybridge and of which only about 100 were built. Besides these a 1928 " Falmouth " fabric saloon has turned up in Macclesfield, a 1928 " Coleshill " two-seater is being rebuilt in Salisbury, and a 1921 S20 11.6-h.p. two-seater has been found, in company with several pre-war cars including two vintage Austin Twelve saloons and a penny-farthing bicycle, in a tumbledown wooden garage which opened in 1902 and closed down in 1939, the Standard having been taken in part-exchange, in 1936. Altogether, 64 Standards are now on the Register's books and they are always glad to hear of others. The 1929 " Fulham " saloon which attended the Opening Rally this year is to be housed in the Herbert Museum in Coventry and the Register plans another rally next May, at a seaside resort—could it be Teignmouth ?

* * *

A Yorkshire farmer is using a 1928 model-A Ford with open pick-up body which gives no trouble and always starts third swing.

* * *

Amongst cars discovered recently by readers, there is a Bean, without its body, which is used for hauling boats up a slipway in North Wales, an Austin Twelve two-seater with dickey of about 1927 vintage said to be in good order which has been found in a breaker's yard in Birmingham, and the remains of a Cubitt on a farm in the West Country, which had been used before the war as a tractor until it threw a con.-rod. Only a few parts of this remain, which might be useful for spares. Letters can be forwarded.

* * *

Anyone requiring information about vintage German cars is invited to contact Mr. G. Krasker, Junr., 60, Beckenham Close, Ruislip, Middlesex, who has a book published in Birmingham in 1927, which gives a great deal of information about German cars, lorries, buses, special purpose vehicles, and Bosch magnetos, etc.

" BOXING NIGHT INFORMAL "

The Editor expects to follow the route of an early London-Exeter Trial again on Boxing Night and will welcome any owners of vintage *light* cars, cyclecars or vintage motorcycles who care to join in. It is expected that much the same route will be followed as last year, leaving Staines at 10.30 p.m., taking breakfast at a lorry-driver's cafe near Exeter if this can be arranged, and returning to the London-side of Salisbury before dark. The route embraces five mild hills famous in the 'twenties and if practicable two tests which featured in the London-Exeter Trial of those days will be included. There is no entry fee, no prizes, no publicity (other than MOTOR SPORT coverage) and no protests are allowed ! Any changes of plan will be outlined in the route card, which can be obtained by ringing the Editor (W. Boddy) at MON 8944, or Fleet 831, or by dropping a p.c. (stating the vehicle you propose to drive) to MOTOR SPORT, 15, City Road, E.C.1, by December 15th.



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VINTAGE POSTBAG

Sir,

Perhaps readers of your "Vintage Postbag" columns will be interested to see the enclosed photograph of a 1929 Clyno 9-h.p. fabric saloon, PK 6411, and to learn something of its history. I believe that 1929 was the last year that Clyno cars were in production.

The car was bought new (price £160) in February 1929, and extreme care was exercised during its running-in period. After four months on the country roads of Surrey, it took three passengers and luggage for a tour of the North-West Highlands of Scotland, which included visits to remote parts of Sutherland, and the north of the Isle of Skye. No trouble was experienced throughout this 1,900-mile journey, much of which was over very rough roads. During the next six years the car made five more trips from Surrey to the Highlands and back, and in the meantime served as a general "family runabout." Its Scottish journeys included three return crossings of the famous Pass of the Cattle, in Ross-shire, with its fearsome gradients.

Apart from the replacement (after about 2,000 miles) of the carburetter by an instrument of a simpler type, the re-bushing of the front stub-axles, and the renewal of two broken springs, serious trouble was conspicuous by its absence. The new carburetter improved the petrol consumption. Top-gear performance at quite low speeds was good, and the three-speed gearbox gave easy changing, up and down. The car always held the road well, although the steering was light, and the four-wheel brakes were efficient. Eventually, part of the fabric covering wore and cracked, but a patch of American cloth and a coat of paint quickly made good the dilapidation.

By the autumn of 1936, PK 6411 had some 88,000 miles to its credit, and was beginning to feel its age. The big-ends had become decidedly "sloppy," but reboring of the cylinders had never become necessary, nor were outsize piston rings fitted. A few weeks later I parted with my old friend for £25. When I took delivery of a new car (another 9-h.p. saloon of well-known make) the garage proprietor warned me: "You are buying a good car, but you must not expect to run 88,000 miles without reboring. Popular-priced cars are not made like that now." This was tribute indeed to the old-stager.

I must emphasise that PK 6411 was never "thrashed," and always received regular attention at the hands of a skilled mechanic. That, I think, was the real secret of its success.

I am, Yours, etc.,

Godalming. H. A. VALLANCE.

* * *

Sir,

As a regular reader for many years of your excellent publication, I should be very interested to know if any examples of a car I drove in 1933 still exist. The car was known as an Andre V6, and I think was made by T. P. Andre, the shock-absorber makers, at their Putney branch, but I do not know how many examples were made.

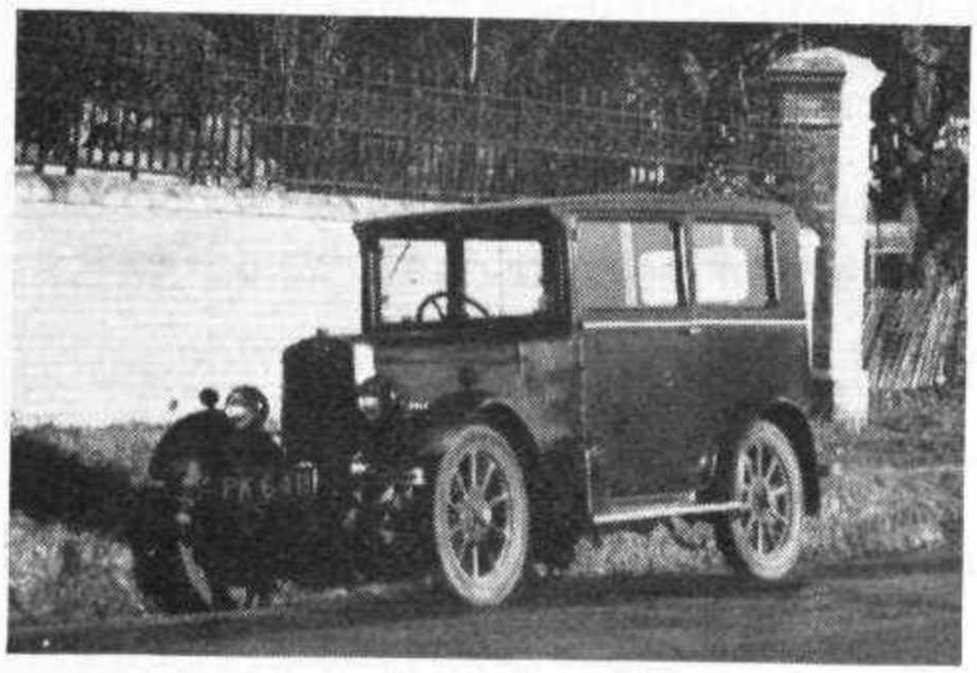
As an enthusiastic motorcyclist at that time, I was loaned an Andre V6 for a long week-end to give my opinion of this car with a view to possible sales to motorcyclists who might require four wheels and a little more comfort and protection, and yet still retain a motorcycle engine and good performance.

As far as I remember the car was fitted with a V-twin Matchless or J.A.P. o.h.v. engine. The performance was very good and compared favourably with the current J2 M.G.s and Singer Nines of that period.

I am, Yours, etc.,

Wallington. NORMAN HOLDER.

[I, too, have often wondered if any Andre V6s still exist.—ED.]



The 1929 Clyno Nine owned by Mr. H. A. Vallance—see letter above.

* * *

Sir,

Your correspondent Jim Blow (Nov., page 953) is correct about the Sopwith Kitten. The engine had a habit of cutting out on one cylinder—the pilot then put the tail over his shoulder and carried the thing back to base. A more successful effort was the A.N.E.C., *circa* 1924, which used the 3-h.p. A.B.C. motorcycle engine. This flew remarkably well if and when the engine could be made to perform. I always regarded Bradshaw as a sort of engineering poet, had he had a competent engineer to vet his designs some of them would still be in use, but the designs were always half-baked. Lest this seems unkind I will give a few details: Dragonfly—never ran two hours at full b.h.p., but an excellent sausage fryer; Belsize Bradshaw: oil pump air-locked on left-hand corner taken over 15 m.p.h.; A.B.C. motorcycle: roller bearings on soft crank, useless kick-starter and valve gear, steel cylinders which warped and scored.

Flat Bradshaw motorcycle excellent at low speeds, at high speeds everything fried. There were excellent reliable motorcycles in those days so please don't swallow the "guff" about pioneering.

I am, Yours, etc.,

Sevenoaks. "OLD TOM."

* * *

Sir,

After reading "W.B's" comments on my car in the report on vintage Prescott, I decided to take up the challenge and reply.

"W.B." claims that my Invicta has been converted into a red and alloy boy's racer. This is not so. It has always been a boy's racer, only when it was new it was called a sports car. Now I have no objection to constructive criticism, but I dislike adverse comments whose only basis is non-originality, although the only visible modification I have fitted to my car is the external exhaust system. I rebuilt the rest as it was, and that took me two years of very hard work.

The first owner of my car was Captain Macklin, and it was an experimental car, which was in fact one of the prototype 4½-litre Invictas, with the larger engine and transmission in what is basically a 3-litre chassis. This accounts for the light weight of only 20 cwt.

I am, Yours, etc.,

London, S.W.19. M. J. SKIPP.

* * *

Sir,

It is not often that fellow correspondents to your excellent magazine are guilty of writing romantic nonsense. However, I fear "Rumblings," Volume 36, No. 8, of August last endows Mr. Hilaire Belloc's "Mr. Petre" with perceptive power that he did not necessarily possess.

I have before me a brochure which reads "A new set of drawings embodying many improvements are now in hand and when completed the construction of an engine will be commenced in this country, so that although a French invention, to England will belong the credit of producing the first satisfactory rotary internal combustion engine."

Then follows details and drawings and the brochure ends as follows: "The first Bergasse Rotary Engine was under construction in these works when the European war broke out and it is to be regretted that these works have fallen into German hands."

The European war referred to was, of course, started by "Kaiser Bill" and doubtless Mr. Petre was a participant and so had available the information quoted.

I am, Yours, etc.,

Chittlehampton. JOE MELLOR.

* * *

Sir,

I was interested in Mr. Peter Morris' photograph of a Protos, as I saw another example of this *marque* in Vienna last year. It was fitted with a van body but I was unable to find out from the owner, whose English was as limited as my German, whether this was original or not. However, I did gather that the car was of 1920 manufacture and was made by Siemens-Schuchert of Berlin.

Mr. Morris' car seems to have a Munich registration plate, so I wonder if it is the car which appeared at the Karl Benz Anniversary Rally at Munich in 1958. This was a 1926 45-h.p. four-cylinder tourer.

Towards the end of the vintage period Protos amalgamated with N.A.G., who listed an impressive 4½-litre straight-eight known as the NAG-Protos 218, in the early thirties.

I am, Yours, etc.,
Watford. G. N. GEORGANO.

* * *

Sir,

I refer to your reader's inquiry regarding Protos cars and am pleased to be able to let him know the following specification :—

> Protos cars of German manufacture approximately up to 1926/27. Four-cylinder, 10/45 PS, 80 × 130 mm, 2.6-litres, thermo-syphon cooling, magneto, four-speed gearbox, standard chassis design, Zenith carburetter.
> Speciality : Provision in the cylinder block for carburetter link, left to right side.
> Sump, flywheel housing, parts of clutch made from aluminium alloy (silumin), also gearbox.
> Protos clutch : Exchangeable (leather) double-wedged elements on ring-shaped single plate, the elements assembled in "swallow-tail"-shaped groove and pressed by single coil-spring into accordingly formed ring-groove in flywheel. Easily adjustable pedal.

With regard to the 1926 Sentinel : Being at that time with the Skoda Works I had designed for these excellent vehicles some implements and alterations, such as axles and wheels for pneumatic tyres, a small steam turbine driving dynamo for lighting, turbine-driven compressor, implements for water- and emulsion-spraying, etc.

Sentinels have been in extensive use in transport (municipal vehicles), breweries (Pilsner beer) and, as far as I remember, for military transport, with heavy trailers attached. No complaints known, except shocks from static electricity.

I am, Yours, etc.,
Potton. O. V. SMEKAL, Ing.(Dr.techn.).

* * *

Sir,

Mr. Padley-Smith asks about steam wagons with horizontal boilers. It is good to know that someone still cares for them. From my present address I cannot advise your correspondent about any still to be had, but if he is lucky enough to locate one I implore him to (1) watch the bottom of the smokebox where the front axle perch-bolt was often attached (rain dribbles down the chimney and rusts it); (2) examine the differential (often exposed on the rear axle and the cause of many wagons being scrapped); (3) get a "competent man" to have a good look at the firebox and tubes. No doubt the traction engine fans could help him in this respect. The Road Loco Society has much data on them.

This particular kind of wagon was called an "overtype" because the engine lay on top of the boiler. The "undertype" (like the Sentinel) had an engine slung *under* the chassis frame and usually, though not invariably, a vertical water-tube boiler. Atkinson, Leyland and Fowler were leading undertype makers and there were others too numerous to mention. Many of the overtype makers had a shot at undertypes at one time or another. Then there were the Yorkshire, with boiler *across* the frame, and the Mann Undertype, with a carden-shaft-and-worm drive. But undertypes and autotypes are a whole story in themselves. Let's have a look at the overtype, which Mr. Padley-Smith (and the Editor, and myself) would seem to prefer.

He quotes the Foden, the first one (introduced 1901), and generally held to be the best of the lot. At first they were all on iron tyres with two-cylinder compound engine, 4 in. × 6¾ in. × 7 in. stroke, 200 lb./sq. in., two speeds, trunnions outside the back wheels like railway wagons. The 3-ton wagon he mentions came out in 1914 and was then allowed a speed of 12 m.p.h. (on rubber tyres), against the 8 m.p.h. of the 5-tonner. The 6-ton improved overtype of 1922-1935 (the last) had a bigger engine, 220 lb./sq. in. pressure, and an enclosed cab with *windscreens* (regarded as highly decadent by the Old School !). Some had right-hand steering; *all* pre-1922 Fodens and *many* later ones were "left-handed"—to keep you out of the ditch on a dark night. All rubber-tyred ones had shock-chains between the front wheels, to keep you from being knocked silly by static electricity; small boys often looped up the chain while the crew were enjoying the amenities of the ale-house, or so the crew alleged. There were considerable social and economic differences between the driver (who also fired, ate sandwiches, held a licence) and the steersman (who sat outside the frame and did not need a licence).

Other makers of overtypes were : Allchin, Northampton (faster and lighter than the Foden; very similar in appearance). Aveling & Porter, of steam-roller fame (brass horse on the front, spoilt by a short chassis frame). Burrells of Thetford (famous showmen's engines) made a wagon with two chains, one each side (N.B.—Over-long driving chains, stretching and exposed, were the curse of all overtypes). Clayton (mentioned by our Editor), a heavy, clumsy copy of the Foden, but it did very well in World War I—much used for "de-lousing" (live steam from boiler was poured over discarded uniforms in all-steel body). Also made a good undertype—a firm cursed by bad luck. William Foster, Lincoln—another showman's engine firm, came late to the wagon trade, 1921-24; a good wagon but too much space taken by boiler, too little by body. Garrett—fast but noisy, superheated. Mann, Leeds—side-fired boiler, could be driven from either side—*two* steering wheels, *two* sets of levers, boiler and engine separated driver and fireman; a good wagon, the only one which could be comfortably driven by one man when necessary (again I speak of overtypes). Ransomes—came too late (1923). Robey, Lincoln—right-hand steering, enclosed motion, fast and "modern" as early as 1919 ; Charringtons, the London coal merchants, had a fleet of them (Beck & Pollitzer used Manns). (Most Garrett overtypes were also right-hand steering; so was the short-lived Sentinel overtype.) Taskers, Andover, Hants—if Mr. Padley-Smith finds one of these he should please communicate at once with Messrs. Tasker, who need one for their museum, where it will be religiously preserved. A good, sturdy overtype, very like the Foden—known as the "Little Giant." Wallis & Steevens, Basingstoke—a crude wagon, not many made, because their heart was with the light steam tractor-and-trailer combination, at which they excelled. They also made the Wallis Advance, probably the world's best steam-roller.

A few oddments—the Danks, only a handful made; Naylor's, Hereford, ditto; Sentinel Overtype (already mentioned), only about a dozen made; Wantage Eng. Co. (very early); *Straker-Squire* (rejoice, ye MOTOR SPORT readers !) made a 5-ton compound overtype before they ever *dreamed* of sports cars !; and Ruston Hornsby (1925), probably Ransomes under another name. And I think that's the lot, but will be so glad if someone can prove that I am wrong.

Oh ! Have lots more to tell (like the Ancient Mariner) but must ask readers to contact me if they want to know about it or if they have similar unknown knowledge to impart. (I drive a Peugeot 203—not a Foden, alas !)

Here is an excerpt from verses in *The Autocar*, *circa* 1925 (author unknown), which may interest readers.

> "If a *Foden* should crowd you, an' try to come through—
> Give 'im *room*, never mind if it's gutter for *you*;
> Don't risk a collision; you'll find, if you *do*,
> 'E's too big, and too 'ard, for the driver ! "

A pity nobody today has seen a *real* Foden—if he did, on a wet night, with oil lamps, he'd turn green ! (N.B.—Especially with the ashes pouring on the road, and two white spectres flailed with oil and graphite from the con.-rod in front of them !)

I am, Yours, etc.,
Durban, South Africa. E. GODFREY HOBSON.

* * *

Sir,

I am searching for as much information as I can in an attempt to write a history of the taxi-cab.

Unfortunately the subject has been neglected and as a result I am finding it very difficult to find details of the many makes.

I should, therefore, be very interested to hear from any of your readers who could give me information of any kind.

I am particularly in need of photographs, handbooks, workshop manuals, etc.

All letters will be acknowledged.

I am, Yours, etc.,
London, N.W.3. IAIN COWAN.

[Letters can be forwarded.—ED.].

* * *

Sir,

In your report of the V.S.C.C. Prescott Meeting last August you query the commentator's remark that Sir Ralph Millais' Alfa-Romeo is the 1931 Le Mans car.

It has now been firmly established to the Club Committee's satisfaction by no less authorities than Earl Howe and Count Lurani that the car *is* in fact the 1931 Le Mans winning car.

Whether the car was made before December 31st 1930 has not yet been established, though this is quite possible and it is hoped that the definite date of manufacture will be available before next season.

I am, Yours, etc.,
Kingsdere. T. W. CARSON, *Secretary*, *V.S.C.C.*

[While we hesitate before querying such authorities as Earl Howe and Count Lurani, memories are sometimes at fault, and Sir Ralph Millais' Alfa-Romeo exactly resembles a 1932 Le Mans car, being, surely, a sister model to the Hawthorn car, which has always been accepted as 1932. If it has been rebuilt following the 1931 victory, the question arises, when was this done and why ?—surely if the car has been rebuilt in recent years it would have been put into winning

1931 trim, and if those concerned care to look at contemporary photographs they will see that there is considerable difference between the 1931 and 1932 Le Mans cars and that Sir R. Millais' car definitely *looks* like one of the latter. If the car *is* 1931, but rebuilt after winning, it is rather droll that everyone seems to have been ashamed of the fact at the time, for before the 1932 Le Mans race the previous year's winners, Howe and Birkin, were asked to do a lap of honour, which they did in Howe's Alfa-Romeo which contemporary reports merely referred to as " of similar type to that which won in 1931." Surely if Howe had the *actual* car he had driven to victory in 1931 everyone would have been delighted to say so ? It seems probable that he drove a works car in 1931, then bought the car he ran in 1932, which is the one now owned by Millais.

Accepting the car as the 1931 Le Mans winner, *which it no longer resembles*, as Alfa-Romeo were badly behind in March with their first 2.3 Mille Miglia cars for 1931, is it likely they had laid down a car not required until June as early as December 1930 ? It all depends, of course, what you mean by " laid-down." Lines no doubt existed on paper, the chassis frame *may* have been stacked in a corner, but it is going rather far to date a car in this way. I am glad to hear that the Millais car will, for the time being, be regarded by the V.S.C.C. as an Historic Racing Car but not as a vintage car. And, while we are all seeking the truth in these matters, can the V.S.C.C. explain to me how R. W. Husband's excellent Talbot 105 racer qualifies as an *Historic* Racing Car ?—ED.]

Old cars continue to be discovered. Thus we hear of what is probably the last of the sleeve-valve 25/70 Vauxhalls still in existence which ran well until two years ago but now needs restoring and is looking for a good home. It is a saloon with built-in trunk, by Grosvenor. Then we hear of two apparently Edwardian motorcycles complete with spare engines, gearboxes, carburetters, magnetos and other parts which have come to light and are worth identifying. Another reader offers a Talbot Z10 engine of about 1925 vintage, an O.M. crown-wheel and pinion and a set of Ceirano hub caps to any serious enquirer. Further, in Scotland a 1913/14 Straker-Squire engine which is almost complete except for the carburetter has turned up, in very reasonable shape, while it seems that a garage in Lancashire has on its roof a two-seater Chrysler said to be of 1930 or earlier vintage which is used as a form of advertisement. Another reader points out that in H. P. Denly's showroom in Birmingham there reposes a 1932 Star Comet 21/60 saloon in immaculate order which until a few years ago was Mr. Denly's personal car. He thinks that the genuine mileage is about 33,000 and it might now be possible to acquire the car and get it back on the road. On the subject of Star, the same correspondent has found an Edwardian landaulette of this make which he is endeavouring to obtain, the date apparently being about 1912. He has also acquired a 1931 Swift Cadet saloon which cost £6, has run 44,600 miles, and was laid up from 1935 to 1955. He proposes to put it on the road this winter. At Benson, Oxon, a 1928 Buick saloon exists, completely restorable, and in a nearby scrapyard several Standard radiators, a Jowett chassis, and parts of Buick, Clyno, Morris and A.J.S., etc., were about to be scrapped.

* * *

And after the finds, the requests : A reader in London is restoring a 1925 type AD 16-h.p. Minerva and would like to hear from other owners of cars of this make. He requires a few parts to complete restoration of this car which R. G. Phelps, of Mayer and Phelps, the surgical instrument makers bought in April 1931 from someone living in Camberley, and used it until his death three years ago. The car generally is in an excellent state of repair, being almost unmarked, while the original tools are all present. A garage in Cornwall have unearthed a New Pick which they think may be of 1908 vintage, the car carrying a two-seater coupé body with a door on the near-side only. They would appreciate any information on New Picks which would help the restoration and enable them to date accurately their particular car. In Australia, a reader who is restoring a 1928 type 450 side-valve Mercedes-Benz straight-8, a 4.7-litre tourer version, seeks facts about performance, faults, and a description of the dashboard layout to enable the car to be properly restored. This reader would like to hear from any other owners of these cars in the United Kingdom or elsewhere and would particularly appreciate news by air letter. Finally, the owner of a Star light car urgently requires a 30 × 3½ Michelin four-stud disc wheel for this car. Letters can be forwarded.

Rally navigators will find the Comprehensive Average Speed Computer compiled by Roy Bellion and Ronald Taylor, price 15s., or 20s. 3d., post free, from Red Rose Publicity Services, Back Regent Road, Blackpool, most useful. It contains 106 tables, going from 20 to 35 m.p.h. in increments of 0.1 m.p.h.

FACTORY METHODS IN THE VINTAGE ERA

No.4 : STANDARD

In 1928 the Standard Motor Company was in full production with the new 9-h.p. car which had been designed hurriedly in 1927 to save an ugly situation which had come about due to redundancy of the once-popular earlier models.

The Standard Nine was being turned out almost entirely in fabric saloon form, all except the least-expensive version with a sliding roof.

Machinery and components erection was undertaken in the original factory at Cash's Lane in Coventry East End, while at the newer works at Canley, in the west of Coventry the components were marshalled, the chassis assembled and the bodywork constructed.

In the Nine Standards were anxious to offer a silent gearbox and the ground pinions were checked visually on a huge light-projection machine at Cash's Lane, which, in a dark room, enabled the contour of each gear tooth to be magnified fifty times and compared on a white surface with a theoretically-correct outline, the gear thereby being checked for dimensional accuracy of involute form, eccentricity, thickness of tooth and division, $\frac{1}{20}$th of an inch of shadow being equivalent to 0.001 in. in the actual gear. Every single road spring was also subjected to careful tests, a weight of 438 lb. being applied to the centre line of the spring to deflect it $\frac{3}{16}$th of an inch, the tolerance permitted being + or − 5%. A record was kept in a book of each spring and they were matched in good quartettes before being assembled to a chassis frame.

The executives of the Standard Motor Company claimed in 1928 that they purposely used their cars as customers would have to use them, treating them rough, leaving them out in the open, neglecting to de-coke them and so on, as Alec Issigonis does today with his Morris Mini-Minor.

Proper mass-production was in progress at Canley, the cars being erected on the conveyor system, being pushed along on separate trolleys as assembly proceeded. The wheels and tyres, which slid down a ramp from a gallery, were put on last. The chassis was then road-tested before the bodywork was fitted.—W. B.

A GOOD TORCH

In winter an electric torch is an essential adjunct to motoring. We have been using for the past year a B.M. torch, which was written up in the December 1959 MOTOR SPORT. This quite excellent torch has given no trouble and the original batteries are still in use. It has many unique, long-life features and is a best buy amongst torches. So many readers have enquired that we will repeat the maker's address—Bardic Ltd., Northam, Southampton, Hampshire. When written-up the price was 35s.

MINIATURES NEWS

Following on Lesney's fine 1906 Rolls-Royce miniature referred to last month come their " Matchbox " size Vauxhall Victor, Ford Zodiac, Thames Estate Car and American Ford station wagon, the last two with windows and all four jolly little replicas, respectively Nos. 45, 33, 70 and 31.

The latest Dinky Supertoys miniature is of an extremely realistic snow plough, while Automec, 328, St. Albans Road, Watford, Herts, are agents for the French Rami $\frac{1}{43}$ in. miniatures that include a fine Type 35C Bugatti (with non-standard exhaust system), 1906 Type Coupe Sizaire-Naudin (a pity it lacks pedals) and two-cylinder Renault taxi, besides many others. They cost 9s. 9d., post paid.

The No. 11 Bayko Building Outfit, for 9s. 11d., enables you to house your miniatures in realistic garages. These models make excellent presents and the more of them you buy from the toy shops the greater the variety the manufacturers will go on offering us ! —W. B.

" ' **Aeromodeller ' Annual—1960-61,**" Compiled by D. J. Laidlaw-Dickson and C. S. Rushbrooke, F.S.M.A.E. 150 pp. 8⅝ in. × 5 $\frac{9}{16}$ in. (*Model Aeronautical Press Ltd., 38, Clarendon Road, Watford, Herts.* 10s. 6d.).

This little annual is always welcome. It contains everything anyone could want to know about model aeronautics. There are plans of successful models, lists of records, constructional details and those intriguing test-reports on model engines, etc. This year we are particularly fascinated by details of electrically-powered models which have flown and of a flying model of a 1909 Valkyrie monoplane with its Cox Space Hopper engine hidden as one of seven cylinders in the dummy engine.—W. B.

MEDALS GALORE FOR FORD!

Six fine tributes to Ford quality—

INCLUDING ANOTHER GOLD MEDAL FOR THE ANGLIA!

Once again, in the 1960 Private Coachwork Competition at Earls Court, Ford have received outstanding awards in the three main 'family car' classes. In addition, Carbodies Limited won an award for the Zodiac de Ville. As always, competition marks are awarded for comfort, exterior finish, visibility, luggage accommodation, accessibility, 'practicality' of controls, layouts etc.—with special emphasis on styling and interior design and finish. Once again Ford goes to show unequalled evidence of the excellent design, finish and comfort of their products.

PRIVATE COACHWORK COMPETITION 1960

arranged by the Institute of British Carriage and Automobile Manufacturers

GOLD MEDAL—ANGLIA DE LUXE

(Section 4. Standard Enclosed Coachwork, Group A — Retail list price of complete car not exceeding £500 exclusive of Purchase Tax).

GOLD MEDAL—CONSUL DE LUXE

SILVER MEDAL—CONSUL

(Section 5. Standard Enclosed Coachwork, Group B—Retail list price of complete car over £500 but not exceeding £600 exclusive of Purchase Tax).

SILVER MEDAL—ZODIAC CONVERTIBLE

Awarded to Carbodies Limited

(Section 12. Standard Convertible Coachwork—Retail list price of complete car not exceeding £1350 exclusive of Purchase Tax).

GOLD MEDAL—ZODIAC

BRONZE MEDAL—ZEPHYR

(Section 6. Standard Enclosed Coachwork, Group C—Retail list price of complete car over £600 but not exceeding £700 exclusive of Purchase Tax).

THERE'S A CAR FOR YOU

IN THE FINE FORD RANGE!

RUMBLINGS

GUILD DAY AT GOODWOOD

The Guild of Motoring Writers put on another of its splendid Test Days at Goodwood—actually its 13th—on Motor Show Sunday, primarily for Overseas Journalists to be able to acquaint themselves with the handling characteristics of British cars. Some very delectable machinery was offered to them, such as the Aston Martin DB4GT, Jaguar XK150S, the Lawrence Morgan Plus Four with racing number discs on its doors, and a Lotus Elite.

As this enthralling afternoon wore on some of the cars gave trouble, such as the racing Alexander Mini-Minor, others just faded away, or had not arrived at all, like the Lotus Seven, T.V.R. GT, Berkeley Bandit, Aston Martin DB4, Austin A99 and one of the Morris Mini-Minors. But there were still plenty of cars to be sampled out of the 90 " entries." The writer did not drive as many as usual because he arrived late on account of his Mini Minor doing its best to shed a front wheel and was further distracted fixing a replacement car for the run home and enjoying the lavish hospitality in the Rootes' tent, where one of the nicest buffet lunches ever was dispensed to appreciative guests.

However, the day's dicing did include re-acquaintance with the Wolseley 1500 (which expired inexplicably on the far side of the circuit but soon recovered), the Ford Anglia, which felt rather " lifty " but got through the corners fast nevertheless, and the rather flabby Hillman Minx. The Citroën DS shows up badly at Goodwood only because it corners so fast that the driver gets flung across the bench-seat into the passenger's lap on the right-hand corners, but it tramped along well enough to keep a 3.8 Jaguar in sight.

The Ford Anglia in Alexander-tuned form was much better fun, and didn't seem to mind some 6,000 r.p.m. on its electric rev.-counter. The M.G.-A 1600 went as an M.G. should but its pedals clanked. The Alexander Mini-Minor was enormous joy, passing a string of five cars round Madgewick, the Austin Healey 3000 amongst them, and later the fast Morgan Plus Four, and it was never re-passed, so lots of gentlemen of the " fourth estate " couldn't have been trying. We always try to drive a Morgan on this particular day and this year had two—the light-alloy-bodied, twin Weber Lawrence " racer " which will soon be available as a production model, and the new Ford 105E-engined 4/4 Series II. The former was sheer delight and when we had to go between a sliding Daimler Majestic Major and a gentleman conducting a Mini-Minor on the left of the road, no-one seemed to notice. The rev.-counter had vague marks, so that we were afraid we were exceeding 6,000 r.p.m. and relieved to find that fluffing out of Woodcote was due merely to a low fuel level, and the catalogue car will need a more rigid throttle pedal. But what acceleration—105 m.p.h. came up without a thought as to top speed. The small Morgan is nice and taut but we never felt at home with the funny gear-change—why can't the Ford 105E central lever be used ?

Which reminds us—what a variety of gear-changes there are about. There was this horrid Morgan push-pull change under the scuttle, the enjoyable Ford Anglia box with unremembered short travel between third and top, the splendid M.G. box with remote lever up rather high, the not-pleasant Mini-Minor change, and the flick-lever of the Citroën DS with its elusive neutral and first-gear locations.

We took tea with Rootes and were lent the Wolseley 1500 to go home in, having to abandon the stricken Minibric.

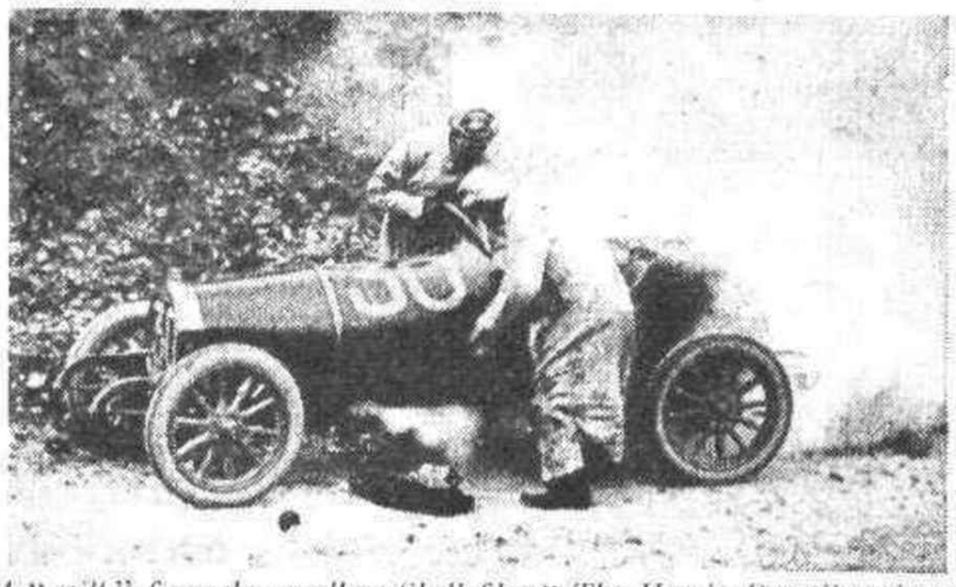
This small Wolseley is a nice little car—compact yet four-door, " posh " on account of leather upholstery and polished wood facia and fillets, and with good controls, including a very nice gear-change and good Lockheed brakes. There are *two* lidded cubby-holes *and* a generous under-facia shelf, and the boot is very big. On the 1961 version the heater quadrants are on the left but the three knobs controlling facia lighting, wipers and lights are over on the left, and to " fumbly," while the driving seat could be higher. On the car we borrowed rain-water penetrated to the driver's side of the under-facia shelf and sometimes dripped on his feet. (When *will* Britain make waterproof cars ?)

But we like the Wolseley 1500, as a quality small car. It's fine value at £752. B.M.C. mustn't drop it from their extensive range !

* * *

SHELL FILMS

One of the highlights of the London Motor Show period is the Film Show which Shell-Mex and B.P. Ltd. give to their guests at Shell-Mex House. This year we saw " The Heroic Days " and " Mikhali." The former is the first of a motor-racing history directed by Bill Mason after painstaking searching for ancient films. It is a truly splendid work, from which the nature of the early road races, commencing with the Paris-Vienna race of 1902 and concluding with



A " still " from the excellent Shell film " The Heroic Days," reviewed on this page. It shows " Boris " Martini experiencing a spot of bother in the 1908 G.P. des Voiturettes at Dieppe.

the dramatic French G.P. of 1914, is readily apparent. Some of the early Gordon Bennett races, and the Grands Prix of 1906, '07, '08 and 1912 are included, as well as brief glimpses of the 1911 Le Mans race, Percy Lambert's 25-h.p. Talbot on Brooklands (capturing the fascination of the specialised outer-circuit racing cars), pre-1914 Shelsley Walsh hill-climbs, the Gaillon hill-climb and sand racing at Weymouth, etc.

There is plenty of action, some spectacular crashes, the whole bound together by a sensible commentary to a film which runs for 32 minutes. Sound has been cleverly panned-in; one suspects that the exhaust note of Mason's own 4½-litre Bentley deputises for some of the 1914 racers. The 1902 de Dietrich Paris-Vienna racer, 1907 Coppa Velocita Itala and 1912 Coupe de *l'Auto* Sunbeam of the Montagu Motor Museum, driven by R. Warne, perform on the Museum roads and at Beaulieu Aerodrome, lending support to the contemporary scenes.

Better than any book does this film reveal what motor racing of the heroic age was like, and if the moving pictures, which are surprisingly clear, are assisted by " stills " of drivers and cars seen before in books, this is but a clever touch to a masterly presentation. The warmest congratulations are due to Bill Mason, Pat Holmes and Edward Williams, who have enabled Shell to secure another " first." We await impatiently the next film in the series.

" Mikhali " is about the B.P. agent on the island of Skiathos, off the Greek mainland, of his service to the sailors, and his son's marriage on his return after five years' absence—the celebration interrupted by a boatman's need for B.P. fuel. It is all in glorious Technicolor but slow-moving. We enjoyed that fine B.P. film " Giuseppina " rather more.

" Lofty " England, of Jaguar Cars Ltd., made a speech of thanks in which he reminded his audience of how much motor racing owes to the Shell organisation.

NO MORE HARLEYFORD

Until safety precautions are improved at the Harleyford Hill-Climb course near Marlow the R.A.C. will issue no further permits for events to be held. The R.A.C. also remind holders of competition licences not to take part in competitions which are not authorised by the R.A.C. The numbers of unauthorised Treasure Hunts seem to be on the increase and some are now even being staged on a national scale by people who ought to know better. The printed Kart Regulations are now available from the R.A.C. Competition Licence holders can obtain a copy by sending a stamped addressed envelope to the R.A.C. Competitions Department, Pall Mall, London, S.W.1. Clubs may obtain up to 100 copies free of charge.

DONALD CAMPBELL GLOVES

It is now possible to obtain gloves exactly like those designed for Donald Campbell's attempt on the Land Speed Record. The " Touring " glove was selected by Campbell as light, comfortable, but possessing the same sensitivity and grip as the " Competition " gloves which were developed as perforated all-leather gloves with a non-slip grip. Made by Silas Dyke & Sons Ltd. of Milborne Port, Sherborne, Dorset, these gloves so pleased Campbell that he permitted his signature on commercial replicas. I. & R. Morley and Brown Bros. supply both types to the trade and good shops supply single pairs in plastic containers in Campbell's colours—30s. a pair for " Competition ", 27s. 6d. a pair for " Touring " gloves. A Ladies " Touring " glove is also sold for 27s. 6d. a pair. Specially-selected lightweight Cape leather, sewn with pique sewing to provide fingertip sensitivity. Idea for a Christmas gift ?

CARS I HAVE OWNED

[Following many requests, here is a resumption of a popular series of articles, of which we hope to include a few more during the winter months. This one is written by John Pole, at my request. I have met Mr. Pole only once, when he left his wife and family on the top of a trolleybus to jump off and inspect a two-cylinder Renault I was trying to tow through Isleworth with a 12/50 Alvis on my "basic petrol ration" early in the last war. He rejoined his wife by a later service. . . .

But who can forget one so tremendously enthusiastic over all forms of motoring, especially when Pole joined Noel to run the fabulous aero-engined Mercedes in the 1929 500-Mile Race, this affair being remarkable in itself but the more so because these brave adventurers really were called Noel and Pole and were unrelated.—Ed.]



A MOTOR CAR FROM ANOTHER AGE.—The last of the aeroplane-engined giants to run at Brooklands, how fantastic this Mercedes looks as it leaves the Paddock to take part in the 1929 B.R.D.C. 500-Mile Race, John Noel driving it, the author of the accompanying article in the passenger's seat.

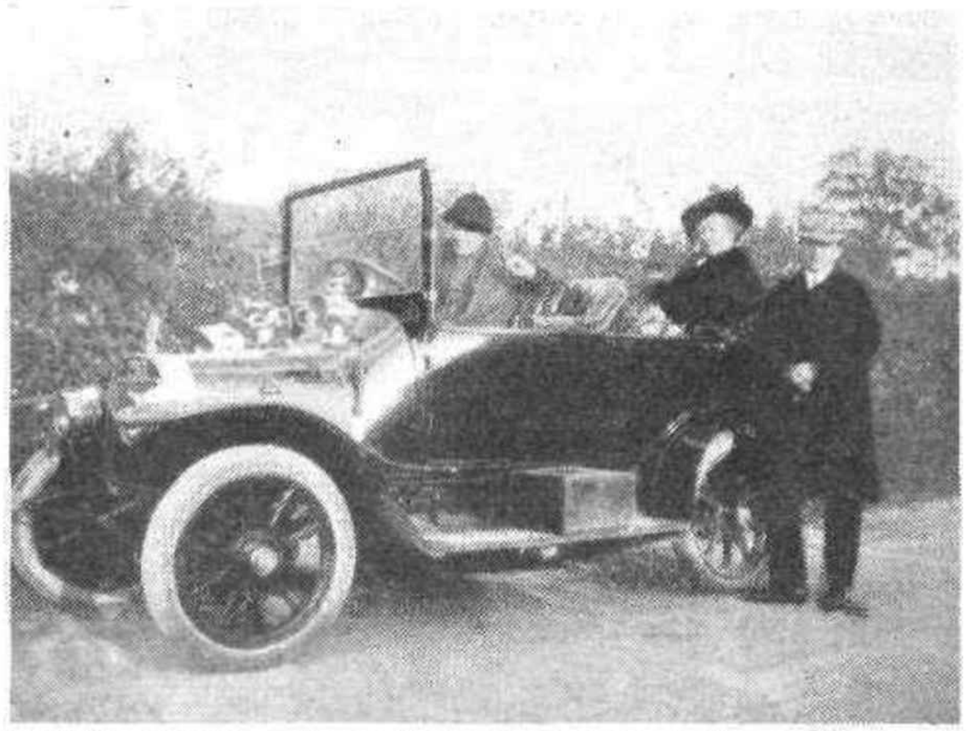
I HAVE noticed in this series in MOTOR SPORT that the Editor takes a pretty elastic view of the above title. "Cars I Have Known" would often be a better title, and then motorcycles creep in as well (and why not ?), and I've a feeling that a few aeroplanes may be detected in this contribution of mine before it's over. I have been besotted by the internal combustion engine, man and boy, for something like fifty years, be it on wheels or wings, and there is bound to be some over-lapping.

Fifty years ? 1910 ? In this year, at the tender age of five, I have a clear recollection of being driven down Pont Street, S.W., in a wicker-work sidecar by a friend of my father's. I think that entitles me to my half-century ! Serious infatuation, however, started two years later. In 1912 my father bought a 12-h.p. Lion-Peugeot from the Peugeot showrooms in London just near the Scotch house. It was a green tourer with a khaki hood, brass lamps and a radiator with the name Peugeot and a lion on the front. A large brass carbide generator and the Stepney spare were on one running board, a tool box on the other, with a top tray and two drawers. A splendid R.A.C. badge in brass and coloured enamel (I have it still) was fixed to the radiator cap. I also still have the fur rug which was purchased for the car at Harrods. The Peugeot salesman's name was Leno, son of the comedian Dan Leno. I worshipped that car and worked like a slave polishing the brass work. I wasn't allowed to touch the varnish. The car was kept at St. George's Garage in the Fulham Road, under a blue dust sheet. We toured all over the place in the Peugeot just before the 1914 war, and it once did 58 m.p.h. on the Brighton Road. Lighting up in those days was a major operation. The car was pulled up and the passengers often went for a short walk while the acetylene generator was coaxed to give a steady pressure of gas and the burners were pricked clear with a pin. One day on tour we were trying hard to reach Exeter before lighting the lamps but the gloom got too bad and my father stopped the car. He got out and turned on the water in the generator and then committed the classic bloomer of waiting too long before opening the first headlamp and applying a match to the little china burner. The lamp had filled with gas and when the match was applied the whole thing exploded with a bang that must have been heard in Exeter half a mile away. Memory holds a clear picture of my father in the gloaming tearing off his coat, which was on fire, and dancing on it in the roadway to put out the flames.

The Edwardian motorist invented his own brand of clothing. My father affected a rather floppy, wideawake hat which I thought was rather dashing at the time. By contrast my mother was compelled to forgo her more elaborate confections. "Go upstairs and tell your mother to put on a small hat," I remember being told just before the start of a journey in the Peugeot.

My own first driving licence was dated October 1920, but it was a few months earlier that I had my first ride on a motorcycle. I was still at school, near Ware, and, out for a walk one day with two friends, we found an elderly clergyman in a state of near apoplexy, sitting in the grass by the roadside. Near him, lying against the bank, was a direct belt-drive two-stroke, make forgotten. The clergyman had been lunching at the "White Hart," Puckeridge, nearby and had been quite unable to start his motorcycle afterwards. I had never had my hands on a machine before, but I had scrapbooks full of cuttings about motorcycles, and I knew "Hints and Tips" by dear old "Ixion" by heart. With the insolent assurance of the schoolboy enthusiast, I volunteered to put the thing in order. The poor old gentleman must have been very far gone to have agreed. However, almost at once I found the petrol tap turned off and the carburetter empty. I turned on the tap, flooded the carburetter, and pushed the machine along, holding up the decompressor as instructed in many a catalogue. The little two-stroke started at once, not with the boundless energy of the modern high efficiency unit, but with just a gentle phut-phutting silkily transmitted down a rubber belt, onto a road surface of white dust.

At the end of 1920 a cousin bought a new 2¾-h.p. Douglas "Colonial" model, complete with three speeds, footboards, undershield, clutch and kickstarter. This was a lot of equipment for this famous machine, which had been such a pillar of strength for the 1914-war despatch rider, with only two speeds and no clutch. My cousin's machine cost 105 guineas new. In 1921 I learnt to drive a car, a 15-h.p. Straker-Squire belonging to an uncle. It was a khaki-coloured, ex-W.D. Staff car, a tourer with cone-shaped discs on the wheels. It was built like a battleship, and was a ghastly thing to start and to drive, with heavy steering and a gear change that was a nightmare to a learner. I remember my lessons spread over several months, with long intervals, and I would go several lessons without being able to get into top gear. On a cold morning, two hands and the right knee were required to get the gear lever across the gate, the cart grease in the gearbox being of the consistency of a "Mars" bar. To start the Straker-Squire, pressure had first to be pumped into the petrol tank with a brass-barrelled pump clipped to the dashboard. The carburetter was flooded, a lump of rag stuffed up the air inlet, ignition retarded, and then you swung and swung. If it was very cold weather, you poured a little neat petrol into each cylinder



EARLY DAYS.—The author's introduction to the art of motoring was through this 1912 Lion-Peugeot belonging to his father, here photographed at Maidenhead a year before war broke out.

through priming cocks. Petrol engines had never had it so rich. Of course, air to make a combustible mixture came up from the crankcase, past the pistons.

There was no car in our family at this time, the Peugeot having gone by auction at Aldridge's in 1917. But in 1923, my cousin's 2¾ Douglas came into my possession and I loved that machine like a brother. I bent the handlebars down a bit, fitted a pair of straight-through copper pipes, Terry valve springs, a high-lift cam wheel, a pair of aluminium fir cones over the exhaust valves and bid defiance to the local 16H Nortons and long-stroke Sunbeams. I even made my first appearance at Brooklands on it in that year, in a one-lap race for beginners run by the West Kent M.C.C. On the line were about forty machines, mostly wicked-looking A.J.S.s and Cotton-Blackburnes. I was dazed by the uproar that arose when the starter's flag fell, and then suddenly I was alone. The field had left my poor little Douglas standing. I motored alone round the vast solitudes of the concrete track, and then found to my horror that the next race was lined up and waiting for me to get out of the way before being sent off. I tried to look as if I'd had a breakdown through over tuning, and crept away back home to Essex.

Many other two-wheeled ghosts crowd into my mind from this period; a Rudge Multi, a Brooklands' Norton, a Zenith Gradua; I rode them all. Oh, and I nearly forgot a solo Henderson, nearly 1½-litres : " Pin back your ears, and cut the ozone on a Henderson ! " was how their advert. went. You sat bolt upright with immense, wide handlebars, like steering a horse plough. But I think the most interesting, historically, was a machine belonging to a friend, reputedly built by one of the Collier brothers of Matchless fame. The engine had an authentic history, and had been raced by a Collier in the Isle of Man before the 1914 war. It was a single-cylinder 500 c.c. push-rod o.h.v. unit, with a very long stroke. The cylinder barrel had only three fins, close together under the head. The machine had a direct belt drive of 3 to 1 and you had to run like a madman with it to get it going. It originally had solid front forks, but they broke one day near Chelmsford and when my friend came out of hospital he fitted a pair of Rudge forks. It was painted red and was known as Rufus. The magneto was bolted to a little platform in front and driven by an exposed bicycle chain. The whole thing fell off one day while I was riding it and I spent a long time searching the roadside for it, an unusual occupation even in those days when accessories fell off like autumn leaves. My contemporaries will remember, I'm sure, combing the grass for the other half of the belt fastener, push-rods, carburetter tops, and such like hardware essential to further progress. The Collier machine when I knew it would still do sixty.

Somewhere about this time I used occasionally to drive a 7-h.p. Citroën Cloverleaf, and I remember liking it immensely. It was very simple and easy to understand, like an overgrown toy.

In 1924 I acquired my best loved motorcycle of all, a 1921 494-c.c. o.h.v. Douglas. It was in mint condition and cost £45 at a firm in Great Portland Street. It had a Bonniksen speedometer, and by this would hold 70 m.p.h. indefinitely. Road-holding was excellent, although a rather long wheelbase gave a slight disinclination to corner fast. I remember early one Sunday morning arriving at speed at the town of Brentwood. I put my foot on the brake pedal—nothing happened at all. I had no front brake (I'd taken it off because I didn't like it), so I tried the gearbox—nothing there either. I was now arriving at the cross roads at the beginning of the High Street, and I slid forward onto the tank and put the soles of my shoes against each side of the front tyre. I went over the cross roads at about sixty like this and managed to stop half-way down the High Street, by the Post Office. I found that the nut had come off the end of the knock-out rear spindle and the wheel had floated free of all brake and drive mechanism. Fortunately not a soul witnessed this circus act.

One of my friends had a special machine which had been built by a man called R. Weatherall for the 1923 Senior T.T. It had a 500-c.c. o.h.v. Blackburne V-twin engine and had a very hot reputation locally. Weatherall, I think, did start in the race but had some kind of trouble. He later manufactured a small two-stroke called the R.W. Scout, in two sheds outside Billericay on the Southend Road.

I had a ride one day on a Ricardo-Triumph. Ricardo was a great expert on flame rate and turbulence, and the Ricey-Triumph was one of the results. It was well made, but I could easily beat it on my 494-c.c. Douglas. Its distinctive exhaust note was like hitting the end of a pipe with the palm of your hand. One used to be told that the first engine Ricardo made for the Triumph Company wouldn't run at all. Apparently the turbulence was so great it blew the spark out !

In this year, 1924, my father bought his second car, a 15-h.p. Wolseley tourer, by Vickers. It was a real quality car like a Sunbeam, but a dreadful mess mechanically and was always breaking down and stranding us. For our holiday that year, we borrowed a 1913 16-h.p. Peugeot tourer. The car belonged to a friend of my father's who had three Peugeots, his chauffeur, incidentally, having been racing mechanic to Goux, one of the early Peugeot racing men. I drove the family to Swanage and conceived a real affection for it. I remember one afternoon dismantling one of the rear hubs out of curiosity and discovering that it was full of little springs arranged to give a cushion drive. My uncle now got rid of the Straker-Squire (he raffled it on the Baltic Shipping Exchange) and bought a most beautiful 12-cylinder Packard with an English touring body. It was a huge machine, pale blue and cream, and was just like steam to drive. My cousin and I wound it up to 72 m.p.h. near Hatfield Peverel once, and it was as quiet as a Rolls.

In 1926 the 494-c.c. Douglas broke a piston. I sold the remains for £8 and bought a new EW 2¾-h.p. Douglas. I modified the engine considerably, raising the compression, and also made a very low riding position. Fifty miles later a con.-rod went with appalling internal results. I was very cross with Douglas's, and they were very cross with me for mucking about with it. However, I put a new engine in it and sold it. I then bought a 1925 750-c.c. Douglas but never cared for it much. It was really a sidecar machine and was heavy, majestic, and dull. This was the year of the General Strike, and I drove my father and a friend of his to London in the friend's recently acquired 10/23 Talbot tourer, a little gem of a car. This year also I paid my only visit to the I.O.M. T.T. races. I don't remember anything startling about this trip except a Belgian in the Junior Race riding holding his broken throttle wire in a pair of pliers, and a Brough-Superior solo going along the promenade in Douglas with eight people on it. Talking of Brough-Superior reminds me that a man in Chelmsford had one of the flat-twin Broughs, and there was a Wooler in Stock, also a flat-twin and known as the " Flying Banana."

In 1927 I sold the 750-c.c. Douglas and bought a rather special A.B.C. with an engine raced at Brooklands by one Capt. Maund. It was a very pretty machine, much lowered with dropped handlebars, and a little stub gear lever in the four-speed gate. Gear-changing was done with throttle wide open, the engine being cut momentarily by an ignition cut-out button on the gear lever. It had special heavy push-rods because the standard ones were thin and sprung out at speed. In this year I joined the Territorials, the 23rd London Armoured Car Coy. We drove 7-ton Peerless chain-drive armoured cars about St. John's Wood, the neighbourhood of the H.Q. being signposted by bent lampposts. These lorries were on solid tyres and were very hard to see out of. My personal responsibility was a 3-ton Leyland lorry on solids, and with acetylene lighting. It was full of character and very likeable, though extremely tricky in the wet. One of our members had a T.T. Humber car of, I think, about 1910 vintage.

Also in 1927 I had my first flight, a joy-ride at Romford in a Mono Avro. It wetted my appetite and although I subsequently did a lot of flying, I always preferred being on wheels. Just after the ride in the Avro I bought my first car, or to be exact, I was part owner. A

Continued on page 1016



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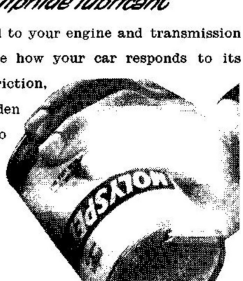
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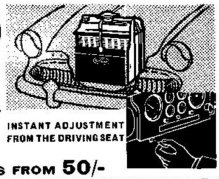
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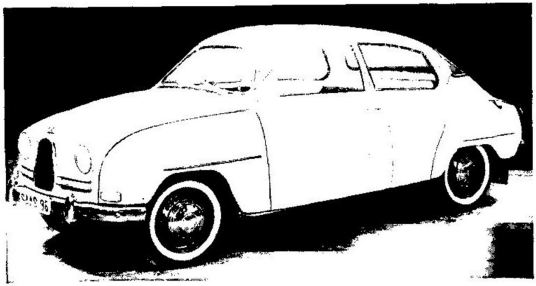
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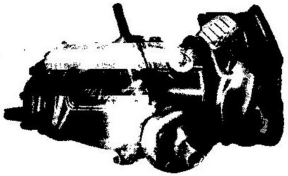
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CARS I HAVE OWNED—*continued from page* 1012

friend of mine heard of a racing car for sale at the R.A.F. station of Duxford, near Cambridge. My friend had an Austin Chummy, a current model then of course, very modified as to engine and capable of about 65 m.p.h. We tore up to Duxford one winter Sunday in the Austin, and the car on offer turned out to be a Gregoire and one of the 1912 G.P. team cars. It had a 3-litre engine with side-valve T-head. There were two plugs per cylinder and a single Bosch magneto with a double distributor. It had a three-speed gearbox, and two speeds in the back axle which were changed by a separate lever sticking up through the middle of the floor. The owner of the car was under close arrest at the time for dropping a signal rocket down the Mess chimney and setting the place on fire. At that time there were 111 Squadron, 29 Squadron and 19 Squadron, at Duxford, all flying Grebes. We conducted negotiations for the Gregoire with a friend of the owner and bought it for £8. It had a two-seater touring body on it. We came back to Duxford the next Sunday to take the Gregoire away. We brought a third friend, and his family 14-h.p. Standard tourer. We started away under power, the Gregoire going very well until the vernier coupling of the magneto sheared and we had a major fire under the bonnet. A chauffeur from a passing Daimler leapt out with a fire extinguisher and the car was saved. We towed it back home to Billericay with the Standard. The Gregoire was subsequently stripped down but found to be in such terrible condition that it was never reassembled. I remember it had long thin connecting rods, drilled away like lace, and each of them had broken at some time and also been welded. The 1912 Grand Prix was a two-day race and the Gregoire team refused to run on the second day because the cars were unsteerable at over 80 m.p.h. The remains of the Gregoire unhappily went to a breaker, except for the beautiful Bosch magneto, which ended up on the tractor of a local farmer.

In 1928 I joined the R.A.F. and went off to Sealand near Chester to learn to fly. I bought a Full Brescia Bugatti four years old for £150. It had a pretty little cloverleaf French body. It had faults but they were totally outweighed by its outstanding virtues. Just think : it was 1924, 1½ litres unblown, well over 80 in top and over 70 in third, absolute hairline steering at all speeds and over all surfaces, and light high-geared steering at that ; superb road-holding of the old-fashioned hard-sprung variety. It was easy to start once you got the hang of pushing it and jumping in. The compression ratio was high, about 9 to 1 I think, and it had practically no flywheel and a solid but minute starting handle. In later years I managed to swing the 12-litre Itala solo, but I could never swing the Brescia. However, if you flooded the carburetter, propped the throttle open a bit with a match, ran with the car in neutral and then banged it rather brutally into second gear, it always fired. The gear-lever was then pulled back into neutral, the car steadied with the outside handbrake, and the operator leapt lightly into the cockpit. There were no doors. The brakes were on the back wheels only and were very poor. At least there was a footbrake on the transmission shaft but it had no ideas between dangling like a halter and locking everything up solid. Emergencies were dealt with entirely by power, gearbox, and the steering wheel. I used to go home to Essex from Chester for week-ends in the Bugatti and frequently put 60 miles into the hour. Please, my young readers, remember that this was 32 years ago and the roads were very empty. . . .

At Sealand I made the acquaintance of Phillip Glenny, who had earlier collaborated with Col. Henderson at Brooklands to produce the Glenny and Henderson Gadfly. Glenny designed this light monoplane, which had tea spoon ailerons at the wing-tips and a five-cylinder Salmson radial engine. He also wrote it off in a meadow by the Thames, " all on a summer's day." He was approaching the meadow on a turn when the engine suddenly cut out. He just managed to clear the water but couldn't quite lift the machine onto the other bank, which he hit fair and square, with the wheels. There was a frightful bang and the next thing he remembers was running through the grass in a stagger, just not falling on his face, with the Salmson radial bowling along beside him like a hoop ! At Sealand, Glenny had a Frazer Nash with a four-cylinder blown two-stroke engine designed and made by himself.

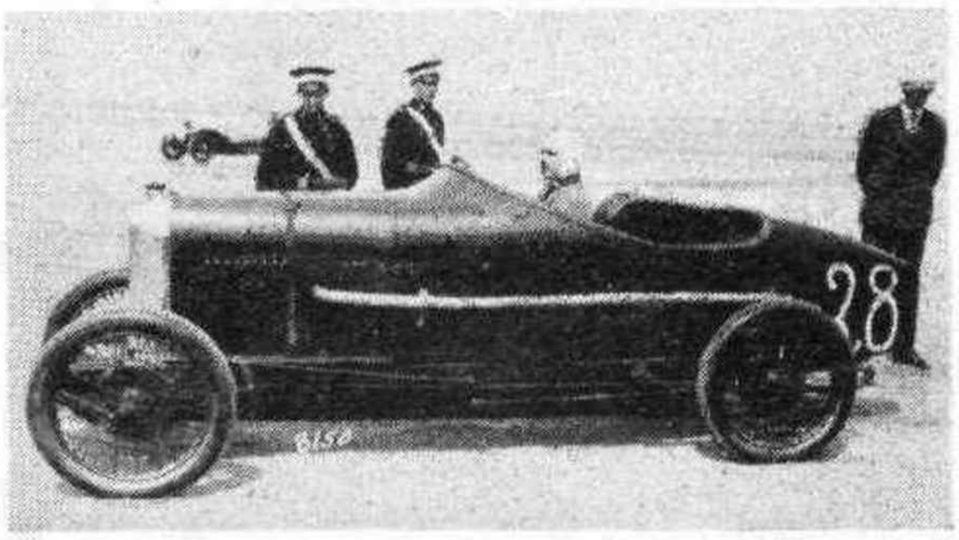
Beloved as my Brescia Bugatti was, I hankered after a change, and in 1929 bought a 1924 12/50 Alvis with a two seater and dickey body. It was obviously built to hand on from generation to generation, and was a fearful lump of a car after the Bugatti. It used a quart of oil every 50 miles. I had been posted to 111 Squadron at Hornchurch in the meantime, and just after arriving there, I changed the Alvis for a little 9-h.p. French car called a Rally. I saw it in a showroom in Great Portland Street and was utterly bowled over by its racy appearance. It had a very narrow razor-blade body with a long tail, the passenger sitting almost behind the driver. It had a Ruby engine, swept scuttles, no screen, and was painted scarlet. It was fairly fast, about 75, but was directionally unhappy at this speed. It was not nearly as nice to drive as a cousin's Amilcar. I raced the Rally at Skegness on the sands and won the event for sports cars, but on a protest I was transferred to the racing car class. Here I was third to two blown Austins.

In 111 Squadron I met John Noel, a kindred spirit who owned a most beautiful Mercedes of 7½ litres with a maximum speed of about 105 m.p.h. One day we were together at the Mercedes works in Grosvenor Road and we saw an immense racing car standing in a corner covered in dust. It had a 1919 six-cylinder Mercedes aero-engine of 17.8 litres. It was for sale and John Noel bought it, the plan being that we would race it together at Brooklands and on the sand. Top gear was 1.7 to 1, top revs. 1,800, and the theoretical maximum speed allowing 5 per cent. loss through wheel-spin, was 147 m.p.h. We thought, quite rightly as it turned out, that the car should be very reliable. It weighed only 30 cwt. and everything would be lightly stressed. In particular we thought it was a natural for the 1929 500-Mile Race at Brooklands, which had just been thought up. This was to be an uninhibited blind for all and sundry, with Ebble-white sulking in the paddock. We didn't know of anything else that would lap at say 120 for 500 miles, so we hurried the big Merc. down to Hornchurch and sent in an entry. The week before the race we took it to Brooklands and John Noel found no trouble in lapping consistently at 122 m.p.h. I was lapping at 115 and getting experience, as this sort of motoring was new to me. At that stage Dunlops torpedoed our plan. They, misjudging the car's appetite for tyres, frightened us into lapping at 100 only, so that we had no chance of winning and finished 11th, and on one set of tyres which were hardly marked. Most of the old aero-engined hybrids of that period tore their tyres to ribbons, but the white Merc. was an exception. She only started to get a bit lively over about 115 m.p.h. We also ran the car at Skegness on the sands on one occasion but the constant mesh stripped so we decided that sprint races were not her *metier*. If you stood right behind the car as it accelerated hard you could see it twist through about five degrees as the power tried to fling the chassis round the crankshaft. But the white Merc. was viceless and thoroughly lovable. I shall never forget the god-like sensation when the accelerator was pushed down and all those litres swept you effortlessly into a deceptive three-figure speed. I love to watch the modern racing car in action, but its deadly efficient hysteria doesn't inspire me with the sort of affection aroused by those monstrous old cars of the pre-1919 era.

At a cinema in Romford, somebody in 111 Squadron saw a film about polo being played in America on T-model Ford chassis. We decided that it would be an ideal sport to play on the aerodrome. A car breaker at Rainham undertook to supply 12 T-model chassis in running order at £5 a piece, but alas, higher authority stepped in and forbade it in case we churned up the ground. I sold the Rally about now and bought a 1926 side-valve Anzani Frazer Nash. It was very likeable and of course perfect for the do-it-yourself speed enthusiast. Everything came to bits like Meccano ; gear ratios were altered to suit the mood of an afternoon. The side-valve Anzani was infinitely patient with the odd timings, cam shapes, choke/jet combinations, etc., with which it was insulted. At one stage, my own 'Nash had such pronounced castor action that it would hardly move out of the straight at over 40, and the steering column was so lowered that I couldn't sit in the car with an overcoat on. When I bought it, the undershield was full of black slime, and I found two driving chains and three tennis balls concealed beneath the surface.

Also at Hornchurch or Duxford at this time, somebody had the Brooklands Wolseley " Moth," and a 7-h.p. Mathis with a 3-litre Austro-Daimler engine. The latter had one speed, direct to the back wheels, the owner obtaining a neutral by propping the clutch out with a piece of wood. There was also a 1917 SE5A with a Wolseley Viper engine in flying order ; the owner of this aircraft had a down-at-heel 1913 Rolls-Royce " Silver Ghost " tourer which had been built for Marconi.

In 1930 I was posted to the Central Flying School at Wittering. I did a straight swop of my 'Nash for a 1925 Full Brescia Bugatti. It had a two-seater and dickey body which I took off and built a sheet steel racing body for it with a large tank at the back. Unfortunately, this Brescia, unlike my first, was not a great success. I had a lot of trouble with the engine, and could never get that crisp eagerness which was so characteristic of my first one. I did a lot of work on the engine and accumulated a file of correspondence with Louis Mantell of Solex regarding camshafts, carburetters, choke and jet combinations, etc. I spent hours on the Great North Road near



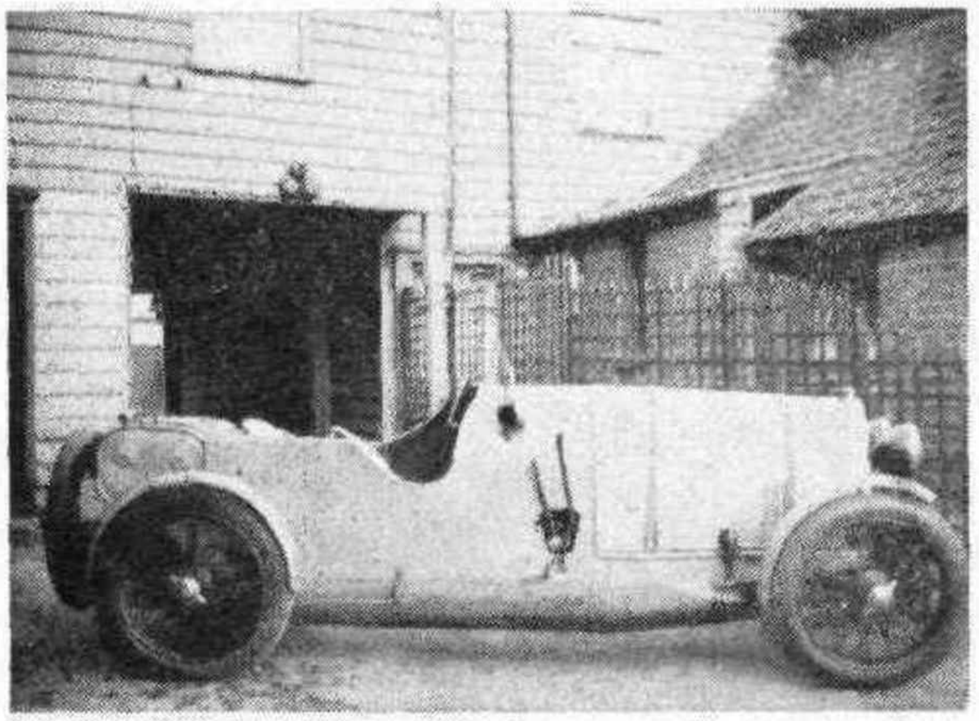
A RARE ONE.—Not a Salmson, as you might well imagine, but John Pole's Ruby-engined Rally, here seen after racing on the sands at Skegness.

Stamford with a box of these latter sent up for trial, but I finally concluded that it wanted a better mechanic than I was.

A complete reaction then set in and I acquired from my brother a 1928 Triumph Seven which he had had since new. I have nothing but praise for this delightful little car. It was driven hard, first by my brother and then by me, and held for miles at 55-60 m.p.h. I was back at Sealand instructing at this time, and in 1931 I was posted to the Cambridge University Air Squadron at Duxford. I sold the Triumph and bought a new current model, and it was every bit as good. I remember one day flying a C.U.A.S. Avro along the Newmarket Road. I saw a large Rolls tourer, chauffeur driven, an elderly gentleman with a white beard in front, well wrapped up in a rug, and two elderly ladies in the rear also well tucked up behind the raised screen. It was a lovely piece of old-fashioned "grand tourisme." The hood was neatly tucked away and they were bowling along towards Cambridge. I throttled the Avro back and slid down alongside the Rolls, just off the hedge. Tremendous interest in the car, and the elderly gentleman leans over and speaks to the chauffeur. The Rolls starts to pull away and I open up and keep level in the Avro. We got up to a steady 80 m.p.h. and held it for a couple of miles or so before I had to pull up and away for some trees. That particular summer was also remarkable for me for a flight in a captive balloon at Larkhill on Salisbury Plain.

At the end of 1932 I returned to civilian life, and a 1927 12/50 Lea-Francis tourer with two carburetters replaced the Triumph. The Leaf was in spotless condition and a very nice car indeed, smart, lively and beautifully made. It had a maximum of about 70 and was capable of good average speeds with comfort. However, the itch to change overcame me in a few months and the Leaf gave way to a sedate 16-h.p. Sunbeam Weymann saloon. It was very smart and dignified and by no means the sort of car to muck about with. Specialising it would have been like playing a practical joke on a duchess. After about six months with the Sunbeam, a kind of madness came over me and I bought a new three-wheeler Morgan with a Matchless engine. I had always disliked and feared the three-wheeler with pretensions to speed and this horrible little triangle on wheels confirmed everything. I know there were Morgan fans, perhaps still are, and I remember well a gentleman called "Ware" racing one at Brooklands in the 'twenties. But not for me; the angles at the base of an isosceles triangle should remain equal. Add one to one steering and no wonder Euclid leapt out of his bath! Anyway the Morgan went at a dead loss after about five weeks and I convalesced in a new £100 Morris Minor. Yes, my children, in those days you could sail into a showroom and buy a whole new car for one hundred smackers. And within its limits, jolly good value too. Moreover the rest did me good, and six months later I was back in character with a 1925 22/90 Alfa-Romeo with a large two-seater and dickey body. It had one of those lovely neat box-like engines that the French and Italians made in the 1920's. Turned aluminium covers and just a brace of carburetters fastened on one side. Electrics by Marelli, I think, and a maximum of about 70. Up to about 50 it was a little solemn, but over that speed it suddenly came to life in your hands and seemed hundred-weights lighter. Very good steering and road-holding.

I think now its about 1934, and away went the Alfa to be replaced by a Third Series Lancia Lambda, a car which was utterly different from anything else and permanently charming. The three-speed box was a bit of a bore on English roads (the car was designed specifically for long straights or steep Alps), but the whole thing was a

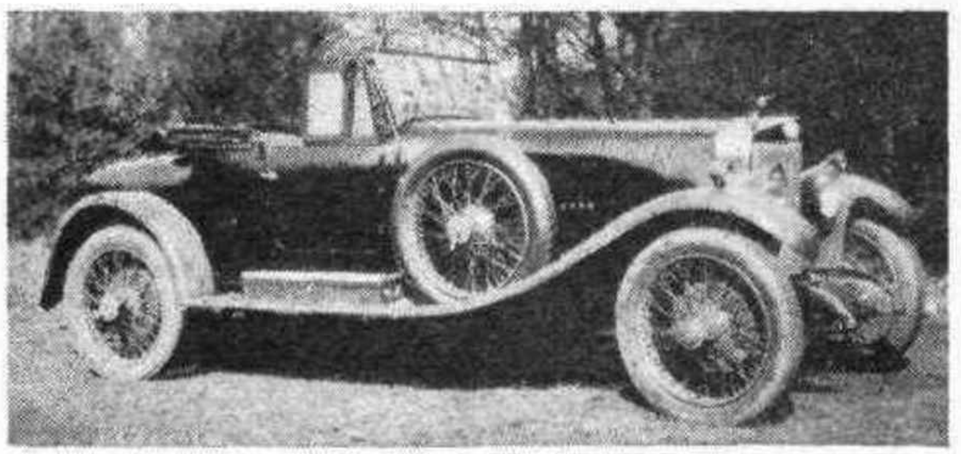


A REAL SPORTS CAR.—The second Full Brescia Bugatti owned by the author, a 1925 model with a body he constructed himself.

functional masterpiece. My brother was so taken by my Lambda that he found one for himself, a Fifth Series with an English body. We had a classic scrap once, quite unpremeditated, from Battersea Park to Billericay in Essex; my Third Series was a little faster, but his Fifth had four speeds and neither could shake the other off. Very illegal I'm afraid, but it was a long time ago and I certainly wouldn't indulge in the like on today's roads. A friend of mine had a 1923 3-litre Bentley which he had had from new. I borrowed it about this time to go to Ipswich for some reason or other. It had a long chassis and a five-seater touring body, and no front brakes. It was delightful to drive and I had a glorious hell-for-leather to Ipswich and back in pouring rain.

In 1936 I bought the now well-known 1908 G.P. Itala. I had sold my Lambda and bought a 1927 12-h.p. side-valve O.M. with a handsome little two-seater body with flared wings. The O.M. had a rather unexciting performance and got hot and bothered if cruised at more than 50. I sold it and bought a Seventh Series Lambda with a Weymann fabric saloon body and wicker seats in front. It was just as nice as the Third Series and a little snugger in winter.

Now the Itala; in 1927 I stopped for lunch one day at the Scole Inn, at Diss, on the Norwich-London road. After lunch I happened to wander round the back of the inn, (incidentally, still a most lovely old place and well worth a visit), and I saw a gigantic old touring car filling a shed, and covered with crates, bottles, chicken muck, dead weeds—everything. The proprietor of the inn told me it was a 1908 racing Itala, given to him by a friend, driven up from London in 1920 and never used since. In 1936 an interest in old cars had started, and I remembered the Itala. I went to Scole one Sunday and sure enough the car was still there in the same old shed and looking dirtier and vaster than ever. I bought it for £25, and a week later I went with two friends and a 30-cwt. Morris truck with tools and equipment to bring the car away, under its own power if possible. It took us three days to make it driveable. A lot of wiring

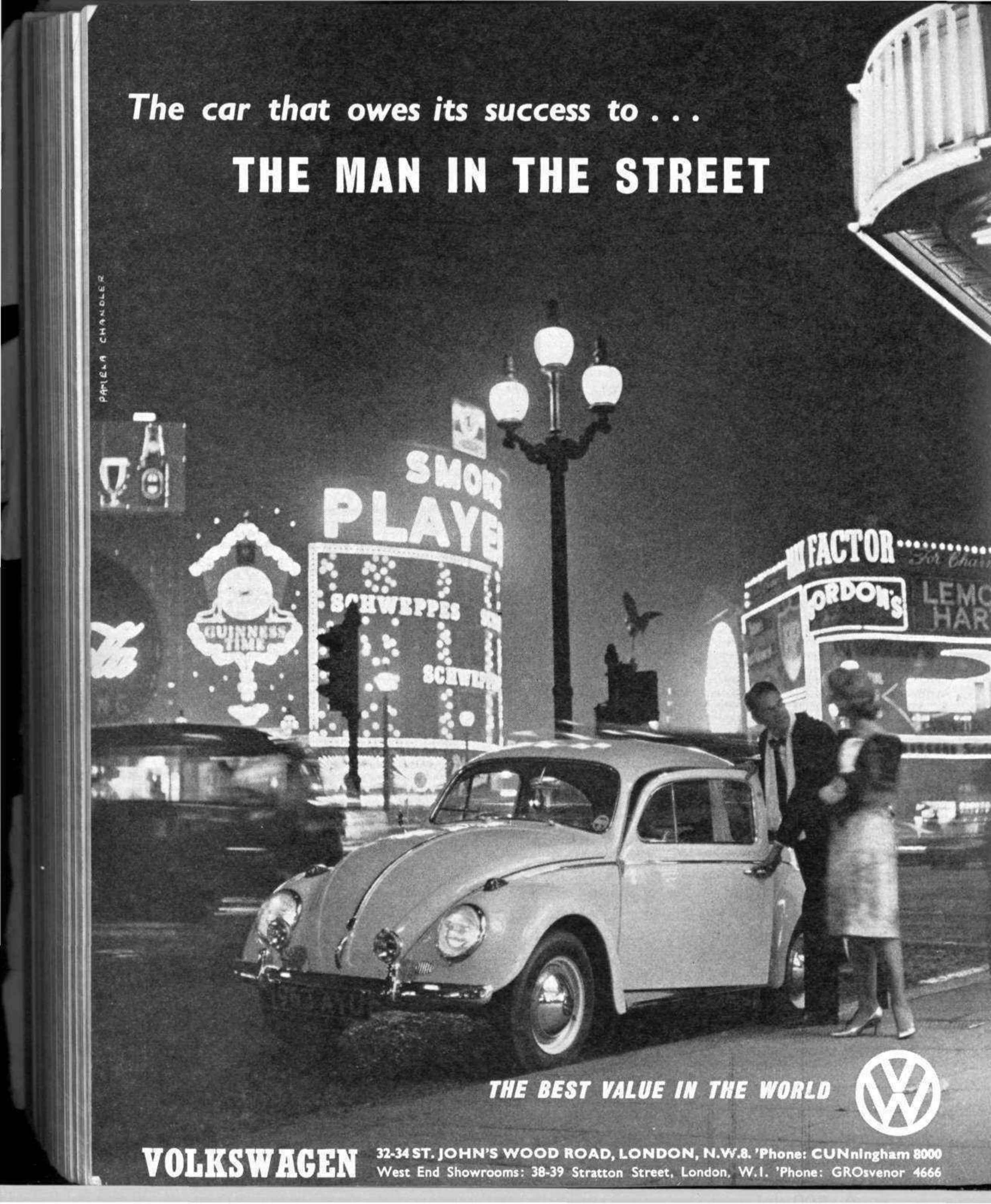


WELL-LIKED.—Pole's 1925 22/90 Alfa-Romeo which gave him considerable satisfaction and a top speed of some 70 m.p.h.

Continued on page 1023

The car that owes its success to . . .

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IT'S WORTH REPEATING



PICTORI

R.A.C. V

Roy Fedo

Americ



WITH BIG BEN as a background, R. Schimp, of Belgium, crosses Westminster Bridge driving his 1902 two-cylinder 8-h.p. Ader in this year's R.A.C. Veteran Car Run.



GOING WELL on the Brighton Run, which for once, and most surprisingly, enjoyed perfect weather conditions are Cecil Bendall's 1903 curved-dash Oldsmobile runabout, of 5 h.p., followed by a fully-laden de dion Bouton.

CHARM IN THE FORECAR.—Bob Warne, the Montagu Motor Museum's Chief Engineer, looks stern at the difficult task ahead of him—that of persuading the Museum's 1900 1¾-h.p. Royal Enfield from London to Brighton. His charming passenger doesn't seem worried—perhaps the modern number plate has inspired her?

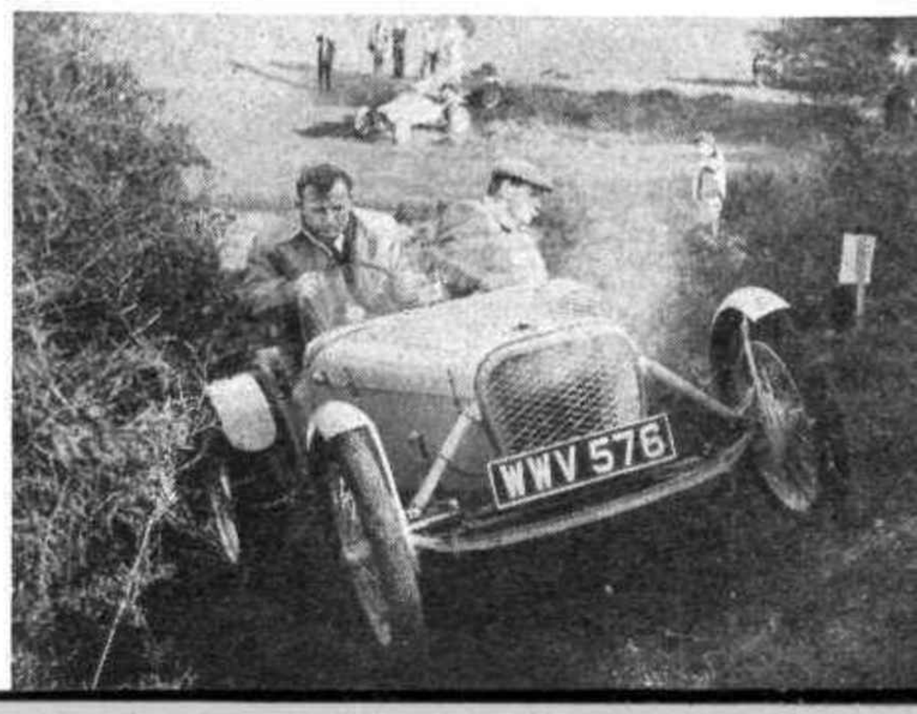


OUR PHOTOGRAPHER seemed to think no-one would get beyond Westminster Bridge!—and even then he missed the Editor, Boddy's 1903 Humberette being en panne in the Mall. Better luck attended Fitzpatrick's 1903 Achilles, here leading J. Howe's 1902 Wolseley.



RUNNER-UP.—After having tied with Charles Pol relegated to secon

SPEED MERCHANT.—G. Langden enjoyed himself all day during the Roy Fedden Trophy Trial by rushing enthusiastically at most of the hills, and in some cases succeeding where other slower drivers had failed.



IAL REVIEW

Veteran Car Run

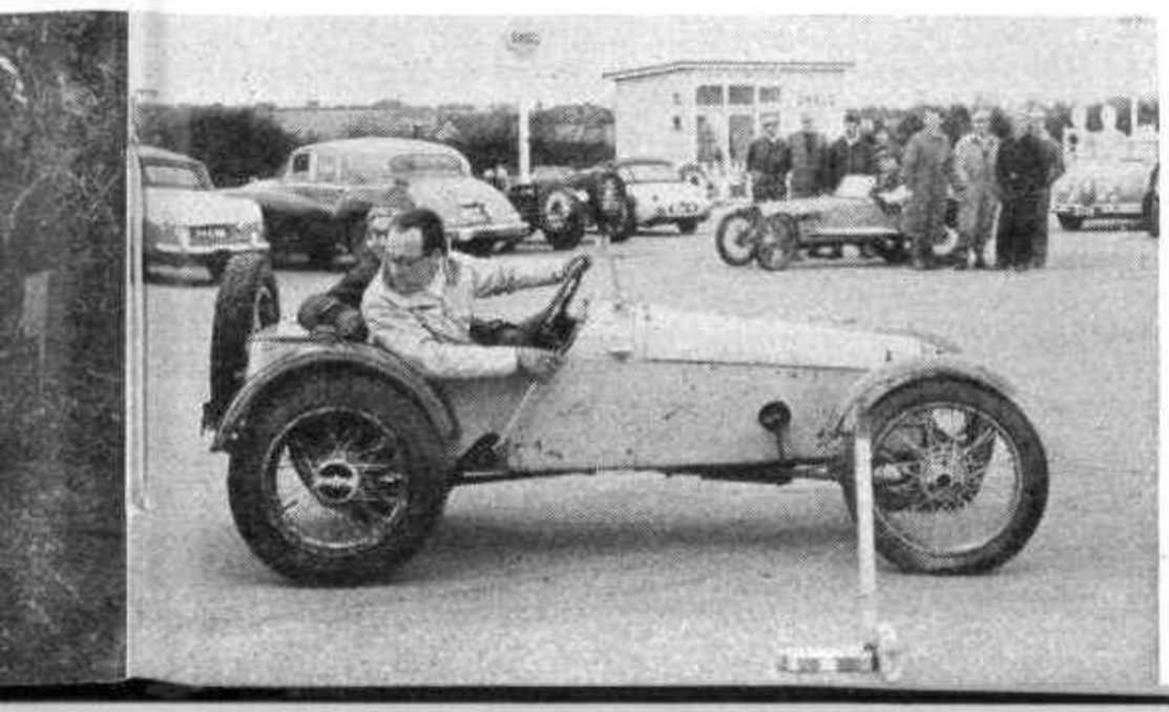
den Trophy Trial

can Grand Prix



lard for first place in the Roy Fedden Trophy Trial, Peter Highwood was d place on the result of the driving test.

DECIDING TEST.—During the lunch interval of the Roy Fedden Trophy Trial a simple driving test was held to decide any ties. Here, a competitor looks anxiously over his shoulder as he reverses into one of the garages. Rally driver Eric Jackson was fastest on this test.

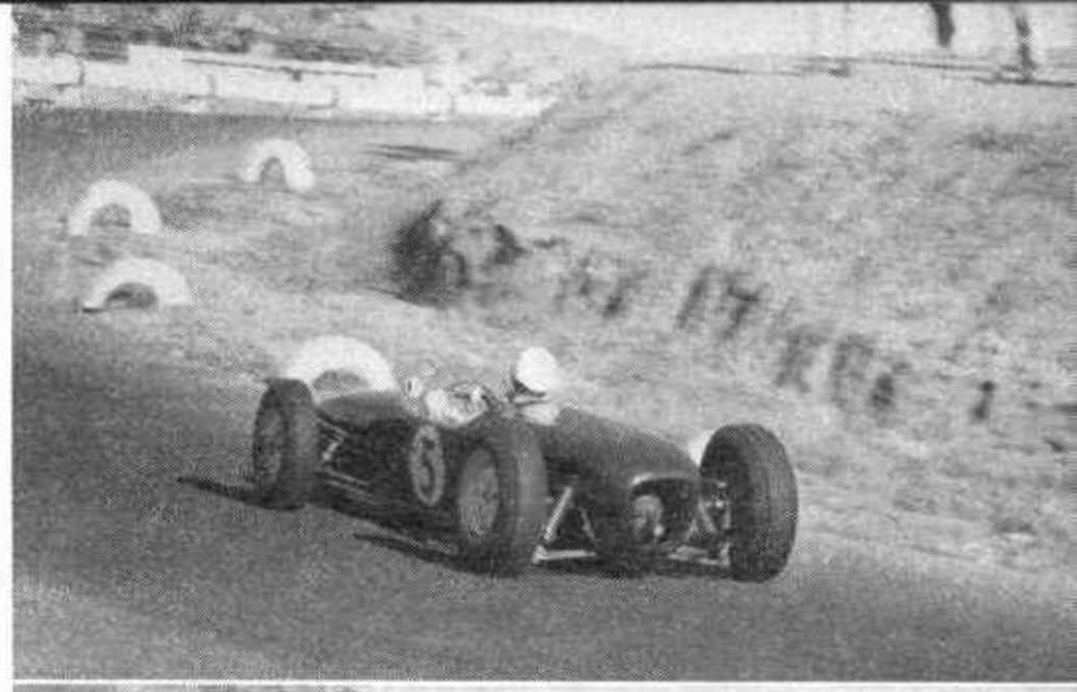


VICTOR.—Stirling Moss in Rob Walker's Lotus recorded a win in the last 2½-litre F.1 race, held at Riverside, California. Taking the lead on the fourth lap, he led unchallenged till the end.

BAD LUCK.—Both Bonnier in B.R.M. No. 15 and Jimmy Clark in his Lotus suffered bad luck in the American G.P. at Riverside. Bonnier broke a valve spring and Clark had a collision with Surtees.

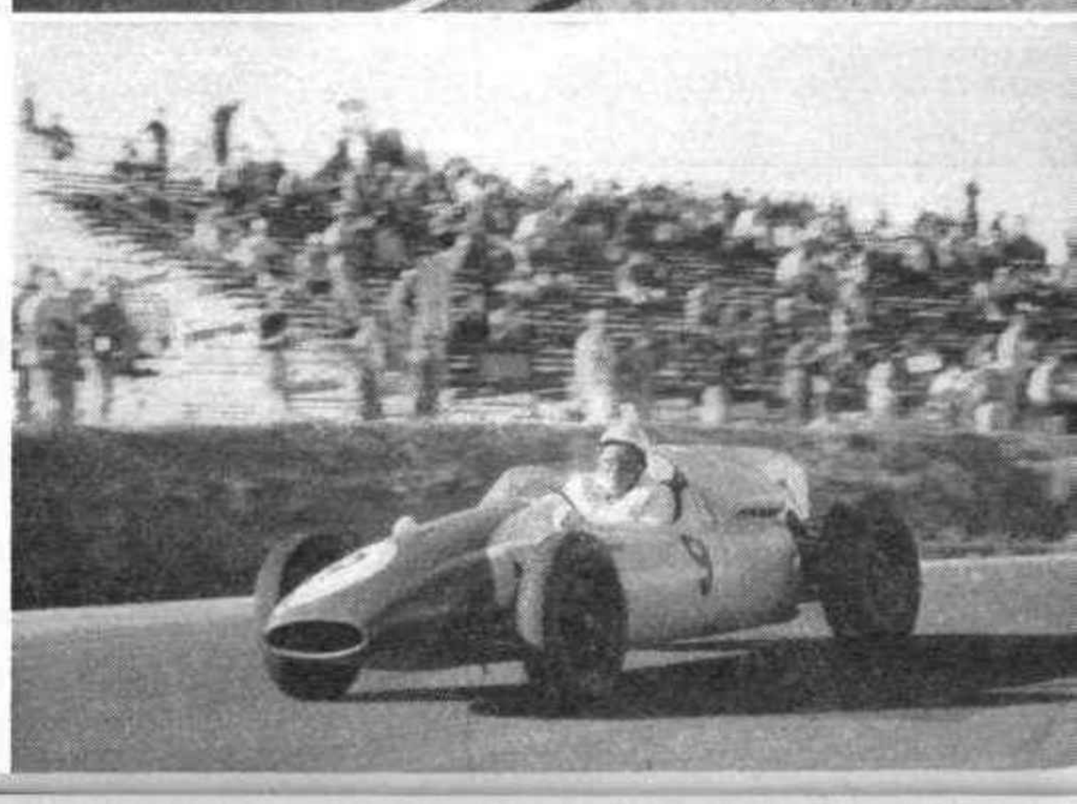
CONSISTENCY.—Bruce McLaren drove his usual very consistent race and was rewarded with third place. Here he is just lapping Roy Salvadori in Tommy Atkin's Cooper-Climax.

LOCAL BOY.—Phil Hill, whose home is in California, drove a Yeoman Credit Cooper-Climax in the American G.P. He found it less of a handful than the Ferraris he normally drives.



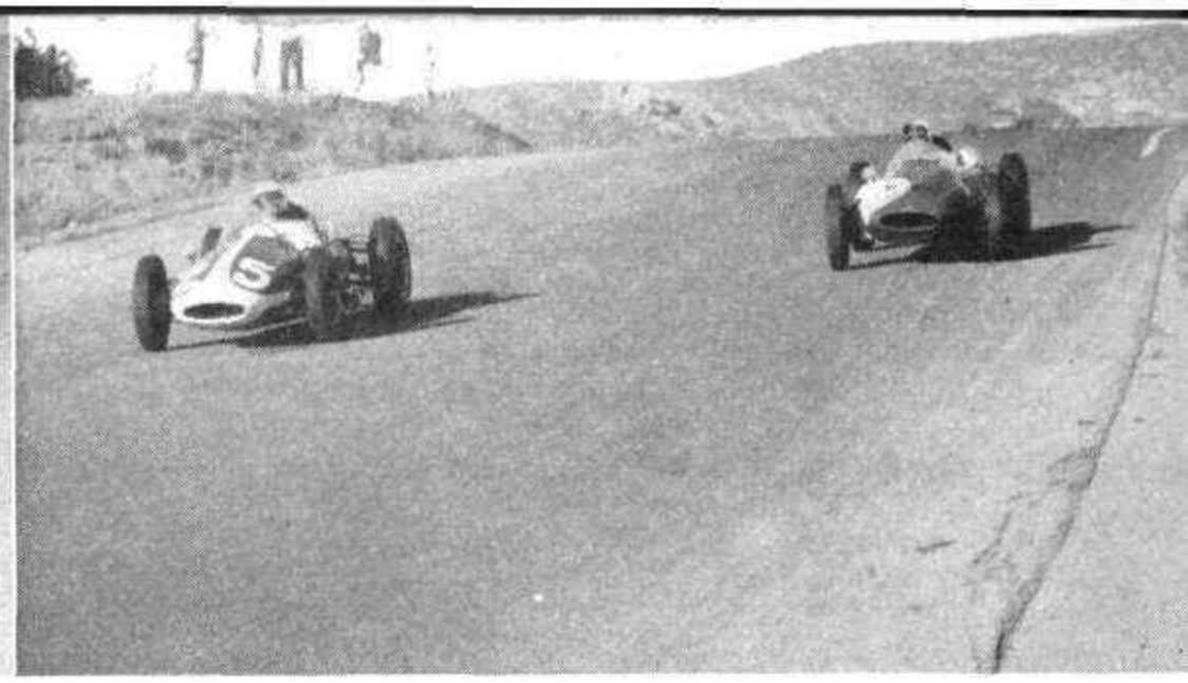




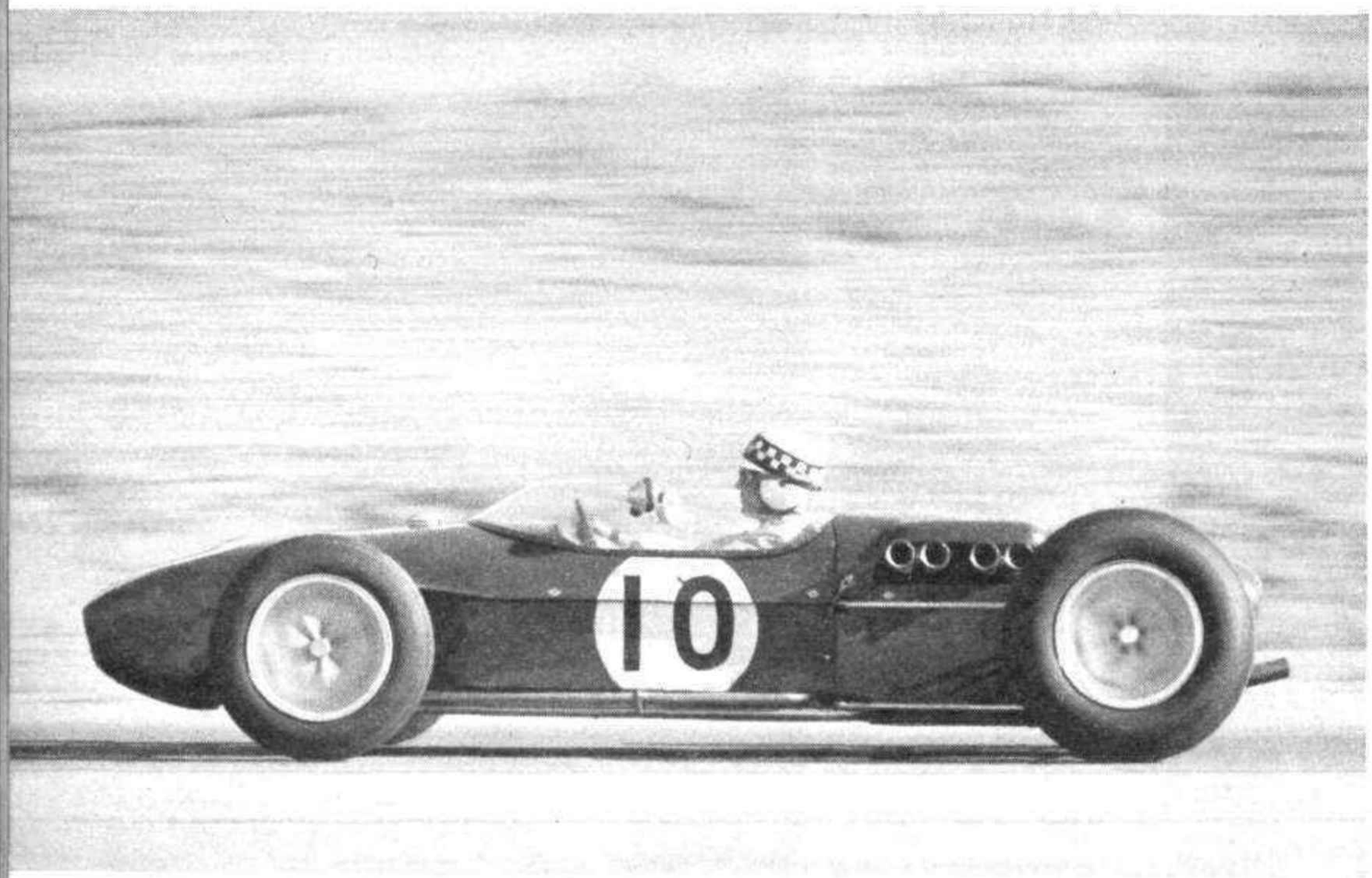




UNFORTUNATE.—Jack Brabham lost a lot of time at Riverside finding out why his car kept exploding into flame. When at last the trouble was rectified he drove a magnificent race, coming right through the field from last to fourth.



FOREIGN COOPERS.—Gendebien pulls out in his Yeoman Credit Cooper to pass P. Lovely in his Cooper-Ferrari painted in the American colours.



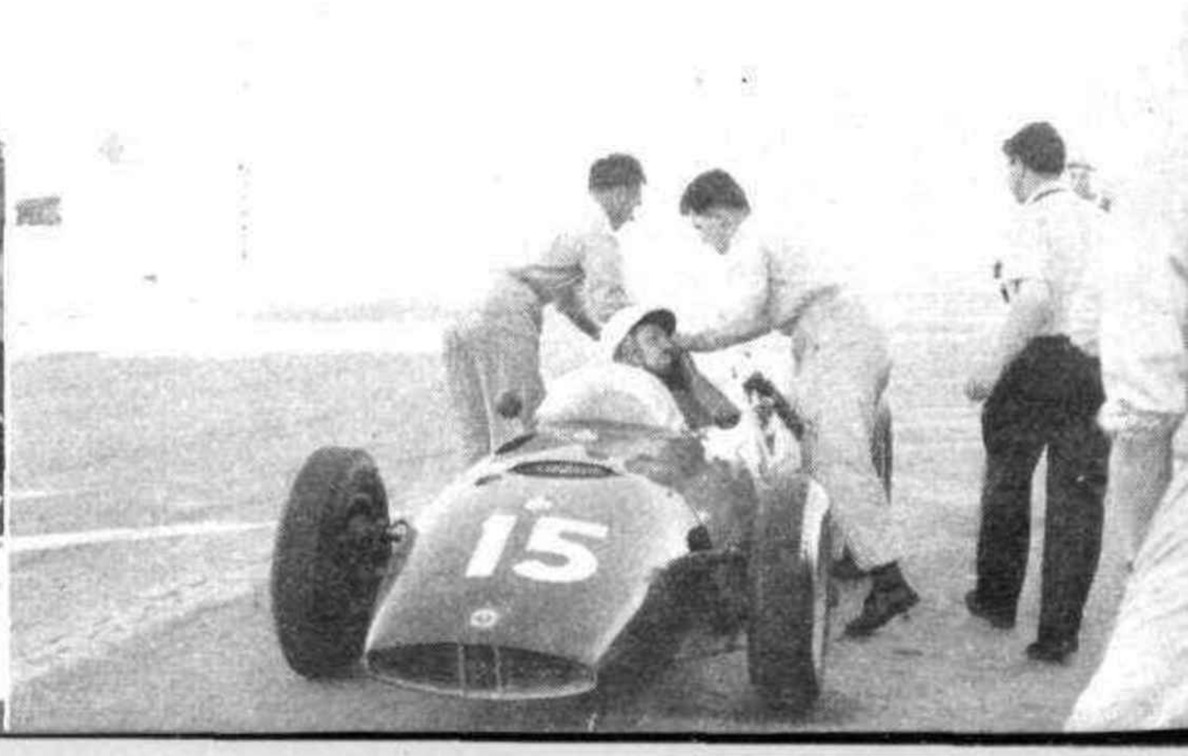
American Grand Prix

SECOND MAN.—Driving a very consistent race, Innes Ireland came second in the American G.P. at Riverside. Although not backed up by his team-mates, Innes kept a steady pressure on till the end.

EXPERIMENTAL.—The Chevrolet test car which Moss drove round Riverside has an aluminium engine which produces 350 b.h.p. from a 350-lb. engine. The car, which is built purely as a running test-bed, is not a serious attempt at racing.



PIT STOP.—Jo Bonnier ran into trouble towards the end of the American G.P. when his engine played up, a suspected valve spring losing him an almost definite second place.



2nd AMERICAN GRAND PRIX

Moss Wins in Desert Sunshine

RIVERSIDE, *November 20th*

THE second American Grand Prix for Formula 1 cars, which counts towards the World Championship, was held at Riverside Raceway on the edge of the South Californian desert.

The Raceway is an artificial road circuit running over the undulating desert for a distance of 3.275 miles. The course consists of a 1.1-mile straight with a long 180-deg. turn past the pit road (pits are separated from the track by a low earth bank) and into a fast left-hander. This is followed by a 500-yd. straight, another fastish right-hander and a ½-mile climbing section with right-left-right almost flat kinks, with a slow double-bite right-hander which is the highest point. Two 500-yd. straights take the cars into the infield and out again with a fastish 180-deg. turn at the bottom of the vee. A long right-hander which suddenly tightens up, followed by an immediate left-hander returns the cars to the straight.

Weather during practice varied from hot and still to hot and gale force gusts which sent great clouds of fine desert sand driving across the track, getting in everywhere and reducing visibility to a few yards.

There were three days' practice, but some of the drivers knew the circuit pretty well before they arrived and settled down to fast lappery straight away while others were starting from scratch and learning the course, which is none too easy on drivers. Stirling Moss in Rob Walker's Lotus set the fastest time of 1 min. 54.4 sec., Rob had a spare car for Stirling and it was perhaps a good thing he had as Stirling broke one of the Colotti gearboxes during the Saturday's practice. Second fastest time was made by Jack Brabham in the works Cooper car, with him were Bruce McLaren and Ron Flockhart—making three works Coopers. Next, in Yeoman Credit Coopers, came Gendebien, Brooks, P. Hill and Taylor—in that order of speed. Three of the cars were the new high-tail Colotti-geared cars, whilst the fourth was an older normal-geared car, which was driven by P. Hill in practice but by Taylor on race day.

Both Phil Hill and W. von Trips were released by Mr. Ferrari, Phil to Yeoman Credit and von Trips to Centro Sud, in place of Masten Gregory. The other two Centro Sud cars were driven by Trintignant and Ian Burgess; Burgess' car had the experimental head with carburretters and exhaust system reversed.

Dan Gurney and Jo Bonnier were lapping very quickly in practice in the B.R.M.s, while Graham Hill was lacking his usual verve. The B.R.M.s were the normal rear-engined cars with single rear disc brakes and not the new car which appeared at Snetterton, this now having a 1½-litre Climax engine in it, as have two others.

Team Lotus had three cars for Clark, Surtees and Ireland, and though Clark and Surtees set faster practice times, Ireland's more consistent driving paid off in the end. Clark's car had the outboard rear disc brakes while the other two were of the inboard variety.

The rest of the field was made up of private owners, most important of these was the Scarab entered by Reventlow and driven by Chuck Daigh. Since the car left Europe after the French Grand Prix it had been reduced in weight by 150 lb. and the engine had been persuaded to give 12 more b.h.p.

A Lotus was entered by J. Hall, and P. Lovely was driving a Cooper-Ferrari, while Brian Naylor was entered in his J.B.W.-Maserati and Bob Drake was driving a 1957 250F Maserati.

This completed the field and at 2 p.m. on Sunday the cars lined up in perfect weather. Moss was not altogether happy as Surtees' drive-shaft had broken in practice and all the works Lotus cars had new ones, while Stirling was running on an old pair which were rather dubious.

Dead on time the flag fell and 21 of the 23 cars shot off, Gendebien and P. Hill had to be restarted. Making his usual brilliant start Brabham shot into the lead with Moss and Gurney very close behind, while Bonnier and the three Lotuses of Ireland, Clark and Surtees were in very close attendance. On the second lap Burgess spun but was able to start himself by pushing and jumping in, a thing he repeated 20 laps later just before he retired.

On the fourth lap Brabham was still firmly in the lead when he passed the pits, followed by Moss, Gurney, Bonnier, Ireland, then a gap. Surtees spun out on the circuit and team-mate Clark was unable to avoid him, the resultant crash put Surtees out for good and it took so long to straighten out Clark's car that he never got away from the bottom of the field.

Drama struck again on the fourth lap, Brabham had just come

S. Moss (*Lotus*) 1 min. 54.4 sec. | J. Brabham (*Cooper*) 1 min. 55.0 sec. | D. Gurney (*B.R.M.*) 1 min. 55.2 sec.
J. Bonnier (*B.R.M.*) 1 min. 55.6 sec. | J. Clark (*Lotus*) 1 min. 55.6 sec.
J. Surtees (*Lotus*) 1 min. 56.6 sec. | I. Ireland (*Lotus*) 1 min. 57.0 sec. | B. Gendebien (*Cooper*) 1 min. 57.2 sec.
C. A. S Brooks (*Cooper*) 1 min. 57.2 sec. | B. McLaren (*Cooper*) 1 min. 57.4 sec.
G. Hill (*B.R.M.*) 1 min. 57.6 sec. | J. Hall (*Lotus*) 1 min. 58.2 sec. | P. Hill (*Cooper*) 1 min. 58.8 sec.
H. Taylor (*Cooper*) 1 min. 59.0 sec. | R. Salvadori (*Cooper*) 1 min. 59.6 sec.
W. von Trips (*Cooper-Maserati*) 2 min. 01.4 sec. | B. Naylor (*J.B.W.-Maserati*) 2 min. 02.2 sec. | C. Daigh (*Scarab*) 2 min. 02.6 sec.
M. Trintingnant (*Cooper-Maserati*) 2 min. 03.2 sec. | P. Lovely (*Cooper-Ferrari*) 2 min. 03.4 sec.
R. Flockhart (*Cooper*) 2 min. 04.4 sec. | R. Drake (*Maserati 250F*) 2 min. 05.4 sec. | I. Burgess (*Cooper-Maserati*) 2 min. 06.6 sec.

out of the straight when there was an explosion which nearly blew him out of the car and a sheet of flame scorched his back. At the end of the lap he pulled into the pit, but all seemed well, and he went out again having dropped to ninth place. Four laps later the same thing happened again; this time the mechanics found out what was wrong, petrol from the very full tank was surging out of the overflow pipe into the undertray, as the car accelerated the fuel ran back to the hot exhaust pipe and was flashed off.

Moss was now in the lead with both B.R.M.s of Gurney and Bonnier within view. Unfortunately Gurney, whose engine had sounded rough for some time with a cracked exhaust, suddenly dropped out on the 18th lap when the core plug blew out and the car overheated.

This left Bonnier, Ireland and McLaren chasing the flying Moss. Going well in the Yeoman Credit Cooper, Phil Hill had pulled up from 19th to eighth in seven laps. Tony Brooks in another Yeoman Credit Cooper spun on the infield turn and didn't try to restart as he thought he had spun on his own oil. Henry Taylor was not very happy as he was overheating, having plug lead trouble. Graham Hill didn't seem very happy about the circuit and eventually retired before half-way, having somehow selected two gears at once. As the race went into the last half it was still Moss followed by Bonnier, Ireland, McLaren and the American Lotus owner J. Hall, who drove a very good race considering the opposition that was present, three laps from the end Hall developed transmission trouble and had to push the car some way to the finishing line to get seventh place.

When it seemed certain that the order had settled down for the end, Bonnier came into the pits with a very rough engine, the mechanics diagnosed valve-spring trouble and Bonnier went out slowly to complete as many of the 75 laps as he could.

The Scarab, although running four laps down on Stirling, still managed to complete 71 laps which is the longest the car has run non-stop. Clark's Lotus, which already was well behind, fell farther back due to a leaking water pump, which sprung a leak probably when he had his shunt. Brabham had been putting on the pressure since he cured the explosive nature of the car, and he had worked through to fourth place, one lap behind Moss, when Stirling took a well-deserved chequered flag, with Ireland 38 sec. and McLaren 82 sec. behind.

Some of the organisers could do well to come and study European racing a little more and use a few grown-up marshals. The commentary was annoying in its inaccuracy and its continuous volume, also in its continual reference to a silly star system for drivers which was taken from an English weekly periodical, and which most people connected with the Sport ignored.

M. J. T.

Results :

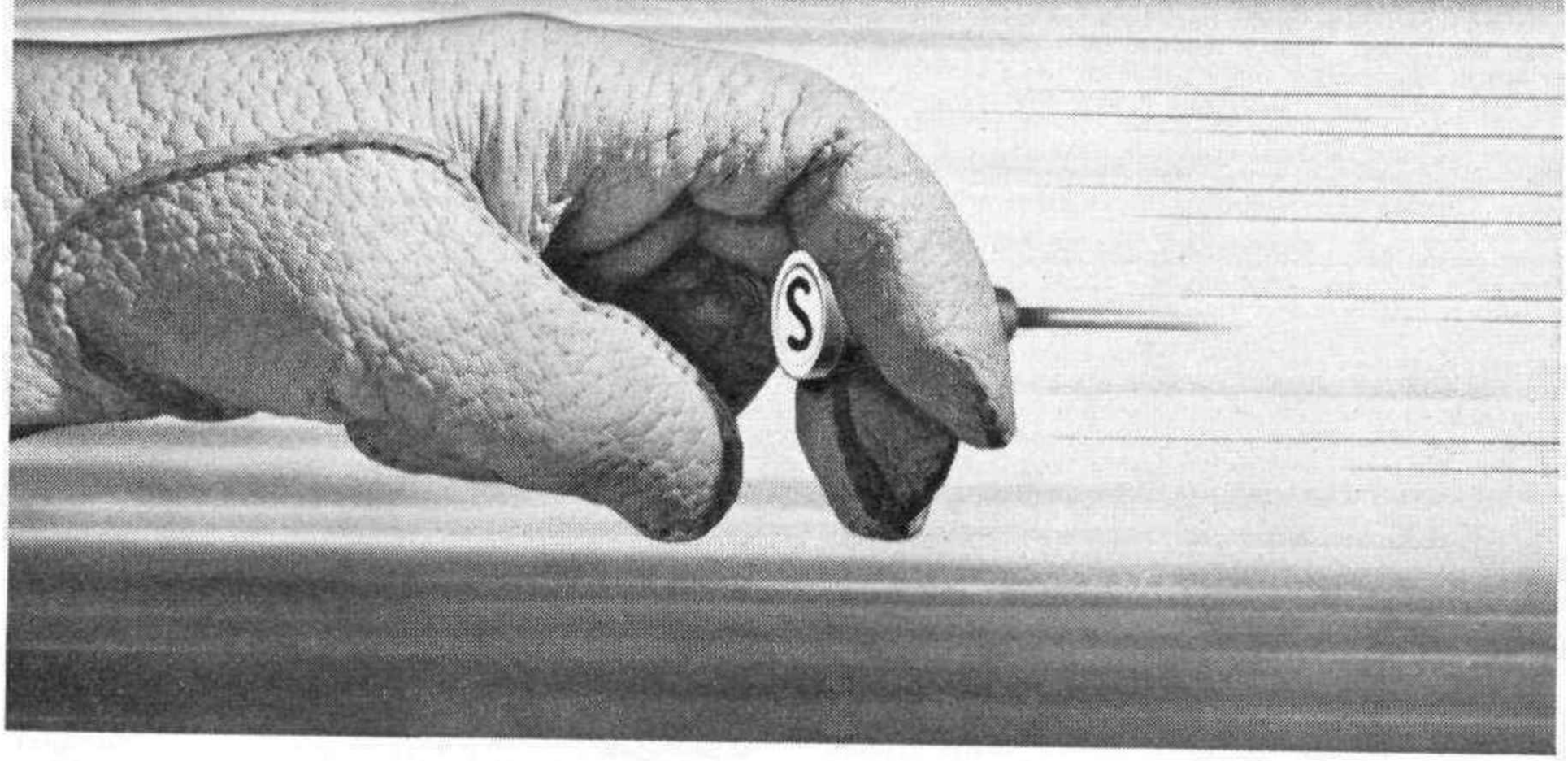
2nd AMERICAN GRAND PRIX—Formula 1—75 laps—245.63 miles. Dry and sunny.

1st	S. Moss (Lotus-Climax)	2 hr. 52 min. 52.2 sec.—99.0 m.p.h.
2nd	I. Ireland (Lotus-Climax)	2 hr. 53 min. 30.0 sec.
3rd	B. McLaren (Cooper-Climax)	2 hr. 54 min. 12.0 sec.
4th	J. Brabham (Cooper-Climax)	1 lap behind
5th	J. Bonnier (B.R.M.)	1 lap behind
6th	P. Hill (Cooper-Climax)	1 lap behind
7th	J. Hall (Lotus-Climax)	2 laps behind
8th	R. Salvadori (Cooper-Climax)	2 laps behind
9th	W. von Trips (Cooper-Maserati)	3 laps behind
10th	C. Daigh (Scarab)	5 laps behind
11th	P. Lovely (Cooper-Ferrari)	6 laps behind
12th	O. Gendebien (Cooper-Climax)	6 laps behind
13th	R. Drake (Maserati 250F)	7 laps behind
14th	H. Taylor (Cooper-Climax) *	7 laps behind
15th	M. Trintignant (Cooper Maserati)	9 laps behind
16th	J. Clark (Lotus-Climax)	14 laps behind

Retirements : R. Flockhart (Cooper-Climax); C. A. S. Brooks (Cooper-Climax); J. Surtees (Lotus-Climax); D. Gurney (B.R.M.); G. Hill (B.R.M.); I. Burgess (Cooper-Maserati); B. Naylor (J.B.W.-Maserati).

Fastest lap : J. Brabham (Cooper-Climax), 1 min. 56.3 sec.—101.3 m.p.h.

For first-time starting in winter



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MOST MOTORISTS USE IT. Car makers specify Castrolite, the balanced multi-grade oil, for easy starting. Follow their advice and change now for trouble-free winter motoring.

Castrol
MOTOR OIL

CARS I HAVE OWNED—continued from page 1017

and water tubing had to be replaced and the old tyres cut off the rims. The low-tension ignition system was a mystery to me, as was the petrol feed which appeared to be maintained by pressure from the exhaust pipe. However, we got petrol to the carburetter, and then I thought we had better tow the car around for a few miles in gear to free everything up before trying to start the engine. We had a solid tow bar on the Morris, and this was hitched on and the Itala towed out on to the main London road in neutral. When we were in position, I put it in second gear and with the clutch out we started rolling. At about ten miles an hour I cautiously let the clutch in. There was a shuddering convulsive earthquake beneath me as four ancient pistons started to sweep 12 litres of cobwebs and dead spiders out into the silencer. And then, without a trace of warning, the great engine burst into life with a shattering roar. The hand throttle had been left half open and the Itala surged forward against the solid tow bar before I had a chance to depress the clutch, which anyway nearly required two feet to it. It was too much for the poor 30-cwt. Morris. The kick in the pants from the Itala sprung the chassis and the bottom fell out of the cast aluminium gearbox. My own exultation was something I'll never forget. We had not put the bonnet on and clouds of dust and dirt swept over me as I kept the engine revving. The tow bar was unhitched and I drove the car back into the yard. The next morning a ceremonial farewell drive was arranged and all the Scole Inn staff, chambermaids, waiters, the cook, everybody, climbed onto the car and I drove them up the main London-Norwich road about a mile and then back. There were about 20 people clinging on somehow and amidst the screams of the females we probably did about 70 or 80 m.p.h. Nothing and nobody was licensed or insured and nobody fell off and got killed.

After the Seventh Series Lambda saloon, I have slightly lost touch with my cars. There was a succession of ex-breaker's yard models (none the less interesting for that !) which I drove about the fields on the farm near Ongar where my wife and I were living. There was one Austin Seven Chummy which made me so angry one day that I drove it into a cart shed near Brentwood and went home by 'bus. I never saw or heard of it again. Another curio was a 7-h.p. Peugeot which I bought for 30s. and after 5,000 trouble-free miles, sold for 50s. It had a front transverse spring with about eight leaves in it, like the springs on a railway coal truck. It was extremely slow, with a maximum of about 30, and made such a mechanical uproar that people used to look round. While we were at Ongar, I discovered in a remote part of the farm a 1909 three-cylinder Vauxhall. It had been bought new by the owner of the farm and had not been used since just before the 1914 war. The last time it had been out was to take the family over to Ware to see a balloon go up !

In 1937 I was in Rome and drove one of the new 5-h.p. Fiats, Topolinos they called them. I was very impressed with it and in 1938 I bought one myself. Just after the war started in 1939, I swopped the Fiat for a 1935 B.M.W., which I kept through the war but never really liked. I eventually sold it to the Aldington Brothers in Isleworth and bought a Ford Ten tourer with an LMB conversion. It had been blown at one stage in its career. I liked the Ford quite a lot, and certainly the front kept very flat when swinging briskly round a corner.

Just before the war started, I had joined the Sperry Gyroscope Co. and was instrumental in persuading them to buy for general interest, a unique gyroscopic car. This was a two-wheeled vehicle with a wheelbase of about 16 ft. It had originally had a four-seater tourer body and a 20-h.p. Wolseley engine. This was in 1912. When we got it, it had the front half of a Morris-Oxford body and a 1928 Morris-Oxford engine of 14 h.p. It had been designed by Louis Brennan, one of the fathers of the gyroscope, and had been demonstrated to the War Office before the 1914 War, as a military vehicle. It had two little retractable wheels at the sides to hold it upright when it was at rest without the gyros running. Amidships, there were two large, heavy, electrically-driven gyros with vertical axes. Immense batteries drove the gyros and the mechanical linkages and electrical circuits were a Disney Fantasia. We did once get the car to stand up by itself. It was quite uncanny to watch, as it rocked slightly from side to side all the time, and when you pushed it, it pushed back ! I drove (or rode !) it several times with the gyros still and it behaved like an elephantine motorcycle.

Just after the war I sold the LMB Ford and became enamoured of a 1926 14-h.p. Bean tourer, which I heard was up in Scotland, not having been used for 15 years or so. I bought it, unseen, and it was sent down to me on the railway. It was a great success, a lovable car, full of character. I drove the family all over the place in it, and I kept getting ex-Bean old-timers coming up and patting it. I met people who had driven Beans across deserts, in India, in the Australian bush, and they always spoke of a trusted friend.

And so to recent times; the Bean (it is still giving excellent service in Maldon) gave way to a beastly little 12-h.p. Standard shooting-brake. This was swiftly followed by a very good 14-h.p. Standard saloon, and after a year or so I bought my present 1948 15-h.p. Citroën, which I have had for four years. And what a wonderful car it is ; as rugged and as simple and as indestructible as a T-model Ford, and the design is sheer genius. It will respond to intelligent handling in a way that is quite remarkable, and unbelievable things can be done with it on corners. And on top of all this it is virtually foolproof. Let Aunt Esmeralda, in an absent-minded moment go into a corner at an impossible speed. She just turns the wheel and her Citroën will probably get her round. If it can't, it will slide bodily and quite flat and in one piece, off the road, from where it can be driven back again (brick walls excepted). But let an informed Citroënist find himself in a corner with more velocity than he can comfortably accommodate, and all he does is to wind on a little more rudder and tramp heavily on the accelerator. I have not driven one of the new basking sharks which Citroën now supplies, but its got a high standard to maintain.

And that seems to be all for the moment: I feel no particular temptation to change the Citroën, except perhaps for a Mini-Minor. I haven't tried one yet but it does seem as though it might have a little bit of all the things I have liked best in a car, simplicity, a good power/weight ratio, safety, and a light briskness of character.

◆◆◆

THE COOPER DRIVING SCHOOL

LAST winter the Cooper Driving School selected six drivers from their many candidates to take part in races during the 1960 season in Formula Junior. At the time it was anticipated that the best two drivers, Bill Lacey from Ireland and Don Rickman the motorcyclist, would be given a Formula Junior Cooper on permanent loan for the whole season, but as things turned out this was not possible. Activity at the works with Formula 1 and Formula 2 cars, and the demand for Juniors by the sales department, rather left the School short of material. However, the School Junior was used many times during the past season for these six successful pupils to have a go at a proper race. In addition, when the idea of loaning cars to pupils originated Formula Junior in this country was barely beginning, and Coopers had no idea that it was going to develop into such cut-throat racing amongst experienced drivers, so that when they saw the trend of things as the 1960 season progressed they were a bit reluctant to send their pupils out into the free-for-all of Formula Junior. However, there were sufficient races at Club meetings at Silverstone and Goodwood, both for Formula Junior and Formule Libre, for the six successful ones to have a go.

It will be recalled that Lacey was the most promising driver and he was entered by the School for Brands Hatch on Boxing Day, where he finished seventh, and then in the spring he had another drive at a Silverstone Club meeting, but unfortunately retired. It should have been Don Rickman's turn next, but his motorcycle scrambles activity prevented him from taking up the offer, so the next on the list had a drive, this being Tony Skelton, and he finished fifth in his first race. Then Freddie Jacks had a drive at Goodwood and finished fifth and back at another Silverstone Club meeting Skelton scored a second place and Miss Elizabeth Jones finished eighth. Before this second Silverstone meeting the School hired the Club Circuit for a day and Lacey, Jacks, Skelton, Rickman and Miss Jones had the opportunity to put in unlimited practice, using the School car. The sixth pupil to be selected was Keith Ballisat, but as he had contracted a regular drive with Ken Tyrell's team, he did not avail himself of the School activities. At a further Silverstone Club meeting Lacey scored a fifth and Jacks scored a third, while at the end of the season the school entered Rickman for the B.R.D.C. race on the full Silverstone circuit, and set him off on his first race in the midst of the Open Formula Junior free-for-all. Being his first motor race, and his first visit to Silverstone on the full circuit, he did remarkably well to finish in eighth place. Although the season was not as active for the School pupils as had been hoped, at least the promise of driving a works-entered Junior had been fulfilled, and it is hoped that 1961 will see a lot more racing for the successful pupils. Already two more names have been selected, these being Richard Wilson and Jean-Claude Franck, and they should get a start in a race early in the new season. Meanwhile, the School continues to sort out the many applications for membership.—D.S.J.

RIVERSIDE CALIFORNIA 200-mile SPORTS-CAR RACE (October 16th)

With the United States Grand Prix approaching, many of the G.P. drivers took the opportunity of driving in this Californian sports-car race in order to get in some pre-Grand Prix practice on the Riverside circuit. Moss and Gurney drove rear-engine Lotus-Monte Carlo cars, with 2.5-litre Climax engines, Bonnier a Porsche RSK, Brabham the Cunningham E-type Jaguar, Salvadori a Cooper-Monaco and Phil Hill a Ferrari. After Moss had gone out with axle trouble and Gurney with engine trouble, local-boy Billy Krause in a Tipo 61 Maserati won comfortably from two extremely well-driven American "specials".

Results :

RIVERSIDE SPORTS CAR RACE—327 Kilometres

1st : B. Krause (Maserati 2.8-litre Tipo 61) ...2 hr. 13 min. 10.0 sec. —147.251 k.p.h.
2nd : B. Drake (Buick Special)
3rd : A. Pabst (Scarab-Chevrolet)
4th : J. Jeffords (Maserati 2.8-litre Tipo 61)
5th : C. Shelby (Maserati 2.8-litre Tipo 61)
6th : R. Salvadori (Cooper-Monaco)
7th : P. Hill (Ferrari 3-litre)
8th : W. Hansgen (Maserati 2.0-litre Tipo 60)
9th : J. Hall (Maserati 4.5-litre V8)
10th : J. Brabham (Jaguar E-type)

THE MONTLHERY 1,000 km. RACE (October 23rd)

In 1956 a 1,000-kilometre race was held at Montlhéry, for sports cars, and was won by Behra and Rosier driving a works Maserati 300S; this year the race was repeated, but was restricted to Gran Turismo cars. The two Frenchmen took 6 hr. 41 min. 03.1 sec. to cover the 1,000 kilometres in 1956, and this year Olivier Gendebien and Lucien Bianchi took 6 hr. 54 min. 46.8 sec. with a 250GT Ferrari, most of the discrepancy being due to arranging a *chicane* at the beginning of the banking, so that speeds would be kept down, whereas previously the cars went onto the banking at their maximum. The 7.784-kilometre circuit was used, which incorporates one of the bankings and the road circuit right to the end of the double-track part and takes in the steep descent, and ascent on the return, of the Lapize hill.

The race was a complete walk-over for GT Ferraris, these cars filling the first five places, and the works-entered car, driven by von Trips and Mairesse might well have won had the drivers eased the pace a bit and conserved their tyres. As it was their pit stop for new tyres allowed the Gendebien/Bianchi car, entered by the Equipe National Belge, to get a commanding lead, which it maintained to the end. Maximum speed certainly counted on this circuit and there was no one capable of challenging the Ferraris, either the works car or the many privately-owned ones. The much-vaunted 170 m.p.h. (!) Aston Martin DB4GT cars, driven by Salvadori/Ireland and Clark/Maggs, never really got a look in, but in spite of trouble with wheels and exhaust system the former car of these two managed sixth place, beating the works Porsche Abarth-Carrera of Graham Hill and Hanstein. The Index of Performance which usually allows a French D.B. to get in the money went all wrong and a Fiat-Abarth won this handicap, admittedly driven by two Frenchmen.

As a race the 1,000 kilometres was an undoubted success and a crowd of some 20,000 people turned up to watch, which is truly remarkable for Montlhéry, and it can be taken as a sign of the times, for it is very likely that there will be many G.T. races in Europe in 1961 in place of sports-car races.

Results :

1,000 KILOMETRES, MONTLHERY—G.T. Cars—October 23rd

*1st	O. Gendebien/L. Bianchi (Ferrari 250GT)	...	6 hr. 54 min. 46.8 sec.
2nd	W. von Trips/W. Mairesse (Ferrari 250GT)	...	6 hr. 56 min. 07.0 sec.
3rd	J. Schlesser/A. Simon (Ferrari 250GT)	...	999.617 km.
4th	F. Tavano/"Loustel" (Ferrari 250GT)	...	967.240 km.
5th	A. G. Whitehead/H. Taylor (Ferrari 250GT)	...	950.757 km.
6th	R. Salvadori/I. Ireland (Aston Martin DB4GT)	...	942.863 km.
*7th	G. Hill/H. von Hanstein (Porsche Carrera)	...	919.487 km.
8th	Cacchiari/Sala (Ferrari 250GT)	...	911.694 km.
9th	A. Pilette/G. Berger (Ferrari 250GT) ...	...	903.902 km.
10th	P. Monneret/P. Boutin (Porsche Carrera)	...	880.525 km.
11th	R. Carnegie/J. F. Malle (Lotus Elite)		
12th	R. Kerguen/R. Dewez (Porsche Carrera)		
13th	R. Stoop/P. Riley (Porsche Carrera)		
14th	J. Bernadet/A. Bertaut (A.C. Bristol)		

* Class winners. 20 *finishers in all.*

Fastest lap : W. von Trips (Ferrari) 2 min. 58.5 sec.—157.156 k.p.h.

Index of Performance :

B. Consten/R. Condrilier (Fiat Abarth)	1,087
G. Laureau/P. Armagnac (D.B. Panhard)	1,082
R. Bartholoni/J. Vinatier (D.B. Panhard)	1,074

NURBURGRING RACES (October 16th)

A series of short races were held on the South Circuit of the Nurburgring for Touring cars, Grand Touring cars and Formula Junior, and weather conditions were appalling. So bad, in fact, that all but four of the Junior drivers refused to start, but realising that the four stalwarts would have it all their own way the others changed their minds at the last moment. This was very much a private-owner, home-built Junior event and though the Frenchman Boyer in his Simca-Sirmac finished first he was disqualified for being helped back on the course after spinning off, and victory went to Harwood driving a Mallock-built U.2.

Results :

FORMULA JUNIOR—77 Kilometres

1st : J. Harwood (U.2-Ford) ... ... 44 min. 00 sec.—104.800 k.p.h.
2nd : H. Starke (Cooper-D.K.W.)
3rd : F. Radlein (Melkus-Warburg)

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WORLD CHAMPION RACING DRIVER
1959 AND 1960



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FRONT DISC BRAKES Just touch the brake pedal and let the big disc brakes bring you to a safe, sure stop.

POWERFUL ENGINE Lively sports car acceleration with the high compression engine developing 78 b.h.p.

LUXURIOUS INTERIOR Inspect the polished wood facia and magnificently styled interior: relax in soft, comfortable seats.

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CONVERTIBLE £735 (*Plus P.T. £307 . 7 . 6*). *Whitewall tyres, overdrive on 3rd and 4th gears, available as extras.*

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ROAD IMPRESSIONS OF THE KIEFT-MODIFIED MORGAN PLUS-FOUR

HAVING acquired a taste for "rorty racers" when testing Ken Rudd's 185-b.h.p. Austin Healey 3000, we quickly accepted the opportunity to try a Kieft-modified Morgan Plus-Four. The Kieft Sports Car Co., Ltd., is now situated in Princip Street, Birmingham, and is in the process of rejuvenation. At the moment conversions are being manufactured for the Triumph Herald and TR3-engined cars, while a Formula Junior car is in the prototype stage and will be racing next season, and the eyes of Lionel Mayman, who is well known in the racing world, are firmly set upon the new 1½-litre Formula 1.

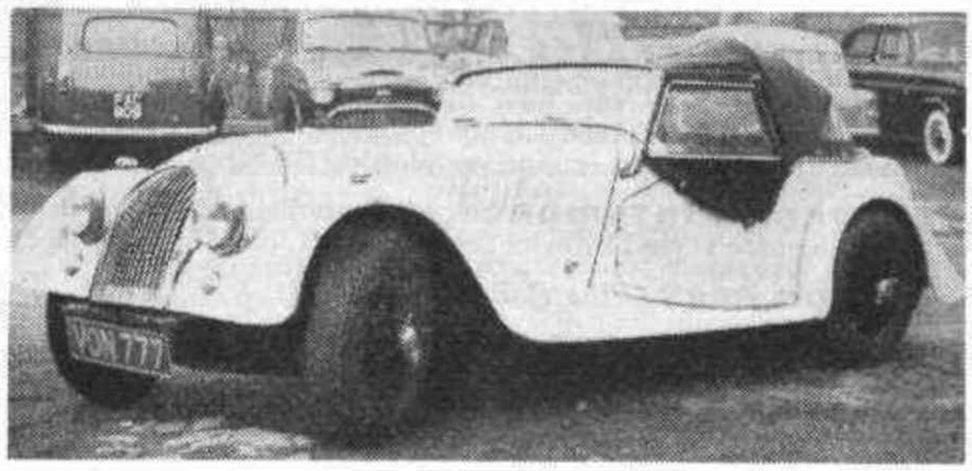
Meanwhile the Morgan conversion can be obtained in various stages according to the state of tune desired. Stage 1 is an exchange cylinder head which is machined for higher compression and gas flowed, while valves are ground in and fitted with stronger springs; the head is supplied complete with gaskets for £29 5s. The next stage (1A) consists of having the engine capacity increased to 2.2-litres and the fitting of larger pistons, which costs £51 2s. 6d. This results in a quite considerable increase in power. Alternatively, if one wishes to keep within the 2-litre limit for racing or rally purposes, an exchange cylinder block is available at £47 10s., together with a set of high-compression pistons costing £26 10s., which comprises Stage 2.

The test car, which is a veteran of many races and rallies, was fitted with Stage 1 head, Stage 2 block and pistons, an improved exhaust manifold and silencer with twin pipes emerging from under the driver's door, and an oil cooler which is fitted beneath the radiator. The S.U. carburetters are fitted with polished ram tubes, the inlet pipes are lagged with asbestos, and a heat shield is fitted between carburetters and exhaust pipes. The bodywork is modified at the rear so that the spare wheel (shod with a Dunlop R5 racing tyre) is fully enclosed, and a light alloy undertray is also fitted. There are bodywork modifications of another kind which were caused at Becketts Corner, Silverstone, during a race, the details of which are recorded in writing on the still unpainted wing.

The only other modification to the Morgan is the use of the optional low axle ratio, which is most suitable for circuit racing and hill-climbs, etc. Otherwise the car is a perfectly standard model having the 11-in. Girling disc brakes on the front wheels.

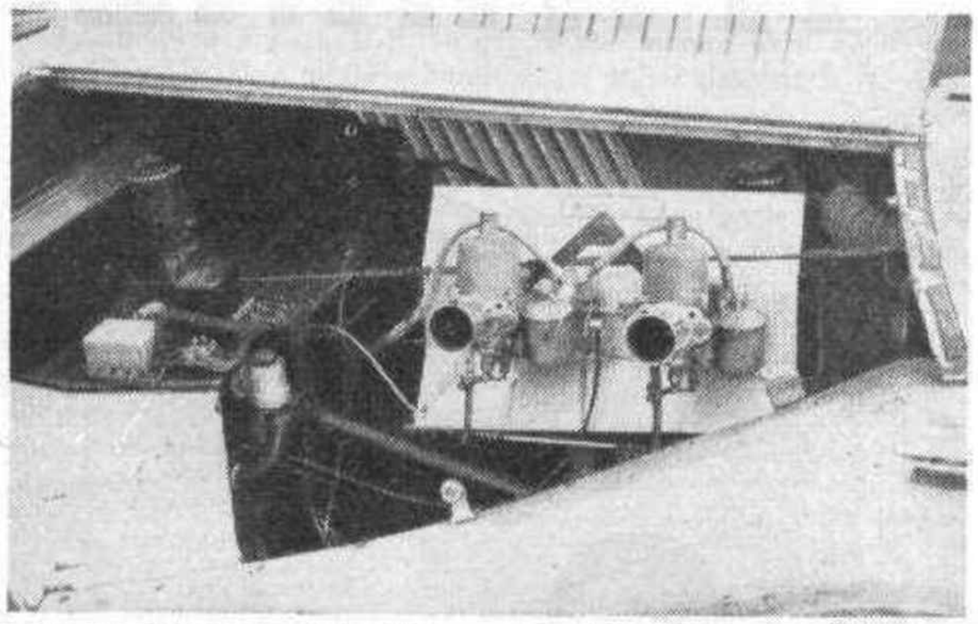
Collecting the "Moggie" from Birmingham, we soon discovered that everything said and written about Morgans was true: the ride is hard, the steering heavy and, added to this, the exhaust note is fruity, to say the least. With well over 100 b.h.p. to cope with 16½ cwt. of Morgan the performance is brisk, and if the throttle is depressed in the vicinity of other motorists or pedestrians they cannot fail to be aware of its presence. Fortunately the car is perfectly flexible and early engagement of top gear reduces the noise level to manageable proportions, so that policemen do not immediately reach for their notebooks.

As the October afternoon was sunny we ventured onto the A45 Coventry road with the hood down, and such is the design of the Morgan that one could easily imagine that the year was 1930. The long, tapering, heavily louvred bonnet, the high-set ungainly wings with lamps perched either side of the radiator grille, all combined to take one back to the days when cars were cars and sports-car drivers were strong men. The stiff blast of cold air, somewhat alleviated by the heat from the engine, was refreshing at first but numbing after a few miles of 80-m.p.h. cruising, and when the Motorway was reached we stopped at a filling station to fill one of the two 7-gallon tanks and to shamefacedly erect the hood, while the attendant remarked that "They were grand old motors." We didn't have the heart to tell him that the car wasn't a year old.



VINTAGE LINES characterise the Morgan Plus-Four. The test car was fitted with Dunlop racing tyres which emphasised the firm suspension but enhanced roadholding on dry roads.

On the open road the Kieft-Morgan is exhilarating to drive. The ride only becomes objectionable on really bad surfaces, when the car does its best to knock the breath from the occupants' bodies and the steering wheel has to be gripped hard if the driver wishes to avoid having it snatched from his hands. The axle ratio does not allow tremendous speeds to be reached, but 5,000 r.p.m. in top gear, which represents 96.5 m.p.h., is reached with ridiculous ease and 6,000 r.p.m. can be held if necessary. The TR engine, which seems sluggish and reluctant to rev. in its standard form, really howls like a 1100 Climax with the Kieft mods, and consequently becomes more pleasant to use. One peculiar factor which manifests itself with the low axle ratio is the inability of the engine to settle for a particular cruising speed as the revs. will go straight off the clock in top gear if allowed.



POWER HOUSE.—The TR3 engine is hidden by the aluminium plate which shields the carburetters from engine heat. The S.U. carburetters are fitted with ram tubes.

Road-holding with the Dunlop R5 tyres is good in the dry but they tend to accentuate the hard ride. In the wet, which predominated for almost the entire duration of our tests and which precluded the taking of acceleration figures, the Morgan was definitely "twitchy" and required careful handling. Having recently driven another Morgan in a similar state of tune at Goodwood we can vouch for the fantastic road-holding of this car, which would make an ideal beginner's racing car. There seems little likelihood of any major changes to the Morgan specification in the foreseeable future and, indeed, Lionel Mayman assures us that they sell well in the U.S. (where 90% of the production goes) *because* of the design and not in spite of it. With the expenditure of something over £1,000 the Morgan buyer will receive from Kieft a very accelerative sports car of distinctive lines which will be capable of winning its class in races, sprints and hill-climbs without the expenditure of a great deal more money—what more could the enthusiast ask?—M. L. T.

[The Arden Racing and Sports Cars Ltd. point out that Kieft Sports Car Co. Ltd. is not the sole distributor for Arden conversions as mentioned in our November issue, but only the concessionaires for Formula Junior engines and five-speed gearboxes.]

TRIUMPH ROADSTER CLUB

Following the announcement in our columns some months ago, this Club is now fully organised and membership forms are now available from Barry Cutter, 26, Ravensbourne Avenue, Bromley, Kent.

LETTERS from READERS

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

THE G.P. MANUFACTURERS' CHAMPIONSHIP

Sir,

The British attitude towards the new Formula 1 and boycott of the recent Italian G.P. at Monza confirms that any connection good sportsmanship may have in this country today with G.P. racing is either accidental or miraculous. I have no doubt at all that in doing a Khruschev with the F.I.A., the British group was inspired by the success of its cars in those races considered to be safe, and the winning of the Constructors' Championship by the Cooper Car Company; but as an example of smug conceit it would be difficult to equal, and as such it cut no ice with the F.I.A.

I would advise the British group to think again, and on reflection they may come to realise that they are not quite the king-pins of the G.P. set-up after all. For instance, by what stretch of the imagination does the Cooper firm, and for that matter the Lotus firm, qualify for the Constructors' Championship when neither does more than assemble cars? Surely, in order to qualify for this prize, the car, apart from the usual accessories, should be designed and built in its entirety by the firm whose name it bears? Installing a proprietary engine in a frame or chassis is just not good enough.

I trust the F.I.A. gives this point its most serious consideration, and then Messrs. Cooper and Chapman would be required to show how they really compare with Enzo Ferrari. Those who know their stuff do not bellyache when changes are announced.

I am, Yours, etc.,

Charlton. JOSEPH BAYLEY.

* * *

BLUE-FLAGGING

Sir,

Now that the season is over I wonder if I may be permitted to raise a query about blue-flagging?

I have never driven in a motor race, but I should imagine that most drivers have quite enough on their hands taking a car into a bend at perhaps 90 m.p.h. without having their attention distracted by well-meaning gentlemen waving blue flags in their faces, very often near the apex of a bend.

I have read pieces by Moss, Hawthorn, and Jenkinson in which they have all said that overtaking is best left entirely in the hands of the more skilled and faster driver, and it is only when the slower man starts to do odd things that incidents occur. I wonder how many of these incidents have been caused by the poor man being blue-flagged until he felt like a whipped dog and, in trying to make room, did something unpredictable.

This doubtful business reached its all-time low for me at the Oulton Gold Cup meeting, when in the Formula Junior race I saw a chap blue-flagged at Old Hall when, in fact, he had himself just overtaken the man on his tail, near the pits.

Perhaps the blue flag should be reserved for people who appear to be deliberately baulking—after all, racing cars have rear-view mirrors, and presumably drivers use them.

I am, Yours, etc.,

Cheadle Heath. R. SANDBACH.

* * *

ROLLS-ROYCE QUALITY

Sir,

Your almost sacrilegious remarks and comments on "The Best Car in the World" (self-styled or not) cannot pass without some feeling of heat being induced in an enthusiast's breast.

Between the two World Wars, the price of the 40/50, depending on type and coachbuilder, was about £2,750. The modern car, similarly clad in coachbuilt form, is around £6,000 minus that fiendish tax.

It is generally agreed that the purchasing power of the modern pound is $\pm\frac{1}{3}$ the post-depression currency, or one-quarter that of vintage-era money. Comparing the price, it would seem that the modern Rolls-Royce is somewhat cheaper than pre-war cars. Necessarily so, as there are fewer rich men to buy them today, what with naughty taxes, even in the U.S.A.

Even comparing vintage and post-vintage Rolls-Royces is not on. To produce a product at the same price, which they did, Rolls-Royce were obviously able to put more time and sheer craftsmanship into the vintage years.

With the increases in labour and material costs, it would not be possible to produce a similar piece of machinery today. I don't mean in style, obviously, but the built-in engineering features. It would be unreasonable to expect Rolls-Royce to chemically and physically analyse the test piece on *every* forging and casting used in *every* chassis produced, or to give every part that lovely machined or filed finish, even the frame, as they did in the 1920s. Or give us those marvellous operating linkages. (Aero-engine practice?)

Between the wars, the Master, Sir Henry Royce, probably saw no reason to utilise the actual design studies and engines developed in wartime, for use in his Ghosts or Phantoms. After all, he wanted silence and durability, which he achieved with his six-cylinder engine; huge, low revving and lightly stressed. Undoubtedly he must have used what aero-engine experience taught him, in making improvements in car engines, but aero-engines are, and were then, highly-stressed devices, not particularly flexible in the degree he would wish. His surely was the controlling brain in Rolls-Royce? Didn't he (helped no doubt by lesser ones and minions) design and build the engine for the Supermarine floatplanes for the Schneider Trophy; the engine of which, legend has it, developed into the Merlin?

Of course, when he died it all changed. The rigid engineering criteria he enforced were slowly relaxed, and I shouldn't think that even the Phantom III was his brain-child. The other side of the blanket once removed sort of thing possibly. Rolls-Royce did their best, they still do, and used aero-engine experience, but they were faced with the economic realities of the late 1930s; and the Phantom III is not the same car as the earlier 40/50s.

Ultimately, post-1945, we have ended up with Rolls-Royce cars, the engines of which have divorced themselves entirely from the basic design features considered so desirable by Sir Henry Royce for use in motor-car chassis.

Probably, with rigid control over materials, improvements in machine tools, and automatic processes, and in the application of knowledge gained in uses of steels and other alloys, the modern Rolls-Royce product is as durable as the Phantoms I and II, or even the Volkswagen, but it is certainly not the enthusiast's dream to work on, clean or generally muck about with, as are the cars used in comparison.

I mean to say, when the shiny bit of radiator is a dummy, and the mascot got tired and knelt down! Can't be the same car. As for the wheels, well!

I am, Yours, etc.,

"RED ENAMEL."

[Name and address supplied.]

Sir,

We have a lot in common. As you do, I like traction engines and VW cars. I also like Rolls-Royces, and can tell you a bit about them, being somewhat of a collector.

When "Pa Royce" was cracking the whip, all crankcases, cylinder blocks and heads were hand finished to bright metal; all lugs, etc., correctly radiused. All joint faces, i.e., sump and timing cases, were hand scraped and blued, to face plate. Cylinder heads and top of block were precision, not plane, ground. All nuts and bolts were plated, many of the bolts had ground shanks, all were stamped with a part number, however small. Threads were often milled, and after 30 years' use can still be unscrewed with the fingers after slackening off.

All gears were hand lapped and stoned until they ran inaudibly; crankshafts were bedded in by hand, big-ends similarly. Today, precision, and very expensive, machinery has replaced most of the hand work. Gears are cut and shaved to very fine limits. A lot of parts are finished by grinding all over, and a joy to behold. Most spares are packed in individual polythene bags and are cleaner than some foods we buy. We never get a dud part, the inspection is still as rigorous as ever it was. Can't say this of all manufacturers.

Whether self-styled or not, I say Rolls-Royce do make the best car in the World. I had a 1959 de luxe VW, which I dismantled just to see what made it tick. It was beautifully made and machined, with reasonably close tolerances, much closer than any other car, excepting Rolls-Royce, that I have bothered to check, at 12,000 miles. I did think the radii on the crank journals were on the small side, proof of pudding-being-in-eating, of course. I now run a 190 Mercedes, another good car, and a 1930 Rolls-Royce which after 140,000 miles has just had its second rebore, and first re-line of brakes and clutch.

In 1938, on Empire Day, I went round the Rolls-Royce Works.

After watching an old man patiently polishing a con.-rod with emery and oil, I remarked, "What a waste of time, we would buff it." I was told by a man in a bowler hat: "He will be looking at that rod for five hours. If there is anything wrong with the b....r he will see it."

They are still making a fine car, not money. It may be of interest to report that most engines are tested by being coupled to a dynamo and the energy generated being used to make more engines. During the Power Cut period engines were run under full load for days to keep the works going.

I am, Yours, etc.,
"K.H.21."
[Name and address supplied.]

Sir,

In your October issue, under your article "Cars of the Aircraft Manufacturers," you refer to the Rolls-Royce 20-h.p. and the "Goshawk."

The following may be of interest to your readers. My car is one of the first 20/25s and carries the chassis number GXO 93. I was able to quote the body number to Messrs. Hoopers some time ago and they were good enough to tell me that the car had been exhibited at the 1929 Paris Motor Show.

This helps to explain why the car carries a second chassis number and engine number. These are, respectively, GVO 32 and W 2T. This information, together with cylinder bore and stroke, capacity and weight is on a small plate fixed to the dash. What writing there is is in French and the whole thing is under the description: "Automobile Rolls-Royce Type Goshawk."

I am, Yours, etc.,
New Malden. J. A. Muir.

* * *

COMMENTS ON THE VEHICLE TESTS

Sir,

So the time has now come for all good cars to come to the aid of 15 shillings.

Without doing anything in the way of adjustment to my 1933 Riley Kestrel Nine, I took her to a local testing station on a very wet Friday afternoon, leaving her to a mechanic rubbing his hands and collecting the testing gear of his trade.

Upon my return I was handed a certificate of roadworthiness, with a cheerful "Wish we had 'em all like that, mate." After which I searched around for 15 shillings, paid up, and got the hell out of the place.

I am, Yours, etc.,
Cheshunt. A Happy Geoffrey A. Walker.

Sir,

Some two years ago, whilst engaged on rebuilding a vintage sports car, I had occasion to want to move the vehicle to another location to be finally completed. In view of the fact that I would be driving the car it was necessary to insure it, and so I contacted my insurance company. On completion of my proposal form they then requested that I obtained an engineer's report, in view of the car's age.

At that particular time the car was not mobile and when I approached a garage, now a Ministry Testing Station, I was told that they were not prepared to visit my home to inspect the car; nor were they prepared to conduct an examination on it even if I had the car towed to their workshop, because it was not actually driveable. Rather disgruntled, I prepared to leave.

As I was about to do so I was approached by the foreman mechanic, whom I did not know but who knew the purpose of my visit. He drew me aside and stated that for a consideration (30s.) he would complete the engineer's report, on my assurance that the car was in a roadworthy condition!

I had no qualms as to the condition of my motor car, so I agreed to his proposition. The report was completed and three days later I was insured.

How often has this occurred, or will occur with vehicles that are completely unroadworthy? Incidentally, my car was later submitted to the Government Testing Station at Hendon and, except for a couple of minor faults, was O.K'd.

I am, Yours, etc.,
London, N.17. D. A. W. Bonner.

* * *

AN INSURANCE QUERY

Sir,

It would appear, if newspaper reports are to be believed, that insurance premiums on the Renault Dauphine are to be increased by 25 to 50%, due to their good road-holding qualities causing owners to be over-indulgent on corners!

I own a pair of cars whose road-holding qualities are also good—I shan't state the make in case an insurance man is reading this, but they are old, and pull me around corners instead of push.

Do you think, if I removed all my near-side springs, so that it would be virtually impossible to take any sort of corner at any speed, my insurance company would give me a 25 to 50% *discount*?

I am, Yours, etc.,
Earls Colne. D. G. Rouse.

* * *

HAPPY OWNERS

Sir,

Further to Mr. B. Searle's letter (October 1960), I also am the happy owner of a VW (1958 model), which I purchased in Singapore.

I used it for twelve months in Singapore and covered 10,000 miles. I bought one set of points in Singapore. The car has now covered 21,000 miles, in which time I have purchased one set of sparking plugs and three tyre valves.

I feel that much praise must go to the agents here in Cambridge—Birches Garage, Victoria Road—I am only a satisfied customer and I am not connected in any way with this garage. Many times they have given me the benefit of free knowledge and advice in small matters, and large.

My only complaint with the VW is the tools, which tend to go rusty because *I can find no use for them.*

I am, Yours, etc.,
Cambridge. G. H. Maclean.

Sir,

There is a recession in the motor trade. The fiscal policy of the Government and the impact of the American "compacts" are blamed by the manufacturers. Have they ever wondered whether the cars themselves are considerably to blame in a World sick to eternity of shoddy things? It is not German guile which sells the allegedly obsolete Volkswagen, but honest engineering and finish, plus amazing freedom from trouble.

By 1957 I had owned some 30 cars (all of them British). At that point I was considerably bored by the antics of a 1956 Ford and bought my first VW. The fourth—1961 version—now shares the garage with a 1960 Austin Mini-Se7en. The latter is a well designed local runabout and fun to drive, but it is incredibly crudely made, and in 6,000 miles has been more trouble than all the VWs together. My brother endured a 1960 Triumph Herald for six months—it was a dreadful thing; he is now delighted with a Sunbeam Rapier. What am I to think? Are all Continentals as good as the VW and are all cheap British cars doomed to teething troubles and irritating nonsenses?

The 1961 Volkswagen is a great step forward. Mine, with 400 miles on the clock, was driven fast to Austria and back without the slightest complaint. It is superbly finished; everything is sensibly planned and well made. Were I a backwoodsman this is the only small car I would buy and with confidence commit to immediate hard work in a remote place.

I am, Yours, etc.,
Epsom. J. M. B. Dove.

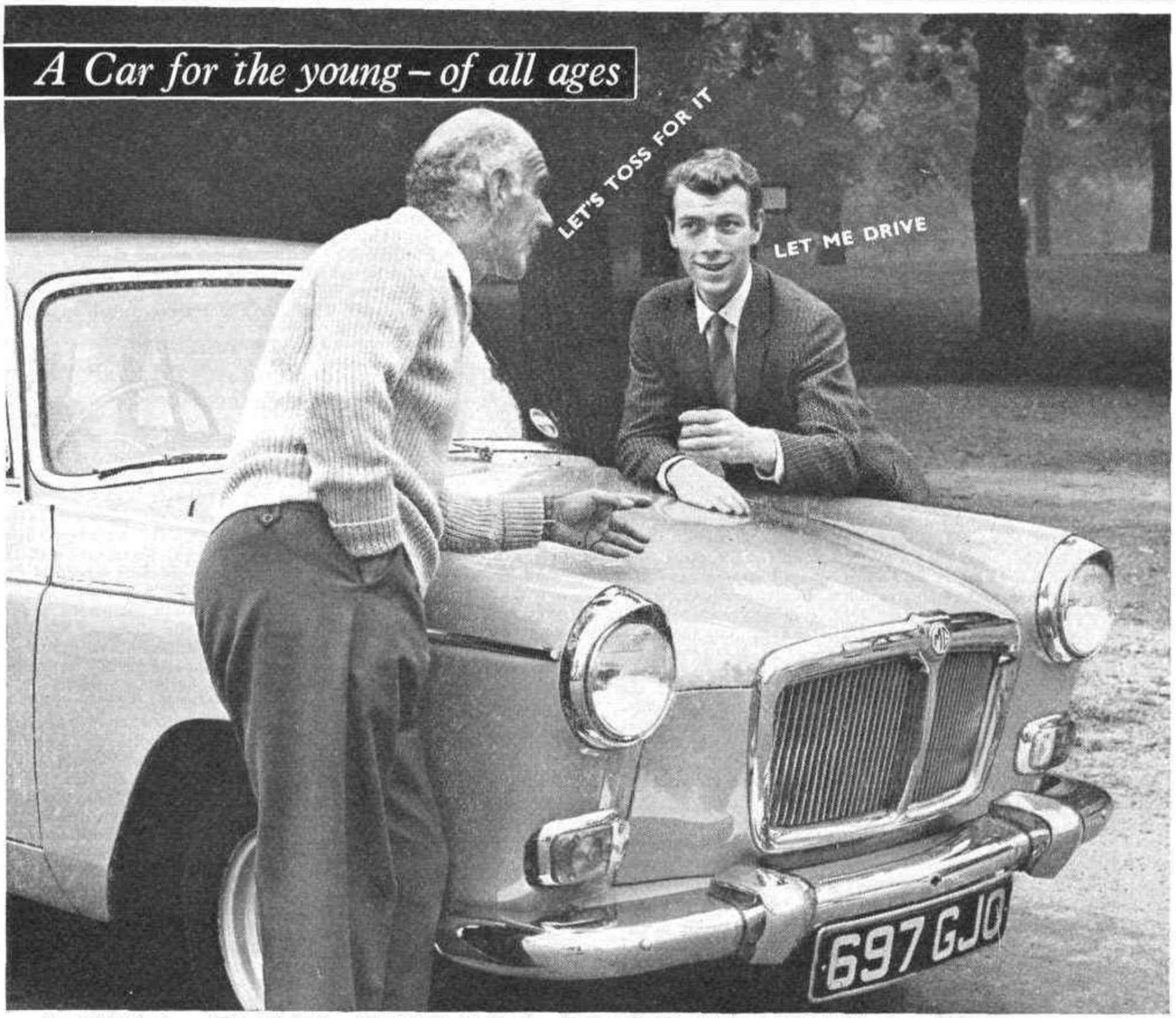
* * *

ON THE SUBJECT OF SMALL CARS

Sir,

Having just spent twelve days touring in Eire in an Austin Se7en, I must agree with Mr. Milner's remark about tyres—the rate of wear is terrifying. Our hire car had not done 5,000 miles and yet the near-side front tyre had lost the outside tread pattern on both sides of the crown (the other had been changed for the spare). In fairness, some of the Irish roads are abrasive and one tends to corner the Se7en at higher speeds than normal, because of its excellent cornering.

In the same breath, I would like to bring out a few points about the Se7en and defend the Continental "Minis" against Mr. Verd. The Austin Se7en is outstanding in many respects—very roomy, very manoeuvrable, gives a wonderfully level ride, is tireless (if you drive with earplugs), and corners excellently. *BUT* it is shoddy (seat stitching gone inside 5,000 miles, back window wouldn't lock open, water pouring in doors, one sliding panel catch didn't fit—hence car unlockable, rear pocket lights didn't work), the mirror is too small, there is no accelerator foot rest, the top gear (despite the excellent "normal driving" box) continually emits an infuriating whine, on rough surfaces the body booms appallingly (if Interior Silent Travel cures the trouble so well, why isn't it standard!), the back window becomes dirty very easily (how about rear Lancia Flaminia-type windscreen wipers?), when the windows are open cruising at around 35 m.p.h. to see the countryside is impossible owing to a combination of wheel patter/body flexing/booming which thunders in the ears; and it is, finally, maddening to



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have to tighten wheel nuts in the rain—which I had to do; they had worked loose within 5,000 miles.

Now about the Continental protagonists. Mr. Verd, like so many others, has missed the whole point of this British Mini *v.* Continental Mini question. Alec Issigonis was given *carte blanche* in 1955 to *start from scratch* and design a new minicar, after every motoring correspondent and magazine (not the least MOTOR SPORT) had shouted themselves hoarse, cross-eyed and broken-winded about the march which the Continentals had stolen on us in this field. So the ADO15s are good, very good, and we can all applaud, *BUT* (again " but ") take the Continentals in comparison (no preferential order). Volkswagen—first built over 17 years before the ADO15 was conceived—not built, but conceived. All-independent suspension, air-cooled low-revving engine good for 60,000 miles minimum (I have already seen some pretty tatty looking Mini-Minors with less than 15,000 on the clock). Renault—first built in 1942 and in regular production eight years before ADO15 was conceived. The Dauphine logical development of the 750—of which over half a million in service) on the market in 1955 when ADO15 was first conceived. Fiat—600; I believe the first examples were out in 1953, two years before, etc., etc. Hence our friends have got years of sales back-log up their sleeves (Renault have over 700 service stations in this country alone and sold 10,000 cars from January to May this year—despite the cheaper Minis !) and their spare parts service seems to be just as good here as B.M.C. and many times better abroad.

And now this vexed question of price. We sit on our backsides here and say—Oh yes, £717 for a VW, £689 for a Dauphine, and £613 for a Fiat 600. But these poor so-and-sos are paying 30% of their imported value *before* purchase tax is added on. Imagine a VW around £503, a Dauphine around £483 and a Fiat 600 around £429, and you have an idea what they'd be like on an equal footing with the Minis. A cheap Mini at £494 just doesn't compare with a Dauphine, which has underseal, overriders, heater/demister, wind-screen washers, bonnet-lock, steering lock, engine inspection light, child-proof door handles, two-tone horn as standard; put that on a Mini and it runs out near the £575 mark. Ay—30%, there's the rub—and lucky for B.M.C. it's there, too !

Lastly, a chuckle for the statistically-minded. Volkswagen are heading for four million and more; Renault have sold over a million Dauphines in four years, and, at long last, we hear that the fabulous Morris Minor has crept (via three distinct engines and three different gearboxes) past the one-million mark after twelve glorious years. I haven't laughed so much since a friend told me a rear-engined and rear-wheel-driven car was useless for rallying !

I am, Yours, etc.,

Willesden Green. H. G. MACKENZIE-WINTLE.

* * *

JACK BRABHAM

Sir,

To say the least, I was disgusted at the bad sportsmanship of one James A. Henderson (October issue) regarding Jack Brabham. I find it difficult to understand how any person, even with only a little knowledge of motor sport, could find fault with " quiet Jack's " good sportsmanship, much less with his obvious driving skill.

I have noticed in my twelve months in England—the land of so-called good sportsmanship—how Jack Brabham's continual Grand Prix wins are passed off as lucky wins. It is also noticeable that the continued car-breaking of the so-called " Maestro," Stirling Moss, is put down to either bad luck or the " jinx." Is it not about time that the English Press and magazines, and for that matter the English public, recognised that their beloved Stirling Moss has been receiving a thorough thrashing for several years now, not only by the " Master ", Jack Brabham, but also by many English drivers of equal calibre.

In Rome recently, Australia once again came first in the Olympic Games—on a per head of population basis, and was far ahead of England outright. Similarly, an Australian will once again win the World Drivers' Championship. Hence the time has come, I think, for the oh so very sports and sporting English public, and especially the Press, to appreciate that the " colonials " are doing them like the proverbial dinner !

Wake up, Pommies !

I am, Yours, etc.,

Earls Court. JOHN G. GREEN.

[Was our correspondent at Oulton Park on Gold Cup Day ?—ED.]

* * *

SIGNITIS

Sir,

" Matters of Moment " in the September edition of MOTOR SPORT queries which town or county in Britain holds the record for the briefest bit of derestricted road.

May I proffer for these stakes Chippenham Lane, a road skirting the centre of Slough, which is frequently and frustratingly used by A4 traffic to by-pass that self-esteemed " Safety Town." Here may be seen a derestricted run of a mere 170 yards or so—the 30-m.p.h. sign being readily visible from the previous derestriction sign when proceeding eastwards. Furthermore, the road tends to narrow at this brief derestriction point ! Britain's stifling speed restrictions and " signitis," when coupled with such crass dissipation of the tax-payers' money, surely represents the ubiquitous bureaucratic mind at its worst.

During my six-month visit to the U.K. I also became familiar with the 5-m.p.h. road-makers' sign which you mention somewhat farther westwards along A4 (between Maidenhead and Reading). The only motorists complying were those reduced to a walking pace by the resulting bottleneck. Astonishment at this absurd sign can possibly be matched by reflecting on the meagre progress made in super-elevating some two hundred yards of main highway over a period of several months. This surely represents British endeavour at rather a low ebb.

I am, Yours, etc.,

Hong Kong. ALISTAIR D. STEWART.

* * *

BUREAUCRACY—

Sir,

The letter from Mr. John Leaning in the October issue further illustrates the bureaucratic mind, which is fast becoming more than a nuisance in our society. May I suggest some ways of dealing with officialdom ?

The first thing is to get the right attitude : one cannot do better than quote the example of those gentlemen who once pledged themselves to end all their letters to Government Departments with the words : " You remain, Sir, my humble and obedient servant."

One must remember that bureaucracy is, by its very nature, so overgrown and flabby that the left hand knoweth not what the right hand doeth. This enables one to assault the aforesaid left hand without being clipped by the aforesaid right hand, and *vice versa*. (A shrewd blow at the soft under-belly remains merely a dream.) If one can, at the same time, have a little harmless amusement, so much the better.

To take a simple example—the M1 case raised by Mr. Leaning. Now, the girl on the telephone demanded certain facts and figures. O.K., he should have *given* her the facts and figures—*any* facts and figures; it is not *her* job to check them, at the time or later. Somebody else does that, long after the car is safely off M1. Furthermore, the official who *does* check them (if anybody does !) will have his day made; he must be bored to tears by constantly checking *correct* facts. So you are spreading sweetness and light among people who long for a change from dull routine. Is this not noble ?

Consider, however, what happens if *everyone* takes my advice. The system clogs up, various incompetent officials develop nervous breakdowns and a change in procedure is rapidly introduced. Is this not also noble ? Incidentally, about the only way we ever *do* get a change is when the system becomes too uncomfortable for the officials to work it.

Some other small and harmless ploys : The driving licence form contains the stupid question : " Have you studied the Highway Code ? " It is my practice to answer " No " to this; there has never been any reaction. When travelling in France and sundry other foreign parts, one has to fill in a little form at one's hotel. Some of the questions refer to one's passport, and one of them is : " Issued by ? " Naturally, I don't know who issued my passport, and I don't much care, so it is my custom to write " Lord Churchill," " Harry Pollitt," " W. Boddy," " D. S. Jenkinson," or whatever comes to mind. Naturally, one has to gauge the sophistication of the locality; clearly " N. Bonaparte " or " S. Moss " will not pass in Paris, though it may do so in Pilsen.

Bearing all this in mind, one can be saved a great deal of worry and time, and have a little innocent pleasure.

I am, Yours, etc.,

London, N.W.3. R. D. C. TAYLOR.

—AND BUREAUCRACY'S REPLY

Sir,

On reading Mr. Leaning's article of the comradeship on the M1, there are one or two points I should like to make clear.

First of all, obviously we must (if at all possible) know what is wrong with the vehicle in need of assistance, for without this knowledge how can our breakdown staff take out the necessary materials to repair the car or lorry. Or which of our breakdown vehicles to take out in case of possible towing in.

Also, if we didn't take the precautions of asking particulars of the car and driver, we would be subject to the sort of person who would

use the telephones as a hoax. This, of course, would entail a lot of unnecessary time and expense. Believe me, this sort of thing is only one of the many things that go on, on the M1.

I assure you that every possible thing is done to help drivers using this road and really the system is perfectly simple.

I am, Yours, etc.,

Moulsoe, Bucks. P. STREET (Miss).

* * *

JAGUAR COMMENTS

Sir,

I cannot agree with Mr. McCluskey, and neither probably can you. I, too, have just started to use a 3.4 Mark II Jaguar but, unlike your correspondent, I have done so after 38,000 miles in a 3.4 Mark I over the last 22 months.

If Mr. McCluskey's estimate of the wholesale price of the Jaguar of £850 is fair, is it reasonable to compare it with a Bristol, which is a very much more hand-built specialist production which for that reason alone costs considerably more. It seems a far fairer comment to me to say that if one gets virtually Aston Martin performance in lots of ways for about £1,500 then one has money in hand to spend, if one wishes, on bringing the vehicle nearer to one's idea of what a £3,900 car should be.

To take the points raised in order :—

1. *Synchromesh :* It could be better, but first of all there is the question of building a production gearbox which will deal with the very large power output of the car in question, and surely anybody who drives a car of this calibre would double de-clutch anyway ? A friend of mine who was employed by Bristols and had the use of a Bristol car for his job commented to me that it was quite adequate so long as " you don't mind rowing it along with the gear-lever." Of course this is not so much a reflection on the car as a plain matter of fact that the Bristol has far fewer horses than the Jaguar.

2. *Seating :* I thought the Mark I Jaguar had the most uncomfortable seating that I have ever used, and I was surprised to find that the Mark II was completely different and, from my point of view, ideal, though I did wonder how it was that Jaguars were able to go from one extreme to the other without upsetting a lot of old customers. Mr. McCluskey is obviously one of those that they have upset. I would have thought, however, that seeing that he can buy excellent specialist seats for about £35 each he could fit them and still show a considerable saving in cost in favour of the Jaguar.

3. *Roll :* I found that the Mark I was not a restful car to drive and it required a large amount of physical effort in cornering. Being naturally lazy it was only sheer terror which enabled me to muster up the necessary muscular power when it was required, and to accuse the Mark II of the same vices is utter nonsense if you compare it with the Mark I. I agree that it is quite possible that the Bristol may be considerably superior in this respect, but there is nothing to prevent any prospective purchaser of either a Mark I or II Jaguar from having a test run in these vehicles and seeing precisely what they are letting themselves in for. The remarks about cornering at ever increasing speed are all too true for the Mark I but, again, sheer terror made me, very early on adopt a rather less suicidal method of going slowly into the corner and coming out of it very fast indeed. I was assisted in this by the fitting of Koni shock-absorbers, which kept the rear wheels far more in contact with the road surface under a heavy acceleration than the standard shock-absorbers, which I regard as being entirely inadequate compared with the Koni shock-absorbers, however good they may be in their own right. The Mark II, at any rate by contrast with the Mark I, has its own private railway line round each corner and the steering, again by comparison, is pleasantly light. I have fitted a heavier anti-roll bar, which is a works extra and very reasonable in price, and I should imagine that this is well worthwhile though I have not had the opportunity of trying a Mark II without it. I would also think that the cornering and general handling of the Mark I would be improved by fitting RS5 tyres, which are fitted as standard on the Mark II, instead of the RS4s which were original equipment. The RS5 tyres appear to be very much superior in answering the problems of providing these vehicles with tyres which are adequate for their performance.

4. *Suspension :* Sudden stops on a diagonal line are always, in my experience, unnerving, and if stopping in general is meant I have found that it is quite unnecessary except in extreme circumstances to apply the brakes in a manner which causes the nose to dip, and if one is forced by circumstances to do so the question of dipping or not dipping is of a minor consideration compared with what may happen if the car is not stopped in time.

5. *Weight Distribution :* I am surprised that Mr. McCluskey complains about this because he has obviously not come across many modern vehicles, the larger Fords for example, which have for some time had precisely the same problem, and I would have thought that the excess of weight on the front end of many modern cars is not so much the product of the weight itself but the fact that engines have for many years now been placed farther forward than they used to be, with a consequent effect on the weight distribution. Precisely the same happened in the opposite direction in connection with " that car " and exactly the same sort of criticisms have been levelled at it without, in my experience (38,000 miles), any justification whatsoever.

6. *Teething Troubles :* I am inclined to agree with Mr. McCluskey that one must have petty troubles at the beginning of the life of such a very high-performance vehicle marketed at such a comparatively low price. I have no doubt that it would be possible to place the Jaguar in the hands of the customer in perfect condition at a considerably higher price, and possibly at some future date the manufacturers may consider saving wealthy owners the trouble of finding their own faults by doing it for them in exchange for a fee, but I cannot see that this is a matter about which there should be a complaint. All my Jaguar teething troubles to date have been dealt with very efficiently by the Jaguar agents and at no cost whatsoever to myself.

In spite of the fact that I felt at times that my Mark I Jaguar was, when used at slow speeds in suburban traffic, a bit of a nuisance once on the open road I always felt that the effort was worth it,, and during 38,000 rapid miles all over the country I replaced no mechanical components whatsoever. The only replacements were a set of disc brake pads, which were replaced *in toto* because the pads on one wheel had worn unevenly, and a speedometer head because the needle started to flicker.

In view of the long waiting list for the Mark II Jaguar I suggest that Mr. McCluskey could very easily rid himself of something which he obviously dislikes and return to the entirely different kind of motoring offered by a Bristol, with little difficulty and presumably at greater cost.

I am, Yours, etc.,

London, E.C.3. D. T. HARRISON-SLEAP.

* * *

DRIVER SUSPENSION

Sir,

May I through your excellent and unbiased journal explode the myth of British Justice as practised in Bradford. I was caught speeding on an open deserted road devoid of traffic; even the police said so. There was no dangerous driving; again the police said so. Result, I was fined £3 and my licence was endorsed. (The same night a thug was fined £5 for assaulting the police and causing a disturbance.)

On writing to the Clerk of the Court I was informed that it was a very slight fine even for a first offence, the endorsement was *automatic* in all speeding convictions, the conviction would stay on police record *forever*, and after two endorsements a motorist is *automatically suspended* from driving.

My point is, this is not justice decided on the merits of each case but predetermined persecution. No wonder the relationships between the police and public are at such a low ebb.

I am, Yours, etc.,

Bradford. R. FIRTH.

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M.G. L ENGINE. £10 to person who can take away. Also petrol tank, £4. Thomson, 45, Arden Road, London, N.3. Tel.: FINchley 4358. [3532

PB M.G. Black. Hood and tyres good. Daily use. Offers over £100. Tel.: Battersea 3907. [3533

STILL UNDER GUARANTEE—Dauphine, red, black trim. One driver, 6,000 miles. Genuine sale and rare opportunity for someone. H.P. or contract hire. Tel.: Orpington 31685. Box No. X.534. [3534

TRIUMPH GLORIA 10.8 and Triumph Super Nine hybrid. Each with spare engine (Coventry-Climax). Both runners. £20 the lot. Would break. Tel.: Elgar 6937. [3535

1954 2 c.v. CITROEN, 375 c.c. £180 o.n.o. Skirrow, Walton-le-Wolds, Loughborough. Tel.: Wymeswold 450. [3536

CLIMAX ENGINE for Morgan 4/4. All parts excellent condition except for thin crankshaft. Standard block, new pistons. Sold complete or separate. Stead. Tel.: KEN 6363 (day). [3537

BUCKLER/FORD, 1953. £100 rebuild. Engine guaranteed. Alloy, cycles, Michelins. Suit giant. £199. S.A.E., Dickinson, G.F.T.S., Capel Curig, Caerns. [3538

LAGONDA 2-LITRE l/c. Speed Model (1929). Good condition, in daily use. New hood, tonneau, batteries, retreads, etc. Dr. A. Phillips, General Hospital, Southampton. [3539

TALBOT 110. Mechanically good. £100. Cummings, Little Thrift, Farthings Hill, Horsham. Tel.: 5045. [3540

BRAND NEW FAIRTHORPE Atom chassis components in tubular frame, towable. £130, or B.S.A. 650 engine and gearbox alone, £50. Pender, Almond Grove, Warwick. [3541

FORD TEN tourer, mechanically sound. New back axle, tyres, drag links, king-pins, battery, and electrical equipment. No reasonable offer refused. Ten-year test certificate can be supplied. E. J. Smith, Marlcliffe, Bidford-on-Avon, Warwickshire. [3542

HUMBER, 1929, 9/28 tourer, in daily use. New battery, tyres, sidescreens and Vynide hood. Handbook. Offers. Lewis, 15, Broncksea Road, Bristol, 7. [3543

M.G. J2. Complete engine overhaul 1,000 miles, including rebore. New hood, lights, hydraulics. Immaculate throughout, enthusiast maintained. £155. "Penrhyn," Sedgley Road West, Tipton, Staffs. Tel.: Sedgley 2033. [3545

RILEY 1½-LITRE, 1951. In very much above average condition with works recond. engine. Sell £375, or exchange large estate car. Molyneux, Firbank, West Moors, Dorset. Tel.: Ferndown 898. [3546

TWIN CAM Jaguar engine and gearbox complete. 160 b.h.p. Slightly soiled, but in first-class condition (500 miles since new). Highest offer around £180. Box No. X.548. [3548

LANCIA APRILIA, 1937. Body damaged but otherwise o.k. £50 o.n.o. Poulter, 20, Tweed Way, Romford, Essex. [3549

BENTLEY, 1935, 3½-LITRE. Beautiful Barker soft-top coupé. Rebored. History, manual. Bargain, £150. Hilton, Littlebury, Essex. Tel.: Saffron Walden 3308. [3550

TR3 POLISHED CYLINDER head, with valves and matched manifold, £35, or £10 exchange. Front prop.-shaft universal, £3. Wanted : Steel hard-top. 47, Enborne Road, Newbury, Berks. [3551

1934-5 RAILTON d.h.c. Recent major overhaul. Nice-looker. £150. Sewell, Pinmill, Ipswich. [3552

FOR SALE—*continued*

DAMAGED XK120, Nov. 1951. Chassis bent front, n.s.; body damaged front and rear, n.s. Four good tyres (two "X"s). £85. 9, Dulverton Avenue, Coventry. Tel.: Coventry 73931. [3553

ALVIS SPEED TWENTY, 1933, Vanden Plas coupé. Immediate sale, £120 o.n.o. Tel.: Sunbury-on-Thames 2183 (evenings only). [3554

MORGAN 4/4, 1938, 4-seater. G.C. Climax. 65 lb. oil. £100. Homelea, Dormansland, Surrey. Tel.: UPL 3772. [3555

1925 STAR 13-h.p. saloon. Bodywork of excellent quality and condition. Fitted Ford B engine, believed good. £55. 158, Scarisbrick New Road, Southport. [3556

M.G. TA F1500. Blue. 1955. Many extras, lamps, radio, etc. £540. Fisher, Tel.: Elmbridge 5534. [3557

TR2, 1954. Overdrive, heater, "X" tyres, etc. H.P. available. £385. Consider exchange Ford Consul. 34, Dewsnap Lane, Dukinfield, Cheshire. Tel.: Ashton-under-Lyne 4439. [3558

FIAT BALILLA, 1936, *pillarless saloon, in regular* use, will pass test. £50 or offer. Edmonds, Framfield, Sussex. Tel.: Framfield 246. [3559

ENTHUSIASTS—Frazer Nash/B.M.W. 328/1, red 2-seater sports. Recently completely overhauled and reconditioned (bills). Tubular chassis, alloy body. New tyres and hood. 100 m.p.h. 2-litre. Tuned and taxed. Immaculate. £375, H.P. Worley, 6, Mayles Close, Wickham, Hants. [3560

1928 A.C. SIX, running. Bodywork, hood, tyres very good; rebore with pistons recently; big-ends need metalling—can't do because of finances and finals. Offers for quick sale. Hardinge, 6, Mossley Hill Drive, Liverpool, 17. [3561

1934 AUSTIN NIPPY. Good condition. Recon. engine. £80 o.n.o. Silverdale, Ashley Green, Chesham, Bucks. Tel.: Berkhamsted 1314, week ends (weekdays after 5 o'clock). [3562

VOLKSWAGEN DE LUXE, 1958 model. Black 31,000 miles. £480. 2, Brays Close, Hyde Heath, Amersham. Tel.: Chesham 8847. [3563

BACK TO THE BUSH. Must sell my M.G. TA, 1937. Superb condition, often mistaken for TC. £30 just spent on new batteries, carpets and p.v.c. hood. Luggage rack. Taxed year end. Really exceptional car. £210 o.n.o. Norrington, Radden Croft, New Road, Tylers Green, Penn, Bucks. [3564

TALBOT 65 (1932) saloon (Darracq), preselector. Only two previous owners. £50. 55, Preston Hill, Kenton. [3565

ALVIS SILVER EAGLE, 1932. Perfect. Four good tyres, P.100s; all spares. Please write : 4, Fulthorpe Road, Norton-on-Tees, Co. Durham. [3566

RILEY CONTINENTAL SPRITE saloon. Cross-flow head, twin S.U.s. New tyres, king-pins, big-ends. Twin spots and horns, heater. Enthusiast maintained. 24, Elizabeth Drive, Oadby, Leicester. Tel.: 5305. [3567

ROLLS P. II CONTINENTAL, in derelict condition. £75. Box No. X.568. [3568

BUICK, 1934, *Carlton d.h. coupé, 86,000 miles, one* owner. Beautiful old car but requires rebore. £50. Box No. X.569. [3569

FORD POPULAR, Nov. 1954. Body good condition, poor engine. Two-tone, faired-in headlights, 4-speed gearbox; 4.7 : 1 c.w.p. Offers ? Faure, 7, Woodstock Road, Redland, Bristol. [3573

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RAILTON STRAIGHT EIGHT, 1935. Engine damaged. New U.S. Royals. New roof. P.100 headlights. Transmission and body good. Battery very good when last used. Offers wanted. Worthington, Vale Lodge, Colnbrook. [3575

1955 MORGAN Plus Four TR2. Excellent condition, many extras. Top performance with low insurance. £450. H.P. if required. Paine, 15, Newark Road, Lowestoft, Suffolk. [3576

RARE TICKFORD-BODIED Wolseley Hornet Special, in excellent condition. Many spares. £75. Wharton, 103, Hayes Lane, Beckenham, Kent. [3577

ROLLS-ROYCE, 1930, 25-h.p. utility. Resprayed and ten-year tested. Ideal family or estate use. £250. View London. Tel.: Welbeck 1012. [3578

M.G. PA. Body perfect, hood poor, mechanics good Reason for sale. First £75 secures, or W.H.Y.? Tel.: WANstead 3741. [3579

UNIQUE VANGUARD. First prototype Vanguard, hand built in 1947, in original champagne colour. This car has been well preserved and is in perfect running order. Recent passed M.O.T. roadworthiness test easily. Original log book. Photographs available. Offers are invited for this unique and valuable car. Clark, 72, Kineton Green Road, Olton, Solihull, Warwickshire. [3580

LANCIA APRILIA, in going order, many extras. Cheap, to make garage space. Shapland, Bradcutts, Cookham Dean, Berkshire. Tel.: Bourne End 652. [3581

OUTSTANDING ALLARD P1 saloon. Latest type. B.R.G. Extras. Immaculate inside and out. Utterly reliable. Taxed. Best cash offer over £125. (Sussex.) Box No. X.582. [3582

SINGER SPORTS, 1935; M.G. TF, 1954; Austin Seven Special chassis. Offers to : B1, Flowerdown Caravan Site, Littleton, Winchester. [3583

TWIN S.U.s. Manifold, linkage, air-cleaners, etc., complete. 10,000 miles. £8. Tel.: SHE 7383. [3584

M.G. J2. Ford engine. New hood. £50. Gittoes, 20, West View Road, Batheaston, Bath. [3585

AUSTIN 750. Speedex body, lowered suspension, full instrumentation and lights. Hag-ridden enthusiast must sell. Offers around £140. Perkins, 58, High Street South, Rushden, Northants. Tel.: Rushden 3101; evenings, Rushden 3450. [3586

1936 M.G. PB 2-seater. Good tyres. Spot. Reliable. £100 o.n.o. Miss Forster, 58, Southcote Road, Bournemouth. [3587

1930 AUSTIN SEVEN saloon. Just toured France. Brass fittings. Spares. £50. 16, Westview Road, Batheaston, Bath. [3588

1959 BERKELEY B95. 12,000 miles. Many extras. Excellent condition. Very fast. £475. Palmer, 7, Elgin Road, Wallington, Surrey. Tel.: WAL 9399. [3589

ALLARD K-TYPE. Good body, sound motor, V8. Twin d.d. Solex, hood, etc. £95 o.n.o. 29, Vendale Avenue, Swinton, Lancs. Tel.: SWI 3753 (8 a.m. to 5.30 p.m.). [3590

"SPECIAL"—90 per cent. complete—1500 Fiat (supercharged). XK140 body/interior. £150. Tel.: Mansfield 1049. [3591

FORD PILOT, 1949. Immaculate condition. Only two owners. M.O.T. test certificate. D.B. tow bracket. £175 o.n.o. Tel.: Derby 54412 (evenings). [3592

ALVIS SPEED TWENTY saloon. Good condition throughout. Fast and impressive. Must sell. Nearest £100 obtains. 45, Bradbourne Avenue, Wilford, Nottingham. [3593

M.G. TC. Superb red example. 16-in. Michelin "X"s all round. Telescopic shockers on front. Tonneau, spotlamp, luggage rack, chrome windtones, headlamp conversion, spare Stage II head. Bills for £250 in last three years. Passed M.O.T. test. £320. Braund, 31, Cleeve Lodge Road, Downend, Bristol. [3594

LANCIA. Dismantling Lambda, Dilambda, Augusta and Aprillia. Most parts. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [3596

LANCIA. Astura, 1934, pillarless saloon, 2.9-litre. Sound condition. Re-upholstered. £55. Lambda 6th/7th, converted shooting-brake, similar Land-Rover. Excellent condition, in daily use. Photos. £130. Kay, Marsh Lane, Hambleton, Blackpool. [3597

LANCHESTER EIGHTEEN, 1936. Genuine snip at £50. Satisfaction assured. Wilkinson, 62, Crabbs Cross Lane, Redditch. Tel.: Astwood Bank 209. [3598

SENSATIONAL OFFER : Brough Superior 2¼-litre. Rolls-Bentley 3½-litre. £175. Will separate. Tel.: Creswell 224. [3600

1947 RILEY 1½. Good condition. Heater, radio, well shod, new shockers; timing chain needs renewing. Offers over £125. Johnston, Rocky Lane, Heswall, Cheshire. [3601

FOR SALE—*continued*

BRASS BOUND 12.8 Austin fabric saloon, 1928. One owner practically all its life Everything original: carpets, snuff box, engine trays, spring covers, inst. and spares book. Detailed log. Interior and exterior as new, examined by Austin *Motor Co. in Sept. 1960 and found in excellent* condition (letter shown). £125. Tel.: Leeds 44550. [3599

1937 MORGAN/CLIMAX, very sound. Passed test. Offers : 87, Watson Road, Rotherham. [3602

M.G. J2. F.10 engine. Just rebuilt. £75 o.n.o. "Ashleigh," "Belle Orchard," Ledbury, Herefordshire. [3603

1959 ASHLEY SPECIAL, 803-c.c. B.M.C. engine and gearbox; tonneau, hard-top. Genuine reason for sale. Offers. Hyde, 15, Camberwell Green, S.E.5. [3604

BIG FOUR 1938 Riley, excellent body and mechanics. No test worries. Some spares. £160 or v.n.o. Tel.: Wembley 0369. [3605

ROLLS 25/30, 1938, Park Ward *limousine*, sound condition, good mechanically. £175 o.n.o., exchange considered. 111, Nottingham Road, Long Eaton. Tel.: 107. [3606

BENTLEY, 1925, 3-litre 4-seater coupé. New hood and tonneau. Corsica body. Five new tyres. Ex. condition throughout. £290. Tel.: Neston (Cheshire) 1669. [3607

ROLLS-ROYCE, 1932, PHANTOM II sedanca by Barker. Superb car in very sound condition. £260. Major Chichester, Wiscombe Park, Colyton, Devon. Tel.: Farway 252 (after 8.0 or mealtimes). [3608

AUSTIN SEVEN, 1928, Chummy. Hood, side-screens, new tonneau and clutch. Hydraulic brake conversion, otherwise original. £65. Owen, Brampton House, 14, Bakewell Street, Penkhull, Stoke-on-Trent. Tel.: S-o-T. 44528. [3609

1932 M.G. 8-h.p. saloon, £30. Alvis S.E. engine, dismantled, £5. Talbot AX65 rear axles, front axles, steering boxes, wheel sets, dismantled gearboxes, £1 each. Chandlers, Cuckfield Road, Hurstpierpoint (Tel.: 2145), Sussex. [3610

ASHLEY 750. Hard-top, i.f.s., hydraulics, boxed lowered chassis, 4-branch manifold, etc. Neat car, fully upholstered. Engine requires minor attention. £125 o.n.o. Patchett, 306, St. Mary's Lane, Upminster. [3611

FOR SALE : 1936 Singer Le Mans 2-seater Speed Model. B.R.G. Immaculate condition, many extras. Offers. Mr. Caesar, 16, Maddox Road, Hemel Hempstead, Herts. Tel.: GUL 3047. [3612

1937 MORGAN 4/4. Passed test. 1952 engine. Tel.: Great Yarmouth 4875 evenings to view. £110 o.n.o. [3617

"SPECIAL." Austin Seven road car. Alloy 2-seater. Tuned engine, Ford i.f.s., hydraulics, Marchals. Seen South London. Best offer over £150. Further details : Tel.: Beckenham 2959. [3618

JOWETT EIGHT, 1939, saloon de luxe. Carefully maintained and serviced by Jowett specialists. Recently completely overhauled (engine rebored, new pistons, etc.). Passed test. Bodywork and upholstery (red leather) in excellent condition. Probably one of the best of this reliable make on the road. £75. Gill, 13, Park Avenue, Caterham. [3619

BENTLEY 3-LITRE Red Label, 1924. New radiator and hood. Good tyres. £100. Pitt, Lenham Court, Lenham, Kent. [3620

M.G. TC, 1948, regd. 1953. Excellent condition throughout. New in last year : battery, two tyres, hood, screens, tonneau, valve guides, oil pump, Servais silencer, brake linings, spokes, mains, big-ends, crankshaft done 4,000 miles ago. Interior excellent. £265 o.v.n.o. R. Chapman, Tel.: Grimsdyke 2670. [3621

HUMBER TWELVE saloon, 1934. Well cared for, seeks good home. T. & I. £50. Tel.: Wakefield 2869. [3622

1938 A.C. 2-LITRE tourer, in good condition. A bargain at £80 o.n.o. 1, Lascelles Avenue, Harrow, Middlesex. [3623

1930 AUSTIN SEVEN saloon. New battery, trim, brake linings, etc. Later type front axle giving improved braking. Excellent runner and appearance. £60 o.n.o. Langley, 92, Lavender Road, Worcester. Tel.: 26744. [3624

M.G., 1932—runabout with character. £35. Tel.: West Drayton 3515 (evenings please). [3625

1953 M.G. TD. B.R. green. Carefully used, R.A.C. inspection invited. £385. H.P. available. Townsend, Tel.: Croydon 8908 (7-9 p.m. only). [3626

ROLLS-BENTLEY, 1936, 4¼ Thrupp and Maberly beautiful sleek 4-door sports saloon. Engine rebuilt for £374 and invoiced to J. Arthur Rank. New tyres. Large boot. Tools. Worthington, "Miramar," Milford. [3627

1931 WOLSELEY Hornet Swallow. Very poor condition but complete. First sensible offer. Enthusiast preferred. Must sell quickly. 2/330, Summer Lane, Hockley, Birmingham, 19. [3628

JAGUAR 3½-LITRE, 1947, exceptional condition for year. New tyres, battery and radiator; approximately 12,000 since complete engine recondition. £115 or offers. Tel.: Wolverhampton 37229. 36, Jeremy Road, Goldthorn Park, Wolverhampton. [3629

FOR SALE—*continued*

1947 M.G. TC. Immaculate bodily and mechanically, many extras. B.R.G. M.O.T. certificate. £250. Drew, Officers' Mess, R.A.F., Halton, Aylesbury, Bucks. Tel.: Wendover 2242, ext. 178. [3630

M.G. PA. New engine last year. Professionally rewired and sealed-beam units fitted. Bodily sound, but hood tatty. Offers around £90. Box No. X.631 [3631

ALVIS, 1926, 12/50 tourer. Previously advertised as Agamemnon, on sale again owing to defaulting purchaser. £130. Masser, 7, Eaton Road, Coventry. [3632

H.R.G., 1948, standard-bodied "1500." Details, Salmon, 123, Ringwood Road, Brimington, Chesterfield. [3633

4-BRANCH EXHAUSTS constructed at down-to earth prices. E93A banana type, £3 10s. 100E equal pipe length extractor type, £5 10s. Above with single or twin inlet manifold £2 extra. Straight-through silencers from 30s. Tel., write or call. Howe, 77, Chester Road, Sidcup, Kent. Tel.: FLTham 6027. [3634

100E MODS—Aquaplane alloy high comp. head and studs, twin carbs., manifold, sports coil, platinum plugs, two Notek Farlights. £35. Box No. X.635. [3635

LANCHESTER EIGHTEEN, 1935, Daimler body-work—excellent. Chassis, transmission (preselector) first class. Engine—well. £30—offers. A. M. Bishop, 5, Avondale Road, Finchley, N.3. [3636

M.G. TA, 1939. Green. Very good condition, two new tyres. £145 o.n.o. Tel.: Hastings 51097. [3637

F.N.-B.M.W. 319/45 2/4-seater coupé. £100 engine rebuild Nov. '59. New radiator, clutch, two tyres, half-shafts. Body, hood, v.g. £200. Notts., London. Box No. X.638. [3638

12/50 ALVIS, 1931, doctor's drophead. New hood, new engine and battery. £75. Tel.: Bowes Park 9926 (before 6.30 p.m.). [3639

1939 16-h.p. ROVER sportsman's saloon. New battery, new tyres; brakes need lining. £30. Tel.: Bowes Park 9926 (before 6.30 p.m.). [3639A

A.C., 1935, 4-seater d.h.c. Good hood, bodywork, mechanics. 2-litre o.h.c., triple S.U.s; 80 lb. hot. Taxed end Jan. £65. Hanlon, 28, Outram Road, Southsea. [3640

M.G.-A. Very low mileage. Blue. Wire wheels. As new. £530. Tel.: Uxbridge 32624. [3641

M.G. PA, '36, 2-seater. Good condition. £55. Hooper, Honey Ghyll, Rowhook, Horsham, Sussex. [3642

PB HEAD, new valves and gear, less camshaft and vertical drive. Offers. 86, Oakenshaw Lane, Walton, Wakefield. [3643

ALVIS SP.25 saloon, 1937. Fine mech. condition, fair body. £30. Ford 5-cwt. van, 1949, £10. Vauxhall 10-h.p. saloon, 1939, £20. 23, Windsor Crescent, South Harrow, Middlesex. [3644

"MOTOR SPORT," 104 copies April 1950 to August 1960, lot 45s., buyer collects. Tel.: LIV 7726. [3645

1960 HEALEY SPRITE. Red. All extras. Aerodynamic bonnet with swept-in lights. 5,000 miles only. £545. A. J. Taylor, Dacres, Ashurst Wood, East Grinstead, Sussex. [3646

BENTLEY, 1935, 3½-LITRE Barker 2-door 4-seater fixed-head coupé. Sound condition. 21 m.p.g. Brakes relined. Dark blue and black. £275 o.n.o. Bentley, 1934, 3½-litre Freestone & Webb sports saloon, in nice condition. Full history. Grey. £195 o.n.o. 72, Grecian Crescent, Upper Norwood, London, S.E.19. Tel.: GIP 8006. [3647

RELUCTANT SACRIFICE to tinware : Daimler 1936 Mulliner sports Light Twenty. 20 miles since rebore with all trimmings, dynamo, starter. Good tyres. 85 m.p.h., 22 m.p.g., no oil. Comprehensive insurance. Any test. Deliver 200 miles. £120 to P.V.T. lover (or 1000 De Luxe, June 1959, £540; don't tell wife). Bishop, 10, Marlborough Road, Exeter. Tel.: 58871. [3648

1959 TG500, 4-wheel Messerschmitt. 90 m.p.h.; 0-70 in 19 sec.; 55 m.p.g. 13,000 miles. Valued at £500, cost £660. Offers please. H.P. available. "The Gables," Nightingale Avenue, Langdon Hills, Nr. Laindon, Essex. [3649

A.C. ACE, 1955. Metallic blue. Excellent condition. "X" tyres. £750. 5, Park Avenue, Solihull, Warwickshire. Tel.: SOL 2701. [3650

JAVELIN, December 1952. Latest engine with fully balanced crankshaft. Receipts for recent complete overhaul. In really excellent order. £230. White, The Cottage, Valley House, Valley Road, West Bridgford, Nottingham. [3651

£35 O.N.O. SUNBEAM Speed Twenty, 1933, sports saloon. Mechanically good, body tatty, performance hairy. Owner going abroad. M. Davies, 23, St. Vincent Road, Whitton, Middlesex. [3652

RILEY 1½, 1938, Victor. Good condition throughout, particularly body, grey with red leather. £50 o.n.o. Sansom, 14, West Way, Shepperton, Middlesex. Tel.: Walton 25279. [3653

BREAKING BENTLEY 3½-LITRE Park Ward saloon. All parts available. Good mechanical order. Tel.: BECkenham 0821. [3654

RARE, INTERESTING sports Morris Cunard 10.6 tourer, suitable only spares or rebuild, towable. £30. 26, Kingswood Road, Longbridge, Birmingham. [3660

FOR SALE—*continued*

ALVIS 16.95 Silver Crest saloon, 1937. Not used since complete engine overhaul. Radio. £40. Or 1930 Hillman Minx saloon, with new battery, plugs, leads, coil, dyno., wiper motor, etc., which was bought to use while Alvis was overhauled. £20 or offers. Chris Seary, The Vine, Long Wittenham, Berks. Tel.: Clifton Hampden 332. [3661

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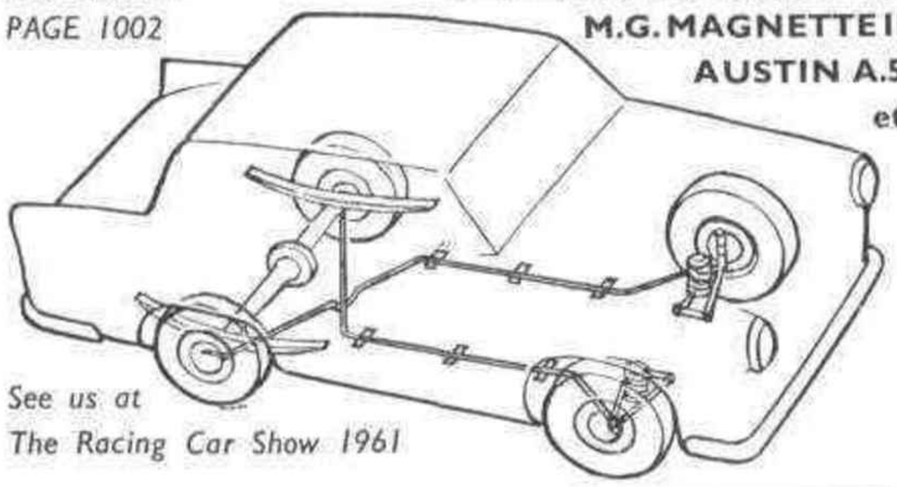
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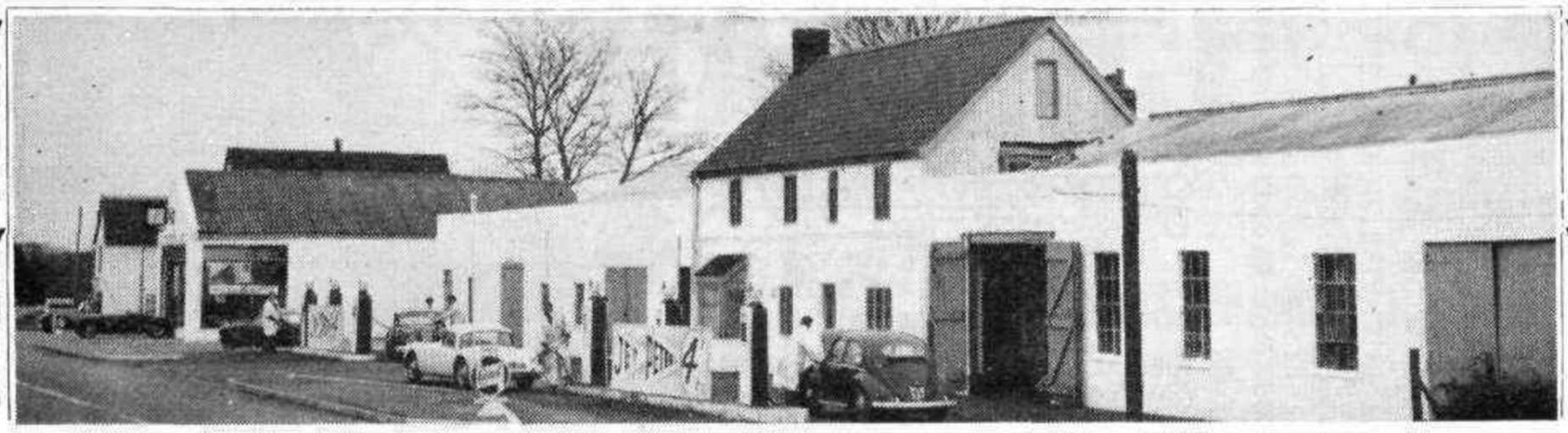
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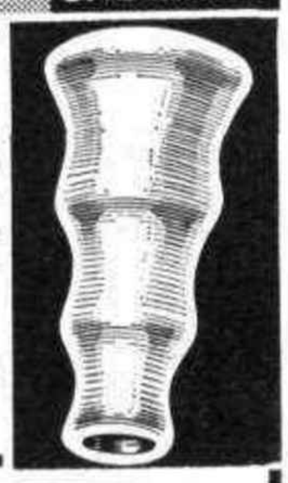
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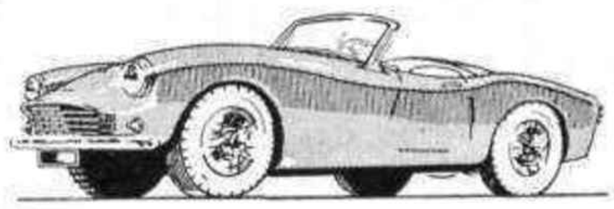
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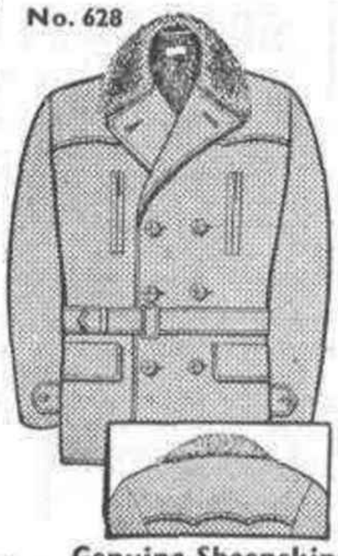
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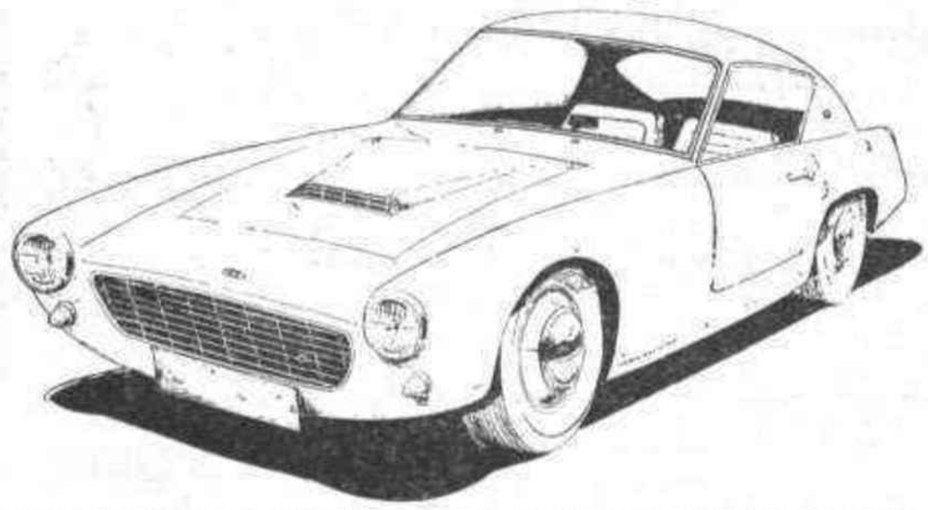
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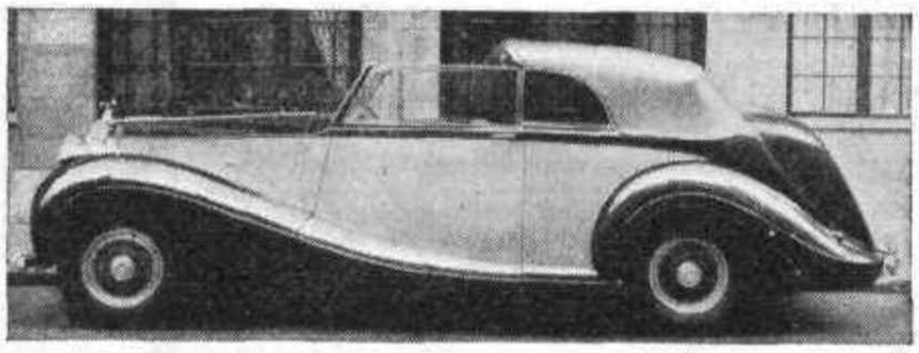
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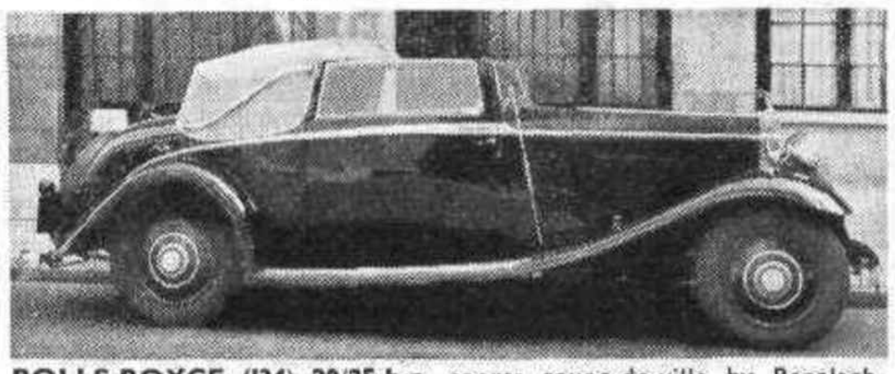
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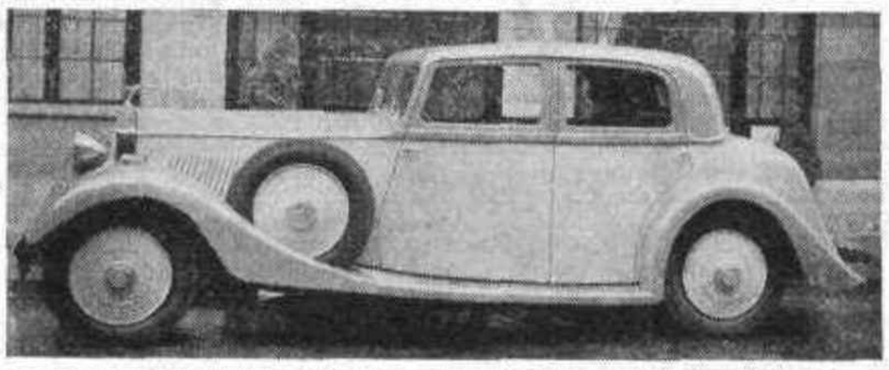
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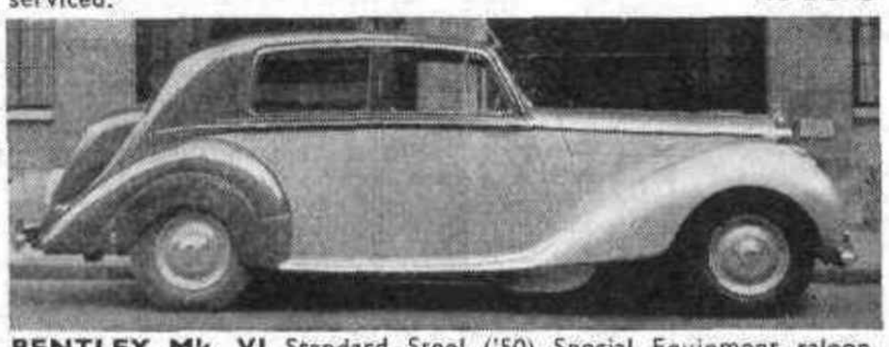
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WOLSELEY SEVEN, 1923. Restored to original condition 1959. M.O.T. test certificate. £150. Walker, 8, Sunfield Drive, Stanningley, Pudsey, Yorkshire. [3777

1927 CROSSLEY 20.9 saloon. In first-class condition throughout. £175. Garratt, 96, Poplar Road, Dorridge, Solihull, Warks. [3778

MERCEDES-BENZ 230 saloon, 1939. Ex-embassy car, right-hand drive, good condition. £50 o.n.o. Woodward, 20, Wentworth Mansions, Keats Grove, N.W.3. Tel.: Hampstead 6779. [3779

LANCIA APRILIA, 1937, d/h. Just rewired. Numerous replacements during last year. £150. Tel.: LAB 2428. View Highgate. [3780

S.S.100 2½-LITRE, good condition. B.R.G. Completely original. Good tyres, hood and sidescreens. £320. 150, Addington Road, Selsdon, Surrey. Tel.: Sanderstead 2475. [3781

ALLARD drophead, Mercury engine, £100, or exchange vintage Bentley. 24, New Chapel Street, Blackburn, Lancs. Tel.: Blackburn 7140. [3782

DISMANTLING CITROEN Light Fifteen. Factory reconditioned engine, gearbox and all parts, Parker, Alexandra Road, Burton-on-Trent. [3783

1950 MERCEDES 170V, registered 1960. Heater Good appearance and condition. £240 o.n.o., or exchange small van. 3, Heol-y-Felin, Penyparc, Cardiganshire. [3784

MORGAN SUPER SPORTS, 1935, Matchless water cooled. Excellent condition. Recent complete overhaul. Used daily. £80 o.n.o. Congdon, Churchgate Street, Harlow, Essex. [3785

1929 AUSTIN SEVEN Chummy. Engine in very good condition; 4-speed gearbox, Girling front axle, D-type rear axle, 17-in. wheels; good tyres and hood. Needs seats and sidescreens. £30. Hill, 46, Cranley Gardens, S.W.7. [3786

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VOLKSWAGEN, '60, de luxe. 9,000 miles. Arctic blue. Sensible extras. Superb condition. £610 or offer. 38, Podsmead Road, Gloucester. Tel.: 25454. [3788

TRIUMPH ROADSTER 2000, 1949. Ivory. fast. Immaculate condition throughout. £165. Tel.: Livingstone 5995. [3789

1932 ROLLS TWENTY-FIVE, with test certificate. Resprayed red; reconditioned bodywork. £175. 568, Dunstable Road, Luton. [3790

1934 LAGONDA RAPIER tourer. Interesting car. Offers ? Kennedy, 2, Avondale Street, Lincoln. [3791

VINTAGE SPORTS CAR, Alvis 12/50 2-seater. Rebuilt, twin S.U:s, etc. Polished aluminium bodywork. Good tyres. M.O.T. test certificate. Placed V.S.C.C. Silverstone 1960. £150. Tel.: Colemans Hatch 101 (Sussex) (evenings). [3792

M.G. TC, 1949. Cream/red leather. Superb condition mechanically and bodily. Many extras. Bargain, £195. Tel.: Luton 53778. [3793

MORGAN PLUS FOUR, 1951. Unusually fine condition. £280. Tel.: Eltham 2440. [3794

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M.G. PB, 1936. 10,000 miles reconditioned engine, rewired. Perfect running; upholstery shabby. £140 o.n.o. Tel.: Terminus 6616. [3796

M.G. TA. Probably one of the best available. 10-year test. £200. Flat 7, 76, Hollywalk, Leamington Spa. Tel.: Leam. 2428. [3797

M.G. TF, 1,250 c.c. In very good condition. £425 o.n.o. H.P. arranged. Apps, Rose Villa, Goudhurst, Kent. Tel.: 282. [3798

E93A FORD SPECIAL. Professionally-built chassis and body. I.F.S. £70 o.n.o. Tel.: Lewes 1280 (Sussex). [3799

TRIUMPH ROADSTER 2000, 1949. Recon. 10,000. New hood, brakes, spot, swivel, etc. 10-year cert. "X" tyres. £250. Tel.: ILF 0322 (evenings). [3800

FIAT 1100-c.c., 1939, grey pillarless saloon, sliding roof. Exceptional condition, needs good home. She's a dear and good value at £100 o.n.o. Tel.: TEDington Lock 4619. [3804

GOOD SINGER Le Mans. Rebuilt engine, clutch; incomplete overhaul. Space needed. Break or tow. Offers : 2, Lee Grove, Cliviger, Burnley. [3805

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1937 RILEY KESTREL Sprite SS-27-K 6-light black saloon, brown interior. Twin S.U.s, cross-flow head, Wilson. Enthusiast owned. £125. 2, Sussex Mews, Brighton, 7. [3731

1951 M.G. saloon. Recent £60 overhaul, new pistons, rings, brakes, etc. Heater, well shod, in good condition. Genuine 41,000 miles. £275 o.v.n.o. Tel.: Ross 2107 (6-7 p.m.), or write: McStea, Flat 7, Sandhurst, Ledbury Road, Ross-on-Wye. [3732

BARGAIN—SPEED EQUIPMENT for a Ford Ten. Aquaplane high-compression head and inlet and exhaust manifolds; twin S.U. carburetters; water pump and mounting brackets. Make an offer. Box No. X.734. [3734

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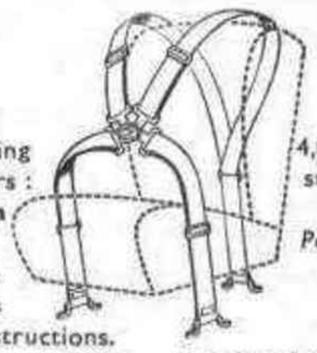

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RILEY 1½-LITRE 1947. Complete respray (silver grey), rechrome, three weeks ago. Also brake reline; good tyres, good mechanically. Passed M.O.T. test. Over £100 spent over last few weeks. Firm's car reason for sale. Taxed. £335. Bell, 34, Devonshire Park Road, Davenport Park, Stockport, Cheshire. Tel.: Stepping Hill 3384. [3737

RAILTON GEARBOX and bellhousing, remote lever Excellent. £10. Bell, Tel.: STA 5165. Box No. X.738. [3738

ASTON MARTIN, 1938, 2-litre short-chassis drophead coupé. Recent engine overhaul, including rebore and crankshaft regrind, oil pump and gears, etc. New clutch, brakes relined. Within last month, new king-pins and bushes, body overhauled and resprayed in British racing green. Excellent tyres, battery, instruments, etc. £325. Priors Grange, Hillingley, Sussex. [3740

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100/6, 1957, 2/4-seater. Unmarked in white with black side panels, and with matching upholstery. Two owners only, and equipped with wire wheels, screenwashers, tonneau, etc. **£645**

SPRITE, 1960, 2-seater. Finished spotlessly in French grey, nominal mileage only, and fitted all listed extras, including luggage rack, washers, and wing mirrors **£535**

100/4, 1954/55, 2-seaters. A selection of three cars, in ice-blue, charcoal grey, or flame red. All with wire wheels, overdrive, heater, and various other extras ... ... From **£395**

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XK140, 1956, Drophead Coupe. In concours condition in white with black interior. Fitted overdrive, wire wheels, radio, heater, twin spots, " X " tyres, washers, etc. ... **£595**

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LOTUS Mk. VII " F ", 1960, 2-seater in dual B.R.G. and polished alloy. One owner only, nominal mileage; fitted 1,172 unit with Elva o.h.v. conversion, weather equipment, etc. **£475**

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RILEY NINE KESTREL, 1935. Well maintained. Passed test. £65. Brant, 176, Crown Street, Peterborough. [4101

VOLKSWAGEN, registered 1952, opportunity. New battery, clutch, roll bar, good tyres, etc. £200 o.n.o. Tel.: MAC 8769 (evenings). [4102

ALVIS FIREFLY, 1933. In reasonable condition but steering faulty. £25 o.n.o. W. Gunter, 16, The Crescent, Walton, Nr. Stafford. [4103

JAGUAR 1½-LITRE, 1939. Engine good, body tatty. £30 o.n.o. Jones, 12, Hillcote Mansion, Atlantic Road, Weston-super-Mare. [4104

JOWETT JUPITER. Red. All extras. Hard-top, new tyres, steering, suspension, brakes. Series 3 engine, just decoked, new valves. £325. Tel.: Berkhamsted 461. [4105

SINGER LE MANS, 1934, 9-h.p. 2-seater, in lovely condition. Complete body and mechanical restoration. Scuttle shake eliminated, all ball-races and bushes replaced, new camshaft, twin oil pumps. Passed M.O.T. test. £150. Details and photographs. J. M. Lawson, 20, Victoria Road, Penarth, Near Cardiff. [4106

MORGAN 4/4, 1949, blue, 2-seater. New hood, sidescreens, batteries, Servais exhaust, etc. Twin spots, lighter, extras. Tyres good, engine reconditioned. £265 o.n.o. Tel.: Hove 47506 or WES 6082. [4107

SIMCA ARONDE-Grand Large, 1955, good condition. Heater. Average mileage. £395. Tel.: Aldershot 21954 (after 6.30 p.m.). [4108

LANCIA APRILIA. Green. Everything important satisfactory. Front doors rough. £75. Tel.: TERminus 3793. [4109

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ALVIS TJ 12/50 wide 2-seater, 1930. Original. Engine rebuild, quiet, mechanically and electrically faultless. Bodywork excellent, resprayed green/black. New hood, radiator core. Only detail attention needed to make *concours* car. Passed 10-year test. Taxed February. £95 o.n.o. Numerous spares for sale 12/40/50/60. Zeiss mirror reflector headlamps, £10. Twin Solex and manifold for Citroen Light Fifteen, £10. " Magnolia," Church Road, Hayling Island. Tel.: 72365. [4111

1929 BROOKLANDS RILEY. Fitted beautifully-made Treen body. Crank ground, new mains, big-ends. Well shod. V.G.C. £210. Box No. X.112. [4112

TR2, 1955. £250 rebuild—works recond. engine, etc., twin spots, heater, " X "s, etc. Unmarked. £485. Want TR3. Box No. X.113. [4113

1934 ASTON MARTIN 1½-litre Mark II, 2/4-seater s/c. tourer. Recent engine overhaul—new con.-rods, brake linings. Good weather equipment. £300. Matthews, Sunnyside, Llantarnam, Mon. [4114

1934 ALVIS Speed Twenty saloon. Passed 10-year test. £75 or offer. (See also " Exchanges.") Nation, 6, Dawlish Avenue, Perivale, Middlesex. Tel.: Perivale 2068. [4124

RILEY 1½ FALCON. Sound, well shod. £55. Tel.: Malden 5241. [4126

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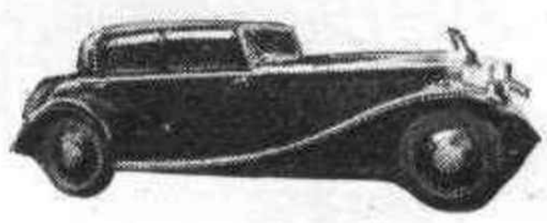
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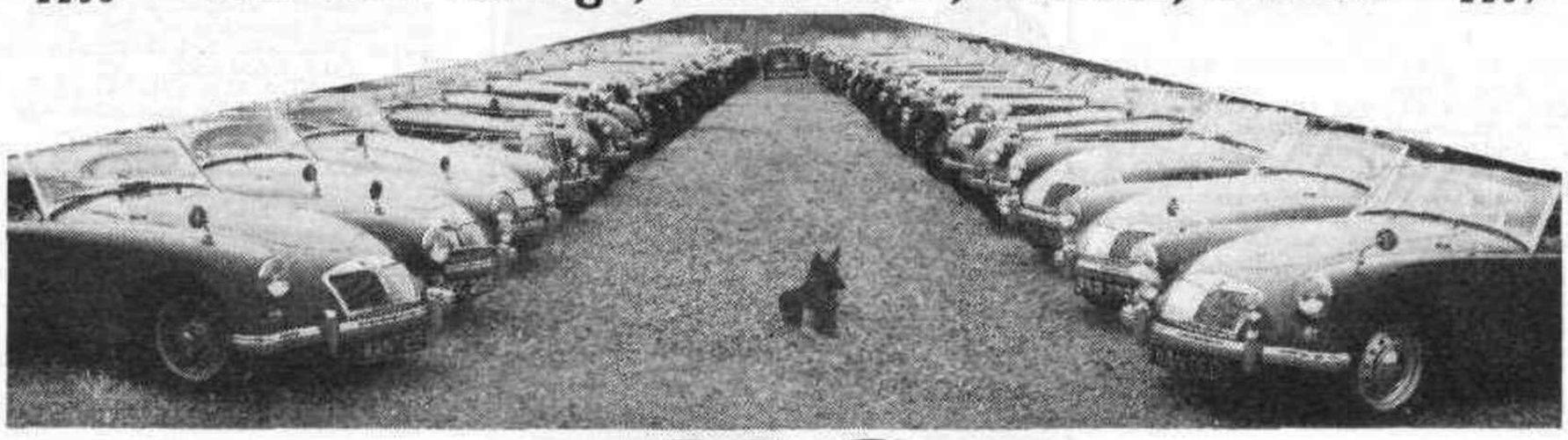
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FOR SALE—*continued*

FAST, IMMACULATE throughout, Vintage M.G. Magnette. Much care, attention, money lavished on this car, but could do with new hood. Would gladden eyes and heart of enthusiast. Approaching marriage forces sale. £110 o.n.o. Dando, Tel.: SWIss Cottage 2441 (after 7 p.m.). [4026

VOLKSWAGEN DE LUXE, 1959, Capri blue. 20,000 miles. Perfect. £525. 25, Chertsey Street, London, S.W.17. Tel.: BALham 3118. [4030

SPARES : Singer Le Mans. Reasonable prices. Gilbert, 31, Christchurch Avenue, N.W.6. Tel.: Willesden 2546. [4031

M.G. TD, 1951. Blue. Two owners; excellent condition throughout. New battery; overhauled engine, gearbox, front suspension. Heater, tonneau and luggage rack. Expanding family forces sale at £350. 11, Mandeville Road, Potters Bar. Tel.: Hatfield 5097 [4032

HUMBER 16-h.p. (1932) drophead coupé with dickey. New hood. Two owners. 67,000 miles. £70 o.n.o. Raw, High Place, Monkshanger, Farnham, Surrey. [4033

DELIGHTFUL 2/3-SEATER COUPE plus dickey. Model 68 Ford V8 (photograph, July issue). Genuine 88,000 miles. Rust-free. Perfect condition throughout. M.O.T. certificate. Engine completely rebuilt June (bill £79). Fast, comfortable and economical. Completely weatherproof. New bank manager forces sale. £100. C. L. Billson, 51, Cadogan Gardens, S.W.3. Tel.: Kensington 0682. [4039

RARE OPPORTUNITY. M.G. 2.6-litre W.A. saloon (1941). Scarcely used since complete engine overhaul costing more than £80. Offers around £75. Grieve, 3, Essenden Road, Belvedere, Kent. [4040

"SAVE OUR CHASSIS!" 1934 Silver Eagle saloon, 1935 Silver Eagle saloon, 1934 Speed Twenty saloon, 1935 Speed Twenty saloon. Our owner is prepared to sell, regardless of cost, to anybody prepared to do a little work on us. We must be sold before Christmas if we are to survive. Write, or telephone: P. N. Edwardes, "Sherwoods," Nancy Downs, Oxhey, Herts. Tel.: Watford 27682. [4041

TR3, 1956. Hard/soft-tops, "X"s, overdrive, heater, washer, grid. Spotless. £475. H.P. if required. 26, Elmwood Drive, Breadsall, Derby. [4042

TR2 ENGINE, 2.2-LITRES. Iskenderian cam, *11 : 1 compression ratio, fully balanced, modified* head, racing clutch. Only 500 miles since complete rebuild—£150. Disc-brake conversion to bring your TR2/early TR3 up to TR3A standard. Rear brakes modified to fit old-type axle. All pedals, pipes, etc., included—£60. Numerous other spares for TR2/3, including steel and fibreglass body parts, front and rear Konis. Rear axle and three ratios. S.A.E. for list: J. C. Quick, "Fairfield," Alvechurch, Worcestershire. [4043

SUNBEAM-TALBOT 90 Mk. II convertible, '51. Grey. R. & H., mirrors, spots, rad. blind. Enthusiast's car, sound throughout. £285, or p/ex. TD or 4/4. Manchester, Tel.: URMston 6307. [4044

FULLY INDEPENDENT CHASSIS, Cooper-type front suspension, swing axle rear, hydraulics, etc.; towable; £15. E93A gearbox, just rebuilt, £6. Water pump, 25s. 12-volt dynamo on Aquaplane bearer, £3 10s. Distributor, 10s. Carb., 10s. Starter, £2. Ford Eight head, unused, 10s. 10cwt rear axle with brakes, shock-absorbers, £10. All excellent. **Anderson, Finisterre,** Crieff, Perthshire. [4045

XK120, '51. Reconditioned, modified engine. Recellulosed ivory; hard-top, "X"s; small mileage. £350 o.n.o. H.P. arranged. 94, Danford Lane, Solihull, Warwickshire. [4046

TR3, later 1956, red, low mileage. One owner. Outstanding condition. £100-worth of extras, whitewall tyres. £565. 69, Water Orton Road, Castle Bromwich, Birmingham. [4047

AUSTIN SEVEN NIPPY, 1936, v.g.c. New K.P's & B's. £75. 15, Brook Street, Knutsford, Cheshire. Tel.: KNU 455. [4049

VOLKSWAGEN



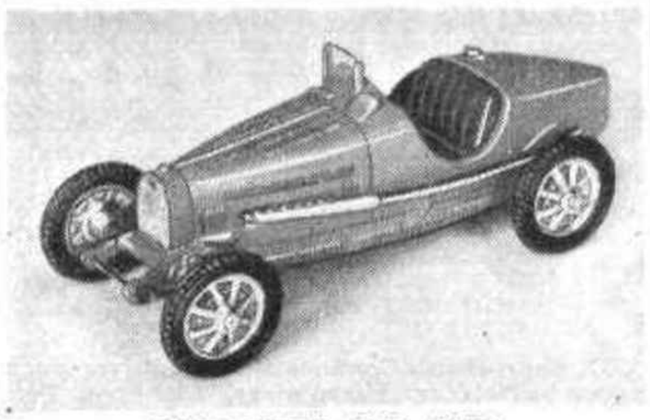
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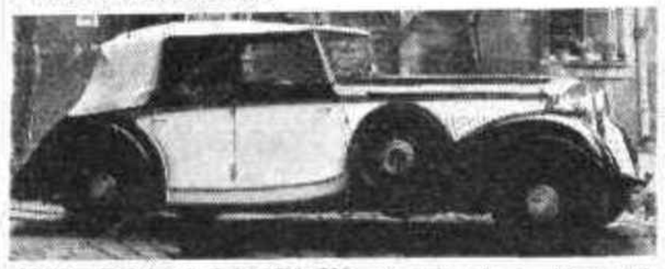
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1937 ROLLS-BENTLEY drophead. Unusual 4-door, 4-seater, fully open body by **Vanden Plas** in primrose and black. Superb order after recent extensive work. Star of Kenneth Moore's new film "The Greengage Summer."

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

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FABULOUS TRIUMPH 2000 roadster. Best in the land. Hard-top, overdrive, Derrington-tuned engine, two carbs. 90 m.p.h. Chromed rocker box and exhaust manifold, Bray heater, built-in battery charger, heater, twin fogs, spot, two extra wheels with winter tyres. Everything reconditioned. Many spares, including cylinder head, gearbox, diff. unit, springs, dynamo, water pump, half-shaft. Black, green upholstery. Screen washers. Enthusiast's car. Owner buying Jaguar. The lot for £350. Hibbins, Barclays Bank, Wombwell. Tel.: 3345. [4048

ALVIS (1932) Speed Twenty tourer. Excellent throughout (new hood, chrome, rewire, etc.). £200 o.n.o. Tel.: HUNter 0964 (evenings). [4050

VW TWIN-CARB. "Express" conversion. German make, cost new £38 10s. earlier this year, bill shown. Accept £25. 37, Southview Drive, Westcliff-on-Sea, Essex. [4051

1926 R.-R. TWENTY Replica. Southern Motors 2-door 3-position drophead. Around £125. Barnsley, Tel.: PRImrose 9323. [4052

ASTON MARTIN DB2/4 saloon, 1954. Vantage, 36,000. Immaculate. £1,050. Tel.: Kipling 3346. [4053

M.G. PA. Excellent condition throughout. New hood, brakes, headlamps, Teleflows, paintwork. H/C. head. £150. A. I. Clough, 44, Lyndhurst Road, Penn, Wolverhampton. [4054

TWO BROTHERS OFFER : Mercedes-Benz, 1951, registered 1957, Type 220. Resprayed, new clutch and valve guides, decoked, radio. £250 o.n.o. H.P Breaking 1948 Triumph roadster 1800. All spares available. 8, South Close, West Drayton, Middlesex. Tel.: 2162. [4055

BENTLEY 3-LITRE. Faultless *concours* specimen throughout. £275 and no messing, or take any 4½ in part exchange for rebuilding. Tel.: Sparesbrook 3175, London. [4056

1935 MORGAN THREE-WHEELER, air-cooled o.h.v. Matchless. £70. Crook, 212, Hersham Road, Hersham, Surrey. [4057

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TALBOT 105 d.h.c., Carlton coachwork. Lovely condition; fast, comfortable, reliable; in daily use. £85 o.n.o. Elder, 76, Warwards Lane, Selly Park, Birmingham. [4059

MORGAN PLUS FOUR, 1952, 4-seater. Heater, tow-bar, safety belt, spotlights, manuals, spare head, etc. £350. 21, Montague Road, Sale, Cheshire. [4060

S.S. 90, 1937, 2½ o.h.v., 4-seater sports. Engine, clutch, brakes overhauled. New tyres, battery. Sealed headlamps. Taxed. £80 o.n.o. Watson, 30, Selsey Avenue, Sale, Cheshire. Tel.: 4285. [4061

M.G. TA. Good appearance, engine overhauled, new batteries, heater, telescopic rear suspension. £160. Tel.: Hounslow 6981. [4062

ROLLS-ROYCE 25-h.p. Mulliner utility, 1934. Maintained by makers. Complete history available. Offers. A. B. Gray, Frating, Essex. Tel.: Wivenhoe 228. [4063

1954 SUNBEAM ALPINE. Floor gear-change, radio, heater. Immaculate condition throughout, maintained regardless of cost. A real specimen. £475. Delahooke, 2, Willowbridge Road, London, N.1. Tel.: CAN 6168. [4064

1934 LAGONDA M45 pillarless saloon. One titled owner since new. 40,000 miles only. Chauffeur maintained. £350. Box No. X.065. [4065

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TA M.G., in immaculate order, recent extensive overhaul. New hood, many spares, extras. £175 o.n.o. Genuine reason for sale. Shone, Heathfield, Lower Common, Buckley, Flints. [4066

£720—TRIUMPH HERALD, twin carburetters. Green saloon. 12,000. March '60. Fitted with Shorrocks supercharger and Peco exhaust system. Tremendous acceleration up to 95 m.p.h. Reluctant to change to larger car. Udale Perrie Hale Nursery, Honiton, Devon. [4067

TRIUMPH ROADSTER 1800, 1948. Light blue. First-class condition. Any trial. £250. 34A, Poplar Road, Solihull, Warwickshire. [4068

1953 BRISTOL 401, 68,000 miles. Radio. £495. 48, Bell Street, Reigate. Tel.: 5546. [4069

MORRIS MINOR, 1951 (Sept.), convertible. Fitted Derrington conversion. £255 o.n.o. 34, Hilltop Crescent, Cosham, Portsmouth. [4070

PAIR OF P100s, ex-Jaguar, £5 10s. Two Butler spotlights, new, £2 10s. the pair. Tel.: Theydon Bois 2205. [4071

FAIRTHORPE ELECTRON MINOR. Duck egg blue. One owner, 17,000 miles. 948-c.c. Standard engine, twin S.U.s. July 1959. Full weather equipment. £425, H.P. terms. Jones, Tel.: Hampstead 5163. [4072

1957 ZEPHYR. Aqua.-mods, o/d., radio, many extras. £520. Davies, 74, Fordbridge Road, Ashford (Middlesex), Tel.: 2023. [4073

PAIR AUTHENTIC Alfa-Romeo badge cuff links, Italian vitreous enamel, also Maserati; collector's pieces, £2 5s. pair. 32 × 4½ S.S. tyre, as new, £3. Box No. X.074. [4074

BUICK STRAIGHT-EIGHT Super 50 convertible, 1951. Dynaflow gearbox, powered top, windows, seats. R/H. New w/walls. Exceptional condition. £400. Tel.: SHO 6474. [4075

JAGUAR XK120, unique. Professionally rebuilt with two extra seats. Reg. April 1952. Complete overhaul 1959. New cylinder head, 9-to-1 pistons, clutch, rear axle, etc. Resprayed ivory. New hood, 1960. Twin exhaust, Konis, Michelin "X," flashers. Full history. Very attractive, fast and docile. £385. Park Lane Lodge, Brook, Godalming. Tel.: Wormley 161. [4076

MORGAN 4/4, 1939/40. Excep. cond. Enthusiast's car. First £180. Oates, 58, Maple Drive, Nuthall, Notts. Tel.: Kimberley 2201. [4077

LOTUS SEVENTEEN body, 15 f/tank, Elite screens, F.2 rad., space frame, i.f.s., c/r. gears, 4.7 e.w.p. Highly-tuned E93A. Instruments, tubing, aluminium. Almost complete kit for superb "special." £230. May split. Tomkinson, Cranborne Road, Hatfield. Tel.: 2872. [4078

ASTON MARTIN, 1937, 2-litre saloon. Reluctant to sell, but must, for £90. Write, call, 55, Kew Bridge Court, W.4. [4079

M.G. PA, 1934. Resprayed black, retrimmed. Very good mechanically and bodily. £175. Ely, 8, Albany Road, Rochester, Kent. [4080

1931 RILEY NINE Monaco—very good condition. £40 o.n.o. Tel.: St. Albans 56461. [4082

1932 ROLLS-ROYCE. £200 o.n.o. For details, Tel.: GAT 1445 (Liverpool). [4083

1929 BROOKLANDS RILEY, ex-Victor Gillow team car, practically original; one owner last 10 years. £225. 12, Chapel Street, Leeds, 15. [4084

A30/MINOR 803-c.c. engine complete, excellent. Spares for Talbot 65, Alvis Firefly, 1933 s.v. Minor. 26, Kingswood Road, Longbridge, Birmingham. [4085

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20/25, 1930, sound chassis with late pre-war Replica drophead, coachwork in fair condition. **£175**
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P.I., 1928, all-weather tourer by Coffyns, highly original and mechanically excellent, with good coachwork. New hood being fitted. Completed price approx. **£350**
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P.II short-chassis Continental, 1933, series, with 4-light sports saloon body, projecting boot, by Thrupp & Maberly. Very good order. **£350**

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1935 3½ Rippon sloping-tail sports saloon. Mech. quite good. Coachwork pretty shape but scruffy, hence very low price to clear of **£110**
1940 4¼ MX (overdrive) series, Park Ward sports saloon. In extremely fine order throughout. **£490**
1938 4¼ (late) LE series, Gurney Nutting sedanca coupe. Excellent chassis, near-new hood and good interior, paintwork only fair. **£295**
1938 4¼ LS series, Park Ward sports saloon. Engine rebored by us, mechanically excellent, fair coachwork, hence low price of **£245**
We are negotiating for 3-litre V.D.P. tourer; 4¼-litre Mulliner drophead coupe, also 1934 20/25 Rolls-Royce with 2-door sedanca-coupe body.

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The Famous ex-Moor Shelsley special "The Wasp" is still for sale for a V.S.C.C. member who will re-assemble and use the car. Transport can be arranged. Offers around **£175**
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CROSSLEY 10 sports tourer, 1932. **£35**

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MICHELIN "X" 2, as new, one Dunlop remould, one Avon, all 5.50 × 15. The lot £9 10s. Morrison, 69, Hamilton Avenue, Pyrford, Woking. [4087

RAILTON DE LUXE Carrington coupé, originally 1938 Rebuilt this year. Maker's guarantee. Special reason for sale. Box No. X.088, or Tel.: BAL. 9793. [4088

M.G., 1938, VA saloon. Splendid condition. 1¼-litre "special." Engine, gearbox overhauled; tyres good. £85, try any offer. Lanille, 313, Upper Richmond Road, S.W.15. Tel.: Putney 9572. [4089

AUSTIN SEVEN saloon, 1933. Engine, steering, chassis, lights good. Rest rough; runs well. £15. Letters with 'phone number. Painter, Mac-Naghten House, W.C.1. [4090

£200 O.N.O. 1928 Brooklands Riley, 9 h.p. Good condition. Lockheed brakes. Newton shockers. New mains, etc. Excellent steering and tyres. Tel.: Dorking 2966. [4091

RILEY LYNX 1½, 1936. Special series engine. Excellent condition. £115 o.n.o. 145, Yew Tree Lane, Northenden, Manchester. [4092

LAGONDA 16/80, 1933. Laystall overhauled engine; new hood, tyres and battery; resprayed. Good running order. Spares available. £150. Kershaw, School of Tropical Medicine, Liverpool, 3. [4093

1929 RILEY BROOKLANDS. Complete engine rebuild; new aluminium body on original but rebuilt wood frame. Not yet run. £350 o.n.o. Watkins, 66, Bedford Gardens, London, W.8. Tel.: Park 4784. [4094

BENTLEY, 1934, 3½-LITRE Park Ward saloon. Attractively finished in black and poly. blue, with blue leather. In very tidy order throughout. Heater and flashers. £225. Aston Martin: Choice of two 1934 1½-litre Mark II long-chassis models. One saloon in blue/grey had recent extensive engine rebuild and good throughout, at £225. One tourer, good mechanically, excellent hood and chrome, £275. Platt, Isfield, Sussex. Tel.: Isfield 213. [4095

RILEY-ENGINED SPECIAL. Tubular chassis, 4-wheel independent suspension, Falcon Mk. II fibreglass body, hard-top. Built 1959. Cost £500 plus. Must sell, £150. No offers. 38, Rayleigh Road, Thundersley, Essex. Tel.: Hadleigh 59208. [4096

FORD SPECIAL sports tourer. 1929 Austin Seven tourer. Breaking M.G. PA. Offers. "Glenlyn" Beech Road, Purley, Reading, Berks. [4097

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M.G. T-TYPE twin spare wheel attachment, complete with 19-in. wheel and tyre, £4. Ford Popular 17-in. wheel and tyre, £1 10s. Buyer collect. London. 149, Coombe Lane, West Wimbledon, S.W.20. [3753

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TALBOT 105 V.D.P. tourer, B.R.G., 1933. Sound but shabby. £55 o.n.o. 9, Devonshire Road, Chiswick, W.4. Tel.: CHI 9631 (daytime). [3758

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AUSTIN HEALEY, 1955. Very good condition, 40,000 miles. Overdrive, detachable hard-top, radio, heater. Consider good H.R.G. in part exchange. Cann, 32, Ashbourne Road, Derby. Tel.: 44087 (evenings). [3767

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JAGUAR 1½, 1936. Poor body, reasonable engine. Offers to : Chaloner, 11, The Crescent, Alderley Road, Mottram-St.-Andrew, Near Macclesfield, Cheshire. [3836

BORGWARD COMBI. 19,000 miles. Immac. Original tyres, practically unworn. Economical Cream, red upholstery. £850. Tel.: Hoddesdon 2444. [3837

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ALVIS, 1932, 12/60 Beetleback. Chromite liners, new brakes, many extras. Test certificate. Taxed. Superb condition. £185. No offers. Reason for selling—Yelling and Smelling arriving Christmas ! Tel.: Bosham 2397. [3840



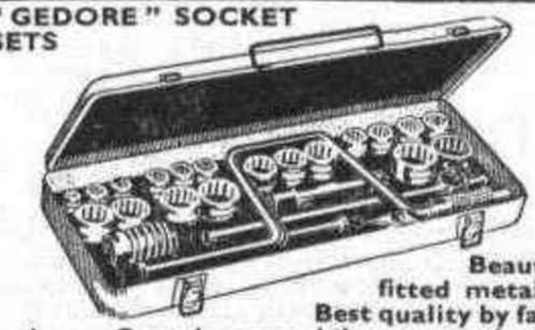
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FOR SALE : 1938 2-litre M.G. d.h.c. £60 o.n.o. Morrison, Charlbury, Oxford. Tel.: Charlbury 201. [3857

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WOLSELEY HORNET E.W. 4-seater Daytona Special, 1934. One owner since 1935. Insured. Perfect mechanically. Body immaculate. Innumerable spares, including new crankshaft and half-shafts. Instruction and spares books. Offers. Tel.: Chester-le-Street (Durham) 3290. [3878

ROLLS-ROYCE P. I, 1926. 7-seater 1934 body converts to ambulance. Good apart from silencer. 21, Franklin Road, Harrogate. Tel.: 2279. [3879

ALVIS SPEED TWENTY, 1936, Vanden Plas drophead. Exceptional condition. New hood. £200. Photos. 161, Westend Road, Bitterne, Southampton. [3880

MORGAN 4/4, 1937, Climax. Non-runner after accident. Engine o.k. apart from new bell casing. For sale as whole or in parts. Seen : H. Webber, Hungerford. Box No. X.881. [3881

1951 DELLOW. Good condition. Ford Ten engine recently overhauled. £175. Weekends only. 2, Chainbridge Road, Lound, Near Retford, Notts. [3882

1172 SPARES. Aquaplane head, carbs., wheels, wire and pressed, gauges, etc. S.A.E. lists. Pugh, 46, Rushton Road, Rothwell, Northants. [3883

M.G. SPARES, M, J and P type. Bailey, 43, Holloway Street, Fratton, Portsmouth. [3884

1928 AUSTIN SEVEN tourer, many spares. Ideal for "special." Elkins, 24, Wood Green Road, Quinton, Birmingham. [3885

M.G. VA saloon, in good condition. About £75. For full details write : 38, Hughenden Road, St. Albans. [3886

EX-GERMAN General Staff car, B.M.W., 90 m.p.h. plus. Well shod. Needs good home. £85 o.n.o. Tel.: Shepherds Bush 5867. [3887

100E DERRINGTON extractor exhaust manifold and inlet manifold unit, complete with twin S.U. carburetters and pancake air-filters. Total use only 3,000 miles. £18. Tel.: RAV 7132 (evenings). [3888

SS2, 1935. Running order, needs attention. Taxed. £45. Polendine, Scalford, Melton Mowbray. [3889

"MOTOR SPORT". 5-1950's 1951-56 complete 70s. About 200 *Motors*, 1950-54 : £1. Callers only. Wade, Boughton, Maidstone. [3890

1934 SINGER LE MANS, Speed Special. Engine overhauled, well shod, taxed, twin S.U., P700 Lucas lamps, much above average. Spare gearbox, rear axle (would separate). £95. Please write: for fuller details. Baker, Pevensey, Old Lane, Crowborough, Sussex. [3891

FIAT 500, 1938, sound, reliable, 50 m.p.g., new hood, good boots. £50. Box No. X.903. [3903

FOR SALE—*continued*

RAILTON Sports Saloon, 1938, brakes, steering excellent, differential and gearbox reconditioned, engine fast if fussy, spare gearbox. £60. Box No. X902. [3902

1958 (Redg.) STANDARD EIGHT, no test till 1966, £50; 30-h.p. Hotchkiss, individualistic car, £30. Tel.: Byfleet 44526. Aberhen the Ridgway, Pyrford. [3904

DELLOW: Good E93A engine, 23,000 miles, twin S.U.s, good transmission, good tyres, reasonable bodywork, passable wiring. Taxed and insured. £210 o.n.o. Tel.: BEL 6325 (day); STA 5705 (evening). [3905

IRVIN JACKET and Trousers, £10; Servais LO9 straight-through silencer, twin inlet/outlet, 4 feet twin 2-in. o.d. tailpipes, brackets, used on 3.4 for 500 miles, £12; Drok U/C lubricator, new, unused, all fittings, £3; Runbaken 200w. "Thermotap" radiator immersion heater and 6-12v. charger, remote control, pilot light, plugs, sockets, leads, excellent condition, £10. Berkshire Roofrake, £4. O.n.o. all. Whetham, 31, Marlow Hill, High Wycombe, Bucks. [3906

RILEY KESTREL, 1937. Passed 10-year test. View Central London. £100. Tel.: M. Crockford: CHAncery 8123. [3907

TYPHOON 2/4 STR. Chassis C/w engine, wheels, tyres, instruments, lights—everything except body. £150 o.n.o. 10, Riversdale Terr., Sunderland, Co. Durham. [3908

AUSTIN CHUMMY, 1928. Brass headlights, radiator. Servais silencer. Reconditioned: dynamo, carburetter, steering, brakes, Rewired. Good tyres. Offers around £50. Fincham, 49, Tudor Gdns., Leigh, Essex. Tel.: 78129. [3910

ROVER 75, 1953, black. Smart car in perfect order, 2 owners, mod. mileage, taxed. £400 o.v.n.o., h.p. possible. Tel.: Welwyn (Herts.) 735 or write Box No. X.911. [3911

MORGAN SS, 1939. Breaking for spares. MX4, wheels, steering, etc. S.A.E. for list. Wilson, 28, Valley Drive, Gravesend. [3912

M.G. PB, red, body and engine sound, new hood, screens, dynamo, etc., 10-year test. £145. Tel.: Sedlescombe 419 (after 7), near Hastings. [3913

2.4 JAGUAR Radiator Grille, £9; Pair 20-deg. downdraught 1⅜-in. S.U.s, £5; Set matching instruments; 4½-in. chronometric speedo., ditto Tachometer/clock; 3-in. Petrol/ammeter, Thermo/oil gauges, £5; B.T.H. JD4 Vertical magneto, 70s. Notek "Fogmaster" lamp, 25s.; Many Riley Nine spares. Box No. X.914. [3914

MANUALS: Railton; Daimler 20/70; '31 Buick; DI3 Delage; Sunbeam 16; Riley 9, 1½, Alpine, 40s. each. Gwynne; Clyno; Humber 14/40; Talbot '34; Essex, 30s. each. Vintage, 'thirties, Austin; Morris; Armstrong; Standard; Chevrolet, 10s. each. Hispano 37.2 Offers. Box No. X.915. [3915

1932 3-LITRE LAGONDA Tourer. Engine recently sleeved, new pistons, new bearings, valve guides, clutch lined, back axle overhauled, brakes relined, rebushed, new hood and tonneau, tyres good, body sound. Passed test. £195. R. G. Leeming, 14, Talbot Road, N.6. Tel.: MOUntview 0512; LON 4705 (office). [3917

RAILTON Coachcraft Drophead, 1935. Chauffeur maintained 21 years, two owners, mechanically excellent. Good bodywork and tyres. Price ? Try some offers under £100. Tel.: Amesbury 2164. [3918

ALVIS SPEED 20 Vanden Plas saloon, 1935. Mechanically very sound and bodily excellent, but upholstery slightly worn. Concours award winner at Scottish Alvis Day. A much-admired motor car. Fitted wireless. £160 or offers. Photographs available. Box No. X.919. [3919

BENTLEY, 1927, 3-litre, open 2-seater, green, 3.78 axle, "C" box, twin S.U.s, high compression pistons, stainless steel drain tubes and water plates, polished engine, recent complete rebuild, immaculate condition. £365 o.n.o. Hayes, East Street, Addington, West Malling, Kent. [3920

CITROEN, Light Fifteen, 1949, mainly excellent condition, good tyres, two new doors, modernised lighting, 10-year test certificate. Has broken rod, crankcase. Ideal for Do-It-Yourself man. Good Offers. Johnson, Flat 1, 28, Park Road, Woking, Surrey. [3921

SUPERCHARGER for anything under 1,600 c.c. —Sprite, M.G.-A, Rapier, etc., £50 o.n.o. 47, Enborne Road, Newbury, Berks. [3922

1936 RILEY ADELPHI. Good condition. £50. Underwood, Meadow House, Whaley Bridge, Stockport. [3923

LAGONDA LG45 pillarless saloon, good original condition. £120 o.n.o. Holden, 80, Petworth Gdns., Hillingdon, Middx. Tel.: Uxbridge (UX3) 35778 (office hours). [3924

M.G. J2: Breaking for spares, or complete car, cheap. £20. Cryer, 31, Oak Road, Quinton, Birmingham 32. [3925

M.G. J2 Engine. Also Ford gearbox, 2 new 4.50 × 19 tyres. Williams, 25, Branksome Drive, Filton, Bristol. [3926

ALVIS SILVER EAGLE, 1931. Dismantling. 144, Kingsway, Petts Wood, Kent. Tel.: Orpington 21451. [3927

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

FOR SALE—*continued*

ALVIS 16.95. Mechanically sound. Unattractive "special" body. Thirty pounds, or will break. Younger, 91, Abbey Road, Grimsby. [3928

JAGUAR XK120, 1951. Good condition. Bills shown overhauls. £200 o.n.o. Tel.: THO 8010. [3929

BREAKING RILEY KESTREL 9, 1934 Saloon. Wilson box. All parts for sale. Tetley, Bourn, Cambs. Tel.: Caxton 303. [3930

M.G. TC OWNERS: New Alexander Laystall Lucas alloy head with valves for M.G. TC 1,250 c.c., compression ratio 9 to 1. Cost nearly £70. Will accept £30. Smyth, Yarnton Manor, near Oxford. Tel.: Kidlington 2249. [3931

RILEY SPRITE, 1938. Excellent specimen of this unusual car. £300 o.n.o. Quick sale. Box No. X.936. [3936

FORD SPECIAL H.J.S.2. Full description and photographs in the November *Sporting Motorist*. Reputed to be best "Special" in the country. Available for inspection London area early December. Nearest £400. Consider exchange saloon. Details: Box No. X.937. [3937

RILEY SPRITE. Excellent original example. £375 or offer. David Porter, Braeside, How Lane, Chipstead. Tel.: Downland 1546. [3938

SPRITE. Taxed June 1961. Tonneau cover, luggage grid, Motormac, etc., superb condition. £530 o.n.o. Tel.: Ingatestone 74. [3940

JACOBOWSKI seeks good home. Owner forced to turn modern. Small wife can't see out.: 1933 Rolls-Royce 20/25, Park Ward. Above average condition in all respects. Carefully maintained. Extras: Heater, handbook, indicators, mascot, original tools. £360 o.n.o. Details and photograph apply: Harding, Ramridge Cottage, Weyhill, Andover. (Tel.: Weyhill 402. [3941

RILEY NINE Biarritz. Sound condition, good tyres, spares. £45 o.n.o. Turner, 46, Selwyn Road, Birmingham. Tel.: EDG 1278. [3942

SINGER 1934. 2-seater with dickey. Bodywork and engine good condition. Hood almost new. Photos available. £60 o.n.o. Hall-Smith, 29, Westcliff Road, Bournemouth. Tel.: Westbourne 65363. [3943

"BULLNOSE" MORRIS COWLEY, 1926. 2-seater with dickey seat. Excellent condition. £140. R. Mitcham. Tel.: Uplands 5310. [3944

YOUNG ENTHUSIAST WANTED to purchase shabby 1954 Ford 10 J.R.P., 75 m.p.h., 9½-cwt., mechanics excellent, needs chassis overhaul. £40 to right person. Peart, Tel.: Sanderstead 1730 (Sundays). [3945

FORD, MODEL-T ENGINE. £15. Box No. X.946. [3946

ARE YOU BUILDING an A.K.S.? Mark I Windscreen with frame, also Vynide hood. £18. Tel.: Harpenden 3448. [3947

SET OF FERODO-lined Lockheed shoes for M.G. "TD" and many other vehicles (normal MR 19 linings). Service Manual for A.40 "Somerset" and contemporary Austins; P.100 headlight; Pitman's Lambretta book; halfshafts for Alvis 4.3, Sp.25 and some Sp.20. Workshop Manual for "Minor" series "MM". All new. ? Offers. Sidebotham, 7, Westcliffe Road, Southport, Lancs. [3948

SS JAGUAR Super Sports 2-seater, professionally rebuilt '57 with very rakish alloy body, similar to XK120. Fitted SS100 2½-litre engine, with twin S.U.s and high-compression head. New Teleflo dampers, Lucas "700" lights, chrome fog and spot lamps, chrome winkers, chrome quarter bumpers. Jaguar mascot, tonneau cover, straight-through copper exhaust. Swept tail with large boot. Retrimmed and recellulosed red, good tyres and battery. Tremendous performance, road-holding, excellent brakes and steering, over 24 m.p.g. £175 o.n.o. Tel.: TER 3766. [3949

RAILTON EIGHT Saloon, 1935, in good condition bodily/mechanically. Spots., rimbellishers, wing mirrors, stoneguard, mascot. £85 o.n.o.. Chrysler Eight conv. 1936. Fab. car, body by Carlton. Gen. 90 m.p.h. Superb condition, radio. £150. Simons, 157A, Station Road, Edgware, Middx. [3950

TR2 (1956): 53,000; B.R.G.; Michelin "X"; heater; spots; tonneau; good condition. Must sell. £425 o.n.o. Tel.: Romford 42124 (after 6 p.m.). [3951

BENTLEY, Reg. Nov. 1948. '49 Model. Standard Steel Saloon, radio and heater. Previous A.A. report available. Property owner's car, recently completely resprayed. Beautiful specimen. Bargain, £695. Tel.: KIL 1109 (mornings); SHE 4021. [3952

HILLMAN MINX, 1946 Drophead. New p.v.c. hood. Recon. engine. £75. London area. Box No. X.953. [3953

1955 FORD TEN Special. B.R.G., fibreglass body, hard-top, full electrics, recon. engine, radiator, 6,000. New tyres, battery. £130 or offer. Tel.: Gipsy Hill (Surrey) 4728 (evenings). [3954

RILEY 1½ LYNX, 1936 model, preselector, red, recent new battery, king-pins, brakes, Vynide hood, etc., bodywork excellent, real eyecatcher, passed test. Haggle starts £100. Beckett, 70, Whittington Road, Hutton, Essex. Tel.: Brentwood 905; ROYal 1561 (business). [3955

VINTAGE TRIUMPH, 1930. Hydraulic brakes, extensively overhauled, taxed, insured, price £50. Surrey. Box No. X.956. [3956

FOR SALE—*continued*

"SPECIAL" requires Ford Ten engine and gearbox, otherwise complete. Tel.: Reading 68686. [3957

328 F.N./B.M.W., 1938. Mechanically, bodily very good. Tyres, hood excellent. £325. Cattle. Tel.: SPE 2653. [3958

MARSHALL NORDEC SUPERCHARGER. Practically new, cost £90. Suit Magnette or 1,500-c.c. motor. Complete carburetter, manifold, etc. Exchange Volkswagen outfit and radio, or sale £45. Vosper: Swilly Post Office, Plymouth. [3959

XK140, 1955, crashed. Bodywork very bad, engine and gearbox appear undamaged. Tel.: Dundee 23378. [3960

SUNBEAM 16, 1931. Well-maintained. Many bills including rebore, radiator core. Six good tyres, three new. Any test. £125. Jelley, 60, Oak Street, Southport. [3961

6 ACE DISCS, chrome rings, valve extension, pair Proos, Rolls 20/25. Offers. Box No. X.962. [3962

B.S.A. SCOUT, 1937, Series 4 Tourer in good condition. £25. Tel.: MACaulay 5223 or 8244 evenings. [3964

P.100 HEADLAMPS off Sheerline, £10 pair; Lucas Windtone Horns 30s. pair; Runbaken Oil Coil, £1; KL Heater, 50s.; Smiths Heater, £3; Smiths oil gauges, 2-in. diameter 0-15 or 0-60, new 10s. each. Saunders, 39, Doddington Road, Battersea, S.W.11. Tel.: MACaulay 5223. [3965

LANCIA AUGUSTA drophead, 1936, new hood, new tyres, good mechanical order, needs painting, Manchester area, £130. Box No. X.966. [3966

24 COPIES MOTOR SPORT between May 1951 and November 1959; three 5.20 × 10 Dunlop tubeless tyres, 500 miles, suit Mini. Offers: Stringer, 18, Princes Street, Dorchester. [3967

EXCELLENT ALVIS, 1939, 12/70 drophead. £130. Alexander, 13, Avon Road, Devizes, Wilts. Tel.: Devizes 828. [3699

ALVIS TA 14. Shooting Brake, the Streamline one, not the Square Box. Re-cond. engine, 4 new "X" tyres, t. & i., fast, plus 27 m.p.g. Heater, rad. blind, rev. light, roof rack. 10-year certificate. £250. Petrie, c/o Showmoor Coachworks, Gt. North Road, Hatfield, Herts. [3970

BATTLESHIP on wheels. 1936 M.G., Series SA. 2-litre saloon. Sturdy, reliable car. Passed 10-year test. Haggle from £95. Matrimony imminent. Waller, 59, Halfway Ave., Tel.: Luton 51630. [3971

FIAT 1100 Pillarless Saloon, 1947. Registered this country 1957. No test required. Taxed, sound. L.H.D. £75. Want open car, A40 Pickup and 3/5 h.p. Outboard motor. McNeil, 44, Maurice Road, Birmingham 14. Tel.: Highbury 1682. [3972

MERCEDES-BENZ 170SD, 1954. R.H.D. saloon. Diesel engine. 38 m.p.g. Fitted Mercedes towbar. £450. 8, Water End, Clifton, York. [3973

BREAKING Singer Le Mans Special: mechanically reconditioned throughout: crankshaft, pistons, chains; £6 spent on head; starter motor, dynamo. 100% reconditioned brake system, linings, cylinder, etc. Worthiness certificate for lights. New unused differential; new bearings throughout, king-pins, bushes, steering; four excellent tyres; rear springs reset. Also J2 slab-tank, screen, doors. Send offers but prices quoted on application. 11, Vengeance Street, Barrow in Furness. [3974

SPRITE, 1959, immaculate, 7,800 miles. Extras. £499. Also Triumph Herald 1959 Saloon 1,500 miles. £545. Terms. Loader, Heusden House, Gerrards Cross. Tel.: 4160. [3975

1927 LEA-FRANCIS. Meadows 4ED engine. Modified open 2-seater aluminium body, wire wheels, brass radiator, hood. Excellent condition. £150 o.n.o. Perkins, 9, Hillary Mount, Billericay, Essex. [3976

TRIUMPH TR3A, November 1959. Little used. Owner going abroad. Heater, radio, roll-bar, "X"s, leather upholstery, rear seat. £825 o.n.o. Must sell. Box No. X.977. [3977

1939 M.G. TA, two-tone green, countless replacements, bills for £60, £130 o.n.o.; also M.G. J2, rebored, new pistons, big-end, skimmed head, oversize rears, ready for road use, £70 o.n.o. Tel.: MAN 9800 (Ext. 186) (business), or 6, Ray Lea Close, Maidenhead. [3978

ROCHDALE 1172 8 Head Heater. Excellent road-holding, acceleration. Spare engine, etc. Regret must sell. £195 o.n.o. Possible H.P. Heddle, 31, Castle Drive, Kemsing, Sevenoaks. Tel.: Otford 792. [3979

ALVIS 12/50 SD, 1927, mechanically sound, 5,000 miles since overhaul, good tyres and hood. £145 o.n.o. J. G. Wilson, Fairacre, Steeple Aston, Oxford. [3980

RILEY LYNX 9 h.p., 1935. Env. Box. Vynide hood. Also spare engine and transmission. £65. Pickford, 5, Heath Road, Welwyn, Herts. [3981

M.G. TA, red, good throughout, M.O.T. certificate. £140 or exchange Minor Tourer. 39, Prettygate Road, Colchester. [3982

M.G. TF 1,250, 1954, green, excellent condition. 4 new "X" tyres, twin spots, twin rev. lights, carrier, badge bar, screen washers, tonneau, vizor, wing mirrors, winkers. Enthusiast maintained. £455 o.n.o. Box No. X.988. [3988

FOR SALE—*continued*

FRAZER NASH-B.M.W., Model 327/55, 1939. Requires attention. Open to offers. Dent, 61, Goshawk Gdns., Hayes, Middx. Tel.: Viking 3100. [3989

M.G. PA, tuned Ford Ten. 4-speed gearbox, hydraulics, sealed beams, new hood, windtones, etc., excellent condition. Offers. Box No. X.990. [3990

TR3, 1956, 35,000. Ivory coachwork unmarked, special pale blue leather upholstery, s/screens, twin mirrors, washers, heater, adjustable column, 5 good "X's". Cost £650 April 1960, with Dove's guarantee, fitted complete new gearbox, 3-speed o'drive, crank, ends, pistons, liners, relined brakes, mats. Regularly serviced and garaged, little used since purchased. Living and working in pink zone makes car redundant. Sensibly priced at £520 to ensure prompt sale. Boeg, 116, Gloucester Place, W.1. Tel.: WELbeck 3027 after 7.30 p.m. [3991

AUSTIN A40 VAN, rough. What offers ? Morris Minor 1958, saloon, fair condition, £75. Tel.: HIT 2275. [3992

XK120, 52, white, excellent all round condition, best offer over £300. 27, Great North Way, Hendon. Tel.: Sun 1946. [3994

ROLLS 20/25, '33. Thrupp & Maberly saloon, excellent condition. £150 o.n.o.. 27, Great North Way, Hendon. Tel.: Sun. 1946. [3994A

1931 AUSTIN SEVEN saloon, completely restored 1960 and unmarked. Spare engines, axle, electrics, tyres, etc. £55 o.n.o. 24, Colchester Drive, Pinner, Middx. [3995

ALVIS SPEED TWENTY, 1936, Vanden Plas 4-door sports tourer, recently had complete overhaul including reground crank, 1st rebore, brakes relined, 5 new tyres, batteries, hood, tonneau, Servais silencer. Taxed, just passed 10-year test. Photo. available. A really superb example of this *marque*. £250 (consider motorcycle exchange. Pickering, 12, Cross St., Ryde, I.O.W. Tel.: Ryde 4176. [3996

RILEY 1½ Kestrel, 1937, rebuilt, new springs, diff., K.P.B.'s, steering, brakes, headlining, rechrome, rewire, respray, upholstery, recon. gearbox, all last 6 months. £160 o.n.o.—urgent, new car in rain. Big 4 axles complete half-shafts, new K.P.B.'s, brakes and 5 wheels, £8. "Coltine," Appleton Road, Hale, Cheshire. [3997

1950 AUSTIN ATLANTIC coupe. Engine, steering, tyres, hood, interior—good condition. £145. 8, Poplar Street, Wellingborough, Northants. [3998

ALVIS SPEED TWENTY, d.h.c. Superb in every detail, cannot afford to describe. Enquirers guaranteed satisfied. £150. Consider p./exchange smaller car. Leary, Tel.: ELM 5163 (Surrey). [3999

SUNBEAM ALPINE, July '54. 40,000 miles, 2 owners, engine rec. at 30,000. Floorchange, hood, tonneau new last year. Extras incl.: Servais and Peco, twin-pumps, *Mangoletsi manifold*, Michelins, rev. and foglamp, magnetic sump-plugs, chrome rack, new battery. Engineer's second car. Silver/red, in very fine condition. £430 o.n.o. 1, Abdale Road, London, W.12. Tel.: SHE 7208 or CAN 1171/2. [4000

M.G. PA, 1935, 2-seater, v.g.c. Body perfect. New radio, two spots., rack, tyres, half-tonneau, sidescreens. £120. S./Lt. Ellison, R.N. College, Greenwich, S.E.10. [4001

BORGWARD DIESEL saloon, 1954, grey, two owners and 54,000 miles only, 48 m.p.g. Exceptional condition throughout. Complete history available at Borgward distributors. £400 Box No. X.002. [4002

RILEY NINE Kestrel. Rebored engine, etc. Mechanically very sound. Bodywork a bit shaky. Running and taxed. Good tyres and battery. Offers to FREmantle 2038 evenings and week-ends. [4003

FORD TEN, 1938. New chassis, all parts good condition, ideal for "special." £50. 1933 M.G., L-type, 2-seater, needs engine rebuilding, spare block, etc., original engine blown up. £65. 500 chassis, back-end wheels, etc. £4. 1927 Austin Seven engine and gearbox, £6; many other spares. Sawrey. 50, Sun Street, Rugby. [4004

BENTLEY, 1931, 4½-litre Gurney Nutting saloon. Engine, back anxle, brakes, completely overhauled. Mechanically perfect, body immaculate. 63,000 miles. £600. Box No. X.005. [4005

BENTLEY, 1936, sports/saloon, superb condition. Company car arrived. Show 20 miles London. £300. Bolton, 11, Temple Ave., London, N.20. Tel.: HIL 2332. [4006

1925 3-LITRE BENTLEY, l.c. open tourer, new coachwork, tonneau, tyres, electrics overhauled, mechanically sound. Sale reason—wife. £350 o.n.o. Box No. X.007. [4007

1952 MORGAN PLUS-FOUR (Vanguard), B.R.G. Fitted radio. £280 o.n.o. Tel.: DERwent 0461. [4009

CITROEN LT. 15. 1953 model, first regd. 1957. L.H.D. Black, grey upholstery. Recently resprayed, re-upholstered, re-carpeted. Four new tyres, new battery; starter motor overhauled. 1959 complete engine overhaul, water pump bushed, front suspension and shafts overhauled. Perfect condition. New car forces quick sale. £150. H.P. available on payment one-third deposit. Gray, Tel.: TERminus 4354 (London). [4133

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57 M.G. Magnette	£595	**55 Austin Healey BN1**	£495
55 M.G. Magnette	£495	**54 Rover 75** sports saloon	£475
57 Austin A55 saloon	£475	**55 Triumph TR2**	£440
58 Metropolitan coupe	£455	**55 Wolseley 4/44** saloon	£415
55 Sapphire, 2 from	£450	**54 S/Talbot 90** saloon	£395
55 Jaguar M-type saloon	£395	**54 Consul** convertible	£335
57 Wyvern saloon	£395	**53 Ford Zephyr** saloon	£295
52 Mercedes 220S, spec.	£375	**51 Jaguar 3½** convertible	£285
55 Zodiac saloons, from	£365	**48 M.G. TC** sports	£265
56 Anglia saloons from	£315	**52 Minx** coupe	£265
51/2 S/Talbot 90 saloon	£295	**52 Mayflower** saloon	£255
53 Velox saloon	£295	**37 Lagonda LG6**	£185
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1938 BUGATTI Type 57 Gangloff 4-seater drophead coupe, cream and black, built-in headlamps, engine overhauled in 1957 by Lemon Burton, excellent order. **£525.**

1928 BENTLEY 4½-litre 4-seater tourer by V.D.P. Large petrol tank and twin spares. 1,000 miles since £100 engine overhaul, Marchal headlamps, new hood. **£395.**

1926 BENTLEY 3-litre Speed Model, 2-seater with pointed tail body, bills for recent £150 overhaul. **£295.**

1932/33 ALFA-ROMEO 2.6-litre 8-cylinder supercharged twin-cam 2-seater. Original and sound chassis, modern coachwork, 115 m.p.h. **£295.**

1933 O.M. 2.3-litre o.h.v. Corsica 2/4-seater. Recently rebuilt at cost of £260. New hood. One of the finest Italian Vintage cars. **£345.**

1934 ALVIS Speed 20 4-seater tourer with most attractive coachwork, new hood and sidescreens. **£220.**

1934 A.C. 15/60 4-seater fixed head coupe with sliding roof, 2 owners from new, mileage believed genuine 36,000 only, completely original, new tyres. **£195.**

1934 ROLLS-ROYCE 20/25 Thrupp and Maberly Limousine, nice order. **£245.**

1926 ROLLS-ROYCE 20 drophead coupe with Southern Coachwork. **£225.**

1939 DELAGE D6/75 Sports Saloon, good order. **£75.**

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LANCIA Aurelia B12, 2,266-c.c. 4-door pillarless saloons, 1954/55 models, from **£675,** details on request.

LANCIA Aurelia Grand Tourismo B20 1952 coupe. Complete overhaul. **£745.**

1938 LANCIA Aprilia saloon, excellent order. **£175.**

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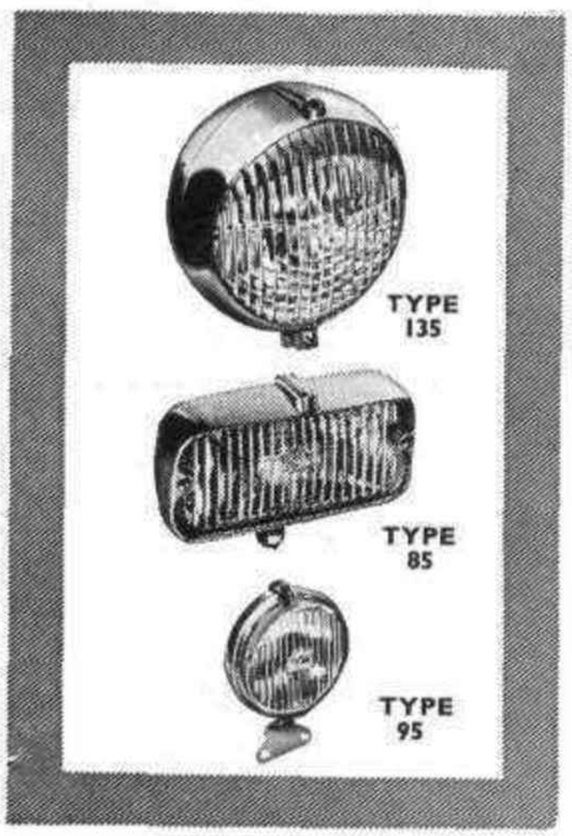
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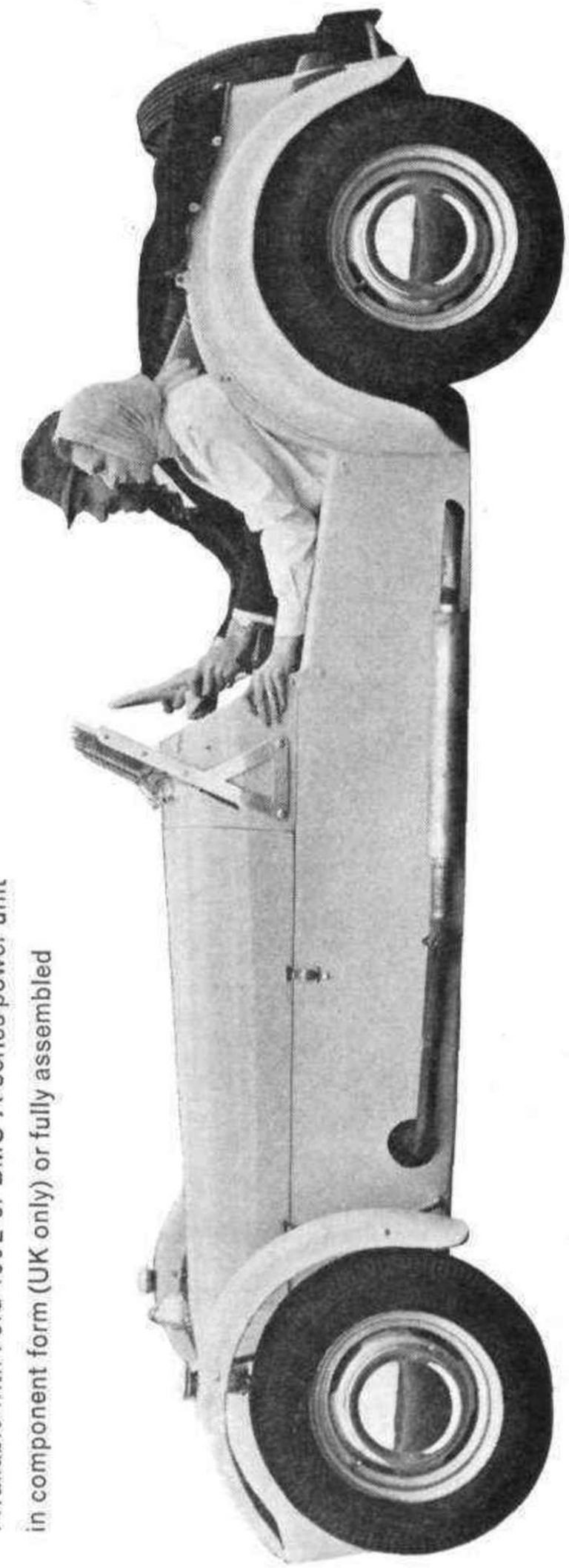
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