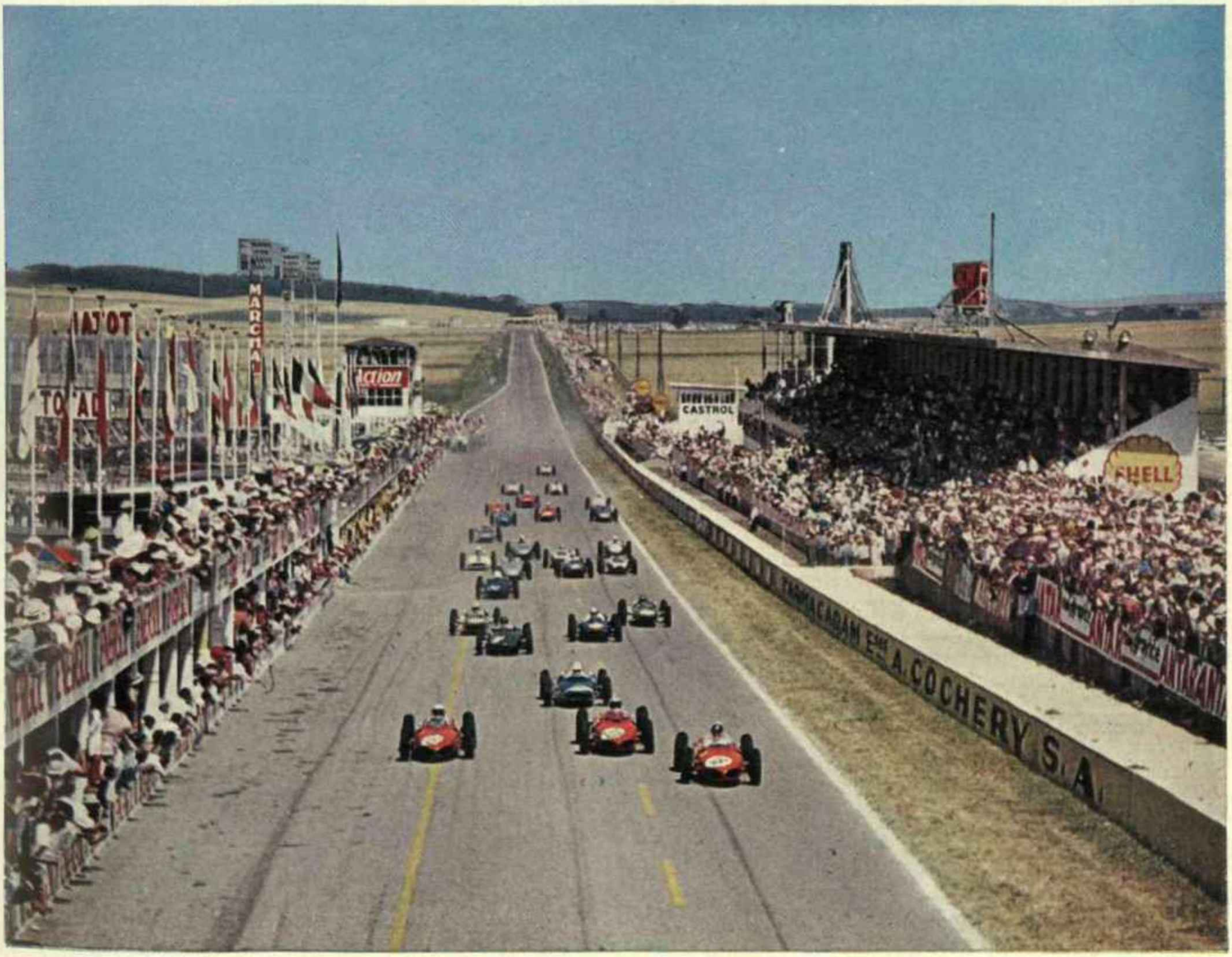
Vol. XXXVII No. 8 TWO SHILLINGS August 1961

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



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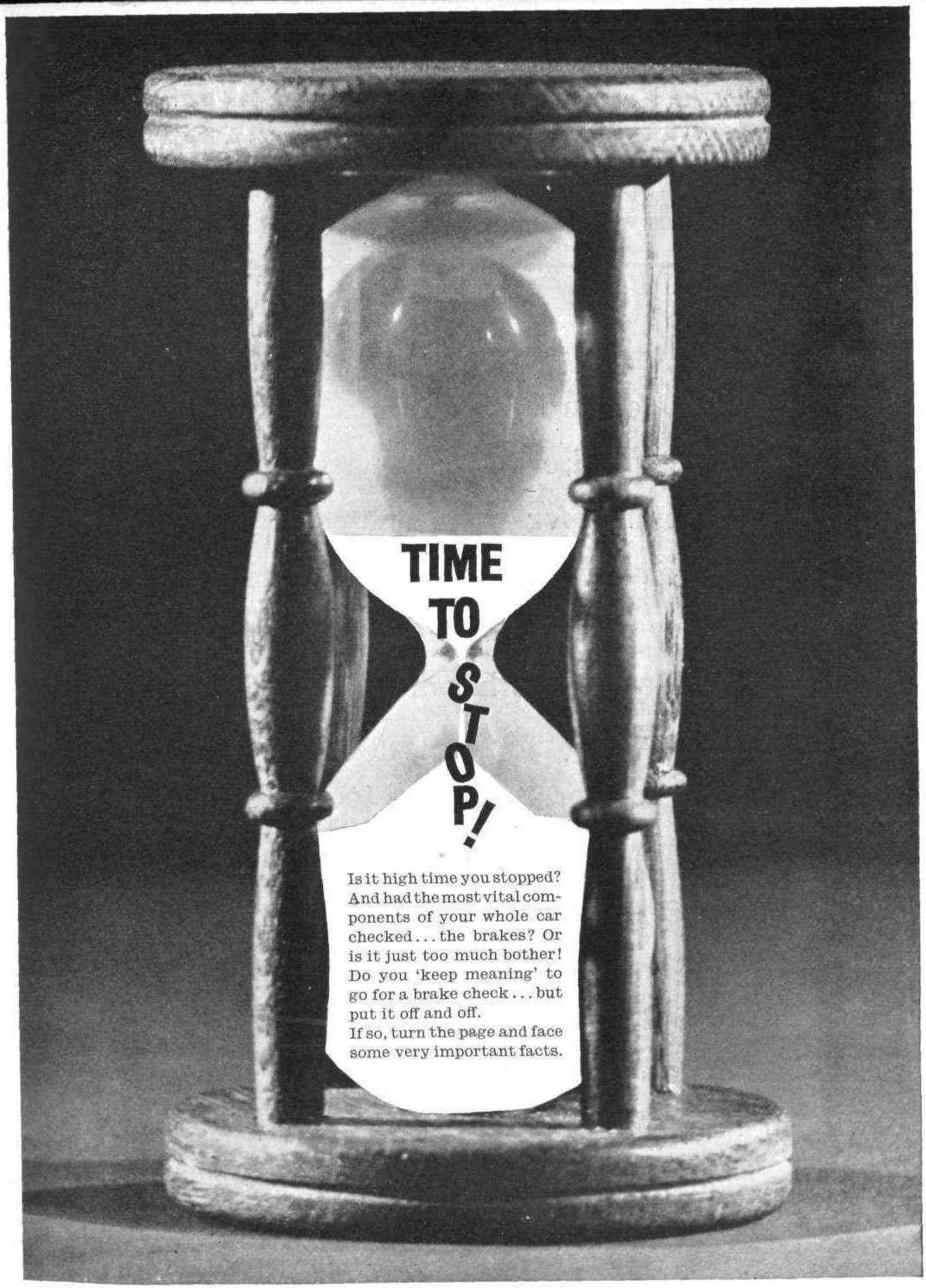
TIME
TO
STOP!
Is it high time you stopped? And had the most vital components of your whole car checked... the brakes? Or is it just too much bother! Do you 'keep meaning' to go for a brake check... but put it off and off.
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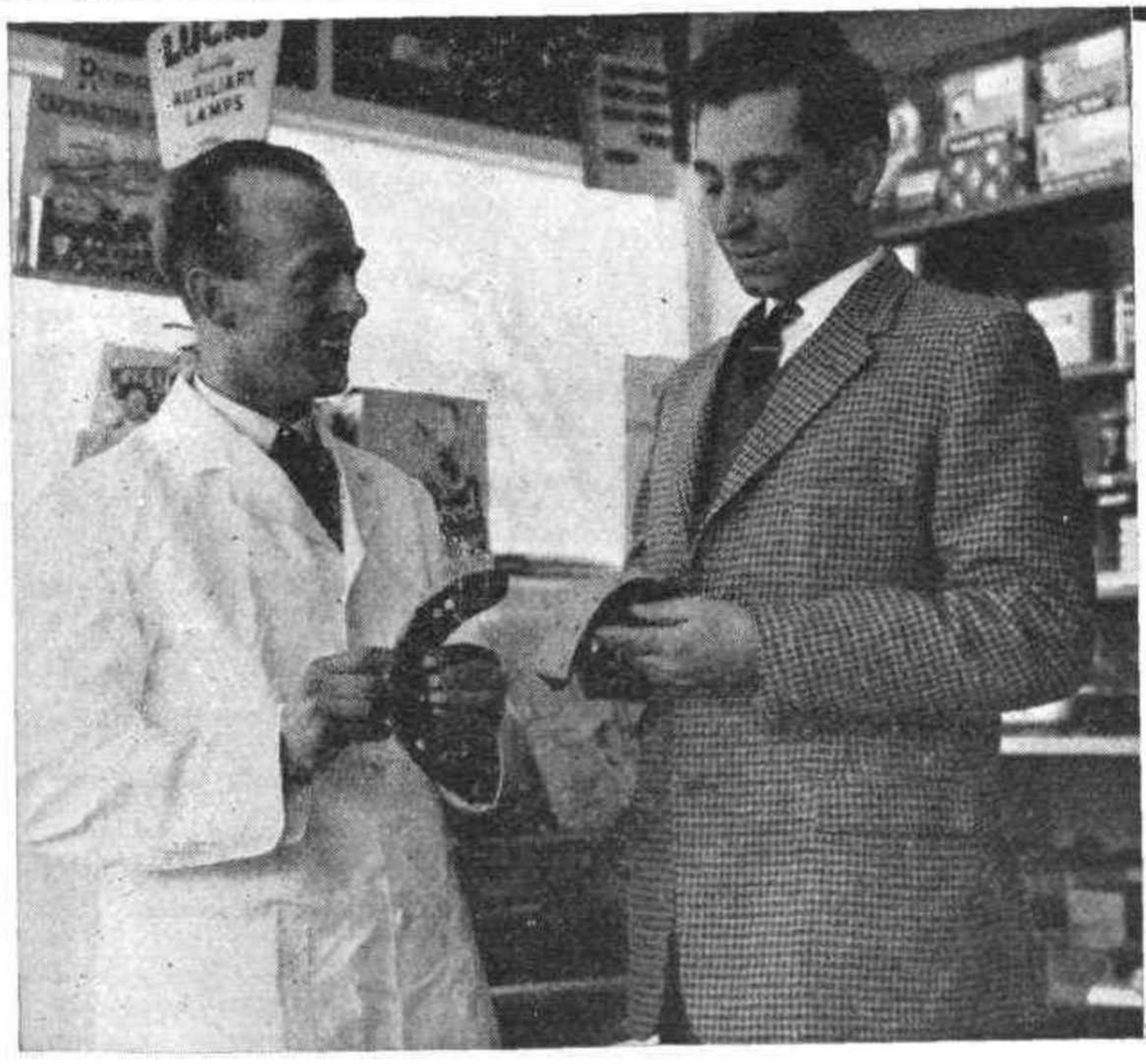

2 They must insist on LOCKHEED replacements

Occasionally your brakes *will* need seeing to. And you *must* insist on genuine Lockheed spare parts. The exact machinery, the research, the experience, the resources which are behind the original equipment are all on hand to rebuild returned shoes back to 100% efficiency.

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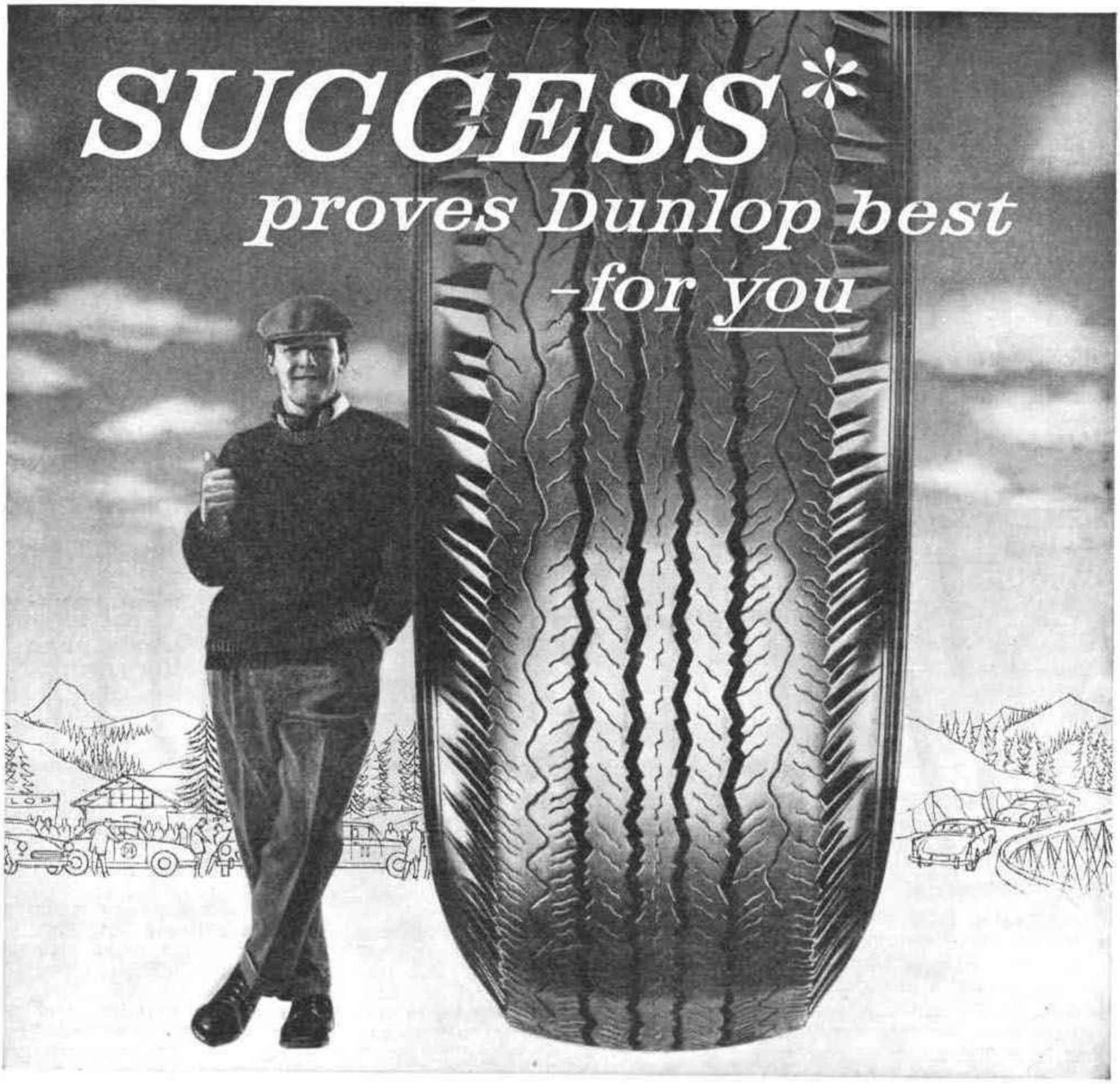

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* **SUCCESS** with the British motoring public: far more motorists replace with Dunlop than with any other tyre.

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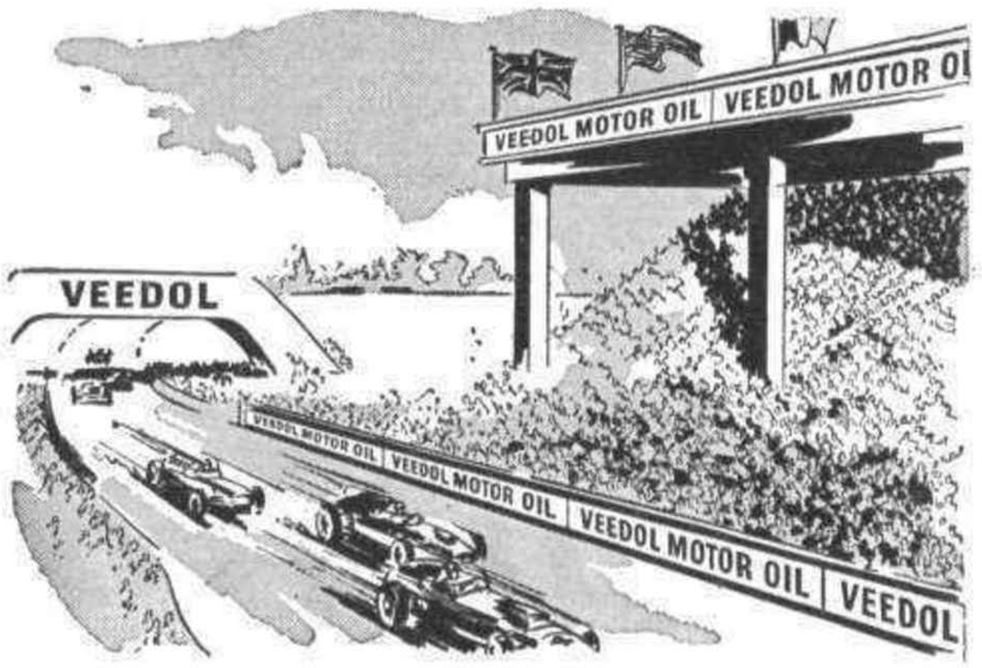

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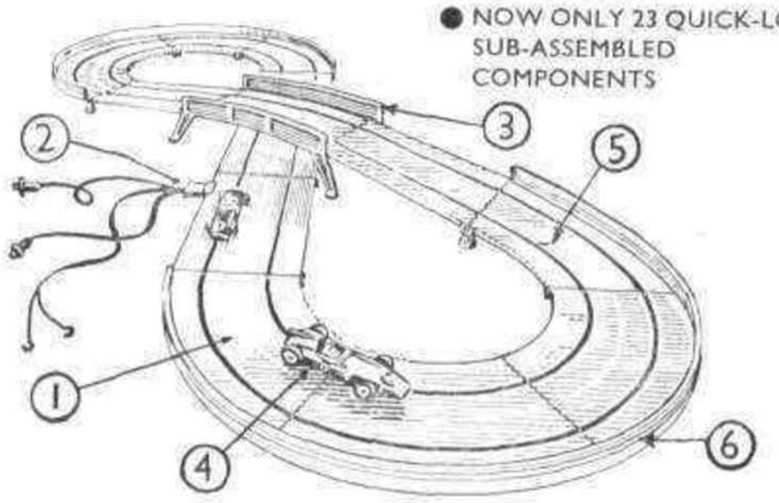

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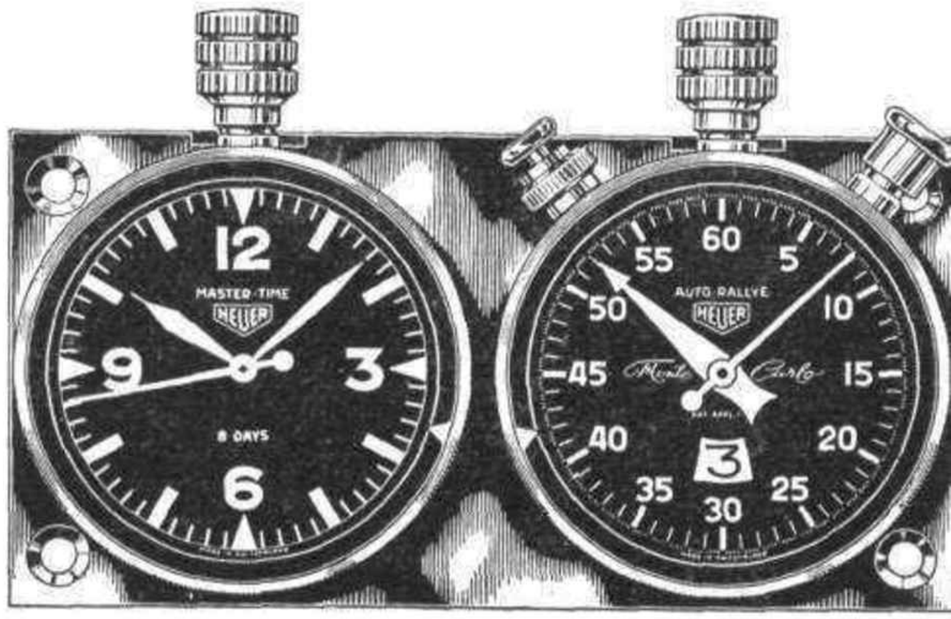
Proved at Monte Carlo



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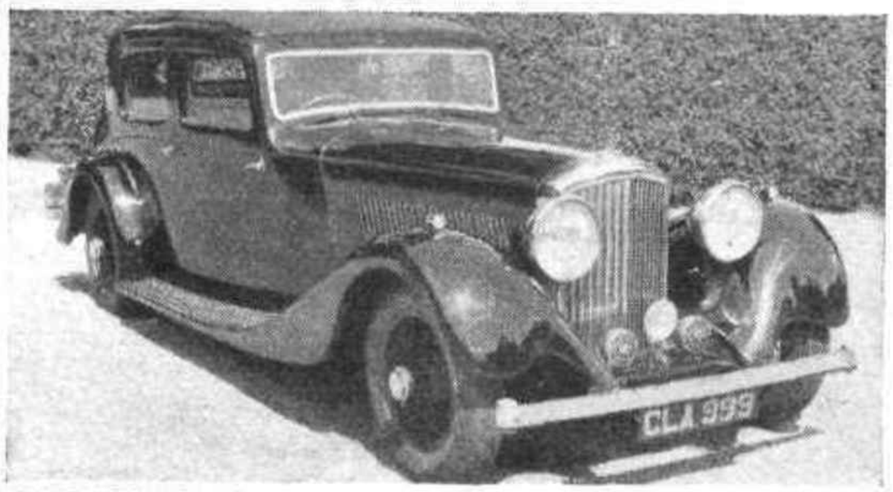

1935 BENTLEY 3½-litre Hooper sports saloon. Bills available for £230 covering mechanical reconditioning in June this year. New tyres, exceptional order, **£245.**

1934 BENTLEY 3½-litre Hooper sports saloon, finished in black with brown leather upholstery. An attractive car with a good history, and identical to that illustrated, **£225.**

1951/52 HOTCHKISS 3½-litre sports saloon, dark blue with blue leather upholstery. Radio, heater, etc. A magnificent high-performance thoroughbred with wonderful road-holding, **£395.**

1955 MERCEDES-BENZ 220A saloon. These superb quality sports saloons, originally costing around £2,400, are capable of around 100 m.p.h. with commendable economy. This excellent example (R.H.D.) is offered at the very low figure of **£695.**

1951 RILEY 1½-litre sports saloon, finished in cream with brown leather upholstery. Heater, twin spots, seat covers, etc. **£265.**

1936 RILEY KESTREL 1½-litre 6-light sports saloon, 16 in. wheels, etc. A much sought-after model, **£75.**

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1955 BORGWARD ISABELLA sports saloon. These attractive 6-seater 1,500-c.c. continentals offer 35 m.p.g., 85 m.p.h. and all independent suspension. This fine example has covered only a very moderate mileage in the hands of one careful owner, **£475.**

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1951 DELLOW 2-seater sports. Two-carburetter Ford 10 engine. Twin spares, blue, **£185.**

1956 LOTUS Mark II tuned Ford 10 engine. Excellent order, **£295.**

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1949 TRIUMPH 2000 ROADSTER, finished in bronze with new red Vynide hood. Twin spots. Twin-tone horns, etc. **£195.**

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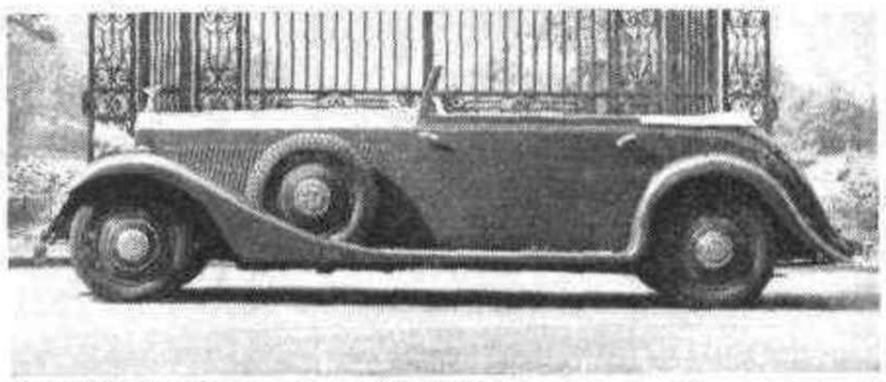
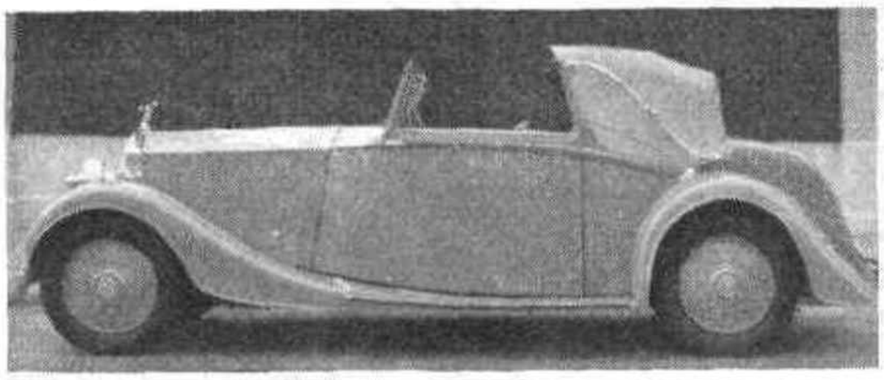


ROLLS-ROYCE Continental P.II (1934) tourer by Hooper, restored regardless of cost. Royal blue and grey calf trim. 1961 Winner *Concours d'Elegance* **£2,150**



ROLLS-ROYCE 30-h.p. (1938) sedanca de ville coachwork by H. J. Mulliner in powder blue with blue trim. Exceptional order **£985**

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MERCEDES 220S (1957) saloon, S.W. radio. 37,000 miles. Black **£1,150**
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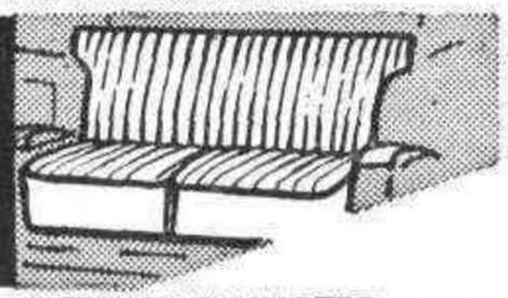

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AP 454

TOPICALITY IS THE KEYNOTE

Motoring News

The ONLY WEEKLY Motoring Newspaper

HIGHLIGHTS OF THE MONTH AHEAD :

- Aug. 3—Leinster Trophy—Bouley Bay
- Aug. 10—German Grand Prix and all the Bank Holiday sport.
- Aug. 17—Pescara Grand Prix, and the 750 M.C. 6-hour relay race.
- Aug. 24—Tourist Trophy. Road Test of the 220SE Mercedes.
- Aug. 31—Copenhagen Grand Prix, Shelsley Walsh Hill-Climb. A new economy car from a French Manufacturer.

And, of course, Rally Round-up each week.

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VOL. XXXVII No. 8 FORD CLASSIC CONSUL ROAD-TEST AUGUST 1961

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH THIRTY-EIGHTH YEAR OF PUBLICATION

MATTERS OF MOMENT

EMPIRE TROPHY DISAPPOINTMENTS

This year's B.R.D.C. British Empire Trophy Meeting suffered various set-backs that rendered it disappointing. Some explanations seem desirable (although we cannot attempt to explain the title our reporter has chosen to head his report of this meeting!). The non-appearance in the Inter-Continental Race of the Scarab and Vanwall and the brief life of the Ferguson are set-backs any race organiser has to face—Daigh crashed, Vandervell is still Vandervell the Unready, and the Ferguson at least left the line, which is more than the V16 B.R.M. did for Sommer on a similar occasion.

In the G.T. race Hobbs was permitted to drive his automatic-transmission Lotus Elite but not to qualify for an award or place and as he was honest enough to declare at Nurburg that his car was not homologated as a Grand Tourer and was transferred to the sports class, he could hardly expect the B.R.D.C. to hold any other view in England, although it was a little late in the day to remind him of this on the starting grid.

The ban on Gurney's Chevrolet and Daigh's Ford Galaxie in the Touring Car Race was very much less palatable. In May Gurney led all the Jaguars in his huge and powerful saloon until an improvised wheel detached itself. The Silverstone public awaited eagerly for the next round, in July. Gurney has assured us that, apart from stronger wheels, the Chevrolet was exactly the same as on its previous Silverstone appearance.

It was welcomed in May but banned in July. Why? It appears that a very detailed specification was submitted to the C.S.I. by the U.S.A. authorities in order for the car to be homologated but that this was not done on the official C.S.I. forms. Under the circumstances the C.S.I. felt that although morally the Chevrolet complied with its requirements it could hardly shut its eyes, if challenged, to the error of uncompleted forms when its own rules clearly call for these. The B.R.D.C. received a telegram from the R.A.C. ordering Gurney's disqualification, and had no option but to obey this command from above. In fact, the car would have been a non-starter as an essential spare, a gasket we believe, was held by Customs. The Ford, too, couldn't have started, as Daigh was in hospital. But if all this was sparked off by "vested interests" here in Britain, it was most unfortunate and unsporting.

Moss' Ferrari which won the G.T. race had left Modena in the hands of a collection driver who forgot its homologation papers but as it was well-known to be the Le Mans car it was permitted to run with components sealed and will be examined by the B.R.D.C. at Rob Walker's garage when its papers reach England. This, and the Hobbs' case, show up the B.R.D.C. in a good light, as anxious to help drivers over difficult paperwork and other official matters. The awkward question remains—what sparked off the telegram that disqualified the Chevrolet, which, like the Ferrari, was a car well-known to the B.R.D.C. scrutineers ?

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Front cover picture : START.—Under a blazing hot sun the French Grand Prix gets under way. The three leading Ferraris, left to right, are Hill, von Trips and Ginther slightly in the lead. Immediately behind is Moss, whilst the four cars behind are, left to right, Ireland (Lotus), Graham Hill (B.R.M.), Surtees (Cooper) and Clark (Lotus).

ROAD-TEST FACILITIES

Checking on the cars already road-tested by the Editor of MOTOR SPORT this year, the number embraces ten British, four French, and one each of Italian, German and Russian vehicles, which refutes any suggestion that we are anti-British. . . .

In the past any shortage of the British element in the year's road-test curriculum has been due to apathy on the part of British manufacturers. If published road tests are of any value—and there is plenty of evidence and solid opinion that such reports, when favourable, sell more cars than any other medium, except, perhaps, success in competition, and are worth many hundreds of pounds expressed in terms of bought space—then cars should be freely available to journalists and technical writers. Today, because so many papers have motoring correspondents and because accidents to Press cars in modern traffic are frequent, the task of Publicity Departments is a formidible one.

On the whole they cope admirably. Of the British "Big Five," Ford have provided willingly six of our 1961 test cars, including a rally model, Rootes run an extremely efficient Press service, and in the past Standard-Triumph have served us well. Vauxhall tend to the idea that we only test racing cars but provide MOTOR SPORT with their products when requested (and very satisfactory their latest versions have proved). B.M.C. cars are in heavy demand and consequently they tend to be elusive. For instance, we asked for a certain Austin model *last October* and have been pleading for it, at intervals, ever since. The last letter from Longbridge said "three or four weeks." That was in May and the car hasn't turned up yet. Waiting, they

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Motoring Sport Events for August

★ **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
Aug. 2nd	N. Wales C.C.	Eirias Park	Colwyn Bay	Driving Tests (*C.*)	7.30 p.m.
Aug. 5th	Aberdeen & Dist. M.C.	Pitcaple Castle	Aberdeen	Trials (*C.*)	2.30 p.m.
"	Jaguar D.C. and Bentley D.C.	Silverstone	Towcester	Race Meeting (*R.*)	12.30 p.m.
Aug. 6th	Worksop & Dist. M.C.	Race Course	Doncaster	Driving Tests (*C.*)	2.00 p.m.
"	A. v. C.	NURBURGRING	ADENAU	GERMAN G.P. (*INT.*)	12 noon
"	S. Yorks Car Enthus.' Club	Grandstand Road	Doncaster	Driving Tests (*C.*)	10.30 a.m.
"	Matlock & Dist. M.C.	Darley Bridge	Matlock, Derbys.	Driving Tests (*C.*)	2.00 p.m.
"	Liverpool M.C.	Speke Airport	Liverpool	Driving Tests (*C.*)	2.00 p.m.
Aug. 7th	B.A.R.C.	AINTREE	LIVERPOOL	RACE MEETING (*N.B.*)	2.00 p.m.
"	B.R.S.S.C.	BRANDS HATCH	FARNINGHAM	RACE MEETING (*INT.*)	12.30 p.m.
"	W. Cornwall M.C.	Trengwainton	Penzance	Hill-Climb (*R.*)	2.00 p.m.
"	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting (*R.*)	2.00 p.m.
"	TAUNTON M.C.	WELFORD CROSS	TAUNTON	AUTOCROSS (*N.B.*)	2.30 p.m.
Aug. 12th	Sussex C.C.	Goodwood	Chichester	Driving Tests (*R.*)	12 noon
"	B.A.R.C. (Midlands)	Wellesbourne Aerodrome	Stratford-upon-Avon	Sprint (*C.*)	2.00 p.m.
"	HANTS & BERKS M.C.	GT. AUCLUM	READING	HILL-CLIMB (*N.B.*)	2.30 p.m.
"	750 M.C.	SILVERSTONE	TOWCESTER	RACE MEETING (*N.B.*)	1.00 p.m.
"	Bristol M.C. & L.C.C.	Dryham Park	Bristol	Hill-Climb (*R.*)	2.00 p.m.
Aug. 13th	Hartlepools & Dist. M.C.	Promenade	Hartlepool	Driving Tests (*R.*)	2.00 p.m.
"	Burnham-on-Sea M.C.	West Cranmore	Shepton Mallet	Veteran Rally (*C.*)	2.00 p.m.
"	Plymouth M.C.	Wiscombe	Honiton, Devon	Hill-Climb (*C.*)	1.30 p.m.
"	250 M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
Aug. 16th	Westinghouse M.C.	Market Yard	Chippenham	Driving Tests (*C.*)	6.45 p.m.
"	Darlington & Dist. M.C.	Heighington Station	Aycliffe	Driving Tests (*C.*)	7.30 p.m.
Aug. 17th	Jersey M.C. & C.C.	St. Ouens Bay	Jersey	Race Meeting (*C.*)	2.30 p.m.
Aug. 19th	R.A.C.	GOODWOOD	CHICHESTER	TOURIST TROPHY (*INT.*)	3.00 p.m.
"	Liverpool M.C.	Oulton Park	Chester	Sprint (*R.*)	2.00 p.m.
Aug. 19/20th	Owen Organisation M.C.	Alexandra Street	Wolverhampton	Rally (*C.*)	11.00 p.m.
"	Rotherham & Dist. M.C.	Wortley Rd., 103/405936	Rotherham	Rally (*R.*)	9.00 p.m.
"	BOLTON-LE-MOOR C.C.	SPURSTON	WHITCHURCH	RALLY (*N.B.*)	11.00 p.m.
Aug. 20th	Airedale & Pennine M.C.C.	East Bierley	Bradford	Autocross (*C.*)	10.30 a.m.
"	Four Ways C.C.	Matching Green (161/540114)	Harlow	Driving Tests (*C.*)	10.30 a.m.
"	60 M.C.	Metal Box Co.	Worcester	Driving Tests (*C.*)	2.00 p.m.
"	Middlesbrough & Dist. M.C.	Thornaby Airfield	Thornaby	Race Meeting (*R.*)	3.00 p.m.
"	F.M.C. & S. Beds. C.C.	R.A.F. Henlow	Henlow	Gymkhana (*C.*)	2.00 p.m.
Aug. 27th	Sussex C.C.	Woodingdean	Brighton	Autocross (*C.*)	12 noon
"	Harrow C.C.	City Square	Denham, Bucks	Driving Tests (*R.*)	11.00 a.m.
"	M.G. C.C. (N.W.)	Old Trafford Cricket Ground	Manchester	Driving Tests (*C.*)	2.00 p.m.
"	Cambridge C.C.	Witchford Airfield	Ely	Driving Tests (*R.*)	11.00 a.m.
"	V.S.C.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	1.00 p.m.
"	Allard O.C.	Chipperfield Common	King's Langley	*Concours d'Elegance* (*C.*)	4.30 p.m.
"	Falcon M.C.	Walkern	Stevenage	Gymkhana (*C.*)	2.30 p.m.
"	MIDLAND A.C.	SHELSLEY WALSH	WORCESTER	HILL-CLIMB (*N.O.*)	12 noon
"	Lancs. A.C.	Wood Vale	Southport	Sprint (*R.*)	10.00 a.m.
"	Southern Jowett C.C.	Victoria House, Hurst	Twyford	Driving Tests (*R.*)	2.00 p.m.
"	Nuneaton M.C.	Bradley House Farm	Nuneaton	Driving Tests (*C.*)	2.00 p.m.
"	Bexley L.C.C.	Biggin Hill	Bromley	Driving Tests (*C.*)	10.30 a.m.
"	Basingstoke C.C.	Beach Arms, Oakley	Basingstoke	Rally (*C.*)	2.30 p.m.
Aug. 31st	Jersey M.C. & C.C.	Bouley Bay	Jersey	Hill-Climb (*C.*)	2.30 p.m.

REIMS CORRECTION

As if in deference to "D. S. J.s" remarks regarding fastest lap at Reims, the timekeepers have now credited Phil Hill (Ferrari) with 2 min. 27.1 sec. and not Moss as stated in our results.

* * *

"SIX-HOURS" AT SILVERSTONE

The Headquarters section of the 750 Motor Club will be holding their Eleventh National British Six-Hour Handicap Relay Race for sports cars on the 1.6-mile Silverstone Club circuit on Saturday, August 12th. It is planned to accept entries for as many as 24 teams of between two to six cars. Racing commences at 1 p.m.

* * *

GREAT AUCLUM

The next round of the R.A.C. Hill-Climb Championship will be held at Great Auclum on August 12th, organised by the Hants & Berks Motor Club. This should prove to be an interesting event where David Good and Mike Hatton will be expected to continue their fight for this year's Championship in their Cooper-J.A.P.s. At present Good is in the lead after beating Hatton by 0.04 sec. at last month's qualifying event at Westbrook Hay on July 8th. The climb is situated five miles S.W. of Reading at Burghfield Common and starts at 2.30 p.m.

* * *

ALLARD'S FIRST RUN?

Once again the Brighton and Hove Motor Club will be holding their National Speed Trials along Madeira Drive. The Trials, which take place on September 2nd, should bring a wide variety of entries ranging from racing cars of yesteryear to modern family saloons, and the first event for Sidney Allard's new supercharged "dragster," which was demonstrated to the Press at Silverstone on July 24th, too late, unfortunately, for us to report on it.

Awards and prizes totalling £900 is the bait to lure the contestants, and entries will be accepted up to August 19th. Entry forms are obtainable from the B.H.M.C., 296-298, Madeira Arches, Brighton, 7. All-day Paddock Passes for spectators are available at £1 on application to the same address and unreserved enclosures will be 5s. and 2s. 6d. First run will commence at 9.15 a.m.

* * *

VETERANS IN THE WEST

Holidaymakers and tourists in the West Country during the August Bank Holiday may care to drop in on the Taunton M.C., who are holding a Veteran Car Rally on the Monday in conjunction with their Seventh Annual Autocross. The latter event counts as a qualifying round for the B.T. & R.D.A. Championship and has been granted a National Permit. The West Country is always full of surprises in the veteran and vintage line and this year could bring some interesting cars to light for the first time.

* * *

BRANDS HATCH—INTER-CONTINENTAL

The 200-mile Guards Trophy race at Brands Hatch on August 7th may well be the final fling of the Inter-Continental Formula. This rather mis-named formula, which has seen little foreign opposition for the British cars, has taken a poor second place to the new Formula 1. Stirling Moss, who has won three Inter-Continental races so far (Goodwood and the two Silverstone races) will once again drive Rob Walker's Cooper, while teams from Cooper, Lotus, B.R.M., Yeoman Credit, U.D.T.-Laystall, and Centro-Sud are also entered. Jack Fairman will drive the Ferguson and private entries will come from Dan Gurney, Tony Marsh, Tim Parnell and Brian Naylor. The rumoured Ferrari entry looks unlikely to materialise.

Other races will be a 20-lap F.J. event, a 20-lap G.T. race and a 20-lap touring-car race. Racing commences at 12.30 p.m.

MEET MICHAEL GOTLA, THE MINI-CAB MAN

MINI-CABS are now a colourful part of the London scene and because I admire anyone who is prepared to "have a go" in a worthy cause, I arranged an interview with Mr. Michael Gotla, Managing Director of Welbeck Motors Ltd., who besides being a very large hire-car firm, used-car dealers and Ford agents, operate London's Mini-Cabs.

It might be thought that Mini-Cabs have no place in MOTOR SPORT but if you think deeply enough about them and the adventurous task of launching 200 of them on London's streets, you will see that they can be regarded as a form of motoring sport.

How Mr. Gotla built up the vast business of Welbeck Motors Ltd., building Welbeck House in Crawford Street, W.1, as a new showroom and office block, with nearby the Mini-Cab centre comprising control room, service station, and garage, with his luxury flat above it, all in the space of fifteen years, is a truly romantic story. But I was not concerned with the legal, political and administrative aspects of this new venture when I met this tall, dark, slightly greying, very restless and gently forthright man who has created so much from so little. I was more interested in details of the cabs themselves.

"Why," I asked, "did you choose French cars?" I was told that B.M.C. (who make real taxi-cabs) were not in the least interested in Mr. Gotla's project and that Ford couldn't decide whether or not they wanted to help. But it is no secret that Renault were willing to supply Dauphines at a substantially reduced price—Welbeck collect them on their own two-tier transporter.

They use 4-speed versions because hire-car experience has taught them that these are more stable than the 3-speed cars (the reason was outlined in MOTOR SPORT's last Dauphine road-test)—not that high-speed cornering is involved, of course. Welbeck do their own conversion to 12-volt electrics, to enable the Pye two-way radio sets to work. These sets are serviced by Welbeck, who now operate the largest private radio station in Europe, with aerials at Crystal Palace and Forest Hill, but not above the administrative building.

The first purchase was 200 Dauphines, the 4-door body of

Michael Gotla, the man behind the Mini-Cabs.

which is highly suitable to taxi work. The meter is placed near the floor in the front compartment, easily seen but not obstructive to the front passenger's feet. Luggage goes into the front boot but roof racks are not fitted.

The fare is 1s. a mile, waiting costs 7s. 6d. an hour and, with three passengers, the cost can undercut suburban train fares. The Mini-Cabs operate over any distance—London to Scotland if you wish—and runs of less than five miles are left to larger taxis.

The Dauphines are on normal Michelin tyres but when these wear out they will be replaced by Michelin "X" which, it is expected, will last the life of the car. They are run exclusively on

A few of the 200 Renault Dauphine 4-speed Mini-Cabs operated by Welbeck Motors Ltd.

National Benzole petrol and Energol 30 oil. As to servicing, this is done by Welbeck, the opportunity being taken of greasing, changing the oil, etc., when a Mini-Cab comes in for attention to minor body damage or freshening up of the advertisements it carries (which Welbeck fit themselves), rather than keeping to definite servicing routines.

In contrast to the opposition from the Taxi Trade and from the Police (on the day I called, exactly a month after the Mini-Cabs went into orbit, Mr. Gotla was handed a weighty load of parking summonses!), the G.P.O. has been extremely helpful over the radio installation.

Mr. Gotla considers that another two months are needed before his ambitious public service runs absolutely smoothly and Welbeck is as well-known as any great brand name. Because 24-hour operation of each Mini-Cab is essential to economical functioning at the low fares charged, overloading at peak hours cannot be eased by increasing the number of Dauphines or too many would be expensively idle during the dark hours. It is, however, hoped to increase the fleet at the rate of five every day. Shortage of drivers is another problem and if any keen reader wants such a job he or she is invited to 'phone Welbeck 4440 for details of such employment. Casual student labour or "holiday-with-pay" types are not wanted, and two years' driving in London without an accident is a stipulation, and there is a test to pass, but reimbursement is on the basis of a percentage of fares taken, tips being retained. It could be as profitable as becoming a motoring journalist! You also call Welbeck 4440 to call a cab, or stop one in the street, whose driver will radio your order.

Mr. Gotla is the most enthusiastic person I've met for a long time. A motoring enthusiast, he used to drive a Volkswagen in London, now replaced by a Triumph Herald 1200 convertible, which he regards as a very good car indeed. For faster motoring he has an Aston Martin, in which to drive to Rustington, where he keeps his boat. Polite to a degree to his staff, all of whom seem well content to work for this ingenious and ambitious organisation, this son of an Indian doctor, who is a bachelor incidentally, is full of ideas. For instance, back at Welbeck House I was confronted by a 1919 model-T Ford tourer, which, brought in in a poor condition, has been rebuilt for sale by the firm's apprentices.

Michael Gotla, who has hit the headlines, lives for Mini-Cabs and probably dreams about them. But has he, I wonder, read the only worthwhile book on the subject, "Taxi," by Anthony Armstrong, late of *Punch*? Come to think of it, it's not in *my* library. Has anyone a copy to spare?

PIRELLIS FOR MINIS

Those readers who have expressed dissatisfaction with the tyres normally fitted to their Austin 850s and Morris Mini Minors may care to know that, although Michelin do not yet make 5.20×10 tyres, Pirelli "Extraflex" are available in this size. The type No. is P458 and the cost is £5 9s. 6d. in tubeless form, £4 12s. 6d. in conventional form, tubes extra.

ON THE ROCK

A correspondent tells us that in Gibraltar Volkswagen and Peugeot enjoy the largest one make/model sales, each selling some 60 cars a month.

ON THE ROCKS?

Another correspondent sends us a clipping from the *Daily Express* which draws attention to the fact that in 1959 we imported 9,500 Volkswagens and that last year the figure rose to 16,000. The *Express* points out that the price of a VW is £739 but if Britain joins the Common Market this will fall to £576, and it asks "How are British car workers going to stand up against that situation?" Our correspondent, noting headlines which read "Strike Stops All Work at Ford's," "Strike Hits Car Men," etc., offers a one-word solution—"Work."

LIGHT FLASHER

Light Engineering, of 155, St. Andrew's Road, Bridport, Dorset, are producing a combined fingertip headlight flasher and horn lever to fit a wide variety of modern cars. The ultra light-weight lever (costing 26s.) is quickly fitted to either the steering column or to the column surround, and buckle-type connections are provided to incorporate the switch into the existing wiring or circuit loom.

Operation is by a virtual fingertip movement—up for flashing the headlights—down for a quick "bip" of the horn—and the driver does not have to remove his hand from the wheel.

MATTERS OF MOMENT—continued from page 645

say, makes for fondness. On that assumption, when this Austin *does* arrive it will seem a very fine car indeed!

GOOD THINGS

The Ferguson F.1 car is one of the better British things and we offer congratulations to those whose faith in it looks like being justified. It has shown great promise on merely its second race.

Praise is also due to D. Hobbs for racing so successfully cars endowed with the Hobbs' automatic gearbox. From an unsuitable Morris-Oxford saloon so endowed, this driver went on to prove his firm's transmission in Jaguar XK140 and Lotus Elite cars, the latter winning its class in the sports-car category of the arduous Nurburgring 1,000 kilometres race this year. For such an improbable component to survive in racing is unusual, so much credit is due to the Hobbs Transmission people of Leamington Spa. If any manufacturer is looking for a good automatic box he could not do better than follow Borgward's lead and use Hobbs. Incidentally, a F.1 car with Hobbs transmission is rumoured for 1962. Interesting!

ANTI-MOTORIST HERBERT

The verses and prose of A. P. Herbert are very enjoyable but it is sickening to find, in his book "Look Back and Laugh" (Methuen, 1960), a reprint of a strong anti-motoring article he wrote for *Punch* in 1929. In this he contends that speed is the cause of almost every accident. He advocates long terms of imprisonment for motorists involved in any incident, whether or not they are to blame, even for exceeding 30 m.p.h. in any circumstances, "which would be dangerous driving." The repeat of this hysterical outburst "A. P. H." tries to justify on the grounds that "it is still pretty topical, I feel." One wonders what cars this eminent author drove at 29 m.p.h., from 1929 to the present day?

PRO-MOTORIST DENIS

How nice to find Edward Denis telling readers of the *Daily Mail* that "they don't have to blame the fast cars for accidents because, "in fact, horse-power plus horse-sense can often prevent an accident."

NEW PETROLS

Travelling to the far North for the British G.P. in the security and comfort of a Citroen DS we noticed that two new petrols are now available in Britain besides Jet and Total, namely Lobitos and V.I.P. The last named is sold at "5d. off." It needs but elementary calculation to see that a motorist covering 30,000 miles a year at 30 m.p.g. on V.I.P. will not only save enough to pay his annual car tax at the recently increased rate but will have a "fiver" over towards insurance!

MORE MINIATURES

As we close this issue there have come to hand a very fine motor horsebox (No. 979) by Meccano in the "Dinky Supertoys" series, while the latest Lesneys include an E.R.F. cement lorry (No. 26) and an outboard sports boat and trailer (No. 48) in the tiny "Matchbox" series, and a Curtis-Wright rear earth dumper (No. K-7) in their "King Size" series.

NEW SMALL CARS

It is becoming the practice to throw Press parties to demonstrate new cars far in advance of the official release date. MOTOR SPORT has attended parties at which intriguing British and French small cars have been driven, all with front-wheel-drive. Details have to be withheld until the next issue, however.

ONE TO GO

The final event to count for the Brooklands Memorial Trophy, sponsored by MOTOR SPORT and organised by the B.A.R.C., will be on September 16th at Goodwood. At present, joint first are John Derisley (Lotus 7) and Laurie Keens (Lola), both with 12 points. Just one point behind is P. J. Dodd (Lotus-Climax) and G. E. Oliver (D.R.W.-Ford).

A40 CLUB

Owners of A40 Farinas will be pleased to hear that a *marque* Club has been formed for owners in the Rotherham area. Further information is obtainable from the P.R.O. at 133, Upwell Street, Sheffield, 4.

RUMBLINGS

A NEW OIL

The elite of the motoring Press assembled at Sutton Place near Guildford (built 1520-30 by Sir Richard Weston, 15th and 16th century furniture, 17th-century Belgian tapestries, old masters, home today of 69-year-old J. Paul Getty) last month to learn about Veedol oil, well-known to Continental rally drivers, and now available to British motorists.

After coffee in the 30-ft. high Great Hall, a Veedol spokesman gave a pep talk in the library about the Tideway Oil Company and a film was shown of "things in fields," concerned with "Flying A" gasolene from the Delaware refinery.

Veedol will be sold here, like food, in sealed cans, containing pint, quart and 1-gallon quantities, in 5-gallon easy-pour pails, and 45-gallon drums. There is one S.A.E. grading of each product, obviating summer/winter grade changes. The three Veedol products for private cars are:—

(1) 10/30 Multigrade, in white tins, for all current engines. 2s. 10d. a pint;
(2) 20W/30 Heavy Duty Plus, in red tins, for high-efficiency engines not addicted to multigrade lubricants. This is a Supplment One oil not previously available in Britain. 2s. 7½d. a pint;
(3) 20W/30 Premium, in green tins. 2s. 1d. a pint.

Blending and packaging is carried out in Birkenhead, the packaging being, one gathered, rather a hush-hush process. Distribution of Veedol has begun in London and the Home Counties and those who live farther afield will be able to buy it before July 1962. To help publicise this new make of oil motorists will be issued with vouchers entitling them to a free sump drain and Veedol refill at their local garage—it is not related whether they can ask for their old oil back if they don't like the new!

Some rather extravagant claims were made for the new oil before the journalists adjourned for Veedol cocktails and raspberries-and-cream beside Mr. Getty's heated open-air swimming-pool, which, we thought, made the suburban plastic pools look a little second-rate. Alas, no-one went in, at least while we were present, nor had Mr. Getty put in an appearance.

To revert to oil, it is claimed for Veedol Multigrade that it improves performance "noticeably," especially in the case of engines having hydraulic tappets, easy-starting likewise, and *gives up to 15% improvement in petrol economy*, etc. We merely quote, not having carried out comparative tests. The Veedol ("Flying V") spokesman very emphatically endorsed these claims. In answer to a question he said that molybdenum disulphide additive has definite advantages for certain industrial applications but he considers it unnecessary for car lubricating oil. Veedol Multigrade and Heavy Duty Plus has a specal concentration of zinc dithiophosphate, known as EPA or "Extra Protection Additive." General impression seems to be that establishing a new oil in this country will be a tough job.

Veedol announce that next year they propose to support Club and National motor racing in this country—which does *not* embrace racing round the extensive drives of Sutton Place.

* * *

NEW FIATS

We are waiting avidly the chance to road-test the brilliant new Fiat 1300, with its inclined-valve engine and disc front brakes, which sounds as if it will make many 1½-litre saloons appear to be standing still, if not going backwards.

Meanwhile, Fiat of Turin have announced two more delectable new models, the 6-cylinder 1800B and 2300, which replace the 1800 and 2100. The larger car has the fashionable twin headlamps adopted here by Ford and Rootes, both have Girling disc brakes on all wheels, and the unusual rear suspension, which MOTOR SPORT criticised when reporting on the 2100, has been changed for semi-elliptics, with an anti-roll bar.

* * *

ALLARDS FOR SHORROCK

Formerly distributors for the Shorrock supercharger kit for the Ford Anglia, the Allard Motor Co. Ltd., of Clapham were recently appointed sole World distributors for the complete range of Shorrock superchargers and to celebrate this fact held a testing day for the Press at Brands Hatch. Shorrock Superchargers, Ltd., part of the Owen Organisation, have been compaigning for some time against the old idea that supercharging quickly leads to engine unreliability, and increasing sales indicate that they are obtaining results. With their low pressure eccentric drum-type supercharger, blowing at around 5/7 lbs. per sq. in. Shorrock claim that with the latest metallurgical advances no undue harm should come to an engine and no lubrication problems are apparent with their installation. They further claim that apart from increasing thermal efficiency a low pressure supercharger will prolong the life of exhaust valves and reduce cylinder bore wear, because the surplus oil collected it the casing provides a form of upper cylinder lubrication on starting.

At Brands Hatch the cars available for test were a Ford Anglia, Mini-Minor and a Consul Classic, all being perfectly standard save for the supercharger installation. The supercharged Anglia has of course already been reported on in MOTOR SPORT (July 1961) and we were able to confirm the much improved acceleration accompanied by only moderate whine from the blower. Allards claim a maximum speed of 91 m.p.h. which seems reasonable enough as an indicated 85 m.p.h. came up on the top straight at Brands. Naturally with standard suspension there is some roll and the added power can break the back end away at will so that one has to apply the power with care. An anti-roll bar and competition dampers should improve the cornering power.

The Mini-Minor has a very high standard of road-holding in normal trim but a change of tyre might be deemed advisable in supercharged form as we found that considerable understeer could be induced, making full lock necessary at Druids on only half throttle. Nevertheless, on the more open bends the Mini can be thrown around with abandon, although its gear ratios render it less suitable for Brands than the Anglia, which can be taken round in third gear except for a spell in top gear along the straight. Nevertheless a 0-70 m.p.h. time of 25 sec. is not to be sneezed at!

Last to be tried was the Classic which has benefited enormously from the supercharger installation although the whine on this car was greater than on the other cars tried. A good deal of roll was apparent but the light steering was pleasant to use and the Classic seemed to be a much more interesting car in blown form.

The complete kit for all three cars tested costs £69 15s. and other kits range up to £84 19s. according to the size of the engine. This seems rather steep at first sight but as a quick and convenient method to obtain real high performance from a production engine the supercharger can have no equal, although petrol thirst is likely to be appreciably increased.

VEHICLES IN BOOKS

It's happened once again! The Editor was reading "Cornish Years," by Anne Trenner (Jonathan Cape, 1949), thinking that in this schoolmistress' appreciation of the Cornish scene there would hardly be any reference to motor vehicles, although secretly hoping there might be, when, on the 233rd page, was discovered reference to the authoress buying a motorcycle—a new two-stroke Velocette, for £40. There follow pleasing accounts of learning to ride, of tackling the skiddy tramlines of Redruth and Camborne on a Saturday afternoon, of reading *The Motor Cycle* and the but-recently-departed parde-journalist "Ixion" and of following Velocette fortunes in the various races of that period. Anne Trenner remained faithful to her first love, for, going to Birmingham to teach, out of her first month's salary put down a deposit on a new Velocette, on which she explored the Malverns.

You meet various war-time aircraft, from Sea Lion to Sunderland, on terms of splendid intimacy in "A Year of Space" (Macmillan, 1953), by Eric Linklater. I have read most of the aeroplane books written between 1918 and 1960 but if any specifically about the light aeroplane and sporting flying movement between the wars have eluded me I shall be glad to hear of them. Incidentally, I recall reading somewhere of a gleeful party in the mess at Hounslow Aerodrome during 1914-18, after which the airmen caught a tram into London from the terminus by the aerodrome gates, but in which book escapes me. Can anyone jog my memory?—W. B.

. . . AND NOW THE 300SL

Latest in the International Sports Car Series of "Aurora," Playcraft Hobby Kits, is the Mercedes-Benz 300SL scale model. For 3s. the model is extremely well produced and construction is simple when following the easily-read instructions. The only criticism of this kit, which is complete with driver, is the lack of a Perspex windscreen, the vacant space in the plastic windscreen frame spoiling an otherwise realistic effect.

14th R.A.C. BRITISH GRAND PRIX

Another Ferrari Triumph

AINTREE, LIVERPOOL, *July 15th.*

AFTER the fast straights of the Reims circuit the Grand Prix scene moved to the slow corners of the Aintree circuit, and all the regular contestants, plus many more, entered for the British Grand Prix. The Scuderia Ferrari entered their usual team of Phil Hill, von Trips and Ginther, with the rear-engined 120-degree V6-engined cars, and at the last minute F.I.S.A. entered Giancarlo Baghetti, and Ferrari lent them the rear-engined V60-degree engined car, and looked after both it and the driver. In view of the likelihood of rain at Aintree the cars were fitted with the sealed Perspex covers over the carburetter intakes, in place of the wire-mesh ones normally used. Porsche had the same three cars they had used at Reims, which were the old trailing link suspension ones with 4-cylinder engines on Weber carburetters, the new flat-8 still not being raceworthy, though undergoing much test-bed work. These were entered for Bonnier, Gurney and de Beaufort, the last-named being a private entry though looked after by the factory mechanics. There was little or no change among the British entries, everyone waiting seemingly in vain for the Coventry-Climax V8 engine and in the meantime doing the best they could with the Mark II 4-cylinder. Brabham and McLaren had the usual works Cooper cars, Ireland and Clark the two new Lotus cars, with 5-speed ZF gearboxes, Graham Hill and Brooks with B.R.M.s, all with Climax engines. Moss was driving the Rob Walker Lotus-Climax as used at Reims, and Surtees and Salvadori had the Yeoman Credit Team Coopers, the former having the Yeoman Credit special Cooper as a training car, now modified still further to take a Mark II Climax engine. U.D.T.-Laystall entered their two rebodied Lotus cars for Henry Taylor and Bianchi and had one of the older-type Lotus cars as a training car, this being fitted with the Laystall 5-speed gearbox, now modified internally and being given a thorough testing on the practice car. Camoradi entered Masten Gregory in their Cooper and Burgess in their Lotus, and H. & L. Motors of Stroud entered Jack Lewis in his 1961 Cooper-Climax. Private entries with old-type Lotus-Climax cars came from R. H. H. Parnell, Ashmore, Seidel and Mrs. Bryden-Brown, this last being the car Gurney has driven on occasions, only this time it was on loan to the Formula Junior driver Maggs. Marsh had his much-modified Lotus-Climax and Keith Greene was entered in the Gilby-Climax, a smart-looking car built on orthodox Lotus-cum-Cooper-cum-Lola lines by Gilby Engineering. The Scuderia Centro-Sud entered Bandini with their 1961 Cooper-Maserati and Natili with the early model of similar layout.

All these had been seen before in Formula One racing at some time or other, but a complete newcomer to racing and Formula One in particular was the Ferguson-Climax. This interesting machine was built and looked after by Ferguson Research Ltd., and entered by the R. R. C. Walker Racing Team, being painted in dark blue with a white band round the nose. The week before the British Grand Prix this car had made its debut at Silverstone in the Inter-Continental race, using a 2½-litre Climax engine, but it now had a 1½-litre Climax engine, and once again Fairman was the nominated driver though Moss had a keen interest in the car, it being entered as part of the Walker Equipe. This interesting newcomer to Grand Prix racing treads new ground in having 4-wheel drive from a front-mounted engine. The engine is canted to the right so that the crankshaft line lies to the left of the centre-line of the car, and it drives through a normal clutch to a 5-speed gearbox built by Ferguson Research in conjunction with Colotti. From the back of the gearbox transfer gears step the drive sideways towards the middle of the car and then propeller shafts take the drive fore and aft to small crownwheel and pinion units. At the point where the prop.-shafts take their drive from the transfer gearing there is a system of free-wheels and limited-slip differentials that ensure that the front prop.-shaft cannot rotate faster than the rear one and *vice versa*, thus preventing the possibility of wheelspin. Either all four wheels must spin, or none at all, and with the small amount of power produced by a Climax engine being distributed between the four tyres the result is that wheelspin, even due to "lifting" on corners, is ruled out. The two prop.-shafts are offset to the centre-line of the car and the rear one runs alongside the driver's seat. Bevel gears turn the front and rear drives through 90 degrees onto two short shafts mounted in alloy housings the width of the chassis frame. At each end of these housings, both front and rear, are mounted Dunlop disc brakes and then short solid drive shafts with a type of "pot" universal take the drive to the wheels. These shafts are the same length as the bottom wishbones of the double-wishbone and coil-spring suspension units, and these bottom wishbones actually lie in the same horizontal plane as the shafts, the outer ends of the shafts passing through the apex of the wishbone. Tall hub-carrier posts are joined to top wishbones, with short stubby coil-spring/damper units supplying the suspension medium. All this mechanism is carried in a logical space-frame of small-diameter tubing and a very pretty body covers the whole thing, the shapely rounded tail being very Connaught-like, which is not surprising as Tony Rolt directs operations at Ferguson Research. The car uses 16-in. Dunlop alloy disc wheels, and, of course, Dunlop tyres, and is a delightfully well-balanced looking car, yet surprisingly small, but the outstanding feature is that the weight has been kept down so well that it is competitive with Cooper, Ferrari and B.R.M. on all-up Grand Prix rule weight, though not as light as Lotus, the Chapman wonders being in a class of their own. This car is full of interesting features and new thoughts on racing-car design, and among these is the use of the Dunlop Maxaret system of braking (described in detail in MOTOR SPORT for January 1959). This briefly consists of hydraulic pressure for the brakes being of the "full-power" system, *i.e.*, constant pressure provided by an engine-driven pump, from which the driver taps such pressure as he needs by a valve coupled to the brake pedal. In this system can be fitted the Dunlop Maxaret unit, which prevents a brake locking on no matter how hard the driver presses on the pedal. In the cockpit of the Ferguson is a simple control wheel for switching the Maxaret units on or off, their big advantage being on wet roads where normal braking systems, especially the powerful disc brakes, can so easily lock a wheel.

The Ferguson Research team are not setting out as a Grand Prix contestant but intend to use motor racing to further the cause of 4-wheel drive for road vehicles, along with many other design features, and the Ferguson racing car is intended as a test vehicle. While "on test" it might well win a Grand Prix race, in which case Tony Rolt and his men will no doubt be highly delighted.

The B.A.R.C., who run the British Grand Prix for the R.A.C., hire the Aintree Stadium from Mrs. Topham for the occasion, and the smell of horses is overcome for a time by the smell of racing cars. Unlike Silverstone, which is invariably a fiesta of speed and fun from early morning to early evening, the B.A.R.C. put on a dignified programme more in keeping with the British Grand Prix in which the Formula One cars were the major portion of the meeting. As a "warmer-upper" there was a short Grand Touring race, in which many of the contestants looked more like 2-seater sports cars than G.T. cars, and practice was very sensibly divided up into three separate hourly sessions on Thursday afternoon and Friday afternoon. From 1 p.m. to 2 p.m. the Grand Prix cars had practice, then there was a pause while things were tidied up, and the G.T. cars practised from 2.30 p.m. to 3.30 p.m. Another short interval for breath and the Grand Prix cars were out again from 4 p.m. to 5 p.m. This arrangement meant that the Grand Prix teams had ample time between practice periods to effect adjustments or change axle ratios, even change engines if need be.

Many people had thought that the twists and turns of the flat Aintree circuit would allow the under-powered British cars to challenge the Ferraris and to regain some confidence after the beatings they had taken at Spa and Reims, where sheer horsepower counted above all else, but it did not take long during the first hour of practice to see that horsepower counts on any circuit; also, that the road-holding of the Ferraris is more than adequate to deal with a Cooper, B.R.M. or Lotus, and the Scuderia Ferrari's handicap in that none of their drivers had ever been to Aintree before was no handicap at all. Porsche were well placed, having raced at Aintree before, so they knew how well their cars should go, and Bonnier was the only one to trouble the Ferraris, equalling the fastest time set up by Ginther and Phil Hill, all three of them doing 2 min. 00.8 sec., which was a good start bearing in mind that the lap record for Aintree by a 1½-litre car stood at 2 min. exactly. Surtees was trying out his two Yeoman Credit Coopers,

WORLD CHAMPION Esso EXTRA MOTOR OIL

BRITISH GRAND PRIX MEETING

Aintree, July 15th, 1961

GRAND TOURING CAR RACE
General Classification

1ST ASTON-MARTIN ZAGATO
(81.86 mph) entered by Essex Racing Stable.

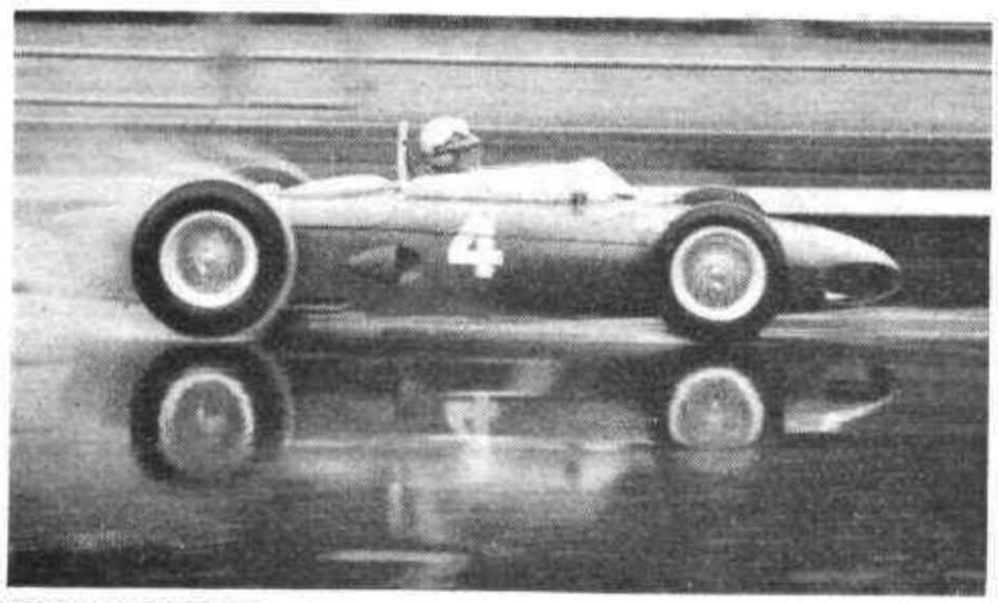
2ND JAGUAR 'E' entered by Mr. John Coombs.

3RD ASTON-MARTIN DB4 GT entered by Essex Racing Stable.

(Subject to official confirmation)

***All using* ESSO EXTRA MOTOR OIL**

the same superb mineral oil you can buy from your local Esso Dealer . . .
and* ESSO GOLDEN *petrol, of course!



REFLECTIONS.—Many drivers will remember this British G.P. as one of the wettest. The winner, von Trips, is reflected in the puddles past the pits.

Parnell making adjustments and leaving the decision on which one to use for the race until practice was over. Ireland with the new works Lotus was well on form, in spite of an injured right hand where his aeroplane had savaged him. In fact, most of the entry were out for this first session and the accompanying table shows how they faired on their best laps, some achieving this very quickly, others having to flog round for lap after lap. There was a strong wind blowing all the time, but the track was dry and the sunshine cheered things up no end, and the second Grand Prix session saw conditions unchanged, though the wind dropped a little before the end. Having had an hour to survey the circuit and adjust the cars this second session saw some very hard motoring taking place, and lap times were reduced considerably, the only trouble being that as fast as one of the private owners, such as Jack Lewis, put in a good lap in 2 min. 01.0 sec., the works Climax-engined cars improved to 2 min. dead, or under in the case of better ones, and as fast as they got under 2 min. the Ferrari team, with the exception of Baghetti, got well under 2 min. and, surprisingly, Bonnier went along with them in his Porsche.

Fairman had got down to a steady 2 min. 03.4 sec. with the Ferguson, and then Moss had a go with it and did a resounding 2 min. 00.6 sec. after a very few laps. Had he done as much practice with the 4-wheel-drive car as he had with his Lotus there is no question that he would have got below 2 min., which by any standards proves that the Ferguson has great potential. Occasionally he got it into odd twitchy movements, but at all times it seemed most controllable. The technique with 4-wheel drive is such that the car must be placed exactly right for a corner and then kept on its intended line by use of the steering and throttle, which means that it should be driven through the corner on power and not on the over-run. As power-cornering is normal Grand Prix practice this is not unorthodox, but whereas with a normal rear-drive over-steering car a driver can enter a corner a bit too fast and scrabble round with the rear wheels out of line, this cannot be done with the neutral-steering 4-wheel-drive Ferguson, and it was this habit of " giving it a flick going into the corner " that was causing Moss to get the car into twitchy movements. However, his incredible adaptability to any sort of car enabled him to take the Ferguson round sufficiently fast to show that it has no disadvantages over the accepted orthodox Grand Prix car as regards power-losses, weight or handling, and that after some practice with the more refined technique required for cornering it might well prove successful. It would seem that tip-toe, light-finger driving is required rather like a Grand Prix motorcycle, but I would not be so rash as to suggest who should drive the Ferguson to get the best out of it !

The Ferrari team were all surprisingly happy, and well they might be, for they had all recorded 1 min. 58.8 sec., this time being equalled by Bonnier, which was a remarkable effort with what is in effect last year's Porsche. In the B.R.M. team Brooks was beginning to show that brilliance of form that many had thought he had lost forever, and he equalled Moss (Lotus) with 1 min. 59.0 sec., and a great many people were very pleased to see this. From the timekeepers' sheets it would seem that their watches only read to the nearest fifth of a second, which would account for so many drivers having identical times, Ireland and Clark both recording 1 min. 59.2 sec., Brabham with 1 min. 59.4 sec. and Surtees with 1 min. 59.6 sec., these being the only drivers to get below the 2-minute mark which was obviously " bogey " time for the circuit. One would have thought that the British Grand Prix justified timing apparatus that would read at least to a tenth of a second and preferably to a one-hundredth, as is done in Portugal.

On Friday the North of England really let its hair down and rain and wind lashed the Stadium, while clouds were so low they mingled with the smoke from the factories, and after the blazing heat of Reims it is remarkable that the Grand Prix " circus " did not lay down and die on the spot. However, just before this happened practice had begun and while the track was still dry Moss had done some laps in the Ferguson again, getting round in 2 min. 01.6 sec., and this in spite of the car being over-geared so that he was coming out of some corners as low as 4,800 r.p.m on an engine that should have been well over 7,000 r.p.m. There was barely five minutes of practice before the heavens opened and from then on all hopes of fast times were gone, so that the Thursday times were obviously going to decide the starting grid. The Belgian driver Bianchi was out in the spare U.D.T. car, which yesterday Masten Gregory had tried for a time, and Fairman was back in the Ferguson. Ireland was not too happy and Baghetti got into a spin coming out of the fast ess of Melling Crossing and finished up on Mrs. Topham's best horse-racing turf. To make matters worse he then drove round Tatts Corner on a horse-racing line, on the grass and hugging the rails, leaving two deep furrows, and returned to the pits to rejoin the course and start all over again. It was not surprising when practice finished to hear the Tannoy calling for Sig. Baghetti and Sig. Tavoni to visit the office of the Clerk of the Course !

Pools of water were lying on the track in the most dangerous and unnecessary fashion, the drains, if there were any, presumably being stopped up. Along the pits straight the pools of water were so deep that cars were " riding the waves " and getting wheel-spin, Brabham suffering from this so badly that it sounded as though his clutch was slipping. In spite of these terrible conditions nearly everyone was out practising and it soon became very obvious that the Ferguson was remarkably stable on the wet roads, its braking, even without the use of the Maxarets, being very superior to rear-wheel-driven cars. Fairman was passing all sorts of unlikely cars and drivers, so he was called in and Moss went out in the car, promptly sorting-out Bonnier's Porsche by outbraking it into Tatts Corner, and going round in 2 min. 11 sec., which was faster than he could do in his Lotus in the wet. This greatly encouraged the Ferguson team and they went away when practice finished to change the gear ratios ready for the race, and gave the last practice session a miss. As the rain continued on and off and the track never dried out properly they did not miss much, but most of the other runners were out. There was no hope of improving on Thursday's times, but such is the reputation of Aintree that everyone was preparing for a wet race and took the opportunity of getting in plenty of practice on the wet track, trying out the new Dunlop D12 rain tyres. B.R.M. experimented briefly with the German Dunlop SP tyres on Graham Hill's car, he running with his rear anti-roll bar disconnected. In spite of the weather conditions the Ferraris still remained fastest as conditions equalled for everyone during this last hour, so that by the end of practice the *status quo* of Ferrari being unchallenged looked as though it was going to remain that way, apart from the

FASTEST LAP was set up by Brooks' B.R.M. Here he is following Gurney's Porsche through Melling Crossing.

possibilities of Bonnier with the Porsche on a dry track. The times for all the drivers for the four practice periods follow, and the grid positions were arranged accordingly.

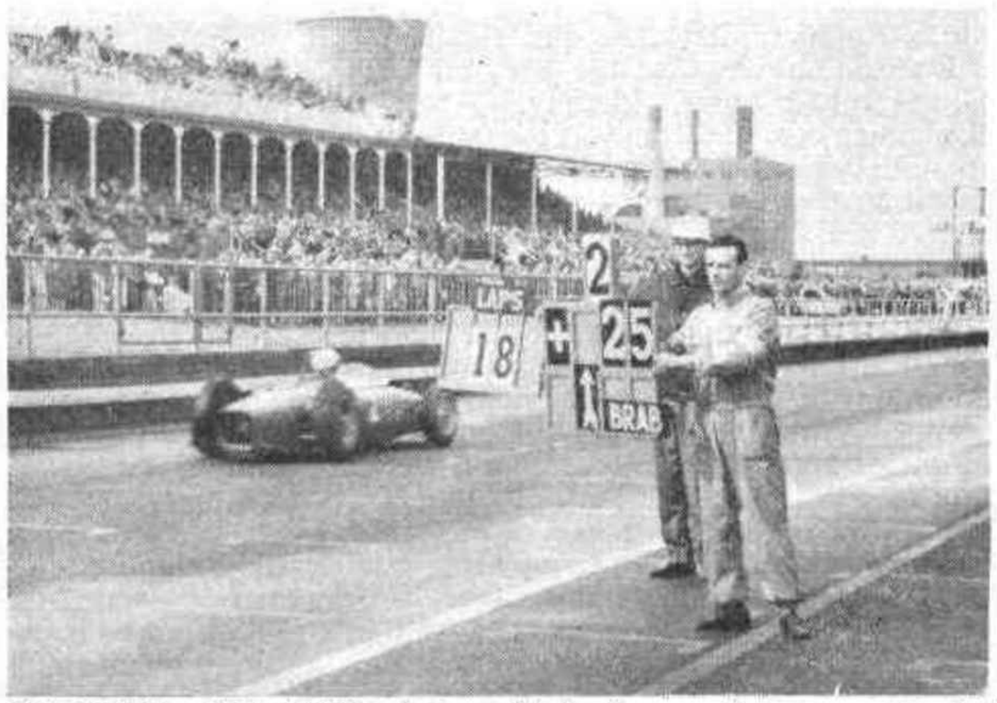
PRACTICE TIMES

No.	Driver	Thursday First	Thursday Second	Friday First	Friday Second
2	P. Hill ..	**2. 00.8**	**1. 58.8**	2. 15.8	**2. 05.8**
4	W. von Trips	2. 01.4	**1. 58.8**	2 06.0	2. 06.2
6	R. Ginther ..	**2. 00.8**	**1. 58.8**	2. 08.4	2. 06.4
8	J. Bonnier ..	**2. 00.8**	**1. 58.8**	2. 11.6	2. 12.4
10	D. Gurney ..	2. 01.6	2. 00.2	2. 18.8	2. 10.0
12	J. Brabham ..	—	1. 59.4	2. 25.0	2. 07.6
14	B. McLaren ..	—	2. 01.0	2. 15.4	2. 09.2
16	I. Ireland ..	2. 01.2	1. 59.2	2. 42.2	2. 13.8
18	J. Clark ..	2. 03.8	1. 59.2	2. 11.0	2. 11.6
20	G. Hill ..	2. 01.4	2. 00.0	2. 12.0	2. 11.2
22	C. A. S. Brooks	2. 02.2	1. 59.0	2. 18.0	2. 09.4
24	—	—	—	—	—
26	J. Fairman ..	2. 05.8	2. 03.4	2. 14.6	—
28	S. Moss ..	—	1. 59.0	2. 16.0	2. 08.0
30	H. C. Taylor	2. 03.2	2. 01.8	2. 25.6	2. 13.6
32	L. Bianchi ..	—	—	2. 29.0	2. 18.8
34	J. Surtees ..	2. 01.2	2. 00.0	2. 10.2	2. 07.4
36	R. Salvadori ..	2. 02.0	2. 00.8	2. 05.6	2. 07.0
38	R. H. Parnell	2. 23.0	—	2. 59.6	2. 16.8
40	G. Ashmore ..	—	2. 08.2	2. 30.2	—
42	M. Gregory ..	2. 02.8	2. 01.4	2. 30.2	2. 29.8
44	I. Burgess ..	—	2. 06.6	2. 26.2	2. 19.0
46	J. Lewis ..	2. 03.8	2. 01.0	2. 29.2	—
48	A. E. Marsh ..	—	—	2. 19.8	2. 09.6
50	A. Maggs ..	2. 28.8	2. 06.4	2. 15.8	2. 17.2
52	W. Seidel ..	2. 06.4	2. 04.2	—	2. 15.2
54	K. Greene ..	2. 07.4	2. 06.0	—	—
56	G. de Beaufort	2. 06.2	2. 02.0	2. 27.0	2. 13.0
58	G. Baghetti ..	2. 06.0	2. 02.0	2. 18.6	2. 12.8
60	L. Bandini ..	2. 05.6	2. 03.6	2. 23.0	2. 12.4
62	M. Natili ..	2. 51.4	2. 10.2	—	2. 38.8
34 T	J. Surtees ..	—	1. 59.6	2. 28.0	2. 11.0
26	S. Moss ..	—	2. 00.6	**2. 01.6**	—
32	H. C. Taylor	—	2. 03.4	—	—
T	L. Bianchi ..	—	no time	—	—

Times in bold are Fastest Times for each practice period.

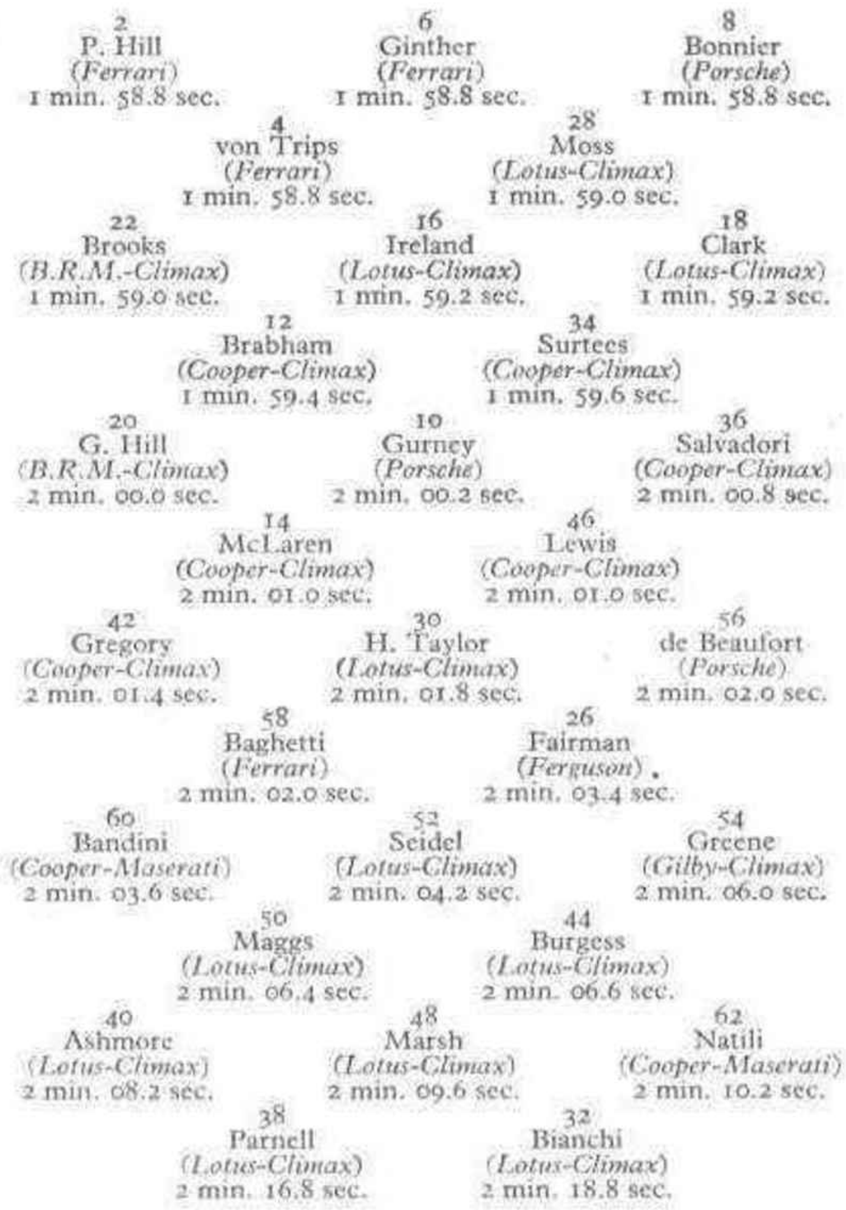
The start was due at 2.30 p.m. on Saturday, after a parade of the rather cold and unhappy-looking drivers in B.M.C. Midget sports 2-seater Sprites, but by 2 p.m. the weather was looking very unsettled and spots of rain were falling. The big problem was whether to start on Dunlop rain tyres or not, for unless the track is streaming with water the wear rate on these high-hysteresis tyres is impossible. Those cars with knock-off hub-caps, such as Ferrari, B.R.M. and Ferguson could leave the decision to nearly 2.15 p.m., even while on the starting grid, but those with bolt-on wheels, and especially Lotus and Cooper, where the wheel bearings have to be dismantled when changing a wheel needed much more time. The provision of these rain tyres by Dunlop is a good thing, but confusing, for as everyone uses Dunlop tyres, there being no other manufacture interested in Grand Prix racing, everyone has the same advantage, so that the result is that the whole race can be speeded up in wet weather, together with a much bigger safety factor for everyone, which makes things a lot easier. By 2.15 p.m. the rain came down heavily, but by this time most people had plumped for " rain tyres " and the changes had been made, so that those who had

OOPS!—D. Taylor's E-type Jaguar finds Uren's G.S.M. Delta rotating in front of him.



SECOND.—Phil Hill is being told he is second, 25 sec. ahead of Brabham, who is closing, and there are 18 laps to go.

made the decisions breathed a very wet sigh of relief. The Ferraris had had their air scoops in the body sides closed up, to stop water being taken in on to the plugs, and Surtees was ready to use the lighter and sleeker of his two Yeoman Credit Coopers. The impressive entry of 30 cars was lined up as follows and with one minute to go all the engines were running and the track was clear of officials and mechanics.



As the flag went up the back rows crept gently forward so that the 30 cars were in a solid bunch and as it came down there was a roar as 30 clutches bit and the field got away to one of the most perfect starts seen for a long time. The track was streaming in water and rain was still falling, so that a few seconds after the start the whole entry disappeared from sight in a solid box of spray from the wheels. As they went towards Waterway Corner it was impossible to see a single car, let alone who was leading, and everyone round the circuit must have agreed that every single driver more than earned his starting-money on that opening lap.

By the time they appeared down Railway Straight, heading for Melling Crossing they had strung out in line-ahead, but the spray from the wheels was fantastic. Already the three works Ferraris

were in charge, in the order Hill, von Trips, Ginther, followed by Moss, Bonnier, Clark, Brooks, Graham Hill, Brabham, Ireland, Salvadori, Gurney and the rest, all but Natili, whose Cooper-Maserati had broken already. Apart from the two B.R.M.s changing places the order was the same for lap two, though the leaders were beginning to spread out. Surtees went by with his tail-pipe dangling, clearly having been struck by somebody, and Ireland arrived well down among the tail-enders having spun off the track. In so doing he had not only frightened himself, but hurt his bad hand while trying to correct, so that he lost all interest in the race and stayed right at the back. On lap three a sizeable gap appeared after Bonnier, but it was obvious that he was not going to stay with the leaders for long, and sure enough they had dropped him by the end of lap four. With Moss it was a different story, for apart from not being left by the Ferrari team, he was actually gaining on them, even though Hill was out in front on his own. On lap five Hill was still comfortably ahead, but Ginther was right up behind von Trips and Moss was clearly not going to let them out of his sight. These four had drawn well away from Bonnier, who was not going too well in the wet, and he was followed by Graham Hill and Brabham, the World Champion making up ground after a slow opening lap. Then came Clark and Surtees in close company, followed by Henry Taylor, Salvadori, Brooks, Baghetti and Gurney. Then McLaren with Fairman in the Ferguson close behind. Ashmore had already gone into the pits to change a wheel, having got a puncture, and the rest of the field were splashing along in the wake of the fast boys.

As the leaders came down to Tatts Corner at the end of lap six a cheer went up for Moss was in third place, Ginther having had a "moment" out in the country, which had allowed Moss to slip by, and it was very obvious that "Rain-master-Moss" was out to get the rest of the Ferrari team if it was humanly possible, though inhuman would have described the conditions more accurately. Surtees had got by Clark, and then Henry Taylor appeared sideways out of Melling Crossing, spun and crashed heavily into the hoardings on the outside of the track, being injured by a wooden stake that went through the side of the car. McLaren and Fairman had closed up on Gurney and at the back of the field Ireland was getting involved with Gregory and Bandini. On the next lap Hill began to lap the tail-enders and in so doing he was baulked slightly which allowed von Trips and Moss not only to close up, but to get right with him and as they braked for Tatts they leaped the Gilby-Climax and in the ensuing melee von Trips took the lead, so that the order at the end of lap seven was von Trips, Hill, Moss, with Ginther still some way back. Apart from these four no one else was getting a look in, but there were still plenty of struggles going on for places. Graham Hill got past Bonnier, and Surtees lost two places by spinning coming out of Tatts Corner. Ashmore was still in and out of the pits and Parnell had joined him, while on lap eight Lewis also disappeared into the pits. On lap eight the two Ferraris and the blue Lotus were more or less nose to tail, and on lap nine Moss was really pressing Phil Hill. Bonnier dropped back another place as Brabham came up to challenge Graham Hill, and Surtees stopped to have his broken exhaust system removed. On lap 10 another great cheer went up as Moss got past Phil Hill and took second place, but down in mid-field Baghetti responded by passing Brooks, so the order was now von Trips, Moss, Phil Hill, Ginther, then a long gap and Graham Hill hotly pursued by Brabham, with Bonnier dropping back still further and being challenged by Salvadori. On his own came Clark, and then Baghetti, Brooks, Gurney, Marsh, who had nipped ahead of McLaren and Fairman, then a very long gap and Maggs, Surtees and Bandini, the rest having been lapped, while Ashmore and Lewis had joined the ranks of the retired. For the next three laps there was no change in the order, but Moss got closer and closer to von Trips and on lap 14 he was right with him and trying to pass, much to the delight of the very wet crowd who urged him on. On lap 15 Moss was still trying to pass von Trips, and the two of them were now 10 seconds ahead of Phil Hill, who was in turn an equal amount ahead of Ginther. For two laps Brooks had gone by with his engine misfiring, having gone through one of the Aintree lakes in company with some slower cars and their wash had drowned his plugs. On lap 15 he stopped for more plugs, and Marsh had already done likewise, the Lotus rejoining the race a lap in arrears and the B.R.M. two laps behind. Fairman was having trouble with his ignition cutting out on the Ferguson and after stopping out on the circuit in the pouring rain he got it going again and came into the pits. In spite of his insistence that it was an electrical short somewhere his pit staff changed the plugs and sent him out again. He was back again after a few laps and this time it was discovered that an electrical wire was shorting on the chassis, possibly caused when the car had run over parts of Taylor's Lotus for Fairman had arrived on the scene just after the crash.

Meanwhile, Moss had decided he was not going to get past von Trips so settled for "worrying tactics," following the Ferrari closely, seldom more than a second behind, and as fast as von Trips nipped through gaps when lapping slower cars, Moss followed him through. From lap 16 until lap 24 he was always in the Ferrari's mirrors, and the rain came steadily down, so that it said much for the German driver that he did not make a mistake and spin or slide on the very wet track or in any of the large puddles that lay about. They were now 12 seconds ahead of Hill and Ginther was still about the same amount behind, in fourth place, while it was 45 seconds before Brabham appeared on the scene, having disposed of Graham Hill, who was now in sixth place. Salvadori was driving a splendid race, seeming to be very happy in the wet and he had dealt very convincingly with Clark and Bonnier, while Gurney had regained speed and pushed Baghetti back a place. The young Italian was driving a very steady race, looking confident, but on lap 22 was overtaken by Surtees who was making up time after his pit-stop to have his exhaust system sorted out. However, two laps later and Surtees disappeared out on the circuit, his crownwheel and pinion breaking, so Baghetti was back in eleventh place again. On this lap, the 24th, von Trips appeared from behind the trees at Melling Crossing as usual, followed by the Lotus of Moss, but just as it came into view the tail of the blue car slid out to the left on the sheet of water. In an instant Moss had correction on the steering and slid sideways down the road at around 100 m.p.h. with full left-lock on. For a moment it looked as though he would spin, but then the tail of the car flicked straight and across the road in the other direction. Still complete master of the situation Moss had full right lock on in an instant, and continued to slide down the road sideways, only this time with his tail hung towards the inside of the track, but then, equally quickly the tail flicked back again and this time went right round beyond full left lock, and in a wonderful exhibition of proprioception Moss unwound the steering, let the car complete a clockwise 360-degree spin, caught it at the end of the spin, by which time the speed had been dissipated down to about 40 m.p.h., selected a lower gear and took Tatts Corner as if nothing had happened. The crowded grandstands really showed their appreciation of seeing a Master Driver at work, and the Walker pit thought "Hmm, he's a few seconds overdue," having seen none of this feat of brilliance.

On lap 28 von Trips, with 10 seconds lead over Moss as a result of *the* spin, lapped Baghetti and going into Waterway Corner in a cloud of spray, in company with von Trips and some cars they were both lapping, the Italian "lost it" and went backwards through the rails, bending the Ferrari but climbing out unhurt. The terribly wet conditions were causing havoc, for Bianchi spun at the Melling puddle, as had Moss, but he went wildly off onto the grass, and then spinning again as he tried to restart on the soaking turf. Phil Hill had a really big "moment" approaching Melling Crossing, going sideways towards the gateway so uncontrollably that he really frightened himself and slowed up considerably after that, so that Ginther began to close on him, and on lap 35 went by into third place. In fifth place Brabham was going steadily and was now only 11 seconds behind Phil Hill, and Graham Hill was being caught by Jimmy Clark. By 30 laps the rain actually stopped, and during the next quarter of an hour patches of the track dried visibly and conditions improved. This was good for Clark, who soon caught Graham Hill, and for Brooks who now began to go as fast as the leaders, but unfortunately still two laps behind due to his long pit stop, while McLaren closed on Gurney. The only man who was not happy about the rain stopping was Brabham who, when he started pressing on as the track dried, found his water temperature getting rather high, so he had driven on his temperature gauge rather than his rev-counter. Ginther got away from Phil Hill and began to close on Moss and on lap 40 went by the blue Lotus into second place. The fact that Moss could not stay with the Ferrari, and during the next four laps was caught by Phil Hill, rather indicated that something had gone wrong with the Walker team's car. Sure enough, on lap 45 Moss drew into his pit, having no more brakes; the balance pipe across the caliper on the left-rear brake had fractured and he was rapidly losing pressure and fluid. This was quite remarkable for the same thing had happened to the rear brake on the other side at Reims, only two weeks previously. He had gallantly struggled on with less and less braking until he just had to give up, and the only man to put up any sort of challenge to the red cars was out of the race. By now the sun was shining and the track was drying quite fast.

On lap 35 von Trips had lapped McLaren, who was dicing with Gurney, and as the Ferrari lapped the Porsche McLaren took the

opportunity to slip by as well and get ahead of Gurney. A bit ahead of them Graham Hill was losing ground, his B.R.M. going steadily off colour and on lap 39 it went by making odd noises. He carried on until lap 43 when it got so bad that he just had to stop at the pits for consultations, and after one more lap he retired with what seemed to be broken valve springs. After the retirement of Moss the Ferrari team were in complete command, the three V6 engines sounding beautifully healthy, and making a lovely noise. Ginther slowed down and let Phil Hill move up into his rightful place of second, and the three of them settled down to tour round and complete the 75 laps which constituted the total length of the race. This put von Trips 20 seconds in the lead and the Ferrari pit were now content to give them signals merely showing how many more laps to go. Brabham was still in fourth place, but nearly a whole minute behind, and the only others on the same lap as the leader were Clark, Salvadori, and Bonnier. McLaren and Gurney were a lap behind, Brooks, Ireland, Bandini and Gregory were two laps behind, and another lap down came Burgess, Maggs, Greene and de Beaufort, the first two close enough to contest 14th position. Many laps behind came Fairman in the Ferguson, and even further back was Seidel, who had spent a lot of time in and out of the pits. The Ferguson was in technical trouble, for after one pit stop the mechanics had unthinkingly push-started the car, which is of course against the rules nowadays, and the Stewards had no option but to disqualify Fairman. It had been tactfully pointed out that the car would no longer figure in the results, which more or less said that it could go on running if the team wished. As the Ferguson team were running in their first Grand Prix, and obviously the more running they could do the better, the car continued to circulate steadily with Jack Fairman driving. With Moss out of the race and kicking his heels in the pits the Ferguson/Walker team had the bright idea of putting him in the car for the remaining 25 laps, for while Fairman would give the car a good steady endurance run, Moss was likely to go fast enough to find out something worthwhile, and give them some data to compare with other racing cars. Fairman was called in and Moss took over the car, soon lapping at just over 2 minutes, which was very impressive bearing in mind the track was not really dry all over. He was too many laps in arrears to have any hope of catching anyone, but it seemed worthwhile having a go with this interesting and experimental car.

It was not long before Tavoni produced a sign for his drivers which said " Look out, Moss is in car 26," in case they thought it was still Fairman and underestimated its speed if they happened to meet it going into a corner. There was quite a bit of unrest in the pits over the fact that Moss was out in the Ferguson and before long it was pointed out to the organisers that as the car had been disqualified it should not be allowed to continue. This, of course, was perfectly true and under such pressure there was no option other than calling the car in and withdrawing. It was all very obvious that had Fairman stayed in the car there would have been no protesting. It was also rather obvious that there are certain teams who do not want the Ferguson to succeed, for should it prove to be a serious Grand Prix challenger it goes without saying that the Walker team will sponsor it and S. Moss will be the driver, and he is causing enough trouble to his rivals already, using an obsolete Lotus. Anyway, that is big business, or should I say motor racing, and the Ferguson was wheeled away, completely healthy and showing great promise.

To return to the race, Bianchi had retired with gearbox trouble and the Ferrari team continued on their triumphal way, von Trips well out in front and Hill and Ginther in close company, obeying orders like good boys. Clark began to close up on Brabham, but never got within striking distance, for a really messy oil leak put him out of the race on lap 63, so near the end, and comfortably in fifth place. With the track all nicely dried out Bonnier began to go motor racing again and caught and passed Salvadori, the Yeoman Credit driver being unable to hold him off in the dry, and similarly Gurney woke up and set about catching McLaren, which he did on lap 63. Still two laps behind Brooks was going incredibly fast, and during the closing stages of the race he put in some remarkably quick laps, finally setting a new 1½-litre lap record in 1 min. 57.8 sec., which compares very favourably with the absolute lap record which stands at 1 min. 57.0 sec.

So the race ran to a close, the weather clearing up well, but too late, and the three red Ferraris, with their shark-like noses almost scraping the ground, toured round to clean up the British Grand Prix, and make the fourth Ferrari victory in a row. It had been a race full of incident and brought to mind the 1955 British Grand Prix at Aintree, when Mercedes-Benz swept the board, but at the back of the field there was a ray of hope for Britain when the Vanwall went very fast for a short time. Two years later, in 1957, the Vanwall won the British Grand Prix, again at Aintree, and the following year Vanwall won the World Championship for Manufacturers, starting Britain's supremacy in Grand Prix racing which Cooper carried on during 1959 and 1960. Dare one suggest that the ray of hope this year was the Ferguson ?

—D. S. J.

Results :

14th BRITISH GRAND PRIX—Formula One—75 Laps—362 Kilometres

Wet and Dry

1st :	W. von Trips (Ferrari V6-120) ..	2 hr. 40 min. 53.6 sec.—135.040 k.p.h
2nd :	P. Hill (Ferrari V6-120) ..	2 hr. 41 min. 39.6 sec.
3rd :	R. Ginther (Ferrari V6-120) ..	2 hr. 41 min. 40.4 sec.
4th :	J. Brabham (Cooper-Climax 4-cyl.)	2 hr. 42 min. 02.2 sec.
5th :	J. Bonnier (Porsche 4-cyl.) ..	2 hr. 42 min. 09.8 sec
6th :	R. Salvadori (Cooper-Climax 4-cyl.)	2 hr. 42 min. 19.8 sec.
7th :	D. Gurney (Porsche 4-cyl.)	1 lap behind
8th :	B. McLaren (Cooper-Climax 4-cyl.)	1 lap behind
9th :	C. A. S. Brooks (B.R.M.-Climax 4-cyl.) ..	2 laps behind
10th :	I. Ireland (Lotus-Climax 4-cyl.)	3 laps behind
11th :	M. Gregory (Cooper-Climax 4-cyl.)	4 laps behind
12th :	L. Bandini (Cooper-Maserati 4-cyl.)	4 laps behind
13th :	A. Maggs (Lotus-Climax 4-cyl.)	6 laps behind
14th :	I. Burgess (Lotus-Climax 4-cyl.)	6 laps behind
15th :	K. Greene (Gilby-Climax 4-cyl.)	6 laps behind
16th :	G. de Beaufort (Porsche 4-cyl.)	6 laps behind
17th :	W. Seidel (Lotus-Climax 4-cyl.)	17 laps behind

Fastest lap : C. A. S. Brooks (B.R.M.-Climax), in 1 min. 57.8 sec.—147.540 k.p.h.

Retired : M. Natili (Cooper-Maserati), lap 1; H. C. Taylor (Lotus-Climax), lap 6; G. Ashmore (Lotus-Climax), lap 8; J. Lewis (Cooper-Climax), lap 8; R. H. H. Parnell (Lotus-Climax), lap 13; J. Surtees (Cooper-Climax), lap 24; A. E. Marsh (Lotus-Climax), lap 26; G. Baghetti (Ferrari), lap 29; G. Hill (B.R.M.-Climax), lap 44; S. Moss (Lotus-Climax), lap 45; L. Bianchi (Lotus-Climax), lap 46; J. E. G. Fairman/S. Moss (Ferguson), lap 57; J. Clark (Lotus-Climax), lap 63.

30 *starters* — 17 *finishers*

AINTREE ASIDES

Yes, we will suggest Surtees for the Ferguson.

Full marks to the B.A.R.C. for putting on a proper and dignified meeting most suited to the BRITISH GRAND PRIX.

Full marks also to the timekeepers and lap scorers who produced really detailed results sheets, unlike some Grand Prix races we won't name.

We didn't notice the superior road-holding of the British cars over the Italian ones, that we've heard so much talk about; nor did we notice the abundance of corners and lack of high-speed straights making much difference to the outcome of Ferrari *v.* Coventry Climax.

Good old Salvadori, the only Englishman in the first six. He was headed by German, Americans, Australian and Swede, a truly International result.

The Press service was good, but we feel the Press Stand dates back to Victorian times. However it commanded a good view.

THE G.T. RACE

The B.A.R.C. quite rightly had but one race as an appetiser for the Grand Prix, this being a 17-lap, 51-mile G.T. event. Both Ferrari 250 G.T.s were non-starters, due to crashes, Whitehead's having been pranged by the mechanic on the way to the circuit, so Sears, who was to have driven it, took over Coombes' Jaguar E-type. E-types, all open 2-seaters, hoods up, were driven by Parkes and Dennis Taylor. Parkes broke his gear-lever on the first lap and retired, but Sears, sliding the corners in fine style, kept his E-type in the lead until the very last lap, when Davison, who had been handling the Essex Racing Stable's Aston Martin Zagato splendidly, having closed up steadily on the now-smoking Jaguar, went into the lead, to win by 1.2 sec., under the very nose of Sir William Lyons, watching from the apron in front of the stands.

Whitmore brought the other Essex Aston Martin Zagato home third and a considerable distance behind came Taylor, on his first race in an E-type.

The 1,301-2,500-c.c. class was won by Hahnl's Porsche Carrera Abarth, a lap down on the big cars, but ahead of Lawrence's Morgan and Stoop's recently re-bodied (and so very smart) Porsche Carrera. Leston's Elite went very fast, as usual, to win the 1,001-1,300-c.c. class, finishing the full distance, fifth in the race as a whole, whereas Allen's Elite was a lap down, but ahead of Fergusson's Turner.

Uren's noisy G.S.M. Delta has been showing great promise and it won the up-to-1,100-c.c. class from a trio of Sprites.—W. B.

1st :	L. Davison (Aston Martin Zagato)	81.86 m.p.h.
2nd :	J. Sears (Jaguar E-type).	
3rd :	J. Whitmore (Aston Martin Zagato).	

THE LATEST CITROEN DS

REGULAR readers of MOTOR SPORT will be aware that I am strongly in favour of the ID and DS Citroëns, the most advanced cars in the World, offering unrivalled safety and comfort. Those who wish to refresh their memories of these remarkable cars which feature front-wheel-drive, self-levelling oleo-pneumatic all-independent suspension, single-spoke safety steering wheel, extremely good all-round vision and, in DS form, power steering and braking, automatic clutch and power gear change, will find a comprehensive road-test report of the DS Citroën in our issue of April 1958 and reviews of the ID in the issues dated October 1958 and June 1960.

It suffices now to remark that if the DS was a highly-covetable car in its original form, it is greatly improved since it has been provided with more power (an extra 8 b.h.p.) and a torsional crankshaft vibration damper for its 1,911-c.c. inclined valve, base-camshaft, engine. Although the 4-cylinder 78 × 100 mm. power unit of the modern Citroën dates back a long way and is noisy when at work, it emits a noise as individual as the rest of this remarkable vehicle and gives maxima of 60 and 92 m.p.h. respectively in 2nd and 3rd gears. If pushed to the latter limit the engine smooths out noticeably but normally it is better to change up at around 75 m.p.h.

This increased performance is entirely adequate to the desires of the majority of DS owners. Coupled with satisfactory maxima in the lower gears, and a top speed of 95 m.p.h., the Citroën DS will now reach 50 m.p.h. from rest in under 13 seconds, 60 m.p.h. in 18½ seconds. The new urge in 2nd gear is both evident and appreciated.

Beyond this the DS is virtually unchanged, which exempts me from attempting to frame new superlatives with which to describe it. It is essentially a car in which the automation must be played gently—light touch on the steering wheel, a delicate foot on the floor button which replaces the normal brake pedal, and some appreciation of the need to synchronise engine speed to upward and downward gear changes. Treated thus the Citroën is as smooth as it is safe and comfortable.

There is far less aural fuss from the hydraulics in the latest model and less delay in clutch engagement, while the gear changes, selected but not effected by the upright lever ahead of the facia, go through fast, with the merit that no skill, beyond sensible throttle manipulation, is required and that it is impossible to miss a change. Admittedly the gear selector lever has to be used continually to get any sort of response and bottom gear, devoid of synchromesh, can only be engaged at a crawl if mechanical disaster is to be avoided.

There is nothing to denote that power steering—or, for that matter, front-wheel-drive—is used and no car imparts a greater sense of security when passing other vehicles under difficult conditions, so accurately can the DS be placed, so stable is it when a sudden change of direction is necessary, for in spite of very supple suspension, roll oversteer and wallow is unknown to Citroën drivers. As to its road-holding and cornering powers, suffice it to say that the Citroën was designed to make the best possible use of Michelin " X " tyres and both in feel and in fact is one of the safest cars in which it is possible to travel fast. In some ways this car is akin to a vintage Frazer Nash—high-geared, so that you can go almost as fast in 3rd as in top gear, with steering that can be whipped from lock-to-lock without resultant disaster, and with ride and control characteristics entirely its own. There is one vital difference—the DS is as comfortable as a " Chain Gang " 'Nash was uncomfortable!

Practically every aspect of the modern Citroën is ingenious in the practical sense and although it is a car that is at its best on long main road journeys—a family express with seven-league boots—in its latest form it is at no undue disadvantage in towns. Indeed, to revert to the " Chain Gang " analogy, as with a Meadows-'Nash you engage second gear (or, rather, the Citroën engages it for you) as you enter congested areas and do not revert to 3rd and top until the open road is regained. In the 3.3 to 1 top gear the Citroën emulates the best luxury cars in respect of silent, tireless running. Wind noise, too, is virtually absent, and pressurisation in the interior of the body when a facia air inlet is open is obviated because the opposite window glass is pressed outwards, this venting giving rise to a whistle. Nor are there body rattles or squeaks, the fully-reclining front seats are most comfortable, the back seats even more so, these luxuries enhanced by good leather upholstery and the low, unbroken floor, and the controls were obviously planned by experienced, long-distance drivers. Ammeter and petrol gauges supplement a very steady speedometer but there is no water temperature gauge. Heating, ventilation, carpeting, etc., are first class.

The futuristic appearance of the Citroën, its self-jacking and 3-position suspension, and its endearing habit of settling down to rest, to the faint hiss of escaping air, after it has come to a standstill and the occupants have left it (the nose likewise sinks shortly after heavy braking) underline its myriad other unusual but so-sensible features. I could write pages enthusing over them, but have done so already in the full road-tests. The disc front brakes, a little disappointing on the ID, come into their own with power application and one soon gets accustomed to the curious floor-button.

Suffice it to say that the Citroën DS remains the World's most technically-advanced car—it has a " brain " of its own—and cannot be called expensive at £1,625 9s. 2d. in British-assembled form. And the remarkable 8-seater Safari, recently improved in detail and given a new wood facia, at £1,854 2s. 6d., is really living accommodation and motor car combined.

A few small irritants, all the more evident because the car is so nearly perfect, remain uneradicated. Thus the petrol gauge has a habit of reading empty when several gallons remain in the tank, the facia-mounted panoramic rear mirror blanks near-side vision (and the side-lamp indicator on the wing) and if the crude plastic cubby well lid is open the mirror is obscured (although you can drive with the boot lid up and retain the view through the back window, useful when the boot has to take bulky loads). On the test car the interior lamps were not functioning, and the facia lighting comes on permanently with the side lamps. The head lamps are excellent, full-beam or dimmed, but the wiper blades work in opposite directions, leaving an unwiped central area, and were not efficient in themselves.

In spite of the increased power, the DS remains economical. Including a fairly fast journey to Aintree and back the consumption over 800 miles was 26.2 m.p.g. 100-octane petrol wasn't called for and such economy is a tribute to the double-choke, progressive-action Weber 24/32 DDC carburetter. Incidentally, Citroën shares simple push-rod actuation of inclined o.h. valves in hemispherical combustion chambers with Fiat, Humber and Peugeot.

The Citroën isn't everyone's ideal but very few discerning drivers who have tried it over a decent mileage will be able to resist its many excellent characteristics.—W. B.

EMPIRE TROPHY ASIDES

The public at Brooklands used to complain of the closely-spaced, high, spiked iron railings through which they had to peer. But at least large dogs were unable to get through the bars onto the Track.

* * *

If you want to know the dog's name, ask Jimmy Brown what *he* called it. It bit a marshal but the Silverstone Track Manager was undaunted and carried the errant animal to the security of his office.

* * *

The I.C. drivers were paraded in a bevy of the new M.G. Midgets—one of which had a Sprite wheel nave-plate !

* * *

Fangio watched the " old banger's procession " from Copse Corner after starting the race. He seemed interested only in Moss and soon left his vantage point, but stayed to collect the results of all the races at the end of the day.

* * *

Finest display of understeer was by the D.K.W. Junior.

* * *

Not bad—Christabell Carlisle in her Mini-Austin lapped faster than seven men, including Cuff-Miller in his class-winning Sunbeam Rapier!

* * *

A report of the B.R.D.C. Meeting by " M. L. T." appears on page 670.

FAMOUS RACING RIVALS COMBINE-the sporting AUTO UNION DKW 1000 family saloon now only £997

There's an unmistakable feel about the Auto Union 1000 – unmistakable, but hard to put your finger on. Yet it is there in every part of the car – the feel of the Mercedes stable, that extra quality that results from the collaboration of Mercedes and Auto Union, the great prewar rivals of the grand prix track. You can feel it in the smooth, quiet acceleration, in the firm braking, in the manoeuvrability and tight road-holding of the front-wheel drive. Inside the 1000, too, both the roomy comfort and the standard of finish betray the car's high breeding. A top speed (and cruising speed) of 83 m.p.h., and the economy you will get with normal driving, make it a very useful family car indeed. One motoring correspondent remarked that the 1000 offers 'a species of motoring which is startlingly different'. Try it for yourself. Ask your dealer, or write for details to:-

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THE 47th FRENCH GRAND PRIX

The Best Laid Plans, etc.

REIMS, FRANCE, *July 2nd*

AFTER the Spa race, where Ferrari cars dominated, everybody was resigned to an even greater demonstration of mechanical superiority on the fast Reims circuit. In the Belgian G.P. the rear-engined Ferrari cars had had no trouble at all in finishing 1-2-3-4 and one felt that if the Scuderia cared to bring along six cars to Reims they would finish 1-2-3-4-5-6 without difficulty. As it was, the S.E.F.A.C. entered only three works cars, for Phil Hill, Ginther and von Trips, nominated in that order, but a last-minute entry with a Ferrari came from F.I.S.A., the group of Italian racing clubs to whom Ferrari has loaned a rear-engined V60-degree car for this season, and needless to say their driver was Giancarlo Baghetti, the phlegmatic-looking, plump Italian, risen from the ranks of last year's Italian Formula Junior. Naturally both car and driver were being looked after by the Scuderia, so in effect there were four works Ferraris once again.

The Automobile Club of the Champagne had no truck with seeding or qualifying and virtually said "Let them all come," so that practically everyone in Formula 1 racing was present for this World Championship event. The Cooper factory had Brabham and McLaren with their regular 4-cylinder Climax-engined cars, though there were a lot of crossed fingers beforehand in the hope that at least one V8 Climax engine would be ready, and that Brabham would have it in his car, but hopes were in vain. Colin Chapman had the two brand new 1961 Lotus-Climax cars that appeared at Spa, again being driven by Ireland and Clark, and they had the earlier 1961 car as a spare. Clark's car was on S.U. carburetters again, the others being on the almost universal Weber carburetters that have won Grand Prix races almost unchallenged. The Porsche factory seem to be in as much trouble with new projects as do Coventry-Climax, their exciting flat 8-cylinder engine is said to be giving only 160 b.h.p. and not too reliably at that, while the new chassis with the coil spring and wishbone front suspension seems to have disappeared altogether, along with the fuel-injection. They had their three old cars from last year, all on Weber carburetters, two for Bonnier and Gurney and the third should have been for Herrmann but was changed to de Beaufort. The B.R.M. team had completely overhauled three cars, all with Climax engines, stripping everything to pieces after Spa and rebuilding the lot so that Graham Hill and Brooks had the best machinery that Bourne could produce, until such time as their V8 is ready; it being in the building stage at present. These two drivers also had a spare car for training. Stirling Moss was driving the Rob Walker Lotus Special, as used at Spa, with the last year's chassis frame, fitted with this year's rear suspension. a Colotti 5-speed gearbox and the new sleek bodywork. Their spare Lotus from last year sits at home hopefully awaiting the V8 Climax engine, for which it has been modified in readiness. U.D.T.-Laystall brought along three cars, all standard Lotus-Climax, two with their own new bodywork which is sleeker than the production Lotus, for Henry Taylor and Lucien Bianchi, the Belgian driver being taken on in the team to replace Allison who was injured at Spa. The third car was a spare and was a standard production type Lotus-Climax of 1960 type and all three cars were using Lotus sliding-spline gearboxes, the Laystall built gearboxes having been abandoned for the time being. The Scuderia Serenissima entered two cars, the old Cooper-Maserati with the new square-cut bodywork, which Trintignant was down to drive, and a brand new car built by Alessandro de Tomaso in conjunction with OSCA. This was a nicely turned out chassis on Cooper lines, with wishbones and coil springs all round, and in the rear was a 4-cylinder OSCA engine and five-speed gearbox of very compact and neat layout. As the OSCA engine was not giving as much power as a Climax engine, 140-145 b.h.p. being its top limit, the car was a bit outclassed. It was entered for Scarlatti to drive. Casner's Camoradi International set-up had their new Cooper and old Lotus cars entered for Gregory and Burgess, respectively, and the Yeoman Credit Racing Team run by Parnell brought along three Coopers for Surtees and Salvadori. They had two normal 1961 production Coopers and their own narrowed-down modified Cooper with 5-speed Colotti gearbox, all three cars having Climax engines of course, though one of the standard cars was using S.U. carburetters. Another 1961 Cooper-Climax was the privately-entered one of Jack Lewis, nicely turned-out and straight from his very good race at Spa, while the Frenchman Collomb also had a 1961 Cooper-Climax. There were two more entries for the Equipe National Belge, to be driven by Gendebien and Mairesse but as they could see little future in the Emeryson-Maserati cars on such a fast circuit they withdrew and Seidel arrived with his two old Lotus-Climax cars hoping to get himself and the Swiss driver Michael May in the field. There being no fourth Ferrari for Gendebien the Le Mans winner did not bother to turn up and Mairesse came along with a beady eye on the spare works Lotus, so the Seidel team got only one entry which went to May.

Practice for the 47th French Grand Prix began on Wednesday evening, and the Champagne country was showing signs of living up to its tradition of being very hot, even as late as 6 p.m. when practice began, following a Formula Junior practice. In the pits there was an awful feeling of hopelessness amongst the Coventry-Climax-engined brigade, even though every self-respecting car was using the new Mark II engine, these being in plentiful production. When the three red V120-degree Ferraris and the red V60-degree car came out of the paddock, making a lovely sound which echoed between the concrete pits and the cantilever concrete roofs of the grandstands opposite, everyone felt "the massacre is going to be worse than at Spa." For many years there has been universal disbelief of the b.h.p. figures claimed by Ferrari for his engines, but occasionally he has proved conclusively that they were not far out, as at Avus in 1959, but now the tune was different, it mattered not whether his b.h.p. quotes were disbelieved, there was no shadow of doubt that the small rear-engined Ferraris were quite uncatchable on a fast circuit, and Reims is one of the fastest. Brabham and McLaren went out to circulate in close company as did Phil Hill and von Trips, and while the Ferraris were happy the Coopers were soon back, to disappear behind the pits and change their axle ratios. There were no cars from Porsche out for this first practice, nor from Serenissima or Seidel, but B.R.M., Yeoman Credit, Lotus and U.D.T. were all using their training cars, and as they all had the same sort of "T" on the side any times recorded by them were not attributed to any given driver, the timekeepers only recognising numbers and tying these up with drivers from the list in the programme. In consequence people like Surtees who did a quick lap in the training car were not given credit, and Taylor who did his best lap in Bianchi's car was not credited. Bianchi was actually still on his way back from the Alpine Rally, but he was credited with a lap time! The works Ferrari team were soon cruising round feeling out the lie of the land, and Baghetti was going slowly round finding the way, this being his first visit to Reims. The British cars, led by Brabham, were lapping in just over 2 min. 30 sec., the Cooper works drivers best being 2 min. 31 sec., but Ginther began to show the Italian team's paces when he put in 2 min. 28 sec. Moss was not at all happy with the handling of his Lotus "bitza," though it was difficult to put a finger on anything very definite being wrong, and he was approaching the 2 min. 31 sec. mark. He briefly tried one of the U.D.T.-Laystall cars but did not seem to prove anything, and was soon back in his own. Then he had a lucky break, for he managed to get tucked well in behind von Trips who was lapping at around 2 min. 30 sec. and the German driver underestimated the Moss cunning and craft, and overestimated the potential of his Ferrari. He started to really open out down the straights thinking to leave the Lotus way behind, but Moss was so well tucked in that he was sucked along in the slipstream and, of course, von Trips had no hope of shaking him off on the bends or on braking. The result was that they went faster and faster as von Trips became more amazed at seeing Moss still behind him and he never gave a thought to the fact that he was unwittingly providing Moss with a good lap time. It was not until he got down to 2 min. 26.4 sec. that he saw any signs of Moss dropping back, and Moss was timed at 2 min. 27.6 sec. This showed the true Ferrari potential a bit sooner than Tavoni intended and von Trips tried to explain it away by saying he had no idea he was going so fast and merely wanted to get rid of Moss. He should have known that Moss S. sticks like the other type once it is there. With 2 min. 27.6 sec. in the bag Stirling came into the pits, grinning and making a rude sign at the Ferrari pit as he went by, and well

satisfied at having pulled a fast one on all the other slow runners, for now Tavoni was awake to the trick and when he saw some British cars about to use Baghetti for a slip-stream tow along the pit straight he signalled the Italian to come in. Engineer Chiti did not see this and when Baghetti stopped he asked what the trouble was, to which Baghetti replied that he did not know. Tavoni came up and said he could go off again now, all the British cars were on the other side of the circuit.

With von Trips having made F.T.D. unwittingly, Phil Hill went out and the Ferrari pressure was now really on; in successive laps he did 2 min. 26.1 sec.; 2 min. 26.0 sec.; 2 min. 25.2 sec.; and 2 min. 24.9 sec. and then came in and the Ferrari team sat back and said " There, any more fooling around by you Climax cars and we'll go even quicker." Moss having shown how to slipstream to good advantage everyone else was out looking for a Ferrari, but only Baghetti was going round and apart from being protected by Tavoni he was not yet going fast enough to be of much use, but he did provide practice for getting in close behind. He was down to 2 min. 32 sec., which was remarkably good for his first appearance in a big race, but the better Climax drivers were below this time anyway, and Graham Hill had done a brilliant 2 min. 29.1 sec., unaided, which was just about the absolute limit for a British car on its own. The two works Lotus cars were going well, there being nothing to choose between Clark and Ireland on this circuit and it was good to see that Innes had recovered completely from his Monte Carlo crash, showing like Moss and the late Jean Behra that a top driver stays a top driver regardless of brief setbacks.

During the following day the temperature rose steadily and once more practice was at 6 p.m., following a bout of Junior practice, and this time the road surface was beginning to show signs of melting in the sun. For a change this practice was viewed from the outside of the Thillois hairpin, which is the right-hand 60 m.p.h. hairpin at the end of the long descent and leading on to the pits straight. At one time it was a really acute hairpin, but in the search for the fastest track in Europe the French club cut a new road on the inside of the hairpin, making it much faster, and leaving the old one as an escape route should a driver arrive too fast. In dire emergency cars can go straight on down the main road towards Reims as an escape route, and during the two hours of practice it was remarkable how many people did use both these escape routes. The only way to find the absolute limit of braking from 150-160 m.p.h. is to go beyond the limit, and Thillois, with its two escape routes was the place to try.

Porsche arrived for this practice, with their three old cars, one with an " L " on it as the substitution of de Beaufort for Herrmann was not fully organised. Bonnier did most of his practice in this car, even though it was meant for de Beaufort, so that the Dutchman got the times and the Swede did not get an official lap time. The two Serenissima cars were out practising, as also were May and Seidel in the two white Lotus cars. Jimmy Clark's new works car was having engine trouble so he spent most of practice on the spare car, which was not as quick as his own, and Bianchi started off in the training car of U.D.T. The other H.P. firm were in trouble for Surtees came by making a horrid noise and heading for the pits, with the engine broken in his standard Cooper, and later he reappeared in the modified one but was having trouble selecting gears on the Colotti gearbox. After yesterday there was little point in the Ferrari team wearing out their cars so neither Phil Hill, nor von Trips did any practice, and Ginther did only a few laps to do some experiments. Baghetti, however, was out the whole time, going round and round, learning to motor-race amongst the " big-boys " and he was obviously learning well, for Coopers, Lotus and B.R.M. cars were all pushing him around, outbraking him into the hairpin, taking him on the inside, sitting right behind him along the straights, and generally giving him a busy time, for he was lapping at close to 2 min. 30 sec., which was a time that the better Climax drivers could comfortably keep up. As the evening wore on so Baghetti learnt, and by the end of practice he was beginning to give as good as he got, and at one time he had McLaren, Brooks and Graham Hill all round him, and the two B.R.M.s really sorted him out, but next time round he forced his way into Thillois ahead of them, and left them on the wrong line.

Ginther went round in his own car in normal trim, which is to say, with two Perspex bulges over the carburetters in place of the gauze ones used earlier in the season, and then he had a curious humpty tail fitted to the car. This replaced the Perspex covers and extended right up to the top of the crash bar and instead of taking air from under the bonnet, the carburetters now drew air from behind the driver's head. He did a few laps with this cowling bolted on and then stopped and had it removed, doing a few more laps with the normal twin covers, and could find no change in the performance of the car so the project was abandoned. Down at Thillois there was excitement when a black 403 Peugeot on Paris number plates appeared from Reims motoring towards Soisson, on the circuit and in the opposite direction to the racing cars! It had driven round the barriers unnoticed by the somnolent gendarmes and the man seemed to be on his way home. He got about 200 yards up the circuit just as McLaren and Baghetti arrived and as the Peugeot was waved onto the grass by irate marshals the two racing cars went straight up the escape road, more in surprise than anything else. Three gendarmes pounced on the indignant Peugeot driver who did not seem to appreciate that the road was closed to traffic and he was last seen on his way to the Bastille. A new face appeared at the wheel of the U.D.T. training car and this was J. M. Bordeu, the young Argentinian Formula Junior driver, and after a few laps he was going nearly as well as his team-mates, but it was only in the nature of a try-out for future reference by the U.D.T.-Laystall group. Moss did not look too happy with his Lotus, frequently opening out in the corner and then having to lift off again because the car did not respond as he thought it was going to, the handling being not what he wanted. With the 1961 rear suspension having a lower roll-centre than that used last year, and having different characteristics with its sliding-spline half-shafts against the solid ones, it would appear that Moss needed a 1961 front suspension to go with it. In short, he needed a new car. However, he seemed happy enough when he got in a little dice with Gurney and Salvadori for a few laps, but they were only going round in 2 min. 32 sec. Practice ended with only one driver getting below 2 min. 30 sec., that being Ginther, who did 2 min. 27 sec., but it had not been for want of trying, for the whole two hours had been very busy.

Still the heat increased and on Friday everyone was preparing for another holocaust like 1959 as the day got hotter and the air more stuffy. The same time of 6 p.m. to 8 p.m. was reserved for the Grand Prix cars and this evening Mairesse was loaned the spare works Lotus, Clark's car having been repaired, and the Ferrari team went out for a few laps each just to see that everything was all right. Ginther was the fastest with 2 min. 26.8 sec., but it was obvious that they were not trying very hard, for they had no need to, the closest rival was Moss with his " artificial " 2 min. 27.6 sec. and the nearet " honest " time was Graham Hill's 2 min. 29.1 sec. Baghetti was going round and round, the object obviously being to give him driving experience and the opportunity to drive in close company with other Grand Prix cars, and this he certainly got for everyone was trying to use him for a " tow." As he still had not broken 2 min. 30 sec. this did not worry Tavoni any more and he left him to the British, feeling that it was all good experience. The Serenissima team were rather depressed with de Tomaso, and Trintignant drove it most of the time, which is why he was not given an official time for his own car, and young Lewis did not practise as he felt his unaided 2 min. 32 sec. of the previous day was good enough for the circumstances. As this final practice period closed there was a lot of dicing going on amongst groups of British and German cars and in all this trying McLaren, Clark, Ireland, Gurney, Brooks and Surtees all got below 2 min. 30 sec., and needless to say young Baghetti was mixed up amongst them all, though his best time was 2 min. 30.5 sec. The table on page 661 gives the practice times for all three days.

Saturday was a free day, the idea being to let the road surface settle a bit, but the sunshine became tropical and the tar melted even more. While the mechanics prepared the cars the organisations cooled themselves off with Champagne and on Sunday morning there was much relief when the temperature showed signs of not rising any more. The morning was taken up with two heats for the Juniors, both being won by Trevor Taylor in the works Lotus-Ford from Tony Maggs in Tyrell's Cooper-B.M.C., and at 2.15 p.m. the Grand Prix cars were wheeled down the track from the pits to the starting line, the drivers either going with them or walking on their own. Many of them had literally soaked themselves in water to combat the heat, so that they looked a pretty tatty sight, but the appreciative crowd cheered and clapped more in sympathy for what they knew was going to be a gruelling two hours sitting in an inferno than anything else. The biggest cheer went up when Moss appeared, in wet soggy overalls, and there was no doubt that the French crowd were more on his side than on anyone's.

The three works Ferraris had had the Perspex carburetter covers replaced by the older gauze types, Lotus had removed the cockpit side panels and many cars had been fitted with slots and scoops in anticipation of the tremendous heat. Also Porsche

Ferodo First

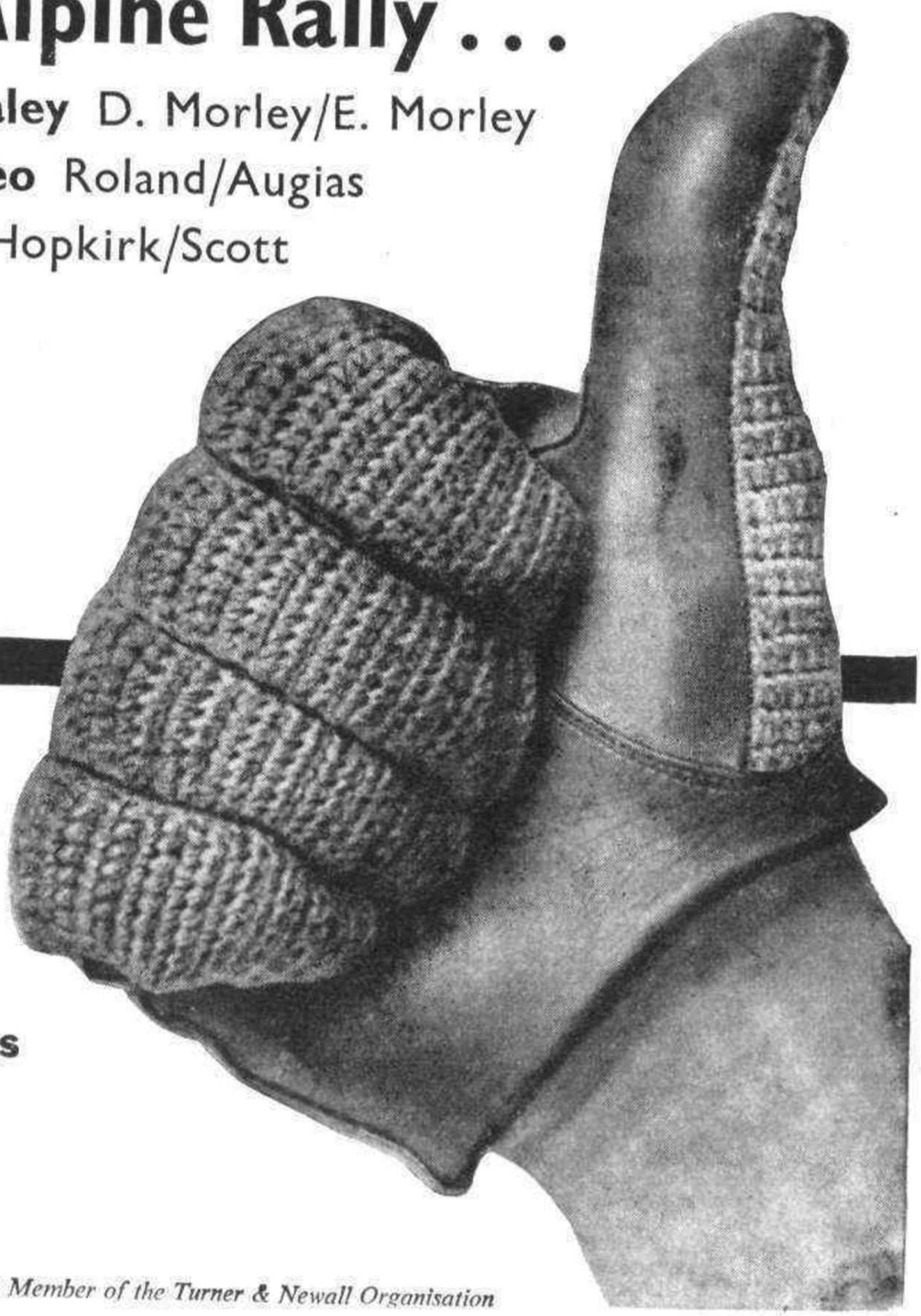
in the French Grand Prix . . .

1st Ferrari G. Baghetti
3rd Lotus J. Clark

and in the Alpine Rally . . .

1st Austin Healey D. Morley/E. Morley
2nd Alfa Romeo Roland/Augias
3rd Sunbeam Hopkirk/Scott

Results subject to official confirmation



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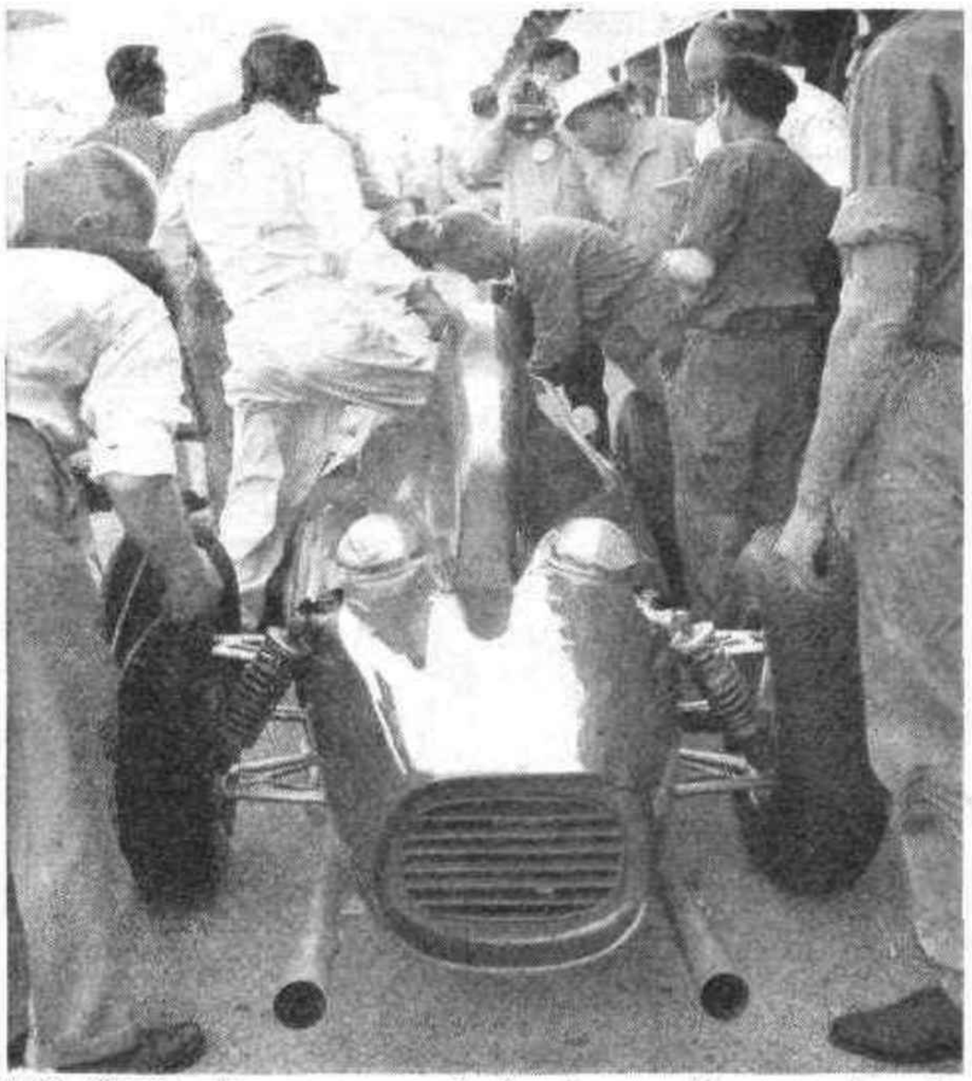

TRY OUT.—Every year somebody tries something to gain a few more r.p.m. at Reims. Here Ginther climbs from his Ferrari which has a peculiar tall head rest which encloses the carburetter bulges, the air entering through a gauze above the driver's head.

and B.R.M. had taken precautions against flying stones, for which the Reims circuit is notorious when the tar melts, by fitting wire-mesh guards in vulnerable places, such as carburetters, tops of windscreens and oil coolers.

PRACTICE TIMES

No.	Driver	First Day Wednesday	Second Day Thursday	Third Day Friday
2	J. Brabham ..	2. 31.0	2. 33.1	2. 33.0
4	B. McLaren ..	2. 31.3	2. 30.4	2. 29.4
6	I. Ireland ..	2. 30.2	2. 30.5	2. 29.8
8	J. Clark	2. 30.3	2. 33.7	2. 29.0
10	J. Bonnier ..	—	—	2. 30.5
12	D. Gurney ..	—	2. 31.1	2. 29.6
14	G. de Beaufort ..	—	2. 33.2	2. 31.8
16	P. Hill	**2. 24.9**	—	2. 30.0
18	R. Ginther ..	2. 27.4	**2. 27.0**	**2. 26.8**
20	W. von Trips ..	2. 26.4	—	2. 28.7
22	G. Hill	2. 29.1	2. 30.4	2. 32.0
24	C. A. S. Brooks ..	2. 32.3	2. 31.6	2. 29.9
26	S. Moss	2. 27.6	2. 31.0	2. 32.3
28	L. Bianchi ..	—	2. 33.4	2. 34.2
30	H. C. Taylor ..	2. 33.8	3. 14.2	2. 40.3
32	M. Trintignant ..	—	2. 38.8	—
34	G. Scarlatti ..	—	2. 47.3	2. 47.1
36	M. Gregory ..	2. 31.9	2. 31.3	2. 33.0
38	I. Burgess ..	2. 44.7	2. 40.9	2. 39.7
40	J. Surtees ..	2. 33.3	2. 32.2	2. 29.1
42	R. Salvadori ..	2. 31.2	2. 31.3	2. 35.3
44	J. Lewis ..	2. 33.0	2. 32.0	—
46	M. May	—	2. 40.2	2. 37.9
48	W. Mairesse ..	—	—	2. 35.8
50	G. Baghetti ..	2. 30.9	2. 30.9	2. 30.5
52	F. B. Collomb ..	2. 39.1	—	2. 36.8

The grid line-up, see next column, was one of the biggest Championship fields yet assembled, showing that interest in Formula 1 racing is extremely alive.

For once Mr. Raymond Roche did not make a nonsense of the start and all 26 cars got away perfectly, the three Ferraris on the front row surging away together, but Moss was tucked right in behind them and crouching down behind his windscreen and really trying. Needless to say it was the three red cars that led down the hill to Thillois, but the blue Lotus of Moss was right behind them and the end of the opening lap saw the whole field stream by almost nose to tail, the leaders being in the order Phil Hill, Ginther, von Trips, Moss, Surtees, Clark, Ireland, Graham Hill, Brooks, Bonnier and so on. At the end of the second lap things broke up a bit and the three Ferraris in the order Hill, von Trips and Ginther, and Moss were in the leading group, then came Surtees and Clark nose to tail, followed by the two B.R.M.s and then Bonnier, Gurney, Ireland, Baghetti and McLaren practically touching each other, then Salvadori followed by Brabham and Mairesse. Already there was trouble amongst the tail-enders and both Lewis and Gregory pulled into the pits for attention. On lap 3 Ginther was right on the tail of von Trips and Moss was doing wonders to stay with the red cars, there being quite a gap before Surtees arrived and behind the Yeoman Credit car there was a solid mass of cars comprising Clark, Hill, Ireland, Brooks, Baghetti, Bonnier, Gurney and McLaren, all going by as quickly as that. Collomb stopped at his pit and so did Henry Taylor, the U.D.T. car having a petrol leak.

↑

18 Ginther (*Ferrari*) 2 min. 26.8 sec.
20 von Trips (*Ferrari*) 2 min. 26.4 sec.
16 P. Hill (*Ferrari*) 2 min. 24.9 sec.
8 Clark (*Lotus-Climax*) 2 min. 29.0 sec.
26 Moss (*Lotus-Climax*) 2 min. 27.6 sec.
4 McLaren (*Cooper-Climax*) 2 min. 29.4 sec.
40 Surtees (*Cooper-Climax*) 2 min. 29.1 sec.
22 G. Hill (*B.R.M.-Climax*) 2 min. 29.1 sec.
6 Ireland (*Lotus-Climax*) 2 min. 29.8 sec.
12 Gurney (*Porsche*) 2 min. 29.6 sec
10 Bonnier (*Porsche*) 2 min. 30.5 sec.
50 Baghetti (*Ferrari*) 2 min. 30.5 sec.
24 Brooks (*B.R.M.-Climax*) 2 min. 29.9 sec.
42 Salvadori (*Cooper-Climax*) 2 min. 31.2 sec.
2 Brabham (*Cooper-Climax*) 2 min. 31.0 sec.
44 Lewis (*Cooper-Climax*) 2 min. 32.0 sec.
14 de Beaufort (*Porsche*) 2 min. 31.8 sec.
36 Gregory (*Cooper-Climax*) 2 min. 31.3 sec.
48 Mairesse (*Lotus-Climax*) 2 min. 35.8 sec.
28 Bianchi (*Lotus-Climax*) 2 min. 33.4 sec.
32 Trintignant (*Cooper-Maserati*) 2 min. 38.8 sec.
46 May (*Lotus-Climax*) 2 min. 37.9 sec.
52 Collomb (*Cooper-Climax*) 2 min. 36.8 sec.
30 H. Taylor (*Lotus-Climax*) 2 min. 33.8 sec.
38 Burgess (*Lotus-Climax*) 2 min. 39.7 sec.
34 Scarlatti (*Tomaso-Osca*) 2 min. 47.1 sec.

On lap 4 as they went round Muizon hairpin, before the long downhill straight to Thillois, Phil Hill still led from von Trips but Ginther got into a slide and spun, which let Moss by. Surtees was next along and in dodging Ginther's car the Cooper took to the rough stuff and clouted a bank which bent a rear suspension member, so as the cars passed the pits there was quite a reshuffle. The order was Hill, von Trips, Moss, Ginther but then no sign of Surtees, and it was not until the main pack had gone by that he appeared and motored slowly into the pits to retire. Brooks also went into the pits, his Climax engine overheating due to sitting close behind other cars, and he went out with a head gasket gone. Lewis was back in the pits, as was Gregory and they were joined by Burgess, so the mechanics had a busy time in the sweltering heat.

On lap 5 Moss was still holding third place and crouching down in his cockpit trying all he knew, but the two leading Ferraris were drawing away and Ginther was catching him up fast, but the initial sprint had carried him well away from all the other runners. Now the race began to settle in a pattern, with the first four places more or less settled, but the most almighty dice going on for fifth place. On this lap the order of the "second race" was Clark, Ireland, Hill, Baghetti, Bonnier, McLaren, Gurney, all nose-to-tail or side-by-side, the traffic being so thick as this lot rounded Thillois that it was surprising that nobody ran into anyone. Almost the length of the pits straight behind came Brabham, de Beaufort and Salvadori, and then came the stragglers. Those at the tail end that were not in the pits could do little other than motor round and hope to keep going, and to keep an eye on the mirror for the time when they would be lapped. By one of those strange adjustments that only timekeepers understand, Moss was credited with the fastest lap on lap 2, in spite of the fact that the Ferraris were drawing away from him all the time, and the official bulletins had three goes at the right answer before they settled for 2 min. 30.4 sec.—198.712 k.p.h. This meant that the Ferraris were lapping well below their limits and as they were way out in

front already the race as such seemed to be over.

On lap 6 Ginther got back into third place and the pattern was set, the only doubt being as to which of the Ferraris would win. Enzo Ferrari himself has little or no time for the Driver's World Championship and merely wants a Ferrari to be the winning car, but the drivers had different ideas, so that when pre-race orders indicated that Phil Hill was not to win this event, there was some umbrage and in the opening laps he was obviously pressing on to show that when he relinquished the lead it was only to obey pit orders. The battle for fifth place was as furious as ever, nobody having any real advantage, and on lap 8 when Phil Hill began to slow down and wait for von Trips, Baghetti moved up to third place in his group, behind Ireland and Graham Hill. On the next lap the B.R.M. was pushed back and the order was Ireland, Baghetti, Clark, Hill, McLaren, Bonnier, Gurney, and so furious was this battle that it was beginning to take precedence over the race itself. At 10 laps Phil Hill led von Trips by 2 seconds, then after an 18-second gap came Ginther, with Moss 10 seconds behind him, but only 6 seconds later came *the battle*, and it was obvious that they were closing up on Moss. Their order was now Baghetti, Clark, Bonnier, Hill, McLaren, Gurney, Ireland, this reshuffle being caused by Baghetti pushing Ireland onto the grass at Muizon, but one lap later and Ireland was back up behind Clark and Baghetti and out to get his own back on the Italian. This was a splendid free-for-all with every man for himself, although it was very obvious that the red Ferrari was the real bait that they were all attacking. Behind them Brabham was having a bad time being unable to get rid of de Beaufort, the Dutchman driving very wildly at times and nearly taking Brabham onto the grass with him. Scarlatti was in the pits with the Tomaso OSCA and Mairesse was in trouble with the works Lotus, while Lewis and Brooks had retired.

Moss was now slowing visibly and it could be seen that the pack behind him were catching him on braking, and on lap 13 as Phil Hill lifted off and let von Trips go into the lead, having made it obvious who *he* thought should have won the race, Baghetti and his keen followers were right behind Moss. Next time round von Trips led Phil Hill, while Ginther was still some way back, and in fourth place came Baghetti, with Clark and Ireland and the rest of them on his heels, Moss being in the middle of the group. His Walker-Lotus was in trouble with the brakes, the pedal feeling spongy and the braking uneven, but he was keeping going as best he could, staying in with the lads who were dicing for fourth place now. On lap 15 Tavoni gave his two leading drivers a sign which said " GINT," meaning either " wait for Ginther," or " let Ginther take the lead." This sign came out on the next lap, and on lap 17 von Trips and Hill were given the " slow down " sign. Behind this Ferrari procession poor Baghetti was having no peace, for now Clark and Ireland were making a concerted attack on him, and the three of them had pulled away slightly from Bonnier, McLaren, Moss, Graham Hill and Gurney, who were still in a tight bunch. Brabham had disappeared into his pit with reputed low pressure, but it may have been to escape from being run over by de Beaufort, and Bianchi had stopped with overheating, and Trintignant was in the pits with the Cooper-Maserati. On lap 20, having been commanded to slow down, the Ferraris did so, but at the end of the lap it was Phil Hill who went by into the lead and von Trips drew into the pits with water coming out of his right-hand exhaust pipe. There was no need to look for the trouble, for water in the exhaust means only one thing and that is a ruined engine, so number 20 Ferrari was wheeled away and the race took on a new interest. Since the first appearance of the 120-degree Ferrari engine at Monaco they have not given a moment's trouble and the last thing anyone contemplated was a Ferrari retirement, especially as they were not being driven to the limit. Moss was having more and more trouble stopping his Lotus and was now at the back of the battle, which was now being resolved for third place, the order being: Baghetti, Clark, Ireland, McLaren, Bonnier, Gurney and Graham Hill, all as close as could be. On lap 19 Phil Hill had 14 seconds' lead over Ginther, feeling quietly satisfied at being back in the lead again, in spite of Mr. Ferrari's plans. Moss drew into the pits, the lack of braking becoming embarrassing, and it was discovered that the balance pipe between the two pads of the right-hand rear disc brake had fractured and was letting all the pressure, and fluid, escape. Four laps had gone by while a new pipe was fitted and during that time, unbeknown to anyone a layer of molten tar that had centrifuged around the inside of the rims of the rear wheels, had run down to the bottom and coagulated. The wheels being alloy discs, this could not be seen and when Moss restarted back in the race he found a terrible vibration coming from the back end, so stopped next time round to check that the wheel had been tightened properly after the brake repair. It was all right so off he went again, but still had this vibration and after a few laps returned to investigate. It was some time before the lumps of tar were discovered and the vibration cured, but by this time he was many laps behind the rest of the field.

Phil Hill continued to lead Ginther by approximately 10 seconds, and Baghetti still had the Lotus pair all round him, Clark leading on lap 20 and Ireland being in front on lap 23, but there was never more than a few yards between the three of them. A little way back Bonnier was just leading McLaren, Graham Hill and Gurney, and on lap 23 Gurney suddenly shot to the lead of this group and set his sights on the Ferrari/Lotus duel, as if he had got his second wind. On lap 25 the gap between the leading Ferraris doubled as Ginther had another " moment " out on the circuit, taking a slip-road, but he was still 55 seconds ahead of Baghetti who was now being attacked by Gurney as well as the two Lotus boys. The only other runner that was going steadily and not in trouble was Salvadori, but he had been lapped by the leaders already. The Porsche of de Beaufort had succumbed to his driving and retired with an oily mess all over the back of the car and a lot of smoke from underneath, and though Burgess, Taylor, Trintignant, Gregory and May were still running they were all much too far back to be of any consequence. Phil Hill was lapping quietly in 2 min 35 sec. and on lap 29 he had Moss just behind him, though naturally many laps in arrears. On the previous lap Gurney had forged ahead of his group, and Bonnier had moved up to help him, the order being Gurney, Baghetti, Bonnier, Clark, Ireland, so the young Italian was still hard at it. Ireland was beginning to lose power, probably due to the engine swallowing a stone and he was dropping back very slightly, but Clark was still going strongly and up with the Porsches and the Ferrari. On lap 29 Baghetti retook third place, followed by Bonnier, Clark and Gurney, but then Clark passed Bonnier, and on lap 31 he was right alongside the Ferrari, the two cars passing the pits side-by-side. On the next lap it was Gurney who was alongside the Ferrari, and on the next time round Bonnier actually led the Ferrari, so that Italian boy was having a really rough time in his first big Grand Prix race. The remarkable thing was that he was more than holding his own against all these experienced drivers, giving back as good as he was getting and not making any mistakes under conditions in which a mistake would have been excusable. On lap 34 he got the lead again, being now in third place overall, behind Phil Hill and Ginther, and though he held his position on lap 35 he had the two Porsches and the Lotus right there with him. On lap 36 Clark collected a stone on his nose from someone's back wheel, which apart from being painful also broke the fixing of his goggles, so that he lost a lot of ground while he put on a spare pair that he had round his neck, and having once lost the pace of the Ferrari and the two Porsches he could not regain it.

The Ferrari pit had been confidentially giving Hill and Ginther the number of laps left each time they cruised by and the two red cars appeared regularly in just over 2 min. 32 sec. At the end of lap 38 there was consternation for number 18 appeared on its own, which was Ginther, and Hill was seen to be stationary down at Thillois. He had spun on the wet tar and as Moss went by, the Ferrari and the Lotus had clouted each other. This had caused Hill to stall his engine and the clump had bent the Lotus suspension, so Moss came slowly into his pit to retire, gaining some small satisfaction in being able to signal to the Ferrari pit that Hill had spun. Poor Hill was unable to get the engine going again on the starter and in the sweltering heat had jumped out and was pushing the car to try and get it started, in spite of the fact that the recent F.I.A. rule forbids this under any circumstances. As if the passage of Ginther on his own was not bad enough, Gurney and Bonnier were on each side of Baghetti, with the American actually in second place. Next time round and Ginther headed for his pit pointing at the oil taken in the nose of the car. He was losing oil pressure and thought that maybe the level was low, but like his team-mate he too had forgotten the latest Grand Prix rules, for it is forbidden to take on oil once the race has started. Knowing this Tavoni waved Ginther away and he set off just as Baghetti appeared with his two silver satellites right behind him. Clark and Ireland were now running spaced out, but behind them McLaren and Graham Hill were still dicing together, passing and repassing, and apart from these everyone else had been lapped many times. On lap 40 Ginther still led, but was keeping his fingers crossed for his oil pressure gauge showed a very unhealthy situation, and half-way round lap 41 things got so desperate that he stopped out at Muizon before the engine burst asunder. One

Continued on page 688

What's your car doing on the Susten Pass?

FUEL VAPOUR LOCK is a minor motoring bogey. But it can be a very tedious one. What happens? Take a highish climb, with lots of low-gear work. Engine gets hot. Vaporisation starts in the fuel system. Bubbles of vapour form. And the flow of petrol is interrupted.

Provided you keep going, cool air usually counteracts this – and the most you'll feel is some slight hesitation in acceleration. But now stop. The heat builds up. *And vapour lock then can actually prevent the car re-starting at all.*

BP in twenty-car test. As new cars are produced by the manufacturers it is necessary to make sure the petrols you buy are up to the new standard of vapour lock resistance demanded.

So, extensive volatility tolerance tests were recently carried out on the Susten Pass (south of Zurich). In these, BP collaborated with the Swiss authorities concerned.

Twenty cars of recent make were used (including the Austin 7, Fiat 1100, Chevrolet Bel-air, Ford Anglia, Hillman Minx, Renault Dauphine, Simca Aronde, Vauxhall Cresta, Vauxhall Victor). After warming up, the cars mounted the pass to a distance of 6½ miles with a climb of 2,260 ft. A hundred runs were made.

The results are now being analysed, *for your benefit* as a motorist.

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Candid Comment On The Ford Consul Classic

FIVE STARS IN THE COUNTRY.—A Ford Consul Classic photographed in front of the picturesque gate of the Old Church of St. Mary at Hartley Wintney, which was dedicated by Caroline Haycock and leads to a churchyard which is maintained by voluntary subscription.

So much has been written in so many places about Dagenham's latest family car, which was released dramatically, at midnight or thereabouts on June 16th, that I will endeavour to be brief.

Having missed both a pre-view drive at Ford's Boreham test track and the release of the new model to the Press at Brands Hatch—when, I hear, friends of a daily paper overturned the model to the photographic advantage of the *Daily Mirror*—I naturally looked forward to a full road-test of the Classic, in which I contrived to motor over 700 miles.

Having overcome initial disappointment that this was not an entirely new British car with excitingly revolutionary features (it seems that amongst the Big Five we must look for such to B.M.C. and Leyland/Standard) nor even a faster version of the well-known Anglia, I regarded the Consul Classic impartially.

Here was a spacious family saloon, with a luggage boot able to contain the baggage of two families, new in appearance and very much "in the news." I am inclined to regard the five stars along its prow and those funny upswept rear doors as vulgar, but in this I feel the World's motorists may not be with me.

I was disappointed with back springs locating a rigid back axle so casually that the latter hopped up and down over mildly unsmooth roads and the tail of the car sideways on rough corners, but relieved to discover that roll is notably well damped so that rapid negotiation of roundabouts and the less sharp curves increases admiration for this £800 Ford.

I was unhappy, however, when rain trickled down the insides of the front doors when the quarter-lights were open, because the gutters don't do their job, although pleased that car-thieves will be temporarily resisted by locks on the quarter-light catches.

The supple suspension would not be so bad if it did not accentuate quite loud rattles from the body of what was virtually a new car. The axle may be more subdued with a full load to damp it, but how often is a car fully laden ?

Dagenham has clearly looked at a Taunus and cribbed such desirable features as a daylight lamps-flasher and coat-hooks in the back compartment. But as the former means *depressing* the right-hand direction-flashers stalk instead of flicking it and as the latter are badly placed and lethal, the conclusion must be that Cologne does these things much better than Dagenham. Incidentally, presumably because the tip of the aforesaid stalk depresses it also rotates, causing the fingers to roll off it all too easily while trying to operate the flashers.

The facia is fussy and the horizontal scale of the 100-m.p.h. speedometer blanked by a small horn-ring that calls for an uncomfortably wide thumb stretch. Moreover, the flanking fuel gauge and temperature indicator are square instruments in a different plane, which is faintly tedious to the eyes.

There is a mileometer with tenths but no trip recorder, and the fuel gauge, although of the slow-to-move electric kind, wasn't quite as steady as the better makes of this type, nor quite as accurate.

The two-tone upholstery you may or may not like but no keen driver will fall in love with the plated motif along the steering-wheel spokes that reflects the sun—it was loose on the test car.

The Classic I drove had the floor gear-lever, extremely well placed and nice, if a trifle "sticky," to use, but apt to "zizz" if a hand was laid on it. The handbrake is set out of the way within the under-facia shelf, which isn't at all a bad location when you remember where to feel for it.

The steering is a bit vague but it is light and transmits only very mild vibration. It is also decently high-geared at 2⅝ turns lock-to-lock plus ⅛-turn of free movement. Added to faint vibration the wheel also transmits slight tremors rather than kick-back; there is good castor-return action which, however, does not return the wheels completely straight-ahead.

The clutch action is somewhat dead. The separate front seats, mounted off the floor, have an expensive feel about them enhanced by good adjustment levers, but the cushions are on the hard side. All doors have arm-rests, with the unusual feature of the internal door handles concealed beneath them, a safety measure which may cause panic amongst girl-friends who find themselves unable to find an exit ! I have heard also of passengers grabbing the arm-rest and opening the door inadvertently, so maybe safety factor should be in quotes ! The driver's right elbow is a bit too close to the door, tending to slovenly driving, arm on the sill.

The plated facia has a lockable cubby-hole which is deep but will only with difficulty take a Rolleiflex camera. The doors have sill-locks, which I like, over-strong, harsh-acting "keeps," and the front window handles are geared under 3 turns, the back ones 3¾ turns, and they have rotating finger grips. There are openable quarter-lights in the oddly-shaped rear doors, so that ventilation, aided by a good heater/ventilator with Continental colour-markings for its horizontal quadrant controls, is efficient. The heater is an extra, however, even on the de luxe models, which should be remembered when comparing the cost of the Classic with rival makes.

The performance of the car is nothing to rave about, for although the 1,340-c.c. engine equals the power of many 1½-litre power units it has to be allowed to turn over fast if the best use is to be made of it, and although around 70 in third gear and

80 m.p.h. in top are then possible, the other ratios are on the low side, while the car weighs over 18 cwt. Petrol consumption varied between 30.2 and 33.5 m.p.g., to average 31.96 m.p.g., and the average range, full to dry tank, was 278 miles, which is very useful. The distributor bore a yellow label, so we used premium fuels. In a total distance of over 900 miles perhaps a quarter of a pint of oil was consumed. The fuel filler is beneath the rear number-plate but this is not lockable on the English Fords.

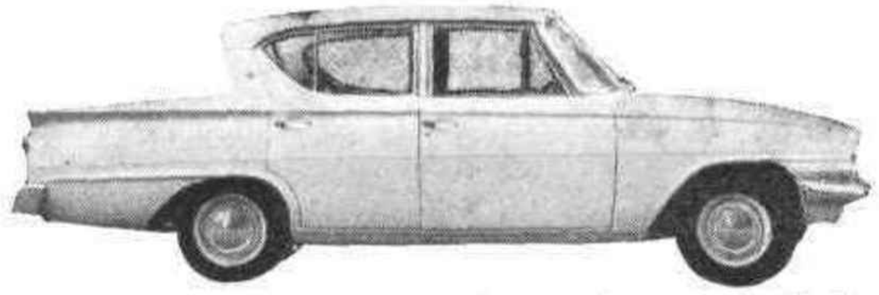
The disc front brakes are extremely worth while and will soon be regarded as essential, on all but the lightest cars, as front drum brakes were considered to be from 1924 onwards. The dual Lucas headlamps are another very worthwhile feature of the new Ford Consul Classic. The high-beam warning light failed during the test. The other special feature, shared with the Anglia, is the inclined back window, which *does* have the merit of keeping fluids, frozen or otherwise, off the glass, but at the considerable sacrifice of no parcels' shelf—and where, otherwise, do you put the kid's Lesney and Corgi toys and the wife's umbrella ?

The radio had somewhat crude push-buttons, a very tall aerial—if this was fully extended, and suffered from external interference.

Ford has at last installed electric wipers—they are two-speed, but only just, although depressing the control button, which can be confused with the lamps button, operates a good washer and the wiper blades themselves are notably efficient. Padded anti-dazzle vizors contrast with the dangerous coat hooks, but the rear-view mirror, rather restricted by a low roof, is stayed to the screen.

Another view of the controversial new 1,340-c.c. Ford. The turquoise finish, with white roof, was universally admired.

THE FORD CONSUL CLASSIC 315
4-DOOR DE LUXE SALOON



Engine : Four cylinders, 80.1 × 65 mm. (1,340 c.c.). Push-rod-operated overhead valves. 8.5-to-1 compression-ratio. 54 (net) b.h.p. at 4,900 r.p.m.

Gear ratios : 1st, 16.99 to 1; 2nd, 9.88 to 1; 3rd, 5.83 to 1; top, 4.12 to 1.

Tyres : 5.60 × 13 Firestone gum-dipped on bolt-on steel disc wheels.

Weight : 18 cwt. 1 qtr. (without occupants but ready for the road, with approximately a gallon of petrol).

Steering ratio : 2⅝ turns, lock-to-lock.

Fuel capacity : 9 gallons. (Range approximately 278 miles.)

Wheelbase : 8 ft. 3 in.

Track : 4 ft. 1½ in.

Dimensions : 14 ft. 2½ in. × 5 ft. 2 1/16 in. × 4 ft. 8⅜ in. (high).

Price : £565 (£801 10s. 10d. inclusive of purchase tax). With extras, as tested, £846 3s. 2d.

Makers : The Ford Motor Company Ltd., Dagenham, Essex, England.

The Ford Consul Classic, then, is a good family car, not revolutionary, but well planned, imposing for the neighbours to regard, and pleasant to drive, and it is good that it is made not only in normal and de luxe versions but with 2- and 4-door body styles.—W. B.

BRITISH EMPIRE TROPHY—continued from page 670

Heat 2

1st :	P. Arundell (Lotus-Ford)	25 laps—43 min. 27.6 sec.—	101.02 m.p.h.
2nd :	T. Maggs (Cooper-Austin)	25 laps—44 min. 27.2 sec.—	98.77 m.p.h.
3rd :	P. Proctor (Lotus-Ford) . .	25 laps—44 min. 37.2 sec.—	98.40 m.p.h.

Overall Placings :

1st : P. Arundell (Lotus-Ford).
2nd : T. Taylor (Lotus-Ford).
3rd : A. Rees (Lotus-Ford).

Fastest Lap: Taylor, in 1 min. 43.2 sec.—102.10 m.p.h.

Apart from the racing-car races the B.R.D.C. provided other attractions which, alas, did not save this meeting from being one of the least interesting on record. Brabham drove a couple of anti-clockwise demonstration laps in the Indianapolis Cooper which is plastered with advertisements like a mini-cab, and there was a parade of representative rally cars. There was also some anti-clockwise lappery by a large dog just after the accident in the first F.J. race, presumably for the especial benefit of the R.A.C. Steward—we suggest that all the drivers would like to be introduced to this intrepid animal (or better still, its owner) and that it might go faster next time if given a hare to chase.

There were also two more races, the first for Production Touring Cars, in which Gurney's 6.7-litre Chevrolet which led all the Jaguars last May until a wheel came off, was to have been seen again, with Daigh's 6.4-litre Ford Galaxie thrown in for good measure. No doubt the spectators looked forward to seeing these two big American saloons enliven a dull meeting, and it was highly unsatisfactory that they were not permitted to run; they apparently do not comply with existing International touring-car regulations. What has to be explained is why Gurney's Chevrolet was eligible in May but banned in July and why his entry was accepted and the paying public told the car would run, if it did not comply with the regulations. And why Daigh's Ford was passed by the B.R.D.C. scrutineers and permitted to practice (best lap: 80.56 m.p.h., compared to two Jaguars' best of 90.84 m.p.h.) before being shooed away. There is a nasty taste about the whole matter—this is definitely the best possible way to kill touring-car racing, once so enjoyable, stone dead.

The race itself was very dreary, apart from a phenomenal avoidance when Powell's Jaguar spun at Copse. On a wet course Parkes led all the way, winning from G. Hill, with Linge's remarkable B.M.W. 700—presumably more standard than the banned Chevrolet and Ford, but *very* noisy—an astonishing third.

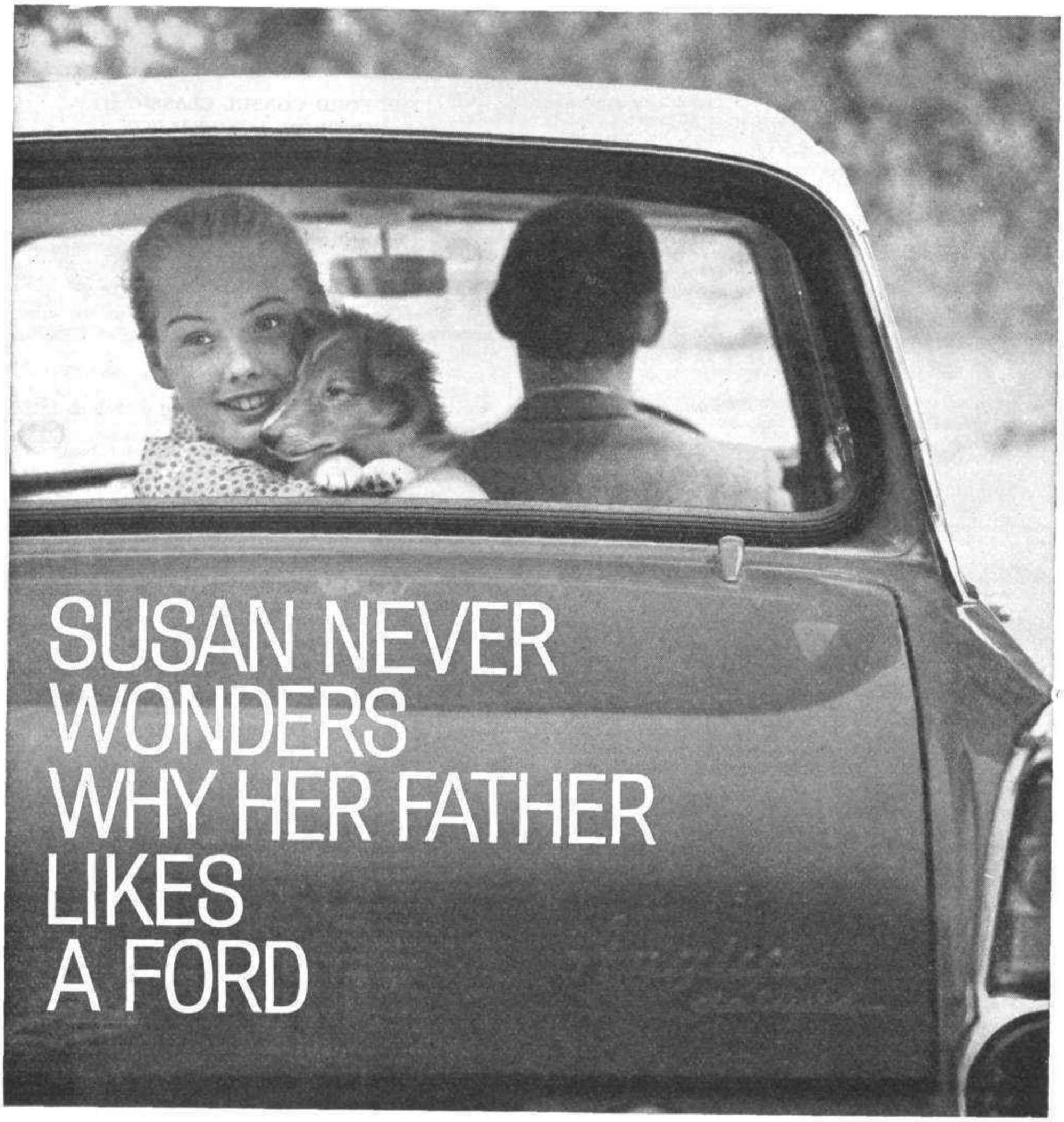
Linge won his class from Whitmore's Austin and all the other B.M.C. minicars and was far faster than Cuff-Miller's Sunbeam and Kerrison's 2.4 Jaguar which won their respective classes so, assuming it to have been as standard as the minis, all small car types will want B.M.W. 700s from now on! Remember they give away 151 c.c. to Cowley and Longbridge. The Borgward and Harper's Sunbeam hit the wall at Stowe and were considerably damaged.

1st :	M. Parkes (3,781-c.c. Jaguar)		73.14 m.p.h.
2nd :	G. Hill (3,781-c.c. Jaguar)		73.12 m.p.h.
3rd :	H. Linge (697-c.c. B.M.W.)		69.06 m.p.h.

Moss in the Walker/Wilkin's Ferrari had no difficulty in winning the G.T. race, at an average speed of 94.58 m.p.h. Three Jaguar E-types started, hoods erect, in the hands of Salvadori, G. Hill and McLaren. Hill's retired but McLaren held on fairly well to Moss, Davidson's Aston Martin was third, Whitehead's Ferrari fourth, Salvadori's Jaguar fifth. The 1,100-c.c. class was won by Ian Walker's Sprinzel Sebring Sprite, from Hedge's Sebring Sprite and Uren's upright G.S.M. Hobbs' "automatic" Elite beat Stoop's Porsche in the 1-2-litre class, after Leston's and Warner's Elites had failed to last the distance.

1st :	S. Moss (2,933-c.c. Ferrari)		94.58 m.p.h.
2nd :	B. McLaren (3,781-c.c. Jaguar)		93.92 m.p.h.
3rd :	A. N. Davidson (2,996-c.c. Aston-Martin)		92.86 m.p.h.

W. B.



SUSAN NEVER WONDERS WHY HER FATHER LIKES A FORD

She never asks why father's car is so dependable. Why it gives her such smooth, comfortable, *trouble-free rides.* She's too busy looking out of the window.

But Father has to look to the mechanical side of it as well. That's why he chose a Ford. Because he not only bought a good car — *he also bought Ford Service.* Now he gets specialist servicing everywhere his car goes. Speedy, reliable servicing by mechanics who have taken technical courses at Ford's own Service School — and are skilled in the use of special Ford equipment. And, of course, every job, every spare part is available at Ford's *standard low fixed prices.*

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BOOK REVIEWS

"The Grand Prix Year," by Louis T. Stanley. 192 pp. 10¾ in. × 8⅝ in. (*Max Parish & Co. Ltd., 55, Queen Anne Street, London, W.1.* 45s.)

Last year I enthused over this picture-packed annual review of Grand Prix racing but found the text disjointed and confused by errors, as if typist and tape were not very closely united, and some of the pictures distinctly unprofessional.

This year the Louis Stanley pictorial review of the 1960 Grand Prix season, covering the races at Argentina, Monaco, Zandvoort, Spa, Reims, Silverstone, Portugal, Monza and the U.S.A., is a great improvement, and ranks as one of the finest annuals, the best record of Grand Prix motor racing that money can buy. This book is printed on excellent art paper, it is packed with splendid action and "still" pictures of cars, characters and personalities, is written light-heartedly but with plenty of punch, yet contains starting-grid positions and times, positions at different stages, final results and lap charts for each of the nine rounds of the World Championship, together with a map of each circuit, the whole clearly printed in good type.

Nor is that all, for this excellent book gives, too, histories of each race, and the growing Championship scores, and its end-papers constitute a fascinating survey, each with a fine picture, of the prominent drivers, owners, managers and Press and other personalities. Each of these studies is accompanied by Stanley's views on the man in question, unminced, forthright and usually beyond argument. Of Brabham: "I believe that he will build a monument for himself out of the stones hurled at him by his few detractors." Of Ireland: "It is refreshing to find someone who refuses to conform to a recognised drab standard." Of Moss, agreeing with what I wrote about too much publicity, Louis Stanley sums up: "Stirling Moss is a magnificent racing driver. All he needs to do is to remember the fact." And so the author sums up pungently the personalities of motor racing. MOTOR SPORT's Continental Correspondent does not escape. Under a splendid portrait of the small bearded figure we read: ". . . Sometimes accused of personal bias. If so, then George Jean Nathan's words might be quoted, 'Show me a critic without prejudice, and I'll show you an arrested cretin'."

This book may seem expensive. It isn't. Get it now, before the years roll by and it goes out of print, for if Stanley maintains this standard this annual will be sought after in the future as the best and most enjoyable record of each season's great races. A sporting journalist writing of golf, tennis and the beauty of women, etc., Stanley has made a fine job of his motor racing annual, perhaps because his wife, to whom it is dedicated, is joint-owner with Sir Alfred Owen of the B.R.M. team.—W. B.

"A Turn at the Wheel," by Stirling Moss. 239 pp. 8¾ in. × 5⅝ in. (*William Kimber & Co. Ltd., 46, Wilton Place, London, S.W.1.* 25s.)

In "A Turn at the Wheel" Stirling Moss carries his personal account of motor racing on over the years 1957-60, those eventful years when he won the British Grand Prix for Vanwall, lost the 1958 World Championship to Hawthorn by a mere point, when he parted from his wife and lost his driving licence.

Naturally it is intensely interesting to have "Mr. Motor Racing's" own account of these eventful seasons and the only possible criticism is that Moss has not told us nearly enough!

He has had to pack into a normal size book a great many races so that it reads rather like a condensed reprint of four years of the motor journals' race reports with Stirling's comments added—very interesting comment, sometimes revealing a few technical "plums" for readers avid for the fruits of inner knowledge, but in general brief, compact, to the point, without being very revealing, Moss writing as he speaks.

The pictures are adequate without being particularly complementary to the text. I like this book, but would have liked it even better had it been twice the length, with lots more about the cars and the whys and wherefores technically of why Moss finished where he did in this four-season race-by-race chronology.

I am amused that he remembers and includes my criticism of the excess publicity he obtains, particularly the overplay of Moss after his accident at Spa. I am relieved that apparently we shall remain good friends, for Stirling's only comment is that he would himself prefer less publicity.

What, no index!—W. B.

"The Sports Car Pocketbook," by William Boddy. 253 pp. 5⅜ in. × 4¼ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1.* 8s. 6d.)

"The Vintage Car Pocketbook" led the way for this series, and was the greatest possible fun, selling in unexpectedly large numbers. This "Sports Car Pocketbook" is likely to be even more successful, because it covers a wider field, setting out to cover the great and lesser-known fast cars of more than five decades, British, European and American. In sober fact, more than 200 different makes are described, each with a specification, and more than 230 illustrated.

Thus this handy little book scores as a quick reference for newcomers, a "refresher" for old hands to all those fascinating cars with open bodywork, special engines, "speed" chassis and so on that thrilled motoring enthusiasts and keen drivers from 1910 or so, onwards, culminating in today's Porsche and Jaguar-E coupés, etc.

"W. B." modestly states in his introduction that, being in a glasshouse as a critical reviewer himself, "already I can hear faintly the tinkle of falling panes as the critics throw the stones back!" Certainly S.C.A.T., correctly dealt with by the author in his "Continental Sports Cars," has gone in wrongly as S.C.A.P., with a picture of these cars, and those who have been roughly handled by "W. B." in the past may discover other errors in the enormous number of fascinatingly set-down facts which pack this jolly little book.

But it is both extremely informative and great fun, especially as Anthony Harding of Batsford's has dug out many rare pictures of sports cars of all ages with which to illustrate it. For example, do you know what a sports McKenzie or a Kissel looks like, or how the valves of the 14/45 86-m.p.h. Rover were operated, or what an Alpine Brough Superior was all about? This little 8s. 6d. work of reference tells you and will keep you occupied for hours.

"Fangio—Racing Driver," by Olivier Merlin. Translated by Louis Klemantaski. 216 pp. 8¾ in. × 5½ in. (*B. T. Batsford and Co. Ltd., 4, Fitzhardinge Street, London, W.1.* 21s.)

A really satisfactory book about Fangio—or about Nuvolari, for that matter, two of the greatest drivers who ever lived—has yet to be written, giving all the intimate glimpses one would like to have of how they began their racing careers, the cars they drove on the road as well as on the circuits, their friends, their homes. But Olivier Merlin, a personal friend of Fangio, has very nearly got there with this latest Batsford biography.

If you want to learn as much as you are ever likely to know about the man who was five times World Champion—for instance, that his heart beat is very slow, at 44 to the minute—this is the book, well translated, illustrated with very clear pictures, printed on good paper. The account of what was perhaps Fangio's greatest race, at Nurburg in 1957, is quoted from MOTOR SPORT

The book concludes with tables of Fangio's successes, there are some rather elementary footnotes on some pages, and I do wish the author wouldn't refer to Grand Prix Mercedes-Benz racing cars as "Silver Arrows."—W. B.

BOOK NEWS

The spate of motoring books, many of them admittedly of a very high standard and quite irresistible to true enthusiasts, shows no signs of diminishing to any appreciable degree. One hears that Ronald Barker is working on a sports-car history for Batsford which will presumably sort out the complexities of the many and confusing French and Italian fast cars, and that E. R. Hall may compile his life history, while Batsford have further titles in their "Pocketbook" series in hand. The third book in the Montagu Museum series is likely to be a history of the Gordon Bennett races with research done in Ireland, and we believe both Kay Petre and Alan Hess have inclinations towards authorship. Moreover, it is said that Ron Flockhart is also taking up the pen and that Tony Brooks is busy writing up his career.

MINIATURES NEWS

Some very fine motor miniatures have been released recently. Lesney have brought out a really fine 1913 Mercer Raceabout (No. 7 in their "Models of Yesteryear" series, price 3s. 11d.), which is a fitting companion to their earlier 1908 G.P. Mercedes miniature. There is plenty of "brass work" about this very sporting Mercer and examination of it renews appreciation of the very high quality of Lesney products. This one will surely

Continued on next page, second column

B.A.R.C. 47th MEMBERS' MEETING (July 1st)

> "Phew! Pretty hot, isn't it? The speaker shaded his eyes carefully with his hand and watched Meeson's A.C. flash over the line at nearly 100 m.p.h. His companion turned away despondently. "Too hot for me," he replied, and tore a little coloured ticket into shreds, casting them to the faint breeze which blew lazily across the grand-stand. The first man may have been talking about the weather, the second man undoubtedly was referring to one of several very fine races at the Essex M.C.'s Brooklands Meeting which was held last Saturday."

THE above quotation appeared in the *Light Car & Cyclecar*, that virile journal with its famous photographic front cover, many years ago, in 1922 in fact, when anything to do with Brooklands and motor racing was magic to me. I recalled it as I watched the racing at Goodwood on July 1st, for although Meeson's A.C. wasn't present and Pressmen cannot afford to bet, it was *very* hot and some of the races were very closely contested.

The B.A.R.C. had obtained the usual splendid entry for this Members' Meeting and a fair number of scantily-clad spectators assembled, in spite of the counter-attractions of the French G.P. at Reims and the sea.

An old-timer in the Paddock drew attention to the generally scruffy appearance of many of the competing cars, of which Eades' Aston Martin DB2/4, Bullen's Tornado and Brown's Buckler were amongst the worst offenders, being battered, shabby and patched-up. In contrast, how smart is Oliver's D.R.W.-Ford, which, by the end of the scorching afternoon, led the MOTOR SPORT Brooklands Memorial Trophy contest by one point from Derisley (Lotus-Ford) and Keens (Lola-Climax), which should make the final round on September 16th very exciting.

Keens won the first of the scratch races comfortably, at 83.48 m.p.h. from Harrison-Hansley, both in Lolas, Dodd coming up well to third place in Birch's Lotus, ahead of Derisley's Lotus. Keens made fastest lap, at 85.88 m.p.h. Holland mildly pranged his Lotus at Lavant.

Lapping the slow stuff, Oliver then ran away with the next scratch race, the neat D.R.W.-Ford lapping at 84.54 m.p.h. to win by a big margin, at 82.07 m.p.h. from Derisley. No others were in sight, until a battling bunch arrived, with Soley's Lotus just ahead of Porter's Lotus.

There were only three cars really racing in the 10-lap F.J. race and Addicott, tail-sliding to some purpose, disposed of Costey in Sieff's Cooper-B.M.C. after six laps, going on to win in Dibley's Lola-Ford at 86.18 m.p.h. (best lap = 88.71 m.p.h.). Woodley's Emeryson-Ford was third. So slow were the others that Heathcote had time to stop at Fordwater, replace an h.t. lead, and still finish fourth.

Addicott, in his own entry, a Lotus-Climax, should have won the 10-lap Sports Car Scratch Race but he had found the oil boiling in practice and although he built up a simply enormous lead, on the very last lap the engine gave up and he was obliged to coast in, to fourth place, Keens' Lola, winner at 83.21 m.p.h., Harrison-Hansley's Lola and Dodd in the Lotus passing him. However, Addicott had made fastest lap, at 88.16 m.p.h. Heath was fifth in Graham Whitehead's ex-Innes Ireland Lotus.

If noise is any criterion, Merfield's Ford Anglia had the Cibie Cup Race in the bag, and win it did, at 75.49 m.p.h., pursued by Hutcheson's fast Barwell Riley 1.5 and Jankel's Anglia. The Riley made fastest lap, at 77 m.p.h. The commentator at St. Mary's got so excited that he went on describing how fiercely the race was progressing after it had finished and the cars were slowing down!

The 10-lap *Marque* Scratch Race was a tremendous tussle between Staples and Shaw in A.C.-Bristols. Staples started badly in the Le Mans business but drove very fast (best lap, 82.13 m.p.h.) and was second to Shaw on lap five and on his tail three laps later. A stirring duel now began, Staples taking the lead in a cloud of dust out of the *chicane* but Shaw holding on grimly. On the last lap they were side-by-side round Woodcote, Shaw doing what looked impossible, but he was on the outside and ran wide, so that Staples won by a mere ⅘ of a second, at 79.17 m.p.h. No-one else was in sight, but eventually Braithwaite's Morgan came in third.

It was a feature of this hot afternoon that the two leaders would fight it out but the rest of the field would be far behind. It was so in the first of two handicaps, when Howard's Jaguar XK120 from scratch caught Hutcheson's Riley on the last lap. The Riley spun out of Woodcote but was able to continue in no danger of losing second place. The Jaguar averaged 80.78 m.p.h., making fastest lap, at 82.44 m.p.h. Crawford's Anglia was third. The last race was won by Chilty's Sprite, from Heath's Lotus and Oliver's D.R.W., the last named pipping Dangerfield's TR3 on the line.

During the afternoon James Tilling regaled us with his opinion of Le Mans but no-one bothered to give the points-scores in the various contests run by the B.A.R.C. and liason between the start-commentator and the officials regarding re-handicaps and changes of driver was obviously scarcely existent.—W. B.

MINIATURES NEWS—continued from previous page

be in enormous demand in America, where the Mercer originated, as well as at home. More Lesney "Yesteryear" models are on the way, including a G.P. Bugatti scheduled for October, and we hope one day they will include a Foden steam lorry (to match their Super Sentinel) and perhaps a First World War F.W.D. lorry and R.A.F. Crossley tender.

Two fine new models have also arrived from Meccano Ltd., a very detailed and true-to-life Ford Anglia (No. 155 in the Dinky Toys series, costing 3s. 9d. inclusive of p.t.) and a most attractive replica of the Chevrolet "El Camino" pick-up truck (No. 449, price 5s.). The latter is quite a rare vehicle, being a very handsome modern American car with truck body; we are debating whether to substitute it for the Lesney "Matchbox" series (No. 3) Bedford 7½-ton tipper truck that does duty on the desk for holding pins and paperclips.

Even now the range of recently-introduced miniatures is not exhausted, for Dinky, not content with their handsome Chevrolet, also have a fine Rambler cross-country station-wagon (No. 193, 6s. 3d.), very well finished and with a roof rack in black plastic, heavily plated bumpers and grille, and cross-country tyres, etc., while Corgi have brought out a model of the controversial Chevrolet Corvair (No. 229, 4s. 8d.), the rear boot-lid of which opens to reveal the air-cooled flat-six engine with that long belt driving the cooling fan. These miniatures all have sprung wheels, steering wheels, seats, etc., the Dinkys have a form of steering and the Corgi Corvair even has a venetian blind for the rear window. Yet another good Dinky is a replica of the Opel Kapitan saloon (No. 177); a car rare in England but gaining many friends abroad.

What fun are all these conscientiously-accurate and well-finished models!—W. B.

The fifth map in the well-known *Daily Mail* Series is now ready. It covers Wales, and eastwards to Birmingham and Merseyside in the North, to Exmoor and Salisbury Plain in the South, to a scale of 4 miles to the inch. Primarily this is a main-roads map, with very clear motorways markings, but all roads except narrow country tracks are included, together with A.A. and R.A.C. boxes, main railways, canals, civil airports, golf courses, car ferries, etc. This is the sort of map for motorists who cover long distances and want a clear, sturdy map, printed on both sides, that can be spread out in the car. It is available from booksellers, for 5s.

The Shell Touring Service has issued Sheet No. 6 of its useful road maps, this one devoted to Central London and its approaches. The main area is to a scale of 5 in. = 1 mile, the approaches being at ¾ in. = 1 mile. Not every street is included but this is a very good quick reference for getting about or through the Metropolis, and, with a streets index, and with parks, woods, rivers, railways, etc., shown, is good value at 1s.

DUNLOP BRAKE FLUID

Dunlop have introduced a fluid specially developed by themselves and Castrol for use with Dunlop disc brakes. Pale amber in colour, this Dunlop fluid, which conforms both to S.A.E. 70R1 and 70R3 specifications, costs 15s. 7d. per quart tin.

FRENCH DRIVING SHOES

Smart people these days are frequently seen to be wearing lightweight, specially-designed driving shoes they have bought during their Continental travels. Now it is possible to obtain a pair of very practical, well made, high-grade French shoes without going across the Channel. These "Carshoes," chic and hard-wearing, have a specially-engineered roller heel support and slip on and off easily with the aid of a finger loop at the back of the heel. These "Carshoes" are obtainable in light brown suede, brown or black leather, in half sizes from 4 to 9½. Miss Rosemary Elliott and Miss Sally Anne Milner of the B.R.S.C.C. and Stan Collier of U.D.T. wear these shoes, and I consider them a good investment at £4 4s. a pair. Try your favourite shoe-shop for "Carshoes."—W. B.

AND AN IMPORTANT PRICE REDUCTION FOR THE DKW JUNIOR

Pressing demand for the tough, elegant DKW, both here and on the Continent, has pushed production to its peak. That is why Auto Union can now reduce their price by £22. And you can have the new de luxe 40S model in two tone colours, with leatherette upholstery, screen washers, heater and other extras at the former price of the standard model.

Excellence and durability of German workmanship and German finish make the DKW a car you can rely on from the moment you take delivery. It's checked and rechecked, tested and retested. And the attractively styled DKW is super-comfortable; luxurious room for the driver is enhanced by many accessories which on any other car are extras, for example the heating, demisting and ventilation system is part of the standard equipment. It is a full four-seater, with enormous luggage-space and yet its performance is exceptional: 40 m.p.g. at 50 m.p.h. (Autocar road-test) and it cruises happily at over 70 m.p.h. Front-wheel drive and all-round independent suspension give the DKW unbeatable road-holding and cornering powers; with the large, non-fade sports car brakes you have a very safe car indeed. And one that's tremendous fun to drive. The powerful engine is brilliantly simplified, smooth and quiet. It is famous for its long, hard-working life: less wear and tear means cheaper running—and it only needs servicing every 4,500 miles. The DKW's high second-hand value proves its staying power. Over 100 dealers throughout the country will readily supply you with spare parts and servicing. They will also fit the Saxomat automatic clutch for you as an extra for only £48. 10. 0. Why not try the DKW for yourself? Write or telephone for the name of your nearest dealer, and full literature to:

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The Rise and Fall of the British Empire

The public showed its apathy towards the Intercontinental Formula by staying away from Silverstone in their thousands and the most optimistic attendance figure was an estimated 50,000. The double attraction of Wimbledon tennis and the England-Australia Test Match possibly accounted for some of this, but it seems that Intercontinental will die after the Brands Hatch race unless something drastic happens to put new life into it.

Entries came from Jack Brabham with his own Cooper, Bruce McLaren in Tommy Atkins' Cooper, Henry Taylor and Lucien Bianchi in the re-bodied U.D.T.-Laystall Lotuses, Brian Naylor (J.B.W.-Maserati), Stirling Moss in Rob Walker's Cooper, Jack Fairman in the Ferguson, Jim Clark and Innes Ireland in the old Team Lotus cars, Tony Brooks and Graham Hill in rear-engined B.R.M.s, Gino Munaron and Lorenzo Bandini in Centro-Sud Cooper-Maseratis, Bandini's being a new Cooper coil-sprung chassis, Tony Marsh in Fred Tuck's Cooper, Lex Davison in a DBR4 Aston Martin with 3-litre engine, Yeoman Credit Coopers for Surtees and Salvadori, and a Lotus for Tim Parnell and the Scarab for Chuck Daigh.

During practice Daigh crashed in the Scarab, putting himself in hospital and the car out of the race, Moss tried the 4-wheel drive, Maxaret-braked Ferguson, and although lapping at 108 m.p.h. preferred the more conventional Cooper, which suited his driving style better than the Ferguson, which is reluctant to drift or slide—excellent in a road car but not really suitable for high-speed track work. After a tug-of-war over Surtees between Mr. Vandervell and Yeoman Credit, which the hire-purchase team won, the ex-motorcyclist put up fastest practice lap in the Yeoman Credit Cooper in 1 min. 33 sec., just 0.6 sec. better than Moss. Brabham tried the Vanwall but did not like its alleged twitchy handling although lapping at over 108 m.p.h., so Vanwall were forced to take home the potentially fastest car in the race.

At the start of the race with the track still wet at Stowe, Juan Manuel Fangio dropped the flag and Moss, his rear tyres enveloped in smoke, roared off into the lead hotly pursued by Surtees, McLaren, Henry Taylor, Graham Hill, Brabham, Clark, Davison and Salvadori. After only two laps Ireland brought his works Lotus in with a suspected slipping clutch and rejoined the race almost immediately. Moss and Surtees began to pull away from McLaren and Graham Hill got the B.R.M. past Henry Taylor and Salvadori pulled his Cooper up to sixth place behind Taylor.

The Ferguson, upon which much attention had been lavished was well down the field and after only three laps it stopped at Maggotts Corner, Fairman bringing the car into the pits eventually with only first and reverse left in the gearbox. The mechanics had been so busy looking after the complicated four-wheel drive mechanism and the brakes, which had given trouble in practice necessitating work almost up to the start of the race, that they had little time left to check the gearbox. Still, it made a better debut than the C.T.A.-Arsenal and the B.R.M.!

Brabham was the next pit visitor with the Indianapolis Cooper which had suspension trouble but he rejoined the race quickly. Henry Taylor was the next retirement when his pale green Lotus succumbed with a damaged final drive. He then rushed around trying to get Lucien Bianchi, who was going rather slowly at the back of the field, to hand over the other U.D.T.-Laystall Lotus.

After 10 laps Moss was 17 sec. in front of Surtees who in turn was 24 sec. in front of McLaren who was being pressed by Graham Hill in the B.R.M. Salvadori was next up in front of Brooks' B.R.M. and Clark's Lotus. Davison was motoring well in the Aston Martin which did not appear to be handling well, while Bandini was also going well in the newer of the two Centro-Sud Coopers.

A spate of retirements in the next few laps saw the end of Tim Parnell who spun off between Club and Abbey corners, Brian Naylor, who drove straight into the Paddock with no oil pressure and Lex Davison who stopped at Stowe with a broken gearbox on the Aston Martin. Meanwhile Moss gave another demonstration run similar to that he provided at the May meeting so that by 20 laps he was over half a minute in front of Surtees, who in turn had half a minute over Graham Hill, who had passed and was drawing away from McLaren. Brooks came in with a rough sounding engine and although the plugs were changed and he rejoined the race the trouble was a little deeper in the engine than that, and soon afterwards he retired with a broken valve spring.

Bianchi at last brought in the U.D.T. Lotus for Taylor to take over but the car was over two laps behind the leader and in a hopeless position, besides which it was smoking heavily. Tony Marsh had been holding a steady seventh place in the Fred Tuck Cooper when he came in for an oil check and when he rejoined the race he was just in front of Bandini who proceeded to chase Marsh and eventually pass him. Brabham, who had only arrived on the grid a few moments before the race started was in trouble with his rear suspension and gearbox and having dropped many laps in arrears he finally pulled into the pits with the rear of the car having a definite drooping effect, and retired. What a year the World Champion is having!

Munaron brought in the older Centro-Sud Cooper, having split an oil pipe which was repaired at a leisurely pace, the Italian veteran returning to the race in last place.

Despite being in an enormous lead, having lapped all but Surtees and Hill, Moss began to reduce his lap times progressively until on lap 50 he left it at 1 min. 36.4 sec. (109.31 m.p.h.). and although this was 2.2 sec. slower than Innes Ireland's lap record it was quite sufficient to leave the opposition standing. Surtees' Cooper began to misfire towards the end of the race especially when pulling out of corners but it did not deteriorate and he finished in a deserved second place from Hill and McLaren while Clark passed Salvadori two laps from the finish to take fifth place.

The race had been for the most part a dreary high speed procession which most certainly proved the point of those who support the new Formula 1. Who would have thought a year ago that the motoring world would be cheering home the winner of the 1½-litre French G.P. and sitting in bored silence as the much faster 2½-litre cars flashed round Silverstone?

23rd BRITISH EMPIRE TROPHY RACE

1st :	S. Moss (Cooper)	52 laps—1 hr. 27 min. 19.2 sec. 104.58 m.p.h.
2nd:	J. Surtees (Cooper)	52 laps—1 hr. 28 min. 09.8 sec.
3rd:	G. Hill (B.R.M.)	52 laps—
4th:	B. McLaren (Cooper-Climax) ..	51 laps—
5th:	J. Clark (Lotus-Climax)	50 laps—
6th:	R. Salvadori (Cooper)	50 laps—

Fastest Lap: S. Moss, 1 min. 36.4 sec.—109.31 m.p.h.

Formula Junior

With a large entry to contend with the B.R.D.C. split the F.J. race into two heats, cutting the two-car works teams in half and putting one in each race, and dividing the best drivers between the two races. As things turned out they would probably have been better advised to put the faster drivers into one race of 25 laps and the slower ones into a 10-lapper, as in both heats a Team Lotus driver walked away with the race.

In the first heat Trevor Taylor pulled away into a good lead in his Lotus from the similar cars of Piggott, Rees and Ashdown and Hine's Lola, followed by Bill Moss (Gemini) and John Leighton (Lotus). As the tightly bunched field rounded Copse at the end of lap one Hine spun, Ashdown contacted him and flipped over several times, and in the chain reaction that followed, Costey (Cooper), Lyon (Lotus), Lederle (Cooper) and Leighton (Lotus) all hit spinning cars or wheels lying on the circuit. Miraculously the only injury was a fractured collar bone for Costey but a lot of very bent machinery was left on the track.

Meanwhile, Taylor pulled away from the field, with Piggott and Rees scrapping for second place, with Bill Moss fourth, John Love fifth and Pinkney sixth. The depleted field completed the 25 laps watched by a restless crowd, who seemed to find 75 miles of F.J. racing rather dull. Taylor won at 100.94 m.p.h., with Rees just pipping Piggott at the post and Bill Moss in the Gemini just held off John Love's Cooper.

Heat 1

1st :	T Taylor (Lotus-Ford) ..	25 laps—43 min. 29.8 sec.—100.94 m.p.h.
2nd:	A. Rees (Lotus-Ford) ..	25 laps—43 min. 52.8 sec.—100.06 m.p.h.
3rd:	P. Piggott (Lotus-Ford) ..	25 laps—43 min. 53.0 sec.—100.05 m.p.h.

In the second heat Peter Arundell went into the lead in the second Team Lotus car, pursued initially by Proctor's Lotus Eighteen and Mike Spence's Emeryson, but Tony Maggs moved up into second place in front of Proctor, while a race-long duel for fourth place went on between Parkes (Gemini), Dennis Taylor (Lola), McKee (Lola), Gardner (Lotus), Rhodes (Cooper), Bob Anderson (Lotus) and Spence. Eventually Spence dropped back somewhat but the others fought every inch of the way, continually changing places. Parkes got the verdict from Taylor and McKee. But one must not forget that they were all beaten by Proctor in an old-fashioned Lotus Eighteen. The overall times gave Arundell victory from Taylor, Rees and Piggott.

Continued on page 665

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Mar. 1961	41-seater coach Diesel engine	291.1 "	322.9 "	**31.8** "
Mar. 1961	1·489 litre Saloon car	336.8 "	363.0 "	**26.2** "
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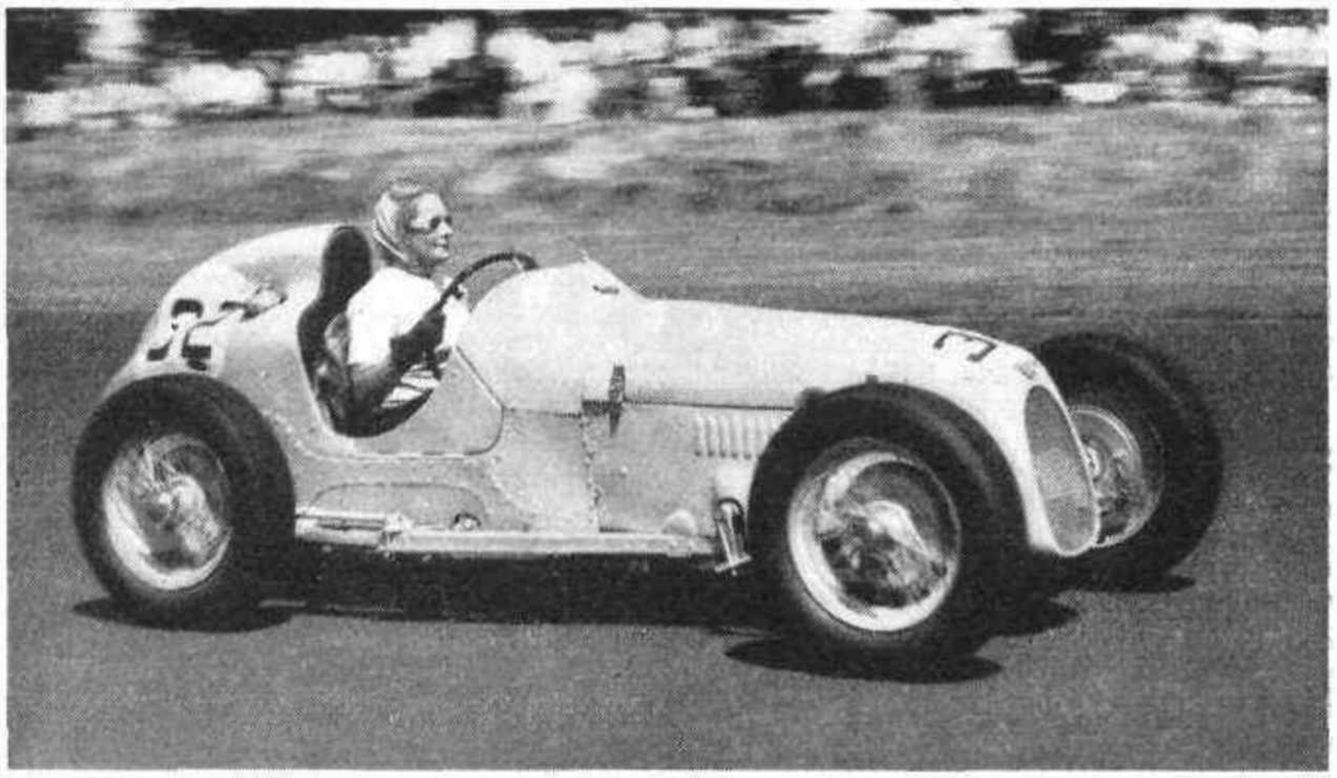

THE YEARS have dealt lightly with Kay Petre, one-time works driver for Austin. She is seen driving confidently at Oulton Park in the pre-war side-valve single-seater.

The V.S.C.C. Richard Seaman Trophies, Oulton Park Race Meeting (June 24th)

ONE of the highlights of the vintage year is the Vintage S.C.C.'s Race Meeting in the delightful setting of Cheshire's Oulton Park road circuit, and last June, on the hottest day of the year so far, the racing and the Parade of the Pre-War Racing Drivers combined to make this a memorable occasion—another landmark in the life of this active Club.

The appearance of the pre-war drivers, at the wheels of appropriate cars, was the idea of the Club's President, Kenneth Neve, and it turned out to be an enjoyable and nostalgic occasion. Not all the drivers invited were able to accept, Earl Howe and Kaye Don being regretted absentees, and of those who did accept, Reg Parnell, Lord Essendon and Louis Chiron defaulted on the day—that Louis Chiron, who should have driven the President's G.P. Bugatti as he had in pre-war days, offered no explanation for his absence reflects badly on the great French driver.

On the Friday evening the V.S.C.C. held a most enjoyable dinner party for the drivers and many guests, the only speeches thereafter being a humorous one by Kenneth Neve and a reply by S. C. H. Davis. An ash-tray bearing the Bugatti radiator motif was presented to each of the invited drivers, these having been given to Philip Mann, when he was in New York, by René Dreyfus, expressly for this purpose—a very nice gesture. In return the drivers autographed a menu with suitably scurrilous comments and this was sent to the French Champion. For the nostalgic parade on the following day these warmly-remembered, if no longer quite so young, racing drivers made four laps of the course after they had been liberally photographed, two laps behind Tim Carson in the pilot 30/98 Vauxhall—Carson himself is a pre-war racing driver—and four on their own, which allowed "Buddy" Featherstonhaugh really to get cracking at the wheel of Sir Ralph Millais' beautiful 1932 Le Mans Alfa Romeo, Basil Davenport to crackle at impossible speeds into the corners in his razor-slim original 1½-litre V-twin G.N. "Spider," with Sir Francis Samuelson—a youthful 71—in his 1914 T.T. Sunbeam and Tony Rolt in the E.R.A.-Delage in close pursuit.

Behind, rather more respectfully, came Issigonis in the rasping Lightweight Special, charming Kay Petre going really well and confidently in the works side-valve Austin Seven, Cecil Bianchi, who goes back to Gordon Bennett days, driving Rippon's smart Jarvis-bodied Brescia Bugatti (Bianchi was Team Manager in 1922 for the Crossley-Bugatti team), "Sammy" Davis, now bearded but entirely master of the gearbox of a 3-litre Bentley, John Eason Gibson sedately lapping in a neat "Brooklands" Riley Nine, Kenneth Evans getting round fast in a rather odd-looking Q-type M.G. (not a bit like the M.G.s he used to race), George Eyston thoroughly enjoying himself and looking delightfully "Boulogne," in linen helmet, in Eckersley's Type 35 Bugatti which George helped to rebuild in practice, Eddie Hall, enormously cheerful, all the way from Monaco *via* Montreal, driving a Le Mans 4½-litre Bentley, Mrs. Jennings, *née* Margaret Allan, progressing blissfully in Padgett's 6½-litre Bentley (she is not, as the commentator told the World, the wife of the Editor of MOTOR SPORT !) and Jack Lemon Burton looking completely the same as he did at Brooklands and Shelsley Walsh and quite at home in Bergel's Type 35T Bugatti (Mrs. Petre's first racing car). Then we had the splendid sight of Reggie Tongue again mastering an E.R.A. (A. S. Cottam's) and Clive Windsor-Richards, his warm smile as "wicked" as ever, driving the actual 30/98 Vauxhall 2-seater he used to race at Brooklands, now owned by the Darbishires. The only car to default was John Bolster's twin-J.A.P.-engined "Bloody Mary," which stopped on its first circuit; it was eventually restarted and tail-slid its way back into the Paddock, but what a shame it didn't behave and chase the "Spider."

It was all a simply grand sight, and I was very impressed to note how many of the drivers wore the same headgear—indeed, looked just as they did when they competed at Brooklands, Donington, Montlhéry and elsewhere. Thus slim Kenneth Evans had on a white linen helmet, Tongue a helmet and vizor and Burton a crash-hat which I'm sure were originals, while Eason Gibson wore blue dicing trousers and his pre-war tartan helmet. The outwardly unmoved Featherstonhaugh was bare-headed, Bianchi sported a French beret and his blue jersey bore the Ettore Bugatti insignia, Davis also wore a Basque beret, while Issigonis had his white cloth helmet. Kay Petre, attractive as ever, settled for a head scarf, and the elusive Bolster's crash-hat was yellow, reminder that he is a racing motor-boat driver ! Rolt hasn't changed a bit, or did he find the E.R.A.-Delage just a little tight under the arm-pits ?

This was a truly worthwhile innovation, for which Neve and the V.S.C.C. deserve our heartfelt congratulations. In fact, I hope they will do it again in 1962, bringing in another batch of pre-war personalities.

There was also the traditional sedate paired parade of Concours d'Elegance entries—nearly all 52 of them—during the afternoon. Interesting cars in this included Ardran's 35/120 Daimler and his very fine 1907 5-litre Napier coupé de ville with Bleriot gas headlamps, Jones' rare 1920 Roamer tourer with unusual Roamer-Duesenberg 5.6-litre engine, Merrick's 1923 23/60 Vauxhall all-weather, and J. Thomson's 1927 long-chassis 19/100 open Austro-Daimler with flared wings. There were also a fabric saloon Austin Twelve, two very fine blue Amilcars, a very beautifully restored 1923 push-rod Singer Ten 2-seater, Rogers' pleasing Calthorpe light car and the 1925 Daimler laudaulette with its single "black-out" headlamp and very bald spare 835×135 Dunlop that appeared last year, and an original Lancia Lambda tourer with the cranked windscreen, matching a fine Lambda pick-up truck seen in the public car park. A 12/70 Alvis concluded this parade, as if to remind us that the V.S.C.C. recognises p.v.t. cars.

There was also plenty of racing!

The first of the races was a 5-lap Handicap for vintage and p.v.t. cars—and it was terrific. C. E. Naylor's ex-Eldridge 260-h.p. areo-engined chain-drive Fiat, driven very capably by J. Gresham, started from the 2 min. 15 sec. mark and, apart from presenting a stirring spectacle, went motor-racing seriously. Tenth after a lap, it moved comparatively silently through the field, side chains (now covered by guards in deference to today's scrutineers) rattling, taking Ewart's beetle-back 12/60 Alvis on lap two, a whole string of cars the next time round, so that it ran fourth, until, under a lap from the end, the huge red monster was second, with only Radcliffe's 1926 beetle-back 12/50 Alvis in front of it, this having started from the same mark but gone more

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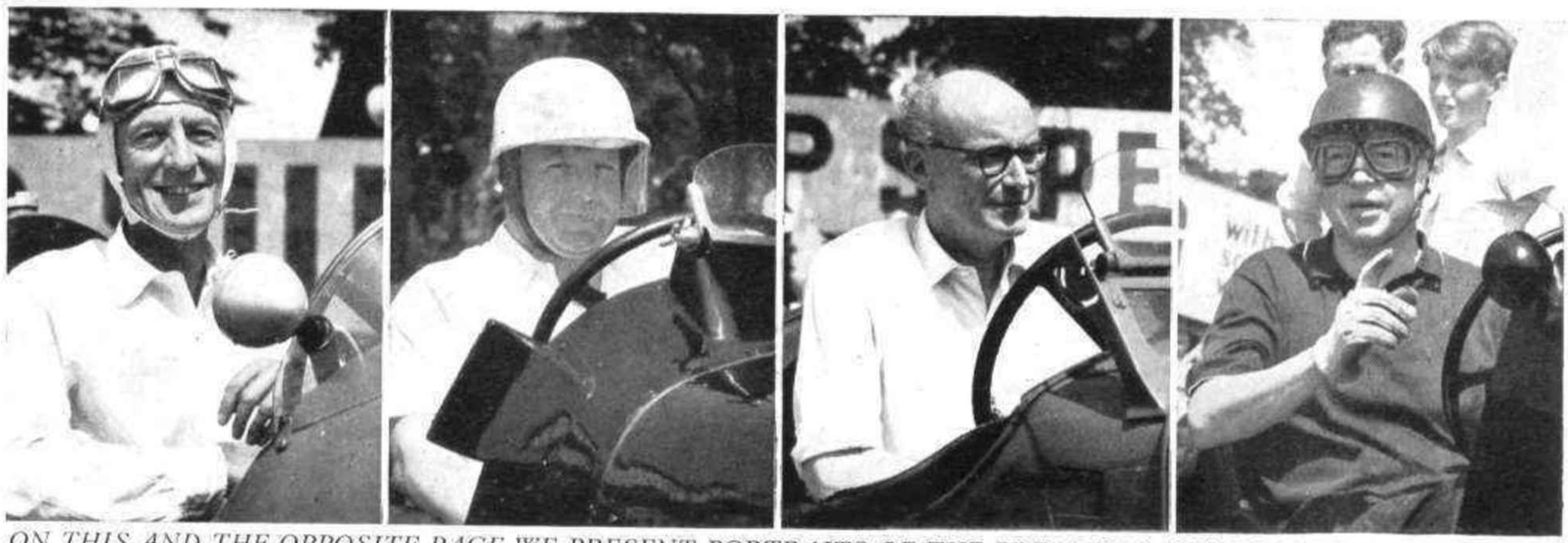


ON THIS AND THE OPPOSITE PAGE WE PRESENT PORTRAITS OF THE PRE-WAR RACING DRIVERS AT OULTON PARK: from l. to r. above—Kenneth Evans (M.G.), Reggie Tongue (E.R.A.), "Buddy" Featherstonhaugh (Alfa Romeo) and Tony Rolt (E.R.A.-Delage).

quickly through the field. Gresham was getting some 1,200 r.p.m. in top, or around 80 m.p.h., down the straight. As they came round Lodge Corner for the last time he found the Alvis in his path and tried first one side, then the other, to go by. Choosing the left-hand side he put his foot down and the 1908 Fiat responded with all its 21.7-litres, accelerating past the Alvis to lead by perhaps the length of its long bonnet over the line. When I congratulated him after he had regained the Paddock, Gresham asked "how many were ahead of us?", knowing he had beaten the Alvis but unaware that he had won. Splendid! Winder's original early Frazer Nash was third.

A similar Handicap followed, in which Bromley-Johnson's 1935 Frazer Nash, after a tussle with Edwards' big Lagonda on lap three, came through to win strongly from Read's 1935 2-seater-with-slab-tank Lagonda Rapier and Binns' well-known 1927 O.M.

After the Pre-War Drivers' Parade the vintage sports cars indulged in a 5-lap class scratch race, Footit's remarkably effective A.C.-G.N. pressing on magnificently to dispose of the regular vintage Bentleys and Frazer Nashes until the final lap, when Ashley's fast 1930 Frazer Nash beat it to the line—with the big cars out of sight. Spence's Lea-Francis was third, ahead of Quartermaine's 30/98 Vauxhall, which won the over-3-litre class. Martin's Riley Nine won the up-to 1,100 c.c. division.

Three races had been won by chain-driven cars and the fourth had to be, for it was the Frazer Nash and G.N. Handicap. Going away from the start Reeve's 1932 Meadows'-Nash shed its silencer, which obligingly rolled to the roadside. In spite of bouncing front wheels, Spence's 1934/8 3½-litre Alvis-powered 'Nash had a strong lead by lap four and won easily from Bromley-Johnson, who was comfortably ahead of Ashley.

The 23-lap Richard Seaman Memorial Trophies Race was what the big crowd had come to see, and a fine race it was. There should have been eight E.R.A.s challenging the elite of historic racing cars of other makes but Murray had to withdraw his because of negative oil pressure. Incidentally, this one is in almost authentic E.R.A. green—good show! The start was terrific and the Hon. Peter Lindsay emerged in the lead, of which his E.R.A. "Remus" was never robbed. Hull's 2-litre E.R.A. held second place for two laps, then Dan Margulies, sawing at the wheel of his 3-litre Maserati, moved up one. They stayed like that until the start of the 15th lap, when Hull had closed right up on Margulies, with Waller's E.R.A. close up to Hull. The big Maserati now began to smoke and did not seem happy. By lap 19 Waller took Hull and a lap later Syd Day regained something of his old form at the wheel of his mis-firing E.R.A. and came fast into third place.

Lindsay was now too far ahead to be caught but Day was really motoring. He was second on lap 21 and so they finished—Lindsay, Day, Margulies, Waller, Hull and Brown's E.R.A. In a sort of second race, far behind, Berry drove his beautiful Type 35B Bugatti impeccably to lead the vintage class from McDonald's 4½-litre Bentley, which won the handicap from Tozer's Amilcar Six. Neve's Bugatti spent much of the race coming in to see if its pit staff were still there, Gahagan's 2-litre E.R.A. broke an oil-pipe, luckily without damage, a fire burned for a long time in the ex-Abecassis yellow Alta, exhausting a tenderful of extinguishers, and the ex-Trossi 6C Maserati went over a bank, but was well held by its undamaged driver. Alas, Fidler's Type 37 Bugatti hit a tree at Lodge Corner, head-on. It was all so exciting that Chief Marshal Cunliffe collapsed and got a ride to hospital in an ambulance exhibiting L-plates!

Three more 5-lap Handicaps concluded a fine day's sport; the big Fiat looked well handicapped to pull off another win in the last race but it was now driven by Briggs, who treated it too respectfully. In the first of these races St. John's Frazer Nash won

L. Bianchi (Bugatti) *Eddie Hall (Bentley)* *G. E. T. Eyston (Bugatti)* *S. C. H. Davis (Bentley)*

A. Issigonis (Lightweight Special)

J. Lemon Burton (Bugatti)

J. Bolster (" Bloody Mary ")

B. Davenport (G.N. " Spider ")

from Sutherland's Invicta, the Rapier, and Scott's sports-equipped, very fast aluminium-bodied 1928 Riley Nine. Hull made up for dropping back in the Seaman Trophies Race by winning the All-Comers', with very little road between him and Lindsay (or the front wheels of his E.R.A. !), at any stage of the race. Just as close in third place was Day, these three E.R.A.s leaving Waller and Spence some way behind.

Waller won the last event, a gift from the handicapper, so almost everyone who had tried hard got a place in one race or another, including the courageous Lockhart, who, unable to start earlier because his little Peugeot-J.A.P. had dropped a valve, now took over Day's E.R.A. from the scratch position normally the preserve of Syd himself, and came home third behind Gibson's nice 1927/39 Frazer Nash. All the big Lagondas, including Deardon Briggs' twin-blower 4½-litre, retired, as did Bill Mason's Bentley. Husband's Talbot 105, this year with an enormous Roots blower of anonymous make driven by dual chains, necessitating some fascinating additions to its complex plumbing, didn't start.

If you want to see these individualistic cars and their exceedingly keen drivers in action, don't overlook the V.S.C.C. Prescott Speed Hill-Climb on August 27th.—W. B.

Results:

Race 1 :	G. P. H. Gresham (1908 21.7-litre Fiat)	58.25 m.p.h.
Race 2 :	M. Bromley-Johnson (1935 1½-litre Frazer Nash) ..	65.17 ,,
Race 3 :	R. W. Ashley (1930 1½-litre Frazer Nash)	69.74 ,,
Race 4 :	H. Spence (1934/8 3½-litre Frazer Nash-Alvis) ..	72.13 ,,
100 km. Seaman Trophies Race :	The Hon. Peter Lindsay (1936 1½-litre s/c. E.R.A.)	75.77 ,,
Race 6 :	G. S. St. John (1939/57 1½-litre Frazer Nash) ..	66.49 ,,
Race 7 :	D. H. C. Hull (1936 2-litre s/c. E.R.A.)	76.18 ,,
Race 8 :	P. Waller (1936 1½-litre s/c. E.R.A.)	75.16 ,,

Fastest lap of the day : The Hon. P. Lindsay (E.R.A.), 79.14 m.p.h.

* * *

The excellent programme gave an amusing and informative commentary on the pre-war drivers, but surely it was the Gush Special, not the Jappic, that Windsor-Richards drove at Brooklands and has it been *proved* that his aero-engined Mercedes was Chitty III ? A set of quarter-plate photographs of the 16 pre-war drivers is available from the MOTOR SPORT offices for 24s. post free.

New Milton Carnival includes an old-car Concours d' Elegance and parade on August 5th, the latter starting at 5.45 p.m. Details from G. R. Rawlings, Brooklyn, Silver Street, Hordle, Lymington, Hants.

* * *

Reports from readers tell of two Lagonda Rapiers, one rather rough, the other with a faulty gearbox, at a Herefordshire garage, of a *circa* 1920 model-T Ford in a field in Norfolk, of a Patterson tractor working near Loch Lomond, and of a 30-cwt. G.M.C. lorry, which has never been registered, being used on Trade Plates as a recovery vehicle, in good condition, that should be easily restorable. Letters can be forwarded. There are some spares for a " Light 30 " Daimler, including a set of cylinder blocks, iron sleeves, pistons, junk heads, etc., in good condition, as well as Bosch and Watford magnetos and part of a Daimler multi-jet carburetter, in Sussex. There is also an almost complete set of points for a Bosch 2-spark Z4 magneto in their original box, *circa* 1912, if anyone requires these. Letters can be forwarded. A reader in Assam, India, seeks data about a 1931 Bianchi chassis and similar information is sought by someone in Perth, Australia, about a vintage Cottin et Desgouttes, original except for a model-T Ford carburetter, once fitted with a 3-door tourer body by a Melbourne coachbuilder but since converted into a utility.

* * *

The four Sentinel steam wagons that were to have been taken in part-exchange for new Bedfords were sold to enthusiasts before the deal went through, as a charming letter from Garlick,

Continued on page 681

K. Petre (Austin)

J. Eason-Gibson (Riley)

C. Windsor-Richards (Vauxhall)

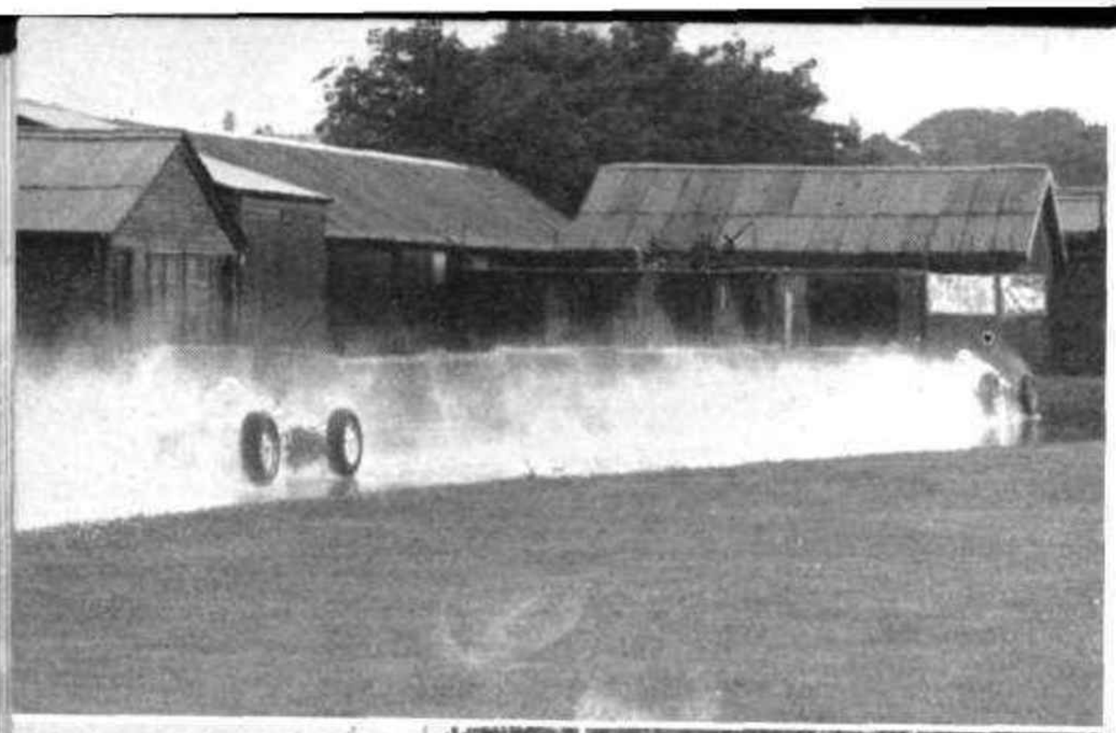
Mrs. Jennings (Bentley)

PICTORI

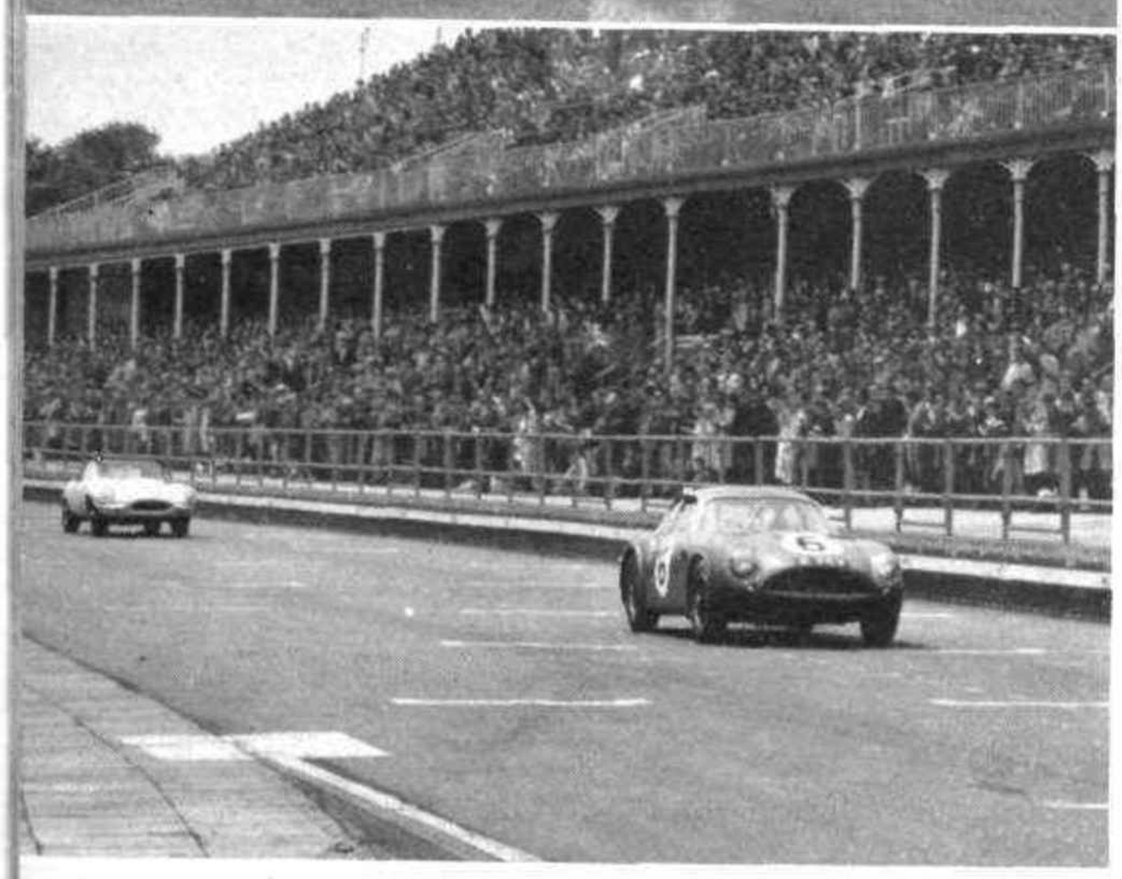
British

British Gr

Frenc



MOSS VIEW.—The view of von Trips which Moss got just before he spun was obliterated by the long spray trail at Aintree.



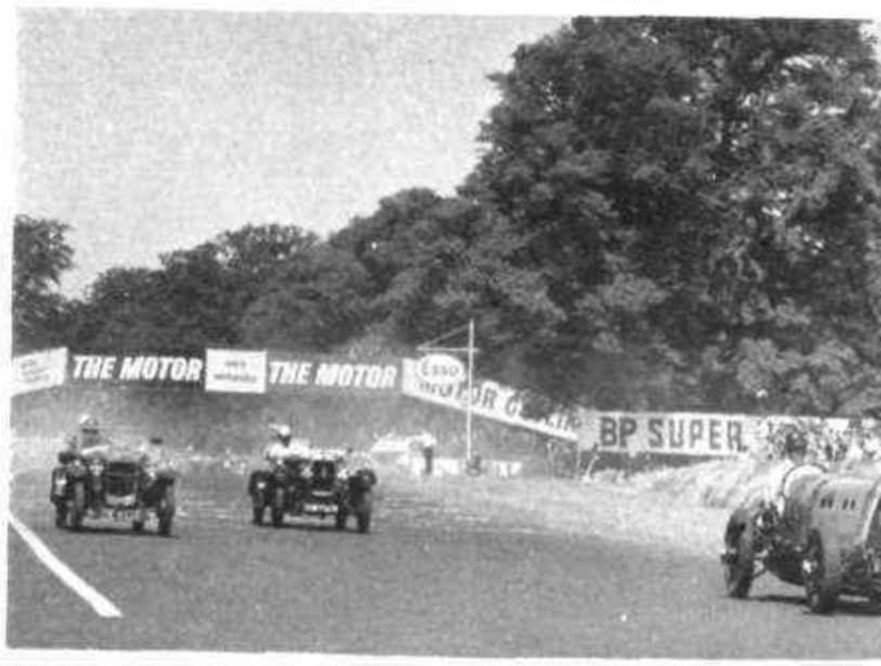
LAST LAP LEAD.—Davison's Aston Martin Zagato took the lead on the last lap of the G.T. race at Aintree from J. Sears in J. Coomb's E-type Jaguar.

ONE OF THE PUSHES.—When the engine cut out on the circuit Fairman stopped the Ferguson and tried to find the trouble. Here photographers and officials push-start him. The pushes in the pit area eventually got this car disqualified.

AWAY, THE HISTORIC RACING CARS.—Trophies Race at the Vintage Sports Car Club's

DADIO.—Les Leston in his well-known Elite won his class in the G.T. race, coming fifth overall.

GIANT VICTORIOUS.—Peter Gresham b Naylor's great 21.7-litre aero-engined Fiat "pheles" home the winner of the first race Park.



IAL REVIEW

Empire Trophy

rand Prix (Aintree)

ch Grand Prix

GRASS CUTTING.—Brabham forces past Graham Hill's B.R.M. at Melling Crossing in the British Grand Prix.

THIRD.—Ginther drove a very consistent race to put his Ferrari in third place.

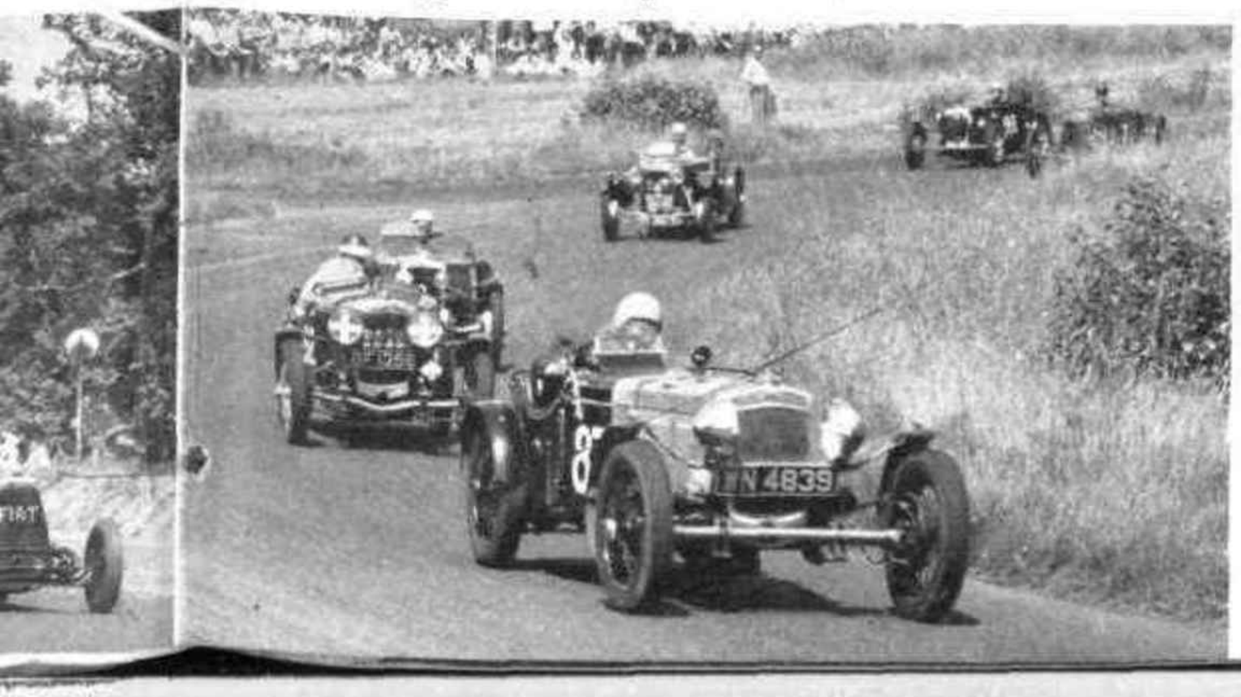
-E.R.A.s lead the field at the start of the Richard Seaman Memorial Oulton Park Race Meeting on June 24th, with Douglas Hull's 2-litre temporari in the lead.

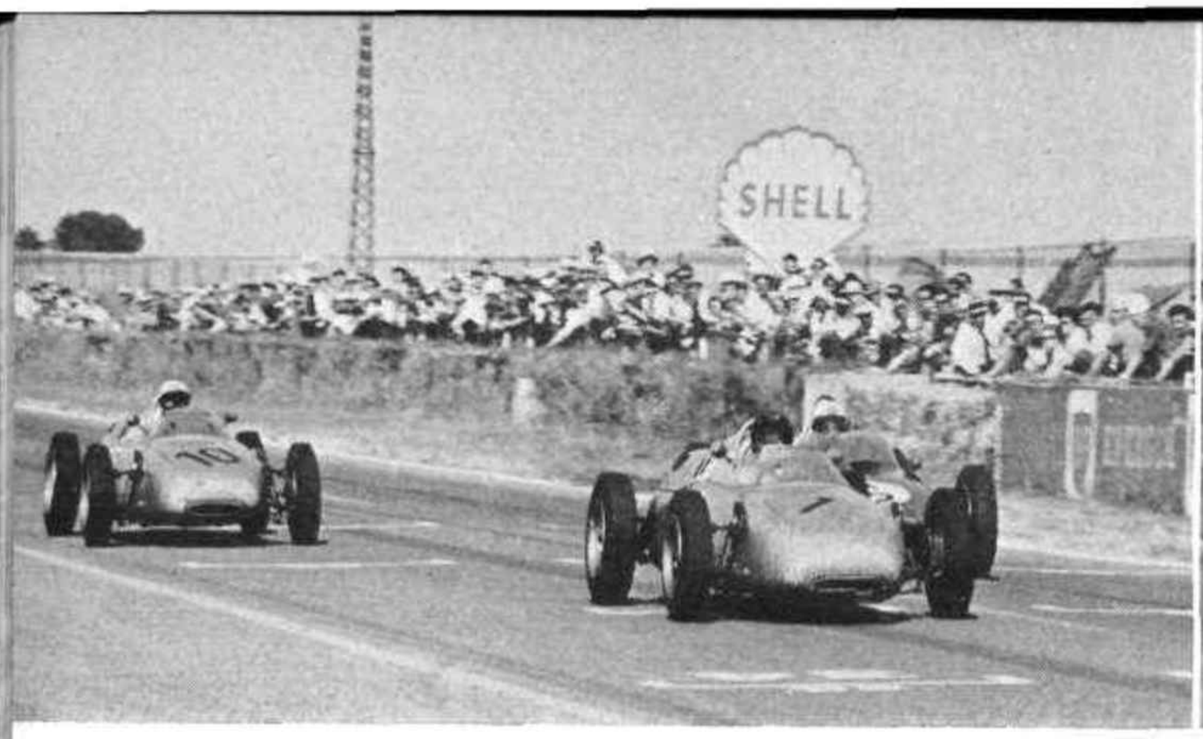
GAGGLE.—Due to the amount of spray thrown up by the car in front, groups of cars were very rare. Here Bonnier leads a bunch through Melling Crossing.

rings C. E. Mephisto- at Oulton

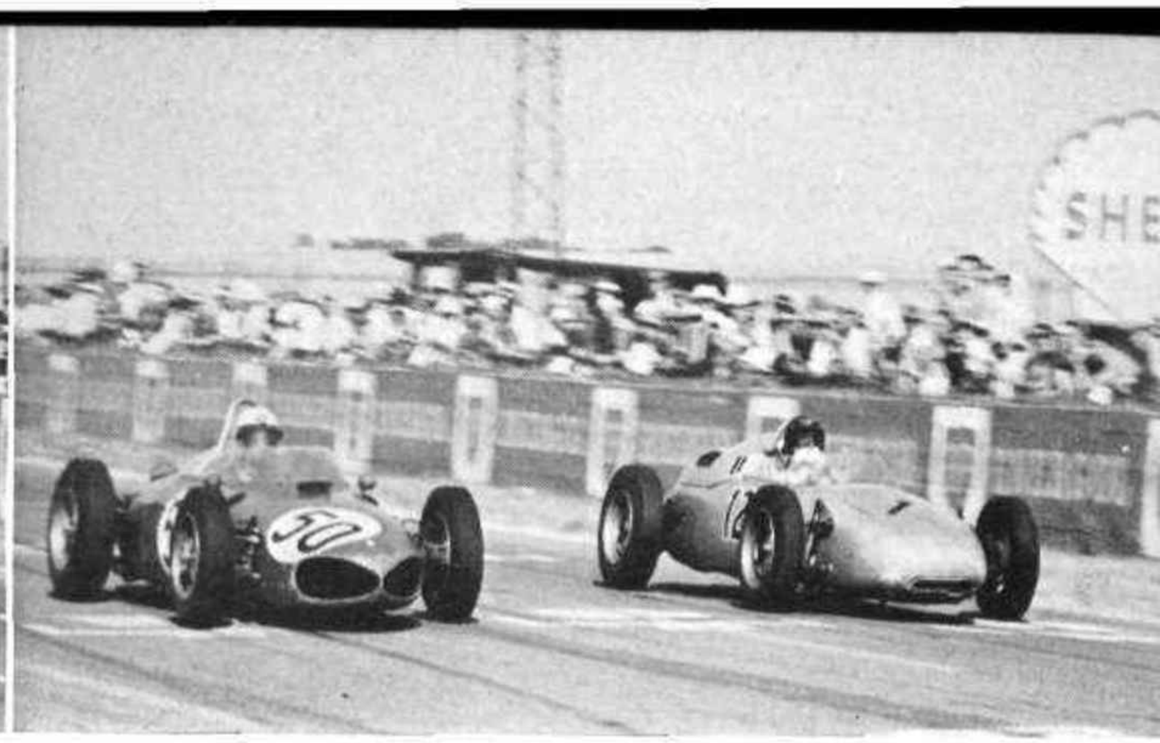
THE FRAZER NASH AND G.N. RACE at the V.S.C.C. Oulton Park Meeting, with a bevy of hurrying "Chain-gangsters," led by Reeves' 1932 Meadows-engined car taking the cascades.

LAPPING.—Giancarlo Baghetti lapping a Lotus—in his 60° F.I.S.A.-entered Ferrari. Later he crashed and retired.





FERRARI SANDWICH.—The Porsches of Gurney and Bonnier used every means possible to keep Baghetti in the F.I.S.A. Ferrari from getting away from them during the French G.P. Bonnier broke down just before the end.



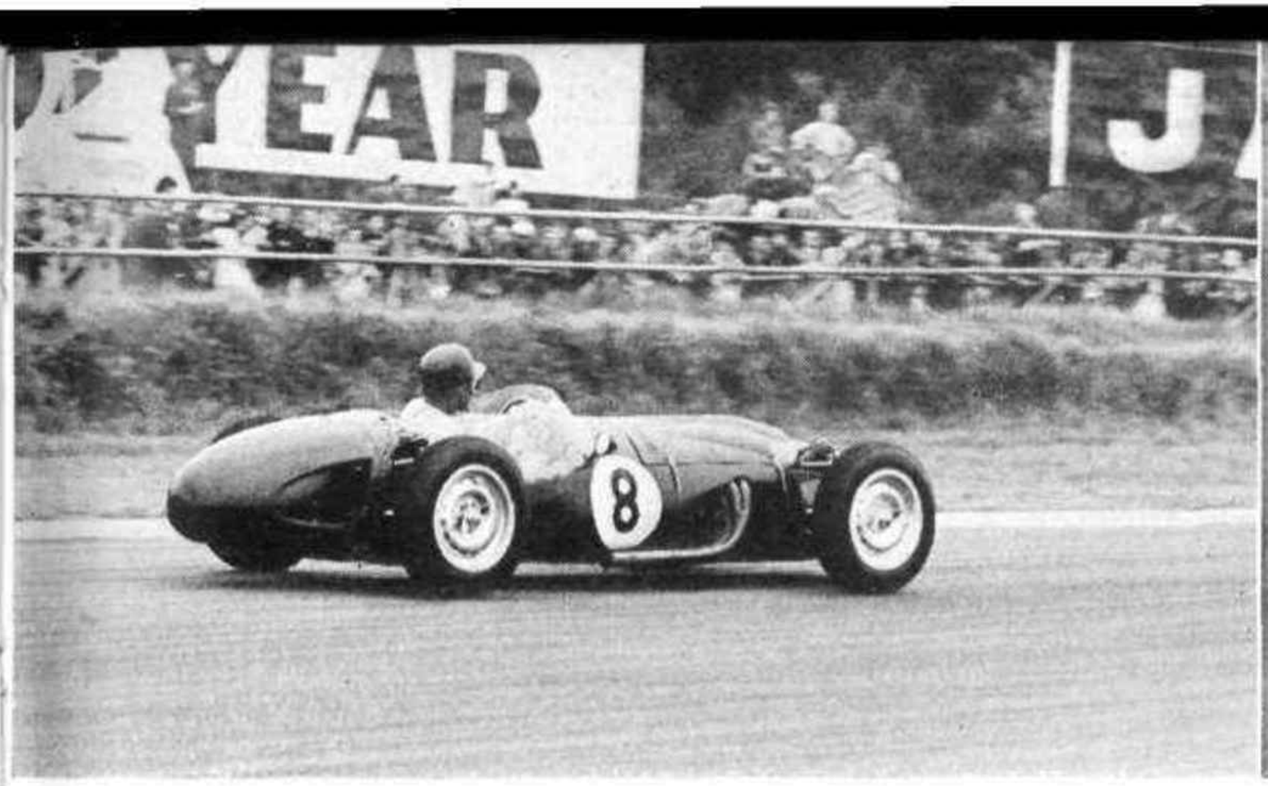
ONE LAP TO GO.—Baghetti and Gurney cross the line together only one lap from the end of the French G.P. On the next lap the Ferrari led by a length to win. Gurney has a large cloth hanging from his mouth to protect his face from stone damage.

FRENCH GRAND PRIX

TURNING POINT.—The turning point of the race came when Phil Hill's Ferrari spun on Thillois and Moss rammed his front putting himself out and causing the Ferrari to stall and take several minutes to start. Here are the two cars seconds before impact.

BUNCHED.—For most of the race this group kept close together. From right to left they are Clark, Ireland and Moss (Lotus), McLaren (Cooper), Bonnier (Porsche) and Hill (B.R.M.).

UNLUCKY GINTHER.—When von Trips retired and Hill spun, the third Ferrari team driver Ginther found himself in the lead. Unfortunately loss of oil pressure put him out.



UNSUCCESSFUL DEBUT.—The much publicised Ferguson suffered from braking troubles in practice, but the gearbox was the culprit in the race, leaving Fairman with first gear only after a couple of laps.

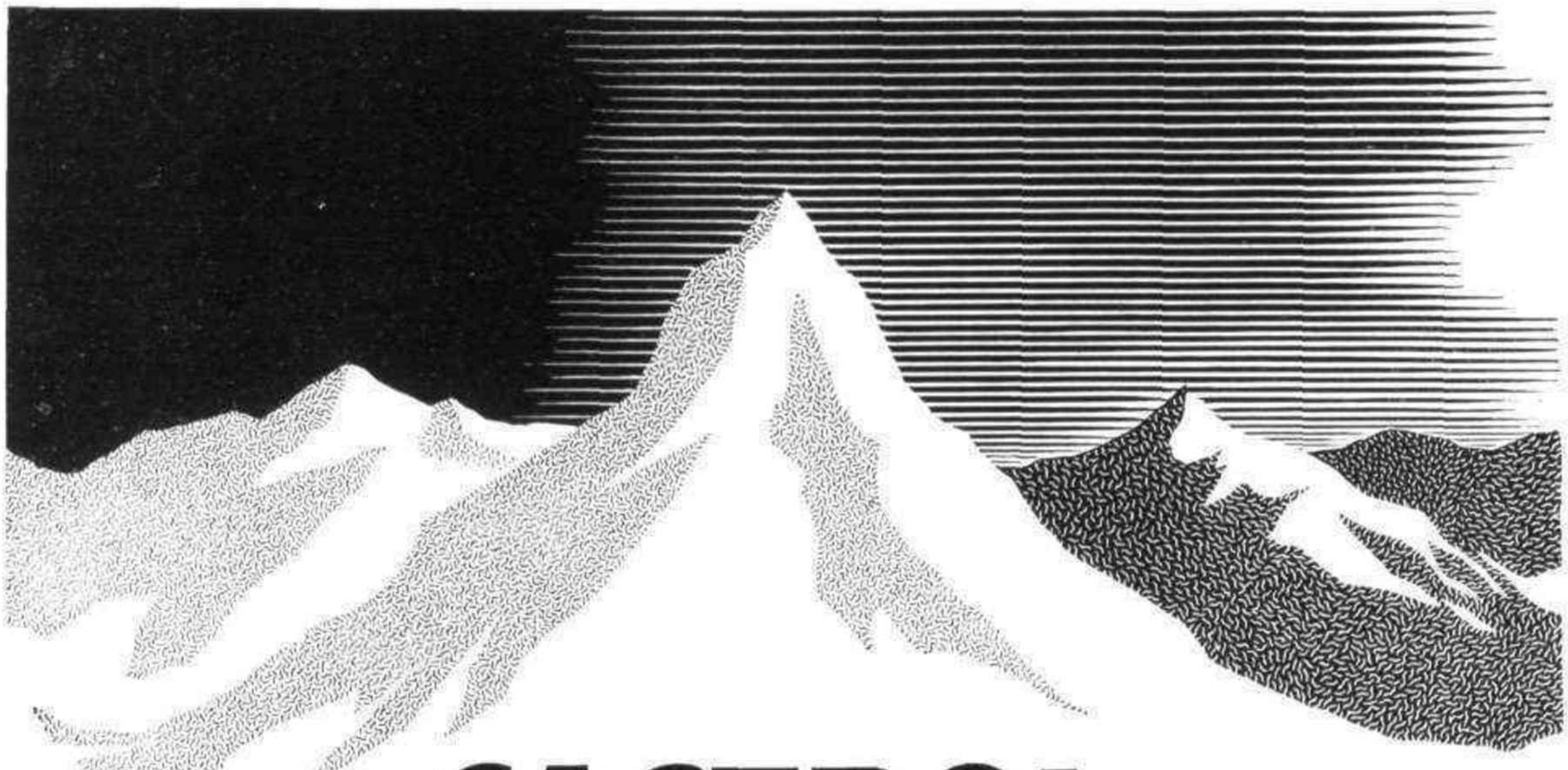
EVEN FASTER.—Team Lotus always manage to keep one jump ahead of the opposition in F.J. racing and at Silverstone won both heats, Arundell and Taylor using linered-down Consul Classic engines in their cars. Because of his faster time Arundell won the overall award.

BRITISH EMPIRE TROPHY

INTERCONTINENTAL CHAMPION.—Winner of all three Intercontinental races held so far Stirling Moss has demonstrated his complete mastery when there is plenty of power to be controlled. At Silverstone he lapped all but Surtees and Graham Hill.

INCREDIBLE is the only word for Herbert Linge's B.M.W. 700 in the wet at Silverstone. When the rains came down he shot up from 13th to 3rd place in a couple of laps and finished in that position behind two Jaguars.

OUTPACED.—The E-type Jaguars were outpaced by Moss' Ferrari which won the G.T. race with comparitive ease. Bruce McLaren's E-type finished second but Graham Hill's and Roy Salvadori's (below) retired with engine bothers.



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DRIVERS—D. & E. MORLEY

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VETERAN-EDWARDIAN-VINTAGE—contd. from page 675

Burrell & Edwards Ltd., the Liverpool Bedford dealers concerned, informs us. These wagons belonged to the United Africa Company and are presumably all in good hands.

* * *

This month's old-car fixtures include the Littlewick Show near Maidenhead on the 7th (details : W/C. Reid, 9, Webster Close, Tittle Row, Maidenhead; entry 2s. 6d.); the City of Leicester Abbey Park Flower Show on the 8th (details : K. Higgs, 48, Curzon Avenue, Birstall); New Milton Carnival (see p. 675) on the 12th; the Burnham-on-Sea Rally on the 13th, starting from Southill House Hotel, West Cranmore, at 2 p.m., finishing with tests at South Esplanade at 4.15 p.m. (entries have closed); and the Egham Agricultural Show (details : Miss Bayley, 3, Braywood Avenue, Egham) and Wanborough, Swindon, Rally (details : H. Bangs, Littledean, Manor Orchard, Wanborough, Wilts; entry 5s.), both on the 26th. If you like watching old cars in action, go along and spectate !

* * *

Miscellany.—E. J. Bowles, who races a 6-cylinder Marendaz Special, has the E.N.V. drawing of the c.w. and p. of these cars and is contemplating getting new sets made up. These would cost around £25 if several sets could be ordered. If other Marendaz Special owners are interested, will they write to him at Garfield House, Blagreaves Lane, Littleover, Derby. Thinking of vintage Daimlers, whose was the very well turned out saloon which followed us along Oxford Street and into Newman Street at the end of June, before getting away in the traffic ? Another 1928 Standard Nine saloon seeking a good home has turned up in Cheltenham. Jim Apps, who worked on Ernest Eldridge's racing cars and who made a fabulous journey over the Alps in a 1-ton model-T Ford truck with an Eldridge Special when Eldridge raced at Monza, lives in retirement at Swalecliffe, fit and well, although somewhat troubled by a leg injury he received in an aeroplane crash at Brooklands in 1922.

* * *

Taunton M.C. is holding a Cavalcade of Motoring on August 7th starting from Bridgwater and Taunton at 11 a.m. and following a 30-mile route to Walford House Park for a parade, at about 3 p.m. Entries have closed.

* * *

Mr. G. de Freitas, M.P., has at last found the Ruston-Hornsby car he has been seeking. A 1922 tourer was spotted in a poor condition in Sydney, N.S.W., and the Lincoln M.P. decided to have it shipped back to England for renovation. It is believed that only one other Ruston-Hornsby is in existence.

* * *

Old cars are still being discovered. In Nottingham a *circa* 1914 Bebe Peugeot that had been standing idle since 1927 has found a good home and in Suffolk a 1908 2-cylinder Renault, laid up in 1938, is being restored. In both cases parts, data and tyres (550×65 for the former, 710×90 for the latter) are required. We also hear of a 1930 model-A Ford in somewhat sad condition needing a kind home (at present it is in a Sussex implement shed), of a Talbot with self-change gearbox in a Tottenham breaker's yard and of the remains of an S.S. Jaguar rotting away in Eire. In London an ironmonger has unearthed some brass compression-taps and some original coachbuilder's paint in colours such as Humber grey and Harley Davidson khaki, and hopes he will not have to scrap these " finds "—try 'phoning PAD 1158/59, asking or Mr. James Matts.

* * *

Over August Bank Holiday Week-end the Bedford Steam Engine Preservation Society will hold what claims to be the biggest steam engine rally in the World, at Woburn Rally. The engines arrive on Saturday, August 5th, and will be on display on the Sunday and Monday, giving, it is hoped, demonstrations of cable-ploughing, mole draining, and possibly steam-cultivation by the cable method, as well as threshing, rolling and providing electricity for fairground organs. Details from J. Crawley, Field House, Turvey, Bedfordshire (Turvey 248).

* * *

Recent reference to an 1892 typewriter has brought in a letter from a reader who regularly uses an 1896 Remington Standard No. 7, which has cost only 9s. for replacements in 13 months, these being a new ribbon and a new fabric band connecting the spring to the carriage. " All the keys produce letters and all the mechanics work as they are meant to," says our correspondent, who, like many vintage car owners, concludes : " I certainly would not part with it for any modern machine; I consider the £5 it cost well spent." Any others ?

Owners of rare vintage and Edwardian cars should be getting them ready for the intriguing " Lost Causes " Rally at Beaulieu in September. Regulations are obtainable from the Montagu Motor Museum, Beaulieu, Brockenhurst, Hampshire.

* * *

Stop Press : Entries for the Newbury Racecourse *Concours d'Elegance* on September 2nd close on August 21st (details : J. Lester, " Furze Acre," Adbury Holt, Newtown, Newbury, Berks; fee 5s.). The International Edwardian and Vintage Car Rally to Turin occupies September 1st/3rd. There is a £10 subsidy for British entrants. Details from the V.S.C.C. or from the Segreteria Generale del Comitato, Trofeo Museo dell'Automobile, Corso Polonia 140, Turin.

VINTAGE POSTBAG

Daimlers, Etc.

Sir,

Many thanks for another interesting issue, and especially for the Daimler articles.

You may not remember that the 3-speed 16/55 cars were fitted with Morris-Oxford gearboxes, complete with MOWOG cast on the outside. In spite of having about the most gutless engine ever made harnessed to a fairly solid car, the instruction book said :

" Starting on the level. Engage top gear and glide silently away."

Thanks to a cork-and-oil clutch, you could, too.

I knew two brothers who had these cars, both second- or third-hand, in the Good Old Days. One was the usual high saloon with vee-screen, but the other was a rather neat drophead coupé which had been converted to right-hand change (still 3-speed box). This car had the peculiarity that it used hardly any oil, well, say 800 m.p.g. Also, it was quite fast, and would certainly cruise at 50 m.p.h., which was Quite a Thing.

One day the owner came to me with a rather sad expression and asked would I have a look at it. He started the engine and from the tail-pipe came a most enormous cloud of smoke. After a few moments the engine began to miss, and actual engine oil began to run out of the pipe onto the road, quite clean oil, too.

Apparently someone had asked when he last had the engine decoked, and as this had, of course, never been done, he was told that this was definitely necessary. Once the junk rings had been disturbed, they were never any good, and should have been renewed, but his local garage did not know this. The sump held about 1½ gallons, and would now empty itself in 30 miles. As the car was only worth about £25 anyway, I found him a Twenty Sunbeam, and the Daimler went to the breakers.

I had a 20/70 for a short time, but it was very slow. The 4-speed central change was the " wrong " way round, like a Bugatti, top being right and forward. It was succeeded by a 3-litre Sunbeam, which, in spite of the woeful tales sometimes told about them, was absolutely reliable and very fast. I also had a 24-h.p. Minerva which was in some ways nicer than the Daimlers, but it had poor brakes and about 40 m.p.h. was enough on a level road.

It would be interesting to hear from Voisin or Peugeot owners of those days, particularly to have some quotations from the Voisin instruction book, which had been translated into English by someone with a real poetic fancy !

To change the subject to the Fiat " Mephistopheles." You say that this had steel water-jackets welded on; I think they are copper, and were said to have been made by coating the steel cylinder thickly with wax and then copper-plating the whole lot. This car is surprisingly tractable, and is quite happy on the road, where I drove it some time (i.e., 30 years) ago, although it had never been licensed, insured, or fitted with reverse gear. Eldridge had a Brooklands silencer on it, but as usual this made it even noisier. The brakes were not all that bad, but, then, my car at the time was an E-type 30/98 . . .

I am, Yours, etc.,

Bury. W. G. S. WIKE.

[The present owner's hand-out quotes steel water-jackets.—ED.]

* * *

Non-Mini Minor

Sir,

Now that controversies over the Mini-Minor are raging fiercely in your columns, perhaps owners would be interested to see what advances have been made in " the last word in small car motoring " over the past 30 years. I own the " Mini's " grandfather,

a 1930 Morris Minor saloon (sliding windows, starter on the floor) with the original o.h.c. engine replaced by a 1931 s.v. model. This car gets undergraduate-cum-landrover treatment, needs faithful but inexpensive maintenance (34 grease nipples) and is remarkably reliable, our most dicey moment being landed on top of a roundabout with a broken track rod.

Engine: Upright and honest. Plenty of noise with about 850 c.c. I suppose giving 45 m.p.h. (cruising), 50-60 (flogging it) and 35 m.p.g. Oil about 650 miles to the pint.

Gearbox: No trouble about beating the synchromesh because there isn't any.

Controls: Splendid. Lots of dials, gauges and switches and none of those b . . . . little lights. The accelerator is " in the middle " making it dead easy to toe and heel. (Why this layout was never continued I can't think.)

Suspension: Good for the liver.

Cornering: Pretty good considering. One tends to slide rather than roll.

Leaks: None—even though you can see the road through the slots for the pedals. (Did somebody mention cracked underseal?)

Heater: The finest available—a 1 inch hole drilled on a level with the fan through the dividing panel between engine and cockpit.

It is sad to realise that pride has departed from B.M.C. to such an extent that the gentleman in the publicity department at Cowley, didn't even know " that there had been a Minor before the 1947 model ! "

I am, Yours, etc.,
Oxford. JOHN I. SMITH.

* * *

Memories of the Duo and Other Cars

Sir,

A footnote was appended to a letter to you in the Vintage Postbag for June last year, asking whether any readers remembered the Duo cyclecar; I have been meaning to write ever since.

I well remember the model I owned in, I think, 1919 or 1920: it was my first experience of four-wheeled motoring, and, after my experience with it, I gladly returned to motorcycles again for several years! To the best of my recollection, the Duo was a side-by-side 2-seater. It had a 60° twin air-cooled J.A.P. engine, set length-wise in the frame, and driving a countershaft by chain. From thence onwards, transmission was by motorcycle type belts, the drive being taken by two expanding/contracting pulleys on the countershaft and two similar type pulleys on the fixed axle, *à la* Zenith gradua motorcycle principle: there was, of course, no reverse gear. Perhaps I was unlucky, but I failed completely to make this contraption work satisfactorily, and sold it very shortly after purchase—naturally at a loss!

I wonder if any reader remembers the 7-h.p. 2-seater Citroën, of which I had a (1923?) model in 1925, and which did yeoman service—Devon and Cornwall, the Lake District, etc.? This was followed by a 4-cylinder 2-seater drophead coupé Waverley; this was built like a battleship (with a similar performance!) and served one well. The manufacturers had their works in Willesden, I remember.

Of all the various cars I have owned in some 35 years, I have the happiest recollections of two—a 1925(?) 10/23-h.p. Talbot 2-seater, bought in 1929 or thereabouts, which was a joy to drive, and on which I did thousands of delightful miles, and a 1935 Sunbeam Dawn saloon, registration BOE 290—I wonder where it is now? Both of these cars were beautifully made, and both gave me much happiness despite my somewhat penurious circumstances at the time.

Many other cars I have had, including a 14/45 Talbot, a Talbot 90, a Riley Nine, a Wolseley Hornet, a J2 M.G. Midget, etc., but none do I remember with such affection as that for the 10/23 Talbot and the Sunbeam Dawn. I now own a 1951 Triumph Renown saloon, with which I am completely satisfied at my age in life!

I am, Yours, etc.,
Dartmouth. C. B. CARR.

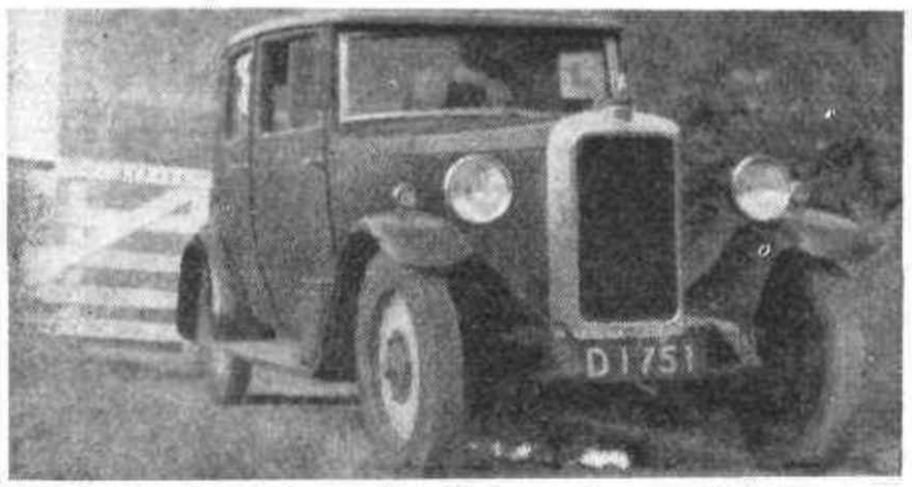
* * * *

A 1927 Armstrong Siddeley

Sir,

With reference to your article published on Armstrong Siddeley cars some two years ago I hope that the following may be of interest to yourself and the readers of this very fine magazine.

I have recently acquired a 1927 Armstrong Siddeley 12-h.p. fabric-bodied saloon; the engine is in excellent condition and I believe from the history that the speedometer reading (80,000 miles) is correct. It is fitted with a Wilson three-speed preselector epicyclic gearbox which is a joy to use. Although the



6-cylinder engine only renders the car of a comfortable 25 to 30 m.p.h. it runs very smoothly and conquers most hills in second gear (even the mighty " Sun Rising " on the Stratford-on-Avon road). In the photographs enclosed you will notice the absence of a fan and the impellor type flywheel; an additional refinement is the B.T.H. magneto which at the moment is particularly useful, as the dynamo is not charging. The fabric is in good condition apart from the two holes in the front doors which were caused by the latter being allowed to swing back on to the rear door handles. The coachwork also is in excellent condition, being of blue leather, from which a delightful odour of quality assails the nostrils.

I have begun restoration work by replacing the linoleum which lines the floor and I intend to have the radiator re-nickelled (this has been badly tarnished by wire wool, which can only be described as " Nittery " on someone's part). I consider myself very fortunate indeed to have been lucky enough to acquire a car such as this in its condition, for I prize quality and individuality which are rarely encountered today, and it grieves me to think that the quality of British cars was unsurpassed at one time, but now seems to be deteriorating rapidly, what with the infiltration of mass production and unskilled labour. I would be extremely grateful if any previous owners of cars similar to mine could render me any advice in the maintenance and restoration of this very fine car.

I am, Yours, etc.,
Banbury. P. BILWELL (aged 17).

* * *

Rileys not P.V.T.?

Sir,

I must protest against that question mark after p.v.t. in the June edition of MOTOR SPORT when referring to Bywarth's Riley Monaco saloon in the report on the V.S.C.C. Silverstone race meeting.

A 1934 Monaco saloon with its proud radiator bearing that famous diamond, a radiator that is a real radiator and not a sham with the core hidden in the depths beyond. Its delightful roadholding and steering (1¾ turns lock to lock). A car which on a tortuous road will leave most moderns far behind.

A lively engine with inclined valves in hemispherical combustion chambers. Valves operated by push rods and twin camshafts set high in the block (an engine, which in 6-cylinder form, formed the basis of the power unit in the now immortal E.R.A.s). An engine which is infinitely tunable. An engine which, with very few changes, powered the famous racing Rileys.

A motor car in which one could have a choice of gearboxes according to whether one was a preselector or crash gearbox man.

A motor car whose chassis could be lubricated and excellent brakes be adjusted without leaving the driving seat.

A motor car of distinctive appearance, how could you, Sir, infer with that question mark that Rileys are not Post Vintage thoroughbreds?

How could a car with the above qualities not be a thoroughbred?

I am, Yours, etc.,
Cinderford. PETER W. HALE.

* * *

Bentley Service

Sir,

When in Oban, Argyll, recently a stone damaged a brake backplate on my 3-litre Bentley and I needed some assistance.

I would like to place on record for the benefit of other vintage car owners who might need help, that Wilsons Garage Company (Argyll) Ltd. in Oban have a mechanic with experience of rebuilding Bentleys, and that I was given prompt and courteous service. This is my only connection with the firm.

I am, Yours, etc.,
Nailsworth. E. A. W. MORRIS.

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THE ACE IS TRUMPS

Impressions of the A.C. Ace fitted with a Rudd modified Ford Zephyr engine

INTRODUCED in 1953 the A.C. Ace was the first post-war British sports car to feature all-independent suspension and apart from the recently introduced Jaguar E-type and one or two specialised G.T. cars remains as the only fully independently sprung sports cars produced by a British manufacturer, which seems to indicate that the British motor industry has progressed very little in eight years and as our pictures show it is still one of the best-looking sports cars on the road. Designed mainly by John Tojeiro the Ace features a chassis based on two large diameter tubes with welded-up sub frames front and rear to take the transverse leaf spring and wishbone suspension, with steeply inclined Armstrong telescopic dampers. The engine fitted was the 2-litre, single overhead camshaft 6-cylinder A.C. engine which has now been in production for 40 years and gives 102 b.h.p. in its latest form. However, the car really came into prominence when the 6-cylinder Bristol engine giving power outputs of up to 120 b.h.p. became available in 1956. With this engine, which was already well known to racing drivers, the Ace began a long run of competition successes especially in the United States where it is almost always a class winner.

Recently another engine change has been made in the Ace because the Bristol engine is in rather short supply. The Bristol engines will be reserved for fitting in the Greyhound model and through an arrangement with K. N. Rudd (Engineers) Ltd., of Worthing, Ace and Aceca models will be assembled at the Thames Ditton factory except for engines and gearboxes and then transported to Worthing for the fitting of a Ford Zephyr engine. At first sight this seems to be a retrograde step, discarding the overhead camshaft A.C. engine and the Bristol with its ingenious valve gear but the 2½-litre Zephyr engine produces 90 b.h.p. at 4,400 r.p.m. in standard form against the 105 b.h.p. at 4,700 r.p.m. of the Bristol unit and more important produces maximum torque of 133 lb./ft. at 2,000 r.p.m. compared with the 129 lb./ft. at 3,000 r.p.m. of the Bristol unit, and of course is much cheaper. The basic price of the Ace will now be £1,197 plus £499 17s. 6d. p.t., making £1,696 17s. 6d., and the Aceca will be £1,482 plus £618 12s. 6d. p.t., a total of £2,100 2s. 6d., a saving of around £500 on the Bristol-engined cars.

The Ace can be obtained with the standard engine but Rudds anticipate that most owners will require the engine to be tuned and have accordingly devised three stages of tune for the rugged Zephyr unit. These are listed in the data panel.

GOOD-LOOKER.—The body styling of the Ace is based on Ferraris of the early '50s and it is still one of the best-looking sports cars.

TUNING DATA

Stage I :	Modified Ford cylinder head, opened and polished ports, larger inlet and exhaust valves. Triple inlet manifold with three H4 1½-in. S.U. carburetters. 120 b.h.p. at 5,000 r.p.m. £75
Stage II :	As Stage 1 with lightweight pistons. 125 b.h.p. at 5,500 r.p.m. £100
Stage III :	Light alloy 6-port Rubery Owen cylinder head, triple inlet manifold and three H6 S.U. carburetters. 140 b.h.p. at 5,000 r.p.m. .. £160
Stage IV :	As Stage III with lightweight pistons. 155 b.h.p. at 5,500 r.p.m. £215
Stage V :	As Stage IV with three Weber DCOE2 carburetters, alloy push-rods. 170 b.h.p. £225

It can be seen, therefore, that a performance far in excess of that provided by the Bristol engine can be obtained for a considerably lower expenditure, and to sample that performance Ken Rudd loaned us his prototype car which is fitted with the Stage IV conversion.

First, we learned from Mr. Rudd, who has been responsible for much A.C. development in the past through his racing activities, that the fitting of the Zephyr engine has not caused too many problems as it is only 40 lb. heavier than the Bristol unit. For safety's sake an extra leaf has been inserted in the front transverse spring and the heavy-duty dampers which were previously optional extras are now included in the standard specification. The gearbox used with the Ford installation is of Moss Gears' manufacture which is mated to the Ford engine with a special bell-housing. The gearbox ratios are 1st 2.97 : 1; 2nd 1.745 : 1; 3rd 1.205 : 1; 4th 1 : 1; Reverse 2.97 : 1; and the final drive ratio in the test car was 3.9 : 1 although optional ratios of 3.64 and 4.30 are available. The test car was also fitted with the optionally available Laycock de Normanville overdrive, operating on third and top gears which, as we discovered during the test, is well worth the cost.

Entry into the Ace is about on a par with most sports cars—awkward, and getting out is hampered by the handbrake lever which is mounted to the right of the driving seat and usually

manages to travel up the left trouser leg; however, one only carries out these operations once on each journey so unless one happened to be a commercial traveller little annoyance can be caused. A centrally-mounted handbrake is available at no extra cost. The well padded bucket seats give excellent lateral support but the backrests are a little too upright for those drivers who prefer the now popular semi-reclining position, but they hold the driver firmly when cornering fast. Wedges are available from the manufacturers to give the necessary rake.

Pedal positions are good but most drivers would prefer an organ-type throttle pedal to facilitate heel-and-toe gear changes. On the test car the optionally available wood-rimmed steering wheel was fitted, the column of which is adjustable both for reach and rake. Tall drivers might find the cockpit a little cramped but they can splay their legs out and reach a very comfortable position and obtain extra bracing from the cockpit side and engine bulkhead.

Instrumentation is very complete, with tachometer and speedometer on either side of the steering column, and to the left of the speedometer are gauges for fuel contents, oil pressure, water temperature, ammeter and a clock. A combined ignition and headlamps switch is fitted with positions for side and main beams, combined with a floor dipper switch, and a separate starter button is fitted. The choke knob is on the engine bulkhead. In front of the driver a dynamo charge warning light is flanked by two direction indicator warning lights, for which the self-cancelling switch is on the steering wheel boss, as is the horn button. To the extreme right of the facia, level with the steering wheel rim is the overdrive switch which can be operated by the index finger without removing the right hand from the wheel. The instrumentation is completed by a windscreen washers button, the jets for which are angled to hit the correct spot on the screen when travelling at speed; unfortunately we operated them with the hood down at a service station so that the driver and a surprised attendant were given a shower bath.

For the stowing of odds and ends there is a good, lockable glove locker and pockets in both doors. The boot, although shallow because the spare wheel is mounted flat on the floor, is surprisingly commodious and will take the holiday luggage of two people without much trouble.

However, the Ace is not the sort of car in which one desires to sit and admire the instruments, however comprehensive the lay-out may be, and driving away from Worthing along A 24 it soon became clear that the excellent torque of the Zephyr engine had endowed the Ace with great tractability and a fascinating top gear performance; in fact, it was possible to potter along at 30 m.p.h. in overdrive top and accelerate smoothly away up to a comfortable 90 m.p.h. cruising speed. The noise level has been kept to a minimum with the use of twin silencers and the only intrusion comes from some carburetter roar, but the A.C. with the Zephyr engine is much quieter than many much slower sports cars. Carburetter air silencers can be specified instead of ram tubes at no extra cost.

Using 5,500 r.p.m. as a maximum (the tachometer is red-lined at 5,800 to 6,000 r.p.m.) the performance is extremely satisfying as the accompanying acceleration data suggests; the figures, which are the average of four two-way runs are about the same as these for the Ace-Bristol with D-type competition engine, and of course the Zephyr engine has at least 20 b.h.p. more to come. Our best one-way acceleration times with hood down, two passengers and 6 gallons of fuel were 0-50 6.9 sec.; 0-60 9.6 sec.; 0-70 12.2 sec.; 0-80 15.6 sec.; and a standing start ¼-mile in 16.3 sec. A flying ¼-mile was covered at an indicated 5,500 r.p.m. in top gear for an average speed of 107 m.p.h. and in overdrive top with the hood down the car covered the same distance at 123.8 m.p.h. at which speed the tachometer showed 4,800 r.p.m. and refused to go any further. With the hood erected Ken Rudd has been timed at 130 m.p.h. The optional extra hard-top would probably extract another 1 or 2 m.p.h. from the Ace, although for normal motoring the hood is perfectly acceptable having an excellent fixing method at the front and being free from drumming. Vision is rather restricted with the hood erect and it was stowed in the boot for the duration of our test. There is a good deal of turbulence without the hood and no doubt an aerodynamicist could explain why a well pulled down " flat hat " would always fly off at exactly 80 m.p.h.

Although the Ace has independent suspension all round the ride is very firm, abetted no doubt by the Michelin " X " tyres which are now almost considered as part of the design, although Ken Rudd may experiment with Dunlop RS5's. Bumps are transmitted to the occupants rather more frequently than one would wish with i.r.s. and on bad secondary roads some body shake is evident with one or two rattles making themselves known, although the light-alloy bodywork on a tubular steel frame showed no sign of warping and all panels were an excellent fit. No doubt the non-racing owner would probably prefer to specify softer dampers and/or spring settings. With the settings of the test car the handling is superb and a driver new to the car

Continued on page 687

PERFORMANCE DATA

Average of four runs :

0-50 .. 7.6 sec.
0-60 .. 10.0 sec.
0-70 .. 12.9 sec.
0-80 .. 16.8 sec.

Standing start ¼-mile : 16.8 sec.

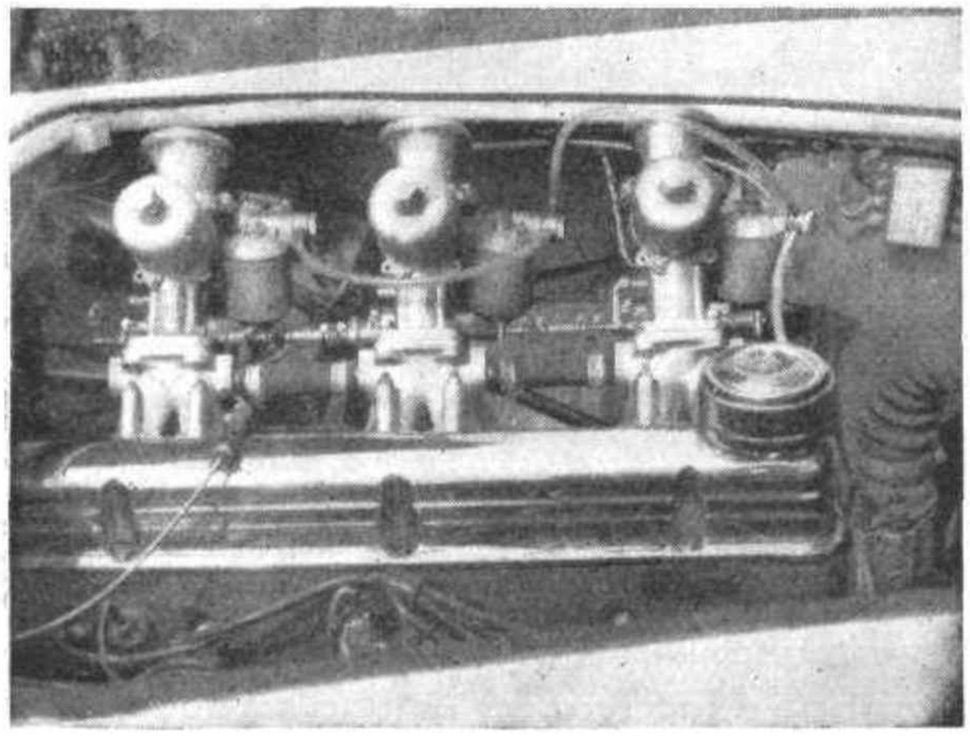
Maximum speed : 123.8 m.p.h. *(see text)*

Speeds in gears : 1st, 37 m.p.h.; 2nd, 62 m.p.h.; 3rd, 90 m.p.h.; 4th, 107 m.p.h.

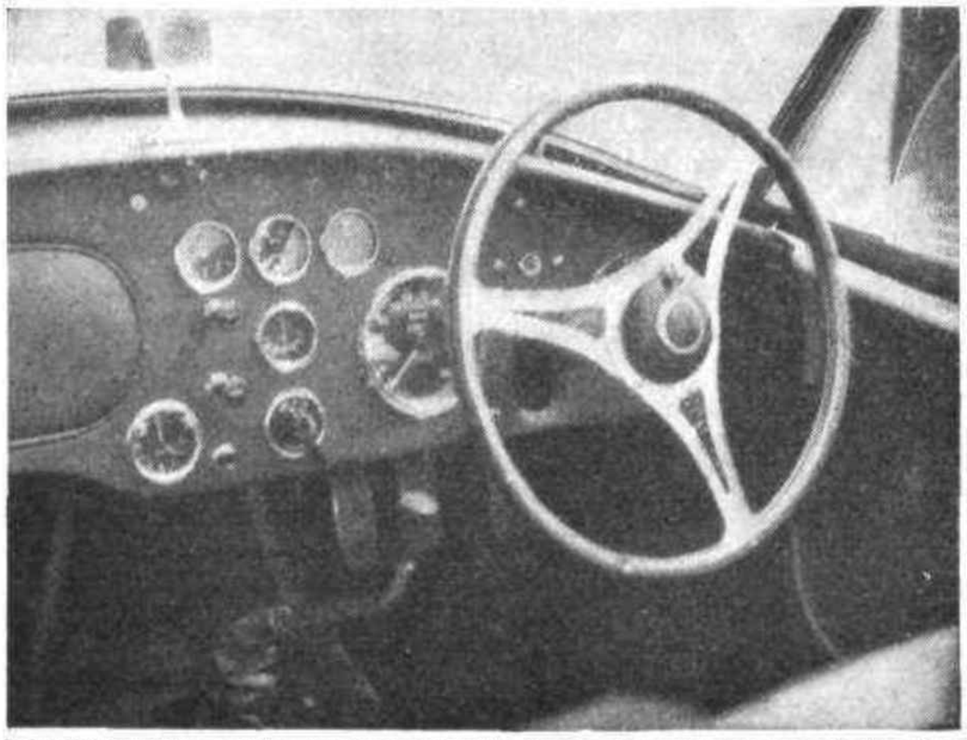
Overall fuel consumption : 22.4 m.p.g.

Price : £1,197 plus £499 17s. 6d. purchase tax; total, £1,696 17s. 6d.

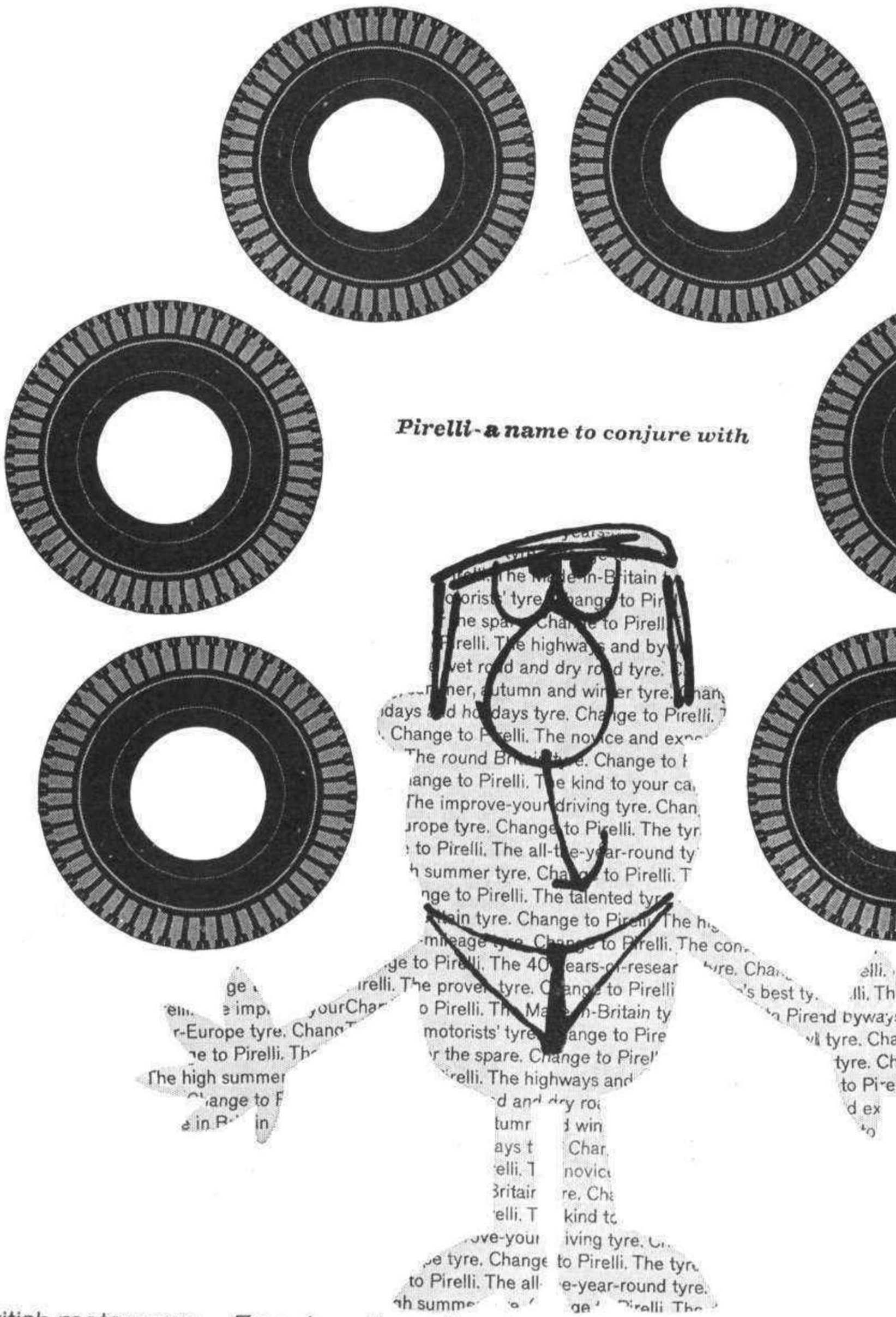
Extras : Overdrive, £93 10s.; hard-top, £85; heater/demister, £21 15s.; bumpers, £15; wood-rimmed steering wheel, £12 10s. Tuning as per list.



GASWORKS.—In Stage IV form the Ford Zephyr engine of the A.C. Ace uses three S.U. H6 carburetters and gives 155 b.h.p. at 5,500 r.p.m.



COMPLETE.—The cockpit of the A.C. is well arranged for fast driving. The Smiths clock on the left kept perfect time in spite of the shaking it received.



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WHERE ARE THEY NOW ?

The Editor Ponders on the Whereabouts of the Pre-War Racing Drivers and Racing Mechanics

THE excellent idea on the part of Kenneth Neve, President of the Vintage Sports Car Club, of inviting pre-war racing drivers to take part, at the wheels of appropriate cars, in a parade and mock race at Oulton Park last June (how successful it was is recounted on pages 674 and 675) has caused me to wonder just how many pre-war racing drivers can be traced.

There is so much interest all over the World today in the historic aspect of motor racing that the task of keeping in touch with its older participants is of considerable importance. The V.S.C.C. could invite but a very limited number of such personalities to their meeting and it was not difficult to recall many more who might have been present. From memory alone I can quote Whitney Straight of B.O.A.C., Raymond Mays, Prince " Bira," who is resident in France, Humphrey Cook, Billy Cotton, Arthur Dobson, George Abecassis, Charles Goodacre, Charlie Dodson and Bert Hadley—the Austin Trio—, T. A. S. O. Mathieson, as keen on motor racing history as anyone, who resides in Portugal, Oliver Bertram, Q.C., who could surely be located at the Law Courts, Alan Hess, Louis Klemantaski, Cyril Paul, who, I believe, plays with motor-boats somewhere on the Naze, Sydney Allard, still active as a driver of exciting machinery, Ken Hutchison, who lives in luxury abroad, Cholmondeley-Tapper, Mrs. Gwenda Hawkes, who figures prominently in my recent book about Montlhéry and who, with Douglas Hawkes, could no doubt be found in the sunny places where small ships tie up. Stuart-Wilton, Harvey-Noble, " Ron " Horton, H. T. Clayton and other M.G. exponents of before-the-war are, I think and hope, still with us. Tommy and " Bill " Wisdom, H. G. Dobbs of the single-seater Rileys who is still in Southampton, Charles Mortimer and so on come to mind as essential at any future gatherings of this sort. Indeed, the list becomes quite long. . . . There are Jack Barclay, Jack Dunfee, George Newman, Lord Ridley, Sir Alastair Miller, Bt., Stiles, George and R. L. Duller. . . . If you admit Bolster and Davenport as sprint exponents, what of Robert Waddy down in Brighton ? Robin Hanson has been seen in Brussels, Esson-Scott and Dorothy Stanley-Turner are about somewhere, Dreyfus runs a restaurant in New York.

If you go abroad there is the great (in two senses) Alfred Neubauer, once an Austro-Daimler and Mercedes racing driver, Lang, von Stuck, Trintignant, who is a great lover of old machinery and still has his first G.P. Bugatti, Albert Divo, Paul Dutoit, Counts Lurani and Brivio, L. Villoresi, Taruffi, Etancelin, René Thomas and Hans Ruesch.

It seems to me that while Philip Mann is busy with his highly commendable self-appointed task of sorting out the whereabouts and pedigrees of old racing cars, someone should set about recording the whereabouts and hiding places of pre-1940 racing drivers. Incidentally, it was an article asking " Where Are the Veterans ? " by E. K. H. Karslake in these pages over 30 years ago that unearthed some of the monsters we enjoy seeing in action today and no doubt hastened the formation of the Edwardian Section of the V.S.C.C.

I have just remembered W. O. Bentley, Capt. " Archie " Frazer-Nash, H. R. Godfrey, J. A. Joyce, Kaye Don, the Hon. Mrs. Victor Bruce, D. M. K. Marendaz, Major Coe, " Cupid " Hornsted, Michael (Alvis) May, all of whom I have either seen, heard from or heard about fairly recently . . . and obviously I have overlooked more names than I have recalled. I will admit, however, that several Brooklands drivers I would like to meet have always been elusive : A. Ellison of the big Lorraine-Dietrich, A. Whale who raced a slim Calthorpe, Le Champion, Gedge, Capt. Drummond, Major R. F. Cooper, C. Bone. . . .

Will all who were racing drivers in Britain and Europe before the war (I will gladly leave the Americans to start a register of their own !) or who know of such drivers, please write to me c/o MOTOR SPORT so that some kind of index can be compiled and eventually, perhaps, be divided into Grand Prix, Brooklands and sprint exponents, for the benefit not only of posterity and of any club or organisation as ambitious as the V.S.C.C. which feels like calling them together for social or motoring activities ? The B.O.C., for instance, might care to " collect " pre-war Bugatti drivers.

While on this subject, let us search, too, for the racing mechanics, who most certainly have plenty of valuable data and memories to contribute to the history of motor racing. The chaps who did the work are not quite so elusive as those who drove, because the British Racing Mechanics' Club, of which I have had the much-appreciated honour recently to be elected a Vice-President, is able to keep track of a good many of them. But going back down the years there must be many racing mechanics still active whom we should know about.

Through reader-contacts I have met both A. Brownridge and J. Apps who worked for E. A. D. Eldridge, and I have learnt new facts about Gwenda Hawkes' very fast Derby-Miller from Fred Cann. Querycoe is about somewhere, I feel, and at the dinner in Chester which the V.S.C.C. gave in honour of the pre-war drivers who took part in the aforesaid parade I sat next to George Boyle, who never has been able to steer clear of motor racing for long and who has a fund of reminiscences about the good old days. There must be others, drivers and mechanics, who are too modest to reveal their whereabouts without a little persuasion. Will you please winkle them out for me ?—W. B.

THE ACE IS TRUMPS—continued from page 685

has difficulty in judging just where the limit of adhesion comes and fast main road curves can be taken at full throttle with a very reassuring " running on rails " feeling. Towards the limit oversteer warns of impending breakaway but lifting of the throttle foot restores the *status quo*.

With only two turns lock-to-lock the steering wheel calls for little movement in making corrections and the Ace can be tweaked through traffic gaps very easily. Naturally the steering calls for some effort but this remains constant, being no worse at parking speeds than when travelling fast, the fact that the Michelin " X " tyres were inflated to 28 lb. all round no doubt helping somewhat.

Girling 11¾ in. disc brakes are now standard fittings on the front wheels and combined with 11-in. Alfin drums at the rear provide the A.C. with almost unbeatable braking characteristics; the pedal pressure required is not unduly high and the car always pulls up all-square from high speeds with no sign of fade. Although the handbrake operates on the rear drums it would not hold the car on a steep gradient and a gear was always engaged when the car was parked on a hill.

The Moss gearbox seemed able to cope with the torque of the Zephyr unit although some whine was evident in 3rd gear. Swift changes defeat the synchomesh but in ordinary road motoring this would hardly worry the driver as most other cars are soon left behind without the need to constantly " swop cogs," and on winding roads, 3rd, overdrive 3rd and top gears are all that is required to keep up very high average speeds. The value of overdrive is once again demonstrated as one can save the engine whilst still maintaining high speeds. Rudds may experiment with lower axle ratios so that the Ace can reach peak revs. in overdrive top, which should give the car a very useable 130 m.p.h. maximum speed.

Fuel consumption over our 1,000-mile test worked out to a commendable 22.4 m.p.g. and only under performance testing conditions did the consumption fall below 20 m.p.g. With a 13-gallon tank the Ace has a range of nearly 300 miles. No oil or water was consumed although the engine ran quite hot during our period of ownership which coincided with a minor heat wave.

The extreme simplicity of the design of the A.C. makes this a fairly easy car to maintain and now that the design incorporates an engine from the great Ford empire, service for this unit will be available all over the world as well as being considerably cheaper to overhaul or replace. Moreover, the adoption of the Zephyr engine endows the A.C. Ace with a more attractive performance, especially on the road and when in racing tune should go so quickly that it stands a good chance of being banned from B.A.R.C. marque races!—M. L. T.

The Latest Sunbeam Rapier

The Sunbeam Rapier has improved out of all recognition since its introduction many years ago, mainly because the Rootes Group has not been slow to incorporate improvements which have been prompted by several seasons of strenuous and frequently successful rallying. A full report on the series was published in MOTOR SPORT for March 1960.

Last April this excellent British sports saloon was taken a stage further, to IIIA form, by the adoption of an 81.5 × 76.2 mm. power unit having a capacity of 1,592 c.c. In making this change Rootes have not lost sight of the fact that it is desirable not to exceed 1,600 c.c. if a car is to remain appropriate for International competition work, as B.M.C. have done in recently increasing the engine size of the M.G.-A to 1,622 c.c.

The Rapier thus remains eligible for the popular 1,300-1,600 c.c. class while being endowed with even better performance than it formerly possessed. Apart from the increase in swept volume the settings of the Zenith carburetter have been revised and minor engine alterations made, while the Alpine clutch is used and the front anti-roll bar is now of ¾ in. dia.

It is not top speed but torque in the middle speed range that is noticeably improved. The very welcome overdrive supplementing third and top gear is more useable than ever, and the Sunbeam Rapier accelerates just that much better than before. The power unit is apt to be a bit noisy and harsh when working hard.

The Rapier remains a well-appointed, handsome car of convenient size, appealing particularly to the vintage-minded, for it rides solidly, has firm rather than light steering, an excellent if heavy floor gear change, and bodywork with good seats that is free from rattles. Some draught enters if the side windows are opened wide. It feels as if it will outlast lesser machines, it is definitely a man's car, and the Lockheed brakes, disc at the front, deserve the highest praise. I recently enjoyed 800 miles in a Rapier IIIA, fuel consumption coming out at an overall 24½ m.p.g. under very varied conditions. The brown and white two-tone colour scheme aroused the family's admiration and Roote's service I know to be second to none. At £1,060 1s. 8d. this overdrive, disc-braked, 95-m.p.h. Sunbeam Rapier is a highly commendable British product.—W. B.

FRENCH GRAND PRIX—continued from page 662

can hardly imagine Baghetti's thoughts as he and the two Porsches went by the stricken Ferrari, having already passed Phil Hill push-starting his Ferrari, but one can certainly imagine those of Bonnier and Gurney, who were now dicing with the young Italian for victory of the 47th French Grand Prix. Phil Hill got his engine started and in a very exhausted state rejoined the race in ninth place, behind Salvadori and a lap behind the leaders.

Now the whole hopes of the Scuderia Ferrari rested on young Giancarlo Baghetti, driving in his first World Championship race, and, in fact, the whole hopes of Italy rested on his shoulders. It seemed quite impossible that such a newcomer to big-time racing could go on battling against more experienced drivers without making a mistake of a missed gearchange, an error in braking, or a misjudgment of speed into a corner, or getting elbowed out of line by his superiors. Bonnier and Gurney now attacked with renewed vigour, for victory was in sight and on lap 41 Baghetti led by the smallest margin, and there were only 11 more laps to go. The whole of the vast crowd around the circuit now became alive, the pits and grandstands were in a fever and pit signals were unnecessary, there were three cars in a tight bunch and anyone of them could prove the winner. It was a battle to the death.

On lap 42 the Porsches were side-by-side, one each side of Ferraris long tail, on lap 44 they had the red car between them, but on lap 45 Baghetti was back in front again. Once more they made a concerted attack, and on lap 46 they were side-by-side and in front of the Ferrari. Now it seemed that they had got Baghetti sewn-up, but next time round and he was back in the lead, having gone by them down the straight to Thillois and outbraked them for the hairpin. On lap 48 he was the meat in the sandwich once more, the three cars practically touching each other as they roared past the pits. On lap 49 Gurney dead-heated the Ferrari across the line, with Bonnier almost touching their exhaust pipes, and the crowd nearly died with excitement. On lap 50 Baghetti snatched the lead again, but Gurney was only inches behind, the wheels of the two cars being almost interlocked. The American was really fighting now, but the unruffled Baghetti was still holding his own in the most incredible exhibition of cool driving anyone could wish to see. Bonnier had dropped back and the reason was clear to see when he drew into his pit with smoke and oil coming from the rear of the car. The Porsche engine had succumbed to the furious pace. With only two laps to go he was sent off to try and limp round to the end, but meanwhile Gurney was racing the Ferrari for the Thillois hairpin. He got the lead and held it up the straight towards the finishing line, crossing it with Baghetti right alongside him, but a few inches back, and together they disappeared over the brow and under the Dunlop Bridge to start the last lap. The tension was terrific as everyone waited for them to reappear on the long straight down to Thillois, and as they shot out of woods and started the run downhill, at 150 m.p.h. the red Ferrari was just leading. The silver Porsche gained slowly but surely and as they went into the braking area for the hairpin Gurney took the lead. Out of the hairpin they slid, with the Porsche leading but the Ferrari was right in its slipstream. Up the final straight they came, with thousands of pairs of eyes from the grandstands and pits glued on the two cars. About 300 yards before the finishing line the Ferrari suddenly pulled out and shot by the Porsche in one of the most perfect pieces of timing by Baghetti that would have done credit to Fangio himself. The roar from the crowd was terrific as the young Italian won the French Grand Prix by less than the length of a car. The Ferrari team were beside themselves, the Porsche team happy enough at having put up such a splendid fight, and the Chapman team more than pleased with their third and fourth places. Bonnier struggled round to finish seventh, and the McLaren/Graham Hill duel was resolved as they crossed the line, in favour of the New Zealand driver. A very unhappy Phil Hill arrived a lap late, bringing Ginther in on the tail, and the Ferrari team drivers drowned their sorrows while the F.I.S.A. protege was lifted from the car and water was poured on him to cool him off, for he had driven a harder race than anyone, having been attacked by all and sundry for the whole 52 laps, to say nothing of the three practice sessions.

This was motor racing, and Giancarlo Baghetti had arrived, even if he never wins another race, for he had ensured that the 1961 French Grand Prix will go down in history just as Mike Hawthorn did in 1953.

While everyone sank into heaps and searched for something cool to drink the Formula Junior lads came out to contest their final, and Tony Maggs won from Trevor Taylor, but as the Lotus driver had won both heats and the result was to be based on addition of the results of the three races he was a certain winner. —D. S. J.

Results :

47th FRENCH GRAND PRIX—Formula 1—52 Laps—432 Kilometres Very Hot

1st :	G. Baghetti (Ferrari V60) ..	2 hr. 14 min. 17.5 sec.—192.874 k.p.h.
2nd :	D. Gurney (Porsche 4-cyl.) ..	2 hr. 14 min. 17.6 sec.
3rd :	J. Clark (Lotus-Climax) ..	2 hr. 15 min. 18.6 sec.
4th :	I. Ireland (Lotus-Climax) ..	2 hr. 15 min. 27.8 sec.
5th :	B. McLaren (Cooper-Climax) ..	2 hr. 15 min. 59.3 sec.
6th :	G. Hill (B.R.M.-Climax) ..	2 hr. 15 min. 59.4 sec.
7th :	J. Bonnier (Porsche 4-cyl.) ..	2 hr. 17 min. 32.9 sec.
8th :	R. Salvadori (Cooper-Climax)	1 lap behind
9th :	P. Hill (Ferrari V120)	2 laps behind
10th :	H. C. Taylor (Lotus-Climax)	3 laps behind
11th :	M. May (Lotus-Climax)	4 laps behind
12th :	M. Gregory (Cooper-Climax)	9 laps behind
13th :	M. Trintignant (Cooper-Maserati)	10 laps behind
14th :	I. Burgess (Lotus-Climax)	10 laps behind

Fastest lap : S. Moss (Lotus-Climax), in 2 min. 30.4 sec.—198.712 k.p.h.

Retired : J. Lewis (Cooper-Climax), lap 4; C. A. S. Brooks (B.R.M.-Climax), lap 4; J. Surtees (Cooper-Climax), lap 4; F. B. Collomb (Cooper-Climax), lap 7; J. Brabham (Cooper-Climax), lap 14; W. von Trips (Ferrari), lap 18; L. Bianchi (Lotus-Climax), lap 22; G. de Beaufort (Porsche), lap 23; G. Scarlatti (Tomaso-Osca), lap 25; W. Mairesse (Lotus-Climax), lap 26; S. Moss (Lotus-Climax), lap 31; R. P. Ginther (Ferrari), lap 41.

26 *starters* — 14 *finishers*

COUPE INTERNATIONALE DE VITESSE—Formula Junior 30 Laps—2 Heats and Final

1st :	T. Taylor (Lotus-Ford)	1 hr. 24 min. 44.1 sec.—176.352 k.p.h.
2nd :	H. Maggs (Cooper-B.M.C.) ..	1 hr. 24 min. 44.9 sec.
3rd :	J. Siffert (Lotus-Ford)	1 hr. 25 min 50.7 sec.
4th :	B. Boyer (Lotus-Ford)	1 hr. 26 min. 32.6 sec.
5th :	J. Love (Cooper-B.M.C.) ..	1 hr. 26 min. 50.3 sec.
6th :	D. Hulme (Cooper-B.M.C.) ..	1 hr. 26 min. 57.0 sec.

Fastest lap : A. Maggs (Cooper-B.M.C.), in 2 min. 45.2 sec.—180.909 k.p.h.

LADY COMPETITION DRIVERS

Continued from July issue

Betty Haigh has had an extremely varied driving career, although like so many lady competition drivers her first interest was in the equine world. However, she was taken to Brooklands and to quote her own words "the rot set in." Her first experience of real speed was in the old 300-h.p. Fiat then owned by le Champion when they got in a brief spell in 3rd gear near Daventry, which represented about 130 m.p.h., at which velocity the car was using a lot of road.

After early experience on Austin Seven, Singers and M.G.s she really began to learn how to drive on a 328 B.M.W.,taking part in the Swiss International Hill-Climb in 1948 when she received valuable advice from Hans von Stuck. Soon after the war Miss Haigh began competing in European rallies and took part in the first post-war rally, the Alpine of 1946, when the Germans had hardly left the country. The only engine oil was that drained from American Army vehicles and the petrol was so poor that the cars pinked going downhill! Tyres were usually so old, or of such poor quality and literally exploded from time to time, and although most bridges were missing and replaced by planks and so on, the rally managed to carry on. Miss Haigh's pre-war A.C. managed to keep going and won the 2-litre class and the Coupé des Dames. Strangely enough she describes it as her most exciting drive!

Another interesting drive was in the Ferrari which she co-drove with Yvonne Simon in the 1951 Le Mans 24-hour Race. This was a 2-litre V12 capable of some 130 m.p.h., but during the inevitable downpour the brakes became full of water and rather temperamental. Despite this and a high thirst for oil the car finished at 82.3 m.p.h., and gained the Coupé des Dames for the two ladies, the last time this was awarded at Le Mans.

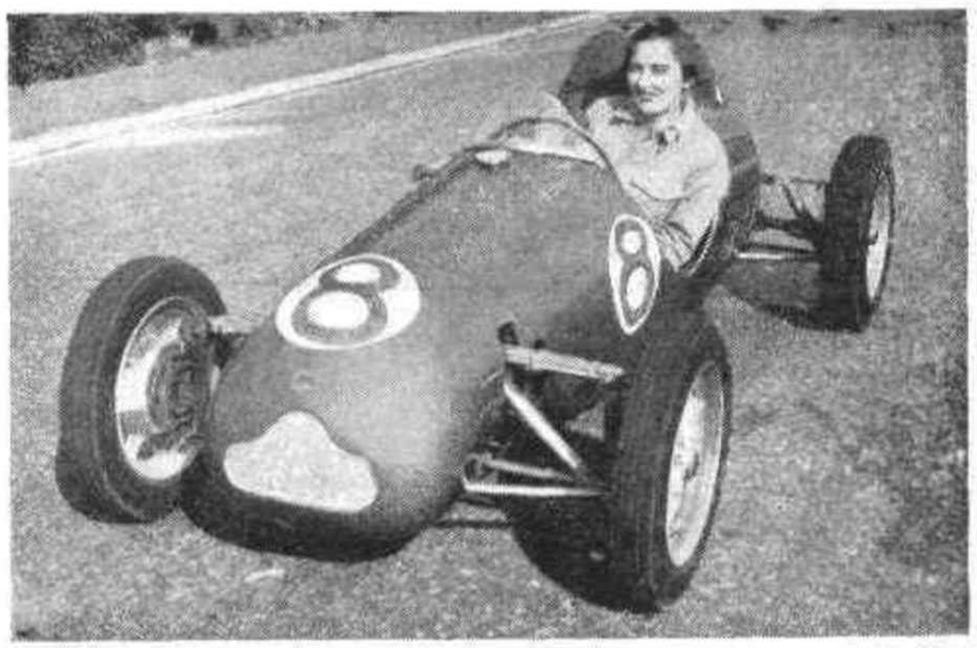
In hill climbing she has held the ladies' record at Prescott for six years and has also had numerous ladies' class wins at many other hill climbs both here and abroad.

Future plans include a Lotus 7 with 1,460-c.c. F.W.B. Climax engine for British hill-climbs and if a suitable British car can be found she will enter Continental Mountain Championship events, possibly with an Elite. For a road car she has used various Porsche models since 1957.

* * *

Bluebelle Gibbs. Mrs. Gibbs is not ashamed to admit that she has been an active competitor in motoring competitions since 1923 when she went as sidecar passenger on her father's Norton. She learned to ride a motorcycle at the age of 12 and by the age of 18 she was in the Norton works team, winning the Ladies' Motorcycle Championship the following year. In the ensuing years she rode Enfield, Francis-Barnett, Cotton Blackburne, Raleigh and Norton machines, having a good deal of success in Trials.

Motor competitions did not feature in her programme until 1951 when she began racing the ex-Eric Thompson Le Mans 1,500-c.c. H.R.G. converted to twin overhead camshafts and became a regular supporter of Club meetings organised by such Clubs as the M.C.C., S.U.N.B.A.C., A.M.O.C., M.M.E.C., V.S.C.C., B.A.R.C., Maidstone & Mid-Kent, Eight Clubs gaining awards in many of these meetings. Later, a rear-engined Cooper-Climax replaced the H.R.G. and this was used for some time, although Mrs. Gibbs was not happy with the rear engine layout and eventually reverted to a front-engined car, the ex-Michael Taylor Lotus XI which she races today. She is happy to stay in Club racing and as long as there is an 1,100-c.c. class she will take part along with her husband Len Gibbs who races a Lotus Junior. She has a high opinion of the standard of driving in motor racing especially in National events and in her experience the newer drivers soon learn their way round. For a road car Mrs. Gibbs uses an M.G. Magnette.



Betty Haigh in her Cooper with which she has gained many hill-climb successes.

Shelley Marten was almost destined to take part in motor racing as her father raced at Brooklands before the war and her brother races a Morgan Plus 4. She started driving in 1959 with a Morris Minor but after having the engine rebuilt three times in a year decided it wasn't fast enough. After trying a Lotus 7 which went very well but allowed the elements to enter too freely she bought an Alexander-Turner and spent the off-season practising at Brands Hatch. The car was modified to Sebring specification and raced almost every week-end. Little success has come her way, her best place being a second at Brands when, having led all the way she was pipped on the line by the Toucan Special.

She hopes to move on to something like an A.C. or an Elite and is quite prepared to move on to Formula racing if the opportunity arises. The Turner is used as a road car and gets a hard life but she praises the handling both on road and track, having spun only once, at Snetterton. She also has a high opinion of male drivers on the circuits, believing they have greater powers of concentration than women and probably more endurance for longer races.

* * *

Isobel Robinson became interested in motor racing when she took the position of secretary to the Public Relations Officer of the Owen Organisation which runs the B.R.M. team. In this position she has the opportunity to visit many of the European G.P. races in which B.R.M.s are entered, helping to film the team's activities.

Three years ago she commenced hill climbing with Eric Broadley's 1172 Broadley Special, which was the forerunner of the Lola, then replaced this with a Downton-tuned B.M.C.- engined Turner formerly raced by Betty Haigh. So far no great successes have come her way but she has several Ladies' Class wins and one or two class records to her credit. In rallying, she co-drove with Rosemary Seers in the 1959 R.A.C. Rally.

For this season she has purchased the ex-Philip Robinson Cooper-Norton 500 which she will use in hill-climbs and possibly some circuit racing.

On the road she uses a Daimler to tow the Cooper and also drives a 3.4 Jaguar with automatic transmission.

LETTERS FROM READERS

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

SALOON CAR RACING

Sir,

Although I spent all of May 6th at Silverstone, I must have missed the Production Car Race, and I look forward to your report on it. Mind you, I did see several Jaguars vainly pursuing an American heap of chrome, and I believe there were three or four other makes involved—however, I looked in vain to see one or two examples of the 59 different makes of saloons I counted in my car park. Naturally I realise that the controllers of motor racing in this country have the interests of the spectator at heart and they obviously hope that eventually there will only be one make of car racing which will lead to closer racing as in the "500" days—it should also kill this class just as effectively.

In a more serious vein, may I ask you as a responsible and outspoken magazine to campaign even more strongly than you did earlier this year against the present set-up in saloon car racing, for the benefit of spectator and entrant alike. Can you get the organisers to understand that the ordinary paying public are completely indifferent to Group II, III or XYZ. They want to see fast, noisy, varied saloons (preferably on the limit) and to tell them that because Group II cars are "perfectly standard, old boy" they will be able to identify them with their own vehicles, will provoke suitable derisive noises. The public isn't *so* stupid—they know that the difference between the car they get off an assembly line (which judging from readers' letters is a pretty doubtful acquisition), and the immaculately prepared one they see on the track on which a lot of time and money has been spent, is vast indeed. Nor can Group II racing be attractive to genuine private entrants, or why have fields shrunk in 1961? Let us hope that spectators at National and International meetings also have a chance to see a touring car race at a Club meeting in order to restore their confidence, or doubtless this type of racing will go the same way as others which have been ruined by bumbling bureaucracy.

I am, Yours, etc.,

London, N.W.3. J. STANTON.

[Although this letter refers to a meeting held some months ago it has considerable significance in view of the ban placed on the Chevrolet Impala and Ford Galaxie at The British Empire Trophy Meeting last month.—ED.]

* * *

READERS' VIEWS ON THE NEW M.G. MIDGET

Sir,

I am one of numerous M.G. Midget owners who regard the "New Midget" with an air of disdain. I say the "New Midget." Mr. Courtenay Edwards, the motoring correspondent of the *Sunday Telegraph*, calls it "the Austin Healey Sprite wearing a false moustache and dark glasses," which I feel is a much better description.

A better performance it may well have over the old M.G. Midgets, but better quality in construction and coachwork!—Never! When the new Midgets are falling to pieces, the old ones will still be around, their bodywork as sound as ever.

I am, Yours, etc.,

Anglesey. R. GOWRING (Plt. Off.).

Sir,

Until this month I have been able to look upon the many different makes of sports cars and find something characteristic in the design of each of them. However, during the last week I have inspected both the Mark II Sprite and the M.G. Midget and find that there are slight differences in upholstery, instrumentation, grille and chrome work, other than these minor points the cars seem to be identical in every way. In effect the famed Midget has been revived as an Austin Healey in disguise. It seems that B.M.C. are not content to standardise their saloon range but also their sports cars.

I cannot help expressing my disgust and sorrow in this latest development. Both M.G. and Austin Healey are famous throughout the World for their performances, past and present, and it is a greaty pity therefore that B.M.C., with its great resources, could not leave the Mark II Sprite with its individuality, and at least have given the famous M.G. Midget a different body design.

I realise B.M.C. are after the export market, but is standardisation really necessary?

I am, Yours, etc.,

Windsor. A. J. BEERE.

Sir,

Delighted to observe the return of the M.G. Midget. Observing what happened to the B.M.C. 1½-litre saloons, I can hardly wait for the appearance of the new Wolseley Hornet—a Sprite with lamp-lit grille badge and veneered dash, and the new Riley Nine Imp, a Sprite with blue diamond badge. Since the combustion chambers will not be hemispherical, at least the hub caps could be, thus preserving all the finest traditions of the *marque*! Incidentally, if B.M.C. gain Borgward, will the next Isabella be a narrow-track Farina-finned 4-door which anyone except B.M.C. would have called an A55?

I am, Yours, etc.,

London, N.5. M. G. SLATTERY.

Sir,

My congratulations to B.M.C. on announcing two new versions of the Sprite within such a short time.

I am, Yours, etc.,

Burnham. "A T.D. OWNER."

* * *

SPRINTING

Sir,

I entirely agree with Mr. Joseph Bayley that an organisation should be formed to co-ordinate sprinting and hill-climbing in the car world. I am thinking principally about dates.

I am very fortunate to be closely connected with the hill-climb at Wiscombe Park in Devon. You may know that certain clubs select their dates and then apply for the use of the hill. Strictly speaking, therefore, the dates selected are not my concern. However, I have been climbing hills for a few years and I am dismayed if I find that we have clashed with another climb. After all, as Mr. Bayley says, these events only exist because certain people "like doing this sort of thing," and it is a crying shame if two venues should discover too late that they are pulling against each other instead of the opposite which is so desirable. It is equally tiresome for competitors.

I realise that events of high category are spread out but in my limited experience I find that category has little if any effect on quality and quantity of entries. The only real solution is for the fifty-odd speed venues in the country to pool their plans as early as possible in the preceding year and work out a calendar to the benefit of all and the Sport in particular.

There seems to be an ever-increasing demand for hill-climb and sprint venues and the need for co-ordination is becoming urgent.

I am, Yours, etc.,

Mortimer. CHARLES LAMBTON (Major).

* * *

THE POLICE AND THE PUBLIC

Sir,

I have for many years read MOTOR SPORT and viewed the many controversial topics such as the VW saga and "breakdown of good relations between the Police and the motoring public" with a slightly unconcerned and perhaps jaundiced eye. A recent experience with the powers-that-be regarding a motoring offence has made me believe that the opinions of MOTOR SPORT are based on fact and not on the keen edge of an editorial axe. The facts leading up to my own disillusionment regarding the Metropolitan Police Force are as follows: Late one evening in February I was stopped by a Motorcycle Patrol on the North Circular Road, a few yards from a cafe which is the venue of the 100-m.p.h. motorcyclists. I was warned I had exceeded the speed limit by 10 m.p.h. The officer concerned stated that he could not say if proceedings would be taken, as a decision would be dependent on his superior; also that up to three months might elapse before I was informed either way. The following day the speedometer of my vehicle was checked, and error found due to the ingress of water. The manufacturers were duly approached, and extensive weather-proofing carried out. This included fitting a sealing ring, missing from new, and the incorporation of an additional cover for the instrument head. A plea of guilty was submitted to the Court of Petty Sessions, together with bills showing that the necessary work had been carried out free of charge. A request was made for the return of the bills; also of photographs depicting the work carried out.

The result of this effort to co-operate was a fine of £4 and the usual endorsement of licence. The bills and photographs were

not returned, and no account was taken of the previous 15 years' and 350,000 miles of trouble-free motoring. A little crestfallen at the outcome of unwittingly exceeding the speed limit, I was near to accepting the situation when I read in a local paper that a 19-year-old motorcycle mechanic had crossed a traffic signal whilst it was red and obstructed the apprehending constable in the execution of his duty. A fine of £1 was imposed, both offences being proved (a charge of assault was dismissed). *It transpired that the defendant's father had been in the local police force for 25 years and that his two brothers had also served in the force.*

Prior to my unfortunate clash with the law I had considered the Police to be an understanding body which, if at all possible, would endeavour to be helpful. There is now, however, another motorist who has learnt that Britain's Police are not marvellous, who realises why witnesses are diffident to come forward, and understands " that feeling " between the Police and the public.

I am, Yours, etc.,
" DISILLUSIONED MOTORIST."
[Name and address supplied.—ED.]

* * *

GOOD SERVICE

Sir,

Having in the past cavilled at the often deplorable service provided by our motor manufacturers and suppliers of accessories, it is pleasurable to be able to say that one firm, at any rate, is trying to redress the balance.

I refer to Magnatex Ltd. Recently I had occasion to ask their advice on the poor operation of windscreen wipers fitted to my Austin Hereford coupé. The company not only gave the advice—they also supplied, with their compliments, new items which proved to be completely satisfactory.

It is good to know that there are still some firms who value customer relations.

I am, Yours, etc.,
Abingdon. A. L. PULLEN.

* * *

MORE HAPPY HERALD OWNERS

Sir,

May I join your correspondent, Miss Grieve, in the lions' den ? I, too, am a most satisfied Herald owner of six months and nearly 7,000 miles. Like her I have had no experience of leaks whatsoever, nor have I had any trouble with body components loosening. My tool-kit has, in fact, remained untouched.

I should like to endorse all she says in the car's favour and much of what she says against it, but I find both dip and main beam very good and the fuel gauge (mine is a twin-carb. model) fairly accurate. My chief complaint, however, is the layout of the controls on the facia; it was most unfortunate that all the knobs fell out of the pepper-pot in such a haphazard manner ! Interchanging of the air distributor and light controls, the screen-wiper and booster fan switches, brings the heat and ventilation control to the left of the panel, the light master switch next to the column dip control (surely this is the right way up ?), and the wiper and washer together on the right of the steering column.

Yes, I would have no other small car, except perhaps a Herald 1200, and if I have as little trouble the next 7,000 miles we may become a " two Herald family."

I am, Yours, etc.,
Norwich. ROGER I. BABER.

Sir,

Three loud cheers for Miss Grieve ! If, as she anticipates, she has her head chopped off it will be by those who are ignorant or prejudiced (or both). When I got my Herald I was used to sports cars, and had owned a TR for six years and before that an S.S.100. I was severely shaken by the Herald's cornering power. Where the TR had bounced round a corner with some drama and a good deal of squeal, the Herald went round faster, as though on rails. Without doubt this is, to my mind, a very excellent little car. My passengers remark not only on its comfort but also on its safe feeling. " It's so stable. Makes you feel very confident." I'm surprised Miss Grieve did not mention luggage. Mine swallows an almost unbelievable amount.

As to performance, if one has the necessary cash (and as cars go it's not expensive), a visit to Jack Brabham (Motors) Ltd. will put this right. A Climax engine makes this into a most amusing car. Can anyone think of a car which combines so many qualities as the Herald-Climax, and which isn't *at least* double the price ?

Without doubt this car is, for sheer fun, the best I have ever driven (including a brief spell in an Aston DB2).

I am, Yours, etc.,
Englefield Green. M. BRETTELL.

" THAT CAR "

Sir,

May I add another voice in praise of " that Beetle's " Service organisation ?

When my secondhand VW was purchased it took the agent 12 months to finally agree to do something about the gear-changing, which had not been working satisfactorily. When the job was done the car was duly collected and driven the 130 miles home, when, with about 10 miles to go the transmission tightened up. We managed to limp home on the one available gear left.

As the agent concerned was not particularly interested, I removed the transmission unit myself and with the aid of a friend took it up to VW Motors for them to have a look at.

They were most courteous and helpful, but imagine my horror when told that the back axle and gearbox were completely wrecked (due to the agent's faulty assembly), but also imagine my relief when told that the agent would have to take the responsibility.

I was later dispatched with a virtually brand new unit, with apologies for having been inconvenienced !

Since my original purchase I have kept an accurate account of everything spent, including garage and depreciation, and the car has cost me 3.95 pence per mile (over 39,500 miles).

I say, " Viva la VW! "

I am, Yours, etc.,
Weymouth. P. C. S. WEBB.

* * *

JOKE !

Sir,

I am very disappointed. You are the last person I would have expected to tell that old chestnut about the Fiat 500 with the brakes on hauling a heavy lorry up a hill.

When I first heard this story the car was a model-T Ford. I am not claiming this to be the original version, for pre-1914 the vehicle was probably a Bebe Peugeot. A century earlier the scene was the Brighton road and the *Punch* lines were :

Astonished waggoner : " Pray desist, good Sir, your poor greys are smoking."
Curricle driver : " Stap me ! I have had the drag on ever since coming down Ludgate Hill ! "

I am, Yours, etc.,
Yeovil. M. C. JONES.

[Forgive me—the story was told to me in Turin *by a member of Fiat's Publicity Department* !—ED.]

* * *

TWO SIDES TO A COIN

Sir,

Mr. A. R. Castell was most fortunate to have his Crypton tachometer replaced immediately when it proved faulty.

I ordered (and paid for) a similar instrument in February of this year. It was delivered on March 25th, and worked admirably for eight days. My road speed at 1,000 r.p.m. then changed from 15 to 25 m.p.h., so I returned the offending tachometer to Messrs. Crypton.

The firm replied, informing me that the instrument had been passed on to their sub-contractors, and should be back in my possession by the end of the week.

Seven weeks passed, and I wrote again. Messrs. Crypton were apologetic and told me they had communicated with the nameless manufacturers insisting that the tachometer be sent to me direct before " the end of the week."

To date I am still without a rev.-counter, and it is fourteen weeks since the original order.

Good service ?

I am, Yours, etc.,
Poole. B. S. BEDDOE.

* * *

SERVICE FOR LANCIA AUGUSTA OWNERS !

Sir,

During some recent work in making a Lancia Augusta road-worthy, I discovered that there was no oil sealing at all on one half-shaft, a wholly abortive improvisation by some inept bungler having merely served to score the shaft.

As I believe that the original felt seals are no longer obtainable, I thought that other Augusta owners might be interested to know that a modern seal is available, namely " Payen " No. C864, 38 × 52 × 8 mm.

Incidentally, the Payen stockists here, Messrs. Cowley & Bester, looked up this seal for me in the catalogue and, on finding that they had none in stock, telephoned the manufacturer, who posted the seals to me immediately. To endorse this splendid service I found on the seal containers when they arrived, " Lancia Augusta Rear Axle " . . . proof positive that there are still some

firms, of which J. Payen Ltd. is one, who still cater for a minority.

I am, Yours, etc.,

Coventry. J. B. WARDLEY.

* * *

WOT, A WYVERN ?

Sir,

Amongst the high-ranking achievements of VWs and Mini Minors, I should like to praise the mechanical reliability of the now deleted Vauxhall Wyvern.

My father purchased one of these cars five years ago with some 10,000 miles on the clock. Since then it has been on the road every day and has been left out in all weathers. Apart from an annual overhaul and regular servicing, not a spanner or screw-driver has been needed in between. By the time the next overhaul is due the car will have covered 100,000 miles without a rebore and with the original pistons, which have been re-ringed once. The clutch is like new, and the gearbox still efficient.

Alas ! There is a sad ending to the story; the body is detaching itself from the chassis. Rust is corroding the metal, despite all efforts to stop it. Looking on the bright side again, next year there will be a new car in the garage. What make ? Rear-engined, made in Germany. What else ?

I am, Yours, etc.,

P. HARWOOD (eldest son of the above-mentioned father).

Clitheroe.

* * *

ANOTHER INSURANCE RACKET

Sir,

As the leading British Sporting Motor Journal it may be of interest to you to hear of the extraordinary contention of my Insurance Company (a leading Tariff Office) consequent upon my having exchanged a rather strong and lengthy correspondence with them objecting to a sudden decision of their head office to class my 1948 Alvis drophead coupé as a " sports " car—with a demand for the inevitable 25% extra premium. I quote from their reply :

> " We have been asked by our head office to mention that the sports-car terms which are invariably imposed by insurers in this country are not due solely to the possible performance of the vehicle but to the fact that such vehicles are usually much lower slung and they tend to be more accident prone."

From henceforth I shall search the advertisement columns of your interesting publication even more avidly than has been my custom for very many years; for who knows, I may yet see for sale a vehicle with the elevated chassis of the model-T Ford, to which has been fitted a Jaguar E-type power unit and disc brakes all round, the purchase of which would seemingly make my Insurance Company blissfully happy and myself far less accident prone !

I am, Yours, etc.,

Brentford. J. W. BURNELL.

* * *

OPINIONS

Sir,

Three years of driving have left me with these impressions :

(1) New cars depress me.

(2) The Government, the Insurance Companies, and the Police are appallingly anti-old cars, and are guilty of startlingly biased opinions of them and their owners.

(3) Rolls-Royce, Rover, and Alvis are the only British manufacturers to produce " cars " as such since 1939.

(4) Garage owners and their accessories are, with several notable exceptions, hawks of the worst order.

(5) Professional " tuners " and similar enthusiasts are quite the least grabbing, cheerful and pleasant race I have met.

(6) A light sports car is, driven well, the only safe and fast vehicle on the road.

I am, Yours, etc.,

Larkhill. H. H. MEWS.

* * *

BRAVE NEW WORLD ?

Sir,

After reading about the new Jaguar E-type, I tried to summarise my feelings, but the best phrase that I could come up with was " worshipful despair "—a most uncommon confusion of senses shared only, perhaps, by Mrs. Andy Capp when considering her magnificent spouse.

The choice of sex may be significant because I rate as one of the trousered Aunties to whom you refer in your April editorial. I think that 160 m.p.h. is for the birds—or aeroplanes, anyway ! It is, in fact, just twice the cruising speed of an Auster light aircraft.

The Jag. looks to be a beautiful piece of work. That chunky rear suspension unit illustrated in your article would merit first prize in any display of modern sculpture with some such fancy title as " The Dynamic Ultimate." But 160 miles per hour . . . ! !

Where, mate, are we going . . . and why . . . ?

Admitting that Mr. Marples' Highway Code is as profound and authoritative as any of Miss Blyton's " Noddy and Big-Ears " sagas, that braking chart on the back cover still indicates that the minimum stopping distance, including reaction time, for a vehicle travelling at 160 m.p.h. is 480 yards—or just over a quarter of a mile !

A recent Science Fiction classic iffed-up a world depleted of mankind through atomic war wherein dogs had been trained to speak and to crew the aircraft and submarines. Accepting the thesis—and kicking it around a little—I could resign myself to riding in a motor vehicle at this speed if chauffuered by a lion or tiger. Their reflexes are attuned to cope with a 50-60 m.p.h. collision speed when pulling down their prey and should be second to none. Even domestic cat-lovers like myself (another Auntie attribute) may have noticed their pets, when startled, delivering a paw movement as an indistinguishable blur. By comparison, *homo sapiens* rates pretty low in the scale, with reflexes conditioned to cope with the maximum speed of the genus—about 10-15 m.p.h.

We are quite puny creatures, still saddled with vestiges of claw and tail, and destined to be perpetually dwarfed by our own creations. Perhaps the next logical step is for Mother Nature to accelerate the human species into the new environment with a nuclear war—thus producing such perverse mutations of animal, vegetable and mineral as to cope with any force or condition. Three heads might be useful on the E-type ! One head to dispense with a rear-view mirror, and another composed wholly of foam rubber to absorb impact.

Frankly, though, I like people the way they are, and if this letter is to be considered as anything other than waffle, it should be taken as a plea to motor manufacturers to relate their product to the margin of error displayed by a tired and distracted human rather than a superman.

If I may digress to the world of aviation, the same stricture is applicable. Hands up all those who want to fly at 2,000 m.p.h. in a stainless steel-cum-porcelain aeroplane built to withstand the thermal thicket. I contend that if you can build an aircraft capable of cruising at 300 m.p.h. with a speed at landing and take-off of 10 (repeat ten) m.p.h., the airline passengers of the World will beat a path to your door. For myself, I am even less ambitious, and think nostalgically of the old airships and how comfortably safe they could be made with helium and modern turbo-jets. It is on the airship that one can visualise a real Captain in control. A bearded, comfortably paunched, authoritarian figure who rocks placidly with legs astride, hands clasped behind his back and issues, through a subordinate chain, such commands as: " We will execute a five-degree turn to starboard, Mr. Christian."

Compare him with the frenetic young captain of any jet-transport juggling nervously with his controls on final approach and halving, with tongue enwrapped in cheek, the tolerance of his air-speed. Drop below 110 m.p.h. and he'll fall out of the sky. Increase above 130 and he'll tear his flaps off. If this bod wears a beard, it is an affectation, and he has a pile of Cliff Richard's discs in his crew-locker to prove it.

I was four years old when the R.101 cruised over the school playground like an ocean liner in the sky. It was an epic and memorable sight—since slightly tarnished by Nevile Shute's revelations of awry planning in the *marque*. (Furniture and fittings made of wasted aluminium to save weight—and large potted plants in tubs containing real earth! Pure Goon Show.) From a distance of years, one gains the impression that the government A.I.D. was too closely identified with the project for its own good—but this is over-simplification. The same might be said of the Comet project, except that when a designer is breaking entirely new ground in research, who is qualified to apply safety regulations ? By natural law, the top brains are employed in creating—not in inhibiting the creations of others.

Finally, a point in your April correspondence concerning shoddy inspection and implying that a manufacturer's products are only as good as his individual inspectors allow them to be. This supports a theory beloved by the super-tax classes and is as realistic as Mrs. Dale's diary. (" The peasants won't work, Master Bob.") Pardon my vomit. More than three-quarters of the inspectors in the motor trade are semi-skilled and have little more status than labourers. The employers like it that way. From their view, what is the point in training a man in every aspect of motor engineering when he may spend half of his working life examining one piece of trim ? Of course, after half a lifetime, he will get to know that piece of trim quite well, but should he establish his own standards of perfection and act " bolshie," as it were, he is liable to be transferred to another section at small notice, and the transfer decision can be made at foreman level.

As well as a production line, Henry Ford I initiated a whole new philosophy in production engineering. He had an impersonal loathing for skilled specialists because their absence through sickness or cussedness could hold up production, so he built machines to eliminate them. What blame can rest on the human element in a dehumanised industry ?

Incidentally, in case I seem to be panning the modern Ford, the company at Dagenham is one of the very few in this country which allows its adult workers time off with pay for vocational schooling. Pure altruism ? I don't know. The motor industry, like the U.S. Navy according to Hermann Wouk, is a system designed by geniuses for morons. I suppose Ford's have to recruit their genius from somewhere. As a shop-floor peasant working for an aircraft sub-contractor, I come under the scrutiny of some pretty solid inspection. We have an A.I.D. man in residence, and his disapproval can—literally—put the firm out of business. He goes berserk, occasionally, rather like the Red Queen—only shouting " Scrap the job! " rather than " Off with his head! " Everybody laughs at his jokes, and, if necessary, no doubt, tender shorthand-type maidens can be sacrificed to him at intervals. A veritable ogre, but a very necessary one in aviation engineering. With aircraft-type performance, like that of the Jaguar E-type, the motor industry may need ogres of similar quality.

I am, Yours, etc.,

Hutton. D. F. BOWDEN.

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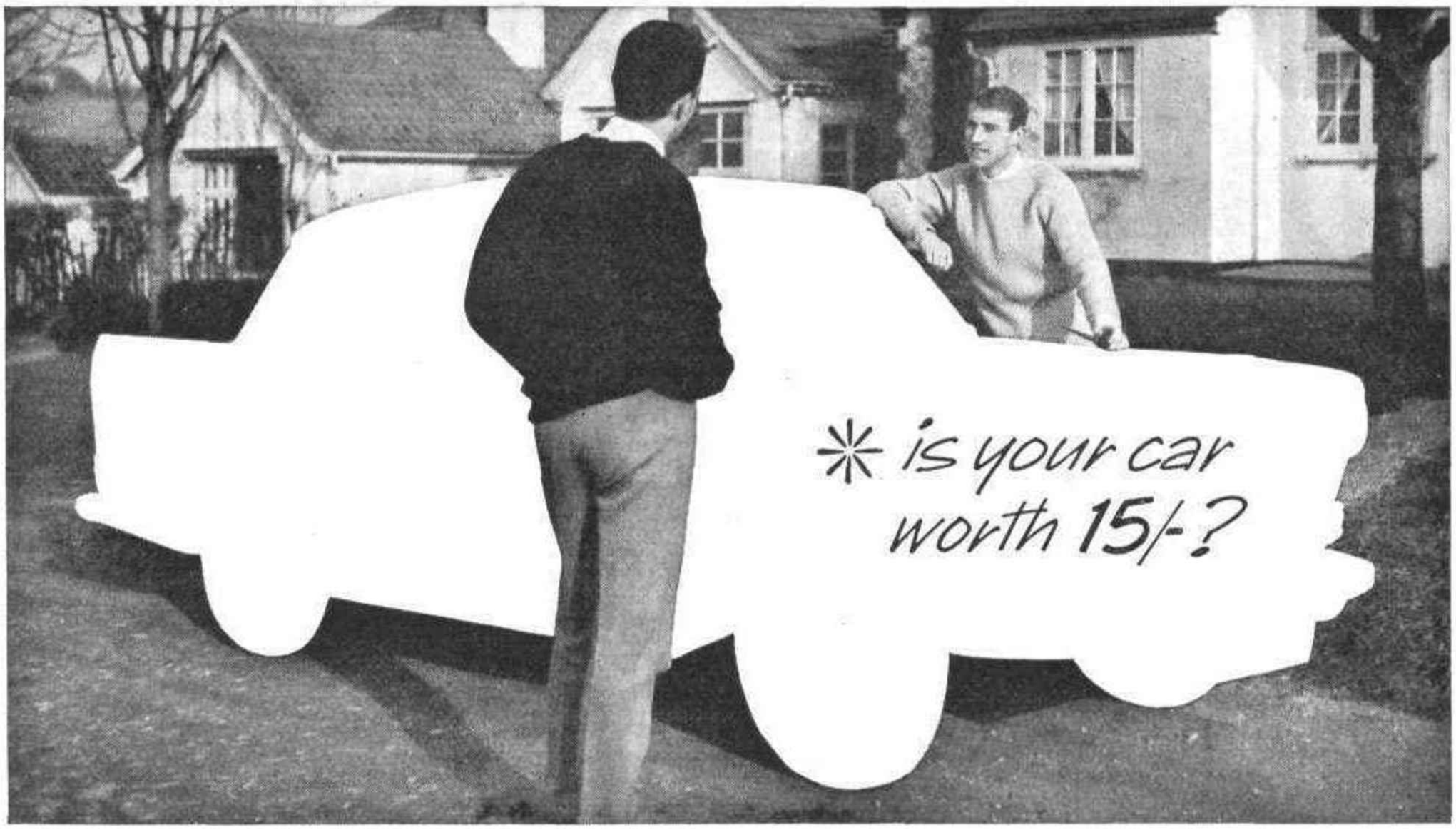

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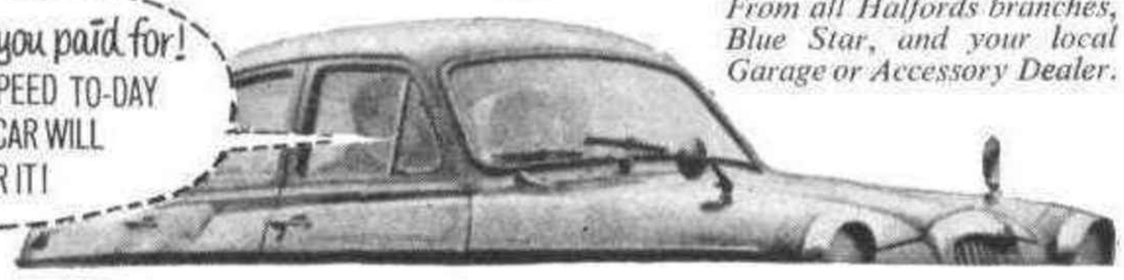

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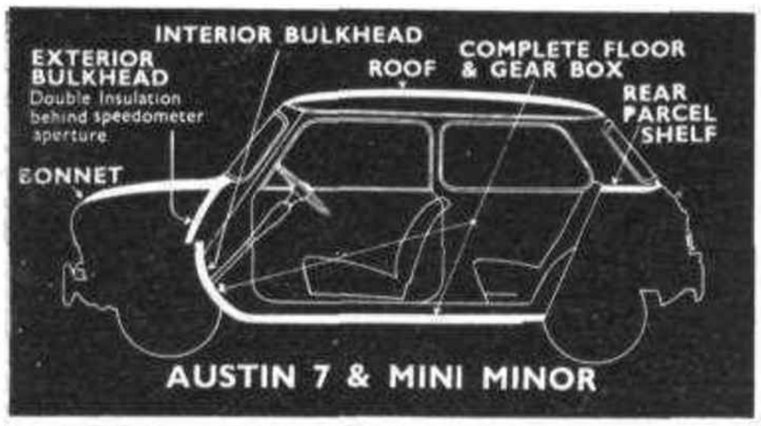

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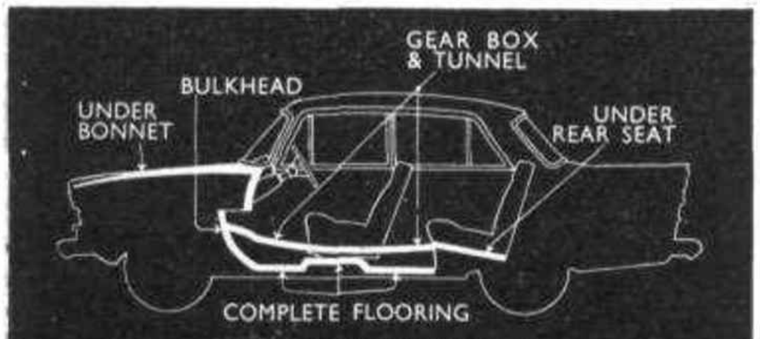

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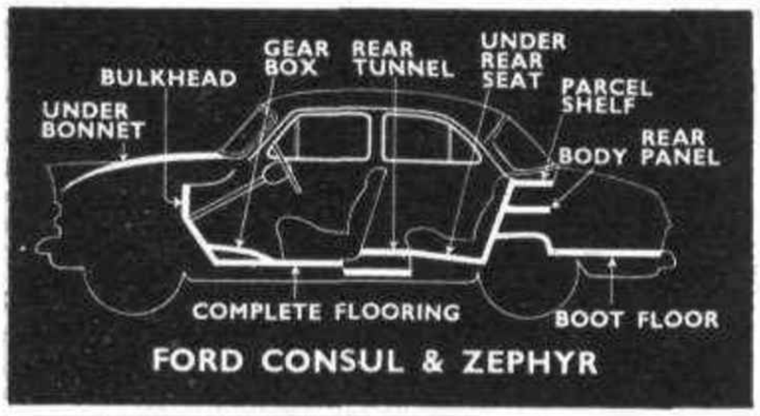

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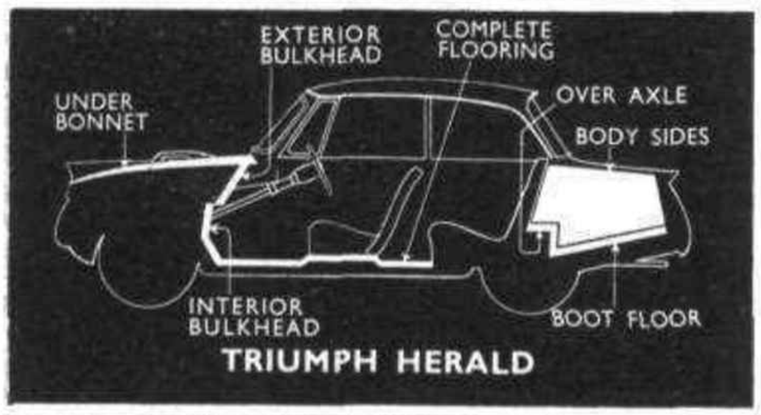

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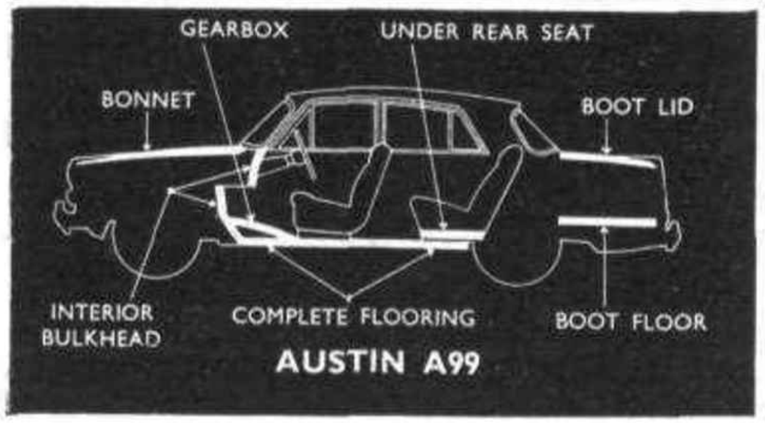

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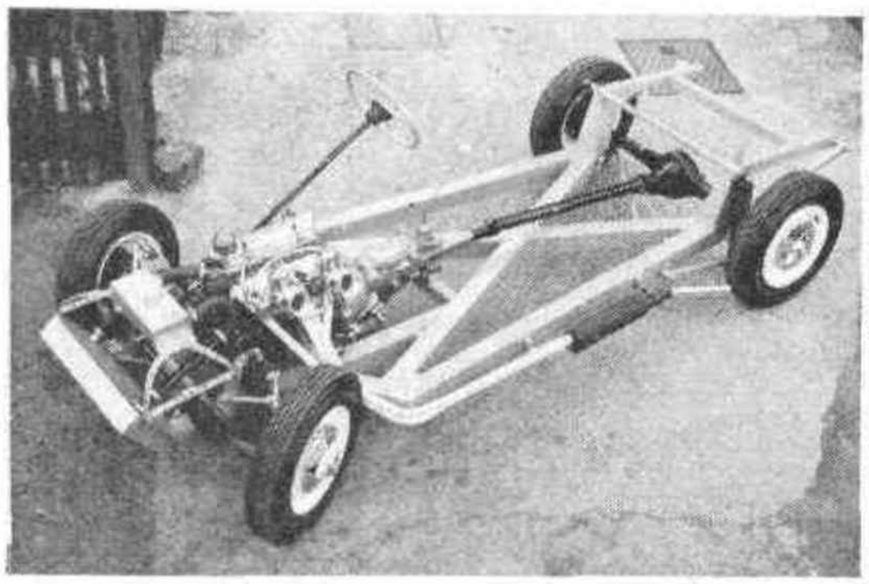

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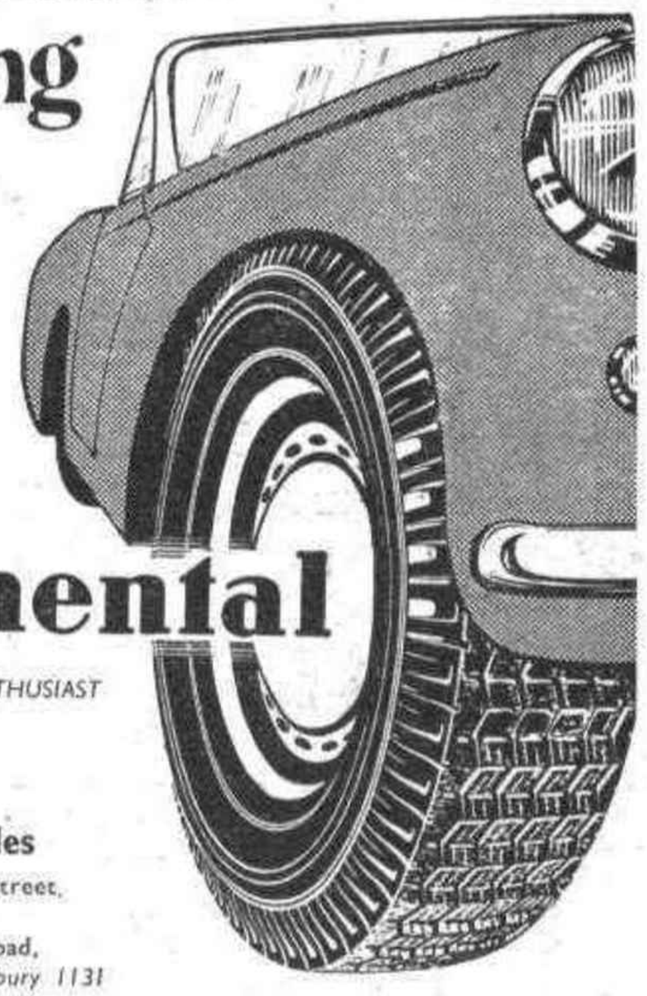

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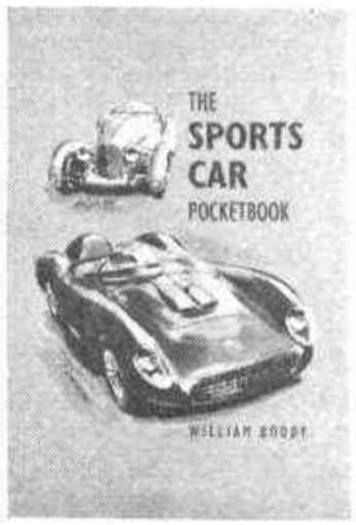

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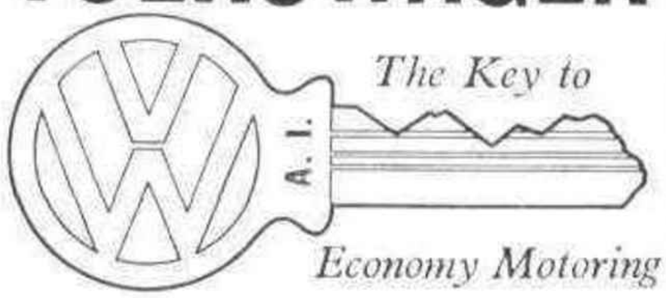

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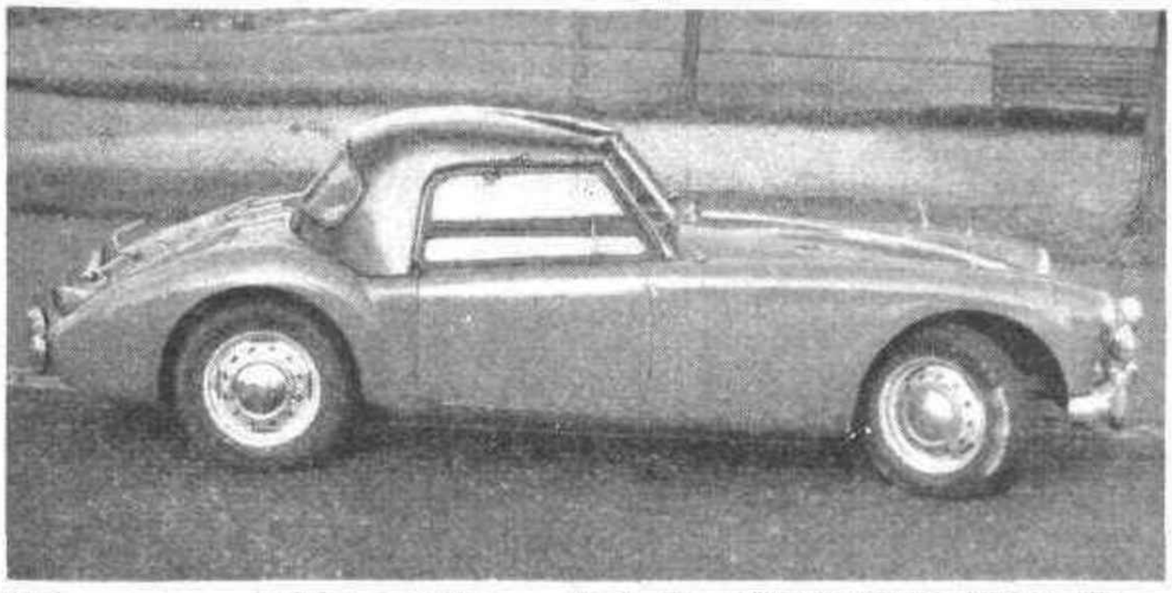
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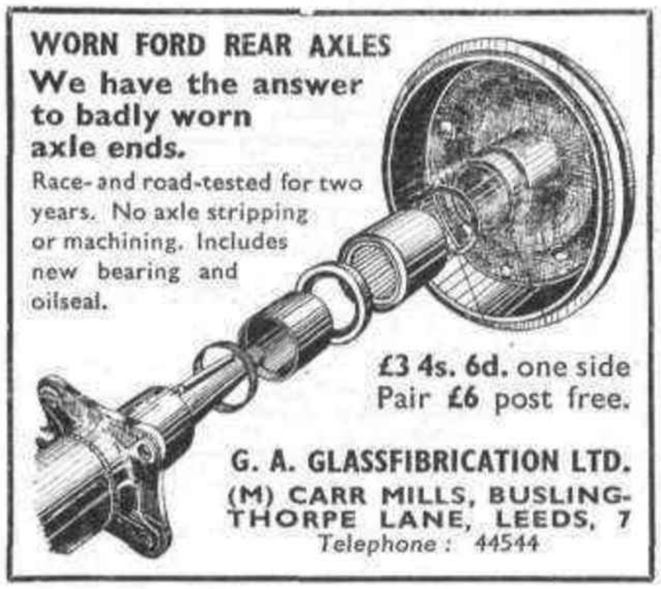

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FIAT 1500 SPARES, 1950. Dismantling l.h.d. pillarless saloon or sell complete. Stephens, 9A, High Street, Abbots Langley, Herts. [8678

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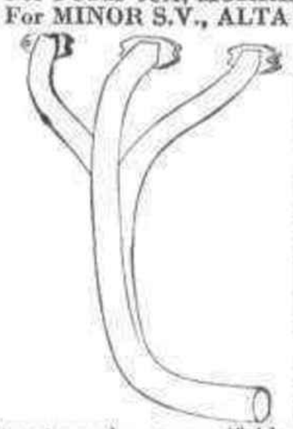

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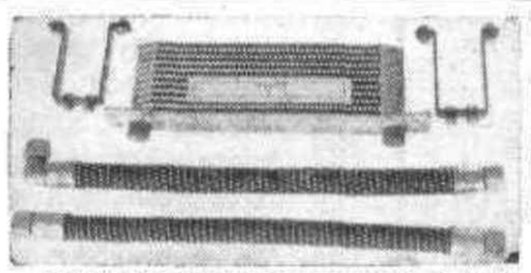

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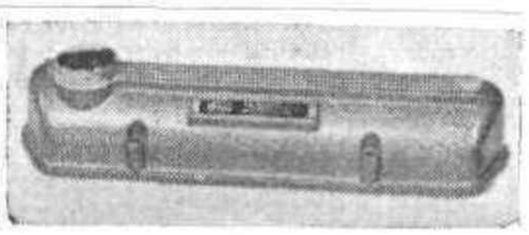

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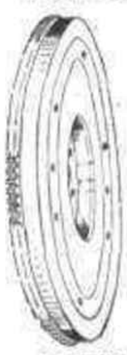

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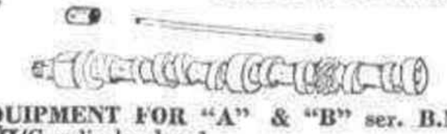

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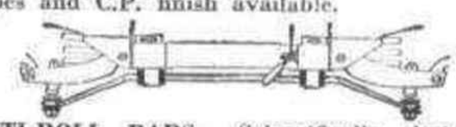

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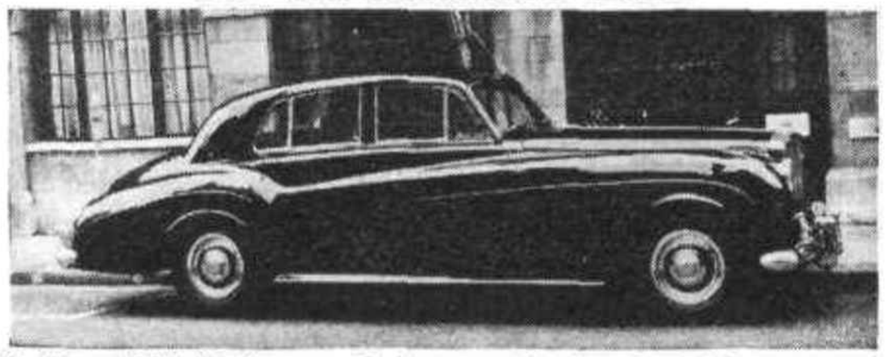

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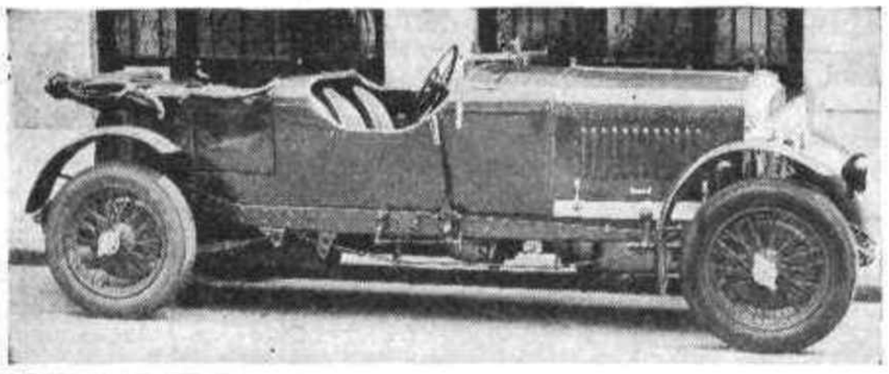
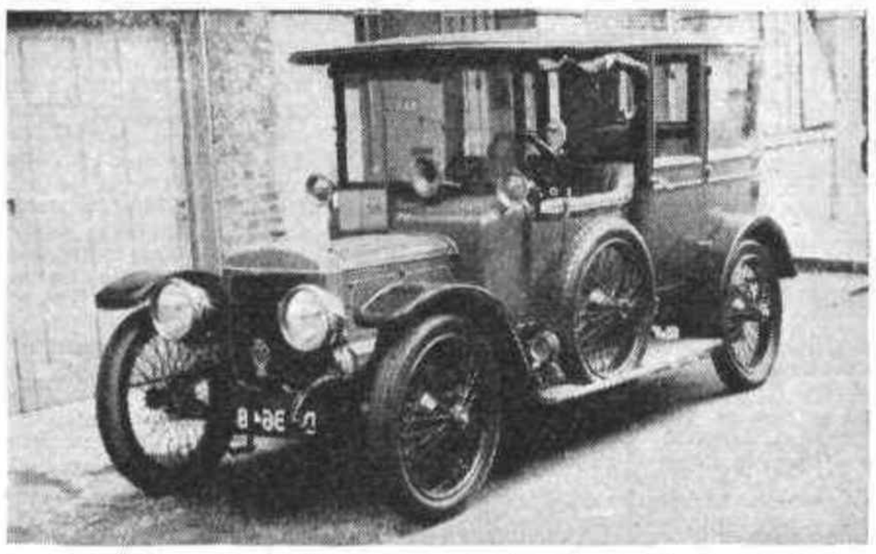


VINTAGE BENTLEY (1930) four-and-a-half-litre foursome tourer. B.R.G. Full weather equipment. "D" box. Fold-flat screen. Absolutely sound. M.O.T. **£500**



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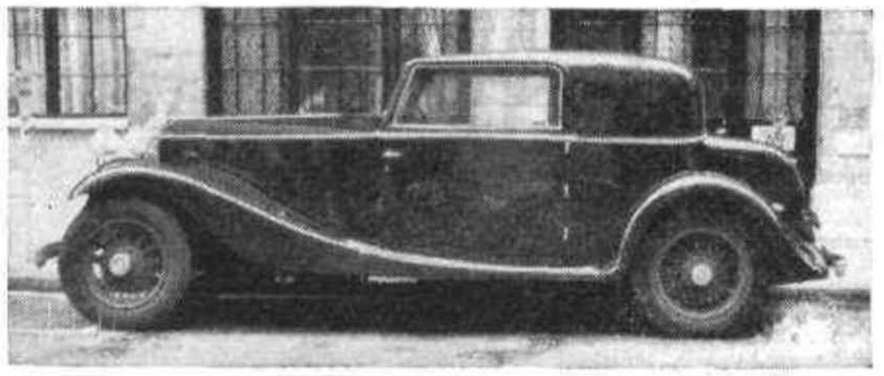
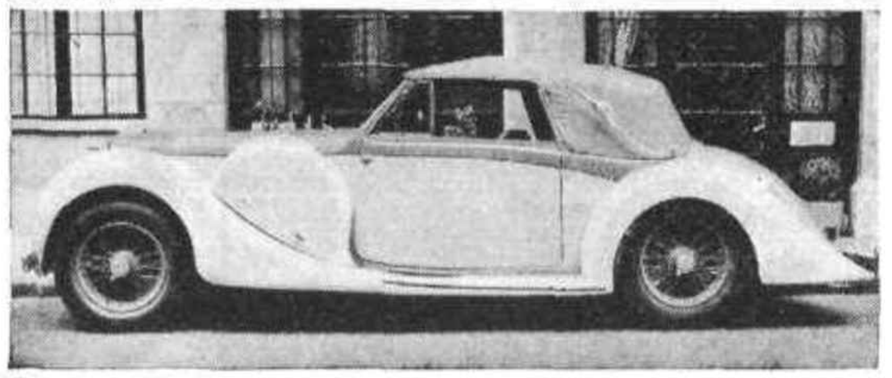
ROLLS-BENTLEY (1939). MR Overdrive Series sports saloon by Park Ward. Black with blue trim. Radio, heater, etc., etc. Details too late for press but will be forwarded upon request. M.O.T **£485**



ROLLS-ROYCE 20/25-h.p. (1933). Attractively styled 2-door coupé by Freestone & Webb. Black with suede green trim. Detailed maintenance history. Excellent chassis. M.O.T. **£385**



LAGONDA V12 (1938), with 2-door foursome drophead coupé coachwork by Lagonda. Tudor over shell grey with matching trim. Something over £500 was spent in '60 on this attractive and uniquely conditioned drophead coupé with which few will compare. M.O.T. **£525**

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Gardner Speriolet steamer, *circa* **1904.**

Bentley (1952) big-bore drophead by Freestone & Webb.

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J2 M.G. £100. B.R.G. Excellent throughout. M.O.T. 100, Lake Drive, Hamworthy, Poole, Dorset. Tel.: Poole 584. [8686

12/50 ALVIS doctor's coupé with dickey. Mechanically v.g. Coachwork reasonable, requires new hood. First class all round vintage sports car. Offers. Tel.: Wilmslow 4577. [8687

MORRIS EIGHT tourer, Mk. 2. Good condition. Any offer. 70, Sherwood Road, Seaford, Sussex. [8688

BUGATTI T40. Original, good. New block, pistons, radiator, clutch. £395. A. Carter, The Rough, Tilford, Farnham, Surrey. (Week-ends) Tel.: Runfold 2330. [8689

ROLLS-ROYCE, 1929, 21.6, rare six-light saloon by *Maddox*. Servo and top overhaul by Walker. M.O.T. 53,000 miles, believed genuine as laid-up many years. Mechanically excellent, but requires prettying-up. £230 o.n.o. Tel.: HAMpstead 1928, or Box No. H.690. [8690

ROLLS-ROYCE, 1927, limousine, 20 h.p. Body, mechanics, very good. £110. 53, Woodside Park Road, N.12. Tel.: HIL. 3889. [8691

1934 BENTLEY 3½ 4-seater close-coupled saloon by Barker. Excellent mechanically, lovely body. Heater, spot. M.O.T. cert. Brakes, steering overhauled. Owner emigrating. £275. 41, Eton Place, Eton College Road, N.W.3. Tel.: Primrose 7030. [8693

RILEY 1½-LITRE, 1948. In good condition throughout. Ten-year test. £200 o.n.o. Pictar-Robinson, Tighneachan, Oakington, Cambs. Tel.: Histon 580. [8694

ALVIS 3-LITRE saloon, '51. Twin S.U.s, h/c. head. Superb condition; over 95 m.p.h. £325. 64, Melbury Avenue, Southall, Middlesex. [8695

1960 MINI-MINOR de luxe. Speedwell conversion. Rev.-counter, anti-roll bar, twin fogs, spot, reverse lamps, Halda Pilot, map lamp, signpost lamp. Wilson, Harewood Arms, Northallerton, Yorkshire. Tel.: 2222. [8697

1951 XK120. M.O.T. Recond. engine, new radiator, new water pump, new "C"-type dual exhaust system. High diff. moded head; new hood; recently resprayed. Bills to show. "Stork forces sale!" £295 o.n.o. 38, Halifax Road, Briercliffe, Burnley, Lancs. [8698

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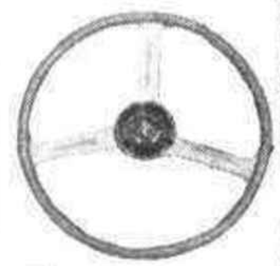

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1929 MORRIS-COWLEY van engine and chassis. £60 spent on overhaul. New tyres and bullnose radiator. Offers. Smallwood, "Fieldway," Grove Road, Knowle, Birmingham. [8705

ROLLS-ROYCE, 1924. John Buckingham 4-door saloon. Specialist restored throughout to original condition. V.S.C.C. *concours* winner this year. *Original tools, handbook, badge.* Engineer's report. Rothwell, "Critchley," Oldham Road, Grasscroft, Nr. Oldham. [8706

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1929 LEA-FRANCIS 12/40 2-seater. Mechanically good. Passed test. £50. Photos available. Day, Woodlands, Swannells Wood, Studham, Dunstable, Beds. [8708

PARAMOUNT. M.G. MAGNETTE engine. 1958. 9.2 compression, "X" tyres, chrome discs, twin spots, heater, Crypton rev.-counter. Attractive fibreglass, alloy frame, body. Hard-top, four seats. £350 o.n.o. Exchange pranged XK. Ellis, 45, Ernest Road, Carlton, Nottingham. [8709

LANCIA APRILIA, 1939, convertible. M.O.T. cert. Heater, new tyres. Recent complete engine, body rebuild and respray. £90. Boyd, Willows, Mettingham, Bungay, Suffolk. [8710

RILEY IMP, superb condition throughout. £340. Full details and photo from Miller, 289, Beckenham Road, Beckenham. [8711

ROLLS-ROYCE, 1924, 20-h.p. sedanca brougham by H. J. Mulliner, primrose and black. New hide in front, West of England rear. As original. Excellent engine, 3-speed centre change. Passed M.O.T. £575. Tel.: Western 8661. 182, Chatsworth Court, London, W.8. [8712

P.100's (PAIR), condition fair. £5. 24, Abbotswell Road, Brockley, S.E.4. Tel.: Dun 0434. [8716

M.G. PA ENGINE, less carbs., fair condition. High comp. head. £10 o.n.o.; Fiat 1100 508C: engines, gearboxes, suspensions, etc. No rear axles; Also modern heavy type crank, rods, Laystall polished and balanced. Eden, 510, Bramford Road, Ipswich, Suffolk. [8717

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1934 LAGONDA RAPIER. Engine resleeved and pistons fitted, brakes relined, transmission sound. Body partly burnt and rough condition. Opportunity for enthusiast. Offers. C. W. Battersby, 22, *Broadway, Morecambe.* [8720

VOLKSWAGEN, 1955 model, de luxe. Sunroof, 54,000 miles. £340. Tel.: UPLands 2548 (evenings). [8721

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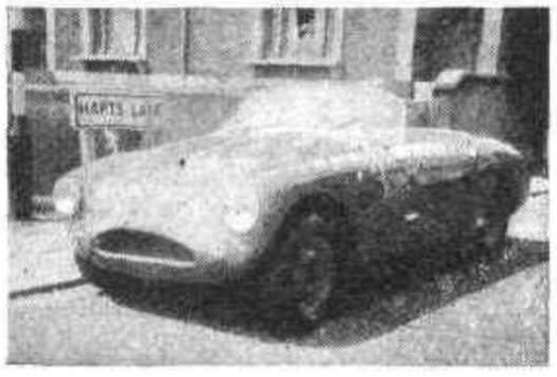

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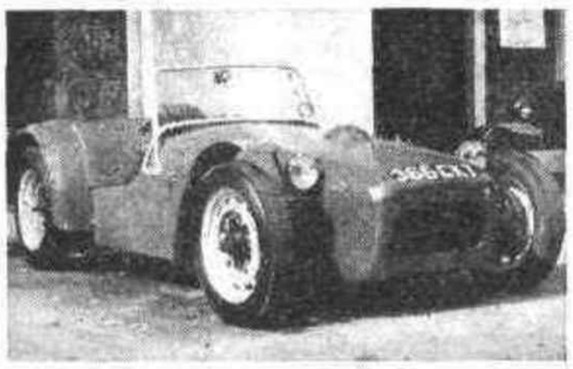

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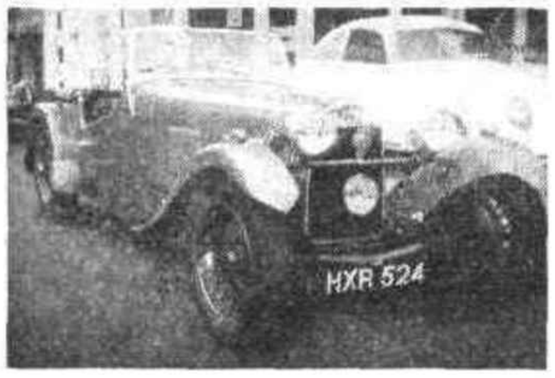

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ALVIS 12/50 ATLANTIC, 1931. Fully floating small end conversion, double oil pump, tyres, king-pins recently renewed. Ministry certificate. £75, o.n.o. Tel. : Ewell 7234. [8862

POTENT ZODIAC, 1956, Mk. II, November; 2,000 miles since modified. Radio, heater and more. £430. Would sell conversion separate. Mr. Puryer, 112, Ryefield Avenue, Hillingdon, Middlesex. Tel. : UXB 32051. [8863

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LANCIA AURELIA G.T., 1954, 2½-litre in excellent condition. Reconditioned engine with all latest modifications. New cam-shaft with new latest type cam followers, new latest type con-rods with Vandervell shells, new Borgo Italian offset gudgeon-pin pistons, Nardi wood-rimmed steering wheel, floor gear change, reclining seats, twin horns (town and mountain driving). £925. H.P. terms possible to arrange. Neave, "Elleray," Prospect Road, Ash Vale, Aldershot. Tel. : Ash Vale 2115. [8866

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ROLLS-ROYCE, 1933, 20/25, £295. Hooper sports saloon. Good condition. M.O.T. cert. Plumley, 69, High Street, Brackley, Northants. [8868

M.G. TC, 1950. Cream/red. Twin spot lamps, horns. M.O.T. certificate. Good tyres, nice condition. £250. Snewing, 1, Albert Road, Alton, Hants. [8869

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JAGUAR 2.4, 1956. Exceptional condition throughout, two owners only. Overdrive. £595. H.P. arranged. Tel.: Ruislip 8934. [8888

1937 ROLLS-ROYCE 25/30 Gurney Nutting Convertible. This much sought after model is in excellent condition and has M.O.T. cert. of course. First offer of £600 secures. Dr. Lennon, 14, Hartington Road, St. Helens, Lancs. Tel.: St. Helens 5996. [8889

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J2 M.G. unmarked white coachpaint, good tyres, sealed beams, Windtones. Good mechanically, M.O.T. cert. £85. Field End 7047 (Harrow). [8893

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M.G. TD, 1953. Red, good condition, recon. engine. £350 o.n.o. Stone, 66, Tattenham Grove, Epsom, Surrey. Tel.: Burgh Heath 5359. [8898

ALVIS 3-LITRE, 1952 reconditioned engine. Red/grey body perfect, every extra. Over £200 spent this year. Bargain at £325. Wogan, 181, Golders Green Road. Tel.: SPEedwell 5635. [8899

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BENTLEY, 1936, 3½-litre Park Ward. £150. Reason: school bills. Bilson, Marlings, Church Lane, Barnham, Sussex. Tel.: Eastgate 2389. [8903

MORGAN PLUS FOUR, Vanguard, 4-seater, special luggage boot, many extras, ivory, red leather, 30,000 only. Photo to genuine enquirer. £400. Tel.: Farnborough, Kent 54973. [8904

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RILEY MONACO, 1934, preselector. M.O.T. Clean condition. Mechanically, bodily, electrically refurbished. £50 o.n.o., Register members preferred. 2, Chase Close, Nuneaton. [8907

1933 ROLLS-ROYCE. (Full details—see exchange column). [8908

ALVIS 12/60 Beetleback, 1931. Good all round condition. M.O.T. test. £100 o.n.o. Long, Slynes Oak, Warlingham, Surrey. Tel.: Woldingham 3139. Also demonstrations Birmingham area. [8910

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JAGUAR 2½-LITRE Saloon, 1946. This car is in very superior body and mechanical condition. It has excellent two-tone black and red cellulose, is fitted with radio, heater, wheel discs, spotlamps and wing mirrors, excellent tyres and battery, well maintained. M.O.T. certificate. Price required £145. No H.P. or time wasters please! Genuine enquiries—write to, or call between 6.30 and 8.30 p.m. Murray, 29A, Cadogan Road, Surbiton, Surrey. [8912

ROLLS-ROYCE. Superb 1934 Phantom II Sedanca de Ville. Two owners (chauffeurs). Verifiable 38,000. New tyres. For sale to private buyer. £1,500. No offers. Box No. H.913. [8913

1,172-c.c. ASHLEY G.T. Ivory. Reg. 1959. Tubular chassis, 4.7 rear axle, i.f.s. Woodhead. Remote control, rear track spacers, Panhard rod. Immaculate inside and out. First offer £400. 25, Highfield Road, Hale, Cheshire. [8915

ALVIS, 1953. Model TC21. £100. Or would dismantle complete car for spares, (On holiday until 8.8.61). Dickerson, White Hart Lane, Dunstable. Tel.: 61608. [8916

1928 HUMBER 9/20 Saloon. Changed hands 1957. Original coachpaint, beautifully maintained, spares. M.O.T. certificate. Going abroad. £100. Hare, 9, Grove Avenue, Norwich. Tel.: 22393. [8917

ARMSTRONG SIDDELEY Atalanta, 1939, 17 h.p Wilson 4-speed gearbox. Certificate. Owner going abroad. £85 offers. 68, Barclay Road, London, E.11. [8918

TVR-M.G., 1956. Open sports 2-seater, green, tubular chassis, fibreglass body. Fast, attractive, excellent mechanical condition. £250. 35, Huntingdon Street, St. Neots, Hunts. [8919

BENTLEY SEDANCA. M.O.T. Cheap. P/E. small openable car, Lagonda Rapier. Wood, Crofts, Bransgore, Christchurch, Hants. Tel.: 324. [8920

HORNET ENGINE. Pistons shot. Can't wait so fitting Ford. Mating M.G. gearbox. Box No. H.921. [8921

1928 AUSTIN 16/6 Gordon fabric-bodied 2-seater coupé with dickey. Bodily and mechanically original and believed unique. Two owners only. Used daily. £110. Thompson, 54, Brookhouse Road, Barnt Green, nr. Birmingham. Tel.: Hillside 1414. [8922

TRIUMPH ROADSTER, 1948. Good condition, M.O.T. certificate. £165. Tel.: Prospect 6523. [8923

M.G. J2. Red. Morris 8 eng. 4,000 miles, hydraulics. Rebuilt throughout. Flashers, spot, twin horns, map-reading light, etc. Immaculate. M.O.T. cert. £100 o.n.o. Squires, 63, Crescent Road, Dukinfield, Cheshire. Tel.: ASH 1059. [8924

M.G. J2, 1933. New hood, tonneau, tyres and battery. Hydraulics. Very clean. M.O.T. certificate. Taxed. £125. Tel.: Rainhill 138. Near Liverpool. [8925

M.G. TC, 1946, red, immaculate condition throughout, M.O.T. certificate. Recent complete overhaul. Nearest £250. 37, Sweetpool Lane, Hagley, Worcs. Tel.: Stourbridge 3434. [8926

SILVER GHOST spares. Front wings, radiator, petrol tank, new set engine gaskets, electric Klaxon. £15 the lot, buyer collects. Crowther, Riddings, Long Preston, Skipton. [8927

M.G. TC, 1947. M.O.T., new crankshaft, mains, clutch, king-pins, battery, winkers, twin-tones, re-wired, in last year. Good condition throughout. £225. 38, Perimeade Road, Greenford, Middx. [8928

TR3, 1956. Hard/Soft top, overdrive, heater, spots, washer, grid, "X"s. £435. H.P. arranged. 26, Elmwood Drive, Breadsall, Derby. [8929

1947 M.G. TC. Excellent condition. Clayton servo brakes and other modifications. £270. Garton, 190, Monks Road, Lincoln. [8930

RILEY NINE Sports Kestrel, 1934. M.O.T. £65. 8, Aviemore Way, Beckenham, Kent. [8931

FORD SPECIAL BARGIN. 90% complete new R.G.S. twintube chassis, hyd. brakes, 4.5 axle, 16 in. wheels. Rochdale fibreglass type F body with sub-frame. Matched set instruments. recon. engine and G-box. Aquaplane, head, twin carbs., racing valve springs, rev-counter take-off. Cost £450. What offers? Humphries, 288, London Road, Northwich, Ches. Tel.: Northwich 2564. [8932

LEA-FRANCIS, 1951. Twin o.h.c., 1,750 c.c. Fast, reliable. Impressive timber estate body intact but ripe. Gift at £95. Box No. H.933. [8933

MORRIS MINOR Rack and Pinion, excellent, complete, £2 10s. 18, Bridge Street, Kenfighill, Pyle, Glamorgan. [8934

ALVIS SILVER EAGLE, 1935. Realistic offers around £80 secures. Hill, Southfield Bungalow, Charlton Mackrell, Somerton, Somerset. [8935

BULLNOSE MORRIS, 4-seater tourer, V.S.C.C. registered. Superb condition. Professional work includes: Body rebuild, coach painted, new hood, sidescreens, engine overhaul: sleeved. King pins, clutch. Completely reupholstered best hide. Bills for £280. Bargain. £185. Humphreys, 50, Marlborough Road, Rugby, Warwickshire. [8936

MORGAN PLUS 4, '53, 2-str., red, immaculate. 4 new tyres, exhaust, A.V.C., battery, valves, rings, crank reground, spotlight. £350. Seen London. Bartlet 43, Bank Street, Widnes, Lancs. [8937

1958 FIBREGLASS SPECIAL. All modifications, excellent. Taxed, insured 1962. Write photo., particulars; Also veteran de Dion Bouton engine complete mag. carbs. £150 lot. Deliver anywhere. 16, Trentham Close, Swindon. [8938

MARK V JAGUAR. Price £300. Black, perfect condition, full history, Continental spares pack, service manual, radio. Smith, Langley Bucks. Tel.: 763. [8939

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RILEY FALCON 11.9 h.p., 1935. Excellent engine, taxed, in daily use. M.O.T. certificate, room wanted. £35 o.n.o. Spears, Teign Barton, Sunderton Lane, Clanfield, Hants. [8941

SMART FORD engined fibreglass coupé. Special chassis and suspension, full weather equipment. Must sell no reasonable offer refused. Tel.: PER 6313. [8942

1½-LITRE RILEY (Oct. 1948). In excellent condition throughout and looks immaculate, having recently been resprayed maroon. Heater and wing mirrors. Exhaust system recently renewed. £260. Fetherstonhaugh, Fairway, West Bay Road, Bridport, Dorset. [8943

RILEY NINE Kestrel, 1935, twin S.U., rebuilt preselector, new mains, big-ends, etc., new battery, sound body, 5.00 tyres. M.O.T. cert. £95. 45, Jersey Road, Hounslow, Middx. Tel.: HOU 0421. [8944

M.G. PA. Maintained regardless of cost, recent reconditioned engine, etc. Resprayed and reupholstered, etc. £160 o.v.n.o. Tel.: EMBerbrook 3457. [8945

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

FOR SALE—*continued*

BREAKING M.G. TA: Willingale, Knott Ash, Hillfield, Frodsham, Warrington, Lancs. Tel.: Frodsham 3324. [8946

'53½ JAVELIN, rebuilt '60, blue. R4 Jupiter engine, fast, economical, fine car in exceptional order. First to see will buy £325. Appointment to view. Box, 3 Redhills, Arnside, Westmorland. [8947

MERCEDES 190SL Roadster, l.h.d., 1957. Silver grey, fitted whitewall tyres, wheeltrims, Becker self-seeker radio, twin heaters. Every conceivable extra. A superb example of this *marque*. £1,250. Tel.: MAC 6138. [8948

TR3A, 1958, 24,400. Newish condition. Radio, heater and many other extras, cream. £725. Consider exchange older TR and cash. 20, The Crescent, Holmer, Hereford. Tel.: 3869. [8949

SPECIAL "SPECIAL", Hamblin Mark II, completed June '61. Enthusiast car. Photo and all the Gen. Tel.: Bec 5144. [8950

M.G. TF, 1250, 1954, ivory, recon. engine, heater, full tonneau, luggage rack, spot, good tyres. £450 o.n.o. White, 32, Heathcote Avenue, Hatfield, Herts. [8951

EMIGRANT VINTAGENT must dispose of Mistress. Elegant 1926 20.9-h.p. Sunbeam Weymann saloon. *Mechanically good.* Prizewinner, Fleet *Concours.* Fitted sensible mod. cons., including heater, twin wipers, screen-washer, double dipping, etc. Host of spares including *engine, gearbox and oversize wheels. Seen* Nottinghamshire or London by appointment.: Also: Berkeley Courier 4-berth Caravan, fully equipped. Tel.: BARnet 6956. [8954

FOR SALE—*continued*

1952 RILEY 2½-litre saloon. A lovely car in lovely condition, white, two owners. Offers around £325. Taxed and insured. Reynolds, "Fremington," Boults Lane, Old Marston, Oxford. Tel.: 41574. [8952

"AUTO COURSE" '51-'57 inclusive. MOTOR SPORT '48-'60 inclusive. Offers. Box No. H.953. [8953

FOR SALE—*continued*

1932 WOLSELEY HORNET Special. New hood, seats, carbs., battery. Taxed, insured. M.O.T. £95. Owner finds VW worthy successor. 40, Strathmore Drive, Crosby, Liverpool. Tel.: WATerloo 3729. [8955

M.G. TA, 1938. Good condition, M.O.T. certificate. £165. Tel.: FIEld End 9553. [8956

ROLLS-ROYCE, 1933, £75; Buick (wooden wheels), 1925, £75; Overland, needs restoring, 1923, £60. Leslie Bayliss, c/o. Chapel Farm, Normandy, Guildford, Surrey. [8957

TRIUMPH CONTINENTAL Sports Saloon, 1937, o.h.v. 6-cylinder, 15.72 h.p. Twin S.U. In immaculate condition throughout. Finished dark green and black. Green interior. Photograph on request. Offers. Box No. H.958. [8958

BE A DELLOW ENTHUSIAST: it's exclusive. 1172 with conversion and extras—immaculate—a rival to any M.G.: £200 plus, best offer, secures. Seen South coast. Box No. H.959. [8959

TALBOT 105, 1933, d/h., new tyres, batteries, wiring, good running order. £120 o.n.o. M.O.T. cert. Tel.: Haslemere 2550. [8960

M.G. TF, 1500, red, 1955, many extras, 400 miles since complete mechanical overhaul. 150, St. Johns Road, Chesterfield. [8961

1933 M.G.: J2 engine, PB brakes. Good condition but not perfect. £75. 46, Queslett Road, Birmingham 22A. [8962

MERCEDES 170S, 1949. Radio, Duotone. £150. S/B Lord Churchill, Victoria Wharf, Brentford High Street, Middlesex. [8963

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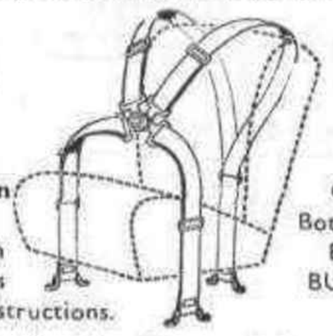

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1949 VOLVO "444" 2-door saloon, L.H.D., **1½-litre,** forerunner of the famous rally-winning model **£150**

1947 CITROEN Light 15 saloon, excellent transmission, engine, bodywork, good tyres; taxed **£135**

1926 DARRACQ 20/98 Weymann 4-door sports saloon, stored for 30 years; completely original and near *concours* condition **£285**

1932 ASTON MARTIN International 2/4-seater. Recent rebuild **£245**

1938 ASTON MARTIN 2-litre short-chassis 2-seater... ... **£285**

1947 H.R.G. 1½-litre 2-seater, engine overhauled **£315**

Also 1946 1½-litre model at ... **£275**

1934 ALTA 1,100-c.c. sports/racing 2-seater... ... ... **£295**

1926 BENTLEY 3-litre Speed Model fixed-head coupé **£275**

1925 O.M. 2-litre 4-door tourer, original... ... ... **£260**

AUSTIN 750 Special, very smart, with spare engine and gearbox ... **£165**

AUSTIN Seven Chummy, Ford 10 engine, J2 gearbox; 80 m.p.h. Must be seen **£195**

1935 SS 20-h.p. tourer, original bodywork, excellent **£120**

1936 ROLLS-ROYCE 25/30 Barker 4-light saloon, very clean ... **£295**

1951 HEALEY Abbot 4-seater drophead coupé. Radio, heater. Excellent order **£250**

1955 DAIMLER Century saloon. Radio. Black with red hide interior, nearly unmarked **£465**

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SPRITE, 1959, 2-seater, finished in cherry red with matching trim, fitted with Shorrocks **supercharger,** anti-roll bar, special exhaust, heater, rack, tonneau, etc. **£545**

SPRITE, 1958, 2-seater. A particularly well cared for example in Old English white with red trim. With heater, tonneau, etc. Also two others in red, or leaf green ... ... From **£465**

100/4, 1954, 2-seater, attractively finished in duo-tone green, with matching retrimmed interior. Fitted overdrive, heater, wire wheels, etc. **£445**

M.G.

M.G.-A, 1956, 2-seater, in black with red trim, and equipped with heater, full length tonneau cover, twin spotlamps, luggage rack, badge bar, wing-mirrors **£495**

M.G.-A, 1956, 2-seater. Finished in red with matching interior. A most carefully maintained car in exceptional order throughout **£525**

M.G. TF, 1954, 2-seater. A low mileage car in French grey with red upholstery. Equipped with tonneau cover, heater, twin spotlamps, etc. **£425**

M.G. TD, 1953, 2-seater. Two owners only from new, and most fastidiously maintained. Finished in bright red with black trim, and with heater, tonneau, spotlamps, etc.... ... **£395**

M.G. TC, 1946/47, 2-seaters. Choice of two hand-picked cars, in black or in racing green; both fitted with various extras ... ... From **£245**

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TR3A, 1960, 2-seater. One owner only since new. This is a particularly rapid example. Fitted with Willen conversion, disc brakes, overdrive, "X" tyres, brake booster, screen-washers, etc. Finished in B.R.G. with grey upholstery **£795**

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1948 DAIMLER 2½ litre saloon, 4 excellent tyres, very smart, £50; Austin Ruby Wheel complete new 17 in. tyre, £3; Reliant gearbox £2½; A40 Spares. Tel.: HOWard 4306. [8724

TALBOT-DARRACQ T26, 4 1/2 L, 2-carb., Wilson, many spares, £150; Delahaye 135M, 3 1/2 L, 3-carb., Cotal, body poor, £100. Details: Box No. H.725. [8725

FOR JAGUAR XK120: Set of standard bore 9 to 1 pistons, and C-type camshafts. 6, Villiers Court, Buckingham Avenue, Whetstone, N.20. [8726

M.G. L-TYPE MAGNA, open 2-4 seater. Good general condition. Bills for £100, passed test. £100 o.n.o. Tel.: Esell 5373. [8727

ROLLS-ROYCE 20/25. 1933 Windover Sports Saloon. Projecting rear boot. Very attractive motor car, silent, fast and economical, good tyres, M.O.T. taxed year, heater. £200 o.n.o. Enquiries after August 12th please. Cowling, 45, Stonard Road, Palmers Green, N.13. Evenings, Weekends. [8728

SPRITE, 1960. Unraced, rallied, or modified. Genuine 8,000. Used as second car. Honestly immaculate. Extras. Sale after August 17th. £495. Berry, 8, The Fairway, Burnham, Bucks. [8729

SPARES: 4.2 B.M.C. A-type Differential Assembly; 4.5 ditto, £12 each; Dunlop 4.50×15 R3's with 4 J wheels (2 only), £10 each; M.G.-A Gearbox, £25; C.R. gears, £10. All above unused. Offers accepted. Box No. H.730. [8730

SALE OR EXCHANGE? Value £650, H.P. arranged. Immaculate Fiat 1100, 1960/61. Bigger or vintage considered. Box No. H.731. [8731

1955 M.G. MAGNETTE, Series ZA. Resprayed primrose, fitted replacement engine plus recent bills for over £100; not immaculate but good value for quick sale at £365. Tel.: Theale (Berks) 342. [8732

BULLNOSE MORRIS OXFORD Tourer, 1925. Mechanically overhauled, body sound, taxed, M.O.T. cert. £130. Shopland, Sawmills, Clevedon, Som. Tel.: 3107. [8733

1927 VERNON DERBY, pointed tail 2-seater, Ford 10 engine. Hood, brakes—good; bodywork, steering—require some attention. Car complete £25 o.n.o. Tel.: TUDor 7816 (evenings). [8734

1951 RILEY 2½. Excellent tyres, brakes relined, engine overhauled, new carpets, M.O.T. certificate. £220. Flight Lieutenant Allison. Tel.: Sleaford 300. [8735

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SINGER 1½-LITRE Le Mans Speed Special. 6-cylinder, 3-carburetter. Spare engine, gearbox, back axle. £95. Tel.: Epsom 5564. [8737

INVICTA 1½ 4-seater saloon. Reconditioned engine 2,000 miles ago. Bodywork and paint good. Reliable and interesting P.V.T. Striking appearance. £90. "Broadways," Donaldson Road, Salisbury. Tel.: 2985. [8738

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BENTLEY 3½-litre, 1936, Park Ward, aluminium body, sports saloon. Just run-in after re-sleeving, new pistons, con-rods., top re-con. and brake o'haul. Body and mechanics v.good., 23 m.p.g., M.O.T. £450. Box No. H.745. [8745

XK140 Drophead, 1956, overdrive, heater, radio, spot., luggage rack, wire wheels, "X" tyres. Box No. G.746. [8746

HARD-TOP for Austin Healey 100/6, 4-seat model. Made to special order at a cost of 112 gns. Wrap-round rear window, steel reinforced roof for safety. Covered maroon leather, must sell, no reasonable offer refused. Also for disposal some car parts, heater, workshop manual, tonneau cover, chrom luggage rail, badge bar. "Ricky," 15, Christie Street, Stockport. Tel.: 5882. [8747

BRITISH SALMSON 20/90. Sports saloon, rare model, mechanically O.K., fast, reliable, 2 new tyres, M.O.T. certificate, recent overhaul, snip at £50. Conn. Yurmga, Battery Lane, Portishead, Bristol. Tel.: Portishead 3011. [8748

BREAKING 1934 Riley Kestrel. Phone Mr. T. Allcord: Bolney 303. [8749

RILEY NINE, Special Series Monaco, 1937, 59,000 only, twin Solex. Beautiful condition, certificated, taxed. £150. Perry, Riccall, York. [8750

ALFA-ROMEO 17/50, 1932 supercharged 2-seater in very good condition. £235 o.n.o. Whiting, Coney Weston (Tel.: 47), Bury St. Edmunds, Suffolk. [8751

LANCIA APRILIA, 1939. Quite exceptional throughout. Spare engine, gearbox, prop-shaft, back spring, half-shaft, universals, brake drum, etc. Boxes of bits. £185 or exchange 1953/4 Citroen in equal condition—cash adjustment. 69, Shakespeare Road, Bedford. [8752

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FOR SALE—*continued*

1960 ALL NEW SPECIAL. Lengthened Electra chassis. Herald engine (Gold Spot), twin S.U.s, G.T. Ashley body, spare wheel, 10-gal. tank. Fast, economical. Registered but not taken on the road. £400 or offer. D. Crotch, Eastick's Yacht Station, Acle, Norfolk. [8753

1958 BERKELEY 328-c.c. B.R.G., excellent condition. £250 o.n.o. Mr. Jones, 14, Holly Bush Road, Luton. [8754

SILVERSTONE HEALEY, 1950, in very good condition, over £150 spent on battery, brakes, steering, cables, instruments, exhaust, wheels, etc. Offers: Bain, 27, Forest Side, Worcester Park, Surrey. Tel.: DERwent 2597 (after 7.30 p.m.). [8755

M.G. J2, 1,172-c.c. conversion, hydraulics, new tyres, hood, sidescreens, brakes relined. Must part with my old pal due to business. Offers: Tel.: Camberley 2318 (evenings). [8756

LAGONDA M45 saloon. Exceptional condition mechanically and bodily, taxed Sept., M.O.T. cert. £175. Exchange considered. 131, Croydon Road, Caterham, Surrey. Tel.: 3042. [8757

RENAULT COUPE and dickey seat; Reconditioned 1952 engine—12.1 h.p. Road test certificate, garage maintained. Condition very good. Offers. P. S. Annand, 20, Almondlank Terrace, Edinburgh 11. [8758

SPECIAL EQUIPMENT for sale: 750 Formula car fully modified, unregistered. Also two Ford coil spring dampers new, plus host of Austin 750 spares, new and secondhand. K. R. A., 2, Hayes Lane, Bromley, Kent. [8759

LANCIA APRILIA, 1939. Completely original and maintained continuously in first class order by Lancia engineers. Enthusiasts only. To be seen August 12th and 13th at Leasey Bridge Farm, Wheathampstead, nr. St. Albans, Herts., and thereafter at 42, Marlborough Avenue, Wyke Regis, Weymouth, Dorset. Offers. [8760

1932 HOTCHKISS 3-litre Saloon. Excellent condition, M.O.T. tested. 10 years with present owner. £75. Cassal, 25, Beeches Walk, Carshalton, Surrey. [8761

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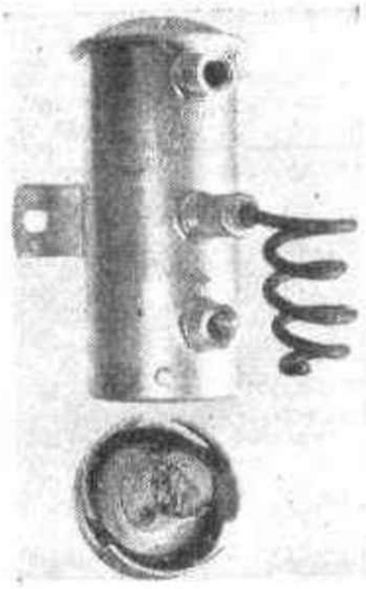

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TALBOT 75, 1933. Sportsman saloon. Major engine overhaul within living memory, brakes relined, new battery, roof recovered, etc. Opportunity to acquire a now rare type in fair condition. M.O.T. Certificate. £95. 31, Rushington Avenue, Maidenhead. Tel.: 5892. [9021

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POTENT SPECIAL, tuned Talbot 90 on tubular frame, Falcon shell, hard top, heater, screen wash, rad. blind, flashers, usual instruments, the lot. Haggle, £325. Particulars: Edwards, 43, Bevere Close, Worcester. [9023

SEX on wheels. Nickri Ford, Derrington E93A, 4.7 c.w.p., 85 m.p.h., all extras and mods. £160 o.n.o. Cox, 37, Coombe Road, S.E.26. [9024

BIANCHI. 1924 Show Model, type 18. 15/40 4-cyl. o.h.v. engine, English 4-seater coupe body, one owner driver, mileage: 59,979. M.O.T. tested in good running order. Mahoagany and leather trim. £150. Photo on request returnable. Box No. H.025. [9025

FOR SALE—*continued*

MODEL-T FORD Tourer, 1920; Packard Straight-8 Roadster, 1929, both cars near perfect. Offers. Box No. H.026. [9026

DEVOTED AND ARISTOCARATIC Italian mistress having been recently ill-treated desires change. Lancia Astura coupe, body bedraggled otherwise sound. Cheap to understanding master. Major Arthur, Blenheim Cottage, Kemerton, Tewkesbury, Glos. [9027

1938 RAILTON d.h.c., good chassis and engine, new hood, P.100's, taxed year, space wanted, no reasonable offer refused. Evenings—Tel.: GIP 0012. [9028

ROLLS 20/25, 1936, Sedanca, by Hooper. M.O.T. cert., needs tyres otherwise v.g.c. £150 o.n.o. 27, Great North Way, Hendon. Tel.: SUNnyhill 1946. [9029

1952 ASTON MARTIN DB2. New gearbox, clutch assembly, fantastic works service history. First £625 secures. Tel.: Vigilant (Surrey) 8957 (after 7 p.m.). [9030

TWO CARS: S.S. Morgan, 1937, long-wheelbase, good tyres, body, mechanics, but requires slight attention, £55; 1957 Dauphine, i.f.r.s., dark blue, good tyres, immaculate. Taxed April 1962. £380. Marshall, Knighton, Stafford. [9031

1955 (JULY) TR2. Showroom condition, tuned engine, hardtop, softop, tonneau, heater, washers, spotlamp, foglamp, badgebar, winkers. Taxed, insured, deliver anywhere. £450. Baker, Randolf Cottage, Biddenden, Kent. [9032

VAUXHALL 7-SEATER Limousine (1938). Almost immaculate. No faults. £75. 113, Park Road, Worthing. [9033

1934 KESTREL NINE, Excellent, M.O.T., spare engine and gearbox, present owner 6 years, £100. Jemmett, Stourton, Warminster. [9034

M.G. TC, 1947, black, good condition. Replacement engine, back axle, luggage rack, fog lamp, screenwashers, Windtone. Bills for 2 years. M.O.T. cert. £215 o.n.o. Hartley, Bath House, North Street, Burnley. [9035

M.G. TC, 1948, excellent condition, many extras. £240 o.n.o. 254, Clayhall Ave, Ilford. [9036

RILEY 9-h.p., 2-str. sports, very good condition, M.O.T. certificate. £100 o.n.o. 279, Cressex Road, High Wycombe, Bucks. [9037

PORSCHE, 1959, 1600 super f.h.c., red/black, 18,500. £1,450. Box No. H.038. [9038

ASTON MARTIN, 1934, l/c. Le Mans, 4-seater tourer, excellent condition throughout, brakes, steering, engine recently overhauled. Offers and enquiries: B. Moyse, Dor-Velha, Tresawls Avenue, Truro, Cornwall. [9039

RENAULT 750, 1960, white, 8,000. 53, Saville Road, Liverpool, 13. Tel.: STO 6271. [9040

ALVIS SPEED 25, 1936. Mulliner Pillarless saloon. Excellent mechanical condition, bodywork fair. M.O.T. certificate. £100. Faircloth, A.E.R.E., Harwell. Tel.: Rowstock 215. [9041

SKODA 1,098-c.c., 1951 model registered 1956, i.f.s., i.r.s., reground crank, spares readily obtainable, workshop manual, etc. £100 o.n.o. Wilson, 84, Newport Road, New Bradwell, Wolverton, Bucks. [9042

VOLKSWAGEN: 1950 l.h.d., exceptional condition, excellent chrome, resprayed diamond green by VW, fitted 1957 1,192-clc. engine. Mechancially perfect, new rear tyres, radio. Very fast. £255 Tel.: LAD 1676. Thorogood, 20, Taywood Close, Stevenage. [9043

JULY 1958 Borgward Combi, grey, 22,000 miles, 4 good tyres, new shock absorbers, recent distributors' overhaul, excellent condition. £730 or offers. Masser, 7, Eaton Road, Coventry. Tel.: 22516. [9044

LANCHESTER TEN coupe, 1933, lovely condition. Passed M.O.T. test. £55 o.n.o. Tel.: Hassocks 2577. [9045

DELAGE 14/40 Chassis with elegant tourer body and A70 engine fitted in giant rebuild, 1958. A fast and good looking car. £150. Latimer. Tel.: Grundisburgh 209. [9046

LAGONDA RAPIER, 1935, 2-seater. Immaculate. £135. Greenfield, 37, Hall Lane, Upminster, Essex. Tel.: UPM 327. [9047

1948 APRILIA Farina; registered here 1960. 30 m.p.g., oil nil. Exceptional condition, appearance and performance. £275 o.n.o. Wells, Anstey Cove, Dover Road, Bournemouth. Tel.: Westbourne 61953. [9048

BENTLEY 4½, 1948, Standard Steel saloon in excellent order throughout. £575 o.n.o. Ling, Home Farm, Clyffe Pypard, Swindon, Wilts. Tel.: Broad Hinton 223. [9049

1925 BENTLEY 3-litre tourer. Just resprayed immaculate black. Passed test. £200 spent in past 2 years to keep this car in tip-top mechanical order. Best offer over £200. Tel.: POLlards 3254. [9050

XK120 DROPHEAD, 1954. Genuine 61,000 miles. Detailed mechanical history, in really first-class condition. Stork forces straight exchange for A35, Minor 1000, Fiat 500, 600, Mini Van or similar or sell. Tel: Potter Street (Essex) 6. Private H.P. and insurance arranged. [9051

BORGWARD ISABELLA 60, 1956 model, immaculate, radio, heater, sc/w., spots. £425 or offer. Demonstrate 50 miles London. The Moorings, Limpsfield, Surrey. Tel.: Limpsfield Chart 2252. [9053

FOR SALE—*continued*

TRIUMPH TR2A, May 1955. Powder blue with TR3A grille. Heater, overdrive, black tonneau, new tyres, w/mirrors, 34 m.p.g., 27,000 only. Absolutely faultless, inspection unnecessary; enthusiast maintained. £495. Offers considered. 39, Bartholomew Road, Cowley, Oxford. Reason: M.G.-A coupe delivered. [9052

A GIFT—Lovely black and white Rochdale G.T. body. Make any offer. Keith Hall, Granby, Bradwell, Sheffield. Tel.: Hope 546. [9054

MORRIS ALTA-MINOR saloon, 9 : 1 compression, all usual mods. and extras. Immaculate condition. Available Aug. 14th. Offers. Box No. H.055. [9055

HUMBER 14/40 Tourer, 1928. Excellent body and mechanical condition, good hood, tyres, etc. £115. Offers. Box No. H.057. [9057

ALVIS SPEED 20 saloon. Fair condition. Partly overhauled. Reconditioned mag., rad., head. Good tyres. Davies, 34/28, Granville Road, Reading. [9058

ENTHUSIAST HAS SEVERAL cars: 8/30-h.p., £15-£55. All M.O.T. Sell/exchange. 29, Centaur Road, Coventry. [9059

M.G.-A. Parts all new, chassis, £50. Suspension, £40. Steering, £9, etc. Damaged shell, part repaired, £30. 81, Milverton Road, Erdington, Birmingham. Tel. : ERD 2978. [9060

BREAKING 1936 CROSSLEY 10.8. Coventry Climax I.O.E. engine, preselector gearbox. Mechanically sound, bodywork badly rotted. Thompson, "Barberry," Bordesley, Redditch, Worcs. [9061

HERALD SALOON, 1960. Downton modified coupé engine and equipment. Twin carbs., carefully maintained. 13,000 miles. Fabulous performance, yet never raced and only rallied twice. Perfect condition. Better all round performance and petrol consumption than the new 1200. Safety harnesses and many other extras. Give away at £575, o.n.o. Tel. : Kings Langley 4529. [9063

BENTLEY 3-LITRE RED LABEL sports roadster, re-regd. 1950. Excellent condition throughout, Needs nothing spending. £300. 50% H.P. arranged, or exchange modern item, suitable business. Ebers, 67, High View Road, London, E.18. [9064

ROLLS-ROYCE 25.3-h.p., 1935 saloon in first-class and original condition. M.O.T. certificate. Taxed and insured. £250. Maggs, Yewtree Farm, Far Forest, Kidderminster. Tel. : Rock 307. [9065

JAGUAR XK140, 1955 drophead. B.R.G. Overdrive, new back axle assembly, new front tyres (Turbospeed) and hood, re-ringed, etc. Bills available. £600, o.n.o. 78, Fosse Road Central, Leicester. Tel. : 57317. [9066

JAGUAR MARK 2 3.8 Automatic (white) for sale due to death. 700 miles. Offers. Palmer, Cherry Orchard Farm, Poole, Nantwich, Cheshire. Tel. : 65363. [9067

WOLSELEY E.W. HORNET Special. Potent and pretty. £100. Ross, 31, Clarendon Road, London, W.11. Tel. : PAR 5484. [9068

M.G.-A, 1959. 15,000 miles. White, red interior, wire wheels, radio, fog, spot, washers, etc. Never raced or rallied. Impeccable throughout. £715. Tel. : Watford 26155. [9069

RILEY LYNX SPRITE, 1937, tourer. Immaculate. Bodywork in B.R.G. Mechanically perfect. New brakes, tyres, engine, king-pins, bucket seats, chrome, etc. M.O.T. cert. £150, o.n.o. Tel. : Liverpool Stanley 6440. [9070

FORD/ASHLEY, 1960 built 10-h.p. Reconditioned engine, fully upholstered, lined, carpeted throughout; good tyres, new battery, just resprayed beautiful red. Wife prefers more staid transport. £245. H.P. can be arranged. L. Lavery, White House, Braintree Road, Felstead, Dunmow, Essex (halfway between Dunmow-Braintree on A 120.) [9072

M.G. J2, 1959 Ford E93A. Good condition. M.O.T. £60. 10, Deansway, Chippenham. [9072

RILEY 1½ KESTREL, 1935. M.O.T. certificate. Body excellent, spare engine, new brakes, kingpins. £70, o.n.o. Doyle, 2, Oatfield Close, Hereford. [9073

LOTUS Mk. VI 1,500 c.c. Fully Aquaplaned Consul. Hydraulic brakes, c/r box. Genuine 32 m.p.g. 100 m.p.h. plus. Must sell owing to increase in family. £260, o.n.o. Newsham, Flat 3, 10, West Park, Yeovil. [9074

SCOTLAND. 3½ Bentley coupé. £150. No catches. Must sell. Maitland, 30, Sutherland Street, Glasgow, W.2. (Tel. : Western 0892). [9075

1954 TR2. Reconditioned engine 3,000; resprayed, new hood, overdrive, heater. Must sell. Len's Café, Marina, Bexhill. [9076

1937 4½ BENTLEY saloon by Park Ward. Rolls-Royce maintained. Full history available. Immaculate. Hall, 90, Topcliffe Road, Thirsk, Yorks. Tel. : Thirsk 2158. [9077

VOLKSWAGEN, 1961, regd. Oct. '60. Many extras. £685. No offers. This car is immaculate. Volkswagen, 1952 regd. L.H.D. Good condition. Offers over £200. H.P. arranged. Box No. H.078. [9078

HEALEY TICKFORD, 1951, 4-seater saloon. 110 m.p.h., 30 m.p.g. New tyres, radio, heater. M.O.T. certificate. £240. Terms arranged. 1, Church Lane, Hatfield, Yorkshire. [9079

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ALFA ROMEO GIULIETTA SPYDER, 1961 (unregistered). Literally as brand new, and without the smallest blemish. Finished in jet black with red upholstery piped in black and white-wall tyres. With a purely nominal mileage only completed, this car should really be seen to be appreciated. Now offered at a substantial saving off list price at **£1,725**

JAGUAR XK150, 1960, Series "S"-type Roadster. Spotless in French grey with dark blue leather upholstery. Equipped with overdrive disc brakes, heater, wire wheels, tonneau, twin spotlamps, etc. **£1,295**

ASTON MARTIN DB2-4. This is a particularly fine example, finished in a very attractive dark bottle green, with beige leather upholstery. "Vantage 2.6" engine, wire wheels, "X" tyres, heater, etc. **£985**

PEERLESS Phase 2 G.T. Saloon, 1959. 14,000 miles only from new, and finished in Old English white, with black interior piped in white. With disc brakes, overdrive, heater, etc. **£865**

SUNBEAM ALPINE Mk. 2 (1,600 c.c.), 1961, Series 2/4-seater. One owner, 10,000 miles only from new. A really beautiful example in moonstone white with black hard-top. Equipped with wire wheels, overdrive, heater, disc brakes, screen-washers, etc. **£985**

LOTUS ELITE G.T., 1960. A choice of two one-owner, very low mileage cars, in Italian red with black trim; or in white with tan interior. Stage 1 or 2 tune, heater, etc. Very competitively priced ... ... From **£1,395**

JAGUAR XK150, 1960, Fixed-head Coupe. Meticulously maintained by the sole owner, and finished in deep wine red with matching trim. Equipped with disc brakes, overdrive, twin spotlamps, wire wheels, heater, etc. 17,000 miles only from new ... **£1,295**

A.C. ACECA BRISTOL, 1958 Series. With Bristol 100D unit completely overhauled only 100 miles ago. Absolutely spotless in metallic silver blue, and fitted with radio heater, screen-washers, "X" tyres, etc. **£1,185**

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JENSEN 541, 1955 4-seater G.T. A delightfully smooth and very fast car in metallic silver grey with red leather upholstery. Recently this car was brought up to full 1958 541R specifications, and has disc brakes all round, wire wheels, overdrive, heater, twin spotlamps, and new Dunlop RS5's all round **£965**

AUSTIN HEALEY Sebring Sprite, 1960. Without doubt the fastest in existence. Driven by Stirling Moss at Sebring, and to a Class 1st at the Nurburgring (both in 1961). Fitted with all alloy body, including hard-top and streamlined nose; wire wheels, disc brakes, close-ratio gears, and very highly modified 1,000-c.c. engine (120 m.p.h.). Finished in silver grey, this is a fabulous road car and sure class winner in any track event **£995**

ALFA ROMEO Giulietta Sprint, 1956. Very attractive in Italian red with matching interior. Fitted with all Veloce modifications, and floor-mounted gearchange, radio, heater, Pirelli's, screen-washers, etc. **£995**

RENAULT Floride, 1961 Series Coupe in midnight blue, with pale blue hard-top and tan upholstery. One owner and 6,000 miles only from new, in immaculate order throughout **£965**

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ALFA ROMEO 1900 Super Sprint. A full four-seater G.T. coupe capable of sustained cruising speeds in excess of three figures. Finished in dual pale and dark blue with matching trim. Five speed gearbox, Borrani wire wheels, radio and heater ... **£995**

TOJEIRO-JAGUAR. The very well known ex-Ecurie Ecosse, ex-Tony Maggs car, in dark blue. Fitted with full D-type Jaguar engine, Webers, ZF diff., disc brakes, De Dion, all synchromesh gearbox, etc. A formidably potent car representing extraordinary value at **£625**

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FOR SALE—*continued*

AUSTIN HEALEY Sprite, 1958, cream, new tyres, and battery, undersealed. £450 o.n.o. Write: 93, Glebe Road, Cambridge. [8790

1947 1½-LITRE RILEY. First enthusiast with £200 cash can drive away. Pratt, 62, Glyn Road, Quinton, Birmingham 32. [8791

1935 BENTLEY Vanden Plas saloon, immaculate. £250 or exchange vintage Bentley. Parmenter, Chiswick. Tel.: 2066. [8792

JAGUAR MK. V, 1950. Rare 2½-litre model with handbrake between seats. Black with brown leather. Absolutely immaculate. Reconditioned engine, clutch, dynamo, starter, carburetters, etc., 2,000 miles. Undersealed. Heater, radio. Enthusiastically maintained. Passed test. Works manual. Spares manual. Complete set tools. Mascot. Many extras. Taxed. £210. Tel.: Speedwell 8831. [8793

DELLOW. Immaculate two-seater sports car in B.R.G. New tuned engine, new battery, five new tyres. In full road trim, including new hood and sidescreens, heater, radio, twin spots, fitted carpets, seat covers, etc., etc. £270 or cash offer. 51, Park Lane, Flamstead End, Cheshunt, Herts. Telephone Number: Waltham Cross 27530. [8794

1929 SWIFT TEN, four seat tourer, excellent mechanical condition, rebored, bearings, brakes and clutch relined, etc. Body A1, repainted and retrimmed but wings and hood need some attention. Spare engine, axles, etc. Offers around £85. Breese, 2, Shepherds Croft, Brighton. [8795

SPRITE, 1959. One owner, 15,000 miles, immaculate, tuned, innumerable extras, never raced, rallied, £515, H.P. might be arranged. Available August 6th. 6, Woodhurst Avenue, Garston, Herts. Tel.: Garston 2455. [8796

1937 JAGUAR S.S. model in excellent condition, passed test, new engine 1958, thoroughly overhauled. No reasonable offer refused. 77, Linden Grove, Alverstoke, Hants. [8797

M.G. TC. Sound coachwork and mechanics. All instruments working. M.O.T. Best sensible offer. Tel.: Chiswick 4070 (evenings, week-ends). [8798

1949 TRIUMPH Roadster, grey, in very good condition with useful modifications. Test certificate. Price £170 or near offer. H.P. terms possible. Box No. H.799. [8799

M.G. TD, 1950. Unequalled condition. Genuine mileage: 49,000. Gently driven and affectionately maintained by lady enthusiast. Full history available. £350. Crow, 43, Parklands, Bramhope, Leeds. [8800

RILEY 1½, 1936. M.O.T. Used daily, good all round, greatly admired. £100. 53, Wyrley Road, Birmingham 6. [8801

PAIR P.100s. Brand new and unused, with fittings, s/dip. Offers. Box No. H.802. [8802

1935 3½-LITRE BENTLEY saloon, Park Ward. Aluminium body. Good condition. £250 o.n.o. Tel.: SWI 2985. Charles, 37, South Hill Park, Hampstead, N.W.3. [8803

FORD SPECIAL, recently completed, fitted alloy body, all new or reconditioned parts. £95 o.n.o. 75, Haig Avenue, Rochester, Kent. [8804

BENTLEY 3½-LITRE, 1935. Mulliner saloon. Good condition: 6,000 miles since general overhaul, tyres, etc. M.O.T. certificate. Inside too small for increased family. £250. Wells, Linden House, Sawbridgeworth, Herts. Tel.: Sawbridgeworth 3192. [8805

RILEY, 1927, s.v. 11.9-h.p., Chatsworth Saloon, M.O.T. Insured Feb. 1962, taxed Sept. 1961. Offers. Wykes, 21, Smith Street, Spratton, Northants. [8806

MORGAN THREE-WHEELER, 1937 a.c. Matchless engine. Good condition. Mechanically sound. M.O.T. £80. Benbow, 8, Old Chester Road, Derby. [8807

1948 M.G. TC, red. Engine completely overhauled, crankshaft, bearings, etc., good tyres, new sidescreens, battery. Sound bodywork, hood tatty. £260 o.n.o. Perrott, 21, Pagoda Gdns., Eliot Vale, Blackheath, London, S.E.3. [8808

DELLOW MK. II. M.O.T. Cream/red. £190 o.n.o. Tel.: Rotherfield Greys 217. [8809

RILEY KESTREL, early '34. E.N.V. gears, etc. Offers or Exchange. 80, Maidavale Crescent, Coventry. [8810

RILEY SPRITE, 1936. Excellent condition throughout. New Vynide upholstery. Weather equipment. Ex Bob Gerard. 4-branch exhaust, etc. £375 o.n.o. Genuine enquiries only. Griffiths, 161, Trebanog Road, Porth, Rhondda, Glamorgan. [8811

£80 for brand new Tornado Typhoon chassis complete, plus Ford 10 (factory reconditioned engine) unused; also 12v. dynamo (new) for above engine, £4; starter £5. Box No. H.812. [8812

LOTUS MK. 7, 1960. Full 1172 mods. Laystall-balanced engine, electronic r.p.m., close-ratio gears, oil cooler, etc. Many spares. Full weather equipment, low mileage. All in new condition. £465 o.n.o. Harvington Hall Farm, nr. Kidderminster. Tel.: Chaddesley Corbett 216. [8813

ALVIS 12/60, 1932, sports-tourer. Slightly modified body. Very good condition. Ody, Mashay, Little Yeldham, nr. Halstead, Essex. Tel.: Great Yeldham 284. [8814

TRIUMPH DOLOMITE, 14/4, 1939. Test Cert., any trial. £35 o.n.o. Tobin, 126, Preston New Rd., Blackburn, Lancs. [8815

FOR SALE—*continued*

1950 SUNBEAM TALBOT 90. Good condition, many extras. Details on request. £175 o.n.o. Box No. H.816. [8816

ROLLS-ROYCE 20/25, Park-Ward Limousine, 1935. New interior trim, 5 good tyres, M.O.T. cert., taxed Nov. £250. Morgan, 2, Cowper Rd., Harpenden, Herts. Tel.: 4724. [8817

JOWETT JAVELIN. Needs attention to gearbox. Selling whole or in pieces. What offers? Write: 36, Highfield Avenue, Pinner, Middlesex. [8818

ARMSTRONG SIDDELEY, Whiteley, 1952. Splendid engine, four tyres. £80. 49, Thorpe Road, Peterborough. [8819

FORD 105E HEADS. H.C., enlarged ports, stronger springs, £15; standard £10 o.n.o. Crates, 5, Glaisdale Road, Fishponds, Bristol. [8820

ALVIS SPORTS Saloon. Leather upholstery, wireless, heater, taxed, insured, passed test, excellent running condition. £300. Tel.: Claverdon 443. [8821

ALVIS TA14 Coupe by Richard Mead. Good tyres, sound hood, everything works, mechanically O.K., in daily use, M.O.T. certificate, £160. Sanders, 234, Broomfield Road, Chelmsford. Tel.: 4313. [8822

1954 M.G. TF, cream, B.M.C. reconditioned engine, 1,200 miles. New battery, "X" tyres, luggage rack, washers, heater, immaculate throughout. Available Aug. 14th. £450. Weston, 55, St. Andrew's Road, Henley-on-Thames, Tel.: Henley 155. [8823

1951 MINOR Tourer. Good. M.O.T. cert. £185. Tel.: Fleet (Hants) 1507 (after Aug. 10). [8824

GIFT AT £5. Purifying Amilcar so must dispose of Coventry Climax engine with Crossley gearbox, *circa* 1932-4, plus set valenced cycle wings, 4 good Bendix brakes and flat sporting windscreen. Box No. H.825. [8825

1926 BULLNOSE COWLEY 2-seater. Excellent condition throughout. Very original. £150 o.n.o. 178, Lowestoft Road, Gorleston. [8826

1926 3-LITRE BENTLEY. Red Label v.d.p. Completely rebuilt. In original and as new condition. £950. R. Moss, 109, London Road, Luton. Tel.: 3096. [8827

M.G. TC. V. good condition, reconditioned engine. £235. Birmingham. Tel.: SPRingfield 2507. [8828

ROCHDALE G.T. Fibreglass body. Only £88, as new. 71, Woking Road, Cheadle Hulme, Cheshire. [8829

HEALEY TICKFORD, 1951, hard-top saloon. Good condition. £255, or exchange for Fiat 600. 33, Chatfield Road, Croydon. [8830

ALVIS, 1932, 12/50 D.H.C. Engine completely overhauled last August, body good, passed test. Reasonable price to keen buyer. Owner exiled Trinidad. Harris, 35, Upper Bridge Road, Redhill. [8831

TR2/VW, 1955, red TR2. Overdrive, heater, "X"s. Good condition. Exchange (cash +) post-'55 VW or Renault 750. Sell £400. 119, Northern Parade, Portsmouth. [8832

WHAT OFFERS? Wiring harness (unused), Lucas headlamps and spotlamps for 1938 2½-litre Jaguar. Christie, 115, Heol Gabriel, Whitchurch, Cardiff. [8833

TR3 SPARES. Grille, £5; tonneau, £4; overriders, £1; Dauphine silencer, 30s.; pure leather air jacket, £4. TR3 hard-top required. Tel.: St. Albans 52027. [8834

ALVIS 12/70 MULLINER, dark green. Hydraulic. Smart. Body, mechanics, well maintained. M.O.T. certificate. Owner Club. £110, o.n.o. Martin, 114, Castelnau, S.W.13. Tel.: RIV 8086 (office: RIV 6021). [8835

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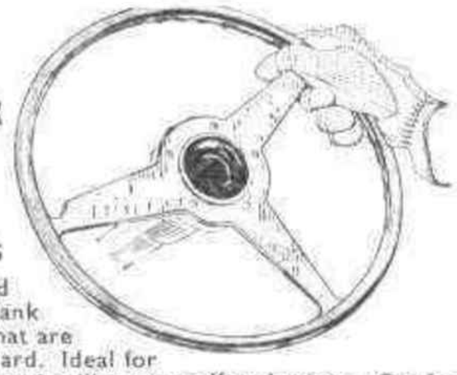

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25/30 James Young sports saloon, 1938, with projecting rear boot. Very handsome car in black with ivory panels. Excellent coachwork and very good mechanical order. **£445**

20/25 Park Ward sports saloon with projecting rear boot, 1954. Nice lines and in good order throughout. **£295**

20/25 Freestone & Webb 2-door sports saloon, projecting boot on late 1935 chassis. Mechanically very fair, coachwork extremely pretty and sound, but interior trim and paint scruffy, hence realistic price of **£135**

20/25 Offords sedanca coupe, 1934 series. Unusual and pretty coachwork, in fair condition with reasonable chassis, again realistically priced at **£165**

20/25 early series, with late—possibly post-war—sports saloon body with projecting boot. Recently repainted in black and purple. A very good looking car in good mechanical order. **£235**

20-h.p. Cockshoot "all weather" saloon, with Tickford head, 1928. Very sound and original both mechanically and bodily. Needs new top and some repainting, hence very low price of **£125**

P.II o/d sports saloon with projecting boot, 1935 Hooper coachwork on 1930 chassis. Good coachwork in black and green, generally very fair mechanical order. **£195**

P.I Windover limousine, 1926. Stately and good looking coachwork in very nice order on good chassis. **£125**

P.I limousine/hearse, 1926, converted to very roomy 7-passenger limousine. Very fair throughout. **£90**

BENTLEYS

Mk. VI, 1949, James Young special sports saloon. A very sound specimen similar in appearance to an "R" Type but at the very realistic price of **£595**

3½ Park Ward sports saloon, 1935; far above average condition; recent bills for over £400 on body and chassis. A very good 3½ at **£265**

3½ Gurney Nutting Continental touring sedanca coupe, extremely stylish. Very good chassis and interior, but paintwork only fair, hence realistic price of **£245**

3½, 1935 razor-edged saloon by Kellner. Good chassis with very fair coachwork of unusual style. **£195**

BORGWARD TS de luxe, 1957. Silver grey with red interior, 46,000 miles. An extremely well maintained and sound specimen at **£625**

BUICK St. 8, 1934 series, Carlton foursome drophead, one owner. Very clean and sound. **£75**

CORD Westchester saloon, 1937. Completely original and in running order, believed low mileage, but needs painting and replating. **£200**

DELAGE D.6-75 drophead by Guillore, 1949 Show model. Very sound mechanically, body interior and fittings need minor attention, hence realistic price of **£125**

DELAGE D.6-75 sports saloon, 1938. In good order throughout. **£100**

HEALEY NASH convertible, 1954 series, 3-litre o.h.v. engine. Very pretty and in excellent order. **£345**

JAGUAR XK140 d.h.c., 1957 series with "C" type engine, overdrive, wire wheels, radio, etc. Believed one owner and in extremely good order. **£595**

LAGONDA LG45 pillarless sports saloon, late 1936. G.T. gearbox, Sanction 3 engine. Much money recently spent on chassis, bodily good, but minor defects. **£165**

LANCHESTER 10 saloon, 1948. 2 owners, very clean and sound. **£160**

MARMON 24-h.p. 2-seater roadster, 1929, 8-cyl. o.h.v. engine. Highly original and in good order with new tyres and hood. **£145**

A CONNOISSEUR'S CAR

HISPANO-SUIZA, 37.2-h.p. 5-str. Weymann fabric tourer, 1926. Stored many years, recorded mileage of 66,000 almost certainly genuine. Complete weather equipment, rear windscreen, touring trunk, mascot, manual, etc. Needs cleaning and new hood, but thoroughly sound throughout and a very rare car. **£600**

Veteran **VAUXHALL,** 1904, 16-h.p. 3-cyl. rear entry, 4-str. tourer. Completely restored mechanically and bodily, only needs retrimming. open to offers.

We regret that no overseas inquiry can be entertained in respect of the above vehicle.

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WE ARE MAIN AGENTS FOR THE SUPERB BORGWARD and can offer immediate delivery of all new models.

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FOR SALE—*continued*

JAVELIN DE LUXE '48. Basically sound; needs tinkering. Around £60. Tel.: Pound Hill (Sussex) 2181. [8836

CROSSLEY 10-h.p. saloon, 1935. Preselector. Splendid condition. M.O.T. £120, o.n.o. Porter, 7, Vean Terrace, Camborne, Cornwall. [8838

M.G. TD, 1950. M.O.T. cert. and good condition. £290 for quick sale. "Miskeen," Melancholy Lane, Stoborough, Dorset. Tel.: Wareham 377. [8840

LAGONDA, 1934, 3-LITRE pillarless saloon. £60, o.n.o. 61, Priory Avenue, Chingford, E.4. [8841

ARMSTRONG SIDDELEY HURRICANE D.H. coupé, 1947. Very good condition throughout. Two owners, 44,000 believed genuine. Fawn, twin spots, radio, heater. £195. Tel.: Burgh Heath 3502. [8842

12-IN. HYDRAULIC BRAKE OUTFIT, suitable M.G. £6 10s. Lucas spotlamp, 25s., Hornet r/c gearbox, £3 10s. Many Hornet Special spares. 73, Bakers Lane, Sutton Coldfield, Warwickshire. [8843

ASTON MARTIN LE MANS 1½-litre short chassis 2/4-seater. Engine completely rebuilt, not yet run-in; lightened flywheel, gearbox and axle checked (body removed), chassis cleaned and painted, springs reset, brakes relined, rewired, new batteries, rechromed, excellent paintwork. £350, or offer. Take cheaper car part exchange. 8, Mutton Hall Lane, Heathfield, Sussex. [8845

LEA-FRANCIS SALOON, 1948. Mechanically excellent. Good tyres. Sound condition. M.O.T. £90. Tel.: RINgway (Ches.) 4954. [8846

U 2 CAN LAP Silverstone 97.03 m.p.h., Reims 104 m.p.h., maximum 137 m.p.h. Space frame (includes body frame), £57 10s.; i.f.s. conversion, £8 10s., Junior 1,172 or sports. Mallock, The Grove, Roade, Northants. Tel.: Roade 416. [8847

1951 ALVIS drophead 2-seater sports car. 78 m.p.h., 27 m.p.g. Radio, heater. Good all-round condition. Bargain. £275, o.n.o., to penniless thoroughbred enthusiast. Garaged Glamorgan and London. Box No. H.848. [8848

AERO MINX 4-seater sports. Heater, foglamp, new clutch, good tyres. Over 30 m.p.g., 500 m.p. pint. Tested. £125. Kenning, 13, Station Road, Cambridge. [8849

750 SPECIAL. Cheap to good home. Reg. May, 1959. Ashley body with hard-top on braced chassis, I.F.S., 2 LS hydraulics, usual mods. on unused engine. Full electrics (C.V.C.), 8-dial instrumentation. Towable, all parts to complete included—I'm never at home to finish it. Further details from and sensible offers to: K. J. Bull, 300, Coldham's Lane, Cambridge. [8850

SUNBEAM-TALBOT 90, 1954, silver blue convertible. Good condition. £320. Tel.: Rickmansworth 3231. [8851

1929 HUMBER 9/28 tourer. In nearly perfect condition. M.O.T. cert. £75. 109, Halliford Road, (Tel.: Sunbury 2766), Middlesex. [8852

ROLLS-ROYCE PHANTOM II Continental sports saloon by Barker, 1935. In excellent condition. £375. 109, Halliford Road (Tel.: Sunbury 2766), Middlesex. [8853

LEA-FRANCIS, 1928, HYPER. 1930 "works" blown engine. Excellent condition, considerable spares. £140, o.n.o. Toller Lane, Bradford, or 3, Orchard Court, Kingswinford, Staffs. Car at latter. [8855

M.G. TA, 1939. Recent respray. Spot light. M.O.T. cert. £130, o.n.o. Can be seen Manchester. 4, Queen Street, Harcholme, Rossendale, Lancs. [8856

1932 ALVIS SPEED TWENTY d.h.c. Complete car recently overhauled. A magnificent car in good condition. £90, o.n.o. Harley, The Vicarage Downend, Bristol. [8857

750 SPECIAL. Superb recellulosed ally on tube body. Complete overhaul and recon., including rewire, rebore, crank grind. Four new tyres. Performance details, photos, and very impressive list of engine and suspension mods. sent on request. £140, o.n.o. Deliver up to 200 miles. Chapman, 9, Heol-y-forlan, Whitchurch, Glam. [8858

'CAPRI' ALL TRANSISTOR RADIO

All Transistor Radio with carrying case. Cabinet supplied ready drilled. Miniature loudspeaker design. Covers all medium waves. Very reliable.

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FOR SALE—*continued*

GOOD BYE MIRABELLE! 1936 M.G. 2-litre D.H. coupé. Bills available, engine overhaul 3,000 miles ago. Brakes, steering, lights, etc., perfect. Chassis solid as a rock. Body, including hood, thoroughly sound (not quite perfect); 4 perfect tyres. Indicators, wipers, instruments, etc., all operational. Host of spares. Sensible offers only, please. After August 10th, to: Ross, 17, Rokesly Avenue, London, N.8. Tel : MOUntview 4849. [9080

SPEED 20 ALVIS, 1934, tourer. Mechanically superb. £140, o.n.o. Lewis, 24, Harley Street, London, W.1. Tel. : MUS 3870 (evenings). [9081

SUNBEAM 16.9 D.H.C., 1929. In sound and original condition. Only needs paint job and new top. First reasonable offer to : A. Stradling, 9, Hollywood Way, Woodford Green, Essex. [9082

1956 D.K.W. SONDERKLASSE saloon. Grey. Company car regretfully forces sale of this beautifully maintained and exceptional car. Heater, radio, clock and many other extras. Best over £400. Davico, 4, Pebblecombe, Adelaide Road, Surbiton. Tel. : Elmbridge 3887 (PAD 2213 day). [9083

DELAHAYE 3½ sports saloon, 1938. £35. M.O.T. certificate, excellent tyres, thoroughbred performance car of real character. Spares available. Mortimer, 18, Edith Grove, London, S.W.10. Tel.: Flaxman 7454. [9084

AUSTIN HEALEY, 1953, hard-top, new tyres, spotlights, overdrive, 27 m.p.g. Owner going abroad, nearest £365. Browne, Limes Bungalow, Rudyard, Staffs. Tel.: Macclesfield 4949 (office). [9085

ROLLS-ROYCE, 1933, 25-h.p. Park Ward, 2-door fixed-head coupe with projecting boot. Excellent condition mechanically and bodily; leather interior. Mascot, tools, handbook. *Concours* winner 1958 and carefully maintained since. £425. Jarratt, West Lodge, Graffham, Sussex. Tel.: Graffham 332. [9086

CONNOISSEUR'S CAR. Daimler (1937) Light Twenty. Genuine 30,000 miles. Chauffeur driven for Cornish lady since new. Restored to near perfection last 18 months, £70 in bills. M.O.T. Dark green. Heater. Offers. Box No. H.087. [9087

1956 XK140 S.E. Jaguar F.H. C unit 7,000 miles only. Needs attention. £440. Tel.: Torquay 89074. [9088

750 ASHLEY SPECIAL. Many modifications, including twin S.U.s, £340 spent and years of work done. Seen Chatham. £250 o.n.o. Box No. H.089. [9089

FAIRTHORPE ATOM G.T. Factory-built, looks almost new, many extras. All independent suspension, Michelin "X"s, 50 m.p.g. £195 o.n.o. 451, Alfreton Road, Nottingham. Tel.: 71317. [9091

16/50 HUMBER saloon 1930. Good condition, everything original . Offers. H. S. Crewe, 139, Derby Dale Road, Wakefield. [9092

RILEY NINE Kestrel, 1936, excellent condition. £100 o.n.o. Apply: Heritage, 83, Greenhill, Evesham, Worcs. [9093

ARNOTT SUPERCHARGER and Carburetter, 800/950-c.c. As new. £20. "Annat," Windlehurst Road, High Lane, Stockport. [9094

ALLARD, 1952, mechanically good, new tyres, battery, recent respray, radio, heater. £99 o.n.o. White, "Cornerways," Upper Bridge Road, Redhill, Surrey. Tel.: Redhill 2055. [9095

£120 O.N.O. Rolls-Royce 20-h.p., 1929. Rebuilt and shooting brake body fitted by professional coachbuilders, 1951. Original instruments and mascot. Extensively overhauled and rewired 1958. 6 first class tyres. Royce, Wellow, Notts. Tel.: Wellow Park 254. [9096

ROLLS-ROYCE 25/30, Nov. 1936. Sports saloon, sliding roof, sloping back, off white, original condition. Aluminium body believed made for 1936 Show. Tools, mascot, ride control, one-shot lubrication, M.O.T. certificate. Beautiful condition. Tel.: Hulme Hall 266; Cintra Park Road, Cheadle Hulme, Cheshire. £525. [9097

RENAULT DAUPHINE, October, 1956, with "Gordini"-type conversion. Excellent condition. An exciting motor car. £335. Sillence, School House, Lyndhurst, Hants. Tel.: 335. [9098

SERVAIS four-branch inlet and exhaust manifold, with straight-through silencer for Dauphine. Unused. £6. Marks, 16, Whitehouse Lane, Barnston, Wirral, Cheshire. [9099

SUPERB A.C. 2-door saloon, Dec. 1951. Chassis No.: EH1826. 52,000 miles. Radio, w/w. etc. 1st class condition. £275 o.n.o. Rix, Chilbolton. (Tel.: 345.) Nr. Stockbridge, Hampshire. [9100

ALVIS 12/70, 1938, Drophead Foursome. Only two owners, mileage 73,400. Exceptional condition mechanically and in bodywork. Engine top and bottom overhaul at 60,000. Meticulously maintained and serviced. Paintwork excellent. An extremely handsome car of character. M.O.T. certificate, licensed to Dec. Full history on request. £200. Box No. H.101. [9101

1936 RILEY FALCON. Excellent throughout. £130. Tucker, 25, Sheepfold Lane, Amersham, Bucks. [9102

ALVIS 12/70, 1938, Saloon. Excellent all-round condition, including works reconditioned engine with all ancillaries. Worth £250. Tel.: Pound Hill (Sussex) 3358. [9103

FOR SALE—*continued*

ALVIS TA21 3-litre saloon, 1952. Black, radio, extras, good condition. £325. Tel.: WR4 6887 (daytime). [9104

LANCIA AUGUSTA Cabriolet, 1934. Tested, good condition. Requires new hood. Must sell. Tel.: SOU 4894 (evenings). [9105

1955 VOLKSWAGEN de luxe, twin-carburetter conversion, anti-roll bar, Michelin "X", spotlight, heater, screenwashers, mirrors, 29,000 miles, beautiful condition throughout. £385. Rickards, Tel.: NATional 9971 (9.30-a.m.-5.30 p.m.). [9106

RILEY GAMECOCK, Dec. '31. Motested. Good running order, body fair. New dynamo and battery. Recently rewired. £70 o.n.o. Morgan, "The Bungalow," Chigborough Road, Heybridge, nr. Maldon, Essex. [9107

AUSTIN ULSTER, immaculate condition, B.R.G. and grey. New tyres 1,000 miles, hood, hardtop, tonneau, £165 details: Vetch, 10, Mornington Drive, Cheltenham. [9108

ALVIS, 1937 Speed 25, V.D.P. 4-seater sports. Fitted Speed 20 engine, some history, believed show model. New clutch, hood, tonneau, and in very sound condition throughout, £195; Also Alvis Silver Crest 1938 saloon with superlative engine (19.8 h.p.) and chassis but body ready for the hens, stored in Norfolk, £35. Cauthery, 92, Marple Road, Stockport, Cheshire. Tel.: Stepping Hill 3137. [9109

CLIMAX MORGAN. Overhauled, new hood, real leather trim; M.O.T. cert. V.G. oil pressure. Radio. A distinctive car in B.R.G. £140. Gill, 4, Station Parade, Eastbourne. Tel.: 4643. Seen London. [9111

ALVIS SPEED 25. Vanden Plas, 4-seater tourer, bronze head, dual exhausts and many other works mods. Capable 100 m.p.h. Rebuilt last year by specialist to *concours* condition at a cost of £260 for which invoices are available. £395. B. M. Billingham, 136, Viceroy Close, Bristol Road, Edgbaston, B'ham 5; or Tel.: Midland 5001. [9112

RILEY KESTREL, 6-Light, 1938. Excellent throughout, radio, spots, 700's. £120 o.n.o. Gregory, 1, Coniston Road, Luton, Beds. Tel.: Luton 51024 (weekends) or Derby weekdays. [9113

FIAT 1400A, September 1955, green, good tyres and battery, crank reground last year. Heater, body good but not immaculate. £185 or haggle. Week-ends only. 83, Whatton Road, Kegworth. On A 6 the Post Office allege, near Derby. [9114

1932 M.G. SPORTS, excellent condition! Extras! £95. Williams, 38, Cartswaywest, Greasby, Linal. [9115

TRIUMPH ROADSTER, 1948. Cream, Jaguar engine, M.O.T. certificate, heater, radio, twin spots, good tyres, 28 m.p.g., excellent condition. £165. Tel.: Burgh Heath 3937. [9116

M.G. TF, 1954. New tyres, full tonneau, engine recently overhauled, excellent condition throughout. £465. Box No. H.117. [9117

HUMBER SUPER SNIPE Mk. 3, 1952. Immaculate condition throughout. Eng., brakes and front suspension overhauled 4,000 miles. Beautiful body and upholstery. Ideal hire car. £225 o.n.o. Tel.: EDG 6398 (evenings and week-ends). [9118

ALVIS 14-h.p., 1949 saloon. Excellent chassis and coachwork. £135. Exchange considered, cash either way. Hartnoll, Furzehill, Chard, Somerset. [9119

SUNBEAM TALBOT 80, 1950, maroon. Hood and upholstery as new. Expensive engine overhaul, brakes relined and new clutch 4,000 miles ago. Steering-box reconditioned, new track-rod ends and king-pins—2,000 miles. Excellent appearance. All instruments work. M.O.T. cert. £185. Hancock, Salwarpe, Droitwich, Worcs. Tel.: Fernhill Heath 220. [9120

LAGONDA 16/80, as advertised last month. Worth seeing £235 o.n.o. Kelsall, Barton-under-Needwood, Staffs. Tel.: 292. [9121

FOR SALE: Convair body. First offer secures. 48, Sydnall Road, Longford, Coventry. [9122

M.G. TC, 1949. Excellent condition throughout. Resprayed, new hood, extras. £295. H.P. arranged. Tel.: Ruislip 9533. [9123

TRY TWO-STROKE Motoring. Must sell 1954 (regd. 1958) D.K.W. 3-6 Sonderklasse, l.h.d. sunshine roof, engine just overhauled, v. good condition. Nearest £250. Condon, Woolpit Road, Norton, Bury St. Edmunds. Tel.: Pakenham 346. [9124

TALBOT 105. A worthy beast although engine needs major repair. Serious offers. Box No. H.125. [9125

T.V.R. Mk. 2, 1960, Climax. Stage 1 M.G. c.r box. All independent suspension. Recently overhauled by manufacturers. Sole reason for sale, Far East posting. Thompson, 12, Mattock Crescent, Torrisholme, Morecambe, Lancs. [9126

UNIQUE 1923 Wolseley 15.9 tourer, with dickey. Restoration 3 parts completed. Bodywork excellent, upholstery perfect, engine reconditioned. New brakes. This is a 100% sound car. Over £150 spent. £110 o.n.o. Box No. H.127. [9127

1172 FORD SPECIAL. Ali. body. Twin S.U.s, 4.4 c.w.p., r. and p., h.c. head, i.f.s., full weather equipment. Bargain. £275 o.n.o. Tel.: Boxmoor 1431 (evenings and week-ends). [9128

RILEY MONACO, 1937. Enthusiast's car, in excellent condition. £175. Full details on request. Atkin, 71, Bailgate, Lincoln. [9129

FOR SALE—*continued*

ROLLS-ROYCE (1923) Twenty, Windover o/d, alloy saloon. M.O.T. certificate. £125 o.n.o. Box No. H.130. [9130

TRIUMPH ROADSTER, 1950. £190. New engine, respray. After August 7th. Montague, 25, Trinity Road, Luton, Beds. Tel.: Luton 51057. [9131

LANCIA APRILIA, late type wheels, big Zenith heater. Was recellulosed, reupholstered, 1959 Marchal spot, five good tyres. Italian manual. M.O.T. tested; taxed, insured. £120. English, West Street, Selsey, Sussex. Tel.: Selsey 2383. [9145

ALVIS V.D.P. Sports Saloon, o.h.v., triple carbs. fast, with impressive exhaust note. Engine, steering, overhauled. Brakes relined. All bills available. Eagle mascot, very beautiful car. M.O.T. tested, taxed and insured. £130. English, West Street, Selsey, Sussex. Tel.: Selsey 2383. [9146

MORGAN PLUS FOUR, 1956. TR2 engine absolutely perfect condition, completely overhauled all extras, new tyres. £435 o.n.o. Require £120 sports car. 76a, Eltham Road, Lee, London S.E.12. [9147

RILEY ADELPHI saloon, M.O.T. test certificate £90. Full details: Tel.: Putney 2247 (evenings). [9148

1938 ALVIS Speed 25 Sports Saloon. Very good condition throughout. Raised compression, lightened flywheel, smooth high performance. M.O.T. certificate. Seen Colchester. Offers. Box No. H.090. [9090

VOLKSWAGEN, 1949, regd. 1954. L.H.D. Excellent condition. £160. 129, Greatwood Avenue, Skipton. [9140

£925—A.C. ACECA G.T. The only one with Webasto roof. Black/red leather. No dealers. Box No. H.150. [9150

1938 ALVIS V.D.P. Crested Eagle. Perfect and tested. Mechanics, electrics, paint, chrome, tyres etc., completely renewed/renovated. £235. Tel. Harefield 2119. [9151

LANCIA G.T. AURELIA f.h.c. Regd. 1960 "X" tyres. In superb unmarked condition. Extended trial. See p. 630 July "M.S." for type. Might consider part-exchange estate car or similar. £775. Box No. H.152. [9152

1959 FAIRTHORPE ELECTRON Minor. Ice blue. Enthusiastically maintained. Host of extras. Excellent condition. Bargain at £410. After August 5th. 57, Wellington Road, Eccles, Lancs. Tel.: ECC 4352. [9153

APRILIA, 1939. Far above average body and mechanics, special equipment. £165. Camplisson, 17, Bristol Road, London, E.7. Tel.: Grangewood 9250. [9154

JUPITER. Abbot convertible, 1952. Attractive, fast and reliable. Well maintained for several years by present owner and used as second car. For £250 there cannot be greater value in sports cars. Pines, Tel.: PUT 4480. [9155

S.S.1, 16 h.p. M.T.C. Faultless, genuine. Must dispose, therefore cheap. Offers. Tel.: Mitcham 9530. [9156

TR3, 1956. Immaculate. 35,000 miles. Duotone Washers, heater, soft-top, new "X"s, tonneau. £475. Tel.: G. Collins, Avenue 2180 (office). [9157

ALVIS SPEED TWENTY, 1934, Charlesworth sports saloon, 2½-litre. P.100s, twin spots, horns, three S.U.s, alloy body. Fast, distinctive and reliable. Many replacements 1960. £70 o.n.o. Goldman, Musleigh Manor, Ware, Herts. Tel. 3699. [9158

LORD PEMBERTON. Sports Autocross Special. 1,100-c.c. alloy Rover engine. Highly modified. Space frame. Alloy body, sprayed B.R.G. Hydraulics, telescopics. Really hairy motor car. £100. Steve Carter, 52, Pemberton Road, East Molesey, Surrey. [9159

FAIRTHORPE ELECTRON MINOR sports. Sept. 1959. New engine 165 miles. £375. Super finish. Many extras. 24, Spring Gardens, Watford. [9160

HEALEY ABBOT, 1951, foursome convertible. Cream and black, black Vynide hood, red leather. Michelin "X" tyres, radio, heater. Excellent mechanical order. Immaculate appearance. M.O.T. cert. £245 o.n.o. 62, Sussex Place, Slough. Tel.: 23754. [9161

BERKELEY SPORTS, 1958, 322-c.c. Anzani 4-wheeler. 6,000 miles. Good condition. £260. For details, write : Follows, Copley Gate, Halifax. [9162

ASTON MARTIN, 1937, 2-litre saloon. Much time and money put into this car in the past three months. Taxed. £125. 22, St. John's Road, Balby, Doncaster. [9163

1960 FIAT 600, absolutely mint, negligible mileage. £435. 65, Haden Park Road, Oldhill (Dudley), Staffordshire. [9164

VINTAGE 1927 ROLLS Twenty, handsome brake body, complete to clock. 6 ft. behind front seat. Practically another broken for spares, four extra tyres, etc. Nearest £200 all in. Dennis, 61, Fore Street, Ipswich. Tel.: 55140. [9165

MODEL-T 1923 ENGINE, ready installation. Motor Body Works, Ditton Walk, Cambridge. [9166

1920 VAUXHALL 30/98. Perfect, original, immaculate. Best offer. Tel.: Downland 4782. [9167

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

FOR SALE—*continued*

RACING SPECIAL 1,172-c.c. Formula competition/road car. All mods. Spares. Must sell, bargain, £150 o.n.o. Paterson, Tel.: Denham 2709. [9168

3-LITRE BENTLEY, 1927, open 4-seater. Twin carbs., coil conversion. £400 o.n.o. Box No. H.169. [9169

ASTON MARTIN, 1934, Bertelli, tourer, green. A70 engine; fast. New batteries; fitness certificate; licensed. Engineer's hobby. £78. Box No. H.170. [9170

BARGAIN : £485, late 1958 Ford Consul power-top convertible, one owner and 18,500 miles from new; excellent condition. Consider part exchange for reliable 2-seater. Pemberton, Queens Gate Terrace, S.W.7. Tel.: KNI 7915. [9171

ALVIS SPEED TWENTY Cross and Ellis sports tourer, immaculate condition after very careful restoration. Taxed, insured. M.O.T. certificate. If you have around £295 you will buy on sight. Photographs. 239, Portswood Road, Southampton. [9172

1955 TURNER. 1,500-c.c. M.G. engine. Falcon Mk. II body. I.R.S. Requires little work to finish. £300 o.n.o. Tel.: Hainault 6314. [9173

MORRIS MINOR, 1932. Immaculate condition throughout. Passed test. "Minature Rolls." £65 o.n.o. Tel.: Romford 64703. [9174

1932 S.V. MORRIS Minor saloon. Mechanically sound. Body failing. Complete or spare parts. 14, Sussex Close, New Malden, Surrey. [9175

ALVIS TWENTY-FIVE, 1937, touring saloon, mechanically good, £85. M.G. VA saloon, £35. Both taxed. Returning to Australia September. Must sell. Letter to White, 29, Lyncroft Gardens, Hampstead, N.W.6. [9176

LEA-FRANCIS 14-h.p. sports, 2/4-seater, 1949. In excellent condition mechanically and otherwise. M.O.T. certificate. £300 o.n.o. Mather, Sunnyside, Upper Brook Street, Oswestry, Salop. [9177

SMALL GARAGE—large car. 1938 Riley 1½ touring saloon; excellent body; preselector. £45 o.n.o. 66, Hawkins Avenue, Torquay. [9178

1934 M.G. PA. Sound condition, well shod. Luggage rack. £75. Purt, 269, Gooding Avenue, Leicester. [9179

M.G. TC. New tyres, battery, k/pins. Recond. engine. Excellent bodily and mechanically. M.O.T. £225. Milne, 510, Crookston Road, Glasgow, S.W.3. [9180

TR3, 1958. White. Overdrive, heater, disc brakes. In very good condition. Any reasonable offer accepted. G. Wright, "Blue Slates," Wheldrake, York. Tel.: Wheldrake 6. [9181

M.G. TA. Good condition. M.O.T. cert. £95. Tel.: Cuffley 3358. [9182

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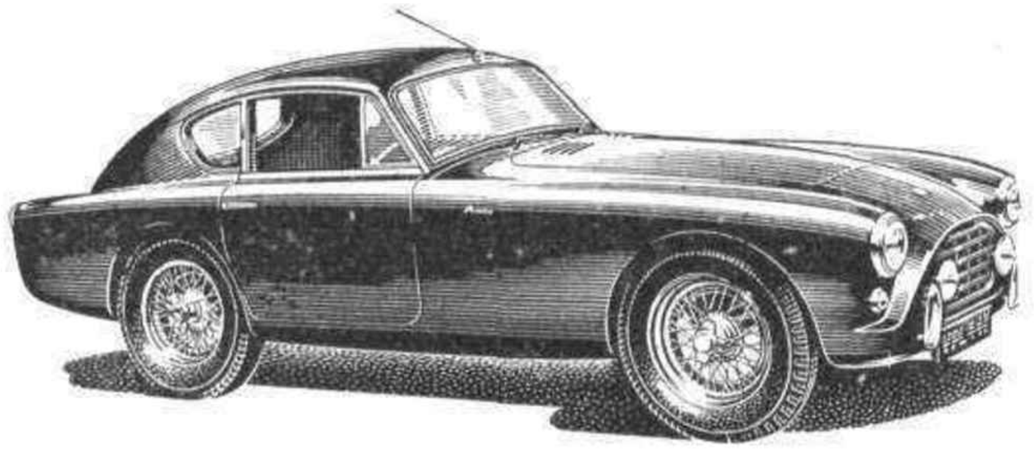

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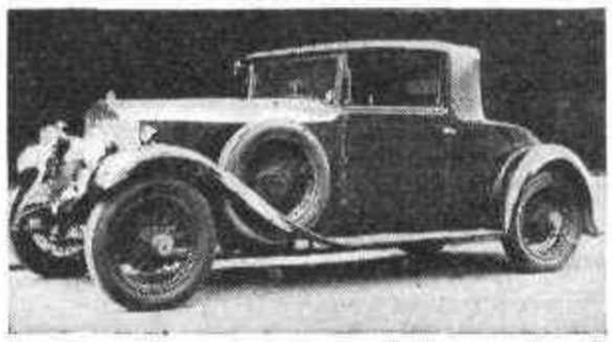

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OVERSEAS JAGUAR DRIVERS' Club member wishes to purchase at end August a one-owner Special Equipment Jaguar 140 drophead coupé, in enthusiast condition. Please write with full details to C. D. B. White, c/o 171, Preston Drive, Brighton, 6, Sussex. [8844

WANTED, five disc/artillery wheels to take 33 × 4½ tyres, others might suit, with or without tyres. Please write, letters answered, Langton, Woldhurst Bungalow, Runcton Lane, Mundham, Chichester. [8870

VINTAGE AUSTIN HEAVY 12/4 tourer wanted quickly. Coachwork by Austin. Prefer gate-change. Must be mechanically good. M. G. Hawkes, Garden Cottage, Shrewley, Nr. Warwick. [8871

HANDBOOK FOR ALLARD P1 saloon (V8). Thorne, 130, Harbut Road, Battersea, S.W.11. [8872

WANTED, VETERAN, VINTAGE car, motor-cycle. Suitable restoration. Hedstrom carb., 1923 F.N.4 motorcycle spares. Dobbs, East Lyng, Taunton. [8873

WANTED FOR SIDE-VALVE Minor, 1952, overhead, or any conversion set. Leggett, 4, Mort Street, Oldham, Lancs. [8874

PORSCHE WANTED, 1955-57. Full particulars to Berry, 21, Haileybury Road, West Bridgford, Nottingham. [8875

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. H.876. [8876

BLOWER, *avec* plumbing, wanted for A35. Details : Skane, 115, Eden Park Avenue, Beckenham. [8882

ROLLS-ROYCE, 1913, Silver Ghost : The following spare parts urgently required for shipment to Silver Ghost owner in Melbourne, Australia : Radiator core or complete Colonial or other 20-in., 22-in. Speedo. Flywheel guard, 21 in.—F2901. Lamp brackets (F3309, F3310). Bonnet fittings (E475, U730, E3644, U352, E3645, U1449, U636, E2720). Offers please to W. H. Jones & Co. (London) Ltd., Tower House, Whetstone, N.20, who will make payment, take delivery, and arrange shipment and export formalities. [8643

FOR AUSTIN SEVEN. Ulster or Nippy front axle, radius rods, and gearbox, flattened springs, hydraulic brake conversion, or rough, cheap Ulster complete or body only. Clarke, Long House, Woodgreen, Fordingbridge, Hants. [8967

HARD-TOP WANTED for 1954 Sunbeam Alpine. Holmes, 45, Polwarth Road, North Gosforth, Newcastle-on-Tyne. Tel.: Wideopen 2415. [8983

URGENTLY WANTED : 1950 2-litre A.C. saloon, near-side door. J. Armstrong, 78, Pumpherston Road, Uphall Station, West Lothian. [8984

HARD-TOP FOR M.G.-A. State price. Griffin, 11, Mardale Drive, Gatley, Cheshire. [8985

RAILTON S.8, 9 ft. 8 in. wheelbase. Drophead preferred. Details, Smith, 2, King's Head Cottage, Minchinhampton, Glos. [8986

IN GOOD CONDITION, 20-h.p., 6-cylinder Standard engine, as fitted S.S.1 and S.S.90. Clarke, 2 Frognal Lane, London, N.W.3. [8987

LOTUS 7A, Ser. I/II. Tel.: GRE 2323 (day), GRE 1150 (evenings). [8999

JAGUAR S.S.100 wanted by Canadian Classic enthusiast visiting England in August. Prefer 1939 model in *concours* condition, but will consider others. Box No. G.976. [9000

***1930* SUNBEAM SIXTEEN** engine spares in good usable condition. Urgent. Thompson, "Barberry," Bordesley, Redditch, Worcs. [9062

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***1955* TR2,** hard-top, also overdrive. Stacey, 256, North Circular Road, N.W.10. [9133

13, 14 or 15-in. wheels, c/r. gears, i.f.s., racing cam, etc., for 1172 (E93A). Also c/r. gears for B.M.C. "A" series. Ferriday, 97, Castle Road, Tipton, Staffs. Tel.: 2242. [9134

TR3 WANTED, plus—or minus £500. Overdrive and hard-top essential. Nothing less than immaculate considered. Write, Myers, 53, Burgh Road, Carlisle. [9135

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WANTED—*continued*

UP TO £400 cash seeks good home in exchange for best Sprite or Turner offered. Box No. H.137. [9137

CASH FOR GOOD 4-seater Morgan 4/4. 192, Baring Road, Cowes, I.W. (Tel.: Cowes 1271). [9138

WANTED, TR3 with overdrive or M.G.-A. Booty, "Farnley Tyas," Church Road, Blewbury, Berks. Tel.: Abingdon 1220, ext. 3581. [9141

CHEAP OR TATTY DB2 or Jensen. Private buyer. 112, Croham Valley Road, Croydon. Tel.: SAN 1921. [9185

S.S.100 FRAZER NASH, Aston, Riley, Lagonda or equivalent pre-war thoroughbred sports car. Required for cash. Must be original, any condition considered. Cash waiting. Box No. H.187. [9187

JAGUAR 2.4, 1956-ish. Not just good : outstanding. London area. Box No. H.254. [9254

SPEEDWAY BIKE for cash, all offers considered. Warwicks. Box No. H.270. [9270

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VOLKSWAGEN, up to £70: consider Renault. Wilde, Black Rock, Cross Square, Wakefield, Yorks. [9276

BUGATTI 37 or 37A, original, any condition. Photo. Box No. H.277. [9277

ALVIS 12/50 TE 4-seater sports-tourer. Pre-1927. Box No. H.278. [9278

MISCELLANEOUS

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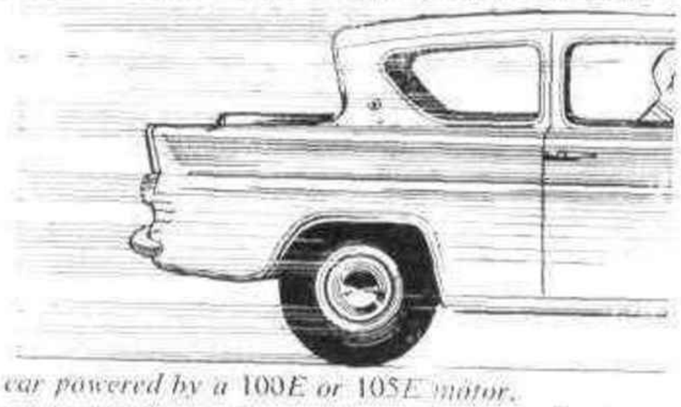

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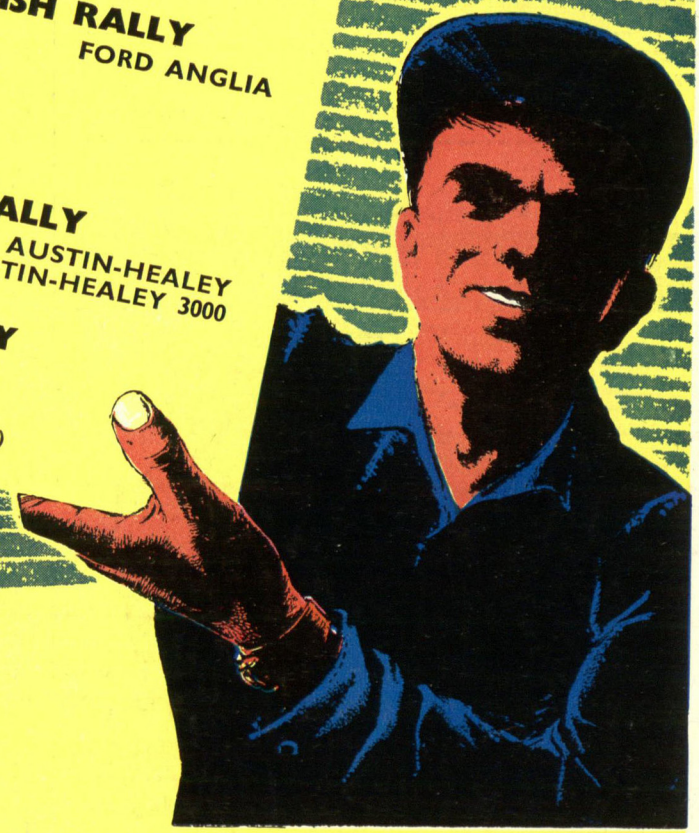

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