Vol. XXXVII No. 6 TWO SHILLINGS June 1961

# MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



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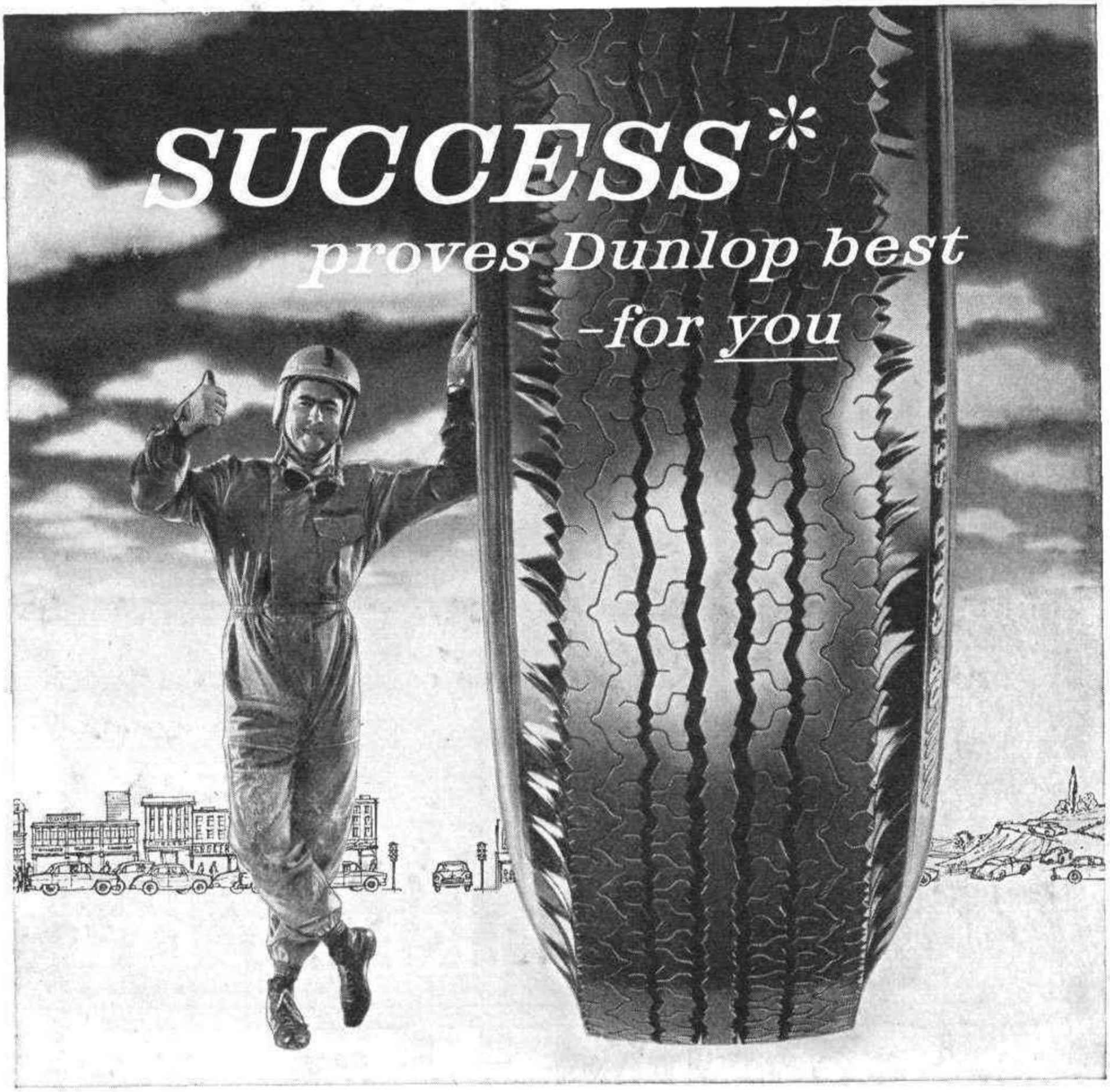
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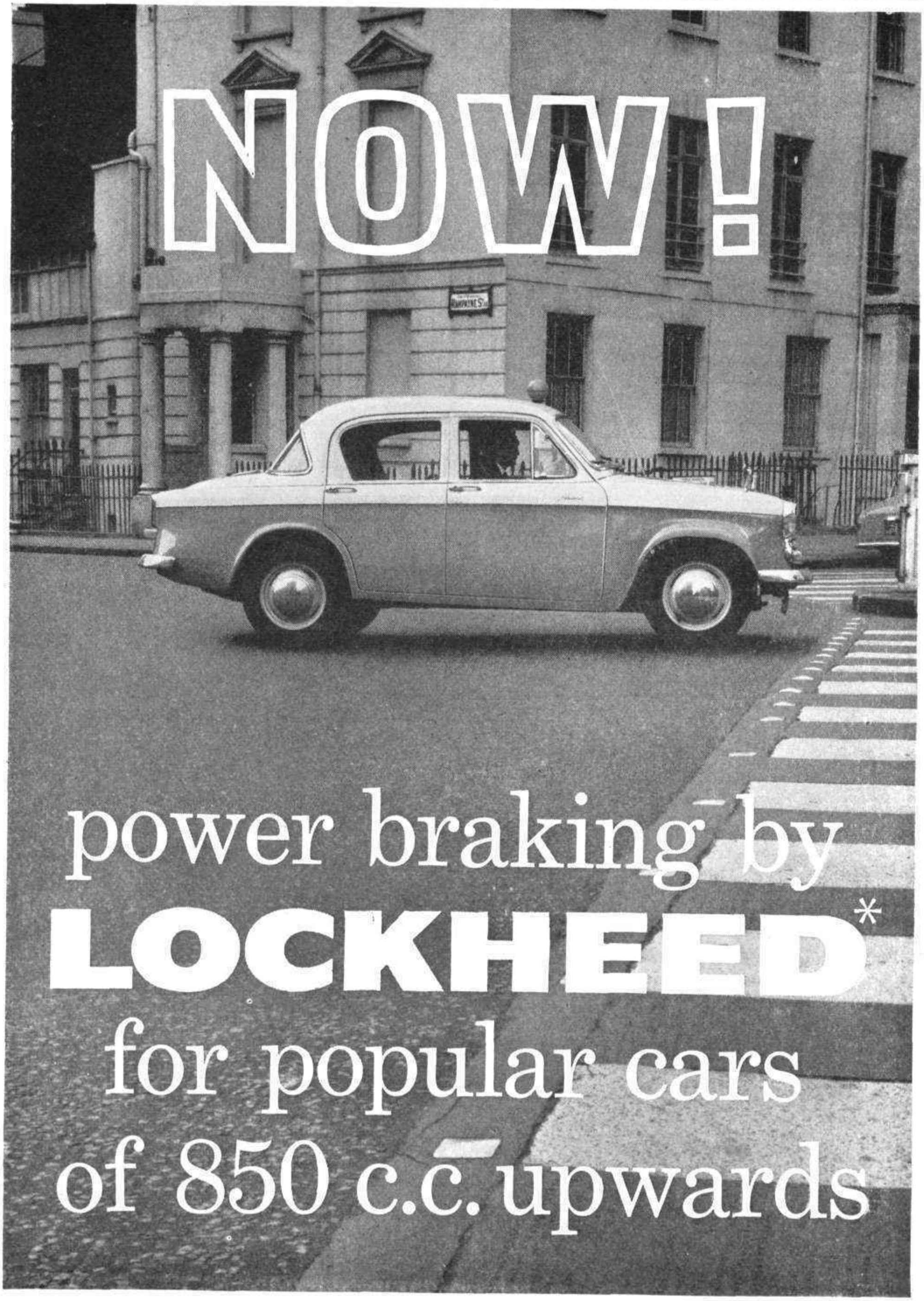
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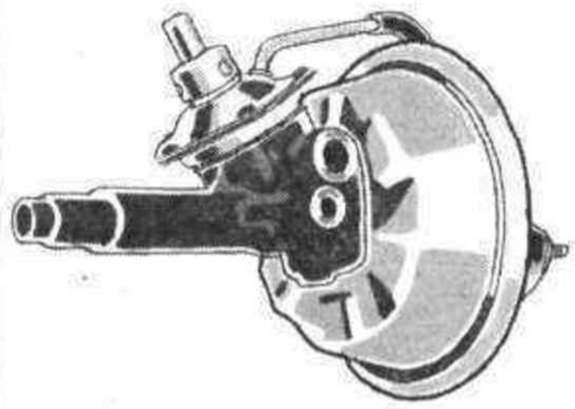
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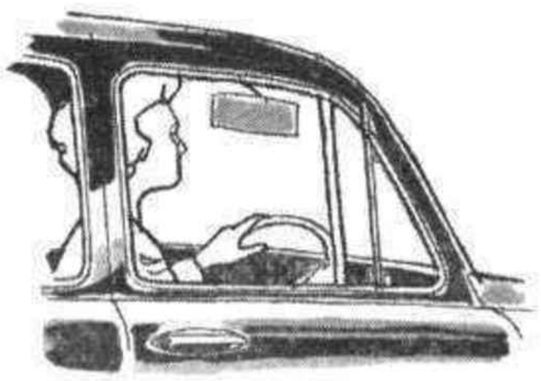
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Motoring News

*The* ONLY WEEKLY Motoring Newspaper

**Every Thursday 6d**

*HIGHLIGHTS OF THE MONTH AHEAD :*

- **June 1** On-the-spot account of the Nurburgring 1,000 km., plus full coverage of home events.
- **June 8** Inter-Continental Formula racing at Brands Hatch; Rouen Sports-Car G.P., and the Indianapolis 500 Miles Race.
- **June 15** Full coverage on Le Mans, the world's most famous sports-car race, plus an extended Continental test of the new Triumph Herald 1200.
- **June 22** Round 3 of the World Drivers' Championship, the Belgian G.P. at Spa, and Sweden's Rally of the Midnight Sun.
- **June 29** Road test of a striking Continental car, the Fiat 2100; mid-season review of Grand Prix racing, and Plymouth Rally.

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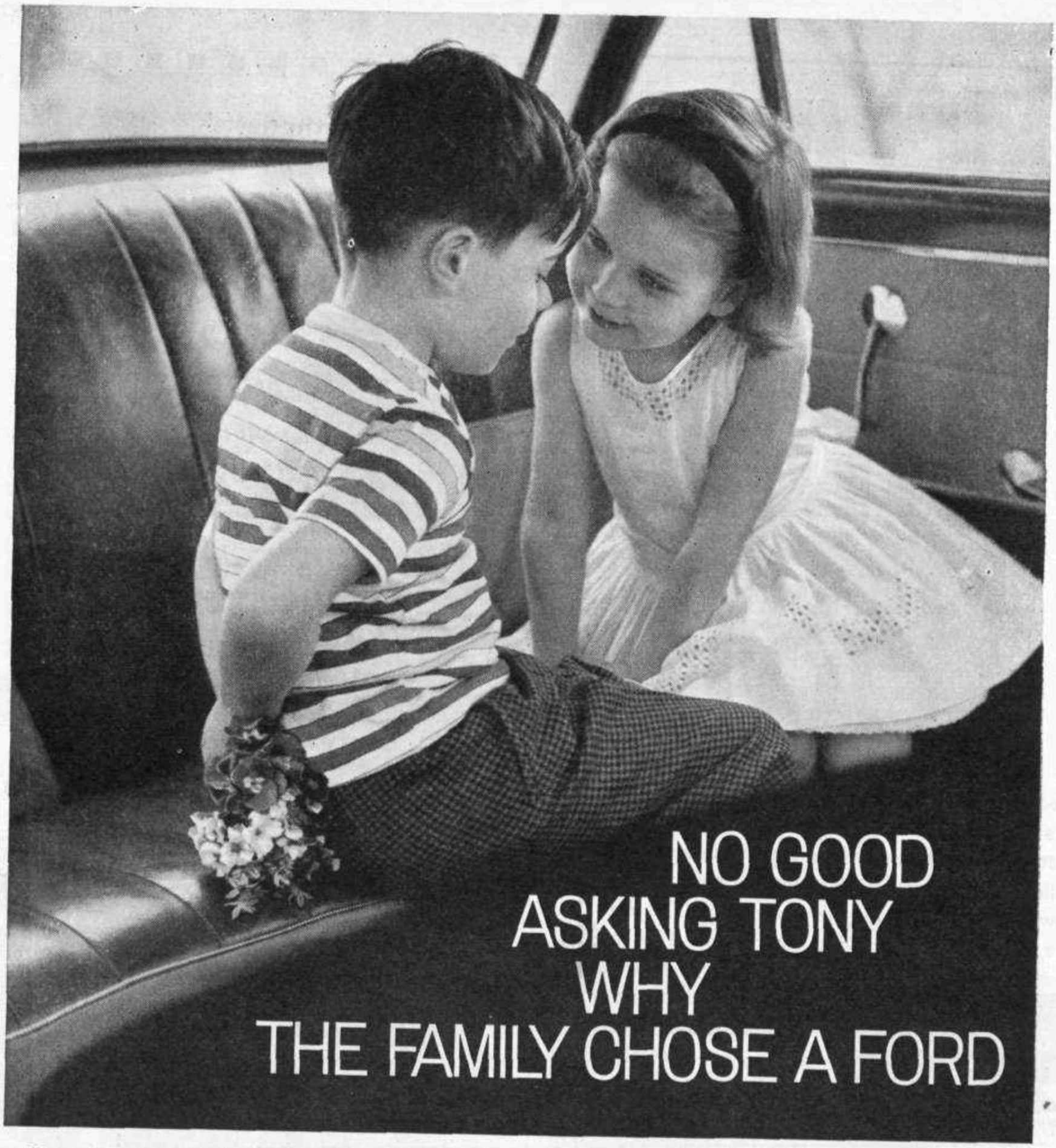
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VOL. XXXVII No. 6 MOSS' BRILLIANT MONACO VICTORY JUNE 1961

# MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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## MATTERS OF MOMENT

### A TAX ON PRESTIGE

In this country we pay tax on our earnings and on interest on capital, additional tax on high earnings, tax on company profits. Our marriages, houses, dogs, guns and T.V. sets (even when they receive only sponsored programmes) are licensed and when we die there are death duties. Motorists pay purchase tax on a new car, have to buy a car licence and driving licence, take out compulsory insurance not always equitably priced by private companies, and contribute 2s. 6d. tax on every gallon of petrol consumed. In return, we are permitted to indulge in private transport, harried by the police (Anne Scott-James of the *Daily Mail* said last month : " The policeman has become a public enemy . . . due entirely to persecution of the motorist."), harassed by traffic jams (Mr. Marples may have eased congestion in London to some extent but a Flower Show in Chelsea is apparently of more importance than unimpeded traffic flow along one of London's main arteries), and troubled in summer by a feudal system of road repairs necessitating loose grit and wet tar, which is detrimental to our tyres, paintwork and the carpet at home.

Now the Chancellor has aimed another blow at the motorist—his proposal to prohibit tax relief on executive's cars costing more than £2,000. This proposal hits hard at Alvis, Bristol and Daimler but hardest at Rolls-Royce, because they produce the greatest number of luxury cars, of which only about half are exported.

We have no particular love for Rolls-Royce, for they have steadfastly refused to co-operate with MOTOR SPORT, we have not had any of their cars for test since 1956.

But British prestige will suffer if the car bearing the illustrious name of Rolls-Royce, a name welded to the self-imposed title of " Best Car in the World," should go out of production. Just as the name Ford can never, in certain circles, quite escape from the stigma of the model-T people's car, no matter how good and how different are modern Ford products, so does Rolls-Royce represent to the majority of the World's motorists the highest pinnacle of perfection; even if, in the same way that the British Empire was at its zenith under Edward VII, it can be argued that the Rolls-Royce reached its climax of quality as the Edwardian " Silver Ghost."

Be that as it may, this Government weapon that could kill the Rolls-Royce car is barbaric and ill-conceived. Naturally, there are counter arguments. Those not privileged to pay sur-tax may question the right of executives to indulge in £6,000 cars subsidised by the community—in which case the Editor in his " minibric " feels reasonably guiltless ! The *Sunday Express* considers that the Government has subsidised Rolls-Royce so generously over aero-engine research that the company shouldn't moan about possible loss of car sales.

Yet to those of us who believe that, if the Battle of Waterloo was won on the playing fields of Eton, the Battle of Britain was undoubtedly decided over Calshot Water (where the victorious Supermarine seaplanes were powered with Rolls-Royce racing engines from which came the war-time " Merlin "), and to all who value craftsmanship in an age when some employees consider it easier to command high wages by strike action than by hard work, this proposal to tax British prestige must appear foolhardy in the extreme.

Say goodbye to Rolls-Royce cars ? It's unthinkable. . . .

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*Front cover picture : FERRARI WINS TARGA FLORIO.— Wolfgang von Trips and Olivier Gendebien winners of this year's Targa Florio. The picture shows von Trips thundering along a mountain road on this rugged island of Sicily.*

### THE SUCCESS OF FORMULA ONE

The last few weeks have been stimulating. Ferrari is back as a force to be reckoned with, the new Italian driver Giancarlo Baghetti gave established G.P. drivers a shock at Syracuse, and a four-wheel-drive Ferguson racing car has been announced. Stirling Moss has endorsed his unchallenged superiority in an Inter-Continental Cooper in the wet at Silverstone and in a Formula One Lotus in the dry at Monaco. Best of all, in the latter race a Formula One Lotus (Moss) and Formula One Ferrari (Ginther) both lapped only 1/10th of a second slower than the 2½-litre lap record and Moss won at record speed. What an effective answer to the pessimists who declared that the 1½-litre Formula One cars would be desperately slow and at a sad disadvantage to Inter-Continental cars ! Inter-Continental racing (curious title for fields predominantly British !) may for a while be a better yardstick of driver-prowess; that is, while sufficient 2½-litre " yesterday's bangers " hang together to enable this second-division racing to continue.

### FIRST BY A LONG WAY

We congratulate *Motoring News* on another *first* in getting motoring news to their readers. We refer to the Syracuse G.P. which took place on Tuesday, April 25th, a full report of which appeared in their edition of Thursday, 27th. Letters received from around the world indicate that Americans were reading the report by mid-day on Friday, 28th, and in New Zealand at breakfast-time on Monday, May 1st. Well done, " M.N." !

# Motoring Sport Events for June

★ **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 |
|---|---|---|---|---|---|
| June 3rd .. | Veteran C.C. .. .. .. | Press Heath Aerodrome | Whitchurch | Rally (*C.*) | 10.30 a.m. |
| ,, .. | North Midland M.C. .. .. | Oulton Park | Cheshire | Sprint (*R.*) | 2.00 p.m. |
| ,, .. | B.R.S.C.C. .. .. .. | BRANDS HATCH | FARNINGHAM | RACE MEETING (*INT.*) | 2.00 p.m. |
| ,, .. | Jaguar D.C. .. .. .. | Northolt Airport | Wembley | Rally (*R.*) | 10.00 a.m. |
| ,, .. | Peterborough M.C .. .. | Peterborough | Peterborough | Rally (*C.*) | 10.00 p.m. |
| ,, .. | Eight Clubs M.C. .. .. | Silverstone | Towcester | Race Meeting (*C.*) | 11.30 a.m. |
| June 3rd/4th | Broughton-Bretton M.C. .. | Corner House Café, Pentre Bychan | Wrexham | Rally (*C.*) | 11.01 p.m. |
| ,, .. | Leicestershire C.C. .. .. | 60, London Road | Leicester | Night Rally (*C.*) | 11.00 p.m. |
| ,, .. | Consett & Dist. M.C. .. .. | The Edge Garage | Medomsley | Rally (*C.*) | 12.00 mdt. |
| ,, .. | Bugatti O.C. .. .. .. | Prescott | Cheltenham | Hill-Climb (*C.*) | 10.30 a.m. |
| June 4th .. | English Electric M.C. .. .. | E.E.A. Factory Car Park | Stevenage | Rally (*C.*) | 2.00 p.m. |
| ,, .. | Jaguar D.C. .. .. .. | Beaulieu Airport | Lymington | Driving Tests (*R.*) | 10.00 a.m. |
| ,, .. | Muirhead Sports & Rec. Club .. | Muirhead Sports Ground | Croydon | Rally (*C.*) | 6.30 p.m. |
| ,, .. | Sixty M.C. .. .. .. | Car Park, Metal Box Co. | Worcester | Driving Tests (*C.*) | 2.30 p.m. |
| ,, .. | Cumberland S.C.C. .. .. | Lowther Park | Penrith | Sprint (*C.*) | 2.30 p.m. |
| ,, .. | Harrow C.C. .. .. .. | City Square | Denham | Driving Tests (*C.*) | 11.00 a.m. |
| ,, .. | B.A.R.C. .. .. .. | Brunton/M.R. 41/243562 | Collingbourne | Hill-Climb | 2.30 p.m. |
| ,, .. | Goodwins M.C. .. .. .. | St. Margaret's Bay | Dover | Driving Tests (*C.*) | 3.00 p.m. |
| ,, .. | Newcastle & Dist. C.C. .. .. | Great Bavington | Newcastle | Prod. Car Trial (*C.*) | 2.00 p.m. |
| ,, .. | Singer O.C. .. .. .. | 160/041½857½ | Uxbridge | Rally (*C.*) | 11.00 a.m. |
| June 10th .. | Lagonda Club .. .. .. | Biggin Hill Aerodrome | Biggin Hill | Driving Tests (*C.*) | 2.00 p.m. |
| ,, .. | Mid-Cheshire M.C. .. .. | Oulton Park | Chester | Race Meeting (*R.*) | 1.30 p.m. |
| ,, .. | Burnham-on-Sea M.C. .. .. | Castle Combe Circuit | Chippenham | Sprints (*C.*) | 2.00 p.m. |
| ,, .. | Hunting A.C. .. .. .. | Kensworth Common | Dunstable | Rally (*C.*) | 10.00 p.m. |
| ,, .. | Omagh M.C. .. .. .. | Syonfin | Omagh | Hill-Climb (*C.*) | 2.30 p.m. |
| June 10/11th | A.C. DE L'OUEST .. .. | LE MANS | LE MANS (SARTHE) | LE MANS 24-hr. RACE (*INT.*) | 4.00 p.m. |
| ,, .. | Charnwood M.C .. .. | Costock | Loughborough | Rally (*C.*) | 10.30 p.m. |
| ,, .. | Lancashire & Cheshire C.C. .. | Lion Filling Station | Weston Rhyn | Rally (*R.*) | 10.00 p.m. |
| ,, .. | Newburgh C.C. .. .. .. | Baiglie Inn | Newburgh | Rally (*C.*) | 11.30 p.m. |
| June 11th .. | MIDLAND A.C. .. .. | SHELSLEY WALSH | WORCESTER | HILL-CLIMB (*N.O.*) | 12.30 p.m. |
| ,, .. | B.M.W. C.C. .. .. .. | Moor Place Hotel | Esher | *Concours d'Elegance* | 2.00 p.m. |
| ,, .. | London M.C. .. .. .. | Army Driving School | Bordon | Driving Tests (*R.*) Approx. | 10.00 a.m. |
| ,, .. | Thames Estuary A.C. .. .. | Brands Hatch | Farningham | Speed Trial (*R.*) | 1.30 p.m. |
| ,, .. | M.G. C.C. .. .. .. | Marsden Moor Airfield | Wetherby | Driving Tests (*R.*) | 2.30 p.m. |
| ,, .. | Stockport M.C. .. .. .. | R.A.F. Handforth | Wilmslow | Sprints (*C.*) | 2.00 p.m. |
| ,, .. | Aberdeen & Dist. M.C. .. .. | Hazlehead | Aberdeen | Rally (*C.*) | 10.15 a.m. |
| ,, .. | North Staffs M.C. .. .. | Swynnerton | Stone, Staffs | Driving Tests (*R.*) | 2.15 p.m. |
| ,, .. | Rolls-Royce M.C. .. .. | Rest & Be Thankful | Arrochar | Hill-Climb (*C.*) | 2.00 p.m. |
| ,, .. | Arbroath & Dist. M.C. .. .. | Golden Lion Garage, Montrose Road | Arbroath | Rally (*C.*) | 00.01 a.m. |
| ,, .. | Verulam A.C. .. .. .. | Stevenage Town Football Club | Stevenage | Driving Tests (*C.*) | 2.00 p.m. |
| ,, .. | Dunfermline C.C. .. .. | Gash, Auchterarder | Perth | Driving Tests (*R.*) | 1.00 p.m. |
| June 17th .. | V.C.C. .. .. .. .. | Dovercourt | Harwich | Rally (*C.*) | 3.00 p.m. |
| June 18th .. | EASTERN COUNTIES M.C. | SNETTERTON | THETFORD | RACE MEETING (*N.B.*) | — |
| ,, .. | Baltic Exchange M.C. .. .. | Heston Aerodrome | Heston | Driving Tests (*C.*) | 11.00 a.m. |
| ,, .. | WEST HANTS & DORSET C.C. | WISCOMBE HILL, COLYTON | HONITON | HILL-CLIMB (*N.O.*) | 12 noon |
| ,, .. | Allard O.C. .. .. .. | Brands Hatch | Farningham | Sprint (*R.*) | 2.00 p.m. |
| ,, .. | R.A.C. DE BELGIQUE .. | SPA-FRANCORCHAMPS | SPA | BELGIAN G.P. (*INT.*) | — |
| ,, .. | V.C.C. .. .. .. .. | Frinton | Frinton | Rally (*C.*) | 10.30 a.m. |
| June 21st .. | Maidstone & Mid-Kent M.C. .. | Upper Transport Sq., Invicta Lines, R.E. | Barracks, Maidstone | Driving Tests (*C.*) | 7.00 p.m. |
| June 23rd/24th | Univ. of Liverpool M.C. .. | Roodee | Chester | Rally (*C.*) | 10.00 p.m. |
| June 25th .. | Alvis O.C. .. .. .. | Sherburn-in-Elmet | Leeds | Driving Tests (*R.*) | 10.00 a.m. |
| ,, .. | Mid-Surrey A.C. .. .. | Louisberg Square | Bordon | Driving Tests (*C.*) | 12.30 p.m. |
| ,, .. | Dowty M.C. .. .. .. | Healeys Garage, MR.143/825190 | — | Rally (*C.*) | 11.00 p.m. |

## NAPLES GRAND PRIX (May 14th)

After holding their Grand Prix for sports cars in previous years it was good to see a return to Formula One by the Naples Club, using the traditional, but now shortened, winding Posillippo circuit. It was unfortunate that it was run on the same day as the Monaco Grand Prix but nevertheless it gave a chance for private owners to get into a Continental race. Driving the F.I.S.A.-sponsored rear-engined Ferrari he raced at Siracusa Giancarlo Baghetti won this his second Formula One appearance, though he had been hotly challenged by Salvadori with a Yeoman Credit Cooper-Climax who ultimately suffered a puncture and finished seventh.

**Results :**

**1st** : G. Baghetti (Ferrari V6 rear engine), 1 hr. 22 min. 46.5 sec.—108.726 k.p.h.
**2nd**: G. Ashmore (Lotus-Climax) .. .. .. .. 1 lap behind
**3rd** : L. Bandini (Cooper-Maserati) .. .. .. .. 1 lap behind
**4th** : I. Burgess (Lotus-Climax) .. .. .. .. 2 laps behind

## PRIX DE PARIS (May 14th) — MONTLHERY

The annual mixed races at Montlhéry took place on the combined road and track circuit and events for touring, G.T., Juniors and sports cars were held. Over 850-c.c. G.T. cars and 2-litre sports cars were run together, resulting in an overall win for the ex-Gordini driver Andre Simon in a 250 G.T. Berlinetta Ferrari.

**Results :**

**G.T. Unlimited and Sports 2,000 c.c. : 50 km. :**
**1st** : A. Simon (Ferrari 250 G.T.) .. 24 min. 59.7 sec.—120.264 k.p.h.
**2nd**: R. Fraissinet (Porsche RS60) .. 25 min. 01.5 sec.
**3rd** : P. Monneret (Porsche RS60) .. 25 min. 02.2 sec.
**Formula Junior—Two Heats :**
**1st** : R. Boyer (Lotus-Ford) .. .. .. .. .. 2 points
**2nd**: R. Bouharde (D.B. Panhard) .. .. .. .. 6 ,,
**3rd**: D. Piper (Lotus-Ford) .. .. .. .. .. 6 ,,

## SPA GRAND PRIX (May 14th)

The Touring and Grand Touring races run by the Automobile Club of Spa were held on the Francorchamps Grand Prix circuit and surprise of the meeting was Shepherd-Barron, who stirred up the Porsche Carreras driving Chris Lawrence's highly-tuned Morgan. Parkes in an E-type Jaguar challenged the Continental supremacy of the G.T. Ferraris.

**Results :**

**G.T. Cars over 2,000 c.c.—204 kilometres :**
**1st** : W. Mairesse (Ferrari 250 G.T.) 1 hr. 05 min. 33.8 sec.—193.553 k.p.h.
**2nd**: M. Parkes (Jaguar E-type) .. 1 hr. 07 min. 04.9 sec.
**3rd** : A. G. Whitehead (Ferrari 250 G.T.) .. .. .. .. 1 hr. 08 min. 36.2 sec.
*Fastest lap* : W. Mairesse (Ferrari), in 4 min. 19.5 sec.—195.606 k.p.h.
**G.T. Cars up to 2,000 c.c.—141 kilometres :**
**1st** : F. Hahnl (Porsche Carrera) .. 50 min. 11.5 sec.—168.553 k.p.h.
**2nd**: R. Shepherd-Barron (Morgan +4) 50 min. 28.8 sec.
**3rd** : S. Leinen-Weber (Porsche Carrera) 51 min. 13.6 sec.
*Fastest lap* : F. Hahnl (Porsche), in 4 min. 59.9 sec.—172.126 k.p.h.
**Touring up to 1,600 c.c.—112 kilometres :**
**1st** : W. Blydenstein (Borgward) .. 45 min. 29.9 sec.—149.135 k.p.h
**2nd**: G. Hacquin (Alfa Romeo TI) .. 46 min. 02.8 sec.
**3rd** : A. Hutcheson (Riley 1.5) .. .. 46 min. 38.4 sec.
*Fastest lap* : W. Blydenstein (Borgward), in 5 min. 37.4 sec.—150.444 k.p.h

## WISCOMBE PARK HILL-CLIMB

Majors Lambton and Chichester have made an excellent job of the Wiscombe Park hill-climb course. The last meeting was opened by Basil Davenport in his original 1½-litre G.N. " Spyder " (59.64 sec.) and the record for the extended course is 49.3 sec., by Addicott's Lotus. In very pleasant surroundings and informally run, Wiscombe is close to good Devon seaside resorts, making a visit there an excellent holiday excursion. The National British Meeting is on June 18th, with entries from the W. Hants & Dorset C.C.—W. B.

# XIX GRAND PRIX OF MONACO — *What a race !*

MONTE CARLO, *May 14th.*

WITH no races being held in the Argentine this year the Monaco G.P. was the first Grande Epreuve of the season and naturally everyone wanted to be in it but, as usual, the number of cars permitted to start on the narrow and twisting 3.145-km. circuit was limited to sixteen. This year a different arrangement of selection was used, in place of the previous idea of taking the sixteen fastest in practice out of those invited to compete. Each factory team was given two places for their leading drivers, so that Bonnier and Gurney were in for Porsche, Graham Hill and Brooks for B.R.M., Brabham and McLaren for Cooper, Clark and Ireland for Lotus, and Phil Hill and von Trips for Ferrari. In addition to these ten Moss and Trintignant were given definite entries, as members of private teams, because they were both past winners of the race ! This meant that there were four places left for the remainder of the entry, to be decided between them on practice times, and battling for these places were Ritchie Ginther with a third works Ferrari, Hans Herrmann with a third works Porsche, Gendebien and Bianchi with Emerysons from the Equipe National Belge, Allison and Henry Taylor with U.D.T.-Laystall Lotus cars, Masten Gregory with the Camoradi Cooper, Michael May, the Swiss driver, with Seidel's Lotus, and John Surtees with a Yeoman Credit Cooper. Reg Parnell had wisely only brought his fastest driver along and had sent Salvadori down to Naples where another F.1 race was being held on the same day. Before practice started the outcome of the four final places was fairly clear, for obviously Ginther and Herrmann with works cars would get in, as would Surtees with the Yeoman Credit car, so that there was only doubt about the sixteenth place and the also-rans were to struggle for one position on the starting grid.

In bright and sunny weather practice began on Thursday afternoon, May 11th, and everyone was out with the exception of the Porsche team, the drivers and officials being there but no cars or mechanics. Jack Brabham was just in from Indianapolis, where he had been practising with the special 2.75-litre alcohol-burning Cooper-Climax, so he no doubt found the 1½-litre Grand Prix Cooper-Climax a bit tame, but the Monte Carlo circuit as difficult as ever. A new and sensible innovation this year was the moving of the pits to the other side of the island on which they are situated, that is, on the return road from the Gasworks Hairpin. With cars taking the Tobacconist Corner on the harbour front faster each year the beginning of the pits area was fast becoming an unhealthy place to be, for many of the cars were still sliding when they reached the old pits area. This change not only made things a little less dicey, but also permitted a much better line through the long curve down to the Gasworks Hairpin. Further to this, many guard rails had been put up around the edge of the circuit, consisting of I-section girders let into the ground with springy steel strips bolted to them, while at the Gasworks Hairpin an additional row of straw bales was placed on the outside, thus protecting the paying customers but making the radius of the turn slightly different.

If noise was anything to go by, the new 120 degree V6-cylinder Ferrari was most impressive as Ginther went round, passing B.R.M.s and Coopers with ease, even though many of the British entries had now got new 4-cylinder Coventry-Climax Mark II engines. Surtees was in a bit of trouble with the selector mechanism on his 5-speed Cooper gearbox and Moss was not happy about the fuel feed system on his 1960 Lotus. Graham Hill was going well in the B.R.M. with Mk. II Coventry-Climax engine, and the brand new works Lotus cars of Clark and Ireland were beginning to go very fast. Brabham was not in the picture at all, but nevertheless was quietly adjusting his Cooper to the conditions without any fuss, and Phil Hill and von Trips with the 60 degree V6 Ferraris were hot on the heels of Ginther with the new car. Practice had begun with lap times around 1 min. 48 sec., but the faster drivers soon reduced this to under 1 min. 45 sec. and towards the end of the afternoon the three Ferraris were all below 1 min. 42 sec., as was Moss with his Lotus, the Walker team being back on form again. As practice neared its close the new Lotus cars really got into their stride and Ireland was down with Moss and the Ferraris and Clark was beginning to look fast as well as going fast. He did a terrific lap in 1 min. 39.6 sec., looking almost wild, and on the next time round he lost it at Ste. Devote Corner and crashed heavily, wrecking the Lotus but escaping injury himself. While the dust was settling, practice ended and he was the only one to get below 1 min. 40 sec., but this was small consolation for the amount of work required to sort out the wreckage. The Lotus factory had only just managed to get the two cars ready in time for the event and now there was a panic call to bring the workers down to Monaco to straighten everything out, the remains having to be stripped right down to the bare chassis frame and many bent tubes having to be cut out and replaced, and parts straightened or replaced.

Following the Grand Prix practice there was Formula Junior practice, the entry being divided into two groups for the " Third Monaco-Junior " race to be held on Saturday, and it was interesting to reflect that the winners of the two previous Junior races at Monte Carlo, Michael May and Henry Taylor, were now taking part in the Grand Prix itself.

The next Formula 1 practice was bright and early in the morning on Friday, starting at 7.15 a.m., the Juniors already having practised at an even earlier hour. The Porsche team had arrived and had four cars with them, one as a spare, Moss had the Walker Cooper out as a spare and Yeoman Credit had their slim rebodied car as a spare for Surtees, both these reserve Coopers having old-type Climax engines. Needless to say there was only one works Lotus out, work on Clark's car still progressing, and Ireland's car now had a 5-speed gearbox in place of the 4-speed he used the day before. U.D.T.-Laystall gave Allison the Mk. II engined car for this practice, Taylor having had it previously, but Graham Hill still had the faster B.R.M. The Ferraris seemed very happy, their engines requiring little in the way of attention, and Ginther was putting in a lot of laps in the new one, this meeting being more in the nature of a test for the car than a serious race, but as it was turning out the new car was faster and as reliable as the older ones. There was no doubt that Ginther was going to qualify for the start for he turned 1 min. 39.8 sec., and Surtees was equally sure of getting in as he did 1 min. 41.1 sec., but Herrmann was not going fast enough and young Michael May saw a golden opportunity and took it. Two of the fast boys were having a little scrap and went by him, whereupon he tucked in behind them and thus inspired turned a lap in 1 min. 42.0 sec. with the old standard Lotus. This was well over a second quicker than he could hope to do on his own and he only did one lap with them, but it was all that he needed to get to the forefront of the qualifiers. The Porsche engines on fuel injection were going well, pulling hard from 2,000 r.p.m. up to 9,000 r.p.m. but they were handicapped by not having enough gears, the 4-speed arrangement being tried out not being too successful. Phil Hill was really working hard and almost equalled Ginther's time and von Trips was not far behind, and for a while the three Ferraris were fastest of the morning, but then Graham Hill went out and broke things up with a lap in exactly 1 min. 40.0 sec., thus taking third place in the morning's times. Clark was still second fastest overall and he, Ginther and Phil Hill were the only ones to get below 1 min. 40 sec., and this had now become the target figure.

Ireland caused the Lotus mechanics more work by ramming the back of Gendebien and crumpling the nose of the new Lotus, and later, for another reason altogether, the left rear suspension on Gendebien's Emeryson later collapsed and he arrived at the pits with the wheel leaning at a most unorthodox angle. The E.N.B. were having a bad time for, apart from neither car being fast enough, Bianchi stopped with oil pouring out of everywhere. After this second practice session the four qualifiers looked like being Ginther, Surtees, May and Allison, but there was still another practice period.

Saturday afternoon, at 2 p.m., conditions were perfect, being warm and dry but with a cloudy haze over the sun which reduced glare and prevented excessive heat. Brabham had missed practice on the Friday having flown back to Indianapolis in order to take part in the qualifying trials and he was naturally enough still absent for this final session, but his car was at the pits for McLaren to try and make sure all was in order. On Friday Moss had tried the Cooper briefly and soon realised that the Lotus was much easier to drive on the twisty circuit, so he only had one car out for this final period, as had Surtees, but whereas the Walker Lotus was going well, having twin Bendix electric pumps now fitted in its fuel system, the Yeoman Credit Cooper did not do many laps and the motorcycle Champion became a spectator, along with Jimmy Clark, whose Lotus was still being rebuilt. Ireland's fibreglass nose cowling had been repaired and was now painted yellow and Ferraris were wiring an additional 6-volt battery in with the normal 12-volt in order to increase the current at the coils at high r.p.m. McLaren in his usual quiet and

unflurried way had been getting on with the job in hand, going progressively faster, and it was not long before he got under the target figure of 1 min. 40.0 sec., this being evidenced by the way he was gaining on Ginther in the new Ferrari while they were both out on the circuit. Ireland was not happy with the gear-change on the new 5-speed box and bits were being filed off the gear gate, but Moss was now going very fast in his older Lotus. Michael May borrowed the spare works Porsche for a few laps and the Belgian drivers swapped cars for a time, and Allison still had the new Climax engine as Herrmann had ousted him from the qualifiers' list. Surtees was still well placed among the qualifiers with his Friday's time so did not bother to wear his car out, though his pit were keeping a watchful eye on U.D.T.-Laystall in case either of their drivers looked like approaching 1 min. 42.0 sec. The Walker Lotus was now going beautifully and Moss was making full use of it, suddenly putting all the Ferraris in their place with a lap in 1 min. 39. 1 sec., gaining pole position on the grid. The third Ferrari, driven by von Trips, had got below the target time of 1 min. 40.0 sec., but so had Graham Hill who was well content with his B.R.M., equalling Clark's very fast lap of the first day. While practice was at its height Ireland muffed a gear-change while in the tunnel and spun, bouncing along the guard rails, demolishing the Lotus as he went and injuring a knee cap as well as suffering numerous cuts and bruises. Considering the speed, which was over 100 m.p.h., and the conditions, he was very lucky to escape so lightly, but it put him into hospital for a time. The organisation took an absurdly long time to clear up the wreckage and pronounce the circuit ready for practice again, so that when it resumed there was only 10 minutes left, but meanwhile cement dust had been sprinkled on some of the corners where the road was looking oily, so that it was impossible for any more very fast times to be recorded. U.D.T.-Laystall changed numbers and sent Taylor out in the Mk. II-engined car in an attempt to qualify but it was to no avail. On times the four qualifiers were Ginther, Surtees, Herrmann and May, but as Ireland was now out of the race Allison was brought in.

Following this final practice the Formula Junior race took place and the total of 40 cars were divided into two Heats by ballot, 20 cars to each Heat. Both groups raced over 16 laps and then each first eleven went to the Final, irrespective of their speed or race time and the 22 in the Final raced for 24 laps for the III Grand Prix " Monaco-Junior." In the first Heat an immaculate Trevor Taylor in an immaculate 1961 Lotus-Ford drove an immaculate race, in a class by himself, while Heat two, which had only 19 starters, one Lotus failing in practice, saw the works Lola-Fords of Ashdown, Prior and Hine trying unsuccessfully to catch Maggs in Ken Tyrell's Cooper-B.M.C., this Heat being won at a slightly slower speed than the first. The finalists lined up on the grid according to the time they took in their respective Heats, so that Trevor Taylor was in pole position with Maggs and John Love alongside him. What would probably have proved to be a runaway win for the yellow-overalled Taylor in the gleaming Lotus 20 was spoilt when he spun on the opening lap and came round next to last with water coming out of a split radiator. On lap two he set up the fastest lap but then he saw his temperature gauge rising and stopped before he blew up. This left Arundell and McKee in the other Team Lotus cars to do battle with Love and Maggs in Ken Tyrell's Cooper-B.M.C. cars so that the race took on an interesting Dagenham *v.* Longbridge aspect and they both took turns at leading, Arundell and Love changing places and the average speed rising steadily to more than that in Heat one. The outcome was finally settled when Love spun at Ste. Devote corner and though this let Arundell go on to an easy win it did not lose second place for B.M.C. Formula Junior drivers can be grouped into those who are going to make good racing drivers and those who will never be racing drivers whether they race Formula Junior, sports cars or saloon cars and some try all three, so that it was interesting to see two newcomers keeping up with the established Junior drivers; these were the Swiss driver Josef Siffert in a 1960 Lotus-Ford and Philip Robinson in the Alec Francis-built very sleek Alexis, the former finishing fifth and the latter having the misfortune to lose a certain sixth place when his engine seized just before the end of the race. Top right column is the starting grid for the Final of the " Monaco-Junior."

The Grand Prix of Monaco was all set to start at 2.45 p.m. on Sunday afternoon and the weather was perfect for racing, being warm and dry with haze and clouds partly obscuring the sun. Jack Brabham had arrived at lunch time back from Indianapolis where he had averaged 145.14 m.p.h. for his four qualifying laps, and everyone was preparing for the 100 laps of the Monte Carlo circuit.

↑

124 J. Love (*Cooper-B.M.C.*) — 126 A. Maggs (*Cooper-B.M.C.*) — 120 T. Taylor (*Lotus-Ford*)

118 M. McKee (*Lotus-Ford*) — 108 P. Ashdown (*Lola-Ford*)

102 D. Piper (*Lotus-Ford*) — 116 P. Arundell (*Lotus-Ford*) — 112 R. Prior (*Lola-Ford*)

110 J. Hine (*Lola-Ford*) — 152 J. Siffert (*Lotus-Ford*)

98 J. Brown (*Lotus-Ford*) — 150 L. Balsiger (*Lotus-Ford*) — 92 J. Whitmore (*Lotus-Ford*)

88 P. Robinson (*Alexis-Ford*) — 138 E. Agostino (*Cooper-Lancia*)

156 R. Kuederli (*Gemini-Ford*) — 54 G. Mitter (*Lotus-D.K.W.*) — 94 C. Andrews (*Cooper-Ford*)

128 F. Francis (*Lola-Ford*) — 130 C. Manfredini (*Wainer-Fiat*)

72 H. Grandsire (*Lotus-Ford*) — 142 R. Cammarotta (*Cammarotta-Fiat*)

Surtees was using a Mk. I Climax engine in his Yeoman Credit Cooper in place of the new one he had used in practice and Moss had the cockpit sides removed from his Lotus, anticipating a hot race, also having a drinking bottle fitted on the left of the seat. Clark's Lotus had been completed, fitted with a 5-speed gearbox but it had barely been run since the rebuilding was completed. Allison had the U.D.T.-Laystall Lotus-Climax with the Mk. II engine and altogether there were six of these new engines in the race, Ireland, of course, being a non-starter.

The following table gives everyone's best practice lap for the three days prior to the race, each driver's best time counting for the starting grid position.

**PRACTICE TIMES**

| | Driver | First Day | Second Day | Third Day |
|---|---|---|---|---|
| 2 | J. Bonnier .. | — | 1. 41.9 | 1. 40.3 |
| 4 | D. Gurney .. | — | 1. 42.7 | 1. 40.6 |
| 6 | H. Herrmann .. | — | 1. 42.4 | 1. 41.1 |
| 8 | M. May .. .. | 1. 45.4 | 1. 42.0 | 1. 43.8 |
| 10 | L. Bianchi .. | 1. 44.0 | 1. 42.9 | 1. 44.5 |
| 12 | O. Gendebien .. | 1. 45.4 | 1. 43.7 | 1. 45.0 |
| 14 | M. Gregory .. | 1. 45.7 | 1. 42.7 | 1. 42.7 |
| 16 | C. A. S. Brooks .. | 1. 44.6 | 1. 42.1 | 1. 40.1 |
| 18 | G. Hill .. .. | 1. 42.8 | 1. 40.6 | 1. 39.6 |
| 20 | S. Moss .. .. | 1. 41.1 | 1. 41.4 | **1. 39.1** |
| 22 | J. Surtees .. | 1. 44.3 | 1. 41.1 | 2. 09.1 |
| 24 | J. Brabham .. | 1. 44.0 | — | — |
| 26 | B. McLaren .. | 1. 44.7 | 1. 41.3 | 1. 39.8 |
| 28 | J. Clark .. .. | **1. 39.6** | — | — |
| 30 | I. Ireland .. | 1. 41.5 | 1. 40.5 | 1. 40.7 |
| 32 | C. Allison .. | 1. 56.7 | 1. 42.3 | 1. 43.2 |
| 34 | H. C. Taylor .. | 1. 45.5 | 1. 43.7 | 1. 42.6 |
| 36 | P. R. Ginther .. | 1. 41.0 | **1. 39.3** | 1. 41.7 |
| 38 | P. Hill .. .. | 1. 41.0 | 1. 39.8 | 1. 40.2 |
| 40 | W. von Trips .. | 1. 41.7 | 1. 40.3 | 1. 39.8 |
| 42 | M. Trintignant .. | 1. 47.6 | 1. 43.2 | 1. 42.4 |

It is interesting in the above table to see those drivers who get progressively faster over the three practice periods and those who reached their limit. Times in bold are F.T.D. for each day and seven drivers got below 1 min 40.0 sec.

At 2.30 p.m. the sixteen starters lined up on the grid as follows with Brabham in the unusual position of last, due to having done only one practice for the race.

↑

28 Clark (*Lotus-Climax*) 1 min. 39.6 sec. — 36 Ginther (*Ferrari*) 1 min. 39.3 sec. — 20 Moss (*Lotus-Climax*) 1 min. 39.1 sec.

38 P. Hill (*Ferrari*) 1 min. 39.8 sec. — 18 G. Hill (*B.R.M.-Climax*) 1 min. 39.6 sec.

16 Brooks (*B.R.M.-Climax*) 1 min. 40.1 sec. — 26 McLaren (*Cooper-Climax*) 1 min. 39.8 sec. — 40 von Trips (*Ferrari*) 1 min. 39.8 sec.

4 Gurney (*Porsche*) 1 min. 40.6 sec. — 2 Bonnier (*Porsche*) 1 min. 40.3 sec.

8 May (*Lotus-Climax*) 1 min. 42.0 sec. — 6 Herrmann (*Porsche*) 1 min. 41.1 sec. — 22 Surtees (*Cooper-Climax*) 1 min. 41.1 sec.

42 Trintignant (*Cooper-Maserati*) 1 min. 42.4 sec. — 32 Allison (*Lotus-Climax*) 1 min. 42.3 sec.

24 Brabham (*Cooper-Climax*) 1 min. 44.0 sec.

*Non-starters :* I. Ireland (Lotus-Climax)
H. Taylor (Lotus-Climax)
M. Gregory (Cooper-Climax)
L. Bianchi (Emeryson-Maserati)
O. Gendebien (Emeryson-Maserati)

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A PRODUCT OF MERCEDES—AUTO UNION PARTNERSHIP

While warming-up it was found that Clark's engine was oiling the plug on one cylinder, presumably due to faulty or broken piston rings, so he was wheeled on to the grid with three hard plugs and one soft one in the engine and he waited until 10 seconds before the fall of the flag before he pressed the button and started the engine. Naturally the other 15 engines were running by this time and as the starter stepped to one side to indicate the last 5 seconds Clark's engine blew out a great cloud of smoke, a sure sign that all was not well in one of the cylinders. The start was perfect and all sixteen cars rushed down to the Gasworks Hairpin with Ginther's Ferrari leading. The little American was first out of the hairpin and the red Ferrari fairly streaked away past the pits and up the hill towards the Casino, with Clark and Moss following. At the end of the opening lap Ginther was already many lengths ahead, followed by Clark, Moss, Gurney, Brooks, Bonnier, Phil Hill, McLaren, Graham Hill, von Trips, Surtees and Brabham, the World Champion having already gained four places. Ginther's start had left everyone gasping and wondering where he had gone, for he gained 5 seconds lead in three laps. On lap two Moss had gone through in second place and Clark was missing, though he coasted towards the back of the pits long after everyone had gone by. A wire to the fuel pump had been hurriedly assembled in the rebuilding and had become trapped under a frame tube and had worn through and started the pump. This was fixed and Clark motored round the hairpin to the proper side of the pits and had a plug changed for the troublesome one had oiled again. He did one more lap and it oiled yet again, so a very soft plug was put in and he finally joined in the race on all four cylinders when the leaders were on lap seven. Ginther's meteoric start with the 120 degree Ferrari had really shaken everybody and it took Moss five laps to recover and get into his stride. Gradually he whittled down the gap and Bonnier, in the new Porsche, kept with him, these two soon leaving the rest of the field. After Bonnier came a fast and furious pack of cars led by Gurney in the old Porsche and comprising Brooks, McLaren, Phil Hill, Graham Hill, von Trips and Surtees, these seven doing some pretty hectic pushing and shoving. Just behind sat Brabham watching all this and presumably waiting for it to sort itself out. By lap eight Moss was only 1½ seconds from Ginther and Bonnier was still close to the tail of the Lotus. Gurney had detached himself from the pack and Phil Hill had scratched past Brooks but the other four were still nose-to-tail and arriving at the Gasworks turn in a struggling bunch, von Trips very nearly hitting McLaren amidships as he tried to cut in to the apex, only to come to rest and drop to the back of the bunch. At ten laps the pace was as hot as ever and Ginther went round in just on 1 min. 40 sec. but, Moss was right with him and properly in his stride now so that Bonnier lost a bit of ground. As the bunch in the middle of the field approached the hairpin and started lap 12 Graham Hill was leading them, but then his engine cut and he pulled into the side and let the others go past. He pushed the car along to the pits but his race was over; his engine was using a belt driven fuel pump, but the pump gland had leaked and let fuel into the pulley bearing which had seized and the belt had broken.

On lap 12 Moss was right on Ginther's tail and still there on lap 13 and Bonnier had closed up again and on lap 14 both the Lotus and the Porsche nipped by the Ferrari. Meanwhile Phil Hill had caught and passed Gurney and the tight little foursome had become sorted out, Brooks being at the back and the others pulling away, with von Trips leading them. Brabham was still in tenth place and beginning to look as though he was going to stay there, his face showing signs of the lack of proper sleep from which he had been suffering during the past week. Moss had already lapped Allison and now began to pull away slowly but surely, Ginther dropping back a bit after his meteoric opening laps. After a bit of a struggle von Trips got past Gurney so now the three Ferraris were line-ahead in number order 36, 38 and 40 and holding third, fourth and fifth positions. At 20 laps Moss had pulled out a six second lead over Bonnier and the three Ferraris were beginning to hustle each other along and close up on the Porsche, while Gurney could not keep up the pace and was dropping back to join Brooks at the end of the fast part of the field. Brabham was now beginning to miss upward gearchanges, a sure sign that fatigue was affecting him and added to this his engine was beginning to smoke, no doubt caused by over-revving as he missed third gear. Behind Brabham, and spread out, came Herrmann, in the new short-chassis Porsche, Trintignant, Michael May and Allison, with Jimmy Clark now going allright but many laps in arrears. On lap 24 Phil Hill went by Ginther and the three Ferraris were right up with Bonnier's Porsche, but Moss was now 10 seconds ahead of them and looking very comfortable, though driving fast, lapping in well under 1 min. 40 sec. On the next lap the three angry-looking Ferraris, with their shark-like noses, were crowding the silver Porsche and in the melee on lap 26 Phil Hill lead the group, with Bonnier almost alongside, and von Trips led Ginther, but it was all so close that for two laps any of them could have been in any position, except of course, in first place, for Moss was out on his own, but ominously not gaining any more ground. The foursome battling for second position were keeping a level 10 seconds behind Moss, and in view of the cutting and thrusting going on this was not much lead to have but he obviously could not increase it without stretching the Lotus a bit. At 32 laps Ginther got by von Trips and the order was Moss, Phil Hill, Bonnier, Ginther, von Trips and then some way back McLaren and Surtees in very close company. Surtees was driving his old engine very hard and McLaren was ill at ease for his fuel pressure was very high causing the carburetters to flood. Coopers had fitted electric pumps, like a lot of other people, but they were working too well, so now and again McLaren would reach over his right shoulder and turn off the electrical master switch which protrudes through the bulkhead thus switching off the pumps in an attempt to reduce the pressure to the carburetter. This little bother was slowing him a bit and it allowed Surtees to keep up and later go by and take sixth position. He did this very smartly as they approached the Gasworks right-hand hairpin, for they came up behind Allison as they put the brakes on and McLaren went to the left of the light green Lotus and Surtees to the right so that all three arrived with the brakes hard on, wheel to wheel. By practically coming to rest on the very apex of the hairpin Surtees flicked round on the inside, while McLaren had to go wide. It was a superb bit of judgment on the part of the ex-motorcyclist for many famous drivers had tried a similar manoeuvre only to arrive too fast and go straight on across their opponent's bows, or too slow and have their opponent cut across the front and block the turn. While this was going on, Brabham was about to be lapped by Moss but avoided this by stopping at his pit to change plugs, as his engine had been misfiring for some time. Already lapped were Trintignant, who was going as well as the old Cooper-Maserati could be expected, Herrmann who was having trouble changing gear, Michael May, and Allison; while many laps behind Clark was circulating regularly having rather a boring time with no one to race against.

At 40 laps it looked as though stalemate had set in for Moss was still 10 seconds ahead of Phil Hill who was no longer being challenged by Bonnier, the Swede having given up trying to do anything about the leading Ferrari, but one man had not given up, and, in fact, had got his second wind, and this was Ritchie Ginther. He closed right up on Bonnier, leaving von Trips behind and on lap 41 did the well known "dive-to-the-inside" at the hairpin, ran a bit wide coming out so that Bonnier was able to get across to the inside as they left the corner and then the cars went up the road past the pits absolutely side-by-side, there being little difference on low-speed acceleration. However, the power of the Ferrari told and Ginther got ahead and rapidly closed on Phil Hill. This maneouvre had obviously "needled" Bonnier for he kept with Ginther and the two Ferraris and the Porsche were soon nose-to-tail. Ginther was clearly forcing the pace now, pushing Phil Hill along and towing Bonnier and the three of them slowly but surely began to gain on Moss, who was naturally being kept well-informed by his pit. At 45 laps his 10 second lead had been reduced to 8 seconds and by 50 laps, which was half distance it was 7 seconds and they were all lapping below 1 min. 38 sec., already faster than anyone had gone in practice. Bonnier was beginning to pant with the effort of keeping up and he lost his "tow," while von Trips had been left quite a way behind. The Surtees-McLaren duel had ended, they were now running well apart, but Gurney and Brooks were running close together in eighth and ninth positions, but not doing anything very desperate. The rest of the field had been lapped twice or more by Moss, and May had stopped at the pits with a broken oil pipe on the gearbox. Brabham had reappeared for three more laps and then retired, while Jimmy Clark was still going round nine laps in arrears.

Ginther now had the look of a very determined man and was pushing Phil Hill along very hard and by 55 laps had forced Hill on so much that Moss had only 4½ seconds lead. Brooks had retired just before being lapped by the leaders, for he had got his nose cowling hooked on Gurney's exhaust pipe and in the ensuing excitement had over-revved the B.R.M.'s engine and it had burst. By lap 58 Moss could see the two Ferraris clearly in his rear view mirrors and was now driving really hard for the two red cars had a relentless look about them. Using the Lotus to its fullest extent Moss was able to hold the gap at 5 seconds, but he was really scrabbling into the Gasworks turn, using all the brakes at his disposal and staying in front by sheer driving virtuosity, never

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wasting a fraction of a second anywhere, especially when lapping slower cars. On lap 60 Bonnier did not appear, his engine having died on him due to vapour-lock in the fuel pumps which upset the injection pump. He walked back to the pits not realising that as things cooled off the system returned to normal. Fastest practice lap now seemed slow in comparison to the pace at which Moss and the two Ferraris were going. Every time the two Maranello cars gained a little ground Moss would nip by a slower car and the slight baulking would put the Ferraris back to 5 seconds. This was the luck of the game and on three occasions Moss just got by a slower car going into Ste. Devote and the American drivers had to follow it round by the Casino, losing valuable yards. This sort of " traffic driving " was the saviour for Moss, for there is no one to match him at lapping slower cars and taking every opportunity with an uncanny foresight. Phil Hill was certainly no match and Ginther could hardly hope to compete with his limited experience. It was rather like a fighter-plane being chased by a superior enemy and being saved by dodging into clouds. It had been obvious for some time that though Ginther was setting the Ferrari pace from third position, he was being held up by Hill, for whereas Hill was looking hot and breathless, Ginther was looking cool and calculating, chewing his gum and driving with a very set expression on his face. At 70 laps the gap was still 5 seconds but Moss was looking in his mirrors as much as he was looking ahead, driving as only Moss knows how, holding off the inevitable by sheer skill and brilliance. Only two weeks before we had seen Moss driving at nine and a half tenths in Sicily and now he was doing it again in Monte Carlo, not for a fleeting moment but continually, lap after lap, having no time to waste on waving to his friends. So great was the excitement that the rest of the runners were forgotten and the disappearance of Surtees when his Yeoman Credit Climax engine blew up on lap 69 was almost missed.

McLaren braked heavily before the hairpin to let Moss through and Ginther was beginning to make Phil Hill realise he was in the way. On lap 72 the gap enlarged to 6½ seconds and this made Ginther get rough with his team-mate, who was out of his depth at this speed, and had been for some time. As they started lap 75 Ginther was alongside and elbowing him out of the way and by lap 77 he had closed the gap to 5½ seconds and got away from Hill. On lap 78 he got hung up by a slow car on the twisty part of the course and the gap returned to 6 seconds but by lap 80 it was down to 4½ seconds and Ginther was giving all he had got, the Ferrari sounding really angry. On lap 81 the gap was 4 seconds, only half a second gain, but how the wiry-little American was working to gain those few yards on a superb Moss who was watching his mirror all the time. They were now lapping below 1 min. 37 sec. and the tension was terrific, Ginther was looking so determined that a lesser man than Moss would have given up, but not the " Golden Boy," he was enjoying every minute of the battle, even if he was sweating a bit. Most people, especially a new driver to Grand Prix racing, would have settled for a safe second place behind the master-driver, but not Ginther, he pushed harder than ever, doing his 84th lap in 1 min. 36.3 sec., only a tenth of a second off the absolute lap record set up last year by a 2½-litre car. This reduced the gap to 3½ seconds, but the superb Moss replied by recording an identical time on lap 85 and putting the gap back to 4½ seconds. In the middle of all this excitement McLaren ran out of petrol as he rounded the hairpin, but was able to coast to the pits and take on more and rejoin the race, but it let Gurney by into fifth place. At 5 seconds the gap stayed, Moss having got the measure of the Ferrari by sheer driving skill for he was giving away over 25 b.h.p. On lap 89 they lapped von Trips and on lap 91 Ginther threw away his chewing-gum and determined to have one last desperate attempt. He had no great hope of getting the lead, for even if he caught Moss he would still have to get by, but he kept the pressure on in the hope that something would happen. It was too much to hope that Moss would make a mistake for even on the limit this rarely happens to the master, but there was always the hope that the Lotus-Climax would break, if pressed continuously; equally there was the risk that the Ferrari would break, but as Ginther showed last year at Modena he is a great believer in " if you are going to race, then race to the bitter end," and he had been really racing. On lap 96 he chopped half a second off and the gap was 4½ seconds, on lap 97 he had gained a yard or two, on lap 98 it was 4 seconds and the same as they started their last lap. Not for a long while now had we seen such a race, where it was not going to be won until the chequered flag fell. All round that last lap Moss was watching his mirrors and Ginther was just as determined as ever and they crossed the finishing line 3.6 seconds apart and the vast crowd sank back in exhaustion saying " What a race, and this new Formula 1 has only just started." A very harrassed Phil Hill arrived third and on his slowing-down lap found von Trips stopped by the roadside, the Ferrari having lost all its sparks on its last lap, so the German rode to the finish on the tail of his team-mate's car. A very relieved and happy Moss went to receive the winner's cup, his third Monaco G.P. win and a happy and smiling freckle-faced Ginther said " Couldn't try any harder, but it wasn't enough." When he switched the Ferrari engine off the left-hand bank of chokes gradually filled with petrol, the float chambers flooding badly, which explained the slight hesitation the engine had had on initial pick-up away from the hairpin. Moss had taken the Mark II Climax engine well up to its limit of nearly 8,000 r.p.m., using every one of its 152 b.h.p. and it had responded nobly, as had the Lotus chassis, Colotti gearbox, Dunlop tyres and Girling disc brakes.—D. S. J.

**Results :**

**XIX GRAND PRIX OF MONACO—Formula One—100 Laps—314 Kilometres—Overcast and Dry**

| | | |
|---|---|---|
| **1st** : | S. Moss (Lotus-Climax) .. | 2 hr. 45 min. 50.1 sec.—113.787 k.p.h. (*new record*) |
| **2nd** : | P. R. Ginther (Ferrari 120° V6) | 2 hr. 45 min. 53.7 sec. |
| **3rd** : | P. Hill (Ferrari 60° V6) .. | 2 hr. 46 min. 31.4 sec. |
| **4th** : | W. von Trips (Ferrari 60° V6) .. | 2 laps behind—not running at end |
| **5th** : | D. Gurney (Porsche 4-cyl.) .. .. | 2 laps behind |
| **6th** : | B. McLaren (Cooper-Climax) .. | 5 laps behind |
| **7th** : | M. Trintignant (Cooper-Maserati) | 5 laps behind |
| **8th** : | C. Allison (Lotus-Climax) .. .. | 7 laps behind |
| **9th** : | H. Herrmann (Porsche 4-cyl.) .. | 9 laps behind |
| **10th** : | J. Clark (Lotus-Climax) .. .. | 11 laps behind |
| **11th** : | J. Surtees (Cooper-Climax) .. | 32 laps behind—not running at end |
| **12th** : | J. Bonnier (Porsche 4-cyl.) .. .. | 41 laps behind—not running at end |
| **13th** : | C. A. S. Brooks (B.R.M.-Climax) .. | 46 laps behind—not running at end |

N.B.—Monogasque rules allow a car to be classified after it has covered 50 laps even if it then retires, hence the addition of the last three and W. von Trips who did not complete his 99th lap, so was classified at 98 laps, thus gaining a theoretical third place.

*Fastest lap :* P. R. Ginther (Ferrari), on lap 84, and S. Moss (Lotus-Climax), on lap 85, in 1 min. 36.3 sec.—117.570 k.p.h.

*Retired :* G. Hill (B.R.M.-Climax), lap 12; J. Brabham (Cooper-Climax), lap 39; M. May (Lotus-Climax), lap 42.

**III GRAND PRIX " MONACO-JUNIOR "—24 Laps Final—75.5 Kilometres—Warm and Dry**

| | | |
|---|---|---|
| **1st** : | P. Arundell (Lotus-Ford) .. .. | 43 min. 25.4 sec.—104.294 k.p.h. |
| **2nd** : | J. Love (Cooper-B.M.C.) .. .. | 43 min. 32.7 sec. |
| **3rd** : | A. Maggs (Cooper-B.M.C.) .. .. | 43 min. 45.4 sec. |
| **4th** : | M. McKee (Lotus-Ford) .. .. | 44 min. 31.7 sec. |
| **5th** : | J. Siffert (Lotus-Ford) .. .. | 44 min. 49.5 sec. |
| **6th** : | J. Hine (Lola-Ford) .. .. .. .. | 1 lap behind |
| **7th** : | C. Manfredini (Wainer-Fiat) .. .. .. | 1 lap behind |
| **8th** : | R. Cammarotta (Cammarotta-Fiat) .. .. | 2 laps behind |
| **9th** : | J. Brown (Lotus-Ford) .. .. .. .. | 2 laps behind |
| **10th** : | F. Francis (Lola-Ford) .. .. .. .. | 2 laps behind |
| **11th** : | L. Balsiger (Lotus-Ford) .. .. .. .. | 2 laps behind |
| **12th** : | D. Piper (Lotus-Ford) .. .. .. .. | 2 laps behind |
| **13th** : | C. Andrews (Cooper-Ford) .. .. .. .. | 2 laps behind |
| **14th** : | R. Prior (Lola-Ford) .. .. .. .. | 2 laps behind |
| **15th** : | P. Robinson (Alexis-Ford) .. .. .. .. | 4 laps behind |
| **16th** : | R. Keuderli (Gemini-Ford) .. .. .. | 6 laps behind |

*Fastest lap :* T. Taylor (Lotus-Ford), in 1 min. 45.3 sec.—107.522 k.p.h.

*Retired :* T. Taylor (Lotus-Ford), P. Ashdown (Lola-Ford), H. Grandsire (Lotus-Ford), E. Agostini (Cooper-Lancia), G. Mitter (Lotus-D.K.W.), J. Whitmore (Lotus-B.M.C.).

## MONOGASQUE MURMURS

Who is Paul Ritchie Ginther ? He rode as passenger to Phil Hill in a 4.1-litre Ferrari in the Mexican road race when they chased Maglioli in the works 4.9-litre Ferrari in 1954, and has been test driving for Scuderia Ferrari for 12 months.

* * *

We thought Silverstone had some excitable Marshals but one very junior one at Monaco was even more outstanding, waving his blue flag at all and sundry. Bit embarrassing, as it turned out to be Louis Chiron, who was supposed to be the Director of Race.

* * *

Moss really saved the day for the British; hope he can go on doing it, but the Ferraris look and sound pretty fierce.

* * *

Last year's record lap, 1 min. 36.2 sec., this year Moss and Ginther did 1 min. 36.3 sec.; see what happens when the boys get down to some serious racing.

## NOTES ON THE CARS AT MONTE CARLO

As it was the first Grande Epreuve of the season the Monaco race saw the appearance of the new Lotus-Climax, the V 120-degree Ferrari and the 1961 Porsche chassis, as well as many other interesting new technicalities. Colin Chapman and his workers produced two brand new cars, obviously evolved from the 1960 cars and the 1961 Formula Junior cars, but bearing little connection mechanically. An entirely new small-diameter space frame was used, the major longitudinal members being used to carry oil and water from the rear-mounted Climax engine to the front-mounted radiators, a stripped-down chassis frame looking most unusual, having some

frame tubes ending in threaded oil-pipe unions and others being rusty inside. Front suspension was a major departure from what has become conventional practice, for the top wishbone is no longer an A-bracket welded up from tubing, but a boxed-in A-shaped member made from sheet steel. A threaded tube is welded into the apex, to carry the spherical steering joint on the top of the king-post, and the wide base is joined to a tube carrying needle-roller bearings, through which passes a long thin pivot pin, the suspension no longer being carried on overhung bolts. The fabricated A-shaped box extends inwards beyond the pivot centre to form a rocker-arm, the short inner end being attached to the top of a coil spring and damper unit, this being inside the frame, on each side, and under the bodywork. To the inner ends of these rocker-arms a very short anti-roll bar is attached so that all the suspension mechanism is out of sight. While being new to Lotus the principle is not new, having been used in 1948 by Maserati on the 4CLT/48, the inner end of the rocker-arms operating coil-springs exactly as used on this 1961 Lotus. The lower front suspension members are normal welded tube A-brackets and the resultant layout is a clean and tidy front end, but adjustment and servicing is much more difficult, though the front of the fibre-glass body is quickly detachable, held in place by spring clips. The rear suspension of this new Lotus is a development of last year's layout, retaining the very low tubular A-bracket, double radius-arms on each side and coil-spring damper units, but instead of using the drive shaft as a suspension member there is now a short tubular top link above the drive shaft. Normally this layout would call for a sliding-spline drive shaft but Chapman has gone one better, retaining the one-piece drive shafts, with a normal Hardy-Spicer universal joint at the outer end but using a flexible universal joint at the inner end. These have very large pitch-circle spiders coupled together by a doughnut-shaped rubber ring which allows a small amount of in-and-out movement, thus doing away with the necessity of a heavy sliding spline shaft; the rear disc brakes are now mounted outboard, on the hub carriers. Both cars were fitted with Mk. II Coventry-Climax engines, with two 45DCOE9 Weber carburetters, the engines being mounted upright in the chassis frame. An entirely new transmission is used, built by ZF of Freidrichshafen in Germany, to Lotus requirements. This comprises a unit construction gearbox and crown-wheel and pinion assembly, the gearbox naturally being behind the axle line, and having baulk-ring synchromesh gears, and there are 4-speed and 5-speed versions available, depending on the circuit, the outward appearances being identical and both are controlled by a right-hand conventional gear-gate in the cockpit, the 4-speed being a normal open-gate and the 5-speed having an inter-lock mechanism on the gate. As with the 1961 Formula Junior Lotus the driver's seat in the new Grand Prix cars is very reclined and is surrounded by fuel tanks. The fibre-glass body is very closely wrapped around the mechanism, and is very shapely, resulting in one of the better-looking Lotus racing cars.

The new rear-engined Grand Prix Ferrari was also making its first appearance at a race meeting, this being the V6-cylinder of 120 degrees cylinder block angle, though the 1961 chassis has already been seen at Siracusa, fitted with the 60-degree V6 engine. The new engine is of the same bore and stroke as the earlier one, the dimensions being 73 × 53.8 mm., and each bank of three cylinders are in a monobloc casting, the cylinder heads having twin overhead camshafts and two plugs per cylinder. Special downdraught 40-mm. Weber carburetters are used, designed specifically for the engine and designated 40IF3C, being one-piece instruments with three chokes to fit direct onto the cylinder heads. With such a wide angle to the vee of the crankcase the centre of gravity of this engine is very low, as is the whole car. Ignition is by twin coils and distributors, the battery being in the nose of the car as on the 60-degree engine, and current consumption is compensated by a very neat " pancake " type generator mounted on the front of the right-hand exhaust camshaft, being about the size of a circular tobacco tin and looking very much like a vibration damper. On the front of the left-hand exhaust camshaft is mounted a fuel pump, insulated from the heat of the engine by fibrous blocks, while on the rear of both these camshafts are circular-bodied oil pumps for additional scavenging, a build-up of oil in the crankcase having been one of the initial troubles on this new engine. Testing of this new engine was proved satisfactory before the race but there was not time to prepare more than one car, so the team drivers Phil Hill and von Trips had V60-degree engines and the new one was given to test-driver Ritchie Ginther. As on the 60-degree car at Siracusa, the 120-degree car used a 5-speed gearbox with rear-mounted clutch and inboard disc brakes, the only outward differences being that the 60-degree-engined cars have three double-choke carburetter intakes just behind the driver, on the centre-line of the tail, and the 120-degree-engined car has two rows of triple-choke intakes, one on each side of the tail. The three double-chokes are covered by a single gauze cover in place of the Perspex previously used, and the two triple-chokes have separate gauze covers, both cars having Perspex air scoops for the inboard rear brakes. It was originally intended that the 60-degree engine should run to 9,000 r.p.m. and the 120-degree to 9,500 r.p.m. but already the earlier engine is being allowed up to 9,600 r.p.m. for short periods.

The factory Porsche team arrived with four cars, all fitted with the normal air-cooled flat 4-cylinder racing engine, but in place of carburetters they had a fuel injection system. This comprised a Kugel-Fischer injection pump mounted in front of the engine to the left and driven by an open internal-toothed belt drive from the left-hand inlet camshaft, these rubber belts being the same as B.R.M. used for magneto drives on their 2½-litre engines. The injection pump delivers fuel *via* plastic pipes to injectors working at 440 lb./sq. in. mounted in the inlet ports and air is fed in through tapering ram-pipes, one to each cylinder mounted downdraught as on a carburetted Porsche Spyder engine. These air inlets each have a throttle valve in the form of a circular plate in the orifice which swings sideways across the opening as the throttle pedal is actuated, small opening mixture strength being controlled by cut-away portions on this circular plate valve. This being a similar principle to the Amal G.P. motorcycle carburetter in that on full throttle the intake is completely free of obstruction, unlike a normal carburetter where the butterfly valve and spindle are always in the intake. Two cars had the new chassis designed to take the flat 8-cylinder engine when it is ready, being similar to the old frames but wider at the back, one having a 6-centimetre longer wheelbase. These two had the new front suspension of double-wishbones and coil-springs, the top wishbones having horrible-looking curved tubes for their front members. The two old cars were as raced at Bruxelles and Siracusa but the new ones had slightly sleeker nose cowlings but more bulbous tails due to the wider chassis frame. All had drum brakes and identical independent rear suspension by unequal wishbones and coil-springs, and sports-car 5-speed gearboxes, in which only the upper four ratios were being used. Gurney had to use an old car as he could not fit into the new short chassis, and naturally Bonnier had to have the long-chassis new car.

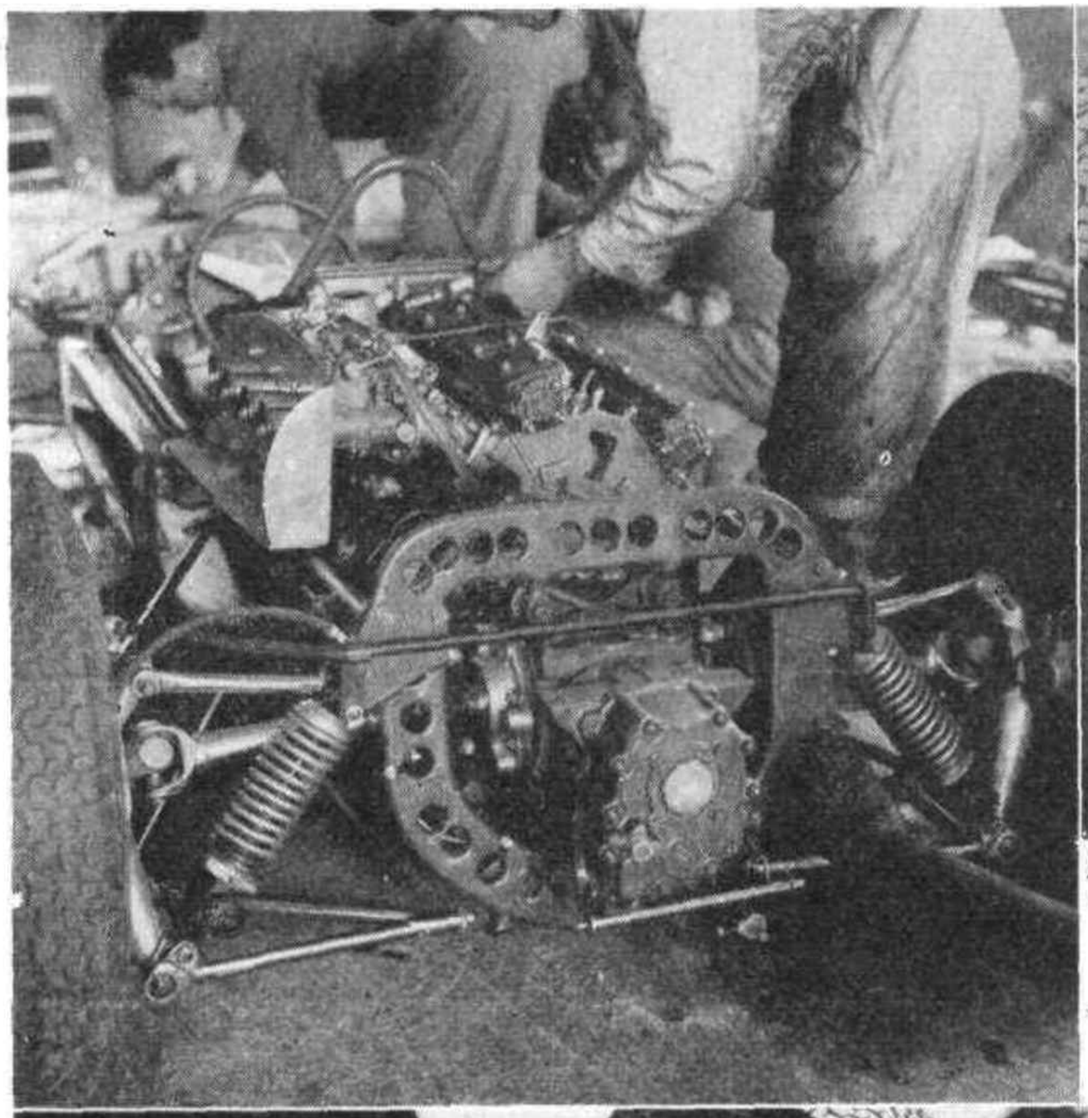
New mechanical features were not confined to factory entries for the two U.D.T.-Laystall Lotus-Climax cars, one with a new Mk. II engine, were both fitted with Laystall-built 5-speed gearboxes, with heavily ribbed barrel-shaped casings attached directly behind a new crown-wheel and pinion housing, the differential containing a limited-slip device on the ZF principle. These new gearboxes are controlled by a left-hand lever in an open gate in the cockpit and though this was the first time both cars had been fitted with these new gearboxes, one had already been tried out at Aintree in the B.A.R.C. " 200."

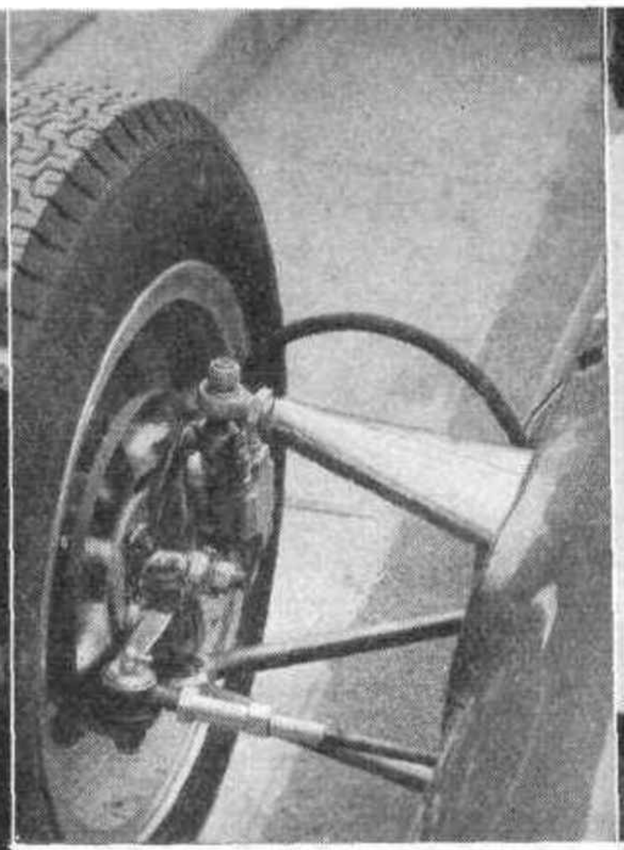
The works Coopers of Brabham and McLaren were the cars used at Aintree, but naturally had the new Mk. II Climax engines fitted, and Yeoman Credit had two Coopers for Surtees to try, a standard 1961 car with Mk. II Climax engine and their special-bodied one. Parnell had cured the fuel pump trouble experienced at Siracusa by throwing the whole mechanical pump set-up over the hedge and fitting two Bendix electric pumps. There were two more 1961 production Coopers present, the Camoradi one for Masten Gregory, and the R. R. C. Walker car as a spare for Stirling Moss, he using the Walker-owned 1960 Lotus with Colotti 5-speed gearbox, and, of course, having a Mk. II Climax engine in it. B.R.M. also had one of these new engines, fitted into Graham Hill's car, Brooks having an old-type 4-cylinder Climax, the cars being identical and there being a spare car available.

Altogether Coventry-Climax had produced eight new engines for this race, these being an interim model to tide people over until the new V8 is ready. The Mk. II does not produce much more in the way of maximum b.h.p. over the earlier engines, but it revs higher and has a better torque curve as well as being more robust, the lower half being developed from the 2½-litre engine. With all the British Grand Prix cars relying on Coventry-Climax for engines there had to be some diplomatic apportioning of these Mk. II units, so Cooper received two, as did Lotus, and then there was one each for Yeoman Credit, U.D.T.-Laystall, R. R. C. Walker and B.R.M.

To complete the list of cars there were two Equipe National Belge Emerysons with 4-cylinder Maserati engines and an old Cooper with similar engine for Trintignant from the Scuderia Serenissima, all three cars having Colotti gearboxes, and Seidel's 1960 Lotus-Climax driven by the Swiss driver Michael May.

Trade Agents: Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4.





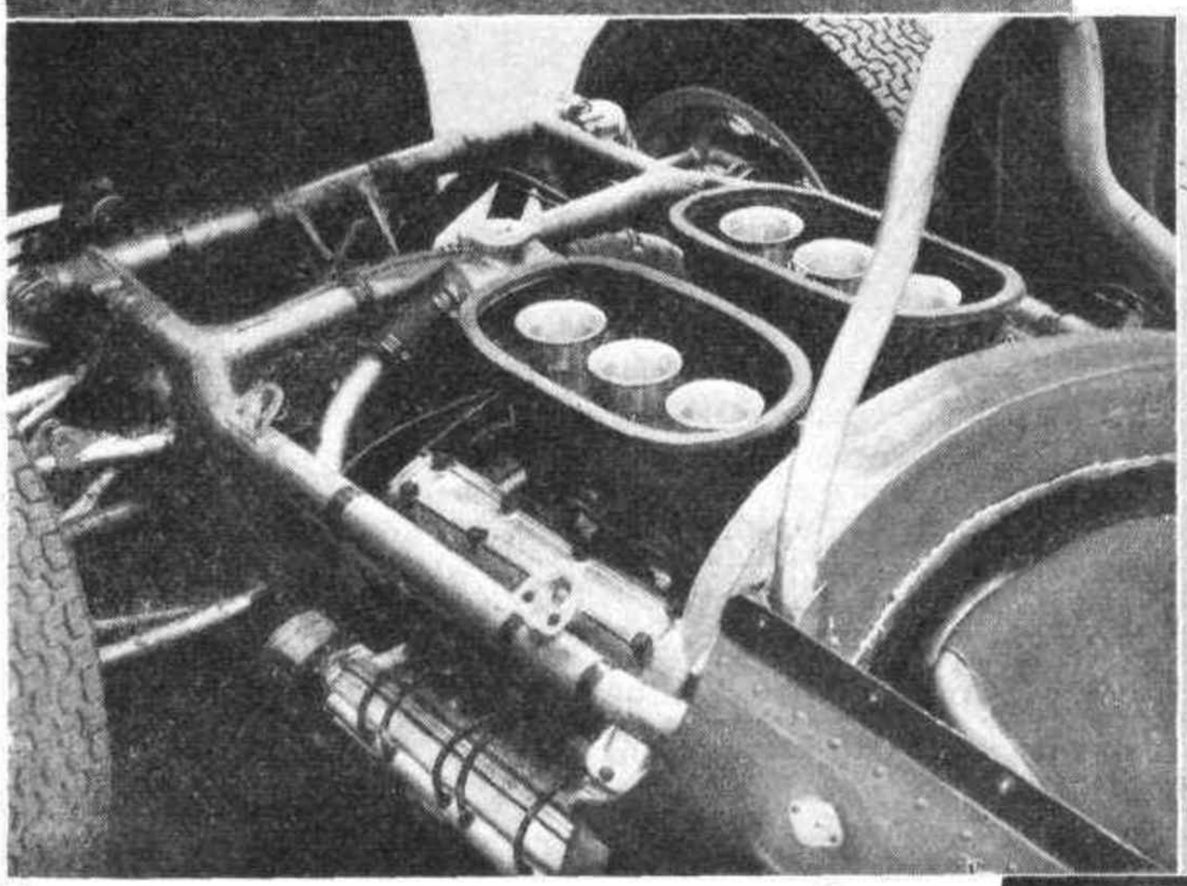



↑ *Lotus Front Suspension* *Camoradi Cooper-Climax* ↑

## SEEN AT MONACO

← *Lotus Rear Suspension and Gearbox*

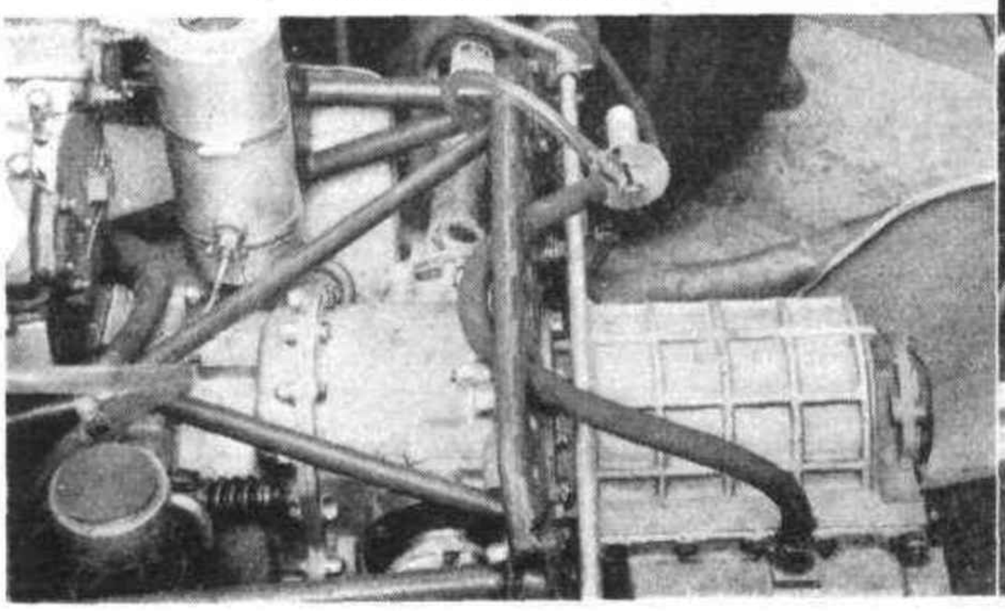
*Porsche Front Suspension* ↓

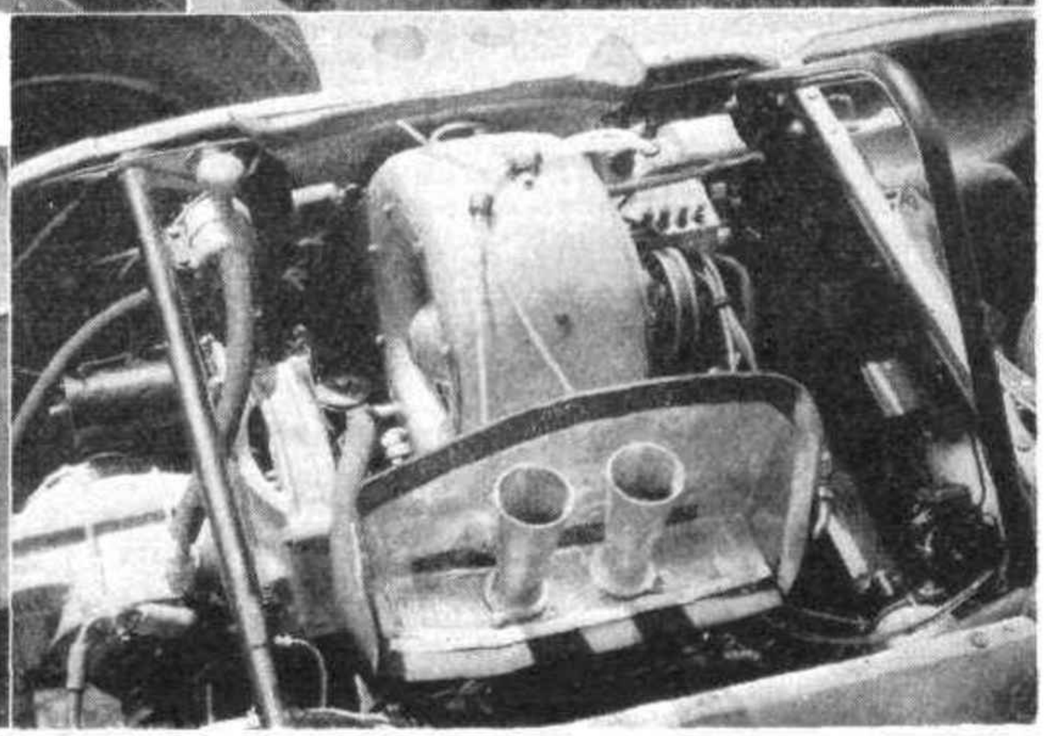




↑ *120° Ferrari* *Porsche Engine* →

↓ *U.D.T.-Laystall Lotus Gearbox*








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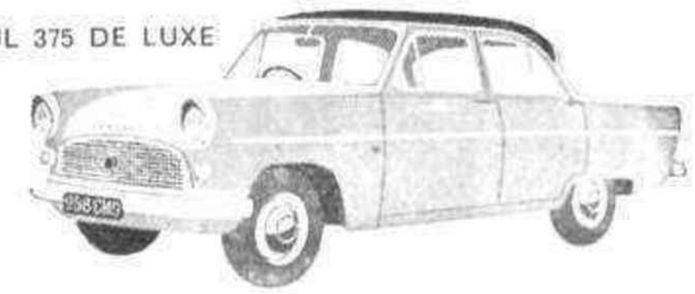


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# SILVERSTONE INTERNATIONAL TROPHY MEETING

**Moss triumphs over weather in Inter-Continental race — Dan Gurney's Chevrolet shakes the Jaguars — Tony Marsh does 102·70 m.p.h. lap in F. J. race but Jim Russell wins—Maserati wins Historic Car race**

WITH the fate of the Inter-Continental Formula in the balance, several of the Continental events having been cancelled, the Silverstone International Trophy race appeared to be the first and last chance of the Formula to establish itself. However, it appeared to be doomed from the start as the necessary Continental opposition was not forthcoming; Ferrari, after having declared that he was going to build two 3-litre cars obviously changed his mind and when Baghetti won the Syracuse G.P. so convincingly he was left in no doubt as to which Formula he should support. Porsche have nothing larger than 2-litres at present and Maserati are not particularly interested in motor racing at all so the Continental opposition came from two Cooper-Maseratis of the Centro-Sud team and the Maserati engines in the back of the Fred Tuck Cooper, driven by Tony Marsh, and Brian Naylor's J.B.W.

Works entries came from Cooper, Lotus, B.R.M., Vanwall, and Scarab, while Yeoman Credit and U.D.T.-Laystall made up the likely front runners. Some shuffling of cars went on, Rob Walker lending his Lotus to Yeoman Credit while Brabham drove a Yeoman Credit Cooper, having loaned his car to Ron Flockhart. Surtees was loaned by Y.C. to Mr. Vandervell to drive the new Vanwall. The field was depleted by the withdrawal of the Camoradi team who were too busy preparing for the Monaco G.P., while Rob Walker's other car for Trintignant non-started and Mike Parkes crashed in the Yeoman Credit Lotus during practice because, it was thought, of a suspension breakage while Gurney's Lotus, not surprisingly, was loth to go in a straight line after its prang at Goodwood.

During practice McLaren had gone round in 1 min. 34.2 sec., which equalled Ireland's lap record made last year in the Lotus, while Moss in the Walker-Cooper did 1 min. 34.8 sec., followed by Brabham, Hill, Ireland, Salvadori, Brooks, Surtees and Clark. Surtees' time of 1 min. 36.6 sec. looks promising as the Vanwall was not handling too well on the faster corners. The car is based on the Lotus-Vanwall which appeared briefly last year but with around 290 b.h.p. to withstand the chassis is much stronger than that of the Lotus, while the suspension, although of similar design, is beefed up in accordance with Mr. Vandervell's ideas. The engine has been stoked to 2,600 c.c. and mated to yet another new transmission system, the gearbox being similar to the five-speed box fitted to the interim front-engined Vanwall which appeared at Reims last year.

With three of the supporting races disposed of, the weather which had been tolerable, deteriorated and as the cars came out for their warming-up lap heavy rain began to fall. The drivers received their briefing, John Eason Gibson no doubt telling them not to do anything silly in the wet, and the two young Italian Formula Junior drivers Bandini and Natili now driving the Centro Sud Coopers were given a separate exhortation in Italian. As Kenneth Evans dropped the flag Ireland crept between McLaren and Moss and accelerated away with them, but Brabham made the best start and was first round Woodcote on lap one followed by McLaren, Moss, Surtees, Henry Taylor and Brooks. Natili obviously paid little attention to his briefing, for he overturned on this lap at Club without personal damage. Brooks and Ireland revolved at Abbey and continued without losing their positions, while Graham Hill spun the other B.R.M. at Abbey on lap three as did Geoff Richardson in his Cooper-Alta; Hill continued but Richardson visited his pit and retired. The track was obviously very slippery and the excited commentators were falling over themselves to report various excursions. Surtees was handling the Vanwall beautifully and he passed Moss on lap five and moved into second place on that lap when McLaren lost the Cooper at Woodcote and went into the ditch. The commentator exhorted the crowd to applaud him for this effort and as the poor driver was forced to walk past the grandstands to return to his pit the crowd were able to warm their hands for some time, although their applause could have been better directed towards those who were "keeping it on the island." Ron Flockhart was well up in sixth place despite a spin at Abbey, while Graham Hill, who had been playing with the suspension settings of his car before the race, went off at Club and spent about 15 laps extricating and starting the car. Moss re-passed Surtees to gain second place, while Henry Taylor was fourth from Brooks, Flockhart and Chuck Daigh going extremely well in the Scarab which was delighting the crowd with its deep-throated bellow.

Surtees provided the next sensation by spinning at Abbey and came into the pits with the nose full of dirt and grass, losing two minutes whilst the mechanics went gardening. This dropped him to thirteenth place and his subsequent climb up the chart was one of the features of a cheerless race. Brian Naylor went off at Woodcote and was prepared to re-start but no one would push him so he was forced to abandon. Salvadori passed the Scarab, and having discovered all about wet weather driving set off after Flockhart who was still holding a steady fifth place.

Moss closed on Brabham and began the familiar fist-waving act but he was forced to find his own way past without the aid of blue flags and he did so on lap 23. Brabham offered no resistance and Moss was soon away into the distance driving as only he knows how, holding slides beautifully at Woodcote and sometimes not getting the wheels in the straight-ahead position until he reached the bridge. He was soon 10 sec. in front of Brabham and had done a lap at 93.75 m.p.h. which was fantastic even though the rain had eased off. Still the incidents occurred in rapid succession; Salvadori passed Flockhart into fifth place behind Brooks, Graham Hill stopped at his pit to check on a suspected oil leak, Marsh lost most of the oil from the Cooper-Maserati and neatly distributed it round the circuit, while Bandini, who had been going steadily in the Centro-Sud, came in and the mechanics commenced a major overhaul and all the while Moss increased his lead and the only other two drivers who were trying hard were Chuck Daigh in the harshly sprung Scarab and Surtees in the skittish Vanwall. On lap 34 Brooks, who had been driving better than of late, lost his fourth place when he visited the pits to complain about the car, the weather, the state of the track, but as no one had a remedy for any of the complaints he was sent back out, now in sixth place, to be passed by Daigh shortly afterwards.

By lap 45 Moss was well over a minute in front of Brabham and the order was Moss, Brabham, Taylor, Salvadori, Flockhart, Daigh, Brooks and the flying Surtees who was now well in his stride so that within five laps he had nosed into sixth place. Soon Moss had lapped Brabham, who made no effort to stave him off but came past his pit pointing alternately at his goggles and his rear tyres. The race now looked set for the finish, but Clark's Lotus in ninth place expired with clutch trouble, and the Lotuses of Allison and Ireland spun off and stayed put at Maggotts. Flockhart decided that he could do something about Salvadori if he tried and on lap 63 he passed him and as Salvadori had been catching Henry Taylor in the Rob Walker Lotus he soon overhauled the U.D.T. driver to gain a well-deserved third place. Unfortunately, when overtaking Bandini he took the inside line at Copse and went straight on into the bank only nine laps from the finish, so ending a fine drive. This left the order as Moss, Brabham, Salvadori, Taylor, Surtees, Brooks, Daigh, Bandini and Hill, which order they maintained to the miserable end. Brabham dashed off for an aeroplane to take him to Indianapolis and Moss drove straight into the paddock, thoroughly wet.

**Results :**

| | | | |
|---|---|---|---|
| **1st** | S. Moss (Cooper-Climax) | 2 hr. 41 min. 19.2 sec.—87.09 m.p.h. | 80 laps |
| **2nd** | J. Brabham (Cooper-Climax) | | 79 ,, |
| **3rd** | R. Salvadori (Cooper-Climax) | | 78 ,, |
| **4th** | H. Taylor (Lotus-Climax) | | 78 ,, |
| **5th** | J. Surtees (Vanwall) | | 77 ,, |
| **6th** | T. Brooks (B.R.M.) | | 77 ,, |
| **7th** | C. Daigh (Scarab) | | 77 ,, |
| **8th** | L. Bandini (Cooper-Maserati) | | 70 ,, |
| **9th** | G. Hill (B.R.M.) | | 64 ,, |
| **10th** | J. Ireland (Lotus-Climax) | | 60 ,, |

*Fastest lap :* S. Moss, 1 min. 52.4 sec.—93.75 m.p.h.

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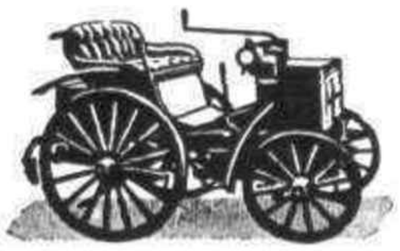
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# SNETTERTON'S STANLEY SEARS TROPHY MEETING (May 14th)

IF you speak of "glorious Goodwood" it is presumably permissible to refer to "scruffy Snetterton," but at the Norfolk circuit you can enjoy informal racing, run with great enthusiasm and attracting a pleasingly varied entry. Oliver Sear says his aim is to apply the same light-hearted club atmosphere as was found at Brooklands pre-war—a very laudable aim, although it should not be forgotten that at that track you found a tunnel, Paddock shelters, 'bars, restaurants, changing rooms, weighbridge, etc., from the word go, 54 years ago.

However, there is no doubt about the enthusiasm displayed at Snetterton, which was well to the fore during the Stanley Sears Trophy Meeting.

The big event was the 10-lap race for vintage, historic and p.v.t. cars; Mr. Sears sportingly did not put in an entry, although he could have done so in each category, from his famous collection. The p.v.t. category included some very slow cars and a bogus entry, the latter being K. Wilson's S.S.100 with XK120 engine. This power unit proved too much for the S.S. radiator, which boiled over.

Harding's 1926 ex-Fisher Villiers-blown Amilcar Six and Bergel's 2.3 G.P. Bugatti ran with road equipment, in pursuit of the vintage sports-car class, won by the latter, at 70.28 m.p.h. In the race proper Lindsay made a fine start in his E.R.A. "Remus" whereas Day crept and had to brake as the flag fell. But after three laps Day was second and as Lindsay's lap speed fell from 84.8 to 81.9 m.p.h. the ex-Gerard E.R.A. had no difficulty in taking the lead by lap four and building up a big lead. The other E.R.A.s spaced themselves out, finishing in the order Lindsay, 21.8 sec. behind Day, Brown and Waller. Day made fastest lap at 84.98 m.p.h. and averaged 83.06 m.p.h. McDonald's 3/4½ Bentley went sick in its engine, Morley's 3/4½ Bentley sprayed him with water vapour, Ashley's Frazer Nash, which rides to races in state on a trailer, beat Michelson's Frazer Nash "Patience" to the p.v.t. plum. Ashley averaged 73.92 m.p.h. (best lap, 75.39 m.p.h.). Margulies' 2.9 Maserati stripped something in the transmission going out to the start, so it was trailed to Snetterton in vain.

The first F.J. race saw Rhodes' Cooper-Ford win comfortably at 90.9 m.p.h. (best lap, 92.38 m.p.h.) from Bill Moss (Lotus-Ford) and Ashmore (Lotus-Ford). Although worried about a patched-up oil pipe Hobbs' raucous automatic-transmission Elite had no difficulty in winning the 8-lap sports-car race from Shaw's A.C. Ace, at 80.46 m.p.h., Sutton's and Gates' gull-wing-door Marcos G.T.s an impressive third and fourth. They dominated the 1,000-c.c. category and vanquished Hill's Warwick, Sutton averaging 79.5 to Hill's 77.76 m.p.h.—good for Marcos! An Elite motored along on its side after an episode at the hairpin, the other Warwick and a TR3A retired and a Twin-Cam M.G. came to its pit, reminding us once more how much more Jaguar know than B.M.C. about engines of this sort.

Brian Naylor made light work of winning the Sports-Car Race in his 2½-litre Cooper, at 89.92 m.p.h., Baillie's Aston Martin second, Chamberlain's Cooper-Jaguar third, Keons' little Lola a creditable fourth and winner of its class at 87.35 m.p.h. Even in this brief race there were pit stops and Mitchell's Lotus 7 retired after drinking a bucketful of water. Incidentally, Naylor's Cooper carried an oil-cooler on its nose, Hill's Lotus Eleven had one behind the passenger's seat.

The second F.J. race was a fine scrap between Bill Moss and Rhodes, with Ashmore never far away. Moss won by half-a-length, at 91.26 m.p.h. Ashmore had the near-side rear suspension radius arm of his Lotus come loose and after his retirement following some arms-crossed motoring and a spin at the Esses Attwood's Cooper-Ford took third place.

At the start of the Formule Libre race Naylor's J.B.W. with formidable exhaust system sheared its near-side half-shaft on get-away and soon Eden's F.1 Cooper had pulled out a good lead. Eden won at 91.81 m.p.h. (best lap, 93.09 m.p.h.), with Rhodes' F.J. Cooper second, Major Baillie's Aston Martin DBR1 third with Attwood's F.J. Cooper clinging to it for most of the race. Bill Moss returned to his old love, an E.R.A., for this race, driving Day's car, but went straight on up the escape road at the Esses and wasn't seen again. Wicken's Jaguar E-type was an absentee from this meeting.—W. B.

## MINIATURES NEWS

Lesney have introduced a fine two-storeyed Modern Sales and Service Station for their 00-scale cars, complete with two showrooms, ramp, forecourt, staircase, greasing bay, etc., and a realistic "Home Stores" with openable front door to embellish the roadside scene. Their "Models of Yesteryear" include a horse-drawn fire-engine and they have issued a 2d. catalogue of their "Matchbox" miniatures.—W. B.

## QUOTE

Sgt. M. J. Orme, of B.F.P.O., writing in the V.W.O.C. magazine: "I must thank Mr. W. Boddy of MOTOR SPORT for eventually making me realise through his excellent magazine that VWs are unbeatable in their class. I should think he has sold more VWs unofficially than any official salesman."

## ANDOVER TRACTION ENGINE RALLY (May 13th)

This popular event attracted so much interest this year that, although the venue is a vast meadow, by 3.30 p.m. the car parks were full. There was an entry of 36 engines, supported by 37 vintage and p.v.t. cars. I was pleased to see the 1928 Foden C-type tractor present that I discovered hauling coal for Camroux in London a few years back and wrote-up for *The Model Engineer*. It had steamed down from Loughborough using 400 gallons of water and 9 cwt. of coal. The last D.G. Sentinel made had come 60 miles in 3½ hours inclusive of stops for water, consuming 3 cwt. of coal. There were more steam wagons than usual, totalling three Fodens and three Sentinels, Sparrow's 1916 5-ton Foden being on solid rubber tyres, while Fisher's 1923 6-ton Foden is taxed as a private car and used for occasional trips to the bank, etc. This year, besides the horse-drawn 1904 Shand Mason fire engine, there was a very effective ¼-full-size model Wallis & Steevens traction engine, capable of hauling over a ton. Future Traction Engine Rallies include Appleford on June 17th, Alton Towers on July 1st/2nd, Rempstone on July 15/16th, Camborne on July 22nd, Taunton on July 29th and Woburn on August 5-7th.—W. B.

## OLD BALLS

A woman's magazine recommends women drivers to hang an old tennis ball at the far end of the garage to prevent ramming the wall when driving in. How can such drivers park and drive safely on the roads if for garaging they rely on old balls ?

## LEATHER FOR LUXURY

The Public Relations Officer of the Leather Institute has had the initiative to send us the following list of cars that have leather upholstery and the advantages claimed :—

*Cars which have leather upholstery as standard are as follows :—*

- Austin Vanden-Plas 4-litre LWB limousine
- Austin Healey 3000
- Austin Vanden-Plas Princess 3-litre saloon 42
- Austin A99 Westminster
- Austin A55 Cambridge Mark II
- Aston Martin DB4 G.T.
- Bentley S2
- Bristol Type 406
- Citroën ID
- Citroën DS19
- Daimler Majestic
- Daimler Sports V8 SP250
- Ford Zodiac
- Humber Super Snipe
- Jaguar Mark IX
- Jaguar Mark II
- Jaguar E-type fixed-head coupé
- Jaguar E-type open 2-seater
- Jensen 541 "S" Series saloon
- Morris Minor 1000 de luxe
- Morris Oxford de luxe
- M.G. Magnette Mark III
- Riley 4/Sixty Eight
- Rover 3-litre
- Rolls-Royce Silver Cloud II
- Standard Triumph Herald
- Standard Vanguard Vignale
- Standard Luxury Six estate car
- Standard Luxury Six saloon
- Vauxhall Victor de luxe
- Vauxhall Cresta
- Wolseley 15/60

*Cars offering leather upholstery as an optional extra :—*

- Ford Consul
- Ford Anglia de luxe
- Ford Zephyr

Leather has "character," it looks and feels good. Leather keeps cleaner and wears cleaner than any other covering material. Leather resists the tendency to damage and is kept in a pristine condition by wiping it over with soap and water. Owing to its unique fibrous structure, leather absorbs and "breathes" perspiration. It does not allow perspiration to remain clammily against the back of drivers or passengers. Leather is comfortable at all seasons and no other material compares with it for use over the whole range of climatic conditions. A leather-upholstered car can be more easily entered and alighted from, and facilitates change of position by either driver or passengers. Leather upholstery does not call for the fitment of loose covers and it certainly puts up the value of a used car.

We agree with all the claims made except perhaps that on a fast-cornering car with bench seat cloth upholstery holds the driver more firmly in his place. It will be interesting to see what replies the spokesmen of the plastics and cloth industries have, if they have any at all.—W. B.

# THE ROCHDALE OLYMPIC

*A well-designed all-glass-fibre G.T. car*




A SURPRISE awaited us when we tested the Rochdale Olympic recently, for the firm of Rochdale Motor Panels, well known for their glass-fibre shells, especially the Rochdale G.T. have succeeded in producing a remarkably refined and well-designed car of monocoque chassisless construction entirely fabricated in glass-fibre.

The Olympic is the work of Richard Barker and one can assume that his inspiration came from the Lotus Elite which is the only other all-glass-fibre car in the world. However, in catering for the proverbial impecunious enthusiast a number of easily obtainable mechanical components had to be incorporated into the design and in the end it was decided to build two models, one catering for B.M.C. components and the other for Ford Eight and Ten or 105E parts. Naturally in the interest of initial cost the idea of i.r.s. had to be abandoned in favour of the less costly rigid axle but it may be used in a future design.

The complete outer skin including the undershield is moulded in one piece by the hand laying-up process without any joins and all the necessary bulkheads and wheel-arches are then bonded in whilst the shell is still in its mould. As on the Elite the windscreen pillars are a weak point and they are stiffened by a steel tube which runs over the windscreen to give protection in the event of an inversion. All points of potential high stress are reinforced and mounting points for suspension, seats, steering, pedals, safety belts and even side jacks are moulded in, while on the inside the parcels shelf, facia panel with a detachable hooded instrument panel, rear shelf and rear seats are all moulded in.

The prototype car, fitted with Morris Minor components, was tested over 30,000 miles of varied country for 18 months and no structural failure occurred, but a number of detail improvements have been made to the production models. The prototype was also tested for drag and the airflow was found to be particularly efficient, as the only apertures are for the sump and differential, the exhaust system being recessed into the bodywork.




*SLEEK.—The aerodynamically efficient Olympic looks just as handsome from the rear as it does from the front.*

The car we were loaned for test was one of the early production models with Riley 1.5 components. This includes engine, gearbox, front suspension and rear axle, wheels, brakes, steering column, wheel and instruments. The obvious advantage is that service is available from B.M.C. dealers and components will be relatively cheap to replace.

The Olympic has a wheelbase of only 7 ft. 2 in. and this necessitates the fitting of the engine well back to obtain the correct weight distribution. There is, therefore, a fairly wide hump in the centre of the car and to give driver and passenger some leg room the car has been made fairly wide, the overall width being 5 ft. 3 in. The driver has to sit with his legs biased to the right but with acquaintance any discomfort soon disappears. The front seats have been designed for the Olympic with glass-fibre frame and without looking impressive manage to do their job effectively. Pedals are well spaced and the left foot can rest on the dip switch. The three Riley instruments are grouped in front of the driver with the speedometer on the left, rev-counter in the centre and oil pressure, water temperature and fuel gauge on the right. The usual warning lights are incorporated, toggle switches operate the lights and wipers and the Riley self-cancelling winkers stalk is fitted. An M.G.-A fly-off handbrake is fitted on the driver's side of the tunnel and is useful for supporting the left leg. The Riley gear lever falls between the seats and has had to be bent forward to put it within reach of the driver.

Most specialised cars fall down on the standard of their finish and in such mechanical details as window winders, door locks, and in glass-fibre bodies, doors, boot and bonnet lids are often a bad fit or very flimsy. In the case of the Olympic few of these faults manifested themselves; the exterior finish was probably one of the best we have seen and we were surprised to learn that the body was self-coloured and had not been cellulosed, nor are there any of the ripples commonly associated with glass-fibre coachwork. The doors, of double skin construction with a large map pocket, are hung on aluminium concealed hinges and are an excellent fit and rotary type door locks are fitted. The double-arm window winding mechanism works well although some lost motion was apparent. The windscreen is of toughened glass, a laminated one being £5 extra, the door windows are glass, the rear screen is of Perspex as are the rearward opening quarter-lights.

The car was delivered with inoperative oil pressure gauge and fuel gauge, faults which would be unforgivable on a car sold by a large manufacturer on which Purchase Tax had to be paid but bearing in mind the fact that the car is the product of a very small undertaking whose premises were recently gutted by fire, in addition to which the car had covered some 10,000 miles of testing in the hands of its designer we felt that these faults could be overlooked. The interior trimming could also be improved but since the car is sold as a kit the individual owner can incorporate his own ideas.

On the road the perfectly standard twin-S.U., 66½ b.h.p. at

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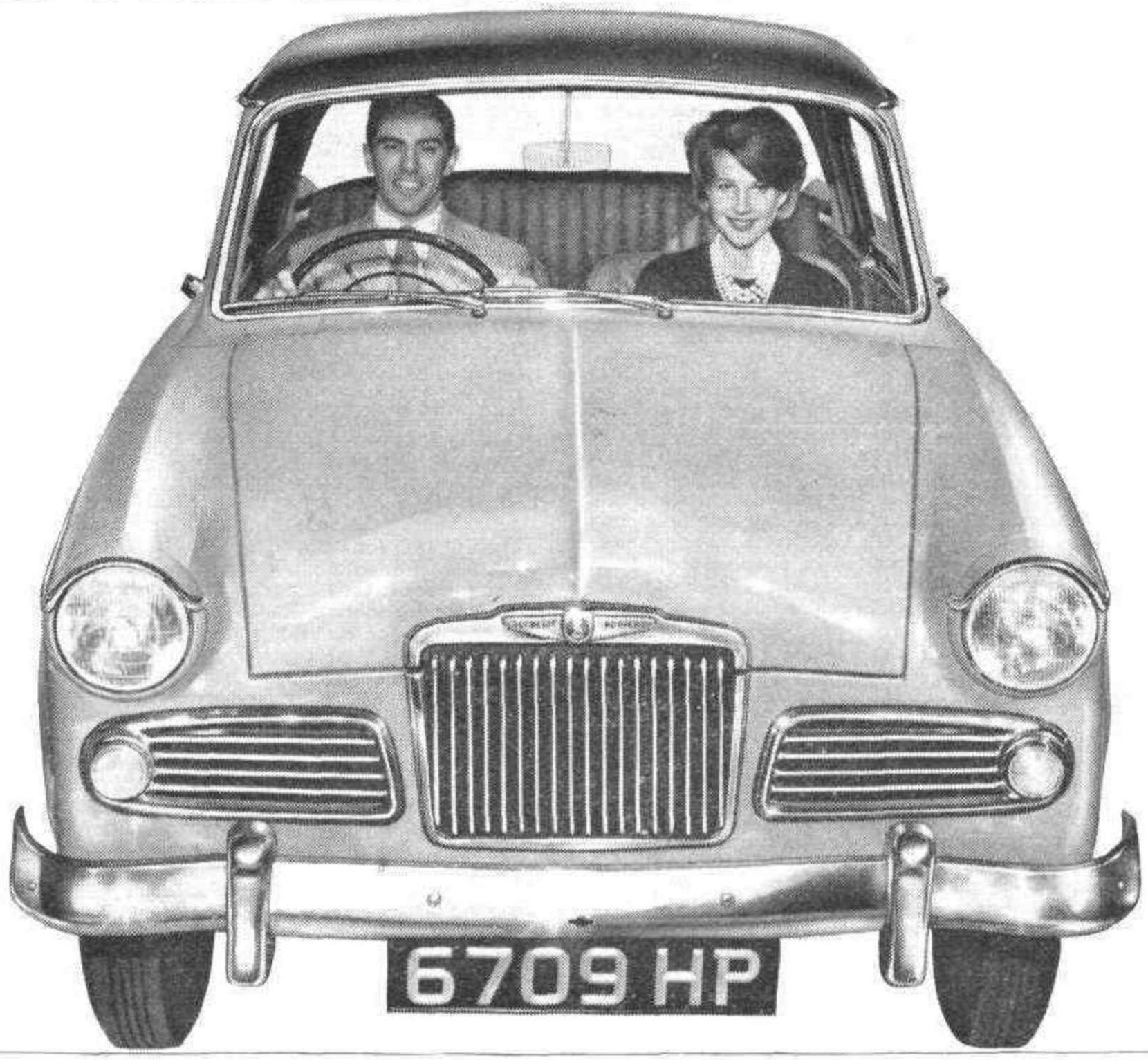
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5,000 r.p.m. Riley engine which is mounted in a steel sub-frame propelled the 13 cwt. Olympic at a very pleasing pace. In plain figures we reached 60 m.p.h. from rest in 11.7 sec. and 70 m.p.h. in 15.3 sec., while a top speed of over 100 m.p.h. is well within the reach of the Olympic, with a tuned engine and higher axle ratio it could well approach 120 m.p.h.

The Riley torsion bar i.f.s. is used at the front with Armstrong dampers and at the rear the axle is located by locating links and a torque rod and sprung on coil springs with Woodhead Monroe dampers. Soft springs and firm dampers allow large wheel movements and this endows the Olympic with a good ride, perhaps at the expense of damper life but the result seems well worth the cost. The short wheelbase allows some pitching on rough surfaces but the car can be driven over really rough ground at speeds which would appal most saloon car drivers and on a boulder-strewn track which Rochdale use for testing, the Olympic was extremely fast, the rocks just bouncing off the underskin. On more normal surfaces the car can be driven at very high speeds, averages of well into the 50s being obtained on trips to Silverstone and Prescott. The Olympic understeers slightly and is at its best on long sweeping corners, the wide track allowing little roll; on slower bends the power can bring the back end round, creating oversteer, on which occasions one would appreciate higher geared steering than that offered by the Riley rack and pinion, a point which Rochdale will probably attend to before long. Despite this slight criticism the general handling of the Olympic is of a very high order and with the Riley engine one is able to surprise the drivers of some very expensive sports cars.

The noise level in the Olympic is commendably low, aided by sound deadening material on bulkheads and under the bonnet. The engine reaches a vibration period at around 80 m.p.h. which can be unpleasant and on the Motorway could become tiring. Softer engine mounting rubbers might help, but balancing of the crankshaft and con-rods would probably provide the complete cure. One or two other squeaks and rattles were present but they were of the easily curable type.

On the test car a couple of dwarf seats were fitted, the backrests of which folded down to reveal the interior boot, the spare wheel being clamped to the undershield; a good deal of space is available above the wheel for luggage but accessibility is not the strong point of the boot. For short overnight trips we found that the children's seats would accommodate a suitcase and a holdall, while the large shelf below the rear window would hold hats and coats.

Only one weak point was discovered on the Olympic and this was in the cooling system. If journeys were covered at even pace with no flat-out driving or creeping in traffic jams the temperature remained normal but straying outside these limits meant the possibility of boiling. No fan is fitted but an electric fan could be easily incorporated and an increase in the size of the header tank may have a beneficial effect.

The Olympic is not, of course, as cheap as conventional Ford-based specials, but for the Riley-based car the basic shell complete and ready to take the mechanical components sells for £256 which includes modifications to the customer's own mechanical parts such as welding brackets to back axles, modifying the gear lever, lengthening the steering column and supplying several new components such as dampers. If required Rochdales can supply new mechanical components, in which case a kit of parts covering most of those required to complete the car can be obtained for £670; for Morris Minor or Ford 105E the cost would be £598 while for those who prefer Ford Eight and Ten components the basic cost of the shell is £248.

Whilst it must be remembered that a cheap family car can be purchased for the same price as a Rochdale kit, the high performance allied to excellent fuel consumption (our car returned 33 m.p.g.) would require a much larger outlay, added to which the Olympic will not rust or corrode and should have a longer useful life. A leading Insurance Company has granted special rates for the car which approximate roughly to the rates applicable for the saloon to which the engine is fitted.

The stigma of the word "special" can be forgotten in connection with the Rochdale Olympic—it is a completely successful design which can be expected to give its owner exceedingly pleasant motoring of the decidedly quicker variety at some two-thirds of the outlay required for a conventional production car. That it should have been produced by a very small concern is entirely in accordance with British motor racing history. Several lightweight versions of the Olympic will be in action on the circuits before long—we shall watch their progress with interest.

M. L. T.

*SILVERSTONE INTERNATIONAL—**continued from page 457*

With the increase in power which has been extracted from the Ford and B.M.C. units since last season a 100-m.p.h. Formula Junior lap was quite feasible. Practice took place in dry but windy conditions and Peter Arundell's and Jim Russell's laps of 1 min. 45.8 sec. (99.60 m.p.h.) were quickest. They were followed by John Love's 1,100-c.c. Cooper-Austin in 1 min. 46.0 sec., with Peter Ashdown's Lola-Ford and Tony Marsh's Lotus Twenty, both recording 1 min. 47.0 sec. and making up the front row.

At the start Trevor Taylor crept through from the second row and the field stormed into Copse with Arundell taking the lead hotly pursued by Russell, McKee and Tony Maggs in a Tyrell Cooper-Austin. These five began to break away from the field and constantly passed and re-passed, Taylor leading for two laps then Russell taking over for one, then Maggs got through and led for three laps, but in passing some back-markers Russell managed to whip into the lead and gained several seconds over his pursuers.

Meanwhile Summers had crashed his Kieft at Club Corner and was hospitalised with a suspected broken leg, Parkes retired his Gemini, as did Dennis Taylor with his Lola, Hicks retired his Caravelle with a broken gearbox and Dennis Hulme stopped with no oil pressure on his Cooper's engine.

Tony Marsh had been going round followed by a smoke haze which was issuing from the cockpit, but this suddenly appeared to clear and he began to catch the leaders at a great rate so that by lap 15 he was breathing on McKee's tail and holding fifth place, as Arundell was virtually out of the race with a broken contact-breaker which took five minutes to repair. Russell was now in a comfortable lead but Maggs, Taylor, McKee and Marsh were in a tight bunch, with Marsh going ahead on lap 22 and retaining his second place to the end. Taylor slowed right down at the end and Maggs got his Cooper into third place ahead of McKee, while Ashdown passed Love right at the end to take fifth place in the Lola. Russell won by 5.6 sec. but during his meteoric chase Marsh set a new F.J. lap record of 1 min. 42.6 sec. (102.70 m.p.h.).—M. L. T.

Apart from the Inter-Continental and F.J. races the B.R.D.C. put three supporting races in the programme. The first was a Sports-Car Race which Moss led easily in the U.D.T. Lotus Monte Carlo. However, this team's usual 1-2-3 finish was split by Salvadori, who handled his Cooper Monaco magnificently and for whom Allison was no match. Henry Taylor had a 1½-litre engine in his U.D.T. Lotus, and won his class from the Lolas. The big cars were unimpressive, Salmon's Jaguar beating Wober's Jaguar and Lee's Lister-Jaguar. Moss set a new sports-car lap record of 106.22 m.p.h.

The Saloon-Car Race would have made mild history if Dan Gurney's huge 6.7-litre V8 carburetter-induced Chevrolet Impala hadn't lost a back wheel two laps from the finish, for it led all the way until this contretemps, in spite of G. Hill's efforts in a 3.8-litre disc-braked Jaguar. Both these drivers set a new saloon-car lap records, Gurney leaving it at 91.15 m.p.h. His huge car looked comparatively steady and its acceleration. . . . It was shod with Dunlop Racing tyres and larger wheels had been made up to take wider-base covers, which may have been why one pulled over the studs. It will be interesting to see what wheels and tyres the American uses at Silverstone on July 8th.

Parkes and McLaren followed Hill home to the usual 1, 2, 3 Jaguar victory, Salvadori's Jaguar having lost a few places when it had to stop for its open boot-lid to be secured; later it slowed at Copse with smoke pouring from the exhaust and was driven straight back to the Paddock. Had an irritated Roy over-revved ?

Harper's Sunbeam Rapier scored an impeccable but hollow class victory and Kerrison's 2.4 Jaguar was the only runner in *its* class. Aston Mini beat Whitmore's Austin 850 to it in the 1,000-c.c. class, which was a stupendous battle, Whitmore making fastest lap at 77.25 m.p.h. and actually contriving to pass Gurney's l.h.d. Chevrolet on the inside round Copse—now I've seen everything ! Had Gurney moved over . . . for he couldn't have seen the Austin, sitting as he was on the left of his wide 360-b.h.p. monster !

The Historic Racing Cars had a wet track, like nearly everyone else. Day's E.R.A. should have won, but he became involved with Hull's E.R.A. on the last lap, letting Margulies' 2.9 Maserati through to victory.—W.B.

**Results:**

**Sports Cars : 1st** : S. Moss (Lotus), 102.36 m.p.h. **2nd** : R. Salvadori (Cooper). **3rd** : C. Allison (Lotus).
**Saloons Cars : 1st** : G. Hill (Jaguar), 89.54 m.p.h. **2nd** : M. Parkes (Jaguar). **3rd** : B. McLaren (Jaguar).
**Historic Cars : 1st** : D. Margulies (Maserati), 69.75 m.p.h. **2nd** : D. Hull (E.R.A.). **3rd** : P. Lindsay (E.R.A.).
**Formula Junior Race (25 laps) : 1st** : J. Russell (Lotus-Ford), 44 min. 6.0 sec.—99.56 m.p.h. **2nd** : A. E. Marsh (Lotus-Ford), 44 min. 11.6 sec. **3rd** : A. Maggs (Cooper-Austin), 44 min. 15.0 sec.

# BOOK REVIEWS

**" Behind the Wheel,"** by David McKay. 222 pp. 9½ in. × 6¼ in. (*Nicholas Kaye Ltd.*, 194-200, *Bishopsgate, London, E.C.*2. 25s.)

This is the motoring life story of David McKay, who was badly afflicted with motor fever and commenced racing M.G.s in his native Australia, besides doing a bit of motoring journalism. The description of the author's experiences in the Round Australia Trials, particularly the original Redex event of 1953, are enthralling. In these tough events McKay drove Austin A40 and A70, Simca Elysee and Porsche Super. He also had a crack at the 1958 Ampol Trial with a Ford Zephyr. McKay leaves his readers in no doubt whatsoever of the car-breaking terrain under which these " down under " trials are run and in future it is to such Safari-like events that truly publicity conscious Competition Departments must turn for the most convincing proof of the products they prepare.

When McKay and his wife decided to race in Europe in 1955 they travelled overland from Australia to England in a VW Combi. The account of their not inconsiderable adventures constitutes one of the best parts of " Behind the Wheel." I like the reply they received from Volkswagen when inquiring what preparations they should make for the 30,000-mile trek : " Carry a couple of extra fan belts " ! Certainly the VW stood up manfully to the treatment to which it was subjected but the reception afforded the travellers at Wolfsburg brings no credit to VW and was in very pungent contrast to the hospitality which they received at the hands of Mercedes-Benz in Stuttgart—luckily VW Motors in London made generous amends.

There are no frills about McKay's writing and you go along with him, sharing his triumphs and frustrations, feeling a car slide under him, his hands grasping the Combi's steering wheel. He brings into his story an intelligent Australian's view of Europe and England (" It was almost impossible to stroll round the West End of London without being accosted by either prostitutes or perverts—as someone said, it was hard to know whether you were Arthur or Martha ! ") and introduces such personalities as Fangio, Moss, Brabham and McLaren (rendered as " Maclaren ").

Returning to Sydney in company with Alf Francis, Stan Elsworth and Leslie Marr's mechanic Derek Edwards on the *Rangitata*, McKay raced a DB3S Aston Martin with which he eventually set the Australian Speed Record to 143.1 m.p.h.

After this an ex-works DB3S, the 1956 Moss/Collins Le Mans car with 12-plug head and three double-choke 45-mm. Webers, was raced under the Ampol banner and won seven races, being second in the eighth, in which McKay drove it.

Still sponsored by Ampol he flew to England to take delivery of a 3.4 Jaguar and before getting back did some European rallies for Rootes. That's the kind of thing this book is packed with—motor cars, motor competitions, sufficient technicalities, and details of the way Australians live when they become professional racing drivers—believe me, it's the life all right !

A happy idea is an Appendix giving pithy comments on the cars McKay has driven—M.G., Austin, Mercedes-Benz, Singer, Peugeot, Alfa Romeo, Aston Martin, Porsche, Sunbeam, Triumph, Jaguar, VW, Ford Zephyr, and Simca. There are *lots* of motoring books but there is room for this one.—W. B.

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**" Montlhéry—The Story of the Paris Autodrome, 1924-1960,"** by William Boddy. A Montagu Motor Book. Preface by Capt. G. E. T. Eyston, O.B.E., M.C. 170 pp. 8¾ in. × 5⅝ in. (*Cassell & Company*, 35, *Red Lion Square, London, W.C.*1. 25s.)

This history of Montlhéry Track, outside Paris, by the author of the standard history of Brooklands Motor Course, contains fascinating technical details of those special " outer circuit " cars that raced and broke records at this autodrome in the nineteen-twenties. The slim, single-seater, sleeve-valve Panhard-Levassor, driven in England by Capt. George Eyston, O.B.E., M.C., who contributes an interesting Preface to this important book, the Renault 45s, V12 Voisin, straight-eight Delage, the Bentleys, the big Napier-Railton that Freddie Dixon " lost " with spectacular results, all are there, together with some fresh facts about Gwenda Hawkes and the astonishing 2-litre front-drive Derby Special, evolved from an American straight-eight centrifugally-blown Miller, that lapped the banked section of this famous track at nearly 149 m.p.h.

But this well-illustrated book goes far beyond the record-breaking exploits, that in later years brought Citroën, Yacco, Jaguar, B.M.C. and others to Montlhéry. All the important long-distance races run at Montlhéry, including curious Touring Car Races for which special Peugeot, Mathis and other rare cars were built, and the classic French Grands Prix, are described and the names of Chiron, Varzi, Nuvolari and Caracciola join those of Segrave, Wagner, Antonio Ascari and Louis Wagner, cars like Auto-Union, Mercedes-Benz, Cooper, Kieft and Lotus jostle those of Bugatti, Delage, Thomas Special, Salmson, Amilcar and Voran in pages crowded with incident, packed with detail, and nostalgic with history.

Cars rare and well-known, personalities famous and obscure, go to fill this valuable history of Montlhéry. The book contains some splendid pictures, many of them new to the world of motoring books, lists lap records and the race winners, has a detailed map of the track and its adjacent road circuits and is properly indexed.

Students of motor-racing history and all who love the French motoring scene will want this latest scholarly work by " W. B."

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**" Early Motor Cars—Second Series—The Vintage Years,"** by George A. Oliver. 39 pp. 14 in. × 19 in. (*Hugh Evelyn Ltd.*, 9, *Fitzroy Square, London, W.*1. 55s.)

" Just a moment—give me a hand up—*heave* ! " These are the feelings you get when confronted with this remarkable tome, the only motor book you can use under the wheels of the car when you get it bogged down—look at its dimensions, quoted above !

To use it thus would be a shame and the true purpose of George Oliver's manuals is to present his coloured pictures which you can extract and have framed.

Having dealt in the first of the series with Edwardian and veteran cars Oliver now writes and paints in a 1919 to 1930 context. There is the same sound Preface and a repeat of the sage descriptions that accompany each of the big colour, full-side-elevation illustrations, which cover the undistinguished Chevrolet tourer of 1919, the 1922 Peugeot Quad, a very nice 11.4 Humber All-Weather, Peter Hampton's exotic Type 30 Bugatti doorless 4-seater, a 3-litre Bentley, a Rolls-Royce Twenty, a 30/98 Vauxhall, a 36/220 Mercedes-Benz, the ex-Hampton 45-h.p. Hispano-Suiza, a rare 1929 Stutz sports saloon, a very covetable Lancia Dilambda tourer and a 17/95 Alfa Romeo James Young coupé in a perfectly horrid shade of yellow.

This isn't quite so acceptable as the first of these enormous drawing books, partly because the novelty has worn off a little, perhaps because the descriptions are not quite so well done, and because, instead of being selected from the Sword Collection, the subjects are a scattered selection, some in rather sombre colour schemes. But, when all is said and done, where else can you buy a dozen reproductions of beautifully detailed car paintings for less than £3 ? Incidentally, I have often thought that the immortal Austin Seven owed something to the Peugeot Quad but Oliver is the only author brave enough to state that Sir Herbert Austin " is said to have been considerably influenced by the Peugeot . . ."

Those who like accurate drawings of car radiators will find them on the cover of an ingenious book that will share with " Automobile Year " the archives of the more discerning collectors of motoring literature.—W. B.

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**" Veteran Cars,"** by Phil Drackett. 92 pp. 7 $\frac{5}{16}$ in. × 5 in. (*W. & G. Foyle Ltd.*, 119-125, *Charing Cross Road, London*, W.C.2. 4s.)

A compact little book, this, in the " Foyles Handbooks " series, yet it leaves very little out and is an excellent introduction to the now extensive veteran car movement. The author is pictured in period costume, waving a red flag, as he leads Wilfred Andrews' 1901 Benz along Brighton's Madeira Drive on the occasion of the 1956 Veteran Car Run—which should stimulate the V.C.C. to something or other. Motoring journals bearing on veteran car matters are included and we are naturally flattered to find " The History of Brooklands," published by Grenville, described as " probably the most comprehensive motoring history published anytime, anywhere." This brightly written " primer " of Drackett's is well worth putting into the pocket for future reference.

**" Sir Henry Segrave,"** by Cyril Posthumus. 227 pp. 8¾ in. × 5 7/16 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1.* 21s.)

This is a scholarly biography of the late Sir Henry Segrave, who was Sunbeam's leading driver in vintage times and, at Tours in 1923 with the non-supercharged 2-litre 6-cylinder, the first British driver to win the classic French Grand Prix.

Posthumus writes an absorbing and well-written history of this great driver, which makes this book a saga of the vintage era. There are new facts about Segrave's early life and of his career in the Army and R.F.C. during the First World War. Thereafter fewer fresh facts emerge for the serious student of motor racing history, for if you have read Segrave's own book " The Lure of Speed " and have access to the *Autocars* of his period, much that Posthumus has so painstakingly set down will not be new. This does not detract from the value of this book as a convenient source of reference to the life and achievements of a great driver. But this reviewer would have liked more details of Segrave's early days at Brooklands with Opel and Bugatti cars apart from the fact that Segrave's association with Alastair Miller cost him some £1,500 !—there is no mention of Ernie Line (still fit and well today, as an insurance assessor in Bristol and a keen Rover owner) who prepared the G.P. Opel, for instance.

The author deals in considerable and fascinating detail with de Hare Segrave's races, particularly the 1923 French Grand Prix but we are not told the amusing story of how Paul Dutoit, who was Segrave's efficient riding mechanic on this and other occasions (I met him only a short time ago, in his native Switzerland), left G.N., where he was a tester, and came to be invited to join the S.T.D. concern, etc. One feels that perhaps Posthumus knew more than he cared to set down when he wrote, " Sir Henry Segrave," largely with the help of Segrave's wife and half-brother; consequently the book tends to emphasise Segrave's virtues while making only casual reference to his weaknesses. Towards the end of his career Segrave remarked to Gilbert Frankau, the author, that " Life is pretty bloody," yet although another of Segrave's utterances to Frankau is quoted, this one is ignored and the reader is left with the impression that all was right in Segrave's world, up to the end—his life with Doris Segrave, his business ventures (that included the post of Director and Sales Manager of Portland Cement, sponsoring the Segrave " Meteor " monoplane and the Hillman " Segrave " car, etc.), his finances and his health. But were they ? This book doesn't tell us. . . .

Segrave lost his life after breaking the Water Speed Record on Lake Windermere. About this some new material *is* provided, in the form of a " scoop " account by Michael Wilcocks, an engineer who was aboard, of what happened on " Miss England II's " fatal run. But as to the cause of the accident the author accepts the Coroner's verdict that the hull hit a floating object. This must be accepted as correct but it would have been interesting, after this passage of time, to have analysed the view expressed by a lady author, in a book that in general had nothing to do with motor-boating, that the accident arose through a defect in the hull, and the theory held by an engineer whose opinion should carry considerable weight, that the stern tube bearings were set up too tight, causing a propeller-shaft to seize and tear out of the hull. If Posthumus knows of these things, he remains silent. . . .

Apart from these omissions, this is a first-class life story of a man of forceful personality who rose quickly to the highest rank of racing drivers and who was the first person to exceed 200 m.p.h. on land—at Daytona in 1927 with the remarkable 1,000-h.p. twin-engined Sunbeam now in the Montagu Motor Museum. All manner of forgotten items of Segrave's packed career come to light—I had forgotten that the " Golden Arrow " (also in the Montagu Museum) made its Land Speed Record over a mile of sand lit by arc-lamps, for example—and this biography is skilfully written and presented, and complete with appendices of Segrave's many successes, the history of the Segrave Trophy and a detailed index. In addition some new photographs have been found and reproduced, as well as many " old favourites," and the text is embellished with line drawings from *The Autocar* and a picture of Brooklands Track from MOTOR SPORT's archives.—W. B.

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Rodney Walkerley has written a motor-racing book primarily for the younger enthusiast—" Come Motor Racing With Me," 208 pp., 7½ in. × 5 in. (Frederick Muller Ltd., 110, Fleet Street, London, E.C.4, 10s. 6d.), in the " Junior Sportsman's Library " series. It covers almost every aspect of racing and record-breaking in brief and is illustrated with action drawings. Strongly recommended for intelligent children who pester you for passes to the circuits.

" The Strategy of Desire," by Ernest Dichter, 320 pp., 8 7/16 in. × 5 1/16 in. (T. V. Boardman & Co. Ltd., 16, Maddox Street, London, W.1, 25s.), deals with social science as it applies to sales strategy. This is an interesting and revealing book which it may profit publicity consultants and advertising executives to read, especially Dichter's assertions about how and why people choose their cars. There is a complete appendix on motivational research study of the Plymouth car carried out by the author in 1939-40. Public preference for Ford (including model-T), Packard (not forgetting the Twin-Six), Buick, La Salle, Jordan, Chrysler, Studebaker, Hupmobile, Reo, Dodge, Stutz and De Soto are referred to and you are told how the Plymouth is made to seem more desirable than any of them. It's not how MOTOR SPORT readers can be expected to react but for selling bread-and-margarine motors it goes places, or so the " father of motivational research " would have us believe.

* * *

The three latest volumes in the Pearson car maintenance and repair series cover Humber cars from 1946 to date, all Vauxhall cars from 1933, and Ford Anglia, Prefect, Popular, Eight and Ten models from 1934 to date. These books are compiled with the help of the manufacturers and cost 12s. 6d. each. The Humber book deals with the Hawk Mk. I to VI, New Hawk Series I IA and II, Snipe Mk. I, Super Snipe Mk. I to IV, New Super Snipe Series I, II, III, and Pullman and Imperial Mk. I to IV, and covers most of the servicing and maintenance operations on these cars but does not cover those major overhaul procedures which require special tools.

The Vauxhall volume covers all models from 1933 but because of the large number of models concerned it has not been possible to include major engine overhauls in the book. The Ford manual deals with all 8 and 10-h.p. models from 1932 onwards and includes maintenance and overhaul data on the 105E engine and other mechanical components of the latest Anglia model.

* * *

The R.A.C. Continental Handbook, priced at 6s. 6d. to members and 10s. 6d. to non-members, contains the usual wealth of information on touring abroad which is invaluable to the tourist abroad, and, in addition, a team of R.A.C. hotel inspectors have visited Continental hotels, with the result that some 350 have been designated as R.A.C. appointed. These will now display the R.A.C. sign and a suitable symbol indicates these hotels in the handbook.

* * *

An unusual book is " What's Where in London," written by Denys Parsons and published by Kenneth Mason Publications Ltd., price 6s. The book sets out to give likely sources of supply for unusual commodities such as kangaroo soup, stuffed otters, skeletons, false moustaches, left-hand pen nibs, goat's milk, fried silkworms, rattlesnake meat, and so on, and where one can get repairs done, or where you can hire a private detective or a bullet-proof waistcoat. The motoring section is rather small and will not tell the enthusiast much that he does not already know but this book is worth having for the multitude of objects it covers.

* * *

" Caravan Sites 1961/62," published by *Modern Caravan*, lists 3,704 caravan sites throughout the British Isles, many of which are now being licensed under new Government legislation. " Caravan Sites " sells for 2s. 6d.

* * *

The latest edition of " Egon Ronay Recommends Eating Places in London and Round Britain," published by Andre Deutsch, price 5s., is as useful as ever because Mr. Ronay is as fearless in his " road tests " of eating places as we are in our real road tests. It would be rather expensive for us to check his recommendations but perhaps one day he will invite us out for a gastronomic tour !

* * *

National Benzole have issued a useful map of town plans, covering 57 well-known towns from Bath to Worcester, with the location of important landmarks therein and the best through routes. The book costs 3s. 6d., from your National Benzole filling station. The Editor looked hastily to see if this book would have saved him time recently in Gainsborough, where he got as far as the level-crossing well beyond the town, seeking A 1 going South, then returned to the town centre, before realising that you have to *cross* the level-crossing as if going North for Bawtry before finding the left-turn for East Retford, about which signposts in the town are, to say the least, reticent. Alas, nothing in this World is perfect—Gainsborough is not one of the towns in this useful book. . . .

*continued on page 484*

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# 45 TARGA FLORIO

30 APRILE 1961

## AN EXCITING MOTOR RACE

PALERMO, SICILY, *April 30th.*

THIS year the Automobile Club of Palermo took over the organisation of the Targa Florio, carrying on all the splendid traditions of this fantastic old race, and while the circuit and conditions and racing were of the usual wild and woolly nature, the paperwork organisation behind the event was greatly improved. The Little Madonie circuit, of 72 kilometres length (approximately 44 miles), was as difficult as ever, although two corners had been by-passed and a small amount of resurfacing had been done, but relative to the whole circuit this was rather like adding or taking away one straw bale on the average Grand Prix circuit. Also, some of the corners had been edged with steel crash barriers, so that instead of going straight over the edge and down the mountainside, anyone out of control would now bounce back on to the road and go over the edge a bit further on, a mangled wreck before leaving the road. These barriers may have been expected to deter drivers from overdoing things or going too fast, but in fact everyone seemed prepared to go faster than ever.

As with all big sports-car races there was a large entry of mixed cars, from factory Ferraris to 1,000-c.c. Abarth coupés, and the main feature of the race, for the outright win, lay between the Scuderia Ferrari team, the factory Porsche team and the latest Maseratis being run by the Scuderia Serenissima with factory Maserati mechanics in support. The Ferrari team comprised two of the latest Tipo 246 rear-engined sports cars, driven by Phil Hill/Gendebien and von Trips/Ginther, and a front-engined V12-cylinder car driven by Ricardo Rodriguez/Mairesse. The rear-engined cars were all-independently sprung based on the new F.1 Grand Prix car, using 2.4-litre V6 Dino engines. The fully enveloping bodies on these cars are very wide behind the cockpit, as well as being the height of the regulation windscreen for the full width, so that the curving tail presents a very large surface area, finishing abruptly in a cut-back end. During testing at Monza it was found that this large unbroken area was acting as an aerofoil at maximum speed and generating " lift " so that the rear wheels were almost being raised off the ground. To counteract this phenomenon a " spoiler " was fitted across the extreme rear of the tail, about five inches in height. With this high tail and the large regulation screen, even tall drivers such as von Trips looked lost in the cockpit, and all the drivers had to drive looking through the Perspex screen. The 12-cylinder car, of 3-litres capacity, had the engine mounted at the front like last year's sports cars, but had a similar body style to the rear-engined cars, and all three had the 1961 Ferrari " twin-nostril " radiator cowling styling. The car driven by von Trips and Ginther was the one used at Sebring, while the Hill/Gendebien car was a brand new one, so new that the conical baffle in the fuel tank filler had been forgotten and on the first try-out the car kept spinning on its own fuel as it slopped out from the side-mounted tanks on to the ground in front of the rear wheels. As far as the racing cars were concerned Ferrari was making a determined effort to win, but the team seemed to have forgotten the drivers for there were no cars available for open-road practice and they had to do all their laps of the circuit in Fiat 600 hire-cars.

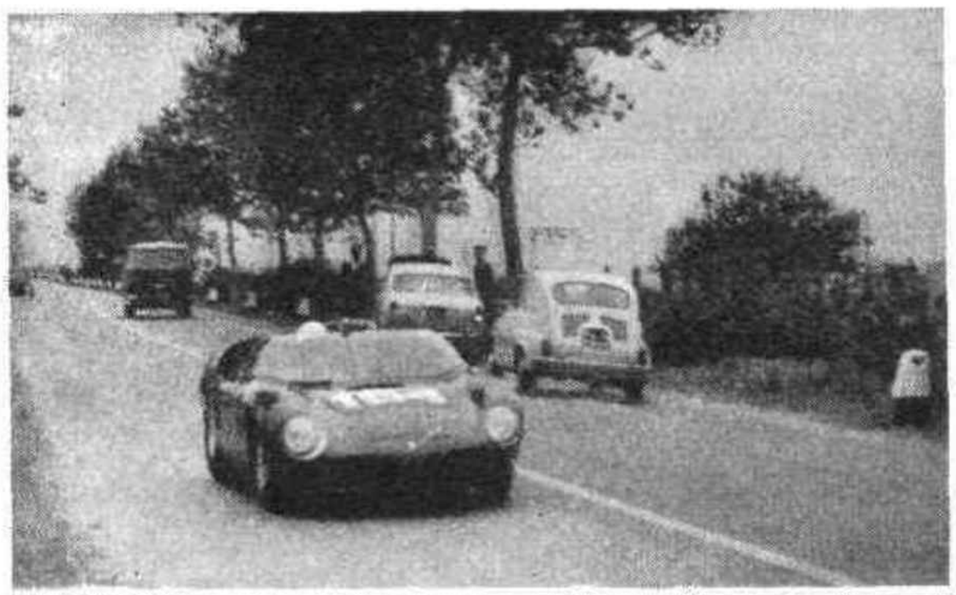
In direct contrast, the works Porsche team were tackling the race in a big way, for they had three cars for the race, a spare car for training, an Abarth Carrera G.T. and two special Carreras and a Super 90 for their drivers to use to learn the circuit. As can be imagined, with a lap distance of 72 kilometres through mountain country, climbing, descending, twisting and turning, passing through three small towns, and having only a few kilometres of straight in its entire length, no driver can claim to know the circuit perfectly and everyone was practising continually before race day. On the Friday before the race there was a short practice period with the roads closed, but it only enabled each car to do two or three laps, so that open-road practice was all important. The racing cars of the Porsche team consisted of an RS61 Spyder with 1,678-c.c. engine for Herrmann/Barth, a new RS61 Spyder with slightly longer wheelbase (to take the flat-8-cylinder engine later ?) and its 4-cylinder engine enlarged to 1,987 c.c. This car had a more penetrating nose shape, much more sharply raked windscreen and a hollow hump over the tail under which sat the intakes for the two downdraught double-choke carburetters, taking air from the rear of this double skin. This new car was for the Bonnier/Gurney team, and apart from having an open cockpit looked very similar to the new RS coupé that appeared at the Le Mans test-day. The third car was another normal RS61 with 1,678-c.c. engine entered on paper by the Camoradi Team and driven by Moss and Graham Hill, but there was no sign of Casner, or any Camoradi mechanics, and to all intents and purposes this was a third factory entry, being looked after by the works mechanics and organisation, though no doubt the Porsche firm were getting some money from Camoradi for all their efforts, whereas the efforts on the other two cars were costing them money. As a hack car for general use in open-road practice there was an RS61 with 2-litre engine, also being used as a travelling test-bed, and also on this 2-litre 4-cylinder Porsche engine theme were two standard-looking red Carrera coupés fitted with these engines, and also with Porsche disc brakes; the many practice laps put in by the six drivers on these two cars providing useful data for the experimental department. There was a normal Super 90 for general use as well. The factory had an Abarth coupé Carrera which was running in conjunction with Paul Strahle's identical car; he, Linge, Hanstein and Pucci ringing the changes on these two cars throughout the race. Strahle's Abarth Carrera was a brand new one, having sold his successful 1960 car, and for recognition purposes the nose of his car was painted orange.

With full support from the Maserati factory the Scuderia Serenissima competed with two Tipo 63 cars, the rear-engined 2.89-litre 4-cylinder cars with the long Perspex windscreens that dodge the Le Mans regulations so that the drivers can look over them rather than through them. The chassis frames on these cars are the last word in space-frame design, using minute tubing of barely half-an-inch diameter, and having independent suspension all round by wishbones and coil-springs. One car was fitted with a headrest and on top of this a sharply angled fin, and this was driven by Maglioli and Scarlatti. It had Borrani alloy disc front wheels and Dunlop alloy disc rear wheels, with Dunlop disc brakes all round. The second, and newer car, driven by Vaccarella and Trintignant, had wire-spoke front wheels, Dunlop rear wheels and no headrest or tail-fin. As a practice car this team had a 1960 Ferrari 250 G.T. for general use.

Altogether there were 63 entries, but the above list of cars were the main contenders, though in the various classes there was the usual keen competition. In the 1,000 to 1,300-c.c. G.T. class there were no fewer than twenty Alfa Romeo Giuliettas, while in the 850 to 1,000-c.c. sports class there were fifteen entries and an expected battle between the bizarre Le Mans coupé DB of Laureau/Jaeger with 950-c.c. engine and the new Abarth sports car, with 4-cylinder twin-cam 950-c.c. engine mounted in front of the rear axle like a Porsche Spyder, and carrying an open 2-seater body. Being driven by Abate and Balzarini it was a force



*The " spoiler " on the end of the tail of the rear-engined Ferraris fitted to break up the too-efficient air-flow which was creating "lift."*



*SHOPPING.—One of the pleasures at Targa-time is the chance of being passed by a racer on test.*

to be reckoned with among the small cars. Of the nine cars in the 1,300 to 2,500-c.c. G.T. category the only likely challenge to the two Abarth Carreras was a Zagato coupé Lancia Flaminia driven by Cabianca and Zagato himself. The small entry in the 1,000 to 1,600-c.c. sports class was an obvious benefit for the i.r.s. works Osca 1600 driven by Colin Davis and Scarfiotti; they being backed up by Stanga and Ada Pace with a new Osca coupé. The 1,600 to 2,000-c.c. sports class was the Porsche playground, with a few old Maseratis to make weight, and in the 2,000 to 3,000-c.c. sports class consisting of the big Ferraris and Maseratis, there were two G.T. Ferraris as they were the only large G.T. entries and a minimum of three was required to form a class.

Sicily was at its best on practice day and under a blazing sun most of the drivers managed to get in a lap on the closed circuit, and Bonnier actually managed two in the new Porsche, while Moss also got in two laps, one in his own car and the other in the hack car. With practically everyone doing a standing start and stopping finish to their practice lap the times recorded were of no importance, though they did indicate that the lap record set up in 1958 by Moss with a DBR1/300 Aston Martin in 42 min. 17.5 sec. was very likely going to be broken during the race. This few hours of practice was not without its toll, for Mairesse went off the road in the 12-cylinder Ferrari, cheating Rodriguez of a chance to drive, Hanstein crashed the factory Carrera, and the new 1,600-c.c. coupé Osca was damaged.

Saturday was spent by the Porsche mechanics in fitting a 2-litre engine into the Moss/Hill car, to satisfy Stirling's desire to have the extra torque of the slightly larger engine, though it did not develop much extra b.h.p. at maximum output. This was a spare unit for the Bonnier car, and another spare Carrera unit had to be put into the works Abarth coupé which was straightened out after Hanstein's excursion off the road. The number one team car had some different carburetters fitted, to try and improve the pick-up, and Moss asked for the front of his car to be painted yellow so that he could be seen in the rear-view mirrors of cars he was overtaking.

The Scuderia Ferrari spent most of their time straightening out the 12-cylinder car's bodywork, which they did very well, and Ginther was kept busy doing detailed carburetter tuning on the two rear-engined cars. In the Maserati garage most of the time was spent fitting the car to Maglioli, so that he was comfortable and could see properly.

As is traditional the cars were due to start at 30-second intervals, the Targa Florio being a race against time and the mountains, rather than against rival competitors, and to help them combat the mountains and length of the circuit Porsche had set up a short-wave wireless station part of the way round the course to give pit-signals of the positions at the start of each of the 10 laps. With your fastest rival starting maybe 5 minutes behind you there is no way of knowing your position at the end of a given lap until he has completed his, by which time you are many kilometres away from the pits on the next lap. Mercedes-Benz used this short-wave transmitter system of pit signals in 1955 when they won the race with their 300SLR, but they used a mighty machine capable of transmitting right over the mountains to the far side of the circuit, whereas Porsche were more humble in their radio activity and transmitted only a few kilometres ahead.

By 6.30 a.m. fifty-four cars were lined behind the start in ascending order of potency, from a Sprint Veloce Alfa to the Hill/Gendebien Ferrari, and at 7.00.00 hours the first car was away, followed at 7.00.30 hours by the next, 7.01.00 hours the next and so on. With each car having two drivers the decision of who was to do the opening lap rested with team-managers or individual drivers, and much depended on the tactics to be employed during the next seven hours. No driver was permitted to drive for more than seven consecutive laps, and the ten laps could either be shared equally or to any combination that added up to 10 that drivers liked to agree to. With most couples the scheme was for the star driver to start and do four or five laps, then let the second man take over for two or three laps, and then the number one to drive through to the finish, but as with so many facets of the Targa Florio things seldom worked out as simply as that. Gerard Laureau led off in the DB coupé, Carlo Abate in the Abarth 1000, Scarfiotti in the works Osca, the coupé being a non-starter, and Herrmann, Bonnier and Moss in the Porsche Spyders. Strahle and Linge in the Abarth Carreras, Vacarella and Maglioli in the Tipo 63 Maseratis, Rodriguez in the 12-cylinder Ferrari and von Trips in the first of the rear-engined Dino Ferraris. Gendebien was all set to start in the last car, but at the last moment he became all temperamental and changed his mind, forcing Phil Hill to leap in the car in a terrible flap and drive off at 7.34 a.m. on schedule in a thoroughly ruffled and bad tempered condition. Before the start the Ferrari team agreed that if anything happened to the Hill/Gendebien car early in the race, they would take over the von Trips/Ginther car, and Gendebien suddenly realised that if he started the race he might break down out in the wilds and Phil Hill would then take over the second car, so he quickly feigned temperament and forced Hill to start!

While all this was happening the Giuliettas were buzzing round the mountains, followed by faster and faster cars and the race was well and truly on. A Giulietta driven by a Sicilian driver running under the pseudonym of " Sand " completed his standing lap in 47 min. 48.1 sec. which was a good indication of the pace at which this Targa Florio, the 45th in the series, was going to witness. Strahle was charging along in his Carrera, driving with that hard and determined fashion that suits the Sicilian mountains so well, and his opening lap was 46 min. 33.2 sec., while his team-mate, Herbert Linge, was a bit slower having been delayed by running into a large dog and crumpling the near-side wing and headlamp. Scarfiotti was going well in the sports Osca, with wishbone and coil-spring independent rear-end, but it was not as stable on corners as could be desired. The little DB coupé and the open Abarth were really in battle, their respective opening laps being in 49 min. 05.0 sec. and 49 min. 02.6 sec., and Herrmann was making no attempt to ward off the big boys, being passed by Bonnier less than half-way round the first lap. Bonnier came roaring through at the end of the first lap to record 42 min. 21.8 sec., an incredible time for a standing lap, but his efforts were put to one side by the arrival of Moss in 42 min. 18.6 sec., a bare second off his lap record, and this from a standing start with many cars to pass. Nino Vaccarella was doing great things with the Tipo 63 Maserati, even though it was not handling too well, and opened with 43 min. 22.0 sec., but Maglioli was nothing like so happy and could only do 45 min. 34.2 sec. The Ferrari team were not in their stride on this opening lap, for Phil Hill in a fit of temper was storming past people, bumping them as he went, so that his car already had a crumpled front, and about two-thirds of the way round this opening lap he came charging out of a corner too quickly and went straight off the road, over walls, ditches and rocks and wrote the front of the Ferrari right off. Von Trips was being more cautious and lapped in 43 min. 00.2 sec. and Rodriguez did a courageous 43 min. 31.8 sec., his first introduction to the car being at the fall of the flag. The outcome of this opening lap was that Moss was leading, closely followed by Bonnier, both in 2-litre Porsches, then came von Trips, Vaccarella, Herrmann and Rodriguez.

On lap two the Porsches really turned on the heat, both Moss and Bonnier breaking the lap record, but not to be outdone, von Trips did also, beating Bonnier but not Moss. On the opening lap the German driver had been put off by being bumped by Phil Hill as the furious Californian scrabbled past him, but he had now got into his stride and turned 41 min. 46.4 sec. to Moss' 41 min. 36.0 sec. Thanks to the quick opening lap Bonnier was still in second place, but von Trips was closing the gap rapidly. The Giuliettas were still being led by " Sand " and the little sports cars were being led by the DB by only a few seconds. Moss had started 30 seconds behind Bonnier, and by lap three he had caught this up and gone past the Swede and disappeared into the mountains, much to the chagrin of the number one Porsche driver. This third lap of the remarkable Moss was turned in 41 min. 09.8 sec., which seemed absolutely impossible, but up in the mountains he was driving so hard that he had time for only a

cursory wave of the hand to the Porsche mechanics at their emergency depot half-way round the course, and he had no time to take his eyes off the road and wave to his friends! This was Moss working with all that seriousness that puts him way out in front as a driver, especially when the conditions are tough, the sort of Moss-driving that is never seen on an aerodrome circuit, or in flat-racing. His new lap record was challenged by von Trips who returned 41 min. 40.0 sec., while Bonnier had dropped a few seconds to 42 min. 00.6 sec., and was still holding second place, but only by 13 seconds now. On lap four Moss went even faster and at the end of the lap he shot into the pits for fuel and to hand over to Graham Hill. In spite of slowing down slightly as he crossed the timing line, he completed his fourth lap in 40 min. 58.4 sec., giving him a total running time up to this point of 2 hr. 46 min. 02.8 sec., so that he was nearly 2 minutes ahead of Bonnier, whose four-lap total time was 2 hr. 47 min. 52.4 sec. While the Swede went through to do another lap Graham Hill took over the leading Porsche, and von Trips came into the pits with the third-place Ferrari, only 5 seconds behind Bonnier on total time. With Phil Hill having gone out on the opening lap it was decided that Gendebien should take over the remaining rear-engined Ferrari instead of Ginther, and this he did after refuelling. Rodriguez had retired with a damaged rear end and a split fuel tank, after a slight excursion off the road, but the two big Maseratis were still going round unscathed and Vaccarella was in fourth place overall, leading Herrmann in the smaller Porsche quite comfortably.

The Porsche pit-stop was not as quick as it might have been, and with Graham Hill being quite unable to match the speed of Moss the leading Porsche took 44 min. 27.4 sec. for its fifth lap, this time including the pit-stop. The Ferrari was much slicker, and Gendebien was straight off to a hard lap, and including the stop recorded 42 min. 38.6 sec., so that on overall time after five laps the Ferrari was only six seconds behind the Porsche, having caught and passed Bonnier. The Moss/Hill car had started the race at 7.28 a.m. and the Ferrari had started at 7.33.30 a.m. so that there was a 5 min. 30 sec. time differential on the road, and as they set off on their sixth round of the mountains the time differential was 5 min. 36.0 sec., so that stop watches were clicking everywhere to follow their progress. Graham Hill was no match for Gendebien on this sort of driving, and though he lapped in 42 min. 19.4 sec.. including slowing down to come into the pits, Gendebien arrived only 4 min. 53.4 sec. after the Porsche crossed the timing line, so that the Ferrari led by 36.6 sec., but of course, by the time this gap could be recorded Moss was already on his way again and was throwing the Porsche round the corners in a determined effort to regain the lead. There was really no-one else left in the race apart from these two cars, for they had outstripped all their rivals, and no-one was within striking distance. Moss did the seventh lap in 41 min. 56.6 sec., which included the pit-stop to change drivers, but Gendebien replied with 41 min. 32.8 sec., having gone straight through, so that at the end of seven laps the Ferrari was 1 minute ahead on time. Moss was now leading everybody on the road, having caught all the slower cars that had started before him, and with a clear road was motoring as hard as he knew how to try and widen the time differential between the Porsche and the Ferrari and thus gain the lead.

Up in the mountains by the emergency depot where Ferrari mechanics were standing by with fuel and tools, as were Porsche and Maserati mechanics, ready for trouble, Moss went roaring by and stop-watches were started. There was no doubt that Moss was really at work, for his face was not the relaxed cool visage so often seen, but a grimy and hard-looking face of a man working like never before. He was a study of concentration as he slid the Porsche round the hairpin bends and roared on up the mountains with the 2-litre engine giving off every horsepower it could, and the driver using them all to the utmost. At 4 min. and 56 sec. after Moss had gone by Gendebien arrived, which meant that Moss had pulled back nearly 30 sec. on Gendebien, but that the Ferrari was still leading the race. On this lap, unbeknown to the Scuderia Ferrari team down at the pits Gendebien decided to run his own race and not rely on Team Manager Tavoni, and he screeched to a stop at the emergency depot and yelled for fuel. Thirty-five valuable seconds were lost while three churns of fuel were poured in the tanks, and the Belgian accelerated away up the mountain, intent now on driving through to the finish, but all his lead was gone, and the flying Moss was set to go through non-stop. Back at the pits Moss went by faster than ever as the fuel load lightened, recording 41 min. 02.6 sec. Now all eyes were on the watches and five minutes had gone by and Gendebien had not come, then five minutes and thirty seconds, and the Ferrari pit was despairing, for they knew nothing of the unofficial refuelling stop up in the mountains. They had planned for Gendebien to stop at the main pits on this lap, and for von Trips to take over, and a mechanic had already gone down the road some way to flag Gendebien into the pits. Exactly 5 min. 48.8 sec. after Moss had gone by Gendebien arrived, which meant that he was now second and 18.8 sec. in arrears, and for some unaccountable reason he obeyed the pit signal and drew in. Naturally, mechanics were confounded when they found the fuel tanks full, and von Trips jumped into the car and roared away while Gendebien explained what he had done. Had he disobeyed the pit signal and gone through non-stop the Ferrari pit would have given birth *en bloc*, thinking he had gone mad and was going to run out of fuel out in the mountains, but had the car kept going they would have realised that he must have stopped at the emergency depot, and forgiven him. As it was he confused things completely by stopping as requested, but von Trips was out to do something about the situation.

Moss was really pushing the Porsche along now and half-way round lap nine he was 1 min. 13 sec. ahead of the Ferrari, and completed the lap in a new record time of 40 min. 41.8 sec., but von Trips was not hanging about and, including the pit-stop, he recorded 41 min. 28.4 sec., and both drivers were constantly breaking the old lap record. Moss was away up into the mountains when von Trips started the last lap, and he had reduced the gap to 1 min. 05.4 sec. and the extra power of the Ferrari was really helping up the steep hills, though the Porsche was gaining through the tight wiggles, and Moss was taking every ounce of power that the 4-cylinder engine could give, whether going uphill or plunging down steep descents. At the half-way point on this last lap von Trips had reduced the gap to 48 sec., gaining just over 17 sec. on the difficult part of the course, but as they disappeared over the mountains to start the fast descent down through Collesano to Campo Felice, and on to the very fast 4-kilometre straight down by the sea, leading to the final corners of this arduous circuit, it looked as though Moss had the race in the bag, as fast as Porsche supporters were concerned, but equally the Ferrari supporters cheered von Trips on to greater efforts in the hope that he might achieve a miracle and catch the silver Porsche. On time the gap was 48 sec., but on the road it was 6 min. 18 sec., remembering the difference in starting times, and in this space of time the third place-man was running, this being Bonnier, who was back in the new Porsche after letting Dan Gurney do two laps. At the finishing line, which is just round a bend at the beginning of the pits everyone was waiting for the sound of the Moss/Hill Porsche and getting ready to start their watches for if von Trips arrived less than 5 min. 30 sec. after the Porsche he would have achieved the seemingly impossible and beaten Moss. A Porsche was heard approaching but when it arrived there was consternation, for it was Bonnier in the new one and not Moss ! Meanwhile, a few kilometres away, on the sea-level straight, a silver Porsche had coasted to a stop with its crown-wheel and pinion stripped. Poor Moss had asked too much from the transmission and it had let him down a mere seven kilometres from the end of this 720-kilometre race. Meanwhile von Trips was surpassing himself, the Ferrari going like never before and gaining ground all the time. As he howled his way along the straight he saw the stricken Porsche by the side of the road and, remembering how a Porsche had let him down two years ago in this race when leading with only a few kilometres to go, he must have known just how



*Phil Hill accelerated himself right off the road and wrote-off the front end of his Ferrari.*

miserable Moss was feeling as he watched the square tail of the Ferrari disappear along the road to certain victory. Once he had seen the Porsche von Trips eased off and took no more chances, but even so his final lap was a new lap record in the incredible time of 40 min. 03.4 sec. When he arrived at the finish and the news of the retirement of Moss in the ultimate minute of the race was known it was difficult to know whether to laugh or cry, whether to commiserate with Porsche or be happy for Ferrari. But, above all else, the Targa Florio had lived up to its reputation of being the hardest and most bitter motor race on the calendar, and von Trips and Gendebien had worked incredibly hard and deserved their win.

This constant struggle between the two leading cars completely overshadowed all the other runners, but there was as much drama going on right through the field. In a single lap of 72 kilometres in something as mundane as a Giulietta Zagato there is invariably enough drama to fill a complete article, when that lap is on the Targa Florio circuit, and a drive round the circuit after the race is over is a heart-stopping experience for the black marks on the road, of skids, spins, near misses, crashes into walls, close shaves, and so on leave you quite limp and the imagination boggling. This year after the race I found an unhappy Colin Davis sitting in his Osca with a crown-wheel and pinion broken on the last lap when a class win was a certainty. Scarfiotti had stopped on the eighth lap with an obscure electrical short, but the mechanics had found this to be nothing more serious than faulty dynamo brushes. Being the only car left in its class Davis set off to do another lap and finish, even though they were over an hour behind schedule. Less than half-way round, the axle had broken and that was that. Not far away Laureau was retrieving the bizarre DB coupé which had broken its gearbox when unassailably in the lead of the small sports-car class, the challenging Abarth 1000 having blown up on lap four. Further round was a 950-c.c. Osca that had shed a wheel, and a Giulietta in outwardly good condition abandoned by the roadside. The remains of Phil Hill's Ferrari had been loaded on the transporter with difficulty, and the Centro-Sud Maserati 200SI was awaiting collection by its mechanics. Most of the cars that finished bore signs of contact with walls, or roadside stone blocks, and out of the 54 starters only 19 completed the race, while four more were still running, but too far back to be qualified.

The two Abarth Porsche Carreras had gone like trains, the Strahle car winning the class, having been driven also by Pucci and Linge, and the works car finishing second, having been driven by Linge, Strahle and Hanstein, in that order. The two Tipo 63 Maseratis had finished but rather slowly, taking fourth and fifth places, the Maglioli/Scarlatti car stopping in the mountains on the last lap to take on water as it was boiling merrily. The Tipo 60 Maserati of Boffa/Todaro had caused some excitement in the mountains by bursting an oil pipe to its radiator, spinning on its own oil and then leaving a trail up to the emergency depot, on which Colin Davis spun and many others went sideways and had hair-raising moments between the stone walls.

Like so many Targa Florio races before it the 45th was a memorable one, but when you race for some seven hours over a mountain circuit *averaging* over 60 m.p.h. for the whole 10 laps, when a normal saloon car can hardly reach a *maximum* of 60 m.p.h. for nine-tenths of the lap, it is not surprising that Targa Florio races become memorable.—D. S. J.

**Results :**

**TARGA FLORIO—Sports-Car Championship Event—10 Laps**
**720 Kilometres—Warm but Windy**

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|---|---|---|
| * **1st** | W. von Trips/O. Gendebien (Ferrari Dino 246/61) | 6 hr. 57 min. 39.4 sec.—103.433 k.p.h. *(new record)* |
| * **2nd** | J. Bonnier/D. Gurney (Porsche RS61, 2-litre) | 7 hr. 02 min. 03.2 sec. |
| **3rd** | H. Herrmann/E. Barth (Porsche RS61, 1.7-litre) | 7 hr. 14 min. 14.0 sec. |
| **4th** | N. Vaccarella/M. Trintignant (Maserati Tipo 63) | 7 hr. 28 min. 49.6 sec. |
| **5th** | U. Maglioli/G. Scarlatti (Maserati Tipo 63) | 7 hr. 40 min. 04.2 sec. |
| * **6th** | P. Strahle/A. Pucci/H. Linge (Porsche Abarth Carrera) | 7 hr. 48 min. 25.8 sec. |
| **7th** | H. Linge/P. Strahle/H. v. Hanstein (Porsche Abarth Carrera) | 7 hr. 50 min. 53.2 sec. |
| * **8th** | J. Rosinsky/B. Consten (Alfa Romeo GSV) | 7 hr. 59 min. 08.0 sec. |
| **9th** | V. Coco/" Sand " (Alfa Romeo GSV) | 8 hr. 06 min. 14.0 sec. |
| **10th** | " Kim "/" Tom " (Alfa Romeo GSV) | 8 hr. 06 min. 48.8 sec. |
| **11th** | B. Taormina/P. Tacci (Alfa Romeo GSV) | 8 hr. 13 min. 55.8 sec. |
| **12th** | H. Bauer/R. Sgorbati (Alfa Romeo GSV) | 8 hr. 24 min. 07.2 sec. |
| **13th** | E. Trapani/B. Donati (Alfa Romeo GSV) | 8 hr. 32 min. 24.6 sec. |
| **14th** | E. Buzzetti/S. Averio (Alfa Romeo GSV) | 8 hr. 32 min. 32.4 sec. |
| *15th | U. Bini/G. Rigamonti (Osca 950 c.c.) | 8 hr. 36 min. 05.2 sec. |
| **16th** | S. Grasso/V. Sabbia (Alfa Romeo GSV) | 8 hr. 36 min. 54.6 sec. |
| **17th** | G. Cabianca/E. Zagato (Lancia Flaminia Zagato) | 8 hr. 37 min. 22.0 sec. |
| **18th** | F. Lisitano/B. Catano (Fiat 8V) | 8 hr. 51 min. 44.0 sec. |
| **19th** | M. Natili/G. Cucchiarelli (Giaur 950 c.c.) | 9 hr. 32 min. 38.2 sec. |

*Fastest lap :* W. von Trips (Ferrari Dino 246/61), on lap 10, in 40 min. 03.4 sec. —107.847 k.p.h. *(new record).*

* *Class winners.*

54 *Starters* — 19 *Finishers* — 4 *outside time limit.*

* * *

## TARGA TATTLE

On the way home after the race Gendebien crashed his hired Fiat 600 and damaged himself, but not very seriously.

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It would be nice to see some serious competition from British sports cars or even G.T. cars in this event.

* * *

Sicily may be the last stronghold of bandits in Europe, but it is also the last stronghold of tough motor racing, and long may it stay that way.

## AINTREE "200"

THE Aintree "200" for Formula One cars received a predominantly British entry and in fact all the cars were British. This fact, added to the miserable Northern weather, gave no incentive for Liverpudlians to leave their T.V. sets as the race was televised by the B.B.C. and the admission prices at Aintree for a family could buy a T.V. licence. The works Lotus cars were still last year's models and getting decidedly tired, but Brabham had a new Cooper which was slightly lower and slimmer than the 1960 model but otherwise little altered. The remainder of the field consisted of the usual Lotus and Cooper mixture with the addition of the two works B.R.M.s for Hill and Brooks, the Equipe National Belge Emerysons for Lucien Bianchi and Andre Pilette, and Keith Greene in his Len Terry-designed Gilby-Climax.

In practice Graham Hill had been round the twisting Aintree circuit (which must be infuriating to the driver of a fast car) in 2 min. 00.2 sec., followed by Brabham in 2 min. 00.6 sec. although he later had bearing trouble, while Moss also suffered bearing trouble and was relegated to ninth row on the grid. Bruce McLaren completed the front row of the grid with 2 min. 01.4 sec. The second row held Surtees and Clark, each having done 2 min. 02.4 sec. and Jack Lewis with his privately-owned Cooper having done 2 min. 03.0 sec.

After the preliminary races were dealt with the Formula One cars began to warm up as the rain began to bucket down, and John Cooper, looking heavenwards, said a rude word and set about changing the tyres of Brabham's Cooper to the new high-hysteresis rubber Dunlop racing tyres which give a marked improvement in adhesion in the wet. These are only available in the size for F.1 cars and some of the cars had to go without as not enough have yet been made to supply private owners.

As the flag fell the field disappeared into a cloud of spray, with Brabham getting a perfect start and going straight into the lead, but others were not so lucky and Graham Eden and Lucien Bianchi collided in the murk and George Morgan in Tommy Atkins' Cooper received a badly dented nose which forced him to retire on lap one. Eden was able to continue but the Emeryson was definitely out. The order on lap one was Brabham, Clark, McLaren, Hill, Surtees, Marsh, Lewis, and Moss, but the Rob Walker Cooper completed only two laps, the motor ruining its bearings again. Brabham began to pull away from McLaren, who had passed Jim Clark, who, like all the other Lotus drivers, was finding the car a handful in the wet. Shortly afterwards Graham Hill in the B.R.M. and Surtees in the Yeoman Credit Cooper also went past Clark. At the back of the field Masten Gregory was getting the hang of the Camoradi Cooper in the wet and he began to slide the car about in typical Gregory fashion. Brooks in the other B.R.M. was going very gingerly in eleventh place, showing none of his old skill and was soon passed by Gregory.

At the front, Brabham and McLaren drew away into an impregnable lead while Surtees and Hill duelled for third place. Jimmy Clark was well back in fifth spot, in front of Henry Taylor. Gregory was still storming through the field and when Henry Taylor's U.D.T. Lotus retired with gearbox troubles he moved up to sixth and eventually passed Clark for an excellent fifth place. At half distance the race as such was over and everyone, including the drivers, began to wish that it was over and done with, but the race ran its allotted 50 laps with the order at the end being Brabham, McLaren, Hill, Surtees, Gregory and Lewis, the latter having passed an ailing Clark.—M. L. T.

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with different types of vehicles from small
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ranging from 5% to 15%.
Here are a few examples:—

| Date of trial | Type of vehicle tested | Distance covered by test vehicles with equal amounts of fuel —on ordinary tyres | —on 'X' tyres | Extra distance covered on 'X' tyres |
|---|---|---|---|---|
| Feb. 1961 | 5-ton lorry (flat) Diesel engine | 271.0 miles. | 313.1 miles | **42.1** miles |
| Mar. 1961 | 997cc. Saloon car | 398.0 " | 431.6 " | **33.6** " |
| 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** " |
| April 1961 | 1-ton Delivery van (petrol) | 326.6 " | 344.6 " | **18.0** " |
| April 1961 | 4-axle 12-wheeler 24-ton gross | 221.4 " | 248.6 " | **27.2** " |

The fuel saving with Michelin 'X' tyres is due to unique manufacturing quality and to their special construction which reduces rolling resistance. Radial casing cords (A) flex more easily, a braced tread (B) prevents tread distortion.

**You get twice the comfort, twice the grip, twice the mileage —**

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*For further details please write to "Fuel Saving" Michelin Tyre Co. Ltd., 81 Fulham Road, London S.W.3.*

IB61/21/M

# RUMBLINGS

Motoring is going to cost more now that the Chancellor has put up the cost of a car licence and anything to reduce the expense of running a car is welcome. That is the laudable aim of Jet Petroleum Ltd. of Keadby, Lincs.

**" 5d. OFF "**

To a growing number of motorists Jet is the cut-price petrol. It was introduced eight years ago by Mr. J. W. Roberts, who has been a " petrol man " most of his life. When Mr. Roberts decided to start up on his own selling petrol he had three major aims to fulfil. He had to sell, competitively, good fuel and agree freedom from competition in a given radius. At first Jet petrol was of 90-octane rating. In the months October to April de-icing additive is added.

Since that early start Jet has gone ahead in gushers. Today it is sold in three grades. There is the famous Jet 93 (the actual octane-rating of which is now claimed to be 94½). On this there is a saving of 2½d. a gallon over other commercial brands and the claim is made that Jet is of much better quality. Then there are Jet 97 and Jet 100, the figures indicating the octane-ratings. Each of these grades saves 4½d. a gallon over other brands, at present price levels—the Jet stations show boards proclaiming " 5d. off," which was the case before other companies, perhaps grudgingly, brought *their* prices down by ½d. Thus, if you buy 134 gallons of Jet, which the average motorist could do easily in six months, the Chancellor's tax increase is automatically washed out. . . .

Jet have, since May 6th, been selling, as their top grade, petrol which they claim *exceeds* an octane-rating of 100.

Jet import refined fuel from the Middle East and West Germany, using chartered tankers, five of which operate a daily service across the North Sea alone. It takes eight hours to off-load each tanker, which then sails across to pick up another load of fuel, so that at Immingham dock, not far from Grimsby, Jet have one ship a day dispensing fuel to their new storage tanks, which are being erected at a cost of £250,000. Fuel is also handled at Felixstowe in Suffolk.

Jet is sold through free or non-tied petrol stations only and the Company has no intention of competing with the Trade by setting up its own stations. The petrol is transported in their own fleet of tanker lorries which include A.E.C. Mammoth Majors, Matadors and Mercurys, Bedfords, B.M.C.s and half-a-dozen Thames Traders.

Not unnaturally more and more motorists are turning to Jet petrol to reduce their motoring costs. It is possible to buy this petrol from over 300 garages and service stations; indeed, so quickly is the list growing that space precludes publishing it, but you can get Jet from a garage in Angus, another in Biggleswade, another in Newport Pagnell, from 5 garages in Cambridgeshire, 6 in Cheshire, 10 in Derbyshire, 3 in Durham, 11 in Essex, 3 in Hertfordshire, the same number in Hunts., in Bromley, Kent, no fewer than 15 in Lancashire, 10 in Leicestershire, 24 in its home county of Lincs., 5 in London, 1 at Enfield in Middlesex, 7 in Norfolk, 1 in Northants, 19 in Notts., even one in little Rutland, another in Shropshire, 8 in Suffolk, 4 in Surrey, the well-known one in Pease Pottage, Sussex, 11 in Warwicks., and, most prolific of all, 66 in Yorkshire; all the time the list is growing. So if the idea of less expensive petrol, sold by a company financed by British capital and with the initiative to cut prices, appeals to you—go out and fill up with it ! Many delighted garages sell from 1,000 to 5,000 gallons a week and in some cases the opening of a new Jet pump has resulted in such enthusiasm for cut-price petrol that the police have been called upon to control the queues of eager motorists waiting to try it.

Ask Mr. Roberts how he is able to cut the price of a commodity which the great oil companies keep to a higher, strictly-controlled price and he smiles, looks you in the eye, and says he has fewer liabilities, smaller financial investments and operates economically. It would be interesting to have the reply of the huge petrol combines to these plain statements that back one of the most sensational competitive ventures of all time!

Mr. Roberts is a keen motorist who has had Mercedes-Benz, Jaguar XK150 and other fast cars and, as befits an oil baron, today uses a V8 Bentley, whose chauffeur has passed the Rolls-Royce Drivers' Course. Jet do not go in for expensive high-pressure publicity but we liked the transfer on the Bentley's back-window—this reads, quite truthfully, " This Vehicle is JET PROPELLED," which causes amusing speculation, especially when the car is taken on one of its frequent Continental tours!




*One of Jet Petroleum's fleet of A.E.C. Mammoth Major tankers.*

* * *

We have recently been investigating that ingenious little car the Tipo 120 499-c.c. Fiat Giardiniera, or miniature station-wagon.

**FIAT OF ALL TRADES**

For example, in securing the preceding story about Jet petrol the Editor took off from Wembley and rowed his way up the Great North Road, where much of the dual carriageway is still incomplete, so that this was a rare " pleasure " he would gladly have gone without. A deviation was made into Huntingdonshire to search for a pre-war racing car, which has apparently long since gone the way of all metal, although a garage was located in the office of which there still hangs a picture of the car's owner, H. A. A. Ironside, racing a blown single-seater Austin Seven at Donington Park before the war.

Beyond the peaceful town of Ramsey the surrounding fen-like countryside was as drab and .epressing on an overcast April afternoon as anything the poorer areas of France can produce. Pressing on through Bourne, thoughts flitting to the Brescia Bugattis, E.R.A.s and B.R.M.s of Raymond Mays, whose home town this is, the tiny Fiat was cruised at an indicated 65 m.p.h. along Lincolnshire's straight and relatively deserted roads, with no more protest than the noise of what in boating parlance would be a woolly outboard humming in the sternsheets. The Giardiniera's 21.5 S.A.E. h.p. air-cooled " twin " is literally out of sight and out of mind, for it lies on its side under the floor of the luggage compartment. Perhaps it is this low c. of g. that enables the little Fiat to cling on remarkably well round corners, in spite of suspension flexible enough to provide comfortable riding over ridged roads and rear wheels carried on steeply-cambered swing-axles.

It was thought a good idea to spend the teeming wet night in the cathedral town of Lincoln. It isn't as beautiful, at all events as approached from the south along A 15, as one might expect, but strolling round it after dinner the canal, the old buildings, and the aircraft warning lights winking against the night sky from the spires of the cathedral at the top of the town went some way to atone for the general drabness. We secured the last available room in the Grand Hotel, after finding larger hotels fully booked up, which wasn't very grand, for a hot chimney running through the small air-less chamber made the temperature almost unbearable, and in the adjacent so-called writing-room a T.V. set blared forth the story of the " African Queen " until not far off midnight. The food was good, however, and it is possible to park a car in Lincoln without being dragged off to the dungeons.

Next morning the Giardiniera buzzed up the dead-straight road to the Scunthorpe area, about which, seen on another pouring wet day, the less said the better. In demisting the screen we found that not only are starter and choke levers to hand on the floor but that the heater lever is conveniently placed by sliding the left hand back along the prop.-shaft tunnel, and that by adjusting side knobs great gushers of hot air enter the car. On the return journey we filled up with Jet 93 petrol in Gainsborough, on which the motorcycle-size Fiat engine ran faultlessly.



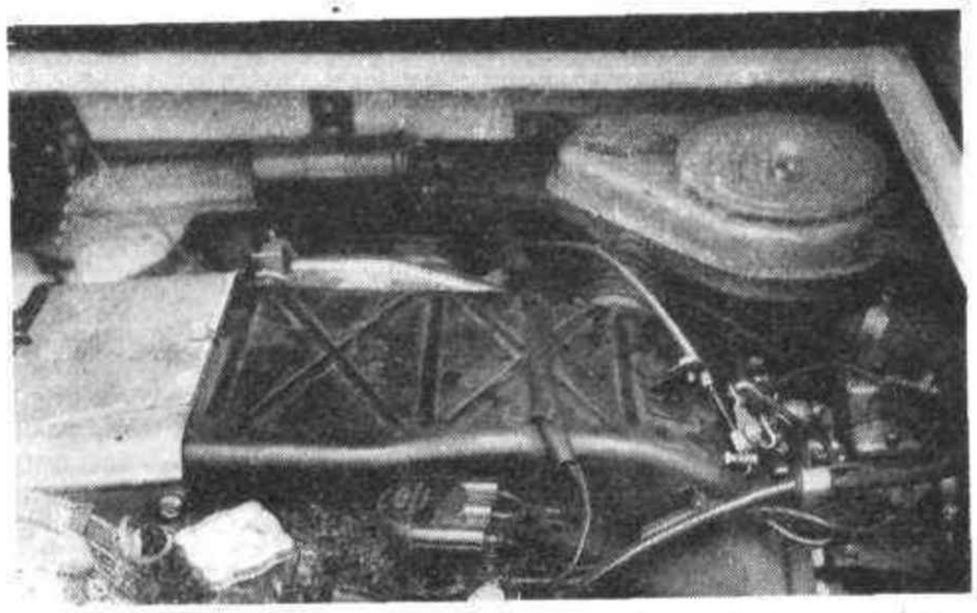
*CLEVER.—By tilting their 499-c.c. twin-cylinder air-cooled engine over into a horizontal position under the floor at the back Fiat have made the Tipo 120 Giardiniera into a roomy station-wagon, all-independently-sprung and with sun-roof.*

The Fiat's excellent 4-speed gearbox controlled by a well-located central lever and its effective if insensitive brakes made the return journey south no real hardship even when we left before 1 p.m. and drove non-stop for 6½ hours. The marked speeds of 15, 25 and 40 in the gears need not be observed too strictly and by freely using the gearbox there is never any fear that the Fiat will impede the general flow of traffic—rather the reverse, for Englishmen cruising along at their habitual 40 m.p.h. in old Fords and new A40s were surprised time and again as the diminutive Giardiniera squeezed past.

Next day the sun came out, the simple sun-roof, easy to open and close and completely waterproof in a downpour, was folded back, the back-seat squab folded forward, and an enormous load stowed behind the front seats (the maximum capacity is 440 lb.), loading being simplicity itself through the lockable, side-hinged back door. The load had practically no effect on road-holding and the braking remained adequate, while the generous floor area enables most loads to be distributed so that visibility through the back window remains unimpaired.



*BOOKS FOR BEAULIEU.—The Editor recently presented his cast-off weekly motor papers to the new Montagu Motor Museum Library. The spacious little Fiat Giardiniera coped manfully with this heavy load.*



*HERE IT IS—The machinery "down the well" on the Fiat Giardiniera.*

There is an interior lamp to facilitate loading, which also illuminates the remarkable looking propellent machinery when the load is out of the car and the rear floor is lifted up. For checking oil level and sump replenishment a trap door is provided, enabling the load to remain undisturbed. Clever, this Fiat! At the front the rear-view mirror incorporates an interior lamp and the separate bucket seats are quite comfortable, their backs tipping forward to give access to the back seat.

The low-hung engine above the driven wheels ensures excellent traction, ground clearance is generous, the interior finish is not particularly spartan, and such items as stalk controls for lamps and flashers, twin vizors, glove container centrally under the facia, etc., are provided. There is no fuel gauge, but a warning light, coming on when 0.8 of a gallon remains, reminds one that the front tank should be replenished after 220 miles. This is intended to be a very small car, so that tall people would suffer in it and visibility tends to be restricted by sloping screen pillars and low roof, nor do we like front-opening doors. On the test car the horn was sometimes disinclined to work, the near-side clip of the sun-roof needed considerable force before it would engage, and the clutch was a bit fierce. But as a jolly little station-wagon, selling here for £585, this Fiat Giardiniera is a splendid maid-of-all-work, a jack-of-all-trades which will surely become the universal carrier of goods and personnel all over the World and which makes a very pleasing second-car for busy families. Its handy size, light steering, compact turning-circle, adequate performance and great economy must endear it to town-dwellers. In 927 miles the overall consumption of cheap-grade fuel was 52.3 m.p.g. After 650 miles a check showed the oil level to have fallen just below "min." and rather more than a quart of oil was required to restore the level. The 125×12 Pirelli "Extraflex" tyres neither protested nor deflated. All the little Fiats from the great Turin plant are delightful cars and the Giardiniera solution to lots of space in a miniature car is brilliant in the extreme.

* * *

**THIS MONTH'S BEST STORY?**

An enormous, fully-laden lorry and trailer broke down on a steep mountain road. Seeing a Fiat 500 approaching the driver flagged it down and asked its owner to take a message to the nearest garage, asking them to send out a powerful tow-wagon to bring the broken-down lorry in. "No need for that," said the Fiat's owner, "*I* will give you a tow." The lorry driver grinned and repeated his request. But the owner of the tiny Fiat persisted that his car would make light work of the tow. He persisted so strongly that in the end a chain was produced and the two vehicles coupled together. The lorry driver made it abundantly clear that the owner would merely ruin his car. To his absolute astonishment the little Fiat moved off and slowly but surely started hauling the gigantic lorry and trailer up the hill. After a while, however, it began to emit clouds of smoke. The worried lorry driver flashed his lights, bidding the car to stop. "What's wrong?" asked its owner. "You're ruining your car, mate," replied the lorry driver, "there's clouds of smoke coming from it. Please unhitch me and get the garage to do the job." "Sorry," was the Fiat owner's retort, "I have forgotten to release my handbrake."

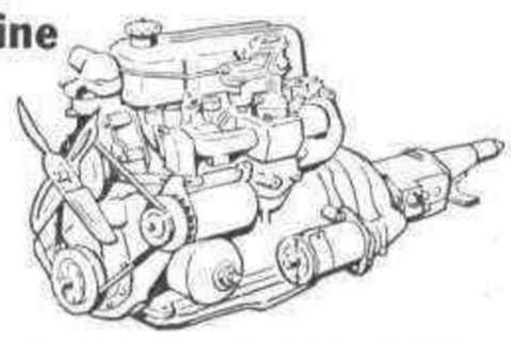
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# XI GRAN PREMIO SIRACUSA

## *An Unbelievable Race*

SIRACUSA, SICILY, *April 25th.*

THIS year the Siracusa Grand Prix was held on the unusual day of Tuesday, it being a public holiday in Sicily to celebrate their liberation in the last war. Having it on this day also meant that a number of drivers and cars that had competed at Aintree the previous Saturday could be flown over to compete in the Grand Prix. The first practice session was on Sunday afternoon and saw thirteen of twenty-six entries turn out, the most important being the two works Porsches driven by Bonnier and Gurney, these being the two cars they used at Bruxelles earlier in the month, and the American driver had flown to Sicily directly after the Aintree event. The Scuderia Ferrari had entered their new 120° V 6-cylinder rear-engine car for Ritchie Ginther to drive but had to withdraw it at the last moment due to oil scavenging troubles during testing at Modena. However, they arrived with a 60° V6-engined car of the 1961 rear-engined type and this was on loan to Giancarlo Baghetti, though the Scuderia were looking after it.

Last winter all the various Scuderias or Racing Teams in Italy got together to form the Federation of Italian Scuderias Automobili, or F.I.S.A. for short, and it was agreed that promising Formula Junior drivers should be assisted. Enzo Ferrari agreed to provide a Formula One car for the use of the chosen driver in selected events. After much argument Baghetti was chosen, having been outstanding in Italian Formula Junior races with a Dagrada-Lancia, and Siracusa was one of the selected events; so instead of battling with his team-drivers Tavoni had the job of nursing along the new boy. This was the first racing appearance of the 1961 Ferrari and though it followed the lines of the F.2 car used last year it was an entirely new car. The front wishbones were forged while the rear ones were of welded tube construction, and the chassis frame was of large-diameter tubing like a Cooper rather than very-small diameter like a Lotus. The layout was a space-frame with the engine behind the driver, coupled to a 5-speed and reverse gearbox, on the end of which was mounted the flywheel and clutch, exposed to the air. At the extreme end of the mechanism was mounted the hydraulically-operated plunger which depressed the toggles of the clutch assembly, the drive from the engine passing right through the gearbox/differential housing to the clutch and then back into the gearbox. The toothed flywheel and clutch body were in one unit and the starter motor was on a cradle on top of the gearbox and engaging with the toothed flywheel; the 12-volt battery was carried at the front of the chassis, behind the oil tank, the two of them being mounted behind the water radiator and above the rack-and-pinion steering mechanism. The short steering column passed through a chassis cross-member and was carried in a bearing mounted behind the instrument panel, and fuel tanks formed the cockpit sides, the seat being well padded, and there also being blue upholstered pads along each upper chassis tube just below the driver's shoulders. A 10,000-r.p.m. indicator faced the driver, the gear gate was on the right and a curved Perspex screen extended along both sides of the body. The nose cowling was very low and flat and extended forward into a pointed snout with two "nostrils" to take air into the radiator, while the rear of the body finished in a blunt end fitted with horizontal slats. A Perspex tear-drop covered the three double-choke downdraught Weber carburetters, a small opening towards the front on each side allowing air into the engine. At the rear of this Perspex cover and on each side were Perspex scoops directing air down into the bowels of the rear end to cool the inboard-mounted disc brakes. The front discs were hub-mounted with the calipers mounted at the front, and naturally Borrani wire wheels were used. The two exhaust manifolds ended in long tail pipes stuck out way behind the car and for the first part of practice they had Italian "Snap" exhaust boosters on the ends, but these soon gave way to normal Ferrari shallow megaphones.

It appeared that the two works Porsches would have little opposition during this first practice, with all the "fast-boys" still flying out from England, but first signs of alarm were when Gendebien with an Emeryson-Maserati of the Equipe National Belge tried to follow Baghetti with the Ferrari and the red car just disappeared into the middle distance. After a few cautious exploratory laps and looking a little worried by the responsibility put upon him by F.I.S.A., Baghetti began to lap at 2 min. 02 sec., which was quite a bit faster than Gurney or Bonnier. The fastest-ever lap of Siracusa was set up by Moss with a Vanwall in 1957 at 1 min. 54.3 sec. and the fastest by a 1½-litre was last year by the same driver with a Porsche in 1 min. 57.6 sec. during practice and 1 min. 58.8 sec. in the race, this last time constituting a 1½-litre lap record. While Gurney and Bonnier were thrashing round trying to get under 2 min. Baghetti was getting on with learning to drive a Formula One car and had got down to 1 min. 58.8 sec., equalling the 1½-litre lap record! The Ferrari sounded wonderful, revving up to 9,000 r.p.m., the gear-changes snicking through with hardly any change in the exhaust note and the car looking remarkably steady. Gendebien was trying all he knew with the Emeryson but could only achieve 2 min. 01.6 sec., while Gurney eventually got down to 2 min. 00.1 sec. and Bonnier had to settle for 2 min. 02.1 sec. Of the other drivers practising, Bandini was going well in the Centro-Sud modified Cooper-Maserati he drove at Pau, and the other Centro-Sud car had been fitted with a new-type Maserati engine and was being driven by a complete newcomer discovered by Signor Dei, one Massimino Natili, who had a very smooth and relaxed driving style. Trintignant was doing his best with a Cooper-Maserati fitted with a Colotti gearbox and entered by the Scuderia Serenissima, and Scarlatti also had a go in this car. Mairesse and Mauro Bianchi tried Gendebien's Emeryson, the second E.N.B. car awaiting a gearbox, and other drivers practising were Boffa with a scruffy old green F.2 Cooper-Climax, Maugeri with an immaculate red F.2 Cooper-Climax that had been brought to Sicily by Pippbrook mechanics, Seidel with his ex-works Lotus-Climax, Pirocchi with an F.2 Cooper-Climax and Prinoth with an F.2 Lotus-Climax.

This first session ended with the shy 25-year-old Baghetti looking a little bewildered at having made F.T.D., but the feeling was that it was only temporary for tomorrow the aeroplane full of "aces" was arriving, these being Brabham, Moss, Clark, Surtees, Graham Hill, Ireland and Brooks, and they would sort things out. The only disturbing thought was that Baghetti had beaten Gurney and Bonnier with works Porsches, and they were accepted "aces"!

Next morning, Monday, April 24th, a Bristol Freighter opened its maw and spewed out Brabham's new works Cooper-Climax straight from its win at Aintree, two Yeoman Credit Cooper-Climax 1961 models, two tatty old Team Lotus cars, and two sleek B.R.M.s with Climax engines, all from Aintree as well. The Lotus-Climax that Moss was to drive was already at the circuit having arrived by lorry from Vienna, it being the same car he had used at Bruxelles as well, so it was now a bit tired. Yeoman Credit had their new Cooper for Surtees with their own body fitted which had a smaller radiator opening, a sleeker nose, much smaller and more raked windscreen, narrower body sides and a tail without a fin that was wrapped very tightly around the engine and gearbox. The result was a car with a much sleeker profile than the normal 1961 Cooper and a lower frontal area. This was its first race appearance, though it had been used in practice at Aintree. Their other car was a standard one, already raced a number of times by Salvadori. The new works Cooper appeared virtually the same as the 1961 production Coopers, though it had a flatter nose and different shaped Perspex around the cockpit and its Climax engine had the fuel pump mounted under the two Weber carburetters and driven by a V-belt and pulley from the crankshaft, instead of being bolted to the end of the inlet cambox. The Team Lotus cars were looking well-worn and this time Clark had the one with the canted engine and the Weber carburetters enclosed and Ireland had the car with the upright engine.

Although the weather was good for practice on Monday afternoon there was a terrific wind blowing, the gusts at times being really fierce and some of the cars were being blown about on the fast swerves. The boys from Aintree were all out promptly, making up for lost time, while the Scuderia Ferrari just sat and looked at their car and for once were not madly changing springs, roll bars and shock-absorbers the way they used to in the past. Baghetti had just got in and driven it with no complaints, no suggestions, no modifications, and it had gone fast enough. Obviously a lap in under 2 min. was going to be essential but though everyone thrashed round there were no signs of anyone achieving this, for the high wind was presumably upsetting things. Moss was delayed by getting a puncture from a nail in his right rear tyre and shortly after Brabham suffered the same thing in

his left rear tyre. Mairesse was out in the second Emerysson-Maserati and Munaron arrived with the Cooper-Conrero Alfa, and Trintignant was set back by an oil pipe breaking on the Maserati engine in his Cooper and flooding everywhere in oil. Yeoman Credit were really getting on with the job of practising and Surtees got down to 2 min. 00.4 sec. in the sleek Cooper, and Graham Hill was also getting into the groove with one of the B.R.M.-Climax cars, so much so that as the wind dropped a little he got round in 1 min. 59.9 sec. This seemed to break the spell and very soon afterwards Salvadori equalled this and Bonnier then did 1 min. 58.5 sec., at last beating Baghetti's time of yesterday. The young Italian boy had gone out again in the Ferrari, circulating slowly at 2 min. 20 sec., then speeding up to 2 min. 05 sec. He passed Clark on the twisty part of the course and then accelerated away and leapt up the straight past the pits and returned a time of 1 min. 57.4 sec., wind or no wind, and then did 1 min. 57.0 sec. just to show the first one was not a mistake.

The pace now became really hot but everyone was suffering at the hands of the Ferrari and as practice drew to a close the air became very cool and ominous clouds gathered, but before the rain came there was some very fast and furious motoring taking place. Surtees twice recorded 1 min. 57.8 sec., Hill did two at 1 min. 59.8 sec. and then did 1 min. 58.1 sec., Brabham did a very unobtrusive 1 min. 58.3 sec., and Moss scratched a 1 min. 59.2 sec. with a misfiring engine. Ireland just missed bogey time with 2 min. 00.1 sec. and Bandini did remarkably well to turn 2 min. 00.4 sec. in his Cooper-Maserati. Gendebien's practice ended in a flood of oil when a pipe burst on the Maserati engine, and meanwhile the Scuderia Ferrari sat about quietly watching the fun, after their new-boy had done his 1 min. 57.0 sec. Right at the end of practice and a lap before the rain started Gurney put all he knew into the Porsche and got round in 1 min. 56.9 sec., to snatch F.T.D. from the Ferrari. While the American and the Porsche had obviously been stretched pretty near the limit it was equally obvious that Baghetti's limit could not possibly be equal to that of Gurney's as the Ferrari did not appear to have been stretched, so as the rains and storms came everyone packed up with puzzled frowns on their faces and the feeling that things would have to be different in the actual race, a new young driver like that being quite unable to challenge the stars at race-tactics, even if the Ferrari was that much faster.

At 3 p.m. on Tuesday a crowd estimated at 50,000 had filled the circuit and after a parade of national flags and a parade of sporting Alfa Romeos driven by some of the drivers, the racing cars were allowed a lap or two to reece the circuit and then they formed up on the grid as follows, with a rather apprehensive Baghetti in the middle of the front row surrounded on all sides by famous names.

**Starting Grid**

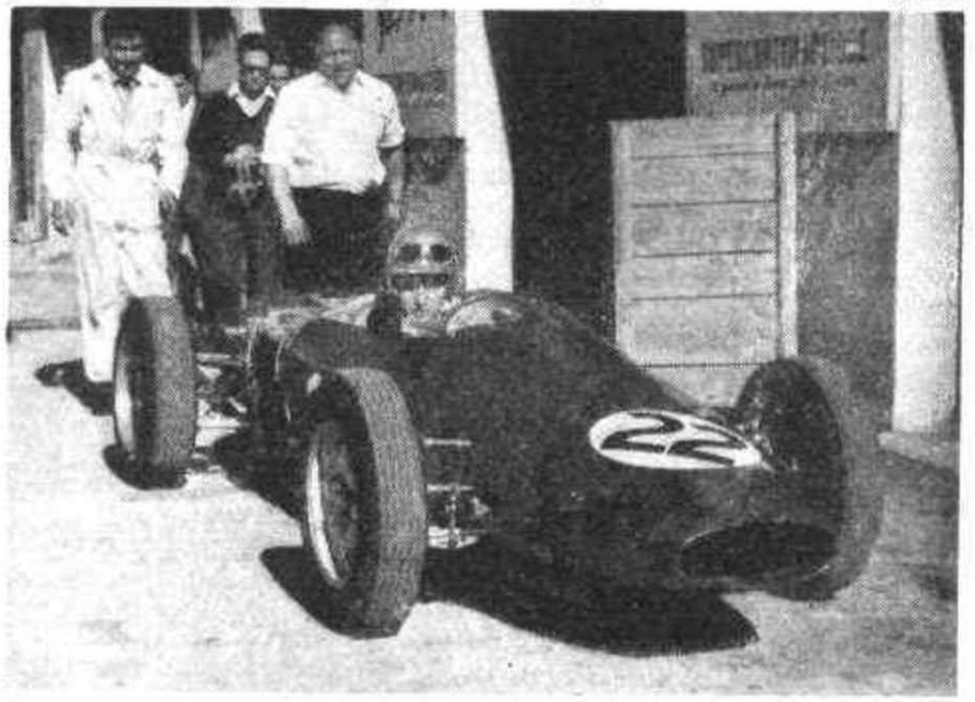
| | | |
|---|---|---|
| 22 Surtees (*Cooper-Climax*) 1 min. 57.8 sec. | 32 Baghetti (*Ferrari V6*) 1 min. 57.0 sec. | 30 Gurney (*Porsche*) 1 min. 56.9 sec. |
| 14 Brabham (*Cooper-Climax*) 1 min. 58.3 sec. | 24 G. Hill (*B.R.M.-Climax*) 1 min. 58.1 sec. | |
| 42 Salvadori (*Cooper-Climax*) 1 min. 59.9 sec. | 18 Moss (*Lotus-Climax*) 1 min. 59.2 sec. | 12 Bonnier (*Porsche*) 1 min. 58.5 sec. |
| 34 Bandini (*Cooper-Maserati*) 2 min. 00.4 sec. | 38 Ireland (*Lotus-Climax*) 2 min. 00.1 sec. | |
| 44 Natili (*Cooper-Maserati*) 2 min. 03.3 sec. | 20 Clark (*Lotus-Climax*) 2 min. 02.9 sec. | 26 Gendebien (*Emerysson-Maserati*) 2 min. 01.3 sec. |
| 28 Trintignant (*Cooper-Maserati*) 2 min. 04.0 sec. | 10 Brooks (*B.R.M.-Climax*) 2 min. 03.9 sec. | |
| 36 Pirocchi (*Cooper-Climax*) 2 min. 07.5 sec. | 48 Boffa (*Cooper-Climax*) 2 min. 06.1 sec. | 8 Mairesse (*Emerysson-Maserati*) 2 min. 04.8 sec. |
| | 40 Seidel (*Lotus-Climax*) 2 min. 08.5 sec. | |

*Practised but did not start :—*

E. Prinoth (Lotus-Climax), 2 min. 14.3 sec.
G. Maugeri (Cooper-Climax), 2 min. 16.1 sec.
G. Munaron (Cooper-Alfa Romeo), 2 min. 22.2 sec.

Everyone started their engines on the electric starters and the field of 19 cars got away to a perfect start to begin the 56-lap race over 308 kilometres. It was Surtees who took the lead and at the end of the opening lap the order was Surtees, Gurney, Bonnier, Ireland, Brabham, Graham Hill, Baghetti, Moss, Salvadori and the rest, so already the Ferrari driver seemed to have been put in his place. On the next lap Gurney took the lead from Surtees and the first seven cars were all nose-to-tail with little to choose between them, except that Baghetti had passed Hill and Brabham in one lap. On lap three Surtees was back in the lead but Baghetti had passed Ireland. On lap four Gurney was leading again from Surtees and Baghetti was right on Bonnier's tail and on lap five he passed the Porsche and was third. Half way round lap six the crowds shrieked with delight when the loudspeakers said that Baghetti was in the lead, and at the end of that lap he was well and truly in the lead, having passed Surtees and Gurney just like that. From seventh place on lap one the Ferrari had moved up to first place on lap six, passing two works Porsches, works Cooper, Lotus and B.R.M. and the very fast Yeoman Credit Cooper-Climax, and Baghetti did not look at all ruffled or disturbed at having done so. These seven had left the rest way behind by now and the race was virtually over, providing the Ferrari kept going and Baghetti did not do anything silly, except that Gurney did not consider it over, and he drove really hard and hung on to the Ferrari, the two of them drawing away from everyone else. On lap 10 Surtees was overdue and he came into the pits with no fuel pressure, the pump spindle having broken, so the broken pump was removed and seeing another pump lying in the garage behind the pits, amongst Brabham's things, the Yeoman Credit mechanics borrowed it and bolted it onto their engine. What they did not know was that it was a pump that Brabham had taken off his engine just before the race, as it was defective, and replaced with a new one. Surtees shot back into the race, but did not finish that lap as the car died on him quite soon with no fuel to the carburetters. Meanwhile Gendebien had been in and out of the pits and finally retired the Belgian Emeryson-Maserati.

On lap six Brabham, Graham Hill and Ireland had come to grips for fifth place, which became fourth when Surtees stopped, and out in front Baghetti was going calmly round keeping just in front of the ever-forceful Dan Gurney, with Bonnier firmly in third position but losing ground to the leading pair. The three British drivers racing for fourth place were having a splendid battle, the Cooper, Lotus and B.R.M., all with Climax engines, being very evenly matched. Some way back came Trintignant leading Salvadori, followed by Mairesse leading Moss, the R. R. C. Walker Lotus misfiring just the way it had at Bruxelles, even though it was supposed to have been cured. Behind, Brooks was just keeping his B.R.M. in front of Clark's rather tired Lotus and the new young Italian driver Bandini in a Cooper-Maserati, while the tail-enders were all being lapped. Trintignant's efforts all went up in a cloud of smoke when an oil pipe burst on his Cooper-Maserati and almost at the same time Brooks stopped in a shower of bits and pieces as his Climax engine literally burst its seams and rods and pistons and broken crankcase were everywhere. Up at the front of the race Gurney was doing a wonderful job for Porsche, pressing on the Ferrari as hard as he could, and by 20 laps Bonnier, in third place, had been left way behind. However, young Baghetti was doing an even better job for Ferrari and not letting Gurney worry him at all, always keeping just enough in front without taking any chances or straining the engine. Although at this point Gurney got pretty close to the long tail-pipes of the Ferrari it was not for long. Ireland appeared to be winning the



*The newly bodied Yeoman Credit Cooper driven by John Surtees in the Siracusa Grand Prix. It has a lower frontal area and better penetration than the production 1961 Cooper-Climax cars.*

# ESSO GOLDEN WINS AGAIN!



**SILVERSTONE 6th MAY**

**INTERNATIONAL FORMULA JUNIOR RACE**

# 1ST JIM RUSSELL

LOTUS - FORD

**99·56 m.p.h.**

*(Subject to official confirmation)*

***ALSO USING ESSO EXTRA MOTOR OIL***

**ESSO GOLDEN**




FINEST PETROL YOU CAN BUY

British race for fourth place, holding it from lap 11 to lap 19, but only by a length or two from Brabham and Hill, but he was having a bad time as the throttle was not shutting quickly and he had to keep hooking it back with his foot. Then the fuel pressure began to rise from its customary 2 or 3 lb./sq. in. to 10 and before something burst he stopped at the pits on lap 20 and also had the throttle spring strengthened. This dropped him back to thirteenth place and though he got going again it was not for many laps, for the throttle stuck again and he went into a corner too fast and hit the straw bales, returning to the pits with a bent front suspension to retire.

For a short while Moss had got past the Emeryson of Mairesse, but soon the Belgian was back in front and on lap 25 the leading Ferrari and Porsche came up behind to lap them. This happened on the twisty leg of the circuit before the bend entering the pits straight, and in the ensuing melee Gurney saw his opportunity and nipped into the lead, and as they finished the lap the silver Porsche was some yards ahead of the red Ferrari. It looked as though Baghetti had made a fatal mistake for at the pace Gurney was driving it seemed unlikely that the new boy would catch him, let alone pass him. In the short space of one lap, a mere 5½ kilometres, he not only caught the Porsche but passed it and returned to his comfortable 100 yards lead ! He now drew away from Gurney and by lap 29 he had 5 sec. lead. All this time they had been lapping faster and faster and the race average was getting higher and higher, and they now lapped Salvadori. However, Gurney refused to give up and pressed harder than ever, slowly but surely gaining a little ground on the Ferrari so that by lap 36 he had got within striking distance, being only 1 sec. behind, or a bare length or two, but the remarkable Baghetti had the situation well in hand and just accelerated away to a 6-sec. lead without the slightest sign of distress. Lesser men would have given up but Gurney just refused and clung on at 5 to 6-sec. distance, and they now had 60-sec. lead over Bonnier in the second works Porsche, who was in turn comfortably ahead of Brabham and Graham Hill, who were once more in close company, having been apart for some time. Poor Moss was having an awful time in his misfiring Lotus-Climax, being lapped by nearly everyone, and on lap 44 the leaders lapped him for the second time and on the next lap they overtook Jimmy Clark for the third time. Way at the back of the field Pirocchi was making regular stops for water, the head gasket on his Cooper-Climax having blown, Boffa was creeping round with a slipping clutch on his Cooper-Climax, and Mairesse was in the pits a number of times changing plugs and fiddling with the carburetters.

The pace of the leaders was getting faster all the time, their lap times being down to well under 1 min. 57 sec. and the race average being faster than last year's Formula Two lap record ! Still the gap was 5 sec. between them for Baghetti had got Gurney well and truly sized up, and on lap 49 they lapped Jack Brabham, and on lap 50 they took Graham Hill, the B.R.M. being in fourth place, but hardly had they done this than Hill came slowly into the pits with his engine making an awful noise, sounding as though an exhaust valve head had dropped into a cylinder. This was on lap 52 and the leaders had the end of the race in sight so Hill set off slowly to the sound of an awful clanking noise to complete one more lap and qualify as a finisher. On lap 54 Baghetti lapped Bonnier and Gurney would have done likewise, having just set a new fastest lap in 1 min. 54.9 sec. and reduced the Ferrari's lead to 4 sec., but the Swede's dignity would have been hurt and he stuck in the middle of the road so that the American could not get by. They went round on the last lap with Bonnier between the leader and second-place man, and Baghetti was flagged home to the almost speechless joy and delight of the Sicilians and the Scuderia Ferrari. Bonnier stuck in front of Gurney right to the finishing line, there being only two-tenths of a second between them in time, except that Bonnier was a whole lap behind. As if this wasn't enough excitement, Moss coasted into his pit with a dead engine while Baghetti had been lapping Bonnier, for the magneto drive had sheared, so amid the clamour of acclaiming Baghetti the unfortunate Moss pushed his car over the line to be qualified as a finisher. Still the race was not over for Graham Hill's engine had given up before he could limp round for his final lap and he was pushing the car home, but he was over three minutes late and amid the scenes of excitement over the Ferrari win, the B.R.M. was lost in the crowd that was all over the track and the timekeepers did not see him arrive, marking him down as having retired. Even after the finish Baghetti still looked bewildered, as though the whole thing was a dream, as well it might have been, for he had soundly trounced all the reigning "stars" of the Grand Prix world in his first Formula One race.

**Results :**

**XI GRAN PREMIO SIRACUSA—Formula One—56 Laps**
**308 Kilometres—Warm and Windy**

| | | |
|---|---|---|
| **1st** : | G. Baghetti (Ferrari 1961 V6) .. | 1 hr. 50 min. 08.2 sec.—167.791 k.p.h. |
| **2nd** : | D. Gurney (Porsche 4-cyl.) .. | 1 hr. 50 min. 13.2 sec. |
| **3rd** : | J. Bonnier (Porsche 4-cyl.) .. .. .. | 1 lap behind |
| **4th** : | J. Brabham (Cooper-Climax) .. .. .. | 1 lap behind |
| **5th** : | R. Salvadori (Cooper-Climax) .. .. .. | 2 laps behind |
| **6th** : | L. Bandini (Cooper-Maserati) .. .. .. | 3 laps behind |
| **7th** : | J. Clark (Lotus-Climax) .. .. .. | 3 laps behind |
| **8th** : | S. Moss (Lotus-Climax) .. .. .. | 4 laps behind |
| **9th** : | W. Seidel (Lotus-Climax) .. .. .. | 7 laps behind |
| **10th** : | M. Boffa (Cooper-Climax) .. .. .. | 7 laps behind |
| **11th** : | W. Mairesse (Emeryson-Maserati) .. .. | 14 laps behind |
| **12th** : | R. Pirocchi (Cooper-Climax) .. .. .. | 19 laps behind |

*Fastest lap :* D. Gurney (Porsche), on lap 53, in 1 min. 54.9 sec.—172.323 k.p.h.
*Retired :* O. Gendebien (Emeryson-Maserati), lap 9; J. Surtees (Cooper-Climax), lap 11; C. A. S. Brooks (B.R.M.-Climax), lap 15; M. Trintignant (Cooper-Maserati), lap 17; M. Natili (Cooper-Maserati), lap 22; I. Ireland (Lotus-Climax), lap 27; G. Hill (B.R.M.-Climax), lap 53.
N.B.—S. Moss pushed car over line to finish. G. Hill pushed car over line but after timekeepers had stopped observing so was not qualified as a finisher.

19 *starters* — 12 *finishers*

* * *

## SIRACUSA SIGHS

After the race a lot of people were heard to be saying, "What will happen when the Ferrari team drivers get in that car ?" They will probably want everything changed and it won't go anything like as well.

* * *

One wonders whether Team Manager Tavoni told Baghetti before the start, "Now, don't worry, imagine this to be just another Formula Junior race, except that these drivers know what they are doing and it won't be so rough."

* * *

The Ferrari certainly looked like a racing car, and it sounded like one. It went like one as well.

* * *

The English will have to take their racing more seriously; you can't race two successive events with the same engine without servicing it. Doing Aintree on Saturday and Siracusa on Tuesday is asking too much when the racing is serious.

* * *

The Walker Team will have to stop these pathetic exhibitions of "starting money" gathering or someone will suspect something. Goodwood, Bruxelles, Aintree and now Siracusa, it can't all be "bad luck."

* * *

Baghetti made one big mistake. After he had won the race and got the chequered flag he went straight-on up the escape road at the hairpin. Sheer relief, no doubt !

* * *

So much for this new Formula being slow and dull. This year's race average was higher than the F.2 lap record set last year by Moss, and Gurney's fastest lap was only six-tenths of a second off the absolute lap record set up by Moss with a Vanwall; and as for being dangerous, as predicted by many well-known names, the only accident was Ireland's mild one that had nothing to do with the cars being under-powered and too heavy.

* * *

"We were using last year's engines," said the British. So were Porsche and Ferrari. The Stuttgart 8-cylinder and the Maranello 120° V6 have yet to appear.—D. S. J.

## CIRCUIT OF GARDA—ITALY (April 16th)
### Formula Junior—Two Heats and a Final

After being abandoned for many years, the road circuit on the edge of Lake Garda in Northern Italy was revived for a Formula Junior race to be held. Heats of seven laps of the 16.4-kilometre circuit were held, and a final over eight laps, or 131.2 kilometres. The Swiss driver Josef Siffert with a Lotus-Ford continued the good form he had shown at the recent race at Cesenatico.

**Results :**

**FINAL—8 Laps—131.2 Kilometres**

| | | |
|---|---|---|
| **1st** : | J. Siffert (Lotus-Ford) .. .. | 1 hr. 00 min. 33.1 sec.—130.001 k.p.h. |
| **2nd** : | C. Davis (Taraschi-Fiat) .. | 1 hr. 00 min. 39.0 sec. |
| **3rd** : | "Geki" (Stanguellini-Fiat) .. | 1 hr. 03 min. 16.3 sec. |

## EIFELRENNEN—NURBURGRING (April 30th)
### Formula Junior—20 Laps South Circuit—154.9 Kilometres

Once again it was the 25-year-old Swiss driver Siffert who led the Juniors in yet another Continental event, these races coming thick and fast on the European calendar.

**Results :**

| | | |
|---|---|---|
| **1st** : | J. Siffert (Lotus-Ford) .. .. | 1 hr. 16 min. 43.4 sec.—121.1 k.p.h. |
| **2nd** : | D. Taylor (Lola-Ford) .. .. | 1 hr. 18 min. 28.8 sec. |
| **3rd** : | K. Ahrens, Jnr. (Lotus-Ford) .. | 1 hr. 19 min. 52.9 sec. |

*Fastest lap :* J. Siffert (Lotus-Ford), 3 min. 30.2 sec.—126.6 k.p.h.

# THE FORD CONSUL CLASSIC 315

FORD'S long-awaited and much-rumoured new model at last made its debut on May 19th. Named the " Consul Classic " 315, the new car is a trifle disappointing on first acquaintance as it resembles nothing more than an enlarged version of the 105E Anglia with the addition of some American styling gimmicks. In size the car falls between the Anglia and the Consul, having a wheelbase of 8 ft. 3 in., an overall length of 14 ft. 2¾ in., and an overall width of 5 ft. 5 in., which figures indicate that it is very little smaller than the Consul.

The car features an all-steel welded integral construction body/chassis unit which will be built in 2- and 4-door styles. The Anglia reverse-angle rear window is incorporated although this appears to be at a slightly less acute angle than that on the Anglia. Nevertheless this allows for an extremely large boot with a flat floor (the spare wheel being stowed vertically on the left-hand side) which has a capacity of 21 cu. ft. The frontal aspect of the car is quite pleasing, the four headlamps taking pride of place and the radiator grille being dominated by the Ford five-star motiff. The styling, with its slightly scalloped side panels and Rapier-type tail-fins, is reminiscent of the American Ford Galaxie but Fords claim that the car was developed entirely in Britain without outside influence.

The front suspension is of the well-known Mcpherson strut type with altered geometry to cater for the track of 4 ft. 1½ in., and a semi-floating rigid axle is used at the rear with leaf-springs and lever-type hydraulic dampers. The axle-ratio is 4.125 to 1. Fords have gone over to disc brakes for the front wheels, the choice falling on 9½-in. heavily-shrouded Girlings, while 9 in. × 1¾ in. drum brakes are retained at the rear. Pressed-steel wheels with 5.60 × 13 in. tubeless tyres are fitted.

The engine of the Classic, to be known as the 109E, is similar to the 105E unit but is fitted with a shorter throw crank giving a stroke of 65.07 mm. compared with the 48.41 mm. of the 105E. This gives a capacity of 1,340 c.c. and on a compression ratio of 8.5 to 1 produces 54 b.h.p. at 4,900 r.p.m. A low-compression 7.2 to 1 head is available if required. In fact the 109E was designed first, the 105E being developed from it. The Anglia 4-speed gearbox is retained with the same ratios but a column-mounted lever is available as well as the standard floor-mounted gear-shift. The 109E engine will of course fit straight into the Anglia.

These, then, are the basic details of the Classic 315 (no one at Fords is very sure what 315 indicates) and for our impressions of the car prior to a full road test we were invited to the Ford test circuit at what used to be the Boreham race track. As the Press appeared on the scene other Ford prototypes were hurriedly hidden away, leaving only a number of Consul Classics for inspection and test. One enters the car through front hinging doors fitted with push-button handles which have rather strong " keeps," requiring some effort to pull the door to its full extent. The seats are of the split bench type, separately adjustable, having rather upright squabs. The 16-in. two-spoke steering wheel with integral horn ring is well positioned, as are the pedals, the organ-type accelerator pedal being well placed for heel-and-toe changes. In front of the driver is a rectangular 100-m.p.h. speedometer, flanked on either side by square fuel and water-temperature gauges. Warning lights for ignition, oil pressure, main beam and direction flashers are incorporated in the instruments. To the extreme right of the facia is the rheostat-operated variable-speed wipers switch (which is depressed to bring the washers into operation on the de luxe model), a combined instrument/side-lights/headlamps switch, with foot dipper switch and on de luxe models a column-mounted stalk for daylight flashing of lamps, which is combined with the direction indicators switch. In front of the passenger is the cigar-lighter (de luxe only), choke control, ash-tray, glove locker and heater controls, the heater and demister being extra. At knee height is a full-width parcels tray and other extras on the test cars available only on de luxe models include twin sun vizors, coat hooks, padded arm-rests, two-tone body colours, floor carpets, rear compartment ash-tray, twin horns, chrome horn rings, bright metal exterior and interior ornamentation, door-operated courtesy light, two-tone trim, etc., etc.




*AMERICAN LINES.—The new Consul Classic is reminiscent of the American Galaxie model with its pronounced wing line and four headlamps. It is powered by the 109E, 1,340-c.c. engine giving 54 b.h.p. at 4,900 r.p.m.*

The engine is started with the ignition key and runs reasonably quietly. The handbrake is released by a horizontally-placed umbrella handle and we headed the Classic onto Boreham's deserted and rather neglected perimeter track, which was covered with deep pools of water. With two up the acceleration is not startling although 3rd gear will hang on for 65 m.p.h., but on Boreham's short straights the maximum speed indicated in top gear was a shade over 70 m.p.h., although Fords claim a genuine 80 m.p.h. It is also claimed that the Classic will accelerate from 0-60 m.p.h. in 23 sec., with average fuel-consumption figures around 32-35 m.p.g., giving a range of about 300 miles from the 9-gallon tank.

Springing is rather soft which gives a good ride over bumps but allowes a good deal of roll on corners although the full cornering potential could not be reached owing to the soaking state of the track. The car apears to understeer normally but heavy cornering produces roll oversteer and some thumping from the suspension. The brake pedal has a surprisingly soft feel for disc brakes, although it is estimated that pedal pressure required is some 10% up on the Anglia. The pressure required will present no hazards to female's " winkle-pickers " whilst still retaining excellent stopping power.

We were also able to sample a de luxe model with steering-column change which surprised us with its positive feel and absolute precision. Anyone who requires to carry three people in the front need have no qualms about using this lever.

It is difficult to give an overall impression of a new car based on a few laps of a test track and this will have to wait until we have carried out our normal road-test procedure, but it would appear that the Classic is aimed at the family motorist requiring five seats with good luggage capacity and not requiring exceptional acceleration and road-holding. In short, it will probably not appeal to racing or rally drivers [How disappointing; we had hoped that the new car would be a higher performance version of the Anglia but it appears to be just another family car.—Ed.] as it is over-bodied or, more accurately, under-engined, and the Works do not plan to rally the Classic.

The Classic does not replace any car but the Prefect is discontinued and will not be replaced. Prices are not yet available but the car will sell for less than the Consul. At a guess the standard model should retail at £700-£730.—M. L. T.




*TAIL-FINS.—Prominent tail-fins emphasise the American lines of the Classic, while the reverse-angle rear screen allows a large 21 cu. ft. luggage boot. The Classic will carry five passengers and should offer serious challenge to the Vauxhall Victor and Hillman Minx.*

## DAIMLERS DURING THE VINTAGE YEARS

*(Continued from the May issue)*

### 1925

THERE was a foretaste of the 1925 range of Daimler models comparatively early in 1924, when, at the Wembley Exhibition, the latest 35 h.p. was shown with a nickel radiator with a plated cross-strut to the frame and front-wheel-brakes, the latter now being standardised on the three larger models; that is, on the 30, 35 and 45-h.p. cars. When the 1924 Show came round it was seen that the new radiator was slightly higher than before. The 1925 range is best summarised as :—

| | | |
|---|---|---|
| **16 h.p.** | 4-speed chassis | £425 |
| | 3-speed chassis with F.W.B., wider track, l.p. tyres and polished radiator | £450 |
| **20 h.p.** | Normal chassis | £550 |
| | With F.W.B., wider track and polished radiator | £575 |
| | In long-chassis form | £600 |
| **25 h.p.** | Normal chassis | £650 |
| | With F.W.B., wider track and polished radiator | £675 |
| | In long-chassis form | £700 |
| **30 h.p.** | Normal chassis | £950 |
| | With F.W.B. | £975 |
| | With low-entrance frame, F.W.B., 35-h.p. engine and polished radiator | £1,000 |
| | In long-chassis form | £1,050 |
| **35 h.p.** | Normal chassis with F.W.B. and polished radiator | £900 |
| | With wider track for l.p. tyres (but tyres extra) | £925 |
| | In long-chassis form | £925 |
| **45 h.p.** | Normal chassis | £1,225 |
| | Ditto, with F.W.B. | £1,275 |
| | With 51.36-h.p. engine, low-entrance frame, F.W.B. and polished radiator | £1,325 |
| | Ditto, in long-chassis form | £1,400 |

A Daimler salesman had to keep his wits alert!

The separate frame to accommodate the body was retained, delivered in advance to the client's coachbuilder, while Daimler bodies ranged from the open-fronted landaulette de luxe at £425, upwards, while a Weymann fabric saloon on the 35-h.p. chassis, catalogued as "The fastest of the quickest cars," was available for £250.

Early in 1925 special 7.3×37 in. Dunlop tyres were approved for the 45-h.p. Daimler (inflation pressures : front 33 lb./sq. in.; rear, 45 lb./sq. in.) and were supplied for the King's 57-h.p. Daimler.

Fine coachwork continued to be a feature of Daimler chassis—for instance, Pass & Joyce Ltd. supplied Worthington's director, Mr. Ernest Manners, with a palatial 35-h.p. long-chassis Park Ward limousine. H.M. King George having been supplied with his new 57-h.p. Daimler, as recounted last month, his 1915 car was acquired by Charles Y. Knight, inventor of the double sleeve-valve engine, and shipped to America, where it was put on exhibition.

By mid-1925 Daimler had come out into the open over the use of light steel sleeves with larger rectangular ports and alloy pistons and at the same time they announced a new range of long-stroke engines having full pressure lubrication and dual ignition. These were the 16/55, 20/70, 25/85 and 35/120-h.p. power units. Only the N.30 model retained trough lubrication. The smaller ones would maintain 4,000 r.p.m. and the new 25/85 model was said to give performance equal to the 1924 35-h.p. car. The new lubrication system was a conventional system with gear-type pump driven by vertical shaft and skew gears, a dismantleable filter being fitted on the left-hand side of the engine and sump oil-level being indicated by a tell-tale plunger which was novel only in that it protruded through the ramp-board so that the driver could test it with his foot.

A new straight inlet pipe on the right-hand side was fed by a single carburetter drawing warm air from an exhaust-pipe muff, and oily vapour from the crankcase in lieu of the usual breather. The carburetter retained a triple regulator acting as primer, controlling petrol flow to the jets and adjusting cooling water temperature from a steering-column control. Some experts regarded this new manifold as a retrograde step, giving perhaps 1 to 1½ m.p.g. better petrol consumption but none of the advantages of the former 3-branch manifold and multi-jet carburetter.

The distribution gear at the rear of the crankcase gave a line drive to dynamo, magneto and water pump and the ignition system was novel, inasmuch as a distributor at the front of the engine could be fed either from the magneto, which lacked its own distributor, or from a separate battery and coil system. The Lanchester torsional vibration damper was retained. The 35/120-h.p. tourer was priced at £1,300, the 16/55-h.p. tourer £650. Bodies metal panelled below the waistline, of Weymann construction above, such as the "Y" saloon on the 35/120 chassis, were tried for a time.



Steel sleeves seem to have given Daimlers a new lease of life, for Joseph Mackle of Stratton-Instone had a sporting 16/55 2-seater for which 70 m.p.h. and 28 m.p.g. were claimed. MOTOR SPORT tested just such a car, which proved capable of 45 m.p.h. in 2nd and 65/70 m.p.h. in top gear, gave 30 m.p.g., accelerated from 10-35 m.p.h. in 8 sec. and went over the steepest part of Kop Hill at 38 m.p.h. in middle gear. The tester criticised the steering as too quick, and absence of clock and automatic screen-wiper.

*The Autocar* again took a Daimler to cover a Six Days' Trial. They were given a 20/70 saloon (RW 4147) with only 38 miles to its credit and, stiff though it was, this 7-bearing 73.5×104 mm. (2,648 c.c.) 11 ft. 1 in.-wheelbase car ran at 60 m.p.h. (3,476 r.p.m.), accelerated well and had given up smoking. The car was thrashed over Welsh passes, including Bwlch-y-Groes, but gave 18 m.p.g. in ordinary running, 15-16 m.p.g. in the hills and used 7 pints of oil in 840 miles. It had gear ratios of 21.7, 13.5, 8.7 and 5.43 to 1, weighed 35 cwt. 3 qtr. 2 lb., and was shod with 6.00×33 in. Dunlop Cord Balloon tyres at pressures of 28-32 lb./sq. in. Incidentally, all 1925 Daimlers had a new dropped front axle, front brakes, shock-absorbers all round and the deeper radiator to give a horizontal bonnet line. All had single-plate clutches and 4-speed gearboxes except the 16/55, which had a double-plate clutch and 3-speed box. The reason the Company retained the antiquated trough lubrication (which, however, persisted far longer on Terraplane, Railton and Chevrolet cars) was no doubt to use up existing parts before going over universally to drilled crankshafts.

### 1926

It is often thought that Daimler was in direct competition with Rolls-Royce but, in fact, their range was much larger, consisting of five different chassis to two Rolls-Royce models. There is no doubt that the big 6-cylinder Daimlers were very fine cars and although few have survived those that have appear to be mainly

the 25/85 and 35/120-h.p. cars.

The 1926 range was :—

| | | | |
|---|---|---|---|
| Type L | .. 16/55 | .. | 6-cylinder 65 × 94 mm. (1,872 c.c.) |
| Type S & T | .. 20/70 | .. | 6-cylinder 73.5 × 104 mm. (2,648 c.c.) |
| Type S & T | .. 25/85 | .. | 6-cylinder 81.5 × 114 mm. (3,568 c.c.) |
| Type S & T | .. 30 h.p. | .. | 6-cylinder 97 × 130 mm. (5,764 c.c.) |
| Type S & T | .. 35/120 | .. | 6-cylinder 97 × 130 mm. (5,764 c.c.) |

The Type S cars were short-wheelbase, the Type T cars long-wheelbase. Subsequently other single letters were introduced to identify the many different wheelbases available on different models, S, T, M, R, and V for the 20/70, S, T, R, N, V, O and P for the 25/85 and 35/120 cars.

The R and N 30-h.p. and 45-h.p. cars were carried over into this year but were virtually defunct.

I cannot do better than quote the words of *The Autocar* in a preface to a road-test of a 25/85 model R enclosed landaulette de luxe (RW 6163) which they carried out in 1926, for they endorse the esteem with which vintage Daimlers were (and are) regarded:—

"Of all cars on the road today there is not one more easily recognised by the average man than a Daimler. Seen in towns or in the country, at rest or in motion, there is a stateliness, a dignity of progression, wholly characteristic of the make. The appearance does not belie the actual luxury in which the passengers travel. To rest reposeful and serene in the embrace of the rear seats, surrounded by interior carriagework of excellent taste, and idly to watch a countryside of glowing greens roll past in spring sunshine, to catch with surprising clearness a murmur of the conversation of a chance pedestrian, by reason of a seating position higher above the ground than normal to see more than usual of a familiar landscape—these are some of the pleasures of Daimler travel." Certainly it sounds far nicer than observing rows of concrete lamp-posts when ensconced in a Mini-Minor. . . .

This 25/85 cost £1,525, weighed 2 tons 7 cwt. 1 qtr. empty, pulled a 5.8-to-1 top gear and gave 15 m.p.g. The speedometer read slow, yet would go to 43 m.p.h. in 3rd, to some 65 m.p.h. in top gear, and 10-30 m.p.h. took 14.5 sec. in top, 9.5 sec. in 3rd. Edge Hill was ascended in 3rd speed. But this 6-cylinder Daimler had a vibration period, felt in the back seats at 45 m.p.h.—could this be why the Double-Six was designed?—and above this speed its springing was regarded as rather supple.

During 1926 H.M. The King of Siam took delivery of a 25/85 Charlesworth limousine, the Maharajah of Rewa a remarkable Barker saloon-cabriolet on a specially-adapted chassis, H.M. The King a 35/120 Hooper saloon for his personal use, while a Charlesworth light alloy saloon on a 20/70 Daimler chassis was supplied to the Alifin of Oyo in Nigeria. Mr. Ardran, whose 35/120 was illustrated last month, recalls that about this time the City of Liverpool Ambulance Service, operated by the police, included a fleet of 35/120 Daimlers fitted with narrow polished-wood bodies, which the police drivers handled in a dashing and sporting manner, in direct contrast to the staid chauffeur-driven private Daimlers of the same period.

As in 1919, so in 1926, King George V used his Daimler to bring him home in two days; from Deeside to Buckingham Palace, on the occasion of the General Strike.

### 1927

Four models, the 16/55, 20/70, 25/85 and 35/120, were continued for 1927, an important innovation being vacuum-servo assistance for the four-wheel-braking system. In all, 74 separate models were catalogued! Before the end of 1926 two new models were announced for the coming season. The first was a lightweight version of the 20/70, using a lower edition of the 16/55 chassis frame, in three wheelbase lengths. This was an attempt to introduce a high-performance Daimler. Usually heavy bodywork defeated the object but Mr. Ardran recalls one tester in the Liverpool area who drove both the new Daimler and a 4½-litre Bentley in chassis form and dismissed the latter as disappointing in comparison. Wheelbases of 10 ft. 1 in., 10 ft. 11 in. and 11 ft. 7 in. were offered, priced from £550 to £650, while a tourer cost £1,250.

Far more revolutionary, however, was the new 12-cylinder, or "Double Six" Daimler also made public in October 1926. Undoubtedly the late Laurence H. Pomeroy, Daimler's Chief Engineer, was responsible for this imposing motor carriage. The V12 engine had been introduced much earlier and Rolls-Royce, Voisin and Hispano-Suiza (and Lagonda) were to turn to it later, almost too late, when luxury cars were indeed a luxury, while the Edwardian Packard "Twin-Six" was before its time. Packard, when they re-introduced a V12, and Daimler, timed the introduction of their big multi-cylinder models much better.

What Daimler did was to use two 25/85 cylinder blocks (cast in blocks of three) at 60° on a common crankcase, using forked connecting rods on the right-hand side, on a 7-bearing crankshaft. This resulted in a 7,136-c.c. engine rated at 49.4 R.A.C. h.p. The aim was absolutely smooth running at all speeds between 2 and 82 m.p.h. on the 4.37-to-1 top gear.

The general design followed that of the 6-cylinder engines, but dual water pumps, magnetos and ignition distributors were provided and the exhaust manifolds were inside the vee of the cylinder blocks, the carburetters on the outside, feeding into water-warmed manifolding. This great power unit was suspended at four points and drove *via* a plate clutch to a separate 4-speed gearbox with central control, final drive being by open shaft and, of course, a worm back axle. Owing to the width of the engine special steering gear had to be devised, the steering box being carried on the stout alloy dashboard and connected to the steering arm by link levers and a bell-crank, rather after the fashion of the steering gear of the defunct Leyland Eight.

This sensational new Daimler was made in two wheelbases, of 12 ft. 11½ in. and 13 ft. 7 in., respectively Types W and P, with 4 ft. 9 in. or 5 ft. 0¾ in. track to suit and choice of high or low radiator. Tyre size was 7.3 × 37 in. or 6.75 × 33 in., or 6.75 × 35 in. on the 12 ft. 11½ in. wheelbase Type O. The chassis alone weighed some 2 tons and cost from £1,850 to £1,950, complete cars, with magnificent carriagework having ebony interior woodwork, from £2,450 to £2,800. The staunchest Rolls-Royce fan must have wavered. . . .

The new "Double Six" engine was very favourably received, and H.M. The King's 35/120 Daimlers were converted to take the new 7.1-litre V12 engine.

*The Autocar* received a "Double Six" enclosed landaulette (RW 9801) for test by April 1927 but published no performance figures. They emphasised the ability of the big car to go everywhere in top gear except when starting from rest—it even climbed Fish Hill, Broadway, at 18 m.p.h. in this ratio. Priced at £2,800, the car pulled gear ratios of 15.7, 10.1, 7.6 and 4.86 to 1, was 18 ft. 7 in. long, 6 ft. 4 in. wide and 6 ft. 10 in. high, and gave approximately 10 m.p.g., as Daimler claimed it should. Incidentally, the petrol tank held 24 gallons, of which six were held in reserve.

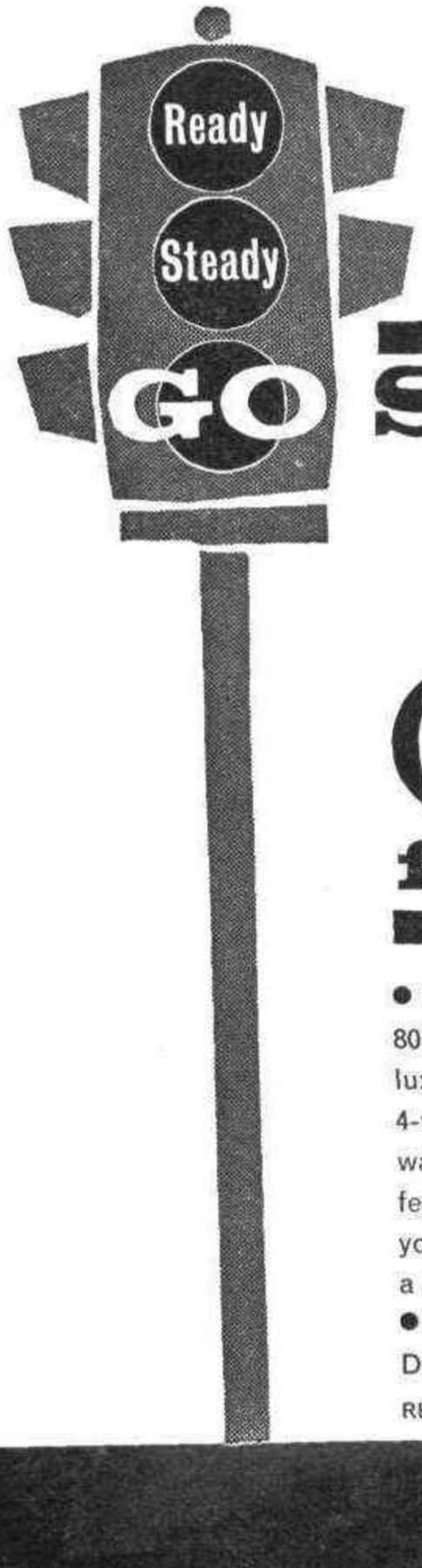
All Daimler clients were not ordering "Double Sixes"; H.R.H. the Duke of Connaught, for instance, preferred a 25/85 Hooper limousine, and the well-known entertainer, C. N. Johnstone (Layton and Johnstone) had a very fine 35/120 Maythorn coupé to his own design (YH 8246). However, mere sixes seemed a bit outmoded and when King Fuad visited Lord Derby a Daimler "Double Six" was placed at his disposal, while before the end of 1927 H.M. The King was supplied with a "Double Six."

### 1928

*The Autocar* had declared that "fortunate beings will leisurely survey the moving surface of the earth through the windows of their Daimler Double Sixes as they pass onward in silent dignity," and to enable more people to do so the Daimler Company announced, in the summer of 1927, that a smaller V12 car would be available in 1928. This used 16/55 cylinder blocks, giving a capacity of 3,744 c.c. and an R.A.C. rating of 31.4 h.p. Four sizes of chassis were available, with respective wheelbase and track of 10 ft. 11 in. × 4 ft. 4 in., 11 ft. 9 in. × 4 ft. 4 in., 11 ft. 10 in. × 4 ft. 6 in. and 12 ft. 1 in. × 5 ft. 0 in. (Types Q, M, V and O). Whereas the least expensive 50-h.p. "Double Six" cost £2,450, the cheapest of the new models, a coupé de luxe, could be had for £1,570. The bigger V12 was now called the "Double Six 50," the smaller one the "Double Six 30" and to distinguish them from the unchanged 6-cylinder models a vertical line ran down the centre of the radiator. This did not apply to the earliest "Double Sixes" and so is not necessarily an identifying feature. The "50" saloon had four in place of the former six side windows and leg room increased from 40 to 45 in. in the front compartment. Fuel feed was by an engine-driven air-pump, whereas the "30" relied on Autovac feed.

Following King George V's illness one of the Royal Daimlers was converted into an ambulance and took him over cleared roads from London to Bognor to convalesce.

During 1928 the Daimler Company improved its servicing facilities at its London depot at The Hyde, Hendon, N.W., and instituted a 3-day training course for chauffeurs with proficiency badges, so that those who drove behind the fluted radiator need feel no inferiority when encountering those whose masters owned "The best car in the World"! The course cost merely a 10s. insurance fee. Some 500 badges were awarded during the first year of the course, the chauffeurs of H.M. The King and the Duke of Connaught receiving special gold badges. On August 1st




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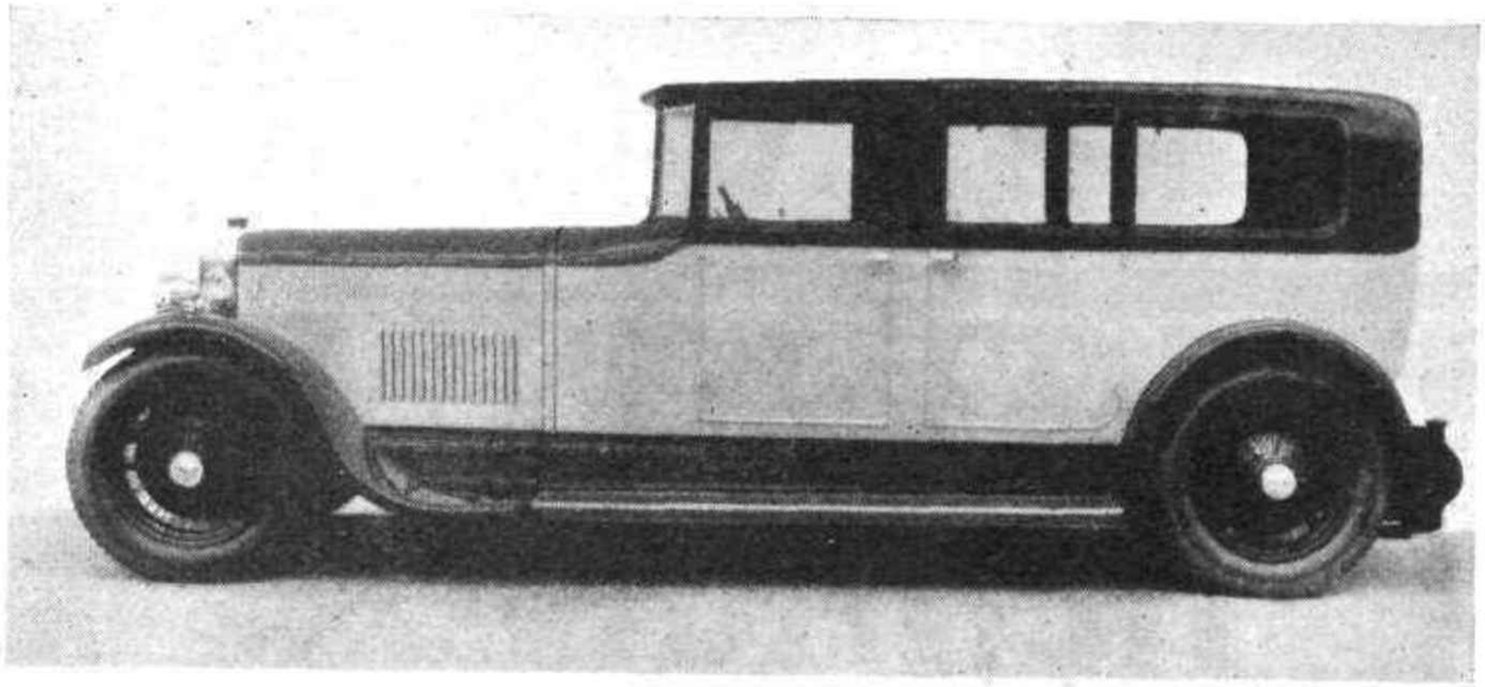
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GVS 423



*DAIMLER'S MOST DIGNIFIED MODEL.— The great 7.1-litre 50-h.p. "Double Six" of 1928.*

Stratton-Instone Ltd. became sole distributors of Daimler cars for the whole of England and Wales.

**1929**

For 1929 the range remained unchanged except for minor details. It was possible to buy a 16/55 four-door saloon for under £600, a chauffeur-drive 20/70 limousine for less than £1,000. Largest Daimler was the £2,700 "Double Six 50" Royal 7-seater limousine, also available on the 35/120 chassis. Three new body styles were introduced, a fabric and panelled saloon on the 20/70 chassis and this fabric saloon and a tourer on the 16/55. There was also a fast touring saloon with detachable trunk on the 20/70 and "Double Six 30" chassis.

*The Autocar* road-tested a "Double Six 30" £1,300 saloon, which did 47 m.p.h. in 3rd (8.22 to 1) and 75 m.p.h. in top gear (5.14 to 1), took 8.2 sec. to go from 10-30 m.p.h. in 3rd gear, and gave a petrol consumption of 16½ m.p.g. It proved possible to start on the level in top gear and on this ratio it would run down to 3 m.p.h. or less. A "Double Six 50" was exhibited at the New York Show and J. A. Mackle, of Stratton-Instone Ltd., who had proved himself addicted to sporting bodywork on Daimler chassis, had a new decked 2-seater made for him by Hoyle on a "Double Six 30" chassis. He called it the "Magic Carpet."

In May 1929 a new type of aluminium piston was released that controlled oil loss in Daimler engines. Whereas a 20/70 type M1 engine used 5.6 pints of oil (0.067 pt./b.h.p./hr.) while running at 2,800 r.p.m. for two hours on the bench, developing 42 b.h.p., after 20,000 miles on the road, the same engine with the new pistons consumed only 3.16 pints of oil (0.038 pt./b.h.p./hr.), an improvement of 43½%. Customers were encouraged to have their old engines converted.

During the year the King was supplied with a 25/85 and a "Double Six 30" Daimler, both Hooper-bodied. The former replaced a 25-h.p. Daimler that had been in Royal service since 1923. Stratton-Instone, who supplied these cars, also decided to standardise a modern close-coupled 4-door Arthur Mulliner sports saloon on the 20/70 chassis.

Laurence H. Pomeroy was appointed Daimler's Managing Director and under his command a very refined new owner-driver 25-h.p. 6-cylinder car was developed for the 1930 season, perhaps as a step towards less expensive-to-manufacture cars than the complex "Double Sixes," for a recession was just round the corner and the prices of most Daimler models became slightly inflated before the end of 1929.

**1930**

The new 25-h.p. car was a 6-cylinder of 81.5 × 114 mm. (3,568 c.c.), having a monobloc aluminium cylinder block, sleeve valves (naturally) and coil ignition. The steel sleeves were now in contact with aluminium of both pistons and block. The lubrication system incorporated dual pumps in the sump, one of which fed the system with oil at 30 lb./sq. in. pressure while the other circulated oil through a vertical oil cooler incorporated in the near side of the water radiator. An interesting feature was troughs beneath the big-ends which filled when the oil was cold, so that the dippers distributed oil over the cylinders when starting up; hot oil automatically seeped out of the troughs before the level rose to a height that the dippers could contact. An electric level-indicator told the driver if the sump contents fell below normal.

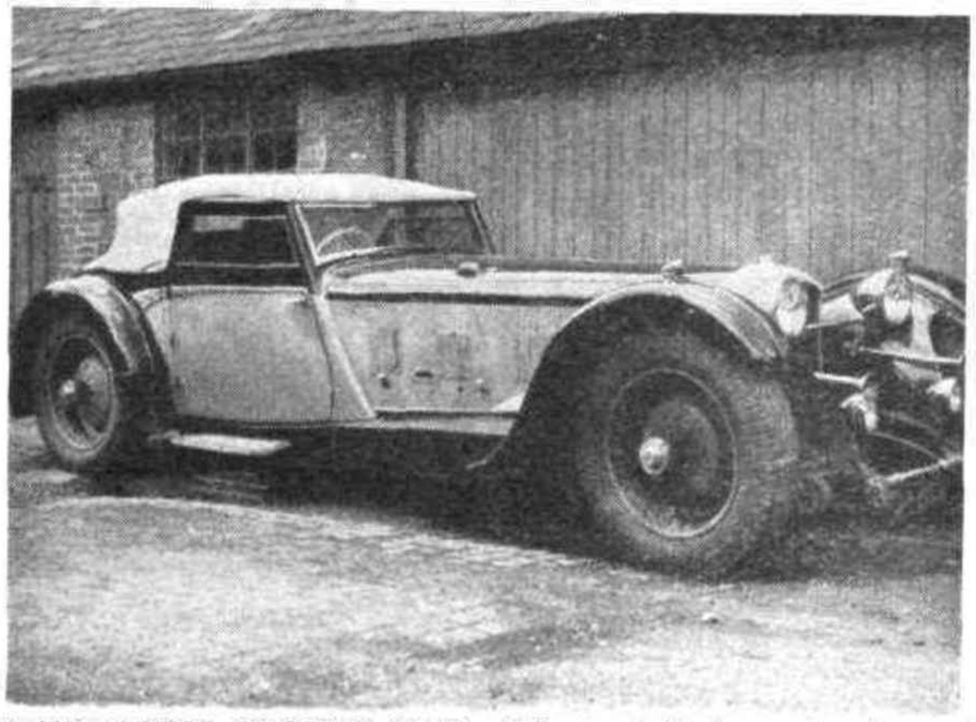
The carburetter was located at the front end of the exhaust manifold, mixture passing through a hot-spot consisting of a passage in the exhaust manifold, across the front of the engine and round a right-angle bend into an inlet tract integral with the cylinder block. The carburetter drew air from an exhaust muff.

The cooling system included a glandless water pump, to the crankshaft torsional vibration damper was added a balancer on the front end of the sleeves eccentric shaft, and it was claimed that decarbonisation wouldn't be needed in under 40,000 miles but was easier to undertake than with the average poppet-valve power unit.

The drive went to a separate, central-control 4-speed gearbox, the push-on right-hand brake lever and under-bonnet main adjuster for the compensated braking system were retained and the chassis followed established Daimler design. It had a wheelbase of 11 ft. 1 in., a track of 4 ft. 9 in., weighed 22 cwt. and stood on 6.00 × 32 in. tyres. The price was £700.

This new 25-h.p. light-alloy Daimler (Pomeroy had specified this alloy for several chassis parts as well as the engine and, incidentally, dispensed with chassis greasing by using Silentbloc bushes throughout) had a top speed of about 65 m.p.h., would start *in top gear* and accelerate to 50 m.p.h. in 23 sec., or go, more conventionally driven, from 10-50 m.p.h. in under 9 sec. The accelerator had ball-bearings in many of the spindle bearings, for sensitive control, a nice contrast to the Bowden cables of 1961.

In spite of this new model the "Double Sixes" continued to attract attention. Reid Railton evolved a special underslung, low-chassis version for Thomson & Taylor (Brooklands) Ltd. which gave 150 b.h.p., had a very low radiator, and a strikingly compact open sports body (UW 53). It was sold to Capt. Wilson. Apparently more than one was constructed, for recently I encountered a semi-derelict Corsica d.h. coupé on a similarly lowered and



*FANTASTIC SPORTS CAR.—The specially lowered and tuned Corsica-bodied version of the Daimler "Double Six 50."*



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STODGY OIL. Heavy oil drag. Choke out to keep your engine running for the first mile in the morning? That's cruel to any engine. That's what causes heavy wear and makes an engine old before its time.

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Even in summer, ordinary motor oils are too thick when you start up in the morning. To overcome the extra drag of the oil, you need to use the choke more than you should. This means a surplus of petrol in the cylinders, which washes away the oil from the cylinder walls. At the same time, the thick oil cannot flow quickly enough to reach these vital surfaces. Result, very heavy wear for the first few minutes.

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If you want to know more about the many advantages of BP 'Visco-static' ask at your BP Garage for the booklet "The Story of BP 'Visco-static' Motor Oil" or write to BP (Dept. MS21), P.O. Box 226, Publicity House, Finsbury Market, London, E.C.2.

THINGS GO BETTER WITH

**BP 'Visco-static'**

tuned chassis in Hertfordshire, and Stratton-Instone supplied a similar fixed-head coupé.

Meanwhile, Pomeroy had been busy on the revolutionary fluid flywheel, in conjunction with a 4-speed pre-selector gearbox, and although this did not go into serious production until 1931, it was announced in June 1930 in conjunction with the new 25-h.p. car, now termed a 20/30. Otherwise, the Company reverted to single h.p. designations, the range now consisting of the 20-h.p. (*nee* 20/70), new 25-h.p., 35-h.p. (*nee* 35/120) and the 30 and 50-h.p. V12s. The 16/55 was dropped for 1930.

### Post-1930

This history is concerned only with the vintage years but it is interesting to note that for 1931 the 20, 25 and 35-h.p. models were continued with conventional transmission, the 25 termed the 20/30 when endowed with the fluid flywheel and pre-selector gearbox, this automation being applied to the two new V12s, the 6,511-c.c. "Double Six" 40/50 and 5,296-c.c. "Double Six" 30/40 but not to the "Double Six 30." The 30/40 was announced in September 1930 and followed closely the design of the light-alloy 25-h.p. 6-cylinder car, coil ignition being provided, a distributor protruding upwards from the rear of each cylinder bank. The sleeves were coupled to their eccentrics by links accessible through cover plates, the eccentric shafts being driven by triple roller chain from the crankshaft. It was claimed that 15 minutes sufficed to remove a cylinder block and dismantle the sleeves. This fine 30/40 chassis cost £1,200 or £1,350 in long-wheelbase form. One of the first of these fluid flywheel V12s was a Windover sedanca with tall ribbon radiator (GH 3442).

The Daimler range got little less complicated down the years. In 1935 a straight-eight of 3.7-litres joined the sixes and "Double Sixes." It had poppet valves, which Pomeroy had re-introduced in 1933 on a 1.8-litre 6-cylinder and which by 1935 were used for all models except the persistent 40-h.p. and 50-h.p. V12s.

The famous "Double Sixes" had faded from the scene by 1936 to make way for two new straight-eights, a 3.4- and a 4.6-litre, but the "Double Six" re-appeared, with poppet valves, in the same cylinder size as the former 40/50, in 1937. Engines of this kind were short-lived but were put into the Royal Daimlers.

Yet another straight-eight, a 4-litre, came out in 1939 and today I sometimes think I have met a vintage Daimler, only to find I am looking at a post-1945 5.4-litre straight-eight, so dignified and undated are all Daimler models.

Unfortunately all too many of the old sleeve-valve cars have been fitted with some form of replacement engine, often a commercial vehicle unit of alien make, petrol or diesel, not only because of the oil and petrol thirst of the original Knight engines but because in cold weather their sleeves would easily gum up, making them difficult to start and all too prone to fracture the sleeve-actuating links if you tried jumping on the starting handle or tow-commencing them.

But all Daimlers were dignified, rather complex, typically English specimens of automobile engineering and I hope this article will encourage enthusiasts for good cars to preserve, search for and restore such examples as remain of the Royal cars from Coventry.—W. B.

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**Correction.**—Once again the printers have altered my copy and made me say something I cannot substantiate. In the caption to the illustration of Mr. Ardran's 1925 35/120 Daimler published last month on page 352, I wrote that this car has "the largest wellbase wheels and tyres ever used on a private car." For reasons best known to himself the compositor changed this to "the largest wheelbase, wheels and tyres." Apart from the fact that I am not in the habit of referring to *largest* wheelbase, the correct adjective being *longest*, I have no idea which private car has the longest wheelbase—this could be an absorbing subject for research and maybe the compositor *does* know the answer, but I don't, and I hereby disassociate myself from any suggestion that the 35/120 Daimler necessarily holds a record in this respect, although Mr. Ardran says that it does so in respect of its wellbase wheels and tyres, the size of these tyres being 7.3 × 37 in.—W. B.

*BOOK REVIEWS—continued from page* 464

## CARS IN BOOKS

"Designing Male," by Howard Greer (Robert Hale, 1952), gives a picture of New York, Hollywood, Paris and London during the "gay 'Twenties" and refers to many cars of the stars, including the Hispano-Suiza of a Comtesse living in Liége, the breakdown of Lady Duff Gordon's car (unnamed) on a visit to this household, "the gigantic black Cadillac saloon" of Jimmy Cruze, who directed "The Covered Wagon" in Hollywood in 1923, in which year the author, having made a success of dress-designing, acquired a "red Dodge convertible," apart, of course, from the inevitable Rolls-Royces. In "Is She a Lady?" by Nina Hamnett (Allan Wingate, 1955), there is passing reference to "Jo Carstairs, the motor-boat racing girl," whom the author painted, in Paris, accompanied by the Carstairs' mascot "Lord Tom Waddley, a small doll" who had "many suits of clothes, a cigarette case and a bed."

A reader says he encountered "Automotive Passacaglia" from "The Air-Conditioned Nightmare," an amusing account of the author's inability to deal with his Buick during an American tour in "The Best of Henry Miller," in which book there is "some delightful dialogue delivered by a sort of automobile horse doctor and Miller's own fascination with cams, pistons and 'intricate whirring thingamajigs'," to quote our correspondent. And Michael Sedgwick, Curator of the Montagu Motor Museum, tells me that there is a reference to an "old 110" in "Take a Girl Like You," by Kingley Amis, which by inference must be a very tatty 3½-litre Roesch Talbot, although in the book the objectionable young hero refers to it as a "Sunbeam-Talbot."

There is brief reference to early American motor races in "High Tension," by Hugh Baillie (Werner Laurie, 1960).—W. B.

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## BOOK NEWS

Next month Batsford promise us the long-awaited "Sports Car Pocketbook," a book on veteran and vintage motorcycles and a translation of the life of Fangio from the book by Olivier Merlin. Nicholson has started work on a history of British sprints, hill-climbs and trials from the earliest days onwards, and we hear of a comprehensive history of the Italian Motor Industry that is in course of preparation. "Dunlop Mac" is writing "Fifty Years with the Speed Kings" and Stirling Moss is putting his experiences during 1957-60 into a book which will be called "A Turn of the Wheel," and Batsford apparently intend to bring out another "Motorists' Week-End Book" far sooner than originally anticipated.

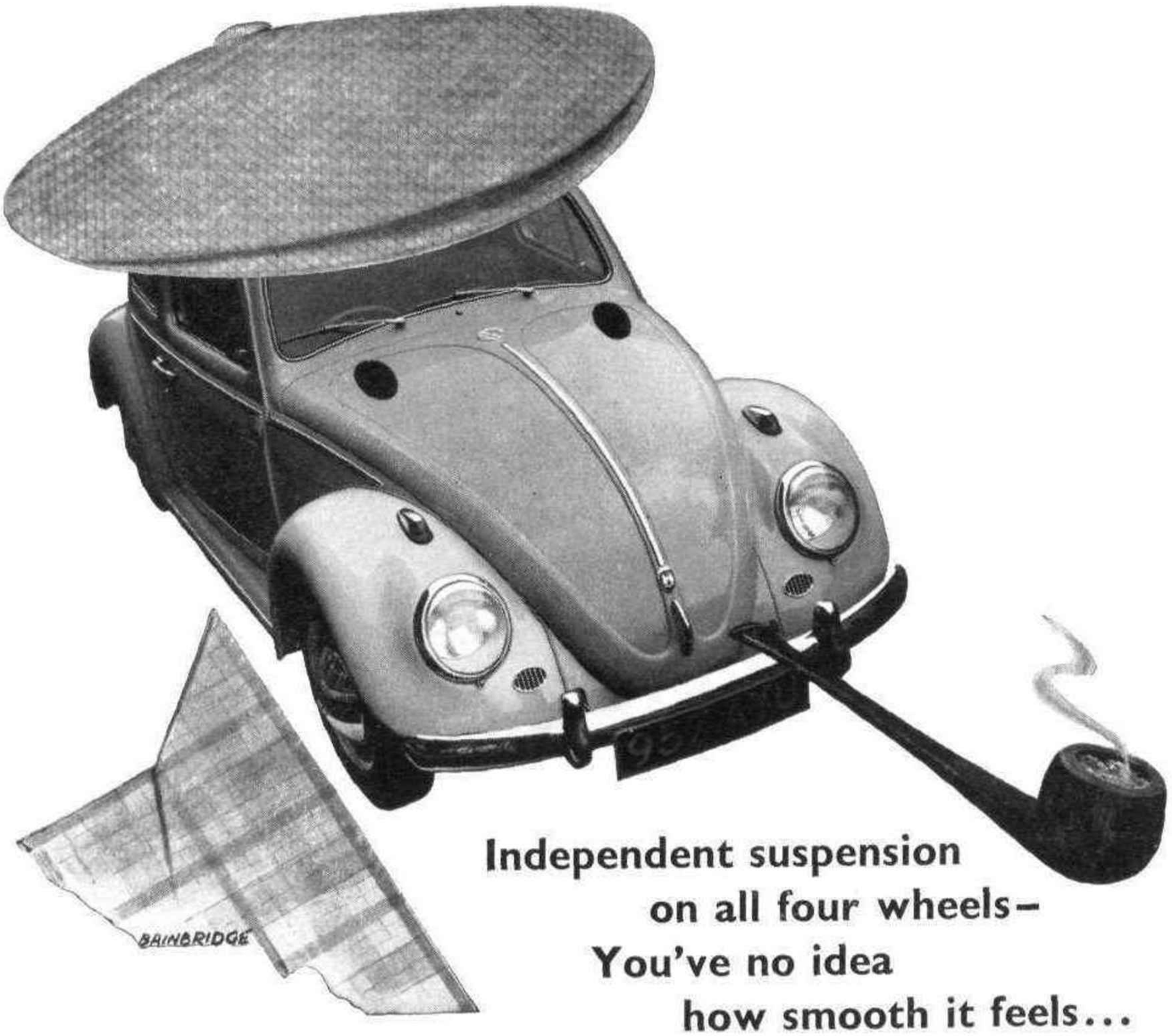
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Handy Pads, a product of the Charles Bedeman Research Organisation, are packed in handy tins and one kept in the car's cubby-hole provides useful tissues with which to clean sticky fingers, grease or oil and hands or clothes, clean off nail varnish, etc. Just the job for fastidious drivers—and for owners of Sprites and other sports cars who wish to atone their girl friends for awkwardly arranged controls? A tin of 12 pads costs 3s. 3d.




*National Benzole are running an amusing series of advertisements depicting improbable road signs. This one, sent to us by Mr. E. J. Wood, should make their Advertising Manager envious!*

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# PICTORIAL

## Syracuse Grand Prix

## International Trophy Silverstone

*BLUE FLAG.—Moss passed Ginther in the early stages of the Monaco G.P. Here the flag marshal gives the Ferrari the blue flag. Just round the Railway Hairpin Bonnier's Porsche shot ahead after the Moss Lotus, which was running without side panels to increase ventilation. The new type barriers for crowd protection can be seen in the background.*

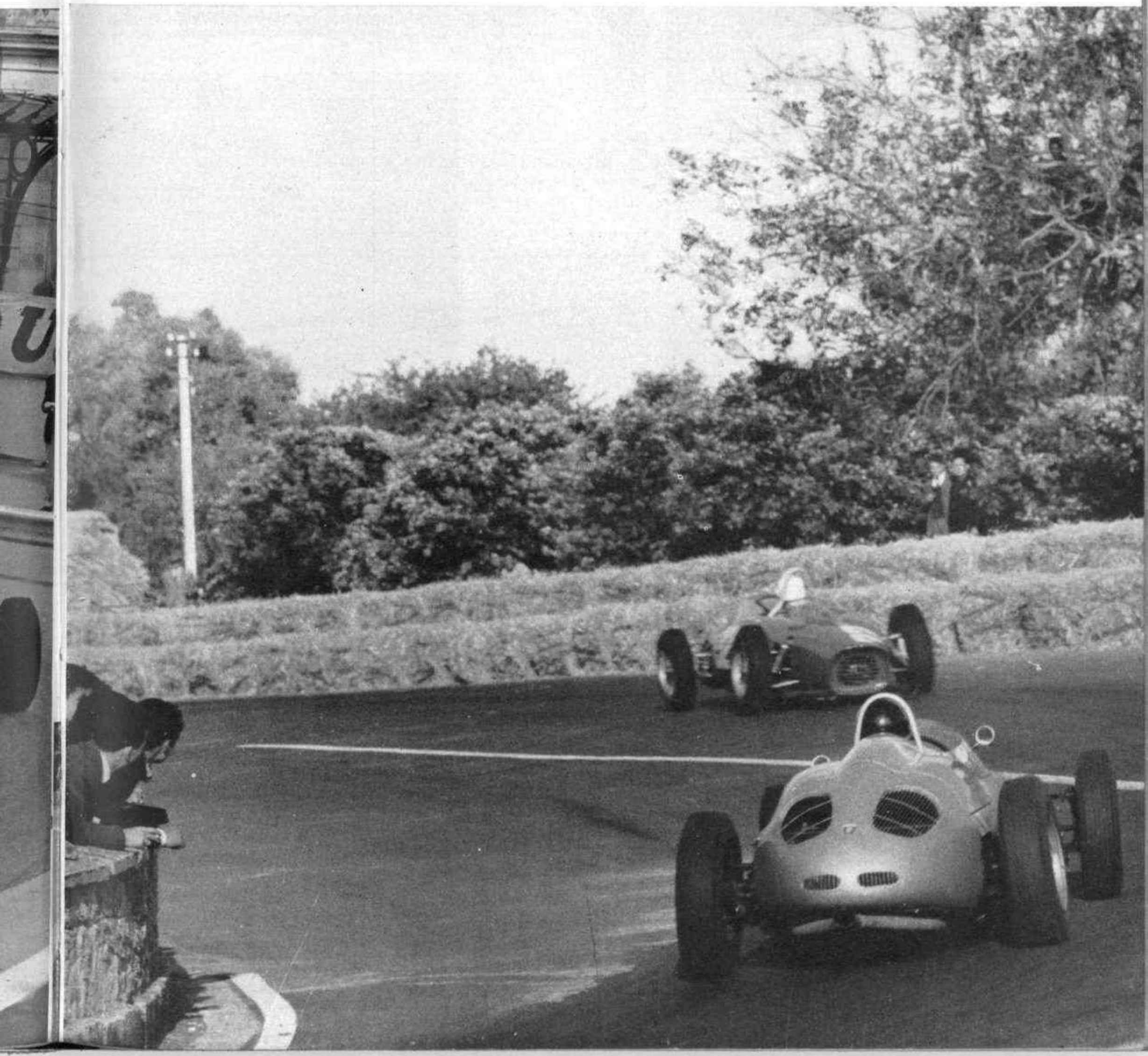


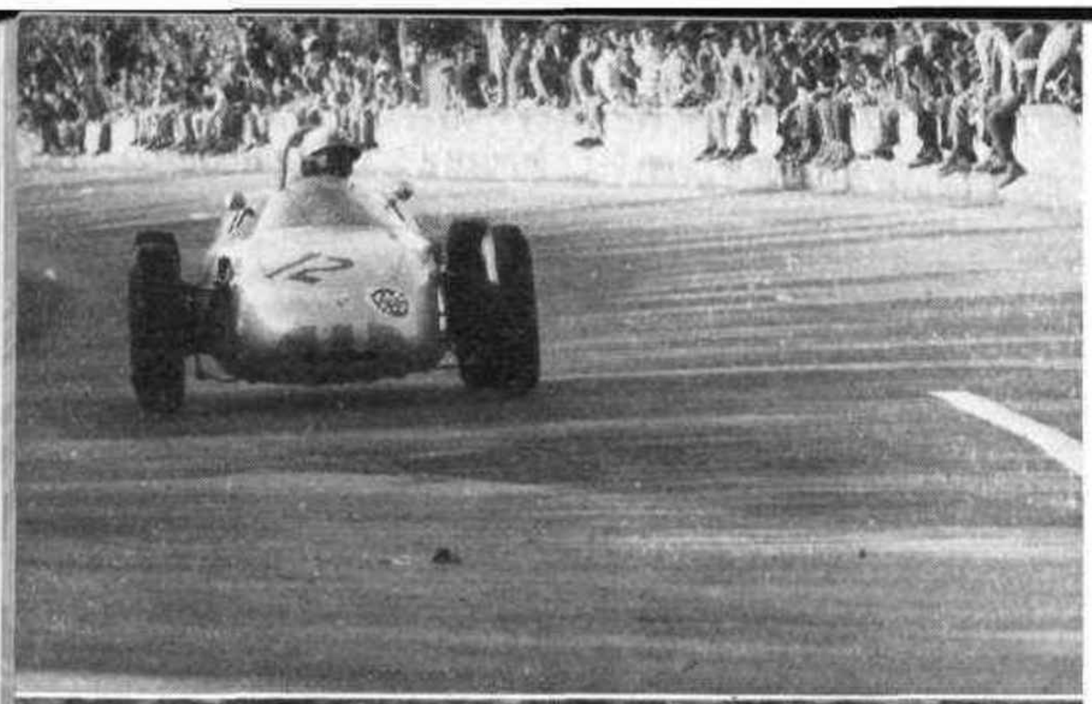
# REVIEW

## Targa Florio

## Monaco Grand Prix

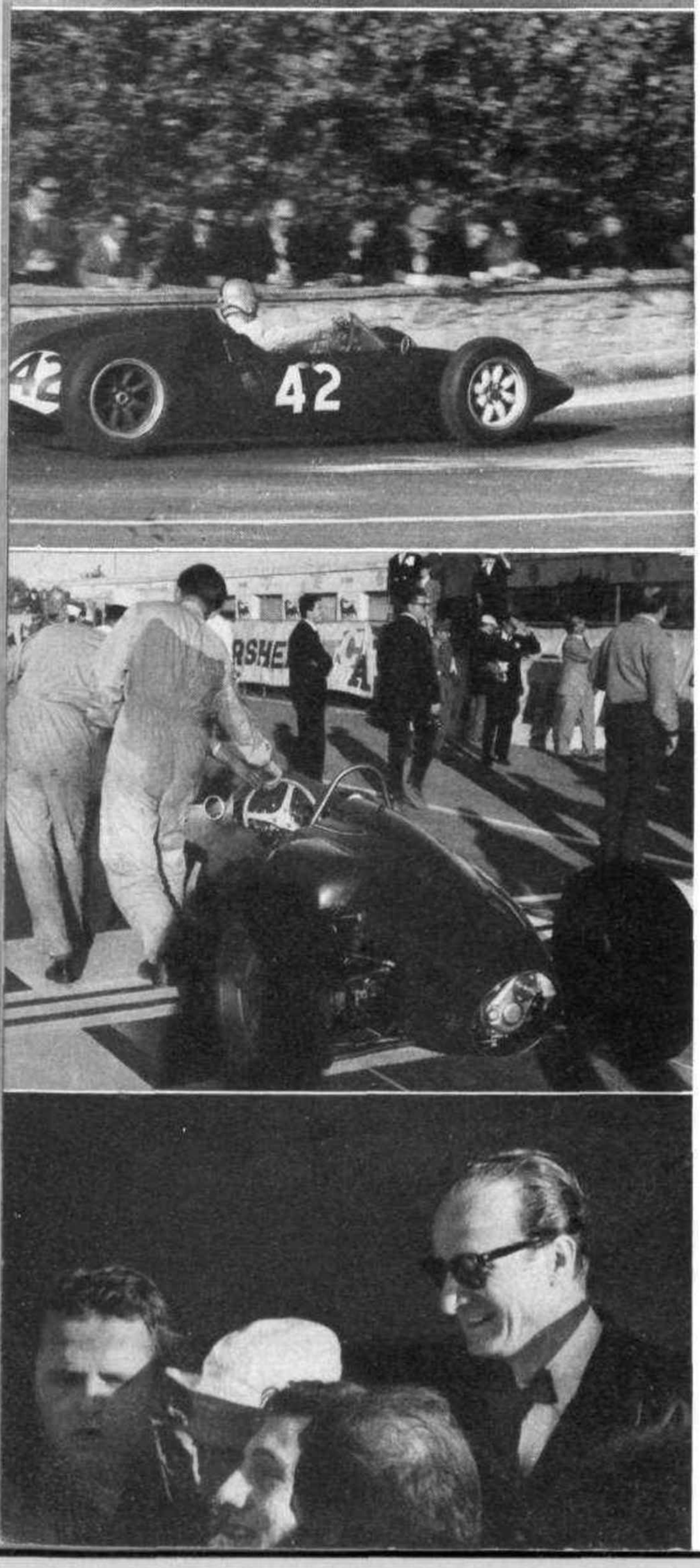
*WORKING HARD.—Dan Gurney in his Porsche had to work very hard through the corners in the Syracuse Grand Prix to even keep up with the Ferrari driven by new-boy Giancarlo Baghetti. Spectators on this road circuit can really get a close view of their heroes, a little different from the great distances put between the cars and spectators on all British circuits.*








*THE END.—Having been the early challenger to D Gurney's Chevrolet Impala, Roy Salvadori was blac flagged for a flapping boot lid, and having returned the race he stormed back through the field only to something disastrous to the engine.*




*LONESOME THIRD.—J. Bonnier, who came third in the Syracuse Grand Prix, ran for most of the distance in third position neither challenged nor challenging. Pit marshals who won't allow pit personnel to sit with their legs dangling should note the free and easy way in which spectators are allowed to view on the outside of a curve.*



*FIRST C.C.—The first Climaxed-engined car to cross the line was that of World Champion Jack Brabham, who came fourth, some way behind Bonnier.*



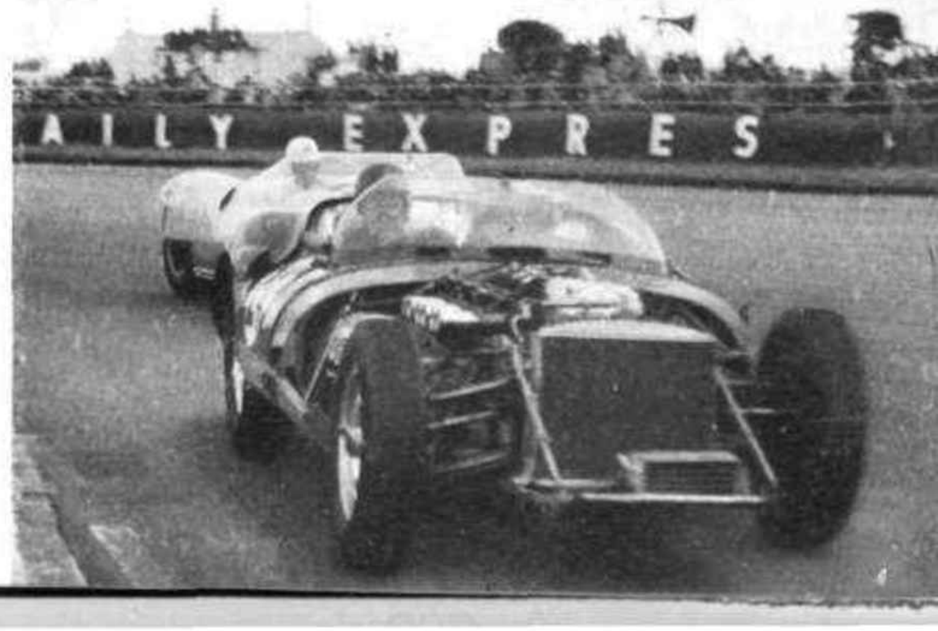
*THE FINISH THAT NEVER WAS.—Graham Hill pushes his broken B.R.M. over the line at Syracuse and hands it to a mechanic. Unfortunately the excitement was such that no official member of the Club saw this and Graham was officially retired instead of being given seventh place.*

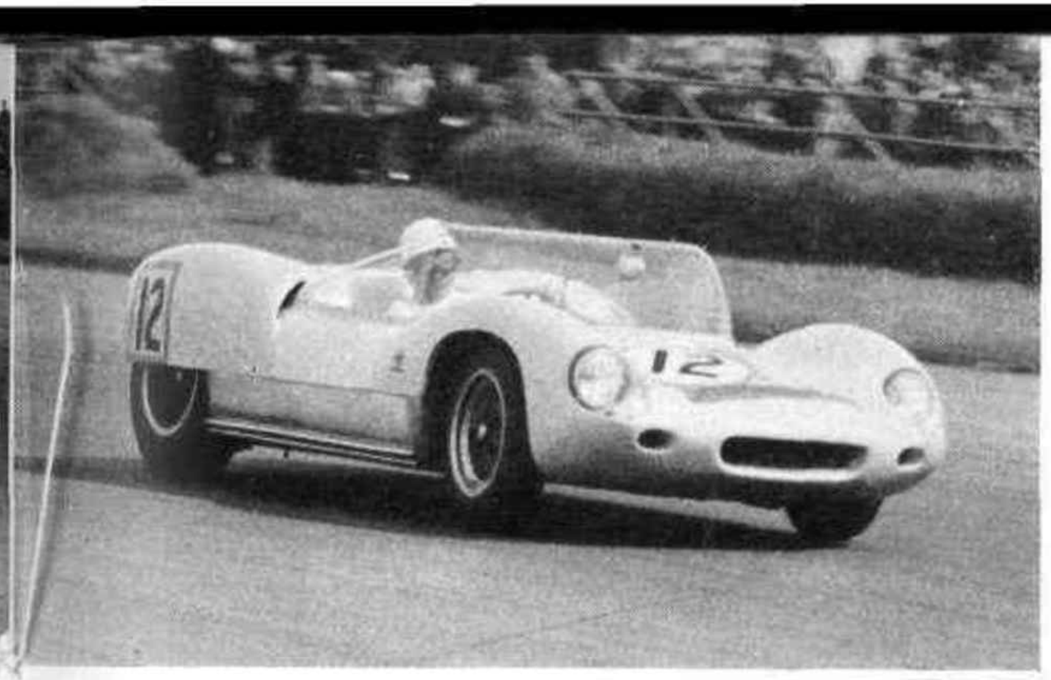


*HAPPY TAVONI, WORRIED BAGHETTI.—Ferrari team manager Tavoni with a happy smile looks at new-boy Baghetti, who is a little worried by the crowds of well-wishers.*

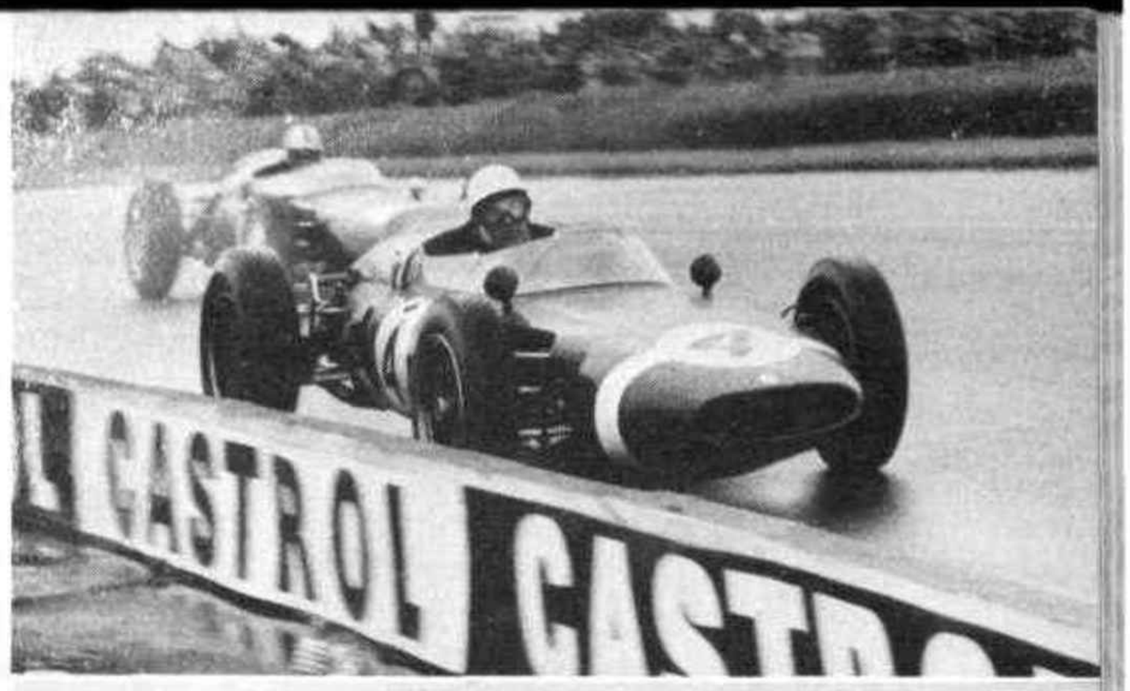
*RAIN SCREEN.—The Inter-Continental race at S the race. Here at the start McLaren, Ireland*

*NAKED.—On the first lap of the sports-car race Ro Bloxham's Lister-Jaguar lost its bonnet due to broke safety catches. Here Henry Taylor in the 1½-litr Laystall Lotus prepares to pass him.*





*EASY.—Moss looked to have the sports-car race in the bag with the U.D.T.-Laystall Lotus Nineteen but having lapped Henry Taylor in a 1½-litre Lotus from the same stable he decided to go round with him and was nearly caught by Salvadori in a new Cooper Monaco.*



*THE MAESTRO.—Moss showed that he still has that little extra something which puts him above all other drivers when he lapped the whole field in the 80-lap Inter-Continental race at Silverstone. Here he has just taken the lead from Brabham, whom he was to lap before the finish.*



*FIRST OUTING.—John Surtees gave the new Vanwall its first airing and drove the powerful car well after an early spin which filled the nose with dirt and grass. He is seen nipping inside Brooks' B.R.M.*

*CLOSE.—Peter Arundell and Trevor Taylor lead the Formula Junior race at this stage but Arundell broke a contact breaker and Taylor slowed right down but not before Jim Russell had taken a decisive lead in his Lotus from Tony Marsh's similar car.*



*BATTLE OF THE MINIS.—The three ADO15s of Whitmore, Aley and Aston changed positions repeatedly throughout the Touring Car race but it was test-pilot Bill Aston who arrived at Woodcote in the lead on the last lap. Here the order is Aston, Aley, Whitmore.*

*ilverstone was spoilt by the incessant rain which fell throughout most of , Brabham and Moss accelerate away from the rest of the field.*

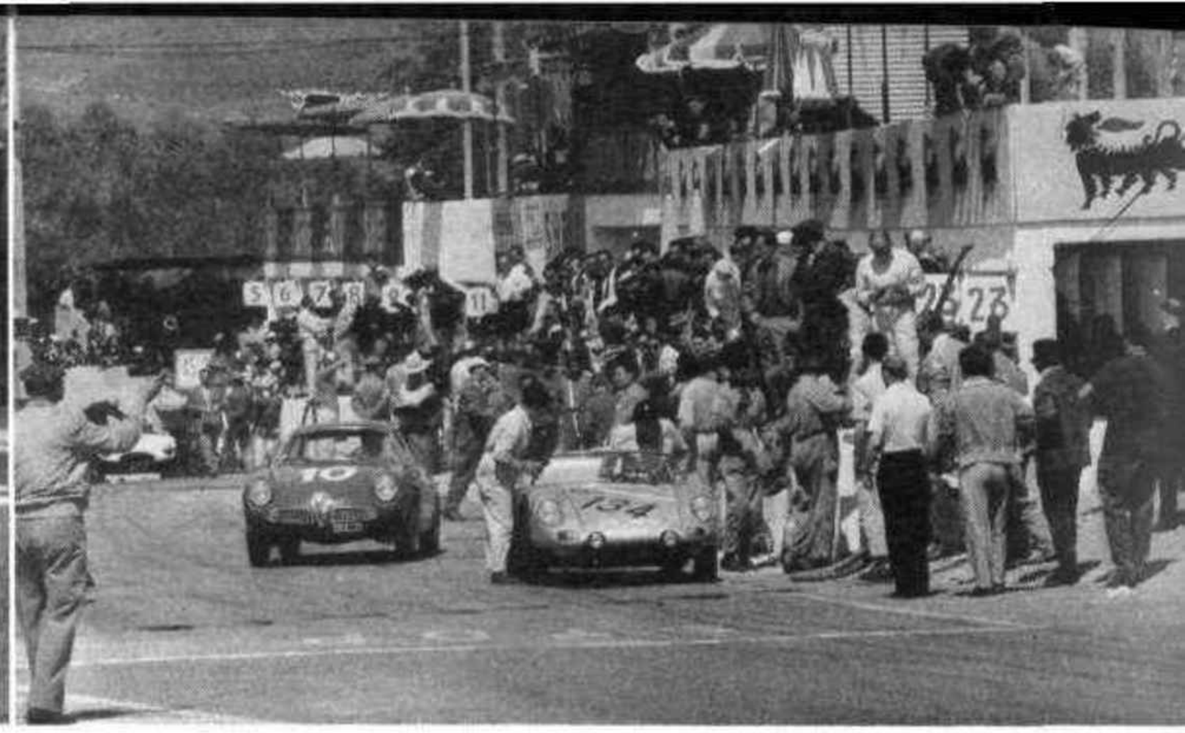
*SHOCK for our stiff upper lips was provided by Dan Gurney's Chevrolet Impala which led the touring-car race until a rear wheel disintegrated. Graham Hill pressed the Chevvie hard after Salvadori dropped out but would have been hard pressed to have taken the lead.*








*MORAL VICTOR.—Moss leaves the starting line in the Camoradi Porsche at the beginning of the 45th Targa Florio. Little did he know then that after 712 kilometres he was to break down only a stone's throw from the finish whilst in a comfortable lead.*



*PIT PANIC.—The usual pit chaos can be seen here as Dan Gurney takes over the main works Porsche from Bonnier. These two eventually came second. Pulling out from the pits is the Alfa Romeo of Taormina/Tacci.*




# TARGA FLORIO

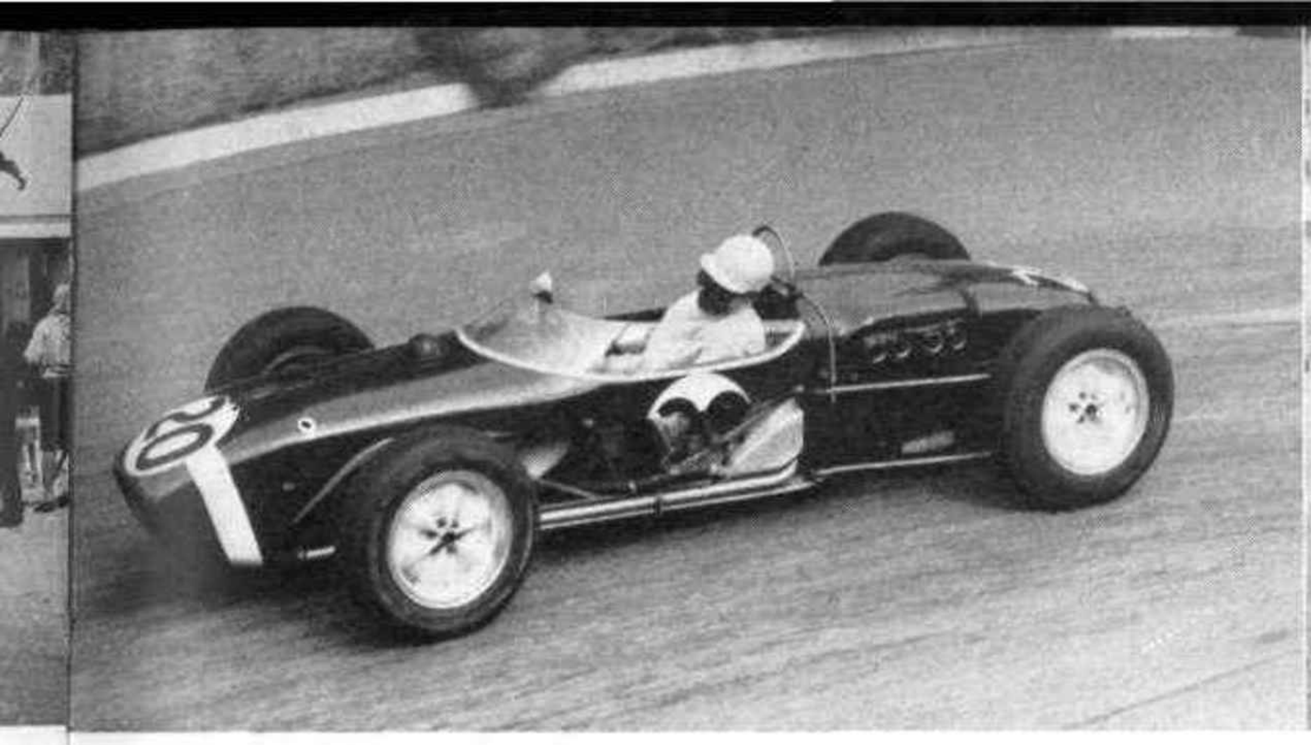
*CARVING THROUGH THE FIELD.—With much fist waving von Trips in the winning Ferrari forges past the slower cars. Here, just past the pits, he is attempting to get past the Mantia/Napoli Fiat 8V.*

*CLASS WINNERS.—The G.T. Porsches came first and second in their class. Here is a typical Targa shot showing the minor damage which is done to almost every car before the race finishes.*

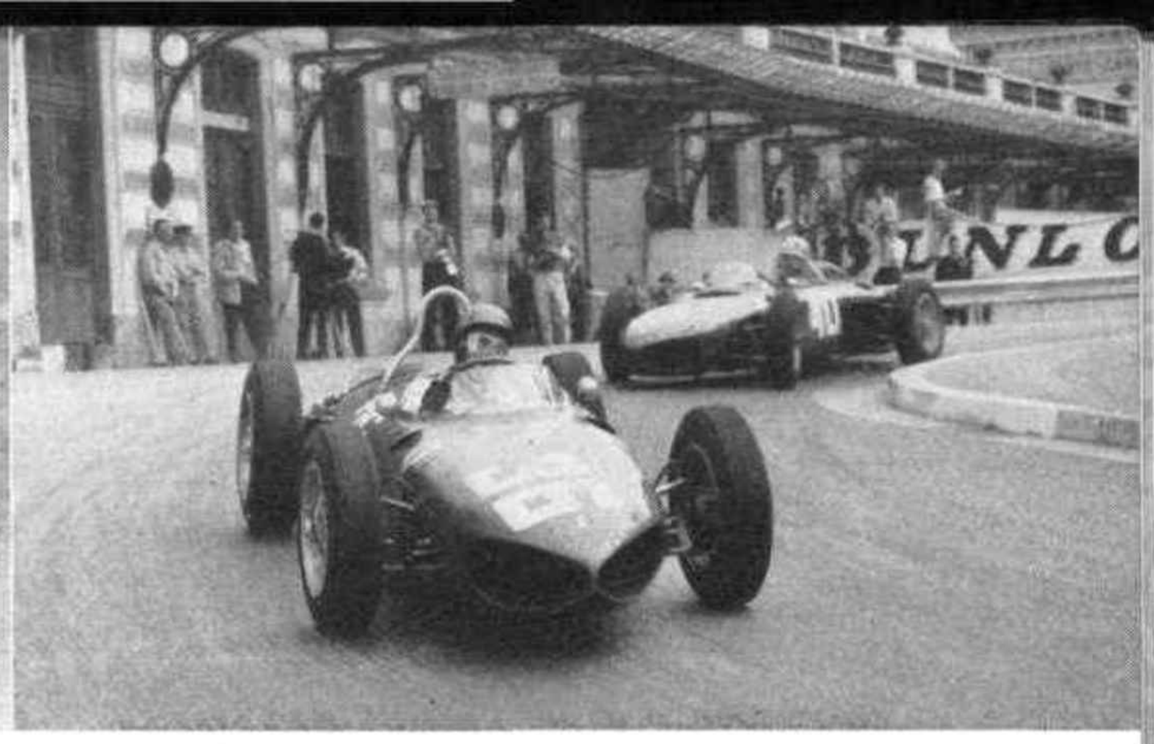



*RUNNERS-UP.—The Maseratis entered by Scuderia Serenissima were not quite fast enough to keep up with the Porsche and Ferrari teams. Here is Maglioli in the rear-engined Type 63 which he shared with Scarlatti, finishing fifth.*





*VICTOR KEEPS COOL.—Once having got into the lead Moss drove a very clever race, never letting the opposition close with him. The side panels are removed for extra driver ventilation.*

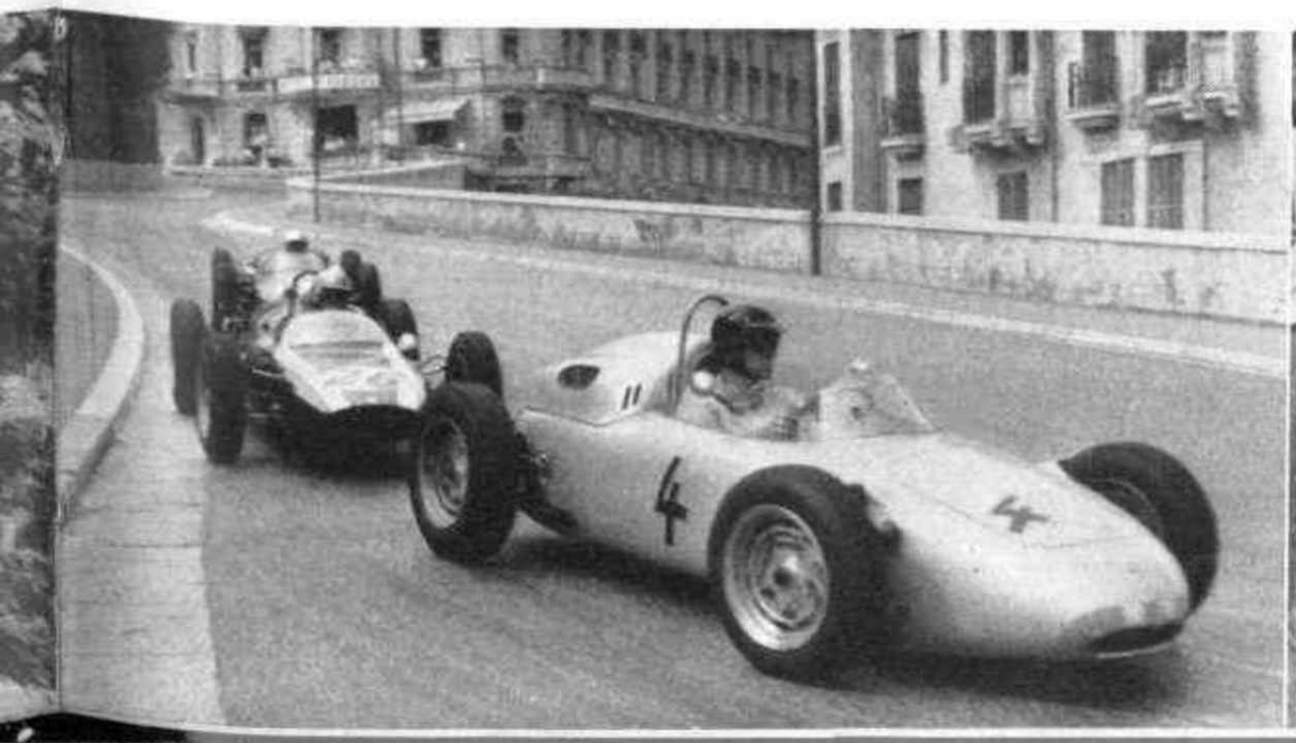


*FERRARI MENACE.—The Ferraris were the main threat to Moss, but Ginther, who equalled fastest lap with Moss, left his effort too late. Here von Trips follows the American out of Railway Hairpin.*

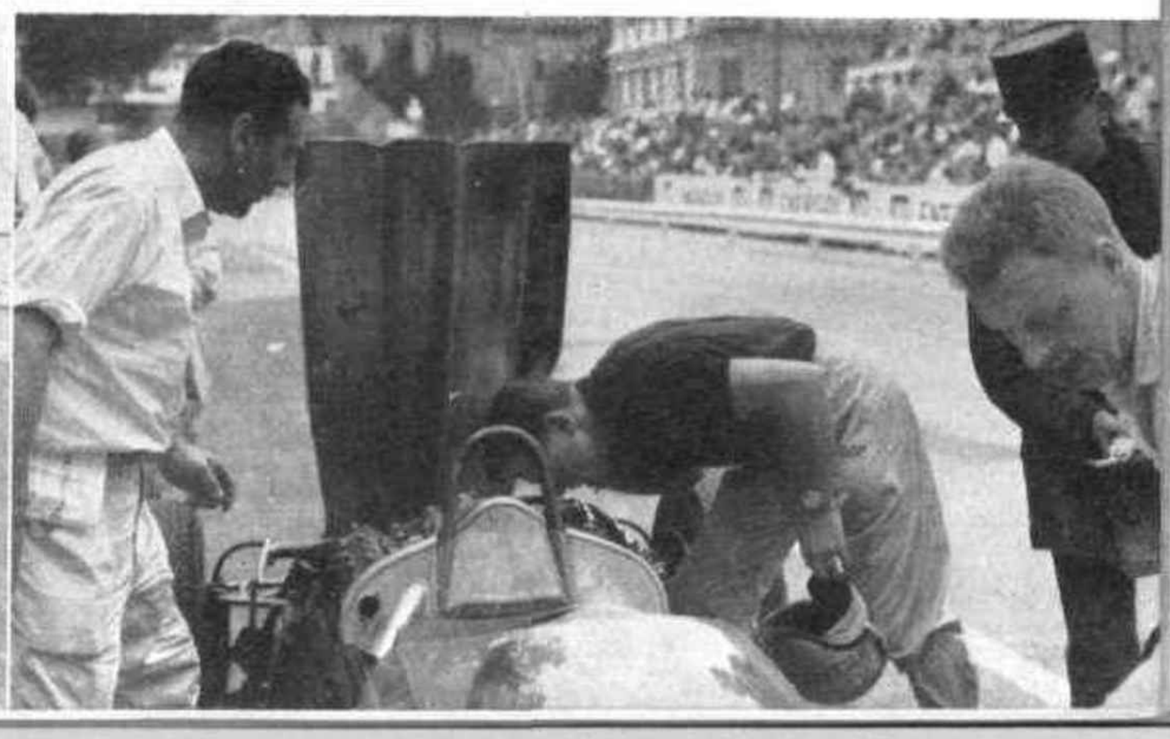
# MONACO GRAND PRIX




*START.—Ginther leads up to the Casino with Clark, Moss, and the rest close behind.*



*OLD PORSCHE.—Gurney in the old Porsche being pursued hotly by the Coopers of McLaren and Surtees.*



*FUEL STOP.—McLaren ran out of fuel just before the end due to a leak; here John Cooper (left) looks a little worried while Bruce looks for the trouble.*

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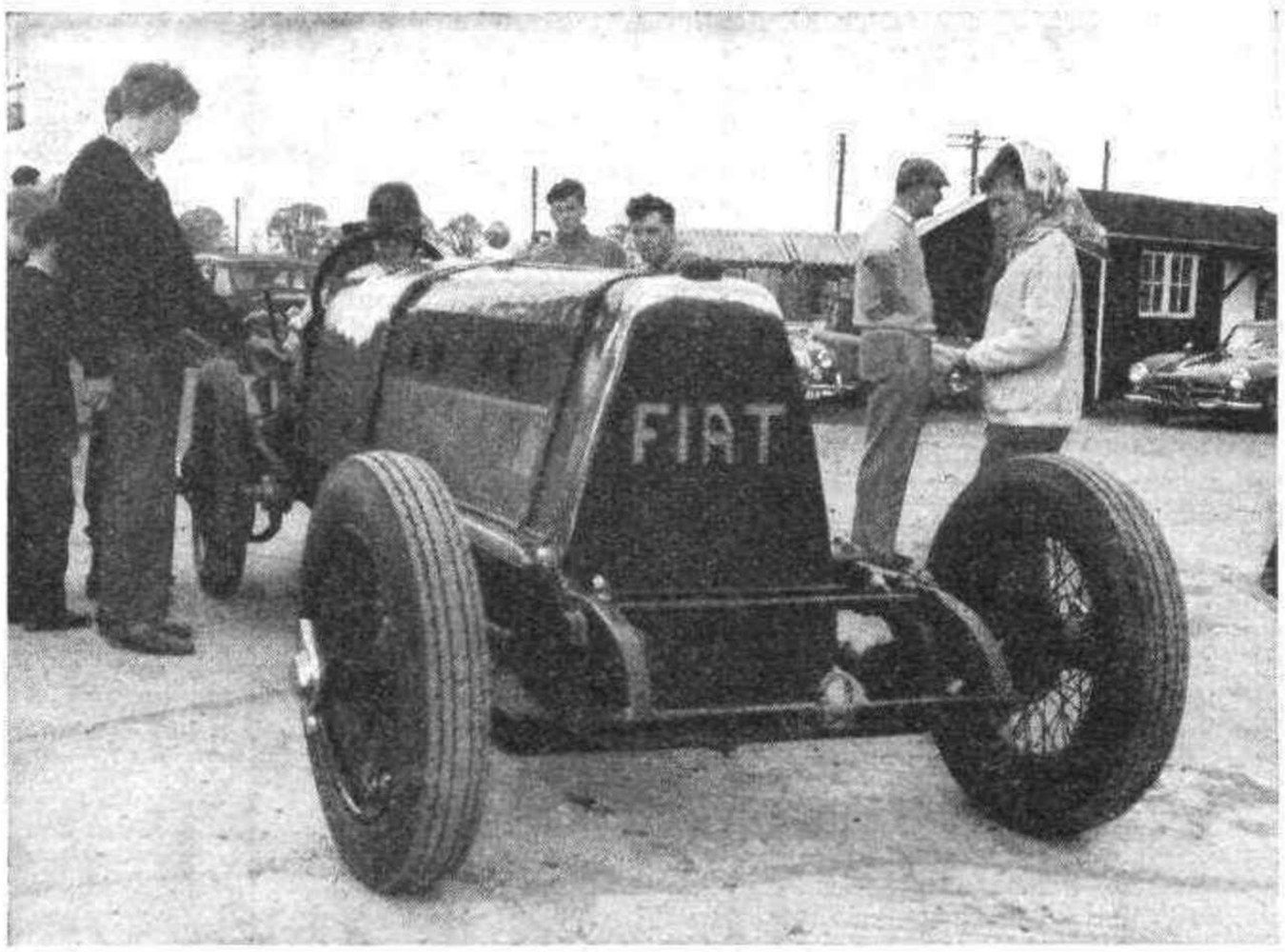
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# VETERAN—EDWARDIAN—VINTAGE

## A Section Devoted to Old-Car Matters




*IN ACTION AGAIN.—The high-light of the V.S.C.C. Silverstone Meeting was the re-appearance of the 21.7-litre aero-engined Fiat "Mephistopheles," splendidly restored by C. E. Naylor and driven by W. A. Briggs. When it started up, the rain, the cold, everything unpleasant was forgotten. The Editor took this picture of it during starting-up operations in the Paddock.*

### THE V.S.C.C. SILVERSTONE RACE MEETING
**(April 22nd)**

RACING vintage cars is more fun for the drivers than the spectators but the latter get a very big share of the satisfaction, and in spite of a continual downpour for the first 1961 V.S.C.C. Silverstone Meeting a big crowd filled two of the large grandstands. Moreover, an entry of 166 emphasised the healthy state of vintage motor-racing.

The delight of such racing lies in the variety of the cars. Mostly these were old favourites, although the star attraction was the first post-war appearance of the 21.7-litre Eldridge Fiat, details of which appear in the accompanying panel. This great and historic aero-engined monster has been beautifully restored under the aegis of C. E. Naylor of Manchester and was ably demonstrated by a brave W. A. Briggs, who was driving in his first motor race! The long-bonneted red Fiat had 6.00×21 Dunlops on its front wheels, one Dunlop and one Palmer Reinforced tyre at the back, was using straight petrol and was tow-started by a smart Ford Zephyr. It only ran in one race, finishing last, but it made the day for many people present and I cannot wait to see it unleashed at Oulton Park on June 24th or, better still, in the Brighton Speed Trials next September, for, lacking Brooklands (and brakes) the old 1907 Fiat needs a straight run to do itself justice.

Another newcomer was the ex-Allen brothers' 1922 Strasbourg G.P. Sunbeam impeccably restored by P. A. Mann. It had the correct mud-shield over the off-side front wheel, which was appropriate to the filthy weather conditions, but its 4-cylinder 2-litre 16-valve engine was down on revs. Mr. Mann is in the happy position of coming up every so often with the most delectable old racing cars!

Otherwise, most of the entry were old favourites. Skinner's Salmson-G.N. is the ex-Arnold Forster Anzani-G.N. now with 1930 12/24 Salmson S4 engine installed and hydraulic back brakes from a Morris Eight. Alas, like the Frazer Nash "Patience," it understeered so violently in practice that the near-side stub axle broke off. Frank Lockhart drove to the course in his back-braked, very accelerative Peugeot-J.A.P., which is unchanged from last year except for air-scoops in the bonnet-top, which were hardly an asset in the rain. A scruffy but spacious Terraplane saloon towed the trailer carrying Cook's Austin Seven, Mudd's Alfa Romeo was apt to shed oil and Harris had an Austin Seven big-end to replace when Friday's practice ended.

Saturday commenced with a One-Hour High Speed Trial in which most of the very damp competitors contrived to qualify. Rawlings looked like Gagarin but in a 14/45 Talbot instead of a space ship, three Gwynne Eights were circulating, including Woodburn's very smooth sports model, Byworth kept the sun-roof of his 1934 (p.v.t.?) Riley saloon open in spite of the deluge, and Bowles' 6-cylinder Continental-engined Marendaz Special finished in spite of sagging oil pressure. Collingringe drove a fascinating 1929 Powerplus-blown Riley Nine with racing body, C. J. Blyth a twin-S.U. Boyd-Carpenter-bodied 1930 Austin Seven with Cambridge alloy head, but several of the cars looked neither vintage nor p.v.t.

The first 5-lap Handicap proved an easy race for Crocker's 1937 4½-litre Lagonda, but Brogden's 1925 3-litre Bentley might have won had it not spun at Woodcote on the last lap. As it was, Minchin's 1934 Aston Martin was second, Reed's 4½-litre Lagonda third, Bishops' 1936 Aston Martin making fastest lap (64.75 m.p.h.).

The 5-lap Edwardian Handicap followed and while we never get all the giants out together, the field numbered eight, from which Neve's 1914 T.T. Humber soon excused itself. Philip Mann had a lap start in his immaculate but sedate Hillman-Coatalen and for three laps kept his lead, while Sam Clutton went about disposing of Williamson's 90 Merc., the Sixty Itala lapping at 58.83 m.p.h. in the process. Meanwhile Barry Clarke's 1913 Talbot Twenty-five went as a good Edwardian tourer should, winning comfortably from the Itala and Mercedes. The Fiat "Mephistopheles" was last, having no firm anchorage, but how fine it looked and how glad everyone was to see it alive again! Lord Montagu's 1912 Coupe de *l'Auto* Sunbeam sheared a key in the transmission and didn't reach the start.

The Spero Trophy Race is an excellent idea to encourage the smaller vintage racing cars (up to 750 c.c. s/c., 1,100 c.c. non-s/c.), and eight of these splashed round for 10 laps, Meyhew's modern-looking Riley by far the fastest. McArdle's Riley was second in spite of a spin, Harris' Austin third. Abrahams now has twin carburetters and a 3-pipe exhaust on his Singer Junior Special but it retired early, perhaps because its driver's vizor had fallen off. Lockhart was a noble fourth on rear-wheel-brakes and two cylinders, ahead of Batho's very attractive twin-S.U. Amilcar-Riley.

The next 5-lap Handicap caused great excitement in the Boddy camp as it counted as an Inter-Register Contest, an idea of the Fiat Register, although the programme said absolutely nothing of this. Peter Moores drove his Talbot 105 through the field from the 5-sec. mark with his usual brilliance to win at 56.31 m.p.h. and 4 m.p.g., catching Winders' 1926 8/20 Humber comfortably before the finish. Buchan's 1½-litre Alfa Romeo was third, Danaher's slightly astonished 1929 Austin Twelve tourer, hood erect, fourth, Mays' Humber Special fifth and Rawlings' 14/45 Talbot tourer sixth. Moores lapped at 58.24 m.p.h., in sober fact not quite so fast as the 1908 Itala two races earlier. Wall and Green drove original Chummy Austins.

So to the big race of the still very wet afternoon, the 10-lap Itala Trophy Race for Vintage Racing Cars, of which 16 lined up, the only slightly suspect customer being Mudd's Monza Alfa Romeo, which was there, I gather, because Ramponi says it was screwed together in 1930. Berry led all the way in his beautiful blown 2.3 Bugatti, the sound of tearing calico emerging through

the spray. Bradley's 4-seater 4½ Bentley was overtaken by a sliding McDonald in his well-known 4½ Bentley on lap three, and these three ran away from Bergel's 2.3 Bugatti, Tozer's Amilcar Six and Eckersley's 2-litre G.P. Bugatti. All drove ably under motor-boating conditions. This time Halkyard took Clifton's 90 Merc., which goes very well for a standard Edwardian; it was rewarded for its wetting by winning the Handicap.

Another 5-lapper saw St. John's Frazer Nash win from Mays' little low aluminium Humber, Still's Frazer Nash third—one of the joys of a V.S.C.C. Meeting is the number of decent Chain Gangsters at large. Lockhart's Peugeot-J.A.P. beat Miss Fowles' S.S.100 away and came in fourth.

The E.R.A.s came out of winter hibernation for the 10-lap Allcomers' Race but for six laps it was Margulies who led, in the ex-Spero 1934 2.9-litre Maserati, turning on lots of power out of the corners. Then the proud straight-eight machinery tired and the irrepressible Douglas Hull rocketed into the lead in the 2-litre E.R.A. and by lap nine the Maserati finally faded away, the casing of its ZF differential having broken, giving second place to Clifford's Alta, the recently-married Syd Day having to be content with third place in the E.R.A. McDonald chalked up the Vintage Award.

The meeting concluded with three more 5-lap Handicaps. Bradley led all the way to win the first, from Cooper's very purposeful blown 8-litre Bentley (*see* MOTOR SPORT, September 1960), Morris' 6½ Bentley just holding off Quartermaine's 30/98 Vauxhall in this dice of the heavies. Meyhew's Riley was best 1,100, Ashley's quick Frazer Nash best 1½-litre, Footitt's G.N.-A.C. winner of the 1½-3-litre section.

The sound of E.R.A.s again enlivened the next race, but Sumner drove so well in the splendid A.C.-G.N. (Do *you* know what its radiator is from ?) that he won at an excellent 60.73 m.p.h., from Spence's Frazer Nash and Reed's stately touring 4½ Lagonda. Hull was nowhere and let Husband's very fast 1934 Talbot Special, which now has a blown engine, make fastest lap at 66.69 m.p.h., which was bettered only by Berry's 68.75 m.p.h. in the Itala Trophy Race.

Although the Bentleys were out in force, the final race was a victory for Quartermaine's 30/98, to the joy of Laurence Pomeroy and his family who were watching from the Press Box. Moffatt's Brescia Bugatti took a well-deserved second place, Harwood's Frazer Nash being third. Unfortunately on the last lap Douglas drove Durdin's 30/98 into the Woodcote ditch, where last year it removed its front axle. Car and driver escaped much damage, but less fortunate was R. J. Cooper, whose beautiful blown 8-litre Bentley followed the Vauxhall in, head-on, pushing the front axle under the crankcase and hospitalising this keen driver.—W. B.

**All the Winners :**

| | | |
|---|---|---|
| **1st 5-lap Handicap :** J. W. T. Crocker (1934 4½-litre Lagonda) | 60.78 | m.p.h. |
| **Edwardian Handicap :** B. M. Clarke (1913 25-h.p. Talbot) | 49.76 | ,, |
| **Spero Trophy Race :** E. J. Meyhew (1930 Riley Nine) | 57.79 | ,, |
| **2nd 5-lap Handicap :** P. C. L. Moores (1931 Talbot 105) | 56.31 | ,, |
| **Itala Trophy Race :** J. Berry (1928 2.3 s/c. Bugatti) | 67.20 | ,, |
| **3rd 5-lap Handicap :** G. S. St. John (1929/34 Frazer Nash) | 59.98 | ,, |
| **Allcomers' Scratch Race :** D. H. C. Hull (1936 2-litre s/c. E.R.A.) | 61.71 | ,, |
| **4th 5-lap Handicap :** M. J. Bradley (1925/30 4½-litre Bentley) | 64.58 | ,, |
| **5th 5-lap Handicap :** D. W. Sumner (1925 A.C.-G.N.-Hampton) | 60.73 | ,, |
| **6th 5-lap Handicap :** M. L. Quartermaine (1921/4 30/98 Vauxhall) | 54.24 | ,, |

**This year** the V.M.C.C. Banbury Run for pre-1931 motorcycles takes place on June 25th, starting and finishing from Shenington Airfield, six miles from Banbury, zero hour 10.30 a.m., and the V.S.C.C. Light Car Trial will be held on June 11th in the Salisbury area.

* * *

**A vintage 3-litre Bentley** belonging to a member of the B.D.C. figured in the " The World Around Us " in the I.T.V. " For Schools " programme recently.

* * *

**We hear** that up in the Montrose area there exist a 1923 air-cooled vee-twin B.S.A. four-wheeler, in regular use, a veteran Cadillac that is still used occasionally, a 1926 Morris Commercial lorry, the wreck of a *circa* 1911 Delaunay-Belleville, an Argyll radiator and engine used as a stationary power unit, and a 1925 model-T Ford sedan in a local Ford agents. Our correspondent says none of these is for sale and he won't forward letters to the owners. Tantalising.

* * *

**Good show** ! Blackpool Corporation has brought out again four old trams, of the 1898-1901 era, retired by 1935, restored them and put them back into service.

## THE ELDRIDGE FIAT




The Eldridge Fiat, originally called the Fiat " Mephistopheles," now owned by C. E. Naylor, has a remarkable history.

In 1908, shortly after the opening of Brooklands, a match race was arranged between F. Newton driving one of S. F. Edge's 6-cylinder 90-h.p. Napiers and a vast 4-cylinder Fiat entered by D'Arcy Baker, the London Agent, and driven by Felice Nazzaro, the firm's crack driver. The Napier breaking down, victory went to the Fiat. The B.A.R.C. electric timing apparatus showed Nazzaro to have lapped at 121.64 m.p.h. but hand timing did not confirm this speed and there has always been controversy as to whether the car did in fact do over 120 m.p.h. or merely 108 as shown on the watches.

Following the 1914-1918 war, " Mephistopheles " was resurrected and raced with considerable success at Brooklands. The engine was wrecked, however, in the 1922 Brooklands Whitsuntide meeting and the car was acquired by E. A. D. Eldridge, who proceeded to install a 160 × 180 mm., 6-cylinder, 21,714-c.c. A12 Fiat aero-engine, *circa* 1914-18, first lengthening the car 18 in. The A12 Fiat engine has separate cylinders, each secured by 10 studs and a 12-mm. spigot. Welded sheet-steel water-jackets round each cylinder are coupled by innumerable hose-joints, and four o.h. valves are slightly inclined in each cylinder and operated *via* rockers from a rear-driven o.h. camshaft. These engines gave 260 b.h.p. at about 1,700 r.p.m. on a compression ratio of 4.3 to 1, while later versions used a 4.75-to-1 compression-ratio. Normally, ignition was by two coil-fed plugs in each cylinder but Eldridge fitted two additional plugs, or 24 in all, and two carburetters on the off side. The original 1907 Fiat gearbox is retained, likewise final drive by side chains.

It was in this form that the Fiat was used for record breaking by Eldridge and in 1924 at Arpajon he broke the World's Land Speed record at 146.01 m.p.h. It lapped Brooklands in this form at 125.45 m.p.h. when contesting, in 1925, that fabulous 10-lap match-race against Parry-Thomas' Leyland-Thomas, leading until it threw a tyre tread, which lost Eldridge the race and £500.

The Eldridge Fiat has now been completely restored by A. P. H. Gresham and W. A. Briggs, assisted by John Naylor.

**We hear** that a *circa*-1920 Foden steam lorry on solid rubber tyres languishes with some vintage petrol lorries, two H.E. tourers in poor condition and half-a-dozen motorcycles in a disused quarry in Cheshire, and that a 1919 or earlier G.M. lorry, used as a breakdown truck, with Ford engine, is in need of someone to restore it. It is in the Midlands and has wooden artillery wheels, etc.

* * *

**This year's** membership list of the V.S.C.C. of Australia shows their vintage-car members to possess between them three Alvis, three Lancias, three Rolls-Royces, three 14/40 Vauxhalls, two each of 3-litre Bentley, 30/98 Vauxhall, Delage, Chrysler, Star, Riley Twelve, Edwardian Vauxhall and Morris-Cowley, and lone examples of Riley Nine, 509 Fiat, Amilcar, Minerva, Chenard-Walcker, S.C.A.T., Benz, Delahaye, Austin Seven, Metallurgique, Argyll, Sunbeam, Type 40 Bugatti, Lea-Francis, 24/100 Mercedes and Majola.

## THE MONTAGU MOTOR MUSEUM LIBRARY

On April 28th guests of Lord Montagu of Beaulieu attended a pleasant luncheon party at the Dormus to celebrate the opening of the Museum's Library, housed in former servants' quarters of Palace House. An interesting variety of cars brought members of the motoring Press to Lord Montagu's party. The Editor of *The Autocar* had pressed along all the way from Epsom in a painstakingly restored 1909 cab-like Austin with central driving seat. A well-known Fleet Street journalist came in an SP250 Daimler, and Boddy's well-laden Fiat Giardiniera was only just outpaced between Lyndhurst and Beaulieu by D. B. Tubbs' Austin 850.

In a speech of welcome Lord Montagu remarked that he hopes that this year will see Beaulieu's millionth visitor. On May 17th the complementary Museum at Brighton was opened and while a frequent interchange of exhibits will be made between the two Museums, the tendency will be to exhibit veteran cars at Brighton and the more sporting vehicles at Beaulieu. Incidentally, a new Catalogue of the Beaulieu Exhibits is now available, for 3s. post free, from the Museum.

Various improved amenities for visitors have been made at Beaulieu, which have necessitated leaving the opening of the proposed new speed trial course until next year. It will run up past the old Brooklands entrance gates where, by then, Beaulieu wine should be coming from the vineyards.

The Museum's National Transport Library has received financial help from Jaguar, B.P., Leyland, Castrol and the A.A. Already it embraces a fine collection of bound MOTOR SPORTS, *Autocars*, *Motors*, *Car Illustrated*, *Autosports*, *Motor Cycles*, etc., etc., many historic books, 11,000 catalogues and 1,000 instruction books. The Librarian, L. G. Firmin, will be on duty during office hours to handle inquiries, arrange photostatic copies of the Museum's books, take orders for photographs from the negatives of W. J. Brunell and others, and admit research workers and students.

Lord Montagu referred to financial help that will be extended to serious research writers and to the new Montagu Motor Books, of which " Lost Causes " is No. 1, " The History of Montlhéry " is No. 2 and his story of Jaguar will be the third in a series of which three books a year on historic motoring subjects are visualised. We were then introduced to Lord Montagu's new heir, the Hon. Ralph Montagu, and the assembled journalists having drunk the baby's health, they departed to inspect the many fascinating volumes in Beaulieu's new Library.

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**One finger or two?** Following last month's reference to ancient typewriters we note that the Editor of the Humber Register Magazine uses an 1892 Blickensderfer. Any others? At this rate someone will want to form a vintage and veteran writing appliances society! The Editor of MOTOR SPORT, however, admits sadly that in spite of its fearsome appearance his accountancy-type Underwood is probably merely a p.v.t. . . .!

* * *

**News of recent " discoveries."** An Armstrong Siddeley d/h., probably a Twenty, rotting away in Newport Pagnell, and the Standard Register has discovered the remains of a 1913 9.5 Standard 2-seater, what is left of a 1912 Rover landaulette, some bits of a flat-twin Rover Eight, five " rather far gone " model-T Fords, Edwardian Studebaker, a huge pre-1914 Wolseley lorry, with an elder tree growing through it but possibly restorable, an A.A. lorry, some dozen ancient motorcycles and the remnants of a horse-drawn hearse, all in Worcestershire, while it knows of a restorable 1919 9.5 SLS 2-seater Standard in Birmingham and has 86 Standards on its books.

* * *

**Vintage Miscellany.** Information and technical data is sought by readers about (*a*) the ex-Kay Petre s.v. Austin Seven works racing engine, (*b*) 7-stud wire wheels that would fit a 1932 Packard 2-seater in course of restoration, and (*c*) who originally owned the 1925 Daimler KA 1234, engine No. 45350, chassis No. 23235, now owned by someone in Chorlton. Letters can be forwarded. The Royal College of Science M.C. need a 1908-1922 Gwynne 3-stage turbine pump for their well-known 1916 Dennis fire engine, and the Editor would like any pre-war copies of *The Aeroplane* and *Commercial Motor* that might otherwise go on the bonfire. There is also a request for a vintage *chassis*, if anyone has one they have given up rebuilding, and someone else seeks vintage *radiators*, in reasonable shape and nominal price; collection could be arranged in both cases. Another reader offers 12/35 Swift and Chrysler 60 instruction books and, finally, for this month, there is a 1927 A.J.S. 350-c.c. motorcycle for sale for about a " fiver " in Wales, an Avon Standard is rotting in a Surrey car park, and an early Overland with tipping truck body exists in Lancashire.

* * *

**The Fleet Carnival Rally** takes place on June 18th (entries close, June 11th), with *Concours d'Elegance* classes for vehicles of all types from veteran, Edwardian and vintage cars, lorries, steam traction engines and taxis to modern cars and scooters, with a prize for the most elegant lady and car. Entry fee 5s. per class. Forms from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

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## VINTAGE CARS AT OULTON PARK

The high-light of the vintage season is surely the V.S.C.C. at Oulton Park, when, to the attraction of the sight, sound, smell and variety of historic racing cars is added the picturesque setting and sporting course of the Cheshire circuit.

This year the meeting takes place on June 24th, practice from 10 a.m. to 11.45 a.m., racing proper commencing at 1 p.m. The meeting is open to the public and the main race, the 23-lap Seaman Memorial Race for vintage sports and racing and historic racing cars, will be supported by a Frazer Nash Handicap, All-Comers' Race, a Scratch Sports-Car Race and a series of 5-lap Handicaps. The 300-h.p. Fiat (see page 494) should be one of the attractions and as gentle relief from the racing will be provided by a cavalcade of cars, by makes, from the entry for the *Concours d'Elegance*. There is also to be a parade of one-time racing drivers like Kay Petre, S. C. H. Davis, Kaye Don, etc., in appropriate cars, which should set the cameras clicking. Details from T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Berkshire.

# VINTAGE POSTBAG

### Bell Cars

Sir,

As a regular reader of MOTOR SPORT the issue for last month proved to be even more interesting. " Vintage Postbag " provided the interest in the letter from Mr. J. S. Mackrell regarding the location of an original Bell car.

As the address was Ravensthorpe I thought that perhaps a few inquiries amongst the staff where I work as chargehand coachbuilder would help. I had to go further back than I thought but one chap did remember the Bell car. " Oh yes," he said, " they used to make filters as well. Mr. Ingham of Inghams Pit, Thornhill (Dewsbury) had one, a landaulette HD1 it was, and the D.P.I.S. had some." (Dewsbury Pioneers Industrial Society.)

He also remembered one being used as a taxi in Dewsbury. There was very little else about the Bell car he could remember, though in the ensuing " natter " he mentioned a light car, perhaps a cycle-car made by a firm called Bagshaws near our own works in Batley; their works have been used for years by a firm of boiler makers (Riley's).

However that was all he was able to tell me about the Bell car. I'm afraid the only clue is the HD1. Perhaps the registration authorities can help him in his search.

If however you have any information about the cyclecar made by Bagshaws I would be very interested to hear it.

I am, Yours, etc.,

Batley. R. POTTERY.

* * *

### Brennabor Car

Sir,

I have only recently recollected that for several years in the early " twenties," I was running a Brennabor car, which I believe was German-built. Certainly it was well made, reliable, and reasonably economical for those days, being a medium-sized open 2-seater tourer with dickey seat.

I should be interested to know if any of your more knowledgeable readers can supply information about this *marque*.

I am, Yours, etc.,

Worthing. HILARY CRIPPS.

### Memories of the Essex

Sir,

I have read with great interest the article by Mr. J. A. Hobbs on cars I have owned and was agreeably surprised to see mention made of the 4-cylinder Essex car. I wonder if many people know something of the mechanical details of this car, which had such a fine performance, and several of its features were well ahead of their time.

For instance, the valves had a very large head diameter and were i.o.e., and the inlets were in the detachable head and were operated by rockers which were lubricated by a wick feed from four oil cups in the valve cover. The induction on the near side was the nearest thing to a modern S.U. carburetter I have ever seen, with needle and piston and mixture control. The exhaust manifold was on the other side of the engine, and I have often seen the pipe glowing a lovely warm red if the ignition happened to slip a little retarded. The pistons and con.-rods were generous and the crankpins for the big-ends were hollow, which must have lightened the crankshaft considerably. The oil feed to the big-ends was by splash from four oil-filled depressions in a steel pan in the sump, these depressions being filled by a low-pressure pump (about 5 lb./sq. in.), and this pump had its delivery varied by being coupled to the accelerator; needless to say this was soon disconnected and kept in the full-open position (*i.e.*, the oil pump not the accelerator). The wheels were interesting, being 815 × 105 B.E. tyres on wire wheels with centre-lock fixing nut with a locking catch that had to be released by the rather hefty special hexagonal socket spanner that had to be hammered tight, and the hub of the wheel located itself on five studs about ½ in. high by ½ in. diameter set in the brake drums. The shock-absorbers were "Gabriel Snubbers," a mixture of gramophone spring and webbing and seemed to be quite satisfactory in those days. Other details I seem to remember are the well-built steel body (rather square), a sun visor shield and a windscreen that would open for no screen-wiper was fitted. I have vivid memories of fitting that startling innovation a screen-wiper that was operated by hand *via* a motorcycle throttle lever and Bowden cable. Another point was the radiator. When we had the car first it was painted black and through a few scratches I noticed it was plated underneath the paint, so the paint was removed and the radiator then looked like a small Rolls for it had shutters as well. The lights were not bad (only 6-volt) but the self-starter was good. I am more or less certain that it was of the pre-engaged pinion type although I may be wrong on this. The dynamo coupling was flexible (very), being a piece of radiator hose which used to shear off from time to time.

Anyway, the car as a whole had an excellent performance and was remarkably trouble-free and fairly economical, and seemed to rev at quite high speeds; the power output at that time seemed to me to be enormous.

In another, later, article I see mention of the A.V. cyclecar. I remember the model we owned was a rather frightening affair and some of its details escape me for it all happened so long ago, but there are some of its peculiarities of construction that I can call to mind.

The body was a 2-seater with a screen but no hood, the body sides (no doors) were of some queer thick cardboard, and behind the driver a large V-twin J.A.P. air-cooled engine and motorcycle gearbox; there was a solid rear axle with huge sprocket for the final chain drive to the puny 650 × 65 (?) B.E. tyres. The engine was started by a kick-starter on the driver's side and controlled by motorcycle levers (petrol and air) bolted to the steering wheel; it had a lovely tubular front axle and I feel sure that the springing was ¼-elliptic all round. The steering was direct and one of its most exciting propensities was its habit of overlocking; that is, if one turned the wheel too far on one lock the front wheels would start to turn in the opposite direction, which to say the least was quite exciting if one came out of the garage rather exuberantly, and the jeweller's shop-front on the opposite side of the road to the garage must have had a charmed life.

The oil tank was way up in the nose of the pointed V-shaped prow and the petrol tank somewhere behind it, and it had a lovely brass pump hinged to the dashboard which had to be operated from time to time to keep air pressure in the tank and petrol flowing to the carburetter.

The tail covering was a thin steel cover with large holes for the vast amount of hot air to escape, and though the colour scheme was a vivid red someone had ringed these aforesaid air holes in black, so the whole contraption had the appearance of some large freak ladybird.

I am, Yours, etc.,
RONALD CAMPBELL.

Pembroke.

### A Granville Bradshaw Critic

Sir,

As one of the minor critics of the claims of the great "G. B.," I read Col. Bowden's letter in your May issue (p. 349) with some amusement.

His logic about critics is rather above me, surely I do not have to paint a picture to pass an opinion of one. As to wars being won by high-ranking officers, I thought that the P.B.I. had something to do with them, and even a blind quarter-wit could criticise some of the brilliant decisions of the brasshats—Paschendale to you, sir.

Col. Bowden's comment, "had normal development been done," confirms my previous comments. When this development includes resiting oil pumps, redesigning rocker gear, fitting new crankshafts, etc., there seems very little left of the engine design for which to claim merit. I think Col. Bowden's results testify to the efficiency of the army workshops in India and his local mechanic at Porlock. As for the Anec aeroplane taking off without external aid, as an ex-pilot I don't recall using any rockets or catapults. I was present at the 1923-24 light aeroplane trials and I do not recall any machine that refused to fly.

My own qualifications to pass an opinion on this matter is that at the time in question I ran a motorcycle and car repair shop and several of my customers had these machines—but not for long.

To wind up. May the great "G. B." be with us for many more years. When he passes on we shall have to find something else to argue about.

I am, Yours, etc.,
"OLD TOM."

Sevenoaks.

[Name and address supplied.—ED.]

* * *

### Another "White Elephant"

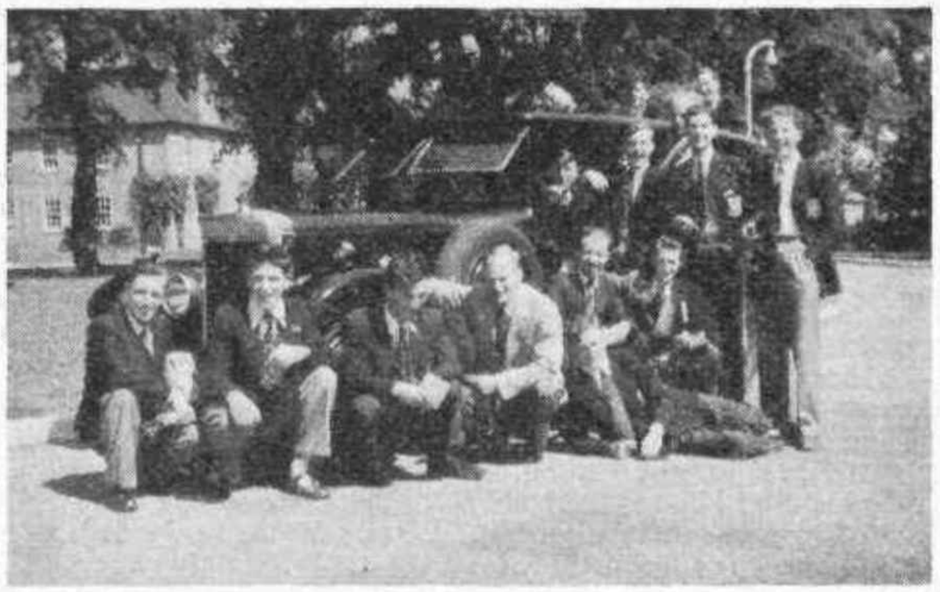
Sir,

Reading the "White Elephantitis" article regarding the more monolithic and venerable Daimlers which appeared in the February issue of MOTOR SPORT brought back vivid memories of one of these noble craft which was bought by a syndicate of nine students, and christened "Lady Chatterley" several years before the recent controversy. She is still in the land of the living, for nobody could muster the will to sell her, unless to a kind home.

Penurious, but in need of transport at University Air Squadron camp, we bought "Lady Chatterley" from a newly-wed architect who had obtained her from a firm of undertakers. Overwhelmed by the sight of the wheelhouse with its magnificent array of levers controlling the engine, and foxed by the reversed brake and accelerator pedals, he decided to learn to drive on something less exotic. The car cost us £35, and the remaining two £5 shares went on tax and insurance for two months.

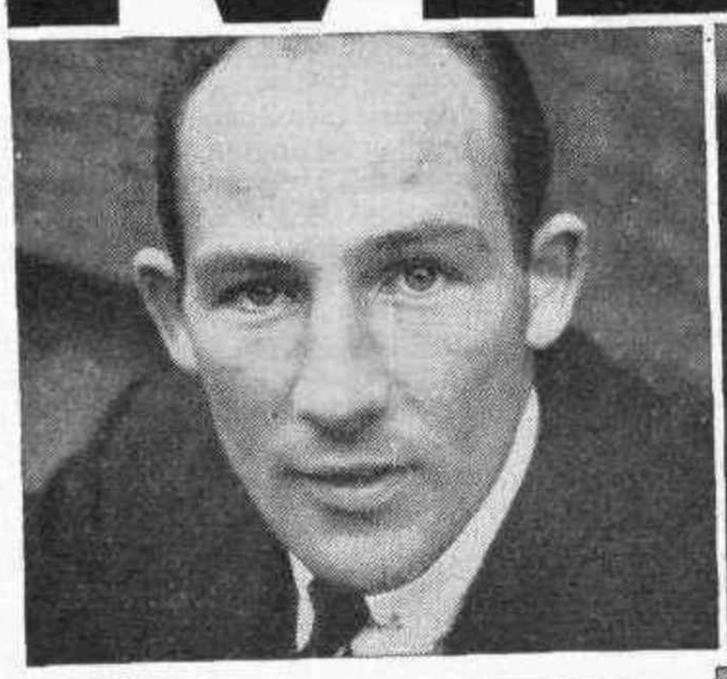
We cannot give many precise engineering details of this car. Daimlers informed us that they had lost most of their records during the war, but they kindly presented us with their remaining Owner's Handbook for a similar class of car. [Presumably a 35/120.—ED.] Unfortunately this went, with most of the tools, when we knocked the toolbox off one night in Como.

Certain facts will, however, never be forgotten. The car was



*Full load for a White Elephant. Another picture of this Daimler appears on page 479.*

# 3 FAST MEN





3 STIRLING MOSS
TONY BROOKS
JOHN SURTEES

3 FAST MEN



*Photo: "The Motor Cycle"*

*. . . whose lives can depend on choosing the best. For racing or everyday motoring, they all say . . . fit*

# FERODO

## ANTI-FADE BRAKE LININGS
## DISC BRAKE PADS



FERODO LIMITED · CHAPEL-EN-LE-FRITH
*A Member of the Turner & Newall Organisation.*

10/31

a 1927 model, of astounding length, height and angularity. It had a block of six separate pots canted slightly rearward. The carburetter, heated to assist vapourisation, was the size of a small football, and contained seven vast jets like tee-pegs. The original Autovac was still retained, and half-a-mile of full-throttle running would bring on the consumptive coughs of fuel-starvation.

Inside the cabin one was faced by the five-spoked wheel controlling heavy but very firm steering. The mixture-lever did something vaguely with the engine, but the advance-retard was disconnected. We always ran pretty well retarded, as there was a thump in the engine which we did not wish to risk exaggerating by any pinking at low revs. This noise we took for big-end trouble, but it was later identified as " sleeve-slap."

The only means of immobilising the machine, as the ignition was operated by a switch, was to remove the gear-handle, and on many occasions this was to be seen accompanying the Squadron to dance or quaff. A cunning security precaution was, however, that the coil-magneto switch was actually wired as the headlamp dip-switch, the ignition being operated from elsewhere.

Vacuum-assisted brakes were a feature of this model. Working on the inlet-manifold depression, they functioned only if the engine was running. On one occasion when our driver had, for the sake of economy, switched off the engine going downhill, he found himself faced with an impending collision at the bottom. As the starter-dog was missing, the only way to resurrect the vacuum was by cranking the engine. The driver's puny footpower could only slightly slow the 2½-ton mass of steel, and pulverisation was missed by a gasp and a whistle.

Various quaint features round the car showed signs of a by-gone age. Although fitted throughout with the revolutionary electric lighting, there were still points provided for mounting the more reliable and accepted paraffin or acetylene lamps, and these were halfway up the forward window pillars, where one would expect to find them on a coach.

Inside the saloon were mounted into the window-ledge little cut-glass bottles, presumably for milady's cologne and smelling salts. The woodwork was beautifully inlaid and finished, and the soundness of the aluminium bodywork as a whole reflected well on Mulliners.

We would contest the automatic diagnosis of white-elephantitis. It is true that "Lady Chatterley's" petrol consumption varied from 12 m.p.g. under normal circumstances to 6 m.p.g. when tackling the St. Gotthard Pass with six up and a quarter-of-a-ton of luggage on the roof. We admit her potential for devouring oil, as between Brenner, Venice and Chiasso, when we fed her out of cans we took with us, she scoffed four gallons.

Nevertheless, before condemning outright this lordly and magnificent beast, we suggest that the economics of the machine be considered under optimum operating conditions.

A Chatterley is no plain man's " three's comfy and four's a squeeze " runabout. When we took her to U.A.S. camp in the wastes of the fens, she regularly carried thirteen on trips to civilisation. At 1d. per head per mile we could amply clear running-expenses, and start an assault on overheads. Normally, however, contributions worked out at 2s. 6d. per head for the 60-mile return trip into Cambridge.

The method of stowage was ingenious. Two bodies sat in the wheelhouse alongside the driver. Three occupied the rear seats. Two squatted on the forward-facing dickey-seats, and one on the jerrycan stuffed between them and topped with a cushion. Three sat on the knees of those in the rear seats, and one lay across the legs of the ones on the dickey-seats and jerrycan. For trips of over thirty miles each way this tended to be a little cramped, and for such loading was generally restricted to eleven.

The machine's handling characteristics varied little with load, providing it was not sufficient to make the rear wheels bind against the mudguards. On the level a variation of 5% could be expected between the consumptions at laden and unladen extremes. With given load, however, up to 30% difference was common between level and hilly sections.

Three experiences are typical of a multitude over several years' love and suffering of " Lady Chatterley."

The first is a fenland road, in the middle of the night. We accelerate to forty and, then, as the engine coughs with fuel-starvation, throttle hard back to allow the meagre suction to fill the Autovac for another spurt to forty, and so on. We hit a bump, and the lights fail. Whilst rewiring, we decide to suck the petrol leads through once more.

Approaching Brescia " Lady Chatterley " is taunted and hooted by a crowd of Italian Teds in a new Lancia. She reaches the downhill stretch leading to the town-centre. Accelerating ponderously to 65, six up and five hundredweight aloft, she overtakes the Lancia and screeches through the town square. A jerrycan falls from the after roof-rack and pursues a policeman from his position on point-duty.

At the summit of the St. Gotthard people wave at us and say they have met us two weeks previously at Tübingen. This sort of thing happens again and again. Most morale-boosting, until you realise it is the car they recognised !

To conclude, a " Chatterley," or a car of similar characteristics can be made an economic proposition, though that came towards the end of the maker's priorities. It is a ceaseless taskmaster, but rewarding in its mighty Presence, which adds feet to one's moral stature. It is a god to be ministered unto, a philosophy, a way of life.

I am, Yours, etc.,

Manchester. KEITH C. JONES.

* * *

**Crossleys**

Sir,

As a Crossley enthusiast I was extremely interested in your article on the now, alas, defunct company.

My first introduction to the *marque* was at the Royal Tank Corps Schools at Bovington in 1928, where we underwent driving instruction on the 4½-litre 25/30 model tender.

We also drove some very slow Crossley Keyress half-track lorries which were modelled on the Citroën, who were pioneers of this type of cross-country vehicle.

Later, in the early 1930s, I had a section of Crossley armoured cars in India. These cars had long-stroke side-valve engines with non-detachable heads. The cooling system was quite unable to cope with the mountainous roads of the North West Frontier and five gallons of water were normally consumed on the 80-mile run from Bannu to Razmah.

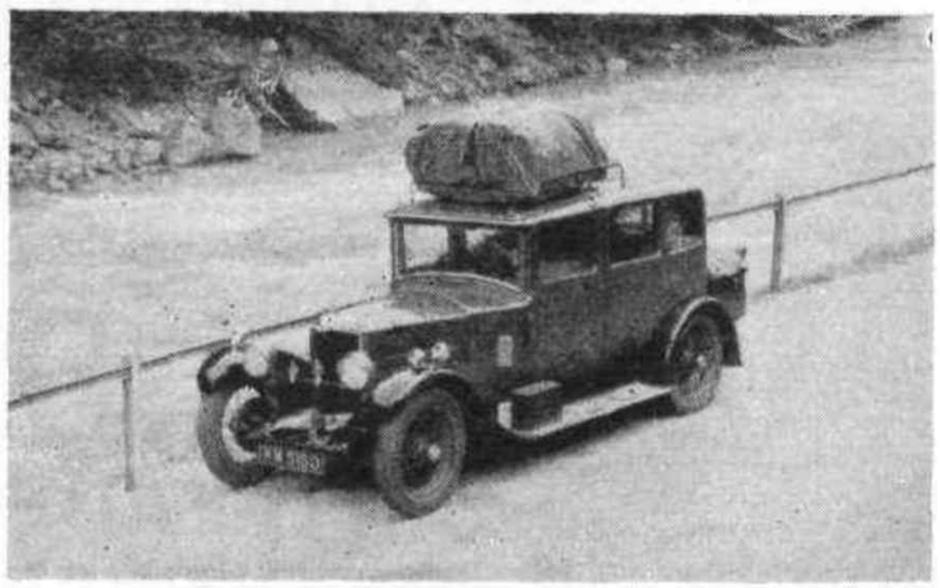
In 1956 I purchased a 15.7-h.p. Crossley Shelsley saloon which had only covered about 25,000 with the original owner in Preston. On retiring from the Army in 1957 I drove this car, complete with family and 4 cwt. of luggage through Belgium, Holland, Germany, Austria and Italy to Trieste. We covered 4,000 miles in two months and only suffered one blow-out. The engine only boiled whilst negotiating the Brenner Pass but it was an extremely hot day and a following Rover was also blowing off steam. Petrol consumption averaged 23.5 m.p.g.

My present job entails spending the whole day in all types of modern cars but few of them have the comfort of the Crossley. I previously owned a 1935 Crossley Regis saloon with the 6-cylinder Coventry-Climax engine, but this car had not the quality of the vintage models as most of the components were bought out.

I always found the Crossley Company most helpful to deal with in connection with spares or technical advice, unlike the present impersonal combines.

I am, Yours, etc.,

Bromley. M. C. POLYBLANK (Major).



*Major Polyblank's Crossley "Shelsley" saloon near Salzburg in Austria.*

# LETTERS FROM READERS

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

## A GIRL AND HER HERALD

Sir,

I am always interested to read what your correspondents think of different makes of car. May a woman driver get into the act?

Maybe I ought to keep quiet, because I read MOTOR SPORT but I am not a speed merchant when it comes to my own driving. Also, I fear I am plunging into the lion's den, because here is a member of the Society for the Encouragement of Triumph Heralds writing to the monthly journal of the VW Admiration Society.

I can't argue cars in technical terms, because I don't speak the language. I just do a good deal of driving, and have been at it for over twelve years, in all weathers, day and night, in eight different countries. (Damage to others, so far, a pound's worth of paint off the step of a 'bus.)

My work involves long-distance pressing-on to get there, followed by days on end of start/stop/turn in narrow city streets. I do a bit of closed-to-club rallying; would always prefer to drive rather than go by train; and am fortunate in that I have to drive a good deal like it or not, and I happen to enjoy it. In fact, I may not know anything but I know what I like.

My last car was a Fiat 600, and I loved it like a mother. When circumstances indicated a change, I decided the only car I wanted and could afford was a Herald; after a year and something over 11,000 miles, I am sure I was right.

After the 600, I wanted i.r.s., good all-round visibility, turning circle and road-holding, general ease of handling. I've got them. I'm a big girl with long legs, and I like to sit well back from the wheel; before buying the new car, I sat in the driver's seat of all the other cars that I could afford, and decided I would get cramp in all of them. If a driver can't find the right position in a Herald he must be a most unusual and fascinating shape.

I know that people say the 948-c.c. Herald is under-powered. I don't think in terms of acceleration against the stop-watch; I need good average cruising-speed and good hill-climbing, and I've got them both. So far, top indicated speed (not far off reality, I think) has been 77 m.p.h. on M 1, with something more in reserve if I had wanted it.

In the first year, petrol consumption has averaged 37 m.p.g.; oil and water consumption are so low that I don't bother to work them out. Tyres look as if they will do the same distance again. I have spent recent weeks charging up and down such inclines as Porlock Hill with the car loaded to capacity, so I intend having the brakes relined at 12,000, and I am coming to think the clutch will need adjusting at the same time. If I'm in a generous mood, I'll stand the car a new set of plugs, but they won't be essential.

*Major fault :* A bad boot-leak in early days, which has not recurred.

*Minor faults :* Intermittent trouble with the near-side door; occasional tendency to stick on the part of the off-side window; the handbrake is no better than most others (and they should all be ashamed of themselves). A steering-column squeak, now cured; various squeaks, thumps and bumps which vanish after tightening-up all round. A mild attack of hiccoughs at 2,000, cured by adjusting the carburetter setting. The wheels needed balancing at 6,000.

*Minor snags :* Wind-whistle; difficulty of balancing warmth, fresh air and dislike of draughts (or am I too fussy ?). My coat-cuff gets mixed up with the door handle when I reach for the winding-knob. Inaccurate petrol gauge; and I should like either more instruments or more warning lights. The sequence of light-control settings seemed back-to-front, and I have altered them to give an upward sequence of side-dips-full. The main beam is nothing special. The wipers are noisy.

*Major advantage :* No trouble. I just keep on getting in, switching on, driving away, getting there, coming back, switching off. Very restful.

*Minor advantages :* Paint and trim still in good shape after a rainy year. Upholstery bearing up under the combined strains of supporting a mobile office and a large dog. The wide range of basic equipment cuts down on expense for extras. Infrequent servicing is a great boon. Interior layout incorporates a lot of sensible details. And what is all this about interior leaks ? Until I started reading your magazine, I didn't know there were such things.

*Comments from experienced drivers :* I couldn't have got my car round that bend at 40. I never believed in this turning circle, but now I've seen it ! Oh, how I wish *I* could see all four corners. Why on earth don't more cars have i.r.s. ?

*Comment from a learner-driver :* It all seems easy, in this car; I haven't clashed the gears once !

Every non-driving passenger has said that they find the car unusually comfortable.

In short, I like my Herald ! It meets my needs, hasn't let me down yet (where's some wood to touch ?), and I find it fun to drive. So here's my neck, sticking out; and I expect the knowledgeable bods, and the speed boys, and the VW Admiration Society will all chop my head off with one swift stroke of the pen. While waiting for the blow to fall, I'll keep chuntering on—in and out of London, off on a couple of rallies, pressing-on to a business appointment, mooching about the countryside, doing the shopping—just a poor, innocent, ignorant female adrift in a horrid, horrid Herald, and both of us very happy.

I am, Yours, etc.,

Ditchling. PAULA V. GRIEVE (Miss).

* * *

## FORD-WORTHY

Sir,

I have just completed eighteen months and 20,000 miles of the world's most exciting light motoring, and must congratulate the Ford ad-men on their appropriate slogan. I endorse wholeheartedly all the praise accorded to this sprightly car; we've heard it all so often that I won't repeat it here, other than to say that it has given me much pleasure.

Unfortunately (avid readers of these columns—the word you have been waiting for !), all this excitement has been more than my poor car could stand; it was doomed, so to speak, by definition, and positively had to go when I finally got rid of it. The list of inditements is really too long to set out here in detail. Suffice it to say that I have suffered most of the troubles other readers have written about in these columns, and received similar service to most of them. Everyone is helpful and willing at the service station, but when you drive the car away you frequently find that half the troubles you told them about have not been attended to. We are not all gentlemen of leisure, so back it goes when it can next be spared. And so on. This is all very well with trifles such as jamming door-locks and window-winders, but when they fail to effect any improvement on a new and disconcerting steering-wobble (wheel balancing made no difference) which you have offered up to them for the second time, where do you go from there ?

Approximately half of the bodywork was resprayed at 1,000 miles, of necessity. A local man did the job, and commented aptly that he could see the body all right, but where was the work ? I suppose he says that to all his customers. The other half was in need of his attention when I sold the car. The engine had a hard life, and was driven in what might be called Italian style, aided and abetted by the delightful gear ratios. Latterly the oil-pressure warning light was beginning to resemble the flasher warning light in behaviour, and I should imagine that by now it has lost its self-cancelling action altogether.

So for these and many other reasons, it had to go. It was fun while it lasted; in that frame of mind I look back almost wistfully. But more often I think of the implications (rather than innovations) embodied in that car, and then I feel what I so often felt within a mile or two after a service—the familiar old despair. (It seems scarcely credible, but I have since heard that the car caught fire recently in the hands of its present owner.)

When I say that my present car has two doors, about a litre, and four delightful gears, avid readers of these columns may at last sit back satisfied. So I'm sorry to have to tell them that it's another Anglia.

You see, it was *such* fun while it lasted !

I am, Yours, etc.,

Finchley. A. J. MACLAGAN.

## GOOD SERVICE

Sir,

In view of the volume of criticism directed against the motor trade in the matter of its after-sales service, I feel that you should start some sort of " Honours List " of those who treat their customers well.

I am prompted in this suggestion by the service received from a firm who, nearly twelve months ago, supplied me with a tachometer. When this recently proved unsatisfactory they immediately exchanged it free of charge, and without quibble, even apologising for any inconvenience I may have suffered, and generally being most helpful. After the usual experience I found it most refreshing.

May I start the list with Crypton Equipment Ltd., of Bridgwater, with whom I have no connection, other than as a satisfied customer ?

I am, Yours, etc.,

Rosudgeon. A. R. CASTELL.

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Sir,

Recently I bought a 1955 Mark VIIM Jaguar from G. Kingsbury and Son, Ltd., of Station Road, Hampton, Middlesex. The car was in superlative condition, having only done 28,000-odd miles, being supplied by Kingsbury's and with service records back to nil mileage.

I paid a reasonable but not extortionate price for a car in this condition and drove it away. Everything worked, and no guarantee was implied or even mentioned by either party.

Two days after I took delivery the speedometer failed, only to the extent of a swinging needle, but Kingsbury's fitted a replacement speedometer at their own suggestion, sending specially into Kingston for it so that the job should not necessitate a further visit. Whilst there, another minor fault was rectified.

A fortnight later I was unfortunate enough to have a steel petrol pipe wear through by rubbing against the chassis. Also, the brake master cylinder started leaking fluid. I took the car to Kingsbury's and asked them to repair *at my expense*. Once again they went to great trouble to obtain a new pipe and a replacement master cylinder, and they telephoned me to say the car was ready the day after I took it in.

When I collected the car and asked for the bill I was told that there was no bill; they were meeting the cost and their only regret was that I had been inconvenienced ! My plea to be allowed to meet part of the cost was met by a stern refusal.

Such extraordinary service and, indeed, generosity, merits airing and I hope it is possible for you to mention the matter in your journal, as I have often noticed in MOTOR SPORT your wish to acknowledge such high-principled actions.

Needless to say, I have no connection with Kingsbury's, nor with the motor trade, apart from an interest in good motoring.

I am, Yours, etc.,

Lightwater. F. D. MURRAY.

* * *

## AUTOMATION FOR EXPERTS ?

Sir,

Your weekly contemporary records no less a person than Stirling Moss, with licence restored, at the wheel of his new automatic Zodiac.

I sometimes wonder if this type of gearbox meets with Editorial approval but since fast motor cars can be so equipped it would be most interesting to hear the views of your readers who have driven many miles with this form of transmission.

One wonders if the three speeds of Borg-Warner have the edge over four speeds and overdrive.

What do enthusiasts think ?

I am, Yours, etc.,

Caterham-on-the-Hill. C. K. SHONE.

* * *

## JAGUAR F-TYPE

Sir,

The tremendous and well-deserved success the E-type Jaguar has achieved in the month since its announcement to the public must be most gratifying to the management and workers of Jaguar Cars Ltd.

However, I hope Sir William Lyons and Mr. Heynes do not find themselves too busy, or their production facilities too strained, to neglect or delay the development of what I will call the F-type. The F-type ? This is how I see it; and if it is ever built I will stop smoking, drinking ale, and cut down on family eating to buy one.

It will be a G.T. coupé, similar in mechanical and structural conception to the E-type, but somewhat more compact. It will be powered by the 2.4-litre XK engine, which because its square layout reduces piston speed and inertia stresses, should be able to rev a bit more than the " old-fashioned " long-stroke 3.8-litre unit. I estimate that this engine should be able to produce 175 b.h.p. in production form.

If the car is lightened in proportion to the stresses involved and is slightly smaller, its power/weight ratio should not be much inferior to that enjoyed by the E-type. This should give comparable performance between the two cars, except possibly in top speed.

Respectfully, I suggest that Sir William Lyons could market this car at less than £1,000 (less tax), particularly if accommodation was a bit more stark.

I am, Yours, etc.,

Chippenham. R. T. A. INNES (Flt.-Lt., R.A.F.).

* * *

## " MUST BE REAR-ENGINED, OLD BOY! "

Sir,

I wonder if you heard the public address commentary at the practice session at Goodwood on April 1st ? The F.1 Inter-Continental cars were circulating and Chuck Daigh was feeling his way round the circuit as it was his first appearance at Goodwood. The commentator mentioned this fact in connection with his lap times and then went on to say that as the Scarab has a front-mounted engine driving the rear wheels it could not be expected to handle as well as the rear-engined cars ! *Verb. sap.* !

I am, Yours, etc.,

Tottenham. T. A. WELLS.

* * *

## IT *PAYS* TO OWN A . . . !

Sir,

Recently the VW Owners' Club celebrated its 1,000th member. The lucky man is 74-year-old Mr. Alexander Howat from Falkirk, who, accompanied by his daughter, is going on a free four-day holiday abroad.

They will fly to Germany, and have a conducted tour of the VW factory at Wolfsburg. Coach trips have been arranged for them, to see some of the more picturesque parts of Germany.

The Club are very grateful to VW Motors Ltd. and Volkswagenwerk for their generous assistance in making this trip possible.

I am, Yours, etc.,

A. MARTIN THROP

London, N.W.3. (P.R.O., Volkswagen O.C. (G.B.).)

* * *

## THE RISING COST OF MOTORING

Sir,

Your recent articles on Smiths Motor Accessories Instruments were very interesting, but you omitted to mention that they fail to provide a satisfactory spares service.

The mileometer drive in my Jaguar speedo. stripped a fibre gear at 39,000 miles. I removed the part and requested a replacement, but this was refused (" we do not supply spares for calibrated instruments ") and I was advised that I could obtain a replacement speedo.

I cut a new gear *by hand* and it is functioning perfectly : calibration is not affected because the mileometer is directly geared from the drive. Cost : nil. I wonder how much a whole speedo. head would have cost ? I did not bother to find out.

One other small cost—to Smiths—their reputation as far as I am concerned.

I am, Yours, etc.,

Leatherhead. R. N. T. BURKE.

* * *

## MINTEX REPLY

Sir,

" Seventeen shillings for fitting just one pair of brake shoes with linings which were my own property," writes Mr. D. I. Williams in your April publication. We should like to complete this story for your readers.

The liners provided by Mr. Williams consisted of four flat pieces of ¼-in. thick material of a competitive make which, dimensionally, were totally unsuitable. It was necessary to cut these to length and width, heat and form to radius, drill, clamp and rivet to the two brake shoes after inserting metal shims, one of which had to be made. This work occupied a fitter, with over 26 years' relining experience, for a total of 1½ hours.

Mr. Williams complains about the price but, may we ask, was

he satisfied with the service provided by the Mintex Service Depot, Southwark Street, London, which put his "one drum brake Trojan" back on the road, and obliged him by fitting another manufacturer's material ?

I am, Yours, etc.,
*for* BRITISH BELTING & ASBESTOS LTD.,
E. GILL,
Cleckheaton. Sales Manager, Replacement Department.

* * *

## MINI-MATTERS

Sir,

After reading an article in a local paper, I must come to the defence of the Morris Mini-Minor.

I travel on average 500 miles a week and have so far travelled 20,000 miles plus. I have never had a thing go wrong, and the tyres are good for another 10,000. I travel at 55 to 60 m.p.h. almost all the time and keep my tyre pressures two or three pounds above the recommendation.

Like other pleased mini-owners I have "sold" hundreds. There are just not enough words to praise the qualities of the "mini."

Incidentally, the performance is still at its peak.

I am, Yours, etc.,
Market Drayton. R. H. TYLER.

[When the Editorial Mini the Morris is on form and its tyres at the correct pressure I enjoy it enormously. But at 26,500 miles it is again a prey to car thieves, because the "improved" window lock has fallen off the off-side front window, and, having only the first-stage of Interior Silent Travel, it is very tiring due to high noise level on long runs.—ED.]

---

Sir,

Somewhat consoled by Mr. Duncan-Brown's sorry tale of an Austin Se7en Countryman, I feel encouraged to recount my own "Diary of a Mini" :—

| | |
|---|---|
| Nov. 1960 : | Morris Minivan, loaded with extras, delivered. |
| 200 miles : | Five inches cut off water hose to allow heater to function. |
| 300 miles : | Fuel pump replaced; 1st gear almost impossible to select; clutch removed. |
| 900 miles : | Oiled-up clutch removed; oil seal and clutch plates replaced. |
| 1,600 miles : | Stop-light switch replaced. |
| 2,000 miles : | Second-gear synchro-hub replaced (it took a month to get this part from the factory); rear door "keep" disintegrated. |
| 2,300 miles : | Exhaust pipe replaced. |
| 2,850 miles : | Another 2nd-gear synchro-hub fitted. |
| 3,000 miles : | Fourth gear ceased to function (in the depths of Surrey at 6 a.m.). |
| 3,880 miles | Second fuel pump failed; car sold to dealer at £60 loss. |

Apart from these "regrettable causes for complaint" (as B.M.C. styled them in their stereotyped replies to my letters), the car leaked badly; the bonnet was fixed with a miscellany of nuts with flat washers, nuts with spring washers and nuts without any washers; the fuel gauge was wildly pessimistic; the mixture was hopelessly weak and the timing about 15° out on delivery; and the gear-lever at all times had a tendency to stick fast in neutral and refuse to budge in any direction (excruciatingly amusing in London rush-hour traffic).

The only bright spot in all this is that the agents leaned over backwards to put things right, whereas B.M.C. could only repeat *ad nauseum* that "no doubt at my convenience(!) these matters could be put right."

I now own—can you guess ?—a 1954 "People's Wagon."

I am, Yours, etc.,
Wimbledon. T. J. BOSMAN.

* * *

## SPRINTING

Sir,

I was delighted to read your reference to the National Sprint Association, of which I am one of the founder members, and I see no reason why a similar association for the organisation of sprints should not be created by the enthusiasts in the car world as it has been in ours.

In 1957, a group of us, who liked doing this sort of thing on motorcycles, got together, and over-night the National Sprint Association was born. Today, the finest exponents of the art-of-getaway in the country and the world are members, and give their support to clubs organising sprints and hill-climbs both here and abroad.

Engine capacity, and engine capacity only, is the basis of competition, and we have no little Hitlers or big business barons laying down the law on machine construction and preparation, the bane of all car racing formulae and motorcycle racing today. No one gives a hoot what fuel Tom has in his tank, whether Dick's cams have Miss Mansfield's contours, or that Harry has cunningly added a blower; it is sport with a capital "S," and he with the wit and intelligence to combine maximum b.h.p. with maximum traction deservedly proves to be the winner. There are no cash prizes and no one wants any.

Cost of machine preparation and maintenance is within the reach of all, and one does not have to purchase a new bike, or car for that matter, in order to put up a decent show. For instance, Mr. L. N. Cole, our Secretary, and I resurrected our 1927 Brooklands Douglases, and these arthritic old warriors have ascended Shelsley Walsh in under 40 sec. and returned 12.81 sec. over the standing-start ¼-mile. Is there a car in Britain that can better this latter performance ?

It is many years since Mr. Laurence Hartley suggested that we should have British National Records for the standing-start and the flying-start ¼-mile, and at long last this has come to pass. In my turn, may I suggest that car sprint enthusiasts get together as we did and put their sprinting upon a firm basis also; there are many who would like to see this done. I have met them and enjoyed their company and hospitality when we have been invited to compete at Long Marston and Shelsley Walsh.

I am, Yours, etc.,
Charlton. JOSEPH BAYLEY.

* * *

## IN PRAISE OF THE SP250

Sir,

As the owner of an SP250 who has just completed 12,000 miles in one year of ownership, I read with interest your Road Test of this car in the May issue. Several points arose which I would like to comment on.

(1) *The gearbox.* I think you were unfortunate getting a car fitted with such a poor unit for I have never had the slightest trouble with mine; in fact, I would go so far as to say it is one of the best of its type available, comparing very favourably with the excellent box on the TR3A which I owned before the SP. A friend of mine who took delivery of a new SP a fortnight ago can find no fault with his gearbox, which confirms my opinion expressed above.

(2) *Doors.* Just because the car that a well-known weekly motoring magazine tested had a door that flew open on certain bends, it doesn't follow that all early models were the same; in fact my body has given no trouble at all and although not as well finished as the "Jaguarised" cars is still in good shape.

(3) *Petrol consumption.* On a recent journey of 870 miles my average consumption was 27.2 m.p.g. This was obtained cruising the car between 80-85 m.p.h. on the clock whenever possible. On my way home from this trip I had the good fortune to meet a fellow SP owner who had just replaced his 190SL with a Daimler and he was getting 32 m.p.g. cruising between 55-65 m.p.h.

(4) *Chassis.* I must agree that the chassis is not worthy of the engine. On the early models the ride was very "vintage" while the road-holding was good but not exceptional. However, both these could be greatly improved by fitting Michelin "X" tyres. When I took delivery of my car I asked Daimlers about fitting "X"s but they were not very co-operative as they had not tested a car fitted with these tyres. Since I could see no good reason why they should not be fitted I re-shod the car with them and they have proved very satisfactory, the road-holding now being as good as any other conventionally-sprung British sports car.

(5) *The engine.* No praise can be too high for this magnificent piece of engineering and I doubt if there is another engine in the world which combines such silence, speed, economy and flexibility. One point I disagree with in your Road Test is your statement that no power is delivered below 4,000 r.p.m. for I find my car has plenty of punch down to 2,000 r.p.m.

After a year of driving my SP the only complaints I have are that the clutch has a horrible tendency to slip due to a poor hydraulic layout and a lack of rigidity in the scuttle. Both these faults have, I believe, been overcome on later models.

The body is certainly not beautiful but it is practical, having an enormous boot and creating very little wind noise; if I've got to choose between a good-looking sports car which has room in its boot for a tooth-brush and a flannel and an odd-looking car which is practical, I'll choose the latter every time.

When I change my car in future its replacement will have to be economical (25 m.p.g.), fast (120 m.p.h.), and have eight cylinders, and there is only one car which I know will fill the bill, the SP250.

I am, Yours, etc.,
Edinburgh, 10. W. J. BERTRAM.

## NO TROUBLE

Sir,

After forty years of driving, may I tell you my answer to the arguments about the merits and demerits of cars.

After the war I bought a new car, every blessed year I had a new car, and coupled with these was constant blood pressure owing to faults in them and arguments with garages, and I was for ever dipping my hand into my pocket to spend hard-earned money, and money is hard earned, on faults that had no business to exist.

In 1955 I bought a VW, mileage 86,000; in 1958 I bought another VW, mileage 58,000, and I exchanged it in November 1960 for the 1961 model as I wanted the more potent engine, to date 14,000 miles.

Never *once* since I bought a VW have I ever had it off the road for any mechanical fault whatever, I have never spent a penny on any repairs, I have never had the head off them even for decarbonising, I have never broken one in, I drive the things hard, and the last two have never been garaged because I don't possess one. At 44,000 on both the first two VWs I had new tyres and the brakes relined; my garage takes the car every month and services it properly, occasionally they tell me they have fitted new plugs and, rarely, new points.

I use my car every day of the week. I get in, turn the key, start the engine, knowing that wherever I want to go the VW will take me, with *no trouble.*

That is what I want from a motor car, and people who put up with these constant faults in other cars want their heads examined.

I am, Yours, etc.,

Hawkhurst. E. McCANN.

* * *

## RELIABILITY

Sir,

After reading the letters in your magazine on "British Workmanship," you might like to hear of my vehicle's progress since I got it.

Age : Just over 13 months. Mileage : 108,047.

Until docked this month it has needed :

One tyre and tube (some idiot left a broken bottle in the road).

One headlamp bulb.

One rear-light assembly (which I smashed).

During docking all the hubs, drums and brakes were removed and inspected, the differential and gearbox removed for inspection (replaced afterwards with only gaskets and oilseals renewed), the clutch adjusted, and the engine given a top overhaul, oil change and fuel system check. The doors were removed, the window-winders cleaned and the doors rehung.

The only spares used, apart from gaskets and oil seals were :

About 12 clevis pins in the brake system.

Lock-washers where necessary.

A fork-end on the clutch rod.

A speedo. cable (this apparently was broken when a mechanic(?) trod on it).

New brushes in starter and dynamo.

The make of vehicle—a Leyland "Beaver" articulated lorry. At least we can make trucks, even if we can't make cars !

I must admit though there is a little difference between the "purr" of a Sprite, TR, Consul, etc., and the growl of my diesel, and it possibly hasn't the acceleration of a car (I've had 52 m.p.h. out of it on the Maidstone By-pass) but I'm quite happy with the "old girl" !

I am, Yours, etc.,

London, S.W.12. "TOM THE TRUNKER."

* * *

## MAURICE

Sir,

I was very pleased to read Denis Jenkinson's appraisal of Maurice Trintignant's performance at Pau, since I have held a similar view for some time.

One constantly reads of the lack of top-flight Grand Prix drivers and yet this consistently fast driver spent last season with Centro-Sud and looks like spending this season with an equally dubious Italian team. It is not so long since Maurice was putting up some excellent performances as a member of the Walker Equipe. In my humble opinion his safe, fast, unspectacular driving is urgently needed in at least one major British team.

I am, Yours, etc.,

Hollingwood. DAVID ALLEN.

## PROGRESS ?

Sir,

Like many more readers of your magazine, I shared your enthusiasm when the Mini-Minor was announced. Ten months ago I bought one. Since then it has consumed no oil, an unbelievably small amount of petrol, one petrol pump, one shock-absorber, two drive shafts, two tyres and one clutch. During this period the back brakes seized on, one back brake nearly came off the hub, and the radiator all but perforated itself against the wheel arch. The battery consumed 1½ pints of water each week because of over-charging.

With great patience the local distributor repaired each fault as it arose, all at no cost to myself. However, a little arithmetic showed that if things continued to go wrong at the same rate during my second year's ownership the cost to myself would be about £40.

With this thought as the final spur I have now reverted to good old-fashioned cart springs plus axle tramp, and have given up the worm's-eye view for ever. This way I can be sure of getting there.

If you can bear with me for one more paragraph, I would like to reminisce for the sake of comparison. Three or four years ago I sold my 1938 Austin Big Seven. During the time I had it (from 80,000 miles to 120,000 miles) I had no breakdowns of any sort, used petrol at the rate of 1 gallon per 45 miles, and could manage speed averages of 40 if necessary.

Progress ?

I am, Yours, etc.,

Whiston. P. ASPIN.

* * *

## THE MODERN CAR

Sir,

Mr. Kemp is under a misapprehension. The habitat of the M.G. is Abingdon. Someone has put the wrong badge and an extra carburetter on his Oxford.

I am, Yours, etc.,

"Z.B., CHASSIS 37036."

[Name and address supplied.—ED.]

* * *

## THE COMPULSORY VEHICLE TESTS

Sir,

My thirteen-year-old Rover has not been the same since she was ten-year tested.

Whereas before, her head was high and demeanour proud, she is now ashamed and low. You see : she failed. She suffered the ignominy of a "fail" certificate tucked in her steering wheel for other cars to see. It said that she suffered a perishing hydraulic brake hose at the rear. How could she explain to them that Rovers of her age were not fitted with such brakes and that the offending hose was really for auto-lubrication ? I was able to explain this on collection but I know that, for her, the stigma remains.

Incidentally, I was b - - - - - annoyed to find her cloth upholstery badly soiled by dirty overalls.

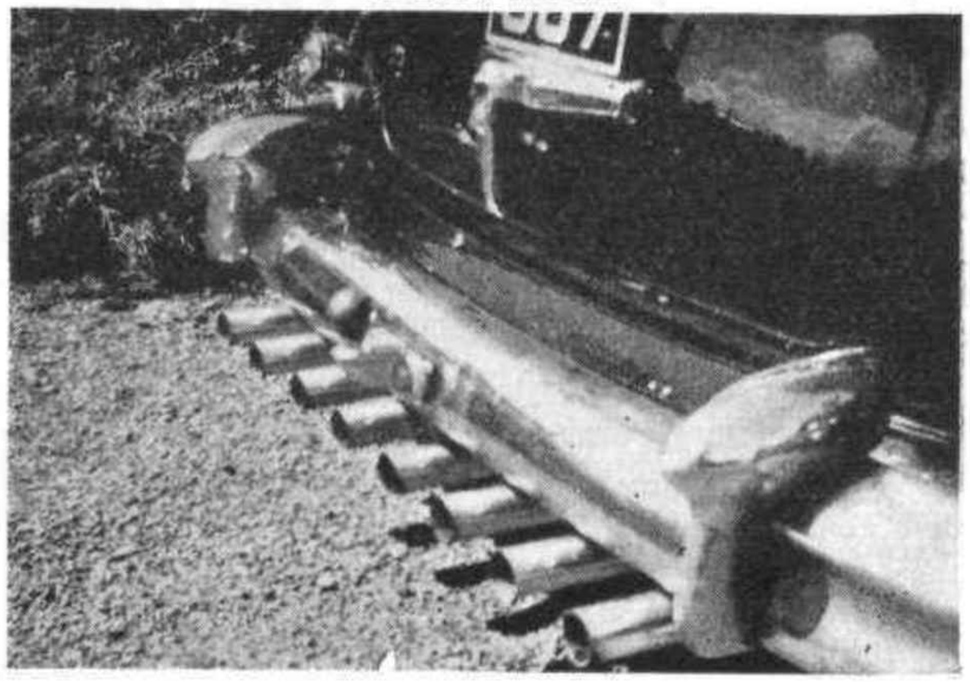
Ten-year test; phooey !

I am, Yours, etc.,

Hillingdon. A. J. NIVEN.

[The Government should not have insisted on such tests until official, properly-staffed, unbiased test stations were available.—ED.]

## TAILPIECE



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**1935 TALBOT 110** sports saloon in excellent condition. M.O.T. certificate. Quick sale required as owner going abroad. Any reasonable offer accepted. Waggott, 12, Claverton Street, S.W.1. [7135

**1949 MORRIS MINOR.** Fitted with Alta o.h.v. head, Servais exhaust. Really first-class. Full details with pleasure. £185, o.n.o. May be prepared to sell separately. Halliwell, Birkby Hall, Bailiffe Bridge, Brighouse, Yorks. [7136

**J2 M.G., 1933.** Swept wings, Ford Eight engine, M.O.T. certificate. Respectable and reliable. £100, o.n.o. Ford. Tel. : BAYswater 8180 (evenings). [7137

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**LAGONDA M45** pillarless saloon. Excellent condition. Any trial. M.O.T. certificate. £125. Comedians, sightseers, and women troubles not welcomed. Any trial to genuine buyer. 2, Grasmere Road, Royton, Oldham. [7141

**SUNBEAM TALBOT 90 Mk. II** convertible Alpine, mist with red interior. Fitted heater, washers and rim finishers. New brakes, tyres, etc. In Immaculate condition with two owners from new. Will sell at £300, or exchange Velox/Zephyr. 497, Felixstowe Road, Ipswich. [7142

**LOTUS VI, 1956, 1,172 FORMULA.** Twin carbs, polished head, 4.7 c.w.p., etc. Weather equipment. B.R.G., excellent condition. £325, o.n.o. View Stoke or Bristol. Booth, 7, Newton Street, Basford, Stoke-on-Trent. Tel. : Newcastle 64592. [7143

**DELLOW, 1952.** Reconditioned engine, new clutch, battery, back axle, many extras. £220, o.n.o. Botterill, "Oakland," Nuneaton Road, Mancetter, nr. Atherstone. [7144

**M.G. TC.** Green. Outstanding performance. Bodywork immaculate. Mechanically sound. New hood, tonneau, reconditioned brakes, steering, bearings. M.O.T. £250. D. Austin, 198, Marsh Lane, Ford Houses, Wolverhampton. [7145

**MUST SELL SINGER** Le Mans. Undamaged radiator and grill; wheels; tank; M.O.T. certified. Head lights, two 400-18 and 4.50-18. New tyres and tubes. Any fair offer secures. 11, Vengeance Street, Barrow in Furness. [7146

**TRIUMPH 1800 ROADSTER.** Very good condition. Chenhall, 17, Woodstock Road, Redland, Bristol, 6. [7147

**M.G. TD, '52.** Recellulosed B.M.C. tartan red. New hood. B.M.C. reconditioned engine. Fitted: Fog lamps, reversing lamp, chromium grid, four new "Xs", unused spare, wing mirrors, winkers, etc. New: Battery, dynamo, petrol pump, track rod ends, front shockers, rear springs. Oil pressure 55 p.s.i. hot. Never raced or rallied. Owners pride and joy. No expense has been spared maintaining this car. Owner now married has need of larger car. £370. H.P. arranged. Robertson, Fittletor Cottage, nr. Netheravon, Wilts. Tel : Netheravon 358. [7148

**P.100s.** Perfect condition inside and out. £10, plus postage. McClure, Old Farm, Hinton St. George, Som. [7149

**1927 HUMBER 12/25** tourer. £100. 1937 S.S. 2½-litre saloon. 4 new tyres. £40. Both M.O.T. tested. Want: VW, Renault or 2c.v. Citroën. J. F. Palmer, 298, Lynmouth Avenue, Lower Morden, Surrey. [7150

**M.G., 1939, VA** coupé. M.O.T. certificate. Engine requires some attention, otherwise O.K. Fowler, 53, Hazell Avenue, Colchester. [7152

**1950 JAVELIN DE LUXE.** M.O.T. certificate. Good condition. £200. Tel. : Feock 490, or Box E.153. [7153

## FOR SALE—*continued*

**1947 LEAF.** Good condition. Engine and clutch completely overhauled. £65 spent on car. £100. 3. Slatey Road, Birkenhead. Tel. : CLA 5310. [7151

**HEALEY TICKFORD** saloon, 1951. Engine just overhauled. Good condition. £250, o.n.o. 23, Ruskin Drive, Worcester Park, Surrey. [7154

**'55 TR2.** Red. Religiously maintained. Stork forces sale. £445. Would exchange Minor 1000, Mini, or similar. 4, Goring Road, Worthing, Sussex. [7155

**RILEY IMP, 1935.** Complete overhaul of engine, gearbox and axle within last 10,000 miles. 16-in. rear wheels, sealed beam lights, tonneau hood. Haggle at £340. 5, Park View, Gt. Bookham, Surrey. Tel : Bookham 3283. [7156

**M.G. PA.** Good condition. M.O.T. certificate. Well maintained. £125, o.n.o. Mason, 7, Toorack Road, Wealdstone, Harrow, Middlesex. [7157

**LANCIA APRILIA, 1938.** Good condition. £125, o.n.o. Tel. : Viking 2824, after 6 p.m. [7158

**LAGONDA 2-LITRE** saloon overhead speed model, 1929. Weymann black fabric body. Four new tyres and spare gearbox. A rare car of distinction. May be seen any time in St. Marylebone. Enthusiasts only. £175. Tel. : Ambassador 4641. [7159

**BREAKING 1936/37 RILEY KESTREL.** All parts available, including 16-in. wire wheels. Rycroft, 25, Heaton Grove, Bradford, Yorkshire. [7160

**ALVIS, 1936, 3½-LITRE** V.D.P. aluminium saloon. Mechanically excellent, v.g.c. throughout. M.O.T. certificate. £110, o.n.o. 127, Waltham Way, Chingford, E.4. Tel. : SIL 8188. [7161

**WENCH DECREES** conventional transport, 1932 Riley Gamecock. New mains, ends, crank ground, bored, must go. About £95, or exchange interesting saloon (DB4GT or E-type preferred). Thomett, 20, Woodview Avenue, Chingford, London, E.4. [7162

**BERKELEY, 1957.** Red, Excelsior 350 c.c. engine, reconditioned gearbox, new battery, Ocelot covers. Whole car in wonderful condition. £230. Hynson, 30, Moffat Road, Palmers Green, N.13. [7163

**BUGATTI T43** 2-seater with reliable unblown 2-litre Bug. engine. £400. 1½-litre Blackburn/Invicta engine and axle parts. Talbot 105 front axle/brake assembly. Complete. Gilbert, Wilkinson's Yard, Stafford Street, Derby. Tel. : 44124. [7164

**FOR SALE.** 1½-litre Riley. Excellent condition throughout. Well maintained. For details, please ring Marsh, GUL 3668. Mon., Wed., Fri. 9.0 p.m.-11.0 p.m.; Tues, Thurs. 6.0 p.m.-11.0 p.m., Sat., Sun. before 6.0 p.m. £250, o.n.o., with workshop manual. [7165

**ROCHDALE G.T. 1,172.** Built from new. Boxed chassis. Professionally upholstered. Bellamy suspension. 15-in. wheels. Stage IV Aquaplane. 4.4 c.w.p., c/r gears. £275, o.n.o. Tel. : PAL 6797. [7166

**EXCHANGE JAGUAR 3.4** saloon for smaller car and cash; 1958 Sherwood green, overdrive, powered disc brakes. 32,000 miles. Henly's maintained, radio, covers, etc. Perfect throughout, or sell £995. Corbett, Sunnyvale, Whitehall Road, Woodford, Essex. Tel. : Buchurst 9098. [7169

**FRAZER NASH B.M.W. 327** cabriolet. Fitted Bristol 403 engine/gearbox, unmarked grey cellulose, Lucas long range headlamps, heater. Believed best in existence. £350, o.n.o. Ball, Mill Cottage, Letcombe Bassett, Berks. Tel. : Wantage 369. [7170


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**XK120, 1952,** sports. Heater, radio, twin spots. Excellent condition. £345. 24, Barkham Ride, Wokingham. Tel. : Eversley 3117 [7171

**FRAZER NASH X T.T. REPLICA.** Back axle, complete, £12 10s. Wheels, with excellent tyres, £4 10s, complete. 24, Barkham Ride, Wokingham. Tel. : Eversley 3117. [7172

**LANCIA APRILIA** drophead coupé by Eagle. New hood. Taxed to September. Daily use. £80. Sharratt, 36, Old Birmingham Road, Bromsgrove, Worcs. [7173

**B.M.W. 328.** Excellent condition. For details see April MOTOR SPORT. £305, o.n.o. Barker, 45, Chelsea Road, Sheffield, 11. Tel. : 50805. [7174

**OVERLAND, 1919 APPROX.** Engine, chassis O.K Body rough. £30. Will break. Tel. : Clapham (Yorks.) 215. [7175

**BREAKING FOR SPARES,** 1928 Lea-Francis and P. I Rolls-Royce. Five vols. "Modern Motor Engineer," by Coxton. Harrison, High Fold, Graham Street, Penrith, Cumb. [7176

**SUNBEAM-TALBOT TEN** saloon, 76,000, 1947. M.O.T. certificate. Exceptionally well preserved for year. £125 o.n.o. Taberner, 138, Park Road, Westhoughton, Nr. Bolton, Lancs. [7177

**BUICK,** 1934, Carlton d.h. foursome, 86,000 miles, one owner. Elegant coachwork but engine requires rebore. £25 to good home of enthusiast. Lane End, Shootersway Lane, Berkhamsted, Herts. [7178

**RILEY 1½,** 1950. Completely rewired. New battery, starter, pump, dynamo. New bonnet and tyres. Enthusiast car in good condition. Offers. Box No. E.179. [7179

**4.3 ALVIS** saloon : finest in existence. £375. Rolls mascot, £10. 6, Clifton Terrace, Winchester. [7180

**AUSTIN-ASHLEY 750 SPECIAL.** Detachable hard-top. Fitted Ford Ten engine—gearbox, hyd. brakes, flashers, w/mirrors. M.O.T. certificate. Marriage forces sale at £175 o.n.o. Garner, 20, Moss Lane, Altrincham, Cheshire. [7181

**M.G. TC,** 1949. Excellent condition. Immaculate ivory body. Good tyres, new carpets, etc., etc. £250 o.n.o. Exchanges considered. 3 O.M.Q., R.A.F., Calshot, Southampton. Tel.: Fawley 258. [7182

**RILEY CONTINENTAL 12/4,** 1937. Rare, pretty, very good condition, one previous owner. Full C. of A. £130 o.n.o. Tomkinson, Cranborne Road, Hatfield. Tel.: 2872. [7183

**MORRIS MINOR,** 1934, tourer. Good condition. £10. Booth, 11, Wood Green, Whitwood, Castleford. [7184

**BREAKING M.G. VA,** 1,500-c.c. engine. New pistons, valves, guides, crank reground. Complete £25; gearbox, £10. Also good Morgan 4/4, 1939, rough Climax, £80 o.n.o. Hinton, 16, Aylesford Street, Coventry. [7185

**ASTON MARTIN** Int./Le Mans, 1932. Chassis No. G2/215. Reg. with A.M.O.C. Mechanically excellent, bodywork very good. Engine fitted with 3207 camshaft and Ulster inlet valves. First reasonable offer accepted. Atkinson, 15, Elsdon Gardens, Consett, Co. Durham. Tel.: 563. Any weekend. [7186

**EXCEPTIONAL CAR**—performance and comfort. 1959 Ford Anglia de luxe, Dover white, with over £160 extras. One owner, never rallied or raced. Twin S.U.s, special Servais free-flow exhaust system, carpets, radio, rimbellishers, seat covers, etc. A beautiful car, £475. Private sale, maximum H.P. if necessary. 468, Arterial Road, Leigh-on-Sea, Essex. [7187

**BUGATTI,** 1923, 2-seater, fitted Vauxhall Fourteen engine. Unused 10 years. Odds and ends missing all over. Can be towed. Lancashire. £20, o.n.o. Box No. E.188. [7188

**ROCHDALE G.T.** Red. 1172, i.f.s., h.c. head, high-ratio axle, racing mirrors. £285. Tel.: Orpington 30992 (before 10.30 a.m.). [7189

**ROVER 14-h.p.** sports saloon (1940). Enthusiast owner maintained since 1947. Bodywork immaculate. £500+ spent since 1957 on rebuild, recon. engine, gearbox, tyres, etc. M.O.T. cert. Bargain, £195, o.n.o. Inquiries : Tee, 89, Southville Road, Feltham, Middlesex. [7190

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**AUSTIN HEALEY,** 1955, BN1, 32,000 miles. Overdrive, radio, heater, spot. Immaculate condition. £495. Harris, 16, Orson Leys, Rugby. [7192

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**ENTHUSIASTS ! HEALEY** saloon. Needs a little working on. Details from Rochelle, Flat 1, "Southlawn," Peachfield Road, Malvern Wells, Worcs. [7194

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**ROLLS-ROYCE 20/25,** 1937, with Mulliner owner-driver coachwork. Excellent order throughout. Recent engine overhaul. £285. Write in first instance to Barrett, 30, Carlyle Road, West Bridgford, Nottingham. [7199

**ALLEGRO** ma non troppo. 1957 Fiat new 500. 60 m.p.g., 60 m.p.h. £250 o.n.o. Tel.: TAT 0456 (weekend, Kidlington 3188). [7200

**VOLKSWAGEN,** 1958, for sale, £540. Excellent condition, one owner. Black. Box No. E.201. [7201

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**1957 TURNER** sports. Beautifully finished in B.R.G. New hood; low mileage. Rare and exceptional car. £325; exchange saloon. 60, Sandringham Avenue, Downend, Bristol. [7208

**1925 CITROEN 12-h.p.** tourer. Excellent running order. Tyres almost new. Requires hood fabric only to complete. Local car with known history from 1930. Ready to drive away or can arrange to deliver anywhere under its own steam. Accept first sensible offer around £80. Tel.: Tonbridge 2530. [7209

**TURNER 950,** 1957. A.35 unit, twin carbs. All weather equipment. Red. £350. Hill, 13, Kingsdown Crescent, Wigan, Lancs. Tel.: 45350. [7210

**M.G. PA** engine and gearbox. Separate/complete. Good order throughout. Contact : Illenden, 81, Robin Hood Way, Greenford, Middlesex. [7211

**ALVIS FIREFLY,** 1934. In very good condition. Rebored first time 2,000 miles ago. Refurbished interior and good bodywork. M.O.T. certificate. £65. Details from : Kiddy, Hemblington, Norwich. [7212

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**D.K.W. SONDERKLASSE** works instruction manual, in English, as new, 84s. 107, Thorne Road, Doncaster. [7216

**BRISTOL 403** workshop manual. Bilton, Alne Close, Great Alne, Alcester, Warwicks. [7217

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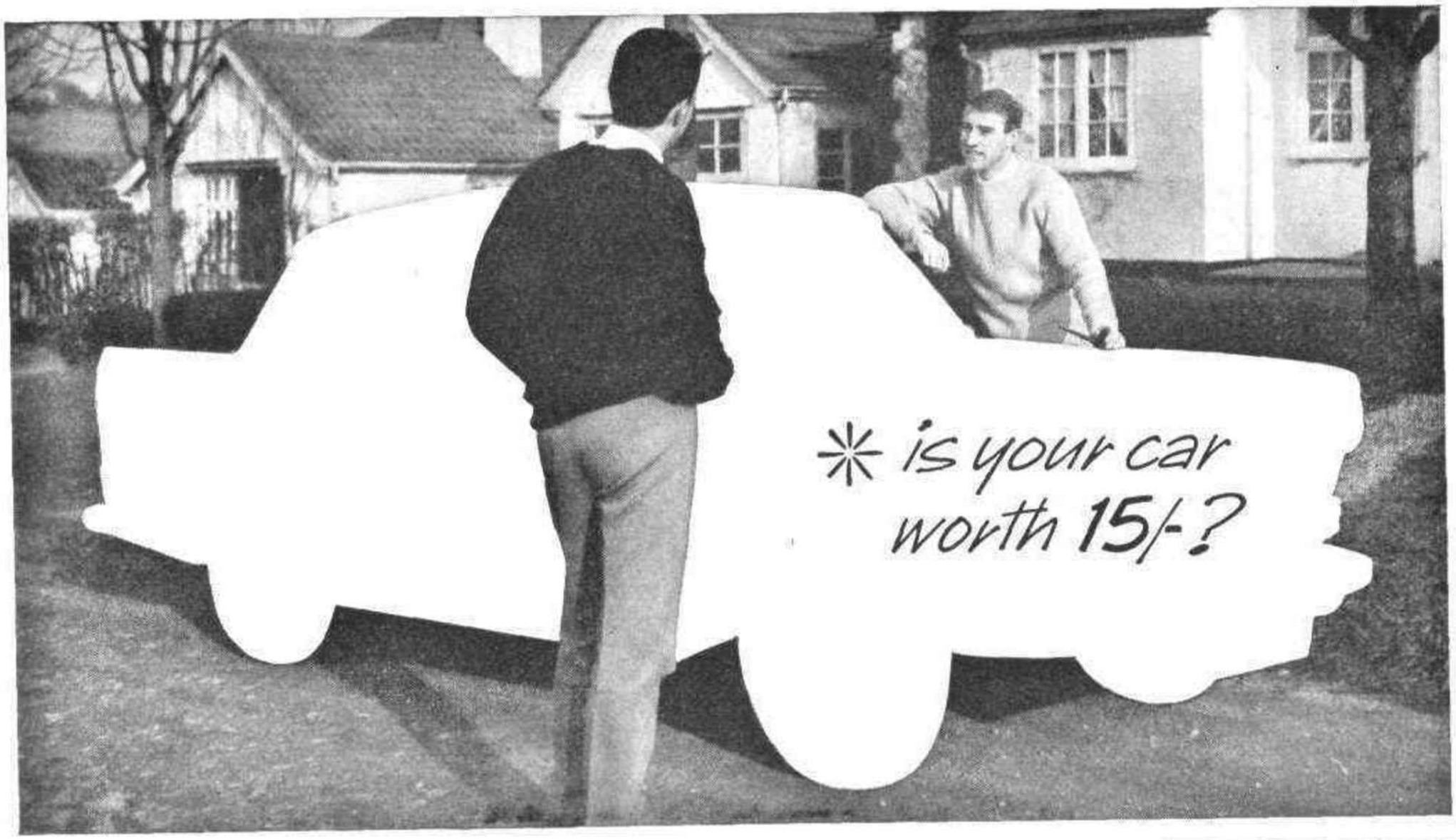
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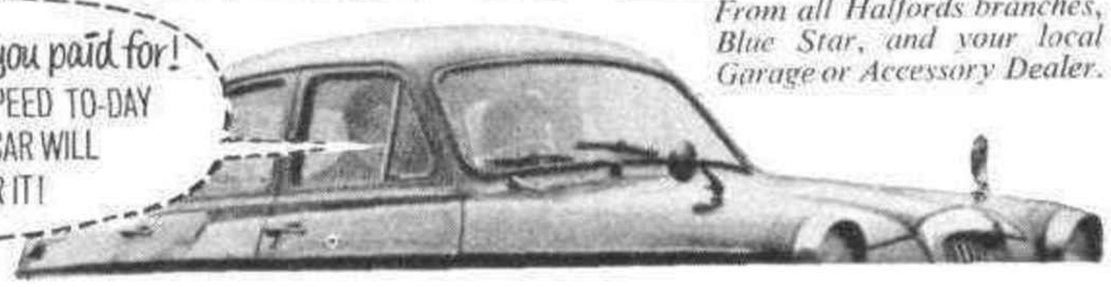
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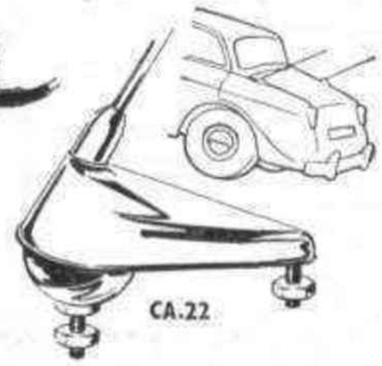
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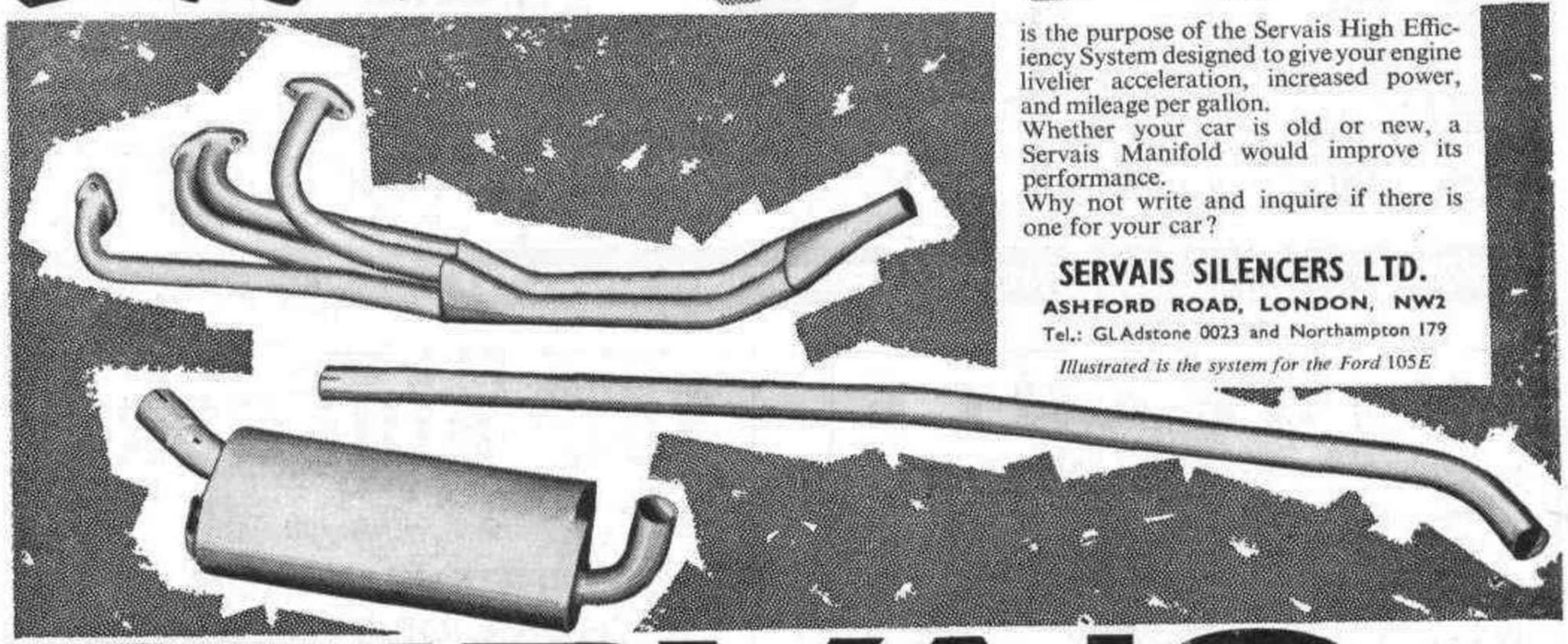
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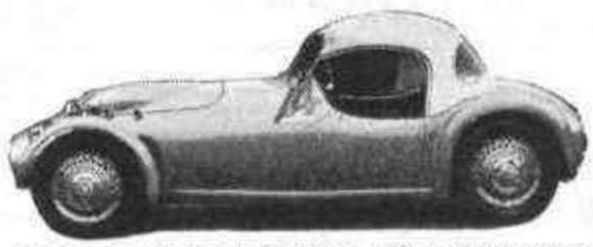
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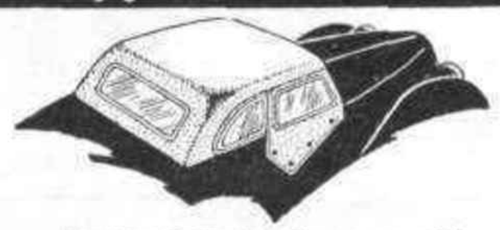
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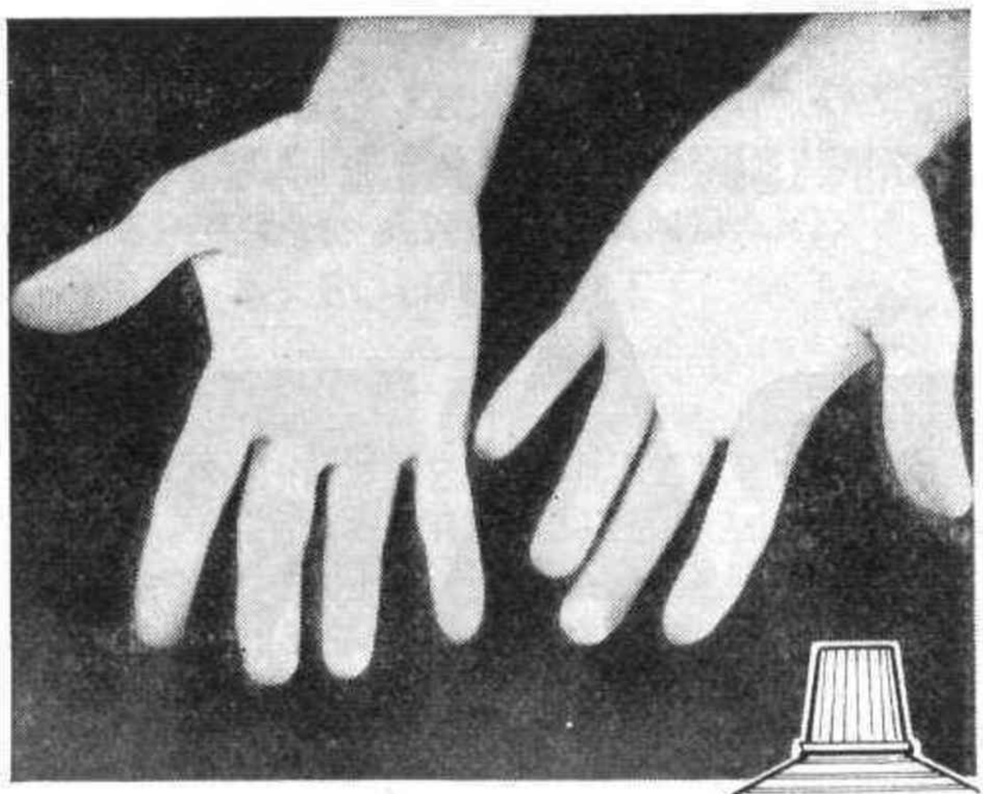
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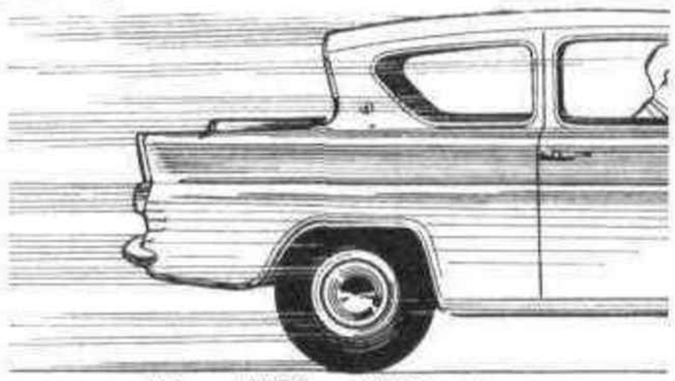
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**1949 TRIUMPH** Roadster. Reconditioned engine, new carb., dynamo, starter, master cylinder, etc. Fitted heater. Uses no oil and pressure 80 lb. hot. £150 overhaul last year. Must sell, posted abroad. £220 o.n.o. Snow, Equipment Section, R.A.F., Kenley, Surrey. Tel.: UPLands 8281, ext. 126. [7224

**DELLOW,** black. Comprehensive overhaul and equipment. Engineer owner. Offers over £200. Sharp, 30, Bridge-End, Dorchester-on-Thames, Oxon. [7225

**M.G. TF,** 1954. Black/red leather. Fawn p.v.c. hood/screens. Full tonneau, radio, grid, spots, etc. Beautiful condition throughout. Taxed year. £485. Mace, 8, Castle Way, Hanworth, Middlesex. [7229

**FOR SALE :** Spares for J and L-type M.G.s. Tel.: Bristol 22555. [7239

**ROVER, 1946, 10-h.p.** 1,396-c.c., 4-door, 6-light. Not pristine, still very presentable. Absolutely reliable, faithful car. Test o.k. £110. 33, Honeyborne Road, Sutton Coldfield. Tel.: Sutton 7330. [7240

**ALVIS, 1932, 12/60** tourer. Slightly modified body. Very good all-round condition. Ody, Mashay, Little Yeldham, Halstead, Essex. Tel.: Great Yeldham 284. [7241

**TR3 DISCS,** many +4 spares. Ashley Ford G.T. £150. Tel.: Princes Risborough 199. [7242

**M.G. TC,** 1947. New crankshaft, mains, clutch, front springs, radiator, king-pins, hood, in last year; bills. M.O.T. certificate. £225. Tel.: PUT 1035. [7243

**RILEY, '49, 1½.** Mechanically excellent. Almost immaculate. Test certificate. £165 for immediate sale, no offers, no dealers, no part exchange. Tel.: Burgh Heath 1586. [7244

**ROLLS-ROYCE 20/25** Hooper limousine, 1936, 7-seater, 62,000 miles. In really first-class condition outside and inside. £450 o.n.o. Box No. E.245. [7245

**FALCON FORD TEN** sports. Standard engine, water pump, brakes, steering, lights excellent. Tonneau and hood frame. 2,500 since building. £150 o.n.o. Photo. 9, Daisy Road, Edgbaston, Birmingham. [7246

**RILEY K5527,** recond. engine, sound car, £50. Riley 2-seater, £75. Singer Le Mans, £50. Austin Seven, no body, £12. Morris (see Exchanges). 34, Bewdley Street, Kidderminster, Worcs. [7247

**"MOTOR SPORT."** 119 copies 1937-1951, also 19 copies *Speed*, 1936-1939. Offers. Stratton, 25, Cheyne Place, London, S.W.3. [7248

**RILEY KESTREL 1½.** Reconditioned mechanics P.V.T. Traditional performance. Nearest £150. Hopkins, 39, Midford Road, Bath. [7249

**JAGUAR 3½,** 1946. Passed test. £40. Keenan, South View, Little Stretton. Tel.: Church Stretton 102. [7250

**1934 ROLLS-ROYCE 20/25** saloon by Barker. Good condition. M.O.T. certificate. Licensed October. £235. Ross, 3, Templehall, Longforgan. [7251

**RILEY ENTHUSIASTS :** For sale, 1937 Adelphi. Excellent condition. Extras. Offer of a lifetime. Swell, Triton, Cardigan. [7252

**ALL BUT THE** trimmings ! Hornet Special rebuild : reconditioned 1934 engine, Daytona chassis; aluminium and fibreglass bodywork. Offers, Burton, 23, Park Crescent, Brighton, Sussex. [7253

**HAMBLIN CADET-BODIED** A.7, boxed chassis, rebuilt wheels, etc. Cost £240, accept £85. Excellent condition. Sketchley, 39, Wanlip Avenue, Birstall, Leicester. [7254

**1931 AUSTIN SWALLOW.** Bodily, mechanically excellent. M.O.T. test. Bowdenex brakes. Sealed-beam headlamps. £45. Box No. E.257. [7257

**JUPITER,** 1951. Resprayed off white recently, new maroon Vynide hood, fitted leather bucket seats, spotlamp, luggage grid, new chrome bumpers, headlamp rims, etc. £270. 25, Acton Lane, Moreton, Cheshire. Tel.: HOY 3002. [7258

**"CHUMMY,"** being restored, must sell, £30. Snyder, 22, Ossulton Way, London, N.2. [7259

**BENTLEY,** 1934. Black saloon. Relinered, rebraked, re-clutched. Satisfactory tyres. £130. 9, Laburnham Road, Maidenhead. Tel.: 955. [7260

**1935 SUNBEAM** coupé, 23.8, in beautiful condition. M.O.T. certificate. £150 o.n.o. E. J. R., 9, Chaplin Road, Wembley. [7261

**RILEY MERLIN** chassis. Engine, brakes, king-pins, wiring, etc., completely overhauled. Suitable fibreglass body. Offers. Grassby, 3, Barrow Road, Barton-on-Humber, Lincolnshire. Tel.: Barton-on-Humber 2152. [7262

**P.100L HEADLAMPS,** ex-Alvis, £10 pair. L. Abbott, 46, Blackacre Road, Theydon Bois, Essex. [7263

**BENTLEY,** 1938, Park Ward 4¼. Taxed. Passed roadworthy. Overhauled. Brakes, clutch relined. Resprayed. New battery. £300. Box No. E.264. [7264

**VOLKSWAGEN.** £45 or dismantle for spares. 18, Pembridge Mews, W.11. Tel.: BAY 6807. [7266

## FOR SALE—*continued*

**SUNBEAM-TALBOT Mk. II** convertible. Really beautiful condition mechanically and bodily. Must be best Mk. II available. About £350. Details, Tel.: BAY 0782. [7265

**DISMANTLING J2 M.G.** Very good 450 × 19 tyres. Also TA parts. 1, Albert Road, Ealing, W.5. [7267

**1936 RILEY IMP,** £385. Tel.: AMHerst 1852 (evenings). [7268

**TRIUMPH 2000,** 1949. Recond. engine two years ago. M.O.T. cert. New steering box and tyres; bodywork excellent. £235 o.n.o. Tel.: Waltham Cross 22635 (after 6 p.m. and week-ends) [7269

**TR2 LEATHER** rear seat—as new—cost £23, price £15. Cobbledick, Brunswick, Camelford, Cornwall. [7271

**1919 STANDARD HONEYMOON** coupé. Complete and in solid condition, offered for sale or exchange for any older Hillman or Humber model Cash adjustments. Emery, "Corron Hill," Halesowen. Tel. : HALesowen 1635. [7272

**DELAHAYE TYPE 135** cabriolet. Excellent condition throughout. M.O.T. certificate. £160, o.n.o., or part exchange suitable Rolls 20-25. Arman, Treloyhan Nursery, Trevose Close, Chandlers Ford, Hants. Tel. : Chandlers Ford 5002. [7273

**NEW CARBURETTERS.** 4 Zenith 1 in. bore D.D. 1 S.U. 1¼ in. bore semi-D.D. £3 15s. each. Sutton, Hadtry End, Yoxall, Burton-on-Trent, Staffs. [7274

**SPRITE, SEPT., 1959.** Extras. Undersealed. 7,000 miles only. £515. Gwynne, 3, Fairfield Road, Woodford Green, Essex. Tel. : LOU 3553 (business). [7275

**"MOTOR SPORT," 1950-1961.** Offers wanted. Ablewhite, 124, Woodside Road, Amersham, Bucks. [7276

**M.G. TA.** Poor mechanics. Good bodywork. Offers ! ! M. Marshall, "Sandiacre," Lodgefield Estate, nr. Oakley, Essex. [7279

**M.G. TC, 1946.** Maroon, reconditioned engine only 8,000 miles, new hub bearings and half-shafts, twin spots, reversing lights. M.O.T. certificate. Bills £150 last six months. Genuine good buy at £275. McEntee, 2A, Lombard Street, Liverpool 6. Tel. : ANF 6057. [7280

**500 c.c. NORTON** Ray Martin Special F3 car; 100% condition. New tyres. Only wants seeing. £175, o.n.o. Jap 500 c.c. 4-stud dirt track engine, fully modified and complete. £45. Tel. : Elgar 6737. [7281

**1937 B.S.A. SCOUT** sports coupé. Reconditioned engine (£65). New battery, excellent tyres. Body good. Certificate. £100. 30, Maxwell Road, Winton, Bournemouth. [7282

**1921 D-TYPE 25-h.p. VAUXHALL** tourer. Only known surviving model in this country. Reluctant sale. £275, o.n.o. Clay, 27, New Street, Blaby, Leics. Tel. : Wigston 2120. [7283

**ALVIS SPARES CHEAP.** Silver Eagle engine good condition. Heard running, £10. T.G. 1,982 c.c. engine incomplete, synchomesh gearboxes, three 4.5 differentials, various manifolds, flywheels, clutch assemblies, water pumps, etc. Younger, 91, Abbey Road, Grimsby. Tel. : 3181 (evenings). [7284

**FIAT 600 DYNO,** regulator, air cleaner, lamp rim, etc. £5 lot. Richards, Penn, Allcannings, Devizes. [7285

**M.G. 18/80 VINTAGE** sports car. Good condition, Passed M.O.T. test. Marriage forces sale to highest offer. Box No. E.288. [7288

**1924 DODGE.** Suitable for restoration. Only done 21,000 miles. P. Wing, Farnhurst Farm, Cranleigh, Surrey. Tel. : Cranleigh 224. [7289

**FORD CONSUL Mk. II.** Front brake assemblies complete. moderate mileage. Wanted performance equipment Mk. II Consul and 100E. Box No. E.290. [7290

**DAIMLER, 1926,** sleeve valve and another complete duplicate model for spares for £150. Ivory and black all-weather open touring limousine with original double cambriolet de Ville hood. Lovingly maintained. Excellent M.O.T. certificate. Tel. (office) : PARk 3666; home: Weybridge 2190. [7291

**M.G. YB 1½-LITRE** saloon, July '52. Exceptional condition. Green with green upholstery. Available single or twin carbs. Std. or tuned head. Well shod. Many extras fitted. Load of spares. £325. Brock, 7, Beech Road, Headington, Oxford [7292

**M.G. J2.** Red. V.G.C. M.O.T. cert. Must sell. £65, o.n.o. Box No. E.293. [7293

**1959 FORD MISTRAL SPECIAL 1,172.** New battery. Well shod. Needs tidying. £50. Wanted VW. Cheap, below par/damaged considered. BM/OAGR, London. [7294

**PHENOMENAL DS19.** Citroën 2-litre, Jan. '57. 66,000 on clock. Bills (lots). £500 to clear. Buying Rolls or Bentley. Mrs. Appleby's Bakery, 231, Blackburn Road, Accrington, Lancs. Tel. : Accrington 33731. [7295

**POOR MAN'S E-TYPE.** British Salmson d/h/coupé. Twin o.h.c. sports engine. Good hood, tyres, batteries, jackalls, spares. M.T.C., taxed, insured. Tapley brake and performance meters. £95 o.n.o. Tel. : Hayes (Middlesex) 0363. [7298

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

## FOR SALE—*continued*

**1938 RILEY 2½-LITRE** saloon. Interior/mechanically excellent. Body/appearance good. Taxed, tested. Offers: Longbottom, Swan Farm, Slaithwaite, Huddersfield. [7299

**REBECCA SPECIAL** Formula 3 rebuilt 2-seater sports. Registered. Vincent twin and transporter available. Details, photographs on request. McCosh, Gt. Barton, Whimple, Exeter. Tel. : 421. [7300

**ROLLS-ROYCE PHANTOM I,** 1925, cabriolet, all original. £460. Tel. : GREenwich 1624. [7301

**ROLLS BENTLEY 3½.** Fitted luxurious post-war d.h. coupé. Specialist coachbuilders. Rolls record. All extras, including wireless, heater, inspection lamp, etc. Brakes, clutch relined. New hood, valves, battery. M.O.T. Reasonable price. Prefer exchange small car. Countryman, with adjustment. Cheshire. Box No. E.302. [7302

**RATHER SPECIAL STANDARD 10,** 1957. Engine rebuilt by Flockhart & Langrishe 2,000 miles ago—now virtually 2 carb., Herald engine, hard linings, etc. Offers. Tel. : FREemantle 6603 evenings. [7305

**1933 ROLLS-ROYCE 20/25,** above average coachbuilt shooting brake body, retrimmed, recarpeted,. new exhaust system, P.100 headlamps. Passed test. Goes well. £160, o.n.o. Tel. : Maidenhead. 2518. [7306

**TR 3.** Genuine 30,000 miles. White, black hardtop, soft-top, radio, heater/demister, brand new "X"s fitted 8 weeks ago. This car has been beautifully kept and maintained regardless of expense. Not raced or rallied. Present owner regretfully must sell for business reasons. Price £620. Near offers considered. Tel. : ENT 3579 (10 a.m.–4 p.m.) [7309


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**CITROEN, 1947,** Light Fifteen saloon. Excellent condition, heater, demister, twin spots. £115, o.n.o. 211, Days Lane, Sidcup, Kent. Tel. : FOO 5441. [7308


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**VAUXHALL VICTOR ALEXANDER** conversion Cost £45, as new. £25. 5, Malthouse Lane, Dorchester-on-Thames, Oxon. [7310

**VINTAGE M.G. M-TYPE.** Rare model, original Wilson preselector gearbox, Hardy-Spicer prop.-shaft, sealed beam headlamps, spare engine. Good condition throughout. £40. Tel. : PARk 1069. [7311

**ALVIS, 1938, SPEED 25** 3½-litre sports tourer. Excellent all round condition. Details on request. Hancock, Moot House, Aldridge, Staffs. [7313

**GOGGOMOBIL 7.5 400 MAYFAIR** saloon, 1959 m. 13,000 miles. V.G. condition. Bargain. £325, or exchange W.H.Y. Eades, 27, Footshill Road, Kingswood, Bristol. [7314

**SPECIALISTS.** Lotus 17 body, £70. Alum. f/tank, £7. F2 rad., £6. Elite windscreen, £6; sidescreens, £4. Space frame, transmission 4.7 c.w.p., i.f.s., £70. Hot E93A engine, c.r. box, £65. Instruments, £6. Lot £230, o.n.o., including many extras. Tomlinson, Cranborne Road, Hatfield. Tel. : 2872. [7315

**1954 VW,** reconditioned engine, 2 "X,"s S/B/ headlamps, washers, parcel shelf, w/mirrors, 2 horns. Texas brown. Excellent condition. £330, o.n.o. Heath, 40, Hough Green, Chester. Tel. : 25370. [7316

**H.R.G. 1500.** Fabulous condition. Hard-up owner must sell owing to recent marriage. £350, o.n.o. Full details: Wenley, "Alpines," Britton Crescent, Great Baddow, Chelmsford. [7317

**HUMBER PULLMAN LIMOUSINE,** 1939/49. Excellent condition, including tyres. Fast, reliable. £75, sacrifice, must sell. Priestley, White Birches, Church Stretton, Shropshire. Tel. : Marschbrook 42. [7318


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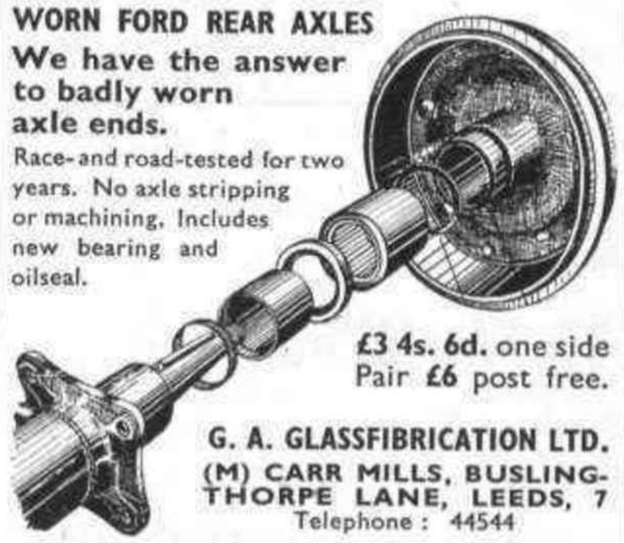
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**1961 FALCON CARIBBEAN,** Stage VI engine by Brabham/CRS. D gears. L.M.B. suspension. 15-in. wheels, " Xs," hydraulics, full instruments, screenclean, heater, woodwheel, 12 volts, jackpoints. £480. Full details: 103, Oglethorpe Road, Dagenham. [7319

**1926 AUSTIN SEVEN** tourer. Mechanically and bodily sound. Good upholstery and hood. M.O.T. cert. Spares. £75. Young, Duntisbourne Abbots, Cirencester. Tel. : Miserden 352, evenings. [7320

**R-TYPE M.G.** single-seater racing car. Entirely rebuilt to as near original as possible. Not raced since. New tyres and supercharger with original as spare. E.N.V. close-ratio gearbox, spare crown wheel and pinion. Genuine enquirers to : W. F. Moss, 109, London Road, Luton. Tel. : 3096. [7277

**H.R.G. 1500,** Dec. 1950. B.R.G. Lovely condition. Engine completely rebuilt. Brakes relined. New hood, sidescreens. £375 o.n.o. Harward, Yew Tree Cottage, Shatwell, Yarlington, Wincanton, Somerset. [7321

**SALE—RILEY NINE** spares, cheap to clear. Worth, High Street, Navenby (Tel.: 275), Lincoln. [7322

**TR2.** Red. Heater, radio, overdrive, tonneau. In good order. £425. " Farnley Tyas," Church Road, Blewbury, Berks. [7323

**1953 M.G. TD,** B.R. green. Carefully used and maintained. H.P. available. £335. Townsend, Tel.: Croydon 8908 (7-9 p.m.). [7324

**ADLER 1-LITRE** soft-top saloon, 1937. R.H. drive. Independent suspension. Fairly good body; bores only .020 in. oversize. With some spares. £85. 55, Garth Close, Morden, Surrey. [7325


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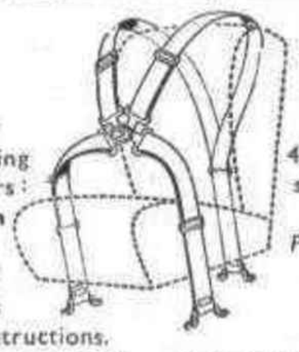
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**THREE OR FOUR** on holiday might be delighted with Rolls-Royce 1938 limousine (aluminium) on 1929 WR chassis. Reliable and imposing car. Tools, mascot, book. £180. Seen South Coast. Box No. E.331. [7331

**1958 FORD ANGLIA,** with Mercury V8 engine, two Solex dual induction carbs., Mallory dist., Zephyr I i.f.s., also brakes, including special linings and Baldwin booster, Aceca-type i.r.s., DB2 gearbox, Zephyr wheels and tyres, dual petrol tanks. 22-30 m.p.g. Absolutely steady at over 100 m.p.h. Unmarked, looks almost standard and is in first-class condition. £550 or exchange for vehicle of similar value. T. Hill, 20, Westgate, Hawksworth Lane, Guiseley, Yorkshire. Tel.: Guiseley 3859. [7332

**ROLLS, 1936, 25/30.** Handsome H. J. Mulliner saloon. Good history. Excellent condition throughout. Bargain at £375. Full particulars, Tel.: HYD 4292, or Box No. E.333. [7333

**1959 MINOR 1000** d/l., 18,000. £65 Derrington conversion, heater, spot, washers, seat covers. Excellent condition. £510 or exchange Borgward Combi plus cash. Gunton, Tel.: VANdyke 3301. [7334

**UNUSED TORNADO TYPHOON** chassis plus Ten engine, four new 15-in. wheels (" X "s), 4.4 axle, cross-flow rad., two 3-speed, one 4-speed box. New wheels, hubs and bearings. 12v. electrics. Offers ? Box No. E.335. [7335

**SUNBEAM-TALBOT 90** coupé, 1952. Excellent bodywork, new tyres, brakes. £245. Consider exchange, cash either way. 565, Warwick Road, Solihull, Warwickshire. [7336

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**1927 LANCIA LAMBDA,** 8th series engine, 2-seater, red. This car has been advertised for a year but not one person has ever been to see the car. Offers over £125. Berridge, Tel.: FUL 8435. [7342

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**DAIMLER LIGHT TWENTY** sports saloon, 1937, *works rebuild 1950, full equipment.* M.O.T. certificate. Relined brakes, but big-end bearing gone. Any offers ? Sara, 76, Ivy Park Road, Sheffield, 10. (Tel.: 32047.) [7351

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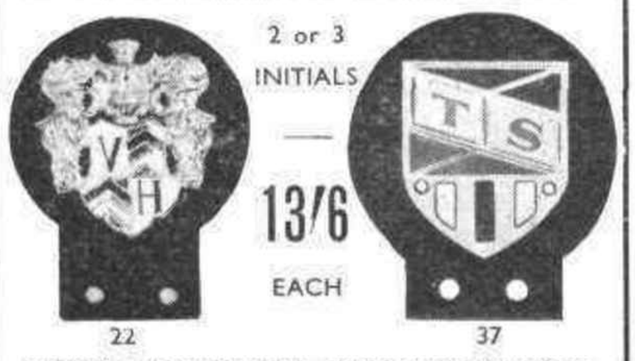


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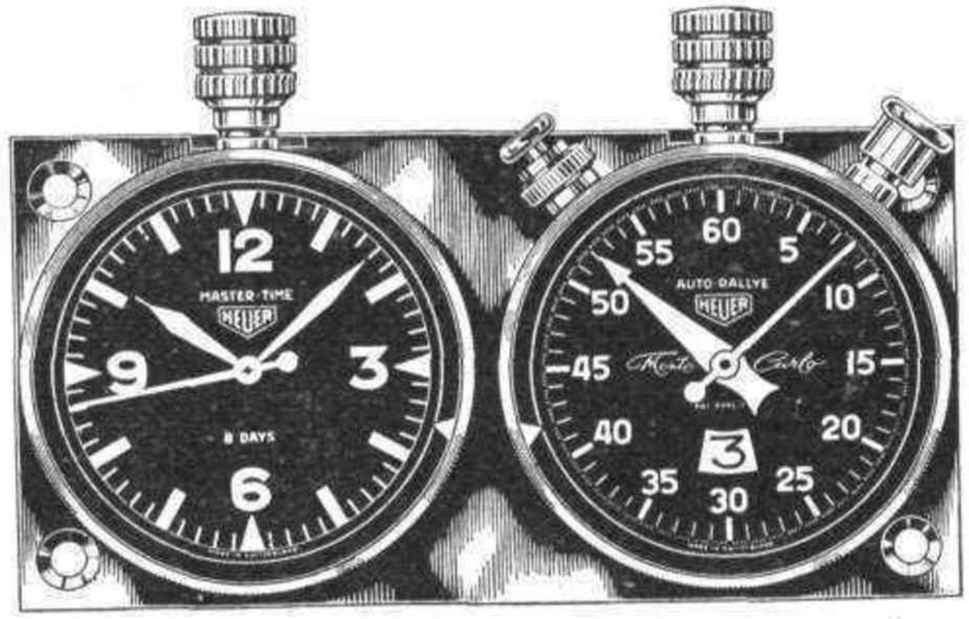
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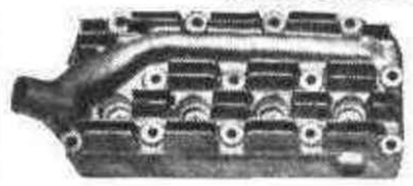
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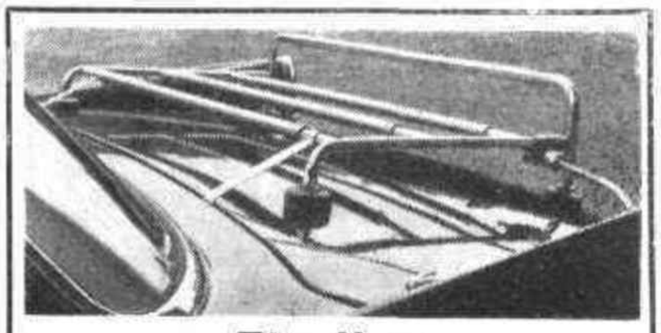
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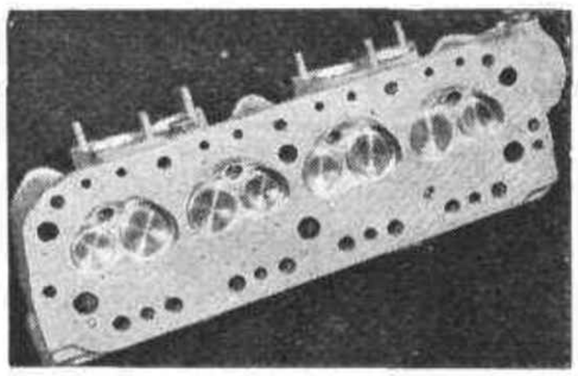
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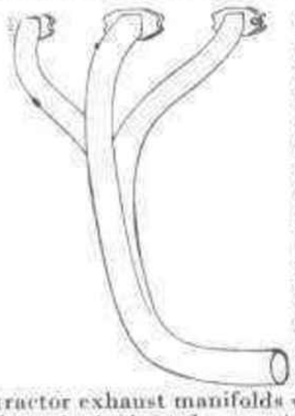
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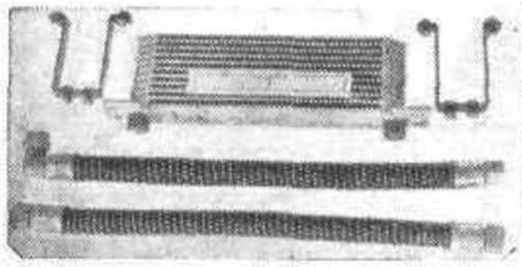
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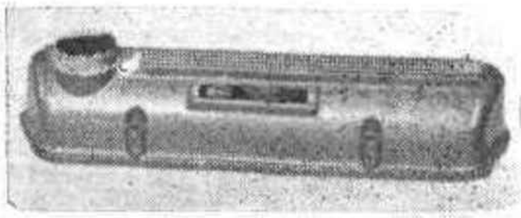
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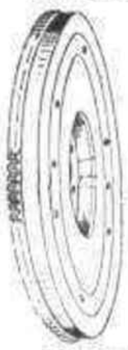
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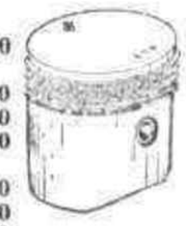
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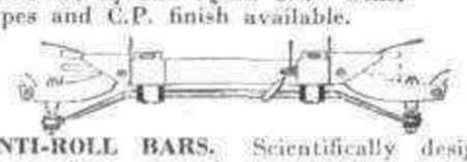
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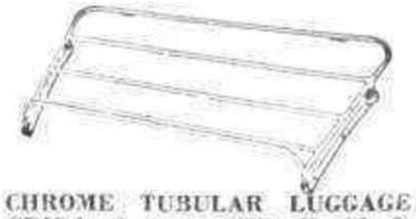
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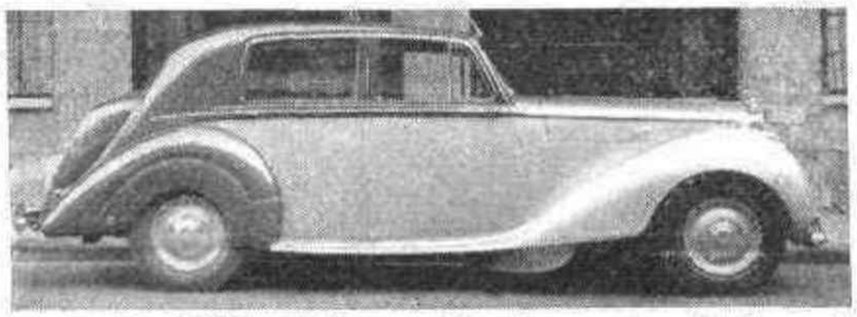


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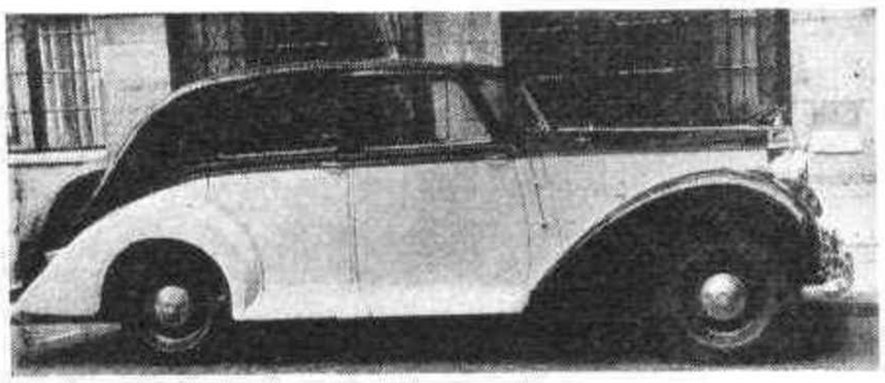
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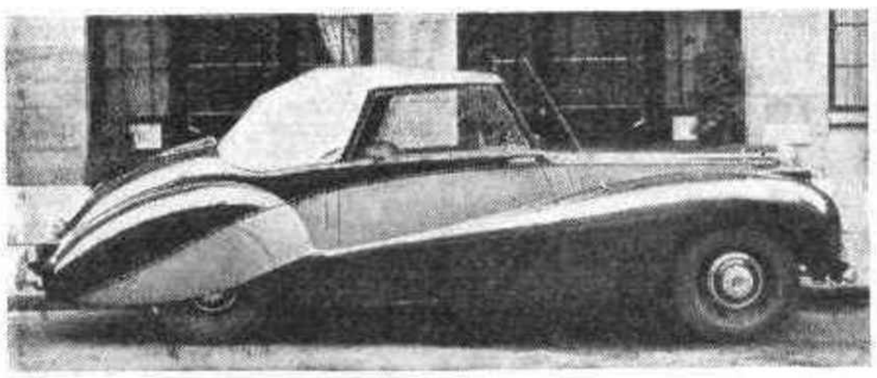
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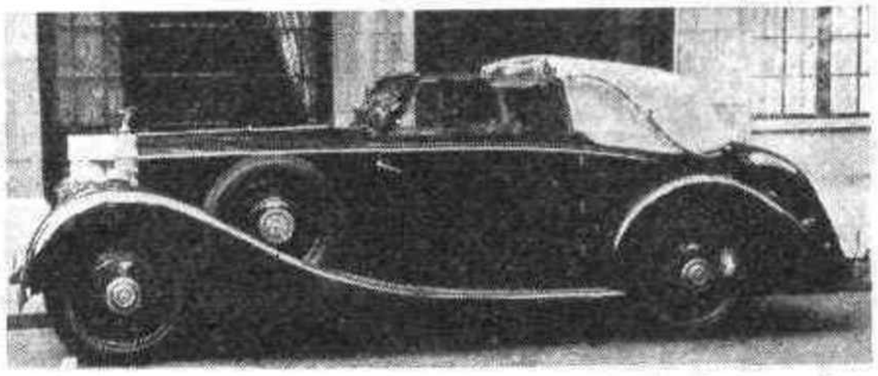
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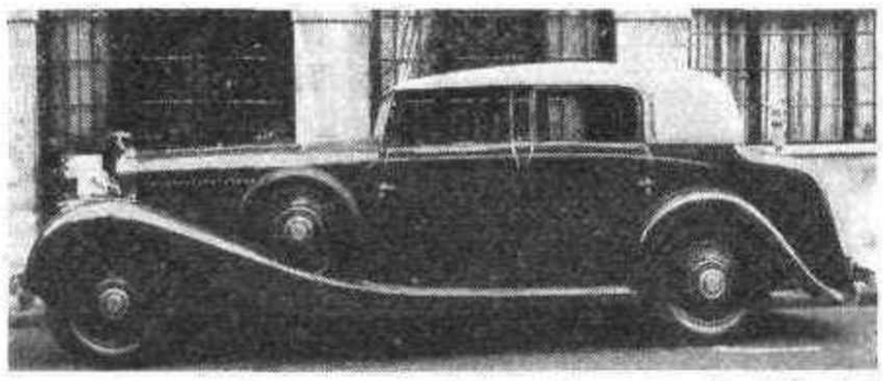
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**We are urgently seeking an open Edwardian of British manufacture, and a special-bodied early post-war Silver Wraith drophead coupé, and will pay the usual introductory commission for information resulting in the subsequent purchase of these or any models similar to those advertised.**



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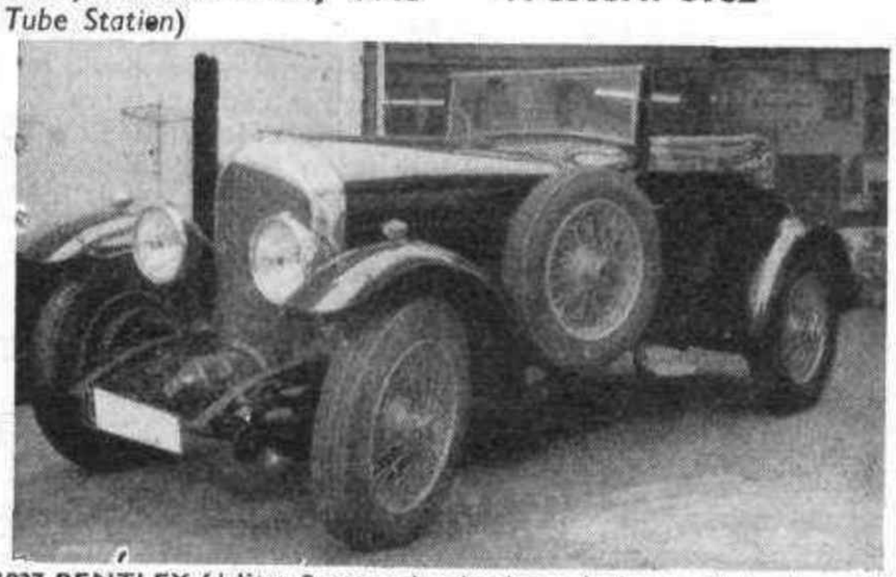


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**FERRARI 250G.T.** Undoubtedly one of the most desirable G.T. Ferraris available today ; the two-seat fixed-head coupe coachwork by Pininfarina has the most striking simplicity of line, and is spotlessly finished in thundercloud grey with matching red and grey upholstery; 3-litre V12 unit, Borrani wire wheels, twin spotlamps, heater, screen-washers, all synchromesh gearbox, etc. Just imported from Italy where the sole owner has fastidiously maintained the car, since delivery in 1958, at the works in Maranello... ... ... **£3,250**

**LOTUS Elite G.T.** Available for immediate delivery are two brand new and unregistered cars. Finished in flame red with black interior, or in white with tan interior. Demonstrations can be arranged with great pleasure ... ... ... ... ... List **£1,949**

**JAGUAR XK150 3.8 S-type fixed-head coupé.** Unquestionably the fastest and finest 150 in the country today. One owner, ten thousand miles only from new, and absolutely spotless in indigo blue with pale blue leather upholstery. Equipment includes radio, heater, wire wheels, overdrive, close-ratio gears, high ratio back axle, disc brakes, twin spotlamps, wing-mirrors, screen-washers, etc. Now offered at a very considerable saving off list price at ... ... ... ... ... ... ... ... ... ... ... **£1,685**

**AC Ace-Bristol,** 1958 series G.T. coupé in metallic blue. The condition both bodily and mechanically is superb; fitted with wire wheels, " X " tyres, radio, heater, Alfin drums, etc. ... ... ... ... ... ... ... ... ... ... ... ... ... **£1,295**

**RENAULT Floride, 1960 series fixed-head coupé.** One owner, six thousand miles from new, and finished in midnight blue with matching interior. Heater, screen-washers, etc. A particularly desirable example ... ... ... ... ... ... ... **£965**

**LOTUS Elite G.T., 1960.** Meticulously cared for by the sole owner, and attractively finished in white with tan upholstery. Fitted with all synchromesh gearbox, Pirelli tyres, heater, Stage I tune... ... ... ... ... ... ... ... ... ... ... ... **£1,495**

**SUNBEAM Alpine Mk. 2, 1961 series 1,600 c.c.** 2/4-seater. Literally as new in signal red with black interior. One owner, six thousand miles only from new, with disc brakes, heater, etc. ... ... ... ... ... ... ... ... ... ... ... ... **£935**

**JAGUAR XK150, 1960 fixed-head coupé.** Immaculate in palest suede green, with matching interior, and fitted suitcases. Chromium plated wire wheels, overdrive, radio, heater, twin spotlamps, washers, disc brakes, etc. Very low mileage, only... ... ... **£1,495**

**PORSCHE 1600 Super.** A fine example of this smooth, fast and relaxing car, unmarked in dark red with black cockpit. Adjustable Reutter seats, " X " tyres, radio, heater, twin spotlamps, etc. Engine completely reconditioned only three thousand miles ago ... ... **£995**

**LOTUS Mk. XI series 2 " Le Mans."** Just recellulosed in Cambridge blue and in spotless order throughout. Stage 2 1100 Climax engine, close ratio gears, disc brakes, wire wheels, de Dion ... ... ... ... ... ... ... ... ... ... ... **£675**

**T.V.R. Mk. I G.T. coupé, 1960.** A very, very fast car with **supercharged M.G.-A 1600 engine,** wire wheels, Alfin drums, etc. One owner, six thousand miles from new, and unmarked in dark red with black cockpit ... ... ... ... ... ... ... **£785**

**LANCIA G.T. Aurelia.** Gleaming black with red upholstery, this 2½-litre all-independently suspended G.T. car successfully combines the most coveted features in any car today; full four seats, speed with economy, superb Italian styling, and Lancia's renowned road-holding ... ... ... ... ... ... ... ... ... ... ... ... **£795**

**JAGUAR XK150, 1960 fixed-head coupé.** One owner only, and most attractively presented in wine red with matching interior. Equipment includes wire wheels, disc brakes, overdrive, heater, twin spotlamps, etc. Very competitively priced at ... ... ... **£1,335**

**A.C. Aceca, 1955 G.T. coupé.** Another of these sought after cars, finished in palest jade green with black upholstery. Radio, heater, twin spotlamps, screen-washers, etc. ... **£765**

**TOJEIRO-JAGUAR, 1957 sports-racing 2-seater.** Full D-type 3.5-litre engine, Webers, disc brakes, mag., wheels, ZF diff., all synchromesh gearbox, etc. With a formidable power-to-weight ratio of 300 b.h.p. per ton, this must represent the best value for sheer power and speed available today ... ... ... ... ... ... ... **£895**

**ALFA ROMEO Giulietta Sprint,** 1956 coupé, just recellulosed in Italian red, with matching red and black interior trim. Fitted Veloce modifications, floor gear-change, radio, heater, screen-washers, etc. ... ... ... ... ... ... ... ... ... **£995**

**JAGUAR XK150, 1958 fixed-head coupé,** in British Racing Green with tan interior. Disc brakes, overdrive, twin spotlamps, heater, etc. A delightfully smooth and luxurious example ... ... ... ... ... ... ... ... ... ... ... ... **£895**

**ASTON MARTIN DB2/4 G.T. coupé,** 2.6-litre engine, and equipped with every possible extra, including radio, heater, twin spotlamps, " X " tyres, Alfin drums, wire wheels, screen-washers, etc. Finished in Antarctica green with beige upholstery ... ... ... **£965**

As officially appointed **London Lotus Distributors,** we are proud to offer the fabulous **Series Two Elite Coupé** at **£1,949**, or the recently announced **Special Equipment Elite Coupé** at **£2,120**, in a variety of very attractive pastel shades. Specification includes all-independent suspension, disc brakes all round, wire wheels, fibreglass unitary construction, etc. Demonstrations can be arranged with pleasure, and all facilities are immediately available. Please write, call or 'phone for further details.

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## FOR SALE—*continued*

**LAGONDA 3½** sports saloon, 1935, specimen condition throughout. £135. 55, Holly Lane, Erdington, Birmingham, 24. [7431

**M.G. TC,** '47, red. M.O.T. certificate. New starter, king-pins. £180. Must sell. Williams, 15, Kelsey Way, Beckenham, Kent. Tel.: BEC 4638. [7435

**AVON STANDARD SPECIAL,** 1931. M.O.T certificate. Mechanically excellent. Tel.: Tewkesbury 2378. [7436

**STATUS SYMBOL.** 26 m.p.g., 90 m.p.h. All-independent, Mercedes 220, L.H.D. Built to last this century. 43,000 miles. Ideal car for the vintage enthusiast forced to go modern. Heater, demister, fog lights, cigar-lighter, etc. In excellent condition throughout. £395. Tunley, Littlejoy Lane, Newton Abbot. Tel.: 1841. [7437

**TEL.: ERD 3893.** Morris Cowley, 1928. M.O.T. passed. Also chassis of spares. £70 o.n.o. 7, Exeter House, Church Road, Erdington, Birmingham. [7438

**HEADLAMPS.** 8-in. Lucas. Reflectors aluminised converted double dipping; chrome reasonable; wonderful light. £6 pair, plus p. & p. Box No. E.439. [7439

**HUMBER RACER.** Ex-Winder 8/18 chassis, 9/28 engine special. In good tune and ready to race. Complete with useful spares and self-steering tow-bar. £100. May, Tel.: Gerrards Cross 2451 at 6 p.m. [7440

**ALVIS SPEED TWENTY** Cross and Ellis tourer. New hood, sidescreens, battery, upholstery, resprayed; first class all round. £300. Photographs. 21, Leigh Road, Southampton. Tel.: 54937. [7441

**12/50 ALVIS SPECIAL,** 1937, 4-seater tourer. Passed test. £80. John Bunting, Oswaldkirk, York. [7442

**HOOD FRAME** for 1936 Morris Eight tourer, £2 10s.; buyer collects. Instruction book, 1930 16/50 Humber, 25s. T. B. Ash, Rockfield, St. John's Road, Buxton. [7443

**O.M. SPARES** for 2.2-litre : flywheel and complete relined clutch assembly; Scintilla Vertex magneto, condition good. Box No. E.444. [7444

**FRAZER NASH-B.M.W.,** 1936, coupé. M.O.T. tested. Offers to and information from Malcolm, 72, Seabank Road, Wallasey. [7445

**RILEY IMP.** 100% overhauled. Manual box. Full weather equipment. £275 o.n.o. Must sell. Dutton, 111, Ferney Road, East Barnet, Herts. Tel.: ENT 0728. [7446

**LAGONDA** tourer, Vanden Plas 3-litre, 1932. Outstanding original condition. Cycle-type wings, P100s, telecontrols. Very fast; demonstration gladly. About £185. 121, Copers Cope Road Beckenham. Tel.: 9316. [7447

**AUSTIN SEVEN.** Gordon England saloon. £45. Whitehouse, 48, Vesey Road, Sutton Coldfield, Warwickshire. [7448

**ASTON MARTIN INTERNATIONAL,** 1931, 2/4. Body average. Modern engine. M.O.T. certificate. £100 o.n.o. Morris, Old Vicarage, Bromsgrove Road, Redditch, Worcs. [7449

**ROLLS-ROYCE** Barker-bodied limousine, 20/25, 1932. Body, mechanics and tyres very good. £200. View by appointment. 8, Brooklane Field, Harlow. [7453

**TOURING, CAMPING, RALLYING.** Engineer offers his tug and van. The complete answer to effortless touring. Tug is Humber F.W.D. station-wagon—ex-W.D., specially modified for trans-continental expedition and in 100% condition. Van 16 ft., 4-berth and kitchen, lavishly equipped, undersealed, electric/gas lighting, awning, etc. Bought boat so prepared sacrifice both at £375 for quick sale. Tel.: Wykeham, Flaxman 9980, or write : 2, Margaretta Terrace, Chelsea, S.W.3. [7454

**VINTAGE MORRIS MINOR** (1930) o.h.v. tourer. Passed test. Good hood, screens, trim, mechanics; handbook; spare engine. £40. Box No. E.455. [7455

**ALVIS,** 1940, Charlesworth black saloon, 4.3. 2LS Lockheeds, spare engine, gearbox, brake drums, wheels, etc. M.O.T. certificate. Taxed December. £175. May, Ashburton, Send, Surrey. [7456

**RILEY 1½,** 1953. Immaculate, enthusiast maintained. £360. Tel.: Seven Kings 9265 (after 5 p.m.). [7457

**DELLOW,** 1954. Excellent condition, recent new engine. Twin S.U.s, 4.7 axle, fitted carpets, washers, reversing light. Not trialled. £250 or nearest. " Windyridge," Hurst Lane, Nr. Doncaster. [7458

**M.G. Y.** 1950, sports saloon. Heater. M.O.T. certificate. £230 o.n.o. Tel.: Farnham Common 960. [7459

**REO FLYING CLOUD,** 1927—rare American coupé in very sound condition; £50. 1933 Hornet recently upholstered and in good original order; £35. O.M. 2-litre crankshaft with flywheel and clutch, £3. Holt, Gay Lawns, Bunny Hill Top, Costock, Nr. Loughborough, Leics. [7460

**RAVISHING ROLLS REPLICA**—company car forces reluctant sale. This motor car has an eye-catching 1947 coupé body on 1929 chassis, 21 h.p. 18 m.p.g. Excellent condition. Recent engine overhauls. M.O.T. certificate £295. Webb. Tel.: Chorley Wood 2865. [7461

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

## FOR SALE—*continued*

**1951 A40 G.D.2** sports. Well loved and well cared for past five years. Heater, new hood, recarpeted. Mechanically in excellent order; engine 10,000 miles. Road tested. Offers. N. L. Swinburne, B.N.C., Oxford. [7509

**£65 : 2-LITRE M.G.** saloon. Black-grey, grey leather. Enthusiast owned. Taxed year. Tested. 35, Lea Road, Brockworth, Glos. [7510

**A.C. ACE,** 1954 Red. New hood. Radio, heater. Excellent. £530 o.n.o. M.G.-A, 1956, red, as new, 24,000 miles; £485 o.n.o. Tel.: Goring-on-Thames 84. [7511

**M.G. PA** sports 2-seater, black. Recent overhaul; new tyres, hood, battery, dynamo, etc. Many extras. Bodily and mechanically v.g.c. M.O.T. £125. Tel.: FEL 3305 (evenings). [7512

**HOME WANTED.** 1932 Singer Le Mans, 1172 unit. Goer but needs a little care and attention. Value about £75, sacrifice £50 o.n.o. N. Ferrier, Cranleigh, Surrey. [7513

**1929 MORRIS COWLEY** coupé with dickey. Good general condition. M.O.T. certificate. £50. 106, Malvern Avenue, South Harrow. [7514

**TRIUMPH TR2,** July 1955, in B.R.G. Most extras, Michelin "X" tyres. In exceptional condition throughout. £415 o.n.o.; hire purchase could be arranged. 15, Salem Street South, Sunderland, Co. Durham. [7515

**ASHLEY FORD SPECIAL,** 1172 body, hard-top. Needs finishing touches. £125 o.n.o. M. Wyman, 13, Delf Hill, Rastrick, Brighouse, Yorkshire. [7516

**WHITE ATLANTIC A90** convertible, Dec. '50. Radio, heater. Spotless chassis, everything very good. M.O.T. certificate. 100 m.p.h. £120. "Oakbrook," Senna, Comberbach, Cheshire. [7517

**ALVIS 13 FIREBIRD** saloon, 1935. Reliable, daily use. M.O.T. certificate. £40. Sutton, 37, Priory Road, Sale, Manchester. [7518

**4½ BENTLEY.** Superb 1937 Gurney Nutting sedanca de ville. New mohair hood and lining, boot relined, body stripped, 20-coat respray, trims re-polished, all rechromed, new king-pins, reconditioned servo. Mechanically very good. 19 m.p.g. Heater, radio, washers. Photo. £525 o.v.n.o. Duckworth, 226, Walmersley Road, Bury, Lancs. [7519

**LAGONDA, 1938, V12** d.h.c. Not fully run-in after £285 Staines engine overhaul, new fully-lined hood, carpets. Silver leather upholstery. Little needed to make *concours*. £400. Duckworth, 226, Walmersley Road, Bury, Lancs. [7520

**1935 AUBURN** saloon, fitted P.6 diesel, overdrive, radio, etc. Taxed, tested; excellent condition. Very economical. Al Capone style classic. Around £130. Seen Yorks. Photo available. Box No. E.521. [7521

**1960 ROCHDALE G.T.,** 10 h.p. High-ratio axle, Woodhead suspension, 12 volt, electric pump, 16-in. wheels, remote control, heater, electric wipers, flashers, Servais silencer. Professional finish. Exhibited at the 1961 Racing and Sports Car Show (London). £325 or nearest. 18, Lord Street, Wigan, Lancs. [7522

**ENTHUSIASTS ONLY TR2.** New 3A chassis, almost complete new body, suspension, exhaust, r/springs, w/rimmed wheel; all done January '61. Finished in unblemished yellow with new black upholstery. S/s screens, carpets and hood. Fitted overdrive, heater, twin r/lights, "X" tyres, undersealed, etc. Gift at £425. H.P. arranged. Hamden, 152, Park Road, Chesterfield. [7523

**M.G. TA,** 1937. Mechanically good, body sound, recond. engine 5,000 miles. Two new tyres. M.O.T. tested. £145. Chalke, Barford, Salisbury. [7524

**1915 CHATER-LEA** chassis, unregistered; requires tyres and body. £60. C. Arnold, Mears Ashby, Northants. [7525

**SEPT. '60 DOWNTON** converted 95-m.p.h. Austin Mini. Cost over £650. Twin carbs., high-compression head, 3-branch exhaust, special brakes. Taxed year. Low mileage. Many extras. Only £510. Tel.: Wallington 1687. [7526

**1952 JUPITER,** Series III crankshaft. Resprayed, Michelin tyres. Taxed year. £265 o.n.o. Tel.: AMBassador 7358. [7527

**ASTON MARTIN,** 1934, Mk. II s/c. 7,000 miles since professional rebuild. Excellent condition, appearance, mechanically, electrically. £350 o.n.o. Masterson, 48, Canning Road, Wealdstone, Middlesex. [7528

**TIGER!!** Messerschmitt Tg500. Condition virtually as new; many extras. Colour print available. Around £465. Box No. E.529. [7529

**FORD SPECIAL,** near completion. G.T. Oldham body; new tyres, reconditioned engine. £140 o.n.o. Nish, 1, Fairbourne Avenue, Alderley Edge, Cheshire. [7530

**TC,** 1949. ivory, Stage II. M.O.T. tested. Beautiful condition, many extras. £265. Hicks, Tel.: Aldershot 24044. [7531

**SUNBEAM-TALBOT SPECIAL.** Rochdale body, recond. engine. £70 o.n.o. 58, Tottington Road, Bury, Lancs. [7532

**ROCHDALE G.T.** Ford Eight, originally 1952 Anglia. Rebuilt 1959. New electrics, winkers, radiator, etc. £175 o.n.o. Eynon, 22, Brynwyndham Terrace, Treherbert, Rhondda, Glam. [7533

**1937 BENTLEY 4½** *saloon.* Good Mulliner sports condition. Best offer over £200 secures. Tel.: Victoria 0450. [7538

## FOR SALE—*continued*

**TC M.G.,** *1946.* An above-average red example. New steering, starter and battery. Offers around £225 please. Tel.: Mountwood 3289. Wirral. [7534

**ROLLS-ROYCE 20/25,** 1932, small limousine in grey and black. Good order throughout. New roof, woodwork repolished, stainless steel rad. and P100s. Decoked, new exhaust valves, silencer, etc. Reliable, economical—20 m.p.g. on commercial petrol. Distinguished and delightful car. Owner bought larger Rolls. M.O.T. certificate. 5, Halland Road, Leckhampton, Cheltenham. Tel.: 4525. [7535

**FORD EIGHT SPECIAL.** Red fibreglass body with black hard-top fitted on boxed chassis. Reconditioned engine, back axle. Remote-control gearbox. New upholstery. Fresh-air heater. Building cost £380. First reasonable offer over £220 accepted. Derry, 185, Lichfield Road, Four Oaks, Sutton Coldfield. [7536

**LAGONDA, 1933, 16/80** d.h.c. Excellent condition. 124, Rufford Road, Southport, Lancs. [7537

**DOLOMITE.** Rare special-bodied open sports. New tyres, brakes, tonneau, hood, handsomest, immaculate throughout. M.O.T. certificate. U.S.C.C. competitions. £150, o.n.o Ecurie Woodpile, Long Croft, Platt, Sevenoaks, Kent. [7539

**H.R.G. 1100, 1950** (admired by many). Immaculate bodywork with hood and tonneau in vynide. New battery, sidescreens, windscreen, new chrome. Recent engine overhaul. Five excellent tyres. £360, o.n.o. Travelling expenses refunded to buyer. 8, West Way, High Heath, Pelsall, Staffs. [7540

**ROCHDALE G.T. 1,172 c.c.,** 1959. New boxed chassis, red sprayed body, well upholstered, reconditioned engine, remote control gearbox; 4.3 rear axle. In excellent and reliable condition. Reasonable offers please. 54, Sherifoot Lane, Sutton Coldfield, Warwickshire. Tel.: Four Oaks 367. [7541

**BENTLEY 3-LITRE,** 1925 Red Label long wing tourer. Good condition. Passed M.O.T. £300. Barlow, 172, Green Lanes, Sutton Coldfield. Tel.: 1157. [7542

**FRASER NASH B.M.W.** Breaking good 319/45 cabriolet, tubular chassis. Also 326 starters and dynamo. McLauchlan, 187, Nithsdale Road, Pollokshields, Glasgow, S.1. [7543

**ASHLEY 750 SPECIAL,** hard-top, all new components. Internal trim to complete. £250. Wood, 3, Charles Avenue, Goldthorn Hill, Wolverhampton. [7544

**1921 STONELEIGH TOURER,** 1914 Harley Davison motorcycle. Both complete and original. Church Farm, Hampton Bishop, Hereford. [7545

**F.N.-B.M.W. 326** saloon, 1937. With numerous spares, including engine, gearbox, back axle, etc., etc. A delight to drive. M.O.T. certificate. Any trial. £175, o.n.o. Whittle, 5, Suzan Crescent, Wantage. Tel.: 133. [7546

**ASTON MARTIN** 2-litre saloon, 1937. Offers to: Stephenson, 27, Ayondale Street, Lincoln. [7547

**1955 TR2.** Heater, tonneau. £365, or exchange small saloon and cash. *Davis, 25, Northgate,* Sleaford, Lincs., or Tel. (London): MAR 3267, weekends. [7548

**SUNBEAM ALPINE SERIES I,** September, 1960. 5,000 miles. Grey, red upholstery, hard-top, soft-top, tonneau, twin sports, washers, heater, 5 Michelin "X." Quite unmarked. £875. Tel.: Sunbury 2725, or Cobham 3758. [7549

**TRIUMPH TR, 1955.** 42,000 miles. Grey, overdrive, heater. £350. Marrison, "Sycamore Cottage," Edale, via Sheffield. Tel.: Edale 210. [7550

**1936 BENTLEY 3½-LITRE** Mayfair close-coupled coupé. £265, o.n.o. In good mechanical order throughout. Engine overhauled 15,000 miles ago, steering 2,000 miles ago. Well shod. Bodily excellent. Will exchange for £100 cash and good Riley, Rover or similar. Hoare, 25, Pondcroft Road, Knebworth, Herts. [7551

**1936 SINGER LE MANS** 2-seater sports, spares, engine, etc. Passed M.O.T. £75. Biddlecombe, 24, Salisbury Road, Welwyn Garden City, Herts. Tel.: Welwyn Garden 27026. [7552

**ROCHDALE G.T. BODY.** All trim, seats. £110, o.n.o. Will deliver. Twin S.U.s, 4-branch manifold, fit E93A. £10. Keith Hall, Granby, Bradwell, Sheffield. Tel.: Hope 546. [7553

**H.R.G. MEADOWS, 1938.** Immaculate condition. £230. 139, Grayswood Avenue, Coventry. Tel.: 73832. [7554

**ASTON MARTIN 1½-LITRE** short 2-seater Mark 2. Special lightweight pointed tail body. In extremely nice order throughout. Green. Very good tyres and chrome. £375. 1934 Mark 2 saloon in tidy order. Recent extensive mechanical rebuild. Blue/grey. Good tyres. £195. 1939 2-litre 4-seater tourer. Actual Show Model. Finished dark green. Excellent coachwork, upholstery and chrome. All good tyres. Recent extensive engine rebuild, new radiator, brakes, etc. Full weather equipment. £350. Platt, Isfield, Uckfield, Sussex. Tel.: Isfield 213. [7555

**1938 APRILA.** Good condition. Sealed beams, '39 wheels. Resprayed B.R.G. M.O.T. cert. £100, o.n.o. F/O. Kent, R.A.F., Stradishall, Suffolk. [7556

## FOR SALE—*continued*

**ALVIS, 1948, 14-h.p.** £120. Good condition. Undersealed, heater. Tel.: Farnborough (Hants) 1512. [7557

**OPEN 4-SEATER M.G. MIDGET.** Four-speed box, hydraulics. Highest offer over £50. Newman, North Crawley, Newport Pagnell, Bucks. Tel.: North Crawley 216. [7558

**ALVIS SPEED 20** sports saloon, 1937. M.O.T. certificate. £125, o.n.o. D. W. Shaw. Tel.: Chobham 567. [7559

**M.G. VA SALOON.** Developed engine snag after passing test. Reconditioned gearbox, wheels. Good tyres. No reasonable offer refused. Tel.: Chesham 8208. [7560

**1936 AUSTIN NIPPY.** V.G.C. Ford Eight engine. Complete weather equipment, near new. Many spares. £60, o.n.o. Walmsley, 10A, Sagars Road, Handforth, Cheshire. Tel.: Wilmslow 4713. [7561

**EYE-CATCHING 1933 RILEY NINE** sports. Excellent condition, cream and maroon 2-seater. All weather equipment, test certificate issued. £150, o.n.o. Further details, Tel.: Rickmansworth 3988. [7562

**M.G. TA SPARES.** Std. crankshaft, camshaft, sump, carbs. Offers. Tel.: Gt. Baddow (Essex) 2384. [7563

**PA M.G.** Resprayed, rewired, resleeved engine, ground crank, new mains, ends. M.O.T. £150, o.n.o. Wadsworth, Henley Farm, Gt. Shefford, Newbury, Berks. [7564

**J2 M.G.** £100. Impeccable condition. Recently resprayed B.R.G. Bodywork immaculate. Tonneau and good hood. 4 new tyres. Doing very reliable daily commutor work. M.O.T. Armitage, Fairways, Bow Green Road, Bowdon, Cheshire. Tel.: Altrincham 3660. [7565

**B.M.W. 501, 1953.** Immaculate. New beige cellulose; engine completely overhaul. Fast and economical. Owner going abroad. Box No. E.566. [7566

**M.G. PA.** Immaculate condition. Enthusiast maintained. Recently extensively overhauled and completely reupholstered. M.O.T. cert. £135, o.n.o. Box No. E.567. [7567

**RILEY IMP.** Immaculate condition. Just rechromed and completely resprayed in attractive dark blue. Engine and gearbox extensively overhauled at great cost. Completely original and one of the finest available. Offers around £345. M. Mee, 23, Beaconsfield Road, St. Margarets, Twickenham, Middlesex. [7568

**M.G. TC, 1949, DEC.** M.O.T. cert. Taxed. 16 in. rears, spots, tonneau, new tyres. Batt. specimen. £285. 194, London Road, Guildford. [7569

**LAGONDA 12-CYLINDER** saloon de ville, 1938. Speedometer reading 56,200. M.O.T. certificate, but could do with attention. Well worth restoration. £135 only. Amey. Tel.: Frilford Heath 359. [7571

**LAGONDA V12 RAPIDE** (1939). New hood. Immaculate. Black, very rare 2/3-seater drophead coupé coachwork. Biscuit trim. Heater. Radio. Most impressive car in superb order throughout, complete with much service data, etc. £495. *Amey. Tel.: Frilford Heath 359.* [7572

**8th SERIES LAMBDA TOURER.** Full weather equipment, sound throughout £175, or Aprilia. Cole. Tel.: Latimer 2715. [7573

**AWAITING TRIALS CAR** enthusiast. T.T. Singer special. M.O.T. cert. Twin carbs. £75. 144, Mill Road, Hailsham, Sussex. [7574

**WOLSELEY HORNET, 1932.** Very good condition. Failing rear main. Offers. Dawes, "The Cottage," "The Marches," Leatherhead Road, Leatherhead, Surrey. Tel.: LEA 4308. [7575

**VINTAGE RILEY, 1927,** 11:9-h.p. tourer. M.O.T. cert. £85. Underdown, 124, Queens Road, Walton-on-Thames, Surrey. Tel.: 20675. [7576

**1930 ASTON MARTIN INTERNATIONAL.** Good condition, used daily. £225, or offers. 26, Ardleigh Green, Hornchurch. Tel.: HX 47035. [7577

**£80. MINX COUPE,** 1938. Reconditioned, modified engine, twin S.U.s, etc. Panhard rod, new remoulds, dampers, sealed beams. M.O.T. test. Outstanding condition and performance. English, Thorney Drive, West Street, Selsey, W. Sussex. Tel.: 2383. [7578

**GETTING PAST IT,** therefore: Riley Gamecock, polished aluminium, Brooklands box. S.S. 90, ex-team lot; 95 m.p.h., 22 m.p.g. Mk. VII, ex-works car totally Mk. VIII'd; 110 m.p.h., 20 m.p.g. All with bills for 100% recond., and M.O.T. Really perfect cars at £120, £175, £420, respectively, o.n.o., o.w.h.y.? Holden, 80, Petworth Gardens, Hillingdon, Middlesex. Tel.: UX 35778 (office hours). [7579

**VERY SPECIAL FORD** Special. Tornado chassis, R.G.S. body, all engine mods—twin S.U.s, etc., new "X" tyres; bills for over £350. Going for £185. Linton, 26, Manor Drive, Wembley, Middlesex. [7582

**M.G. TC,** 1949. Condition almost as new. Clipper blue with fawn upholstery. Extras include Perspex sidescreens, water and oil thermometers, full-length tonneau cover. One owner; used as second car. Passed 10-year test. New battery. £300 or offer. Cross, The Hoo, Brockhill Road, West Malvern, Worcestershire. Tel.: Malvern 495. [7583

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

## FOR SALE—*continued*

**RENAULT 750,** 1953. Reconditioned engine. £60 just spent. Good tyres. Taxed. Generally good condition. £220. Box No. E.610. [7610

**ALVIS 12/50,** 1927, tourer. Original body 3 in. lowered. Passed test. About £85. Langford, Queen's College, Cambridge. [7611

**JAGUAR, 1954, XK120** sports with modified engine. White, red leather and hood. Many extras. Excellent condition. £385. 22, Felstead Way, Luton, Beds. [7612

**FRAZER NASH,** 1930, Meadows. Well above average condition. £250. 84, Farley Road, Selsdon, Surrey. [7613

**ROCHDALE 1172.** Aquaplane mods, Ballamy i.f.s., 4.7 c.w.p. Professionally built 1959/60. 40 m.p.g., 90 m.p.h. Negligible oil. £425 o.n.o. Connell, 16, Cosbycote Avenue, London, S.E.24. Tel.: BRIxton 0926. [7614

**ASHLEY 750.** Hard-top, 4-speed box, 15-in. wheels, new tyres, hydraulics; usual mods. £75, offers. Tel.: Donhead (Wilts) 344. [7615

**RILEY KESTREL 12/4,** 1935. Well preserved and maintained. Unusually good value for £75. Harper, 22, Ashurst Drive, Shepperton, Middlesex. [7616

**SUNBEAM DAWN,** 1934. Two owners; very good. £55. Another for spares, good runner, £15. Cowley, Whaddon, Bletchley, Bucks. [7617

**M.G.-A** sports, 1957. White. Immaculate. Special side windows. Radio, heater, extras. £550. Possible H.P. Evenings, Tel.: SILverthorn 5417. [7618

**1935 ALVIS 3½-LITRE** sports saloon. O.H.V., triple carbs., Speed 25 head, raised compression. Engine, steering, overhauled. Brakes relined. Bills over £130. Eagle mascot; most attractive car. M.O.T.; T. & I. £169. (Below.) Lancia Aprilia, late-type wheels, big Zenith, heater. Recellulosed, re-upholstered, 1959. Marchal spot, five good tyres. Italian manual; M.O.T.; T. & I. £139. English, St. Peter's Hospital, Chertsey, Surrey. Tel.: Ottershaw 441. [7619

**1957 JAGUAR C-TYPE**-engined Palm Beach Allard. Heater, overdrive, Michelin "X" tyres. Immaculate; fantastic performance, faster than XK and better looking. £600 or offers. Tel.: BUC 7762. [7620

**JAGUAR R. and P.,** £2. 600×16 retreads, perfect, £2; tubes, 10s. Wilson preselector, £1. 650×16, fair, £1; tubes, 10s. A.70 i.f.s., £2. 8, The Close, Fairlight, Sussex. [7621

**MORGAN 4/4** Climax. Good engine, body, hood. Test certificate. £125, offers. Tel.: WOR 3380. [7622

**1959 TR3A,** B.R.G., 10,500 genuine miles; one owner. Excellent condition. Radio, heater. Leaving country, must sell, £750 o.n.o. Tel.: Kensington 2703 (evening). [7623

**1929 ROLLS 20/25** limousine. Good condition. £90. Booty, 146, Pasture Road, Stapleford, Notts. Tel.: Sandiacre 2280. [7624

**BUCKLER 90,** 1959, Ford Ten. 12v. electrics; Aquaplane S.U.s and manifolds; oil filter and cooler; electric fan; i.f.s., 4.7 c.w.p., close-ratio gears. £300 o.n.o. 5, Sutton Road, St. Albans. [7625

**ASTON MARTIN INTERNATIONAL** 1½-litre, 1931. Original body rebuild nearing completion. Engine well maintained. All bills back to 1950. Reason for sale, marriage. £250. G. Williams, Tel.: Byfleet 43877. [7626

**BREAKING: 3½-LITRE BENTLEY,** 1935. Reconditioned engine, gearbox, back axle; most spare parts available, also several new spares. Tel.: Fairlands 5089 (after 6.30 p.m.). Williams, 74, Ash Road, Sutton, Surrey. [7627

**BEAUTIFUL JAGUAR XK120,** 1951, 2-seater sports. Recellulosed ivory. Good chrome, tyres, batteries. Mechanically excellent (M.O.T. certificate). £275. Tel.: Wallington (Surrey) 8879. [7628

**FATHER OF SIX** hungry children must regretfully sell ideal vintage family carriage (1928 Humber 20/55 limousine), in good general condition. M.O.T. certificate. £125. Tel.: Yapton 292 (evenings). [7630


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**Wraith,** first reg'd Dec. '45, virtually one owner, 63,000 miles. A most attractive close-coupled, 4-light, sloping-tail sports saloon, by Windover, with electric division. Ivory on charcoal grey. Immaculate throughout. **£645**

**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**

**25/30** Hooper o/d. sports saloon, 1938 series with projecting boot. Impressive and genuine history, including major overhaul by Comptons 15,000 miles ago and consequently in extremely good condition throughout. **£495**

**20/25** Park Ward sports saloon with projecting rear boot, 1934. Nice lines and in good order throughout. **£295**

**20/25** with extremely attractive 4-seater drophead coachwork, 1933 special "Goshawk" series. **£275**

**20/25,** 1934 series, unusual 2-door 4-seater sedanca coupe by Offords. Rather scruffy but generally very sound, with unusual lines and an ideal subject for restoration. **£195**

**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** short-chassis Continental, 1934 series, with very attractive Gurney Nutting 2-door 4-seater fixed-head coupe, projecting boot; good chassis and very fair general order. **£245**

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**

**4¼,** 1937 series. A most striking, razor-edged, full 4-seater fixed-head coupe body, beautifully styled—probably Continental. Undoubtedly one of the most attractive pre-war Bentleys available; in very fine order throughout. **£395**

**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,** 1935 series, mechanically very sound, with unusual 2-door 4-seater saloon, by Kellner of Paris, razor-edged even to the wings. In very fair condition for **£195**

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**AUSTIN Eighteen "York"** saloon, 1936. Very prosaic but one owner and 49,000 miles from new. In quite astonishingly good condition. **£95**

**ARAB 2-litre** low-chassis 2-seater, 1929, designed by Reid-Railton. A rare, fascinating and highly original vintage sports car in extremely good order. **£225**

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**LAGONDA,** 1937, **LG45** 4-door sports saloon, late type cyl. head and G10 gearbox. Believed one owner and in quite outstanding order bodily and mechanically. **£275**

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**Model-T FORD** tourer, 1926. Highly original and complete. Needs painting and trimming but very sound and free from rust. **£125**

**MORGAN Tricar,** 1950, 4-seater Model F 4, 1172 Ford engine. Very sound and tidy. **£135**

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**BROUGH SUPERIOR** drophead, 1936. Good bodywork.

**RILEY Lynx** tourer, 1933. Good mechanically, slight accident damage.

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**1929 AUSTIN SIXTEEN** saloon. Good running order. £15. 135, Erith Road, Bexleyheath. [7629

**RILEY SPARES CHEAP**—Offers for 1937 Special Series engine. Armstrong preselector box. Two 1932 crash boxes, radiator, engine, starters, dynamo, carburetters, tyres, etc. D. Gibbard, "41" Cyprus Road, Titchfield (Common), Fareham, Hants. [7631

**"GIULIETTA" SPRINT** coupé, 1959, red; £1,300 o.n.o. Magnette NA, 1936, duo-blue tourer, *concours* condition, £150. Renault 750, 1956, beige, £250. Courtney, 37, Parkside Drive, Edgware. Tel.: STOnegrove 7073. [7633

**MAGNETTE** saloon, 1956. Carefully maintained in splendid condition. Engineer owner going abroad. £500 or offer. Tel.: KINgston 7681 (evenings). [7634

**F.N.-B.M.W. 328.** One of the finest cars in the country. Special O.Z.80 head, Hirth gears. Tuned by specialist. Sutton, Riversbridge, Dartmouth, Devon. [7635

**ALVIS 3-LITRE,** 1952, black saloon. Excellent condition, red leather, twin lamps. £325 o.n.o. Collins, 17, Greenhill Street, Stratford-upon-Avon. Tel.: 3209. [7636

**LIGHT FIFTEEN,** 1948. Body, tyres good. Gearbox faulty but runnable. Many spares, including engine. £35. Sharrock, 67, Old Pepper Lane, Standish, Wigan. [7637

**1929 AUSTIN HEAVY** 12/4, running order, many spares. Offers. Mansbridge, "Mentmore," Cliddesden, Basingstoke. Tel.: Basingstoke 376. [7638

**SUNBEAM-TALBOT 90** saloon, 1951. Excellent condition throughout. £235 o.n.o. Tel.: Swanley 2466. [7639

**LEA-FRANCIS WESTLAND** coupé, 1949. Mileage 43,000. Silver with blue interior. Rare model in outstanding condition. Owner going overseas. Nearest £200. Shaw, Hazelbank, Parbrook, Billingshurst, Sussex. [7640

**M.G. TA.** Fitted TC engine/gearbox 5,000 miles. Teles front and rear, new rear springs. Rewired. D/d. headlamps, Marshall spot and fog lights. Chrome windtones, heater, screen washers, new carpets, 16-in. rears. M.O.T. certificate. £220. Nicholls, 21, Richmond Drive, Shrewsbury, Salop. Tel.: 2075 (9 a.m.-5.30 p.m.). [7641

**1929 HILLMAN** Straight Eight. New hood, side-screens, full zipped tonneau. Rewired H.T. and L.T. Coachpainted. Virtually one owner. First-class order. £180. Gill, 126, The Broadway, Grindon, Sunderland. Tel.: 67569. [7642

**ROLLS 20-h.p.,** 1929, saloon. Original good condition. M.T.C. In daily use. £150 o.n.o. Eagles, Brunswick House, Beach, Clevedon, Somerset. Tel.: 2750. [7643

**1928 14/40 DELAGE** chassis fitted very attractive tourer body and A70 engine 1958. Pleasing tourer with good performance. £200. Latimer, Tel.: Grundisburgh 209 (Suffolk). [7644

**M.G. PA.** Excellent throughout, recond. dynamo, new king-pins, top overhaul, twelve-coat maroon respray; very good hood, s/screens, upholstery; spot, fog; retrimmed. £140. I. D. Cavender, Harefield Hall, Willsbridge, Bristol. [7645

**TWIN S.U. CONVERSION** inlet stubs. All Minors, 27s. 6d. pair; Ford 8/10, 30s. pair. 110, Burton Road, Derby. [7646

**1939 2½ JAGUAR** saloon, above average, £75. Details: 6, Walnut House, Blackthorn Road, Reigate. [7647

**MERCEDES** drophead, regd. 1955. Full independent suspension, 6-cylinder side-valve. Overdrive. Excellent runner. Gift, £30. Tel.: Luton 53778. [7648

**PAIR F100 LUCAS** sealed headlamps, £6 complete. Ford Eight recond. engine. Tel.: FOX 1371. [7649

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**M-TYPE ALLARD MERCURY,** 32 h.p. Special aluminium drophead, B.R.G. Full-size rear and quarter-lights, floor-change gearbox, Mallory distributor, electric petrol pump, front suspension set up, all within last 3,000. Engine good, little oil, 22 m.p.g. Test certificate. Taxed, insured year. Magnificent appearance and "The Ton." XK performance with Ford running costs for £175. Truscott, Goodrich, Herefordshire. Tel.: Ross-on-Wye 2532; nights, Symonds Yat 405. [7652

**VOLKSWAGEN.** Polished heads, large inlet valves, twin carbs. Brakes relined recently, new dynamo and regulator. Smart appearance, good condition. Government test. R.H.D. £135. Dix, 109, Wheelers Lane, Birmingham, 14. [7653

**M.G. 1500 TF** for sale, 1955. Red. Many extras. Fully reconditioned engine. Excellent condition. Lady owner. Offers ? 150, St. John's Road, Chesterfield. Tel.: 5797. [7654

**T.V.R.** Climax 1220 Stage II, M.G. close-ratio box. Fully independent, Avon Turbo-Speeds, wires, 11-in. Alfins, Konis, special seat, leather. Low mileage. Truly exciting road car. Need not be seen. £850 o.n.o. Evenings, Tel.: Hulme Hall 266; Bramhall 1609. [7655

**ARMSTRONG SEVENTEEN,** 1936, 2-door sports saloon, 45,000 miles, stored many years. Complete engine and general mechanical overhaul; excellent tyres. Test certificate. Spares available. Completely reliable. £70. Weaving, Ayot St. Peter, Welwyn, Herts. [7656

**ALVIS SPEED TWENTY,** 1935, 2-seater, shortened chassis, 30 thou. off block, lightened flywheel; new tyres, king-pins, batteries, radiator. M.O.T. certificate. £125 o.n.o. Box No. E.658. [7658

**JOWETT JAVELIN,** 1949. Reconditioned engine, gearbox. Original toolkit, manuals. Many extras. M.O.T. tested. One enthusiastic owner last four years. £145 o.n.o. 46, Belgrave Avenue, Gidea Park, Romford, Essex. [7659

**TALBOT 105** d/h., 1936. Sound running order, body rough. Offers, or to break (too good though). Card, 1, Victoria Road, Sheffield, 10. [7660

**1929 HUMBER 16/50,** magnificent tourer, fully restored last three years, costing over £150. £110, or might consider exchange Rolls Twenty. Details from Lewis, 2, Caebryn Avenue, Swansea. Tel.: 23275. [7661

**BROOKLANDS RILEY,** 1930. Excellent condition throughout. £225. Flint, Longwood, Wergs Road, Tettenhall, Staffs. [7662

**MORGAN PLUS FOUR** 4-seater d/h., 1955. Vanguard engine. Good condition. £330. Evans, 126, Salisbury Road, Birmingham, 13. [7663

**1950 RILEY** Roadster. Tonneau, excellent weather equipment, etc. Passed test. £190. Tel.: Manchester, CHO 3360. [7664

**H.J.S.-Z FORD SPECIAL,** July 1960. Caribbean shell, red cellulose, black hard-top. Deep windows, specially made upholstery, rear seat, padded facia. Full instruments, 15-in. Michelin "X," L.M.B. i.f.s. and r.s., 4.4 : 1, 12v. electrics. Full description Nov. 1960 *Sporting Motorist*. H.P. arranged. £350. Full details and photographs. Box No. E.665. [7665

**AUSTIN 750 SPECIAL.** Cream fibreglass body, i.f.s., hydraulics, C.V.C., fully trimmed and with complete instrumentation, heater, demister, windscreen washers, twin carburetters, high-compression head, alloy sump, and many other modifications. Cost £375 to recondition and build, bills available. £210. Tel.: HILLside 9564. [7666

**MINI-MINOR,** Nov. 1960, white. Interior Silence, extras. £460. Buying house. Banner, 19, Bolingbroke Road, Bottesford, Scunthorpe. H.P. available. [7667

**JAGUAR Mk. VII.** Heater, radio, washers, Michelin "X." £195 Milford House, Chobham, Surrey. Tel.: 473. [7668

**XK120** with XK140 mods and special, equipment. Highly-tuned enthusiast's Jaguar in beautiful unmarked condition, pale green. Said to be best in North. Extras include radio, Bosch heater, Bosch twin spots, twin reverse lamps, undersealed, twin exhausts, washers, tonneau covers, seat covers, mirrors. The lot ! Any inspection welcomed. This car cannot be faulted. £385. 44, Garners Lane, Davenport, Stockport (Nr. Manchester), Cheshire. Tel.: STE 3315. [7669

**LANCIA APRILIA,** 1938, d.h.c. Mechanically excellent. Aluminium body and interior in very good condition. M.O.T. certificate. £175. Webb, Peep-Out, Porlock, Somerset. [7670

**1951 JAGUAR XK120,** blue. Spots, radio, rack, C-type mods, twin exhausts, new "X"s. £300. Exchange more economical car. Marsh, Battlebridge House, Battlebridge Lane, Merstham. [7671

**ZODIAC,** fawn/green, 1954. Good all round condition. 58,000 miles. £315 o.n.o. 91, Lake Side Drive, Roath Park, Cardiff. [7672

**2½-LITRE RILEY SPECIAL** sports/racer. Tubular chassis, i.f.s., hydraulic front brakes 2LS, mech. rear, 17-in. dia. Mitchelin "X" and battery as new. Very fast and reliable. Many awards. £225 o.n.o. L. S. Richards, "Wayside," Tanworth-in-Arden, Warwickshire. Tel.: 332. [7312

**RENAULT 750,** 1955. Superb throughout. Re-sprayed, overhauled 4,000 miles. Fog, spot, reversing lamp, Helphos, heater. £330 o.v.n.o Manstone, The Bramblings, Rustington Sussex. [7495

**M.G. TC,** 1947. Black. M.O.T. tested. New : engine, hood, wood-rim wheel, instruments, dash. Internal and external condition superb. 32 m.p.g. £275. Owlpen, Medmenham, Buckinghamshire. Tel.: Hambleden 226. [7673


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**XK140, 1955 drophead coupés.** Choice of two hand-picked cars, in palest grey, with *C-type engine, wire wheels, etc., or in gleaming black with red interior. Both very* comprehensively equipped ... ... ... ... ... ... ... ... From **£565**

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**M.G.-A 1600 Roadster, 1960** 2-seater. One owner, and thirteen thousand miles only from new, this is a superlative example, unmarked in chariot red with black upholstery, and fitted various extras ... ... ... ... ... ... ... ... ... ... ... **£795**

**M.G.-A 1600 Roadster, 1960** series 2-seater. One owner from new, and immaculate in pale sky blue with black cockpit. Disc brakes, radio, heater, tonneau cover, screen-washers, etc. ... ... ... ... ... ... ... ... ... ... ... **£665**

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**TR3, 1957.** Choice of two, one in B.R.G. with hard-top and another in Sebring white with matching hard-top. Both have disc brakes, overdrive, twin spotlamps, heater, and screen-washers. In our opinion it would be difficult to find two better examples of TR3. From **£595**

**TR3, 1956** 2-seater. Unblemished in bright red with full length tonneau cover in black. Fitted " X " tyres, wing-mirrors, heater, seatbelts, etc. Also one other 1956 example in B.R.G. ... ... ... ... ... ... ... ... ... ... ... From **£495**

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**FORD SPECIAL,** Mistral fibreglass on tubular chassis, highly-tuned engine, supercharger, Ballamy i.f.s., large boot, new tyres, hood, hydraulic brakes. Fast and economical but requires face-lift, hence £140. Gravina, 25, Walters Close, Galleywood, Essex. [7479

**1953 2½ RILEY,** £450—offers invited. Full details on application. Tottenham, Battledown Manor, Nr. Cheltenham. [7480

**RILEY MERLIN,** in excellent condition throughout. M.O.T. tested. Spare head, k.o. hubs and carburetter. £95 o.n.o. Holden, Benington Rectory, Boston. [7481

**LANCIA AUGUSTA.** Coupé model in sound order, everything works well, come and see her. Cheston, Arden Court, Henley-in-Arden, Warwicks. Tel.: 153. [7482

**RILEY 1½ ENGINE.** Overdrive and preselector boxes. 6.75 diff., wheels, axles. Clearance, cheap. Coltine, Appleton Road, Hale, Cheshire. [7483

**UNUSUAL PA M.G.** Tel.: TEDdington Lock 3143 (weekends only). [7484

**POTENT M.G. (M-TYPE),** aluminium body, special sports/racer, in excellent condition. Racing screens, etc. £50 o.n.o. Tel.: Burgh Heath (Surrey) 3286 (evenings). [7485

**ALVIS,** 1935, Speed Twenty open sports tourer. M.O.T. certificate. Potent, superb condition, triple carbs., P100s, i.f.s. £125. Tel.: Orpington 22656. 8, Branston Crescent, Petts Wood, Kent. [7486

**EXCEPTIONAL KESTREL SPRITE,** 1937. Engine completely overhauled, Brabham balanced 8 : 1 c.r. Rechromed, brakes, springs, wheels overhauled; new tyres. Beautiful car, running-in. £275. Tel.: Balham 6432. [7487

**FALCON CARIBBEAN,** 1960. A35 engine and gearbox, rack-and-pinion steering, coil suspension on tubular chassis. Completely finished, professionally trimmed. Fast and safe. £425; part-exchange considered. Tel.: Potters Bar 54309-56700. [7488

**BENTLEY 3-LITRE** T.T. Replica Speed Model, 1923. Engine overhauled. Scintilla magnetos. Two new tyres; wheels resprayed; new hood. Bills for £150. Two-seater pointed-tail body. Fast, sound car, well restored except upholstery. £325 o.n.o. Parker, Tel.: Ashtead (Surrey) 4838 (evenings). [7489

**B.M.W. 328** (1939). One of the best examples in the country. Almost everything restored. Fast, safe, comfortable. Heater, sealed-beam units, new carpets and full weather equipment. Full details from Else, 32, Station Road, Shirebrook, Notts. £325 cash. [7490

**M.G. TC,** late '47. Ivory. Reconditioned engine, recently tuned. Fast. Superb body and mechanical condition. £275 o.n.o. Tel.: Weybridge 2411. [7496

**H.R.G. 1500.** Completely overhauled, new batteries, tyres, radiator, etc. M.O.T. cert. Offers over £300. White, 33, Somerset Road, Frome, Somerset. [7497

**UNIQUE HUMBER 14/40** coupé, 1927. Chauffeur-maintained till recently. Exceptional original condition. 70,000 miles. Many awards. £195. Jackson, 18, Milton Road, Cheltenham, Glos. [7498

**UNIQUE TR3,** 1956. Fully disc-braked, overdrive, w/wheels; many extras. Immaculate. Sell or p/exchange A35/Mini. 106, Addison Road, Coventry. [7499

**750 SPECIAL.** Professional alloy body, " Speedex " head, twin S.U.s, hydraulics, etc. Good performance, 45 m.p.g.; 9,000 miles. £130 o.n.o. 31, Hazelnurst Road, Castle Bromwich, Birmingham. Tel.: CAS 3134. [7500

**BENTLEY 3-LITRE,** 1925. Excellent condition bodily, mechanically. £420 o.n.o. Tel.: ELT 8185 (evenings). [7501

**1927 O.M.** tourer, 2-litre, original. New hood. Good tyres. Box No. E.502. [7502

**NEW TYRES.** At less than half-price ! Following sizes only : 600×17, 500×18, 475×18, 400×18. H. V. Ward. Tel.: PAL 9345. [7503

**ALVIS BEETLEBACK 12/60,** 1931, really good-looker. M.O.T. test. £100. J. Long, Magdalene College, Cambridge, Tel.: 50962, and London area. [7504

**TYPHOON.** Blue/black hard-top. Heater, 1172 engine, usual mods; 4.7 axle, Ballamy hubs, Bosch lamps. £350 o.n.o. P. M. May, Grange Hostel, Farnborough, Hants. [7505

**SUNBEAM 14/40** tourer, 1923. Lots of brass, Klaxon horn. Good hood and original side-screens. M.O.T. certificate. Four-wheel brakes. Genuine 25,000 miles since new as this vehicle stored from 1935-1953. A chance to own a very rare vehicle. A bargain at £315 or exchange Rolls, small h.p. and A.1 condition, or what have you ? Tel.: London—Wanstead 8218 (after 6 p.m.). [7506

**HILLMAN MINX Mk. V,** 1953. Claret. Heater. Taxed end year. Good condition throughout. £250. Evenings : 11, Laurel Avenue, Langley, Slough. Tel.: Langley 2407. [7507

**M.G. 2-LITRE** saloon, 1936, in good order, passed M.O.T. test. £90 or offer. Waller, 101, Birchen Grove, Luton. [7508

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

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**RELUCTANT SALE** of 1933 Sunbeam Sixteen. 75% rebuilt. Serious inquiries only please. Hook, 80, Beverstone Road, Thornton Heath, Surrey. [7462

**M.G. TF,** 1954, Stage II. Recent rebore. Heater, radio, Michelin "X," etc. Superb condition. £485 o.n.o. College forces sale. 17, Highgrove Way, Ruislip, Middlesex. Tel.: RUI 3484. [7463

**RILEY 2½,** 1952, v.g.c. New battery, clutch. £295, haggle; H.P. possible. Mossman, 17, Hillbury Road, S.W.17. Tel.: BAL 5944. [7464

**FAIRTHORPE ELECTRON MINOR,** September 1958; one owner, 5,300 miles. High-lift camshaft, twin S.U.s, s/washer, heater, tonneau cover. Taxed December. £375 o.n.o. Seen Wembley. Bylands, Redbourn, Herts. Tel.: 532. [7465

**RILEY NINE ENGINE,** starter, magneto, two brake drums. Offers: Maguire, 161, Shardlow Road, Derby. [7466


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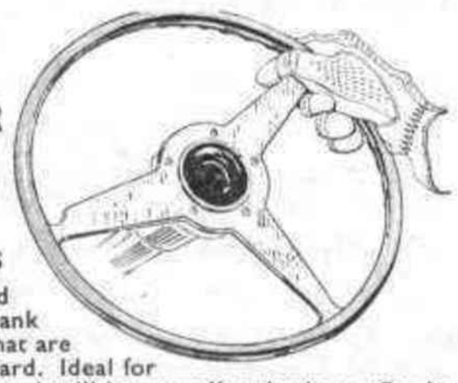
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## FOR SALE—*continued*

**FORD TRIALS SPECIAL,** regd. 1957. New engine. Taxed. Photo available. £80. Horsnell, 72, High Street, Stevenage, Herts. [7467

**1934 3½-LITRE BENTLEY,** Mulliner 4-door drophead. New hood. Daily use. £140. Bryn-Estyn, Coronation Avenue, Heywood, Lancs. [7468

**1929 ROLLS-ROYCE** Twenty (GLN series) with 1939 sport saloon body by Compton in pale blue. Very good bodily and general mechanical condition. Offers invited. Box No. E.469. [7469

**LAGONDA RAPIER.** 13,000 miles since resleeving, crankshaft regrinding. New valves, guides, camshaft bearings. New king-pins, track-rod ends. Springs reset. Interior retrimmed. £140 o.n.o. Boulton, "Beaumont," Fairways, Carlyon Bay, St. Austell. [7470

**JAGUAR S.S.100, 2½-LITRE,** 1937, B.R.G. Excellent condition. Recently spent £160 on improvements. £325. Box No. E.471. [7471

**FOR SALE:** 1936 Railton d.h.c. Needs completion of rewiring. Good coachwork. £80 asked, any reasonable offer considered. Bennett, 15, Forest Drive, Sale. [7472

**1925 O.M.** 2-seater sports, 6-cylinder, 2-litre. Absolutely original, in excellent order. Colour photo available. £175. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 385. [7473


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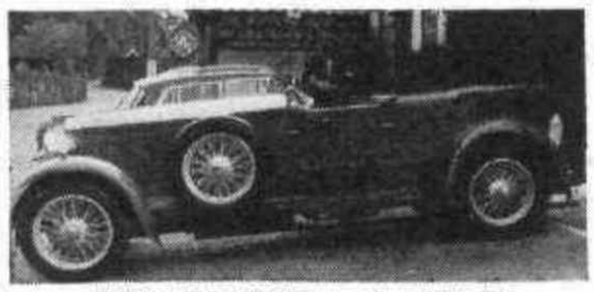

## FOR SALE—*continued*

**SUNBEAM SIXTEEN** sports saloon, 1934. M.O.T. tested. £95. Spare engine and gearbox for above, £22. Box No. E.474. [7474

**NIPPY,** 1934, green. Bowdenex, Speedy engine, 500 × 16, new battery. M.O.T. Good condition. £75. 30, Upper Road, Meole, Shrewsbury. [7475

**1960 T.V.R. Mk. II** G.T., Stage I Climax, M.G. c.r. box. All-independent suspension recently overhauled by manufacturers. Less than 15,000 miles. Far East posting sole reason for sale. Best over £900. Storrow, 100, London Road, Stony Stratford, Bucks. [7476

**FIBRE-GLASS BODIED,** streamlined Ford Special, based on 1938 chassis, twin carbs., 4-branch exhaust, remote gear-shift, racing screen, special bucket seat. Good tyres all round. Taxed. M.O.T. certificate. Carpeted and trimmed. Full lighting equipment. Spare engine. Must sell, bargain £125. Tel.: Stoke Mandeville 2363. Write: 252, Wendover Road, Weston Turville, Aylesbury, Bucks. [7477

**1929 INVICTA 4½-LITRE**

A vintage sports tourer in the highest tradition, completely original with bodywork all in aluminium by Cadogan. Reconditioned engine; new battery; steering and brakes overhauled. M.O.T. cert. Tyres all good. Twin Zeniths. 100+ m.p.h.

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**DAIMLER, 1955, Century** saloon. Green and grey. Radio. Reconditioned engine. Written guarantee ... ... ... ... ... **£595**

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**ROLLS-ROYCE Wraith,** 1939, Rippon saloon. Genuine 51,000 miles ... ... ... **£725**

**ROLLS-ROYCE Wraith,** 1938, Park Ward saloon, small body ... ... ... ... ... **£575**

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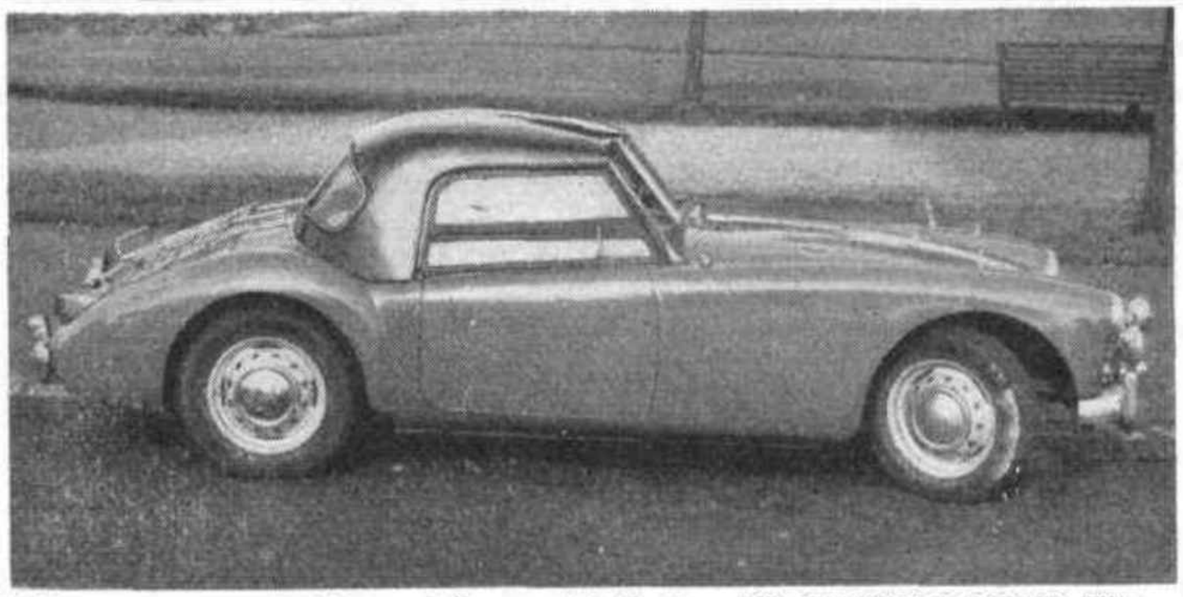
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**BERKELEY DE LUXE,** Aug. '58, 492-c.c. 3-cyl. Triple carbs. 9,000 miles. Lucas washers, dual-tone horns. New hood, recent thorough overhaul; maintained to highest standard. Not raced. £375. Murrell, 23, Brendon Road, Nottingham. [7674

**DELLOW**—*Concours*-winning car in beautiful B.R.G. New engine. Every extra, including heater and radio. £320 o.n.o. Details, photo, Box No. E.675. [7675

**VOLKSWAGEN,** 1957, de luxe. "X"s, lowered rear, fog, spot, shelf. Black, red interior. £465, P/exchange considered. Interested VW van. 131, Chingford Road, Walthamstow, E.17. [7676

**1955 M.G. ZA** Magnette, B.R. green, extremely good condition. Tyres good; many extras, including workshop manual. Taxed end of year. £475, H.P. arranged. Satchell, 151, London Road, Worcester. Tel.: 24297. [7677

**FIBREGLASS SHELL,** accessories, hard-top, 7 ft. 10 in. to 8 ft. 10 in. wheelbase. Riley Nine chassis, ready for shell. Offers. 115, Henderson Road, Southsea. [7678

**M.G. PA.** Good condition. New hood, battery, etc. Lines, Tel.: Watford 21629 (evenings). [7679

**VOLKSWAGEN,** 1955, 43,000. Radio. Excellent. £400. 69, Whitedown Road, Tadley, Basingstoke, Hants. [7680

**M.G. PB,** 1936, 2-seater. New hood and prop.-shaft, recond. axle, two new tyres. Exceptional condition mechanically and bodily. Spares. M.O.T. tested. £120 o.n.o. 79, Sunbury Road, Feltham, Middlesex. [7681

**ASHLEY 1172 G.T.** Special, registered 1960 Recond. E93A 5,000 miles, tubular chassis, twin carbs., Aquaplane head manifold, 4.7 rear axle. Beautifully finished in royal blue. £289 o.n.o. H.P. arranged. 81, Welford Road, Shirley, Warwickshire. Tel.: Shirley 1579. [7682

**ASTON MARTINS:** 1937 2-litre saloon, chassis good, body average, but cracked block. Also 1938 short-chassis, dismantled but almost complete. Both towable. Offers to Webb, "Europa," St. Mary's Road, Wrotham, Kent. [7683

**JAGUAR MK. V 3½-LITRE** d.h.c., 1951. Excellent condition. Sell or exchange for open vintage or P.V.T. Box No. E.684. [7684

**M.G., 1950, TD,** red, full chrome. Good tyres, radio, heater, spots, luggage grid, tonneau. Extremely smart; taxed; R.A.C. report available. £330. The Moorings, Dukes Ride, Crowthorne, Berks. Tel.: Crowthorne 2123. [7685

**BENTLEY, 1929, 4½** short-chassis tourer, aluminium 4-seater body. Excellent original condition, in regular use. Nearest £400. Smith, The Orchard, Chipping Campden, Glos. [7686

**MUSICAL AIR HORNS.** Three trumpets, 12v. As new, £17 10s. 203, Priory Road, Dudley, Worcs. [7692

**S.S.100-JAGUAR.** "Perfection in sports-car motoring." Completely original and in immaculate condition. Resprayed completely in brilliant red and newly upholstered throughout in black and piped in red. Work done by famous specialist. Engine recently reconditioned at cost of over £90. Rechromed throughout, including all linkages and many items under bonnet. The whole machine is in *concours*-winning condition. Nearest offer £400. Box No. E.693. [7693

**BENTLEY, 1938, 4¼-LITRE** drophead coupé by Mulliner. Black. Excellent condition, serviced and maintained by Bentley specialist. Three owners. 115,000 miles. Radio and heater. M.O.T. certificate. Taxed year. Elegant good-looking car. £500 o.v.n.o. Booth, Elder Barn, Frieth, Henley-on-Thames Tel.: Lane End 464. [7696

**MORRIS EIGHT** tourer, 1936, dismantled, all parts available at your price. Must clear. Also most parts for Ford 8/10. 181, King's Cross Road, W.C.1. Tel.: TERminus 6912. [7697

**1949 RILEY 2½-LITRE** sports saloon. Radio, heater, twin spots. Tested. Exceptional. £190. 28, St. Albans Road, St. Annes-on-Sea, Lancs. Tel.: 24807. [7698

**1930 A.7.** Original open 2-seater. Rebuilt engine, newly lined brakes—Bowdenexed; new hood. Offers. Hewitt, 56, Dyas Avenue, Great Barr, Birmingham. [7699

**1938 2½ S.S.100** Jaguar. Resprayed red. Completely restored. Genuine inquiries only. £325. Terms possible. Tel.: Caterham 2381 (day). [7700

**TRIUMPH DOLOMITE 2-LITRE.** Rebuilt engine. £35 o.n.o. Tel.: Caterham 2381 (day). [7701

**1959 PROFESSIONAL M.G.** Special. Aerodynamic red ally body. Hood, tonneau, etc. 0-50, 8 sec. A.70 unit, twin S.U.s, w.w. Photo. £270. Tel.: HIL 3972. [7702

**1908 RENAULT CABRIOLET.** Engine 2198, Chassis V1.9881. 20/30 h.p. Original oil and acetylene lamps, some original tools; new tyres. Excellent condition; complete history; three owners only. Price £750 o.n.o. Shall await letters from overseas enthusiasts. Write, "Beseda," Balcombe Road, Westbourne, Bournemouth. [7703

**LANCIA AUGUSTA** saloon, 1936. £75. M.O.T. certificate. 110, Upton Way, Broadstone, Dorset. Tel.: Broadstone 2322. [7704

**1927 AUSTIN SEVEN** tourer. Original. Immaculate. M.O.T. tested. 95, Maidavale Crescent, Styvechale, Coventry. [7705

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**M.G. TA ENGINE.** Frustrated young man offers this completely reconditioned engine in perfect working order to highest bidder for sensible price, or swap for roadworthy vehicle. R. A. Law, R.C.E.T., Rugby. [7706

**ALVIS SILVER EAGLE.** M.O.T. cert. Rewired, brakes relined; perfect steering, good mechanics; professionally rebodied; hood/screens excellent. £95. 88B, Fordwych Road, N.W.2. Tel.: GLA 9711. [7707

**LANCIA APRILIA,** 1938, saloon. Good condition. M.O.T. cert. £150. Tel.: Byron 4869. [7708

**HEALEY 100/4,** registered U.K. 1959. Absolutely faultless and unmarked; many extras. £490. Tel.: Leigh-on-Sea 73020. [7709

**VINTAGE RILEY MONACO,** excellent condition mechanically and bodily. Cert. pass on M.O.T. £50 o.n.o. Tel.: POL 8771 HIT 7086 (evenings). [7710

**ALVIS CRESTED EAGLE,** 1937, Charlesworth saloon. Immaculate throughout. New TA 25.63 engine fitted January, king-pins, only done 700 miles since. Nearest to £220. Harris, 361, Blackburn Road, Wheelton, Chorley, Lancs [7711

***100E* ENGINE,** unused, with Handa o/drive and gearbox, £70. Marshall supercharger with S.U., £25. Four new 5.20×13 Michelins, £15. Special 4.1 rear axle and brakes, £10. Tel.: Coventry 27309. [7712

**M.G. TC,** 1949 White. Many extras. Seen anywhere. M.O.T. £275. Lockwood, North Wylam, Northumberland. Tel.: Wylam 2137. [7713

**SUPERB AUSTIN 750** Special, extremely well finished, rare "Speedy" engine, i.f.s. (not fitted), hood, tonneau. Must be seen. First acceptable offer secures. 117, Great Queen Street, Dartford, Kent. [7714

**1932 DELAGE D6L,** by Henri Chapron. Stored from 1950 to 1960. £150 o.n.o. Clarke, 3, Smedley's Avenue, Sandiacre, Notts. [7715

**1958 TR3A HARD-TOP.** Extras include soft-top, overdrive, wire wheels, adjustable steering, heater, radio, spot light, "X"s, rear seat. Red with white top, immaculate. £650 o.n.o., or exchange late-model Zephyr estate car or similar. Morris, 9 OMQ, R.A.F., Benson, Oxon. [7716

**ALVIS TA14,** 1949 model saloon. Heater, etc. V.G. condition. M.O.T. cert. Bargain, £190. 27, Berwick Road, Blackpool. Tel.: 41764. [7717

**TR2,** 1'55, £379 o.n.o. White. O/d., heater, spots; new clutch, hood. Tel.: CUN 3314. 47A, Warrington Crescent, W.9. [7718

**LANCIA APRILIA,** 1938. Brakes, back axle and exhaust reconditioned. £125. 65, Pereira Road, Birmingham, 17. [7719

**1937 AUSTIN SEVEN** tourer. Speedex mods, Lucas sealed beams, Lockheeds. Sound body. £50. 4, Addison Road, Middlesbrough, Yorks. [7720

**RILEY TWELVE ADELPHI,** 1936. Sound throughout. M.O.T. certificate. Best offer. 50, Higher King's Avenue, Exeter [7721

**PAIR NEW TR3** 1¾-in. S.U. carbs., £12 10s.; hood, £8. Also various panels. Box No. E.722. [7722

**AUSTIN ULSTER,** 1930. Rebuilt '60, lots spares. About £95. Details, photos. Harris, 6, Farnsworth Street, Hasland, Chesterfield. [7723

**HEALEY** Tickford saloon, 1951. Grey. Engine and electrics overhauled. Radio, heater, screen wash, etc. £250 o.n.o. Stevenson, 155, Kenton Road, Newcastle-on-Tyne. Tel.: 52165 (after 6.30 p.m.). [7724

**FIBREGLASS SPECIAL** Ford Ten, Aquaplane head, twin S.U.s, etc., 4.7 axle; sprayed red. Good condition. Hartley Road, Cranbrook Kent. [7725

**RILEY 1½,** 1948, original estate body. Recent test certificate. Sound, roomy and elegant. Spares, including gearbox, head and twin carbs. £155. Too big for wife to park. Tel.: ELS 2382. [7726

**FALCON FORD SPECIAL,** competition shell. Bargain. Owner emigrating. Hard-top. New tyres, hydraulic brakes. Body needs spraying. Spares. £85 o.n.o. London. Tel.: TUL 4042 (after 6.30 p.m.). [7727

**RILEY 2½-LITRE,** 1952. Golden bronze. Immaculate inside and out. Late series engine. Enthusiast maintained; one other owner. £295. Baldwin, 27, Lansdowne Road, Tunbridge Wells. Tel.: 3281 (office hours). [7728

**1937 RILEY ADELPHI.** One motor trade owner only. Very smart and sound. Black, cream wheels. New battery, well shod. Passed test. Enthusiast's car. £120 o.n.o. G. Batten, Southerlea, Cullompton, Devon. [7729

**TWO 700×21 TYRES,** nearly new, £9 the pair; two part-worn ones, £5 the pair Three road wheels, dynamo, starter, magneto and distributor, all for Phantom Rolls, offers around £10 the lot. Pair modern P.100s, good condition, £10 or offer. Robson, 4, Hawthorne Avenue, Fleetwood, Lancs. [7730

**TR2,** 1954. B.R.G. Overdrive, wire wheels, heater, Michelin "X," tonneau, grid, washers, sliding screens. About £415. 83, Sidecliff Road, Sunderland. [7731

**RILEY 1½-LITRE.** Roomy aluminium coachbuilt saloon body fitted from new, registered July 1949. Thoroughly reliable, several new items. Suit enthusiast with family. Nearest offer £200 for quick sale. Bennett, "Brookside," Staplehay, Taunton. Tel.: Taunton 2589 (evenings). [7733

## FOR SALE—*continued*

**ROCHET-SCHNEIDER,** 1930. Engine rebuilt, new mains, rings, etc. Unable to complete restoration. Must sell, £110 o.n.o. Milward, 21, Parkside, Cambridge. [7732

**M.G.-A,** 1958. Excellent condition. £595 or exchange saloon. Blunden, 25, Richmond Mansions, Richmond Gardens, Bournemouth. [7734

**1937 DAIMLER D.B.17** sports saloon. Black Mulliner body—good condition. M.O.T. certificate. £130 o.n.o. 2, Farmyard Cottages, Heaton Park, Prestwich, Manchester. [7735

**1947 BRISTOL 400,** 85c engine. Sound but scruffy, £185. Almost new Arnott supercharger, all fittings for Bristol, £30. Mk. VII Jaguar, taxed till Dec., slight damage to rear, £75. Complete Mk. VII body, chassis, axles, wheels, etc., £35. 1928 Rolls Twenty chassis, engine, axles, etc., £30. 1925 Vauxhall 14/40 2-seater, engine u/s, body poor—offers. XK120 engine, £35. 15-ft. 2-berth cabin cruiser for outboard engine, offers over £100. Part exchange, W.H.Y.? 6, Warren Drive, Bridge Park, Newton le Willows. Tel.: 3712. [7736

**ASTON MARTIN,** 1933, Le Mans 1½, long chassis. Recond. engine. M.O.T. cert. Good general condition. Imminent baby forces sale. Offers over £200. Philbrick, 44, Leyburne Road, Dover. [7737

**MUST SELL.** Speedex 750 alloy body, wings. Good condition £12 o.n.o. Crossflow radiator, £3. Header tank, £1. Spencer, "Auburn Place," Lutterworth, Nr. Rugby Weekends, Tel.: 31. [7738

**1947 M.G. TC.** Very rough but complete, suitable for renovation or spares? First reasonable offer accepted. Apply, Jackson, 64, Baslow Drive, Lenton Abbey, Nottingham. [7739

**BENTLEY 3½,** 1936, attractive Hooper sports saloon. Just overhauled. Bills for £300. Tested. Must sell. £190. Filsell, 13, Breakspears Road, Brockley, S.E.4. [7740

**WOLSELEY, 1929, 16/45** saloon, needs new big-end; Packard, 1936, 120b saloon; Jaguar 1½-litre engine; five as new 7.00×16 tyres. Reasonable offers accepted. Tel.: Streetly 1045 (Sutton Coldfield). [7741

**LAYSTALL-LUCAS HEAD** for TF 1250 New valves, guides, springs, polished ports. £15. Jackson, 402, Liverpool Road, Southport. [7742A

**HEENAN & FROUDE** dynamometer, DPX3, manufactured 1952. Completely overhauled and unused, c/w. bed, tachometer, flowmeter, etc. £350. Box No. E.742. [7742

**M.G. TC,** 1949, 1,500-c.c., Stage III tuned, special racing body. 105 m.p.h. £295 o.n.o. Davey, 33A, Leachgreen Lane, Rubery, Birmingham. [7743

**2½ JAGUAR,** 1939. Recent replacements include engine, back axle, brake linings, steering pins, tyres, head lining. Front wing needs slight filling. Must sell, so £75 or haggle. Brown, 36, Ashby Road, Spilsby, Lincs. [7744

**SUNBEAM-TALBOT,** 1952, saloon, very good condition. Heater, mains engine heater, radio. £265. Might consider Alvis SP20, 25, or similar in part payment. Box No. E.745, or Tel.: Chester 25755 (evenings). [7745

**TC M.G.,** 1949. B.R.G. New hood, sidescreens; four reconditioned wheels, good tyres. "Sprite eater!" £250 o.n.o. Available June 10th. Rayment, 5, Uplands Way, Highfield, Southampton. [7746

**TRIUMPH ROADSTER 2000.** Good condition. M.O.T. certificate. Black with red Vynide hood. Haggle around £175. 10, Palm Grove, Birkenhead. [7747

***M.G. TF 1500.*** Red. "X"s, s/washers, wing mirrors. Engine reconditioned, 2,000 miles. £440. Available July 2nd. Box No. E.748. [7748

**1938 ROVER TWELVE.** Enthusiast's saloon. M.O.T. certificate. Marriage pending. £100 o.n.o. Phillips, Great Casterton Rectory, Stamford. [7749

**AUSTIN NIPPY,** 1934. Re-offered due to cancellation. Hard-top. Wide rear and sliding side windows. Extensively renovated. Space now urgently required. Details from Tel.: Skipton 3573. [7750

**RILEY KESTREL-SPRITE,** 1938, good condition. Extra tyres, wiring harness. New king-pins and brakes. M.O.T. certificate. £200 or offer. Knowles, 229, Hagley Road, Birmingham, 16. [7759

**HAVING BOUGHT** racing Amilcar, ought reluctantly to sell either 1927 beetleback Alvis, the fastest known 12/50, or 100-m.p.h. M.G. G.T. coupé, both very successful cars in nearly perfect condition. Negotiate around £350, £450. Full details on application. Harding, Gorsebank, Heathside Park Road, Woking. [7760

**ASTON MARTIN Mk. II** s/c., 1935 (first regd. 1937). Original. M.O.T £325 o.n.o. Watson, Tel.: REG 0856 (days). [7761

**1934 RILEY MONACO,** £120. Second owner, 56,000 miles from new; everything done. £140 on spares; all work done by professional. Must be one of the best in the country. Reason for sale? 2½ Kestrel out in rain. Enthusiasts only Grainge, 36, Onslow Road, West Croydon. [7762

**ROLLS-ROYCE,** Sept. 1933, Park Ward black saloon, 20/25 owner-driver, £385. Lea-Francis, 1929, 2-seater dickey, Meadows, £175. Both cars are in immaculate condition. 9, Horderns Lane, Chapel-en-le-Frith. Tel.: 50. [7763

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

## FOR SALE—*continued*

**1936 RILEY FALCON** 12/4, v.g.c. Good tyres; resprayed. £100. Posted overseas. 11, Slessor Road, Acomb, York. [7764

**BENTLEY, 1936, 4¼.** Tested. £100. Heater. Upholstery excellent. Whalley, Bank House, Formby, Lancs. Tel.: Formby 6. [7765

**ENGINE, 1956 MINOR,** less head, block £5. Four door locks, coil, £1. Monk, 57, Longton Grove, S.E.26. [7766

**UNFINISHED FORD EIGHT** Special. Boxed chassis fitted new M.G. TD body. W/screen, hood, sidescreens, seats, carpets, etc. Good tyres. New steering. Requires wings, bonnet, lights. *£60 o.n.o. A. Rothwell, 8, Trevor Close, Hayes,* Kent. [7767

**LAGONDA, 1932, 2-LITRE** Continental low-chassis tourer. Passed 10-year test. £175 o.n.o. Box No. E.768. [7768

**HUNDREDS OF PHOTOS** of pre-war production and luxury cars (European, U.S., classic, etc.). Air-mailed list 1s. 5d. Normal list free. J. A. Sural, Hanau/Main, Post Box 767, Western Germany. [7769

**SPEEDEX SILVERSTONE** bodied 750 Special. Full specification. Browning, 5, The Crescent, Aberkenfig, Nr. Bridgend. [7775

**ECONOMIC, RELIABLE** and smart Martin Special. Full range accessories and modifications. Cost over £300 only 14,000 miles ago. Nearest £150 secures. Maypole Cottage, Collier Row Road, Romford. [7776

**H.R.G. 1500,** 1948. Superb bodywork. New engine, gearbox, tyres, chrome 3,000 miles ago. Many extras. £365. Tucker, 30, Bellamy Farm Road, Shirley, Birmingham. [7777

**B.M.W.-FRAZER NASH** 319/55 2-seater sports, fitted 328 engine, OZ80 head, S.U.s, Hirth gearbox, 2LS hydraulics. M.O.T. £185. Davies, 303, Northfield Road, Birmingham, 17. [7778

**RILEY 1½,** 1947. Excellent condition, certificated. Many extras. Nearest £200 or part-exchange smaller car/van. Perry, Riccall, York. [7779

**B.S.A. SCOUT** (1939) 2-seater. Rebuilt, reupholstered, resprayed 1960. Hydraulic brakes. *Concours* winner 1960. £100. Lucas, "Bigstone," Warmingham Road, Crewe. [7780

**HORNET SPECIAL,** 1934. New brake linings, track-rod ends, etc. M.O.T. standard; towable. Owner going abroad. Offers. Langstaff, 40, Thompson Street West, Darlington. [7781

***1926* RILEY TWELVE** *tourer. Rare model.* Partly restored. In running order. Quantity of spares. £45. Quatt, 256, Newbury, Arnside, Alveley, Bridgnorth, Salop. [7782

**FORD TEN E93A** Marshall Nordec supercharger, complete with all fittings, as new, £32. Also Cozette supercharger, fitted S.U., £9. Tel.: Bawtry 212. [7783

**ASTON MARTIN DB2,** 1953, Vantage engine. Black, red leather. New Turbo-Speeds. Superlative example. Owner going abroad. £885. Recordon, Linville, Priory Road, Malvern. Tel.: 2629. [7784

**ROLLS 25/30-h.p.,** Sept. 1938, Hooper sports. Just overhauled by Rolls agents. Offers round £550. G. Challis, Stretton-under-Fosse, Rugby. [7785

**EXTRA SPECIAL FIBREGLASS** sports. All new parts. Sprite engine, gearbox; usual mods; space-frame, all-independent suspension, k.o. wire wheels, all weather equipment, fully trimmed. £365 o.n.o. 52, Arthur Road, Rainham, Kent. [7786

**JOWETT JUPITER,** 1952. Reconditioned engine (4,000 miles). Radio, heater, fog, washers, etc. Good condition. £295. 108, Tilehurst Road, Reading. Tel.: 52686. [7789

**FAIRTHORPE ELECTRON MINOR,** 1958. Professionally built, fully trimmed, hood, sidescreens. Unmodified single-carburetter Standard Ten engine gives exceptional economy. Large boot. Seats three. £360. Tel.: HAMpstead 6311. [7790

**RILEY 1½-LITRE, R.M.E.** series, 1953 model, excellent condition throughout. £285. Tel.: Gerrards Cross 4859. [7788

**80 M.P.H., 40 M.P.G.** 1953 Morris Minor coupé, Alta conversion. Immaculate condition. £310. 54, Grove Road, Rayleigh, Essex. [7793

## FOR SALE—*continued*

**UNIQUE OPPORTUNITY.** 1937 Ford V8 30-h.p. 4-seater d/h. coupé, one owner 1937-1958. Carefully stored 1939-1958; genuine mileage 32,000. Original instruction book, repair schedule and guarantee card. Mechanically in quite incredible condition. Engine decarbonised; new battery and radiator recently. Good tyres. Black and chrome finish. New grey Vynide hood. Brown hide upholstery. This car creates interest everywhere. £110. No. 2, The Elms, Deerings Road, Hillmorton, Rugby. Tel.: 4067. [7787

**BENTLEY, 1930, 6½** Blue Label saloon (sedanca). £140. 116, Woodfield Way, N.11. [7791

**ALLARD, *1949*, D/H-COUPE,** *ivory with red* leather. Engine, hood, respray and two tyres all new 5,000 miles back. Very good condition, floor change. M.O.T. £125. Colman, 58, Dogsthorpe Road, Peterborough. Seen London weekends. [7792

**ROLLS-ROYCE 20/25,** 1933. M.O.T. cert. Grey Park Ward limousine. Virtually 2-owner car, new roof, tyres perfect. Mascot, handbook, bulb horn. History. Elegant family car. £250 o.n.o. Spottiswoode, Kingsgate, Sudbury Hill, Harrow. Tel.: BYRon 2926. [7794

**PORSCHE 1,500 c.c.** Ivory, green upholstery. Mechanically sound, excellent appearance. Owner needs larger car. £780. "Hogs Island," Gustard Wood, Herts. Tel.: Wheathampstead 2386. [7795

**N.S.U. PRINZ 30** de luxe, 1960, excellent condition. Good acceleration. Independent suspension all round, rack-and-pinion steering. Good roadholding. Undersealed. £460 o.n.o. Write, call weekends, or weekdays after 6.30 p.m. R. M. McCallum, 126, Harwood Court, Upper Richmond Road, Putney, S.W.15. [7796

**TA,** Bournemouth area, good hood, tyres, M.O.T. cert., but thirsty. £90 o.n.o. Tel.: Winton 5545. [7797

**FRAZER NASH-B.M.W.,** 1937, Type 326 4-seater cabriolet, good condition; taxed; M.O.T. Bargain, £60, exchange. Tel.: Frome 2511. [7798

**TRIUMPH TR2,** 1955. Magnificent condition. Four new "X"s; extra spares. No reasonable offer refused. 121, Clarence Road, Fleet, Hants. Tel.: 1185. [7799

**FRAZER NASH SEMENCE** Special, engine 1936 Gough, G.N. chassis. Recent hydraulic brakes and Borg and Beck clutch. Still requires a little work. £200. Craggs, St. Clement's Hospital, 2A, Bow Road, London, E.3. [7800

**M.G. TD,** 1953. Spot, tonneau; v.g.c. £380. Dr. Stone, St. Thomas' Hospital, or Tel.: WEL 4909 (evenings). [7801

**"CHUMMY"** for enthusiast. Best offer. Particulars supplied. 112, Selly Park Road, Birmingham. [7802

**OCT. 1959 FAIRTHORPE** Electron Minor. Herald unit, twin S.U.s, hard-top, heater, flashers. 5,000 *miles only and in good condition. £425. Guthrie,* Tel.: GRImsdyke 1518 (evenings). [7803

**RARE 1½-LITRE SINGER** Le Mans, 1934. Body and engine immaculate. B.R.G. M.O.T. Offers. Hare, 32, Crown Road, Twickenham. Tel.: POP 2004. [7804

**F.N./B.M.W., 1937, 329** d.h.c. Reconditioned engine, carburetters, distributor. New coil, battery. Body, upholstery, hood, tyres excellent. £100 o.n.o. Cleveland Cottage, Hoarwithy, Hereford. Tel.: Carey 279. [7809

**105E AQUAPLANE SPEED** equipment costing £33: Twin S.U.s on inlet manifold; air filters; exhaust manifold; as new. £26 o.n.o. Murray, 106, Eaton Road, Norwich. [7810

**VOLKSWAGEN,** 1947, L.H.D. Tested. £75 o.n.o. Exchanges, scooter or moped considered. Heath, Poppleton, York. [7805

***ROLLS-ROYCE 20/25,*** *1933,* saloon. M.O.T. certificate. Photograph. £130 o.n.o. Heaton, Chalet, Budworth Road, Birkenhead. [7808

**M.G. TD,** 1950, white, good condition, M.O.T. certificate. £335. Tel.: Croydon 0746. [7811

**PA M.G.** 2/4-seater. Fair condition—needs attention. Another almost complete PA for spares. What offers? Tel.: PAL 1601 (evenings). [7818

## FOR SALE—*continued*

**LENARD M.G.,** 1456 TD. Completely rebuilt. A.C. Ace-type alloy body. Two 1¾-l.t. S.U.s, 4-branch, cross-flow oil radiator, Avon Turbos, modified head, camshaft. Beautiful car. Terrific performance. £365. Write, 'phone, Stokes, 169, Yardley Fields Road, Birmingham, 33. Tel.: Stetchford 3219. [7807

**ROLLS 20/25,** Dec. '35, Hooper body. A very fine-looking carriage. M.O.T. tested. Could do with three tyres. £185 o.n.o. P. A. Rispoli, 27, Great North Way, Hendon, N.W.4. Tel.: SUNnyhill 1946. [7817

**1928 MORRIS** van, 11.9 (Bullnose type). Offers. *41, Warren, East Preston, Littlehampton.* [7819

**M.G.-A TWIN-CAM** coupé, 1958; one owner, 17,000 miles. Silver-grey. Heater, three spare tyres. £700. Box No. E.820. [7820

**RILEY NINE SPARES.** Monaco engine, broken crank, spare crank; ends, mains relined; dynamo, starter, etc.: £7 10s. Fuel pump, new, 15s. Tyre, tube, wheel, 500 × 19, £2. Fryer, 16, Sandhurst Drive, Ilford. [7821

**RILEY NINE KESTREL,** 1934. E.N.V. preselector gearbox, twin S.U. carburetters. Passed M.O.T. test. Livingstone, Churchstow, Chislehurst. Tel.: Imperial 477. [7822

**TALBOT 65** saloon, 1935, black. Excellent condition. Spotlamps, windtones. M.O.T certificate; taxed year. With spare engine (overhauled), £85. Also many spares. 41, Preston New Road, Blackburn. Tel.: 5908. [7823

**M.G. TF, 1,250 c.c.,** 1954, reconditioned engine, new Vynide hood, tonneau. Excellent condition. £435. Tel.: Welwyn Garden 26101. [7824

**FORD.** Recond. Ten, planed Eight head, twin, H.2s, G.N. exhausts, Falcon body, battery charger. £160 o.n.o R. J. Walter, 23, Broad Street, Alresford, Hants. [7825

**ALVIS 3-LITRE,** '51/52. Reconditioned engine, twin S.U.s, h/c. head; just run-in; body perfect. All extras. £350 o.n.o. Wogan, 181, Golders Green Road. Tel.: Speedwell 5635. [7826

**RILEYS: 1930 MONACO,** good mechanically, body tatty; what offers? Also most parts from 1932 Monaco, 1936 Falcon 12/4, 1937 Merlin. Little Brickett, Old Bricket Wood, Watford. [7827

**1937 RILEY 1½** Continental 27C. Good overall condition. Pistons, rings, ends 2,000 miles ago. £100. Fountain, 18, Sussex Gardens, Chessington, Surrey. [7828

**MARSHALL SUPERCHARGER KIT,** *complete* as new. Fit M.G. TB, TC, TD, TF. £30 o.n.o. Steventon, 19, Oliver Road, Cowley, Oxford. [7829

**M.G., 1947, TC.** Ivory. New hood, screens, battery, brakes. M.O.T. cert. £210. 30, Sparrow Farm Road, Ewell, Surrey. Tel.: 8978. [7830

**BRAND NEW,** Tornado Thunderbolt sportsbrake. M.G. 1,500-c.c. Stage 2 engine, disc brakes. Outstanding opportunity at £425. Broadlands, Barrow Hall Road, Lt. Wakering, Essex. Tel.: Southend 535328. [7831

**RILEY SPRITE,** reconditioned engine and clutch, sealed beams, new hood, brakes relined, rewired. £350. Champniss, Tel.: TUDor 7651. [7832

***UNFINISHED E93A SPECIAL.*** M.G. chassis with aluminium body. Offers: Champniss, Tel.: TUDor 7651. [7833

**RILEY MONACO,** 1932. Body perfect, engine reliable; flashers. M.O.T. certificate. £40 o.n.o. Tel.: Erith 32995. [7834

**TA M.G.** Recond. engine, M.O.T. cert. Rewired; chrome and body v.g. £150. Pears, 8, Woodville Gardens, Ealing, W.5. [7835

**LAGONDA V12, S.S.II,** 1939. Impeccable and elegant short-chassis sports saloon. Radio and sunroof (no leaks). 6,000 miles since total rebuild. Probably the best example of this incomparable car at present on the market. Seen Cambridgeshire. £485. Tel.: Waterbeach 400. [7837

**TR3,** 1956. Blue. "X"s, many extras. Excellent. £435. Leigh, Frame Farm, Tolleshunt D'Arcy, Maldon, Essex. [7838

**LAGONDA 16/80** tourer. Excellent condition. New hood and good weather equipment. £250. Brooks, 63, Swarcliffe Drive, Leeds, 14. [7839


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| ***1948 JAGUAR 2½,*** *black. Excellent mech. and appearance. P100s, htr.* | **£125** |
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| **1959 ASHLEY 750,** white; i.f.s., boxed, tonneau ... ... ... | **£145** |
| **1948 ALVIS TA14** d.h.c., black/green. Exceptional ... ... ... | **£165** |
| **1950 MINX** d.h.c., black, maroon hood. Good chassis ... ... ... | **£145** |
| ***1956 R.G.S. Special.*** *Jag. chassis, i.f.s., hydraulics* ... ... ... | ***£110*** |
| **1938 B.S.A. Scout,** red. Rebuilt mech.; steering ... ... ... | **£65** |

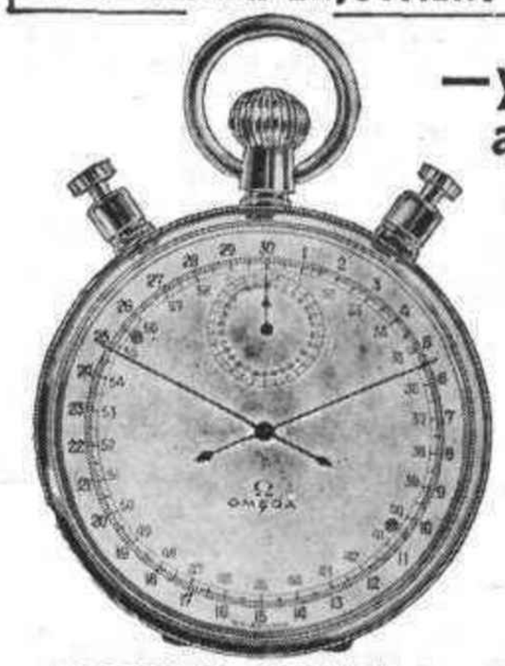
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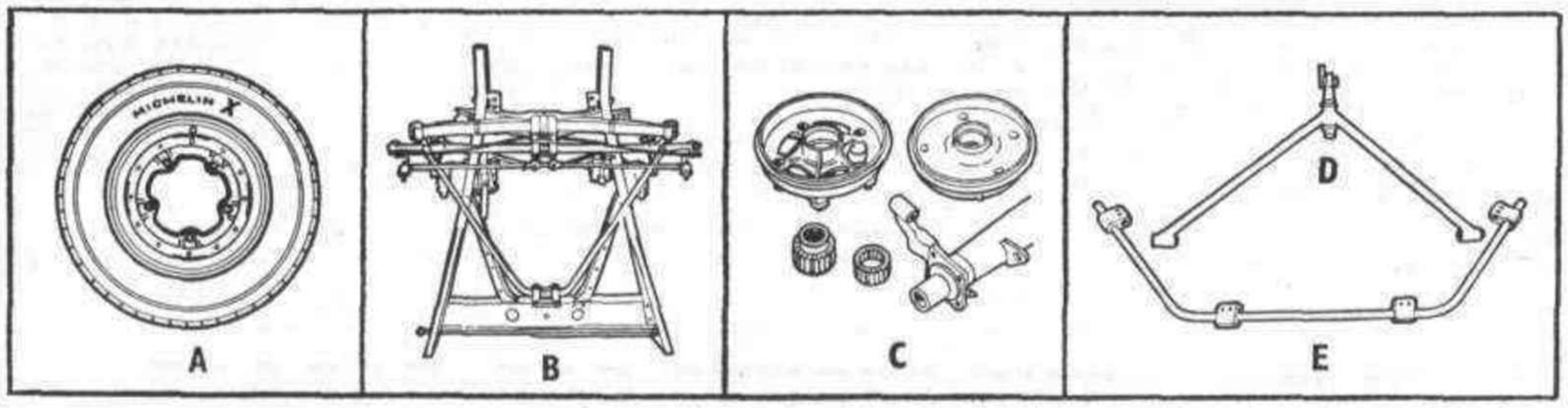
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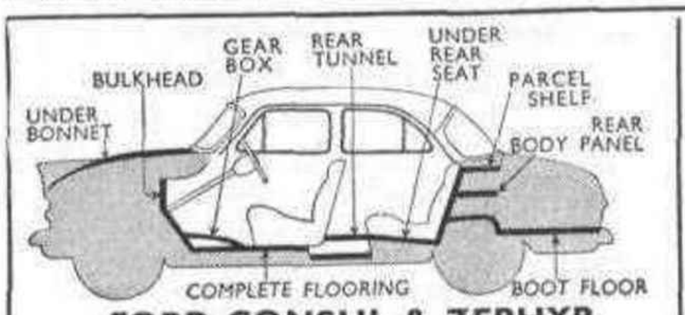
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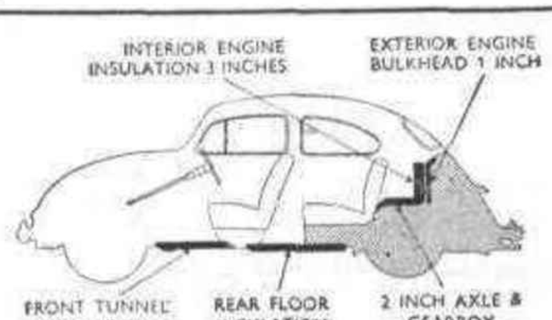
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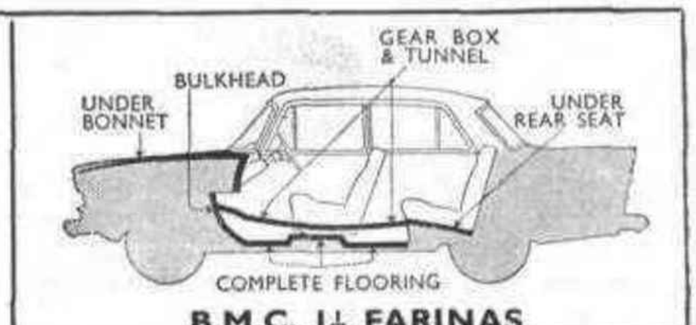
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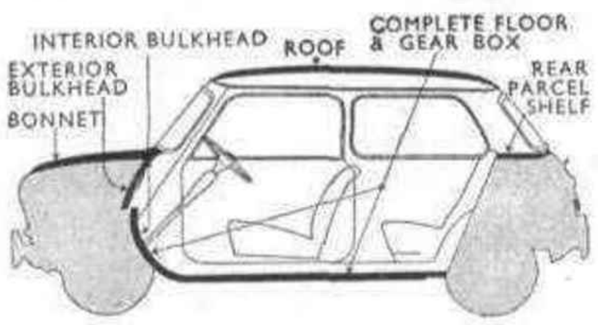

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**YOUNG MAN,** completing aeronautical apprenticeship and external degree, September, seeks position in design or development of motor vehicles. Has some garage experience. Box No. E.237. [7237

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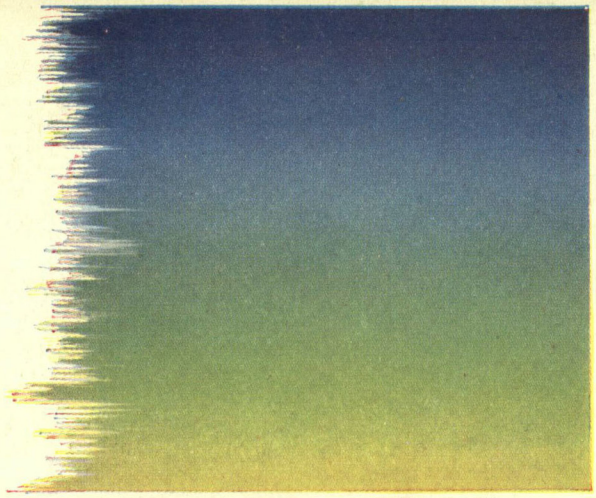
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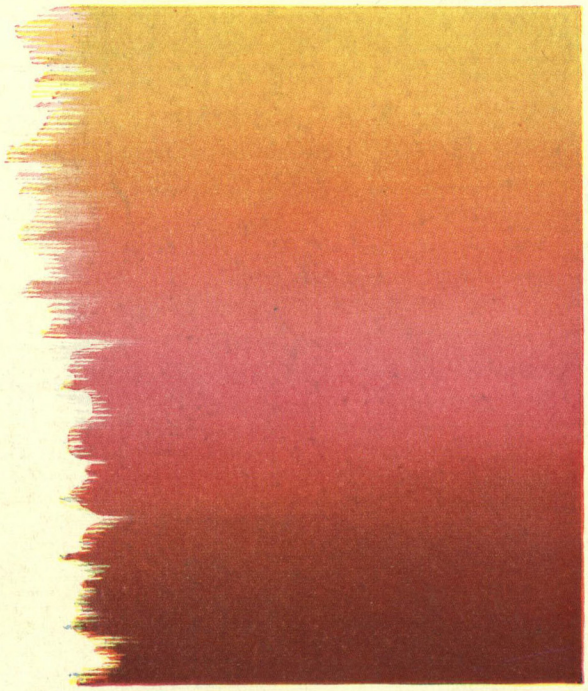
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