Vol. XXXV No. 3 ONE SHILLING AND SIXPENCE March, 1959

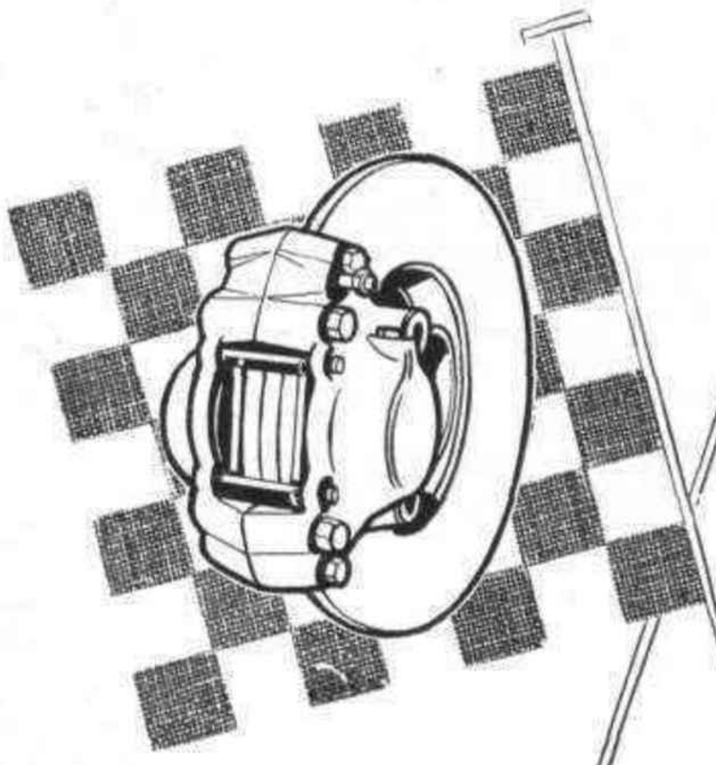
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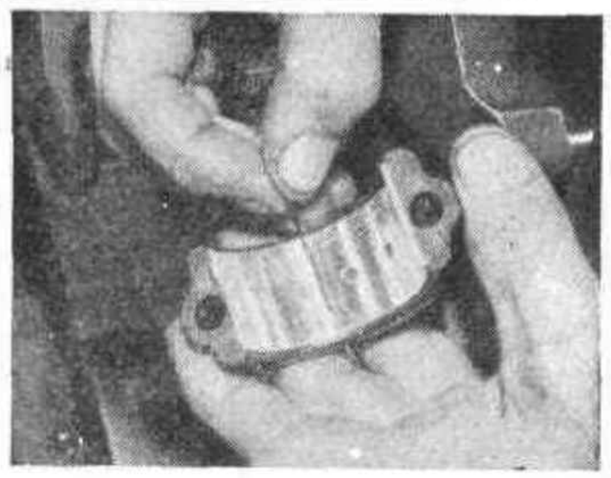
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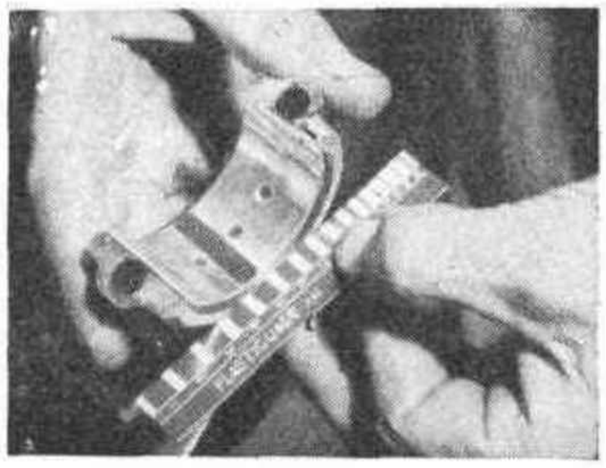
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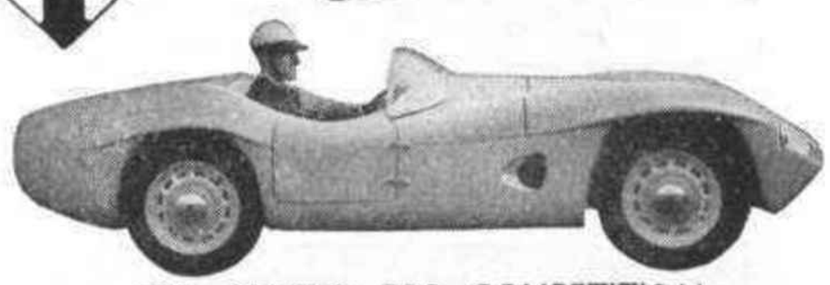
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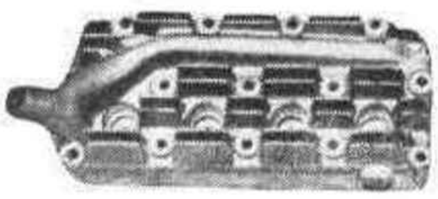
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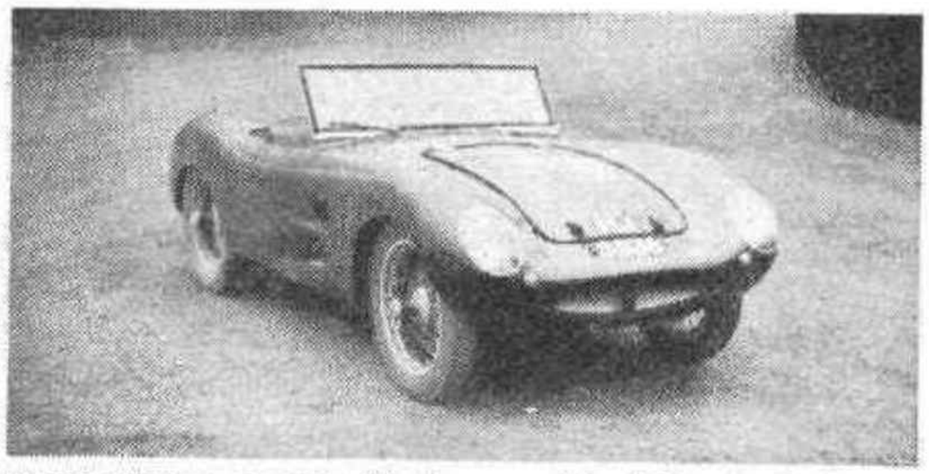
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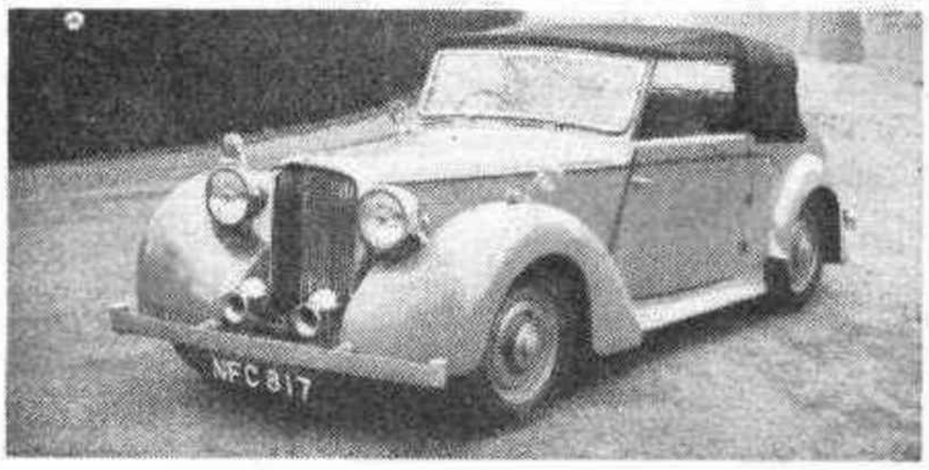
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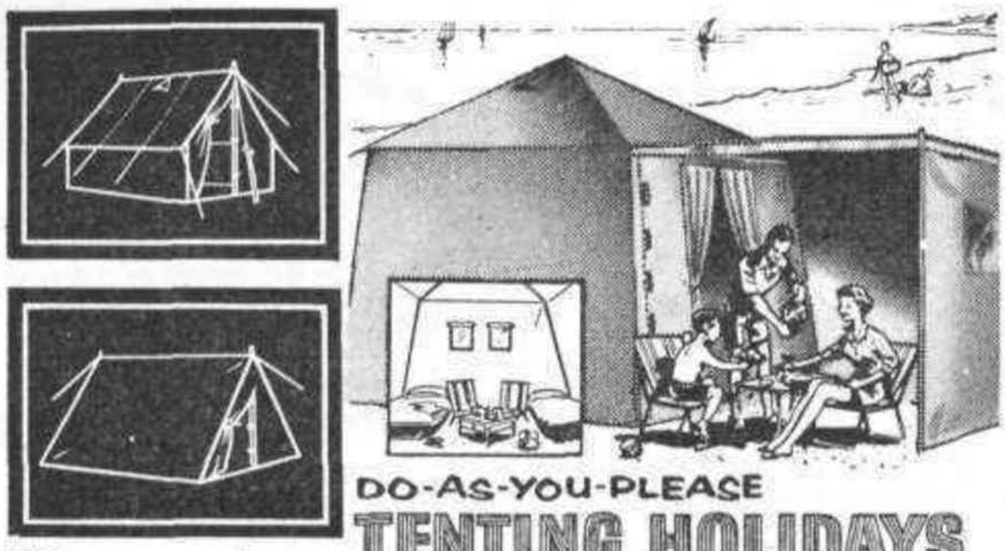
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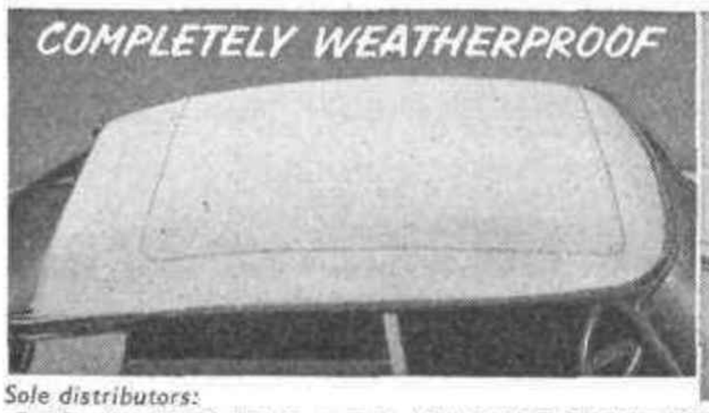
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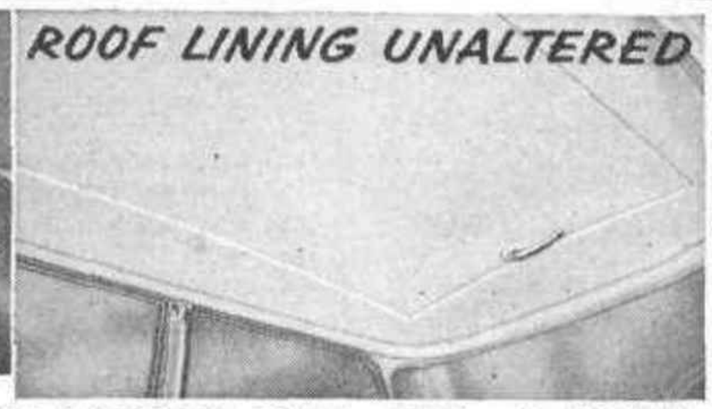
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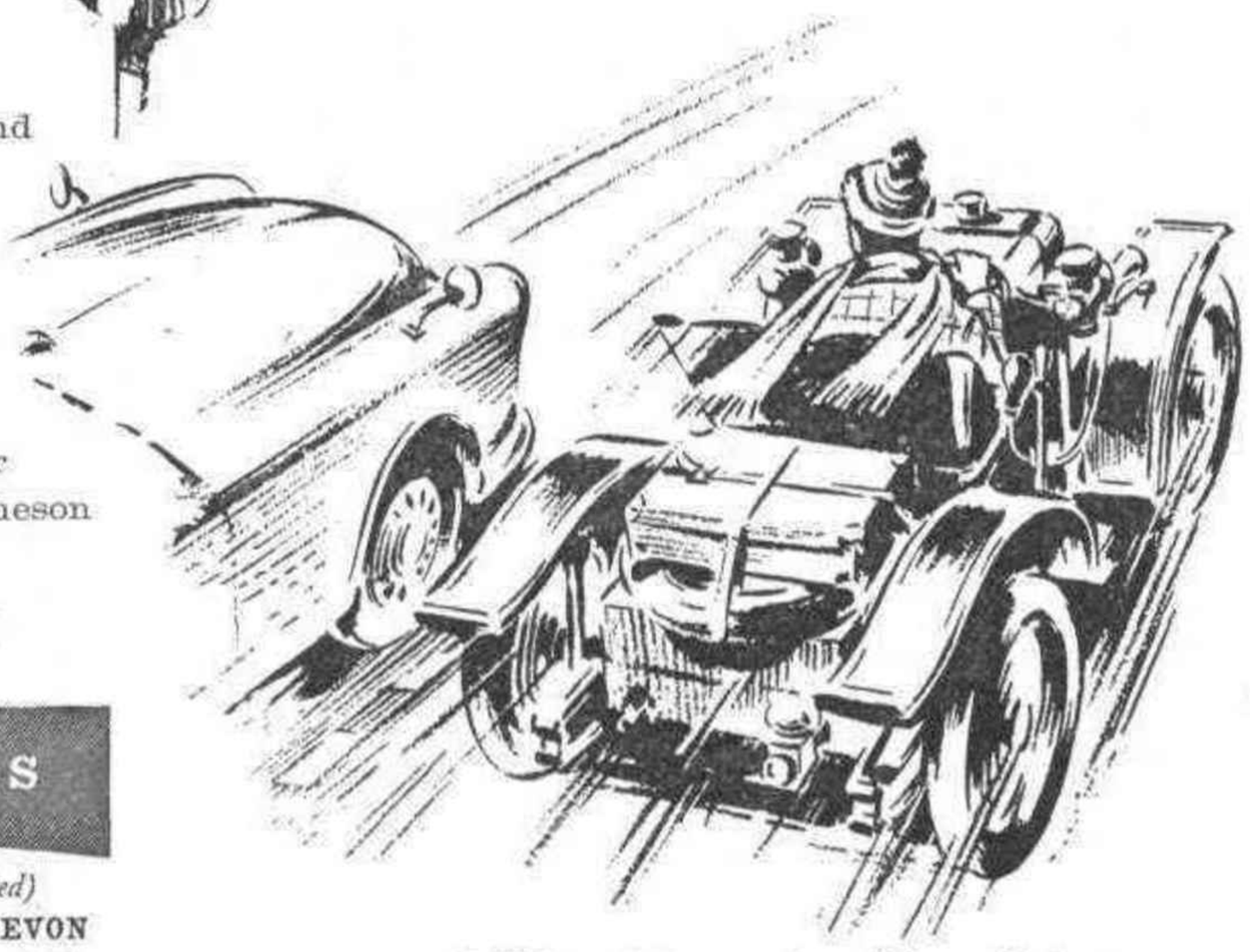
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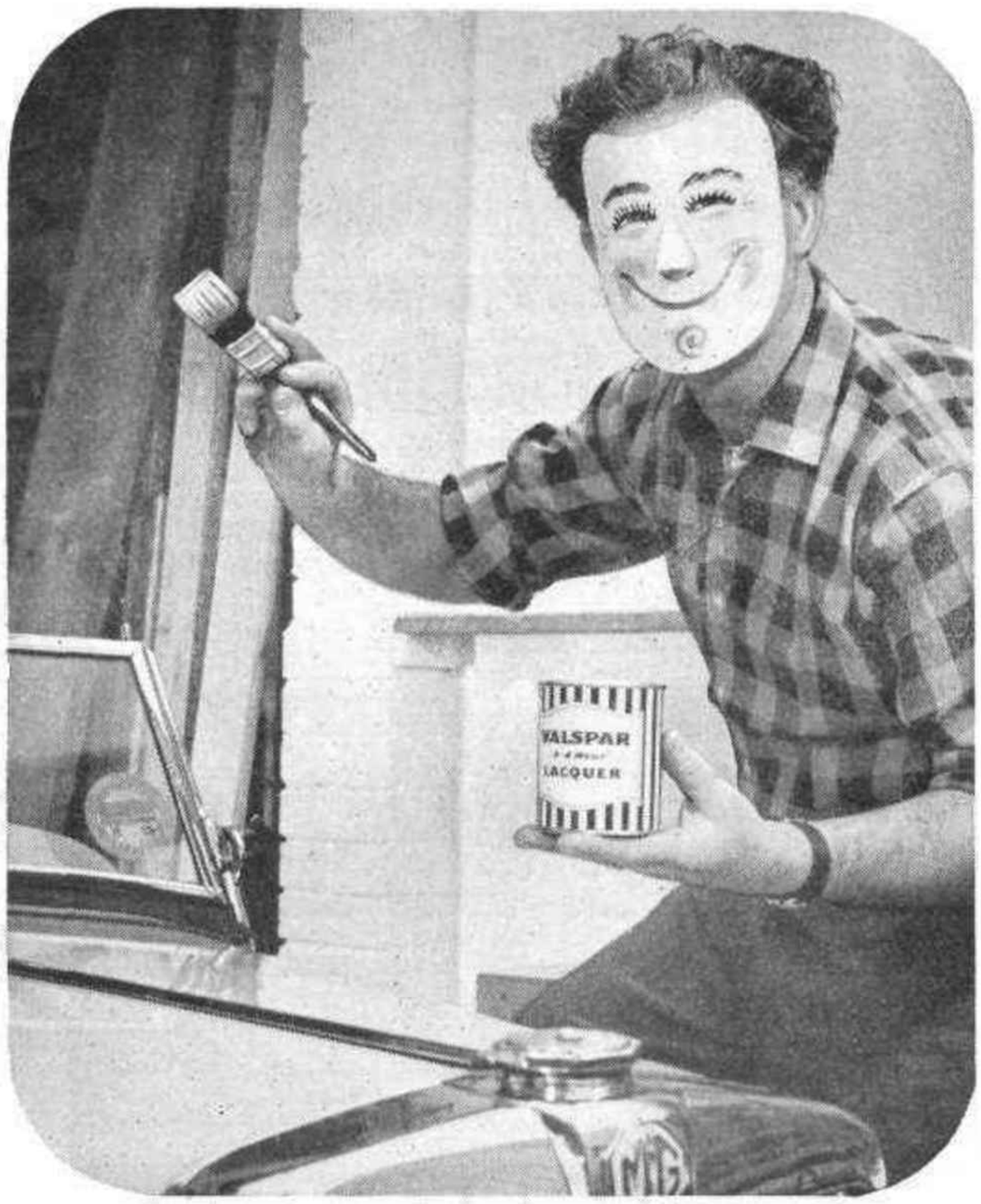
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Mar. 12 Survey and guide for "Special" builders. Road-test of the Austin-Healey Sprite. **Mar. 12**

Mar. 19 Full report and pictures of the GENEVA MOTOR SHOW. The first 1959 Goodwood race meeting—report and pictures. The Great Drivers—The Story of Felice Nazzaro. **Mar. 19**

Mar. 26 Reports on the Sebring International 12-Hours Race and the first 1959 Snetterton restricted meeting. Road-test of the N.S.U. Prinz. **Mar. 26**

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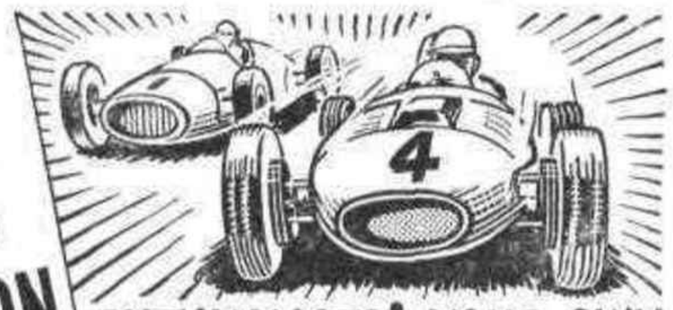
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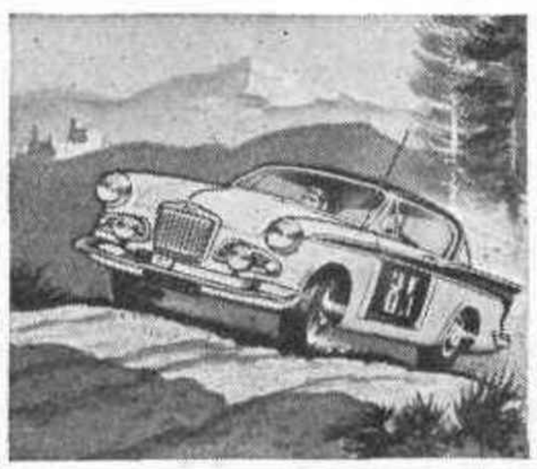
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MOTOR SPORT

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MATTERS OF MOMENT

THE MONTE CARLO IN RETROSPECT

The 1959 Monte Carlo Rally is all over bar the shouting. It has been described in some quarters as a fiasco but we imagine that had a British car won it would have been acclaimed a great success. The system of basing the results on secret time controls is shaky but entrants know to a large extent what they are facing before they start. The weather relented disappointingly just prior to the start this year but was nevertheless severe enough to make the event a tough test of crews and cars, while no-one can lightly wave aside the final test in the mountains as a picnic.

So far as MOTOR SPORT is concerned, the results were eminently satisfactory. We have done all in our power to establish the Citroën as the most modern of motor cars, years ahead of its contemporaries in most respects, and so it was with pleasure rather than surprise that we heard that a privately-entered Citroën ID19 had won outright, with another Citroën ID19 in fourth place to emphasise that this was no fluke. This victory in this much-publicised long-distance winter rally will give the French Motor Industry a beneficial shot in the arm and Citroën owners the world over must be feeling the same sense of pride that Renault Dauphine users felt at this time last year.

The many Simcas we have driven have never failed to inspire us as splendid family cars with just that little something some others haven't got, in spite of a conventional specification. So we are glad a Simca took second place.

Regular readers will know our enthusiasm for air-cooling, so to find a little D.B.-Panhard in third place is excellent. It is significant, too, to those who believe as we do that the propeller-shaft is an anachronism, that this year five of the first twelve cars in the Monte Carlo Rally had front-wheel-drive (Citroën, D.B., and D.K.W.) and that last year's rally was won by a rear-engined, rear-drive car with 25 per cent. of the first dozen placemen using f.w.d. vehicles.

Britain has every reason to be proud of Sunbeam, Jaguar and Austin for being, respectively, the highest-placed British car (Adams/McMiller—Rapier, fifth), winners of the Team Prize (Parkes/Howarth, Brinkman/Cuff, Walton/Martin—3.4-litres) and winners of the Ladies' Prize (Pat Moss/Ann Wisdom—A40). We offer the warmest possible congratulations to the British girls, Pat and Ann, on beating 106 male crews by bringing their new Austin A40 home in 10th place—even if a lucky change in routing gave them time to repair a cracked inlet manifold which would otherwise have eliminated them.

We have advocated the superiority of Michelin "X" tyres on many occasions, so we are delighted that the first five places were won by cars shod with these sure-footed metallic tyres. The winning Citroën relied, too, on Ferodo brake linings and disc pads.

Of the Big Five from this country, Ford were placed 13th, Rootes had a Sunbeam home 16th apart from their excellent fifth position, as we have said, Austin was 10th, a Standard was 25th, but we have to go down to 35th place before the first Nuffield vehicle, a 1.5 Riley, is placed, and to 51st place before a Vauxhall canters in.

However, luck takes a considerable hand in the Monte Carlo Rally and it is our opinion that the most sensible assessment of car-worth from the results is achieved by contemplating the proportion of starters of each make which complete the 2,100-mile road section—these can be regarded as sound touring cars—and then the cars that come back after the gruelling 270-mile mountain eliminating test—these can be regarded as excellent touring cars! Consequently, we publish, on page 171, a table giving this analysis.

We congratulate Coltellani and Alexandre on so ably demonstrating the superiority of the modern Citroën, and we commend the cars placed 1-2-3 in the various classes, *i.e.*, : Jaguar, Jaguar, Ford; Citroën, Citroën, Sunbeam; Simca, Volkswagen, Alfa-Romeo; D.K.W., Austin, D.K.W., amongst the standard and modified touring cars; Aston Martin (only finisher); Volvo, Citroën, Porsche; Alfa-Romeo, Denzel, Peugeot; D.B., D.K.W., Austin A35, amongst the standard and modified Grand Touring and Special Touring cars. Good cars all! Amongst the also-rans there was considerable electrical trouble, but nothing like the plague which beset British competitors in 1956, but punctures were prevalent—and rally failures of this sort lead to better bread-and-butter cars in years to come.

Finally, for the record, here are the first six in general classification :—

1st :	Coltellani/Alexandre (1,911-c.c. Citroën ID19)—France ...	308	points lost
2nd :	Thomas/Delliere (1,290-c.c. Simca P60)—France	330	,, ,,
3rd :	Surles/Piniers (850-c.c. D.B.-Panhard)—France	478	,, ,,
4th :	Marang/Badoche (1,911-c.c. Citroën ID19)—France ...	489	,, ,,
5th :	Adams/McMillen (1,494-c.c. Sunbeam Rapier)—Britain ...	502	,, ,,
6th :	Bengtson/Lohmander (1,580-c.c. Volvo)—Sweden	537	,, ,,

COMPULSORY TESTS FOR OLD CARS—MORE DIFFICULTIES

We have stated previously our reasons for thinking that the proposed Compulsory Testing of cars over ten years old will constitute a waste of effort and public money. The Ministry of Transport arrangements for these long-ago-announced but oft-postponed tests seem to be going sadly astray, if we are to believe an editorial

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Front Cover Picture : IF IT WERE SUPERCHARGED we could make that pun about blowing bubbles. But it isn't, so we must be content to say it is K. Piper's Messerschmitt which won the National Cat's Eyes Rally.

THE NEXT ISSUE WILL BE PUBLISHED ON THURSDAY 2nd APRIL

Motor Sport Events for March

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Mar. 1st ...	Eastwood & Dist. M.C.	A. R. Marshall & Sons, Bulwell	Nottingham	Rally (*R.*)	Feb. 28th, 9.30 p.m.
,, ...	Shenstone & Dist. C.C.	Barker's Café, Streethay	Lichfield	V. T. Fellows Trophy Trial (*R.*)	10.00 a.m.
,, ...	Old Merchants Taylor's M.C. ...	Durrants, Croxley Green	Watford	Rally (*C.*)	3.00 p.m.
,, ...	Civil Service M.A.	Wingroves, Burnham Beeches	Farnham Royal	Rally (*C.*)	10.00 a.m.
,, ...	Airedale & Pennine M.C.C. ...	George & Dragon Hotel	Apperley Bridge, Bradford	Rally (*C.*)	2.00 p.m.
,, ...	N.A.L.G.O. M.C.	Tottenham Lido Car Park	Lordship Lane, N.17	Rally (*C.*)	10.30 a.m.
,, ...	University of Bristol M.C. ...	Victoria Rooms	Bristol	Rally (*C.*)	2.00 p.m.
,, ...	Cumberland S.C.C.	High Hesket	Carlisle	Trial (*C.*)	1.30 p.m.
,, ...	Godiva C.C.	G. & E. Motors, Fletchamstead Highway	Coventry	Navigational Exercise (*C.*)	3.00 p.m.
,, ...	Rolls-Royce M.C.	Greyhound Inn on A 34	Stafford	Rally (*C.*)	10.15 a.m
Mar. 7th ...	Kodak C.C.	Iver Heath	Slough	Rally (*C.*)	7.00 p.m.
,, ...	Newry & Dist. M.C.	Meadowbrook Hatcheries	Newbury	Trial (*C.*)	1.00 p.m.
,, ...	Singer O.C.	Byron Hotel	Greenford	Annual Dinner	7.00 p.m.
,, ...	Dowty M.C.	Stardens Country Club	Newent, Gloucester	Night Navigational Trial (*C.*)	7.00 p.m.
,,	B.S.A. F.W.D. Club	Priory Social Centre	Hornsey, N.8	Inaugural Meeting	6.30 p.m.
Mar. 7th 8th	Wolverhampton & S. Staffs M.C.	Wolverhampton	Wolverhampton	Night Navigation Rally (*R.*)	7.30 p.m.
,, ...	B.A.R.C. (S.W.)	Nr. Marlborough	Marlborough, Wilts	Rally (*R.*)	8.00 p.m.
,, ...	Swansea M.C.	Swansea Garages, Fforestfach	Swansea	Rally (*C.*)	11.00 p.m.
,, ...	Lothian C.C.	Glenfarg	Perth	Rally (*C.*)	10 p.m.
,, ...	Malden & Dist. M.C.	Middlesex Motors	Stanmore	Rally (*R.*)	9.30 p.m.
Mar. 8th ...	Billingham S.M.C.	A 1045, Thornaby Aerodrome	Middlesbrough	Rally (*C.*)	2.00 p.m.
,, ...	Mascot M.S.C.	Masson Scott Car Park	Tooting	Rally (*C.*)	8.00 p.m.
,, ...	Morgan 4/4 Club	Pershore Aerodrome	Worcestershire	Driving Tests (*R.*)	11.00 a.m.
,, ...	Forces' M.C. (Portsmouth) ...	Hilsea Barracks	Portsmouth	Treasure Hunt (*C.*)	2.15 p.m.
,, ...	Stockton & Dist. M.C.	Clubhouse, 155, Norton Road	Stockton-on-Tees	Rally (*C.*)	10.30 a.m.
,, ...	Baltic Exchange M.C.	Banlown Park Car Park		Rally (*C.*)	2.00 p.m.
,, ...	Murphy M.C.	Acland & Tabor's Garage	Welwyn By-Pass	Rally (*R.*)	9.30 a.m.
,, ...	Poachers' M.C.	Wide Westgate	Grantham	Rally (*R.*)	10.00 a.m.
,, ...	Mid-Cheshire M.C.	" Egerton Arms," Broxton	Chester	Trial (*R.*)	11.00 a.m.
,, ...	Forces' M.C. (G.A.S. Group) ...	Cross Hands Hotel, Old Sodbury	Chipping Sodbury	Rally (*C.*)	1.30 p.m.
,, ...	Cambridge University A.C. ...	Snetterton	Thetford	Sprint (*R.*)	2.00 p.m.
,, ...	Harlow & Dist. A.C.	Edinburgh Way	Harlow	Rally (*C.*)	2.30 p.m.
Mar. 14th ...	B.A.R.C.	Goodwood	Chichester	Club Meeting (*C.*)	2.00 p.m.
Mar. 15th ...	Mascot M.S.C.	Masson Scott Car Park	Tooting	Gymkhana (*C.*)	10.00 a.m.
Mar. 21st/22nd	V.S.C.C.	Silverstone	Towcester	Pomeroy Memorial Trophy Competition (*C.*)	11.00 a.m.
Mar. 22nd ...	Stafford & Dist. C.C.	Barley Mow Hotel	Milford	Rally (*C.*)	2.30 p.m.
Mar. 30th ...	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (*INT.*)	1.30 p.m.

MATTERS OF MOMENT—continued from previous page

in the *Yorkshire Post*, in which it is stated that Leeds Corporation have refused to co-operate with the M.o.T.'s demand for testing facilities at their municipal garages. Alderman John Rafferty, Chairman of the Leeds Transport Committee, is quoted as saying that the scheme is too expensive and would involve employing extra week-end staff. How right his attitude is! But does this mean that, having had insufficient response from the garage industry, the M.o.T. is belatedly trying to foist responsibility for these futile tests onto municipal authorities?

LIFE OF THE NEW PRESTON MOTOR ROAD—SEVEN WEEKS!

Although, with America, Germany, Italy and other countries in possession of hundreds of miles of motor roads a quarter of a century ago, Britain's few miles of Preston By-Pass, her first real motor road, was nothing to shout about, it marked a step in the right direction, so its official opening was welcomed.

Forty-seven days later the road had to be closed due to a faulty surface. This is a disaster for British prestige akin to the Comet crashes, the failure of the V16 B.R.M., and our lack of a moon rocket. New, better D.H. Comets have now washed out one of these setbacks, the later B.R.M.s have won races, one day a red, white and blue rocket may reach, or pass, the moon. No doubt, following " an urgent and detailed engineering investigation " ordered by the Minister of Transport, the Preston By-Pass will be re-opened and later this year the great Midlands Motor Road will, we hope, prove more durable than its little forerunner in Lancashire, which Mr. Macmillan described, when he opened it, as " a very fine new road, symbol of a new era in motor travel"

Let us not overlook the fact that 2½ years' work costing nearly £4 million of public money went into the construction of the Preston Motorway—brief in length and very brief in life span.

We are told now that the road is " merely experimental." This will not satisfy the motorists of this country, who, in road fund licence fees and the savage 2s. 6d. a gallon petrol tax, have paid millions upon millions of pounds into the National Exchequer, and who justifiably demand in return proper roads for twentieth-century travel. Some of this tax money no doubt keeps the boffins at the Road Research Laboratory in business—how is it that they were not called in to ensure that Britain's first, hotly-publicised Motorway would survive a few nights of winter frost? Or were they? Is the motorist to pay for these repairs? In higher taxation?

These are matters that concern every road-vehicle owner in the country, while the safe condition of our new motor roads is of vital interest to all readers of MOTOR SPORT, who drive that little bit faster and better than A-to-B motorists.

The Minister of Transport should make a full public report on the shameful fiasco of the Preston Motorway—and quickly, both as to why the damage occurred and why repairs are now likely to cost £95,000 of public money instead of £4,000 as originally estimated.

OPENING OF THE SPEED SEASON

The 1959 motor-racing season opens on March 1st with a Surrey Sporting C.C. Speed Trial at Brands Hatch, followed by the C.U.A.C. Speed Trial at Snetterton on March 8th. Those who cannot embrace motor racing should consider sprint events, which call for driving concentration and skill of a rather special kind and can provide an outlet for specially-conceived sprint cars.

THE NATIONAL VEHICLE TRUST

At a meeting at the R.A.C. in London, called by the Rt. Hon. Lord Montagu of Beaulieu on February 5th, the formation of a National Vehicle Trust was agreed to, the objects of the Trust being to promote the permanent preservation of veteran and vintage vehicles in this country and to promote the scientific study of and research into the origins and development of sources of power for the propulsion of vehicles.

After some initial cold water poured in unexpected volumes on Lord Montagu's proposals by committee members of the V.C.C. and V.M.C.C., the meeting veered towards warm approval and, a vote being taken, 80 persons representing vintage and one-make clubs and

Continued on page 154

SOME RACING PROJECTS

CALLING in at Pippbrook Garage at Dorking, we had a look at the progress on the Cooper-B.R.M. project being built especially for Stirling Moss, but before that we talked to R. R. C. Walker about his plans for 1959 for the Walker Racing *Equipe*. It will be remembered that last year he had a most successful season with three Coopers, a 1957 model with 2-litre engine that Moss used to win the Argentine Grand Prix, a 1958 Cooper with 2,014-c.c. engine with which Trintignant won the Monaco Grand Prix, and a 1958 Formula 2 Cooper with normal 1,500-c.c. Climax engine. The team also had a 2.2-litre Climax engine later in the season, which was used by Trintignant, who was the number one driver for the season. Before the end of last year the Frenchman was again signed-up by Walker to be the team driver for 1959 and, a little later, an agreement was made with Moss for certain races, both in Formula 1 and Formula 2, as happened last year.

Of the three Coopers used last season only two remained, for the Formula 2 car was a complete write-off at Casablanca when Picard crashed heavily. The Argentine-winning car, the old 1957 chassis, was fitted with a 2-litre engine and sold to an Irish driver, and a new Cooper was purchased, the 2,014-c.c. engine that won at Monaco was fitted to this car, and sent out to Australia, where Moss used it to win the Melbourne Grand Prix at the end of last year and the New Zealand Grand Prix at the beginning of this year; the car then returning to Dorking to become the number one team car for this season for Formula 1 and fitted with the 2.2-litre engine. As and when Coventry-Climax get their new 2½-litre engine finished and Walker gets delivery of one, it will go into the new car. The 1958 Monaco-winning car was sent to Bremen, in Germany, where the Borgward racing department fitted a 1,500-c.c. twin-cam, fuel-injection four-cylinder Rennsport engine, and it then went to Modena to be fitted with a new five-speed and reverse gearbox and final-drive unit that Walker has had specially designed for his cars.

With all this material available Trintignant should be assured of every possibility for a first-class season of racing in both Formula 1 and Formula 2, for the Australian/New Zealand-winning car will have 2,014-c.c., 2,200-c.c. and 2,500-c.c. engines available, and the Monaco-winning car will have two Borgward engines on hand, one in the car and the other standing by as a spare, the Bremen firm having promi ed spares and engine overhauls.

The foregoing represents the Walker *Equipe's* own plans for 1959 but, in addition, they have built a new car for Moss to drive at Goodwood and Monaco, after which the situation will be reviewed. This new car is the result of co-operation between Moss and Alfred Owen and the Walker *Equipe* and until after Monaco is in the nature of an experiment and an addition to Walker's activities. If successful it will no doubt become part and parcel of the *Equipe* Walker and Moss will stay on as a team driver. A Formula 1 B.R.M. four-cylinder engine has been loaned to Moss and Pippbrook have fitted it into a much-modified Cooper chassis. This new chassis frame has had many of the curved tubes replaced by nice straight ones, and the more important tube junctions have been boxed and gusseted, while the driving position has been moved forward a few inches. The pedals have been converted to pendant type, as well as being mounted further forward, and a B.R.M. light-alloy radiator is mounted well forward on outriggers, with an oil tank just behind it. The B.R.M. engine fits neatly into the space behind the driver, the only modification necessary being the refitting of the two magnetos. On the B.R.M. engine these are normally fitted on the front of the block, but in the Cooper this meant that they would have stuck into the driver's back, so they have been remounted, one on each side of the block, under the carburetters and exhaust manifold, respectively, and are driven by chains within new alloy casings which bolt onto the original three-stud flanges on the front of the block. Two double-choke Weber carburetters are retained, operated by cable from the throttle pedal, and the B.R.M. exhaust can virtually be retained, as the car has a long tail. With more than 250 b.h.p. on tap from the B.R.M. unit there was no question of putting it through the normal Cooper transmission, so a completely new gearbox and final drive has been designed and built in Modena. This work has been done by Ing. Collotti, who used to be with Maserati and was responsible for the chassis work on the 250F, the 300S and 450S cars from that factory, and as they all had first-class gearboxes the chances are that the new one for Walker should be good. It is a very compact five-speed and reverse box in unit with the final drive and differential, and is mounted in the tail of the car in a similar fashion to the normal Cooper layout. It is interesting to realise that both Cooper and Lotus have been racing in Formula 1 without a reverse gear, a flagrant violation of the International rules, and, just in case someone one day points this out in official circles, Walker decided to have the Collotti gearbox designed with a reverse gear. Four of these gearboxes are on hand, one for the B.R.M. engine and one for the previously mentioned Borgward engine, with two more as spares. In addition to designing the gearbox, Collotti has also designed, and had built in Italy, the drive shafts to take the power of the B.R.M.

This car is expected to be ready for the Formula 1 race at Goodwood, and Moss will also drive it at Monaco, while, in addition, he will probably drive a Walker-Cooper in Formula 2 events in the early part of the British racing season.

Another private-enterprise Formula 1 project is that of C. T. Atkins, the owner of High Efficiency Motors, a precision tool-making, jig and fixtures firm at Chessington. Last year Atkins ran a Formula 2 Cooper with Ian Burgess as his driver, sometimes as a private entry and sometimes as part of the works Cooper team. At the end of the season Burgess crashed badly at Avus, putting himself out of action for some while and writing-off the Cooper. Atkins has now started all over again, with a new Cooper chassis, and into this he has fitted a new 2½-litre four-cylinder Maserati engine, coupling it up to a Cooper gearbox and transmission. This new Maserati engine is a development of a prototype engine that the firm built in 1956 for sports-car racing and which became the 200S. It will be recalled that they built a very fast 2-litre sports car for the Supercortemaggiore race of that year, and Moss proved it to be much faster than the contemporary Ferraris, but during practice Farina tried the car and smashed it, after which Maserati got interested in other projects. They have now built some further 2½-litre developments of this engine, using a bore and stroke of 96 by 86 mm., and using two double-choke Weber carburetters it will turn at 7,000 r.p.m. and give out nearly 230 b.h.p. Originally the magnetos were mounted at the front of the engine, but they are now driven off the rear of the two overhead camshafts, each magneto supplying four sparking plugs, and this new layout is ideal for the Cooper, as it means that the magnetos now lie above the gearbox and out of the way. The water off-take from the front of the block curves upwards and doubles back into a brass header tank that sits on top of the engine, before going forwards in alloy pipes to the Cooper radiator, this layout being an H.E.M. modification, while the chassis frame has also undergone numerous alterations by Atkins' mechanics, to strengthen weak points and facilitate service and preparation. In the High Efficiency Motors workshop is another Cooper, a standard 1958 Formula 2 car with Coventry-Climax engine, and these two cars will be raced by Atkins and his team wherever possible. To drive the cars are Salvadori, as and when his Aston Martin contract permits, and Burgess when he is fully recovered.

While in this Cooper frame of mind we also called at the Surbiton factory, to see how the 1959 cars were coming along, and saw the works team cars in process of building. These comprise two Formula 1 chassis, more or less identical with last year's cars, a few improvements having been made, such as adjustable rear wishbones to alter the wheel camber angle, and engine mounts to take the new 2½-litre Climax engine when it is ready, these being in a slightly different position from the 2.2-litre engine mounts, which are retained. Two Formula 2 cars were also on the stocks, and these four will be driven by Brabham and Maclaren, these two from "down under" forming the official Cooper works team. Also there was a sports Cooper-Monaco which will be raced by the works team as and when time and opportunity permit. Last year's works cars have been sold, as has the prototype Monaco sports car. There will be two works Coopers in the Formula 1 race at the Easter Goodwood meeting and John Cooper has hopes of getting one 2½-litre Climax engine by then, but, if not, then he will run his 2.2-litre engines. Also at the Surbiton factory were two new Formula 2 chassis belonging to the British Racing Partnership team, and these were awaiting the delivery of their Borgward engines, of the same type as bought by Walker. It seems that the Borgward factory are giving full support to these Cooper-Borgwards, in the way of service and spares, and will probably send one of their racing department mechanics to England to keep an eye on all three cars.

Production of normal Formula 2 Coopers is still going ahead, and since last season two have been sent to Australia, two sold to Lewis and Nixon, and the aforementioned two to Atkins and Walker, while three Formula 3 cars, with Norton engines, have recently been sold to Venezuela. Although nothing has yet been started, John Cooper has an eye on the International Junior Formula, and visualises building a Formula 2 car of lighter weight, and fitting something like a tuned B.M.C. engine, but the activities of the works team of single-seaters and sports car will decide whether there is enough time left over for this idea. If it does come into being it is quite likely that one of the top ten of the Cooper Driving School will be chosen to drive it.

MATTERS OF MOMENT—continued from page 152

the general public voted in favour of another meeting, whereas only seven were against, Mr. Fred Lanchester, President of the V.C.C., explaining that he was abstaining from voting until he had read the full objects of the Trust as given to the Board of Trade.

At the next meeting, to be called by Cecil Clutton, Chairman of the N.V.T., and Lord Montagu, sponsor, trustees and members of the V.C.C., V.S.C.C. and V.M.C.C. will discuss the next moves required. A V.C.C. spokesman expressed a desire for the Press and public to be excluded from this next meeting. Why ?

The provisional Trustees are named as representatives of the V.C.C., V.S.C.C., V.M.C.C., the Duke of Richmond and Gordon, Lord Montagu, Cecil Clutton, Graham Walker and William Boddy, Editor of MOTOR SPORT.

If the Trust can achieve for the preservation of historic vehicles what similar organisations have done for the preservation of the countryside, historic buildings, old arts and crafts, etc., then Nation-wide support is to be expected and generous donations of cars and financial support are likely. Already Mr. Scott-Moncrieff has donated to the National Vehicle Trust a vintage Chenard-Walcker saloon and Lord Montagu the ex-Malcolm Campbell V12 350-h.p. Sunbeam racing car. Lord Montagu has made it clear that he has no further space in his museum for additional vehicles for some considerable time to come, and that vehicles preserved by the Trust will be seen in action and not relegated to museum buildings. We feel that the Lagonda Club speaker who gave enthusiastic support to the proposed Trust, and hoped it would save p.v.t. cars as well as veterans, will be particularly glad to hear this, because two early vintage Lagonda light cars were noticed outside the august portals of the R.A.C. while the meeting was in progress, a most praiseworthy instance of such cars being used as practical transport.

THE FUTURE OF CROYDON AERODROME

We are glad to note that various interested bodies are fighting the Government proposal that Croydon aerodrome, London's first airport, unless Hounslow can be said to have held temporarily this distinction, should be closed. After Brooklands Track had been lost beyond recall regrets were expressed and a memorial erected. Let us hope that aviation enthusiasts will remember this and do all in their power to save Croydon, where flying history has been made for over thirty years—the Editor recalls with nostalgia visits made to the public enclosure off Plough Lane, Waddington (where existed in those days the first aeroplane level crossing in the world), to watch the rather spaced-out arrival of de Havilland, Handley-Page and Farman air-liners. The closing of Croydon would be a sad loss to aviation enthusiasts and London flying clubs.

THE PLASTIGAUGE BEARING MEASURER

For some years now the American motor trade have been using a product manufactured by the Perfect Circle Equipment Company for measuring the clearance of big-end or main bearings. It consists of placing a short length of 25-thou. diameter plastic rod across the bearing cap, assembling and tightening, whereupon the rod is compressed to form a wide flat strip of marking on the bearing surface. A graduated scale rule is supplied and the width of the marki ıg can be interpreted into the equivalent thickness which represents the clearance between the bearing and the journal.

A similar product is now being manufactured in this country by the Plastigauge Manufacturing Co., of 181, Brighton Road, South Croydon, from whom further details are available. The product proved very simple to use and gave a consistent reading when tried on the four big-ends of an engine that had just been reground and remetalled to a 2½-thou. clearance. The only disadvantage seemed to be in the business of getting the red plastic off the journal after it had been well and truly pressed on by tightening the big-end.

MEMORIAL TO COLLINS AND HAWTHORN

Lord Montagu informs us that when the extension to the Montagu Motor Museum at Beaulieu is opened officially on April 5th a memorial to Peter Collins and Mike Hawthorn will be unveiled. Hawthorn's Riley Sprite and his father's 2.3-litre Le Mans Alfa-Romeo will be preserved in the museum.

The Jaguar Drivers' Club, which has been in existence only three years, now has a membership of 2,500. Branches are being formed in many parts of the world and a full list of activities is planned for the 1959 season. A Club room is now available at 75, Baker Street, London, W.1.

COOPER ADVANCED STUDENTS

We are informed that the following trainees have been selected for advanced training by the Racing Drivers' Training Division of the Cooper Car Company Ltd. :—

D. J. Rickman	D. E. Rickman	Maj. A. M. Mallock
J. Forster	J. Blumer	R. H. H. Parnell
T. P. Taylor	J. W. S. Horridge	T. Skelton
W. Lacy	A. F. Jacks	K. Ballisat
Miss E. Jones	P. J. Mutton	K. Shepherd
R. E. K. Norwood	T. Auranen	P. Watson

Six of the above drivers will, we understand, shortly undergo further advanced training on the Goodwood circuit.

VW ENTHUSIASTS IN WEST COUNTRY

The ever-increasing popularity of the VW is demonstrated by the recent formation of the Yeovil VW Club, and they certainly had a bumper send-off, with no less than twenty-five founder members and early prospects of passing the "half-ton," which must be regarded as a remarkable achievement for a small community.

We are told by their Hon. Secretary, Mr. D. Pettyfer, of 80, Crofton Park, Yeovil, that the most satisfying feature of the Club was the realisation that it is the discerning motorist who became the proud owner of a VW, as among the members are dental surgeons, farmers, and aircraft technicians, all of whom have had a collection of expensive motor cars before their "conversion."

It is proposed to hold the next meeting of the Club in Yeovil on March 23rd, and anyone so far missed can contact the Secretary.

More old-car discoveries. As we close for Press news is to hand of a 1926 Trojan van, less radiator, purchasable in Surrey for 20s., of a 14/40 Humber (in need of a rebore) in the Aintree district, and of a 1937 Armstrong Siddeley cabriolet, whose owner, living abroad, wants to find it a good home. Then, in Ireland, someone who is restoring a 1924/5 IS de Dion Bouton has discovered in a cellar two model-T Fords and a 698-c.c. Carden cyclecar, for which any data that would aid its restoration would be appreciated.

* * *

The British Empire Trophy will be for F. 2 cars this year and will be run on April 11th. The main event will cover 40 laps of the 2.76-mile circuit. Three other supporting races will be run.

* * *

Girling have introduced a new 16-mm. colour film called "Time to Stop," which deals with the braking problems on modern competition cars. The technical explanations do not intrude too much into the film and excerpts from such races as Le Mans and the T.T. can be enjoyed. Copies of the film can be obtained from Girling Ltd., Kings Road, Birmingham.

* * *

Jaguar Cars Ltd. announce that they have purchased their 80-acre factory from the Ministry of Supply, from whom they have rented the factory since 1951. The purchase of the factory provides for the acquisition of an additional administrative block at present occupied by the General Electric Co. Ltd.

* * *

Throughout the five meetings to be held at Mallory Park during the coming season various Championships will be organised by the Nottingham Sports Car Club. These Championships will be decided on a points basis throughout the season and will consist of a Production Sports Car Championship, a Racing Car Championship and a Sports/Racing Car Championship.

* * *

We have recently received a useful car polisher which is in the shape of a glove. The Mitzi Mitt, which is made of candlewick, absorbs dust and does not scratch paintwork. It can also be used when the car is being shampooed. Priced at 7s. 6d., it is available from Deb Chemical Proprietaries Ltd., Forfar Chemical Works, Belper, Derbyshire.

* * *

The B.A.R.C. are planning their biggest season ever for 1959. The first Formula 1 race of the season will take place at Goodwood on Easter Monday, when some interesting new entries will be seen in action for the first time. Stirling Moss will be driving the new Cooper-B.R.M. from the Rob Walker stable, while various other new cars, mainly Maserati-engined machines, will be making their first appearances. Works teams from Lotus, Cooper, B.R.M., and "at least one type of G.P. car which has yet to be announced" can be expected. In the Formula 2 Lavant Cup entries are assured from the Cooper-Borgwards of the British Racing Partnership and a single-seater Porsche to be driven by Jose Behra, brother of Jean Behra.

"HOT" VWs

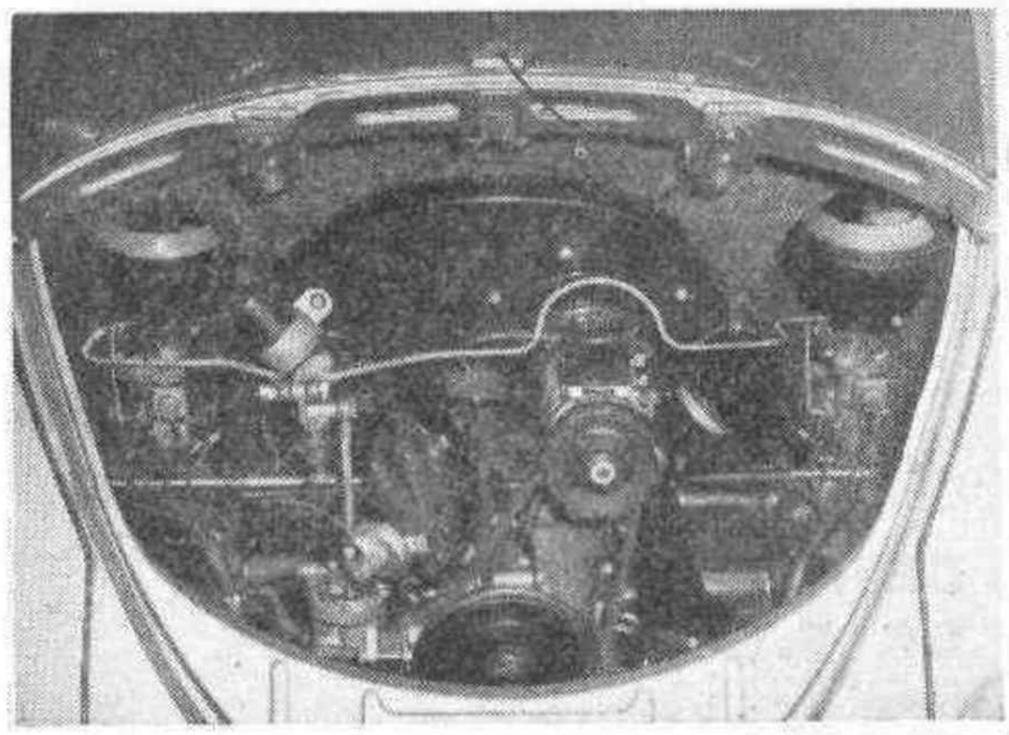
TWIN CARBURETTER VOLKSWAGEN.—The Rally Equipment "Express" conversion for the VW, which comprises special cast induction pipes to take two Solex 28 PCI carburetters, modified hot-spot pipes, balance pipe behind the engine, and satisfactory throttle linkages—chokes, however, are dispensed with. A worthwhile increase in performance results, as performance figures in the accompanying article show.

FOLLOWING the article we published last January on an M.A.G.-supercharged Volkswagen, we have received many enquiries, while details of other "souped-up" VWs have been coming at us thick and fast!

Before we discuss some of the claims made, it is ironical to note that, whereas formerly we were often accused of bias in favour of the German beetle, we had only to remark, when introducing the M.A.G.-blown version, that one of the shortcomings of the normal VW is its sad lack of any real performance, to be inundated with indignant letters defending the VW, which, these correspondents pointed out, can more than hold its own with other cars of similar size! Therefore, we hasten to point out that when we made this comment we were thinking in terms of the sort of performance sporting motorists expect; figures have appeared in MOTOR SPORT previously which show how effectively the VW disposes of other small cars. In this respect, we have been taken to task for the poor figures we gave in the January article for the maxima in the gears of the normal VW. We have consulted our notebook again and find that what we quoted were the speeds at which the VW's owner deemed it prudent to change-up in order to secure maximum acceleration on the timed runs. It is well-known that higher absolute maxima are obtainable and a fair comparison in this respect between the M.A.G.-blown VW and the normal 1957 VW we pitted against it would be: S/c. VW: first, 16 m.p.h.; second, 45 m.p.h.; third, 69 m.p.h.—Normal VW: first, 16 m.p.h.; second, 40 m.p.h.; third, 60 m.p.h. (speedometer errror corrected). Incidentally, the manufacturer's recommended figures are, respectively, 15, 30 and 45 m.p.h. Although some readers think the driver we timed changed up early at 47 m.p.h., in view of the VW's ability to reach or even exceed a genuine 60 m.p.h. in third, his acceleration times do not appear to have suffered. For example, we recorded 0-50 m.p.h. in 20 sec., 0-60 m.p.h. in 33.1 sec., and the standing-start ¼-mile in 23.7 sec. *The Motor* gives figures, for a 1956 de luxe VW, of 18.2 sec., 32.4 sec. and 23.5 sec., respectively. *The Autocar*, testing a 1958 de luxe model, quotes 22.4 sec. from 0-50 m.p.h. (car not timed to 60 m.p.h.) and 24.6 sec. for the s.s. ¼-mile but, although VWs do not require running-in, it is known that the car they had was new and stiff, resulting in pathetic figures. Yet, if *The Motor* and *The Autocar* figures are averaged we get 0-50 m.p.h. in 20.3 sec. and the s.s. ¼-mile in 24.05 sec. These are so close to the MOTOR SPORT figures that we feel justified in using ours as a basis of comparison between normal and "souped-up" VWs.

Now let us consider some of the claims made for these modified cars. The Service Garage of Rhos-on-Sea sends us a cutting from the *North Wales Pioneer* concerning a 1956 convertible model with Arnott supercharger. For this VW a top speed of 98 m.p.h., 0-50 m.p.h. in 11.5 sec. and 0-60 m.p.h. in 15.8 sec. are claimed, and the Service Garage tell us that the 100-m.p.h. speedometer now fitted is probably 5 m.p.h. fast at around 90 m.p.h. The engine is said to reach 5,500 r.p.m. in third gear, equal to 80 m.p.h., and many will fear for its crankshaft. Modified suspension and Michelin "X" tyres render the cornering safe and if we read this local paper's report correctly the compression-ratio has been raised to 8.0 to 1 in spite of the forced induction. Fuel consumption they put at approximately 27 m.p.g.

The Services Garage of Colchester inform us that they have the agency of the American Judson vane-type supercharger installation for the VW, and the manufacturer's leaflet they have sent to us quotes a maximum speed of 85 m.p.h., 0-50 m.p.h. in 10.2 sec., 0-60 m.p.h. in 15.5 sec. and 29 m.p.g. The Judson gives a boost of 6 lb./sq. in. and weighs 17 lb. (maker's figures). This installation costs £80 fitted, or £90 for a Karmann Ghia.



Here it is opportune to remark that V. & F. Monaco Motors of London are able to supply the M.A.G. supercharger installation, which costs £96 fitted.

A new two-carburetter conversion for the VW is the A.V.C. made by Adams (VW) Conversions of Herne Hill and fitted by Abbey Garages. This employs two Solex 28 P.C.I. carburetters on A.V.C. induction stubs, using a semi-rotational tubular throttle linkage and choke operation by rod and angled arms. The A.V.C. conversion costs £45, fitting extra. Acceleration figures claimed for it are: 0-30 m.p.h. in 6 sec., 0-40 in 9.7 sec., 0-50 in 13.8 sec., and 0-60 m.p.h. in 21 sec., with 35 m.p.g. cruising at 70 m.p.h. and over.

We have not so far been able to test all these conversions and the only way to check the claims made for them is to check the speedometers and time the cars over a measured distance. We hope to do this for the Judson-blown car and an A.V.C.-converted VW in due course.

Meanwhile, we are able to publish authentic performance figures for the Rally Equipment two-carburetter conversion, about which some controversy arose in the correspondence columns in MOTOR SPORT last month. This conversion in Stage II form comprises an additional Solex carburetter, inlet manifolds, petrol filter, air cleaners, petrol pipes, throttle linkage, balance pipe, jets and gaskets, the price of the kit being £38 10s. The choke is dispensed with on this installation. Rally Equipment claim 0-60 m.p.h. in 20.5 sec. from this conversion, which they import from Germany. When tested by *The Autocar*, a 0-60 m.p.h. time of 35.8 sec. was quoted, but two monthly motor journals published figures of 0-50 m.p.h. in 17.3 and 16.8 sec., and 0-60 m.p.h. in 21.5 sec. and 20.9 sec., respectively.

We took away for test the Rally Equipment 1958 VW, standard except for its two carburetter conversion. It had a Halda Speed pilot, stop-watch holder, screen-mounted Helphos swivelling interior spotlamp, Butlers reversing lamp, its switch sensibly incorporating an indicator light, small Union Jacks on the scuttle sides and a London Rally transfer (the last-named causing other drivers to breath on one's back window!). The car was shod with normal Michelin tubeless tyres.

We took the car to the same carefully measured ¼-mile where the M.A.G.-blown VW was timed. Timekeeper and watch were also the same. The figures obtained are compared with those for a standard VW and the M.A.G.-blown VW in the table below, and from these we deduce that of the other journalists who tested the car one was unduly cautious and the other two failed to allow for the fact that the car's speedometer was reading fast. We make this statement after carrying out some significant experiments. Timing the car from rest to a *genuine* 60 m.p.h. (the speedometer going to 65 m.p.h.) but changing up at the speeds indicated on the speedometer, gave a time of 36.0 sec., which compares with *The Autocar's* figure of 35.8 sec. and indicates extreme caution on the part of their tester! Timing the car from 0 to a *speedometer* 60 m.p.h. gave a mean time for runs in both directions of 20.3 sec., which is within one-fifth of a second of Rally Equipment's own figure and close to the 0-60 figures published by two monthly motor journals, the time of 20.9 sec. for the slower run being exactly that quoted by one of these journals—*verb sap.*

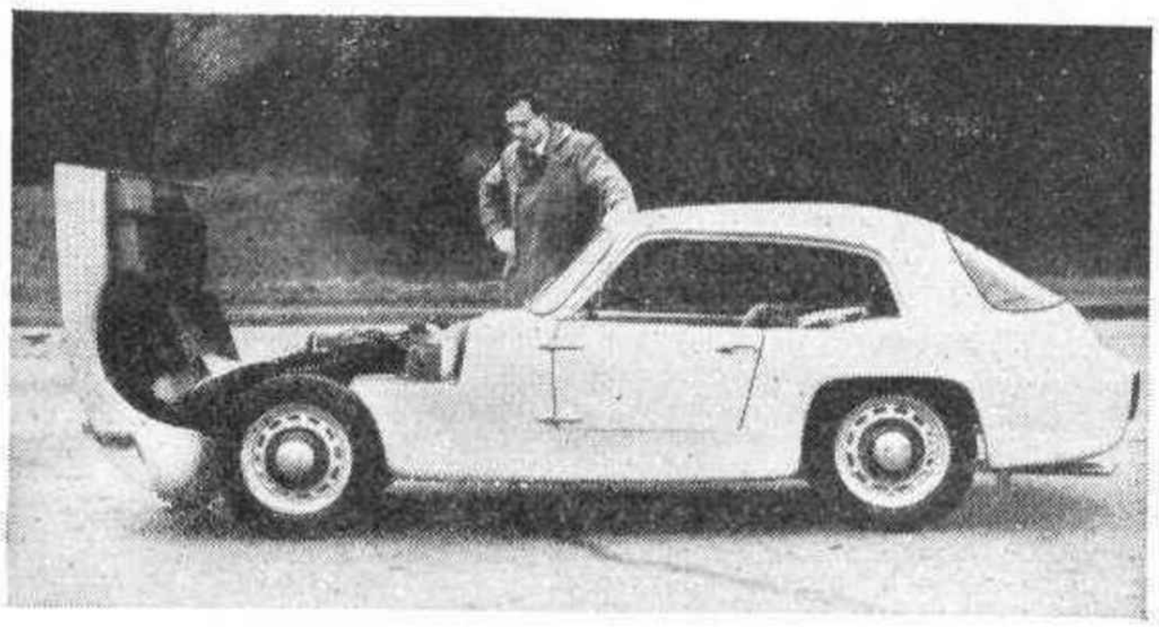
Having satisfied ourselves as to how other testers came by their unhappily inaccurate figures, we timed the car to corrected speedometer readings (it was 4 m.p.h. fast at 50, 5 m.p.h. fast at 60 m.p.h.),

Continued on page 164

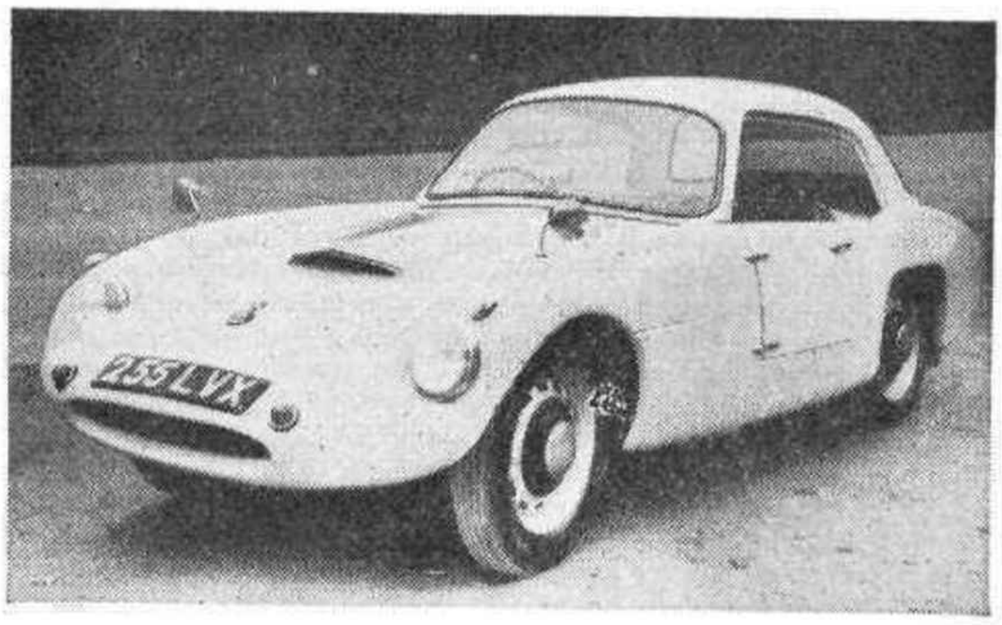
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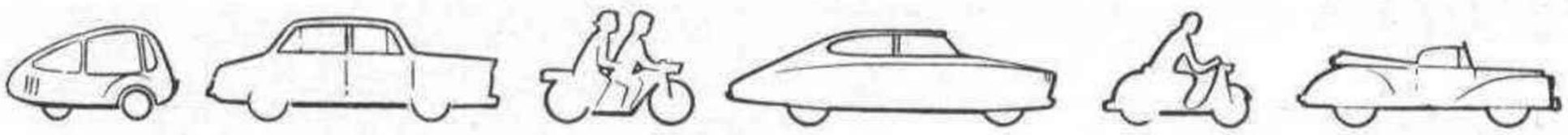
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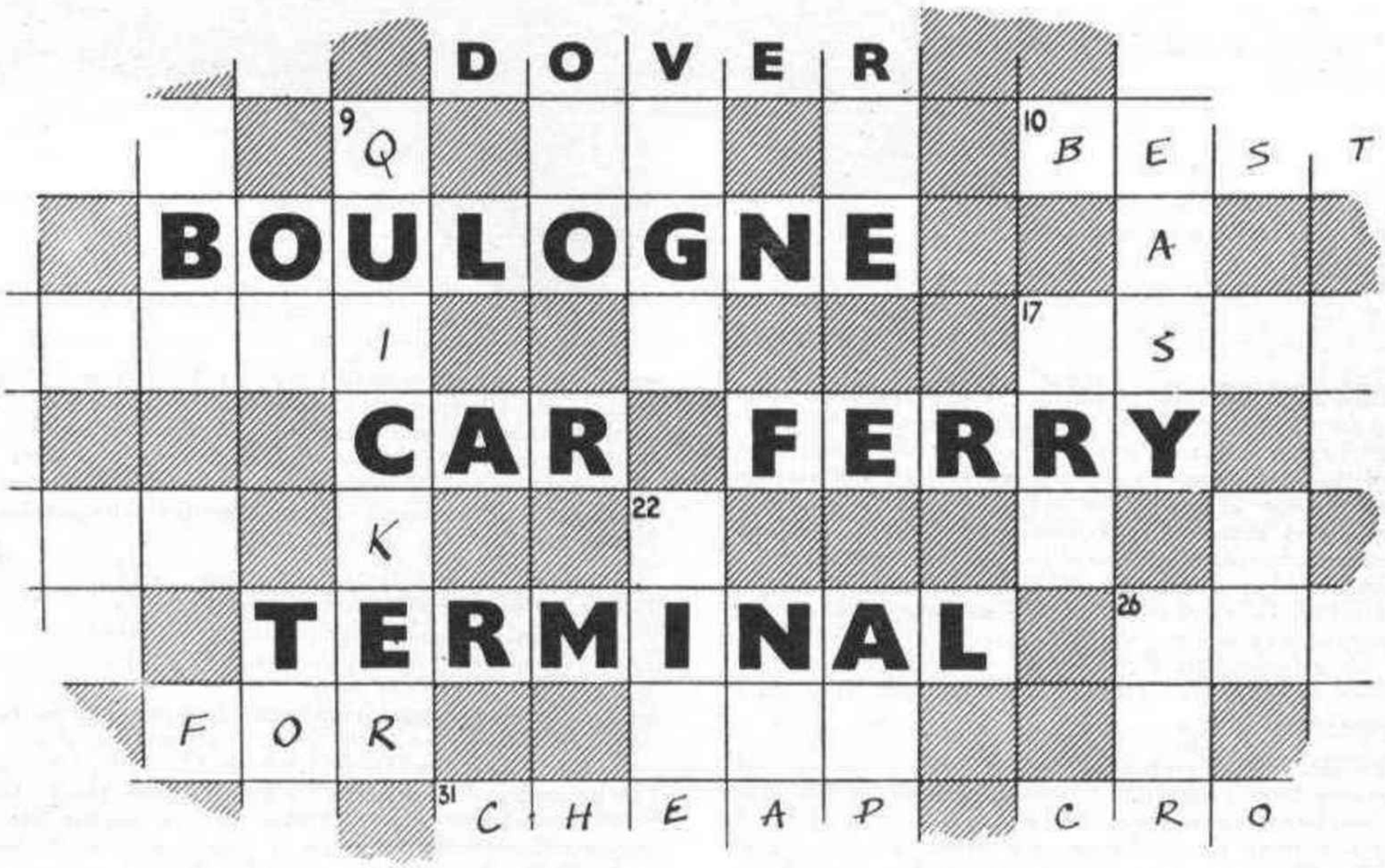
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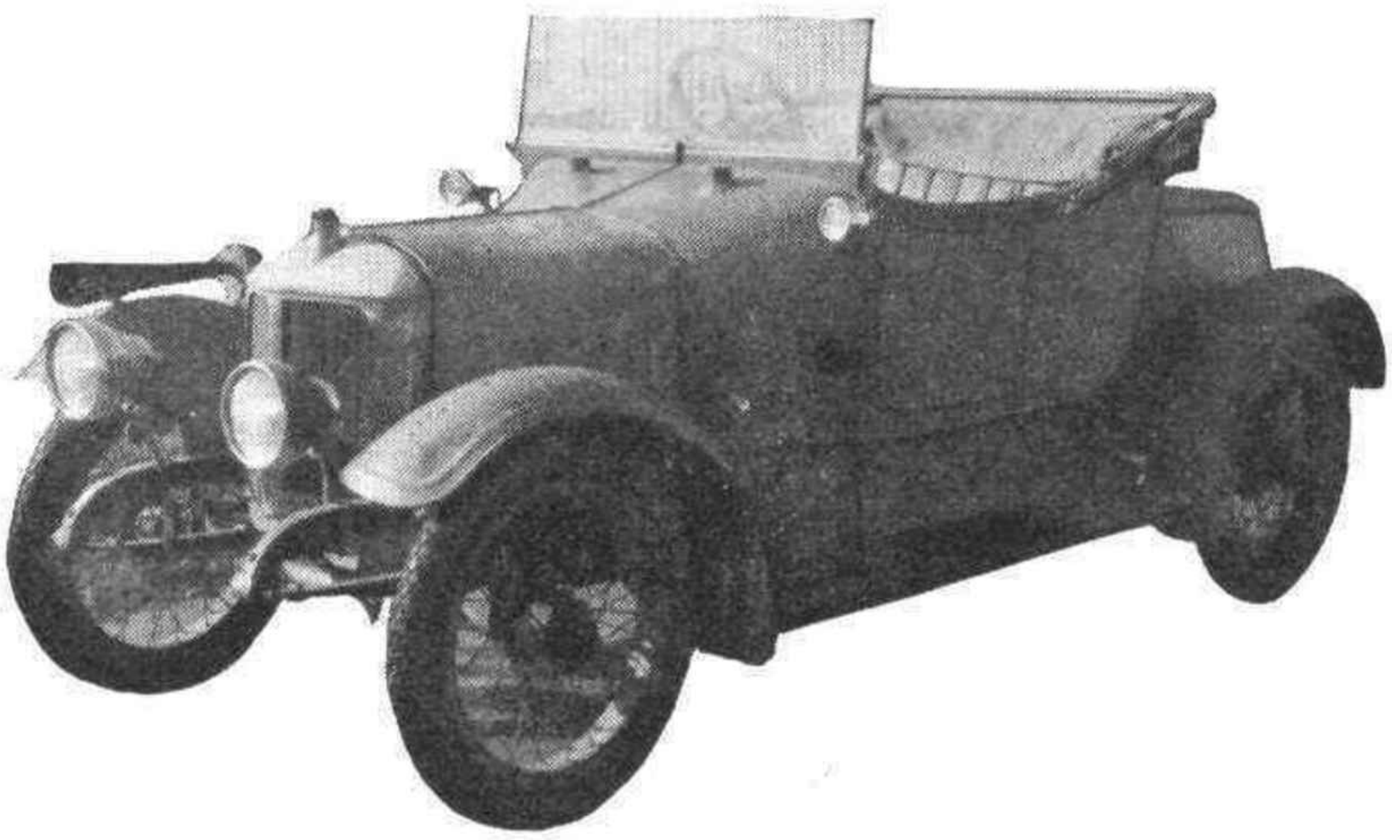
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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old Car Matters



RARE EDWARDIAN, NOW RESTORED.—The 1914 Turner light car owned by Mr. Robert Thwaites of Truro—he tells how it was discovered and restored in the accompanying article.

Restoring a 1914 Turner

EVER since I came to live in Cornwall, back in 1930, I have held the view that there must be quite a few veteran and vintage cars tucked away in out of the way places, but it was only fairly recently that I have had an opportunity of testing out this theory. The result has certainly justified my ideas, and, indeed, I believe that if only on account of its comparatively remote geographical location, Cornwall may well yield many more interesting "finds" to anyone who is prepared to devote the time and effort. Perhaps I should mention here that I am not in any way connected with the "Come to Cornwall" campaign. The county has many other attractions as well!

Curiously enough, in my own case the search came to an end almost on my own front doorstep. A rumour had reached me that "an old car" was lying in a nearby builder's shed and without delay I reached for the telephone. The results were not altogether encouraging—the builder admitted that he had such a car, but he had no idea of selling and, to quote his own words, thought that he might one day "do it up and have a bit of fun with it." Just what his ideas of fun were, I never discovered, but the make was one of which I had never heard, and on this score alone it seemed to be well worth while following it up, especially as it appeared from his rather vague description that it could well be a genuine Edwardian. I had previously made up my mind that nothing manufactured after 1916 would be acceptable.

Early next evening the doors of a shed were opened, and there under a pile of cement bags, tarpaulins and odd pieces of timber, protruded an unmistable brass radiator, albeit covered with a thick layer of verdigris and dust. Half an hour's labour uncovered an obviously Edwardian two-seater, complete in almost every respect, and I knew that from then on I should know no peace until I had become the owner. Many more visits and telephone calls were made—the process was rather like water wearing away a stone, but eventually the day came when I was able to tow it away. Perhaps it was just as well that a rigid tow-bar was used, for we soon discovered that the brakes had no noticeable effect whatsoever, and the journey home included several hills.

And so to the car itself, a 1914 Turner, a car which I must confess had never come to my notice during almost thirty years connected with the Motor Trade. It was manufactured by the Turner Manufacturing Co., Ltd., of Wolverhampton, during the period 1910 to 1925, roughly, and I understand that it was this same firm which made the Turner-Miesse steamer of French design, mentioned in the November issue of MOTOR SPORT. The firm is still very much in existence, and I believe make, among other things, marine diesel engines. My own car carries a brass plate on the dash inscribed "'The Turner,' Car No. 1250, The Turner Petrol Car Co., Ltd., Wolverhampton." So far as I have been able to ascertain to date there is only one other (of an earlier date) still in existence, and this is now owned by Turners, but I should be very glad indeed to have any news of others.

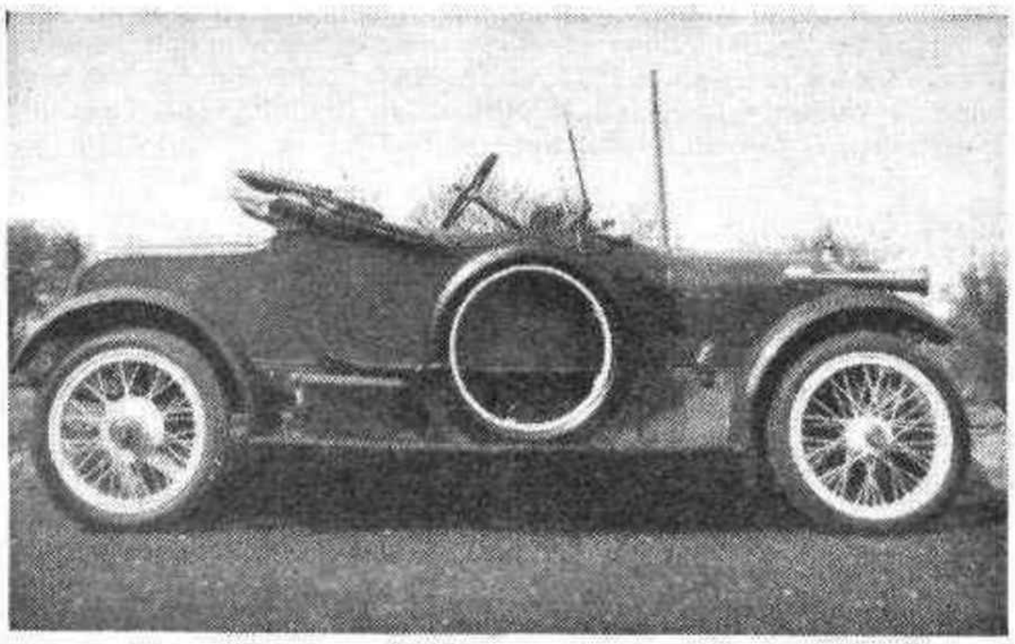
The car has just been officially dated by the Veteran Car Club as of 1914 manufacture and according to the local authorities, who were most helpful, was first registered on June 30th of that year. Apart from a short period in Saltash, all its life seems to have been spent in this area and according to the authorities it was officially "broken up" in 1924. Certainly, from the general condition, it did not appear to have been run since then, and the original Oleo sparking plugs were still in place, and the side-curtains were still in the wrappings.

The engine, which is 76 by 120 mm., is of rather unique design; in fact, by comparison, a modern engine looks an untidy mess. Both inlet and exhaust manifolds are integrally cast with the block. The inlet valves are overhead, operated by push-rods and rockers and mounted directly above the side exhaust valves. Lubrication of the rockers is by four brass wick-feed oilers mounted on the rocker-box cover, one filling of these being sufficient for about three hours' running. The entire inlet valve assembly with its seating and spring can be removed after first taking out a brass plug. The crankshaft is a two-bearing type of rather slender proportions, taking into account the long overhang at the rear and the very heavy flywheel and clutch assembly. Big-end lubrication is by dippers on the bearing caps and the main bearings are supplied by an externally-mounted oil pump, plunger-driven from the camshaft. The firing order is 1-2-4-3. The cast-iron pistons are fitted with three plain rings only. The cylinder head is non-detachable, and the plugs are located on the off side of the block. Ignition is by an extremely neat M.E.A. high-tension magneto, beautifully finished and furnished with a small inspection window for timing purposes, and driven by the same chain as the camshaft. The carburetter is a brass up-draught type Zenith and there is a curious brass spring-loaded valve assembly mounted in the inlet manifold immediately above it. The precise purpose of this I have so far been unable to discover, but adjustment of the spring loading serves as a very accessible means of adjusting mixture strength.

The clutch is a normal cone type, pressure being supplied by a very powerful single coil-spring. Originally fitted with a leather lining which was very prone to stick in, it has now been replaced with a Mintex lining, and apart from a rather noisy withdrawal race it operates very sweetly. The drive is taken by an open shaft to a four-speed gearbox of enormous proportions—it is, in fact, almost as large as the engine—and from thence *via* an enclosed prop.-shaft to the fully-floating worm-drive back axle. Long semi-elliptic springs are fitted all round, and in spite of the complete absence of any form of shock-absorber they give a very comfortable, steady ride; in fact, very much more comfortable than a good many modern systems!

The foot-brake works on two expanding shoes in a drum mounted on the gearbox main-shaft. In theory it looks as though it should work well. In fact, although modern linings have been fitted, the retarding effect is disappointing. The hand-brake (lever 3-ft. long), operating on the two rear drums, is, on the other hand, most efficient. It has a rather spongy feeling, and I suspect that the drums themselves tend to expand. Nevertheless it locks both back wheels easily. At a later date I hope to make up steel rings and to shrink them on to stiffen up the drums.

Steering is by worm and sector, high-geared and decidedly on the heavy side. Originally there was very little castor action but wedges



Off-side view of the 1914 Turner.

under the front springs have cured this. The front axle itself is a rather neat tubular casting not unlike the Bugatti, except of course the springs do not pass through it. Tyre size is 710 by 90, mounted on wire wheels with Warland detachable rims, the spare being mounted on the off-side running-board.

Electric lighting was at this time an optional extra—I was able to verify this point from an original maker's catalogue—and is by The Efandem Co., Ltd., of Wolverhampton. The dashboard unit is a particularly beautiful piece of work, glass-fronted, with voltmeter as well as ammeter, and a very neat rotary-type switch. The dynamo is mounted on an inverted " U "-shaped casting and driven by belt from the clutch shaft. An Apollo electric horn is mounted on the off-side front wing, the note it gives being hardly in keeping with the very impressive appearance. The bodywork, apart from the wings and bonnet, is panelled entirely in zinc on ash frames, and seems to have stood the test of time very well. The hood, which is the original one, is still remarkably weatherproof in spite of the fact that it does not come right down to the top of the windscreen, being merely secured by two straps to the base of the frame.

On arriving home, I decided that nothing short of a complete strip and rebuild would achieve the ultimately desired result and I therefore set to work, ably assisted by a very good friend. The engine, not surprisingly, was seized up solid, but a fortnight's relentless soaking with additive eventually freed the block and it was lifted off.

It was quite impossible to avoid breaking the piston rings; in fact, only one came away whole and this was sent to Brico, who very obligingly made me a new set at a very reasonable cost. The bores had very little signs of rust and no signs at all of wear. All the bearings were in sound condition, and after stripping, cleaning and a very careful examination of all components, I ground-in the valves and reassembled the unit. All four ball-races of the front wheels were on the point of collapse from rust, but here again I was lucky in being able to discover a London firm who were able to make up replacements for me. In the case of the dynamo the difficulty was overcome by turning up two small " packing " rings to permit the use of modern races. The gearbox and back axle proved to be in very fair order and it was only necessary to give them a thorough clean out and reassemble them again.

On removing the thick layer of grime it was evident that the car had originally been painted mustard yellow; most of the paint was already peeling off and complete stripping was merely a matter of patience and elbow grease, and it has now been replaced with a coat of Oxford blue with cream wheels. The leather upholstery has lasted remarkably well, although it had gone very hard. However, repeated applications of saddle soap are gradually softening it up. The radiator proved to be watertight, but some very amateurish soldering on the casing was ruining the appearance, so this job was entrusted to the local branch of Sercks, who made a very good job of it.

The engine started quite easily and after various minor adjustments I was able to make a short road test, with which I was well satisfied. Just one week before the car was due to take part in its first rally the magneto went on strike, and had to be sent away for re-winding. It was actually returned on the evening before the event and has since given no trouble; the engine almost invariably starts on the second swing of the handle. I had visions of overheating but these proved to be groundless, and during the whole course of the event there were no signs of boiling, even when going through Camborne in very heavy traffic during the middle of July. It was here that the driver of a Bugatti courteously raised his hat to us as he passed by in the opposite direction, and in case this should meet his eye, I can assure him that we reached our destination and arrived back home again without any trouble, in spite of the continuous rain.

The car was stored away for the winter, but I am looking forward to further activities with it this year—and, who knows, we might even have a decent summer !—Robert Thwaites.

V.S.C.C. POMEROY MEMORIAL TROPHY CONTEST

This takes place this year at Silverstone on March 21st, with tests including s.s. and f.s. ¼-mile and one-hour high-speed trial, the contest continuing on March 22nd with a road section in the morning, starting and finishing at Banbury. The idea behind the contest is to determine the best all-round touring car *of any age*, and over 2,250 c.c.—there is a separate prize for under-2,250-c.c. cars. Petrol consumption will not be checked this year so the high-speed trial should be run at excitingly high speeds.

VINTAGE S.C.C. OF AMERICA, INC.

A new national club has been formed and incorporated with headquarters at 11, Rendall Road, Boston 32, Mass., to encourage the preservation, ownership and operation of vintage sports cars.

The founding officers are : Edgar Roy, President; Colonel George Felton, Vice-President; W. Royal Leith, Jr., Secretary; and Robert DeHart, Treasurer. Theodore Robertson, Everett Dickinson, Paul Ceresole, Russ Sceli and Clark Kendall are founding directors.

Cars will be divided into the following categories :

Class I—Small Cars (2-litres and under) :
- (*a*) Race cars built before 1945.
- (*b*) Sports cars built before 1945.
- (*c*) Sports cars built after 1944, discontinued rare models only.

Class II—Large Cars (over 2-litres) :
- (*a*) Race cars built before 1919.
- (*b*) Sports-type cars, model first built before 1919.
- (*c*) Race cars built after 1918, before 1945.
- (*d*) Sports-type cars, model first built after 1918, before 1945.

Membership will be in two categories, active for car owners, and associate for non-owners interested in vintage sports cars and the endeavours of the club.

1959 V.S.C.C. AND V.C.C. FIXTURES

The season is all set for much pleasure for those who enjoy attending vintage and veteran-car meetings. The Vintage S.C.C. announces the following 1959 fixtures :—

Mar. 21st/22nd	Pomeroy Memorial Trophy Contest
April 11th...	Silverstone Race Meeting
May 2nd	Buxton Rally
May 16th	Ulster Spring Meeting
May 31st	Beaulieu Rally
June 14th	Light Car Rally
June 27th	Oulton Park Race Meeting
July 25th	Silverstone Race Meeting
August 22nd	Edwardian & Light Car Rally
August 23rd	Prescott Speed Hill Climb
Sept. 13th...	Madresfield Rally
Oct. 3rd/4th	Welsh Rally
Nov. 1st	Eastern Rally
Nov. 28th	Northern Rally
Dec. 13th	Southern Driving Tests

The Veteran C.C. has booked the following dates :—

April 25th/26th	Cheltenham Rally & Prescott Hill Climb or Concours d'Elegance
May 9th	Eastbourne Rally & Timed Run
May 23rd	N. Lancs. or Welsh Rally
June 6th	Plymouth Rally
June 27th	Watford Rally
July 10th/12th	Scottish Rally
July 18th	Stratford Rally and Timed Run to Oxford.
Sept. 12th/13th	Harrogate Rally
Nov. 1st	R.A.C. London-Brighton Run

In addition, there will be eleven minor events from May to September.

A reader living at Wadebridge has a complete 1930 Swift Ten back-axle which the lucky person, out of the scores whose letters we forwarded, may care to have to render mobile the Swift that was mentioned recently in these columns as being given away.

* * *

Someone in California possesses an instruction book, in English, covering the 4-cylinder 95 by 140 mm. C3 Long and C5 Voisin cars, which he is prepared to give to anyone owning such a car.



GIGI, the splendid and sensational Arthur Freed film released by M.G.M. starring Leslie Caron, Maurice Chevalier, Louis Jourdan and many others, also features this 1902 *de Dion Bouton, which Louis Jourdan is about to enter. A* 1901 *Panhard Levassor also figures in this excellent film—are these the oldest cars to appear on the screen?*

V.S.C.C. HESTON DRIVING TESTS (Feb. 15th)

On the day following their praiseworthy Marshalls Dinner, at which the guests of honour were Dean Delamont, John Eason Gibson, William Boddy and the Secretary of the Peterborough M.C., the V.S.C.C. held their second 1958 Driving Test Meeting at Heston.

Driving there in the Editorial 1924 Calthorpe, as being an appropriate car in which to make this pilgrimage, we discovered that an entry of 78 had been received, to contest the usual driving skill manoeuvres. Mostly the cars were old favourites but Philip Mann had brought his distinctly sporting 1909 single-cylinder Sizaire Naudin and we do not recall seeing Blower's 1925 12/50 Alvis before. Notably brisk getaways in the Le Mans test were made by Clutton (1928 Bugatti), Barker (M.G. "Tiger") and Barry Clarke (1930 4½-litre Bentley), the last-named leaping into the cockpit after sprinting from the start in true Chattaway style. One Austin Seven defaulted entirely and Hamish Moffatt's 1927 O.M. took its time. Laurence Pomeroy, in spite of a leg injury, displayed great agility in getting into his 1914 Prince Henry Vauxhall.

There was little of note amongst a big assembly of spectators' cars, the exception being a 1920 Angus Sanderson tourer, found in Essex and now in fine fettle, with 14 h.p. s.v. Tyler engine, dual petrol fillers on the scuttle, aluminium bonnet, cantilever back springs and touring body with tumble-home sides. Unusual were the flanges on the body to which the mudguards were bolted. The only other car which caught our eye was an elegant 20/60 Sunbeam coupé.—W. B.

Results :

First Class Awards : M. J. Huckstepp (1924 Morris Oxford), D. F. H. Wood (1923 Riley), W. S. May (1927 Vauxhall), D. H. Gahagan (1926 Bugatti), H. F. Moffatt (1927 O.M.), J. Berrisford (1925 Alvis), D. W. Llewellyn (1924 Bentley), D. P. Harris (1934 Frazer Nash), P. Major (1932 Frazer Nash), M. Doland (1933 A.C.).

Second Class Awards : J. D. Rogers (1923 Jowett), A. D. Jones (1929 Austin), F. Bruce White (1930 M.G.), C. Clutton (1928 Bugatti), P. J. E. Binns (1929 Riley), T. Ely (1934 Riley) A. Collins (1931 Alvis), W. J. Bodington (1932 Alfa-Romeo).

Third Class Awards : J. M. Hill (1930 A.J.S.), D. C. S. Rendall (1928 Austin), C. Barker (1930 M.G.), G. Robson (1928 Lancia), W. M. Thornhill (1932 Alvis).

A Siddeley-Special saloon (perhaps not strictly vintage) believed to have been laid up since 1937, after running 25,000 miles, has been found, apparently in sound condition, at Redhill. It is possible that the car is for sale—letters can be forwarded.

* * *

Lord Brabazon of Tara is scheduled to open the new Montagu Motor Museum buildings at Beaulieu on April 5th. Owners of vintage and veteran cars and motor-cycles are invited to attend and are offered free admission and a souvenir award. Southern T.V. coverage is anticipated and many hundreds of active vehicles are expected to join the 200 museum exhibits at Beaulieu that day. Those proposing to attend are asked to notify the Curator, Montagu Museum, Beaulieu, Brockenhurst, Hants.

* * *

At Easter there will again be a section for vintage cars and motor-cycles in the M.C.C. Land's End Trial.

* * *

The Stutz Bearcat is referred to in René MacColl's entertaining book "Deadline and Dateline" (Oldbourne Press, 1956) as fashionable wear for young American bloods in 1927, which suggests that the classic cult arrived in the U.S. sooner than present addicts realise! On I.T.V. recently Jackie Rae mentioned having left a Stutz Bearcat back home in the States, presumably in recent years.

* * *

We have ascertained that the Chenard-Walcker saloon mentioned in these columns recently is a *circa* 1924 2-litre saloon which eventually may be restored and which in any case is not at present for sale.

* * *

In a yard in an Essex town recently we came upon a Rolls-Royce Silver Ghost saloon of the early 'twenties, a big Daimler saloon, a vintage 10/25 Rover saloon, an early Buick with station-'bus body and an early Morris Commercial coach. They are not necessarily for sale.

* * *

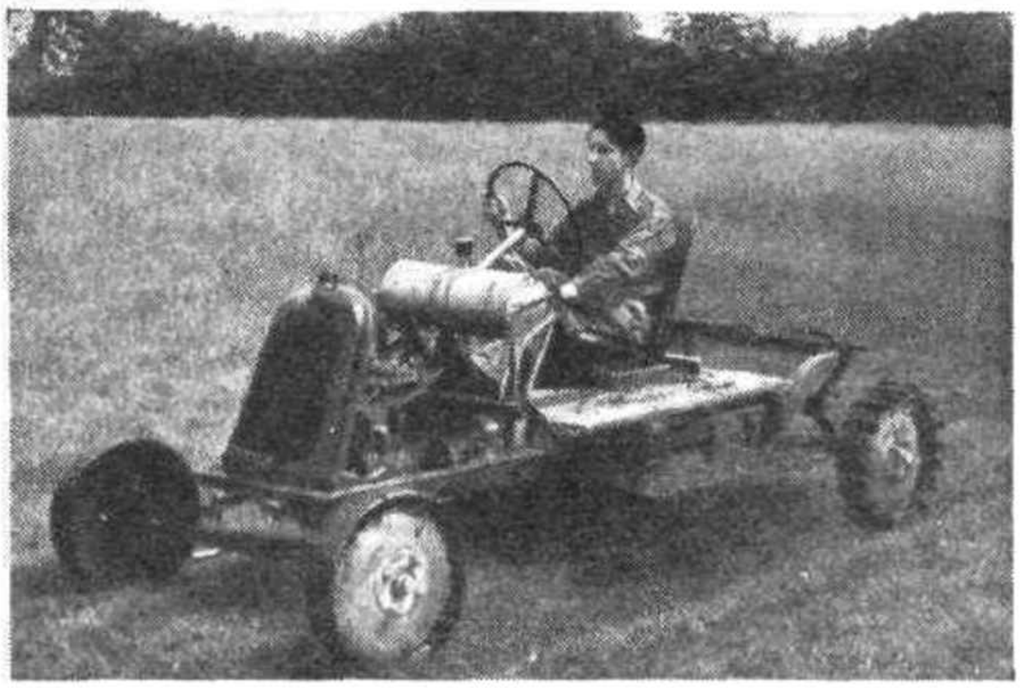
At a scrap yard in Essex we are told that several vintage commercial vehicles, vintage Rolls-Royce and Crossley cars, an early Humber, a Hotchkiss and "something on solid tyres," are to be seen, while a 1926 Rolls-Royce Twenty, complete and apparently sound except for tyres and exhaust manifold, was for sale for £45 at a Surrey breakers.

* * *

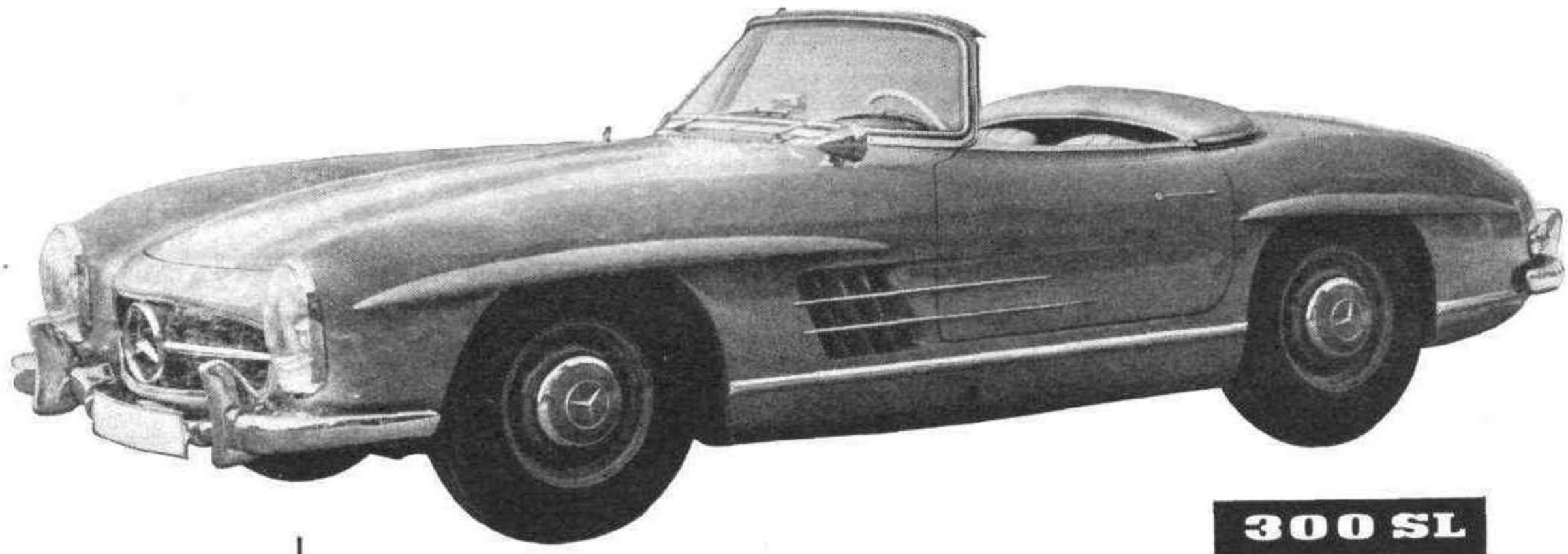
In Gloucestershire a Wolseley 2-seater of about 1927 vintage, probably an o.h.c. 15-h.p. model, with a broken half-shaft, is thought to be available. Letters can be forwarded.

* * *

A reader who is seeking hood, hood frame and sidescreens for his 1935 Austin Seven Ruby, tells us that at a breakers he visited, he saw, in the Shrewsbury/Welshpool area, a vintage Austin 12/4, an early Austin 20 hearse, a complete Humber 9/20 saloon, two Singer Juniors, a big Sunbeam saloon minus two wheels, an early but rough Leyland lorry and an early, dismantled Vulcan lorry. Also a Rolls-Royce P1 saloon in fine order and a just post-vintage Armstrong Siddeley priced at £12 10s. Letters can be forwarded.



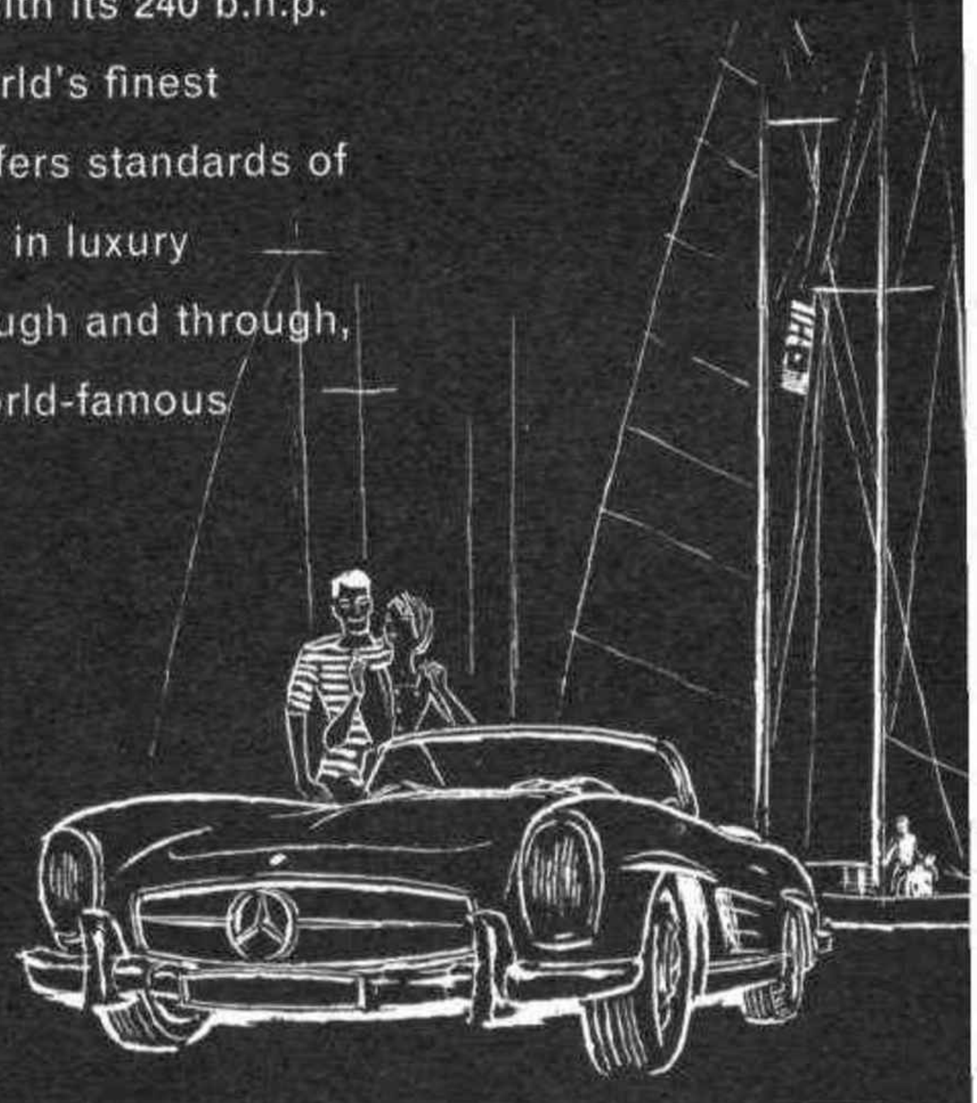
ANOTHER DISCOVERY.—A reader living in Suffolk has found this vintage 5 *c.v. Citroen converted into a farm tractor. He intends to restore it if sufficient information as to what it looked like originally comes to hand.*



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Another piece of motoring history revealed by a newspaper, the cutting from which was sent to us by a reader, concerns a picture of the motoring members of the Wedmore Cricket team assembled in 1905, published in *The Weston Mercury & Somersetshire Herald*. One of the two surviving people in the picture, 84-year-old Mr. Curtin, was able to identify all the others but the vehicles set a tougher problem. Two are de Dion Boutons, but Dr. Bracey's car was not identified—Mr. Dennis Field, forward please!—nor were a motor tricycle owned by an employee of the local milk depot or the forecar standing beside it.

* * *

The Veteran Car Club of S. Africa continues to issue bi-monthly its excellent printed magazine *Veterantics*.

* * *

Another good one is *Beaded Wheels*, published monthly on behalf of the veteran and vintage movement in New Zealand.

* * *

Remarkable! Following recent reference to the Chic car in these columns, one has come to light in Newcastle, Australia. It is a 1924 four-cylinder Meadows-engined tourer with Gallay vee-radiator and C.A.V. electrics. The artillery wheels at the front have been cut down to take modern tyres; the original lamps, which had been replaced, have been recovered.

* * *

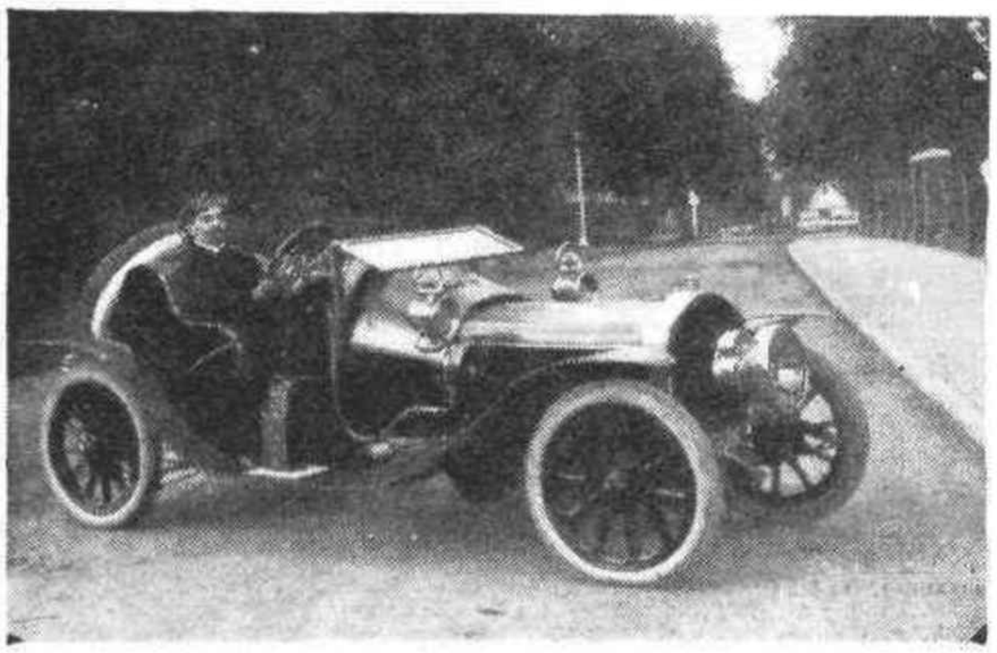
Those who are interested in historic commercial vehicles may care to investigate a 1927 Leyland coal lorry which was taxed to the end of last year, when it was driven into a Manchester breaker's yard.

* * *

It is becoming popular for local newspapers to publish items concerning locally-made, long-forgotten makes. This is a praise-worthy trend, because local reporters are in a good position to contact and draw out persons connected with such cars. The *Kentish Times* recently published a good account of the Orpington light car, assembled in the early 'twenties in the village of that name by S. & M. Ltd.'s garage opposite the pond. The engine was a Coventry-Simplex and Ford model T parts figured in the design. Like so many small firms, S. & M. hoped to go into mass-production but the demand was small and only a dozen were made. Over-heating and trouble with the part-Ford back-axle did not help sales. J. Milroy and F. Smith were responsible for the car, aided by Mr. Linley, who helped with the drawings. Mr. Milroy now lives in Chelsfield and Mr. Smith farms near Tenterden, while Mr. Linley went on to design a self-change gearbox. We are indebted to a reader for the newspaper cutting—and the *Kentish Times* would be interested to receive a photograph of an Orpington.

* * *

There seems little danger of old-car discoveries drying up for some time to come. As we close for press we hear of an A.C. Six with caravan body (not for sale) in the West Country, an Angus-Sanderson in a northern breaker's yard, a 1926-28 Armstrong Siddeley 15/6 at the back of an old coach trimmers in Taunton, a somewhat rough 1928 12 or 14 h.p. Armstrong Siddeley saloon and another un-identified car near Doncaster. From N. Wales there come rumours of a 1921 Rolls-Royce, a 1915 Peugeot and a single-cylinder Rover in sorry condition, while a 1920 bull-nose Morris Oxford has been found under a tree near Burford and, with a 1923 Austin Seven, is about to be restored.



The 1910 Straker-Squire referred to in Mr. Richard D. Early's letter.

VINTAGE POSTBAG

Sir,

After nearly 30 years or more I recalled, in a conversation recently, the time when the late Sir Henry Segrave (then Major H. O. D. Segrave), visited Cliftonville on behalf of the Renault Company, with a Renault 'bus of approximately 20/25 seats. We were all gathered eagerly around this vehicle, which was drawn up outside the old St. George's Hotel (now part of Butlin's Empire!) when we were told by some gentleman that if we wanted a seat and a ride on the 'bus, we should have to scrum for our seats, when he gave the word. Having given "the off," we duly scrummed for our seats, I being very successful in securing a seat right next to the Major, from where I watched every move of those very capable hands, and actually spoke to him.

We did a tour of Cliftonville and were duly returned to the St. George's, where we were presented with Renault badges. I treasured mine for years, but regret to say it was lost during the last War. I also had a photograph of us all "scrumming" for our seats.

Can any other reader recall this incident, and in particular, the wonderful vehicle?

I am, Yours, etc.,

Ealing. IAN E. B. HARRISON.

* * *

Sir,

I was interested in the article concerning the Straker-Squire, and as a matter of interest I enclose a photo of one of these cars in 1910 which was bought secondhand from The Car Mart Ltd., by a friend of my father's named Douglas Boyd. Together they went from London to Newcastle and return at a high average speed with no mechanical faults. My father's job was to keep a good eye on the drip feed oil tubes. I believe there was one glass tube for each cylinder, mounted on the dash. This was a really fine motor car. Note the large non-electric searchlight.

I am, Yours, etc.,

Binfield. RICHARD D. EARLY.

* * *

Sir,

I have been taking a very keen interest in the various letters regarding Salmsons, which have been appearing recently in your very excellent journal, but I am afraid I must go on the side of the chap who said they were "the worst thing on wheels." One of the afflictions of mine was keeping it on its wheels.

I will mention some of the bothers that I can remember even to this day, as mine was a 1927 contraption that came into my possession in 1930. It would not exceed 40 m.p.h., except downhill in neutral. The noise was compared on one occasion to a stone breaker (quarry variety), the cylinder head gasket lasted only for an average of less than 500 miles, the fibre timing cog between the drive and magneto lasted even less than that—it split clean in half every 14 days—the cylinder head studs stretched like rubber and had to be renewed frequently, the push rods would fly away anywhere at any time, the brass k.o. hub caps which were fitted to steel axles had to be checked every 10 miles (knock-on was a proper name for these, as this was also the best way of getting them off).

I could never find a mechanic who could get the abortion to go on all four cylinders at the same time, consequently I became a Salmson specialist. I had to have a special box fitted at the rear to carry the spares required.

I have owned in all 27 cars of various makes and models but I had more experiences with the Salmson than all the others put together. I will mention some of them if I am not taking up too much of your page. This car was a group gatherer—it had the "mostest" as regards appearance, so much so that a certain young lady asked me to take her dad, who was to be a V.I.P. on an occasion. We arrived O.K.—on three wheels and one brake drum. That occasion is still relived often; that was when I discovered that hub caps could be obtained in 28 days from France. On three occasions each time when I had company with me the water, oil, and steam formed a partnership to make us walk (gasket failure).

On about five occasions the fibre cog split, always when it was not convenient for me; was my face red one night when trying to get the thing to go on one of its pots when someone pointed out that a push-rod might help?

My home was three miles from the town square (Newtownards, of T.T. fame), yet my mother always boasted she would never fail

to have supper ready for me, as she could hear me starting up the stone breaker. However, it did make a nice rest room in the workshop where it was flung in a fit of temper. There it lay until a sap came in one day to sell me oil—he went out the proud owner of a Salmson, the deal was £10, plus a Citroën 12 saloon. He was, however, only the owner for one day, he came back with the thing on tow, took away his Citroën, and left me with the £10, after offering to " punch my snitch." The thing was then put back in its corner until one day a scrap man came to see it; it turned out later he was a smart guy, for after some haggling I sold it to him for £11. He was hardly out of sight when another client came in looking for it, he chased after the scrap man, gave him £21 and became the owner of the Salmson. This chap owned an air-cooled Rover, he changed the engines then sold the Rover with the Salmson engine to a farmer. This marriage was not a success as the Rover lay down before it reached the farm, the farmer sued, got a decree for his money, the seller was fined for changing the engine without notifying the proper authority but the Salmson-Rover ran for some years after that, though the noise was if anything worse.

I am, Yours, etc.,

Glasgow. W. O. CROCKARD.

* * *

Sir,

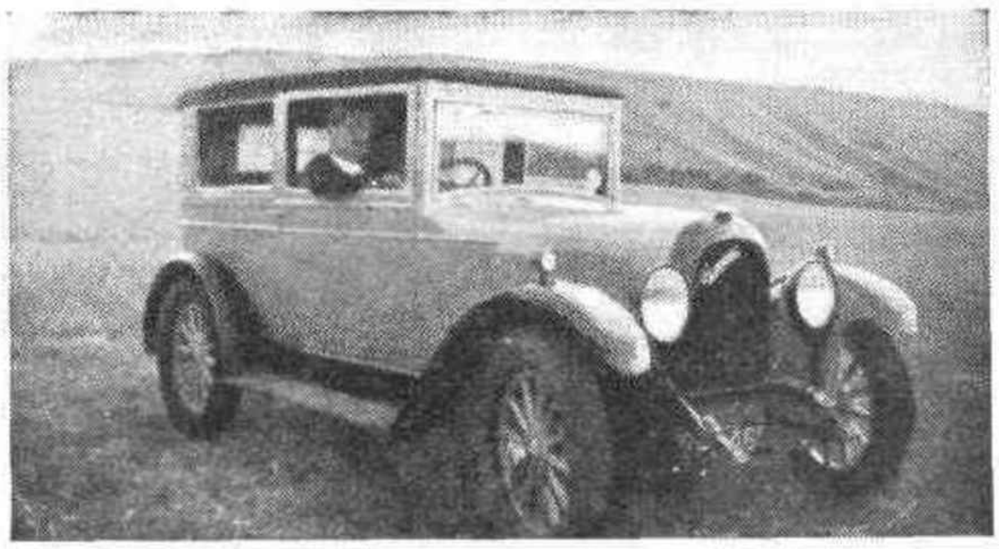
In 1923 my father bought me (for £230) a new " four push-rod " Salmson, having seen Salmson buckboards with G.N.-type front suspension running about at Le Touquet and rightly feeling that four wheels would ensure a longer expectation of life than two. Salmsons then had a showroom in Buckingham Palace Road and a works at Chiswick (next door to Gwynne's of bathtub fame), where Salmson owners were entertained to a free buffet lunch on Boat Race days.

My car had a boat-shaped three-seater body, the third passenger being accommodated, with knees under chin, in a sort of cockpit aft of the bench-type front seat. The hood was kept in a canvas bag and was assembled over a retractable framework of steel tubes to provide partial protection from the weather and claustrophobia for the third man, who had no means of emergency exit, there being no rip-cord.

People may laugh at these cars, but in their day they were outstanding. The specification included hemispherical combustion chambers, unit construction gearbox, torque tube transmission and centre locknut wire wheels. It is true that the maximum speed (downhill) was 50 m.p.h., but in those days the motor papers were full of pleas for a light car that would do a " fussless forty." This the Salmson would provide with complete reliability. It is also true that the rocker arm clearance over the inlet valves had to be adjusted after every run of any length, but this was a very easy matter. If it was neglected, the inlet valves would not close completely and the modest power output fell accordingly. I have never known a wheel to come off, as is claimed by some people, but 6,000 miles was a fair life for the narrow section beaded-edge tyres, partly due to the fact that no differential was fitted. The brake drums, rear axle only, were about the size of beer mats, the foot brake actuating one and the hand brake the other. By using both together it was possible to arrest the headlong progress in some degree. Anticipation was of the essence but the brakes never did less than what I expected of them. The worst part of the car was the electrical equipment (apart from the very reliable magneto). Ducellier headlamps and dynamo were primitive in construction and performance. This car gave me a great deal of pleasure, taught me to drive, and never let me down in the three years I had it.

My second Salmson was 10.4 h.p. of 1927 vintage and 1,200 c.c. This had a wonderful specification—twin o.h.c. engine, dynamotor starter, four speed gearbox, Perrot type four wheel brakes, balloon tyres on wire wheels with Rolls-Royce type centre locknuts, and a very well built four-seater boat-decked body, similar to the early Delages. Alas, the weight including two spare wheels, fitted rear trunk, and separate windscreen for the rear passengers was far beyond the modest output of the engine and it was soon exchanged for a secondhand 1,100 c.c. twin o.h.c. four speed Grand Prix Special.

This was a beautiful little car, a long tailed fabric-covered two-seater, *tres sport*, and I had a lot of fun with it in J.C.C. High-Speed Trials at Brooklands, gaining gold medals in two successive years. In those days one raced *down* the Test Hill and the Salmson used to clout its tail resoundingly on the concrete at the bottom of the hill on each lap thus relieving the rear springs of undue stress. It was overgeared and therefore unburstable, the speed in third being the same as in top—about 75 m.p.h. I bought it from George Newman in the Euston Road.



The vintage Overland referred to by Mr. David Severn.

Since those days I have progressed through O.M.s, Hansa, Fiats, Bugattis, Jowett Javelin, XK140, and now Renault Dauphine, so that the wheel may be said to have turned full circle, but I still have a very warm affection for the old Salmsons, which I could never bring myself to call " Sammys."

I am, Yours, etc.,

Enfield. GEOFFREY BATTERSBY.

* * *

Sir,

I would be very grateful if you could make any suggestions which would assist in my search for a replacement crown wheel and pinion, or complete axle, for my vintage Overland. I enclose a photograph which shows the immaculate state of this vehicle, apart from the vital part mentioned. I believe the model to be of about 1924 vintage, and during the past two-and-a-half years that I have been running it, after rebuilding, I have been unable to locate any suitable spares. This latest disaster is the first major breakdown after some 15,000 miles' motoring which it is not practical to repair.

I am, Yours, etc.,

Burnham. DAVID SEVERN.

* * *

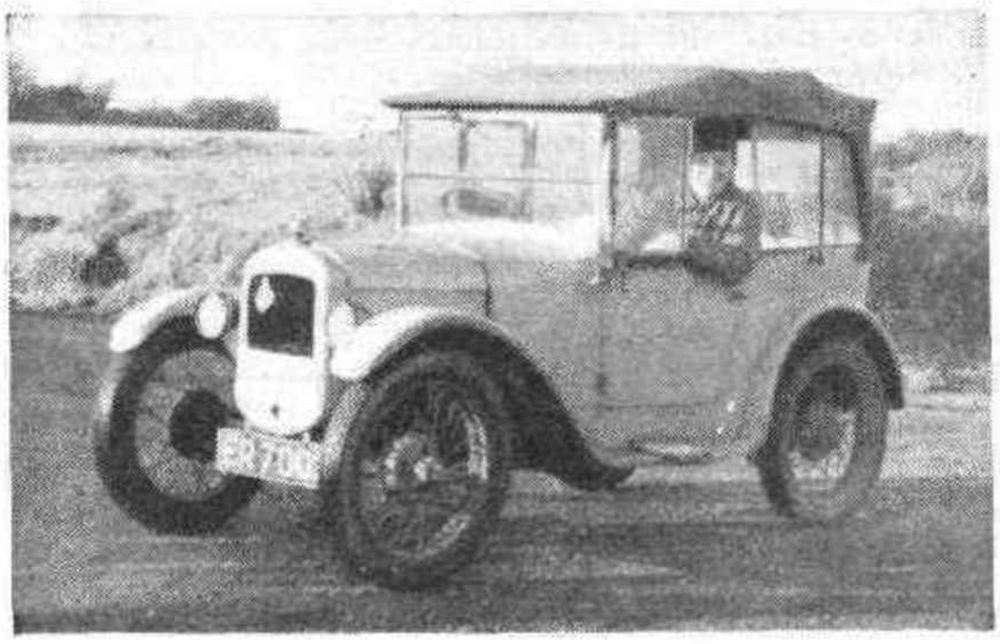
Sir,

I enclose a photograph of my 1926 Austin " Chummy " at home in Anglesey.

I get a quite phenomenal performance out of this car; for example, on this last Christmas holiday she travelled to the south of England and back carrying my wife and me and copious luggage and covering a total of 625 miles on 10 gallons of petrol and one pint of oil. Motoring at 62 miles per gallon is not too expensive and we don't crawl along at 30 either.

She has the original magneto engine and I fitted a block rebored .040 in. oversize recently; the only modification I allowed myself on this overhaul was to fit double valve springs.

I never let her free wheel and she uses only the cheapest grades of petrol with one shot per gallon of upper cylinder lubricant added. When in top gear she is not happy at speeds below 35 or above 50 m.p.h., and with the finger of the speedometer flickering between 40 and 45 she purrs like a kitten. The speedometer works directly



Mr. Derek Earl's 1926 Austin Seven.

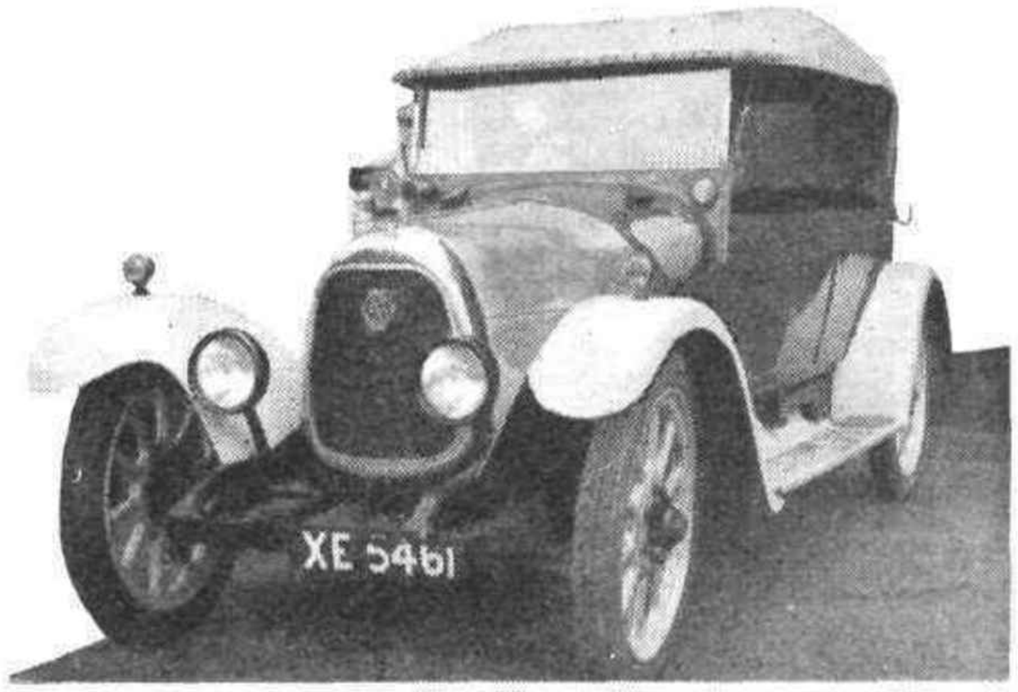
off the propeller shaft and has been checked for accuracy.

I have coupled the front brakes with the rear ones, using a simple drop arm from the brake shaft. This is fitted with a screw for adjustment. The front brakes have been further increased in efficiency by filling in the radius arms which previously used to twist a great deal when the brakes were applied. With good Ferodo linings and individual brake cable adjusters I can make her skid to a stop if necessary.

The radiator is brass and copper and therefore I do not risk electrolytic decomposition of the block by using anti-freeze, but prefer to drain and refill with clean water when necessary, which in this warm part of the world is not often. The car is practically all original.

I am, Yours, etc.,

Llanfair, P.G. DEREK EARL.



The 1920 Angus-Sanderson seen at Heston on Feb. 15th.

"*HOT*" *VWs—Continued from page* 155

with the results shown in the table, these, for comparison, being shown with the figures published in our January issue. It is obvious that the supercharged car began to leave the two-carburetter car behind from 50 m.p.h. onwards and whereas at the end of the s.s. ¼-mile the latter showed an indicated 62 m.p.h. in third gear, the M.A.G.-blown VW was indicating 66 m.p.h. at the same point, and the normal VW a speedometer speed of 58 m.p.h. The Rally Equipment car gave true maxima of 16 m.p.h. in first gear, 45 m.p.h. in second and 67 m.p.h. in third gear, the speedometer reading 20, 50 and 73 m.p.h., respectively. When carrying out the acceleration tests we found it better to change up at indicated speeds of 18 and 48 m.p.h., respectively, in first and second gears. Some clutch slip intruded towards the end of the timed tests.

Although not so impressive as the blown VW and subject to some optimistic claims (readers must form their own opinions about claimed performance figures for other VW conversions not yet tested by this paper), the Rally Equipment conversion gives an improvement of over 8 sec. in acceleration to 60 m.p.h. over the standard VW. which is commendable, especially in view of the competitive price of this kit. This improvement is very usable on the road and brings no snags with it—the throttle action and noise level are indistinguishable from those of a normal VW. In a distance of 560 miles it proved entirely reliable. Petrol consumption—running on premium but not super fuels—was 29 m.p.g. including performance testing, improving to 34 m.p.g. in normal usage. Starting from cold was hesitant due to the absence of choke.

Incidentally, twice recently while driving VWs we have been rammed up the back bumper in traffic by B.M.C. products—first by a Morris Minor at Victoria, then by an Austin A30 in Vauxhall—which may or may not mean something !—W. B.

ACCELERATION TABLE
(Speedometers corrected for optimism.)

	Normal 1957 *VW*	*Rally Equipment* 2-*carb.* 1958 *VW*	*M.A.G.-s/c.* 1958 *VW*
0-50 m.p.h. :	20.0 sec.	16.0 sec. (16.7 sec.)	15.7 sec. (15.8 sec.)
0-60 m.p.h. :	33.1 sec.	24.4 sec. (25.1 sec.)	21.0 sec. (21.1 sec.)
s.s. ¼-mile :	23.7 sec. (23.7 sec.)	22.8 sec. (23.0 sec.)	21.7 sec. (21.7 sec.)

(*Figures in parentheses are mean of runs in both directions.*)

THE NEW ZEALAND RACES

The Grand Prix of New Zealand, held on the Ardmore airfield, was open to Formule Libre and attracted a number of European drivers. Moss drove a Rob Walker Cooper-Climax, with 2,014-c.c. engine, Bonnier his lightweight 250F Maserati, Flockhart a B.R.M., and Shelby and Schell the two Buell 1958 Maseratis, one of them fitted with the latest pointed nose and high finned tail. The rest of the field being made up by drivers from the southern hemisphere, among them Brabham and Maclaren with Coopers, the two Jensens, and Thackwell.

The meeting was run with two short heats of 30 miles each and a final of 150 miles, the field being divided for the two heats, and of the finishers the 21 fastest lined up for the final. In Heat 1 Brabham finished ahead of Maclaren, Bonnier and Schell, while in Heat 2 there was some alarm and despondency when Moss broke a drive-shaft on the Cooper on the last lap while leading, leaving Flockhart to lead home Shelby and the two Jensens. By pushing the crippled Cooper the last half-lap Moss was able to qualify for the Final.

Thanks to Brabham loaning parts the Walker Cooper was just ready for the Final, but had to start from the back of the grid, leaving Bonnier, Maclaren, Brabham and Flockhart in the front row, but, in the rather chaotic start while Schell was jumping the flag, Flockhart stalled his engine. Although Bonnier led on the opening round, it was Moss who was in the lead on the second lap, his slight handicap on the grid really making him go, and from then on he was unchallenged, leading Brabham in the other 2.2-litre Cooper by nearly 1½ min. at the end of the race. Flockhart held a worthy third place for 23 of the 75 laps, but he then had an oil-breather break and lost oil, so had to stop, and about the same time Schell's 1958 Maserati went out with engine trouble and Bonnier retired with steering trouble. None of the Maseratis showed much hope of challenging the Coopers, apart from Ross Jensen's, for he challenged Maclaren for third place until the clutch went sick and he had to drop back. Shelby was not terribly happy with the second of the Buell Maseratis, and after 41 laps Schell took it over and brought it home in fourth place. With the rest of the runners driving rather elderly machinery, it was not surprising that they did not get into the picture, but a very worthy effort was that of Gibbons with his Lycoming Special, who finished in eighth place, this car having a flat-four air-cooled aeroplane engine fitted with home-made fuel injection.

Results : NEW ZEALAND GRAND PRIX—75 Laps—150 Miles

1st :	S. Moss (Cooper-Climax F.1)	1 hr. 48 min. 24.4 sec.
2nd :	J. Brabham (Cooper-Climax F.1)	1 hr. 49 min. 53.4 sec.
3rd :	B. Maclaren (Cooper-Climax F.1)	1 lap behind
4th :	C. Shelby/H. Schell (Maserati 250F)	2 laps behind
5th :	R. Jensen (Maserati 250F)	3 laps behind
6th :	B. Stilwell (Maserati 250F)	3 laps behind
7th :	S. Jensen (Cooper F.2)	3 laps behind
8th :	R. Gibbons (Lycoming Special)	3 laps behind
9th :	M. Neil (Cooper F.1)	3 laps behind
10th :	T. Clark (Ferrari 555)	4 laps behind
11th :	P. Hoare (Ferrari Special)	5 laps behind
12th :	A. Glass (Ferrari 555)	6 laps behind
13th :	L. Gilbert (Cooper-Bristol)	8 laps behind
14th :	K. Harris (Ferrari Monza)	9 laps behind
15th :	G. Quirk (Maserati)	10 laps behind
16th :	A. Freeman (Lago-Talbot)	17 laps behind

Fastest lap : S. Moss (Cooper), in 1 min. 24.8 sec.—84.90 m.p.h. (*new record*).
Retired : J. Bonnier (Maserati), lap 23, steering; R. Flockhart (B.R.M.), lap 24, lubrication; H. Schell (Maserati), lap 27, engine; R. Thackwell (Cooper), lap 47, engine; J. Mansell (Maserati), lap 59, engine.

LADY WIGRAM TROPHY RACE

After the New Zealand Grand Prix Flockhart stayed on with the B.R.M. while Moss, Shelby, Schell and Bonnier returned home, and in the 150 miles Trophy race the Bourne *equipe* had a well-deserved win, in spite of strong opposition from Brabham with the Cooper. Although the Australian took the lead for a time, Flockhart never lost him and they passed and re-passed a number of times, victory finally going to the Scotsman, and this success should give the B.R.M. team a decided boost-up for the coming Grand Prix season.

Results : LADY WIGRAM TROPHY—71 Laps—150 Miles

1st :	R. Flockhart (B.R.M.)	1 hr. 41 min. 4.0 sec.
2nd :	J. Brabham (Cooper F.1)	1 hr. 41 min. 6.7 sec.
3rd :	B. Maclaren (Cooper F.1)	2 laps behind
4th :	S. Jensen (Cooper F.2)	3 laps behind
5th :	J. Mansell (Maserati)	5 laps behind
6th :	R. Gibbons (Lycoming Special)	5 laps behind

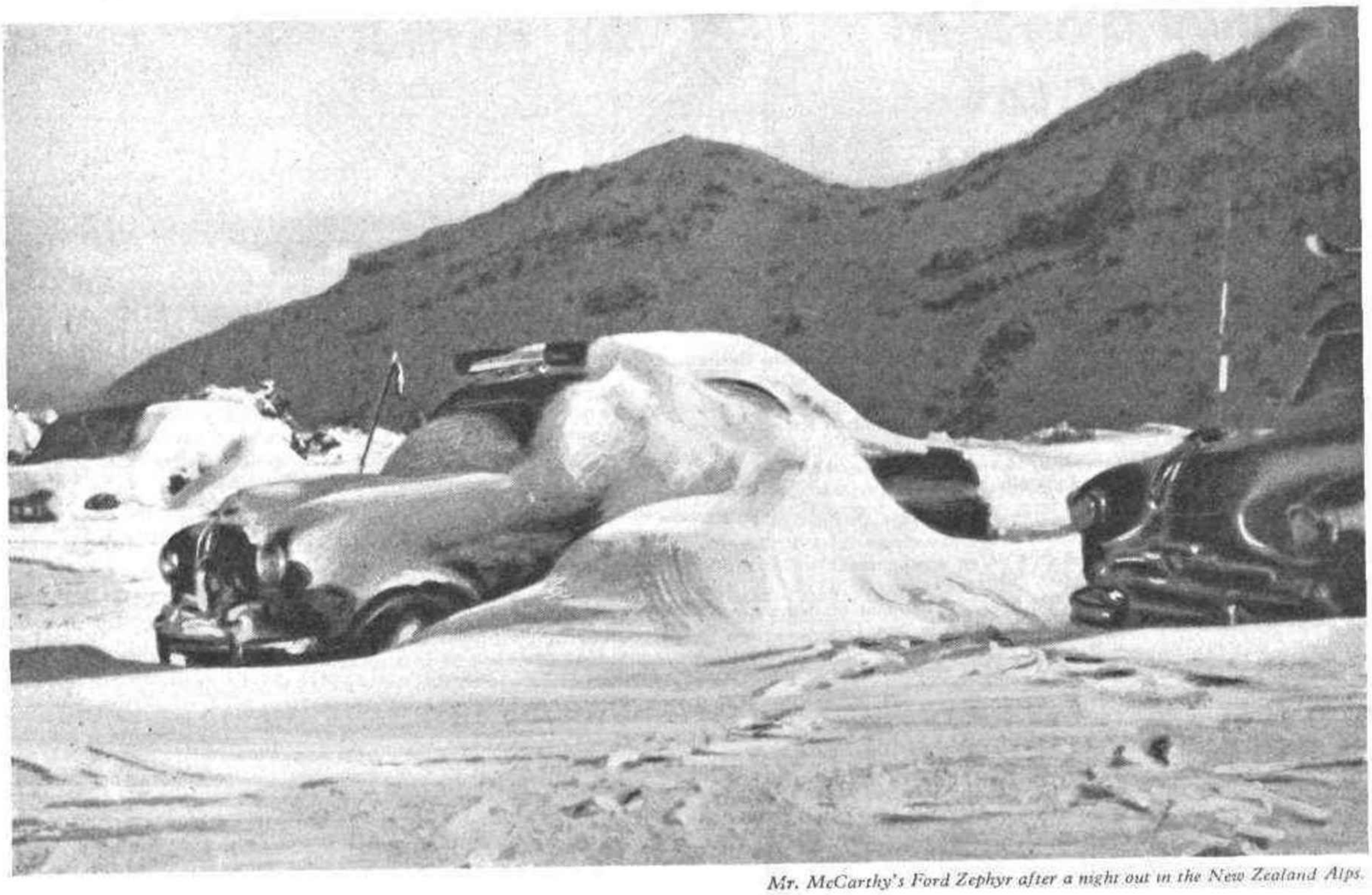
Fourteen other finishers.

Fastest lap : J. Brabham (Cooper), 1 min. 22.1 sec.—92.8 m.p.h. (*new record*).

INVERCARGILL RACES (Feb. 7th)

In a third race in the New Zealand International calendar the works Cooper had its revenge over the B.R.M., when Maclaren beat Flockhart, while Brabham finished in third place.

SNOWED UP IN THE MOUNTAINS YET IT STARTED FIRST TOUCH



Mr. McCarthy's Ford Zephyr after a night out in the New Zealand Alps.

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BP Energol 'Visco-static'*

MOTOR OIL

THE PICTURE ABOVE SHOWS HOW Mr. G. McCarthy found his Ford Zephyr car after a night left out at an altitude of 5,800 ft. in the mountains of North Island, New Zealand. Not only was the car nearly buried, but snow had drifted in through the radiator and covered up the engine completely. Yet Mr. McCarthy merely pressed the starter and *the engine fired immediately*. Mr. McCarthy was using BP Energol 'Visco-static' motor oil.

This story from the other end of the world is another striking example of how BP Energol 'Visco-static' gives easy starting even in the most difficult conditions. Even in the depth of winter your engine starts as easily as in summer.

A new kind of oil

The reason is simple. BP Energol 'Visco-static' remains free-flowing even in freezing cold. So your engine turns more easily and starts more quickly. And most important of all you get full oil circulation and full protection for your engine.

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80% less engine wear

Tests with the radio-active wear detector prove that BP Energol 'Visco-static' gives 80% less engine wear compared with conventional oils. You even save on petrol with this oil because it cuts down oil friction losses.

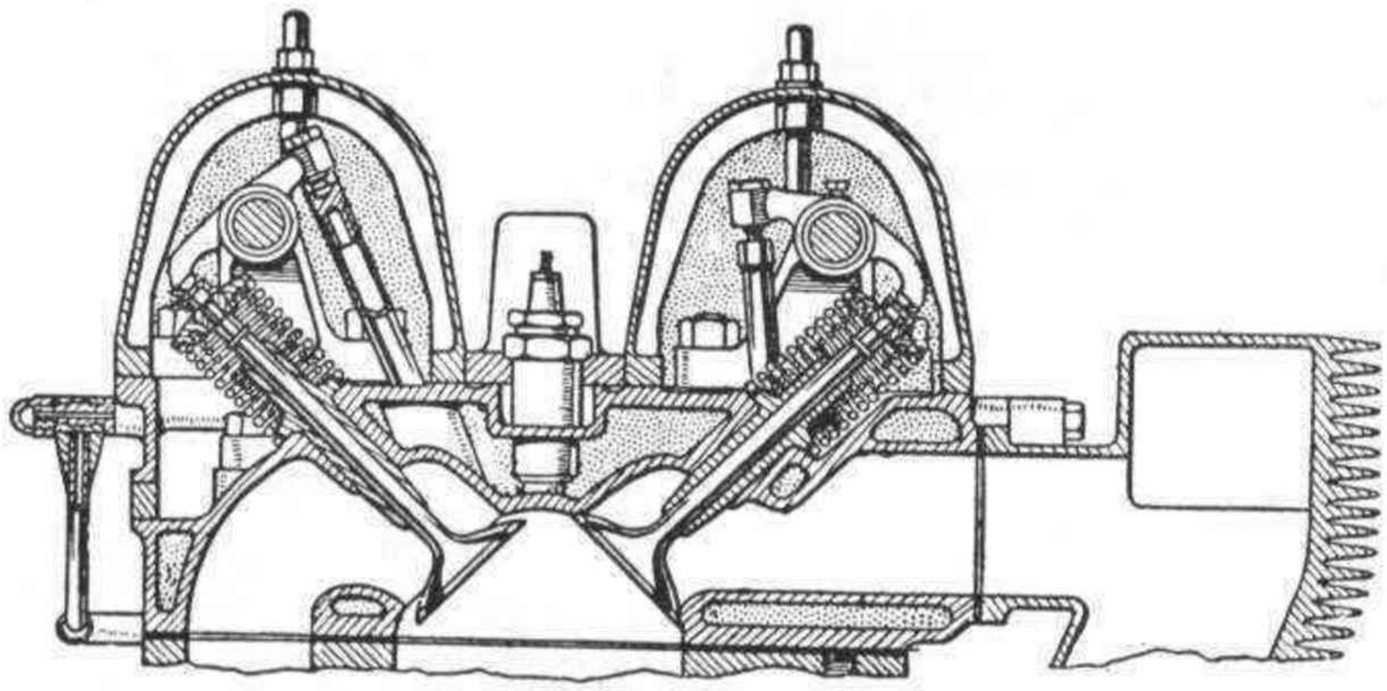
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Rolls-Royce officially approve BP Energol 'Visco-static' for all their post-war motor-cars.

BP *'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

Some Thoughts on——

The Actuation of Inclined Overhead Valves Without Resort to O.H. Camshafts



[*Drawing by courtesy of "Bus and Coach"*]

A SUNBEAM DEBT TO PEUGEOT?—Here is a sectional drawing of the 1930 Sunbeam 'bus engine which Laurence Pomeroy considers prompted Peugeot, nearly twenty years later, to adopt a similar form of valve gear for their 203 model. By enabling inclined o.h. valves to be push-rod-actuated from a single camshaft in the base-chamber the Sunbeam designer was able to employ an efficient head shape without resorting to the complication of o.h.c. valve gear. He had, in fact, discovered how to have his cake and eat it.

THE sporting motorist is very conscious of the efficiency of the hemispherical combustion chamber and must derive satisfaction from the thought that this disposition of overhead poppet valves, operated with an equal maxima of mechanical efficiency by twin overhead camshafts, was developed to its optimum pitch by M. Ernest Henri when he was designing racing cars for Peugeot Freres and is found today in such production cars as Jaguar, Alfa-Romeo, Aston Martin, Lagonda, Porsche Carrera and M.G.

M. Henri employed four o.h. valves per cylinder, inclined at 45 deg. and operated by two o.h. camshafts, for his successful 1912 7.6-litre G.P. Peugeot, and he brought this valve arrangement to a peak of efficiency in his Coupe de *l'Auto* 3-litre Peugeot of 1913, the four valves per cylinder of this engine being inclined at 60 deg. and the power output being 90 b.h.p. at 2,900 r.p.m. A larger version of the same engine was used by M. Henri to win for Peugeot the 1913 French Grand Prix.

So outstandingly successful were these 1913 Coupe de *l'Auto* Peugeots that it is now common knowledge that when Louis Coatalen set his heart on winning the 1914 T.T. race for the Sunbeam Motor Company he bought one of these Peugeots in France and had it sent to England—not much is known of this piece of piracy, "Motoring Entente" (Cassell, 1956) being strangely reticent about it, although tales are told of the car being hoisted through the french windows of Coatalen's English drawing-room so that his draughtsmen could make an almost literal copy of the car.

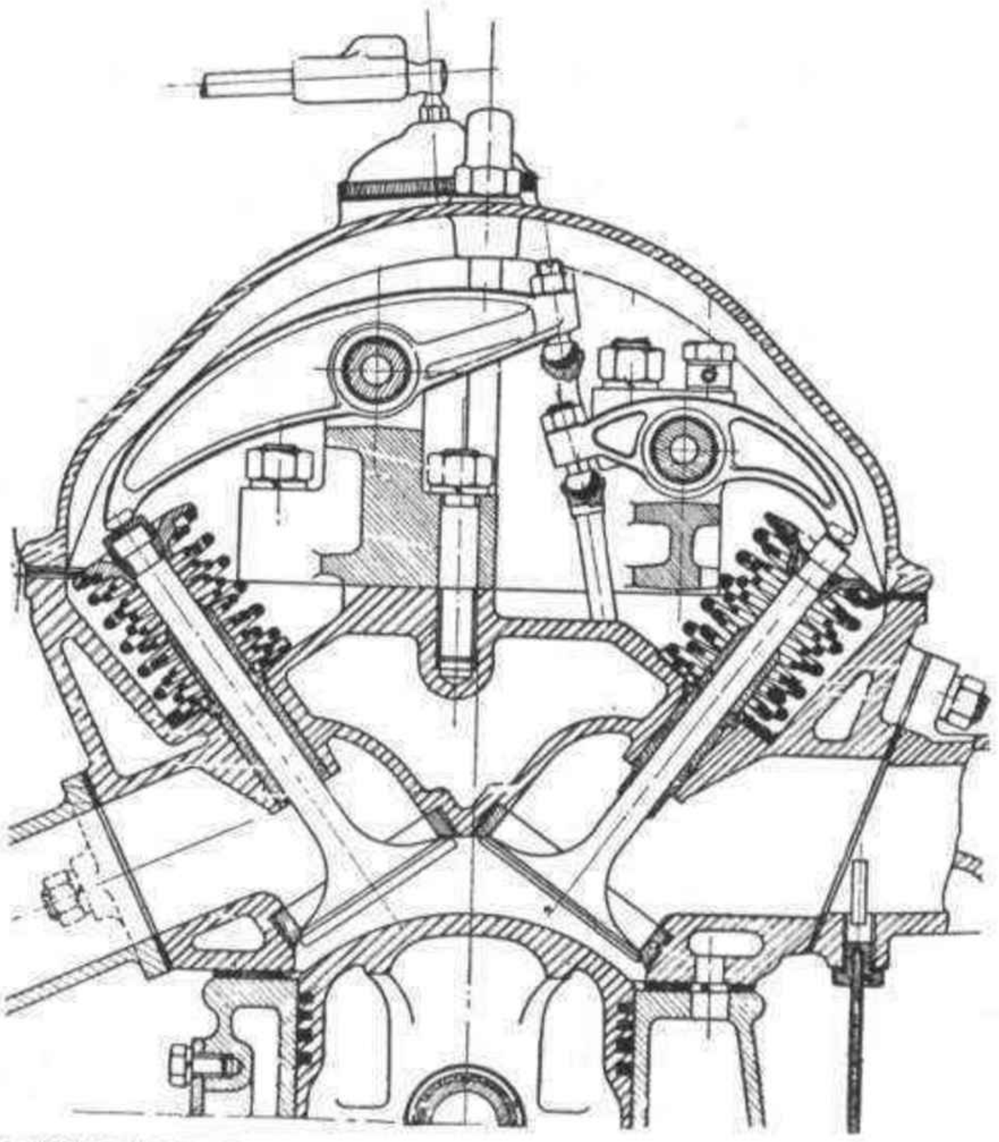
The 1914 T.T. Humber was also closely akin to the previous year's Coupe de *l'Auto* Peugeot, and it is related ("The History of Brooklands Motor Course," page 181) how, some fifteen years later, when Wallbank bought one of these Humbers in Folkestone, it was sold to him in good faith as a Peugeot and, brought to Brooklands, continued for some time to deceive both its new owner and most of the racing drivers who inspected it.

This dramatic, if self-confessed, copying of the 1913 Peugeot by Coatalen gave Laurence Pomeroy an opening for a thought-provoking piece of writing in *The Motor* dated October 1st, 1958.

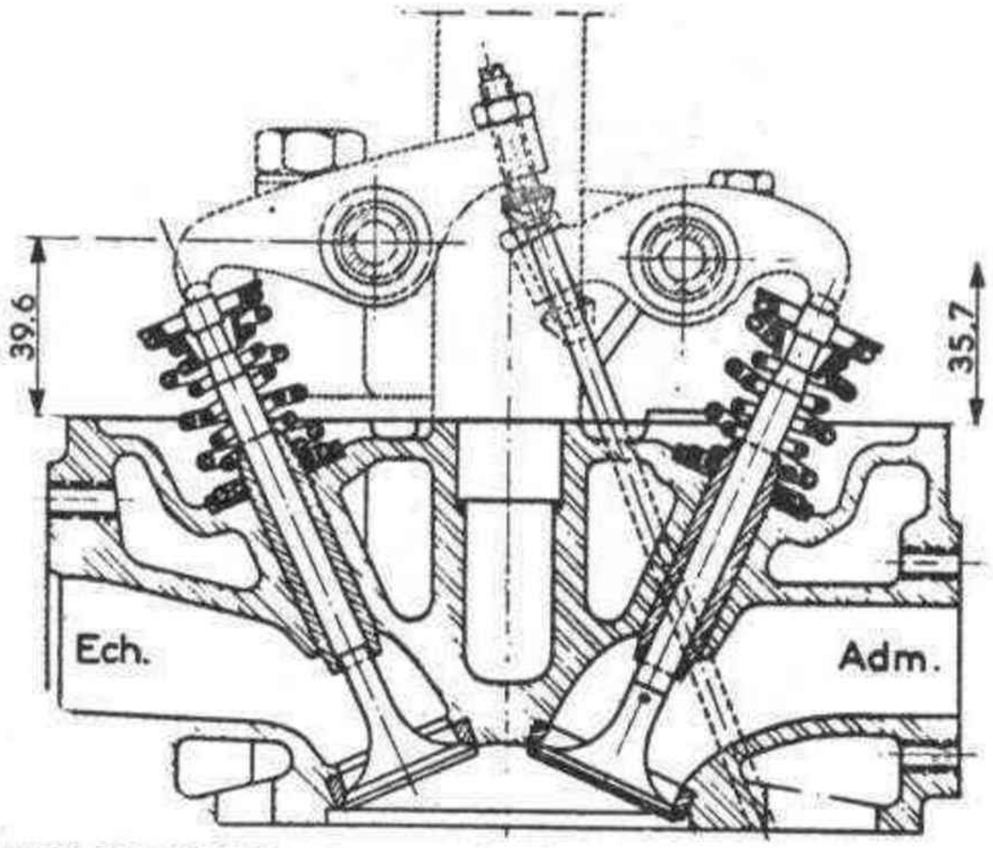
Under the heading "Technical Topics," Mr. Pomeroy sought to show that if, for many years, Sunbeam had owed everything to Peugeot for their win in the 1914 Tourist Trophy race, far from history repeating itself when Humber, for the latest Super Snipe engine, adopted a form of valve actuation seemingly pioneered twenty years earlier by Peugeot for the 203 engine, in fact it was now Peugeot who had cribbed a Sunbeam design. Pomeroy put it that "Any debt the Wolverhampton company had to the French concern in respect of World War I design practice has been more than repaid by the debt that Sochaux has incurred in regard to their post-war products."

The Pomeroy argument is that in 1928 the Wolverhampton Sunbeam Company hit upon the idea of simplifying the actuation of inclined overhead valves by dispensing with the normal one or two overhead camshafts, instead operating the valves from a single camshaft, base-located as in a side-valve engine, through the medium of inclined push-rods passing between the cylinder bores, and unequal-length rockers. This, maintains Mr. Pomeroy, was copied by Tony Lago for the Paris-built Talbot engine when he took over the direction of the Talbot Company at Suresnes before the second World War, M. Lago having been with Sunbeam in 1928. And, to continue this engrossing theme, Pomeroy maintains that Peugeot simply cribbed from Talbot when they wanted the efficiency of inclined o.h. valves without the complication of overhead camshafts in their Peugeot 203. If, as Pomeroy does, we stretch a point and allow that Humber is now in the same group as Sunbeam (Rootes having absorbed both these famous old English companies), the debt Sunbeam owed to Peugeot in 1914 is washed out by the crib Peugeot are said to have made of the 1928 Sunbeam 'bus engine.

I have taken some steps to trace the 1928 Sunbeam commercial-vehicle engine to which Laurence Pomeroy refers. I can find no description of it in the commercial motor journals of the day and



LAGO-TALBOT version of the ingenious means of operating inclined o.h. valves from a base-chamber camshaft, introduced in 1936. Compare it with Sunbeam's pioneer layout shown above.



THE PEUGEOT engineers employ this version of the 1929 Sunbeam valve gear for their 203 and 403 cars. Double rocker shafts are still necessary but the push-rods are all inclined at an identical angle.

Mr. Pomeroy admits he has never been able to unearth a drawing of it. He seems to have based his assumption on a reference, in a contemporary description of the 1928/9 Sunbeam commercial-vehicle engine, to the desirable qualities of hemispherically-shaped combustion chambers, allied to a hazy, and I think false, recollection of someone who once worked at Wolverhampton, that this engine had push-rod actuation, from a single camshaft in the crankcase, of its inclined o.h. valves.

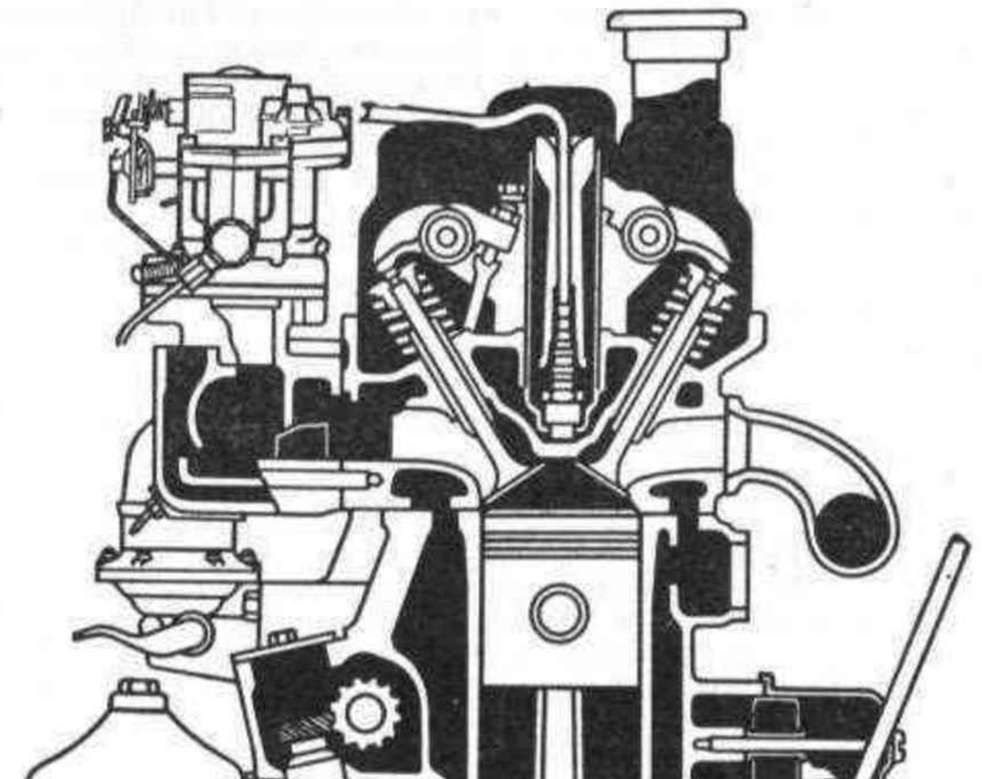
Delving more deeply into the matter, I discovered that there was every reason for contemporary accounts of this 1928/9 Sunbeam engine to refer to the advantages of hemispherical combustion spaces, because Sunbeam was being pretty revolutionary in using heads of this type for the then-new 'bus engine. But this engine did not have Lago or Peugeot style push-rod valve gear. What it did have were two camshafts carried high up on the sides of the cylinder block, as in the 2-litre Lagonda car engine, short rockers operating the inclined o.h. valves from these camshafts. Moreover, each rocker engaged its valve about mid-way along the stem, the valve spring being located above the rocker, which is a method of isolating the spring from engine heat and facilitating replacement of broken springs. This layout of comparatively long valve stems called for two separate valve covers over inlet and exhaust valves, and a quick glance at the engine, or a drawing of it, could give rise to the erroneous impression that push-rods and rockers were employed to operate inclined o.h. valves.

Incidentally, I have asked M. Lago whether he can recall the sort of Sunbeam engine envisaged by Pomeroy and he says he cannot. He evolved the push-rod arrangement of valve gear for his Lago-Talbot of 1936, he says, because he wanted the advantages of an inclined-valve head without the complexity of "upstairs" camshafts, which in the early days resulted in noise and which at all times increases the cost of manufacturing and servicing the engine.

However, further research reveals that, if we press on two years beyond the date quoted, Mr. Pomeroy is right, and that, indeed, when Peugeot introduced their 203 model in 1948, they could very well have copied or at least have derived inspiration from a Sunbeam 'bus engine of 1930. This would certainly, as Pomeroy claims, have neutralised the Wolverhampton debt to Sochaux. Our heading picture, by courtesy of *Bus and Coach*, shows how the valve gear of this Sunbeam engine was arranged.

The whole subject is so complex and obscured in the mists of antiquity that I now propose to take the opportunity of enlarging on it with a view to elucidating the position to present-day students of i.c. engine design.

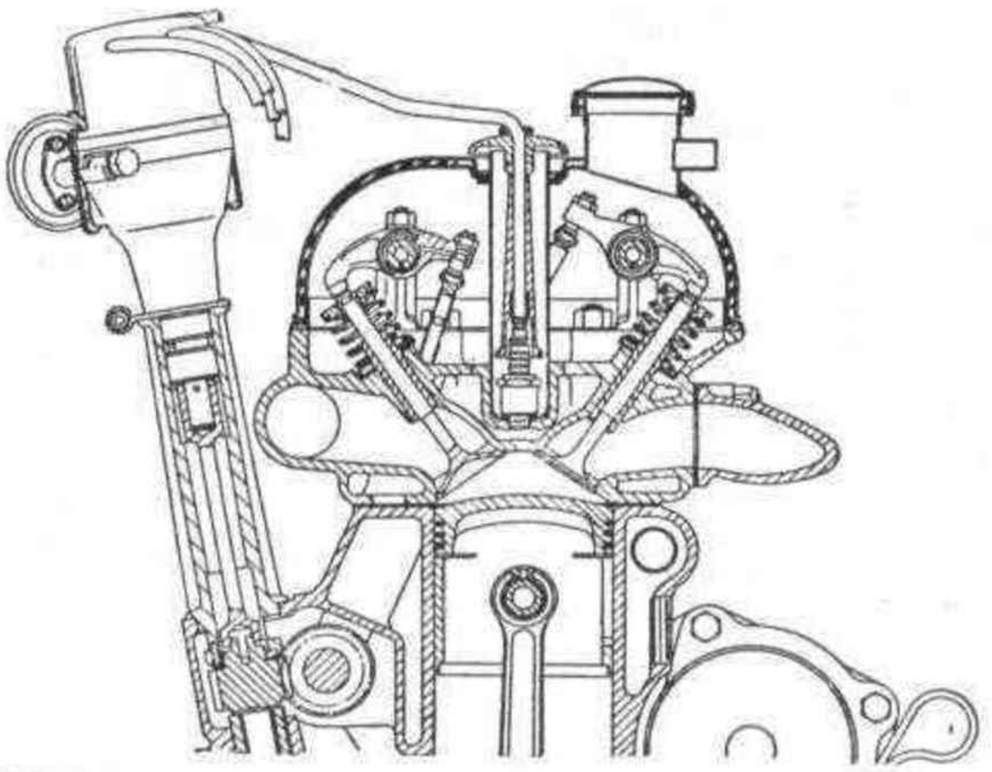
Early T-head side-valve engines had a camshaft on each side of the crankcase, like a beloved "Alfonso" Hispano-Suiza I once owned. When inclined o.h. valves were introduced the obvious method of operating them was by extending push-rods from these



THIRTY YEARS ON.—The valve gear of the modern Humber Super Snipe obviously owes much to the Sunbeam 'bus engine designed in 1929, Rootes Motors thus ensuring that the debt Sunbeam owed to Sochaux in 1913 is repaid to the group owning Sunbeam and Humber today, vide Laurence Pomeroy's intriguing argument.

camshafts to rockers above the valves. Pipe did this as early as 1904, followed by Fiat for their Grand Prix engine of 1907, and a production car with this valve gear was the 1908 "Prince Henry" Benz.

The single or double o.h. camshaft was soon recognised as superior, especially for high-speed engines, but those who sought the greater simplicity of push-rod and rocker valve gear found two further solutions. One, much in vogue for 1914-18 aeroplane engines and used for a time by Salmson for a car engine, was a single "push-pull" rocker actuating both inlet and exhaust valve, a concave depression on the base camshaft enabling a spring to pull the rocker down for the purpose of opening one valve, conventional downward pressure of the extremity of the rocker under the lift of a normal cam being relied on for opening the other valve. This system was practical only for low-speed running and the next step, taken early by Dorman and copied so successfully by Riley in 1926 for the Nine engine, was to locate the two camshafts high up in the cylinder block, so that short, light push-rods could be used.



SAPPHIRE TOO.—The Armstrong Siddeley Sapphire and Star Sapphire engines also benefit from the use of valve gear usually attributed to Peugeot but, as the accompanying article shows, more correctly going to the credit of the old Sunbeam Company of Wolverhampton.

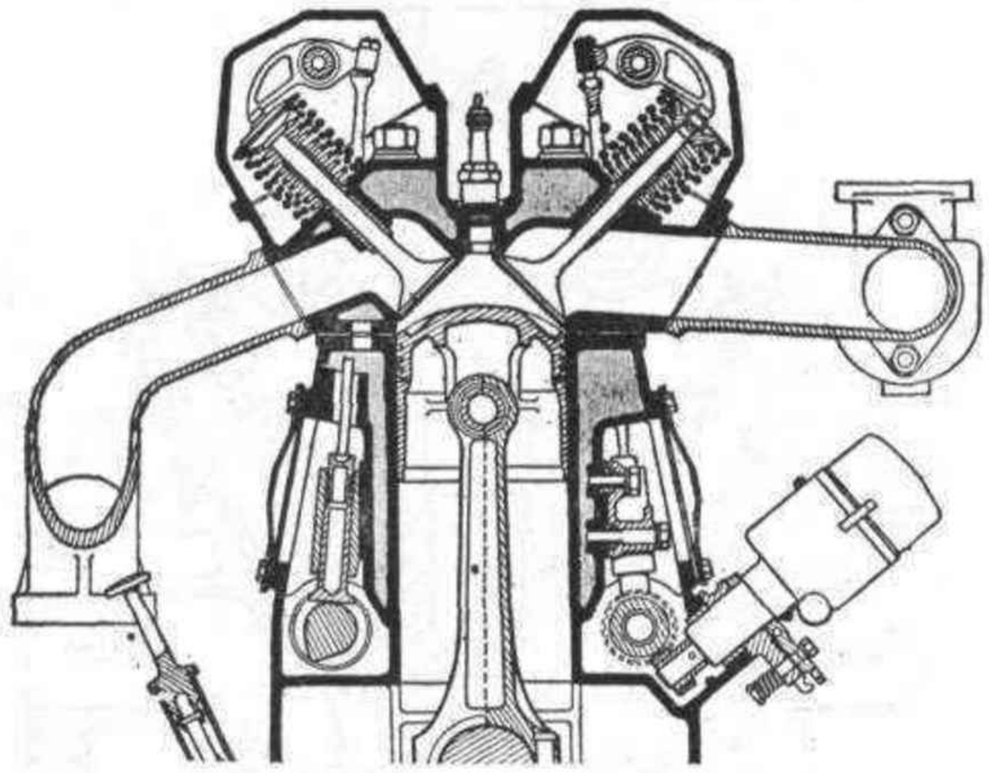
Although two camshafts were required, the complication of driving and lubricating these was considerably less than with one or more " upstairs " camshafts, while the head could be removed for decarbonising without disturbing the valve timing and without involving lifting a cumbersome o.h.c. cylinder head.

In later years motor-cycle designs used light-alloy push-rods to reduce reciprocating weight but for car engines this was not widely followed, although Georges Roesch saved weight by using steel push-rods of " knitting needle " size, and rockers pivoted on low-friction knife edges, for the Talbot engines of 1930 onwards.

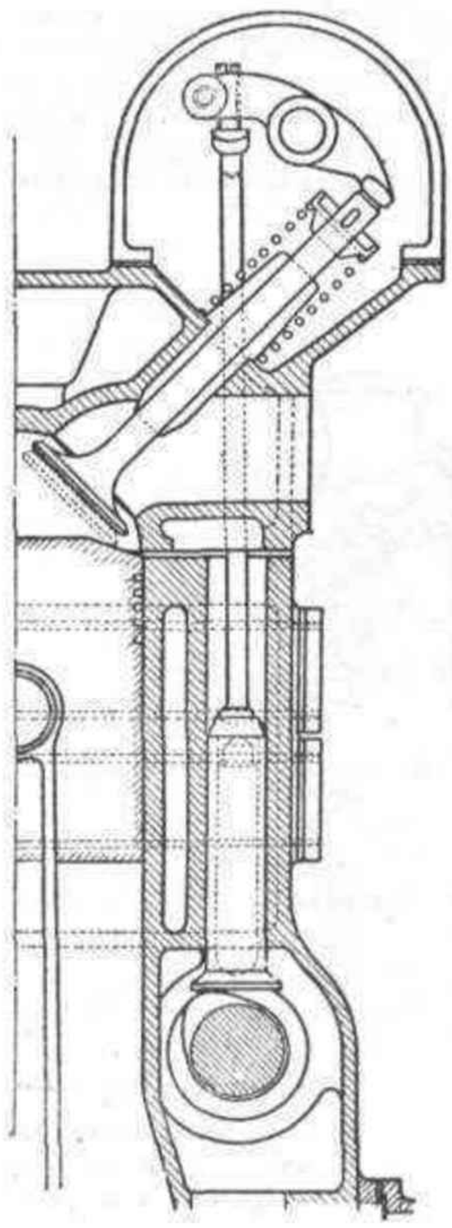
An early attempt to combine these advantages of a base-chamber-located camshaft with the better breathing and compact combustion space of the o.h.v. engine was made by Guy Motors in 1919, with their wedge-shape inclined side-valve layout, a sectional drawing of which was published in the September 1956 issue of MOTOR SPORT, page 544.

In 1925 Lagonda brought out their 2-litre engine in which two camshafts were located high up, one on each side of the cylinder block, so that bell-crank rockers could actuate the inclined o.h. valves. In this manner, the reciprocating weight of push-rods was eliminated, yet the easy head removal of the high-camshaft-cum-push-rod layout was retained. As I have said, Sunbeam used a similar arrangement for their 1928/9 commercial-vehicle engine, hemispherical heads, incidentally, being revolutionary in this field.

There was yet another method of actuating inclined o.h. valves without recourse to the customary single overhead camshaft and rockers above the valve stems, or a camshaft above each line of valves as in the majority of post-1918 racing engines and such production cars as the 3-litre Sunbeam, 2-litre Maudslay, the six-cylinder versions of Lea-Francis, Vulcan and Calthorpe, the Alta, Alfa-Romeo, Type 55 Bugatti, Salmson, Amilcar Six, Beverley Barnes, Newton, etc. This was evolved for the 1924 Rover 14/45 by P. A. Poppe. Mr. Poppe operated the inlet valves from a camshaft and rockers on the near side of the detachable cylinder head and cross push-rods went through the head to prod the exhaust valves *via* rockers on the opposite side. By this means Poppe had to provide only one camshaft, but why he mounted this on the head, thus rendering this heavy for removal, is a mystery. Contemporary descriptions of this ambitious car fail to throw any light on the matter, but probably the designer was seeking a compact engine, and he saved, respectively, height and length, by not placing the camshaft above the valves and by driving the camshaft with a vertical shaft and worm gearing set, not ahead or behind the cylinder block, but in the near-side rear corner of it. Poppe may have felt, too, that a camshaft in the head would be easier to lubricate, and quieter than a camshaft(s) enclosed by a metal cover *above* the block, while he claimed that the different rate of expansion of the metals employed could be balanced out so as to ensure no more than 1.5 to 2 thous. of an inch variation in valve clearance between hot and cold. In other engines this problem of unequal expansion could prove daunting unless provision was made in the drive to the o.h. camshaft, or noisy tappets were endured in push-rod engines. It was also possible to place the sparking plugs in the best position, *i.e.*, in the centre of the combustion spaces, which is not possible with a single o.h. camshaft and rockers *above* the valves.



LAGO " RECORD " ENGINE.—After using the system of a single base camshaft and push-rods to actuate inclined o.h. valves, M. Lago returned after the war to the Riley-style valve gear for his powerful " Record " engine.



TWO CAMSHAFTS, SHORT PUSH-RODS.—This method of prodding inclined o.h. valves was used by Dorman and Riley and retained for the E.R.A. racing engines before the war. Here is seen how the layout was arranged on the pre-war 1½-litre Riley engine. This system is a development from the very early days, when long push-rods extended from camshafts in the base-chamber, whereas the later system, as shown, has the camshafts carried high up in the cylinder block.

In 1930 Sunbeam introduced a far more simple method of actuating inclined o.h. valves without recourse to an o.h. camshaft, as previously described. In 1936 M. Lago evolved a modified version of this system. He used a chain-drive between crankshaft and " basement " camshaft so that he was able to position the camshaft to suit the angle of the push-rods. In conjunction with inclined push-rods he was obliged to use different length rockers but to his delight no difficulties arose, even at 6,500 r.p.m. With central sparking plug power output was equivalent to that of a twin-cam engine and several hundreds of these Lago-Talbot engines were built. As I have said, M. Lago denies emphatically that he copied any other engine in evolving this since widely-copied valve gear.

Also in 1936, B.M.W. introduced their 328 sports model, which also had inclined o.h. valves operated by push-rods. In this case, however, the inlet valves were operated by vertical push-rods and rockers, while the exhaust valves were actuated by both vertical and cross push-rods, the change of direction being achieved by bell-crank rockers, with additional rockers at the opposite ends of the cross push-rods. After the war this German engine was copied by Bristol and consequently this simple valve gear has become well-known in this country, especially as Bristol engines have been used in Frazer Nash, Lister, Tojeiro and other sports cars.

It is interesting to reflect that although these various methods of operating inclined o.h. valves without o.h. camshafts were in the minority, each has been used successfully in competition cars. The Riley high-camshafts figured in all cars of this make from the Nine to the Pathfinder and formed the basis of the pre-war E.R.A. racing engines. Lago-Talbots and 328 B.M.W.s were frequently raced, 2-litre Lagonda cars have been used for competition work, while there was even a Brooklands version of the Poppe Rover.

After the war Lea-Francis, Connaught, and Turner used the Riley high-camshafts system and M. Lago went over to this layout for his " Record " engine, which, in the *monoposto* Lago-Talbots, had a compression-ratio of 11 to 1 and developed 280 b.h.p. at 6,200 r.p.m. Separate covers were used over the inlet and exhaust valves to provide better cooling for the central plugs than a single valve cover would have provided.



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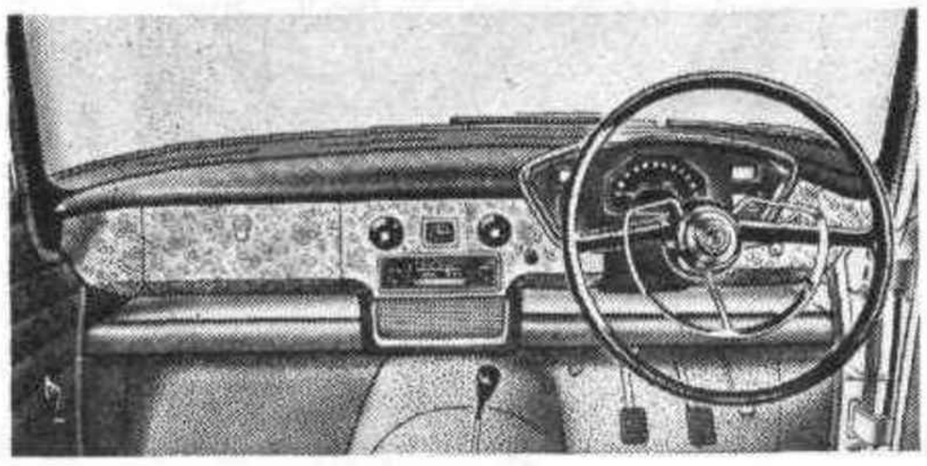


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more verve

more luxury

planned to
bring out the
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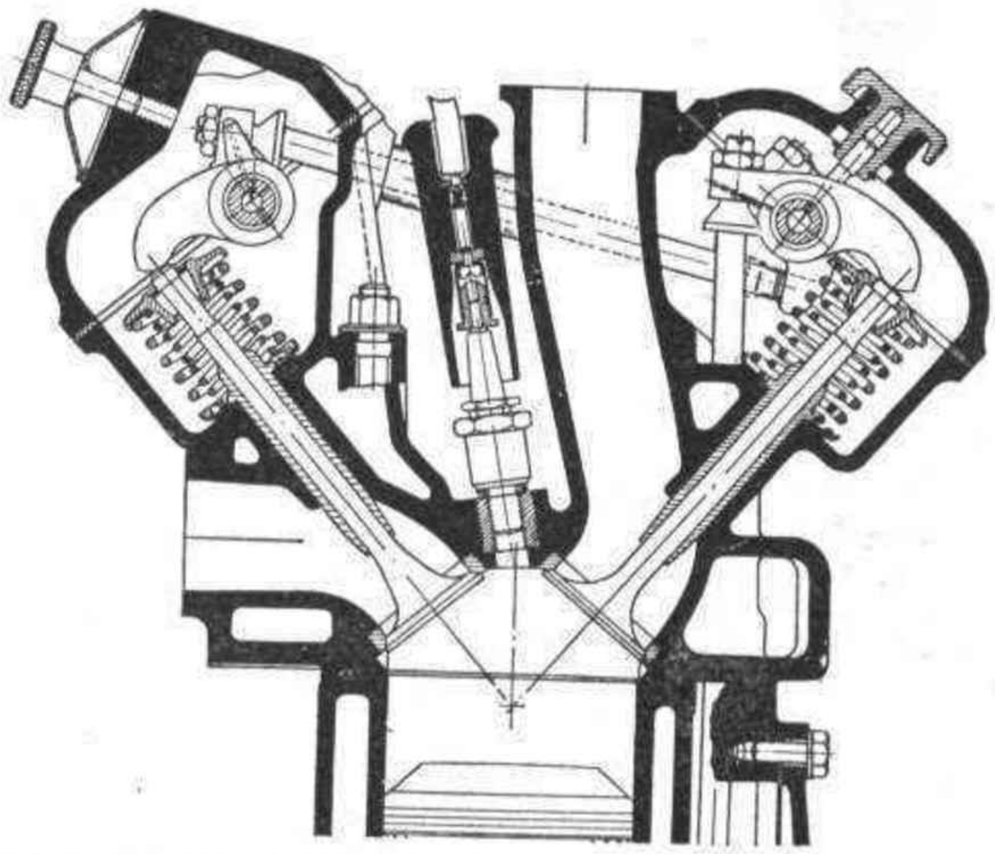
The warm texture of rich leather blends with the polished elegance of Indian walnut in an interior decor of unusual luxury. Note the handsome clock fitted between the heater controls on the facia, and the compact instrument panel behind the fully-dished two-spoke steering wheel. Radio is an optional extra.

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ANOTHER CLASSIC VALVE GEAR.—This cross-push-rod layout of the Bristol 405 engine was copied from the pre-war 328 B.M.W. sports-car engine and has been used for all Bristol engines, including the current 406.

The form of valve gear in conjunction with hemispherical combustion chambers which was pioneered by Sunbeam nearly thirty years ago had several imitators after the last war. Although twin-cam engines were preferable for really high crankshaft speeds and Jaguar has proved that they can be produced relatively inexpensively, the bogy of noise has not been altogether overcome and, indeed, apparently still troubles those B.M.C. engineers who are responsible for developing the new Twin-Cam M.G.

In 1951 the Chrysler Corporation adopted the Talbot-type valve gear for their V8 engines, and Armstrong Siddeley followed suit in 1952 when they introduced the Sapphire, retaining this valve gear for the new Star Sapphire. The Ardun heads fitted to the Ford V8 engines in some Allards also had this form of valve gear (see MOTOR SPORT, May 1950, page 231). Peugeot, as has been explained, had decided on big-output production of this valve layout for the 203 in 1949 and use it also in the alloy-head 403. At the last London Motor Show Humber introduced the new Super Snipe, the notably smooth and willing six-cylinder engine of which is the latest to use the kind of valve actuation under discussion.

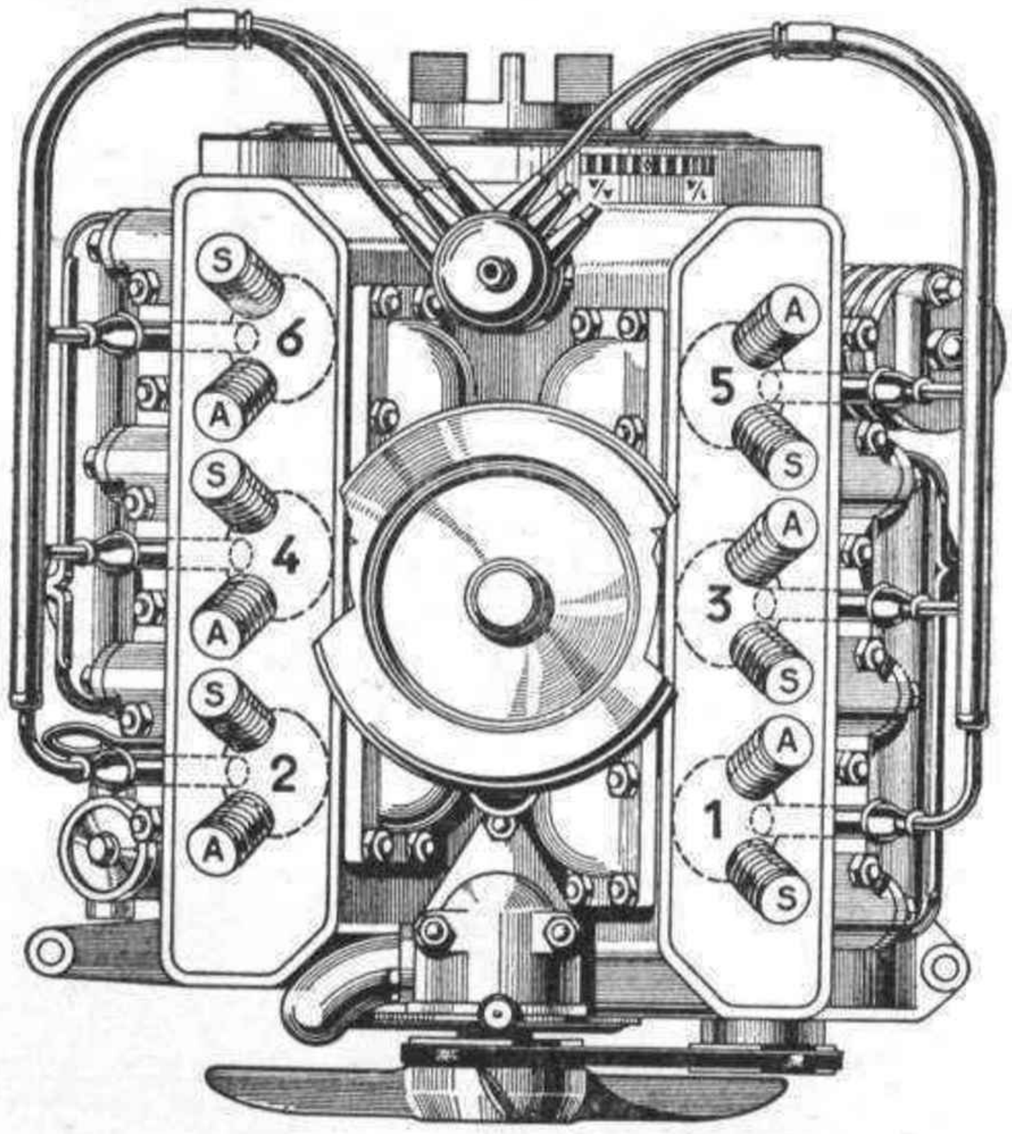
This, and the B.M.W./Bristol layout, necessitate twin rocker shafts and, partly to obviate this complication, towards the end of 1954 the Chrysler engineers reverted to conventional push-rod o.h. valve gear, with wedge heads, forfeiting the centrally-located sparking plug.

I must confess that before I had done the necessary research for this article I was under the impression that the pre-war Lago-Talbot engine had the same cross-push-rod valve gear as the B.M.W., and this was endorsed by a not altogether lucid reference in John Stanford's book "The Sports Car" (B. T. Batsford, 1957). The two systems are, however, quite distinct, as the accompanying diagrams prove.

Here I would also interpose the remark that if I seem to be devoting a good deal of space to the evolution and present state of unusual valve gear, this may be all to the good, judging by the ignorance which surrounds the subject—at the last Earls Court Show the head man on one minicar stand told me emphatically that his cars had normal vertical valves, whereas investigation of a sectioned engine showed them to have the superior inclined o.h.v., while on inquiring of one of the High Priests on the B.M.W. stand whether the V8 B.M.W. uses cross-push-rods it became patently apparent that he just didn't know!

Incidentally, a third form of inclined push-rod-operated valve gear is found in the Lancia Appia, which has virtually the Riley-type layout but with the two camshafts down in the base-chamber instead of high set to shorten the push-rods, while the positioning of the exhaust-valve rockers differs, no doubt to accommodate the narrow-angle vee-cylinder formation.

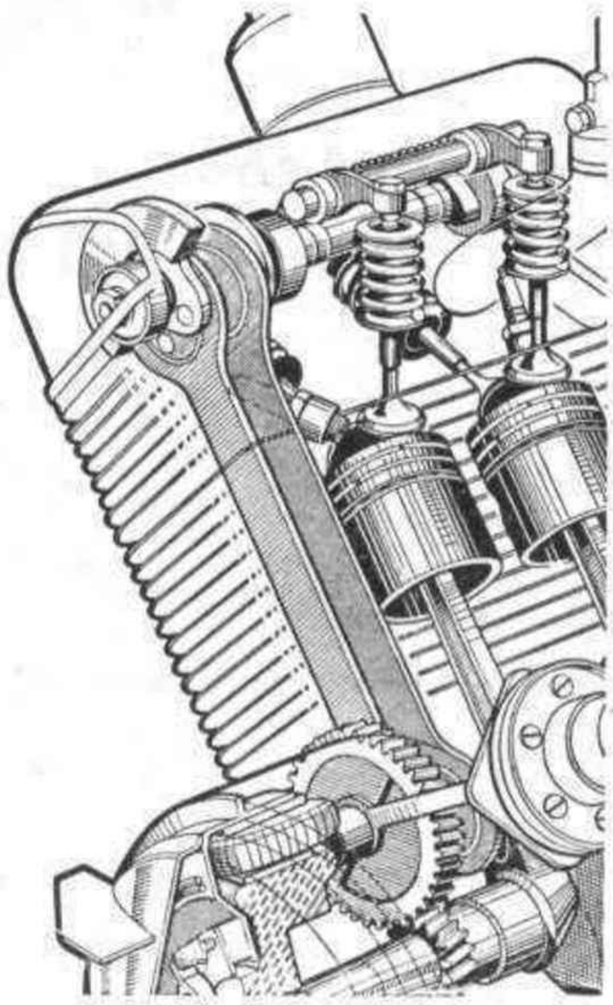
In the case of single-cylinder or flat-twin minicar engines a simplification arises because the valves can be placed in line with the crankshaft instead of transversely across the engine, so that inclined



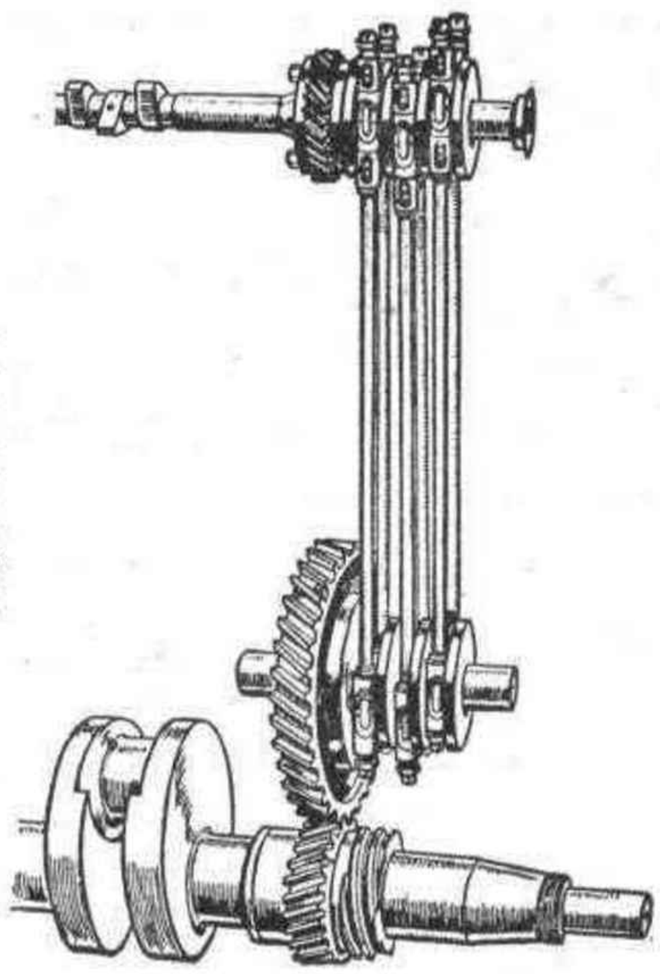
INCLINED VALVES IN-LINE WITH THE CRANKSHAFT characterise the Lancia vee-six Aurelia engine.

o.h. valves can be operated easily from simple push-rod and rocker gear, as in motor-cycle practice; Lancia continues to do this on the vee-six Aurelia engine, as the above illustration shows. Alas, not every minicar engine takes advantage of this to employ inclined valves, but perhaps any form of poppet valve is better than the two-stroke cycle!

Emerging from the historical to the topical, it is pleasing to find plenty of variety and ingenuity amongst modern valve gears, such as, for example, the use of torsion-bar valve springs in the Dyna-



MINICAR INGENUITY.—The unusual method of driving the o.h. camshaft on the N.S.U. Prinz engine.



NOTHING NEW UNDER THE SUN.—W. O. Bentley's eccentric-drive for the o.h. camshaft of the 1925 Big Six Bentley, which followed similar silent drives used for the Leyland Eight and twin-cam Maudslay engine.

Panhard engine and the eccentric drive for the overhead camshaft on the little twin-cylinder N.S.U. Prinz. The latter recalls the triple-eccentric o.h. camshaft drive used by Parry Thomas for the Leyland Eight engine of 1919—he also used laminated instead of coil valve springs, as a means of obtaining progressive damping and isolation of the springs from engine heat—and the crankshafts-cum-connecting rods which W. O. Bentley instituted in 1925, likewise in search of silent operation, for driving the o.h. camshaft of the Big Six Bentley. The same system of eccentric drive pioneered by Parry Thomas was employed, even more ingeniously, to operate the twin o.h. camshafts of the 2-L-6 16/80 Maudslay in 1923.

In this essay I have sought to study methods whereby inclined o.h. valves can be operated without using o.h. camshafts, and I do not propose to deal with single and twin o.h.c. layouts, i.o.e., e.o.i., rotary valves, sleeve valves, slide valves, desmodromic valve gear or other alternatives. Nor do I propose to embark on such aspects as camshaft drives, valve timing, cam contours, valve size, spring strengths, seat angles or even the many diverse types of valve spring cotter, the design of tappets and cam followers or the pros and cons of salt-filled valve stems, or valve inserts!

This article endorses Mr. Pomeroy in ensuring that credit will now be given to Sunbeam of Wolverhampton for showing such great engineering houses as Talbot, Peugeot Freres, the Chrysler Corporation, Armstrong Siddeley and Humber how to enjoy simplification while retaining efficiency in this department of engine design. I hope I may have opened the eyes of some of my readers to the various methods used to actuate what was once regarded as the most dubious, and therefore likely to be short-lived, item in the i.c. engine—the poppet valve.—W. B.

THE MONTE CARLO RALLY

Analysis of Success and Failure from Start to Finish of the Final Test

Make of Car	*Started*	*Qualified at end of Road Section*	*Started on Final Test*	*Completed Final Test in time limit*
Citroën	23	18	16	13
Ford	23	15	14	12
Volvo	22	21	17	13
Jaguar	21	12	11	8
D.K.W.	20	16	16	13
Austin and Austin-Healey	18	8	7	4
Alfa-Romeo ...	16	7	7	6
Simca	16	6	6	3
Renault	15	6	5	4
Sunbeam	15	8	7	5
Triumph	12	7	7	5
Porsche	10	8	7	4
Saab	8	4	4	3
VW	8	3	3	2
Peugeot	7	3	3	2
Borgward	6	3	3	–
Fiat	6	1	1	1
Morris	6	1	1	–
Skoda	6	4	3	1
Aston Martin ...	5	2	2	1
Mercedes-Benz ...	5	3	3	2
Panhard	5	4	3	3
A.C.	4	1	1	1
Lloyd	4	4	3	1
Riley	4	3	3	3
Standard	4	2	2	2
Vauxhall	4	2	2	2
B.M.W.	3	2	1	–
D.B.	3	1	1	1
M.G.	3	1	1	–
N.S.U.	3	2	2	2
Vespa	3	1	1	–
A.W.E.	2	2	2	–
Singer	2	–	–	–
Wolseley	2	–	–	–
Berkeley	1	–	–	–
Daimler	1	1	1	–
Denzel	1	1	1	1
Fairthorpe	1	1	1	1
Goliath	1	–	–	–
Hillman	1	–	–	–
Opel...	1	–	–	–
Studebaker... ...	1	–	–	–
TOTAL ...	322	184	168	119

N.B.—The meritorious Volvo performances will be noted; had not one car been damaged by a local taxi within sight of the finish, all 22 starters would have completed the road section.

Film Review—

"COUPE DES ALPES"

In our issue of September 1958 the Continental Correspondent described his experiences during the making of the Shell film of the Alpine Rally. The result of this work was recently shown to the Press at the British premiere of the film, when it was unanimously acclaimed as one of the finest rally films ever to be made.

Filmed in "glorious Technicolour" which is really superb, most of this film was shot from cars travelling along the rally route. This adds enormously to the effect of speed and urgency, which static shots just cannot express.

The Alpine is the nearest thing to a road race, now that the Mille Miglia is no more, as, although average speeds required of competitors are not high, being in the region of 35-40 m.p.h., the route takes in practically every mountain in Europe. Thus, on the Vivione pass, with an average speed of 28 m.p.h. required, it is impossible to average more than 20 m.p.h. on the way up. Therefore the luckless competitor has to average nearer 40 m.p.h. on the way down in order to keep to his time schedule. The shots from this film will convince you why it is highly dangerous to average 40 m.p.h. down a mountain pass. You will need a very strong head for heights as the camera follows Peter Harper's Sunbeam Rapier or Keith Ballisat's Triumph TR3 down these passes, with nothing but a broken fence to stop them plunging hundreds of feet down the rock face of the mountain.

The film traces the fortunes of the 55 starters as they drop out one by one. Indeed, in the end only seven drivers gained a Coupe des Alpes, the cars being three Alfa's, and one each of Sunbeam Rapier, Austin-Healey 100-6, Ford Zephyr and Triumph TR3.

This rally may not be as long as some others but it is certainly a greater test of car and driver than most of them, and a manufacturer whose car gains a Coupe des Alpes can be justifiably proud.

M. L. T.

FISHY!

The Recorder, describing the latest M.G. Magnette in its issue of February 7th, under the heading "Surprise for M.G. Fans," quotes the front suspension of the new model as being "by coil springs and fishbones."

BOOK REVIEWS

" Austin Seven Specials," by L. M. (Bill) Williams. 160 pp. 8¾ in. by 5 9/16 in. (*G. T. Foulis Ltd., 7, Milford Lane, Strand, London, W.C.2. 21s.*).

This is an excellent book, of value and absorbing interest to all lovers of the pre-war Austin Seven and particularly to those who crave extra performance from these famous and long-lived little cars. One wonders whether it has not come rather late in the day, however, because interest in the fascinating subject of tuning the Austin Seven probably reached its peak about ten years ago and has since tended to decline, as Ford Ten specials and other more potent approaches to the amateur-built special take their place. However, lots of young and not-so-young enthusiasts still modify the humble Austin Seven, aided today by commercially-available glass fibre bodies, for the problem in the old days was not so much pepping up the engine as making a body for it when the desired performance and controllability had been achieved.

For such enthusiasts Bill Williams' book is going to prove indispensable. Williams has been tuning and improving Austin Sevens since time immemorial and no one was better fitted to write this book. Before the war MOTOR SPORT's present Editor obtained some Austin Seven tuning notes from Bill Williams and one of the most popular articles we have ever published was that on the Austin Seven Special by Holland Birkett in the issue of May 1950, long since out of print. Indeed, much that was in this erudite article re-appears in Williams' book.

Consequently, we predict a very ready welcome for " Austin Seven Specials," with its detailed and comprehensive data on all aspects of the standard Seven down the years and how to convert it into a better motor car.

The author points out that pre-1931 models are not much use to the special builder, so his book does not cover the vintage Austin Sevens in detail, although worthwhile data on all models from 1923 to 1939 are included.

The opening chapter is titled " Austin Seven Engines " but deals also with chassis modifications to the production models down the years. The subtle differences between the " Gordon England Brooklands," blown and unblown " Ulster," " Nippy," and " Speedy " sports engines are especially well described. Chapter 2 very sensibly deals with overhauling the engine, because there is no point in tuning or " hotting-up " a worn-out power unit. This chapter will be useful to persons wishing merely to overhaul " Chummy " and saloon Austin Sevens, as distinct from tuning these cars into sports specials. This and subsequent chapters are adequately illustrated, but the drawings showing correct and incorrect steering-arm angles appear to have got transposed.

The chapters on tuning are very comprehensive and overhauling back axle, brakes, wheels, steering, etc., is not overlooked. Even the electrical system is covered and the subject of making a sports car body gets a chapter to itself. We at MOTOR SPORT get so many enquiries about how to register a home-built special and what is the purchase-tax position that we are pleased to find this cleared up at the end of this book. Engine/road speed charts are also included.

Reading this book made the grey hairs of this reviewer recede, as he recalled the heyday of the Austin Seven special! Williams' book should produce a fresh crop of such vehicles and perhaps some hotter-than-standard " Chummys " and saloons.

L. M. Williams, of course, ran a business selling special parts for Austin Sevens before he retired, but although he mentions many other sources of supply in his book, unless it has escaped these eagle eyes he never once refers to his own firm. Indeed, the author makes no attempt to publicise himself, although we recall that he was in at the beginning of the 750 M.C.—in fact, when this reviewer, having " invented " the club, wanted to use the title eventually adopted, as having a sort of amusing " night club " twang, he had a stormy session with L. M. W., who thought " Austin Seven Club " would suffice . . .

We would not attempt to challenge any of this expert's statements but one or more interesting general points arise. We are glad to see that the existence of the early 4.4 to 1 Austin Seven back axle is confirmed, because many authorities deny its existence. Mr. Williams states that the now rare or completely obsolete " Brooklands " model Austin Seven had a side-draught Solex carburetter—this is quite true but the original versions had two updraught Zenith carburetters. He quotes the speed which Gordon England guaranteed as 70 m.p.h., but these cars were offered with a Brooklands' certificate for 75 m.p.h. One 1924 owner claimed 80-83 m.p.h. stripped, 70 in road trim and about 30 m.p.g. The year of production is given as 1926 but the first of these well streamlined cars appeared in 1924. The author also says they had standard exhaust manifolds, but surely an enlarged manifold was used ?

The book only professes to deal with production models in standard form and tuning of same, so the early works racing cars are ignored and the twin-cam racer is merely mentioned in passing—past articles by the Editor of MOTOR SPORT cover these pretty effectively, however. Where there is an omission is in respect of the 1924/25 sports model, which was made at Longbridge. It was really only a " Chummy " with flared wings and little pointed tail replacing the back seats but almost everyone seems to have forgotten it, so it would have been nice if it had been included in the table of production Austin Sevens of 1923-1939. Incidentally, it is nice to see Mr. Williams calling the tourer Austin Seven a " Chummy," as we do ourselves, but is it a four-seater—surely two-/three-seater is more accurate ? And the " Open Road " model has been omited from this table. The tabulated specifications of 1923-39 models is exceedingly welcome and perhaps it is splitting hairs to remark that the claimed power output of the first models was 10.5 and not 13 b.h.p. A publisher's error concerns the indexing of Appendix 3, which is the aforesaid table of production models and does not deal with " Some Austin Seven Specials " as the list of contents implies.

The illustrations, 88 in all, include many seen previously, some pictures of Williams' own Cambridge Specials which recall the carefree Dancers' End and other sprint events of the nineteen-thirties, other Austin Seven specials and Williams' ambitious LMW Special gran turismo coupé which few would guess to be built from humble Seven components. The photographs of different versions of the same component, such as crankshafts, pistons, valves, etc., is a particularly inspired touch.

Altogether, as good a book as you could wish to find on a specialised subject.—W. B.

" Motor Car Electrical Systems," by Robert Newman, M.Inst.B.E. 318 pp., 8 11/16 in. by 5⅜ in. (*G. T. Foulis & Co. Ltd., 7, Milford Lane, Strand, London, W.C.2. 30s.*)

This is an excellent book for anyone who wants to understand both the theory and practical repair aspects of motor car electrics. Robert Newman is a Squadron-Leader Engineer in the R.A.F. and has apparently gleaned much practical information by completely re-wiring many of his own vintage and thoroughbred cars. His book covers all aspects of the subject—dynamos, cut-outs, voltage regulators, batteries, starters, ignition systems, lighting equipment and wiring systems being dealt with in separate chapters. Miscellaneous equipment found on today's cars is also covered and re-wiring processes given special attention.

The book contains a great many clear illustrations and is strongly recommended for those who want to save money by knowing how to do electrical repairs themselves.—W. B.

Particularly topical in view of the disgraceful disaster which has befallen the Preston Motorway is a booklet " Stitch in Time " dealing with Government grants for road maintenance. From this eye-opening book we find that in spite of the enormous increase in the volume of traffic on our roads Government grants for road maintenance have never exceeded the 1939 value, except in 1957-58. There were small increases from 1950-51 to 1957-58 but in 1958-59 there was a reduction. Every motorist taxpayer should study this book, available free of charge from the British Road Federation Ltd., 26, Manchester Square, London, W.1 (Welbeck 0221) on mentioning MOTOR SPORT.

* * *

Ian Allan have issued another edition of their 2*s.* 6*d.* illustrated reference works, " British Cars " by John Dudley.

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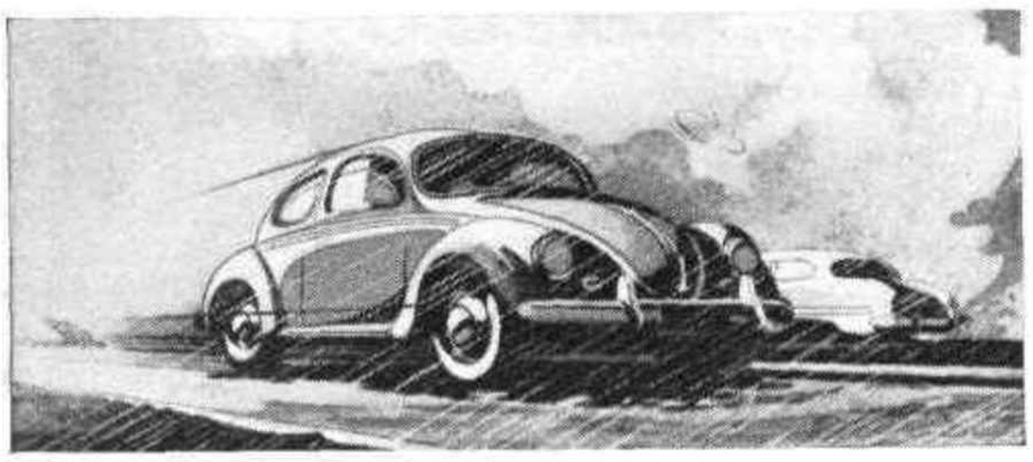
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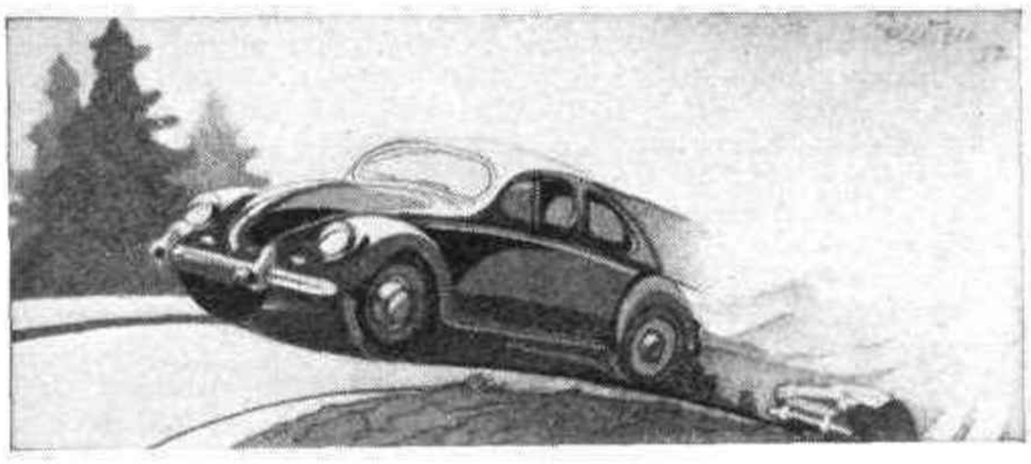
VOLKSWAGEN

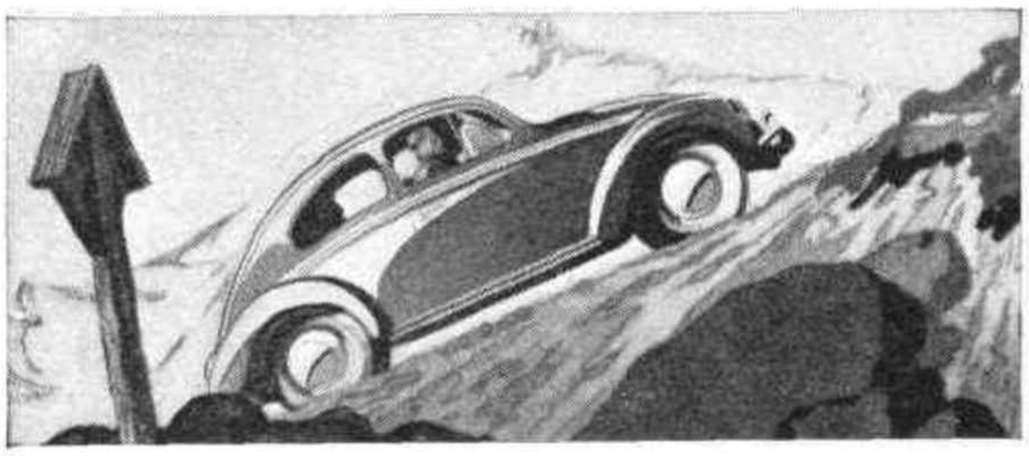
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RUMBLINGS

ACCELERATION

Thanks to a reader in America, Mr. John Bornholdt, we have some interesting facts on their drag racing, or "sprints" as we know them. In a great many places in America there are permanent "drag strips" of a quarter mile in length, with electrical timing, and a measured section of 132 ft. straddling the end of the quarter mile. Results are given in standard form of Elapsed Time, for the standing quarter mile, and Terminal Speed, the average over the 132-ft. section at the finishing line. Timing on the better drag-strips can be done to an accuracy of 0.0001 sec. but usual results are to two places of decimals. The faster dragsters are very specialised pieces of machinery, using anything up to six litres of engine or more, on a nitro-methane fuel mixture, with everything concentrated near the rear axle, the driver in most cases sitting out behind the rear axle, while motor-cycle front wheels are becoming increasingly popular, and, of course, wide flat-tread rear tyres specially developed for acceleration are essential, these being known as "slicks."

As an example of the results obtained at American drag meetings, Mr. Bornholdt quotes Don Garlit from Florida, whose car has a 6,430-c.c. V8 Chrysler engine, on nitro-methane fuel, direct drive to the rear axle which has an unlocked differential, a 3.23 to 1 final drive ratio, very large "slicks" on the rear, German Metzler motor-cycle racing tyres on motor-cycle front wheels, the engine mounted two-thirds back in the frame and the driver sitting behind the rear axle in what is termed a "sling-shot" driving position. The wheelbase is 9 ft. and it is not uncommon to see daylight under the front wheels as the car gets off the mark. Recently this machine did the standing quarter mile in 8.61 sec., which gives an average of 1.1 g according to Mr. Bornholdt, and the speed of the car through the final 132 ft. was 180 m.p.h. It is interesting to reflect that if the Garlit Special could go on at 180 m.p.h. to the end of a kilometre such as at Brighton Speed Trials, it would cover the distance in 16.3 sec.! Remember that the standing start kilometre which used to be held by Rosemeyer with an Auto-Union, in 19.08 sec. is now held by the American driver Cal Rise with his Chrysler-engined dragster in 18.1045 sec., while another dragster with a V8 Chevrolet-engine did an official 19.213 sec. for the standing start kilometre. These are International Records, and the best motor-cycle over the kilometre is Milani's 20.945 sec. with a four-cylinder Gilera. The best time at the Brighton Kilometre is 22.05 sec., by Rous on a Vincent Special, and that was impressive, so an American dragster at this year's Brighton would be quite something. The only trouble seems to be that the really quick ones do not steer too well and have no hope of stopping in a hurry.

Some time ago tests were done with a dragster that was recording just under 10 sec. for the standing quarter mile, and it was timed at each 132-ft. mark from start to finish. It covered the first 132 ft. in 2.3 sec.—an average of 1.55 g, but naturally this acceleration rate tailed off over the succeeding time-traps. A saloon Plymouth was also timed and did the first 132 ft. in 4.4 sec.—an average of 0.423 g—averaged 78 m.p.h. over the line and took 17.6 sec. for the quarter mile, all of which sounds very reasonable.

* * *

R.H.D.-K.G.

The Karmann-Ghia Volkswagen will be available in this country with right-hand drive next month, which will be welcome news to those who crave one of these smart cars but consider that l.h.d. is not entirely suited to the traffic conditions and rule of the road in this country.

With a view to sampling a r.h.d.-K.G. we borrowed the eye-catching red coupé which Mr. J. J. Graydon, Managing Director of VW Motors Ltd. in England, uses as his personal car and demonstrator. This Continental-shod Karmann Ghia, with two Lumax spotlamps for coping with London fog, and American-style bumpers, completely captivated us.

Hitherto we have regarded the Karmann-Ghia-bodied cars as de luxe VWs and although they are certainly de luxe, because of their greater comfort and improved road-holding, they really should be regarded as in a category of their own. The lower build and presence of an anti-roll bar transforms the cornering properties, so that the Karmann Ghia can be flung through corners with practically no roll or oversteer. There is plenty of room in the extremely comfortable separate front seats with adjustable squabs, which are luxuriously upholstered and hold the occupants firmly. The gear-lever has been shortened and its positioning is just about perfect, while the foolproof synchromesh on the three upper ratios enables lightning gear changes to be made, although the action is not quite so smooth as on the ordinary VW. The steering is slightly heavier than that of a normal VW, which some people will probably prefer.

The direction-flashers stalk is shorter than on the VW saloon and the flashers self-cancelling. Particularly welcome are the wide doors for easy entry to the car and the extremely effective heating/ventilatory system. The latter has demisting of the big back window as well as of the screen and finger controls which enable cold air to be mixed with hot air as required, and, moreover, allows the passenger to enjoy warm air while the driver refreshes himself with cold, or *vice versa*.

Behind the front seats is an exceptionally commodious luggage shelf, the front of which folds up to provide a neat upholstered occasional seat for an adult or two or three children. When the car is locked the standard VW engine in the boot and the luggage, tools, spare wheel and petrol tank in front are rendered thiefproof.

Visibility from the K.G. coupé is excellent and the sound-level is lower than in a VW saloon. There is some reflection in the screen, which could be obviated by painting the facia sill matt black, and slight air whistle past the driver's window. Otherwise the well-constructed Karmann body is free from rattles and wind noise, and its interior upholstery, exterior finish and appointments are of high quality. The doors have effective "keeps" and possess pockets, supplemented by a lidded facia cubby-hole.

The makers claim a maximum and cruising speed of 71 m.p.h. and certainly the speedometer will go to 70 along any short straight. True maximum is probably 75-80 m.p.h. and acceleration seems better than with a normal VW above 50. But the superb controllability makes up for any lack of power, although sometimes the ability to make the tail break away with the throttle would be a further advantage. The car is commendably light, turning the scales at 15¾ cwt. with half a tank of petrol and the extras referred to.

Mr. Graydon's car has a Vdo petrol gauge to supplement the invaluable VW reserve tap; this is of float type and far more erratic than the earlier Vdo electric fuel gauge, which, with one lapse, has proved reliable and extremely accurate on the Editorial Volkswagen. The rheostat instrument lighting is retained, the speedometer is matched by a clock, and very neat is the combined half-horn-ring-cum-centre horn-push.

The lines of the Karmann Ghia VW need no praise beyond that already generously accorded to them. The car tested had an English r.h.d. conversion, the only snag with which is that the heater selector levers are still on the near side, difficult for the driver to reach. The pedals are biased towards the near side in r.h.d. cars due to the intrusion of the wheel arch but the driver soon becomes acclimatised.

Next month r.h.d. Karmann Ghias will be imported from Germany, the price being about £20 above that of existing l.h.d. models. At some £1,255 this may make the K.G.-VW seem comparatively costly, but before it is dismissed as merely a luxury version of the ubiquitous German saloon, VW enthusiasts should make a point of driving one. Judged in respect of beauty of line, the pleasure it imparts to the driver, its safe handling qualities and economy of running, this car is in a class of its own. Like the writer, it is probable that those who try it will be completely captivated.

* * *

MONOPOSTO REGISTER NOTES

The Monoposto Register, which exists to encourage inexpensive motor racing with individualistic single-seater cars (their formula was given in our January issue), will have its first official race meeting at Brands Hatch on June 28th, although the Register's members will have had several opportunities beforehand, of racing their cars in sprints and at Snetterton on April 11th.

The Register, which has no connection with the 750 M.C. or the Special Builders' Club, had an attendance of over 100 at its A.G.M. in January. Amongst the engines which may figure in the Register's cars are Austin A35, Morris Minor, Ford Ten, linered-down VW, Standard Eight and Ten, Renault 750 and Dauphine, Dyna-Panhard, D.K.W., Fiat 600, linered-down Riley Nine, etc., which should bring welcome variety to club racing.

Those who wish to join should contact F. J. Tiedeman, 46a (rear), Station Road, North Harrow, Middlesex.

PICTORIA

Thames Estuary C.C.

"Cat's Eyes Rally"



HELP FROM THE LAW at the start of the Cat's Eyes Rally; man at the wheel of the Alfa is W. Scott. The rally was too easy by today's standards: 16 cars finished clean on the road, and the winners were found by driving tests.



RILEY READY TO GO belongs to A. Tomassi. There were two starting points: this one at Woodford, and another near Bletchley. The routes converged near Farnham to start the rally proper.



FARINA GOES FORTH.—Austin A40s are now making their first appearances in club rallies as they become increasingly common. This one, finished in scarlet, was driven by R. Sansom, and failed to finish on the results sheets.



ELEGANT ELITE belonging to Whitmore was finished in light blue. The car, only two days old at the time, had severe petrol tank trouble before the start, and didn't seriously challenge for top honours.



WINNING DRIVE by H. Appleby in the Sprite. He wo they had both survived the road section without loss of head

BEFORE THE DICE, Witheyman's navigator, Miss P. Taylor, sorts out some details with an official. Despite all the extra lamps, the car didn't manage to finish the road section clean.

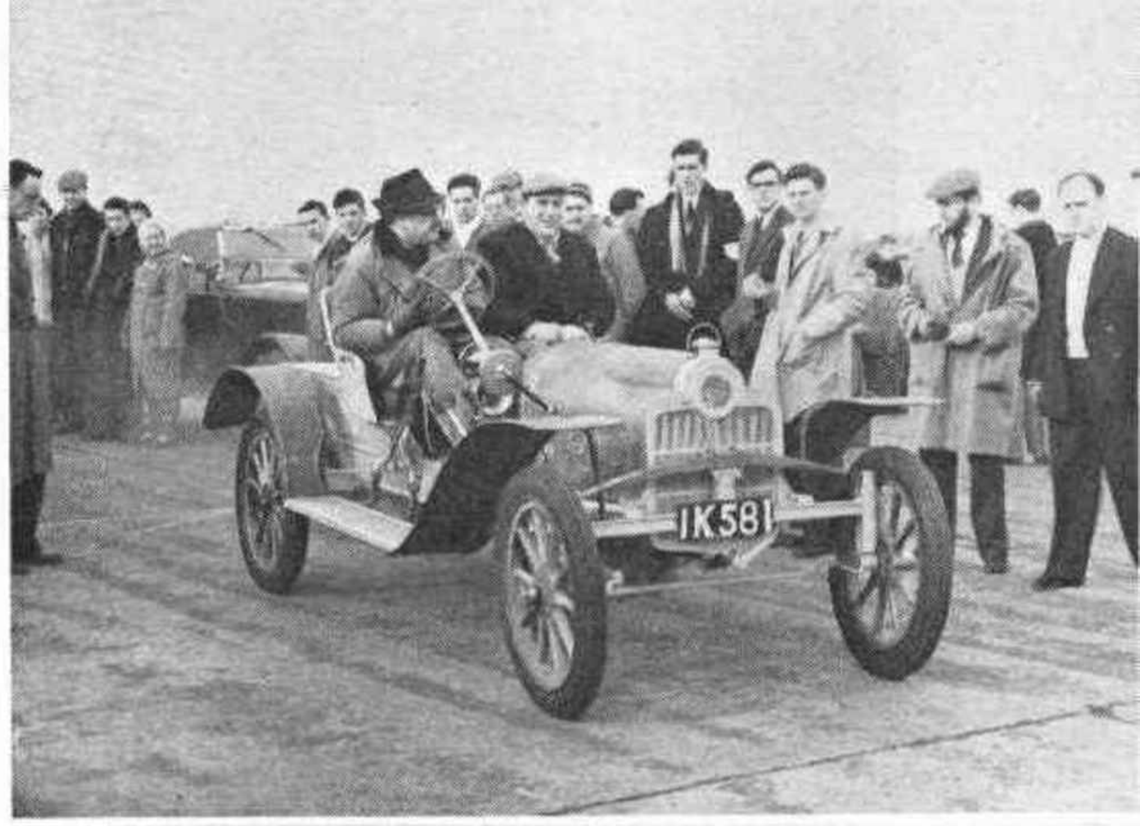


AL REVIEW

V.S.C.C. Heston Meeting



POMEROY SUR VAUXHALL. — The eminent motoring writer, until recently a Technical Editor of The Motor, *about to energise his famous* 1914 *Prince Henry model during the "Le Mans" test at the V.S.C.C. Heston Meeting last month.*



"NEW" EDWARDIAN. — Philip Mann takes Sqn.-Ldr. Millar for a ride in his 1909 *Sizaire-Naudin, which made its initial appearance after restoration at Heston on February* 15*th.*



as fighting for his class with John Sprinzel, similarly mounted, and marks. Sprinzel suffered clutch slip on the test, so Appleby ed the class.

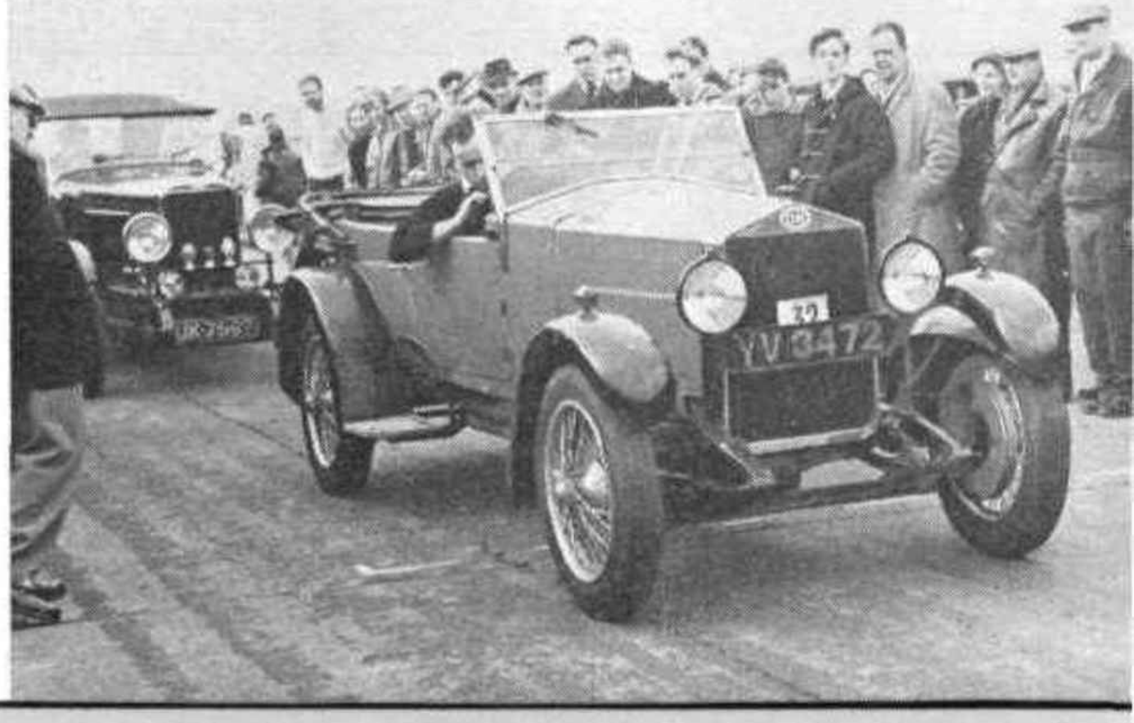


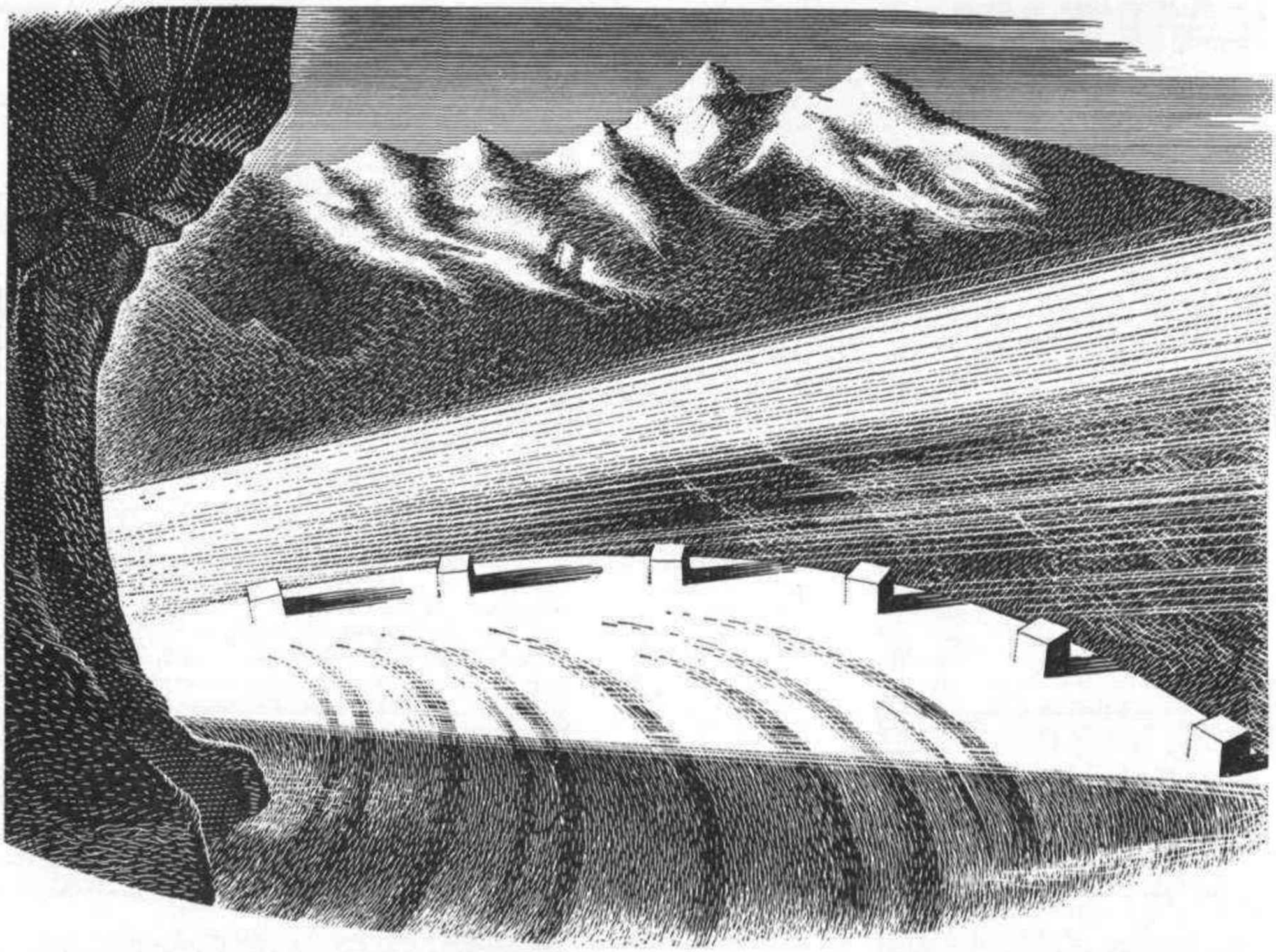
A SPLENDID START in the V.S.C.C. "Le Mans" test was made by Cecil Clutton in his handsome Buggatti car.

SIMCA ON THE SEA-FRONT.—Performing at Southend is T. Butler's car. Another Simca, driven by Paul Steiner, finished third in its class behind two Ford Anglias.



A HESITANT START followed Hamish Moffatt's sprint to his O.M. in the same test—behind can be seen Millar's fine twin-cam 3-litre Sunbeam.





CASTROL WINS

LADIES' CUP

MONTE CARLO RALLY

PAT MOSS and ANN WISDOM (AUSTIN A40)

also 3 class wins

(Subject to official confirmation)

USING CASTROL

WAKEFIELD Castrol MOTOR OIL

FOLLOW THE EXPERTS - ALWAYS ASK FOR CASTROL BY NAME

NEW FORDS

In 1927, when 15 million model-Ts had been produced and Henry Ford had finally decided to bring out a replacement, mention of new Fords sent the news-hawks scudding and motoring journalists acted like Fleet Street reporters, grasping any and every clue, using every opportunity and much strategy to discover the smallest scrap of information about the new car. Eventually the story broke on December 2nd, 1927, amidst scenes of wild enthusiasm and intense interest.

It was very different last month, when we drove to Regent Street, London, at the invitation of the Ford Motor Company of Dagenham, to see the new Fords of 1959. Any hope of revolutionary new cars such as the rumoured four-speed high-revving 1,000-c.c. family car, or the disc brakes of the rally cars as an optional extra, or even that a four-speed gearbox had been introduced for the Consul, Zephyr and Zodiac, or up-to-date overhead-valve engines for the existing small Fords, was quickly dispelled when the assembled journalists were told that the mechanical specification of these well-established cars continues without change.

What Ford has done to justify calling these "Three Graces" New-Look Mark IIs is to introduce revised furnishing, instrumentation, a lower roof line and new body embellishments.

The changes common to all three cars embrace the lower roof line, a new drip rail embellishment, stainless screen and rear window cappings, chrome headlamp bezels, and, in the interiors, a restyled facia, twist-release hand-brake, new steering-column shroud, soft-padded sun vizors, a new rear-view mirror, restyled seats with new upholstery, safety front-door locks, restyled door trim and thief-proof locks for the quarter-light catches. The new upholstery in one form is a Ford exclusive, known as Cougar Grain P.V.C., which is P.V.C. in its own texture, instead of developed to imitate cow-hide.

In addition, the de luxe models have other innovations, such as restyled side-panels, tail-lamps, and new wheel discs, grille badge, a back-panel chrome embellishment and restyled rear reflectors. Arm-rests, half-horn-ring, map pocket, etc., are also provided on certain cars.

Four million vehicles have been produced at Dagenham in 28 years and since the "Three Graces" were introduced three years ago 340,000 Consuls, Zephyrs and Zodiacs have been sold. The minor improvements now introduced do not increase the price of these cars, *and Ford are confident that they will enjoy a successful* future.—W. B.

NOTHING WILD ABOUT THIS "CAT'S EYES"

This year's Cat's-Eyes Rally, run on February 7th and 8th, was a most disappointing affair for both competitors and organisers. Mild weather made the Sussex Downs too easy for the 190-odd competitors, and 16 came through the road section without penalty; most of the awards winners were sorted out by two simple driving tests at Southend.

Outline of the event: Two starting controls, in Dunstable and Woodford, with routes converging near Farnham. Simple map-reference section which many made more difficult than it was, then a break for supper at Eastleigh airport, followed by a long blind across the Sussex Downs, with ten time controls and numerous route checks all plotted by map references. This finished near Petworth, where competitors tackled an Eight Clubs section, and finally came a tame average-speed section through the early hours of Sunday back to Southend for their tests and the finish.

While most motoring journals seem merely to have seen "black skid marks leading off the road," the writer was was more fortunate. R. K. Davies took his Morgan straight on at a T-junction with all four wheels locked when he should have turned right—luckily nothing solid interrupted his meanderings. A Magnette, leading a group of cars on a downhill section, slid off the road without damage; the following three cars had passed him before he'd even stopped moving.

There was little ice on this clear night, and it was no surprise that there were so many clean sheets. Since driving tests give little indication of a car's road capabilities the winners' names are hardly worth recording, but here are the 16 who finished the road section clean, in starting order: R. Michalkiewicz (TR3); P. Steiner (Simca Grand Large); W. Wood (Austin-Healey 100/6); D. Thompson (Ford Anglia); J. Hayes (Riley 1.5); J. Adams (Riley 1.5); B. Kallend (Renault Dauphine); R. Cooke (Riley 1.5); L. De Meza (Ford Zephyr); R. Richards (Wolseley 1500); D. Barton (Volkswagen); W. Rennie-Roberts (Ford Zodiac); K. Piper (Messerschmitt); H. Appleby (Austin-Healey Sprite); R. N. Lunn (Morris Minor 1000); J. Sprinzel (Austin-Healey Sprite).—J. B. M.

THE 1959 LISTER-JAGUAR

The 1959 Lister-Jaguar is the first result of the teaming of Frank Costin with Brian Lister Ltd., as their Chief Designer. It is understandable that the first major change would be to body shape.

The bodywork of the 1959 Lister-Jaguar is, by modern standards, relatively conventional, embodying the results of lessons learnt over the years from previous designs and tests. The moulded screen/high tail arrangement is a logical development of the one originally designed by Mr. Costin for the class-winning Le Mans Lotuses of 1957. This arrangement has since been used by various other manufacturers. However, a tonneau cover, which is the subject of a patent and is essential to the whole conception, will be added later.

The designer has aimed at overall cleanness, the sole offending blister being necessary to accommodate the Jaguar engine. This excrescence, however, is made to serve also as a "convection release" of the underbonnet air. For various reasons it was decided not to place the engine on its side at this stage.

In all earlier designs Mr. Costin has made use of a fully ducted radiator; it is interesting to note, therefore, that this vehicle has *merely an entry duct. It is possible that further developments may* include ducting aft of the radiator. Cold air is taken from the relatively static region to the rear of the front wheel well *via* the oil cooler and thence to the cockpit—the considerable depression in this latter being responsible for the cooling flow.

The inboard disc brakes at the rear are cooled by the method used so successfully on the Vanwall, in which the hot boundary layer of air is scraped from the disc while a considerable volume of cold air is closely ducted around it *via* a raised intake in the undertray. (Ducts and attachments for this sytem weigh less than 2 lb.) A duct around the finned rear cover serves to cool the Salisbury final-drive unit.

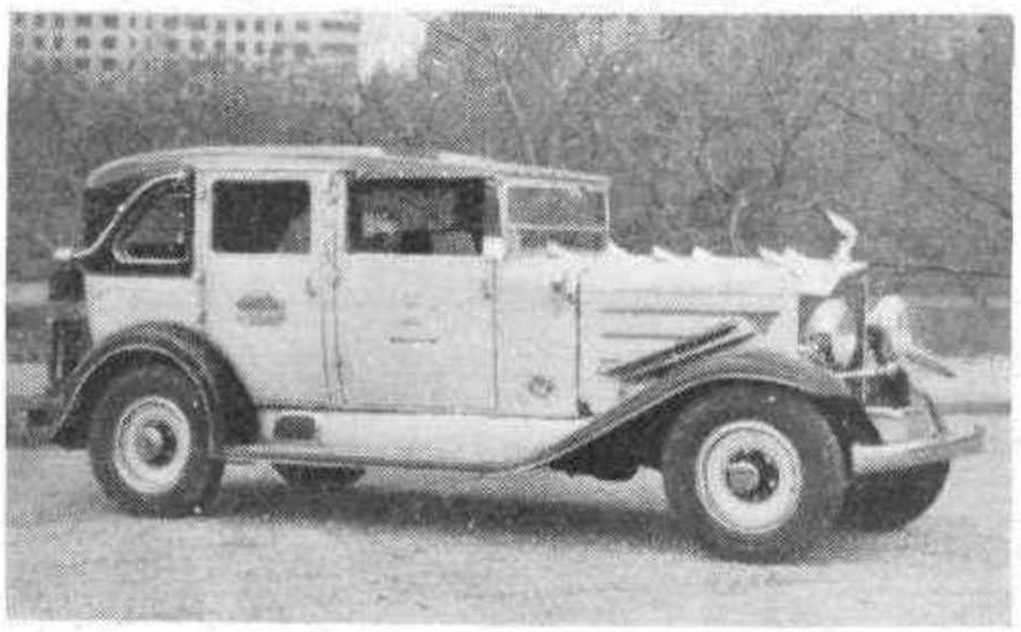
The cockpit, which by any standards is both roomy and comfortable, is still the subject of detail testing and development and, in its final form, will be fully air-conditioned, driver comfort being, in the designer's opinion, a "must." Another aspect of driver comfort on this latest car is the new seats specially designed by Cox and Co. (Watford) Ltd. These new seats are certainly the last word in seating design.

Frontal area is low for a vehicle of this engine capacity and, when coupled with the expected low drag coefficient, should yield maximum speeds in the region of 180 m.p.h. from 250 b.h.p. Equipped with the 3.8-litre 300-b.h.p. Jaguar engine for British and United States circuits this car should have an interesting performance.

D. Barton, Lister's chief racing mechanic, will accompany the cars to all meetings this year together with a team from the works. Don Moore, who has his own business in Cambridge, will be in charge of the engine tuning.

Chassis details remain, at this stage, unchanged, with one important exception; for 1959 Dunlop disc brakes will be used. Therefore tyres, wheels and brakes on the 1959 Listers are now all made by the same organisation.

Drivers for the works cars during 1959 are Ivor Bueb and Bruce Halford. Other drivers may be added to the team from time to time; for instance, in long-distance events such as the Le Mans 24 Hours and the Nurburgring 1,000 kilometres races.



QUIZ.—Can anyone identify the make of this embellished American taxi?

A MODERN TRIALS SPECIAL

A description of T. C. "Cuth" Harrison's Harford

The front suspension of the Harford is by Ford beam axle and transverse leaf-spring and fitted with Austin Seven brakes. The centrally-mounted Woodhead damper is situated in this position to allow the wheels to move more freely.

THE " mud-plug " type of trial has suffered a rather chequered career since the end of World War II, when it first became popular. At first, production cars were used, quickly followed by " specials " fitted with large capacity American engines. In the 1949 and 1950 seasons the Ford Ten-engined special showed a definite superiority and its use in this type of trial and indeed in many other competition spheres has became almost universal.

One of the most rabid enthusiasts for trials is the current R.A.C. trials champion, T. C. " Cuth " Harrison. His career has been almost as varied as that of the late Ken Wharton, embracing all types of racing and rallying, from Grand Prix racing in E.R.A.s to a Coupe des Alpes in the Alpine Rally. But " Cuth " thinks that more skill is needed to pilot a trials car to the top of a muddy hill than in any other form of motoring competition. Given enough money anyone can overcome the problems of a racing car but the R.A.C. trials formula is framed in such a way that money cannot buy success. This is " Cuth's " reason why one or two drivers and cars are not on top all the time. For example Eric Jackson had a good season in 1958 but on the day of the Trials Championship he could do nothing right in spite of the car being exactly the same as on the occasions of his previous successes. If the driver is off form the car cannot help him.

To find out what constitutes a good trials car we journeyed to Sheffield where Mr. Harrison is the main Ford dealer. He has built several trials specials of his own design, usually known as Harfords. These have mainly used Ford components but one did use a majority of Morris Minor components. This was a particularly roadworthy car doing well in hill-climbs and sprints as well as in its normal duties of mud-plugging. This car was capable of over 75 m.p.h. and " Cuth " scoffs at the idea that trials cars are unsafe on the road.

The R.A.C. trials formula is fairly simple, the main idea being to stop competitors putting too much weight on the back wheels. Main points of the formula are as follows : Four-wheel drive, twin driving wheels and chains are not permitted; tyres must be of a type listed by the R.A.C. (which excludes Grip tyres); the engine shall be so located that the centre of the foremost sparking plug orifice is not more than one-fifth of the actual wheelbase aft of a line connecting the centre of the front wheel hubs; tyre sizes and minimum wheelbase are laid down according to engine size; overhang at the rear shall not exceed one-third of the wheelbase.

" Cuth's " present car is based mainly on a Cannon chassis because he just does not have time to devote to special building these days,



A popular win was gained by Cuth Harrison and his wife Kath in the 1958 R.A.C. Trials Championship after a lapse of six years. Here they are seen ascending one of the Championship hills.



and anyway it's cheaper ! The chassis is based on two large diameter tubes with a network of smaller tubes for bodywork support. A Ford front axle beam is utilised but it is mated to Austin Seven brakes and wire wheels ! The axle beam has been flattened so that the centre piece does not dig into any mud or rocks which may be in the centre of the hill. The axle is located by shortened versions of the normal Ford radius arms. Brakes are not needed much on a trials car so the use of Austin brakes is an opportunity to get rid of some weight at the front. The transverse spring is also of Ford manufacture. A novel feature to a casual observer is the single, vertically mounted Woodhead telescopic damper in the centre of the axle beam. " Cuth's " reason for using this is to allow more vertical movement for the wheels so that they lift easier when tree stumps or rocks are encountered. But as he says " those with two shock-absorbers do just as well as me."

The power unit is naturally the faithful Ford Ten engine, which surprisingly has had very little tuning attention. " Cuth " feels that many people go in for too much tuning so sacrificing the bottom end torque which is so necessary for trickling round tight corners. His car is fitted with an Aquaplane manifold, twin S.U. carburetters and a four-branch exhaust manifold. The cylinder head is perfectly standard. No dynamo is fitted but two 12-volt batteries are situated in the rear of the car to put more weight on the rear wheels.

A shortened version of the Ford radiator is used by most competitors, and since any car would boil in the conditions of a slow climb of a trials hill not a great deal of attention is paid to cooling. Most trials enthusiasts will have seen the hot-water bottle with which many competitors replenish their radiators.

The normal Ford steering is retained by Mr. Harrison as precise steering is not the main requisite of a trials car. The only instrument in the car is a revolution counter which is driven from an Aquaplane timing chest cover which replaces the standard timing cover. The drive is taken from the camshaft. To comply with the law the rev.-counter is marked off in miles per hour.

The rear axle is taken from an Austin Eight purely for obtaining the rear axle ratio of 5.4 to 1 which is used in conjunction with the normal Ford bottom gear ratio of 18.72 to 1. Springing medium for the axle is supplied by two vertical coil springs near the ends of the axle. Two inclined Woodhead shock-absorbers are mounted in between these coil springs. Theoretically the inclination of the dampers should help sideways location but, as " Cuth" says, people with vertical dampers do just as well. A short Panhard rod is mounted on the left of the chassis and is coupled to a bracket on the differential casing. Wide base Austin wheels are used at the rear and tyres are always bolted on, as with pressures of only 3 or 4 lb. they would quickly leave the rims.

Although a wide choice of tyre is available nearly all competitors use the Goodyear Allweather (which means it will probably be banned !). This tyre has fairly large lugs which give a certain amount of grip in muddy conditions.

The petrol tank is taken from a Ford 5-cwt. van and has a capacity of about 3½ gallons. The specification of the latest Harford is completed by an outside handbrake which operates on the rear wheels and is mainly used for stopping the car from sliding back down hills. Front brakes are rarely used as they hamper steering on muddy sections.

Thus it can be seen that for a not-too-large bag of gold one can purchase or build an interesting trials and driving test special which offers a great deal of fun for a small layout. In the words of " Cuth " Harrison " Trials require a great amount of skill and offer at the same time a day out in the open doing something I like."—M. L. T.

RE-ACQUAINTANCE WITH THE SIMCA ARONDE

The Make which was Placed Second in the Monte Carlo Rally, Tested in the Latest P.60 Montlhéry form, is found to offer Individuality and Excellent Performance and Controllability.



FAST FAMILY TRANSPORT.—The Simca Aronde P.60 Montlhéry saloon not only possesses smart lines, as this picture emphasises, but the latest 1,290-c.c. engine develops nearly 61 b.h.p., endowing the car with performance many full 1½-litre saloons cannot match. There is road-holding and braking in keeping, making this French saloon an excellent proposition for discerning motorists.

THAT popular French family car, the Simca Aronde, has served MOTOR SPORT well on numerous occasions in the past, when it has been road-tested in various forms. Last month I was able to put the latest P.60 Montlhéry model, with " Flash Special " engine, through its paces. It lived up to the Simca reputation of being a ruggedly-built saloon which handles well and possesses extremely good performance for its modest engine capacity of 1,290 c.c.

The Simca is not a large car, but it seats four in comfort with moderately good luggage accommodation—scorning those just too commendably commodious boots currently fashionable but needed only once a year during the holiday tour, if then—and in appearance is brightly attractive, the test car even somewhat flamboyant in red with metallic flash and white roof. Four trailing doors provide easy entry and egress but the front seats are rather far back, so that it is only too easy to bang one's head on the pillars. The front seat is of bench type but with separate squabs, and it has two highly commendable features—it adjusts easily fore and aft, running forward automatically under spring loading, and each squab is separately adjustable for rake and on down almost to the horizontal, so that, with the back-seat cushion set up on edge, two emergency beds, or as the French prefer it, couches, are available. Little side levers effect control of squab angle, the squabs returning upright under spring pressure.

This front seat is found at first to be rather spongy and with a bulge where the small of the back goes, and even after longer acquaintance is never accepted as entirely comfortable. From it, however, the driver has a clear view of both front wings over a sensibly low-set small two-spoke steering wheel, while the big overhung back window gives good rearward vision and the screen pillars are slender. The anti-dazzle roof-hung rear-view mirror, on the other hand, is restricted in vision by the fall of the roof line. There is some reflection in the windscreen.

The r.h.d. Simca suffers a little from close proximity of clutch and brake pedals and the left foot is obliged to find parking space under the clutch pedal. The brake pedal is set rather far left of the treadle accelerator, but the driver gets acclimatised.

The controls generally are conventional, yet show that touch of individuality which picks out Continental cars from the common rut. The gear lever extends from the left of the steering column. It is rather whippy and while the travel from neutral into first gear is surprisingly short, lateral travel through the gate, downwards under strong spring-loading to third and top-gear positions, is considerable. While the lever selects the gears precisely, aided by synchromesh on the upper three, it is not an ideal change but, like most of its kind, acceptable if not used too rapidly. Reverse gear is well placed, beyond top gear, guarded by spring-loading. The clutch is light and smooth.

Opposite the gear-lever is the lamps-control stalk. This has a grip on its extremity which turns and slides. Turning it forward selects, successively, parking lights (the grip being pulled out or left in, depending on whether off- or near-side lights are required), side and rear lamps, and headlamps. To dim the full headlamp beam it is necessary to pull the grip out, which is awkward and causes delay, but does enable full beam from dimmed beam to be obtained instantly by pushing the grip in. The handbook describes the reverse action, which might be preferred by some drivers. It is possible to flash a passing warning by merely turning the grip from sidelamps to headlamps position and, as arranged on the test car, one then has the full-beam warning immediately. Flashing is also possible from the sidelamps position by pulling out the grip against a spring, but in the dimmed-beam position, which seems rather pointless—it is easier to turn the grip to full-beam.

There is a half-horn-ring beneath the steering wheel, where it is less convenient to operate than if placed above the wheel and where it can be worked inadvertently by the driver's knees. A thumb-switch on the steering wheel hub enables a loud or soft horn note to be selected, but the difference in note is not very pronounced. Matching this is another thumb-switch which controls the self-parking screen-wipers. These function at oddly opposed angles and the right-hand blade could park closer to the base of the screen with advantage. The direction-flashers are controlled from a flick-switch in the centre of the steering-wheel hub below the spokes, which isn't altogether convenient. They self-cancel, but on a rather long-dwell time-switch instead of under steering-wheel action. The big ignition key turns to bring in the starter and can only be removed if the ignition is off. There is no position for radio on but ignition off.

The metal recessed facia is neater than on earlier Simcas. There is a crude but roomy cubby-hole on the left, with sharp internal edges and an unlockable, plastic lid, held by a spring catch, which is frail in the extreme. In the centre is a space for a radio, above which is the simple horizontal heater quadrant, with two marked positions, the noisy heater fan being controlled by a switch incorporated in the quadrant-lever knob. Before the driver there is a flat, unhooded panel containing a strip-type Veglia 100-m.p.h. speedometer with figures every 10 m.p.h., below which are clear trip with decimal and total mileage recorders, with adjacent cancelling knob for the former matched by a knob controlling the rheostat dash lighting. Slit windows cover warning lamps for generator, oil pressure, and low (about two gallons fuel level, and there is a fuel gauge reading 0, ¼, 4/4, and two flashers reminder lights. Indicators and wipers operate only with the ignition on and no full-beam warning light is deemed necessary. There is a screen-washer button down under the scuttle on the right.

The pull-out hand-brake is reasonably accessible under the scuttle for operation by the driver's right hand: it is released by turning the metal handle.

The interior *decor* of the Simca Montlhéry is red with white (very stiff) crash-padding on the base of the facia, the good plastic cloth upholstery within being deeper red with grey on the squabs. The



PLAIN LINES distinguish the frontal aspect of the latest Simca Aronde. Note the new less ornate radiator grille and the rubber caps on the bumper over-riders.

SIMCA ARONDE P.60 MONTLHÉRY SALOON (FLASH SPECIAL ENGINE)

Engine : Four cylinders, 74 by 75 mm. (1,290 c.c.). Push-rod-operated overhead valves. 7.8-to-1 compression-ratio. 57 b.h.p. at 5,200 r.p.m.

Gear ratios : First, 16.38 to 1; second, 10.4 to 1; third, 6.5 to 1; top, 4.44 to 1.

Tyres : 5.60 by 14 Dunlop whitewall tyres on bolt-on steel disc wheels.

Weight : 18 cwt. 0 qtr., ready for the road, without occupants but with approximately half a gallon of petrol.

Steering ratio : 3½ turns, lock-to-lock.

Fuel capacity : 9⅜ gallons. (Range approximately 235 miles.)

Wheelbase : 8 ft. 0¼ in.

Track : Front, 4 ft. 1⅜ in.; rear, 4 ft. 1¼ in.

Dimensions : 13 ft. 9 in. by 5 ft. 1¾ in. by 4 ft. 8 $\frac{3}{16}$ in. (high).

Price : £632 (£949 7s., inclusive of import duty and p.t.).

Concessionaires : Fiat (England) Ltd., Water Lane, Wembley, Middlesex.

Makers : Simca, Nanterre, Paris, France.

roof and vizors are polka-dotted on a white lining. The sun vizors swivel sideways and the passenger's has a vanity mirror. The interior light on the near-side pillar is crude, but usefully bright. It has its own switch and is also operated by opening the front doors.

Although, in common with other present-day cars, the Simca has no door pockets, and the twin cubby-holes of earlier Simcas have been abandoned, there is an under-facia shelf, and elastic-topped pockets on each side of the scuttle.

All four doors have arm-rests-cum-pulls, but there is no central arm-rest for the back seat, which is slightly obstructed by the wheel arches. Behind the seat there is a shallow parcels-shelf. The front-door windows need four turns of the handles, up to down, those in the back doors 3¼ turns. The driver's door proved difficult to close. Normal locks are employed, with push-button external handles. The internal handles are not sharp-edged like those on some cars I have driven recently, and the quarter-lights in the front doors have thief-proof catches, but no rain gutters.

Externally the Simca P.60 Montlhéry has nice lines. The new simplified radiator grille of the Plein Ciel model is used. There are "S" motifs about the car, the rear lamps and petrol filler cap are recessed, and the bumpers have over-riders, their extremities protected by rubbers, in accordance, presumably, with French safety requirements. The screen is of Triplex safety glass, the side windows of Securit glass.

Reverting for a moment to the car's interior, there is a covered ash-tray on the facia sill and pull-out ash-trays each side in the back compartment. A heater pipe and some wiring is visible under the scuttle.

The Ronis door key unlocks the boot lid, which then flys up automatically. The boot is rather shallow and although the floor is flat, the spare wheel is actually below the carpet, so that a puncture necessitates unloading the luggage. The petrol filler cap is rather awkwardly recessed on the near side and is unsecured; an "S" forms a finger grip. It is impossible to refuel from a tin or jerrycan. The word "Aronde" appears front and back of the car, a Simca "flash" on the front wings, and we are reminded of the Simca's long-distance records at Montlhéry by a transfer, "Records du Monde," on the back of the car. Smart discs cover the wheels.

The Marchal Equilux headlamps with concave glasses provide a good driving light.

For a 1,290-c.c. car this Simca Aronde Montlhéry with the Flash Special engine really covers the ground. Speedometer readings of 29, 48 and 71 m.p.h. are available in the indirect gears, these highly commendable speeds being augmented by brisk acceleration and a maximum speed in excess of 85 m.p.h. The engine works willingly, without vice, and the automatic choke of the Solex 32 PBKT carburetter functions admirably, even when the car has been left out for a night in an English January east wind! It starts instantly and appears to need no warming-up period, the engine merely running almost imperceptibly faster until the temperature is normal. A cardboard radiator blanking piece is provided in the boot for winter conditions but the old Simca precaution of a little handle for hand-actuation of the screen-wipers should the motor fail has been discontinued.

The Simca Montlhéry motors so well and gives its driver such confidence that many full 1½-litre saloons are easily disposed of. To match the notably good acceleration there are excellent brakes and safe road-holding. The brakes feel a trifle spongy at first but provide excellently progressive retardation for light pedal pressure, with no vices. Used in emergency fashion they prove to be really powerful and foolproof.

So far as road-holding is concerned the Simca corners fast with very little roll. There is a sensation that roll-oversteer may intrude but this does not develop and the car is pleasant to corner fast, although over bad surfaces the suspension becomes somewhat lively and more work is necessary with the steering wheel. Over really rough-going the suspension becomes embarrassed but normally the ride is comfortable, but with subdued up-and-down motion.

The steering is fairly light, with the merit that it does not get much heavier for parking. The steering lock is generous (32-ft. turning circle) and the wheel, which has finger-grips, asks 3½ turns, lock-to-lock. It transmits some vibration, kick-back only over real pot-holes, and there is quite vigorous but not over-vigorous, castor return, useful after tight corners. This is accurate, quick steering, aided by excellent forward visibility.

The virtually-square push-rod o.h.v. engine is rather noisy when accelerating but can be forgiven, because it will give 50 m.p.h. from rest in 14 sec., 60 m.p.h. in less than 20 sec., the s.s. ¼-mile being covered in just over 21 sec. That is excellent, but the latest Flash Special engine, which develops 60.7 b.h.p., should give even better performance. There is some exhaust resonance but gears and axle are quiet. There was an irritating wind whistle round the near-side front window. A good point of detail is a red cable to the fuse-box which, disconnected, acts virtually as a battery-master switch.

Driving really hard, a petrol consumption of 25 m.p.g. was achieved, representing a range of approximately 235 miles. The engine likes to be kept turning over reasonably fast, but will pull away from about 20 m.p.h. in top gear with only muffled pinking and gets into its stride in this gear from 30 m.p.h. The bonnet has both catches at the front and springs up automatically to reveal the conventional push-rod o.h.v. engine with its fillers and dip-stick, and the Tudor battery, accessible.

The output of the Simca "Special Flash" engine, as in the test car, of 57 b.h.p., is greater than that of many engines of a full 1½-litres capacity and is reflected in the Montlhéry's excellent performance. The car's sure road-holding endears it to the enthusiastic driver, while in appearance the Simca is conventional yet *chic*. Altogether this sensible French family car has much to commend it.

In addition to the P.60 Montlhéry there are the 48-b.h.p. Aronde de luxe, Chatelaine and Super de Luxe, the Elysee, the Grand Large with two-door body, and the Monaco, which replaces the former Grand Large Special, as well as the smart Plein Ciel coupé and Oceane convertible.

The P.60 Montlhéry model is competitively priced in this country at £632, or £949 7s. inclusive of import duty and p.t.—W. B.



REMINISCENT OF A SPORTSMAN.—The changed frontal aspect of the car which supersedes the ZB M.G. Magnette.

A Revised M.G. Magnette

Early last month the Nuffield Organisation announced the new Mark III Pinin Farina-styled M.G. Magnette, fourth of the new Italian-styled B.M.C. saloons—the others are the Austin A40, Wolseley 15/60 and Austin A55.

The ZB M.G. Magnette which the new car replaces was a sporting saloon of charming individuality, with its own appealing handling characteristics, a snug high-set driving seat and a sense of real luxury imparted by quality leather upholstery and walnut veneer facia and window cappings. It offered no mean performance and looked every inch an M.G. except from the rear, when it could easily be mistaken for a 15/50 Wolseley.

The new M.G. Magnette is very different. From the front it recalls the short-lived Standard Vanguard Sportsman, at the back there are tail fins. Inside this Mark III Magnette the leather upholstery, walnut facia with lidded cubby-hole, throne-like driving seat and long, cranked central floor gear lever recall the much-loved former Magnettes but somehow in its manner of going, and certainly in its exterior styling, this is a different car.

The driver has the instruments—100 m.p.h. speedometer, fuel contents and oil-pressure gauges, water thermometer and ammeter—grouped before him in a hooded nacelle. There is a clock in the centre of the facia, flanked by the new heater control. The dished steering wheel carries a horn-ring. The 19 cu. ft. luggage boot has torsion bars to raise its lid and the spare wheel is sensibly accommodated underneath. Practical items are the dimming of the direction-flashers warning light when the side and tail lamps are on, to reduce dazzle after dark, safety catches for the doors, and screen-washers and heater included as standard in the home price.

The 1½-litre B-series B.M.C. twin-carburetter engine has a compression-ratio of 8.3 to 1 and develops 68 gross b.h.p. It pulls gear ratios of 15.64, 9.52, 5.91 and 4.3 to 1 in conjunction with 5.90 by 14 tyres. The new Magnette is longer and lower than its predecessors, the wheelbase being 8 ft. 3 $\frac{3}{16}$ in. Girling 9 in. 2L5 brakes are used. No horse-power figures were quoted when the car was released to the Press, but the makers claim a speed of "about 85 m.p.h." and a petrol thirst of 25.1 m.p.g. cruising at a steady 70 m.p.h., representing a range of 251 miles. The price remains at £1,072 7*s.* inclusive, as for the earlier model.

We took a short drive in the new M.G. Magnette and formed the impression that it handles well with a minimum of roll on corners, is rather too high geared and cannot quite hold the former Magnette in respect of third gear acceleration, a chance meeting with a fast-driven earlier version proving the last point. Change is inevitable but the Mark III M.G. Magnette does not seem to fill the individualistic niche which caused enthusiasts to regard the now-obsolete model with such warm affection. It remains to road-test the current version before deciding whether one might not just as well order a 15/60 Wolseley or an Austin A55.



AS ITALY SEES THE M.G.—A Pinin Farina face-lift and prominent tail fins are a feature of the latest M.G. Magnette.

MINIATURES NEWS

Playcraft Toys introduced several more miniatures in their excellent Corgi range last month. These additions (Nos. 200 to 206) covered Ford Consul, Austin Cambridge, Morris Cowley, Vauxhall Velox, Rover 90 and Hillman Husky, all in two-tone colour schemes, the price of each remaining at a modest 2s. 9d. Details of these models will be found in the Corgi Model Club Magazine which goes out quarterly to members of the Corgi Model Club, annual subscription 1s., the address of which is 120, Moorgate, London, E.C.2. Another interesting Corgi model is a 2.4 Jaguar arranged as a Fire Department car. This (No. 218) one is 3$\frac{5}{8}$ in. long and costs 3s. 6d.

Not to be outdone, Meccano Limited brought out new Dinky models of Singer Gazelle saloon (No. 168), De Soto "Fireflite" sedan (No. 192), Plymouth "Plaza" sedan (No. 178), a London omnibus (No. 291), and an A.A. road-scout's motorcycle combination. The 'bus is complete with Exide battery advertisements but lacks staircase or seats. The cars are beautifully finished, with windows, and I particularly like the miniatures of American cars, which offer a practical way of learning to distinguish the different makes of U.S. automobiles. The elaborate radiator grilles of the De Soto and Plymouth are splendidly depicted and the two-tone colour schemes and varying side flashes are well represented, while these American automobiles have very realistic wrap-round windscreens and rear windows. Moreover, last month saw the advent of a rather special Dinky Toy, in the form of a 4$\frac{3}{4}$ in.-long Rolls-Royce "Silver Wraith" Park Ward saloon, finished to a very high standard. This even outdoes the real R.-R., having all wheels independently sprung! The price is 5s. 6d. inclusive of P.T.

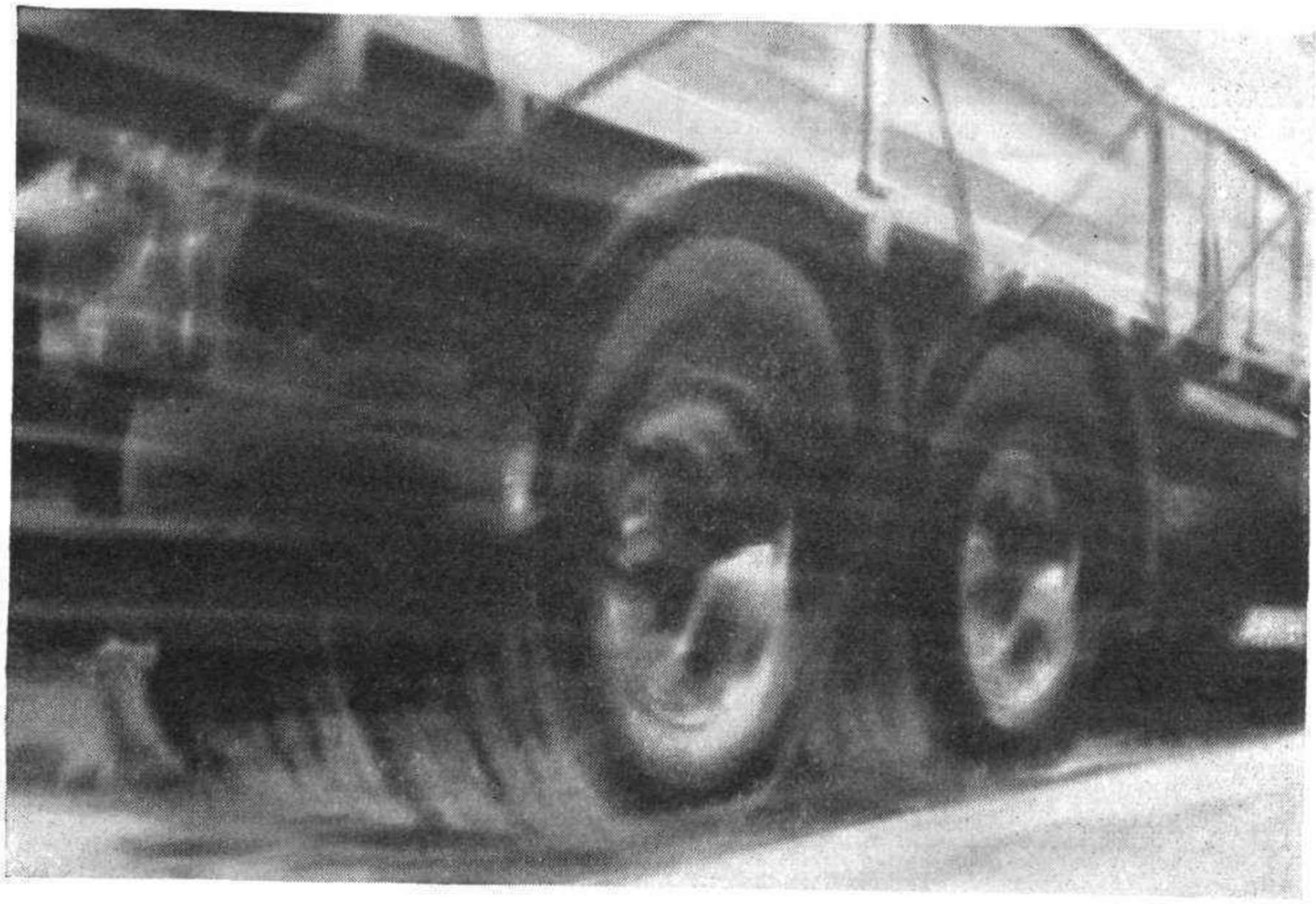
The MOTOR SPORT offices have recently been disrupted by a Victory Industries race track on which the staff have been able to indulge in races between electrically-driven M.G.-A and Austin-Healey 100-Six sports cars. This metal race track can be assembled to form divers circuits, it and the cars raced on it, are strong and durable, and too-ambitious "driving" can cause the cars to skid and even overturn. A set comprising two different sports cars, figure-eight track with fencing and fly-over and two controllers, costs £7 19s. 6d. inclusive of P.T. A more simple one-car layout is available for £5 12s. 6d. Details from Victory Industries (Surrey) Ltd., Barfax Works, Worplesdon Road, Guildford, Surrey, on mentioning MOTOR SPORT. It would be very satisfactory to lay out a really elaborate course in the spare room.

We have referred frequently to the excellent car and other miniatures in the Lesney "Matchbox" series. It is enlightening to know that over 500,000 of these fascinating miniatures are produced every week, of which nearly 70 per cent. are exported. Over 500 employees and several hundred others employed in their own homes, make these Lesney miniatures, and in the assembly shops a dozen conveyor-belts are in operation. Packaging is automatic even to shutting the box lid and a conveyor-belt conveys the "Matchboxes" away for crating.—W. B.

CARS ON YOUR PANTS

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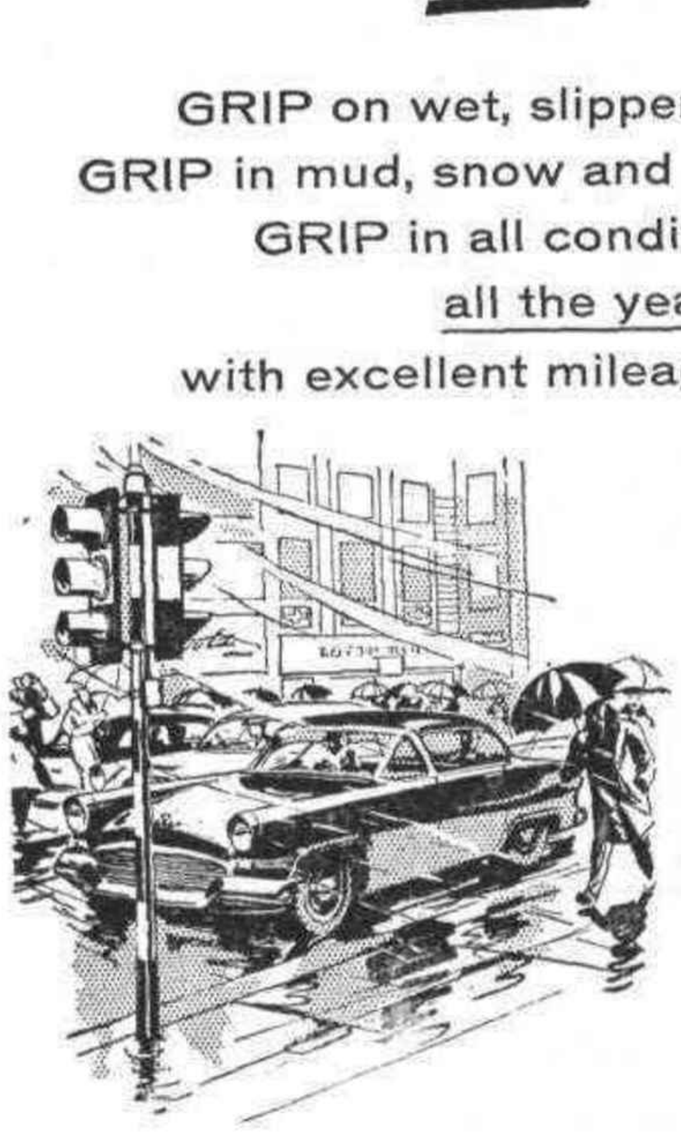
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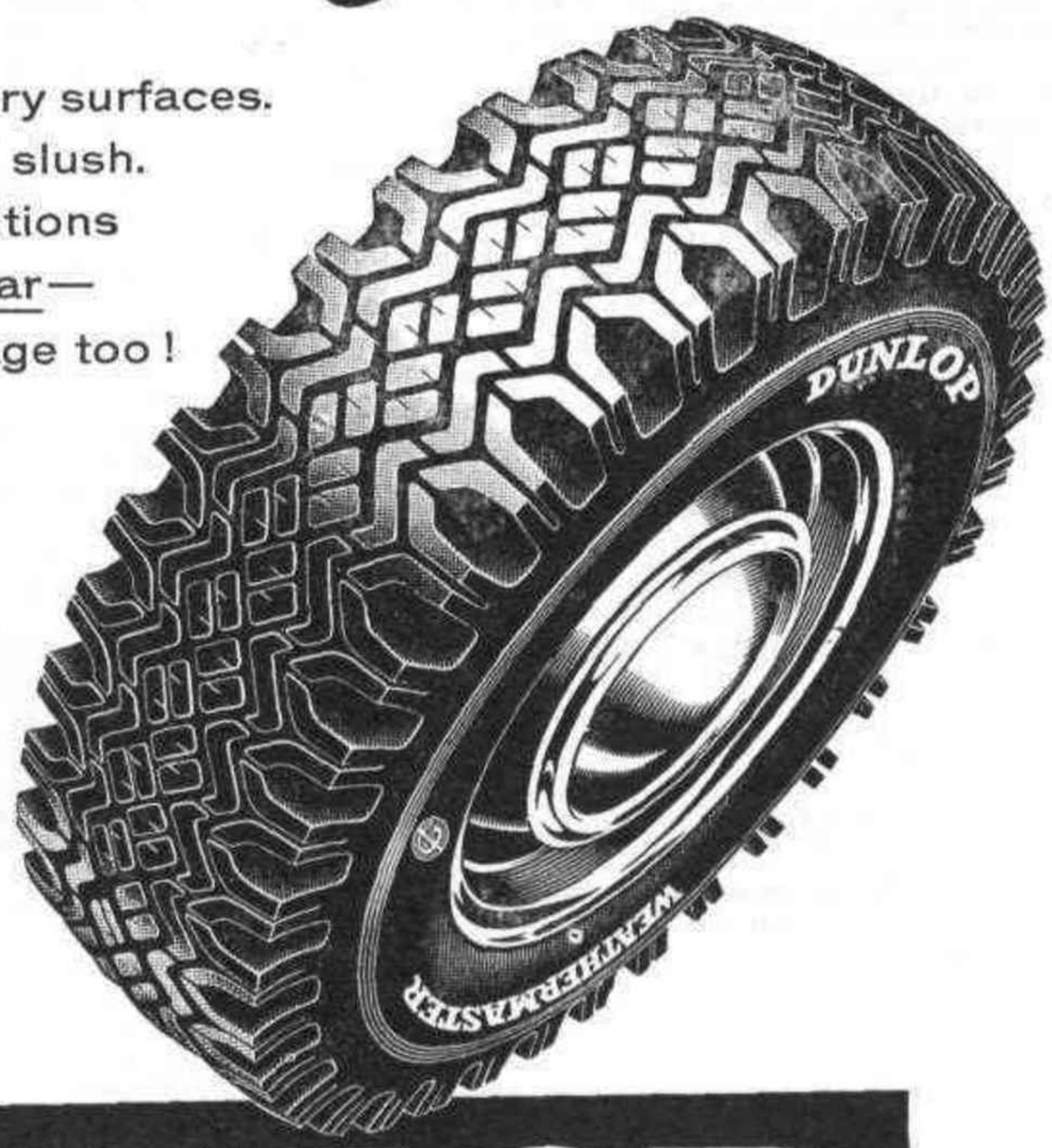
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CARS IN BOOKS

I WAS induced to wade through "The Scarlet Tree," second volume of Osbert Sitwell's autobiography (*Macmillan*, 1946), because in the opening volume "Left Hand, Right Hand!" the author promises to refer therein to refer to some of the motor-cars of his youth. The reward hardly justified the effort, for although Sitwell recalls a ride with his mother on what he describes as "almost the first service of motor charabancs in England," which ran between Scarborough and Filey in 1901 or 1902 and confesses to "being a motor addict," he tells us little of the fine Edwardian motor cars hinted at in his first volume and omits the makes of the few early vehicles he does include. He tells us that in 1903 his grandmother wrote "I think motors such dangerous, horrid, odious things and always feel ill for days after I have been in one. Your dear grandfather would have hated them." There is an account of early journeys to Lincoln in a petrol wagonette and an unsuccessful attempt by some motor-sharks to sell the author's father a motor car in 1907, but that is all.

"Felix Walking" by Hilary Ford (*Eyre & Spottiswoode*, 1958, 13*s*. 6*d*.), sent to me at the request of the Trojan Owners' Club, is a light-hearted novel which revolves round the literary world of today, its hero an author called Felix Moors, as seen by his girl friend Zara, and his car a 1927 Trojan Achilles. Having owned a similar car in the form of a 1928 Trojan "Apollo" saloon I was captivated by the description of how Felix finds his Trojan at a motor auction off the Euston Road and buys it for £18 18*s*. The technicalities are dealt with in the main in such masterly fashion that I was convinced that Hilary Ford had owned a Trojan herself, until, wanting her hero to drive away in his new possession, she makes him swing the engine with a normal front starting handle, supplementary to the interior starting lever but not fitted to any vintage Trojan that I have encountered. The direction indicators, which, failing to work, involve Felix in a court case which makes his reputation in the world of writers, could have been added later in the car's life, but that front starting handle just doesn't ring true, which is probably the reason why it wouldn't start the engine, which Zara gets going eventually with the proper starting lever. It would be interesting to know how Hilary Ford came to make this mistake, and to endow Felix's Trojan with a driving chain on each side, in view of the fact that she copes correctly with other technicalities of this (for a novelist) obscure make of car.

After reading "Felix Walking" with fair enjoyment I was rather startled to come upon a Trojan in the next book I took up—as a matter of fact the Trojan and its own very particular idiosyncrasies were once used as part of the plot in a thriller*, so this becomes the third book to my knowledge that contains reference to Leslie Houndsfield's ingenious people's car. It is in S. P. B. Mais' "The Happiest Days of My Life" (*Max Parrish*, 1953) that he explains that his parson father's first car was a solid-tyred Trojan and continues, "After that they never looked back. They became car-maniacs." Which leads Mais to remark that he does not enjoy motoring, so that he never drove a car again after selling his Studebaker for £165 in one pound notes, to the first bidder on Brighton Front after leaving the R.A.F. in 1921—yet he later lived in a Sussex house called "Toad Hall!" All the more unexpected, therefore, in a non-motorist's autobiography, are references to his eldest daughter's Hotchkiss (which could apparently reach 100 m.p.h., at all events on its speedometer), a doctor friend's Lanchester (not necessarily a vintage model, it could have been a Ten or Fourteen), an Alfa-Romeo and reference to an early climb of Corrieyarick, between Fort Augustus and Loch Laggan, by Inglis Ker in a Ford, which someone may care to try today. Indeed, this book may well suggest interesting objectives for adventurous motorists.

Finally, for this month at all events, I find that Ian Fleming brings (fictionally) into "Diamonds Are Forever" not only secret-agent Bond's vintage Bentley, but an Armstrong Siddeley, a Studebaker hot-rod with Cadillac engine, a Ford, and a Jaguar with an apparently indestructable spot-lamp.

Cars in books seem to be the rule rather than the exception!—W. B.

* "The Man in the Dark" by John Ferguson 1928—Penguin reprint, 1952

"BORDER REIVERS"

When Scottish motor racing is mentioned the mind immediately turns to "Ecurie Ecosse," but another Scottish motor-racing team was formed a year before Ecurie Ecosse came into being in 1952. The name Border Reivers was chosen for a team formed by two Formula 3 drivers, Jock McBain and David Swan. The word "Reivers" stems from the wild Borderers who used to make forays across the Cheviot hills and return with illicit imports of cattle and sheep. Colin Clark, Cie Mauritzen and Keith Hall joined the team with their 500s and were quickly followed by the Somervail brothers with the ex-Bira E.R.A. Following the impressive the debut of the Cooper-Bristol, Border Reivers placed an order for one, and in the hands of Keith Hall gained several successes all over country.

The cars have always been prepared by John McBain & Son Ltd. and for one winter Alf Francis was chief mechanic. The present mechanics are Bobby Hattle, Ian Matheson and Ian Deans.

In 1956 the team was re-arranged, and only Jock McBain and the Somervail brothers were left of the old group, but they were joined by Alistair Birrell, the Edinburgh driver. The team consisted of an Austin-Healey 100S and a Lotus Eleven Le Mans but no particular successes were gained with either car. For 1957 a Formula 2 Lotus was ordered, but owing to development snags the car was never delivered. Alistair Birrell decided to withdraw from the team, and, in fact, they almost decided to disband until Jock McBain announced that he was going to buy a D-type Jaguar. He eventually purchased the Murkett Bros. car which had been driven successfully in 1957 by Henry Taylor. As team driver he engaged the promising young Jim Clark, who had shown his potential at the end of the 1957 season when driving Ian Scott Watson's Porsche 1600 Super. This Porsche was also incorporated into the team as its owner was by now the Racing Manager of the team. Jimmy Somervail was also a team driver.

The first race of the team for 1958 was at Full Sutton on Easter Monday, when Jim Clark won both of his races in the D-type and was doing well with the Porsche until the brakes failed. The Jaguar was entered for the Aintree 200 but a missed gear during testing bent something and the car could not be repaired in time.

The first "big" race of the *equipe* was the Spa Grand Prix. The car was towed over on a "Progress Chariot," a neat tubular car trailer made by the makers of the Lotus chassis frame. The towing vehicle was a peacock-blue Ford Thames 15-cwt. van emblazoned with the Reivers "rider-on-horseback" insignia. This combination provided excellent transportation and on one occasion Jim and Ian averaged 42 m.p.h. for over 250 miles! The D-type ran well at Spa and provided Jim Clark with much valuable experience and a creditable eighth place. He also gained fifth place in the G.T. race, behind the A.C. Ace-Bristols of the Rudd Racing Team but in front of all the Carreras.

There then followed a number of Scottish speed events, with the cars gaining many successes at Crimond, the Rest-and-be-Thankful hill-climbs and Charterhall. The team then went back to Full Sutton, where Jim Clark scored another hat-trick of wins. In his race with the D-type he had a 75-sec. lead over second-place man Jonathan Sieff's D-type, in only a 14-lap race. The cars had required no attention so far and on August Bank Holiday both cars ran at Mallory Park, where Jim came first in the over-1,500-c.c. sports event and second in the Formule Libre event.

Jim Clark, being a farmer, cannot spare the time to race during harvest, so the final race of the season for the team was at Charterhall, where their friendly rivals Ecurie Ecosse brought along the Tojeiro-Jaguar and the D-type to be driven by Innes Ireland and Ron Flockhart. Although not having the 3.8-litre engine, Clark kept in front of Ron Flockhart until he was eased on to some loose surface by a slower car. However, a second and third in the Jaguar and a third in the Porsche were creditable results.

In December the D-type was sold and a Lotus Elite purchased. This was collected on Boxing Day already run-in, and at the Brands Hatch meeting Jim stayed in front of Colin Chapman until he was baulked by a spinning Austin-Healey Sprite. So ended the 1958 season, the most successful in the short history of the team. From 41 events entered 35 awards were gained, 20 of them being first places. The acquisition of Jim Clark has put new life into the team and it is a source of pride to them that only once did a team car fail to finish a race, and that was due to a puncture!

For 1959 Border Reivers will have the Elite and the Porsche, together with a Formula 2 car of, as yet, unspecified make. They hope to include one or two Continental events, including a works-sponsored Lotus Elite entry at Le Mans. Jim Clark won by a very large margin the 1958 Scottish Speed Championship, and it looks as if he stands a good chance of retaining the beautiful "Scottish Clubs Speed Trophy" in 1959.

LETTERS from READERS

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

THE PECO BOOSTER

Sir,

I read with interest your remarks regarding the usefulness of a certain " exhaust booster," and perhaps my experience with this device may be of interest.

Before fitting the booster to my 1958 Austin A35, the petrol consumption averaged out at 43.5 m.p.g., taken over 6,000 miles of everyday motoring consisting of both short trips and journeys of up to 160 miles daily. Two months ago I fitted a booster, and the consumption over 3,000 miles of identical motoring works out at the same figure of 43.5 m.p.g.

The only effect of fitting the booster has been to deepen the exhaust note.

I am, Yours, etc.,

Newcastle. N. G. Trotman.

* * *

BRITISH QUALITY

Sir,

With reference to Mr. Gershon's letter in your issue dated January regarding his Mercedes 190 car. Mr. Gershon mentioned that the valves and guides showed no appreciable wear after 15,000 miles and considered this unique after his experience with broached and drilled guides. This gives the impression that cars including British makes use valve guides with an inferior bore finish.

In fairness to British manufacturers I should like to point out that valve guide bores are finished by a process known as " Fine Boring " which gives exceptionally accurate results. Basically the valve guide is rotated in a very accurate spindle with a run out not exceeding 50 millionths of an inch total indicator reading. A single point carbide tool is then fed through the bore at a fine and constant feed. The guide is held in a diaphragm chuck which ensures that the bore is machined concentric with the outside diameter within .0003 in. total indicator reading. Fine boring is also extensively used for finishing other components such as gudgeon pin holes in pistons, connecting rod bores, gearbox components, etc.

Mr. Gershon's letter is very interesting as it illustrates how difficult it is for a car designer to meet everyone's individual requirements. All cars are a compromise even down to quite minor components. The designer therefore has to consider a tremendous number of variables and select the combination which gives the best results to suit the market which he is trying to cover.

The prosperity of this country depends to a large extent on the motor industry which does a very good job with little encouragement either from the Government or from the average car user and I do think that we should give them every possible support. When visiting Germany recently I was impressed by the fact that all Germans use a German car. This is not due to the fact that German cars are any better than equivalent British, French or Italian cars but because to them it seems the obvious and patriotic thing to buy a German car. I think we should do the same. In Mr. Gershon's case it seems to me that a Jaguar 3.4 would meet nearly all his requirements except for rear independent suspension, but in addition he could have disc brakes and overdrive for the same price as a Mercedes 190.

The firm with which I am connected have operated a number of British-made cars and light vans all of which have given good service. Some of our vans covered 200,000 miles before being replaced. My own Jaguar Mk. 7 has covered 35,000 miles and the engine has not yet been touched, except to change the plugs, not even to examine the valves and guides.

I am, Yours, etc.,

Mansfield. W. Boneham.

* * *

A FIAT 600 IN KENYA

Sir,

I have a Fiat 600 and much as I like it I do wish it had an air-cooled engine and just a few more c.c.s, but as it is, it's a fine little motor car. I bought it new in Kenya 1955, cost £460, over £100 cheaper than the Morris Minor or A35, and over £160 cheaper (understandably) than the VW, remember East Africa is a Free Trade market for all cars whatever the country of manufacture, 22 per cent. duty on all.

In 1956, when I returned to the U.K., British motor manufacturers were just beginning to realise that the roads of East Africa are different from the ones in the U.K., and were improving their cars sent out there, but the Continentals have a head start on them.

Carry on the good work Motor Sport; your road tests are among the fairest, and most comprehensive I have ever read, thank you for many happy hours reading.

I am, Yours, etc.,

Newbury. J. Thompson.

* * *

THE TICKING OF THE CLOCK

Sir,

Under the heading " Imitation is . . ." you give some more versions of the Rolls-Royce story of the clock being the noisiest thing on the car. I first heard this many years ago, and it probably dates back to the days of the Silver Ghost. You do not, however, finish the story. It is completed by the rocket issued by the R-R board of directors to the works : " Look here, you really must do something about this clock ! "

I am, Yours, etc.,

Banwell. W. A. Taylor.

* * *

FARINACIOUS

Sir,

The day after reading " R.M.G.'s" letter in your last issue I was horrified to see his prophecy fulfilled with the B.M.C. announcement of their " Farinacious " Magnette (I will not call it an M.G.). I believe the Corporation letters its engines, so all we need now is a number for the body size ; the type appears to be settled as stated above, and names may as well be dispensed with.

Thank heaven for Jaguars, Morgans, Rovers and the few others who allow us to remain owners of individually-styled and powered carriages ! Even " those " cars are a bit different, if not exactly handsome.

I am, Yours, etc.,

Newton Abbot. J. C. Youle.

[The factory reference number for the Mk. III M.G. Magnette is, we believe, AD09.—Ed.]

Sir,

Mr. Essex must think the body makes the car if he imagines that a variety of body designs would protect the B.M.C. range from uniformity.

Whatever styling is adopted, Farina's or Joe Snook's, the B.M.C. will not increase the number of engines, transmissions and suspension systems that they use. So all their cars will feel and behave similarly (with minor variations in performance) no matter what they look like. Rather we should hope that they will transfer all the staff who are occupied in dreaming up new distortions of the old radiator shells to the testing department. Then perhaps their new models would not show quite so many maddening and stupid faults. (Dip-sticks under the plug leads . . . my hat !)

As for " boring uniformity of the Continentals," Mr. Essex might compare the numbers of British and Continental cars, which do *not* conform to this mechanical specification : " Front-mounted, water-cooled, four- or six-cylinder in-line engine with attached three- or four-speed gearbox driving a live rear axle by bevel gears."

If the appearance was meant, how closely does a DS 19 resemble a Volvo or either of these, a Mercedes 190 ?

I am, Yours, etc.,

Durham City. Jeremy B. Lowe.

Sir,

I feel I must blow off steam about this latest British Motor Corporation " thoroughbred." Although the previous Magnette also had a Wolseley body it did at least have something of the dashing air to be expected of an M.G. This is utterly lacking in the new model. Words cannot adequately express my horror when I saw the rear overhang (so reminiscent of Detroit), and the utterly tasteless splodge of different colour on the rear door. And why, oh why, must they go on trying to put " traditional " radiators in body-shells so obviously more suited to horizontal radiators ? I find it

very hard to see a single feature of the new design which is an improvement on the old one. It is infinitely preferable that the name Magnette should become extinct than that it be defiled in such a manner. And lastly, does the British Motor Corporation really expect that M.G. enthusiasts are going to fall for this " Italian designer " gimmick ? Pinin Farinas' design may please those who have a hatred of dummy radiator caps but it certainly does not please me.

Having got that off my chest, I would like to say that my only grouse about MOTOR SPORT is that it does not have wings. It takes so long to get here.

I am, Yours, etc.,

Cyprus. J. R. C. GRIEVE.

Sir,

I agree entirely with your correspondent, Mr. Essex, and feel that a good many more will also deplore the passing of individuality.

As a M.G. Magnette owner, I would not consider replacing it with this recently announced farinated hotchpotch of a B.M.C. permutation. The ZA and ZB were bought for their sporting lines, compactness and handling qualities. They have now definitely lost the first two and, I suspect, from reading the specification—the latter as well.

I think B.M.C. have backed a loser this time—anyhow, I sold my shares in this organisation—just in case !

I am, Yours, etc.,

Blundellsands. E. ARNOLD HALL.

* * *

THE NEW CITROËNS—WHERE THEY SUCCEED

Sir,

May I just make a few brief comments on " W.A.R.'s" earlier ones on the DS Citroën, particularly in connection with the two points he makes about the bodywork and the difficulty in getting service ?

Some people would probably describe the DS body as being stark, but I think strictly functional is a fairer description, personally : but, it is not true to say that it is roughly finished. Indeed, the standard of paintwork and upholstery is very high, and I have found no skimped work on my car, despite a fairly thorough search for evidence of it.

Service is a snag, but, armed with the service manual, a good intelligent mechanic should have no trouble with the sort of things that can happen, or do sometimes need adjustment, like suspension heights, the traffic " creep " device, or the speed of gear change. When I first had the car I took one of those diabolical " gulleys " in the road in northern France at about 60 m.p.h., four people and luggage and all, and this put the rear heights (suspension heights, I mean) out of adjustment. But after seeing this adjusted in five minutes, I am quite sure I could deal with a recurrence myself if need be. In the same way, or rather with the same degree of simplicity, it is possible for the owner to adjust the traffic " creep," and the speed of gear change, which in my car at least, is as near instantaneous as dammit, though it wasn't when the car was first bought. (when I shared " W.A.R.'s" views on driving the DS in traffic).

As to the general merit of the DS, I am very much in agreement with " W.A.R.", and, for my taste, the car is just about perfect. It is fast, safe, comfortable, utterly untiring to drive, a wonderful family pantechnicon when necessary, and can, if driven gently, give surprising miles to the gallon while still putting up a good average speed. It seems to respond to mood in rather a remarkable way, being satisfying when one is really in a hurry as when one is wandering *en famille*. Above all it is functional and tremendously practical, with ample footroom and headroom, an excellent ventilating system, and a boot that doesn't have to be cunningly packed with soft bags to be any use at all. There are no concessions to the type of driver who likes a veneered dashboard of course, nor is the car a good buy to the man who wants to be able to reach the " ton," with acceleration to match, but for sheer roadholding and wonderful steering there can't be much to touch it.

I'm afraid I havn't been all that brief, but I assure you I started with the best intentions ! It is a bit difficult to do the subject justice in two or three paragraphs !

I am, Yours, etc.,

Hampstead S. R. O. B.

GOOD SERVICE

Sir,

Being a member of the motoring public and having had poor, bad and indifferent service from garages up and down the country, I feel that when one is really shaken by exceptionally good service it is worthy of note.

On Friday last, whilst entering Maidenhead, one of my rear tyres punctured (for the third time that day) and I was forced to abandon my car and search for help. The first garage that I approached were too busy, on learning that I owned a pre-war Austin Seven, and hastily passed me on to the Austin agents further down the road, C. W. Evans & Co. Ltd. They in turn, having heard my story, offered to go out and bring the car in while I went to their showrooms to telephone a client to tell him I would be delayed.

At the end of the 'phone call to a hospital six miles away, the proprietress emerged from an inner sanctum and said how sorry she was to hear of my trouble—her own car was outside, would I care to use it ? Now remember, I was a complete stranger to her !

I accepted her offer and returned the car three-quarters of an hour later. Shortly after this my own car was ready—a new tyre replaced my old one (bought from another garage in the vicinity), my puncture mended, and I was once more roadworthy. Their charge for the work involved was 2s. 6d., plus the cost of the new tyre. On thanking the proprietress for the excellent service she had provided, she replied " I like to make my business my friend and not my friends my business."

I do hope that you will have space in your excellent magazine for this story, which needs recording.

I am, Yours, etc.,

Egham. R. L. MANWARING-WHITE.

Sir,

In case any other of your VW-owning readers find themselves in trouble, as I did last Saturday, in Surrey, they can do no better than 'phone Colborne Garage at Ripley, on the Portsmouth Road.

My windscreen shattered for no very apparent reason near Reigate at about 11.45 a.m., and progress thereafter was possible only by peering through a hole punched therein. However a 'phone call to the above firm established that they had a replacement screen in stock and would await my arrival.

I got there at 12.30 p.m., was ushered into a warm waiting room and *ten minutes* later my car was ready. The bill . . . £3 9s. 6d., and paid with pleasure !

I am, Yours, etc.,

Richmond. A. M. COOMBS.

* * *

THE PERFORMANCE OF THE BERKELEY

Sir,

With reference to the letter from G. R. P. Gush regarding the performance of the Berkeley in the January issue of MOTOR SPORT. Mr. Gush does not state whether he has owned one. Perhaps he has never taken one on the Continent ! It has been my misfortune to have done so.

I managed to reach Switzerland with only two seizures due to overheating. The car seized again when trying to climb the Simplon Pass and had to be put on the train through the Simplon Tunnel. It had another seizure on the Maloza Pass, I let it cool off for about an hour, but it didn't have enough power to get going again, so I had to 'phone S.O.S. for a tow up. By this time I was dreading the next Pass (Fern Pass) but to my amazement we romped up in second gear. At Stuttgart the rear swing axle pivot point tore clean out of the body and the centre reinforcement to the pivot sheared, not wishing for any more mishaps we made a beeline for Dunkirk and home.

To quote a few other failures during my ownership, the king pins were badly worn at only 5,000 miles, and these were regularly greased. The crankshaft broke at 7,000 miles and the front brake drums had worn oval. When the top half of the body started to come adrift from the bottom I decided that it was time to part company with my " toy car."

I now own a Triumph TR2, a different cup of tea entirely !

I am, Yours, etc.,

Romford. E. R. BATTEN.

REGRETS OVER A RAILTON

Sir,

As an enthusiastic reader of MOTOR SPORT I scan every issue from cover to cover but after digesting each edition I am left with a slight feeling of disappointment : no photographs or comments about Railtons.

There was a time when considerable correspondence arose over the question of " Vintage " classification, but I don't recall seeing a photograph at any time. Some readers, I feel sure, immediately think of rather large comfortable limousines when the name Railton is mentioned and have no knowledge or idea of the qualities of the Railton tourer. Perhaps I am slightly biased after having been the owner of two of the finest Railtons, but even so, for performance, road-holding capabilities and appearance, etc., they stand out in comparison to cars of similar age.

I am enclosing a photograph of Railton JB 9268 which I sorrowfully sold recently and feel sure that many readers would be pleased to see such a thoroughbred. Maybe the new owner would care to contact me sometime to chat about the car and revive my nostalgic memories.

I am, Yours, etc.,

Harrow. W. D. WOOLCOCK.

* * *

LANCIA DATA WANTED

Sir,

I am anxious to know the history of my Lancia Astura two-section hardtop. I should be most grateful for any advice or information you can furnish. The body is by Castagna.

I am, Yours, etc.,

London, N.W.3. R. N. SALBY.

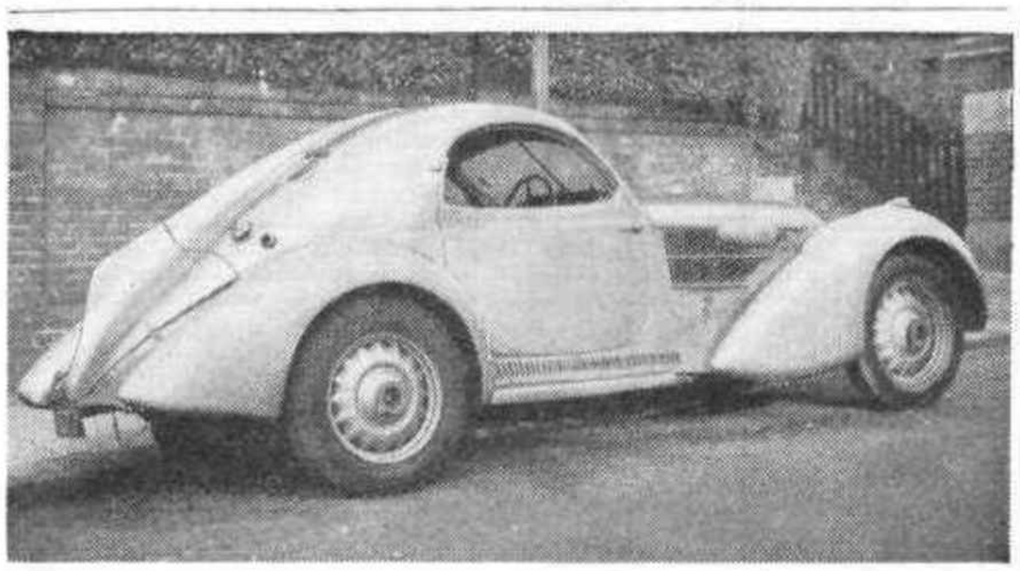
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THE SIDDELEY DEASY

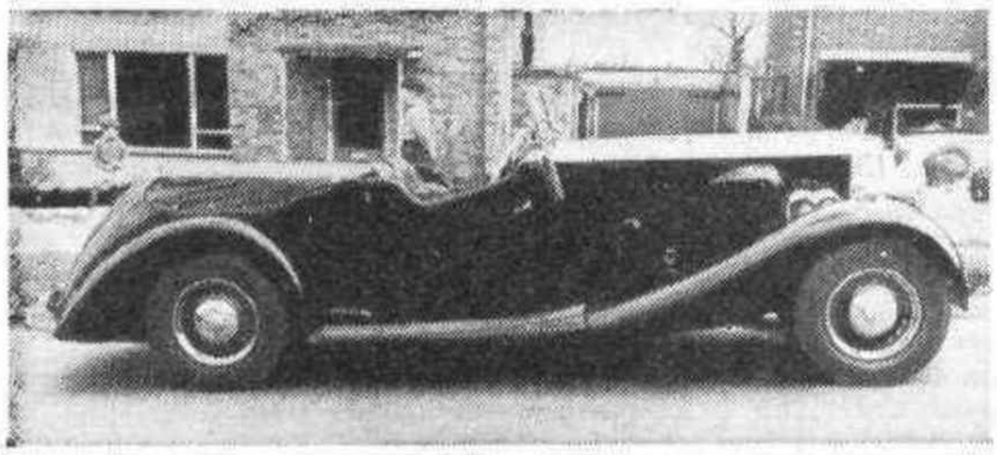
Sir,

I read the articles " A History of the Armstrong Siddeley Car," appearing in your November and December issues of last year, with particular interest. My 1913 30/36-h.p. Siddeley Deasy has a six-cylinder Knight sleeve-valve engine of 90 by 130 mm. bore and stroke. Ignition is by magneto, trembler coil or coil, while cooling is effected by a dual radiator system employing 16 gallons of water, the veined flywheel drawing air through the supplementary radiator (situated between the dumb-irons) *via* a trunk beneath the sump and expelling it through the scuttle radiator. A Degory " No-Jet " carburetter is fitted—unfortunately not the original—and the least consumption with this instrument is 12 m.p.g. Transmission is by single-plate clutch, a separate four-speed gearbox with gate change and a worm-driven rear axle with Lanchester type suspension, the worm being of the " Hindley " " hour-glass " variety. Braking is by a " push-on " hand-brake lever operating internal expanding brakes on the rear wheels, while the foot pedal operates an external contracting brake on the transmission.

As regards handling, the steering is heavy but positive and the brakes more than adequate. Although no shock-absorbers are fitted the ride is extremely comfortable, particularly so in the rear compartment of the landaulette body, which, with its windows adjusted by straps, resembles a railway carriage, an illusion fostered by the hiss of air from the extra-air valve. One peculiarity of this car is its steel artillery wheels and ribbed rear brake drums, a feature I have not observed on illustrations of Siddeley Deasys, earlier or later.



What secrets does this Castagna Lancia Astura's past hold?—see letter from Mr. Salby.



The Railton owned by Mr. W. D. Woolcock—see letter on this page.

Incidentally, the Sphinx mascot did not originate with the early Armstrong Siddeleys, as your article suggests, as this emblem dates back to Siddeley Deasy days, when it sat in an upright position on the cap of the scuttle radiator .

Although your correspondent Mr. H. G. Dunn considered the 30-h.p. Armstrong Siddeley to be truly " built like a battleship," I imagine his car was really in the " cruiser " class compared with the massive proportions of the Siddeley Deasy, the makers stating, rather naively, in the handbook which I am fortunate to possess, " Rather than run the risk of failure under strain, we have not hesitated throughout the chassis to make any critical parts of a strength that some would consider almost excessive." The extensive use of aluminium panelling in the body has enabled the kerbside weight to be kept down to 2 tons and this, together with the use of tinned sheet steel by the coachbuilders, Messrs. J. A. Lawton & Co., of London—a firm, I believe, still extant—undoubtedly accounts for the absence of rust over a period of 23 years of disuse prior to the car being discovered.

With a friend to share the driving I recently had occasion to transfer the Deasy from the North of England to London. The 240-mile journey, which began in fog and ended in heavy rain after dark, was completed in under 12 hours, including stops—none involuntary. Cruising speed is 30-35 m.p.h. and maximum 45-50 m.p.h.

While it has been suggested that there is another six-cylinder Siddeley Deasy in this country, possibly a 1912 24/30 h.p. (a model which had the same engine dimensions as the 30/36 h.p., the nominal h.p. rating being increased in 1913), information regarding its whereabouts appears to be lacking. Mr. Gordon Fysh, who is active in the veteran-car movement in Launceston, Tasmania, runs a 1913 18/24-h.p. four-cylinder open tourer as regular transport; there is also a 1914 14/20-h.p. existing out there—but derelict. Another 1913 18/24-h.p. model is in a private museum in the North of England.

I served my apprenticeship before the war with Messrs. Sir W. G. Armstrong Whitworth & Co. (Engineers) Ltd., at their Scotsward Works, Newcastle-on-Tyne. As a child I can recall how the various entrances to those works bore the name " Armstrong Siddeley Motors," but to what extent car production was carried on there I was never aware. Armstrong Saurer oil-engined lorries were produced during my time at the works and today the Vickers Armstrong tractor.

Armstrong Whitworth ran two early Armstrong Siddeley saloons, I think a 30-h.p. and an 18-h.p., for V.I.P.s; also two Armstrong Whitworth light lorries for local goods transport. The fire engine was a 1906 Wilson-Pilcher, which now reposes in the Armstrong Siddeley Museum at Coventry. I can only remember one occasion when its services were required and it failed to get out of sight of the fire station due to an air lock in the fuel system. By the time mobility had been restored the blaze had been extinguished by other means, so the Wilson-Pilcher returned home.

I always consider it a cause for regret that so few examples of the Armstrong Whitworth car have survived, representing as it does the other half of Armstrong Siddeley. A 1908 model is in the Industrial Museum at Newcastle-on-Tyne (on A 1), while Mr. J. C. Sword includes one in his vast collection of 186 veteran and vintage vehicles at Ayr. I know of no others.

Finally, the Siddeley Deasy handbook contains this " pearl of wisdom " which owners of Edwardians might still observe today : " The private garage should not be near to a horse stable as the ammonia in horse dung causes paint and varnish to crack."

I am, Yours, etc.,

South Kensington. WILLIAM ORMSTON.

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FIAT " 500," 1937. Red. £50 spent engine, brakes, clutch, paint etc. Used daily. £110 o.v.n.o. Box No. T.302 (Surbiton). [6302

WOLSELEY HORNET Special. Two dismantled models. Must sell, many parts in excellent condition. Good tyres, wheels and chassis, no engines Nevina, Hollybank Road, Woking. [6303

MORRIS 15/6, 1935. Distinguished old family motor in excellent condition. Tel: Frensham (Surrey) 562. [6304

BENTLEY, 3 litre, 1924 Speed Model, fitted with smart estate car body. Whole car in very good condition, bodily and mechanically. £175 o.n.o. Allonby, Skallon Cottage, Stanford-on-Soar, Loughborough 3969. [6305

M.G. J.2. Very well shod and in good condition. New hood. £85. Boxmoor (Herts) 1546. [6307

SINGER LE MANS Sports Saloon. Excellent condition, many spares, enthusiast's car. £80. Crawley 2457. [6309

CITROEN LIGHT 15 & 12. Various chassis and body spares, cheap. 12 h.p. engine in good condition with all auxiliaries. £20. Millington, 60a, Leam Terrace, Leamington. [6310

VOLKSWAGEN DE LUXE, Strato Silver. Excellent condition and performance. £495. H.P. arranged. Phone Yeovil 316, evenings. [6311

M.G. P.B. Fast, reliable, very good condition throughout. £165. VIC 8494, ext 9. [6313

RARE 1931 M.G. 18/80 D.H.C. Excellent example of this interesting model. Mechanical condition good. £85. Price, 18a, St. Peter's Street, Cambridge. [6314

MORGAN 44, '38. Climax engine, overhauled 4,000 miles. 3 remoulds, new battery. £145. 20, Longmeadow, Frimley, Surrey. [6315

NOT GOING ABROAD, but will part with 1935 Humber Pullman Landaulette in good running order, together with 3 unused retread tyres, for the moderate sum of £60. Ideal car students continental tour, sleeps six with ease and travel in aristocratic luxury, or will convert into flats. Philip H. Newnham, Farley Lodge, 47, Bournemouth Road, Parkstone, Dorset. [6316

HARDTOP, fit Morris Minor, post 1949. Offers. 159, Brightwell Avenue, Southend. [6317

HEALEY TICKFORD Saloon, 1951. Radio, heater, Michelin " X," many extras. Beautiful condition. £475 o.n.o., or exchange. Lewis, 134, Butterstile Lane, Prestwich, Lancs. PREstwich 5034. [6331

B.S.A. SCOUT, 1940 Tourer. In very good order. Blue, with chrome liners. New hood, battery, brakes, other accessories. Genuine, but very reluctant sale. £120. Hunt, 14, Dean Lane, Bristol, 3. [6332

SPORTS 2-SEATER BODY, mounted 6 ft. 9 in. chassis. Attractive, good condition. £20. Little Orchards, Birchwood Grove Road, Burgess Hill, Sussex. [6334

A.C. ACEDES Tourer, 1927, 2 litre. Recent mechanical overhaul, repaint, new hood. Delightful car. £95. Ouroussoff, 11, Portland Road, Oxford. [6335

VINTAGE BENTLEY, 1929, 6½ litre Speed Six, fitted four-seater, fixed head coupé body by James Young. Very good order throughout and excellent tyres. £225. Seen Bournemouth. Telephone Southbourne 43344. [6336

1935 STRIPPED A.7. Excellent mechanics etc. £19 10s. G Watson, Herbert Lodge, Drybrook, Glos. [6337

ASHLEY BODIED 750 Special. Laystall balanced engine, hydraulics, usual mods. Taxed, comp. insurance. £220. Box No. T.285. [6285

1934 ALVIS SPEED 20 V.D.P., D/H Coupé. 1936 engine. Very good condition throughout. Two-tone grey. Enthusiast maintained. £150 o.n.o. F/O Joe Vella, R.A.F. Sandown Road, Stafford. Tel: 1300. [6286

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750 c.c. SPECIAL, 1959. Fast, streamlined, attractive sports/racing 2-seater. All modifications, spares, 50 m.p.g. Cost £200+. £125. Ryan, Long Meadow, Goring, Reading, Coring 84. [6287

1933 ARMSTRONG-SIDDELEY, 15 h.p. Two owners. Genuine 66,000, bored 56,000. Timing reconditioned, new screen, silencer, body very good. Taxed, insured November. £43. Manchester East 0990. [6288

WOW! Look at this: Fibreglass 1956 " Ferrari Replica " body, fitted to Singer 9 sports chassis. £200 o.n.o. This beautiful car, which is completely weatherproof, gains the owner many envious glances—not only on rainy days. 3, Royles Cottages, South Grove, Sale, Nr. Manchester. [6289

A.C. 1937 D.H. Coupé. New gearbox, back axle. Good condition throughout. £180. Dear, 2, Edith Grove, S.W.10. FLAxman 1692. [6290

FRAZER-NASH B.M.W. 329 Cabriolet. Recent respray blue, Scintilla magneto. £120. Worcester 4909, late evenings. [6291

1933 M.G. J. TYPE Fixed Head Coupé, with M.10 engine. Bargain at £90. Sanderstead (Surey) 4187 after 7 p.m. [6292

ENTHUSIASTS BARGAIN of the year! " Ford Convair," requires final assembly and completion. Genuine Convair components throughout, chassis, I.F.S., radiator suspension unit, body, in fact the lot. Tow or drive, suit yourself. £240, or exchange. 138, Roseberry Gardens, Cranham, Upminster, Essex. [6293

1936 JAGUAR, 2½ litre Saloon, complete. Mechanically good, suitable rebuild or spares. £20, or less. " Motor Sport," 1935 complete to date. " Autosport," " Motor Racing," " Sports Cars Illustrated," all complete to date. " Speed " and " Sports Car," complete. Offers. Box No. T.294. [6294

M.G. ENGINED SPECIAL. Professionally built (1951), aerodynamic aluminium coupé. Body Fiat, Mille Miglia axle (3.9.1.). Suspension, steering all reconditioned. Completely rebuilt 1467 c.c. competition engine, fully modified Marchal lamps, instruments. 100 m.p.h. Brakes and road-holding fully up to speed. Demonstration would convince. £250 o.n.o. Would sell less engine unit. Box No. T.295. [6295

M.G. P.A. 1934. Good condition. A snip at £115 o.n.o. Callan, Cheerbrook Farm, Newcastle Road, Nantwich, Cheshire. [6296

RILEY FALCON 1½, 1935, 12/4. Very good condition. New paint work. Preselector. Complete history. 77,000. Two previous owners. £150 o.n.o. Higgins, 207, Calshot Road, Great Barr, Birmingham. [6341

B.M.W. K.M.G.82 (1938), 327/80 Saloon. Exceptional condition. Engine completely overhauled recently at cost of over £100. Owner abroad. £300, or near offer. Boosey, Bourne Orchard, Hertford, Herts. (Bayford 250). [6342

BENTLEY 4¼, 1936 Vanden Plas Pillarless Saloon. Recent overhaul. Exceptional condition. £500. Exchange considered. Box No. U.343. [6343

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1933 J.2. M.G. Very good condition throughout. £125 o.n.o. Nicholson, c/o 16, Beech Close, Hatfield, Herts. [6344

" AGE SHALL NOT WEARY THEM nor the years condemn." Many Singer Le Mans parts for sale. Box No. U.345. [6345

1948 MORGAN 4-4, 2-seater. Red. Reconditioned engine, brakes relined, new tyres and hood. 10 h.p. Hire purchase available. £250. R. C. Wills, Slyne Road, Bolton-le-Sand, nr. Lancaster. Tel: Hestbank 2270. [6346

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1931 MORRIS 8, S/V. for breaking. All parts available. Moderate prices. Tyrella, Mossley, Manchester. Mossley 33. [6348

25 H.P. ROLLS, 1934 Landaulette, chassis GAU 54. Body green, upholstery grey, no boot. Seven-seater. I don't think you can fault this car mechanically or bodywise. Well shod all round, newish battery. Fourth owner (66,000). Selling because firm supply free car. Nearest to £200. Telephone Edinburgh 45067 my garage, or evenings 44716. [6349

HORNET SPECIAL (14) or similar. Must be good. £80 (approx). Mid-February. Pavey, 32, Cedar Court, Muswell Hill, N.10. [6350

HUDSON SIX BRAKE, 21.7 h.p., 1937. Lucas double dip, 12 v. system, new radiator and rear doors, sports coil, oilmasters, 17-20 m.p.g. Pull anything. £75. Terms, exchanges. Comer, 2, Heythrop Road, Cottesmore, Rutland. Tel: COT 241. [6352

FORD 93A SPECIALISTS. Twin inlet and 4 branch exhaust manifold (one unit), £6 10s. S.A.E. Burke, 65, Queens Road, Bradford, 8, Yorks. [6353

TRIUMPH 2000, enthusiast maintained. 12,000 miles since new engine, shock absorbers, rear springs, steering box, hood, respray, carpets, link mats, recently Michelin " X " on rear wheels. This is a real car, unbeatable. £425. Phone FRE 2364. [6354

LEAVING FOR COUNTRY: Disposing 1,000 c.c. racing Evinrude 4 cyl. outboard on Ralu hydroplane hull with trailer. One of the fastest in country. Value £165. Quarter share single seat, gull winged glider. £65, trailer included. 14 ft. 4 berth caravan, 1958 model. £315, including £50 of extras. 22 ft. fibreglass cruiser, 2 berth and 9 ft. fibre dinghy with Seagull outboard. Cash or exchange, 6 berth vessel or quality car. Any exchange considered. 216, Seven Sisters Road, N.4. (ARChway 8079.) [6355

T.R.3 HOOD, black, unused, new. Complete with frame. Box No. U.356. [6356

ARNOTT SUPERCHARGER, absolutely new, unused, complete. Twin Zenith carburettors, fittings, Ford engine. Best reasonable offer secures. Delivered anywhere. Box No. U.357. [6357

NO REASONABLE OFFER REFUSED for Marshall blower, suitable fitting " T " type M.G. Box No. U.358. [6358

1926 ROLLS TWENTY Shooting Brake, 22 m.p.g. No oil. Excellent condition, photographs available, £250. Offers, exchanges. Pighills, Kentmere, Kendal. [6359

LUCAS vertical magneto, 4 cylinder anti-clock rotation, new, type 4VRA. 1945 Morris 2 van, suitable Special. Cooke, Chapmanslade, Westbury, Wilts. [6361

HEALEY " SILVERSTONE," E-Type, 1950, Green. Works rebuild last May. All bills available. Spare wheels, Dunlop racing, cylinder head, aeroscreen. Available mid-February. Birmingham, £450. Cottrell, Holmeswood, Clytha Park Road, Newport (64563), Mon. [6362

ROLLS-ROYCE, 1935, 20/25 h.p. Limousine. Perfect order. £300. H.P. arranged. Cash needed for son's schooling. Weekends, Crick, 20, Lorton House, West End Lane, N.W.6. Maida Vale 1238. [6363

RAILTON 1936-37. Completely reconditioned, many extras. £300 o.n.o. Kenton, The Bungalow, Effingham Park, Copthorne, Surrey. [6364

LAGONDA, 2 litre, 1930. Very original, but a little worn. £145. T. Addison, 35, Gloucester Avenue, N.W.1. GUL 4634. [6368

AUSTIN-HEALEY B.N.2, 1956. 4-speed box, overdrive, heater, Le Mans mods. Screen wash, latest type hardtop with wrap round rear window. Licensed December. Absolutely immaculate throughout in ice blue. £765. Only genuine enquiries please, to Millar, " Eskmuir," Kirkliston, West Lothian, nr. Edinburgh. [6369

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"**BROOKS**" trunk. Fitted with three silk lined suitcases, suitable for vintage Rolls, in almost new condition. Cost £65, will accept £25. Henderson, 42, Anchorage Road, Sutton Coldfield. Telephone 3405. [6370

S.S. JAGUAR Saloon, 3½ litre, 1938. Heater, radio, interior, bodywork, tyres and engine in excellent condition. Nearest offer to £100. Bennett, 38, Wostenholm Road, Sheffield. [6371

1932 MORRIS 8. Reconditioned engine, good tyres; in daily use with another, dismantled for spares. £40 o.n.o. 163, Silverdale Road, Tunbridge Wells, Kent. [6373

M.G. J.2. Detachable hardtop, reupholstered, sealed beams, well shod, windtones, mint condition. Offers over £90. 90, Tomson Avenue, Radford, Coventry, Warwickshire. [6374

1938 OPEL CADET Drophead. Excellent order throughout, many extras. Approx. £100 spent last year. Taxed and insured. £125. Barmby, 5, Aversley Road, Kings Norton, Birmingham, 30. [6375

M.G. P.A. engine, gearbox, dynamo and starter etc. Sound condition. Any reasonable offer accepted. Box No. U.376. [6376

D.K.W. 1938, 7 h.p. Requires few minor repairs. Good car for enthusiast. £35 o.n.o. 116, Twickenham Road, Leytonstone, E.11. [6377

ROLLS TWENTY Hooper Saloon, 1929. Good mechanically, body fair. Mascot, good tyres and battery. £100 or thereabouts. Dodge, 52, Arlington Lodge, Monument Hill, Weybridge, Surrey. [6378

M.G. T.C. in excellent condition with many extras. A lot of money has been spent recently on this car. £375 o.n.o. Tel: Chorleywood 241, Bucks/Herts. [6379

ROLLS-ROYCE Replicas. Set of five large fibreglass moulds for limousine/sports saloon conversions. £35, buyer collects. Needham, 220, Ongar Road, Writtle, Chelmsford. [6383

MORGAN Aero, 1100 c.c. J.A.P. Good condition, enthusiast's car. £75. Swakeleys 2867, evenings. [6384

RILEY KESTREL SPRITE, 1937. 80,000 miles. Rewired, new battery, new retreads, new exhausts, brakes relined. Mag. and shockers overhauled. £235. Skinner, Glenhurst, Loughborough Road, Ruddington, Notts. Tel: 575. [6385

1948 ALFA-ROMEO, 2½ litre Sports Saloon (Carrozzeria body). Exceptional condition, taxed. £465. Exchange Healey 2.4. Sims, Russell Cottage, Littleton Panell, Devizes. [6386

M.G. T.C. Immaculate. Bills shown £150. £300. No offers, H.P. Consider 4-seater exchange. 25, Chauncy House, Stevenage, Herts. [6387

M.G. J.2 crankshafts and engine spares. Must be cleared from garage. Box No. U.388. [6388

LEA-FRANCIS 1947, 14 h.p. Black Saloon. Good condition throughout. Extra engine spares. £150. Box No. U.389. [6389

ROLLS-ROYCE. 1928 Park Ward Landaulette. Newly restored and recellulosed. Perhaps the prettiest vintage "Twenty." Demonstration by appointment. £365. Box No. U.390. [6390

1928 LEA-FRANCIS 12/40 Tourer. Reconditioned 4.ED engine, new hood, battery, tyres. Mechanically sound, body good. £110 o.n.o. All spares available or will sell separately. Goring, The Towers, Dursley, Glos. Tel: 2413, evenings. [6391

M.G. T.F., Black, 1955. 29,000 miles. New tyres and battery, heater. Exceptional condition. £600. Manser, 34, Port Hill, Shrewsbury. [6396

LAGONDA, 1934. 16/80 Sports. Immaculate throughout. Owned by enthusiast. Excellent tyres. £180. Laird, 18, Iddesleigh Road, Bedford. [6397

5 VOLUMES "Motors of To-day," circa 1928. Covering mechanical and repair data for vintage cars in alphabetical order. £15. Broadly, "Collaton," Sunny Vale, Hipperholme, Halifax. [6399

1952 RENAULT 750. Good order and appearance. £340 o.n.o. View/trial evenings. 16, Weald Close, Sevenoaks Weald, Kent. [6400

1924 ALVIS (SB 12/50). Large-port head, 4.55 axle. Brolt electrics, damaged front. Will break. Nobbs, K Camp, Donnington, Salop. [6402

M.G. P.A., 1934, Red, 2-seater. Good running order. 2 new tyres, battery. £75. (Newbury). Box No. U.403. [6403

M.G., 1¼ Saloon, registered 1954. Engine TF tune. Radio, heater, undersealed. High mileage but good maintenance. £420. Larminie, Yew Tree House (Tel: 494), Shrivenham, Swindon, Wilts. [6404

ALVIS FIREFLY. Good, but unorthodox coachbuilt body, 1954. Sound running order. Towbar. £35. Box No. U.405. [6405

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1929 LOW CHASSIS 2 LITRE LAGONDA. Mechanically excellent. £170 just spent on engine. Body good, tyres not brilliant. Offers. S/Lt. Light, R.N.E. College Manadon, Plymouth. Tel: 72497. [6408

FOR SALE—*continued*

GLORIA, 1935, 10.8. Needs resleeving, otherwise sound. Sell or break for spares. Todd, Ubley, Bristol. Tel: Blagdon 385. [6409

S.S.1, 1934. New hood, good brakes, body, tyres, headlamps. Engine deceased. What offers? Andrews, 1, John Street, Maidstone 4475. [6411

DENMARK SPECIAL (and it is Special) 1172 Ford Formula. Fully equipped, cellulosed blue. Here is a lot of fun for a connoisseur. £465. For further details, phone Turners Hill 215, or write, Beare, Worth Hall Farm, Worth, nr. Crawley, Sussex. [6412

CHASSIS 3-Wheeler Special, similar to Reliant Safety Seven. Qualified engineer moved North. Austin engine, all equipment rebuilt or new. Practically completed except for body. £65. On view Woking, Surrey, Easter holiday. Write, J. Painter, 65, Park Road, Timperley, Cheshire. [6413

M.G. T.C., 1949. T.D. engine, resprayed, new hood. Good mechanically. £320, or reasonable offer. H.P. facilities available. National Service forces sale. 153, Mayfield Drive, Caversham, Reading. [6414

"ENGINES." Hillman S.V. 10s. One 1936, resleeved 10,000 miles, "good," one 1947 "fair," one 1947 "clapped out." £12 the lot. Grainger, 481, Princess Road, Manchester, 20. [6415

SUNBEAM 1930, 20.9 Tourer. Watertight. Complete taxed, insured, but starter needs attention. Also manual, good spare engine, gearbox. £35 the lot. Coates, Sabinal, Weston Park, Bath. [6416

HALDA SPEED-PILOT, unused since factory overhaul. £16 16s. Owers, School House, Hadlow, Kent. Hadlow 415. [6417

DELLOW '51. Aquaplane head, twin S.U.s, 4 branch, balanced reconditioned engine, new upholstery, new tyres, twin spares, rev. counter, full weather equipment. £295. Hodgson, 8, Balmoral Road, Morecambe. [6421

LAGONDA, 2 litre, 1931 Low Chassis Tourer. New liners, pistons, valves, rockers and valve guides. New clutch linings and Hardy spicers. Bodywork tatty, chromium and batteries good. Offers above £100. Poplam, Officers' Mess, A. & A.E.E., Boscombe Down, Amesbury, Wilts. Amesbury 3331. [6422

RILEY, 1½ litre, 1936 Merlin. Well preserved and very much a going concern, regretfully offered for sale. £150, or near offer. 75, Westfield Road, Rugby 4397. [6423

SINGER LE MANS, good spares. Wilson, 143, Lawrence Avenue, New Malden, Surrey. [6424

MORRIS Sports Special, shortened chassis. Tuned, balanced Series "E" engine. Twin S.U.s, aluminium body. Full weather equipment, new tyres, oversize rear. Sound in all respects. £140 o.n.o. 5, Harewood Road, South Croydon, Surrey. CRO 3567. [6425

"MOTOR SPORT," 1938-58, for sale, also Riley 1½ springs, C.W. & P. etc. 81, Broomleaf Road, Farnham, Surrey. [6426

BENTLEY-JAMES YOUNG Convertible, 1935. 1st class condition, all extras. £450 o.n.o. Tel: Pinner 9959. [6427

AUSTIN SEVEN ENGINE. 1-5/16 crank. Unused since complete overhaul. Lagonda 16/80 Saloon doors and windscreen complete. Offers? Seen Birmingham area. Box No. U.428. [6428

LANCIA AUGUSTA, 1935. Timing mod., new carb., clutch, rings, big ends 1,000 miles ago. Coachwork good. £100 o.n.o. Fairlands 9202. [6430

FRAZER-NASH/G.N., 1921/30. Well known U.S.C.C. sprint/sports car. Road equipped but very stark. Fastest sports car last three Prescotts. Best 49.49 secs. Brooklands 4.ED Meadows with reflector head and all the most describable bits. Light alloy body on tubular frame with pointed tail, registered 1950. £125 to suitable owner only. Good reason for sale. John Grice, Burton Hall, Burton Salmon, Yorks. Knottingley 2740. [6431

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1938 TRIUMPH 14-60 Dolomite Roadster. Fast, reliable, fair condition throughout. £85. 40, Leamead Avenue, Northolt. [6433

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40 B.H.P. 90 lb. weight 500 c.c. Triumph twin engine, large finned and build-in cooling fan. Designed for shaft drive, and suitable for mating to car gearbox. Engine as new with carb., mag., exhaust, handbook and information for mounting etc. Cost over £80, will accept £30 o.n.o. Park Cottage, Botley Road, Bishops Waltham, Hants. Tel: 3120. [6435

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2.3 ALFA, blown 2 O.H.C. type 8C, 2-door Castagna Drophead. Low mileage. Chassis and engine in excellent order. 136, Caulfield Road, Shoeburyness. [6436

RILEY ADELPHI, 1½ litre, 1937. Well maintained. Ideal for enthusiast with young family. £105. Rivington, Hedges, Roydon, Harlow, Essex. Roydon 2179. [6437

VERY SPECIAL LEA-FRANCIS, registered June 1957. 1753 c.c. 90 b.h.p. engine, aluminium enveloping body of exceptional appearance with hardtop. Immaculate condition throughout. Over 100 m.p.h., 0-60, 13 secs., up to 30 m.p.g. Ivory white with black hardtop, green tonneau and hood. £550. Carpanini, 41, Lynton Mead, London, N.20. [6438

MERCEDES-BENZ, 1938, 3.8 litre L.H.D. Foursome Coupé. In perfect condition. Black and grey. Fitted overdrive, independent suspension, wing mirrors, demister etc. Regularly serviced, fast and reliable. £300, or part exchange good Land Rover. E. J. Cobb, West Chaldon, Dorchester, Dorset. [6442

ALVIS 12/70. Engine £10, gearbox £3, radiator and cowl £5, front axle £2, brake drums 10s. each. Brill, "Chieveley," Seymour Road, Mannamead, Plymouth, Devon. [6443

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SINGER LE MANS, 1934, 4-seater. Twin carbs, new tonneau, tyres, hood. Engine reconditioned 3,000 miles. Real good condition. £100, or nearest offer. Peter Glover, 197, Coalway Road, Woverhampton. [6445

RILEY, 1½, 1939. Similar post-war. Black, red interior, £30 engine overhaul. Good tyres, chrome, windtones. Selling, want Jag. £175 o.n.o. Details, write, Box No. U.446. [6446

HEALEY 2.4 spares including C/W and pinion, suspension, etc. Also 4 500/590 x 15 Lifeguard tubes, as new, cheap to clear. Read, Hollesley, Suffolk. [6447

S.S. 2 litre, 1935. Open Tourer. £100 o.n.o. Gillibrand, 60, Worsley Road, Worsley, Manchester. [6449

RILEY 9 MONACO, 1931. Resprayed last Autumn. Good condition throughout. Should interest any Riley enthusiast. £65. Watford 25947. [6450

MORRIS CUNARDER. 4-seater Sports Tourer, 1935. 10/6 engine, twin carbs. Excellent condition, performance, handling, impressive appearance. £65. Owner bought S.S.100. 10, The Lawn, Harlow, Essex. [6451

AUSTIN 7, 1931 Chummy. Good condition, some spares. £15. Campion, 14, Greenwood Close, Pettswood, Kent. Orpington 26031. [6452

1933 ALVIS SPEED 20 Saloon. Sound but broken timing chain. Complete or will break. M. Stephens, 40, Holbrook Avenue, Rugby. 6453

M.G. P.A. Superb condition. Hydraulic brakes, full mechanical history. Thomas, R.A.C., Cirencester. [6454

LEA-FRANCIS, 1939 P.V.T. Grey D.H.C., 12.9 h.p. Maker's oil pressure, excellent tyres, hood, heater, Bosch spot/foglamps, automatic chassis lubrication. £115 o.n.o. Leaf collector reducing stable. Poynter, 5, Faversham Road, Beckenham, Kent. [6455

RILEY KESTREL SPRITE, 1937 Saloon. Black, red wheels, good interior, red leather. Very good body, new exhaust system, springs recon., shock absorbers, good tyres, brakes. Recon. dynamo, electrics. Maintained by enthusiast and in complete working order including all instruments. All bills available (reasons for sale, buying new Volks). £275 o.n.o. 9, Beacon Way, Rickmansworth, Herts. Tel: Rickmansworth 2414. [6456

ROLLS-ROYCE, 1934, 20/25 Hooper Saloon. Good condition. £260, or exchange 2 litre Lagonda or 12/50 Tourer plus cash. Mott, 8, Byron Close, Braintree. [6457

FRANK LOCKHART, due to a change of plans, regretfully offers his well-known Monoposto Ex Smith K3 M.G. for sale. Will all interested enquirers write in the first instance to Lockhart, Orchard Cottage, Park Road, Tring, Hertfordshire. [6458

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RILEY, 2½, 1948. Excellent body, mechanically sound throughout. Any trial. £300. Barrett, 17, Avon Road, Hale, Cheshire. [6460

BENTLEY, Park Ward 4½ litre Sports Saloon. Excellent condition, new tyres, carpets, superb Marshall headlights, taxed. £325. View anywhere by arrangement. Write, Walker, 587, Bradford Road, Bradley Bar, Huddersfield. [6461

AUSTIN NIPPY, completely rebuilt. Bills available over £100. Oversize rear wheels. Cream/red Specimen condition. £150. Birchwood Cottage, 49, Sundridge Avenue, Bromley, Kent. [6462

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

FOR SALE—*continued*

MINX CONVERTIBLE, 1952. Superb example. Grey, red interior. Fitted heater, demisters, washers, new tyres, battery. Private sale. £300. Terms arranged. Phone Putney 6338, evenings. [6463

1936 AUSTIN NIPPY. Very good all round condition, engine rebuilt 8,000 miles, new C.W. & P., king-pins and battery. Economical. £100. Thomson, 17, Oak Road, Southampton. [6464

ASTON MARTIN, 1939, 2 litre Tourer. Recent rebore, crankshaft regrind, big ends, bearings. Interior rough. £250. Weybridge 5847. [6465

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1934 AUSTIN SEVEN Saloon. Good order. Reliable. £50 o.n.o. Cummins, 44, Gloucester Place, London, W.1. [6474

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ASHLEY BODIED 750, '58. Usual modifications. I.F.S., 15 in. rims, oversize rears. Recent engine overhaul. Spares. £230. Dolton, Small Drove Lane, West Pinchbeck, Spalding, Lincs. Pinchbeck Bars 329. [6476

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SUNBEAM, 1932, 23.8 h.p. Coupé. Good running order and appearance. Please write: Charlton, 143, Elgin Crescent, London, W.11. [6487

ROLLS-ROYCE Phantom II, 1931, XJS2 Limousine by Hooper. Excellent condition. 13 m.p.g. £150 o.n.o. Owner wants 20/25. Box No. U.488. [6488

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£145. ALLARD D.H. Coupé, 1949. Mechanically first class. Uses no oil. Good hood, tyres. Paintwork fair. Write or call evenings, 19, Home Close, Harlow, Essex. [6492

MUST SELL: ASTON MARTIN 2 litre D.H. New big ends, brake linings, etc. Body, trim, very good. Many extras. £25 o.n.o. Fagan, Officers' Mess, Kitchener Barracks, Chatham. [6493

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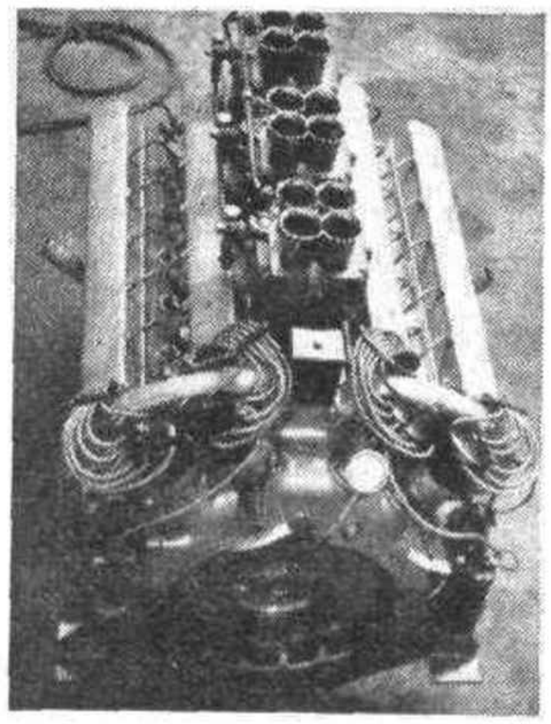
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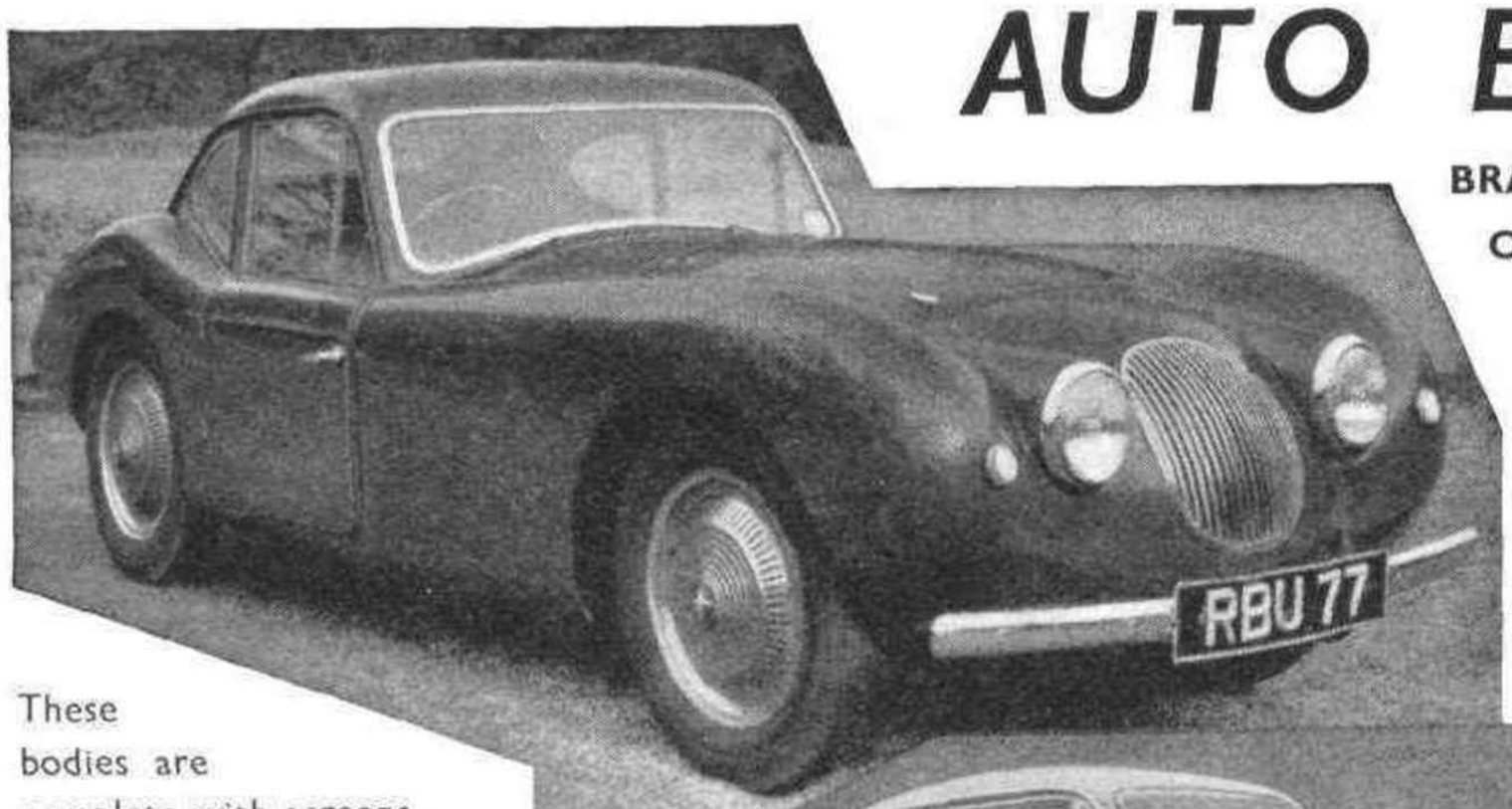
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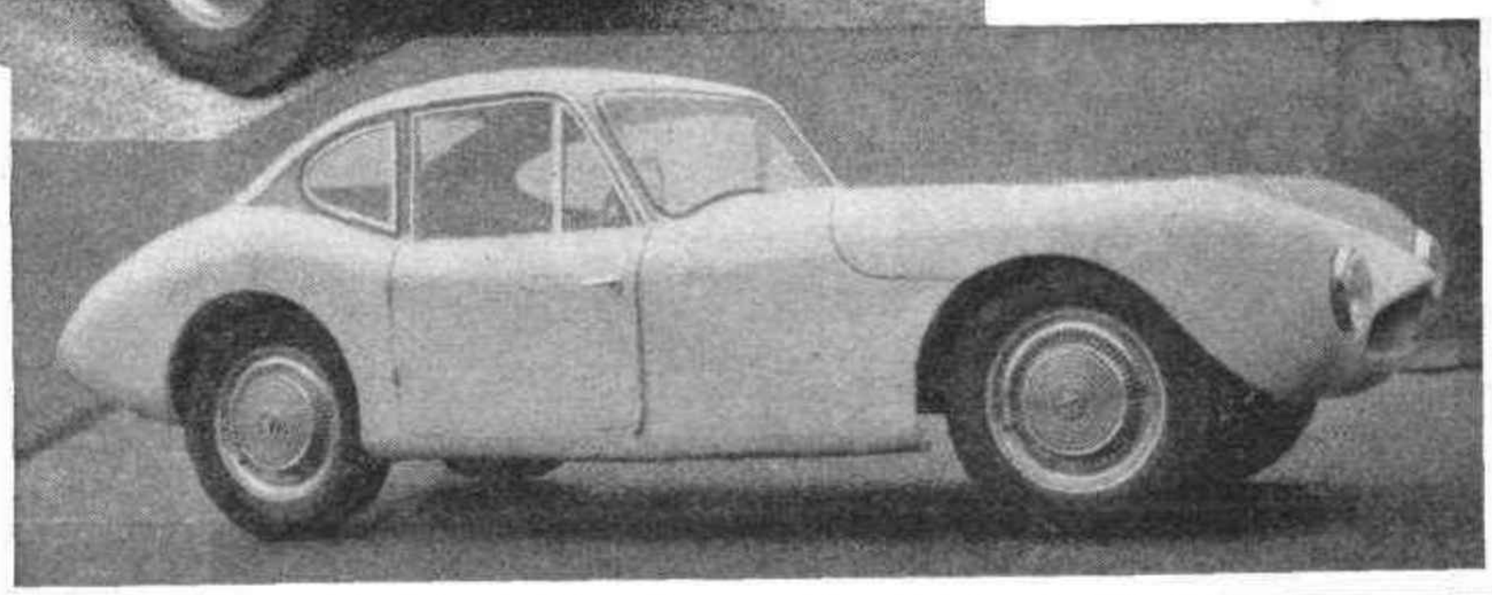
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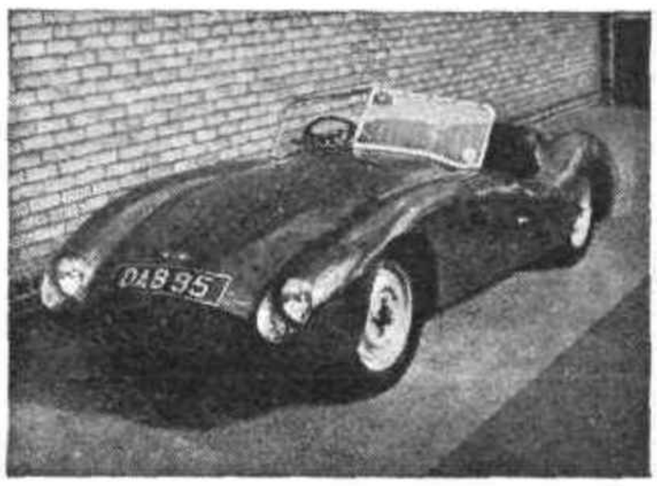
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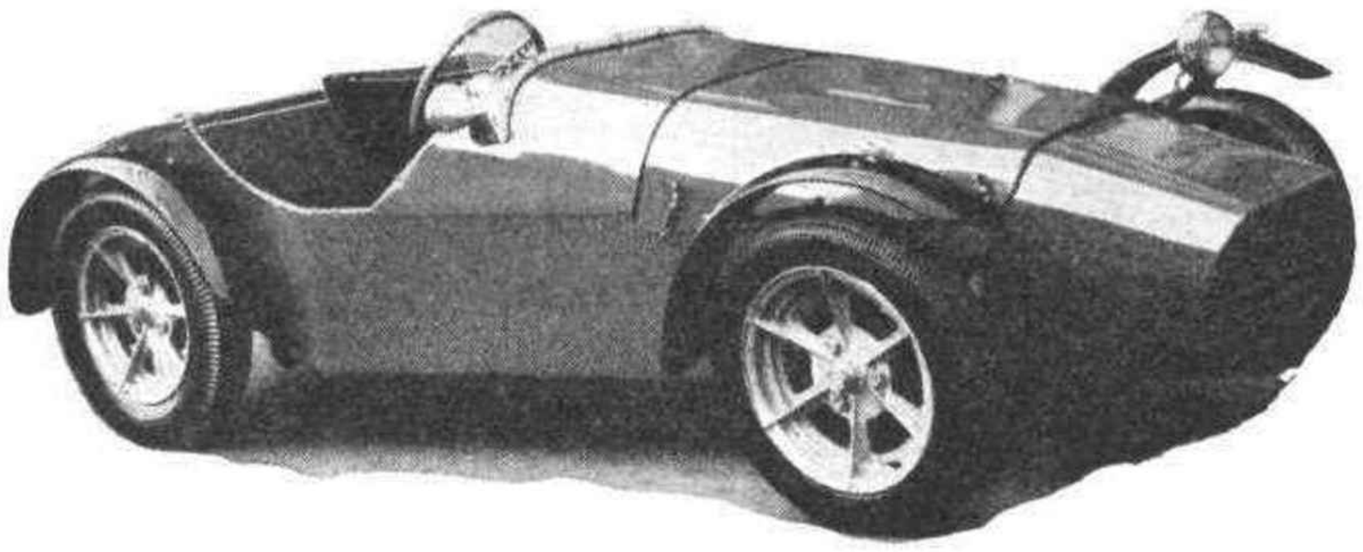
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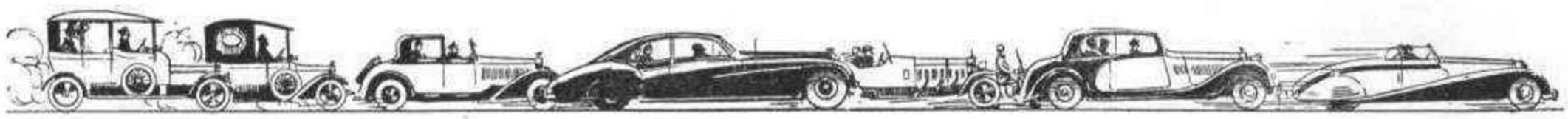
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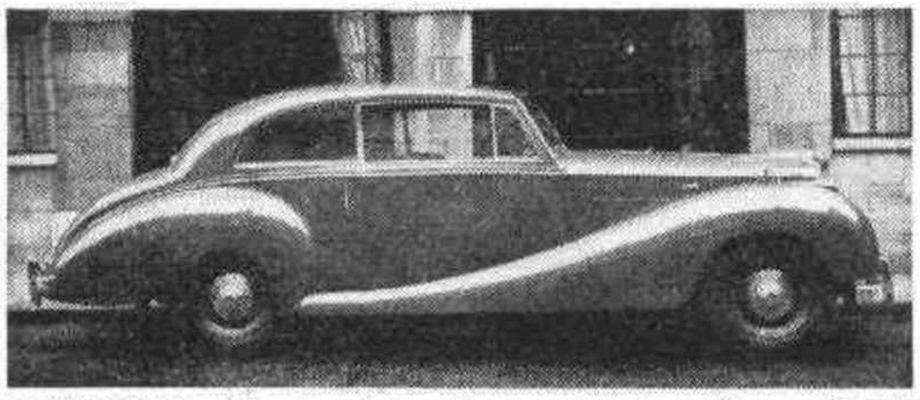
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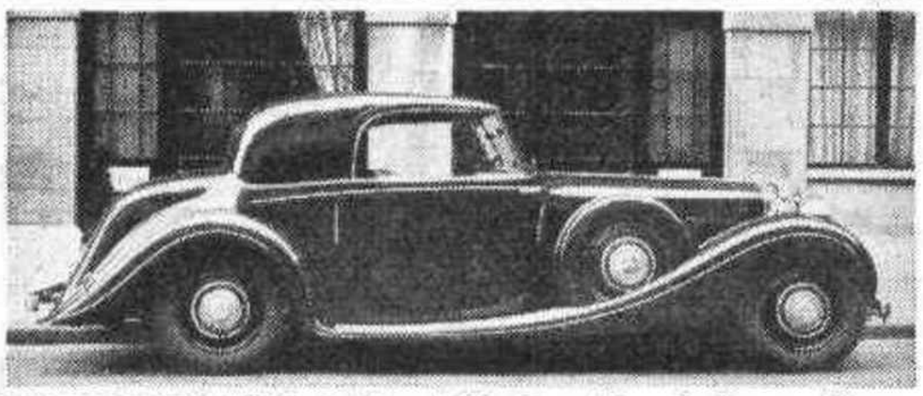
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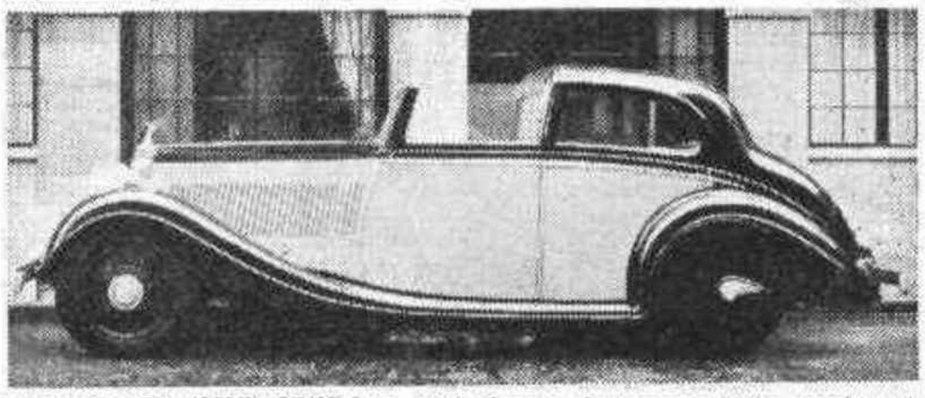
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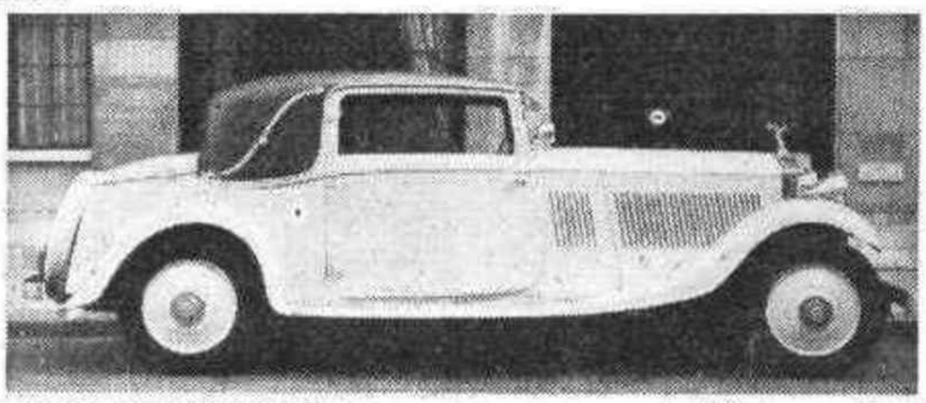
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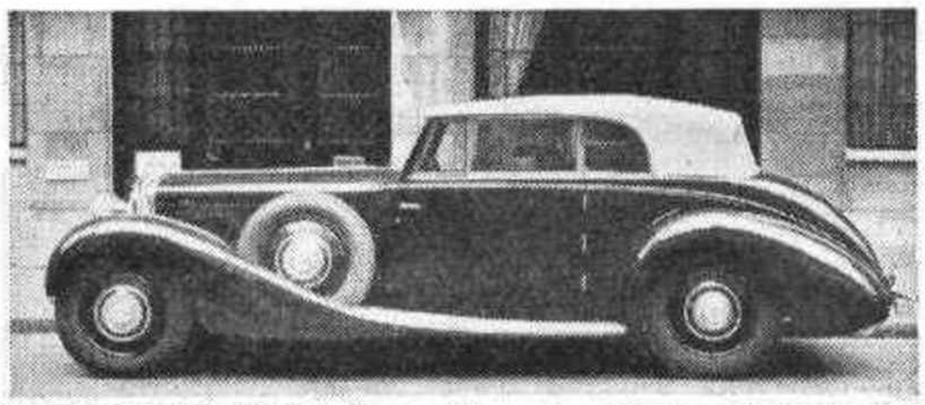
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ALVIS (1952) TA 21, 3-litre, Salmon-Tickford drophead coupe. Grey, red trim. Radio, heater, etc. Recently recellulosed and in good order throughout. Workshop test and report available. Fast, well bred. **£525**

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WE URGENTLY SEEK A GOOD VINTAGE BENTLEY, A VETERAN EDWARDIAN AND A MARK VI BENTLEY WITH JAMES YOUNG COACHWORK. IN RESPECT OF THESE AND ANY OTHER VEHICLES PURCHASED INDIRECTLY, WE WILL COVER INTRODUCTORY COMMISSIONS, BY ARRANGEMENT.



ROLLS-BENTLEY (1937) 4¼-litre, with two-door Continental drophead coachwork by James Young. Black, grey trim. Rebored and sleeved to our order by Walker of Chelsea January 1959, and not yet run. A very pretty 4¼ with excellent history and a clean bill of health. **£575**

BENTLEY Mk. VI (1948) 4¼-litre Standard Steel Special Equipment saloon. Tudor over shell grey, powder-blue trim. Concessionaire maintained. All standard modifications. Recellulosed January 1959. Radio, heater, etc. Schedule serviced. Good example of the earlier Mk. VI. **£1,000**

ASTON MARTIN (1952) DB2 drophead coupe. B.R.G., white trim. One of the seldom seen two/four-seater models. Extensively overhauled at Aston Martin Limited in June 1958, little mileage has since been run. A rare model of outstanding performance and delightful handling, in singular condition. All accounts are to hand.

DAIMLER 2½-litre (1952) Barker Special Sports coupe 2/3-seater. Two-tone blue, powder-blue trim. Overdrive model. Details too late for inclusion. Available second week in March. **£685**

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ROLLS-ROYCE (1938) Phantom III with fully razor-edged coachwork by Park Ward. Fully modified. Solids.

VINTAGE BENTLEY 4½ V.D.P. foursome tourer. Outstanding order.

CHARON, *circa* 1914, open two-seater. Pukkah original.

HUMBER, *circa* 1918, two-seater, with **one owner from delivery.** Electrics, starter. Concours.

ALL VEHICLES OFFERED ARE WARRANTED FOR A PERIOD OF THREE MONTHS AGAINST ANY MAJOR DEFECTS OCCURRING UNLESS IT IS EXPRESSLY STATED TO THE CONTRARY.

A workshop test and report sheet is available on all vehicles advertised.

WE WOULD PARTICULARLY LIKE TO PURCHASE ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER VEHICLES SIMILAR TO THOSE ADVERTISED, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. A MEMBER OF OUR FIRM WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

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Immediate insurance effected with Lloyd's Brokers. Export and Shipping. Engineers' reports and examination.
All vehicles and accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

FOR SALE—*continued*

ROLLS-ROYCE 20/25 h.p. Thrupp & Maberley Saloon, 1932. Good condition. £175. 4, Penwortham Road, Sanderstead, Surrey. Uplands 2209. [6533

1925 9.8 h.p. LEA FRANCIS 2-seater. Running order. Very original condition, has some spares and portfolio of information and history of car. £35 o.n.o. J. Pemberton, 14, Queen's Gate Terrace, S.W.7. KNI 7915. [6534

BARGAIN: FORD-ROCHDALE ST, ¾ finished. New chassis, radiator, reconditioned 8 h.p. engine, many new parts; new lighting equipment. £165. "Cranbrook," King Edward Street, Thornhill Lees, Dewsbury 3463 evenings. [6540

JAGUAR Mk. V Drophead, 1951, 3½ litre. Black, red interior. Good condition, excellent tyres. Heater, outside mirrors, Jag. mascot. £285. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [6541

FIBREGLASS SPECIAL. Rochdale Mk. VI on Morris 8 chassis. Built 1958. New parts include body, radiator, hydraulic brakes, all lights (winkers), sports coil, cut-out, generator, etc. Good tyres. Half price for quick sale. £100 o.n.o. Ball, Hopwell Hall, Ockbrook, Nr. Derby. [6542

POST-WAR (early) Twin Cam Aston-Martin Engine complete with dist./starter/dynamo and manifolds. Good condition. £30. "Bridgeways," Conduit Lane (nr. Clock Tower), Hoddesdon, Herts. [6543

RENAULT 750, 1955. Grey. Mildly tuned. Good engine, tyres, fog, spot, radio, washers. £400 o.n.o. Pollard, 8, Halsford Croft, East Grinstead, Sussex. [6544

BENTLEY 8 litre re-cellulosed Mulliner Saloon body. Excellent mechanical condition. Six good tyres. Taxed and in normal use. Further details and photographs available to serious buyers. Box No. U.545. [6545

VINTAGE RILEY 9 4-seater Open Tourer. Reconditioned throughout except upholstery. Bills for £80 spent 1958. Offers to: Jennings, 7, Fairlawn Crescent, East Grinstead, Sussex. [6546

VINTAGE "CHUMMY," 1929. Brass rad., lamps, etc. Excellent condition all round. Spares inc. £45. 2, Holly Mount, Shavington, Crewe. [6547

LAYCOCK D-type Overdrive, £25. Or complete assembly A.55 (including prop. shaft), £30. Box No. U.548. [6548

OFFERS: 1933 ESSEX Terraplane 8 Sports Tourer. Mechanically and bodily sound. Very fast and not too thirsty. Suit enthusiast or early American collector. Believed to be the only model in this country. Three owners only since being imported. Write: Mr. P. Dickinson, 21, Liverpool Road, Formby, Lancs. Or phone Formby 687. [6549

AUSTIN SEVEN Cabriolet (1936). £35. Rampton, Stonycroft, Walberton, Near Arundel. Eastergate 3368. [6550

BENTLEY SPARES. Heavy 4½ front axle, self wrapping brakes, brake drums (plain), perrot shafts, rods, compensator assembly complete. £20. Half shafts 30s. B.M. 1800 camshaft £4 10s. 2391 camshafts 50s. Two star diff. cages, alloy, £3. 3 litre blocks £4. Crankcase, sump, £5. Brake shoes £4 per set. Stub axles £2. Speedo £2. Oil gauge 10s. Many other spares. Lyne House Farm, Lingfield 137. [6551

£10 REWARD for information leading to purchase of 2/4-seater, open or closed, 1½-3 litre Alvis, Bentley, Lagonda, similar. Realistic price. Spot cash on successful completion A.A. inspection London 1st June. Details, photos, airmail: Meik, Box 2436, Accra, Ghana. [6552

ROLLS-ROYCE 21.6, 1927, Saloon. Mechanically sound. Body, battery, tyres, excellent. Tatty upholstery £95. LAB (London) 6495. [6553

ROLLS ROYCE Hooper O/D Saloon with boot. Late 1933, 25 h.p. Richmond area. Good condition. £200. Dolton-Radley, 12, Old House Gardens, Park Road, Twickenham. POPesgrove 9898. [6554

1939 RAILTON Coupé 28.8. Excellent condition, mechanically perfect. Photographs supplied. H.P. arranged. £220. Box No. U.555. [6555

1935 ALVIS 16/9. £25, or break with 1½, 3½ Jaguars. 127, Hawton Road, Newark. [6556

COVENTRY CLIMAX 1172 Engine (Weymann head) and gearbox. Requires reconditioning. Anybody wanting? Cheap. Mellor, 193, Manchester New Road, Middleton, Lancs. [6557

LANCIA, 1933, Artena, in good condition apart from cracked cylinder block. Offers. Boys, 38, Lilybank Gardens, Glasgow, W.2. [6558

1936 RILEY MERLIN Saloon. Outstanding condition. £135. Phone: Thanet (Kent) 62160. [6559

SCINTILLA N.V.4, 70s. Riley 18 in. K.O. wheel 15s. 25, Congrams Row, Barnstaple. [6560

1936 RILEY 12 Adelphi. Five excellent tyres, very good throughout. Haggle at £90. Brown, 4, Coombe House, Canford Lane, Bristol 9. [6561

LANCIA APRILIA. Impending nuptials require regretful sale. New tyres, battery, steering box overhaul. Excellent performance, condition throughout. Beautiful to drive. Possible haggling around £250. Matthews, Eighteen, Heatherdale Road, Camberley. [6562

FOR SALE—*continued*

RENAULT 750, 1950. Broken all engine spares. Gearbox 200 miles, glass, rack, speedometer, gear and handbrake controls, Solex. Moore, 39, Linkways, Stevenage, Herts. [6563

FOR LANCIA APRILIA: Rear spring flattening clamp. £3 o.n.o. Box No. U.564. [6564

LAGONDA 4½ open, 1933. Immaculate concours condition, twin Scintilla mags, Vertex, P.100s. Everything polished. £250 o.v.n.o. Photos. Also basic Chrysler Straight 8 engine, 10,000 miles. Offers? Tomkinson, 3, Cranborne Road, Hatfield, Herts. [6565

1954 PORSCHE 1500 Super Saloon. Metallic green. Fitted modified crankshaft, in exceptional condition and well maintained. Appearance as new. £1095. J. S. Fry, Little Somerford Mill, Nr. Chippenham. [6566

AUSTIN NIPPY. Good condition. Everything works. No longer needed. £90. Commander Haynes, Naval Drafting Authority, Haslemere. [6567

STANDARD 8, 1939, Tourer. Mechanically good. New hood. 36 m.p.g. £27 10s. Box. No. U.568. [6568

VINTAGE (circa 1926) Sports 2-seater Arab, partially restored. Needs paint, doors and interior trim to complete. One of two extant. View week-ends. Telephone Little Chalfont 2292. [6569

1940 (Reg.) V.A. 1½ litre M.G. Saloon in A.1 order. Delightful car, viewed week-ends. £195. Telephone Little Chalfont 2292. [6570

1929 SUNBEAM. £20. Car must be sold because change of employment will force me to move it from present garage. Found stored on farm last autumn. Have had running. Everything works but clock. Will not break, too good. Hart, 45, Breakleys Road, Desborough, Northants. [6571

750 SPECIAL. Much modified, nearly complete. What offers? Enquiries week-end. Boddy, 78, Putnoe Lane, Bedford. [6572

AN ASH and aluminium car body for your A.7 Special for only £20. For details write to Box No. U.573. [6573

1939 SUNBEAM TALBOT 10 waterproof Tourer. New clutch, battery, good tyres, brakes. Reliable fast performer. First reasonable three-figure offer. 101, Hillingdon Avenue, Sevenoaks, Sevenoaks 51694. [6574

1948 71K ALLARD 2-seater. New Mercury engine, 3-branch exhaust manifolds, new batteries, tyres, etc. B.R.G. Exceptional. £295 o.n.o. I. W. Rumbol, 3, King's Mead, Smallfield, Surrey. [6575

30/98 OE VAUXHALL, 1924. Good order. Mainly original. £250 to enthusiast. Not for export. Box No. U.576. [6576

GOGGOMOBIL. Engineer's servicing tool-kit, complete, unused. Cost over £30. Offers. Whittle, 41, Newton Road, Cambridge. Tel. 59237. [6577

V.W. SUPERCHARGER, JUDSON (in great demand), as new. 6,000 miles. Cost £80, accept £55. Whittle, 41, Newton Road, Cambridge. Tel. 59237. [6578

1937 1½ Litre RILEY Kestrel. Special series engine, twin Zeniths. K chassis. One owner, genuine mileage 61,000. Hand reared. New battery, four new tyres and tubes (oversize) K.O. wheels. Comp. overhaul at 45,000. Mech. and bodily sound. Everything works except dash clock. Finished in light blue, red uph. Definitely the best of the few. £250. Must go to a good home. Johnson, 1, Pownall Road, Wilmslow, Cheshire. [6579

1929 AUSTIN 12 2-seater with dickey. Paintwork and hood tatty; engine, chassis, tyres good. £30. Rough, reliable Morris Oxford 1935 Saloon. New roof, good tyres. £25. Slater, 33, Lancaster Drive, Scampton, Lincs. [6580

BENTLEY 3½ Park Ward Saloon. Black. Perfect inside and out. 22 m.p.g. £300. Hodson, Builder, Knapwell, Cambs. [6583

SPARES. Tyres: One 525 x 17, 25% worn; two Firestone 450 x 19, 15% worn; one Henley 450 x 19, 10% worn; one 475 x 19 retread, new. Three M.G. front springs, re-set, P or T. One Triumph Dolomite front spring, as new. One Riley 9 dynamo and starter motor. One Bray engine heater. Two Girling shock absorbers, P.R 6, good. Two Bosch, one Klaxon 12 volt horns. Two Smith's clocks, 2 in. Will accept any reasonable price. Barn Cottage, Hayes Lane, Kenley, Surrey. UPLands 8937. [6081

MICHELIN "X" TYRES: Four 5.50 x 16, only 1,000 miles, c/w new Ford Easi-clene wheels and Michelin tubes. £32 o.n.o. To Heal, Britannia, Warrington 31552. [6593

1172 GRAN TURISMO Special. H.C. head, 4.44 C.W.P., Falcon Mk. II shell, detachable hard top. Cellulosed blue. Side screens. 80+ m.p.h., 45 m.p.g. Must sell, going abroad. £250. GIP 5689. [6594

FOR SALE—*continued*

RILEY KESTREL SPRITE, 1937. Above average condition. £165. Evenings, week-ends. Wilson, 99, Langley Way, West Wickham, Kent. Spring Park 1490. [6595

RAILTON. Illness forces sale two 28.8 Fairmile D.H.C.s: 1938. Resprayed. Complete transmission overhauled, engine running but noisy. P.100s, good upholstery and tyres. £110 o.n.o. 1937, good engine and transmission, towable. Good body, rechromed, woodwork repolished, worth rebuild. £50 o.n.o. Also almost complete 1937 chassis and engine. Tel. GIP 0012. [6596

RILEY 9 KESTREL, 1937 S.S. An immaculate and rare specimen. £235. Register member. 11, Kynaston Road, Orpington, Kent. ORP 29167 (week-ends or after 7). [6597

£85. LANCIA AUGUSTA, 1935, Saloon. Engine overhauled, brakes relined, body green, good condition. Ring BAY 2044. [6598

"GENESIS." Austin Nippy Sports. Red. Bowdenex brakes. Brand new hood/screens. Spot light, badge bar, etc. Recent overhaul. 40 m.p.g. A beautiful little car. £80. H.P. terms. Whitehall, KEN 6702 or Abinger (Dorking) 52 (evenings). [6599

M.G. SPARES: M type gearbox, dynamo, starter. J.2 brake backplates, alloy shoes, rear hubs. Week-ends, 21, Hazelwood Avenue, Morden, Surrey. [6600

ASTON-MARTIN 1½ litre Le Mans 2/4-seater. Engine recently sleeved, crankshaft reground, magneto rebuilt. Seats re-upholstered, new toneau, screens, spotlamp. Attractively maintained by present owner 6 years. £200. Telephone Dunstable 1609 evenings. [6602

CLYNO NINE, 1928, Saloon. Stored 20 years. Almost perfect example. £55. Citroën Twelve Roadster, 1938, resprayed. £145. Byron 1994. [6603

MORRIS 10/6 (1934) F.H. Coupé. Solid distinction. Body, brakes, steering, fine condition. New tyres. Fear con. rod broken. Any offers. Orton, 57, Kirtle Road, Chesham, Bucks. [6604

PAIR 11 in. Marchals, twin S.U.s, 1¼ in. choke. Scintilla magneto, Lucas dynamo, speedometer. All from 16/80 Lagonda. Offers, K. Evans, 33, Evershot Road, London, N.4. [6605

ALVIS SPEED TWENTY, 1934, D.H.C. Mechanically perfect, body above average. £160. Pinner 6129. [6606

1934 MORRIS MINOR Saloon. Bodywork, battery and tyres excellent. Steering and brakes very good, recently checked. Engine needs overhaul. Must be sold. Best offer. Telephone Welwyn 242 after 6.45 p.m. [6607

LANCIA LAMBDA 7th series short chassis 2-seater. £150 o.n.o. Photos and details, Cole, 21, Avenue Road, London, N.15. [6608

RILEY 9 MONACO, 1933. Body sound. £45. 8, Aber Street, Grangetown, Cardiff. [6609

COMMER Semi-deck coaches C.O.F. and recently in service. Suitable for conversion to car transport/caravan, etc. Best offer over £100 and choice of three vehicles. Many spares available. Lists by request. Skyways, Stansted Airport, Essex. [6610

ROCHDALE G.T.F.8 on new boxed chassis. Everything on and properly finished. Interior fully trimmed, red carpet, Vynide seats and doors. Demister, spare 16 in. wheels. £370. Reider, Station House, Etwall, Derby. [6611

M.G. T.A., 1939. B.R.G. Engine reconditioned 13,000 miles. Polished ports, new starter, dynamo, sports coil. Professionally re-upholstered. "Bluemels" wheel. New polished oak dashboard. P.100s, windtones, spots. Cellulose and general condition flawless. Have yet to see T.A. or T.C to compare. £275. Finn, 1, Saxon Road, Newhaven, Sussex. [6612

SUNBEAM-TALBOT, 1939, 4 litre Rootes model. Excellent condition, under 50,000 miles. £115 o.n.o. Julie Cottage, Newark Lane, Ripley, Surrey. [6613

1933 TRIUMPH GLORIA, winner of 1934 Monte Carlo Rally. £45. B. Pantlin, "The Coverts," Abbey Drive, Laleham, Middx. Staines 506. [6614

RARE TALBOT, 1937, 2-door 4-seater Drophead. 17.9 h.p., manual box, new hood, timing pinion, big ends, piston rings, good tyres, woodwork repolished. £125. Herring, Peregrine, Woodlands Road, Little Bookham, Surrey. Esher 4060. [6615

1172 c.c. FORD SPECIAL, '49. Engine 5,000 miles. I.F.S. and I.R.S. Front tyres new, rear good. Recon. steering and back axle. £130. Attwater, 17, Tudor Close, Hove, Sussex (week-ends). [6616

DELAGE, D6/75, 1939, 4-door Saloon in excellent condition. Complete overhaul to engine, gearbox and back axle, rewired, five new tyres. Heater, screen washer. Two owners from new. £325. Walker, 15, The Burroughs, Hendon, N.W.4. Hendon 6090. [6617

MORRIS 8 Tourer, Series II. Immaculate. Vynide hood, full length tonneau. Woodhead shockers, covers. £85. 11, Etchells Road, Cheadle, Cheshire. Gatley 7876. [6618

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

FOR SALE—*continued*

TWO ASTON MARTINS (must sell one). Mk. II 1¼ litre 4-seaters, both in outstanding condition: immaculate paintwork, mechanically excellent throughout. One black, one red. £325 o.n.o. for either. Consider exchange. Preston, Rose Hill Grange, Isfield, Sussex. Tel.: Isfield 213. [6619

1930 VINTAGE HUMBER Coupé, 23.8 h.p. Exchange anything smaller, or sale, cheap. "Betula," Broadbridge Lane, Burstow, Nr. Horley, Surrey. [6620

VINTAGE 1926 SINGER 10 h.p. Tourer. New valves, guides, springs, hood and side screens. Rewired, taxed, insured. Host of spares. £60 o.n.o. Browne, 59, Rathcoole Avenue, Hornsey, N.8. [6621

RILEY FALCON, 1935. New battery. £85 o.n.o. Pinner 3755 evenings. [6622

FOR SALE—*continued*

ATALANTA, 1939. Coupé de Ville by Abbot. Radio. Property famous Air Marshal. History available. 12 cyl. Lincoln engine. A clean, trouble-free, elegant example of an aristocrat. First £100, or U.S.A. I'm afraid. Exchanges considered. St. Mary's Cottage, Gt. Maplestead, Halstead, Essex. Tel.: Hedingham 281. [6623

FORD 8 ENGINE, £2. Who wants? 8, Chalfers Mead, Ashtead, Surrey (evenings). [6624

SUIT IMPECUNIOUS ENTHUSIAST: 1934 Alvis Speed 20 saloon. Fast, well shod. New brakes. £70 o.n.o. HUN 9717, or Box No. U.625. [6625

RILEY KESTREL SPRITE 1½, 1937. First class condition. Genuine reason sale. £200. Available after 20th March. Full details, write Leach, 86, Milton Street, Northampton. [6626

FOR SALE—*continued*

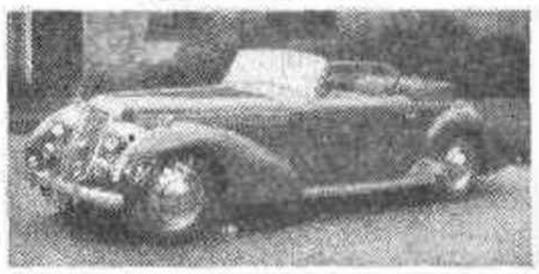
M.G. T.A. Replica of "Cream Cracker" cars. New hood, seats re-upholstered. Brakes, engine, gearbox, body and axle all good. Nearest £155. Booth, 55, Headingley Lane, Leeds. Phone 54795. [6627

£70 SPECIAL being re-bodied, Ford units, Erskine Staride, Norton. Offers. 100E gearbox, £5. Marshall, 281, Canford Lane, Bristol. [6629

1949 M.G. T.C. Red. Excellent condition, many extras. £350. Wilcox, Chedworth, Nr. Cheltenham, Glos. [6630

1955 MORRIS MINOR Convertible. Exchange engine fitted, twin carbs. New hood. Excellent all round condition. £410. St. John, 39, Central Avenue, Hounslow. [6631

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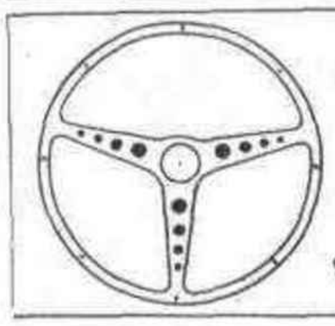
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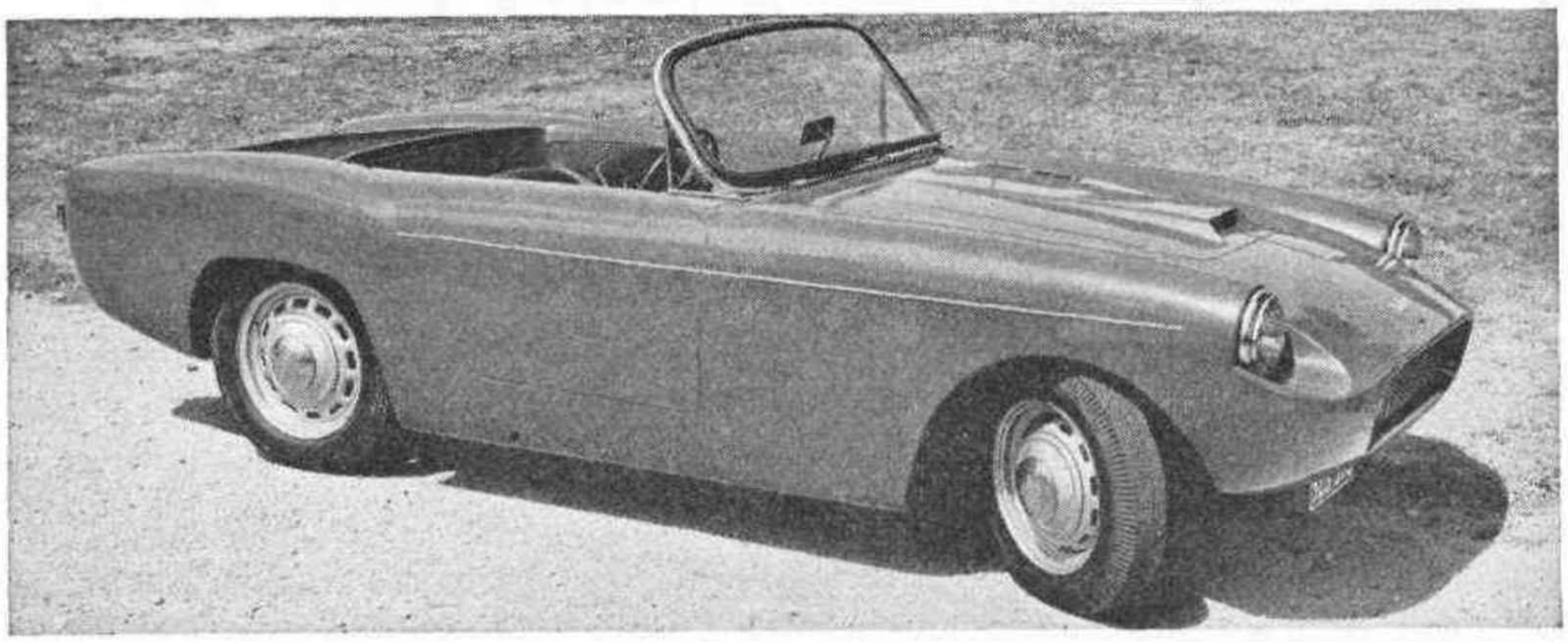
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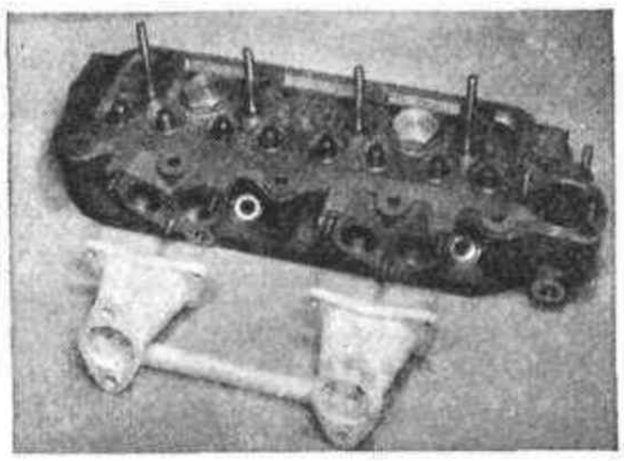
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1951 PEUGEOT "203" saloon, L.H.D.; heater, demister, sliding roof; in first class order. Taxed. **£295.**
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1939 DELAGE D6/75 Coachcraft sports saloon. Resprayed, retrimmed, mechanically excellent. **£255.**
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1938 Aprilia saloon in good condition. **£175.**
1939 Aprilia saloon, very attractive. **£255.**
1935 Augusta "March" bodied 2/4-seater tourer. New hood and tonneau, Michelin "X" tyres. Excellent. **£175.**
1935 Augusta saloon, in above average condition. **£145.**

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ROLLS ROYCE 25.3 h.p. Chassis No. GPS3; Engine No. T6P, complete, less radiator. Ideal for 1936/7 spares. £30. Fussey, 42, Newgate, Cottingham, E. Yorks. [6762

FOR SALE: Two 820 x 120 new Dunlop and one 835 x 135 s/h tyres. Wanter or exchange above for 895 x 135 Dunlop tyres. Fussey, 42, Newgate, Cottingham, E. Yorks. [6763

LANCIA "APRILIA" Drophead Coupé, 1938 model. Mechanically perfect. £150. S. M. Green, 12, Laythorpe Avenue, Skegness. [6764

ALVIS SPEED 20, 1935, Van Den Plas Saloon. Reconditioned engine, etc. Good condition. £175. 9c, Milman Road, Reading. [6765

1935 17 h.p. short-chassis Armstrong-Siddeley 2-seater Coupé. Coach-built alloy body by Avon. Good condition. Seen Derbyshire. Box No. U.767. [6767

ROLLS-ROYCE 21.6 h.p., 1928. Two-door four-seater F.H.C. Good condition. £165. Sibley, 65, Maynard Drive, St. Albans, Herts. [6768

BENTLEY, 1926, 3 litre. No time to finish rebuilding, engine completed. Stainless plates and tubes. Offers. S.A.E. Buchanan, 61, Langdale Road, Cheltenham, Glos. [6683

RILEY 1½ litre, in unmarked condition, 48-49. Owner requires larger car. Sell for £345. Finance company willing to make H.P. arrangements. No obligation. Phone owner, Mr. Brown, Croydon 6590, business hours. [6684

MOST ATTRACTIVE perfect specimen Riley Kestrel 35/15/6. Body, doors, wings, running boards perfect, uncorroded. Attractive shade green, unscratched. Inside incredibly clean. Carpets almost new. Bumpers, lamps, hub-caps recently rechromed. Engine (not water-cooled central main bearing model), transmission stripped, rebuilt spot-on by owner mechanic enthusiast 6,000 miles back. Well known to experts Pages Bexhill. Foreman Caffyns Lewes. Cooke Ruddington. Very highly recommended. £285, including spares, value approx. £20. Bolesworth, 18, Bedford Avenue, Bexhill 3579. [6685

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1938 M.G. T.A. Blue. Excellent condition, appearance £240 o.n.o. Birmingham East 2051. [6687

ALTA O.H.V. head for Morris Minor S.V. Unused. Anyone interested? Box No. U.707. [6707

1938 B.S.A. "Scout" 2-seater, 4-wheeler. Almost new tyres, battery, hood, side-screens and seats; rewired, dynamo and starter overhauled, etc. Taxed. £85 o.n.o. Alexander, 8a, Carey Mansions, Rutherford Street, S.W.1. TAT 3087. [6780

X.K. 120, 1952, Special equipment. Grey. Radio, heater. Full details, 49, Cadogan Street, S.W.3, or MON 8833, extn. 320. £500. Possible exchange. [6781

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RILEY KESTREL 12/4, 1937. Recently overhauled. New battery, coil, speedometer, etc. Good body. £135. Jenkins, 71, Southgate Street, Bury St. Edmunds. [6783

ALFA ROMEO 2.5 6C Super Sports. This is Sqd/Ldr Piper's very special low chassis car, fitted with D.H.C. by Pinin Farina. Dry sump engine, 5,500 miles since complete recondition. "X" tyres. 3 twin choke carburettors. Fantastic road holding. 118 m.p.h. Many spares. Exchanges and H.P. can be arranged. £650. Little, 16, Dalveen Avenue, Davyhulme, Lancs. [6784

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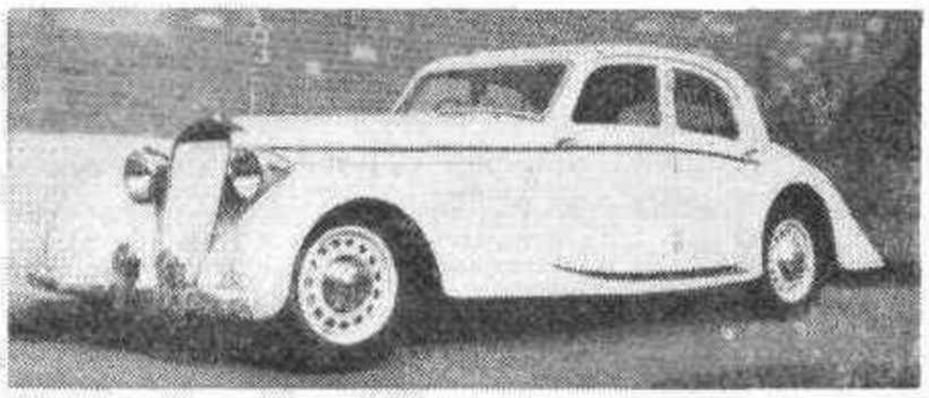
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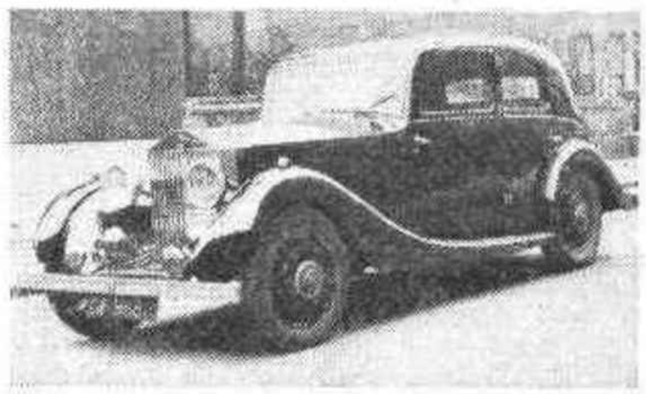
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TRIUMPH GLORIA Sports Saloon, 1936. 10.8 Climax engine. Black/red leather. Sound throughout, recent new tyres. Also identical dismantled vehicle. £65 o.n.o. 22, Woodbury Avenue, Petersfield, Hants. [6788

ALVIS SPEED 20 Saloon, 1932. Needs rebore, otherwise fair condition. Four good tyres, new battery. £45 o.n.o. Heyne, 36, The Green, Castle Bromwich, Warwickshire. Tel.: CAS 2023. [6789

1954 FRAZER NASH Turga Floria Gran Sport. Recently overhauled. Mileage 18,700. In superb condition. Tel.: Blackburn 44980. 179, Burnley Road, Blackburn. [6790

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ROLLS 20/25, 1931, in good mechanical condition. Relined brakes, new battery, reconditioned starter, magneto and coil system. Smart Maythorn limousine coachwork. £225. St. Albans 58054. [6792

M.G.A., 1956. Red, black upholstery. Excellent condition. Radio, wire wheels, tonneau, luggage grid. Mich. X. £730. St. Albans 56688, office hours. Write: "Hog's Island," Gustard Wood, Herts. [6793

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M.G., 1938, V.A. Saloon. Mechanics good (£95 bills), body sound, looks rough. Exchange P.A. or T.A similar state, or offers near £110. Stewart, Kingshill, New Mills, Cirencester, Glos. [6794

1927 ROLLS 21.6. Good engine, excellent chassis and transmission. Good tyres, poor brake body. Thoroughly reliable. £75 o.n.o. "Westhide," Cainscross, Stroud, Glos. [6795

HORCH ENGINE, 5 litre straight 8 O.H.C., 130 b.h.p. at 3,400, with accessories and its 4-speed ZF gearbox. £20. 1928 Morris Oxford Saloon, fair condition, good tyres, no battery. £25. Goswell, Commonland Farm, West Chiltington, Pulborough, Sussex. [6797

LAGONDA RAPIER, 1934. Mechanically excellent, bodily sparse. Brooklands, freezing. View London next week-end. £60. Done, 15, Elliston Road, Bristol 6. [6798

COMPLETE SHOROCK Supercharger for M.G. T.D./T.C. £15. Phone FAIrlands 9269, evenings. [6799

AUSTIN 750, fully reconditioned 1933 engine, cross flow radiator, new white G.F. body, Bowdenex brakes, low axle, new tyres, battery. £145. Riverbank House, Ferry Lane, Shepperton, Middx. Walton-on-Thames 2408. [6800

MORGAN 4/4, 1946, 4-seater. Excellent condition. £225. Phone Mr. C. Bennett, KEN 3422 (between 10 a.m. - 5 p.m.). [6801

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1924/5 BENTLEY Tourer, 3 litre engine, 4½ chassis, Mayfair body. New tyres, brakes, wiring, hood and tonneau. Reconditioned magnetos. P100s. £200. J. David, Little Thatch, Pentridge, Salisbury. Tel. Handley 263. [6633

D.H.C. A.C., 1939. £50. Quick sale. 85, Church Lane, West Bromwich. [6634

ALLARD, 1948. Red. 2-seater. Engine 1952. New hood, radio. Good condition. £175. Box No. U.635. [6635

MERCEDES, Type 230, 1936/8 Series. Basically sound throughout. £175. Phone: Evenings, SEVen Kings 6996. [6636

TRIUMPH DOLOMITE, 1938. B.R.G. Twin Solex. Body and mechanically excellent. Spare gearbox. Nearest £75. Owner going abroad. Armitage, 21, Buchanan Street, Blackpool. [6637

ASHLEY FIBREGLASS BODY for A.7. Red. Unfitted. And most parts for Special. Will separate. Offers. Mather, 5, Caledonian Road, Savile Town, Dewsbury, Yorks. [6638

ROLLS ROYCE 20 fabric bodied close-coupled Saloon by Rippon Bros. Rebuild started and engine completed. Car not much used and engine, body, chassis very good. Everything works, and car quite original. Mascot, etc. Needs care and attention, wiring and new glass. Will then make fine small saloon for enthusiast. Offers for car, many spares, about £85, to Box No. U.639. [6639

M.G. T.A., 1938. Excellent condition. Red. Leopard upholstery. £220. Terms arranged. 51, Michaelmas Road, Coventry. [6640

SINGER SPARES, 1934/5 Le Mans. Crank, rods, pistons, gearbox, diff., head and everything from dismantled car. Call or S.A.E. 73, Bakers Lane, Streetly, Sutton Coldfield, Warwickshire. [6641

J.2 M.G. for sale in good order, with complete car for spares. £125 the lot. Box No. U.643. [6643

RILEY BIG FOUR Blue Streak. 16 h.p. 6-light Adelphi Saloon. Dec. 1937. Original blue/black coachwork in excellent condition. 3-speed manual gearbox with overdrive. Two owners from new. Good tyres. Any trial or examination. £125. Or exchange good vintage tourer. Oliver, 18, Lang Road, Bishopthorpe, York. Phone 66911 evenings. [6644

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M.G. T.B., first registered Oct. 1940. Completely rebuilt engine 18 months and 10,000 miles ago. New crankshaft, pistons, valves, etc., clutch, timing chain (bills). Everything mechanical excellent. Re-upholstered, relined red and rehooded two years ago. £285. CHE 1260 after 9.0 p.m. (or week-ends). London, S.W.19. [6646

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M.G. J.2. Cycle wings. £40 recently spent. Good condition all round. £95. Daisley, Whittlesford, Cambs. Tel: Sawston 2275. [6648

ASTON MARTIN, Mark II, 1½ litre, four-seater Tourer, 1935. £225 o.n.o. Elmbridge 7012. [6649

1937 LANCIA APRILIA. Reasonable condition all round. Must sell, new addition to family. £185. Jones, 32, Castle Street, Swanscombe, Kent. [6650

MUST SELL MY 3½ BENTLEY to pay for new back axle! Black Sports Saloon, Dec. 1935. Engine resleeved 10,000 miles ago. £300 spent during last two years. Seen London. Haggle £400. Box No. U.651. [6651

AUSTIN SPECIAL BUILDERS. Private owner breaking 1929 Chummy. Much money lavished so good spares. For list write: The Cottage, Charlton, Malmesbury, Wiltshire. [6652

M.G. '49 T.C., Stage 2. Comp. clutch. Modified exhaust system. B.R.G. Heater, rad. blind, W/W. £365. Egham 3645. [6653

BRISTOL 400/85A Saloon, 1948. New steering box, kingpins, front suspension. Good condition all round. Excellent tyres. £465 o.n.o. Part exchange anything interesting. H.P. could be arranged. 6, Warren Drive, Newton-le-Willows 2530, Lancs. [6654

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SALE: S.S.1-Rover, 4-seat open tourer special. Handsome, reliable, modest price. Box No. U.656. [6656

POTENTIAL SPECIAL! Ford 8, complete, good engine. £20. Also 1929 Scott 596 c.c. less exhaust. £10. C/o Chestnut Lodge Garage, Monument Hill, Weybridge 2999 (evenings). [6657

M.G. T.A. Engine overhauled, body resprayed, brakes relined. £200 o.n.o. Speedwell 5762. [6658

FORD PREFECT, 1950, with super wooden Countryman body, fold away rear seats, good, clean condition, taxed. £195. RAV 3133. [6668

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£325 M.G. TC. Green. Extras, very smart. 1948.

£295 M.G. TC. B.R.G. Extras. A very good example. 1947.

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£245 Morgan 4/4 sports, 1947.

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WINDSCREENS. New "Triplex" armour plate, double curved. Widely fitted to Mistral, Falcon, Convair, Ashley, Rochdale and numerous one off bodyshells. £2. Rubber locking strip, 10s. S.A.E. "Marron," Wynnstay Avenue, Lydiate, Lancs. [6660

SCINTILLA VERTEX magneto, suitable Ford 10. £4. Marshall supercharger with S.U., £5. M.G. J.2. dynamo, Morris 8 dynamo and starter, offers. S.A.E. please for quick reply. Smith, 1, Devonshire Road, Fulwood, Preston. [6661

1947 CITROEN 15, Black. New diff. and tyres just fitted, engine perfect. £225 o.n.o. Smith, Springfield, Longridge, Preston. [6662

ARMSTRONG SIDDELEY 15.7 h.p. Saloon, 1939. Grey, blue leather. Luxurious quality car in genuinely outstanding condition. £145. Allen, Fir Tree End, Haywards Heath, Sussex. Tel: 115. [6663

1935 BENTLEY 3½ litre Park Ward Sports Saloon. Black/green. First class condition. Complete overhaul 9 months ago including reconditioned engine, new suspension, clutch. £350. Box No. U.664. [6664

1928 ROLLS 20, Park Ward Saloon. Good original condition. £160. Kneller, Mayfair 1045 (office), Beaconsfield 1767. [6665

ALFA-ROMEO 1750 c.c. G.T., 1930. Mechanically good. Body deserves attention. £75 o.n.o. Phone Keats, METropolitan 8551 (daytime). [6666

RILEY ADELPHI 12/4, 1936. Bodywork immaculate, excellent mechanically. Full history, original manuals. Tyres good, new battery, speedometer, linings. £200. 17, Birchen Grove, Luton. [6667

1937 ROVER 12, D.H.C. Excellent mechanical condition. Practically everything renewed from horn to steering wheel. Well shod, + 2 works remoulds unused. £225. LAB 3613 (evenings), EDM 4765 (day). [6669

1172 UNFINISHED SPECIAL. Nickri fibreglass body, Ford 10 engine etc. PER 7971. [6670

SPORTY, economical, hydraulics, K.O. wheels, rev. counter, 1934, 9.8 h.p. Triumph 4-seater Tourer. £78, or exchange Austin Nippy, Ulster or Weatherproof Special. Walton-on-Thames 675. [6671

RILEY 9 KESTREL, 1935. Excellent condition. Twin carbs, preselector. £95 o.n.o. Simmonds, 21, King Charles' Road, Surbiton, Surrey. ELM 8641. [6672

B.M.W. 315, Lockheed brakes. £110. Nisbett, 8, South Hill Avenue, South Harrow. Byron 8471, after 7 p.m. [6681

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1958 LOTUS Formula II. Used only three times. Absolutely as new. Cost £2,600. Will accept £1,999. 1958 Lotus Formula II, ex works car. Will accept £1,599. Both cars are ready to race and command good starting money. Can pay for themselves over the year. New Coventry Climax twin cam engine, cost over £1,000. Only £899 o.n.o. Apply John Fisher, 1, Woodfield Avenue, Farlington, Portsmouth. Cosham 79305. During office hours, Portsmouth 63143 16748

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LAGONDA RAPIER, 1934, Abbott Tourer. In very good condition. Hood, screens and tonneau cover sound. £135 o.n.o. Garrett, 296, Brimington Road, Chesterfield. Phone 4492. [6694

1947 H.R.G. 1500 Aerodynamic, in December issue at £275, no takers; so again in improved condition at £250 or best offer. Must sell. Amble (Northumberland) 262. [6695

SUNBEAM, 1929, 4-seater Tourer, 16 h.p. Tonneau, side-screens. New hood and envelope. Paintwork original, immaculate. Engine completely reconditioned 1957. Two owners only. Almost complete spare engine. £130. Matthew, Allander Toll, Milngavie, Glasgow. [6696

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2 LITRE LAGONDA, 1930. Rare swept wing 16/80 Tourer body, all metal. Believed prototype M.45 coachwork. Mechanicaly sound, resprayed, etc. An exceedingly beautiful motor, owned past 15 years 2 litre register member. Details, photograph. £175. John Crabb, "Royal Oak," Swanage, Dorset. (Phone Swanage 2609.) [6698

M.G. T.C., 1949. Black/red. Excellent. New crank, battery, tyres. Heater, washers, grid, etc. £345, or exchange for O.H.V. Minor Tourer. Birmingham. Box No. U.699. [6699

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LAGONDA RAPIER, 1934. Green. 4-seat Tourer. Good condition. Recent engine overhaul by specialist. £175. Legg, Braemar, The Holt, Nr. Farnham, Surrey. [6727

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M.G. WANTED? Then why not my 1936 P.B., enthusiast maintained. Sound in wind and limb. All weather equipment, inc. tonneau. £140 o.n.o. Letters please to 12, Charnwood Road, Hillingdon, Middx. [6806

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1937 RILEY KESTREL. Body and engine good. Taxed. £110. Phone UPL 7400, evenings. [6856

LAGONDA RAPIER ABBOTT fixed head Coupé. Reconditioned engine, gearbox. The whole car *is in really excellent condition. Full history since* 1955. Has been used as second car only. Rapier register. £180 spent over last two years. Could I have some offers around this figure? Photograph on request. Brown, 815, Sutton Road, Barr Common, Walsall. [6857

A.7 SPECIAL, completed June 1958. Full weather equip. Doors.! S.U. carb. Burgess silencer. Bowdenised. £55. Kirkham, 272, Gillott Road, Birmingham 16. [6858

SUPERCHARGER mag type 70 with 32 PBIC Solex fittings and instructions for V.W. Very little used. Moncrieff, 70, Drayton Gardens, S.W.10. FRE 3858. [5773

M.G. T.A., October, 1936. Body reasonable, mechanically sound. Many recent renewals. Seen Birmingham. £140 o.n.o. Must sell. Box No. U.859. [6859

AUSTIN HEALEY, 1954. Red/red leather. Exceptional condition, perfectly maintained. £650 o.n.o Box No. U.860. [6860

MORRIS MINOR, 1934. Saloon. £50. First class *condition, extremely reliable. In daily use.* Box No. U.860. [6861

M.G. T.C. Green. Reconditioned works engine. Stage 2 tuned Laystall head. Tele front shockers. Competition clutch. Brand new battery. Marchal lamps, winkers, etc. Part history and recent bills available. £350. Lavers, 8, Cassiobury Park Avenue, Watford, Herts. Phone Watford 21302. [6862

BREAKING M.G. J.2 as "lolly" problem strikes again! Parts cheap for quick sale. Hines, 34, Bolderwood Way, West Wickham, Kent. Springpark 2367. [6863

COVENTRY CLIMAX ENGINE (not run in), complete with: clutch, carb, dynamo, distributor *and remote control 4-speed gearbox. Offers.* Siviter, 43, Park Lane East, Tipton, Staffs. TIP 2402. [6864

M.G.A., '59. As new. £850 o.n.o. 20, Endsleigh Road, Liverpool 22. [6897

MORRIS Series "E" Tourer. Resprayed. New hood, windtones, heater. Good tyres. Red interior. In good condition. £137. 29, Clitheroe Avenue, Harrow. [6866

D.K.W. 4-seater D.H.C. Completely overhauled. Good battery, tyres and lights. Excellent condition. 45 m.p.g. £100 o.n.o. Dix, 109, Wheelers Lane, Birmingham 14. [6867

MARCH, 1924, 11.4 h.p. Standard 2-seater, in very good condition. Red Lion Hotel, Grasmere, Westmorland. [6868

GENTLEMAN'S THOROUGHBRED sporting motor-car. Vintage Sunbeam 20.9 engine, modified 3 litre chassis, low open Sports. Recent overhaul. Superb. Insured. £100 o.n.o. Corfield, 119, Church Lane, Handsworth, Birmingham 20. [6869

1931 2 LITRE LAGONDA *Tourer, L/C Speed* Model. Good condition. £180 o.n.o. Or exchange 16/80 D.H.C., 4½ Tourer/D.H.C., similar. 32, Hoel Maendy, North Cornelly, Nr. Pyle, Glamorgan. [6870

BLOOMING PHILANTHROPY! M.G. T.A., 1938 (November), black/red. Excellent specimen. £195. Extras. 125, Southcote Road, Bournemouth. Phone 3018. [6871

FORD 10 Rochdale G.T. fibreglass Saloon. Boxed chassis, 4.7 axle, Woodhead Monroe suspension, anti-roll bar. Sprayed B.R. green. Sprung steering wheel. Aircraft seats. Remote control gearchange. £375, or best offer. Knowles, Higher Dunscar, Egerton, Bolton, Lancs. [6823

1928 BENTLEY 4½ litre 4-seater Sports. Good order and appearance. £350. LIB 1532. [6872

SINGER LE MANS, 1935. Slab tank, cycle type guards. B.R.G. Tonneau cover. £65. Reason: building Special. Noble, 3, Grove Gardens, Leeds 6. [6877

COMPLETE SET (5 vols.) "Motors of To-day" (1928). H. T. Rutter. Full instructions for maintaining and overhauling over 130 different vehicles. Best offer around £25. Smith, 17, Broadoaks Road, Flixton, Manchester. [6803

FOR SALE—*continued*

VALE SPECIAL 8 h.p. Good nick. £70. Barley, 14, Park Road, Gravesend, Kent. [6873

JOWETT JAVELIN, 1950 (October), De Luxe. Leather, heater, wood facia, reconditioned engine with latest type crankshaft, new tyres, taxed. Excellent condition and any trial given. Sensibly priced at £295. H.P. terms. S. Fraenkel, 144, Upper Clapton Road, London, E.5. AMHerst 7848 or NORth 3636 evenings. [6874

EXCEPTIONAL RILEY KESTREL, 1937, 12/4 Special series. Near new condition throughout. £285. Upminster 2978. [6875

AUSTIN 750 SPECIAL. Tubular steel and aluminium professionally built body, lowered suspension, West London wheels, Lockheed hydraulics, *O/S valves, twin S.U.s, lowered radiator,* pressure pump. Full instrument panel, all electric, full hood and tonneau. Winner Ulster Trophy 1958. £150 o.n.o. Cornell, 41, Hawkhurst Way, West Wickham, Kent. [6876

12/40 LEA FRANCIS Saloon. Excellent tyres, reconditioned dynamo, clutch, rebored. £65. Wellesley, St. Aubyns, Woodford Green, Essex. [6878

B.M.W. 315 2-seater, aluminium body. 2 L.S. hydraulics, I.F.S. Taxed, insured. Haggle around £50. Box No. U.879. [6879

M.G. J.2. Regret must sell. Just spent £50. Very good condition at £125 o.n.o. Phone Hillside 5997 (evening), or Box No. U.880. [6880

M.G., 1939, T.A. Red. Excellent condition. Windtones, spot. £225. *41, Torcross Road, Ruislip,* Middlesex. (Byron 2170.) [6881

VOLKSWAGEN, 1947, registered 1949. L.H.D. Excellent condition. £210. "Arolla," The Crescent, Farnborough, Hants. [6883

BENTLEY 6½ Litre, 1930. Chassis No. 2870, Engine No. 2874. Suitable for rebuild by enthusiast only. Engine part dismantled. £65. Plot 1, Fairlands Estate, Worplesdon, Guildford, Surrey. Worplesdon 309. [6884

MUST CLEAR hoards of Austin 7 bits and pieces. Ring Orpington 30035. [6885

RILEY MONACO, 1937. Good all round condition. Preselector Box. £55. Streatham 1415. [6886

RILEY FALCON, 1935, 12/4. Recent preselector o/haul, new king-pins and linings. Fair condition outside, tatty inside. £40. Shurvell, 341, Whitley Wood Lane, Reading. [6887

F.N.-B.M.W. Type 45 Cabriolet, 1936. New hood, good order. £75. Edwards, 5, Ridgeway Drive, Bromley, Kent. Lee Green 7806. [6888

1921 L.S.D., good condition. £45. Also 1939 Rover 12. Reconditioned engine, gearbox, etc. New tyres, but no body. £20 or will break. Glegg, 132, Halifax Old Road, Eirkby, Huddersfield. [6889

1926 ROLLS-ROYCE 21.6 D.H.C. Must exchange for faster, more easily handled, but no less distinguished and reliable open sporting carriage. Or might sell to suitable applicant. Box No. U 890. [6890

ROLLS-ROYCE "20" Vintage Landaulette. Beautiful condition, both engine and coachwork, latter black/lemon; aluminium bonnet. Taxed. £350. 24, Wharton Street, W.C.1. TER 6943. [6891

1914 HUPMOBILE *Tourer. In original and ex*cellent condition. Must be sold. Nearest offer to £300 accepted. Vintage Rolls with 1938 Sports Saloon body. £175 o.n.o. Langley, 144, Bath Road, Worcester. [6892

ALVIS, 1949, T.A.14. Dismantling. All parts good condition. S.A.E. for details. 95, Belmont Street, Oldham, Lancs. [6893

ATTRACTIVE ROLLS 20 4-seater O/D Saloon. Boot. Very nice looking car in good condition. Photograph available. £220. Flt./Lt. Haylock, R.A.F. Driffield, Yorks. [6894

HILLMAN, 1928, 12.8 for breaking. Any offers? King, 33, Ferndale, Tunbridge Wells. [6895

1172 ROCHDALE FORD, 1958. Boxed Popular; *new engine + Stage 4 aquaplane tuning; C.R.* gears; 4.7 : 1 axle; all new bearings; I.F.S.; 2 L.S. hydraulics; new electrics, including winkers, wiper, windtone, spot; 4 new tyres. £450 or offers. Travis, 40, Catherine Street, Elland, Yorks. [6896

1931 DELAGE D.8 Fixed Head Coupé. 30 h.p. Running order. Very impressive. £75. T. B. Ash, Rockfield, St. Johns Road, Buxton. [6865

1937 TRIUMPH Southern Cross. 10.8 Climax. Twin spots, spares and racing screens, 14 gallon slab tank, B.R.G. Very good hood and screens. Straight-through exhaust. Tele control. Freewheel. Sell £140 or exhange 4-seater Sports of interest. B. E. Garner, 6, 2nd Avenue, Clipstone, Nr. Mansfield, Notts. [6898

X.K. 120, "C" type mods. "X" tyres, heater. Good condition. Not raced. £475 or exchange V.W./Consul. C/o Boxtrees Service Station, Hockley Heath, Warwickshire. [6899

1952 MARAUDER (Rover 75) fixed head Coupé. Very attractive, cost over £2,000. Taxed to year end. £525. Box No. U.900. [6900

MY MORRIS 8 SPECIAL requires male attention. Mechanically good. Aluminium body. £40. Box No. U.901. [6901

LINCOLN, 1948, Saloon. Overdrive, mass of extras. Recent new engine. Bargain. £150, or H.P. 12, Tangier Way, Burgh Heath, Tadworth, Surrey. [6513

100 B.H.P./TON! T.F. Stage II powered T.A. M.G. Heater, radio, trinod headlights. Good appearance. Mechanically sound. Offers near £210. 16, Morris Avenue, Coventry. [6805

FOR SALE—*continued*

SKODA 1101, 1948, 1089 c.c., O.H.V., L.H.D. Good engine, wet liners, new clutch and brake linings, Scintilla electrics, one shot lubrication, transverse I.F.S. and I.R.S., new Vynide lined top. Needs respray. Taxed and insured. £135. Franks, 39, Ingrave Street, London, S.W.11. [6902

M.G.A., Oct. '56. 15,000 miles since new engine. Excellent condition, fitted heater, fog lamp, badge bar, luggage grid, screen spray, wing mirrors. £725 o.n.o. H.P. available. Simons, 164, Normoss Road, Blackpool. Tel. 22097. [6903

TWIN S.U. CARBURETTORS linked on manifold fittings, bore 1¾ in. £12. Telephone Welwyn Garden 5873. [6904

M.G. T.B. *Engine reconditioned and tuned for* spectacular performance, overall excellent. Better than most T.C.s £280 o.n.o. Vercoe, Cadets' Mess, R.A.F. Technical College, Henlow, Bedfordshire. [6905

LAGONDA M.45 Sports Saloon. Nearside crashed. Cheap to enthusiastic rebuilder. Read, Sydney Grange, Crewe. [6906

1951 M.G. 1½ Saloon. New works engine, 6,000 miles. Michelin X, heater, screen washers, built-in jacks, red leather, dark red. Chrome spot. Very good condition. £365 cash, or Sports car part exchange, balance on H.P. 2, Cranleigh Gardens, Luton 4216. [6907

X.K. 120 manifold, carburettors. £15. Narrow, *alloy 2-seater body; louvred, cowled bonnet; com*plete with aeroscreens, tonneau, upholstery (ideal V.8 Special); pair 16 x 7.00 splined wheels, tyres; Alfa steering wheel, column, box; F.N. frame, front axle, springs. £30. Davis, Vicarage Cottage, Sunbury, Middlesex. (Tel. 280). [6912

M.G. P.A., 1934. Red. Excellent mechanical condition. Tyres good, new tonneau cover and carpet, body recently overhauled. Many extras. £165 o.n.o. 3, Queen's Head Walk, Womley, Herts. Hodd. 3466. [6944

WANTED

THE MISSION BELLS ARE RINGING, but Evangeline can't go, because her shoes won't fit! She (Willys Overland Whippet 4, 1929) requires two split rims to fit tyres size 560/19, and a rim spreader. Reply Miss Lee Walker, Rodbourne House, Everton, Near Lymington, Hants. Tel: Milford-on-Sea 80. [6601

PRIVATE PARTY will pay top price for immaculate 25/30 or Wraith Rolls. Prefer close coupled saloon or drophead, low mileage. View after March 10. Write, Inwood, 11, Sheffield Terrace, W.8. [6673

G.N. BITS urgently wanted, particularly engine, preferably O.H.V. or O.H.C., and 90 deg. V-twin mag. Clarke, 42, West Street, Wilton, Salisbury. *Wilton 3297.* [6351

BUGATTI type 35, without engine or with substitute engine if car otherwise whole and suitable restoration with available original engine. Conway, Crawfordsburn, Co. Down. 6360

LANCHESTER, vintage 30 h.p. Straight Eight or 40 h.p. side valve or O.H.V., Tourer preferred. Photograph please. Box No. U.372. [6372

LE MANS REPLICA Frazer Nash required. Condition immaterial. Later model considered if price realistic. Box No. U.380. [6380

TRIUMPH ROADSTER. Please give full details, colour, condition, etc. Be honest. Price realistic. Scott, 24, Glenwood Road, King's Norton, Birmingham. KIN 4455. [6392

WANTED: *W.D. type Austin 8 Tourer.* Good condition essential. 23, Fovant Crescent, Reddish, Stockport. [6393

SET OF FOUR Knock-on Wheel Centres for M.G. or Hornet. Would consider complete wheels. Box No. U.394. [6394

VOLKSWAGEN Transmission Assembly required with gearbox (or similar). Phone Birmingham East 2665. [6395

WEST COUNTRY special builder requires T.R.2/3 write-off. Immediate cash settlement. Box No. U.401. [6401

MORGAN Coupé, T.R.3. Box No. U.407. [6407

IMPECUNIOUS ENTHUSIAST has £30 for M.G. or similar 2-seater, Lite thirties. Suitable rebuild. Todd, Ubley, Bristol. Tel.: Blagdon 385. [6410

T.R.3 SOFT TOP and stays. Details please. Westwater, 15, Keir Street, Glasgow. [6418

POST 1937 4-seater Morgan. Must be 100%. £125 cash. Stone, 53, Hounslow Avenue, Hounslow, Middlesex. [6419

DIESEL. Large and perfect example required. "Character" car preferred. Full specification, price and returnable photograph to Box No. U.420. [6420

LAGONDA 16/80 ENGINE. Condition fairly immaterial, but no additional crankcase ventilation. Would consider whole car if cheap enough. Box No. U.429. [6429

HIGH COMPRESSION HEAD, twin S.U.s and *4-branch manifold for Ford 10. Mansfield, 24,* Blockley Road, Wembley. ARN 4048. [6439

URGENTLY WANTED: Lancia Dilambda instruction manual, 1930. Also any photos or information of any kind, location of spares, etc., much appreciated. G. Nicholson, Mere House, Hamble, Hants. [6441

1934 ALVIS FIREFLY D.H.C. Preselector. Good condition. Must sell. £90 o.n.o. Tringham, 47, Reynolds Road, Beaconsfield, Bucks. [6802

M.G. T.C., Aug. '47. Recond. engine. £290. Matile, 85, Pretoria Road, Streatham. [5804

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

WANTED—*continued*

RACING or Sports/Racing Car required immediately. Car in need of re-build considered. J. D. Read, Hollesley, Woodbridge, Suffolk. [6468

BRISTOL ENGINE wanted. Shore, 81, Newhall Road, Sherwood, Nottingham. [6466

1937-9 4½ litre LAGONDA, straight six. Details and price please. Box No. U.467. [6467

LATE 1930s: 10-14 h.p. Saloon. Mint condition, low mileage. Box No. U.468. [6468

'47-'51 MORGAN 4/4, Triumph Roadster, good fibreglass G.T. Ford Special, or similar. Urgent. Cash. R.A.C. inspection. CROydon 1757. [6469

1938 M.G. T.A. HANDBOOK, for cash. Mathew, Little Heath, Limpsfield, Oxted, Surrey. [6470

WANTED: R.R. SILVER LADY and detachable boot to fit. 20/25 luggage grid. Box No. U.482. [6482

HUMBER 14/40 Tourer or Saloon wanted in good condition. Lambert, 157, Mayfield Avenue, London, N.12. Hillside 9862. [6500

D.H.C. Tourer or Sporty Saloon, 4-seater. 25+ m.p.g., 70 m.p.h. Good condition. Up to £150 available for right car. 21, Willow Road, N.W.3. HAM 3821 evenings. [6511

BENTLEY SPEED SIX Tourer wanted. Tattiness not objected to in reason if complete and original. Box No. U.535. [6535

WANTED for Triumph 2000 Roadster: Radiator, bumpers, Vanguard block. For 1800 Roadster, half-shaft. Interested in other parts for these cars. Hibbins, Barclays Bank, Wombwell, Yorks. Tel. 3345. [6536

WANTED: MUDGUARD L.H. (nearside) and dumbiron tray 1947 M.G. T.C. Urgent. Box No. U.537. [6537

S.S.I TOURER, any condition, 1934-5. Photos returned. Box No. U.538. [6538

SILVER GHOST TYRES, 33 x 5.00, wanted. Midlen, Mid Glen, Chanters Lane, Bideford, Devon. [6581

ALFA ROMEO wanted, early post-war Saloon. Send full details and price. Box No. U.582. [6582

D.K.W. You chaps in B.A.O.R., etc., have you a D.K.W. F.8.9 you would like to bring home and sell? Barritt, 8, Manor Cottages, Luddington, Stratford-on-Avon. [6584

£40 OFFERED for loan of respectable, reliable 4 to 6-seater car, from 7th June to 12th August, 1959. Leave address will be Bradford, Yorks. Sporting offers to: Mr. D. Calvert, Technical Institute, Maalla, Aden. [6585

RILEY 12/4, Aston 1½ or similar Sports Saloon or Coupé. Mechanically perfect. Home on leave. Box No. U.586. [6586

INCOMPLETE F.10 or A.7 Special required, preferably with fibreglass body. Alternatively body or chassis separately. Details Please: Zidburgh, 6, Pytchley Road, Rugby. [6587

WANTED: AUSTIN 7 SPECIAL. Must be in good condition. State mods and price. Box No. U.588. [6588

SPACE-FRAME CHASSIS, suitable for Special, also Ford 100 E engine and accessories. Particulars, prices to Harris, 1, Payton Street, Stratford-upon-Avon. [6589

VINTAGE AUSTIN 7 Chummy, pre-1927 preferred, in above-average condition. Basic originality essential. Other practical vintage light tourer considered. Box No. U.590. [6590

CRASHED or written-off T.R.2/3. 11, Bucknalls Drive, Bricket Wood, Herts. [6591

BENTLEY. Crown wheel and pinion for 1938 4½ litre, or complete back axle. Russell, 82, Haslehurst Road, Castle Bromwich, Birmingham. CAS 2694. [6592

BENTLEYS, Rolls, M.G.s, Astons, Alfas 4½, Lags, etc. Situated Lancs and Yorkshire. Price and details, Booth, 55, Headingley Lane, Leeds. Phone 45795. [6628

INTERESTING VINTAGE or P.V.T. in reasonable condition wanted. Box No. U.632. [6632

£25-£30 OFFERED for sound Austin "Chummy" Tourer. Talbot Cooper, Upton-on-Severn, Worcs. [6642

CITROEN. Engine and gearbox for Light 15, suitable for reconditioning, wanted. Box No. U.674. [6674

PRE-1930 AUSTIN 20 h.p. Hearse, or information leading to one. Full description and price to Douglas-Reid, 78, Station Lane, Hornchurch, Essex. [6675

BUGATTI for B.O.C. member. Brescia, 30, 40, 43, 44 or 49. Perhaps 38? Tel.: Bath 5248. [6676

BADLY NEEDED: Hood and/or Hood Frame, to fit 1931 2-seater Standard Avon Special. Hemsley, 33, Firshill Road, Sheffield 4. [6677

HUMBER 9/20 4-hoop hood frame (complete, or just metal-work). Candler, Queen's College, Cambridge. [6678

SUNBEAM 14/40 Spares: Rear spring, speedo drive assembly, 815 x 105 and 5.25 x 21 tyres, Jaeger speedometer. Box No. U.679. [6679

WANTED: Rolls-Royces, 20 and 20/25, Rolls-Bentleys, 3½ and 4½. Vintage Bentleys, 3 and 4½. Only really good, original, reasonably priced examples please. Photos appreciated. Calvert, 112, Westgate, Bradford. [6688

WANTED—*continued*

CLIMAX 9.8 Engine or Block wanted. Willing to exchange 1172 (needs reconditioning), a 1937 600 c.c. Douglas motorcycle, or sell. 30, Edmonds Road, Warley, Birmingham. [6725

WANTED: 1172 Special Fibreglass Body, Buckler preferred. 145, Victoria Road, Barking, Essex. [6769

ROCHDALE G.T.—FORD or similar. All mods. and extras. Must be worth £500 cash. Walton, 83, Stanhope Drive, Bromborough, Cheshire. [6770

WANTED: Workshop Manual Singer 9 Le Mans. 1935. Hawkins, 52, Bolderwood Way, West Wickham, Kent. Springpark 6872. [6771

WANTED: Secondhand Alta O.H.V. Head for side-valve Minor. Leitch, 26, Goodwyn's Vale, London N.10. [6772

£150 OFFERED for 3 or 4½ litre Bentley, required in early April. Must be in perfect mechanical order and well shod. Eagle, 25 Fd. Sqn., R.E., B.F.P.O. 29. [6773

HARD UP ENTHUSIAST requires cheap 4-seater D.H.C. or Saloon. Runner preferred. Good home guaranteed. W. Midlands. Box No. U.774. [6774

WANTED: Rear Axle, 3.5 to 1 or higher ratio, for 30 h.p. Diesel car. Howard, 133, Grovehurst Road, Sittingbourne, Kent. [6775

SPORTS/RACER/SPECIAL required. Reasonable. Photo, price details. Crash T.R.2, M.G.A. considered. Box No. U.776. [6776

WANTED: Front Axle Beam, M.G. V.A. 1½ litre. In good order. Campbell, 28, Redford Gardens, Edinburgh 13. [6777

MODEL T FORD, pair offside 1913 type running-board brackets, rear body bracket, hub puller. Beaumont, Rathgar Road, S.W.9. [6810

WANTED: Jaguar Mk. V, 2½ or 3½ engine, in good condition. Complete crashed car considered if reasonable. Bloor, Post Bridge, S-O-T. [6811

M.G. T.B. or late T.A. Full details please. Martin, 32, Oliver Road, Cowley, Oxford. [6812

WANTED APRIL: Red or white 1956-57 M.G.A., to be A.A. inspected. Cash available. Send details, D. Batt, 24, Marian Close, Hayes, Middx. No dealers. [6813

TWIN CARBURETTOR CONVERSION for 1958 Volkswagen. Price and particulars to 34, Cauldwell Lane, Monkseaton, Northumberland. [6814

1937 RILEY 9 MONACO. Must have good body. Preselector or manual box. Distance no object. Cash. Wright, 1, Meadows Lane, Saughall, Chester. [6815

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WANTED—*continued*

OYEZ! OYEZ! Calling all fed-up Special builders. Wanted: Ashley 1172 fibreglass body. State price and condition. Rigby, 4, School Lane, Bamber Bridge, Preston, Lancs. Preston 85396. [6816

WANTED: 750-1172 Special, aluminium body preferred. I.F.S. Good condition and weatherproof. Photo if possible. £75-£100. Lyng, 4, Bungalow, Walpole St. Andrew, Wisbech. [6817

CROWN WHEEL, pinion and differential for 1937 S.S.100 2½. Also for 1938 20 h.p. Alvis Silver Crest. Llewellin, Black Rock, Portskewett, Chepstow, Mon. [6818

FOR HUMBER 9/28 Tourer: Rear offside wing. Pursey, 15, Raynham Avenue, Edmonton, London, N.18. [6819

LAGONDA RAPIER wanted. Particulars, price, etc., 20, Watt Lane, Crosspool, Sheffield 10. [6820

WORKSHOP or garage wanted urgently for reasonable rent, in London area, for rebuilding 1920 Hillman. Anything considered. Pemberton, KNI 7915. [6821

CHUMMY WANTED or pre-31 Tourer for restoration. Sound body essential. Sumner, 23, Pelham Crescent, S.W.7. [6822

RILEY 9 Ulster Head. 2 in. crankshaft and rods. Brooklands water pump. Advice on fitting to Imp crankcase. Marshall, 8, Elmwood Avenue, Belfast. [6440

MISCELLANEOUS

TRAIN TO BE A PROFESSIONAL PILOT. A few vacancies remain on a full-time ab initio course starting on 21st April. Moderate fees. Details from the Chief Instructor, Elstree Aerodrome, Herts. Telephone: Elstree 3070. [6382

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1956 T.R.2 HARD/SOFT TOPS. Maintained regardless of cost. Extras too numerous to mention. Further particulars, Pateman's Transport, 199, Lythalls Lane, Coventry 89683. [6489

HIRE PURCHASE available for private transactions. Northern Counties Finance, 143, Boughton, Chester. [6689

GARAGE AND FILLING STATION, on main road in Cotswolds. Large bungalow and general store. £10,500 plus S.A.V. Freehold. Box No. U.778. [6778

LE MANS WEEK-END, return trips from £11 10s., also flights to other races. Admission tickets available. Stamped envelope. Charterspace, 29, Windsor Street, Uxbridge. [6779

EXCHANGES

HEALEY 2.4 F.H.C., 1948, Mich. X tyres, many extras, sell or exchange best Ford Special offered. 13, William Street, Stoneyravels, Chesterfield, Derbyshire. [6512

BERKELEY Sports Car. Twin Excelsior. Works mileage only. Brand new. Red. Electric clock. Exchange modern saloon. Box No. U.365. [6365

AMERICAN racing runabout with 4-cyl. Johnson outboard. Value £350. Beautifully prepared regardless of cost. Very fast. Accept modern saloon car or Lotus Mk. XI in exchange, with cash adjustment of values. Box No. U.366. [6366

RACING 16 ft. Sharpie Yacht. Coloured sails. As new, cost £250. Exchange saloon car same value. Box No. U.367. [6367

EXCHANGE 1958 Thames Van, heater, etc., for good 1956-58 fibreglass Ford Special. Ellis, 28, Main Street, Willerby, E. Yorks. [6539

MICHELIN X. Four 165 x 15 in., as new, £5 each. Wanted: 3 or 5½ h.p. Johnson or Evinrude, cash. Birmingham, Knowle 2680. [6680

1949 AUSTIN A.40 VAN, reconditioned engine, value £125; exchange pre-war thoroughbred or W.H.Y.? 135, St. Walburga's Road, Blackpool, Lancs. [6682

WOULD SOMEONE like to exchange a not so good 2-seater Jag. S.S.100 2½ litre, about 1937, for a good J.2 M.G.? Sach, 107, Swinburne Road, Abingdon, Berks. [6766

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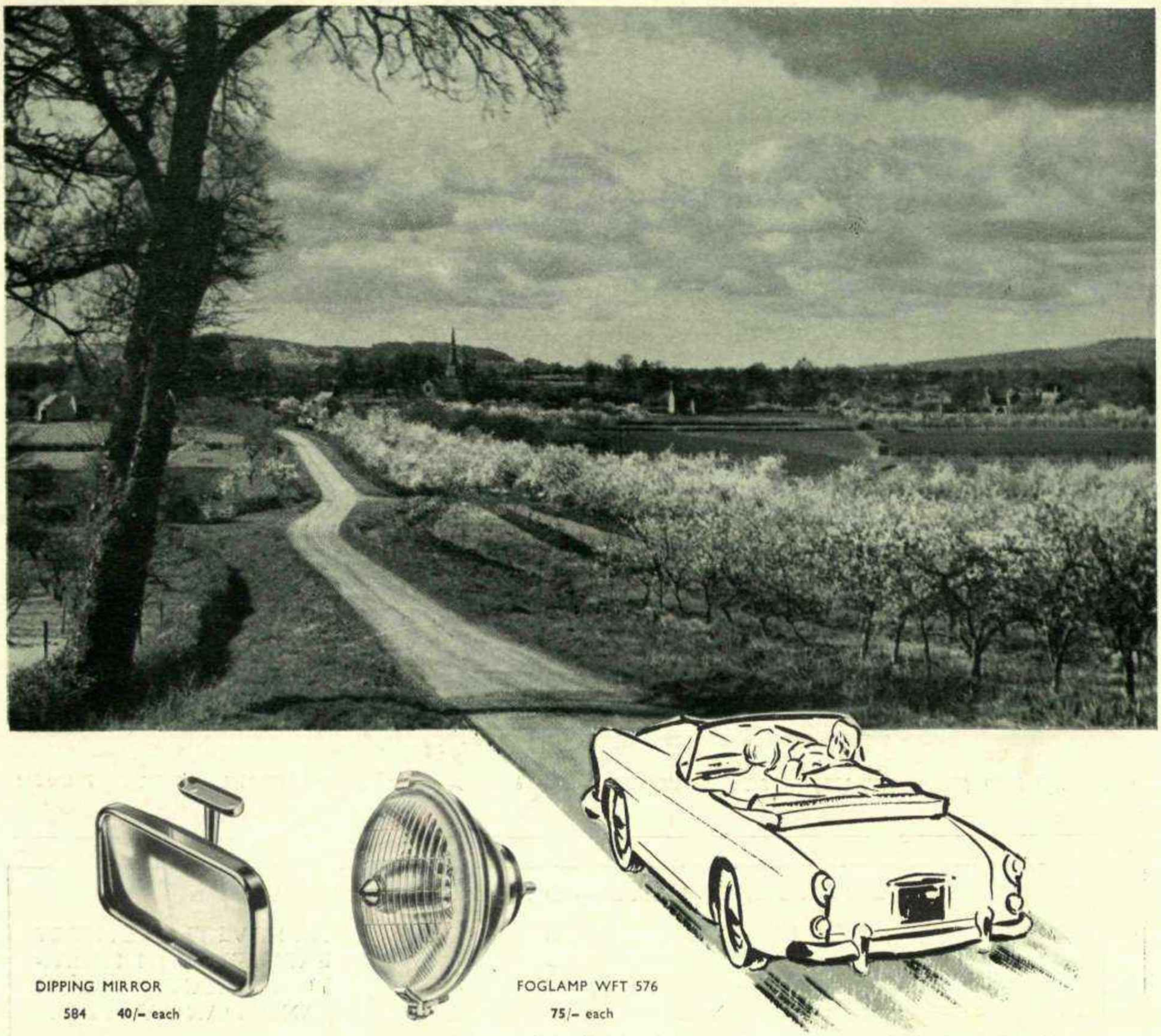
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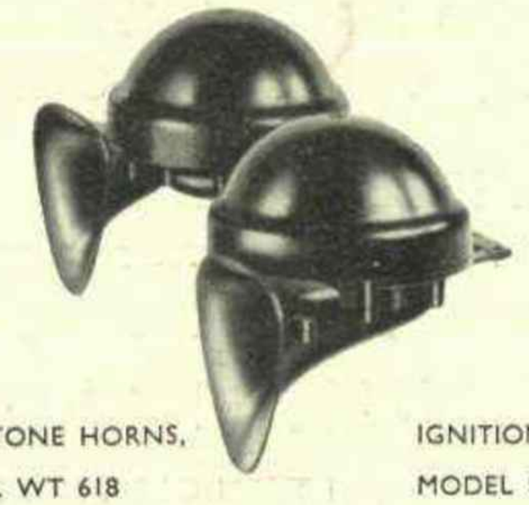
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