

Vol. XXXVI No. 1

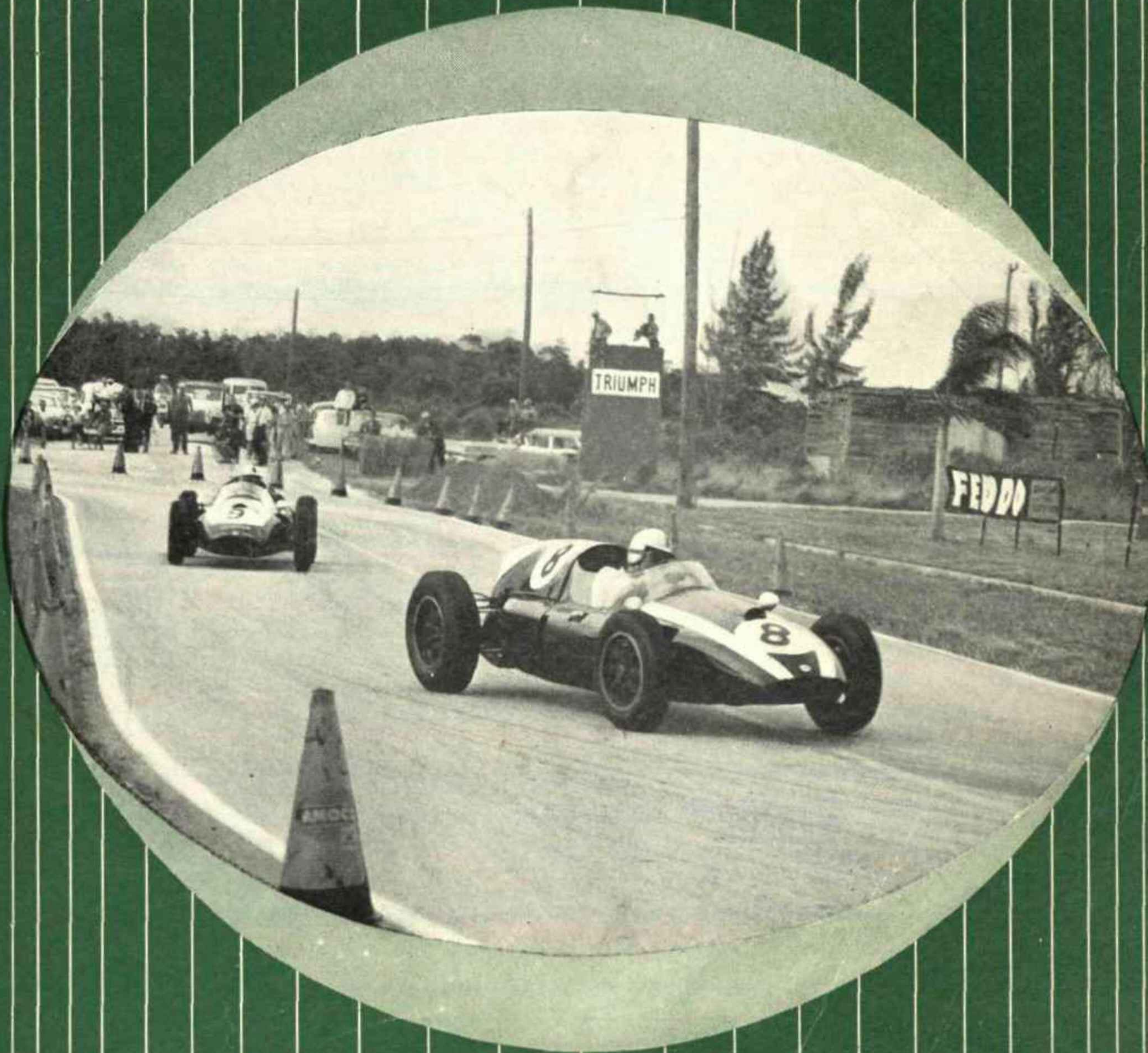
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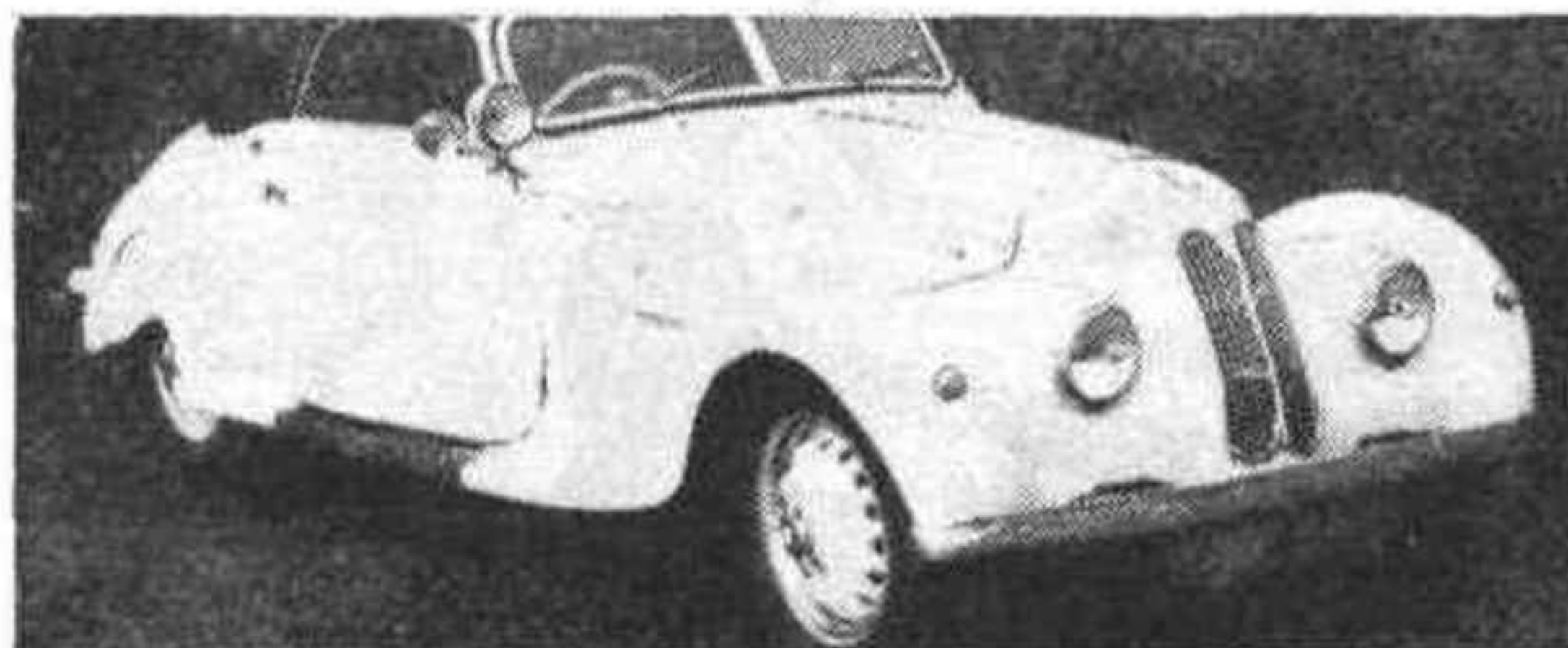
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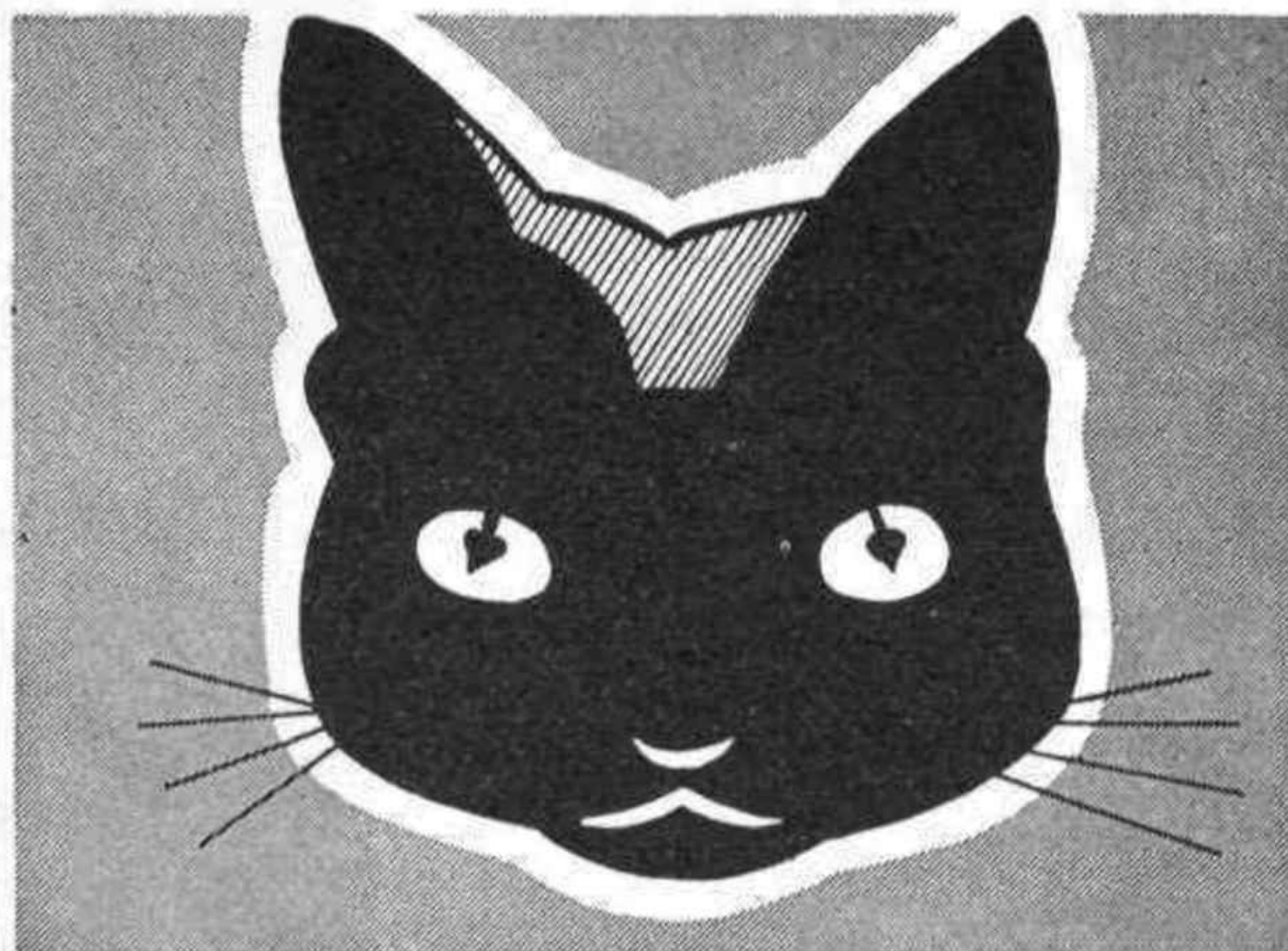
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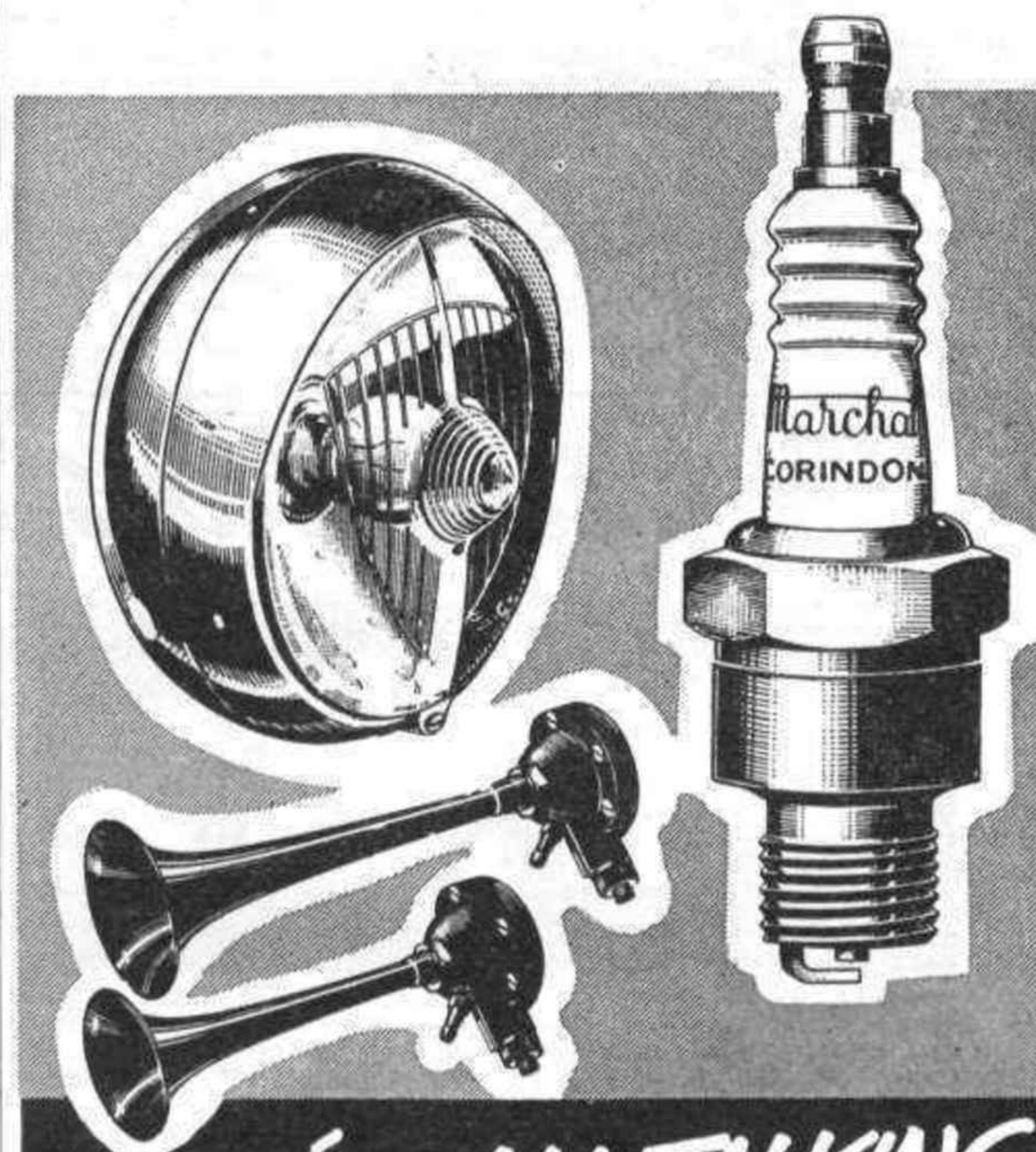
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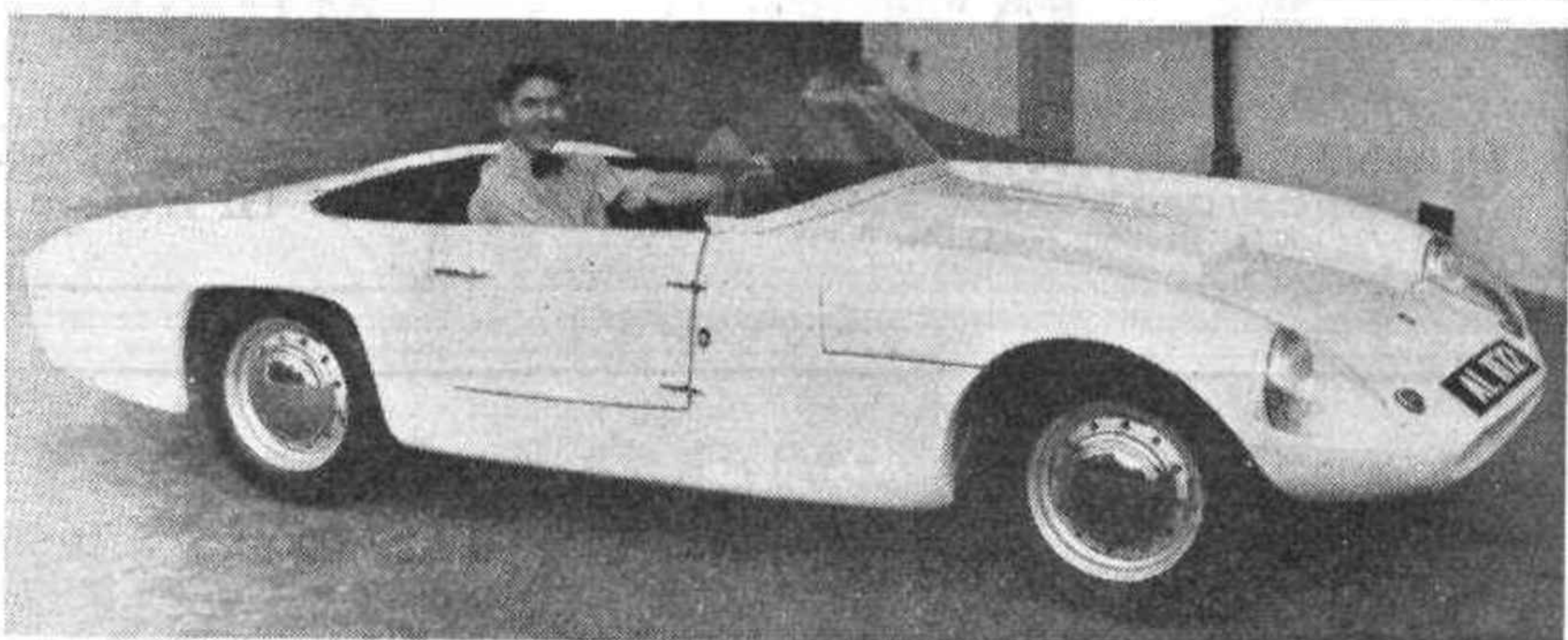
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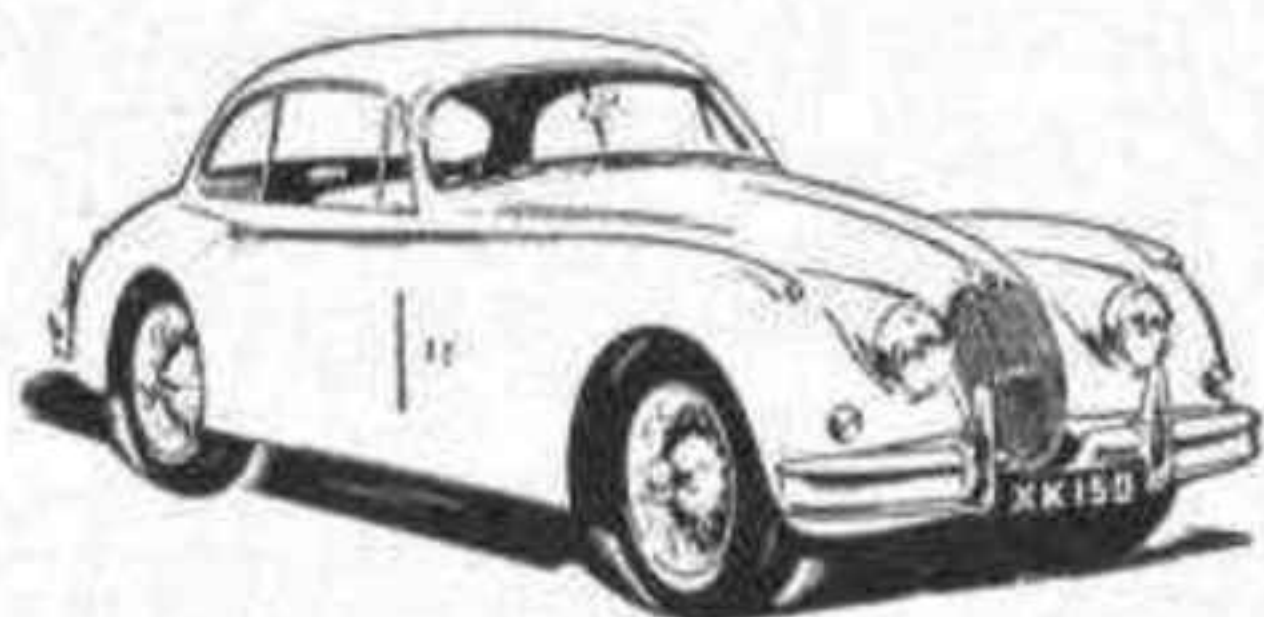


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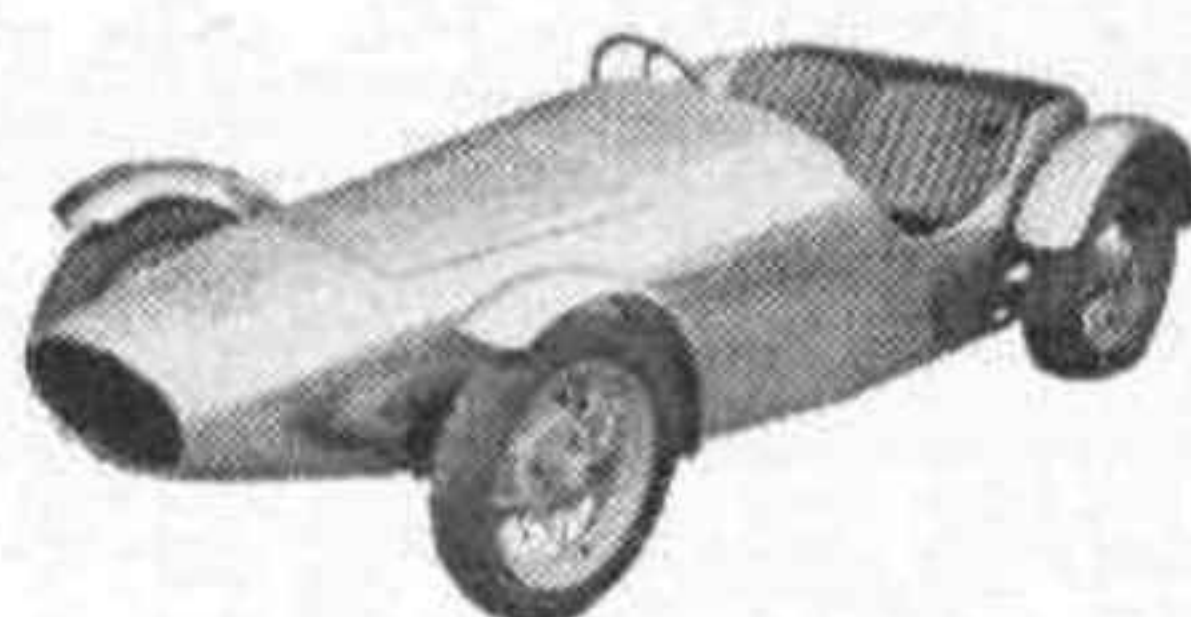
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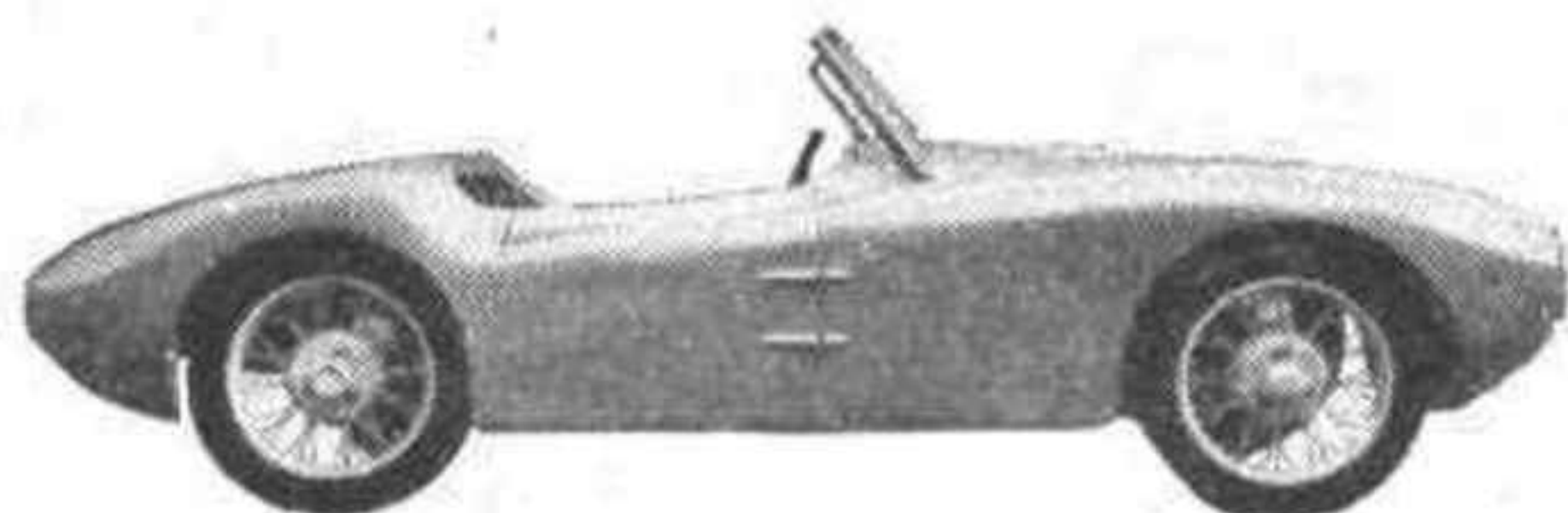
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**The Month Ahead**

- Jan. 14** Monte Carlo Rally time again : full preview, plus an assessment of the chances. Also reports of two contrasting events on opposite sides of the world : The New Zealand Grand Prix and our own Exeter Trial. **Jan. 14**
- Jan. 21** They're off on the Monte, and *Motoring News* staff will be on the spot to bring you the story of the first two days. Plus : The Great Marques, Alfa-Romeo. **Jan. 21**
- Jan. 28** The 1960 Monte Carlo Story in full, with full pictorial coverage. **Jan. 28**
- Feb. 4** Road Test of the Vauxhall Friary, and a report from the other side of the world on the first Championship race of the year : the Buenos Aires 1,000 kms. **Feb. 4**

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| 12 Adjust hand-brake.         | 35 Regulate voltage control.  |
| 13 Overhaul ignition.         | 36 Check battery.             |
| 14 Overhaul auto-advance.     | 37 Charge battery.            |
| 15 Overhaul cooling system.   | 38 Overhaul wiper.            |
| 16 Adjust fan belt.           | 39 Check carburetter.         |
| 17 Check engine mountings.    | 40 Clean petrol pump filter.  |
| 18 Supply jack, check wheels. | 41 Tune engine.               |
| 19 Supply wheel brace.        | 42 Adjust tyre pressures.     |
| 20 Supply starting handle.    | 43 Road test.                 |
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DAILY MAIL  
The Triumph Herald—"I liked these things about the new Triumph: sophisticated good looks; parkability; light, positive steering; and business-like brakes."



◀ *R.E.C. Jennings, THE MOTOR*  
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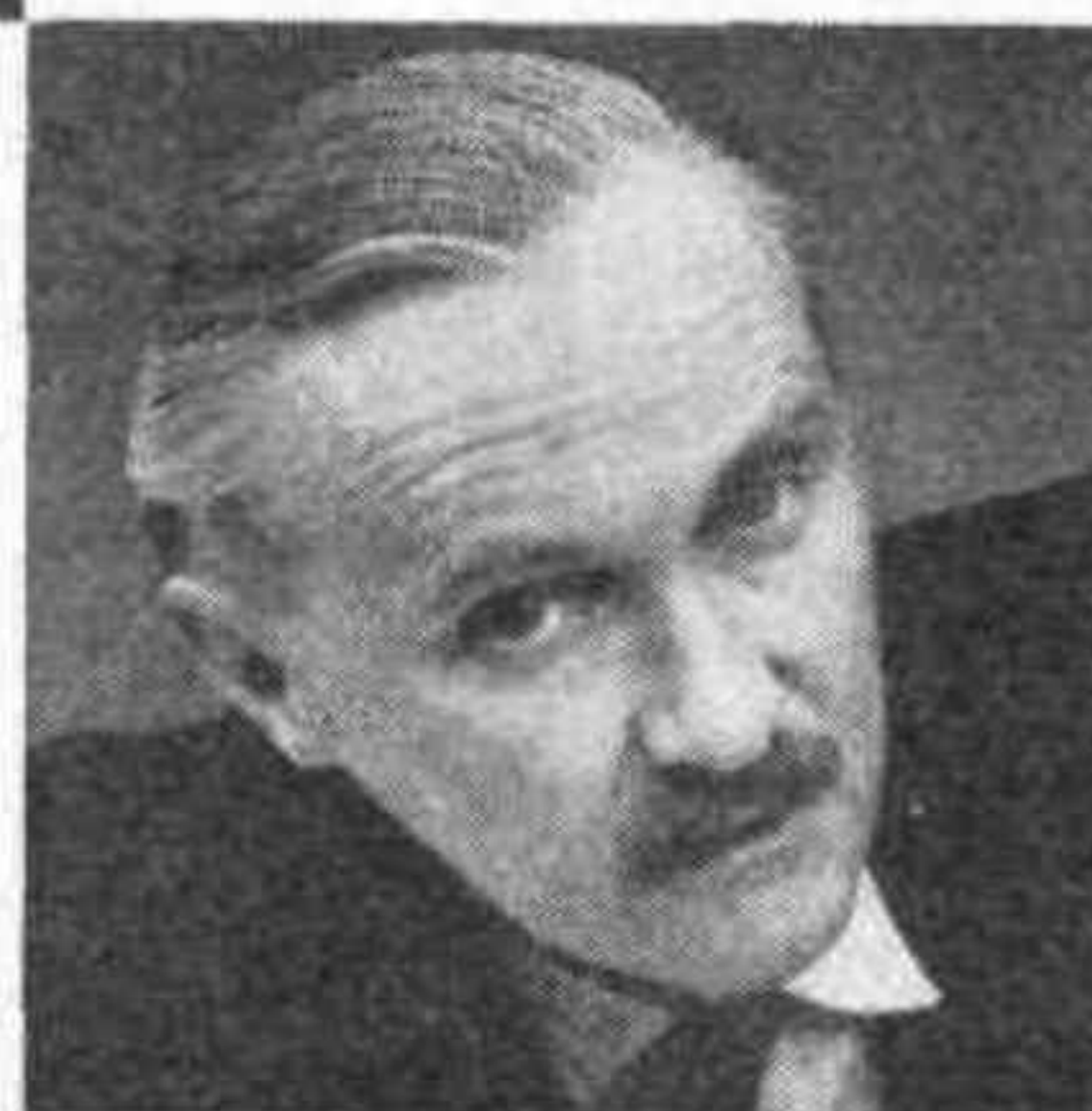
*Tom Wisdom, DAILY HERALD* ▶

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*Alan Brinton,*  
NEWS CHRONICLE ▶

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◀ *W. A. McKenzie,*  
DAILY TELEGRAPH

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◀ *Charles Fothergill,*  
DAILY SKETCH  
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*Dudley Noble,*  
FINANCIAL TIMES ▶

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*Ian Nickols, SUNDAY TIMES* ▶

The Triumph Herald—"This is not merely a revolutionary car in respect of design, but it is thoroughly practical and it works very well."



## TRIUMPH Herald



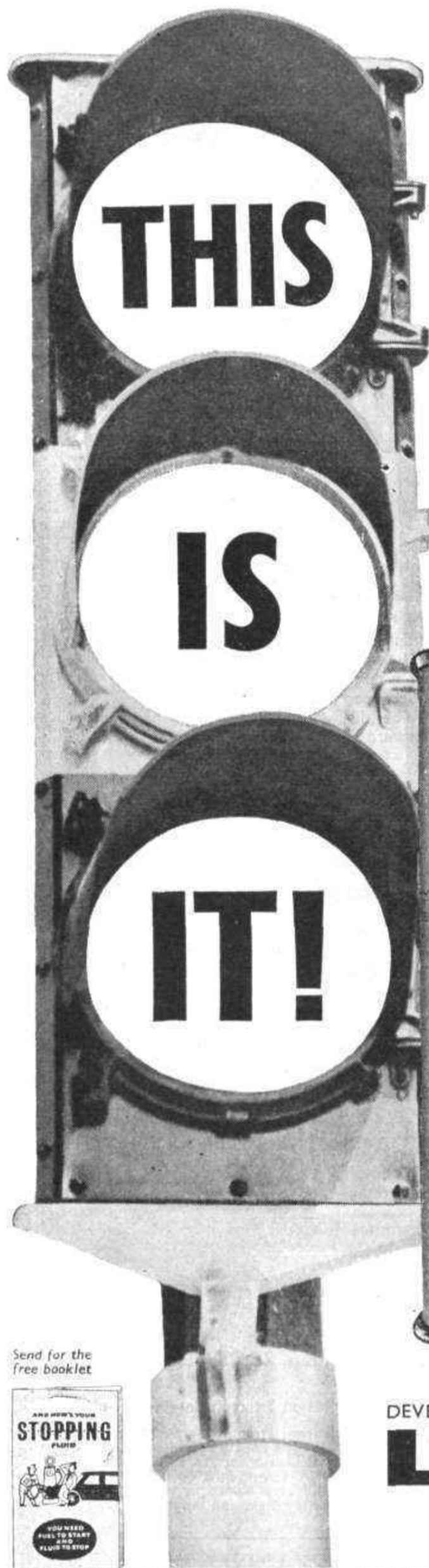
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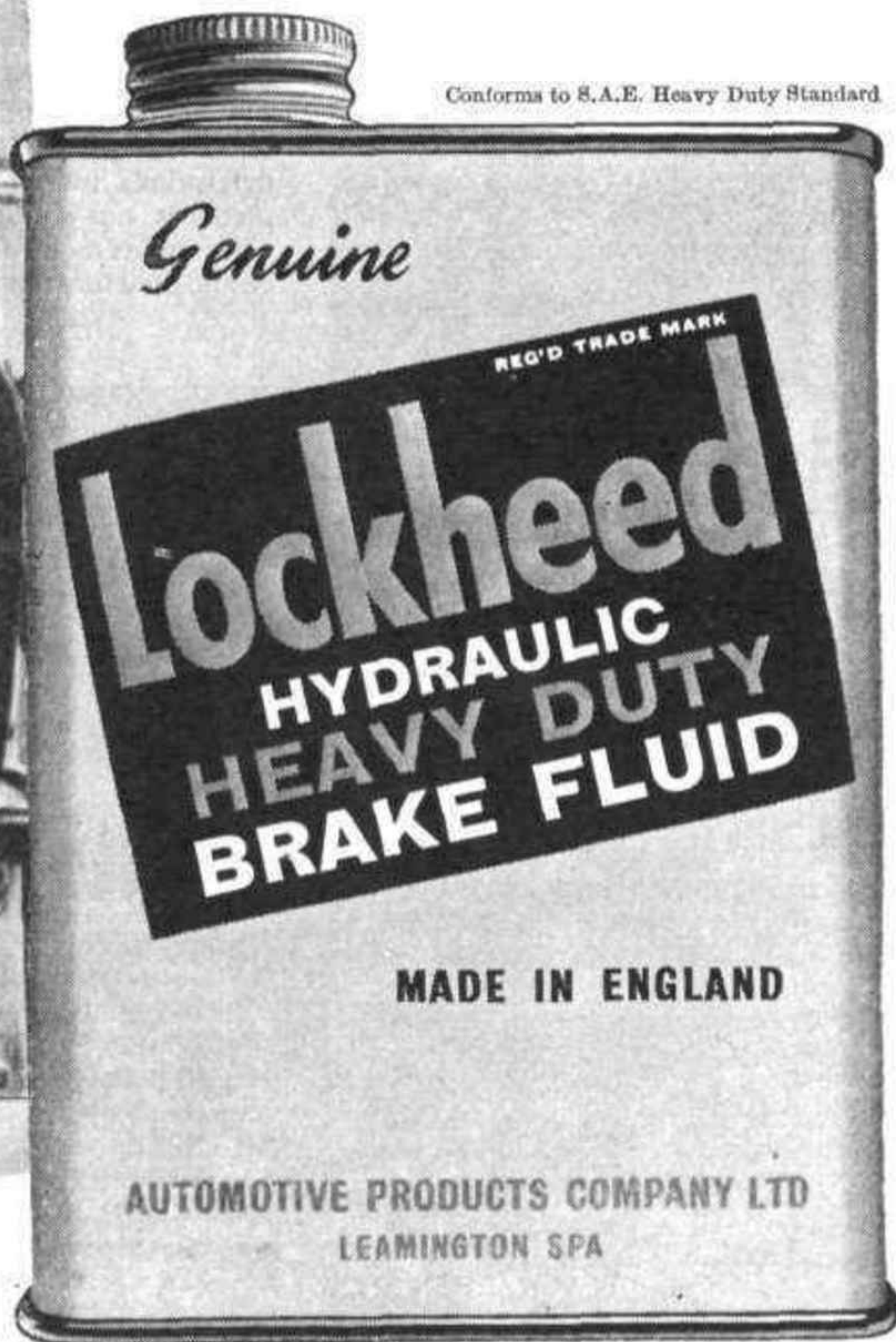
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## MATTERS OF MOMENT

### BRITAIN MUST NOT BECOME A POLICE STATE!

No fear of that, you may say. If you are a motorist, do not be so sure! There was the case reported in a reputable national Sunday paper recently of a driver being suspended for dangerous driving because he was said to have caused an on coming car to have to swerve as it approached his car. Where did this happen? In some far-away police state? Not a bit of it; the convicted driver was motoring along a main road in Hampshire. Who reported him? An off-duty policeman who said he saw the incident and who some days later called on this luckless motorist to inform him that he would be charged with dangerous driving. According to the newspaper report the driver and his passenger remembered nothing of the incident. But on the evidence of one man the motorist was convicted and relieved of his licence, although no accident had occurred and the other motorist never showed up.

The serious implication of this case will be apparent to all who rely on motoring for pleasure or as a means of livelihood. We say now, as we have said before, that we do not for one moment condone inconsiderate, let alone dangerous, driving. But we also say again that it is quite impossible for one person to judge another's driving ability unless they are with him in the car, and not always then. What is going to happen if one witness can cause a driver to be deprived of his licence for some action of which he isn't aware and about which no other complaints have been made, passes comprehension.

This remarkable case reminds us of another very dubious episode in which we were involved not long ago. A careless pedestrian ran across a main road and collided with a motor scooter. Going to see if help was needed we arrived in time to hear the pedestrian accusing the rider of the scooter of excessive speed. This was plainly ridiculous so we offered our name and address as a witness. The scooter was damaged, the pedestrian intact and the scooter owner foolishly omitted to obtain the name of his assailant. Some time later a policeman called on us to take a statement. We enquired if the pedestrian was bringing a case. "Oh no," said the constable, "the police are." "Against the negligent pedestrian?" we asked. "No," came the reply, "against the rider. He reported the accident so we know he knocked someone over and he is likely to be charged with dangerous driving. We cannot trace the pedestrian, so you are the only witness." After hearing our statement the policeman remarked

that as we were on the rider's side the case would probably be dropped. Here are two instances which prove how readily the police will bring a case against the motorist. Many more will be found in reports of motoring cases in local papers and in the growing number of letters which MOTOR SPORT is receiving on the subject.

They explain why, after the car owner has put his vehicle away in the garage, a policeman is someone who helps his children across the road, is the person he rings for in an emergency, who protects his womenfolk from the growing number of thugs and murderers who roam this country but who, while he is innocently driving his heavily-taxed car, represents an undesirable contact, a virtual enemy. This disastrous state of affairs, this antagonistic relationship between motorist and police, is very much the fault of the latter and should form a major part of the enquiry which is at present being conducted into the relationship between the police and the public. As should a study of injustice which results from motoring charges being brought before magistrates who have absolutely no knowledge of present-day motoring conditions. Incidentally, the cases referred to above emphasise very strongly the importance of motorists hanging together; however inconvenient it may be to act as a witness, when an accident or incident is observed in which a fellow motorist is innocent, offering yourself as a witness may make all the difference to whether he is or is not convicted.

The growing hostility between motorists and police is exceedingly bad for the country and the feeling on the part of car owners that they live in a police state must be stopped. There is every reason to believe that policemen are encouraged to obtain motoring prosecutions—technically called "proccesses"—in order to raise revenue from fines, instead of being taken off the beat for a good record in keeping traffic flowing and congestion to a minimum without bringing many drivers into court; at present it appears that the reverse is still the rule with certain Police Commissioners.

Lest we are thought to feel hostile towards the traffic police on account of our close association with fast cars, let us say that in the past we have at times received every courtesy from them. We recall a policeman who not only showed us marked sympathy after a near-fatal accident arising from a skid on black ice but who sportingly overlooked an unsigned driving licence and also our statement that we had been doing over 30 m.p.h. in what he now told us was a built-

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Front cover picture: WORLD CHAMPION Jack Brabham leading Bruce McLaren in a Cooper team demonstration at the United States Grand Prix. Unfortunately Brabham ran out of fuel on the last lap, leaving the young New Zealander to win his first Grand Prix.



## Motor Sport Events for January

★ 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
Jan. 1st ...	R.S.A.A.C. ...	EAST LONDON	—	SOUTH AFRICAN G.P. (Int.)	—
Jan. 2/9th ...	B.R.S.C.C. ...	Old Hall of Royal Horticultural Society Vincent Square, S.W.1.	London	Racing Car Show	10 a.m. to 9 p.m. except Sunday
Jan. 3rd ...	West Essex C.C. ...	Club Headquarters	London, E.18	Capricorn Rally (C.)	9.00 a.m.
Jan. 3rd ...	Eastwood & D.M.C. Charnwood C.C. & Leicestershire C.C.	"The Priory" Wollaton Vale, Beeston	Nottingham	New Year Rally	10.15 a.m.
Jan. 8th ...	R.S.A.A.C. ...	Hendon Hall Hotel	Capetown, South Africa	False Bay 100	—
Jan. 8th ...	N. London Enthusiasts C.C.	Plough Inn, Bletchingly, Surrey	London, N.W.4	Annual-Dinner-Dance	—
Jan. 8th ...	Forces M.C. (Hogs Back & Surrey Group)	—	—	Film Show	8.00 p.m.
Jan. 8/9th ...	Motor Cycling Club ...	London, Launceston & Kenilworth	—	35th Exeter Trial (C.)	9.20 p.m.
Jan. 9th ...	N.Z. INTERNATIONAL G.P. INC.	ARDMORE CIRCUIT	AUKLAND	NEW ZEALAND G.P. (Int.)	—
Jan. 9th ...	Citroen C.C. ...	Burford Bridge Hotel	Dorking	Annual Dance	—
Jan. 10th ...	Peterborough M.C. ...	Kings Arms, Great Weldon, Northants	—	Warco Cup Sporting Trial (R.)	—
Jan. 15th ...	Oxford M.C. ...	Town Hall, Oxford	Oxford	Film Show	—
Jan. 16/27th ...	—	Heysel Palaces	Brussels	Brussels Motor Show	—
Jan. 17th ...	South Derbyshire M.C. ...	Bretby	Burton-on-Trent	Winter Rally (C.)	10.00 a.m.
Jan. 18/25th ...	A.C. de MONACO ...	MONACO	—	MONTE CARLO RALLY	—
Jan. 19th ...	O.R.M.A. ...	Town Hall, Kensington High St.	London, W.8	Annual Film Show	8.00 p.m.
Jan. 23rd ...	—	CHRISTCHURCH N.Z.	—	LADY WIGRAM TROPHY RACE (Int.)	—
Jan. 30th ...	—	DUNEDIN N.Z.	—	DUNEDIN FESTIVAL TROPHY (Int.)	—
Jan. 30th ...	Rover Sports Register ...	White Hall Hotel, Bloomsbury Square	London	Annual Dinner & Film Show	7.30 p.m.
Jan. 31st ...	ARGENTINE A.C. ...	BUENOS AIRES AUTODROME	BUENOS AIRES	BUENOS AIRES 1,000 KILOMETRES (Int.)	—

Would club secretaries please send in details of February events as the R.A.C. calendar is not yet available

**MATTERS OF MOMENT**—continued from previous page  
up area. But he was a country constable with the wisdom and sound judgment of his kind, not a town "gestapo" with that sense of callous power which sometimes comes from being given a sleek black Wolseley to drive. Needless to say, this village policeman received no bribe other than our warm appreciation.

If more of this spirit existed Mr. Marples would be likely to achieve his ideal of road users co-operating with the police in keeping roads clear and accidents to a minimum. How far away we are from this is reflected in a recent case in which a sober soldier who had volunteered to drive back to barracks some drunk colleagues was fined for not displaying L-plates when surely a caution would have sufficed—one would have thought that initiative in a soldier should be encouraged but perhaps it is only demanded when there is a hazardous situation to be faced, as in some future atomic war?

The new Minister of Transport is at least trying to get things moving but his Pink Zone parking plan has meant work for a large number of police who should be occupied with preventing crime. This highlights the fact that it is high time special Traffic Wardens or Motoring "Specials" were recruited to relieve the police of motoring duties. We suggest that much good work could be done by members of motor clubs enrolled as special motor patrols, who could either be given power to move on parked cars but not issue summonses or who might operate accompanied by existing special constables. Just as ordinary people did valuable work as Air Raid Wardens during the war, so could keen motor club members assist materially in keeping the traffic flowing, doing traffic control duties and aiding drivers in fog or in the event of an accident. What is more, by going to the clubs for recruits the authorities would have at their disposal experienced motorists able to differentiate between skill and mediocrity, carelessness and crime, which so many magistrates who decide motoring cases, are unable to do.

Naturally, careful sifting would be necessary to get the right sort of material, but we are sure that amongst the motoring clubs of this country potential "Motor Specials" exist who could accomplish useful work on a voluntary or spare-time basis.

We appeal to the Home Secretary to consider this possibility and we particularly appeal to him to take steps to see whether motorists and police cannot exist amicably if not in harmony—remembering that much of the present antagonism may well stem from high-ranking members of the Force and not so much from the constable on the beat or the peak-hatted patrols in police cars.

### SWANSEA M.C. RALLY OF THE VALES

The first cars to start from Swansea were started by the Deputy Mayor. No. 1, R. H. G. Rumble (M.C.-A), was followed by the 1957 and 1958 winner W. G. Cawsey, trying to make it a "triple." The remaining 43 cars, less a few non-starters, left Swansea, to be followed by 35 cars from Gloucester and after them by the remaining 22 cars from Cardiff.

All routes converged at Ebbw Vale and followed a combined route to a point outside Brecon. The first route card section started from Brecon after a 10-minute break. This section of 15 miles terminated outside Cray near the reservoir. The first section claimed several victims, some of whom appeared to be unable to read a straight-forward route card and were not seen again.

On reaching the end of the route card section the competitors were faced with a full navigation section of 150 miles with 32 map references. This section was a real sorter-out and needless to say the "chaff" was soon sorted from the "wheat." The section became progressively tighter and time lost crept up to the limits, so several controls were cut out in order that the end of the section could be reached in time. Many more fell out during this section, including Tony Lister (A35), who after failing to negotiate a rather sharp corner became inverted in a gully. Other competitors who rushed to help saw the occupants climb out through the back window none the worse for their experience. Hunt (Zephyr) tried motoring over a hedge but the bank was too hard and he became stationary, with the fan drilling a rather neat hole in the radiator. Weather conditions which were atrocious, with pouring rain at the start, cleared at about 10 p.m., to give way to nasty fog patches. Very many competitors failed to reach the end of the section in time, including the 1957/58 winner, who was unfortunately compulsorily retired.

After a refreshing 90-minute halt with ham and eggs at High Noon, near Carmarthen, the cars were ready for the "off" on the next section of another 30 map references through Carmarthenshire, Cardiganshire, and ultimately back to High Noon again. The pattern was the same as on the previous section but no more "beut" machinery.

The rally concluded with a very crafty regularity section which finished at an acceleration test. It was unfortunate that the rain was again coming down heavily, so times varied considerably.

The termination of the event at the Caswell Bay Hotel saw a welcome breakfast—a lot more had paid to eat than actually sat down. Here, unfortunately, the organisers have to pay for what they order, not for what the competitors eat.

After all the hardships of the event it is gratifying to see one car lost only 30 marks and another only 31 marks. However, it was no dice for the sports cars, the saloons certainly having a field day.

One competitor said to another, "I have never been on a rally run by this Club before but it has been the toughest, best marshalled event I have ever been on." This was the view of a National and International rally driver, so the Club is hoping that having met one of the requirements of the R.A.C. for a National Permit they will be successful and be able to provide a National event on December 3rd/4th, 1960.

#### Results :

1st : E. Malkin/G. A. A. Robson (Sunbeam), 30 marks lost.  
2nd : B. S. Harding/H. J. C. Liddon, 31 marks lost.  
Best in general classification (opposite group) : P. G. Giblott/David Stone, 39 marks lost.



## DEGREES OF TUNE

Michael Christie's Alexander

### Autumn Fashion Show

**E**ACH year Alexander Engineering of Haddenham, Bucks, introduce their latest range of conversions in the form of a mass road-test near a convenient stretch of road in Buckinghamshire or Oxfordshire. This year at Michael Christie's autumn fashion show held at the ancient Weston Manor Hotel, near Bicester, there were no less than nine cars to try, perhaps the most interesting being the Mini-Minor and Triumph Herald.

On the Mini-Minor the cylinder head is reshaped and polished and given a compression-ratio of 8.9:1, twin 1½ in. S.U. semi-down-draught carburetters with pancake air filters are fitted on a finned inlet manifold and the centre exhaust ports are de-siamessed, an adaptor being available to mate with the standard exhaust manifold. All this costs £40. On the road the improved performance was at once apparent especially as lack of performance was one of the few faults I had previously found with this model which is not aided by a slow gearbox. The gearbox was still sluggish, although owners tell me this apparently wears off after a few thousand miles, but the extra performance made the car much more pleasant, 45 m.p.h. coming up on second gear, 65 on third and nearly 85 on top, while Alexanders claim a 0-60 m.p.h. time of 18.7 sec. Altogether this seemed a much more pleasant car with its extra punch.

For the Triumph Herald the cylinder-head combustion chambers and ports are reshaped and polished and given a compression-ratio of 8.9:1, larger inlet and exhaust valves fitted together with stronger valve springs. A new cast aluminium manifold is fitted which takes two 1½ in. S.U. carburetters. This conversion is supplied completely assembled so the owner has to send to Alexanders his complete cylinder head, with carburetters and inlet manifold. For a single carburettor model the conversion costs £65 and for a twin carburettor model £62. The acceleration of the saloon model available for test was even better than the Mini-Minor, although the top speed was not quite as high due no doubt to the larger frontal area. A 0-60 time of 16.2 sec. is claimed. The stiffer suspension also gives one more confidence than the Mini-Minor's, although the cornering power may be no greater. In our brief run the suspension did not squeak, the windows did not fall out and no rain entered the car!

The aluminium alloy crossflow cylinder head which has been under test for some time and which was raced this season in an A.40 and a Sprite by J. H. Williamson has now been introduced for both the 803-c.c. and 948-c.c. B.M.C. "A" series engine. In this design the inlet ports have been moved to the off side of the head, wedge-shaped combustion chambers are used with larger valves and entirely redesigned valve gear. For normal touring this head is available as a bolt-on unit giving about 60 b.h.p. costing £85, but for racing more advanced versions are available giving up to 86 b.h.p. I tried both the A35 and the Sprite with this cylinder head, the well-used demonstration A35 going up to an indicated 90 m.p.h. on a long straight stretch but when heavy braking was called for the standard brakes proved inadequate. The optionally available Lockheed power brake conversion at £16 18s. 9d. would seem to be essential with this conversion.

The Sprite had practically every possible extra including a 10.4:1 compression-ratio, close ratio gears, front disc brakes, wire wheels with Pirelli Extraflex tyres, anti roll-bar and a ZF differential. The performance was spoilt by a fault in the ZF which made the car swing dangerously when changing gear.

The number of Simcas being imported has increased recently and to supplement their conversion for the "Flash" engine Alexanders have introduced a new conversion for the "Flash Special" engine to enable owners to keep in front of cars which have the converted "Flash" engine. The cylinder head is modified and polished, the compression-ratio raised to 8.2:1 and twin Solex down-draught carburetters fitted. A set of de Carbon shock-absorbers are also fitted. On the road the improvement was easily detected, an indicated 90 m.p.h. being reached on a fairly short stretch of main road, whilst very energetic cornering was needed to get the rear-end sliding. I would have welcomed the reclining seats of the Simca on the R.A.C. Rally.

For the "B" series B.M.C. engine, Alexanders have combined forces with H.R.G. to market their well-known head in a modified form. Supplied complete and ready to fit this light alloy head costs £73. For testing purposes this was fitted to a well-worn M.G.-A

and without stop watch to check performance it would be difficult to say whether there was any great improvement over the M.G.-A 1600. The rev.-counter reached 5,500 r.p.m. in top, showing 105 m.p.h. on the speedometer which is the same as I obtained on a standard M.G.-A 1600.

A new conversion is available for the Hillman Minx 111A consisting of a modified cylinder head with a compression-ratio of 8.9:1, twin 1½ in. S.U. carburetters, Lockheed Servo brake unit, Laycock de Normanville overdrive and de Carbon shock-absorbers. There was, unfortunately, insufficient time for me to try this car, while a Morris Oxford V fitted with the "B" series alloy head was backed into by a lorry on the morning of the tests and put out of action. A twin S.U. conversion for the Volvo is also introduced, but a test car was not available.

Other innovations from Alexander include a new design of anti-roll bar, a knock-on hub conversion for disc-type wheels and flexible rubber mountings for inlet manifolds. The anti-roll bar now bolts to the centre of the wishbone arms instead of to the front as some breakages were caused in the wishbone mountings. The knock-off hub conversion is available for all B.M.C. "A" series engined cars, the Wolseley 1500 and Riley 1.5. The three-eared hub cap is connected to the wheel retaining nuts by a simple gearing system which tightens or loosens all the nuts at once therefore saving considerable time over the wheel brace system. A set of four, complete with a nylon-headed mallet costs £19 19s. The Alexander nitrile rubber manifold mountings are designed to eliminate the frothing which sometimes occurs when carburetters are bolted rigidly to the manifold. These rubber mountings have to be designed to mate with the manifold therefore they are not available for earlier conversions, but can be obtained with the stage II B.M.C. "A" series conversion, the Farina-styled "B" series cars and the Triumph Herald.

Finally, Michael Christie announced that he has arranged to distribute the new Turner sports car throughout Britain. The chassis and suspension are similar to last year's model, but an entirely new glass fibre body has been designed for the car, giving it a total weight of 10½ cwt. A large range of Alexander speed equipment is available for the "A" series engine and a host of other extras from a heater to disc brakes and ZF differential are also listed. Deliveries of the new car will start early in the new year. As a kit of parts the Turner will cost £595, or completely assembled £895, including purchase tax.

A car, finished in red, was available for inspection and trial. The body finish was excellent, none of the well-known glass fibre ripples being apparent while a commendably large boot should accommodate the luggage of two people without much bother. The windscreen and hood are similar to those used on the Sprite and provide excellent protection from the elements. The dashboard panel is more comprehensive than last year's model, having a full set of Smith's instruments. The test car was fitted with a rather tired hack engine which did not help to show the car up in a good light while torrential rain did not encourage fast driving or cornering.

These short tests cannot of course be substituted for our normal rigorous test and in the course of the next few months we will be testing several of the Alexander conversions as well as the Alexander-Turner.—M. L. T.



ALEXANDER-TURNER.—Product of an agreement between Turner Sports Cars and Alexander Engineering, this new model costs £595 in kit form.



**AMERICAN GRAND PRIX**

**1st · 2nd · 3rd**

**PORTUGUESE GRAND PRIX**

**1st · 2nd · 3rd**

**MONACO GRAND PRIX**

**1st · 2nd · 3rd**

**DUTCH GRAND PRIX**

**1st · 2nd · 3rd**

**EUROPEAN GRAND PRIX**

**1st · 2nd · 3rd**

**BRITISH GRAND PRIX**

**1st · 2nd · 3rd**

**GERMAN GRAND PRIX**

**1st · 2nd · 3rd**

**ITALIAN GRAND PRIX**

**1st · 2nd · 3rd**

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the only bearings  
with these  
winning records*

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6 WORLD CHAMPIONSHIPS  
8 LE MANS  
3 PAN AMERICAN  
RALLIES EVERYWHERE**

**3 WORLD CHAMPIONSHIPS OF MANUFACTURERS**

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**SUPPLIED TO 13 NATIONS AS**

**VANDERVELL**



*Another*

**WORLD CHAMPIONSHIP**

**FOR LEAD INDIUM BEARINGS**

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**COOPER CARS**

**WITH**

**COVENTRY CLIMAX ENGINES**

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Emco's V140A



# THE FIRST GRAND PRIX OF THE UNITED STATES

SEBRING, December 12th

**T**HE first *Grande Epreuve* to be held on United States soil was organised by Alec Ulmann of the Automobile Racing Club of Florida at his semi-aerodrome-cum-road-circuit, at Sebring in Florida. The circuit, which is 5.2 miles round, consists of fast runways with artificial corners lined with rubber tubs, and a section of road which is the only bright spot on this circuit. The course is a fairly winding one, which is heavy on brakes and tyres. From the start a concrete runway goes straight for a short distance, then there comes a left-hand tub-marked corner, followed shortly by another such left-hander; at this point there is a change of surface, from concrete to tarmac; a short straight brings the drivers to the esses, which is one of the few tricky parts of the circuit. Next is a short straight leading to a sharp hairpin followed by a much longer straight between hangars to a sharp right and left, back on to the concrete perimeter where through two tub-marked right-handers the course comes back behind the pits to a wide radius 180-deg. turn 200 yards from the startline. This is the lap, and the most difficult thing for the drivers in the featureless open spaces in the middle of this aerodrome is to find a fixture for braking points and lines through corners. In fact parts of the circuit resemble a driving test layout at a small British club meeting.

Practice started on the Thursday with Brooks taking out each of the four Ferraris in turn before the other drivers were allowed out. Two of the cars were the normal length F.1 cars while the other two consisted of a 10 cm. longer F.1 car and a F.2 frame with a 2.4-litre single overhead camshaft per bank engine. The F.2 car had conventional rear-end but the three F.1 cars had new independent rear suspension, with double diagonally braced wishbones and coil spring damper units; drive was through sliding splined universally jointed half-shafts. Brooks and von Trips took the two shorter independently sprung cars, Allison the longer car, while Phil Hill drove the blue-and-white-painted F.2 framed car.

Rob Walker's two cars to be driven as usual by Moss and Trintignant were quickly out practising. Trintignant's car was unaltered since the last outing but Moss' car, the same one that he used to win at Portugal and Monza, now had coil rear suspension, basically designed by Stirling himself. To mount the coil springs, a squared-up tubular frame was mounted vertically on the two heavy curved chassis members which come down to the rear of the gearbox. This frame is mounted over the line of the drive-shaft and the coil spring damper unit runs from a point just above where the half-shaft enters the hub carrier and goes up through the top wishbone to the new vertical bracket. Any doubts as to whether this would work were soon removed by the ease with which Moss lowered his times, finishing up with a 3 min. dead, which was 3 sec. faster than any other driver.

The Cooper team were only running two cars, to which there had been little or no change since Monza. These were driven by Brabham and McLaren, their third driver Masten Gregory was still medically unfit after his dramatic flying act in the T.T. at Goodwood.

Team Lotus were represented by Innes Ireland and Alan Stacey. Ireland was driving as No. 1 in place of Graham Hill, who will be driving for B.R.M. and Porsche next season. The only other serious Grand Prix contenders were Harry Schell with his F.2 Cooper which had been fitted with a 2.2-litre engine, and Roy Salvadori driving Tommy Atkin's Cooper-Maserati.

The rest of the field was made up of the motliest collection of "also-rans" that ever graced a Grand Prix circuit. First Bob Said was driving a toothpaste-tube Connaught, which was the C-type, one of the last cars they built. Unfortunately for Connaught Engineering Company's reputation this car was down as an official works entry. The time of 3 min. 27 sec. was obtained only after many single lap runs with much popping and spluttering. Next came de Tomaso in a very nicely-finished 1½-litre OSCA fitted in an old Cooper F.2 chassis but with a slightly different and very pretty body, but against F.1 cars it was completely outclassed. Mike Taylor's Cooper-Climax was looking very old and battered, and was to be driven by Constantine, who had just returned from winning the Nassau Trophy race in a 4.2 Aston Martin. Constantine who is a top sports car driver over here found a single-seater Formula car a lot more difficult to drive in a polished way.

The Tec Mec driven by Fritz d'Orey did not run in the first practice because there was no compression on Nos. 1 and 2 cylinders when it came off the ship, and its very slow progress in the second practice indicated to the faster drivers that, if by some miracle, it kept going, they would be required to negotiate yet another

mobile *chicane*. Phil Cade's 250F Maserati fortunately for all concerned wore itself out after a few practice laps and was unable to start. Blanchard was running a single-seater Porsche RSK which was slow but consistent. Steve Wilder withdrew when his F.2 Lotus failed to turn up on time and the Venezuelan-entered Maserati also failed to turn up. This leaves us with the last of this almost record number of "also-rans," and that is Rodger Ward's 500 Leader Card midget speedway car, powered by a four-cylinder port injection Offenhauser engine with solid front axle, torsion bar rear suspension, two-speed gearbox, and two-speed differential, external lever-operated Hali-brand disc brakes, adjustable radius arms to each corner, so that it can be set up for different tracks, and Firestone 12-in. 4.50 front and 12-in. 5.50 rear tyres. Though Ward drove with great skill and nerve he was completely outclassed by all other cars, even the Tec Mec.

After all the cars that were capable of practising finished this first training period, Stirling Moss was way ahead of all opposition, with a time of 3 min. dead, a speed of 104 m.p.h. This was quite an eye-opener to most Americans as it was 20 sec. faster than his own previous Aston Martin-held record. Behind him came Brooks, 3 min. 5 sec., driving von Trips car; Brabham, 3 min. 5.2 sec.; Trintignant, 3 min. 6 sec.; von Trips, 3 min. 6.2 sec.; Phil Hill, 3 min. 7.6 sec.; McLaren, 3 min. 9.6 sec.; and Ireland, 3 min. 12.1 sec. After first practice Lotus mechanics changed their gear ratios up by 2 cogs, while Coopers dropped theirs. Ferrari were also wrongly geared although this was one of Maranello's lesser worries; the most important was still the handling qualities. The drivers were complaining of over and understeer, and compared with the Coopers, which are at least consistent in behaviour, they were very ragged on all types of curve.

On Friday the temperature was up quite a lot and most European drivers were enjoying the warm weather. The Porsche failed to turn up for practice, no doubt happy with its previous day's time. In his place, however, the Tec Mec trundled round slowly to the annoyance of the faster cars. The Ferrari team were trying to get their times down and there was hardly any one time when all the cars were in the pits. Brooks managed to reduce the time for his own car from 3 min. 8.9 sec. to 3 min. 5.9 sec., but was 0.9 sec. slower than the previous day's time in von Trips' car. Both Brabham and McLaren improved on the previous times, Jack clipping off 2.2 sec. to give him a time of 3 min. 3 sec. and McLaren 1 sec. to give him a time of 3 min. 8.6 sec. The change of gearing improved both the Lotus times by approximately 5 sec., Ireland to 3 min. 8.2 sec., and Stacey to 3 min. 13.8 sec.

The Walker equipe seemed happy with the previous day's times and made no effort to improve them. Rodger Ward's car was running in an engine, the previous one having thrown a rod at the end of the Thursday's practice. So with the end of practice and announcement of the final times, all was set for the Saturday's race. Several moans were heard from the faster drivers who were complaining about the "also-rans," whose erratic behaviour as they were being lapped was disconcerting. Coopers swapped over cars as there was some obscure water trouble in Jack's car, and in the last stages of practice McLaren broke the drop gears on his car, but this was easily repaired in time for the race.

Grid Positions		
7 S. Moss (Cooper-Climax) 3 min. 00 sec.	8 Jack Brabham (Cooper-Climax) 3 min. 03 sec.	19 Harry Schell (Cooper-Climax) 3 min. 11.2 sec.
	2 Tony Brooks (Ferrari) 3 min. 05.9 sec.	6 Trintignant (Cooper-Climax) 3 min. 06.0 sec.
4 von Trips (Ferrari) 3 min. 06.2 sec.	3 Cliff Allison (Ferrari) 3 min. 06.8 sec.	5 Phil Hill (Ferrari) 3 min. 07.2 sec.
	10 Innes Ireland (Lotus) 3 min. 08.2 sec.	9 B. McLaren (Cooper-Climax) 3 min. 08.6 sec.
12 R. Salvadori (Cooper-Maserati) 3 min. 12.0 sec.	11 Alan Stacey (Lotus) 3 min. 13.8 sec.	18 Bob Said (Connaught) 3 min. 27.3 sec.
	14 de Tomaso (OSCA) 3 min. 28.0 sec.	16 C. Constantine (Cooper-Climax) 3 min. 30.6 sec.
17 H. Blanchard (Porsche 1,500-c.c.) 3 min. 32.7 sec.	15 d'Orey (Tec-Mec) 3 min. 33.4 sec.	1 Roger Ward (Offenhauser Midget) 3 min. 43.8 sec.



Race day was sunny with a very strong wind blowing. Before the start, there was confusion on the grid as Harry Schell insisted that he had a better time than he was given and somehow forced the officials to put him in the front row of the grid in place of Brooks. A counter argument by Ferrari's livid team manager Tavoni was unable to succeed in altering the decision, so with a High School band and Majorettes marching up and down in front of the grid, prayers were said, the National Anthem sung and the utter confusion on the start line manually sorted out, the P.A. system fortunately having broken down so that "your No. 1 commentator" couldn't bawl people off the line. Bob Said in the Connaught, unable to start like any normal driver, had to drive two warming up laps of the starting area. This was all the car was capable of, as it didn't complete the first lap!

When the flag fell it was Brabham who shot away first, but Moss had taken the lead before the first corner, with Brabham and McLaren, who came through from the fourth row of the grid, behind them came a complete mass of red, green and blue cars.

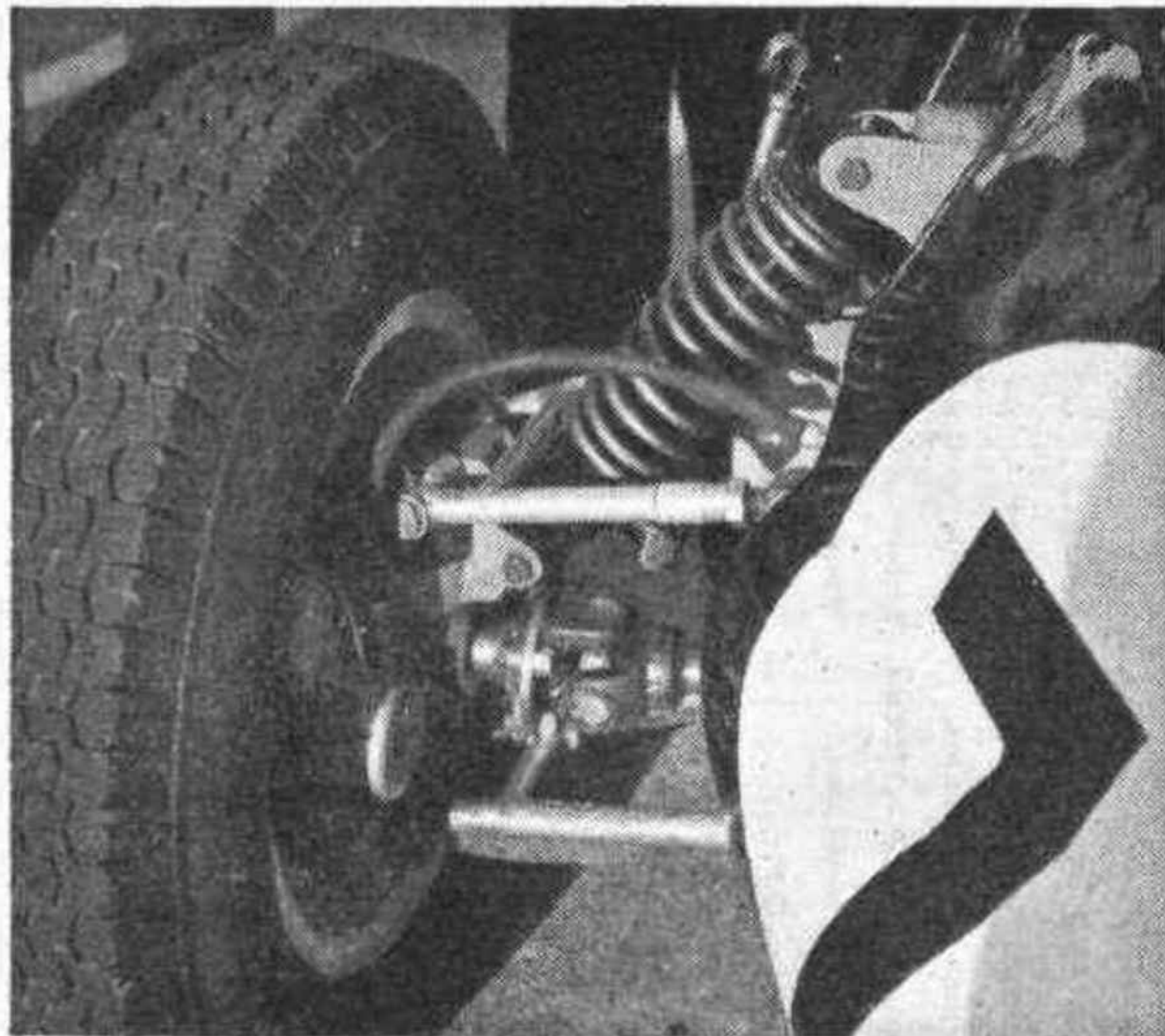
Somewhere out on the first lap von Trips rammed his team leader, Tony Brooks, damaging his nose cowling. Brooks pulled into the pits at the end of the lap to check the damage.

At the end of the first lap the order was Moss, Brabham, McLaren, Phil Hill, Ireland, Trintignant, Allison, Salvadori, Schell, von Trips, Constantine, d'Orey, de Tomaso, Ward, Brooks, Blanchard and Stacey. Bob Said was already out, as on the next lap was Stacey's Lotus with a burnt-out clutch. After the Ferrari mechanics had checked Brooks' car he started off to climb through the field and in fact he moved up from 15th place on lap two to sixth place on lap 10. Innes Ireland was having a real go in the remaining Lotus and on the second lap he passed Hill into fourth place only to be repassed by Allison, whom he pushed very hard for many laps.

On the fifth lap Moss was leading by 10 sec. from Brabham and McLaren, when his gearbox packed up and he coasted to a stop in the esses, his chance of the World Championship shattered for yet another year. Brabham, on taking the lead, slowed up and McLaren closed up on him, and these two ran in convoy until the last lap giving a demonstration of high-speed Cooper driving.

On lap six Constantine retired followed in the next few laps by Schell (clutch), P. Hill (clutch and brakes) and de Tomaso. So by the 11th lap the field had been reduced by almost half to 10 cars. At this point the moderate crowd started to go home, as the racing they were used to is closer and more spectacular, and 10 cars spread over 5.2 miles, with the leaders, quite rightly, touring home in convoy for first and second places, must seem dull to the ordinary spectator.

For the next 10 laps the order was unchanged, while Trintignant was making half-hearted efforts to pass Allison; Moss, who had walked back to the pits, began signalling for him to go faster, and on lap 24 he passed into third place, and began closing very slowly on



**NEW COIL-SPRUNG REAR.**—The Rob Walker Cooper driven by Moss at Sebring was fitted with the above coil suspension, when inquiring whether it had made much difference Rob Walker said, "This suspension was designed by Stirling and obviously with Stirling at the wheel it would have to go."

the two leaders. Back on lap 20 we saw the passing of Ward, with clutch burnt out, and on lap 24 Allison who had sounded very rough for some laps pulled into the pits and retired, while on the opposite grass verge, Salvadori retired with transmission trouble.

And so with only seven cars left the race settled into its final stages. The four leaders, Brabham, McLaren, Trintignant and Brooks were the only ones on the same lap. Trintignant to the encouragement of his pit staff, was putting the pressure on, and closing the gap at about 1 sec. a lap. In doing this he succeeded in getting the fastest lap at 101.13 m.p.h. in 3 min. 5 sec. which was held till then by Moss.

As the leaders started their last lap, von Trips parked his Ferrari in readiness to push it over the line. Trintignant was only 4.8 sec. behind Brabham and McLaren, then came drama a mile from the end. Brabham ran out of fuel, loose carburettors tapping the body giving a rich mixture, being the reason given for this unfortunate incident. McLaren swept past into the lead and took the chequered flag by half a second ahead of Trintignant.

So surprised were the organisers and officials that there was no cheering, only a confused mumbling and it was some time afterwards before some people realised what had happened. In the meantime, Jack Brabham had started pushing his car towards the line, 400 yards with a very slight uphill gradient. Before Jack could reach the finishing line Brooks passed him into third place, Ireland came fifth three laps down, while von Trips pushed his Ferrari over the line, but was not allowed his lost lap, as it had taken longer than the time laid down by the F.I.A., so he was sixth, four laps behind the winner. Seventh came the Porsche RSK, and still Brabham was pushing towards the finish, and when the World Champion did eventually cross the line he collapsed, to the cheers of the crowd.

So ended the first American G.P., and though the circuit isn't any good as it stands for Grand Prix racing, nor the organisation up to European standards, I hope this is the start of Grand Prix interest in the U.S.A.—M. J. T.

**Results :**

**SEBRING—213 Miles—42 Laps.**

United States G.P.		Warm/overcast
1st : B. McLaren (Cooper/Climax) ...	2 hr. 12 min. 35.7 sec.	159.116 k.p.h.
2nd : M. Trintignant (Cooper/Climax)...	2 hr. 12 min. 36.3 sec.	
3rd : T. Brooks (Ferrari) ...	2 hr. 15 min. 36.6 sec.	
4th : J. Brabham (Cooper/Climax) ...	2 hr. 17 min. 33.0 sec.	
5th : I. Ireland (Lotus) ...	3 laps behind.	
6th : von Trips (Ferrari) ...	4 laps behind.	
7th : A. Blanchard (Porsche 1,500-c.c.)	4 laps behind.	

**Fastest lap :** Trintignant (Cooper-Climax), 3 min. 5 sec.—162.55 k.p.h.

During practice the P.A. commentators kept up a continual barrage of words, advertising, backchat and a little information. Fortunately on race day the system had broken down which gave one day of peace.

\* \* \*

Stirling Moss had his usual brush with the police, his wife said their trip to Sebring would not be complete without being arrested at least once. The Sebring police are as bad, if not worse, than any other police force, fortunately they don't allow them on the circuit.

\* \* \*

Pit area marshalling was very amateurish and was annoying to most pit staff.

\* \* \*

During practice a car knocked over a number of markers, and three laps later Brabham was still slowing to ask marshals to re-erect them. These tub-lined runways make this circuit very unsuitable for Grand Prix racing.

\* \* \*

When Moss' car arrived it had a picture of Brabham cornering hard pasted on to the mirror, which for five laps was applicable.

\* \* \*

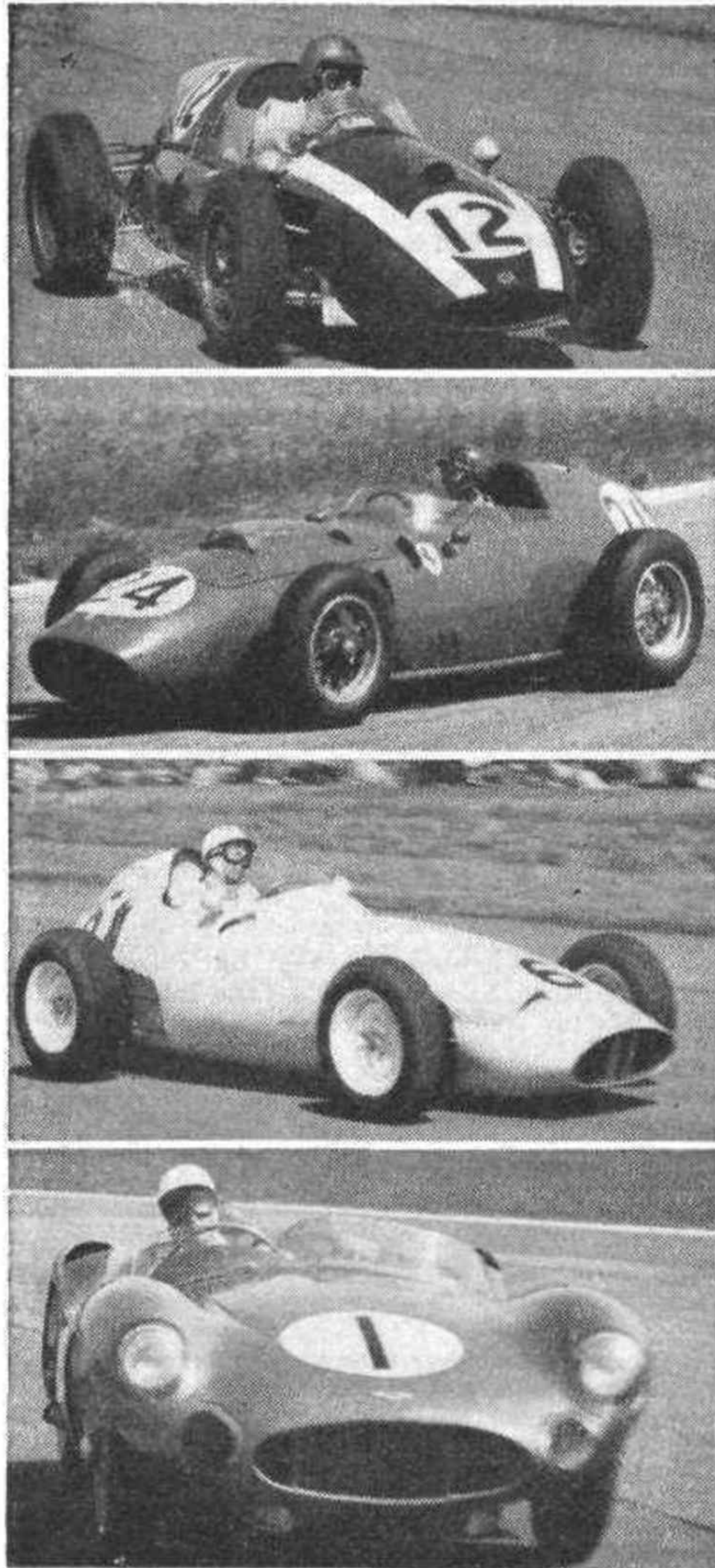
During the National Compact car race before the G.P. a Fiat, No. 74, was running. The timekeepers were a little confused by this number as it didn't exist in their official lists, but it wasn't till the end that the organisers found that it was some joker who just painted numbers on the car and went racing. I wonder if this would be possible in the saloon car race at Silverstone.

\* \* \*

In the formula Junior demonstration on the day before the G.P. the Stanguellini's dominated to such an extent that no other car got a look in. Although in Europe we hope to keep Formula Junior for the up-and-coming drivers, some top American sports car drivers are driving in Formula Junior events over there and no doubt will continue to collect all the best prize money.



# INTERNATIONAL RACE RESULTS OF 1959



Top : Jack Brabham Cooper-Climax  
World Champion and Manufacturers' Championship.

Centre top : Tony Brooks Ferrari  
Runner-up in the Championship, also the second car in the Manufacturers' Championship.

Centre bottom : Stirling Moss B.R.M.  
Third in the World Championship and also third in the Manufacturers' Championship.

Bottom : Aston Martin  
Winners of the Sports-Car Manufacturing Championship.

## GRANDE EPREUVES (For World Championships)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed k.p.h.	Fastest Lap	Time
Jan. 25	Argentine G.P. ...	...	...	...	...	...	...	...	...	...
May 10	Monaco G.P.—314 kms.	Monte Carlo ...	Brabham (Cooper-Climax)	Brooks (Ferrari)	Trintignant (Cooper-Climax)	Phil Hill (Ferrari)	McLaren (Cooper-Climax)	107.361	Brabham (Cooper-Climax)	1 min. 40.4 sec.
"	Indianapolis—605 kms.	Indianapolis ...	Ward (Leader Cord Sp.)	Rathmarin (Hopkins Sp.)	Thompson (Racing Assoc. Sp.)	Bettenhausen (Hoover Sp.)	Goldsmith (Denier Sp.)	218.640	Thompson (Racing Assoc. Sp.)	233.4 k.p.h.
"	Dutch G.P.—314 kms.	Zandvoort ...	Bonnier (B.R.M.)	Brabham (Cooper-Climax)	Gregory (Cooper-Climax)	Ireland (Lotus-Climax)	Behra (Ferrari)	150.406	Moss (Cooper-Climax)	1 min. 36.7 sec.
June 14	Belgian G.P. ...	...	...	...	...	...	...	...	...	...
July 5	French G.P.—415 kms.	Reims ...	Brooks (Ferrari)	Phil Hill (Ferrari)	Brabham (Cooper-Climax)	Gendebien (Ferrari)	McLaren (Cooper-Climax)	205.079	Moss (B.R.M.)	2 min. 22.8 sec.
"	British G.P.—362 kms.	Aintree ...	Brabham (Cooper-Climax)	Moss (B.R.M.)	McLaren (Cooper-Climax)	Schell (B.R.M.)	Trintignant (Cooper-Climax)	144.647	Moss (B.R.M.)	1 min. 57.0 sec.
Aug. 2	German G.P.—498 kms.	Berlin ...	Brooks (Ferrari)	Gurney (Ferrari)	Phil Hill (Ferrari)	Trintignant (Cooper-Climax)	Bonnier (B.R.M.)	230.700	Brooks (Ferrari)	2 min. 04.5 sec.
"	Portuguese G.P.—337 kms.	Lisbon ...	Moss (Cooper-Climax)	Gregory (Cooper-Climax)	Gurney (Ferrari)	Trintignant (Cooper-Climax)	Schell (B.R.M.)	153.396	Moss (Cooper-Climax)	2 min. 05.07 sec.
Sept. 13	Italian G.P.—414 kms.	Monza ...	Moss (Cooper-Climax)	Phil Hill (Ferrari)	Brabham (Cooper-Climax)	Gurney (Ferrari)	Allison (Ferrari)	200.177	Phil Hill (Ferrari)	1 min. 40.4 sec.
Oct. 11	Moroccan G.P. ...	...	...	...	...	...	...	...	...	...
Dec. 12	American G.P.—315 kms.	Sebring ...	McLaren (Cooper-Climax)	Trintignant (Cooper-Climax)	Brooks (Ferrari)	Brabham (Cooper-Climax)	Ireland (Lotus)	159.116	Trintignant (Cooper-Climax)	3 min. 05.0 sec.

Driver Championship Placings: 1st: Brabham. 2nd: Brooks. 3rd: Moss.  
Manufacturers' Championship Placings: 1st: Cooper-Climax. 2nd: Ferrari. 3rd: B.R.M.

## SPORTS CAR RACES (For Manufacturers' Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed k.p.h.
Mar. 21	Sebring—12 hrs.	Florida	Hill/Gendebien (Ferrari)	Behra (Ferrari)	von Trips/Bonnier (Porsche RSK)	Sessler/Holbert (Porsche RSK)	Fitch/Barth (Porsche RSK)	131.090
May 24	Targa Florio—1,008 kms.	Sicily	Barth/Seidel (Porsche RSK)	Mahle/Strahle/Linge (Porsche RSK)	von Hanstein/Pucci (Porsche Carrera)	Strahle/Mahle/Linge (Porsche Carrera)	Boffa/Drogo (Maserati A6G)	91.310
June 7	A.D.A.C.—1,000 kms.	Nurburgring	Moss/Fairman (Aston Martin)	Gendebien/Hill (Ferrari)	Brooks/Behra (Ferrari)	Maglioli/Herrmann (Porsche RSK)	Gurney/Allison (Ferrari)	132.800
"	Le Mans—24 hrs.	Sarthe	Salvadori/Shelby (Aston Martin)	Trintignant/Frere (Aston Martin)	"Beurlys"/Dernier (Ferrari 250GT)	Arenzi/Pilette (Ferrari 250GT)	Crossman/Tavano (Ferrari 250GT)	181.163
Sept. 5	Tourist Trophy—6 hrs.	Goodwood	Moss/Shelby/Fairman (Aston Martin)	von Trips/Bonnier (Porsche RSK)	Brooks/Cabianca/Gendebien/Allison (Ferrari)	Trintignant/Frere (Aston Martin)	Brooks/Gurney (Ferrari)	143.892

Championship Placings: 1st: Aston Martin. 2nd: Ferrari. 3rd: Porsche



FORMULA LIBRE RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Jan. 10	New Zealand G.P.—241 kms.	Ardmore	Moss (Cooper-Climax)	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	133.255
" 24	Lady Wigram Trophy—241 kms.	Christchurch	Flockhart (B.R.M.)	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	1 hr. 41 min. 04.0 sec.
Feb. 7	Invercargill—96 kms.	Teretonga Park	McLaren (Cooper-Climax)	Flockhart (B.R.M.)	Brabham (Cooper-Climax)	119.092
Mar. 30	Easter Races—30 laps	Mallory Park	Clark (Lister-Jaguar)	Eramley (Lotus-Climax)	Blumer (Lotus-Climax)	130.341
April 4	Daytona Speedway—160 kms.	Florida	J. Rathmann (Simoniz Sp.)	R. Rathmann (Sumar Sp.)	Ward (Leader Sp.)	274.009
May 18	Whitsun Races	Mallory Park	Naylor (J.B.W.-Maserati)	Parnell (Cooper-Climax)	Jack (Cooper-Climax)	135.620
July 11	Leinster Trophy Handicap	Dunboyne	Jamieson (Berkeley)	Moore (Austin Sprite)	Hopkirk (Austin Sprite)	112.863
" 25	U.S.A.C.—241 kms.	Lime Rock	Ward (Offy. Midget)	Daigh (Maserati 250F)	Rodriguez (Maserati 300S)	—
Aug. 3	Bank Holiday Races—27 laps	Mallory Park	Naylor (J.B.W.-Maserati)	Marsh (Cooper-Climax)	H. Taylor (Cooper-Climax)	136.795
Oct. 4	U.S.A.C. Race—370 kms.	Watkins Glen	Moss (Cooper-Climax)	Johnson (Offy. Midget)	Entwhistle (Lotus-Climax Fifteen)	132.577

FORMULA I RACES

Mar. 30	Glover Trophy—160 kms.	Goodwood	Moss (Cooper-Climax)	Brabham (Cooper-Climax)	Schell (B.R.M.)	145.340
April 18	Aintree " 200 "—324 kms.	Aintree	Behra (Ferrari)	Brooks (Ferrari)	McLaren (Cooper-Climax)	142.846
May 2	International Trophy—241 kms.	Silverstone	Brabham (Cooper-Climax)	Salvadori (Aston Martin)	Flockhart (B.R.M.)	165.324
Sept. 26	Gold Cup—241 kms.	Oulton Park	Moss (Cooper-Climax)	Brabham (Cooper-Climax)	Bristow (Cooper-Climax)	154.964
Oct. 11	Silver City Trophy—25 laps	Snetterton	Flockhart (B.R.M.)	Brabham (Cooper-Climax)	Halford (B.R.M.)	178.173

FORMULA II RACES

Mar. 30	Lavant Cup—15 laps	Goodwood	Brabham (Cooper-Climax)	Salvadori (Cooper-Climax)	Russell (Cooper-Climax)	150.216
April 11	Empire Trophy—162 kms.	Oulton Park	Russell (Cooper-Climax)	Marsh (Cooper-Climax)	Bueb (Cooper-Borgward)	123.807
" 18	Aintree " 200 "—324 kms.	Aintree	M. Taylor (Cooper-Climax)	Greene (Cooper-Climax)	Lewis (Cooper-Climax)	134.091
" 25	Syracuse G.P.—302 kms.	Sicily	Moss (Cooper-Borgward)	Behra (Ferrari)	Brabham (Cooper-Climax)	160.477
May 2	International Trophy—241 kms.	Silverstone	Russell (Cooper-Climax)	Bueb (Cooper-Borgward)	Marsh (Cooper-Climax)	158.489
" 3	Prix de Paris—157 kms.	Montlhery	Lewis (Cooper-Climax)	Barclay (Cooper-Climax)	Schell (Porsche RSK)	153.120
" 18	Pau G.P.—220 kms.	Pau	Trintignant (Cooper-Climax)	McLaren (Cooper-Climax)	Bianchi (Cooper-Climax)	92.273
" 18	Whitsun Races—90 kms.	Mallory Park	Parnell (Cooper-Climax)	Dodd (Cooper-Climax)	Jack (Cooper-Climax)	128.667
" 18	London Trophy—80 kms.	Crystal Palace	Salvadori (Cooper-Climax)	Bueb (Cooper-Borgward)	Bristow (Hume-Climax)	140.142
June 28	B.R.S.C.C. Races—68 kms.	Mallory Park	Parnell (Cooper-Climax)	Marsh (Cooper-Climax)	H. Taylor (Cooper-Climax)	136.231
July 5	Coupe de Vitesse—207 kms.	Reims	Moss (Cooper-Borgward)	Herrmann (Porsche-Behra)	Bonnier (Porsche F.2)	191.864
" 12	Circuit of Rouen—299 kms.	Les Essarts	Moss (Cooper-Borgward)	Schell (Cooper-Climax)	Gregory (Cooper-Climax)	155.944
" 18	British G.P.—362 kms.	Aintree	Bristow (Cooper-Borgward)	H. Taylor (Cooper-Climax)	Ashdown (Cooper-Climax)	133.781
" 26	Circuit d'Auvergne—208 kms.	Clermont-Ferrand	Moss (Cooper-Borgward)	H. Taylor (Cooper-Climax)	McLaren (Cooper-Climax)	123.474
Aug. 3	John Davy Trophy—100 kms.	Brands Hatch	Bristow (Cooper-Borgward)	Salvadori (Cooper-Climax)	Brabham (Cooper-Climax)	122.632
" 23	Zeltweg Airfield—160 kms.	Austria	Marsh (Cooper-Climax)	Piper (Lotus-Climax)	Vogel (Porsche RSK)	139.100
" 29	Kentish " 100 "—160 kms.	Brands Hatch	Brabham (Cooper-Climax)	G. Hill (Lotus-Climax)	Moss (Cooper-Borgward)	124.435
Oct. 4	Coupe du Salon—163 kms.	Montlhery	Schell (Cooper-Climax)	Lewis (Cooper-Climax)	Campbell-Jones (Cooper-Climax)	153.451
" 11	Silver City Trophy—15 laps	Snetterton	Bristow (Cooper-Borgward)	McKee (Cooper-Climax)	Campbell-Jones (Cooper-Climax)	152.325

FORMULA III RACES

Mar. 30	Easter Race—15 laps	Mallory Park	Pitcher (Cooper-Norton)	Robinson (Cooper-Norton)	Harris (Fletcher-Norton)	127.154
April 11	Empire Trophy Meeting	Oulton Park	Parker (Cooper-Norton)	Robinson (Cooper-Norton)	Pitcher (Cooper-Norton)	112.252
May 18	Whitsun Races—10 laps	Crystal Palace	Bridger (Cooper-Norton)	Pitcher (Cooper-Norton)	Parker (Cooper-Norton)	118.576
Aug. 3	Lewis-Evans Trophy—10 laps	Brands Hatch	Bridger (Cooper-Norton)	Parker (Cooper-Norton)	Newton (Cooper-Norton)	113.137
" 8	Yorke Trophy—161 kms.	Silverstone	Bridger (Cooper-Norton)	Parker (Cooper-Norton)	Jones (Cooper-Norton)	119.188

FORMULA JUNIOR RACES

Jan. 18	Ice Races—42 kms.	Cortina	Manfredini (Wainer)	Mathe (VW Sp.)	Laureau (D.B.)	58.333
May 3	Prix de Paris—67 kms.	Montlhery	Dagan (D.B.)	Frank (D.B.)	Mulsant (D.B.)	104.073
" 10	Monaco Junior—100 kms.	Monte Carlo	May (Stanguellini)	Alberti (Stanguellini)	Bordeu (Stanguellini)	97.557
" 10	Circuit of Naples—100 kms	Posillippo	Davis (Taraschi)	Tinazzo (de Sanctis)	Taraschi (Taraschi)	91.790



FORMULA JUNIOR RACES (continued)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
May 18	Circuit of Pau—110 kms.	France	Davis (Taraschi)	May (Stanguellini)	Bordeu (Stanguellini)	89.094
" 31	Circuit of Albi—150 kms.	France	Davis (Taraschi)	Alberti (Stanguellini)	Zanarotti (Stanguellini)	186.454
June 7	Circuit of Castello—128 kms.	Italy	Taraschi (Taraschi)	Tinazzo (de Sanctis)	de Sanctis (de Sanctis)	90.714
" 28	Circuit of Monza—300 kms.	Monza	Bordeu (Stanguellini)	Cammarota (Stanguellini)	Revol (Stanguellini)	162.500
July 5	Eifelrennen—100 kms.	Nurburgring	von Trips (Stanguellini)	May (Stanguellini)	Mitter (D.K.W.)	125.000
" 12	Circuit of Salerno	Italy	Taraschi (Taraschi)	Bordeu (Stanguellini)	—	—
" 19	Circuit of Solitude—137 kms.	Stuttgart	May (Stanguellini)	Grandsire (Stanguellini)	Mahle (D.K.W.)	138.300
Aug. 3	Brands Hatch—5 laps	Kent	Raby (Moorland)	Eloor (Elva)	Pilsworth (Elva)	104.479
" 23	Circuit of Messina—120 kms.	Sicily	d'Orey (Stanguellini)	Heinz (Stanguellini)	Cammarota (Stanguellini)	140.180
" 30	Nurburgring Races—155 kms.	Nurburgring	May (Stanguellini)	Pirocchi (Stanguellini)	Bechem (D.K.W.)	125.700
Sept. 6	Circuit of Cadours—120 kms.	France	de Selincourt (Elva)	May (Stanguellini)	Alberti (Stanguellini)	114.430
Oct. 4	Innsbruck Airfield—25 laps	Austria	Bandini (Stanguellini)	Pirocchi (Stanguellini)	Mitter (D.K.W.)	97.760
" 11	Graz Airfield	Austria	Pirocchi (Stanguellini)	Mitter (D.K.W.)	Schatz (D.K.W.)	107.694
" 25	Valllunga Races	Rome	Maglione (de Sanctis)	Lippi (Stanguellini)	Ginther (Stanguellini)	97.068
Nov. 1	Circuit of Syracuse—175 kms.	Sicily	Cammarota (Stanguellini)	Pirocchi (Stanguellini)	Bandini (Stanguellini)	144.225

SPORTS-CAR RACES

Mar. 8	Pomona Races—241 kms.	California	Miles (Porsche)	Weiss (Porsche)	Hudson (Ferrari)	137.600
" 30	Easter—1,200 c.c.—20 laps	Mallory Park	Blumer (Lotus-Climax)	Jacobsz (Lotus-Climax)	Mayman (Lotus-Climax)	130.052
" 30	Easter—Unlimited—20 laps	Mallory Park	Clark (Lister-Jaguar)	Dalton (Aston Martin)	Bond (Aston Martin)	130.587
" 30	Easter—1,100 c.c.—10 laps	Goodwood	Ashdown (Lola-Climax)	Gammon (Lola-Climax)	M. Taylor (Lola-Climax)	141.436
" 30	Easter—Over 1,100 c.c.—21 laps	Goodwood	Bueb (Lister-Jaguar)	Blond (Lister-Jaguar)	Whitehead (Aston Martin)	126.559
April 5	Daytona—800 kms.	Florida	Doery/Mieres (Porsche RSK)	Said/Bunker (Porsche RSK)	O'Shea/Pabst (Jaguar)	150.224
" 11	Sports, 1,500 c.c.—20 laps	Oulton Park	Stacey (Lotus-Climax)	Ashdown (Lola-Climax)	Dickson (Lotus-Climax)	137.020
" 11	Sports, Unlimited—20 laps	Oulton Park	Russell (Cooper-Climax)	Salvadori (Cooper-Maserati)	G. Hill (Lotus-Climax)	126.736
" 18	Sports, Up to 1,100 c.c.—82 kms.	Aintree	Ashdown (Lola-Climax)	Gammon (Lola-Climax)	M. Taylor (Lola-Climax)	131.983
" 18	Sports, Over 1,100 c.c.—82 kms.	Aintree	Salvadori (Cooper-Maserati)	G. Hill (Lotus-Climax)	Gregory (Lister-Jaguar)	137.149
May 2	Sports, Up to 1,100 c.c.—120 kms.	Silverstone	Ashdown (Lola-Climax)	M. Taylor (Lola-Climax)	Dickson (Lotus-Climax)	150.779
" 2	Sports, Up to 3,000 c.c.—120 kms.	Silverstone	Salvadori (Cooper-Maserati)	Moss (Aston Martin)	Bueb (Lister-Jaguar)	158.360
" 3	G.P. of Spa—214 kms.	Spa	de Beaufort (Porsche RSK)	Isobel de Tomaso (OSCA)	Piper (Lotus-Climax)	178.309
" 10	Sports, 1,500 c.c.—100 kms.	Naples	Cabianca (OSCA)	"Wall-Ever" (OSCA)	Greene (Lotus-Climax)	99.225
" 10	Sports, 2,000 c.c.—100 kms.	Naples	Settembre (W.R.E.-Maserati)	Boffa (Maserati)	d'Apuzzo (Maserati)	100.758
" 10	Elaintahanajasloppet—25 laps	Finland	Bremer (Ferrari)	Whitehead (Aston Martin)	—	26 min. 26.0 sec.
" 17	Frontieres G.P.	Chimay	M. Taylor (Lotus-Climax)	Graham (Lotus-Climax)	Murray (J.B.W.-Maserati)	169.880
" 18	Sports, 1,500 c.c.	Crystal Palace	Ireland (Lotus-Climax)	Salvadori (Cooper-Climax)	M. Taylor (Lotus-Climax)	126.945
" 18	Sports, Over 1,500 c.c.	Crystal Palace	Salvadori (Cooper-Climax)	G. Hill (Lotus-Climax)	Russell (Cooper-Climax)	130.953
June 28	Sports, Up to 1,200 c.c.	Mallory Park	Arundell (Lotus-Climax)	McKee (Elva-Climax)	G. Hill (Lotus-Climax)	132.160
" 28	Sports, Over 1,200 c.c.	Mallory Park	G. Hill (Lotus-Climax)	Mould (Lister-Jaguar)	White (Lotus-Climax)	116.581
July 12	Debouteville Cup—299 kms.	Rouen	Moss (Maserati 60)	Stacey (Lotus-Climax)	Ireland (Lotus-Climax)	153.188
" 18	British G.P. Meeting—82 kms.	Aintree	G. Hill (Lotus-Climax)	Stacey (Lotus-Climax)	Brabham (Cooper-Climax)	134.091
" 26	Circuit d'Auvergne—2 hrs.	Clermont-Ferrand	Ashdown (Lola-Climax)	Behra (Porsche RSK)	Munaron (OSCA)	116.700
Aug. 1	Berlin G.P.—207 kms.	Avus	von Trips (Porsche RSK)	Bonnier (Porsche RSK)	Walter (Porsche RSK)	195.900
" 3	Sports, 1,100 c.c.—25 laps	Brands Hatch	Ashdown (Lola-Climax)	Gammon (Lola-Climax)	G. Hill (Lotus-Climax)	120.379
" 3	Sports, Unlimited—15 laps	Brands Hatch	G. Hill (Lotus-Climax)	Bristow (Cooper-Climax)	Young (Parson-Maserati)	119.735
" 3	Sports, Up to 1,200 c.c.	Mallory Park	Gammon (Lola-Climax)	Brierley (Elva-Climax)	Arundell (Lotus-Climax)	136.646
" 3	Sports, Over 1,200 c.c.	Mallory Park	Dickson (Lotus-Climax)	Clark (Lister-Jaguar)	Graham (Lotus-Climax)	136.022
" 9	Kannonsloppet	Karlskoga	Moss (Cooper-Climax)	Brabham (Cooper-Climax)	Bonnier (Porsche RSK)	108.953
" 16	Roskildering	Denmark	Moss (Cooper-Climax)	Piper (Lotus)	Brabham (Cooper-Climax)	—
" 23	Messina—300 kms.	Sicily	Davis (Cooper-Maserati)	Cabianca (Ferrari)	Scarfiotti (OSCA)	153.115
" 29	Sports, Up to 1,100 c.c.—15 laps	Brands Hatch	Gammon (Lola-Climax)	Ashdown (Lola-Climax)	G. Hill (Lotus-Climax)	119.832
" 29	Sports, Up to 3,000 c.c.—15 laps	Brands Hatch	G. Hill (Lotus-Climax)	Piper (Lotus-Climax)	Stacey (Lotus-Climax)	120.025
Sept. 27	Autumn Cup—157 kms.	Montlhery	M. Taylor (Lotus-Climax)	T. Threlfall (Lotus-Climax)	C. Threlfall (Elva-Climax)	144.196
Oct. 4	Innsbruck Races—60 kms.	Austria	de Beaufort (Porsche RSK)	Goyoni (Maserati)	Bozic (Porsche RS)	99.840





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SPORTS-CAR RACES (continued)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Oct. 11	Graz Airfield ... ..	Austria ... ..	Vogel (Porsche RSK)	de Beaufort (Porsche RSK)	Seidel (Porsche RSK)	115.950
" 11	Riverside Races—62 laps ... ..	California ... ..	Phil Hill (Ferrari)	Ruby (Maserati)	Miles (Porsche)	143.310
Dec. 1	Nassau Trophy ... ..	Bahamas ... ..	Constantine (Aston Martin)	Phil Hill (Ferrari)	Holbert (Ferrari)	140.300
" 2	Governor's Trophy—Unlimited ... ..	Bahamas ... ..	Moss (Aston Martin)	Anfrey ( — )	Rodriguez ( — )	150.000
" 2	Governor's Trophy—2-litre... ..	Bahamas ... ..	M. Taylor (Lotus-Climax)	Blacard (Porsche RSK)	Brahham (Cooper-Climax)	137.000
" 6	Macao G.P.—385 kms. ... ..	Macao ... ..	Hardwick (Jaguar XKSS)	Wylie (D.K.W.)	Chan (Aston Martin)	—

GRAN TURISMO RACES

April 12	Shell Trophy—12 hrs... ..	Monza ... ..	Poltronieri/Zagato (Fiat-Abarth)	Arena/Guarnieri (Fiat-Abarth)	Cattini/Sala (Fiat-Abarth)	153.463
May 2	International Trophy—58 kms. ... ..	Silverstone ... ..	Moss (Aston Martin DB4)	Salvadori (Jaguar 3.4)	Chapman (Lotus Elite)	139.917
" 3	G.P. of Spa—140 kms. ... ..	Spa ... ..	Walter (Porsche Carrera)	Schiller (Porsche Carrera)	von Hanstein (Porsche Carrera)	162.937
" 3	Prix de Paris—100 kms. ... ..	Montlhery ... ..	Gendebien (Ferrari 250GT)	Bourillot (Ferrari 250GT)	Seidel (Ferrari 250GT)	128.750
" 10	Endurance Race—12 hrs. ... ..	Hockenheim... ..	Schaufele/Hewitt (Lloyd TS)	Junker/Russel (Lloyd TS)	Bohm/Fleischmann (N.S.U. Prinz)	115.100
June 28	Lottery G.P.—299 kms. ... ..	Monza ... ..	Thiele (Ferrari 250GT)	Abate (Ferrari 250GT)	Mairesse (Ferrari 250GT)	157.455
July 19	1,600-c.c. Race ... ..	Solitude ... ..	Strahle (Porsche Carrera)	Greger (Porsche Carrera)	Reschop (Porsche Carrera)	135.500
Aug. 2	Berlin G.P., 1,300 c.c.—125 kms. ... ..	Avus ... ..	Buxton (Lotus Elite)	Foitek (Alfa-Romeo)	Vogt (Alfa-Romeo)	169.800
" 2	Berlin G.P., 1,600 c.c.—125 kms. ... ..	Avus ... ..	Walter (Porsche Carrera)	Seidel (Porsche Carrera)	" Braun " (Porsche Carrera)	179.400
Sept. 13	Inter-Europa Cup—1 hr. ... ..	Monza ... ..	Thiele (Ferrari 250GT)	Abate (Ferrari 250GT)	Noblet (Ferrari 250GT)	173.863
" 27	Coupe de Paris—100 kms. ... ..	Montlhery ... ..	Hicks (Lotus Eleven)	Lefebvre (Lotus Eleven)	Persons (Porsche Carrera)	105.555
Oct. 4	Coupe d'u Salon ... ..	Montlhery ... ..	Schild (Ferrari 250GT)	Hicks (Lotus Eleven)	Lefebvre (Lotus Eleven)	153.140

MOUNTAIN HILL-CLIMBS  
(For Championship)

June 28	Mont Ventoux—21 kms. ... ..	France ... ..	Barth (Porsche RSK)	Sieenthal (Ferrari)	Tavano (Ferrari)	12 min. 16.8 sec.
July 12	Trento-Bondone—17.2 kms... ..	Italy ... ..	Barth (Porsche RSK)	Govoni (Maserati)	Seidel (Porsche RSK)	13 min. 21.2 sec.
" 26	Schauinsland—12 kms. ... ..	Germany ... ..	Barth (Porsche RSK)	Walter (Porsche RSK)	Vogel (Porsche RSK)	7 min. 41.1 sec.
Aug. 15	Gaisberg—8.6 kms. ... ..	Austria ... ..	Vogel (Porsche RSK)	Walter (Porsche RSK)	Greger (Porsche Carrera)	5 min. 37.4 sec.
" 30	Klosters-Davos—6.1 kms. ... ..	Switzerland ... ..	Herrmann (Porsche RSK)	Vogel (Porsche RSK)	Walter (Porsche RSK)	2 min. 58.5 sec.

Championship Placings: 1st: Barth. 2nd: Walter. 3rd: Vogel.

BRITISH HILL-CLIMBS AND SPEED TRIALS  
(Including R.A.C. Championship)

May 3	Prescott ... ..	Cheltenham ... ..	Boshier-Jones (Cooper-J.A.P.)	Marsh (Motos-Climax)	Good (Cooper-J.A.P.)	46.54 sec.
June 14	Shelsley Walsh ... ..	Worcester ... ..	Boshier-Jones (Cooper-J.A.P.)	Good (Cooper-J.A.P.)	Marsh (Motos-Climax)	36.96 sec.
July 4	Rest and be Thankful... ..	Scotland ... ..	Boshier-Jones (Cooper-J.A.P.)	Good (Cooper-J.A.P.)	Berry (E.R.A. Sp.)	55.45 sec.
" 28	Bouley Bay ... ..	Jersey ... ..	Boshier-Jones (Cooper-J.A.P.)	Daghorn (Cooper-J.A.P.)	Owen (Cooper-Climax)	51.00 sec.
Aug. 8	Great Auclum ... ..	Reading ... ..	Boshier-Jones (Cooper-J.A.P.)	Good (Cooper-J.A.P.)	James (Cooper-J.A.P.)	20.56 sec.
" 29	Craigantlet ... ..	N. Ireland ... ..	Boshier-Jones (Cooper-J.A.P.)	Pringle (Cooper-Climax)	Berry (E.R.A. Sp.)	1 min. 8.74 sec.
" 30	Shelsley Walsh... ..	Worcester ... ..	Boshier-Jones (Cooper-J.A.P.)	Marsh (Cooper-J.A.P.)	Good (Cooper-J.A.P.)	35.47 sec.
Sept. 5	Brighton Kilometre ... ..	Brighton ... ..	Owen (Cooper-Climax)	Norton (E.R.A.)	Hull (E.R.A.)	23.50 sec.
" 13	Prescott ... ..	Cheltenham ... ..	Boshier-Jones (Cooper-J.A.P.)	James (Cooper-J.A.P.)	Good (Cooper-J.A.P.)	41.18 sec.
Oct. 11	Stapleford ... ..	Essex ... ..	Good (Cooper-J.A.P.)	Gaskell (Cooper-J.A.P.)	Bekeart (Lister-Jaguar)	46.79 sec.

British Hill-Climb Champion: D. Boshier-Jones.

750 TRIALS' FORMULA

At a recent meeting the 750 Motor Club revised their 750 Trials' Formula to bring it into line with the R.A.C. Formula. This means that an Austin Seven-based 'Trials' car can now be built which is eligible to compete in open events instead of the few events which were previously open to them. The Committee hope that a number of Austin-based trials "specials" will now be constructed. The new Formula is as follows:—

1. The car, its chassis, bodywork and tyres must comply with the Road Traffic Acts, and current R.A.C. Regulations for Trials and Rallies, as laid down in the R.A.C. Motor Sport Handbook, obtainable from the Competitions Department of the R.A.C., Pall Mall, London, S.W.1, at 2s. 6d.
2. The following parts must be from the standard range of sports and touring Austin Seven components (pre-1945). Pattern parts will be accepted for replacement items.

Cylinder block, crankcase, gearbox, rear axle complete and main chassis side members which must be used as such. Rear springs must be 1/4-elliptic. In addition the Big Seven rear axle may be used.

3. The engine must have a stroke of 3 in. and a bore not exceeding 2.28 in. (.020 oversize permitted). Overhead valves and superchargers are barred. Inlet and exhaust ports must not be reversed in function, nor must the sramised inlet ports be divided. The oversize inlet valve conversion now generally available is allowed. Any type of front suspension and steering is permitted subject to safety requirements. One gearbox only may be fitted and used.

4. This formula is devised for the benefit of the amateur constructor-tuner with limited resources. The 750 M.C. Board of Directors reserve the right at all times to reject any car which they feel represents an attempt to defeat the spirit of the regulations, even though it complies with the letter of them.

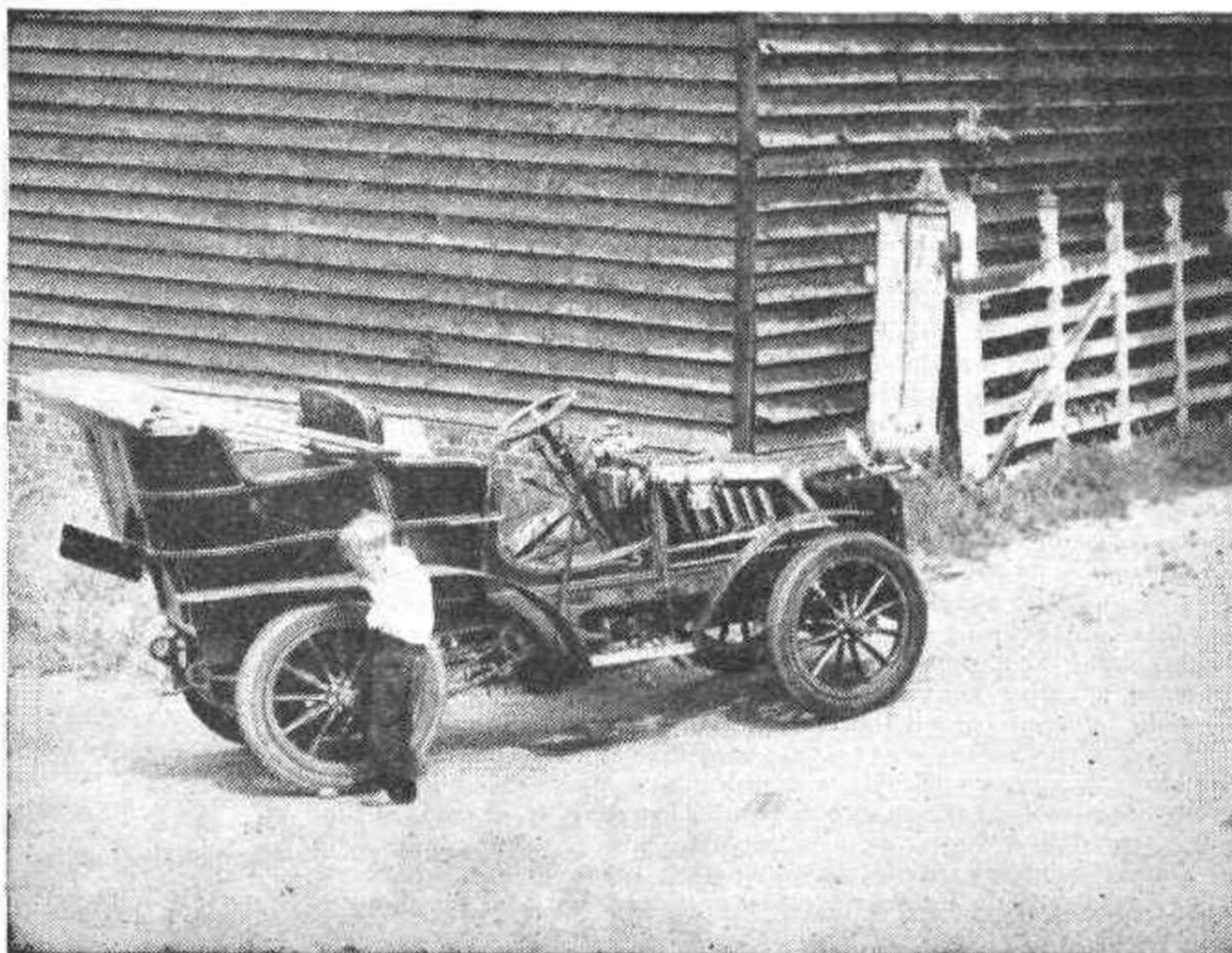
NOTE.—Early type of Austin Seven wire wheel hubs with a solid centre (i.e. without a plated hub centre) are only acceptable if they are secured by stout plain washers at least 1 in. in diameter with suitable proprietary lock-nuts, such as Simmonds, Pinnacle, or Philidas, on the normal wheel studs.



# VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to  
Old-Car Matters

*ALMOST HOME.—This charming period picture was actually taken late last year in a West Suffolk village by a reader, Mr. T. B. Cocking. What is the make of the car?*



## V.S.C.C. Hendon Driving Tests (Dec. 13th)

**First-Class Awards:** A. D. Jones (1928 Austin), H. J. De Salis (1925 Austin), P. R. Parks (1926 Austin).  
**Second-Class Awards:** J. K. Milner (1926 A.C.), F. J. Milton (1926 A.C.), J. Borthwick (1927 Lancia).  
**Third-Class Awards:** B. Gray (1927 Austin), A. M. Westmacott (1929 Riley), A. F. Blower (1929 Alvis).

## AN INTERESTING BOOK

It is remarkable, and pleasing, the sort of things readers send the Editor. For example, the other day he received a new diary—it turned out to be an unused motorist's diary for the year 1904, with spaces for entering the cost of keeping an autocar on the road!

Another interesting book I was able to read through the thoughtfulness of a reader was "Through East Anglia in a Motor Car" by J. E. Vincent. Although not as adventurous as travel books dealing with the early conquest of continents, this book about covering a county, published by Methuen in 1907, has a fascination because it deals with country which we can see today from the aspect of half a century ago.

Although the title suggests that only one car was used, in fact the author traversed East Anglia in several delectable vehicles.

His opening chapters concern journeys in a short-wheelbase 15 h.p. Panhard, made late in 1905, accompanied by his daughter, who wore a thick tweed dress, a short fur coat, a mackintosh with gathered-in sleeves, a red Connemara cloak, a motor-cap and veil, fur-lined gloves and a muff as insulation from the elements. The author contented himself with vest, flannel shirt, lined corduroy waistcoat, ordinary tweed trousers, a rowing sweater, thick Norfolk jacket, thick Ulster coat and loose woollen gloves—and was "never too warm, often too cold!"

This run was made after a General Election, caused by Mr. Balfour's resignation, in which motor cars played a prominent part. The Panhard had done its share of the electioneering and was now loaded with 60 stone 7 lb. of humanity for the initial run out of Cambridge, including a mechanic, the owner and two keen undergraduates who were to pilot it out of Oxford on the Ipswich road and trudge five or six miles back.

Space precludes reference to the generous reporting and sage remarks made by Mr. Vincent in this 406-page volume covering 15 trips in Edwardian East Anglia. But this is a truly intriguing work and although here I can only touch briefly on the cars the author travelled in, I would dearly like to cover some of his itineraries today in a car of the correct period with his comprehensive guide-book on my knees.

The Panhard served for the run to Ipswich, on to Norwich and down to London, and there is a fine account of driving at night from Stowmarket to Ipswich, "... we tried to proceed on oil-lamps

only; then we were driven to acetylene; but, with air none too clear at any time and wreaths of denser mist now and again, even the acetylene rays did not penetrate very far... the best thing I remember that night, out of doors, was the sight of the lights of Ipswich and of the tall tramcars, which told us that we were there at last."

The "Heart of East Anglia" was then visited in a six-cylinder 30 h.p. Rolls-Royce tourer driven by Claude Johnson, again with mechanic and the author's two daughters—"a six-cylinder is a very little, but still distinctly, more luxurious than the best four-cylinder car." At the "Maid's Head" in Norwich even a Rolls-Royce was felt to be out of place and, in deference to a notice requesting cars to set down their passengers with as little noise as possible and move on, it was quickly driven away to the garage.

Norfolk was described as a motorist's paradise and along the road from Scoulton Mere to Walton the Rolls-Royce's speed indicator showed 50 m.p.h. The next journey was London to Felixstowe in an 18 h.p. White steam car, with Fred and Mrs. Coleman, their child, the author and his wife and a mechanic aboard. Now comes reference to travelling Eastwards from Colchester in a Lanchester driven, on a military exercise in 1903/4, by an Army Service Corps driver. A later chapter deals with another expedition with Claude Johnson, this time in the Rolls-Royce "Grey Ghost," a 20 h.p. four-cylinder tourer, one of the first Rolls-Royce cars built, a run beset with a good deal of tyre trouble, necessitating hiring a motorcycle messenger for 12 miles to locate suitable spares, and trouble due to dirt in the petrol.

A truly interesting book! Incidentally, Methuen intended this to be the first of a series and I am anxious to know whether any more of these fat, honest volumes with their colour plates were published?

W.B.

We hear of a 1927 Austin 16 and a Sunbeam Dawn in daily use which apparently can be acquired cheaply, and also of an Ansaldo tourer, a circa 1922 Humber tourer with charred body, and the remains of an early Belsize van in a breaker's yard, while in Scotland a number of model-T Ford spares, a 1922 Buick power unit and two l.t. magnetos from a 1900 Arrol-Johnston are available. Then, in the South there are more model-T Ford parts and the remains of a very early Benz engine, and of a "Bullnose" Morris. Finally, a reader knows of an Austin Heavy Twelve in Kent which is in danger of being broken up.

It is with regret that we learn that a 1912 B-type 30-h.p. Vauxhall six-cylinder landaulette formerly in the Birmingham Museum of Science and Industry has gone to America, its owner having sold it to someone in Colorado.



## FRAGMENTS ON FORGOTTEN MAKES

### No. 10: THE WARREN LAMBERT

IT is hard today, when only 25 manufacturers are currently operating in Britain, to appreciate just how many were struggling for existence before the first World War. One such make which achieved more success than many, before it, too, faded away, was the Warren Lambert.

Mr. A. Warren Lambert had the first garage in Putney and made a name for himself at Brooklands and in trials with a Morgan three-wheeler. Due to this his customers were largely composed of three-wheeler and sidecar users. It was to offer them a four-wheeled car with better accommodation and weather protection that he, his brother and their father went into production.

Warren Lambert's aims were to offer a good engine in a light chassis and to this end the prototype which appeared in 1910 had a vee-twin Blumfield air-cooled engine in a simple chassis with straight side-members,  $\frac{1}{4}$ -elliptic rear springs, and long radius-arms locating the back axle. Further to increase efficiency, the gearbox was mounted on the front of the torque tube, with but a single universal joint behind the clutch. Weight was kept to a minimum and in spite of using a rather heavy body off a rival light car, this prototype Warren Lambert turned the scales at a mere 6 cwt. or so.

An excellent factory was taken, the Aldine works in the Uxbridge Road at Shepherd's Bush, and production commenced in 1912. Soon water-cooled engines were fitted. A heavy flywheel enabled the engine to deliver power at a mere 500 r.p.m.

Warren Lambert set out to prove that not only did their cars provide more comfort than a cyclecar or sidecar but that they would never stick on hills as contemporary light cars were prone to do. A customer could motor off to Devon on holiday, for instance, and be sure of surmounting the gradients encountered. To prove this six people were taken up the notorious Alms Hill near Henley, five were conveyed up the Brooklands Test Hill and Nailsworth Ladder was conquered for the first time. The company justifiably adopted the slogan: "The first speed of the Warren Lambert will take you anywhere." This paid off and by 1914 they were making perhaps 25-30 cars a week.

When war broke out A. Warren Lambert, who was designer and Managing Director, joined up and saw service in the Middle East. His father tried to carry on but was soon forced by circumstances to close down.

After the war production was resumed at a works in Petersham Road, Richmond. In 1914 a Dorman four-cylinder engine had been used and Mr. Warren Lambert decided that a "four" was essential for post-Armistice production. He had discovered before the war that Continental in America made a suitable small engine and had signed a provisional contract with them. He set about testing an engine to destruction, by which time a person called William Morris had arranged to take Continental's entire output and refused to give Warren Lambert a look-in.

So after the war the re-designed Warren Lambert used an Alpha engine, which was the forerunner of the Coventry-Simplex. Moss supplied gears for gearbox and back axle, the gearbox casings were made in Bristol, and a firm at Godalming constructed the simple bodywork, but all assembly work was done in the parent factory.

Major Warren Lambert made his debut with the new car at the J.C.C. Burford Bridge Rally in 1920—he had been a founder-member of the Cyclecar Club from which the J.C.C. stemmed. The engine had a capacity of 1,330 c.c. and developed 16 b.h.p. at 2,000 r.p.m. Ignition was by magdyno, the crankshaft ran in three bearings, and the pre-war feature of an efficient torque-tube transmission with one universal joint was retained, while as on the earliest models a differential-less axle was used, this having been abandoned pre-war in deference to public opinion.

Again a bid was made to establish the car as a fine hill-climber. In 1920 it was one of eight makes to accomplish clean ascents of Nailsworth Ladder and the only one to officially conquer Mutton Hill near Stroud (although an Eric-Campbell had claimed this in 1919), the driver in both cases being E. Poore. Warren Lamberts also competed in trials and speed hill-climbs, Major Warren Lambert being second in his class to a Deemster at S. Harting and his wife driving in several events.

The 1920 catalogue listed a chassis at £375, a two-seater for £435, a de luxe two-seater for £480 and a fan-cooled Colonial model with strengthened springs for £455. The car with which the successful hill-storming sorties were accomplished had a big wooden box at the back, as Mr. Warren Lambert explained "to enable us to stuff it full of human ballast!"

For 1920 the flat-fronted radiator gave place to a rounded one, the fan became standard equipment, and for a time Sankey disc



"FIRST SPEED WILL TAKE YOU ANYWHERE!"—A two-cylinder Warren Lambert making the first successful ascent of the notorious Nailsworth Ladder, near Stroud, in 1914.

wheels like those of the Angus Sanderson were tried. The price was reduced to £425. The weight was  $9\frac{1}{2}$  cwt. and the gear ratios 4.3, 7.8 and 17.4 to 1.

A most impressive sports model was prepared for the 1920 Show. It had a tail similar to that of the later "duck's back" Alvis with spare disc wheel beneath, a  $66 \times 109\frac{1}{2}$  mm.,  $1\frac{1}{2}$ -litre Coventry-Simplex engine and a four-speed gearbox. The crowning glory was an enormous copper exhaust pipe on the near side. This sports model was listed at £575 but probably only one was built, which was apparently seen in Nottingham in 1936. A tubular front axle with extra safety leaf for the  $\frac{1}{4}$ -elliptic springs was fitted.

A normal Warren Lambert again got up the Ladder in 1921, in company with ten others, but the end was in sight. With full order books the firm just couldn't get supplies in the strike-ridden 'twenties. It was still a private company and, with chassis frames piled to the ceiling, was forced to fade out, because gears, axles and even lamps were unavailable to the smaller concerns. Recalling these precarious but nostalgic days of motor-car production, Mr. Warren Lambert, O.B.E., interviewed us in his comfortable house in Surrey. He is still an enthusiastic motorist, who has recently disposed of his tuned Renault Dauphine in favour of a Gordini-Dauphine which he hopes to tune to a similar degree in search of really good acceleration, and the four-speed gearbox of which he greatly appreciates.—W. B.

Vintage cars are certainly being given to the public these days. They figure in David Wright's "Carol Day" strip cartoon in the *Daily Mail*, in which a Stutz Bearcat appears prominently.

A vintage car which has not only had one owner all its life but has never been driven by anyone else since it was collected new in Canley in 1929 is a Standard Nine Teignmouth saloon, now in Wales. It is soon to be replaced by a Standard Ensign. Other old Standards reported recently include a sporting-looking 1908 30-h.p. six-cylinder two-seater at a Woodford garage, a 1913 Rhyd two-seater at an agent's in Scotland, a 1929 Kenilworth tourer at Berkeley Square Garages and a 1929 Selby long-wheelbase tourer in the hands of its second owner in Scarborough.

A vintage van, a Chevrolet of circa 1925/6, was broken up for scrap in Chertsey recently.

In Hampshire a Rolls-Royce Twenty with truck body, circa 1923, is thought to be for disposal, which reminds us that a well-known vendor of these cars in the Crystal Palace area is advertising in an American journal as willing to supply vintage and post-vintage models direct to the U.S.A.

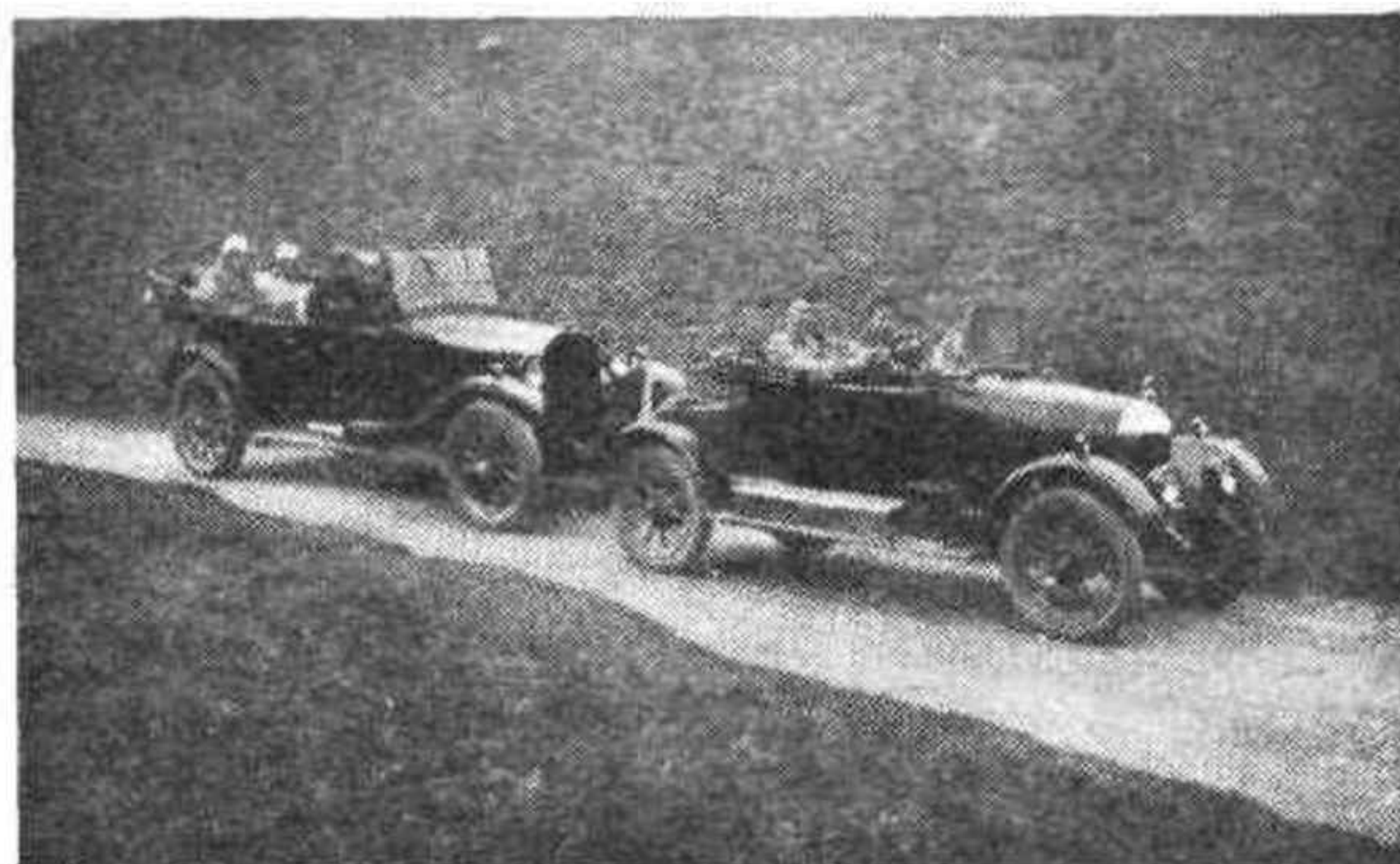
A correspondent in Norwich has acquired a one-owner 1922 G.N. in original condition, which was in regular use almost to the end of 1956. It has run 62,700 miles and never been driven above 25 m.p.h. Another correspondent in Warwickshire is restoring a 1924 Clyno Regent saloon with a friend and requires headlamps, instruments, a back seat and general information to help with this work. Letters can be forwarded.



## VINTAGE POSTBAG

Sir,

With reference to Mr. Jarman's fascinating article on the "Bullnose" Morris I enclose a photograph of my mother's two brothers, Bill and Tom Sallitt, in the former's 1923, 11.9-h.p., two-seater Cowley, the last Hotchkiss-engined model (Registration No. OR 3073). My uncle tells me that he bought the car in 1926 for £50 (!) and ran it for about 18 months, during which time the only serious incident was when a front mudguard fell off while crossing Blackheath flat out (45 m.p.h.). The windscreen appears to be highly non-standard, and this model had no front wheel brakes, but it seems to have some additional bonnet-louvres at the scuttle.



The second car in the photograph is a Dodge, which my father's brother, Hugo Findlay, owned for a time (here seen at the wheel), and in which my mother learned to drive—presumably in preference to the Morris! She always says that the ample power of the Dodge made everything very easy.

The photograph was taken at the top of the Honister Pass, at Easter, 1927, and makes one wonder how some of today's cars would cope with similar conditions.

I am, Yours, etc.,

Bradford.

GORDON FINDLAY.

Sir,

About 1945-46 I bought a 1924 20-h.p. Rolls-Royce which I used for family purposes and for drawing a two-horse box and cattle float. About 1951, unfortunately, I fell for a Daimler 20 sports at an auction sale and had to part with the R.-R.; it had been in at least four hands before coming to me but the engine was good.

I very seldom go to London, but at a recent visit near Gloucester Road Station I met my old friend PP 2061, still apparently going strong—"they never die."

I am, Yours, etc.,

Colchester.

A. LAURIE.

Sir,

I may be preaching to the converted, but I do feel that I must make mention of the following case, just so that some other enthusiast like myself will not be disappointed, as I am, at what transpired.

Having recently taken over ownership of a vintage Alvis 12/50 Beetleback, together with its log-book, I noted that the log was marked "duplicate" and carried only the immediate previous owner's name and address. Naturally, I was, and am still, greatly interested in the earlier history of this car and its previous owners, and so I applied to my local Council Licence Office for a copy of the previous entries; a list, in fact, of the previous owners. They replied that, apart from the original declaration of registration (1927), all details regarding the vehicle, up to December 1958, had been destroyed as obsolete.

Surely it is wrong to destroy such information, especially of a car of this nature. My salvation may be that the Alvis Register might be able to help me, and I shall get in touch with the Hon. Registrar. However, if there are vintage enthusiasts with log-books that are full or nearly full I implore them to make a separate note of the previous owners of their vehicles, before sending the log-books

in for renewal. These details can then be handed-on to subsequent owners, who will, I feel certain, much appreciate having these histories.

Do you feel that the Council was right in destroying such information?

I am, Yours, etc.,

Marston Green.

PETER WRIGHT.

Sir,

Once again I blow the dust from my "Dyke's Automobile and Gasoline Engine Encyclopaedia" to answer Edward Benbow's letter.

The only reference to Hupmobiles is in respect of four-cylinder models, 1916 N Series; 1919 approx., Models 20 K, N and 32; 1920, R3.

However, should he want information on any of the auxiliaries, Bijur, Westinghouse, Atwater Kent, etc., I may be able to help him there.

Also in "Dyke's" are some fascinating facts and figures on Stanley and Doble steam cars. A few details of the Stutz racing engine may be of interest; four cylinder o.h.v. camshaft operated, bore, 3 3/8 in.; stroke, 6 1/2 in., 16 valves; maximum power at a piston speed of 3,250 ft. per min. (3,000 r.p.m.) is about 130 h.p. Crankshaft is by ball-bearing with 1-in. balls? Valve-timing: Exhaust opens 55 deg. before bottom dead centre and closes 10 deg. after top dead centre, inlet opens 10 deg. after t.d.c. and closes 55 deg. after b.d.c. The same page also gives valve timing for Duesenberg and Maxwell racing engines.

I am, Yours, etc.,

Tadworth.

B. T. DAVISON.

Sir,

I herewith enclose a photograph of my fortuitous acquisition, during the Summer—a Clyno, found in the legendary manner, after having been laid up since 1939, apart from one year's use in 1947. After three weeks of working night and day, we have achieved some measure of transformation!

We experienced the "usual story" of pumping up the tyres, towing it away, cleaning the carburetter—and lo and behold she started! The battery was defective—not surprising—but the magneto produces a fearful spark. The leather upholstery is in excellent condition, the body is beautifully sound, while the brass lamps and the radiator came up perfectly when years of black and aluminium paint were removed. [But surely the lamps should be black?—Ed.]

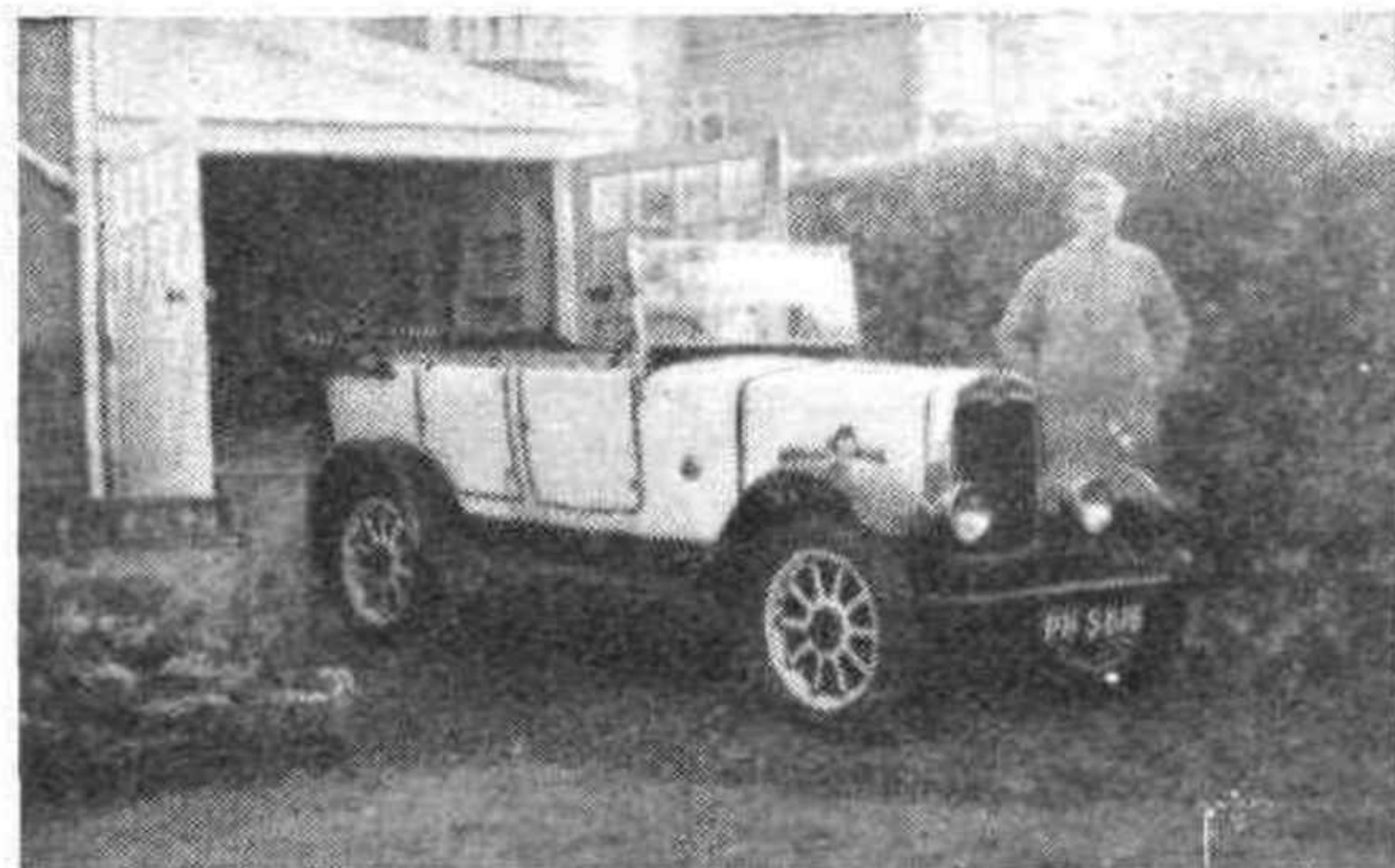
Mechanically the Clyno is original apart from the modification of an automatic advance and retard instead of the hand control. Unfortunately the clock is missing and the ammeter and oil pressure gauge have been replaced by different models. I would be most grateful if you could confirm that Messrs. Lucas supplied these instruments originally for the Clyno so that I can try to find proper replacements.

Lastly, I would like to compliment you on the high standard maintained by MOTOR SPORT and its excellent presentation.

I am, Yours, etc.,

Cambridge.

T. R. EPTON.



The vintage Clyno, with the late-type radiator, which Mr. Epton is restoring—see letter above.



## MORE VINTAGE ITEMS

Veteran cars are frequently encountered these days in the showroom windows of the more enlightened motor dealers, a case in point being an Edwardian Horstmann which we encountered recently in the Vauxhall agents' premises at Blandford.

We have been asked by readers to endeavour to trace the present owners of the following cars: a Swift, *circa* 1915 (LE 5065), and a Singer, *circa* 1919 (BH 1944), which belonged, respectively, to Mr. J. H. Carlton's father and uncle, and a Siddeley Special (BGT 256), once owned by the father of Mr. T. Hutching, who would like to re-purchase this car and restore it. Letters will be forwarded.

Amongst this month's crop of old cars reported to lie about the country are a de Dion Bouton tourer, *circa* 1927, in a yard at Liverpool, two Bullnose Morris cars and a Rolls-Royce in Surrey, and a Roesch Talbot chassis, minus its radiator, lying just outside Repton.

With reference to the cars sold by auction last month, it is of interest to note that the P. I. Rolls-Royce chassis fetched £180, the sports Gwynne Eight £75, the Austin Seven saloon £10, the S.C.A.P. engine £14 and the brand-new Rosengart chassis £11.

It looks as if the Montagu Motor Museum's Daimler "Bass Bottle" may be joined by a Daimler "Worthington Bottle"! At all events, the latter, a vintage specimen, was spotted in Lymington recently.

A proposal to form a Register for model-T Fords, made some time ago by Lord Montagu of Beaulieu, has been followed up by C. T. Pearce, 16, Townsend Drive, St. Albans, Herts, who suggests that owners of these vehicles should write to him, enclosing s.a.e.

## MINIATURES NEWS

For the New Year comes a "Gorgi" model of the Chevrolet Impala State Patrol car, complete with windows, seats, steering wheel, road springs insignia and radio aerial. This should delight American car fans; it is No. 223 in the "Gorgi" Playcraft series.

## CLUB ITEMS

Mr. C. G. Howard, the Secretary of the Lancashire County Cricket Club, tells us that a number of Clubs in the North-West of England have made use of the large car park outside the Old Trafford cricket ground to hold driving test meetings. The fee for the use of the park for a complete Sunday is £10 10s., which would, of course, go towards the funds of the cricket club.

Following our announcement that the V.W. Club Wales had been formed, Mr. K. M. Corbishley, of Kingsley, Trevor Road, Prestatyn, North Wales, has asked us to announce that he is forming a North Wales branch of the Volkswagen Owners' Club. Interested parties are asked to contact him at the above address or at the Express Cafe, 48, Kinnel Street, Rhyl.

The North London Enthusiasts Car Club's Annual Dinner-Dance takes place on January 8th. Tickets, price 32s. 6d. each are available from E. W. Yelland, 95, Tintern Way, Harrow, Middlesex.

Following the success of the first meeting of the Hog's Back and Surrey Group of the Forces' Motoring Club a number of other events have been arranged. On Friday, January 8th, there will be a film show at the Plough Inn, Bletchingly, starting at 7.30 p.m. and on Wednesday, February 17th, starting at 8 p.m., a Table Top rally will be held at the Newlands Corner Hotel, near Guildford. All service and ex-service men and women will be welcomed to any of the above meetings.

The Annual Film Show of the O.R.M.A., the supporters club of the B.R.M. will be held on Tuesday, January 19th, commencing at 8 p.m. in the Town Hall, Kensington High Street, London, W.8. Admission will be free by ticket only, which are obtainable from O.R.M.A., P.O. Box 323, Kent House, Market Place, Oxford Circus, London, W.1, on receipt of a s.a.e. The annual dance of the O.R.M.A. will be held on Friday, February 26th, from 8 p.m. to midnight at the Pavours Arms, Page Street, Westminster, S.W.1. Tickets, price one guinea (double) and 12s 6d. (single) are available from the above address.

## THE RACING CAR SHOW

IAN SMITH, a member of the committee of the B.R.S.C.C. had the idea of a Racing Car Show when the furore was created last year over the non-appearance of the Vanwall at the Earls Court Motor Show. He put the idea to the B.R.S.C.C. who agreed to stage the Show at the Royal Horticultural Hall, Vincent Square, Westminster, S.W.1. from January 2nd - 9th.

On a central turntable will be the 1959 Formula 1 Manufacturers Championship car which we already know will be the Cooper. The car displayed at Earls Court was Jack Brabham's own car which competed at Sebring so another team car will appear at the Horticultural Hall. Grouped round the central turntable will be four stands; the first, to the left of the main entrance will show Grand Prix contenders. On this stand will be a Vanwall, B.R.M., Lotus, Maserati 250F, and one of Rob Walker's F.1, Coopers; the notable absentee being the Dino 246 Ferrari.

To the right of the main entrance will be two stands devoted to the cars of the 1959 Champions. On this stand will be seen a DBR1/300 Aston Martin, the Worlds Sports Car Champion; Don Parker's Cooper 500, the National 500 Champion; J. M. Uren's Ford Zephyr, the B.R.S.C.C. Saloon Car Champion; Peter Ashdown's 1,100-c.c. Lola, the B.R.S.C.C. Sports Car Champion; Bob Gerard's Turner, the Autosport Series Production Sports Car Champion; Peter Emery's Emeryson 250, the 250-c.c. Champion; Jem Marsh's Speedex 750, the 750 Formula Champion; David Boshier Jones' Cooper 1100, the R.A.C. National Hill Climb Champion; the John Sprinzel/Stuart Turner Austin Healey Sprite, the National Rally Champion and Brian Hart's 1172 Terrier, the 1172 Formula Champion.

Another Stand is called Past, Present and Future, showing old and new competition cars. To represent the past a V-16 B.R.M. and A. F. Rivers-Fletcher's HWM-Jaguar will be shown while a Lotus Elite and Alexander modified Austin A40 represent the present, with a Formula Junior Elva showing the cars of the future. Miscellaneous exhibits include a 2½-litre Coventry-Climax engine, an A.J.B. 1½-litre Flat Four engine, a Go Kart and the tyres used by Stirling Moss on the Argentine G.P. winning Rob Walker Cooper in 1958.

In addition to these static exhibits a number of stands have been let to various manufacturers and accessory companies. Actual manufacturers who have stands at the Show are Lotus, Cooper, Lola, Elva and the Chequered Flag who will probably show the Gemini Formula Junior car. Most of the other stands are taken up by the engine tuning companies and the glass fibre body manufacturers.

Naturally there are a number of interesting cars which British enthusiasts would like to see which are not at the Show but until the first Show has been held and the number of visitors checked the organisers have wisely kept down their financial commitments. If the first Show is a success then they hope to expand in 1961.

The Show will be open from January 2nd to 9th except for Sunday 3rd. It will be open from 10 a.m. to 9 p.m. daily, admission will be 3s. for adults and 2s. for children except on the opening day and Wednesday January 6th when the charges will be 5s. and 3s. respectively.

## THE BOAT SHOW

Owing to the general prosperity of the country many people have found that they have time and money for another hobby other than motoring and many of them have turned to boats for their leisure and pleasure.

This trend is no more evident than at the Boat Show which has grown from 140 exhibitors at the first show in 1955 to more than double that number at the present Show, which continues until January 9th at Earls Court, the first time that it has been held there. The Show is open from 10 a.m. to 9 p.m., except Sundays, when the Show is not open.

The trends which have been noticed in the last one or two years are continuing with greater force than ever. The most noticeable, perhaps, is the increased demand for "Do-it-Yourself" kits for building light craft, many of which are extraordinarily cheap and simple to assemble. Glass fibre runabouts are also becoming popular and because of easy construction methods are relatively cheap. The number of special tubular steel trailers for towing behind cars have also increased enormously and they are available for the majority of popular yachts and motor launches.

The Sixth Boat Show is well worth a visit from the motorist, even if he is not yet in a position to take to the water.





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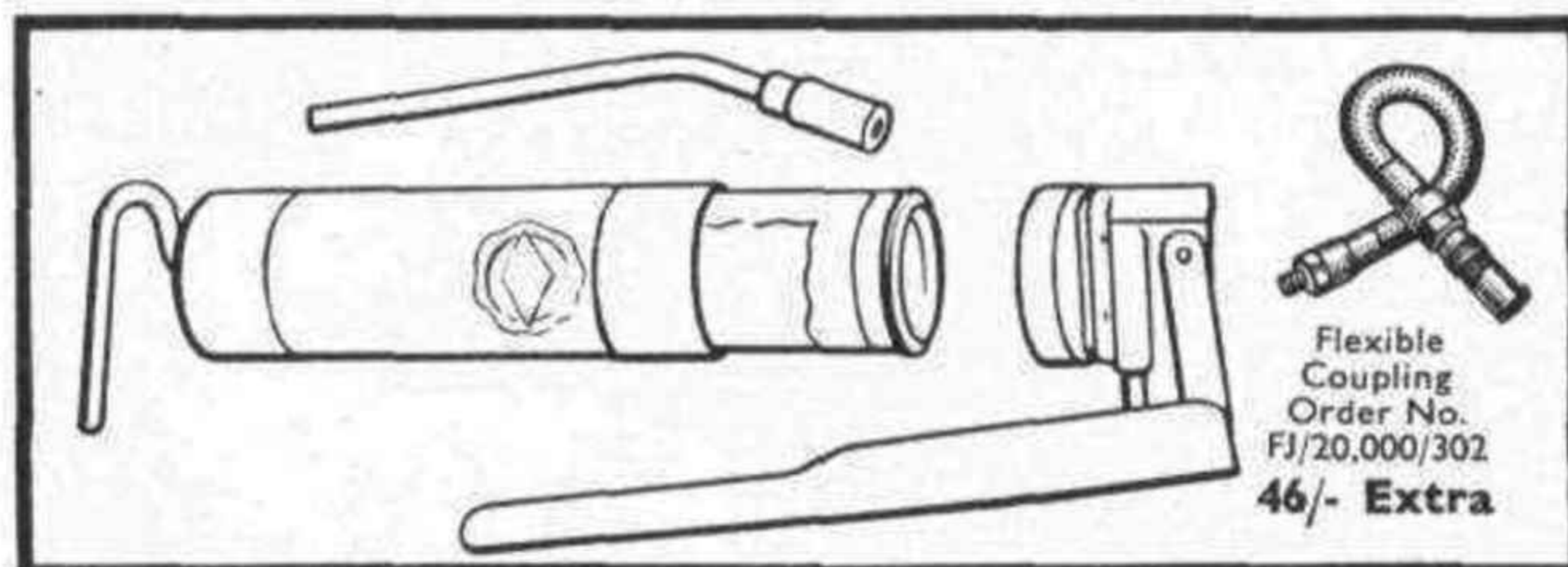
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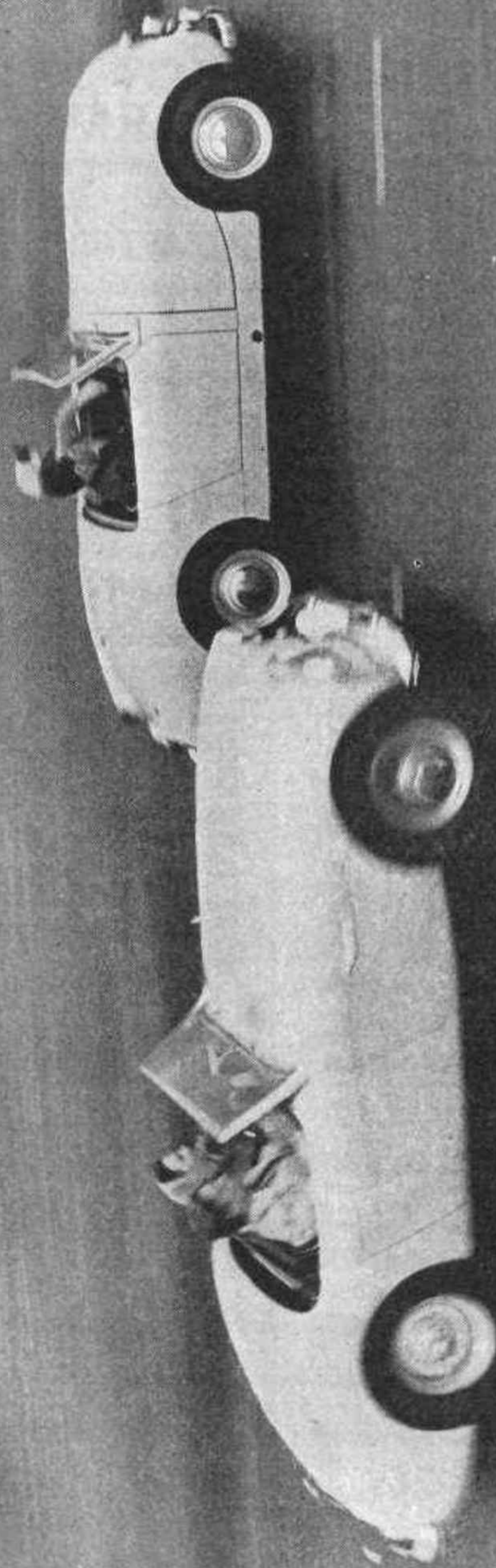
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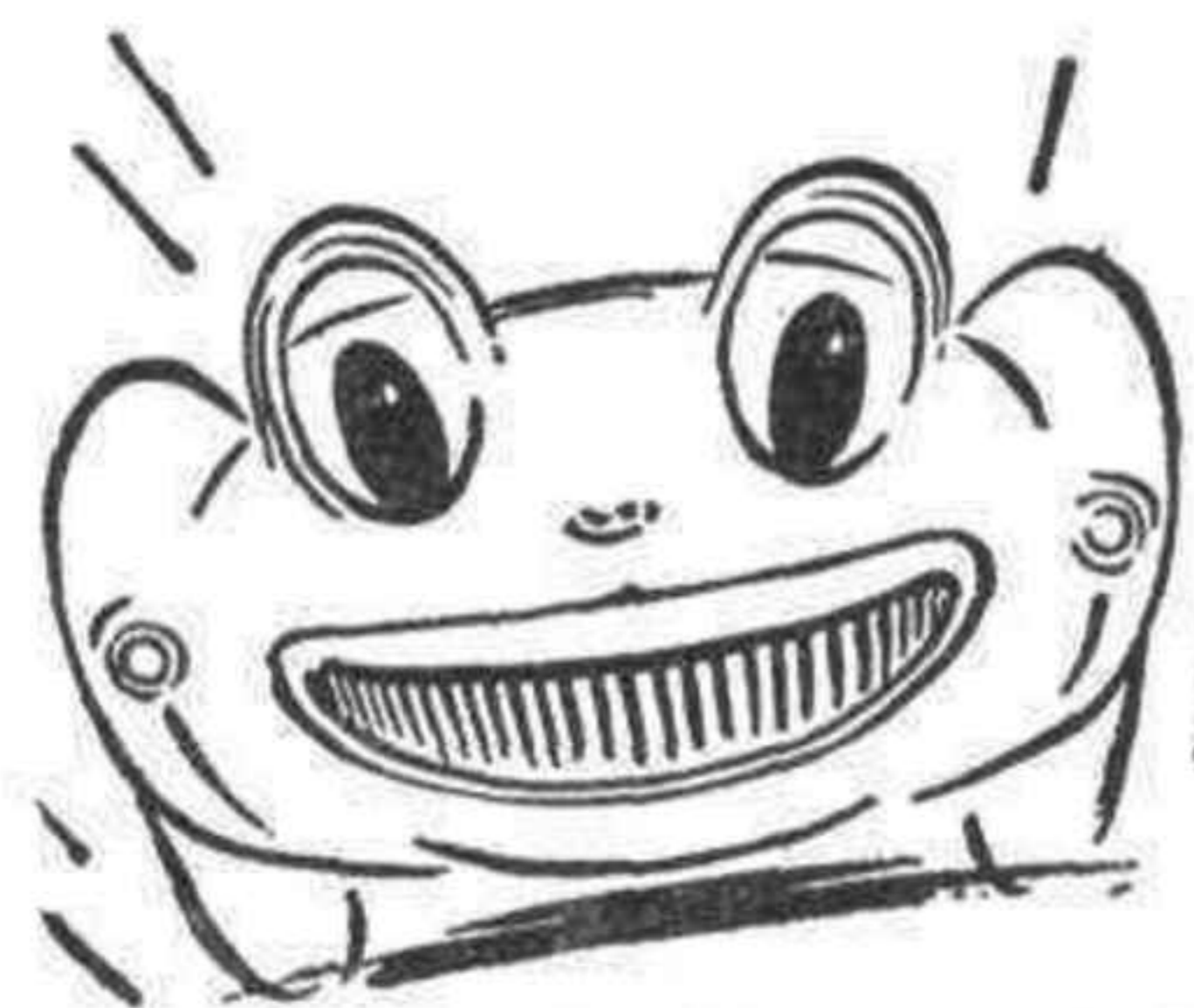


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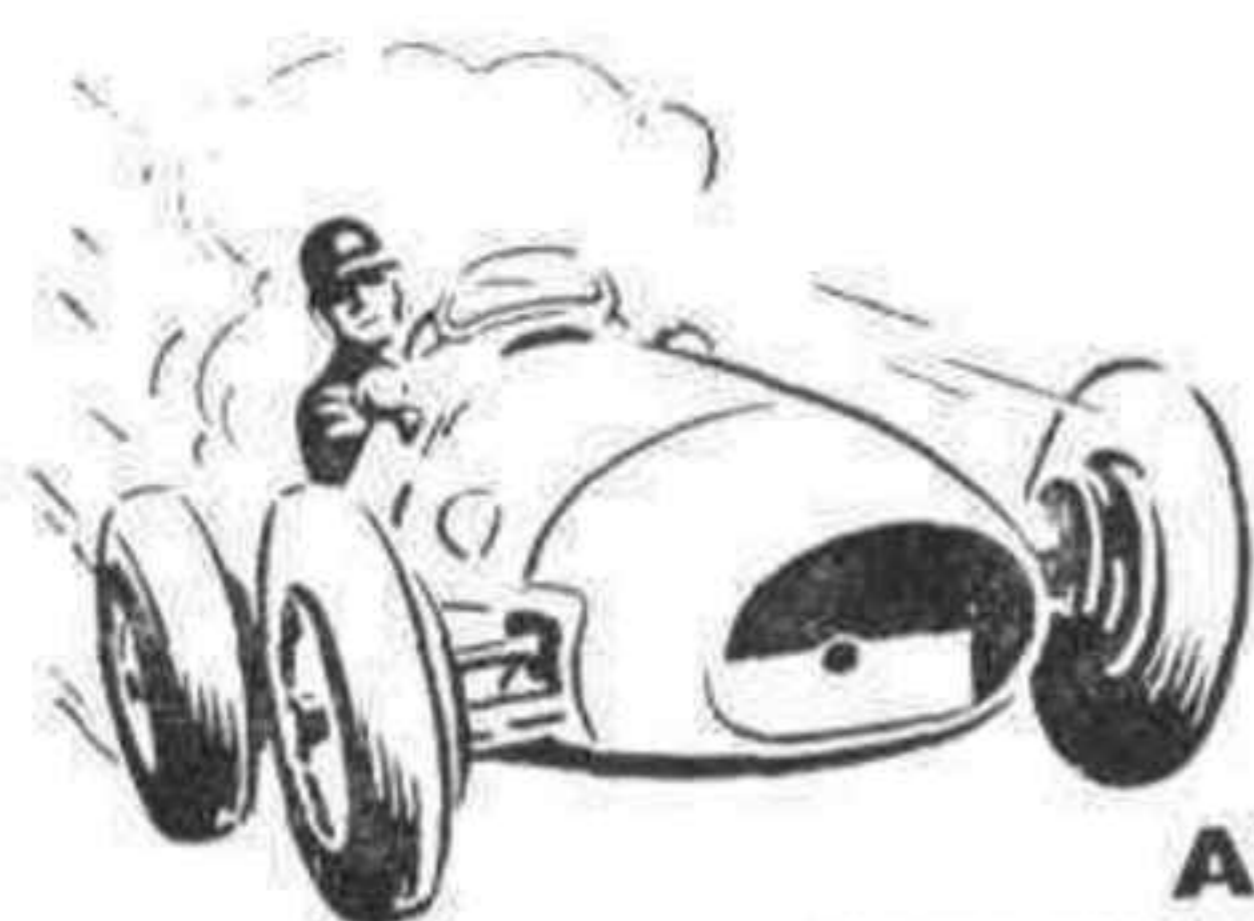
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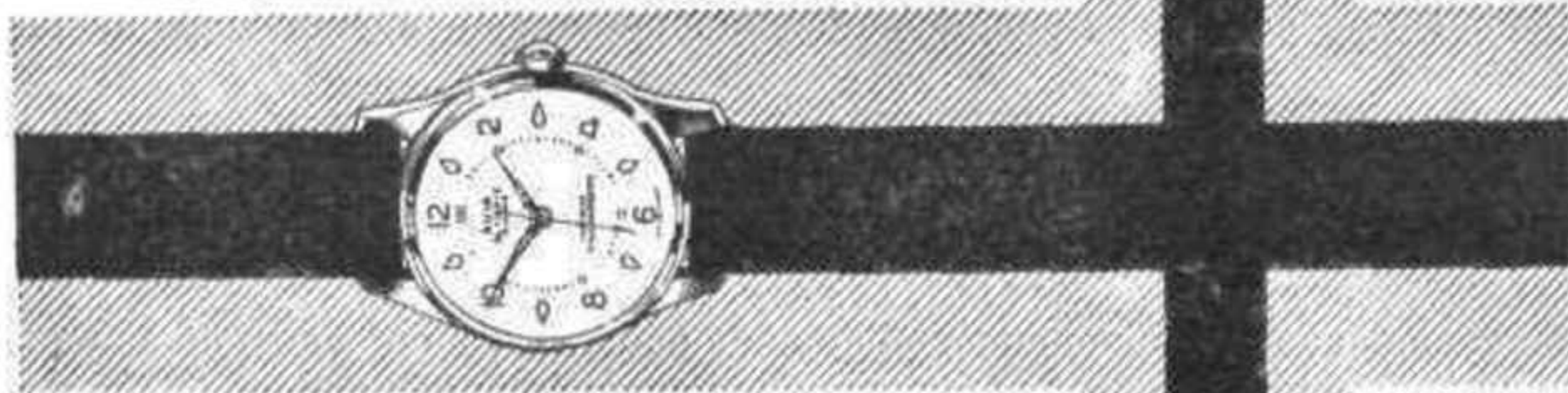
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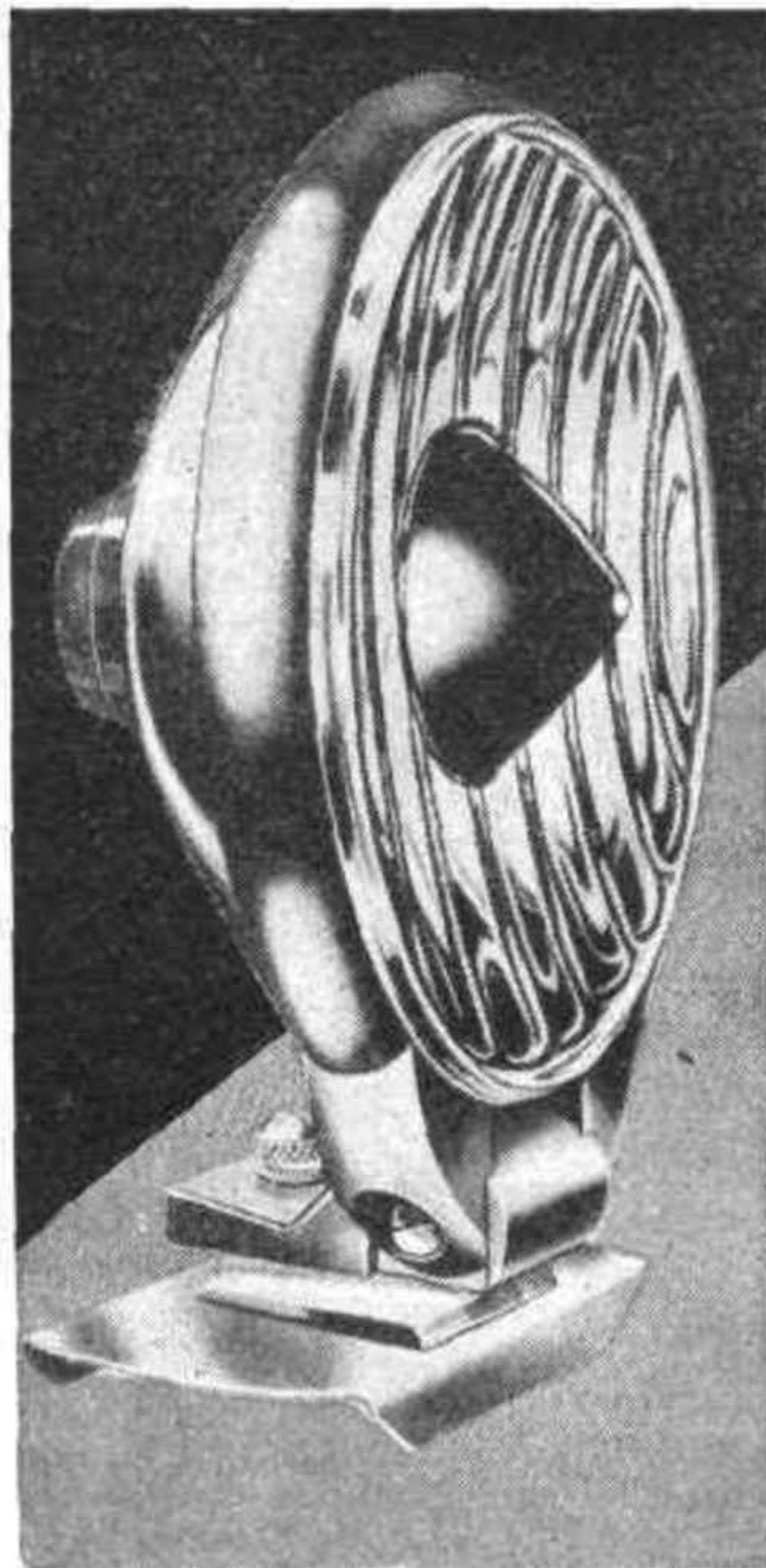
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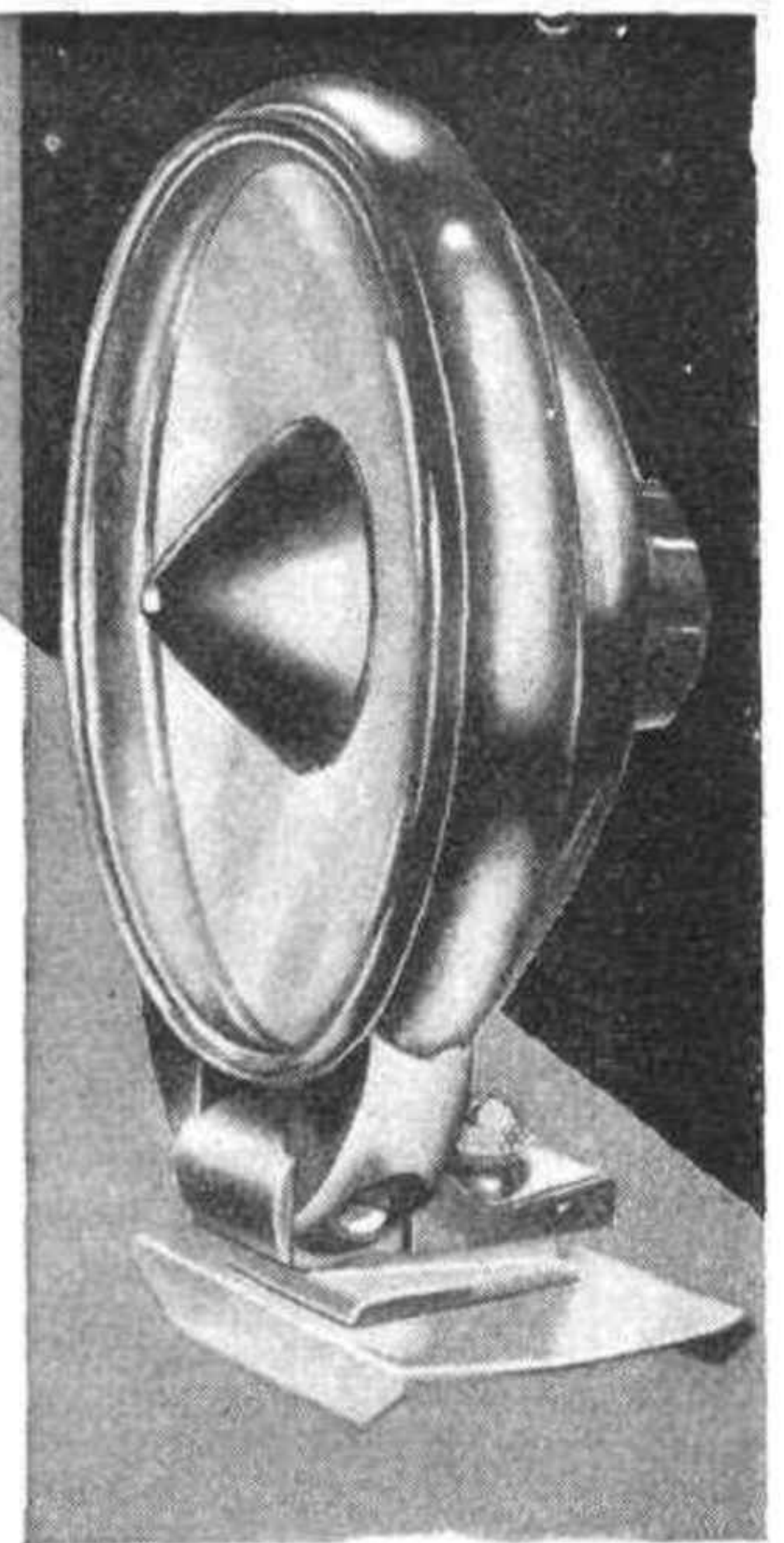
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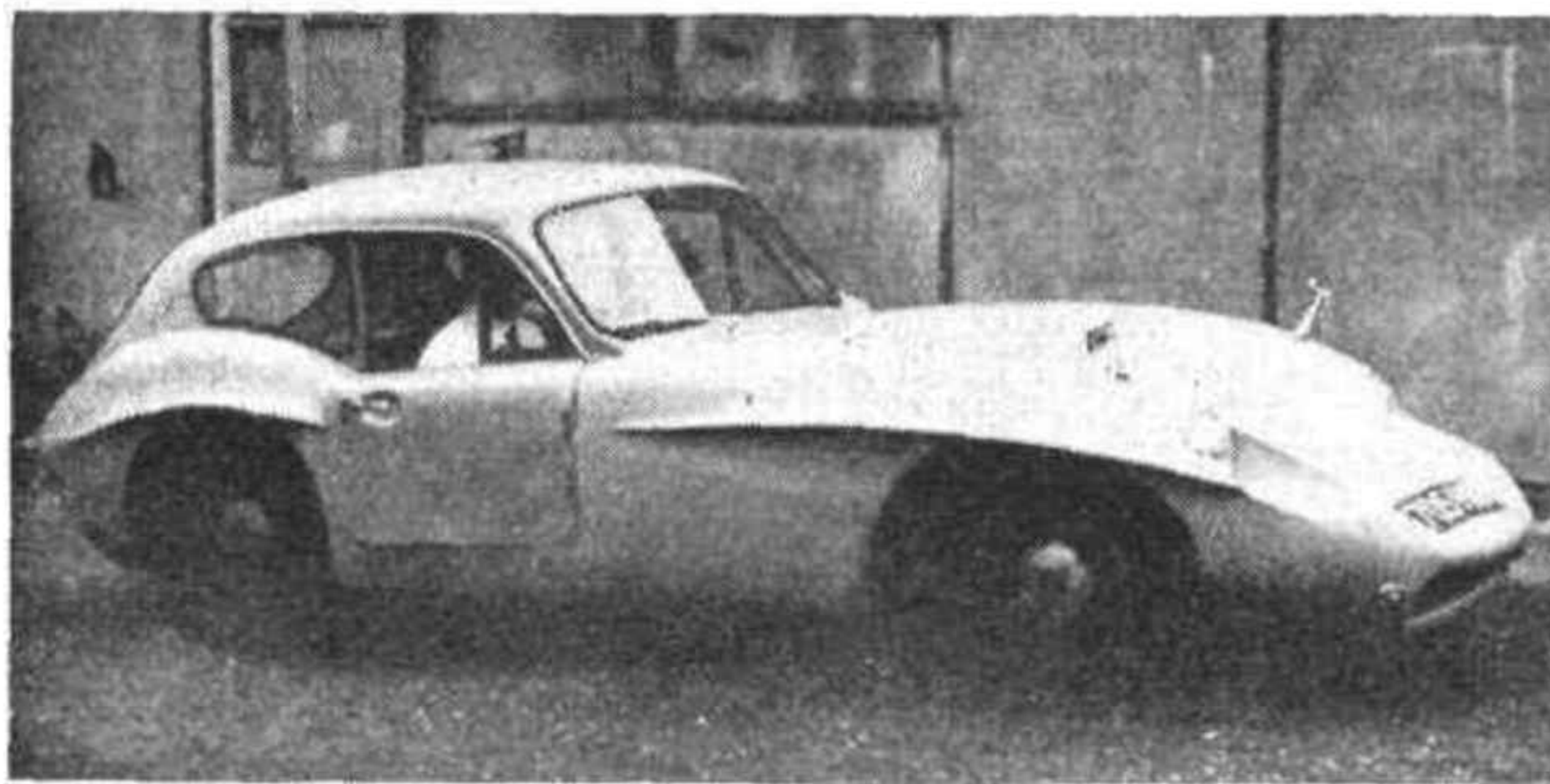
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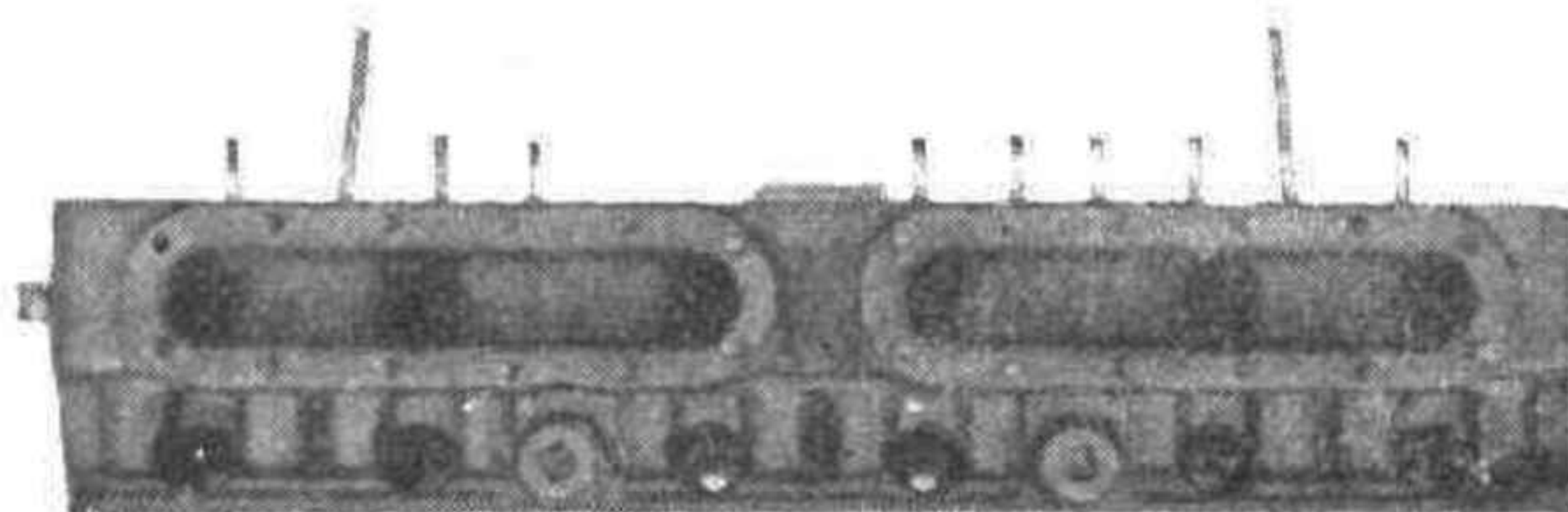
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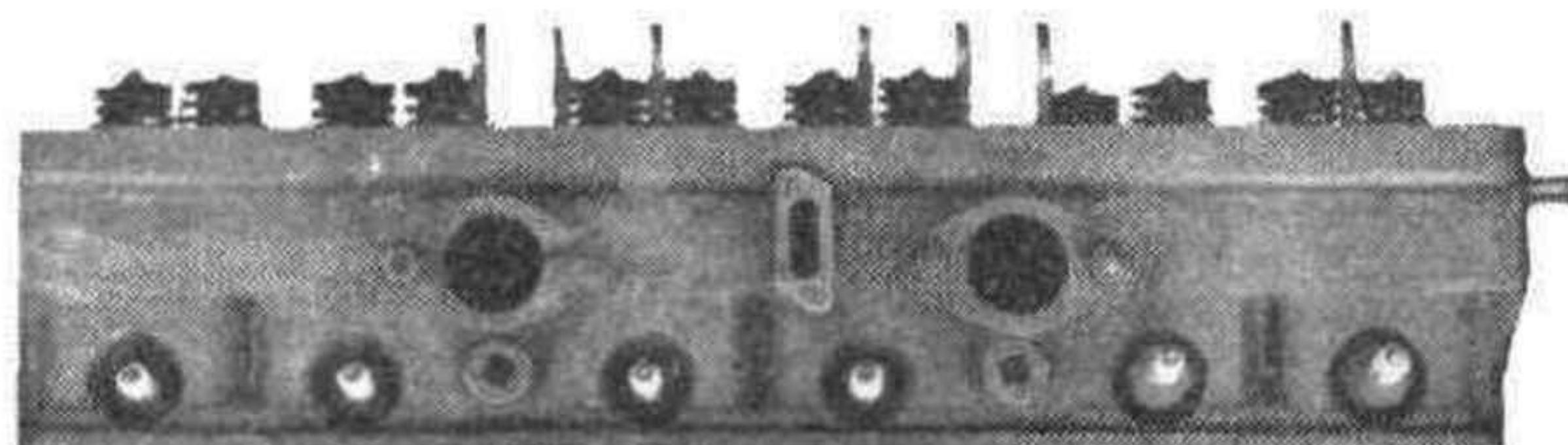


## TUNING THE 4½-LITRE LAGONDA AND INVICTA

By L. S. Michael, O.B.E.



**SIGNIFICANT DIFFERENCES.**—Above is seen the inlet side of a standard 4½-litre Meadows cylinder head, below that of the Weslake-designed head of the Lagonda LG45.



**A** WELL-FOUND 4½-litre Lagonda or Invicta saloon or drophead of the nineteen-thirties gives a more than adequate performance in standard form, compared even with today's products. It will out-accelerate and reach a higher maximum than all but the really high-performance modern saloons, and it will out-brake and out-steer most of these. Nevertheless, the ready availability of 90- and 100-octane fuels gives rise to thoughts of improved performance.

The engine in these cars is the 4½-litre six-cylinder Meadows originally designed by R. S. Crump in the period 1925-28. Its bottom end does not encourage really high r.p.m.; the recommended limit by Invictas was 3,500 r.p.m. On the Lagonda, for the 1933 to 1935 models it was 3,800. The reason for the difference in these limits is not clear. Mr. Crump, with whom I spent an afternoon recently, can throw no light on this matter and thinks it largely Lagonda's own idea. They had good test-bench facilities at Staines and no doubt carried out extensive trials before issuing their three-year guarantee with such a limit permitted.

On the later LG versions (1936 onwards) the maximum was increased to 4,000 r.p.m., the reasons being modified con.-rod design, giving a stronger rod with directly run-in bearings instead of separate brass shells, stronger and more rigid main bearing caps, a crankshaft with larger crank-pin diameter, and crankcases cast in R.R.50 material which gave slightly greater rigidity than the aluminium alloy originally specified. Lighter valve-operating mechanism was supplied for all Lagondas from the M45R (late 1934) onwards. All these modifications were designed by Lagondas, and were not included in the standard Meadows engine of the same date. They help to account for their greater willingness to rev. compared to the Invicta. Incidentally, no normal LG45 could reach 4,000 r.p.m. in top, and the handbook strongly discouraged maximum revs. in the gears!

The con.-rod is not located in the centre of the piston but is displaced appreciably to one side. Thus a greater bending load is imposed than would otherwise be the case. This design feature according to John Wyer, when applied to the 2.9-litre Aston Martin, a bored-out version of the post-war 2.6-litre Lagonda engine, caused all three cars to break down in the 1952 Monaco race. The bottom-end layout was then altered to permit the rod to be placed in the centre of the piston. Of course the 2.9 was a sports/racing job with nearly three times the specific output of the old 4½, and it must be recorded that the Meadows engine is not in fact prone to con.-rod trouble as installed in the cars under consideration. The point is raised as an indication of the design limitations of the unit.

Mr. R. S. Crump, the then chief designer at Meadows, told me that it was originally built in about 1925 as 63 × 120 mm., the small bore being dictated by the prevailing system of taxation. Later it was enlarged, and by 1928 reached its limit at 88.5 mm., which, in spite of a new block, necessitated the cylinders being bored offset from their original centres, thus giving rise to this rather undesirable feature of the design.

Experience in the 500-Mile Race, the 24-hour race at Spa, Le Mans, and the T.T.s, showed that 3,600 r.p.m. could be held for long

periods, and undoubtedly up to 4,000 r.p.m. was used frequently in these races. The several laps in the 1936 500-Mile Race at Brooklands which the Lagonda put in at over 122 m.p.h. show that even on the axle ratio and large tyres in use 4,000 r.p.m. was reached frequently, without disaster.

The foregoing is intended to show that up to its recommended rev.-limit the engine is reliable. My own results when exceeding those revs. for any length of time have been disastrous, crankshafts and con.-rods being broken on several occasions. The question that arises is, what to do to increase the performance of this engine, and how far is it safe to go?

The usual procedure of polishing and matching ports and manifolds, etc., is not too difficult on the Invicta and the Lagonda M45, as the inlet manifolds are detachable and expose the inlet ports. In the case of the LG45 little can be done by the amateur because the carburettors bolt directly on to the head itself, the mixture distribution arrangements being cast inside it, and well hidden from view. LG owners can clean up the junctions between the head and carburettors, and console themselves with the knowledge that their cylinder head was specially designed by Weslake, at the instigation of W. O. Bentley, to give more power than its predecessors, and it certainly achieves this object. This latter information came from a discussion with "W. O." himself, which took place in May 1959 at his home.

An M45 Rapide was prepared by the works for the 1935 Monte Carlo Rally. This had the then standard Rapide compression-ratio of 7 to 1. The engine had been specially assembled and, judging from the Fox and Nicholl files, this usually included polishing the head and polishing and matching the inlet ports and carburettor flanges. A note from Mr. Bolton—then Works Manager at Lagondas—said that "Test 2" showed better results than the standard Rapide. This test gave a maximum power output of 105 b.h.p. at 3,200 r.p.m. For the next test the ignition was advanced from 40 deg. b.t.d.c. to 46.5 deg. b.t.d.c., and the fuel changed from "Power Premier" (in those days certainly not even 80 octane) to 70 per cent. "High Test" 30 per cent. Benzol. This gave 109½ b.h.p. at 3,400 r.p.m. All shatteringly low figures when related to the official fiction published about the power developed by the Rapide in 1935. The interesting point lies in Bolton's remarks relating to "Test 2" which show that specially careful assembly, and polishing and matching ports, produced better results than the standard engine, even though no other modifications were carried out for that test.

The works had a cylinder head copperised, that is copper plated, and the brake test showed some improvement, but as the copperising was accompanied by other unspecified modifications it is impossible to say what was due to that process by itself. It is not an expensive thing to have done; the virtue of the copperised head lies in a more even heat flow, heat being conducted away from areas which might otherwise develop into hot spots, thus reducing any tendency to detonation. This was done to one of my M45 engines and to the LG45 the "Scarlet Woman," of Donald Overy, when only "Pool" (72-octane) petrol was available.



The only major modification which the works tried on the inlet side of the LG series was to fit larger carburettors. This involved modifying the head to accept them, as they have a different arrangement of studs. An adaptor must be made up to bolt on to the original studs, carrying ones disposed for the new units. The actual hole in the head is enlarged somewhat and blended into the adaptor, which in turn opens out to present no obstruction to the incoming charge from the new carburettors. In the case of the M45 and Invicta the adaptors are bolted on to the induction manifolds instead of directly on to the head, and it is easier to enlarge and clean up the ports on these earlier engines.

This is a rather expensive modification. The existing H.V.5 carburettors are 1½-in. bore; modern instruments of 1¾-in. (H.6s) and 2-in. (H.8s) are available, the cost of the conversion being about £35 in the case of the H.6s and about £45 in the case of the H.8s. The works fitted an engine with 2-in. carburettors but they did not carry out brake tests on the same engine using the standard 1½-in. instruments. Nevertheless, the engine which achieved the highest output of all the six-cylinder LG engines tested was fitted with the 2-in. carburettors along with other modifications. At least one LG45 is running fitted with 1¾-in. H.6s and the owner reports better results than were obtained with the original H.V.5s; while it must be recorded that this is only an opinion, it is supported by test-bench results obtained on another LG45 engine. The most exotic set-up of all was an arrangement of six Amals on a specially fabricated manifold fitted to an M45 head modified to accept neatly the six inlet stubs. This work was done by Hugh Howath, of Manchester, and subsequently sold to M. Willoughby for use on an Invicta. When I saw it, it had not been fitted to a car, and no figures existed to prove whether it would be better or worse than the more normal alternatives! Such an arrangement would be impossible with an LG45 head.

Some interesting bench tests were carried out by G. N. Richardson of Hartlebury, on July 29th, 1959, on Lord Dunleath's LG45 Rapide team-car engine. This engine, like all the team cars and some of the production Rapides, had special con-rods. These had no split at the small end and were (slightly) deeper at each end than the LG45 rods. This increased their resistance to bending loads. The compression-ratio of the engine tested was approximately 7.4 to 1. Fitted with the original H.V.5 carburettors maximum power was 120 b.h.p. at 3,500 r.p.m., with H.6s (1¾-in.) maximum power was 128 b.h.p. at 3,500 r.p.m., and with the 2-in. (H.8) instruments 129.5 b.h.p. was realised at the same engine speed. In each case power fell above 3,500 r.p.m. However, the H.6 gave 124.4 and the H.8s 125 at 4,000 r.p.m., whereas the H.V.5s only produced 111 b.h.p. at those revs. There was little difference between the 1¾-in. and the 2-in. S.U.s but the larger ones gave between 1 and 2 b.h.p. more power at all engine speeds, and both exceeded that produced by the original instruments all the way up the scale. In spite of the slight superiority which the largest carburettors show on the bench, Lord Dunleath has a very strong impression that acceleration is slightly better with the H.6 instruments. Figures produced by an engine removed from the chassis are not always reflected in road performance, especially when they are as close as these, and the opinion of this very experienced competition driver should not be lightly disregarded. Better results were obtained by the works on similar engines in 1936. However, this particular unit was removed from the chassis and tested after nearly two seasons use, the purpose of the tests being to compare the different size carburettors. Mr. Richardson, who has great experience in the bench-testing of engines, considers that if the highest power had been sought, a decoke and valve grind would have resulted in decidedly greater output.

When the exhaust side is considered, some strictly comparative information is available. Bench tests were carried out on an engine (No. M45R/152) on August 19th, 1935, to determine the effect of different exhaust systems. First the standard manifold and silencers were used, then a welded steel tube six-branch manifold and "Brooklands" silencer and tail-pipes. Up to 3,300 r.p.m. there was surprisingly little difference, the standard lay-out giving only one b.h.p. less than the six-branch. Above this speed the engine when fitted with the normal exhaust gave no more power, and at 3,400 the curve began to fall. With the improved arrangement, power continued to rise until it peaked at 3,600 r.p.m., exceeding the highest figure produced previously by 6.5 b.h.p., and even at 3,800 r.p.m. it gave 3.5 b.h.p. more than the production exhaust system permitted at that speed. Therefore there is no doubt that an exhaust system made up to give freer flow will decidedly improve the power of these engines.

There are available a few "100-m.p.h. Invicta" exhaust manifolds which will bolt on to the Lagonda cylinder head without any trouble.

These are two separate three-branch manifolds which could each be led into a completely separate silencer and tail-pipe. These manifolds are not terribly well designed as compared with modern practice, nor as compared with the LG45 Rapide swept three-branch manifolds, but they are decidedly better than the original Lagonda effort. Good three-branch manifolds could be fabricated by any firm with pipe-bending and welding equipment. The original works racing manifold was a six-branch affair, all the pipes eventually merging into a single outlet three inches in diameter just before the silencer. It is not certain which is better. Some people prefer the two separate three-branch manifolds, because it is impossible to have a tuned length of exhaust for maximum extractor effect with six cylinders all merging into a single pipe. According to the most widely accepted theory a distance of 68 inches from the piston at t.d.c. to the end of the tail-pipe of a three-branch system is required to give maximum extractor effect on these engines at 3,000 r.p.m., or 51 inches if maximum effect is sought at 4,000 r.p.m.

Both modifications, in the case of Lagondas, involve cutting the bonnet side to accommodate the new manifolds, and certainly it is very difficult to make the six-branch set-up look as neat and attractive as the alternative, which was adopted for the production LG45 Rapides. Anyway there is 6.5 b.h.p. being wasted in the standard Lagonda exhaust system, which can be obtained without increasing the internal stresses of the engine. It is hardly worth while modifying the Invicta exhaust unless the ultimate in power is being sought.

A modification much favoured by tuners today is to lighten the flywheel considerably. This technique, which is undoubtedly effective in increasing acceleration, was never used either by the works or Fox and Nicholl. On one engine of mine I not only had holes drilled all over the flywheel to lighten it, but removed the quite heavy vibration damper too, in order to reduce inertia and get increased acceleration. This was the first engine which ever disintegrated under me in a race, and be it noted that I have used higher compression-ratios since, in other engines, without serious blow-ups. My present LG45 Sanction III engine's flywheel is lightened by having a number of 1¼-in. holes in it, disposed in a symmetrical pattern, but the vibration damper has been retained. The engine has been carefully statically and dynamically balanced, and so far it has withstood two seasons' competition use. It is most desirable to have these engines balanced as far as possible. The whole assembly—crankshaft, con-rods, pistons, flywheel and clutch complete—should be sent to a reputable firm specialising in this work. I have no precise figures to show exactly what is gained by reducing the flywheel weight (top speed is not affected), but there is no doubt that a lighter flywheel makes the step-off noticeably more rapid, and due to the fact that there is a more instantaneous response to the throttle, gear changes are faster, too. The standing ¼-mile in my car at Silverstone, taken at the B.D.C. meeting, August 1958, was 16.46 sec. The track was not perfectly dry, and the course marked out was not dead flat and had an appreciable curve in it. The best figure from the pre-war road tests was 18.4 sec. for the LG Rapide.

If more power is being sought, regardless of the time and trouble involved, attention to both inlet and exhaust arrangements is desirable, but even if neither of these can receive attention, a worthwhile improvement in performance is obtained at low cost by raising the compression-ratio. This can be done when a decoke is due, by the inexpensive method of machining the cylinder head. If really large increases in compression are desired it may be necessary to machine the block as well. The reason being, that it is not advisable to run too far into the sparking plug holes, which are located rather low down on each side of the cylinder head. The only snag which these modifications will occasion is the need to elongate the holes in the water transfer plates to allow for the now slightly reduced distance between their studs. At the same time an extra water transfer can be made between the back of the head and the block. This is very easy to do. It became standard on the LG45 Sanction III and helps to keep cylinders 5 and 6 cool. This modification, though desirable, is not essential. It is a comforting thought that if you do not like the result a compression plate can be inserted between detachable cylinder block and the crankcase to reduce the compression-ratio to any desired figure. This was done during the war to a number of Rapides which found the low-octane fuel then available rather indigestible.

Special high-compression pistons can be made instead of machining, but this is much more costly, unless a complete engine overhaul is to be undertaken. The price of such pistons from the firms who specialise in that work is about the same as the standard ones available from the usual sources.

(To be continued next month)



## RUMBLINGS

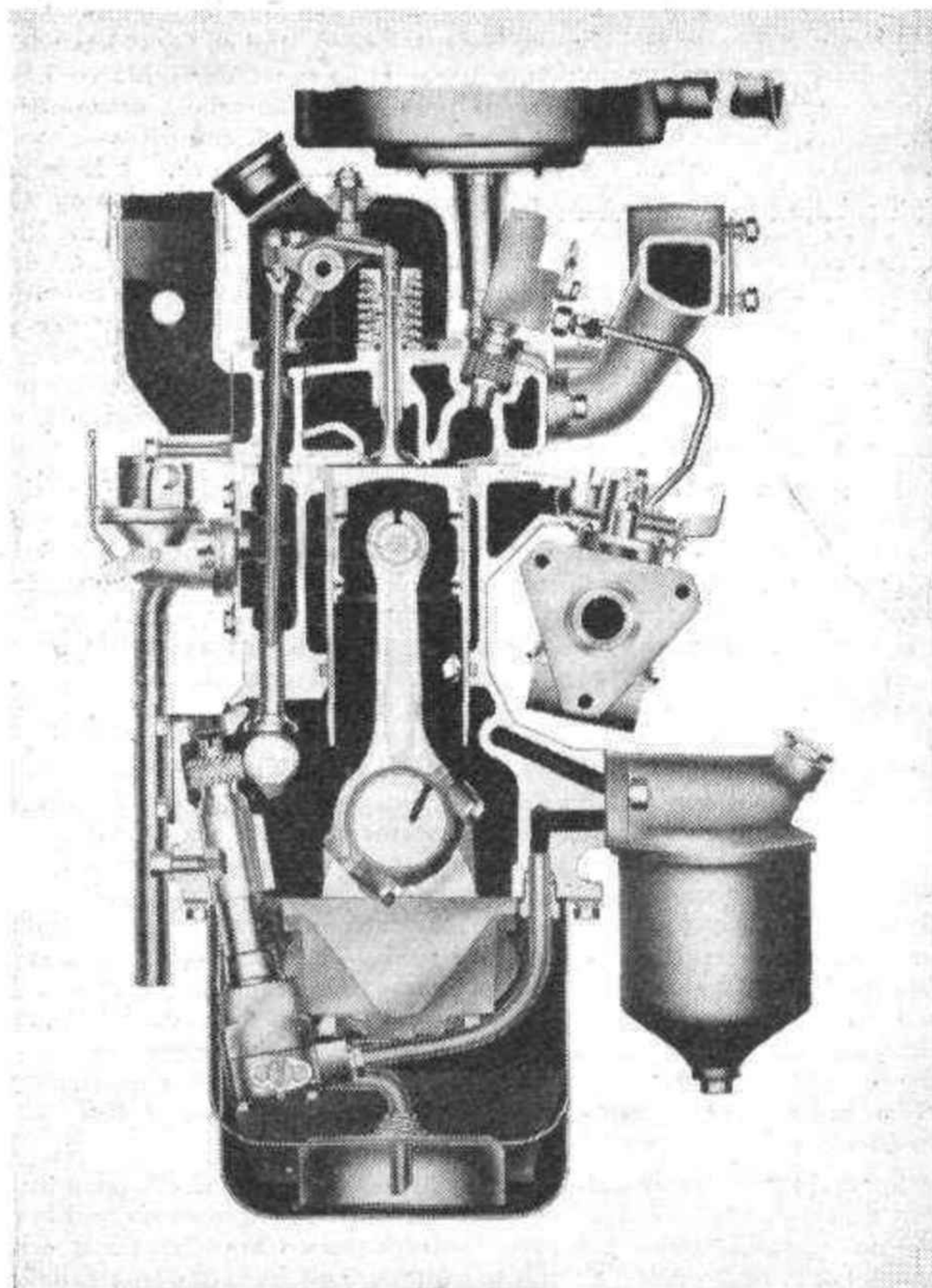
Last month, on the principle of "trying anything once," we covered a considerable mileage in an outwardly-normal Hillman Minx

### A DIESEL HILLMAN

saloon, but one which had one of those remarkable Perkins "Four 99" diesel engines under its bonnet. Far from "trying it once," we would be prepared to own one of these fascinating cars if it came our way, because there is a foolproof feeling when driving behind this new Perkins engine that it is essentially reliable and will go on for ever. This, indeed, it almost does. When we enquired the life of a "Four 99" we were told that it was only introduced last year, so not much data is available on the subject. "An engine has been stripped after 100,000 miles," a Perkins spokesman will tell you, "and negligible wear was found—it should be good for another 100,000 miles without overhaul."

That is one advantage of diesel motoring. The engine should outlast several cars and certainly go the life of one without needing any attention! The other is fuel economy. Using fuel oil which costs the same per gallon in this country as cheap petrol, consumptions of 45-50 m.p.g. are realised under arduous conditions. For instance, a Bedford van engaged on short stop-and-go journeys which brought its petrol m.p.g. to 15, gave 38 m.p.g. when a Perkins "Four 99" was installed and in London traffic. Beardmore Mk. 7 taxis have been averaging 36 m.p.g. compared to 18 m.p.g. on petrol.

These two economy factors render the Perkins "Four 99" a worthwhile proposition in spite of its price of £226 17s. 6d. in the case of the Hillman conversion, a price reduced somewhat because an allowance is made for the petrol engine. That the good fuel consumption is no fluke is borne out by R.A.C.—observed tests which show 56.6 m.p.g. for a Perkins Vauxhall Velox and 50.8 m.p.g. for a



FOUR 99: The Perkins diesel engine has a claimed engine life in excess of 100,000 miles.

Perkins Ford Consul, both at average speeds of nearly 35 m.p.h. The Hillman gave nearly 40 m.p.g., driving it hard, representing over 275 miles on a tankful of "Derv."

We found ample speed (some 76 m.p.h.) and pick-up in the Hillman, which, apart from some diesel roughness unless the engine is pulling hard, was as any other Minx. The normal four-speed gearbox with steering column change is retained and apart from an additional starter switch incorporating a heater setting which may be required for 15 or 20 sec. when starting from cold, the controls are normal, with a knob for stopping the engine by cutting off the fuel feed and a similar knob to control the idling setting. Nor does any trace of diesel fumes enter the car.

We found the purposeful if noisy running of the Perkins-Minx very much to our liking. The engine is a 76.2 x 88.9 mm. (1,621-c.c.) unit with a compression-ratio of 20 to 1, giving 43 b.h.p. at a governed maximum speed of 4,000 r.p.m. Quite apart from the diesel conversion, reacquaintance with the Minx, which was a Series III with steering-column gear shift and bench seat, confirmed what a sensible sized, nicely appointed, leather-upholstered family saloon the Hillman is.

These Perkins "Four 99" engines are available in kit-conversion form for Ford Consul, Vauxhall Velox and Wyvern and Morris Oxford, as well as the Hillman Minx and those who appreciate good engineering which spells longevity and fuel economy which should be especially palatable to farmers and others who already use "Derv," should give them serious consideration. Details are available from Perkins Engines Ltd., Peterborough, Northants, England.

Automatic transmission is often scorned by skilful motorists yet has been praised by more than one of our leading racing drivers.

### ATTRACTIVE AUTOMATION

Now that the Rootes Group has taken the initiative of offering fully automatic transmission on a 1½-litre family car (Smith's "Easidrive" on the Hillman Minx) other manufacturers are likely to try to follow suit. If they are looking for a good proprietary fully automatic transmission they might fare far worse than consider the Hobbs' system.

We have been driving an aged 1½-litre o.h.v. Morris-Oxford saloon so endowed. Not only did the Hobbs' Mecha-Matic transmission function with indifferent reliability and operate smoothly, given care with the accelerator when moving off, but it has the merit of enabling the steering column stalk which selects "A," "N" or "R" to also hold any of the three-speed trains if so desired. Indeed, you can change up and down with this lever as you would with a normal steering-column gear change controlling a three-speed gearbox, which will endear the Hobbs' system to enthusiastic drivers, especially as full braking is then available in each of these speeds. Creep is entirely absent, as is gear whine and the instantaneous change between first and reverse should be ideal for special tests.

There is the usual kick-down selection of a lower gear, the action lagging somewhat in returning to top gear. But in general this Hobbs' system is an excellent and simple application of fully-automatic transmission to cars of modest power. It operates as a three-stage epicyclic system, using five main components, a clutch unit, a brake unit, a hydraulic unit, a pump unit and the planetary gear train. So foolproof is the resultant action that the children passed a wet Sunday morning driving the Mecha-Matic Morris round the garden without disaster.

Good as this Hobbs' transmission is, the 1954 Morris-Oxford to which it was fitted merely served to emphasise the progress which has been made in the past few years. With heavy indecisive, low-gear steering that transmitted nothing except anaemic kicks to the oddly-positioned wheel, suspension that was virtually undamped vague road-holding and non-self-cancelling wipers that left a lethal unwiped area in the centre of the windscreen, it is understandable why such cars are inevitably driven at a mere 40 m.p.h. far out in the middle of the road. In its wide bench, leather-upholstered seats, adequate but fierce and heavy brakes and lumbering automatic progression this queerly-styled Morris-Oxford, new but a few years ago, was akin to a large vintage-style car of 1930-35. As such it had a certain taxi-like charm. Yes, B.M.C. have inevitably progressed!

Those manufacturers interested in the Hobbs' transmission can obtain full details from the manufacturers, whose address is: Hobbs' Transmission Ltd., Sydenham House, 78, Russell Terrace, Leamington Spa, Warwickshire.



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- ⊗ *Superior resin finish paintwork endures all weathers*
- ⊗ *Heater and demisters as standard equipment*
- ⊗ *Super comfort for long journeys*
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## BOOKS FOR THE NEW YEAR

"The Motor ' Guide to Makes and Models " by David J. Calshaw and H. B. Cottee. 169 pp., 8 $\frac{1}{2}$  in.  $\times$  5 $\frac{1}{2}$  in. (Temple Press Ltd., Bowling Green Lane, London, E.C.1. 15s.)

This is a remarkably painstaking work giving in great detail information about all the British cars made from 1945 to 1956. It gives their development histories, their specifications and prices and is, in fact, a fund of information about the cars of the post-war period, with certain Continental models like Renault, Borgward, Fiat, Peugeot, Simca and VW included.

Cars such as the Bradford, Connaught, Marauder and Paramount which are apt to be forgotten get the same treatment as the others. We welcome this conscientious book as filling another gap on the bookshelves devoted to motoring history, although we confess to being puzzled as to who, apart from fanatical enthusiasts, will buy this interesting guide.—W. B.

"The Jaguar Companion," by Kenneth Ullyett. 148 pp., 8 $\frac{1}{2}$  in.  $\times$  5 $\frac{1}{2}$  in. (Stanley Paul & Co., 178-202, Gt. Portland Street, London, W.1. 12s. 6d.)

A book covering the history of Jaguar is perhaps a bit premature regarded as history, but as an interesting recent commentary, then this curiously titled work is it. It goes from the era of the Swallow sidecars to the great Jaguar race victories of recent times. We have recalled for us the advent of the XK120, our own report on this car on the road recalling the great performance and smooth running of this sleek car which demonstrated brake fade so alarmingly. The book goes on to fill in much Jaguar history—and no British car has had a more illustrious career. One finds unhappy inaccuracies, however, as soon as one glances at the picture captions—such as that claiming that Stirling Moss and MOTOR SPORT's Continental Correspondent practised for the 1957 Mille Miglia in a Jaguar, whereas the 4.5-litre Maserati they really used appears in the picture, while Abecassis is continually spelt Abercassis and a picture of him in an H.W.M. is said to be John Heath. An obvious D-type is labelled Tojeiro and the Monza 500-mile race is described as a Grand Prix, and though Mr. Ullyett's technical knowledge is good, his racing knowledge is sketchy. Things like that apart, lots of Jaguar lore is packed into this book, which is certainly inexpensive.—W. B.

"Aeromodeller ' Annual—1959-60," 145 pp., 8 $\frac{1}{2}$  in.  $\times$  5 $\frac{1}{2}$  in. (Model Aeronautical Press Ltd., 38, Clarendon Road, Watford, Herts. 10s. 6d.)

Those of our readers who love models, and whom we may have interested in miniature c.i. engines, will find lots to intrigue them in this well-produced annual. It certainly covers the year in the model aeronautical field in a manner which does great credit to its compilers and this one really is good value for money.—W. B.

"Best Motoring Stories," Edited by John Welcome. 215 pp., 7 $\frac{1}{10}$  in.  $\times$  5 $\frac{3}{10}$  in. (Faber & Faber, 24, Russell Square, London, W.C.1. 15s.)

It is very nice to have between two covers a selection of motoring stories by famous authors, some of them from unexpected sources. The authors, excerpts of whose work Mr. Welcome has used, comprise Nigel Balchin, Evelyn Waugh, Rudyard Kipling, Ian Fleming, James Thurber, Ken Purdy, Aldous Huxley, Charles Jarrott, Ralph Arnold, S. C. H. Davis, "Sapper," T. H. White and Hilary Ford. Jarrott and Davis write of real motor racing. The rest is fictional, featuring respectively, a fictitious Mercedes-Benz, a racing "Plunket-Bowse," veteran Locomobile and Lanchester, a Mercedes-Benz 300S, an old Reo, a racing driver called Pietro Lonetti based on Nuvolari, a 30/98 Vauxhall Velox, an Edwardian Silver Ghost Rolls-Royce, a "Pantier," a vintage Bentley and a Trojan.

Not all the authors get their technical facts right—even Kipling talks of a car's engines, in the plural—but the amusing thing is that the man who has collected all this material makes most of the mistakes the book contains in his introduction. He tells us the Trojan has no reverse gear, whereas that is what it was able to use to offset its lack of front-wheel brakes, he makes the curious remark that the Type 43 Bugatti "was no oil-painting" and he thinks the Locomobile steamer was a monster, whereas in "Steam Tactics" Kipling went out of his way to emphasise its lightweight construction.

This is a Welcome book.—W. B.

"Stop at Nothing," by John Welcome. 206 pp. (Faber & Faber, 24, Russell Square, London, W.C.1. 15s.)

Another Welcome book—a "thriller" about a hero (with heroine) who has an astonishing number of narrow escapes in a post-W. O.

Bentley when involved in rushing about after and away from crooks armed with guns and a "sleek red Ferrari." Also mentions a D.K.W. and MOTOR SPORT. If you want a thriller you might as well read one with cars in it. . . . The story is set mostly on the French Riviera.—W. B.

"The British Competition Car," by Cyril Posthumus. 256 pp., 9 in.  $\times$  6 in. (B. T. Batsford, Ltd., 1 Fitzhardinge Street, London, W.1. 25s.)

Here is a history of British competition cars of all types, racing, sports/racing, and record-breaking, produced and illustrated in Batsford's high-quality style.

The author is painstakingly accurate but inevitably he has had to cover a lot of ground with facts already available in previous, recent motor-racing books. Moreover, he has tried to cover a very large number of cars, which were unleashed from 1899 to 1957 (why not to 1958?), in this one book, so that it cannot pretend to be much more than a catalogue, a cavalcade of the cars built in this country for competition sorties. With so many similar books available, this one is for patriotic followers of the Sport rather than for the general reader. It is exceedingly well done, with splendid photographic reproductions and drawings.

Other books received include a very fascinating model-T Ford data manual as issued to Ford dealers in 1926, republished by Floyd Clymer, and other Clymer books on the model-A Ford ("Henry's Fabulous Model-A"—by Leslie R. Henry, 111 pp., 11 in.  $\times$  8 $\frac{1}{2}$  in., 4 dollars), and Mobilgas U.S.A. Economy Run, both comprehensive and full of pictures—these from Floyd Clymer, 1268, S. Alvarado Street, Los Angeles 6. The model-A Ford book is extremely comprehensive, covering as it does model changes down the years in great detail, particulars of every body-style ever produced on this popular chassis, some absorbingly interesting data on how the car was evolved and who designed it, output figures, hints and tips, articles on how model-A's have been restored, colour charts for modern paints, a full specification even to working clearances, etc., together with innumerable pictures. It should be obtainable from specialist booksellers in this country.

Temple Press Ltd., Bowling Green Lane, E.C.1, have a soft cover edition of "Moments That Made Racing History," by Rodney Walkerley, for 7s. 6d., being an account of exciting incidents in racing and record-breaking from 1902 onwards.

"Sport For Fun," by Peter Carpenter, is a quiz book on every conceivable sport, including motor and motor-cycle racing (Hutchinson, 8s. 6d.), and the A.M.O.C. has issued its latest Register of Members, Aston Martins and much Aston Martin lore in printed, stiff-cover form, for 17s. 6d. It is available from Motor Racing Publications Ltd., 62, Doughty Street, London, W.C.1.

### A BOOK WITH A DIFFERENCE

"Early Motor-Cars," by George A. Oliver. 26 pp., 14 in.  $\times$  19 $\frac{1}{2}$  in. (Hugh Evelyn Ltd., 9, Fitzroy Square, London, W.1. 52s. 6d.)

This is definitely a book with a difference—the dimensions quoted above are correct and the size of this remarkable picture book is such that it took us some considerable time to decide how to handle it. The best mode of attack seems to be to lie face downwards on the floor but some readers may prefer to lie on their backs with the tome balanced on their knees.

The publishers obviously intended to put George Oliver's book in the luxury class; apart from the outsize pages they have been extravagant with paper. Unfortunately, this has necessitated a luxury price, which will put this publication out of reach of many old-car addicts. Those who do buy it will no doubt extract one or more of the coloured prints for framing. Such pictures form the essence of the work; fully coloured, very detailed side views of a selection of a dozen cars of the 1904-15 era from the Sword collection in Scotland. They are engineering rather than artistic studies.

The author has backed up these big colour plates with a very readable description of each car and brief technicalities appear under each plate. In the main, however, Oliver seems to prefer to show how each of the cars he has chosen fits into history and he does not concern himself too deeply with what lies under bonnet and floorboards. If the author of "The Vintage Motor Car" clearly has a bias towards the Vauxhall, Oliver shows even more strongly marked favouritism for the 40/50 Rolls-Royce. This does not prevent his thoughtful study of a dozen early cars from being very well worth reading and we await his second series with interest. But there just will not be room in which to store this volume in modern bijoux homes, nor can it be accommodated in the normal bookcase.—W. B.

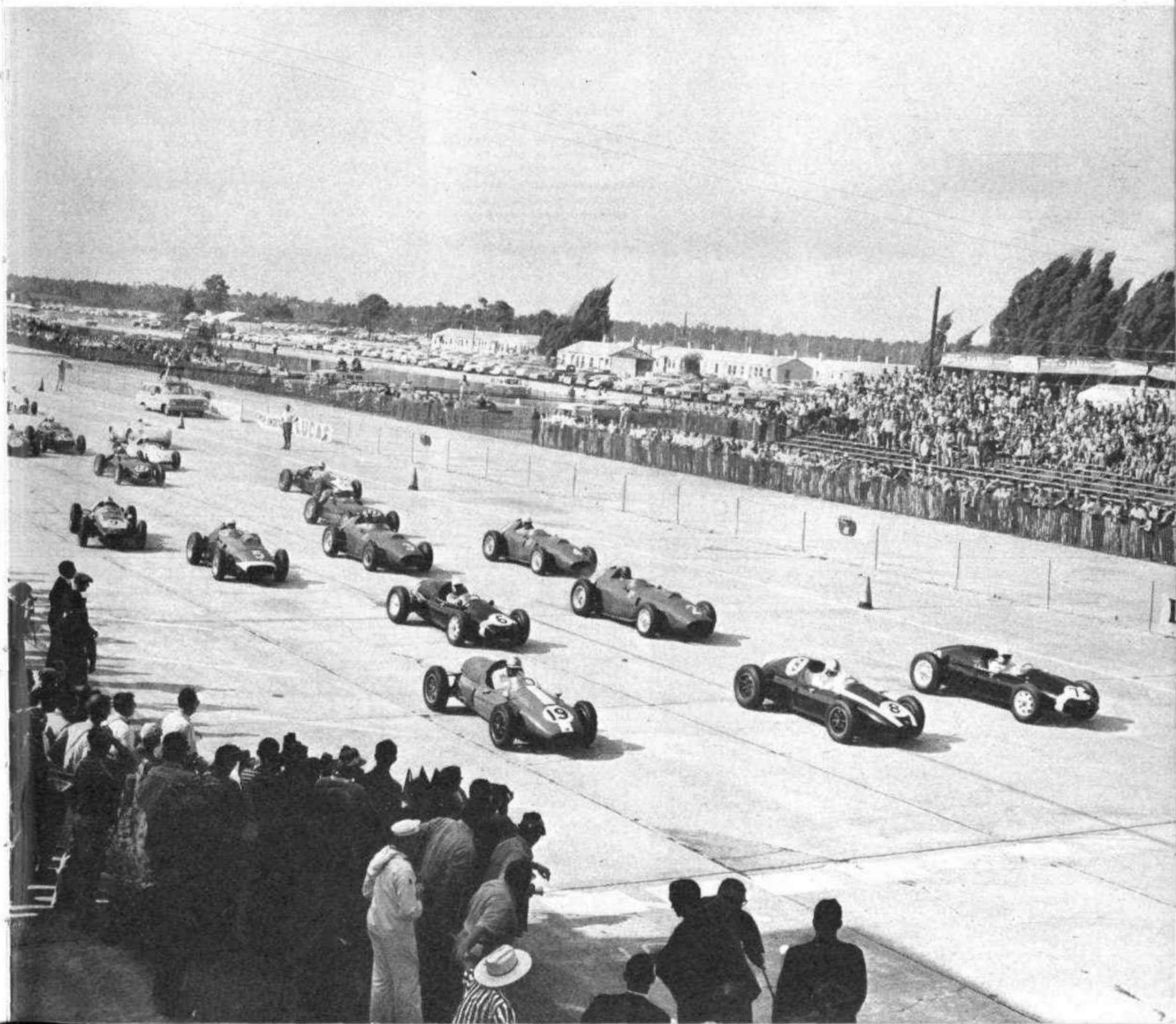


# PICTORIAL REVIEW

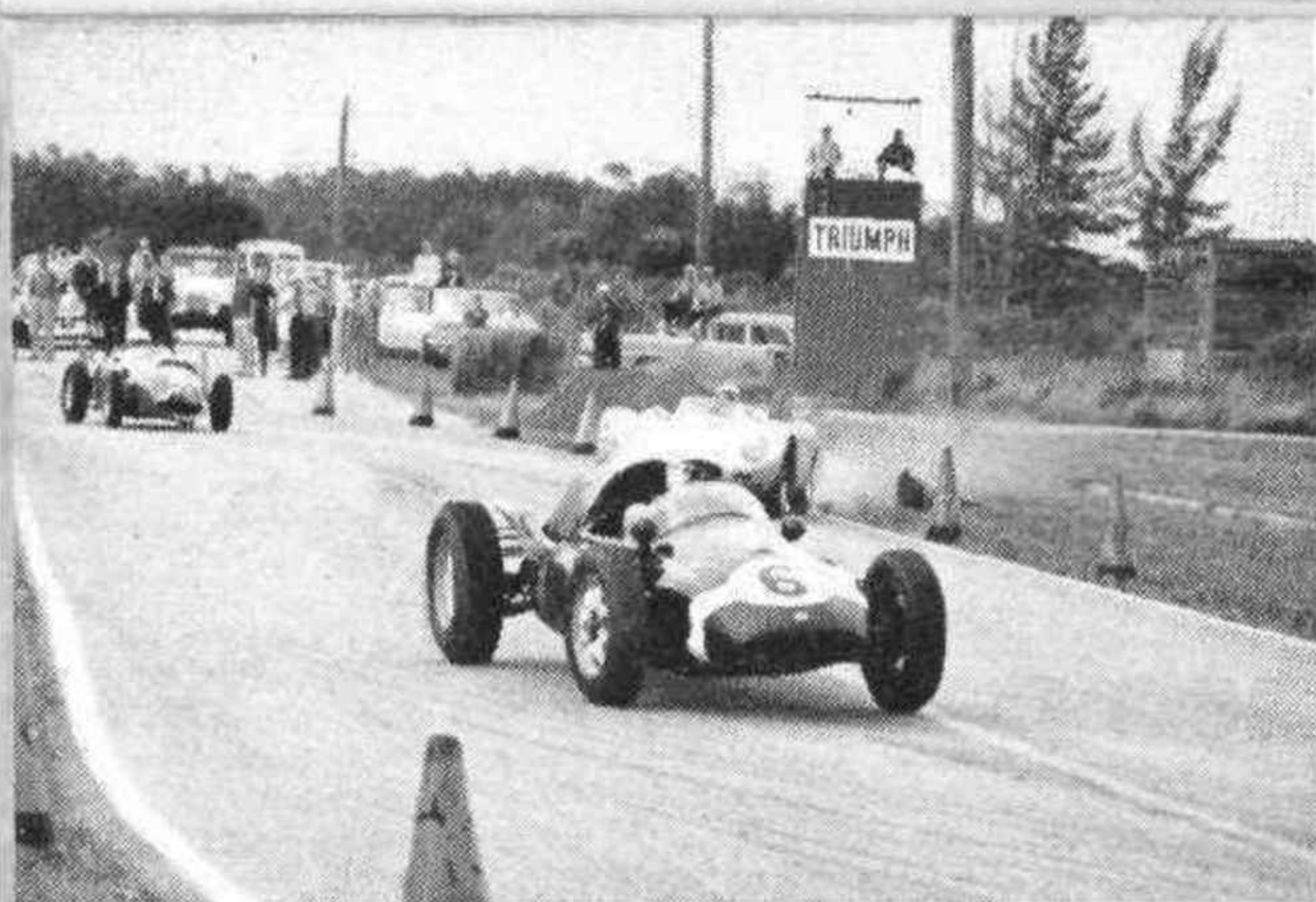
## United States Grand Prix

## R.A.C. Championship Trial

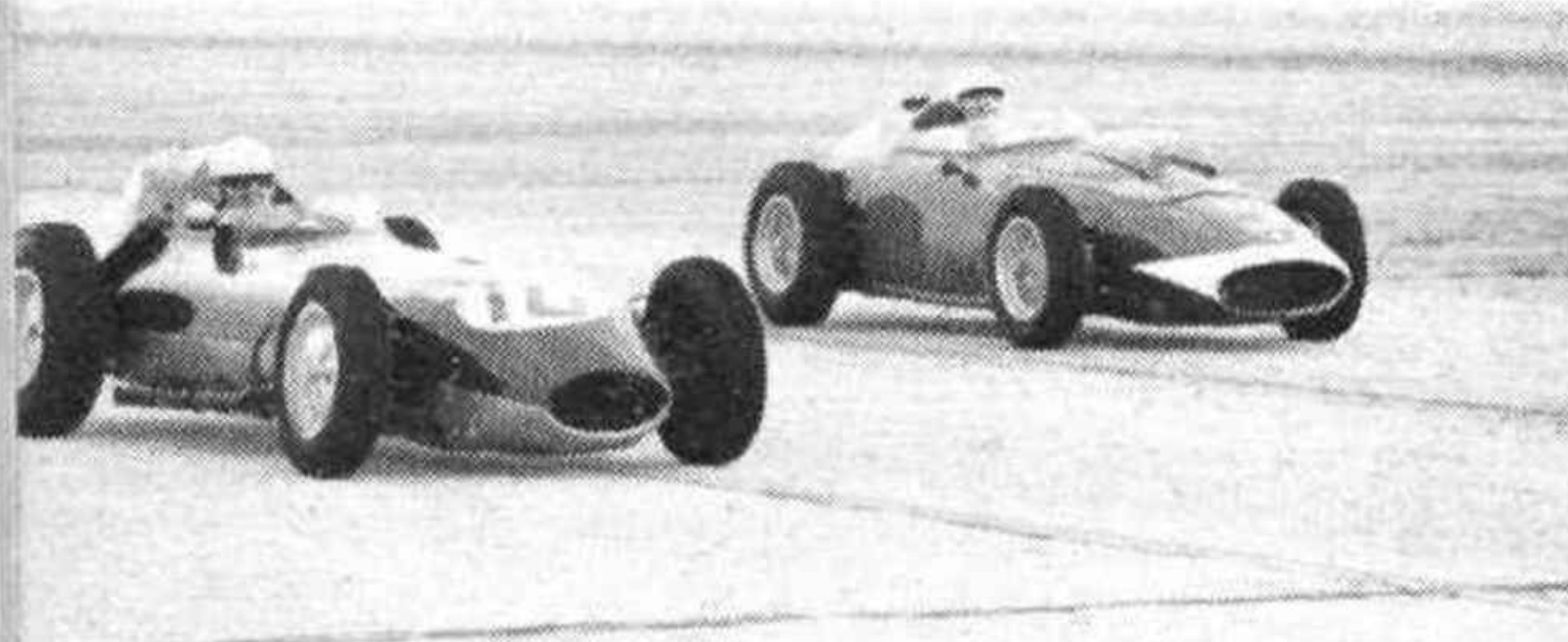
*START.—With eyes fixed firmly on rev.-counters, Moss (No. 7) and Brabham (No. 8) are already a car's length on the way to the first bend. Harry Schell (No. 19) somehow persuaded the timekeepers that they had made a mistake, and so he was moved from the fourth to the first row. In the second row are Brooks (No. 2) and Trintignant (No. 6), while behind are the other three Ferraris, von Trips (No. 4), Allison (No. 3) and P. Hill (No. 5). Behind Hill and making a very good start is Bruce McLaren (No. 9); up past the pits he passed both the second and third rows and tucked in behind Brabham. The two Lotuses (Nos. 10 and 11) and Salvadori (No. 12) were the last of the serious contenders in this first United States Grand Prix.*







**MOBILE CHICANE.**  
—Trintignant, after furious signals from his team mate at the pit, has passed von Trips, and negotiated Blanchard's RSK Porsche which is trying to make up its mind as to whether it should vacate the circuit altogether and give von Trips a free road.

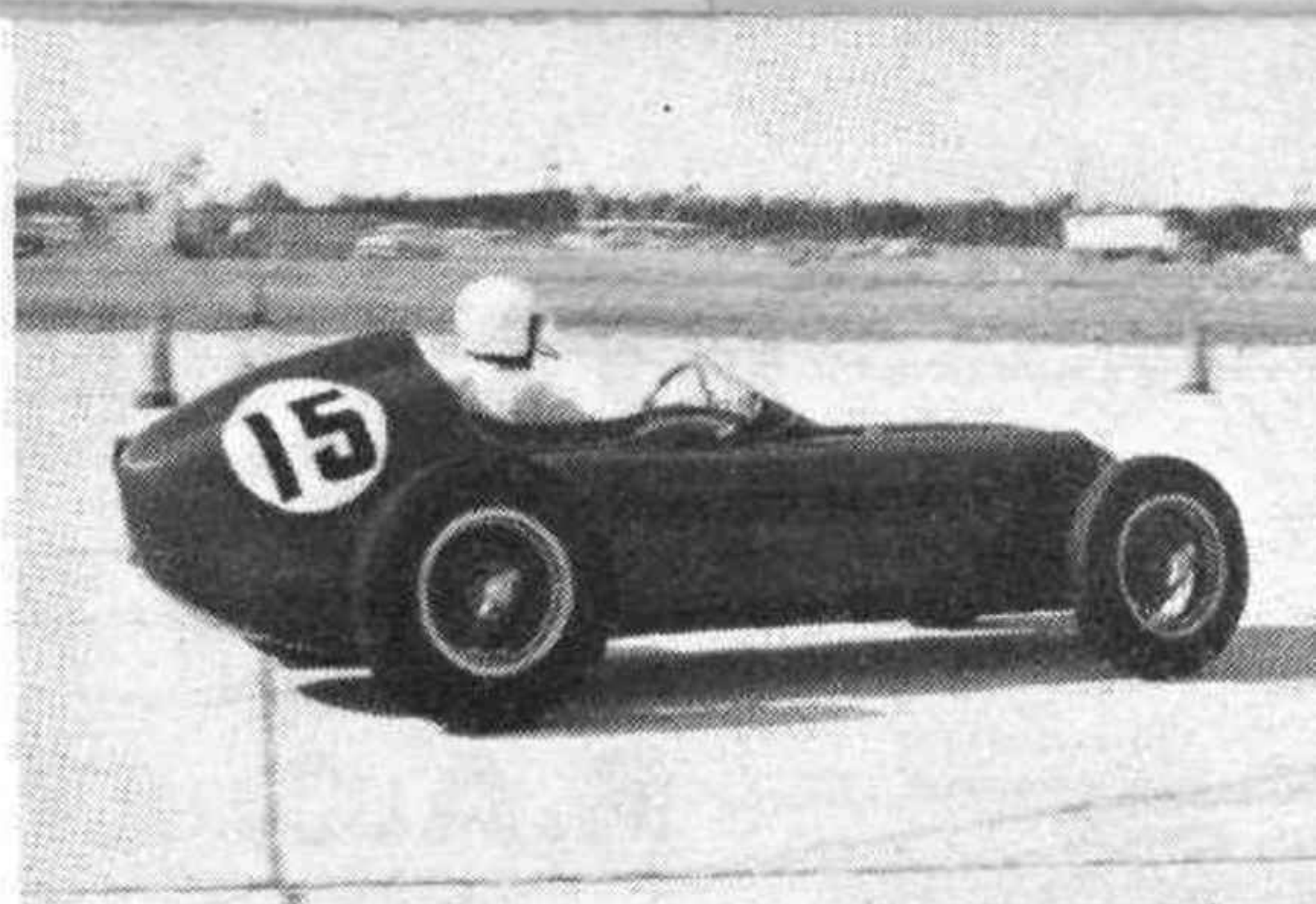
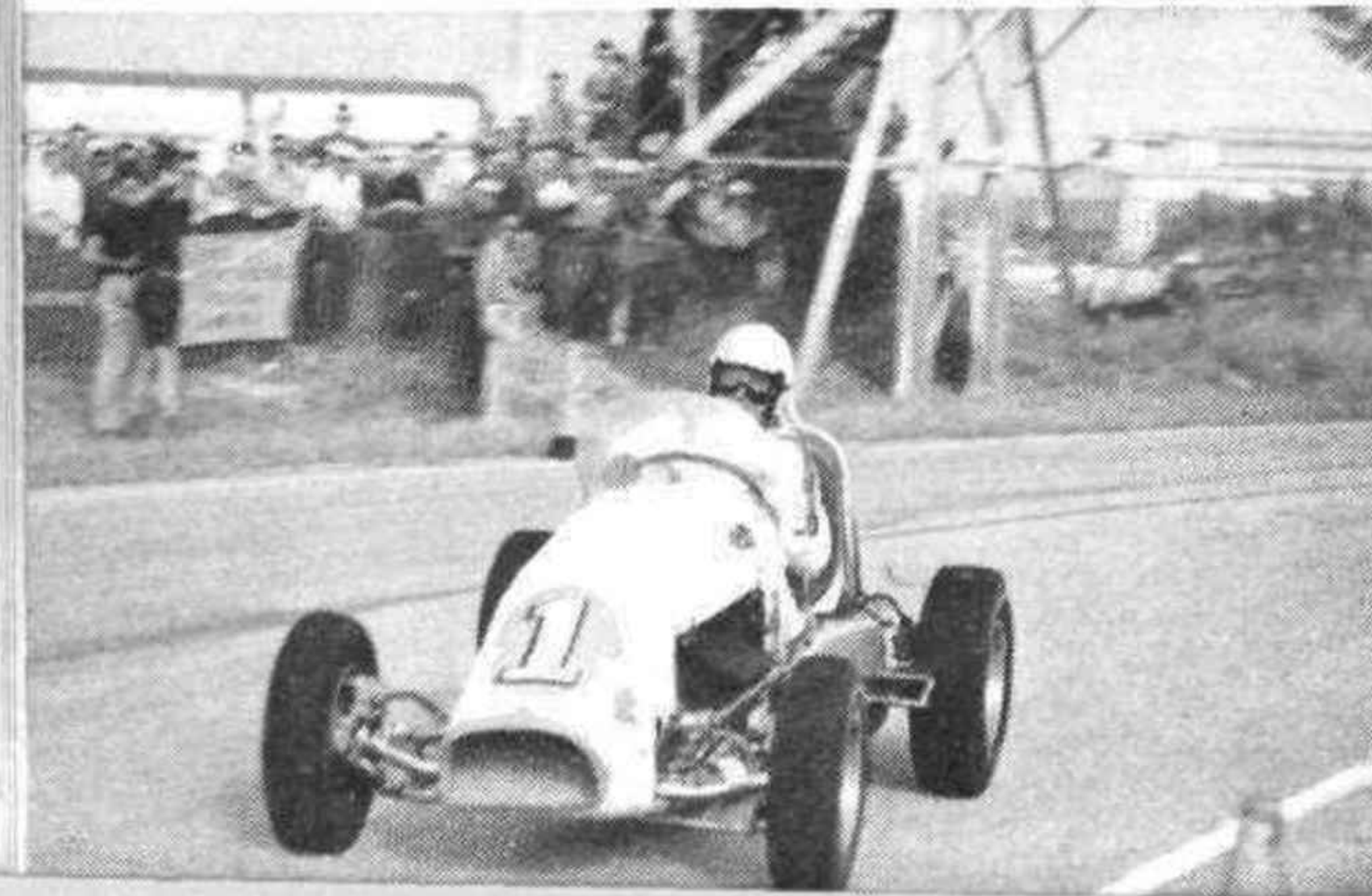


**HAVING A GO.**  
—Innes Ireland passing Phil Hill on the inside as they approach the U-turn. Unfortunately clutch and gearbox trouble wasted a lot of time in the pits, which placed the Lotus fifth overall.



**FOLLOW MY LEADER.**  
—Until signalled by Moss, Trintignant seemed content to follow von Trip's Ferrari. The front of the Ferrari looks the worse for the bump with Brooks on the first lap.

**MIDGET.**—Some Americans were bragging about the speed of their midget, but they were very disappointed. Although Ward drove extremely well he couldn't get within 40 sec. of the leaders' lap times.



**AT LAST.**—The Tec Mec made an unspectacular appearance at the United States G.P. at Sebring. Driven by d'Orey the engine began to sound rough and it retired before halfway.

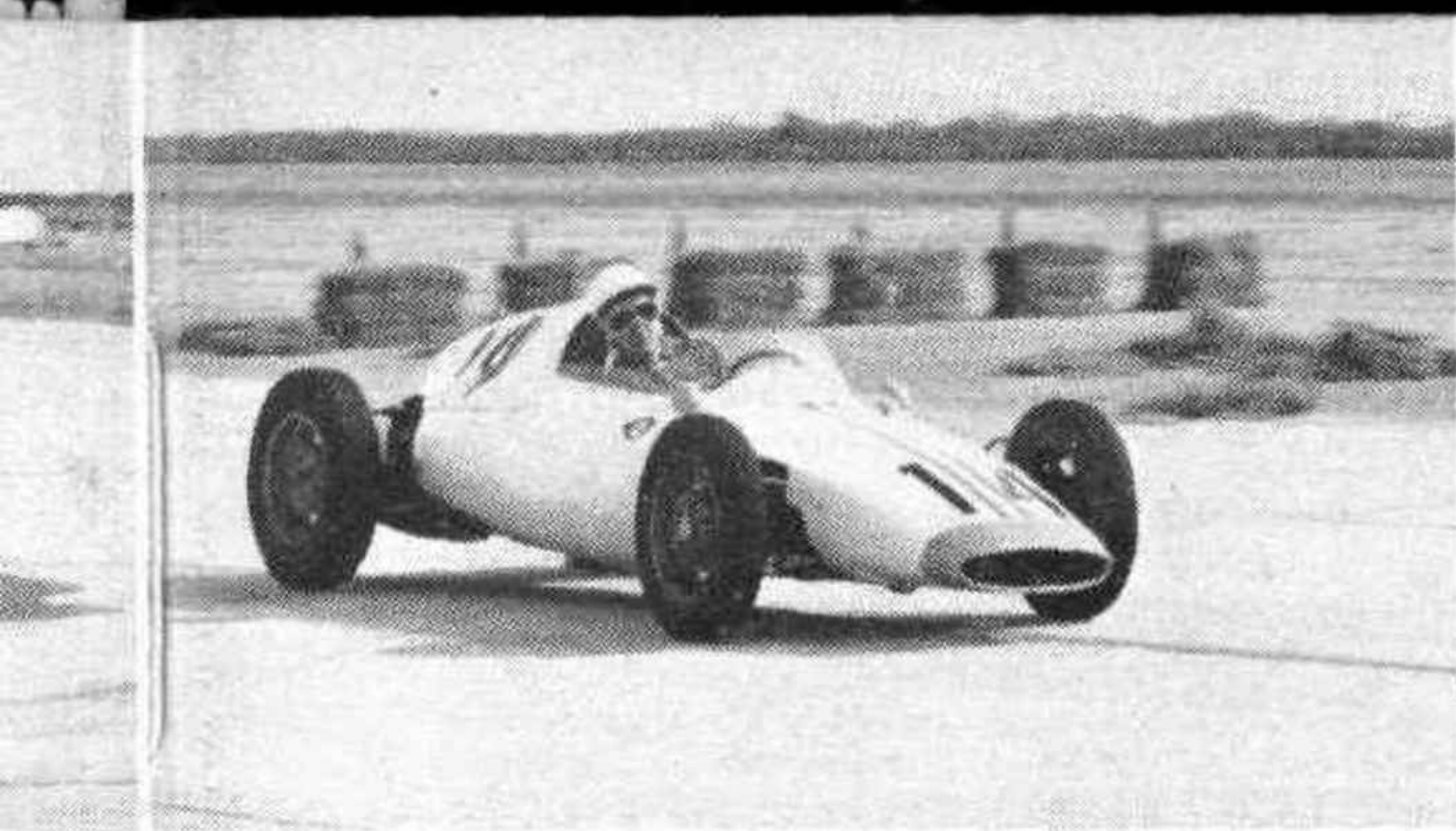


**COOPERS AT PLAY.**—Bruce McLaren, ultimate Champion Jack Brabham through a tight left-hander and a suspension

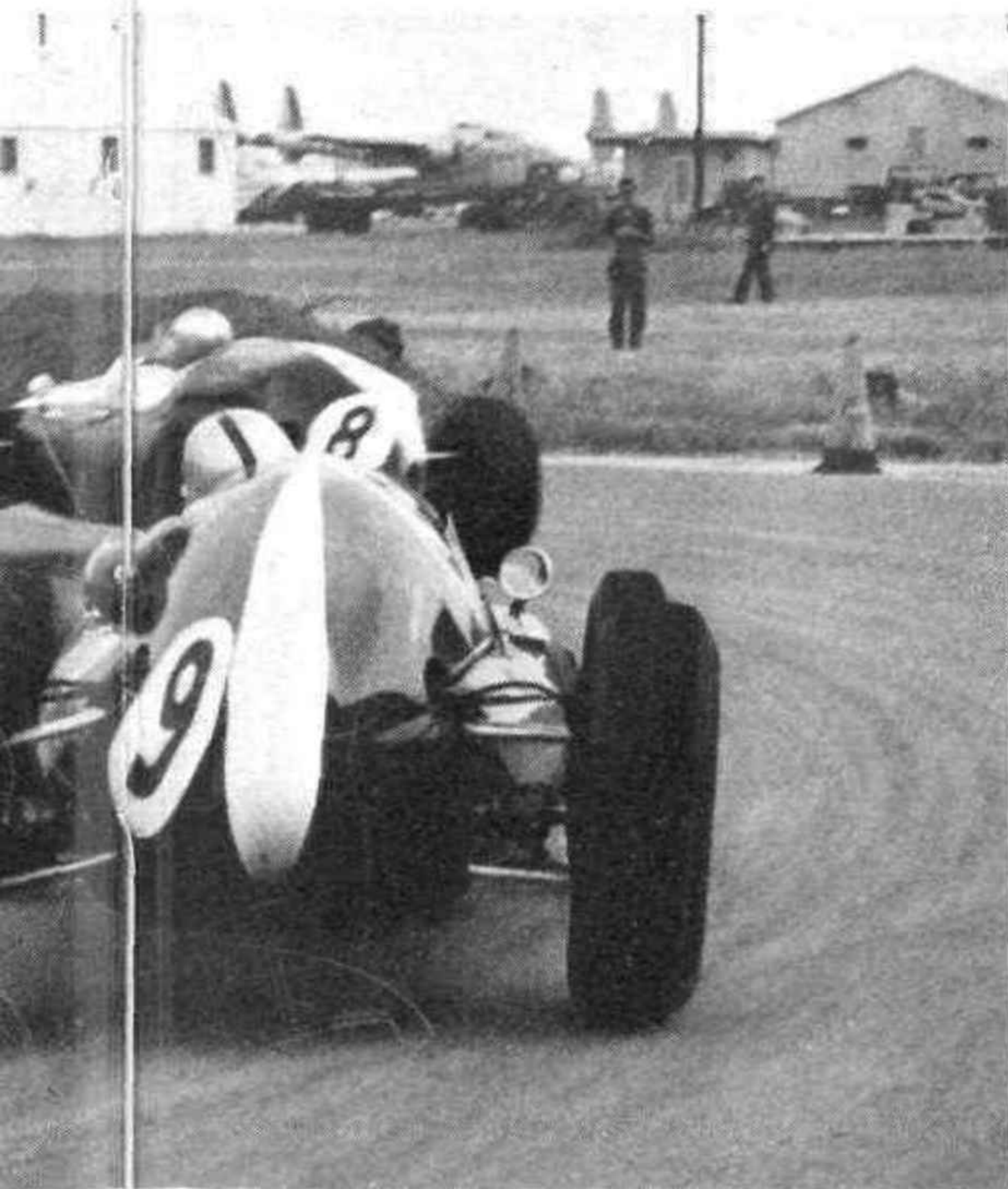
**VICTORS BOTH.**—Bruce McLaren and happy John Cooper after a triple victory. A first G.P. win for Bruce, another G.P. victory for Cooper cars, and the World Championship clinched for Jack Brabham.





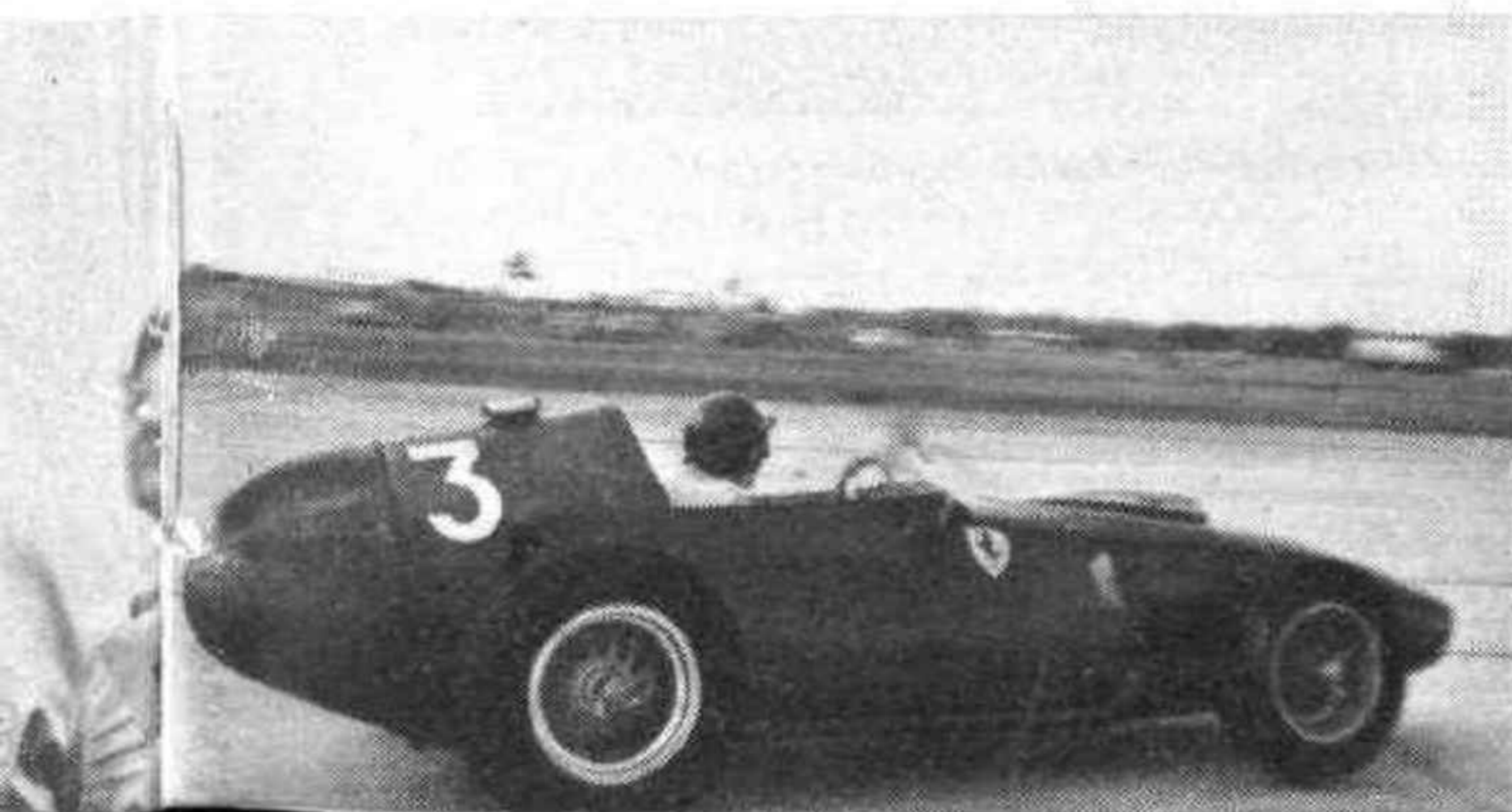


**OSCA BY COOPER.**—The slightly different body and different wheels are all that distinguishes this Osca from a Cooper. As it was only fitted with a 1½-litre engine it was outclassed by the 2½-litre machinery, but is still a nicely built car.



winner of the United States Grand Prix, following his team leader World at Sebring. Even when not on the limit these two are certainly making their work, and Jack is three-wheeling.

**PRESS ON ALLISON.**—Cliff Allison every now and then gets a firm grip on the bit, and on Saturday at Sebring he really had a go, leading the Ferrari attack for some time before his clutch began to break up.

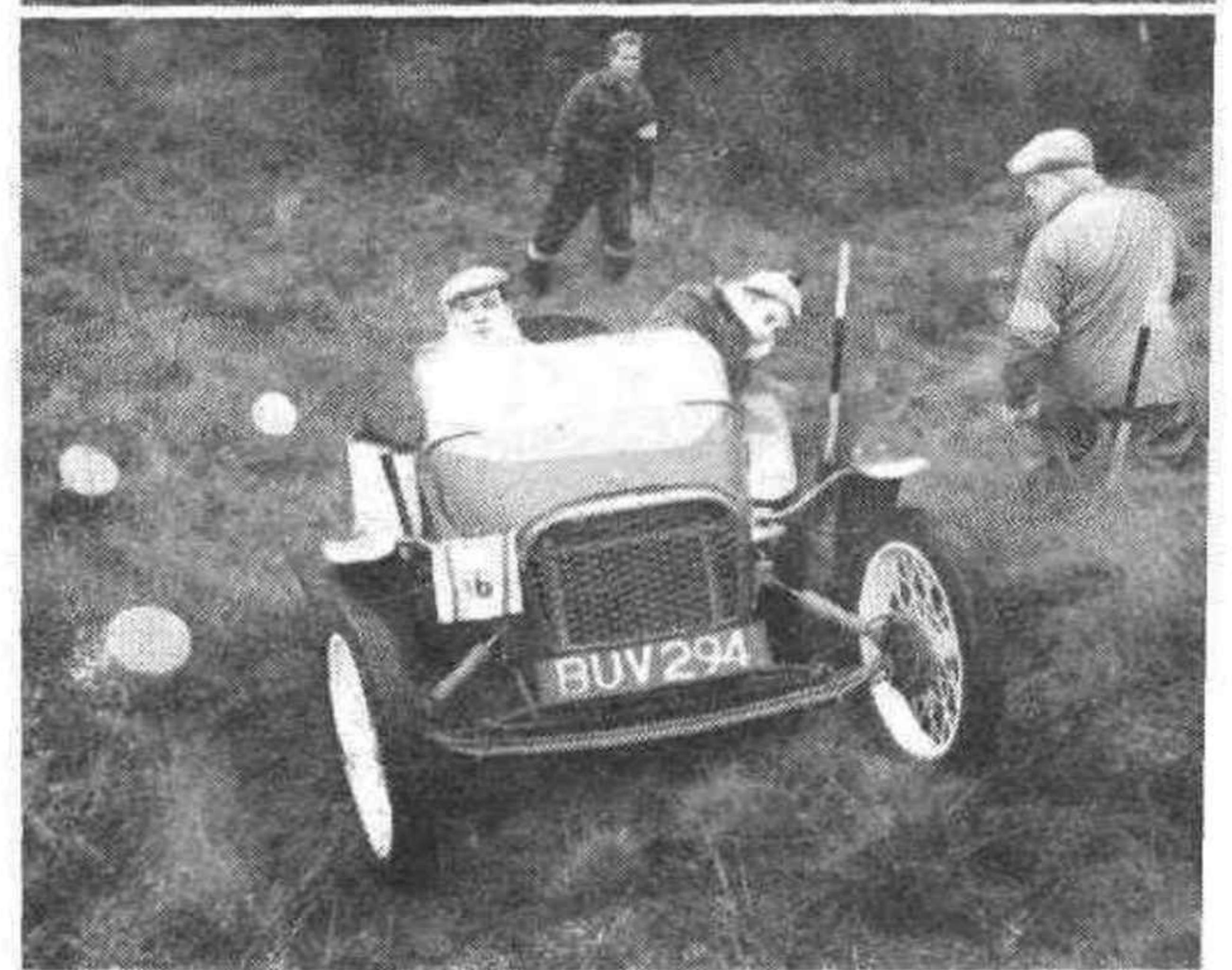


**THE NOSE** of R. W. Faulkner's Cannon Ford appears over the brow of Hill 2 on which no marks were deducted. At the end of the day Faulkner had lost 104 marks which put him well out of the running for a championship win.

**P. F. HIGHWOOD** gets stuck in the mud despite the vigorous efforts of his passenger. Highwood and Pollard both totalled 52 marks. The championship was really decided on Hill 4 where Pollard lost five marks and Highwood six marks.

**THE 11th TRIALS WINNER.**—C. Pollard carefully negotiates a marker on one of the 15 hills in the well-run trial held near Sheffield on Saturday, December 12th.

**THE IRISH COMPETITOR,** W. Chesney was outclassed, for he had lost 154 marks at the finish. The car seemed unsuitable for the terrain and later displayed a neat hood for the drive home and appeared to be more at home on normal roads.



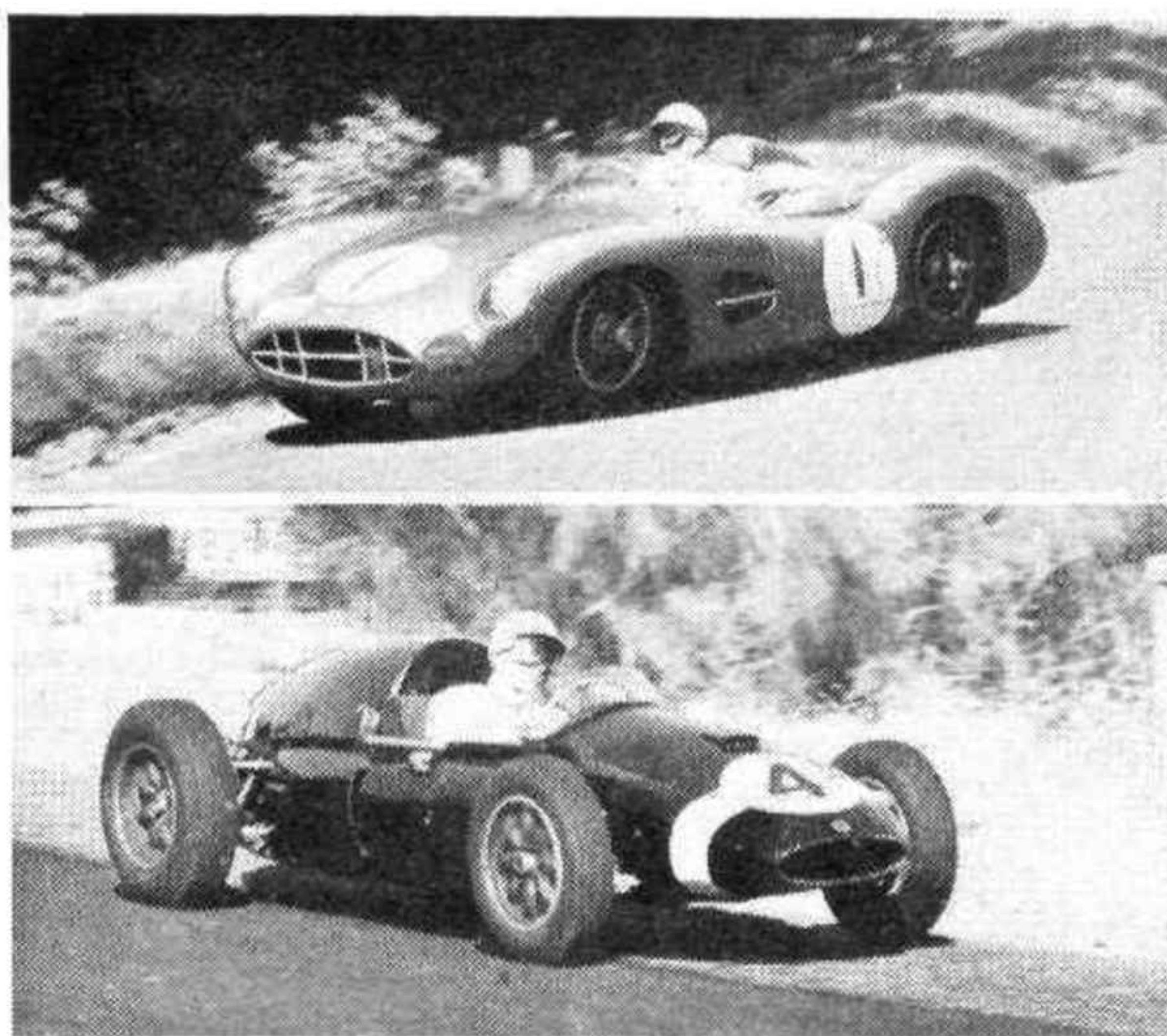


## A YEAR TO REMEMBER

**W**HEN the historians of motor racing want something to write about in the year A.D. 2000 they may well sing the praises of the nineteen fifties, just as many people now enthuse over the nineteen twenties, and when they do they will be certain to dwell on 1959, partly because it was the last year of the fifties, but mostly because it was the year that the British really got complete mastery of Grand Prix racing and Sports Car racing in the big International fields. Looking back through the past years of motor racing there have been certain epochs belonging to one country or another, or to one manufacturer, as for example the late nineteen twenties which were Bugatti's heyday, or the early thirties when Alfa Romeo were supreme. Then there were the late thirties dominated by the Germans with Mercedes-Benz and Auto-Union, and the immediate postwar years that saw Italy in complete command of motor racing of all forms. The decade of the nineteen fifties will go down in history as the period over which Great Britain worked away, with success and failure, to finally become a power in the land. In 1950 John Heath and his H.W.M.'s were paving the way, showing that Britain could run a team in Continental events, in spite of the difficult times with restrictions. Then in 1955 Connaught dealt a magnificent blow to Italian supremacy when Brooks won the Syracuse Grand Prix, convincing everyone that an all-British combination could beat the red cars. In 1956, 57 and 58 the magnificent Vanwall team went from strength to strength, culminating in winning the Manufacturer's championship in 1958 before they withdrew from Grand Prix racing, and in 1959 Cooper and B.R.M. shared most of the season's winnings, with Cooper taking over the Championship from Vanwall.

In sports car racing the efforts of Jaguars at Le Mans during the nineteen fifties will long be remembered and in 1959 as the decade closed Aston Martin not only continued the British winning tradition at Le Mans, but also at Nurburgring and in our own Tourist Trophy race, thus gaining the Sports Car Manufacturer's Championship and assisting Cooper in really cleaning-up the big-time racing for this country. 1959 will certainly become a classic year in our racing history for the above reasons alone, but there were many other happenings of note that made it an interesting year to look back on. Without a doubt the driving of Stirling Moss throughout the season can rank in the inspired class, like Fangio's classic year of 1957 or Ascari's two outstanding years in 1952 and 1953. It is not possible to detail all the fine driving that Moss did in the one season, but certain efforts stand out above all else, as for example his win for Aston Martin at the Nurburgring 1,000 km., when he drove almost the whole race and fought the entire Ferrari team single-handed, and again in the T.T. at Goodwood his 4½ hours driving out of the total of six really won that race for Aston Martin. In Grand Prix racing his truly remarkable feat was winning at Lisbon in the Portuguese Grand Prix, when he lapped the entire field, including the second man home, all without straining himself or his car. That race was a Moss epic from start to finish, for whereas the fastest driver in practice is usually so by mere fractions of a second, at Portugal Moss was over 2 sec. faster than his nearest rival, and that on a lap time of just over 2 min. One can truthfully say of Moss in 1959 that at no time did he ever give a mediocre performance, no matter what the race, or what the car, and he must have raced more miles than any other driver. Whereas other top flight drivers had "off-days" either in practice or during a race, Stirling Moss never seemed to have such periods, and though occasionally he would say he was not interested in a particular event, as soon as he got in the car he drove his brilliant best right from the word go.

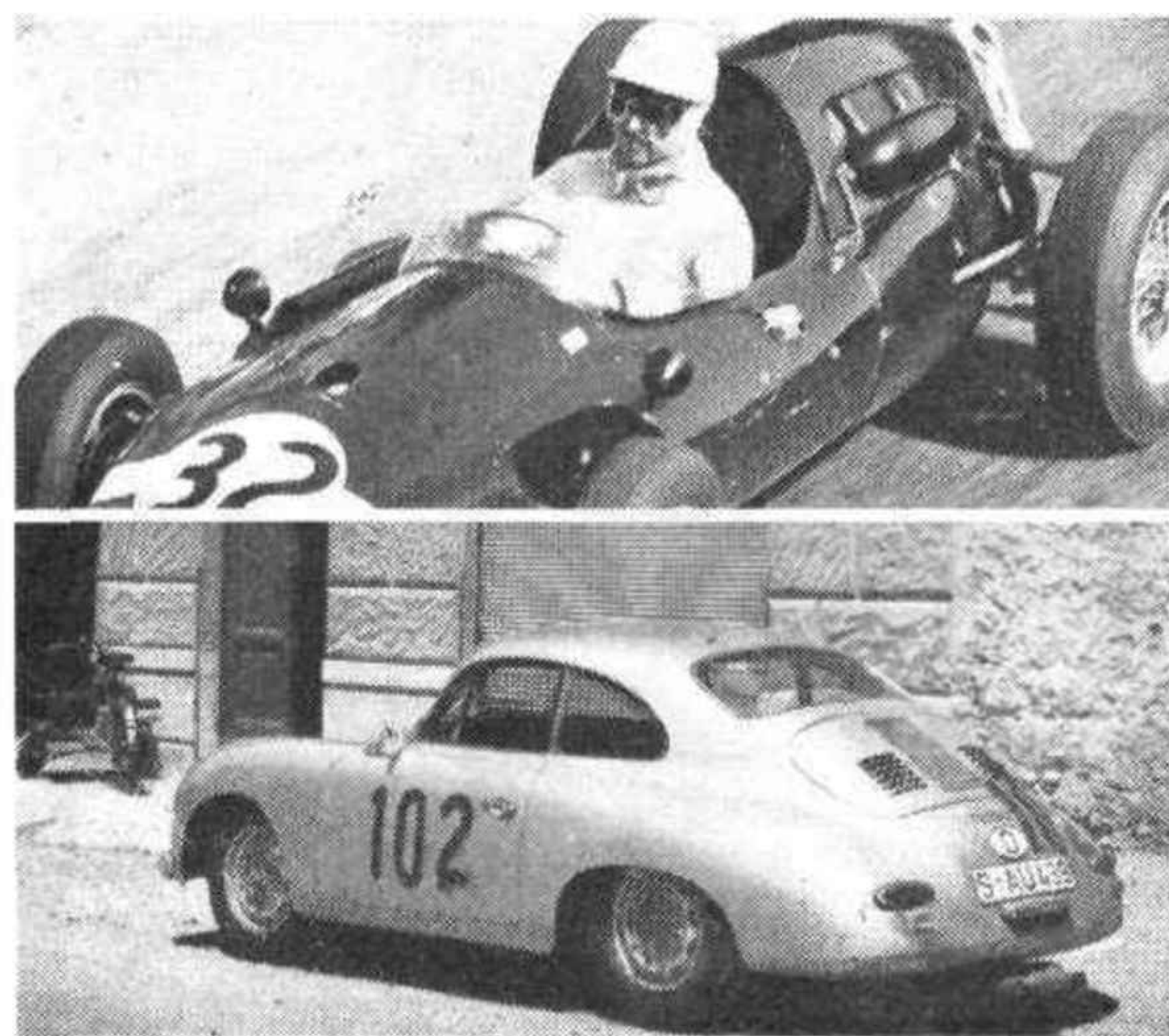
While on the subject of drivers the French champion Maurice Trintignant deserves a mention, for he is amongst the oldest still racing and was racing an old Bugatti when some of our present-day drivers were in their kari-kots. Trintignant is not in the Moss category and makes no pretence about it, but he has had a remarkably busy racing year and a glance through the results lists published elsewhere in this issue will show that his name is in the running a remarkable number of times. Third at Monaco, fifth at Aintree, fourth at Avus and Lisbon, second at Le Mans and fourth in the T.T. is a record in the classic races he may well be proud of as he completes 21 years of motor racing. The little town of Vergaze in the south of France must surely admire "Monsieur le Maire," for Trintignant is the Mayor of his home town, a most fitting position for a true



*Top.—Stirling Moss during his masterly drive with the DBRI/300 Aston Martin in the Nurburgring 1,000 kms. race.*

*Bottom.—At Lisbon, Stirling Moss showed his complete mastery of Grand Prix racing and domination over all other drivers, using Rob Walker's Cooper-Climax.*

Gentleman of France. Going from big-time professional racing drivers to keen amateurs a feat which must be recalled is that of the three German drivers in the Targa Florio. Paul Strahle, Ebehard Mahle and Herbert Linge got together and entered two Porsches for the Sicilian race, having no thoughts of getting anywhere, with works cars entered, but intending to have a lot of fun and some terrific driving. The two cars were an RSK sports car and a Carrera GT coupé, and as the cars are started at intervals in the Targa Florio, it being a race against time for some 11 hours, their plan was to do "shift-driving" between the three of them on the two cars. Due to mechanical breakdowns of the works Ferraris and Porsches, they found



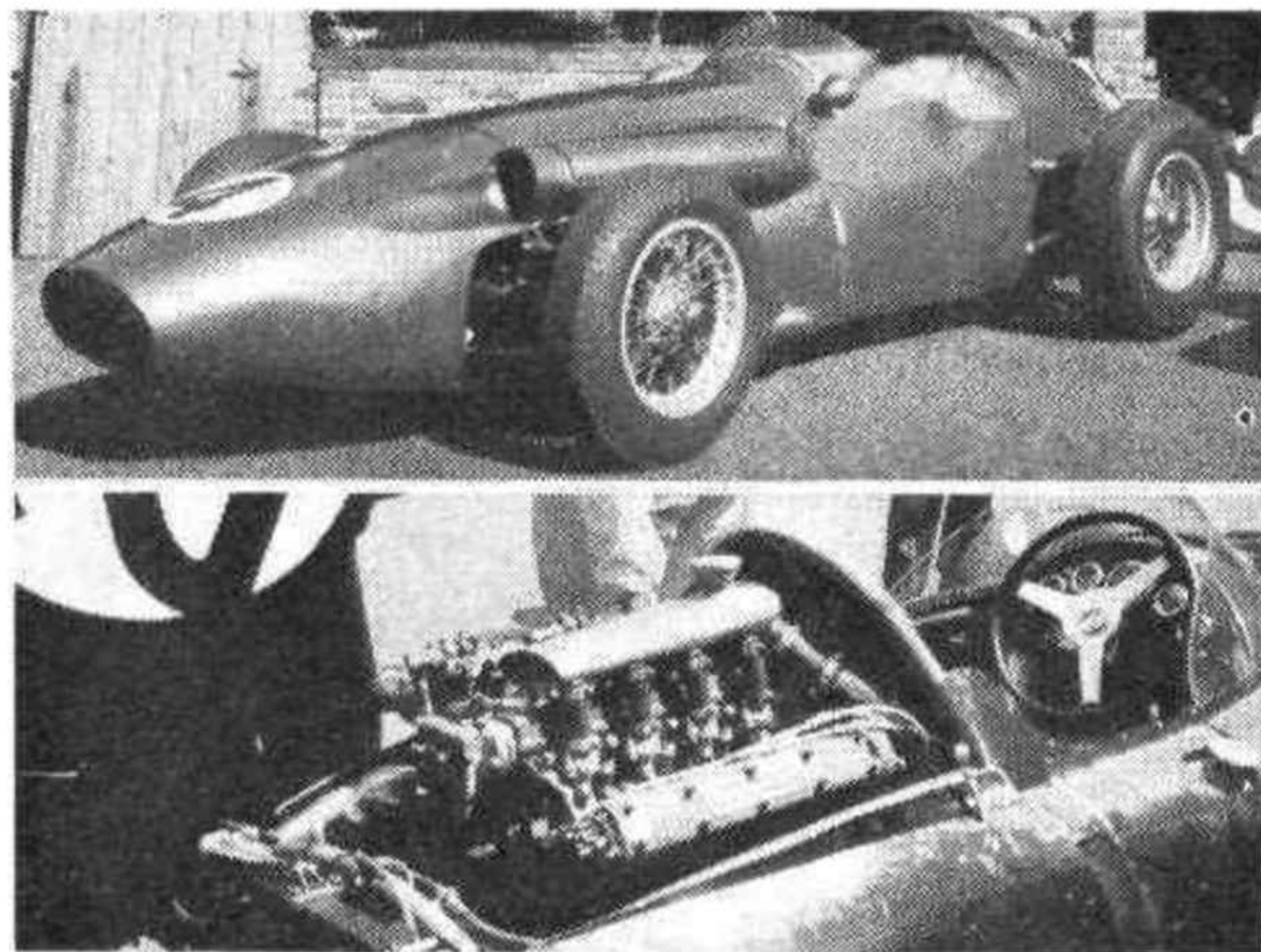
*Top.—An example to many younger drivers has been the performances of Maurice Trintignant driving a Rob Walker Cooper and a works Aston Martin.*

*Bottom.—The performance of Strahle/Mahle/Linge in the Targa Florio was an epic. Here is the works Porsche-Carrera GT, similar to the one they used, seen in a Sicilian street just before I was allowed to dash off into the mountains with it to have some fun.*



themselves well in the running and what had started off as something of a holiday and a bit of fun turned out to be a really hard job of work. The result was that the RSK finished second and the Carrera finished fourth, the three of them figuring in the results twice. Mahle's comment afterwards was that it had been pretty hard going for when they were not driving the RSK they were driving the Carrera and if they were not doing that they were in the pits keeping a check on progress or refuelling one of the cars. It was a wonderful example of amateur enthusiasm being more than repaid.

In the technical sphere of Grand Prix racing 1959 was notable for three outstanding things, firstly the entry of Aston Martin into Grand Prix racing, with a pure single-seat racing car. Although it achieved no real success in its first season it was a most worthy newcomer to the ranks, beautifully built and prepared and looking every inch a thoroughbred racer. The second happening was the advent of the 2½-litre Coventry-Climax engine, soundly developed from the twin-cam 1½ litre engine, and the introduction of this new full Grand Prix engine was the major reason behind Cooper winning the Manufacturer's Championship. Thirdly, at the end of 1959 B.R.M. made a radical change in design and built a car with the engine behind the driver, a thing Cooper has been doing for years in spite of every possible opposition from people who are supposed to know about racing car design. The rear, or mid-engined B.R.M. was not completed in time to race, but showed great promise on test and having taken this bold step in reversing all their previous concepts of racing car design, B.R.M. have started the ball rolling and others will no doubt follow suit, assuming that this layout is the ideal for a Grand Prix car. Other things of note during 1959 were the appearance of the first

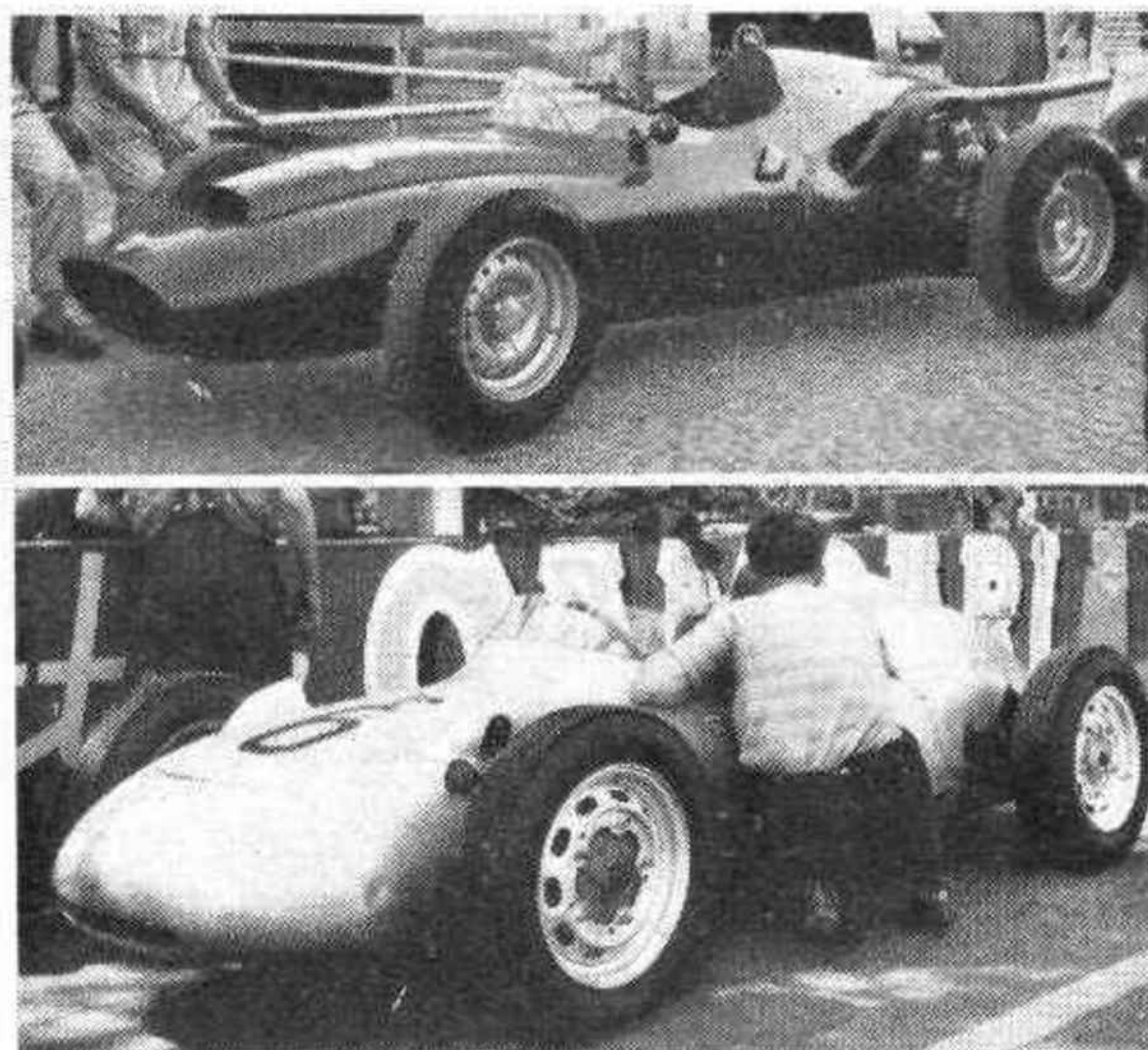


Top.—Newcomer to Grand Prix racing in 1959 was the Aston Martin, here seen at its first Continental race, the Dutch G.P. at Zandvoort.

Bottom.—An engine which altered the course of racing in 1959, the 2½-litre Coventry-Climax in Brabham's Cooper.

single-seater pure racing car from the Porsche factory, when they produced their F2 car at Monaco, Borgward's interest in motor racing shown by supplying engines for certain F2 Coopers, and as the season closed Ferrari reverting to the independent rear suspension, having stuck with the de Dion layout since his second season of Grand Prix racing. Independent rear suspension for the modern Grand Prix car is something that British designers have been strong about for many years, especially on the lighter cars, though B.R.M. and Vanwall stuck to de Dion, but Mercedes-Benz in their two shattering years of racing in 1954 and 1955 never showed any interest in de Dion, designing their cars with i.r.s., though not being convinced that they had found the best answer.

In America, the year 1959 will be outstanding for being the occasion when an American built car made a serious attempt on the Land Speed Record as it is popularly called. Mickey Thompson built a four-engined, four-wheel drive machine to attack John Cobb's 394 m.p.h. for the flying mile and kilometre, and though he did not achieve his aim he did set up new unlimited-class or World Records for the 5 km., 5 miles, 10 km. and 10 miles, improving on Cobb's figures by 18, 37, 44 and 15 m.p.h., respectively. Although Thompson did not have sufficient b.h.p. to reach more than 363 m.p.h. for the two-way average over the 1 kilometre and 1 mile, he obviously had far superior traction and acceleration to the Railton Special, which enabled him to improve on the longer records which are set up while travelling up to and through the all-important measured mile out in the middle of

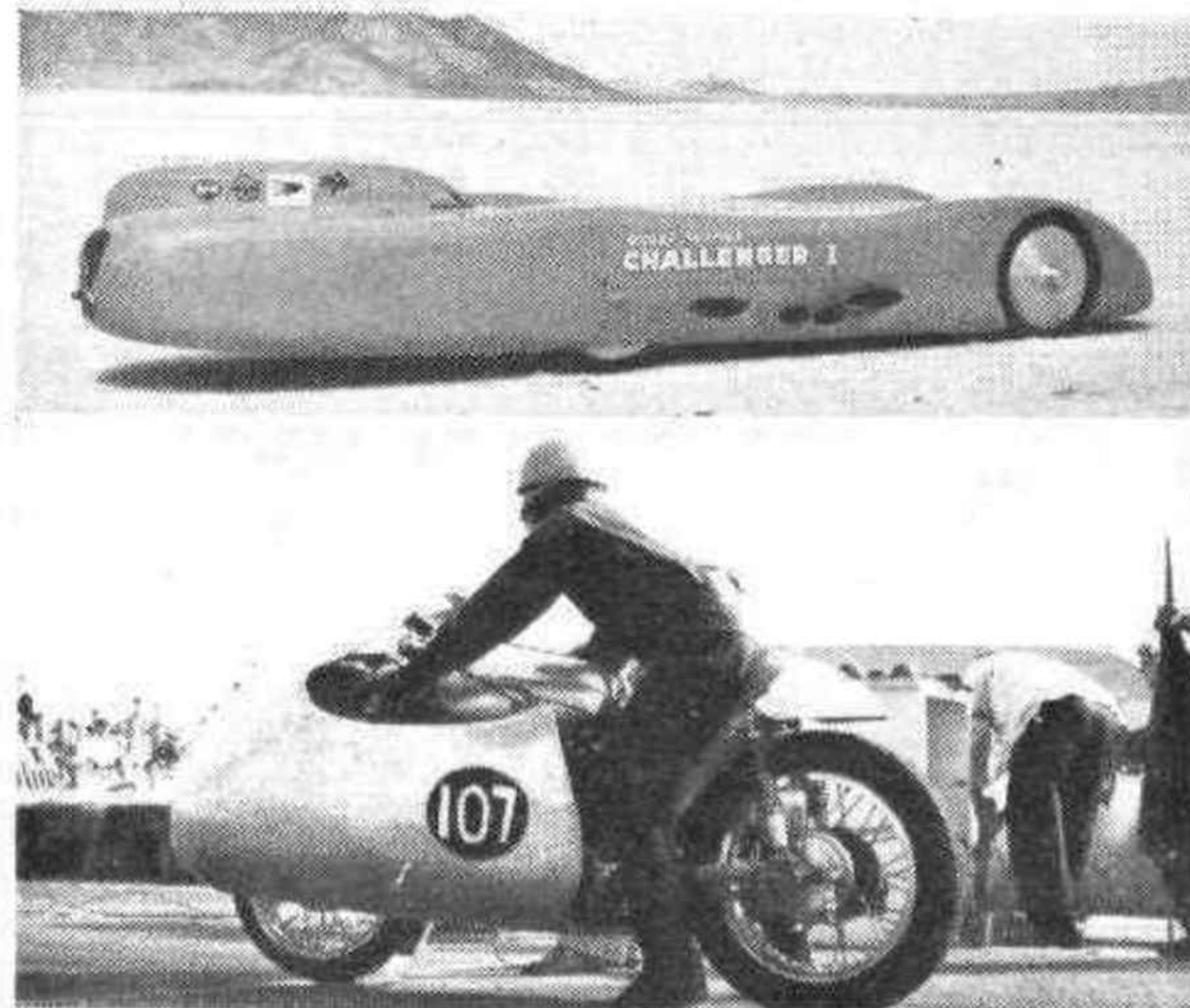


Top.—A major change by B.R.M. approved for practice at Monza, when they introduced their rear-engined car.

Bottom.—Porsche took the gloves off and produced a pure racing car at Monaco, the F2 rear-engined air-cooled model.

the Bonneville Salt Flats. While on the subject of record attempts the Brighton Kilometre Speed Trials must be mentioned, for though of only National status they are significant as a yardstick for all-out performance. 1959 saw the record well and truly broken on four occasions by motorcycle riders on 1,000-c.c. V-twin machines, the best being that of Basil Keys, whose second attempt with his J.A.P. engined Norton Special clocked a time of 21.59 sec. for the standing start kilometre, an average speed of 103.61 m.p.h.

Naturally, with so much racing going on in this country and all over Europe the season was full of interesting happenings, but these are just a few of the really outstanding ones that made 1959 a splendid year on which to close the decade of the nineteen fifties, a period that will become more and more important to Great Britain's motor racing history and motoring history generally as the years go by. If the ten years of the sixties see as much activity and as many revolutions and outstanding achievements, then the future holds much in store.—D.S.J.



Top.—A serious attempt on the World Speed Record was made by Mickey Thompson with his Challenger 1 here seen at Bonneville. [Photo by Griff Borgeson]

Bottom.—The Brighton Kilometre record about to be broken as Basil Keys takes off on his 1,000-c.c. Norton-J.A.P.





**Don't take chances -  
always ask for CASTROL by name**

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## A VERY FAST CAR!

*To Scotland and the Lake District in a Jaguar XK150S.*

*THE PERSONIFICATION OF SPEED AND CONTROLLED POWER.—A frontal view of the sleek, very low Jaguar XK150S, capable of a maximum speed of 133 m.p.h. combined with superb braking by Dunlop discs all round and outstandingly docile running.*



**I**T was a happy coincidence that resulted in a Jaguar XK150S coupé being available for test at a time when we were committed to cover the recent R.A.C. International Rally, because we thus had an opportunity of trying this very fast British car over long distances to tight schedules.

In a week of intense motoring which took us up to Scotland and at night through the more steeply inclined areas of the Lake District this XK150S proved to be an extremely good motor car, docile yet exceedingly fast, comfortable, safe and handsome. You cannot well demand more from a car.

A full road-test of the less potent Jaguar XK150 appeared in *MOTOR SPORT* in October 1958 and in general layout the XK150S resembles that car. It is under the bonnet that the exciting differences are found. For example, the engine has the straight-port cylinder head (painted old gold for purposes of identification) with a 9 to 1 compression-ratio, triple 2-in. S.U. DH8 carburettors, a lightened flywheel and lead-bronze lined big-end bearings. These modifications result in a power output of 250 b.h.p. at very smooth 5,500 r.p.m., hence the use of the term "exciting." In keeping with this useful power output there is a high-pressure clutch, twin petrol pumps and Dunlop disc brakes all round with brake pads of the quick-change pattern.

Overdrive is provided on top gear, controlled by an electrical flick-switch convenient to the right hand on the test car but replaced on later cars by a lever, operating mechanically, and placed ahead of the remote-control central gear-lever.

Stationary, this Jaguar coupé is low-hung and eager-looking, its very low roof-line stylish and impressive. In action it combines immense acceleration and a maximum speed of M1 potential with velvet-glove smoothness and commendable quietness. The 250 b.h.p. engine emits a subdued roar when it is opened up but is otherwise in no way obtrusive, while the absence of wind-noise round the body at speeds well over "the ton" is truly commendable.

It was into the capacious luggage boot of this Jaguar that we packed the paraphernalia inseparable from going away to watch a day-and-night rally and slid out of London just before the worst of the rush-hour traffic got off the leash. As the November daylight faded and the myriads of lights began to twinkle on the skyline of the Metropolis under banks of sombre clouds that suggested a night of rain, the XK150S thrust its way onto the Barnet By-Pass, aiming for the Motorway. While Londoners prepared to vacate office and factory and fight their way home to enjoy numerous leisure pursuits we in the Jaguar headed north, covering miles in the time it took the maelstrom behind us to cover as many yards.

Comfortable if not 100 per cent. perfect seats, a very efficient heater, and the whispering power of the turbine-smooth 3.4-litre twin-cam engine combine to render this 130 m.p.h. coupé a very restful form of fast transport, its tremendous resources of accelera-

tion from the lowest speeds to near its maximum being both insurance against emergency and an effective means of getting through slow-moving traffic.

On the Motorway the Jaguar settled for 120 m.p.h. on its only mildly-optimistic speedometer, hardly fell below 100 m.p.h., and went to 5,000 r.p.m. in overdrive top gear, or some 128 m.p.h. not allowing for tyre growth at this speed—suffice it to say that in half-an-hour after entering M1 we were back on A5, a Motorway average of fractionally under 114½ m.p.h.

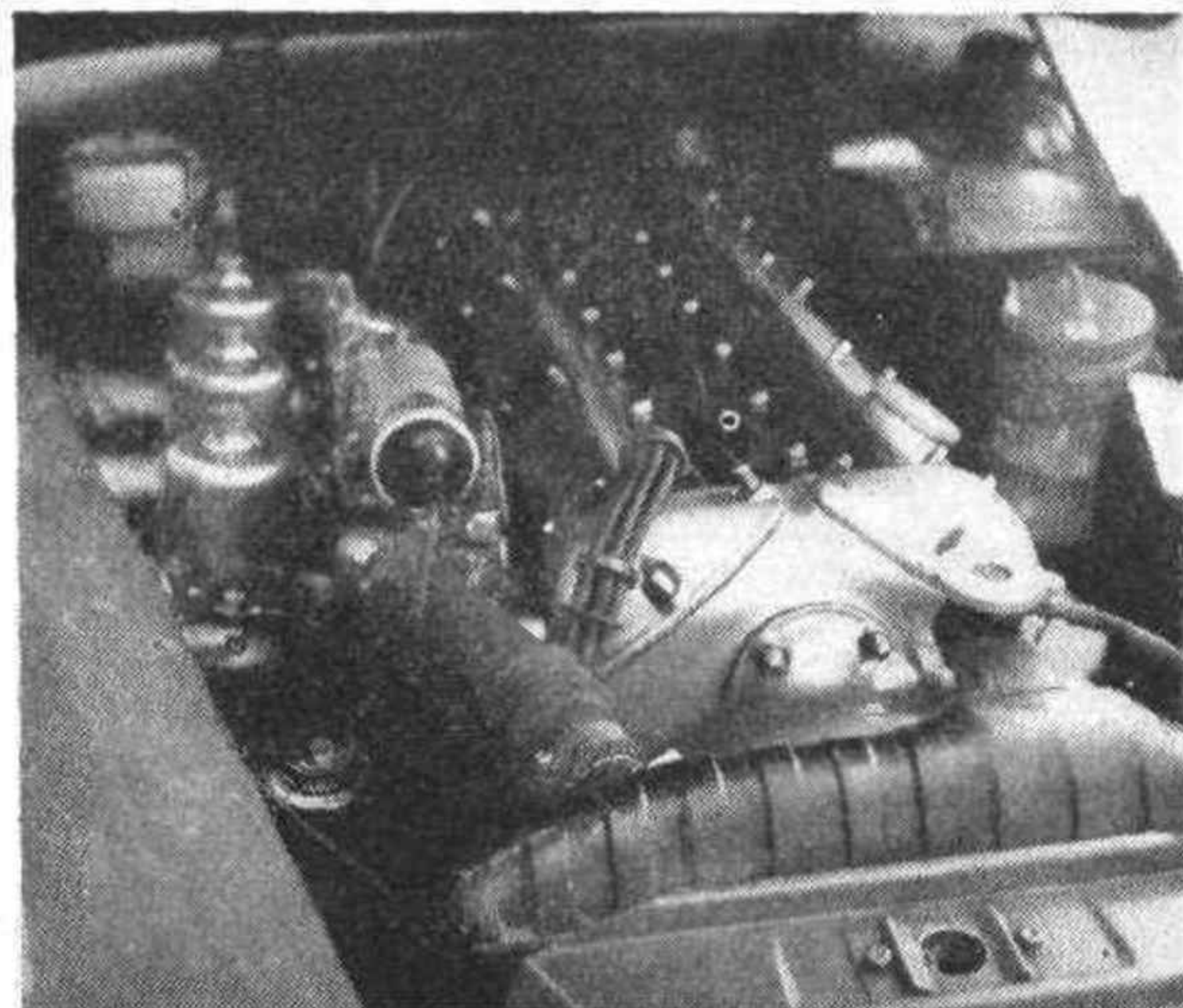
This sort of sustained high-speed cruising does not disturb the equanimity of the Jaguar's water or oil temperature, nor did the nylon Dunlop RS4 tyres appear to become more than normally warm. However, one of the exhaust flange gaskets had begun to blow when the car was delivered and this high-speed cruising made it worse so, after having spent the night in Chester, we had this repaired by the Jaguar agent in Blackpool the next day. The efficient way in which this was done while we watched the Rally competitors doing evolutions on the sea-front, and the courtesy extended, suggests an excellent understanding between the Jaguar Company and its agents, which is reflected in a happy and worthwhile customer relationship.

Now we settled down to follow part of the Rally in earnest, confident that the performance of the XK150S would get us where we wanted to be in ample time. So it proved, for we were able to eat a satisfactory dinner at the "Traveller's Rest" at Ulpha before spending the night observing at a choice r.h. bend at the foot of Wrynose Pass!

There is no need to deal in detail with the control arrangements and appointments of the XK150S because these resemble those of the XK150 coupé already road-tested by this journal. Suffice it to say that there is the same excellent gear change, so pleasant to use, a fly-off hand-brake set to the left of the considerable propeller-shaft tunnel, that both front wings are visible to an average-height driver but that the screen pillars seem somewhat thick to a tall occupant, and to permit the very low roof line the seats are set low. The passenger has a rather shallow cubby-hole, the lid of which can only be kept shut by locking it with a key, which is a minor irritation.







**THE HEART OF THE XK150S.**—This beautifully finished, very smooth, triple-carburettor 3.4-litre engine of this Jaguar gives 250 b.h.p. at 5,500 r.p.m., and will run up to over 6,000 r.p.m. quite readily.

The driver has an adjustable steering column and room for his left foot beside the clutch pedal. The 140 m.p.h. speedometer is somewhat blanked by the steering wheel rim but the dial possesses trip with decimal and total mileage readings and the needles of the Smith's rev.-counter and speedometer move steadily round their big dials. The instruments are set on a leather-padded panel and the fascia possesses crash-padding. Normally the water temperature remains at 70 deg. C., oil pressure at 40 lb./sq. in., as shown on separate dials.

The beauty of driving this fine car is that it is always well within itself. By this we mean that the engine is by no means under-g geared. It is unnecessary to go "into the red" on the rev.-counter to obtain all the acceleration normally required, and if 5,500 r.p.m. is used in third gear there is a useful maximum of 86 m.p.h. In second the maximum at this speed is 59 m.p.h. By using overdrive, as has been seen, the engine runs well below peak speed, even approaching the Jaguar's maximum of over 130 m.p.h.

The bonnet-ful of highly impressive and beautifully-finished machinery is something over which the most blasé owner will enthuse and the legendary smoothness and quietness of the Jaguar twin o.h.c. power unit is well maintained in this 250 b.h.p. version.

The steering is perhaps on the spongy side but is quick and responsive, while road-holding is eminently satisfactory, providing the necessary discretion is used with the throttle out of bends on slippery roads.

Coming south from Scotland, traffic conditions made it impossible to average 50 m.p.h. in spite of vastly improved roads below Abington and the many miles of dual carriageway on A 1. However, average speeds very close to this target were achieved in complete safety, at night. Here tribute must be paid to the Dunlop disc brakes, which slow the Jaguar from 100 m.p.h. to a crawl without conscious pressure on the pedal, and, what is more, enable the driver to obtain extremely sensitive and progressive retardation when required.

#### CARS IN THE PAPERS

From the *Sunday Express* we learn that Groucho Marx's first car was a Scripps Booth which could not be cured of shedding its push-rods—a trouble we have heard recently attributed to the Albert—and that his first completely new car was a Studebaker, stolen almost before he had driven it.

If anyone is interested, the last six years' issues of *MOTOR SPORT* will be given away to anyone who cares to collect them from a reader in Surrey. Letters will be forwarded.

#### THE JAGUAR XK150S

**Engine:** Six cylinders, 83 × 106 mm. (3,442 c.c.). Inclined overhead valves operated by twin overhead camshafts. 9-to-1 compression-ratio. 250 b.h.p. at 5,500 r.p.m.  
**Gear ratios:** First, 13.81 to 1; second, 7.6 to 1; third, 5.24 to 1; top, 4.09 to 1; overdrive, 3.18 to 1.  
**Tyres:** 6.00 × 16 in. Dunlop "Road Speed" RS4 on centre-lock wire wheels.  
**Weight:** Not weighed. Maker's figure: 29 cwt. (kerb weight).  
**Steering ratio:** 2½ turns, lock-to-lock.  
**Fuel capacity:** 14 gallons. (Range approximately 238 miles.)  
**Wheelbase:** 8 ft. 6 in.  
**Track:** Front, 4 ft. 3½ in.; rear, 4 ft. 3½ in.  
**Dimensions:** 14 ft. 8½ in. × 5 ft. 4½ in. × 4 ft. 6½ in. (high).  
**Price:** £1,487 (£2,110 4s. 2d. inclusive of purchase tax).  
**Makers:** Jaguar Cars Ltd., Coventry, England.

#### Performance Data

Speeds in gears at 5,500 r.p.m.:

Second	...	...	59 m.p.h.
Third	...	...	86 "

Acceleration:

0-60 m.p.h. to 5,500 r.p.m.		
in third gear	...	9.8 sec. (9.9 sec.)
0-60 m.p.h. to 6,000 r.p.m.		
in second gear	...	8.6 " (8.9 " )
0-100 m.p.h.	...	24.4 " (24.7 " )

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

Our dash south from Scotland was interrupted when it seemed expedient to investigate a noise which had developed in the near-side back wheel. Again a Jaguar agent, this time S.M.T. in Carlisle, gave us willing and courteous attention. The trouble was traced to worn splines on the wheel hub, probably accentuated by demonstrations of the car's remarkable "step-off" from a standstill. Replacing the suspect wheel with the spare improved matters and our high-speed journey continued.

In due course this XK150S was returned to Jaguar's, after proving an ideal car in which to travel far and fast in the November nights. It covered, in fact, over 1,750 miles in our hands and was returned with real reluctance.

Petrol consumption of 100-octane fuel worked out at a commendable 17.05 m.p.g. over 1,000 of the faster miles. Oil thirst was less satisfactory—altogether 14 pints were consumed and according to the dip-stick another three or four pints would have been welcome at the end of the test. Consumption was thus less than 900 miles a gallon.

A quick check of acceleration, after speedometer correction, gave 0-60 m.p.h. in third gear in 9.8 sec. or, holding second gear to 6,000 r.p.m., 8.6 sec., 0-100 m.p.h. (to 5,000 r.p.m. in top) taking 24.4 sec. on the best run.

There are few cars made anywhere in the World which combine the speed, acceleration, economy of petrol and docility of the three-carburettor Jaguar XK150S and none which offers better value-for-money, at its list price, inclusive of purchase tax, of £2,110.

This potent Jaguar justifiably takes its place amongst the great high-performance motor cars of the present day and age. And if, like some correspondents to *MOTOR SPORT*, you are hard to please, you can now obtain it with the 3.8-litre power unit . . . —W. B.

#### YET ANOTHER REGULATION

Last month it became compulsory for motor vehicles to possess the lamps required by law even when being driven during the hours of daylight. It is possible to see sense behind this ruling, in case fog, mist or abnormally heavy rain reduces visibility. But we hope the ruling will be enforced also for those farm tractors so frequently encountered unlit and almost invisible in the dusk, and for every bicycle.

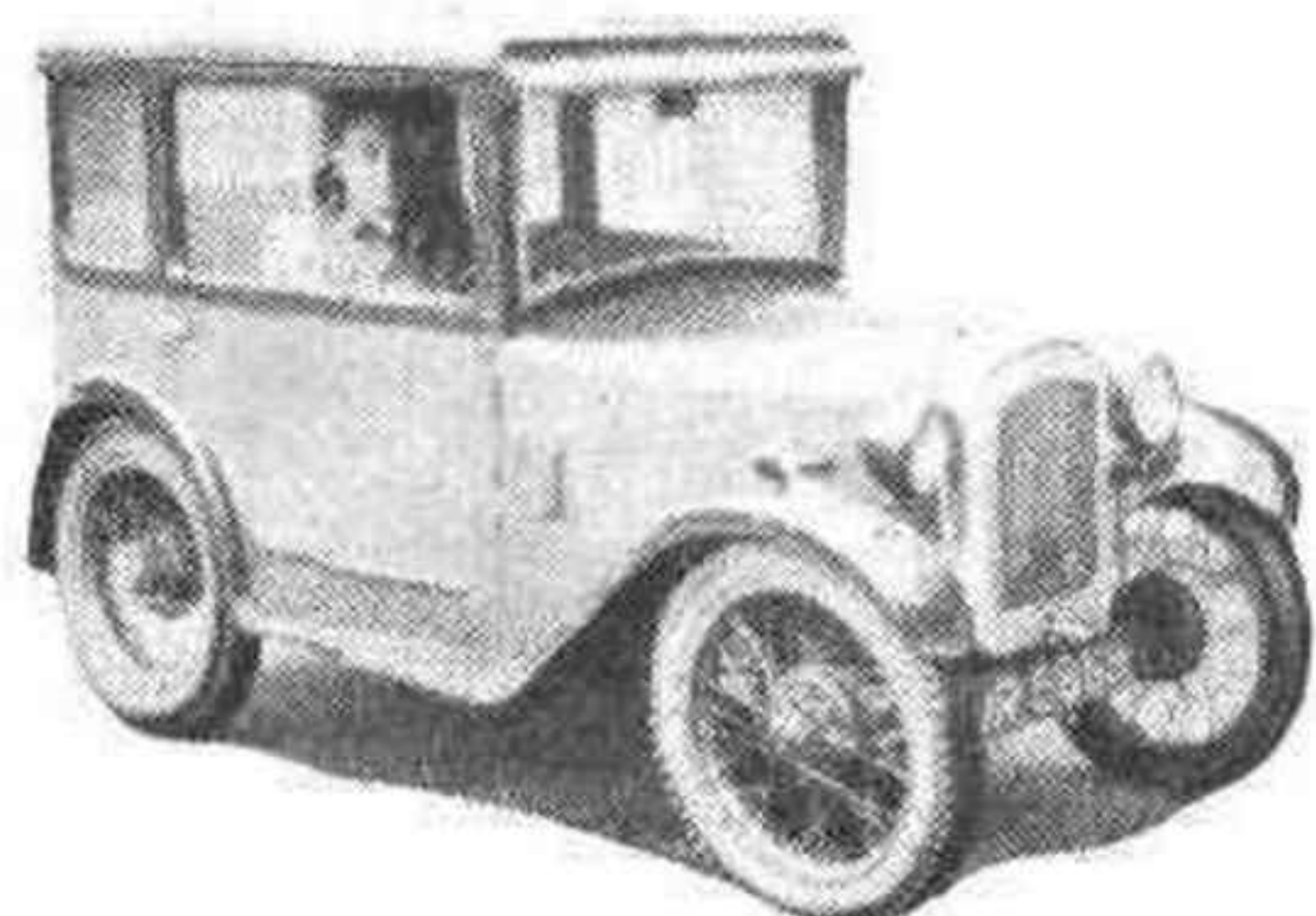
The Coronation Safari has been renamed the East African Safari and will take place on April 15th to 18th next year. Details from Royal East African Automobile Association, P.O. Box 87, Nairobi, Kenya.



## CARS I HAVE OWNED

by

J. D. Hart, A.M.I.Mech.E.



—seen here in the first of his innumerable and faithful Austin Sevens.

**D**URING my engineering apprenticeship, in the mid-thirties, my transport had changed from a bicycle to a motorcycle, and then as the five years were completed, to my first car.

This was a 1933 J2 M.G. Midget purchased in 1939 and sold in 1946, after driving many thousands of miles and learning a lot about motoring. The performance must have been similar to the latest Austin Healey Sprite; 75 m.p.h. any time, just over 80 under favourable conditions, with about 30 m.p.g. no matter how it was driven. The most outstanding feature of the engine was its ability to rev. in the intermediate gears. It seemed never to peak and only impatience to get into top gear set the limit. Many heart-stopping moments were experienced because of the 9-in. dia. cable-operated brakes. The spongy feeling did not inspire confidence but for some reason they seemed to produce increasing retardation with duration of application (contra-fade?) which always saved the day.

The crankshaft did not break as many did, but a con.-rod snapped and came through the cylinder wall, and big-ends "went" once or twice. The gearbox and back axle gave absolutely no trouble, the Autolift petrol pump was a menace, loose spokes caused many punctures, but it was a good car and made me an "enthusiast."

A new TC M.G. was then ordered. Delivery time was about six months, so a 1939 Series E Morris Eight four-door saloon was purchased as a stop-gap. Eighteen months later there was still no sign of the M.G. and the Morris covered 12,000 miles in my hands. It provided very reliable and economical transport but that was all. On a level road the speedometer could not quite reach 60 m.p.h. but overall consumption was 39 m.p.g., while on a trip to Cornwall it returned 43.

By now C. A. N. May's "Wheelspin" had been read and re-read many times and a decision was made to enter trials immediately. The Morris was traded-in for a 1937 TA, M.G. Within a few days the long steel wings were replaced with alloy blades, the springs were set up 2 in. higher than standard, the gearbox was stripped and a different pair of layshaft drive gears fitted, 6.00 in. x 16 in. wheels and tyres were obtained for the rear, and .070 in. machined off the cylinder head. The result was quite a lively car on the road, with virtually a three-speed gearbox, bottom gear being too low for anything but climbing unclimbable gradients. The raised centre of gravity did not have any noticeable adverse effect, except that the front wheels were apt to "flap" if a bump was hit when cornering fast; no doubt the steering geometry was not quite what it should have been.

In trials this M.G. was disappointing. The decline of the "standard" sports car was in full swing and monster "specials" were the vogue, while the 1,172 c.c. "specials" were just finding their grip. The TA floundered in deep mud with hopeless power/weight ratio, weight distribution and lack of ground clearance, 6.00 in. x 18 in. rear tyres and 1½ cwt. of sand in an ex.-W.D. ammunition box over the rear axle was tried, but except for an occasional award in a Club event, the exercise was not successful.

On its only outing to Silverstone the TA disgraced itself by knocking out a big-end on the club circuit. The offending rod was removed with its piston, and a hose clip with a strip of jointing material clamped around the crankpin. The appropriate push rods

were removed and we set off on the long drive back to Sevenoaks. At any speed over 20 m.p.h., our three-cylinder M.G. produced terrible vibrations, so our progress was very slow. After a few miles an explosion under the bonnet brought us hurriedly to a halt. Every joint in the engine was leaking oil and our conclusion was that the not-in-use-but-still-sparking sparking plug had fired the oil vapour in the crankcase! We removed the plug lead and had no more trouble.

Shortly after this the TA took control on a fast corner, collected a telegraph pole and turned over. All on a third-party insurance policy. During the rebuild that followed the car was returned to standard.

In the meantime inexpensive transport was required; it took the form of a 1930 Riley Nine Monaco. This proved to be a real "banger," first the big-ends failed, and then the mains, so the car was sold to a garage in Winchester and we completed this first journey by Public Transport. The only novel thing about this car was the gearbox. To change from second to third the lever had to be moved opposite reverse and then back and into third, otherwise ghastly noises ensued. Also, my one attempt at a snatch change from first to second resulted in the lever being in second gear position and the box locked in bottom. Although it was economical and had an unexpectedly good top gear performance it was my only Riley, so my troubles with it must have biased me against the *marque*.

The M.G. was still in the throws of its complete re-build, so a 1929 Austin Seven saloon was reluctantly purchased for economical transport. But it proved to be the first of many, and since that date (1951) I have seldom been without an Austin Seven hack.

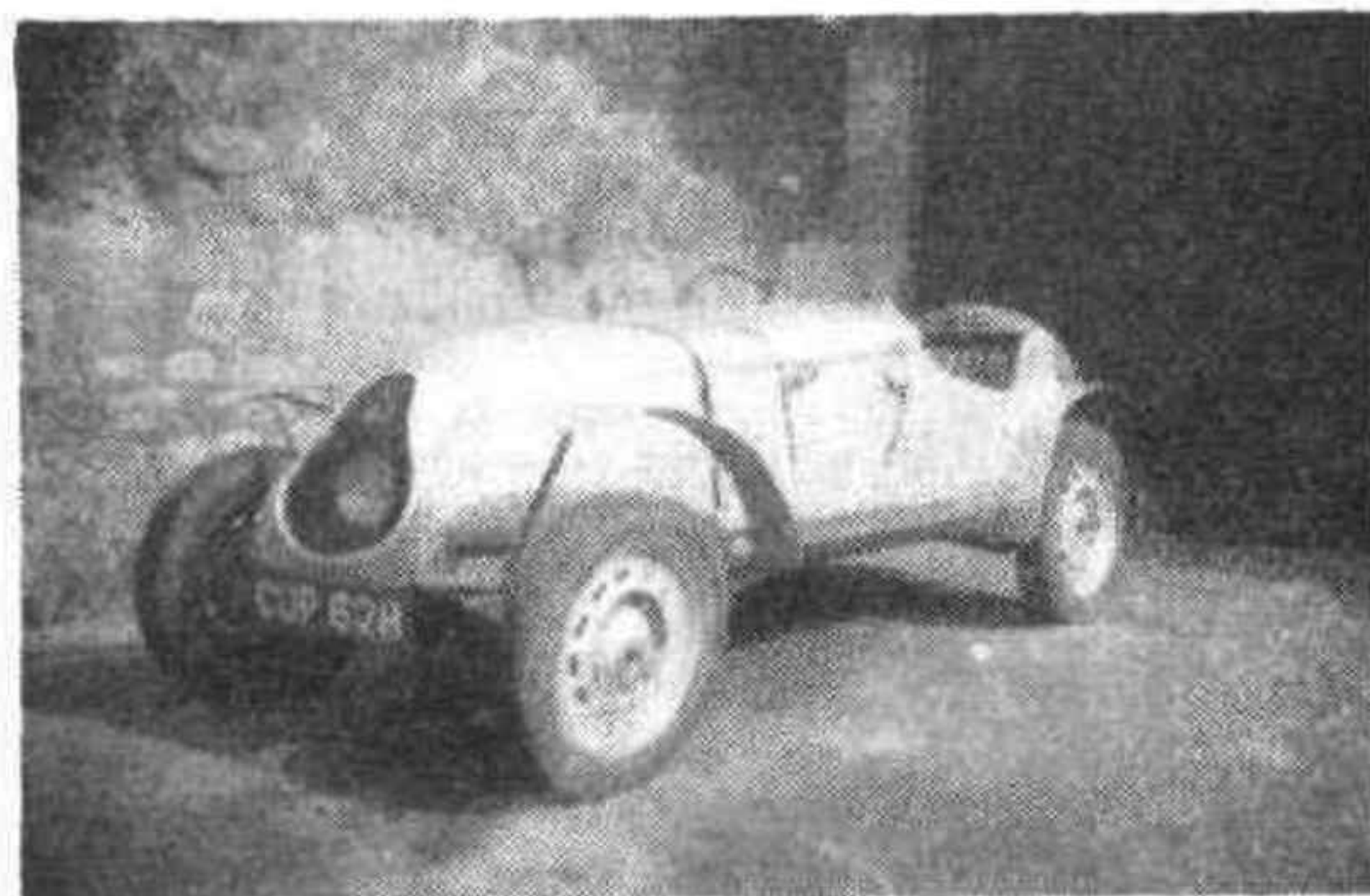
This 1929 model was aluminium-bodied and must have been one of the first with coil ignition. My impression on taking over was that it would be foolhardy to go more than five miles from base with it. It soon had my full confidence, although eventually the "bent wire" crankshaft broke, after a senseless flatout burst, downhill! The engine was rebuilt with a used crankshaft (£1) and was back in service in a few hours.

Meanwhile, the M.G. was sold and the building of my own trials "special" was started—Austin Seven Ruby chassis, two-tier cantilever rear springs, E.N.V. wide-track back axle, offset torque-arm to "dig-in" the rear wheels evenly with torque reaction, Ford transverse front spring and axle with no roll resistance.

After months of work my rate of progress was such that it was obvious the 1951-2 trials season would be missed, so the whole thing was dismantled and sold and a Ford Ten Special purchased. This building experience made me realise what many other enthusiasts have discovered, that to assemble in one's spare time a car with parts from different manufacturers, without a welding plant and a really comprehensive set of tools and lots of spare material, is a formidable task, even if you have the necessary knowledge and skill. Another lesson, already known, but not experienced was soon to be "driven home," the gain in performance by "adding lightness."

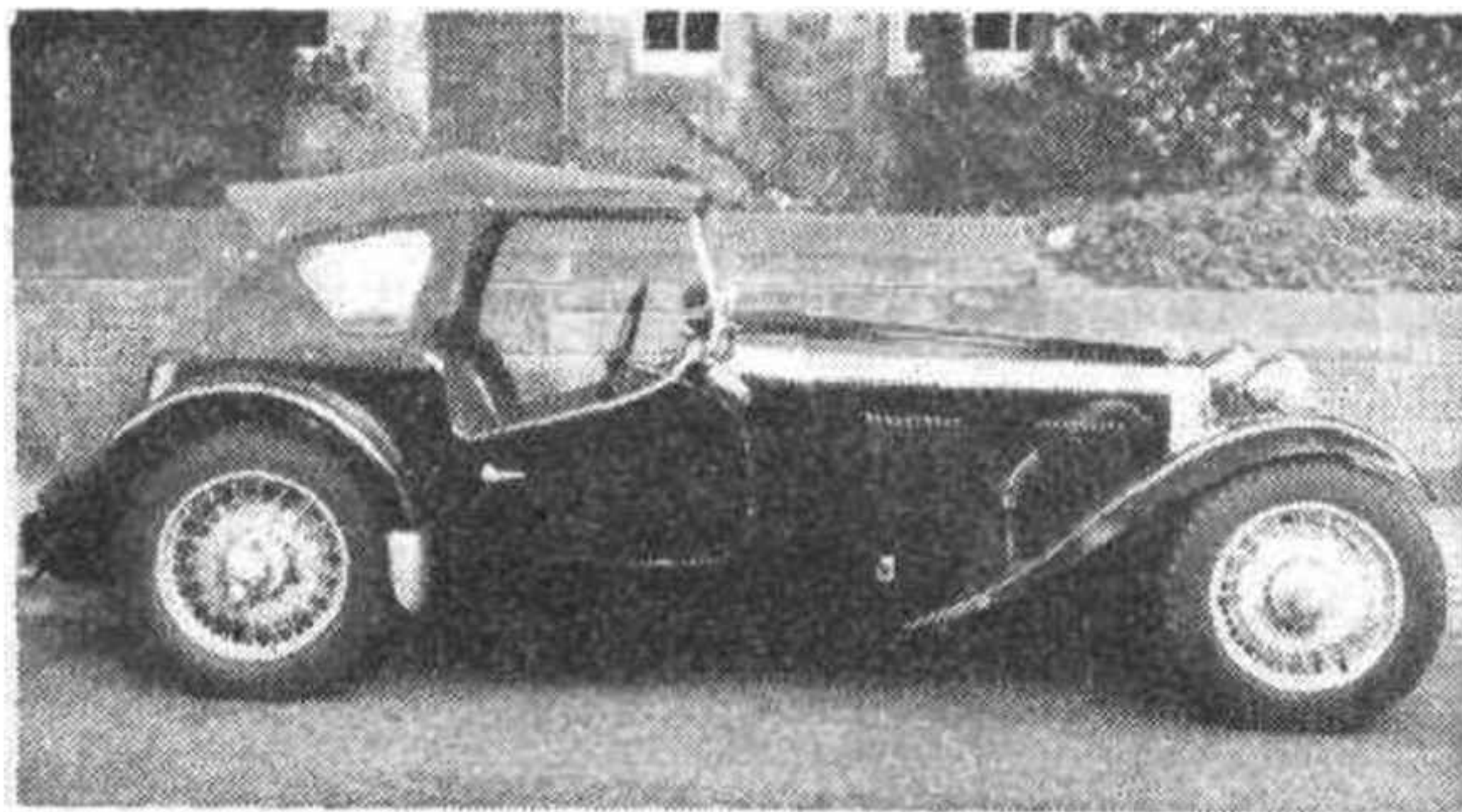
We travelled to Cornwall to buy the Ford Special in what we thought was quite a lively 1939 Standard Eight, but returning in company with the Ford it was an absolute sluggard, because it was about 4 cwt. heavier. The power outputs were about the same, as the Ford engine was standard except for the Eight head and both had about the same top speed, but the difference in acceleration and hill climbing was staggering.

The Ford Special had been built in the North of England and had rather a heavy chassis frame, split-axle front suspension, standard



A TYPICAL "SPECIAL."—The author's Ford Ten-engined car bought for trials work but rendered obsolete by the new R.A.C. Regulations.





**SPORTS CAR, OLD STYLE.**—The author found this 1946 Singer-engined H.R.G. 1100 tiring to drive due to stiff springing and heavy cable brakes.

Ford back axle and suspension, Eight gearbox, shortened prop.-shaft, dropped radiator (no starting handle) and quite a good (by trials car standards) body of timber and aluminium. There was a full-width screen and an ungainly hood. It weighed 11½ cwt. On the road the front suspension was good, although no shock-absorbers were fitted, but the rear end made constant steering correction necessary on any but the smoothest roads. A transverse stabiliser fitted later reduced this need but at the same time stiffened up the whole system.

In trials the performance of the "special" was a tremendous improvement. The 6.00 in. × 16 in. Oxborrow retreads on the back actually bolted to the wheel rim on one side, with four bolts each, and running at about 4 p.s.i. really gave some grip. But it was not a potential winner in any Championship-class trial. The power/weight ratio was just not good enough, so off came the front steel wings to be replaced with alloy blades, the full-width screen and hood were removed, and the battery was moved aft and 4.00 in. × 17 in. front tyres fitted. A fantastic hand rear brake was made by welding a 2 ft. length of tube straight to the lever behind the gearbox. The slightest forward pressure on the lever would lock the back wheels. The engine was fitted with a Davis manifold with twin downdraught S.U. carburettors and a four-branch exhaust to a short exhaust system. This gave a great increase in power output, low down, where it was wanted in trials.

But the "Boys" were still many moves ahead of me with engines, seats, radiators, etc., behind the back axle and very little weight on the front.

Then the R.A.C. clamped down with a new comprehensive set of regulations for trial cars, which stopped the building of very-special "specials", and even affected my ordinary "special." The engine was too far behind the front axle so the chassis was cut in two alongside the engine and the front section (complete with axle, etc.) moved back to give the required dimension and the chassis made whole again by welding. Also, 5.00 in. × 18 in. standard road tyres had to be fitted to suit the new regulations.

My interest in the car was on the wane and it was sold soon after the chassis shortening. It was really at its best in driving tests and when, with tickover set at 1,000 r.p.m. to prevent stalling (violent braking caused the petrol to "wall forward" away from the jets) it could see off most opposition in any class.

An H.R.G. then attracted me. A "wanted" advertisement produced only two replies. Negotiations then started but nearly a year passed before a trip North on the Flying Scotsman was made to collect a 1946 model 1,100-c.c. version from Scotland.

In the meantime a 1931 Austin Seven saloon was purchased but was soon replaced by a 1928 Chummy, the desire for fresh air motoring still being very strong. Two more Austin Sevens were then bought and robbed of their best parts, the remainder being sold. A few months of "marginal motoring" followed, but only a few, then the desire for more performance resulted in a jump from 7 to 30 h.p. It was a very early Ford V8 with a two-door aluminium saloon body and a screen about 6 inches deep. It had been used by a Ministry and was overhauled and re-registered in 1950. This latter fact caused my Insurance Company some concern. A 1950 car worth only £60 in 1953 and only third party cover required! This vehicle introduced me to a new type of motoring, a large "woolly" engine with a reasonably light chassis and body.

After six months of very pleasant motoring at 18 m.p.g. the car was sold. The 20-year-old Ford had needed only one replacement brake shoe and petrol and oil in 6-7,000 miles, depreciation nil.

The H.R.G. was still not ready for collection (the unfortunate owner had broken the crankshaft during negotiations) so another Austin Seven was purchased, a 1934 saloon in very good condition, the engine was "tuned," i.e. hot-spot removed, block and inlet ports relieved, straight through silencer and short pipe. One front shackle was welded to the axle and a transverse stabiliser fitted to the rear axle. Perspex windows replaced the large door windows and the rear tyres were clamped on with motorcycle security bolts. The drop arm was lengthened to give less than one turn of the steering wheel from full lock to full lock.

In this guise the Austin proved no mean performer in club events and gained several awards. In mud or snow it was excellent, with its quick steering, in special tests the snatch change from bottom to second, (possible only on the early four-speed boxes) with accelerator hard on the floor was invaluable, whilst the Perspex windows not only saved weight but probably saved us from injury on two occasions when the car turned on its side.

Meanwhile the disappointing H.R.G. was bought. The stiff springing made my stomach uncomfortable on long trips, the high gearing made for too many gear changes, and the heavy pedal pressure needed for the cable brakes proved very tiring in traffic. On the top straight at Brands Hatch the needle would slowly creep round to 70 after a change from third at 60. It was fitted with the later type manifolding, the engine giving 44 b.h.p., but had 17 in. wheels, later cars having 16 in. The "hurg" was very economical, giving 40 m.p.g., the steering was excellent and it could be hurled into corners with complete confidence but somehow it wasn't my cup of tea, so it was sold. Then a bargain successfully tempted me, a 1934 M.G. NA, Magnette. This was the 8-ft. wheelbase model with a 56 b.h.p., 1.271-litre engine, a good basis for a fast "special" for road work (more misguided enthusiasm!) The body was whipped off and sold. The chassis was completely stripped and rebuilt with a squat modern radiator (35 lb. lighter). The engine was rebuilt with Cromard liners, ground crank, lightened flywheel, ½ in. off the head, domed pistons, etc., also short twin exhaust system, drilled brake drums and lowered steering column, etc. The lightened flywheel made a wonderful difference to the pick-up and gear changing, and with only a bare chassis to pull, the acceleration felt terrific.

The question of a body had to be faced. A home-made aluminium job would have been below the standard set by the "better-than-new" chassis, only a new fibre glass one would be suitable. The chassis was not stiff enough, however; the flexing would damage the body. On the other hand, if the chassis was made stiffer the road-holding would suffer as some whip was all part of the M.G. design. Also most bodies produced at that time (1954-5) were not suitable for an 8-ft. chassis. So the project came to a dismal halt.

All this time the 1934 Austin Seven saloon was giving yeoman service, but a performance car was needed until the M.G. was finished. A friend mentioned seeing an interesting car in a farm building on Hayes Common. On investigation, it turned out to be one of the immediate post-war monster trials "specials." A 4½-litre Hudson straight-eight "Powerdome engine" (128 b.h.p.) in a chassis with a wheelbase of about 8 ft. and a high stark two-seater aluminium body. 7.50 in. × 16 in. rear and 6.00 in. × 16 in.



[Photo by Charles Dunn]

**SPORTS CAR, NEW STYLE.**—The early Triumph TR2, a 1954 model, during a seven-lap race at Brands Hatch in 1957.



front tyres were fitted. It had not been used for several years and was without a battery, so we towed it away, without any trial, for £35.

A new 120-amp/hour 6-volt battery and a new set of h.t. leads, and the engine started on the button, not with a shattering roar to match its appearance but with a quiet purr, the silencing system being most efficient.

On the road, speed was at first limited by a vicious front-wheel wobble which set in about 30 m.p.h. The cause was eventually traced to the lack of castor angle. The radius arms had been set to clear the revamped chassis and most of the castor action lost. The fitting of packing pieces cured the trouble.

The acceleration proved to be tremendous and the rear wheels could easily be made to spin when in the intermediate gears. Starting from rest in top gear, the clutch could be fully released at 5 m.p.h., then without any transmission snatch the Hudson would accelerate straight up to 90 m.p.h. at which speed it became rather difficult to control. This smooth, effortless, top gear performance provided a new and impressive motoring experience. Its only competition appearance, whilst it was in my hands, was in an Autocross. On paper it appeared to be a potential winner but on the track it was found to be impossible to turn the steering wheel fast enough to do credit to the quite good cornering capabilities of the car. A decision to make the steering higher geared, however, was never put into force, as the petrol consumption, through the 2½-in. bore Carter carburetter was checked and found to be as formidable as the car performance (11 m.p.g.). So the car was sold.

Nobody wanted to buy the bodyless M.G., so it was dismantled and the parts sold separately.

A search was then made for a good secondhand Triumph TR2. Most of those inspected had very poor paintwork after only 12 or 18 months' service. Eventually a resprayed 1954 model was purchased just before Easter 1956.

The odometer was on 19,000 miles, it had wire wheels, heater, full tonneau, aluminium bonnet, and door handles were fitted to the boot lid (an excellent idea).

On the road, my first impression, was pleasure at the wonderful ride compared with cars owned previously. The steering was geared too low; the shattering exhaust noise, when the expansion box resonated at 2,400 r.p.m., would have to be silenced. It was soon discovered that the wonderful ride was obtained at the expense of road-holding in wet weather. The rear wheels would spin and the front wheels would fail to steer the car unless the engine performance was used with great discretion. Michelin "X" tyres would no doubt have partially cured these faults, but then, as other TR2 owners told me, the loss in ground clearance could cause "grounding" on Continental roads and also cause the original deep type doors to foul and jam on even lower kerbs.

But the acceleration and speed were there and this car somehow asked to be driven hard. The top speed of 102 on the speedometer was not often seen, but the 80-90 range was soon very familiar. All this with 34 m.p.g. still seems incredible, but careful checks were made and a 2,400-mile trip to Rome and back actually returned over 40 m.p.g. (without overdrive).

The TR2 was used for a few Club races and sprints at Brands Hatch and Silverstone, and other TR owners, met on these occasions, complained of brake fade when racing, but in my case none was experienced in 10-lap events, no doubt due to the wire wheels. Some suffered big-end troubles but my car had no failures, although on



**UNUSUAL ENTHUSIAST'S CAR.**—This 1936 Lanchester Fourteen was very much to the author's liking and, having overhauled it, he intends to keep it until it finally wears out.

stripping the engine at 28,000 miles they were found to be well worn, so new shells were fitted. All four pistons were cracked right across the crown and were replaced with a stronger type, as fitted to later models. It was also discovered at this time that the advance and retard mechanism had seized up, in the retarded position, and that the ignition had been set (before coming into my hands) fully-advanced. This might have been the cause of the pistons fracturing. Freeing the mechanism and setting the ignition correctly made no noticeable difference to the performance, but, of course, the "tick-over" was greatly improved.

At first tyres were wearing at the rate of 7,000 miles per set of 4, running at the recommended pressures, but later 35 p.s.i. (as used for racing) was used and found to be satisfactory on the road, and greatly reduced the rate of wear. The king-pins needed lubrication every thousand miles, otherwise the steering became very insensitive.

It was a great car and provided a year of real pleasure motoring before it was sold.

But those twelve months were not exactly trouble-free—a rear wheel bearing, three rear axle seals, three cylinder head gaskets, two speedo cables, a water pump, a wire wheel, a brake and clutch hydraulic cylinder, two clutch pedal springs, a gear-lever cover, four pistons, four big-ends and the silencer all had to be replaced before the car had done 30,000 miles. Most of these were teething troubles and later TRs were modified to combat these faults, but unfortunately, as is usually the case, the weight of the car also increased, and then the engine power output, to offset this increase in weight. And so the outstanding economy of the early TR2 was exchanged for more reliability in the later models.

Shortly after selling the Triumph an advertisement for an immaculate 1936 Lanchester 14 caught my eye. To own a car with a fluid flywheel and preselector gearbox would be a new experience! The bodywork and interior were certainly in typical Lanchester condition, but because the engine was rather noisy, the seller agreed to reduce the price by 20 per cent. This suited me, so the car became mine.

The Mulliner body was a four-door six-light saloon, the most interesting feature of which was the flat floor. This was made possible by worm-drive rear axle and gearbox with side-mounted selector mechanism. The powerful handbrake was low on the right of the driver's seat, so with the gear selector lever out of the way on the steering column it was practically as easy for the driver to slide across and use the near-side door, as the off-side. Of course it had a sunshine roof, opening windscreen, cigar lighter, manual as well as automatic ignition control, reserve tap, self-cancelling indicators, constant-voltage regulator, etc.

The engine was an o.h.v. six-cylinder with non-detachable head, but separate cylinder block. The valves were held closed by normal springs and the rockers and push rods onto the tappets with hair-springs. The fluid flywheel drove a Daimler four-speed epicyclic gearbox.

On the road the Lanchester rolled smoothly along, in fact everything appeared to have been designed with smooth operation as a major feature. This characteristic of the car was so strong that the driver soon drove in sympathy. Quick acceleration, snappy gear changes and dodging through the traffic all seemed unnecessary and undesirable. To glide quietly and smoothly along, without disturbing the passengers and other road users became the aim. I still own this car.

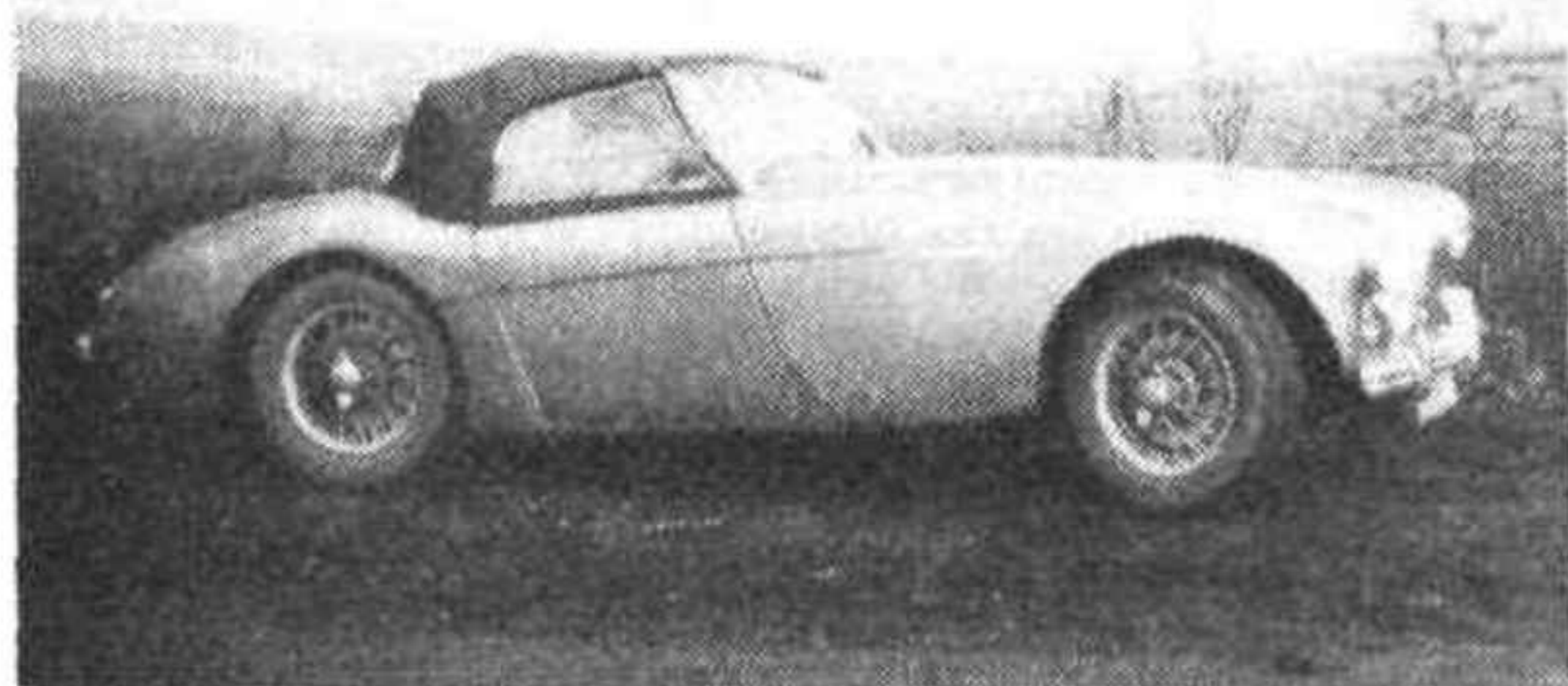
At the beginning of 1958 an Austin Healey 100 came into my possession. It had obviously been in a crash or had been rolled over. But the price was reasonable and it appeared to have been repaired properly.

It was one of the first Healey 100s produced, and had the four-cylinder Austin A90 engine and gearbox, with overdrive and the high axle ratio. Some of the body panels were made of aluminium and 60-watt long range head lamp units were fitted, otherwise the car appeared to be in standard form.

It was collected in Oxford and the journey home to Kent commenced. Before long the real reason why the dealer would not let me drive the car became apparent, and also why he had handed it over where he did, many miles from his base. The steering had every vice that steering can have and long before the journey was finished it was obvious that some real trouble had been purchased. When the steering mechanism was examined next day every ball joint was found to be badly worn and without lubrication. Adjusting, tightening and greasing the whole system made a tremendous difference and the pleasure of Healey 100 motoring commenced.

The large four cylinder engine with its Weslake-designed head certainly produced lots of power over a wide rev. range, which was just as well because it reduced the need to use the wretched three-speed gearbox. The actual change was unpleasant and the ratios were not progressive when the overdrive was used. For acceleration





**FOUR-CYLINDER AUSTIN HEALEY.**—A sports car which came near to the ideal, says Mr. Hart.

to maximum speed the overdrive was best switched off until 85 m.p.h. was reached in top gear. On the other hand switching on the overdrive in second at about 60 m.p.h. produced a much quicker full-throttle change into a higher ratio than could be made with the gear lever. It was then not worth changing into direct top, so one went straight into overdrive top.

A feature of the overdrive which could be disconcerting was when it "changed down" when one was braking hard. The sudden additional braking effort would cause the rear tyres to squeal on a dry road.

But for me, this quick-acting overdrive gave the car its main appeal, that of providing effortless high speed motoring. Once on the move the gear lever was seldom used, top gear and overdrive top,

#### AN AMBITIOUS ROAD-TEST OF THE MORRIS MINI-MINOR

MOTOR SPORT has already published its impressions of driving the Morris Mini-Minor but so much interest has been aroused in this truly ingenious British newcomer, with its front-wheel-drive, transverse engine/transmission unit, diminutive Dunlop "Gold Seal" tyres, and variable-rate all-round-independent rubber suspension, that we are engaged in carrying out a long-duration test of a Mini-Minor which for the next twelve months the Editor proposes to use as his main means of hack transport. By using the little car for normal everyday motoring we shall be in a position to report on this *Issigonis-designed small car from the viewpoint of the ordinary user*; from time to time we intend to publish interim reports which will be of interest to the many prospective purchasers who have placed their orders for these B.M.C. babies.

A de luxe Mini-Minor with such worth-while B.M.C. equipment as a roof-rack, fire-extinguisher, screen-washers, clock, water-thermometer, Smiths heater, dual vizors and Notek "Blue Spot" fog and spotlamps, etc., has been delivered to the Editor and is now in everyday use. Already he is delighted to find that a modification to the cooling fan has reduced the noise level, and consequently he will not have to "mow the grass" as was the case with an early test car. Indeed, the excellent tone of the Smiths radio can be enjoyed even when cruising at an indicated 70 m.p.h., and already the little car's light steering, eager performance, comfort and remarkable sure-footedness are endearing it to its temporary owner.—W. B.

#### EUROPEAN CARS EXPAND

European Cars, the well-known Volkswagen agents, have extended their servicing premises from 2,500 to over 5,000 sq. ft., and it is hoped that before the end of next year further building space will be available. Even today European Cars can handle the servicing of 1,000 VWs a month, using equipment approved by the parent company and mechanics trained by experts from Germany. A German-speaking receptionist is employed and, altogether, anyone with a VW in need of attention need not go further than London, S.W.7, for effective service.

#### CORVAIR LEADS

The first published figures for sales of the three rival American "small cars," the Chevrolet Corvaire, Ford Falcon and Chrysler-Plymouth Valiant, show that in the first month (October 1959) 23,759 Corvairs sold in the U.S.A., compared to an estimated 18,000

with the automatic change, providing all that was required. The quick acting and sensitive steering, the powerful brakes, and the good road-holding generally, gave one complete confidence. The speedometer needle hovered in the 80-90 m.p.h. range, whenever traffic conditions allowed, with the engine revs. a mere 3,000.

For domestic reasons the Healey was soon sold but it came nearer to my ideal motor car than any other owned to date. Compared with the TR2, everything was in its favour except petrol consumption and the gearbox. But for many enthusiasts these two features are of vital importance, so both cars are, quite justly, probably equally popular in this country.

The Lanchester was brought into service again until a 1937 Austin Seven Ruby was discovered, to be sold cheaply because of a chronic engine disorder. The trouble was only a loose flywheel and cost nothing but a few hours' work to repair! The car was immediately put into commission and the Lanchester laid-up to have a decoke and new rings, etc.

It took several days to re-acquire the taste for Austin Seven motoring, but soon the engine was being driven to peak revs. in each gear while lightning moves of the steering wheel kept the car on a steady course when exceeding 35 m.p.h.

The two dynamo terminals were connected with wire to increase the output and a hardboard-duct fresh-air heater made and fitted, otherwise nothing needed any attention and the car was driven for months without any trouble.

A switch was then made to the Lanchester again. This heavy 1½-litre car now returns 25-26 m.p.g. on short and 30 m.p.g. on long runs. But the revs. have to be kept down because the crankshaft is 005-.006 oval and the big-ends soon become enlarged by the hammering, if the car is driven too hard. To have the engine reconditioned would now cost twice the value of the whole car, so it will be used until a serious breakdown is imminent and then scrapped.

But another pre-war car of character selected from the always interesting advertisements in MOTOR SPORT, will follow the Lanchester, probably next year.

Falcons. This is a notable triumph for the air-cooled horizontally-opposed rear-placed engine and independent rear suspension.

#### THE VINTAGE MOTOR CYCLE CLUB

The Vintage Motor Cycle Club, which now has more than 1,000 members, is facing the same problem that confronted the V.S.C.C. after the war—whether or not to extend its membership to post-vintage machines. If it does so its scope will be considerably extended. Some erudite correspondence on this subject appeared in the Club's magazine for last December. Those interested in joining the very-much-alive V.M.C.C. should contact the Hon. Secretary, F. Bussey, 2, Waller Close, Leek Wootton, Warwickshire.

#### CLUB ITEMS

An Austin Saloon and Sports-Car Club has been established and interested Austin owners are advised to contact the Secretary, W. Hartman, 3, Stoneleigh Crescent, Stoneleigh, Epsom, Surrey, for further details.

Another Club is in the process of being formed for Morris Eight tourers up to 1939. Interested owners please contact R. Chasmar, 50, Ingrebourne Gardens, Upminster, Essex, or B. Hicks, 14, Bramerton Road, Beckenham, Kent.

Motoring enthusiasts in the Hayling district who are interested in forming a Motor Club are asked to contact Alan Davy, 41, Park Road, South Hayling Island, Hampshire.

Secretaryship of the Humber Register has been taken over by Mr. Hall, "Pippins," Angel Road, Thames Ditton, Surrey.

The Citroen Car Club is holding a weekend event on January 9/10th. This will consist of the annual dance on the Saturday at the Burford Bridge Hotel near Dorking and a simple family rally on the Sunday. Details are available from Mr. J. Judt, 1, Fairlawn Close, Kingston Hill, Surrey. New members would be welcomed.

The 35th Exeter Trial takes place on January 8/9th this year. No major alterations are planned by the organisers, the Motor Cycling Club, and starting points will once again be London, Kenilworth and Launceston. Competitors must be members of the M.C.C., details of which can be obtained from Mr. J. A. Masters, 22, Norland Square, Kensington, London, W.11.



## LETTERS from READERS

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

### THE PERSONAL ELEMENT IN MOTOR RACING

Sir,

I have read and enjoyed your publication for many years, but I feel increasingly that you are following a trend which will result either in the disappearance of motor racing as a sport or, far worse, in its perversion. In the beginning, as you well know, people went to automobile races to celebrate the deeds of men. The cars were thought of as mounts. They served to supply the great champions with the means of demonstrating feats of courage and skill. A race was won by Lautenschlager, driving a Mercedes; not by a Mercedes, with Lautenschlager at the wheel. Motor racing was exciting because it allowed certain men to conquer natural obstacles through the use of man's servant, the machine. At all times it was a game for humans, between humans, by humans.

In those days, following through to Nuvolari and Fangio, who used machines respectfully but also with a certain contempt, racing drivers were heroes, unashamedly; later-day charioteers, knights errant, soldiers of fortune. They sought an ancient glory, in contemporary terms. We sang of their accomplishments, wept at their failures, mourned their deaths.

Now this seems to be changing. Gradually, the machine is overwhelming the man; and, in consequence, the sport is losing its point. It is becoming, not a sport, but a testing ground for mechanical objects. In your pages—and in the pages, I must admit, of all other motoring journals—man's servant has taken precedence. We read of this car or that car, we see cutaway drawings, photographs, articles, stories—of and about cars. We read of a man only after he has died, in service to industry.

This is wrong. It is dangerous. When the drivers become simply necessary extensions of the machines—odd, unaerodynamic parts, all looking alike, as the cars do, helmeted and goggled, poking up from the cockpits, nameless, faceless, without identification—then, for me, and for others, the Sport is dead. The machine has won. The contest is no more. Who but a soulless engineer could be interested in a group of four-wheeled gadgets speeding noisily around a track? (I do not suggest that all engineers are soulless; but many, I've found, are, or seem to be.) Let me change that. Not "interested"—I suppose I could be interested—but *moved*. Without men, where is the drama? The glory? The tragedy? Can there be art without a human artist?

Let us keep the machines in their place. Let's read about them and discuss them, but let us also read about and discuss the men. Let us see a cover, just once in a while, which doesn't have a machine anywhere in sight, but has a man.

Let us have long profiles of drivers and mechanics and constructors. You mention casually that a twenty-one-year-old boy named Chris Bristow came within a second or so of Stirling Moss in a particular race. Tell us about this amazing feat. Throw out one of your tedious, dull descriptions of the latest B.R.M. modifications and give us a photograph of Bristow and a story of his life. Whether or not a lap record has been lowered is of little importance in the scheme of things. Of great importance is the bravery and skill of a human being. You say that Bruce McLaren is driving nearly as fast as the great veterans. Who is Bruce McLaren? Having read all the British magazines thoroughly, I know that he is (a) young and (b) Australian. I want to know more. Knowing more, I can care when McLaren's car does well or poorly. Now I don't care. It's just a car, operated by a name. Let us hear of Mike McKee and see what he looks like. Let us learn the dreams and hobbies and ambitions of Bruce Halford, Paul Emeryson, Sir Gawaine Baillie, and all the other fighters. Their names appear in issue after issue. But they're always names, nothing more. Give us a picture and a story of Toto Roche, who has enraged everyone so (we readers will never know why, unless we're told). Tell us about Colotti, for a change, and not his designs.

In short, please restore the humanity of motor racing. Despite Denis Jenkinson's increasingly bloodthirsty, heartless reports, from which we must conclude that he would be happy to sacrifice any number of drivers for the sake of lowering a lap record one-tenth of a second, despite the heavy concentration on mechanical things in your pages, despite the apparent willingness on your part to eliminate men altogether from the Sport, I cannot believe that you are consciously content to allow the tail to wage the dog forever.

Give us the cars. But give us the people, too. They're more important.

I am, Yours, etc.,

Hollywood.

CHARLES BEAUMONT.

[As a purely personal opinion I am not altogether in agreement. Although the personal element is fascinating and of greater moment than ever now that G.P. racing has become a "circus" performing for bags of lucre, and although I was brought up as a schoolboy on S. C. H. Davis, who told me the men were far more interesting (and as unreliable?) as the machines, this does not accord with the original aims of motor racing.

The earliest events were contested mainly by France in her great heroic town-to-town races. When Paris-Madrid ended all that in 1903, the Gordon Bennett contests finally emerged and these were nation against nation. Then came the classic series of French Grand Prix races, which were contests between rival commercial firms with teams of cars. They became so intense just before and immediately after the First World War that Peugeot set up a separate racing department and Louis Coatalen used the best designers from rival companies to ensure that Sunbeam showed up well.

Because it was the car that mattered drivers could be swapped from one to another under team tactics to ensure success.

Today the World Drivers' Championship puts G.P. racing in a false light, with the leading drivers divided between serving the manufacturer for whom they drive and trying to score Championship points for themselves.

Racing drivers have the finest implements found in any sport and motor racing should surely emphasise the cars, first and foremost. You find drivers in stock-cars and go-karts but Ferraris and Vanwalls only in first-calibre G.P. racing.

We have had a very poor biography of Nuvolari and plenty of other books to put Mr. Beaumont in the picture as far as the personalities of motor racing are concerned, and MOTOR SPORT told him that Bruce McLaren is a New Zealander not an Australian!

Whether we would be advised to publicise the dreams and hobbies of racing drivers is a moot point! We get into enough trouble as it is trying to be honest about machines.

But, Mr. Beaumont raises an interesting subject. What are your views?—Ed.]

### PRAISE FOR THE PRINZ

Sir,

On re-reading your road-test of the N.S.U. Prinz against "Some Further Comments on the Morris Mini-Minor" I note that: "While the N.S.U. suffers from the common failing of not being economical enough" at 45—51.3 m.p.g. the Mini-Minor "gave the excellent petrol consumption of 44.4 m.p.g.; although good quality fuel was used and it must be remembered that road performance is superior to that obtainable from other economy vehicles."

I personally cannot agree with this statement.

The Prinz II with the sports engine, which I have, will "make rings" round a Mini-Minor and I record the same petrol consumption as you did, having now covered 2,160 miles on a checked 45 gallons (by using the reserve tap to obtain a zero to zero check). It is interesting that the tuned engine with normal driving does not increase the fuel consumption and I found this before the war driving cars with alternative engines.

The other interesting thing is that I find it extremely difficult to improve on the 38-40 m.p.h. door-to-door average speeds which I used to obtain with the Heinkel 200.

My work for the past three years has involved the same set of different journeys in and through the three western counties and as I am obliged to record times of departure and arrival between office, home and the various sub-contractors whom I visit, I have an accurate log of time, distance and fuel consumption; and although it is fun watching the Vdo speedometer needle climb steadily off the 80 m.p.h. map, the time taken from door to door does not seem to vary by more than five minutes. Incidentally, I understand that so many owners put the clock off the map that the newer models are being fitted with a 100-m.p.h. speedometer.

In conclusion, I think the Bertone coupé body is disappointingly cramped and impractical and expensive, and in any case why worry



when the standard saloon with the same engine gives the same performance for about £400 less?

I am, Yours, etc.,  
Chittiehampton. J. MELLOS.

\* \* \*

#### HOW HIGH?

Sir,

I have lived in Canada for the last eight years, and one of my greatest pleasures is reading your excellent magazine, which I have sent over every month.

In your October issue you have a small insert headed "How high can you go?" which prompts me to bring to your notice a similar case over here.

I was glancing through the "For Sale" columns of an American magazine; this was the current issue, and some ambitious type in England is offering a 1937 Railton Fairmile, special motor, immaculate, etc. etc., for just 2,900 dollars, which is slightly over £1,000.

As you say, sir: How high can you go?

I am, Yours, etc.,  
Ontario. EDWARD M. SEYMOUR.

\* \* \*

#### WHAT OF FORMULA 2?

Sir,

In view of the fact that the future F.1 cars of 1961 are going to have a maximum cylinder capacity of 1,500 c.c. unsupercharged and a minimum weight of 500 kg. (1,102 lb. or 9.83 cwt.), including lubricant and coolant but not fuel, the F.2 cars will be faster than the F.1 cars (the F.2 cars having no weight restrictions). As this is an absurd thing to happen, here are a few alternatives to alter this.

(1) No Formula 2. This would rob many circuits, such as Brands Hatch, Siracusa, Pau, Auvergne and Rouen, of their main races of the year. Pau, Siracusa and Rouen already have had their Formula 1 races taken away from them.

(2) The second alternative is perhaps to have a F.2 car of 1,100 c.c. unsupercharged developed from the 1,100-c.c. sports cars without any extras and exposed wheels, with no restriction on weight, making it on almost equal terms at Monaco with F.1 machines, where excellent acceleration is much more important than a high top speed. It will be about 5 cwt. lighter than the F.1 cars, thus cancelling out the extra power supplied by the F.1 contraptions.

(3) The only other alternative is to let Formula Junior machines take over Formula 2 racing, which would not be much faster than the F.3 cars, though at Monaco a F.J. car lapped the circuit in 1 min. 54 sec., which equals 61.45 m.p.h., against 1 min. 43.8 sec. by a F.2 car in practice and 1 min. 39.6 sec. in practice by a current F.1 machine.

So which is it going to be? No Formula 2 at all? Disastrous! A 1,100-c.c. F.2 car with no weight restriction? Possible! A F.J. car taking over F.2? Rather slow! Or will they make the current F.2 cars F.1 and the 1961 F.1 cars F.2? What is going to happen to Formula 2 racing in 1961?

I am, Yours, etc.,  
Bath. C. T. COOK.

\* \* \*

#### POINTS OF VIEW

Sir,

I have long been an ardent reader of your excellent journal, whose opinions I agree are often fearlessly expressed. However, of late, I find myself wondering whether your journal is as unbiased as heretofore. May I list a few points of interest?

(1) Your unswerving allegiance to Volkswagen.  
(2) The unreal price comparison between Mini-Minor and small Continental cars. Incidentally, when quoting top speeds, the Continental babies can in most cases be driven flat-out for mile after mile. I wonder how the Mini-Minor will stand up to this? I was very disappointed with the crude finish and equipment of the new babies, which cost only £93 less than the Minor 1000.

(3) You say that "former allegiance" makes other than Jaguar... is the sole reason for sales." Surely value for money is not only related to cost/performance, but also to longevity and resale value. The resale value of Jaguars is alarming, to my mind, and when an American friend was recently considering the purchase of a European car he chose the Mercedes 220 against the Jaguar, solely because his American dealer (who is agent for both cars!) pointed out that the Mercedes would have a much better resale value even in the U.S.A. I am a Mercedes fan and may thus be

biased, but I firmly believe that, driven hard in both cases, over the rough roads of the world—not Britain's comparatively fine road surfaces—the Mercedes would long outlast the Jaguar all round.

(4) Finally, how do you justify placing the Mercedes 220S/SE models in the "large family car class," when it can obviously, as one recent road-test shows, out-perform, out-accelerate and out-cruise at least four of the cars you put into the high-performance closed-car class?

I am, Yours, etc.,  
London, E.9. "MOTOR SPORT FAN."  
(Name and address supplied.)

[In reply: (1) Some three million people apparently agree with us. (2) We will from time to time publish unbiased reports on a Morris Mini-Minor we are now road-testing over a considerable period, when our correspondent's viewpoint may or may not be vindicated. Import duty raises the price of foreign mini-cars above that of the lusty new B.M.C. twins. (3) Perhaps keen and experienced Jaguar owners would like to come to the Editor's aid in answering this accusation! (4) The colleague who attempted to classify the Motor Show cars attempted the impossible, as I told him! But the division between large family and high-performance cars is a narrow one.—Ed.]

\* \* \*

#### HELP WANTED FOR A GOOD CAUSE

Sir,

I am making a series of half-hour films on The History of Motor Racing, and I would be very grateful for assistance in tracing old films.

In spite of excellent co-operation from newsreel companies and film archives, both in this country and abroad, there are serious gaps. The sad fact is that many early newsreels were never preserved, while others have been lost or irreparably damaged by time and by the ravages of two world wars. I am, however, convinced that there are still copies of many early newsreel items and forgotten films tucked away in works and private homes.

The old nitrate film base has a limited life and I not only appeal for help but I would also like to point out that if these films are not copied on to modern film stock they will soon be lost forever.

If anyone owns or knows the whereabouts of such films would he please get in touch with me.

I am, Yours, etc.,  
London, W.1. BILL MASON.

[Letters will be forwarded to Mr. Mason. We recall some J.C.C. films of the 200-Mile Race, the B.D.C. has some Brooklands' "shots" of the 'thirties, and the 100-in-the-hour Talbot film of 1913 might even come to light.—Ed.]

\* \* \*

#### THE FIAT 600

Sir,

I note with interest your articles on the B.M.C. ADO15 design in recent issues of the magazine. That the new models will sweep the small car market I can well imagine. My experiences with a Fiat 600 will explain my reasons for thinking so.

In the first place I chose the Fiat 600 as it was, to my mind, the most advanced design on the economy car on the market and I still think it was when I bought the car eleven months ago. However, in the period that I have owned the car the following faults have occurred. In the first thousand miles the inside plastic door handle fell off the driver's door. This was replaced by the Fiat agency, as was the other door handle by a beautifully engineered stainless steel knob. The next thing to go was the speedometer, which was replaced twice before a satisfactory one was found, at no expense to myself other than a few nasty scratches on the fascia of the car. The spring from inside the brake handle flew out with such force that it would assuredly have broken the windscreen had it not been deflected. The indicator light controls refused to cancel. These faults were of course put right by the agents at no cost to myself. More serious is that the rain runs into the car with the windows shut and during the wet season here it is impossible to keep the inside of the car from literally filling up with water. It is also impossible to keep anything in the map pocket of the doors without it becoming soggy. The paintwork inside the doors was so soft even when the car was brand new that my two small children had to be restrained from scraping it off with their fingernails. The car is like most modern small cars, very lightly built. A collision with a large dog was sufficient to set the front of the car back three inches and necessitate the fitting of a new bumper. The dog got up and walked away. Your petrol consumption figure of 44.7 m.p.g. I would say was a little optimistic.



In town and outstation driving I would take 42 m.p.g. to be a fair average. A test revealed that the car will do 50 m.p.g. if driven at a constant 35 m.p.h. without changing gear. Two gear changes in a four-mile run brought that down to 46 m.p.g. Cruising at 45/50 m.p.h. on a long run gave 41.3 m.p.g.

It soon became evident that to change the tyres round was not to be recommended as the offside front wheel was wearing out tyres at an alarming rate, (two tyres in 12,000 miles). After much head shaking, the wheels were aligned and balanced (at my own suggestion), but the fault remained. I have since had the wheels aligned by an outside agency, when the errant wheel was found to be *one inch* out of true. Since then I have been able to take corners at 25 m.p.h. without tyre squeal where previously a speed of 15 m.p.h. would have produced loud protest from the tyres. At 7,000 miles the radiator ran dry the day after the car came back from servicing. This was caused, I am told, by a faulty relief valve on the radiator cap, which stuck open and caused the water to syphon out of the radiator. The radiator valve was replaced at my expense. The radiator, however, was split as a result of this treatment and when it was taken out it proved to be such a decrepit looking object that the agency manager had no hesitation in rejecting it and installing a new unit at no extra cost.

I have finally been forced to withdraw my custom from the agency garage as I was informed that I was being both unreasonable and impatient. That I have become impatient after eleven months I must admit, but have I been unreasonable? For all the faults that I have listed and a few other complaints, the only excuse that I have been given by the agency is that with mass-produced cars an occasional bad one is brought out and I seem to have got it.

In mitigation I would say that the car performs very well, using no oil in doing so, has a very pleasing appearance and has lots of room for a small family, but it will be to my eternal sorrow that the B.M.C. did not "extract it" sooner. After all, even if their cars have the same faults, at least I could have acquired them at a considerably lower price!

I am, Yours, etc.,  
J. W. COOK.

Penang.

#### AUSTIN A40 COMMENTS

Sir,

I have always felt that if you ignore the comparisons, almost obsessively introduced by Mr. Boddy, between the model under review and a certain small German car, you get a very fair assessment of a new car in the *MOTOR SPORT* Road-Test Report.

However, my faith in you was rather shaken when I read an article in the November issue, on the Alexander Conversion of the Austin Farina A40. I could hardly believe that the car described was the same as that previously road-tested in February, 1959. After all, in February this car had "the good road-holding of the A35... enhanced by a longer wheelbase and wider track... and the car was a delight round fast corners." In November the car had "poor road-holding (made possible only by reason of an Alexander anti-roll bar)." In February "the cam-and-peg steering is excellent... light and smooth"; in November there was "stiff steering with much free play." In February, it was possible to beat the synchromesh because of "the rapid changes possible with this gearbox," and the speedometer needle was "commendably steady"; by November there was simply a "stiff gear change" and a "swinging speedometer needle."

Now if the remarks in February and those in November are both fair comment, there seems very little point or interest in road-tests, as totally misleading conclusions, based on one car only, may be reached. Judged on the early test, the A40 is a very much better car than appears from the later test. Possibly the quality of the tester's breakfast reflects on the standards he applies...

In the late summer I was looking round for a new small car to replace my 1958 Minor 1000. Considering, amongst others, the A40, I checked back to your road-test, and decided that since this car very nearly met your apparently very high standards, it would probably meet mine. A short road-test confirmed this, and I bought one.

I had ignored the rather petty minor criticisms in your report as they seemed largely irrelevant, applying only to the test car, being matters of adjustment, or checking, not design. [Not entirely; what of non-self-cancelling wipers and flashers and that crude interior lamp?—Ed.] Things being what they are today, I expected my car would have its full quota of minor faults, even if they were different from the car you tested. It did, and they were. I had a list of over twenty points needing attention after the first week. To be fair, my garage and the local Austin distributors soon put right most of these faults, though others are now developing.

What was not stressed in your report is the discomfort, after a few miles, of the driving position, due to having nowhere to rest the left foot when off the clutch pedal, except on the floor in a most unnatural position. So unnatural, in fact, that after 10 miles it is uncomfortable, in 20 miles painful and after 50 miles almost unbearable. Other points not stressed were the very large—for a car only 12 feet long—turning circle of 36 feet, and the poor quality of the ride—very bouncy, except on the smoothest roads. Performance is almost non-existent, but since I am only getting about 32 m.p.g., this is probably due to some wrong adjustment, although no combination of ignition and carburettor setting that I can discover does any good.

You may say that I should have noticed all these things for myself before I bought the car, and so I should, but there must be many people, like myself, whose critical faculties seem to evaporate under the eagle eye and high-pressure talk of the salesman. We do, in fact, place considerable reliance on road-test reports in the motoring journals, particularly those of high reputation like *MOTOR SPORT*. Could I, then, make a plea for your road-test reports to pay more attention to accuracy and design criticisms, and not lose these under a welter of minor criticisms of adjustment and checking faults.

I know that personal opinions enter into it, but allowance can be made for these, as I said in my opening paragraph.

I am, Yours, etc.,  
G. B. SNEESBY.

Whimple.

[The fact is that the Alexander A40 had probably had a hard life and the aspects criticised were probably due to wear and tear not present in Austin's Press car. Also, of course, cars are improving all the time and our standards have to be revised considerably even in the span of a twelvemonth.—Ed.]

#### IN VERY POOR TASTE

Sir,

I should like to draw attention to the photograph of Mike Hawthorn's wrecked Jaguar which was printed in the *Scottish Daily Mail*, under the caption, "If you get caught in a skid would it end like THIS..."

I consider this to be in very bad taste and feel that it could offend his many friends.

Many thanks for such an excellent magazine—we also own one of those excellent little rear-engined cars.

I am, Yours, etc.,  
"ANNOYED."

Kinross.

#### POLICE v. MOTORIST

Sir,

I have just been convicted for "driving without care and attention," fined £25 and licence endorsed. All this for having a burst tyre and colliding with a coach.

The conviction was based upon the evidence of a driver "witness" whom I had passed on the road earlier and who gave an exaggerated estimate of my speed. He did not see the collision, on his own admission. The driver of the coach who was involved in the collision substantiated my evidence and was "with me," so to speak. There were no other witnesses.

However, in spite of the evidence which appeared in my favour, the court chose to prefer the evidence of a person who did not see the accident.

To crown this sad episode I was obliged to bear with a defence counsel appointed by my insurance company who was from the outset so demoralised by his previous experience of police court motoring proceedings that the case was as good as lost before started.

The members of the bench, although no doubt highly respected persons, were nevertheless completely out of touch with the simplest of present-day motoring facts and were confused when oversteer and understeer were mentioned, and did not know the effects of a burst tyre on steering; they thought an "X" tyre to be tubeless.

This miserable story has brought home to me the realisation of the pitiful disadvantages of being a motorist when such misfortunes happen. It is high time that the whole structure of police motoring proceedings were reviewed and dealt with by persons trained and competent in such matters. To allow the police to "get away" with their beloved convictions every time just because it's the easy way out for magistrates (and for that matter, demoralised defence counsels) is eventually going to produce an intolerable situation.

I am, Yours, etc.,  
"COMMERCIAL TRAVELLER."

Sussex.

(Name and address supplied.)

[This letter bears on a matter so vital to all motorists that we have devoted this month's "Matters of Moment" to it.—Ed.]



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- 1938 (Nov.) SUNBEAM TALBOT TEN** tourer. Good hood, screens, tonneau, battery, tyres. New radiator, springs, steering. Resprayed. Economical, reliable; 50 miles daily. £110. Tel.: Byfleet (Surrey) 4582. [4112]
- SINGER LE MANS** sports 2/4-seater. Good tyres, hood. Engine overhauled. £45. Stevens, 53, Dartford, Corsley, Nr. Warminster. [4113]
- TR2, 1955.** Blue. Fitted heater, X tyres and other extras. £585. G. Hurst, Elm High Road, Elm, Nr. Wisbech, Cambs. [4114]
- ASHLEY 1172 G.I.**, boxed chassis, axles reconditioned; Bowden hydraulics, 4.4 c.p., new radiator, new sealed beams, full instruments, remote gearchange; needs wiring and trimming. £300. Box No. G.115. [4115]
- AUSTIN SEVEN, 1929.** Relined, new pistons, run-in. New battery, king-pins. Homemade body. Suitable special. Towable. Any offer? Tel.: PERivale 6012. [4117]
- 1956 FORD SPECIAL.** Tubular chassis, Microplas body, 8-h.p. engine, 88 10-h.p. gearboxes, full windscreen and tonneau; very smart and fast, easy on petrol. £200, o.n.o. J.M.A., Manor Farm, Tunworth, Basingstoke, Hants. [4119]
- RILEY SPRITE 2-seater, 1937.** Manual gearbox, 4-branch exhaust, tonneau covers, traditional rad. Sound condition. £325. Box No. G.120. [4120]
- RILEY LYNX 12/4.** Most beautiful specimen, believed to be one of the finest in the country. £225, or near offer. Also 1934 9-h.p. Kestrel. £50, or near offer. H.P. terms can be arranged. Many spares for all models going cheap. F. Clarke, 168, Lee High Road, Lewisham, S.E.13. Tel.: Lee Green 8904. [4121]
- FORD BUCKLER** tourer. B.R.G., all weather equipment, usual mods., many extras. Offers around £265. Tel.: Welwyn Garden 877 (between 6 and 7). [4122]
- 1934 RILEY MONACO.** Good condition, recent rebore, clutch and brakes relined. £65, o.n.o. 8b, Round Church Street, Cambridge. [4123]
- RILEY ADELPHI, 1936.** Engine recently overhauled, body fair except wings. £90. Hughes. Tel.: PROspect 2311. [4124]
- 1927 ALVIS 12/50 TG.** New pistons, exhaust valves, front brakes relined. Body, uncomfortable open 2-seater, unoriginal but professional and good. £95, o.n.o. Hill, 1, Meadowhill Crescent, Redditch, Worcs. [4125]
- ARMSTRONG SIDDELEY, 1938, 14-h.p.,** aluminium coachbuilt drop-head coupé. Most attractive and distinguished car. Seats three inside and two in luxurious dickey. Extensive overhaul three years ago. Sound throughout. £70. Simpson, Cadlington House, Horndean, Hants. [4126]
- AUSTIN SEVEN** special Ashley laminated fibreglass body, with detachable hard-top in green and cream. Nearly new. Engine fitted twin S.U.s, 4-branch manifold, Cambridge alloy H.C. head. Battery and tyres as new. Potent, handsome. Cheap. £235. H.P. arranged. Mackenzie, 146, Upper Richmond Road, S.W.15. Tel.: PUT 1568. [4127]
- 1938 M.G. VA D.H.C.** Fast, comfortable, reliable. Bills £50 including king-pins and bushes, brakes and lights. Insured September. Free delivery anywhere. £130, o.v.o. Raymond, 20, Lovelace Gardens, Surbiton, Surrey. [4128]
- REMARKABLE FORD TEN** Sabre in B.R.G. with new matching hood. New tyres, battery, seat covers, carpets, lights, boxed chassis, overriders, luggage grid. Engine parts new or reconditioned. £325. Tel.: FRObisher 2726, after 6 p.m. [4129]
- VINTAGE TYRES.** New 920 x 120 B.E., £8. 4 nearly new 15 x 50 (Lancia?), 50s. each. 5 new 475 x 21, £8 15s. each. Rad. muffs, Bullnose Morris, shop soiled, 12s. 6d. 4 new 600 x 20 Fort, £10 each. Tel.: Rodney 4838. Box No. G.130. [4130]

## FOR SALE—continued

- ALVIS 12/70, 1938.** Chassis good, body fair. New battery, reconditioned engine, brakes relined, good tyres. Taxed. Used daily. Reasonable offer. Tel.: VIG 7183. [4131]
- FORD SPECIAL** for sale. Good order. Best offer. Telfer, 86, Stoneyfields Lane, Edgware. [4132]
- M.G. PA, 1936.** Engine and bodywork completely rebuilt during last year. Tyres, steering, brakes (hydraulic) in good order. New hood. £150. 77, Totton Road, Thornton Heath, Surrey. Tel.: THO 2392. [4133]
- JAGUAR 1½, 1946, S.E. saloon.** Excellent condition. H.P. available. £200 o.n.o. Hewitt, 12, Inhurst Way, Tadley, Nr. Basingstoke. [4134]
- A.C., 1936, D/H. coupé.** Good condition. 4 new retreads, new battery, tonneau cover. Start haggling at £150. Watts, 90, Inverness Terrace, W.2. Tel.: CHA 7403 (day); BAY 3085 (evening). [4135]
- INVICTA, 1931, 4½-litre, 100 m.p.h.,** low chassis; fitted post-war immaculate fixed-head coupé body. Pig-skin upholstery, new engine fitted 30,000 miles ago. Recently decarbonised; always maintained regardless of cost. Host of spares. Tyres, batteries excellent; present owner 15 years. £700, or near offer. Thorneywork, Hook Norton, Nr. Banbury. [4137]
- FIAT 500, 1939, C/T 4.** Excellent condition. H.P. arranged. £95. Knight. Tel.: Worcester 27100 (business). [4138]
- 1950 MORGAN** three-wheeler, 1,172 engine. Twin carbs, four-branch exhaust, radio, twin spots, etc. Immaculate. £325. 10, Edward Street, Ashton-in-Makerfield, Wigan. [4139]
- NEW FORD CHASSIS.** Unused professionally, boxed. Offers: Smith, Browns Farm, Robertsbridge, Sussex. [4140]
- M.G. SPECIAL.** Austin Eight engine, Microplas "Stiletto" body. Complete except interior decoration. Could be driven away by experienced driver. £90, o.n.o. Tel.: Pinner 6629. [4142]
- GETTING MARRIED.** So my August, 1958, Alexander A35 must go. Numerous extras—cost me £700. Will accept £595. Lt. Carey, R.N.A.S., Yeovilton, Yeovil, Somerset. [4143]
- MONOPOSTO RACING CAR,** front mounted B.M.G.; 948 c.c. engine and gearbox, knock-on wheels, new tyres, etc.; raced twice. £425, or near offer. Details and photo from: Waine, "Tamarisk," Springbrook Lane, Earlswood, Solihull, Warks. [4145]
- LEA-FRANCIS, 1938, 12-h.p. saloon.** Good order. Scintilla magneto, Rudge wheels, etc. £45. 1, Birchway Avenue, Blackpool. Tel.: 25178. [4146]
- DELOW.** Immaculate Mk. IIA. Full weather equipment. £285. Pow, 22, Cock Road, Kingswood, Bristol. [4147]
- BEAUTIFUL "JAVELIN," 1949.** Cost £973. Masteradio, heater, licensed. Economical, fast, reliable, comfortable. £245. 10, Eastbrook Road, S.E.3. Tel.: GREENwich 0772. [4148]
- 1932 ASTON MARTIN** International. Good engine, steering, etc. New 21 in. tyres. Body tired. £80, o.n.o. Maw, Officers' Mess, R.A.F., Waddington, Lincoln. [4149]
- CENTRIC SUPERCHARGER** with carburettor. Used few hours only. Suitable 1,500/2,500 c.c. £25, o.n.o. Box No. G.150. [4150]
- FOR SALE.** 1951 Ford Pilot. Body, upholstery very good. £180, o.n.o. H. P. arranged. Mitchinson, 40, South View Road, Bransty, Whitehaven, Cumberland. [4151]
- SALE OR EXCHANGE** Javelin, 1952. Resprayed, new tyres, ends, mains, rings, crankshaft reground, clutch and brakes relined all since 1958. £275, or exchange best M.G. or similar with cash. 30, Blackhorse Lane, Walthamstow, London, E.17. [4152]

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- RILEY KESTREL SPRITE, 1937, 1½-litre.** Preselective box. Mechanically sound. Trial weekends. £150, o.n.o. Brampton, Green Dene, East Horsley, Surrey. Tel.: 58. [4154]
- 1951 ALLARD 2-seater, red.** Brakes overhauled recently, batteries good. £220. C. J. Kenwood, Icknield Way House, Aere, Harwell, Berks. [4155]
- COWLEY, 1926, tourer, sound order.** £60. No offers. Many spares separately. Bowdenexed Austin, £20, offers. Seen Norfolk. Box No. G.158. [4156]
- RILEY FALCON, 1937.** Genuine 53,000, original chrome, cellulose, tool kit and instruction books. 27 m.p.g., 45 lb. oil, uses practically none. Ace discs, draught excluders. A superb specimen for the connoisseur, not the enthusiast. £175 o.v.n.o. Dowden, Flat 1, County Library, East Grinstead, Sussex. [4157]
- ROLLS-ROYCE, 1928, 22-h.p. limousine.** Very sound throughout. Excellent runner. £85 o.n.o. Tel.: Ruislip 8934. [4158]
- 1958 R.G.B. FORD SPECIAL, re July Car Mechanics.** 31, Briardale Road, Liverpool 18. £300 o.n.o. H.P. arranged. [4159]
- KEEP WARM** in my fibreglass 1172 Special. Hard-top, all mods. and extras. Excellent condition and very attractive. £225. Terms: Nichols, 409, London Road, Ditton, Kent. Tel.: Maidstone 7357. [4160]
- 5½-LITRE BUGATTI.** Luxury and speed. Offers invited after inspection of photographs. Box No. G.161. [4161]
- 250-c.c. RACING CAR "Kimstone Special."** Special alloy Velocette engine, B.S.A. gearbox, chain differential unit, 15-in. wheels, all new tyres. Complete ready to race, trailer and spares, £100 o.n.o. R. G. Stone, "Orchard View," Garth Road, South Ockendon, Essex. Tel.: 2317. [4162]
- ARMSTRONG SIDDELEY 12 plus, 1936, 43,000** miles. £50. Drew, 36, Clarence Road, Walton-on-Thames. [4163]
- FORD SPECIAL, 1958.** Spare body, ice blue/black, twin carbs., branched exhaust, red Dunlopillo upholstery. A magnificent-looking sports car. Photos available. £295 o.n.o. 34, Saltash Road, Welling, Kent. Tel.: Bexleyheath 4162. [4164]
- BENTLEY 8-LITRE.** Fitted with 2-seater racing body. Rebuilt 1951. See advert. and photo in Jan. 1954 MOTOR SPORT. Nearest £425. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [4165]
- 1932 RILEY NINE.** Very good condition. Mag. dyno, overhauled; brakes, clutch, relined. Twin carbs. £40. Gutteridge, 8, Jeyes Road, Gillingham, Kent. [4166]
- 1932 RILEY NINE** for spares. Scintilla magneto for Riley 12/4; requires repairing. 1935 Riley Kestrel 9 for spares. Details: Wood, 1, Penarth Road, Bolton, Lanes. Tel.: 7228. [4169]
- SPORTY S.S.H JAGUAR.** Running order. £40 o.n.o. 44, Station Road, Wyde Green, Sutton Coldfield. [4170]
- TALBOT 75** fabric-roof saloon, 1933, fitted 1935 "65" engine. New roof, distributor, etc. Many spares. Gormless owner cannot complete. £30 o.n.o. Connolly, 20, Bradley Green Road, Hyde, Cheshire. Tel.: ASH 2804 (Manchester exchange). [4171]
- SALMSON SPECIAL—chassis** accident damaged. Engine, gearbox, overdrive—v.g.c. First registered 1948. Exhilarating performance. Owner no longer has facilities to effect repair. Inquiries: Knoyle, "Broomcliffe," Oak Street, Shrewsbury. [4172]
- M.G. MAGNETTE, Nov. 1955.** Stage 2 unit, many extras. Team Lotus colours. 23,000 miles. £595. Four W. London 15-in. 750 wheels, tubes, Michelin covers, unused, £40. Tons of 1172 parts. S.A.E. to: "Britannia," Kingsway South, Warrington. Tel.: 31552. [4173]
- MODEL-T SPARES.** Wheels, body parts, final-drive worm, etc. Tyres 32 x 4, 32 x 4½, 5.50 x 19, all new. Box No. G.174. [4174]
- M.G. TC.** Breaking for spares. Many new parts. Stephenson, "Khanspur," Old Earswick, York. [4175]
- JAVELIN DE LUXE,** Series III replacement engine. Twin spots, heater, radio. Outstanding example with excellent history. £340. Tel.: New Romney 3253 (Kent). [4176]
- SUNBEAM SPEED TWENTY.** Genuine first-class order throughout. Available due to owner's change of plans. Best offer over £130. Tel.: Rugby 5346. Box No. G.177. [4177]
- CITROEN TWELVE F.W.D.** gearbox, new c.w.p., £12. Bonnikskin speedometer, £5. Autocars, 1946-1951, Motors 1951-57; offers. Dann, Broms-wold House, Axbridge (Tel.: 292), Somerset. [4178]
- 1172-c.c. SPECIAL.** All-enveloping alloy body designed by aircraft engineer and professionally constructed. Fully-tuned unit with booster oil pump, Cromard liners, Girling hydraulics, "X" tyres, etc. All new parts used. Completed in August 1958. A crowd gatherer at £395. Forced to sell due to family reasons. Will exchange for saloon up to £500. Tel.: CRO 1522, ext. 5. [4179]

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



## FOR SALE—continued

- VOLKSWAGEN**, 1,131-c.c. unused spares: four cylinders and pistons, etc.; crankshaft, con. rods, all bearings; swivel pins, torsion link pin, track rods, etc., etc. Value £50, accept £25. Bishop, 45 Conway Road, Bristol 4. Tel.: 75137. [4189]
- 1936 ALVIS SILVER EAGLE** sports saloon, 16.9 h.p. Good bodily and mechanically. S.A.E. for photograph. £150. Mason, Braemar, Westminster Road, Macclesfield. Tel.: 2430. [4191]
- AUSTIN SEVEN SPECIAL**. Cost over £150. Every conceivable modification. New tyres. Alloy body. Ideal basis for fibreglass shell. Owner bought new car. Absolute snip, £80. Taxed. Martin, 15, West Montgomery Place, Edinburgh. Tel.: WAV 7120. [4192]
- HEALEY SILVERSTONE**, 1950. Blue. Haggle, £385. Recon. engine, new tyres, new tonneau and seats. Spots, etc. 100 m.p.h., 25 m.p.g. Terms. 25, Lindsay Road, Sheffield 5. [4193]
- 1940 LAGONDA LG6** saloon. I.F.S., twin Scintilla mags., twin fuel pumps, spotlamps, sliding roof, new tyres. A very impressive carriage in good condition. Engine completely overhauled at a cost of £220. Bills shown. £375. Tel.: Lancaster 4419. [4194]
- FORD SPECIAL, 1,172 C.C.** Professionally built. Twin carbs., twin spots, etc. Exceptional car. £300 o.n.o. Greenwood, 54, Highfield Crescent, Bradford 9, Yorks. [4195]
- SPARES, CHEAP** to clear. 1934 Minor gearbox, front axle, petrol tank, twin-carb. manifold. Three 3-stud 19-in. artillery wheels. One 935 B.E. wire wheel. Singer Senior crown-wheel, brake shoes. Wooddin, Ninth House, Derek Road, Maidenhead. Tel.: 4040. [4196]
- INVICTA 1½-LITRE**, 1934. Good example. First £60. Write: M. R. Hancock, Officers' Mess, Old Dalby, Melton Mowbray. [4197]
- LANCIA APRILIA**, 1938. Rebuilt throughout 1959. Radio, heater, washers, spots. Superb and reliable car. Services forces sale. £230 o.n.o. Wells, Tel.: Bedford 67411, ext. 424 (9 a.m.-5 p.m. weekdays). [4198]
- RILEY 12/4 KESTREL**, 1935. Resprayed, re-chromed. Recent engine overhaul, battery. £150. Tel.: Farnham 3357 (Kent). [4199]
- AUSTIN HEALEY BNI**, 1954. Metallic blue, resprayed. New tyres. 115 m.p.h., 28 m.p.g. Spare new hood and exhaust system. Superb. £535. Tel.: Goring-on-Thames 84. [4200]
- ALLARD**, 1948, coupé. Excellent tyres. Very fast car in good condition. Tow-bar, spares, etc. £145. Reason for sale, marriage. Tel.: Weybridge 4416. [4201]
- 1924 RED LABEL BENTLEY** 2-seater, aluminium body. Excellent mechanics, steering, tyres and brakes. £265 o.n.o. Also M.G. J2. Excellent body and tyres. Good engine. Relined brakes. £110. Mortimer, Hilltop, Oakfield Road, Ashted. Tel.: Ash. 3991. [4202]
- 1927 20.9-H.P. CROSSLEY** tourer. Original condition. Engine overhauled 900 miles ago. Best offer around £200. 23, St. Paul's Road, N.17. Tel.: Tottenham 5682. [4204]
- RILEY LYNX 12/4**, 1935, 4-seat tourer. Very good condition. £130. Fowler, 7, The Green, Biddestone, Wilts. [4206]
- 1928 MORRIS-COWLEY** fixed-head coupé. Taxed and in recent daily use. Body somewhat worse for wear but restorable. Chassis sound and mechanics extensively overhauled. £25 or offer. Howlett, c/o "Wayside," Hatch Lane, Bucklebury, Berks. [4207]
- MORRIS 1000**, 1958, 4-door saloon. Grey. Under-seal. £550. Tel.: Copperhill 5204 (day). [4208]
- VANGUARD ENGINE**. New gaskets, rings, bearings, etc., polished head and ports, c/w clutch. Seen London. Best offer. Tel.: Popesgrove 8284. [4209]
- RILEY MONACO**, 1937. Recent £50 overhaul Wilson gearbox. Fair condition. Offers invited. Mrs. Watts, Tel.: TERminus 0073 or GULLiver 1641 after 6.30. [4210]
- LAGONDA RAPIER**, 1935, fixed-head coupé. Exceptional condition, many extras. £150. Box No. G.211. [4211]
- ASHLEY SPECIAL, 1,172 C.C.** I.F.S., hydraulic brakes, four new tyres, 12 volts, new battery, wipers. £160. Interesting Ford Prefect tourer, good condition, £65. 195, Tinshill Road, Leeds 16. Tel.: Leeds 672366. [4212]
- 1929 RILEY NINE** tourer. Aluminium body, B.R.G. New tyres, battery. Very good condition £30. Tel.: Woolwich 2391. [4213]
- 1934 KESTREL 9-H.P.** Mechanically sound, crash box, Scintilla Vertex, windtones, twin carbs. Duke, 5, Alexandra Close, Farnborough, Hants. [4215]
- PA M.G.** 4-seater, Ford engine. Recent new hood, tonneau and tyres. £125. Unfinished, hand-beaten aluminium body, suitable Ford Eight chassis, £15. 20, St. Mark's Avenue, Northfleet, Kent. [4217]
- 1959 TYPHOON**. Professionally built. All new parts. Hard-top. Must be seen to be appreciated. £375. Cullum Trusham, Near Newton Abbot, Devon. Tel.: Chudleigh 2221. [4218]
- TALBOT "90"**, 1931. Short Speed chassis. V.D.P. tourer. V.S.C.C. member. Distinctive and hairy. Good original condition. £95. Bevis, 322, Quinton Road West, Birmingham 32. [4219]

## FOR SALE—continued

- CITROEN SIX** saloon, June 1950. Just completed engine overhaul; clutch, drive shafts and shock-absorbers replaced. Black coachwork, with red leather, and sliding head. Exceptionally good £245, or exchange small fast saloon or coupé, with cash if necessary. Carpenter, Wellnigh, Woodmansterne Lane, Banstead, Surrey. [4220]
- BATTERY CHARGER**, E.N.V. 4.5 and Dauphine 4.2 c.w. and p. Paraffin heater. 12v. coils. Jennings, 41, Liners Wood Road, Bramley, Guildford. [4221]
- A.C. 16/80** sports saloon, 1937, v.g.c. T. & I. June 1960. Heater, etc. Photo. £155. 10, Lewis Gardens, East Finchley, London, N.2. [4222]
- £30 O.N.O. SINGER** Le Mans (2-seater), 1935. Average condition. Recon. steering. Twin S.U.s. Running order. Dean, 53, Union Street, Bedford. [4223]
- 750 SPECIAL**. Built in 1956. Has all usual modifications, fold-flat screen, hood and tonneau. A very lively performer. £75 o.n.o. Tel.: Livingstone 6466. [4224]
- ALTA MINOR**, £325. June 1951 Morris Minor convertible, fitted Alta o.h.v. cylinder head; as fast as a 1000, over 50 in third. Brakes recently relined and new clutch and battery fitted. Body good for year. Side-valve head free if required. Taylor, "Woodlawn," Woodland Way, Kingswood Surrey. Tel.: Mogador 2570, after 7 p.m., or Reigate 2988 office hours. [4225]
- M.G. J2 SPARES** disposal. Rebored unused block, £2 10s.; gearbox, £4; springs, wheels, etc., etc. Kirkham, 272, Gillott Road, Birmingham 16. [4226]
- D.K.W., BREAKING** 1938, new parts. 53, Furze-hill Road, Borehamwood, Hertfordshire. Tel.: Elstree 2161. [4227]
- TRIUMPH 500-C.C.** twin, shaft drive, fan, cowling, magneto, carburetter, subframe. Reconditioned. £27. 402, Woodham Lane, West Byfleet, Surrey. [4229]
- M.G. PA**, red. Reconditioned, new hood, etc. £115. 53, Bramble Rise, Brighton. [4230]
- TRIUMPH SUPER SEVEN**, 1932. Smart alloy saloon. Good tyres. Hydraulics. £10 10s. Klaxon, 6v., 15s. Anderson, 7, Abbey Close, Hythe, Southampton. [4231]
- 1958 STANDARD TEN**. As new. One owner. White, red trim. Full engine conversion. Anti-sway bar. Special exhaust. Oil and temp. gauge. Heater, washers, radio, fog-lamp, wing mirrors. Exceptional performance. Any examination. £525, or terms. Barr, 16A, Leith Close, N.W.9. Tel.: COL 8197. [4233]
- STANDARD AVON**, 1934. Body, engine, tyres, excellent. £75. 61, Mayfield Road, Dagenham. Tel.: S.K. 5297. [4234]
- 1172 ROCHDALE G.T.**, reg. 1959. Red. Boxed Popular chassis, relined brakes, 4.7 c.w.p., Buckler remote lever and c/f. gears. Red and black upholstery. Winkers, Good tyres. New battery. £275. Johnson, 30, Keith Road, Hayes, Middlesex. [4235]
- BENTLEY 4½-LITRE** Park Ward sports saloon, 1938, reg. '39. Whole car good condition. Radio, fog-, reverse lamps. 22 m.p.g. French grey. £375. Hall, 70, Farm Fields, South Croydon. Tel.: Sanderstead 2171. [4236]
- DELAHAYE, TYPE 135**. Post-war thoroughbred. 3½-litre drophead coupé. Marvellous mint condition. Burgundy and silver. New p.v.c. matching hood. Plated wheels. Body by Pennock, Paris. Cotal gearbox. Recent complete rebuild. Marchal lamps, spots, etc. Imported by member Diplomatic Corp. Two owners only. Radio, heater. Box No. H.237. [4237]
- TRIUMPH SOUTHERN CROSS** 2-seater sports. New p.v.c. hood, sidescreeens. Slab tank. Twin spares. Fold-flat aero-screens. Climax 10 engine. Freewheel. Reasonable. £120. 9-6, Tel.: Croydon 8447. [4238]
- FIAT 500**, 1939, convertible. Mechanically good but body getting tired. £70 or offer. Evenings. Tel.: LAB 7619. 9, Bagshot Road, Bush Hill Park, Enfield. [4239]
- RARE RILEY 13.5-H.P.**, 1931. Recent daily use. Body and interior dreadful. £15 o.n.o. Tel.: FELtham 4722 (evenings). [4240]
- 1938 BENTLEY D.H.C.**, new hood, tyres. Body rough. Converted 3-litre. £120. 101, Canterbury Road, Worthing. [4241]
- SENESCHAL**, 1927, 2-seater, 1,100 c.c. Completely rebuilt this year to original condition. £150 o.n.o. Raynor, 17, Mayfield Road, Leicester. [4242]
- ROLLS P. II**. Beautiful 1937? Southern sports saloon. Longer than P. V. Motor good but audible. £140. View Whitstable. Write: Callcut, 62, Sirdar Road, W.11. [4243]
- ALVIS SPEED TWENTY**, 1934, saloon. New batteries, tyres, brake linings. Core plugs gone. £60. Bell, 208, Hunts Cross Avenue, Liverpool. [4245]
- TRIUMPH GLORIA** sports tourer, Coventry-Climax 10.8 h.p. Excellent mechanical condition, body good. Four-seater, fast, economical. £75 o.n.o. Turner, 22, Imperial Road, Huddersfield. [4246]
- BUCKET SEATS**. Superior quality. Vynide on foam rubber—five guineas. S.A.E. for details: Richmond, Collett Avenue, Shepton Mallet, Somerset. [4247]
- DAIMLER**, 1939, saloon. Heater. Taxed and insured. Very good condition. £195 o.n.o. Moon, Torquill, Cookham, Berks. [4248]

## FOR SALE—continued

- M.G. 1½-LITRE** saloon, 1937. Immaculate appearance. Mechanically perfect. Wire wheels, chrome knock-on hubs. £175 o.n.o. Sharp, Commandery House, Worcester. Tel.: 22813 (business). [4249]
- 1929 AUSTIN CHUMMY**. Completely rebuilt to original specification. New cellulose, upholstery, hood and sidescreeens. Five new tyres and battery. Only 1,300 miles since restoration. £110. Evenings, weekends. 38, Friar's Avenue, Friern Barnet, London, N.20. Tel.: ENTerprise 2959. [4250]
- BRISTOL 2-LITRE ENGINE**, ex-Type 401 saloon, modified, all accessories, carbs., etc. £100. B. Wingfield, Esq., 108, Yoker Mill Road Glasgow, W.3, Scotland. [4251]
- ROLLS-ROYCE PHANTOM II**, 1933, limousine. Engine recently overhauled. £160. Car in daily use. Photographs available. Trimmer, 90, Thackeray's Lane, Woodthorpe, Nottingham. Tel.: 262567. [4253]
- ALVIS SPEED TWENTY** 2-door saloon. Mechanically excellent, including coachwork. £175, or exchange. Payne, 45, Bradbourne Avenue, Wilford, Nottingham. [4254]
- JAVELIN DE LUXE**, 1952, black. New gearbox, reconditioned engine, Series III crank, many extras. In excellent condition throughout. £365 o.n.o. Morris, 32, High Street, Leamington Spa. [4255]
- IDEAL FIRST CAR** or reliable quadruped. Standard Eight, 1946. Body good, engine better. Two new tyres. £120. Tel.: HAM 8827. [4256]
- LANCIA APRILIA**, 1938, de luxe. Complete engine overhaul. Resprayed. Telecontrols. Leather upholstery. £220. Sharman, 16, Millway, Mill Hill (Tel.: 1704) after 7 p.m.; Elstree 1009 daytime. [4258]
- LANCIA APRILIA**. Recent top overhaul, brake and clutch relined. £125. Leggatt, Deepdale Cottage, Westerham. Tel.: 3236 or CITY 5627. [4259]
- 1927 PHANTOM I** Hooper-bodied limousine, in first-class condition. Sell £150, or exchange for something wife can drive. Interesting car preferred. Eacott, "Windrush," Manton Hollow, Marlborough, Wilts. [4261]
- M.G. J2 ENGINE** components. B.S.A. vee-twin three-wheeler spares. Offers. Burford, 18, Wright's Lane, Old Hill, Staffs. [4263]
- RILEY MONACO**, 1932. Body good. Engine fair. £35. Waide, 4, Freeman's Close, Leamington Spa. [4264]
- BUILDING A "SPECIAL"!** Austin Seven, 1933, good tyres, £18. 1935 Ruby less body, new battery, etc., £24. Nearly completed 1930 Seven Special, £15. 325 x 18 tyres, nearly new, 30s. Ford Eight van, 1948, less body, £25. 1937 Ten, less body, £18. Many others. All spares. Sets of Ten axles, etc. 1950 Ford Pilot, needs front axle and some tidying up, £100. Frank Grant, 1, King George Avenue, Custom House, West Ham, London, E.16. [4273]
- 60 COPIES** Motor Sport, June 1952 to August 1958; 50 copies *Motor Racing*, January 1954 to June 1958. £5 10s. the lot. F/O. Pole, Officers' Mess, R.A.F., Halton, Bucks. [4275]
- 1931 JOWETT** Black Prince saloon, in good condition, no rust. Also twin Amal carbs., mounted on Riley Nine competition manifold, absolutely mint. First £25 secures lot. Tel.: Farnborough (Hants) 451, after 8 p.m. [4276]
- 1937 ROLLS-ROYCE 25/30** sports saloon by Hooper. Mechanically good, bodywork sound, detail fair. Seen Derby. £475. Box No. H.277. [4277]
- 1934 MORRIS ISIS** tourer. Sound but requires attention. Well shod. £35. Box No. H.278. [4278]
- 1934 RILEY MONACO**. All-metal saloon. Twin-carburetter engine, all helical gearbox, hydraulic brakes, extras. £85. Box No. H.279. [4279]
- HUMBER** saloon, 1929, 8.35 h.p. Perfect family-man's vintage car for everyday transport. Unmarked aluminium coachbuilt 4-door saloon. Brand new battery, tyres, radiator core, electrics. Very good mechanically and bodily. Recently repainted. Instant starting by 12-volt dyno-starter. Economical o.h.v. inlet and side exhaust alloy engine. Delightfully precise steering and right-hand 3-speed gear-lever. Reliable, comfortable and refined motoring at only £125 o.n.o. Capt. McLeod, 5, Montgomery Road, Catterick Camp, Yorks. Tel.: 2121, ext. 70. [4280]
- ASTON MARTIN 1½-LITRE** Bertelli sports saloon, B.R.G., 1933. Completely reconditioned engine, brake system and lighting. Tyres, body, excellent. £150 o.n.o. Box No. H.281. [4281]
- 1952 M.G. TD** and 1953 Riley 2½. Both good motors and cheap. 10, Lower East Avenue, Barnoldswick (Tel.: 2140, evenings), Colne, Lancashire. [4283]
- SINGER** sports saloon. Rebuilt, repainted, re-wired, new carbs., etc. Running but needs finishing. £55. Little Studley, Ripon, Yorks. [4284]
- 1938-9 ASTON MARTIN** 2-litre saloon. Mechanically good, body sound but needs a respray. £100, or P.E. something larger. Mayne, 47, Park Road, East Dene, Rotherham, Yorks. [4285]
- MORGAN 4/4**, late 1937. Rebuilt 1947. Just re-upholstered, recellulosed and engine reconditioned. £160. Carden, 53, Priestnall Road, Heaton Mersey, Stockport. Tel.: HEA 1749. [4287]



## FOR SALE—continued

**SINGER LE MANS, B.R.G.** Dynamo, steering overhauled. New battery. Nearest £85. Angram House, Station Lane, Birkenshaw, Bradford. [4288]

**1933 ASTON MARTIN Le Mans Special** 1/2 sports. Mechanically excellent; re-upholstered; wheels rebuilt by Dunlops; almost new tyres. Offers around £300. Box No. H.290. [4290]

**1950 MERCEDES-BENZ 170V**, reconditioned engine. Resprayed, rechromed. £225, or offers. Box No. H.290A. [4290A]

**RILEY KESTREL 6-LIGHT, 1937.** Good condition. £110. Register member. Harrison, 27, Queen Anne Avenue, Bromley, Kent. [4293]

**ALVIS 12/70 saloon, 1939.** Two owners from new. Mileage believed under 50,000. Most excellent body, good tyres. Mechanically sound, but using oil. Cash price £95. Smitheman, Calcotts House Jackfield, Shropshire. Tel.: Ironbridge 2373. [4294]

**CHILD'S ELECTRIC SPORTS CAR** by Triang. Suit ages 4-8. Perfect condition. Cost £120, accept £40. Tel.: Melbourn (Cambs) 240. [4295]

**FOR SALE.** Airline Coupe PA, M.G. Send for details and photograph. (About £155). 34, Queen's Road, Portsmouth, Hants. Tel.: 61885. [4297]

**LANCIA APRILIA, 1938.** Good condition, Michelin "X" rears, H/D. battery, instruction book, spare engine, less cyl. head. £200, or offers. Matthews, 297, Bath Road, Kettering, Northants. [4298]

**M.G., basically NA but VA engine, hydraulics, Scintilla, P100's, etc., used daily, first £30 secures.** Howarth, 74, Hare Street Springs, Harlow, Essex. Tel.: Harlow 34863 (after 7 p.m.). [4299]

**EARLY COVENTRY CLIMAX** in well-built space frame with Triumph transmission and wire wheels. In good running condition, ready to take a body. £155. 36, Loom Lane, Radlett, Herts. Tel.: 6029. [4300]

**HEALEY SILVERSTONE, 1950,** good condition and performance. £375. Evenings only. Tel.: VIKing 4285. [4301]

**FIBREGLASS** for that Special or to repair that Vintage Model  
**THE BONDAGLASS HANDBOOK** covers this, plus gen. on car moulds, boats and modelling uses, illustrated. 2/- post free. S.A.E. brings How to Repair Car Bodies, price and gen. sheet free. All materials supplied.

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## FOR SALE—continued

**2 C.V. CITROEN, 1954.** Arrival of firm's cart-sprung horror forces sale. Good order throughout. £250. 2, Gloucester Road, Poynton, Stockport. Tel.: Poynton 3853. [4302]

**CITROEN LIGHT 15.** At least come and look. 1937. Overhauled engine, excellent body, fast, comfortable. Reduced price £115. 8, Barker Road, Sutton Coldfield. Tel.: Sutton Coldfield 2031. [4303]

**SINGER ROADSTER, 1947,** 4-seater. Haggle at £120. 2, Brentnall Drive, Sutton Coldfield. [4304]

**LAGONDA 16/80.** Breaking all parts including: E.N.V. 110 gearbox, £12; Engine (suitable 15.7 Crossley), £15; Pair unused 14-in. S.U.s, £8; Also Austin Seven engine, £3 10s. S.A.E. please. Dallas, 125, Jockey Road, Sutton Coldfield, Warwickshire. [4305]

## M.G.

## SPARES — SALES — SERVICE

Most Spares available for Models 1932-55. Let us know your requirements. C.O.D. Service a speciality. Enquiries with S.A.E., please.

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LEIGHTON BUZZARD  
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## FOR SALE—continued

**£250. MISTRAL-BODIED Ford.** Occasional 4-seater. Ballamy suspension. 12-volt electric. Spalding, 88, Greenways, Ovingdean, Brighton. [4306]

**NEW, unused S.U. fuel pumps, 6-v. and 12-v., 27/6 each.** Distributor for Ford 100E engine, brand new, 50/-; Mintex brake linings for Morris Minor, 37/6 set. Scintilla Vertex magneto, 4-cyl., excellent, £7 10s. Marelli 4-cyl., magneto, excellent, £4 10s. Box No. H.307. [4307]

**D.K.W., 1938,** special cabriolet, 4-seater, good condition. £70 o.n.o., taxed. Harris, Tel.: Gipsy Hill 6126 (London). Evenings only. [4308]

**SUPERCHARGER KIT,** complete, Minor 1000, £30. Special Lucas R.700 light units, with 60-watt bulbs, £3 10s. pair; 12-volt heater unit with pump, £6; Pye 12-volt radio, £7 10s.; Philips 6-volt radio, £5; Pair Bentley headlamps, R.71, (circa 1926), £3; Various instruments, electrical equipment. Outboard motor, £5. Tel.: Emberbrook 6230 (Surrey). [4309]

**B.O.C. D.H. welding torch** with 6 nozzles, 2 lengths hose for same. £5. Plummer, 142, High Street, Uppermill, Oldham. [4310]

**PB, M.G.,** excellent mechanically and bodily, new tyres and hood, headlamp conversion, windtones, spot and reversing lamps, heater, £170, or exchange Rolls, Lagonda, etc., preferably open. Nicholls, 27, Stocks Road, Aldbury, Tring, Herts. [4312]

**1934 DAIMLER 15,** sports saloon, excellent condition. £80, or exchange fibreglass body (Ford). Ryan, 12, Whitby Road, Nunthorpe Station, Middlesbrough. [4313]

**1935 SINGER LE MANS SPARES:** rewound dynamo, starter, Solex carb., cylinder head, unused set kingpins. Box No. H.314. [4314]

**M.G. TB, 1940.** Excellent mech. condition. New Vynide hood, screens, tonneau. Marriage forces sale. Gift at £235 o.n.o. Bysouth, 67, Shoot-up-Hill, N.W.2. Tel.: GLA 8476. [4315]

**1935 ALVIS FIREBIRD.** £45. Running order. Regret sale, space needed. Tel.: FIE 8036. [4318]

## WORN FORD REAR AXLES

We have the answer to badly worn axle ends. Race- and road-tested for a year. No axle stripping or machining. Includes new bearing and oilseal. £3 2s. 6d. (P. & P. 2/-) per side. Pair £6 post free.

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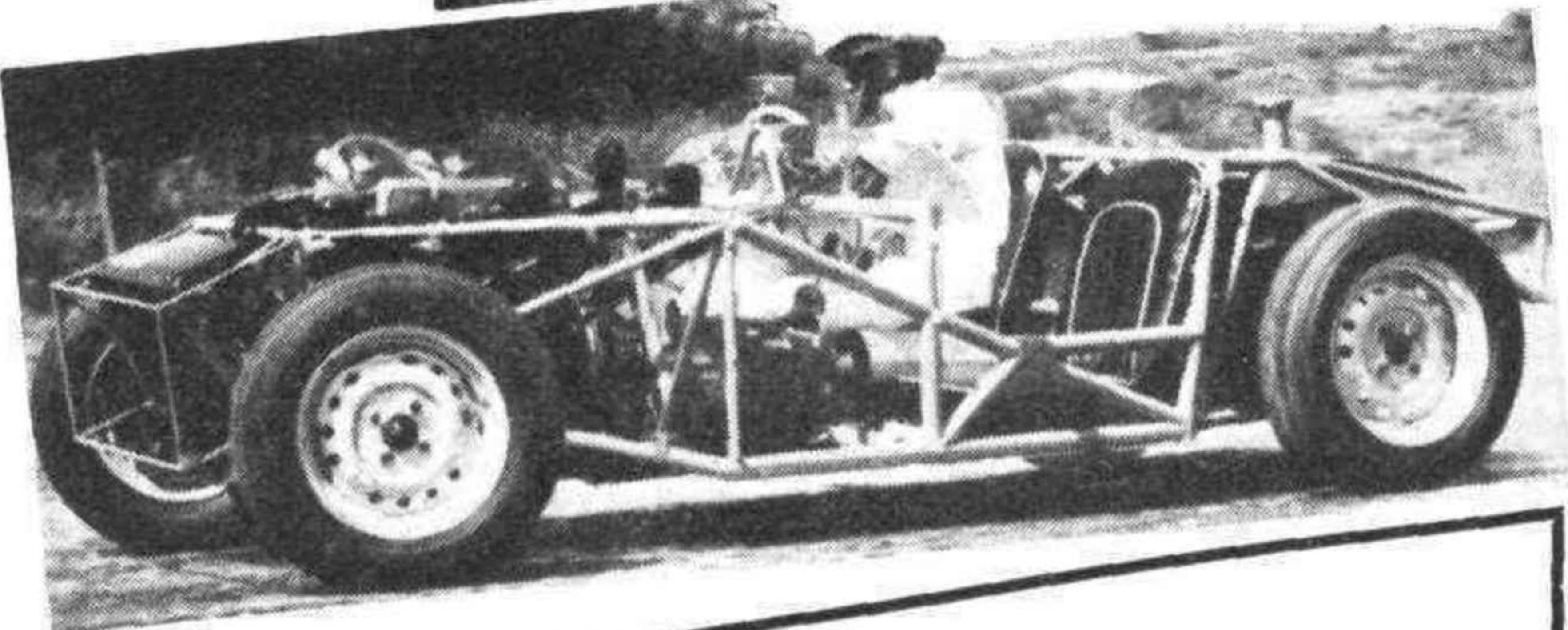
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Close ratio gears, four branch twin carb. manifolds. Goldtop H/C cylinder heads, high comp. gaskets. Remote-control gear change. Special valve springs. Stabiliser bars, wiper conversions, etc.

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- 1931 20/25 ROLLS-ROYCE** limousine. Reconditioned engine. A bargain. £135. 80, Larchfield Road, Maidenhead. (Evenings). [4337]
- A.C. 16-H.P.** sports coupe, 1932/33. Fast and reliable. Offers/Exchange. Tel.: Cleve Hill 466. [4338]
- 1930 SINGER SALOON** (Vintage). V.G. condition. 10.8 h.p. £50 o.n.o. Tel.: Perivale 4025. [4340]
- LANCIA APRILIA** saloon, 1937. Radio, spot-lamp, telecontrols, oil-coil, loose covers, extra instruments, 34 m.p.g. £170. 40, East Cosham Road, Cosham, Hants. Tel.: 79377. [4341]
- EDWARDIANA BODY**, 4-seater tourer torpedo type. Front half only. With screens, etc. Suit large late Edwardian or Early Vintage. Offers? Pair superb Rushmore acetylene headlamps and generator, circa 1908. £20. Clarke, Long House, Woodgreen, Fordingbridge, Hants. Tel.: Breamore 371. [4342]
- ALFA ROMEO 1750 Gran Sport** with Zagato body, 1934. Engine recently stripped down. Very good condition throughout. Nearest offer to £400 secures. Tel.: RIC 0406 (evenings). [4343]
- ALVIS SILVER EAGLE 1936**. 12,000 miles since complete engine overhaul. Excellent tyres. Paintwork good. £75. Paisley, 95, Derby Road, Duffield, Derby. [4344]
- WIPER MOTORS**. New Lucas D.R.I 12-v. 2-speed, 60s., including p. & p. Ellis, 3, Hurst Road, Smethwick, Staffs. [4345]
- 1949 BRISTOL 400**. Black. Good condition. Heater, radio, washers, etc. New X's all round. £485. Shaw, "Lyndhurst," London Road, Bowers Gifford, Basildon. Tel.: Stanford-le-Hope 2021 (business hours). [4346]
- A7 NIPPY**, 1937. Concours condition. £128. New tyres, hood, suspension, steering, resprayed. Genuine Nippy engine; reconditioned 8,000. Oil 45 p.s.i., 6,000 r.p.m. Tel.: Birmingham, Springfield 1540. [4347]
- ALVIS 1934**, Silver Eagle, 16.9, d.h.c. Running order, body fair. £30 o.n.o. Tel: Altrincham 1551. [4348]
- 1930 LEA-FRANCIS**, believed Hyper, engine overhauled, space needed. £55. Prestwood, Hale Road, Hale Barns, Cheshire. Tel.: Ringway 3635. [4357]

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- 1934 M.G. MAGNA L.** Extremely sound throughout. £100 o.n.o. 53, Brooklands Drive, Gedling, Nottingham. Tel.: 246552. [4350]
- A.C. SPARES 16/70.** Set of standard pistons, £6; 16/60 cylinder head, £6; Con.-rods, £4 10s. Crankshaft, £10; various other engine parts. 82, Dunspring Lane, Barkingside, Essex. [4351]
- 1930 PHANTOM II ROLLS-ROYCE** 7-seater landaulette, in most perfect original condition. Two lady drivers since new. Total mileage only 66,000. 6 new tyres, original tools, spotlight. Fawn cloth in rear compartment with ivory window fittings. Offers to Box No. H.352. [4352]
- ALLARD, 1952, M2X.** D.H., black. Heater. Nice condition throughout. Off season bargain at £250 o.n.o. Box No. H.353. [4353]
- LATE 1956 RENAULT 750** de luxe saloon. Excellent condition, 28,000 miles, one owner. £365. Also Triumph 1800 Roadster, good condition. £200. Lane, Bakewell Road, Matlock, Derbyshire. [4355]
- TALBOT, 1930, 14/45 Scout.** 60,000, one owner since 1931. Body good. Daily running until recently. New battery, exhaust system, carburetter, valves, cut-out; Duaflex rings, 2 new remould tyres, others reasonable. Charging needs attention. Offers. Tel.: Nottingham 64694. Crossley, 1932, 9.8 saloon. Body good, except 2 cracked windows. One owner to 1956, 29,300. Offers. Tel.: Welshpool 3209. [4356]

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- FIAT 1400**, l.h.d., 1952 saloon in immaculate condition. Extras include heater, radio, loose covers and screenwashers. New battery and six new tyres. Must be sold. Any reasonable offer accepted. Lander, "Moonfleet," Smuggler's Lane, Highcliffe, Hants. Tel.: 2733. [4360]
- COOPER-AUSTIN SPECIAL.** Cooper suspension, modified A35 engine and gearbox, 6,000 miles. 2-str. alloy body, beautifully finished throughout. £420. For details ring Hatfield (Herts.) 2288. [4361]
- 750-FORMULA BUILDERS.** Large capacity finned aluminium sumps, 45s., carriage, 3s. Morrison, 19, Knightlow Road, Harborne, Birmingham. [4362]
- BARGAIN!** 1935 Riley Falcon. Recon. gearbox, clutch/brakes relined. Excellent general condition. Coutts, 175, High Street, Potters Bar, Middx. [4364]
- RILEY 9 MONACO**, 1929. Running order, original, exterior shabby, £35; Riley 9 Monaco, 1936, £30; Riley 12-h.p. 4-cyl. Merlin 1936, new tyres, taxed, 5,000 since rebore, new dynamo, rewired, £45; Also 1934 Singer Le Mans 12-h.p. Twin spares, slab tank, potent, £35. All offers considered as space required. Apply: G. Cann, 7, Littlemead Lane, Exmouth. Tel.: Woodbury 486 (daytime); Tel.: Exmouth 5732 (evenings). [4365]
- AUSTIN 750 SPECIAL**, modified engine, aluminium body. £100. 54, Hampton Road, Doncaster. [4366]
- 1925 SUNBEAM 14/40.** New hood, sound condition, £70; 1923 Sunbeam 14/40, partially restored numerous spares, £65; Also 1925 Raleigh 24-h.p. motorcycle, new tyres, £15. K. Wilson. Tel.: Beeston (Notts.) 25-4881 (7 a.m.-5 p.m.). [4367]

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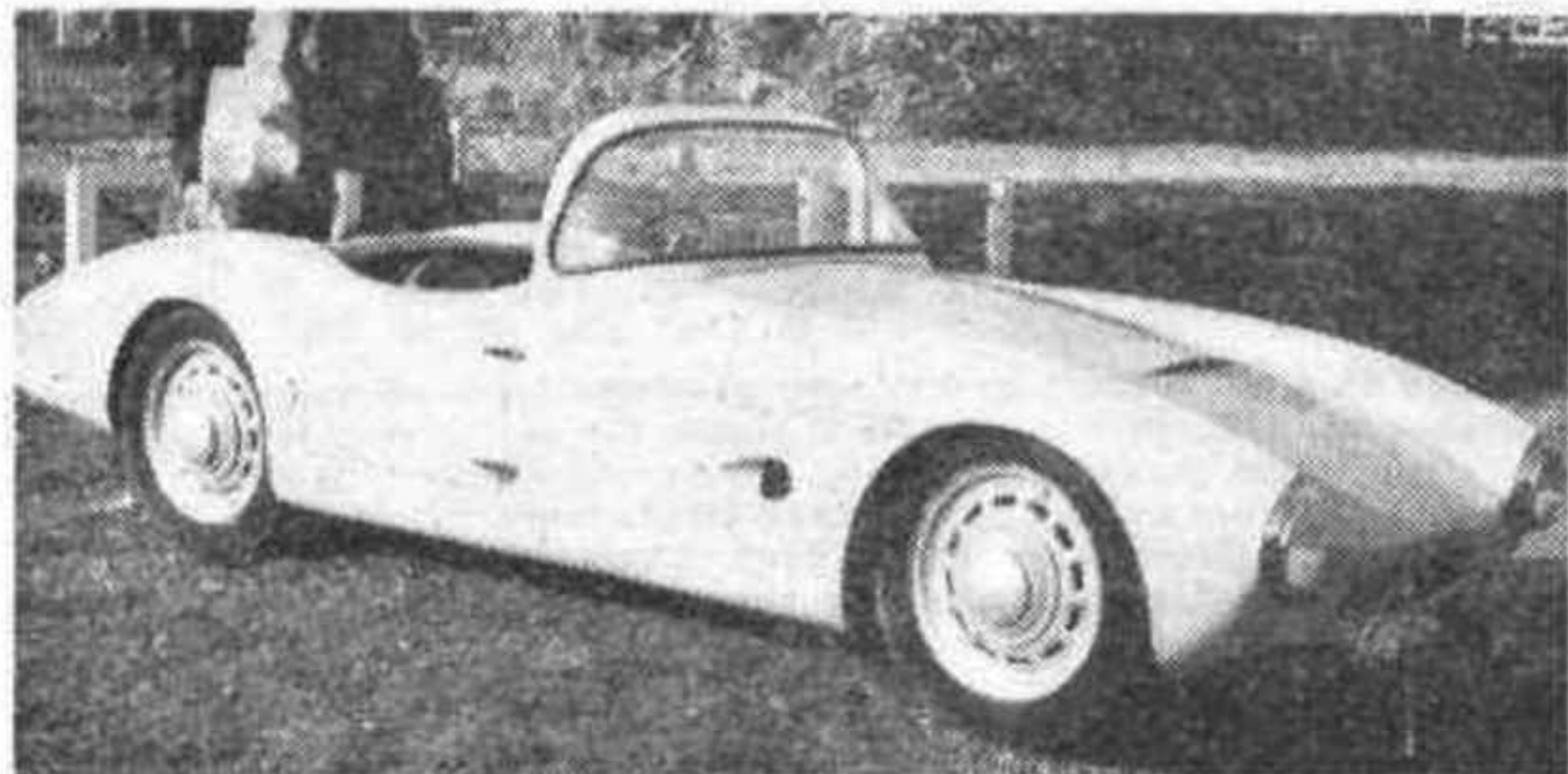
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- 1950 ALFA 2-SEATER.** Tuned 2300B engine, fitted by works. Triple Webers, etc. Overhauled. Offers. Wood, 22, Grafton Road, Worcester Park, Surrey. [4369]
- 1924 15.9 HUMBER** tourer. Mechanically and bodily excellent. Repainted mole and black. New hood and sticks. Completely original, including all instruments. Taxed, insured. £100. May. Tel.: Gerrards Cross 2451. [4370]
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- AUSTIN 7, 1935.** Breaking for spares. Hatchet End, Beaulieu, Hampshire. Tel.: 382. [4375]
- FORD 10 SPECIAL,** occasional 4-seater, Markham-Peasey body, new chassis, tyres, kingpins, engine/gearbox perfect, h.c. head, hood and tonneau cover, a very pretty car, photos available. Andrews, Greenaway Lane, Warsash, Southampton. [4376]
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- 1928 HUMBER,** 20-h.p. limousine, excellent condition, new tyres; Also 1922 M.A.G. unused motorcycle engine. Offers. Box No. H.378. [4378]
- 1936 RILEY FALCON.** Recent comprehensive engine, steering and brake overhaul. Body of good appearance and very sound. Offered at realistic price of £75, or exchange 750. Sowerby, "Thurne," Fairfield Drive, Messingham, Lincs. [4379]
- ASTON-MARTIN, 1933,** s.c. Le Mans in very good shape. £225. Details from Dr. Cross, Chemistry Department, Swansea University College. [4382]

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- 1939 ALVIS 12/70.** Breaking the saloon model for spares since there is no time to restore. All parts realistically priced, or complete car £45 o.n.o. Model-T Ford of unknown year, not brass radiator model. Tourer, body very rough, mechanically good, no tyres. Definitely restorable but have no time myself. Offers, exchange any sports car of any vintage, or break for spares upon demand. Toms, 21, Glover Street, Redditch, Worcs. [4385]
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- 1927 20-h.p. AUSTIN,** in excellent condition with spares. 5, Vicarage Road, Henley-on-Thames, Oxon. [4388]
- M.G. TF 1,500,** good condition. £490. Stapleton, 124, Dora Road, S.W.19. Tel.: WIM 2967. [4389]

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- GRAYFORD SPECIAL.** 1,172-c.c. Formula car. Tubular steel chassis; metallic grey Lotus VI-type body. Double wishbone i.f.s., 4.9 rear axle. Fully tuned 1,172 unit. Buckler close ratio gears. Excellent condition. Several awards. £250 or offer. Aberg Engineering, Fair Oak, Nr. Eastleigh. [4391]
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- BARGAIN.** Ford Model-T Lorry, 1920? Worm drive. Complete but very rough—could be rebuilt. Also 2 halfshafts, differential and other spares. Best offer to Melrose, Hollywell Crescent, Abergavenny, Mon. [4402]
- 1911 DE DION BOUTON.** Type Du Course. V.C.C. dated. Competed in a number of rallies this year. Complete with trailer. £345. White Gable, Otley Road, Bramhope, Nr. Leeds. [4403]
- 1932 TJ 12/50 ALVIS,** wind-up window type, 2-seat coup. Perfect original condition. £150. "Lynwood," Belmont Road, Wrexham. [4404]
- 1923 "BULLNOSE"** Morris Cowley Tourer. In black and grey, and in very good condition both bodily and mechanically. Requires further attention to hood and side-screens. £150. Alec Rolfe, Woodley Grange, Woodley, Romsey, Hampshire. [4405]
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- M.G. KI-KB MAGNETTE, 1933,** red, re-chromed, crank reground, new bearings, valves, guides. Twin exhaust. Good hood, sidescreens, tyres, Radio. £100. 40, Oxclose Lane, Arnold, Nottingham. [4407]
- LAGONDA, 1935, 3½-LITRE** pillarless saloon. Recently resprayed. Good runner. £95. "Tresslers," Woodmancote Lane, Hewfield, Sussex. [4408]

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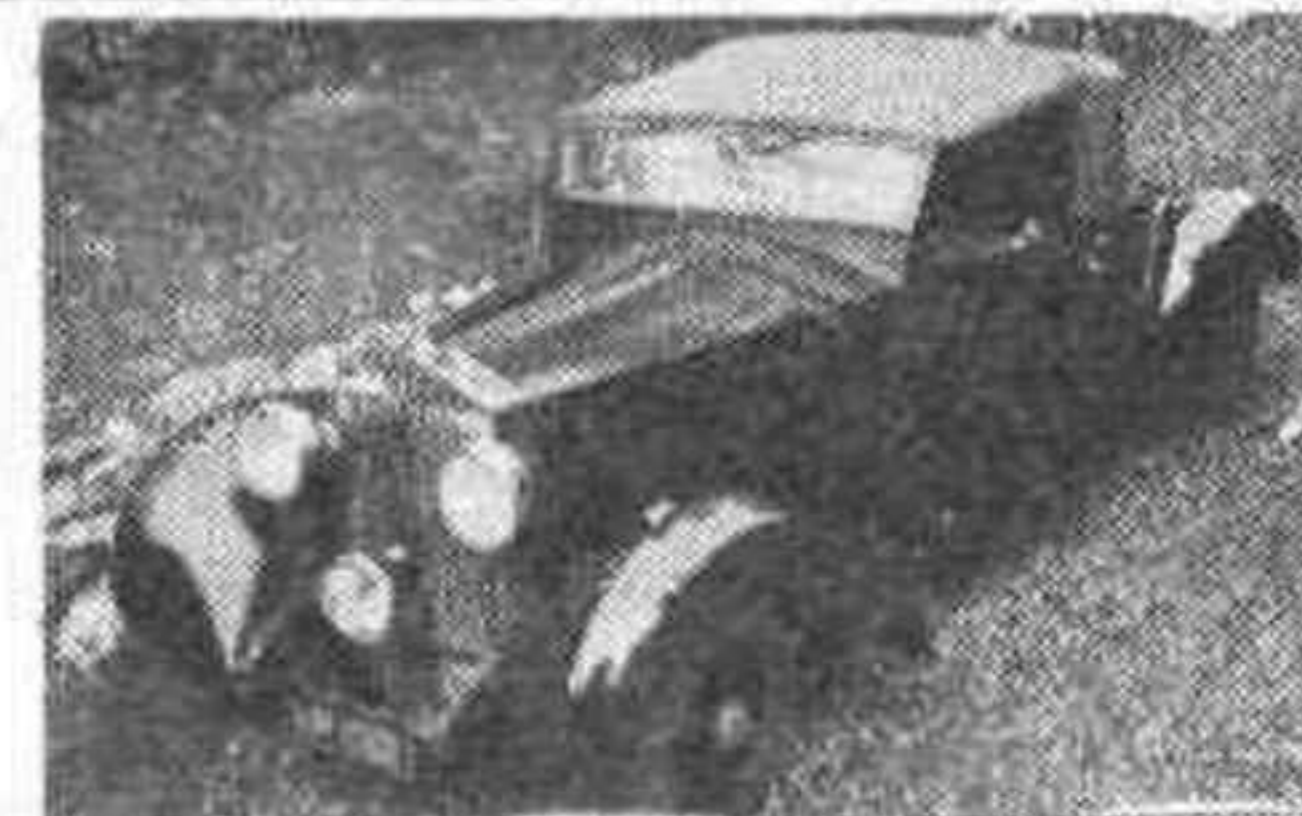
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- "NU-PLATE" laboratory tested battery electrode renovator; 12-volt, 6s.; 6-volt, 2s. 6d. 657, Chesterfield Road, Sheffield. [4410]
- ALVIS, 1938 SPEED 25 saloon. Perspex roof. Reconditioned engine 10,000 miles. Mechanics good, body fair. £120, o.n.o. Brindley, 6, Rodmoor Road, Portishead (Tel.: 2228), Somerset. [4412]
- JAGUAR, 1949, 3½-LITRE ivory sports saloon; P100, heater. Excellent condition. Good tyres, new battery. Luxury motoring for £185. Tel.: Sunnyhill 1325. [4413]
- WOLSELEY HORNET, 1937, breaking. All spares available. 62, Ivybridge Road, Styvechale, Coventry. [4414]
- 1937 RILEY NINE Monaco special series. Excellent condition. Recent pistons, rings, clutch plate. Twin S.U.s, preselector. £95. Gray, 175, Otlands Drive, Weybridge, Surrey. [4415]
- 1929 AUSTIN SWALLOW open 2-seater, with boot. In daily use. Original. Very fair. £35, o.n.o. Symon, 1, Beacon Quay, Torquay; or evening Tel.: Torquay 4735. [4416]
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- MORRIS MINOR 2-door saloon, '34. It goes— for only £12 10s. Apply: 259, Parkside Avenue, Barnehurst, Kent. [4421]
- ALVIS 5.20 MAYFAIR saloon, 1935. Absolutely reliable and, of course, fast. Carburettors rebuilt, body good, well shod. £140. Davies. Tel.: LAB 2428. [4422]
- ALVIS SPARES. Sound, 1939, 12/70 engine, brakes, coachwork, parts. Cheap. The Lodge, Bledlow Ridge, High Wycombe. Tel.: Radnage 2165. [4423]

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- ASHLEY BODIED AUSTIN 7, modified engine, needs a little work to finish. Spare chassis, engine, axle, etc. Any reasonable offer, the lot or parts. 8, Lucknow Road, Short Heath, Willenhall, Staffs. [4426]
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- CITROEN LIGHT 15, 1952. One owner. For sale. Reynolds, 1, Devon Road, Bedford. Tel.: 67912. [4429]
- "MOTOR SPORT," Jan. 1949-June 1957. Mint condition. Fifty bob. Tel.: Wimbledon 4976. [4430]
- LAGONDA LG45 1939. D.H.C. New hood, tyres and brakes. Radio, heater. Excellent condition. £200 o.n.o. I. Craig, 30, Belgrave Mews South, S.W.1. Tel.: BEL 5660 (home); MIT 2263 (works). [4431]
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- B.S.A. SCOUT, 1937, 1½-litre, i.f.s., front drive, reconditioned, new hood, good appearance and performance, 42 m.p.g. £80. Tel.: East Horsley 119. [4433]
- 1932 RILEY "GAMECOCK." Mechanically sound and reliable. Twin S.U. carbs. Good tyres, lighting and brakes. £45. Lee, "Friar's Orchard," off Mayor's Walk, Pontefract, Yorks. Tel.: 3061. [4434]
- RAILTON 10-h.p. saloon, 1938. Body very good. Reconditioned engine 3,500 miles, new battery, etc. Offers. Wright, 10, Cotswold Gdns., Sundon Park, Luton, Beds. [4435]
- JUDSON SUPERCHARGER VOLKSWAGEN, as new. £50. Nightingale, 105, Rednal Road, Birmingham, 30. Tel.: Kings Norton 2147. [4436]
- 8 BOUND VOLUMES of "Speed" 1935 to 1939, also numerous unbound copies of "Motor Sport & Speed." Offers invited. 16, Knighton Drive, Four Oaks, Sutton Coldfield, Warwickshire. Tel.: Four Oaks 748. [4437]

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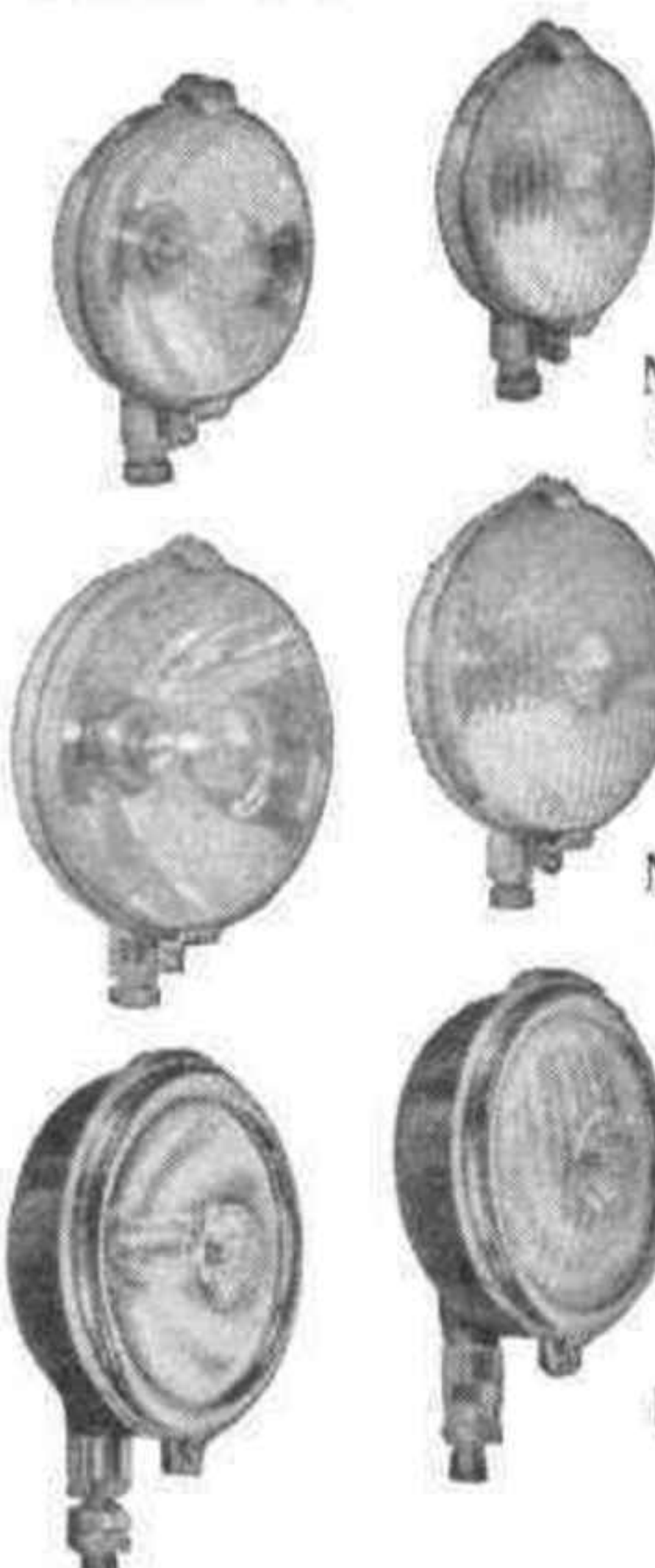
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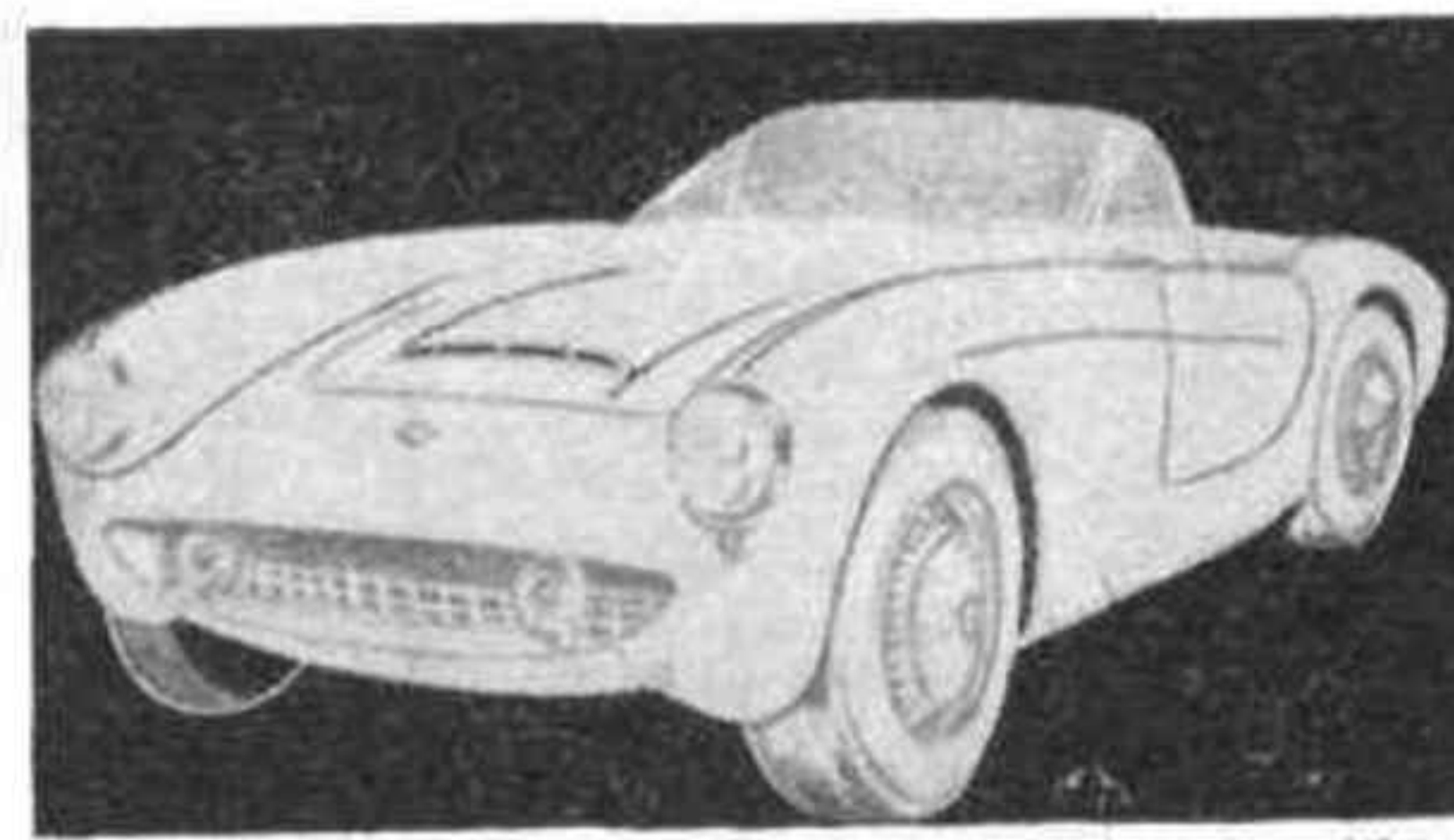
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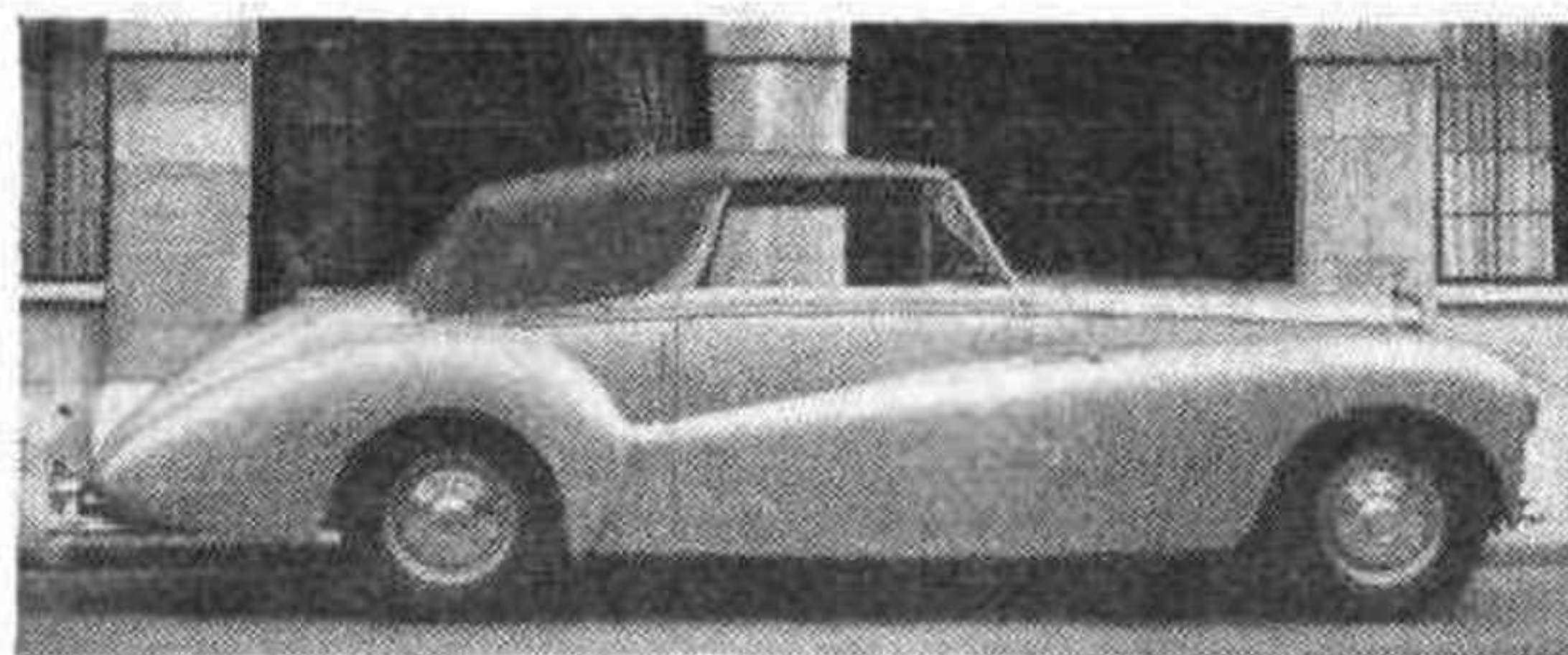




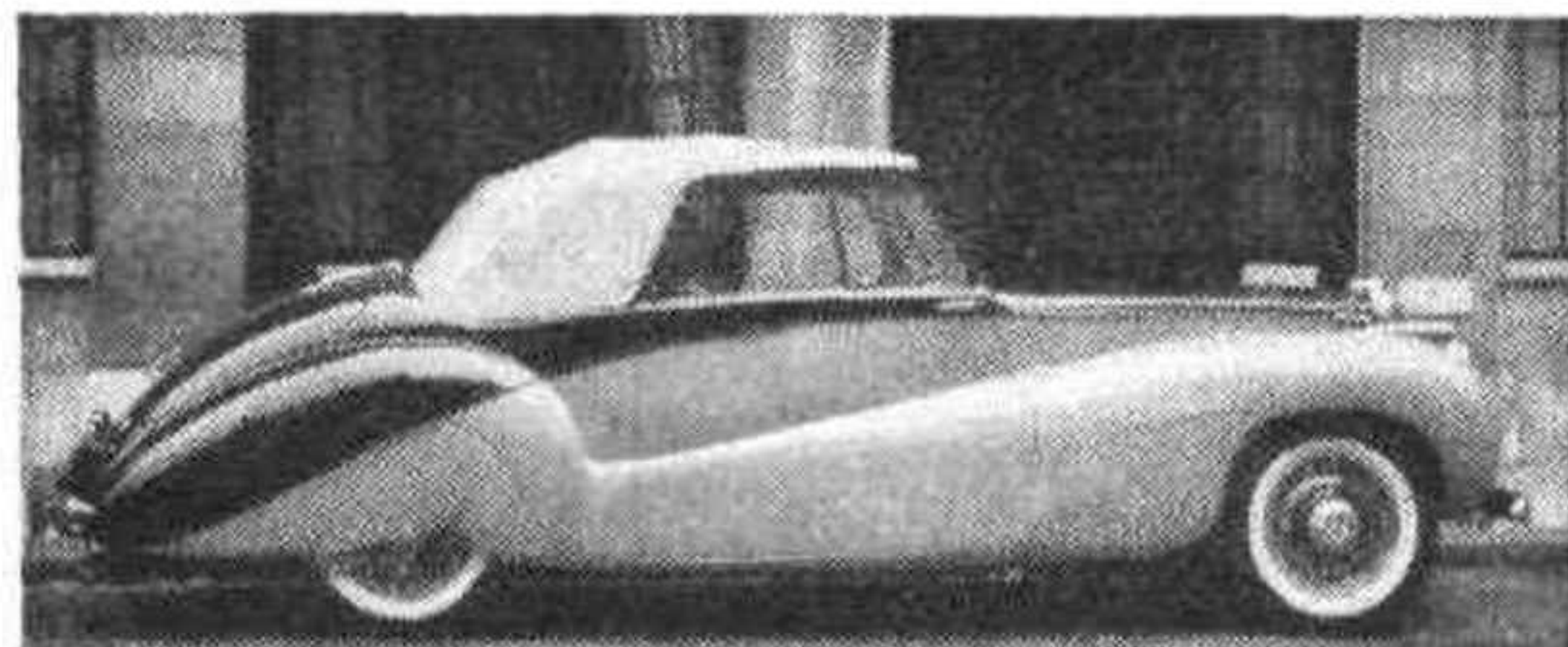
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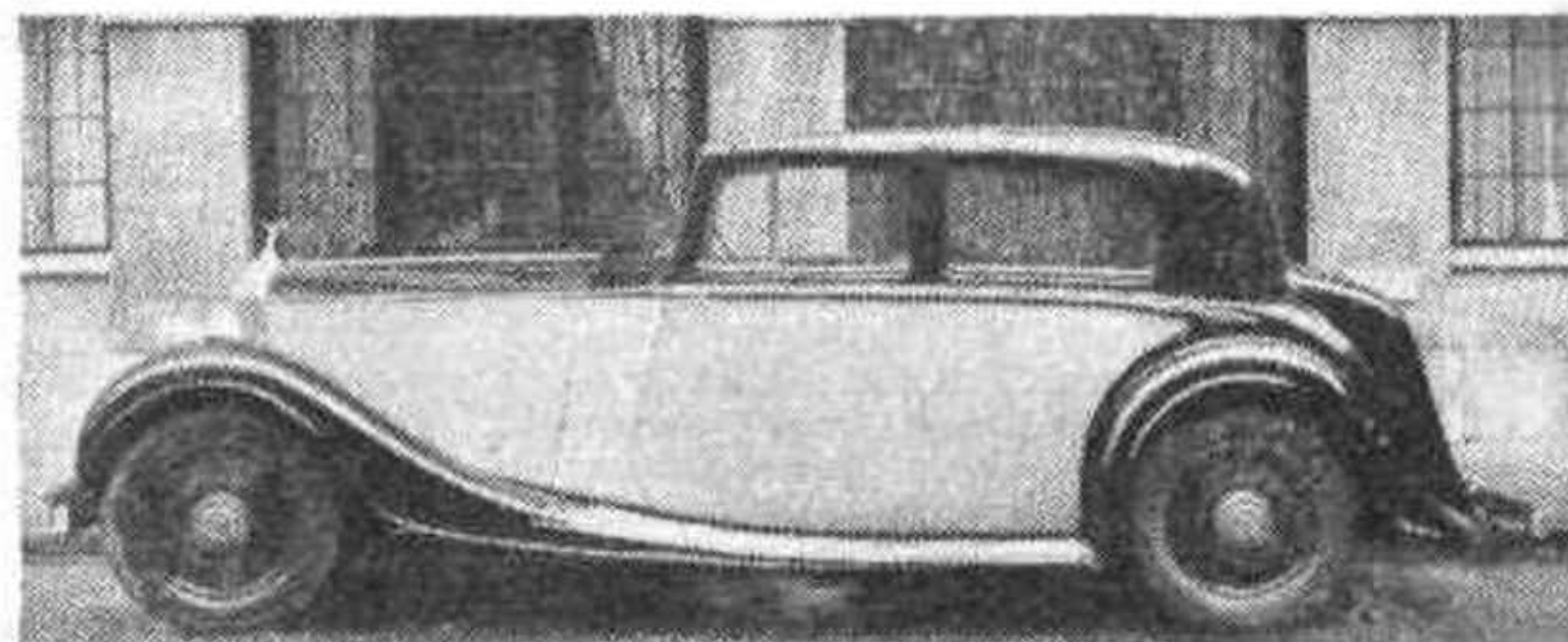
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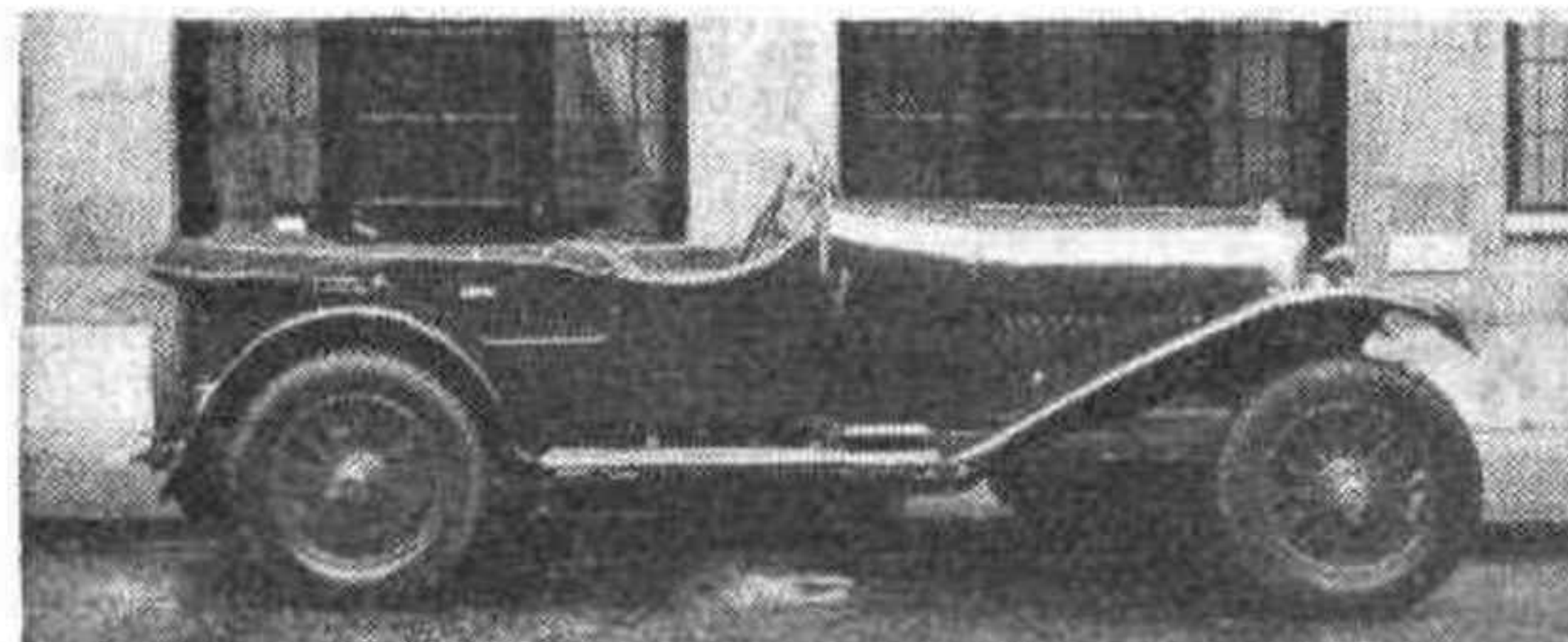
**BENTLEY Mk. VI (1949)** with special drophead coupe Show-coachwork by Abbott. Shell grey, matching trim. Electrically operated hood and windows. Fitted works replacement full-flow unit with all modifications and extras. History. Schedule serviced. **£1,500**



**DAIMLER (1951/2)** Barker Special sports coupe 3/4-seater on the 2 1/2-litre chassis with overdrive. Dark brown and fawn, with natural pigskin trim. Radio, heater, etc. Specialist maintained in excellent order, with a detail of overhaul in March '59, since when about 11,000 miles have been run. A rare and good-looking model in brilliant condition. **£685**



**ROLLS-ROYCE (1936)** 20/25-h.p. owner-driver "Burlington" sports saloon by H. J. Mulliner. Black and pastel grey, grey trim. Extensive overhaul history '59 with little mileage since. Of outstanding merit and immaculate **£625** in every way.



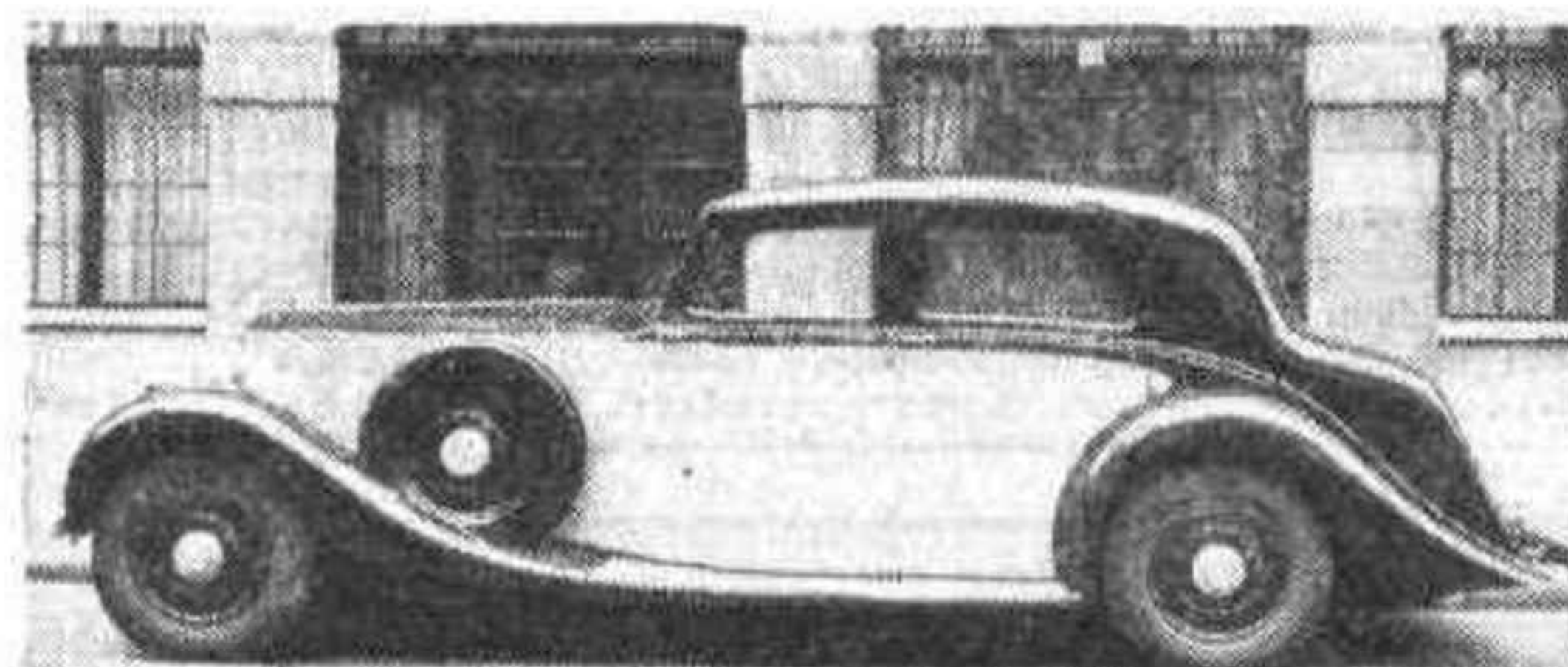
**VINTAGE BENTLEY (1926)** 3-litre Red Label short-chassis Speed Model. Traditional Vanden Plas foursome tourer coachwork in B.R.G., with new full weather equipment. "A" box. Original and superbly well maintained, being amongst the best existing examples of this era. **£450**

**ROLLS-ROYCE (1935)** 20/25-h.p. sports touring saloon by Hooper, with capacious boot. Black, light fawn trim. Concessionaire maintained, with history from '46. Mechanical rebuild and recellulose Nov. '58. Radio, heater, etc. Schedule serviced. Good order. **£475**

**ROLLS-ROYCE (1938)** 25/30-h.p. with attractive post-war owner-driver coachwork believed by Harold Radford. Grey with powder blue trim. At present undergoing top and bottom overhaul in our own workshops. Available the second week of January, when the history will also be available. **£575**

**ROLLS-ROYCE Wraith (1940)** Park Ward owner-driver sports saloon. Taken p/e December. Mechanically quite reasonable, but poor transmission and dry rot in rear-quarters. **TRADE ONLY.** No warranty whatsoever. **£485**

**ROVER 105R (1957)** Two-tone grey, red trim. 18,000 miles. One owner; works maintained. Radio, heater, washers, chains. Further details on request. **£1,000**



**ROLLS-ROYCE (1937)** Phantom III Continental touring sports saloon by Thrupp and Maberly. Dark blue and fawn with matching trim. Detailed maintenance history from delivery. Last major overhaul in '58, approximately 12,500 miles back. Schedule serviced. Radio, heaters, etc. Recellulose Nov. **£575**

**ROLLS-ROYCE (1937)** Phantom III with sports sedanca-de-ville coachwork by Gurney-Nutting. A delightfully proportioned example of the opening-front sedanca which has only recently undergone a very extensive overhaul at the renowned hands of Walker of Chelsea, and has not yet been on the road. Further details are too late for inclusion but will be forwarded, together with a photograph, to those persons who inquire. **£650**

**AUSTIN Princess A135 (1951)**. Navy blue, matching trim. Originally costing over £2,500, these luxurious hand-built Vanden Plas models represent, in our considered view, and at this price, as good value for money as may possibly be obtained. Radio, heater, Jackalls, twin pass-lights, etc. Recently overhauled **£485** and brakes and clutch relined. In excellent order.

**ALFA-ROMEO (1931)** t.o.c. 1,750-c.c., unblown, with foursome drophead coupe coachwork by Young of Bromley. Ivory, scarlet trim. Engine, suspension, brakes rebuilt '59. In good order. Fast and safe. **£225**

**LAGONDA V12 (1939)** short-chassis "Rapide" 3/4-seater drophead coupe. This is, without question, the most superbly conditioned vehicle of this year and series to be found. It is magnificently proportioned and has been maintained by a Midlands industrialist with a complete disregard for expense. We have been asked to offer it for sale on this gentleman's behalf, and although the price required is somewhat outside our orbit, we will be pleased to hear from those who might be interested. **MORRIS Minor (1952)** 4-door de luxe. Taken p/e. Sound and well above average for this year. Serviced. **£350**

At the time of going to press we are negotiating the purchase of the following: **Bentley Mk. VI '50** Standard saloon with mods; one owner. **Rolls-Royce Phantom II (1935)** with the rare Gurney-Nutting-Owen sedanca coachwork. **Daimler Barker Special Sports coupe** similar to that illustrated above, in blue and grey. **Vintage Bentley 4 1/2-litre** with V.D.P. coachwork similar to that illustrated. **Jaguar XK120**, completely standard and in extremely good order. **Vintage Bentley (1931)** 6 1/2-litre 2-seater short-chassis drophead coupe by Corsica.

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## FOR SALE—continued

**£100 FOR EITHER:** 1931 Rover Speed Twenty tourer. 80 m.p.h., 24 m.p.g.; 23 m.p.h. per 1,000 r.p.m. New hood, sidescreens. B.R.G. Servo brakes, very good steering and road-holding. 1939 Lancia Aprilia standard saloon. Mechanically sound, but bodywork very rough. No rust underneath. Weber, high-compression pistons. 31 m.p.g. at well above standard performance; brakes and battery good. Brian Shawe-Taylor, The Old Forge, Brockhampton, Andoversford (Tel.: 315), Glos. [4485]

**ROLLS-BENTLEY 4-LITRE,** 1937, sports saloon by Gurney Nutting. Green. Excellent mechanical condition and paintwork, interior good, chrome good apart from bumpers. About £385. Consider part exchange anything good, plus £200-£250 cash. Calvert, 112, Westgate, Bradford 1. [4486]

**M.G. SPARES:** M-type: Front and rear axles; complete brakes, diff., etc.; cylinder head complete. J2 prop-shaft. £10 or offers. 37, Penwerris Avenue, Osterley, Middlesex. Tel.: HOU 3107. [4487]

**M.G. M/J2,** 1932. Recent rebuild. Hydraulic brakes. New battery, Dynamo, Bosch lamps. Crank just ground. 70 m.p.h. and it stops! £60 o.n.o. 37, Penwerris Avenue, Osterley, Middlesex. Tel.: HOU 3107. [4488]

**M.G. TA,** Sept. 1938. Black. Raised comp., zip tonneau, flame-thrower, and fog. Marchal head-lamps, aero-screen; well shod, good cond. £105. Clarke, 17, Sandall Road, Ealing, W.5. Tel.: PER 8959 (weekends only). [4489]

**BARGAIN.** Save £50. TR2 hard-top, 1955. Excellent tyres, "X"s. Carmen red, unmarked interior. New hood not yet fitted. Chrome luggage rack. Engine, transmission, brakes, perfect. This car has been well maintained. Opportunity, £527 10s.; H.P. arranged. Brown, Hermes Hill, Macclesfield Road, Wilmslow, Cheshire. [4490]

**ASTON MARTIN Mk. II 1/2 c.** saloon. 60,000. A.M.O.C. registered. Blue/grey. Perfect original condition. Excellent tyres, faultless mechanically, bodily. £250. Ellis, "Saxonbury," Lewes, Sussex. [4491]

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PLYMOUTH 1946/53	45/-
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## FOR SALE—continued

**1934 AUSTIN ULSTER** engine and chassis. Offers or s.a.e. for details. D. Holman, 80, Howard Road, Cambridge. [4494]

**H.R.G. 1100,** 1947, in good condition. £325. Box No. H.495. [4495]

**1928 BENTLEY V.D.P.** tourer. £200 spent in last two years. New rear axle, fabric, hood, wheels, battery, rewired, etc. Must sell. Offers. 2, Thomas Street, Manchester 8. Tel.: CHE 7271. [4496]

**HEALEY 2.4** saloon, late 1947, fitted new engine 1953, brakes relined, new exhaust system recently. Excellent condition. Bargain. £225. Evans, 46, Warwick Road, W.5. [4497]

**ROLLS-ROYCE,** 1954, black sports saloon. Two owners. Immaculate and well maintained. New tyres. Photo. £395. Bremer, 6, Ashmore Terrace, Sunderland. [4498]

**ROLLS-ROYCE,** 1937 December, P. III Hooper 7-seater. History. A beautiful car, black, in immaculate condition. Two lady owners only. Chauffeur driven. £650 or near. Terms arranged. Mrs. Williams, 91, Bramley Road, London, N.14. Tel.: PAL 4485. [4499]

**JAGUAR XK150** drophead overdrive Special Equipment model. Registered January 1959. Advanced motorist owner has covered 13,500 miles since. New hood November under guarantee. Arbat 4-pipe exhaust system, many other extras. Dark blue/light blue upholstery. Growing family insists re-equipment with 3.4. Owner sees no reason to pay dealer 10% for sale. Will sell at average price, and split 10% with buyer. Mumford, Pasha Peckett Cottage, Lavenham, Suffolk. [4481]

**JENSEN** 1938 saloon. New Ford V8 engine, overdrive, disc wheels. Good tyres. Offers please. Exchanges. Tel.: RAV 3133. [4482]

**SCINTILLA VERTEX N.V.4** in good working order. 70s. Tel.: ENField 8006. [4483]

**CITROEN 6-CYLINDER,** 1954, 38,000. Torsion-bar suspension. Polychromatic grey. Almost showroom appearance. Mechanically faultless. Exciting 90 m.p.h. car with fantastic road-holding, for the family man. £400. Cookson, Hope, Welshpool (Tel.: 2365), Mout. [4484]

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**£135 M.G.** 9-h.p. PB Sports 2-seater, very fast and rapidly disappearing model, new hood and battery.

**£150 MORGAN 4-4** 10-h.p. Climax-powered sports 2-seater, unmarked blue cellulose, choice of two.

**£150 SINGER 9 LE MANS** sports 2-seater, beautiful example in red cellulose fitted new hood and battery.

**£150 WOLSELEY DAYTONA SPECIAL,** fitted Convair 2-seater, fibre glass body, finished in light grey and salmon pink.

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## FOR SALE—continued

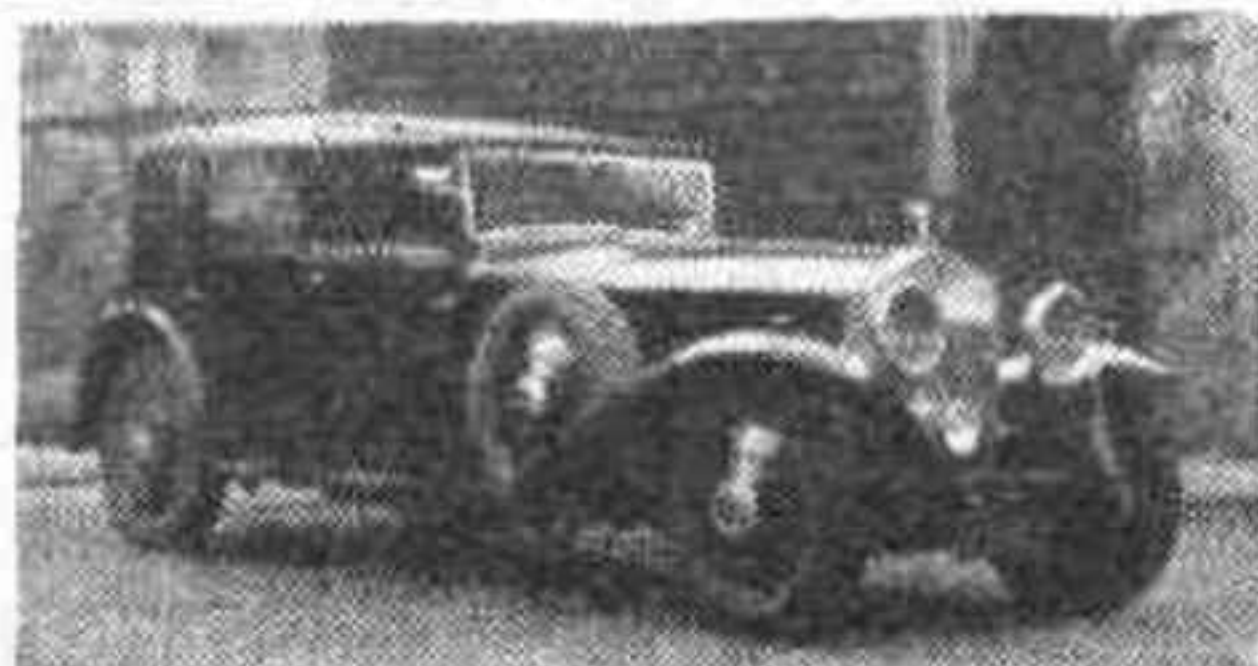
- ALVIS, 1937**, open sports 4-seater, just expensively cellulosed; 2-seater 21.6 h.p. Rolls-Royce replica drophead; 1928 4½-litre Bentley drophead four-some coupe, two owners since new. These three cars are all far above average condition. Scott-Moncrieff, Rock Cottage, Basford Hall, Leek, Staffordshire. Tel.: Churnet Side 300. [4438]
- FORD ZEPHYR**: Barwell conversion cylinder head, complete with three S.U. carbs. Suitable Mk. I and Mk. II. Cost £90. £45 o.n.o. Alves, 97, High Street, Street, Somerset. Tel.: 355. [4439]
- 1923 LAGONDA**. £100. Wild Goose Garage, Dursley, Gloucestershire. [4440]
- 500 x 16 in.** Ford Popular wheels, with tyres on 1 tubes. Four available, 176, Percy Road, Whitton, Twickenham, Middlesex. Tel.: TEDdington Lock 5529. [4441]
- MERLIN 12/4, 1936**. Sleeved std. 8:1 cr. Mechanically perfect. Interior and body good except doors. Absolutely original. Some spares. £90 o.n.o. 14, Charcroft Gdns., Enfield, Middx. [4442]
- ALVIS, 1938, 12/70 Tourer**. Ideal for specialist. Recon. engine, complete chassis, steering, brakes, lights, transmission, spare tyre, new battery, fittings, etc. Well cared for. Separate for spare, or complete at £75. Marriage forces sale. Box No. H.443. [4443]
- RARE ROVER SPORTS, 10 h.p., 1934**. Excellent engine, brakes, tyres, spats. Goes like its name "The Bomb." Owner destitute. Best offer. Tel.: LARKSwood 7132. [4444]
- ALFA-ROMEO, T.O.H.C., 1931, 1,750 G.T. 4-seater coupe**. £125 or near offer. Morris, 011 Vicarage, Redditch, Wores. [4445]
- 1955 VOLKSWAGEN De Luxe**, two-tone blue, radio, heater, twin spats, reverse light, screen washers, turbo discs, T/C tyres, badge bar, H.P. poss. £510. Tel.: WOO 8076. [4447]
- ZENITH TWIN CARBURETTORS** from Rapier II. Unused. Manifold, air cleaner, all fittings. Will fit Minx, etc. £15. Downie, The Grange, South Mimms, Herts. [4449]
- LANCIA APRILIA**. Very fine example. Much gold spent at Wembley. Many expensive extras. £250 needed to console tearful owner. 86, Priory Road, N.S. Tel.: MOUntview 3911. [4450]
- 1939 PREFECT**. Recon. engine, gearbox, back axle. New battery, carburetter. Ideal for "special" builder. £32. Tel.: Bexleyheath 6717. [4452]
- G.T. SPECIAL, 75%**, complete, requires body panelling, most parts available. Rebuilt Wolseley chassis with unused Ford 10 engine. New tyres, hydraulic brakes. Italian type body frame. Write for details and photo. Orwowski, 6, Harrington Villas, Brighton, 6. [4453]
- UNIQUE 1939 Show model 3½-litre SS100 fixed-head coupe Jaguar**. Unusual polychromatic maroon with red leather interior. Radio, heater, recent engine overhaul, respray, rechromed (including engine parts), new electrics and wiring. Good tyres, etc. A genuine opportunity to acquire a first-class classic car in Concours condition. Present owner five years, £300 o.v.n.o. 28, The Drive, Bexley, Kent. Tel.: Bexleyheath 2954. [4454]

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- RECONDITIONED MORRIS 8-E Tourer**. £160 o.n.o. Tel.: Staines 598 (after 6 p.m.). [4446]
- "MOTOR SPORT," 1951 to 1958** except Dec. 1958. Offers. Ellis, 5, Chestnut Drive, Rednal, Birmingham. [4451]
- 1931 BENTLEY 4-LITRE** saloon, complete with spare engine. Offers required for quick sale. C. H. Smith, Westland House, Curzon Street, London, W.1. [4456]
- "SPECIAL" BUILDERS**, special offer, for sale, Falcon Mk. III re1 fibreglass body-shell, new, unused and in immaculate condition, ready to fit on Ford 8 chassis, hinged bonnet and boot lids, dashboard, hinged locking doors. Genuine reason for sale. £90 o.n.o. Offers to C. S. Westwood, Main Guardroom, R.A.F., Honington, Bury St. Edmunds, Suffolk. [4457]
- M.G. 1939 VA 1½-litre** tourer. Rebuilt, resprayed, engine reconditioned, rewired, retrimmed, all new lights, new battery, good hood and screens. £195. Brock, 69, Eversley Road, S.E.19. [4458]
- HEALEY SILVERSTONE E-Type**, August 1950. B.R.G. Superb example much sought after marriage. Business forces purchase modern junk. Enthusiasts only please. £395, no offers. Tel.: FRE 9675, evenings, weekends (hire purchase can be arranged). [4459]
- BUCKLER CLOSE RATIO GEARS, 100E Ford**, 5,000 miles only. Offers. Write: Acker, 60, Basid Road, Stevenage, Herts. [4460]
- ROLLS-ROYCE**. Beautifully restored 1934. small 25 h.p. Gurney-Nutting. Owner driver. Sports saloon with boot and bucket seats—no division. Recellulosed light grey/imperial crimson. Loose covers, new tyres, mechanically overhauled including springs, steering and brakes. Really sound throughout. A very economical and imposing car in really exceptional condition. £695. Seen Derbyshire. Tel.: Ashover 347, after 7 p.m. [4461]
- M.G. TA '30** model. Resprayed red. Engine 6,000 miles. New tyres, chrome. £225 o.n.o. Mason, Tel.: LAB 1586, after 6.30 p.m. [4462]
- B.S.A. SCOUT, 1938**, sports (four wheeler). Complete, less crown wheel. All bills. Offers? Neal, 92, Copse Hill, S.W.20. Tel.: Wimbledon 0545. [4463]
- TALBOT, 1934 saloon**. Neglected due illness. Requires servicing. What offers. Sheppard, 71, Tower View, Shirley, Croydon. Tel.: ADDiscombe 3671. [4464]
- FORD MODEL-T ENGINE**, complete with starter and dynamo. Assumed in fair condition. Offers to Box No. H.465. [4465]

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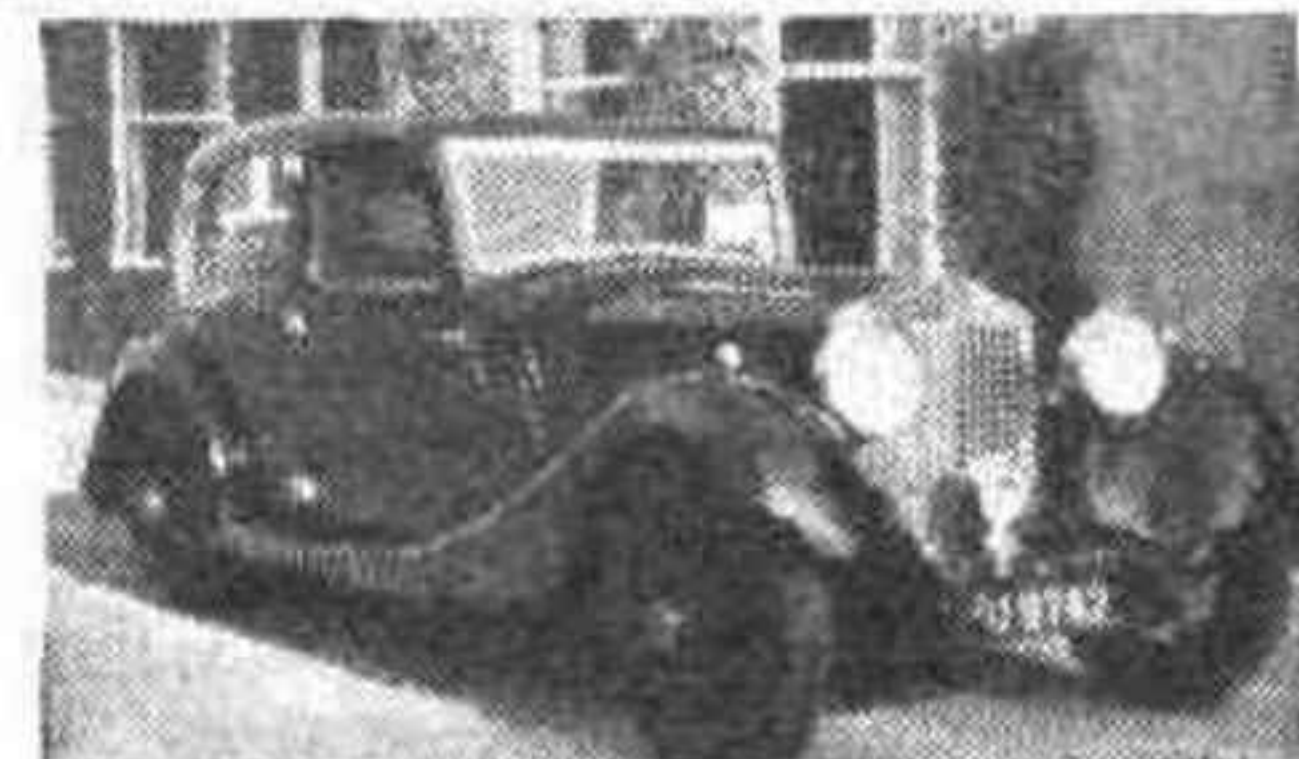
- SLIGHTLY DAMAGED** Crossley car, with Coventry Climax engine and Wilson gearbox. Towable. Offers to Box No. H.465. [4466]
- RILEY 1½, 1947**. Good. Black. £275. Tel.: Sev. Kings 9265. Evenings-weekends. [4467]
- TR2, 1955** specimen, in 1950 condition. Overdrive, heater, radio, hard/soft tops, TR3 engine, oil cooler, every extra, 100% immaculate, part exchange. Tel.: Grimsby 2857. [4468]
- "LADY EMMA" (born 1933)**, regal descendant of famous Austin 12/4 lineage, handsome black/maroon tourer. Has been the utterly reliable servant of a doctor for the last 18 months, and has been lovingly maintained. Photographs, including colour, available. Will travel 150 miles to meet suitable customer. Brook, Barn Close, Baslow. Tel.: 3235. [4469]
- ROLLS-ROYCE, 1927**. Thrupp and Maberly, 20 h.p., 20 m.p.g., good throughout. £185 or offer. Gordon Armstrong, The Hill, Kidlington, Oxford. [4470]
- TRIUMPH DOLOMITE ROADSTER, 1939**. Excellent body, hood, chrome. Magnificent motoring. £125. Tel.: HATCH End 1334. [4471]
- ARTILLERY-WHEELED HUMBER, 16/50** Tourer, 1929. £150. Under 50,000 miles; £80 engine overhaul by Roscoe, Howard & Tickle; oil pressure and speed exactly as when new. Write: I. M. Hooper, 110, Harley Street, London, W.1. [4472]
- PAIR MARCHAL "Fulgok" horns, 12-v., £15**; Pair "Le Mans" headlamps, £5; Pair Lucas 700 headlamps, £3. All new. Pass, Holmes Chapel Road, Congleton. [4473]
- DAIMLER, 1937**. Light straight-8 sports coupe, black/ivory trim, coachwork James Young, Bromley. Special exhibition model. Extensively modernised, good tyres, sound order. Offers over £120. Stebbing. Tel.: HOL 0502. View by arrangement. [4474]
- INVICTA, 1,498 c.c.**, reconditioned crankcase complete, crankshaft reground. Reconditioned cylinder head. Offers invited. Gibbs, 2, Farrell Road, Stockton Heath, Warrington, Lancs. [4476]
- RARE TALBOT 105** boat tailed tourer. B.R.G. Alum. body. Needs tyres/seats. Very fast. Must sell at about £80. Seen London or Doncaster by appointment. 17, Cecil Avenue, Warmsworth, Doncaster, Yorks. [4477]
- TYRES**. 5 Michelin Tubeless 560 x 15, 300 miles only £25 o.n.o. Box No. H.478. [4478]
- RARE 1924 Unic saloon, 13.9 h.p., 30 m.p.g.** Reborn, new pistons, mains remetalled, journals ground, clutch lined, differential overhauled, gearbox tyre compressor, repainted and varnished, petrol gauge made, no time or space available to enjoy. £145. Tel.: Watlington 37 (Oxford). [4479]
- ASTON-MARTIN L/C SALOON, 1935**. No. F5/583/L. Fog, spot and signpost lamps, screen-washer, twin Windtones, wheels shot-blasted and zinc sprayed, radiator rebuilt this year. £300; Volkswagen engine, stripped, 2 spare head, £15; gearbox, £7; 3 crownwheel/differential units and halfshafts, £5 each; Ford 8 engine, h.c. head, starter, dynamo, £8. Thomas, Holly Lodge, Longcross, Chertsey. Tel.: Longcross 236. [4480]

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"SPRITE," 1959, B.R.G., one owner only and fitted: heater, rev.-counter, full length tonneau, etc.	£625
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B.N.1, 1955, in red with hard- and soft-tops, heater, tonneau, luggage rack, wire wheels, overdrive	£595
"SPRITE," 1958, 2-seater, an excellent car in sky blue and fitted: spotlamp, screen washer, heater, rev.-counter, etc.	£595
B.N.1, 1954, in green with hard- and soft-tops, heater, wing mirrors, twin spots, overdrive, wire wheels, washers	£585
B.N.1, 1955, 2-seater in red, wire wheels, tonneau cover, heater, luggage rack, overdrive, etc.	£565
B.N.1, 1954, in pearl white with spotlamp, washers, tonneau, reversing lamp, etc.	£545

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3.4 Saloon, 1957, in maroon, disc brakes, radio, heater, etc. An exceptionally highly modified and potent vehicle ...	£1,285
XK140 1955, Drophead Coupe in pale blue, fitted: "C" type unit, radio, heater, wire wheels, twin spots, washers, wing mirrors	£795
XK120 1954, Drophead Coupe in metallic grey with wire wheels, twin spots, radio, heater, recently fitted new hood	£565
XK120 1952, Roadster in white with red leather, a particularly fine example of the marque	£465

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"ELITE" G.T. in pearl white with black interior. A brand new and unregistered example of this fabulous car, discs, wire wheels, etc.	£1,949
"ELITE" G.T. 1958, immaculate in midnight blue, very low mileage, wire wheels, discs, 1220 Climax unit, etc.	£1,485
Mk. XV, 1959, Series III, spotless in maroon, 1500 twin-cam Climax, discs, mag. wheels, 5-speed gearbox, etc.	£1,585
Mk. XVII, Stage III 1100 Climax, Webers, discs, mag. wheels, lightweight fibreglass body	£1,285
Mk. XI, ex-Alan Stacey, Stage III 1100 Climax, Webers, discs, de Dion, fibreglass body. Probably the best available	£995
Mk. XI, "Club," 1959 Series I, Climax unit, wire wheels, 500 miles only, fully upholstered and finished in Italian red	£835
Mk. XI, 1956, "Club," Series I, Stage III 1100 Climax, wire wheels, immaculate and unmarked in pale blue	£765
Mk. XI, 1956, "Le Mans," Stage II 1100 Climax, discs, de Dion, wire wheels, R.5 tyres, etc., in dark green	£745
Mk. VIII, 1955, 2-seater, in red, modified 1172 Ford unit, M.G. gearbox, wooden-rim wheel, etc. An extremely attractive road car	£395

### M.G.

"Twin-Cam," 1959, in spotless black with grey interior, disc brakes, spotlamp, heater, washers, luggage rack, tonneau cover, etc.	£995
"A" type, July 1958, a most exceptional car in pale green, 8,000 miles only and fitted: radio, heater, tonneau cover, wing mirrors	£845
"A" type, 1958, in white, wire wheels, heater, tonneau, competition suspension, badge bar, wooden-rim wheel. A first class example	£785
"A" type, 1956, 2-seater, in blue and fitted: radio, heater, wire wheels, "X" tyres, full length tonneau cover, etc.	£695
"A" type, 1956, 2-seater, in white, hard- and soft-tops, wire wheels, heater and twin spots. Another fine car	£665
TF, 1954, 2-seater, unblemished in red and fitted: tonneau cover, twin spots, wing mirrors, heater, screen washer, etc.	£565
TD, 1951, 2-seater, really excellent in bright red with spotlamp, screen demisters and wing mirrors	£475
TC, 1946, 2-seater, in red, twin spots, wing mirrors, luggage rack, tonneau cover, etc. Handles well	£265

### MORGAN

4/4, 1957, 2-seater, in maroon, two owners only and fitted: tonneau cover, twin spots, luggage rack, wing mirrors, etc.	£505
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### TRIUMPH

TR3A, 1959, as new in pale blue, 3,000 miles only, one owner, with radio, heater, disc brakes, "X" tyres, spots, tonneau, washers	£935
TR3A, 1958 (Nov.), in primrose yellow with black interior, disc brakes, wire wheels, "X" tyres, heater, wing mirrors, washers	£835
TR3, 1957, 2/4-seater (rear seat), in white, disc brakes, washers, "X" tyres, heater, tonneau cover, etc.	£735
TR3, 1956, an exceptional car in red, fitted: overdrive, heater, luggage rack, washers, wing mirrors, rear seat	£635
1800 Roadster, 1947, 2/4-seater, in cream, new red hood, spotlamp, washers, mirrors recently rebored	£295

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A.C. Ace-Bristol, a superb car in maroon, disc brakes, wire wheels, "X" tyres, twin spots, washers, heater, tonneau, etc.	£1,435
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FRAZER NASH "Mille Miglia," 1952, streamlined, 2-seater, in B.R.G., F.N.S. unit, twin exhausts, full weather equipment, a beautiful road car	£765
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- 1955 D.K.W.** head gaskets, starter solenoid, fuel pump and filter, speedo, drive, hydraulic brake pipe. 1938 Riley Nine brake linings. Best offers secure; all inquiries answered. Mills, 11 O.M.Q., R.A.F., Debden, Saffron Walden, Essex. [4500]
- MAGNIFICENT SPORTING EQUIPAGE, 1930** 4½-litre low-chassis Invicta, the "100 M.P.H." model. Fitted with a beautiful light replica close-coupled 2/4 sports body in 1953. Engine under 4,000 miles since rebuild with 7:1 pistons, new S.U.s, water pump, etc. £500. Woodstock, Heath Road, Sokerton Heath, near Droxford, Hampshire. [4501]
- LEA-FRANCIS, 1951, 14-h.p. saloon.** 45.00. Recently overhauled. New tyres, battery, exhaust. Resprayed 1957. Heater, radio, covers. £290. Tel.: Clissold 1020 or Thorpe Bay 88588. [4505]
- 1930 AUSTIN 12-h.p.** Excellent runner. Good tyres, battery, etc. £35 o.n.o. Tel.: WEY 3201 (evenings and weekends). [4505]
- "MOTOR SPORT,"** 119 copies, 1949/50, unbound. £7 o.n.o. 34, Out Westgate, Bury St. Edmunds. [4507]
- 1967 LEA-FRANCIS, 1949.** Good condition. New tyres, battery. £295. Hodge, 129, West Wycombe Road, High Wycombe, Bucks. [4508]
- AUSTIN NIPPY, 1935.** Good condition. Numerous spares. £90. Boyce, 1, Eden Croft, Abingdon, Berks. [4509]
- M.G. TC, 1949.** Overall condition excellent. Reconditioned engine/gearbox/steering, 6,000 miles ago. Sprayed red. Full and half tonneau covers, windscreen washer and four good tyres. Overseas posting forces sale. £345. H.P. available, together with bills and photograph. Available January/February. Tel.: Odiham 3199. Box No. H510 [4510]
- WILL HAGGLE** round £180 for 1951 Land Rover, which I alone have driven since new. Full history supplied, also logs if you can read my writing. Tel.: Sutton Veny 223 (weekends). [4511]
- ALVIS, 1927 Beetleback, 12/50 SD.** Original condition. New hood, sidescreens and tonneau. Price, 105, Grand Parade, Leigh-on-Sea, Essex. Tel.: 72436. [4513]
- RARE OPPORTUNITY.—M.G. TC, 1949 (Oct.).** Magnificent as new condition. Original spare unused. Very low mileage by lady. Kept as third car. £415 o.n.o. Tel.: Reading 53732 (day), 72309 (p.m. weekend). [4514]
- LANCIA AUGUS TA, 1936, sports saloon.** Mechanically, bodily, very good. Heater, seat covers. £85. 66A, Station Road, Harpenden. [4515]
- BENTLEY 3½, 1936, Park Ward sports saloon.** Good alloy body (grey). Just re-ringed, decoked, new ends. Magnificent animal. Start talking £300. Stanton, 12, Atney Road, London, S.W.15 [4516]
- 10.8-h.p. COVENTRY-CLIMAX engine (ex-1933** Gloria). Completely reconditioned, unused since. With gearbox, some engine accessories. £20 o.n.o. Barley, 14, Park Road, Gravesend, Kent. [4522]
- ROLLS-ROYCE PHANTOM III** sedan de ville, 1937. Beautiful lines and in absolutely first class condition. Black and dark blue paintwork impeccable. Fully modified. Blue upholstery. New hood for front division. Two spare tyres in new cases on each running-board. Extras include heater, radio, fog and reverse lights, etc. Original tool kit. Best offer over £1,000. Overseas inquiries welcomed. Box No. H.523. [4523]
- 1936 A.C. Comp. Sports 16/80.** Resprayed, brakes relined, engine overhauled, tele. control shock-absorbers, five excellent tyres. £175. N. Lambert, 7, Abbotsleigh Road, Streatham, S.W.16. Tel.: STR 5381. [4524]
- 750 SPECIAL.** Cheap 2-seater. Registered 1956. Lowered chassis; small wheels; hydraulics. Engine needs overhauling. £35. Newey, Pleshey, Chelmsford. Tel.: Pleshey 229. [4525]
- 1172 ROCHDALE G.T., 1959** professionally built but unfinished interior. I.F.S., h.c. head, twin S.U.s, c.r. gears, 4.7 c.w.p., crossflow radiator; sprayed blue. £250. Tel., evenings: Fremantle 2775. [4523]
- RENAULT 750, 1953.** Immaculate. New "X" tyres. £315. 15, St. Francis Lodge, Harrow Road, Wembley. [4527]
- ROLLS-ROYCE 25/30, 1933,** limousine, division, 6 wheels, o/s.eat. Very good condition. Nearest offer £500 considered. Box No. H.528. [4525]
- MORGAN PLUS FOUR, 1954.** Rapid rally-winning car in excellent condition. New Morgan necessitates sale. £475 o.n.o. Private H.P. possible, £95 down. Tel.: Brinkworth 293 (evenings). [4529]
- MICHELIN "X,"** new, maker's wrappers. Four 6.00 x 15. Cost £39 12s., accept £35. Cove, 48, Furze Lane, Purley. [4530]
- ALVIS CRESTED EAGLE 19/82 saloon, 1936.** Special coachwork (Mayfair); sound condition; excellent engine. £45. Spencer, Brathay Hall, Ambleside, Westmorland. [4531]
- VOLKSWAGEN, 1947.** New tyres, battery, fan belt, plugs, silencer and headlining. Extras: roll bar, ammeter and parcel shelf. Recent gearbox overhaul. Repainted. Utterly reliable. £230. Tel.: Hornechurch 45676. [4532]

## FOR SALE—continued

- M.G. TA, 1939, black; radio, luggage carrier.** Enthusiast maintained. £210. 17, Dora Road, Wimbledon. Tel.: WIM 2441 (evenings). [4533]
- WHITE MAN'S BURDEN** needs my support in Aden; my superb 1935 3½-litre pillarless Lagonda saloon needs your support here. Regal magnificence, 20 m.p.g., the envy of tinware; all for £130. Please write, F/L. McMillan, R.A.F., Northwood, Middlesex. [4534]
- PRISTINE 1951 JAGUAR XK120.** White/red. "X" tyres. An outstanding example. £450. Ellis, "Saxonbury," Lewes, Sussex. [4535]
- RARE 1937 1½ RILEY Continental.** Very nice condition, no troubles, extras. About £135. Tel.: Bexleyheath 9352. [4541]
- 1951 ALLARD, P-type saloon, blue fitted 5½-litre** Cadillac engine and automatic gearbox, 1,000 miles ago. Radio, heater, 5 new tyres. Offers: R. Parsons 76, Sparth Avenue, Clayton-le-Moors, Accrington, Lancs. [4542]
- TRIUMPH 1800 Roadster 1948.** First-class respray (dawn mist), June 1959. Blue leather. New hood, excellent tyres, spot, heater, demisters, washers. Reset springs, spare engine, gearbox parts, £310. Yates, 1, Riversleigh Avenue, Lytham, Lancs. Tel.: Lytham 7258. [4543]
- FIVE 33 x 5 TYRES** and tubes. One 33 x 4 new. Calthorpe about 1922, 4-seater, suitable spares. 750-c.c. Harley, ex-W.D. m/c. engines. Bert Coffin, Preston, Yeovil. [4544]
- ALVIS Silver Eagle, 1931, in running order.** Any offer. Dr. G. P. L. Miles, 144, Kingsway, Petts Wood, Kent. Tel.: Orpington 21451. [4545]
- ALLARD 48 saloon—recent reconditioned Ford** engine, gearbox. 20-22 m.p.g. £160. Squibb, Swains Diggins, Harewood End, nr. Hereford. Tel.: Harewood End 239. (Terms arranged). [4546]
- ROCHDALE 1172 Special, nearly complete, £350** spent. Reason given for sale. Mainly new parts. Many mods. £200. Box No. H.547. [4547]
- 1172 S/R SPECIAL, ready to race, fully tuned.** Wishbone i.f.s., spares. £275. Perry. Tel.: TUD 7178 (evenings). [4548]
- STANDARD SPECIAL, R.G.S. fibreglass body.** £200 o.n.o. Building new "special." Rands, 23, Evelyn Ave., Ruislip, Middx. Tel.: Ruislip 6578. [4549]
- LAGONDA V12, 1938.** Short chassis saloon, recently overhauled. Mechanically and bodily sound. H.P. may be possible and would consider part exchange. Tel.: SLO 1750 or Box No. H.550. [4550]
- 1957 FIAT 1100 saloon, blue, two new tyres, roof rack** carefully maintained. £580. Robotham, Rickerby House, Ecclefechan, Dumfriesshire. [4551]
- 1935 RILEY 12/4 Falcon.** Body good, engine rough, £25 o.n.o. 200, Cheltenham Road, Evesham, Worcs. [4552]
- GOING ABROAD—or I'd be mad to sell my** Citroen Big Six. Best car I ever had, 1953. Maroon. Perfect. £325 o.n.o. by Jan 8. Millwood, 80, Chiltern Street, W.1. Tel.: WELbeck 7378. [4553]
- F.N./B.M.W. 326, 1937.** Requires little attention. Going cheap as must sell. Newport (Mon.) area. Box No. H.554. [4554]
- BENTLEY, 1935, 3½-litre Barker Sports saloon.** Heater, radio, screen washer, demister, full tool kit. Engine immaculate. £330. McKenzie, 1, Kirklees Road, Thoroton Heath, Surrey. Tel.: THO 4791. [4555]
- JAGUAR XK140, 1955.** Fixed head coupé in Pearl Grey. Immaculate condition. Radio, heater, screenwashers, new batteries. £750, or can arrange terms. Linton, 120, Hathersage Road, Manchester, 13. Tel.: RUSHolme 1840. [4556]
- FORD 8, 1935, 2-door saloon.** Excellent order throughout. Repainted, retrimmed, every moving part overhauled in last two years. Recon. engine, twin carbs., high comp. head, racing valve springs, 4-branch exhaust, Servais silencer, 10-h.p. gears, 4.7 rear axle. Excellent brakes and road-holding. Faster than Minor 1000. £130. Potts, 25, Lulworth Gardens, South Harrow, Middlesex. Tel.: Byron 1306. [4557]
- RILEY ADELPHI 12/4, 1936.** Exceptional condition, one previous owner, full history known. Recent Riley overhaul, Scintilla, twin S.U.s, 14-in. headlights, etc. Many spares available, inspection invited. £230. Full details from Box No. H.558. [4558]
- M.G. J2.** Fine condition. New camshaft, rockers, bushes, new bearings, rear axle, gearbox. No oil 70 lb. hot. Retrimmed, Tatty hood. £115 o.n.o. 17, Leander Road, Brixton. [4559]
- 1927 LANCIA LAMBDA.** 8th series engine. Standard short chassis, with 2-seater, red body. For details write Berridge, Gunnery School, Lulworth. £170. [4560]
- ALMOST COMPLETED Chrysler Special for** sale. New alloy body, new seats, hand painted in red and white, completed new lighting system with wipers. Also overdrive. £200 or near offer. Horrocks, Wyreside Cottage, St. Michaels, near Preston, Lancs. [4561]

## FOR SALE—continued

- 1936 SINGER LE MANS Special.** Riley 9 engine. Smart appearance, in daily use. £100. Carroll, Langley, Saffron Walden, Essex. Tel.: Brent Pelham 308. [4562]
- ALVIS, 1932, TL12/60 beetleback.** Mechanically, bodily excellent. New engine, battery, coil, electrics, carburettors, tonneau, two months' ago. £165 o.n.o. Burton, 147, Thurleigh Road, London, S.W.12. Tel.: KENSington 5123 (office). [4563]
- ALVIS SPECIAL, 1935, Silver Eagle, professional** 4-seater sports body, mechanically excellent, new battery, near new tyres. £190 o.n.o. Charnock, Seahaven, Arlington Avenue, Goring-by-Sea, Sussex. Tel.: Goring-by-Sea 44010. [4564]
- M.G. TA, rebuilt engine, respray, new hood,** screens, rad. core, 16-in. wheels. £210 o.n.o. Tel.: Huddersfield 9612. [4565]
- OWNER (now in Forces) offers 1928 Vintage** Austin Seven 4-seater tourer in splendid condition. Offers in region of £85, to 179, Hardhorn Road, Poulton-le-Fylde. Photograph on request. [4566]
- J.A.G. 1, 72-c.c., 3½-in. ladder type chassis, coil** spring d. mper units front and rear, Panhard rod, wishbone i.f.s., rack and pinion, alloy steering wheel, four-ranch twin exhaust system and special inlet manifold, hydraulic brakes, twin master cylinders. Streamlined alloy body, detachable hard-top. £275. Griffiths, Hawthorn Hill Cottage, Nr. Bracknell, Berks. Tel.: Winkfield Row 362. [4570]
- M.G. TF, 1955, l.h.d., wire wheels. £430.** Hall, 25, Ladbroke Square, London, W.11. Tel.: BAYswater 4228. [4571]
- 1959 MODEL M.G.-A Twin-Cam.** Radio, heater, luggage rack, radiator blind, tonneau, Duraband tyres. One owner, low mileage. £1,050 o.n.o. C. Heron, Rover House, Exeter Road, Bourne-mouth. [4572]
- JAGUAR Mk. V., 1950.** Superb condition, silver grey. New engine, clutch, brakes and steering, 4 new tyres, radio, heater, etc. Genuine 23 m.p.g. Genuine reason for sale. Bargain at £325 o.n.o. Tel.: Narborough 2362 (Leicester). [4575]
- OUTSTANDING PB M.G., 1936.** Mechanically, bodily, electrically, first class; reconditioned engine 80 lb. plus; complete new upholstery (Dunlopillo, leathercloth); beautiful dash, all instruments correct; sealed-beam headlights; new vynide hood, tonneau, side-screens, battery; receipted bills for over £175 spent recently, full history of only four fastidious owners; cream, maroon interior, shining chrome; present adoring proprietor finally succumbing to family motoring. £225, worth more; commuting daily Friern Barnet, Russell, 10, Highfield Way, Potters Bar. Tel.: 2145. [4576]
- 1958 TR3A.** B.R.G. 27,000. One owner. Overdrive, heater, Michelin X, luggage rack, extras. £825 o.n.o. R. Thompson. Tel.: Whitehall 0531, Extension 122 (Office hours). [4577]
- CITROEN, 1949, Oct. Lt. 15.** Immaculate condition. £199 o.n.o. H.P. possible. Tel.: Gerrards Cross 4160. [4578]
- 100-M.I.H. CHEETAH 3 litre, one owner, i.f.s.,** radio, patent, le chike road-holding—demonstrated. Smooth, extremely comfortable, customer built 2-seater by specialist mechanics. Standard parts easily obtainable. Studebaker engine, TR2 transmission, 18 cwt., 2 S.U.s, cost £2,000. Genuine, 4,000 miles; completely maintained. £975 o.n.o. Denis O'Sullivan. Tel.: Orpington 23268. [4579]
- M.G. PA, 1936, and fibreglass top.** Nearest £125. All good. 379, Reddings Lane, Birmingham 11. [4580]
- ROLLS-ROYCE 20/25 saloon, 1932.** Very sound throughout, new roof, headlining, and battery. £110. Tel.: ELM 1922. [4581]
- 1934 ROLLS-ROYCE Park Ward Saloon,** steering overhauled, very good condition. £265; or 1951 Mk. V Jaguar, excellent. £300. Briggs, 8, Sherwood Road, Bognor, Sussex, or week-nights. Tel.: WEMbley 6567. [4582]
- ALVIS SPEED 20 Tourer, 1934, good tyres and** general condition. £135. Tel.: UPLands 3397. Box No. H.583. [4583]
- RILEY, 1939, 12-h.p. black saloon.** In good shape. Re-bored, new oil and petrol pumps, re-wired. Rust free. £95. Box, 35, Churchfields, South Woodford, E.18. Tel.: BUCKhurst 2961. [4584]
- 1951 DELLOW.** V.G. condition, fast, business-like. Frightens girls into women. New engine. £260. Haggling considered vulgar. Tel.: UPL 6371. [4585]
- RILEY ADELPHI, 1½-litre, 1938, with overdrive,** interior, exterior and mechanics first class, new battery, silencer. £160 o.n.o. Kerr, 35, Burfield Road, Old Windsor, Berks. [4583]
- TRIUMPH DOLOMITE, 2-litre saloon, 1939.** 5,000 miles since £100 engine overhaul. Body fair. £50 o.n.o. Hamilton, Mink Farm, Corfe Castle, Dorset. Tel.: 281. [4587]
- DELOW, 1951, very potent and economical** example, all modifications and many extras. Recent gearbox overhaul. £285 o.n.o. Tel.: HOLborn 4081 (day), Ewell 2104 (evening). [4588]

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## FOR SALE—continued

- ROLLS-ROYCE**, 1925, 20-h.p. Being broken up for parts. Rear axle broken (half-shaft). 21, Franklin Road, Harrogate. Tel.: 2278. [4589]
- MORGAN 4/4**, 2-seater coupe, 1937. Immaculate Climax engine. Sealed beam units. Good tyres. £95. Tel.: WEYbridge 4169. [4590]
- FORD AND RILEY** Special builders—Selling Ford at £8 10s.; Riley clearing £16 10s. Triumph, 1938, recon. engine, new tyres and battery, repainted. A very clean and smart-looking car. Start haggling at £87 10s. Tel.: Stonegrove 7727. [4591]
- £10 OVER** dealer's price required for 1949 A.C. saloon. Requires respray. Standard body, O.K. mechanically. £225. Tel.: BAR 4020. [4592]
- M.G. TA**, 1938. Mechanically and bodily super. Many new parts including vynide hood, carburetors, good tyres, wipers, w/washers, spot, carpets. Marriage forces sale. Snip. £195 10s. Everard, 38, Ullswater Cres., Kingston Vale, S.W.15. Tel.: KIN. 2005. [4593]
- 1933 ASTON MARTIN** with V8 engine. An amusing and interesting car in good condition. Engine recently overhauled. Reduced to £180—money urgently needed. St. Benets, West Byfleet, Surrey. [4594]
- 1930 LANCIA LAMBDA**, 8th series. Attractive green leather covered sports saloon by Weymann, complete with basket-work front seats. Original, apart from electric petrol pump. Superb steering. Less than 200 miles since clutch rebuild and top overhaul. Instant starting. Four good tyres. Excellent condition throughout. Licensed and insured. £185. Mitchell, 28, Crouch Hall Lane, Redbourn, Herts. Tel.: 349 (after 7 p.m., or week-ends). [4595]
- 1951 SUNBEAM TALBOT 90** Sports Saloon, grey, grey leather, all possible extras, immaculate definitely an enthusiast's car. £380. 40, Longridge Road, S.W.5. Tel.: FRE 9675. [4596]
- ROCHDALE 1,172-c.c.** 4-seater. Twin 30-mm. Zeniths, Aquaplaned, polished ports, h.c. head, water pump, Servais s.t. exhaust, oil filter/gauge, 4.7 c.w.p., re-phased suspension, Newton teles split radiator, recon. engine, starter, dynamo, brakes, steering, etc., wipers, T.C.'s, new battery, re-wired, parking light, screenwash. New upholstery, trim and carpets. Truly immaculate throughout. Running in. £375. Gomersall, 226, Bannerdale Road, Sheffield, 11. [4597]
- 1939 FORD PREFECT** chassis and engine complete, all bits and pieces. New tyre and tube. Crown-wheel n.b.g. £25. Prestidge, 44, Seamoor Road, Bournemouth. [4598]
- TOUCAN**. Fastest B.M.C. "B" series engine car in the country. Very successful in club, racing sprints, etc. Full details from Wilson, 75 School Road, Moseley, Birmingham. [4599]
- RILEY KESTREL NINE** sports saloon, hydraulic brakes, new battery, good tyres. Interior, exterior, and mechanics excellent. Enthusiast maintained. £110 o.n.o. Nelson, Fieldside, Warborough, Oxon. Tel.: 349. [4600]
- SMART 1172 MARTIN**. Recon. engine, clutch. Re-sprayed B.R.G. 4 new Michelin X's. Remote control lever; 4.7 c.w.p.; re-wired. Hood, tonneau and swept round windscreen. £265. Brodie 6, Chepstow Place, W.2. Tel.: BAY 0309. [4601]
- A7 FIBREGLASS SPECIAL**, new modified wheels and tyres, new c.w.p., re-sleeved. £160 H.P. arranged. Write, photo/details. Also A7 Aluminium Body, £15. 44, Inverclyde Road, Handsworth Wood, Birmingham, 20. [4602]
- LAGONDA 14/60**, 1928. High chassis tourer, original. Reasonable price. 25, Hornsey Rise Gardens, N.19. Tel.: ARC 0840. [4603]
- ASHTRAYS FULL**, must sell. Extra special Auto Bodies saloon cellulosed B.R.G. As new, any trial. Boxed chassis, Woodhead Monroe conversion. 4.7 axle, 16-in. wheels, discs, new tyres. Aquaplaned 1,172 unit. Trimmed to best production car standards. Walnut dash fitted radio, cigar lighter, instruments, compass, etc. Double dip headlights, wipers, reversing lights. Best finished "special" in country. Photo gladly. Deliver anywhere. £395. H.P. if desired. Forster, 9, Verdun Avenue, Pendleton, Salford, 6, Lancs. Tel.: Eccles 4205. [4604]
- MORGAN 4/4**, 1939, Ford 10, also Climax. £130 o.n.o. 52, Crown Dale, Upper Norwood, London, S.E.19. [4605]
- M.G. TF**, black/green, almost new original condition. Radio, heater, rack, swivel spot, 14 other extras. Recent new tyres, plastic hood. Decoke. Truly exceptional. Your journey won't be wasted. Reason for selling—buying pram! Photos. H.P. Haggle £585. Ashtead, Surrey. Tel.: 2302. [4606]
- B.M.W. 326**, Hirth gearbox, 327 high-lift camshaft, Arnott supercharger and fittings for 327 or 328. Hamblen-Thomas, Cream Lodge, Dursley, Glos. [4607]
- DAIMLER COUPE**, 1935, 2-litre, by Mulliner. Re-sprayed pearl grey, new hood, carpet, tyres, battery, dynamo, brakes, etc. £90 engine overhaul. Bills available. Chassis, body, mechanics, perfect. £220. Wattie, 38, Harewood Road, Bedford (anytime). [4608]

## FOR SALE—continued

- PORSCHE SPEEDSTER**, 1,500-c.c., 1955, blue, small mileage, perfect condition. £875. "The Willows," Barnet Road, Arkley, Herts. Tel.: Barnet 2988. [4609]
- M.G. PA**, red, good condition, new hood, tonneau, screens, battery, springs. Engine needs little attention. £95 o.n.o. Week-ends. Pipe, 227, Walmley Road, Sutton Coldfield. Tel.: Ashfield 1270. [4610]
- ALVIS 12/70**, 1939. Mulliner 2-door 4-seater sports. Fine condition throughout. Complete engine overhaul 14,000 miles ago. Bodywork re-sprayed black, maroon wheels, July, 1958. Vynide hood, nearly new mohair all-over tonneau cover. One of finest 12/70's in existence. £295. Photo if required. Tel.: MONarch 5281 (day); Gt. Missenden 2620 (evenings); or Box No. H.616. [4611]
- FREE**. Many months of work with R.G.S. G.T. Special in ivory, with red trim. Vanguard powered, centre change, F/O handbrake, good. Haggle from £375. H.P. and part-exchange, w.h.y.? Also 16-in. wheels, well shod, and cylinder head for TC M.G. Ratcliffe, 50, Cam Green, Dursley, Glos. [4612]
- 1959 "GILERA"** 300-c.c., o.b.c. sports twin, cost £318, mint condition, superb machine. £195. Terms, exchanges. 37, Parkside Drive, Edgware. Tel.: STO 7073. [4613]
- M.G. YB**, 1½-litre saloon, 1953. Excellent condition. £370. Heswall (Cheshire). Tel.: 1548. [4614]
- M.G. Y**, 1950, 11/4 1950 saloon, recent battery, replacement engine, decoke, re-spray, and 2 Michelins; worth, and wanted, £360. Tel.: ISLeworth 1810 (Midx.). [4615]
- NATIONAL SERVICE** forces sale of 75% complete "750 Fibreglass Special." Usual mods. No reasonable offer refused. Foster, 6, Mornington Ave., Rochford, Essex. [4616]
- M.G. 2-LITRE** saloon, 1938. Almost fully renovated and overhauled, new headlining, chrome, etc. Needs minor attention to bodywork. £75. 13, Winchester Mews, Swiss Cottage, N.W.3. Tel.: PRImrose 7941. [4617]
- FRAZER NASH-ANZANI**, 1926, 4-speed, 12-in. front brakes, rear and gravity tanks, fold-flat screen, Connolly leather bucket seats, modern lighting. Good mechanical condition. Hood and tonneau covers. Spares, including new c.w.p., cylinder head and gaskets, camshaft, brakes and miscellaneous parts. £150 the lot. Chubb, 14, The Square, Carshalton, Surrey, Wallington. Tel.: 2772. [4618]
- SPRITE**. Donald Healey Dual-Exhaust system. Cost £11. As new, £8. Venables, 39, Cumnor Hill, Oxford. [4619]
- BENTLEY 3-LITRE**. Open 1924 4-seater. Sound original body. Mechanically good. £240. Bailie, Knoll Lodge, Bingham Ave., Parkstone, Dorset. [4620]
- FORD 8 VAN**, 1946. Side windows, bench seats, new battery, rear side bodywork damaged, repairable or make good "special," drivable. £30. Goshwell, Commonland Farm, W. Chiltington, Pulborough, Sussex. Tel.: W. Chiltington 3160. [4621]
- RARE COLLECTOR'S PIECE**. 1921 15.9 Humber saloon, total mileage since new 9,802. Stored under a dust cover for the last 35 years. This car is reputed to be the Olympia Show Model and is in immaculate condition throughout. Owner reluctantly compelled to sell owing to other commitments. £300, or nearest. Moore, Greenacre, Glebe Lane, Great Shelford, Cambs. [4622]
- FRAZER NASH**, T.T. Rep., 2½-litre Lea-Francis engine, Shelsley front axle, hydraulic brakes. Formerly owned by the late Peter Osborne. A most desirable Nash. 24, Barkham Ride, Wokingham, Berks. Tel.: Eversley 3117. [4623]
- MUST SELL ONE**. 1949 Triumph 2000 Roadster, exceptional car, dark green, £295; or Healey Duncan sports saloon, striking car in good order, ivory, with red interior, £355. 6, Station Path, Staines. [4624]
- MAY, 1959**. Black Mercedes 220S, 6,000 miles. Perfect. £1,950. Tel.: BAR 5187/3901 (before 5 p.m.). [4625]
- JULY, 1959**. Vanguard, white/green, 3,000 miles. Showroom condition. £860. Tel.: BAR 5187/3901 (before 5 p.m.). [4626]
- ALVIS**. Silver Crest Sportsman's Saloon, 1939. Distinctive appearance, moderate mileage, impressive performance. £185. Terms arranged. Catton Grange, Norwich. Tel.: 46862. [4627]
- JAGUAR**. 1½-litre d.h. coupe, 1939. Recent £100 overhaul and re-spray, new hood, battery, tyres and brakes. £175. Photo and terms available. Catton Grange, Norwich. Tel.: 46862. [4628]
- BENTLEY 3½-LITRE**, 1935, Park Ward. Brakes re-lined, reconditioned back axle, any trial. Owner buying van. £300. Royal, Drayton High Road, Norwich. Tel.: 508. [4629]
- ROLLS-ROYCE**, 1926, 20-h.p. Sports Tourer. £250. Tel.: Heswall 558. [4630]
- 1951 MORGAN**, Plus 4. Unusually fine condition, Ivory and red. £400. Tel.: Eltham 2440. [4631]

## FOR SALE—continued

- ALVIS TA14** saloon, good condition. £300 o.n.o. Exchanges considered. Lawton, 3, The Terrace, Old Woking. [4632]
- SUNBEAM ALPINE**, 1954. Dark blue, overdrive, radio, heater, Marchal lamps, screen washers, modifications to Series III. Car in really excellent condition. £495. Ewen, 26, Brockley Avenue, Stanmore, Middlesex. Tel.: Stonegrove 6720. [4633]
- H.R.G. 1100**, 1930. Immaculate. Re-sprayed, re-wired, re-trimmed; new hood, sidescreens, new engine 1957. £280. Tel.: POL 5345. [4634]
- ALVIS SPEED 25**, 1936. Rebores, new big-ends, excellent condition. £225. Tel.: West Mersea 417. [4635]
- 1936 PACKARD** Drophead Coupe, good condition, heater, £65 o.n.o.; TR3 Steering Wheel, as new £1 10s.; Pair of P80 Headlamps, good condition, £3 10s.; 650 x 17 Goodyear Tyre, as new, £7 10s.; Pair of 650 x 17 India Super 6-ply Rayon Tyres, good tread, £7 10s. Hicks, 118, Campden Hill Road, London, W.8. Tel.: PAR 2276. [4636]
- 1933 RILEY**, "March Special." £80. Enthusiast owner bought Kestrel. Frith, Mill House, The Hill, Chellaston, Derby. [4637]
- TALBOT 10**, Drophead coupe, 1938, nice condition. £80. Tel.: Bedford 61956 (evenings). [4638]
- TD M.G., SEPT., 1953**. Really magnificent condition. Black with red wheels. Owned by two friends since new. Engine reconditioned and not yet run in. X tyres and brakes relined 2,500 miles ago. Many extras. Recent stable addition forces sale. Offers over £450 considered. Thorowgood, Upper Drive, East Preston, Sussex. Could be seen Epsom, Surrey, by arrangement. [4639]
- 1939 FIAT 500**, convertible, body and engine in first-class condition, fitted radio, new hood, etc. Over £140 spent in last 12 months. £125. G. A. Maclean, Kingston Bagpuize, Abingdon. Tel.: Longworth 385. [4640]
- AUSTIN A40 SPORTS**, 1952. Good condition, extras. £310. 39, Gorway Road, Walsall, Staffs. [4641]
- M.G. TC, NOV. 1946**. X-Pag engine. Excellent condition. £270 o.n.o. Law, 314, Marine Road, Morecambe, Lancs. Tel.: 2565. [4642]
- MAGNETOS**. Approximately 40, mostly Bosch Eisemann, 1, 2, 4 and 6-cylinder, all pre-1916; 1903/4 Maudsley car (condition poor); 1904 Argyle engine; 1909 Darracq engine and very early twin-cylinder automatic inlet engine. Grossmark, 336, Upper Shoreham Road, Shoreham-by-Sea. Tel.: 2603. [4643]
- LAGONDA LG45**, Sports Saloon, 1937. Fast, impressive thoroughbred in British racing green, with new tyres and many extras. Excellent all-round condition. £195. Terms, exchanges. Jones, "Soufriere," Ferry Road, Hullbridge, Essex. Tel.: Hullbridge 326. [4644]
- 1940 CITROEN ROADSTER**. Light Fifteen, black with red hood and tonneau. Excellent order. Radio, loose covers, completely re-wired, with added spot- and fog-lamps, flashers, and double-dip headlamps. £180. A. J. A. Whyte, 1, St. Mark's Road, Leamington Spa. [4645]
- MINOR**, 1952 Saloon, two owners, enthusiastically maintained, Derrington aluminium head, twin carburettors, Servais exhaust, heater, extras, good tyres, brakes re-lined, new battery, terms. £325. Tel.: Uplands 2745. [4646]
- ALVIS 12/70** saloon, 1938, outstanding value. £70. 100, Woolwich Road, Belvedere, Kent. Tel.: Erith 4299. [4647]
- KEIFT G.P. CHASSIS**, with alloy differential casing and front suspension mountings, ideal for sprint or hill-climb car. Owner can supply drawings. Special cast wheels, suspension and other components at reasonable cost. £50 or exchange, w.h.y.; C.A.V. Petrol Injection Pump and Nozzles for 4-cylinder engine with stub pipes and air controls. £50 o.n.o. Tonneau Cover for Healey Silverstone, colour lawn. £4. Quiney, Woodlands, Evesham Road, Cookhill, Alcester, Warwickshire. [4648]
- AUSTIN CHUMMY**, 1928. Beautifully restored specimen. Re-sprayed, complete engine overhaul, new hood, first class throughout. £80 o.n.o. Lang, 207, Chamberlayne Road, N.W.10. Tel.: WIL 2302. [4649]
- RILEY 9** saloon, 1933. Average condition, motors excellently. £25 o.n.o. Box No. H.656. [4650]
- LANCIA APRILIA**, 1939, Superb condition, 35 m.p.g. £285. Pitt, 312, Norton Road, Stockton-on-Tees. [4651]
- 1949 ALLARD 81M**, black, d/h. New hood, gearbox, radio, washers, lubrocharger, radblind. Good condition. £185. Ridley, 393, Whalebone Lane North, Chadwell Heath, Essex. [4652]
- M.G. TC**, Stage II head, supercharged, balanced engine, 16-in. rears, re-sprayed red, exceptional condition, new gearbox, hood, hubs, brakes, almost rebuilt, fogs., demister, heater. £335 o.n.o. Dunster, 113a, Canterbury Road, Folkestone. Tel.: 3674. [4653]
- 1954 TRIUMPH TR2**, B.R.G., wire wheels, "X" tyres, 42,000 miles, one owner, excellent condition, never raced or rallied. £495. A. P. Sharpe, 77, Parchment Street, Winchester. Tel.: Winchester 4755 (between 9 a.m. — 5 p.m.) [4654]

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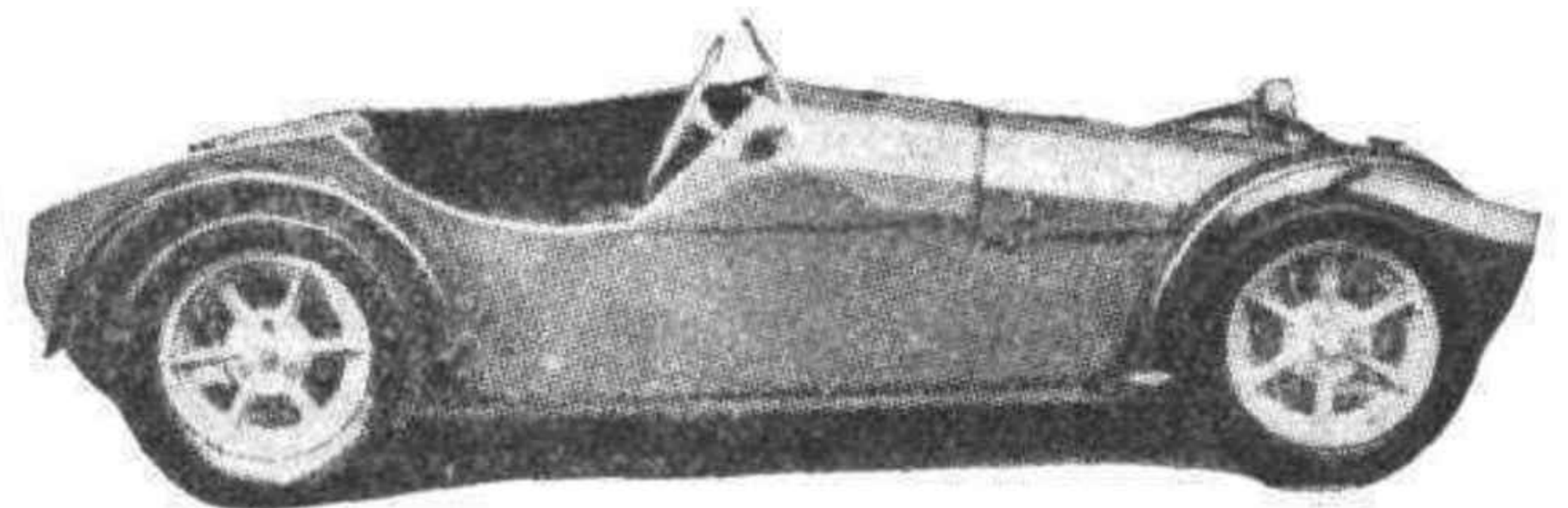
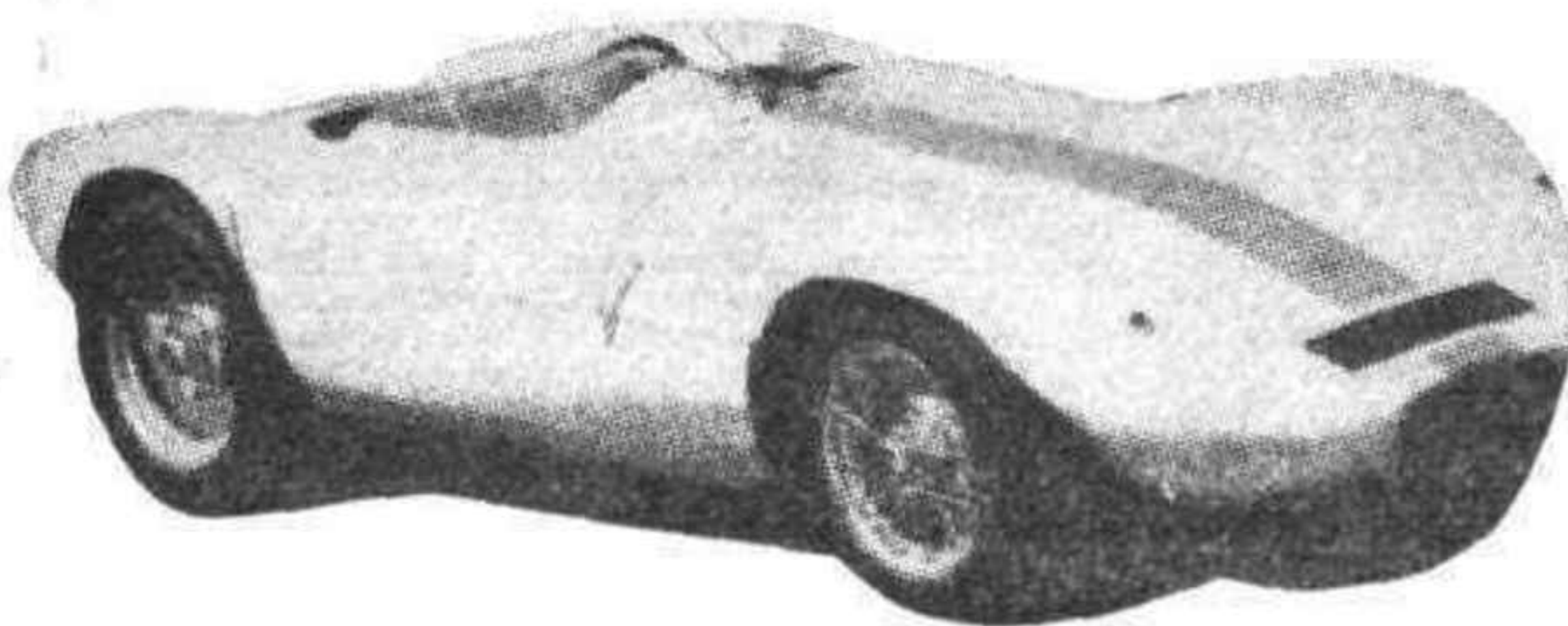
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## FOR SALE—continued

- 1935 24-h.p. SUNBEAM** (open prop. shaft model), being broken up due to worn out engine, offers invited for parts. Sturgeon, Lantern Cottage, Lammas Lane, Esher, Surrey. Tel.: Esher 4893. [4751]
- SPRITE, MAY 1959.** All extras. Serviced frequently. £590. Terms available. Gray, at 37, Cleveley Road, Liverpool, 18. Tel.: Garston 1271. [4752]
- 1928 JOWETT L.W.B.** tourer. V.S.C.C. member. Parts regrettably. Engine overhauled, new side-screens, good hood, paint, tyres, rewired. Rare original car in fine order. £120. Box No. H.753. [4753]
- M.G. TC, 1948.** Good condition. Resprayed. B.R.G. New weather equipment. O.S. rears. Weekends: Bowling, 32, Lindsay Avenue, Leyland, Lancs. [4754]
- LANCIA AUGUSTA, 1935.** Good all round condition. Exchange for interesting sports/tourer or sell £100. Limmer, Little Wakering Hall, Essex. Tel. (office): Southend 43084. [4755]
- 1924 HUMBER 15/40-h.p.** chassis, may be seen running, 4-wheel brakes, body rotted away. Offers to: McKay, "Tan-y-Don," 241, Victoria Road, Prestatyn, North Wales. Tel.: 749. [4756]
- TR2, 1954.** Green. Overdrive. Wire wheels. Michelin "X" tyres. H.M.V. radio. Adjustable steering column. Good hood. £500. Part exchange considered. Tel.: Tonbridge 2692. [4757]
- M.G.-A., June 1959.** Heater, low mileage. H.P. available. McNab, Vinges, Churt, Farnham, Surrey. Tel.: Frensham 3249. [4758]
- M.G. MAGNA 12.** Con.-rod piston missing; new tyres. Offers? Darke, 2, Tennyson Court, Ham Common, Surrey. [4761]
- RILEY LYNX, 1935.** Sound body. Good hood. Good mechanics and electrics. £110. Box No. H.762. [4762]
- SALE/EXCHANGE,** pair S.U. carbs. and manifold complete, Morris 1000, A35/40. £10 10s., or part exchange similar parts Series I Hillman, 1,390 c.c. Borrowman, 46, Grierson Crescent, Edinburgh. [4763]
- RILEY MONACO, 1934.** Good condition; new battery, engine parts and brake cable; front shoes relined. £55. 45, Claygate Crescent, New Addington, Surrey. [4764]
- 1955 ROVER 90,** one owner, 39,000 miles, perfect condition. Radio. Rover maintained. £750. Cowan, 10, Station Road, Henley-on-Thames, Oxon. [4765]

## FOR SALE—continued

- TR2, November 1954.** Red. Immaculate. Rim-bellishers and fog-lamps. "X" tyres, top condition. £550. Prior, 1, Tilehurst Road, Reading. [4766]
- BROOKLANDS RILEY, 1930,** long tail, hydraulics, extras. Flint, Longwood, Wergs Road, Tettenhall, Staffs. [4767]
- VOLKSWAGEN** for £49 10s. or thereabouts. Reg. 1949. L.H.D. This car is not the best specimen in captivity but has given present owner much reliable and exciting motoring. Please write for details. Box No. H.768. [4768]
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- RILEY NINE GAMECOCK.** Immaculate condition, new trim, recon. engine and new parts. £140 o.n.o. Write, or call after 6 p.m., 41, Plantation Drive, York. [4770]
- FORD TEN SPECIAL.** Rochdale Mk. 6 fibreglass body, tubular chassis, i.f.s., 15-in. wheels, hood, tonneau. £200. Johnstone, 24, Canterbury Road, Hale, Cheshire. Tel.: RINGway 5363. [4771]
- ALFA-ROMEO.** A very special 2.5 8c. 2-seater d.h.c. by Farina. Superb road-holding. Three twin-choke carbs., twin exhaust. Resprayed. "X" tyres. Host of extras. 118 m.p.h., 20-22 m.p.g. Sacrifice at £440. 16, Dalveen Avenue, Davyhulme, Lancs. [4772]
- APRIL 1925 BULLNOSE** Cowley, in daily use, but amateur body. Mechanically excellent. £35. Sheppard, 14, Owls Road, Bournemouth. [4773]
- HAVE CARS** will haggle. Tourer 1938 Morris 4 h.p., taxed, £48. Also 1932 Austin 7-h.p. saloon, £26. Aireton, Okeford Fitzpaine, Dorset. Tel.: Childe Okeford 418. [4774]
- M.G. TD2, 1952.** Red. Full tonneau, "X" rears, fully chromed headlamps, reversing light and several other extras. Engineer's car in excellent condition. £440 o.n.o. Tel.: BUCKhurst Hill 0141. [4775]
- M.G. TD HARD-TOP.** Perspex rear window, interior lined. Beautifully made. Sliding window sidescreeens included. £25 o.n.o. Tel.: BUCKhurst Hill 0141. [4776]
- ALVIS SPEED TWENTY, 1934,** Charlesworth saloon, good condition, £100. Motor Sports, 1948 to date; 1938 Gloria parts; offers, 73, Woodmansterne Road, Coulsdon. Tel.: Uplands 8654. [4778]

## FOR SALE—continued

- 2-LITRE LAGONDA.** Metal-bodied tourer, 1931. Good condition. £120 o.n.o. Petty, 7, Beckenham Grove, Shortlands, Kent. Tel.: RAVensbourne 8782. [4777]
- BERKELEY 328-c.c., 1958,** one owner, low mileage. Spots, reversing light, r.p.m. counter, tuned engine, special exhaust, seats, dashboard. Competition wheels and clutch. Strengthened sub-frames. Many more extras. Very individual and attractive car. £350. Austin, Inscot, Budworth Road, Birkenhead. [4779]
- 1939 BENTLEY 41-LITRE.** Body by Park Ward. One original owner, well looked after. £475 o.n.o. Tel.: 24424. 33, Northam Road, Southampton. [4780]
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- MORGAN PLUS FOUR, 1955** model, 2-seater. Recon. TR unit, 4,000 miles, full tonneau, spots, reshod. £525 o.n.o. 25, Ridgeway, Edenbridge. [4783]
- ALFA-ROMEO, 1928,** S.O.H.C. 1500 with James Young d.h.c. body, completely rebuilt and not yet retaxed. Large number of spares, including rear axle and engine parts. £240. Tel. or write: Scott, 22, Knebworth Avenue, London, E.17. Tel.: Larkwood 5404. [4784]
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- LANCIA, 1939.** Pretty Augusta drophead. Bodily and mechanically excellent. £165 o.n.o. 389, Rosliston Road, Stapenhill, Burton-on-Trent. [4786]

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- RILEY NINE** spares and competition parts. S.A.E. for list. Kennion, 9, Greenways, Hertford, Herts. [4667]
- 1930 ROLLS-ROYCE, 25 H.P.** Engine rebored, big- and little-ends, six new exhaust valves, clutch relined and Servais dynamo rewound; cut-out, plugs, points, carburettor retuned. Bargain, only £295. 683, Washwood Heath Road, Birmingham 8. Tel.: ACO 4584. [4668]
- EX-PETER GAMMON M.G., 1,497 c.c.** XPAG engine. Gas-flowed head, KE 965 valves, branched exhaust, balanced crank, etc. 86 b.h.p., 0-60 10.8 sec. 100+ m.p.h. Absolutely reliable and very potent. 32 m.p.g. in road tune. New alloy body. Innumerable racing successes. £320 o.n.o. Box No. H.669. [4669]
- LANCIA GRAN TURISMO.** Ivory, radio, heater. In very good condition. H.P. arranged. £1,375. Foster, Tel.: Lee 9111, before 7 p.m. [4670]
- 1933 RILEY, March.** Very rare Riley Nine with coachbuilt sports 2/4-seater body by March Bros. In concours condition with new wiring, hood, tonneau, seating, tyres, springs and brake linings. Body rebuilt and resprayed B.R.G. Engine rebuilt. Whole car in faultless condition. Spare engine available. £185. C. W. Alexander, 119, High Street, Witham. Tel.: Witham 3132 during office hours. [4671]
- JOWETT JUPITER, 1953.** Red. 40,000 miles. Recent mechanical overhaul, newly shod, p.v.c. hood; new Series 3 crankshaft. £375. Poulter, Larch Hill, Fleet, Hants. Tel.: 1533. [4672]
- 1938 BLUESTREAK KESTREL,** overdrive. Engine and brakes o.h. New springs, body renovation. £170. Easton, 148, Bill's Lane, Shirley, Warwick. [4673]
- 1929 4½ TICKFORD BENTLEY.** Two spares. Tyres and general condition excellent. Front apron with twin-plated horns and car badges. £300, no offers. Box No. H.674. [4674]
- LAGONDA 4½,** 1934, pillarless green saloon in good order. £90. Stout, Dane View, Holmes Chapel, Crewe. [4694]
- CITROEN 20 C.V., Dec. 1953.** Sound. £200, or part exchange modern sports, VW, D.K.W. McKirdy, 7, Dellingburn Street, Greenock. [4696]

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- RILEY NINE SPECIAL.** Short chassis, light body, four Arnals, 4-branch exhaust, light flywheel, 4.77 axle. Many spares. Lacks dynamo. £70. A. Turney, "Manton," Moulsham Lane, Yateley, Camberley. [4697]
- 1937 AUSTIN RUBY,** in daily use, recently overhauled engine, generally good condition, £20. Will sell without engine £15, or break. Write for price list. 8, The Close, Fairlight, Sussex. [4698]
- RILEY ADELPHI-SPRITE, 1937.** Excellent bodily, Riley performance, £80. Also 1935 Falcon, not quite so good, £35. Lindsley, "Green Meadows," Granham Hill, Marlborough. [4699]
- 750 PARTS.** 500 × 15, 400 × 15 (set) West London wheels, tyres and tubes. Hardly used, £27. Fully modified and reconditioned engine, £23, with manifolds, £25. Baker, Pevensey, Old Lane, Crowborough, Sussex. [4701]
- WOLSELEY HORNET SPECIAL, 1933.** Good hood, screens. Offers, or swap unfinished 750 or 1172. 3, Kettle Close, Worcester Park. Tel.: DER 7267. [4702]
- £55, DELIVERED ANYWHERE.** 1929 Hillman 12.8 tourer, two owners. Good tyres, battery and weather equipment. Quite original and excellent runner. C. Arnold, Ivy Cottage, Mears Ashby, Northants. [4703]
- BUY, direct from the owner,** due to his going abroad, gentleman's luxury sports saloon in perfect condition, 1938 Lagonda V12; £320. Photos, history, information, trial, etc. Box No. H.704. [4704]
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- REALLY IMMACULATE VINTAGE** Austin Swallow saloon. £45. Browne, 7.5, Lillington Road, Leamington, Warwick. [4707]
- 1950 JOWETT JUPITER.** Reconditioned engine and new Michelin tyres 5,000 miles. £275 o.n.o. Hayward, The Poplars, Goudhurst, Kent. Tel.: Goudhurst 370. [4708]
- RILEY NINE MONACO, 1931.** Aluminium body. Engine, gearbox and transmission rebuilt. New brake cable and linings. Double-dip headlamps. Good battery, tyres. Very sound. First reasonable offer. North London. Tel.: Mill Hill 6375. [4709]
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- ROLLS-ROYCE 20/25** estate car, 1933. Professionally-built body. Engine and chassis in first class order. Only reason for sale, space wanted. £195. 47, Waldegrave Park, Twickenham. Tel.: POP 2215. [4683]
- JAGUAR MARK VII, 1953** series. Black with tan leather interior; radio, heater, etc.; new battery five excellent tyres. Very good order throughout. Performance and comfort for only £345! Cauthery, 92, Marple Road, Offerton, Stockport, Cheshire (Tel.: Stepping Hill 3137). [4684]
- ASTON MARTIN 1928** spares, Alfa-Romeo 21/70 spares. Two 750 c.c. a/c. J.A.P. V-twin engines, reconditioned. Write: 10, Delamere Road, Southsea, Hants. [4685]
- RILEY NINE KESTREL.** Immaculate. National Service forces sale. £115 o.n.o. View Watford. Tel.: Chorleywood 524. [4686]
- ROLLS-BENTLEY 3½** saloon by Rippon. Good mechanically; body not quite to Bentley standards. £155, or exchange open car, cash either way. C. Arnold, Ivy Cottage, Mears Ashby, Northants. [4687]
- 39/40 2.6-LITRE M.G.** saloon. Good condition. 80 m.p.h. plus. Well shod. Windscreens washers; demisters, twin horns, etc. Just decoked. £80 o.n.o. Tel.: SOU 3387, after 5.30 p.m. [4688]
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**M.G. J2**, immaculate. New hood, battery, tyres. £125 o.n.o. 12, West Crescent, Middleton, Manchester. [4712]

**STANDARD TEN SPARES**—gas-flowed head, Arden manifolds, Koni rear dampers, anti-roll bar, camshaft, etc. £30, or might separate. Young, 68, Spencer Avenue, Coventry. [4713]

**ALVIS FIREBIRD 14-h.p.**, 1935, saloon. Good condition throughout. Reluctantly offered at £50. 40, Syke Chuan, Iwer, Bucks (Tel.: 435). [4714]

**ROLLS-ROYCE**, 1933, Rippon limousine, 20/25 h.p. 20 m.p.g. Specimen condition. £168 engine overhaul August. Enthusiast owned. £350, or will haggle at—10, West Park Terrace, Gillington, Bradford, Yorkshire, or write for full details. [4715]

**APRILIA**, 1937, D.H.C., superb. Offers around £105. Tel.: Vigilant 8957. [4716]

**FIAT 500**, 1937, excellent condition. Write, A. Heath, Seymour Gate, Hampton Court Palace, Surrey. [4717]

**M.G. TC**. See page 986, top of middle column, *December Motor Sport*. Had trade offer £320 but rather sell to enthusiast. Tugwell, Tel.: BAYSWATER 0230. [4718]

**TC M.G.**, 1947, immaculate red. Recent engine overhaul. 16-in. wheels, radio, tonneau. £295. Tel.: Grimsdyke 3588. [4719]

**CHEAP, 2½-LITRE RILEY** sports saloon, 1952. "X" tyres, R.M.B. £285. Or 1953 Sunbeam 90 convertible, pale blue. New p.v.c. hood and tyres. Exceptional car. £400. Write first please. Hall, 8, Philbeach Gardens, Earls Court. [4720]

**LANCIA AURELIA**, 1953, model B10, grey, R.H.D. sedan, with radio and heater. £650 or offer. Tel.: Wentworth 1301. The Pines, Nuns Walk, Virginia Water, Surrey. [4721]

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**RAYMOND MAY SPECIAL** with the V8 engine designed by him and specially bottled up by racing mechanic. Very fast 4-seater tourist in original condition. £150. Any part exchange. Tel.: AMB 1884. [4723]

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**M.G. TA**, 1937, completely renovated, appearance like new; no known mechanical fault. Offers around £200. 9, Penrhyn Road, Lancaster. [4725]

**ASTON MARTIN**, 1938, short-chassis 2-litre 2/4-tourer. Speed Model engine. Resprayed ivory, new hood, sidescreens, well shod. An outstanding machine going for a song at £350 o.n.o. Also 1939 Monte Carlo Rally Alvis Speed Twenty-five being broken—you want it, we've got it! Sgt. Wedge, Sergeants' Mess, R.A.F., St. Mawgan, Newquay, Cornwall. [4726]

**£675—1957 M.G.-A**, green, w/wheels, tonneau, chrome luggage rack. Genuine low mileage. Box No. H.727. [4727]

**M.G. SPORTS TD**, 1954, Metallic green. Heater, spots, reversing light. £395. Tel.: Nottingham 63554 (evenings). [4728]

**NEW 1956 SINGER** Hunter cylinder block fitted with crankshaft, con-rods, pistons, sump, £20. Tyres: 760 × 90 B.E., studded, new, £3 10s.; 760 × 90 B.E., 50% worn, 30s.; two 31 × 4, as new, £4, £2 each; 32 × 4, new, £3 10s.; 525 × 22 as new, £3; 700 × 85 B.E., 50% worn, 30s.; 810 × 90, new B.E., £3; 21 × 300, £1. Tamru, 81, Marston Road, Leicester. [4729]

**D.K.W. SONDERKLASSE**, 1957, L.H.D. Good condition. £625, or exchange M.G. TR, Healey or W.H.Y. Deliver any distance. Tel. (business hours): Leeds 52833. B. Christopher, 5, St. Michael's Villas, Headingley, Leeds 6. [4730]

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- £645 M.G.-A coupe, 1956 Green. Radio, heater, spots, screen washers.
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- £415 M.G. TD, 1951. Black. Mk. II engine. Exceptional.
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- £295 Healey Elliot 4-seater roadster. 2-tone.
- £265 Morgan 2-seater, 1947. Green. Standard engine
- £265 Ford 1172 Mistral. Blue.
- £265 Morgan 3-wheeler, 1952. Ford Ten engine, exceptional condition.
- £235 Jaguar SS100, 2½-litre. B.R.G.
- £235 Millard 750 Special. Goodacre Trophy Winner, '56. This car holds the Silverstone lap record in its class.
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- £135 M.G. PB 2-seater sports. Red.
- £95 Austin 750 Formula car. Hydraulic brakes, i.f.s. Very fast. Two other Austin 750 cars.

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- 1952 LANCIA 2-litre G.T. saloon. Special Nardi manifold. Ramponi and Lancia maintained. In outstanding condition. £1,050.
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- 1934 ALFA-ROMEO 2.3-litre supercharged 8c short-chassis competition 2-seater. Rebuilt and modernised in Italy 1947. Mechanically good. Paintwork dull. £265.
- 1948 ROVER P3 "75" 4-light saloon, sliding roof, immaculate coachwork, new Michelin tyres. £275.
- 1949 VOLKSWAGEN saloon, L.H.D. Attractively finished in salmon pink. Very economical and reliable. £225.
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- 1929 CLYNO 12-h.p. Olympic fabric saloon, completely original; one owner. £65.
- 1939 DELAGE D6/75 sports saloon. Body by Coachcraft. £120.

## ROLLS-ROYCES

- 1934 R.-R. 20/25 Hooper sports saloon, black and grey. Recent complete service by R.-R. specialist. Bargain at £295.
- 1932/33 ROLLS-ROYCE 20/25 Hooper sports saloon, swept back. Black and sable. Three owners from new. £325.
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- Replica drophead coupe by Southern on the 20-h.p. chassis, in very fine order. £345.

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- 1935/36 3½ and 4½-litre Park Ward and Hooper sports saloons. Choice of three from £235.

## LANCIAS

- 1939 (Dec.) LANCIA Aprilia saloon, exceptional example. Details on request.
- 1939 LANCIA Aprilia saloon, Michelin "X", heater, very sound. £175.
- 1938 LANCIA Aprilia saloon, reasonable example. £145.
- 1939 LANCIA Aprilia D.H.C., radio and heater, excellent order. £195.
- 1935 LANCIA Augusta "March" bodied 4-seater tourist; engine rebuilt, new hood and tonneau, Michelin "X". Very good example. £165.
- LANCIA Augusta saloons, several always available from £90.

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## FOR SALE—continued

"WANTED, GOOD HOME," M.G. M-type engine chassis, new c.w. & p., fully overhauled. With latest 1½-in. S.U. and Lucas 12v. distributor. £30. Rose, 139, Cofon Road, Birmingham 31. [4518]

OWNER RESTORING post-vintage car, wants four new or near new 600 or 650 x 19 tyres. Apply: Brotherton, Lyndhurst, Oak Avenue, Egham. [4614]

M.G. J2, rebuilt, Ford 1,172-c.c. 2,000 miles only. M.G. gearbox. Hydraulic brakes. New Exide battery, bench seat, rear tyres, tonneau cover. B.R. green. £200. Williams, Newlands, Ben Rhydding Road, Ilkley, Yorks. [4731]

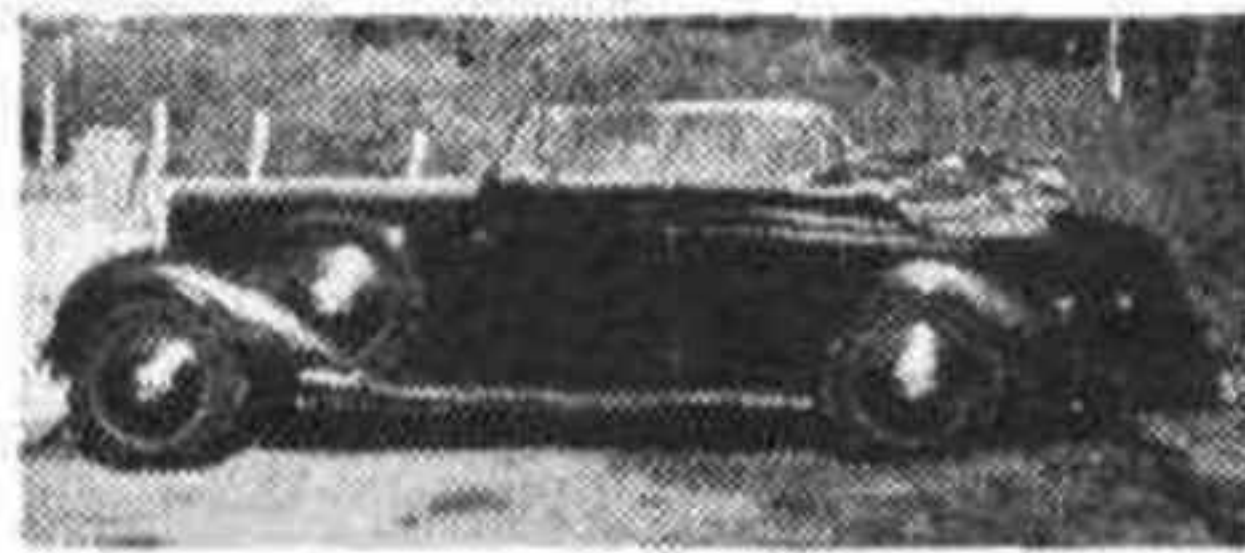
A.C. 2-LITRE 4-seater D.H.C., 1937, in superb condition, always maintained as near as possible to new. Recent Laystall engine overhaul. Full history and many valuable spares. £200 o.n.o. 250, Moss Delph Lane, Aughton, Ormskirk, Lancs. Tel.: Aughton Green 2331. [4732]

SUPERCHARGED 1172 SPECIAL. Space frame, i.r.s. coil springs, i.f.s. torsion bars, rack and pinion, hydraulics, etc. Requires body, radiator, c.w.p. to finish. Exciting potential. Material cost only, over £200. Accept £180. Rattray, 43, Lillington Road, Leamington Spa. [4733]

TR2 ENGINE. Hood and sliding side screens TR3 (new). Also tonneau cover, TR2 cylinder head. Back axle and complete suspensions for XK120. Wanted: damaged TR2/3. Munford, Tel.: SHE 8210. [4734]

M.G. TD, 1951, blue, undersealed, new hood, screens, recent recon. engine, tonneau, aero-screens, Michelins, TF mods., extras. Fast, excellent history, good condition. £435 o.n.o. Tel.: MIL 2438. [4736]

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Excellent condition throughout.

Resprayed maroon.  
Good hood and tyres.

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## ROLLS-ROYCES

20-H.P. Freestone & Webb fabric saloon, 1928. Completely original and on which much time and money has been spent. Probably the nicest Twenty of its kind to be bought today. £325

20-H.P., with late pre-war Mulliner 2-door 4-seater fixed-head coupé coachwork. Reconditioned engine just installed and a very pretty car for £340

20-H.P., similarly fitted with late pre-war Mulliner semi-razor-edge saloon. Somewhat less tidy but sound chassis and excellent value at £195

20-H.P., 3-speed, fitted front brakes and fairly late Replica sports saloon body. Scruffy but well worth its price of £110

20/25, with modern semi-razor-edge coachwork on early chassis. Repainted and a very sound and smart car for £260

P. II, 1934, RY series short-chassis "Continental" Barker sedan. All leather and no occasionals. New rings fitted. A very handsome and unusual P. II for £375

Choice of two vintage P. II sedans, one a WJ (first series). Both in quite fair order at £110 and £130

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3-LITRE SPEED MODEL RED LABEL V.D.P. tourer. Eight years in hands of last owner and obviously extremely well cared for. Exceptionally nice specimen, first-class paintwork and trim and brand new tyres. £425

1938 L.S. Series 4½ Park Ward sports saloon, rebored and good mechanically, average bodywork. £325

1937 4½ Park Ward saloon, exceptionally clean, new carpets and headlining; black and buff. £395

Mk. VI V.D.P. sports saloon, Dec. '47. Full-flow engine. Most attractive car for £850

We are negotiating for a very pretty 4½ Mulliner sports saloon and also a 4½ Mann Egerton razor-edge saloon. £350

A MAGNIFICENT MAYBACH 7-pass. limousine by Spohn, 1939. In unbelievably good condition in every way, with radio, heater and every conceivable extra. This is a pre-war luxury car at its very best and reasonably priced at £600

MERCEDES-BENZ 2-LITRE, supercharged, date circa 1922, history unknown. Nondescript and partly non-original open coachwork but has had complete engine and supercharger overhaul and Talbot pres-selector gearbox fitted. More work still to be done but a very rare and worth-while car at £160

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1913 B.S.A. 15-H.P. tourer, completely renovated at £350

1913 CALCOTT 2-seater, 10.4 h.p., completely renovated, at £300

1908 RENAULT 2-cyl. with 2-seater coachwork of later date, in sound running order, for £250

1914 HUMBER 10.4 tourer, more or less complete but in need of restoration. £110

It is regretted that no Overseas inquiries can be entertained in respect of the above four cars.

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

PAYNES PARK, HITCHIN, HERTS  
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## FOR SALE—continued

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ASTON MARTIN Mk. II, 1935, 1½-litre 2/4-seater. Engine LM21 from 1935 team car. Mechanics very good order throughout. Good tyres, batteries, electrics. Chrome, B.R.G. paintwork somewhat scruffy. Interior trim fair. Regrettable sale due to purchase of home. Only genuine inquiries to Flat 6, Park Court, Burgess Hill, Sussex. [4737]

1172 SPECIAL, Convaire fibreglass 2/4-seater, built 1958 all new parts, hood by Connells, fully instrumented, 12 volt, including wipers, 15-in. wheels, 4.7 axle, c.r. gears, twin S.U.s, etc. 14,000 miles. £300. Blackman, 53, Seabrook Gardens, Romford, Essex. [4742]

1949 MORGAN F.4 three-wheeler. New items: re-shaped hood, remould tyres, road springs, etc. Overhauled Ford Ten power unit. Numerous spares. £200 o.n.o. Miller, 19, Redhill Drive, Edgware. Tel.: COL 4649. [4743]

1931 RILEY NINE, minus magneto, wiring. New Cords, big-ends, battery, retreads (2). Clock works. £10 secures. 7, Church Street, Morley, Yorks. Tel.: Morley 254. [4745]

TRIUMPH 1800 Roadster, 1947. Red. Chrome, tyres and interior in good condition. Fitted spots washers and wipers. £250 o.n.o. 23, Fromondes Road, Cheam, Surrey. Tel.: Fairland 6903. [4746]

1953 CHRYSLER WINDSOR de luxe, R.H.D. Economical Six. Semi-automatic. Every extra. Condition betters most 1957s. £600. Offers. Exchanges. 1938 Humber Six coupé, 17.9 h.p. Very sound. Genuine 56,000. One owner. Cheap. Also Evinrude Speeditwin with propeller. Skirrow. Fiat 500 engine. Dismantling good Ford Eight, A7, KSS Velocette, Enfield. J. H. P. Wright, "Oaklands," Whaplode, Spalding. [4747]

ALVIS FIREFLY saloon, 1934. Running order but in need of love and care. Good tyres. No time or room to restore. £35 o.n.o. Wootton, 9, Towers Road, Hatch End. Tel.: HAT 4901. [4748]

DELLOW, 1951. 1172 unit. Good condition. Hood, tonneau. £250. Call or write. H.P. possible. Waggett, 3, Lionfields Avenue, Allesley, Coventry. [4749]

ROLLS-ROYCE PHANTOM II owner-driver sports saloon, by Barker. Excellent mechanically with elegant and immaculate coachwork. £150. Sturgeon, Lantern Cottage, Lammas Lane, Esher, Surrey. Tel.: Esher 4893. [4750]

VINTAGE AUSTIN NIPPY. Good condition. Exchange small saloon or sell. £35. Swallow, 143, Boughtongreen Road, Northampton. [4750]

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ASTON MARTIN Mk. II s/c. Immaculate condition ... £350

ASTON MARTIN 1½-litre saloon. Very clean and original. New roof ... £145

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JAGUAR Mk. VII, 1954. Titled owner, chauffeur driven. Radio, heater, seat covers, etc. £495

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## FOR SALE—continued

- LAMBDA, 8th SERIES**, short chassis. Very fast, extremely attractive, immaculate condition. £150. Tel.: Ascot 1308. [4787]
- ALVIS SPEED TWENTY**, 1934, grey V.D.P. coupé, 1936 engine. Good all round condition, including body and paintwork. I.F.S. 23 m.p.g., 50 lb. oil. Four new retreads, good spare. P1008, spots. Good weather protection. Taxed. £110 o.n.o. View weekends by appointment only please. Whitehead, Craigmere, Russell Road, Rhyl, N. Wales. Tel.: Rhyl 411, after 7 p.m. [4788]
- PROFESSIONALLY-BUILT TRIALS Special**. Tubular chassis, Hillman engine. Extra wheels with road tyres. £135 o.n.o. Box No. H.789. [4789]
- URGENT SALE**, unused fibreglass "special," new tyres, battery. £120. Warrington area. Box No. H.791. [4791]
- VINTAGE BENTLEY**, 1929, 4½-litre, tourer. Good condition. Bargain, £250. Wants seeing. 28, Ferndale Road, Forest Gate, E.7. [4792]
- OPPORTUNITY BRISTOL ENTHUSIAST** rebuild damaged 400, using original or fibreglass body. Bare bones, £50; other bits available *ad hoc*. Box No. H.793. [4793]
- RILEY MONACO**, 1934, engine 1932, all helical box, well maintained. £50. Page, "Little Bullens," Almondsbury, Bristol. [4794]
- ROVER FOURTEEN** streamlined coupé, 1936, requires enthusiast to complete restoration. Engine reconditioned. £65 o.n.o. Box No. H.795. [4795]
- AVON STANDARD sports**, 1935, 2¼-seater. £85. Very good condition throughout (over £100 spent recently). Tel.: Wallington 6898. [4796]
- ALLARD coupé**, 1949. Engine, body, tyres, etc., good, but brakes u/s. Tel.: Downland 4470. [4797]
- FORD EIGHT**, 1950. Less body, c.w.p.; otherwise good. Barton, "Howrenwick," Friargate, Penrith. [4798]
- MERCEDES**. Dismantling 170V, also 1931 M.G. Magna (1270) F1. 66, Waverley Road, St. Albans. [4799]
- 1936 ALVIS 16.9-H.P.** 4-door saloon. Taxed and insured. Thoroughly reliable, good condition. £85 o.n.o. Foreman, Tel. (evenings): Epsom 1220. [4800]
- 1927 ROLLS-ROYCE P. I** Hooper limousine, excellent condition. £140 o.n.o. Spurling, 18, Bishops Road, Hove, Sussex. [4802]

## FOR SALE—continued

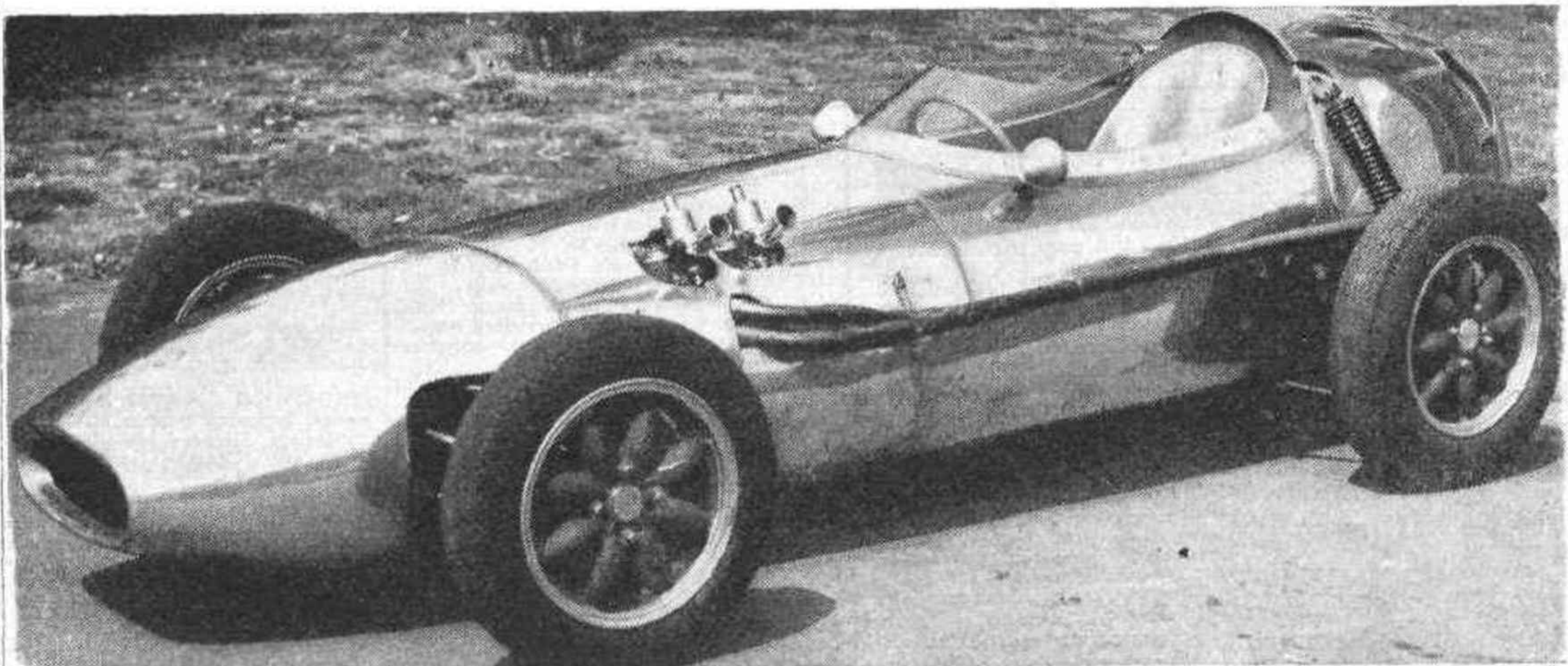
- JI M.G.**, '34. 1954 regd. Very good condition. 190 o.n.o. Tel.: ELT 7514. [4801]
- '55 TR2**, black. Heater, washers, tonneau. £475. Sinclair, 95, Palewell Park, S.W.14. Tel.: PRO 1833. [4803]
- BORGWARD ISABELLA TS75**—dual colour, 1956. Michelin X's, radio, heater, twin spots, etc. Quick and comfortable. £750 o.n.o. Pridham, 7, Delamere Road, S.W.20. Tel.: Wimbledon 9204. [4804]
- PRIVATE OWNER** has one Rolls 25-h.p. to sell; either Park Ward saloon, 1930, very carefully used, or mid-1932 synchro. sports saloon with boot, good lines and mechanically exceptional. Both good histories. Tel.: MAI 6715. 60, Clifton Hill, N.W.8. [4805]
- 1921 A.C. TOURER**. Offers are invited for this charming and well preserved vintage motor car, in virtually original condition and good running order. Apply Box No. H.806. for full particulars. [4806]
- 1934 RAILTON TOURER**. Can only be described as first class all round and only wants seeing. Any trial or test. Acceleration leaves little to be desired. New clutch just fitted. Any reasonable offer accepted. Write: Miller, 66, Spixworth Road, Old Catton, Norwich. [4807]
- ROLLS-ROYCE 20/25**, Dec. '32, in very fine order, brakes just relined, immaculate black paintwork, mascot, discs, 22 m.p.g. at 45 m.p.h. Offered last June and withdrawn: now have another Rolls so must say farewell to a fine and aristocratic friend. £275 o.n.o. Jordan, Melbourne Hotel, Thetford, Norfolk. Tel.: 2162. [4808]
- ALFA-ROMEO**, 1926, RLSS 22/90. Two-seater with dickey. Resprayed ivory/red. New drums. New brakes. Well shod. Hood tatty. Rare model in excellent condition. Too thirsty for present owner's pocket. Vernon, Baltonsborough, Glastonbury, Somerset. [4809]
- 1955 M.G. TF 1500** sports racing car, highly tuned engine, new Dunlop racing tyres, Alfin drums, Superb coachbuilt aerodynamic alloy body. The car has done under 4,000 miles from new and is immaculate throughout. £445 or £50 deposit, balance three years. R. Anderson, 178, Elmbridge Avenue, Surbiton. Tel.: Elmbridge 4492. [4811]
- 1940 STANDARD EIGHT**, body damaged, engine rebored, new hood. Suitable "special." £20, or separate. 214, Stanley Park Road, Carshalton. Tel.: Wallington 8950. [4813]

## FOR SALE—continued

- AUSTIN HEALEY BN.2**, June 1956. 42,000 miles, two owners only. Never raced or rallied and in immaculate condition. Hard-top. New tyres, and brake linings at 40,000 miles. Any trial or inspection. £725. Adams, Tel.: GRimsdyke 1568. [4810]
- RILEY NINE** vintage saloon, also spares for Augusta and Morris-Cowley and Oxford. Box No. H.812. [4812]
- SOUPED 1000**—1958 Morris—Downton head Aquaplane manifolds. Roll and tramp bars 85 m.p.h. £560. Fg. Off. Wood, R.A.F., Bridgnorth, Salop. Tel.: 2341. [4814]
- TRIUMPH GLORIA**, 1937, 10.8-h.p., complete parts except for body, all of which are fully reconditioned. Must sell, all available space wanted. Offers. Wilding, 1, Cranbrook Road, Bristol 6. [4815]
- LANCIAS**. Dismantling Augusta and Lambda Most parts. S.A.E. please. Key, Marsh Lane, Hambleton Blackpool. [4817]
- JAVELIN DE LUXE**, 1953 (May), Connaught metallic green. Much admired, beautiful condition. Seen London area. Owner (Javelin enthusiast) going abroad end of January. £375. Chambers, "Broomfield," Williams Way, Radlett, Herts. Tel.: Radlett 5425. [4818]
- 1927 11.9 RILEY** tourer. Owner going abroad will loan car free for two years to conscientious enthusiast in return for reasonable care and maintenance—or reluctantly sell, £75. Snow, 7, Marlborough Buildings, Bath. [4819]
- 1927 LEA-FRANCIS 12/40** tourer, 4-seater. Perfect condition every way. Seen Bournemouth or Reading. £145. Ringrose, 17, Littledown Road, Bournemouth. [4820]
- ASTON MARTIN LE MANS** s/c 2¼-seater. Engine completely rebuilt. New clutch. Mk. II gearbox. Lightened flywheel. Brakes relined. Five excellent tyres. Complete weather equipment. Very tidy interior. Nice black cellulose. New magneto, dynamo, etc. £290. Preston, Isfield, Sussex. Tel.: 213. [4822]
- ASTON MARTIN Mark II** 4-seater. Very good mechanical and bodily order. Excellent full weather equipment. Beautifully re-upholstered throughout. Extensively rechromed. Five new tyres. New radiator, magneto, etc. A fine example. £285. Preston, Isfield, Sussex. Tel.: 213. [4823]
- ALLARD**, 1949, d.h.c. First class car throughout. £160. Chetwynd, 25, Dial Way, Sheffield 5. [4825]

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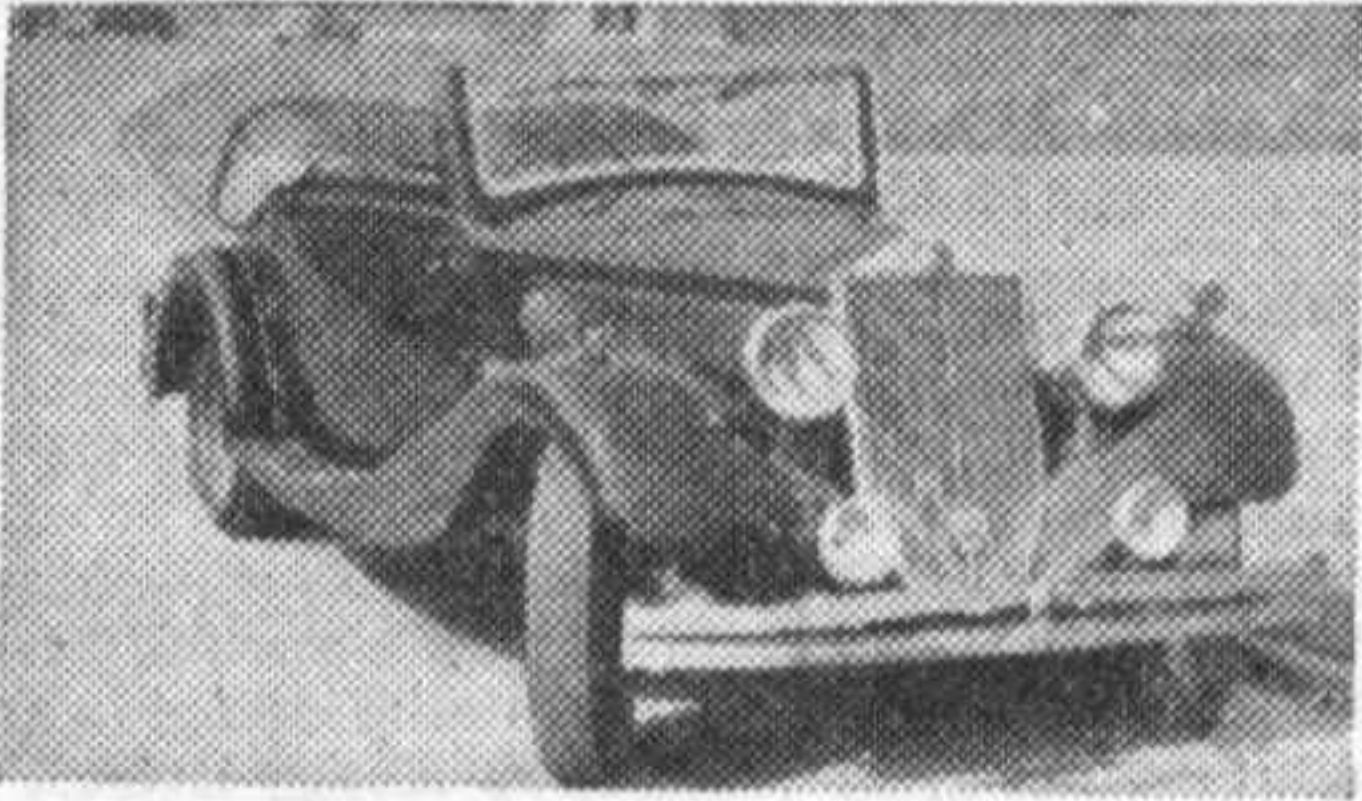
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**LANCIA Artina**, 1934, with Ranelagh drophead body in chocolate brown. Exceptional order after recent comprehensive overhaul ... £180

**1930 FIAT 510** 2-seat tourer with dickey. £100 engine overhaul end of last year, now painted light blue. Looks and goes well ... £90

**1924 ROLLS-ROYCE 20** with solid and pretty "pick-up" body with seats and hood, well shod with 600/20 W.B. wheels and tyres. £75 o.n.o.

The **1926 DAIMLER 25/85** cabriolet is still available, due to the owner to be losing his garage space. A fair specimen all round, it is good value at ... £95

**1936 MERCEDES-BENZ W21** 2-litre drophead foursome in white. Fair condition. £75 o.n.o.

**ROLLS-ROYCE Phantom II** sedan by Barker. GN series of 1932. In very fine order all round; engine and interior exceptional £325

**ROLLS-ROYCE Phantom II** four-light saloon by Hooper on 1930 chassis. A most striking vintage P. II in excellent shape ... £300

**1937 SINGER Nine** 2-seat sports; recent engine work by leading specialists. 16-in. rears and twin carb ... £70

The following we hope to have in early January:

**1929 ROLLS 20** all-weather cabriolet by Salmons. **1929 ROLLS 20** shooting brake. Body good with re-varnished woodwork and resprayed metal.

**1932 AUSTIN 16** and **1929 AUSTIN 12/4** s'ns.

**1931 BENTLEY 8-litre**, mileage 37,000. Immac.

**1939 BENTLEY**, MacKenzie; all the best bits in one chassis. W.O.'s latest and best.

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## MERCURY OFFER :-

£495 1954 Sunbeam Talbot, Mk. IIA convertible. Radio, heater. One private owner. Excellent.

£445 1955 Consul convertible. Heater. Twin S.U.s. Overdrive. New Vynide hood. Very clean.

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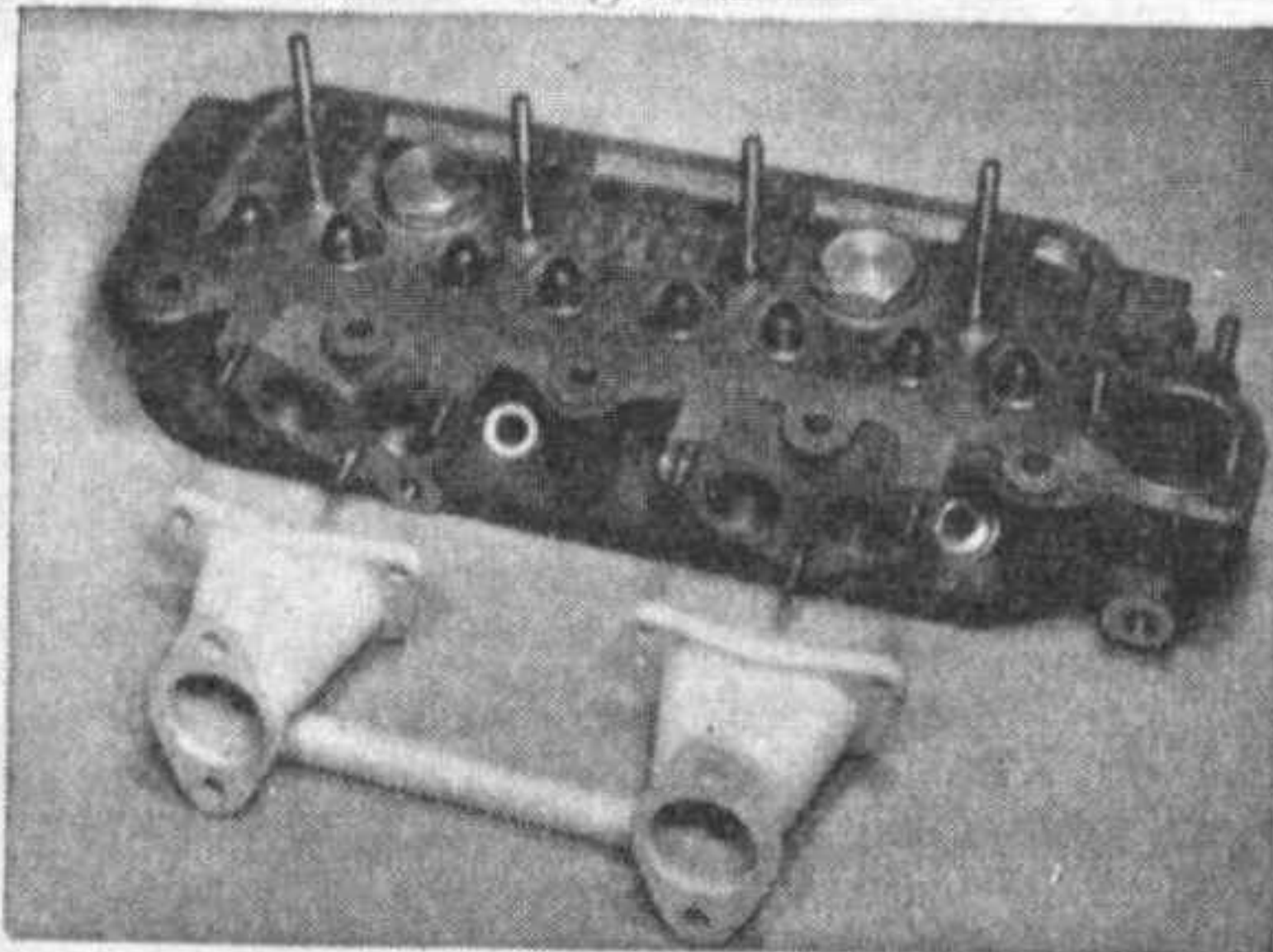
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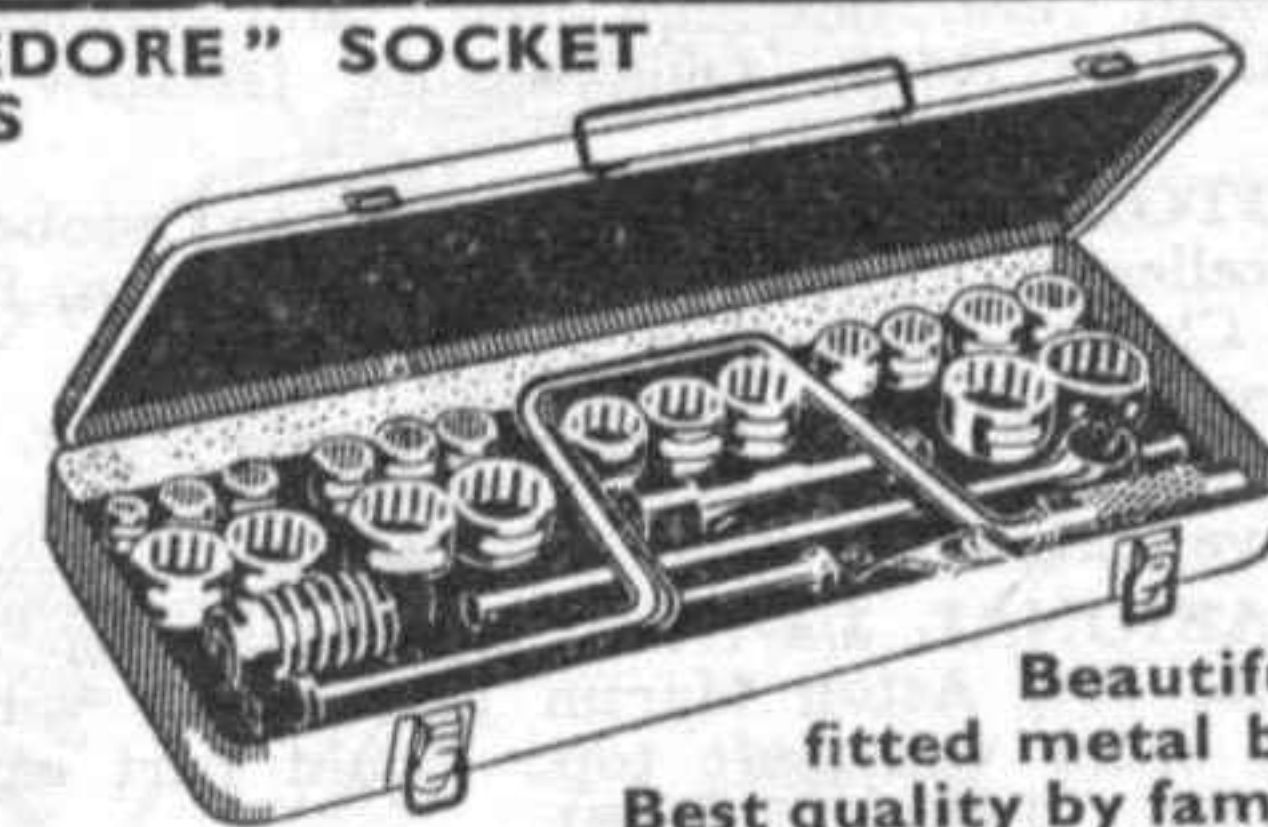
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## WANTED—continued

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- ALVIS SP.25 SC** open or R.-R. 20/25 D.H.C. Good condition imperative. Details, history, engine, chassis numbers, to: Carter, 8, Beaufort Gardens, London, S.W.3. [4536]
- WANTED: ALVIS 16/95,** 1935, engine in good condition. Please state details and price. Brooks, 3, Brookfield Caravan Site, Old Tupton, Chesterfield. [4537]
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- M.G. P** engine, gearbox, complete or parts. Advertiser willing to remove unit from chassis. Box No. H.612. [4612]
- M.G. PA/PB BODY.** 15, Stamford Road, West Bridgford, Nottinghamshire. Tel.: Nottingham 23-1578. [4613]
- SCOTT ENTHUSIAST WANTS** vintage Scott "Sociable" 3-wheeler, any condition, for restoration; or information location. Also relevant literature, photos, etc. Lawrence, 44, Merrylands Road, Bookham, Surrey. [4615]
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## WANTED—continued

- WANTED, TWIN S.U.s,** manifolds, modified head, etc., for Wolseley 1500. Also hard-top for M.G.-A 1600. Wall, 18, Mayfield Drive, Morecambe. Tel.: 2120. [4660]
- ZEPHYR Mk. II** conversions, Aquaplane, Raymond Mays. Bonner, Baker House, Field Stores, Aldershot. [4661]
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- OWNER OF 1936 P. II** sedanca wishes to contact someone who is capable of doing some body repairs and alterations (including respray) at a reasonable cost. Box No. H.681. [4681]
- PRIVATE PURCHASER** REQUIRES TC or TD M.G. Condition unimportant, but must be reasonably priced. Cash waiting. Box No. H.706. [4706]
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- WILL MR. BANCROFT** please return borrowed Mercedes handbook plus cost this advertisement. [4328]
- PAINT SPRAYERS** and compressors, 25s. week. Write: Evans, Flat 2, 3, Abbotsleigh Road, S.W.16. [4663]
- HIRE PURCHASE AVAILABLE** for private transactions. Northern Counties Finance, 143, Boughton, Chester. [4675]
- HEALEY DRIVERS' CLUB.** Patron, Donald M. Healey. Membership open to owners of all Healey and Austin Healey cars. Details: Secretary, 1, Oakwood Avenue, Beckenham, Kent. [4676]
- VETERAN, VINTAGE** and Speed Merchants. "Persons riding in this vehicle do so at their own risk. In event of any loss or injury they cannot claim against the Owner or his Insurance Company." Attractive Plastic Plaques for dashboard display. Send 3s. and s.a.e., Clarke & Co., Coombe Road, Salisbury, Wilts. [4677]
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- 1927 LEAF 14/40** tourer, £75 or scooter. Hardy, Police House, Wouldham, Kent. Tel.: Chatham 61303. [4272]
- NORDEC BLOWER** installation for M.G. TD, complete. £25, or exchange for installation for Fiat 600, W.H.Y.? Chamberlain, 140, Derby Road, Stanley, Derby. [4399]
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- 1952 JUPITER,** red, excellent condition, recon. engine 7,000 miles. Part exchange for Volkswagen or will sell. Box No. H.664. [4664]

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- MECHANIC REQUIRES POST** with racing stable. Age 27. Anything considered. Box No. H.493. [4493]
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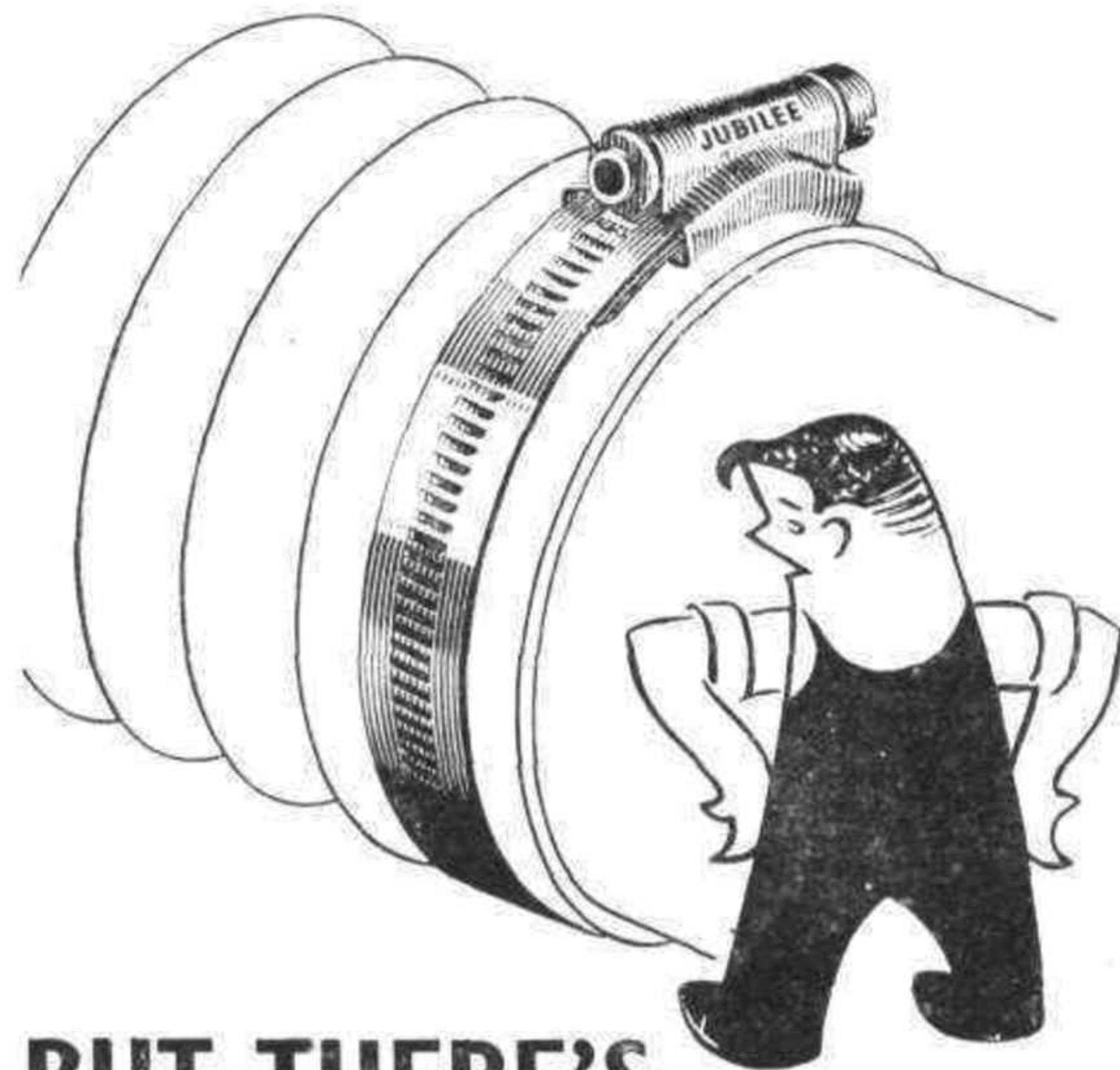
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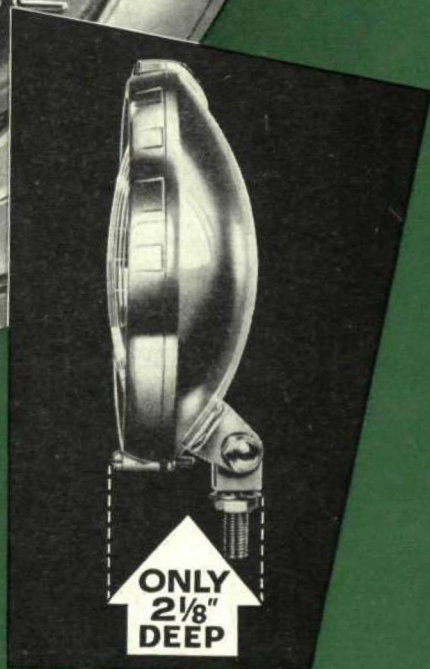
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