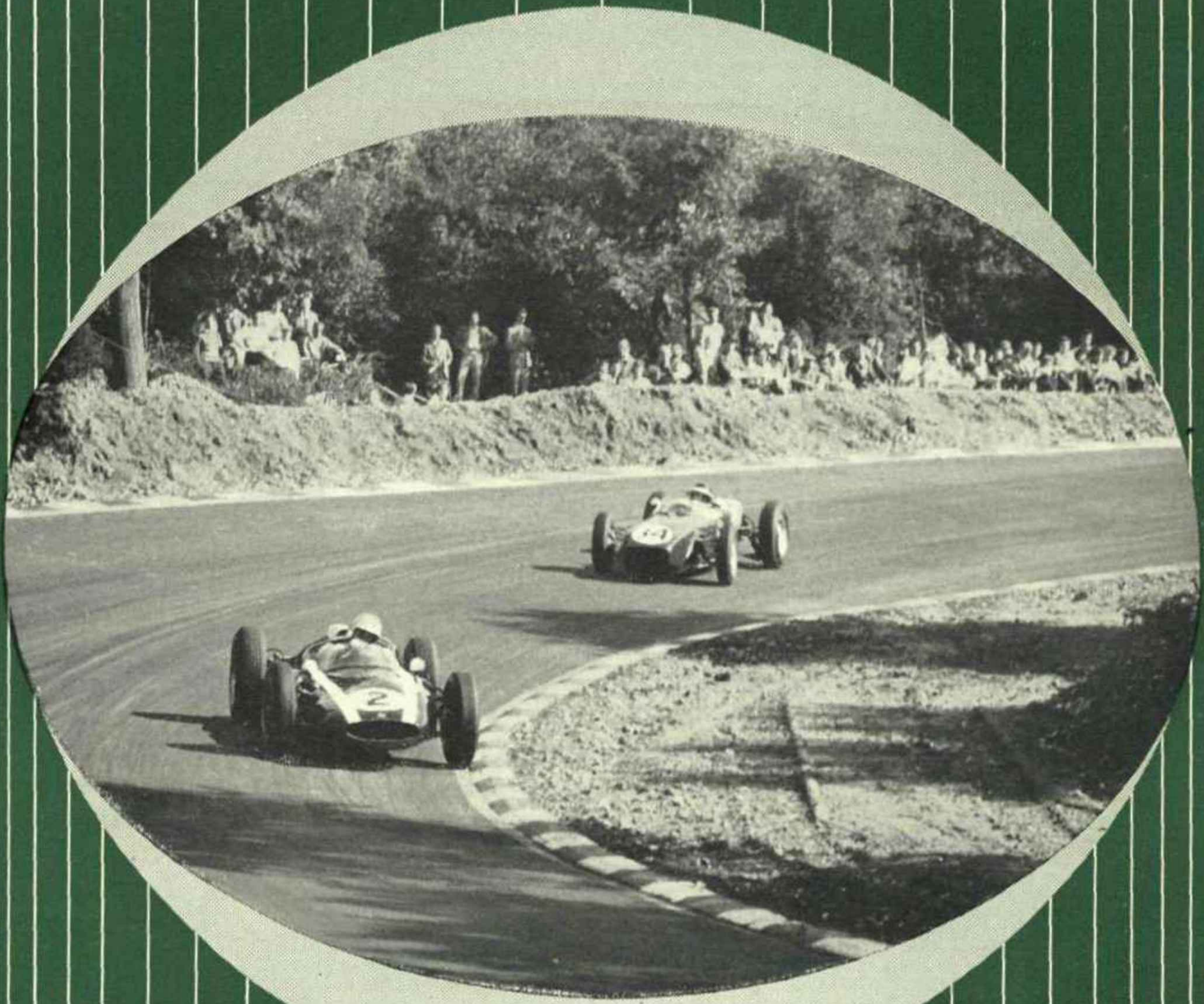
Vol. XXXVI No. 9 ONE SHILLING AND SIXPENCE September, 1960

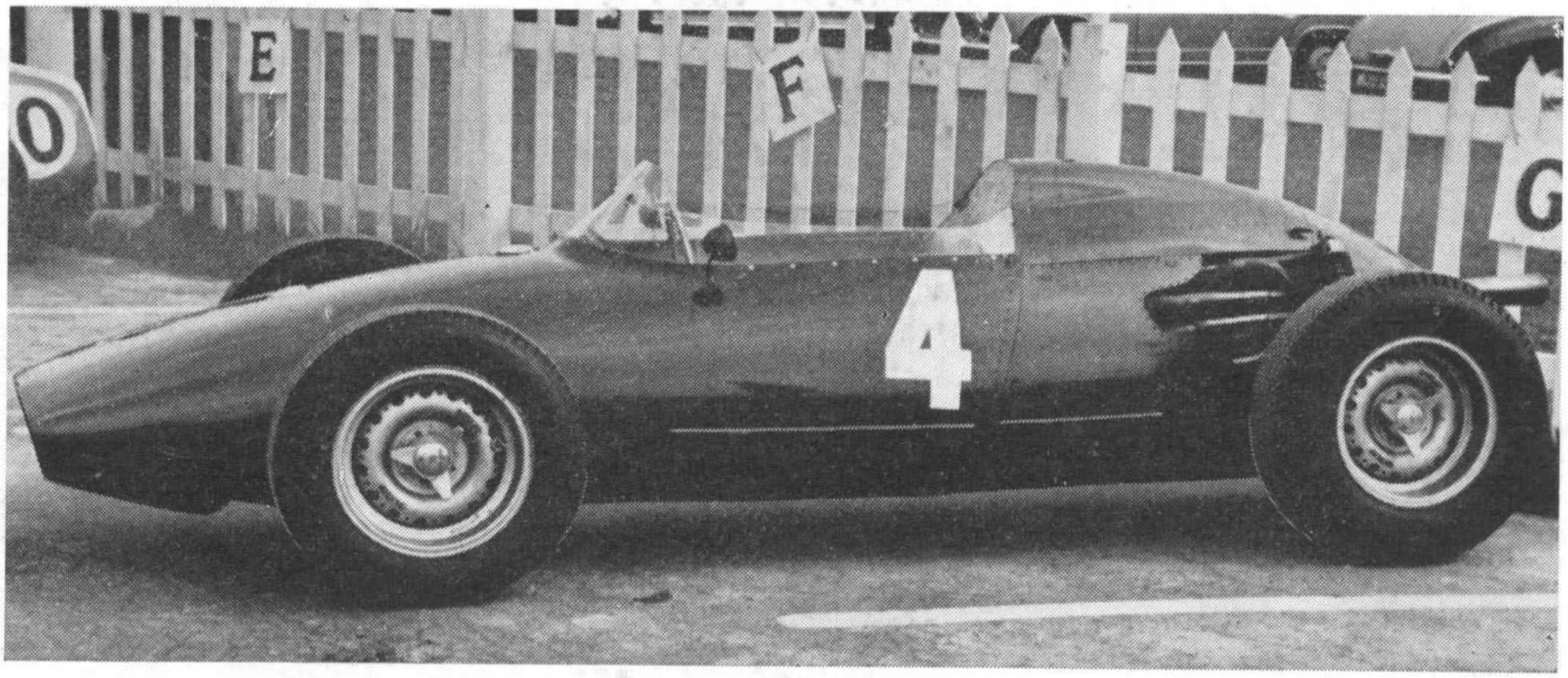
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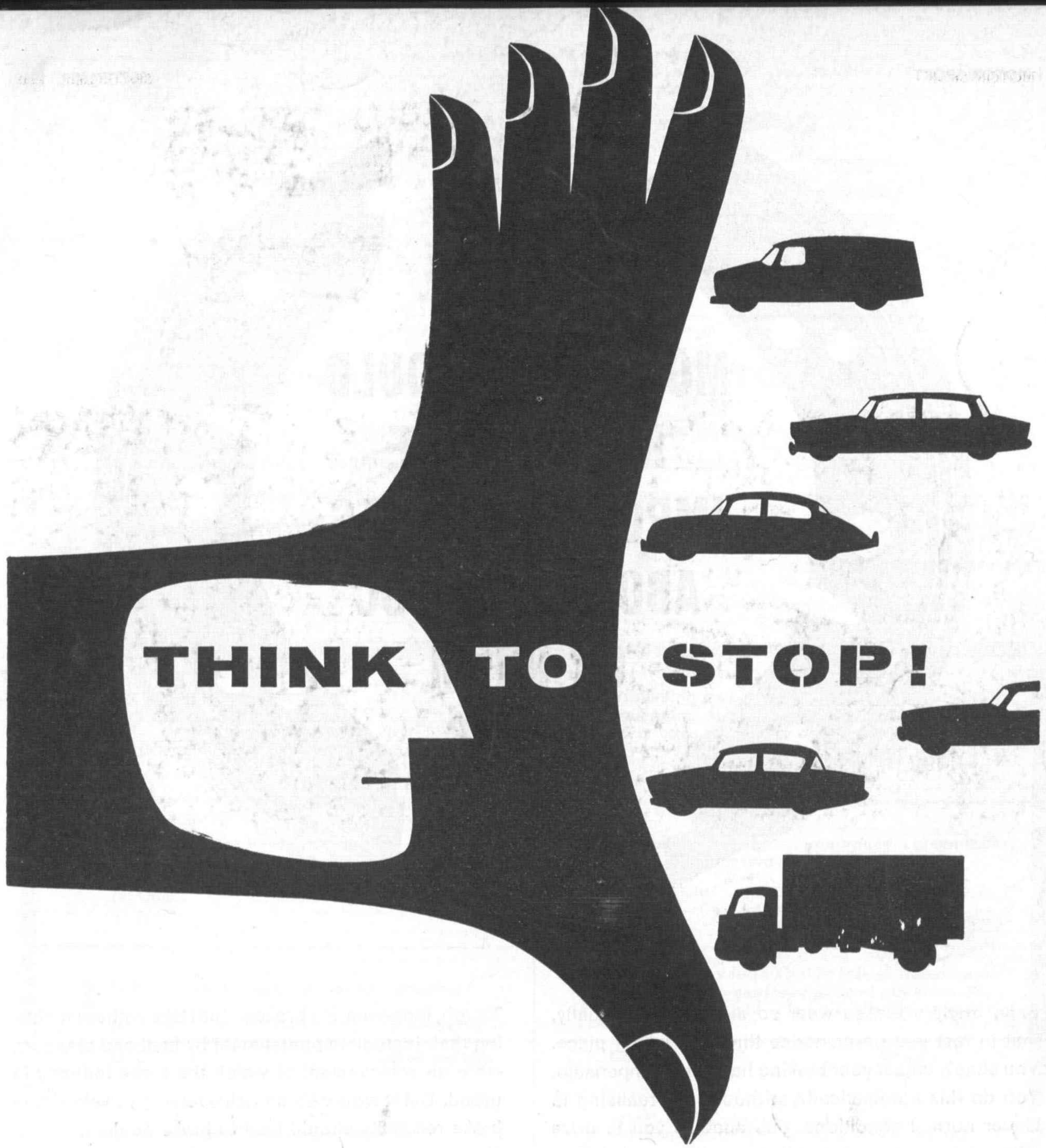
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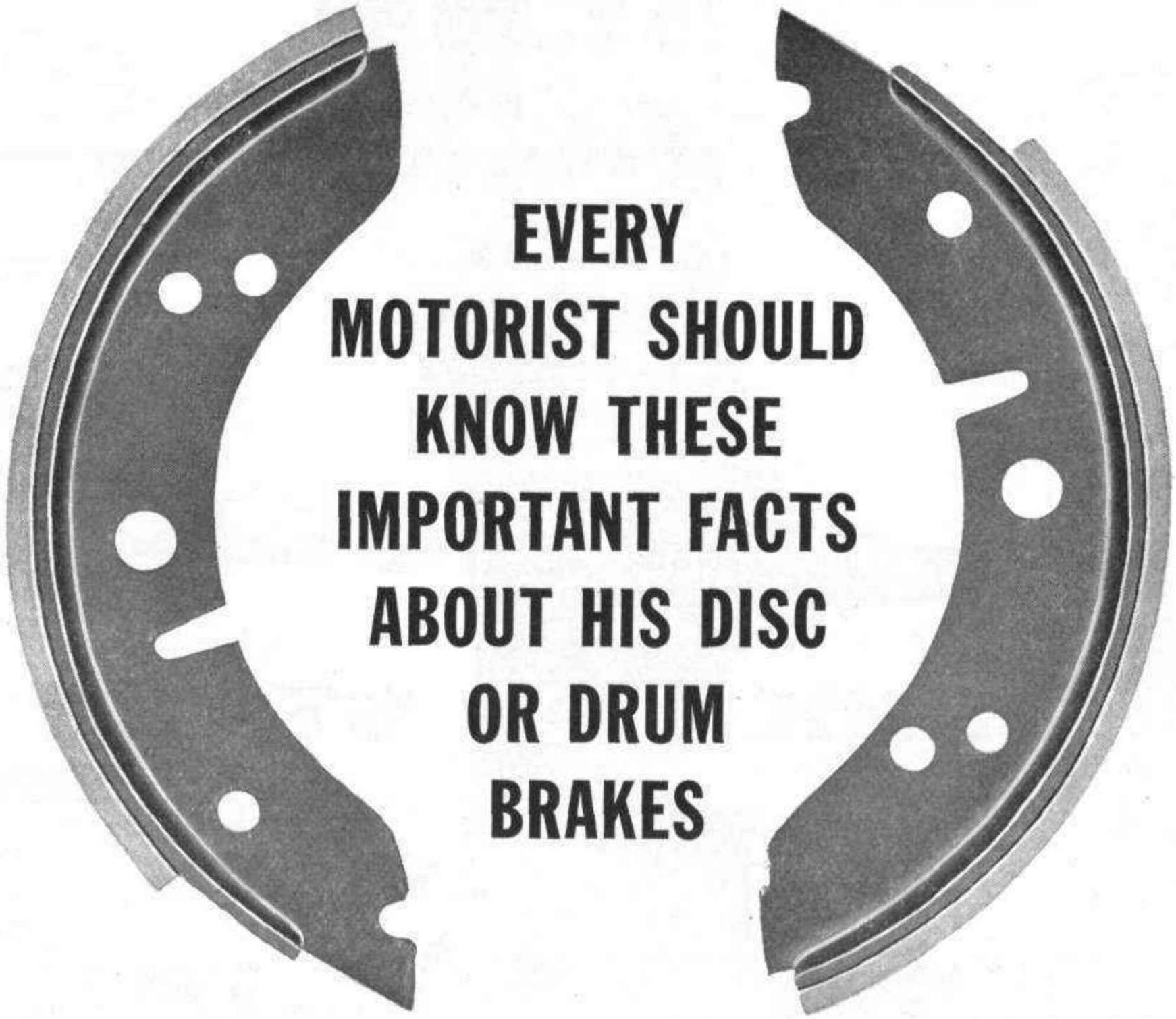
the important message on the next three pages

is presented, on behalf of the British Brake Industry,

by AUTOMOTIVE PRODUCTS COMPANY LTD.

the Service Spares Organisation for

LOCKHEED HYDRAULIC BRAKE CO. LTD.



EVERY MOTORIST SHOULD KNOW THESE IMPORTANT FACTS ABOUT HIS DISC OR DRUM BRAKES

Safe, modern brakes wear so slowly, so gradually, that in fact you never notice the wear taking place. You simply adjust your braking habits to compensate. You do this automatically, without even realising it. Under normal conditions, this enables you to drive with reasonable safety. But on the road today, conditions can change from normal to emergency with frightening speed and suddenness. Then, if you have neglected your brakes, there is no way you can compensate for it.

Tough, long-wearing brakes—that take without flinching their incredible punishment by heat and pressure—are an achievement of which the brake industry is proud. But it would be an achievement in vain if this brake reliability should lead to brake neglect.

However safe the factory makes the brakes, only the car-owner can see that they *stay* safe. The only way to do this is to have them regularly checked—whether the driver feels any sign of wear or not—and serviced whenever checking shows it to be necessary.

DO YOU KNOW...

The mileage at which your brakes were last checked?
Few motorists do, but a record of brake check-ups is a great help in keeping up regular attention.

The make of brakes on your car?
You should know, in order to make sure that only the correct fluid is used in the system. A wrong fluid can cause serious damage.

The correct interval for brake checking?
This varies according to the kind of driver you are and the kind of driving you do. The 'test' on the opposite page, prepared with the help of experts, will help you find out.

How often should you THINK to STOP?

With modern brakes, you generally just touch the pedal . . . and take a safe stop for granted. You never stop to think . . . or think to stop. Because it's easy to forget the need for brake inspection, you should have it done on a regular basis. How often? It depends on you . . . and your driving. This test will give you the answer.

1 **Do you drive on Motorways, or other high-speed roads?**

(a) Often (b) Seldom (c) Never

2 **Do you drive in heavy, start-stop traffic, as at rush hours?**

(a) Often (b) Seldom (c) Never

3 **How do you use your brakes on cornering?**

(a) Sharply, just as you enter the bend (b) Fairly early, but fairly hard (c) Gently, to slow down well before you turn

4 **On a fairly long run, of say 200 miles, do you plan to average—**

(a) Over 35 miles per hour? (b) 30 miles per hour? (c) 25-28 miles per hour?

5 **Travelling on a busy road at about 50 m.p.h., how many car-lengths would you (not *should* you) leave behind the car ahead of you?**

(a) 2 or less (b) 3 or 4 (c) 5 or more

6 **Driving at 25-30 m.p.h., you notice a green traffic light a street or two ahead of you. Do you**

(a) Speed up (b) Carry on as you are (c) Slacken speed, just in case

7 **How fast do you think it is safe to travel on a good, single-carriageway road (unrestricted, of course) at night with your headlights 'up'?**

(a) 65 m.p.h. or higher (b) 50-60 m.p.h. (c) Not over 50 m.p.h.

8 **Which of the virtues listed below would be most valuable to you in choosing a car for your type of driving?**

(a) Brisk performance (b) General toughness and serviceability (c) Comfort and quietness

HOW TO SCORE: Score 3 points for every (a) answer, 2 for every (b), 1 for every (c)

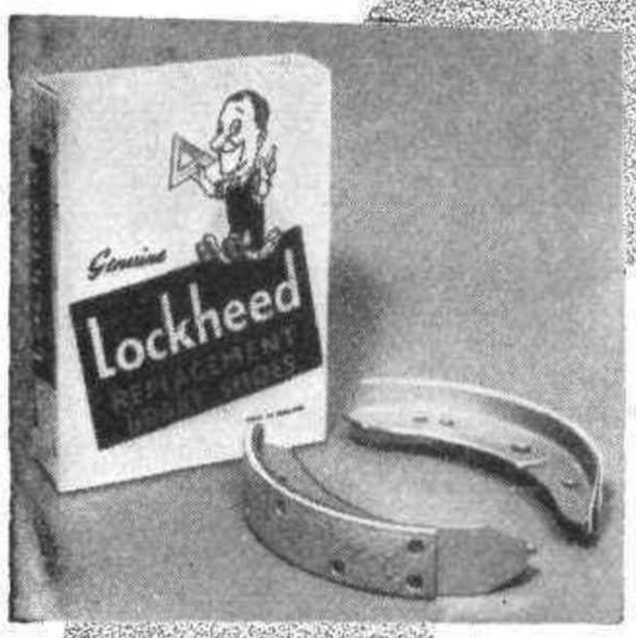
1		5	
2		6	
3		7	
4		8	
		TOTAL	

If your score is	22	*or over you should have your brakes checked every*	1,000	*miles*
If your score is	18 - 21	*you should have your brakes checked every*	2,000	*miles*
If your score is	14 - 17	*you should have your brakes checked every*	2,500	*miles*
If your score is	10 - 13	*you should have your brakes checked every*	3,000	*miles*
If your score is	under 10	*you should have your brakes checked every*	4,000	*miles*

What the Brake Industry has done to help you keep your brakes safe and sure

The brake industry has made important advancements in brake maintenance at the same time as it has been developing ever better brakes for equipping new cars. One of the most important of these advancements is the exchange brake shoe plan, which has been developed to end the expense, time-waste and inaccuracy of old-style 're-lining'.

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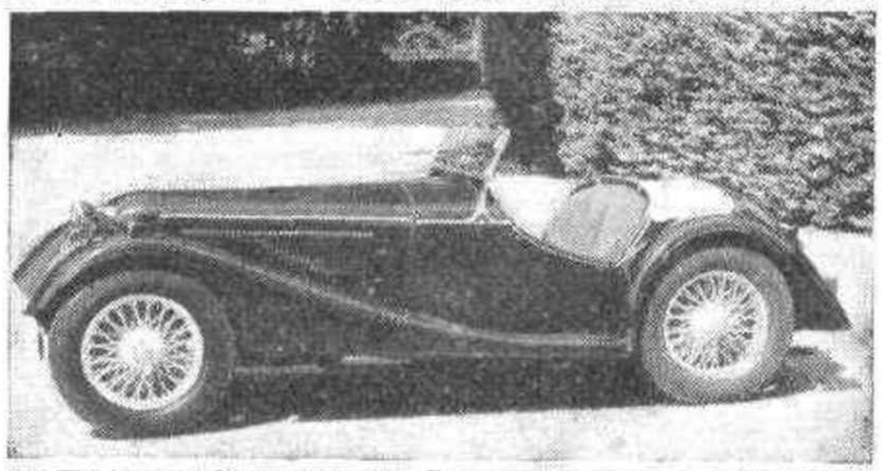
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PLEASE NOTE END-OF-SEASON PRICES

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JAGUAR XK120 drophead coupe, February 1954. Black with red leather upholstery; high-compression head, high axle ratio, turbo discs, chrome carrier, heater, washers, etc. **£395.**

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TRIUMPH TR2 2-seater, July 1955, finished in cream with red leather upholstery, leopard skin seat covers, new-type black Vynide hood, TR3A grille, overdrive, heater, twin wing mirrors, chromed luggage rack, etc. **£425.**

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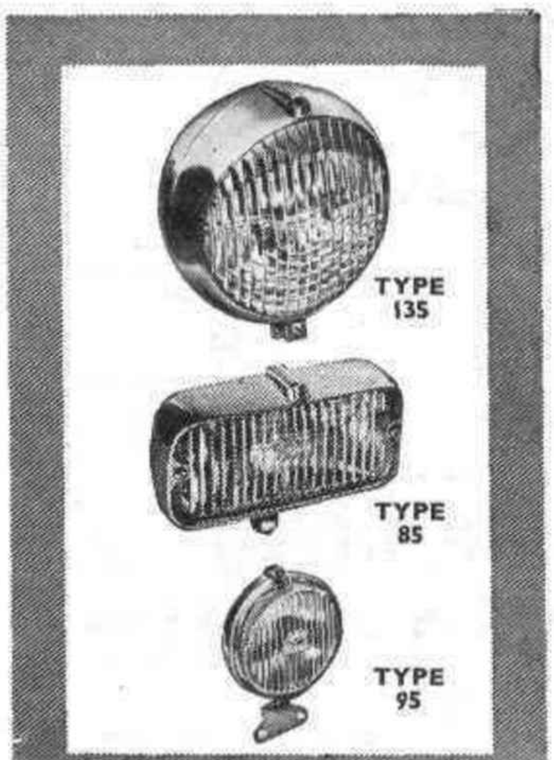
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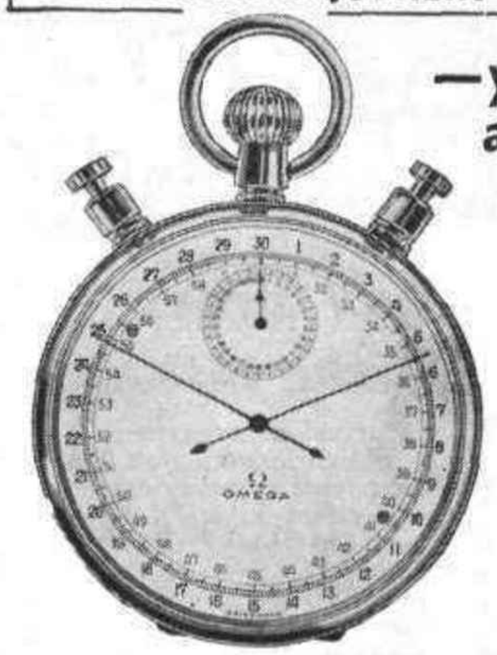


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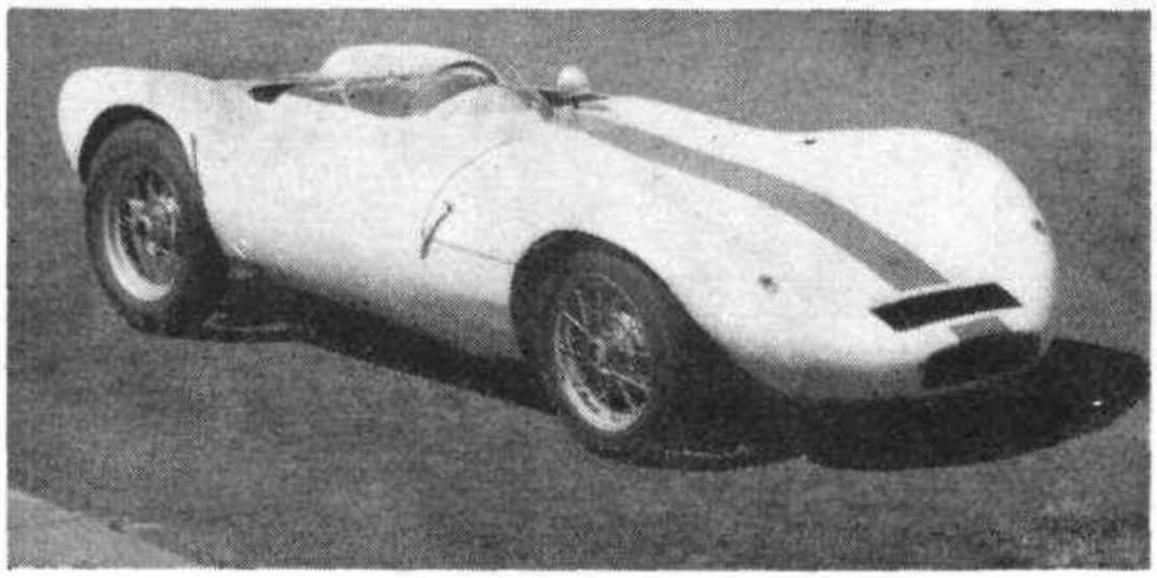
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FAULT ANALYSIS AND RUNNING ECONOMY

with the

REDEX CAR CARE ROBOT



A small version of the REDEX engine tester, the Robot vacuum gauge is a dash-board instrument which reports engine behaviour continuously as you drive—indicating faults before costly damage results. Engine faults are transmitted to show characteristic movements of the needle on the dial.

For maximum economy in running, the throttle is used so that a high steady reading is maintained on the REDEX Robot. Even if you are 'light-footed' on the accelerator it is almost certain that further economies can be made in fuel.

FITTING THE INSTRUMENT

A 2BA adaptor is fitted into the inlet manifold, between the engine and the carburettor butterfly, as near to the carburettor as possible. The REDEX Car Care Robot is connected to this adaptor by means of a tube.

FAULT ANALYSIS

The readings on the Robot indicate the amount of depression in the engine manifold. The greater this depression the more efficient the engine and consequently the higher the reading.

Every aspect of carburation, ignition, etc., influences the depression in the manifold. Impulses from the action of valves, pistons and sparking plugs are automatically recorded. Any wear or other defect of these parts is revealed by characteristic responses of the needle. With the aid of a simple chart supplied with the Robot, needle movements can be interpreted and the faults traced.

'SPOT-ON' TUNING

The REDEX Robot allows 'spot-on' tuning and gives more accurate settings than can be obtained from flywheel markings alone. The flywheel marking can only indicate an average setting for all grades of fuel and does not allow for the mechanical condition of the engine.

With the engine running at a fast tickover, the distributor body is rotated until the needle reaches its highest position and starts to kick. Now it is retarded so that the needle drops ¾°—where it is clamped in position.

FUEL ECONOMY

Even careful drivers may use undue accelerator pressure and cause petrol wastage. If too much petrol is drawn into the cylinder not all of it will be burned. On long climbs, the slightest easing of the throttle will bring a response from the Robot and keep you to an economy reading. By keeping the needle at the highest possible reading you will inevitably be 'light-footed' and reduce petrol bills, whilst not affecting performance.

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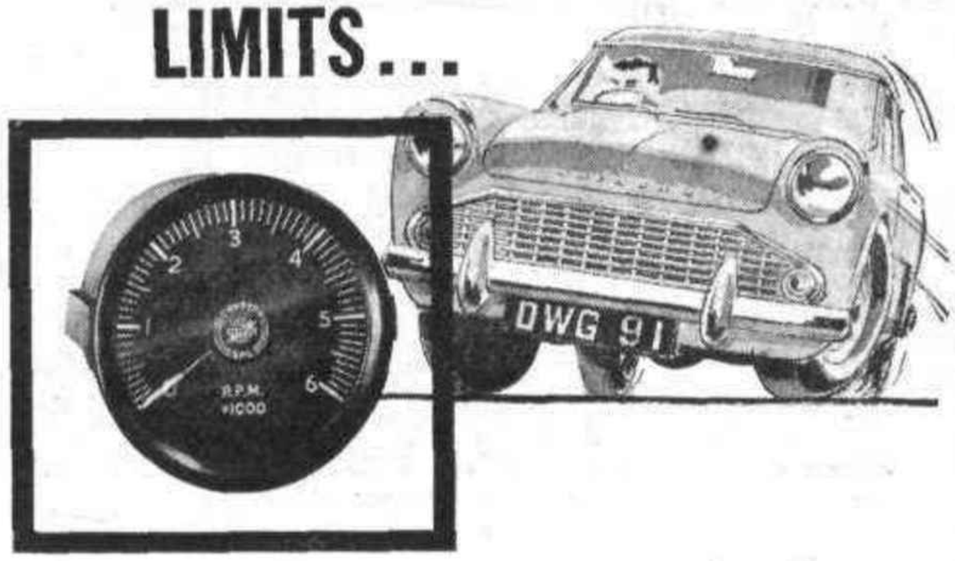


Highlights of the month ahead

Sept. 8 ● The Italian Grand Prix on high-speed Monza circuit—an on-the-spot report. Also a competitor's story of the International Liege-Rome-Liege Rally.
Sept. 15 ● Race reports from Goodwood and Silverstone and from the Bugatti O.C.'s hill-climb at Prescott. Road test of the Fiat 1100.
Sept. 22 ● Reports and pictures from the International race meeting of the Snetterton M.R.C. and the Nottingham S.C.C.'s National meeting at Mallory Park.
Sept. 29 ● The Mid-Cheshire's International race meeting at Oulton Park. A review of foreign imported cars and a road test of the Renault Gordini.
Oct. 6 ● The British Empire Trophy comes to Silverstone—full report and pictures. Preview of the London Rally.

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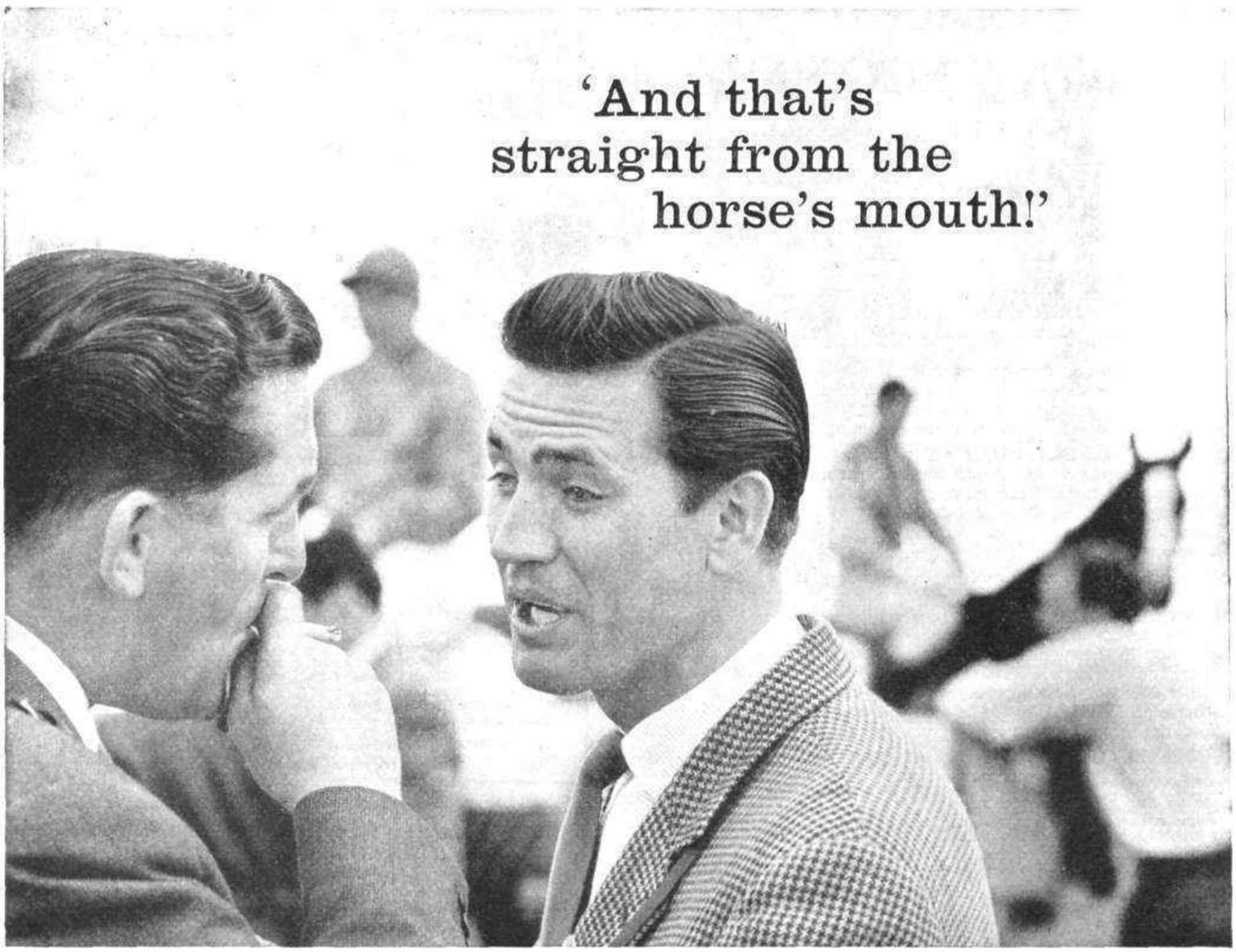
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VOL. XXXVI No. 9 MOSS (FERRARI) DOMINATES GOODWOOD T.T. SEPTEMBER, 1960

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

50, 5, ⌀, 30, 40 . . .

Are we going mad? Is the country suffering from an inexplicable mania for roadside signs and speed limits? It seems so, as we motor about and encounter more and ever more roadside embellishments! Not only do these signs cost the tax-payer money but a profusion of speed-limits is unfair to the motorist and will soon become a subject of ridicule if any more are imposed, causing even more warning notices to be erected. This is a matter that is of more concern to keen drivers than to manipulators of family saloons who motor in fear and trepidation, at a habitual 38 m.p.h. (40 indicated) in the centre of the road, for such never dare to turn their heads and must miss most or all of the growing multitude of signs in consequence.

Seriously, though, what is Britain coming to? At week-ends we have the "50" signs topping unpainted wooden sticks on certain main roads only. On week-days these signs are covered over with sacks—what must visitors from Overseas think!—which, in the case of the A 30 highway, appear to give a free advertisement to HK Nuts . . .

The other day, on that super-safe new dual-carriageway that drops from what was once the romantic Hartford Bridge Flats to Blackwater in Surrey, we noticed that a "50" sign was displayed, naked if ashamed, on a week-day morning amidst the derestriction signs—sure indication that Britain is suffering a severe attack of signitis.

"40" signs are spreading and an economy of posts on which to support these and other speed-limit signs sometimes results in droll proximity of "40s" and "30s" and of "30s" and "⌀s," and so on—which town or county holds the record for the briefest bit of derestricted road?

Not all these signs have Whitehall origins. There was the huge "30" board displayed on A 30 near Sutton Scotney some time ago because they had strewn the surface with loose chippings—what a way to treat the tax-paying motorist in A.D. 1960! And on the Bath Road, where it is being widened, some clown has had erected giant notices proclaiming that modern motor vehicles must reduce their headlong pace to—you may find it hard to credit—5 m.p.h. To respect this notice, which you can hardly plead you didn't see, for it is gigantic, is to have heavy lorries leaning on your back bumper to emphasise that the drivers of these juggernauts regard you as a timid law-abiding sap. Did the person who was permitted to spend our money erecting these silly signs *try* driving at 5 m.p.h.? If he had, he must surely have accepted that 30 m.p.h. would have been safe round his open, if elevated, bend.*

But there you are—we live in an age of signitis. It costs money, it distracts drivers, it brings frequently unnecessary summonses, but unless motorists and their semi-dormant organisations protest, and protest violently, it will spread, to the detriment of the countryside and the pleasure to be derived from motoring.

It is as illogical as testing ten-year-old vehicles while letting rusty bicycles and over-loaded, ragged, water-dripping contractors' lorries go free. But then, the M. of T. is *not* always logical. Take for one example, the enormous and elaborate "Clearways" boards—on A 30 near Egham they cover a mere 2½ miles of road, yet are prolific in quantity, even to a final "Clearways" notice within yards of a "Clearways cancelled" sign. And within yards of the opening of this particular clearway you will find a 'bus stop with no pull-in provided, another where the omnibuses are allowed to stop again on the roadway, on a bend . . . Presumably it would be too logical to require *all* main roads to be treated as clearways for their entire length . . .

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Front cover picture: RACING ON THE EXTENDED BRANDS HATCH CIRCUIT. Jack Brabham (Cooper) is out in front in his usual race-winning manner. He is seen leading Jimmy Clark's Lotus round one of the circuit's new corners.

ARE TEN-YEAR-OLDS DANGEROUS?

Considerable interest has arisen over figures published in MOTOR SPORT last month in an Editorial which suggested that the forthcoming compulsory tests of cars made prior to 1950 may prove to have very little bearing on increasing road safety, especially when they are to be undertaken by private garages. We drew attention to the fact that in 1958, out of the 237,265 accidents in which the 7,490,000 vehicles in use were involved, police analysis showed that a mere 7,481 were attributable to defects. It now transpires that of these defective vehicles, only 2,033 were cars, pedal cycles contributing to 1,892 of these accidents. How, therefore, can the Minister of Transport leave bicycles out of his elaborate testing scheme?

The police analysis shows that of these car defects, tyres and wheels numbered 675, bad brakes 418 and worn-out steering 321. Police patrols can fairly easily spot defective tyres and wheels, so it looks as if the elaborate garage-tests are being instituted mainly to eliminate defects which on the last official count applied to 739 out of 7,490,000 vehicles and that bicycles (and those tatty contractors' lorries?) are to be immune.

Incidentally, will the Labour Party fight the scheme when it realises how many workers rely on pre-1950 cars to get to and from their work and that conscientiously maintained cars will soon be charged a fee of 15s. per annum merely to prove themselves roadworthy?

* *There is even an 8 m.p.h. sign, on a weak bridge in Hampshire.*

Motor Sport Events for September

★ **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*
Sept. 3rd ...	BRIGHTON & HOVE M.C. ...	MADEIRA DRIVE	BRIGHTON	SPEED TRIALS (*N.O.*)	9.15 a.m.
,, ...	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb (*C.*)	3.00 p.m.
,, ...	Sutton Coldfield & N. B'ham A.C.	Silverstone	Towcester	Race Meeting (*R.*)	Noon
Sept. 3rd/4th	V.C.C. of Gt. Britain	Racecourse, Knavesmire	York	—	Noon onw'ds
,, ...	R.R.E. M.C.	S.O. 746403	Great Malvern	Rally (*R.*)	9.00 p.m.
Sept. 4th ...	Coventry & Warwickshire M.C. ...	Mancetter	Atherstone	Hill-Climb (*R.*)	—
,, ...	Austin App. A.C.C.	Austin Motor Co.	Longbridge	Driving Tests (*C.*)	2.30 p.m.
,, ...	Jaguar Drivers' Club	North Weald	Epping	Sprint (*R.*)	2.00 p.m.
,, ...	M.G. C.C. (S.E.)	Brands Hatch	Farningham	Sprint (*R.*)	1.00 p.m.
,, ...	Cambridge '50 C.C.	Witchford Airfield	Near Ely	Speed Trial (*C.*)	10.00 a.m.
,, ...	Southsea M.C.	H.M.S. *Sultan*	Gosport	Gymkhana (*C.*)	2.30 p.m.
,, ...	A.C. D'ITALIA	MONZA	MILAN	G.P. D'EUROPE	3.00 p.m.
,, ...	Cambridge '50 C.C.	Witchford Airfield	Ely	Speed Trial (*C.*)	10.00 a.m.
,, ...	Malden & Dist. M.C.	Malton Barracks	Aldershot	Driving Tests (*C.*)	11.30 a.m.
,, ...	Harlow & Dist. A.C.	Willingale Airfield	Ongar	Driving Tests (*C.*)	2.30 p.m.
Sept. 7th ...	Southsea M.C.	Club House	Portsmouth	Arnold Trophy Rally (*C.*)	7.30 p.m.
Sept. 10th ...	B.A.R.C.	Goodwood	Chichester	Race Meeting (*R.*)	2.00 p.m.
,, ...	Jaguar Drivers' Club	Silverstone	Towcester	Race Meeting (*R.*)	12.30 p.m.
,, ...	Rochester, Chatham & Dist. M.C.	Molash	Kent	Rally (*R.*)	8.00 p.m.
,, ...	B.R.S.C.C.	Rufforth	York	Race Meeting (*C.*)	2.00 p.m.
Sept. 10/11th	Land-Rover O.C.	Norton Manor Country Club	Presteigne	Trial (*C.*)	3.00 p.m.
,, ...	Land-Rover O.C. (Midland) ...	Belvoir Castle	Grantham	Trial (*C.*)	2.00 p.m.
,, ...	Craven M.C.	Tower Café, Beenham	Reading	Rally (*R.*)	8.00 p.m.
Sept. 11th ...	London M.C.	Brands Hatch	Farningham	Sprint (*C.*)	9.00 a.m.
,, ...	BUGATTI O.C.	PRESCOTT	Nr. CHELTENHAM	HILL-CLIMB (*N.O.*)	10.30 a.m.
,, ...	Chummy M.C.	Heston Airport	Heston	Driving Tests (*C.*)	10.30 a.m.
Sept. 17th ...	Peterborough M.C.	Silverstone	Towcester	Race Meeting (*R.*)	1.00 p.m.
,, ...	Worthing M.C.	Whiteways Lodge	Arundel	Rally (*C.*)	7.30 p.m.
,, ...	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (*INT.*)	3.00 p.m.
,, ...	Swansea M.C.	Llandon Airfield	Cowbridge	Sprint (*C.*)	1.30 p.m.
Sept. 17/18th	Airedale & Pennine M.C.C. ...	Senior Smiths Garage	White Cross, Guiseley	Rally (*R.*)	10.00 p.m.
,, ...	Blackfriars M.C.	Lambs Garage	Woodford, Essex	Autumn Rally (*R.*)	9.30 p.m.
Sept. 18th ...	Singer O.C.	Harleyford Manor	Marlow	Hill-Climb	2.00 p.m.
,, ...	United Hospitals & U.L.M.C. ...	Wiscombe Park	Nr. Colyton, Honiton	Hill-Climb (*C.*)	1.30 p.m.
,, ...	Southsea M.C.	Harleyford Manor	Maidenhead	Hill-Climb (*R.*)	10.00 a.m.
,, ...	Lagonda Club	Royal Ascot Hotel	Ascot	*Concours d'Elegance*	2.00 p.m.
Sept. 21st ...	Southsea M.C.	Club House	Portsmouth	Film Show	7.30 p.m.
Sept. 24th ...	Torbay M.C.	Victoria Car Park	Paignton	Driving Tests (*C.*)	2.30 p.m.
,, ...	North Staffs. M.C....	Silverstone	Towcester	Race Meeting (*R.*)—MOTOR SPORT Trophy Final	12.30 p.m.
Sept. 24/25th	Fylde Motor Sport Group ...	Fairview Garage	Garstang	Rally (*C.*)	Midnight
Sept. 25th ...	Alvis O.C.	Parade Ground	Sandhurst	Driving Tests (*R.*)	2.00 p.m.
,, ...	Forces' M.C. (Glos. & Somerset)...	Mendip Service Station	Shepton Mallet	—	10.00 a.m.
,, ...	Falcon M.C.	Snetterton	Thetford	Driving Tests (*R.*)	1.00 p.m.
,, ...	Lancashire & Cheshire C.C. ...	St. Ann's Hotel	Buxton	Trial (*R.*)	11.00 a.m.

THE "MOTOR SPORT" SILVERSTONE TROPHY

Owing to difficulties in organisation, neither the Motor Cycling Club nor the Jaguar D.C./Bentley D.C. were able to hold qualifying races for the MOTOR SPORT Silverstone Trophy at their meetings. This reduces the number of eligible meetings to three, so that eight drivers can qualify at each of the remaining two meetings. The first of these is organised by the Peterborough Motor Club on Saturday, September 17th, commencing at 1 p.m., which will also include races for vintage, saloon, Formula Junior and Formula Libre cars. Invited Clubs include B.A.R.C., Bentley D.C., B.R.S.C.C., Bugatti O.C., Nottingham S.C.C., 750 M.C., and V.S.C.C. The first three in the MOTOR SPORT Silverstone Trophy qualifying race will receive prizes of £10, £6 and £4, respectively.

The Final of the Trophy will be staged at the North Staffordshire M.C.'s meeting on Saturday, September 24th. Invited clubs at this meeting include Austin Healey D.C., B.A.R.C., Bugatti O.C., B.A.R.C., Nottingham S.C.C., Maidstone & Mid-Kent M.C., Peterborough M.C., 750 M.C., and the B.R.S.C.C. Racing commences at 12.30 p.m. The qualifying heats will be held at the start of the meeting, with the Final taking place towards the end of the day's racing. With worth-while prizes of £75, £40 and £15 for first, second and third, the Final is usually very hotly contested. In addition there are a large number of five- and 10-lap races to make up the day's entertainment.

Those who have already qualified for the Final are B. T. J. Cooper (Austin A35), G. D. Golding (Fairthorpe), M. Adlington (Lotus), Mrs. J. A. Gammon (Ford Anglia), D. Hobbs (Jaguar XK120), N. H. Dangerfield (Triumph TR3), A. B. Wyatt (Halsalec) and S. A. Goodwin (Ford).

KARLSKOGA, SWEDEN

Driving his first race since his accident in the Belgian G.P., Stirling Moss won the 75-kilometre sports-car race at the Swedish Karlskoga meeting in the new 2½-litre rear-engined Lotus Nineteen. Moss seemed fit as he ran to his car for the Le Mans type start but Joakim Bonnier, driving a Tipo 61 Maserati, was first away, and these two had a ding-dong battle until half-distance, when Moss began to draw away. He finally won by 6 sec., at an average speed of 67.87 m.p.h. Third was David Piper (Lotus Fifteen) and fourth was Graham Whitehead (Lola).

Results :

1st : S. Moss (Lotus Nineteen) ... 41 min. 08.8 sec.—67.87 m.p.h.
2nd : J. Bonnier (Maserati Tipo 61) 41 min. 14.8 sec.
3rd : D. Piper (Lotus Fifteen).
4th : G. Whitehead (Lola).

H.R.G. ASSOCIATION

Preliminary negotiations are going on preparatory to forming an H.R.G. Association for both pre- and post-war H.R.G.s. Some owners will meet at the Four Clubs Hill-Climb to be held at Harleyford Manor, near Marlow, on September 18th, and details can be obtained from R. Knight, Esq., 81, Kingswood Avenue, Bromley, Kent, or Ian Dussek, Elmhurst, Farnborough Park, Kent.

HELPFUL!

In addition to carrying quite a large competition programme, the Land-Rover Owners' Club have offered to do some de-ditching work at trials or similar events, and they are willing to supply a recovery team at Club events. Club Secretaries who are interested in this service should contact E. C. F. Harding, Esq., Land-Rover O.C., Meteor Works, Solihull, Warwickshire.

Battles won on the track

BREED THE SAFEST TYRES FOR THE ROAD!



The Grands Prix held throughout the world each year are the blue riband events of the international motor racing calendar. There the world's greatest drivers and fastest cars battle for world championship honours, putting cars AND TYRES to the fiercest tests on earth. In 1959 cars fitted with Dunlop made a clean sweep of all world-championship Grand Prix events, winning the drivers' and constructors' world honours as well! This year Dunlop are again leading the world with victory after victory on the track.



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PORTUGUESE Grand Prix

1st. JACK BRABHAM, Cooper-Climax

ALSO **2nd. 3rd.**

(Subject to official confirmation)

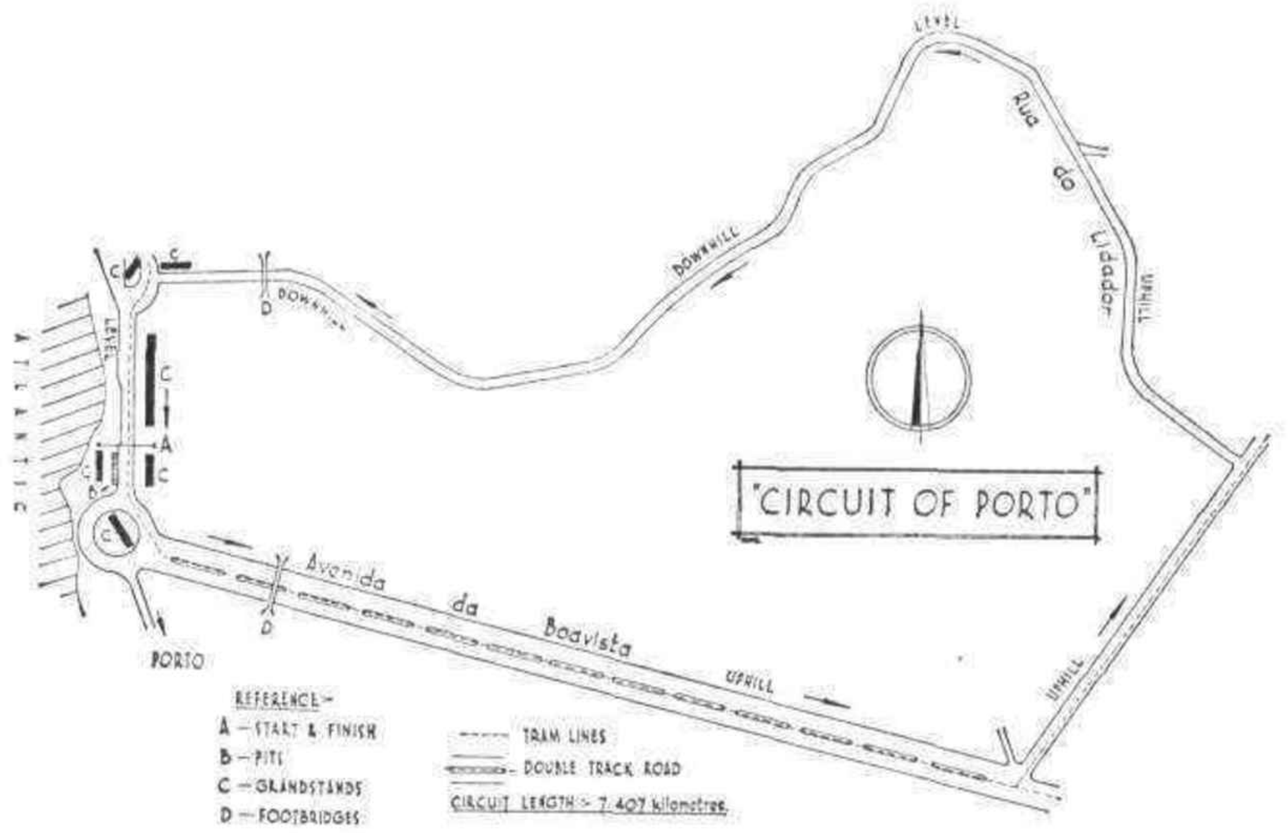
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RACE-PROVED FOR TOP MILEAGE AND TOP SAFETY

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PORTUGUESE GRAND PRIX

Brabham Yet Again



PORTO, *August 14th.*

THIS year it was the turn of the Portuguese Grand Prix to go north to the town of Porto, where the race was held in 1958, and the same 7.407-kilometre circuit was used, unchanged from two years ago. I then considered it a true road-racing circuit and I still do, being fast (over 110-m.p.h. average) and containing all the hazards of a true road race, especially Portuguese roads, with hills, kerbs, tram-lines, cobbles, houses, trees, and just about everything. Anyone who has driven about in Portugal will know that the Porto circuit is just typical of normal road conditions in that country.

The entry list was very select, the Automobile Club of Portugal preferring to seed the entries on application rather than suffering the nonsense of qualification, and naturally the two works Cooper-Climax cars headed the list, driven by Brabham and McLaren. A third 1960 model has now been completed and it was there as a spare for Brabham to use. The Yeoman Credit Team had three cars, Brooks with one fitted with a Colotti five-speed gearbox, Gendebien with a Cooper four-speed gearbox and wire wheels on the rear, and Taylor with a standard Cooper, all three, of course, having the latest Climax 2½-litre engines. Stirling Moss was making a welcome return to Grand Prix racing after his crash in the Belgian Grand Prix, now being fully recovered as his injuries were not as serious as the popular Press would have us believe. He was driving R. R. C. Walker's blue rear-engined Lotus-Climax, it having been completely rebuilt and had a sensible modification on the front suspension. The anti-roll bar which is normally coupled to eye-bolts in the top wishbone pivots, and which have twice given trouble on works Lotus cars, had been re-made to be coupled to the lower wishbones by short links, thus obviating a known source of trouble in the Lotus design. The Walker team also had an old Cooper-Climax with them as a spare car and spare engine. The Lotus works entered three rear-engined cars, Clark having the one with the canted engine and enclosed carburetter, and Ireland and Surtees having the cars with the upright engines and Weber carburetters sticking out in the air stream, neither having the long intake tubes from the nose used previously. Ireland's car was fitted with the rear disc brakes mounted on the wheel hubs instead of the usual arrangement of inboard brakes, though as this was purely an experiment the inboard brakes were still there though not coupled up. The B.R.M. team were entered in full force with their rear-engined cars driven by Bonnier, Graham Hill and Gurney, and there was a fourth car as a spare. The Scuderia Ferrari entered only two cars, both Dino 246 front-engined cars, and the drivers were Phil Hill and von Trips. To complete the entry the Scuderia Centro-Sud entered two of their Cooper-Maserati cars, one having been lowered at the rear, and was driven by Gregory, and the second car was loaned to the Portuguese driver Mario Cabral, in place of Trintignant, who expected to be driving a works Aston Martin, but at the last minute no entries were forthcoming from Feltham, so Trintignant was without a drive.

There were only two practice sessions, but they were each of two hours' duration, which was reasonable enough, and the first took place on the Friday evening from 6 p.m. until 8 p.m., starting in warm sunshine but ending in a biting wind that made most people shiver. Naturally, with two years' progress in design since the Porto circuit was last used, the old lap record was going to be surpassed, it standing to Mike Hawthorn with a Ferrari in 2 min. 32.37 sec., the watches used by the Portuguese club being of a high degree of accuracy, unlike some of the primitive things that have been happening this season at other circuits. The B.R.M. team were a driver short as Bonnier had caught a fever and was confined to his hotel, but Gurney soon made up for this by lapping well below the old record time, the tram-lines and cobbles not worrying him at all. Graham Hill tried out his own car and also Bonnier's, while Gurney took the practice car round for a few laps as well as his own car. Once again Brabham and McLaren set off in close company to learn the way round and gradually went faster and faster until McLaren began to lose ground, and then we knew that Brabham was trying, but he was not all that much ahead of his team-mate on times, and he then took the new works Cooper out for some laps. The Lotus team were not getting on too well, having the wrong gear ratios, and were in the pits for a time swapping the gears in the gearbox through the quickly detachable rear end, while Ireland and Moss were altering fore and aft braking ratios. Surtees was having trouble with his gear-selector mechanism and spent most of the evening waiting around while the Lotus mechanics tried to find the trouble. Moss was not overjoyed with his Lotus so went out for a few laps in the old Cooper, while Ireland tried the Walker Lotus to compare it with the works cars, and all was well. The Yeoman Credit Team were not getting on very fast and received a nasty setback when Henry Taylor lost control as he crossed the open space after the pits and headed for the narrow Avenue Boavista. The car hit a kerb and crashed heavily, being well and truly bent out of shape, while the driver was very lucky to escape with a slightly damaged arm and fingers.

Brabham had been sorting himself out and had set a fastest lap with 2 min. 28.43 sec., closely followed by McLaren with 2 min. 28.97 sec., but towards the end of practice Gurney was out again in his own car and beat Brabham's time, driving the B.R.M. hard and looking very determined, with a time of 2 min. 27.81 sec. Just when some people were wondering whether Moss had lost his touch since his accident, or whether he had restarted too soon, he went out again in the dark blue Lotus and beat Brabham's time but could not beat Gurney's, doing 2 min. 28.32 sec. The two Ferraris were going quite well for a change and were by no means being left behind, their times being almost identical, while Clark was the only works Lotus driver to be doing much practice, getting down to 2 min. 28.36 sec., though in between brake adjustments and gear ratio changes Ireland was right behind him with 2 min. 28.68 sec. Poor Surtees was out of the picture, waiting for his gear-selector trouble to be solved, and it was not until practice was nearly over that he tried again, but did not get far as the crown-wheel and pinion broke up. It was discovered later that bits had been coming off the crown-wheel earlier and it was these that were jamming the selector mechanism. In the last few minutes of practice there was a lot of excitement, for Brabham was out in the new Cooper and spun on a slow corner and hit the straw bales, bending the nice new nose, and Ireland came to rest out on the circuit when his fuel system packed up when changing over from one tank to the other.



Wins again at

B.A.R.C. FORMULA JUNIOR CHAMPIONSHIP
GOODWOOD, AUGUST 20th

* **1st T. TAYLOR**
LOTUS-FORD 90.68 m.p.h.

* **2nd J. CLARK**
LOTUS-FORD

* **3rd M. B. McKEE**
LOTUS-FORD

(Subject to official confirmation)

Using* ESSO GOLDEN *exactly
the same superb petrol you can buy from your local Esso Dealer

** Also using ESSO EXTRA MOTOR OIL the World champion motor oil*

Next day practice was from 3 p.m. to 5 p.m. and the weather was not unduly warm, while the wind had changed and was not helping the cars up the long straight. Everyone started off comparatively slowly compared to the previous day, with times most by over 2 min. 30 sec., and practice had not been going on for many minutes when Jimmy Clark went into the corner past the pits trying an entirely new line, to avoid the tram-lines. This made the corner much sharper and for that he was going too fast, got sideways on, fish-tailed, clouted the left-hand kerb with a rear wheel which flicked him across the road and through the straw bales, he being completely unhurt but the car being very bent. Bonnier was risen from his sick bed and essaying a few laps in his B.R.M. but was still feeling pretty rough, and Yeoman Credit were in more trouble, for this time Brooks failed to come round. A main shaft nut had become unlocked, allowing the shaft to move and the gears to come out of mesh, leaving no drive to the wheels, luckily without doing any damage, but the car was stranded out on the circuit, so they were left with only one car, that of Gendebien, which was going all right but the driver was not trying very hard.

The wind was now more favourable and Brabham and McLaren went out together again and this time the Australian really left his team-mate behind after they had warmed up, and he recorded 2 min. 27.26 sec. and then 2 min. 26.05 sec., and decided to leave it at that. Almost immediately Moss was off in the Walker Lotus and was soon below 2 min. 27 sec., ending up with 2 min. 26.19 sec., which was a good try but not quite quick enough to beat Brabham. Meanwhile Gurney had been going round steadily, and seeing this Surtees had tucked in behind him, for having missed most of the first practice period he still had to learn the way round and obviously reckoned Gurney was the one to learn from, he having been fastest on the first day. Round and round they went together, going faster and faster, Gurney trying to get rid of the Lotus and Surtees hanging on and learning all the time. Their lap times were coming down and down, until everyone was shaken when Surtees recorded 2 min. 25.56 sec. and Gurney 2 min. 25.63 sec., making the times of Brabham and Moss look a bit sad. There was no doubt about the times as most of the people in the pits agreed to the first place of decimals. Before anything could be done about it by the top drivers a drizzling rain began to fall and that was that, but while most people packed up, Gurney went out again to run-in some new tyres, splashing his way through the rain and not looking at all happy. At the other end of the field the two Ferraris were still virtually equal and both were faster than the day before, and Masten Gregory was very happy with his Centro-Sud Cooper-Maserati as he was faster than all the Yeoman Credit Coopers had been, doing 2 min. 29.16 sec., and he almost had the two Ferraris in his sights.

To allow the local lads to let off steam some National G.T. races were held after this practice period, thus keeping Sunday completely clear for the Grand Prix, which was due to start at 4 p.m. Although Sunday morning was cloudy and ominous a wind got up from the Atlantic ocean and the sun came out, and by 2 p.m. when the cars had to be presented for a final scrutineering and official filling of the tanks with 100/130 Avgas fuel, there was not a cloud in the sky and every bit of shade was being occupied and Portugal was its normal self at last. The Lotus mechanics had worked all night on Clark's car and got it straightened out, the very bent chassis frame being straightened with the aid of blow-lamps, torniquets, screw jacks, blocks of wood and wild cries from Colin Chapman, who directed the operation like the conductor of an orchestra, while the Portuguese garage owner and his mate stood by shaking their heads and saying it would never work. Jimmy Clark had been sent to bed in readiness for the race and by lunch time the renovation was completed, the splits in the fibreglass body being bound up with masking tape, and apart from a slight stiffness in the steering and a tendency to oversteer on some corners and understeer on others, the car was in fine fettle and Clark drove it to the scrutineering while the Lotus mechanics wiped their hands and prepared for the race.

The cars were lined up at the pits, the sun beat down, and a swarm of Vespas toured the circuit, but the start had to be held up for some minutes as a contractor had optimistically built a footbridge of Dexion and it was beginning to sag and twist, so there was a delay while it was rendered harmless. Finally the 15 starters were assembled on the grid, with Henry Taylor in the pits as a spectator, with his arm in a sling, and the grid line-up was as follows, with three different makes on the front row, ready to start this 55-lap race.

As the 30-second signal was given Graham Hill began to creep forward from the second row and as his nose appeared between Gurney and Brabham, they began to edge forward, so Surtees went along with them. The poor harassed starter had the flag raised and four cars in the front row, all of them moving, and the rest of the field beginning to close up. With some seconds still to go, the front row, consisting now of Surtees, Gurney, Graham Hill and Brabham, were more than a whole car's length beyond the start line and the drivers were practically looking over their shoulders at the starter, who still had the flag raised but was beginning to weaken, and suddenly he could stand it no longer and with a roar the whole field made a wild rush to the first corner, with Gurney slightly in the lead. However, Brabham from the outside took a wide sweep at the bottle-neck and neatly cut-off the B.R.M., to lead the race up the long Avenue Boa Vista. Gurney had little difficulty in passing the Cooper on braking and as they came down the winding hill back onto the sea front Gurney was still leading from Brabham, Moss, Surtees, Ireland, Phil Hill, Graham Hill, McLaren, Bonnier, Brooks and Clark, the young Scot having been given strict instructions not to appear in the first ten for at least six laps, until he was sure the unbent car was handling all right. Gregory, Cabral and Gendebien brought up the rear, and it was seen that von Trips was missing and almost half a lap later he appeared with the nose of the car all bent and twisted, having run into some straw bales, but was now going as well as ever. The first eight cars were in a tight bunch and on lap two, as they went up the tram-lines and braked heavily to turn left into the twisty section of the circuit, Brabham overdid things and had to run wide, which let six cars get past him, so that the order was now Gurney, Moss, Surtees, Phil Hill (who really had the bit between his teeth for once), Graham Hill, Bonnier, McLaren and Brabham, and already Brooks was being left by this leading pack. Ireland was overdue and arrived at his pits after everyone but von Trips had gone by, and his trouble was fuel feed, the engine cutting right out at times, while juggling with the tap between the front tank and the cockpit tank only made things worse. On lap three there was no change among the leaders but on lap four things broke up into groups, with Gurney still out in front and looking very comfortable with a 4-sec. lead over Moss, who had Surtees and Phil Hill pressing him hard. Then came Bonnier, Graham Hill, McLaren and Brabham all nose-to-tail or side-by-side, while Ireland was back in the pits twice more. On the next lap Surtees slipped past Moss, but Phil Hill was still chasing them, and Bonnier had to drop out of this little foursome as his engine went rough, and Brabham passed McLaren. On lap six Gurney had 6 sec. lead over Surtees, who still had Moss right on his tail, and Phil Hill was really driving now and showing that the front-engined Ferrari could still keep up. Bonnier drew into the pits with steam coming out of the exhaust pipe of his B.R.M., and when oil was seen coming out of the carburetters the car was wheeled quietly away. Ireland was still at his pit having his fuel system rebuilt so that only the scuttle tank was in use, and the leader was just about to lap von Trips. Up the long straight Brabham and Graham Hill were running side-by-side, the maximum speed of the Cooper-Climax and the B.R.M. being absolutely identical. On the same straight on lap nine Hill was being challenged by McLaren when there was an awful noise from the back of the car and the B.R.M. was out with a broken gearbox. On the next lap Gurney had a slide on what he thought was oil, and then again on another corner and, thinking it might be oil from his own car, he eased up so that he was leading by only 1¼ sec. at the end of the lap, from Surtees, Moss and Phil Hill. At this point Ireland rejoined the race and von Trips, who had been lapped by the leaders, was getting inspiration from them and keeping up their pace, so that he was gaining rapidly on the tail-enders.

On lap 11 Gurney was still worrying about whether he had slid

↑

18 Surtees (*Lotus-Climax*) 2 min. 25.56 sec.	24 Gurney (*B.R.M.*) 2 min. 25.63 sec.	2 Brabham (*Cooper-Climax*) 2 min. 26.05 sec.
12 Moss (*Lotus-Climax*) 2 min. 26.19 sec.	22 G. Hill (*B.R.M.*) 2 min. 27.11 sec.	
4 McLaren (*Cooper-Climax*) 2 min. 27.44 sec.	16 Ireland (*Lotus-Climax*) 2 min. 27.52 sec.	14 Clark (*Lotus-Climax*) 2 min. 28.36 sec.
28 von Trips (*Ferrari*) 2 min. 28.40 sec.	26 P. Hill (*Ferrari*) 2 min. 28.42 sec.	
30 Gregory (*Cooper-Maserati*) 2 min. 29.16 sec.	6 Brooks (*Cooper-Climax*) 2 min. 32.12 sec.	20 Bonnier (*B.R.M.*) 2 min. 33.34 sec.
8 Gendebien (*Cooper-Climax*) 2 min. 23.73 sec.	32 Cabral (*Cooper-Maserati*) 2 min. 35.85 sec.	

Non-starter : H. Taylor (Cooper-Climax).

on his own oil when he eased off again, and Surtees, Moss, Phil Hill and Brabham went by him, while a lap later McLaren went by, so that instead of leading the race he was now sixth, with Brooks beginning to close up on him. On lap 13 Surtees led Moss by 1 sec. and Phil Hill had his Ferrari right on the tail of the dark blue Lotus, while Brabham was only 10 sec. in arrears, but seemed unable to do anything about it. The Ferrari lost a little ground and on lap 16 the two Lotus cars seemed to be running in formation, Surtees looking extremely relaxed and comfortable in spite of having Moss very close in his rear-view mirror. Gurney's engine was now going sick on him and Brooks passed him to take sixth place, and von Trips had caught and passed both Centro-Sud Cooper-Maseratis and was closing on Gendebien, while right at the back of the field Ireland was now running all right but too far back to do anything but finish the race. At the end of lap 18 there were 12 sec. covering the first four cars, still in the order Surtees, Moss, Hill and Brabham, and a condition of stale-mate seemed to have set in, but on lap 19 Surtees came by on his own and Moss pulled into his pits firing on three cylinders. The bonnet was up and the plug leads checked for being in place, and he was off again, still on three cylinders, and Hill, Brabham, McLaren and Brooks had all gone by. Surtees now had a 10-sec. lead over Phil Hill, but Brabham was beginning to appear in the Ferrari rear-view mirrors. Moss did one misfiring lap and returned to the pits and all the plugs were changed, and he eventually rejoined the race in ninth place, behind von Trips and a lap behind the leaders, but his engine was still not running cleanly on four cylinders. Gregory now disappeared from the scene when his transmission gave up, and Brabham was now set to pass Phil Hill, but for once Hill was not impressed by the World Champion and kept him at bay for two laps, playing it as rough as the Australian wanted. On lap 24 they were side by side, and Gurney stopped at his pit with a sick engine.

On the next lap Brabham was in front of the Ferrari and Moss was back in the pits, and Gurney too, having completed a slow lap, and the B.R.M. was withdrawn. Having got in front Brabham was sliding his corners so that the Cooper filled the whole road, but Phil Hill still was not impressed and scratched by into the lead again, giving Brabham something to think about. Surtees was still a comfortable 10 sec. in the lead and seemed quite unassailable, and Moss rejoined the fray in exactly the position he had left it, right behind Surtees on the road, but two laps in arrears, so that anyone who had been away to the bar at this juncture would have been hard put to believe anything had happened at all. Phil Hill led Brabham on laps 26, 27 and 28, and then Brabham came round alone, for the hydraulic clutch actuation on the Ferrari had given up, Hill missed a gear change ran wide on a corner, and clouted the straw bales. Having settled this dispute Brabham seemed unable to do anything about Surtees and eased off, so that the works Lotus increased its lead, always with the blue Lotus of Moss just behind it, but two laps down in eighth place. The Yeoman Credit team had not had much to do other than watch their two cars circulate steadily, gaining places as others ran into trouble, as had been doing Jimmy Clark, whose patched-up car was going extremely well. On lap 29 Brooks came into the pits with gear-change trouble and almost immediately afterwards Gendebien pulled in with a broken gearbox breather which was letting oil blow up onto the plugs. There was no need for Surtees to hurry now and he let Moss go past, and on lap 33 he had 22 sec. lead over Brabham, who had given up trying, and 39 sec. later came McLaren, now third, followed over a minute later by Clark in fourth position, these being the only ones not lapped by Surtees. The pits were still busy, for Hill had got restarted and arrived with a crumpled nose cowling and bent steering, Gendebien was in again, this time with only third and fourth gears, and Moss was back, unable to make his engine fire really properly on four cylinders.

On lap 36 Surtees had began to ease up and almost since the start of the race he had been pointing at his front fuel tank as he passed the pits, but no obvious reason could be seen. What had been happening was that the tank had been leaking from a cracked seam and he had been trying to keep his pit crew alert to the question of fuel in case he ran short. The leak had been getting steadily worse and dripping onto his feet and the pedals, making things very slippery, and as he approached the turn off the cobbles into the narrow twisty section of the course his foot slipped off the brake pedal. It was only a fraction of a second before he took another prod at the pedal but by this time he was too deep into the corner and instead of taking the escape road he tried to get round, and struck the kerb and straw bales. While he was getting restarted Brabham went by and led the race once more at the end of the 36th lap. Surtees did not know he had damaged his radiaor and as he went up the long straight on the next lap there was a shower of water and steam and his race was finished, and he had to abandon the Lotus by the roadside.

We now had the very familiar picture of Brabham securely in the lead, followed by his team-mate McLaren safely in second place, and depending on whose side you are on you describe it as good-luck or bad-luck. Whichever it is it is an undisputable fact that Brabham and McLaren have a wonderful record this season. With 18 laps still to go the two Cooper works drivers were able to tour round at their own pace, and the worried look on John Cooper's face disappeared at last. Jimmy Clark was in third position more than a minute behind McLaren and fourth was von Trips, just over a lap in arrears to the leader. He was followed by Moss, going well once more but not out to set any records, and then came Brooks, occasionally coasting into corners in neutral in a frightening manner when his gear-change played-up, and finally came Ireland, having stopped to refuel, and Gendebien in last place with only two gears left.

After looking at the steering Hill's Ferrari was about to be withdrawn when he decided he might as well qualify as a finisher, so he started off from the pits and drove round to the finish line and waited there for Brabham to reel off the laps. After a while the organisers decided they would not allow that and told him to move on. Hill started pushing, hoping to restart and drive halfway round the circuit and wait at some quiet downhill point until Brabham had finished and then restart and complete the lap. After a long push he eventually jumped in, crammed it into gear and got the engine running, but with his clutch operation not working he stalled as he tried to take off, and by this time he had run out of flat road and energy so was forced to retire. Shortly before the finish Brabham eased right off and von Trips, who had never been far behind him on the road, although a lap behind in fact, now passed him to get on the same lap. Since his slight crash on the first lap he had contrived to drive as hard as he could and was now fourth and during the closing laps actually got within sight of Jimmy Clark, but the Lotus pit were not sleeping and urged their man on. The excitement and interest was still not over, for Moss failed to complete his 51st lap, having locked his front brakes on the fateful sharp left-hand bend where everyone had been having trouble and had stalled his engine while taking the escape road. While Brabham was completing his last two laps Moss was vainly trying to restart the Lotus uphill and when he realised the race was over he turned the car round and restarted downhill in the reverse direction of the track and then drove round in a big loop and completed his 51st lap.

Brabham had won his fifth Grand Prix in the World Championship on the trot, McLaren was second, Clark third after an excellent drive in a car that was expected to last only a few laps, von Trips was fourth, having worked really hard all day and, on the face of things at the pits, Moss was fifth, but later it was discovered he had contravened Article 6 of the regulations, about driving in a reverse direction to that of the race, and he had to be disqualified, thus giving fifth place to Brooks.

Results :

PORTUGUESE GRAND PRIX—Formula I—55 Laps
407.385 Kilometres—Very Hot

1st :	J. Brabham (Cooper-Climax) . .	2 hr. 19 min. 00.03 sec.—175.849 k.p.h.*
2nd :	B. McLaren (Cooper-Climax)	2 hr. 19 min. 58.00 sec.
3rd :	J. Clark (Lotus-Climax) . .	2 hr. 20 min. 53.26 sec.
4th :	W. von Trips (Ferrari Dino 246)	2 hr. 20 min. 58.84 sec.
5th :	C. A. S. Brooks (Cooper-Climax)	6 laps behind
6th :	I. Ireland (Lotus-Climax)	7 laps behind
7th :	O. Gendebien (Cooper-Climax)	9 laps behind

* *Record.*

Fastest lap : J. Surtees (Lotus-Climax), on lap 33, in 2 min. 27.53 sec.—180.744 k.p.h. (*new record*).

Retirements : J. Bonnier (B.R.M.), lap 7, engine; G. Hill (B.R.M.), lap 9, gearbox; M. Gregory (Cooper-Maserati), lap 22, gearbox; D. Gurney (B.R.M.), lap 26, engine; P. Hill (Ferrari), lap 30, clutch and steering; J. Surtees (Lotus-Climax), lap 37, radiator; M. Cabral (Cooper-Maserati), lap 38, gearbox; S. Moss (Lotus-Climax), lap 51, disqualified.

15 starters — 7 finishers

* * *

PORTUGUESE PONDERINGS

Surtees looked very much at ease in the lead of the Portuguese Grand Prix, but being out in front of the field is something he has been doing for years on motorcycles.

It was good to see the same old Stirling Moss in a Grand Prix again, driving as well and as smoothly as ever.

What a splendid record Graham Hill is getting : run into at the start of Reims, left behind at the start of Silverstone, and now starting at Porto almost before the front row had got into gear. Wonder what his next trick will be ?

What a fine reward Clark gave the Lotus mechanics after their all-night work by bringing the car home in third place.

If the works Coopers continue to dominate racing we can expect them to put on a show at the last race of the season by staging a dead-heat between Brabham and McLaren. It would be the only way to improve on their present best of starting two cars and finishing first and second.

It was good to see the Ferraris going so well. It has seemed for a long while that all they really wanted was a strong " needle " for the drivers. With Gurney leading for 10 laps and Phil Hill really hitting back, it began to look as if the American drivers might at last justify some of the claims made for them last winter.

D. S. J.

THE T.T. OF TYRE CHANGES

Moss (Ferrari) beats the Aston Martins. Porsche and Lotus Elite win their classes. Team Lotus dominate B.A.R.C. F.J. Championship.

THE T.T., reduced to three hours round the 2.4-mile Goodwood circuit, but restored to a race for " catalogue cars," turned out to be a splendid contest full of incident. Once again pit-stops became of vital importance, for tyres were consumed at an alarming rate. The spectators, kept *au fait* of race and class positions and the reasons for pit-stops by a first-class commentary led by Tony Marsh and an up-to-the-minute scoreboard, received excellent value for money, so that it was ironic that the crowd was modest, only some two-thirds that at a well-supported Brooklands Bank Holiday Meeting pre-war.

This race for G.T. cars, which was allowed to include Elvas with their hoods up, was contested in the big class between six V12 3-litre G.T. Ferraris, of which Moss, Colin Davis, " Loustel " and Seidel/Mairesse had short-chassis disc-braked cars, Schlesser from Madagascar a long-wheelbase drum-brake version, the 3.7-litre Aston Martin DB4GTs of Salvadori and Ireland, and two Austin Healey 3000 Sixes for Riley and Bekaert. The 1,300-2,000-c.c. Class fielded five Porsche Carreras, two of them works cars driven by G. Hill and Bonnier, Hill's car, like Koch's, having the Abarth body, the twin-cam M.G.-As of Foster and Bridger, both with disc, not wire wheels, an A.C.-Bristol, Lawrence's Morgan Plus Four, and a team of Elva Couriers. The up-to-1,300-c.c. Class was composed of eleven Elites—in spite of which the official programme carried an article which stated " if Lotus ever make 100 such cars they will become accepted as G.T. cars "! These were to have been challenged by Simson's Sprite hard-top but a blower elevated this entry to the higher class.

A truly intriguing battle developed between 3 p.m. and 6 p.m. but in the space available it can be reported only in brief. Moss beat everyone at the Le Mans start (in which Mairesse ran to the wrong side of his Ferrari) and at the end of lap one his blue Ferrari led, with Salvadori sitting on its tail. Moss managed to shake off the Aston Martin as they negotiated the " traffic " and after four laps these two were out of sight of the rest—Schlesser, " Loustel," Whitehead, all in Ferraris, and Ireland.

Moss, spotlamps blazing, hooted his way round, a sort of circuit " Col. Trumpington," Salvadori only 0.6 sec. behind on lap 18. Mairesse then slid, pulling out in front of the two leaders, and this seemed to rattle Moss, for Salvadori was level past the pits on this lap, to pass and draw away. Obviously Stirling wouldn't rest at that and he was soon only 0.9 sec. in arrears, and, when Salvadori went wide in error at St. Mary's Moss resumed his lead.

The battle of tyres now began. On lap 25 Moss, with a 4-sec. lead, came in for fresh rear wheels, which took 40.5 sec. Salvadori's lead was short-lived, because his car required *four* new Dunlops, the stop occupying 57.5 sec. These stops enabled Ireland to temporarily lead Moss, while Schlesser lost 74 sec. at his pit when the jack refused to cope easily with a rear tyre change. In contrast, Bonnier's tyres were inspected and the Porsche permitted to continue *sans* a wheel change.

Ireland's lead was short-lived, as *his* Aston Martin came in and was stationary for 56.4 sec. while all the Dunlops were changed—Reg Parnell was in charge and works mechanics administered to these privately-entered Astons.

So Moss led again, never thereafter to be in any danger of not winning the T.T. Whitehead came in to hand over to Fairman, the rear wheels being changed and 10 gallons of fuel going in, in 70 sec.

This was indeed a race of pit-stops. A half-shaft was changed on Meek's Elva, these cars never really out of trouble, Bekaert's Healey boiled, and Lawrence, who was driving very fast without fireworks to keep his Morgan between the two works Porsches, had wretched luck when, having made a quick routine stop, the starter refused to function and had to be changed, ruining a magnificent run.

That tyre-life would decide the race was emphasised when Mairesse drove in along the grass, his o/s rear Dunlop in ribbons, although he had changed rear wheels previously and refuelled, in 70 sec.

Moss now led Salvadori by 18½ sec. and it was Roy's turn. His o/s rear Dunlop burst and he had to limp in, the pit warned what to expect by Ireland. The stop cost 58 sec. and Salvadori's chances were extinguished . . .

An Elva was out with run big-ends and " Loustell " drove his Ferrari round on the grass to retire. Colin Davis was hoping to move up by reason of making only one stop, trusting his Pirelli tyres to cope, and he duly took on new rear wheels, fuel, oil and water.

Moss, firmly in the lead and driving calmly, came in again after 54 laps, got out, saw all wheels changed and 15 gallons of fuel put in, and resumed after 78 sec. Hill now brought the class-leading Porsche to its pit and had the bolt-on rear wheels changed and the car fuelled in 2 min.. Graham himself working the jack, in spite of looking very hot. The same jobs on Bonnier's car took 1 min. 56 sec. Schlesser's Ferrari had fresh rear wheels on, in 1 min. 55 sec.

Nothing, it seemed, could now stop Moss from winning, unless his final pit-stop went wrong. There was a moment when Koch's Porsche spun in front of Stirling out of Woodcote but Moss appeared hardly to notice one more incident in his adventure-packed career.

Foster's M.G. had been going splendidly. It needed no tyres, only fuel (36 sec.), then was slow to re-start. Salvadori stopped for four more wheels and fuel (1 min. 22 sec.), Bridger's M.G. for fuel only, but later burst a tyre, Ireland was in for 15 gallons of fuel and four fresh wheels, in 1 min. 22 sec., and Mairesse replaced Seidel after their Ferrari had been given three new wheels and fuel in 1 min. 23 sec.

So this race of pit-stops continued. All eyes were on pit No. 7 as Moss made his third and last stop. Only the rear wheels were changed, no fuel was needed, the blue Ferrari left in a mere 29 sec. and was driven with plenty in hand to the chequered flag. Poor Ireland, however, was black-flagged for a trailing exhaust system, which took 1 min. 15 sec. to secure, and Salvadori made a final stop for rear wheels (28.5 sec.).

Hill was leading the middle-class cars in his battered Porsche and was fifth overall, and after Dickson had run out of tarmac at Woodcote Parkes' Elite, coming out of the *chicane* on three wheels, led the 1,300-c.c. cars until the near-side rear Dunlop burst. Warner then took the lead but, right at the end, Lumsden pushed past at the *chicane*, causing Warner to lose control momentarily. The s/c. Sprite cheekily took Whitehead's Ferrari between Woodcote and the *chicane* and an incident-packed T.T. ran its course. Moss, driving an Italian car on a U.S. competition licence, had proved yet again that he is the best driver on the circuits today. As befitted the World Champion, Brabham was content to watch what a fine race the G.T. cars made of the 1960 T.T.

Results :

Over 2,000 c.c. :

1st :	S. Moss (Ferrari)	108 laps in 3 hr. 1 min. 43.2 sec.	—85.58 m.p.h.
2nd :	R. Salvadori (Aston Martin)	106 laps	
3rd :	I. Ireland (Aston Martin)	106 laps	

1,300-2,000 c.c. Class :

1st :	G. Hill (Porsche)	104 laps in 3 hr. 0 min. 19.0 sec.	—83.05 m.p.h.
2nd :	J. Bonnier (Porsche)	101 laps	
3rd :	A. T. Foster (M.G.)	98 laps	

1,000-1,300 c.c. Class :

1st :	P. Lumsden (Lotus Elite)	102 laps in 3 hr. 1 min. 29.0 sec.	—80.93 m.p.h.
2nd :	G. Warner (Lotus Elite)	102 laps	
3rd :	C. Summers (Lotus Elite)	100 laps	

Fastest lap : Salvadori (Aston Martin), 89.81 m.p.h.

As curtain-raiser to the T.T. there was the B.A.R.C. F.J. Championship (another Championship !), run in two 7-lap Heats and a 21-lap Final. Trevor Taylor won the first heat for Team Lotus from Prior's Lola-Ford, Johnson, of the Russell School, moving up well to third place in his Lotus-Ford. Jimmy Clark and Mike McKee led the second heat for Team Lotus from Ashdown's Lola. In the Final, Lotus-Fords showed their unchallengeable supremacy when Taylor won by 2.2 sec. at 90.68 m.p.h. from Clark, with McKee third, the first two sharing a new F.J. lap record of 92.5 m.p.h. Bill Lacy crashed at the *chicane* in the Fitzwilliam Lola and broke his nose. He walked to the Paddock streaming blood when he should have received medical aid on the spot.

T.T. TAILPIECES

The T.T. has become but a poor shadow of its former self. Originally it was essentially a *long* race over *lengthy* road circuits; the following table shows the extent of its decline, although as a G.T. sprint the 1960 race at Goodwood was eminently satisfactory :—

Year	*Venue*	*Lap distance*	*Race distance* (to nearest mile)
1905	I.O.M.	52 miles	208 miles
1906	I.O.M.	40¼ miles	161 miles
1907	I.O.M.	40¼ miles	241 miles (Heavy Touring Cars, 201¼ miles)
1908	I.O.M.	37⅓ miles	339 miles
1914	I.O.M.	37½ miles	600 miles
1922	I.O.M.	37¾ miles	302 miles (1,500-c.c. cars, 226 miles)
1928-1932	Ards	13⅝ miles	410 miles
1933-1935	Ards	13⅔ miles	478 miles
1936	Ards	13⅓ miles	410 miles
1937 & 1938	Donington	3⅛ miles	312 miles
1950	Dundrod	7.4 miles	225 miles
1951	Dundrod	7.4 miles	319 miles
1953	Dundrod	7.4 miles	823 miles
1954	Dundrod	7.4 miles	697 miles
1955	Dundrod	7.4 miles	623 miles
1958	Goodwood	2.4 miles	4 hours (winner covered 355 miles)
1959	Goodwood	2.4 miles	6 hours (winner covered 537 miles)
1960	Goodwood	2.4 miles	3 hours (winner covered 256 miles)

* * *

In the official programme Peter G. Riviere of *The Autocar* states that " No classic motor race in history has undergone so many changes of circuit as the Tourist Trophy—Isle of Man, Ards, Donington, Dundrod, and now Goodwood." Does he, then, not consider the French Grand Prix, run at Le Mans, Dieppe, Amiens, Lyons, Strasbourg, Tours, Montlhéry, Miramas, Comminges, Pau, Reims, and Rouen to be a classic motor race ?

* * *

The *News of the World* sponsored the T.T. for the R.A.C. Well, well !—one might have thought that " never the twain shall meet."

* * *

Before the start someone remarked that the Withdrawns stood as good a chance as any. He was referring to the Scuderia Serenissima Ferraris and Camoradi Corvette, all of which were described thus in the official list of entries.

* * *

It seems likely that even if the Aston Martins had not been so hard on tyres Ferrari would have won, aided by Moss' skill, although the delays experienced by Salvadori and Ireland enabled Moss to nurse his car for the second half. The o/s rear tyres of both makes took heavy punishment at the *chicane*. British cars were not disgraced. The Elites went fast for the full distance and the manner in which the comparatively inexpensive twin-cam M.G. and Morgan (until a faulty starter spoilt the latter's fine run) challenged the Porsche Carreras was highly praiseworthy.—W.B.



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CLOSE-FOUGHT 750 M.C. RELAY RACE

Tornado Team Wins from Fairthorpes— All B.M.C. Mini-Cars "Black-Flagged"

THAT ever-entertaining "race which is different," invented by Holland Birkett, the 750 M.C. 6-Hour Relay, was closely fought at Silverstone on August 13th, Charles Bulmer's handicapping being superb. This year 24 teams raced over the Club circuit, each attempting to get its sash round the course as many times as possible. These teams ranged from the enthusiastic Ulster Austins, fighting the 750 Formula team for the L.M.B. Shield (which they won, in spite of Dixon's car crashing at Woodcote) to the mixed Climax team on scratch, which started in bad fettle, the camshafts being out of two of their cars just before zero hour.

As usual the race was of absorbing interest and as the spectators had a running commentary throughout which told them the positions every half-hour, who was coming in, who had stopped and why cars retired, they got excellent value for money—not that very many attended.

Some interesting cars were running, such as Ewer's Lola-Climax delivered at 5 a.m. that morning, the ex-G. Hill Lotus 7, Gibson's ex-Protheroe XK120 Jaguar with C-type mods., lots of Twin-Cam M.G.s, a T.R.-engined Tempest, and the very quick Equip Mount Green Morris Minor 1000 which had four $1\frac{1}{8}$-in. S.U.s, cross-flow head and much fibre-glass in the body. Redman's Mini-Minor had an oil-cooler in lieu of its radiator grille.

The Downton minis looked to have a good chance but they were not allowed to run Harry Rose in their Mini-van as a reserve and met with various troubles, while eventually *all* the B.M.C. mini-cars were stopped by the Clerk of the Course because three of them lost road-wheels, two within the first hour of the race. In one case a wheel shot high into the air and landed on another competing car, while the front suspension collapsed on the near side of Whitmore's Austin Se7en. The cornering powers of the B.M.C. Minis are exceptional; what a pity the wheels, which B.M.C. buy from Rubery Owen and Dunlop, would not cope. Marcus Chambers and the Richmonds were in conference with Birkett after the order that these cars were dangerous and must be stopped had gone out.

Apart from this sensation, the Relay Race was simply full of incident. Cars spun, Dixon's Lotus-Ford taking a marker-drum into the pits with it after such a gyration, Smith's Morgan Plus Four coupé slid backwards into the pits, his only thought as he crashed being to hand over the team's sash, a Lotus had a considerable fire, its fibreglass bonnet burning furiously, a T.V.R. spun twice at Becketts and plunged into the ditch, yet not a single driver suffered any sort of injury.

At 2 p.m., after the first hour, the Jaguar D.C. team led from the B.M.C.-A-types with the N. Herts 1172s and Mogadors equal third. By 3 p.m. the Mogador Mixtures were second, the Octagon Stable of Austin Healey 3000s equal third with the Healey D.C. team.

It is impossible to list all the many incidents but as this ingenious race unfolded there was the usual feverish activity behind the pits and calls for spares to help rebuild stricken cars. A Terrier had a complete engine change, Sprinzel's Sprite broke a half-shaft, which was replaced beside the course.

Boston's Lotus Eleven ran a big-end, a Scorpion 1172 threw a rod, the ex-Hill Lotus came in with a cracked head, and Rumble's Lotus 7 lost a front wing. One of the London 1172s had valve trouble, Lyle's Austin ran a big-end, Meredith's 1,991-c.c. Morgan suffered rocker trouble, while Gaston's A40 was in trouble. Sim's Yimkin broke a clutch finger, leaving Simon Hill to carry the Mogador sash, which he did to good effect in o/d. second and top gears, third gear having failed—in this condition the Peerless was lapping at some 71 m.p.h.

At half-distance the Jaguars were three laps ahead of the Mogadors by reason of fast opening laps by Sargent's 3-litre D-type and fast driving by test-pilot Aston in a 3.4, etc. The Jaguar team with a lap speed of just under 74.2 m.p.h. were $\frac{1}{2}$ sec.-a-lap outside their handicap but pit-stops allowed the Tornados to lead half-an-hour later and when the D-type came in and Gibson's XK120 had to take over, the Tornados consolidated their position. At 6 p.m. the Fairthorpes were third and with Gibson appearing unhappy about oil at Woodcote, this team took second place in the last half-hour, when Gibson came limping in Jaguar hopes faded and Golding's Fairthorpe was gaining on Bunce's Typhoon, which had taken over from Woodhouse's Tempest but was losing 3 sec. a lap, the Fairthorpe gaining 1 sec. per lap.

As the 10th National Relay Race ran to a very close finish incidents continued to occur. The Terrier seized up at Woodcote, dropping the aforesaid trail of oil; Stelfox's TR3 spun and was calmly avoided by Aubrey's Lotus 7, which earned applause. The Relay was living up to its name. It was won in the end by the Tornado coupés—they always say the best car wins. The Fairthorpes were a close second. Both these teams had 46 credit laps. Third place went to the Octagon Healeys, with 29 credit laps. Curiously, only one Lotus Elite was present—the course patrol car.—W. B.

Results:

1st:	A. Bunce (Typhoon), W. Woodhouse (Tempest), E. Martin (Thunderbolt), Martin/Woodhouse (Typhoon)—Typhoons ...	295 laps
2nd:	P. Butt, G. Golding, J. Anderson/G. Palmer, C. Green—Fairthorpe Electron Minor Team	294 ,,
3rd:	J. Noble, R. Snow, J. Wylie—Octagon Stable Austin Healey 3000s	294 ,,

Sunbeam Register Peter Moores Navigation Run (August 14th)

1st: V. Rawlings (Talbot 90).
2nd: R. Carter (Sunbeam Twenty-five).
3rd: F. Joyce (Sunbeam Speed Twenty).

MAIDENHEAD ON OCTOBER 9th

Maidenhead's River Festival Motorama on October 9th is to include, we are informed, a 22-hour rally finishing at 4 p.m. on the Sunday, a Concours d'Elegance for vintage, veteran and modern cars, including racing cars (the Montagu Motor Museum is lending some of these), club driving tests, a soap-box derby, go-karting, military motorised unit demonstrations, and, which sounds especially intriguing, a sprint event along Oaken Grove tarmac road in which, they promise, a B.R.M. will compete. Details from: D. H. Parsons, The Porthole Club, River Road, Taplow, Maidenhead, Berks. (Tel.: Maidenhead 3129).

HONOURING CHARLIE ROLLS

Last July the Monmouth Festival Society organised a meeting of Rolls-Royce cars, which ranged from a Stanley Sears' 1905 T.T. model to a 1939 Park Ward saloon, in honour of the 50th anniversary of the death in a flying accident of C. S. Rolls. In addition, exhibits of R.-R. interest were assembled and a memorial service held at the church where Rolls is buried; those present included the Hon. Lady Shelley-Rolls. The Mayoress of Monmouth presented prizes to the owners, those for the most desirable cars going to D. W. Neale (1910 Silver Ghost limousine) and M. H. Vivian (1930 tourer), while W. F. Watson's tourer which James Radley drove in the 1913 Alpine Trial, from Bognor, and M. L. Clark's Rolls-Royce, from Leeds, took the distance awards.

MINIATURES NEWS

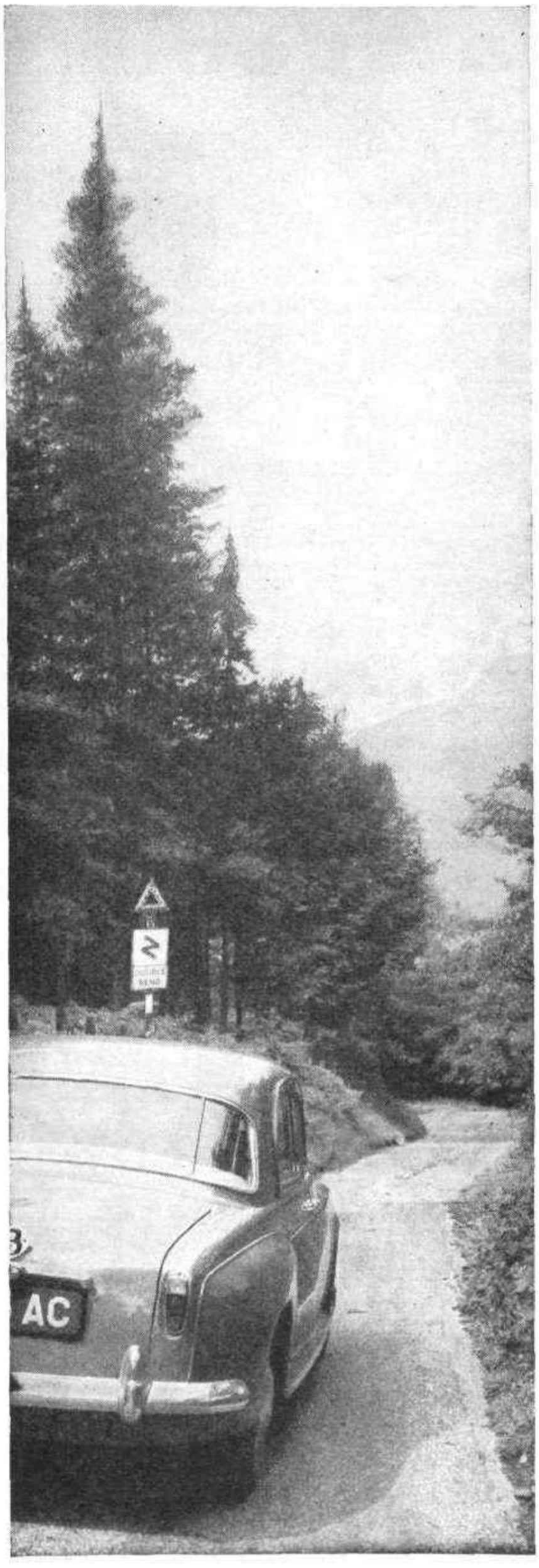
Playcraft Toys introduced for August good, sprung miniatures of the Ford Zephyr police petrol cars used on M 1, which, although only $3\frac{3}{8}$ in. long, include seats, steering wheel, interior trim, police bell, loud-speaker and aerial, a model all boys, young and old, who know Britain's Motorway will crave. It costs 4s. 6d.—ask for Corgi No. 419.

Dinky have a 3.4 Jaguar saloon and a reader has sent us a very tiny but accurate Cooper racing car mini-miniature, these selling in Germany for DM.50.

ON LOSING A SPRITE

The Assistant Editor's Sprite (colour—leaf green, registration number—981 NEV) has been stolen. This is not too disturbing as it was insured, but the subsequent negotiations with the police showed that if the car was recovered it would be more by good fortune than anything else. The task of the police is made all the more difficult by lack of staff and the incredibly large number of cars stolen. Around 80% of stolen cars are taken for joy rides, abandoned within a day or so and quickly returned to the owner, but of the rest only a small proportion are recovered, this usually occurring when the thief is stopped for some traffic offence.

The registration numbers of stolen cars are only circulated in the immediate area of the theft so that if a car is taken 50 miles away the local police have no idea that it has been stolen. Cars are unfortunately too easy to steal. Apart from professional thieves who can break into and start cars with a bent pin, it is so easy to read the number on the ignition switch and purchase a key from any garage. It seems that some legislation should be brought in to forbid the stamping of ignition key numbers in too accessible places or, alternatively, restricting the sale of keys to people who can provide proof of ownership.



A CHAMPION'S VIEW OF BRAKING



"UP HILL DOWN DALE:

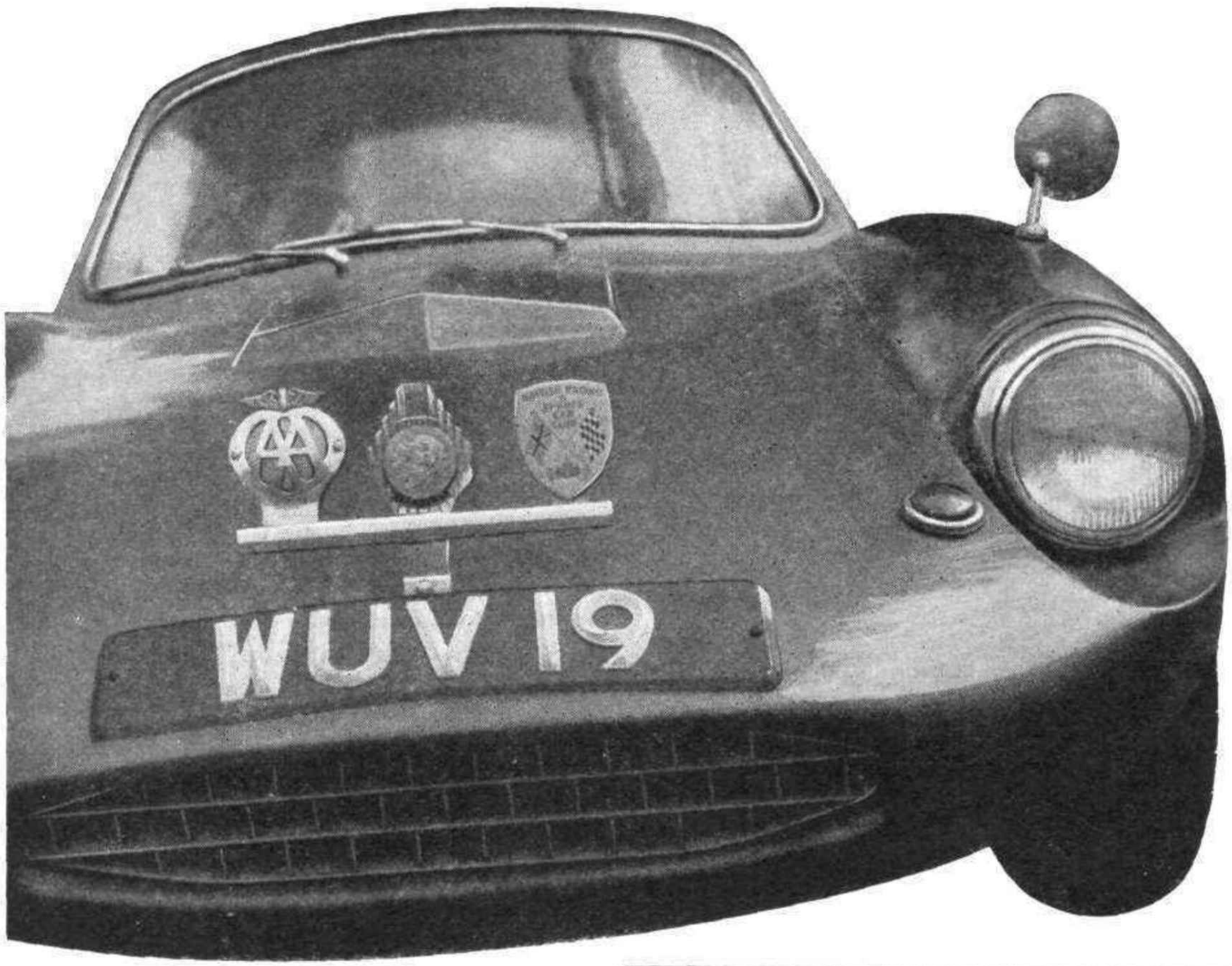
brakes constantly in use, yet never a moment's loss of confidence with Girling Discs", says Jack Brabham. "No fade —positive progressive braking, however much you use the brake pedal. It's good to know that more and more famous cars, like the Rover 80 here, are giving their owners this high standard of braking efficiency for every-day travel—the sort of efficiency that Girling Disc Brakes have given and are giving me on race circuits throughout the world."

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LOOKING AT LOTUS

A visit to the new Lotus factory at Cheshunt

JUST over a year ago the Lotus factory moved, lock, stock and barrel, from its terribly cramped quarters in Hornsey to a more spacious factory on a trading estate in Cheshunt, Hertfordshire, and it was with the idea of assessing the growth of this small manufacturer that we visited Cheshunt recently.

At present the factory is divided into two separate buildings, one housing the main offices and the Elite production line and the other taking care of the Seven, Formula Junior and F.2 cars, the racing and experimental shops, Elite service shop, and the drawing office. Further space is available if required to expand the factory to just about double its present floor area.

The main offices are on the second storey of the Elite production block and house the buyers, the accounts department, the Production Manager, who has a window overlooking the production line, Mr. Stanley Chapman who looks after the fortunes of Team Lotus, and Colin Chapman himself. The Sales Department and showroom is on the ground floor beside the main entrance. After inspecting these offices we were then shown round the Elite production line by Ian McLeod.

The Elite chassis/body unit is made entirely of glass-fibre reinforced plastics except for one steel plate on which the doors hang and which stiffens the screen pillars, and a small tubular steel framework in the nose for strengthening which also holds an electric fan. This body/chassis is made entirely by Bristol Aircraft Ltd. and arrives at the Cheshunt factory on a special transporter which carries six cars at a time. The interior trimming is carried out by Bristol, except for the large leather door pockets and seats. Originally six colours were offered but the dark blue and lime green colours were not well received and only red, white and blue are offered now, although a customer can obtain another colour for an extra £35. The bodies are not impregnated with the colour but are sprayed the appropriate colour by Bristols. Demand seems to be almost equal for each of the three standard colours. Interior trimming can be of black, red or tan, as desired.

The bodies are stored in a field behind the factory with a polythene covering, and when required are loaded on trolleys and pushed into the assembly bays. The inspection department is attached to the production line and the inspectors are at present able to check virtually every bought-out item, as the numbers are still relatively small. The necessary components are then passed to the appropriate point on the assembly line in small batches. Assembly is split up into eight sections, with a group of mechanics to each section responsible for certain tasks, although many of them are skilled ex-aircraft fitters and quite able to undertake most assembly jobs on the Elite, which is useful in case of sickness and holidays, etc.



CHAPMAN STRUT.—The famous Chapman strut rear suspension has been redesigned for use on the Elite. As can be seen from this picture the trailing arm has been deleted and lower location transferred to wishbones having a single inboard mounting point.

The smaller electrical items are fitted first, followed by the rack and pinion, front suspension, anti-roll bar, bumpers, heater and steering column. The car is then passed to the next section, where handbrakes, exhaust pipes, mirrors, pedals are fitted, with each mechanic having to sign on a job sheet which the inspection staff countersign when the work has been checked. The engine is then installed at the next stage, together with the M.G. gearbox, which is slightly modified at Cheshunt before installation. Lotus collect the 1,216-c.c. Coventry-Climax engines from Coventry as and when required, usually at the rate of 15 per week.

The rear suspension is fitted next, this differing slightly from that used on earlier models, having no trailing radius arms but relying on trailing wishbones with a single inboard mounting point. The wheels are then fitted and the car is lowered to the floor. Customers have a choice of Firestone, Pirelli Cintura or Michelin " X " tyres, although Firestones are fitted if no preference is given.



NEW HEADQUARTERS.—Just over a year ago the Lotus factory moved to a bright and airy new factory at Cheshunt. This is the main office building which houses the principal offices and the Elite production line.

The smaller items are then completed, the final trimming is done, the seats fitted, steering wheel attached, oil and water are added in the right places, the engine is started, and the Elite is then given a five-mile road test on the road over a well-known course so that the tester knows exactly how the car should behave. Any snags are then rectified and any accessories required by the customer are fitted, and the car is then given a second road test by the Works Manager, Mr. Street, a job formerly done by Colin Chapman himself. Any paint defects or scratches are then rectified, although these are few as the bodies are covered with a felt " coat " which is in the shape of the Elite.

Left-hand-drive cars for the United States, which in fact absorbs some 80 per cent. of total Elite production, require a reversed facia panel, reversed rack and pinion and, of course, the steering column on the left of the car. As the car was designed with the American market very much in mind there are no difficulties on this point. The target Elite production is 20 per week but the nearest the factory has got so far is 17, with the average being 15. Over 500 Elites go to the U.S. each year, although orders usually amount to double this number. Of the remainder about 60 per cent. stay in this country, with the rest going mainly to Germany, France, Switzerland and the Benelux countries.

Naturally a number of extras are available but customers usually have these fitted at the 500-mile service as purchase tax is avoided.

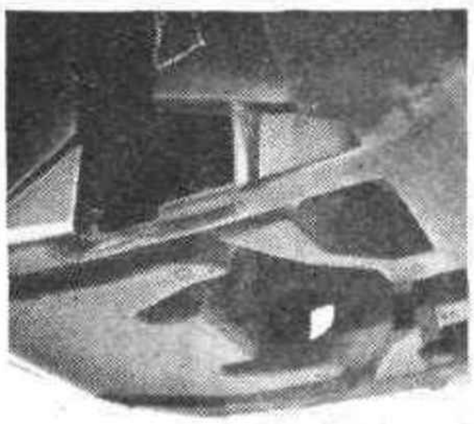


PRODUCTION LINE.—The Lotus Elite is assembled in leisurely fashion by hand, with none of the high-pressure methods associated with the larger factories. Each car is covered with a felt cloth during assembly.

This is also a help to the factory as no disruption is caused to the production line. The Coventry-Climax engine can be tuned to Stages II or III, the latter offering 100 b.h.p., a state of tune only recommended for racing although several people have specified this stage for road use. The full racing modifications can be included at the 500-mile service for £512 16s., which includes the 100-b.h.p. Cosworth-tuned engine, close-ratio gears, competition clutch, S.U. fuel pump, cooling holes under bonnet, long-range fuel tank, seat belts, light alloy front brake calipers, five racing wire wheels, large-capacity screen washers, heat shield over starter motor, racing exhaust system and chrome Monza fuel filler cap. Other extras include Dunlop racing tyres and alternative axle ratios, while the ZF all-synchromesh gearbox is also available. This is highly recommended for racing but is at present a little too noisy for road work. No body modifications are offered, although Colin Chapman did experiment with a lighter model and, in fact, raced it at Silverstone.

Passing from the small but impressive Elite shop we next visited the Seven assembly line. A new model, the Series Two, has recently been introduced which features glass-fibre wings and nosepiece, together with other modifications such as revised spring settings, re-designed rear suspension, 13-in. wheels, while the hood, spare wheel and windscreen wipers which were previously only available as extras are now included in the basic specification with no price increase. A complete kit for the 100E engined model is £587 and for the B.M.C. model £611. The body/chassis unit is received from an outside supplier and the components are then added at Cheshunt. Practically all the purchaser has to do is to fit the engine, suspension and rear axle, which Lotus estimate should take the average handyman about 12 hours. In Britain 400 Seven kits have been sold and the car is catching on in the U.S., so that Sales Manager Robin Read estimates that he will be sending 500 over in 1961. These are fitted with attractive flared wings as standard, although they are available in Britain as extras.

The Formula Junior assembly shop is already overspilling its allotted space, and it is estimated that five are being completed every week and orders are on hand for at least another 175 which will be delivered during 1961. Also in this shop were one or two F.2 chassis, of which only about six will be made for private owners. There were no signs of any sports cars, and in fact the Fifteen has been officially superseded by the new Nineteen rear-engined car, which was originally jokingly called the Monte Carlo because of its resemblance to the Cooper Monaco. About twelve of these are scheduled for private owners during 1961. However, if anyone wanted a Seventeen or Fifteen front-engined car there are enough pieces in the factory to make one or two.



STRONG CHASSIS.—This view from underneath the rear of the Elite body/chassis unit shows the strength built into this glass-fibre reinforced plastics coupe. The differential is bolted direct to the body with no metal reinforcements and the drive shafts pass through the apertures in the body.

Also in the building is the Development Department, which is semi-secret with most of the cars being covered with sheets so that the curious visitor does not see too much. The drawing office is above this workshop and is forbidden (on pain of instant dismissal) to everyone except the staff who work there. We were at least able to discover that no new models are planned at the moment. The Elite repair and service workshop is of interest as a number of badly damaged cars are brought back for repair, and we heard over and over again of the amazing escapes of drivers who had crashed their Elites at high speed, the cockpit area very often being virtually undamaged in severe accidents. The plastic surgery operations being carried out on the bodies were interesting to watch. Finally we paid a quick visit to the racing shop, which held only one brand new F.1 car as all the others were still on their way back from the Portuguese G.P.

We left Cheshunt full of admiration for this compact and well organised concern which employs some 155 skilled people who work under ideal conditions. The Lotus factory must surely be quite unique in the history of motoring—where else could you see everything from a race-winning G.T. car to a race-winning F.1 car with sports, Formula Juniors and Club racers thrown in for good measure? And surely Lotus must have beaten that vaunted Bugatti record of having won the most races?—M. L. T.

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BOOK REVIEWS

" Jack Brabham's Motor Racing Book." 124 pp. 10 in. × 7¼ in. (*Frederick Muller Ltd., Ludgate House, 110, Fleet Street, London, E.C.4.* 15*s.*).

It is certainly time the rise of Jack Brabham from cinder-track driver to World Champion was made the subject of a book but it is distressing that this has been done in a sort of photogravure children's album, packed with errors. It is remarkable that Brabham, so meticulous in his driving and race tactics and so knowledgeable about his cars should perpetuate, or let someone else perpetuate for him, so many mistakes in his own book.

You do not have to go to the text to find these glaring mistakes. They abound in the captions to the excellent pictures. Thus on page 28 Musso is mistaken for Jean Behra, on the double-spread of Aintree Brabham has forgotten which year it was he won the British G.P. there, he muddles Nurnberg with Nurburg on page 47, and again on page 92 proving this isn't a printing error, while there are such " classics " as Hanstein being captioned as Henry Manney on page 60, Silverstone being mistaken for Goodwood on page 68 and the new Daytona Speedway with its bankings being passed off as Sebring on page 106. We also note that a journalist who has never worked for us is linked with MOTOR SPORT on page 74—wishful thinking ?

This is intended to be a popular book and it contains, besides an interesting account of Brabham's motor-racing, many amusing pictures of well-known drivers and personalities off-duty and letting their hair down—also some quite unnecessary crash-pictures. But the obvious errors, all the more unpalatable because they come from the World Champion, spoil it. Jack is not above sarcasm in connection with some remarks made by MOTOR SPORT about the dangerous appearance of the Coopers on corners at Aintree in 1959 ; but critics should be careful not to leave themselves wide open and by dropping a very large load of loudly clanging " bricks " Jack Brabham does just this and may even make some people wonder whether his motoring utterances in the daily papers are approached in the same casual manner. Brabham, in the text, has, however, much of interest to impart, stating for example that it was by studying a Press photograph of his Cooper taking Woodcote Corner at Goodwood in 1957 that he and the Coopers saw how much the suspension needed altering, leading to the double-wishbone layout of the 1958 Coopers.

Brabham, like Moss, admits to loathing the Le Mans race, but need he recall in detail the horrors of the 1955 accident ? He draws an interesting comparison between the military organisation of the Aston Martin team and the lack of organisation at Cooper's, concluding " there is one thing they have in common. They both win motor races." He rates Cooper as the first works team ever to make motor racing pay, considers the matter of women in the pits and pays many tributes to his wife Betty and to the bravery of motor-racing photographers. Brabham is very interesting about the last Championship race of 1959 at Sebring, when McLaren won, with 4 gallons of fuel left in the Cooper's tanks and he had to push his dry Cooper home—he attributes this to flooding carburetters. He is interesting about his TV " Sportsview " appearance after winning the Championship, explaining why, in naming Graham Hill, Dan Gurney and Bruce McLaren as the three drivers most likely to win the Championship this year, he inadvertently omitted to name Moss. And he seems to incline slightly to the view that Moss is a car breaker, for he remarks " I must concentrate more on my driving and worry less about my car. I think Stirling should perhaps worry a little more about his car." The book concludes with a splendid profile of Hill, immediately after Graham has finished a race, naming him " a star of the future."

There is, then, much worth reading in " Jack Brabham's Motor Racing Book " but as presented its not worthy of you, Jack.

W. B.

" Fighter Aircraft of the 1914-1918 War," Compiled by W. M. Lamberton. 221 pp. 11¼ in. × 8⅜ in. (*Harleyford Publications Ltd., Letchworth, Herts.* 45*s.*).

This beautifully-produced book of art pages and innumerable and often very rare photographic reproductions is published by Harleyford, who specialise in historic aircraft books. It is a companion volume to " Air Aces of the First World War " and is packed with data and illustrations about the aeroplanes that these pilots flew and fought in. More than 700 photographs were selected from a collection of 2,000, all of them over forty years old, and a team of experts has fitted data and story to these unique pictures, even to including five double-page tables detailing specifications and performance statistics for 163 different aeroplanes.

The general arrangement of this " collector's " volume is that 84 aeroplanes of American, Austro-Hungarian, British, French, German and Italian 1914-18 origin each receive a page of text and five photographs, opposite a page of ½nd-scale three-view drawings. That alone is definitely an achievement, which will be appreciated as the enthralled reader turns the big glossy pages from Le Pere Lusac II to Macchi M.5 and M.7, absorbing the historical, constructional, performance and squadron data so freely provided.

But that is not all. The book includes, in addition, details of armament installations, camouflage and markings of airframes and engines, again with masses of rare and/or instructive pictures, a section illustrating the engines used in these First World War machines, and, as if reluctant not to put in several hundred more pictures, page upon page devoted to rare and experimental aircraft (have you met, for example, the Ursinus seaplane with retractable floats or the Naglo Quadruplane ?), aeroplanes of long ago in strange surroundings or unusual garb, engine installations, cockpit interiors, photographs depicting fuselage construction, miscellaneous details (there is a shot of Guynémer in his Spad S.7 called " Vieux Charles " —did a certain G.P. Lorraine-Dietrich ever serve his squadron ?) and so on.

Recently there have been several excellent if very expensive reference books on 1914-18 and later R.A.F. aeroplanes but " Harborough," of which Harleyford are the publishers, pioneered in this field. Their latest, " Fighter Aircraft of the 1914-1918 War " is fascinating, absorbing and instructive (did you know that whereas a Sopwith Camel airframe cost £874 10*s.*, its 130-h.p. Clerget rotary engine set the tax-payer back £907 10*s.* ?). The whole story is here between two covers, a museum in itself.—W. B.

" B.P. Book of the Racing Campbells," by Richard Hough. 125 pp. 8⅜ in. × 5½ in. (*Stanley Paul & Co., 178-202, Gt. Portland Street, London, W.*1. 12*s* 6*d.*).

This is an excellent and accurate account of the record-breaking careers of the late Sir Malcolm Campbell and his son Donald Campbell, who is just about to attempt to break the late John Cobb's fastest-ever car speed record.

The story opens with details of father Campbell's early motoring experiences and his racing at Brooklands in the age of giants, due acknowledgement being given to W. Boddy's *The History of Brooklands Motor Course.* Campbell's later " Land Speed Record " attempts in his many " Bluebirds " are concisely but excitingly described and this leads to his water speed records and his son's brave and successful endeavours in that sphere with jet-propelled boats.

B.P. have timed this book well, on the eve of Donald Campbell's venture into the land-speed field and the book contains many beautifully reproduced pictures, a few of them rare. This is a " popular," condensed Campbell biography, but well worth having for all that, and at last the true cause of " Babs " crash which killed Parry Thomas is fearlessly told. Indeed, we have found but one minor error—a misprint in the designation of one of Campbell's touring Sunbeams.—W.B.

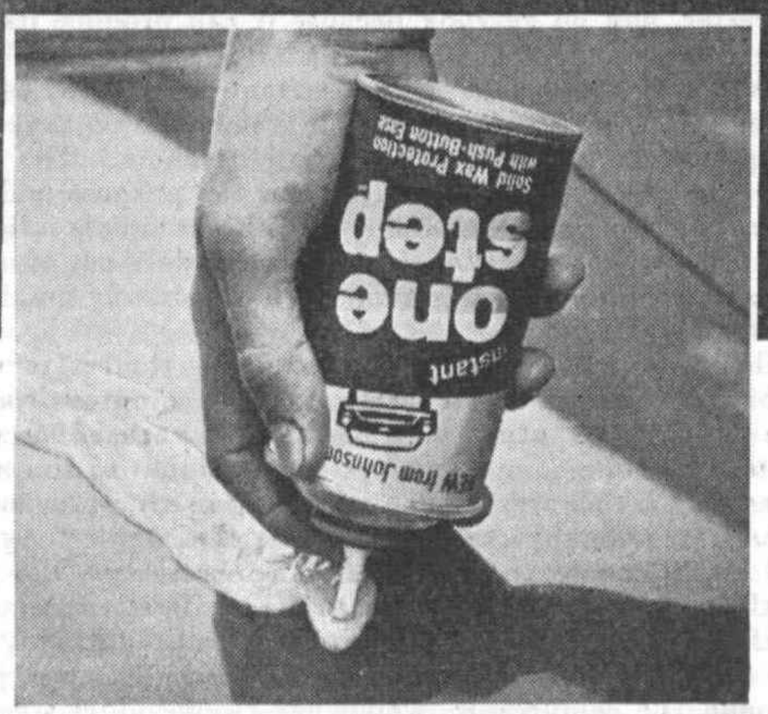
" The Motor Car—1765-1914," by Anthony Bird. 256 pp. 9 in. × 6 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, Portman Square, London, W.*1. 25*s.*)

Produced in Batsford's standard, very high-quality style, with a delightful coloured dust-jacket and innumerable line drawings in the text, Anthony Bird's considered history of the origins and subsequent development of the automobile is likely to be accepted by students and historians as the standard work of reference.

For all that, Mr. Bird writes not a dull historical tome but a readable account of how it all began and emerged, adding many new facets and refusing to accept certain dogmatisms which previous historians have accepted without question. Naturally, this is fairly heavy going, especially for those, like the reviewer, who cannot become wildly enthusiastic about pioneer steam coaches and the very first of the horseless-carriages. Yet in spite of aversion to this so-long-ago period of motoring history this reviewer found himself enjoying Bird's masterly discourse on a vitally important if uninspired period of automotive history. This is because he writes well and concisely, leaving out unimportant details but using flashes of humour to enliven his text and splendid line drawings of significant developments, such as the intimate technicalities of Daimler's V-twin engine of 1888, Tenting's pioneering of friction drive, the arrangement of reverse gear by sliding bevels in early crash gearboxes, Serpollet's water tube boiler, the Cannstaltt-Daimler gate gear-change, Renault's direct-drive gearbox of 1899, etc.

(*Continued on page* 723)





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They've been busy. Johnson's boffins. These clever backroom boys who work wonders with wax. They've invented Instant One-Step. They've made solid wax as easy to use as a liquid. Instant One-Step. The car polish with overdrive. The weatherproof solid wax you squirt from the can.

Come on. Change up to the easiest car polish you've ever known. With the deepest shine. Here's full, all-weather protection. The protection of Carnauba wax*. The toughest, natural wax in the world. Blended with super silicones. Instant One-Step.

A product of JOHNSON'S WAX research

* Carnauba wax is the toughest natural wax known to man. It's a hard wax coating on the leaves of the Carnauba tree—nature's way of protecting the tree from the climatic extremes of the Brazilian tropics in which it grows; from the blistering heat and extreme cold, the torrential rain and prolonged drought. So effective is it that the Carnauba tree flourishes even when other vegetation withers and dies. No wonder Carnauba wax is more than a match for the British climate!

RUMBLINGS

A GALAXIE

American cars are of considerable interest here on account of their comparative rarity and their fabulous size and power. Some of them are unwieldly to drive on our narrow roads and some there are which suffer dangerously severe brake fade if they have to be stopped quickly from the high speeds they so readily attain. Consequently it was with mixed feelings that the Editor borrowed one of the most eyeable of these great American automobiles, a Ford Galaxie " Sunliner " convertible. He probably wouldn't have borrowed it at all but for a recurrence of the carnival-queen lark, for which a car which can be used open or shut up at will is a near-essential.

It didn't take long to discover that the Ford Galaxie is not in any way an embarrassment in this country if you ignore the really narrow country lanes; indeed, it is a huge car that merely seems big to the driver. He does not really require the " gun sights " on the front wings to place and park it accurately, while truck brakes give adequate retardation from very high speeds and very powerful braking under normal conditions. Moreover, there is nothing over-ornate or fussily complicated about the Galaxie's controls. The minor controls take the form not of press-buttons but ordinary knobs along the facia, each one labelled. The car tested had a very smooth fully-automatic transmission with the usual steering-column stalk to select R, P, N, D1, D2 and L, the only mild complaint being that it wasn't very easy to see at a glance which service had been selected. A matching stalk works the very bright flashers and although there is a foot parking brake instead of a hand-lever, this is easy to find with the right foot, even in the dark, and is released simply by pulling out the extreme right-hand facia knob. An amusing detail is the way in which the golden " S " of " Sunliner " on the boot lid swivels to reveal the key-hole.

The usual wide brake pedal is provided and the accelerator works rather heavily, which prevents inadvertent surging forward as the 225 b.h.p. from the 5.4-litre V8 engine begins to be unleashed. There is power steering, very light at all times naturally, devoid of " feel " during its four turns lock-to-lock, but not at all unpleasant in action. And, on the subject of steering, this big Galaxie has usefully stiff suspension, so that it can be cornered quickly without roll or tyre howl. This is one quality which gives the driver confidence and diminishes the width and length of this Ford (6.7 ft. × 17.8 ft) in his eyes.

Obviously the Ford Galaxie has as much performance as anyone can use—the acceleration is such that, without bothering to go into D2 from D1 or " kicking down," the driver can project the car easily past slower vehicles, which helps in taking the great bulk of the eye-catching " Sunliner " through the traffic. On a congested A 30 the speedometer read 100 m.p.h. several times in a mere 20 miles and with slightly less traffic on A 303 110 m.p.h. came up on the steady speedometer with more in hand—and Ford speedometers are usually accurate, or nearly so. At night the dual headlamps give a tremendous beam and the foot-dipper cuts out two of them. Control simplification is seen in the lamps switch, one knob selecting side- or headlamps as required, while turning it controls the rheostatic facia illumination.

At the opposite end of the performance scale the " Sunliner " rolled past carnival crowds in Andover at 2 m.p.h. without the faintest sign of embarrassment apart from an elevated needle on the water-temperature gauge. One of the best things about this fine example of Ford engineering is the power-top. Move an under-facia switch and the hood goes up or conceals itself in a well behind the broad back seat. It does this without anyone having to fold or furl anything, so that you can go from coupé to open car, or *vice versa, on the move.* The catches are not difficult to operate and the one-way operation takes probably under 30 seconds. The hood is well made, with overlapping at the seams, and does not drum when erect.

Although we had the car for only twelve hours we contrived to cover nearly 200 miles and in that distance became Galaxie fans. About one-third of the petrol remained, so the fuel-range is useful and consumption in the order of 16/17 m.p.g., which isn't extravagant from the very powerful, oversquare engine. It is easy to see why Rob Walker ordered a Ford Galaxie station-wagon from Lincoln Cars, and we hope to publish a full road-test on one of these commodious cars later in the year.



CAR FIT FOR A QUEEN.—The good-handling, adequately braked and very striking Ford Galaxie " Sunliner " convertible with power hood—see paragraph above.

* * *

POWER FOR BLUEBIRD

The Proteus engine for Donald Campbell's Bluebird, which may soon be the fastest car in the world, was supplied by Bristol Siddeley. The Proteus, which has built up a fine reputation as the power-plant of the Britannia airliner, is also used for electrical power generation and to propel the Royal Navy's Brave class Fast Patrol Boats, the fastest warships in the world. Its use in Donald Campbell's record car is a further example of the adaptability of gas turbines of this type.

All gas turbines have the advantage of delivering high power for a small bulk and weight. The Proteus, 8 ft. ¾ in. long and 40 in. in diameter, produces 4,250 h.p. for a weight of about 3,000 lb. No piston engine or combination of piston engines could compete with these figures and, moreover, the Proteus requires no cooling system, no clutch because it incorporates the equivalent of a fluid torque converter, and no gearbox because it can produce its power over a wide range of r.p.m. The output shaft is simply coupled directly and permanently to bevel gears in the front and rear axles.

The engine for the Campbell car is in no way a tuned unit, as were the piston engines in earlier record breakers. The normal power output of the Proteus is sufficient for the purpose and it is designed to run for long periods at full speed with complete reliability. There is nothing temperamental about it and it does not even require to be warmed up—full power is available immediately and the shut down can be equally quick.

The Proteus is a free turbine engine; that is to say the power turbine is mechanically separate from the compressor and its turbine. The speed of the output shaft can thus be varied over a wide range of r.p.m. while the compressor system continues to run at its optimum speed. It is this arrangement, working in much the same manner as a fluid torque converter, which gives the engine its great flexibility and makes the gearbox and clutch unnecessary. Power is regulated by the amount of fuel admitted to the combustion chambers.

Air enters radially through passages in a light alloy casing just to the rear of the mid-length of the engine. It then passes forward through the compressor, which has twelve axial stages and a final centrifugal stage. On leaving the compressor the air is turned rearward into the eight tubular combustion chambers which are compactly arranged round the compressor casing.

Behind the combustion chambers there are two two-stage turbines. The first drives the compressor through a hollow shaft, the second drives the output shaft which runs forward through the tubular compressor shaft and normally terminates in a reduction gear at the front of the engine.

In the Campbell car there is no reduction gear. The output shaft is continued forward to the bevel gears which drive the front wheels. At the rear the engine has been modified to allow the output shaft to be extended backward to the bevel gears for the rear wheels. The main change entailed is the division of the exhaust pipe into four branches which are carried round the rear bevel casing. The jet thrust provided by the exhaust will be negligible at maximum speed.

At the beginning of each run the car will be held on the brakes while the compressor system is run up to a predetermined r.p.m. The brakes will then be released and the car will accelerate as the power turbine gathers speed. To avoid excessive wheelspin the throttle will be opened gradually as speed is gained.

In some respects the engine will be operating under conditions not previously experienced. During acceleration it will be exerting greater torque than ever before, but trials on the test bed have shown that it is well able to withstand the increased loads. In the Britannia

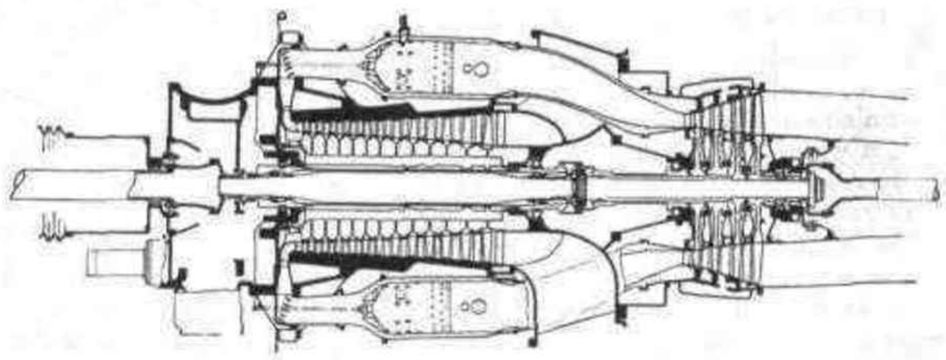
airliner the Proteus does not exceed a sea level speed of 350 m.p.h. The Campbell car is designed for a maximum speed approaching 500 m.p.h., at which the intake pressure would naturally be considerably higher at sea level. However, Bonneville Salt Lake is at an altitude of 4,300 ft. and this is sufficient largely to offset the increase in intake pressure due to increased speed.

At low speeds the Proteus will offer no overrun braking effect similar to that provided by the compression and internal friction of a piston engine—the propellers of a Britannia can easily be rotated by one finger! At speeds around 400 m.p.h. it would provide about 500 h.p. for braking if the throttle were cut completely, but it is not likely that it will, in fact, be cut completely at such a speed.

An overrun braking effort of 500 h.p. is comparable with that which would be exerted by the two Napier "Lion" piston engines, of half the Proteus' total power, fitted to the late John Cobb's Railton car which set up the present record in 1947. This is a relatively small contribution to the effort needed to stop the car from maximum speed.

The fuel consumption of this 3½-ton, 4,250-h.p. car is not as heavy as might be expected—probably about 1½ m.p.g. at maximum speed.

It cannot be said that the Campbell car will provide lessons which can be applied directly to the development of a gas turbine driven family saloon, but its success could add impetus to this idea and its design, which dispenses with gearbox, clutch and cooling system, illustrates the remarkable adaptability of the free turbine engine.



This diagram shows how the Proteus engine for Bluebird has been modified. At the front the reduction gear has been replaced by a housing for a forward extension of the power turbine shaft. At the rear the exhaust pipe has been rearranged to allow for a similar rearward extension. The extension shafts are coupled directly to the front and rear bevel gears. The free power turbine arrangement of the Proteus provides the equivalent of a fluid torque converter so that no clutch or gearbox is needed.

CARS IN BOOKS

Nothing much has been encountered in this direction lately, apart from a chapter on "I Buy a Velocette" in Anne Trenter's unimportant book "A Stranger in the Midlands," which contains a tedious account of an accident involving her pale yellow Austin Seven which turned this school-teacher from cars to pedal bicycles, and reference to many cars in the unnecessarily pornographic novel "Room at the Top," by an author whose technical facts ring true.

We have received the following letter from the well-known author L. T. C. Rolt which also bears on literary matters :—

Sir,

"THE ISHMAEL OF THE MOTOR CAR"

Your remarks in your July issue are a little hard on Mr. Leonard Russell of the *Sunday Times*. You ought not to be astonished by his statement that he does not understand the first thing about motor cars. For the Literary Editor of a great newspaper to admit even a nodding acquaintance with any form of machinery, let alone motor cars, would produce an effect upon the Literary Establishment comparable with that of a Bishop who discoursed to his flock upon the finer points of Devil worship.

One of the favourite quotations of the aesthetes of the 'nineties was Villiers de l'Isle Adam's "As for living, our servants will do that for us." The aesthetes of today inherit this attitude with the difference that in the interim their servants have become machines. It is not an enviable attitude to life in the mid-twentieth century because it means, quite simply, that the mechanical servant is in fact the master. Yet it seems that this is unlikely to occur to the Establishment unless or until "The Machine Stops," as that great writer E. M. Forster so brilliantly forecast in his short story of that title.

Proust is Proust and pistons are pistons and never the twain shall meet. Happily the diehards who hold this view are a small and dwindling band for, did they but know it, they do a much greater disservice to the arts than to the sciences. As for Mr. Russell, I suspect him of lip-service and believe that if *his* machine stopped in the middle of Bodmin Moor on a dark night he would not prove quite such a helpless victim as he would have us suppose—at least, I hope so.

I am, Yours, etc.,

Stanley Pontlarge. L. T. C. Rolt.

FULLY BOOKED

It is good to learn that Elstree Flying Club will not have vacancies for student pilots until early next month, for this shows that here at any rate private flying isn't moribund. Elstree is working to capacity from 8.45 a.m. each day, seven days a week. They have just put their first Auster J1/N Alpha with Gipsy Major 1c engine into service; it can be hired for £4 10s. an hour. If you want to head the queue for those September flying lesson vacancies, their telephone number is Elstree 3070.

JUKE BOX STIRL

Stirling Moss appeared last month on B.B.C. Television in the "Juke Box Jury" programme, the *Radio Times* remarking that he had cut down his revs to synchronise with the spinning discs in "Juke Box Jury." He also drove in the T.T. and other motor races.

MODERN MOTORING REQUIREMENTS!

Woman recently imparted this advice to those about to embark on the hazardous adventure of motoring: "Don't start out on a journey without checking you've a torch, key to the motoring organisation box if you're a member, screwdriver, jack and spare wheel. Also a first-aid kit, plus book on first-aid."

SOME SEPTEMBER SPRINTS AND HILL-CLIMBS

As the racing season begins to tail off so the sprints and hill-climbs come into prominence and a large number are held during September and October. On Saturday, September 3rd, the Brighton and Hove M.C. hold their famous **Brighton Speed Trials** on Madeira Drive at the popular seaside resort. This is a National meeting and one can expect to see all the best-known sprint drivers competing. On the same day a fairly new hill-climb venue will be used by the Severn Valley M.C. This is the **Loton Park Hill-Climb,** which is situated about 8½ miles west of Shrewsbury and can be approached from Shrewsbury on the B 4393 road.

On September 4th the Jaguar D.C. hold a sprint meeting at **North Weald,** near Ongar in Essex, and the M.G. Car Club will also be sprinting at **Brands Hatch** on the same day. Two hill-climbs are also scheduled for this day, the Bentley Drivers' Club being at **Firle,** which is 4½ miles S.E. of Lewes in Sussex on A 274, and the Coventry and Warwickshire M.C. going to **Mancetter,** which is situated 1½ miles south of Atherstone near the A 5. The following weekend, on September 10th, the Midlands Motoring Enthusiast Club will be holding a closed sprint at **Wellsbourne,** 5 miles east of Stratford-upon-Avon, approached from Stratford on B 4086. On Sunday, September 11th, the Bugatti Owners' Club hold one of their National meetings at the popular **Prescott** venue on the A 435 north of Cheltenham, while the London Motor Club will be at **Brands Hatch** for a sprint meeting.

Ragley Park, near Alcester, Warwickshire, is the venue of a hill-climb meeting organised by S.U.N.B.A.C. on Saturday, September 17th, and on the same day the Yorkshire Sports Car Club hold a hill-climb at **Castle Howard,** 5 miles west of Malton in Yorkshire. The next day, at **Harleyford Manor,** near Marlow, Bucks, the Singer O.C., Oxford M.C., Chiltern C.C. and Southsea M.C. will hold their popular Four Clubs Hill-Climb, starting at 2 p.m.

To round off the month's sprints and hill-climbs the Wirral 100 M.C. will hold their sprint meeting at the unpronounceable **Rhydymwyn,** which is 3 miles N.W. of Mold in Flintshire, on September 24th, and on the next day the Thames Estuary A.C. will visit **North Weald,** the Hagley and District M.C. will go to **Chateau Impney,** near Droitwich, for a sprint, and the South Wales A.C. will be hill-climbing at **Castel Farm,** which is 7¾ miles N.W. of Bridgend on the A 4063.

THE OTHER BLUEBIRD

The latest exhibit in The Montagu Motor Museum is Donald Campbell's boat "Bluebird," which holds the Water Speed Record at 260.5 m.p.h.

The Yimkin

ALTHOUGH not specifically designed as such, the Yimkin Special, which has been raced for two seasons now, is a boon to the proverbial impecunious enthusiast who contemplates a season's racing for the minimum expenditure. Conceived by A. J. D. Sim, a young enthusiast, the Yimkin has a simple space-frame and easily maintained running gear, so that the car can be driven to and from racing meetings with a minimum of expense.

The name Yimkin has puzzled many people but is explained simply by the designer, who spent some time in the Middle East and picked up this word which in Arabic means " maybe." At the time



the car was first built some correspondence ensued in MOTOR SPORT and eventually Khartoum University had the final word, which proves that MOTOR SPORT is read all over the world.

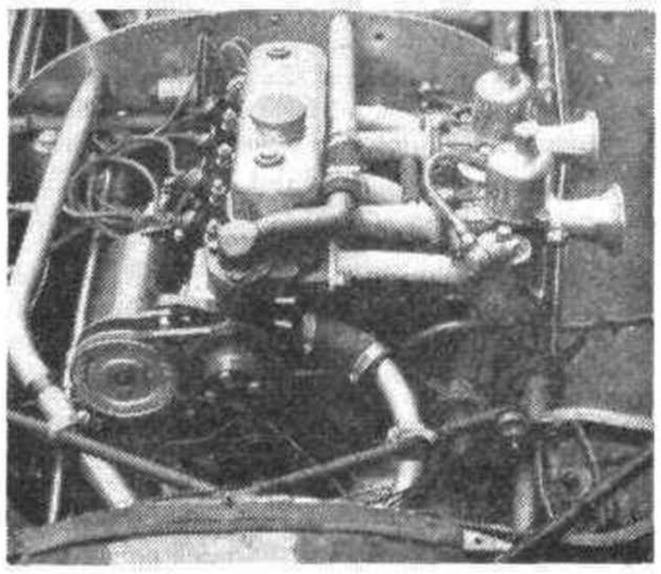
Originally designed to the 1172 Formula, in which it was not too successful due to insufficient funds to fully tune the engine, the designer entered into an agreement with another driver to use the latter's A35 engine, in which form it has been raced this season.

The chassis, of 18 and 20-gauge 1¼-in. mild steel, is designed to fit the body shape so that a lot of extra framing is not required. The front suspension uses Standard Ten wishbones and stub axles, B.M.C. hubs, Morris Minor brakes and Sprite rack-and-pinion steering! This mixture seems to fit together very well and uses Woodhead Monroe telescopic shock-absorber/coil-spring units. When costs were being taken into consideration an independent rear layout was regretfully dismissed but it was decided to locate the A35 axle as rigidly as possible. This was done by a long fore-and-aft Watts linkage together with a combined " A " bracket-cum-Panhard rod and suspended on coil-spring/damper units.

The engine has not been modified too extensively, the work being restricted to balancing and the usual porting and polishing work, together with twin 1½-in. S.U.s fitted with ram pipes and a Yimkin exhaust manifold, while the gearbox is equipped with close-ratio gears which together with five alternative rear-axle ratios covers every British race circuit.

The bodywork is divided into six units of 20-gauge light alloy with cycle-type front wings and rather unusual flared rear wings. This enables the car to be laid bare quickly for maintenance work.

The Yimkin is now available in kit form at £500 excluding engine, which can be obtained from Yimkin if required. The basic design is also suitable for a Formula Junior car, which can be supplied for £800 complete and assembled. The successes of this car in the hands of its designer in Club races have been fairly numerous and anyone contemplating a season's racing would be well advised to study the advantages of the Yimkin before undertaking such a venture. The Yimkin Engineering workshops are now situated at 73, Cadogan Lane, S.W.1.—M. L. T.



Important Improvements to the Volkswagen

This Best Selling Family Car Now Better Than Ever

NOTWITHSTANDING the fact that Wolfsburg has instituted improvements to the VW whenever they have been deemed desirable, so that in its present form this is the World's most durable and best-finished small car, many very important additional alterations have recently been announced.

In the first place, the combustion chambers have been reshaped, with the o.h. valves now inclined in the same plane, the valve lift and diameter having been increased and stronger valve springs fitted, while the timing has been modified, and the compression-ratio has been raised from 6.6 to 7.0 to 1. Thus the statement that the VW is the World's slowest car, which a colleague slipped into MOTOR SPORT the other day when the Editor wasn't looking, is refuted, for although Wolfsburg claims an increase in top speed of only 4 m.p.h. (72 m.p.h. maximum and cruising) this is likely to be a modest estimate. Moreover, they claim to have clipped three seconds off the never-all-that-sluggish 0-50 m.p.h. pick-up, which the VW is now said to achieve in 18 seconds.

It is typical that long life and reliability are still foremost in the minds of the VW engineers, which is why they have retained the former engine dimensions of 77 × 64 mm. (1,192 c.c.) and only increased power to 34 b.h.p. at a modest 3,600 r.p.m.—the older engine gave 30 at 3,400. The new unit gives 103 lb./sq. in. b.m.e.p. at 1,512 ft./min. piston speed and 61 lb./ft. torque at 2,000 r.p.m. It is further typical that to match the modest power increase the new engine has a new crankshaft with thicker webs and larger journals, a strengthened die-cast magnesium crankcase and wider spacing of the cylinders for more effective air cooling. Minor changes in the rocker gear result in quieter running, while carburation has been improved by endowing the former Solex 28 PICT carburetter with an automatic choke having bi-metal, electric heating and vacuum control elements, and with a warm-air supply to obviate icing which automatically cuts out at high engine speeds and can be disconnected in summer if desired. There are other small engine improvements, including a new fuel pump.

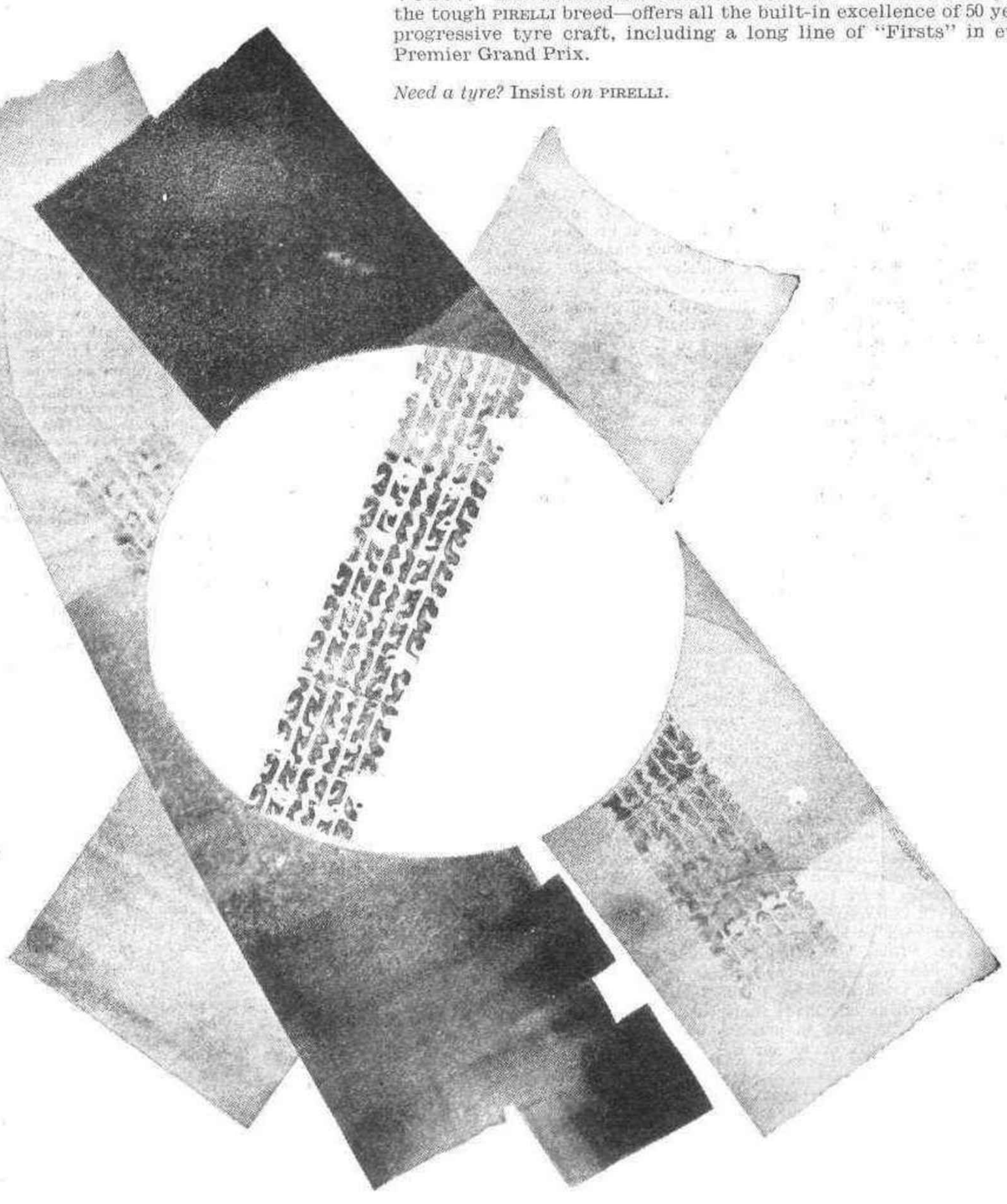
The four-speed gearbox, famous for one of the most delightful gear-changes in motoring, now has synchromesh on bottom gear and slightly lower ratios, these being 16.6, 9.01, 5.34 and 3.89 to 1, which means that 1,000 r.p.m. in top gear equals 18.67 m.p.h. and that at the critical 2,500 ft./min. piston speed the car would be doing 111¼ m.p.h.! A stiffer alloy gearbox casing and changes to ensure quieter operation of the lower gears have been introduced.

The classic " beetle " shape of the VW remains unchanged but a modified petrol tank, vented into the open, has doubled the already generous under-bonnet luggage space of this all-independently-sprung, rear-engined car, without affecting the 8.8-gallon fuel capacity, which gives a range of over 350 miles, including a gallon in reserve. There is also, of course, room for suit-cases behind the wide back seat.

Frost-proof polythene bags are now used for brake fluid and screen-washer fluid, the front-seat passenger gets an anti-dazzle vizor and, to prevent the driver trying to start the engine when it is idling so quietly he cannot hear it, the ignition key has been given a non-repeat action. Proper direction flashers replace the former signal arms, the headlamps now have asymmetrical beams, the 8-point fusebox is below the facia, the speedometer reads to 90 m.p.h., vizors are padded, coat-hooks of plastic for safety, there are minor improvements to the torsion-bar suspension, the door locks have been improved and more harmonious colour schemes introduced.

That all these improvements are available at no increase in cost makes the Volkswagen a formidable competitor, nay, the leader, where combined durability, good finish, modern design, effortless travel and economical motoring are concerned. We still await the advent of an entirely new model with avidity—new body styling and a larger air-cooled engine are rumoured—but meanwhile, at £716 in this country in spite of import duty and purchase tax, the de luxe Volkswagen saloon is an incredibly sound investment. The sun-roof version costs £762, the beautiful Karmann Ghia coupé £1,196. VW service is World renowned and Volkswagen are in the forefront of safety-belt research and have approved the Britax diagonal belt for use in their cars.—W. B.

Modern road ahead



AWAY AHEAD! A tyre revolution! The PIRELLI BS3 with its money-saving, replaceable tread bands: the biggest advance in tyre technology in motoring history. Thoroughly tested abroad, the revolutionary BS3 will soon be available here in Britain.

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Need a tyre? Insist *on* PIRELLI.

PIRELLI TYRES

Great Auclum Hill-Climb
(August 6th)

THERE is a great deal to be said in favour of sprint motoring, for a lot of sport can be had without incurring excessive expense or inflicting too much wear on car or tyres. Over the week-end of August 6/7th two speed hill-climbs took place, the first at Gt. Auclum, organised by The Hants & Berks M.C. and counting towards the R.A.C. Hill-Climb Championship.

Gt. Auclum is a ¼-mile course notable for its banked r.h. bend but very twisty thereafter, so that the cars never attain any real speed. This year rain fell during the second runs but later the course dried out to some extent ; the record for the hill was raised by David Boshier-Jones in his V-twin Cooper 1,100 to 20.49 sec. and this driver led the Championship Class from D. R. Good and M. Hatton, his young brother taking the 1,100 c.c. sports car class with a very fast climb.

Although quite ordinary cars are suitable for sprint events, " specials " are in their element at such fixtures and the Gt. Auclum entry list contained some notable examples. For example, Gordon Parker drove his beautifully turned out H.K. Jaguar single-seater, even its engine being in *Concours d'Elegance* condition. This potent " special " has a 3.4 Jaguar power unit to C specification, supercharged by two Arnott superchargers, one at each end of the block, each feeding three cylinders, and drawing from a 2¼-in. S.U. carburetter. There is an Armstrong Siddeley pre-selector gearbox beneath the driver's seat and the E.N.V. back-axle has a ratio of 3.27 to 1, rear suspension being de Dion, with coil springs and twin radius arms, while front suspension is Vauxhall Victor. The engine is boosted to 10 lb./sq. in. and the c.r. is 8 to 1. Its best time was 22.67 sec. Another interesting " special " was J. M. Perkins' Mason Master (24.20 sec.), which has a single-cam 1½-litre Coventry-Climax engine in a tubular ladder frame with coil and wishbone i.f.s. and a Velocette motorcycle gearbox set back-to-front on the back-axle, involving high propeller-shaft speeds. The car has inboard rear brakes, side tanks in the cockpit and weighs a mere 6 cwt. J. Wilks brought his sports Omega (25.63 sec.), which uses a 1938 2½-litre M.G. power unit with twin S.U.s in a tubular space frame having an Austin A90 back-axle, Wilks' own coil spring and wishbone i.f.s. and Triumph TR front disc brakes. Amongst the F.3 racers was Bruce-White's Allt'cok, a front-drive car using a 1928 dirt-track Douglas flat-twin engine, which was a lively device to control (26.22 sec.). Yet another " special " was A. T. Norton's Cooper with huge blower outrigged on the off-side of the V-twin engine, while Haigh's Cooper 1,100 (22.35 sec.) and Keylock's F.2 Cooper-Climax (22.28 sec.) were also supercharged. It was troubled by the wrong mixture but the take-off was terrific (23.48 sec.). J. Chapman ran his Chapman-Mercury, not with the customary batteries of Amals but with a vast blower from Perkins' V8-engined Bugatti on the near-side of the 4½-litre V8 engine, this being driven by two separate chain-drives from the nose of the engine, and sucking from a big d.d. S.U. The engine retains its Ardun heads, with 9½ to 1 c.r., and is blown at 4 lb./sq. in. It is now very flexible but lacks bottom-end pick-up (23.78 sec.). Ridley ran the Semmence in original trim (26.66 sec.) and Rivers-Fletcher was making his first appearance since his Prescot prang, in the H.W.M.-Jaguar (24.33 sec.). Jim Berry had his twin-rear wheeled, ex-Mays 2-litre E.R.A. going most impressively and Bateman drove an F.1 Connaught (23.90 sec.). Patsy Burt (Cooper) won the Nancy Mitchell Cup, Derisley the 1172 Cup outright. Brock's Austin Se7en with Downton mods. and Fish carburetter vanquished Daniel Richmond in the saloon class. Good had a nasty accident in practice when his Cooper-J.A.P. went too high on the banking and damaged the steering, resulting in a crash higher up but he had repairs completed by the Saturday afternoon and made the second fastest ascent. Haig broke his Cooper's gearbox in practice but repaired it in time. There were no incidents at all on the day. Class winners and runners up were :—

Saloons :	**1st :**	J. J. Brock (Austin Se7en) ...	24.78 sec.
	2nd :	D. Richmond (Austin A40) ...	25.04 ,,
Sports Cars, 1,100 c.c. :	**1st :**	P. Boshier-Jones (Lotus Eleven)	21.79 ,,
	2nd :	J. J. Richards (Lotus)	22.07 ,,
Sports Cars, 1,100 c.c. s/c., 1,101-1,400 c.c. non-s/c. :			
	1st :	J. Derisley (Lotus)	22.78 ,,*
	2nd :	M. Adlington (Lotus)	23.00 ,,
Sports Cars, 1,400 c.c. s/c., 1,401-2,000 c.c. non-s/c. :			
	1st :	R. Fielding (Cooper)	22.13 ,,
	2nd :	P. R. Bailey (Lotus)	22.43 ,,
Sports Cars, over 2,001 c.c. non-s/c., over 1,401 c.c. s/c. :			
	1st :	P. Scragg (Lister-Jaguar) ...	22.11 ,,*
	2nd :	J. Randles (Cooper-Monaco) ...	23.24 ,,
Formula Junior :	**1st :**	J. B. Welton (Elva-D.K.W.) ...	26.09 ,,

Wiscombe Park Hill-Climb
(August 7th)

ON the Sunday after Gt. Auclum, three clubs, the West of Eng'and, Plymouth and Taunton M.C., combined to hold a speed hill-climb in the delightful setting of Wiscombe Park, where the course of nearly half-a-mile contains an entertaining variety of corners, including a hairpin, and a straight along which quite high speeds are attained.

The course was opened by Rootes' 1924 supercharged 2-litre G.P. Sunbeam lent by the Montagu Motor Museum, after which some quite ordinary saloons contested their capacity classes, until Daniel Richmond in his fabulous mini-Austin came up with the Downton-tuned engine exceeding 8,000 r.p.m., to record a climb which a Lotus Elite only just managed to beat. Mrs. Richmond bravely handled Farquharson's ex-Woozley Allard J2X with Chrysler Firebird engine, the fact that her best time only just bettered that of Major Lambton's 1928 Type 37 Bugatti being excused by the commentator's reference to 385 b.h.p. Bameby's F.J. Cooper-Austin was slower than Cleave's famous 1937 Morris Ten Special, in spite of claiming 82 b.h.p. at 5,000 r.p.m. and didn't justify its elaborate transporter and trailer-caravan outfit. M. H. Morris handled his Le Mans Replica Frazer Nash exceedingly well, H. Morten of the *Financial Times* drove an outwardly unspoilt open 4½-litre Bentley with ignition converted to twin coils, 8 to 1 c.r., and hydraulic Alfin-drum brakes, and Cobb's R.G.S. Atalanta with C-type Jaguar engine now has a coupé body with enormous tail-fins. The 1172 R.D.H. Special was said to have its owner's own carburetter. Cuff beat Good in the 1,100-c.c. racing class, both on Cooper 1,100s, and Owen broke his own course record, making f.t.d. in 37.8 sec. in his F.1 2.2-litre Cooper-Climax. Class winners and runners up :—

Saloons up to 1,000 c.c. :	**1st :**	G. A. Turner (Triumph Herald) ...	49.95 sec.
	2nd :	C. R. Parsons (Austin Se7en) ...	50.06 ,,
Saloons, 1,001-1,300 c.c. :	**1st :**	G. R. Bryant (Ford Popular) ...	51.16 ,,
	2nd :	S. R. Reed (Volkswagen)	51.20 ,,
Saloons over 1,300 c.c. :	**1st :**	E. P. Harris (Riley 1.5)	50.90 ,,
	2nd :	L. B. Fredman (Singer Gazelle) ...	51.47 ,,
Modified Saloons and 1,001-1,600 c.c. Sports Cars :			
	1st :	N. Garbett (Lotus Elite)	44.25 ,,
	2nd :	T. J. Pascoe (Porsche 1500 Super)	44.83 ,,
Modified Saloons and Sports Cars over 1,600 c.c. :			
	1st :	M. H. Morris (Frazer Nash) ...	40.20 ,,
	2nd :	J. Buncombe (A.C.-Bristol) ...	42.06 ,,
Modified Sports Cars up to 1,300 c.c. :			
	1st :	T. M. Horton (Lotus-Climax) ...	39.20 ,,
	2nd :	D. Richmond (Lotus-B.M.C.) ...	40.80 ,,
Modified Sports Cars over 1,300 c.c. :			
	1st :	S. J. Broad (Lotus-M.G.)	41.58 ,,
	2nd :	P. L. Farquharson (Allard J2X) ...	43.64 ,,
" Specials " :	**1st :**	W. A. Cleave (Morris)	42.32 ,,
	2nd :	G. J. Bolam (Austin-Ford) ...	45.04 ,,
Racing Cars up to 500 c.c. :	**1st :**	W. C. Cuff (Hell's Hammers) ...	40.22 ,,
	2nd :	H. M. Bennett (J.B.S.-J.A.P.) ...	42.37 ,,
Racing Cars, 501-1,000 c.c. :	**1st :**	D. R. Good (Cooper 1100 Mk. 8) ...	38.20 ,,
	2nd :	W. C. Cuff (Cooper 1100)	38.83 ,,
Racing Cars over 1,101 c.c. :	**1st :**	A. Owen (Cooper-Climax 2200) ...	37.80 ,,
	2nd :	C. W. Lambton (Bugatti) ...	47.70 ,,

THE NEXT WISCOMBE PARK HILL-CLIMB

The next of the very enjoyable Wiscombe Speed Hill-Climbs in that delightful Devon setting will be held on Sunday, September 18th. It will be a combined meeting by the United Hospitals & University of London M.C., 750 M.C., Hants & Berks M.C., and Club Lotus, open to saloons, sports and racing cars. Most of the practice will take place on the Saturday, the start being at 1.30 p.m. on the Sunday. Each car will make two runs. Entries close on September 13th—entry forms from D. B. Porter, Braeside, How Lane, Chipstead, Surrey. Admission is free, the only charge being 5s. for each car, with possibly a modest transfer fee to the Paddock, which is flanked by Major Chichester's mansion nestling in the wooded valley, out of which the 735-yard hill climbs. Nearby is the Devon coastline, so if your wife or girl friend prefers to bathe you will still be popular if you decide to go to Wiscombe. Owen's F.1 Cooper holds the course record in 37.8 sec.

GT. AUCLUM RESULTS—*continued*

500-c.c. Racing Cars :	**1st :**	R. E. G. Hill (Cooper-J.A.P.) ...	23.33 sec.
	2nd :	A. R. White (Kieft)	24.11 ,,
Racing Cars, 501-1,100 c.c. :	**1st :**	D. Boshier-Jones (Cooper-J.A.P.)	20.49 ,,
	2nd :	D. R. Good (Cooper-J.A.P.) ...	20.98 ,,*
Racing Cars over 1,101 c.c. :	**1st :**	J. Berry (E.R.A. s/c.)	21.63 ,,
	2nd :	A. Owen (Cooper)	21.77 ,,
Hill-Climb Championship :	**1st :**	D. Boshier-Jones (Cooper-J.A.P.)	23.94 ,,
	2nd :	D. R. Good (Cooper-J.A.P.) ...	23.73 ,,

* *Denotes new record*

THE GERMAN GRAND PRIX

A Miserable Formula 2 Race

ADENAU, *July 31st.*

THERE have been some very good German Grand Prix events in the past, and there have also been some bad ones, but the 1960 event reached a new bottom, through no fault of the A.v.D. who run the race, for bad weather was the main cause. Determined that the 1961 Formula for Grand Prix racing should come into force, the Germans changed the status of their Grand Prix to Formula 2, from Formula 1, in order to give some advance impetus to the new 1½-litre Formula, and also, no doubt, to provide the possibility of a win by a German car. Coming as it did just one week after the magnificent Solitude race, the German Grand Prix would have been lucky if it had maintained the high standard of the race organised by the A.D.A.C. at Stuttgart.

The first set-back came when the Scuderia Ferrari withdrew their two entries, which should have been driven by Phil Hill and von Trips, and while the American went to Brands Hatch, the German driver rushed around to look for an alternative car for the race to be held on his own doorstep. The Porsche factory had entered Bonnier, Graham Hill and Barth with the three factory F.2 cars with the conventional bulbous bodywork, used at Solitude. Hans Herrmann was entered by Camoradi to drive the old blue Behra-Porsche, as the factory did not want to enter more than three cars. When von Trips arrived looking for a car, he was given the latest car that Gurney had driven at Solitude. This caused a bit of a flutter in the Porsche factory, especially after Herrmann had driven so well at Solitude, and several people were rightly incensed that the Ferrari driver should step in and take the new car while Herrmann only had the old Behra-Porsche. Things were smoothed over by bringing out the Walker dark blue Porsche and letting Herrmann drive this, still under the Camoradi entry and painting that name on the side of the car.

The A.v.D. had divided the entry into two parts, the first consisting of works drivers and others whom they considered worthy to start in the race, these being guaranteed a start. The second part of the list consisted of 16 other drivers and the fastest 10 in practice were to be allowed to start. In the first group were the four works Porsches, driven by Bonnier, Hill, Barth and von Trips; Brabham and McLaren as representing the works Cooper Team, even though they were both using non-works cars; Trintignant with his Cooper-Climax entered by Centro-Sud; Gendebien with one of the Equipe National Belge cars; and Ireland with a lone works Lotus-Climax. The Lotus team wanted to enter Jim Clark, but the A.v.D. were not interested in him, unless he liked to join the list of possible qualifiers, so in protest Colin Chapman left him to practise at Brands Hatch. Brabham was driving the same car he had used at Solitude and McLaren borrowed a perfectly standard F.2 Cooper-Climax from the New Zealand Racing Team.

In the second group were Herrmann (Porsche), Gregory with the Centro-Sud Cooper-Maserati, Seidel with his ex-Brabham Cooper-Climax, Gurney with a brand-new blue-and-white rear-engined Lotus-Climax entered by Mrs. Bryden-Brown, de Beaufort with his long Cooper with the Climax engine borrowed from the old car that Barth had driven at Solitude, Bianchi with the second E.N.B. Cooper-Climax, Henry Taylor with the Laystall-Climax, now looking very nice indeed with a new body that was a miniature 1958 Vanwall, Marsh with his own Cooper-Climax, Laureau and Schlesser with the Coopers they had at Solitude, Lawton with the second of the New Zealand Team Cooper-Climax cars, and Lewis with his Cooper fitted with an engine built from the remains of his own Climax engine and that of de Beaufort's, which was " cooked " at Solitude. There should have been four more Cooper entries from private owners, but for various reasons these did not materialise; the Alan Brown entry for Flockhart was not told they were accepted by the A.v.D. until it was too late to prepare the car, Reg Parnell decided to keep his cars in England, having entered his son Tim Parnell and Geoff Duke, as Tim was still recovering from an accident at Snetterton and Duke raced at Aintree, while Surtees decided to give Nurburgring a miss and concentrate on his works Lotus drive at Brands Hatch. As a result of these non-starters there were only 21 runners in all, so it was announced that 20 cars would start in the race.

Instead of the usual Nurburgring circuit being used for the race the A.v.D. decided to use the shorter 7.747-kilometre South Circuit, a wiggly, twisty, uphill and downhill course that is normally used for the Eifelrennen races. This uses the same Start and Finish area, and the same pits but where the normal Nurburgring circuit leaves the start and goes round the circular bend known as the Sudkerve, this short circuit goes off at a tangent from this corner and plunges downhill through some woods on a series of left- and right-hand bends. Some fast open bends follow, and a short straight brings the course to Mullenbach corner, where a sharp dropping right-hander heads the route back towards the Start area. From Mullenbach the road climbs upwards, very fast, and into more woods in which there are a number of swerves and a very tight right-hand bend, followed by a fast left-hand curve which arrives back at the Sudkerve on another tangent. From here the course uses the back straight of the main circuit which runs behind the pits to the North Curve, which turns sharp left. Immediately, instead of going over the bridge, the short circuit swoops right onto a slightly banked concrete hairpin which brings the road back onto the main circuit where it appears over the rise of Tiergarten, and from there the main Start and Finish straight is used past the timing box, pits and grandstands.

Practice began on the Friday morning, with an hour in which contact could be made with the circuit, gear ratios and tyres sorted out and so on, and the Porsche team were well away, having already been to the circuit some time before. Everyone who was going to race was out for this first session, in fine weather and it was Bonnier who set the pace, with 3 min. 09.8 sec., his nearest rival being von Trips with 3 min. 12.7 sec. As Bonnier had already learnt the circuit in private training this superiority was not surprising. Graham Hill was still not happy with the gear-change on his car, having complained about it at Solitude, but seemingly nothing had been done during the intervening week. Herrmann was trying both the Behra-Porsche and the Walker car and Henry Taylor was having trouble with the fuel pump on the Laystall car. In the afternoon there was a 1½-hour practice period and in this things became more serious, as everyone was now getting tuned-in to this new circuit and the new conditions. The weather was still fine and dry, and almost warm, so that times were improved upon by most people. Bonnier was still fastest, with 3 min. 08.0 sec., and was driving splendidly, being much faster than everyone else through some of the corners. Brabham was making his usual fast and steady progress and was down to 3 min. 10.0 sec., while Hill was down to 3 min. 10.2 sec. Herrmann was more than justifying his supporters at the factory, by doing 3 min. 10.2 sec. in the Walker car, and Gendebien was given a try in the Behra-Porsche. The Centro-Sud had modified their Cooper-Maserati by lowering the engine and the suspension, and it was handling very much to Gregory's liking, so that he was throwing it round the circuit in a most spirited style and had recorded 3 min. 11.7 sec. Gurney was also going well on his first try with a Lotus, and was amazing himself by the speed and ease with which it went round corners and was timed at a best lap of 3 min. 13.9 sec., which was faster than Ireland with the works Lotus, which had unnerved its driver by locking a front brake going into corners. McLaren was going surprisingly fast in his borrowed Cooper, not seeming to worry unduly about the way it was leaping from bump to bump, and was down to 3 min. 14.0 sec., while von Trips was still second fastest overall with 3 min. 09.6 sec. The New Zealand Team driver George Lawton was going well, but not quite as quick as Jack Lewis, and Gendebien was going round in company with Bianchi to see how his Colotti five-speed car compared with the normal Cooper-Climax.

With a number of drivers beginning to challenge Bonnier's best times, the Saturday morning practice looked promising and it was anticipated that everyone would make further improvements. Unfortunately a slight shower of rain fell just before practice started and not only wet the track but continued to drip from the trees after the rain had stopped, and made the circuit very slippery, so all hope of improved times disappeared. The whole Porsche team turned out on Dunlop SP tyres, the latest German Dunlop road tyre with qualities like those of Michelin " X " and being very good in the wet. This gave them an enor-

mous advantage, but it was not long before Brabham disappeared into the Dunlop pit and came out with four SP tyres for his Cooper, and very soon a queue was beginning to form for these wet-weather tyres. While excellent in the wet they do not compare with a racing tyre in the dry, and Graham Hill summed up their characteristics on a racing car on a dry road by saying it was like driving on marshmallows. The only drivers who made improvements to their times on Saturday morning were Gendebien, de Beaufort and Taylor, all of whom had been having bothers during the previous practice periods. The weather was quite fine during the 1½ hours of this practice but the road was slippery under the trees, and Gregory forgot this and dashed off on another lap, only to go sliding off into the woods in a most spectacular fashion, bending the Cooper-Maserati and luckily getting out unhurt. This meant that the car could not be raced and reduced the entry list to 20, so that everyone was able to start in the race, irrespective of what times they had done. This was very lucky for Taylor with the Laystall-Climax, as he had been 21st on the list of practice times.

Sunday morning was almost unbelievable, with fog and rain covering the whole area of the Eifel mountains in which the Nurburgring is situated, and, without a breath of wind, the heavy clouds and fog were obviously there to stay. The whole Porsche team naturally fitted their SP tyres, as there was no likelihood of the track drying even if the rain stopped. Brabham also fitted them on his Cooper-Climax, having to also raise the rear-axle ratio slightly, as these SP tyres were of much smaller section than the normal Dunlop racing tyres. Chapman was also quickly round to the Dunlop man and had Ireland's Lotus fitted with these tyres, so that the race was going to develop into two classes, those with SP tyres and those with racing tyres. Had the sun suddenly shone strongly there would have been a minor panic, but the clouds were still pressing on the ground and the rain was still pouring down, and gloom was descending all around. Before the Grand Prix there was a small G.T. race in which the benefits of SP tyres were clearly indicated when Foitek in a saloon Alfa-Romeo TI ran away from all the Lotus Elites and Giuliettas which were using normal racing tyres.

The Grand Prix was due to start at 1.30 p.m., to be run over 32 laps of the 7.747-kilometre circuit, making a total of 250.2 kilometres, but as the cars were lined up on the grid the rain came down so heavily that it was decided to postpone things for a time. The minutes ticked by and the rain contained to pour down, and every now and then the announcer would say that the start would be in ten minutes. As the ten minutes went by, followed by another ten minutes, the crowd began to whistle and shout, and the drivers remained hidden under any shelter they could find, while the cars sat out in the rain on the starting grid. It was not until 2.30 p.m. that the conditions improved slightly and it was agreed to start the race, but still the whole area was covered in clouds and fog and the rain was still coming down. Twenty cars were on the grid, with Gregory's position left vacant, as the Cooper-Maserati was a non-starter.

↑

8	1	9	6
G. Hill	Brabham	von Trips	Bonnier
(*Porsche*)	(*Cooper-Climax*)	(*Porsche*)	(*Porsche*)
3 min. 10.2 sec.	3 min. 10.0 sec.	3 min. 09.6 sec.	3 min. 08.0 sec.

7	14
Barth	Herrmann
(*Porsche*)	(*Porsche*)
3 min. 13.5 sec.	3 min. 10.8 sec.

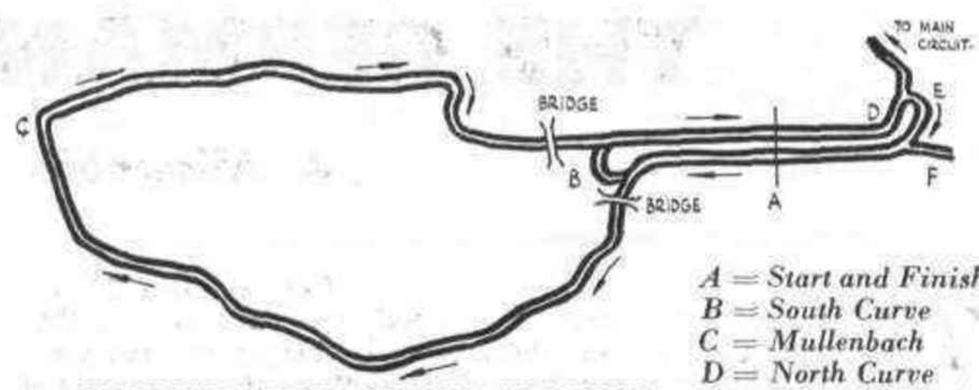
3	11	2	21
Trintignant	Ireland	McLaren	Gurney
(*Cooper-Climax*)	(*Lotus-Climax*)	(*Cooper-Climax*)	(*Lotus-Climax*)
3 min. 15.3 sec.	3 min 14.2 sec.	3 min. 14.3 sec.	3 min. 13.9 sec.

25	29	27
Marsh	Lawton	Lewis
(*Cooper-Climax*)	(*Cooper-Climax*)	(*Cooper-Climax*)
3 min. 19.0 sec.	3 min. 18.7 sec.	3 min. 17.8 sec.

22	26	4	20
de Beaufort	Laureau	Gendebien	Seidel
(*Cooper-Climax*)	(*Cooper-Climax*)	(*Cooper-Climax*)	(*Cooper-Climax*)
3 min. 22.1 sec.	3 min. 22.1 sec.	3 min. 19.4 sec.	3 min. 19.4 sec.

24	28	23
H. Taylor	Schlesser	Bianchi
(*Laystall-Climax*)	(*Cooper-Climax*)	(*Cooper-Climax*)
3 min. 28.0 sec.	3 min. 23.5 sec.	3 min. 22.4 sec.

While the flag was up Lewis's car was still being pushed up and down, being reluctant to start after its soaking, and it was surprising that this was the only one to suffer, so heavy had the rain been. In flying spray 19 cars took off to start this very damp German Grand Prix, and visibility was so bad that it was difficult to recognise the cars and drivers. By the time the leaders were at Mullenbach Lewis managed to get his engine running and set off after them, with little hope of making up much ground in the conditions. As the cars appeared along the straight behind the



NURBURGRING SOUTH CIRCUIT
Length — 7.747 km.

A = Start and Finish
B = South Curve
C = Mullenbach
D = North Curve
E = Concrete hairpin
F = Tiergarten

pits it was Bonnier leading from von Trips, with Brabham tailing them, but already the rest of the field had been left behind and there was a long gap before Herrmann arrived, leading Gurney, Hill, Barth, McLaren, Trintignant and Ireland, while another long gap had already developed between this group and the rest of the runners. At the end of the lap Lewis was black-flagged off the course and disqualified for being pushed across the starting line. Lawton was running on three cylinders, and after four laps like this he drew into his pit and retired, as a cam-follower had broken and come out through the side of the cambox. Already it was clear that there was not going to be much racing going on, for it was as much as the drivers could do to stay on the road without trying to compete against each other. Bonnier, von Trips and Brabham were 48 sec. ahead of the next group after only four laps, and Brabham was only just managing to keep up with the leading Porsches, being unable to do anything about their lead. Although Bonnier was leading, von Trips was sitting on his tail and making it very obvious that he was having no trouble in so doing. As if to prove his point he took the lead on laps eight and nine and then settled back in second place, the two silver cars running close together all the time. On lap five there were two more retirements, when Trintignant went out with engine trouble and Gendebien retired with clutch trouble.

While von Trips was in the lead there were brief signs of the weather changing and parts of the track actually began to dry, but two laps later the low flying clouds were back again and visibility was down to 50 yards, with everything becoming soggy and damp. The situation amongst the second group of runners had settled itself on the second lap, when Graham Hill got ahead of Herrmann and Barth, and they ran that way throughout the race. Gurney found he could not keep up on racing tyres, though McLaren was leading Ireland, they being in seventh and eighth places, followed by Gurney and Marsh, who was going well on the slippery surface. It was not until lap 11 that Ireland at last got by McLaren and already this group were in danger of being lapped by the leaders. During the brief respite in the weather Bonnier recorded the fastest lap in 3 min. 29.9 sec. and the two leading Porsches had left Brabham some 15 sec. behind. The Cooper driver was not at all happy for if he wanted to keep up he had to use 7,500 r.p.m. but then his water temperature rose uncomfortably, so he had to keep to 7,000 r.p.m. and this was not enough to stay with the Porsches. However, he was having no trouble in staying ahead of Hill, Herrmann and Barth. On lap 14 Bonnier and von Trips lapped Ireland, and Gurney and Marsh were having the semblance of a motor race, as were Bianchi and de Beaufort down at the end of the field. Schlesser had stopped at his pit and lost four laps while adjustments were made, so he was now way back at the end of the race.

As the leaders ticked off the laps the fog came in thicker and thicker and everyone went slower and slower, Bonnier lapping at around 3 min. 40 sec., with the ever-present von Trips just behind him, while Brabham was now 1½ min. in arrears but still safely in third place. The other three Porsches had not changed positions at all, though Hill had drawn a little ahead of his team-mates. Ireland was running a lonely and miserable race on his own followed by McLaren and Gurney, the American beginning to close on the New Zealander. Then came Marsh, Seidel, Laureau, Taylor, de Beaufort and Schlesser, all groping their way along in the fog. Bianchi had retired when a main-bearing cap had broken.

On the last few laps Brabham eased right off, to nurse his over

(*Continued on page 764*)

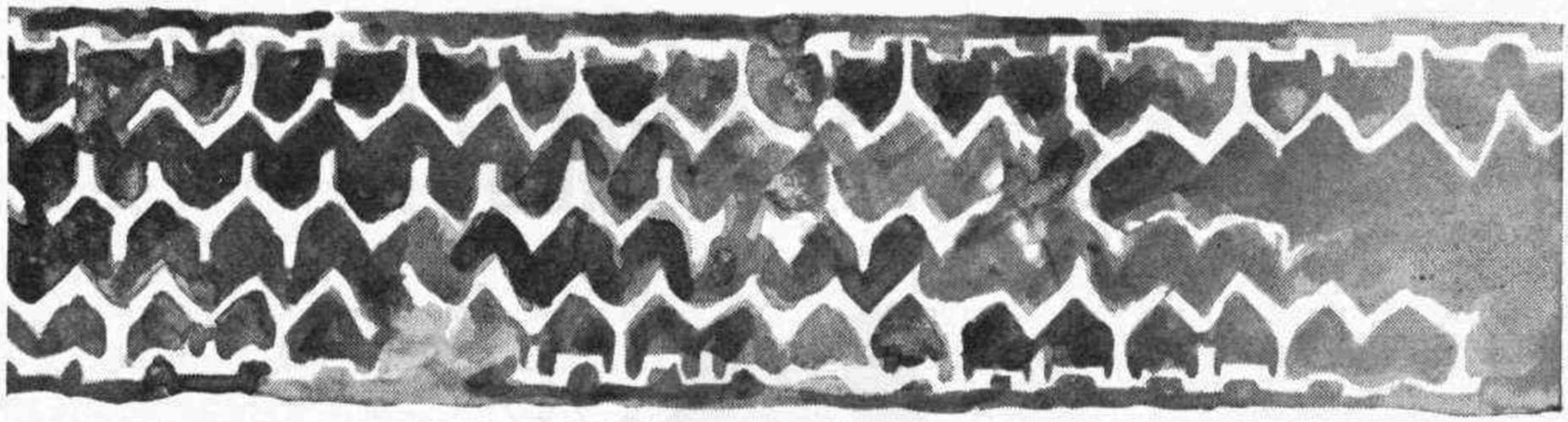
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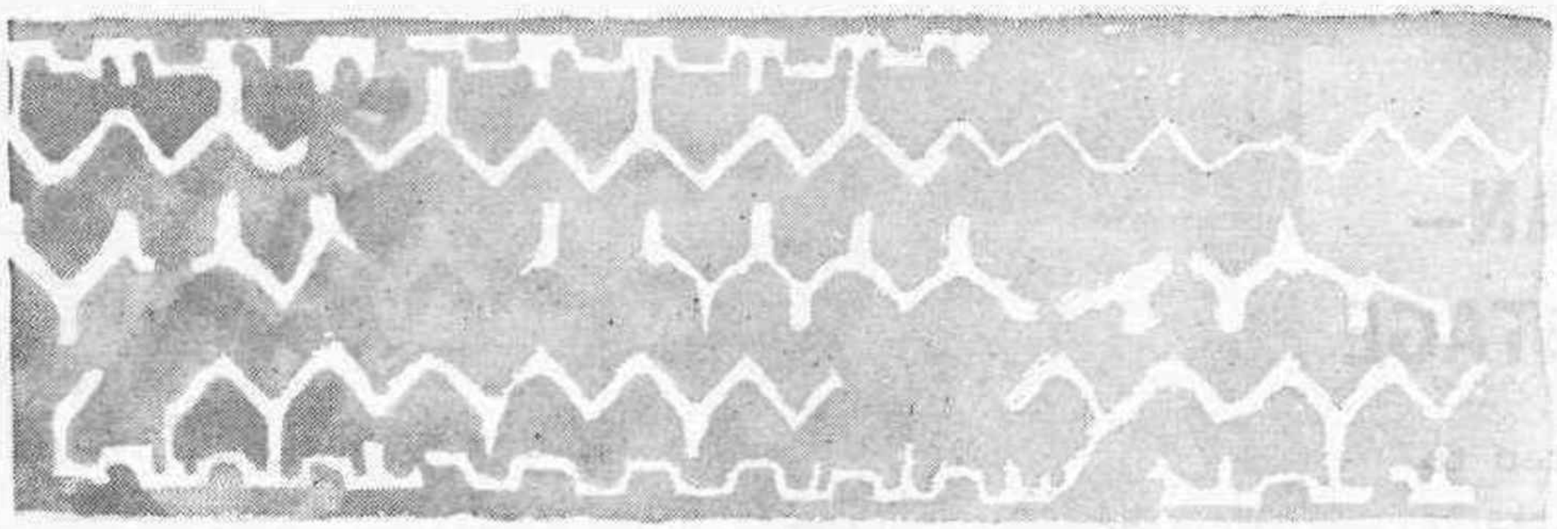
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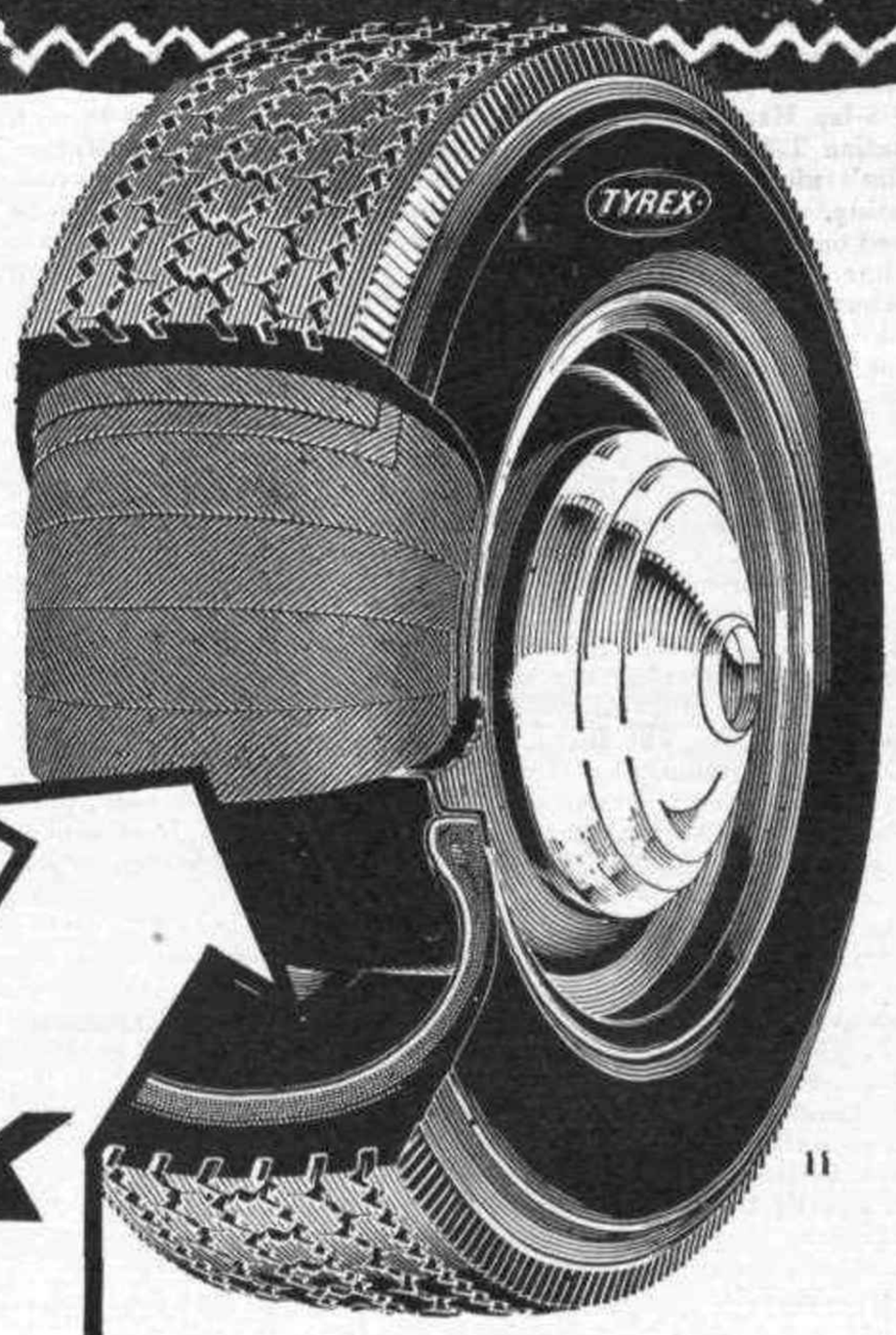
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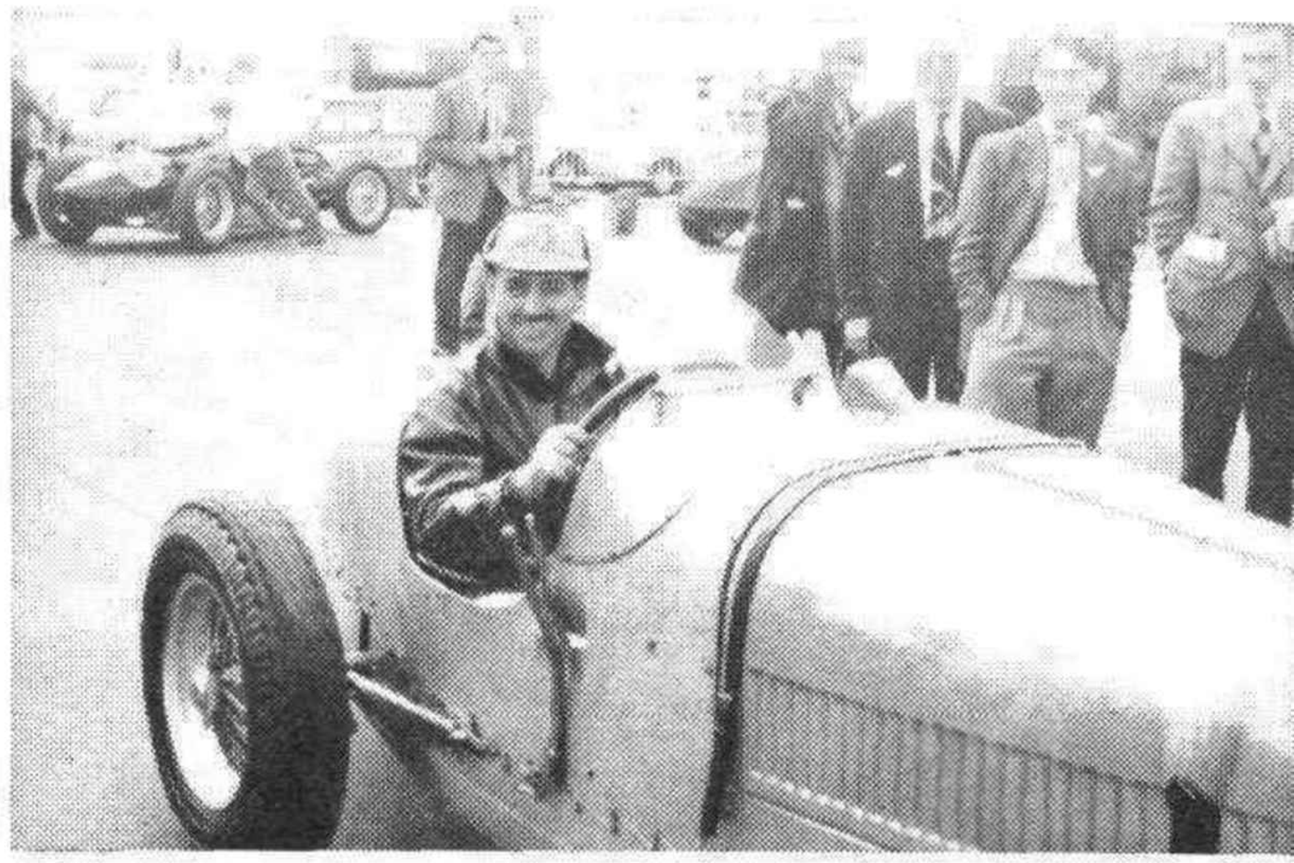
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11

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



"FANTASTIQUE."—That is how Maurice Trintignant described the drive he had in H. C. Bergel's Type 35 Bugatti when he was at Silverstone for the British Grand Prix. Trintignant is a great advocate of "real" motor cars and has his own G.P. Bugatti on which he began his motor-racing career at his farm in France.

THE V.S.C.C. SILVERSTONE MEETING (July 23rd)

THE second V.S.C.C. Silverstone Race Meeting of 1960 was held in fine weather before a crowd noticeably smaller than for the first meeting—holidays probably take a toll. Proof that some members arrive in the right sort of cars was evident by the 65 such cars which Boddy and his wife had directed into a special park between 8.30 a.m. and noon.

Racing commenced with a confusing 12-lap Team Relay Race which had nine one-make teams, an Edwardian team, and a mixed team to sustain interest. Mobbs' Lea-Francis having thrown a rod, Sawers sportingly substituted his 12/22 model and in the end the Austin Seven team won from the two Frazer Nash teams.

A 5-lap Handicap came next, and included a 1922/8 30/98 with imitation T.T. Vauxhall scuttle cowls and a C-type M.G. Midget. Butlin's nice s.v. Amilcar looked like winning until it lost time gyrating, whereupon Batho's Riley Nine tourer took the lead, to be passed on the last lap by Knight's Riley Special, which just led over the line. This was a Riley benefit, for Jones' 1936 Nine was third. Lockhart's Peugeot was absent, its J.A.P. engine having broken its crank.

The amusing Light Car Handicap followed and was notable for no fewer than nine vintage Austin Sevens, one of them a coachbuilt 1927 saloon—and these days V.S.C.C. Austin Sevens seem more genuinely vintage than was once the case. The vintage Austin Seven is in a way the irritant of the Light Car Section, being so essentially practical that it is less fun than more exotic vintage small cars yet obviously a more sensible proposition for most purposes. This was demonstrated when, swapping places at different parts of the circuit, these little "Chummies" dominated the race, finishing in the order—Furness (1927), Wallis (1928), Marsh (1925), the winner averaging 47.12 m.p.h. Routledge made his customary fastest lap in the 1924 Morris-Cowley at 52.25 m.p.h. Woodburn's genuine sports Gwynne Eight, which had languished for years in a factory near London, went very well, plenty of revs making up for a slow three-speed gearbox, and Abrahams had made a neat sports model out of a 1928 Singer Junior. Turner's Riley Nine saloon, which some thought didn't qualify as a vintage light car, retired anyway.

The next 5-lapper was for fiercer stuff, Charnock's "silver" 4.3 Alvis coming through well from "25 sec.", to win at 69.38 m.p.h. from two Frazer Nashes, the Alvis lapping at 71.12 m.p.h. Freeman's Aston Martin threw its No. 4 piston through the sump and the ex-Vaughan single-seater Shelsley Frazer Nash was in trouble.

Michael Bowler won the next 5-lap Handicap comfortably in his 1925 Frazer Nash, taking Duerden's M.G. on the inside at Copse corner on the second lap, a feat emulated by Cook's remarkably fast Ulster Austin in getting past Starke's 12/50 Alvis two-seater. Sutcliffe's really fast, if understeering, F.W.D. Alvis was second, ahead of the little Austin. A feature of the race was the duel between Routledge's Morris-Cowley and Fone's odd-bodied open Rolls-Royce, the less expensive outfit pulling away.

There was a break while Sir Francis and Lady Samuelson circulated in their 1914 T.T. Sunbeam, which still runs with its proper, but too-small, Claudel-Hobson carburetter. They were given a presentation to mark Sir Francis' fifty years of active motor racing, a nice gesture on the part of the V.S.C.C.

An impressive field now lined up for the 50-kilometres Boulogn Trophy Race. The Hon. Peter Lindsay in E.R.A. R5B "Remus" had no difficulty in winning, at 78.23 m.p.h. Chapman's E.R.A held second place for 13 of the 19 laps and on its retirement Schellenberg in the enormous and enormously impressive Hassan 8-litr Bentley came up into second place, which he held even when i difficulties with the D-type gearbox. Most of the onlookers an the commentators, thought Day's R6B E.R.A. to be second—bu not so. Waller had got past Schellenberg in his R9B E.R.A. on la 14, but was behind again by lap 16. So these three finished, th great Bentley, which is a feature of modern V.S.C.C. meetings taking the Vintage Section at 74.59 m.p.h. from Burton, who drov Cooper's blown 8-litre Bentley because his own 4½-litre had broke its rotor-arm, and Grice's Bugatti. Lindsay and Day shared faste lap at a creditable 80.18 m.p.h.

Incidentally, it is interesting that no fewer than eight E.R.A started, including Gahagan making his first racing appearance wit his ex-Arthur Dobson R7B with Hutchison 2-litre engine conversio —he ran out of road. All but two of the 17 original E.R.A.s are st active, the two missing being "Romulus," which Prince Chula ha in Cornwall, and another crashed in France before the war. The cars contribute very materially to the sight and sound of histor racing-car events.

Clutton had a popular and easy win in the next 5-lap Handica the 1908 G.P. Itala averaging 57.86 m.p.h. Sutcliffe's F.W.D. Alv gained another second place, McArdle's "Brooklands" Riley thir Bradley's smoking 4½-litre Bentley four-seater then ran away wit the Vintage Sports Car Scratch Race at 69.86 m.p.h., ahead Cooper's blown 8-litre Bentley and Ashley's fast 1930 Frazer Nas Dixon's Ulster Austin caused amusement by passing Padgett 6½-litre Bentley cheekily on the corners. Bradley managed a lap 71.64 m.p.h.

The fastest cars came out again for the All-Comers' Scratch Rac Lindsay winning again in "Remus" at 79.0 m.p.h., from Da Waller and Schellenberg, Day recording fastest lap, at 80.62 m.p. Schellenberg again won the Vintage Award.

A very close finish characterised the following 5-lap Handica Bill Mason's 4½-litre Bentley four-seater just leading from Cooper Bentley out of Woodcote for the last time, Meyhew's Riley just failin to get second place. Mason averaged 64.78 m.p.h. and F. P. Morley scratch 8-litre Bentley lapped at 70.08 m.p.h.

This interesting meeting ended with a final 5-lap Handicap whic Murray, working hard in E.R.A. R1A—the original E.R.A.—ra away with at 76.4 m.p.h., lapping at 81.08 m.p.h., fastest lap of th day. Behind came Charnock's Alvis and Waller's E.R.A., in secon and third places. Sir Ralph Millais' beautiful 1930 blown 2.3 Alf Romeo had a good handicap but was not on form, while Morin Scott rare V12 Lagonda streamlined saloon was very slow and got in th path of Bradley and Waller, who were forced to pass on the rig at Copse.—W. B.

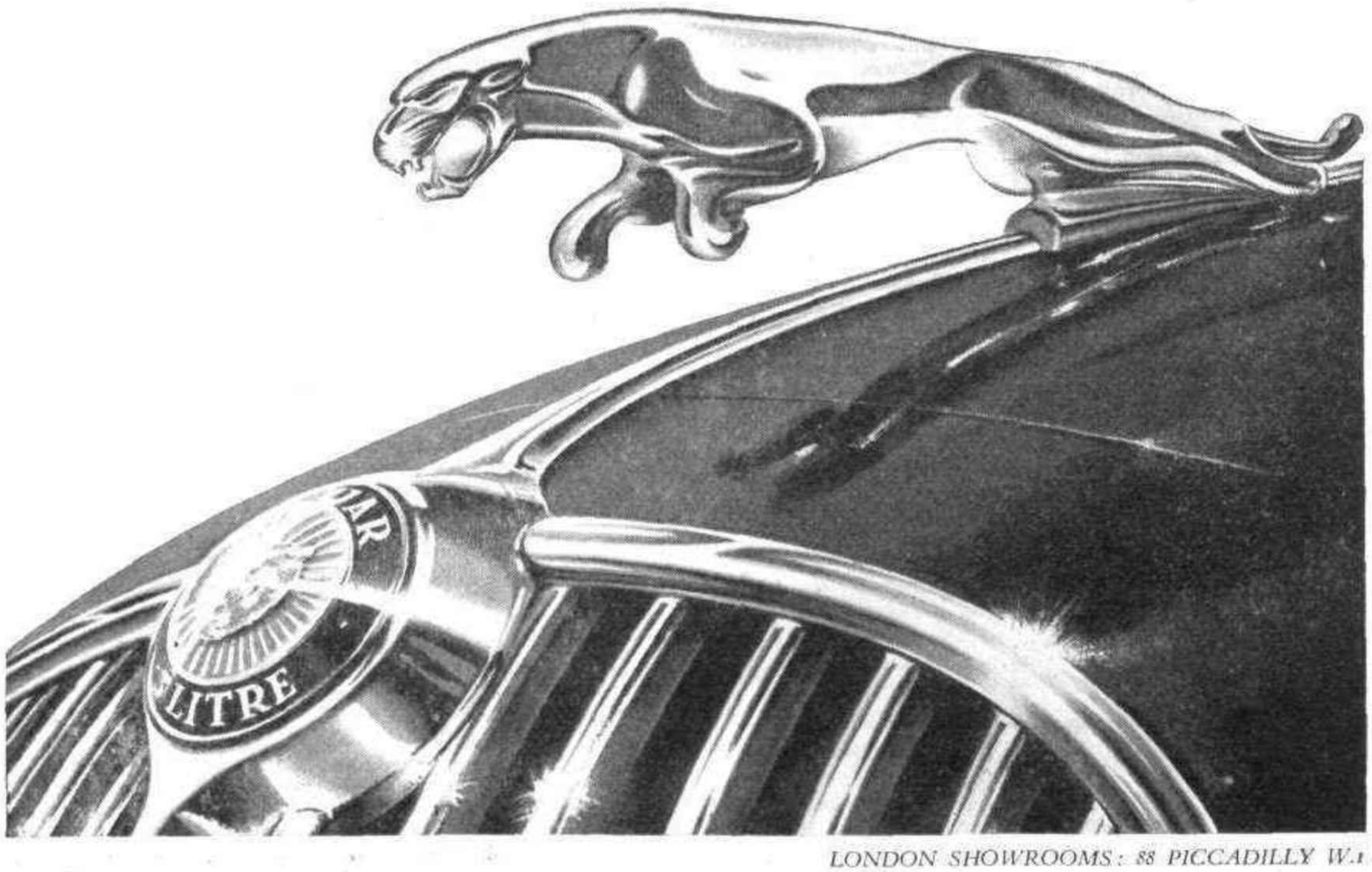
The winners are listed overleaf :—

G R A C E . . . S P A C E . . . P A C E

You enjoy

a very special kind of motoring

—when you own a Jaguar



LONDON SHOWROOMS: 88 PICCADILLY W.1

Inter-Team Relay Race :	C. M. Furness, R. V. Wallis, A. J. Wall (Austin Seven Team)	21 min. 0.28 sec.
Boulogne Trophy Race :	Hon. P. Lindsay (1936 E.R.A.)	... 78.23 m.p.h.
5-lap Handicap :	K. Knight (1930/5 Riley) ...	... 59.75 ,,
Light Car Handicap :	C. M. Furness (1928 Austin Seven)	... 47.12 ,,
5-lap Handicap :	A. S. R. Charnock (1932/9 Alvis)	... 69.38 ,,
5-lap Handicap :	M. H. L. Bowler (1925 Frazer Nash)	... 54.80 ,,
5-lap Handicap :	C. Clutton (1908 Itala)	... 57.86 ,,
Vintage Sports Cars' Scratch Race :	M. J. Bradley (1925/30 Bentley)	... 69.86 ,,
All-Comers' Scratch Race :	Hon. P. Lindsay (1936 E.R.A.)	... 79.00 ,,
5-lap Handicap :	R. H. B. Mason (1930 Bentley)	... 64.78 ,,
5-lap Handicap :	A. G. Murray (1934 E.R.A.) ...	... 76.40 ,,

On the day that "Bluebird," which may soon become the World's fastest car, first ran, the Editor was returning from watching it unleashed at Goodwood when, in Petersfield, what should he encounter, as if to emphasise extremes in speed, but a 9½-ton Ransome, Sims and Jefferies traction engine with a heavy solid-tyred trailer on tow, sizzling gently to itself. This engine, on straked steel wheels, was on its way from Halstead to Fareham and had paused for repairs to its smoke stack. A little further on the homeward journey a well-preserved V8 Lincoln saloon was seen being towed by a lorry. This particular luxury product of Ford was first licensed in Lancashire, where it could well have been the proud possession of a cotton tycoon.

* * *

From *Christophoris*, the Porsche journal, we learn that on the occasion of their recent wedding, Ferdinand and Gigi Porsche drove to the church in a 1923/4 ADM Austro-Daimler tourer owned by Ferdinand Piëch.

* * *

In the current issue of *Bugantics*, the beautifully-produced magazine of the Bugatti Owners' Club, will be found an article on the 1914 Bugatti light car, reprinted from a contemporary issue of *The Auto*, and a similar article on the Burlington car, reprinted from a 1904 issue of *The Autocar*.

* * *

A picture in a recent issue of *Wimpey News* depicts an ancient chain-drive Fiat lorry which is in regular use in Majorca, while a reader on holiday in Barcelona encountered a 1922 Hispano-Suiza lorry with T-head engine on active service.

* * *

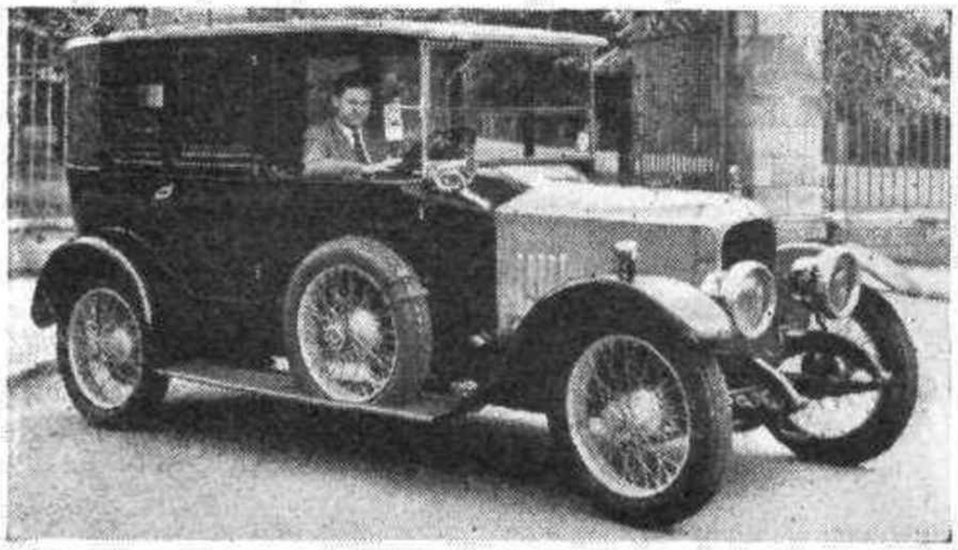
Forthcoming publications of interest to historians are a list of all known cars in this country with competition histories which Philip Mann is compiling and a history of Handley Page Ltd. which the famous aeroplane company has in hand.

* * *

The things one comes upon by chance!—such as a very well reconditioned model-B Ford saloon on a Hampshire farm, a Fiat 509 two-seater restored and in use by a partner of a Surrey garage, and that Morgan three-wheeler still derelict in a pub-yard near Hook, while we were pleased to see the vintage 11/22 o.h.c. Wolseley fabric saloon which broke its crankshaft in Surrey some two years ago out and about again recently.

* * *

Following a suggestion by the Editor of MOTOR SPORT, the Early Standard Car Register, now in its second year, is holding a rally for Edwardian and vintage Standard cars in conjunction with the Annual Gala Day of the Standard Motors' Branch of the British Legion, on September 3rd. Cars will assemble at the Fletchamstead factory, on the Coventry By-Pass, at 9.30 a.m. and then undertake a processional drive through Coventry City Centre. They will then return to the factory for driving tests, a show-ring parade and *Concours d'Elegance*, period dress being encouraged.



ANOTHER WELL-RESTORED VAUXHALL.—This 1919 landaulette is owned by a Vauxhall Dealer in Derby and won First Prize for Trade Entries at the Remstone Rally last July.

Wanted! A reader has requested a b.e. 720 × 120 tyre for his otherwise very sound 1922 Citroën 7.5, while a 1923/4 11.4 Standard is laid up because its bronze back axle worm gear has broken. If anyone can help, letters will be forwarded.

* * *

Still they turn up! Recent "finds" include a vintage Daimler shooting-brake lying beside A 5 near Atherstone, two Sunbeam saloons and an early Rolls-Royce chassis at a Hampshire breaker's yard, and a 1924 Morris-Oxford chassis, a 1926 Morris-Cowley chassis and a complete 1926 Austin Twelve tourer in a Truro scrapyard, while at Branscombe, Devon, a garage recently scrapped a vintage Austin Seven and a bull-nose Morris. In a Middlesex timber yard there is, or was, a 1925 Bean with platform-lorry body for sale in running order. There is also a 1926 40/50 Rolls-Royce, once owned by a potentate, which has languished in a barn since 1939, but is not for sale.

* * *

Two Vintage Commercial Vehicle Fixtures. On September 11th the 5th Annual Rally of Old Lorries will be held by the Historic Commercial Vehicle Club in the grounds of Harold Wood & Sons, Cranes Close, Basildon, Essex, commencing at 2.30 p.m., following a run from South Benfleet (Essex Carriers Ltd.), starting at 1 p.m. Then, on September 25th, the Vintage Passenger Vehicle Society will stage a meeting of Old Motorbuses at the Red Lion Hotel, Hatfield, from 2.30 p.m. onwards.

* * *

Restoration. A reader is working on a *circa* 1916 Maxwell tourer thought to have been a World War One Staff Car. It has been in a heated garage since 1926, has run 13,000 miles and was complete even to a set of new tyres in their original wrappers—alas, too perished to use. The car was apparently laid up when the back axle failed.

* * *

Those who like to see historic racing cars in action and those who enjoy racing them should note that a 10-lap scratch race for such cars will be included in the Darlington & Dist. M.C. Thornaby Race Meeting on September 11th. Other September fixtures include the Ringwood Carnival on September 17th, the Beaulieu model-T Ford Rally on September 25th, while there is a V.S.C.C. class at the South Wales A.C. Castel Hill-Climb on September 25th. Cars built up to the end of 1929 are eligible for the Dutch Pioneer Rally on October 9th but must be in *Concours d'Elegance* condition. Details from Jhr. J. V. van Iddekinge, Keizersgracht 484, Amsterdam C., who requires photographs of prospective entries.

* * *

The Veteran Car Club has been invited by the Newbury and District Agricultural Society to include a rally, parade and driving test with veteran and Edwardian cars at the Newbury Show on September 17th. The cars will be at Elcot Park from 12 noon to 5.30 p.m.

* * *

Following a meeting held at Wiesbaden on May 29th, 1960, at which representatives of the Veteran Car Club of Great Britain and other Veteran Car Clubs were present, it was announced that an International Federation of Veteran Car Clubs had been formed. Founder Member Clubs at the time of formation were :—

The V.C.C. of Belgium
The Allgemeiner Schnauferl-Club of Germany
The V.C.C. of Great Britain
The Pioneer Automobielen Club of Holland
The Norsk Veteranvogn Klubb of Norway
The Schweizer Motor-Veteranen-Club of Switzerland

The objects of the Association are :—

(*a*) To ensure that the Veteran Car Movement should be run in each country in the best possible way for all member countries of the Federation and on the same lines generally.

(*b*) To sponsor annually an International Event and to choose the country which is to organise and run it.

Officers of the Federation were elected as follows :—

President of the Federation, 1960-63 : Herr H. G. Schoof (President of the Allgemeiner Schnauferl-Club).

Chairman of the Conference, 1960 : Dr. J. W. E. Fellows (Chairman of the Executive Committee of the V.C.C. of Great Britain).

Secretary : Captain D. C. Morrison, R.N. (Secretary of the V.C.C. of Great Britain).

It was decided that the Headquarters of the Federation should be located at the Headquarters of The Veteran Car Club of Great Britain, 14, Fitzhardinge Street, London, W.1, and that the first officially sponsored Rally of the Federation would be the Pioneer Automobielen Club's Fifth Anniversary Rally from October 6th to 8th, 1961, at Utrecht.

Further details of the Federation and its activities may be obtained from the Press Officer of the Veteran Car Club of Great Britain.

VINTAGE POSTBAG

Sir,

It was very interesting to me to read in your May issue of MOTOR SPORT, " Fragments on Forgotten Makes : The Belsize Bradshaw " and Mr. Bradshaw's letter in your last issue.

I started with the Belsize Motor Co. in January, 1908, and it was then that they brought out the 14/16-h.p. four-cylinder *en bloc* engine. What a headache it was working on that original model. The bolts holding down the cylinders also secured the front middle, and back main bearings, so the base chamber had to be taken down when decarbonising otherwise the bearings fell into the base chamber. This was rectified the following year when the cylinders were cast in pairs and studs fitted to the upper half of the base chamber. This engine was more efficient. A White and Poppe carburetter was fitted, but this, though very economical, caused some trouble in starting until the engine was thoroughly warmed up. Zeniths were fitted later and with the Bosch magneto this engine was exceedingly easy to start.

Another headache was the oiling system. A double plunger pump was fitted to the upper half of the aluminium base chamber which drew oil from the sump and pumped it to a glass container similar to a jam jar, fitted to the dashboard. The oil pipe from the sump to the pump would continually get blocked by carbon breaking off from underneath the pistons, and it was not unusual to stop on the road and clean out the pipe. In bad cases the bottom half of the base chamber would have to be removed, cleaned out, and replenished with fresh oil. This was rectified by fitting small baffle plates on the top of the base chamber and a small sieve in the sump.

The brakes were not as good as one could wish. The foot-brake, steel shoes operating on a steel drum at the rear of the gearbox, were often ineffective through grease leaking from the rear of the gearbox.

The original 14/16 was fitted with wooden artillery wheels with a Stepney wheel as spare. Riley wire wheels were fitted to later models and these at first caused trouble, either screwed up too tight and unable to remove, which meant taking off the tyre when punctured; or, if not, they worked loose and came off on the road.

I well remember the company supplying large numbers of this model for taxi work in London. One firm, Miller-Lancaster, had their initials on the door panel and these taxis were affectionately known as Marie Lloyds.

The taxis were, of course, subject to a strict test by the Public Carriage Branch at Scotland Yard, before being licensed. The first one submitted for test had to have considerable alterations made before being passed. The steering arm had to be altered to allow a turning circle of 25 ft., petrol feed to the carburetter altered, and various alterations made to the bodywork.

I left the firm in 1919 and was very sorry when the company went into liquidation as they were one of the original motor-car manufacturers in this country.

It may be of interest to know that one of the directors was Mr. J. H. Adams, a holder of records riding the old penny-farthing cycle, whose adversaries were S. F. Edge, later of Napiers, and Frank Shorland, later of the Raleigh Cycle Co.

I am, Yours, etc.,

Ferndown. F. H. WHITE.

* * *

Sir,

I venerate Mr. Clutton for his books " The Vintage Motor Car " and " The Vintage Pocket Book."

He is no less to be venerated for his truthfulness in his recent letter in stating that he never drove a Hippopotamus.

In this same truthful vein, may we ask Mr. Clutton to reply to the following question, namely : Sir, before writing the above two books had you driven a Duesenberg model-J ?

I am, Yours, etc.,

Ohio. BILL COVERDALE.

* * *

Sir,

Whilst I have the greatest confidence in Mr. Cecil Clutton's views on vintage motor cars, I must take him to task for his remarks in a letter in the July " Vintage Postbag," page 531.

I quote : " . . . merits are quite discounted by lethal understeer and the handling qualities of a hippopotamus (well, I've never driven a hippo, to be truthful, but that's my guess)." I think if Mr. Clutton was to handle a variety of six-wheeled lorries he would be much impressed by the handling qualities of the " Hippo " (Leyland Motors Ltd. version), and would doubtless not choose this unfortunate comparison again ! If you wish to discredit a car's handling in the future by comparing it to a six-wheeled lorry—please, Mr. Clutton—don't compare it with the Leyland " Hippo " ! ! !

I am, Yours, etc.,

Halifax. LEO LE FEVRE.

* * *

Sir,

We hasten to straighten Mr. Clutton out. He states that " The model-J Duesenberg has the handling qualities of a hippopotamus." Surely it is common knowledge that a well-serviced and adjusted Hippopotamus, if not handled improperly, offers a staggering performance; any breakaway is limited to the rear end. Carelessness in driving such a powerful vehicle is of course bound to result in imbalance which will lead to a sense of " ango animi."

We are, Yours, etc.,

E. MARTIN ALLEN,

Aboard the *Lord Churchill*. A. M. HASTIN BENNETT, F.R.C.S.

* * *

From Sir Clive Edwards, Bt.

Sir,

The picture of the Rolls-Royce on page 528 of the July issue of MOTOR SPORT is interesting, as I have a similar car pictured in 1921 as having been exhibited at the Calcutta Motor Show. My view is a side view, but it is undoubtedly the same car; at least the same body. In my picture the registration number is not visible. Could there have been more than one built, or did this car come back from Calcutta ?

At one time Paddon Bros. designed some sporty coachwork for these cars. I wonder if they had a hand in it ? (This firm was, of course, sold when Phil Paddon died some years ago.)

I am, Yours, etc.,

Bicester. CLIVE EDWARDS.

* * *

Sir,

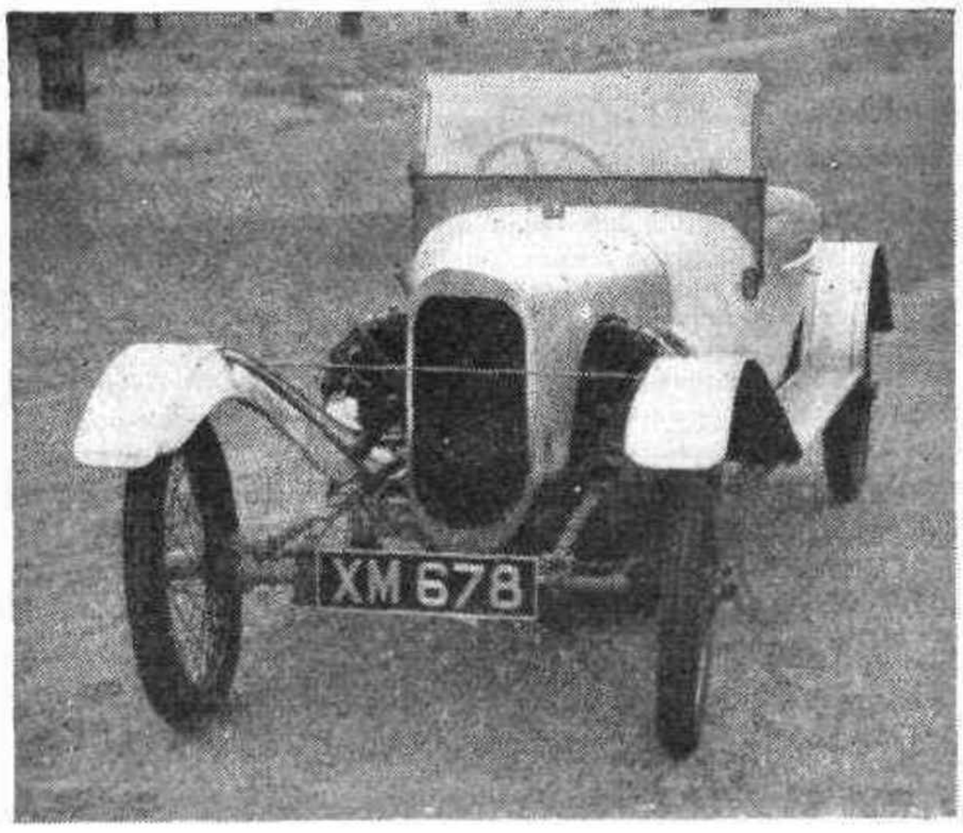
I thought you would be interested to see a photograph of my Vitesse G.N., taken recently in Richmond Park after two years of reconstruction. [see below—Ed]

I am delighted with the result. The car has splendid acceleration, rather better than a modern small car up to 50 m.p.h.; top speed in untuned condition with tall screen is 60 m.p.h., and fuel consumption 50 m.p.g. General handling is first rate, just like it used to be.

If you want any further information on what a Vitesse G.N. is like when used for everyday transport in 1960, I should be delighted to supply it !

I am, Yours, etc.,

Kingston-on-Thames. EDWARD RIDDLE.



Sir,

In his letter outlining the present policy of the Alvis Register, Mr. Norman Johnson implies that the recently-introduced regulations of the Vintage Sports Car Club follow the same lines. This is not correct, since these regulations permit a wide range of modifications provided that they do not, in principle, depart from what is typical of vintage and p.v.t. eras.

V.S.C.C. policy, which has been consistent for a number of years, may be briefly outlined as follows :—

1. To provide competitions in which the " as made " car has a reasonable chance of success.
2. To allow such modifications or rebuilds as are typical of the period.
3. In the interests of road safety, to allow modifications to braking systems without penalty.
4. To encourage owners to keep their cars in clean and workmanlike condition.

Within these limits, owners of Alvis or other vintage or p.v.t. cars, original or modified, are welcome in the ranks of the V.S.C.C.

I am, Yours, etc.,

Heronsgate. H. P. Bowler.

[Let us hope that (2) and (4) are always complied with!—Ed.]

* * *

Sir,

I wonder if the A.B.C. Dragonfly radial aircraft engine which Granville Bradshaw mentions in his letter is the same engine which so disgusted W. O. Bentley (page 88 of his autobiography) ? If this is not coincidence and they are one and the same, then who does one trust, Bradshaw or Bentley ? My inclinations are towards Bentley, because :

(*a*) Bradshaw exaggerates so much—the R.A.F. rating for the Dragonfly was 320 b.h.p., not 360, and he can't seriously expect anyone to believe that it improved the performance of the plane in which it was fitted by 100 m.p.h. over the Bentley rotary. At the end of the war the most modern operational aircraft with a Bentley rotary was the Sopwith Snipe with a B.R.2, which would do 120 m.p.h. at 10,000 feet. With a Dragonfly Bradshaw would have us believe it did 220 m.p.h. I know he doesn't say it was fitted in a Snipe, but I can't think of any other aircraft to which he might be referring, because he says it was operational at the end of the war. In fact, no R.A.F. fighter had a speed of over 200 m.p.h. until the Hawker Fury was introduced in 1931.

(*b*) The Dragonfly was removed from the few aircraft to which it was fitted as original equipment (I can think of only the Siskin and the Nighthawk) and replaced by, I think, an Armstrong Siddeley radial as soon as this became available. That is, the Dragonfly was no good. This was in the early 'twenties, but I expect you know that.

In view of this, one cannot help wondering at the £40,000 Bradshaw was paid, and comparing it with the £8,000 given to Bentley.

I am, Yours, etc.,

Walthamstow. " M. P."

[Wasn't it an A.B.C. Dragonfly engine which caught fire in the air over Hendon and caused the death of the late Harry Hawker ?—Ed.]

* * *

Sir,

Mr. Granville Bradshaw's letter in the August issue makes interesting reading. I was interested to hear that he earned, after the first war, an award of £40,000—probably from the Government!—but failed to read about the reason for the failure of the A.B.C. motorcycle. Although I am a foreigner, it is well known to me that—while already in liquidation—the Sopwith Aviation Co., Ltd., tried desperately to sell these machines for £98 (original price £125) in 1921-22 . . . a fact which is contrary to Mr. Bradshaw's statements that they sold thousands of machines in advance without being able to produce this quantity.

The late Harry Collier, of Matchless fame, said once that a good designer is a man who produces a better thing for less money and, while I regard Mr. Granville Bradshaw as a superb technician, I feel that the A.B.C. wasn't a better thing for less money . . . it was a design with a lot of very advanced and good ideas, but it was put on the market in an undeveloped form and that should never have happened.

Regarding the oil-cooled motorcycle engine which Mr. Bradshaw designed first for a firm in Preston (it was, I think, for Bert Houlding's Matador motorcycles), I think it was too expensive in production compared with the J.A.P. and Blackburne products. Still, I disagree when Mr. Bradshaw claims that J.A.P. ever sold a new 350-c.c. engine for £3 5s. only, and I disagree that machines equipped with Bradshaw engines were quoted some £8 more. Examples : D.O.T. quoted for J.A.P. and Bradshaw-engined 350-c.c. machines, £78 in 1922; Matador quoted in 1924 for Blackburne and Bradshaw-engined 350-c.c. models, £59 15s.; and it should be well known to Mr. Bradshaw that even in his home town, Preston, the Toreador Engineering Co. produced, in 1926, motorcycles of 350-c.c. capacity with J.A.P. and with Bradshaw " oil-boilers " . . . the price for the machine with the cheapest engine from Tottenham was £58, while the Bradshaw-engined model was sold even cheaper—for £56 10s. !

I agree that the 350-c.c. Bradshaw was a good engine, but circling at a comparatively low speed around the Isle of Man doesn't mean—as Mr. Bradshaw mentions in his letter—a great success in the T.T. ! First I would like to know from Mr .Bradshaw who finished behind the late Harry Reed in the sidecar T.T. he mentions ? Secondly, I beg Mr. Bradshaw to name me a single machine in this race which had a cubic capacity of 1,000 c.c.; according to his letter all other 21 competitors had such big engines. I suppose Mr. Bradshaw thinks of the 1924 Sidecar T.T. which was won by George Tucker on a 600-c.c. Norton at 51.31 m.p.h., in front of Harry Reed on the D.O.T. with 43.80 m.p.h. and Bert Tinkler on a Matador with 42.90 m.p.h. Like Harry Reed's D.O.T. also, the Matador had only a 350-c.c. engine and, according to the times, Reed needed exactly half an hour more to finish the race than Tucker. The fact is, that the late Freddy Dixon, with the fastest machine in the race—a 600-c.c. Douglas—set such a pace that nearly all the leading riders, with the exception of Tucker, burst their engines, while the chanceless smaller 350-c.c. sidecar outfits circled at their limited speed quietly around the circuit. There was never a 1,000-c.c. machine in a Sidecar T.T. race and in these years—1923-25—never 22 riders at once in such an event.

What interests me also about the 1924 T.T. race is, why so many riders in the Junior T.T. who entered and practised on Bradshaw-engined machines, switched over for the race to J.A.P. or Blackburne power units ? Frankly speaking, I remember four riders who had, during practice, seized big-ends on Bradshaw-engined machines : W. Barr, T. Cordiner, Bert Tinkler, and even Harry Reed himself, and what about the D.O.T. riders P. Bell and S. Ollerhead who switched for the race to J.A.P. engines, and also Jack Watson Bourne and Claude Temple on Montgomery-Bradshaws decided to use J.A.P.s instead for the actual event. What is Mr. Bradshaw's opinion about this fact ?

Everyone agrees that his 600-c.c. P. & M. (Panther) engine is a good and reliable one, while his 250-c.c. Panthette " Twin," designed for the same firm in 1927, was just a designer's dream but couldn't be a commercial success . . . and without success no firm can produce a motorcycle and stay in the trade.

I regard Mr. Bradshaw as a genial and clever designer but again and again I come to the conclusion that he makes the mistake of entering into the open with creations which are in need of more development. Isn't his much-heralded " Omega " engine the best proof for this statement ?

I am, Yours, etc.,

London, S.E.18. Erwin Tragatsch.

* * *

Sir,

Not long ago I completed the restoration of a 1924 Studebaker Light Six tourer model EM. In an attempt to find as much as I could about the car, I asked Studebaker-Packard Corporation in the U.S.A. to give me what details they could about the vehicle.

Very generously they posted me, amongst other things, an original sales brochure. This contains information about all the 13 models made by Studebaker in that year, from the Big Six seven-passenger sedan down to the Light Six tourer. All the cars are illustrated, and detail engine specifications and each car's full equipment are listed.

In the blurb on the brochure the most interesting claim is made. It reads : " The first six-cylinder motor cast *en bloc* was made by Studebaker and cord tires as standard equipment were first adopted on Studebaker cars."

I would not know anything about the accuracy of that claim. However, it is interesting and might interest fellow readers of your fine magazine.

My restored Studebaker, last used some years ago to take duck-shooters through swampy country, now looks very smart. The only non-original item on this 36-year-old car is the colour scheme, which is off-white instead of black. The 3-litre side-valve motor, with its Stromberg carburetter whistling, allows the 1¼-ton car to romp along without fuss.

(*Continued on page* 764)

There's nothing like Super National

WHEN THE NIGHT IS YOUNG



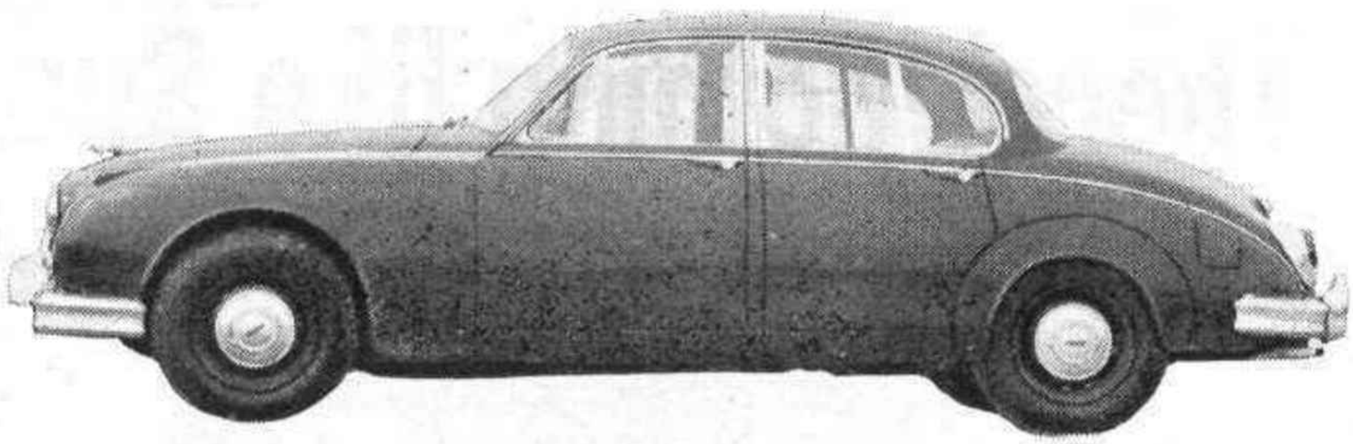
The lights are on. The neon signs seem to tingle with excitement. And never has your car run so smoothly. Then you remember that this week you changed to Super National. Ah! Perhaps you remember also that Super National contains special hydrocarbons called Benzole Aromatics. Unusually compact in structure, they pack as close as the dancers on a nightclub floor. Just one reason why Super National has such remarkable energy in every gallon. Result: livelier performance, no knocking, more miles to the gallon. For light-hearted motoring, fill up with Super National, the high octane/high aromatic mixture. Always turn in at a friendly National station.

National

A10/4a

JAGUAR 3.8 Mk. II

One of the Best Saloon Cars in the World



IT was recently a privilege as well as a pleasure to carry out a long road test of a 3.8-litre Mark II Jaguar saloon, after which only one conclusion could be reached, namely, that this is one of the World's best saloon cars. What justification, if any, is needed for this statement? We consider the explanation easy—here is a car capable of 125 m.p.h., of devouring a ¼-mile from a standing start in not much more than 16 seconds, and endowed with a full complement of Dunlop disc brakes which are well able to cope with high-performance of this calibre. Add to this the ease with which this 220 horse-power Jaguar can be driven, the sense of well-being conveyed by its hide upholstery, deep seats and polished veneers, its silent functioning and its very complete equipment, and no one, surely, will dispute our claim. That such a car can be sold for just over £1,800 is a commercial miracle understood only by Sir William Lyons. Fastidious businessmen and keen motorists can save themselves or their businesses something like £3,000 by bearing these facts in mind, and expensive motor cars with double-barrelled names seem somewhat expensive when compared with this Coventry-built twin-cam machine.

Points that Appeal

The big-engined Jaguar is a fascinating car because it has such enormous powers of effortless acceleration, reaching, for instance, 80 m.p.h. from rest in under 15 seconds, 50 m.p.h. as quickly as 6½ seconds, that there is little need to wear oneself out hurling it at corners or playing angry bears in traffic. Like a certain well-known big-twin motorcycle it hunches itself up and streaks away from corners and congestion and, with retardation to match, can afford to behave with dignity in adversity. For this reason alone the 3.8 Jaguar is an effortless motor car in which to cover many miles. If its road-holding is bettered in some sports cars or in Continental G.T. vehicles costing fabulous sums, this is scarcely relevant if the driver is in sympathy with the style of driving this Jaguar encourages.

In fact, the wider rear track of the Mk. II version has cured a certain tendency to rear-end skittishness, and this compact but not claustrophobic saloon will hustle round corners with little roll and the RS5 Dunlops mute. Naturally, if you turn on all the horses on a wet road in a low gear you will have the tail round, and as the steering pays for being unexpectedly light by asking nearly five turns lock-to-lock, there is every reason to employ the driving methods advocated above. Otherwise the latest Jaguar saloon is safe in spite of its very high speed and power. Incidentally, criticism of the low-geared steering, heard in some quarters, must be met by remarking on the usefully taxi-like turning circle, and here it is appropriate to comment that the steering is commendably free from kick-back or shake, has an adjustable column, and vigorous castor return action to ease the driver's task after acute corners. The new wheel is neat, with single spoke and a half-horn ring, and is small and placed sensibly low.

The remote, rigid central gear-lever could hardly be bettered, except that unless a driver has long legs and arms and likes his or her seat right back to gain the fashionable straight-arm stance, its position is apt to be too far aft. The synchromesh can be beaten all too easily but, especially if the optional overdrive is ordered, there can be few grumbles about the spacing of the gear ratios in this best saloon car (certainly at the price) in the World. The engine, in spite of its rather ancient dimensions of 87 × 106 mm., runs up to 6,000 r.p.m., actually peaking at 5,500 r.p.m. Yet it is so docile that it is quite permissible to run down to 20 m.p.h. in o/d top gear and, in fact, this Jaguar has vintage qualities, for the engine speed is then below 1,000 r.p.m., 20 m.p.h. in normal top representing still fractionally under this speed, while even when motoring determinedly one changes up at around 3,500 r.p.m., the full potentialities seldom being required, although it is exceedingly satisfying to have on tap a maximum of 98 m.p.h. in third gear and as high a pace in the 7-to-1 second gear as many cars stagger up to in third. And there is no finer engine to be behind than the twin-cam, six-cylinder of a Jaguar.

The clutch likes to be fully depressed to effect quiet gear changes. The Dunlop disc brakes are superlative, light pedal pressures producing such fantastic stopping rates that it never becomes necessary to tread really hard, while the action is silent, straight-line and progressive. The handbrake is well located on the right of the driving seat.

The new facia is very attractively laid out and the grouping of switches and auxiliary dials on a central black-finished metal panel sunk into the veneered panel is convenient as well as stylish. This is probably the same panel as that used, polished, on the Sunbeam Alpine but if this, and the Lucas switches, are not special to the Jaguar, such semi-standardisation of proprietory parts was not unknown even in vintage times and is entirely permissible at the price. The six flick switches have their functions neatly lettered below them, from left to right: Interior; Bright—Dim—Panel; Fan—Fast—Slow; Ignition; Cigar; Starter; Map; Wiper—Fast—Slow; Washer,—which should be intelligible to those who find themselves behind the wheel of a Jaguar—if not, they should not attempt to drive such a powerful machine! The wipers and horn function only with h.t. current in circuit. A small crank-handle under the facia extends the radio aerial.

Above this row of switches are four dials recording water temperature, oil pressure, amps and fuel contents. Before the driver, visible through the wheel, are the neat, matching Smiths tachometer and speedometer. The former has an inset clock and reads to 6,000 r.p.m., with a red warning from "five-five"; the speedometer goes to 140 m.p.h. and has total and trip odometers, the latter with decimal readings. Further right is a light which stays on while the handbrake is applied. This may seem unnecessary but it would be easy to burn out this brake with over 200 horse-power beneath the bonnet and in any case the idea is very ingenious, because this light also comes on if the level in the brake fluid reservoir becomes too low, while if the light fails due to a bulb going the owner is likely to notice this when using the handbrake and have a new bulb put in, so that the fluid-level warning isn't impaired. There are, additionally, the usual warning lights, including one for low petrol level (which didn't function, a trek to a garage with a can thus becoming part of the test).

Before the front-seat passenger there is a wooden-lidded lockable cubby-hole, which is supplemented by a very useful map shelf under the centre of the facia, in which a lever controlling the scuttle ventilator is placed. Between this shelf and the transmission tunnel is the H.M.V. radio, and behind it a huge lidded ash-tray which brought joy to Robert Glenton when he reported on the Jaguar in the *Sunday Express*.

Besides the cubby-hole and shelf there are spring-loaded flap-type pockets in the front doors and open pockets in the back doors. When the cubby lid is dropped a big blue bulb burns, for map reading. The back compartment passengers inherit the tables, corner lamps, arm-rests with ash-trays and openable quarter-windows of the Mk. IX, and there is a central folding arm-rest.

The front seats are slightly on the hard side and rather flat. There are quarter-windows with tamper-proof catches, but no rain gutters, the driver's apparently spring-loaded against wind pressure. The front window handles need 2¼ turns, the rear ones 2½ turns, for full ventilation. On the test car the driver's window was very hard to open. Naturally there is a very efficient heater/ventilator, with the merit of a quiet fan.

Forward visibility is good (even if the average driver cannot see the near-side wing) for the broad bonnet slopes away, topped only by the low-set leaping-Jaguar mascot, and the screen pillars are thin. A good point concerns the "tell-tales" on the sidelamps; another is the dimming of the overdrive-indicator lamp when the



The lines of the 3.8 Jaguar suit the demeanour of this excellent high-performance car, the bonnet tapering to a small oval radiator grille, flanked by headlamps, and spot-lamps that can be used in lieu of them. At the rear a pleasing touch is a tiny notice proclaiming that the car has disc brakes.

THE 3.8-LITRE MK. II JAGUAR SALOON

Engine : Six cylinders, 87 × 106 mm. (3,781 c.c.). Twin overhead camshafts. 8.0-to-1 compression-ratio. 220 b.h.p. at 5,500 r.p.m.
Gear ratios : First, 12.73 to 1; second, 7.01 to 1; third 4.84 to 1; top, 3.77 to 1; overdrive top, 2.93 to 1.
Tyres : 6.40 × 15 Dunlop RS5 on bolt-on steel disc wheels.
Weight : Not weighed. (Maker's figure : 29.9 cwt. with 5 gallons of fuel).
Steering ratio : 4.8 turns, lock-to-lock.
Fuel capacity : 12 gallons. (Range approximately 200 miles.)
Wheelbase : 8 ft. 11 in.
Track : Front, 4 ft. 7 in.; rear, 4 ft. 5⅜ in.
Dimensions : 15 ft. 0¾ in. × 5 ft. 6¾ in. × 4 ft. 9½ in. (high).
Price : £1,255 (£1,779 0s. 10d. inclusive of p.t.). With extras as tested : £1,890 11s. 0d.).
Makers : Jaguar Cars Ltd., Coventry, England.

sidelamps are on. Overdrive is selected by the left-hand stalk below the steering wheel and a matching stalk on the right works the flashers or, moved in and out, flashes a full-beam warning with the headlamps even when the lamps are not switched on—good for Jaguar ! The former arrangement of the facia switch selecting sidelamps, then headlamps, then spotlamps, is retained, so that it is not possible to use head and spotlamps together, which too many dazzlers do. Dimming is by a big foot-operated knob, and there is a good, roof-hung central mirror, incorporating a map lamp with facia switch. Less clever are the rigid wood anti-dazzle vizors normally flush in the roof. It is hardly necessary to add that the Jaguar's doors shut " expensively " and have good " keeps," or that the switches work beautifully, or that the two-position facia lighting is nicely arranged.

The lockable boot lid rises automatically, the interior then being illuminated; the spare wheel is hidden under the floor. The bonnet lifts to reveal that splendid twin-cam power-unit and its accessible components; the dip-stick is easier to remove than to replace. Curiously, the ignition key would also start the Editorial Mini-Minor !

Petrol consumption averaged 16¾ m.p.g. and in 1,000 miles three pints of Castrol XL topped up the sump. The fuel gauge was apt to be optimistic, showing half-full with but four gallons in the tank. The twin petrol tanks and separate fuel system of the Mk. IX have unfortunately been abandoned and the tank capacity is rather less than 12 gallons, so that the range is limited to a feeble 200 miles, or less if cruised at 100 or more m.p.h., as this Jaguar can easily be along motor roads or on the Continent. The filler is under a flap, making refuelling from a can difficult.

There are many extras available, such as laminated screen, radio, centre-lock wire wheels, etc., but a Powr-Loc limited-slip differential and vacuum-brake-servo are included in the highly competitive price of £1,779 0s. 10d., which increases to £1,842 15s. 10d. if overdrive is specified, while an automatic transmission model is available for £1,927 15s. 10d. Were purchase tax abolished Sir William Lyons would be able to offer the basic 3.8-litre Mk. II Jaguar at £1,255—incredible, especially when it is remembered that it is only 12 years since the first XK120 was introduced.

Such a car is virtually *sans* rivals and if anyone likes to provide the Editor with one of these excellent, race-bred, and very-English motor cars he will raise no objections !—W. B.

8-LITRES, AND BLOWN TOO !

Considerable interest was aroused by the appearance at the V.S.C.C. Oulton Park and Silverstone Race Meetings of R. J. Cooper's supercharged 1930 8-litre Bentley, the first blown version of this famous car. It started life as a long-chassis saloon, which Mr. Cooper delivered on a lorry to the well-known Bentley specialists, Hofmann & Burton, of Henley-on-Thames, when it was badly in need of restoration. It was then converted into the present delectable sports model by first thoroughly overhauling it and then, following out an almost chance remark by George Burton, supercharging it. The compression-ratio was raised to 6½ to 1 with new Martlet pistons and special valves, based on those evolved from the B.D.C. high-speed tests at Monza, installed. Otherwise the engine is absolutely standard. The supercharger, on the off side of the engine, is a big Wade, like those used on Commer diesel engines, sucking from two 2-in. S.U. carburetters. It is driven from the nose of the crankshaft by a North British Rubber toothed belt triangulated over a third pulley which drives, through a jack-shaft to spare the armature, a Lucas dynamo, the original dynamo between the front dumb-iron having been removed. The blower pressure is approximately 4 lb./sq. in., and with the wheels in use at Oulton Park Burton reached a maximum engine speed of 3,800 r.p.m., which gives 120 m.p.h. on the specially-cut 3-to-1 axle ratio. A Speed Six differential assembly is used to reduce the angle of the transmission line.

The Bentley has a shapely sports body built by Hofmann & Burton of tubular steel covered in 20 g. aluminium. This body weighs only 90 lb. inclusive of facia and instruments, and the entire car turns the scales at 33¼ cwt. with four gallons of fuel.

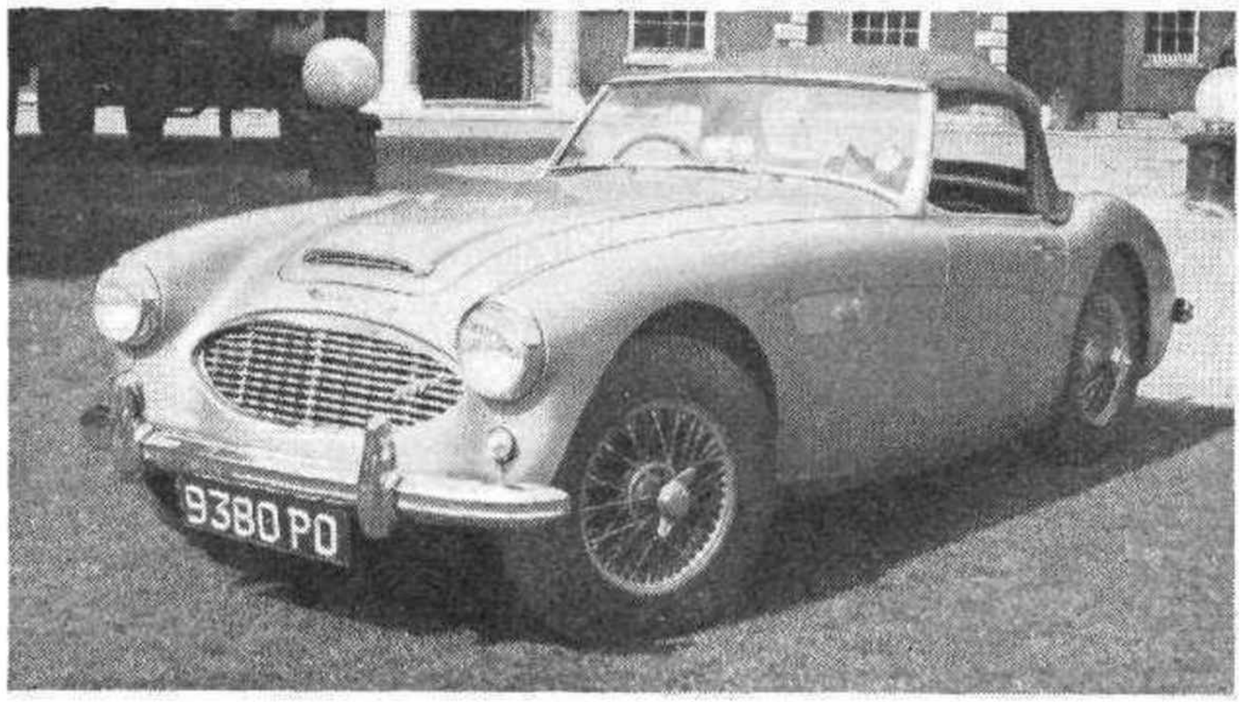
How does this blown 8-litre behave on the road ? It has exceedingly effective torque from really low r.p.m., so that it does almost everything in top gear in spite of the high axle ratio, which gives a speed of better than 68 m.p.h. at a mere 2,000 r.p.m. The engine thrives on Esso Golden petrol and the worst consumption has been 14.2 m.p.g. on the Oulton Park week-end, *including the racing*. On the road 16 m.p.g. is not unusual. The brakes, which have been hydraulicised, tended to overheat badly under racing conditions but Alfin drums have effected a great improvement. In this 8-litre Bentley Mr. Cooper has a potent and unique motor car.—W. B.

STEERING WHEELS

If the Editor hasn't got a 3.8 Jaguar at least he has a very nice steering wheel for one, this being a sample of one of the special 17-in. lightweight, wood-rim wheels produced by V. W. Derrington Ltd. at the request of the Jaguar Company for use to special order on Mk. II cars.

These steering wheels weigh only 20 oz. without boss, have polished frames of Birmabright light alloy, and rims of contrasting laminations of white obeechi and rich red mahogany, french-polished to bring out the full beauty of the grain. It is claimed that these Derrington wheels never get " tacky "; they have finger serrations on the underside. The Jaguar wheel costs £12 15s. and takes the standard Jaguar half horn-ring. Similar 16-in. wheels with pierced spokes are available for a wide range of fast cars, at prices ranging from £11 to £14, dished spokes costing £1 extra. In addition, 15-in. racing-car wheels are supplied to special order at £9 each, and less expensive hide-trimmed steering wheels are supplied to Lotus, Elva, etc., with rims covered in half-round hard rubber section covered with the finest quality Connolly hide, can be obtained for £3 less than the equivalent wood-rim wheels, or with pierced spokes for £2 10s. less. These latter wheels are made to special order in 21-28 days and come in red, blue, green, ivory and black. Details from V. W. Derrington, Ltd., 159-161 and 200, London Road, Kingston-on-Thames (Kingston 5621/2), or, in the U.S.A., from Vilem B. Haan, 10305-7, Santa Monica Blvd., W. Los Angeles 25, Calif., or Wilco, P.O. Box 1128, Rochester 3, New York.

A Very Hot Healey



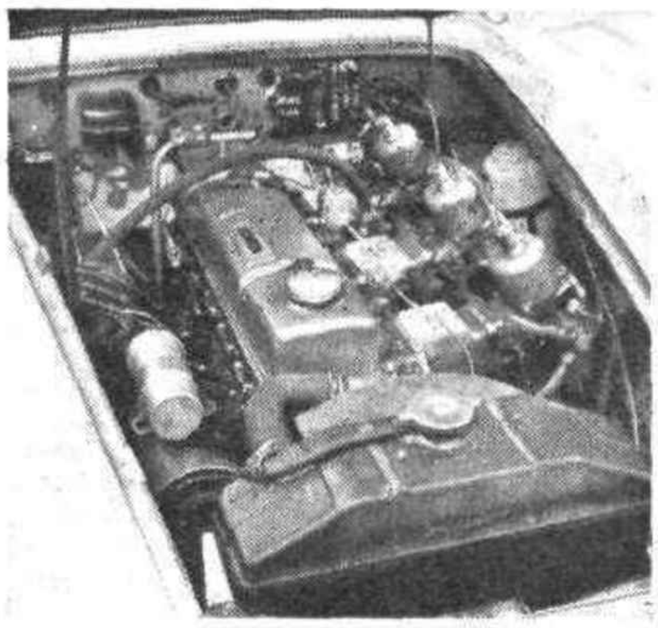
THE energies of the majority of speed-shop proprietors are directed towards extracting high b.h.p. figures from small displacement engines, with the idea of turning Britain's small saloons into " Q " cars capable of vanquishing their larger brothers. Just occasionally a tuner will attempt to extract even more horsepower from an engine which is already extremely powerful in standard form. Such a man is Ken Rudd, well known for his activities with the A.C. Ace, who in more recent times has turned his attention to tuning the Austin Healey 3000 at his garage in Worthing High Street.

The power unit of the latest Healey is the six-cylinder B.M.C. " C " series engine, which in its Healey form delivered from the factory gives 124 b.h.p. (net). This provides the 3000 with a top speed of around 112 m.p.h. and pretty exciting acceleration to match, bearing in mind the humble parentage of the engine. But when Ken Rudd has finished with the car it is transformed into a really fast machine with a top speed approaching 125 m.p.h. and quite staggering acceleration.

Only three major engine modifications are made, the whole lot costing a modest £86 (well, modest to anyone who can afford £1,168 for the car in standard form). For a start, the cylinder head is machined to give a compression ratio of 9.7 : 1, the ports and combustion chambers are machined and polished, and the valve seats are modified. All this costs £25 complete with new gaskets. A high-lift camshaft can be obtained for £25 and for a further £36 one can have a triple carburetter manifold and a third S.U. carburetter complete with linkages, which helps the Austin engine to breathe very deeply indeed.

It is, however, no secret that the ride and cornering characteristics of the big Healey are not the best in the world, and with this engine conversion it is virtually essential to incorporate the suspension modifications offered by Ken Rudd, which include stiffer dampers and springs for the front and rear suspension at a cost of £37. A brake servo is also recommended at £19 10s.

We were recently able to borrow a demonstration car from Ken Rudd for an extended test to see for ourselves just how good the performance was. Our first impression on taking over the car in London traffic was that we were in for a tough time, as the needle of the water-temperature gauge was already on 190°F. and the cockpit was pretty hot. However, trickling out of the City in the rush hour we found that this was a very docile monster which would burble along in top gear at 20 m.p.h. if necessary with the temperature needle never going above 190°F. Despite liberal usage of asbestos around the bulkhead and cooling slots in the body sides, the interior became rather hot and the Smiths heater will probably never be called into use.



POWER HOUSE.—Ken Rudd's modifications include the fitting of a third carburetter while several other important changes are hidden from view. This unit can be tuned to give 185 b.h.p.

Out on the open road (or what's left of it) the Healey began to show its true character. The acceleration was quite prodigious, allowing queues of " mimsers " to be passed in a flash and an indicated 100 m.p.h. to be seen on quite short stretches of straight road. The gearbox has rather a slow change which if hurried produces audible protest from the gears. The lever has been slightly lengthened and combined with a general loosening up after 8,000 miles the gearbox on the test car was somewhat more pleasant to use than those on new cars we have tried. The accelerator has also been modified so that the inch or so of free play which becomes so annoying on the standard product is not now apparent.

Quite high average speeds can be made on cross-country journeys merely by using the impressive acceleration and top speed. On a journey to Silverstone the speedometer needle went off the clock along the new Missenden By-Pass, and since the figures finish at 120 m.p.h. this can be considered as quite impressive! It must be mentioned that the brakes are quite capable of coping with this speed, the combination of front discs and rear drums bringing the car to rest with no sign of fade or grab. The hood should also be praised as there was no sign of flap at speeds which would have torn the hoods from many other cars.

The ride offered by this modified Healey is very firm and on bad roads the occupants are thrown about a good deal, but corners can be taken at surprisingly high speeds in spite of a good deal of pitching. Michelin " X " tyres of 6.40–15 in. size are fitted, which no doubt help to accentuate the firm ride, but on the other hand they offer excellent grip in the corners, especially when the driver imprudently depresses the accelerator pedal a little too far and the car tries to fling itself off the road. On full lock the tyres tend to foul the bodywork.

When taking performance figures the red line of the rev.-counter, set at 5,200 r.p.m., was not passed but even so the following impressive figures were taken : 0-30 m.p.h., 2.9 sec.; 0-50 m.p.h., 6 sec.; 0-60 m.p.h., 9.6 sec.; 0-80 m.p.h., 14.9 sec.; and 0-100 m.p.h., 21.8 sec.; and, in fact, a best-one-way 0-100 m.p.h. on a slight down gradient came out at 20.6 sec. No attempt was made to check maximum speed as the stretch of road the tests were carried out on was a little too short for comfort, but Ken Rudd claims 130 m.p.h., and a true 125 m.p.h. certainly looks to be quite feasible. Thus it can be seen that the Ruddspeed conversion enables the Healey to compete with other much more powerful but heavier cars such as the XK150, and only some very exotic and expensive machines have markedly superior acceleration figures. Petrol consumption varied between 16 and 19 m.p.g. according to conditions.

In its modified form the Austin Healey 3000 shows little refinement compared with say a Porsche or Jaguar, and it is undeniably a " man's car " as defined by vintage-car enthusiasts. The steering is fairly heavy, the suspension is definitely stiff, the exhaust note is on the throaty side—although not of the type to attract the attention of the law if used properly, and the gearbox needs a strong left arm, but on the basis of excitement per m.p.h. per £1 this car is undoubtedly tops.—M. L. T.

PICTORIAL REVIEW

Portuguese Grand Prix

German Grand Prix

Brands Hatch International

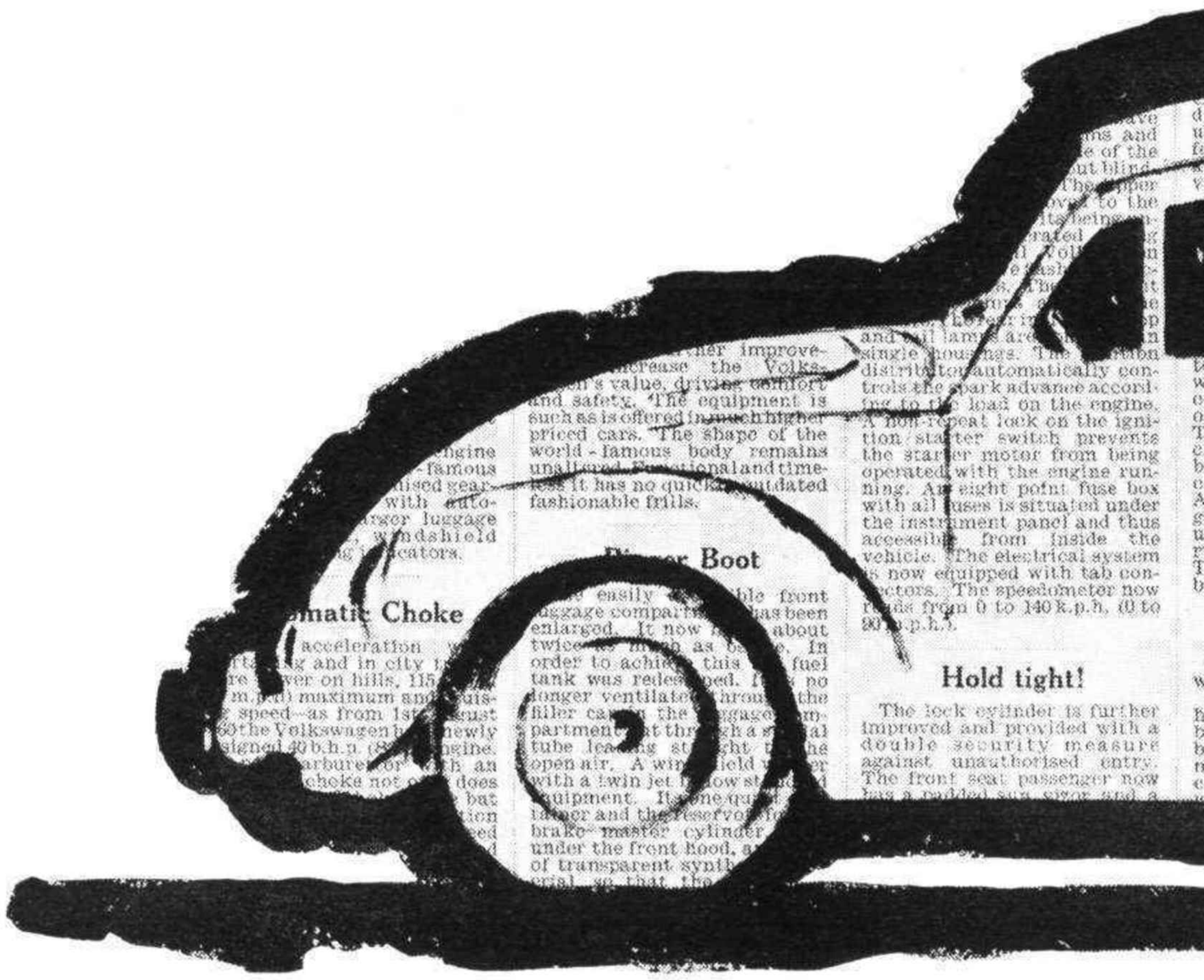
Six-Hour Relay Race, Silverstone

R.A.C. T.T.

WORLD CHAMPION 1960.—Jack Brabham has clinched the World Championship with his victory in the Portuguese Grand Prix. After getting stuck in the tram-lines on the second lap and overshooting a corner, he slowly caught up from eighth position, until on the 36th lap he took the lead. Here he is cutting across the cobbles and tram-lines on the left-hand turn before the pits.



THIS CAR IS NEW!





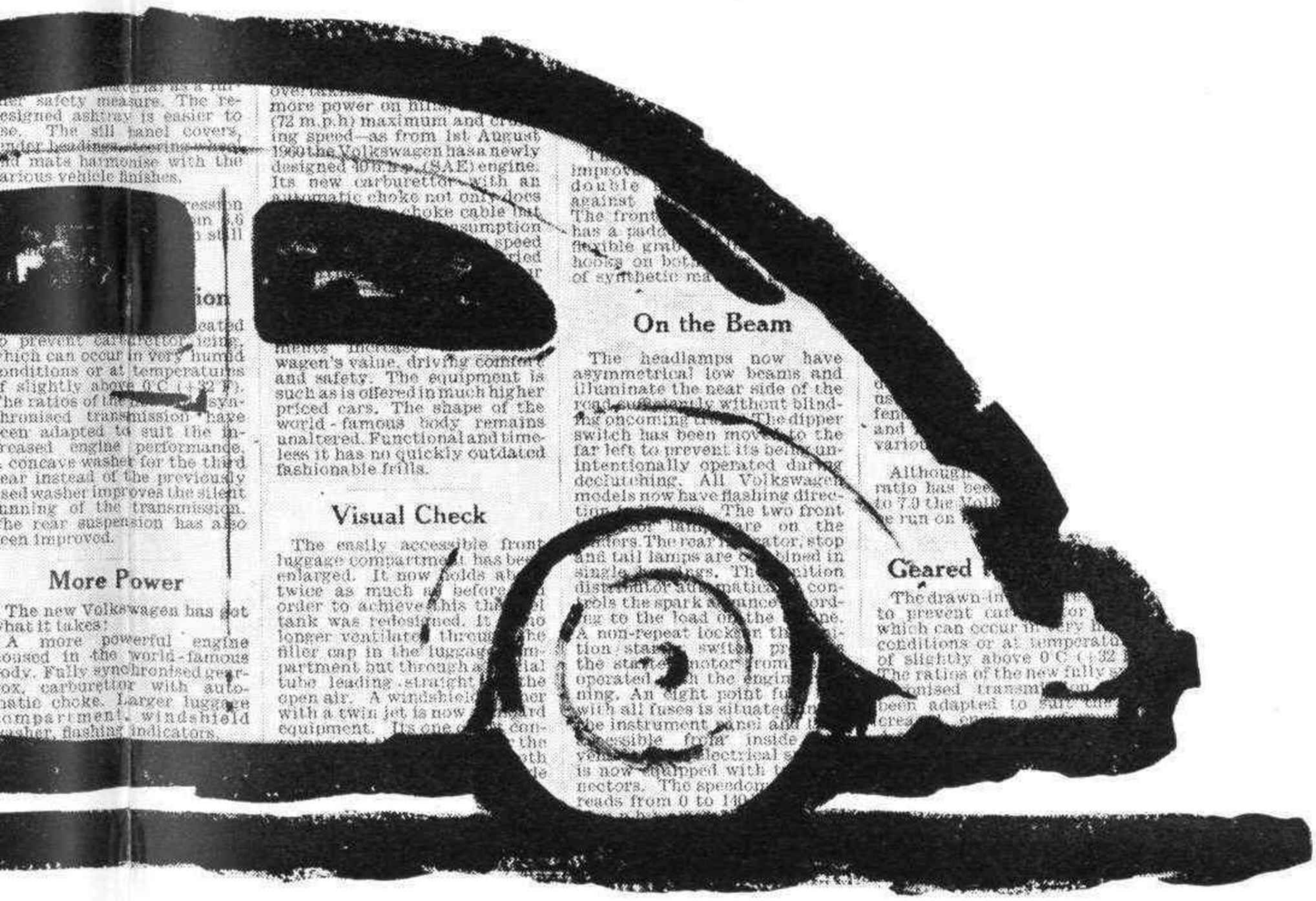
See me at the Motor Show

The New

the best Value in the World

VOLKSWAGEN 32-34 ST. JOHN'S WOOD ROAD, LONDON,

S-READ ALL ABOUT IT!



safety measures. The re-
signed ashtray is easier to
se. The sill panel covers,
nder headlines, chrome-lined
d mats harmonise with the
arious vehicle finishes.

ion

eated
o prevent carburettor icing,
hich can occur in very humid
onditions or at temperatures
f slightly above 0°C (+32 F).
he ratios of the fully syn-
hronised transmission have
een adapted to suit the in-
reased engine performance.
concave washer for the third
ear instead of the previously
sed washer improves the silent
nning of the transmission.
he rear suspension has also
een improved.

More Power

The new Volkswagen has got
hat it takes!
A more powerful engine
oused in the world-famous
ody. Fully synchronised gear-
ox, carburettor with auto-
atic choke. Larger luggage
ompartment, windshield
asher, flashing indicators

more power on nine
(72 m.p.h) maximum and cru
ing speed—as from 1st August
1960 the Volkswagen has a newly
designed 40 b.h.p. (SAE) engine.
Its new carburettor with an
automatic choke not only does
choke cable but
consumption
speed
ried
r

wagen's value, driving comfort
and safety. The equipment is
such as is offered in much higher
priced cars. The shape of the
world-famous body remains
unaltered. Functional and time-
less it has no quickly outdated
fashionable frills.

Visual Check

The easily accessible front
luggage compartment has be
enlarged. It now holds at
twice as much as before. In
order to achieve this the fuel
tank was refashioned. It is no
longer ventilated through the
filler cap in the luggage com-
partment but through a special
tube leading straight into the
open air. A windshield washer
with a twin jet is now standard
equipment. Its one

On the Beam

The headlamps now have
asymmetrical low beams and
illuminate the near side of the
road sufficiently without blind-
ing oncoming traffic. The dipper
switch has been moved to the
far left to prevent its being un-
intentionally operated during
declutching. All Volkswagen
models now have flashing direc-
tion indicators. The two front
indicator lamps are on the
fenders. The rear indicator, stop
and tail lamps are combined in
single housings. The ignition
distributor automatically con-
trols the spark advance accord-
ing to the load on the engine.
A non-repeat lock on the igni-
tion starter switch prevents
the starter motor from being
operated when the engine is
running. An eight point fuse
with all fuses is situated in
the instrument panel and is
accessible from inside the
vehicle. The electrical system
is now equipped with push-on
connectors. The speedometer
reads from 0 to 140

improved
double
against
The front
has a padded
flexible grab
hooks on both
of synthetic material

Although
ratio has been
to 7.0 the Volks
run on

Geared

The drawn-in
to prevent carburettor
which can occur in very h
conditions or at temperatu
of slightly above 0°C (+32
The ratios of the new fully s
chronised transmi
been adapted to suit

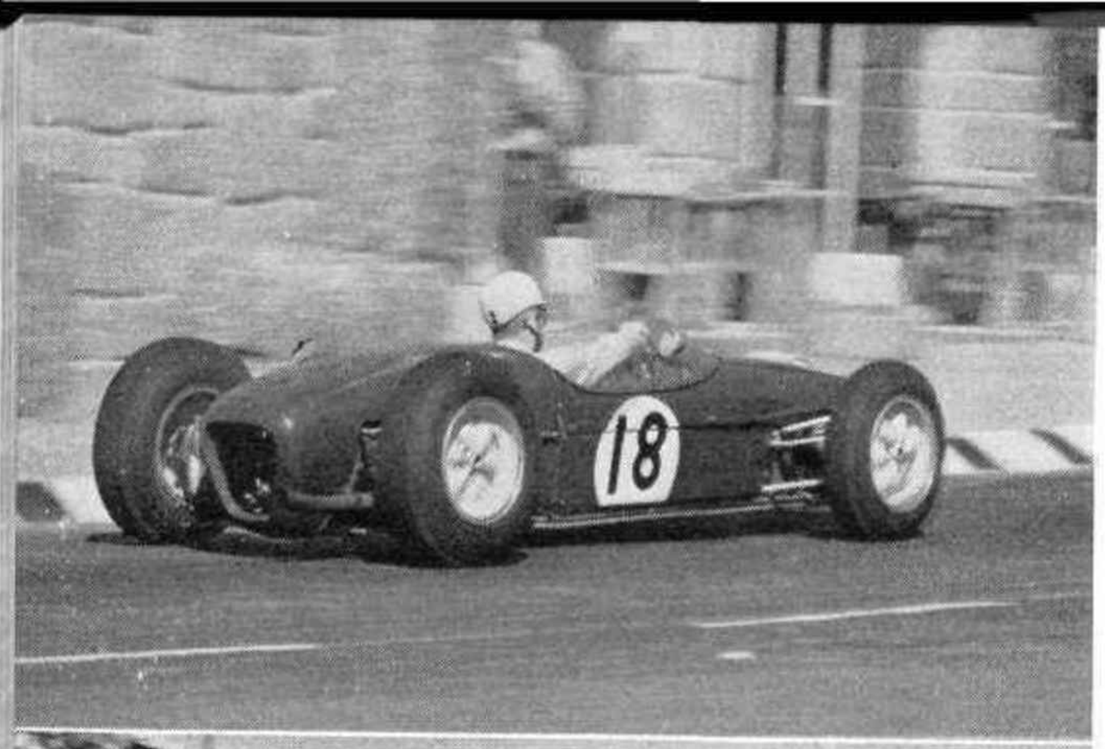
So much more—No extra cost.

- New, more powerful engine, 40 b.h.p. (S.A.E.) at 3,900 r.p.m.
- Fully syncromesh on all 4 forward gears
- New carburettor with automatic choke
- Ignition starter with non-repeat lock
- Self-cancelling flashing indicators
- Built-in heater and demisters
- Polythene containers show brake fluid and water levels
- Push-on connectors for electrical system
- Headlights with asymmetrical low beams
- Padded twin sun vizors for extra safety
- Grab handle for the front passenger
- Powerful windscreen washer with twin jet
- Nearly double the luggage space under the bonnet

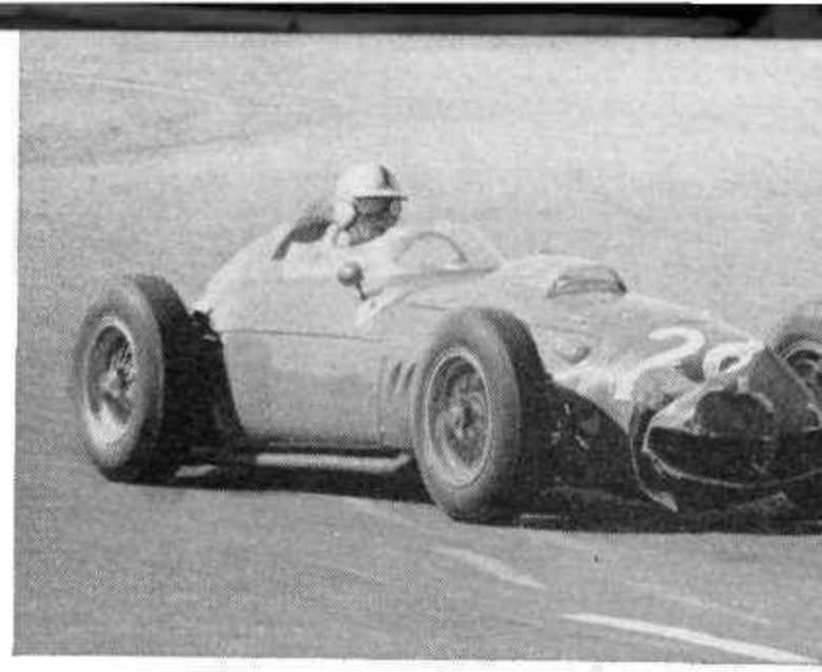
—with all round independent suspension—Air cooled engine, cannot freeze, and cannot boil.

N.W.8.

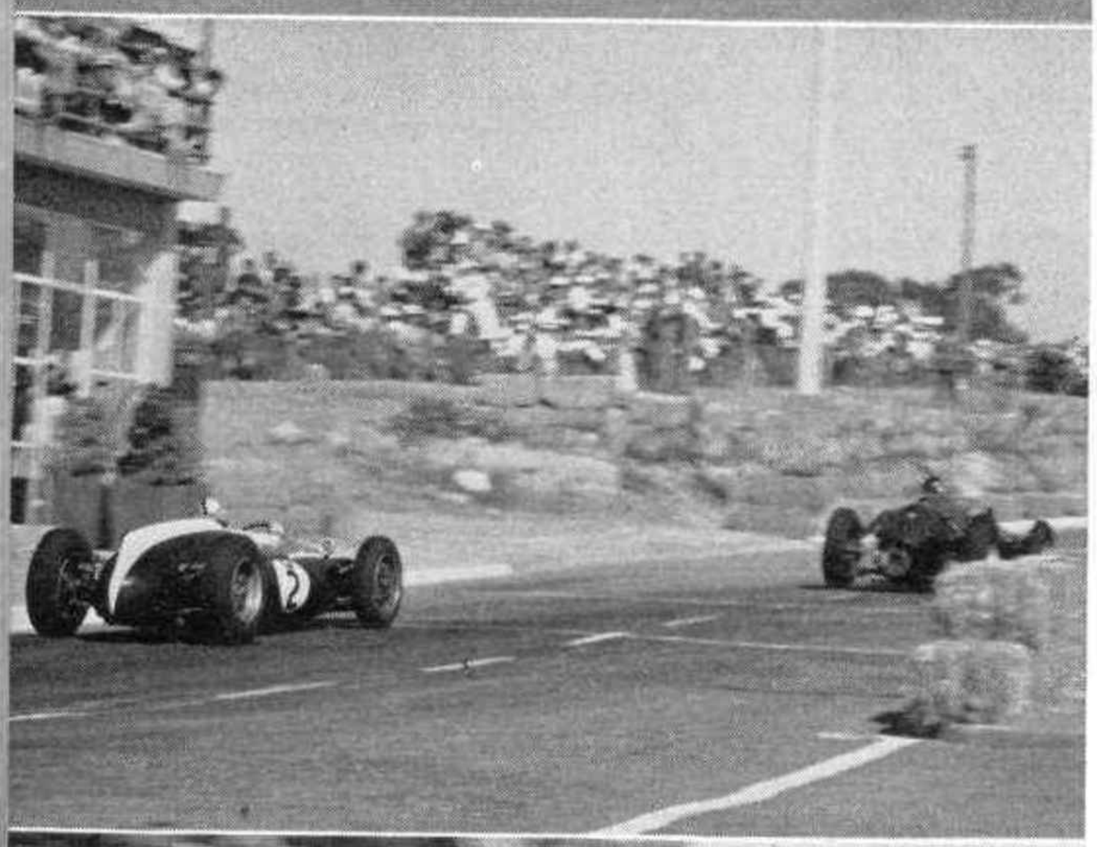
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FASTEST TIME, both in the race and in practice, at the Portuguese G.P., was set up by World Champion Motorcyclist John Surtees. His smooth driving style kept him in the lead for 25 of the 55 laps.



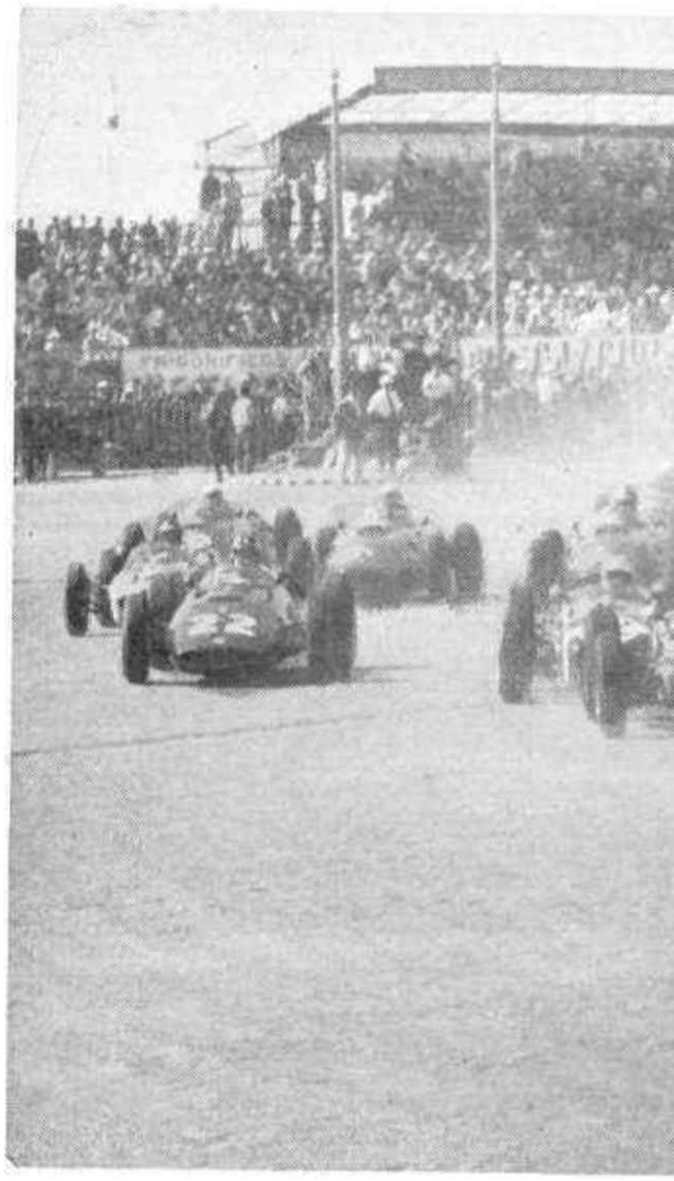
FERRARI LUCK.—W. von Trips ran out of the first lap of the Portuguese Grand Prix, de front on a straw bale. By driving consistentl pulled up through the field until he finished fo



CATCHING UP.—Brabham catching up with G. Hill's B.R.M. in the early stages of the race.



FAST FERRARI.—Phil Hill drove a very spirited race until a kerb pushed the front back and he retired. This occurred during a dice with Brabham. Here he is winding in opposite lock over the tram-lines in the square.

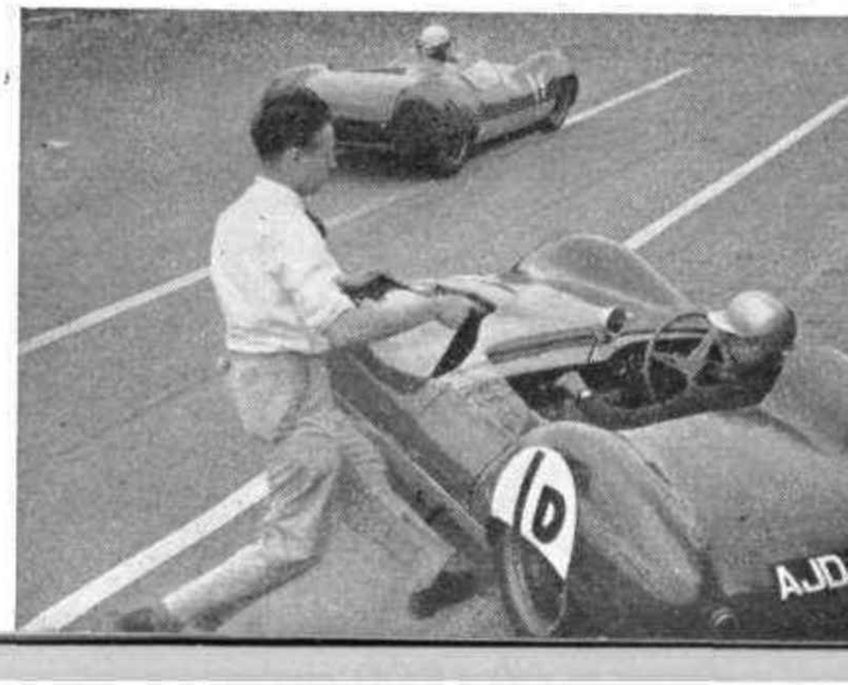


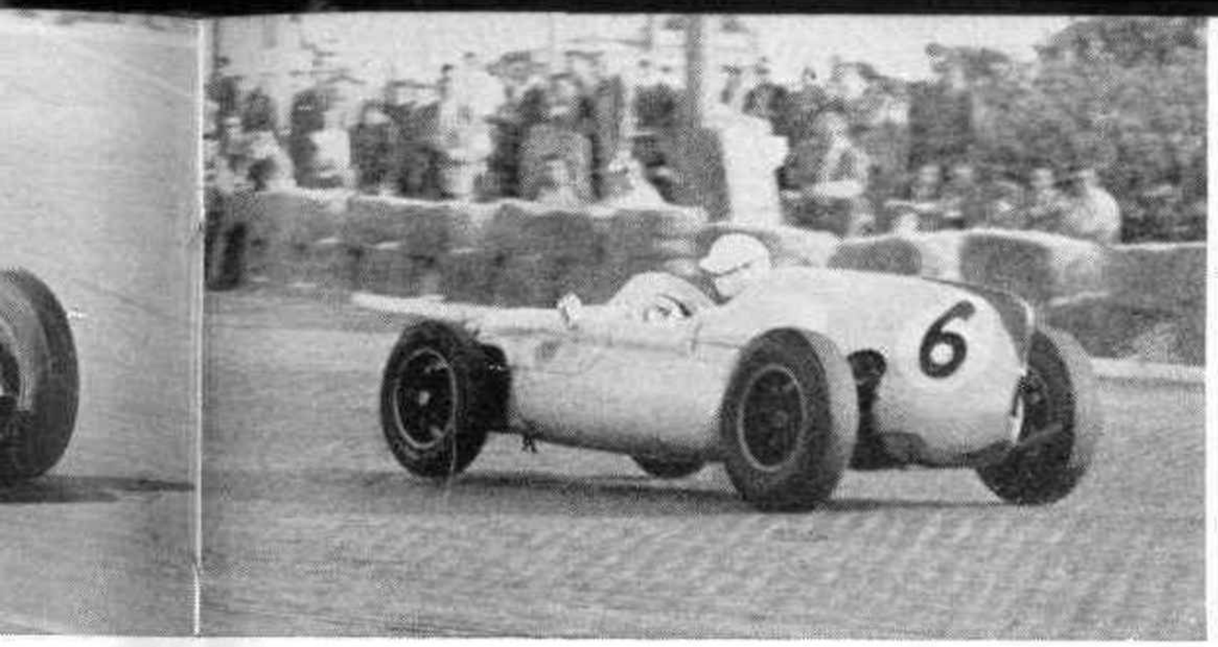
FIRST CORNER.—Jack Brabham leads Dan G bunch of Lotuses, with Surtees leading Moss and the r



SECOND COOPER.—Bruce McLaren about to pass Dan Gurney's sick B.R.M., giving him second position in the Portuguese Grand Prix.

CHANGING THE SASH OVER during the 75 Six-Hour Relay Race at Silverstone. The Team M of the Mixed Climax Team of Lotus and Lola ca rushes the all-important sash to J. Ewer, driver of th





f road on nting the y fast he ourth.

TONY BROOKS in the Yeoman Credit Cooper came fifth in the Portuguese G.P., six laps behind after pit-stops with gear-change trouble.



ON THE WAY TO VICTORY.—Stirling Moss, fully recovered, drove his usual very fast, highly intelligent race at Goodwood last month to win the T.T. in the Rob Walker/R. S. Wilkin 250GT Ferrari.



SPRINT START TO THE GOODWOOD 3-HOUR T.T. RACE.—Moss, extreme left, shows no sign of his recent injuries impeding him as he ran to the Ferrari. Beside him Salvadori, who finished second and made fastest lap, and Ireland, who was third, sprint for their Aston Martins.



AND NOW IT'S A MOTOR RACE, as Moss' beautiful Ferrari moves off ahead of the rest, Stirling being expert at "Le Mans" starts. Salvadori also has the Aston Martin rolling and, farther down the line, Schlesser's Ferrari is away.



Gurney by inches just after the start of the Portuguese G.P. Behind them is a Ireland. To the left Graham Hill's B.R.M. leads Jimmy Clark's Lotus, while est are lost in the dirt and smoke.

THE T.T. WAS WON AND LOST AT THE PITS.—Here, typifying a race of wheel changes, Michael Parkes in a Lotus Elite, after building up a lead over Warner in the 1,300-c.c. class, was obliged to drive to his pit on the rim.



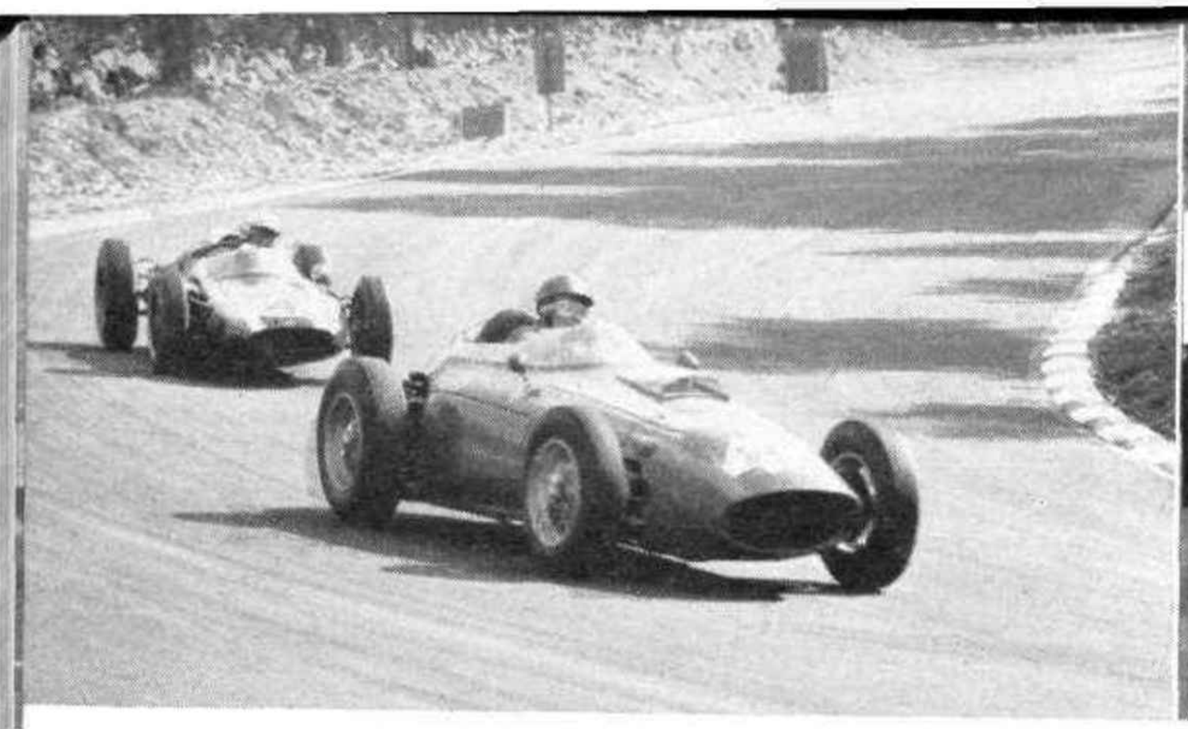
0 M.C. Manager ars here he Lola.

ONE OF THE WINNING TEAM in this year's exciting Six-Hour Relay Race, W. G. G. Woodhouse's 997-c.c. Tornado Tempest piling up laps for the Tornados' sash.

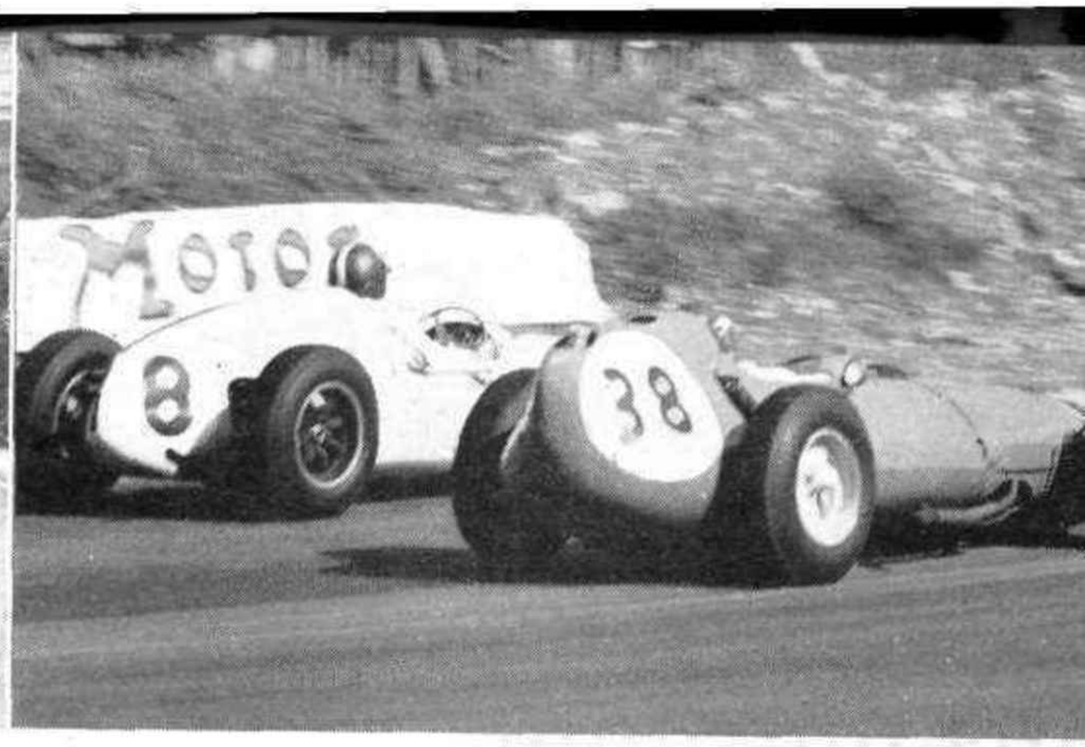
LOTUS AND NO MISTAKES.—In the B.A.R.C. Formula Junior Championship the Lotus-Fords of Trevor Taylor and Jimmy Clark, here seen at the chicane, led throughout.





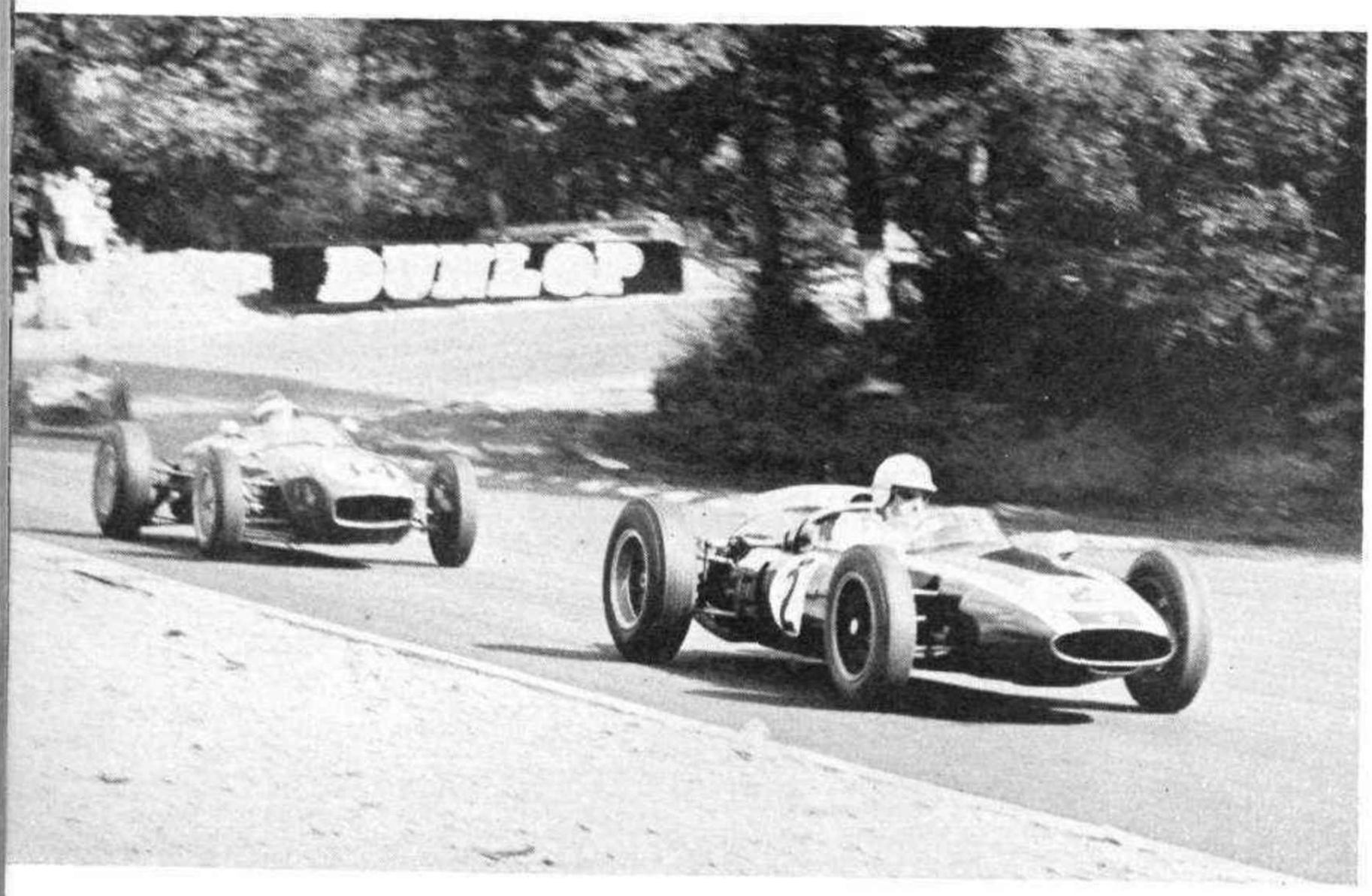


VARIATIONS ON A THEME.—Two versions of a 2½-litre unsupercharged Grand Prix car take Bottom Bend at Brands Hatch during the August Bank Holiday International meeting. McLaren, holding third place in the latest works Cooper, is about to take Ginther's Ferrari on the near side.



UNFAMILIAR COMBINATION.—Dan Gurney took time off fro the Owen Racing Organisation to drive a Yeoman Credit Cooper Brands Hatch. Here he takes a tight line through Kidney Bend in t process of passing David Piper in the ex-works 1959-type Lotu

BANK HOLIDAY BRANDS



PURSUIT RACE.—The highlight of the Silver City Trophy race for Formula 1 cars was the impressive performance of Jimmy Clark, who managed to keep his Team Lotus right behind Jack Brabham's works Cooper until gearbox trouble caused its retirement after 21 laps. In this picture, Graham Hill in the B.R.M. completes the trio.

WET WORK.—Peter Ashdown, driving a works Lola-Climax, had an uncomfortable drive during the opening laps of the Raffles Club Trophy race for unlimited sports cars, when he had to endure the spray from the Coombs' Cooper-Monaco, which was driven to victory in immaculate fashion by Roy Salvadori.

OUT ON HIS OWN.—Half a mile after the start of the Formul Junior race (for the John Davy Trophy) Jimmy Clark in a Tea Lotus-Ford had secured a 50-yards lead. Clark retained his lead t the end, challenged strongly during the closing laps by Ashdown' Lola-Ford.









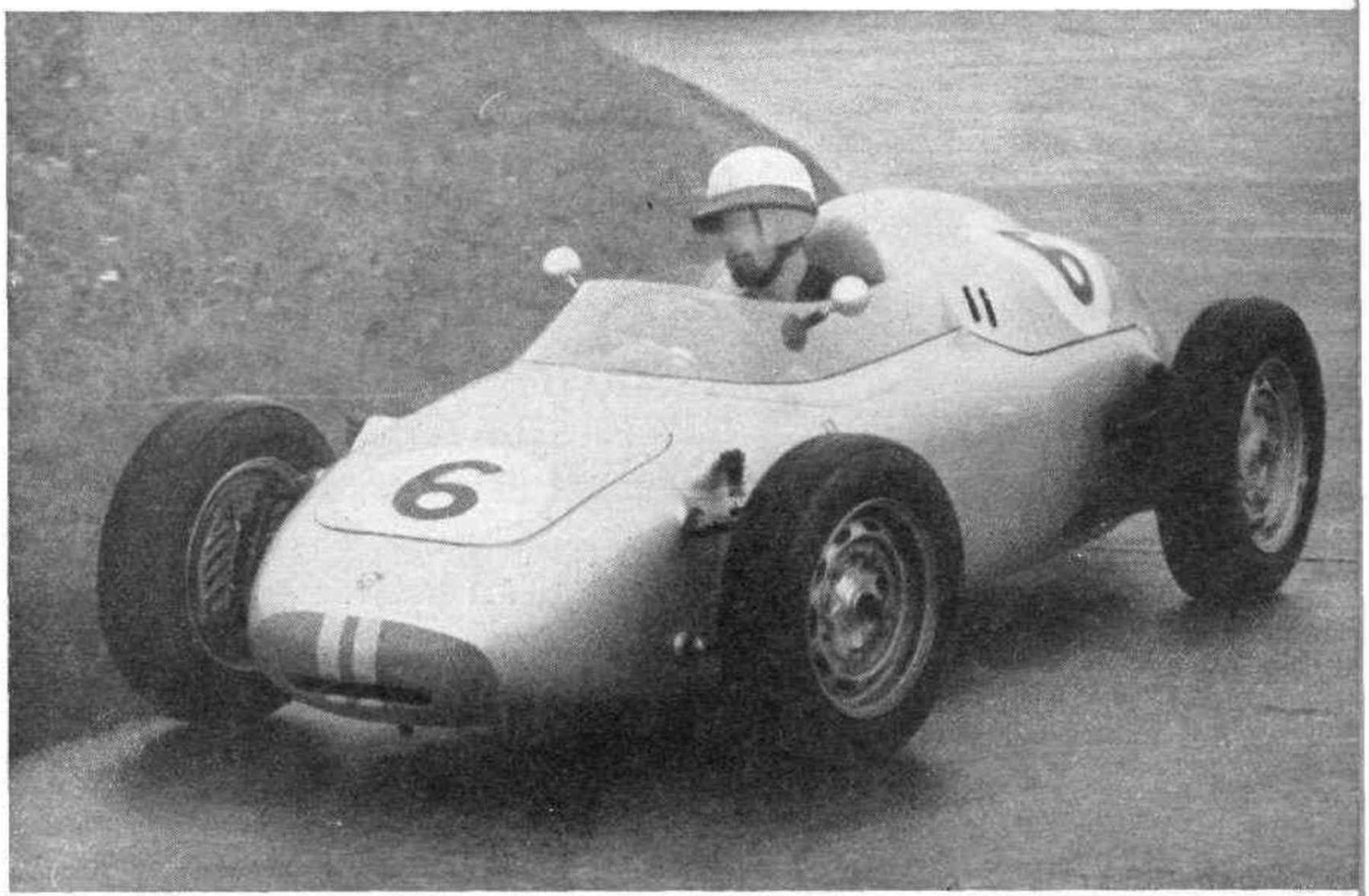
FRENCH DRIVER in an Italian car wins in Germany. Jo Schlesser won the unlimited G.T. race at the German G.P. meeting, driving his 250GT Ferrari in pouring rain and thick fog, from a host of Porsches.



THEY KNOW SOMETHING about tuning! This B.M.W. 700, driven by W. Schneider to a class win over Fiat-Abarths, D.B.s and Auto Unions at the German G.P. meeting, has a claimed 60 b.h.p. and averaged over 63 m.p.h. on the tricky South circuit.

GERMAN GRAND PRIX

THE WINNER!— Joakim Bonnier, the nose of his works Porsche painted in Swedish colours, won the German F.2 Grand Prix at a canter from team-mate Wolfgang von Trips, with Jack Brabham's Cooper, suffering from overheating, filling third place. Bonnier has quietly notched up a number of good wins and places in recent months.



ANOTHER PORSCHE.—Porsches finished 1, 2, 4, 5, 6 in the German G.P., with Edgar Barth (No. 7) being relegated to sixth place on team orders although he finished close behind Graham Hill and Hans Herrmann.

NOT HIS DAY.—Innes Ireland's lone Team Lotus never got into the picture during the German G.P., in which he finished seventh, and his engine began to misfire towards the end of the race. Here he leads Bruce McLaren's 1958 Cooper borrowed from the N.Z.I.G.P.







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BANK HOLIDAY BRANDS HATCH

Another Cooper F.I. Victory

AUGUST Bank Holiday witnessed a great exodus from the Metropolis to Brands Hatch for the first car race meeting on the extended 2.65-mile circuit. A crowd of 60,000 is said to have attended, proof of Brands Hatch popularity but underlining the inadequacy of its exits.

The day's racing opened with the 10-lap Wrotham Trophy Race for G.T. cars, which Sears couldn't help winning at a noisy canter in the Equipe Endeavour Aston Martin DB4GT. He averaged 77.56 m.p.h., made fastest lap at 78.97 m.p.h., and was followed home by Parkes' Elite and Gibson's 3.8 XK120. Class winners were Sears, McCowen (A.C.-Bristol), Parkes, and Bill Moss, whose Marcos (see page 634 last month) led home the Sprite opposition, of which the Healey entry easily beat the Speedwell. Webb's Jensen only survived a lap, likewise Warner's Elite and Foster's twin-cam M.G. didn't go the distance, while Venner-Pack had an accident in the Speedwell Sprite.

Heavy rain arrived for the Raffles Club Trophy 20-lap Race for unlimited sports cars, and only Salvadori, who led all the way in Coombs' 2½-litre Cooper Monaco, and Ashdown's incredible 1,100-c.c. Lola, which tried to hang on, went racing. Blumer's 2-litre Cooper was third. Salvadori averaged 78.23 m.p.h., lapping at 80.03 m.p.h. Class winners were Salvadori, Halford (Aston Martin DBR2), Blumer, and Ashdown.

The course was still wet for the 20-lap John Davy Trophy Race for F.J. cars, in which the field had not been hired from the trophy donor, as one sweet young thing believed! Jimmy Clark showed his prowess by leading throughout in the Team Lotus-Ford, pursued by Dietrich's Elva two-stroke, until the German-powered car had its accident at Clearways, leaving Ashdown's Lola-Ford firmly entrenched in second place, pressed rather hard but unavailingly by Arundell's Team Lotus. Surtees "lost" his Cooper-B.M.C. at Paddock Bend on lap one but, restarting last, he worked splendidly and courageously past all but the three leaders, to come in fourth. Altogether ten cars retired and this would have been better as a 10-lap race. Nice, incidentally, that the Ford Motor Co. advertises F.J. successes achieved with its 105E engine. Clark averaged 80.64 m.p.h. and he and Ashdown jointly set a new F.J. lap record of 82.81 m.p.h. under poor conditions.

So many damaged F.J. cars had to be retrieved that the big race, the 50-lap Silver City Trophy Race for F.1 cars, started 35 minutes late. The course was now practically dry and a full field of 23 crowded the grid.

Brabham's works Cooper made an impeccable start and came round in the lead, its s.s. lap done in 1 min. 50.8 sec. Clark's Team Lotus was second, followed by G. Hill's lone B.R.M., Salvadori in Atkins' Cooper, McLaren's works Cooper and Piper's Lotus, etc. On the second lap Brabham drew away slightly but Hill was close to Clark. Thereafter Clark left the B.R.M. to nuzzle Brabham, and on lap four, when the leading Cooper had averaged 93.34 m.p.h., the Lotus was a mere few lengths behind. The B.R.M., looking sedate rather than fast, was third and behind a separate trio were having another race altogether, led by Salvadori, ahead of McLaren and Phil Hill's Ferrari. A long way back Gurney's Yeoman Credit Cooper led Piper's Lotus.

After eight laps Brabham had left the Lotus and this went on until the luckless Clark retired on the bottom straight with gearbox trouble on lap 21, by which time Brabham had averaged 93.2 m.p.h. The race had now settled down processionally. Scarlatti's Cooper-Ferrari spun off in the first lap, Bianchi's Cooper-Climax threw a rod on lap two, and Ireland's Lotus and Wicken's Cooper had been in and out of the pits, respectively with incurable oil pressure and clutch problems. Tony Brooks then gave up on lap 17 as his Yeoman Credit Cooper was too hot. Surtees again did well, for after a pit-stop on lap one he was coming strongly through the field.

The only interest left was to know why Brabham was letting the gap between Cooper and B.R.M. grow less and less each lap—from 24 sec. on lap 34, to 21 sec. on lap 37, then to 15.8 sec. on lap 40 (when he had averaged 92.96 m.p.h.), to 12.5 sec. on lap 41, 10.5 sec. on laps 42 and 43, causing John Cooper to give frantic signals which Brabham ignored. Could the World Champion be in trouble? Hill's B.R.M. didn't seem to be going much faster, so Brabham was slowing. In the end Brabham won by 4.4 sec., explaining over the P.A. that he had oil surge on Brands' many bends and so drove with restraint. Poor Salvadori, after being delayed behind Ginther's Ferrari—both Ferraris were front-engined cars—came round Druids to find Piper spinning in his path. The two cars collided and, locked together, blocked the road for a while, but both drivers were unhurt. Masten Gregory's Centro-Sud Cooper-Maserati lost its gears after 34 laps, and so the race ended, thus :—

1st : J. Brabham (Cooper-Climax) ... 1 hr. 25 min. 36.6 sec.—92.86 m.p.h.
2nd : G. Hill (B.R.M.) ... ... 1 hr. 25 min. 41.0 sec.
3rd : B. McLaren (Cooper) ... ... 1 hr. 26 min. 26.0 sec.
4th : P. Hill (Ferrari), 50 laps; **5th :** H. Taylor (Cooper), 49 laps; **6th :** Surtees (Lotus), 49 laps; **7th :** Gurney (Cooper), 49 laps; **8th :** Halford (Cooper), 48 laps.
Fastest lap : Brabham (Cooper) and Clark (Lotus), 1 min. 40.6 sec.—94.82 m.p.h.

The meeting concluded with a stirring 10-lap Saloon Car Race, in which Salvadori in Coombs' 3.8 Jaguar disposed of Sears' sister car and in which Graham Hill was able to have another accident, his Speedwell Jaguar going onto the grass out of Druids and, when it should have run easily back onto the road, hitting a bank and wrecking its front-end. Perhaps Graham was demonstrating his safety belt, which saved him from injury. Sir G. Baillie thus recovered third place. What the crowd loved more than anything was seeing Blumer in the Downton Austin Se7en duel with Uren's Ford Zephyr and lead it over the line—you don't need 2½-litres even for racing these days when 850 c.c. and Issigonis suspension will do better! Clare's Mini-Minor also challenged the Ford but did not pass it. Salvadori averaged 75.98 m.p.h. and Hill made fastest lap before his spill, at 77.18 m.p.h. Class winners were: Salvadori, Uren, Leston's Volvo which beat an Alfa-Romeo TI and a Riley 1.5, and Shepherd, back in his A40, and lapping fractionally faster than the Volvo. The unreliable saloons were a Ford Zephyr, the Speedwell Austin Se7en, the "Scuderia Light Blue" A40 and a Mini-Minor.—W. B.

* * *

BRANDS BY-LINES

Of course, S. Moss was present; he drove round the course in a Humber saloon.

* * *

There was confusion over who drove which Ferrari. The B.B.C. spoke of Ginther when they meant P. Hill, *The Motor* actually gave Ginther fourth place in the Silver City Race, and in the official hand-out Ginther had been crossed out and P. Hill substituted! The programme also gave Brabham's nationality as New Zealand, McLaren as Australia.

* * *

The commentary was good and free from stupid humour for once.

* * *

You mustn't call it Brands Hatch *Stadium* any more; this is now a very passable road circuit.

* * *

The Brands Hatch authorities and the B.R.S.C.C. must have been highly delighted with the huge "gate"—far more delighted than those who were stationary for over an hour after the racing in the inadequate exit lanes.

* * *

The remarkable Downton Austin Se7en which beat Uren's Ford Zephyr and brought the spectators to their feet in spite of the "counter attraction" of Hill's accident in the Jaguar, was driven home after the meeting by Mrs. Richmond and used by her for shopping the following day. It is the car Daniel Richmond uses for sprint events; he won his class at Wiscombe Park hill-climb in it. He claims this Se7en will go from 0 to 100 m.p.h. in 27 seconds.

BATH CONCOURS D'ELEGANCE AND IMPRESSIONS OF THE M.G. MAGNETTE Mk. 3

A SPLENDID variety of veteran, Edwardian, vintage and p.v.t. cars assembled under showery conditions in the elegant Recreation Ground in Bath on July 30th for a *Concours d'Elegance* in aid of that thoroughly deserving cause, the Bath Round Table for the foundation of the first Cheshire Home for Incurables in Somerset. Polly Elwes and her husband Peter Dimmock were present to autograph programmes, and for Polly to present the prizes, and approximately £500 was collected from the considerable crowd of spectators, who divided their attention between Miss Elwes and the ancient motor cars.

There was much of interest amongst over one hundred cars in the competition, which kept the judges, Messrs. W. L. Thomas, E. T. Dames-Longworth and W. Boddy busy for some 2½ hours. For instance, Rob Walker had brought two vehicles, a 1924 Austin Seven Chummy with its body finished in basketwork and his 1913 2.6-litre Mercedes landaulette which, he explained, was original even to the dirt! It says a great deal for Mr. Walker's enthusiasm that the man who runs a racing stable with Stirling Moss as his driver should not be above coming to this comparatively tame event and, moreover, he remained the entire afternoon and himself drove away in the Mercedes.

There was one car Dames-Longworth didn't judge, and that was his own very handsome E-type 30/98 Vauxhall with Grosvenor two-seater sports body. G. E. Milligen's 1904 Gardner Serpollet steamer was very popular and took Polly Elwes for rides to amuse the crowd while the results of the *Concours* were being worked out. Runners-up in this class were an 1899 Beeston quadricycle and a 1904 Riley tricar which, however, came on a trailer, so that some sympathy goes out to others, particularly to A. C. Simons whose 1900 Daimler was on solid tyres and had hot-tube ignition.

The Edwardian category was won by W. Vaux's impressive 1911 Daimler shooting brake, complete with guns, but the 1911 Brennabor two-seater and big 1913 30-h.p. Wolseley tourer of J. S. Scott came very close to it, the former immaculate but in modern paint and the Wolseley, with its compressed-air engine starter having the dreaded aluminium paint on its exhaust manifold. There was in this class one of the remarkable engine-amidships 20-h.p. Austin landaulettes and a nice single-cylinder Swift, but J. F. Fry's 1912 Rolls-Royce had a body that defied comment.

Of the vintage saloons, Capt. Axford's 1922 40/50 Napier, the one preserved by the makers, was dignified, there were some good Rolls-Royces, including Major Lambton's 1930 40/50 with a complete tool-set in its luggage trunk, and a nice 14/40 Humber, but the scintillating and spotlessly-clean 1927 Morris-Oxford saloon of K. H. Spong took top honours, the entry being judged, incidentally, on presentation, cleanliness, originality and elegance. The very fine Speed Six Bentley saloon of Parry was second, third place going to Mrs. Harwich's sober but very clean 20/60 Vauxhall saloon.



The version of the Farina-styled 1½-litre B.M.C. saloon of the greatest appeal to MOTOR SPORT *readers is this M.G. Magnette Mk. 3, of which impressions are published in the accompanying article. We used this car to cover the Bath* Concours d'Elegance *and the Brands Hatch August Bank Holiday meeting. It can be yours for fractionally more than* £1,012.

By far the best supported class was that for open vintage cars. It was a pity that both the locally-built cars, two Horstmans, were impossible, S. A. Horstmann's 1922 tourer being original but dirty and Goodenough's 1925 version having a too-recent trials body. J. C. Broadhead's now well-known OE 30/98 Vauxhall Wensum could not be faulted but the runners-up were more difficult to judge, A. F. Albon's 1927 Austin Seven Chummy in glistening dark blue paint being placed second. The other Chummys were nothing like so original, one rather nice 1924 version being too low and having a remote gear-lever and a modern umbrella-handle hand-brake. Most of the Bentleys had non-standard detractions but G. W. Sudlow's nice 1927 3-litre was original and deserved its third place. A particularly clean 1919 Sunbeam tourer, one of those vast cars with which Louis Coatalen launched his post-Armistice programme, won T. A. Braid fourth prize. Mrs. Rippon's 1925 CGS Amilcar took the eye and it was pleasing to find four Bugattis present, a Type 23, Type 40, Rippon's Type 37A—but can you call a G.P. Bugatti *elegant*?—and J. J. Virr's Type 57S Atlantic coupé, a truly elegant car but not quite as pristine as in its heyday, which, as time has a habit of taking toll, is understandable. Air Comr. Buckle's Lancia Lambda was anything but original, this make suffering with Bentley from the activities of would-be "boy-racers," Norton's Riley was only just discernible as a "Brooklands" model, and small items just spoilt J. Lester's smart open 1928 2-litre Lagonda. Two open Armstrong Siddeleys were present, a 1925 four-cylinder Fourteen and a 1930 six-cylinder 1½-litre—undistinguished, but sound original cars. There was also a very splendidly rebuilt A.V. cyclecar, with vee-twin air-cooled engine outboard of the back wheels and wire-and-bobbin steering—a commendable effort but no cyclecar was ever elegant, or intended to be. A vintage Standard Nine "Teignmouth" saloon was also present and if these are undistinguished vintage small cars they have a few interesting aspects and run well.

In the p.v.t. section the judges passed quickly from a very scruffy D8 Delage, had to dock the Cavendish's two big Mercedes-Benz of "originality" marks as both have 4.7-litre diesel engines and considered that these and Kennard's 500K Mercedes-Benz are impressive but just miss being elegant. F. W. Joyce's 1933 Sunbeam Speed Twenty saloon took the prize, being especially commendable because here is an elegant, beautifully-kept saloon in daily use. A. Lomas' very clean 1935 Riley Imp was second, and third prize was awarded to the Hon. Mrs. Victor Bruce's 1938 P. III Rolls-Royce—and how nice to see this great lady record-breaker, rally driver and aviator, still active in motoring circles.

A. R. P. Durnford's 1925 14/40 Sunbeam tourer took the award for the best car which was the sole vehicle belonging to the entrant, and G. E. House's 1924 Austin Seven Chummy that for a car which hadn't won a *Concours d'Elegance* award previously. It was all great fun in spite of the inevitable rain, and Polly Elwes, who had given her services voluntarily, was a great attraction. She arrived with Peter Dimmock in their Mercedes-Benz 190SL, about which the B.B.C. Sportsviewer is very enthusiastic, not the least of the car's merits in his eyes being its excellent petrol consumption of 27 m.p.g.

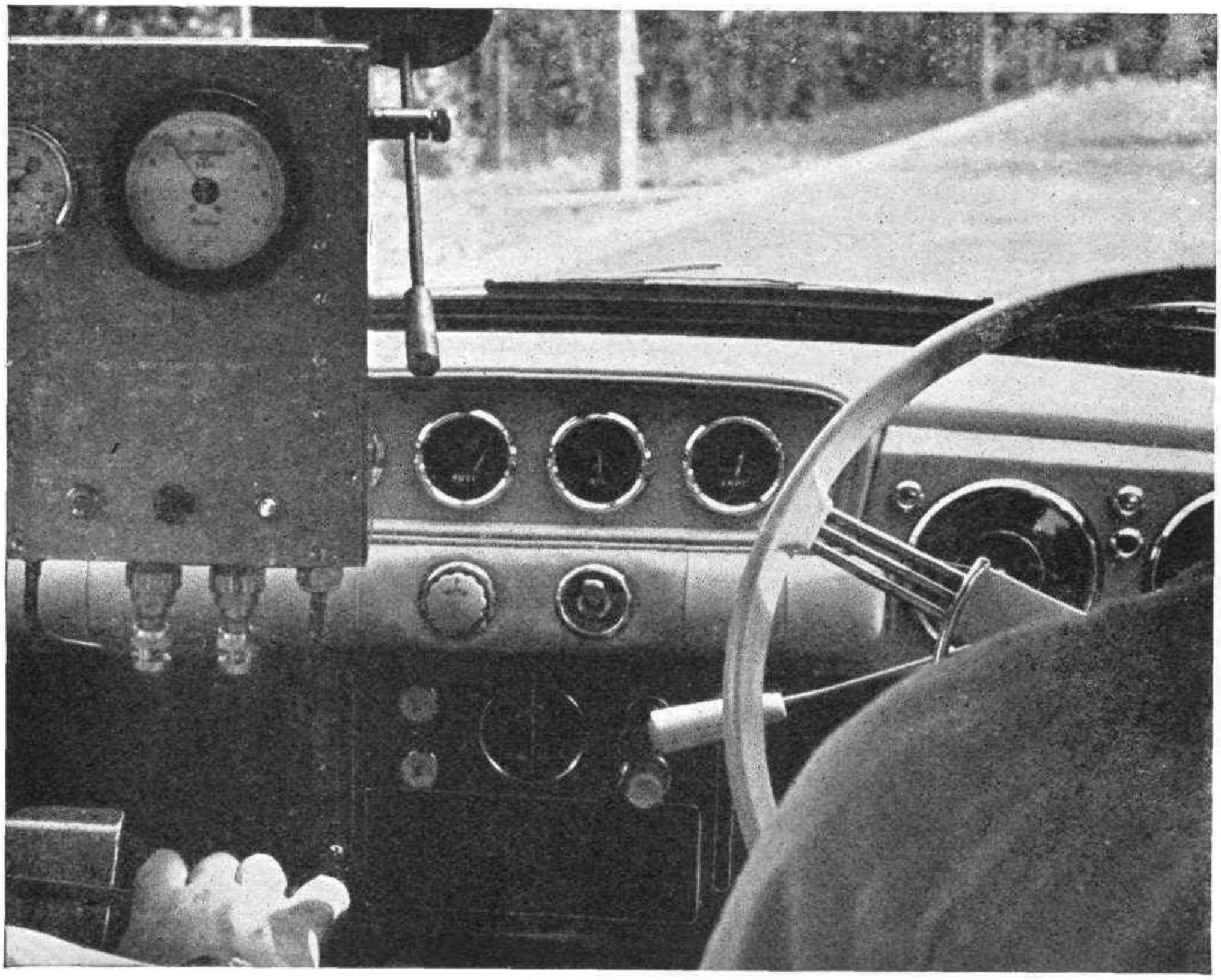
If Peter Dimmock uses a Mercedes-Benz 190SL, we spent the August Bank Holiday week-end in a less-distinguished but thoroughly satisfactory car—an M.G. Magnette Mk. 3.

I would prefer this to be called a B.M.C. Mk. 3 because I do not consider it altogether in the M.G. tradition, although it has to be conceded that fairly sober saloon versions of the Magnette were made in the past, not all of them outstanding.

The remarks made in favour of the Morris-Oxford in the July MOTOR SPORT (page 522) apply with equal force to the modern Magnette. There has been a very successful attempt to build an air of quality into this £1,012 saloon, the polished wooden facia, leather upholstery, nicely-acting tumbler-switches, separate ammeter, fuel gauge, thermometer and oil gauge dials, the Jaeger instruments, and quarter-windows for the rear passengers, being examples.

The road-holding is reasonable, and the Girling brakes work well, but the car rides heavily and I was not altogether impressed by the rather vague, heavy steering with thick-rimmed wheel set too high. The gear-change is a delight, even if the remote-control lever is a bit too far back for drivers who like to sit close to wheel and pedals, and there is the embarrassment of trying to engage silently B.M.C. bottom gear. In traffic the long clutch pedal travel and lost-move-

Continued on page 764



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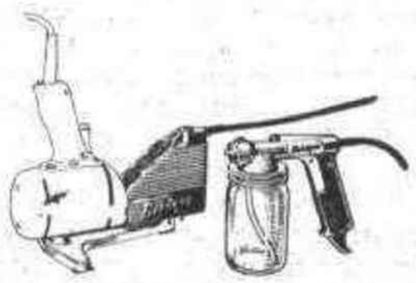
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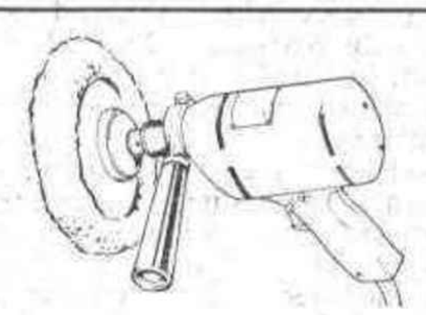


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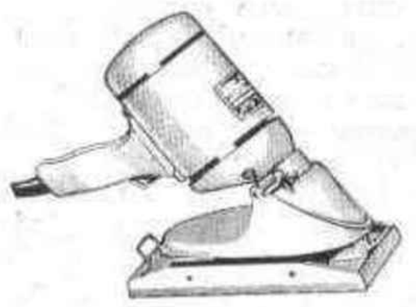
Use this set-up for removing paint, shaping filler, de-rusting and polishing.

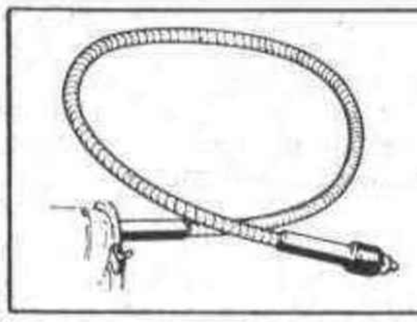
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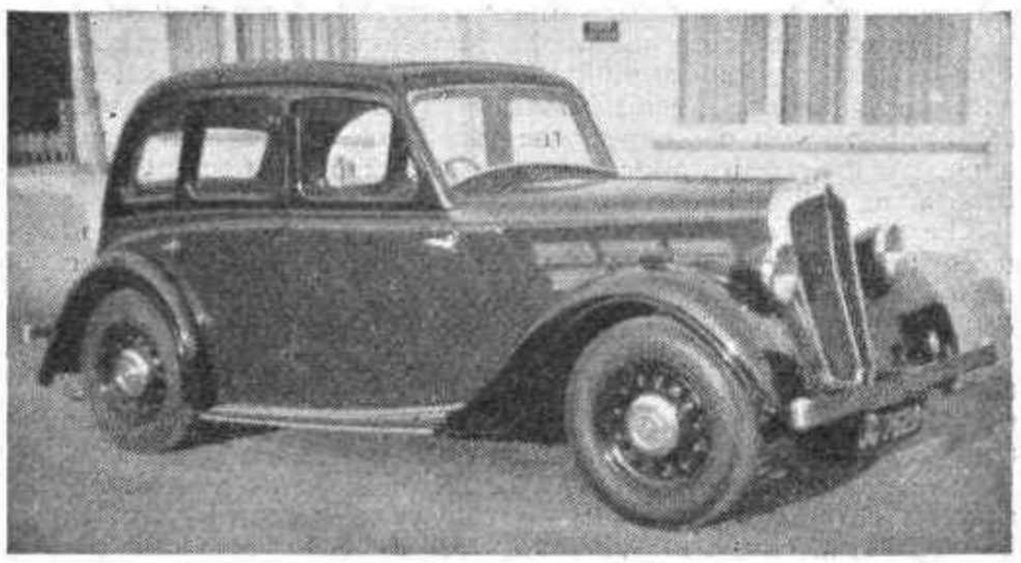
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THE SOLITUDE-RENNEN

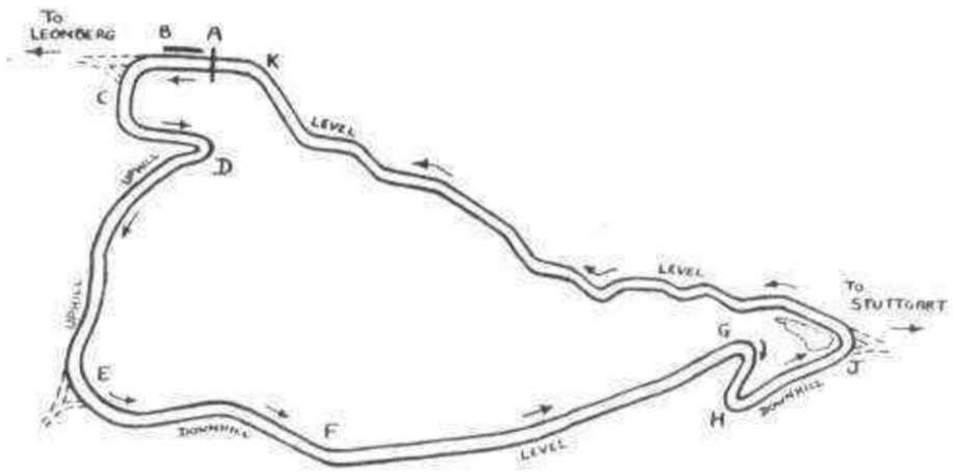
An Excellent Formula 2 Race

STUTTGART, *July 24th.*

THE race at Stuttgart, on the Solitude circuit, a few miles out of town, was particularly interesting for a number of reasons, it being one of the best circuits in Europe, now used for the first time for a big car race, the entry was excellent, with works Porsche, Ferrari and Lotus teams competing, as well as Brabham with a Cooper, the race itself was exciting, and altogether the meeting added up to a good foretaste of what Grand Prix racing will be like in 1961.

The Solitude circuit has been in existence for many years and takes its name from Schloss Solitude, an old German castle on top of one of the hills overlooking the valley in which the circuit lies. It has been in use regularly for motorcycle racing and I first made its acquaintance in 1950, since when it has been widened considerably, resurfaced and brought up-to-date as the years have passed, but due to internal friction in the German automobile clubs it has never been used for a major motor race. National sports-car races have been held there, and last year an International Formula Junior race was run on the circuit. With an important F.2 race being held this year the Solitude circuit has made a long overdue step forward into the limelight of International racing. It is such an interesting circuit that it justifies a lengthy description, and it is to be hoped that it will play a more important part in German motor sport in the future.

The starting area is wide and level and a short straight leads into a series of four left-hand bends; they can be taken in one complete arc, to form a very large-radius hairpin, "*Glemseck*," turning the direction of the road through 180 degrees. Between the start and the first corner are the pits, intelligently placed at an angle to the main track, the first pit being some 20 feet from the edge of the track and the last one being about 10 feet from the edge, thus allowing everyone in the pits a fairly unobstructed view and making a very large wedge-shaped pit area. After turning through 180 degrees the road climbs steeply up the side of a hill, round a very tight hairpin to the right, "*Hedersback*," and on up the hill on a gradient of nearly 1 in 6½, levels out a bit on a left curve and then climbs up round a fast right-hand curve to the top of the hillside. Here it takes a long fast left-hand bend over the brow, "*Frauenkreuz*," and down the other side, followed by another very fast downhill right-hand curve, and drops over a sharp brow to plunge down into a sharp left-hand corner (*F*), in thick woods. As the road levels out here this corner can be taken faster than imagined for the sudden cessation of losing height as you hit the corner means that the car gets a terrific downward thrust from its own weight, helping the cornering power of the tyres. From here the road is more or less level and to all intents and purposes is straight, although in actual fact there are two left-hand curves, but these are flat out. This ends in a very sharp right-hand hairpin (*G*) that drops downhill to a left-hand hairpin (*H*) that continues to drop downhill and is followed by a short straight rush down to a lake (*J*). Here the road turns sharp left round the edge of the lake and from here to the start the road runs along the bottom of a valley and is flat, but by no means straight. From the lake to the starting area there is a series of fast and slow corners, running through woods with a high bank on the right. This is the most difficult part of the course, for so many of the corners look alike and all are rather similar as regards surroundings, making them difficult to identify, and for 3½ kilometres after leaving the lake, on this home stretch there is no straight and the car has to be whipped from one lock to the other. The last of this long series of swerves is a left-hander (*K*) which brings you out of the woods and onto the short pits straight. The circuit measures 11.417 kilometres to the lap (approximately seven miles) and contains just about every situation one could wish for in a racing circuit, and the whole thing is on normal public roads, closed for the occasion of racing, and sports cars lapped it at 150 k.p.h. (approximately 93 m.p.h.).



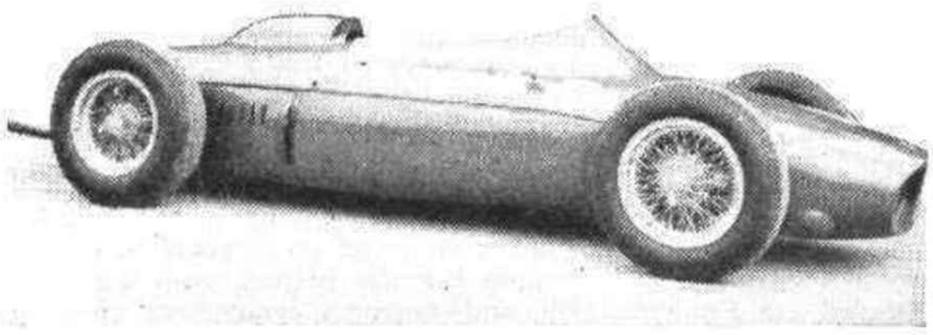
SOLITUDE CIRCUIT

Length — 11.417 *km.*

A = *Start and Finish* *E* = *Frauenkreuz*
B = *Pits* *J* = *Lake*
C = *Glemseck Corner*
D = *Hedersbach Corner*

The circuit was closed all day Friday, Saturday and Sunday, for in addition to the F.2 race, there was a Formula Junior race and also a series of big motorcycle races, and on the Friday the F.2 cars had practice for two sessions of an hour each, with an hour's break in between. With racing cars not having appeared at Solitude before there were no known standards of what sort of lap times to expect and unfortunately heavy rain fell most of Friday afternoon, which rather upset things. Porsche fielded five cars altogether, determined to win on their own proving ground, and Bonnier, Hill and Herrmann were driving the regular three factory cars. The Rob Walker car had been retrieved, a standard Porsche racing gear-change put back on it, and it was loaned to Surtees, while a brand new car was finished the night before practice and was driven by Gurney, so the whole B.R.M. team were being used. This latest car was mechanically unchanged but the body was considerably altered, having a less bulbous nose and a hump on the tail with an opening in it, just behind the engine, rather the shape of the rear window on a New Ford Anglia. Team Lotus entered three works rear-engined cars, driven by Ireland, Clark and Trevor Taylor, the last two also driving in the Formula Junior race with Lotus cars. The Scuderia Ferrari sent two entries, one a normal front-engined car, with Dino 156 engine and driven by Phil Hill, and the other a new version of the F.2/60 rear-engined experimental car, driven by von Trips. This car was basically the rear-engined model that appeared at Monaco and Zandvoort, but had undergone a lot of modifications. The construction of the wishbones had been altered and also their size and positioning on the chassis, so that although there were still double-wishbones and coil-spring to each wheel they were of a new pattern. The 1½-litre V6 Dino 156 engine was coupled to the gearbox/final drive unit used on the car at Zandvoort, still with inboard disc brakes, but instead of the clutch-operating mechanism being mounted on the last chassis cross-member it was now on an alloy casting bolted to the rear of the gearbox casing and curving round the left side of the clutch body, which was still exposed. Consequently the chassis tube extensions beyond the gearbox were cut off and the space frame finished under the gearbox. There was no water header tank over the engine and the vertical distributor had been replaced by a horizontal one on the front of the engine, so the high head faring could be done away with and the rear decking was made flat, like a Lotus, with a Perspex bubble open at the front, over the three downdraught Weber carburetters. The tail of the car ended in an aperture fitted with a grille that would have made a nice radiator cowling for a front-engined car, and two long thin megaphone exhaust pipes stuck out the back, protruding well beyond the extremity of the body. The short stumpy nose of the car was much as before, with the radiator fed from a typical 1960 Ferrari cowling and the cockpit having a wrap-round screen.

Unusual in a Formula 2 race, the Cooper opposition was not very strong, Brabham representing the Cooper factory with a 1959 car built up from bits and pieces and looked after by his own mechanic, while the rest of the Coopers were private entries. There was Trintignant with his ex-Walker car, with Colotti gearbox, entered by Centro-Sud, and Gregory had their second entry with a Cooper-Maserati, using a four-cylinder 1½-litre



The latest version of the 1960 rear-engined Ferrari appeared at the Solitude races with a 1½-litre Dino 156 engine and had been tidied up considerably, as explained in the text. By Lotus standards it is still a big car, but that it has plenty of power was shown by the way von Trips won the F.2 race with the car.

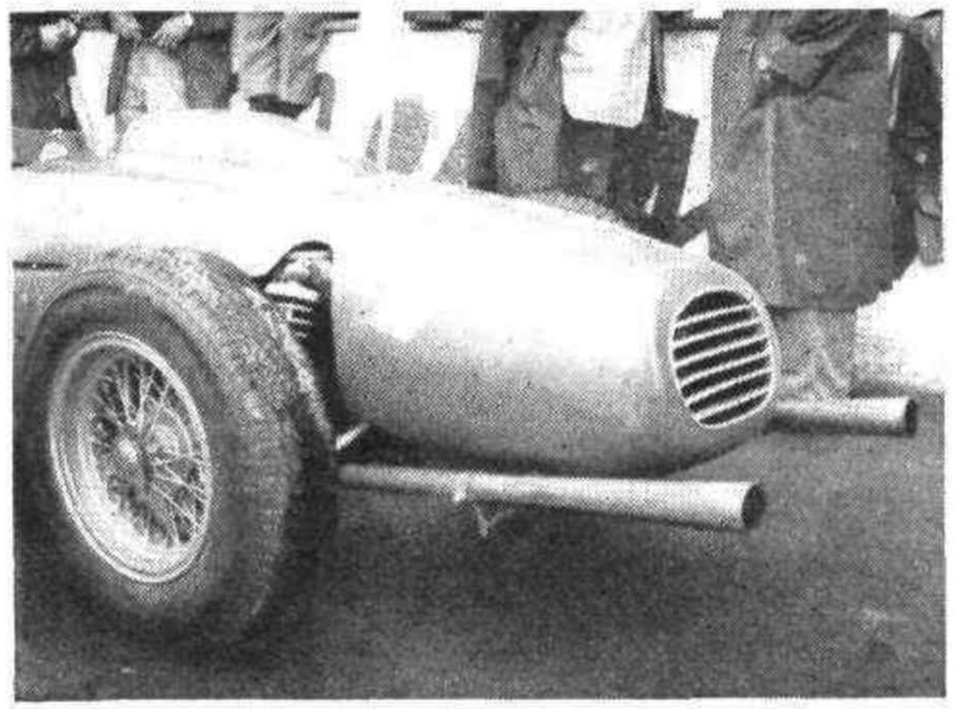
Maserati engine and Cooper gearbox with Maserati-made internals. The Equipe National Belge entered their two Cooper-Climax cars for Gendebien and Bianchi, the former having a brand new Colotti gearbox of the same pattern as the Walker Cooper. Lewis had his own Cooper-Climax, with five-speed gearbox of 1959 Cooper pattern, as had Brabham on his car, and Seidel had the F.2 Cooper-Climax used by Brabham earlier this season, but with standard four-speed gearbox, having sold his ex-Atkins car to von Trips for his private Scuderia in Cologne. As Barth did not have a drive with the Porsche factory team, due to a slight mix-up in the entries, von Trips lent him this old Cooper. Four more Cooper-Climax completed the list of runners, these being de Beaufort with the long wheelbase car made specially for him, Schlesser and Laureau with standard cars, and a late entry by Centro-Sud of a new standard car for the Portuguese driver Cabral.

With rain pouring down during the first session of practice there was little hope of judging how things would go, except that von Trips was outstandingly fast in the rear-engined Ferrari, at one time being 30 sec. faster than anyone else and passing the factory Porsches on the winding leg of the circuit and leaving them. Although the car was sliding and slithering about in the wet von Trips seemed quite unconcerned, feeling perfectly safe in the car. Brabham did not practise, being still busy finishing off the building of his car, and others were using the first period just to try and memorise where all the corners went. The rain was so heavy that nobody even got near the 5 min. for a lap and there was general relief when the practice period came to an end.

The second session was a lot better, and although wet at the start the rain stopped and the parts of the circuit that were not under the trees dried out quickly, so that lap times began to improve. The rear-engined Ferrari was still going well and was soon down below the old sports-car record of 4 min. 34.4 sec., and went on to get below 4 min. 30 sec. The only driver to challenge von Trips was Jimmy Clark, who was benefiting from double practice, being out with the Formula Junior cars as well as the Formula 2 cars, and as the afternoon wore on he went faster and faster. The only other driver to get below 4 min. 30 sec. was Hans Herrmann and he was down to 4 min. 28.3 sec., but von Trips had done 4 min. 24.1 sec., while just as practice finished and the track was at its driest for the day, Clark did 4 min.23.6 sec. All this was not as significant as it seemed for both Herrmann and von Trips had driven at Solitude before, knowing the circuit well, and Clark had had double the practice of anyone else. The afternoon was not without its troubles, Seidel burning all his plug leads on the low-level exhaust pipes of his Cooper, then suffering a fuel leak and finally stopping out on the circuit, having run out of fuel. Schlesser's Climax engine was having big-end bearing trouble and de Beaufort went on running without water until his Climax engine was nearly translucent.

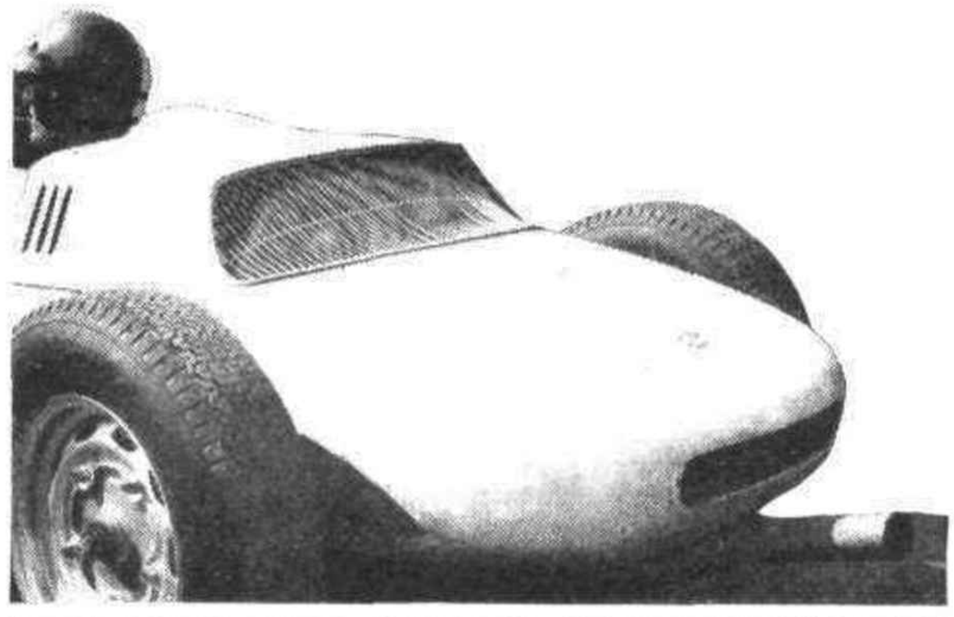
Practice took place again for 1½ hours on Saturday afternoon, but once again rain completely washed things out and everyone's times were nearer 5 min. than 4½ min. Gendebien and Bianchi were still without cars as the two Coopers of the Equipe National Belge had been to Modena to have Colotti gearboxes made for them and they did not arrive at Stuttgart until practice was over, and even then only one car had a new gearbox. As a result the only practice the two drivers could do was with a Cooper-B.M.C. Junior car borrowed from another Belgian driver. The Portuguese driver Cabral practised in this last session but as his late entry was not yet accepted he was given no times.

Sunday was happily fine and sunny and a crowd of 250,000 lined the circuit to watch first of all the motorcycle races, then a vast procession of publicity vehicles, and finally, the Formula Junior and Formula 2 car races. In the 250-c.c. motorcycle race



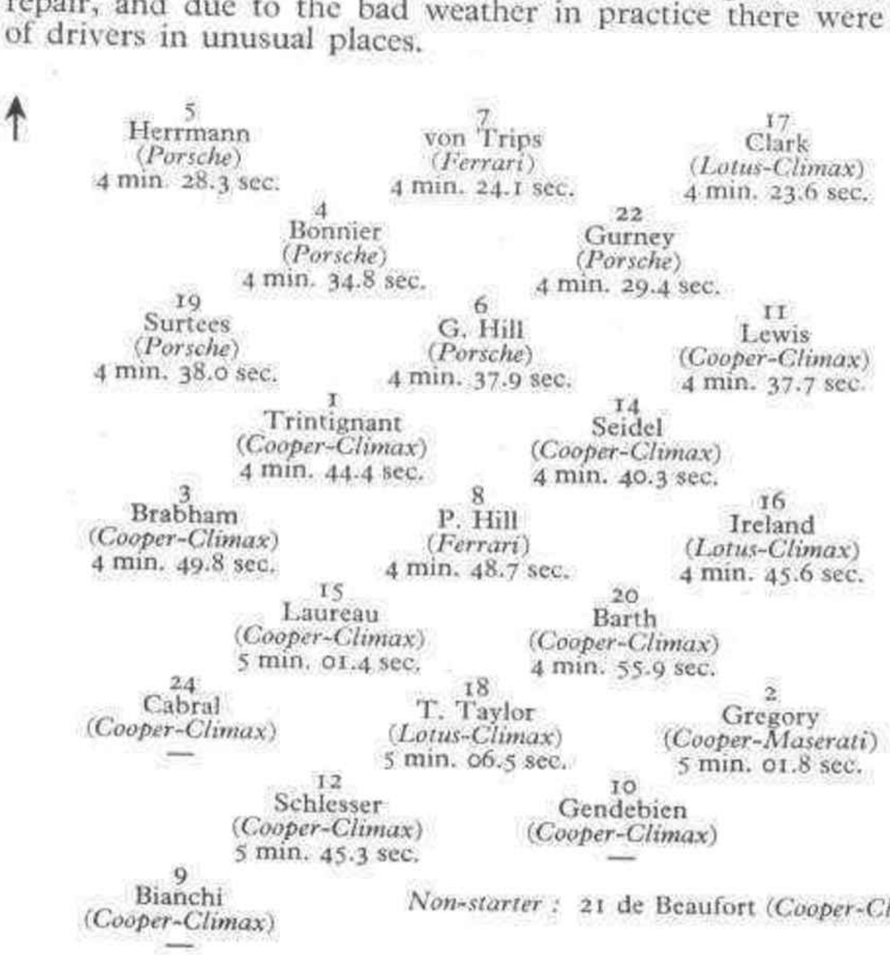
The unusual back end of the latest Ferrari rear-engined car, showing the cowling over the gearbox and clutch, which are mounted behind the rear axle centre line. Note also the long tapering megaphone exhaust pipes.

the outstanding thing was the Japanese Honda machine which finished third, this having a four-cylinder twin-overhead camshaft engine with four valves per cylinder and developing its peak power at 13,500 r.p.m., while it would safely run up to 16-17,000 r.p.m. The technical variety of engine development in the motorcycle-racing world was something which made the Formula 2 racing world realise that we are stagnating for want of new engine designs. The 250-c.c. motorcycles had vertical twins, transverse fours, single cylinders, and two-strokes both air- and water-cooled, and there seemed to be no accepted layout which everyone was following. The 500-c.c. class saw the usual easy win for John Surtees on the M.V. Agusta four-cylinder machine, and then we passed to Formula Junior. Here there was no lack of variety and being Germany there was just about every variation on the D.K.W. theme imaginable, from Mitter's Lotus Junior with his own-tuned three-cylinder D.K.W. engine to East German Wartburg based machines with three-cylinder Wartburg engines and chain drive to the rear wheels. The race was a complete sweep for Lotus-Ford cars, the works car of Jimmy Clark having an unchallenged win after Henry Taylor in Tyrell's Cooper-B.M.C. had blown up his engine. Trevor Taylor was confidently following Clark in second place and they forgot the opposition so much that they overlooked Ouveroff in another Lotus-Ford, who suddenly closed on them two laps before the end and split their confidence, finishing in second place. Of the first six cars, five were Lotus-Fords, odd man out being Ballisat with Tyrell's second Cooper-B.M.C.



An exhaust pipe such as this could only come from a Porsche, and in this case it is the latest factory F.2 car, with new-type body, driven at Solitude by Dan Gurney. Instead of the usual bulbous hump over the rear engine, this car had a strange angular engine hatch, with concave opening covered by a grille, for letting air into the cooling blower.

Finally we came to the race of the day, with weather conditions perfect and twenty cars lined up on the grid as follows, the only non-starter being de Beaufort, whose Climax engine was beyond repair, and due to the bad weather in practice there were a lot of drivers in unusual places.



Non-starter : 21 de Beaufort (*Cooper-Climax*)

The race was to be run over 20 laps, a distance of 228.340 kilometres and the start was perfect, with Bonnier just leading the field towards the first corner. At the end of the opening lap the first nine cars were so close that it was relatively unimportant who was leading, though in fact it was Graham Hill in front of Bonnier, with Herrmann, von Trips, Gurney, Ireland, Surtees, Brabham and Clark following. With the track nice and dry for the first time this little lot were really motor racing, the standing lap being in 4 min. 24 sec. and the first flying lap in 4 min. 15.1 sec. (virtually 100 m.p.h. average). Bonnier led on lap two, von Trips on lap three and Clark on lap four, while the others were nose-to-tail in varying orders, there being no signs of a procession beginning as yet. With the exception of Clark and Taylor, who had just driven in the Junior race, none of the others knew anything about the circuit in the dry, so we were witnessing, in effect, the first really serious practice session, and it was really serious. While Trevor Taylor was a bit out of his depth in this race, only his second with an F.2. car, Clark was really profiting from his Junior race and his progress on the first few laps was 9th, 6th, 3rd and 1st, and having got the lead he drew away steadily, driving most beautifully, setting a new lap record at 4 min. 08.0 sec. Meanwhile the rest of the runners were learning the circuit in the dry, and Herrmann led von Trips, Bonnier, Gurney, Graham Hill, Brabham and Ireland, while Surtees was having gear-change trouble and dropping back a bit, to be caught by Phil Hill in the front-engined Ferrari. Then came Lewis all on his own, having outstripped the rest of the private owners, but not quite fast enough to keep up with the works drivers, and already Schlesser had fallen out with crankshaft trouble. On lap six von Trips passed Herrmann once more and Graham Hill passed Gurney, but on the next lap Gurney was in front again, and at the end of the field Bianchi retired with a broken oil pipe and Seidel gave up as he thought his shock-absorbers were not working. On lap eight Clark had 12½ sec. lead but Herrmann was back in second place and Phil Hill had moved up a place into ninth position ahead of Surtees, and still the first ten cars were all pressing on at unabated speed. On lap nine Clark began to get worried about rising water temperature, for there had been signs of a head gasket leak on the starting line, while Herrmann and von Trips were now getting into their stride and the Ferrari brought the lap record down to 4 min. 07.5 sec., and for the first lap since the start of the race there was no change in the order anywhere through the field. Halfway round lap 10 the leading Porsche and the rear-engined Ferrari were gaining rapidly on the Lotus and as Clark finished his tenth lap he drew into the pits, just as Herrmann and von Trips went by. In a flash the next eight cars were past, while water was poured into the Lotus and Clark restarted in tenth place, for Lewis also drew into the pits to retir with two broken main-bearing caps and a ruined crankcase Behind the leading bunch came Trintignant, Taylor, Gregory Gendebien, Laureau, Barth and Cabral in that order but spaced out.

Having got the lead Herrmann really flew and lapped i 4 min. 07.0 sec., but von Trips was not giving in and two lap later recorded 4 min. 06.4 sec. and closed on Herrmann, and th two of them were now leaving Bonnier behind, who was bein followed by Graham Hill and Gurney, who were changing positions continuously, and behind them came Phil Hill an Ireland, also chopping and changing places, while some way bac Trevor Taylor had got in front of Trintignant. On lap 11 Brab ham gave up with a split head gasket, never having been in th picture, and Surtees was slowing visibly, his continual gear selection trouble having caused missed gears and subsequen bent valves. On lap 13 von Trips was only a few lengths behin Herrmann's Porsche, on the next lap he was right on his tail an he stayed like that for two more laps, while the two of them drew 16 sec. ahead of Bonnier, but Graham Hill and Gurney were urging each other along and were catching Bonnier. On lap 1 Herrmann did 4 min. 06.0 sec. but on lap 17 von Trips replied with 4 min. 04.7 sec. and sailed by into the lead, and the Ferrar really showed its possibilities by pulling out a 1½-sec. lead ove the Porsche. Graham Hill and Gurney were still passing an re-passing and were now up with Bonnier, while Ireland and Phi Hill had not yet settled their battle.

On lap 15 Trevor Taylor had retired at the pits when a cam-follower had broken and on lap 16 Surtees had run wide on a corner trying to take it in a high gear to save the trouble of sorting the selectors out, and had spun on some loose gravel and stalled Clark was still running, but a long way back from the leaders, and most of the tail-enders had been lapped. The rear-engined Ferrari was now safely in front and von Trips was making no mistake and he finished the 20 laps nicely ahead of Herrmann, having thoroughly trounced the Porsche team on their own door-step. On lap 19 Graham Hill got into third place, but on the last lap Bonnier got by him down the straight and led him over the line with Gurney right behind them, and a little way back Phil Hill led Ireland on the penultimate lap only to be re-passed yet again on the last lap.

For once this had been real motor racing, with the first seven cars all going as hard as they knew how for the whole race, and if this was a foretaste of 1961 Grand Prix racing then no-one is going to be disappointed. Dan Gurney summed up this excellent race very nicely when he said : " I've never had to drive so hard in my life just for fifth place."

D.S.J.

Results :

SOLITUDE GRAND PRIX—Formula 2—20 Laps—228.340 Kilometres Warm and Dry

1st :	W. von Trips (Ferrari F.2/60) ..	1 hr. 23 min. 14.7 sec.—164.5 k.p.h
2nd :	H. Herrmann (Porsche F.2) ..	1 hr. 23 min. 18.3 sec.
3rd :	J. Bonnier (Porsche F.2)	1 hr. 23 min. 52.2 sec.
4th :	G. Hill (Porsche F.2)	1 hr. 23 min. 52.7 sec.
5th :	D. Gurney (Porsche F.2)	1 hr. 23 min. 53.1 sec.
6th :	I. Ireland (Lotus-Climax) ..	1 hr. 24 min. 20.2 sec.
7th :	P. Hill (Ferrari F.2/59)	1 hr. 24 min. 20.7 sec.
8th :	J. Clark (Lotus-Climax)	1 hr. 25 min. 46.6 sec.
9th :	M. Gregory (Cooper-Maserati) ..	1 hr. 27 min. 13.8 sec.
10th :	M. Trintignant (Cooper-Climax)	1 lap behind
11th :	O. Gendebien (Cooper-Climax) ..	1 lap behind
12th :	G. Laureau (Cooper-Climax) ..	1 lap behind
13th :	E. Barth (Cooper-Climax) ..	1 lap behind
14th :	A. Cabral (Cooper-Climax) ..	1 lap behind

Fastest lap : W. von Trips (Ferrari), in 4 min. 04.7 sec.—167.9 k.p.h. (*new record*).

Retired : J. Schlesser (Cooper-Climax), big-end bearings, lap 2; L. Bianchi (Cooper-Climax), oil pipe broken, lap 7; W. Seidel (Cooper-Climax), shock-absorbers, lap 7; J. Lewis (Cooper-Climax), main bearings, lap 10; J. Brabham (Cooper-Climax), head gasket, lap 11; T. Taylor (Lotus-Climax), valve gear, lap 15; J. Surtees (Porsche), spun and stalled, lap 16.

21 *starters* — 14 *finishers*

FORMULA JUNIOR—12 Laps—137.004 Kilometres—Warm and Dry

1st :	J. Clark (Lotus-Ford)	56 min. 09.6 sec.—146.370 k.p.h.
2nd :	Count Ouveroff (Lotus-Ford) ..	56 min. 11.8 sec.
3rd :	T. Taylor (Lotus-Ford) ..	56 min. 16.3 sec.
4th :	P. Arundell (Lotus-Ford) ..	57 min. 35.9 sec.
5th :	K. Ballisat (Cooper-B.M.C.) ..	58 min. 13.4 sec.
6th :	G. Mitter (Lotus-D.K.W.) ..	58 min. 37.9 sec.
7th :	M. Anthony (Lola-Ford)	59 min. 26.8 sec.
8th :	E. Lautenschlager (Lola-Ford)	1 hr. 00 min. 01.8 sec.
9th :	W. Lehmann (Wartburg) ..	1 hr. 00 min. 53.5 sec.
10th :	A. Lickens (Cooper-B.M.C.) ..	1 lap behind
11th :	W. Honig (Elva-D.K.W.)	1 lap behind
12th :	E. Mahle (Hartmann-D.K.W.)	1 lap behind

10 *other finishers* — 13 *retirements*

Fastest lap : J. Clark (Lotus-Ford), 4 min. 34.5 sec.—149.7 k.p.h. (*record*).

LETTERS from READERS

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

M.S./S.E.

Sir,

I am writing to tell you that the authority of MOTOR SPORT was recently quoted in no less a place than Dorchester Quarter Sessions.

Briefly, the facts of the case were that the Police prosecuted two young men, one a National Service Airman, for dangerous driving, with an alternative charge of driving at a speed dangerous to the public. The airman was driving his father's Sunbeam Rapier, and his friend, his father's Renault Dauphine Gordini. The Police alleged that they witnessed at 11 p.m. one evening what they considered to be a race between the Gordini Dauphine and the Rapier at speeds up to 85 m.p.h., the Renault overtaking the Rapier several times at 80 m.p.h.—"surprisingly quickly." The Police stated that they could not catch the two young men with their patrol car, which was a Ford Zephyr.

MOTOR SPORT was quoted by the Defence, who stated that the MOTOR SPORT road-test of the Renault found the top speed to be 69 m.p.h. When cross-examined, the Police driver confronted by this fact said: "Oh yes, but the *Sunday Express* claims it to have a top speed of 78 m.p.h."

The two young men were found "Not guilty."

I am, Yours, etc.,

Hythe. J. M. CALLAWAN (Mrs.).

* * *

GOOD OLD COLIN!

Sir,

I somehow missed reading the last paragraph in Mr. Bunker's letter in the July issue (which is strange being a long-standing Deek fan!), but I really must join Peter Ross in the August issue in censuring his remarks about Colin Chapman's ability as a car designer.

After several extremely interesting discussions with Colin Chapman about car design (having owned three different Elites—a prototype, the Border Reivers' competition model and a completely standard model which I use today along with a Mini-Minor as personal transport), I can only say that I would put Colin along with Alec Issigonis as the two most brilliant designers in the World today. Furthermore, as he proved at Silverstone last month, Colin is still a driver of considerable ability, and anyone who, at the age of 32, can have built up a complete little "car-building empire" employing 130 people in the short space of six years deserves the title of "Genius."

Of course he has had his failures—what successful businessman or designer has not?—but from the humble beginnings of Mk. 6 construction kits, through the fantastically successful Eleven and the brilliantly-conceived Elite to the present-day Formula car there is a long succession of the successful application of original and ingenious principles which have now become accepted practice. Lotus have been largely responsible for pioneering the use of space-frames, and it was Colin who first recognised the possibilities of the Coventry-Climax "fire-pump" engine; Lotus who have revolutionised suspension on British sports and racing cars. And every single idea which comes from Lotus bears the hallmark of Chapman's brain, even though it is often his team of brilliant enthusiasts who finally bring each individual idea to fruition.

Ask Moss, Ireland, Clark, Surtees, Gurney, or any other driver who has raced the present-day Formula car, what he thinks of it. They will all tell you that it is basically an incredible car from the handling point of view and that it so obviously has the performance potential. They have been plagued with a succession of comparatively minor troubles this season; none of them basic design faults. But then, do not forget that this car was not even on the drawing-board until mid-November last year—not nine months ago!

Finally, I think I would be echoing the sentiments of all those who have worked for and with Colin Chapman—whether they be designers, mechanics or his team drivers—when I say that despite differences of opinion on business matters from time to time, he is not only a brilliant genius but a most likeable rascal!

I am, Yours, etc.,

Greenlaw. IAN SCOTT WATSON.

* * *

NOT A BRANDS FAN

Sir,

On page 665 of the August issue of MOTOR SPORT I was very interested to read the account of the New Brands Hatch, where it is hoped to win the British Grand Prix over from Silverstone and Aintree, so interested, in fact, that I decided to pay my first visit to Brands—pay being the operative word.

On arrival at the circuit I was rather surprised to pay 10s. to put my car in a very overcrowded car park. Entrance fee of 6s. I thought was quite reasonable, but this is neither here nor there, my reason for writing is to say what many, many, must have said by now to their friends.

Considering the authorities have spent in the region of £40,000 on the fabulous track, they might have spent a small amount on building and fitting out some decent toilets in place of the disgusting hovels that exist at present. The public address system has much to be desired, and the punctuality of the start of the events was also rather poor.

I would suggest that the "Powers that Be" should have a good look at the facilities for spectators at a decent circuit such as Goodwood. As for getting the Grand Prix at Brands—I'll eat my hat if they do.

I am, Yours, etc.,

M. J. SLEVIN.

* * *

SAFETY BELTS—A NEW ASPECT

Sir,

How many people are going to be *killed* by the safety belts, etc., now being sold for motor cars? Those that I have seen in pictures or in the flesh have all been based on aircraft practice. For this service, the lap straps and harnesses are not primarily intended to deal with crashes. When an aircraft fires, the chances of anyone outside arriving in time to get the victim(s) out is very remote.

When someone is handy, it is virtually impossible for even a very strong man to lift an unconscious body and fiddle with pin, toggle catch or release disc whilst keeping an eye on the fire and holding one's breath against lethal fumes. (It is worth remembering that a faceful of flame may, or may not, disfigure. A lungful of hot gases will certainly kill.)

In the case of a car "brew-up" it is much more likely that help will be available. All the manufacturers seem to have missed this point. If it is worth while wearing protection against the very remote possibility of a 2g-plus crash, then it is worth while thinking of the fire risk. No harness is any good unless it can be released from on top of the shoulders in such a way that the wearer can be lifted or slid out sideways notwithstanding steering wheel, etc., fouling. And that is *not* just theorizing.

I am, Yours, etc.,

Skegby. ROY JENKINS.

* * *

DISHONESTY EXPOSED

Sir,

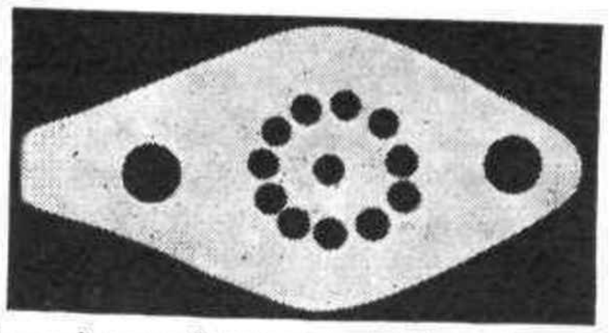
Recently I hired a car from a well-known company who specialise in self-drive hire.

In their advertisements they offer new 1960 saloons, by several of the largest makers, in various engine capacities. When I collected mine I had only driven it a short distance when it became obvious that the engine was very considerably down on power. On looking into the cause of this, it was found that an aluminium plate had been inserted between the carburetter flange and the intake manifold flange. This plate had holes drilled in it which reduced the area of the intake diameter to about half, thus achieving the same effect as limiting the throttle opening to half.

This method of governing the engine speed made overtaking quite a hazard.

Needless to say, no mention whatsoever was made by the car hirers of the fact that engines were governed. One wonders what impression would be gained by a potential customer for such a car, either from overseas or home after driving one of these cars which, in the mildest terms were flat and dull. I understand that car hire firms do considerable business with visiting American and other overseas visitors. This aspect of the matter prompted me to write to the car manufacturers concerned. From them I learn that while they are very strongly against this practice they are well aware of it and are of the opinion that it is growing. They expressed their intention of taking the matter up with the car hire firm concerned.

Arising from this is the aspect of untrue representation by the hirers, who advertise for example 1960 B50 and B65 models for hire.



The offending carburetter flange washer referred to in the accompanying letter by means of which a well-known car-hire firm reduces the performance of British cars by approximately 50 per cent.

while in reality they are only B25 and B32½'s.

Quite another matter is the covering of these vehicles by insurance. I got mine with what I understood at the time to be full comprehensive insurance. Imagine my astonishment to read in the local press that a car hire firm had recovered a large sum from someone who had been in an accident with one of their cars which was insured third party only.

When I took this point up I was shown a very small notice which was in the wall of the hirer's office which said something to the effect that clients are invited to enquire about quotation for full insurance cover. This was held to be sufficient to warn clients that the cars were only covered by minimum insurance.

During the present holiday season when many people hire cars to drive themselves, it will be well to bear these two pitfalls in mind.

I am, Yours, etc.,

HIRER-HAD.

[Ever since Adam tasted apple certain members of the species have practised the art of "grab-grab," which seems to reach its zenith in the City. Here is a particularly unfortunate example of commercial grabbery we are delighted to expose—ED.].

* * *

BORGWARDS FOR BUSINESSMEN

Sir,

Three years ago you printed some comments of mine on a Borgward which I had bought without trial on the basis of a MOTOR SPORT road-test. At 40,000 miles, having replaced only an ignition switch, I traded it in for a TS which I ran for 35,000 miles without any replacements whatever. Then, because of a "deal" which it would have been foolish to refuse, the TS was traded in for an Isabella de Luxe. This car gave 60,000 miles of care-free service in temperatures that varied over a range of 140 deg. F., and road surfaces that ranged from broken mud and icebound gravel to hot four-lane express-ways. Replacements on the De Luxe car consisted of four new tyres at 40,000 miles, two rear shock-absorbers at 45,000 (the result of a 22-hour 1,100-mile journey carrying a 900-lb. load), two track-rod ends and top front wishbone bushes at 47,000, and dynamo brushes at 50,000. Normal maintenance—plugs, points, etc.—was taken care of at about 12,000-mile intervals, and a compression test at 50,000 showed all four cylinders to be over 137 lb., which was thought to be rather impressive! The TS engine consistently bettered the manufacturer's claims (what a pleasant change) by about 4 m.p.g., normal highway cruising at the speed limit of 65 m.p.h. yielding an average of 38.2 m.p.g. (This may sound exaggerated until one realises that 200-300-mile runs can be covered virtually without a gear change on some of the long, straight four-lane highways here and any properly run-in TS will do this mileage at these speeds on your M 1.) Then, because of another very attractive trade-in offer, Number 4 Isabella was acquired a month ago, another de Luxe.

Before each new purchase was made, various other machines were tried out—just in case something more appealing existed. But no other car, either from a dollar-value or mechanical point of view, was found to approach these sturdy, Reutter-seated, 95-m.p.h., roomy, economical, comfortable, i.r.s., road-hugging, tireless, responsive machines which cost but a couple of hundred dollars more than a narrow, cart-sprung box of breakfast food, and out-perform and outlast them handsomely. This is probably a fair comment on the basis of a 140,000 mile "test" of a model which is used almost exclusively for business and from which complete reliability at all times is demanded and confidently expected. Biased? I should think so! Though of course it is realised that the breakfast-food boxes are probably perfectly suitable for less demanding work such as mimsing about the city in high gear within easy reach of service facilities. I owned one just before acquiring the first Borgward—no, that's not fair; it was actually a forebear of the cereal container—but the dreadful gear-shift and truck steering caused incipient ulcers which resulted in a hurried termination of ownership after ten days, and no subsequent trial of even the more expensive variation on the theme has given any real reason for a revision of opinion.

Any businessman who has to live in his car and covers large mileages at his own expense would do well to take a long hard look at the Borgward when making the next change. Even in U.K., with the hefty import duty, he might find himself financially ahead after a couple of years, to say nothing about the ease and comfort which will be a revelation to him if the change is from a cart-sprung machine. In those parts of the world where a TS can be bought for the same price as a Peugeot, Volvo, Zephyr, Magnette, Velox, Rapier, Fiat 2100, Simca V8 or Vanguard, it would be even more worthwhile to examine this car which will out-perform all of those mentioned, except perhaps the Volvo—about equal performance there—outlast all except perhaps the Volvo and the Peugeot, and be more economical to run than even those two. In the road-holding department its splendid front-end geometry and independent rear suspension make it more surefooted and stable than any of them. However, it is well to know that this is not a top-gear car; the TS engine calls for intelligent use of the gear lever if the best performance is to be realised, but the all-synchromesh, four-speed, column-mounted gear change is one of the best of its type, so this is no great hardship. The instruction manual rather quaintly informs us: "It should not be tried to accelerate the vehicle by depressing the accelerator pedal. This procedure is quite useless and detrimental to the engine. It is advisable to keep engine revolutions."

I am enclosing a renewal of my subscription for another two years. If something better than the Borgward does come out, I am sure that MOTOR SPORT, as usual, will be the first to draw attention to it. I write from a land where a strip of paint transforms a dull motor car into "the brand new car designed in England especially for Canadians"—to wit, the Vauxhall Victor into the Envoy. And the advance blah-blah had us all thinking that Luton had finally come up with something new!

Ah well! Other Toms, other Moores.

I am, Yours, etc.,

Vancouver. M. C. HOGAN.

* * *

ANY COMPLAINTS?

Sir,

I wonder if any of your readers have experienced steering, independent rear suspension, braking and rear-wheel skidding troubles on the 290/1 3-litre type Lagonda. As the owner of a 1956 model of this mark, I have had persistent difficulty with instability of the rear suspension and steering wander at high speeds, with a strong tendency to go into tail skids (two 120-degree swings, and one of a complete 360 degrees). Effective braking has also been a difficulty always.

Prolonged experiment has been successful up to a point: the experience of other owners would be most gratefully appreciated.

I am, Yours, etc.,

London, S.W.1. W. W. WADDELL.

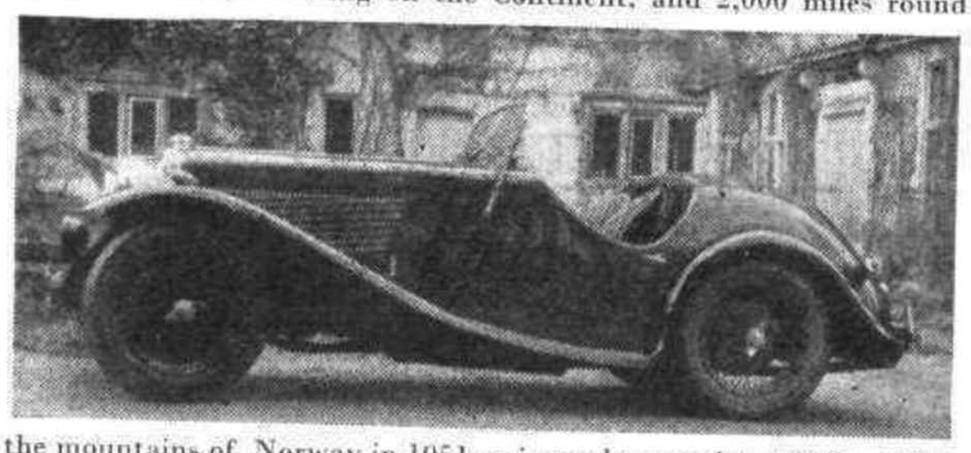
* * *

A EUSTACE WATKINS WOLSELEY HORNET

Sir,

I enclose a photograph of my 1935 two-seater, 14-h.p. Wolseley Hornet Daytona Special, which I was very lucky to acquire from a relation who had owned it all its life.

It still has the original engine, and has now done just over 180,000 miles, including motoring on the Continent, and 2,000 miles round



the mountains of Norway in 1951, using only two pints of oil. I find it a most delightful and responsive car to drive, even if not fast by modern standards.

The body is by Eustace Watkins and I believe comparatively rare. I wonder if anyone can tell me how many were originally made, and if any of your readers are still running them?

I am, Yours, etc.,

Canterbury. R. J. RICKARDS.

FORD FAILINGS

Sir,

I recently purchased a new Anglia from Ford. I have done 1,300 miles and had my dynamo repaired and new brake linings due to grease leaking on the old one. My boot does not fit, a rubber is coming off one of the doors which by the way rattles. My prize complaint is that when it rains it leaks so much that I cannot have a passenger in the front. The only praise I have for my car is for the gearbox which I understand has Porsche parts.

My brother recently purchased a VW and I did not realise how good a car it was till I really examined it. It may be an ugly looking car but at least it is not always back at the garage.

I am, Yours, etc.,

Golders Green. M. G. Isaacs.

* * *

ROVER *versus* CITROEN

Sir,

I must reply to Mr. Cropp's comparison of the Rover 100 to the Citroën in this month's issue. The Rover is indeed a very fine motor and always has been but, surely he cannot compare the comfort of a suspension more suited to the 1930's to that of the Citroën suspension which, I am sure, will be considered quite up to date in twenty years' time. In the past 2½ years I have covered approximately 101,000 miles throughout Scotland in three Citroëns, all of which have been continually cruised, where possible, at 80 m.p.h. and more with no trouble whatsoever, I have driven most cars, including Rovers, and would not like to have tried cornering them like the Citroëns.

I would suggest Mr. Cropp tries the same run as he described, in a Citroën for I suspect he has possibly never driven one at all.

His " over 50 m.p.h." average does not impress me as I have averaged over 60 m.p.h. for 200 miles with a Citroën which is " less " than 2 litres.

I am, Yours, etc.,

Edinburgh. C. H. McLean.

* * *

AN M.G.-A IN RHODESIA

Sir,

Very little has been printed recently in your excellent magazine in recent months about the M.G.-A and Twin Cam.

I would like to give a brief appreciation of my experiences with my 1957 M.G.-A which I bought new in December 1957.

It has now covered nearly 40,000 miles and is as sound as when new. I recently fitted a new crankshaft and bearings after overdoing things (5,600 r.p.m. in top gear) on the first occasion that the car was on tarmac in over a year! The pistons have never been removed and oil consumption is negligible, in spite of 34,000 miles on dirt roads with only the standard gauze air cleaners. New front shock-absorbers were fitted at 38,000 miles. The rear ones are still perfect.

Averages in the 70s are commonplace, even over the worst of our roads which by British standards would be fit only for " trials."

These averages are quite easy to reach due to the comfort of the suspension at speed, the sensitive steering and the good brakes.

I drove from Blantyre in Nyasaland to Broken Hill in Northern Rhodesia during the rainy season of 1957-58 ; a distance of 736 miles, all but a hundred dirt. It took 12 hours, including stops!

The road was greasy and often under several inches of water. In one place mine was the only car to get through a section in which even Land Rovers were bogged. In these conditions the only other car I have found which will travel as well (but not *quite* so fast) is that much discussed German " beetle."

Premium petrol is not usually available at most of the bush stations I have been on, but with standard grade I return 30 m.p.g. at a steady 60 m.p.h. The wire wheels have given no trouble.

My only serious complaint is that dust pours in the doors and the battery cover, and all attempts to remedy this have so far failed. Another fault is that the rear brake adjustment occasionally slacks back a notch or two on very bad roads.

Other cars I have owned in this country are an Austin Westminster, which was only four months old when I sold it because the front suspension had completely collapsed twice . . . and a side-valve Morris Minor which I bought secondhand, and gave me excellent service for 30,000 miles including racing, in modified form, and rallying, with some success.

I am, Yours, etc.,

Samtya. Roy Williams.

NOT BRITAX ALONE!

Sir,

I am sure you will not mind me drawing your attention to an advertisement by Britax (London) Ltd., which recently appeared in Motor Sport.

This advert contains a large insert which reads : " The only diagonal belt approved to British Standard BS.3254, as recently announced." The advert implies that no other car safety belt or harness using a diagonal strap is approved. This, of course, is not true as both our own type CH/2 diagonal harness and a Siebe Gorman diagonal harness were among the first three to be approved by the British Standards Institution.

We have referred the matter to the British Standards Institution as they are involved and I know that it is against your policy to publish anything which is not accurate or which is damaging to other advertisers.

I am, Yours, etc.,

for Irving Air Chute of Great Britain Limited

Letchworth. G. E. Streeter (*Sales and Service Section*).

* * *

MINIATURE CARS IN MALAYA

Sir,

Your May issue has just come to hand and it was indeed interesting to read the letter of A. G. Watson on " 2 c.v. *versus* Austin Se7en." The new B.M.C. " babies " appear to have been selling like hot cakes in U.K. and I thought you might like to know exactly how these little cars have been received in Malaya.

First of all, the 2 c.v. is virtually unobtainable, which is a great pity. Nevertheless, opposition is extremely fierce, and I would quote the following prices (converted to sterling) of a few of this country's more popular small cars.

Morris Mini-Minor and Austin Se7en	£509
Fiat 600 Saloon	£522
Lloyd 600 Alexander	£520
N.S.U. Prinz 30	£530

These prices are fully inclusive of import duty, tax, etc., and only the " de-luxe " versions are available. On top of this, the buyer can expect a discount of around 10 per cent, in a straight purchase (it may be as much as 12 per cent.; but never more than 7½ per cent. in Singapore however) so that the " de-luxe " Mini-Minor is selling at £458. Moreover—and more important—is the fact that the Fiat and N.S.U. cost a mere £10-£20 more than the B.M.C. car. If the same state of affairs existed in U.K., I wonder how popular the home product would be ? I have only seen three N.S.U.'s in Malaya, and there are not many more than twenty Lloyds. These two suffer from an acute shortage of spares since their distribution is handled by a rather small Singapore concern interested in selling cars—not spares. On one occasion, when a front differential coupling on my 1956 Lloyd sheared its spline (this engine is also mounted " crosswise ") I was told to wait till the next shipment from Germany—three months! I eventually secured the part required, the proprietor cannibalising a new car in the process.

How different it is with that fine car—the Fiat 600. There is no greater value for money, except the VW, which is beyond this range of capacity. There is absolutely no doubt that the Italian product is infinitely superior to the B.M.C. car in practically every respect other than acceleration and all-out speed, the latter having 215 more c.c.s to do it with. The Fiat is just as roomy, and it is regretted that the British car has been given generous interior dimensions only at the expense of body design and aerodynamics.

Moreover, it is getting on for six years since the Fiat 600 came into being and this is obvious when observing the general quality and excellence of finish both inside and out. Alas, the same cannot be said of the B.M.C. car. It gives the impression of having left the factory without being properly finished. I dislike the feeble ashtrays which are inadequately supported by cardboard, these wire door handles, wipers whose pivots are so insecure that they move along the scuttle in a direction opposite to the blades, and the vast front tyre consumption.

However, the " babies " are selling well (I hear the Fiat sales have dropped since their inception !) but my opinion is that they are not quite ready to be put on the extremely competitive small car market on a world scale.

In fact, I estimate they will just about have got all their " teething troubles " worked out by the time I come home on long leave in just over two-and-a-half year's time! Then perhaps. . . .

I am, Yours, etc.,

Johore. E. D. Reid.

M.G. MAGNETTE MK. 3—continued from page 754

ment on the throttles-linkage make the driver's task somewhat tedious on initial acquaintance, and the screen pillars are too thick and the back-seat cushion was in the habit of sliding forward.

The twin-S.U. engine (66½ b.h.p. at 5,200 r.p.m.) gives a deceptively brisk performance, speedometer speeds of 28, 46, and 76 m.p.h., respectively, being attainable in the indirect gears. Top speed exceeds 85 m.p.h. The Magnette is essentially a four-seater; a third passenger occupying the centre of the back seat finds the cushion hard where it rests on the transmission tunnel. This M.G. differs from its smaller relations the Riley 1.5 and Wolseley 1500 in having a sensible fuel-range, the absolute mileage on a tankful being a useful 285. Petrol consumption worked out at fractionally better than 29 m.p.g., inclusive of the Bank Holiday crawl to Brands Hatch and back, which was very wasteful on fuel, and in 240 miles no oil was required.

The M.G. Magnette Mk. 3 is an "old-fashioned" car on which Issigonis must itch to lay his hands but it is a well-equipped saloon, which is just what many British sporting families crave. The minor controls are nicely arranged, although I found myself fumbling with the two right-hand tumbler-switches, one of which controls the lamps, the other the subdued facia lighting which can illuminate speedometer only or all the dials at the driver's bidding. This Magnette, then, served us satisfactorily over the holiday and is good value-for-money, and a car you respect more the further you drive it. It has wide doors which make entry and exit easy. The lockable and very spacious cubby-hole is lined only with plastic material which detracts faintly from the car's luxury demeanor, while the direction-indicator's stalk slightly defeats its object by being just too short and too far from the wheel rim, and it terminates in one of those obscene-looking flashing knobs; the door handles are of safety type but can pinch your fingers.

That such minor irritations are remembered are in the M.G.'s favour, for generally it is a pleasing, but not outstanding, car, in which hereditary traces of the earlier ZB Magnette are just discernible. The Mk. 3 scores in respect of a very big, unobstructed luggage boot and is a notably roomy four-seater.

Leaving the Bath *Concours d'Elegance* we drove in the M.G. to Castle Combe circuit, where some splendid race meetings were held after the war—do you remember when Bob Gerard's E.R.A. vanquished a V16 B.R.M. in a race as noiseworthy and exciting as any we have had recently? Alas, the R.A.C. will no longer allow car racing there. A safety bank would have to be raised all round the circuit, which as the place is farmed is impractical. However, some motorcycle racing has been held at this West Country circuit and it is the headquarters of the flourishing West of England Go-Kart Club. The owner of Castle Combe circuit will be remembered for her handsome Frazer Nash coupé. Today she and her husband are small-car enthusiasts, for she uses a Weslake-tuned, very "hot" Renault Dauphine saloon with Porsche driving-seat, while her husband thoroughly enjoys his blue twin-cylinder Fiat 500.

THE GERMAN GRAND PRIX—continued from page 732

heating engine, and Porsche thought that Graham Hill should catch the Cooper and urged him on, but Brabham knew full well what was happening and there was no fear of him being caught. On lap 29 Gurney got past McLaren, the young New Zealander being so damp and miserable that he was almost past caring who overtook him, and with the five works Porsches and Brabham's Cooper-Climax being the only ones on the same lap the most miserable and wet German Grand Prix ran to a close.—D. S. J.

Results :

GERMAN GRAND PRIX—Formula 2—Nurburgring South—32 Laps 250.2 Kilometres—Wet and Foggy

1st :	J. Bonnier (Porsche F.2)	1 hr. 55 min. 12.1 sec.—129.2 k.p.h.
2nd :	W. von Trips (Porsche F.2) ..	1 hr. 55 min. 13.4 sec.
3rd :	J. Brabham (Cooper-Climax) ..	1 hr. 57 min. 15.1 sec.
4th :	G. Hill (Porsche F.2)	1 hr. 57 min. 21.2 sec.
5th :	H. Herrmann (Porsche F.2) ..	1 hr. 57 min. 29.2 sec.
6th :	E. Barth (Porsche F.2)	1 hr. 57 min. 32.3 sec.
7th :	I. Ireland (Lotus-Climax) ..	1 lap behind
8th :	D. Gurney (Lotus-Climax) ..	1 lap behind
9th :	B. McLaren (Cooper-Climax) ..	1 lap behind
10th :	A. E. Marsh (Cooper-Climax) ..	2 laps behind
11th :	W. Seidel (Cooper-Climax) ..	2 laps behind
12th :	G. Laureau (Cooper-Climax) ..	2 laps behind
13th :	H. Taylor (Laystall-Climax) ..	3 laps behind
14th :	G. de Beaufort (Cooper-Climax) ..	3 laps behind
15th :	J. Schlesser (Cooper-Climax) ..	5 laps behind

Fastest lap : J. Bonnier (Porsche), in 3 min. 29.9 sec.—132.9 k.p.h.

Retired : J. Lewis (Cooper-Climax), disqualified, lap 1; G. Lawton (Cooper-Climax), broken cam-follower, lap 5; O. Gendebien (Cooper-Climax), clutch, lap 6; M. Trintignant (Cooper-Climax), valve, lap 6; L. Bianchi (Cooper-Climax), main bearing cap, lap 20.

20 *starters* — 15 *finishers*

VINTAGE POSTBAG—continued from page 740

I note in your April issue your criticism of the *Daily Mail's* dislike of old cars. You get these types all over the world. I have a suspicion the people who don't like old cars are the sort of people who don't care to be seen with the wrong kind of people or in the wrong part of town. Most owners of vintage cars keep them in first-class mechanical order. The critics probably pour water in the sumps and petrol in the radiators of their new cars and wonder where all the gas and hot air comes from.

As you no doubt know, we have fitness checks in New Zealand once every six months. They are strict and cost 5s. a time. My vintage Studebaker, with its back wheel brakes, burnt off rubber and gouged the gravel of the testing station. Had a hard white light glaring out of its ancient headlight lenses. Had no play in the direct steering, no wobbly wheels. Tyres were as new, horn, handbrake, wiper, mirror, door handles, auxiliary lights and the rest all passed the test.

If it came to a head-on collision with a modern heap driven by the Editor of the *Daily Mail* he would be picking himself up off the back seat of his car, spitting chromium, plastic and tin out with his teeth.

I find it necessary to drive a modern(?) car, too—a Ford Prefect. A total of 70,000 miles in one of these, the latest with o.h.v. motor, in four years over Northern Hawke's Bay roads only proves that the British small car needs daily nursing to stay together. Flapping bodies and disintegrating accessories are so common no-one cares any longer.

When British manufacturers stop hoo-haaing and catch up with the rest of the world, we will be waiting.

I am, Yours, etc.,

Wairoa, N.Z. J. W. BUXTON.

* * *

Sir,

After the first World War the old Meux's brewery ran a fleet of Foden three- and five-ton steam brewers' drays. These had horizontal boilers and were chain driven. Unfortunately, the last of these grand old vehicles was disposed of some ten years ago and I am unable to trace any existing example.

I feel it is a pity that such interesting transport should be lost for ever and I am keenly interested in putting one back into actual use on the road. Perhaps I could ask the courtesy of your correspondence columns to request information from those of your readers who remember these steam drays or from those who have any knowledge of the whereabouts of any of these vehicles today.

I am, Yours, etc.,

Amersham. P. PADLEY-SMITH.

[I share Mr. Padley-Smith's liking for old steam wagons as distinct from traction engines and would be glad to hear of any that still exist. There was, I believe, a Clayton still working in the North at least up to a few years ago.—ED.]

* * *

Sir,

I was interested to read your footnote to the letter headed "Motor Trader with a Halo," page 574 of the July 1960 issue.

On page 594 of the same issue you will find a 1912 Daimler for sale at £1,500 o.n.o., under a box number. Some three years ago this same vehicle, or an identical one, was offered for sale, in MOTOR SPORT, at £475. Unfortunately, I do not have the exact date of publication though I do have the advert. showing the photo. Interest in the vehicle being that my grandfather had one of a similar type in that year.

It would therefore appear that one could expect a more than fat profit from the sale of the old Bentley in America!

I am, Yours, etc.,

Kenton. H. M. STANLEY.

[But not so high in future, perhaps! At the Beaulieu Auction Sale this Daimler was unsold.—ED.]

FORD V8 REGISTER

In view of the recent interest shown by several readers in the Ford V8, the Rev. M. T. Fermer, The Vicarage, Tamerton Foliot, Plymouth, who owns an 81A saloon, is willing to assist in forming a Register which he visualises as a simple organisation to exchange information on spares and tuning, etc. The Register would probably take in owners of the post-war Pilot models as well.

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FOR SALE

1935 TALBOT 105 Airline, advertised with photograph on page 601 of MOTOR SPORT for July at £275. If unsold, will be for sale in August at £225 o.n.o. A beautiful specimen, thoroughly overhauled and completely reliable. Tel.: Carey, AMBassador 9609. [1484

1936 HUMBER EIGHTEEN. Mechanically good. Luxurious interior. Bodywork imperfect ! Taxed. £40. Tel.: Clissold 0436. [1486

FIAT 600, 1956, in immaculate and original condition. Distributor maintained regardless for car-dependent businessman. Underseal, heater, wing mirror, ashtray, etc. Going abroad, therefore sell £360, or part exchange pre-war car for wife's shopping. Tel.: Mill Hill 2861. [1487

1955 TR2, powder blue. Beautiful condition throughout, many extras. Getting married, must sell quickly. £425. Jordan, 62, Stacey Road, Cardiff. [1488

FORD SPECIAL FIBRE-GLASS. Hydraulic brakes, high-ratio back axle, high-compression cylinder head, hood, sidescreens. Immaculate condition. £260, H.P. arranged. Tel.: Gulliver 6050 (evenings). [1489

M.G. M. Rewired, trafficators, 4-speed gearbox; new battery, new front brake cables, new silencer, etc. Good vintage sports car. £55 o.n.o. Box No. S.490. [1490

M.G. L. Smart little black and red coupé. Good runner, but requires slight attention. £45 o.n.o. Cheshire. Box No. S.491. [1491

JAVELIN de luxe, 1952 (July). A very fine example. Excellent body, chrome and leather. Engineer owned, in very good mechanical condition. H.M.V. radio, heater, extras. £275 for quick sale. Laburnum, Zetland Road, Malvern, Worcs. Tel.: Malvern 923. [1492

1928 ROLLS TWENTY s/brake. Brakes relined, excellent tyres, good mechanically, sound body. £85. 1938 Alvis 12/70 d.h.c., mechanically very good, body fair. £65. Box No. S.493. [1493

A.C. GREYHOUND, 1936. Complete overhaul this year of engine, steering, brakes (including relining), electrically rewired throughout, new hood, etc. Taxed Dec. £150 o.n.o. Blew, Tel.: Watford 23445 (before 5.30). [1494

'29 LAGONDA 2-LITRE low-chassis tourer, good condition. Two new tyres, brakes relined. £80 o.n.o. R. G. Price, Officers' Mess, R.A.F., Marham, Norfolk. [1495

ALVIS FIREBIRD saloon, 1936. Body, brakes, lights, steering, good. £35 o.n.o. Padmore, Calpe Avenue, Lyndhurst, Hants. (Also London.) [1497

90% COMPLETED FORD Special. All new parts. Nordec fibreglass body. Tubular chassis, i.f.s., 15-in. wheels, etc. £300, no haggle. Chesworth, 18, Riverside Close, Kingston-on-Thames. [1498

RILEY MONACO, 1935. Body, mechanics, very good; rewired. £450 o.n.o. Rush, 215, New Barns Avenue, Ely, Cambs. [1499

GREEN "SILVERSTONE" AUSFORD. I.F.S., tuned Ten engine. £200 o.n.o. Gibson, Gt. Somerford, Chippenham, Wilts. [1501

1923 ROLLS 21.6, 2-seater Watson tourer with dickey. Good condition. £265. Batchelor, Lofthouse Gate, Lime Avenue, Lillington, Leamington Spa. [1502

RILEY 2½, 1951. Reconditioned engine not yet run-in. Twin spots, reversing light, heater. Immaculate inside and out. "X" tyres. Must go, cannot keep two thoroughbreds. £350 o.n.o. Also 1939 Ford, all mechanical parts, £15. Johnston, Arrochar, Rocky Lane, Heswall, Cheshire. [1503

1925 BENTLEY 3-LITRE short-chassis tourer. Twin slopers, aero-screens, new tonneau, aly bonnet. Engine top overhauled, including new cross-shaft gears. Back axle rebuilt as new. A car of most impressive appearance. £260. Tel.: POI lards 3254. [1504

FOR SALE—*continued*

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AUSTIN SPECIAL. Ali body, new hood, battery, tyres. £70. Tel.: Horsham 5061. [1506

BARGAIN—MERCEDES 220, reg. '55, Dorchester grey. Many extras. £500. Tel.: Powell, Sunbury-on-Thames 3462. [1507

SALE, MERCURY, Morris Eight engines, good condition. 1, Allington Avenue, Lenton, Nottingham. [1571

SUNBEAM TWENTY 4-seater fixed-head coupé 1930, mechanically sound. £65 or offer. Weekends only. Brown, White House, The Avenue, Aspley Guise, Bletchley, Bucks. Tel.: Woburn Sands 2282. [1509

FAULTS ?—SOME VIRTUES ?—more. 1936 Singer Le Mans 2-seater. Offers : £55 ? Tel.: Ashtead 3323. [1510

RILEY 1½, 1935. Complete engine rebuild 2,000 miles. Steering, brakes, £20 overhaul. New battery, tyres. Interior immaculate. Smart and fast. £70. 17, Nickleby Road, Clanfield, Hants. [1511

THREE CARS, two must go. 1950 Mercedes 170S convertible, v.g.c. except hood, which is shabby but weatherproof; £225 or offer. 1936 Minx convertible, everything works; tidy, sound condition; goes well; £20 or offer. Tel.: Staines (Middlesex) 55836 (evenings). [1514

ALVIS TA21 saloon, late 1953. Excellent works reconditioned TC21/100 engine. Extras, new tyres. Still admired. Haggle over a beer. Reluctant sale, business reasons. £500 o.v.n.o. Hawkes, 20, Cassel Avenue, Branksome Dene, Poole, Dorset. Tel.: Westbourne 65187 (Bournemouth). [1515

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CITROEN, 1935, 13.9-h.p. R.W.D. Runner, but not taxed. Brakes, lights and steering o.k. Reliable. First £25 cash. Rogers, "Mayfield," Clock Lane, Bickenhill, Solihull. [1517

M.G. TF, 1955. Ivory. Immaculate condition. Owner going abroad. Must sell. Many extras. £540 o.n.o. Bowles, 2, Babraham Road, Cambridge. [1518

ALVIS 12/50 tourer. Sound, reliable car. Photograph and details on request. About £45. J. M. Pratt, Post Office, Weobley, Hereford. Tel.: 201. [1521

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VOLKSWAGEN de luxe, 1955, 36,000 miles. Schedule serviced. £325. Hazeldine, 52, Trelawny Road, Bristol. [1533

HEALEY 2.4 Tickford saloon, 1951. Engine, coachwork, as new. Heater, washers. What offers ? 105, Carlton Avenue East, Wembley, Middlesex. Tel.: ARNold 7130. [1534

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RILEY NINE CLEARANCE : Over 1 cwt. of useful spares accumulated by enthusiast. Details on request. £10 lot. Crowder, Elbrook House, Ashwell, Herts. [1540

JOWETT JUPITER, 1952, B.R.G. Series III type engine, twin exhausts, wing mirrors, heater. First-class condition throughout. £345 o.n.o. Williams, "Port Mahon," Beech Road, Monmouth. Tel.: 63. [1541

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2.4 JAGUAR Special Equipment saloon, June 1956. 34,000 miles, one owner. £645. Private H.P. arranged. M. Anderson, 178, Elmbridge Avenue, Surbiton. Tel.: Elmbridge 4492. [1545

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H.R.G. 1100, 1949. First-class condition. 80 m.p.h., 40 m.p.g., 80 lb. hot. Nearest £300. 35, Park Avenue, South Shields. [1553

BUGATTI, 1927, Type 40, Engine No. 40341, blue, 2/3-seat; rebuilt original, new hood, screens; £375. Sunbeam motorcycle, 350 c.c., ready for restoration, £5. Green Willows, Locking, Somerset. [1554

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1932 M.G. 12/70 4-seat tourer. Rebored, new pistons, big-ends, main bearings, clutch lining, brake lining. Not fully run-in. Minus hood. £55 o.n.o. Tunley, 97, Birmingham Road, Alvechurch, Worcs. [1556

CROSSLEY 10.8 saloon, 1936. New big-ends. Not yet run-in. Very sound. £35. Thompson, "Barberry," Birmingham Road, Bordesley, Redditch, Worcs. [1557

M.G.-A, 1,489 c.c. Hard-top and sliding screens. Balanced crank, Hepolite pistons, polished head. Disc brakes all four wheels; 60-spoke wire wheels. Many other extras. Offers. Whittaker, "Balaton," Hough Lane, Wimslow, Cheshire. Tel.: Wilmslow 4010. [1558

PA M.G. MIDGET. Green. Reconditioned dynamo. Recent engine overhaul, with new battery and hood. Well shod. Mechanically excellent. Spare engine. £130 o.n.o. Smithies, Schoolhouse, Broughton, Preston, Lancs. Tel.: Broughton 180. [1559

FORD ROCHDALE G.T., reg.1958, 1,172 c.c. reconditioned engine, new chassis, gearbox, 4.7 c.w. £250, or H.P. Aberfoyle, Wilson Fold Avenue, Lostock, Bolton. [1560

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M.G. TB. Specimen condition. Worth coming just to look. Twin everything. Oversize rears, tonneau. All extras. B.R.G. Rare model. Offers over £200. 113, Clarendon Road, Manchester 16. Tel.: CHO 5506. [1562

ROLLS 20/25, 1935 chassis. Recently rebuilt with 1956 coachwork. Pale blue. Immaculate car. £575 or offer. Box No. S.563. [1563

BENTLEY, 1923, T.T. Replica 2-seater. Good condition. Resprayed. Rewired. Engine perfect. Offers : 54, Highfield Road, Widnes. Tel.: WID 4655. [1564

1955 TR2. B.R.G. Hard-top, soft-top, tonneau, heater, washers, new tyres. £535. Gardner, "Thistlefield," Over Kellet, Carnforth. [1565

1953 TD2. Pearl grey, in beautiful condition; £430. Also 1937 TA at £100 o.n.o. Bill Francis, Cartref, Yoxall, Burton-on-Trent, Staffs. [1566

M.G. M. Runs, but requires enthusiast's attention. £35. Wright, Newton Road, Dovercourt, Essex. Tel.: Harwich 722. [1567

RILEY ROADSTER, 1950, green. Vynide hood. Excellent condition throughout. £250 o.n.o. Photograph available. Elliott, 70, Collywell Bay Road, Seaton Sluice, Northumberland. [1568

ROLLS-ROYCE TWENTY. Rebuilt and re-registered 1939 with saloon body with projecting boot, 18-in. wheels and f.w.b. Must be good value at £115 o.n.o. Dale, The Old House, Histon, Cambridge. Tel.: Histon 272. [1570

S.S.100 2½-LITRE, 1937, excellent all-round condition. Polished engine. £295. Box No S.572. [1572

MERCEDES 14-H.P. 170VA saloon, 1951, l.h.d. Would consider vintage tourer in part exchange. Matthew, Allander Toll, Milngavie. [1573

ALVIS FIREFLY, 12 h.p., 1932. In very good condition. Manual gearbox. Five good tyres, heater, screen-washers, reverse light. Instruction book. Taxed. £75, or exchange shooting-brake. Also Vintage Riley 9-h.p. Monaco, 1930. Fabric body, brass radiator. Ideal for restoring. Loads of spares. £30 o.n.o. Available August 7th. C. D. Chapman, 32, Scarborough Road, Leicester. [1574

ROLLS-ROYCE. Beautiful semi-razor-edge with sliding roof 1938 saloon on 20-h.p. chassis. Delightful car in perfect condition. £295 for quick sale. Verity, Tel.: Henley-on-Thames 294, evenings; Mayfair 2066, daily. [1575

ROLLS-ROYCE, rebuilt R.-R. works 1947, fitted new 3-position drophead coupé body on late 21.6-h.p. chassis at cost of over £2,000. Beautiful showpiece motor car. £525. Consider exchange cheaper car. Peel, 8, Crawshaw Gardens, Pudsey, Yorks. Tel.: Pudsey 5272. [1576

SUNBEAM-TALBOT, 1951, 90 saloon, black with red leather. Heater. New battery, tyres and valves. Recent engine and steering/suspension overhaul. In very good general order. Asking £275 but will haggle over any reasonable offer. 37, Penwerris Avenue, Isleworth, Middlesex. Tel.: HOUnslow 3107. [1577

LAGONDA, 1936, LG45 d.h.c. Owner overseas Condition reasonable. Second gear chipped. Burns some oil. However, a genuine offer at £130 o.n.o. Viewed near Honiton, Devon. Write : Spr. Shields, 25 C.E.R., B.F.P.O. 36. [1579

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A.C. saloon, 1949, fawn/red upholstery. Engine overhauled. Excellent condition. £245. 10, Onslow Road, New Malden. Tel.: MAL 1768. [1581

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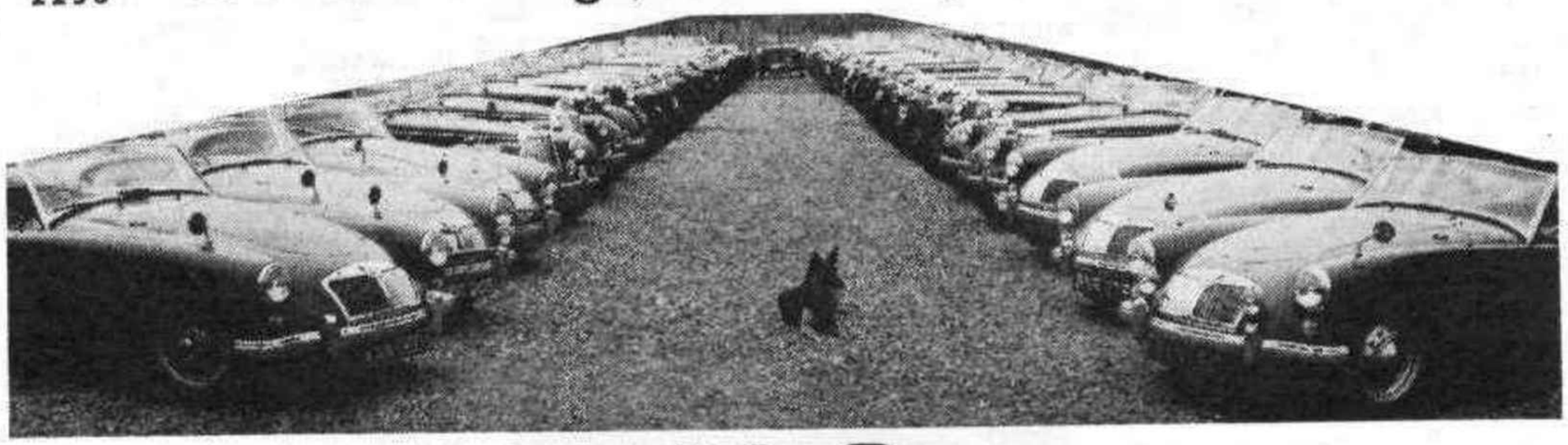
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CITROEN L.15, 1953, very good condition. £265 or offer. 34, St. Matthew's Road, Top Flat, Worthing. [1583

BREAKING M.G. TA. All parts cheap. Chassis ideal for "special." Write: Downs, 260, Gipsy Road, Welling, Kent. [1584

CITROEN 12/24 4-seater tourer. Exceptionally sound coachwork. Comparatively rare and extremely attractive and reliable. All brass. Many spares, include engine, gearbox, rear axle. Bargain £85. 5, Wellesley Crescent, Twickenham, Middlesex. [1585

M.G. TC, 1949. Blue. Rec. engine. New: front wings, springs, clutch, starter, dynamo, f/tyres, r/screens, k/pins, steering box. Plus extras. Supercharged, fast. £250. Details: Dyson, Uplands, Wheatley Lane Road, Nelson. Tel.: 64826. [1586

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BREAKING RILEY NINE Monaco, 1937. Brown, Branscombe, Highfields Road, Witham, Essex. Tel.: Witham 2367 (after 6 p.m.). [1591

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£125—MORGAN 4/4 Climax, 1939. Complete overhaul 3,000 ago. 60 lb. oil. Excellent order. Lightened, tuned, fast. Photo, details: K. Darke, 107, Clayton Road, Newcastle-under-Lyne, Staffs. [1595

RILEY GAMECOCK. Recond. engine, 'box and back axle. Re-shod 3,000 miles ago. Resprayed Ferrari red, new hood. Host of spares. Matrimony forces sale. £225. Rolinson, 2, Murray Road, Rugby. [1597

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M.G. MAGNA, 1934, red. Well shod. Sound engine and body. £85. 24, Willoughby Avenue, Long Eaton, near Nottingham. [1600

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1933 RILEY LYNX Nine. Good general condition. About £75. Morley, Bulcote, Notts. [1604

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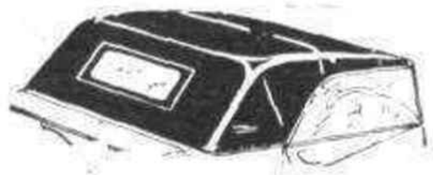
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SINGER LE MANS. Excellent condition. £75. Mason, 71, Station Road, Stoke Mandeville, Aylesbury. [1616

ALVIS, 1934, Speed Twenty d/h. Charlesworth. Nearly £200 spent since 1958. Mechanically sound except timing gear. Bargain for enthusiast, £40. Marsh, High Beeches, Stafford Road, Caterham, Surrey. [1617

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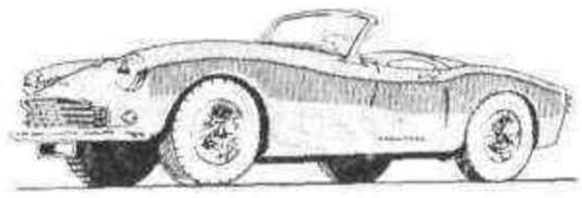
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M.G. 18/80 MK. II, first reg. 1930, 2-seater. Recently reconditioned and in good order. Spares in plenty, including another engine. £150 o.n.o. Rogers, Bardowie, Stirlingshire. [1632

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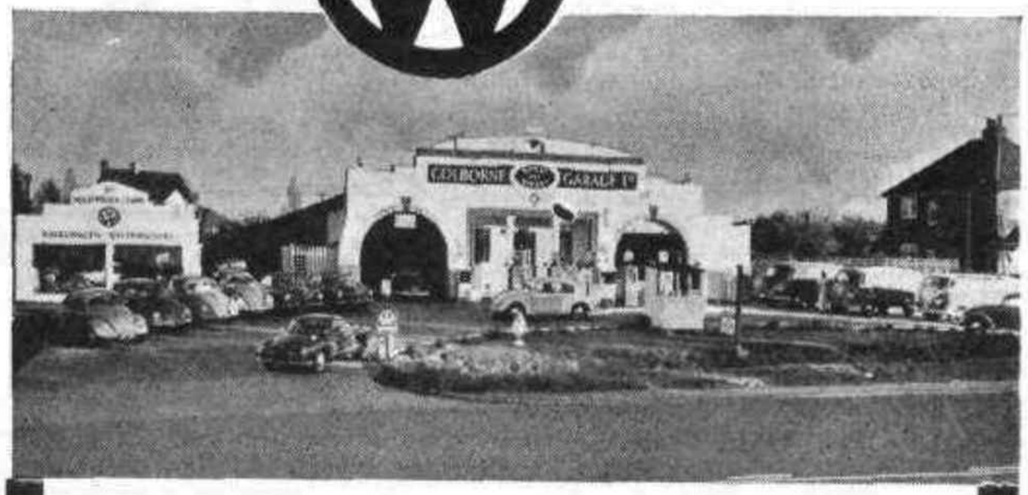
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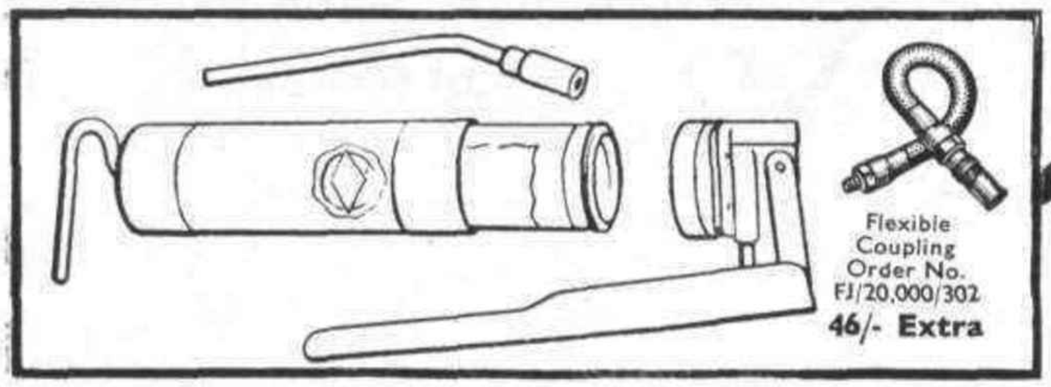


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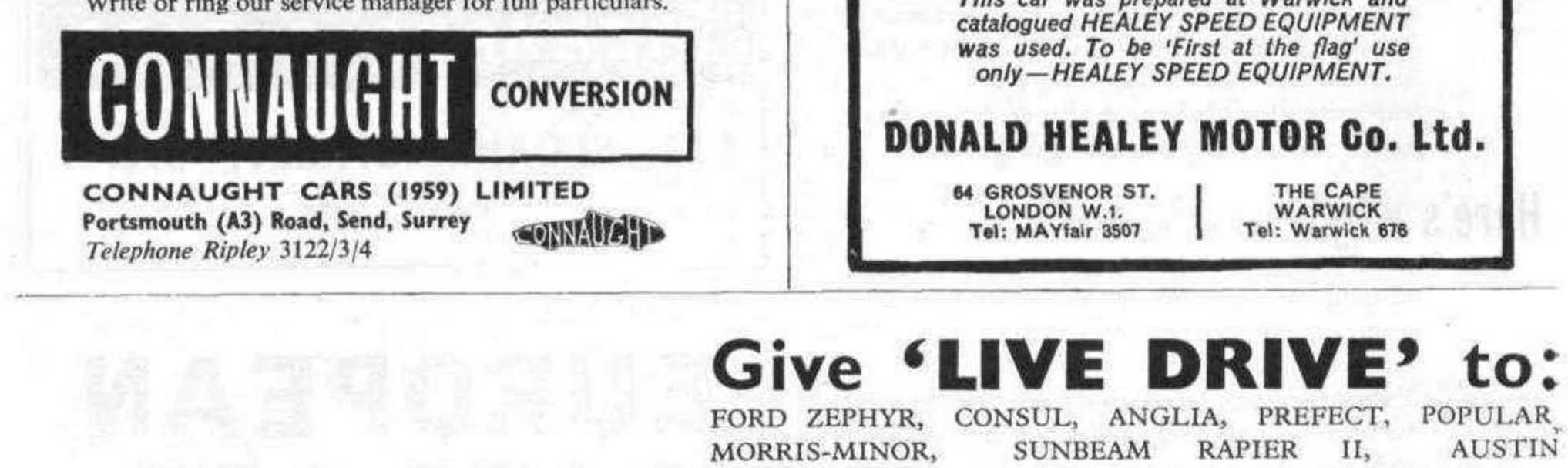


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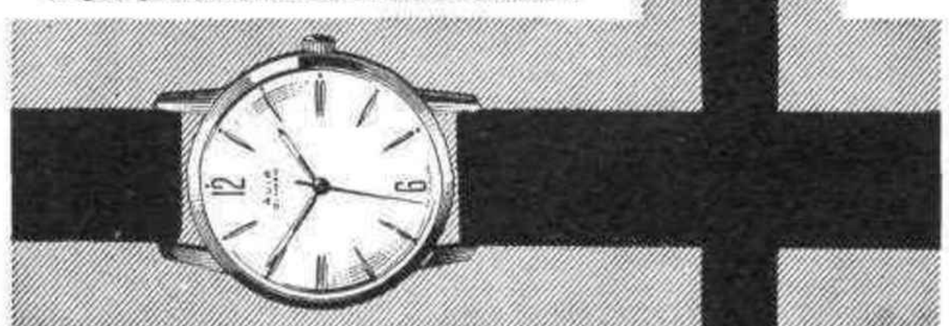
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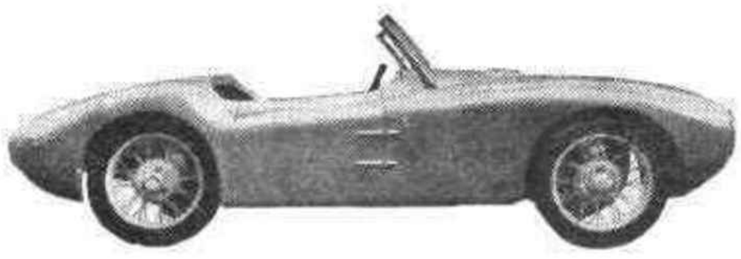
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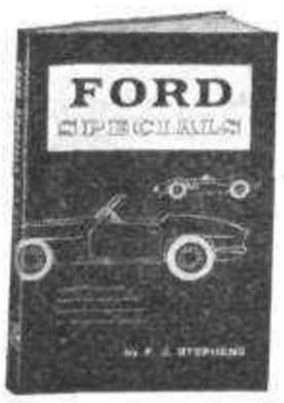
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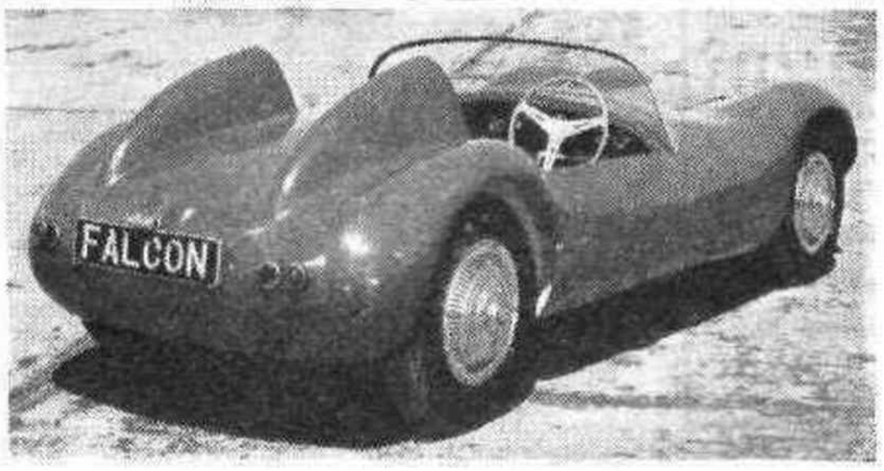
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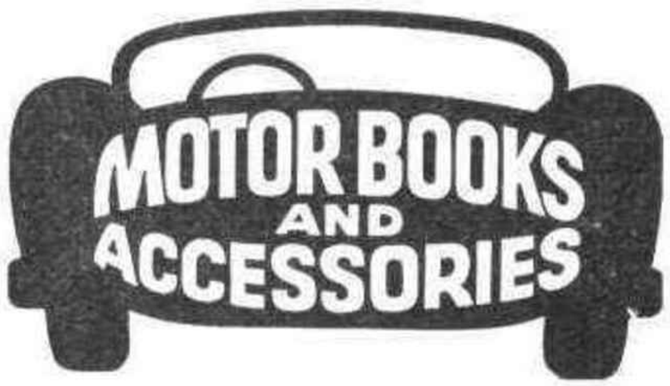
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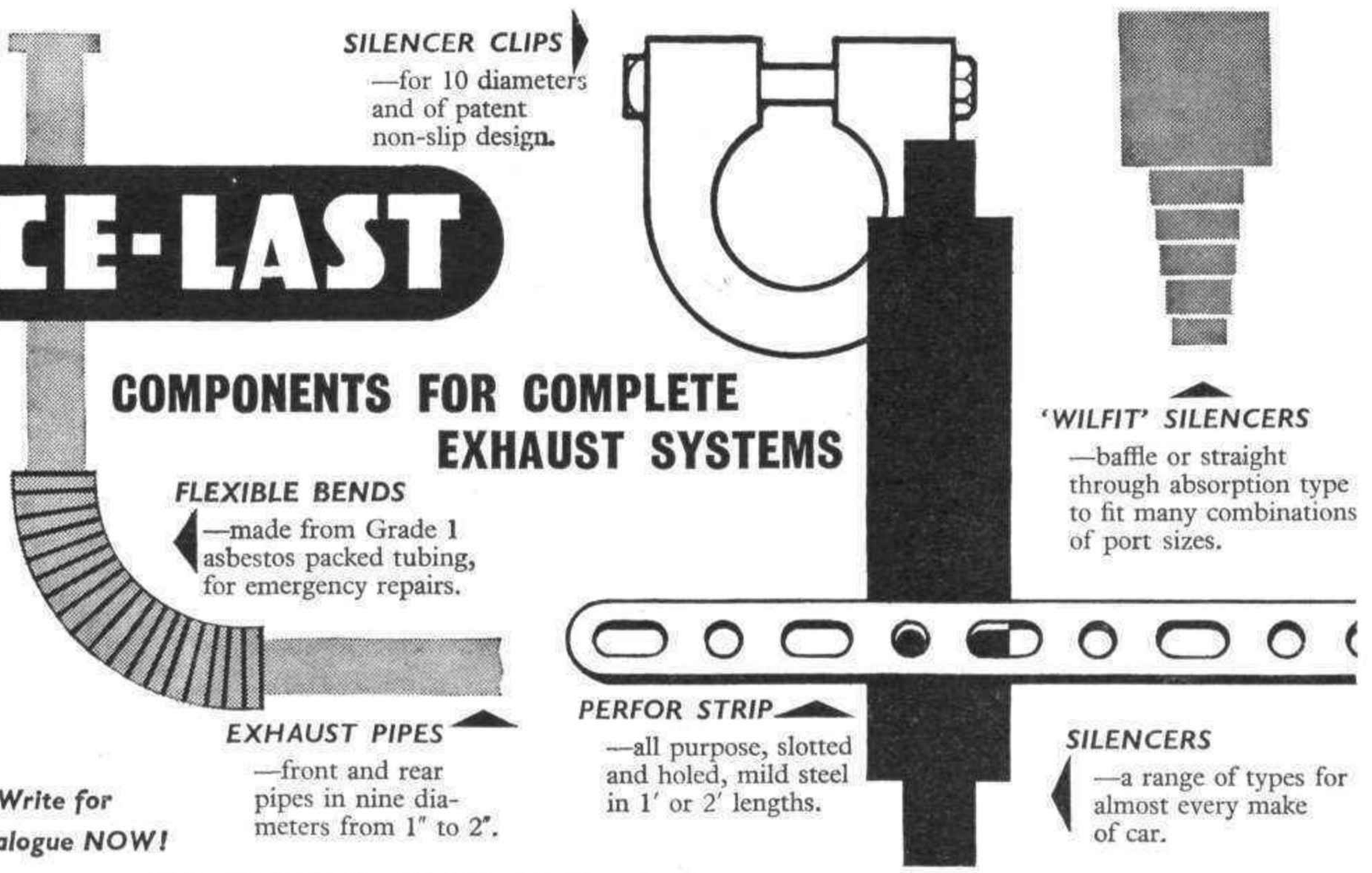
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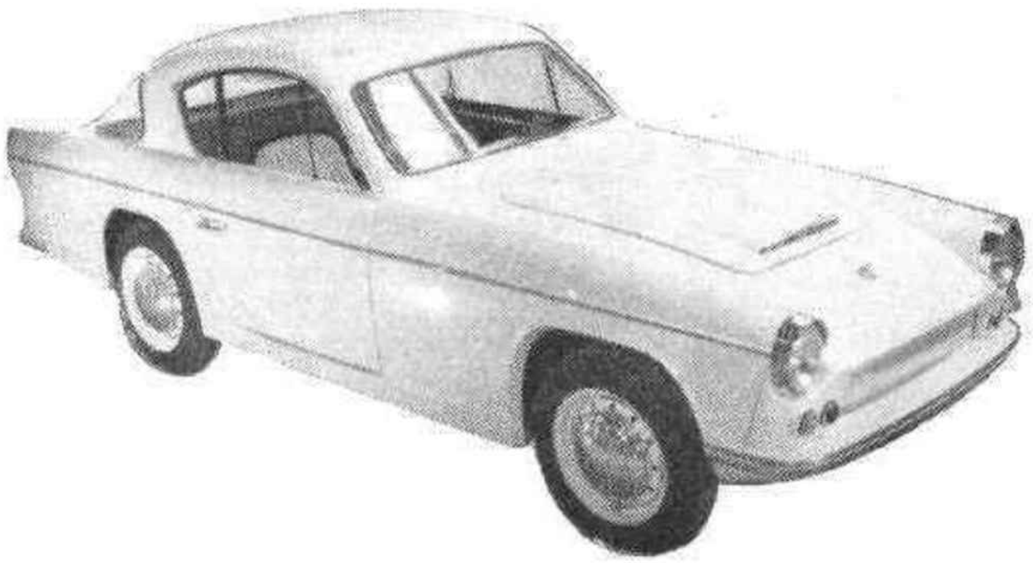
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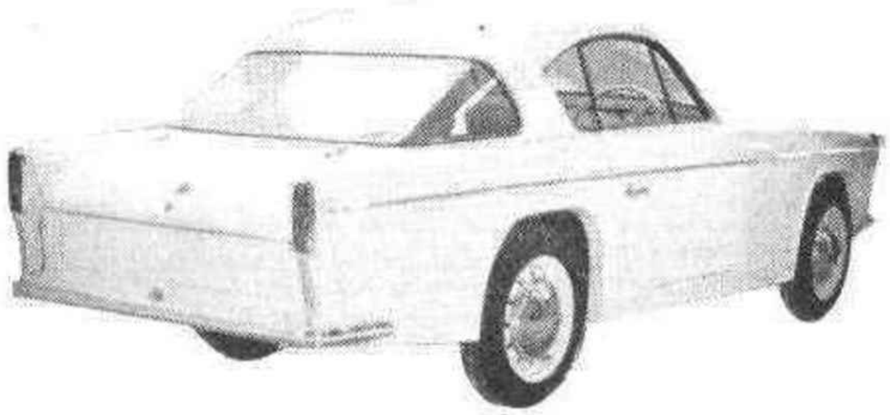
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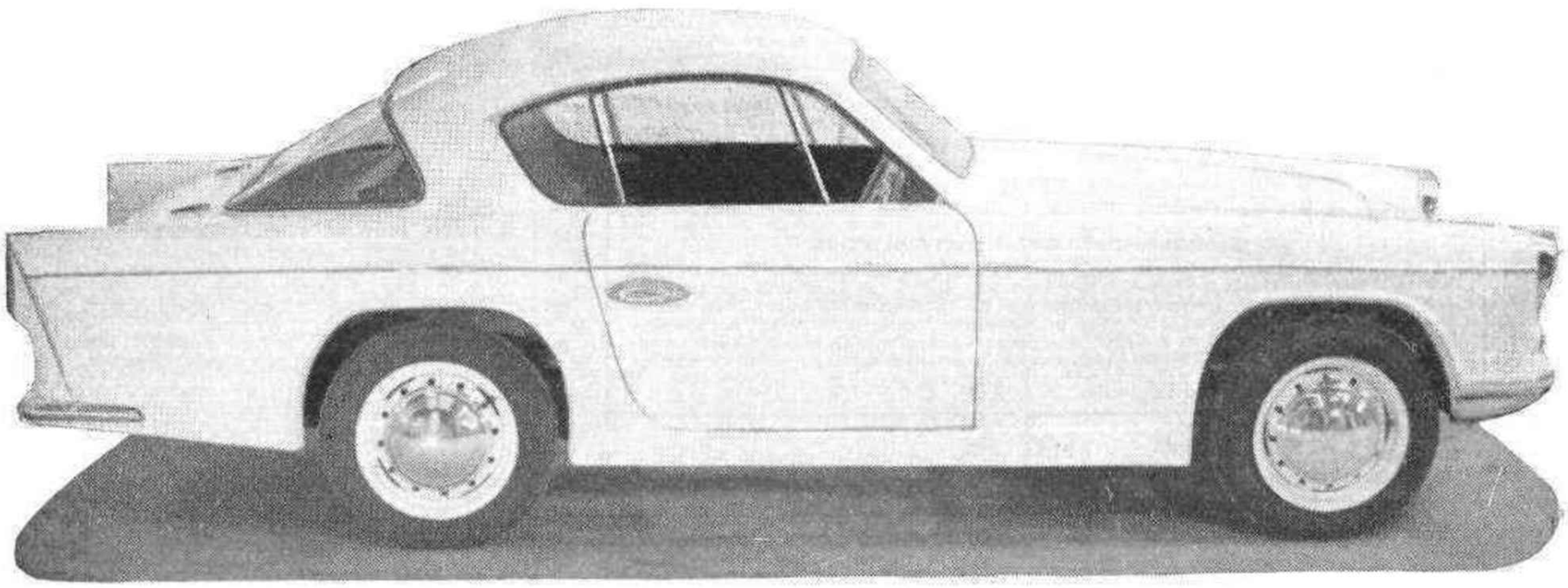
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LANCIA APRILIA, 1937. Red leather interior. Tele-Controls, am-meter, new battery, engine and gearbox overhauled, body good. £125 spent on these repairs last year. £195 o.n.o. A.B.C. Limited, 22, Blackburn Road, Accrington, Lancs. Tel.: 31013. [1825

1928 14/40 HUMBER Tourer, in fair condition. History known. £100 or nearest offer. R. W. Stott, 2, Southfield, Horton Crescent, Rugby. [1826

JAVELIN DE-LUXE, 1951, Series III engine heater, radio, well shod. £250 o.n.o. Bond, 9, Ellingborough Close, Bracknell, Berks. Tel.: 1712. [1827

BARGAIN—uncompleted Ford Convair, boxed Popular. New chassis, body mounted, trimmed, seats, lights, wiper, windscreen, hood and side-screens. Front, rear axles, 4 new tyres. Requires engine/gearbox, radiator, steering, to complete. Cost £220; nearest £150. S.A.E., photo/details. Buyer collects. Box No. T.828 Lancs. [1828

BREAKING BENTLEY 1937 4¼ Park Ward Saloon. Most parts available, below : Breaking Riley 1939 Big Four, also some 1948 Healey parts. S.A.E. please. Newbury R/O., 48, Clarendon Road, Hornsey, N.8. Tel.: BOW 3043. [1829

AVON STANDARD SPECIAL, 16-h.p. Coupé, 1932. Rare model, sporting appearance, well maintained. £40 or offer. Kirkwood, Burghfield Common, Reading. [1830

1937 ALVIS SP25 saloon. £50; 1949 Ford 5-cwt. Van, ideal " special ". £20; 23, Windsor Cres., S. Harrow. [1831

M.G. PA. New carbs., cam brgs. Needs hood. Body excellent. Must go for £140 o.n.o. Tel.: WAN 3741. [1832

L-TYPE MAGNA M.G., 1933. Decrepit body—what's left of it. Engine reasonable when last run. Must have space—if not sold will be pushed into river. Useful spares mine. Any offer secures. Haslam, 63, Church Lane, Darsley Abbey, Derby. [1833

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H.R.G. 1500, 1951. Green. Excellent throughout. Works rebuild on new chassis 1957. Recent engine and gearbox overhaul. Body, tyres, tonneau cover good. New carpets, hood, luggage rack. Offers around £390. 8, St. Vincent's Hamlet, South Weald, Essex. Tel.: Coxtie Green 468. [1835

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1934 RILEY LYNX 9, sound mechanics and body, daily use, seen Rugby or Watford, spares. £110. Box No. T.840. [1840

ALFA-ROMEO 1900 C, 1954 Farina d.h.c., 2/4-seater, r.h.d., wire wheels. Abarth engine modifications. Recent complete check, respray, re-chrome, reupholstered, new Marchal lamps. Splendid car, excellent condition. Photo available. £850. Williams, 9, Fairford Avenue, Luton. Tel.: 8377. [1841

DELLOW, outstanding condition. Full details, engineer owner. Sharp, 30, Bridge End, Dorchester-on-Thames, Oxon. [1842

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LAGONDA 16/80 Pillarless Saloon, well shod, body needs a little attention. Mechanically good, what offers? 11, Lifford Road, Doncaster. [1844

1933 M.G. J2. Rebuilt and reconditioned throughout. £160, or best offer. No reasonable offer refused. Tel.: Redhill 3922. [1845

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MORGAN F4, 1935. Bills for £30 on overhauling, new carb. Requires painting and hooding. Taxed and insured. Offers to Woodard. Tel.: Brixton 2582. [1851

TR2, 1955. Unmarked B.R.G., excellent condition throughout, heater, washers. £425. 17, Highgrove Way, Tel.: Ruislip 3484. [1852

INVICTA BLACK PRINCE, drophead ivory coupé, 1949. Spare engine, Michelin tyres. For sale owing to owner's decease. £550. Apply, 70, Preston Street, Brighton, Sussex. Tel.: 21673. after Aug 22nd. [1853

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TR3"A", 1959, 2-str., unmarked in bright red with black interior; one owner, 14,000 miles only; with disc brakes, tonneau cover, screen-washers, wing mirrors, etc. **£835**

TR3"A", 1958, 2-str., finished in British racing green and fitted with disc brakes, overdrive, heater, " X " tyres and full-length tonneau cover **£835**

TR3, 1957, 2-str., in B.R.G., with matching hard-top and disc brakes, overdrive, twin spots, heater, tonneau cover and special stiffened suspensions and tuned unit **£715**

TR3, 1956, 2-str., unmarked in bright red with red hard-top, and fitted 3-speed overdrive, " X " tyres, screen-washers, etc. A fast and particularly desirable car **£695**

TR3, 1956, 2-str., unblemished in red with black hard-top and soft-top; equipped with spot-lamp, heater, screen washers, wing mirrors and " X " tyres **£685**

TR3, 1956, 2-strs. Choice of two attractively finished in B.R.G., both equipped with " X " tyres, screen-washers, wing mirrors, etc., one with hard-top and 3-speed overdrive... From **£585**

TR2, 1955, 2-str. in B.R.G., with black hard-top and brown interior, with overdrive, twin spotlamps, heater, screen-washers, tonneau cover, etc. **£495**

TR2, 1954/55, 2-strs. Two exceptionally above-average examples in B.R.G. or bright red, both equipped with various extras and competitively priced ... ... From **£475**

VARIOUS

SUNBEAM Alpine, 1959, 2/4-str., unmarked in moonstone with red interior; 5,000 miles only and fitted disc brakes, radio, heater, overdrive, screen-washers, etc. **£985**

PARSON M.G., 1955, an unusual and attractive 2-str., fitted with streamlined all-enveloping body, wire wheels, Alfins, highly-tuned M.G. unit and gearbox, etc. **£595**

BERKELEY B95, 1959, 2-str., an unmarked one-owner example in primrose yellow with black hard-top; 5,000 miles only, fitted all 1960 mods., also " X " tyres, screen-washers, etc. **£465**

LEA-FRANCIS, 1950, 2½-litre 2/4-str. Roadster, in metallic blue with brown interior, tonneau cover; also twin spots, heater, etc. **£395**

JOWETT Jupiter, 1952, 2/3-str., in bright red; recently reconditioned Series III engine and equipped with wing mirrors, interior heater, etc. **£395**

LOTUS Mk. VI, 1954, 2-str. A beautifully finished example in highly polished alloy and fitted with highly-tuned Consul unit, M.G. gearbox, twin carbs., etc.... ... ... **£395**

FORD ROCHDALE G.T., built 1959 and fitted with reconditioned 1,172-c.c. Ford unit; a neat example in white with very well finished interior **£375**

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FOR SALE—*continued*

JAGUAR 3½-LITRE saloon, 1948, superb condition. Low mileage. £175. 124, Bishops Road, Hayes End, Middlesex. Tel.: HAYes 6920. [2081

AUSTIN HEALEY SPRITE, 1959. Excellent condition. £565. 112, Chiltern Road, Baldock, Herts. [2082

STEYR 220. Imported 1951. I.F.S. and i.r.s. Pillarless saloon. Good appearance, well shod. Fitted radio, flashers, Lucas long-range and fog lights. Space wanted, hence £65. Welford, 90, Wedhey, Harlow, Essex. [2083

TRIUMPH ROADSTER 2000. Rare to find as really as new. Only 45,000. Perfect. Original hood with headlining unmarked. Black/green int. Extras. £375. Antrobus, 4, Canons Court, Edgware. Bus. Tel.: STO 5501. [2084

SINGER NINE ROADSTER, 1939. Complete engine overhaul 7,000 miles ago. Carburetter, battery, brakes, exhaust recently renewed. Beautiful blue body. £130 o.n.o. Walker, " Banks," Chislehurst Road, Chislehurst, Kent. Tel.: Imperial 824. [2085

ASTON MARTIN, 1933, Le Mans, long-chassis. Resprayed B.R.G. New batteries, carbs., clutch plate, petrol pump, brakes relined, etc. All bills. New 2,200-c.c. B.M.C. engine fitted 6,000 miles ago, otherwise all original. Fast, reliable and fulfills all test requirements without further expense. £185. Miller, 25, Nottingham Place, London, W.1. Tel.: WELbeck 2873. [2086

HUMBER 9/20 Tourer 1926. Bodily and mechanically sound, good tyres, £85. Jones, Boxford, Suffolk. Tel.: 224. [2088

1957 SUNBEAM Mk. III Sports saloon. Immaculate two-tone green, 31,000 milss. New Firestone front, Mich. "X" rear. Heater, radio, seat covers from new, twin fog lamps, elec. w/washers, rev. light, rev.-counter, etc. £700. Cansfield, 27, Park Ave., Thackley, Bradford, Yorks. Tel.: Idle 466. [2089

1937 APRILIA, new battery and front tyres but damaged piston and sleeve, otherwise sound. £50 or would break down into units. Pickett, 259, Checkland Road, Thurmaston, Leicester. [2090

ROLLS 20 Grimshaw tourer, 1924, green and black. Immaculate inside and out, re-upholstered. £335. Brodrick, 36, Alumhurst Road, Bournemouth. [2091

JAGUAR Mk. V, 2½-litre, in excellent condition. £215. 7, Mapleton Grove, Hall Green, Birmingham. [2092

1927 3-LITRE BENTLEY, registered 1951, S.S., Scintillas, slopers, big sump engine, zip tonneau, 20-in. wheels, axial starter, Dewandre vacuum servo. For Vintage or p.v.t. yacht, or £275. Woodstock, Heath Road, Soberton Heath, near Droxford, Hampshire. [2093

100E BUCKLER Four Branch Exhaust Manifold and Gold Top h.c. head, both unused. £15 o.n.o. Allford, 25, Eden Vale, Westbury, Wilts. Tel.: 93. [2094

1928 4½-LITRE BENTLEY. Four-seater Tourer. Excellent, completely original condition. Best offer over £350. The Ford Cottage, Stokesley, Yorks. Tel.: 438. [2095

1936 ALVIS FIREBIRD Tourer, 10, St. Michael's Close, Feniscowles, Blackburn. [2096

1933 AUSTIN SEVEN coupé. Reconditioned engine, downdraught carburetter, reconditioned rear axle, relined clutch, Bowdenex brakes, rewired throughout, headlamps rechromed. Body, hood and tyres reasonable, will deliver. Offers or exchange. Hughes, 19, Station Terr., Cwm, Ebbw Vale, Mon. [2097

1928 MORRIS OXFORD Saloon, 13.9 h.p., 12,000 miles only. Stored in 1931 and only recently taken off blocks; no rust whatever; original tyres, horn, spring gaiters and everything else intact, working and complete. This car is in superb condition and is ideal for a collector or enthusiast. Offers will be considered. Replies to T. Ash, Southern Farm Traders (Haslemere) Ltd., Marstrand Farm, Brook, nr. Godalming, Surrey. Tel.: Wormley 424 (during office hours). [2098

DELLOW. New hood, 4.4 axle, i.f.s. Nearest £135. After 7th. Wardell, 14-16, King Street, Cottingham, Yorkshire. [2099

1934 LAGONDA 3 litre. Sound and fast. £85 o.n.o. Ingleby, 40, Springfield Ave., Brough, E. Yorks. [2100

LANCIA AUGUSTA, 1936. D.H.C., recent engine overhaul. £75. Floyd, 15, Belvedere Road, Ainsdale, Southport, Lancs. Tel.: Southport 78780. [2101

1946 M.G. TC. Good condition. £250. Reasonable offers. " Hawthorns," Blackmore Rd., Kelvedon Common, Brentwood. Tel.: Coxtie Green 633. [2102

ROLLS-ROYCE TWENTY, 1928. Elegant small fabric saloon by Rippon in very good, original and clean condition. £150. Faulkner, 22, Caroline Street, Birmingham. Tel.: Central 2139. [2103

TR3, 1956. Red. Beige hard-top and soft. Heater, radio, Michelin "X", occasional seat, washers, wing mirrors, spots., Immaculate. £570 or exchange small saloon. Frame Farm, Tolleshunt D'Arcy, Essex. Tel.: 247. [2104

TVR, 1960, low mileage, as new, with Michelin "X"s and highly-tuned Ford 105E engine. Black with red trim. Tel.: Woolverstone 303. [2107

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

FOR SALE—*continued*

BENTLEY, 1935, 3½ Park Ward Saloon. Good condition. Must sell. £220 or best offer. Ward, 203, Brooklands Road, Sale, Cheshire. Tel.: SALe 4815. [2105

VOLKSWAGEN, 1956, De Luxe, Stratosilver, one owner, 25,000 miles only, undersealed, extras. £450. Box No. T.108. [2108

RILEY CONTINENTAL SPRITE, crossflow head, twin S.U.s, spots. and horns, Lucas mag., new tyres and rods, high performance. Nearest £150. 24, Elizabeth Drive, Oadby, Leicester. [2109

JAVELIN, 1949. Engine overhaul. Series 3 crank. Good clean condition. 15, Sportsmans Drive, Oldham. [2110

TR2, red, 1955, one owner and immaculate condition. £495 o.n.o., H.P. available. Mills, 143, Boughton, Chester. Tel.: 22487. [2111

M.G.-M. Reconditioned J2 engine but broken crankshaft, repairable or ideal Ford conversion. Steering, chassis, bodywork, v.g. Recently finished lt./blue, black Vynide, macassar ebony dashboard, good tyres, hood battery and hydraulics. Slab tank. Engine spares. Best offer tows away. Callister, 192, Camberwell Grove, S.E.5., evenings and week-ends. [2113

8TH SERIES LAMBDA, Weymann saloon, in good order but needs timing. Interior tatty. Host of spares. Nearest £60. A. Stanley, 33, Bow Lane, N.12. Tel.: FIN 0280. [2114

LANCIA ASTURA by Farina, 1939, d.h.c. Good. 21, Coates Hill, Bromley, Kent. [2115

TWO BUCKET SEATS. Brand new, professionally made, maroon leathercloth, folding back. £4 10s. each. Benson, "Passau," Long Lane, Bursledon, Hants. [2116

TR3, 1956. Overdrive, wire wheels, "X"s. Heater, tonneau. £565. Rowcroft, The Wilderness, Baldock, Herts. Tel.: 3275. [2118

1927 AUSTIN CHUMMY, 3-litre Bentley rad., new 21×450 tyres, breaking D1 Delage. 86, Upper Tulse Hill, Streatham, London. [2119

LANCIA APRILIA, 1937, in excellent condition bodily and mechanically. Bargain £160 o.n.o. Farnborough, Kent. Tel.: 56038. [2120

M.G. TA, 1938. Original "Cream Cracker" team car. Oversize rears, 1½-in. carbs., etc. £175 o.n.o. Barlow, 58, Pinewood Drive, Orpington, Kent. Tel.: Farnborough 55050. [2121

ALVIS FIREFLY, 1933, d.h.c., crash-box, reconditioned engine (not yet run in), brakes relined, spare engine. £60 o.n.o. Campbell, The Cottages, Paddlesworth Farm, Snodland, Kent. [2122

M.P. SABRE FIBREGLASS BODY for 7 ft 6 in. w.b. Ford, unused, cost £75, accept reasonable offer or exchange vintage or p.v.t. car. Mill, 79, Plaistow Lane, Bromley, Kent. Tel.: RAV 1368 (after 7 p.m.). [2123

RILEY OR RENAULT. 1947, 1½, £285 or 1958 Dauphine, l.h.d. £465. 21, Elmgate Gardens, Edgware. Tel.: MIL 2671. [2117

RILEY 1½, 1953. Excellent condition. Radio, heater, screenwashers, seat covers, wing mirrors, twin fog lamps, good tyres, new engine, battery, B.R.G. £440 o.n.o. Tel.: Prospect 9327 (evenings). [2124

ALVIS 12/70, 1938, Mulliner saloon. Demisters, screenwasher, "Road Speeds" all round (2 unused), original instruction book. Re-wired, rebored by Alvis, reupholstered in sorbo and white hide. Not used since body repaired and enamelled, rear springs set up, wheels rebuilt, hub caps and lamps replated, silencer, tail-pipe and all brake shoes and linings renewed. £150. No offers please. Mason, 66, High Road, Buckhurst Hill, Essex. Tel.: BUC 9130. [2125

M.G. PA, B.R.G. Very smart, with spares. Haggle £120. 13, Byron Way, Romford, Essex. Tel.: ING 41424. [2126

DESPERATE ENTHUSIAST *v.* Wife and Bank Manager. Will someone please help, and buy my daily runabout 1933 Ford Eight. £25.; Fine weather open Sports Riley 12/6. £60, with spares, or my week-end battle wagon: 1948 Jaguar 3½. £140. View any time and bring cash. 130, Princes Ave., W.3. [2127

MORGAN PLUS FOUR, 2-str., 1955 (Oct.), grey. Excellent condition throughout, recent engine overhaul (bills), heater, spot., b/bar, tonneau, washers, leather, etc. £495 o.n.o. Week-ends only. Beaumont, 25, Collapark, Totnes, Devon. [2128

POTENT ELVA, 1959. Derrington-tuned 100E engine. 4-speed gearbox, coil suspension, 6 Michelins, r. & p. steering, very attractive Ashley body and hard-top. Radio, other extras. Immaculate at £515. H.P. arranged. Exchange saloon. Nichols, 409, London Road, Ditton, Kent. Tel.: Maidstone 7357. [2129

BENTLEY 3½-LITRE Park Ward Sportsman's saloon, 1934. Mileage from new 71,000. Heater, demisters, P100 headlamps, handbook, taxed. Registered with V.S.C.C. One of the best preserved models in the country. Only bona fide inquiries please. £385. Duffield, Rosemead, High Legh, Knutsford. Tel.: Lymm 417 (office); 195 (house). [2130

ROLLS-ROYCE, 1933, 20/25. Bodywork in excellent exterior condition, mechanically very good, interior requires attention but sound; can be restored to original splendour. £165 o.n.o. Tel.: Rochdale 49693. [2131

O.H.C. M.M. TOURER, completely rebuilt, taxed. £55. 27, Great North Road, Welwyn Garden City, Herts. [2138

AUSTIN SPECIAL with hard-top, fibreglass, licensed, 9,000 miles, red/white, extras, economical, fast, cup winner. Goodey, 1, Bungalow, Chelmsford Road, Dunmow, Essex. [2132

FRAZER NASH-B.M.W. 329 Cabriolet. 11,000 miles since complete overhaul, Z-metal bearings, Heplex pistons, modified Holbur Eaton oil pump, Bristol valve guides, late type water pump; transmission overhaul, new German 3rd pinions and sleeve, new clutch, new half-shaft, new rear tyres, new battery, electrics overhauled, body resprayed. Many spares. All bills and history. £215. Crews, 77, Cambridge Road, S.W.20. Tel.: WIM 4559. [2133

HARD-TOP FOR TR3A for sale. Black, late '58, perfect, offers to Box No. T.134. [2134

1932 SUNBEAM 18 saloon. Recently rebored, rewired, woodwork reveneered and polished. Good tyres, near new battery, many spares including complete back axle, gearbox and cylinder head, crankshaft, etc. £75. 1, Derwent Crescent, Bexleyheath, Kent. [2135

BULLNOSE MORRIS OXFORD tourer, 1925. F.W.B., beautiful order. New tyres, hood, side-screens. Runs well. Entirely original. £135. Box No. T.136. [2136

RILEY KESTREL SIX, 1937, body and interior immaculate. New Michelin "X" tyres, and Exide battery. Sunroof, Windtones, engine needs rebore, so only £75. Also sound Austin Ruby, Girlings, £25. Tel.: Terminus 3460. [2137

ROCHDALE G.T., usual extras, construction, finish and condition excellent. 10,000 miles. £240 o.n.o. Tel.: AST 2508 (extension 36) (Birmingham). [2139

QUALITY STAR, 14.9. 1931. Vetted V.S.C.C. Good order, believed, unique. Pass any test. Haggle at £50. James, Running Hook, Peaslake. Tel.: Abinger 67. [2040

VINTAGE A7 SPECIAL, 1930. Swallow body, modified engine, Ford carb., r/c. 4-speed box, taxed year, £20. 117A, Kirby Road, Leicester. [2141

TR2 REAR AXLE with diff., springs and shockers, prop. shaft, and front suspension. Good condition and cheap. W. A. Monk. Tel.: Uxbridge 5574. [2142

MORRIS ALTA-MINOR, Jan., 1953, tourer. £295. Soulsby, Westlea House, Boughton Lane, Clowne, Chesterfield. [2143

SINGER 1500 SPECIAL. Recond. o.h.c. engine, alloy body. Completely new throughout. £155. Tel.: Weybridge 6915 (after 6: 6404). [2144

1931 SUNBEAM 18.2. Excellent mechanically, engine, brakes relined. Seven good tyres, sound body, visor. Offers. 152, Wellington Place, Hullavington, Wilts. [2145

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JAGUAR 2.4 saloon, 1958. Overdrive, heater, radio. Superb	...	£895
JAGUAR XK140, 1956, f.h.c. White. Heater. Specimen cond.	...	£745
JAGUAR XK120 d.h.c., 1954. Htr., spots. B.R.G. Outstanding		£525
JAGUAR XK120 f.h.c., 1954. Green/green l'ther. Htr. Specimen		£545
JAGUAR XK120 d.h.c., 1954. Black/red. Absolutely immaculate		£575
JAGUAR Mk. V, 1950. Sand/beige. Mechanically excellent. Only		£195
AUSTIN HEALEY, 1955. Two-tone. Wire wh'ls, hard and soft-top. O'drive		£565
AUSTIN HEALEY, reg. 1957. Ivory/red. O'drive, htr., wire wh'ls, tonneau		£595
TR3, 1957. Red/beige. O'drive, radio, Works reconditioned engine. Superb	...	£645
TR3, 1956. B.R. green. Michelin 'X' tyres, heater. Recent major overhaul	...	£595
TR2, 1954. Black/beige. Tonneau, overdrive all gears, heater, spots, etc.	...	£465
M.G.-A, 1958, f.h.c. Red/beige. Wire wh'ls, htr., s/wash, spots. Specimen	...	£745
M.G. TD, 1952, sports 2-str. Red/beige. Good mechanically and bodily	...	£435
M.G. TD, 1952. Green/green leather. Heater, radio. Works recon. engine	...	£465
M.G. TC, 1949. Red/beige. Good tyres and hood. Many extras. Immaculate	...	£325
M.G. TC, 1947. Black/red leather. Htr., Works recon. engine. Outstanding	...	£295
M.G. TC, Aug. 1949. Green. Loose seat covers, spots. In very clean order	...	£295
M.G. MAGNETTE, 1955. Grey/maroon. Htr., turbo discs. 'As new' condition		£595
M.G. MAGNETTE, 1957. Grey. One owner, low mil'ge. Radio, htr., spec.		£695
BENTLEY Park Ward sal., 1936. B.R. green. Recently £200 spent, bills. Excel.		£345
BENTLEY d/h. coupe, 1936. Excellent hood and tyres. Good mechanically	...	£245
BENTLEY Standard Steel sal., 1950. No mileage since o'haul. Unmarked	...	£945
BRISTOL 403. Disc brakes and o'haul by Bristols. Radio, heater, etc.	...	£995
ROVER 90, 1958, sal. One owner. O'drive, heater, low miles. Specimen	...	£795
LOTUS Mk. VI, B.R.G., '57 Nov. Tonneau and full w'ther equip. Never raced		£475
SINGER 4AD sports 4-str., 1953. Radio, aero-screens, etc. Very clean order		£345
SUNBEAM Mk. III, 1957. One owner. Maroon/grey. O'drive, htr. Superb		£725
FORD CUSTOMLINE, 1955, r.h.d., fully automatic. Radio, htr. Excellent		£695

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LAGONDA 4½-litre, 1934, M45 2-seater. Rebuilt and registered 1952. Stark aluminium body; mechanically first class; 95 m.p.h. **£245.**

ASTON MARTIN, 1930, 1½-litre International 2/4-seater. Engine rebuilt, retrimmed and recellulosed; large instruments. Excellent example. **£235.**

BENTLEY, 1925, 3-litre long-chassis 4-seater tourer. Most attractive appearance. Recent complete overhaul. **£350.**

BENTLEY, 1926, 3-litre Speed Model 2-seater. High-compression pistons, pointed-tail body. Very fast. **£365.**

O.M., 1926, 15/60 short-chassis 2-seater in first-class original condition. **£220.**

O.M., 1925, 15/60 long-chassis 4-seater tourer by Cadogan, in superb original condition. **£275.**

LANCIAS

1952 LANCIA Aurelia 2-litre B21 4-door pillarless saloon. Black, with practically unmarked grey cloth interior; heater, radio, reclining seats. In first-class condition. **£425.**

1937 LANCIA Aprilia saloon; recent engine and axle overhaul. **£175.**

1938 LANCIA Aprilia saloon, fair bodywork. **£90.**

1933 LANCIA Augusta saloon. Exceptionally good body, very smart. **£145.**

Choice of two other **Augustas** from **£100.**

1960 (April) LOTUS Seven A, with Speedwell Clubman B.M.C. engine, close-ratio gearbox, oil-cooler, many other extras; 1,600 miles only. Placed in every race entered. **£665.**

1958 FIAT Abarth 750-c.c. 4-seater convertible saloon, Nardi steering wheel, rev.-counter. 22,000 miles. Cost £950, offered at **£595.**

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LANCIA 2500 G.T. Aurelia fixed-head coupe, spotless in flame red with black interior, highly polished unit, floor change, Nardi wheel, "X" tyres, heater; recent extensive overhaul (£700) at Lancias in Italy. Best available specimen **£1,285**

ALFA-ROMEO Giulietta Sprint Veloce, 1957 series coupe, in Italian red. A low-mileage car that has been particularly well maintained and is in excellent condition ... **£1,395**

PEERLESS, 1959, Phase I G.T. saloon, attractively finished in Pacific blue with grey interior; one owner, 14,000 miles only, and fitted overdrive, disc brakes, heater, etc. ... **£1,195**

LOTUS Elite, 1959, 2-strs. A hand-picked selection of three immaculate cars in white or lilac blue, all to Stage II tune, one or two owners, and nominal mileages only ... From **£1,545**

ALFA-ROMEO 1900 Super Sprint, 1957 series. A magnificent example in midnight blue with desert grey top, body by Touring of Milan; chrome Borrani wire wheels, 5-speed gearbox, radio, heater, "X" tyres, Webers, etc. **£1,625**

MASERATI 2000 Farina 2/4-str. coupe, spotless in wine red with off-white interior trim and chrome Borrani wire wheels, Webers, floor change, etc. An unusual and very good-looking G.T. car **£985**

C-TYPE JAGUAR, 1953, 2-str., immaculate in bright red with black interior and tonneau; fitted Webers, Borrani wheels. An original and mechanically perfect example **£865**

VOLVO 122S, 1959, saloon, unmarked in red with grey top and interior; one owner, nominal mileage only, and fitted radio, heater, spotlamp, screen-washers, etc. **£965**

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All leading *marques* of the immensely successful **International Formula Junior** available new, or secondhand at very competitive prices. Also a vast selection of spares suitable for Formula Junior or "special" manufacturers: wheels, brake drums, standard and fully modified engines, transfer boxes, diff. houses, hub carriers, suspension and steering parts, etc., etc., available at very attractive prices.

ALFA-ROMEO Giulietta Sprint, 1956, coupe in Italian red with cream and red interior; fitted recently reconditioned unit, new Pirellis all round, rear seat conversion, etc. ... **£1,165**

MASERATI 3500 G.T. This superb and unmarked example is finished in midnight blue with natural brown leather interior; specification includes disc brakes, Webers, twin-plug head, dual ignition, etc. Possibly the ultimate in high-speed G.T. cars **£3,895**

M.G.-A, 1960, 2-str. 1600 fixed-head coupe. A spotless one-owner example in birch grey with red leather interior; very low mileage; fitted heater, etc. **£895**

LOTUS Elite G.T. Brand new examples of this incomparable all-independently-suspended car in red, white or blue; tuning for ultra high performance also available ... List **£1,949**

MERCEDES-BENZ 220SE, 1960, sports saloon. An unblemished, one-owner, low-mileage car finished in maroon with white pigskin interior; every extra, including Becker radio, heater, Swiss air horns, etc. **£2,265**

ALFA-ROMEO Giulietta Sprint Spyder, 1957, 2-str., literally unmarked in white with black upholstery; one owner, 23,000 miles only, and fitted heater, floor change, etc. ... **£1,285**

FERRARI 212. A superb car with very attractive Vignale type 51 drophead coupe body, finished in metallic silver blue; 2.6-litre V12 engine, Webers, chrome Borrani wire wheels, 5-speed gearbox; one owner only, and very attractively priced at **£1,865**

JENSEN 541, 1954, 2/4-str. fixed-head coupe, immaculate in burgundy red with off-white interior, and equipped with overdrive, radio, heater, etc. An effortless high-speed G.T. car **£1,095**

LOTUS Elite G.T. The extremely fast and very successful ex-Jimmy Clark car in B.R.G.; very highly-modified Stage III unit, disc brakes, wire wheels, etc. **£1,685**

LANCIA G.T. 2500 Spyder. A particularly striking example of this desirable car in Italian red and fitted "X" tyres, radio, heater, floor change, tonneau, etc. **£1,395**

PEERLESS, 1958, Phase I G.T. saloon in pillar-box red with grey interior; one owner, 16,000 miles only; fitted overdrive, disc brakes, heater, de Dion, etc. **£895**

ALFA-ROMEO 1900 Super Sprint. An incomparable car in sky blue and equipped with Borrani wire wheels, 5-speed gearbox, radio, heater, "X" tyres, etc. **£1,365**

SUNBEAM Alpine, 1959, 2/4-str. in jet black with matching hard-top and red interior; fitted wire wheels, disc brakes, radio, heater, twin spots, etc. **£1,095**

DEFERRED TERMS (from 20% deposit, repayments up to 24 months) : Immediate COMPETITIVE INSURANCE : three months' specific GUARANTEE (where applicable) : fair PART-EXCHANGE allowance on sports cars, saloons or motorcycles (existing H.P. accounts settled) : genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. GRAND TOURING AND COMPETITION SPECIALISTS AND ENTHUSIASTS.

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FOR SALE—*continued*

CITROEN LIGHT FIFTEEN, 1947. Innumerable spares. £165 o.n.o. Details, Clayton, 42, Stringers Drive, Stroud, Glos. Tel.: 1448. [1879

HALDA SPEED PILOT with drive cable, £10. Marshall, 288, Turton Road, Bradshaw, Bolton. [1880

EXCHANGE almost completed Ford Special, many mods., for damaged VW, Consul, W.H.Y.?, or sell £175; cost over £225. Cash adjustment either way. Apply Mr. E. Taylor, 24, High Street, Puckeridge, Near Ware, Hertfordshire. Tel.: Puckeridge 412. [1881

1952 DELLOW. Recon. engine 500 miles ago. Eight good tyres; 4.7 and 5.5 axles; full weather equipment. £240 o.n.o. Russell, Court Hayes, Crewkerne, Somerset. [1882

BENTLEY 4¼ 4-seater drophead coupé, 1938. Modern lines, two-tone grey. Exceptional condition throughout. Heater, etc. £490. Pitman, "Greywethers," Highworth, Swindon. Tel.: Highworth 227 (evenings). [1883

TRIP ROUND THE WORLD forces sale of 1936 12/4 Riley Falcon. Offers near £130. Apply: Prince, "Draycott," Chilworth. Tel.: Southampton 69036. [1884

M.G., 1935, PA 4-seater, black. Smart, no rust. New hood, screens, battery. Good tyres, brakes. Engine fair, reliable. £70 o.n.o. 33, Lismore Close, Coppice Estate, Woodley, Berks. [1893

M.G. PA, 1934. Excellent hood, battery, tyres. Luggage grid, etc. £140, will haggle. Bowman, Bracken Bank, Beech Hill, Headley, Hants. Tel.: Headley Down 2153. [1894

BLACK DETACHABLE HARD-TOP for M.G.-A. Complete with sliding screens. Cost £81. Take £45 or very n.o. Tel.: EUSton 7838. [1895

AUSTIN RUBY, good condition mechanically. Girling brakes. Economical, reliable. £28. 11, Birmingham Road, Alvechurch. Tel.: Hillside 1871. [1896

TRIUMPH 500 engine, shaft drive, £30. Austin Seven bits. S.A.E. details. Maclean, 220, Southlands Road, Bromley, Kent. [1897

1926/28 CHUMMY, entire rebuild, restoration, 99% complete, and proceeding. Offers over £95. Details, photos. Box No. T.898. [1898

1939 F.N./B.M.W., immaculate throughout. Numerous extras. £285. Tel.: Shottisham 687. [1899

BENTLEY 3-LITRE, 1926, short-chassis, 4-seater drophead. £120. Stevens, 30, Evelyn Road, Dunstable, Beds. [1900

TR2, Oct. 1954. Red. Heater. Very good condition, recent works check over. £475. Write: Rich, 8, Vineyards Close, Charlton Kings, Cheltenham. [1901

M.G. TC, '49. Black. Good condition. 16 rears, luggage rack, windtone horns, washers, converted headlamps, fog and spot lamps, new hood. £299 o.n.o. Rodgie, 102, Churchill Road, Willesden, N.W.2. [1902

1957 BERKELEY sports, 322 c.c., in red. Extras include racing axles, spot, fog, luggage rack. Engine overhauled August. £280 o.n.o. Holister, 75, Dalston Gardens, Stanmore, Middlesex. [1903

HEALEY. 1952 Tickford saloon, 53,000. Immaculate in dark bronze. £465. Pearson, Bradley Brook, Winterbourne, Bristol. [1904

BENTLEY 3½, 1935, d.h.c. by James Young. Attractive car. Well maintained. Leete, Greengates, Temple Road, Buxton, Derbyshire. [1905

NIPPY. Resprayed. New radiator. Bowdenex. £75. Tel.: Field End 9665. [1906

LANCIA, 1937, AUGUSTA, Belna Type d.h.c. French specialist bodywork. Offers. S.A.E. Bingham, 8, California in England, Wokingham, Berkshire. [1907

HEALEY 2.4, 1948. Chassis complete, body dismantled. Recon. engine and gearbox, four new Michelin "X." Chassis components in perfect order. Ideal for "special." All offers considered. All letters answered. Addy, Roundwood, Broad Oak, Rye, Sussex. [1908

BENTLEY 3½-LITRE Park Ward saloon, in good condition. New tyres, battery. For quick sale, £210. Write, D. Hodson, 18, Tenison Avenue, Cambridge. [1909

M.G. PA, 1935, B.R.G. Beautiful condition. Bills shown for £250 spent in last two years. Offers. Blake, Ifield Court Cottage, Near Gravesend, Kent. [1910

RILEY KESTREL SPECIAL 12/4 six-light, 1936. Twin Zeniths. One owner since new. B.R.G. Taxed. £125. Wilson, "Greenheyes," Harold Road, Birchington, Kent. Tel.: Thanet 42125. [1911

FORD "CONTINENTAL" fibreglass "special," prettiest on the road; all mods. Professionally trimmed. 15-in. wheels, Michelin "X"s. 150 miles only. £335 o.v.n.o. Tel.: Pinner 7250. [1912

CITROEN ROADSTER LT.15, 1939. Good condition. Many spares. Best offer over £120. Box No. T.913. [1913

ALVIS, 1950, TA14. Green saloon, just resprayed. Recent rebore, new steering box, front brakes relined. Heater, wing mirrors. £295. Reasonable offer considered. Pemberton, 24, Hazeley Close, Hartley Wintney, Hants. [1914

FOR SALE—*continued*

LAGONDA 2-LITRE low-chassis tourer, 1932. Original and excellent condition. Flared wings. Recent engine rebuild to standard. Oil 45 lb. hot. £225. Guest, Fairhaven, Rotherfield, Sussex. [1915

LAGONDA RAPIER, 1935, drophead. New p.v.c. hood, good tyres and battery. Brakes, suspension, engine just overhauled. Several spares. £110. 31, Stocks Road, Aldbury, Tring. [1916

550-19 REMOULD, good condition, £2 10s. 11, Cosgrove Road, Sunnyside, Northampton. [1917

LAGONDA LG6, 1939, grey saloon. Good condition, tyres, etc. Over £150 spent on engine and gearbox in past two years. Sacrifice price, £175, as space required. Lawton, Westwood Lodge, Lewis Lane, Chalfont St. Peter, Bucks. [1918

BENTLEY 3½-LITRE saloon by Park Ward. 1934. Attractive body finished black and royal blue. Very clean interior and good carpets. Brakes recently relined. Good engine, gearbox and axle. Heater, flashing indicators, spot lamp, etc. £225 o.n.o. Platt, Isfield, Sussex. Tel.: 213. [1919

M.G. TC, 1947, model in red. Reconditioned engine only 1,000 miles. 16-in. rears. Extras include seat covers, reverse lamp and spot lamp. Excellent weather equipment, full tonneau. Exceptionally good one. £275. Platt, Isfield, Sussex. Tel.: 213. [1920

1949 ALLARD 2-seater, £100, and 1925 21.6-h.p. Rolls-Royce landaulette, £75. Can be tried and inspected at week-end. Fishpool, School House, Weil, Bedale, Yorks. [1922

MORGAN 4/4, 1937. Enthusiast owner. Reasonable condition. Offers. 13, Heather Road, Bournemouth. [1921

HEALEY SILVERSTONE, modified "E" type. Good condition throughout. B.R.G. Full weather equipment, many extras. Very fast. £275. 139, Privett Road, Gosport. Tel.: 81297. [1923

MORGAN THREE-WHEELER, 1934, Super Sports. MX4 Matchless engine. Parkin, Quaker Lane, Ardsley, Barnsley, Yorks. [1924

LANCIA AURELIA B21 saloon, exceptional condition; all extras. 1951, November. For inspection and trial apply : Lancias, Alperton, Wembley. [1925

RILEY 1½ ENGINE, 1947/8, completely overhauled, all ancillaries, inc. bell-housing, gearbox. £48 the lot, or separate. Box No. T.926. [1926

12/50 ALVIS ATLANTIC saloon. Very good condition. Spare engine, tyres. £115 o.n.o. Meulbrouck, 321, Swindon Road, Cheltenham. [1928

RILEY 1½m 1948. Resprayed green. Three new tyres, exhaust system, Bray heater, seat covers. Brakes, lights, steering, o.k. £225 o.n.o., quick sale. Sparks, 30, Handel Road, Keynsham. Tel.: 2567. [1927

LOTUS ELEVEN ELVA—1172. Exhilarating and inexpensive to run. Has Konis, oil-cooler. New engine, dynamo, tyres. For £450 what can compare ? Must sell. Banks, Witham-on-the-Hill, Bourne, Lincs. [1929

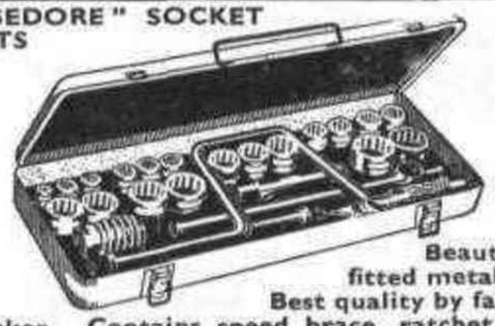
FORD POPULAR, 1954. £200 o.n.o. Wood, Crofts, Bransgore (Tel.: 324), Christchurch, Hants. [1931

RILEY MONACO, 1934. Excellent all round condition—6,000 miles since complete overhaul. Two owners from new. In regular use. Taxed. Offers. Martin, Moorings, Butts Ash, Hythe, Southampton. [1932

M.G. TC, 1946. Green. Engine, clutch, gearbox excellent. Good hood, tyres, windtones, spots, body. £350 o.n.o. Tel.: Ashford (Middlesex) 4201. [1933

DAIMLER, 1938, Light Straight-Eight, 3½-litre, 26 h.p. Windover body. Cream and black saloon. Two owners. Daimler maintained. Fluid flywheel, hydraulic jack. Good tyres. Saddle leather, and real walnut interior. Engine and body immaculate. Can be seen London, West End. Death of owner reason for sale. No reasonable offer refused. Tel.: Gerrard 1180 between 10.30 a.m. and 6 p.m., or write : Shepherd, 111A, Wardour Street, London, W.1. [1934

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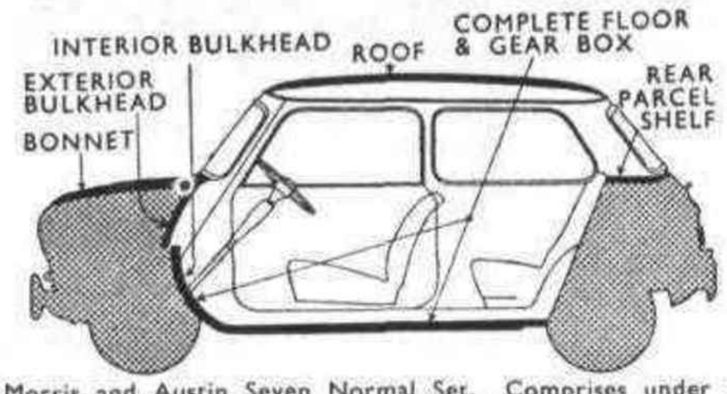
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FOR SALE—*continued*

1952 FORD TEN SPECIAL. Full-width body, curved screen, tuned engine, 4.7 axle, etc. Excellent mechanically, but tatty hood and 'screens. £65. Tel.: WHItefield (Manchester) 3180. [2146

ROVER FOURTEEN Sports saloon, 1935, outstanding condition for year. Offers around £45. Way. Tel.: VIC 2299. [2147

M.G. TC recon. engine 1500 miles, body excellent. £260. Adamson, 17, Mansfield Hill, Chingford, E.4. Tel.: SIL. 3553. [2148

ALVIS SPEED TWENTY Saloon. Good condition. £125 or exchange. 45, Bradbourne Avenue, Wilford, Nottingham. [2149

1926 JOWETT 2-seater with dickey. Short chassis model in near-concours condition. 5 new tyres, new battery, rewired, etc. £85 taxed. Bolam, The Manor House, Somerton, Somerset. Tel.: 31. [2150

1947 3½ JAGUAR less body. Mechanically excellent. Ideal for "special" or spares. £40. Chapman, Lane Ends Cottage, Prestbury, Cheshire. Tel.: 89012. [2151

STRAIGHT, SHINY, 100E Ford Ten Mk. 6 Lotus. C/R gears, 4.1 back axle, hood and tonneau. £390. Candy, 41, Emmanuel Road, Wylde Green, Sutton Coldfield. Tel.: ERD 1085. [2152

CITROEN 2 C.V., 1954. Nearest £230. Copeland, 18, High Street, Winchcombe, Glos. Tel.: 441. [2153

DIESEL LAGONDA, Gardiner 4LK in Lagonda LG45 1936 sports saloon. Re-registered 1951 as rebuilt vehicle. 35 m.p.g., radio and heater, many spares. £375. Dent, 2, Prenton Dell Ave., Birkenhead. Tel.: BROmborough 3581 (days). [2154

M.G. TC. Green. Replacement engine, Stage I, spots., washers, Windtones, tonneau, r/light. Impeccable. £300 o.n.o. Drew, Officers' Mess, R.A.F., Halton, Aylesbury, Bucks. Tel.: Wendover 2242: Ext. 178 (after 5 p.m.). [2155

1952 1200-c.c. B.M.C. engine/gearbox in PA chassis. M.G. remote control, hydraulics front, knock-on wheels, new oilseals, king-pins, pump. Many PA extras. £55 o.n.o. or will break. Tel.: Knowle 3365. Warks. [2156

BENTLEY RED LABEL, 1924, V.P.B. Original. First offer of £325. Box No. T.157. [2157

£350 for my 1924 3-litre Bentley or small modern car. Box No. T.158. [2158

1936 RILEY LYNX. B.R.G. Mechanically sound, bodywork requires some attention, good tyres. taxed, insured. £145. Pinnock, 20, Manship Road, Mitcham, Surrey. Tel.: MIT 6844. [2167

BENTLEY, 1938, 4¼-LITRE Park Ward saloon. Very good all round condition, several extras. £425, or twelve monthly payments of £36. Cardew, 2, 3 & 5, Studio Place, Kinnerton Street, Knightsbridge, S.W.1. Tel.: Belgravia 3785 (between 9.30 and 5.30), or Pound Hill (Surrey) 3230 (after 7.30 p.m.). [2168

RILEY SPRITE, £375. Jaguar 1½ saloon, £95. D. B. Porter, Braeside, How Lane, Chipstead, Surrey. [2169

M.G. TB model, similar to TF. Solid wheels. New hood and radiator, spot, seat covers. V.G.C. £160 o.n.o. Tel.: STA 7525. [2170

1902 PHOENIX TRIMO. Original basket chair. Minerva engine. New tyres, tubes, enamel. Almost completed. £125. Also Rolls 895 × 135 wheel, tyre, tube, £5. Skerman, Sharow, Ripon (Tel.: 1047). [2171

1959 FAIRTHORPE ELECTRON Minor, 948 c.c., 2-seater. Tuned. Fibreglass. 6,500 miles. Fast, economical, comfortable. £485. 58, Flambard Avenue, Christchurch, Hants. [2172

BREAKING : '34 Triumph Gloria 10.8, '32 Morris-Cowley, '34 Morris 10/4, '33 Morris 15/6, '36 Austin 12/4, '40 Austin Eight, '38 Morris 12/4, Standard Twelve and Ten. Swingler, Middleton, Market Harborough. [2173

1958 A/H SPRITE. The ex-Healey Monte Carlo class winner. Modified engine, brakes and suspension. Car has been maintained for past 18 months by Paddy Gaston, and is in first-class order. Offers around £650. Hemens, Tel.: Acorn 1498 (evenings only). [2174

LAGONDA, 1934, 16/80 sports saloon. Any trial £110. 24, Cypress Grove, Hainault, Ilford, Essex. [2175

BOXED POPULAR CHASSIS, 993-c.c. engine just rebored to 1,000 c.c., fitted with new valves, timing, etc., gearbox, recon. dynamo, starter, carburetters, etc.; Blumel's Brooklands wheel mounted on recon. Ford steering boss, shockers' bits and pieces, £20 o.n.o. Quiddleswell, Hooe, Battle, Sussex. Tel.: Cooden 3068. [2176

TR2. 30,200 miles, genuine. Known by owner (second) since new, 1954. Immaculate in ivory/maroon matching hard-top, and hood. Alfin drums, anti-roll bar, "X"s, heater, rad.-blind, twin spots, seat covers. Fastidiously maintained, complete log kept. £475. Tel.: Downland 4461 (evenings). [2177

M.G. J2, red. Good general condition. Very smart appearance. Good tyres, hydraulic shockers, long-range lamps, fog, aerial, detachable hard-top. £80 or offers. Please Tel.: Twyford (Berks) 80. [2178

M.G. PB MIDGET. Excellent example. Details after 6 p.m. from Tel.: MILl Hill 4470. [2180

ROLLS-ROYCE, 1935, 25-h.p. black Thrupp & Maberly sedanca-de-ville. One owner. Rolls maintained. £700 spent. Stored last two years. Accept £375. Tel.: WAN 0967. [2181

FOR SALE—*continued*

ALLARD K2 2-seater, 1951, red. Reconditioned engine, twin Solex, Allard h.c.h. £319 or reasonable offer. Tel.: Putney 8930. [2179

1927 LANCIA LAMBDA. Stark but sound. Ideal car for V.S.C.C. driving tests, rallies, etc., due to excellent acceleration, brakes and steering lock. Large boot for spares if used as a hack/tow car. £150. Berridge, Gunnery School, Lulworth. [2182

TRIUMPH GLORIA, 1936, six-light 10.8, Coventry-Climax. Most parts restored or renewed. Spare engine and gearbox. Will pass test. Reliable motoring for offers around £100. Tel.: Bexleyheath 0738 (evenings). [2183

1934 MONACO. Breaking for spares. Many accessories. Brooks, Wormingford, Colchester. [2184

1935 AUSTIN 12/4 saloon. Nearly new retreads, batteries. New wipers, stop lights Taxed Dec. See, try—you'll buy. £25. Tel.: Wembley 0533 (after 6 p.m.). [2185

1951 MORGAN 4/4 4-seater. Engine reconditioned; new clutch, tyres; brakes relined; resprayed blue. Extras : spots, chrome windtones, washers, winkers, mirrors. Delivery 100 miles. £273 (H.P. arranged). Write : Brown, 1, Old Orchard, Byfleet, Surrey. [2186

JAVELIN DE LUXE, 1952. Grey. Smart. £270 Flat 1, 14, Augusta Gardens, Folkestone. [2187

TR2, 1955, B.R.G. Hard-top, "X"s. £435. (After September 10th.) 10/5, Hollybush Grove, Quinton, Birmingham. [2188

MORGAN PLUS FOUR, 1951. Far above average throughout. Ivory. £330. Tel.: Eltham 2440. [2189

RILEY NINE KESTREL, 1934. Excellent condition. Manual box, Scintilla mag. £120. Arnold, 31, High Street, Bromsgrove. Tel.: 3570 (9-5.30). [2190

£85 O.N.O. SINGER Le Mans, 1936. Overhauled steering and back axle. Well shod. New hood, tonneau and battery. 32, Russell Road, Moseley, Birmingham, 13. Tel.: SOUth 0046. [2191

THE "SPECIAL" with a difference. Mercedes-Benz chassis, Ford V8 engine. Independent rear suspension, Microplas Mistral body. £195 o.n.o. Fuller, Beechcroft, Broomfield Road, Henfield, Sussex. Tel.: Henfield 326. [2192

STAR LITTLE COMET, 1931, 6-cyl., 14.9, aluminium saloon. Good condition, new crown-wheel and pinion fitted. Third owner. £80. Box No. T.193. [2193

1931 DAIMLER, 35 h.p. Has sat on chocks for four years, now for sale. Large shooting-brake type of body; good tyres. On view near Aldershot. What offers ? Box No. T.194. [2194

TRIUMPH 1800 ROADSTER, 1947, pearl grey. New hood and rear tyres. Immaculate condition. Many extras. £190. Tompkins, 6, Crown Court Crown Street, Harrow. [2195

HOTCHKISS. Paris-Nice, 1935, drophead coupé (r.h.d.) by Carlton Carriage Company. Selling against better judgment—family pressure—for more modern car after 10½ years' faithful service with present owner. Engine and body sound as ever—averages 20 m.p.g.—no oil. Steering, brakes and lights first-class order. New Ediswan battery recently fitted; windtone horns. Car of great character frequently admired by connoisseurs in the trade. Sacrifice for £65. Lamb, 20, Buttenshaw Avenue, Arborfield, Berkshire. Tel.: Arborfield-Cross 421 (business hours). [2196

TRIUMPH ROADSTER, 1949, champagne with red hood and upholstery. Heater. "Cared-for" car. £265 o.n.o. Gibbins, 92, Melton Lane, Sutton Bonington, Loughborough. Tel.: East Leake 401. [2197

1932 M.G. MAGNA F. Good running order. Hydraulics. P8os. Stored 14 years. B.R.G. £80. Team Storkmortgage forces sale. Inquiries to 98, Foley Road West, Streetly, Sutton Coldfield. [2198

WOLSELEY HORNET SPECIAL, 1934. Completely rebuilt. Bills. Excellent condition throughout. Hydraulics, sealed beams. Bargain, £75. Mayo, 5, St. George's Road, Stafford. [2199

1928 ALVIS 12/50 4-seater tourer. Clutch, brakes, relined. Engine top overhaul. Good hood, screens; three new tyres. £130 o.n.o. 20, Broadway Road, Evesham, Worcs. Tel.: 6017. [2200

1939 ASTON MARTIN short-chassis 2/4-seater, post-war 2-litre engine. Best offer around £200. de Prez, "James Place," Bagillt, Flintshire. Tel.: Holywell 3300. [2201

TALBOT, 1938, 10 h.p. Fast, reliable. Resprayed. New battery, good tyres. £75. Tel.: Primrose 2418 (6-8 p.m.). [2202

ROCHDALE G.T. 1172. Built from new. Boxed chassis. Professionally upholstered. Bellamy suspension, 15-in. wheels. Stage IV Aquaplane, 4.4 c.w.p., c/r. gears. £375 o.n.o. 57, River Avenue, N.13. Tel.: PAL 6797. [2203

QUICK SALE—£60. Alvis Speed Twenty Charlesworth saloon. Manual gearbox, original bores. Arrival of modern tin-box forces sale, hence the price. Kimberley, 22, Penmanor, Finstall, Bromsgrove. [2204

NIPPY, 1935. Coachwork rebuilt professionally. Recent complete mechanical overhaul. Extras include radio, i.f.s., sealed beams, fully comp. insurance. £140. Wardle, 34, Lion Road, Bexleyheath, Kent. Tel.: Gravesend 1440-421. [2205

BENTLEY. Beautiful Gurney Nutting sports saloon with smooth-flowing lines. Bills shown for £600 spent on reconditioning in last 18 months. An immaculate car in exceptional mechanical condition. £395. Write Box No. T.206. [2206

FOR SALE—*continued*

LOTUS 7, 1959, 7,000 miles. Highly-tuned 100E. Full weather equipment. Very fast. £520. Kerry, 21, Marstone Crescent, Totley, Sheffield. [2207

ROLLS-ROYCE. Absolutely reliable 1928, 21.6 h.p. fixed-head coupé. Good condition. £150 o.n.o. Tel.: St. Albans 53335. [2208

M.G. J2. Recent 1,172-c.c. engine. M.G. gearbox, electrics, steering, brakes, transmission, etc., overhauled. Many extras, spares. £140. Box No. T.209. [2209

LANCIA AUGUSTA. Restored and maintained by enthusiast. Engine, chassis and boot rebuilt. New tyres. Taxed. £140 o.n.o. Matthews, 314, Northridge Way, Hemel Hempstead. [2210

DAUPHINE GORDINI, ex works July 16th, 1,600 miles. £675, H.P. available. Andrews, Star Wood Cottage, Parvis Road, West Byfleet, Surrey. Tel.: Byfleet 46985. [2211

1927 ROLLS-ROYCE 20-h.p. 2-seater drophead coupé. Fully restored within last few weeks. Black and yellow. Engine also overhauled. New heavy-duty Lucas battery, reconditioned shock-absorbers. Front wheel brakes. Greatly admired and photographed at recent Beaulieu and Bath *concours*. £550 o.n.o. F. D. Parry, Quakers Meet, Kingsweston Road, Bristol. [2212

FORD MISTRAL SPECIAL. New engine, 4-branch, Servais silencer, alloy head. Excellent tyres, Town-Country. Bucket seats. Taxed, insured. £125. 36, Bullbridge Lane, Aintree, Liverpool. [2213

CITROEN LT.15. Complete engine minus block, workshop manual. Also aluminium body, complete with soft-top and screens off Ford Paramount, 8-ft. wheelbase; tatty but sound. Offers. J. Bays, The Towers, Bentley, near Ipswich, Suffolk. Tel.: Gt. Wenham 394. [2214

ROLLS-ROYCE 20/25, 1935, Mulliner sportsman's saloon. Exceptional condition. £395 or near offer. Photograph. Baker, 31, Farnborough Road, Farnborough, Hants. [2215

ASHLEY-BODIED MORRIS Minor open sports with tonneau and detachable hard-top. Reg. Sept. 1959. Engine 803 c.c. 1955. Bowdenex i.f.s. Crossflow radiator and header tank. New Pirellis all round. Sporty, economical. Popsy bait. Overseas posting imminent. View Hitchen, Staines or Hastings. £250. Box No. T.216. [2216

LANCIAS : Dismantling Aprilia, Augusta, Lambda and Dilambda. Most parts. S.A.E. please. Astura, 1934, pillarless saloon, £55. Lambda 6th/7th series, converted to brake body with detachable Vynide top on tubular framework. Similar Land-Rover. In daily use and very good condition. Photo. £140. Kay, Marsh Lane, Hambleton, Blackpool. [2217

LEA-FRANCIS 2½-LITRE sports, 1950, 2/4-seater. Works and garage maintained. Exceptional condition. £315 o.n.o. Tel.: Marton (Warwicks) 380. [2218

M.G. TC, 1948. Radio, Jackalls, temperature gauges, twin spares, seat covers. Perfect. £290. 542, Limpsfield Road, Warlingham, Surrey. [2219

1937 RILEY LYNX 1½-litre. Bodywork, chrome excellent. Small mileage since engine overhaul. New hood, screens, tyres, battery. £200 o.n.o. Tel.: Addiscombe 7635 (evenings). [2220

BRAND NEW ELVA space frame. Independent front and rear, Turbofin brakes inboard at rear, k.o. wheels and racing tyres, Ford 105 engine gearbox, crossflow rad., petrol tank, undertray. Offered at half cost for £375. Tel.: Gt. Wakering (Essex) 328. [2221

1937 FRAZER NASH cabriolet. New hood and trimmings. Virtually unused for last ten years. Rebuilt January, has not been used this year. Owner killed in flying accident. £70. Michael Lynch, Tel.: GER 5748; BAY 2162 (after 7 p.m.). [2222

VOLKSWAGEN D/L, 1955, beige, 37,000 only. Immaculate. £410, terms. Write Box No. T.223. [2223

TRIUMPH VITESSE 2-LITRE, 1937. Crankshaft reground 1959. Twin S.U.s. Only two owners. £75. Milford, 11, The Cross, Repton, Derby. [2224

1½-LITRE JAGUAR saloon, 1947. Grey/red hide. Heater. Excellent condition. £195. Also spare engine and gearbox. Smart, Park Lane, Thatcham, Berks. [2225

TALBOT 105, 1936, d/h. Chassis and tyres fair, engine and transmission sound, good battery. Write or phone (after Sept. 3rd) : Card, 1, Victoria Road, Sheffield, 10. Tel.: 63307. [2226

WOLSELEY HORNET SPECIAL, 1934. New brakes, king-pins, headlights. Spare engine with 0.030-in. head, spare clutch, starter. Good tyres, battery. Waterproof, excellent appearance. Taxed, insured. Tel.: HYD 6351 or WEL 4527, or write Ross, 24, Ulster Place, Upper Harley Street, London, N.W.1. [2227

THREE VOLUMES "Book of the Motor Car," 1913, mint. £5. Hartley, 50, Finkle Street, Cottingham, E. Yorks. [2228

M.G. TF 1500, 1955, red/ivory. Heater, spot, fog, reverse, luggage rack, tonneau, aero-screens, "X"s. New engine and box 15,000 ago. Very little competition work; maintained regardless of cost but paintwork requires some attention. Very fast. Imminent delivery of 1960 infant forces sale at £470. Tel.: London, CHAncery 3211 between 10 a.m. and 4 p.m., or Goring-by-Sea 45876 (evenings). [2231

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

GROSVENOR 1188

SIMMONS

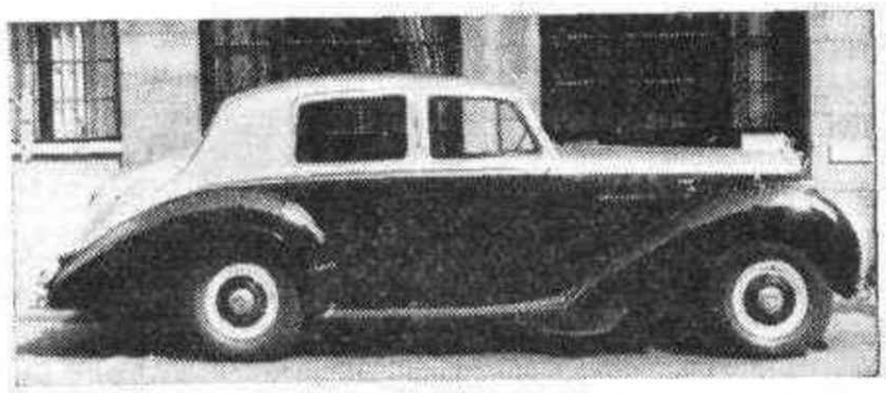
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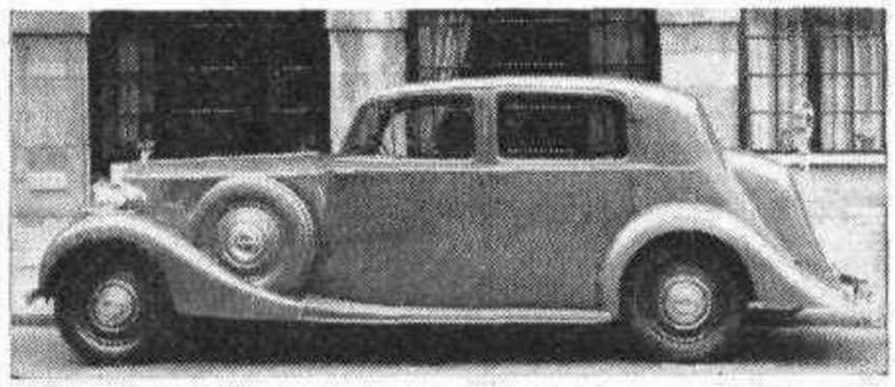
Having taken time off to re-assess the market in terms of present-day trends, offer the following vehicles as being truly representative of the soundest value that may be obtained at the present time.

EACH AND EVERY VEHICLE ADVERTISED, IN ADDITION TO OUR NORMAL WARRANTY, WILL CARRY THE NEW CERTIFICATE OF ROADWORTHINESS ISSUED BY THE MINISTRY OF TRANSPORT.

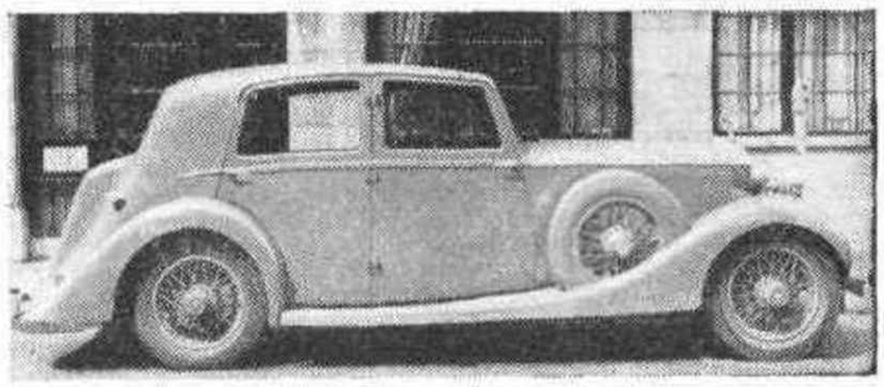
These are hand-picked vehicles offered at a sensible price, extensively serviced, and properly tested, and we are confident that similar specimens are beyond the resources of the average retailer to offer. Owing to a combination of circumstances, men who know their business are now able to present better value to the discriminating buyer of this class of vehicle than has been possible at any time since the war.



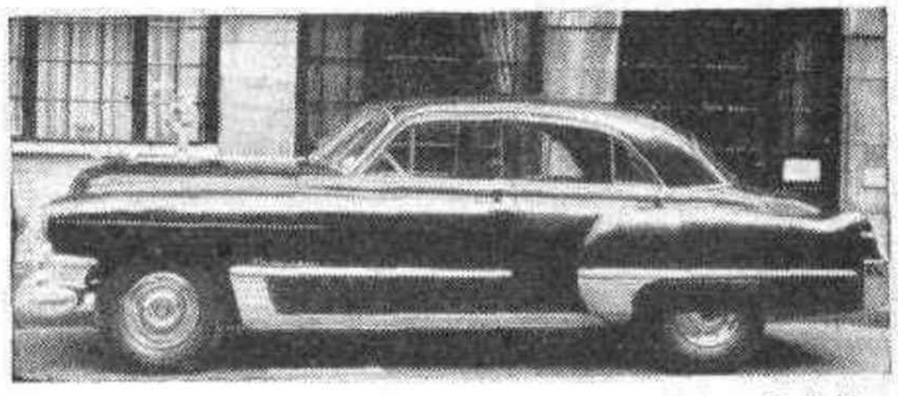
BENTLEY 4½-litre (July '54) R-type Automatic. Silver grey over black, grey trim. Works maintained. Two owners. In impeccable order. History of recent overhaul. All extras. **£2,000**



ROLLS-ROYCE Wraith (July '39). Owner-driver sports saloon with semi-razor-edged coachwork by Park Ward. Dust grey, blue trim. 88,000 miles. Extensive overhaul and rebore at R.-R. Ltd. at about 60,000. At least the equal of similar Wraiths still on offer at twice the price. **£775**



ROLLS-ROYCE Replica ('38) by Southern. Owner-driver sports saloon in powder blue with matching trim. An exceptionally well-found example of this economical Twenty. **£275**



CADILLAC ('50) **Fleetwood** with fully automatic transmission. Dark blue. In unmarked condition. Left-hand drive. Embodying the V8 o.h.v. engine, air conditioning, heaters, radio, etc. Taken p/e. in August. Restrained Americana and a superbly good ride at 18 m.p.g. Really incomparable value. **£350**

ROLLS-ROYCE ('35) **20/25 h.p.** sports saloon by Windover. Recently overhauled. Further details on request. **£385**

DAIMLER ('52) Barker Special Sports 3/4-seater coupe on the 2½-litre chassis with overdrive. Shell and dark grey, scarlet trim. Specialist overhauled '59. Radio, heater, etc. **£475**

BENTLEY ('47) **Mk. VI** Standard Steel saloon. Tan over black, pigskin trim. All mods., including full flow and chrome waistline to coachwork. Specialist maintained. Detailed history. Radio, heater, etc. **£600**

Vintage 3/4½ BENTLEY H.M. rebuild, in B.R.G. Two-seater. "D" box. Large clocks. Fold-flat and twin aero-screens. Slab tank. In excellent order. **£450**

ROLLS-ROYCE Replica with post-war coachwork by Southern similar to the Wraith illustrated. Dust grey, calf trim. Extensively overhauled '60. Recently recellulosed. Wheel discs, wing mirrors, windtones, etc. **£350**

ROLLS-BENTLEY 4½-litre ('36) drophead coupe by Park Ward. Very reasonable condition but, since we no longer deal in pre-war R.-B.s, with the exception of the Overdrive series, **no warranty given or implied.** **£200**

A similar two-door model will be available when an overhaul and recellulose has been completed. Colour to buyer's choice.

ROLLS-ROYCE 20/25 ('35) Town saloon by Windover. Coachwork good but mechanically agricultural. TRADE ONLY. **No warranty given or implied.**

At the time of going to press we are negotiating the purchase of: An **Hispano Suiza V12** sports saloon by Kellner in mint order. A **Rolls-Royce 20/25**, '34, swept-back Town Carriage by Hooper in black. A **Vintage Bentley 4½** supercharged drophead coupe by Corsica, '59 *concours* winner. And a further **Rolls-Royce Replica** similar to that illustrated.

WE URGENTLY REQUIRE AN EDWARDIAN VETERAN · A ROLLS-ROYCE PHANTOM II SEDANCA OR A FULL DROPHEAD · AND A POST-WAR ROLLS-ROYCE OR BENTLEY DROPHEAD COUPE UP TO '55. AS IN THE PAST WE WILL BE PLEASED TO PAY THE USUAL INTRODUCTORY COMMISSION FOR ADVICE LEADING TO AN EVENTUAL PURCHASE.

WE SHOULD BE GRATEFUL TO RECEIVE DETAILS OF VEHICLES SIMILAR TO THOSE ADVERTISED AND IN REALLY SOUND CONDITION WHICH ARE AVAILABLE FOR SALE, AND WILL ATTEND ANYWHERE IN THE COUNTRY BY PRIOR ARRANGEMENT WITHOUT CHARGE OR OBLIGATION.

AS A RESULT OF SOME YEARS OF SELECTIVE BUYING WE HAVE "CARTE-BLANCHE" WITH A PRIVATE BANKING HOUSE TO ARRANGE HIRE PURCHASE ON ANY VEHICLE ADVERTISED WITHOUT REGARD TO THE YEAR OF MANUFACTURE.

GROSVENOR 1188 **12 REX PLACE, W.1** GROSVENOR 2635

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

FOR SALE—*continued*

TR2, November 1954. A really genuine undamaged example, never used in competitions, and fitted with heater, foglamps and new tyres. Just completely checked over and passed out o.k. by competent TR specialist. The TR enthusiast will appreciate this fine car. £445. Tel.: Richmond (Surrey) 0475. [1935

F.N.-B.M.W. 2-LITRE 4-door saloon. Sound throughout. Engine and clutch recently rebuilt. £125. Tel.: Valentine 5982. [1936

1934 LAGONDA RAPIER, excellent mechanically, B.R.G. £85, offers. Salmon, "Denewood," Barnston, Dunmow. [1937

RAILTON. 1937 straight-eight drophead. New hood and battery. Body rough but engine just completely reconditioned by Laystall. £55. Tel.: Deepcut (Aldershot) 3206, after September 10th. [1938

TRIUMPH ALLOY 500-c.c. engine. New condition. Integral fan, balanced, etc. £25. Box No. T.939. [1939

SINGLE-SEAT SPRINT SPECIAL. Triumph 500-c.c. engine and gearbox. Very lightweight. £47 10s. Box No. T.940. [1940

1947 BRISTOL 400, 85c engine, good mechanically, body sound but scruffy. Also complete 1950 85 engine and gearbox. £300 the lot. Taylor, 64, High Street, Newton le Willows. [1941

XK120, 1954 model, fitted XK140 f/h. coupé body. Immaculate ivory, "X" tyres, twin pipes. Very potent motor. Genuine 23,000 miles. £500 o.n.o. Box No. T.942. [1942

M.G. MAGNETTE. Rare KD. Red. Good condition. Racing brakes, radio, spotlight. £90. Also F-type Magna reconditioned engine. Orchard Lands, Topsham, Devon. [1943

1959 ROCHDALE FORD. Many mods., including 4.7, c.r. gears, recon. engine. £275 o.n.o. 1, Doyle Gardens, London, N.W.10. [1944

RILEY MERLIN, 1936. Probably the best you will find. £70. Wilder, "Court Cottage," Old Road East, Gravesend, Kent. [1945

HEALEY SPRITE, Dec. 1959. White, red trim. Usual extras. £560. Cook, 8, Park Hill, Carshalton, Surrey. [1946

WOLSELEY TEN saloon, 1935. Mechanically 100%, well shod. Taxed, insured. Offers, or exchange vintage car or motorcycle. Tel.: Kidderminster 4998. [1947

£200. BROOKLANDS RILEY Nine, 1928. Good general condition. New mains, big-ends; new S.U.s; good Dunlop racing tyres. Lockheed brakes, Newton shockers. Good body (no doors), excellent steering. Two extra 16-in. wheels and tyres. Spare Merlin engine. Box No. T.948. [1948

1960 N.S.U. PRINZ 30 de luxe, 5,000 miles, red. Cost £630; require £555 o.n.o. Jones, 114, Aldershot Road, Guildford, Surrey. [1949

A.C. ACE, 1956, red. Completely overhauled. Will sell, £590 o.n.o., or exchange. Tel.: Kensington 0598 (evenings). [1950

M.G. TA, 1938. Dark green. Over £50 recently spent. £180. Tel.: Elmbridge 1279. [1951

M.F. VA. Rebuilt engine. New carbs., t./cover, brake linings, tyres (two spare). Spare Zenith carb. Vynide hood, s/screens. Chrome perfect. £120. 5, Hibernia Gardens, Hounslow. [1952

£125. ALVIS, 1948, TA14 sports saloon. Heater. Good engine, recently overhauled; remetalling four big-ends, ring-set machined pistons; two good tyres. Box No. T.953. [1953

MORGAN 4/4, 1938, Climax, g.c. £145. 1, Granhams Road, Gt. Shelford, Cambridge. [1954

J2X ALLARD, black, Reg. No. KLJ 2. Perfect low-mileage specimen, fitted with economical Mercury engine and all weather equipment. £300 spent within last 2,000 miles. Must sell before October. Nearest offer to £250. Thomas, 53, High Street, Shaftesbury, Dorset. Tel.: 2539. [1955

LAGONDA RAPIER, 1934, 4-seater tourer, 10 h.p. Excellent engine. Hood, tonneau cover, body good. £150. Tel.: LABurnam 3086. [1957

1926 9/20 HUMBER 4-seater tourer. Very good condition and reliable. New sidescreens; engine overhauled recently. £110 o.n.o. Russell, Tel.: PER 8408. [1962

M.G. TC, 1947, B.R.G. Reconditioned engine, 7,000 miles; new p.v.c. hood, tonneau; good tyres. Owner going abroad. £270. Whitehead, Ridgeway House, A.E.R.E., Harwell, Berks. [1963

M.G. TA, black. Good condition. Twin horns, prefocus lights, etc. First offer around £95. Tel.: WAX 5800. [1964

RILEY KESTREL 1½, 1935. Very good condition throughout. £90 o.n.o. Willmott, 70, Vernon Road, Leytonstone, E.11. [1965

M.G. TA, 1938. Excellent engine and good condition throughout. Lumbago compels owner to change to bathchair. Snip, £175 o.n.o. Jarvis, 107, Marcus Avenue, Thorpe Bay, Essex. After 7 p.m. [1966

MORGAN SUPER SPORTS, 1939, w/c. o.h.v. Matchless. Above average; spares. Gravesend. £95. Box No. T.967. [1967

1957 TR3, black. One owner, 46,000 miles. "X" tyres, white hard-top, soft-top, tonneau, overdrive, heater, spots, windscreen washers, reversing light, wing mirrors. Also rally equipment, including Halda map light and map board. Ideal car for enthusiast. £675. Tel.: Ewell 6520. [1969

FOR SALE—*continued*

MORRIS EIGHT tourer, 1936. 100% rebuilt to original condition. £125. 19, Berkeley Crescent, Crewe. [1968

1928 G.P. BUGATTI, Type 37A, 1,496-c.c. supercharged 4-cyl. Plain bearings. Original specification. Never registered or road-equipped. Trailer, spares and fuel. Price, full details and history to genuine inquiries. U.K. only. John Grice, Burton Hall, Burton Salmon, Yorks. [1970

M.G. PB, 1936, 2-seater, black. Superb example. H/c. head; o/s. rears. New back axle, king-pins, battery, clutch, dynamo, sidescreens, tonneau. Recond. crank, camshaft and bearings; rebored, reground. Winkers, spot, windtones. Reliable, fast. £195 o.n.o. Benbow, 41, Stanley Avenue, Beckenham. Tel.: 4496. [1971

1954 ANGLIA. Buckler head, Servais's, heater, washers. 5,000 since recellulose, complete overhaul. £275 o.n.o. Reed, 26, Lyndhurst Drive, Montreal Park, Sevenoaks. [1972

RILEY MONACO, 1934. Recond. dynamo, starter. Good tyres, battery. Damaged rear. Offers ? 11, Redleaves Avenue, Ashford, Middlesex. [1973

ALVIS 4.3, 1940, black 4-seat drophead. One owner since war. Detailed expensive recent history. £275 or exchange 2½ Riley or similar. Merseyside. Box No. T.974. [1974

M.G.-A HOOD, frame, screens, tonneau; black, excellent. Offers please. Sprigg, Greengables, Bakewell, Derbyshire. [1975

BUGATTI 35B, fitted Allard engine, £450. Racing-car transporter—Austin bus, £75. Paul Burch, Tel.: Farnham 5531. [1976

ROESCH TALBOT. Engine completely o/h., lined and bored standard. Generator, starter, king-pins renewed. Good tyres. Numerous spares. Time and business prevent completion. £75 o.n.o. 500-c.c. chassis complete less engine, mag. wheels, R5s, suitable sprint "special," etc. Also new space frame, ex-Eric Brandon, Albion gearbox, quantity nitro-ethane and sundry spares. £60, or will separate. One Michelin solid, 30 × 3½—31 × 4. Rover Fourteen, ex. cond., taxed, £165 o.n.o. 43, Essex Road, London, E.12. Tel.: Grangewood 6885. [1977

ALVIS. Breaking Beetleback Firefly. P.100s, sound Wilson box, axle, etc. First Tel.: High Wycombe 9. [1978

M.G. TF 1250. New engine (1,600 miles); new Vynide hood, tonneau. A beautiful car. £510. 7, Warwick Court, Michaelmas Road, Coventry. [1979

1952 M.G. YB saloon. £265 o.n.o. Rosner, 20, Radley Mews, W.8. Tel.: Western 5691. [1980

1939 ALVIS sportsman saloon. Any offer ? Findlater, 20, Radley Mews, W.8. Tel.: Western 5691. [1981

APRILIA. Choice of two. One immaculate, over £100 spent recently, nearest £250. The other not quite so smart but thoroughly sound and reliable, £150 o.n.o. J. W. Dixon, Little Durnford Farm, Martyrs Lane, Woking, Surrey. [1982

RILEY MONACO, 1929, sound non-runner. Tel.: HOL 3621 (day), Mrs. Sharpe. [1984

RILEY NINE SPECIAL. Excellent condition, good mechanical order. Cream and maroon. Professionally built body, maroon upholstery, etc.; all-weather equipment. Twin S.U. carburetters. Arrival of new car necessitates sale at £250. Tel.: Rickmansworth 3988 (after 7.30 p.m.—except Tuesdays). [1985

VOLKSWAGEN, 1955, l.h.d., 1,192 c.c. Standard. Grey. Good condition. £290. 27, Westmoreland Road, Bromley, Kent. Tel. : RAV 3133. [1986

V12 LAGONDA, 1940. "W. O.'s" last and finest pre-war car. Black short-chassis saloon. Engine rebuilt 1956. Top overhaul and back axle overhaul this year. Superb performance and appearance. Owner going overseas shortly. £350 o.v.n.o. will prevent it deteriorating in storage. Townsend, Milestones, Oddington, Glos. [1987

M.G. TA, 1939, Tickford body, good condition. £110. 17B, Spencer Road, South Croydon. [1988

LAGONDA RAPIER, 1934, 2-seater. Overhauled engine. New body. £160 o.n.o. Tel.: FOR 0527 (after 6.30 p.m.). [1989

RILEY NINE, 1937. General condition fair. Preselector box recently overhauled. Any offer considered. Tel.: Imperial 4039. Bromley, Kent. [1991

1955 AUSTIN HEALEY BN1 100/4. Very good condition throughout. Extras include radio, heater, wire wheels, overdrive, twin Marchal fantastic spots, badge bar, reversing light, flashing indicators, extra sidelights, screen washers, Michelin "X," tonneau, fitted carpets. £490 o.n.o. Tel.: Romford 45743 (after 6 o'clock). [1992

AUSTIN HEALEY 100/4 hard-top, 12 months old, as new, with sidescreens. £35 o.n.o. Tel.: Romford 45743 (after 6 o'clock). [1993

FAIRLITE glass-fibre bodied Ford Eight, 1959. Taxed and insured. Recond. engine, four new tyres, new battery. Full weather equipment. 48 m.p.g. Offers. Pugh, 2, The Pavement, Hay-on-Wye, Hereford. [1999

FOR SALE—*continued*

FORD-FALCON II, hard-top. New engine, Woodhead suspension. Usual mods. £250. 23, Brent Road, Birmingham, 14. [1994

LAGONDA V12, 1939, Mulliner razor-edged high-vision saloon. Probably unique. White grained leather upholstery. Fitted Boudoir folding tables; many extras. Over 100 m.p.h. New tyres. Fine condition, in daily use. Photos available. £550. Macassey, 7, Station Road, Redhill, Surrey. Tel.: Redhill 3267. [1995

PROFESSIONALLY-BUILT "SPECIAL." Tubular chassis, r. & p. steering, divided front axle, 4.7 c.w.p., hydraulic twin leading shoe brakes, hydraulic clutch, "X"s on 15-in. wheels. Lotus 7 type body. Highly-modified 1172 engine. £350. Cowham, 9, Diamond Road, Watford, Herts. [1996

1953 BUCKLER V. 1172, "C" gears, 4.7 axle. Aerodynamic aluminium body. Just resprayed. £200 o.n.o. Smith, Brown's Farm, Robertsbridge, Sussex. [1997

SUNBEAM ALPINE, 1954, two owners. Radio, heater, spots, etc. Immaculate condition throughout. £520 o.n.o. Tel.: Stevenson, Bristol 682253 or Hyde Park 7672. [1998

M.G. TC. Immaculate cream. Works reconditioned engine. Good hood, tyres, new battery. Twin spots. £245, or exchange saloon. 38, Woodside Avenue, Cinderford, Glos. Tel.: 3354. [2000

LAGONDA 2-LITRE, built 1930 for long-distance race. Lightened chassis and flywheel, 22-gall. tank, competition steering. Laps Silverstone, Oulton, at over 50. £225. Details and photo from Box No. T.001. [2001

MORGAN 4/4, 1938, Climax. £165. Excellent condition, enthusiastically maintained. Bills available. 32, Lynch Hill, Kensworth, Near Dunstable. [2002

1½-in. HS S.U. and B.M.C. 4.3 c.w.p. New condition, £3 each. Pudwell, 6, Chisenbury Court, Pewsey, Wilts. Tel.: Enford 229. [2003

UNUSUAL, INTERESTING. 1939 Steyr sports d/h. 18-h.p., o.h.v. Independent front, rear. Considerable work done, but rear axle very noisy. Will purchase spare car (Type 120S) or sell to Steyr enthusiast. After Sept. 2nd : Crowe, 55, New Road, West Molesey, Surrey. [2004

£295—1938 ASTON MARTIN 2-litre drophead coupé. Red leather. Two- (occasional 4) seater. In fine condition. Opportunity for enthusiast to obtain post-vintage thoroughbred. Box No. T.005. [2005

1952 ASTON MARTIN DB2, B.R.G. Vantage engine. Alfin drums. Rec. comp. engine o'haul. Over 110 m.p.h. First-class condition. £895. Tel.: Manchester DEA 7104/5. [2006

HUNDREDS OF PHOTOGRAPHS of rare European and overseas luxury cars, 1925-1945. List sh.1/6. J. A. Sural, Hanau/M, Post Box 767, West Germany. [2007

INVICTA, 1931, low chassis, 100 m.p.h., 4½-litre, fitted post-war, fixed-head, coupé body, and new engine. All in excellent condition. £550. Thorneywork, Hook Norton, Near Banbury. [2008

1959 1.5 RILEY. Grey. Modified suspension. Immaculate, 14,000 miles. Offers around £730. Reason for sale, wife wants A.C. Ace or Aceca. Tremlett, 117, Manor Court Road, Nuneaton, Warwickshire. [2009

FIAT/RILEYS. '37 "500," Adelphi, Falcon, Merlin—spares. Offers. Lloyd, "Lurline," Queens Square, Aberystwyth. [2010

M.G., 1954, TF. Replacement engine. Heater, wire wheels, fog lamps. Excellent throughout. Nearest £445. Terms available. Tel.: Tirley 222 (Glos.). [2011

COLLECTION VINTAGE BOOKS, wiring diagrams, lamps, carburetters, tyres, instruments, etc. S.A.E. list. Wanted : Bugatti steering wheel and other Bugatti spares. Scarr, Southside, Patrington, Hull. [2012

A40 SPORTS, 1952. Attractive car, very good condition, many extras. £300 or offers. Webster, 25, Clare Road, Halifax. [2013

MARSHALL SUPERCHARGER, 10 lb. boost, with new S.U. carburetter, up to 1,500 c.c. £25. Also twin S.U.s and manifold for E93A, perfect, £10. Box No. T.014. [2014

WHITE ELEPHANT. 2½ tons beautiful Horch cabriolet, broken universal, towable, £65. Offers for my famous Mercedes 36/220 tourer, also Austin Six Sixteen saloon. Number early vintage instruction books. "Wiltshire House," Bransgore (Tel.: 450), Hants. [2015

TA M.G., 1938 model, black. Excellent condition body and mechanics. Good tyres. 6, Baildon Crescent, Lincoln. Tel.: 23614. [2016

1953 M.G. TD, Mark II. Clean and excellent condition. £395. Tel.: Bishops Stortford 2333. [2017

ALVIS SPEED TWENTY-FIVE, 1938. Complete rear axle assembly (4.1) and all synchromesh gearbox. Stewart, 11, Kelvin Crescent, Bearsden, Glasgow. [2018

ROCHDALE G.T. 1172. Ballamy Supersprung, new chassis and components; 45 m.p.g. £300 or exchange 1½-litre sports saloon. Hughes, 21, Greenfield Lane, Chester. [2019

1933 RILEY NINE Monaco, specimen car throughout. £95. Hewlett, Cuttsheath, Falfield, Glos. [2020

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

FOR SALE—*continued*

1938 ALVIS 12/70 d/h. New hood and frame. 2,500 since £160+ overhaul. One tyre required. A.O.C. Taxed Dec. 31st. £110 o.n.o. Pitchford, Rothersthorpe, Northampton. [2021

M.G. J2. Excellent condition. Hydraulic brakes, new king-pins, spare engine. £65. Lee, 71 Broomleys Road, Coalville, Leicester. [2022

MERCEDES-BENZ 290 cabriolet, r.h.d., overdrive; 23 m.p.g. Resprayed. £275 o.n.o. Harfields, Curdridge, Southampton. [2023

AUSTIN HEALEY 100/6, 1957, 2/4-seater. Black with red panels. Immaculate example, low mileage. Radio, heater, overdrive, wire wheels, screen-wash, RS tyres, spotlamps, tonneau, etc. Offers to: 17, Creek Road, March, Cambs. [2024

MAGNIFICENT M.G. L-TYPE. Rebuilt regardless. Professionally coachbuilt 2-seat body. Original front, swept wings, etc. Probably the finest example of this unique car. Any trial. Offers. Photo to genuine inquirer. D. Hole, 20, Leigh Road, Westbury, Wiltshire. [2025

PEUGEOT 403, 1958. Sunroof, overdrive, radio, heater, loose covers, undersealed, fold-down seats. L.H.D. (convertible r.h.d.). Owner going Far East. £485. "Mount Pleasant," Bury Road, Branksome Park, Bournemouth. Tel.: Westbourne 65376. [2026

RILEY NINE MONACO, 1937. Merlin engine. Blue and black. Radio, sliding roof (no leaks). New battery, tyres, etc. Bills shown. Preselector with no clutch. Fast, absolutely reliable. £95. Photo on request. Eastwood, 52, Trinity Road, Four Oaks, Sutton Coldfield, Warwickshire. [2027

XK120 ROADSTER, red. Hood and tonneau. Reconditioned engine. £340. Williams, 28, Clitheroe Avenue, Harrow, Middlesex. Tel.: Field End 7426. [2028

1172 SPECIAL, excellent condition. Attractive aluminium body; fully road equipped. I.F.S. Very fast. £145. Tel.: Gerrards Cross 4859. [2029

1925 CHRYSLER GANGSTERS' roadster. Low mileage, one owner 25 years. New battery, upholstery, carpets, repaint. Whole car immaculate, with no bullet holes or bloodstains. Impressive performance sees off most Bentleys and Lagondas. £75. Schofield, Foxhill, Mottram Road, Stalybridge, Cheshire. Tel.: STA 2017. [2030

WORKSHOP CLEAROUT. Pair chrome-plated windtones, 8-in. trumpets, newish condition, £4. Set of gas welding equipment, £14. Alvis Speed Twenty starter motor, £3. Approx. 3 cwt. *Autocars* and MOTOR SPORTS, £3. Alvis Firebird diff. unit, £2 10s. Nearly new Phantom II road wheels, £3 pair. Triumph Herald/Standard Ten engine, Burtonwood reconditioned, £25. Odds and ends, write for free list. 135, St. Walburga's Road, Blackpool. [2031

AUSTIN 750 FORMULA racing "special," 1958, 4,000 miles. Fully modified engine and chassis. Ready to race. Spares. 19, Cherford Road, Bournemouth. [2032

1960 D.B. SPECIAL. Powder blue. Three-seater. £275 o.n.o. H.P. available. S.A.E. for photos and details. Barton, Friargate, Penrith. Tel.: 2976 (after Sept. 13th). [2033

JAGUAR 1½-LITRE, 1938. Mechanically excellent. Good tyres. Breaking for spares. Tel.: Streetley 1045 (Sutton Coldfield). [2034

FORD ROCHDALE, 1959, 10,000. Ballamy suspension, 4.4 rear, 15-in. wheels, hydraulics, twin S.U., winkers, wipers, windtones. Well finished. £275 o.n.o. 26, Elmwood Drive, Breadsall, Derby. [2035

MORGAN 4/4 sports car, 1936, Climax engine. Ex. cond. Tyres v.g. Hood poor. £110. Tel.: Marple 1476. [2036

RILEY 1½-LITRE ADELPHI, 1937. Good condition. Advertised last month at £95, will now accept £50 o.n.o. for quick sale. Bell, 5-7, Belsize Grove, London, N.W.3. Tel.: Primrose 7165 (after 6.30 p.m.), or Terminus 3636, ext. 210 (office hours). [2037

UNIQUE. "Special," professional ali. body, p.v.c hood, Fiat 1400 engine/gearbox (6,000 miles), box chassis, i.f.s. Offers. Box No. T.038. [2038

GO HOME YANK with the only D.J.W. ever built. £200. Box No. T.039. [2039

RILEY NINE MONACO, 1933. Excellent cond. throughout. Good tyres, battery. C/box. Recond. Merlin engine, 2,000 miles. Bargain, £60. Kent, Marton Villa, Stockton-Brook, Stoke-on-Trent. [2040

SPECIMEN. TR2, red. Ex works. Special upholstery, heater, tonneau, etc. Never raced. New tyres; engine just overhauled. Bills. Delightful car. Fast, economical, far above average. Genuine reason for reluctant sale. £475. H.P. available. 40, Belgrave Boulevard, Leicester. [2041

1938 A.C. sunshine saloon. Heater, radblind, screen-washer. £160. Also 1929 6-cyl. 2.3-litre Voisin saloon, £100. Both cars carefully used and maintained, and in exceptional condition. Pittack, 5A, Crescent Road, Kingston Hill, Surrey. Tel.: KIN 9250. [2042

1933 2-LITRE A.C., property V.S.C.C. member. Superb condition. Hood, tonneau, sidescreens. Four almost new tyres and four other good ones. Recent engine overhaul, virtually new engine. Many spares, including engine and gearbox and rear axle. Owner going abroad. Sale mid-September. £300 o.n.o. Box No. T.043. [2043

FOR SALE—*continued*

ASTON MARTIN Le Mans short-chassis 2/4-seater sports (available after September 4th), in excellent condition throughout. Engine outstanding, very quiet gearbox and axle. Recent respray, good chrome. Complete weather equipment, good brakes and steering, polished alloy drums, double-dipping headlights, twin spots, windtones. Taxed. £325 o.n.o. Consider exchange. 8, Coverts Road, Claygate, Esher, Surrey. Tel.: Esher 3867. [2044

BENTLEY, 1926, 3-LITRE saloon (Blue Label), mechanically excellent, good tyres, silver radiator, Marchal headlamps. Bargain at £100. Richards "Sevenoaks," Wheaton Aston, Staffs. Tel.: Wheaton Aston 267. [2045

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FOR SALE—*continued*

H.R.G. 1500, 1951, in very good condition, with tonneau cover and spot. New big-ends, brakes relined. Around £450. Nottingham area. Box No. T.046. [2046

MORRIS MINOR ENGINE, 1933, suit M or J M.G. Offers. Bramley, 1 P.R.D., West Moors, Dorset. [2047

1947 MORGAN 4/4 coupé. Standard o.h.v.; v.g. condition. £230 o.n.o. Tel.: TUD 5828. [2048

FORD/M.G. VERY SPECIAL. Aquaplaned new reconditioned engine, twin S.U.s, Buckler gears, Toledo body, Lotus suspension, new battery, hood, lamps, winkers, etc. Very smart. £190 o.n.o. Porter, 14, Orton Avenue, Walmley, Sutton Coldfield, Warwicks. [2049

SINGER NINE sports saloon, 1934. Reconditioned crankshaft, clutch. Spare engine. £50. Gilbert, 31, Christchurch Avenue, N.W.6. Tel.: Willesden 2546. [2050

FORMULA III EMERYSON, as new, ready to race. Vanwall replica body. Gift £125, consider exchange "special." 25, Cedar Park Close, Thundersley, Essex. [2051

B.S.A. THREE-WHEELER, 1933. Four-cylinder, side valve. F.W.D. Good general condition. Reason for selling, addition to family. £30 o.n.o. 140, Ward End Road, Birmingham, 8. [2052

FORD SPECIAL, 1172, 4-speed gearbox, hydraulics, hood, sidescreens, tonneau, good bodywork. Reliable; brisk performance. 8, Branston Road, Heighington, Lincoln. [2053

"MOTOR SPORT," 1955 to 1960 complete. Offers for lot to Box No. T.054. [2054

M.G. 2-LITRE saloon, 1937. Excellent engine, steering, brakes. P.100 headlamps, sound body, hand-painted. Safety fast motoring in comfort for £125. H.P. possible. Cracknell, Boxworth, Cambs. [2055

RILEY LYNX NINE, 1933. Fitted 1935 sports engine. Very good mechanical condition; good hood, screens, modern Marchal headlights in original Rotax shells. Body good but not immaculate. £90. Tel.: Hassocks (Sussex) 208. [2056

LANCIA AUGUSTA, 1934, grey pillarless. Good condition. Engine overhaul just completed. All new tyres. Taxed. £90 o.n.o. Thomas, "Winstone," Pittville Circus Road, Cheltenham. Tel.: Cheltenham 56926. [2057

ALVIS, 1934, Speed Twenty saloon, silver grey. Good sound condition, well shod. £65 o.n.o. J. Rodwell, 120, Highwood Gardens, Ilford, Essex. Tel.: CRE 1158. [2061

UNFINISHED FORD EIGHT Special. Fairlite bodyshell/fibreglass bumpers; 15-in. Michelins; Ballamy wheels; 4.4 axle ratio; boxed chassis; Lucas 7-in. lights (stone-guarded). This car might do over 50 m.p.g.! Needs £50 to finish and hard work. Genuine reason for sale—have burst Bubble-car—need cash. £120 o.n.o. Will break separately after 10 days. 64, Derby Road, London, S.W.14. Tel.: PROspect 2638 (after 2.30 p.m.). [2069

1956 STANDARD VANGUARD Phase III. Fawn, red Vynide upholstery. Heater, overdrive, spot, reversing lights. Two very careful owners. Immaculate and unmarked throughout. £530. Pritchard, 68, Bromsgrove Road, Redditch, Worcs. Tel.: Redditch 3303. [2070

ROLLS TWENTY cylinder head, 21-in. wheels with tyres and new heavy-gauge tubes, etc. Inchmartine Nurseries, Inchture, Perthshire. [2071

COLLECTION OF BRASS and nickel oil lamps, Lucas and Bleriot, head, side and tail, all for veteran cars. Also four for steam traction vehicles. Inchmartine Nurseries, Inchture, Perthshire. [2072

TALBOT 75. Mechanically good. Sound body. £30 or best offer. Tel.: Eastwood (Essex) 524195. [2073

WHAT OFFERS for my 1934 Wolseley Hornet Special with unusual Tickford body. Immaculate and raring to go. Wharton, Tel.: Ravensbourne 5127. [2074

MORGAN THREELER, 1939, o.h.v. w/c. Matchless. New hood, upholstery, tyres, etc. Completely reconditioned engine. Good order all round. £145. Box No. T.075. [2075

M.G. TC, 1949, B.R.G. Excellent all round condition. £320. Write first. Smallwood, 66, Field Lane, Alvaston, Derby. [2076

AGAMEMNON. 1927 Alvis TG 12/50 tourer. Mechanically sound; body, tyres good; hood excellent. Spare door. £130. Masser, 7, Eaton Road, Coventry. [2077

M.G. TA, 1936, black. Extras include luggage rack and seat covers. Also spot, fog and reversing lights. New Vynide hood. Five good tyres. £225 or near offers. Carus, 8, Billinge Avenue, Blackburn. Tel.: Blackburn 7080. [2078

SILLY ME! getting an ADO 15 when I have a superb Minor convertible with Alexander conversion, tuned exhaust, twin Bosch horns, undersealed, heater, in near *concours* state. One owner, 33,000 miles, blue, fresh rubber; annihilates Minor 1000s. Offers around £385; must sell now or new Mini will disintegrate in open. H.P. available. Worrall, 1, Waverley Avenue, Beeston, Nottingham. [2079

1920-30 MODEL AUSTIN Seven, in unusually good original condition. Ideal car for daily use and for *concours* entry; also good spares for same. £35 o.n.o. Box No. T.080. [2080

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

FOR SALE—*continued*

BREAKING M.G. PB 4-seater. Most parts except engine. Tel.: Woldingham 2166 (after 7 p.m.), or write Box No. T.269. [2269

1937 LANCHESTER V.D.P. Also one for spares. £55, or separate. 2A, Delbush Avenue, Headington, Oxford. [2229

ALVIS 4.3, 1937, black saloon. Heater, radio. £65. Tel.: Western 6672. [2230

BARGAIN. Austin Special fibreglass body, Ford wheels, two spare engines. £50 o.n.o. Tel.: Rickmansworth 5633 (evenings). [2232

1934 ROLLS-ROYCE 20/25 Barker landaulette, excellent condition throughout. £280 o.n.o. Matrimony forces sale. Box No. T.233. [2233

1939 RILEY 29.S. 1½, sound throughout. £90 o.n.o., or swap Bond, etc. 4, Beech Grove, Northallerton. [2234

LOTUS ELEVEN, Ford Stage VI, new tyres, with trailer. £480 o.n.o. Genuine bargain. Box No. T.235. [2235

1937 A.C. coupé, in good condition throughout. Triple S.U.s; 24 m.p.g. approx. Haggle at £100. Tel.: RAV 4901. [2236

100-m.p.h., 30-m.p.g. HEALEY Elliott saloon, 1948. Smart, sound. £260 o.n.o. Rochelle, Flat 4, "Southlawn," Peachfield Road, Malvern Wells, Worcs. [2237

RILEY MONACO, 1935. Preselector box, reconditioned engine, good tyres. Taxed. £60 o.n.o. Fox, 16, Crewe Street, Shrewsbury. [2238

ALVIS TA14 coupé, 1948. Black, nearly new light grey hood, two new "X"s, brakes relined. Very good condition throughout. Reluctantly offered at £265. Owner hearing wedding bells! Also M.G. M-type minus body—rough. Offers. Tel.: Leeds 658142 (evenings). [2239

BENTLEY 3½-LITRE, 1935, Hooper sports saloon. £260 recently spent. Very good condition all round. £275. Filsell, 13, Breakspears Road, S.E.4. [2240

ALVIS, 1933, FIREFLY coupé. Vynide hood. Bodywork repainted. Good tyres, brakes. Until recently used daily. £60 o.n.o. Oates, 43, South Barnton Avenue, Edinburgh. Tel.: 77275. [2241

MORGAN PLUS FOUR, 1953, blue 4-seater. Absolutely immaculate. £400 o.n.o. Dew, 50, King's Avenue, Parkstone, Dorset. Tel.: Parkstone 2057. [2242

ALVIS SPEED TWENTY, 1935, saloon. Engine overhauled by specialist 3,000 miles ago. Several other mechanical improvements include crown-wheel and pinion. Nearest £150. Holmes, 8, Stamford Road, Macclesfield, Ches. Tel.: Macclesfield 6100. [2243

LAGONDA LG6, 1939, 67,000 miles. Mechanically sound. Tyres good. Needs some body repairs and paint. £100. B.M.W. tubular chassis, front suspension c/w. rack-and-pinion steering, rear axle, springs, etc. Offers. Centric supercharger, as new, for up to 1,200 c.c., £15. Magnetos, one Riley 1½, one Ford Ten. Offers. Railton Eight new unused pre-war genuine springs, one front, one rear. Offers. Wanted: 24-stud Mercury block, non-relieved, for Ardun heads. Stan Gray, Ideal Garage, Micheldever, Hampshire. Tel.: Micheldever 313. [2244

1954-55 TR2—TR3 engine, overdrive, heater, Michelin "X" tyres. Ivory. New hood; engine recently overhauled and tuned. Condition as new. Tel.: NCH 20993 or Uxbridge 4322. [2245

750 SPECIAL. Just completed. 1,000 miles. Built to *concours* standard. £150 o.n.o. 4, Upper Shirley Road, Croydon. Tel.: ADD 3394. [2246

M.G. TA, 1937. Good mechanically. Bodywork above average. Three new tyres and batteries. £180 o.n.o. Tel.: UPLands 9724. [2247

RILEY 2½-LITRE (November). Very good condition throughout. Duo-green. £275 o.n.o. H.P. arranged. King, 17, Richmond Road, Olton, Solihull. Tel.: Acocks Green 3521. [2248

EGO DEMANDS VINTAGE Bentley: to that end will sacrifice 1938 A.C. coupé, fabulous engine, good body; offers near £100. Also 1952 Singer SM, excellent all-round condition; first offer over £175 secures. B. Pritchard, 68, Bromsgrove Road, Redditch. Tel.: 3303. [2249

1931 WOLSELEY HORNET. Body bad, engine fair, rest good. New tyres, clutch, carb. Tow away, £25. Box No. T.253. [2253

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M.G., 6s. each exchange; rocker bushes, **5s.**; shafts, **12s. 6d.** to **22s. 6d.** pair; valves from **7s. 10d.** each; guides, **3s. 3d.** to **4s.** each. Gaskets—all models, oil seals, grommets, king-pin sets, crown/pinion sets, half-shafts, V/D races, brake cables, etc. Many other spares from stock. **WOLSELEY** rockers, **6s.** each exchange; rocker bushes, **5s.**; single shafts from **11s. 6d.**; twin, **22s. 6d.** pair; valves from **7s. 10d.**; guides, **3s. 3d.** to **4s.** Gaskets all models, king-pin sets, half-shafts, brake and clutch linings, and many other spares.

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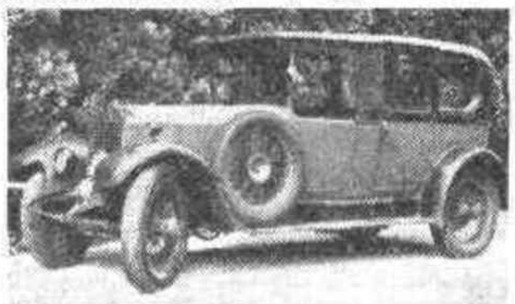
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'27 R.-R. 20, v. clean, **£165. '26 SWIFT** tourer, 13 h.p., **£110. '34 ROLLS-BENTLEY,** good, **£250. '30 Daimler,** clean, **£100. F.N.-B.M.W. Type 55,** 2-seater, **£40. F.N.-B.M.W. 315/34, £25. '33 HORNET Special, £50.** Also **HORCH, RILEY, DAIMLER, SALMSON, RAPIER, etc.**

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1957 SUNBEAM MARK 3. Immaculate dove grey and claret. Overdrive top, undersealed, radio, heater and spot. One owner, carefully driven; original tyres still first class after guaranteed 22,000 miles. Available latest middle September. £750 o.n.o. Tel. (evenings): Wallington (Surrey) 2474. [2250

"SPECIAL" BUILDERS: Rochdale fibreglass sports/tourer shell. Sell £40, cost £100. Suit Ford 7 ft. 6 in. chassis. Roxburghshire. Box No. T.251. [2251

JAGUAR XK120 d.h.c., grey (Oct. 1953). Radio, heater, luggage rack, spots, "X" tyres, mirrors. Very good condition. Best cash offer, exchange Mini-bric. H.P. available. 112, Westgate, Bradford. [2252

M.G. TD, 1953. Excellent condition. New tyres, engine, steering, etc. Red respray. Tuned stage one. £475. Write: 56A, Basset Road, W.10. [2254

RILEY MONACO, 1934. Preselector. Good all round, body excellent. Another towable. Pre-war motoring books, s.a.e. list. Norfolk. Box No. T.255. [2255

RILEY MONACO, 1937. Always on the button, no smoke. £40 o.n.o. 157, Hainault Road, Romford. Tel.: 46573. [2256

H.R.G. 1500, 1948 (Nov.). Engine completely overhauled 3,000 miles; recellulosed red. Quite exceptional condi. on throughout. £295. Remfry, 20, Wolfreton Lane, Willerby, Hull. [2257

M.G. TF, 1955, 1,500-c.c. Radio, heater. Green. H.P. available, £435. Hadgkiss, 3, Stoneybridge, Belbroughton, Stourbridge, Worcs. [2258

1936 A.7 NIPPY. Ford engine. Full weather equipment and spares. £80 o.n.o. 1936 Ford Eight, almost complete, £5. Walmsley, 10A, Sagars Road, Handforth, Ches. [2259

1947 M.G. TC. Perfect throughout, replacement engine. Spots, luggage grid. Nearest £239. 11, St. Annes Crescent, Grasscroft, Near Oldham. [2260

"SPECIAL" BUILDERS. H/C. head on recon. Ford Ten, 6,000 miles; brakes relined, king-pins, spring shackles, shockers, E.B. swing axle, remote G.L., winkers, screen-washers, and reflectors—but chassis has been welded, hence £25. Taylor, Tel.: Winchester 4140. [2261

TIME GENTLEMEN, PLEASE! for someone to make any offer for my Standard Avon (in excellent condition). Pearce, 67, Manor Drive, N.20. Tel.: ENT 4784. [2262

1939 MODEL JAGUAR 2½-litre S.S. Green. Only 300 miles since £70 crank regrind and new pistons. V.G.C. but wife can't reach pedals. £150, offers? Youle, Potsgrove, Woburn, Bletchley, Bucks. [2264

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1934 1½-Litre ASTON MARTIN Mk. II tourer. Recent complete engine overhaul. Near Concours condition. Metallic blue **£365**

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ATOMOTA. Glass-fibre saloon shell with windscreen, and 1934 Austin Seven chassis and engine. Will sell shell separately; must sell, £70 o.n.o. 11, Turnpike Way, Bedford. [2263

SELL OR BREAK. 1938 Alvis Silver Crest. All sound except paintwork, rear shockers and trafficators. Engine rebuilt 1959. Offers over £60 or break. Marchington, Iron Hatch, Plaistow, W. Sussex. [2265

MORGAN 4/4 T.T. Replica, ivory. Reconditioned Standard Ten o.h.v. engine, new chassis 1955, good condition. £245. Dixon Smith, 187, Henwick Road, Worcester. [2266

M.G. TA, 1939. Reconditioned engine. Recent hood and sidescreens. £195 or near offer. Matthias, 58, Stanhope Road. Tel.: Weston-super-Mare 2420. [2267

COMFORTABLE DRIVING : mechanically perfect : 1958 Vauxhall Velox, one owner, 27,000. Heater, twin mirrors, fog lamps; new tyres. Licensed. Nearest £600 secures. Kettle, Manager, Indicator Co., Redditch, Worcs. Tel.: 996. [2270

TF 1500. One of finest in Britain. Only genuine enthusiasts. Apply, s.a.e. : Houghton, "Gayle-house," Bentham, Lancaster. [2271

JAGUAR 1½, 1947. In good order throughout, well shod. Many extras. Taxed. £150. 3, Vineyard Passage, Richmond. [2272

CLASSIC S.S.1, 1934, 16-h.p. fixed-head coupé. Very good mechanically, bodily, tyres; cellulose, chrome, lights, steering, near immaculate. Twin S.U.s, aluminium head, etc. Taxed. Bargain, £57 10s., offers. Baldry, 28, Barrow Road, Streatham, S.W.16. [2273

1926 9/20 HUMBER tourer. Beautiful, original condition. Many spares, handbook. £108. Elder, 76, Warwards Lane, Selly Park, Birmingham. [2274

1937 FIAT 500, well shod, steering overhauled, engine dismantled. £35. Or break. 37, Whitehurst Road, Heaton Mersey, Stockport. [2275

SPEED EQUIPMENT for s.v. Minor : H.C. head anti-roll bar, each 30s. Workshop manual, 10 Tow-bar, 30s. Etc. Box No. T.276. [2276

LAGONDA, 1937, LG45 S.III drophead, light blue, excellent condition. A bargain at £270, no offers. This is much less than reconditioning costs in last 12 months. 132, High Street, Hadleigh, Ipswich. Tel.: Hadleigh 2315. [2277

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58 VW s/rf	... £575	55 VW s/rf	... £450
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P.III Windover sports saloon, 1938, with electric division, radio, heater; excellent coachwork, good chassis and very fair power unit. **£350**

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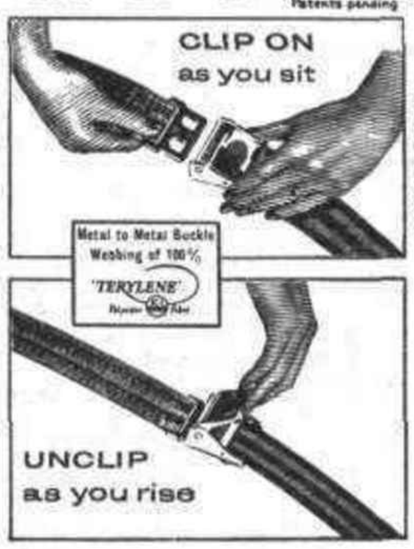
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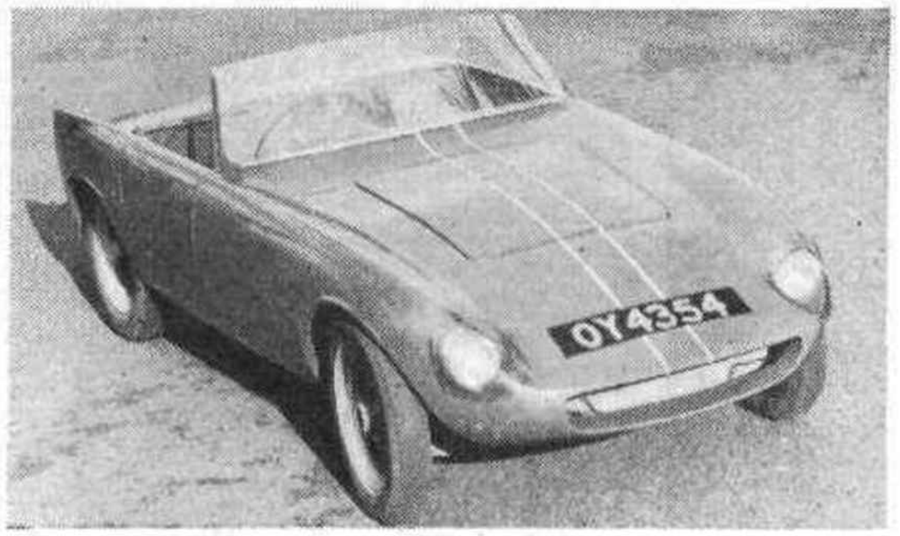
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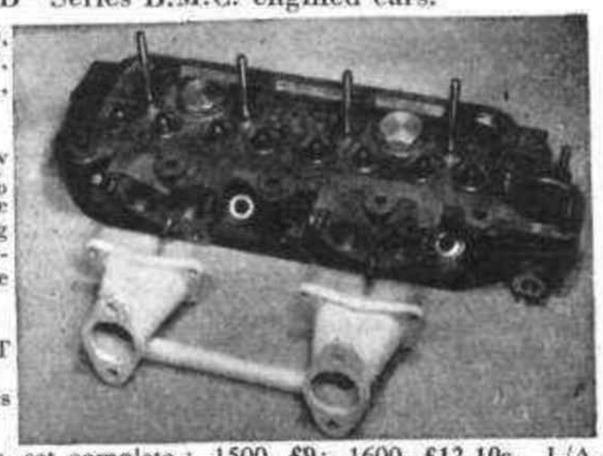
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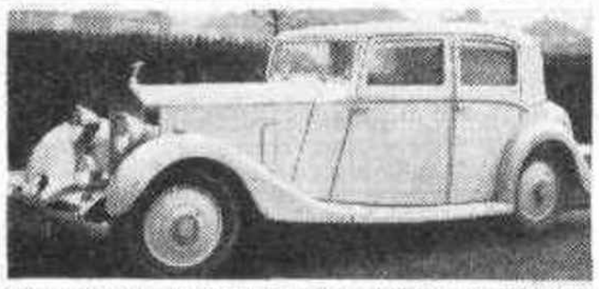
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HAVING DISPOSED of a number of duplicate or surplus bikes, am now looking out for a few unusual veteran or vintage machines for my collection, restored or as found All letters answered. Clare, 299, Beulah Hill, London, S.E.19. [1755

HARD-TOP FOR TR2. Hickey, c/o Hamilton Garage, Shieldhall Road, Glasgow, S.W.1. [1787

WANTED—*continued*

FRAZER NASH ANZANI parts. Front wings, support tubes, mounting brackets. Anzani Ricardo head. Damaged but repairable parts acceptable. Skinner, Officers' Mess, Chisledon Camp, Swindon. [1808

3½ BENTLEY rear axle or c.w. and p. Write: F. Turner, 10, Monteith Gardens, Clarkston, Renfrewshire. [1821

RILEY SPRITE or similar pre-war 2-seater sports car wanted for restoration. Must be cheap, condition immaterial. Austin, Arden House, Atherstone. [1822

REQUIRED FOR A/H Sprite: Hard-top, preferably Ashley G.T.; close-ratio gears; Halda Speed Pilot, etc. Buyer will collect. Tel.: Duggan, Oxford 41441 (9 to 5, after Sept. 5th). [1885

STEAM CAR WANTED. Complete, but need not be in good order. Box No. T.886. [1886

WOULD THE GENTLEMAN who offered "Merlin" crankshaft contact: 150, Broad Lane, Birmingham 14. [1887

BADLY WANTED: Vintage Trojan, running. All suggestions gratefully received. Broughton, Congleton Road, Alderley Edge, Cheshire. [1888

WANTED—RILEY NINE or 1½-litre chassis complete with axles, Girlings. Rowlands, Frowheulog, Llanwddyn, Oswestry. [1889

ALLARD, 1952/3, P1 or P2 saloon or M2X d.h.c. Armistead, 9, Whiteclosegate, Carlisle. [1890

SERIES E MORRIS engine required. Must be in "as new" condition. Offers to Mr. Colledge, Tel.: PAD 7431 (day); PO2 5374 (evenings). [1891

WIFE WITH OWN car. Must sound and look good, be trim, sporty, post 1930, easy to manage, reliable, but need not be fast and expensive with fancy paintwork. Can offer good job, sports car, etc. S.W. London. Box No. T.892. [1892

S.S.100 2½/3½-LITRE, mechanically good. Details and price to Cpl. Wells, c/o Officers' Mess, 1 E.S.D., Long Marston, Stratford-upon-Avon. [1990

FORD 100E TWIN-CARB. outfit, new c.r. gears, shockers, and any other speed equipment suitable for Escort. Thomas, 53, High Street, Shaftesbury, Dorset. Tel.: 2539. [1956

1172 MARK VI LOTUS wanted. Condition immaterial. 70, Larkfield Way, Brighton, Sussex. [1958

COMPLETE ENGINE for B.S.A. three-wheeler. Cheap. A. Bradshaw, 15, Leicester Road, Wigston Leicester. [1959

AUSTIN SEVEN, pre-1931. Preferably saloon. Good original condition. State fullest particulars Tourer body (original) for 1906 40-h.p. Minerva, outright purchase or part-exchange unrestored cabriolet body from 1907 Rolls—too tall for garage. Engine parts 1936 4¼ Bentley. Edwards, "Overmoor," Lyndhurst. Tel.: 182. [1960

MARENDAZ GEARBOX WANTED, in reasonable condition. 70, Rookery Park, Bromley, Brierley Hill, Staffs. [1961

WANTED: A PRE-1914 car, complete or otherwise. Seaton, 34, Queens Road, Bournemouth. [2058

PRE-WAR RACING or sprint car at realistic price. Arnold, Ivy Cottage, Mears Ashby, Northants. [2059

HALDA SPEED PILOT. Write or phone: Newport, 17, Hawthorn Road, Wallington. (Tel.: 6792), Surrey. [2060

WANTED, SUNBEAM 3-LITRE twin overhead camshaft engine, 1925 model—complete with ancillary equipment, irrespective of condition. Box No. T.062. [2062

BENTLEY 3-LITRE short-chassis, condition immaterial, not over £100. Please write Box No. T.063. [2063

VINTAGE MOTORIST requires double-barrelled flint-lock sports gun in *concours* condition. Will part-exchange Singer Le Mans, or cash. Howell, 49, Roland Gardens, S.W.7. [2064

LANCIA LAMBDA WANTED, possibly roadster. State manufact. year, full conditions, price, any spare parts. Box No. T.065. [2065

J2 OR J1 M.G. Good-looker and runner; must be original throughout, except 1172 engine/gearbox acceptable. Subject to engineer's examination. Appearance best criteria for decision, so photos most desirable. Air postage guaranteed any genuine offer. Poulton, 900 Gonzaga Lane, Florissant, Missouri, U.S.A. [2159

WANTED—HARD-TOP and sliding side windows for Austin Healey Sprite. Hilton, 13, Manor Road, Shaw, Oldham, Lancashire. [2160

1940 RILEY KESTREL 2½-litre, engine complete or block. Richards, 36, Maple Terrace, Abercwmboi, Aberdare. [2161

OVERDRIVE FOR XK150. Please write: Boet du Toit, Post Restante, Pretoria, South Africa. [2162

QUALITY SPORTS CAR. Fast and reliable. Condition considered before age. Required mid-October. Price, photographs and full details to Box No. T.163. [2163

GOOD FORD SPECIAL with left-hand drive. Horton, 8B, Rosslyn Hill, London, N.W.3. [2164

INSTRUCTION MANUAL for M.G. M-type. Your price paid. Also four good brake drums and dynamo. Box No. T.310. [2310

NIPPY ENGINE, sound, original. Redfern, Flat 1, 112, Duffield Road, Derby. [2311

CITROEN ID19, well treated. Cash—this autumn. 45, Boscombe Overcliff Drive, Hants. [2165

FRONT AXLE ASSEMBLY and o/s. front wing for 1949 2-litre A.C. Tel.: Wolverhampton 36064. [2312

WANTED—*continued*

LARGE VINTAGE or P.V.T. tourer. Generally well maintained, but limited mechanical damage acceptable. Scott, 22, Knebworth Avenue, London, E.17. Tel.: LARkswood 5404. [2313

M.G. TC, *circa* 1949, must be A1 with reconditioned engine. Near London preferable. Don't waste my time with mediocrity or fancy prices. Full details please. Box No. T.314. [2314

ALVIS GREY LADY d.h.c. Kibblewhite, Woodbury, Seamead, Stubbington, Fareham, Hants. [2315

MORGAN THREE-WHEELER or parts, any condition, incomplete. W.H.Y.? Price immaterial. Box No. T.316. [2316

WANTED: CHILD'S AUSTIN pedal car, racing model preferred. 220, Rockingham Road, Kettering. [2317

WANTED: ALTA O.H.V. conversion for Morris Minor. Preswylfa, Green Ucha, St. Asaph. [2318

MISCELLANEOUS

COOPER SPARES. Steering box and wishbones. Write: J. W. Dixon, Little Durnford Farm, Martyr's Lane, Woking, Surrey. [1983

VOLKSWAGEN OWNERS' CLUB. All VW owners cordially invited to join. Hon. Secretary, 22, Howitt Close, London, N.W.3. Tel.: PRImrose 1704. [2066

WARNING PLAQUES for dashboards telling passengers that they travel at their own risk. Clarke and Co., Coombe Road, Salisbury. 3s. and s.a.e. [2067

SOUTH DEVON. Important Filling Station and Garage. 130-ft. concrete forecourt, five pumps. Throughput 80,000 g.p.a. (untied). Showroom, workshop 2,250 sq. ft. super. Leading agency held. Freehold £19,500 s.a.a. Husseys (Est. 1777), Chartered Auctioneers & Estate Agents, 17, Gandy Street, Exeter. Tel.: 74002/3. [2068

HIRE PURCHASE AVAILABLE for private transactions at favourable rates. Northern Counties Finance, 143, Boughton, Chester. [2112

MORRIS MINOR, 1929/34. 8 cwt. new, s/h. spares. Buyer collects. Any offer? "Newstead," Scotton, Knaresborough, Yorks. [2319

EXCHANGES

AUSTIN 750 SPECIAL, B.R.G., four new tyres, hood. Exchange for Rolls-Royce, 1932 onwards. Cash adjustment if necessary. 1, St. Ninian's Road, Prestwick. [1663

M.G. TA, '38, reasonable, Falcon 1172 Special, wants completing, for VW with/without cash, or sell both. W.H.Y.? 16, Queen Elizabeth's Walk, Wallington, Surrey. Tel.: Wallington 9986. [1729

£54 WORTH of photographic equipment, including Vito B camera and accessories, plus complete developing and enlarging outfit, all in perfect condition, in exchange for partly-built 1172 Ford Special without body. J. B. Rogers, East View, Hope Village, Near Wrexham, Denbighshire. [1788

ROLLS-ROYCE, 1938, 25/30 Park Ward division saloon. £250 or exchange Chain-Gang Fraser Nash, Bugatti, Aston, Veteran or Vintage. B. Barton, Nottingham Road, Long Eaton. Tel.: 107. [1823

LAGONDA LG45 coupé. Very good condition, value £240. For sale, but prefer exchange (and some cash) for interesting vintage car up to 2-litres. B. Dearden-Briggs, Charlesworth, Manchester. Tel.: Glossop 2394. [1893

EXCHANGE 1951 M.G. 1¼ saloon for 12/60, TA14 Rapier, any coupé, plus cash. Tel.: Walton-on-Thames 27504. [2166

1927 40/50 ROLLS-ROYCE P. I Hooper limousine. Sell £100 or exchange any interesting car same value. Spurling, Bedelands Farm, Burgess Hill, Sussex. Tel.: B.H. 3236. [2303

HEALEY TICKFORD. Riley-reconditioned engine. Tyres, brakes, steering and electrics excellent; bodywork immaculate; radio and heater. £395, or G.T. Special, tubular, hydraulics. Thurner, 9, Queensway, Sunbury, Middlesex. Tel.: 3400. [2320

NEW FORD CONSUL de luxe. Exchange required with any sports model. Terms. 10,000 miles, underseal, radio, heater, spots. 3, Inholmes Road, Flintham, Newark, Notts. [1716

MINOR, blue convertible. Alta head, balanced engine, special manifolds, 9-in. brakes, telescopics, undersealed; numerous extras. New battery, tyres. 1951, original engineer owner. £290 (require Volvo). 151, Bury Street, Ruislip, Middlesex. Tel.: 9743. [1875

SWAVE HUMBER, 1934, excellent appearance, for 750 "special," usual mods., or part finished. Tel.: Rickmansworth 4434. [2087

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SECRETARY, 18, seeks position with racing organisation. No ties, travel anywhere. Box T.742. [1742

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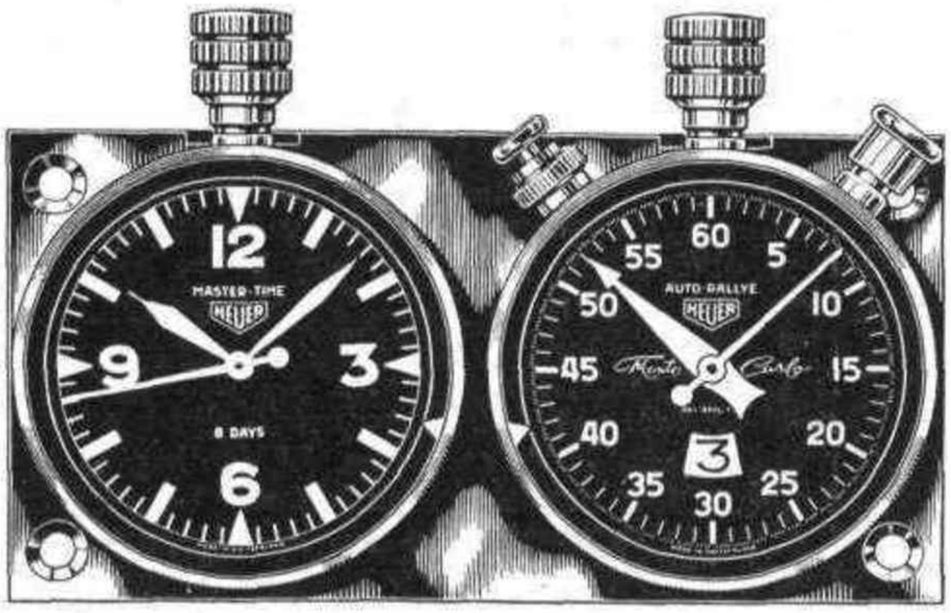
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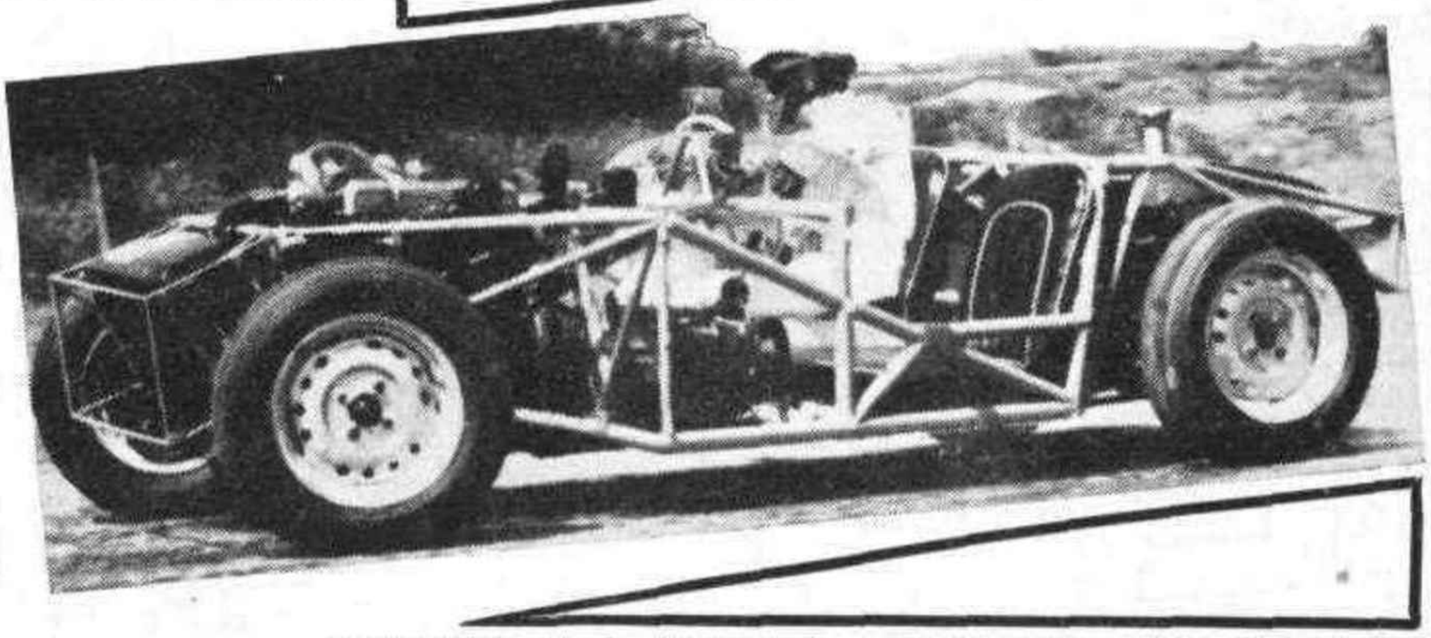
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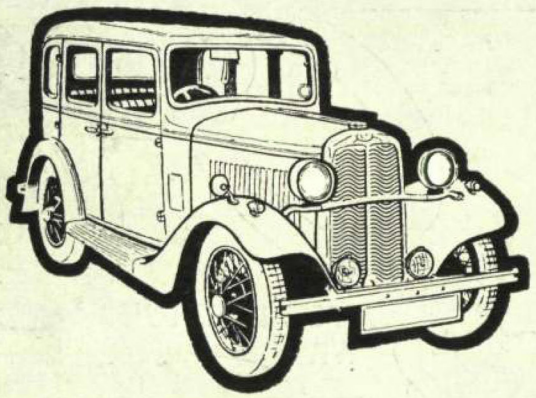
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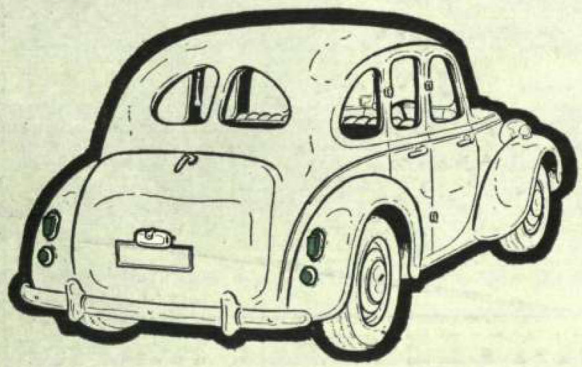
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