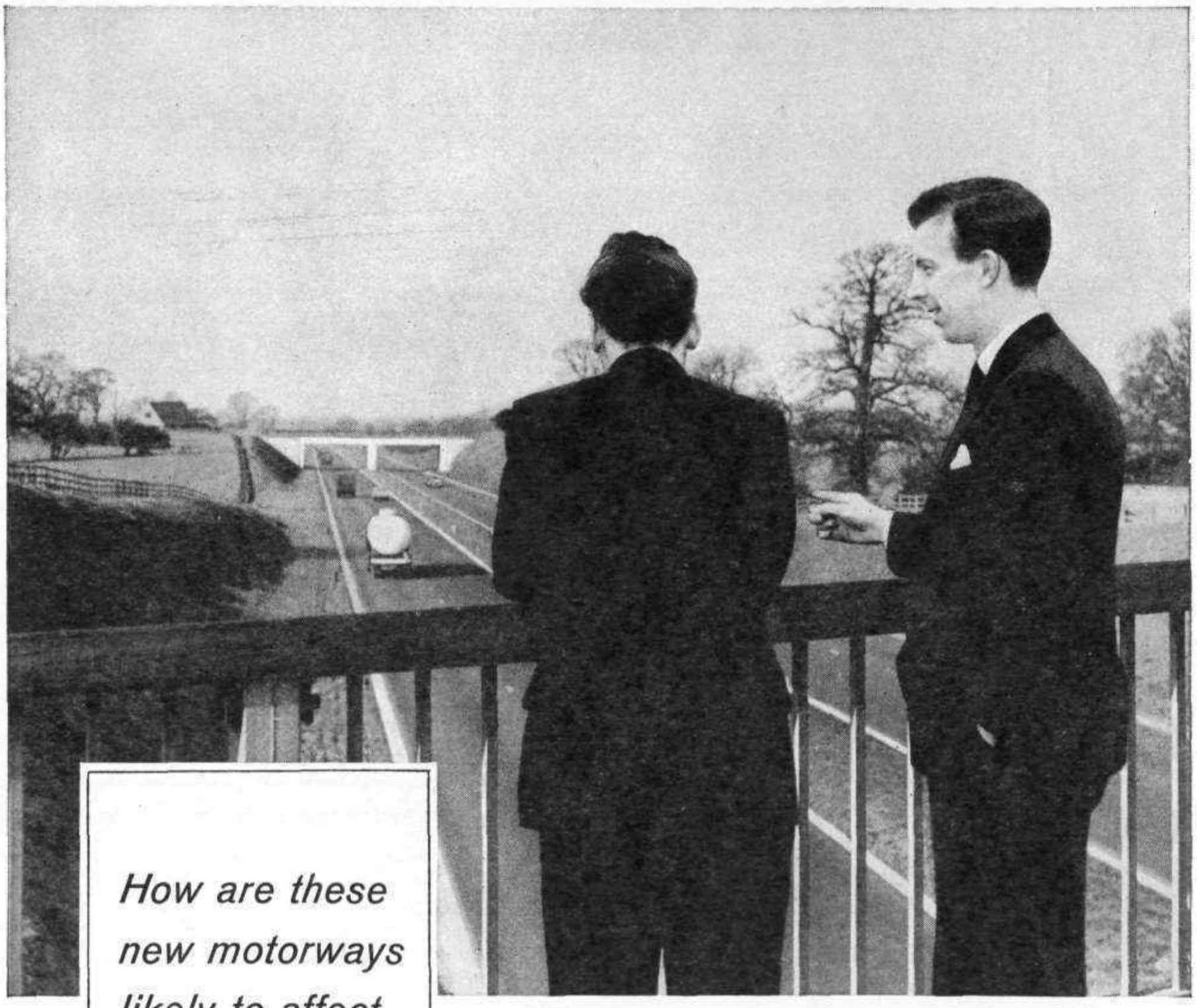
Vol. XXXV No. 6 ONE SHILLING AND SIXPENCE June, 1959

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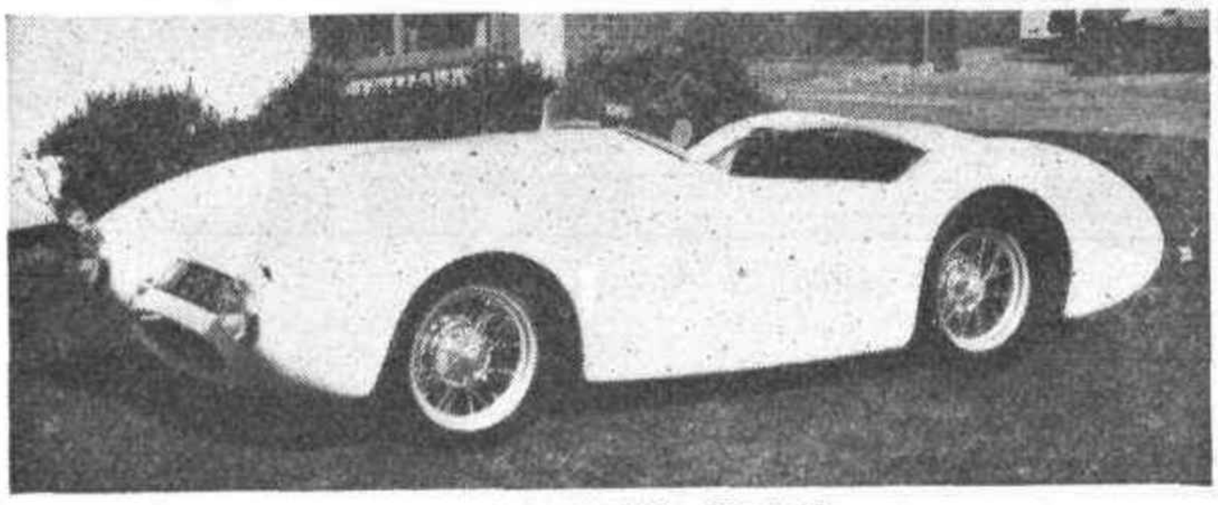
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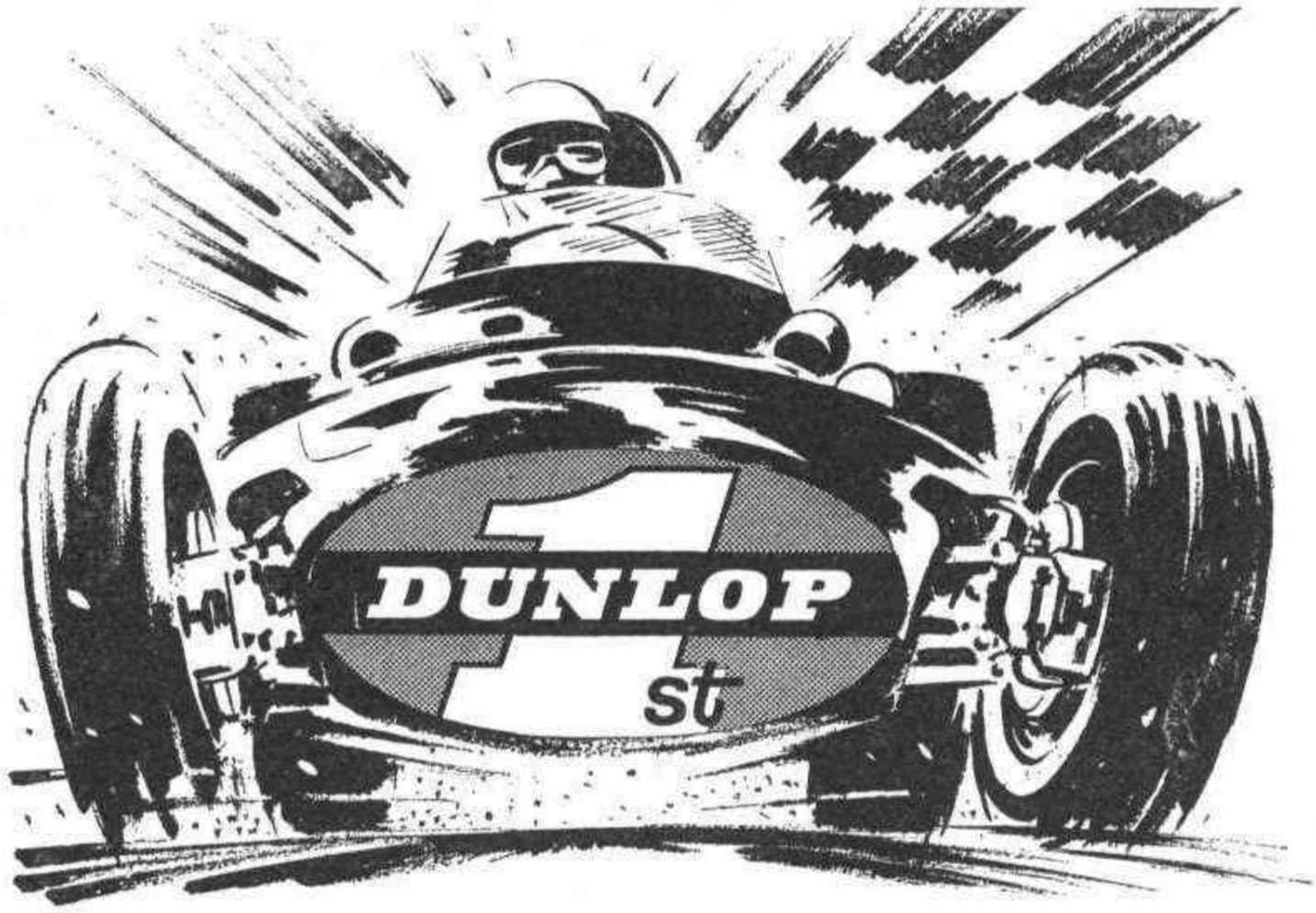
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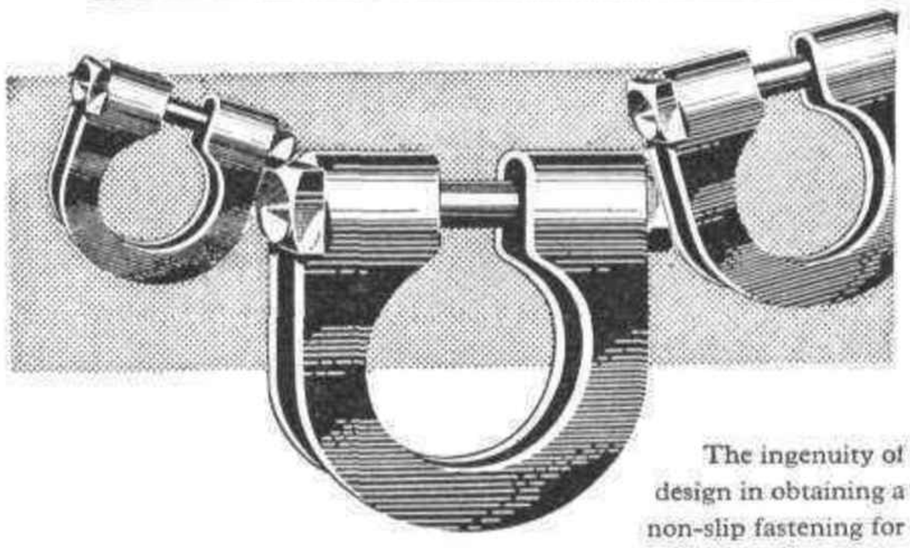
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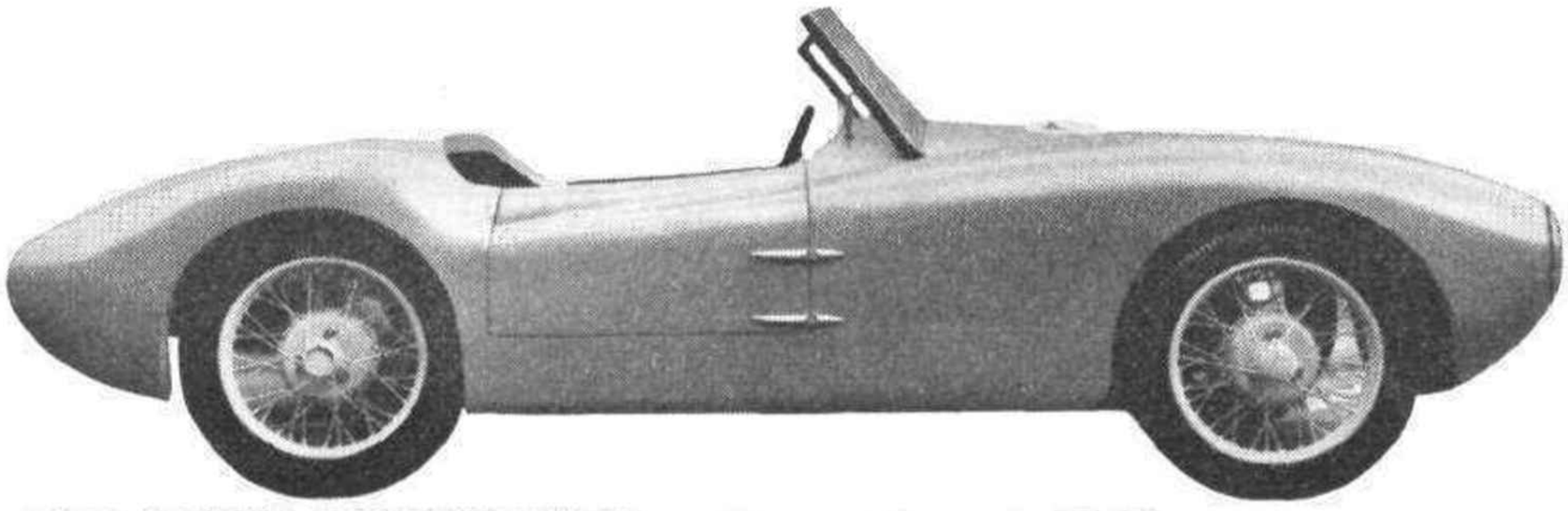
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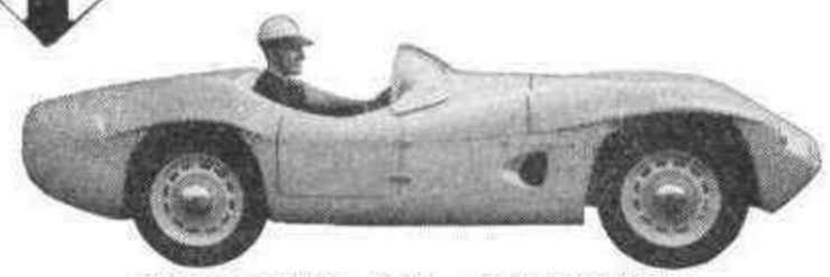
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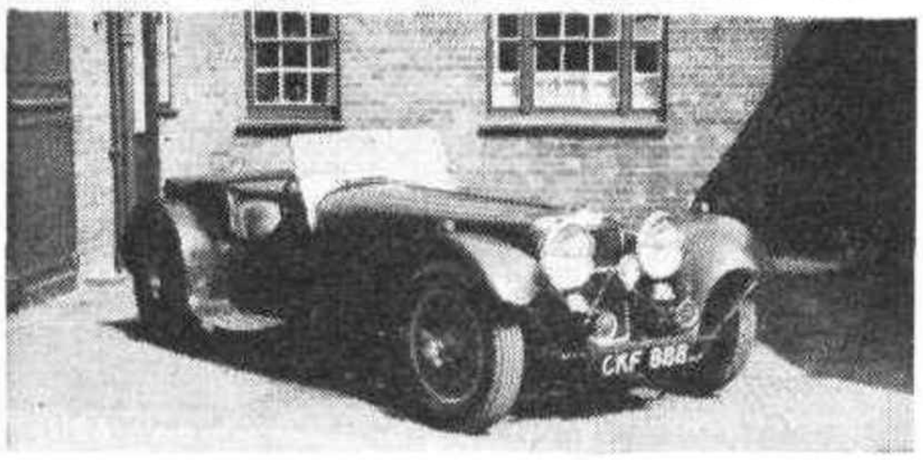


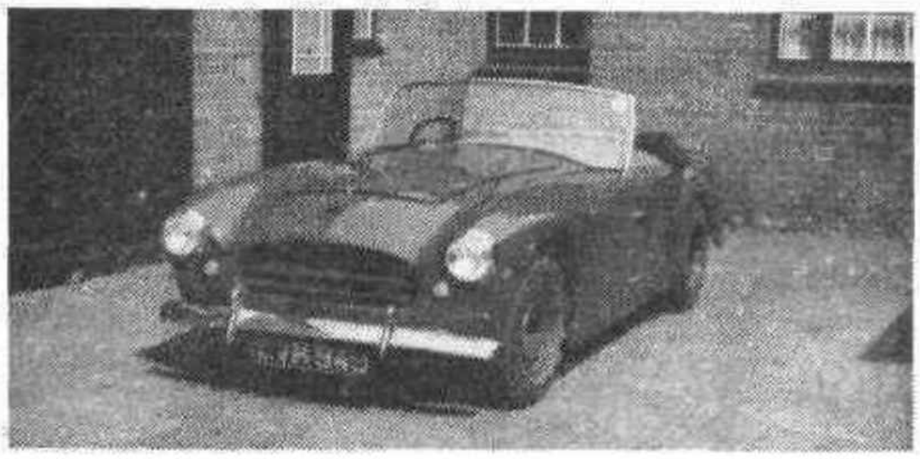
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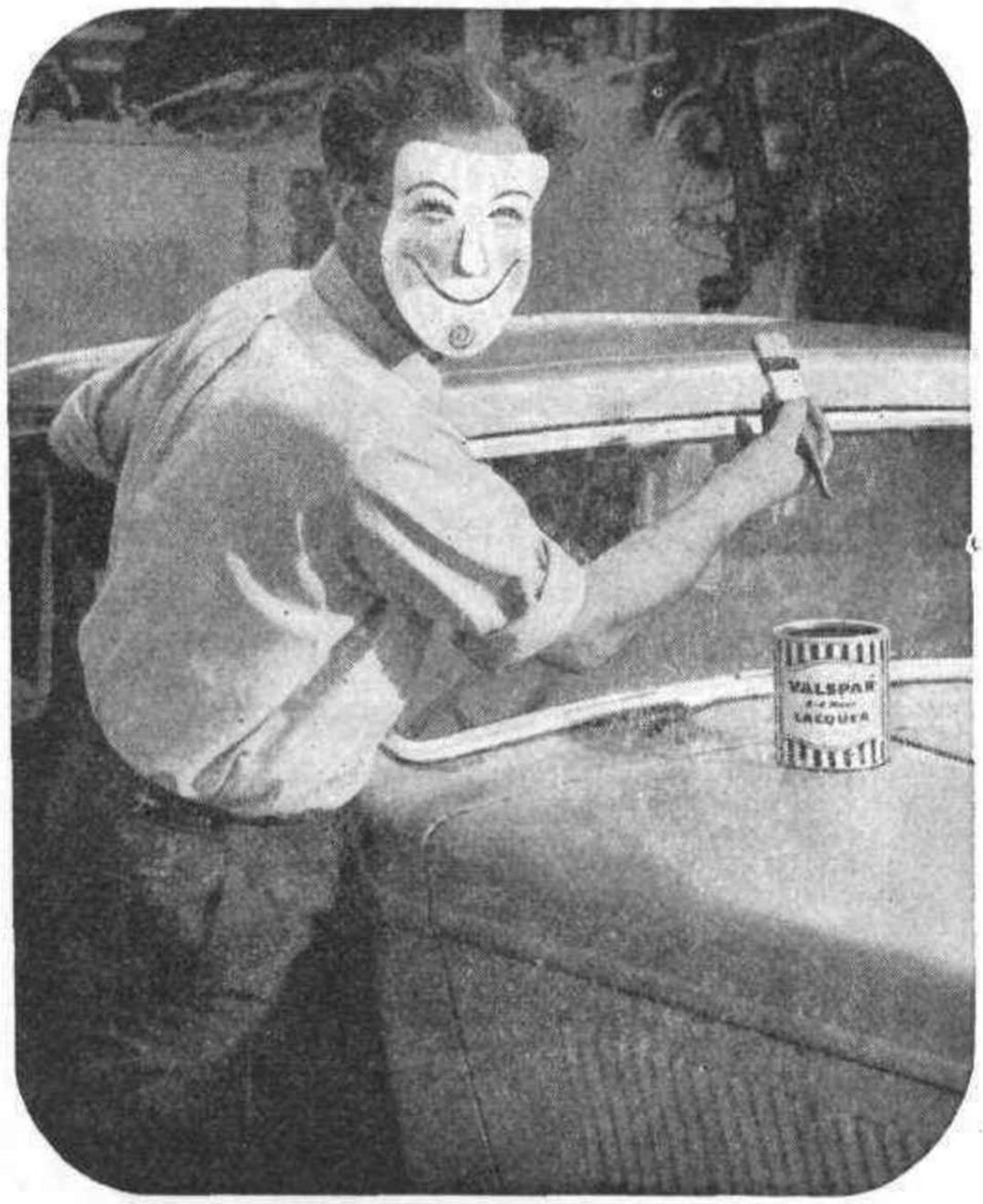
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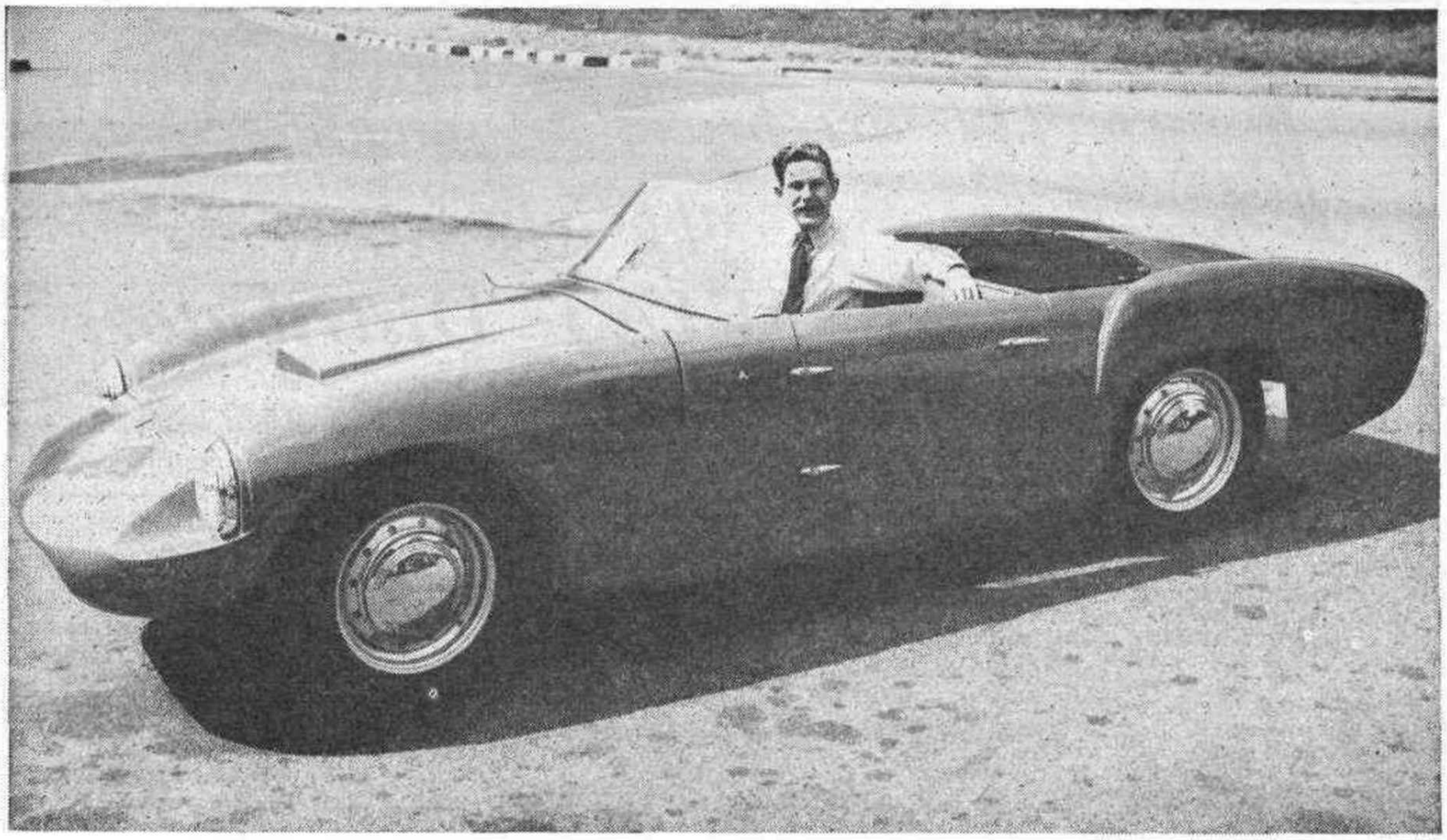
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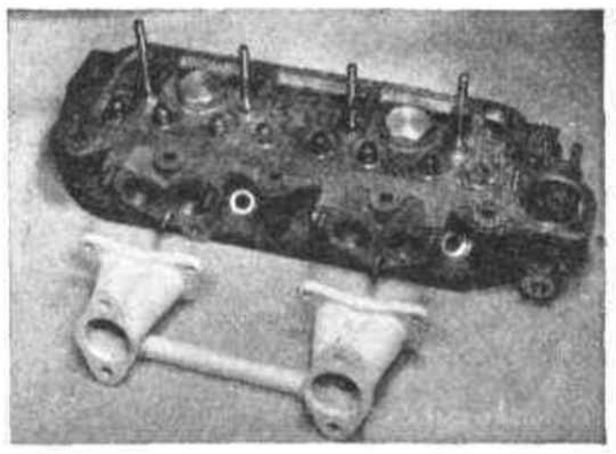
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Motoring News

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The Month Ahead

June 11 Production report from the Borg-Warner factory. Race report from the Nurburgring on the 1,000-km. sports-car race. **June 11**

June 18 " Development of the Herald "—a background story on Britain's brightest small car. Plus another in the series " The Great Drivers " and sports stories from Shelsley Walsh and Silverstone. **June 18**

June 25 Featuring the biggest event in the motoring calendar : Le Mans. This issue will carry full report and pictures on this year's race, which will have been run the previous weekend. **June 25**

July 2 Continuing the series " The Great Marques," *Motoring News* staff delve into the past of Aston Martins. This issue might also carry the first news of a sensational new high-performance car. **July 2**

These contents are subject to adjustment according to the space made available by current news.

Each issue of *Motoring News* will also contain the usual regular features, including Bill Hartley's column, roadworks reports, latest sports news from home and overseas, reports of club functions, and latest news and comment on motoring matters

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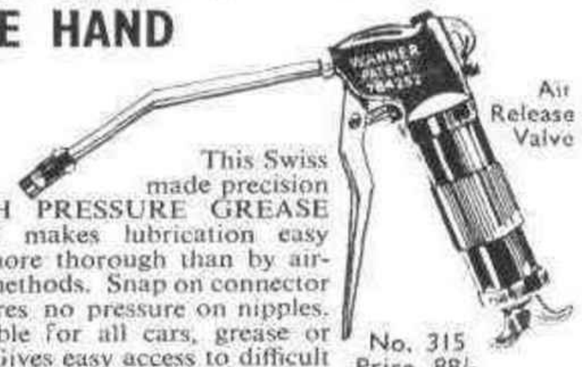
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30 Verify horn.
31 Verify oil warning light.
32 Verify panel light.
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34 Verify charging.
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VOL. XXXV No. 6 — ROAD-TEST OF TWIN-CAM M.G. — JUNE, 1959

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE SUCCESSFUL DEBUT OF THE G.P. ASTON MARTIN

It is the changing face of the motoring scene which makes the subject so engrossing. Already, with the year but half spent, we have witnessed welcome, but unexpected, changes. At the beginning of the season it seemed that Grand Prix racing would be a dull affair, suffering from the withdrawal (through its sponsor's ill-health) of Tony Vandervell's victorious Vanwall team and the diminished participation of Maserati. Yet already a promising new British Grand Prix car has appeared to brighten up the outlook and our National prospects—David Brown's two Aston Martin DBR4/250s made a sensationally satisfactory first appearance in last month's B.R.D.C. International Trophy Race. Those who predicted, if not failure, at all events no early successes for these F. 1 cars built by a firm only conversant with sports/racing cars, have been proved very wide of the mark. The advent of Aston Martin in Grand Prix racing—a return to the sphere in which the late Count Louis Zborowski and Clive Gallop placed this *marque* 37 years ago, when its names were hyphenated—will make a big difference to the 1959-60 outlook. We welcome most warmly this addition to the ranks of British G.P. cars, which will bring fresh vitality to F. 1 racing, in which the Surbiton-built Cooper is doing so well. But we hope also that the Vanwalls will return to racing.

Those who expressed doubt as to the ability of David Brown's Company to build an effective F. 1 car surely overlooked the enormous technical "know-how" built up from years of effective sports-car racing, and, particularly, that Reg. Parnell is no fool when it comes to motor racing . . .

The performance at Zandvoort of these new green cars will have been watched with the greatest interest and, meanwhile, owners of Aston Martin DB4s and Mk. IIIs will surely feel increased pride in their cars, just as, years ago, those who bought Bamford & Martin Astons must have felt their choice justified by the public performances of the sixteen-valve Aston-Martin G.P. cars.

This courageous venture on the part of David Brown, the third millionaire industrialist to embark on a programme of serious motor racing, serves to emphasise the sudden changes that make study of the motoring scene so intriguing and keep motoring journalists busy.

Other significant recent changes have been the taking over, in the small sports-car class, of former Lotus supremacy by Lola and the introduction of the Triumph Herald (one of which MOTOR SPORT is at present road-testing) at a time when it seemed that nothing really new would ever emanate from our "Big Five." The Herald technically outclasses the cars built by the other four big mass-production manufacturers in this country, and most other British cars as well.

MOTOR SPORT congratulates David Brown on his entry into Formula 1 racing and presents its best wishes to all who are associated with this newest Aston Martin racing venture. If the DBR4/250 cars are half as successful this season as the Vanwalls were last year they can be counted as eminently satisfactory racing cars.

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Front Cover Picture : FOUR MAKES IN THE FRONT ROW !—The start of the B.R.D.C. International Trophy Race at Silverstone, with, left to right, Moss (B.R.M. No. 7), Brooks (Ferrari No. 8), Salvadori in one of the sensational new Aston Martin DBR4/250s and Jack Brabham, the ultimate winner in works Cooper-Climax No. 3.

JUSTICE PREVAILS

In April we devoted an Editorial to the savage motoring sentences imposed at Ayr by Sheriff-substitute J. A. Frame, who disqualified for a year, and heavily fined, 15 drivers, five of whom were convicted of driving vehicles with mechanical defects. This astonishing travesty of justice caused us to recommend motorists to avoid driving in Ayr for their holidays this summer. This suggestion received further publicity in the *Sunday Express* and apparently resulted in widespread dismay amongst hotel-proprietors and other interested persons in this part of Scotland. The cases were also widely publicised in the *Scottish Daily Express*.

We are delighted to be able to announce that this has apparently had its effect, for when six of the drivers concerned appealed against these savage sentences, the Judiciary Appeal Court in Edinburgh, headed by the Lord Justice-General Lord Clyde, referred to the bans as "harsh and oppressive." Three of the disqualifications were withdrawn altogether and the others reduced from twelve months to one month. Their Lordships Clyde, Carmont and Sorn ruled that Sheriff-substitute Frame had not approached the subject of disqualification in a proper way and did not appear to have exercised the discretion of a judge at all.

No-one will have the slightest doubt as to the wisdom of this ruling, bearing in mind that disqualification is intended as a punishment for serious motoring offences and, indeed, cannot be imposed for a first or even a second charge of exceeding the speed limit, and for one month only in the case of a first charge of dangerous driving. Motorists who have defects pointed out to them and take steps to remedy these defects or who, through being in hospital, forget to re-new a driving licence, cannot, except in the mind of Sheriff-substitute Frame, be regarded as twelve times as wicked as those who exceed the speed limit or drive dangerously.

On the day when these six motorists' appeals were upheld the Sheriff-substitute was, according to *The Scotsman* of May 7th, still

Continued at foot of next page

Motor Sport Events for June

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
June 1st ...	Larne M.C.	Standing Stone	Larne, Co. Antrim	Rally (C.), Ladies'	7.30 p.m.
June 5th ...	R.A.F.A. M.C.	Brighton/Sandown Park Race Course	—	Rally (C.)	11.00 p.m.
June 6th ...	Bristol Aero Co. M.C.	Bristol Siddeley Engines Ltd. Car Park	Bristol	Driving Tests (C.)	2.15 p.m.
,, ...	B.A.R.C.	Goodwood	Chichester	Race Meeting (C.)	2.00 p.m.
,, ...	S.U.N.B.A.C.	Ragley Park	Alcester, Warwickshire	Hill-Climb (R.)	2.00 p.m.
,, ...	Eight Clubs	Silverstone	Towcester	Race Meeting (C.)	11.30 a.m.
,, ...	V.C.C.	Buckland Abbey, Yelverton	Plymouth	Rally (C.)	12 noon
,, ...	Bristol M.C.	Bagpath Court	Stroud	Trial (C.)	3.00 p.m.
,, ...	Brent Vale M.C.	Byron Hotch	Greenford	Rally (C.)	9.30 p.m.
,, ...	Peterborough M.C.	Peterborough	—	Rally (R.)	10.00 p.m.
June 6/7th ...	Eastwood M.C.	Marshall's Yard, Bulwell	Nottingham	Rally (C.)	9.00 p.m.
,, ...	B.A.R.C. (N.W.)	Lion Filling Station	Chirk	Rally (R.)	11.01 p.m.
,, ...	Sevenoaks & Dist. M.C.	Green Street Green	Farnborough	Rally (R.)	8.30 p.m.
June 7th ...	Jaguar D.C.	Odean Cinema	Barnet	Rally (C.)	10.00 a.m.
,, ...	Swansea M.C.	Promenade	Aberystwyth	Driving Tests (R.)	10.30 a.m.
,, ...	Burnham-on-Sea M.C.	Watchfield Inn	Highbridge	Treasure Hunt (C.)	6.00 p.m.
,, ...	Darlington & Dist. M.C.	Catterick Camp	Darlington	Hill-Climb (R.)	2.15 p.m.
,, ...	Bugatti O.C.	Prescott	Cheltenham, Glos.	Hill-Climb (C.)	1.30 p.m.
,, ...	Walsall & Dist. C.C.	Fradley Aerodrome	Lichfield, Staffs	Driving Tests (R.)	2.00 p.m.
,, ...	Singer O.C.	Fletcher's Bakery	Sheffield	Driving Tests (C.)	2.00 p.m.
,, ...	Harlow & Dist. A.C.	Matching Airfield	Harlow	Driving Tests (C.)	3.00 p.m.
,, ...	Cambridge Univ. A.C.	Fen Ditton	Cambridge	Treasure Hunt (C.)	2.00 p.m
,, ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford Bridge, Essex	Rally (C.)	9.00 a.m.
,, ...	East Surrey M.C.	" Ye Olde Leather Bottle," Warlingham	Croydon	Treasure Hunt	1.45 p.m.
,, ...	Mid-Surrey A.C.	" The Mint Arms "	Banstead	Driving Tests (C.)	2.00 p.m.
,, ...	Marconi A.C.	Rivenhall Airfield, Silver End	Witham, Essex	Driving Tests (R.)	2.00 p.m.
,, ...	M.G. C.C.	Stobs Camp	Hawick	Sprint (R.)	2.00 p.m.
June 9th ...	Severn Valley M.C.	Shrewsbury	—	Treasure Hunt	7.00 p.m.
June 10th ...	55 C.C.	Alyth	Dundee	Treasure Hunt (C.)	6.30 p.m.
June 11th ...	North Wales M.C.	West Shore Promenade	Llandudno	Driving Tests (C.)	7.30 p.m.
,, ...	Northallerton & Dist. M.C. ...	High Street	Northallerton	Rally (C.)	6.30 p.m.
June 13th ...	Nottingham S.C.C.	Silverstone Circuit	Northants	Race Meeting (R.)	1.30 p.m.
,, ...	C.S.M.A. (Bristol Group) ...	Smith's Crisps Factory, Bath Road	Bristol	Rally (C.)	2.15 p m.
,, ...	Kilmarnock C.C.	Heathfield Airfield	Ayr	Driving Tests (C.)	2.00 p.m.
,, ...	Warrington & Dist. M.C.	Tall Trees Garage, A 49, Whitley	Warrington	Rally (C.)	11.30 p.m.
,, ...	Charnwood C.C.	O.S.121.M/R.417353	Derby	Rally (R.)	10.00 p.m.
June 13/14th	Shell M.C.	Home Park Garage	Kingston, Surrey	Rally (C.)	10.30 p.m.
,, ...	Haslemere M.C.	Town Car Park	Haslemere, Surrey	Rally (C.)	8.00 p.m.
,, ...	Birmingham Young Cons. M.C.	Whirlwind Service Station	Birmingham	Rally (R.)	8.00 p.m.
June 14th ...	Galloway M.C. and other Clubs ...	Market Hill, Castle Douglas	Dumfries	Rally (C.)	10.00 a.m.
,, ...	V.S.C.C.	Thame	Thame, Oxon	Rally (C.)	12.30 p.m.
,, ...	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb	1.00 p.m.
,, ...	King's Lynn & Dist. M.C. ...	Bexwell	Downham Market	Driving Tests (C.)	2.00 p.m.
,, ...	EASTERN COUNTIES M.C. ...	SNETTERTON	THETFORD	NATIONAL RACE MEETING	1.30 p.m.
,, ...	North Staffs C.C.	Hixon Airfield	Stone	Driving Tests (C.)	2.00 p.m.
,, ...	London M.C.	Worley Barracks	Brentwood, Essex	Driving Tests (C.)	10.30 a.m.
,, ...	Stockton & Dist. M.C.	Yarm Town Hall	Stockton-on-Tees	Rally (C.)	10.00 a.m.
,, ...	Alvis O.C.	Montagu Motor Museum, Beaulieu	Lyndhurst	Treasure Hunt and Concours	1.00 p.m.
,, ...	American D.C.	Northolt Aerodrome	South Ruislip	Rally (C.)	10.00 p.m.
June 17th ...	Westinghouse M.C.	Westinghouse Brake Signal Co. Car Park	Chippenham	Driving Tests (C.)	6.30 p.m.
,, ...	Hagley & Dist. M.C.	Vono Works	Dudley, Worcs	Evening Driving Tests (C.)	6.45 p.m.
,, ...	North Wales C.C.	West Shore Promenade	Llandudno	Driving Tests (C.)	7.30 p.m.
June 20th ...	Aberdeen & Dist. M.C.	Edzell Aerodrome	Brechin	Race Meeting (R.)	2.30 p.m.
,, ...	Leeds University Union M.C. ...	Woodhouse Moor	Leeds 2	Driving Tests (C.)	2.00 p.m.
,, ...	Torbay M.C.	Whitehill Filling Station	Newton Abbot	Rally (C.)	6.30 p.m.
,, ...	Rochester, Chatham & Dist. M.C.	" Spyeglass & Kettle," Wigmore	Gillingham	Rally (C.)	7.30 p.m.
,, ...	B.A.R.C.	Aintree (Club Circuit)	Liverpool	Race Meeting (C.)	2.00 p.m.
,, ...	Brighton & Hove M.C.	Balsdean	Brighton	Rally (R.)	10.00 a.m.
June 20th/21st	Lanarkshire C.C.	Fountain Filling Station, Anniesland X	Glasgow	Rally	11.00 p.m.
,, ...	Southern Jowett C.C.	" Fort Café," Boxhill	Dorking	Rally (C.)	10.30 p.m.
June 21st ...	Sheffield & Hallamshire M.C. ...	Earles' Cement Works, Hope, Derbys	Sheffield	Driving Tests (R.)	11.00 a.m.
,, ...	Welshpool & Dist. M.C.	Vincent Greenham's Garage	Welshpool	Rally (C.)	12.30 p.m.
,, ...	B.A.R.C.	Brunton	Marlborough, Wilts	Hill-Climb (R.)	2.30 p.m.
,, ...	Sporting O.D.C.	Kensworth-Clayhall Farm	Dunstable	Autocross (R.)	11.00 a.m.
,, ...	M.G. C.C.	Heston Aerodrome	Heston	Driving Tests (R.)	11.30 a.m.
,, ...	Coventry & Warwickshire M.C. ...	Man-Abell Quarries, Mancetter	Atherstone	Hill-Climb (R.)	2.00 p.m.
,, ...	West Lancashire M.C.	Wynstay Garage, Northway	Maghull	Rally (C.)	10.30 a.m.
June 26/27th	PLYMOUTH M.C.	PLYMOUTH	—	NATIONAL RALLY	6.01 p.m.
June 27th ...	Camel Vale M.C.	St. Eval Aerodrome	Wadebridge	Driving Tests (C.)	6.30 p.m.
,, ...	B.A.R.C.	Goodwood	Chichester	Race Meeting (C.)	2.00 p.m.
,, ...	Blackfriars M.C.	Grandstand, Epsom Downs	Epsom	Epsom Treasure Hunt (C.)	2.00 p.m.
,, ...	Scottish Sporting C.C.	Heathfield Aerodrome	Ayrshire	Sprint	2.30 p.m.
,, ...	V.S.C.C.	Oulton Park	Tarporley, Cheshire	Race Meeting (C.)	1.00 p.m.
,, ...	V.C.C. of Great Britain	Technical College	Watford	Rally (C.)	11.00 a.m.
June 27/28th	Bedford A.E.C.	Olney Market Square	Bedford	Rally (C.)	10.00 p.m.
,, ...	Highland C. & M.C.C.	Millerton	Inverness	Rally (R.)	8.00 p.m.
June 28th ...	Border M.R.C.	Charterhall Airfield	Berwick	Race Meeting (C.)	2.30 p.m.
,, ...	Northallerton & Dist. M.C. ...	High Street	Northallerton	President's Trophy	10.00 a.m.
,, ...	M.G. C.C.	Snetterton	Norwich	Sprint (R.)	12.30 a.m.
,, ...	Singer O.C.	Langley, Bucks	Nr. Slough	Driving Tests (R.)	10.30 a.m.
,, ...	B.M.W. C.C.	Moore Place Hotel	Esher, Surrey	Concours d'Elegance (C.)	2.00 p.m.
,, ...	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (R.)	1.00 p.m.
,, ...	B.R.S.C.C.	MALLORY PARK	HINCKLEY	RACE MEETING (N.O.)	2.00 p.m.
,, ...	Pinn Vale C.C.	Black Park Car Park	Slough	Point-to-Point (C.)	2.15 p.m.
,, ...	Rugby M.C.	Church Lawford Aerodrome	Rugby	Driving Tests (C.)	2.30 p.m.
,, ...	Singer O.C.	Langley Aerodrome	Slough	Driving Tests (R.)	10.30 a.m.
,, ...	West Hants & Dorset C.C. ...	Wiscombe Park, Colyton	Lyme Regis	Hill-Climb (R.)	2.00 p.m.

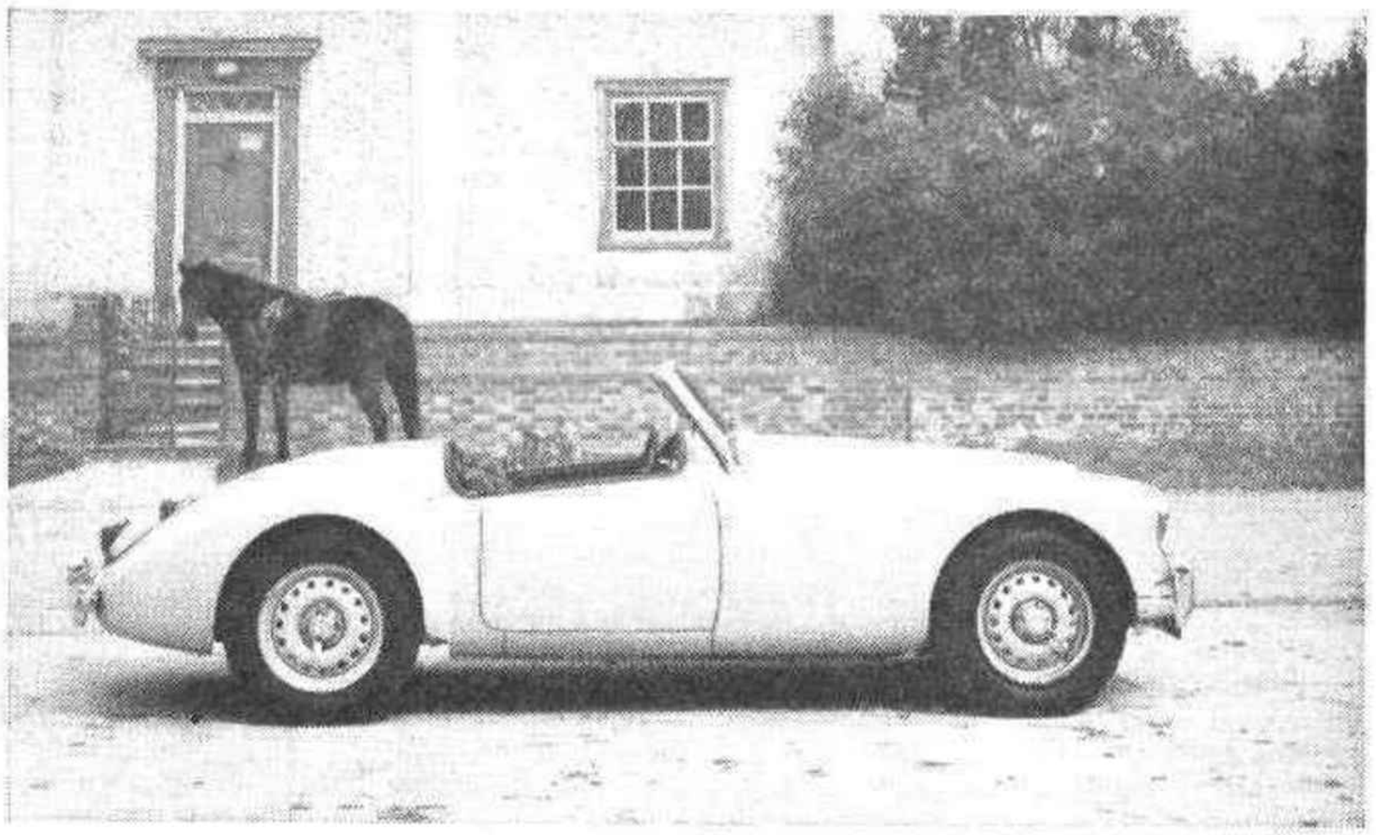
MATTERS OF MOMENT—continued from previous page

slinging disqualifications about with gay abandon—12 months for driving without insurance, six months for driving alone on a provisional licence, three months for using a van the tyres of which were considered faulty. He is surely to be associated with muddled thinking in restoring the licence to a person who drove under the influence of drink, while refusing to do so in the case of a driver whose crime was that of driving without a licence and having a car with faulty speedometer and brake cable.

Now that the Sheriff-substitute has been censured by the Lord Justice-General Lord Clyde we can regard the roads of Ayr as restored to justice-loving motorists. Tourists may again travel hopefully there and, providing they drive reasonably, should not any longer have to go in fear of losing their driving licences. We may even visit Ayr ourselves!

THE TWIN-CAM M.G.

A Very Satisfactory Small Sports Car, Offering a Maximum Speed Comfortably in Excess of 110 m.p.h., Extremely Good Acceleration, Unexpected Docility and Outstanding "Safety Fast" Characteristics, Reinforced by Dunlop Disc Brakes All Round.



THE TWIN-CAM M.G. in a peaceful setting. Externally it is indistinguishable from the normal M.G.-A, but wait until you drive it . . .!

GOOD things are worth waiting for and this is the philosophy we adopted in respect of the Twin-Cam M.G., which finally arrived for road-test last month. The weather was ideal for open sports-car motoring and the Twin-Cam M.G. proved complimentary to it. After initial eye-brow raising at the low seating position, a centre rear-view mirror which spoils the driver's line of vision to the near-side, and a very odd seating position soon rectified by folding the hood away properly, when the driver's seat slides back (although not as far as some drivers would wish, for it is impossible to adopt a straight-arm driving position—luckily the small wheel movements required and slight oversteer characteristics make this less important than on many cars), I grew accustomed to lowering myself into this typically British sports car, and it is a sports car which really motors . . .!

When summing-up the normal push-rod M.G.-A in MOTOR SPORT, I wrote that "the car is a worthy descendant of the race-bred cars that preceded it, in as much as it possesses impeccable road manners and adequate performance . . ." The Twin-Cam M.G. retains in full measure the safe and pleasant handling qualities of the push-rod version but it was to convert the performance from adequate to potent that the M.G. Car Company enlarged the engine size from 1,489 to 1,588 c.c. and used a twin o.h.c. cylinder head (with suitable bottom-end mods.), developed from an experimental engine introduced for racing over five years ago. The main purpose of the Twin-Cam M.G. is competition work and it was added to the M.G. range with an eye on the dollar market. However, having used one with great enjoyment for fast pleasure motoring in England I see no reason why this particular M.G. shouldn't become very popular here as a normal sports model, particularly as the engine, if noisy, is splendidly docile and disc brakes all round look after the increase in maximum speed and the rapidity with which the scenery begins to rush by when the accelerator is depressed.

Admittedly a good deal of "teething trouble" has been experienced with this production M.G. twin o.h.c. engine but let us hope this has been overcome; certainly the car I drove for more than 470 miles never faltered and oil-pressure and water temperature remained steady throughout the test, which included taking performance figures. The engine is distinctly audible, which quite apart from the fine weather, made me reluctant to put the hood up; the coupé version must be almost unendurable! And oil consumption is, to put it mildly, excessive.

In general conception the Twin-Cam M.G. two-seater follows the specification and equipment of the well-known M.G.-A, so we need not deal with it in great detail.

The seats are separate bucket-type with folding squabs, upholstered in real soft leather. They are very good, if not ideal, seats, but set low in the car, with only the off-side front wing visible to an average-height driver. Mounting the mirror directly on the scuttle, deleting the stalk, might help visibility.

The pedals are normally placed and while it is not possible to "heel-and-toe," brake and accelerator can be operated together with the ball of the right foot. The clutch foot has to be parked under rather than beside the pedal and the foot-dipper button is rather inaccessible. Clutch and throttle action are light and well-constituted. An adjustable steering column is available; normally the wheel is closer to the facia than tall drivers may like.

A very rigid short central gear-lever controls the usual B-series B.M.C. gearbox but what is an impeccable change on other B.M.C. small cars and earlier M.G.s is less pleasant on the modern M.G., because the lever is stiff to operate and has short lateral and transverse movements, while the synchromesh is beaten all too easily when snap gear changes are attempted. Taken calmly this is a nice gear change but in the heat of a race or when making snap selection of a lower ratio the driver suffers. The reverse guard-spring is too weak, so that this ratio can be selected inadvertently when wishing to change rapidly from third to second gear. The lever could hardly "fall to hand" better, however, its knob being extremely close to the steering wheel. It would hardly be a B.M.C. box were some difficulty not experienced in getting into bottom gear from a standstill!

The fly-off hand-brake, which is locked on by depressing the knob, has for long been an excellent M.G. feature. On the Twin-Cam it lies horizontally close against the propeller-shaft-tunnel, but it is quite convenient to use and holds the car securely.

The four spring-spokes of the steering wheel form a narrow "X," giving full visibility of speedometer and rev.-counter. These are Jaeger instruments, the speedometer incorporating total and trip-with-decimal mileometers. The needles move in the same plane and are commendably steady. The rev.-counter has a yellow segment from 6,500 to 7,000 r.p.m., a red segment from 7,000 to 7,500 r.p.m., which provides a foretaste of the performance of this Twin-Cam M.G.

The rest of the instrumentation on the leather-covered facia is simple but effective, comprising oil-pressure gauge (reading 20 lb./sq. in. of Castrol XL at idling r.p.m., 60 lb./sq. in. at fast cruising speeds), water thermometer (steady at 70 deg. C., rising only slightly during acceleration tests), and a sensibly pessimistic petrol gauge. The ignition key is separate from the starter knob and similar (lettered) knobs look after the usual services. Warning lamps are confined to those for dynamo-charge, lamps full-beam and flashers, the last-named warning winking at the extreme right of the facia, where steering wheel rim and driver's right fist usually obscure it, perhaps providentially. In any case, the tab switch for the indicators, conveniently placed for the right hand, returns to the vertical when the flashers have self-cancelled. The horn-button is recessed in the centre of the facia, which is reasonably convenient. Below are the controls for heater/demister/ventilator. The map-reading lamp and switch, on the passenger's side of the facia, is an excellent feature inherited from the M.G.-A, as are the capacious, roomy, rigid door-pockets, well-strutted windscreen mounted rather far from the occupants (it detaches for racing—gone are the days when by unscrewing a couple of wing nuts you could lower the screen flat and have fun in the fresh air, wearing helmet and goggles!), doors devoid of exterior handles and opened by "pulling a string" within the door pockets, and the rest of the body details, including a boot considerably obstructed by the spare wheel. I like the easy-to-clean ventilated steel disc wheels, of centre-lock type.

New-type rigid Perspex sidescreens, with sliding panels to enable the door-catch "pulls" to be reached with the hood up, prevent side-draughts. The hood, furled, stows completely out of sight but a tonneau cover would be a welcome addition. For night driving the Lucas headlamps are very effective.

On the road the Twin-Cam M.G. is an outstanding motor car. The engine peaks at 6,700 r.p.m. but runs readily to 7,000 r.p.m. and will go " into the red " as easily as a bank balance if the driver is casual. Using maximum or near-maximum revs. in the gears, really effective acceleration can be achieved, as the figures in the data panel confirm. This is acceleration of the kind that makes passing slow-moving vehicles a very momentary, and consequently, safe, manoeuvre. The engine is smooth, and responds effectively, right up to 7,000 r.p.m. and crankshaft speeds around 6,000 r.p.m. will be employed habitually by fast drivers. On the other hand, it is possible to use revs. more of the M.G.-A order, *i.e.*, 4,500-5,500 r.p.m. and still get very quickly to 70 m.p.h., while top gear pick-up between 50 and 80 m.p.h. is also extremely useful.

The remarkable thing is that this inexpensive production engine is running at speeds regarded as high in the racing world not so long ago, yet it is ridiculously docile as well as potent. It will idle at 500 r.p.m. without a trace of plug-oiling or " hunting " and will open up in the 4.3 to 1 top gear from not very much higher speeds—not that anyone will often so abuse it. It is necessary to use 100-octane petrol, when no " pinking " is experienced; running-on occurred only after some rather intense performance testing—never after normal running. There is noise from the valve gear and a faint ring from the camshafts drive but the exhaust note is not obstrusive from inside the car, although a road-side observer might recognise the Twin-Cam by its tail-pipe snarl—the only other way is by the insignia on the tail-panel.

The acceleration, to revert to this outstanding aspect of the Twin-Cam M.G. is, very roughly, twice as effective as that of a normal M.G.-A. As to speed, I believe the aim was 120 m.p.h. but normaly Twin-Cam models cannot exceed 114/115 m.p.h., which is about 12 m.p.h. faster than the maximum speed of the M.G.-A coupé. Moreover, although 80 and 90 m.p.h. comes up readily enough on the road, the former speed being attainable in ¼-of-a-mile from a standing start, a mile or more of clear road is essential before 6,000 r.p.m. (or 103.8 m.p.h.) is obtainable in top gear. Incidentally, the test-car had a speedometer that was 4 per cent. fast at 60 m.p.h., 3½ per cent. fast at 80 m.p.h.

This brings us to the question of maxima in the gears. Going up to 7,000 r.p.m. the genuine speeds are 33, 55 and 88 m.p.h.; if you ponder on this you will see how these highly creditable speeds in the indirect gears assist acceleration. It is very pleasant to be able to change down from top to third at over 80 m.p.h.!

The road-holding and roll-free cornering characteristics are fully in keeping with the performance.

The rack and pinion steering is accurate, free from lost motion, and has sensible castor-return action. There is mild kick-back of the wheel in the driver's hands, accentuated on bad by-roads, when scuttle-shake also intrudes. In spite of criticism of this form of steering for fast cars it suits the M.G. admirably and does not feel so low geared as 2¾ turns, lock to lock suggest.

The steering, indeed, is quite exceptionally good; it is absolutely positive and the car responds immediately to any movement with a rapidity which is most unusual. A trace of stiffness is presumably due to the friction damper in the rack-and-pinion gear, but the steering remains light in all conditions, even when throwing the car fast into hairpin bends. The steering characteristic is quite neutral at normal cornering speeds, and the intended line on corners can be held with unusual precision, even on rough surfaces. Pressed beyond this, a gradual oversteer develops and the car starts to break away at the back in a very gentle and completely controllable way. Use of the throttle brings the tail round more quickly and can contribute to very rapid progress along sharply winding roads; this effect is appreciably more noticeable on right hand than on left-hand corners, probably because of weight transfer due to torque-reaction. For competition purposes, it is probable that many experienced drivers would prefer to delay the onset of oversteer to still higher cornering speeds, and the addition of a front anti-roll bar might then be indicated.

The Dunlop RS 4 tyres exhibit a considerable amount of squeal at the low pressures recommended for normal driving, and are not entirely silent even at the 22/24 lb./sq. in. recommended for fast driving. At 23 front, 26 rear, squeal was absent until the breakaway was approached, although a certain amount of harshness was then noticeable in the ride, together with occasional traces of wheelspin when accelerating hard on bumpy roads.

The combination of fairly soft front with much harder rear suspension, and heavy damping all round, gives an extremely pleasant ride, firm, almost to the point of harshness with the higher tyre pressures, but unusually flat. This lack of pitching, together with the lack of roll, produces a feeling of great stability. There is a certain amount of mild scuttle shake and some body rattles, particularly from the clips holding the sidescreens to the tops of the windscreen pillars.

THE TWIN-CAM M.G. TWO-SEATER

Engine : Four cylinders, 75.4 by 89 mm. (1,588 c.c.). Inclined overhead valves operated by twin overhead camshafts. 9.9 to 1 compression-ratio. 108 b.h.p. (net) at 6,700 r.p.m.
Gear ratios : First, 15.6 to 1; second, 9.5 to 1; third, 5.9 to 1; top, 4.3 to 1.
Tyres : 5.90 by 15 Dunlop Road Speed RS 4 on centre-lock steel disc wheels.
Weight : 0 tons 19 cwt. 1 qr., ready for the road, without occupants, but with rather less than two gallons of petrol.
Steering-ratios ; 2¾ turns, lock-to-lock.
Full capacity : Ten gallons (range approximately 240 miles).
Wheelbase : 7 ft. 10 in.
Track : Front, 3 ft. 11½ in.; rear, 4 ft. 0¼ in.
Dimensions : 13 ft. by 4 ft. 10 in. by 4 ft. 2 in. (high—hood up).
Price : £843 (£1,195 7s. 6d. inclusive of purchase tax).
Makers : M.G. Car Company, Ltd., Abingdon-on-Thames, Berkshire, England.

PERFORMANCE DATA

Speeds in gears (after speedometer correction) :

First	33 m.p.h.
Second	55 m.p.h.
Third	88 m.p.h.

Acceleration :

0-50 m.p.h....	8.5 sec. (8.5 sec.)
0-60 m.p.h....	12.4 sec. (12.4 sec.)
0-70 m.p.h....	16.7 sec. (17.0 sec.)
0-80 m.p.h....	22.3 sec. (22.8 sec.)
Standing-start ¼ mile ...	18.5 sec. (18.5 sec.)

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

The Dunlop 10¾-in. disc brakes all round are contributory to the car's admirable safe-handling qualities. As is usual with non-servo applied disc brakes, considerable pedal pressure is required for low-speed stops but from high speeds retardation is extremely effective for light pedal pressures, it being possible to lock the wheels in an emergency. Normally the very impressive acceleration of the Twin-Cam M.G. leaves " incidents " well behind but it is comforting to know that if an approaching driver does something foolish which interferes with one's intentions these very powerful fade-free brakes are at one's disposal.

Taken all round, the Twin-Cam M.G. is a most enjoyable fast car. It costs £255 more than the M.G.-A (inclusive of p.t.) and for this the purchaser gets not only an engine giving 108 b.h.p., an increase of 36, but disc brakes, knock-off wheels and Road Speed tyres in addition.

What are the penalties ? Noise, when the car is closed up against the weather. Inaccessibility of ignition distributor, which is buried under the heater piping, and of the dip-stick. The figure of 24.3 m.p.g. of petrol obtained in fast road driving, using peak revs. frequently in the indirect gears, cannot be regarded as excessive, but on rallies this would rise to some 20 m.p.g. The tank, holding ten gallons, thus gives the rather cramped range of approximately 240 miles in normal motoring and is ludicrously small for serious competition work of the long-distance variety. Excessive oil consumption is the real short-coming of this Twin-Cam M.G.—nearly half-a-gallon was consumed in 400 miles ! The dip-stick is extremely difficult to replace and would seem quite impossible for making the very vital checks on sump level during club races. Presumably serious competition drivers arrange something better than Abingdon has devised for normal customers, at the same time adding a larger fuel tank.

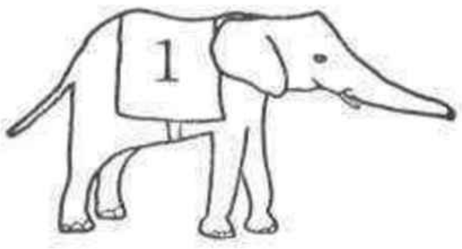
These matters apart, the Twin-Cam M.G. is oustanding by reason of its very considerable performance and particularly in respect of its impeccable handling qualities. It is a handsome car, too. It thus very worthily maintains the reputation of this famous breed of British sports cars.—W. B.

FLYING DISPLAY AT CARDIFF

Those who like to see at least one Air Display a year should note that the Welsh International Air Rally will be held at Rhoose Airport, Cardiff, on July 13th/14th, with an air display from 3.30 to 5.30 p.m. on the Saturday, including racing, aerobatics, parachute jumping, pleasure flying—and a display by the V.S.C.C. Details from A. Wakefield, Glamorgan Flying Club, 40, Mocken Place, Cardiff, Glamorgan.

The Bentley D.C. will rally to the Montagu Motor Museum on June 28th.

WHITE-ELEPHANTITIS—



SIDDELEY SPECIAL SAFARI

THE preface to this study of motoring white-elephantitis was published last month, so I can embark without further palaver to tell of a safari I went on recently in an exotic specimen of the breed, in the form of a well-preserved Siddeley Special.

The car in question has been owned for the past five years by Mr. D. W. Brown, B.Sc., of Epsom; prior to that he drove a Singer Nine, so he has had the experience of contrast. Why did Mr. Brown embark on white-elephantism? Because, when he sought to rid himself of his rather rickety Singer he could afford either a worn-out used small car of the immediate post-war period or an earlier, real, motor car. He wisely invested in the latter.

It is a short-chassis (no joke implied—the Siddeley Special came in three wheelbase-lengths and this is the shortest, measuring 11 feet) close-coupled four-door Burlington sports saloon, the lines of which are extremely well balanced. The painted vee-radiator with plated beading, behind high-mounted Lucas P.100 headlamps, gives the car a fine air of dignity. Here may I digress to remark that I do not think post-war luxury cars, with their comparatively short bonnets, possess anything like the dignity of their pre-Hitler forebears. In those days the engine capacity of such monsters was some 5 to 7-litres, so they *had* to have lengthy bonnets. But this gave them a true air of affluence as they glided to a standstill in front of ceremonial red carpets and sun-awninged porches. I know that today long bonnets are thought to promote poor visibility, which may cause driver-fatigue on long journeys at the sports-car speeds modern luxury cars are required to achieve but that they cause danger was firmly refuted by the adroit manner in which Mr. Brown swung his big carriage through narrow traffic-gaps and past close-set obstructions with mere millimetres to spare. And he likes to take care of his car's wings, for they, like that long broad bonnet, are of aluminium and, although deeply flanged, by nature venerable, being protected from road-stones by wire-mesh underscreens.

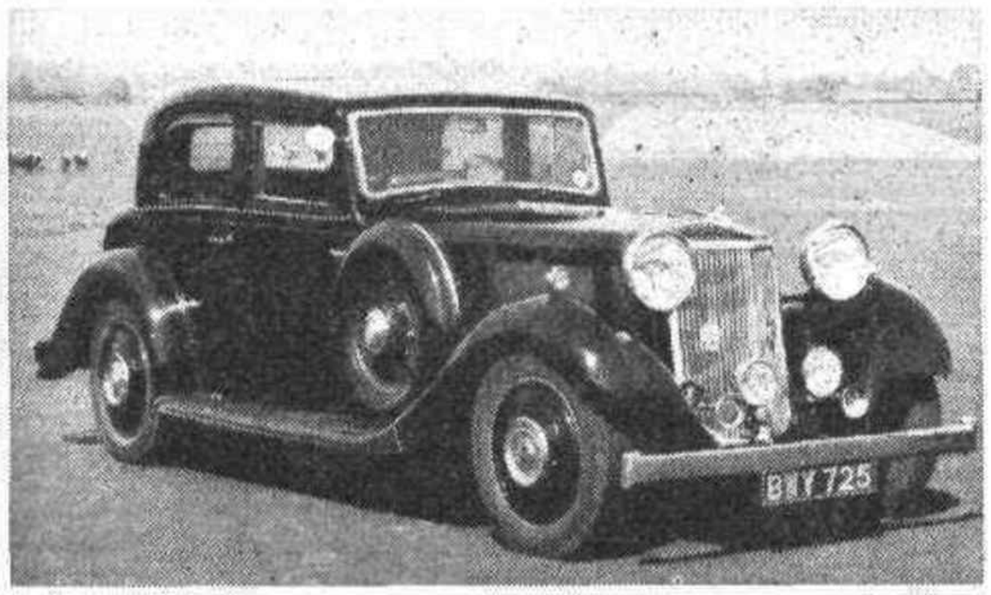
This great motor car in which we set out on safari to Coventry in order to meet its designer was first registered in 1938 but is more likely to have been built—*built* is the word—in 1934/5. Before Mr. Brown caged it, it had apparently been in captivity before, because someone has endowed it with a remarkable 1946 radio set and a crude interior heater. Incidently, it was found in North London, in generally good condition, on which the present owner has improved, relining the brakes, fitting a new silencer, re-treading one of the 19 by 6.50 tyres, etc.

As I settled in the low-set deep leather seat beside the driver I was projected back to an age of less limited leisure, an age of quality and refinement. The Siddeley's dashboard is of wood, not the highly-veneered facias of today's expensive and pseudo-expensive cars but an unpolished piece of real walnut, as English as cricket, Ascot and afternoon tea. On it the Smiths speedometer and rev.-counter record speeds with clear simplicity, white needles moving sedately in the same plane. Smaller, matching dials give the dynamo charge, water heat, oil-pressure and contents of the 20-gallon petrol reservoir. Electrical switches confront the driver directly, the front-seat passenger is faced by a cubby-hole whose lid matches the dashboard and shuts with precision, minor controls and the pre-selector gear lever protrude from the steering-wheel boss.

Pondering on the simplicity of this dashboard I realised that this pre-war Siddeley Special is no sluggard. It cruises at 60 m.p.h. with the 5-litre six-cylinder push-rod o.h.v. light-alloy engine turning over at less than 2,500 r.p.m. Mr. Brown has had it up to 85 m.p.h. . . Water temperature sits at about 73 deg. C.; oil pressure, in spite of the sump being filled with 3½ gallons of Viscostatic, read 11-12 lb./sq. in.

This is a D-batch car. Apparently the hiduminium-engined Siddeley Specials were produced in batches of 25, until about 200 closed models, and a few open tourers, had been made—*not* 400 as we stated in last year's Armstrong Siddeley history (MOTOR SPORT, November and December 1958), to which, however, you are respectfully referred for technical details. Mr. Brown's car has a 4.2 to 1 axle-ratio; early Siddeley Specials were even more restful, being geared at 3.8 to 1.

We cruised ruggedly towards Park Side for lunch with Selwyn Sharp and Jack Hart, our carriage silent save for a sibilant hiss from the twin S.U.s, which are devoid of the original-pancake air-filters. On bends the top-hamper sets up some wallowing, caught easily on the high-geared steering. Brakes? They are Dewandre vacuum-servo self-wrapping Bendix, capable of locking the wheels of this 2 ton 7 cwt. motor carriage in an emergency, not only with the pedal but with the hand lever, which operates also on all four wheels.



THIS PICTURE emphasises the dignity of the Siddeley Special. The body was made by Armstrong Siddeley themselves and has carpets laid on felt and Dunlopillo, a sun-roof and a special boot with blinds to cover any luggage that cannot be stowed within.

This brings us to enquire whether white-elephants are tame and safe for the public to mingle with. Speaking with reference to this particular specimen, it is obvious that it is likely to be done more harm at the hands of the public (in their new L-plated mechanised tin travelling-boxes) than it is ever likely to do to them. What justification? Well, Mr. Brown submitted his car to the Ministry of Transport test-station at Hendon, where the braking system astonished them and the only fault they could find was maladjustment of the near-side P.100, which had been purposely deflected to cope with fog . . .

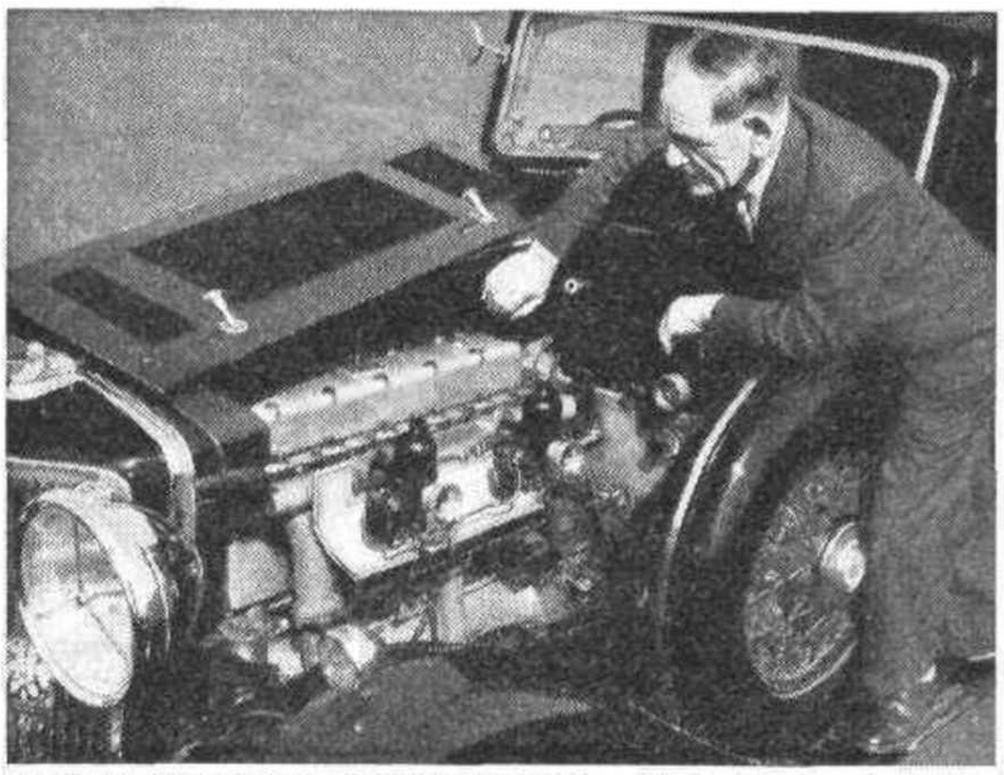
Spares problem? Not really, because Vic Peters at Armstrong Siddeley's Hendon Service Depot has found quite a number of spares for Mr. Brown.

So we bowled in state into the A.S. factory, where a cheerful commissionaire greeted us both by name before even the front window had been lowered (it slides back as well, for those to whom variety is the spice) and waved the handsome Siddeley Special into a reserved bay within.

It was our privilege to lunch with Mr. Fred Allard, who when Sir John Siddeley said "I want a light-alloy car," set to and evolved the Siddeley Special back in 1932. He recalled how cylinder block and head were done as castings in RR 50, using wet cast-iron cylinder liners sealed at the base by a clever diaphragm which Mr. Allard patented. The connecting-rods were RR 56 stampings, even the cooling fan was of light-alloy, the only ferrous parts of the engine being the 7-bearing crankshaft and the exhaust manifold. The push-rods were of RR 56 dural. Sir John would walk through the factory expressing his firm opinions—Mr. Allard remarked thoughtfully how difficult it was when the boss insisted on retaining a flywheel fan on Armstrong Siddeleys after the radiator had gone forward from the scuttle mounting used on the Siddeley Deasys, it being difficult to get any air flow unless the bonnet was sealed. And he told us that oil leaks were the ultimate crime, in the eyes of a man who wouldn't allow bumpers to be fitted to his cars, because, he said, Armstrong Siddeley drivers should never make parking or driving errors!

After lunch we repaired to an aerodrome to take the Siddeley Special's portrait—posing in company with a Star Sapphire and a 1904 one-cylinder Siddeley. When the bonnet was thrown open there was the big hiduminium power unit (125 b.h.p. at 3,200 r.p.m.) in all its glory, an engine of individual lines and clean—Mr. Allard, whose father made Rex motor-cycles when he was a nipper (he is now a young lad of 70) and later the Allard car (no connection with the later Ford-engined Allards), and who went to Swift at the time of the 1913 cyclecar, then joined A.S. in 1926, remarked that it was an engine you could wipe-down easily, without getting the cotton-waste caught up . . . This one is Eng. No. 174 and has the baffle plate behind the carburetters to prevent an early shortcoming of vapour lock.

I do not know how many others of these fine cars survive but I think I can account for five. They give all the charm that white-elephant lovers crave—granted the qualities of quality, craftsman-



AFTER TWENTY-SEVEN YEARS.—Fred Allard, who evolved the Siddeley Special for Sir John Siddeley, meets his handiwork. He is seen examining the famous hiduminium engine of Mr. Brown's car.

ship, comfort, stately progression and individuality are found in smaller more practical cars such as Sunbeam, Talbot, Rolls Twenty, etc., but a white-elephant should be BIG—with worthwhile performance into the bargain. The self-change gearbox makes for reasonable acceleration and restful control but the Siddeley's weight and bulk, the very qualities of this elephant-cult, have to be paid for. On a long run Mr. Brown may get 16 m.p.g. but this decreases all too readily to 11 m.p.g. and a taste of London congestion pulls this down to 8 or 9 m.p.g. No doubt the conservative compression-ratio (5.2 to 1) is to blame but that was as high as Sir John Siddeley would let Mr. Allard go! We drove back to Banbury—full marks to this fascinating old country town for allowing eight-hours free parking between 8 a.m. and 8 p.m., which must bring much business to the shops and hotels—and I got back in a Twin-Cam M.G. . . . a different world . . .—W. B.

WEIGHT SAVING

Some Siddeley Special Items on the Scales

Engine complete with flywheel and clutch ...		770 lb.
R.R.50	Cylinder block complete with cylinder liners	95 lb.
R.R.50	Crankcase	109 lb.
R.R.50	Cylinder head	35 lb.
R.R.56	Connecting-rod	1 lb. 10 oz.
R.R.50	Oil sump...	31 lb.

Postscript: I don't want to let this elephant-disease get a hold on me but if any readers have specimens which they think I should sample we might, I feel, devote a column to such cars from time to time.—ED.

B.A.R.C. WHITSUN MEETING

Good racing before a small crowd was seen at Goodwood on May 18th. The big race was the 21-lap Whitsun Trophy, for non-s/c sports cars.

Clark (Lister-Jaguar) took the lead from Flockhart after seven laps and looked like winning for the Border Reivers. He ran out of petrol three laps later—but Clark's day will come; he flings his car about in that confident individual manner which the crowd loves. So Ecurie Ecosse won, Flockhart's Tojeiro-Jaguar finishing 10.6 sec. ahead of Bekaert in Wilkinson's Lister-Jaguar, Blond third in the other Ecurie Ecosse entry, another Lister-Jaguar. Whitehead's DBR1 wasn't quick enough. Flockhart averaged 88.51 m.p.h. from the Le Mans start. In the supporting races Lumsden's Lotus Elite vanquished the lot, Sir G. Baillie's 3.4 Jaguar included, Lawry's Elite third, Douglas Hull's 2-litre E.R.A. won the Pre-War Scratch Race, Hurrell remained leader of the TR3 brigade, winning the Marque Scratch Race from Lawrence's Morgan and de Selincourt's TR3, these beating three Twin-Cam M.G.s while another retired, and, finally, the two Whitsun Handicaps were won, respectively, by Utley's Lotus and Fletcher's Twin-Cam M.G.—W. B.

CRYSTAL PALACE (WHITSUN)

A large crowd enjoyed an excellent day's racing at Crystal Palace on Whit-Monday.

The main race of the day, the 36-lap London Trophy for F.2 cars, went to Roy Salvadori in Tommy Atkins' Cooper-Climax after an initial tussle with Bueb (Cooper-Borgward) and Jim Russell (Cooper). Russell had to stop to fix a slipping clutch giving Salvadori an easy win from Bueb and Chris Bristow (Hume Cooper).

Perhaps the most exciting race of the day was the Touring Car race which was won by G. H. Williamson in the Alexander Engineering A40. This car arrived in a van and its performance during the race showed that it was very highly tuned. It comfortably beat Leston's 1.5 Riley, only Shepherd's A40 being anywhere near, at the finish.

The Norbury Trophy for over 1,500 c.c. sports cars provided another win for Salvadori in Coombs' Cooper-Maserati but another few yards would have seen a win for Graham Hill's 2½-litre Lotus XV. Hill was boxed in by Russell's 2-litre Cooper Monaco for several laps and when he got clear he broke the circuit lap-record with a speed of 83.12 m.p.h. in an endeavour to catch Salvadori. How many circuits have the lap record held by a sports car?

The Anerley Trophy for under 1,500 c.c. sports cars was poorly supported and since it was run with two heats and a final, the fields were rather sparse. Innes Ireland in a works Lotus XV beat Salvadori in both heat and final, Salvadori spoiling his chances in the final by spinning the 1½-litre Coombs Cooper-Monaco which suffered from brake trouble.

In the other heat of the Anerley Trophy, Peter Ashdown won easily in the Lola but was later disqualified for being push-started on the line. How many drivers have got away with this in the past?

Being a B.R.S.C.C. meeting there had to be a 500 c.c. race and an enormous field took to the track for the Redex Trophy. Tommy Bridger gained a comfortable win from Pitcher and Don Parker, all Cooper-mounted of course.—M. L. T.

XIX GRAND PRIX OF PAU

Results : FORMULA 2—80 Laps—220.800 Kilometres—Wet

1st :	M. Trintignant (Cooper-Climax) ...	2 hr. 23 min. 34.5 sec.—92.273 k.p.h.
2nd :	B. McLaren (Cooper-Climax) ...	2 hr. 24 min. 49.3 sec.
3rd :	L. Bianchi (Cooper-Climax) ...	2 hr. 25 min. 06.1 sec.
4th :	A. E. Marsh (Cooper-Climax)	1 lap behind
5th :	J. Behra (Porsche Special)	1 lap behind
6th :	H. Taylor (Cooper-Climax)	1 lap behind
7th :	J. Lewis (Cooper-Climax)	2 laps behind
8th :	H. Schell (Porsche RSK)	2 laps behind
9th :	K. Greene (Cooper-Climax)	2 laps behind
10th :	J. Campbell-Jones (Cooper-Climax)	3 laps behind
11th :	A. de Changy (Cooper-Climax)	4 laps behind
12th :	R. Hicks (Lotus-Climax)	7 laps behind

Fastest lap: J. Behra (Porsche Special) on lap 22, in 1 min. 36.8 sec.—102.644 k.p.h.
20 *starters*—12 *finishers.*

Retired : W. Seidel (Porsche) lap one; G. de Beaufort (Porsche) lap four; G. Munaron (OSCA) lap 10; J. Brabham (Cooper) lap 15; C. Goethals (Porsche) lap 22; M. Gregory (Cooper) lap 26; G. Cabianca (OSCA) lap 28; N. Barclay (Cooper) lap 40.

Results : FORMULA JUNIOR—40 Laps—110.400 Kilometres

1st :	C. Davis (Taraschi)	1 hr. 14 min. 21.4 sec.—89.084 k.p.h.
2nd :	M. May (Stanguellini)	1 hr. 15 min. 21.0 sec.
3rd :	J. M. Bordeu (Stanguellini) ...	1 hr. 15 min. 23.0 sec.

Fastest lap : J. M. Bordeu (Stanguellini), in 1 min. 45.3 sec.—94.358 k.p.h.

(*Owing to pressure on space a full report is held over until next month.*)

250 M.R.C. WHITSUN MEETING

The 250 M.R.C. held its second race meeting at the pocket-handkerchief circuit on Eelmoor Plain, in the vast open commonland flanking the Fleet-Aldershot road. Twenty entries had been received, of which five were Berkeleys. The 250-c.c. " specials " proved faster but far less reliable. In the fourth race three out of the six starters retired, the Kimston Special while in the lead, the Thistle-Velo., and the J.B.S.-Rudge, which had won two previous races, leaving Haldenby's effective Kieft-base Scorpion Velo. to win from the Ball and Pantlin Specials. Emery's Asp-Rudge had earlier experienced fracture of a steering-arm and loss of brakes, and in the fifth race the Scorpion Velo. only just held off Vincent's air-scooped, aero-screened Berkeley, because Haldenby was having difficulty in changing gear. The Smith with British Anzani twin two-stroke engine at the back jibbed at even starting. The Pantlin was noticeably steady, whereas Ashby's Berkeley, which Mrs. Ashby also drove, lifted its off-side back wheel on right-hand corners and Harris' Berkeley was so slow it was lapped in a 10-lap contest—and what short laps they are! Next Eelmoor Plain meeting will be a sprint.—W. B.

BERKELEY S.C.C.

The Berkeley Sports Car Club, founded last March, caters for owners of all Berkeley cars, from early 328 to latest B.105. A magazine is to be issued and at the inaugural meeting one Berkeley came from as far afield as Paris. The Hon. Sec. is T. W. Gillard, 14, " Woodford House," Snaresbrook, London, E.18.



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This car's wheels are travelling at 60 m.p.h. on a rotating roller. This apparatus at the BP Research Centre, Sunbury-on-Thames is called the Vehicle Dynamometer. It's used by BP scientists to test fuels under laboratory conditions. It helps them ensure, among many other things, that *BP Super Plus will virtually eliminate knocking.*

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THE AUTOMOTIVE INVENTIONS OF ETTORE BUGATTI

Extracts from a Paper read before the Newcomen Society by H. G. Conway, M.A., M.I.Mech.E.

(Continued from the May issue)

160439/1921. This is related to 1358/14 and claims the resilient mounting of the outer bearing.

195392/1923 (Nothing filed in 1922 in Britain and only seven cases in France! Perhaps Bugatti was busy with the racing cars). This specification describes the slotting of a ball or roller bearing outer ring to allow oil to be pumped in to oil the bearing. It is difficult to believe that this was novel but the idea was used on the roller bearing crankshaft of the racing engines.

197922/1923. The preoccupation with crankshafts and lubrication continues. As the diagram (Fig. 18) shows the idea was a means of feeding oil into a crank through large-diameter close-fitting rings (which do not however touch), and then out to the big-ends. The loss of oil at these diameters would have been enormous, especially as the clearance would be large to deal with crank deflection; one would have supposed that the jet scheme used on earlier cars would have been preferred; in this, the oil is squirted from jets in the crankcase sideways into grooves in the circular crank webs and thence outwards to the big-end bearings.

197928/1923. This describes (as illustrated in Fig. 19) a detachable cambox with means of getting a reasonable water circulation, although it is not clear from the specification exactly why the water should follow the direction of flow shown by the arrows in the lower diagram. This is basically the construction used on the 1924-30 Grand Prix racing engines and other single-cam types, a practical and convenient arrangement allowing speedy removal of the whole top assembly.

201160/1923. This shows a worm and worm wheel steering box with the worm wheel mounted on an eccentric shaft. By turning the shaft round with its flange, the meshing of the worm wheel can be adjusted. This seems an excellent construction.

205088/1923. Bugatti was prepared to design carburetters. This specification describes a carburetter with a circular barrel throttle valve, rotating around the choke and throttling the inlet to and outlet from the choke at the same time. The whole valve and carburetter body is water-cooled. Most of Bugatti's engines at that time and subsequently had water-cooled inlet manifolds in order to warm the incoming gas. His exhaust pipe was always on the opposite side from the inlet pipe and he was not able to use what is now common—an exhaust heated hot-spot on the inlet manifold. This undoubtedly would be more effective than water cooling the carburetter or inlet manifold.

205488/1923. This describes a front axle construction where the axle proper is a hollow casing surrounding the chassis front cross-member and connected to it by a series of coil springs. The axle is co-axial with a chassis frame. The interest of this specification lies in Bugatti's description of the defects with conventional springs. He describes the geometric errors which are caused by the ordinary type of spring shackle, where the driver must be continually moving the steering wheel to correct for spring deflection in order to follow a straight line. Bugatti cars were famous for their excellent road-holding and steering, and it is not surprising that there are no signs of Bugatti having actually used the invention. No doubt he found it better to persevere with conventional laminated springs in spite of their geometric defects.

211877/1924. This shows a transverse leaf spring arrangement for the rear axle of a car, the spring being split and diamond shape to give it a base where it is attached to the chassis to help it deal with fore and aft loads.

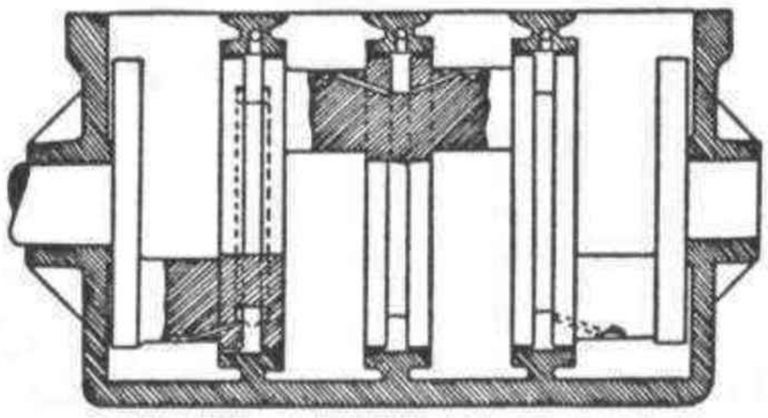


FIG. 18

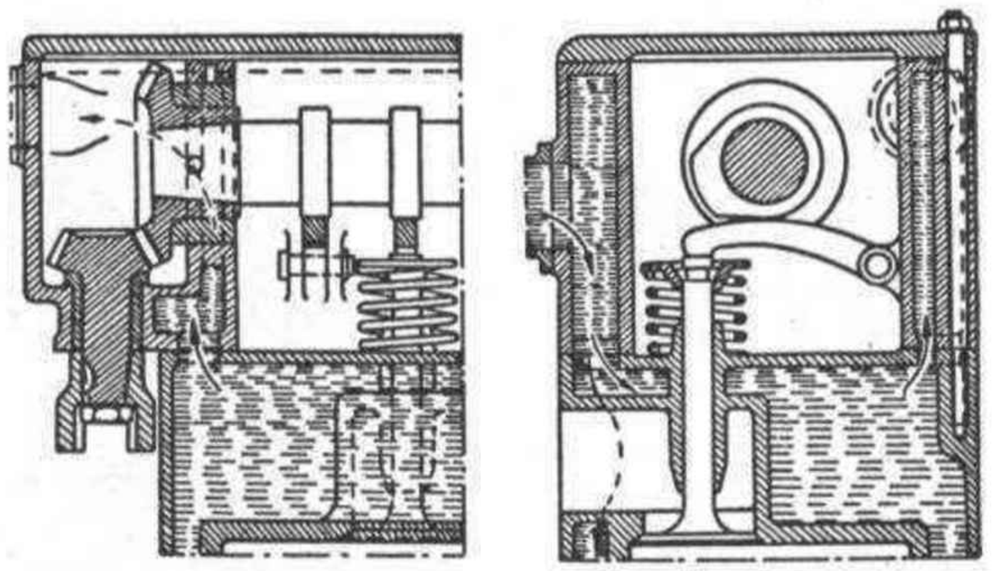


FIG. 19

212221/1924. This is an improvement to 205488 replacing the coil springs with a transverse spring. It is curious how Bugatti has been preoccupied over the years with transverse springs but there is no sign of him ever having actually used one on a car.

220284/1924. This specification illustrates the water cooling of the main bearings of an engine by extending the cylinder jackets down to the main bearings. This construction was used on the largest Bugatti engine which was produced in small numbers for cars (the Royale) and later adopted extensively for rail-cars in France.

218236/1924. This is an improvement to 205088 and shows the use of a shaped cam over the top of the carburetter jet to vary the area and thus the flow of petrol.

222475/1924. This shows the cage of a roller bearing with the outer edges of the cage itself running on small balls or rollers—that is, a roller mounted roller cage. This patent is void and no doubt has been anticipated. It appears to be an unnecessary refinement for a cage.

222476/1924. This illustrates the principle of mounting the gearbox and clutch of a car under the passenger seat so that the pedals can be carried nearer the engine and the front seat moved further forward. While the novelty in this seems questionable, the construction was used for at least one Bugatti car design. Most people would not like sitting on top of a flywheel.

222477/1924. This illustrates the principle of engines designed slab-like and able to be mounted close together in multiple units with geared crankshafts. Again there seems to be little novelty in the idea.

222478/1924. This patent is of interest although void. It illustrates what was probably not novel—namely a double tyre with an inner high-pressure cover whose sole purpose was to keep the outer low-pressure cover in position. The tyres shown were the beaded-edge type which were common at that time and the date of the invention (September 28th, 1923) is of interest because it was known that Bugatti was in serious tyre trouble with his racing cars at that time.

223212/1924. This patent is an addition to 222478 and is also void. It discloses more ideas for using one tyre to keep another in place.

223213/1924. This describes the hollow engine valve with a tulip-shaped end, the head plug being brazed in position. The patent was not accepted no doubt due to lack of novelty.

223545/1924. An oil-cooled valve. The valve has a hollow stem and there is a fixed tube with small piston head pinned in position from the valve guide. As the valve moves up and down, oil is pumped in and out of the head. It is difficult to see how a pin of adequate size could be fitted in the slot through the valve stem; the construction does not appear at all practicable.

232228/1925. Bugatti was using at this time a built-up roller-bearing crankshaft on his racing cars. He had always seemed to avoid the use of pressure-fed bearings and had relied on jets or drip-feed. It is not impossible that he went over to roller bearings to get over the deficiencies of his lubrication system, although it would

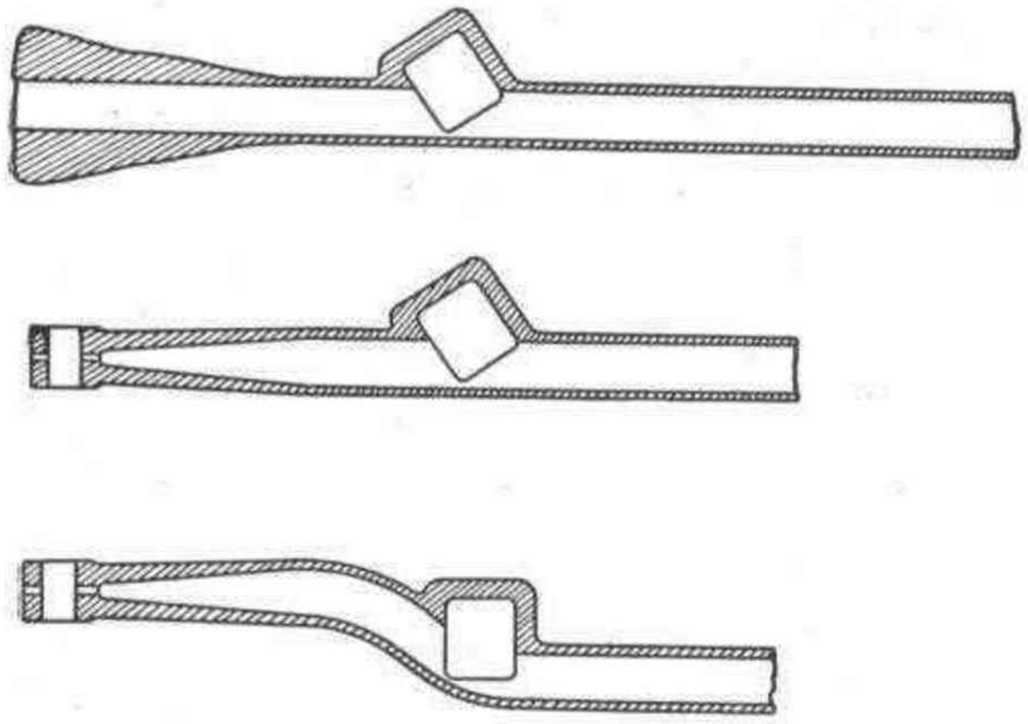


FIG. 25

be cheaper to use conventional pressure feed than roller bearings. However, bearing materials at that time were not as good as they are today and the technique of bearing design was not so advanced. The invention illustrates one means of holding the built-up crankshaft together by means of clamp bolts on the split webs of the crank. There is no sign of this invention having been used in place of the common construction covered by Patent 235541 (below).

233324/1925. A cast wheel with vane-like wide blade spokes is described, to promote cooling flow over the brake drum. The wheels are handed. Cast aluminium alloy wheels were a Bugatti feature but not with vanes.

233673/1925. This shows a further means of clamping on a beaded-edge tyre to a wheel but the patent is void and probably was not novel. The patent illustrates various means of removing one flange of a rim and retaining it with a circlip or a screwed ring but none is particularly ingenious.

234783/1925. A patent of addition to the previous one and also void.

235168/1925. This illustrates what since 1924 has been one of the great novelties of the Bugatti car—a solid one-piece forged axle with a hollow centre section. The specification illustrates (Fig. 25) how this was carried out, by boring a hole through the axle and punching square slots for the springs, and then forging the axle to shape afterwards. Since the loads on a front axle are a combination of bending and torsion the hollow tubular construction is logical. The mounting of a spring in a hole through the axle is also an elegant refinement.

235541/1925. This case describes the famous Bugatti built-up crankshaft used on his racing cars. The alignment of the crankshaft is achieved by cross cotter pins on the crank webs and the construction, in practice (using case-hardened parts throughout), is surprisingly effective and extremely rigid. It is possible to align a crankshaft to within about 0.001-in. dial gauge reading merely by selecting cotter pins of slightly different angle. The patent was never accepted—no doubt the Patent Office decided that the principle of the invention was no more than the principle of the cotter on a bicycle crankshaft. Reference is made in the specification to the use of the central hole for alignment during assembly. This is not present in fact on the production crankshafts, it being as easy to use a surface plate and centres for alignment.

235854/1925. This shows more beaded-edge tyre clamping systems with detachable flanges. The patent is void and was obviously not accepted.

236585. This was a patent of addition to the previous one and is also void.

240826/1925. This illustrates (Fig. 27) an excellent little detail from Bugatti cars—the front brake-cable swivel. Bugatti carried his cables over the top of the king-pin down to a lever mounted on the front of the brake. He used a pulley the circumference of which intersected the king-pin axis, and was carried on a swivelling lever so that the pulley could at all times bisect the angle between the incoming brake cable and the length of cable going to the lever. The mounting of the cable in this manner gives a servo action when the brake twists the axle when the brake is applied. This makes Bugatti front brakes extremely effective. The converse of this arrangement always made the brakes on an Austin Seven very ineffective since the more the axle twisted the more the brake was let off.

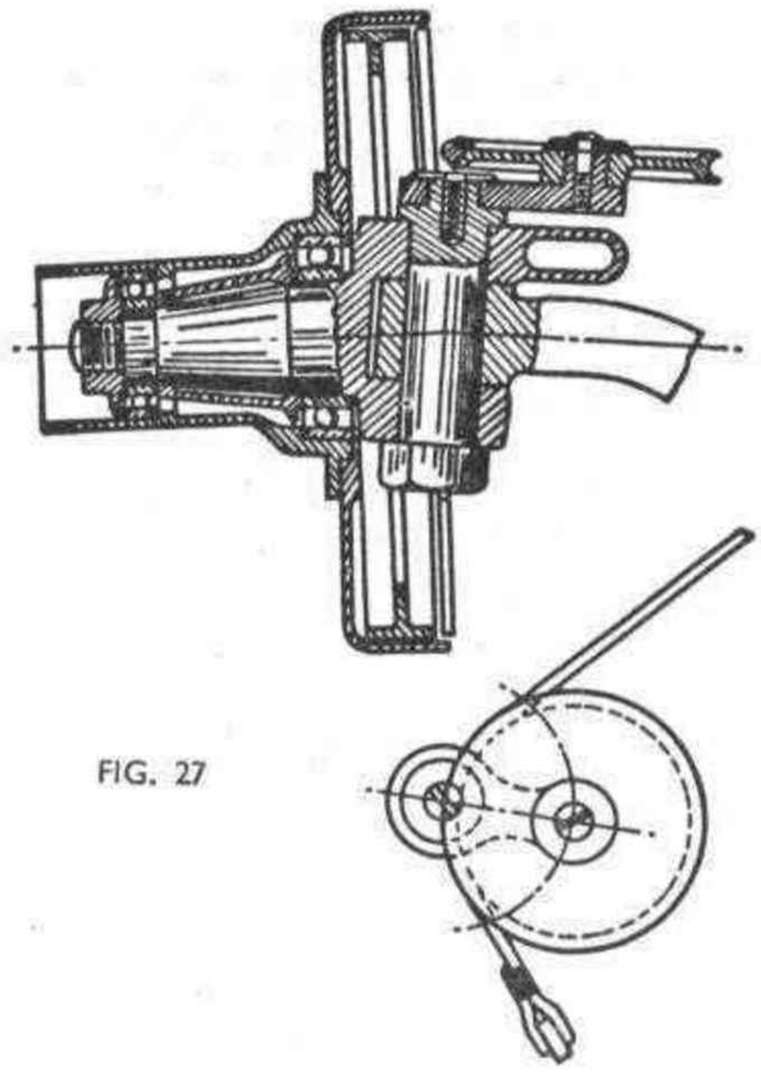


FIG. 27

256615/1926. This illustrates the idea of an extended skirt round the valve stem on the normal abutment washer which carries the split cotters on an engine valve. This sleeve was used on most Bugatti car engines and prevented oil dripping through the spring and down the valve stem. The patent is void and was no doubt not accepted as novel.

270700/1927. This illustrates a split rocker which is supposed to silence valve noise on an engine. It is difficult to see how such a construction could be given an adequate fatigue life.

271435/1927. A rear spring is described with additional leaves coming into play as the spring deflects to give an increased rate. This is a common feature on many cars today.

279116/1927. This describes Bugatti's brake compensating system which used a pair of cables running between front and back wheels on either side over the pulley arrangement described in the next case. The particular feature of the invention was the use of a transverse floating link between the two side cables, used to balance up the loads between the two sides. In practice, what Bugatti used was a small bevel differential on the brake pedal operating two cross shafts, to either side of the car, which then operated the brake cables. The brake pedal itself operated the planet bevel and distributed the load equally between the two halves of the system.

283206/1928. This shows how the brake cable system on either side of the car can be taken over a pair of pulleys, carried on the brake lever, and arranged to pull both ends of the cable in opposite directions. This invention describes the use of a stop between the two pulleys so arranged that if one end of the cable breaks the other end can still operate.

289193/1928. Bugatti refers to the fact that a conventional shock-absorber mounting on an axle could not restrain axle twist, being sensitive only to vertical movement of the whole axle. The invention proposed to mount a pair of shock-absorbers on the axle itself and so arranged that they would damp axle twist as well as vertical movement of the whole axle. It is not likely that this device would be at all effective since the torsion loads on axle from braking are very much greater than the vertical forces created by a conventional spring damper.

301065/1928. This illustrates the use of a non-return valve on a float in the header tank of the radiator system of a car. When a car is braked the water in the radiator tends to flow down the overflow pipe, and this invention uses the flotation effect of the valve to close the escape passage down the overflow.

301375/1928. This describes a further shock-absorber mounting with a lever connecting the shock-absorbers to the axle so arranged that the action of the shock-absorber is the least when the axle is in its normal position and increases progressively (to give a non-linear law) as the axle deflects.

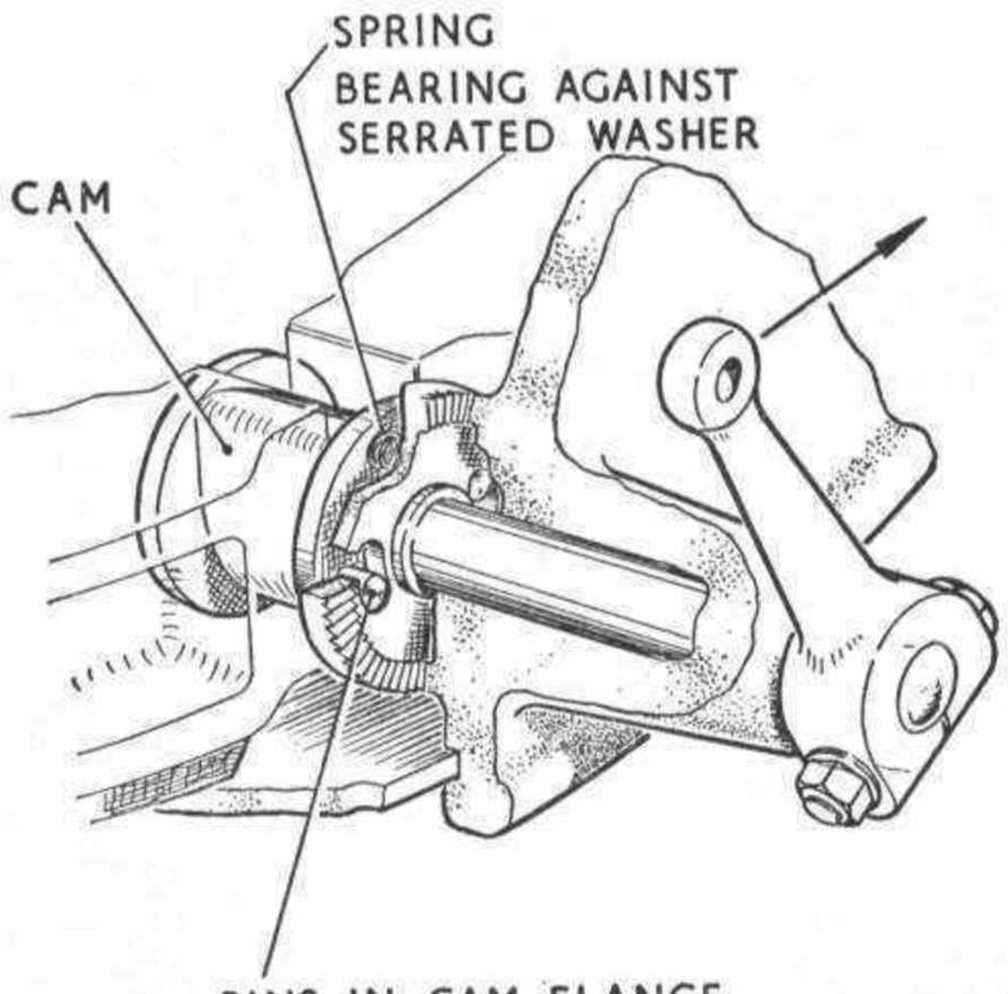


FIG. 30

335797/1930. This shows the carriage of a crankshaft of an engine on bearing blocks bolted to the underside of the cylinder block and located accurately off one side of the abutment face. The other side is split and clamped up by screws to make the assembly tight. This seems a simple and effective arrangement provided the bearing mounting blocks can be manufactured with a sufficient degree of accuracy. Normal practice is to line-bore the bearing holes.

342390/1931. This illustrates (Fig. 30) an ingenious and simple automatic brake-adjusting device. There are many known constructions for this but the one illustrated in the diagram is certainly ingenious and simple. Normally the brake cam can move over an arc determined by the slot in the small adjusting washer. This washer is serrated on one face and engages with corresponding serrations on the brake back plate. The serrations are spring-urged together to stop the washer rotating. Normally, therefore, the brake lever will only return by the amount determined by the elongated slot, but when brake wear takes place and the travel of the cam becomes excessive the washer will be moved round one further notch. A minor criticism of the construction as shown is that normal movement takes place between the cam and the washer and thus the springs would have to slide.

349353/1931. This shows the idea of mounting the flywheel on the end of a crankshaft by means of a series of rubber cylinders.

264074/1932. This invention, although void and merely an improvement on the previous one, has the surprising title " Improvements in systems of mounting a flywheel on the shafts of thermic engines, especially of multi-cylinder explosion engines for propelling land, sea and aerial vehicles." Instead of rubber " congealed oil " is used as an elastic or flexible connection between the hub and the outer rim of the flywheel.

386949/1933. This relates to hydraulic tappet arrangements and is void. It is probable that the invention was anticipated as many engine designers were working on hydraulic valve-lifting means about that time, including many engineers in the U.S.A.

386954/1933. This illustrates a differential piston system for vehicle brakes but was not accepted as it was undoubtedly not novel. Two-stage braking systems were well known even at that time.

394877/1933. For the first time we see Bugatti's son Jean protecting an invention—in this case for a railway bogie.

396263/1933. This invention (again in the name of Jean) illustrates a four-wheeled drive system for a vehicle with a slipping clutch between the fore and aft axles to allow for errors between the two. This does not seem a very good method for getting over the known difficulty, usually catered for by another differential between front and rear axles.

396578/1933. A gear housing for a light aero-engine is described. The casing, of sandwich or hollow construction, is full of rubber to damp unwanted vibrations—or so the invention says.

396584/1933—(Jean Bugatti). This is a rail-car detail showing the mounting of the main king-post in a rubber housing.

405205/1934. This illustrates several means of splitting an ordinary front axle on the centre line and holding together by means of flanges or a screwed sleeve so that each half of the axle can twist to a small degree without twisting the other half. Each half is located by means of a radius arm which prevents it from twisting; the freedom to rotate as between one half and the other is thus essential. Many European engineers were working on independent front suspension about this time and although Bugatti himself never produced a car with full independent suspension in front, he did his best to improve the conventional front suspension. The split axle construction was used on the last car he designed before the war.

409968/1934. The device is really a railway buffer; the specification describes its application to vehicle suspension.

409990/1934. The flexible mounting of a motor-car engine had been developed in the United States by Chrysler and Citroën in France. Bugatti describes a similar arrangement where the damping is provided by mounting the magneto or other accessory in the dash in a friction mounting. Chrysler had used damping at the side of the engine.

411019/1934. A wheel is described where the spokes are purely radial and dogs at the edge of the hub or brake drum engage notches in the wheel rim to take torsion. The spokes deal only with radial loads. A very elegant realisation of this wheel was used in the later G.P. racing cars. The keys on the brake drum, being radial, can expand in the slots in the rim without restraint when the brake drum gets warm.

419029/1934. A radiator-core system is described where the vehicle axle passes through the core. Above it is a separate water header tank, the whole system producing a very compact and low-mounted water-radiator system suitable for use in a racing car.

434907/1935. Another radiator system is described where jets are used in the header tank to direct the water at high velocity down through the cooling tubes to promote heat transfer. A reasonable pressure from the water pump in the header tank is obviously needed.

437911/1935. A ventilated brake drum for a vehicle is described. The outer edge of the drum is slotted and air is supposed to be sucked across the brake drum and thrown outwards through the slots by the rotation of the wheel. The brake drum is complicated and would not have withstood the thermal stresses which it should support.

446148/1936. An engine cylinder construction made up of numerous elements all clamped together and welded.

450347/1936. This describes a pump mechanism intended primarily for a fuel pump of variable stroke. This mechanism (an intermediate sleeve with one straight and one helical spline) is a favourite of Bugatti. He used it to vary magneto timing on his wartime aero-engine and on later racing cars.

451752/1936. This shows another method of holding together a built-up crankshaft with a single cotter pin instead of the two previously described.

457279/1936. Ettore's son Jean was now protecting many ideas, several related to improvements to ordinary engine valves. Here he proposed to use the common steam " double-beat " valve for a petrol engine, and got over the inherent difficulty of seating both valves at once by slitting the body of one valve. An exhaust valve of this type could surely not have been made to work.

461573/1937. An elegant valve and rocker design with anti-friction rollers on the cam follower.

472242/1937. This described a means of swaging a tube into a casing or fitting by means of an internal conical thimble. The specification suggests its use on boilers, but Bugatti for many years had used swaged tubes through his engine crankcases, to cool the oil.

473580/1937. A flexible swivel joint for piping.

478893/1937. Passing over several inventions by the son, we come to a particularly interesting one wherein he describes a high-pressure steam engine. It is possible that the family had begun to think of applications of steam on rail-cars, although the specification hints at an application on an ordinary road vehicle.

481339/1938. A method of stopping diesel knock on an engine is described, by elastically-mounting the separate cylinder heads so that they can lift slightly against rubber buffers. In practice the inertia of the cylinder block would have prevented adequate damping. The adjacent patent specification describes a camshaft drive system for an engine of this type, where each cylinder has its own separate camshaft, the whole being coupled together by central splined coupling shafts to allow for the small vertical freedom involved. An

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almost identical design was used by Bugatti in 1907 on one of the Deutz cars.

482315/1938. Bugatti invented large things and small things. This specification describes an expanding bolt which could be expanded over its centre diameter to make it fit snugly in the holes of two parts being clamped, the better to take shear loads.

483669/1938. A roller-chain construction is described where there are small rubber bushes between the pins and the links to give a degree of elasticity, although obviously at the expense of size.

524128/1940 (Filed 1938). A bearing shell is described wherein the surface of the shell is machined with a very coarse thread, the cavities being filled with white metal so that if this wears, contact and bearing can take place on the tops of the threaded shell.

About this time the number of patents which deal with things other than motor vehicles are becoming greater—several relate to aeroplanes and boats.

543389/1942 (Filed in 1939). This illustrates an excellent valve-rocker construction with the rocker inserted from the outside of the cam box.

590854 (Filed in France in 1943). This refers to Bugatti now as a French citizen and gives his full name as Ettore Isodoro Arco Bugatti. A multiple valve system is described for an engine. There seems little to commend this idea as applied to a conventional petrol engine.

591521 (France, 1943). This shows an excellent centre bearing design for the main bearings of a crankshaft to allow the crankshaft assembly to pass through the crankcase.

592565/1946 (France, 1943). This shows several engines coupled by means of hydraulic couplings to a common casing which acts as a reservoir for the oil in the couplings and enabling one or more couplings to be drained to uncouple that particular engine.

595773/1947 (Filed 1943 in France). This describes a built-up version of Bugatti's classic axle, designed with the two ends of the axle made from forgings and joined together by a brazed tube. Bugatti's pre-occupation with rigid axles as late as 1943 seems strange. This case is the last recorded invention applicable to motor vehicles in the name of Ettore Bugatti. The other 13 cases in his name relate to machine tools or boats.

632723/1946 (In France). Although this case was filed about a year before the death of Ettore by Roland Bugatti, his son, it seems probable that it describes an engine that the father had been working on. It is a square engine with two pairs of two cylinders operating with two crankshafts geared together. A rotary valve distributes to and from the cylinders by means of a rotating assembly rubbing on the top of the four cylinders. The design is ingenious and typically Bugatti, although one would have supposed that the friction of the large-diameter valve would have prevented it operating reliably.

This review of Bugatti's published specifications has been made with a background of some knowledge of his car designs. Many of the inventions described appear impracticable and, indeed, some are ridiculous; but even without allowing for the crudeness of some of the specification drawings they do show considerable mechanical creative ability.

Few of the inventions could be judged as fundamentally important. The patent structure which Bugatti built up around himself seems frail and a little like a house of cards. It may have had more value for prestige than commercial protection.

Bugatti's car engines were characterised throughout the whole of his design experience up until about 1930 with two major defects. Firstly we may note his almost complete inability or stubborn reluctance to design an engine with pressure-fed hydro-dynamically lubricated bearings, and, secondly, his retention of a valve layout which, if it gave plenty of area for the incoming and outgoing gases, did not allow for adequate valve-seat cooling, and was thermo-dynamically inefficient.

The aero-engines of the first world war and the fine results achieved after it, during the Schneider Trophy races in the 1920s, showed that engine design had reached a high degree of perfection at the time when Bugatti was winning races by the hundreds with engines which, to the engine expert, were 20 years out of date. But for sheer artistry and interest, the Bugatti engine and car had few peers. Character, even if occasionally bad, is seen at every corner.

But few of the published inventions give the key to his engineering design quality, which was based upon simple and straightforward forms which could be machined on the centre lathe or the horizontal boring machine without involving complex angles, and yet could be multiplied into multi-cylinder engines of slab-like appearance. And coupled to this was an atmosphere in the factory, dominated by the *Patron*, of good workmanship, cleanliness, and " doing the job properly."

This paper has been concerned only with Bugatti's inventions; it suffers from the obvious defects of having been written in Britain without contacts in France with those who could relate published specifications to practical realisation.

Film Review—**" TRIBUTE TO FANGIO," by B.P.**

On the Monday after the International Trophy Race the motor racing fraternity met in the lush surroundings of London's Savoy Hotel to meet the retired World Champion, and see the new B.P. film " Tribute to Fangio."

Fangio, immaculate in lounge suit, greeted the hundreds of guests and when, later that evening, he was presented with a copy of the film in his own language and a painting by Roy Nockolds, the guests greeted him as warmly and spontaneously as the public had at Silverstone, rising to their feet to acclaim the greatest living driver.

The film "Tribute to Fangio" ranks amongst the greatest motor racing films. It shows shots from prominent races, most of which Fangio has won since 1947, including the fantastic Nurburgring victory of 1957, in which race Fangio's pit-stop is shown and also a distant view of his Maserati passing Collins' Lancia/Ferrari on the *inside* of the Nordkehre during his fantastic, and successful, bid to wrest victory from Hawthorn and Collins.

There is also a fantastic sequence of Fangio testing a Maserati round Modena, with the camera fixed to the tail of the car, a piece of film which is bound to become historic and which, depicting the Champion's sheer mastery of high-speed cornering, makes the viewer feel the " g " gripping at him in his seat. It is now our ambition to see a similar sequence on a really twisty circuit such as Monaco.

If any criticism of this great B.P. film is justified it is that shots of Fangio finishing a race and preparing to receive the plaudits of the crowd are sometimes cut rather suddenly, just as one would like to join in the hero-worship. But as selections from films not especially depicting Fangio have had to be blended into this present film, this is no doubt inevitable. Raymond Baxter provides his usual excellent commentary—only Nevil Lloyd could do it better, and he provided the script—but one shot of Fangio replying to Raymond Mays about his opinion of the handling qualities of the V16 B.R.M. requires no embellishing by the commentator.

" Tribute to Fangio " closes with the man who was five times Champion Driver of the World driving away in a Mercedes-Benz 300SL roadster with the lady who has been his staunch companion through all his racing career.

Make sure you see this film.—W. B.

STEAM

The Andover and District Model Engineering Society had perfect summer weather for that enjoyable annual fixture, the Finkley Manor Farm Steam Traction Engine Rally, which took place on May 9th. There was an entry of 31 engines, somewhat depleted by non-starters, but including a very game 2½-in.-scale model traction engine weighing 1½ cwt. The steam vehicles had some of their thunder stolen by a very effective 1904 Shand & Mason steam fire-engine drawn by two very willing horses. Most of the engines were old favourites. Very nicely turned out was T. H. Sparrow's 1916 5-ton Foden steam wagon but it was no match in the obstacle race for the more modern Sentinels.

The engines took part in all the usual capers and they were ably backed up by a parade of vintage and veteran cars which included a 36/220 Mercedes-Benz, 30/98 Vauxhall, Hutton-Stott's rare sports 23-h.p. Lanchester, some smart Rolls-Royces and model-T Fords, Hutt's Sizaire-Berwick which so closely resembles the contemporary Rolls-Royce in silence and appearance, a 1900 Daimler, 1903 Sunbeam, 1913 10-h.p. Austin and many others. There was a nicely-restored Edwardian chassis with transverse back spring (can someone enlighten us as to its make ?), a fine 1913 Daimler shooting-brake with guns in the gun-rack, two sporty but hacked-about 4½-litre Bentleys, a smart 3½-litre Bentley, a belt-drive Triumph motor-cycle and a " new " Edwardian in the form of a 1912 7-h.p. de Dion Bouton two-seater. There were even commercial vehicles, in the form of a 1936 type-LT Leyland coach (destination board BORSTAL), a 1927 long-chassis Austin Twenty with 1931 'bus body that was in use in the Tidmouth area until 1951, and a Dennis " toastrack " full of students.

It was all jolly good fun in a picturesque setting—those who missed it should note that traction-engine rallies will be held at Woodtown on June 6th, Appleford on June 13th, Stisted on July 11th, Northleach on the same day, Rempstone on July 11/12th, Camborne on July 18th, Bedford on the same day, Taunton on July 25th, when there is also the Kegworth Carnival and Rally, Worcester on August 7/8th, Paddock Wood in August, and Cranborne on September 5th. Take your pick !—W. B.

ONE OF THE BEST OF THE BABIES

A Brief Discourse on the Excellence of the 583-c.c. N.S.U. Prinz

ALTHOUGH in this country it is considered that the minimum generally acceptable size of car is the ten- or twelve-horse-power four-seater saloon, in Europe far smaller cars abound, and these provide excellent second-cars for British families and often appeal to enthusiasts who like vehicles which are different and jolly.

I have observed previously that life would be poorer without these modern cyclecars, and I have just discovered that the N.S.U. Prinz II is one of the best of the baby cars.

Although this four-wheeled product of the famous Neckarsulm motorcycle firm is truly diminutive dimensionally, which confers considerable advantages for parking and when negotiating dense traffic, it seats three adults—four at not too painful a pinch—and has both speed and acceleration that enables this tiny car to hold its own with Eights and Tens.

The N.S.U. engineers have no time for two-stroke engines or for those chain drives found too often in our minicars. A 583-c.c. over-square fan-cooled vertical-twin four-stroke engine is mounted at the rear of the Prinz, with inclined o.h. valves operated by an o.h. camshaft driven by the "Ultramax" eccentric-strap gearless drive. In unit with this power unit, which gives 24 b.h.p. at 4,600 r.p.m., or some 7 b.h.p. more than the heavier pre-war Austin Ruby saloon, is a four-speed, all-synchromesh gearbox. Swing-axle i.r.s. is used, employing coil-spring strut suspension members, as does the wishbone i.f.s. The body shell is well constructed, and the two trailing doors possess sliding windows which have winders needing 2¾ turns from shut to fully open; no draught is experienced with the windows wound back. A really splendid heater/fresh air supply controlled by a big central knob (marked in blue and red, German fashion, to indicate cold and hot), and simply enormous rigid pockets in each door, supplemented by a large open sensibly-contrived cubby-hole in the facia, forgive two rather sharp welded joints inside the body, luckily where feet are kept away because of the front-wheel wells. There is also a useful space behind the back seat and the rear-seat squab folds forward if required.

The N.S.U. has rather too-small front seats, yet a long day's motoring does not induce fatigue, the maker's claim that hard seats are fitted deliberately on the advice of an orthopaedic specialist as being more comfortable than soft seats thus being justified. The wide doors and the extremely fine all-round vision are other points in the N.S.U.'s favour. There is a drawer-type ash-tray in the facia.

Driving the Prinz is great fun. Although it is permitted an unladen/laden weight ratio of 1,093 lb./1,851 lb. the suspension functions admirably. There is, not unexpectedly, some rather lively up-and-down movement but the ride, even over bad surfaces, is comfortable, although not up to the standard of the Citroën 2 c.v. Moreover, the Prinz clings to the road in splendid style round fast corners. Other drivers tend to try to keep up with it, if only to attempt to read the name on the back, and in this way I found it was possible to shake off Volkswagen and Morris Minor 1000 opposition. This safe handling is one of the highlights of the little N.S.U.

Of course, the noise level is high, but mostly noticeable at low or flat-out speeds, and the hum at 50 m.p.h. is gear and exhaust roar, together with hum from the cooling fan, rather than mechanical clatter, so the silent o.h.c. drive is justified. And the little N.S.U. really motors. An indicated 60 m.p.h. is fairly easy to induce on the 80-m.p.h. Vdo speedometer and a happy cruising speed is 50-55 m.p.h. Moreover, acceleration low down is distinctly brisk and power is maintained from 40 m.p.h. upwards, even uphill in top gear. The little engine pulls smoothly away in top gear from about 28 m.p.h. and will run at lower speeds without a change-down.

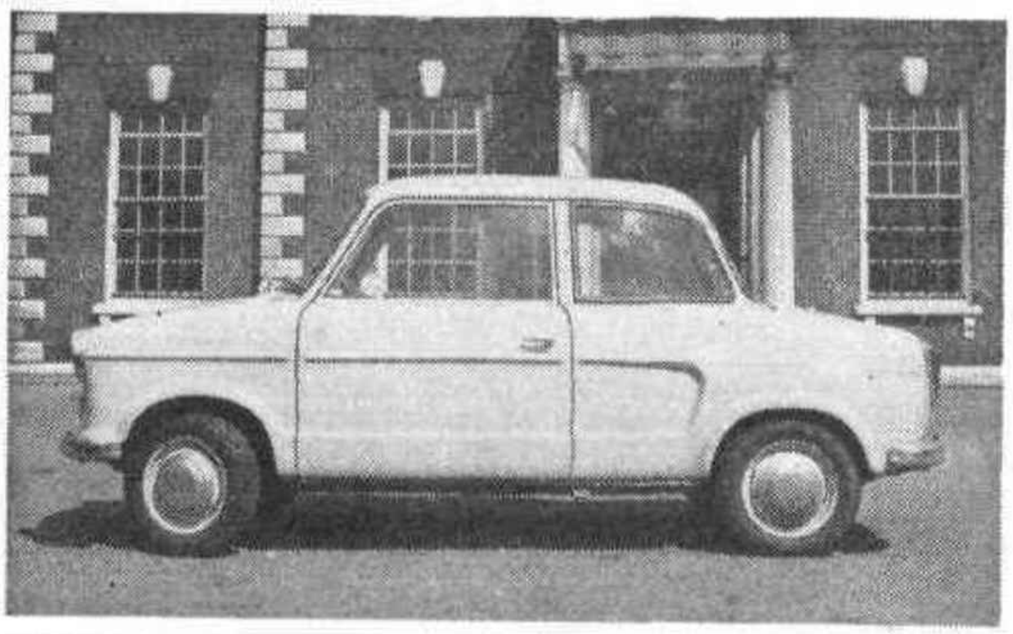
I found that 40-m.p.h. averages were attainable without difficulty without favourable conditions and no-one could possibly say truthfully that this 583-c.c. motor car impedes conventional-sized vehicles, rather the reverse. Reasonable performance and outstanding cornering are matched by real brakes, the 7-in. Lockheeds with ribbed, steel-lined drums being foolproof, powerful and progressive under light pedal pressure.

The Prinz oversteers noticeably but this is instantaneously corrected by mere wrist movement on the finger-light steering, the two-spoke wheel of which asks but 2½ turns, lock-to-lock, in conjunction with a usefully taxi-like (28½ ft.) turning circle. This pleasant, accurate rack-and-pinion steering, free from lost-motion or kick-back or vibration and with gentle castor-return, is matched by a jolly gear-change, effected rapidly with very small precise movements (reminiscent of a motorcycle box) of a delightfully-placed short, rigid central lever. On the test car the synchromesh had disappeared on second gear, but this was no disadvantage apart from resulting in some mild crunches if hurried. Reverse is spring-loaded, beyond first gear. The central handbrake is excellently placed. The clutch is smooth, given care, and light but the foot has to be parked beneath the pedal.

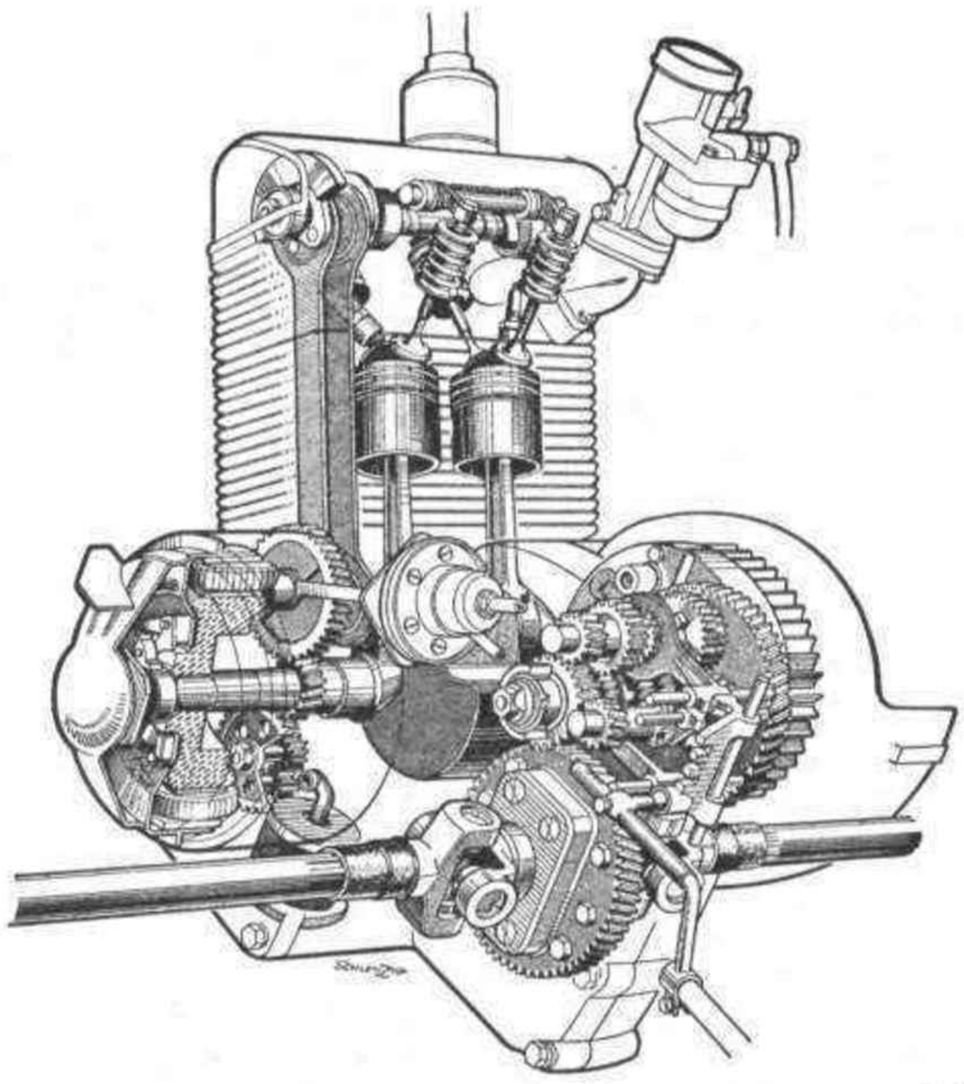
As to controls, the speedometer, with total mileage indicator, is the only dial. Five warning lights signify ignition on, low oil pressure, low fuel level, headlamps on main beam, and direction-flashers working, with the proviso that on the test car a reserve petrol tap replaced the warning light, trapping sufficient fuel for about 23 miles. There is also a wooden graduated petrol dip-stick. Two stalks protrude below the steering wheel, that on the left operating the non-self-cancelling flashers, that on the right dipping the headlamps, sounding the horn or flashing the lamps as a visual warning (British designers please copy)—and nothing could be more convenient than these controls. The lamps and excellent self-parking wipers (independent of the ignition circuit), have switch-knobs on the facia but the aforesaid stalk flashes the lamps independently of the switch. The ignition key operates the dynastarter and also locks the off-side door. A choke toggle ahead of the gear lever and a front boot-lid toggle release are the only other controls—the Prinz is simple and foolproof to drive. The horn has a delightfully high-pitched Continental note. The test car had neat coconut mats on the floor and the somewhat restricted central mirror was supplemented by a rather useless right-hand wing mirror. A tiny interior lamp and vizor are supplied and the doors have effective "keeps."

I have praised the interior accommodation for maps, parcels, etc. The front boot (the light lid of which props up automatically after the safety catch has been released but has to be manually released) with flat floor takes plenty of luggage, the petrol tank not taking up much space. The engine bonnet stays open automatically. Only curiosity made me open it, because no trouble was experienced and in more than 1,000 miles only a mere pint of Castrolite served to maintain the oil level at the "full" mark—and this lubricant serves gearbox and final drive as well as the engine; the dip-stick is reached easily by putting a hand down through the cooling air intake tunnel and the filler cap is accessible in the camshaft cover. The Bing carburetter has a Mann air-cleaner. It is reassurring to find Bosch electrics, including headlamps, the 12-volt system having a Bosch 6-volt coil for each cylinder. In driving in torrential rain only a drop or two of water entered the car.

The surprisingly good performance of the Prinz has been proclaimed; speeds in the gears are, respectively, 16, 32 and 49 m.p.h., and flat-out in top nearly 65 m.p.h. is possible; 0-50 m.p.h. occupies 26 seconds. Fuel economy is of equal importance in a minicar and while the N.S.U. suffers from the common failing of not being economical enough—55 or even 60 m.p.g. would be welcome—it is better than many miniature cars of lesser performance. Driving



ASTONISHING BABY.—The little N.S.U. Prinz in which the Editor covered over 1,000 miles in ten days, using it for urgent journeys to Silverstone and Prescott. In fact, very soon the small dimensions of the Prinz were forgotten and it was regarded as a normal car, the splendid road-holding being greatly appreciated, while petrol economy, driven flat out, varied between 45 and 51 m.p.g. of medium-priced fuel. Truly, an excellent big car in miniature.



ADVANCED.—The 583-c.c. vertical-twin air-cooled engine of the N.S.U. Prinz is an o.h. camshaft four-stroke, with the four-speed all-synchromesh gearbox and final-drive unit of the swing-axle i.r.s. combined with it.

it very hard, two up, against a strong headwind, I achieved 51.3 m.p.g. Later, pottering about, with lots of stopping and starting, just under 100 miles were covered on two gallons, and fast driving, plus London traffic, increased consumption to 45 m.p.g. Including approximately half-a-gallon reserve, this represents an average range of 25 miles. This justifies the maker's claim of 2¼ gallons per 100 miles at 45 m.p.h.

Starting from cold is instantaneous on the silent dynastarter but choke is needed for opening up. There was a tendency for the accelerator to stick open when the engine was idling, but this never happened while driving the car, being caused by clutch and accelerator pedals sharing a common shaft.

I thoroughly enjoyed every minute I spent with this N.S.U. Prinz, which is one of the best of the miniature cars, endowed with handling qualities and performance to delight enthusiastic drivers. I soon ceased to regard it as a very small car and used it for long journeys to Prescott and Silverstone without anxiety. I can well imagine what enormous fun it would be to drive the 34-b.h.p. N.S.U. Sport Prinz Bertone coupé, for which 85 m.p.h. and 0-50 in 16.4 sec. at 47 m.p.g. is claimed. But I would be quite happy to own a normal Prinz as a second car. The price is now £604 16s. 2d. in this country, inclusive of import duty and purchase tax. Proof of our high opinion of the N.S.U. Prinz is confirmed by an order placed for one by Stirling Moss, who has specified the Sport engine.—W. B.

THE N.S.U. PRINZ II

Engine : Two cylinders, 75 by 66 mm. (583 c.c.). Inclined overhead valves operated by single o.h. camshaft. 6.8-to-1 compression-ratio; 24 b.h.p. at 4,600 r.p.m.
Gear ratios : First, 18.74 to 1; second, 10.0 to 1; third, 6.39 to 1; top, 4.52 to 1.
Tyres : 4.40 by 12 Michelin, on bolt-on steel disc wheels.
Weight : 9 cwt. 2 qtr., ready for the road, without occupants, but with approximately ¾-of-a-gallon of petrol.
Steering ratio : 2½ turns, lock-to-lock.
Fuel capacity : 5½ gallons (including approximately ½-a-gallon in reserve). Range approximately 258 miles.
Wheelbase : 6 ft. 7 in.
Track : Front, 3 ft. 11½ in.; rear, 3 ft. 10¼ in.
Dimensions : 10 ft. 4½ in. by 4 ft. 8 in. by 4 ft. 5 in. (high).
Price : £426 (£604 16s. 2d., inclusive of import duty and purchase tax).
Makers : N.S.U. Werke, Aktiengessellschaft, Neckarsulm, Germany.
Concessionaires : N.S.U. (Great Britain) Ltd., 7, Chesterfield Gardens, London, S.W.1.

FIAT REGISTER CONCORSO DI ELEGANZA

The Fiat Register attracted an entry of 19 Italian cars to its ingenious Concorso di Eleganza on May 10th. They assembled under a sun of almost Italian strength, supported by an additional 23 entries of British and French makes, at the U.S.A.F. Base at Bushy Park, by permission of Lt.-Col. F. Rogers, who, after the hard-working Judges—V. Tuson, V. Derrington, W. Undery and W. Boddy—had completed their tasks, awarded those with the more outstanding cars some very nice silverware. The prize-winners were :

Fiats-only Class : 1st : G. Hodgkinson (1912 Tipo 52B)
2nd : R. Barnard (1922 Tipo 501).
Vintage award : W. Bowyer (1927 509A).
Vintage Class : 1st : Mrs. Field (1924 Morris-Cowley two-seater).
2nd : J. West (1925 12/25 Humber tourer).
3rd : Sq./Ldr. C. Millar (1927 Twim-Cam 3-litre Sunbeam).
Post-Vintage Class : 1st : L. Albertini (1931 Tipo 8A Isotta-Fraschini).

THE DAIMLER FLUID FLYWHEEL

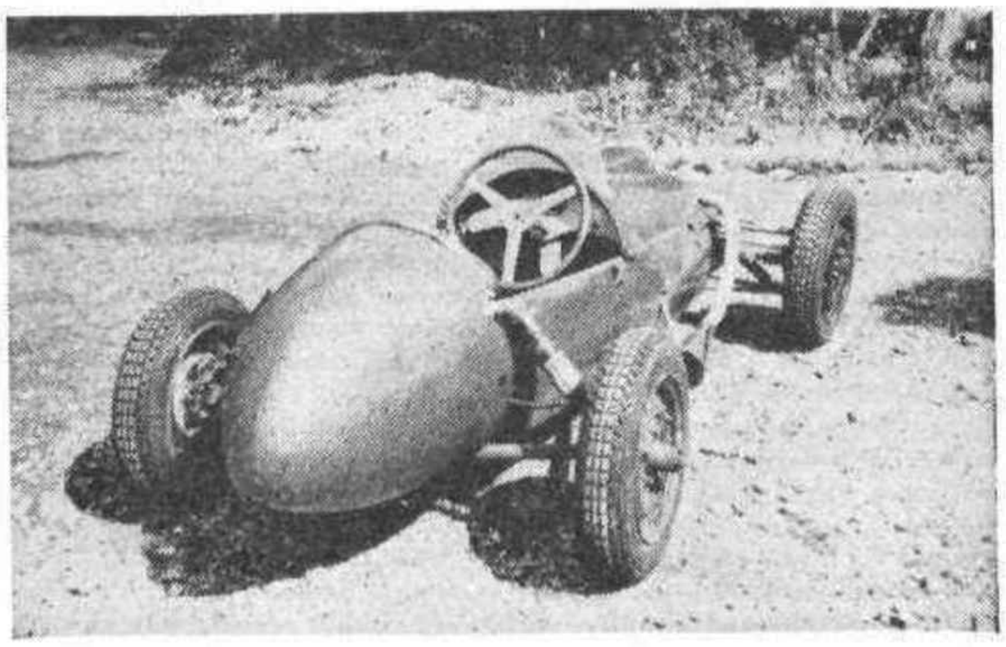
On reading over our road-test report on the Daimler Majestic it occurred to us that it might give the impression that the Daimler fluid flywheel transmission is defunct. Although Borg-Warner fully automatic transmission is used on the Majestic, the big 4.6-litre Daimler DK 400B uses the fluid flywheel in conjunction with a pre-selector gearbox.

RUMOUR !

The West Essex C.C., in their magazine *Wheelspin*, forecast the Triumph Herald many months ago. Now, in the May issue, they forecast a B.M.C. baby car with 600-c.c. engine at the rear and i.r.s.

THE EMERYSON 250

Peter Emery, not Paul Emery, built and drove the Emeryson 250 referred to in our report of the Easter Eelmoor Plain 250 M.R.C. Meeting. This neat little racing car weighs 295 lb., is powered by a modified M.O.V. Velocette engine driving through a close-ratio Albion gearbox, with integral fuel pump, to the front wheels. Wishbone i.f.s. and swing-axle i.r.s. are employed, the Emeryson 250 has a wheelbase of 6 ft. 1 in., a track of 3 ft. 9 in. and the wheel size is 4.00 by 12. The tank holds five gallons of fuel and braking is by a 9-in. inboard Girling disc at the front, 7-in. drum brakes at the back. Watch this car at future 250 M.R.C. meetings.



The Emeryson 250

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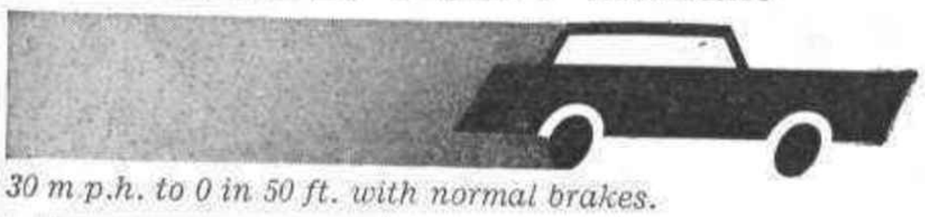
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AUSTIN A.40 Cambridge 1955-56 & 59, A.50 Cambridge 1956-57, A.55 Cambridge 1957, A.90 Westminster 1955-56, A.95 Westminster 1957-58, A.105 Westminster 1957-58. **AUSTIN-HEALEY** Sprite 1958-59. **BORGWARD** Isabella 1957-58. **FORD** Consul phase I 1951-56, Zephyr phase I 1951-56, Zodiac phase I 1952-56, Consul phase II 1956-59, Zephyr phase II 1956-59, Zodiac phase II 1956-59. **HILLMAN** Minx 1957-59. **HUMBER** Hawk 1957-59. **JAGUAR** XK.120 without tandem Master Cylinder 1949-54, XK.140 without tandem Master Cylinder 1955-57, XK.120 with tandem Master Cylinder 1949-54, XK.140 with tandem Master Cylinder 1955-57. **JOWETT** Javelin 1948-54. **M.G.** Magnette Z.A, Z.B. 1954-59, M.G.A. 1956-59. **MORRIS** Cowley Series II & III 1954-59, Isis 1956-58, Oxford Series II & III 1954-59, Minor 1948-59. **RILEY** 1.5 1957-59. **ROVER** 75 1951-53, 60 1954-59, 75 1954-59, 90 1954-55. **SINGER** Gazelle 1956-59. **STANDARD** Vanguard phase I 1948-53, Vanguard phase II 1954-55, Vanguard phase III 1956-7, Ensign 1958-59, Pennant 1957-59, 8 h.p. 1957-59, 10 h.p. 1957-59. **SUNBEAM** Rapier 1956-59, Talbot 90 1948-54, Saloon Mk. II & III 1955-57, Alpine 1955-57. **TRIUMPH** T.R.2 1954-56, T.R.3 1956-58. **VAUXHALL** Victor 1957-59, Velox 1951-57, Cresta 1951-57, Wyvern 1951-57, Velox Late 1958-59, Cresta Late 1958-59. **WOLSELEY** 6.90 1956-58, 4.44 1953-56.





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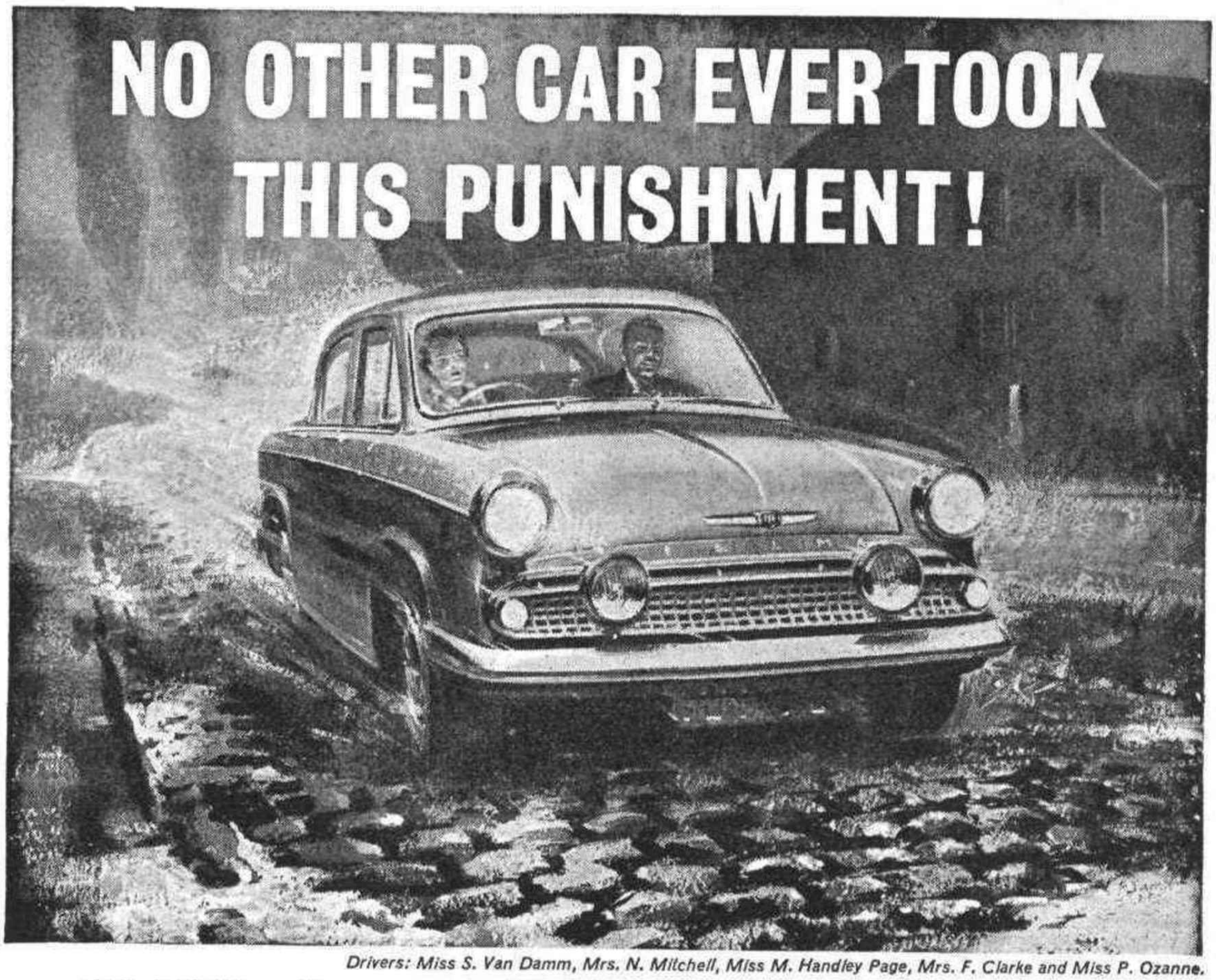
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'There have been many high-speed runs and endurance demonstrations but few as convincing as the long-distance test of a Hillman Minx saloon which the Rootes Group staged in Belgium.' MOTOR SPORT

'. . . it proves a British car can beat the worst roads on the Continent . .' SCOTTISH DAILY EXPRESS

'The Minx has received something like 15 times the punishment meted out to a normal vehicle . . . a tribute to both manufacturers and component makers.'

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'Never has a car received such treatment.'

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'At the end of the test neither the body, nor the engine, nor the springing . . . showed damage of any kind.'

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'A remarkable trial brilliantly successful.'

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First Round of the 1959 MOTOR SPORT Brooklands Memorial Trophy Contest

THIS took place at the 34th B.A.R.C. Members' Meeting at Goodwood on April 25th, on the usual points system. A splendid entry of 125 cars had been received but, alas, summer had taken place the day before and on race day rain flooded down, driven by a high wind into a lashing fury. Under the circumstances it is a splendid tribute to their enthusiasm that spectators almost filled the stands and even stood, clinging to gale-threatened umbrellas, along the railings.

Keith Greene, who so nearly won the Brooklands Trophy in 1957 and 1958, had hoped to score useful points with his new Lotus Seventeen. However, in doing 18 laps at Brands Hatch during the preceding week it was evident that all was not well with his new car and mechanics set about an all-night session to rectify troubles such as bodywork fouling the wheels. Greene drove to Goodwood in his Porsche and qualified in it. The Lotus didn't arrive in time for the first race and managed only two laps in its next race before retiring—disappointing to the Syd Greene *equipe* and not a very good advertisement for Colin Chapman.

This first race was a 10-lap Scratch Race for 1,100-c.c. sports cars. The South African, Maggs, led all the way in his Lotus to win easily, but second place was fiercely contested between his fellow South African, Jacobsz, in the ex-Campbell Jones' series 2 Lotus, and Hegbourne (Tojeiro). The latter went ahead for three laps but Jacobsz, braking later, re-passed on lap seven and thus they finished—Maggs, Jacobsz, Hegbourne, Murdoch (Lotus).

Next came a 5-lap Closed-Car Handicap, in which at least the drivers kept dry. The " limit " cars led for most of the race, Blydenstein's Borgward catching Pilsworth's 1.5 Riley after three laps, to go through the *chicane* in the lead, whereupon Lumsden's " scratch " Lotus out-accelerated the German saloon to the line, having made up 60 sec. on Blydenstein, Pilsworth third. Hunt's XK120 retired.

The 10-lap *Marque* Scratch Race, run in shocking weather, turned out to be a procession, quite high-speed in the circumstances. De Selincourt kept his Triumph TR3 ahead of Lawrence's splendidly-driven Morgan, which was driven hard and sometimes unhappily baulked. These two were followed at a discreet distance by Hurrell's TR3, and farther back came North's TR3, Hextell's TR2 and Chitty's TR3, the last-named changing places after lap one. The Twin-Cam M.G.s of Fletcher and Carnegie, the A.C. of Staples and Duggan's Morgan retired.

The second 5-lap Closed-Car Handicap was a lot of fun, although we regretted that the very fast L.M.B.-Ford and Morrogh's Ford, also blown, non-started. Waddell's FMR 500 led away and built up a huge lead, flicking through the *chicane*, to the delight of the crowd, but eventually a bevy of fast Austin A35s and a Volkswagen beat it, the finishing order being Levy, Gaston, Combe and Bryant. Lawrence (A35) excelled himself by driving off the course, behind the observer's tower at St. Mary's and back onto the course—to be excluded by the horrified Stewards.

The fast Lotus contingent came out for a terribly wet 5-lap Handicap and this time Rees' Lotus-Climax kept ahead of Maggs and Jacobsz, Shill's Lotus taking fourth place after Murdoch retired. Woodley's Mk. 6 Lotus lost a front wing and, as recounted, Greene retired.

The next 5-lap Handicap was an Austin-Healey Sprite benefit, ten starting, some business-like with aero-screens, others racing with hood and sidescreens erect, which shows either how effeminate or how sensible today's racing drivers are! Venner-Pack's Sprite won from those of Mackenzie and Pieris, Ide's old M.G. fourth, followed by two more Sprites.

A miserable afternoon concluded with two more 5-lap Handicaps. Coles' rebodied 747-c.c. M.G. looked well placed, but trouble set in and Mann's A.C.-Bristol won very comfortably from Goddard-Watts' extremely impressive—both in respect of speed and steady cornering—Berkeley hard-top with 692-c.c. Royal Enfield engine. McNab's Lotus was third.

In the last race Mrs. Howard spun her Lotus harmlessly going into Woodcote and Mackenzie's Sprite won by a big margin from de Selincourt's TR3 and Munn's A.C.—W. B.

All the Winners :

10-Lap Scratch Race, up to 1,100 c.c. : T. Maggs (Lotus-Climax) ...	72.05	m.p.h.
5-Lap Closed-Car Handicap : P. J. S. Lumsden (Lotus Elite) ...	70.70	,,
10-Lap Marque Scratch Race : R. W. de Selincourt (Triumph TR3)	73.64	,,
5-Lap Closed-Car Handicap : B. W. S. Levy (Austin A35) ...	62.43	,,
5-Lap Scratch Race, up to 1,500 c.c. : A. B. Rees (Lotus-Climax) ...	73.77	,,
5-Lap Handicap : J. L. Venner-Pack (Austin-Healey Sprite) ...	66.28	,,
5-Lap Handicap : J. M. Mann (A.C. Ace-Bristol)	69.92	,,
5-Lap Handicap : K. W. Mackenzie (Austin-Healey Sprite) ...	67.10	,,



IN THE LEAD ON POINTS for this year's MOTOR SPORT *Brooklands Memorial Trophy Contest—top, Maggs' Lotus; below, Mackenzie's Austin-Healey Sprite, looking efficient with single aero-screen.*

Leaders on Points in MOTOR SPORT Brooklands Memorial Trophy Contest :

T. Maggs (Lotus-Climax) and K. W. Mackenzie (Austin-Healey Sprite), 7 points each; R. W. de Selincourt (Triumph TR3), 6 points; Jacobsz (Lotus-Climax), 5 points; P. J. S. Lumsden (Lotus Elite), B. W. S. Levy (Austin A35), A. B. Rees (Lotus-Climax), J. L. Venner-Pack (Austin-Healey Sprite) and J. M. Mann (A.C. Ace-Bristol), 4 points each.

The next round in the contest will take place at Goodwood on June 6th.

NO RECORDS AT WET PRESCOTT

The 17th National Prescott Hill-Climb, organised by the Bugatti O.C., took place on May 3rd in drizzling rain which continued for most of the day, precluding the breaking of any records except perhaps for the slowest time ever.

The first round of the R.A.C. Hill-Climb Championship looked to be a repeat of last year's event, with the main contestants being Tony Marsh, David Boshier-Jones and David Good, with interruptions from A. T. Norton, R. B. James and M. S. Hatton. After the usual winter swap-round of cars, Tony Marsh is now in possession of the ex-Michael Christie F. 2 Lotus, on which a considerable amount of work has been done. The engine has been moved back in the frame to give better weight distribution and a somewhat lower style of bodywork given to the car. Marsh still owns the Mk. VIII 1,100-c.c. Cooper-J.A.P. but he elected to use the Lotus in his Championship runs. Mike Hatton purchased Christie's other car, the Mk. X Cooper-J.A.P., and looks like giving a good account of himself this season.

In the racing-car runs prior to the Championship Boshier-Jones recorded an excellent 46.98 and 47 sec., against Marsh's 48.80 sec. in the Cooper. On his second run Marsh entered Orchard Bend too fast and gently bumped the earth bank, to put paid to any chance of bettering Boshier-Jones' time. David Good made an excellent climb on his second run of 49.10 sec., to make third best time of the class.

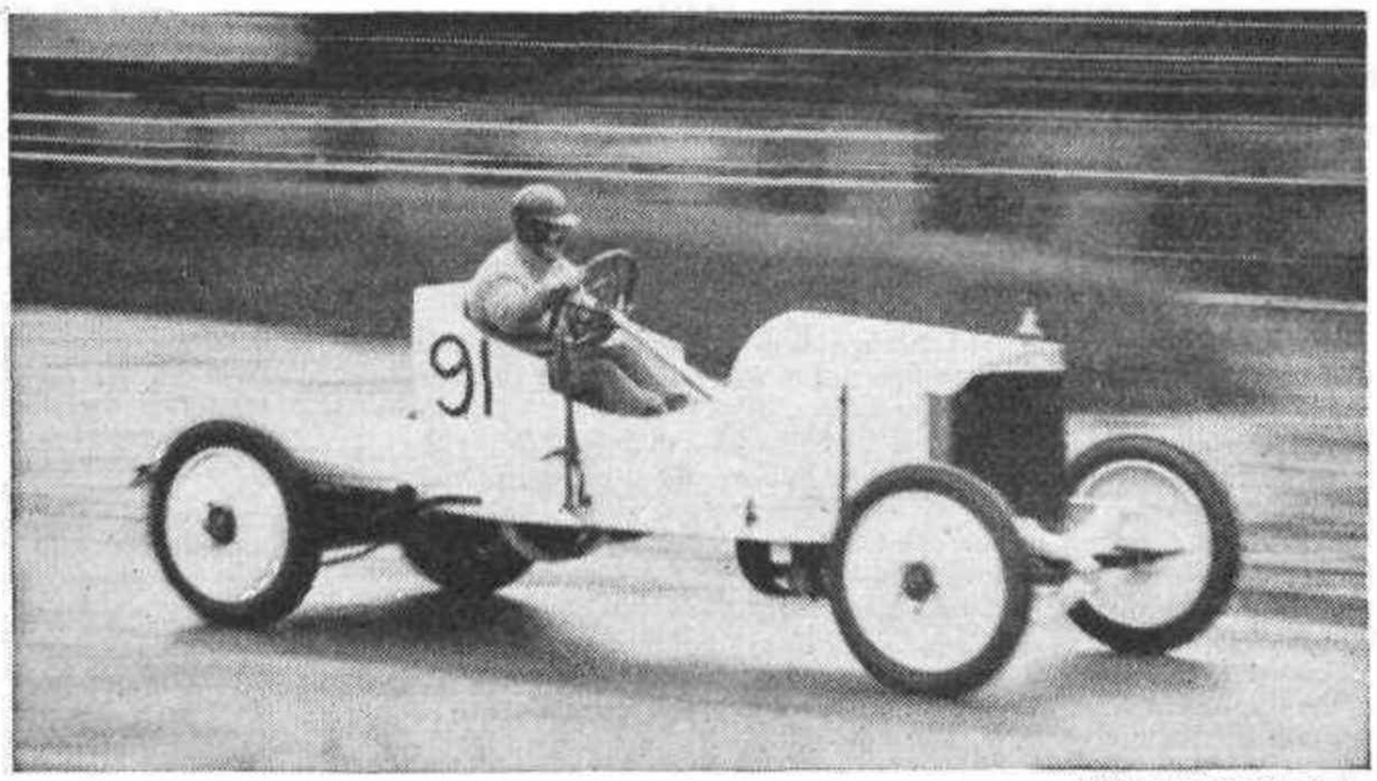
In the Formula 1 and 2 classes Tony Marsh did 48.52 and 48.77 sec. in the Lotus. The sensation of the event was the performance of " Doc." Taylor's Caesar Special, which won the Formula 1 class with an astonishing 49.84 sec. The Caesar Special has been competing at Prescott for a number of years now but the 2-litre A.C. engine seems to be as good as ever. As he crossed the finishing line the car began shedding its chains all over the road. Patsy Burt came to grief in her immaculate pale blue F. 2 Cooper when the front-off-side brake locked on going into Orchard Bend and the car plunged into the deep ditch on the inside of the corner. She is not the first person who has been through the straw bales at this point, and it would seem wise to put something stronger there.

In the Championship runs Boshier-Jones decreased his times even further to record 46.54 sec., while the best that Tony Marsh could do was 47.19 sec. in the Lotus, which was nevertheless good enough for second f.t.d. David Good was third with 48.24 and A. T. Norton fourth with 49.36 sec.—M. L. T.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old Car Matter

ANOTHER EDWARDIAN UNEARTHED.—H. Halkyard's 1912 Ninety Mercedes competing in the Edwardian Handicap at the V.S.C.C. Silverstone Meeting. It is some years since one of these cars has appeared and they must be regarded as a rare model. Unfortunately this Mercedes did not appear at the V.S.C.C. Prescott hill-climb reported on this page.



[*Photo by T. Martin*]

The V.C.C. Prescott Hill-Climb

THE Veteran C.C. held a most enjoyable rally to Cheltenham on April 25th/26th, the Sunday being devoted to a Concours d'Elegance and Hill-Climb at the Bugatti O.C. hill at Prescott. This hill-climb was altogether excellent, as demonstrating that the V.C.C. intends its members to *use* their historic cars and not regard them as static museum pieces. Moreover, this long climb up Prescott by veteran and Edwardian vehicles was in the best possible tradition, because prior to 1914 such cars were timed up similar gradients (Prescott's steepest slope is greater than 1 in 7), competing, as at this modern V.C.C. meeting, on a formula basis in which speed, even if low, was taken into consideration. Certainly this exercise did not seem to do any of the cars any harm, even though gear-changes had to be hurried and revs. permitted to rise.

On April 26th the weather was kind and the hill was in good condition, and single runs by 55 cars proved of intense interest to the writer, mechanical variety making up for lack of thrills, this competitive cavalcade lasting for 2½ hours.

The course was opened by the Club's President, Mr. George Lanchester, the Deputy Mayor of Cheltenham, Alderman Miss F. L. Carter, and Mrs. S. F. Edge, who were driven up in H. Warner's 1909 Lanchester tourer with striped paintwork. First car to be timed was Bird's beautiful 1904 Lanchester, its gear ratios not really suited to the gradient, after which Bird, Barker and Clutton gave an excellent commentary. Woolley's 1897 tube-ignition Daimler with Phoenix vertical engine ascended in 4 min. 18.39 sec. in second speed, Wellingham's 1901 de Dion Bouton got a little help from its driver round Pardon, Air-Marshal Sir G. Tuttle, K.B.E., used plenty of revs. in a 1902 de Dion with vertical front-mounted engine, and Sloan, who had broken a belt in practice, drove his front-engined 16-h.p. 1902 Benz up one-handed, his other hand goading the mixture.

Timmis brought his 1903 Gladiator up fast, scorning a change-down, whereas Air Chief Marshal Sir A. Coryton, K.C.B., changed down for Pardon (which most veterans took wide to avoid the hump on the inside of the corner) in his de Dion-like 1903 Napoleon. Dr. Warlow-Davies climbed well for a single-cylinder car in his 1904 Humberette, which Barker reminded us has a steering wheel like that of a Citroën DS19. Scott's 1904 Minerva looked slower, and smoked, its driver getting out to run beside it round Pardon; Dr Taylor used high r.p.m. on his 1904 Peugeot, which, like modern Peugeots, favours a steering-column gear lever, and Langton's 1904 two-cylinder Rolls-Royce didn't impress as all that quiet; it also vibrated but climbed strongly.

Berry's 1902 Panhard-Levassor needed lots of changes of speed, Baggs, a local man, came up handsomely in the only four-cylinder M.M.C. in captivity, a car resembling a Coventry Daimler and with big estate wagon body (it has done Cheltenham-Battersea in four hours), while Wilde's Tony Huber meandered about. A rattle of side chains proclaimed the passage of Simons' 1903 Berliet-engined Sunbeam and Gregory raced up so fast (1 min. 22.07 sec.) in his well-known 1904 Flying 15 Darracq that it is hard to believe that it no longer has a big modern carburetter or other tuning aids. In contrast, Waring's very elegant and beautifully made 1904 20/30 Renault clocked 1 min. 47.61 sec.

That ended the veteran classes and speeds warmed up with the Edwardians. Beaumont's be-flagged 1906 Darracq has yellow mudguards. Miss Cole nearly came to rest in changing down on her 1908 two-cylinder Renault, the car on which she passed her driving-test—a splendid show! Mann's Sizaire-Naudin, now very handsome, emitted lovely "one-lunger" noises, and Parsonage's 1909 two-cylinder Renault managed without changing down. This little car used to return 22 m.p.h. average speed and 40 m.p.g., four-up, when Bird owned it—we drove to Prescott in an N.S.U. Prinz that averaged 40 m.p.h. and returned over 51 m.p.g., which is a measure of small-car progress in fifty years. Wood's remarkable 1910 three-wheeler Phanomobile, all whirling fans, chains and epicyclic gears, managed very well, Myers' ex-Abbott de dion Bouton Type de Sport thumped up, gears whining, Shakspeare's single-cylinder Swift, built by the Austin Motor Co. and on which the contemporary Austin Seven was based, stopped momentarily, perhaps weighed down with plaques, Field ascended well in a Swift cyclecar, the pointed tail of which suggests a past-essay at Brooklands racing, but it was no match for a trio of smart air-cooled V-twin Humberettes driven by Messrs. Gush (his has fine leather valances), Burnell and Farndon (his smoked).

Sam Clutton now came up magnificently, tyres protesting, in the 1908 G.P. Itala, to record f.t.d. in 56.67 sec. Unlike other drivers of fast Edwardians he doesn't brake hard and lock the back wheels. Down's 4.4-litre 1905 Renault ascended well for a tourer, Chambers' smaller 1908 Delaunay-Belleville not quite so impressively. Hutton-Stott really threw the Hutton through the corners splendidly, Cook's beautiful 1908 Mercedes was too heavy for high speed, Mann showed us a giant Vinot tourer, Holland seemed to open the cut-out of his little 1909 F.N., and Sir C. Edwards, Bt., smoked a bit in his little Delage. Rogers' 1911 Daimler was trailed by the inevitable smoke-screen, Johnson's 1912 Austin was noisy, but Bendall's 1912 o.h.c. Porsche-designed Austrian-Daimler, on its first outing, showed *great* promise. Caudle's 1912 Buick was typically American and crunched its gears, Neale's ex-Doc. Taylor London-Edinburgh Rolls-Royce could have been quicker, Reeves mounted the inside kerb at Pardon in his smart Rover, John Hampton was particularly neat in his 12/16 two-seater Sunbeam, which was 7.4 sec. faster than South's similar tourer, whereas Farrington's single-sleeve-valve f.w.b. 1913 Argyll was terribly sedate. Peter Hampton, returning after an absence of eight years, drove a terribly exciting ascent in his chain-drive Bugatti "Black Bess," but Pitt's Alfonso Hispano-Suiza was painfully lethargic. Getley's little Swift wasn't swift, nor would you expect it to be, Clarke locked the back wheels of his 25-h.p. Talbot on a hectic approach to Orchard, Stradling's comic Unic did nicely, Pilkinton's Colonial Napier was even slower than the Hispano but Jack Sears was tremendous in the 1914 T.T. Sunbeam, locked wheels, spinning wheels, the lot, and modern tyres took him round the Semi-Circle faster than the 30/35 m.p.h. at which the Itala takes it—for all that, Clutton was quicker by nearly three seconds. Here are some of the faster times set up by the Edwardians :—

C. Clutton (1908 12,060-c.c. G.P. Itala)	56.67 sec.
J. Sears (1914 3,215-c.c. T.T. Sunbeam)	59.65 ,,
P. Hampton (1913 5,020-c.c. Bugatti)	62.34 ,,
C. J. Bendall (1912 5,710-c.c. P.H. Austrian-Daimler) ...	63.78 ,,
B. M. Clarke (1913 4,520-c.c. Talbot)	67.40 ,,
F. W. Hutton-Stott (1908 5,760-c.c. T.T. Hutton)	68.39 ,,
D. W. Neale (1912 7,128-c.c. Rolls-Royce)	70.10 ,,
J. G. Hampton (1912 3,010-c.c. Sunbeam)	80.98 ,,
W. A. L. Cook (1908 6,780-c.c. Mercedes)	86.14 ,,
C. F. South (1913 3,010-c.c. Sunbeam)	88.38 ,,

V.C.C. PRESCOTT HILL-CLIMB

Results :

Shuttleworth Trophy (f.t.d.) : C. Clutton (1908 Itala).
S. F. Edge Memorial Trophy (Formula) : E. D. Woolley (1897 Daimler).
Class Winners : Wooley, R. D. Gregory (1904 Darracq), J. D. Parsonage (1909 Renault) and S. E. Sears (1914 T.T. Sunbeam).
Concours d'Elegance : Classes I and II : J. Hamilton-Fish (1902 Hanzer).
Class III : Mrs. White (1909 Renault).
Class IV : H. J. Ratcliffe (1911 Vauxhall).
Rally : Class A : E. Quirk (1904 Darracq).
Class B : E. S. Berry (1902 Panhard-Levassor).

The exploits of Group Capt. Scroggs and Miss Pat Stocken in their vintage Trojans are now the subject of news releases from the Trojan Company.

* * *

A vintage Ford is reported as lying apparently derelict in Gosport and another reader tells us of a Citroen saloon, *circa* 1930, and a Singer Junior laid up in fair condition in Berkshire, and of a D8120 Delage which has been stored for five years on a farm in the same county, and which is said to be in really good condition. Letters can be forwarded.

* * *

On the occasion of Lord Montagu's wedding at Beaulieu the bride arrived at the church in a 1906 20/60 Renault landaulette from the Montagu Motor Museum. Lord Montagu's wedding present to Lady Montagu was a modern Singer Gazelle and a 1906 Humber.

* * *

Vintage S.C.C. fixtures for June are the Light Car Rally on the 14th, the Kildrummy Castle Rally on the same date and the Oulton Park Race Meeting on the 27th. The Oulton Park meeting will be open to the public and will include the Richard Seaman Memorial Trophies Race, a demonstration by Giant Racing Cars of the Past and a grand parade round the course of vintage cars taking part in a *Concours d'Elegance.*

* * *

Two vintage fixtures, both taking place on June 6th, are the Toc H Traction Engine and Vintage Car Rally at Chilcombe Manor, Winchester and the Appleby-Frodingham Steel Company's childrens' gala at Scunthorpe, in which old cars are invited to take part in a drive through the town and an exhibition in the Company's grounds. Details are available, respectively, from G. E. Jackson, 32 Heysham Road, Shirley, Southampton, and M. H. A. Dod, Appleby-Frodingham Steel Co., Scunthorpe, Lincs.

* * *

Vintage motorcycles will again take part in a T.T. Rally in the Isle of Man. This year the Rally will be held on Thursday, June 4th. Those who wish to watch vintage motorcycles as a change from vintage cars should also make a note of the Banbury Run which the V.M.C.C. will hold on June 27th.

* * *

We hear of a derelict Delage straight-eight limousine, *circa* 1932, in Leicestershire, of a 1903 Fiat in a barn in Yorkshire, of a 1928 14/40 M.G., partly restored and a 16/50 Humber converted into a light lorry and in danger of being broken up, also a Bullnose Morris used to tow a lawn-mower, all these in Worcestershire. As if this is not sufficient, another reader informs us of the remains of an Essex lying in the Welsh Mountains, while in Hereford a fabric saloon body suitable for a vintage car of about 16 h.p., together with some mechanical parts of unspecified make from this car, is for sale. Then there is a Lea-Francis fabric saloon with a damaged back axle in a breaker's yard in Norfolk and an Essex Coach behind a garage in Somerset. Letters can be forwarded to our informants.

* * *

S.O.S. A reader who has a distressingly derelict 1925 Jowett tourer finds it impossible to restore it without a similar car for spares, a reader in Dorset is hoping to restore a *circa* 1925 four-cylinder Renault of about 2-litre capacity and seeks information on these cars, and a London owner of a just post-vintage Standard Little Nine would appreciate a handbook. Again, letters can be forwarded.

* * *

With reference to recent correspondence on 11.4 Citroëns, a Sussex reader who owns a 1925 example in original condition, and who also has a 1929 3-litre Bentley, offers inspection of Citroën instruction manuals and information, to anyone who would like to contact him, c/o of MOTOR SPORT.

* * *

Exide's 1904 Krieger electric brougham has found a resting place in the Science Museum.

* * *

The Rolls-Royce E.C. will hold a Concours d'Elegance at Blenheim Palace on June 28th, starting at 2.30 p.m., the Duchess of Marlborough being one of the Judges. Hon. Sec. : Miss Gladys Harris, Paternoster Farm, Yarnton, Oxon.

VINTAGE POSTBAG

Sir,

By one of those strange chances, last summer I managed to contact the original owner of my 30/98 Vauxhall, though I already knew his name, having in my possession the owner's name-plate from the dashboard. He is Major Guy Tylden-Wright, now farming down in Sussex. I went down to see him one afternoon, and he was delighted to see the " dear old lady " still going well. He had a short drive in her, but the time was late and it was not as long as either of us would have liked. It was enough, however, to show that he had not lost his touch, and I hope to see him again soon, when we may be able to go for a good long run. From him I learned a little of the car's history, though the passage of time has made many of the details hazy.

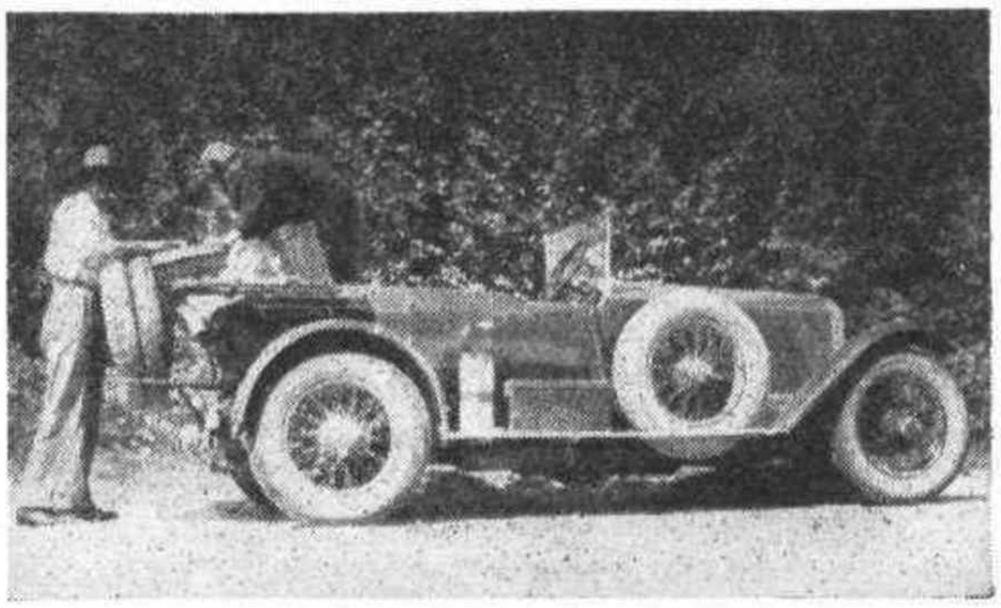
The car was bought new from Jack Barclay; she was, in fact, a wedding present from Mrs. Tylden-Wright to her husband, and was first registered on April 21st, 1925. In consort with Jack Barclay, Major Tylden-Wright raced the car in a number of club events at Brooklands, but without success. What a pity I did not know of this when the memorial at Brooklands was unveiled ! Altogether, Major Tylden-Wright covered some 136,000 miles with the car, including trips to almost every country in Europe. The enclosed photograph was taken in 1925, on the way to the south of France. Incidentally, the " Bonzo " which distinguishes the radiator cap of the Vauxhall was bought new with the car. Mrs. Tylden-Wright actually bought two of them, and they still possess the other, at present gracing the front of an Austin pick-up. Major Tylden-Wright eventually sold the car when he rejoined his regiment in October, 1939. In his first letter to me he said how bitterly he regretted ever doing so—he considers it the finest car he ever owned.

As far as I can gather from the registration authorities, the car was not used at all during the war, and when she was next registered, on May 11th, 1946, she belonged to a Commander G. A. Nunneley. It was from him that I bought the car in October, 1950, after she had been standing idle for a year or two. By then she was suffering rather from neglect, but, like most cars of that era, she was so well built that it required little more than hard work to make her as good as new. Her mileage by then was just short of 200,000, and to this I have added another 35,000 or so. I was very lucky in my acquisition—though I didn't fully realise it at the time—as she must have been one of the few 30/98s to have survived so long without modification. She only differed from standard in that the hood and clock were missing. Such few alterations as I have made are very minor in nature, and, if required, it would only take two or three days' work to restore her to her original specification.

Now that I have found out something about the car's past, I want to try and build up an illustrated history of her career. On several occasions people have told me that they remembered, or thought they recognised, the car. If anyone can let me have some information, however slight, I will be very grateful. I would be even more grateful for any photographs taken before the war, particularly at Brooklands. I would also like action photographs taken at the following post-war meetings—I know there must be some, because you always see plenty of people clicking cameras :

V.S.C.C. Pomeroy Trophy, March, 1955; the demonstration at the V.S.C.C. Goodwood party, September, 1957; V.S.C.C. Eastern Rally, November, 1957; V.S.C.C. Heston driving tests, December, 1957; V.S.C.C. Pomeroy Trophy, March, 1958; V.S.C.C. race meeting, Silverstone, April, 1958; Thames Estuary A.C. Stapleford hill-climb, August, 1958.

Continued on page 414



Mr. Douglas Reid's 30/98 *Vauxhall.*

AGAIN AND AGAIN A RALLY WINNER IN ITS CLASS

Coronation Safari 1959
1st. 2nd. 3rd. Class B*

Monte Carlo Rally 1959
1st. & 3rd. Category 1, Class 4; 7th. overall*

Monte Carlo Rally 1958
1st. in 1000 cc Series Production Touring Class; 3rd. overall

and winners in their class in Coronation Safari, Acropolis, Tulip, German, Midnight Sun, Adriatic and Viking Rallies.

**Subject to Confirmation*



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All these features are incorporated in a classic design — a satisfying yet completely individual harmony of styling.

There's no transmission hump — so you get flat floors — lots more room ! The doors are really wide giving easy access of the elegantly appointed interior.

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Universal Station Wagon	**£1232. 4.2**	*All prices include P.T.*	

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VINTAGE POSTBAG—continued from page 412

For identification, the colour of the car is blue and the registration number XY 974.

In conclusion, can anyone else boast of their car's contribution to two honeymoons, thirty years apart? In the case of the Vauxhall, a Continental tour in 1925 and some 2,000 miles, mainly in the south-west of England, in 1955.

I am, Yours, etc.,
Hornchurch. H. DOUGLAS REID.

* * *

Sir,

The enclosed photograph was taken in the summer of 1925 of a de luxe model Calthorpe tourer which we bought new in 1923 and sold in 1928.

The registration number of this car was XO 6826 and if anyone knows of the whereabouts of the car I would be most interested.

We very much enjoyed reading your article on the Calthorpe in your April number and I agree that the Calthorpe was a beautifully-made and attractive little car, sometimes known as "The Crimson Rambler."

Though hardly fast, it always ran well, but 45 m.p.h. was about its maximum speed, and I well remember opening all doors as we climbed Bury Hill on the road to Bognor. Sometimes we had to jump out, sometimes not.

In February, 1928, this car was replaced by the Armstrong Fourteen which you illustrated in your December number and which is running well today.

I am, Yours, etc.,
Broadstairs. E. B. WATSON.

* * *

Sir,

After reading of the Calthorpe in the last issue of MOTOR SPORT I am enclosing a photograph of a 1923 model which my two sons have restored to original condition.

I have the original log book and the particulars are as follows: chassis No. 7520, engine No. 6454, year of engine 1923, original registration 28/3/23.

This car had only one previous owner before I came into possession in September last, after it had been standing for 26 years. The rated h.p. is shown in the log book as 11.9 and this model is fitted with a four-speed gearbox and Timkin rear axle, also a self-starter which works quite well; all the electrical equipment is by Brolt.

The car is in very good mechanical condition and has not done a very great mileage, the body is by Mulliner and is all aluminium, new Dunlop tyres have been fitted and there are two spare wheels.

I wonder if any of your readers have had any experience of this particular model, the registration number is OK 7345

I am, Yours, etc.,
Beeston. A. C. ROGERS.

* * *

Sir,

I read with interest Mr. Ormston's letter in the March issue of MOTOR SPORT, particularly the reference to the Armstrong Whitworth car.

I bought one of these vehicles at a Ministry of Supply sale at Ruddington. It is described as a fire tender and once belonged to Vickers Armstrongs. The registration number is X 2176. The car is quite complete but rather dilapidated.

I am, Yours, etc.,
Newark. T. J. R. WOODMAN.

Sir,

With reference to "Performance of the Berkeley" in your March and April editions, it is interesting to compare these accounts with my experiences in a 1927 Austin Chummy under very similar conditions.

In six years I have driven over 35,000 miles in this car, and have never been so badly let down that it was impossible to finish the journey. Things have often gone wrong, sometimes in a big way, but impending disaster has always been announced in advance at a convenient moment, by strange noises.

When my neglect or ignorance has led to major mechanical failure, the old car has always carried on until a short and unimportant trip has given her an opportunity to cry for my help.

With such a faithful friend to carry me, I have enjoyed three Continental holidays in complete confidence. Though slower and more thirsty than the Berkeley, she will carry two adults and four suitcases, with room for many parcels, and without the need to fit a luggage grid.

Her vintage design gives a good view of the road and the scenery, from a useful height, making touring abroad untiring and pleasurable.

In July last we spent a fortnight in the Chartreuse district of the French Alps. Each day excursions were made over passes, and up mountain roads to altitudes over 5,000 feet. No seizures occurred, and the radiator boiled only on hot days after climbs of a mile or more in first gear at the greater heights. It was rarely necessary to stop for "cooling off," and the superior climbing power over the Citroën 2 c.v. was most marked on the really steep and twisty bits. The latter cars were halted on several occasions by overheating. We really excelled ourselves one day in Switzerland by overtaking a modern Morris Minor (not 1000) on a hill that exactly suited our second gear.

The only mechanical fault was detected after the drive to Chartreuse. By stripping down the front end of the engine in the village square beside our hotel, the lock-nut of the camshaft gear was found to be loose. This gear had run for over 200 miles held only by its key, and was ticking with each tappet pressure with a noise reminiscent of a London diesel taxi.

The brakes, so often criticised, were able to cope safely with a 3,000-feet steep descent, the engine dead, and out of gear. The sump was dry, because I had forgotten to add oil, and I did not want to spoil my willing engine.

It is worth mentioning that the car is in standard trim, and uses all original parts, including Zenith carburetter, B.T.H. magneto, and short brake levers.

In the words of "The Man at the Pump," "They *made* 'em in those days."

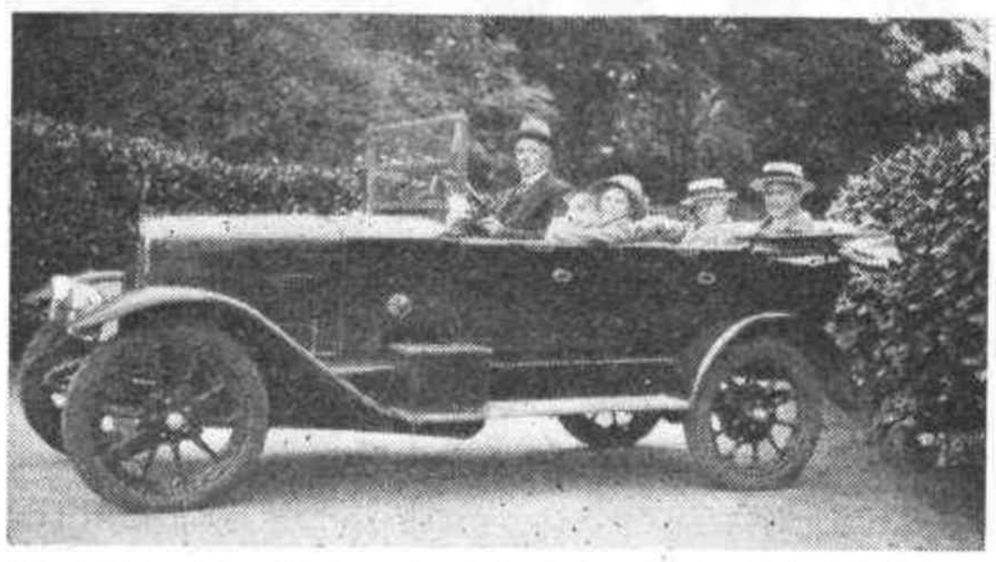
I am, Yours, etc.,
Portsmouth. D. R. FIRTH.

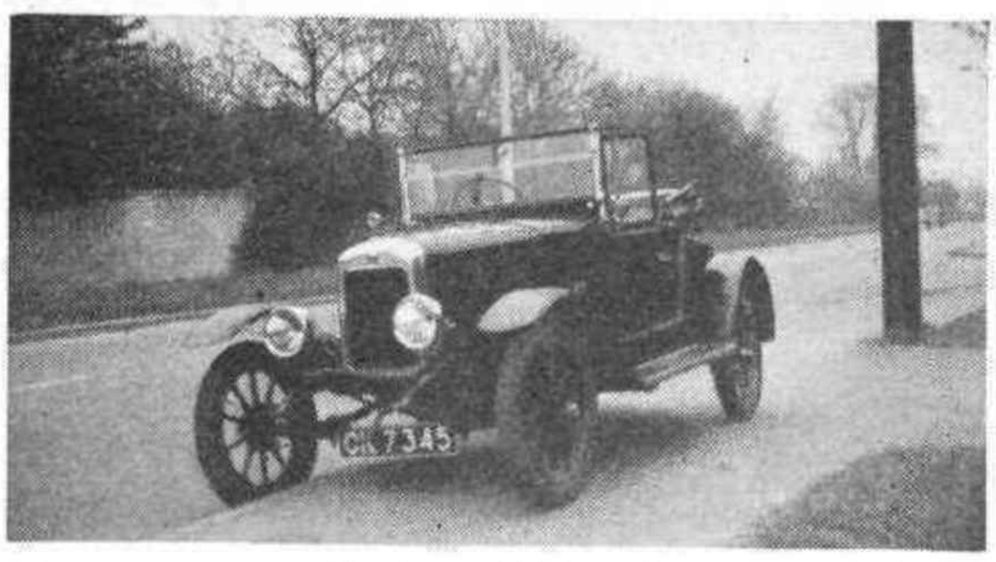
* * *

Sir,

I have been interested by the correspondence on, and photographs of, early Citroën cars published in the last two issues of your magazine. Several members of my family owned pre-1926 Citroëns at the time when I was a child and, incidentally, one of them, a 5 c.v. (7.9 h.p.), was the very first car I ever drove all by myself, at the age of ten.

For some obscure sentimental reason, I always had a particular liking for those early Citroëns, specially the smaller of the two, of





CALTHORPES.—Contemporary and present. On the left is Mr. Watson's 1923 de luxe tourer, on the right a 1923 11.9-h.p. two-seater rebuilt by Mr. Rogers' sons—see accompanying letters.

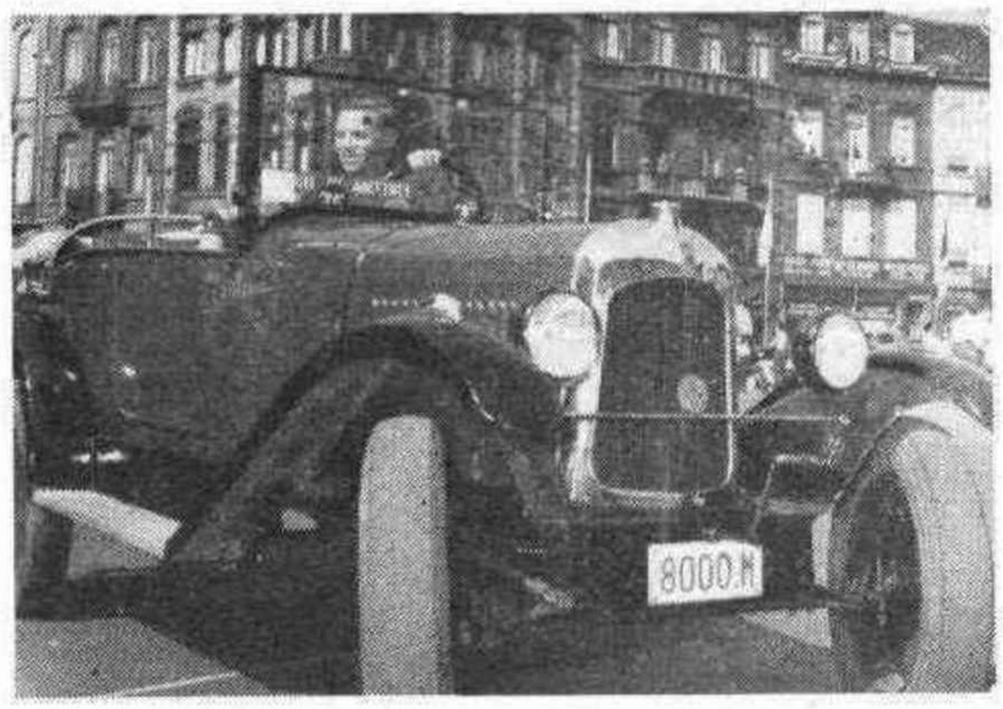
which very many are still in daily use in France. For a very long time I wanted to own one, but in Belgium they have become very rare, partly because Belgians change cars much more often than the French, and also, no doubt, because the very bad roads we had for a long time destroyed our cars much more quickly than those running in France or England. Nevertheless, about four years ago, I spotted one parked in Brussels which was obviously a runner and had been very little altered from its original shape. Being unable to find the owner, I left a visiting card in the car, asking him to 'phone or write to me the day he wanted to sell it. The message was left unanswered for about a year, during which time I did not see the car any more, until I eventually got a card and purchased the car for about £35—pretty expensive, but I was determined to have it.

The car, a 1925 " clover leaf," was still a runner but in a really devastating condition. I had a short run around the block before I gave the owner his money, and there was a horrible knock in the engine; obviously from a big-end, but knowing they were plain phosphor-bronze, I was not too concerned about it, thinking the bearing was merely worn out. So I ran the car for about another 25 miles before I took the engine down, and you may well imagine my horror when I found that one big-end bolt was broken and had entirely disappeared, the cap being held by one bolt only!

Though the cylinder bores, which had been rebored from 55 to 57 mm., were quite good (the stroke is 90 mm.), the remainder of the engine proved to be in such a devastating state of wear that it was decided to strip the car right down to the last bolt and the bare chassis frame. Citroëns in Brussels were very co-operative in providing most of the spare parts required and, as far as possible and reasonable, the car was rebuilt as good as new, including an entirely new body frame and a fair amount of new sheet metal. The spare wheel was replaced at the back, where it originally was in the " clover leaf " (though it was on the driver's side in the two-seaters), a new radiator was obtained (unfortunately chrome plated), and the horrible sealed-beam units which had been fitted by a previous owner were replaced with more original-looking modern headlights, unfortunately somewhat smaller than the original ones. The body was resprayed dark red with black wings and valances (the most common colour of the " clover leafs ") and the car now not only looks almost exactly as it did when it left the works, but is also a very reliable runner and immediate starter, though I have been unable to bring its performance quite up to par, presumably because of slightly-recessed valve seats and weak valve springs. Its top-gear performance at low speeds, however, is quite remarkable. I am usually much too busy driving other cars to drive the Citroën for more than a couple of hundred miles a year, but I am glad to have it and enjoy lifting its dust cover from time to time to have a look at it.

Mechanically, the car is so simple that for anyone who wants to restore an example, no other data are necessary than a good drawing from which the dimensions and features of the body can be obtained. Such a drawing, showing the car in side elevation and from the front and back can be obtained in France, though I cannot say off-hand from whom. This sheet also gives some tuning data, the most important of which are for timing the valves and the ignition. The former should be set for exhaust closing at t.d.c. and inlet opening at 5 deg. after t.d.c. (I am writing this from memory but am pretty sure to be correct), and the fixed ignition spark should be set at 17 deg. before t.d.c. The carburetter is a very simple horizontal Solex with a venturi of only 13 mm. I do not remember the jet sizes off-hand, but could provide them if any of your readers are interested. From friends in Paris I could also probably get the address of the firm who has published the aforementioned drawing. When assembling the engine, the only important point to watch is that the phosphor-bronze main- and big-end bearings have enough play, otherwise they will tighten up as they get hot. They must be absolutely free on assembly.

Now a few words on the history and various models of the 5 c.v. The model was first shown at the Paris Motor Show of 1922 and was very similar in its specification to the original Model A Citroën of 1919 (60 by 100 mm. bore and stroke) and the B.2 model (65 by 100 mm.) which followed it in 1921. It had a four-cylinder side-valve engine of 55 by 90 mm. bore and stroke, giving a capacity of 850 c.c. and about 11 b.h.p. at 2,100 r.p.m. It drove through a single dry-plate clutch and a three-speed gearbox to a banjo-type rear axle. A torque tube was fitted, but the drive went through the ¼-elliptic springs. The front axle was also located by ¼-elliptics, braking being obtained from a foot-operated transmission brake and hand-operated rear-wheel brakes only. The main differences in chassis layout between the 5 c.v. and the bigger 10 c.v. were that the latter had an open propeller-shaft, the torque being taken by twin ¼-elliptics mounted one above the other on each side, and that the 5 c.v. was steered through a transverse drag link. The mechanism was worm-and-sector in both cases. The engine was splash-lubricated (with a small pump circulating the oil to troughs in the sump) and cooling was by thermosiphon.



Paul Frere, the talented motoring journalist and Grand Prix driver, at the wheel of a 1925 5 c.v. Citroën which he has restored and about which he writes in the accompanying letter.

The original 5 c.v. was an open two-seater with a duck-tail-shaped body, the back of which was accessible through an opening and which could be used to accommodate some luggage under cover. There was only one door, on the passenger's side (right or left, according to the position of the steering), and the spare wheel was carried on the other side. The wings were fabricated from sheet steel and the tyres were beaded-edged, high-pressure Michelin. Wheelbase was 89 in. and track 46.5 in. Very early cars had coil ignition, but, after only a few months, a magneto was fitted. In 1923, an alternative drophead coupé with proper, strap-operated, windows was offered. The lines of the car were generally similar to the open two-seater, but the body was wider, owing to the thicker body sides necessary to accommodate the windows. The only alteration made to the chassis for 1923 was to increase the length of the frame side-members from the anchorage of the rear springs to a point somewhere behind the rear axle, the added part being slightly upswept.

From 1924 on, " balloon " tyres were fitted and the " clover leaf " model, having a third central seat in the back, was introduced as an open model on a chassis of 10 cm. longer wheelbase. There was still only one door, but the spare wheel was at the back and the tail was rounded instead of being pointed as on the two other models, of which the open two-seater was dropped soon afterwards.

Some changes were introduced for the last production year, 1925 when only the " clover leaf " and the drophead coupé were built. The fabricated wings were replaced by a new, pressed-steel pattern, the rear ones now being of a more enveloping shape. The engine was fitted with a belt-driven fan, which had been optional for some time before, and a new pattern of rear axle, stiffer than the previous one, was introduced. It was known as the " banjo " axle (why, I don't know, as the previous model also was of banjo type) and was easily recognisable for the oval form of its central part, but the drive shafts continued to be rather fragile.

Some 70,000 of these 5 c.v. models were built and they were an immense success. Though there was nothing startling about their specification or their performance, they appealed to the public for their great sturdiness, compared to the better performing but wholly inadequate contemporary cyclecars, their comprehensive equipment and adequate accommodation, and, no doubt, also for their good looks. To my mind it is by far the best proportioned and most elegant small car of the vintage period.

Weight started at under 500 kg. with early two-seaters and went up well into the 600 kg. with the late " clover leafs." A road-test by Marc Chauvierre in *La Vie Automobile*, published in 1923, gives 68 k.p.h. (about 43 m.p.h.) as maximum speed, which is at least 5 m.p.h. faster than my car ever went.

An almost exact copy of the early 5 c.v. two-seater was built by Opel, most parts apparently being interchangeable between the two cars. On the Opel, however, the bore was 60 mm. with the engine about an inch longer overall. The layout was exactly the same, however, except for an external oil pump feeding a forced-feed lubrication system. All this, of course, gave rise to a huge process which, of course, Citroën won, and Opel had to alter his " Laubfrosch." Mechanically, however, it remained almost unchanged

and outlived the Citroën by some five years, being in the meantime fitted with front-wheel brakes, semi-elliptic front springs and various new bodies, including a four-seater saloon.

I am, Yours, etc.,
Brussels. PAUL FRERE.

* * *

Sir,

I wonder if you or your readers can give me any information about the Gwalia car. According to Doyle it was made at the Gwalia works, Cardiff, by Stanfield Ltd., during 1921 only, and then the company seems to have stopped manufacture. I believe this was the only car ever made in Wales. Perhaps someone is even able to supply a photograph of the car.

I am, Yours, etc.,
Pembroke Docks. E. O. C. GODDARD.

* * *

Sir,

I had a 1926 Rolls-Royce Twenty, and expected complete silence, silver what-nots and great speed, but after a few weeks' running, found none of these virtues. However, the old car was utterly reliable, but very greedy on juice for short runs—14 m.p.g. The main snag was that the plugs would quickly become coated with a deposit resembling coal dust mixed with oil! I discovered after I had sold the car that the fitting of plug extension pieces completely overcomes this trouble. I exchanged the Twenty for a 1924 Silver Ghost Rolls-Royce limousine and then I began to realise what all this R.-R. mythology is about. The engine *is* silent, the fittings, lamps and windscreen frame *are* silver-plated. The half-shafts do not break and the dynamo and starter (of Royce make) have never had the covers off, although the car has been used continuously since 1924! There is *no* play in the king-pins or steering and the brakes have never been relined and are still far better (with Servo) than most 1959 cars.

Although the R.A.C. rating is 48.7-h.p. she does 13½ m.p.g. on a run and still reaches 70 m.p.h. (on a really good road). Oil consumption is slight. Dual ignition is fitted (unlike the Twenty with its spare magneto using the coil distributor) and the 12 plugs were replaced *for the first time* last year. The centre electrode of each plug had worn paper thin.

Greasing the car takes a day. Each nipple has its *silver* cap and the gun screws on to it, but won't work unless everything is quite clean beforehand, so there are no short cuts.

Any little job on the Ghost (like rewiring the horn circuit) takes ages, and there is always the little nut and bolt with its spring washer and its flat washer to undo, followed by a dust cover, then conduit and finally armoured cable fitting as snugly as a glove in position—so neatly in fact that you begin to wonder whether it wouldn't be as well to leave it alone and fit an entirely new circuit somewhere else!

And so it is throughout the whole car, all 3½ tons of it, beautiful workmanship not to be compared with any other car today or yesterday. I've studied them all, Napier, Daimler, Hispano-Suiza and Bentley, but the Silver Ghost stands aloof from them all.

I believe that is why these storms have grown during the last 30 years or more. Remember that the Silver Ghost was introduced in 1906 and had as its companions such things as single-cylinder Benz clanking along the roads (and the first Ghost was as silent as the last turned out in 1925).

I can't afford to run my Ghost more than three months of the year, but I start her up every week and polish the silver.

My everyday car is a 1930 Swift coupé which in my opinion is the best light vintage car of the lot.

I am, Yours, etc.,
New Barnet. JOHN HOPKINS.

The Bullnose Morris Club has heard of a Morris-Oxford taxi which used to run about Oxford and was known as "Coppernose Connie," as it had an outsize bullnose copper radiator. Does any reader remember anything about "Connie"?

* * *

The prototype Lea-Francis "Ace of Spades" 1929 six-cylinder engine and gearbox is looking for a good home, if anyone cares to collect it from Sheffield.

* * *

There is still time to enter for the Fleet (Hampshire) Carnival Concours d'Elegance, on June 14th, which will be judged by Lord Montagu and Mrs. Nancy Mitchell. It is open to almost every type of car, veteran to modern, and the entry fee is 5s. Details from Councillor Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

* * *

A p.v.t. D8 Delage is apparently looking for a new home, being semi-abandoned in Scunthorpe.

BOOK REVIEWS

"Indianapolis 500-Mile Race Official Year Book." 133 pp., 11 in. by 8½ in.; soft covers. (*Floyd Clymer*, 1268 *S. Alvarado Street, Los Angeles* 6, *California. Two dollars.*)

Once again from Floyd Clymer, the prolific American publisher, comes a full story of last year's Indianapolis 500-Mile Race and the 1958 Monza 500-Mile Race, an annual publication lavish in illustrations and coverage, which gives the full story of these two classic long-distance track races. Clymer leaves nothing out—all seems to be there, with plenty of historical material as well as coverage of last year's races. Those who wish to get a very full picture of what this specialised American track racing is like need look no further than this unique book, which goes step by step through everything that happens at Indianapolis, up to the moment when the 1958 winner, Jimmy Bryant, drove his Belond Special into victory lane to receive his kiss from charming and attractive, rather than glamorous, Shirley MacLaine. What is a Belond Special?—Clymer tells you, as he tells you everything else about the Indianapolis 500 including pictures of all the 33 cars that started last year. He pays England a tribute by reprinting Monza 500 reports from two of our motor journals and gets neatly out of the furore he caused with his Fangio challenge with new praise for the World Champion.—W. B.

"R.A.C. Guide and Handbook—1959." 620 pp. plus 64-page atlas. 8¼ in. by 5¼ in. (*R.A.C., Pall Mall, London, S.W.*1. 12*s.* 6*d.*)

This fantastically complete motoring encyclopaedia, containing a million words, nearly 200 maps and town plans and data on some 4,000 towns and villages in the British Isles, is excellent value, especially as it sells for 8s. 6d. post free to R.A.C. members.

Especially valuable is the 64-page Atlas of Great Britain and Ireland which is incorporated in the book. Printed in three colours on a scale of 10 miles to the inch, it numbers amongst its innovations the Preston Motorway and the line of the London-Birmingham Motorway now under construction.

There are many special features in addition to the always popular Directory of Hotels and Restaurants and details of more than 7,000 R.A.C.-appointed Garages. Motorists visiting or living in the London area will appreciate the list of British Railways and Underground Railway Stations which offer parking facilities. There are also lists of street and bomb-site parking places.

A specially-written legal section; caravan and camping sites; a list of R.A.C. telephone boxes; and details of car-by-train services are other valuable features which motorists and motor-cyclists will appreciate.

And for those contemplating a day by the sea, the times of high tides in 154 coastal resorts are given!—W. B.

A third edition of Temple Press Ltd.'s valuable reference work, "The World's Automobiles—1880-1958," by G. R. Doyle, is now available, price 15s. It runs to 174 pages and gives the name, place and period of manufacture of over 4,000 automobiles, with occasional notes on their characteristics or circumstances of manufacture.

* * *

Dunlop have introduced a new road map, to a scale of five miles to the inch, showing the approximate width of roads in the S.E. of England.

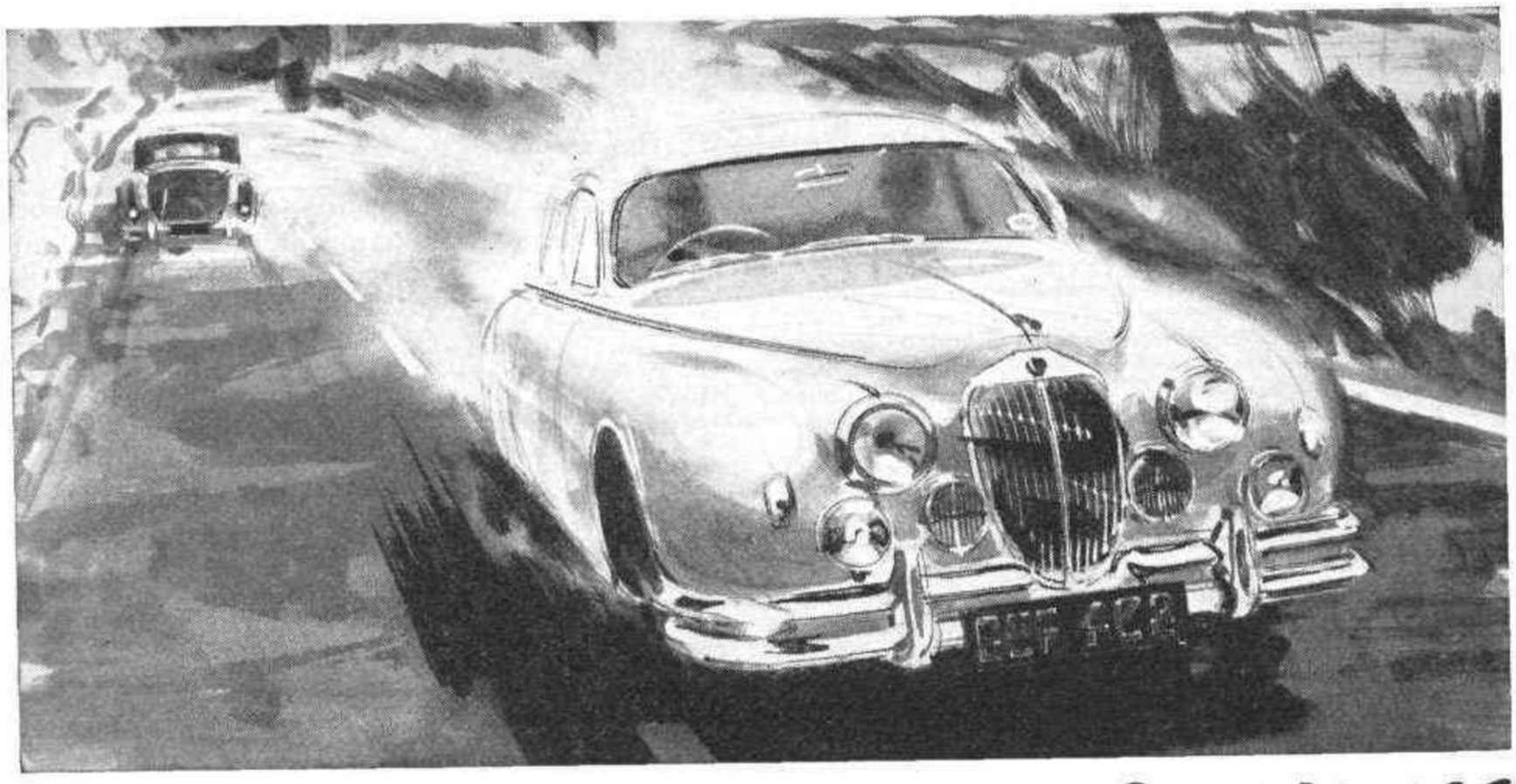
New and proposed by-passes and motorways are shown, along with mileage distances, steep hill gradients, vehicular ferries, principal sandy beaches, and wooded areas. There is a complete alphabetical index to place names, and small sectional maps show main routes through 14 major towns. An enlargement of the London area shows exit routes, but these are not classified by width owing to the complex nature of the London road system. This map is priced at 5s. and is published by Geographin Ltd.

* * *

Those engaged in "hotting-up" production engines will find "Valve Timing for Maximum Output," by Ed. Iskenderian, the well-known camshaft manufacturer, of great interest. It contains a great deal of specialised information about valve timing, cam forms and port sizes and formation, together with details of commercially-available special Iskenderian camshafts for many European and American engines. A soft-cover 71-page book, it is priced in America at one dollar.

VERSATILE VW!

As versatile in its way as the model-T Ford once was, a Volkswagen in Sweden lives up to this tradition—its farmer-owner uses it for milking cows that are grazing away from the cowshed, by using the vacuum in the induction manifold to operate the milking unit.



Everything you've heard about *AROMATICS* is suddenly, powerfully true!

PERHAPS, in the first place, you try Super National Benzole almost by chance. You like the look of the garage, and you remember reading something about Aromatics. "Let's see", you say to yourself, "if there's anything in it".

So you fill up, and drive away. And, just for the moment, you think no more about it. Fifty miles of crowded, stop-start motoring go by. Fifty miles that normally are a particular trial. But this time, curiously enough, fifty *pleasant* miles – for your car is running rather remarkably well.

Next day, maybe, you have the chance of a run across country – and deliberately you set out to see what your car, in its new mood, can do.

Within minutes of starting up, you realise that everything you've heard about Aromatics is true – powerfully true.

Super National Benzole has given you a smoother, more positive drive-off, more power underfoot and, as you discover at journey's end, definitely more miles per gallon.

Why does Super National Benzole give you a more positive drive-off?

Answer: AROMATICS – the exceptional volatility of the Aromatics in motor benzole. Because these Aromatics change into vapour rapidly, your engine warms up fast from cold. Instead of a slow, jerky start, you enjoy a clean, positive drive-off. (And because you use your choke less, you cut down wear on your engine *and* save fuel!)

Why does Super National Benzole give you more power underfoot?

Answer: AROMATICS – their volatility *and* their high knock-resistance. Because motor benzole AROMATICS vaporise easily, they are more effectively atomised and every cylinder is more evenly filled with the correct fuel/air mixture – and every piston delivers its maximum power.

And, so long as your ignition is right, an engine running on Super National Benzole won't knock when you accelerate, even if it's a high-compression engine. Indeed, high-compression engines *need* Aromatics precisely for their knock-resistance.

Why does Super National Benzole give you more m.p.g.?

Answer: AROMATICS. The energy in the petrol derives from the hydrocarbons which form it. The aromatic hydrocarbons are chemically more compact than other types of hydrocarbons. The result is that every gallon of Super National Benzole packs more energy – and therefore gives you more miles per gallon.

If you do a good deal of town driving with its inevitable low-gear manoeuvring – or if you drive longish distances – every extra ounce of energy that you get out of Super National Benzole means money saved. This week try a tankful of Super National Benzole. At the end of the week, ask yourself if Super National Benzole – top grade petrol plus Aromatics – is not the most go-ahead fuel you have ever bought.

People going places →

GO SUPER NATIONAL BENZOLE

THE HIGH OCTANE | HIGH AROMATIC MIXTURE

GBS

Brabham (Cooper-Climax) wins B.R.D.C. International Trophy Race at Silverstone

British Cars Dominate the Big Race

Splendid Debut of G.P. Aston Martin. Moss' Narrow Escape in B.R.M. Supporting Races won by Moss (Aston Martin DB4), Salvadori (Cooper-Maserati), Bueb (3.4 Jaguar) and Ashdown (Lola)

BETWEEN 80,000 and 90,000 people assembled for the B.R.D.C. International Trophy Meeting at Silverstone on May 2nd. All the races were fast, sprint contests and the 50-lap International Trophy Race for F.1 cars was intensely interesting, Brabham driving a works Cooper-Climax magnificently, leading all the way, while one of the new G.P. Aston Martins, in Salvadori's hands, was second, sounding beautifully crisp throughout, a first-appearance as commendable as it was unexpected. Flockhart drove well to finish third in a B.R.M., after Stirling Moss had had a very near call when the Dunlop disc brakes of his B.R.M. failed going into Copse corner, necessitating spinning the car to avoid a crash, a situation Moss handled with superb skill and calmness.

The supporting races saw Moss run away with the Grand Touring Car Race in a DB/4 Aston Martin, Salvadori taking the 3-litre Sports Car Race from stern opposition in John Coombs' 2½-litre Cooper-Maserati, Cooper beating Lotus in the 2-litre class. Bueb led home the Jaguar contingent in the Production Touring Car Race, with Jaguar 2.4, Volvo and Austin A.40 as class victors, and Lola and Elva beat Lotus convincingly in the 1,100-c.c. Sports Car Race. Salvadori's G.P. Aston Martin equalled the lap record of 105.37 m.p.h.

During the afternoon Fangio landed at Silverstone by helicopter, was driven round the course in a Land Rover to the plaudits of the crowd and started the big race. There was also an interesting parade of Historic Cars, including the T.T. Garage's 1933 2.3 Alfa-Romeo, but in which Donald Campbell was a "non-starter" because the 350 h.p. V12 Sunbeam from Montagu Motor Museum broke its gearbox.—W. B.

* * *

The B.R.D.C. International Trophy Meeting, established as the major race of the year at Silverstone after being built-up for years by the *Daily Express*, was run again on May 2nd. under the expert control of John Eason Gibson and proved a very interesting, highly exciting race. It marked the debut of two of David Brown's new Aston Martin G.P. cars, which had to face opposition from Ferrari, B.R.M., Cooper and Lotus. These beautifully turned out cars have six-cylinder 2,493-c.c. light alloy engines with twin o.h.c. heads in which the valves are inclined at an included angle of 95 deg., dry-sump lubrication, dual ignition from Lucas magnetos driven off the back of each camshaft and three twin-choke Weber carburetters are used. The chassis is a space frame of small diameter chrome-molybdenum tubing with coil spring and wishbone i.f.s. with torsion anti-roll bar. At the back a de Dion axle with trailing links is sprung on torsion bars. Armstrong telescopic shock-absorbers are used. The gearbox provides five forward speeds controlled by a r.h. remote gear lever. The brakes are outboard Girling discs, with Ferodo pads and Avon have provided tyres similar to their well-known Road Speed tyres, 6.00 by 16 at the front, 700 by 15 at the back, of special rubber compound, on Borrani wire wheels. A limited-slip ZF differential is used. The body follows the classic modern form for large G.P. cars, with long nose, curved screen following back along the cockpit sides, and a short upswept tail, two exhaust pipes running along the off-side of the car. These cars were hardly expected to be rid of teething troubles and it was indeed a pleasant surprise to find Salvadori's on the front row of the grid, the Aston Martin having done a practice lap in 1 min. 40.4 sec., compared to 1 min. 40.2 sec. by Moss, who was driving a B.R.M., Brooks, whose Aintree Ferrari had managed 1 min. 40 sec. and Brabham, who had also done 1 min. 40.4 sec., in a works 2½-litre Cooper-Climax.

The second row was occupied by Flockhart (B.R.M.)—1 min. 41.2 sec., Shelby in the second Aston Martin—1 min. 44.8 sec.—and the American driver Lovely, whose 2½-litre Team Lotus-Climax had circulated in 1 min. 42.2 sec.

The best Phil Hill had done in his Ferrari was 1 min. 43 sec. and it might have been better had Enzo Ferrari sent Behra, who knows Silverstone. Row three thus had P. Hill, Graham Hill, 2½-litre Team Lotus—1 min. 43.2 sec.—Fairman in Atkins' Cooper-Maserati—1 min. 43.6 sec., and Taylor, F2 works Cooper— 1 min. 45.2 sec. Behind came Russell, F2 Cooper—1 min. 45.4 sec., McLaren, works F2 Cooper—1 min. 45.4 sec. and Ireland, works F2 Lotus—1 min. 46 sec. Then Burgess, in Atkins' 2.2 Cooper—1 min. 46 sec.—Marsh, F2 Cooper—1 min. 46.2 sec., Bueb, Cooper-Borgward—1 min. 46.4 sec., Scarlatti, his Maserati with a queer new tail and side cowling—1 min. 49.8 sec., then de Silva Ramos (Maserati)—1 min. 51.2 sec., Bill Moss in the U.R.S. F.2 Cooper—1 min. 51.8 sec. and Parnell, F.2 Cooper—1 min. 52.4 sec., with, right at the back, Miss de Filippis, whose Maserati had nearly been excluded for suspected oil-shedding—2 min. 01.2 sec. and Naylor's J.B.W.-Maserati which had qualified at an unspecified speed. Herrmann's Maserati and Stacey's works F.2 Lotus non-started.

Fangio dropped the Union Jack and the field roared in a crash of sound off the grid, Brabham in the lead, Salvadori in the noisy, crisp-sounding Aston Martin second, followed by Moss, Shelby in the other Aston Martin and Brooks (Ferrari) faintly stealing a lead on the closely-bunched pack.

After a lap Brabham led in the Cooper, Moss was second, ahead of the two Aston Martins, Flockhart's B.R.M. up in fifth place, Brooks sixth. By the end of the third lap Moss led for B.R.M. and Brooks was past Flockhart, these two unable to outpace the Aston Martins.

The fourth lap brought sensation, for Moss felt the brake pedal of the B.R.M. go to the floorboards coming into Copse Corner. He spun the car, which slewed half round again on the grass on the outside of the course and came to rest, its nose inches from the bank, engine still running. Moss sprang out, inspected something at the front of the car, smoke swirling momentarily from about the bonnet, then he vaulted up the bank to safety. Next he was running across the track, leaping the inner fence and running towards the pits. He returned with Rivers-Fletcher, who crossed the track with him to examine the front brakes. Moss then recrossed the track, said a few words to Tommy Wisdom and the photographers and walked dejectedly away. The B.R.M. spent the remainder of the race in the ditch. When it was removed fluid was still dripping from the Dunlops; the external brake lines were intact, the leak apparently being at the base of the pads casings. Fangio witnessed Moss' remarkable exit from the race.

This put Brabham in the lead and he drove like one possessed, sliding the tail of the Cooper out of the corners. Salvadori, the new Aston Martin appearing to handle splendidly, kept the Australian in sight but couldn't close on him. Brooks held third place but his Ferrari lacked fire and didn't seem to handle too well, over-steering. Flockhart, his face gradually blackening, drove the remaining B.R.M. hard in fourth place, close up to Brooks.

For lap after lap the order was Cooper, Aston Martin, Ferrari, B.R.M.—real racing variety—with Shelby fifth ahead of Phil Hill, in the other Ferrari.

The J.B.W. was in difficulties with a sticking throttle, Scarlatti's Maserati out with a split fuel tank and soon the luckless Graham Hill departed when the Lotus broke a brake pipe. Brabham kept winning prizes, Indianapolis fashion, for leading at different lap stages. Ramos' Maserati expired, Hill spun the Ferrari, in which he seemed uncomfortable, and the lady driver went comparatively slowly, de Filippis bending over to change gear forcibly but her Maserati going faster than we have previously seen a girl drive.

The race settled down—Brabham, Salvadori, Flockhart, Shelby, the second Aston Martin moving up as Brooks retired with a misfiring Ferrari. Hill stayed fifth, followed by Fairman in the Cooper-Maserati although he could only get 6,100 r.p.m. Moss was not being given Flockhart's car—there would hardly have been time in a 50-lap race and possibly Stirling was suspicious of the Dunlop brakes—and Brabham, occasionally clipping the grass at the corners, had drawn away from the Aston Martin. Salvadori gave us a heart attack as he seemed to miss a gear coming out of Copse on lap 25 but all was well, the exhaust note as crisp as ever, although Roy continued to look down at the gear gate.

Behind Fairman a trio composed of Ireland (his F.2 Lotus only finished shortly before practice, two fillers protruding from the tail, whereas on Hill's Lotus these were recessed), Bueb and Russell, fought a hard battle, Ireland and Bueb leaving Copse side by side lap after lap.

Right at the end the exuberant Aston Martin pit tried to speed up Shelby, hoping he could pass Flockhart and fill third place—

alas, he over-revved, and burst the engine, with two laps to go. So B.R.M. was third, Hill's uninspiring Ferrari fourth. But Aston Martin had every reason to be enormously encouraged, especially as on lap five Salvadori had equalled the existing lap record, proving that David Brown's new G.P. car has speed as well as reliability. So there is was—a really instructive race. Brabham had driven the works Cooper-Climax magnificently. For Moss the race was nearly fatal, for Ferrari a fiasco, and again Lotus had got nowhere, although Lovely went well until his engine required oil. The J.B.W. retired with gearbox trouble, de Filippis' Maserati with transmission failure.

B.R.D.C. INTERNATIONAL TROPHY RACE—50 Laps—150 Miles

1st :	Brabham (Cooper)	1 hr. 25 min. 28.6 sec.—102.73 m.p.h.	50 laps
2nd :	Salvadori (Aston Martin)	1 hr. 25 min. 46.2 sec.—102.38 m.p.h.	50 ,,
3rd :	Flockhart (B.R.M.)	1 hr. 25 min. 53.2 sec.—102.24 m.p.h.	50 ,,
4th :	Hill (Ferrari)		49 ,,
5th :	Fairman (Cooper-Maserati)		49 ,,
6th :	Russell (F. 2 Cooper)		48 ,,
7th :	Bueb (F. 2 Cooper-Borgward)		48 ,,
8th :	Burgess (Cooper)		48 ,,
9th :	Marsh (F. 2 Cooper)		48 ,,
10th :	Ireland (F. 2 Lotus)		48 ,,
11th :	Moss, B. (F. 2 Cooper)		46 ,,
12th :	Parnell, T. (F. 2 Cooper)		46 ,,
13th :	Taylor (F. 2 Cooper)		45 ,,
14th :	Lovely (Lotus)		44 ,,

Fastest lap : Salvadori (Aston Martin), 105.37 m.p.h.

Retirements : Moss (B.R.M.), lap 4, brake failure; Salvadori (Maserati), lap 5, split fuel tank; Hill, Graham (Lotus), lap 9, broken brake pipe; Ramos (Maserati), lap 16, gearbox failure; Brooks (Ferrari), lap 29, persistent misfiring; McLaren (Cooper), lap 39, no reason given; Naylor (J.B.W.-Maserati), lap 41, gearbox failure; de Filippis (Maserati) lap 40, transmission failure; Shelby (Aston Martin), lap 48, engine failure.

INTERNATIONAL GRAND TOURING CAR RACE—12 Laps (36 Miles)

Moss' 3.7-litre Aston Martin DB4 coupé could hardly help winning, as in practice he had lapped 5 sec. faster (1m 55.4 sec.) than Salvadori in Coombs' 3.4 Jaguar, these two sharing the front row of the grid with the quite astonishing Lotus Elites of Chapman and Whitmore, Chapman having been only 0.8 sec. slower than the Jaguar. On the second row Sir G. Baillie should have had his vast Chevrolet Corvette coupé, which had lapped in 2 min. 2.2 sec., but it non-started due to a grabbing front brake, leaving row two to Ian Walker's Elite and Sears' works three-carburetter Austin-Healey 100-Six. Two of the six twin-cam M.G.s non-started, Martyn's having dropped a valve.

In the race, after Reg. Parnell had warmed up the big DB4 coupé, Moss led all the way, followed by Salvadori's Jaguar and the remarkable Elite driven by its designer/producer, which displaced Sears' big Austin-Healey after half-distance. Ian Walker's Elite retired with something amiss at the off-side rear of the car which caused a slight fire, and Sprinzel's Speedwell Austin-Healey Sprite with overheating. Wood's Sprite fell out with valve trouble.

It is significant that Chapman's 1,220-c.c. Elite lapped as fast as Salvadori's 3,442-c.c. Jaguar, which was 1.76 m.p.h. slower than the winning Aston Martin. The 1,300-1,600 c.c. class was won by Bloxham in a Jacobs' M.G. at 81.01 m.p.h., the 1,600-2,600 c.c. class by Lawrence's Morgan Plus Four, at 82.44 m.p.h. The tiddlers' class (up to 1,300 c.c.) was a walk-over for Chapman and of the Sprites, Williamson's Alexander car was placed 19th, just ahead of Bob Gerard's Turner, both covering only 11 laps in a race-long duel, Hill's Speedwell Sprite coupé being outclassed. The Elites of Chapman, Lawry and Whitmore deservedly won the Team Prize. —W.B.

1st :	S. Moss (Aston Martin DB4)	86.94 m.p.h.
2nd :	R. Salvadori (3.4 Jaguar)	85.95 ,,
3rd :	C. Chapman (Lotus Elite)	85.42 ,,

SPORTS CARS OVER 1,100 AND UNDER 3,000 c.c. 25 Laps (75 Miles)

From practice times it looked as if this race would be a Cooper-Lotus battle although Moss had a 3-litre Aston Martin, which he could not get onto the front row of the grid. Likewise, the Lister-Jaguars were outclassed not only on handling but also for sheer speed. It seems that the days of the big sports cars are well and truly numbered now that the 2½-litre Climax engine is available.

Salvadori earned pole position with a lap of 1 min. 43.4 sec. in the John Coombs Cooper-Maserati with 2½-litre four-cylinder engine, and Graham Hill did 1 min. 44.4 sec. with a 2½-litre Lotus Fifteen. They shared the front row with Jim Russell and Jack Brabham both in Coopers.

At the drop of the flag Salvadori went into the lead followed by Moss who had pushed the Aston Martin between Hill and Russell. First time round Salvadori still held his lead but Graham Hill was closing rapidly in the Lotus and Stacey in a 2-litre Lotus was holding fourth place from Jack Brabham. Hill took Salvadori on the second lap and proceeded to pull steadily away from the field while Brabham had now taken Stacey and was about to pass Moss in the Aston Martin who broke the 3-litre sports car lap record in his efforts to keep in front.

Douglas Graham found the Innes Ireland 2-litre Lotus a handful and went on to the grass at Copse on one lap and followed this up by later spinning off at Copse. Although the track was clear the marshals waited until the leaders were in sight again before pushing poor Graham across the track. On lap eight Brabham got by Moss and in so doing broke the absolute sports car lap record with a time of 1 min. 43.6 sec. (101.71 m.p.h.). Stacey decided to take Moss also and on lap 10 he succeeded, but on lap 16 he appeared round Woodcote with apparent collapse of the front suspension and crashed into the grass bank on the outside of the corner at high speed. The front end of the car was very badly damaged and Stacey was lucky to escape with a shaking. This accident may have been brought about by a bumping incident in which Stacey nudged Brabham onto the grass and forced him to make a pit stop which dropped him to seventh place. Meanwhile Masten Gregory had brake failure on the Ecurie Ecosse Lister-Jaguar and went straight on at Becketts, mounting the barrier and suffering a badly cut thigh which put him out of the Trophy race.

Hill had been going magnificently and the Lotus sounded very crisp, but on lap 17 the Hornsey bogey struck and he pulled into the pits with the differential grinding itself to pieces, a fault probably brought on by the extra power of the 2½-litre engine.

These incidents left Salvadori with a comfortable lead, over 12 sec. in front of Moss who was very fortunate to be in second place as were Bueb and Flockhart in Lister-Jaguar and Tojeiro-Jaguar respectively in holding third and fourth places. These four held their positions to the end of the race with Whitehead a bad fifth in his Aston Martin. Moss left the 3-litre sports car record at 1 min. 45 sec., Stacey the 2-litre record at 1 min. 44 sec. and Brabham the absolute sports-car record at 1 min. 43.6 sec., 0.4 sec. faster than Masten Gregory's record in the 3.8-litre Lister-Jaguar.

1st :	R. Salvadori (Cooper-Maserati) 2½-litre	98.40 m.p.h.
2nd :	S. Moss (Aston Martin) 3-litre	98.23 ,,
3rd :	I. Bueb (Lister-Jaguar) 3-litre	96.77 ,,

INTERNATIONAL PRODUCTION TOURING CAR RACE 12 Laps (36 Miles)

The saloon cars usually provide good value for money but a singularly uninspiring entry and a large number of non-starters reduced the interest of the race. The four classes were so divided that the overall and class winners could be predicted easily and these looked to be wins for Jaguar, Ford, Volvo, and Austin.

The Volvo factory had entered four cars for Wessblad, Nystrom, Bengtson and Gunnar Andersson the European Rally Champion and in their class the only opposition looked to come from Les Leston and G. H. Grace, both in 1.5 Rileys. In the over 2,600 c.c. class five 3.4 Jaguars were entered with another battle indicated between Bueb and Salvadori, and in the baby car section the only opposition to a bunch of Austins was the dimutive 747 c.c. three-cylinder two-stroke Saab in the hands of Chris Threlfall, which unfortunately non-started. Doubtless the four Volvos warranted the title of "International".

Naturally the Jaguars led away from the start and they took up the order of Bueb, Salvadori, Baillie and Protheroe in which positions they remained for the rest of the race. In fifth place was Peter Blond, keeping his 2.4 Jaguar in front of Tom Dickson's 3.4 who took seven laps to overtake Blond. D. J. Uren held a comfortable seventh place and second place in his class to Blond and Andersson's Volvo was drawing away from Leston's Riley. Leston was only just holding off Bengtson's Volvo and the Volvo seemed to have plenty of steam in hand. On lap four Grace's Riley 1.5 shed its front nearside wheel coming out of Copse and came to rest safely on the grass. The pressed steel wheel had pulled over the nuts and when some washers were added the car was soon on its feet again.

Doc Shepherd's very fast and stable Farina A40 easily led the under 1,000-c.c. class and in fact was leading David Shale in Cuff-Miller's Ford Zephyr. Nearly everyone kept station to the end of the race except for Bengtson's Volvo which swept past Leston to beat him by .6 sec. to give a class 1, 2 for Volvo.

1st :	I. Bueb (Jaguar 3.4)		86.57 m.p.h.
2nd :	R. Salvadori (Jaguar 3.4)		86.29 ,,
3rd :	Sir G. Baillie (Jaguar 3.4)		85.88 ,,
Up to 1,000 c.c. :	G. Shepherd (Austin)		75.65 ,,
Over 1,000 and up to 1,600 c.c. :	G. Andersson (Volvo)		77.54 ,,
Over 1,600 and up to 2,600 c.c. :	P. Blond (Jaguar 2.4)		82.42 ,,

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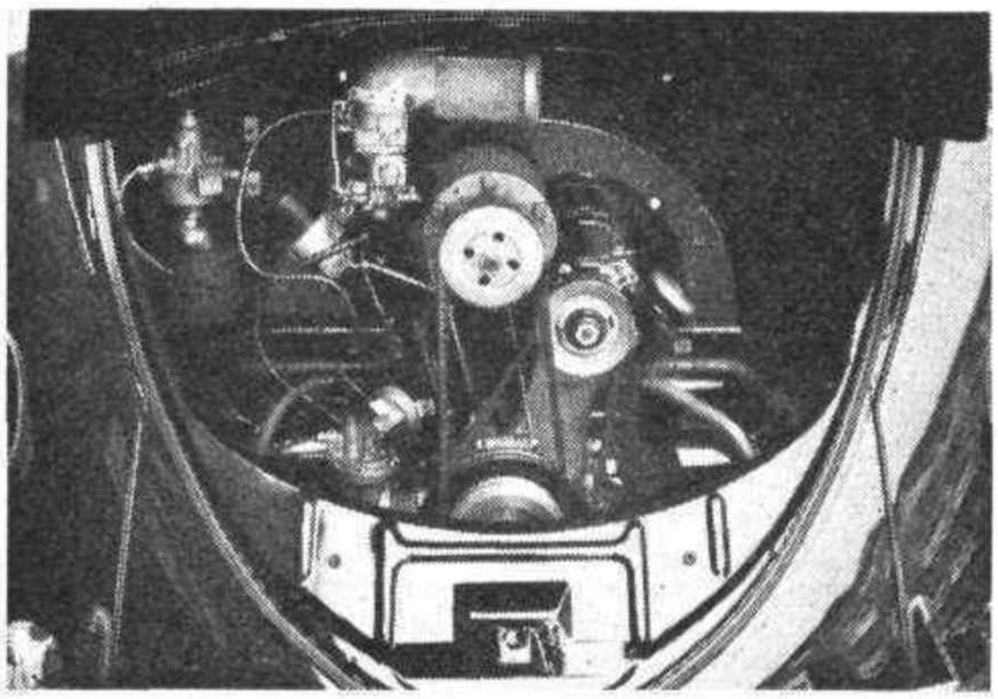
JUDSON-BLOWN VW

THE article "Hot VWs" published in MOTOR SPORT last March aroused widespread interest, and we were asked by the Service Garages of Colchester to test a Volkswagen supercharged by Judson. Accordingly we have been driving a smart black 1959 sliding-roof saloon, standard except for an excellent Philips radio, rim embellishers, wing mirrors, twin Lucas 4LR yellow spot-lamps, plastic seat covers and G.B. letters, and the Judson installation. The car was shod with Continental "Schlauchlos" tubeless tyres and the Judson blower had done 8,000 miles on another VW before being fitted to this car at 68 miles. As received for test purposes the mileage was some 1,100 miles, the supercharger having, therefore, run more than 9,000 miles.

The Judson is a rotary vane-type positive displacement compressor made by the Judson Research & Mfg. Co., of Conshohocken, Penna. As applied to the VW it sits directly north of the engine, the installation very neat and compact. The drive is by dual V-belts from the crankshaft, the blower running at 1.3 times engine speed. The normal Solex carburetter is retained, with different jet, a special gauze air cleaner is fitted at right angles to the air intake and lubrication is effected automatically by suction from a glass bottle mounted on the left of the supercharger and containing engine oil—in the case of the test car Shell X-100. The Judson compressor measures 5½ in. by 9 in., weighs 17 lb. and blows at 6 lb./sq. in. Its noise-level in decibels is claimed to be the same as that of a VW engine running unblown, namely 55, and an increase in horsepower of 21 is claimed, or 57 b.h.p. from an otherwise standard VW engine. Rear-wheel h.p. of 42, an increase of 18, or 23 at 2,000 r.p.m. (an improvement of 9 h.p.) is amongst the maker's claims.

The most outstanding feature of this Judson supercharger installation is the almost complete silence in which it operates—it endows the somewhat staid VW with useful extra acceleration and speed without extra noise. Indeed, even with the windows and roof open it is virtually impossible to tell that a blower is fitted. The choke is retained for starting and no disadvantages crop up from applying the Judson, the only trouble experienced being that the carburetter air-cleaner repeatedly fell off, so that eventually we ran without it, for fear that the lid would foul the belt drives.

Like almost all VWs, this one had a decidedly optimistic speedometer, but, allowing for this, the genuine maxima in the gears are: first, 23 m.p.h.; second, 47 m.p.h.; third, 69 m.p.h. (readings of 25, 50 and 74 m.p.h., respectively). In fact, such maxima are not any aid to acceleration, changes being made at indicated speeds of approximately 20, 42 and 65 m.p.h., respectively. In top gear an indicated 75 m.p.h. comes up easily and a mile of clear road serves to bring the needle to 80. The engine is as docile as the standard unit, pulling away without complaint from an indicated 25 in second and from an indicated 30 m.p.h. in top gear. Using good, but not 100-octane petrol, there is no pinking or running-on. A faint trace of clutch slip was noticeable when accelerating hard.



THE JUDSON SUPERCHARGER INSTALLATION is accommodated very neatly on the VW engine and it effectively livens up the performance of the car with practically no increase in noise-level, although it does increase the consumption of fuel. Note the oil container on the left and the special air filter above the carburetter.

ACCELERATION TABLE

(Speedometer corrected for optimism.)

	Normal 1957 *VW*	*Rally Equipment 2-carb.* 1958 *VW*	*M.A.G.-s/c.* 1958 *VW*	*Judson-s/c.* 1959 *VW*
0-50 m.p.h.	20.0 sec.	16.0 sec. (16.7 sec.)	15.7 sec. (15.8 sec.)	16.3 sec. (16.8 sec.)
0-60 m.p.h.	33.1 sec.	24.4 sec. (25.1 sec.)	21.0 sec. (21.1 sec.)	26.3 sec. (26.4 sec.)
s.s. ¼-mile	23.7 sec. (23.7 sec.)	22.8 sec. (23.0 sec.)	21.7 sec. (21.7 sec.)	22.0 sec. (22.1 sec.)

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

Naturally, performance has to be paid for, and as the extra acceleration is very usable for passing slower cars and working up quickly to a genuine 65-m.p.h. cruising speed after a check, petrol consumption suffers. In normal running, not taking the engine to high speeds in the gears, but giving it its head on the straights, we recorded 31 m.p.g., including some starting and stopping. During performance testing the consumption rose to 26 m.p.g. It was not necessary to add oil to sump or blower supply during the 600 miles we drove the car.

Although we had a perfectly still, dry evening when we took performance figures, and were fortunate in securing the services of an R.A.C. time-keeper, we could not get near to the acceleration claims made in the Judson publicity folder. The VW was, admittedly, very new. It carried two persons and about 3½ gallons of fuel. The following are the figures recorded, allowing for speedometer error: 0 to 30 m.p.h. in 6.8 sec., 0 to 40 m.p.h. in 10.7 sec., 0 to 50 m.p.h. in 16.3 sec., 0 to 60 m.p.h. in 26.3 sec., and the s.s. ¼-mile in 22.0 sec. A speedometer 0-60 m.p.h. occupied 22.3 sec. On a journey the acceleration is more usable than these figures may suggest, and this blown VW winds its way through traffic and up hills very effectively.

In conclusion, the sun-roof was much appreciated and the radio was fully audible at 70 m.p.h. with the roof open, which disproves the legend that the VW is a noisy car. Once again, while driving a VW, I was rammed by a B.M.C. product—woman in Austin at Victoria, whose retort was, "Have I caused any damage? I am in a hurry to get to the station."—quite remarkable!

For those who do not have the March issue to hand, we append the VW performance figures published therein, with those for the Judson-blown car added. The Judson installation costs £80 and the agents are The Service Garages, 83-85, East Hill, Colchester, Essex

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MINIATURES NEWS

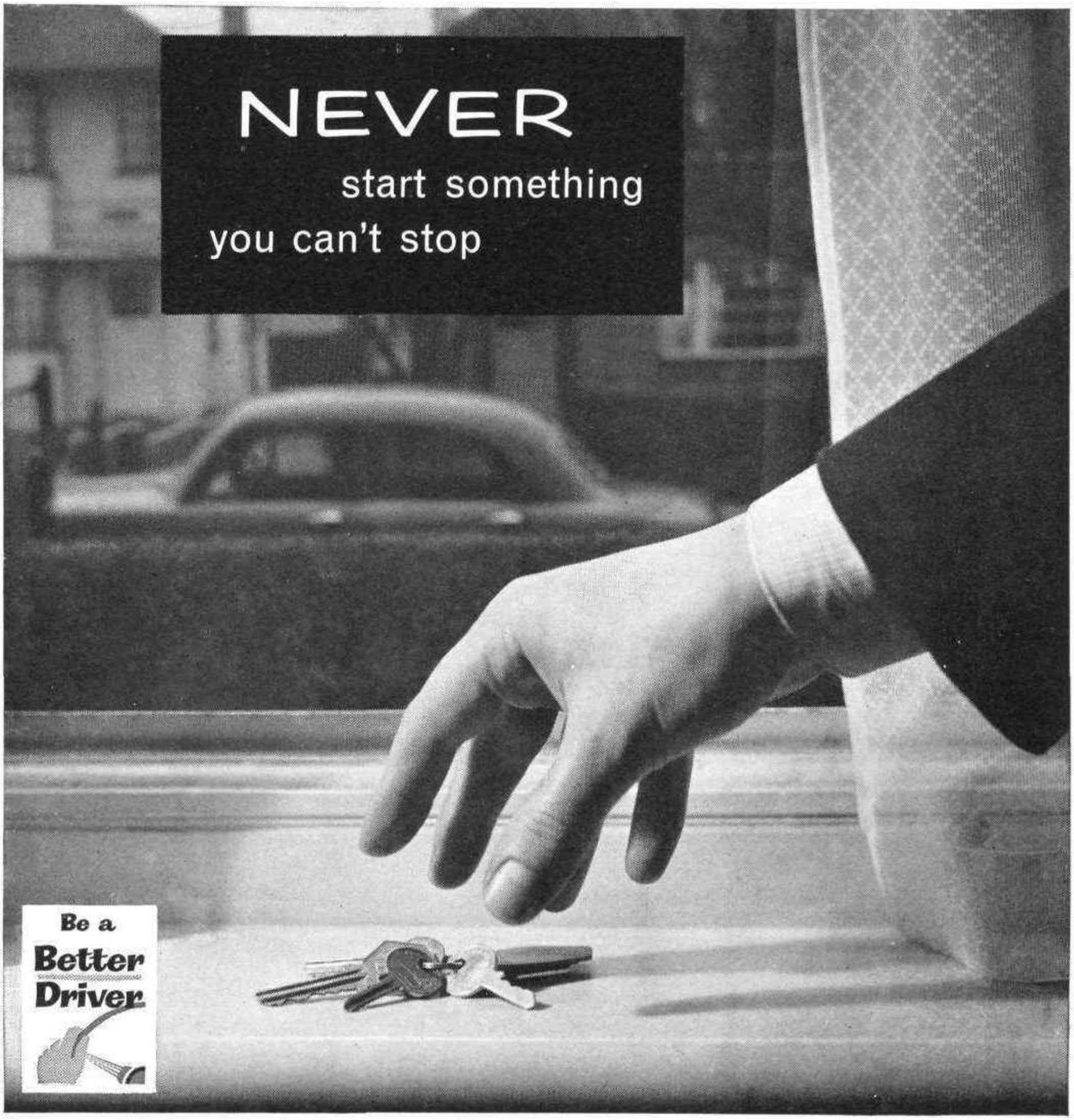
The flow of new motor-car miniatures is steady and continuous and collectors who like to be up-to-date must now possess a large number of these fascinating little models. Perhaps the best way of displaying them is to obtain a tall glass-fronted cupboard with shelves, devoting sections of cars of different nationalities, with appropriate backgrounds painted on card or modelled. However, model roadways and race tracks may be preferred by avid model makers.

This time full marks go to Meccano Ltd. for introducing a miniature "Dinky" edition of the sensational Triumph Herald on the very day that this new British car was announced. So those dealers and motorists who have not seen a Herald have only to visit their nearest toy-shop and purchase Dinky Toy No. 189 to know what the saloon looks like.

Meccano have also added a B.B.C. "Roving Eye" T.V. van to their Dinky range, with rotatable tower and a realistic aerial, which should be in the background of every motor-racing layout, while the newest "Model of Yesteryear" from Lesney is the coal-burning American 4-4-0 locomotive "Santa Fe," with fine smokestack and cow-catcher. To their military miniatures Lesney have added an Austin Mk. 2 radio truck and a Saladin 6-6 armoured car, to their usual high standard of detail work.

Corgi have introduced an attractive Mercedes-Benz 300SL hard-top (No. 304) and a forward-control Jeep FC-150 (No. 409), both at 3s. 6d., besides the Ford Thunderbird (No. 214) which we referred to last month. The T-bird miniature is obtainable in free-running or mechanical forms, priced, respectively, at 3s. 6d. and 4s. 9d.

With so many realistic replicas of real cars now on the market it must be increasingly difficult for "Dinky," "Corgi," "Lesney" and others to think of fresh subjects for models. Why not some mini cars, such as Fiat 500, N.s.u. Prinz, Lloyd, B.M.W. "bubble," etc. ?—W. B.



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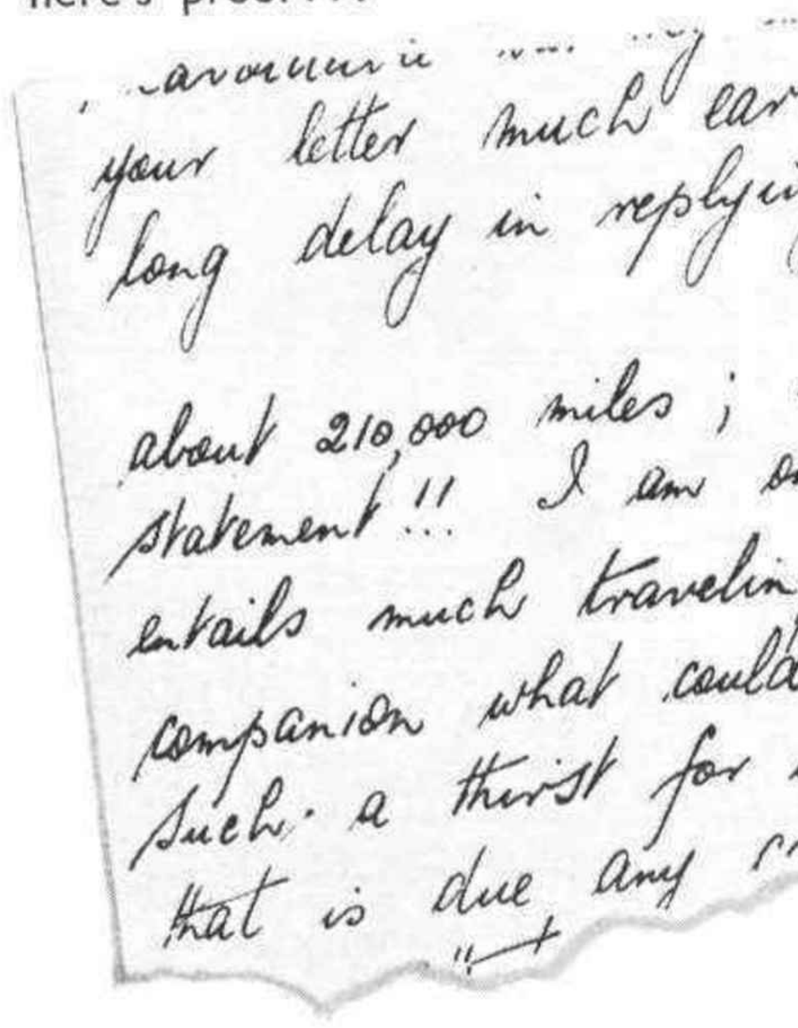
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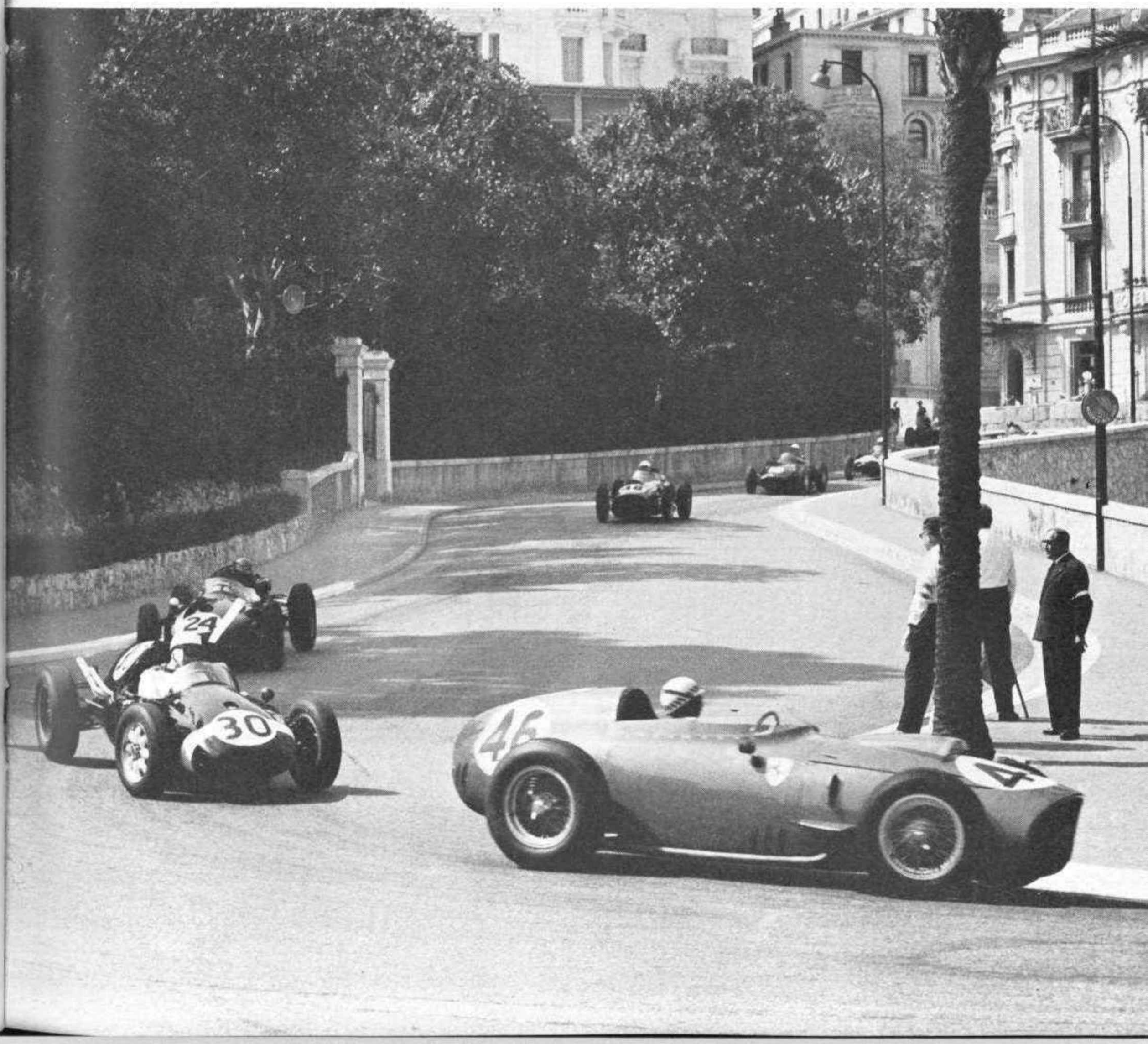
PICTORIAL REVIEW

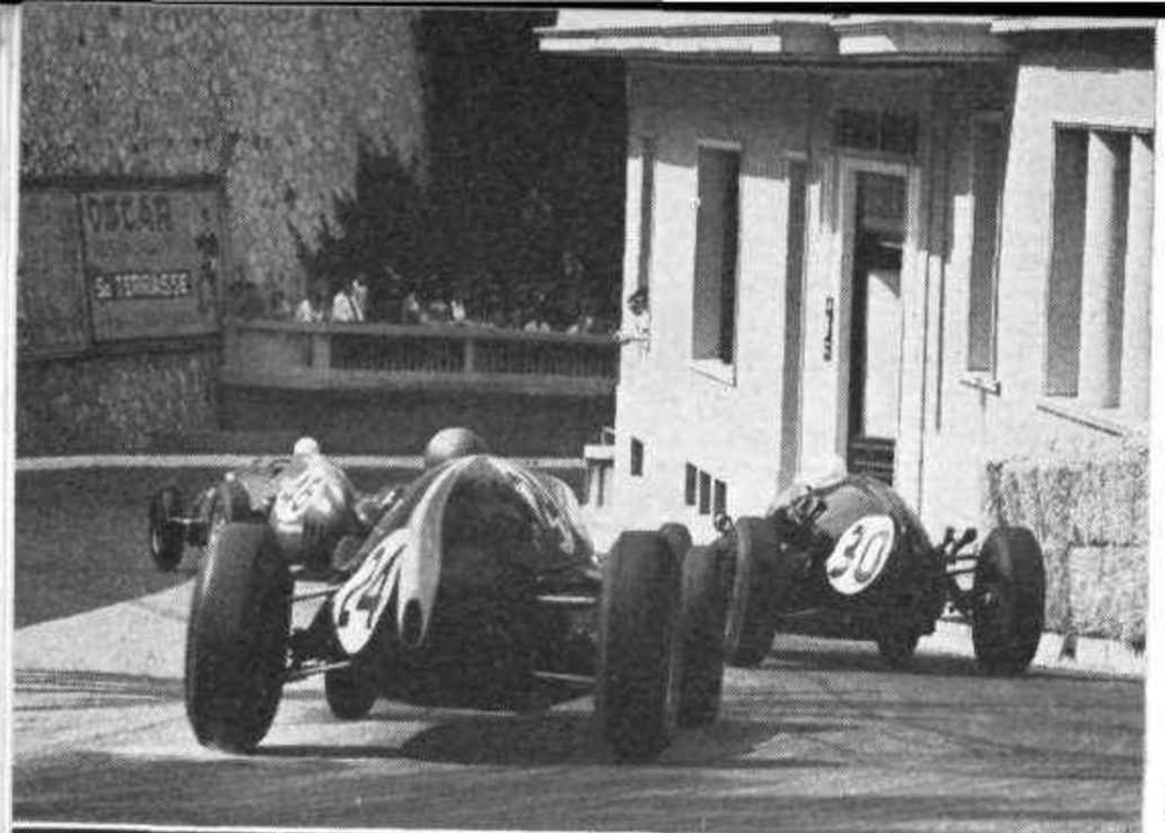
B.R.D.C. Silverstone **Monaco Grand Prix**

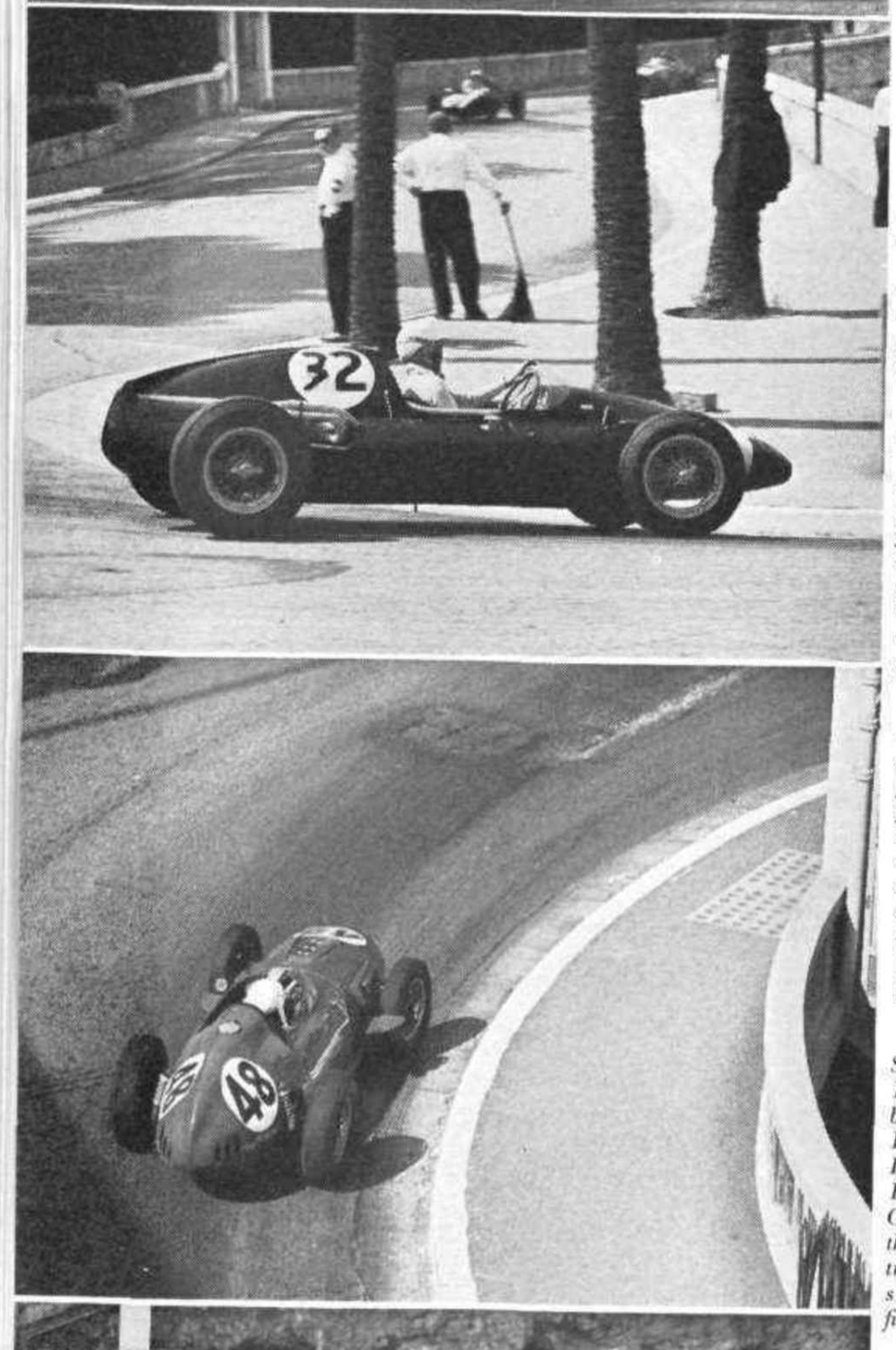
Prescott **Crystal Palace**

B.A.R.C. Whit. Goodwood

ROUND ONE, LAP ONE.—A field of 16 cars, led by Behra's works Ferrari, Moss' Walker Cooper-Climax and Brabham's works Cooper-Climax, stream round the Mirabeau bend and downhill into the tight left-hander at the railway station on the opening lap of the G.P. de Monaco, the first event qualifying for the 1959 World Drivers' Championship. The first three cars, followed by P. Hill's Ferrari, maintained these positions until the 22nd lap, when Moss moved ahead. A lap later Brabham also took Behra, whose car blew up as it completed its 24th lap. Moss retired on lap 82, and Brabham won by 20.4 sec. from Brooks' Ferrari.





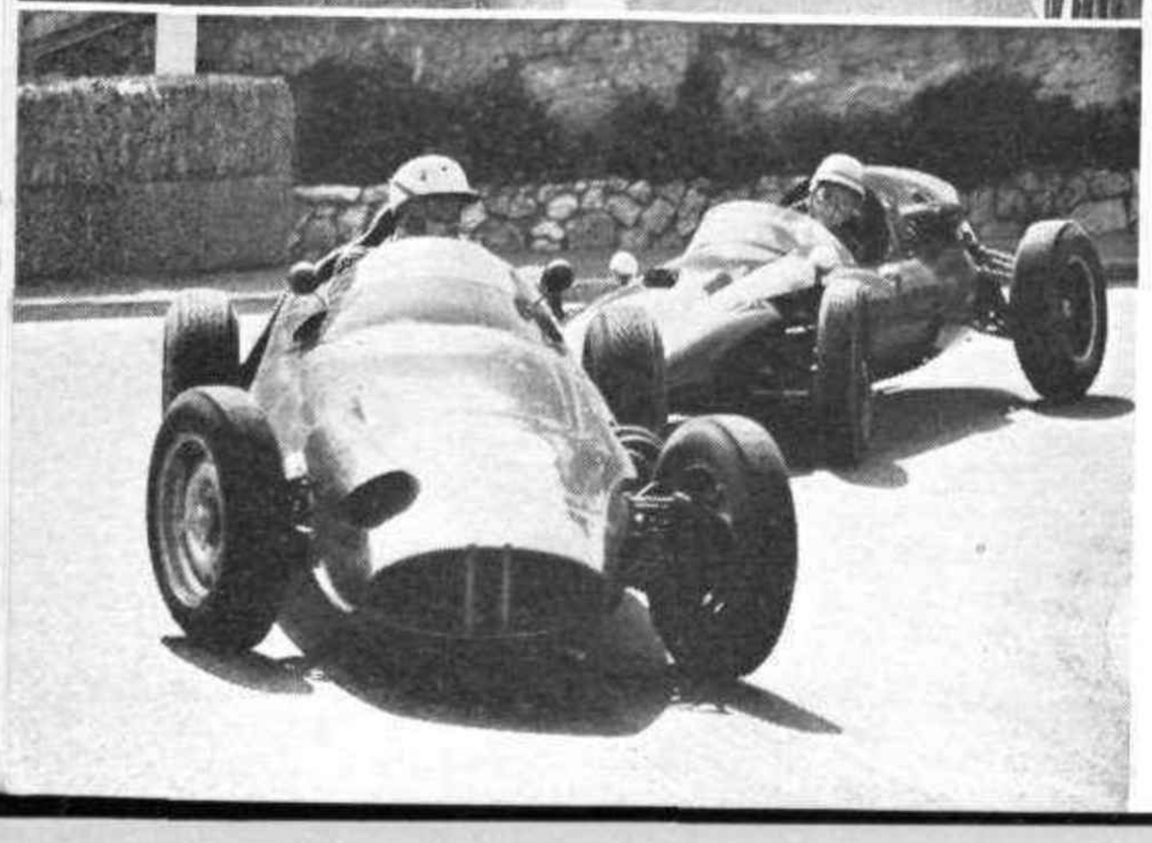


PHIL HILL (and our photographer!) had this exciting view of Jean Behra's Ferrari, and the Cooper - Climaxes of Stirling Moss and Jack Brabham as the leading trio swept down from the railway station towards the promenade during the opening stages of the Monaco G.P. This three-cornered battle lasted for nearly a quarter of the full race distance, and caused Behra's engine to blow up.

MAURICE TRINTIGNANT, who scored an unexpected but none-the-less decisive win for Rob Walker last year, could only manage third place this time, although he had the 2½-litre Climax engine in his Cooper in place of the 2-litre unit used last year.

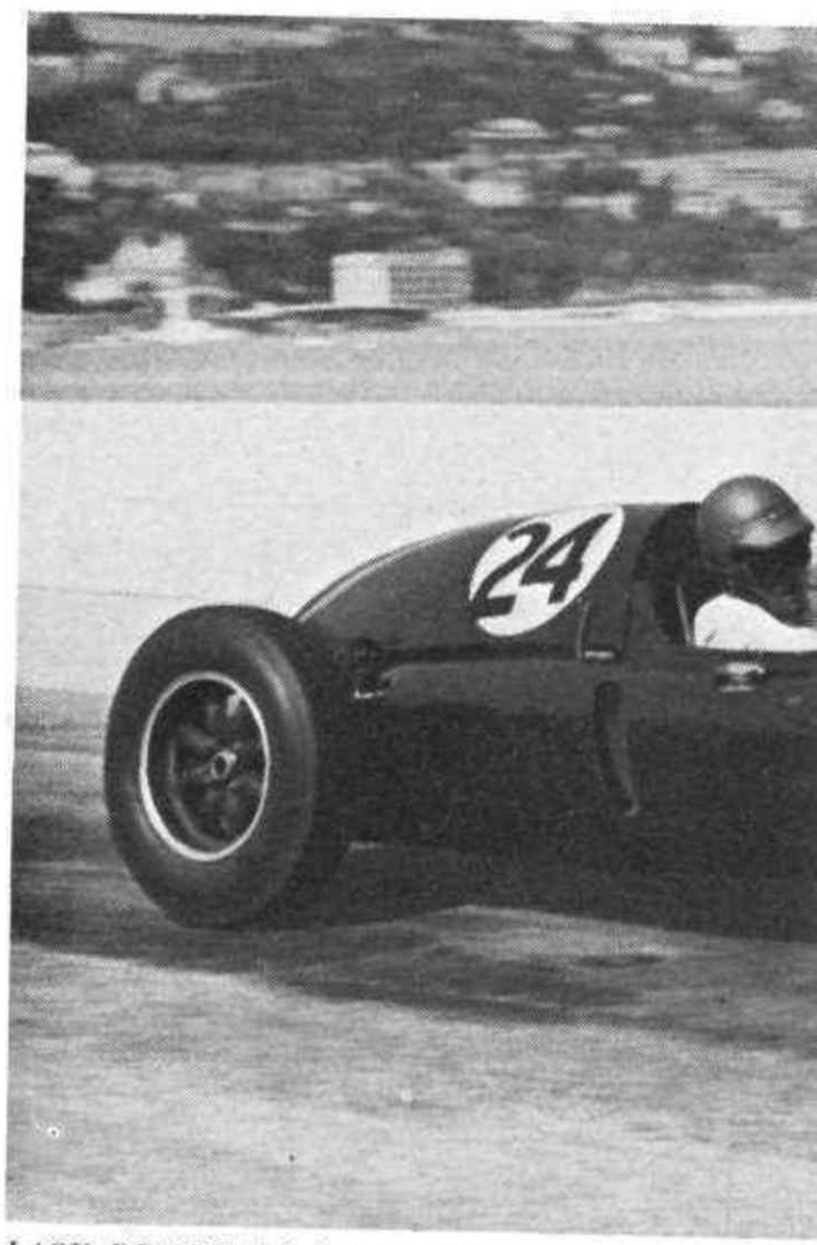
PHIL HILL, after a most promising start in fourth place, gradually fell back due to over-exuberance on an unusually slippery surface, which resulted in several spins. However, retirement of the opposition left him with a fourth place in the final results, three laps down.

SWEDEN'S JOAKIM BONNIER made the best initial showing of the B.R.M. drivers. In this Illustration he is leading Bruce McLaren (works Cooper-Climax 2.21 litre) through the right-handed turn outside the railway station. McLaren finished fifth, four laps behind Brabham.





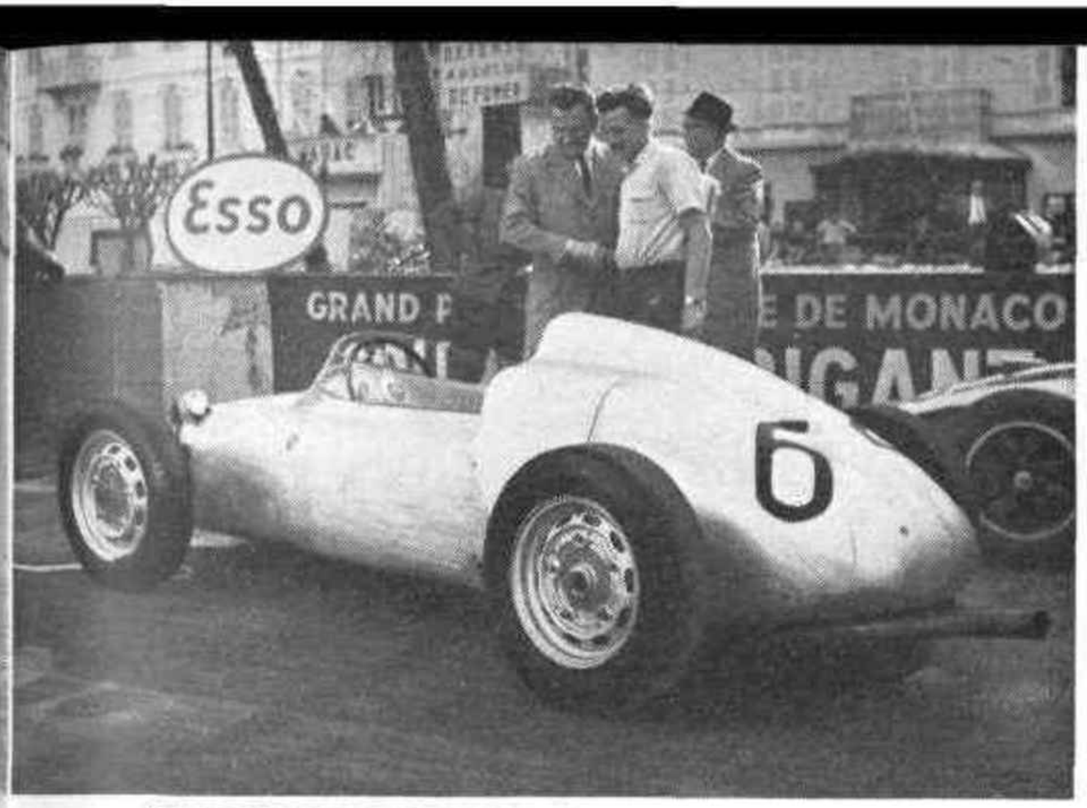
FUEL AND EXHAUST fumes made a sick driver of Tony Brooks who otherwise might have been able to offer more effective opposition to the leading Cooper on behalf of Ferrari towards the end of the 100-lap race. He crossed the line 20.4 sec. behind Brabham.



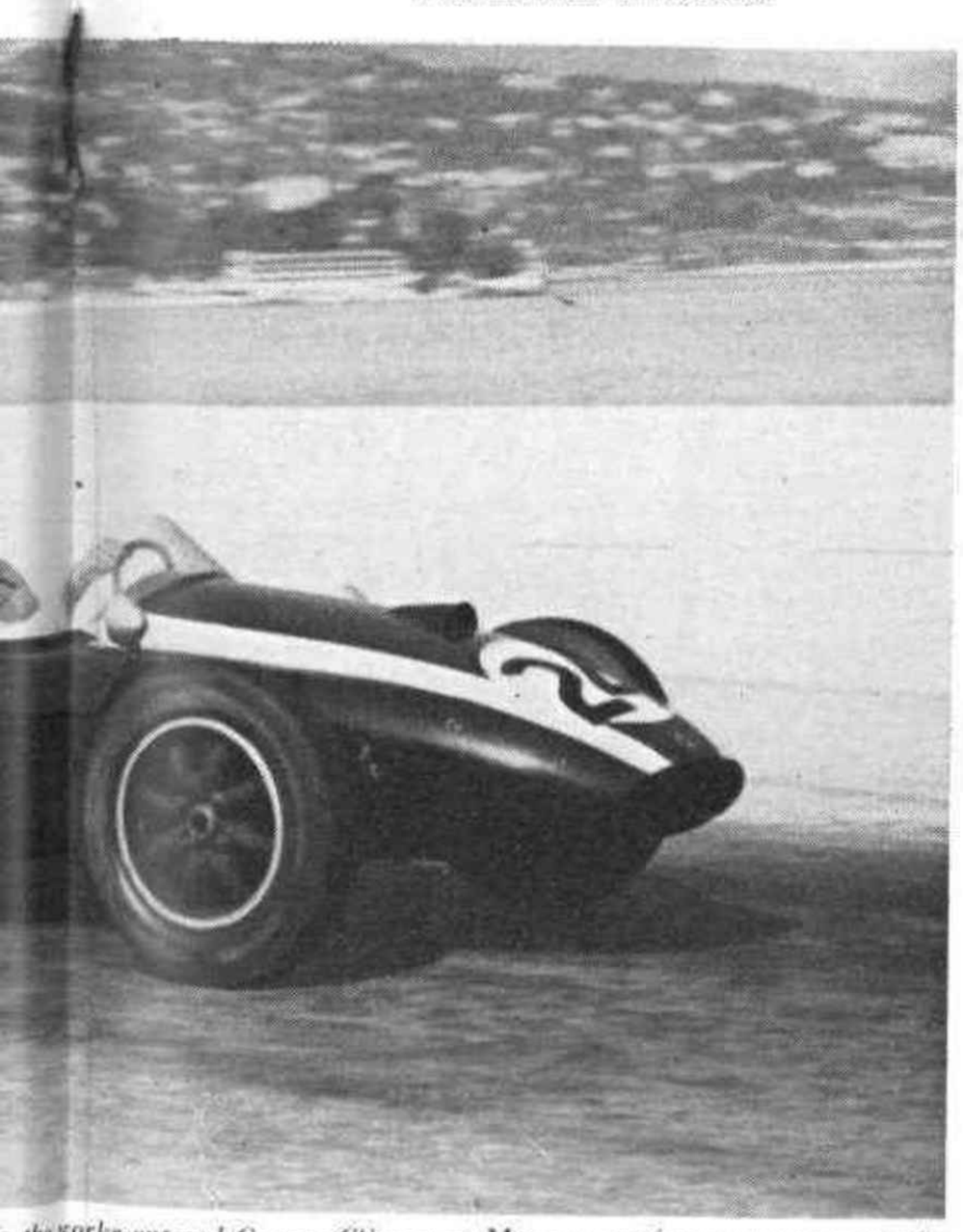
JACK BRABHAM drove a well-judged and calm race i lap for the circuit in the process, thus adding a ninth poi here straightening up as he brings the car on to t

2.55 p.m. ON WHIT MONDAY.—Moments after the fall of the starting flag competitors in the Whitsun Trophy Race for non-supercharged sports cars leap into their vehicles at Goodwood. Ron Flockhart is seen almost ready to start No. 3 Tojeiro-Jaguar, in which he led this 21-lap race on all except laps eight, nine and 10, when Clark led in a Border Reivers Lister-Jaguar.



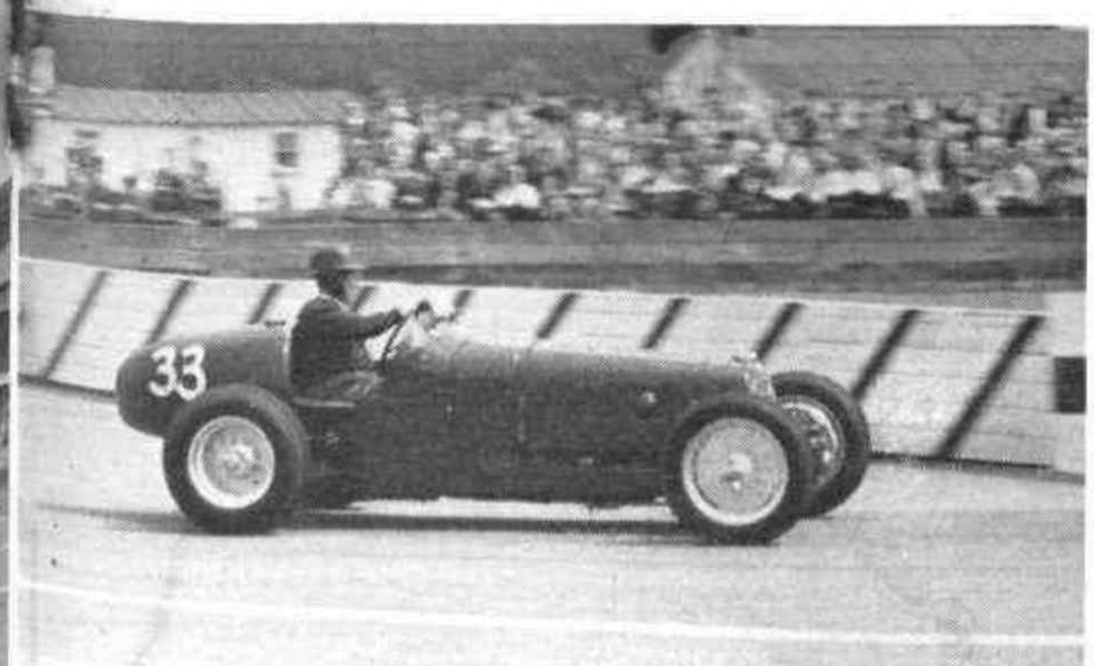


TWO YEARS EARLY for the next Formula 1, the new Formula 2 Porsche single-seater proves that the Stuttgart concern are showing a most active interest in the 1961 Formula. The car, which has large drum brakes, and a six-speed gearbox, recorded the fastest practice lap by a Formula 2 car at Monaco.



n the works-entered Cooper-Climax at Monaco, setting up a new record nt to his Championship tally at the end of the first round. He is seen ne promenade, just before the treacherous right-handed tunnel.

AN E.R.A. AT THE CHICANE.—A fine action picture of G. Chapman, in an E.R.A. once owned by Embiricos, taken during the Pre-War Racing Car event at the Whitsun B.A.R.C. Goodwood Meeting. Chapman finished second to Douglas Hull's 2-litre E.R.A.

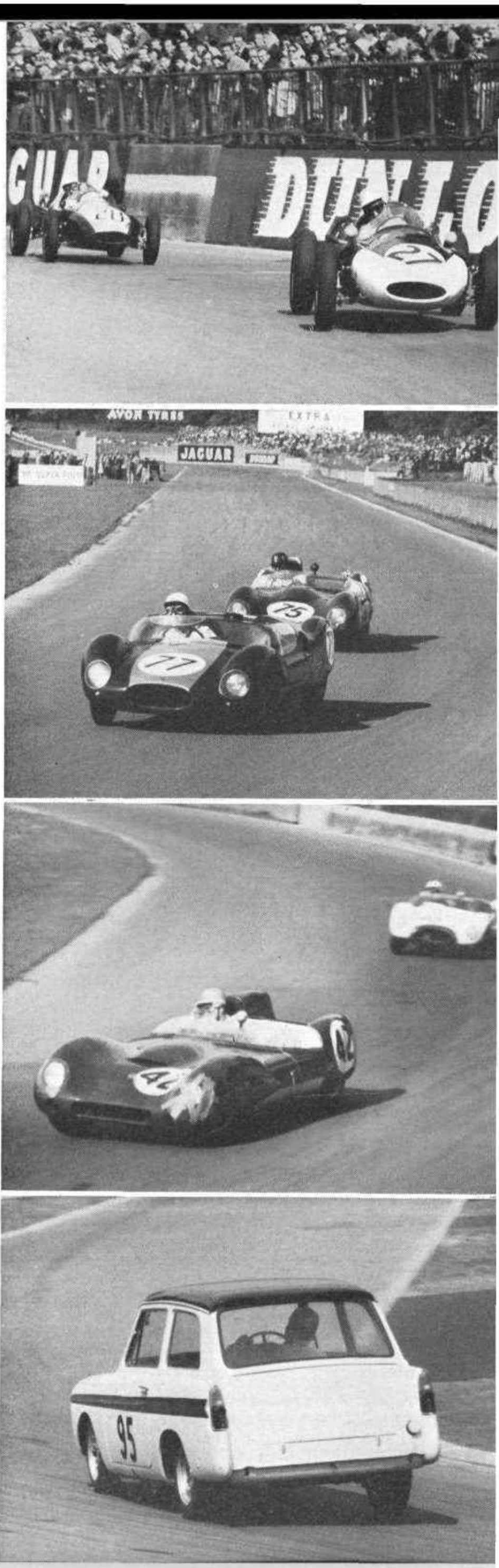


DUEL RENEWED.—Jim Russell and Roy Salvadori duelled for the lead for several laps in the 36-lap London Trophy at Crystal Palace but Russell was forced to stop to deal with a recalcitrant clutch.

LIVELY LOTUS.—The 15-lap Norbury Trophy race at the Whit-Monday Crystal Palace meeting was enlivened by a duel between Graham Hill (2½-litre Lotus XV) and Jim Russell (Cooper Monaco 2-litre) and later between Hill and Salvadori (Cooper-Maserati 2½-litre). After Hill had disposed of Russell he went after Salvadori and was beaten by only a nose. In the chase he broke the absolute lap record with a speed of 83.12 m.p.h.

ONLY TWO 1,500-c.c. cars entered the Anerley Trophy Race with two heats and a Final at Crystal Palace, the remainder of the field being made up of 1,100-c.c. cars. Innes Ireland (Lotus Fifteen) beat Salvadori in the heat and in the Final, setting up a 1,500 c.c. class lap record of 80.45 m.p.h. in the process.

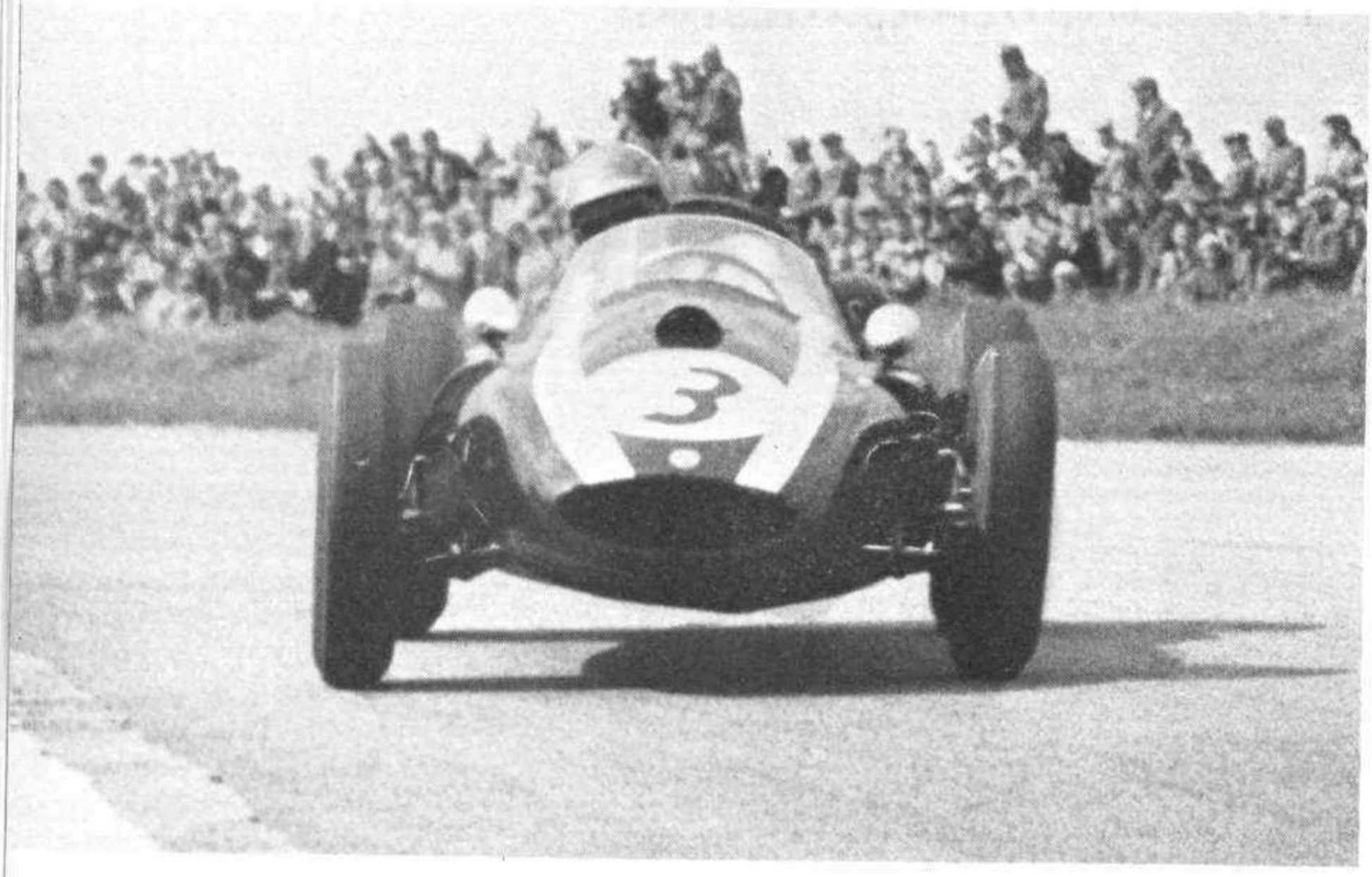
BIG SURPRISE of the Touring Car race at Crystal Palace was the performance of G. H. Williamson in the Alexander Engineering Austin A40. After an initial tussle with Les Leston (Riley 1.5) he took an easy lead.







STIRLING SLIDING.—The most exciting episode during the B.R.D.C. International Trophy Meeting at Silverstone was Moss' slide at Copse when the Dunlop disc brakes failed to retard the front wheels of No. 7 B.R.M. In the picture on the left Moss has the car sideways-on and is beginning to look over his shoulder preparatory to steering the car backwards. In the other picture, an angry Stirling climbs from the car, having found that he cannot drive it backwards out of the ditch. An official is seen giving "thumbs up" to the medical staff across the track but hardly any of the public seems to realise that Moss has ended up in the ditch.



BRAVO BRABHAM!—Only Salvadori's new Aston Martin Grand Prix car challenged the Australian driver in the International Trophy Race. He won easily in the works F.1 Cooper-Climax but most of the time he was in a considerable hurry, as this picture suggests.

FAMILY RACER.—Impressive at Goodwood and outstanding at Silverstone, George Shepperd's astonishing Austin A40—the new sort—is as steady as it is fast.

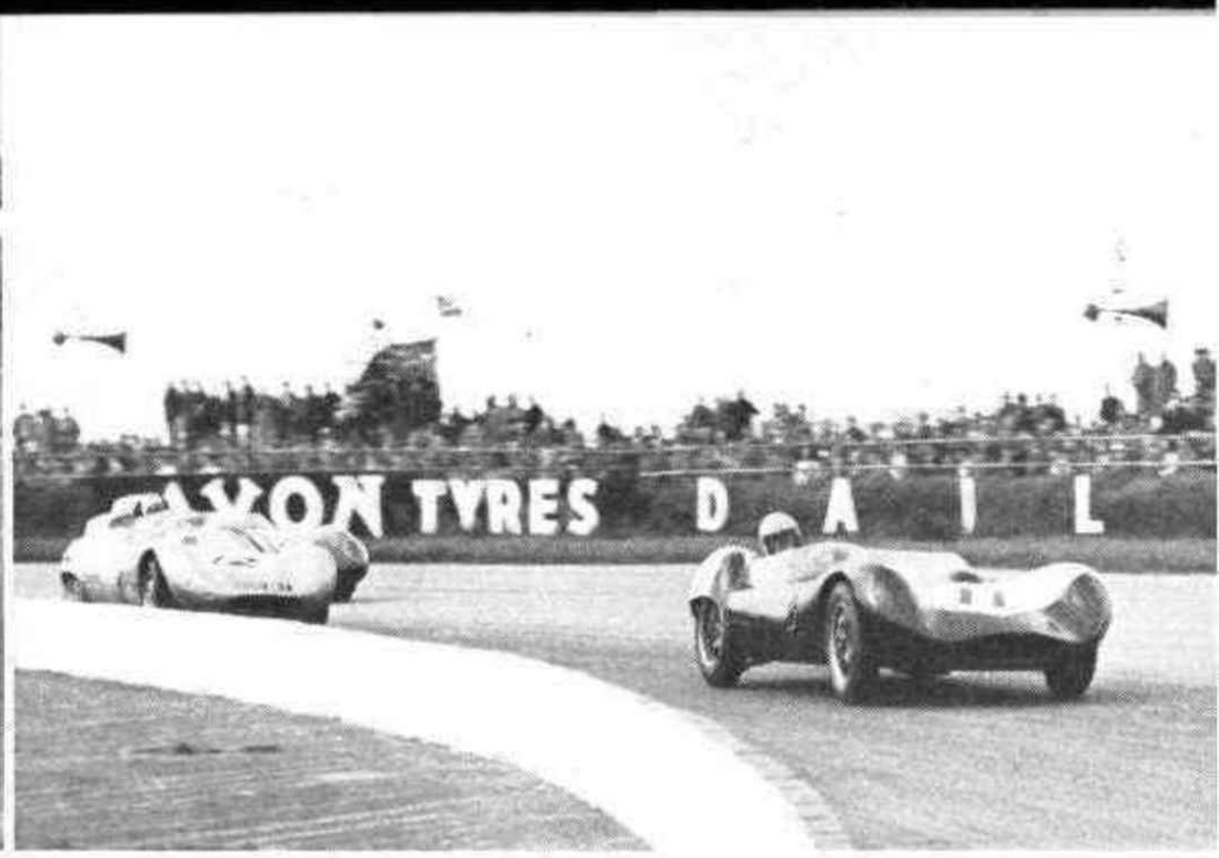
SWEDISH CHALLENGE.—Interest was lent to Silverstone's Production Touring Car Race by the entry of four works Volvos. One non-started, but after a race-long duel with Leston's 1.5 Riley, the Volvos of Gunnar Andersson—seen here with plenty of roll on—and Gunnar Bengtson, finished ahead of the British car.



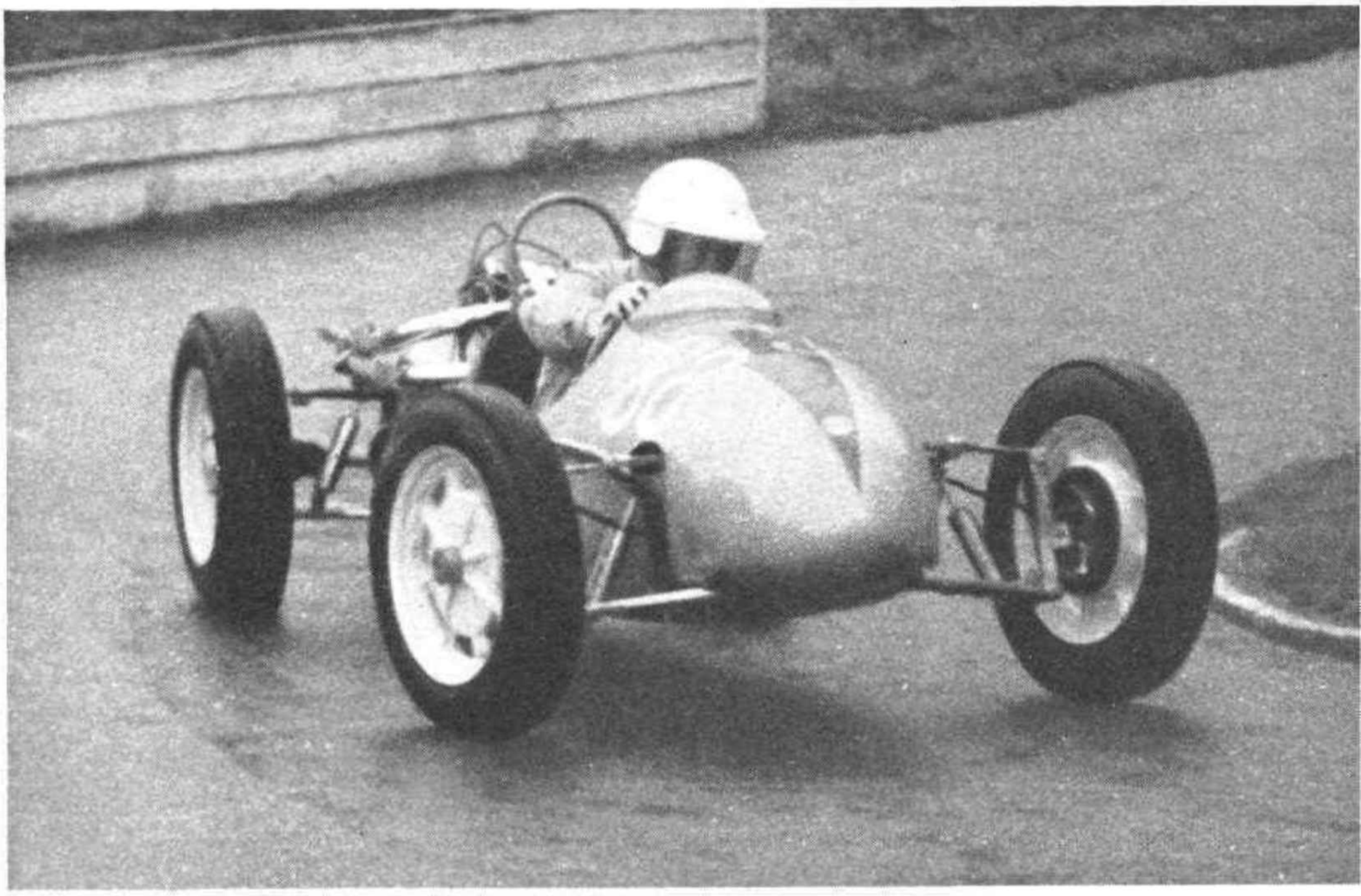




FINE-WEATHER VICTOR.—At Goodwood Easter Meeting Roy Salvadori could not control John Coombs' Cooper-Monaco sports car with 2½-litre Maserati engine. At Silverstone the course was dry for the International Sports Car Race and he was able to beat everything, including all the 3-litre cars, one of them Moss' Aston Martin.

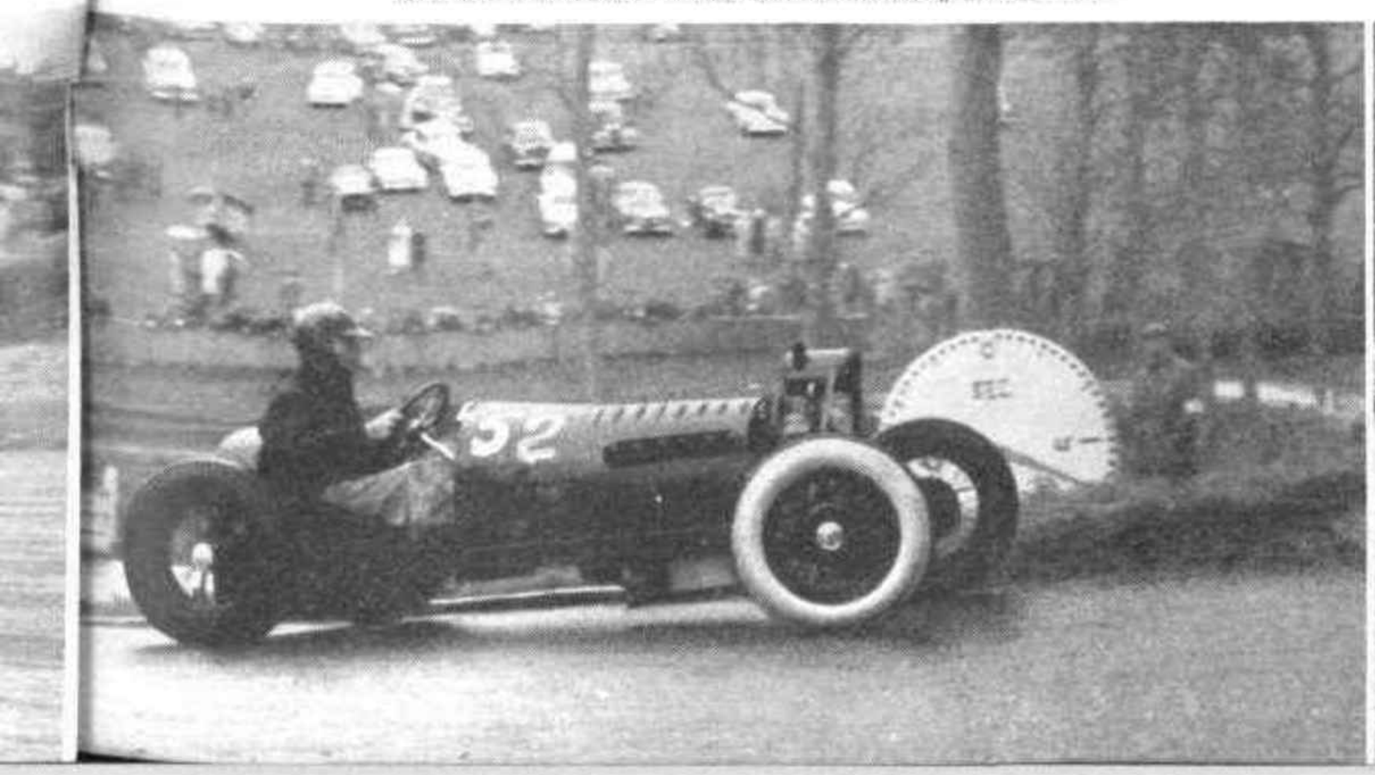


LOLA ASCENDANCY.—Repeating their convincing performance at Goodwood, these 1,100-c.c. sports cars did it again at Silverstone, finishing first and second, driven by Ashdown and Taylor. This time Dickson's Elva was third and these newcomers out-classed the large field of Lotus cars.

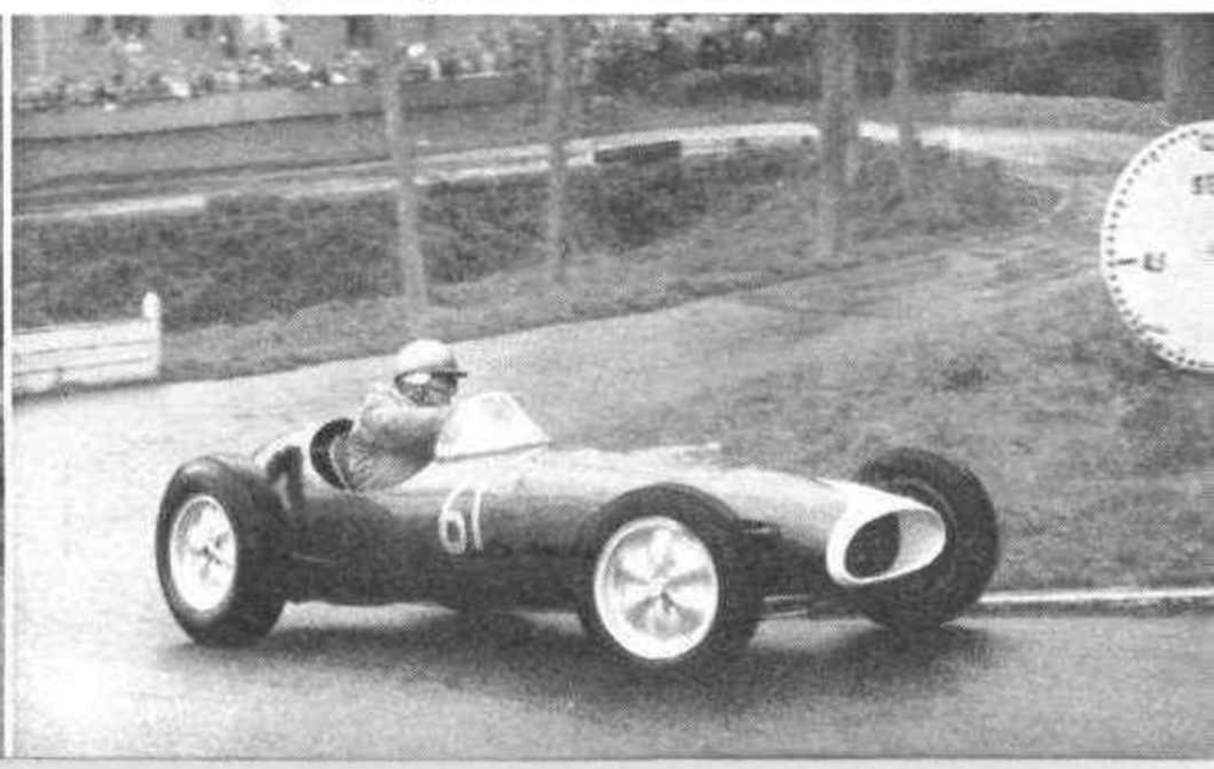


STILL FAITHFUL to Cooper is David Boshier-Jones, who once again proved invincible at Prescott in the 1,100-c.c. Cooper-J.A.P. His best time in the Championship runs was 46.54 sec., which in the appalling conditions was easily good enough for f.t.d.

AN INNOVATION at Prescott this year is a large clock which is in circuit with the timing apparatus, giving spectators above Pardon hairpin the elapsed time of each competitor. "Doc." Taylor made an amazing climb in the wet with the venerable A.C.-engined Caesar Special to win the Formula 1 class with a time of 49.84 sec.



MODIFIED LOTUS.—Tony Marsh has made several modifications to the ex-Michael Christie F. 2 Lotus in an endeavour to make a record-breaking car. His best climb in the wet was 47.19 sec. By comparing the clocks in each picture it will be seen that "Doc." Taylor is only fractionally slower than Marsh at this point.



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XVII GRAND PRIX OF MONACO

Coopers Dominant

MONTE CARLO, *May 10th*

WITH the Argentine races being cancelled the Monaco G.P. became the first round in the World Championship series and the first occasion when all the Grand Prix teams brought out a full complement of their latest cars. A break from tradition was the dropping of early morning practice, all three practice periods being in the afternoon, and another change was the addition of a Junior Formula race on the Saturday afternoon.

First practice was on Thursday afternoon under a cloudy sky that made Monaco look drab but was nevertheless excellent for high speed motoring, with no heat to melt tar, no glare from the white buildings and less of a sharp " black-out " as the cars rushed through the tunnel on the sea front. With the circuit unchanged from last year the lap times set then were good targets and in addition there was the incentive to try really hard for only the fastest 16 during the three practice periods would qualify for the starting grid. The official lap record for the 3.14 kilometre circuit stood at 1 min. 40.6 sec. set up during the 1958 race, but in practice that year Brooks had taken a Vanwall round in 1 min. 39.8 sec., so it was reasonable to look upon a time in the 1 min. 40 sec. as something worthwhile. Most people were out for practice, but noticeable absentees were the Cooper-B.R.M., Moss preferring to try a Cooper-Climax to start with, the two works Lotus cars, their transporter having broken down on the way from England, and the two Porsches of de Filippis and von Trips. For the first half-hour everyone went round pretty quietly, feeling their way and getting accustomed to the circuit, with its multitude of stone walls and kerbs, to say nothing of trees and lamp-posts. Schell was one of the first to start trying, with a lap in 1 min. 47 sec. with the B.R.M. but then things started warming up and Coopers and Ferraris began to go quickly, Moss and Behra looking fast, and Schell found he was quite unable to keep up with the Walker Cooper-Climax. Salvadori was going well in the Atkins Cooper-Maserati, the engine sounding beautiful under fierce acceleration, while Brabham looked to be enjoying himself round the corners as was Allison with the F.2 Ferrari which he had been given with the object of an opportunity to learn to drive a Ferrari, this being his first race with a single-seater from Maranello. Halford was in trouble still with the gear selector mechanism on Fisher's Lotus and Phil Hill was looking a little wild and seemingly trying too hard. Brooks was looking the complete opposite and it called for a stop-watch to convince one that he was at all fast. Behra was driving in a determined manner but tidily nevertheless and all the Ferrari drivers were looking lost, hidden away in the cockpit, the offset engine and prop.-shaft permitting a remarkably low seating position.

By 3 p.m. everyone was well and truly wound up and Moss was going round in just under 1 min. 42 sec., his best being 1 min. 41.7 sec., but he had not long done this before Behra put one in at 1 min. 41.6 sec. Brooks was overtaking Halford, going into the tunnel when he got on some loose gravel and spun wildly through the darkness, but continued reasonably unabashed. Not long after Behra made the fastest time Moss was out again and the Cooper-Climax looked horribly unstable as it came out of the Tobacconists corner and was still snaking and wiggling by the time it reached the pits. Braking really hard on the curve down to the Gasworks hairpin the car was sideways-on for some yards and it was only the mastery of Moss that got away with it. Up at the top of the town, crossing the Casino square it was just as exciting to look at and the result was first of all a fastest time of 1 min. 41.3 sec. and then 1 min. 41.1 sec. While this Behra *v.* Moss contest was being watched closely, for Behra went out again immediately after Moss had stopped, Brooks was going round unobtrusively and had clocked 1 min. 41.4 sec. Behra continued until 3.30 p.m. when practice finished but he could not improve on his earlier time and though the lap times were not approaching last year's best they were quick enough for the first day, the final order being Moss, Brooks and Behra.

On Friday practice was a little later in the afternoon and again it was dry and cool and though the two Porsches now appeared, the factory car causing a lot of eye-brows to be raised, there was still no sign of the Lotus team. Both Ferrari and B.R.M. had their spare cars out and the Walker Equipe had the Cooper-B.R.M. at the pits as well as their two Cooper-Climax cars. Behra was off as soon as practice began and Moss was not far behind, but only for one lap as he found he could not select gears correctly, so he stopped and went off in the Cooper-Climax. Von Trips was getting accustomed to the tiny Porsche as was de Filippis, but she was having difficulty in selecting first gear on the standard RSK gearbox. Behra was soon in his stride and clocked 1 min. 41.4 sec. while Phil Hill was alternating between his own car and the practice car, for being his first race at Monte Carlo he had a lot to learn. With very little warning, except perhaps for a look of concentration, Brabham slipped in a remarkable lap in 1 min. 40.9 sec. which really stirred things up. Both Behra and Moss were soon out again and trying hard, the Ferrari driver scoring 1 min. 40.7 sec. and then 1 min. 40.4 sec. He stopped at that, having been using 9,000 r.p.m. and was looking a bit hot, and Moss also stopped, having not improved on the best time. The Cooper-B.R.M. was restarted and he did another lap but the gear selection was still not right so the car was abandoned.

Gearboxes are a big problem on most circuits and especially at Monte Carlo, where so many gear changes are made and the possibility of mistakes is enormous. Allison came in with the Ferrari F.2 showing well over 10,000 r.p.m. on the tachometer having inadvertently changed down from fifth to second, but luckily with no resultant damage. Von Trips was not too happy sorting out the six-speeds on the works Porsche as there was no visible gate on the gear-change and he was frequently heard to change from second to fifth. The car was going remarkably well on its first appearance and was easily as fast as the F.2 Ferrari and sounding perfect as regards carburation. Brooks had a go in the Ferrari practice car and later Allison tried it, but it was not as fast as the F.2 car, being a rather tired hack machine; however, all three drivers, Hill, Brooks and Allison, recorded virtually the same lap times with the car. The B.R.M. team seemed happy enough but were not making any startling times, Schell and Bonnier being almost identical, with Flockhart only a little slower. As de Filippis was not going fast enough to qualify in the Porsche, her best time being 1 min. 49 sec., Behra let Edgar Barth try the car, but being new to the Monaco circuit he could not go as fast as the Italian girl. At 6 p.m., with only 30 minutes left, there was a sudden rush of activity and the tempo became absurdly hot, with Moss, Hill, McLaren, Gregory, Salvadori, von Trips, Flockhart, and Brooks all trying pretty hard and then Brabham joined in going very fast and looking most comfortable. Phil Hill was beginning to feel his feet and got down to 1 min. 41.3 sec., and Brooks did 1 min. 41.9 sec., while Brabham upset things once again with 1 min. 40.1 sec. As practice finished Moss did two really quick laps in a last-minute try to beat the Australian but his best was 1 min. 40.3 sec.

For the third and final practice, conditions were once more unchanged and at last the Team Lotus cars had arrived. This was the last opportunity for the tailenders of the field of 24 cars to decide who was going to qualify and who wasn't and it seemed certain that the last few places left after the works teams were accounted for would go to the faster F.2 cars. Moss was still on the Cooper-Climax, the B.R.M. special not even appearing this day; and as soon as practice began almost everyone went out, though Graham Hill was delayed at the pits for a time, the Lotus not being quite ready. He had not gone long before Lovely appeared in sight from the Tobacconists Corner wheeling his Lotus backwards, having spun and stalled. Everyone was trying pretty hard now, the faster boys trying for the all-important front row of the grid and the slower ones endeavouring to get under 1 min. 45 sec., for although there was no fixed lap time for the 16th qualifier, it was becoming increasingly apparent that this time would be about the slowest on the starting grid, and as the front row were around the 1 min. 40 sec. mark it meant that even the back row of the grid were going to have to drive very fast. Moss and Trintignant were both driving hard and Allison was doing a great deal of lapping in the F.2 Ferrari, but was not as quick as von Trips in the works Porsche. With so many hairpins to negotiate rapid pick-up on carburation is an essential at Monaco, and also a rapid gear-change, and watching the cars out of the Gasworks hairpin was most interesting. The Ferraris could put the power on hard very early and leave the corner with the tail just a shade out of line, though when trying hard Behra was going a long way up the road on left lock, leaving the Climax cars visibly. The Walker Coopers were not perfect, there being a slight hesitancy on pick-up, but the works Coopers were very good. Having had no time for doing carburation the poor Lotus drivers were suffering and went away in a series of splutters and bangs until well up the rev.-range, but even so Graham Hill was down to 1 min. 43.9 sec., but this paled into insignificance in comparison with von Trips in the F.2 Porsche who had done 1 min. 43.8 sec. with only 1,500 c.c. The pick-up of the flat-four air-cooled car was quite fantastic and many times it would leave an F.1 car in the initial acceleration away from the hairpin, and providing the driver didn't miss a gear change it sounded like a four-

cylinder Gilera or M.V. motor-cycle with its high revs and fantastically fast gear change. Phil Hill did only a few laps in his own car and then went on learning in the practice car and later on Brooks had another go in it. It was becoming increasingly obvious that Brabham was a real menace, for although he didn't go out as often as some, when he did he made very quick times, seemingly without having to wait for a clear track. Moss now had a clear run in front of him and taking every opportunity he fixed everyone with a lap in 1 min. 39.6 sec. This stirred Behra who replied with 1 min. 40 sec. and just to remind the big boys that they were not alone Brabham did 1 min. 40.7 sec. The B.R.M. team were right out of the picture, even though it was only a matter of 3 sec. and Schell was doing his utmost, but nevertheless they had no qualms about being in the fastest 16. The F.2 drivers were scrapping like mad in order to be " tail-end Charlie " and Halford and Bueb were going very fast for ordinary private-owner cars, in fact faster than the works F.2 Ferrari, though the Italians hadn't noticed this being pre-occupied with the bigger cars.

Once more 6 p.m. seemed to be the signal for a last dice and there was some furious driving, cars sliding, wheels locking, tyres screaming, drivers perspiring and engines being made to give all they had got. This was a brief and exciting period of real racing driving, and in the middle of it all Brabham lost the Cooper as he braked past the pits and arrived at the Gasworks hairpin going backwards and still spinning, ending up with a very light bump against the straw bales; he still had the engine running and was quickly off again, lapping just as fast. Still holding the fastest time of practice with the Cooper-Climax, Moss went along to the Bourne team and tried the practice B.R.M. but proved nothing, being only a fraction of a second faster than the team drivers. To go from the rear-engined Cooper to the front-engined B.R.M. and expect to do equal times on such an exacting circuit as Monte Carlo was asking too much, even for Moss. Suddenly all the pandemonium of the last-minute dice was over, many people waiting to see if they were on the starting-grid or not, when the Scuderia Ferrari suddenly woke up and realised that Allison hadn't qualified their F.2 car. Just as the circuit was about to be closed he went out and in the last two laps of practice got in a 1 min. 44.4 sec. lap, which knocked the unfortunate Bueb off the end of the list, after he had tried so hard.

The 16 starters were headed by Moss with 1 min. 39.6 sec. and ended with Halford with 1 min. 44.8 sec., which gives a good indication of how hard everyone had been driving. The two most unfortunate non-starters were Bueb, who had done 1 min. 44.9 sec., and Scarlatti with 1 min. 45.0 sec., but the line had to be drawn at 16; the rest were considerably slower.

Sunday saw real Monte Carlo weather, blazing sunshine, blue sky and all the colour and atmosphere that is traditional with this race. At 2.30 p.m. the 16 cars were wheeled out to the starting-grid and lined up as follows :—

Brabham (*Cooper-Climax*) 1 min. 40.1 sec.	Behra (*Ferrari*) 1 min. 40.0 sec.	Moss (*Cooper-Climax*) 1 min. 39.6 sec.
Phil Hill (*Ferrari*) 1 min. 41.3 sec.		Brooks (*Ferrari*) 1 min. 41.0 sec.
Salvadori (*Cooper-Maserati*) 1 min. 42.4 sec.	Bonnier (*B.R.M.*) 1 min. 42.3 sec.	Trintignant (*Cooper-Climax*) 1 min. 41.7 sec.
Flockhart (*B.R.M.*) 1 min. 43.1 sec.		Schell (*B.R.M.*) 1 min. 43.0 sec.
McLaren (*Cooper-Climax*) 1 min. 43.9 sec.	von Trips (*Porsche F.2*) 1 min. 43.8 sec.	Gregory (*Cooper-Climax*) 1 min. 43.2 sec.
Allison (*Ferrari F.2*) 1 min. 44.4 sec.		Graham Hill (*Lotus-Climax*) 1 min. 43.9 sec'
	Halford (*Lotus-Climax F.2*) 1 min. 44.8 sec.	

In the mad rush for the first corner there was surprisingly little bumping, Behra was leading and refused to let Moss squeeze by on the inside, and as they went up behind the pits to start the 100-lap race the order was Behra, Moss, Brabham. As can be imagined, on such a tight circuit the first lap saw the whole field virtually nose-to-tail, with the three F. 2 cars bringing up the rear, and as they rounded Ste. Devote corner and headed up the hill to the Casino for the second time, someone slopped some oil from an over filled tank and von Trips went sideways on it, right in front of Allison and Halford. At such close quarters no-one could do anything, and three very bent F. 2 cars finished up on the pavement and out of the race, the drivers luckily escaping with minor cuts and bruises.

After only four laps the pattern of the race took shape, Behra led Moss by seldom more than a length or two and Brabham was following closely and at his ease. These three had already drawn away from Phil Hill, who was in fourth place, and he in turn had drawn away from Trintignant. Some way back came the remainder of the field, still bunched together and trying to sort themselves out, in the order Bonnier, McLaren, Brooks, Schell, Gregory, Salvadori, Graham Hill and Flockhart, and in the next four laps they did so. Gregory had his clutch pack up and then the gearbox and retired, and McLaren had a slight tangle with Schell at the *chicane* and found himself at the back of the field after stopping to see if the rear suspension was all right. Meanwhile the three leading cars were going round as if tied together, Moss not trying to overtake but keeping the Cooper very large in Behra's mirrors in the hope of worrying him, while Brabham was content to sit and watch. Phil Hill was trying too hard for comfort and Trintignant closed up on him, the twice-winner at Monaco driving very nicely and sitting in a firm fifth place. Brooks was sandwiched between the B.R.M.s of Bonnier and Schell and obviously being held up, which was unfortunate as he was rapidly losing touch with the leaders, with whom he should have been, but on lap 11 he got by Bonnier and soon outdistanced the cars from Bourne, but could not catch Trintignant. On lap 18 Trintignant arrived at the hairpin too fast with his throttle stuck open, cut the ignition and scrabbled round on a dead engine, restarting and stopping at the pits at the end of the lap to have it fixed, which dropped him to next to last place and a lap behind the leader. After 20 laps the leading three cars looked exactly the same as they had done on lap one, and Phil Hill was now a very lonely fourth and Brooks fifth, but Schell had got past Bonnier and was worrying Brooks.

It seemed as if the outcome of the Behra, Moss, Brabham scrap was going to be one of nerves, but on lap 22 the Ferrari slowed down and Moss went by, and the next lap Brabham went by and clearly the Ferrari was in trouble. As Behra started lap 25 he was in real trouble and the bottom fell out of the engine and he strewed oil all over the Gasworks hairpin, coming to rest behind the pits. This left Moss comfortably in the lead, with Brabham smiling quietly to himself a few lengths behind. While this turn of events had been taking place, Graham Hill stopped hurriedly just past the Station hairpin with an uncomfortable oil fire burning under his elbow and leapt out to extinguish it with his own fire-fighting apparatus, and Brooks had been worn down by Schell and dropped a place. These two were running very close together and lapped Trintignant, but the little Frenchman was trying to make up time and when he found himself between the B.R.M. and the Ferrari he stayed there. Moss now had things all his own way for he knew Brabham was not going to worry him, and the Australian was intelligent enough to know that he was a safe second and it would be futile to " try anything on." During the opening laps Behra and Moss had been lapping at around 1 min. 43 sec., but now that all was safe Moss slowed to 1 min. 45 sec., but even so was pulling away from Brabham and by lap 30 had a 16-sec. lead, the Australian having a 26-sec. lead over Phil Hill, who was in turn 32 sec. ahead of Schell and Brooks, who were still in close company, Bonnier having dropped back as his rear shock-absorbers were not working properly. To complete the field came Salvadori, driving a steady and regular race, Flockhart, Trintignant and McLaren.

Moss was now complete master of the situation, touring round at his ease and ticking the laps off like clockwork, lapping the tail of the field for the second time. On lap 36 Phil Hill, who was a firm third now, lapped Bonnier, and the next lap he spun at the Casino square and dented the Ferrari tail. He continued but now had Schell and Brooks right behind him, and on lap 38 they both passed him and left him behind, so at lap 40 the order was Moss (Cooper-Climax), Brabham (Cooper-Climax), Schell (B.R.M.), Brooks (Ferrari) and Hill (Ferrari), the rest having been lapped, and the Maranello pit must have been feeling very sick. On lap 44 Hill was again overdue, having spun once more at the Casino, and Bonnier was obviously in trouble as Salvadori and Flockhart had passed him. On lap 45 the Swede stopped at the pits, did one more lap and then retired with a lack of brakes. Barely had the B.R.M. pit realised that the first of their cars was out when Schell was missing, having gone straight on into the straw bales at the Casino Square. He pulled the car out and restarted down the hill towards the Hotel Mirabeau, but did not get far as both oil and water radiators had been split in the crash. At 50 laps, just half way, there were only eight cars left running, with Moss sitting pretty with a 40-sec. lead over Brabham, who was in turn 30 sec. ahead of Brooks, the rest being a lap or more behind. As Flockhart arrived at the Gasworks on lap 55 he was in trouble with his brakes locking on and had to use all the road to get round, which let Trintignant slip by, and Moss as well, for that matter, as the leader was lapping the tail-enders yet again. It now seemed that nobody was going to catch anybody and the scene became a bit monotonous, though Brooks was closing a little on Brabham, but unless he made a big effort, and Brabham did not notice it, it was unlikely that the Ferrari would steal second

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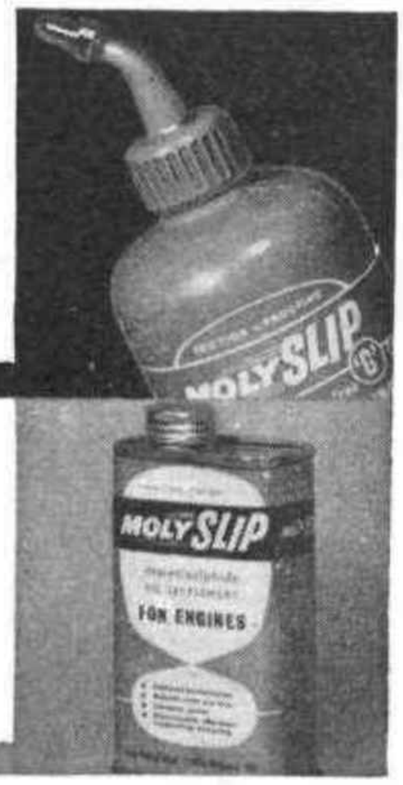
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place. Brabham lapped Phil Hill by lap 60, and on lap 65 poor Flockhart spun at the entrance to the Casino square, stalled the engine and, being unable to restart, had to abandon the race, and on lap 68 Hill spun for the third time at the same place and this time buckled both left-hand wheels, stopping at the pits to have them changed, this mistake dropping him to sixth place just a lap ahead of the last man, McLaren, whose Cooper was suffering from a bent chassis. Trintignant now caught up with Salvadori, whose regular driving had given him fourth place, and for a few laps these two scrapped together but the Frenchman got the advantage.

By lap 80 it was a matter of time before Moss won, but Brooks was making a big effort and had whittled the gap between himself and Brabham down to 11 sec., but the Australian was quite happy and on lap 83 he not only improved on the fastest lap, held then by Moss in 1 min. 42.3 sec., but set up a new lap record with a time of 1 min. 40.4 sec. This end-of-race attempt by Brooks to wrest second place from Brabham was suddenly shattered by Moss stopping at his pit. He sensed a vibration in the transmission and thinking it might be something repairable like loose bolts in a universal joint he came in. Nothing was visibly wrong and he rejoined the race still in the lead, but with a sinking heart for he knew something was wrong somewhere. He had hardly got to the Gasworks hairpin before there was an awful grinding noise from the rear end and his race was run and Brabham and Brooks went by. His feeling that something was coming loose was well founded for the bolts holding the crown-wheel to the differential cage were shearing off and the end came when the broken heads picked up in the teeth of the rear axle and in the integral gearbox. Two laps later Salvadori coasted into his pit with his crown-wheel and pinion stripped and, having completed 80 per cent. of the race, waited to wheel the car across the line and be classed as a finisher.

Brabham went on with beautiful regularity, though by now beginning to feel that the race was a very long one, and Brooks began to feel sick from exhaustion and the heat and smells in the very enclosed Ferrari cockpit, and made no further attempt to worry Brabham. Two laps behind came Trintignant, still driving with his calm precision, and one lap later came Hill, driving as though his very life depended on it, and having frequent moments at the Gasworks turn, while up at the Casino the crowds waited expectantly for him to spin yet again! At long last the 100 laps were completed by the first two cars and the others were flagged off and Salvadori wheeled the stricken Cooper-Maserati across the line. Brabham was an exceedingly popular winner and Brooks received a great ovation for trying hard, while poor Behra and Moss had to grin and bear it.

Results :

XVII GRAND PRIX OF MONACO—Formula 1—100 Laps—314 Kilometres

Very hot

1st : J. Brabham (Cooper-Climax) ... 2 hr. 55 min. 51.3 sec.—107.361 k.p.h.
2nd : C A. S. Brooks (Ferrari Dino 246)... 2 hr. 56 min. 11.7 sec.
3rd : M. Trintignant (Cooper-Climax) ... ... 2 laps behind
4th : P. Hill (Ferrari Dino 246) ... ... 3 laps behind
5th : B. McLaren (Cooper-Climax) ... ... 4 laps behind
6th : R. Salvadori (Cooper-Maserati) ... ... 17 laps behind

Fastest lap : J. Brabham (Cooper-Climax), on lap 83, in 1 min. 40.4 sec.—112.771 k.p.h. (*new record*).

Sixteen starters—six finishers.

Retirements : W. von Trips (Porsche F. 2) lap two, crash; C. Allison (Ferrari F. 2) lap two, crash; B. Halford (Lotus F. 2) lap two, crash; M. Gregory (Cooper-Climax) lap seven, clutch and gearbox; G. Hill (Lotus F. 1) lap 22, caught fire; J. Behra (Ferrari V6) lap 25, engine; J. Bonnier (B.R.M.) lap 46, brakes; H. Schell (B.R.M.) lap 49, crash and damaged radiators; R. Flockhart (B.R.M.) lap 65, spun and stalled; S. Moss (Cooper-Climax) lap 82, rear axle.

MONACO MUSINGS

Unhappy Ferrari, first Cooper keeps trouncing his F. 1 cars and now Porsche have done it again with a F. 2 car. But the Commendator will not give up and he has four first-class drivers.

* * *

Amazing how racing engines can be abused these days on low compression-ratios, both the F. 2 Ferrari and Porsche must have been over 10,000 r.p.m. when gear-changes were muffed, and Halford's Climax went to 8,500 r.p.m., yet no valves touched pistons.

* * *

Nice to still retain a classic race in as classic a condition as when it started; it is still 100 laps round the houses.

* * *

A good race, many incidents but no-one hurt, and only six out of sixteen finished, indeed a test of mechanical and physical endurance, which is what motor racing really is.

* * *

NOTES ON THE CARS AT MONTE CARLO

Although the starting-grid was limited to the fastest 16 cars a total of 24 appeared for practice. The works Cooper team consisted of three cars, all with double-wishbone and leaf-spring rear suspension and disc brakes. Two of the cars, driven by Brabham and Gregory, had the new 2½-litre Coventry-Climax engine and the third car, driven by McLaren, had a 2.2-litre Climax engine. Of the big engines Brabham had 58-mm. Weber carburetters and Gregory had 48-mm. Webers, the American driver preferring the lower-r.p.m. torque characteristics of this engine with the smaller-choke carburetters.

The Walker-Equipe were very busy with three cars, all basically Cooper but all of them much modified, these being the Cooper-B.R.M., an old Cooper-Climax and a new Cooper-Climax, both with 2½-litre engines. The Cooper-B.R.M. was reputedly designed specifically with Monaco in mind, having a four-cylinder B.R.M. engine in the rear of a modified Cooper chassis and driving through a Colotti five-speed gearbox, the B.R.M. being as delivered by Bourne, with the exception of the magnetos being driven by internally-toothed rubber belts, an American-inspired principle of drive aimed at replacing chains. Just in case the Cooper-B.R.M. proved unsuccessful there was last year's Monaco-winning Cooper fitted with a 2½-litre Climax engine and a Colotti gearbox, and Moss had the choice of these two. The third Walker car was the much-modified Cooper-Climax for Trintignant, this car having a similar engine and gearbox to the older car but being a new chassis at the end of last season, and used by Moss in Australia and New Zealand, since which time it had been converted to Rudge k.o. hubs and Borrani wire wheels.

B.R.M. had a full team of cars and a training car, the three entries being driven by Schell, Bonnier and Flockhart, and, apart from minor details, such as modified rear radius-rods on one car, they were all identical, having the long bonnet top air intake to the sealed box surrounding the two double-choke Weber carburetters.

The Lotus team had two entries, both being the long slender 1959 cars with i.r.s. by a lower wishbone member, the drive shaft and the coil-spring unit and i.f.s. by wishbones and coil-springs with the anti-roll bar to the rear and kinked around the front of the engine. Graham Hill was entered in the car he drove at Siracusa recently, but with the 1,500-c.c. engine changed for a 2½-litre unit, and the American driver Pete Lovely had the second of these cars. Both engines were fitted with 58-mm. Weber carburetters and had had the top chassis rail cut and kinked to give more clearance as it was found that the flexible engine mounting was allowing the carburetters to vibrate against the chassis.

Opposing this galaxy of British Formula 1 cars was a strong team from the Scuderia Ferrari, consisting of Behra, Phil Hill and Brooks in the latest coil-sprung, disc-braked Dino 246 models with V6 engines and the high wrap-round cockpit. In preparation for some close racing the long protruding nose cowlings had been replaced by short stumpy ones, and as a safeguard against overheating in the hot Monogasque sun the radiators had been enlarged, so that the cars had a strange appearance of having wide-open mouths. In addition to the three team cars there was a fourth car, with normal frontal treatment, being used as a practice car. To complete the Formula 1 entry there were two old 250F Maseratis, driven by Scarlatti and Testut and the Atkins Cooper-Maserati driven by Salvadori, its four-cylinder 2½-litre engine having recently been attended to at Modena and the front of the car having an enlarged air intake for the radiator.

The regulations allowed for a number of Formula 2 cars to enter and there were eight in all, and they had to compete on equal terms with the Formula 1 cars for a place in the 16 fastest qualifiers during the three practice periods. The Scuderia Ferrari brought along their Formula 2 car that Behra had driven at Siracusa, this time to be driven by Allison, and there were four private Coopers, all with Climax engines, two brand new cars belonging to the Equipe National Belge, driven by Bianchi and de Changy, an earlier one driven by the Frenchman Lucienbonnet, and the fourth being that of the United Racing Stable and driven by Ivor Bueb, this last team having taken over the entry at the last moment from the British Racing Partnership. There was a single Formula 2 Lotus, driven by Halford, and to complete the field, but without doubt of great interest, were two single-seater Porsches. The first was entered by Jean Behra and driven by Maria de Filippis, and had been built in Modena from a new sports RSK Porsche. Taking the original car, Behra had had a new tubular chassis frame built around the front and rear suspensions, following the general principles of the RSK but making it much narrower, though track and wheelbase were kept the same. A central driving position was built and the four-camshaft Spyder engine and gearbox were mounted in the normal position and the battery ignition, dynamo and starter were all retained. A close-fitted aluminium bodyshell was wrapped round these components, the resulting car being remarkably small and low in overall height and looking something like the lamented Sacha-Gordini of a few years ago.

The other single-seater Porsche caused quite a stir, for, unheralded, it came from the Stuttgart racing department, with the works team and von Trips as driver. In general conception it was a single-seater

RSK but being a factory design it was all new rather than being modified from standard. Front suspension was still by two trailing-arms on each side and transverse torsion-bars, with long thin telescopic shock-absorbers, but the rear suspension was new, though similar to experiments tried on sports cars earlier this year. Instead of the low-pivot swing-axle and Watt-link location used last season, with coil-springs the wheel movements were controlled by a system of triangulated links and radius-rods that gave the general effects of double-wishbones. Due to some intense work on geometry and the positioning of the triangulations, the static negative-camber of the rear wheels was maintained during the earlier part of the travel of the rear suspension, gradually increasing at the limit of the travel. In addition the roll-centre of the suspension stayed virtually at ground level until the last few degrees of travel were reached. Into this new chassis was fitted a normal works Spyder engine, even having a Spyder exhaust system complete with expansion boxes, but the transmission was something new, comprising a six-speed gearbox, all fitted into the normal RSK-type of tubular gearbox housing. In this new gearbox first gear was purely for starting from rest, after which the driver had a five-speed all-synchromesh box to use to keep the engine turning over around 8,500-9,000 r.p.m., mixture being supplied by two enlarged double-choke Weber carburetters. Fuel was carried in a large tank on the left of the driver, another smaller one on the right, and a saddle tank in front of the scuttle, while oil was carried in a tank in the extreme nose with an oil-cooler mounted beneath, fed with cold air from a tiny slot in the nose cowling, the alloy bodywork on this car being rather ungainly but making it look even lower and smaller than the Behra car.—D. S. J.

GRAND PRIX OF SPA (May 3rd)

In the major event of the day, which was a 15-lap race for 1,500-c.c. sports cars, Paul Frere was dominating the race with a works Porsche Spyder fitted with the new double wishbone rear suspension until engine trouble put him out. The other Porsche favourite was Heinz with a standard car, but he was involved in a crash just after the start. The Argentine driver de Tomaso then looked a likely winner but he cooked the engine of his OSCA and had to stop for water, and ultimately de Beaufort came home first, with Isabelle de Tomaso in second place.

Results :

1st : G. de Beaufort (Porsche RSK) ... 1 hr. 11 min. 10.1 sec.—178.309 k.p.h.
2nd : Isabelle de Tomaso (OSCA) ... 1 hr. 12 min. 52.3 sec.
3rd : D. Piper (Lotus Fifteen) ... ... 1 hr. 14 min. 59.6 sec.
4th : R. Hicks (Lotus) ... ... 1 hr. 15 min. 38.3 sec.
5th : P. Romain (Lotus) ... ... 1 hr. 15 min. 59.4 sec.
6th : A. de Tomaso (OSCA) ... ... 1 hr. 16 min. 57.5 sec.
Fastest lap : A. de Tomaso (OSCA), 4 min. 34.9 sec.—184.648 k.p.h.

* * *

Other races for Gran Turismo cars were held in groups of up-to-1,300 c.c. and up-to-1,600 c.c. and, as is so often happening nowadays in Europe, each class was a one-make battle. Alfa-Romeo Giuliettas dominated the small class and Porsche Carreras the large class.

Results :

Up to 1,300 c.c. :
1st : King (Alfa-Romeo Spyder) ... ... 53 min. 45.8 sec.—157.356 k.p.h.
2nd : Consten (Alfa-Romeo T.I.) ... ... 53 min. 57.0 sec.
3rd : Croisier (Alfa-Romeo Zagato) .. ... 54 min. 02.1 sec.
Fastest lap : King (Alfa-Romeo), 5 min. 19.4 sec.—158.922 k.p.h.

Up to 1,600 c.c. :
1st : Walter (Porsche Carrera Speedster) ... 51 min. 55.3 sec.—162.937 k.p.h.
2nd : Schiller (Porsche Carrera) ... ... 52 min. 49.5 sec.
3rd : Hanstein (Porsche Carrera) ... ... 53 min. 35.6 sec.
Fastest lap : Walter (Porsche), 5 min. 7.8 sec.—164.912 k.p.h.

The two classes were run concurrently and the American driver King in his Alfa-Romeo finished fifth overall.

VW NOTES

THE Elmer A. Sperry Award, awarded annually to commemorate the memory of one of America's greatest inventors, by the American Institute of Electrical Engineers, the Society of Automotive Engineers and the Society of Naval Architects and Marine Engineers, was presented in New York late last year to Dr. Heinz Nordhoff in honour of the late Dr. Porsche and the workers in the VW factory. Never before has this award been made to an automobile manufacturer or, indeed, outside the States. The citation reads : " To Dr. Ferdinand Porsche (in memoriam), Dr. Heinz Nordhoff, and their co-workers in Volkswagenwerk for the development of the Volkswagen automobile, which, in concept, engineering design and production, has made available to the world, an automobile of small size for multiple uses, with unique attributes of universality; of low initial and operating costs; of simplicity of design having ease of maintenance; comfort with adequate performance; and suitable for rural and urban use."

Although Dr. Nordhoff denies that a new VW is shortly to be introduced, stating that " it is more important to me to give people good value, instead of following a group of hysterical stylists," American motor papers have been publishing suggestions as to lines he might follow. *Road & Track* and now *Motor Trend* have illustrated possible lines for a new VW. In their May issue *Road & Track* predicts that, if a new VW comes, it will be a five-seater Karmann-Ghia saloon on the existing platform chassis, with the engine enlarged to about 1,390 c.c. By using larger valves 50 b.h.p. and 80 m.p.h. top speed are envisaged. A synchromesh bottom gear is specified, and it is known that Wolfsburg have this modification in hand and are experimenting with an automatic clutch. Hydraulic or rod, instead of cable, clutch control is also believed to be in hand. *Road & Track* specify detail changes and even visualise a cheaper version of the famous " beetle," using a flat-twin two-stroke engine. However, all this, except the synchromesh first gear and improved clutch operation, is pure speculation. Although VW are selling over 550,000 vehicles a year they cannot catch up with world demand.

* * *

At this stage we would not venture a comparison between the brilliant new Triumph Herald, only British family car with i.r.s., and the Volkswagen, which has had i.r.s. since 1936, partly for fear of being dubbed unpatriotic and partly because we have not yet completed a road-test of the British car. But it is of interest to see how staunch VW enthusiasts regard the Triumph Herald and we cannot do better than reproduce the views of a contributor to the May issue of *Beetling*, the journal of the Volkswagen Owners' Club of Great Britain :

" A certain new small English family car has recently been introduced as offering something new in motoring. New, eh ? Well, let's see what its got. Some of the features seem oddly familiar, so I think a few gentle comparisons might reassure us that we don't have to get out the FOR SALE notices yet.

" That independent rear end—someone in the design department has obviously slipped up here and let this creep in somehow. No doubt one of the brighter accessory boys will now come up with a gadget to convert this to a rigid axle and stop the funny swing-axles moving up and down !

" Separate chassis—well, box frame members or VW-type platform, it all means much the same to me.

" Cruising speed : 60 m.p.h. Unfortunately that poor engine is doing a mere 4,500 r.p.m. at this rate of knots. I daren't think what it's doing at 68 m.p.h.

" Now those adjustable-for-angle seats *are* a good idea. Let's hope they are as comfortable as ours, for they seem a little on the small side; and as for the one at the back—well that is *several* inches narrower and comes complete with wheel-arch bulges !

" Brakes have two 7-in. and two 8-in. drums. There's nothing like variety you know, but four 9-in. ones would seem to offer better retardation. Of course, with those tiny 13-in. wheels it must be rather difficult to achieve anything larger.

" Average fuel consumption tested at 36 m.p.g. Well, folks, we can do better than that. Press-button catches on the quarter-vents—Uh ! Uh ! No rheostat-controlled instrument light, though. What ! no fuses ? Built-in heater (water for same can be had as a free extra). An additional 1½ cwt. unladen—they're welcome to that. Petrol reserve—good. [But in the boot, whereas you can work the VW's tap with the left foot.—ED.]

" Acceleration. I see that comparative reports from the same source suggest we should just be able to show it a clean pair of swing-axles at the lights. (The couple more b.h.p. available must be lost in driving the water pump !) [Surely the Herald is over 1 cwt. heavier ?—ED.]

" So, remember, you too can have all the above for only £14 cheaper.

" P.S.—I am envious, though, of that 25-foot turning circle and *no* grease points. What about it, Wolfsburg ? "

CORRECTION

The Editor of the *Oldham Evening Chronicle*, referring us to the item headed " Mistaken Identity " on page 353 of last month's issue, points out that his paper did *not* carry a picture of an A55 in mistake for one of the Morris Oxford series V. The correct Morris Oxford picture was used, and we apologise for suggesting that the *Oldham Evening Chronicle* had used a wrong picture, which was not so. It seems that newsprint can change the appearance of the Morris Oxford radiator grille and make it look like the almost identical grille of an A55, which, while the newspaper in question is completely exonerated, does, as we said, emphasise the close similarity between modern B.M.C. products !

IX GRAN PREMIO SIRACUSA

An Interesting Race

SIRACUSA, SICILY. *April 25th.*

TWO major changes were made at the Siracusa G.P. this year, firstly the race was for F. 2 cars and secondly the date was changed from the usual Sunday fixture to a Saturday one. These changes were brought about by looking forward and backward, the forward look being to 1961 and the new F. 1 rules of 1,500 c.c. and the backward one to the fact that April 25th was a national holiday in Sicily in celebration of the 1945 liberation. With the 2½-litre Formula nearing the end of its run, the Siracusa organisers, like many others, decided to give encouragement to Formula 2 in preparation for the new Formula and in consequence held the ninth G.P. for 1½-litre cars over the natural road circuit just outside the town, putting all their efforts into ensuring they had a representative selection of cars and not a monopoly of one make.

With Aintree the weekend before and Silverstone the weekend after there was not too much time for prospective British competitors and six of them solved the problem by chartering a plane and flying five Coopers and a Lotus out to Sicily and back, the rest of the competitors going by road, boat or train.

The first practice session was held on Thursday afternoon and was a thoroughly miserable affair with wet roads and rain most of the time, so that apart from drivers having to learn the circuit and adjust their cars to it the slippery surface prevented any very fast times. The record for the circuit was set up in 1957 by Moss with a Vanwall in a time of 1 min. 54.3 sec. and last year the best lap was by Musso with a Ferrari in 1 min. 59.1 sec. so that under perfect conditions it seemed reasonable to suppose that the best F. 2 cars should approach a 2 minute lap. On the wet surface the best times were being recorded by Masten Gregory driving Alan Brown's Cooper-Climax, Bueb with one of the British Racing Partnership Cooper-Borgwards and Behra with a works Ferrari Dino V6 and by putting in a lap at the very end of practice as the roads began to dry the Ferrari driver scored best time with 2 min. 06.7 sec. Rob Walker's Cooper-Borgward with its special five-speed gearbox was ready to go but Moss was late in arriving so it did not practise, and Brabham was ready but his privately-owned Cooper-Climax was held up by the Customs as it lacked certain vital paperwork. Campbell-Jones had not arrived with his early Cooper-Climax, having been involved in an accident on the way through Italy, but Wicken, and Dodd were out in Coopers and Hill, Halford, Zimmermann, Piper and Maria de Filippis were out in Lotus cars and Seidel and Heinz in Porsches.

Friday proved to be a much better day and, though not warm for Sicily, conditions were good for fast driving and all but one of the seventeen entries were ready for practice, the missing one being Bonnier who never showed up at all. Bueb and Wicken were soon circulating in the pale green Cooper-Borgwards and Moss was out in the dark blue one, the three fuel-injection engines sounding pretty healthy though the bumpy surface was not proving too kind to the Cooper road-holding. Behra was not too happy with the disc brakes on the works Ferrari, complaining of a front one locking all the time, though even so he was going pretty fast. The works Lotus of Graham Hill was delayed in starting practice as there was trouble in the positive-stop selector mechanism for the five-speed gearbox and the two other long, thin Lotus cars were having similar troubles, one being John Fisher's 1958 Motor Show car, driven by Halford and the other Piper's 1958 ex-works car. Meanwhile Gregory had gone out and in a very few laps had clocked 2 min. 05.0 sec. and Behra was not far off this in spite of his brake troubles. Moss could not challenge them and stopped to have the shock-absorbers changed and meanwhile Behra was down to 2 min. 03.0 sec., the Ferrari now behaving itself. Brabham was quietly learning the circuit and with very little fuss was approaching Gregory's times, while when the Lotus went properly Halford was challenging. Moss came out again and was soon faster than Gregory and with some very consistent lappery gradually knocked off tenths of a second until he got down to 2 min. 02.7 sec., which was f.t.d. Behra and Gregory sat back to watch this, with the idea of going out again in the final few minutes of practice, but they were forestalled by Seidel who burst the engine of his brand new central-seat Porsche RSK and poured oil all round the circuit so that serious practice faded out early leaving Moss with the leading position.

Having just the one race, of 55 laps, on the programme there was no great rush on Saturday afternoon and mechanics had plenty of time to get their cars ready and filled up with straight petrol from official tankers under the watchful eyes of scrutineers. Although the sky was cloudy the roads were perfectly dry and with no bright glare from the sun conditions were ideal for racing as the 15 cars were lined up on the starting grid at 3 p.m. before the usual large and excited crowd of Sicilians. The cars were in the following order and drivers were paraded past the Tribunes in groups of nationality accompanied by flags and national anthems.

Gregory	Behra	Moss
(*Cooper-Climax*)	(*Ferrari*)	(*Cooper-Borgward*)
2 min. 05.0 sec.	2 min. 03.0 sec.	2 min. 02.7 sec.
Halford		Brabham
(*Lotus-Climax*)		(*Cooper-Climax*)
2 min. 06.0 sec.		2 min. 05.2 sec.
Campbell-Jones	Heinz	Bueb
(*Cooper-Climax*)	(*Porsche RSK*)	(*Cooper-Borgward*)
2 min. 10.4 sec.	2 min. 08.4 sec.	2 min. 07.8 sec.
Munaron		Hill
(*Osca*)		(*Lotus-Climax*)
2 min. 11.1 sec.		2 min. 11.1 sec.
de Filippis	Piper	Wicken
(*Lotus-Climax*)	(*Lotus-Climax*)	(*Cooper-Borgward*)
2 min. 18.3 sec.	2 min. 13.9 sec.	2 min. 13.0 sec.
Zimmermann		Dodd
(*Lotus-Climax*)		(*Cooper-Climax*)
2 min. 33.8 sec.		2 min. 18.4 sec.

The two Coopers in the front row were push started, Gregory having to be wheeled back on to the grid, while Moss made use of the reverse gear in the Colotti gearbox, and the Ferrari was started on an electric starter. As the flag fell Gregory jumped into the lead, but the superior gearbox ratios of the Ferrari and the Cooper-Borgward soon told and they both went by the American driver. All but the German driver Zimmermann got away, he being pushed off never to return, retiring on the opening lap. It was Behra who led, but only just, at the end of the first lap, followed by Moss, Gregory, Brabham, Campbell-Jones, Bueb, Wicken and the rest, with Halford bringing up the rear going slowly with a recurrence of his gear selector troubles. There was virtually nothing to choose between Moss and Behra and first one would lead and then the other and they were soon out on their own, while Brabham was sitting right behind Gregory, these two also drawing away from the rest of the field. Campbell-Jones was going extremely well in his drum-braked 1957 Cooper, keeping Bueb at bay until he lost second gear and the Brazilian driver Heinz was running steadily and regularly in his Porcshe. Halford stopped at the pits, had the gearchange remedied and retired on the next lap when an oil pipe tore out of an engine casting. Wicken was also in trouble on the Cooper-Borgward when his gear lever became disconnected and he lost a number of laps while it was fixed.

By 10 laps Moss and Behra were still nose-to-tail past the pits and passing and repassing on the back leg of the circuit and were 13 seconds ahead of Gregory who still had Brabham on his tail. Bueb was now fifth and Graham Hill was beginning to make up for a poor start and was now eighth behind Campbell-Jones and Heinz, having passed Piper and Munaron. It was not a Lotus day, for the Italian girl Maria de Filippis now came into the pits with oil pouring out and retired, but then Dodd had a ball-race break up in his Cooper gearbox which put him out and evened the score between Surbiton and Hornsey. On lap 12 the leaders lapped a group of tail-enders and Moss managed to give Behra the slip amongst the traffic and he pulled out a 3-sec. lead over the Ferrari, but it was not long before Behra was back with Moss, having turned a fastest lap in 2 min. 01.2 sec., and at 20 laps the Ferrari was in the lead by a length or two. Brabham had been baulked slightly when lapping a slower car and had lost contact with Gregory, but was still firmly in fourth place and Bueb was an unassailable fifth though Campbell-Jones was now down to seventh place suffering from a gearbox that was breaking up fast. Still there was nothing to choose between Behra and Moss and while the Cooper-Borgward might show a slight advantage on one corner the Ferrari would gain on the next and both drivers knew it was a case of playing a game of " foxing " and hoping to lure the other into making a mistake. On lap 30 Moss took the lead again and by chance gained a few yards as they lapped a slower car, whereupon he made the most of the opportunity and once more shook the Ferrari off his heels. Using 7,900 r.p.m. on the Borgward engine he increased his lead to 5 sec. and in trying to catch up again Behra spun and dented the nose of the Ferrari on a concrete wall. No damage was done and he managed to restart but the flying Moss was now 60 sec. ahead, and had put in a lap at 2 min. 00.9 sec. Just before this Gregory had overslid a corner and

Continued on page 446

RUMBLINGS



DOLLARS FOR SPORTS CARS.—The party of 70 American visitors at London Airport, where they took delivery of their new Triumph TR3s and departed on a Continental tour organised by the Standard Motor Co.

TWO BRIGHT PARTIES

Some time ago the Standard Motor Company of Coventry threw two parties which were sufficiently out of the common rut to be remembered, and which confirm our opinion that someone at Canley has brightened things up in no mean manner—witness the refreshingly new features of the Triumph Herald, which is a Standard production.

The first party we attended began at London Airport rather early on a Saturday morning, when 70 American visitors arrived from New York, per B.O.A.C., to take delivery of 36 Triumph TR3 sports cars. Such parties have been arranged before by the Standard Company—the idea being that these American members of the Triumph Sports Owners' Association come to England, take a 4,000-mile European tour in the care of the Standard Company, ably assisted by representatives of B.P., after which they fly back to the States, the TRs following by sea transport. As a matter of fact, this scheme is in its third year and two further groups of T.S.O.A. members will repeat the process later this year.

On the occasion of which we are writing, the American TR enthusiasts drove in convoy, with an R.A.C. motor-cycle escort, to the R.A.C. Country Club at Woodcote Park, Epsom. Here they were entertained to lunch with Lord Tedder, Chairman of Standard/Triumph, as host. It came out that the oldest visitor was a young sportsman of 68. Lord Tedder's remarks were very well received and he was followed by Mr. M. Whitfield, General Sales Director of Standard, who told, we thought, a good and appropriate story. It went thus. On his first experience of American airline travel he was scarcely seated when the American next to him shook hands and announced: "My name is Joe Smith. I am 45. I am married. I live with my wife. We have three children. I am a canned-food salesman. I earn 20,000 dollars a year." Mr. Whitfield was completely bowled over at this effusion of a stranger but decided not to be backward when next he flew with Americans. On next entering an airliner he turned to the person in the next seat, shook hands, and said: "My name is Whitfield. I am married," etc., etc., concluding, "I am Sales Director of the Standard Motor Co. of Coventry, England. I earn one million dollars a year." This, said Mr. Whitfield, caused a long silence from his new-found companion and for the rest of the journey he was addressed as "Sir." And, as he reminded us, in England you are seldom paid what you earn! (To which Lord Tedder caused much laughter by rising to remark that he had made a note of this.)

The Americans showed considerable interest in beautiful Woodcote Park, which, incidentally, was originally part of the possessions of the great Abbey of Chertsey, said to have been founded as early as A.D. 666. At the time of William the Conqueror, it is stated in the Doomsday Book that the arable land held by the Abbey of Chertsey in the Hundred of Copendorne (Copthorne), in which Woodcote Park is included, consisted of seventeen Corrucates, a Corrucate being as much land "as could be tilled with one plough and the beats belonging thereto in one year, together with meadow, pasture and houses for householders and cattle." About the middle of the seventeenth century, the estate passed into the hands of Richard Evelyn, brother of John Evelyn, the famous diarist, and uncle of Lord Baltimore, who founded Maryland. Richard Evelyn built the mansion that stood on the site until it was destroyed by fire in 1934. From this time, too, dates an interesting archaeological curio, the underground ice-house which is beneath the upper lawn, and was connected by a passageway leading to the basement of the original mansion. It is interesting to note that John Evelyn records in his diary that he had seen such ice-houses in Italy on the occasion of his visit to that country in 1645, and therefore it is highly probable that he told his brother how to construct one at Woodcote Park. This old-time "refrigerator" is completely below ground. It is constructed of red brick and the lower part (in which broken ice was stored) is in the shape of an inverted and truncated cone, having a diameter of nine feet and a depth of over ten feet. The floor is pierced with one-inch holes for draining purposes, and a drain runs to the 50 feet deep soakaway, some 12 feet farther along the passage. The upper part of the ice-chamber is also circular in plan; the side walls are five feet high, covered by a domed roof, and in this section the meat, game and wines were stored during the summer months, access from the passage being through a three-feet wall with double doors. When Woodcote Park was purchased by the R.A.C. in 1913, a quantity of rare and valuable oak panelling was removed from the mansion and sent to the Boston Museum, U.S.A. After Evelyn's mansion had been destroyed, the present building was erected in 1936 on the same site. The front is almost an exact copy of the old mansion and even the brickwork is the same unusual 2-in. The only remaining parts of the old building are the front steps, the arches and balustrading and the two wing buildings. The ornamental stonework of the front door and ground-floor windows was taken from the ruins, carefully marked, and re-erected in its original position as the new Club House was built.

After lunch the 36 gleaming English-registered Triumphs left for Folkestone, and on the Sunday started on their tour of France, Italy, Austria and Switzerland.

We were interested to find that of these three dozen TR3s, just over half—19, in fact—had been supplied with Michelin "X" tyres at the request of the customers, the rest being on Dunlop "Gold Seal," some white-walled. About four of the cars had hard-tops.

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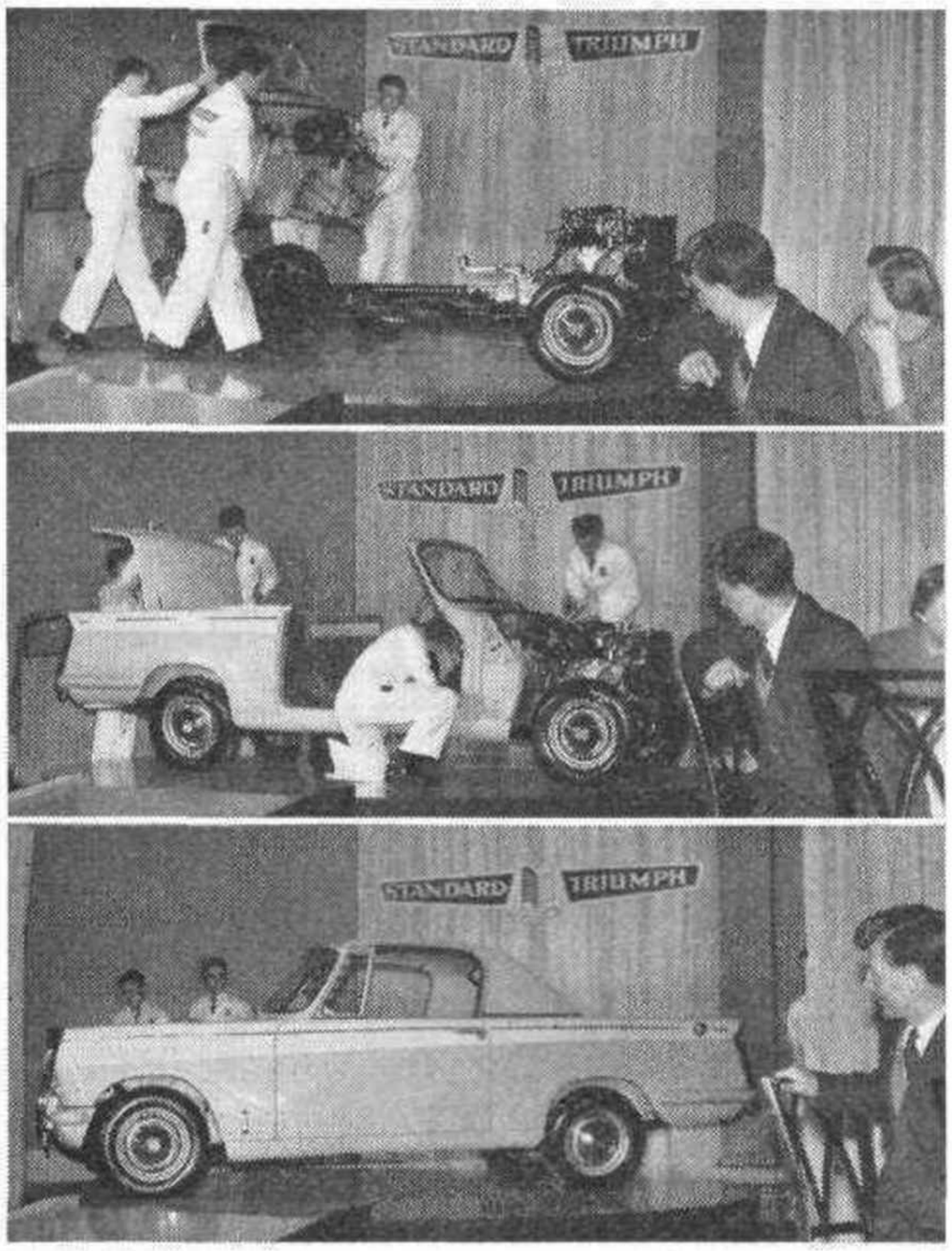
Having seen the American sports-car enthusiasts on their way, we attended another Standard/Triumph party a couple of days later, this one at London's Mayfair Hotel, to preview the sensational new Triumph Herald. On this occasion we left home, 36 miles from London, at 9.15 a.m. and got to the Mayfair at 11.40 a.m., hardly a tribute to the new Cromwell Road extension, on which we, in company with hundreds of other motorists, were stationary at the Hammersmith roundabout for about half-an-hour, or to parking facilities in the region of Berkeley Square.

Now what happened in the Mayfair ballroom may be dismissed by some people in a single unsavoury word redolent of military contempt, but the fact is it was slick publicity by the standards of the Space Age.

After a brief address by Lord Tedder and a longer one by Standard/Triumph Managing Director Alick S. Dick, girl heralds, all eyes on their long legs clad in net stockings, walked across the room and removed the covers from a Herald saloon and a Herald coupé. From these startlingly-new cars emerged men and model-girl passengers who had apparently been sitting in the cars under the covers for nearly an hour!

Next, the head apprentice was introduced to the assembled journalists and he explained the constructional simplicity of the Herald bodywork, whereupon curtains were drawn back to reveal a coupé chassis and four Standard apprentices. These lads then proceeded to assemble the coupé body and fit a battery, the job being completed in less than 4½ minutes. The head apprentice then remarked that he proposed to take his girl-friend for a ride. The model-girl who had emerged from the saloon entered this freshly-assembled coupé, which was rotated on a turntable, the driver got in, the engine was started, and the Herald drove down a ramp, across the ballroom, and out through the doors—and off to the coast, for shipment to Brussels to make its debut on the morrow at the opening of the European Common Market . . .

Later a colour-film was shown which emphasised the severe testing the two Heralds which were driven from Cape Town to Coventry *via* the Sahara Desert had undergone. This endurance run was the more impressive because none of the factory personnel who formed



LIGHTNING ASSEMBLY.—The separate chassis frame of the revolutionary new Triumph Herald makes light work of body assembly. These pictures show four apprentices from the Triumph Company building a coupé body on the two-carburetter Herald, during the preview party at the Mayfair Hotel. The onlooker on the right has scarcely moved from start to finish of the operation, which, in fact, took about 4½ minutes! After which the car was driven across the ballroom floor, through the bar and out of the hotel on a journey to Brussels for the advent of the European Common Market—an excellent publicity stunt. Incidentally, the recent introduction of a turntable and cinema screen in the Mayfair ballroom make this well-known London hotel more than ever suitable for parties of this kind—which is no doubt why the Standard/Triumph people chose it.

the crews had been out of England previously. At this preview of the Triumph Herald many of those directly responsible for this revolutionary new British small car were present, including Mr. M. J. Tustin, Director and General Manager, Mr. Harry G. Webster, Standard's Director of Engineering, and Michelotti, the Vignale stylist responsible for the Herald's bodywork.

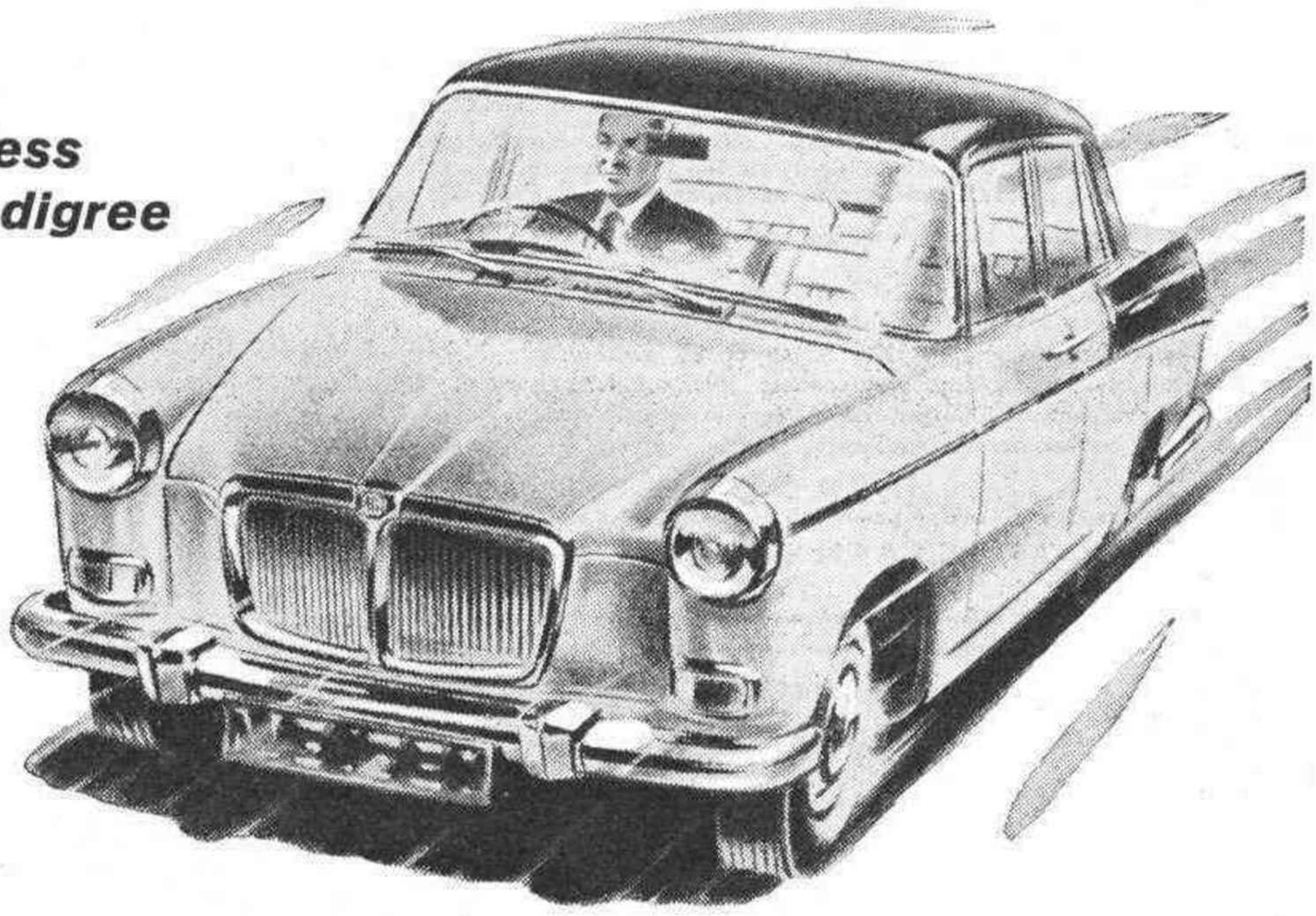
Clearly, someone has infused much new life-blood into the Banner Lane concern!

In the past Triumph made good but by no means outstanding cars until the advent of the sports TR, although the early Super Seven and Fifteen used hydraulic brakes earlier than others, while the Super Seven boasted a three-bearing crankshaft and was raced in the Ulster T.T. in supercharged sports form, and at Brooklands by Victor Horsman. Standard built good solid Edwardian tourers, followed by a successful light car and quietly-stylish touring cars and saloons in vintage days. They retrieved a slump with the hastily-designed Standard Nine worm-drive model, some examples of which are still encountered on the road, often in surprisingly sound condition. More ambitious Nines, Tens and Twelves, etc., followed, succeeded after the war by the rugged Eight and Ten and all-purpose Vanguard. But it is with the Triumph Herald that really new ground has been broken.

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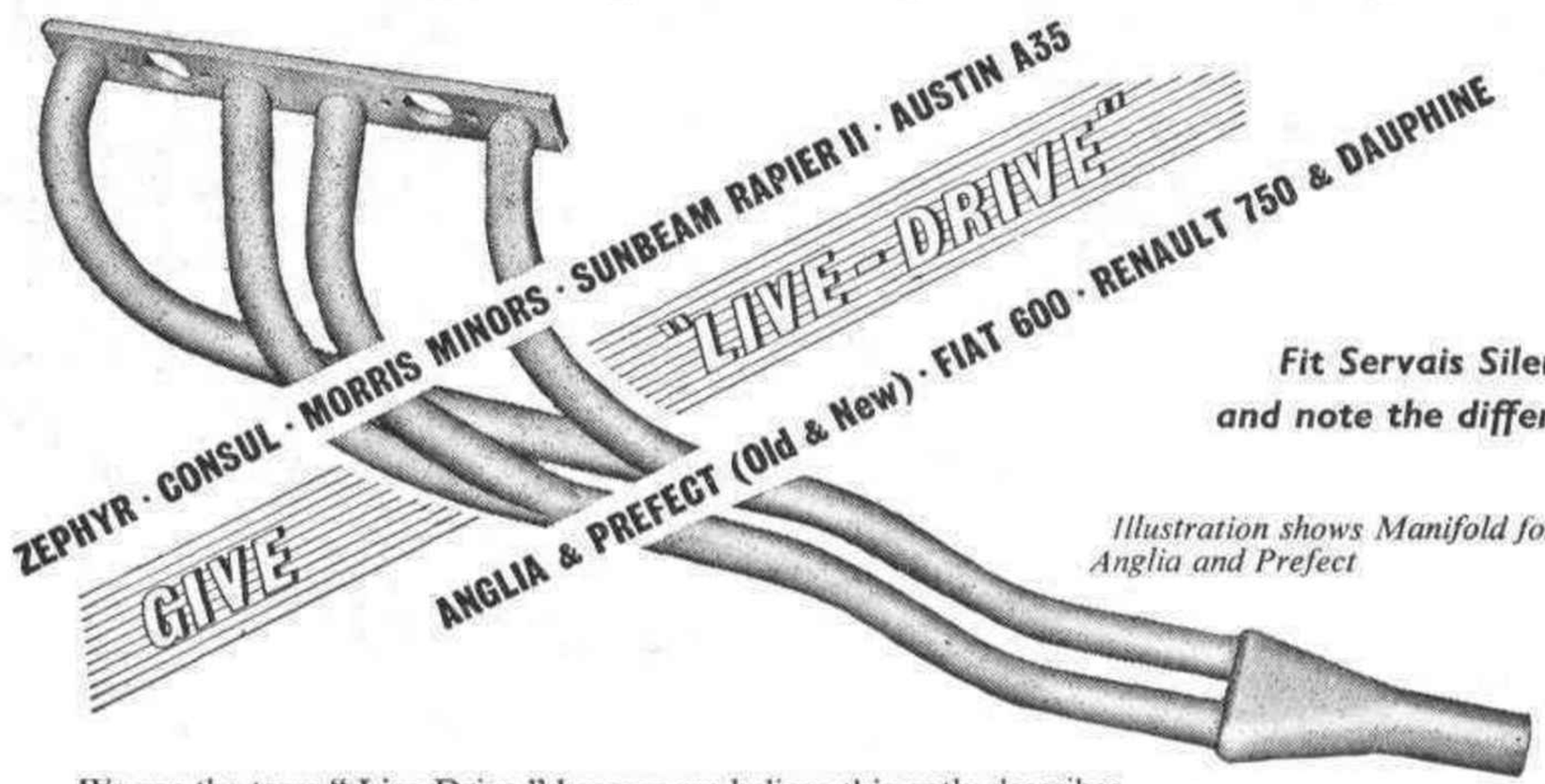
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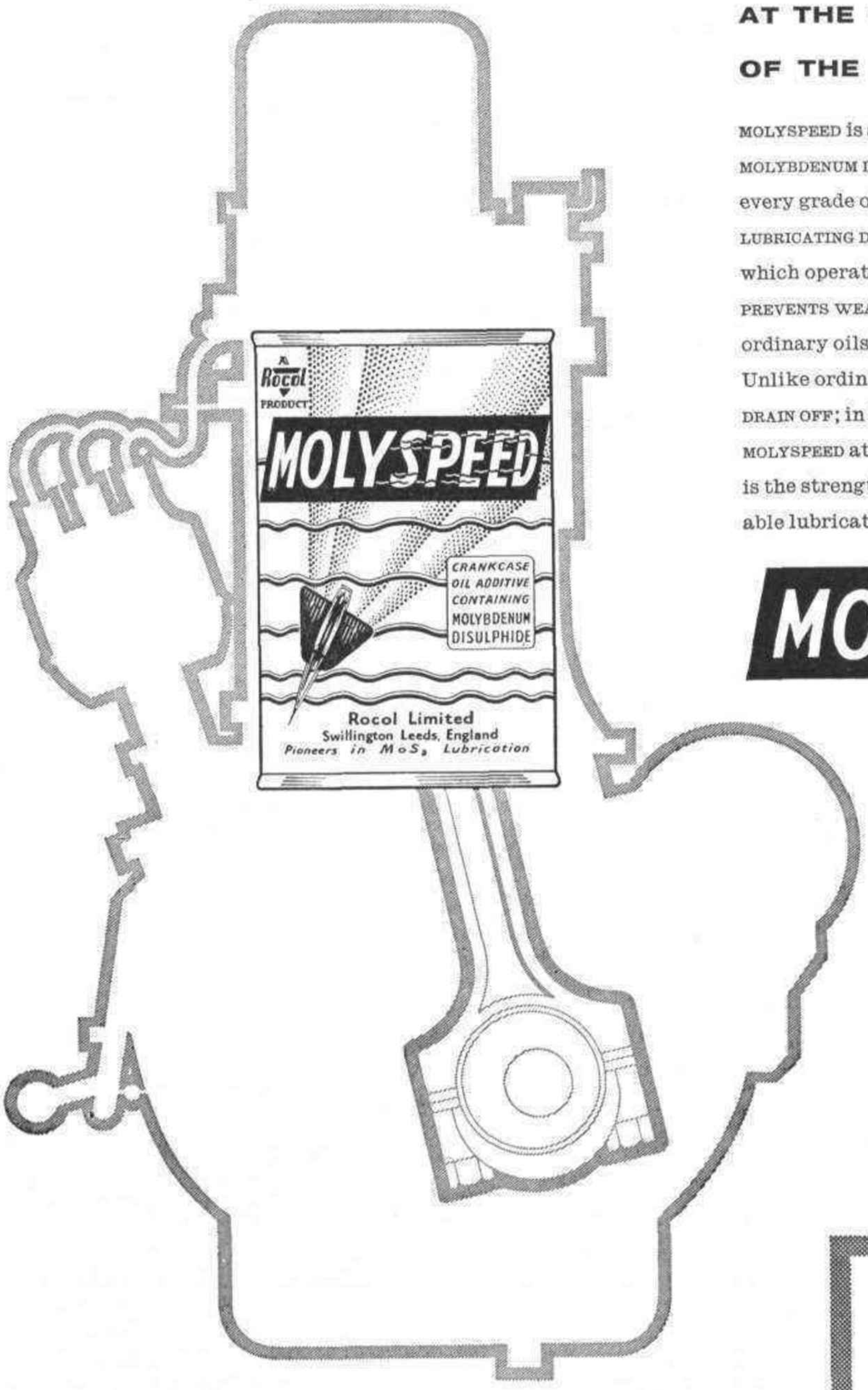
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LETTERS from READERS

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

A MERCEDES-BENZ 220S IN SOUTH AFRICA

Sir,

The correspondence about Mercedes cars has intrigued me. A point of view from Germany, and now, in the March issue, the riposte from England.

Surely, however, there is more to a car than valve guides? In this country we look for the following:

(1) Good resale value.
(2) Facilities for service and availability of spare parts.
(3) Speed, safety and road-holding qualities.
(4) Handling and parking qualities in dense traffic areas.

In the £1,200 to £5,000 price class, Mercedes fulfils all these requirements, and, what is of equal importance, the difference between the various models is one of horsepower and luxury, not of quality.

Thus it is perhaps over-patriotic to compare this or that English car to a Mercedes in whatever price range. Certain English car manufacturers are very much newcomers to the game in comparison, and none produces so wide a range of similar quality.

I have a 220S which I bought locally. It was assembled in South Africa. With it came a little book giving service stations all over the world and indicating where spares could be obtained. Mercedes are, in addition, widely advertised.

Had I sought and delved I could probably have obtained an English car in the same price range. But in Krugersdorp and off the floor? I doubt it.

The "Three Pointed Star" is becoming more and more a familiar sight on the roads of South Africa. On the other hand, quality English makers do not seem interested in this literally golden market.

As I have not seen a road test report on the 220S your readers may be interested in my impressions. At this altitude of 5,000 feet and over the car cruises easily at 92-95 m.p.h. and will top 100 when pushed. It is rock steady at all speeds, steers well and with servo-assisted brakes, stops straight and quickly. Cornered at high speed the tail slides nicely. Comfort is superb, with hide upholstery as standard on all models. Among the tiddly bits are separate heating for both front seats, two speed-ventilation blower, two-speed self-parking windscreen wipers, fitted twin fog lights and a straight line Vdo speedometer.

The clock keeps good time, the engine temperature is always 180 deg. F. and the oil pressure 45. Ammeter? None and I do not miss it. With the demise of three-brush generators it has deservedly died too.

Starting is poor. One thrusts the accelerator pedal right down and pushes the starter button. Three to five seconds later the engine starts. This is for a semi-hot start. From cold the engine starts instantly, as it does from hot. This I feel is due to a pair of rather complex carburetters and too rich a starting mixture.

The engine is excellent. With a 6,000 r.p.m. engine 74 m.p.h. is marked on the speedo. as maximum in third, and with faultless synchromesh it is very useful for getting away from the lumbering Yankee leviathan, as it wallows up a hill at 50 m.p.h., 280 b.h.p., 12 m.p.g., all 28 chromium-plated feet of it!

Acceleration is good. Maximum in all gears is marked on the speedo. and if the car is taken up to these speeds a rapid departure is assured.



Mr. Mac Olive with his Mercedes-Benz 220S in South Africa.

The gear-lever is on the steering column. Purists may shudder, but I see nothing wrong with convenience when levers are drop forged and splined to shafts. I have driven tanks with very remote control gear-levers, but nobody could think of any other way of changing gear unless a dwarf equipped with intercom sat on David Brown's box of tricks in the rear bug-hutch; and as the dwarfs, mental and otherwise, all seemed to work for E.N.S.A., we carried on with gear-levers.

A compression-ratio of 8.7 : 1 necessitates high octane petrol, and a consumption of 20-21 m.p.g. is usual at this altitude. At sea level it probably approaches 25 m.p.g. These figures are for hard driving. He who tootles along at a modest 60 should exceed them.

Synchromesh in all four forward gears is handy at traffic lights. At anything below 30 first gear is engageable with no more than a slight whine from the synchromesh, and the green cannot catch you napping.

On the debit side is a completely inaccessible battery which calls for a mirror to check the electrolyte level; an ignition switch controlled electrical system which prevents you using the windscreen wipers or heater blower (if you are low enough to go to a drive-in cinema on a cold wet night), without switching on the ignition; clutch and brake pedals set closely for daintier clogs than mine; an organ console of knobs, all unlabelled, largely superfluous, the use of which you tend to forget, so that you may wipe off the speedo. trip reading instead of switching on the rear roof light, or turn on the blower instead of the choke—mind you, a different coloured light goes on in the dashboard if you do.

All in all it is a good car. I cannot say how it compares with a Jaguar or the big Rover—I have never seen one on the roads travelling in the same direction as I have been going. I have been passed twice; once by another 220S when I was running-in, and again in a speed trap area by a twin-cam M.G. However, I am no Fangio, and Aston Martins and the big Maseratis I would not argue with, but in the sedate family sedan class the 220S is good enough for me.

I believe you Limeys in the Chilblain Islands have a sort of proverb about a fairy godfather called Littlewoods. Well, if he comes my way I do admit I would be quite willing to put the 220 on ice for the kids and go for a 300SL. Now that is quite an automobile as the Yanks would say. Somewhere on the speedo way after 100—way after—is a red notice. It reads "Limit for ordinary touring tyres," and then the speedo goes on, and on, and on.

Ah well, I can dream, can't I?

I am, Yours, etc.,

Krugersdorp. JOHN MAC OLIVE.

* * *

THE PERFORMANCE OF THE BERKELEY

Sir,

During the past few months there has been much criticism of the Berkeley sports car—most of which is unjustified; there is much to its credit. On any good brake tester 100 per cent. brake efficiency is obtainable with modifying.

In 1956 the Berkeley was introduced; it was an entirely new approach to sports-car design, original and refreshing. Even today it is the best looking small sports car—not like the ugly Sprite. The Berkeley four-seater is unique in styling and cheap for such a small make—about 2,500 are made every year.

The 12-hour victory at Monza is a fine achievement for the Berkeley. It has shown that the Berkeley can beat the Italian cars, which have dominated the picture for so long. The Berkeley not only won the 500-c.c. class but smashed all the lap records, at 81.76 m.p.h., and averaged 75.43 m.p.h. throughout the race. The Berkeley covered 905.2 miles during the 12 hours. The car had to fill up eight times during the race (due to a small fuel tank), against the Fiats four times. *No* overheating, seized gearboxes, broken crankshafts, etc., completely reliable and contrary to the readers' comments.

I am, Yours, etc.,

March. M. A. VAWSER.

[Our correspondent refers to the 750-c.c. race last April. Cammarata and Bandini won the up-to-500-c.c. G.T. category in a three-cylinder two-stroke Berkeley at 75.43 m.p.h. They were eighth in the race as a whole, which was won by a 750-c.c. Fiat-Abarth at 95.36 m.p.h.—ED.]

IN DEFENCE OF THE DAUPHINE

Sir,

It was with great interest (and amusement) that I read your article on the latest Renault Dauphine in the April issue. May I take various points in your article one by one for a little further discussion :—

(*a*) " . . . in which not much over 50 m.p.h. is possible in middle speed." Tell me, what do you expect from an 845-c.c., 31-b.h.p. motor ? And, another thing, my 1957 model (only modification is an Abarth sports silencer) does 58 m.p.h. in second comfortably. Imagine a standard Prefect or Anglia (1,172 c.c.) doing 58 m.p.h. in second !

(*b*) " . . . lack of reverse guard." What three-speed car of today has a reverse guard ?—so why single out the Dauphine for this criticism. Any person with average (or even below) driving ability knows that reverse gear is for going backwards and is not engaged when going forward.

(*c*) " The wheel arches protrude into the Dauphine's front compartment." Ideal for resting the throttle-pedal foot against, weren't they ?

(*d*) I have never found my brakes lacking in retardation power and I am a trials driver. My previous car was a VW (I know *now* that I must have been crazy to buy it), which ran out of brake linings at 10,500 miles. My Dauphine has completed 25,000 miles on the originals and they are still as efficient as ever.

(*e*) The paragraph starting—" The suspension permits . . . " to " . . . only with the ignition key " contains so much irrelevant nonsense that I don't know where to start. The second best laugh I had, however (the best laugh comes later), was about the " buzzing " of the power unit on a long run. Well, if the Dauphine buzzes, I sure would like to hear your description of the awful racket made by the German car. So the Dauphine suffers from " fussy " handling ? I wonder who will believe you ? I don't. South African insurance companies are becoming very tough about motor-car insurance. Some of them won't look at VWs—they seem to think they roll easily ! Those that do insure them step the premium way up and demand that the owner pays the first £25-£50. Dauphine owners still enjoy normal premiums and the first £5. " Fussy " handling—whom are you trying to kid ?

(*f*) You say that the Dauphine is not a serious competitor to the VW—I absolutely agree with you—they are in different classes. The only thing they have in common is the rear location of the power unit (the best place, anyway)—other than that, it's like comparing a thoroughbred with a cart horse.

(*g*) Now to the biggest laugh—" . . . but the Dauphine is less roomy than the two-door German car and not a great deal more economical of petrol " . . . excuse me while I wipe away the tears of mirth . . . thank you ! I stand 6 ft. 1 in. in my socks—I am able to sit anywhere in my Dauphine with perfect comfort, but somehow or other I never could get over suffering from cramped legs after a ride in the VW. As for petrol consumption—in the 18 months (22,000 miles) of VW ownership, strict records show that it averaged 29.6 m.p.g. during that period. The Dauphine (25,000 miles) at 18 months has delivered 42.6 m.p.g. Maybe you don't think 13 m.p.g. is much of a difference ? I don't know—but—I do !

Please don't get the idea that this is a personal attack on your integrity—it isn't ! You chose, in your article, Mr. Editor, to compare these two cars—I am merely replying to your criticism—albeit a bit harsh.

Thank you for your wonderful magazine (even if I don't always agree with you !)—I read it every month without fail—honest !

And as a parting shot—when the beauty of line is taken into consideration—how can you compare a deer with a warthog ?

I am, Yours, etc.,

Johannesburg. R. J. W. MAY.

[" In defence of the Editor," " W. B." replies to Mr. May's points thus :—

(*a*) I was probably *thinking* of speeds after speedometer correction. I wasn't even thinking of Anglias and Prefects !

(*b*) Agreed—but, if the Dauphine had a proper gearbox containing the minimum number of speeds requisite with a small engine a reverse guard wouldn't be needed by people like me who may find themselves going straight from a four-speed to a three-speed car.

(*c*) The passenger, not having an accelerator pedal to operate, likes to stretch out . . .

(*d*) The Dauphine may be superior in this respect to a VW but it could do with *lighter* brakes.

(*e*) By " fussy " handling I did not intend to imply *dangerous* handling—of course not. I was thinking of lots of work in a cross-wind, on low-geared steering, etc. As to the " awful racket made by the German car," I hear about this but never experience it inside the car and as the VW's engine runs at comparatively low r.p.m. it certainly does not buzz.

(*f*) I beg to differ . . .

(*g*) I can only reply that I feel there is more room in a VW than in a Dauphine and that measurements prove it. As to fuel economy, I still get 38/40 m.p.g. from a VW after 60,000 miles and the road-test Dauphine gave 44 m.p.g.—Esso Mixture in both cars. A VW giving under 30 m.p.g. is either in need of attention or Mr. May should give it a break and buy a Porsche, which is meant to be thrashed.

Re warthogs, even before I discovered Brooklands and individuality in motor cars I was a frequent visitor to the London Zoological Gardens and loved individuality in animals, and a warthog has more individuality than a deer.

Finally, I like the Renault Dauphine but I like the VW better.]

* * *

THE NEW CITROENS—WHERE THEY SUCCEED

Sir,

As the father-and-mother of all the correspondence (beginning last February) on the above outstanding car, I feel that your readers may care to let me wind up matters before you, Mr. Editor, insert that lethal paragraph: " This correspondence cannot now be continued "—and, so, kill off the many enthusiasts who, doubtless, would be glad to go on indefinitely—or until, shall I say, the rear end of my DS19 condescends to lower itself into position . . . which brings me, sadly, to the point of this letter.

After 12,500 miles, in a moment of madness and frustration (laced with sheer anger), I sold the DS19 last February. It was in peak condition—save for one seemingly incurable defect. The rump of my Francoise just would not come down to match the front end. For a fortnight we toured about like a platypus nosing for truffles—well, perhaps, not truffles—while my children giggled in the back and pretended to fall forward as we went over hump-back bridges—with road-studs, the only thing the DS19 refuses to ride over quietly and evenly. Telephone conversations with polite but incredulous persons at Slough, letters to managers, visits to every local Citroën " agent " in these remoter parts of " silly Suffolk "—one might just as well live in Nyasaland so few and far apart are these people—nobody could shed the slightest light on poor Francoise's rump-trouble. She had become a sort of rear-view Can-Can dancer unable (possibly unwilling ?) to lower her skirts.

So, as I was passing down Sloane Street one dull February morning, I fell—not very heavily—and just went straight back and played safe. I bought our fifth Rover—a pleasant sage-green and ivory carriage of 105 h.p. and all the trimmings. My DS was standing at the kerb as I signed the cheque and, as I was performing the last flourish, I heard a loud sigh and felt a terrible twitch between my thumb and forefinger. I looked in dazed alarm over my shoulder and saw what I saw with utter dismay and consternation . . . my Francoise had, at that ultimate moment, thought better of her Folies Bergères tantrums and lowered her posterior into position. I believe that I wept.

Anyhow, next morning I collected the new Rover—I had a wide mourning band on my sleeve—and trundled home at a steady 40 until, crossing Newmarket Heath, I put my foot down hard and crept up to 52. I endured this for over 2,000 miles when, struck dumb with disappointment and grieving for my Dèesse, I went to London, where they found that the ignition setting was about 18 degrees slow.

The car is now, as English cars go, just about as good as it can be—solid comfort, vastly improved steering, suspension (no heel-over) and admirable servo-brakes. The 105 cruises soundlessly at 65-75, returns 25 m.p.g. and, at 4,200 miles, improves with every kilometre covered.

And, now, tell me—and tell me again—why am I so ungrateful for all these excellencies and near-perfections in a car which must be considered just about the best British (all-British is better) vehicle now in production—the car that Swiss and, indeed, French cognoscenti positively choose in preference to 220S and a few more ? Why is it that I am bored stiff with this admirable car ? I will tell you—it is its very *faultlessness* which tires one to death and makes one long (having had a French mistress so recently) for some show of temper and temperament . . . indeed, I now almost love Francoise for cocking her rump in the air. I only wish that my dear Rover had an equally disreputable rear-end !

They say that a flat-six Citroën may be on the way. They say, also, that a certain firm on the Portsmouth Road will exercise a *mystique* upon any DS19 which will cause that vehicle to produce 110 m.p.h. and 95 in third *vitesse*. I wonder why I had never heard of these things before losing my reason in Sloane Street—sometimes I think people conspire against me to tell me nothing ! Anyway, the near-side window would not wind up properly on the Citroën.

On the Rover they wind up *and* down—quite noiselessly!

On dit, monsieur, que la Dèesse est une voiture exceptionelle? Oui et oui encore—hèlas!

I am, Yours, etc.,

Saxmundham. "W. A. R."

[And so—this correspondence is now closed!—ED.]

* * *

VW AND D.K.W.

Sir,

May I endorse the opinions of Messrs. Woodward and Melhuish, in their replies to Mr. Boneham's letter *re* "Buying British." After my release from the Forces (British) I patriotically purchased three British cars in quick succession, keeping each only a very short time owing to the cost of maintaining it, and I was most depressed at the lack of reliability in three different makes of British cars. Since getting shot of the last of these I have owned three Volkswagens, 1947, 1952 and 1954 models, and I now have a 1955 D.K.W. I changed these cars only to progress to something newer and, apart from normal servicing, have not spent a penny on maintenance of any of these four cars. The last VW I owned had 74,450 miles on the "clock" when I sold it, and was not showing any signs of wear. I confidently sold it to a friend and it is still going very strong.

The D.K.W., in my opinion, is a superb example of German design and engineering skill, and the finish overall is excellent. It gives wonderful performance safely and with astonishing economy. During the past three week-ends I have completed the journey from Rhyl, North Wales, to London three times in just five hours, using five gallons of petroil for each run of approximately 230 miles. Admittedly these cars, when new, are extremely expensive in this country, owing mainly to import duty and purchase tax, but with the experience I have had I would much prefer to buy one of these cars four years old when the price is about half of that when new, than to buy a new British car of the equivalent price.

I only hope that the British car manufacturers will change my opinion in the near future by offering the motoring public a reasonably priced vehicle which will give me the satisfaction, reliability and really excellent after-sales service which I have enjoyed with these German cars.

I am, Yours, etc.,

Lightwater. W. H. MILNER.

* * *

GOOD SERVICE

Sir,

I feel that another drop in the ocean of praise for "that" car would not come amiss. This is an example of the "After Sales Service" one gets with the Volkswagen, rather than the car itself, although I fully endorse all I have read and heard about this car, and in fact it was the praise I read in your journal that aroused my interest enough to buy one, a secondhand 1955 model, from the County Distributors—Beardalls Motors Ltd., of Nottingham.

My car was two months out of their normal guarantee period when, on a Sunday morning, the clutch packed up. I contacted Mr. G. Smith, Sales Manager of Beardalls, who did his best to get the spare parts stores opened up for my benefit. Unfortunately, the two keyholders were both out of town, and so he then telephoned Hutchinson Bros., Redhill, Nottingham, locating the parts needed. This firm were most helpful, inasmuch as they, never having seen me before, allowed me to take away nearly seven pounds' worth of spare parts "on trust." I then returned to Beardalls and informed Mr. Smith that I was fixed up; he insisted I took him the account when it was settled, which I did, and I now have his cheque to hand for the full amount.

This is the service one dreams about but so seldom receives from motor traders and, I think, deserves publicity.

Needless to say I have no connection with either of these firms, other than as a satisfied customer.

I am, Yours, etc.,

Cotgrave. E. F. THORPE.

* * *

POOR SERVICE

Sir,

Referring to correspondence that has appeared in your magazine from time to time regarding repairs carried out by so-called reputable garages, I wish to relate my own sad experience regarding the type of work these people delight in doing.

I recently had a big-end bearing failure on my Rover Fourteen whilst motoring to Blackpool. I was about five miles from the town and decided to take it to an authorised Rover service agency. I left the car at the garage on the understanding that they would inform me by telephone the following week what was wrong with the car other than the big-end bearing, and an estimate of the cost of the repair. The only communication I had from them was a telephone message to the effect that the repair had been carried out and the car was ready for collection.

When I arrived to collect the car they informed me that the only trouble was the failure of one bearing on No. 5 cylinder. The mechanic who carried out the repair told me that the crankshaft was slightly marked but, providing the initial running was carefully carried out, the repair would be satisfactory. Naturally, I felt very uneasy about this but paid the bill, which was £9 11s. 10d., and took the car away. Thirty miles later the same bearing failed again.

I returned the car to the garage but they flatly refused to do anything at all about it unless I paid for further repair work to be carried out. In typical British business manner they smugly pointed out the age of the car and told me they carried out scores of these big-end bearing repairs just to get people home, which, at approximately £10 a time, I consider to be a very lucrative business to be in.

No amount of arguing, however, would induce them to admit that the repair had been carried out in a slip-shod manner, and I eventually had to arrange for the car to be towed to my own town, which is approximately 35 miles away.

On further examining the car I find that the crankshaft requires building up and re-grinding on this particular journal due to the second failure that has taken place in such a short time. The cost of the repair will now be in the region of £40 to £50, and I lay the blame for the further damage that has been caused on the shoulders of the Blackpool garage.

It appears that I stand no chance whatever of claiming any money from this garage. The whole business has been an outrageous swindle from start to finish.

It would appear that many of your readers have had similar unhappy experiences with these "reputable" firms, and one can only hope that some day justice will prevail.

I am, Yours, etc.,

Accrington. K. WALMSLEY.

* * *

FARINACIOUS

Sir,

To my surprise the British Motor Corporation have produced another new model. Perhaps I should offer my congratulations on the production of almost identical quins, "farinated" by Pinin.

There is obviously a section of the motoring public to whom this design appeals. Let them purchase the Faustarin-A55. But surely there cannot be five times this number, who, for the sake of a second carburetter and a different radiator grille, are prepared to buy the same car masquerading as one of the much-loved *marques* of more enlightened days?

I do not consider that mild tuning of the engine and the addition of a rev.-counter convert a family car into a sports saloon. Better that the names of Riley and M.G. Magnette should disappear from new car catalogues than be associated with such creations. Do manufacturers never consider the feelings, pride and prejudices of their customers before embarking on drastic standardisation schemes?

I am, Yours, etc.,

Edinburgh. ROBERT A. JARDINE.

Sir,

It has come to my notice that your readers have contributed a number of adverse criticisms of the British Motor Corporation for selling their cars under different make names when they are basically the same as each other, and even that editorial support has been given to this attack. It does not seem to be appreciated that this action of the B.M.C. is in the highest traditions of social endeavour, for it allows that freedom of choice which is the birthright of every Englishman without permitting those invidious comparisons which have, in the past, led to so much bar-room argument and been conducive to the consumption of such large quantities of alcohol. In fact, the B.M.C. are to be congratulated on their choice of Pinin Farina as their stylist, for their cars now not only resemble each other but also many more on the Continent of Europe. It is not for me to pass judgment on the actions of others and I can only hope that, in the light of these facts, you, sir, will now see fit to make the *amende honorable*.

Considerable study and reflection on this matter has led me to the invention of what I can modestly claim to be the greatest technical advance in motor-car construction since Gottlieb Daimler first coupled internal explosions to the wheels of a carriage. This invention has the simplicity of real greatness. It is proposed that all cars

should be made exactly the same and shall be provided with a small slot at the front similar to that found on most pillar boxes, into which the identifying badge of the various makes could be fitted. It is suggested that two of these badges be supplied with each car and that others should be available at a small cost. This would, at one swoop, bring every car owner into the class of those who use, say, the Austin for daily running about and take out the M.G. at week-ends.

This, however, is only part of the invention. A further class of cars would be produced known as the Car Lovers De Luxe Series, which, on the same basic design, in addition to such technical improvements as extra chrome plate, real plastic trim and genuine imitation wood facia and sills, would have a much larger slot, allowing the whole radiator grille to be changed at will, so preserving the individuality and carrying on the finest traditions of the most famous *marques*.

The Vintage Car Club is expected shortly to make an announcement that all cars so equipped will be automatically accepted as Post-Vintage Thoroughbreds.

It is to be hoped that my public-spirited action in making this invention known without the protection of letters patent will not prevent those responsible for putting this idea into immediate full-scale production—as all manufacturers must if they are to maintain their technical lead in world markets—from seeing that the inventor receives the substantial reward that he deserves. Cheques should be made payable to the undersigned.

I am, Yours, etc.,

Purley. E. J. ROACH.

* * *

THE EXTERMINATION OF THE SPORTS CAR

Sir,

May I be permitted to comment upon the letter, appearing over the signature of Mr. P. C. Jennings, in your issue for the last month?

With Mr. Jennings' concern at the prospect of the sports car becoming extinct I would sympathise, if I considered that such were likely to occur. Observation, on the road, would lead me to the opposite conclusion, the sports car would appear to be a more and more popular feature of our roads. As for the Sprite not selling, then the very many that I encounter on the roads must have been acquired by their owners in some other manner than purchase.

The figures he quotes for (comprehensive ?) insurance premiums for the Sprite, and third party cover for the A/H 100-Six would seem, from my own experience, grossly excessive. I will not here mention the name of my own insurers, but merely quote two examples of third party cover, for new cars, offered to me.

M.G.-A, £9 7s. 6d.; TR3A Morgan Plus-Four, £10 12s. 6d.

I would imagine that cover for a Sprite would be at a slightly lower figure than those quoted above, while for the larger A/H 100-Six, the figure would probably be a little higher. The company concerned is very well known, and of unimpeachable repute. If Mr. Jennings would care to communicate with me, I would gladly give him the name of this company, I feel sure that if his accident record is satisfactory, he will find it possible to own his Sprite, or 100-Six, and pay considerably less than the figures he quotes.

Having absolutely no connection with the insurance business, might I offer the impartial suggestion that the present policy of our insurers will certainly not lead to the extinction of the sports car. It may well, however, lead to the disappearance of the accident-prone sports-car driver. And a darned good thing if it does; the sooner the better.

I am, Yours, etc.,

Fivehead. J. M. SHIELDS.

* * *

CARS IN BOOKS

Sir,

Having read the latest of your discoveries of cars in books, I went on to the "Way of the Tumbrils," by Sir John Elliot, Chairman of London Transport and spare-time historian. I think you might be interested to glance through it some time.

It is an account of a series of journeys around modern Paris in search of spots where vital things happened during the French Revolution. Sir John, the railwayman turned busman, admits that public transport wasted too much of his time and tells of hiring Monsieur Krok, a Dutchman turned Parisian, and his Hispano-Suiza for the job. Krok and Hispano are illustrated in the book as well as lovingly described.

May I, while I am writing, congratulate you on the high and consistent standard of all departments of MOTOR SPORT? As a newspaperman I realise how much work must go into the job.

As for your admirable campaign against the prop.-shaft and the cart-sprung axle, I can only applaud and help in a small way by giving lifts to the unconverted in my Citroën Six. If ever I have to revert to a really small car it will obviously be a VW, unless Citroën supercharge the 2 c.v.

I am, Yours, etc.,

London, S.E.15. MAURICE LANDERGAN.

* * *

ADVERTISING ABSURDITIES

Sir,

Is it not about time that car manufacturers started putting a curb on the increasingly absurd claims of their advertising departments?

For instance: the latest Austin A55 arrived with the slogan "Austin Looks Years Ahead." How? Why? The mechanical specification conforms to the conventional 1½-litre formula of the last several years. "Cars of years ahead" might at least be expected to incorporate such things as gas-turbine engines and perhaps independent fluid drive to each wheel; the new A55 hasn't even got i.r.s.

Then, the latest M.G. Magnette, for which hardly anybody seems to have a good word, is advertised as being of "flawless sporting pedigree" (and agents follow this up with "buy pedigree"). What nonsense! Everybody can see that the new Magnette is a direct derivative, basically unaltered, of the A55 and, as such, has no M.G. "pedigree" whatsoever. I understand that even Abingdon, ancestral seat of the M.G. family for generations (I have had two from there), has disowned the illegitimate child, which now comes from Cowley.

Another absurd slogan comes from Rootes, who, apparently hard put to it to find a catch phrase to advertise the car in competition with their already well-established Minx and Rapier, made to a practically identical specification, try to induce people to buy the new Singer Gazelle by labelling it "Today's most *elegant* motoring experience." How high up the scale of desirable features in that class of car would an intending purchaser put the nebulous quality of "elegance," one wonders, especially when it consists, in effect, merely in having a few bits and pieces of walnut veneer gummed on to the existing tin. Real elegance in cars nowadays can surely only be looked for in specialised coachwork on expensive chassis (not always then).

Another reprehensible gimmick is to draw the occupants of small family saloons about two-thirds normal size, so as to mislead the uninformed as to the car's true dimensions. At least one of the firms referred to above offends in this respect.

Could not some supervisory body (S.M.M.T. ?) of the car-manufacturing world induce manufacturers to rationalise their advertising as they have rationalised production? Intending buyers want facts, not fairy stories.

Another thing to which one hopes the S.M.M.T. is giving their serious attention is the pre-war practice of holding the Motor Show in October, when the big producers currently announce their "new" models from January onwards. One might, nowadays, as well go to the Montagu Motor Museum as to Earls Court to see what used to be referred to as "next year's models."

I am, Yours, etc.,

Winchester. G. KINGDON.

* * *

ROLLS-ROYCE MYTHOLOGY

Sir,

I read Mr. P. Salter's letter in your last issue with great interest as this is the first time that I had seen any Rolls-Royce mythology in print and, having been constantly subjected to such tales during my ownership of a couple of Rolls, I can add one or two more.

The most common story of all is the one about the man who turned up at the Rolls Service Department in an extremely old model and on returning some days later to collect the car was told that the Directors had decided that they would like to add his car to their museum and would he please take one of the latest models in return for his. This, in my experience, has always happened to a distant relation of the man who is telling the story, and I have heard it from at least twenty different people.

Another common myth is that no owner is allowed to modify his car. Many people have shown amazement when I have told them of some small alteration that I have made, saying, "Surely Rolls-Royce would have stopped you doing that if they had known about it," and following up with the tale of the man who wanted to turn his car into a van but that Rolls-Royce stopped him doing it.

The fact remains that the name of Rolls-Royce stands for something completely out of the ordinary in the mind of the average man and it is no wonder that he feels that such a firm must be a law unto themselves.

I am, Yours, etc.,

Birmingham. B. MORGAN.

HISTORIC RACING CARS WITH MOD. CONS.

Sir,

Being somewhat surprised and embarrassed by the number of people who have commiserated with me after reading in the May issue of MOTOR SPORT about the banishment of my 4½-litre Bentley from V.S.C.C. events, I decided to check up on what had, in fact, been said about me. According to the report of the V.S.C.C. Silverstone Meeting, " Burton's de Dion axle Bentley is now banned from V.S.C.C. events."

I would like to assure all those kind people who showed concern at this announcement that it is, in fact, a quite erroneous statement. The position is that the Committee of the V.S.C.C. have decided that my Bentley is over-modified to compete any longer as a vintage sports car. She is now classified as an " Historic Racing Car of dubious, curious and irregular parental origin." This means that we can still compete in a large number of V.S.C.C. events, such as historic racing-car and all-comers' races, etc. As these are the type of event which I particularly enjoy, this is a very cosy arrangement for all concerned.

The reason why I was not at the first V.S.C.C. Silverstone Meeting was the very prosaic one that the Bentley was still in bits, her winter face-lift not having progressed as fast as I would have liked.

I am, Yours, etc.,
G. H. G. BURTON,
p.p. Hofmann & Burton.

Henley-on-Thames.

[While we are delighted to know that Mr. Burton's modified Bentley will still be seen at V.S.C.C. race meetings, because it is such a splendid sight and sound in action, his letter seems to underline the muddled thinking which confuses vintage-car classification. Why should an historic racing car be permitted drastic mods. which are thought unbecoming on a vintage model ? The eyebrows of our Continental Correspondent have never really descended since he first saw a de Dion axle on a vintage Bentley and the Editor feels like bursting into tears every time he encounters the divided-axle i.f.s. on the 1924 2-litre V12 Delage so ably raced today by J. W. Rowley, this being the outcome of L. M. Ballamy's pre-war urge to convert every rigid axle-beam he could lay his hands on into a swing-axle. He did similar conversions to G.P. Bugatti and 3-litre Bentley cars. Will these, too, if submitted to the V.S.C.C., be classed as historic but not vintage cars ?—ED.]

* * *

FARINACIOUS SIMILARITY

Although many of our readers have expressed dismay, dislike and distress for the uniform appearance of the new range of Farina-styled B.M.C. cars, there *are* small differences between these Austin, Wolseley, Morris, M.G. and Riley cars, both in respect of interior arrangements and performance ! To indicate by how much their performance differs we append some figures for four of these cars, taken from an identical and reliable source :—

Car	*Maximum speed*	*Speed in third gear*	*0-50 m.p.h.*	*S.S. ¼-mile*	*Fuel consumption*	*Price*
Austin A55 Cambridge Mk. II de luxe	81 m.p.h.	63 m.p.h.	15.3 sec.	22.5 sec.	27 m.p.g.	£830
Wolseley 15/60 ...	79 m.p.h.	63 m.p.h.	15.1 sec.	22.6 sec.	28 m.p.g.	£936
Morris-Oxford V de luxe	79½ m.p.h.	66 m.p.h.	19.4 sec.	22.9 sec.	26¼ m.p.g.	£844
M.G. Magnette Series III	86 m.p.h.	74 m.p.h.	14.3 sec.	21.9 sec.	26½ m.p.g.	£1,013

IX GRAN PREMIO SIRACUSA—continued from page 434

ridden up the straw bales and stopped at the pits to see if he had bent the rear suspension. It looked all right so he rejoined the race, but not before Brabham and Bueb had gone by, so we now had the interesting situation of Behra trying to regain the lead and Gregory trying to regain third place, neither of them having an easy task with only 21 laps to go.

At the back of the field Wicken was circulating regularly but not making up for his early pit stop and Piper came into the pits to repair a fuel leak from a carburetter union, while Munaron had lost a lot of time with some battery trouble on his sports Osca. Behra now used everything the Ferrari had got, screaming the beautiful little V6 engine to 10,000 r.p.m., while his gear-changes were a joy to listen to and he was lapping very close to 2 min., finally achieving this on lap 45. Moss was not waiting for him and though he was letting the gap close gradually he was complete master of the situation and by lap 48 when the gap between the Cooper and the Ferrari was down to 28 sec. he knew he was safe, barring accidents. However, he could not linger for on lap 49 Behra turned 1 min. 59 sec., so Moss also had to lap in just on 2 min., but in spite of the crowds urging Behra on to greater things Moss was unruffled and completed the 55 laps just over 22 sec. ahead of the Ferrari. Somewhat overshadowed by this excitement Gregory had caught and passed Bueb but had failed to catch Brabham, and Graham Hill had disappeared from the scene in a series of wild swerves when the right-hand rear hub race collapsed on the works Lotus, while Piper finished slowly as the front of the chassis had broken on his Lotus, only pivot pins and pipes holding the whole thing together.

Results :

IX GRAN PREMIO SIRACUSA—Formula II—55 Laps—302 Kilometres
Dull and Dry

1st : S. Moss (Cooper-Borgward) ... ... 1 hr. 53 min. 6 sec.—160.477 k.p.h.
2nd : J. Behra (Ferrari V6) ... ... 1 hr. 53 min. 28.4 sec.
3rd : J. Brabham (Cooper-Climax) ... 1 lap behind
4th : M. Gregory (Cooper-Climax) ... 1 lap behind
5th : I. Bueb (Cooper-Borgward) ... ... 1 lap behind
6th : B. Heinz (Porsche RSK) ... ... 2 laps behind
7th : G. Wicken (Cooper-Borgward) ... 5 laps behind
8th : D. Piper (Lotus-Climax) ... ... 8 laps behind
9th : G. Munaron (Osca) ... ... outside time limit

Fastest lap : J. Behra (Ferrari) 1 min. 59.0 sec. on 49th lap—166.587 k.p.h.
15 starters—9 finishers.

Retired : W. Zimmermann (Lotus), lap 1, engine; B. Halford (Lotus), lap 3, oil union; M. T. de Filippis (Lotus), lap 10.; S. Dodd (Cooper), lap 11, gearbox; J. Campbell-Jones (Cooper), lap 22, gearbox; G. Hill (Lotus), lap 37, hub bearing.

NOTES ON THE CARS AT SIRACUSA

The lone Scuderi Ferrari entry was a new 1959 car with space-type chassis frame using large diameter bottom rails and small diameter superstructure, the engine, gearbox and transmission being developments of last year's car. Front suspension was by double-wishbones and coil springs and similar springs were used for the de Dion rear suspension, while Dunlop disc brakes and tyres were used, with Borani wire wheels. The three double-choke downdraught Weber carburetters were covered by a Perspex hood, open at the front, and a wrap-round Perspex screen was used.

The Walker-entered Cooper-Borgward was a 1958 chassis fitted with the sports Borgward fuel-injection, 2 o.h.c., 16-valve, 8-plug engine, ignition being by twin coils and a battery mounted in the nose of the car. The Colotti-designed five-speed and reverse gearbox being attached to the German engine by a special cast-aluminium bell-housing and the gear-lever working in a tiny open gate on the right of the driving seat. The other two Cooper-Borgwards were 1959 cars and utilised the normal Cooper gearbox, all three cars having identical engines, intake systems and exhausts, with the throttle butterfly in the large air duct by the driver's left ear. Of the more normal Coopers, with twin-cam Climax engines, Brabham had an ex-works car from last year running as a private owner as the works are concentrating on F. 1, Gregory was driving Alan Brown's 1958 car, Dodd had the ex-Sopwith 1957 car with leaf-spring front suspension and Campbell-Jones had a similar early car with drum brakes.

The single works Lotus entry driven by Graham Hill was the latest 1959 type car with reversed front suspension, the anti-roll bar now being to the rear and the brake calipers and steering mechanism being in front of the axle centre-line. The bulkhead is reinforced by a sheet steel hoop and the layout of the frame tubes have been radically altered. The positive-stop gear selector mechanism has been revised and the lever operates a straight rod instead of a kinked one and the driver sits in a bare glass-fibre bucket seat. A major alteration has been made to the rear suspension, the fore and aft location of the hub now being taken by a triangulated member below the drive shaft, without the use of the long thin radius rod previously used. The John Fisher equipe had two cars running, their old 1957-type car driven by the Italian girl Sig. de Filippis and the 1958 Show car driven by Halford, while a similar car, with the long cigar-shaped body, was owned and driven by Piper, his being the first of the streamlined Lotus cars driven last year by Graham Hill. Although like all the other Climax engines Piper was using two double-choke S.U. carburetters he tried out a set of the latest production Weber double-choke carburetters during practice. A fifth Lotus was a very early single-seater owned by the German driver Zimmermann who was worried by overheating and had fitted an enormous header tank above the engine. Munaron had a normal sports/racing Osca left-hand-drive two-seater and to complete the entry were two private Porsche RSK models, Heinz having a 1958 left-hand-drive two-seater and Seidel a 1959 car with the optional central seating position in which the steering column comes through an alternative hole in the dash, the pedals are repositioned, the gear lever moved to another bracket on a cross member, a single seat is fitted in the middle and an aluminium cockpit cover is fitted, having a wrap-round screen and a new engine cover is fitted having a central headrest and bulges over the carburetters.—D. S. J.

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TALBOT A.W.75 Close Coupled Sportsman's Saloon. 1933. Generally in very good condition. £130 spent on renewing engine, dynamotor, etc. Remarkable performance. Four new tyres. £95, or complete with spare engine, gearbox, back axle and host other spares, £120. " Annescroft," Appleton Road, Catisfield, Fareham, Hants. Titchfield 2320. [8232

RILEY " KESTREL " Saloon, 12/4, Red. Goes like dingbat! £50. 39, Dawlish Crescent, Wyke Regis, Weymouth. [8427

1172 CHASSIS. 7.6 tubular ladder frame, swing axle I.F.S., rack and pinion steering, hydraulic brakes, close ratio gears, 4.7-1 c.w.p., E93A Ford engine, 5.00 x 16 Goodyear nylon tyres. All parts new or factory reconditioned. Suitable most fibreglass bodies. Cost nearly £300. £225 o.n.o. Write for full details. Gell, Castle Mill, Ashley, Altrincham, Cheshire. [8428

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1934 RILEY NINE MONACO. New rings, pistons, etc., mechanically sound. Brakes need relining, bodywork tatty. 50 m.p.h., 28 m.p.g. Haggle at £50. Box No. Y.430. [8430

STILLETO SPECIAL. Ford 10. Austin based tubular chassis. 15 in. wheels. 2LS Lockheed brakes. Built 1957. Taxed and insured. £170 o.n.o. Must sell, or exchange bedroom suite. Burkinshaw, 5, Agnes Road, Barnsley, Yorks. [8431

NEAREST £90 for quick sale. " P.A." M.G. (4-seater). Good order throughout. Any trial. New hood. 85, Quarry Hill, Tonbridge (Phone 2530 any time). [8432

£8. 1939 RELIANT. Fitted sound magneto Austin Seven engine. Good runner. 13, Lawrence Way, Hurstpierpoint, Sussex. [8433

1936 P.A. M.G. ENGINE. Complete electrics, manifolds, £15. Also A.7 engine, rear starter, 15/16 in. crank, £6. Details: Jemmins, 172, Grange Road, Plaistow, London, E.13. [8434

MORGAN 4/4, Ford 10. Moss 4-speed box, 1947 axles, Vynide hood, perspex screens. Taxed, insured. Also Climax engine spares. S.A.E. details. Yorks. Box No. Y.435. [8435

ALVIS 14 h.p. Saloon, 1948. Not immaculate, but in very good condition all round. Leather upholstery, sunshine roof. Worth £275, accept £250. No reasonable offer refused. Seen Cambridge, possibly London. Box No. Y.436, or phone Trumpington 3119, weekends. [8436

1952 CITROEN SIX. De luxe sun roof, extra lamps, etc., etc. Tartan loose covers. £175 spent recently new drives, etc. Brakes relined, beautiful condition, collossal acceleration in gears. £425. RIC 1536. 24, Kew Gardens Road, Richmond, Surrey. [8514

1939 M.G. V.A. Sports Saloon. Reconditioned engine, steering, brakes. Recellulosed dark green. £185. Sampson, 4, High Street, Maxey, Peterborough, Northants. [8515

1938 T.A. M.G. £100 spent reconditioning engine, clutch, electrics, silencer, hood, sidescreens. £200. 90, Kindersley Way, Abbots Langley, Herts. [8516

LAGONDA RAPIER SPARES. 5 19 in. K.O.s, with good tyres, complete dashboard, front axle, headlamps, radiator and cowl, chassis, R & P steering. Stanley House, New Street, Matlock. [8517

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FOR SALE—*continued*

REOFFERED due to financial embarrassment of proposed buyer. 1934 Talbot 75 Preselector Saloon, Darracq body in handsome condition. £60. Discussion invited. 57, Boveney Road, Forest Hill, S.E.23. [8519

RAILTON 1935 Ranalagh Sports Saloon, 28.9 h.p. Carefully stored in good running order 1957. Needs attention. £50 or best offer. " Broom Hill," Sarisbury, Southampton. Locksheath 2380. [8520

M.G. ENGINED SPECIAL. Professionally built (1951), aerodynamic aluminium coupé-body. Axle (3.9:1), suspension and steering all reconditioned. Completey rebuilt 1467 c.c. competition engine, fully modified. Marchal lamps, instruments, 100 m.p.h. Brakes and road-holding fully up to speed. Demonstration would convince. £200 o.n.o. Would sell less engine unit. 128, Longhill Road, Ovingdean, Brighton. [8522

SPARES! Austin 7 " Dante " alloy head, £3 10s. Rear main bearing, £1. Both unused. M.G. T.A. 19 in. wheel, £1 10s. Set flexible brake pipes, £1. Gasket set and manifold studs, £1. Workshop manual, £1. 228, Edwin Road, Rainham, Kent. Phone 82637. [8523

AUSTIN-HEALEY, 1955, immaculate, Red. Second car. New R.S.4s, rad. blind. £675 or near. H.P. arranged. Private sale. Birmingham, SPRingfield 2507, evenings. [8524

M.G. T.D., 1953, Red. £400. Not going abroad, just need the money. 5, Kingsmead Road South, Oxton, Birkenhead. [8525

M.G. J.2, First class condition. Hydraulic brakes. 1933. £120. Phone Chelmsford 56258. [8526

1934 J.2. M.G. A sound runner in good condition. Worth seeing. Also 1931 Riley 14 h.p. Running well and going cheap. Write, Dr. Harrison, Colesbourne, Glos. [8528

HALDA SPEED PILOT, month old, £16. 2a, Hectorage Road, Tonbridge. Phone 2906. [8529

1938 KESTREL Blue Streak. Overdrive, new clutch, kingpins, bushes, rear Dunlops, battery, back axle overhauled, new halfshafts, chrome discs. Specimen. £225. Uxbridge 6909. [8530

ASTON-MARTIN, 1934, Mk. II, S/Chassis, in really superb condition in every way, must be seen to be appreciated. Everything has been overhauled — result — must sell. £350 o.n.o. Gerrards Cross 2189, evenings. [8531

1954 T.R.2, White. Hardtop. " X " tyres, recon. engine, front grille. £520, or exchange. Weekends, 7, Beverley Gardens, Hornchurch, Essex. Evenings, Telephone Patten, Footscray 4035. [8533

M.G. T.D., Oct. 1951. 66,250 miles. Green/beige. Seat and tonneau covers, chrome rack, well-maintained, good condition, £350. Whitham, Perryhill, Sandhurst, Berks. Tel: Yateley 3319. [8534

KENILWORTH T.C. M.G., 1948 Stage II by Lester. Very fast, many extras. £310 o.n.o. B. Greenway, 37, Eden Croft, Kenilworth. [8535

RILEY 9 KESTREL, 1935 Special Series. Twin Solex, new battery, well shod. £75. Preece, 21, Beechcroft Road, Newport, Mon. Phone 71210. [8538

ARNOTT-NORTON, 500 c.c. 2-seater Sports/Racing Car. All enveloping alloy body, similar Cooper Monaco. 90 m.p.h., 50 m.p.g. £200 o.n.o. Morgan, 25, Selborne Avenue, Bexley, Kent. [8539

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FOR SALE—*continued*

AUSTIN SEVEN, 1937 Tourer, dismantling. Exceptional condition. Nearly new tyres, hood, tonneau. 221, Tettenhall Road, Wolverhampton 51845. [8536

A.C. 1937 D.H.C., Grey. Brakes relined, good condition. £150. Craven, CAN 1262 ex. 325, weekdays only. [8540

1937 RED FRAZER-NASH/B.M.W., Type 40, 2-seater, 3 carburettors. Restyled front end, two new Michelin " X's." Spares comprising almost complete engine, unused supercharger. Northampton area. Owner overseas. Nearest offer £150. Write Box No. Y.542. [8542

LANCIA APRILIA, 1939 Farina Cabriolet. Mechanically sound, undateable body. £195. With paintwork done up worth another £75. Enthusiast's chance to make a bit. Owner hasn't time and needs garage space. Photo and details. Walker, 32, Fernhill Close, Swansea. [8543

VERY ATTRACTIVE Alvis Speed 25 Charlesworth four-door Sportsman's Saloon, 1939. Fortune spent on overhaul. £275 o.n.o. Findleter, 20, Radley Mews, London, W.8. WES 5691. [8545

£15 10s, 9½d. Brace of 1930 Riley 9s. A wizard special could be fabricated from these (towable) non-runners. 7, Warrels Terrace, Leeds, 13, Yorks. [8547

BENTLEY, 3 litre open V.D.P. four-seater, completely rebuilt since 1956. Hydraulic f.w.b. £225. Details, photo. Meek, 88, Fairacres Road, Oxford. [8548

EXCITING MOTORING. 1935, 100 m.p.h., 4.9 Siddeley Special. Rare, handsome V.D.P. Sportsman's close coupled Coupé De Ville. Superb condition, Wilson gearbox. Much reduced price due buyer's default. £165. Private H.P. Exchanges, offers considered. 87, The Commons, Welwyn Garden City 6473. [8549

TANGERINE ULSTER bodied Austin Seven Special. £55. Jenkins, 32, Droitwich Road, Worcester. [8550

FOR SALE: Ford 10 engine, new Ford chassis back and front axle, assembled complete with twin Amal carbs., telescopic shockers on front, just needs body, fuel tank and radiator and other odds and ends. £75 the lot. A. J. Wilcox, Wall Farm, Aldsworth, near Cheltenham. [8551

ROLLS-ROYCE 21.6 h.p. Series GEN.53, 1929. Windover all weather convertible. Excellent original condition, 22 m.p.g. £250. Box No. Y.552. [8552

ASTON-MARTIN, 1933 L/C International Sports. New ends, shoes, tyres good. Little attention mains, paintwork. Offers. 107a, Guildford Road, Portsmouth. [8553

AUSTIN/BURGOYNE 750 Special. Suit enthusiast, Coachbuilt body, reconditioned engine, Ford cogs, new hood. £75 o.n.o. Licky P/O. Birmingham, Hillside 1306. [8554

HELLO STORK, goodbye Petite. Regret parting with special 1955 three-wheeler, fitted with Triumph Tiger 100 engine. Needs further mods. Runner. Best offer, Feltham, Interlaken, Nore Road, Portishead, Somerset. [8555

AUSTIN SEVEN RUBY, 1937. Well maintained, mechanically and bodily sound. Good tyres. £65. Also many spares. Buckle, Leighton House, Crewe. Tel: 3029. [8556

LAGONDA, 2 litre L/C Speed Model, 1931. £160, or exchange " Openable " 4½, 32, Heol Maendy, North Cornelly, Pyle, Glamorgan. [8557

SINGER LE MANS, 1935 Sports Tourer. Engine completely reconditioned 9,000 miles, back axle reconditioned 5,000. New Vynide tonneau and polished mahogany dash. Carefully maintained by Singer enthusiast. £75. Tesson, " McAdam," Stapehill, Wimborne, Dorset. [8558

AUSTIN 12 h.p., 1928. Good tyres, new Zenith carburettor, S.U. petrol pump, spare magneto and crownwheel. Runs well. £50. Strain, Springfield, Killinghall, Harrogate. [8559

JAGUAR 2½ litre, 1936/7. Will dismantle for spares. Digman, 317, Brodie Avenue, Liverpool. [8560

SINGER LE MANS, 1934, 9 h.p. Good mechanically. New valves. Repainted. £60. Redhill 3844. [8561

ARMSTRONG-SIDDELEY, 1930, 12 h.p., 4-seater Tourer. Exceptional condition throughout. £100. Aizlewood, 23, Ranmoor Park Road, Sheffield. [8562

RILEY NINE Merlin, 1937. Worth £150, what offers? 102, Briars Lane, Hatfield, Herts. [8563

RILEY GAMECOCK, Two-seater Sports. Extensively overhauled, good condition. £140 o.n.o. Bromley, 9, Lower Barn Road, Purley, Surrey. Uplands 7691. [8564

M.G. M, 1930. Attractive B.R.G. Slab tank, spare engine, new battery, tyres, etc. £65. 3, Beresford Avenue, N.20. [8565

1939 LANCIA " APRILIA " Farina 4-seater Drophead Coupé. Good condition. Any trial. £175. Hughes, Oak Cottage, Middleton Scriven, near Bridgnorth, Shropshire. Tel: Middleton Scriven 276. [8566

710 x 90 BE tyre. Brand new, unused. £5 10s. Box No. Y.582. [8582

FOR SALE—*continued*

DIESEL-BENTLEY, 1929, 4½ litre, Perkins P6, short four-seater. "C" type box, 3.53 axle. Hood, wings poor, mechanics excellent. £255. Luckhurst, 53, Bloomfield Avenue, Bath. [8620

MORRIS 8, Series E Tourer, in first class condition. Excellent tyres. Ready for anywhere. New house compels sale. £95. 7, Manchester Road, Rochdale 3315. [8622

1924 ROLLS-ROYCE TWENTY, with Hooper limousine body. Good order throughout. Garage needed to restore tourer. So nearest £100 buys. "Crest View," Ashleigh Road, Swansea. Tel: 22182. [8623

BRITISH SALMSON, 20 h.p. two-seater Drophead, 1940. Rack and pinion steering, immaculate condition, mechanically perfect. 36,000 true mileage. £250. Margetts, 67, Whitehouse Common Road, Sutton Coldfield. SUT 5674. [8624

MORGAN PLUS FOUR, 1951 four-seater, B.R.G. Well shod, overhauled, new hood. £335 o.n.o. 2, Cherry Garden Road, Great Waltham, Chelmsford. [8625

FAR ABOVE AVERAGE Singer Le Mans. Reconditioned engine, clutch. Rewired. New silencer, lamps, battery. £110 o.n.o. Photograph. 84, Judge Street, Watford. Tel: 36656. [8626

M.G. P.B., 1936. Excellent little car. New K.P. and B., reconditioned head, dynamo. Rewired. Good weather equipment. £175 o.n.o. Write or call weekends. Knight, 2, Norman Villas, Lickfolds Road, Rowledge, Farnham, Surrey. [8627

1932 CROSSLEY 15.7 Saloon, thoroughly sound, 20 m.p.g. £30. Scaife, Christ's College, Cambridge. [8628

ROLLS-ROYCE, 1938, 25/30 Four Light Sports Saloon, Black and Grey. Large boot, perfect condition. Would exchange for small modern estate or similar. Beale, 13, Cornwall Gardens Walk, London, S.W.7. Western 2027. [8629

M.G. V.A., 1938 Model Saloon, B.R.G. Mechanically sound, good body and interior, recent decoke, new valves, negligible oil, good pressure. £110. Lycett-Smith, Welldale Cottage, Acton, Newcastle, Staffs. Whitmore 330. [8630

1928 LE MANS Type Vintage Chrysler 72 Roadster. 85 m.p.h., 20 m.p.g. 14 in. hydraulics. Excellent throughout, low mileage, potent, dead reliable, last forever. £80. 52, Queens Park Road, Heywood, Lancs. [8631

BUGATTI T.43, Blue. Excellent throughout. T35B, Blue. Fitted Allard engine. Terrific performance. Offers. Box No. Y.632. [8632

750 c.c. FORMULA Sports Racing Car. Full modifications with very attractive panel beaten body, plus spares. £175. Phone TUL 5900, London, evenings only, for full details. [8633

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SPARES: Wolseley Hornet clearout. Block, head, gears, engine parts, tyres, etc. A.40 van seats, diving ladies, Jaguar mascot. Offers lot. 17, Laxey Road, Birmingham, 16. [8655

LAGONDA enthusiast reluctantly offers 1950 grey/blue 2½ litre Saloon. Re-engined, rechromed, recellulosed as new inside and out. 2 previous owners. Full history. Low mileage. 469 gns. Burgh Heath (Surrey) 1586. [8654

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1931 TIPO 521 FIAT, 19.3 h.p. A rare and interesting car, reliable. £50 o.n.o. Smith, Downings, Bredgar, near Sittingbourne, Kent. Wormshill 225, evenings. [8636

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DISMANTLED NIPPY. Two stripped engines. Chesshire, Hedge End, Blandford. Milton Abbas 238. [8657

FIAT 1100, 1938 Sliding Head Saloon, Larkspur Blue. Body and engine in good condition. Chromed liners, oil and air filters, good Michelins. £120. Lydiard, Aldershot 1859. [8658

QUICK SALE: A.7 parts, ideal for Special. Also spare back axle, £15. Box No. Y.659. [8659

LANCHESTER E.18, 1936 Saloon. Good original condition, in daily use. Engine, gearbox, brakes, all O.K. £50 o.n.o. 7, The Grove, Hales Road, Cheltenham. [8660

AUSTIN CHUMMY, 1929. Just rebuilt regardless, to original specification. £60. Including many spares. Richards, Prospect House, Acresford, Burton-on-Trent. [8661

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1926 ROLLS-ROYCE 20, Silver Grey D.H. Coupé body by Connaught. Excellent condition after extensive overhaul by previous owner. Little used since. £300 o.n.o. Seen Kent. Box No. Y.663. [8663

LANCIA APRILIA, 1937 Saloon. Fast, reliable, noisy and economical, with complete spare engine. £185. Would exchange for Augusta and cash. Sharratt, 12, Spring Lane, Mapperley Plains, Nottingham. [8664

1936 RILEY "9" MERLIN. Fair mechanical condition. Good tyres, batteries, windows, etc. Damaged boot and poor paint. Drive away, taxed and insured. £50 o.n.o. Kennion, 9, Greenways, Hertford, Herts. [8665

ASHLEY 750, 1958. Advertised in March edition. Excellent car. £175 o.n.o. Dolton, Small Drove Lane, West Pinchbeck, Spalding. [8667

DAIMLER COUPE 15, Mulliner Body. Engine and brakes reconditioned. Good tyres, body and hood. £110 o.n.o. Perivale 2775. [8668

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RECONDITIONED LANCHESTER, 10 h.p. engine, 1933. Berry rear axle, springs, wheels. Veteran engines, lamps, books. Douglas motorbike steam fire engine. Burgess, Ufford Stamford, Lincs. [8670

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DYNA PANHARD 2/3-seater Sports, first registered 1954. Good condition, right hand drive, original tyres. £375 or near. Mrs. Kirk, 4, Hillside Road, Thorpe, Norwich. [8672

LAGONDA 1934, 29 h.p. Sportsman's Pillarless Saloon. Box No. Y.673. [8673

ARMSTRONG SIDDELEY, 1936, 12 h.p., 6-cylinder, 4-seater. £25. Not bad mechanically, body and chassis sound but require some attention. 2 new tyres. Calderhead. Richmond 3819. [8674

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RILEY MERLIN, 1936, in excellent condition. 10,000 since complete overhaul. Preselector box, new tyres. Loathed to part. £105 o.n.o. 61, Evington Parks Road, Leicester. Tel: 37412. [8677

SUNBEAM, 1935 Model, 21 Sports Central change. Excellent mechanical and coachwork condition. £95. Aird, Lacey Green, Aylesbury. [8678

ASTON-MARTIN, 1937, Short Chassis 2/4-seater Tourer. Built regardless by A-M and maintained for 5 years by engineer owner. Mechanically perfect, 95-100 m.p.h. Good to behold, fantastic road-holding. Engine completely overhauled, heater and other extras, spare head, special new carburettors. This exceptional example of a rare and impressive motor for £300. Ring GREenwich 2616. [8679

TRIUMPH GLORIA, 9.8 h.p., Coventry Climax Saloon, 1934. Daily use, good general condition, taxed year. £60. Limbrey, Chant Meadow, Burwash, Sussex. [8680

1938 MORRIS 8, 2-seater. New hood, screens, tyres, battery, decoked, new valves. Very economical, never driven hard. Tools instruction book, 2 owners. Genuine. £75. Lt.-Cdr. Foden, Highmeads, Easebourne, Midhurst. Telephone 54. [8681

BENTLEY, 3½ litre, 1935 attractive 4-seater Hooper Drophead. Excellent tyres, recent engine overhaul. Body requires tidying up. In daily use. Offers around £200. Box No. Y.682. [8682

ASTON-MARTIN, 1933 Long Chassis Le Mans. Good condition, just repainted black. Engine overhauled, new clutch and brakes. £200. Seen London area. Box No. Y.683. [8683

RENAULT 750, 1954. Good all round condition. Price £350. Phone Pollards 6894. [8684

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FORCES forces sale, 1928 Lagonda 2 litre, with new electrics, brakes, hood, etc. Non-original body. £150 or near offer. 27, Thorley Hill, Bishops Stortford, Herts. [8690

RILEY BLUE STREAK, 1938. Very good condition. £85. Call any time after 5 p.m. Watson, 63, Herne Hill, S.E.24. [8691

MICHELIN "X," 4 covers, 600.25 x 16, £20. Scintilla Vertex mag, anti-clock, unused, £10. Preselector gearbox and bell housing off Riley 1½, £15. T.R.2 chassis, damaged N.S. front, £7 10s. Archer, "The Frythe," Cople, Beds. Phone Cardington 350. [8693

M.G. P.A., fitted Laystall T.A. eng/box, 12 in. hydraulics. £150 o.n.o. 1939 Packard body, perfect. Radio, etc. Fitted 27 h.p. Bedford O.H.V. Requires detail finishing. £40 o.n.o. Austin heavy 12/4 body, etc., perfect. Engine dismantled. Circa 1927. £15. Ashcroft, 9, Westwood Avenue, Broughton, Salford, 7, Lancs. CHE 1796. [8694

M.G. P.A. engine, complete reground crank rebore, unused, £20. Morris Minor eng/box comp. accessories, £10. 1946 Ford 10 eng/box, complete, perfect condition, £12 10s. 1938 Morris Minor, ditto, £7 10s. 1936, diuo, fair condition, £5. M.G. T.A. breaking for spares, all cheap. Ashcroft, 9, Westwood Avenue, Broughton, Salford, 7, Lancs. CHE 1796. [8695

ALVIS 12/50 Saloon, 1928. Running order. Body, brakes, tyres, very good. £30. Flying Officer Miles, R.A.F. Swinderby, Lincoln. [8698

TRIUMPH GLORIA 6, 1936, Coventry Climax. £75. M. Tucker, 6, St. Catherine's Road, Ruislip, Middlesex. [8699

S.S.1, 1935, 2 litre Tourer. £100 o.n.o. Gillibrand, 60, Worsley Road, Worsley, Manchester. Phone Swinton 1469, after 7 p.m. [8700

ASTON-MARTIN Mk. II Saloon in exceptional original condition. Three owners from new. Almost complete record of repairs. £350, or exchange for S.C. Le Mans or Mk. II. 178, School Grove, Withington, Manchester, 20. Didsbury 5771. [8701

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FRAZER-NASH/B.M.W. 319/55, 2-seater R.H.D. Sports. 328, 16.5 h.p. engine. £200 o.n.o. Barton, 221, Ross Road, London, S.E.25. [8567

1172/750. Hydraulics, I.F.S., twins carbs. Body like Mk. VI. Weather equipment. £205. BAT 6810. [8568

BENTLEY 3½, 1935 Park Ward Saloon, Grey. Excellent condition. Fitted covers, new carpets. £300 o.n.o. May, Nutfield Weald, Sevenoaks. Weald 296. [8569

TRIUMPH 1800 Roadster, 1948, 55,000. Maroon. Good hood, factory reconditioned gearbox, clutch, 1,000 miles engine, auxiliaries, suspension, brakes 7,000 miles. New tyres, "X" rear. Bills available. Sensible offers invited. Nethery, 38, Queensville Avenue, Stafford 444, business. [8570

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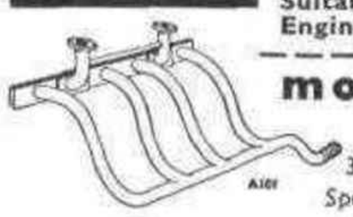
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LANCIA LAMBDA Weymann Saloon. 1930 Show model, not as new, but still going well. Similar car dismantled for spares. Seven rebuilt wheels, 6 good tyres. Good battery. £100. Austin Seven, 1932 Saloon. Very serviceable. £35. Carpenter, 223, Common Road, Kensworth, Beds. [8758

1936 DAIMLER Sportsman Saloon 16.2. Mechanically sound. H. J. Mulliner coachwork in very good condition. Recent top engine overhaul. £100 o.n.o. Bartlett, Torr House, Chagford, Devon. [8759

1927 DELAGE D.M.S. 2-seater. Wheels, radiatof, distributor, carburettor, specialist overhauled. Good tyres, external exhaust, 20 m.p.g. £65. Four telecontrol S/As, 15s. Good B.E. tyre, 815 x 120, 30s. Hale, Tewin Hill, Welwyn, Herts. [8761

FOR SALE—*continued*

BACK NUMBERS: "Motor Sport," "Motor Racing," 1s. each. "Autosport," 6d. plus postage. E. S. Wicks, 56, Peabody Road, Farnborough, Hants. [8762

55 D.K.W., grey 2-door Saloon. Genuine 48,000 miles, one owner. Michelin X rears. Spot lamps. Mechanical condition excellent. £560 o.n.o. 11, O.M.Q., R.A.F. Debden, Saffron Waldon, Essex. [8763

M.G./FORD 10. H.C. head, twin S.U.s, 4-branch manifold, straight through Burgess, Buckler "C" type close-ratio gears. Engine and gearbox 11,000 miles since complete recondition by Fords. New battery. Hood, upholstery, carpets and body good. Vivid acceleration. Hydraulic brakes. £190. 10, Rydal Gardens, Hounslow, Middlesex. [8764

8TH SERIES LAMBDA: Engine, gearbox and front suspension. Sell complete or parts. What do you need? Knipe, 106, Spencer Road, Harrow 6712. [8766

M.G. M, 1931. Used regularly. Much already done. Needs brake adjustment. Spare block. £35. Shepley, Neuadd Reichel, Bangor, Caerns. Tel. 2052. [8767

SPECIAL BUILDERS: Ford engine, chassis, accessories. Bargain, £15. London. Phone TID 5848. [8768

A.C. COUPE, 1938. New hood, engine overhauled. £120. Boorman, 4, Lilac House, Breakspears Road, London, S.E.4. TID 5848. [8769

SALOON BODY, 4½ Bentley, Corsica Coachbuilt 1937, good. 1924 Packard 8, original, except rear truck body. Offers. Claydene, Station Road, Edenbridge, Kent. [8765

12/70 ALVIS Saloon, 1938. 80+, 25 m.p.g. Very good brakes. 5-seater. Reasonable condition. Sun roof. Reliable. £150, but will listen to reason. FREmantle 3709. [8770

RILEY MERLIN (heart) breaking. All parts sound. Reconditioned engine (20,000 miles), beautiful radiator, reasonable. Wallington 3971. [8771

HUMBER 9/28 Saloon, 1929. Excellent, utterly reliable. True vintage condition. 100% engine overhaul, £115 spent. Everyday use. 30 m.p.g. Four spare tyres, handbook, photo available £80. Arman, 157, Cape Road, Warwick. [8772

1948, 2½ LITRE ALFA ROMEO Sports Saloon Twin O.H.C., independent all round, aluminium 5-seater body. 100 m.p.h., 22 m.p.g. Outstanding road-holding, exceptional condition throughout. 45,000 miles. £435. Sims, Russell Cottage, Littleton Panell, Devizes. Telephone Lavington 2177. [8773

T.R.3, June 1957, B.R.G. O/D, wire wheels, heater, twin spots, underseal, luggage grid. 19,000. £750. Owner abroad. Phone Oadby (Leicester) 2760. [8774

1930 MORRIS COWLEY 2-seater. New hood, paintwork, upholstery, wireless. Insured until October. Brass fittings, rewired, running condition. £60 o.n.o. 595, Paisley Road West, Ibrox, Glasgow, S.W.1. [8775

SPECIAL BUILDERS! 1938 Ford 8, £17 10s., or parts back axle, £7. Front, £3 10s. Starter, 30s. Carbs, 15s. Pumps, 5s. Electric 6 and 12 volt, 15s. 17 in. wheels, 15s. Sound chassis, £7 10s. gearbox £4 10s, 8 engine, £4. 8, Fairview Avenue, Essex. Rainham 5096. [8776

"MOTOR SPORT," 63 copies, 1932 to 1939. "Vintage and Thoroughbred Car," Nos. 20 to 39. "Veteran and Vintage Magazine," Vol. I and Nos. 1 to 4, Vol. II. What offers? Bristow, 29, Garrick Road, Worthing. [8778

RAILTON STRAIGHT EIGHT Tourer, 1935. Excellent body, new hood, good tyres, tonneau cover, hood bay, telecontrols, rev counter. Engine clapped. Sold as it stands. Tow away. Offers. Smitheman, Calcutts House, Jackfield, Shropshire. Ironbridge 2373. [8782

SUNBEAM TALBOT Sports Saloon, 10 h.p., 1947. Excellent condition throughout. Reconditioned engine 9,000 miles. Colour granite with grey upholstery. £235, or exchange for 1172 Special Hardtop with cash adjustment either way. No. 9, Chestnut Close, Peakirk, nr. Peterborough, Northants. [8783

ROLLS-ROYCE, 20-25 h.p. Limousine. Good condition. £195 or near offer. Phone Rodney 2173. [8784

AUSTIN 7, 1937. Engine and chassis O.K., bodywork rough. Suit Special builder. £25. "Windsor House," Narrow Lane, Blackheath, Birmingham. [8785

SINGER 1933 LE MANS 2-seater, in good condition. £60 o.n.o. Phone Amersham 599. [8786

BULLNOSE MORRIS, 1926 Oxford De Luxe, 2-seater Tourer with dickey. New magneto, prop shaft, windscreen, sidescreens, upholstery, running boards. Good bodywork. Steering, brakes, engine all very good. V.S.C.C. & B.N.M.C. registered. £97. Write: Lloyd, 9, Broadway, Southbourne, Bournemouth. [8787

RILEY ADELPHI 12/4, 1936. Bodily and mechanically excellent. Tyres good, new battery, speedometer, linings. Full history. Taxed and insured. £170. 17, Birchen Grove, Luton. [8789

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

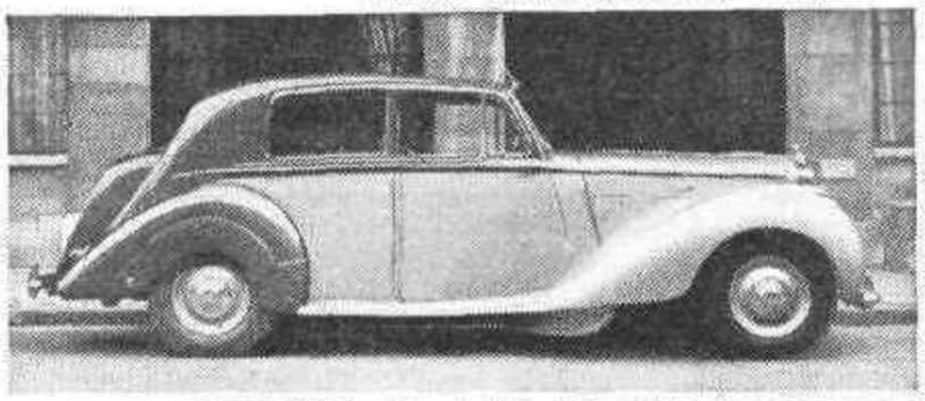
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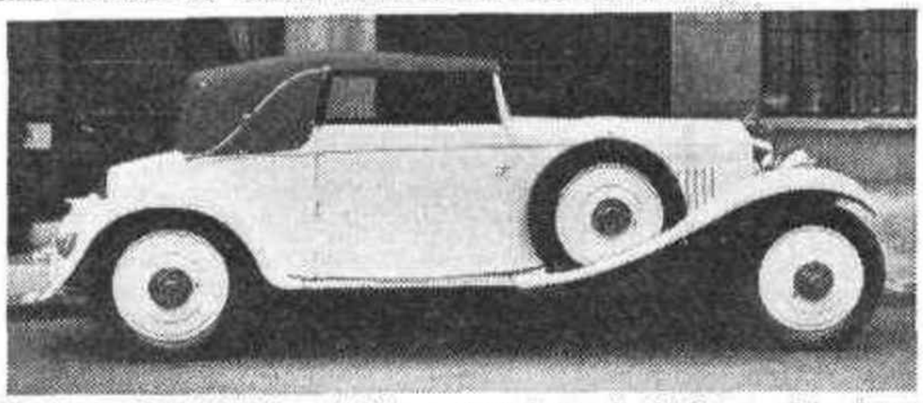
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ROLLS-ROYCE Silver Wraith. The actual 1950 Gurney-Nutting Show model sports sedanca. Black and sable, matching trim. Recorded mileage 47,000. Detailed R.-R. Ltd. service history from delivery. All accounts to hand. Radio, heater, etc. Elegantly appointed, in exemplary order. **£1,700**



BENTLEY Mk. VI (1952) 4¼-litre Standard Steel Special Equipment saloon. Shell over tudor-grey, grey trim. One owner. 58,000 miles. Bentley Motors Ltd. history to date, including fitting of reconditioned works full-flow modified unit Jan. '59. Radio, heater, etc. Schedule serviced May. **£1,575**



VINTAGE BENTLEY (1932) supercharged 4½-litre with foursome drophead coupe coachwork by Corsica. China white, light blue trim. Extensively rebuilt this year to the order of a client at a cost of over £300. This gentleman is now, owing to a recently acquired marital objector, unable to take delivery, and has instructed us to offer this concours conditioned blown 4½ for resale. Further particulars upon request. **£750**

BENTLEY Mk. VI (1949) 4¼-litre James Young fully razor-edged two-door sports saloon. Shell grey, matching trim. Good history. Fitted works reconditioned full-flow unit 1958. Radio, heater, etc. Taken p/e. May. Not completely immaculate, but a good, thoroughly sound, Mk. VI at a sensible price. Schedule serviced May. Workshop test and report available. **Warranted in the usual manner.** **£925**

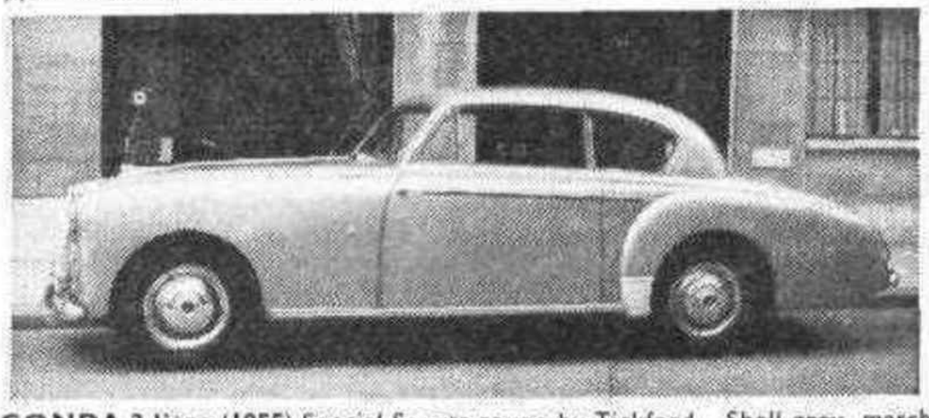
DAIMLER (1951) Barker Special Sports coupe on the 2½-litre chassis with overdrive. Finished black and sable, with fawn trim and hood. One owner. Radio, heater, etc. Works serviced and maintained. **£625**

JAGUAR 100/2½-litre (1938). Rebuilt, cellulosed and trimmed 1959. B.R.G. Few better. Workshop test and report May. **£385**

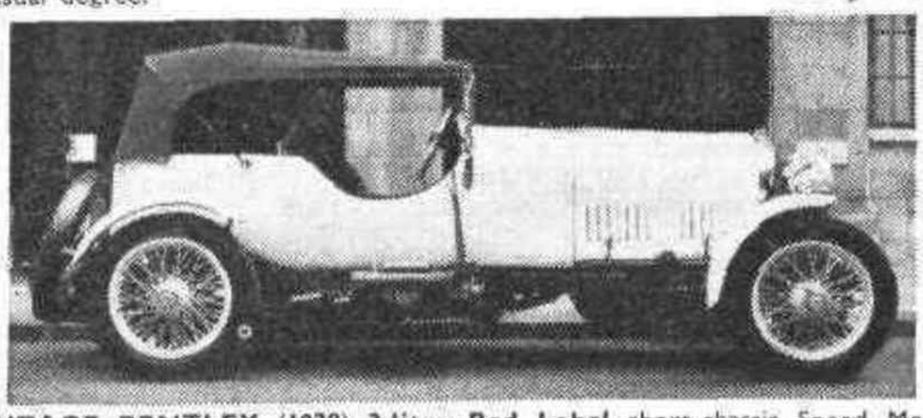
ROLLS-ROYCE Replica (1939) Southern drophead coupe on the late 21.6 chassis (1928). Mechanically fair. Coachwork agricultural. Taken p/e. May. **Trade only—no warranty—cash.** **£125 or thereabouts**

Also OPEL Kapitan (1951), imported March 1959. Mechanically good, coachwork just passable. Taken p/e. May. **Trade only—no warranty—cash.** **£150 or thereabouts**

WE ARE CURRENTLY SEEKING TO PURCHASE A POST-WAR ROLLS-ROYCE OR BENTLEY DROPHEAD COUPE IN GOOD ORDER—and a VETERAN NAPIER or a WHITE STEAMER.



LAGONDA 3-litre (1955) Special Sports coupe by Tickford. Shell grey, matching trim. 17,000 miles. A superb and beautifully handling piece of machinery in virtually brand new condition. Aston Martin service and works report April. The writer who has, over the years, had the pleasure of handling most of the better-quality vehicles, recently drove this Lagonda down from Gleneagles and commends it as a really outstanding chassis, being both fast and safe to an unusual degree. **£1,385**



VINTAGE BENTLEY (1928) 3-litre Red Label short-chassis Speed Model. Coachwork by Vanden Plas. White, red trim. Rebuilt and recellulosed 1958. Detailed service chart and manual of overhauls, complete with this vehicle. Fitted "A" box and steel-cage differential. Good example. **£385**

ROLLS-BENTLEY (1938) LE series with two-door, three-position drophead coupe coachwork by Windover. Midnight blue, grey trim. Radio, heater, etc. Previously sold by us in 1956. Detailed maintenance and overhaul history from delivery. Recently recellulosed and serviced at R.-R. Ltd. Outstanding and pretty model. **£575**

ROLLS-ROYCE (1936) 20/25-h.p. sports saloon with large boot by Gurney-Nutting. Black, fawn trim. Rebored South Coast concessionaires 1957. Schedule serviced. R.-R. Ltd. history. Pretty coachwork. A model that is becoming very hard to find in good order. **£525**

JAGUAR Mk. V drophead coupe (1951). Birch grey, grey trim. Michelin X, all extras, including radio, heater. One owner. Reconditioned works unit. Superbly maintained and probably the best existing specimen. **£525**

ROLLS-ROYCE (1933) 20/25-h.p. swept-back town saloon by Hooper. Dove grey, blue trim. Taken p/e. May. History since 1949, previously obscure. Roomy but no boot. Schedule serviced, workshop test and report. **£300**

At the time of going to press we are negotiating the purchase of the following:

Invicta (1932) 4½-litre 100-m.p.h. low-chassis model. One of the three finest specimens now existing either here or in the U.S.A.

Rolls-Royce (1939) sports Continental touring saloon by Windover.

Vintage Bentley 3-litre short-chassis model, V.D.P. long-wing tourer.

Rolls-Royce Silver Ghost *(circa 1914)* with tourer coachwork by Barker.

Railton (1936) straight-eight tourer. 26,000 miles from new.

Particulars of the above will be forwarded upon request.

A workshop test and report will be made available on every vehicle offered

WE WOULD BE GRATEFUL FOR THE OFFER OF VEHICLES SIMILAR TO THOSE ADVERTISED, IN FIRST CLASS CONDITION, AND PREFERABLY OF KNOWN ANCESTRY. WE WILL COVER INTRODUCTORY COMMISSIONS WHEN PURCHASED INDIRECTLY, AND MR. SIMMONS WILL ATTEND ANYWHERE IN THE COUNTRY BY ARRANGEMENT

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- ☐ **Twin Carb Manifolds**, fitted two 1½" S.U. Carbs. Pt. No. AP/900/2SUK @ **£17/19/0.**
- ☐ **Four-Branch (Cast) Exhaust Manifolds.** Pt. No AP/1400 @ **£6/0/0.**
- ☐ **Alloy Superheads** (Choice of C/R to suit all needs). Pt. No. AP/2000/S @ **£12/15/0.**
- ☐ **Sports Racing Valve Springs.** Pt. No. AP/825/R @ **£2/0/0** Set
- ☐ **Twin Carb Manifolds**, supplied with one SOLEX Carb to match one already in use. Pt. No. AP/900/SOL/K @ **£12/19/0.**
- ☐ **Sports Racing Marine Manifolds**, for ZENITH, S.U., SOLEX or AMAL Carbs. Pt. No. AP/900/M @ **£10/5/0.** (Manifold only).
- ☐ **Racing Camshafts**, increased lift, racing timing. Pt. No AP/600/R @ **£17/10/0.**
- ☐ **Rev Counter Driving Ass'ys.** Pt. No. AP/1500/RC @ **£6/15/0.** Instruments, Cables, etc. also listed.
- ☐ **Superlight Alloy Racing/Comp Flywheels.** Pt No. AP/1000/R @ **£11/10/6.**
- ☐ **Marine Sports/Racing Water Pump Ass'ys.** Pt. No. AP/493/M/P @ **£10/10/0.**

FORD 'ORIGINAL' 10 HP, 8 HP AND POPULAR

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- ☐ **Lengthened Valves** (For use with 600/R). Pt. No. 601/R @ **£4/16/0** Set.
- ☐ **Rev Counter Driving Ass'ys.** Pt. No. 1500/RC @ **£6/15/0.** Instruments, cables etc. to match available.
- ☐ **Superlight Alloy Racing/Comp Flywheels.** Pt. No. 1000/R @ **£10/7/6.**
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(For Mk. II prefix 'N' to all Pt. Nos.)

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- ☐ **Twin Carb Manifolds** (as above) **Racing.** Pt. No C/2H4RK @ **£31/18/0.** Mk. II @ **£34/18/0.**
- ☐ **Four Branch (Cast) Exhaust Manifolds**, 2" Dia. Outlet. Pt. No C/EX100 @ **£8/17/6.**
- ☐ **Four Branch Exhaust Manifolds.** (Fabricated) Mk. II only. Pt. No. NC/EX/100 @ **£18/18/0** (Complete with pipe and silencer).
- ☐ **Inner Valve Springs** (Sports and racing use). Pt. No. C/20/R @ **£1/0/0** Set.
- ☐ **Flywheel Balancing @ £2 10/0.**
- ☐ **Crankshaft Balancing @ £2/15/0.**
- ☐ **Rev Counter Driving Ass'ys.** Pt. No. C/150/RC @ **£5/19/0.** Mk. II @ **£5/19/0.** Instruments etc also available.

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(For Mk. II prefix 'N' to all Pt Nos.)

- ☐ **Triple Carb Manifolds** with three 1½" S.U. Carbs. Alloy Cast Manifold. Pt. No. Z/3H4SEK @ **£38/15/0** complete. Mk. II @ **£41/15/0.**
- ☐ **Triple Carb Racing Manifolds** with three 1½" S.U. Carbs. Pt. No Z/3H4RK @ **£42/5/0.** Mk. II @ **£45/5/0.**
- ☐ **Six Branch Exhaust Manifolds (Fabricated).** Pt. No. Z/EX100 @ **£15/15/0.** (Manifold only). Mk. II (Complete with High Efficiency Silencing System) @ **£24/3/0.**
- ☐ **Inner Valve Springs** (Sports or racing). Pt. No. Z/20/R @ **£1/10/0.** Set. Mk.II @ **£1/10/0** Set.
- ☐ **Rev Counter Driving Ass'ys.** Pt. No. Z/150/RC @ **£5/19/0.** Mk. II same price. Instruments and cables also available.

AUSTIN A30 & A35

- ☐ **Twin Carb Manifolds** with two S.U. Carbs complete. A30 @ **£17/16/0.** A35 @ **£17/19/0.**
- ☐ **High Efficiency Exhaust Manifolds** (not modified standard). A30 @ **£7/0/0.** A35 @ **£7/0/0.**
- ☐ **Changeover Adaptor for Aquaplane Pipe System £1/0/0.**
- ☐ **Sports Inner Valve Springs @ £1/2/6** Set.
- ☐ **Racing Double Valve Springs @ £2/5/0** Set.
- ☐ **Rev Counter Driving Ass'ys.** A30 @ **£6/14/0.** A35 @ **£6/15/0.** (Instruments and cables also available.)
- ☐ **Superlight Alloy Flywheels @ £12/10/0.**
- ☐ **High Efficiency Sports Exhaust Systems.**
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JOWETT JUPITER, December 1953, Series III engine 1957. Copperbronze, body good, almost new hood, heater, screen washers, fog lamp, etc. Everything in excellent order. £375. Also Talbot "London," 1938, 10 h.p. Stripped, rebuilt, resleeved engine, run only 600 miles, new brakes, radiator, Vyanide hood, etc. Body reframed oak/sycamore, needing panels and upholstery. Nearly £150 spent rebuilding. £50. Richards, Teeton Mill, Northampton. Phone Creaton 329. [8788

FRAZER-NASH/B.M.W., 1½ litre, 2-seater Sports, 1938. Cream. £250. H.P. possible. 717, Whitton Avenue, Greenford, Middlesex. [8791

COMPLETE SET of M.G. J.1 spares, including body, new steering box and radiator, etc. Please write: J. Paxon, Baston Vicarage, Peterborough. [8792

RAILTON 8, Black Sports Saloon, 1936, in very good all round condition. Many extras. £75. Kaye, 72, Grangecourt Drive, Bexhill, Sussex. [8793

LANCIA APRILIA, 1937. Specially tuned high compression engine, modified to 1939 spec 80-83 m.p.h. S.U. electric pump, telescopic shocks on rear, Marchal lamps. Excellent appearance. Any trial. £220. Hocking, North Tawton, Devon. [8794

1928 HUMBER 14/40 Tourer. Perfect throughout, low total mileage. Original tools, handbook, rear Auster screen. Just fitted new hood, tonneau, sidescreens. Full history, photo. £160. McKinlay, Chemist, Glossop. Tel: 2044 or 2182, evenings. [8795

M.G. L-TYPE, 1933, 4-seater. 1098 c.c. engine, O.H.C. Recent crankshaft regrind, new mains, big ends, new crownwheel and pinion, close ratio gearbox. Bodywork sound, tyres good. £65. York, 32a, Pawsons Road, West Croydon, Surrey. [8796

LOVELY pre-war Italian 1100. Money lavished 508C Pillarless Fiat. Fast, reliable. 40 m.p.g. Cheap, or consider exchange small drophead. Also many near-new Morris Eight spares including engine, gearbox. Ashton, 34, Beverley Gardens, Stanmore. HARrow 6984. [8797

JAGUAR XK120, 1953. 20,000 miles only. New front wings and bonnet required. This car has not been raced. £325. Apply: Keen, "Maybury," Grove Road, Lee-on-Solent, Hants. [8798

RILEY FALCON. Really good condition all round. Taxed. Can be driven away. £100 o.n.o. Fielder, 55, Queens Road, Bridgnorth, Salop. [8799

DERRINGTON 3-branch exhaust manifold, twin carburettors with manifold, pancake filters and straight through silencer complete with exhaust piping for Morris 1000. Little used. £25. Raven, Thriftwood, Carrick Drive, Sevenoaks, Kent [8800

1934 SINGER Le Mans. Fitted Ford 10 engine, G.B. Dunlop racing wheels. £80 o.n.o. Neale, 25, St. Michael's Road, Boldmere, Sutton Coldfield. [8801

RILEY SPARES. 1935 Kestrel 12/4. Crashed, engine undamaged. 14, Valley Road, Erith, Kent. [8802

OYEZ, OYEZ! One only, four-branch manifold, banana type, and twin inlet manifold with 2 S.U.s, £8. Will fit E93A. Also remote control gear change, £2 10s. 4, Hambledon Avenue, Bierley, Bradford, 4. [8803

S.U.s WITH INLET and exhaust manifold for Ford 10, £8 10s. Hurry, hurry, first come, first served. Burke, 65, Queens Road, Manningham Lane, Bradford, 8. [8804

LEA-FRANCIS 4-seater Tourer. Very good condition throughout. Photos. £125 o.n.o. H.P. if required. 60, Ash Road, Luton, Beds. [8805

AQUAPLANE high compression head, twin S.U.s, inlet an dexhaust manifolds, air cleaners, valve springs for new Anglia. Lt. Barras, R.A.F., Linton-on-Ouse, Yorks. [8807

AQUAPLANE HEAD, Ford 10, with necessary studs, dynamo bracket, special plugs. Also twin manifold with one carb. All as new. Offers to: 41, Bolton Road, Harrow, Middlesex. [8808

DELLOW 1172, Sept, 1951. Full mods. 4.7, good hood, tonneau, screens, six Michelins, Marchals. Two owners. Taxed, £350. Reading 51704. [8809

LAGONDA, 4½, M45, 1934. Exceptionally beautiful rebuilt 2-door hardtop coupé. Everything replaced, renewed or rebuilt this year. £400 has been spent by enthusiast. £200 or near offer. Dolton-Radley, 12, Old House Gardens, Park Road, Twickenham. Ring POPesgrove 9898. [8810

ASTON-MARTIN, 1934 Mk. II L/C Tourer. Excellent mechanically. Bodywork good, requires respray. New hood and detail attention. One owner five years. £200 o.n.o. Seen Henley area. Hambleden (Bucks) 348. [8811

1939 ALVIS 12/70 in superb mechanical condition. New battery and four new tyres. Bodywork needs slight rejuvenation. Taxed until end of year. Oil consumption negligible—merely changed every 1,000 miles. Petrol consumption 30 miles per gallon on long run. Any inspection invited. £75, or offers. Phone or write: K. K. Hussain, 9, Hillside Avenue, Wembley, Middlesex. Wembley 8041. [8812

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

FOR SALE—*continued*

RILEY KESTREL 1½, 1937. Twin S.U.s, heater, 16 in. K.O. wheels, preselector, washer, foglamp. £85. W. Palmer, Grange Hostel, Farnborough, Hants. [8813

UNCOMPLETED SPECIAL B.M.C. I.F.S., 9 in. drums, 2 L.S. 16 in. wheels. Matching rear axle with springs, £15. Twin S.U.s, 1172 engine, gearboxes, 1 in. x 16 g. tube, 4d. foot. WORdsworth 5572. [8817

LEA-FRANCIS, 1930 Weymann Sportsman's Coupé, 4ED Meadows, 35 m.p.g. Mechanically and bodily good. Reconditioned dynamo, brakes relined, good lights. Excellent unspoiled example of this attractive model. £80 o.n.o. Tel: ENField 8905. [8818

ROLLS-ROYCE PII Hooper Limousine. Tools, mascot. Good condition, history. Taxed and insured. Reluctantly offered for sale due to imminent house purchase. Best offer over £100. London area. Box No. Y.819. [8819

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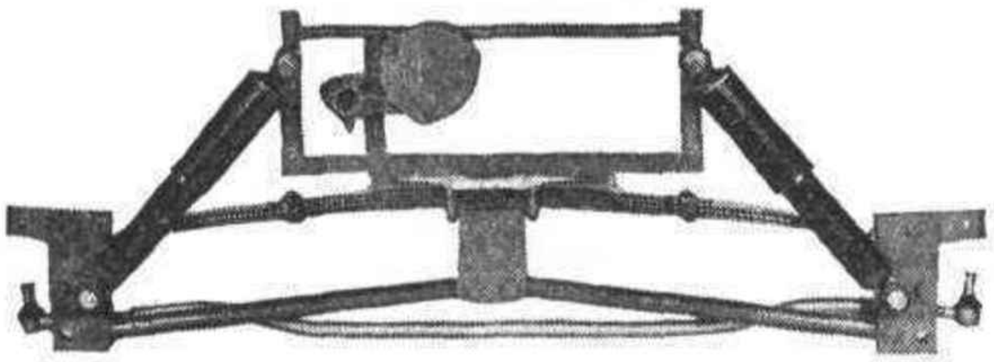
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HEALEY " Silverstone " " D "-type, 1950, 2-seater, in pale blue, " X " tyres, tonneau cover; two owners from new **£495**
FORD Rochdale, 1958, 2/3-seater coupe, red with white interior, 1,172-c.c. Ford unit, blown or unblown; a very neat example **£475**
M.G. TD, 1953, 2-seaters, choice two, blue or red, " X " tyres, rack, mirrors, tonneau, etc. ... ... From **£445**
MORGAN Plus Four 2-seater drophead coupe, mirrors, badge bar, washers; attractively finished in Oxford blue **£445**
JOWETT Jupiter, 1953, 2-seaters, choice two, green or silver, radio, heater, spots, mirrors, etc. ... ... From **£425**
LEA-FRANCIS, 1950, **2½-litre** 2/4-seater roadster, silver blue, fawn hood and upholstery, twin spots, tonneau cover, etc. **£425**
BERKELEY, 1957, 2-seater, in green, 322-c.c. Excelsior unit, " X " tyres, 9,000 miles only, exceptional condition **£385**
TRIUMPH 2000 roadster, 1949, silver-grey, twin horns, mirrors, badge bar, etc. **£365**
FORD Special, 1956, Lotus-type 2-seater in maroon, fully-tuned Ford unit; ideal for 1,172-c.c. events **£345**
TRIUMPH 1800 roadster, 1948, white, twin spots, mirrors, horns, etc. A very fine car **£345**
ALLARD J2 Super-Sports 2-seater, 1950, B.R.G., 4.3-litres, de Dion rear end; extremely potent **£295**
M.G. TC, 1947, 2-seaters, choice two well-above-average examples in green or black, both with various extras ... ... From **£285**

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FOR SALE—*continued*

ALVIS 12/50, 1930 2-seater, shortened chassis. Body not original, otherwise all Alvis. Very interesting clean car. Paint, springs, dynamo, shockers, wheels, wiring, rejuvenated. New blinings, cables, wheel bearings, Vynide tonneau. £95 o.n.o. Also T.J. body sad, engine and chassis sound. Tow. £25. Durham, The Warren, Woodham Walter, Essex. Phone Danbury 85. Enquiries after June 6th. [8841

ROLLS-ROYCE. Dismantling GZK model, 20 h.p., no mascot or radiator. Also spares for Riley Monaco and Merlin. Ronaldson, 31, Parkhead Crescent, Edinburgh, 11. [8842

ROLLS-ROYCE, Phantom III, 1937 Freestone & Webb close coupled Sports Saloon with projecting boot. Black with blue interior. 78,000 miles. Full Rolls history. Solid tappets, excellent tyres and battery, immaculate condition throughout. £575. Burnham (Bucks) 1384 (office) or 167 (home). [8843

SUPERB RILEY, 1½ litre Merlin, 1936. Genuine mileage 34,000. History known. Taxed. A.A. examination welcome. £280, no offers. Grovehill, 33, Rhiw Road, Colwyn Bay. [8844

T.R.2 SPARES. High compression polished cylinder head with valves, £15. Derrington extractor exhaust manifold, £12 10s. Hood, £8. Tonneau, £7. Sidescreens, £5. All black and as new. M.G. T.D. crownwheel and pinion, £2. 39, Linton Road, Hastings. [8845

1500 c.c. ENGINE, B.M.C., O.H.V., £35. Complete gearbox, £15. Back axle, £15. Pair 1¾ in. S.U.s, £15. Tape recorder, £20. New 6 volt battery, £3. 12 volt, £5. 8, Fairview Avenue, Rainham 5096, Essex. [8777

T. FORD: Windscreen, bonnet, lamps, wheels. Several pairs various brass lamps, also various mags, etc. 185, Crystal Palace Road, East Dulwich, London, S.E.22. (Phone: Forest Hill 3220.) [8848

T.R.2, 1956, white. Radio, heater, twin spots, tonneau cover, washers, Ace discs, taxed year. 20,000 miles. Perfect. £575. Private, no dealers. Terms arranged. Exchange saloon or van. 190, Malpas Road, S.E.4. Tideway 2365. [8853

ALVIS SPEED 20, 1935. Mechanically very good. Brakes relined, good tyres, batteries, silencer, rad. Bodywork fair. Evenings, Leatherhead 2907. [8854

ASHLEY 750 body and hardtop, semi s.f. chassis and all components, including i.f.s., etc. Also recon. 1172 unit mated to M.G. gearbox; requires head and manifolds. In fact, the majority of a first class Special for £200, or exchange M.G. P.B. or T.A. Haslam, 236, Greenford Avenue, London, W.7. [8855

1924 4th SERIES LANCIA Lambda 4-seat Tourer. Completely original and fully restored. New hood, good tyres. 17, Wades Hill, N.21. PAL 6739 [8856

1947 (MODEL) ARMSTRONG SIDDELEY Hurricane D.H.C. Heater, taxed. Very good condition. £175. Box No. Y.858. [8858

ALFA ROMEO 1750 supercharged short chassis Castagna 2-seater drophead. Complete engine overhaul 1958. A really potent car in superb original condition. Quantity spares. £240. Atalanta 1939 Sedanca, radio; generally excellent but V.12 Lincoln engine smokey. Ideal for V.8 conversion Keeling, Gt. Maplestead, Halstead, Essex. Hedingham 281. [8860

SPARES: Riley 1938 16-4, all parts in excellent condition Keeling, Gt. Maplestead, Halstead, Essex. Hedingham 281. [8861

N.E. T.T. Magnette, 1934 Works Car. Marshall blown 12 lb. p.s.i. Outstanding acceleration. Modern alloy body on tubular frame. Engine recently rebuilt and chassis overhauled. Many spares. Ideal for V.S.C.C. racing. £220. Layard, 3, Clarence Road, Tunbridge Wells, Kent. Phone 794. [8862

ROLLS 20-25. Heater, radio, black/grey respray, perfect engine, tyres excellent, mascot, handbook. 1934 Sportsman's small Saloon. Photograph. Clark, 20, Devonshire Street, Carlisle. [8863

VINTAGE LAGONDA, 1928, 2 litre, High Chassis Model This 4-seater Tourer with good twin O.H.C. engine, bodywork and complete weather equipment is in above average condition. £165 o.n.o. West Bromwich 2161, office hours or 43, Spring Field Crescent, West Bromwich. [8864

"IN AMERICA." 1940 Alvis Speed 25 Tourer. Last one made. 3 S.U. carbs, Scintilla, I.F.S., fitted jacks, one shot lubrication, endless extras, any trial. $1,300. Owner in England. Apply: Crooker, P.O. Box 595, Bon Air, Virginia. [8865

M.G. T.D., 1951. Excellent condition. Taxed. Extras. H.P. possible. £425. 180, Roding Lane South, Ilford. Wanstead 8636. [8866

ASTON-MARTIN, 1½. Latest type 3207 camshaft, unused with Friary invoice, £10. 1¾ in. S.U. carbs., excellent working order, suit Dauphine, Minor, etc., £5. Box No. Y.867. [8867

APRILIA D.H., 1937. Comprehensive mechanical overhaul under 4,000 miles ago, including rebuilt engine and clutch. Body largely aluminium. Beige P.V.C. hood, and dark green body, twin fog lamps, heater. £250. MOU 7606 or Box No. Y.869. [8869

FOR SALE—*continued*

ASTON-MARTIN Mk. II Saloon, Chassis F5/584/L. Since this car is as new, following a £600 rebuild in November, 1958, it is offered at original 1936 list price. Mileage 67,000. Original handbook and grease gun. Bills, photos, history available. Would exchange Bugatti, E.R.A. Box No. Y.868. [8868

ROLLS-BENTLEY, 1937, 4¼ Sports Saloon. Major overhaul 1954, approx. 25,000 miles since. Unblemished green paintwork. £340, or exchange drophead or open Bentley, or Rolls, any year. Booth, 55, Headingly Lane, Leeds. Phone 54795. [8870

TYRES for Veteran. 2 brand new Avon Tricord 25 x 3 for 24 x 2¼ rim. Offers. Box No. Y.871. [8871

AUSTIN SPECIAL, unfinished. Big 7 chassis, 8 engine H.C., Ford front axle, all parts reconditioned, no body. £70 o.n.o. Johnson, 81, Sutton Oak Road, Sutton Coldfield. [8872

BANKRUPT MORON must reluctantly part with 1937 Riley 9 Sports Saloon, aluminium body. Around £65. Also Morris 8, 1938. Good for spares. Green, 1, Regent Street, Oxford. [8873

1958 FORD-FALCON Mk. II Hardtop. New aquaplaned (Solexes) 8 engine, wood/alloy s/wheel, Vynide covered dash and seats, carpets, spots. £200. Coles, Melrose, Cardiff Road, Hawthorn, Pontypridd, Glam. [8874

1937 PARIS-NICE HOTCHKISS Close Coupled Saloon, Black. Superb condition throughout. Would sell around £300, or exchange for V.W., Minor, A.30 or similar. McPherson, St. John Street, Wells, Somerset 2038. [8875

1946 AUTO UNION "Audi," 2.5 Cabriolet. O.H.C., I.F.S. A very rare motor car. £100. Will haggle or exchange. 1939 Ford 8 Saloon (rot box) £39 10s. Excellent special material. 1947 Triumph, 350 c.c. trials twin, £15. Numerous Austin 7 bits. Furmidge, "Brooklands," Golf Road, Mablethorpe. Tel: 2295. [8876

M.G. J.2, B.R.G. New P.V.C. hood and tonneau. Much recent reconditioning. £95 o.n.o. Enquiries JAM 2788. Inspection weekends. 2, Meryhurst Road, Wednesbury, S. Staffs. [8877

CROSSLEY 1928, 2 litre Saloon in nice original condition. Good mechanically, plus complete spare car. £60, or exchange vintage tourer. 158, Pinner Road, Watford. WAT 21714. [8878

MORRIS COWLEY, 1928. Excellent order, clean and tidy. £25. 158, Pinner Road, Watford. WAT 21714. [8879

VINTAGE AUSTIN 7, Two-seater Tourer, 1930. Nice looking, perfect mechanically. Rewired, new battery. £35. 158, Pinner Road, Watford. WAT 21714. [8880

1936 RILEY KESTREL, 9 h.p. Special Series. First class mechanical and body condition, good tyres. £120 o.n.o. Cresswell, 51, Grange Hill, Coggeshall, Colchester, Essex. [8881

RAYMOND MAYS cylinder head Zephyr Mk. I, complete with alterations, rocker, geometry. 68, Edgwarebury Lane, Edgware. STOnegrove 7110. [8882

1925 ROVER 9 Tourer. Rebuilt last 18 months. New kingpins, battery, etc. Good tyres. £65. Exchange Riley Tourer. Cook, 31, Broadway Grove, Worcester. [8883

FORD 8 SPECIAL. Incompleted, roadworthy, but untaxed. Unused engine and gearbox, hydraulic brakes, alloy body, good tyres. £70 o.n.o. Esher 3966. [8884

MERCEDES 170S, 1957 registration L.H.D. One owner since new. Immaculate condition. £435. Exchange for 2C.V. and cash. Silver, 29, Dunbar Avenue, Rutherglen, Glasgow. [8885

£100, B.S.A. SCOUT, 4-seater S.B. Headlamps, brakes and steering overhauled. 87, High Street, Syston, Leics. [8886

ALVIS SPEED TWENTY Saloon, 1934. Taxed. Good condition, everything works. £130. 3, Rowden Road, Beckenham. [8887

BENTLEY, 1½ litre, 1935 Shooting Brake. Just right for holidays. 13, Albion Street, Dunstable, Beds. [8888

T.R.3, December 1956, Red. Wire wheels, Michelin "X," discs (new pads), heater, radio, Vynide hood, full tonneau. £760 o.n.o. Barker, The Cottage, Wroxton, Banbury. [8891

550 x 19 unused Dunlop retread, Bosch magneto (4-cyl.), S.U. carburettor. All excellent condition. £10 10s. 6, Dominic Road, Liverpool, 16. [8892

ASTON-MARTIN LE MANS, 1933 Short Chassis 2/4-seater (Black). Reconditioned engine, magneto, dynamo. New springs, batteries. Good hood, tonneau, tyres. Excellent long distance motoring. £290 o.n.o. Seen near Sloane Square. Box No. Y.893. [8893

RILEY MONACO, 9 h.p. Saloon. Very sound in all respects. 38 m.p.g. at 40 m.p.h. £75 o.n.o. Beldon, 78, Park Avenue South, N.8. Fitzroy 1875. [8894

BENTLEY SPARES. 3 x 19 in. wheels and 1 excellent tyre. £10. 6¼ block, crank, mag, twin S.U. carb and manifold pistons. 4¼ block, crank, crankcase and sump. 3 litre block, crank, crankcase, sump, ¼-shafts, 4.2 axle less diff, gears. Two star diff cages, spare wheel, bracket (rear). Lyne House Farm, Lingfield, Surrey. Phone 137. [8895

FOR SALE—*continued*

1926/27 McLOUGHLIN BUICK 2-seater. Excellent tyres. 16,000 miles only. Needs painting. £60. London, Box No. Y.896. [8896

M.G. "M," 1930. Good appearance, running well. Year ago since stored. £20. Uplands 7243. [8897

ALVIS 12/50 Beetleback, 1927. Good tyres, cycle wings. £70. Mitson, 38, Alleyn Road, Dulwich, S.E.21. [8898

2.3 ALFA ROMEO Open 2-seater. Body by Carozzeria Touring of Milan and believed unique in this country. A tremendous amount of time, trouble and money has been spent on it. Results 1958: Won "Motor Sport" trophy qualifying race at Silverstone, won Concours d'Elegence, pvt. class, Oulton Par. (Richard Seaman meeting, June). It goes and looks like something out of this world. Offers around £900, to Major W. J. Bodington, Molewood House, Hertford. Telephone 2907 evenings, weekends. [8900

BEAUTIFULLY REBUILT Vintage Alvis with aluminium body. Bills available for £480. exceptional sports car, deserves good home. Price around £200. Ryall, Bowes Park 5555, or 3, Brooklands Avenue, Cambridge. [8903

DELAGE 14/40 D.I.S., 1926, reregistered D.1440. Mentioned in Bulletin No. 6 of Delage Club. Please send for details. Not original body. Ledbrook, Snitterfield, Stratford-on-Avon. [8904

ENGINEERING STUDENT disposing 1936 Morris 8, 2-seater. Mechanically excellent, body rough £45. Box No. Y.905. [8905

RILEY KESTREL 6-Light Saloon. Rebuilt and in superb condition. £190. Hanney, 7, Grosvenor Road, Abertillery, Mon. [8906

JUPITER, June 1953, B.R.G. Engine just reconditioned, S.III, oval web crank, new clutch, gearbox overhauled. Car mechanically perfect. New hood, new Dunlop racing tyres, heater. Superb vehicle, properly maintained Nearest £400. H.P. arranged. Haynes, 104, Jordan Road, Sutton Coldfield, Warwickshire. Phone Four Oaks 584. [8907

LANCIA APRILIA, 1939. Excellent condition. Recent respray, engine overhaul. Spares include diff., gearbox, rear springs, radiator. £265 Bowden, Radford House, Radford Semele, Leamington. [8908

LAGONDA, 1927, 2 litre Tourer. Immaculate condition. New hod and side curtains. Photo available. £200 o.n.o. Wragg, Royd Lane, Deepcar, near Sheffield. Phone Stockbridge 3321 [8909

M.G. "M." Excellent example sacrificed for family saloon. Comprehensive overhaul (£71 bills). £65. Offers to: Marshall, 90, Oakley Street, S.W.3. FLA 4104. [8910

ALFA-ROMEO/HORNET Special. Beautiful B.R.G. two-seater Sports. Bodily and mechanically excellent. Knock-offs, flame-throwers, well shod. New brake linings, rewired. £80 o.n.o. Call after six or weekend. Felstead, 139, Conway Road, Plumstead, London. [8911

MORGAN 4/4, 1938. Very good condition. 6 very good tyres, new hood, etc. £155 o.n.o. 36, Cambridge Drive, Potters Bar, Middlesex. [8912

RAILTON Straight Eight Coachcraft Drophead. Excellent, reliable. Recent daily use, well maintained. Requires top end overhaul, new rings. £65, or near. 58, Lebanon Court, Twickenham. POPesgrove 6510. [8913

1929 MORRIS COWLEY. Good condition. £40. Knights, 6, North Farm, High Road, Loughton, Essex. [8914

BULLNOSE MORRIS COWLEY, 1926 F.W.B. 2-seater Tourer, double dickey New upholstery and hood. In daily use. £150. Way, Rectory, Durley, Southampton. [8915

FORD EIGHT, 1938, broken chassis. Dismantling or sell. £18. Cameron, Park 8163 (London). [8916

M.G. T.C., 1946, Red. Leopard covers, special trimming, carrier, twin spares, spots and horns. Recently fitted new battery, tyres and tubes. Trimming alone cost £134 in 1958. Bills shown 1957-8, £308. Striking appearance. Say £360. Phone FIT 0783 after 7.30 p.m. [8917

ALVIS SPEED 20, 1934, Van Den Plas Coupé. Engine perfect, tyres and body very good. £140. Sutton, 138, Longfellow Road, Coventry, or seen London. FRO 2745, after 6.30. Exchange Rolls Tourer. [8918

LANCIA APRILIA, 1939. Excellent throughout. Heater, Scintilla, Weber, "X's." £215. 38, Kings Road, Whitley Bay. [8919

LAGONDA RAPIER Fixed Head Coupé, 1934. In very good condition throughout. £110. 45, Desborough Road, High Wycombe. Tel: 1564, weekends. [8920

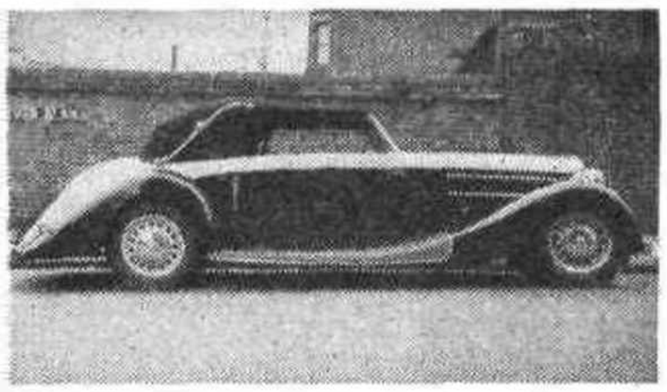
ARMSTRONG-SIDDELEY, 20 h.p. 1933. Sans gearbox, body good, tyres, engine rad muf. etc., perfect. Whole or parts. Offers. Renwick, 20, Persant Road, London, S.E.6. [8921

1937 RILEY "Adelphi" 12.4. Thoroughly overhauled and serviced by Wesbell Motors, Hounslow. New tyres and battery, coach and body near perfect. Phone Southall 1963 after 6. [8922

TALBOT ROTAX dynamotor, 12 volt, perfect condition, reasonable offer accepted. WATford 5907. [8923

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

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1937 *DELAGE D6/70 drophead coupe in maroon and cream. Almost new Vynide hood with chrome arms, Cotal box, hydraulic brakes, etc. An impressive car and very good value at* **£210**

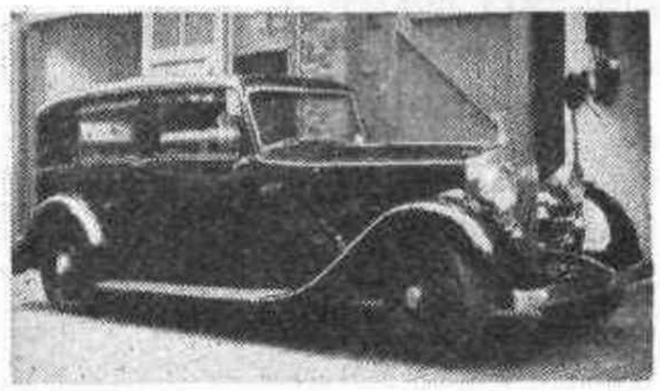
1955 FIAT 600, fitted new engine 5,000 miles back, with Derrington head, Scintilla distributor, sports coil, new battery, brakes just relined, large speedometer, steering-column switch conversion. Taxed. **£415**

1951 MINOR open four-seater, in green with beige interior, very good hood and tyres. **£319**

1948 TRIUMPH ROADSTER 1800, in grey with red leather, original condition, twin windtones, spot-lamp, wing mirrors, very comfortable two-, three- or four-seater, with sporty lines. We have a choice of three of these cars. From **£310**

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FOR SALE—*continued*

BENTLEY, 4½, October 1937 Park Ward. In really beautiful condition. None of the usual extras. Just a real Bentley that only needs seeing. View by appointment, Phone Huddersfield 3172 office, Huddersfield 3408 home. Genuine enquiries only please. £465. Mr. W. K. Beaumont, 33, Cleveland Road, Edgerton, Huddersfield. [8924

1936 HUMBER 12. Mechanically sound, reasonable condition. £35 o n.o. Write: Sales, 7, Homefield Road, Old Coulsdon, Surrey. [8925

"750" SPECIAL. Alloy body, I.F.S., twin S.U.s, 4-branch exhaust, hydraulics, hood, sidescreens, 45 m.p.g., 80 m.p.h. £130. 55, Marlborough Avenue, Bromsgrove, Worcs. [8926

1955 CITROEN, 2C.V. Repainted, reshod, 61 m.p.g. Past 14,000 miles. £300 o.n.o. Telephone Welwyn Garden 5535, Box No. Y.927. [8927

M.G. J.2, 1933, Cream. Cycle wings. Mechanics sound, body excellent. £95. Coombs, 2, Warkworth Street, Cambridge. [8928

1955 ANGLIA with Elva head. Twin Solex, special camshaft, 4-branch exhaust, Burgess. Fitted Koni dampers, twin tanks, windtones, screen sprays, new tyres. Immaculate grey with red interior. H.P. available. £445. 53, Blythwood Gardens, Stansted, Essex. [8929

LANCIA APRILIA, 1937 Pillarless Saloon. Body, and mechanically sound. Michelin "X." £190. Moffit, Station Road, Kegworth. Phone Kegworth 300. [8930

RILEY NINE Sports/Racing. 4 Amals, racing crank, twin plug head, needle roller rockers, hydraulic brakes, etc. One of the fastest Rileys in the country. Heap, Meadowside, Rectory Lane, Chelmsford. [8941

1938 ROVER Speed 20 Sports Saloon. Immaculate appearance. Bills mechanical overhaul February, 20-22 m.p.g. Fitted tools and instruction book. £85. Also: 1937 16 h.p. Saloon, presentable and in good working order, £45. Reed, MAI 5651, before 10 a.m. or after 5 p.m. [8942

LANCIA APRILIA, 1939. Post-war suspension. Retrimmed and repainted, new crankshaft and bearings. £200 o.n.o. Ellis, 152, Wigan Lane, Wigan. Tel 2160. [8943

RILEY SPRITE, 1936. Quite delightful. Am unfortunately off to America for the summer so must sell. £375. H. D. Craig, 56, Jesus Lane, Cambridge. [8946

1931 MERCEDES 370S D.H. Coupé. R.H.D. Unique and fabulous specimen in completely original condition. Truly magnificent throughout. £395. O'Brien, Durngate House, Winchester. Tel.: 5747. [8947

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A.C. sports saloon, original and beautiful condition throughout, recent overhaul, 1952 but would pass for later model ... **£425**

CITROEN Big Six saloon, 1951/2, mint condition, beautifully maintained, looks like 1955 model **£349**

M.G. Special 2-seater, TC chassis, highly-tuned engine, Scintilla magneto, hosts of extras, all-enveloping body, cost over £600 **£299**

M.G. TC, 1946, enthusiastically maintained by previous owner, part special tuning, choice also 1947-8-9 TCs **£275**

ALVIS 12/70 Special drophead coupe, specimen condition, choice also foursome drophead **£239**

M.G. TA Tickford coupe, indistinguishable from specimen TC, excellent mechanical history **£239**

ROVER 16 sports saloon, 1940, recent re-conditioned engine, immaculate throughout. Choice also 12 and 14 saloons ... **£159**

M.G. J2, completely overhauled and modernised, including hydraulic brakes, gift at **£119**

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FOR SALE—*continued*

TWO M.G. 2 litre Saloons (one for spares). Entire car completely checked last six months, including respray two-tone green. Extras: Bray heater, radiator blind, radio, Marchal fog lamp, P.100s. Tyres excellent. Enthusiast maintained. Nearest offer £140, McCormick, 7, Harvey Lane, Moulton, Northants. Tel.: Moulton 3229, reverse charges. [8944

1929 AUSTIN 12/4 Windsor Saloon. Solid, sound, reliable, original. Daily use. £50 o.n.o. Keeley, Chipstead, Surrey. Downland 3912. [8945

1951 CITROEN Light Fifteen for sale. Very good condition. £320. Apply, evenings or weekends: 81, Empingham Road, Stamford, Lincs. Phone 3304. [8948

S.S.1, 1933, 2½ litre. Extensive rebuild. £70 bills. Doubtful cylinder head, hence £35. 23, Colonial Avenue, Whitton, Middx. [8949

ROLLS ROYCE 20/25 Saloon, 1932 (Dec.), in very fine order. Immaculate black coachwork, excellent tyres, brakes newly relined, mascot, genuine 22 m.p.g. at 45 m.p.h. Offered reluctantly, need room, £290. Jordan, Melbourne Hotel, Thetford, Norfolk. Phone 2162. [8950

M.G. T.C., 1947. Red. In sound condition. New hood, heater, screen washers, twin windtones. £335. Ward, 180, Wilmslow Road, Cheadle, Cheshire. [8951

ALVIS 12/70, 1938, Mulliner-bodied Saloon. Black. 27 m.p.g., 75 m.p.h. Engine reconditioned 12,000 miles. New rear springs. Good tyres. Body fair. £75. Cook, The Gardens, Horncastle, Lincs. Tel. 3345. [8952

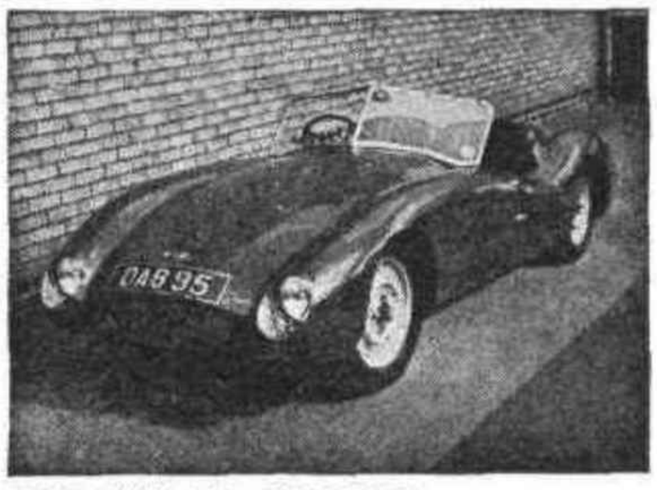
RILEY ADELPHI, 1937. Clean, comfortable and in regular use. £80 o.n.o. Riley Lyncock, 1934 Sound Coupé body. Engine runs but rattles. £50. Birmingham EDGbaston 1913. [8953

ASTON MARTIN International 2-seater. Present engineer owner 6 years. 1st class throughout. £250. Cox, Virginia Cottage, Wonersh Park, Nr. Guildford. (Bramley 2494.) [8954

JAGUAR 1½ litre Saloon, May 1939. O.H.V. Black. Sun roof, twin mirrors, wipers, stop and tail. Long range Marchal headlamps, heater, rev counter. All tyres good, knock-on wheels. Rear end completley overhauled, new c.w. & p. Servais. Comfortable 5-seater, with pleasing economical performance and impressive appearance. £150. 3, Sutton Avenue, Slough. Tel. 21184. [8955

1936 RILEY Merlin 9 h.p. Sports Saloon. Big-crank engine, twin S.U.s, etc. Excellent mechanics, all-metal body in good order, new tyres. 30 m.p.g. £45. Reed, MAI 5651, before 10 a.m. or after 5 p.m. [8956

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FOR SALE—*continued*

RAILTON Drophead Coupé, not yet run in. Hydraulics. £165 o.n.o. Box No. Y.157. [9157

1933 RILEY MONACO. New roof, respray, good mechanically. Insured. £55. Minear, Callow Farm, Callow, Hereford. Tel: 4879. [9158

BENTLEY 4½ litre, 1928 Mulliner Saloon. Recently restored to original condition. Bills available for over £100. £250 o.n.o. Thomas, 11, Braxted Park, London, S.W.16, or Phone POL 4167. [9159

1937, 1½ LITRE RILEY Sports Sun Saloon. Large chassis and brake drums with 17 in. wheels, hydraulic jacking; new telecontrols. Gearbox completely overhauled plus £100 spent. Carefully maintained, to a good home only. £135 o.n.o. Byfleet 427, evenings. [9160

LAGONDA RAPIER, 1935 Fixed Head Coupé. Engine sound, body needs attention. Must sell quickly. £85 o.n.o. May, 10, Hastings Avenue, Chorlton-cum-Hardy, Manchester. [9161

BENTLEY 1947, 4½ litre Sports Saloon. Magnificent condition. Heater. Taxed. Wonderful performance. £365. Greenwood, 32, Talbot Road, Old Trafford, Manchester 16. Trafford Park 0433. [9162

RILEY KESTREL 9, 1934. Merlin engine rebuilt 6,000 miles, Girling front brakes, dynamo, starter, wiper motor, wiring, headlamps attended to. Wheel arches replaced, offside rear oil seal defective. Body untidy but sound. Bought new car, £80, or exchange sailing dinghy. Monmouthshire. Box No. Y.163. [9163

1925 HUMBER 9/20 Tourer. Entirely rebuilt, beautiful condition. £120. Mackenzie, White House, Spetisbury, Blandford, Dorset. Sturminster Marshall 366. [9164

DELAGE D6-70 Saloon. Cotal electric gearbox, heater, seat covers and other extras. 7,000 miles since complete engine overhaul costing £200. Offers near £220. Smail, 2, Bright's Crescent, Edinburgh. [9165

RILEY IMP, 1934. Excellent condition. Many extras include detachable hardtop. Marchal spot. Family reason for sale. £265 o.n.o. Gascoigne, 27, Stirling Road, Birmingham, 16. [9166

ASTON-MARTIN, 1939, 2 litre Tourer. Recent £100 engine overhaul. Interior rough. £190. Weybridge 5847. [9167

RILEY 15, 1935. Kestrel type body, 3 carbs. Best offer. Engine overhaul, new tyres, brakes, recently cost £100. Marks, Heytesbury, Warminster. Sutton Veny 331. [9168

SINGER LE MANS Special in B.R.G. Aluminium body on tubular steel sub-frame. Very good condition throughout. Numerous spares. £100. Also 1928 Humber 9 Saloon. Fair condition throughout. Suitable for restoration. Offers. Davis, Highgate House, Hawkhurst, Kent. Phone 3396. [9169

ALVIS S.20 Vanden Plas open 4-seater. Mechanically excellent and sound handsome body. £150, or offer. AMB 9660, or McNeilly, 1, Barton Road, W 14. [9170

AUSTIN HEAVY 12/4, 1934. Tickford hood watertight, but temporarily bostikated. Luxurious interior, original carpets. A good reliable £70-worth. Seen Somerset or London. Ring N. Curry 398 on 1st June, or write, Youldon, North Curry, Taunton. [9171

IMMACULATE A.40 Sports Convertible. October 1952. Radio, heater, rimbellishers, wing mirrors. £380. Hardtop, new full tonneau also available. 2, Clifton Drive, Abingdon. [9172

ASTON-MARTIN, 1938, 2 litre Saloon. Recent engine overhaul, smart appearance. £265 o.n.o. Barwell, St. Margarets, Mill Lane, Blue Bell Hill, Rochester. Phone Blue Bell Hill 330. [9173

M.G. C. TYPE Montlhery. Sound order. Original. £140 o.n.o. Emmerton, 2, Avenue, Salisbury, Gillingham (Dorset) 41, weekends. [9174

LANCIA APRILIA, 1939. Complete mechanical overhaul, telecontrols, heater, body and tyres excellent. £225. Grays Thurrock 2018. [9176

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D.K.W. SONDERKLASSE De Luxe (1956). 2 tone grey/beige, beige upholstery. Immaculate condition and maintained regardless of cost. Fitted numerous extras including radio, new tyres. Small mileage. Complete inspection at works during recent visit to Germany when engine was tuned. All facilities offered. £735. Can be seen at Inverleith Garage, Goldenacre Terrace, Edinburgh, 4. Phone 84695. [9177

1946 M.G. T.C. Windtones, grid, new hood. £265 o.n.o. Biggs, Wayside Cottage, Lacey Green, Aylesbury, Bucks. [9178

1936 RILEY NINE KESTREL. Special Series engine, twin Zeniths, preselector box, Girling brakes. £100. Messenger, 50, Bolderwood Way, West Wickham, Kent. [9179

BENTLEY 3½ litre Park Ward Saloon. Heater, radio, P.100s. £245. After June 14th. Milford House, Chobham, Surrey. [9180

1947 VOLKSWAGEN, registered 1954. Mechanically faultless, body untidy, many spares. £90. SUN 1337. [9181

FOUR-SEATER RAILTON Tourer in near perfect condition and completely original in all respects. Independent front suspension, Andre telecontrols. Additional set of Woodhead Munroe shocks fitted. A real sports car for a reasonable price. Details, price and photo to the serious minded. John Miller, The Beeches, Old Catton, Norwich. [9182

1929 MORRIS COWLEY, breaking for spares. Some "T" Ford spares. Stott, Lower Street, Stamstey, Essex. [9183

ALVIS (16.9) SILVER EAGLE. 1936 D.H.C. Immaculate throughout. Recent respray B.R.G. and grey hood. Unlikely that better or more satisfying Silver Eagle exists. All enquiries with s.a.e. answered. £235. Major Hedley, School of Infantry, Netheravon (342) Wiltshire. [9184

LANCIA APRILIA, 1937. New tyres, good interior, general mechanical condition good, except for broken connecting rod and damaged crankcase. Best offer, room wanted. Telephone Alcester 283, Warwickshire. [9185

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LEA-FRANCIS, 1939 Six-Light Sports Saloon. Black, fawn leather, twin camshafts, mechanically excellent. New gearbox, body very fair. Fog light, screen washers, demister. £135. Ideal for enthusiast who needs saloon. Aireton, Okeford Fitzpaine, Blandford, Dorset. Tel: Childe Okeford 418. [9187

ALLARD, 1949 Open 4-seater, registered December 1948. Excellent tyres, new batteries, smart appearance. Photograph available. £175. Greenwood, 63, Hillery Road, Worcester. [9188

AUSTIN 750, fully reconditioned 1933 engine, cross flow radiator, new white glass-fibre body, Bowdenex brakes, low axle, new tyres, battery. £145. Riverbank House, Ferry Lane, Shepperton, Middx. Walton-on-Thames 2408. [9189

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LAGONDA 1934, 3 litre Saloon. Two new remoulds, many spares. Very tatty body, but goes well. £107. 236, Dane Road, Sale, Cheshire. [9191

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1925 CITROEN 11 h.p. Tourer. Excellent mechanically. Requires repaint and new hood. Host of spares including complete chassis, engine, gearbox, etc. Taxed ready to drive away. First £60 cash. Phone Tonbridge (Kent) 2530. [9194

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TRIUMPH Roadster, 1947, immaculate. Good tyres, recently reconditioned engine, heater, spotlights. Must sell. £255 o.n.o. 15, Lonsdale Road, Walsall. [9197

PURCHASER'S DEFAULT necessitates re-offer 1954 T.R.2. 1959 grille, 4 seats, wire wheels, tonneau, heater, demisters, etc. 30,000. 110 m.p.h., 33 m.p.g. Beautiful condition except hood (is watertight). £475. H.P. arranged (worth £600) Wanted, D.B.2. Rose, "Oakbrook," Senna, Comberbach, Cheshire. [9198

LANCIA LAMBDA, 8th Series Short Chassis Tourer. Lightened flywheel. In excellent condition throughout. Fast car, suitable vintage competitions. Borthwick, Send Lodge, Cartbridge, Send, Surrey. Woking 2213. [9199

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1923 SUNBEAM 14/40 two-seater Drophead Coupé with dickey. Good original condition, f.w.b. Stored twenty years before complete mechanical restoration. Full history. £75 o.n.o. Box No. Y.202. [9202

1930 A.J.S. 9 h.p. two-seater with dickey. Rare and beautiful vintage car thoroughly maintained by only owner. Perfect condition mechanically and bodily. New tyres. £95. Box No. Y.203. [9203

GRANDE PRIX SALMSON, 1926. Immaculate body, good hood. 1100 c.c. D.O.C., Scintilla mag. Bills for over £400. Registered 1952. Or exchange Alvis Speed 20 or similar. Patterson, 99, Mill Hill Road, Acton, W.3. [9204

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ALLARD Tourer, 1947, 1954 engine. Good condition. £155 o.n.o. Nihell, "Burford," Oakley Close, Crockford Park Road, Addlestone, Surrey, or Whitehall 2085. [9231

MORGAN 4/4, August 1949. Blue two-seater. One owner. £250. Phone VAL 5237 after 6. [9232

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RILEYS. 1937 Merlin 1½, £25. 15 h.p. Kestrel, fitted Nine engine. Exceptional performance, economy. New tyres, battery. £65. Spares Nine Monaco, including doors, wings. Register member, hence sensible prices. Tompkins, Jarrets, Uplands, Gerrards Cross. Fulmer 3478. [9237

JAGUAR S.S.100 Special. Recon. 1939 engine, 14,000 miles. Scintilla mag., Lucas headlamps, alloy body. No hood. £150. Watford 32853. [9238

MORGAN Coventry Climax, 1938, rebuilt 1956. Resprayed, new upholstery, pre-focus headlights, weather equipment. Reconditioned engine, excellent brakes. Undersealed. Any trials. Bank Manager and Army enforce sale. £180 o.n.o. Leatherhead 2699. [9239

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RILEY 9 MERLIN, 1936. Mechanically sound, body and electrics very good. Offers over £125. 17, Lenmore Avenue, Grays, Essex. Grays Thurrock 3374, evenings. [9245

AUSTIN 750. Stiffened chassis, I.F.S., 8 in. hydraulics, four branch exhaust, downdraught carburettor, remote gear lever, four speed box, telescopic shock absorbers, crossflow pressurised radiator, 15 in. front, 17 in. rear wheels. Attractive alloy body, tonneau, alloy head supplied. £150. Offers. Martin, 15, West Montgomery Place, Edinburgh. [9246

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1951 ALLARD Saloon. Excellent condition. Radio, heater, extra grips, fibreglass body. Ford 10 taken part exchange, or £245. 14, Roe Lane, Kingsbury, N.W.9. [9249

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RENAULT 750 c.c. De Luxe Saloon, August 1955. 24,000 miles. £50 twin carb and exhaust conversion fitted 6 months ago. 75 m.p.h., 45 m.p.g. Fitted heater, demisters, twin spots, undersealed. £450, or exchange interesting car. Carpenter, Well Nigh, Woodmansterne Lane, Banstead, Surrey. Burgh Heath 880. [9251

LAGONDA RAPIER, 1934, 4-seater Tourer, Red. Engine and body in good condition. Heater, six almost new tyres. £145 o.n.o. Bond, 41, Cobham Road, Accrington 3187. [9252

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WOLSELEY HORNET 12 h.p. Daytona Special, 1935. Ranalah aluminium body, brakes relined, new battery, 4 new tyres, good hood/windows, runs well. £75 o.n.o. Brucklay Cottage, Nursery Lane, Fairwarp, Uckfield, Sussex. Nutley 127. [9256

M.G. 1¼ litre Tickford Drophead, 1938. £100, or H.P. Good condition. Engine rebuilt one year ago. Raymond, 11, Oaklands Avenue, West Wickham, Kent (S. London suburb). SPR 2979. [9257

M.G. T.B., 1941, B.R.G., X.P.A.G. engine. Excellent all round. £220. 249a, Luton Road, Dunstable Beds. [9258

1937 FIAT 500. Above average example. £100, or part exchange 1950-3 Minor, V.W., Renault 750. Slade, "Krishnalee," Sedgemoor Road, Flackwell Heath, Bucks. [9259

1957 MORGAN 4/4 Series II. White. Leather upholstery, tonneau, heater. Immaculate and mechanically perfect. £485. Berry, 24, Queensdale Road, W.11. PAR 7807. [9260

WOLSELEY WASP engine/gearbox. Modifications include H.C. head. Offers please. Phone UPLands 7198. [9261

RELIABLE RILEY 9, 1933 Monaco. Taxed. £20 o.n.o. Ede, 31, Hamilton Road, Ealing, W.5. [9262

M.G. T.B. Excellent condition. Heater. £195. H.P. Thornhill, 17, Queensferry Close, Rugby. [9263

FRAZER-NASH/B.M.W. 315/25, 1½ litre, two-seater Sports in exceptional condition. Much spent recently, bills shown. £250 o.n.o. Meikle, 3a, Franche Court Road, Tooting, S.W.17. [9264

AUSTIN SEVEN Arrow Sports, 1934. Completely rebuilt. Engine reconditioned and modified, new hood, sidescreens, tyres, battery, Bowdenex. £125. MIL 2438 (London). [9265

FORD 10 chassis, professional tubular sports saloon sub frame, propshaft, torque tube, wide rad, curved screen. All new cost £86, sell £38. Austin 12 Trials, bodyless. New H/C engine, 16 in. easicleans. Cambridge, 1, Highview Road, London, S.E.19. [9266

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SAY £99! and get healthy Riley 9, 1931, Trinity D.H. Coupé 4-seater. One owner last 22 years. Chance enthusiast to acquire very rare specimen. Spilman, Winton, Misterton, Crewkerne. [8958

SINGER ROADSTER, 1949, 4A, regd. 1952. Overdrive, and fittings for Marshall blower. Blower available. Average condition. 35 m.p.g., 75 m.p.h. £210 o.n.o. Weybridge 4041. [8959

JENSEN. Unique 1942 Coupé. Recon. engine, retreads, new silencers. £210. Davies, 39, Montagu Gardens, Wallington, Surrey. Tel.: Wallington 1744. [8960

BROOKLANDS RILEY, fitted 1½ litre engine, axles and brakes. Almost entirely rebuilt. Photo. Immaculate condition. £245 o.n.o. Kay, Marsh Lane, Hambleton, Blackpool. [8961

LANCIAS. Dismantling "Augusta" and "Lambda." All parts. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [8962

FORD KENMAR hardtop fibreglass Special. Boxed chassis, recon. engine and gearbox. Built 1958. 12 volt electrics. Lucas 700 headlamps, wipers and flashing indicators. £245. Squires, 187, New Kings Road, London, S.W.6. Tel.: Renown 4056. [8964

AUSTIN 7 SPECIAL. Fibreglass fully-enclosed body, new tyres. Good performance. £105. 227, Station Road, Hayes, Middlesex [8965

BRISTOL Sports Saloon, Model 400. Genuine B.S 4 racing engine fitted 1958. Resprayed black. Rechromed. Bargain, £725 o.n.o. Francis, 112, High Street, Hampton, Middx. Molesey 2116. [8966

TRIUMPH 2000 c.c. Roadster. Good condition. £350 o.n.o. View week-ends only. 2, St. George's Gardens, Epsom. Phone: Epsom 1592. [8967

M.G. T.A., 1939. Good condition. New hood, screens, radio, new tyres. £220 o.n.o. FOO 1675. Box No. Y.968. [8968

TRIUMPH DOLOMITE, 1939. Sports Saloon (mechanically good, body rough), plus lots good spares. £20; or would dismantle. Kohler, 15, Dalrymple Crescent, Musselburgh, Midlothian. [8969

FORD 8 Special. Interesting ally body. Not perfect, but reliable, economical machine with excellent performance. £40. Waterman, 23, Hedgerow, Chalfont St. Peter, Bucks. Chalfont 679 (night), Langham 8956 (day). [8970

TRIUMPH GLORIA 10.8, 1936. Spares. Rear axle complete, brakes, etc, 2 rear springs, gearbox. Sound £6 the lot. Beer, Hollyden, Well Hill, Chelsfield, Kent. [8971

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Talbot Spares and Service

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1933/4 Talbot 65 saloon. **£40.**

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TWENTY, Hooper, owner-driver saloon, 103,000 miles, recently re-ringed and decoked; a completely original specimen in first-rate order, and the last series built (1929). **£210.**

TWENTY tourer by Watson, 1926 (f.w.b.), undergoing repainting, re-hooding, etc., and any mechanical repairs required—this will be a first-class car when finished, at around **£300.**

SILVER GHOST, period shooting-brake, 1924, also being repainted, etc.—this chassis has f.w.b., and has had one owner since 1928—it will be a very fine and practical multi-purpose machine when completed and cheap at **£200.**

We shall shortly have available a 1934 PII Barker Sedanca on the 12 ft. Continental chassis.

BENTLEYS

1938 L.S. series 4¼ Park Ward razor-edge pillarless sports saloon, believed one owner and complete Bentley history, 106,000 miles, a striking-looking car in very fine order, **£560.**

3½-LITRE Hooper sports saloon, 1934, one owner from new, and in very fair order in every way. **£285.**

3½ Park Ward saloon, 1934, also a very fair specimen at its price, **£235.**

3-LITRE long chassis, tourer conversion partially completed; very fair chassis on 19 in. wheels. **£100.**

ALVIS 12-70 saloon, 1938, in very fair order **£120.**

ALVIS 12-50 saloon, 1929, very tidy and sound car, but needs a new starter ring. **£65.**

ASTON-MARTIN 1½-litre long chassis saloon, 1932, one owner for over 20 years, exceptional order. **£135.**

AUSTIN SEVEN Chummy, 1927, very original but needs tidying and a new hood. **£40.**

AUSTIN 12 Burnham saloon, 1929, a very clean and sound car. **£75.**

INVICTA 4½, rebuilt 1951 but acceptable as vintage; high chassis sports 4-seater Cadogan body, last owner 7 years, most original in very good condition. **£225.**

LAGONDA, 4½ LG 45, drophead, 1937, an attractive and very fair car. **£195.**

LAGONDA M 45, sports tourer, 1934, in extremely nice order, recent decoke, new tyres and new radiator core. **£200.**

MERCEDES-BENZ 500K, cabriolet, R.H.D., 1935 (overdrive gearbox) in really superb order. **£325.**

M.G. 14/40 Mk. IV tourer, 1927—needs restoration, but basically sound and complete. **£60.**

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RILEY 1½ Falcon saloon, 1937, fair body, tired engine. **£35.**

RILEY NINE Monaco saloon, 1934, manual box, fair body, defective oil pump. **£25.**

STANDARD EIGHT coupe, 1939, passable body and surprisingly good chasis, recent rebore, etc. **£50.**

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FOR SALE—*continued*

A.C. ACE, late 1938. 4-seater drophead Coupé. Red, grey hood. One previous owner. Mechanical overhaul to the tune of £150 last year, bills available. New battery, new tyres, full dash, reversing light, exhaust booster, built-in jacks. A fast and reliable car for £180. Phone: Leatherhead 4955, Mon.-Fri. [8972

BASIS FOR SPECIAL. 1937 Jowett 8, fitted Ford 10 engine, g/box. Chassis complete, body rough. 15, Werfa Street, Cardiff. [8973

RILEY 9 LYNX, 1934, fitted with 1936 big crank engine. Fitted August last new swivel pins and bushes, drag link ends, universal coupling; brakes relined, carpets and tonneau cover, and four very good tyres. Will pass any road test. Price £125. H.P. terms can be arranged. Also many spares going cheap. F. Clarke, 168, Lee High Road, Lewisham, S.E.13. Tel.: Lee Green 8904. [8974

M.P. SPECIAL, 1172 formula, all engine mods. Aluminium aerodynamic body, Dunlop racing, spares. £350. Phillippe, 67, Morley Avenue, N.18. EDM 7326. [8975

STEYR, 120S. One owner from first registration, April 1935. Good 4-door pillarless Saloon. L.H.D. Excellent mechanically, all-independent suspension, six cylinder 1978 c.c., wet clutch, recently overhauled. Spares available. £145. 7, Astell House, London, S.W.3. FLA 1148. [8976

1937 RILEY ADELPHI, Special Series Saloon. Chrome liners, telecontrols, heater, windscreen washers. Aluminium body. Good condition. £130 o.n.o. Phone SYD 7730, evenings. [8977

P.A. M.G. Red. Good all round. Taxed year. £160. "Sandpits House," Sandpits Road, Petersham, Richmond, Surrey. [8978

B.S.A. SCOUT Special 2-seater Sports. Very good condition. £45 o.n.o. Innes, Crondon, Saltcoats, Ayrshire. [8979

1937 RILEY KESTREL 15/6. Smart appearance. E.R.A., pre-selector, inbuilt jacks. £150 o.n.o. Box No. Y.980. [8980

ENGINEER OWNER wishes to dispose of his excellent 1938 M.G. V.A. Tickford Coupé. £200. T. & I. Write in first instance to 60, Woodstone Avenue, Stoneleigh, Surrey. [8981

ALLARD J.2, Mercury engine. De Dion axle. Well shod. £265. 2, Woodlands Drive, Knutsford, Cheshire. [8982

MORRIS OXFORD Saloon, 1927. One previous owner. Excellent condition. New tyres. £100 o.n.o. Box No. Y.983. [8983

RILEY 1933 Mentone. Body very good, excellent engine, new batteries. £65. View week-end or by appointment. Irving, 3, Curzon Road, Weybridge. [8984

LANCIA APRILIA SPARES. Mainly sufficient for engine unit, in good order. Also gearbox, crank shaft reground. £25 for the whole, would separate. Whiting, Horton, Northampton. Tel.: Hackleton 258. [8985

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FOR SALE—*continued*

1939 WOLSELEY 14 Saloon. Many repairs, bills shown. £100, offers. Wood, Crofts, Bransgore (Tel. 324), Christchurch, Hants. [8986

AUSTIN TAXI, 1937, 7 seats. A fine machine, yellow and black. £30 o.n.o. Welch, 85, Beatrice Street, Swindon, Wilts. [8987

FORD ENGINED AUSTIN Special. Remote change, offset rears, Bowdenex. Sacrifice, £67. Youngs, Lovista, Aldeburgh Road, Aldringham, Leiston, Suffolk. [8988

GRAN TOURISMO COOPER. Mark IV chassis, Ford 100E engine, supercharged; Italian red Rochdale G.T. body; M.G. T.D. g/box; I.F.S., I.R.S. Full instruments, carpets, lights, 0-60 m.p.h. 10 secs. 112 m.p.h. max. 30 m.p.g. Superb road holding, with brakes to match. Shod Dunlop R.5s. Professionally constructed Sept. 1958. Further details and full history available. Outcorners nearly anything. Complete with twin-carb manifold, racing tyres, helmet (7) and spares. Bread and butter car in exchange. £650. Radforth, 100, Allerton Road, Mossley Hill, Liverpool 18. [8989

ROLLS 25, 1935, Sports Saloon. Fair condition, daily use. Owner with limousine cannot afford both. Seen London (week-end) or Midlands (week-day). £200. Wymondham House, Wymondham, Melton Mowbray, Leicestershire. [8990

ROLLS BENTLEY, 1934. Re-lined, re-clutched, re-braked; heater, good tyres. £190. Stewart, Meadhayes, Lower Cookham Road, Maidenhead. Tel.: 1688 [8991

AQUAPLANE E93A MANIFOLD with one E93A Carb. 4-branch exhaust, c/w pipes and linkage. £12 o.n.o. Riley 9 3-brush generator, £4. Singleton, 34, Heol Penderyst, Trevor, Wrexham. [8992

LAGONDA breaking up. Write for list of parts left. Gallamore, 53, Church Road, Hove, Sussex. [8993

PERKINS P.6 ALVIS Conversion. Excellent order, complete with exhauster. Fitted 25 h.p. Saloon. Offers. Green, 23, Pine Tree Avenue, Leicester. [8994

1935 SINGER 9 Sports Tourer. No reasonable offer refused. 117, Dudley Road, Tipton, Staffs. [8995

1933 ALVIS FIREFLY. Enthusiast maintained. Engine overhauled 1,000 miles ago. Body good. Three new tyres, other two good. £85. Cpl./Tech. Dixon, Electronics Centre, R.A.F. Gaydon, Warks. [8996

POLISHED cast aluminium Rocker Box Covers. Enhance appearance, reduce noise. Suit all "B" series engines, M.G. A, Magnette, Riley, Wolseley, etc. 98s. 6d., inc. p. & p. Pye, 62, Shiregreen Lane, Sheffield 5. [8997

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1924 CHRYSLER landaulette. The beautiful English body is in fine condition but the engine needs a rebore. Spares are still available for this engine. **£95.**

1925 SUNBEAM tourer of vast proportions. The 14/40 engine has been overhauled and the other mechanics are good. Full tonneau, but no hood. Non-original front wings and 18-in. tyres on wire wheels all round. A safe, sturdy, reliable runabout for **£60.**

1927 INVICTA. Are you all purists? Does no person want 17 cwt., Cadogan body on a 3-litre chassis, with 140 plus b.h.p. from the 4½-litre mechanics? Pretty, potent and mechanically perfect (£330 rebuild), all for **£185.**

1928 M.G. 14/40. Surprisingly original, two-seat tourer with dickey. **£40.**

1929 14/45 TALBOT. Drophead coupe two-seater with dickey for two. Completely overhauled engine, new hood and a first-class body. Depending on amount of work we do to the paintwork, price is about **£150.**

1927 ROLLS-ROYCE 20. Shooting-brake body. Sound mechanics, chrome rad., vertical shutters. **£80.**

1927 R.-R. 20 owner-driver saloon, fair body with tired, but working, engine. **£80.**

1933 R.-R. 20/25 owner-driver, very clean body but shabby interior. Fair engine. **£150.**

1929 R.-R. 20 tourer. A pretty three-door, four-seat body of *circa* 1939 on a better-than-average chassis. NOT an over-bodied S.M.C. replica but a very pretty, lightweight open Rolls for **£180.**

1932 R.-R. sedanca by Barker, P. II. Extremely good order bodily and mechanically. A delight to behold, a glorious machine to drive. **£230.**

1934 BUGATTI Type 57 Ventoux four-seat, two-door saloon. Needs attention.

1927 DAIMLER, so vast but no more than 29,000 miles have passed below its massiveness! **£50.**

1937 RILEY 27C with Sprite mods. Rare, fast. **£150.**

FOR SALE—*continued*

DELLOW. Really excellent condition thoughout, many parts replaced. Quick sale wanted. £340 o.n.o. Hooked, Balsom, 97, Hazelwood Lane, N.13. FOX 0609. [8998

RILEY 2½ litre, 1952, Hard Top. Extremely good con. Two very careful owners. Logged history. £505. Telephone: Hornchurch 45632. [8999

1935 ALVIS Firebird Special. Engine sleeved, new pistons, valves, guides and big-ends. New springs, brakes relined, tyres all good. New S.U. and M.G. "A" windscreen. Offers and view, A. B. Whittingham, 36, The Drive, Rochford, Essex. [9000

1172 SPECIAL. Fibreglass body, hood and side-screens. S.U. carb. New tyres, hydraulic brakes. £120 o.n.o. Seen Shropshire. Moule, Wellington 1028 or Great Bolas 274. [9001

EXPECTANT MOTHER relinquishing Girling 1937 Austin 7 2-seater. New engine, springs, hood and sidescreens 850 miles back. £75. Chisholm, 22, West Park Avenue, Leeds 8. [9002

RILEY FALCON 12/4 pre-selector, 1936. Dismantled. All spares available. 38, Springhill Park, Penn, Wolverhampton. [9003

1949 FORDSON 8 h.p. Van. £100. Fiat, Sunbeam Talbot, W.H.Y.? Major, 62, Abbey Row, Malmesbury, Wilts. [9004

RILEY 9 Monaco, 1934. Very reliable, good condition, £80. Phone: Selby, VIC 9127 (office), or Crawley 1650. [9005

TALBOT "95" Saloon. Resprayed. New batteries, built-in jacks. Superb condition, but gearbox trouble. £25. Reeves, HOU 0309. [9006

FORD 10, J.2 M.G. M.G. gearbox, hydraulic brakes, Marshall headlamps, windtones, resprayed. Good tyres. £130. Also Ford 10 gearbox, complete J.2 engine. M. Otton, The Cottage, Cranborne, Dorset. Tel: Cranborne 229. [9007

M.G. K.N. MAGNETTE. Gearbox £5. Complete front axle £3. Steering column/box £2 10s. Fly-off handbrake assembly £2. Radiator £3. Cowl and grille £2. Sound fuel tank 30s. Half-shaft/hub £2 each. Diff £5. Road springs £1 each. Ferguson, 53, Brinkburn Avenue, Darlington. [9016

ENGINE AND GEARBOX from 1931 23.8 h.p. Sunbeam Saloon. 2,500 miles since major overhaul, including all bearings, new Zenith; water pump poor. Offers. Crease, 38, Ashford Road, Tenterden, Kent. Apologies from "Motor Sport" for previous misprints. [9017

ROLLS-ROYCE 20, 1924, No. G.A.46. Breaking for spares. Wheels and tyres 21 x 600 and 19 x 600, one 32 x 4½. S.A.E. and offer for parts required. A. M. Thomson, "Waverley," Busby, Glasgow. Busby 1659. [9018

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SLOane 6165/6

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VOLKSWAGEN (late '48). Mechanically perfect, tuned engine, uses no oil, works reconditioned, gearbox and clutch recently fitted. Bills. Bodywork and interior very good condition. Colour: silver-grey. Marriage stakes, must sell. £280 o.n.o. Tel: HIT 5418 after 6 p.m. [9267

PEUGEOT 203, 1950. 80 m.p.h., 32 m.p.g. Superb steering, brakes, roadholding, very good throughout. Gran Turismo at £280. Grimsdyke 283. [9268

1949 B.M.W. 1957 c.c. Saloon. Good condition all round. Quick sale. Haggle £175. Details: Box No. Y.269. [9269

INTERESTING 1930 M.G. M. Over £100 spent in reconditioning, including engine (by Lancia), gearbox (J.2), back axle and upholstery. Excellent instruments, lights, tyres, foldflat screen, exterior handbrake, hydraulics, £75. Quick sale, or part exchange good Sunbeam Tourer. Curteis, 50c, Westbourne Terrace, W.2. AMB 5773. [9270

VINTAGE ALVIS, 1931, 12/50 Atlantic Saloon, in god condition, mechanically excellent. In daily use. Offers? Miss Joan Taylor, 39, Connaught Road, New Malden, Surrey. MALden 1473. [9271

RILEY GAMECOCK, only just run in, £150. Also 1935, 12/4 Kestrel, rebuilt 1958, £165. Cummings, UPL 3226. [9272

1937 ROLLS-ROYCE 25/30 Sports Saloon in beautiful condition. Rebored, etc. Worth over £600. Offers. Mackie, 7, Park Road, Cults, Aberdeen 47702. [9273

ASTON-MARTIN 2 litre Saloon. Resprayed duo-green, new tyres, sound throughout. Taxed. £145. Jackson, 7, Eudo Road, Skegness. [9274

M.G. T.A. Sound body, engine reconditioned 3,000 miles ago, good condition throughout. £180. Howkins, 5, Denton Avenue, Grantham, Lincs. [9275

RENAULT 1949, 8 h.p. Excellent condition, recent respray, reconditioned suspension, good tyres. 40 m.p.g. £200. Dickenson, 158, Dyke Road, Brighton 53487, evenings, weekends. [9276

SUPERCHARGER, 93A Ford, all fittings. Exchange for I.F.S. (93A). Sell £25. 131, Beam Avenue, Dagenham. [9277

ESSEX TERRAPLANE, 1932 Tourer. Good condition. 16.9 h.p., 70+ m.p.h. Spares. £100. Sidmouth 961. [9278

FRAZER-NASH, genuine 1946 Mille Miglia, Aerodynamic body, ex Dickie Stoop, many successes. Completely rebuilt by A.F.N. 1952-3, including new Hurth gearbox, martletts and sleeves, full weather equipment. Consider exchange. £520. Bowler, "The Salient." Duckmanton, Chesterfield. Phone Bolsover 3302. [9279

1934 ALVIS FIREBIRD 14 Saloon. Spare engine, axles, gearbox, fast, mechanically perfect. Would separate. Offers. Johnson, Everdon, Daventry. [9280

M.G. T.C. Reconditioned engine, resprayed, insured. £355. Davis, 1, Durham Close, London, S.W.20, or phone Wimbledon 6527, evenings. [9281

GOOD 1927 CLYNO 2-seater. Wiring, tyres, magneto, screens new. Rallied 1959. £50. Hayward, Fransham, Dereham, Norfolk. Wendling 236. [9282

1172 SPORTS/TOURING. Tubular spaceframe, coilspring suspension, I.F.S., 4.7 axle. Crossflow radiator, new motor. £195. Sully, Fletcher's Bridge, Bodmin. [9283

ALVIS SPEED 25, 1937. Charlesworth. Mechanically good and in daily use, but body needs tidying. Bought Open Speed 20. £70, or would consider dismantling. Morrison, 118, Queens Road, Monkseaton, Northumberland. Whitley Bay 23179. [9284

1933 ARMSTRONG SIDDELEY Long 20 Saloon. Salmond body. 54,000 miles only. 3 recent retreads, 2 new batteries, wonderful condition. Taxed December. £100. Sprayson, Beech House, Camelford, Cornwall. Tel: 2257. [9285

1937 ALVIS SPEED 25, Cross & Ellis Tourer. Very fine specimen. A.O.C. member. Photos available. £325. Cooke, 6, Colburn Avenue, Hatch End, Middlesex. HAT 4407. [9286

RILEY NINE. C.W. & P. 5.5, 50s. Axle and stubs, new K.P. & B., 40s. Reconditioned brake-drums 1934, 10s. S.H. front axle complete, 40s. Rear springs, 10s. Starter, 40s. Steering column, 20s. Camshafts and odd gears, 2s. 6d. each. Early six cylinder dynamo, 50s. Rev. counters, 5 in., 6,000 r.p.m. with clock, 50s. 3½ in. R.A.F. 5,000, 15s. Various speedos and pressure gauges. S.a.e. requirements, carriage extra. Wanted: Simcha Aronde workshop manual. Taylor, 4, The Close, Iver Heath, Bucks. [9287

TALBOT 65. Good condition and rebuilt by enthusiast. Must be sold, space required. £20 o.n.o. 118, Park Road, Dartford, Kent. [9288

SUPERB BENTLEY, 1934, 3½ chassis fitted 4¼ Park Ward Saloon. Considerable history since new and bills approx. £700 since 1951. Mechanically and bodily well above average. Silver/blue, Ace discs. £400 o.n.o. Major Dickinson, Officers' Mess, Stockbridge Camp, Hants. Tel: 141. [9289

FOR SALE—*continued*

LANCIA AUGUSTA Drophead Coupé in original and outstanding condition. New tyres, battery, dashboard, electrical fittings. Fitted windscreen washers, Marchal head and spotlamps. Rewired throughout. Radiator and all wheels rebuilt, all external fittings rechromed. £140 o.n.o. Gt. Missenden (Bucks) 2163. [9290

MARCHAL HEADLAMPS, 11 in. Single bolt fitting. Reconditioned and unused since. Pair of Bosch L-shaped horns, chromium plated and as new. Offers to: Great Missenden (Bucks) 2163. [9291

M.G. T.A. CYLINDER BLOCK relinered, new pistons. £20. De Watteville, 8, Curridge Piece, Newbury. [9292

ROLLS-ROYCE, 1935, 25 h.p. Black. Sedanca de Ville by Thrupp and Maberly. One owner only. Rolls maintained. £700 spent. Beautiful car. Best offer around £450. WAN 0967. [9293

RILEY 9 Spares, 1934, cheap. Rear springs, back axle parts and others. Latter, 4 Church Lane, Leeds, 6. Tel: 52232. [9294

1938 M.G. Four-seater Tourer, 1½ litre. Black. V.A. model in exceptionally sound order throughout. Taxed year. Heater, defroster, fog light, windtones, jackalls, towbar and luggage grid, new p.v.c. hood. Accessories include tonneau, tool kit, instruction manual and part list, spare cylinder head and snow chains. 80 m.p.h., 25 m.p.g. Engine standard bore, dry plate clutch. Known history since 1951. Proves considerable expenditure lavished. £230 to good home. Turner, Pine Chase, Mill Lane, Cuddington, near Northwich, Cheshire. Tel.: Sandiway 3184. [9295

1934 ALVIS 11.9 Tourer. Good mechanical condition. New hood and sidescreens. £90 o.n.o. Law, 19, Rosefield Road, Staines, Middlesex. [9296

H.R.G., December 1950, Red. Good condition. "X's," twin spares, Scintilla mag. £450. Box No. Y.297. [9297

KESTREL 12/4 Special Series Riley, 1936. Mechanically excellent order, bodywork most attractive. Best offer around £150. Apply: 108, Bungalows, Power Station, Berkeley, Glos. [9298

M.G. P.A. 2-seater, Black. Immaculate condition. Hydraulic brakes, full history. £150. Thomas, R.A.C., Cirencester. [9299

1933, 2 LITRE LAGONDA, 2-seater with dickey. Rebuilt engine, spare gearbox, good hood, new sidescreens. Needs brake linings, batteries, detail bodywork. £90 o.n.o. Scott, Braeside, Harrington Road, Altrincham, Cheshire. Altrincham 2488. [9300

LEA-FRANCIS 14 h.p. Saloon, registered 1947. Fair condition. Offers around £175. D. Whitworth, 12, Nethercroft Road, Timperley, Altrincham, Cheshire. Sale 6276. [9301

M.G. P.A. £110. Sound, but needs rebore. Blenkinsopp, 54, Sussex Gardens, Paddington, W.2. [9302

RILEY IMP. One of the few remaining in original concours condition. Engine recently overhauled, body perfect. Excellent weather equipment, many extras. Seen Farlington Garage, Portsmouth, or write, Thain, 7, Nelson Road, Winchester, for full specification. [9303

GRANDMOTHER finds rear seat of 1955 Morgan Plus 4 too exciting. Genuine 29,000. Servicing records from new. Immaculate green. Over £80 extras, including high ratio axle, heater, washers, rad. blind, underseal, mirrors, spotlamp, badge bar, gefarator, luggage grid. £515, will haggle. "Sabine," Botley Road, North Baddesley, near Southampton. [9304

M.G. Drophead Coupé, 1936, 2 litre. New hood and carpets. Salmond body. Good condition. £190. Maskell, 94, Elmshott Lane, Cippenham, Slough, Bucks. [9305

LOTUS Mark IX. Fitted disc brakes, De Dion axle, Stage 2 Climax engine, nearly new Dunlop R5 tyres. In perfect, ready to race order. £720. McNab, Vinces Cottage, Churt, Farnham, Surrey. Frensham 3249. [9306

1949 JAVELIN, Series III. Reconditioned engine and gearbox, etc. Leather, heater, spot and fog. Seen Coventry-London. £225. Box No. Y.307. [9307

M.G. Saloon, 1938, 1½ litre, Blue. Attractive condition, good performance. £120. 12, Shaftesbury Avenue, New Barnet, Herts. Barnet 3145. [9308

ASTON-MARTIN 1½ litre Mk. 2 Saloon. Excellent condition throughout. Brakes relined, new tyres, Marchal lights, telescopic shockers, twin horns. Taxed. £275, consider exchange, o.n.o. Platt, Spring Meade, Isfield, Sussex, or Tel: Isfield 213. [9309

MUST SELL either 1930 Leaf Saloon or 1938 Alvis 12/70 D.H.C. Both cars well shod and in good mechanical and electrical order. £60 and £150 o.n.o. respectively. Wellesley, St. Aubyns, Woodford Green, Essex. [9310

M.G P.A. New hood, sidescreens, B.R.G. Engine, body good, M.G. registration. £145. Swanley Junction 45 (Kent). [9311

ASTON-MARTIN, 1934 Mark II, 2/4-seater long chassis Tourer, Black/Red. Cycle wings, chrome exhausts, excellent condition. £300, or exchange drophead Bentley, Lagonda, Rowenmere, Mere, Cheshire. Bucklow Hill 3266. [9312

FOR SALE—*continued*

M.G. T.B., 1939, T.C. body, Maroon. New hood, oversize rears, many extras, excellent condition. £250 o.n.o. Rogers, 45, Whitesmead Road, Stevenage, Herts. [9313

1938 RILEY 16/4 Overdrive Saloon. Has been well maintained and in excellent condition throughout. Nearest £200. Wilson, 5, Manchester Road, Walkden Lancs. [9314

ALVIS 1938 Speed 25 Charlesworth Saloon. New clutch, dynamo and distributor drive gears and bearings, universal joints, rings, core plugs thermostat, radiator, windscreen, brake linings. Tyres little worn, aluminium body, coachwork and interior very good. I.F.S., one shot lubrication, built-in jacks, high compression head, lightened flywheel. Wonderful performance and roadholding. 100 m.p.h. All spares available. £270. Chatham, Blue Bell Hill 517. [9315

1937 M.G. T.A. Good condition, new tyres and battery. £230 o.n.o. 25, The Circle, R.A.F., Church Lawford, near Rugby. [9316

BENTLEY 1937, 3½ litre, Grey, 4-door Sports Saloon by Park Ward. Exceptional condition throughout. £425. Braxton, Longmeadows, Buxted, Sussex. Tel: 3237. [9317

M.G. J.2. First class. Engine completely reconditioned. £125. No offers. 79, Westwood Green, Cookham, Berks. [9318

1172 ROCHDALE G.T., reg. 1958. £350. H.P., details. Vickers, 37, Longfellow Avenue, Bolton, Lancs. [9319

EYECATCHING 1172 FORD Special. Professionally built aluminium body, Pirelli rears, new battery. £95 o.n.o. HAM 8827. [9320

ALLARD, 1948 Saloon. New engine, respray, steering overhauled (new box), heater, spots, reverse lamp, very good tyres. Offers. 16, Lodge Road, Fetcham Surrey. Leatherhead 4383. [9321

1933 RILEY MENTONE, Bodywork, tyres, engine all good. £40 o.n.o. Special. Overhauled Singer engine, Mistral fibreglass body, excellent tyres. I.F.S., rack and pinion steering. £100 o.n.o. Bailey, Elmhurst Cottage, Welby Lane, Melton, Leics. [9322

DELLOW Mk. III. New engine, gearbox, hood, sidescreens, tonneau, carpets and tyres. Three spares. Resprayed blue. Converted 12 volt special lamps and twin spots. Aquaplane conversion, heater. Cardiff area. Box No. Y.323. [9323

RAILTON, 1935 D.H.C. Rough, but reliable. New hood. £45. Sewell, Pinmill, Ipswich. [9325

LOTUS VI reconditioned Ford. Very good condition. Or exchange small saloon. Maidenhead 2693. [9326

D.K.W. (F.7) chassis, engine, axles, etc. 4, Tye End, Stevenage, Herts. Telephone 1903. [9327

FIAT 500C, 1951. Reconditioned engine, clutch, dynamo, starter. New battery, tyres. Excellent performance. £250. Sillence, School House, Lyndhurst, Hants. Tel: 335. [9328

1931 DELAGE D.8 Coupé. Good condition, taxed, drive away. £65. 1932 Riley 9 Monaco. Suitable spares. £10. T. B. Ash, Rockfield, St. Johns Road, Buxton. [9329

M.G. T.C. 1949, Red. Excellent throughout. Reconditioned engine Stage II, respoked wheels, good tyres, spot, flashers, reversing, new Vyanide hood. £820. Taxed December. 47, Skipper's Lane, Normanby, Middlesbrough. [9330

M.G. P.A., less engine. New hood, halfshafts, brakes, cables, tyres, Bluemels, gearbox. Will sell with 1954 B.M.C. 803 c.c. engine. £130, £95 without. 32, Followfield Road, Liverpool, 15. [9331

LAGONDA RAPIER, 1934, 4-seat Tourer. Good engine, steering, tyres, etc. £140 o.n.o. Selby Lodge, Cambray Place, Cheltenham. [9332

FIAT 1400A, 1946. Genuine 26,000 miles. R.D.D. Twin choke, Weber. Showroom condition. £495. Westbourne (Bournemouth) 65376. [9333

AUSTIN 7, 1933/4 Saloon. Good brakes, steering, body, 4 gears, spares. £25 o.n.o. 1939 Jowett van. £15 o.n.o. 59, Yarmouth Road, North Walsham 2123. [9334

2 ASTON-MARTINS. One short, one long chassis. Both Mk. 2 models in excellent mechanical condition. Very good tyres and brakes. Complete weather equipment. Interior trim to suit the most fastidious. £325 for either, exchange considered. Preston, Rose Hill Grange, Isfield, Sussex. Tel: Isfield 213. [9335

£100. J.2. M.G. Engine 5,000 miles. Good bodywork, new heads, battery. Revett, 35, Chipstead Park, Chipstead, Sevenoaks, Kent. [9336

ALVIS (Vintage), 1930, 12/50 Saloon. Excellent condition throughout. £30. Poplars, Quidhampton, Salisbury. [9337

FORD TEN engine, £15. Head, £1. 17 in. wheels, 10s. Morris 8 alloy head, £1. P.M.G. axle beam, £2. 1948 Ford 8 van, £75. Offers. 140, Rolleston Drive, Arnold, Notts. [9338

ALFA-ROMEO, 2.5 litre Super Leggera Drophead Coupé. Impressive car. £595. Terms, exchanges arranged. Oliver, Spring Haven, Cherry Walk, High Salvington, Sussex. Swandean 713. [9339

MORGAN 4/4, 1940. Coventry Climax engine, overhauled, rewired, resprayed, excellent condition. £165. Phone Slough 21803. [9340

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

FOR SALE—*continued*

LANCHESTER FOUR. 1933. Good old faithful servant refuses to be retired. Well shod, good condition. £25. Rayleigh, Essex. Phone 2610, evenings. [9341

MORGAN 3-Wheeler. F Super. 1950. Recently resprayed. New brakes, good chrome, tyres, hood and tonneau. £250 o.n.o. McGee, Loughton 5761. Telephone evenings only, 7 p.m. to 9 p.m. [9342

BUCKLER D.D.2. Mistral body. 1172 c.c. trim. 2 seats, room for 4. 100 hours to complete. Never been on the road. Must sell, lack of time. Cost £417, the best offer to secure. H.P. arranged. Phone Bramley (Surrey) 2420. [9343

RILEY 2½ litre. Engine, gearbox unit complete with all fittings. Phone SANderstead 4968, evenings, weekends. [9344

AUSTIN 12/4. 1935. 4-seater Sports Tourer. V.G.C. £95. Details, Jones, The Glen, The Warren, Caversham, Reading. [9345

VERY SPECIAL JAGUAR/RILEY. XK120 body on Riley chassis with 1496 c.c. Riley engine. Cream with red leather. Indistinguishable from XK120. First class performance, complete rebuild, recently finished. All weather equipment. £350. 93, Cotham Brow, Bristol, 6. Phone 46814. [9346

1954 T.R.2. Black/Red. Heater, etc. £550. Batty, 86, Newbridge Road, Bath. [9347

RILEY IMP. 1935. B.R.G. High compression, large port head, Merlin crank and rods, four-branch manifold, E.N.V., H.R.G.B., 16 in. rears, four very good tyres. Engine, transmission, steering and suspension in excellent condition. This very pretty and potent car in exceptionally good order is sadly offered for sale. £350 o.n.o. PALmers Green 3816, weekends. [9349

IMMACULATE 1938. 1½ Riley Sprite. Ideal bachelor's, young couple's or enthusiast's car. Perfectly maintained and in mint condition. Whilst in my possession, engine completely overhauled and tuned, clutch and brakes relined, new batteries, windscreen motor, dynamo and petrol pumps. With good tyres, this car almost completely rechromed and sprayed. With perfect leatherwork and all weather equipment and innumerable extras is offered for £375. Ascoli, Wardly Farm, near Liphook, Hants. Millard 224. [9350

ALVIS FIREBIRD. 1935. Two careful owners. Good condition. New batteries. £70. Minter, 1, Adur Avenue, Shoreham, Sussex. Phone 3615, evenings. [9351

BEAUTIFUL 1172 Alloyglass Special. Aquaplane modifications, twin S.U.s. Professionally built 1958. Many extras. Offers. Macdonald, 9, Hougonmont Avenue, Waterloo, Liverpool, 22. Waterloo 2419. [9352

1955 VOLKSWAGEN De Luxe Saloon. Bronze. 14,000 miles. Excellent condition. £525. Beresford, Brooklyn, Lodge Road, Bromley, Kent. Phone COV 2336, office hours. [9353

RILEY 9. 1934. Good condition and appearance. Tyres. £65. Bennett, Long Furrows, Spicers Field, Oxshott. [9354

BREAKING: 1937 Lanchester. Good engine and gearbox, £8. Rear axle, 50s. All parts available. T.C. M.G. engine and gearbox, new back ends, kingpins, all accessories, with speedo rev. counter. S.U.s, many extras. £30. C. P. Matthews, Cad, Nesscliff, Shrewsbury. [9355

1935 AUSTIN ARROW. 10 h.p. 4-seater Sports. High compression head, high lift camshaft, Servais silencer, 35 m.p.g. Coachbuilt by Whittingham and Mitchell. Taxed for year. Smart, reliable, lively bus. Baby insists on sale. £95 o.n.o. Robertson, 90, Powys Lane, N.13. PAL 4275. [9356

T.R.2. September 1955. 9,000 miles only. Absolute original condition, many extras. Service and mileage history from new. £665. Newell, Officers' Mess, R.A.F. Upavon, Wilts. [9358

ROLLS 1932, 20/25. Excellent order. £150. Johnson, 2, Heol Llwyn Deri, Merthyr Tydfil. [9359

RILEY 9 MONACO. 1933. Excellent body/interior. Extensively overhauled mechanically. Brakes relined, good tyres, battery. Taxed year. £85. Way, 21, Bridge Fields, Kegworth 454, after 6 p.m. [9360

ALVIS SILVER EAGLE. 1934 D.H.C. Triple carbs, new jets. 1,500 miles since sleeved. Relined brakes, clutch. Body good. £150 o.n.o. Pearson, 154, Northwich Road, Weaverham, near Northwich, Cheshire. [9361

ROLLS-ROYCE Phantom II Continental (1935 model). Actual Park Ward Show Model, superb 4-door Saloon. Sparkling black cellulose, heater. One of the most striking Rolls in existence. Photos available. Price about £615. Box No. Y.362. [9362

ALVIS SPEED 20 V.D.P. Tourer (wind up windows). Engine sleeved to standard, four nearly new retreads, telecontrols. Everything working and in very good condition all round. Sale at £160, or consider exchange smaller saloon, suitable business use. Harris, 16, Hunts Mead, Billericay, Essex. Phone 998. [9383

FOR SALE—*continued*

T.A.14 ALVIS. 1947, in very good condition. £260. Rowell, Heath-End 300 (near Reading). [9363

FIAT 500. Blue. Body condition excellent. Reconditioned engine, gearbox, brakes, new batteries. £135 o.n.o. Stockport 2393. After 7 p.m., 5192. [9364

ROCHDALE G.T., 1958 registration. Aquaplane 8.5 head, twin S.U.s and exhaust. 4.7 c.w.p. Two-tone grey/red finish. Photo. £450 (h.p.). Chilton, 2, Castlefields Drive, Cheltenham. [9365

£25. 1926 AUSTIN 7 Saloon. Body very good, mechanically sound. 19, Bankfield Avenue, Longsight, Manchester, 13. Rusholme 7458, after 6 p.m. [9366

SUNBEAM TALBOT, 1939. 10 h.p. D/H Coupé. Smart, reliable. £110. 94, Ladysmith Road, Enfield, Middlesex. Enfield 1250. [9367

1938 M.G. V.A. Tourer. Excellent condition. Five new wheels, tyres and Butyl tubes, spare unused. New hood, full tonneau, straight through exhaust, windtones. Bosch spotlamp. £220 o.n.o. Phone Uplands 9883. [9368

SURPLUS SPARES

COOPER rear suspension complete with wishbones, brakes, shafts, wheels and springs, etc.

CHASSIS : K-type M.G. on four wheels.

CYLINDER HEADS for International Aston Martin, 2-litre Lagonda, TC M.G., T.R.2, etc.

C.W. and Ps for Ford V8, Dolomite, K, L, M and N-type M.G.

GEARBOXES for T.R.2 and K and N-type M.G.

WATER PUMPS for J4, K, L, N and P-type M.G., Aston Martin, 4½-litre Lagonda, etc.

WHEELS for Alfa, Allard, Alvis, M.G., Riley, Singer, etc. (no 16 in. wire wheels).

HALF SHAFTS for M.G., Riley, Singer, Hornet, etc.

LARGE QUANTITY OF MISCELLANEOUS VINTAGE SPARES.

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The most reasonably priced in the country.
Quick delivery on new spares from TA to present models.

Ford E.93A Type high-efficiency four-branch manifolds, complete with twin-carb. induction (side- or down-draught), **£6 . 10 . 0.**

Ford remote controls, £3 . 10 . 0.

Dismantling : J, P, L, KN, TA, TB, and a complete TC except chassis.

Exchange : V/D dynamos and T-type 2- and 3-brush, road wheels, axles, speedos., rev.-counters, T-type steering columns.

New : 15-in. and 16-in. wheels, silencers, brake cables, speedo. and rev. cables, road springs, etc., and many items too numerous to mention.

Reboring — Sleeving — Crank Grinding.

If not listed—let me know your requirements.

One Bristol 2-litre B.S.1 cyl. assembly, 150 miles only.

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FOR SALE—*continued*

750 AUSTIN SPECIAL. 50 m.p.g., all weather equipment, I.F.S. Suit young enthusiast. £45 o.n.o. Dowler, 38, Haven Avenue, Stonehouse, Glos. [9357

FIAT 1500. 1939 Saloon. I.F.S. and hydraulic. Space needed. South London. Box No. Y.369. [9369

SET 4 WINGS. Good condition. 1951 Healey Silverstone. Offers. Joyce, WOR 6688. [9370

ALVIS SILVER CREST, 3 litre, 1940. £170 o.n.o. Pritchard, 70, New Fosseway Road, Bristol, 4. [9371

1938 TRIUMPH DOLOMITE Saloon. £85 repairs. £65. Dr. Evans, Llandough Hospital, Cardiff. [9372

1930 RILEY 9 Tourer. Very good condition except hood. Well shod. Miscellaneous spares. £60. Raine, 10, Hawkshaw Avenue, Darwen 451. [9373

1938 DELAGE D6-70 Saloon. Radio, heater, all extras. Whole car immaculate. All spares from similar broken car, including Cotal gearbox. £300. Bamford, Plumpton, Heywood, Lancs. Tel: 6115. [9374

B.S.A. SCOUT. 1938. 4-seater. Completely reconditioned, sprayed red. New hood and screens. Taxed. Specimen at £125. Rylands, Broomhall, Nantwich, Cheshire. Aston 334. [9375

ROVER 16 Sports Saloon. 1939. Engine good, brakes relined, well shod. £80 o.n.o. 7, Savernake Crescent, Marlborough. [9376

ROCHDALE G.T. Ford Popular boxed chassis. All parts reconditioned throughout. 4.7 back axle. Professionally sprayed and trimmed. Bills and photo available to serious purchaser. £395 o.n.o. 160, Albert Road, Southsea. [9377

RILEY 15/6 Sports Racing Car, converted to pump fuel and two-seater. Fitted aeroscreen and tonneau. 1948 Empire trophy winner. I.F.S., T.L.S., 14 in. Lockheeds, six S.U.s, new racing tyres and instruments. B. & B. clutch. Spares include 12/6 blocks, head, gears, C.W. & P.s, axle parts, linings, wheels, mag, etc. Registered May 1957. Must be sold. Nearest £275. Details and photo. Foster, 16, Manor Road, Sealand, near Chester. [9378

S.S.1, 1935. Excellent running condition. 5 good tyres, new battery, good screens and hood, handbook. Best offer around £150. Capt. Batten, Barracks, Cardiff. Telephone 27611. [9379

JOWETT JUPITER S.3, 1952. Bronze. Detachable hardtop, heater, washers, spotlamps, rimbellishers, spares, etc. £350. New gearbox and exhaust. 5, Rokeby Drive, Newcastle, 3. [9380

1933 LYNX. Taxed. Centre bearing not water cooled. See May advertisement, 8471. 78, Alexandra Road, Addlestone. Weybridge 3512. [9381

FOR ALTA MINOR, extremely high efficiency I. & E. manifold with twin choke Solex. Downland 1546, mornings. [9382

ASTON-MARTIN, 1933 S/C Le Mans. One owner 1934-50. Excellent appearance and mechanical condition. £300. Cartwright, 10, Great Ormond Street, W.C.1. [9384

TRIUMPH T.R.2. 54/54, White/Red. In faultless condition and perfect mechanical order. Best offer over £525. Phone Leigh (Southend) 72656. [9385

ROLLS, 20 h.p., 1928. Delightful period van. Windows neatly inserted, good tyres, mechanically, paintwork, wings. Expert examination welcomed. Absolutely no trouble. Drive away. £125. P. Smith, Bakers Lane, Knowle, Warwickshire. [9386

S.S.1, complete, less engine. 16 h.p. reconditioned Avon Standard engine, eight 18 x 5.50 Rudge wheels, tyres, other spares. £25, or separate. Seen Leicester. Smith, 7, Gloucester Road, Wallasey. New Brighton 2962. [9387

ALVIS 1½ litre Estate Car, 1948. Engine reconditioned. In very good condition indeed. £255. Ascot 874. [9388

XK120, 1951. Immaculate condition throughout. White with blue upholstery. New tonneau and carpets. Must sell. £395. Phone Ruislip 8934. [9389

T.R.2, 1955. Red. Soft top, heater, tonneau, luggage carrier. £540. Offers. Terms available. 200, Utting Avenue East, Liverpool, 11. Stanley 4187. [9390

1951 LEA-FRANCIS 14 h.p. Estate Car. Immaculate condition throughout. Excellent engine, all good Michelin tyres, wing mirrors, heater. Ideal for family enthusiast. £375. Dench, Hazel Street Farm, Horsmonden, Kent. Horsmonden 222. [9391

M.G. M. engine, sound, £10. J 2 block and crank, £12. M gearbox, £2 10s. M back axle, £4 10s. Wheels with tyres, £1. Frank Grant, 1, King George Avenue, Custom House, London, E.16. [9407

AUSTIN NIPPY, 1936. Genuine, excellent condition. £130 o.n.o. Seen after 5 p.m. Poole, Students' Hostel, London Hospital, Philpott Street, E.1. [9408

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

FOR SALE—*continued*

1925 SUNBEAM 14/40 Tourer. Original upholstery, new hood. Good tyres. Run regularly, completely free of trouble for last fifteen months. £65 o.n.o. Phone: Basingstoke 66. [9019

M.G. T.D.2, 1953. Genuine 38,000. Tubeless, spotlights. Many extras. £465. Briggs, LEE 6633. [9020

RILEY KESTREL 6-light, '36, in outstanding condition. Excellent chrome and cellulose give concours appearance. Engine completely overhauled recently, also suspension. Steering and brakes first class Well shod. Good battery. Offers miles of exhilarating motoring. £200. Nr. London. Box No. Y.021. [9021

TALBOT 75 auto-clutch engine complete with head, etc., two pre-selector gearboxes, sundry other spares. £10. Buyer collects. P.B. M.G. straight cut differential unit in housing. Good condition. £6 10s. Many other spares. S.A.E. A. R. Carlile, 14b, Carbery Row, Southbourne, Bournemouth. [9024

JAG., 1939, 3½ litre. Spares. Good 18 in. tyres. No engine or gearbox. Wilson, 190a, Kenton Road, Kenton, Middlesex. [9025

SCINTILLA N.V.4 70s. Pair 1 3/16 in. S.U. downdraughts with starting carburettor 50s. 1936 Wolseley "16" starter 35s. Radiator thermometer 25s. S.U. petrol pumps 20s. Also many Riley "9" spares. Spring Cottage, Worminford, Colchester. [9027

RILEY 9 Kestrel, Nov. 1934. Body shabby, mechanicaly good. Five good tyres. One previous owner. Make excellent sports car. £45 o.n.o. AMHerst 1149. [9028

RARE OPPORTUNITY. Immaculate 1933 Talbot 14/65 Saloon. Pampered lifetime. 54,000 only. Engine overhauled 9,000 miles ago. Tyres good for 10,000 miles. Present owner since 1938. Photograph and full particulars. Turner, 4, Brisbane Road, Ilford, Essex. ILF 2443. [9029

A.7 SPECIAL, built 1957. Cambridge body, Bowdenex brakes, 4-branch manifold. Excellent condition throughout. 60 m.p.h., 45 m.p.g. £110 o.n.o. ARNold 1166, after 6.30 p.m [9030

RILEY 9, 1932 Monaco Good tyres. Dynamo, magneto, starter rebuilt. £30. 143, North Western Avenue, Watford, Herts. [9031

BUCKLER Mk. X, Stage II T.C. and box. I.F.S. 4.7 C.W.P. 40+ m.p.g., 90+ m.p.h. 2/3-seater professionally built Rochdale body, fully trimmed with hood and screens. Engine raced once. £395; or exchange 4-seater fug-box or W.H.Y.? Terms possible. Wright, 17, Langdon Way, Corringham, Essex. [9032

VINTAGE STABLE overloaded. 1927 Essex Super Six in really outstanding condition. One owner. Requires coat of paint. Interior as new. See page 326 "Motor Sport." £75 o.n.o. Also 1926 Aston Martin, fitted with Vauxhall 14 engine. Only £55. Fast and reliable. 86, Upper Tulse Hill, Streatham, London. [9033

FORD ROCHDALE, 1958. 7,500 miles. Red. Boxed Popular chassis, modified suspension, 4.7 c.w.p., twin S.U.s, 8.5 c.r., Aquaplane exhaust, racing pump, other mods. Well upholstered and instrumented 12 volt electrics. £430. Clayton, Biggin Hill 2277, daytime. [9034

RILEY 2 litre Special. Copper head, large ports, 3 carbs, 9.6-1 compression, spaceframe, I.F.S., ¼ eliptic tortion bar, back end. Nash-Healey body, hydraulic 2.LS brakes. Registered May, 1955. Magnificent motor in metallic racing green. £235. Offers. Williams, Birmingham Central 6500 day, Shirley 5559 night. [9035

FORD-BUCKLER VI-4. The North's best known rally Special. Just won the Lakeland rally outright. Professionally built alloy body, tuned 1172, twin S.U.s, 4-branch, 4.7 axle, "D" gears, I.F.S., etc. Profusion of electrics, 6 wheels, 8 tyres (2 "X's"). Excellent weather equipment, new tonneau. £260. Fidler, 27, Waterloo Road, Bramhall, Cheshire. Bramhall 2600. [9036

BENTLEY, 3½ litre Park Ward Sports Saloon, 1936/7. Complete history and record (would take three days to read). Full original tool kit, instruction manual, two new spare tyres, heater. Cream with blue interior. Everything works, nothing is worn and it would be virtually impossible to spend on this car. It's fabulous! Taxed December. £445 After June 10th, H.P. arranged. Also M.G. 8 h.p. J.1 4-seater. Very sound. £90. Jones, 10, The Meadway, Syston, Leicester. Syston 2557. [9037

ALVIS SPEED 25, 1937 Charlesworth Saloon. Servo assisted brakes. Good condition. Offers. "Three Gates," Lloyd Hill, Penn, Wolverhampton 34008. [9038

M.G. XPAG T.D.2 cylinder block, crank rods, pistons. £30 o.n.o. New Morris 1000 wheel and tyre. 1 5/50 x 15 Dunlop remould. 1 5/50 x 15 tyre, little used. "Three Gates," Lloyd Hill, Penn, Wolverhampton 24008. [9039

MORRIS MINOR. 1931 Coupé Good body and tyres, mechanically rough. Buyer collect with lorry. Offers. Hughes, 32, Cendle Terrace, Cwm, Monmouthshire. [9040

RILEY. Owner of 1937 Adelphi Saloon, running order, requires cash more than car Offers. Hutchinson, 589, Shields Road, Glasgow, S.1. [9041

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FOR SALE—*continued*

BENTLEY 1937, 4¼ litre, attractive Sports Saloon, Coachwork and mechanics in very good condition, 23 m.p.g. Bargain at £320. Telephone Mansfield 1290. [9042

PLUS-FOUR MORGAN, 1952. Works maintained exclusively for past three years. Recent replacements include new Vanguard engine, sliding axles, suspension, wheel bearings, exhaust system. Many functional extras. Superb condition. Offers around £400. Car kept in Malvern area, but weekday address: 160, Pershore Road, Birmingham, 5. [9043

1935 LAGONDA 4-seater Touring Car, 3½ litre. Excellent mechanically, new batteries, good tyres, hood, complete all weather equipment, tonneau, centre V.I.P., P.100's, etc. B.R.G. Taxed. £230. 175, West Coker Road, Yeovil. Phone West Coker 318. [9044

URGENT, NO SPACE. Vintage Sunbeam, 20.9 engine, 3 litre chassis, open tourer. Recent overhaul. Light special body, fitted 1934. Smart, fast. Offers. Corfield, 119, Church Lane, Handsworth, Birmingham. [9045

NEW LAYCOCK, O/D, D/Type. Twin Zenith carbs, prop shaft, rev counter. £27 10s. cash Suitable: Minx, Gazelle, Rapier (will deliver) Stevens, Site 16, Stokes Bay Caravan Site, Gosport, Hants. [9046

VINTAGE SLEEVE VALVE DAIMLER, 1926. 25 h.p. Fitted with a Salmson folding head saloon body. The whole car in beautiful condition. Photographs available. Taxed and insured. £120 o.n.o. Taylor, Eastville, Bath Road, Stroud, Glos. [9047

S.S. MORGAN, 1935 O.H.V. Matchless. Maintained in good condition for daily use. B.R.G. Stork forces regretful sale. £110 o.n.o. With many spares. 97, Cudham Lane, Green Street Green, Farnborough, Kent. [9048

1934 SIDDELEY SPECIAL Sportsman's Saloon. One owner since six months old. Spare engine, gearbox and axle. Buyer collects. Best offer over £50 for quick sale. Also 1934, M45 Lagonda Tourer in excellent condition. £250. Apply: White, 2, Dudley Road, Copnor, Portsmouth 20814. [9049

"1172" SPECIAL. One of the most beautiful and well built specials in existence. Spare frame, all usual modifications. Very low fibreglass body in red, with grey and black professional upholstery. £340. M. Ryan, Long Meadow, Goring, Reading. [9050

750 SPECIAL. Many mods, aluminium body. No reasonable offer refused. Temple, Curbridge Road, Minster Lovell, Oxford. [9051

AUSTIN 7 SPECIAL, raced 1958. £120. Good condition. Details: Rowlinson, 18, Thornby Avenue, Solihull, Warwickshire. [9052

1929 LOW CHASSIS 2 litre Lagonda. Excellent mechanical condition. New hood, sidescreens, windscreen, floorboards. £175. Cameron, 28, Dudley Street, Leighton Buzzard. [9053

LANCIA APRILIA, 1937. Good mechanics, no rust, very smart. Nearest offer £200. Harrison, 10, Randolph Crescent, W.9. Cunningham 7776. [9054

M.G. M-TYPE. £45 o.n.o. Exchange. 5, Headland Road, Newquay, Cornwall. [9055

WOLSELEY DAYTONA, 1935 Open 4-seater. Excellent mechanical condition. Good tyres, steering, brakes, 75 m.p.h. £80 o.n.o. Gypsy Hill (London) 4917. [9056

VINTAGE 1930 ROLLS ROYCE, 25 h.p. Good mechanics, stark open coachwork. Also 1950 Vanguard pick-up. Reconditioned engine, new rear axle. Excellent tower or potent special. Change of house forces sale. Papworth, Lindisfarm, Langley Road, Watford, Herts. [9057

M.G. J.2, 2-seat, Red, O.H.C. 2 S.U.s, head overhauled, hydraulic brakes, 10 in. front, 8 in rear. Hydraulic dampers, hood, tonneau, k.o. wheels, 16 in. rears. Notek spot, new half shafts, rear hubs, bearings, rewired. 0-30 7 secs, 60 lb oil. Vertical drive sheds no oil. Very brisk £130 o.v.n.o. Rendell, 53, Swann Lane, Cheadle Hulme, Cheshire. [9058

IDIOT WANTED to buy my Ford V.8-Alvis Special, regd. 1951. Needs attention to steering and all enveloping rusty (but solid) steel body. Offers around £45. Birmingham, Acocks Green 3109. Box No. Y.059. [9059

RILEY NINE MERLIN. Extremely good bodywork and chrome, engine sleeved standard, crank ground, new kingpins, brakes relined, Servais exhaust, new batteries, heater. Larger car needed. Offers around £110. Tel: Hatfield 2805. [9060

B.S.A. SCOUT Series 4, 2-seater Engine resleeved, new mains, valves, guides, springs. Steering overhauled, tyres, battery good. Taxed and insured. Mechanic owned. £45. Bye, 11, Chapel Road, Tadworth, Surrey. [9061

ROLLS-BENTLEY 3½ litre. Fitted luxurious post-war D.H. coupé body by specialist coachbuilders. Extras include heater, two speaker radio, screen washers, cigar lighter, reversing light, inspection lamp, etc. Brakes, clutch recently relined Practically new tyres; new battery, decarbonised new valves, part Rolls record. Prefer to sell, but would consider exchange with cash Cheshire. Box No. Y.062. [9062

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

FOR SALE—*continued*

LANCIA APRILIA, 1937 Saloon. Good condition. £185. 10, Bury Old Road, Manchester. CHE 1259. [9063

1929 LAGONDA 2 litre Tourer, in excellent condition. £130. J. P. Jordan, 37, Chestnut Road, Northampton. Phone 32759. [9064

FIAT 509A, 1926, 2-seater with dickey. O.H.C. Stripped for rebuild, all the donkey work done. Mechanically excellent, well shod, spares available. £25. Will not separate. Fuller details, Hayward, Peacehaven, Wimborne Road, Ferndown, Dorset. [9065

1933 HORNET with completely new timber frame estate body built by professional engineer 1958. 1949 Velox wings with Lucas units, aluminium panels, finished blue. Gearbox rather noisy, engine thoroughly overhauled but needs carburettor tuning. Complete chassis overhaul; shackles, pins, c.w.p., shockers, kingpins, remoulds, battery, wiring, all new. Seating incomplete. Only resemblance original saloon is chrome rad. £75. Further details, photos. Dean, 9, Kingsway, Aldershot, Hants. Tel: 2137. [9066

WONDERFUL BARGAIN! 1933, 4½ litre Invicta Saloon. Excellent specimen of this rare model. Haggling starts at £500. P. Andrews, 1, John Street, Maidstone, Kent. Phone 4475. [9067

DIESEL-FORD 4-door Saloon, ex V.8 fitted with P.4. Body and tyres good. Rogers, Hall Court, Bishop's Frome, Worcester. Phone Munderfield 228. [9068

MERCEDES 170V Saloon, 1939, with 1953 engine. Excellent mechanical condition. First registered U.K. 1956. Nearest £100. Healey, Prees House, Prees, Salop. [9069

BENTLEY 3½, 1935 Mulliner D/H Coupé, Lemon/Black, new Dove hood. Excellent original condition. Professionally maintained, extensively overhauled, bills. Original tools, instruction book. A car of brisk performance and fine appearance. Taxed. £535. Riverside 3184. Box No. Y.070. [9070

A.C. 1933 Pillarless Saloon. Good condition. £70. 13, Southdown Avenue, Willingdon, Eastbourne. [9071

RILEY 9 KESTREL, 1934. Manual box. Fairly good condition. 5,000 miles since clutch, gearbox overhaul. £85 o.n.o. Harrex, 46, Squires Way, Wilmington, Dartford, Kent. [9072

BENTLEY, 4½, 1931 Open Tourer. Excellent condition throughout. New hood, sidescreens, tyres and battery, rewired, retrimmed, stainless exhaust system. £325. Telephone Gerrards Cross 3515 after 7.30 evenings. [9073

1927, 14/60 LAGONDA Family Saloon. Excellent condition. Engine rebuilt, new radiator cone, brake linings, wiring, paintwork. 25 m.p.g. Sell £130, or exchange estate car (Riley, Lea-Francis, Alvis?) with cash adjustment. Lamb, 102, Elm Hill, Warminster. Phone 3322. [9074

HORNET SPECIAL. Smart appearance, good running order. Speedy and reliable. £75 o.n.o. 4, Laverdene Road, Sheffield. [9075

T.R.2, 1954, B.R.G. Radio, heater, wire wheels. Spanking condition. Going at £515 now the new car has arrived. 27, Armorial Road, Coventry. [9076

1939 SUNBEAM TALBOT, would suit enthusiast. Mechanically good, but some body repairs needed. £45. Crayford 21573. [9077

RILEY 12/6, 1934. Not centre water model. Genuine 53,000. Recently bored, pistoned, ground, metalled, etc. Second owner. Nearest £59. Spare engines, preselector, transmission. Offers. Box No. Y.078. [9078

TREEN RILEY NINE Special, 1951. Tubular chassis, aluminium body, Lockheed hydraulics, Alfin drums, 4 Amals, fully tuned motor in new condition. Laystall balanced, shell bearing ends, 9.1 or 10.1 pistons, modified camshafts, in fact the lot. Offers around £200. 1937 Monaco, offers around £70. Also cheap spares. Wells, 239, North Woolwich Road, Silvertown, E.16. [9079

1933 LAGONDA Shooting Brake. 3 litre, stored 20 years. Remarkable condition. £70. Riley, 12 h.p., very good mechanically, body average, 1936 £30. Halifax 62308. [9080

LEAF BACK AXLE, sloping radiator, crankshaft, con rods and other 4ED spares. Box No. Y.081. [9081

BENTLEY 1934, "3½" Speed Model. Excellent condition mechanically, with very good Park Ward aluminium body. £200 o.n.o. Box No. Y.082. [9082

MORGAN PLUS 4, 2-seater, 1955 T.R.2. Modified immaculate, B.R.G. New hood, sliding sidescreens, extras. Hall, Whittington, Carnforth, Lancs. [9083

AUSTIN-HEALEY, 1955, B.N.1. 20,000 miles only. Red. Immaculate. Fitted overdrive, heater, washers, Avon turbospeeds. Available June 30th £675 o.n.o. Box No. Y.084. [9084

JOWETT JAVELIN De Luxe, 1952. Excellent condition, Series 3 engine. £350 o.n.o. Hyslop, Woodcroft, Newcastle Road, Clayton, Newcastle, Staffordshire. [9085

SINGER 9 Roadster, 1939. New sidescreens, good tyres, radiator rechromed. In working order, but untidy. Going fairly cheap. Merritt, Motcombe, Dorset. Phone Shaftesbury 2736. [9086

FOR SALE—*continued*

DELLOW 1950, Red. Resprayed, excellent mechanically, tyres, hood, sidescreens as new. Everything overhauled, fast, +40-45 m.p.g. £295. 40, Leamead Avenue, Northolt, Middlesex. [9087

ALVIS 14 Brake, 1948. Bodily and mechanically excellent, town and country rear tyres, 5 leather seats, many extras. £280, or offer. After June 6th. Phone Haywards Heath 1936 or MIN 7001. [9088

MARANDEZ SPECIAL, 1934/35. Good engine, four excellent 16 in. tyres, wheels. Crownwheel, pinion u.s. Suitable for spares. £25 o.n.o. K. B. Eckersley, Farnborough (Hants) 451 after 7.30 p.m. [9089

TRIUMPH Roadster 1800. Pale Blue. Reconditioned Jaguar engine, gearbox, brakes relined, body and chrome spotless. Nearest £325, quick sale. Avenue 2454, or Hurstways 3200, evenings. [9090

M.G. P.B. 2-seater. Black. Immaculate condition, new hood, tyres, battery, carbs. Recent rebore and new mains. £165. 58, Mount Culver Avenue, Footscray, Kent. [9091

1937 MORGAN 4/4, 2-seater, Red. Coventry Climax engine, good condition. £145. Phone Northwood 1286, evenings. [9092

LANCIA AUGUSTA, 1935 Cabriolet. Runner. Cheap for quick sale. Offers. Boult, 32, Cripps Avenue, Tredegar. [9093

ALVIS 12/70, very pretty 1939 Mulliner Saloon. Excellent condition. Two owners. £230 o.n.o. Simmons, 17, St. Johns Way, London, N.19. ARC 6465. [9094

DOWNTON combined inlet, exhaust, manifold, complete with single S.U. carb, to fit Austin A.35. Brand new. £13. Eargain, G. Murphy, 4, Hyslop Street, Kelloholm, Dumfriesshire, Scotland. [9095

1950 RENAULT 750. Attractive appearance, good all round condition. £250. Seen N. or S. Staffs. Field-Side, Whitmore Road, Clayton, near Newcastle, Staffs. Trentham 49386. [9096

RILEY SPARES CLEARANCE. Overhauled Lynx engine, £25. 9 engine, £7 10s. 12/6 rad. £6. 1928-32 rads, £5. 12/4 preselector, £7 10s. New Jaeger 80 m.p.h. speedometer and drive, £4. 2 6-stud wheels 600 x 16, £6. Axles, etc. 1936 Singer 9 engine, complete twin carbs, etc., £7 10s. 1½ Jaguar new set stainless wheel discs. £10. 550 x 18 new tyre, £5. 4 new tubes, 12s. 6d. each. New exhaust system, £3 10s. Carriage. D. Chapman, 32, Scarborough Road, Leicester. [9097

1957 T.R.3, B.R.G. 1,400 miles. Wire wheels, heater, spots, full tonneau, extras. Lovely condition. £735. 62, Arkwrights, Harlow, evenings, weekends. [9098

1933 AUSTIN 7. Good order. Suitable for special builder. £15. 30, Rochester Avenue, Westgate, Morecambe. [9099

LANCIA AUGUSTA. Really good example. Coachwork and mechanics excellent, potent yet economical thoroughbred. First class value at £120. DER 2822. [9100

AUSTIN NIPPY. Engine, clutch overhauled, recellulosed red, flashers, screenwash, extras. £95. Masters, 77, Bursledon Road, Southampton. [9101

M.G. P.A., 1934. Good condition. £130. Phone Tadworth 3099, evenings. [9102

REALISTIC PRICE. Allard, October 1948 Tourer. New hood, silencers, paintwork. Wiring checked. £120. Clarkson, Whitehouse, Reepham, Norfolk. [9103

A.35 1957, Blue. 10,000 miles. Engine completely stripped and balanced, new Monarch conversion 0-50 in 10.6 secs. All work done 500 miles ago by H. W. M. Every possible extra except radio. Total cost of car would be £770. Never raced or rallied. Disposal owing increased family. Will accept £630. Carvalho, Esher 2659 after 7.30 [9104

S.S.2 1935, Open 4-seater. Excellent model of this attractive car. Only two careful owners. £140. McCrae, Springmoor, Box End Road, Bromham, Bedfordshire. [9105

CROSSLEY 25/30, 1921, 2-seater Coupé (dickey). One owner, 30,000 miles only. First class condition. Offers. 112, Harborough Road, Sale, Cheshire. SAL 2367. [9106

SMALL OPEN ROLLS, 1931, 25 h.p. aluminium 2-door all weather body by Mayfair Carriage Co. New hood fitted January 1959. Excellent tyres, battery, etc., and sound as a bell throughout. Three owners from new. Handbook. £300. Schacht, 87, Beechwood Gardens, Gants Hill, Ilford, Essex. [9107

MODEL T FORD, 1919, part restored. Bodywork requires much attention. Offers. Rose, Highfield House, Hoveringham, Notts. [9108

1172 FIBREGLASS SPECIAL. Beautiful every detail. I.F.S., mods, Alfajag styling. Real specimen. 40 m.p.g., 85 m.p.h. Immaculate. Hood, tonneau. One of few finished and trimmed expertly occasional four-seater £350. Edwards, 72, Prenton Road, West Birkenhead, Mountwood 3826. [9109

JAGUAR XK120, 1951. Heater, screenwasher. Unrallied. Green. 54,000. £445. 38, Ridgeway, Longashton, Bristol. [9110

FOR SALE—*continued*

M TYPE M.G. Lovingly overhauled, rewired, etc. £80 o.n.o. 46a, Highfield Avenue, Kingsbury, N.W.9. [9111

ALFA-ROMEO (1952 regd.) 2.5, 6-cyl. Super Sports. Fitted 2/3-seater Farina D.H.C. Dry sump engine. 7,000 miles since complete overhaul. Fitted 3 twin chrome carbs, fantastic roadholding. 118 m.p.h. "X" tyres, many spares. £575 o.n.o. Also Alta 1½ litre single seater, 4-wheel ind. Borranis, with spare wheels, trailer, plugs, fuel, etc. Eligible V.S.C.C. events. £375. Little, 16, Dalven Avenue, Davyhulme, Lancs. [9112

WELL RUN-IN TALBOT 65, 1935, for sale. £100 for the finest passion-carriage in Suburbia. Lovingly maintained for loving. Wimbledon 0602. [9113

GOING ABROAD, ground clearance too low for Sahara! 750 Special. Ashley bodied. Red. Tubular chassis. I.F.S., shockers. Bowdenised. Reconditioned engine, unmodified. Tyres as new. Taxed. Hot it up yourself! £130, or pub. haggle. Salmon, Bloxham, Oxon. [9114

WANTED

GOOD PERFORMANCE with tolerable consumption. Saloon or D.H.C., seating four, in sound condition. A.C., Riley, W.H.Y. Photos returned. Hutton, 86, Botley Road, Oxford. [8486

ALLARD J.2 chassis or similar, De Dion/swing axle type for 3 litre plus, or any parts for same. Hackett, 51, The Droveway, Hove [8521

WANTED for enthusiast, Vintage or Thoroughbred Tourer-Touring Saloon. Very good condition, not less 20 m.p.g. Price must be reasonable. Photographs returned. Tovey, 18, Selley Walk, Bristol, 3. [8648

RILEY NINE, four-carburettor system wanted, complete with linkage. Howe, Mill House Farm, Elmbridge Green, Droitwich, Worcs. [8498

WANTED: Jaguar XK120 body. Box No. Y.637. [8637

WANTED: Falcon Mk. II or Ashley 1172 bodyshell. Lancashire or near. Ashworth, Skittam House Farm, Out Rawcliffe, Preston, Lancs. Gt. Eccleston 278. [8638

PAIR 1¼ in. Horizontal S.U.s. Good—but please cheap. Millgate, 19a, Mallets Road, Cherryhinton, Cambs. [8640

ALVIS 12/50 Ducksback or Beetleback. Must be in good condition throughout. Sale or exchange 1954 Volkswagen. Full details and photographs if possible, to: 31, Brighton Grove, Rusholme, Manchester. [8641

WANTED: Sliding sidescreens for Austin-Healey BN1, for use with soft top. 54, South Royd Street, Tottington, Bury, Lancs. [8642

ENTHUSIAST worth £75 wants vintage sports or tourer. Any make or condition. Kempton, 139, Grayswood Avenue, Coventry. [8644

DELLOW 54-52 WANTED. Send full details. Private buyer, London area, cash. Box No. Y.645. [8645

SPEED CONVERSION for Minor 1000, engine and suspension. 9, Dyrham Close, Westbury, Bristol. [8646

WANTED: Edwardian style 4-seater body. Suitable for Minerva 1913. L. W. Adcock, 38, Huntly Grove, Peterborough. [8647

RILEY "9" Laystall Con-rods. Will pay fair price or exchange for "Ulster Head." Kennion, 9, Greenways, Hertford, Herts. [8666

AUSTIN NIPPY wanted, with good body and reasonable engine, within 60 miles radius of Leeds. Ludlow, Guiseley 296. [8696

VINTAGE CARS WANTED. Any condition considered but Club models desired. Full details to 78, High Street East, Irthlingborough, Northants. Phone: Irthlingborough 223 [8697

LAGONDA 2 litre, condition immaterial. One for rebuilding considered if nothing vital missing or broken. Also spares. Box No. Y.702 [8702

WANTED: Any R.A.F. registration number. Particulars, etc., to Box No. Y.714. [8714

ADVERTISER wishes to purchase vehicle number T.H.W.1, T.O.M.1 or T.W.1. Would owners or anyone knowing whereabouts of same write Welham, Meadhurst Farm, Lingfield, Surrey. [8715

WANTED: Bentley, Lagonda, Rolls or Alvis, prewar or vintage, open Tourer. Must be immaculate and pass engineer's inspection. Box No. Y. 729. [8729

INTERESTING 4-seat Sports Saloon, around 12 h.p., 1937/9. Sound chassis/body. Reasonable mechanics, suitable survival south wild Wales. Citroën, Fiat, Talbot? Paint unimportant. Around £80. Full details, price, please. Photos returned. Box No. Y.731. [8731

BUGATTI wanted by advertiser returning from overseas end of June. Must be open or openable, not earlier than Type 35 or larger than 3.3 litres. Not for export. J. Bollard, 16, Peverell Park Road, Plymouth, Devon. [8748

12/50 ALVIS, Delage, 2 litre Lagonda or similar, in sound condition. Four seats or two seats and dickey. Details, including price, "Dunnocks," Brooks Green, Horsham, Sussex, after 10th June. [8753

WANTED: Bristol or late type B.M.W. or similar engine, preferably with gearbox. Box No. Y.754. [8754

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

WANTED—*continued*

1957 T.R.3 requires damaged or bent bonnet. Must be repairable and cheap. Also hood, stick cover (beige), rear wheels spats, w.h.v.? Box No. Y.755. [8755

OPEN V.D.P.- STYLE BODY. Bentley 4¼. C/W, wings and brackets. Claydene, Station Road, Edenbridge, Kent. [8765

WANTED: C or D type Jag., DB35, or good S.S.100. Box No. S.779. [8779

FORD SPECIAL wanted, Ashley or Rochdale G.T. body. Phone: Weybridge 3492. [8790

CAMSHAFT to suit 1930 O.H.C. Morris 8 or "M" M.G. Full details of price, journal diameters, etc., H. Prewer, Lytchett Matravers, Poole. [8814

WANTED: Top notch vintage "Chummy." No junk. Cash available. Britton, 55, Pelham Road, Bexleyheath, Kent, between 17th and 24th July only. [8815

WANTED, early August: Quality 1172 fibreglass Special. Must have weather equipment. Up to £325. Photos and details to: Castelli, 53, Endlesham Road, Balham, London. [8816

M.G. T.A. ENGINE, cork clutch. Phone: Blackpool 53701. Butterworth, 241, Devonshire Road, Blackpool. [8846

LANCHESTER REGISTER requires instruction books for members restoring following cars: 21, 30 and 40 h.p. Write Registrar, Hutton-Stott, Speen, Newbury. [8850

WANTED: Complete set of six plain Ace wheel discs for 21 in. late R.R. Silver Ghost well base wheels; pair scuttle mounted bell-shaped Lucas side lamps or pair opera lamps. Box No. Y.851. [8851

VINTAGE HISPANO-SUIZA wanted, body type and condition immaterial but must be complete and restorable. Box No. Y.852. [8852

HARD TOP for Jaguar X.K.120. Supercharger for side valve or Alta O.H.V. Morris Minor. Box No. Y.857. [8857

WANTED end of June: Special or Sports 2/4-seater. Must be fast, reliable. About £100. Low deposit, H.P. desirable. No junk. Rudge, 24, Penn Road, Slough. [8889

WELL CARED-FOR S.S.100, '38 onwards, preferably 2½, but would consider really good 3½. Fullest details please. Dickson, 123c, Widmore Road, Bromley, Kent. [8890

SUPERCHARGER required for Ford Ten. Please state price and condition. Downs, 32, King Street, Driffield, Yorkshire. Tel.: 3145 (day). [8901

LAGONDA wanted. L.G.45 Tourer, post-37 preferred. Good price if mechanically and bodily immaculate. Box No. Y.931. [8931

RILEY LYNX windscreen and mounting brackets wanted. B. R. Mizen, 74, Lower Hanham Road, Hanham, Bristol. Bristol 6-73010. [8932

PARTS for M.G. (T.A.): Rev counter, panel lights, petrol switch, etc. Price required to De Quincey, 3, Parkhurst Road, N.11. [8933

WANTED: M.G. T.A., Morgan, Riley or similar. Must be excellent bodily and mechanically. Photos if poss. Watford area. Jenner, 1, Owens Way, Croxley Green, Herts. [8934

2 LITRE LAGONDA Saloon. U/S gearbox acceptable. Reasonable. Warran-Smith, 87, Lime Avenue, Leamington 1826. [8935

FOR S.V. MINOR. Alloy head, carbs, manifolds, etc. 119, Northern Parade, Portsmouth. [8936

FOR FORD 93A. Aquaplane exhaust manifold, front bearer, high pressure oil pump, 7.5 head, rev counter drive. Box No. Y.937. [8937

CITROEN 15. Gearbox, engine wanted. 102, Crowhill South, Alkrington, Manchester. MID 2845. [8938

ORIGINAL BODY on chassis for 1929-30 "M" type M.G. Midget. Bruce-White, Winterbourne, Gunner, Wilts. [8939

LANCIA. Any type or condition, even crashed if towable. Kay, Marsh Lane, Hambleton, Blackpool [8963

3½ LITRE 1934 Rear Axle for Rolls-Bentley. Bayfield-Davies, East Dart Hotel, Postbridge, Nr. Yelverton. Tel.: Postbridge 213. [9008

WANTED: Sliding Sidescreens for Austin Healey B.N.1, for use with soft hood. 54, South Royd Street, Tottington, Bury, Lancs. [9009

ALVIS TJ 12/50. Wide seat D.H.C. with dickey. Enthusiast seeks a well above average example. Detailed information appreciated. Good price paid for this model if in original condition. Box No. Y.010. [9010

DUNLOP RACING TYRES, 600 x 16. Two required. Write Davies, "Hammerwood," Copthorne Road, Crawley, Sussex. Phone: 9-5, VICtoria 9811; after 6, Pound Hill 3097. [9011

A.C.: Seats for post-war Saloon wanted. "Homestead," Orsett Heath, Grays, Essex. [9012

ENTHUSIAST requires M.G. V.A. Tourer for restoration. Preferably coachwork good, towable. Anything considered! Goddin, 24, Boswell Street, W.C.1. [9015

WANTED: Immaculate 1958 Volkswagen, in exchange for 1954 Austin Healey 100. Red/cream. Overdrive, radio, heater, tonneau, twin spots, "X" tyres. Condition superb for year (value £590). Cash adjustment. Please write Taylor, 13, Hatherell Road, Radford Semele, Leamington Spa. Warwicks [9215

WANTED: Beetleback Alvis, Frazer-Nash, 2 litre Lagonda or similar. 139, Grayswood Avenue, Coventry. Phone 73832. [9023

LAGONDA RAPIER Tourer, around £50. Wilson, 190a, Kenton Road, Kenton, Middlesex. [9026

VINTAGE OR P.V.T. Sports Car wanted. 2-4½ litres. 3 litre or blown 2 litre Lagonda preferred, but other makes considered. Photograph, full details and price to Eastwood, 125, Jockey Road, Sutton Coldfield, Warwickshire. [9196

B.M.W. 328. Engine and gearbox, radiator, propshaft, back axle, windscreen, tyres and tubes. State condition and price. "Worth," Cottes Way, Hillhead, Hants. [9209

UNABRIDGED MANUAL for 4½ litre 1936 Bentley. Steven, Nairne Lodge, Willowbrae Road, Edinburgh. [9210

TWIN CARBS. and Manifold for Minor 1000. Full details to Simons, 164, Normoss Road, Blackpool. [9211

DELAGE, Delahaye (Mannel gearbox), Hotchkiss or Mercedes, post-war Drophead. No fancy prices. 2, Clorane Gardens, N.W.3. [9212

URGENTLY WANTED: Immaculate Bullnose Morris. R. J. Radford, 92, Woodbine Road, Newcastle 3. [9213

V.W. WANTED, 1955-57. Under 30,000. Undersealed. Private buyer. Cash. Haynes, Vilasar, Rushmere Road, Orchardleigh, Chesham, Bucks. [9214

WANTED: 1955 T.R.2, by private buyer for cash. Full particulars to Box No. Y.216. [9216

REAR WINDSCREEN required, suitable for large Edwardian Tourer. Scott, Lavenham, Homefield Road, Saltford, Bristol. [9217

SUPERCHARGER, twin carburettors, efficient exhaust, for Morris 1000. 77, Amersham Road, High Wycombe. [9218

DELLOW, Mark II, wanted. Late June. Good condition essential. Box No. Y.219. [9219

ANY USEFUL Austin Nippy components, engine, etc. Parker, Old Priory, Harefield, Uxbridge. Ruislip 5206. [9220

WANTED: Cylinder Head for 3½ litre Bentley, 1935; also clutch plates. R. Sheppard, 303, Mansfield Road, Skegby, Notts. [9221

ALVIS 4.3 or Speed 25 Tourer. Sound body, mechanics less important. Robson, Portland Cottages, Higher Wheelton, Chorley, Lancs. [9222

WANTED: "Motor" and/or "Autocar" Road Tests, 1950 to 1958 inclusive. Aspinall, Grantley, Ripon. [9223

ANZANI FRAZER-NASH, 1927-28, wanted by enthusiast. Good condition essential. Box No. Y.230. [9230

BENTLEY, Lagonda, Jaguar, pre-war, mechanically sound, open Tourer, for less than £200. 44a, Hampstead High Street, N.W.3. [9125

ASHLEY 750 Body and Hardtop urgently required. Must be unused. Transport arranged. Fox, 98, Holme Road, West Bridgford, Nottingham. Phone 83696. [9126

WANTED: Water Pump for N.A. type M.G. Alderson, "Small Acre," Winchester Road, Alresford, Hants. [9206

ALVIS Vanden Plas Sports, 4.3 litre, or Speed 25. Immaculate. Billingham, 136, Viceroy Close, Bristol Road, Birmingham. Calthorpe 2376 after 6 p.m. [9392

WANTED: 1½-2 litre Engine and Gearbox complete. State type, year, condition, price. Currey, Whitley, Melksham, Wilts. [9393

750 SPECIAL. Must be civilised with full weather equipment and fully modified. All letters answered and photographs returned. M.G. V.A. 1½ litre Coupé, value £110, to dispose of. Would consider exchange with cash adjustment. 70, Park Street, Bridgend, Glamorgan. Phone 1093. [9394

LEA FRANCIS 14 h.p. Saloon. 1946-1950. Mechanics unimportant. Good body. Skipper, 10, Vicar's Close, Lichfield, Staffs. [9395

M.G. T.D.2, late '53. Must be immaculate. Preferably black/beige. J. Knight, The Queen's Flight, R.A.F. Benson, Oxon. [9396

BELSIZE R.M.6 C.W.P. parts 296-7 or W.H.Y.? Murphy, R.A.M.C. Officers' Mess, Catterick. [9397

FIBREGLASS BODY (preferably R.G.S.) for 8 ft. 3 in. chassis, or open body for Lagonda Rapier. Longton, 47, Tower Road, Epping. [9398

WANTED: M.G. V.A. Tourer. Full details to: Clough, 6, Redlands, Tiverton, Devon. [9399

PRE-WAR copies of "Autocar," "Motor Sport," or similar. State price, dates. Bull, Yewtree House, Winford, Bristol. [9400

MORGAN THREE-WHEELER. Must be in first rate condition mechanically and bodily. Reliability essential. Photographs returned. Box No. Y.401 [9401

WANTED: 5 Sankey beaded edge artillery wheels to take 815 x 105 tyres, 6-stud fitting, 3 in. radius, 3¾ in. centre hole, 10 spokes. Two brass oil carriage lamps to suit Edwardian Landaulette. Distributor to suit Sims S.U.4 magneto. Copy of "Autocar" for 16th Oct., 1925. Literature dealing with 1907 Napier 40 h.p. and 1915/16 "improved 15 h.p." 17.9 h.p. Treasury rating Swift car. Ardran, 69, Sandown Road, Liverpool 15. [9022

MISCELLANEOUS

LUGGAGE RACK and badge bar for T.F. £7. Addison, Russets, London Road, Westerham, Kent. [8649

LEARN TO FLY at Elstree Flying Club. A trial lesson costs only 45s., and generous deferred-payment facilities are available for subsequent lessons. Ring Elstree 3070, or contact the Chief Instructor, Elstree Aerodrome, Herts. [8659

LIVE IN THE MIDLANDS? Then learn to fly at Derby Airport. A trial lesson costs only 45s., so ring Etwall 323, or contact the Manager, Derby Air Centre, Burnaston Airport, Derby. [8651

ACCOMMODATION offered by enthusiast, Hatfield-Welwyn area. Vintage/Sports Car maintenance facilities. Hi-Fi enthusiast welcome. Box No. Y.760. [8760

CAR BADGES of distinction, any club, school, regiment, county, etc.; corect colours, crystal fronted for protection, heavily chromed, ready to fit, 32s. 6d., p. and p. 1s. Peter Dale, 269, Walworth Road, S.E.17. Phone ROD 6264. [8781

TRAILER, suitable Cooper, Lotus, etc. Fitted shock absorbers, anti-roll bar. £30 o.n.o. Day, 31, Goddard Avenue, Swindon, Wilts. [8849

WEST SUSSEX: Garage and Filling Station for sale, on A.27, near to Goodwood and Chichester. Extensive frontage, good trading position, showroom, offices, workshop and detached bungalow. 50,000 gallons p.a. Freehold, £10,000. For further details apply Stride & Son, Southdown House, Chichester (2626/8). [8859

PEDLITA can now undertake further orders for their hand-painted miniatures on gentlemen's cufflinks. Any subjects: Vintage cars, dogs, fishing flies, family crests, etc. Due to the fine craftsmanship involved, demand invariably exceeds supply, but satisfaction is always given. Sets average one guinea. Pedlita Arts, Wellcross Cottage, Sussex. Tel.: Slinfold 305. [8940

YOUNG MAN touring Scotland, Aug. or Sept., seeks companion share expenses. Box No. Y.013. [9013

SCOTLAND, touring holiday. Male car owner offers another opportunity to share. Area 40 miles radius Stevenage. Box No. Y.014. [9014

VINTAGE, Sports and Thoroughbred car repairs, at prices to suit the enthusiast. Father and son are opening small repair workshop. All types of repairs from a complete rebuild to cleaning a plug. Also preparing cars for races and rallies. Apply 65, Milton Road, Croydon. [9404

YOUNG MAN seeks companion view motoring holiday and occasional visits motor sport events; North England preferred. Box No. Y.405. [9405

EXCHANGES

BENTLEY. Exchange five 19 in. wheels and tyres, 3 as new, for similar in 20 in. or 21 in. R. Parker, Merry Hall, Ashtead, Surrey. [8592

STANDARD 8 Saloon, 1940 model, in exceptional condition. Just had top overhaul and new battery. Ideal economical family car. Value £125. For 8-10 h.p. sports/tourer or Riley 9 Kestrel in same condition. Dowden, Flat 1, County Library, East Grinstead, Sussex [8652

ANY INTERESTING VINTAGE CAR for Rolls-Royce P.II Sedanca worth £80; or sell. BYRon 7930. [8745

ALVIS Speed Twenty Vanden Plas Saloon, 1936, for Rolls, Daimler, large Armstrong, Lagonda V.12, or W.H.Y.? Box No. Y.780. [8780

SPORTS CAR WANTED. Interested anything. For 1952 (Reg.) Morris Minor Convertible. Phone: Balcombe 394. [8806

1956 JAGUAR Mk. VII, automatic, R/H. Part exchange W.H.Y.? H.P. Offers please. Phone: Basingstoke 2408, evenings. [9224

X CLASS HYDROPLANE, all aluminium construction, 1000 c.c. Evinrude Speedifour engine, complete with trailer. £125. Vintage or Sports Car taken in exchange. Smith, The Orchard, Chipping Campden, Glos. [9225

EXCHANGE MY 1933 TRIUMPH Southern Crossgoer, for 1934 Morris Minor, towable. D. Dawson, 31, Seymour Road, Wimbledon, S.W.19. (Bus.: VIC 8560.) [9226

ATLANTIC A.90 Convertible. New ivory cellulose, recon. engine. Too fast, too big for wife. Would like V.W., Citroën Light 15 or Minor Traveller. L.H.D. considered. Reading 82625 or Box No. Y.227. [9227

MY 1935 B.S.A. SCOUT 2-seater, rebuilt 10,000 miles ago, excellent performance, for more orthodox sports car, or sell £95. Hunkin, 4, Felstead Close, Luton. [9402

1950 MODEL B.S.A., twin carbs, fast, exchange for fast Special. (Week-ends). 5, Stuart Road, Acomb, York. [9403

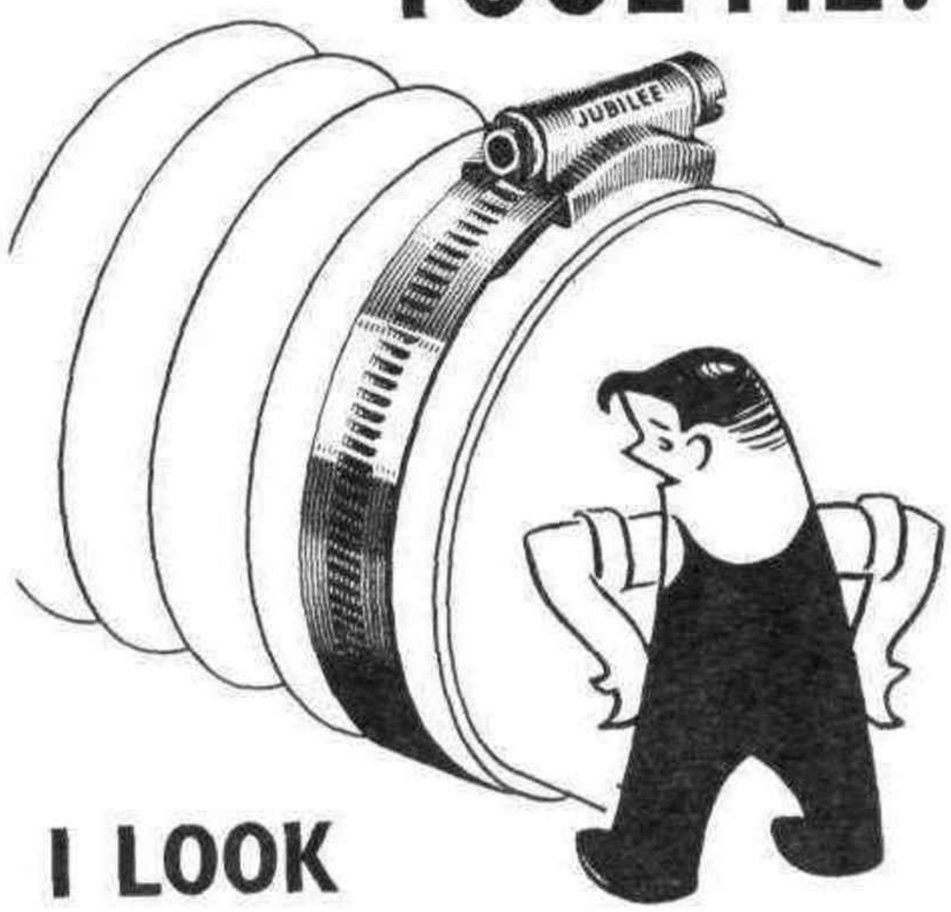
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YOUNG MAN, 19, public school, seeks interesting career connected with cars. Box No. Y.899. [8899

DRAUGHTING? Aircraft design draughtsman offers his part-time services for motor vehicle work. Box No. Y.406. [9406

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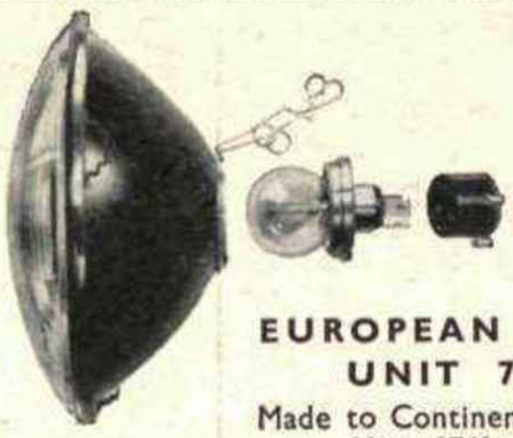


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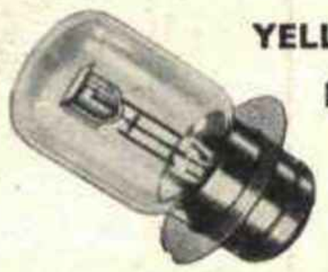
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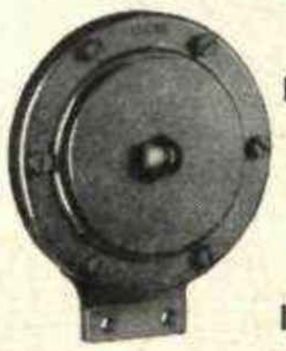
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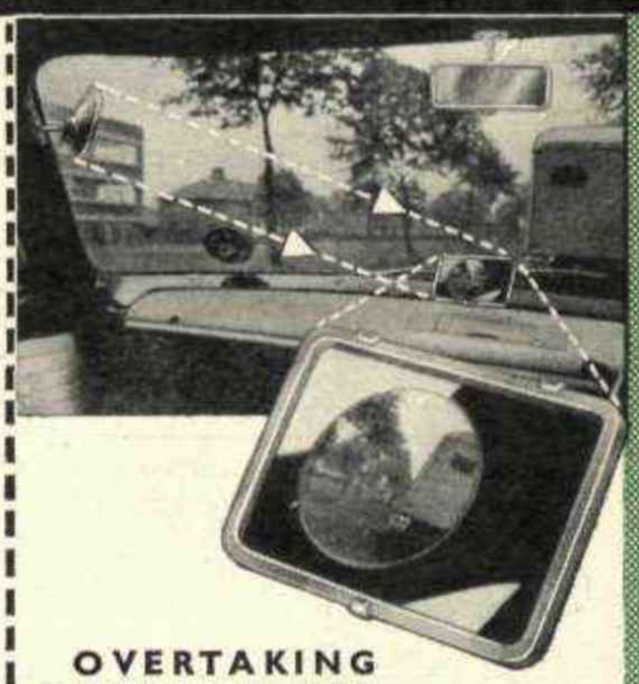


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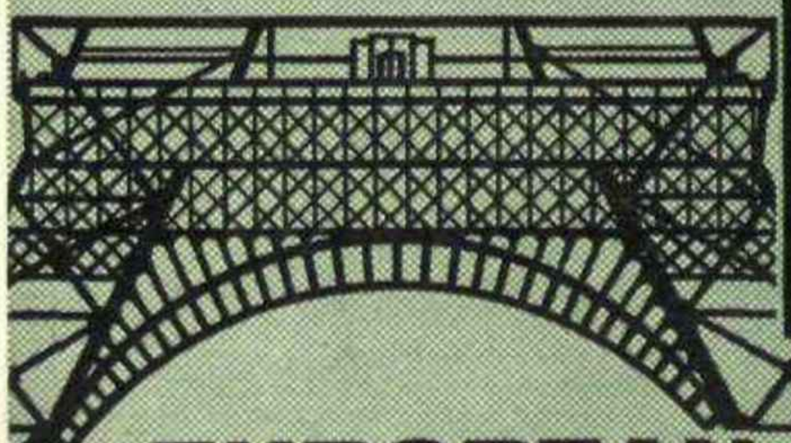
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