

MOTOR SPORT

FOUNDED IN THE YEAR



NINETEEN TWENTY-FOUR





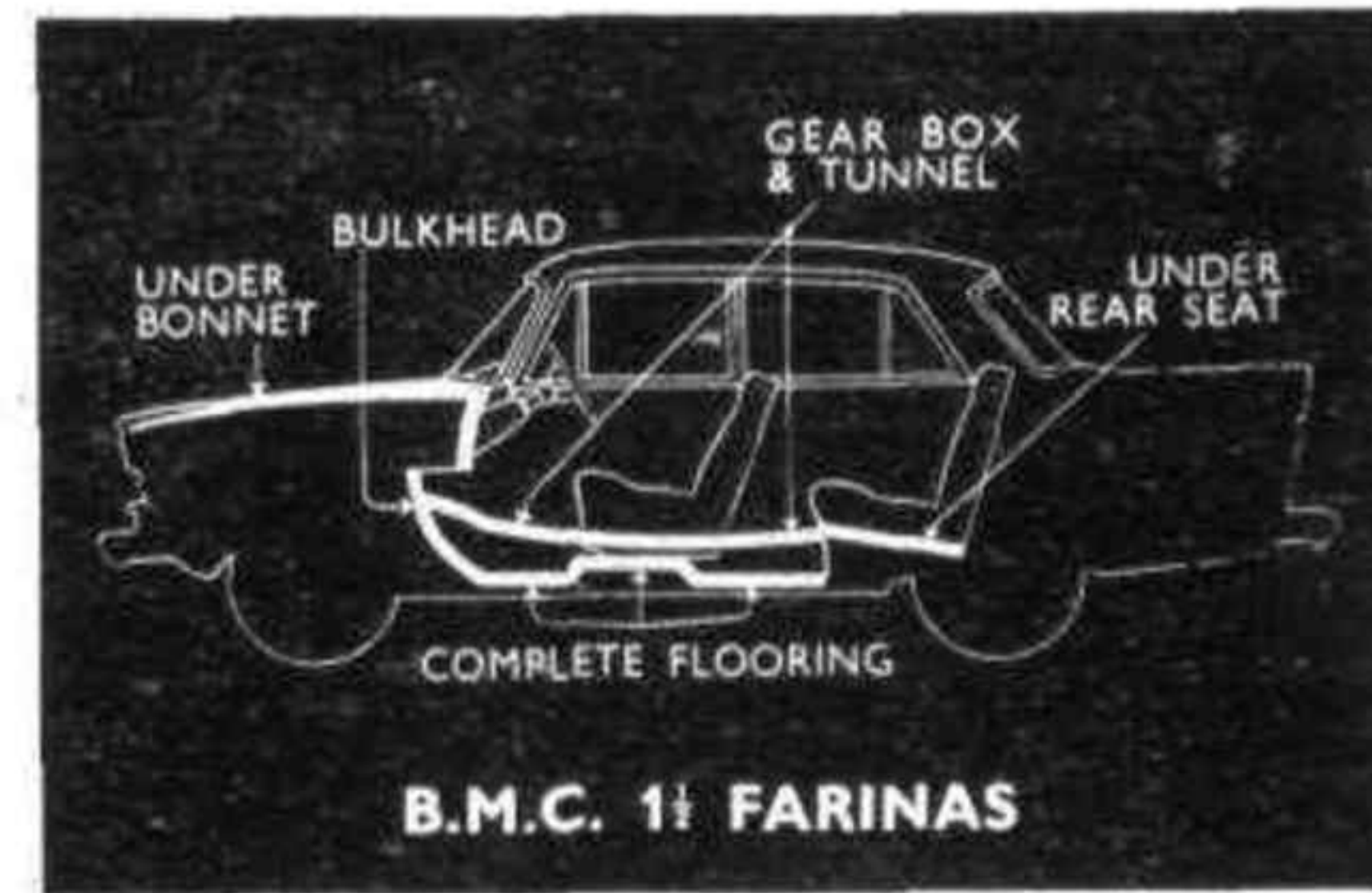
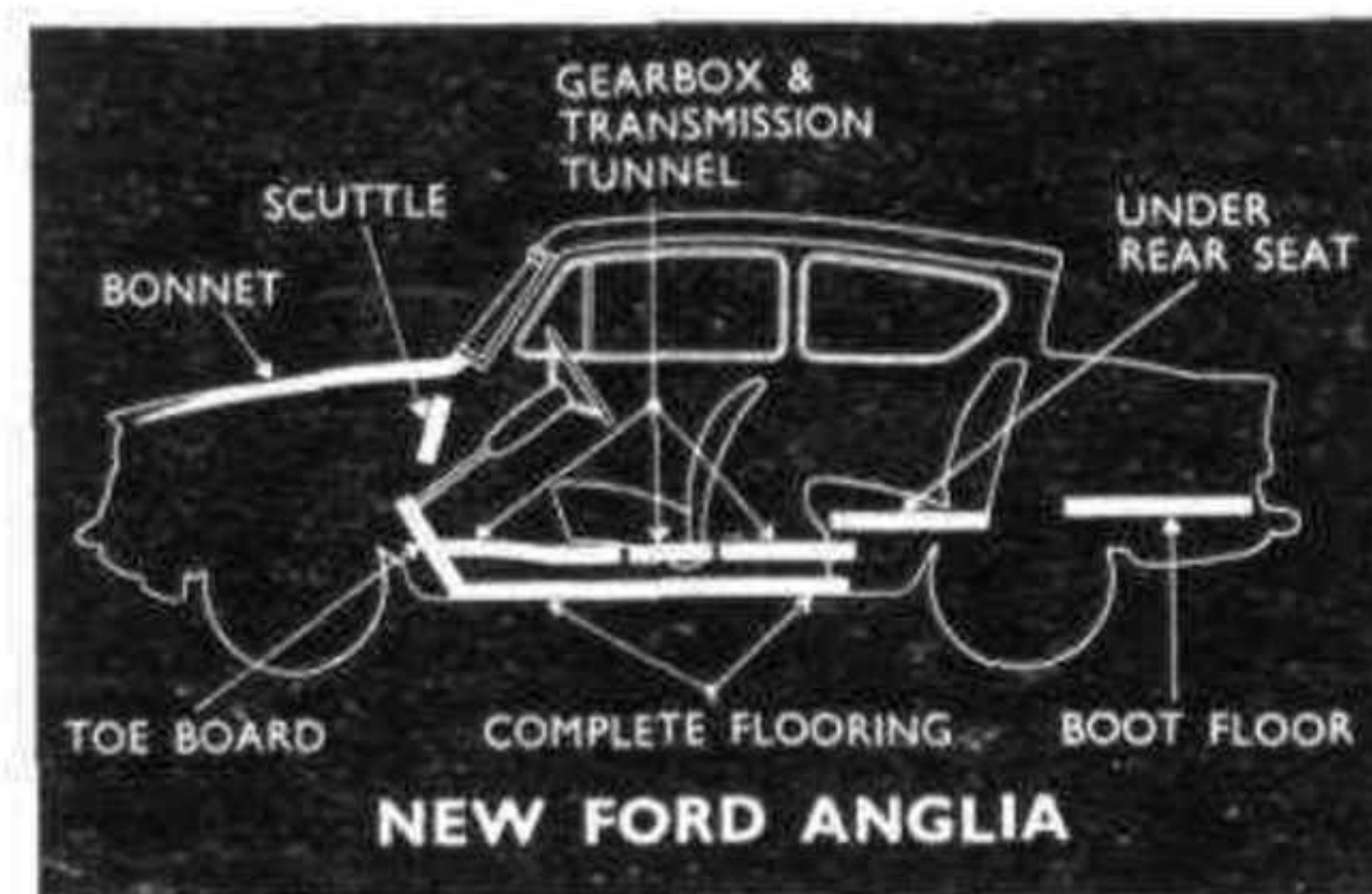
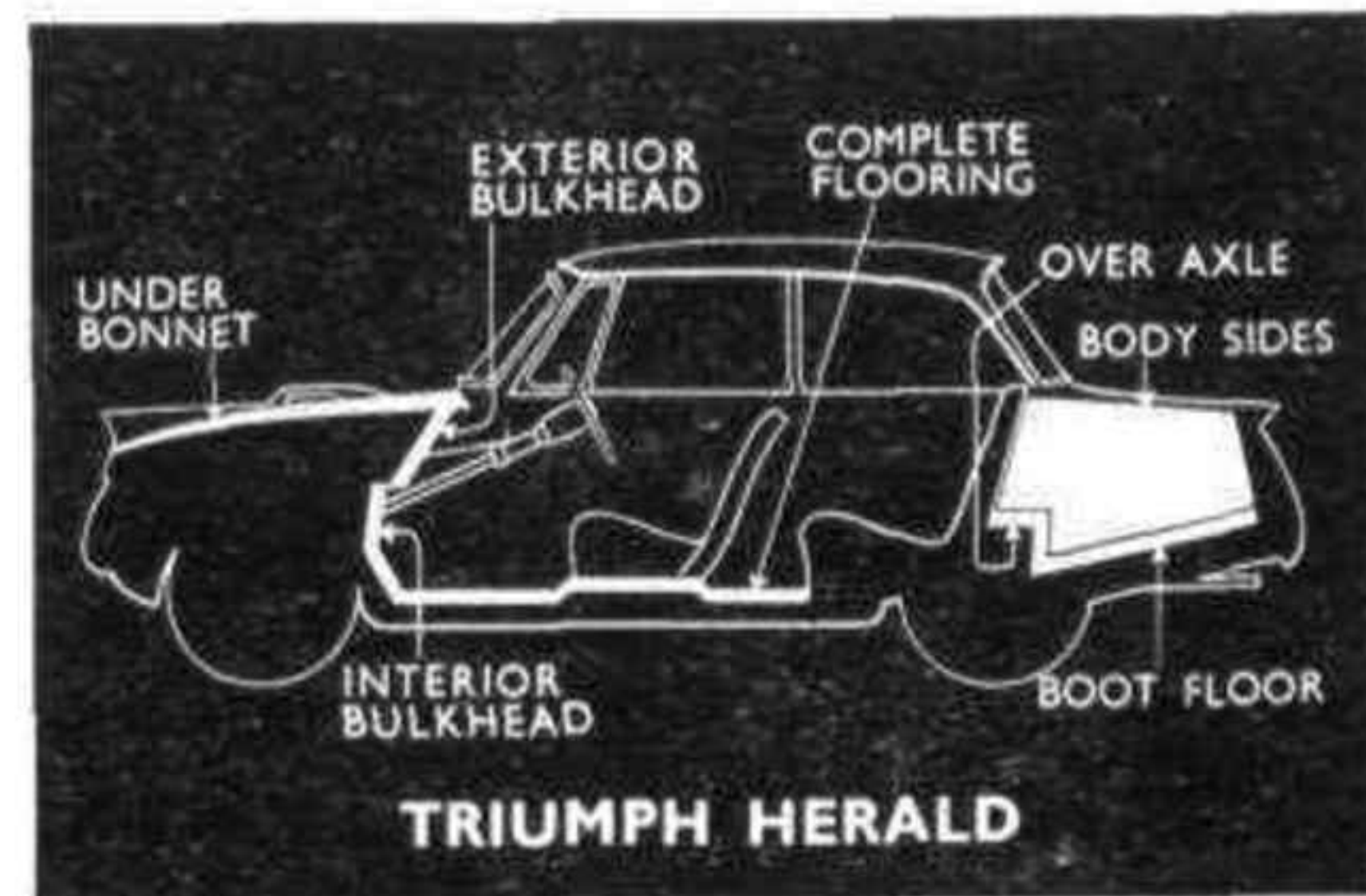
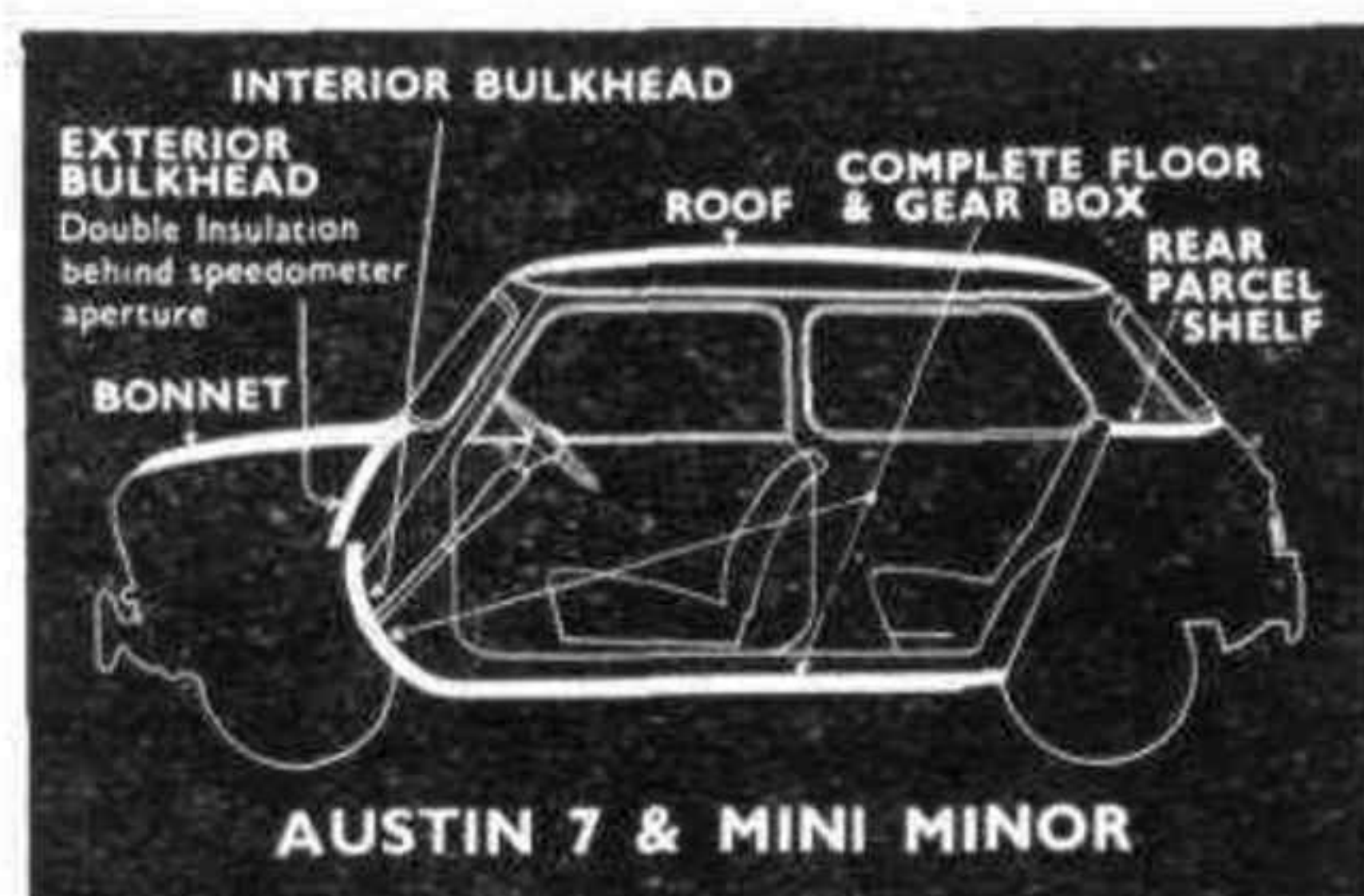
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The microscopic dirt particles that find their way into your engine oil (there's one in the eye of that ordinary sewing needle magnified on the left) *must be*

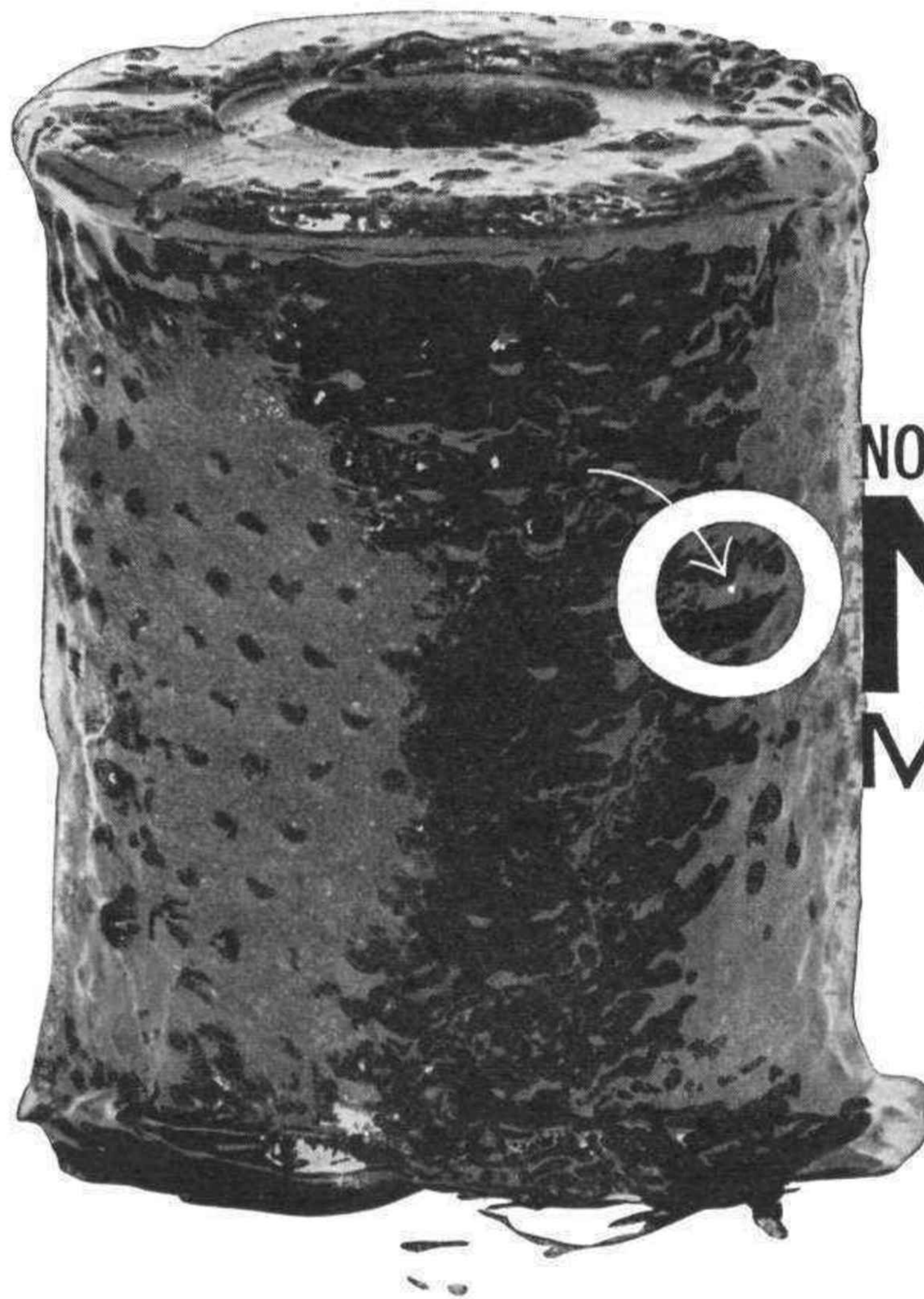
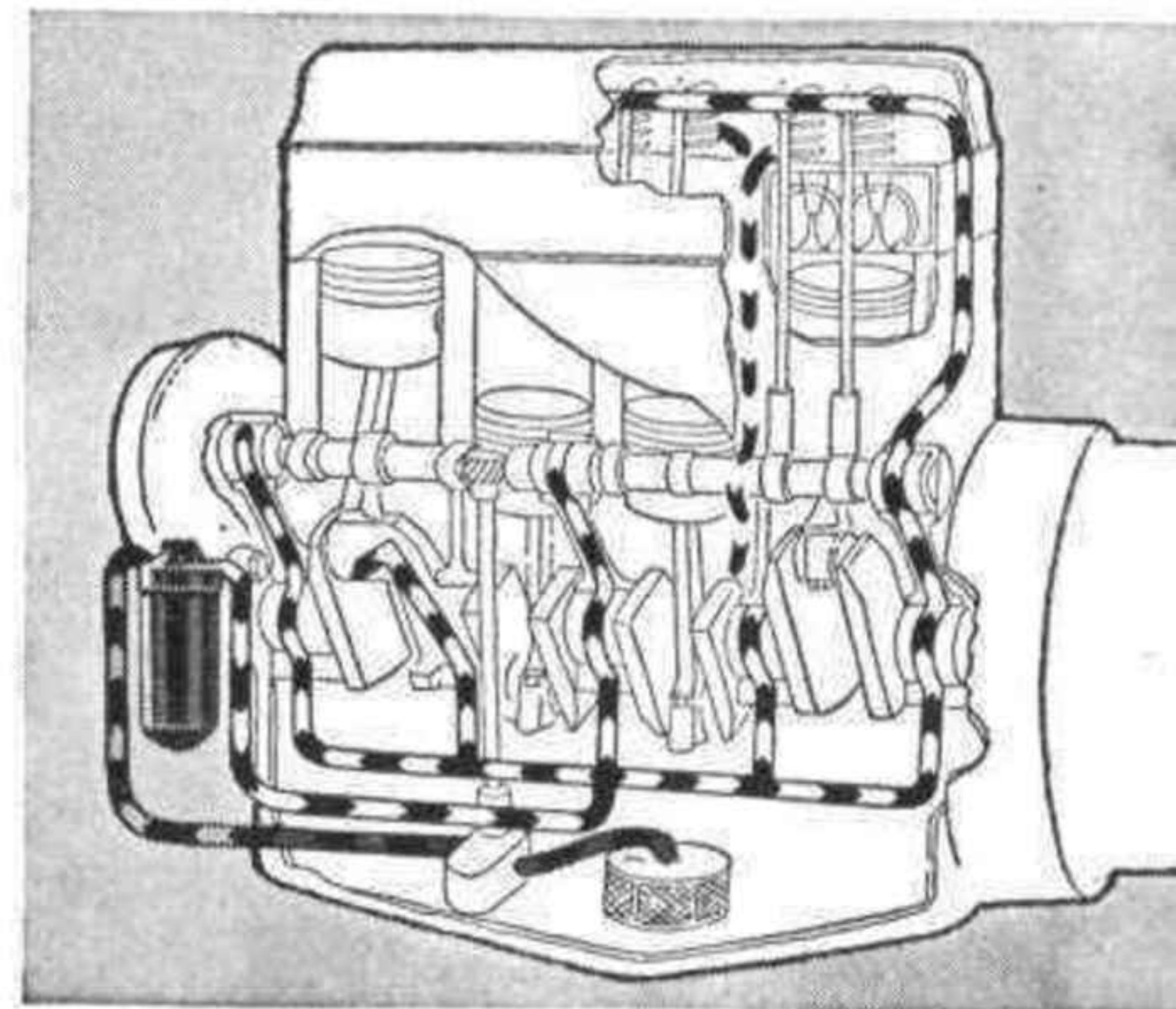
ONE TOO MANY

removed—and that's the job for your oil filter. But, tiny as these specks are, they accum-

ulate on the filter until even one more is one too many. And that can mean serious danger. What's the risk? And how to prevent it? The next two pages will tell you.

Millions and millions of micron-sized specks collect in your engine oil as it flows . . . and the hard-working filter catches and holds them. Until it's so clogged with dirt it can't hold any more. When this happens, the oil-supply by-passes the filter and continues circulating unfiltered, through your engine . . . getting dirtier and more dangerous with every revolution.

On its way through the engine, oil collects countless specks of abrasive dirt and carries them through to the sump. The filter removes them, to prevent the excessive wear they can cause upon contact surfaces. If the filter is clogged and cannot hold any more dirt, these dangerous particles continue to circulate with the oil, shortening the life of pistons, bores and bearings.



NO ROOM FOR
ONE
MORE

When you change the oil, change the filter, too

How can you tell when your filter has reached capacity—when it can trap and hold no more dangerous specks of abrasive dirt? Some types can be inspected periodically, though that can be a messy and awkward job. The one really sure way is to change your filter when you change your oil—to protect your engine with the perfect combination of safe lubrication: clean oil and clean filter. There are genuine Purolator Micronic refills for virtually all modern cars. They are not expensive, and they give many times the value of their small cost—by helping your oil do the job it's meant to do, and by protecting your engine against life-shortening wear and damage.

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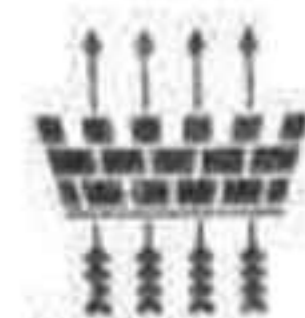
The Laycock de Normanville Overdrive, again available as an optional extra, sets the seal of perfection on the latest superbly-equipped example of this world-famous marque.



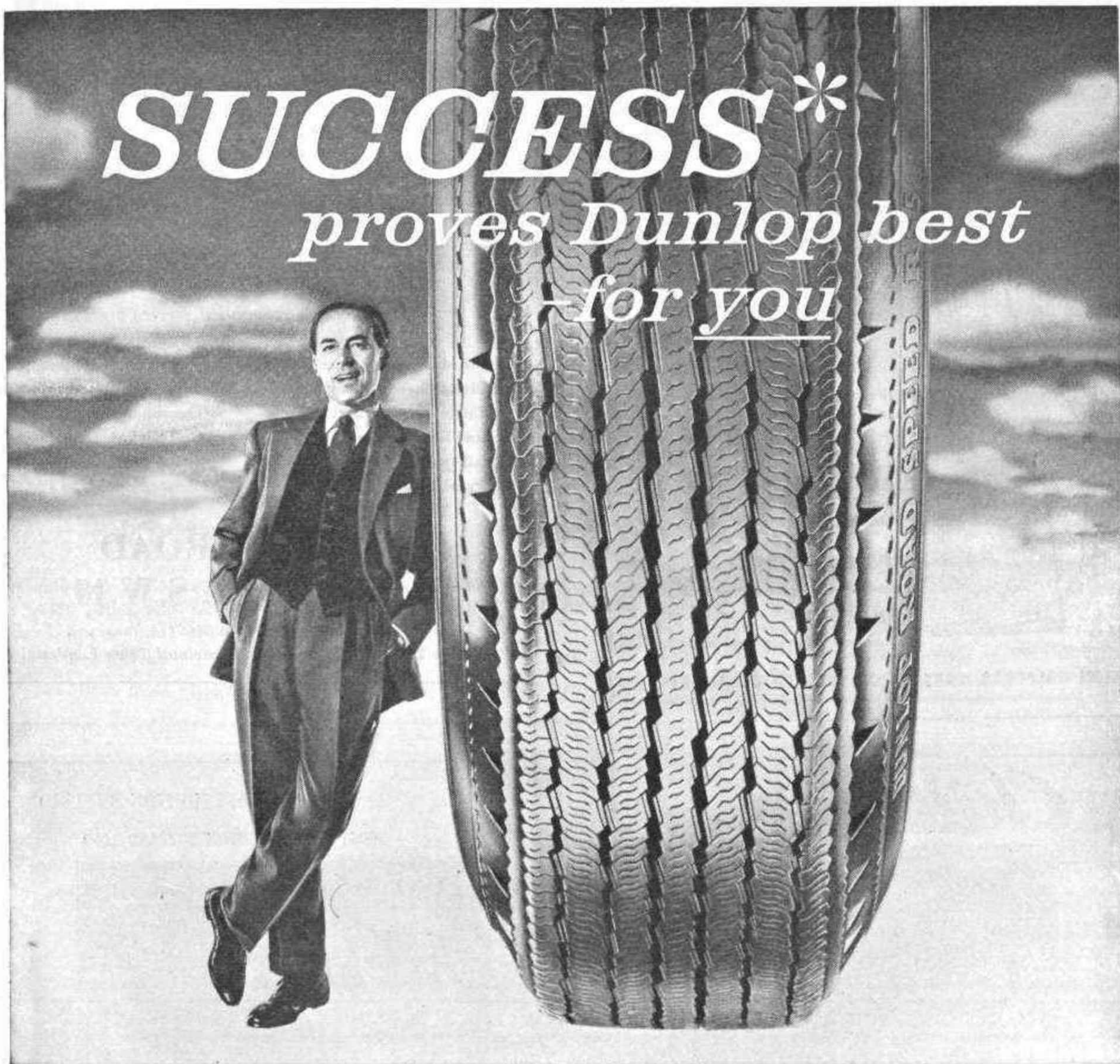
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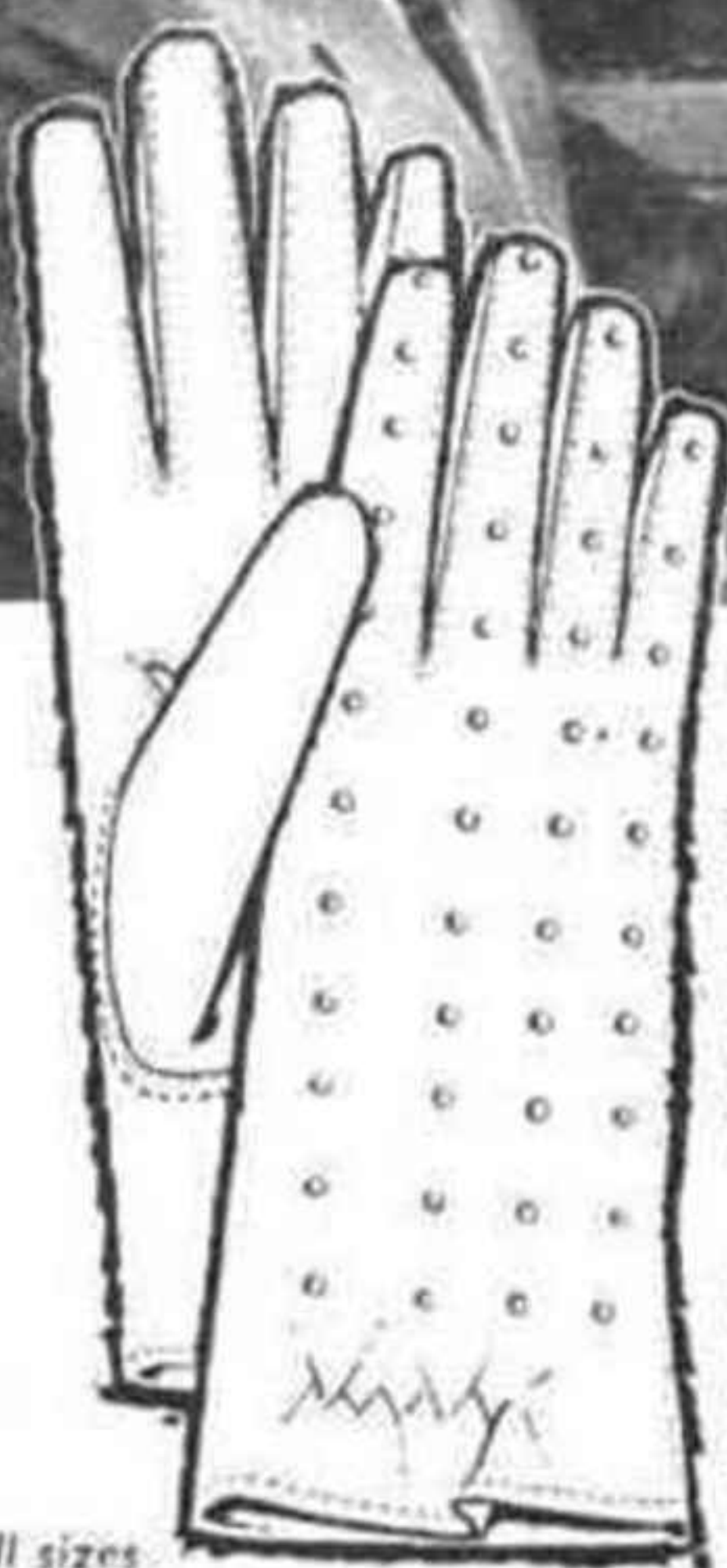
Aston Martin, Austin Healey 3000, Daimler S.P.250, Jaguar 2.4 Mk. II, 3.4 Mk. II, 3.8 Mk. II, XK 150 and XK 150S, Mk. IX, and 'E' Type, Jensen 541 and 541R.



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1934 BENTLEY Hooper 3½-litre sports saloon, finished in black with brown leather upholstery. An attractive car with recent engine history, £210.

1955 FORD LMB Special. A well-known and successful 1,172-c.c. Formula car with an excellent specification and in first class condition. Full details on application, £295.

1951/52 HOTCHKISS 3½-litre sports saloon first registered in 1953. Finished in dark blue with blue leather upholstery. Radio, heater, etc. A much sought-after model with fantastic performance and superb handling characteristics, £325.

1956 LOTUS Mark VI. Fitted with tuned 1,172-c.c. engine. Ideal for road or track. In good order, £285.

1936/7 MORGAN 4/4 2-seater. Climax engine. In above average condition £110.

1932 ROLLS-ROYCE 20/25 saloon by Windover. Beautifully finished in red. Well maintained, £125.

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1954 series M.G. TF 2-seater, finished in ivory and fitted with a reconditioned engine, wire wheels, Michelin 'X's, etc. Excellent condition, £395.

1950 M.G. TD 2-seater finished in cream with green upholstery. Luggage carrier etc. Offered at the very reasonable price of £265.

1957 (October) TRIUMPH T.R.3 finished in ivory with black interior and black vynide weather equipment. Extras include overdrive, disc brakes, heater, Michelin 'X' tyres etc. £475.

1956 (March) TRIUMPH T.R.2 finished in ivory with matching hard-top. The reconditioned engine has been fitted with T.R.3 modifications and extras include 3-speed overdrive, heater, 'X' tyres, occasional seat etc. £425.

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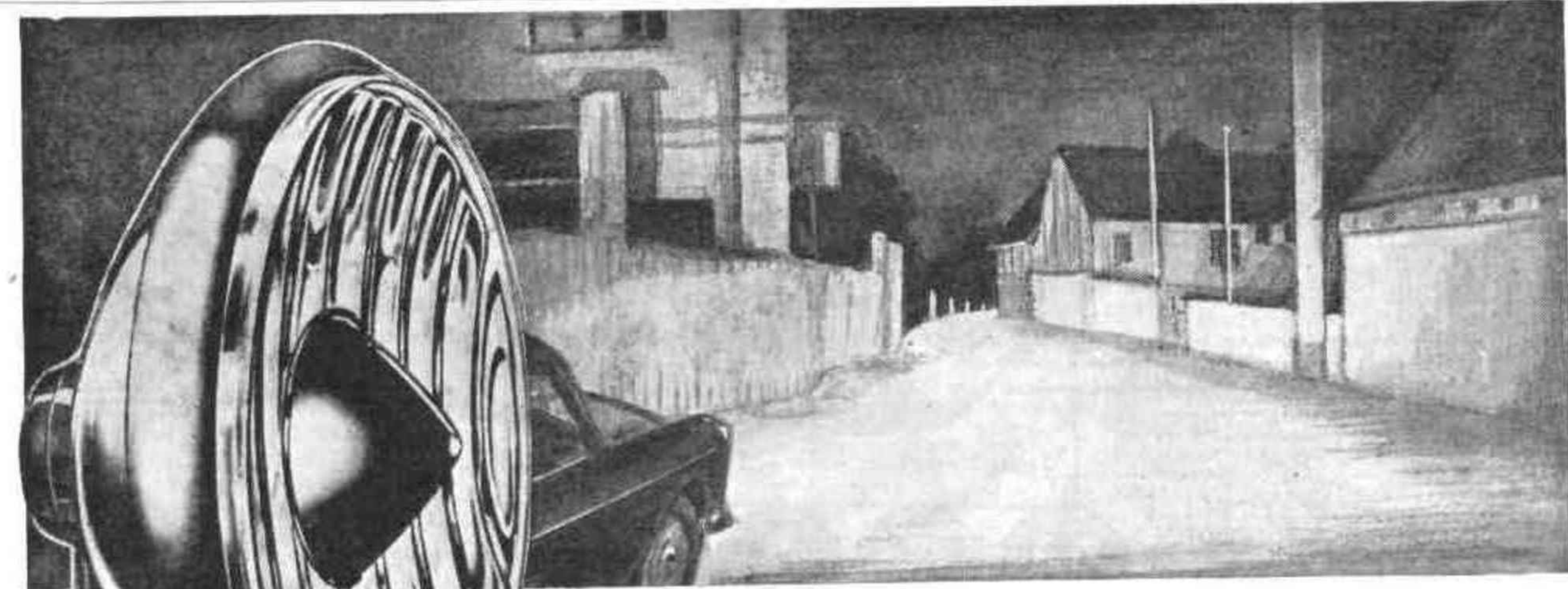
THE MONTH AHEAD

- Nov. 2—Dusk till Dawn Rally—Nor'wester Rally. Road Test of the Citroen DS19
- Nov. 9—Tour de Corse—Veteran Car Run—Regent Rally.
- Nov. 16—Road Test of the Morgan Plus-Four Super Sports
- Nov. 23—Competitor's Report of the R.A.C. Rally.

Plus usual Track Topics—Rally Round-up—Club coverage and features of interest to all.

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MOTORSPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH

THIRTY-EIGHTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE STATE OF THE MOTOR INDUSTRY

On the eve of Britain's probable entry into the Common Market and following close on the London Motor Show where our exhibits were opposed by the products of almost every car-producing Nation with the exception of Japan, it behoves us to look at the state of the British Motor Industry.

Lord Rootes told us on October 16th that due to strike action his Company had ceased to exist and the B.B.C.'s "Panorama" programme that evening painted a gloomy picture of the future so far as British cars are concerned. The next day, Mr. George Harriman, of B.M.C., dispelled some of the Dimbleby despondency by telling guests at the B.M.C. Press Lunch at Grosvenor House that Austin Healey and M.G. sports cars were being produced at the rate of over 1,000 a week and that 90% were being exported, the majority to North America, where in the last few months sales have risen by 70%. Moreover, in Western Europe there was marked improvement, exports for the first seven months of this year being up by 71% on the same period in 1960, with a 95% increase in the last three months. B.M.C. regard the Common Market as a challenge they would welcome, provided there are sufficient safeguards for the Commonwealth countries. "While the European potential of 250-million people cannot be ignored, neither can the Industry sever the cords which bind the Commonwealth to the Mother Country," said Mr. Harriman.

He went on to say that the secret of success is *competitive prices* and criticised strongly the Government's policy of "Stop-Go" on purchase tax, its credit squeezes, hire purchase restrictions, etc. In Britain the light is red, sometimes green, without even a precautionary amber, whereas in Germany the light is always green. Germany produced *double the number* of cars in the first six months of the year, compared with the U.K., largely because of a healthy home market unfettered by economic stops and starts.

B.M.C. claim that they are as advanced in engineering features as any of their European competitors and Mr. Harriman remarked: "If we do not like the rear-engine arrangement we have shown the World that there is a very suitable alternative in the unique design of the B.M.C. Minis, which have captured the imagination of motorists everywhere, already to the extent of over a ½-million sales." Mr. Harriman then turned to B.M.C. initiative, telling the Press that they have "plenty of things in the cupboard, and they are not skeletons" (from his previous reference to the rear-engined layout these may be forecasted as larger f.w.d.

designs), that Brands Hatch had been hired so that racing drivers could demonstrate to American distributors the effectiveness of the ADO15 range, particularly the Cooper twins, and that an intense sales and service campaign has been opened in Western Europe, with 100 men on the ground, executives at Director level living permanently in the territories and an additional ½-million pounds spent on advertising in these countries. So B.M.C. means business.

Renault might counter B.M.C.'s front-drive enthusiasm by announcing that since 1946 well over 2½-million rear-engined 4 c.v. and Dauphines have been produced, the Dauphine, since 1956, accounting for over 1½-million sales. Last year, incidentally, against 11,781 German and 7,626 Italian cars imported into France Renault exported 27,995 cars to Germany and 22,401 cars to Italy. These are Common Market targets for B.M.C. to digest but on the whole we favour front-wheel-drive, which Renault have adopted for their latest model and which Ford uses for the little V4 Cardinal, America's first true small car.

Sir Henry Spurrier is to be commended for his vigorous reorganisation of Standard-Triumph International, from which "class" cars built to Leyland's exacting standards should shortly emerge. So Britain is all set to "have a go." Let us hope that strikes will not mar her good intentions. And, leaving motoring matters for a moment, may we say how glad we are that the teaching profession has withdrawn strike action — could anything be worse for the young people of Britain than to have their teachers, whom they should respect, setting the example that the way to get more money without working harder is not to work at all!

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Front Cover Picture: HISTORIC OCCASION.—New British Grand Prix car, the Climax-engined 4-wheel-drive Ferguson, winning its first race, the Gold Cup at Oulton Park. Moss is seen passing Red Gate Lodge on the picturesque Cheshire circuit.

IMPORTANT FIXTURES

The Veteran Car Run from Hyde Park to Brighton, in which the Editor of MOTOR SPORT expects to drive the Montagu Motor Museum's 1904 single-cylinder Brushmobile, takes place early on November 5th, and the R.A.C. Rally starts from Blackpool at 6 p.m. on November 13th, ending with tests at Brighton on November 18th.

THE FUTURE OF THE BRITISH GRAND PRIX

Last month we asked readers to state their preference for Silverstone or Aintree as the venue for the 1962 R.A.C. British G.P. To date the state of the poll is:—

Extent of poll (conservative estimate)	2	5	0	0	0	0
Those in favour of Aintree ..	0	0	0	0	0	1
Those in favour of Silverstone ..	0	0	0	0	0	1

Normally we receive far more letters than we can possibly publish (although all are appreciated) so this astonishingly small response surely proves that the racing fraternity doesn't care where the race is held so long as it is well run, with representative entries. Almost a case of "love all"! The letter favouring Aintree appears in this issue; that in favour of Silverstone can be inspected at these offices and we are delighted to state that it contains nothing libellous or in any way offensive to anyone.

Motoring Sport Events for November

★ 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
Nov. 4th	VW O.C.	Little Chalfont	Amersham (3 miles)	Rally (C.)	6.00 p.m.
Nov. 4/5th	Old Merchant Taylors' M.C.	Batchworth Heath (077925)	Rickmansworth	Rally (C.)	5.30 p.m.
"	M.G. C.C. (Midland)	Forge Garage, Hagley	Halesowen	Rally (R.)	9.00 p.m.
"	Malden & Dist. M.C.	Mountains Garages, London Road	Tonbridge, Kent	Rally (R.)	9.30 p.m.
"	Northumbrian C.C.	Gateshead/Stockton/Carlisle	Newcastle-on-Tyne	Rally (R.)	10.30 p.m.
"	Stockport M.C.	R.A.F., Wilmslow	Wilmslow	Rally (R.)	11.00 p.m.
"	Falcon M.C.	London/Taunton/Southampton	—	Trial (R.)	Midnight
"	Thames Estuary A.C.	Lynfield Café (A 12)	Witham	Rally (C.)	10.01 p.m.
"	Weston-super-Mare M. & M.C.	Exeter/Weston-super-Mare	—	Rally (R.)	8.00 p.m.
Nov. 5th	R.A.C.	HYDE PARK	LONDON	VETERAN CAR RUN	8.00 a.m.
"	Farnborough Dist. M.C.	Hog's Back	Guildford	Rally (R.)	2.00 p.m.
"	Vintage S.C.C.	F.C. Car Park	Peterborough	Rally (C.)	1.00 p.m.
Nov. 11th	Lagonda Club	Measham Motor Sales	Measham	Rally (R.)	10.00 a.m.
"	Polish M.C.	Stanwell House	West Kingsdown	Rally (R.)	9.00 p.m.
Nov. 11/12th	Fairey Aviation M.C.	Mobil Garage, Denham, Bucks	Uxbridge, Middlesex	Rally (R.)	8.30 p.m.
"	Sussex C.C.	Bolney (A 23)	Burgess Hill, Sussex	Rally (R.)	10.00 p.m.
"	Bexley L.C.C.	Princes Hotel	Dartford	Rally (R.)	10.01 p.m.
"	Austin Apprentices' A.C.C.	North Works Car Park	Birmingham	Rally (R.)	11.00 p.m.
"	Stroud & D.M.C.	WICLIFFE Motor Co. Ltd.	Stroud	Rally (R.)	10.30 p.m.
"	S.U.N.B.A.C.	Near Buxton	—	Rally (R.)	9.00 p.m.
"	750 M.C.	Tring/Towcester	—	Rally (R.)	10.01 p.m.
"	Charnwood C.C.	121/401352	Derby	Rally (R.)	—
Nov. 12th	Four Ways C.C.	Salisbury Hall	Walthamstow	Driving Tests (C.)	10.00 a.m.
"	N. London Enthusiasts' C.C.	Heston Aerodrome	Hounslow, Middlesex	Driving Tests (C.)	10.30 a.m.
"	Rugby M.C.	Old Line Pits, Newbold on Avon	Rugby	Trial (C.)	2.00 p.m.
"	Yorkshire Sports C.C.	Pack Horse Inn, Southowram	Halifax	Trial (C.)	11.15 a.m.
Nov. 13/18th	R.A.C.	IMPERIAL HOTEL	BLACKPOOL	RALLY (INT.)	6.00 p.m.
Nov. 18/19th	Margate & Dist. M.C.	Three Tuns Inn (173/2641567)	Staple	Rally (R.)	—
"	Birmingham Y.C. M.C.	Heathen Brac Garage	Leebotwood	Rally (R.)	10.31 p.m.
"	Anglia & Prefect O.C.	J. Gibbs' Garage (A 30)	Bedfont, Middlesex	Rally (C.)	6.30 p.m.
"	Herts County A. & A.C.	Jack's Café, Arnington	Royston (A 14)	Rally (R.)	7.31 p.m.
Nov. 19th	Leeds University Union M.C.	Leeds University Union	Leeds, 2	Rally (C.)	6.30 p.m.
"	750 M.C.	"Cross-in-Hand"	Heathfield, Sussex	Trial (C.)	10.00 a.m.
"	432 M.C.	Bedley Garage	Bransens' Cross	Rally (C.)	11.00 a.m.
"	S. Caernarvonshire M.C.	Aberdumant Caravan Park	Portmadoc	Trial (C.)	10.30 a.m.
"	University of Bristol M.C.	Queen's Buildings	Bristol	Rally (C.)	10.00 a.m.
"	Leicester C.C.	"Fox & Hounds"	Skeffington	Trial (R.)	11.00 a.m.
Nov. 21st/22nd	C.S.M.A. (Beds)	Four Winds Service Station	Hayes West End	Rally (R.)	—
Nov. 25th	Vintage S.C.C.	Bolton Abbey	Ilkley	Trial (C.)	9.30 a.m.
Nov. 25/26th	E. Surrey M.C.	Biggin Hill	Bromley	Rally (R.)	8.00 p.m.
"	Jaguar D.C.	Jaguar Works	Coventry	Rally (R.)	10.00 p.m.
"	Ashford (Kent) M.C.	Kingsdown/Smeeth	Wrotham/Ashford	Rally (R.)	10.00 p.m.
"	Brent Vale M.C.	Greenhill Motors	Hayes, Middlesex	Rally (R.)	9.00 p.m.
Nov. 26th	Peterborough M.C.	Peterborough area	—	Sporting Trial (C.)	11.00 a.m.
"	Hagley & Dist. L.C.C.	Inkberrow	Alcester	Trial (R.)	10.30 a.m.
"	Kentish Border C.C.	Vintners Park (172/777556)	Maidstone	Trial (R.)	10.30 a.m.

BOOSTED ANGLIA

Owners of the 105E Anglia will be interested by the introduction of the Ford "Performance Plus" Conversion Kit produced by Ford Motor Company Ltd. and now available from their Main Agents. Costing £13 per kit or £24 10s. fitted (including decarbonising and valve grinding), the performance of the Anglia is claimed to be considerably increased without unduly affecting fuel economy or engine life.

The kit includes a high-lift camshaft, copper lead main bearing shells, special valve springs, and a new timing chain tensioner to compensate for increased loading imposed upon the chain. A new manifold, carburettor and air cleaner provide an exceptionally efficient intake system.

HOT HERALDS

A special engine conversion kit for the Triumph Herald 1200 range of models, priced at only £39 10s., is now on sale from all Standard-Triumph Distributors. Claimed to give an increase in gross power output from 43 b.h.p. at 4,500 r.p.m. to 60.5 b.h.p. at 5,800 r.p.m., the kit consists of twin S.U. carburettors, a redesigned camshaft, new inlet and exhaust manifolds and valves, redesigned exhaust system and a new distributor.

The cylinder head has also been machined to raise the compression ratio to 8.5 to 1. The conversion is claimed to raise performance from a maximum of 78 m.p.h. in the standard form to 86-88 m.p.h. in the modified stage, and the 0-50 figure is improved by nearly 2 sec. to 15.5 sec. in the saloon and convertible models and to 16.5 sec. in the estate car version. Front wheel disc brakes are now available in kit form at £32 10s. for existing models.

BLOWING VWs

Performance Equipment Ltd., well known for their range of "Peco" exhaust extractor units, are now handling the American

Judson superchargers for a number of popular makes, including the VW. The Judson unit fits comfortably under the VW bonnet without impairing accessibility to the main engine component. Performance? At the time of going to press we have not had a opportunity to drive the Judson-blown VW but hope to rectify this in the near future.

DIESEL REPLACEMENT ENGINES

Perkins are now offering their new "Four 99" diesel unit as alternative engines in the Ford Consul and Standard Ensign as well as most other popular makes. These sturdy 1.6-litre units produce up to 43 b.h.p. at 4,000 r.p.m. and weigh 361 lb.

CHEAP and GOOD!

Value for money has been given with Tudor's latest windscreens washer outfit at 25s. Sturdy in construction, the unit is virtually all hard plastic and polythene, including the double jets, which consist of a small plastic "button" with two swivel "eye"-type jets. A great improvement on some of the cheap chromed effort usually seen marring a car's appearance with signs of rust. The rest of the unit follows the current trend, with the pump mechanism incorporated with the push control. For the price one could not expect more than a pint container.

NEW REPAIR KIT

Lexington Products Ltd. have introduced a new tyre repair kit called "Redi-Spare." The repair outfit consists of a can charged with gas propellant together with a chemical sealant. To treat a punctured tyre the can is connected to the tyre valve by means of its connecting tube and when this is fully screwed home the can discharges itself into the tyre under gas pressure and it is claimed will reinflate the tyre in under 90 seconds depending on the state of the tyre and atmospheric conditions. Rally drivers should be interested.

SHOWDOWN

The Editor's Annual Discourse on Topical Aspects of the Motoring Scene

THIS year we have produced Pre-Show and Post-Show issues of *MOTOR SPORT*, so this article becomes a miscellany of thoughts collected during the duration of the Earls Court Show instead of being written before its turnstiles began to revolve. By now you have all heard of the little girl who was taken to the Show by her father and who, on leaving it, burst into tears. When these had been mopped up she explained that she hadn't seen the animals. Questioned further, she said she had listened to her parents talking about Earls Court the day before and they kept referring to jaguars, tigers, hawks, greyhounds, spiders, snipes, larks, hornets and gazelles. . . . To which her father retorted that he had derived enjoyment from inspecting the latest super minx, while mother went to see a princess and the daffodils.

Which, although it is rumoured that tall and willowy young men are queuing up for the new Mini-Riley, makes me reflect that Italy manages to sell the 600D without calling it a Fiat Fairy. So it behoves us to look beyond fancy names and quadruple headlamps when attempting to assess the 1962 models.

I am not enthusiastic about motor exhibitions, although I realise that this admission stamps me as anti-social. It seems to me, however, that just as old automobiles are seen to greater advantage on the Brighton Run or at a V.S.C.C. or V.C.C. rally than in the confines of a museum, so modern motor cars are better running down the Corniche road into Nice, making up time on a rally or racing round Silverstone than they are standing mute in the glare of neon-lamps and high-pressure publicity on a motor show stand. And it seems odd that in London a great exhibition intended to increase the popularity and sales of motor cars should be staged at a place where it is so difficult to park a car that the majority of visitors arrive by train and Underground. . . .

MOTOR SPORT has a reputation for honest and out-spoken reporting and we have been accused of being unduly biased towards foreign cars. This year, Volvo, Simca, Mercedes-Benz and Volkswagen omitted to invite me to the parties they gave in their native lands when revealing their latest models, this presumably being the penalty I pay for being a fearless critic. Consequently I should feel entitled to turn my back on Continental cars, not in any spirit of retaliation, but because you cannot write about that which has been concealed from you. . . . Nevertheless, honesty compels me to consider whether British manufacturers are keeping pace with Common Market rivals in technical matters.

After all, this is A.D. 1961, the age of high scientific endeavour, reaching its peak with sputniks, spacemen and the hydrogen bomb. It seems only right that we humble citizens, brothers who try to forget the bomb unless willing to squat for it, whose only outlet for hours spent in traffic tangles and diesel fumes is a dash up M 1, should derive the greatest possible scientific benefits when we go motoring. Much as I admire and enjoy vintage motoring, it astonishes me that so many people who know nothing of the joys of low-speed long-stroke engines and right-hand control of "crash" cog-boxes purchase "vintage" cars for everyday use. Can you, with 1962 round the corner, and practical four-wheel-drive round the next corner, consider a car that has an iron engine at the front behind a water radiator, driving through that anachronism the propeller shaft to a rigid back axle sprung on leaf-springs, anything but vintage?

I am disturbed to find today's automobile technicians taking great pains, even on 1½-litre cars, to do away with the manual gear-change, which owners of VW, Porsche, M.G. and some other cars know to be one of motoring's pleasures, while continuing to inflict on their clients power units far divorced from the wheels they drive, "cart" springing, and back axles which counteract the driver's intentions in steering his car. My uncle Edgar and Stirling Moss can have automatic transmissions because they say they prefer them but I believe the majority of *MOTOR SPORT* readers will join me in preferring to change gear when and as they like, using their *hands*, not their *feet*, and who will certainly put independent rear suspension, front-wheel-drive, rubber, oleo-pneumatic or torsion-bar suspension, and fuel injection, etc., before transmission automation—particularly as the elaborate gremlinism of the latter can be accomplished very simply, using belts. . . .

Having written that, Desmond Scannell of Borg-Warner will never invite me to lunch with him—or, because he is an excellent

P.R.O., perhaps he will, in order to convert me. Meanwhile, I am unrepentant; as I am when accused of being too enthusiastic in respect of foreign cars, because I seem to remember learning in the dim and distant past something about "we will only buy your coal and iron if you buy our wheat" or words to that effect, and I assume, until I am corrected convincingly, that this is as true as ever, still applies to cars and the Common Market. . . .

I am encouraged to note that my friend Charles Bulmer argues that the day of the cart-sprung rigid back axle is almost over, or should be. I know the argument that if such an axle is properly located by radius rods, if it is constrained by an anti-roll bar or Panhard rod, if it is light on account of alloy housings, and if it is sprung on coil-springs or torsion-bars, it is quite acceptable, *pace* Alfa Romeo and Peugeot, etc. But too many "ifs" are not convincing. Moreover, whereas at one time old-style suspension may have sufficed for smooth British roads, it is no longer adequate for cars that have stiff competition to meet in Common Market countries. Since the war many English families, on a rising tide of prosperity (now, alas, being whittled down by savage taxation and strikes), have spent motoring holidays abroad and have thus seen for themselves that "vintage" cars are unable to compete with Continental designs over *pavé* or at the high speeds necessitated by the great distances to be covered, speeds which, on the new roads of Britain promised by Mr. Marples, have become a necessity at home. So I am glad that, in his erudite article on design in the London Show Guide issue of *The Motor*, Bulmer states: "There is a considerable school of thought that ordinary live back axles, perhaps with more positive location, have many more years of useful life, but I find it difficult to subscribe to this theory."

So the first thing we enthusiasts must do to encourage technical initiative and set the car-buying public a lead in parting from "vintage" cars, is to ignore vehicles with cart-sprung rigid back axles. This means turning our backs on all the B.M.C. models of over 1-litre capacity, on all the Fords, on every Rootes model and all the Vauxhalls. It means eschewing the delectable bigger Fiats, all except the rear-engined Simca, the Volvo and Humbers, Rovers and Rolls-Royce, as well as some very nice sports cars. But if you believe most makers stick to the rigid axle and leaf-springs for economic reasons or lack of "know-how" this is the policy you should pursue; if I am wrong in this assumption, *MOTOR SPORT*'s correspondence columns are open to those P.R.O.s who wish to defend the antiquated aspects of their company's cars. Frazer Nash, Lagonda and Lancia for the Flaminia, and Warwick (on cart springs!) go to the expense of de Dion back axles but recent racing points to i.r.s. being preferable, so you may decide to rule out these makes also.

Those who subscribe to my theory can buy Triumph Herald, Mercedes-Benz, Pontiac, Skoda and Jaguar Mk. X amongst family-type cars of medium or spacious size. Unless, of course, they agree that the propeller shaft, too, belongs to the past and that the weight of the engine should be close to the driving wheels, when choice whittles down to front-drive cars like Citroën, Austin-Mini, Morris-Mini, Auto Union, Cooper-Mini, Saab, D.B., Lancia Flavia, Panhard, Renault 4, Riley Elf and Wolseley Hornet, or the rear-engined offerings of Abarth, Autobianchi, Chevrolet



"Damn it, I told you not to let the Mini in with the 16/60."

Corvair, Fiat, Goggomobil, Isetta, N.S.U., Porsche, Renault, the new Simca 1000, and Volkswagen, with the proviso that Saab and Auto Union employ a dead-beam back axle with f.w.d. (the former on coil springs, the latter on torsion bars on the Junior, a transverse leaf-spring on the bigger models), as does Lancia, using half-elliptic leaf-springs, and D.B. and Panhard using torsion bars.

After that it becomes a case of personal preferences in respect of valve gear, light-alloy engines, cylinder arrangement and cooling, suspension mediums, disc brakes, quality finish and all the other items of specification that are still fluid and contribute to the fascinating technical variety of present-day cars.

I had intended to draw up a series of tables to indicate the proportion of initiative under these different headings of the various European countries, but the above lists show clearly enough that such initiative is with Europe rather than Britain, in spite of the many so-called new models from our factories that were billed far and wide as a significant feature of the London Show. In any case, taken on sales instead of specifications, we know that Europe's best seller is the Volkswagen, which gives a comfortable lead to an air-cooled, largely-light-alloy flat-four engine and torsion-bar suspension, which overthrows at one sweep "cart-leaf" springs, beam axles, the prop.-shaft and a

water radiator, and provides the maximum of traction from a car with the drive on two of its four wheels.

Whether you agree with America going along with Britain politically and militarily, she does so in respect of vintage aspects of automobile engineering, for only one model of Chevrolet has a "dry" engine, and prop.-shafts prevail, although the aforesaid Corvair has none and Pontiac has contrived to introduce a kink into the thing, in conjunction with coil-sprung independent ("transaxle") rear suspension.

Taking all, or almost all, things into consideration I have no hesitation in saying that the DS Citroën remains the World's most modern car and that Alec Issigonis' "trans-engine" f.w.d. rubber-suspended ADO15 and ADO50 designs are by far the most advanced of the miniature cars.

Car buyers should hasten the departure of those items of specification which were fine when the Sixty Mercedes was a new car but which are unnecessary and out-dated today. They might also eschew cars with multiple greasing points, in the reduction of which Rover and Triumph Herald are notable pioneers, Vauxhall now following suit, while the f.w.d. Renaults have got rid of the greasing routine entirely. If this shocks you I can only ask, have you a radio? And if so, does it have a crystal detector and a separate-horn loudspeaker? Good motoring!—W. B.

ALL THE BETTER TO SEE WITH.—A trend that is gathering momentum is the four-headlamp system, for better driving light both on main beam and dipper. Here are seen the two Lucas systems and how different makers adapt them to their cars. One set uses four 5½ in. dia. lamp units on main beam, switching to second filaments in two units to give the dip beam, metal reflectors having soldered-in bulbs to give sealed-beam accuracy, pending the introduction of all-glass units. On the Jaguar Mk. X and Lagonda Rapide the superior Lucas "Mixed-4" set is used, with two double-filament 7-in. units and two single-filament 5½-in. units.

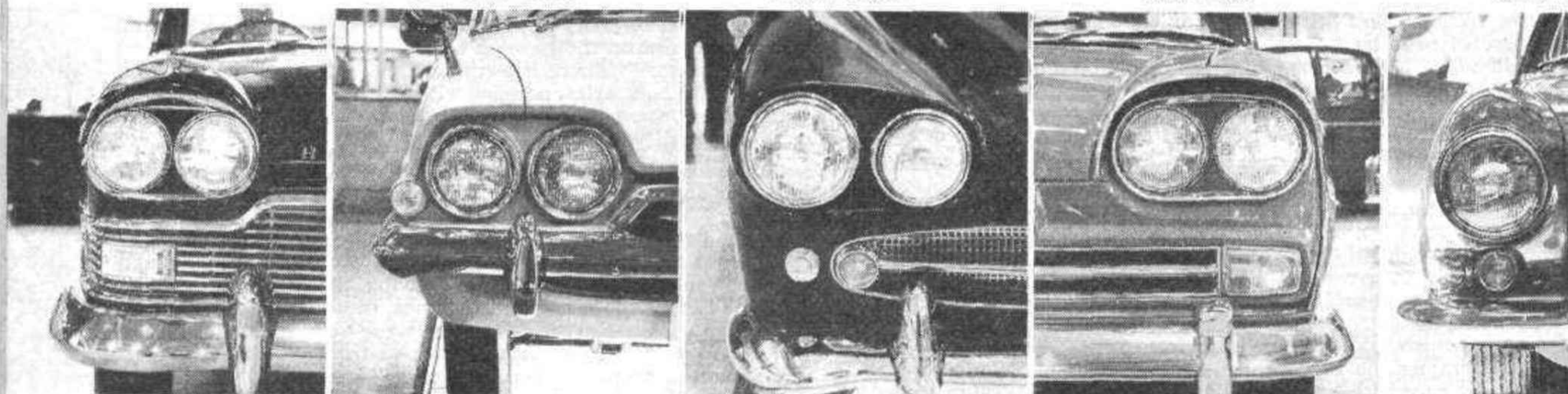
Humber

Ford Consul Classic

Lagonda Rapide

Singer Vogue

Jaguar



A CAR FOR THE JOB

Some months ago photographers appealed for a manufacturer to produce a special car which would be able to contain the tools of their trade in reasonable security whilst having room for four people and still be fun to drive. Unfortunately nothing seems to have resulted from this, mainly because of the small production involved. Although there are many thousands of professional photographers in the country only a small proportion would presumably be willing to use a special car, which would probably be of a make unacceptable to many of them.

Following on from this, the medical journal *The Practitioner* has diagnosed its readers' motoring habits by way of a questionnaire and has come to the conclusion that the type of car which would appeal most to the medical profession is a saloon costing about £1,000 including purchase tax, with lockable interior compartments for drugs and instruments (which are all too frequently stolen, judging from radio appeals), and, above all, should be easy to start, easy to get in and out of and easy to manoeuvre. That doctors are fairly keen drivers is indicated by the fact that most of them prefer a manually-operated gearbox to any form of automatic transmission, in fact less than 5% of them use an automatic gearbox at present.

Unlike the pre-war Rolls-Royce "Doctor's Coupé," present-day doctors use a wide range of cars for making their calls. Ford is the most popular single make named in the answers to the questionnaire with a 16% share, followed by the B.M.C. with Austin being the most popular single make; Rootes Group had 14% of the total, Standard-Triumph 10% and Rover and Vauxhall took 5% each. The most popular single model was the Morris Minor, although the figure for the basically similar Austin A55 and Morris Oxford was greater. Foreign cars took a low place in the doctors' choice, all the foreign cars amounting to 8% of the total, with VW being most popular. The questionnaire also discovered that nearly half of those who replied ran two cars, while half ran their cars

for longer than two years, covering, on an average, 14,000 miles a year and calling on 15 to 16 patients a day.

Whether this information will assist manufacturers to produce a present-day "Doctor's car" we wouldn't know but there certainly seems to be a possibility of a market for specialised cars in certain professions.

COLOURFUL SHOW

Although the London Motor Show presented outstanding splashes of blue and red, the figures show that ivories, creams and greys are still the predominant single colours. This was established by the Paints Division of Imperial Chemical Industries during their annual investigation of colour trends; 344 cars were included in the survey.

Of the 155 cars painted in single colours, 66 were ivory, cream or grey, and these shades appeared in many of the duo-tones, although often paired with a brighter contrasting colour. Reds and blues easily outstripped any others but, individually, there are several striking and attractive greens, maroons and yellows. Fawn shades were more noticeable than last year. Lavender, a feature of last year's Show, was virtually absent. Black was still insignificant as a single colour and was confined to a few of the larger models. It was, however, used as a second colour on the roofs of many duo-tones.

The number of duo-tones was approximately the same as last year—126 compared with 125. The most frequently used combinations were two shades of grey, grey and ivory/cream, and blue and ivory/cream. There were no significant numbers of any other combinations. With the exception of 13 duo-tones, which are composed of one straight and one metallic colour and two which are both metallic, all the others consist of straight colours. Metallic finishes have increased from 44 last year to 56. The most frequently encountered is grey, followed by blue, red, maroon and brown/fawn.

ROVER

one of the world's best engineered cars

The New Series 3-Litre reflects the Rover policy of uncompromising standards and continuous engineering development along advanced but tested lines. This new series of a now famous high-performance touring car contains the cumulative detailed improvements suggested by experience in markets throughout the world. Design and construction reward the owner with high sustained performance, luxurious comfort, very simple and infrequent maintenance, long life and lasting value. Drive the Rover '80' or '100' and you will feel the same confidence that you are riding in one of the world's best engineered cars. Generous appointments, silence, smoothness and motoring ability are satisfying dividends of Rover engineering.



(All synchromesh models have overdrive as standard equipment. Power steering is an optional extra on 3-litre models).

	Basic Price	P.T. & Surcharge	Total
Rover 80	£985	£452.13.11	£1,437.13.11
Rover 100	£1,095	£503. 2. 3	£1,598. 2. 3
Rover 3-Litre synchromesh	£1,288	£591.11. 5	£1,879.11. 5
Rover 3-Litre automatic	£1,335	£613. 2. 3	£1,948. 2. 3

The Rover Company Limited Solihull Warwickshire: London Office and Showroom: Devonshire House Piccadilly. Makers of fine cars and the world-famous Land-Rover

NEW THIS YEAR

ON TEST—The Simca 1000, an interesting newcomer to the small-car market.



OPENING, as it so often has, against a background of strikes and falling exports, the 46th International Motor Exhibition, nevertheless, has much to interest the motorist even if he is not able to get in on Press Day and view the glamorous bathing beauties elegantly draped over the exotic coachwork. Nineteen sixty-one will probably go down as a "vintage" year as numerous new models have emerged from factories all over the World and the majority of them are gathered together under one roof at Earls Court.

Britain, which has never done very well with saloon cars in export markets, is facing even stiffer competition this year and, as the B.B.C. "Panorama" programme pointed out in its review of the Motor Industry, Germany exports nearly as many cars as Britain makes! In the small-car class the Austin Sevens and Ford Anglias now have new competition from the Renault R4 and the Simca 1000, as well as from the Dauphine and VW. Despite price reductions by the new Leyland regime the Triumph Herald still finds itself in competition with the 1½-litre saloons.

Although not exhibited at Earls Court, the Simca 1000 is obviously designed for large-scale production and the Simca factory has ceased producing the V8 Vedette range to make way for the new car. The Simca 1000 uses a rear-mounted 4-cylinder water-cooled o.h.v. engine inclined at an angle of 15°. Based largely on the Aronde engine, it has a bore and stroke of 68 x 65 mm. An aluminium cylinder head with a modest 7.8 : 1 compression ratio and inlet and exhaust ports on opposite sides helps to give the 1000 35 b.h.p. at 4,800 r.p.m. A 4-speed all-synchromesh gearbox with floor lever is fitted. Front suspension is by transverse leaf-spring and wishbones, and at the rear by trailing arms and coil-springs. Grease points have been reduced to two, which need attention every 12,000 miles. Those who have driven the car consider it to be thoroughly practical and, moreover, fun to drive. Its price and availability in Britain have not yet been disclosed.

In the 1½-litre class the Hillman Minx 1600 at £727 remains as the cheapest 1,500-c.c. car on the British market, although at the time of writing the Rootes Group is producing no cars at all, its 8,000 workers are under notice and according to Rootes' chiefs the factory has "ceased to exist." Undoubtedly the situation will right itself in time and the more powerful Minx will return as a powerful challenger to the new Vauxhall Victor which sells at £745 and the B.M.C. 1½-litre range, the cheapest of which is the



£916 — Ford Consul Capri

Wolseley 1500 at £803, unless one specifies the austere Fle model at £774.

The Victor is essentially the same works as before clothed in a much better-looking body, and on the eve of the Show the Luton factory announced a high-performance version to be known as the VX Four-Ninety, no doubt aimed at the Sunbeam Rapier market. The 4-cylinder, 1,508-c.c. engine has been tuned to give 71 b.h.p. (net) at 5,200 r.p.m. and the 4-speed all-synchromesh gearbox is standard equipment on the Four-Ninety model. Lockheed disc brakes of 10½ in. diameter are fitted to the front wheels, with 8-in. drums at the rear. The suspension



£1,495 — Sunbeam Harrington Le Mans

essentially the same as on the standard Victor but springs are stiffer, the spring rates have been altered, and 14-in. wheels are fitted in place of the 13-in. type on the normal Victor. Price of this faster version is £971, some £58 cheaper than the Rapier.

Rootes recently introduced tuning kits for the Alpine, but the firm of Thomas Harrington Ltd., of Hove, who introduced the Harrington coupé version of the Alpine, have gone on a step further and produced a pretty G.T. body on the Alpine chassis. The engine is reputedly tuned to the specification of the Le Mans cars giving 103 b.h.p. at 6,000 r.p.m., developing its maximum torque of 105 lb./ft. at the rather high figure of 4,500 r.p.m. The



£694 — Riley Elf



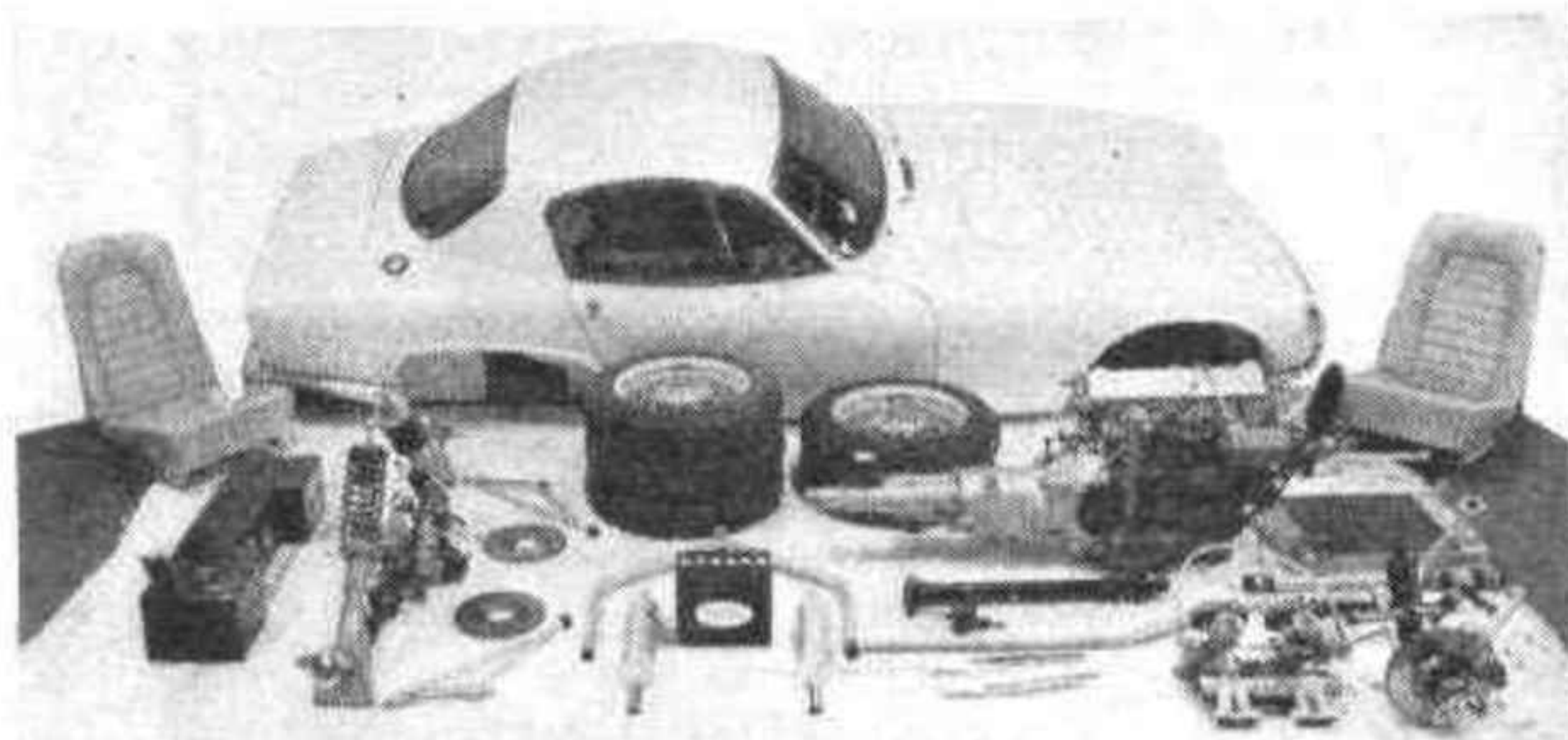
£5,251 — Lagonda Rapide

interior is luxuriously trimmed and the new model, to be known as the Sunbeam Harrington Le Mans will sell for £1,495.

B.M.C.'s contribution to the Show is a whole range of slightly modified cars. The Mini range now covers eight models with the introduction of the Riley Elf and Wolseley Hornet, and prompted a reader to send us an amusing poem, part of which says :

" A Hornet they call it—
But what's in a name?
Eustace Watkins endowed it
With most of its fame."

and goes on to chide the daily newspaper motoring correspondent who welcomed the return of the Riley Elf, a name which, to the



£1,299 — Lotus Elite Kit

best of our knowledge, has not been used before. No doubt these new models have largely been forced on B.M.C. by Wolseley and Riley dealers who have watched the sales of Austin Sevens go up and up. The Austin A40 now has a larger wheelbase, increased engine power and modified suspension, while the Farina line have had 5 or 10 added to the model number and been improved in several ways.

Ford's new Capri, based on the Classic, is for export only at present and one is not surprised, for this "Personal" car is, like the Metropolitan, hardly an Englishman's cup of tea, having neither the speed nor the handling to be a G.T. car nor enough seats to suit the family man. However, whilst Ford continue to make the Anglia they need not worry, and the Mk. IV Zephyr is said to be quite something!

Every year a new manufacturer seems to appear and disappear pretty quickly afterwards. Last year it was Lea-Francis and this year Reliant take their place with the Sabre sports car, which uses a version of the L.M.B. chassis with the Ford Consul engine



£971 — Vauxhall Victor Four-Ninety



£2,393 — Jaguar Mk. X

and a glass-fibre bodyshell. Only experience on the road will tell whether this is a worthwhile addition to the competitive sports-car market. At £1,128 it has to compete with the TR4 and Austin Healey 3000.

Colin Chapman has solved the problem of having to compete against the E-type Jaguar with his Lotus Elite by producing it as an easily assembled kit of parts which most amateur mechanics should be able to knock together in a week-end for £1,299. However, we cannot help feeling that the purchase tax concession was aimed at cheaper and less luxurious cars than the Elite, like the same concern's Lotus 7.

In the luxury class two new introductions have caught the public eye and, as usual, Sir William Lyons seems to have stolen the Show with the Mk. X Jaguar, offering great luxury in a superbly styled new body and independent rear suspension similar to that of the E-type. At a total price of £2,393 the Mk. X is terrific value even if it may not last as long as the Lagonda Rapide which is second only to the Rolls-Royce and Bentley in the price lists, selling for an astronomical £5,251. The Rapide, we are told, is an elongated version of the Aston Martin coupé which David Brown had made some years ago. The engine is an over-bored version of the DB4 unit, giving 236 b.h.p. at 5,000 r.p.m., and the Rapide is one of the few production cars today still using the de Dion rear axle layout. In fact, the big Lancias were the only other cars using the layout at Earls Court, although the Warwick is so fitted.

Many other new cars make their Earls Court debut, such as the Triumph TR4, the pretty Fiat 1300, right-hand-drive versions of the Alfa Romeo Giulietta T.I. saloon, the D.K.W. 800, the Goggomobil S1004, the VW 1500 (£1,099!), the Citroën Ami 6, the disc-braked Volvo 122S with P1800 engine, the Fiat 1800B and 2300, the Bristol 407, the N.S.U. Prinz 4, and so on, while the enthusiast has a choice of cylinders from 1, 2, 3, 4, 6, 8 and 12, ranging in capacity from 293 c.c. to 6,286 c.c. and in power from the 12-b.h.p. of the Citroën Bijou to the 390 b.h.p. of the Facel Vega Excellence. So whilst the pessimists tell us that the Motor Industry is dead we are very pleased to perceive that it most steadfastly refuses to lie down.



£1,128 — Reliant Sabre

Looking at the London Motor Show

SENSATIONS preceded the 1961 Earls Court Show. On the eve of opening day Sir Reginald Rootes sacked 8,000 workers as a result of the Acton strike and announced that his company had ceased to exist—although we were glad to see that all his stands at the Show were fully occupied. Then at the B.M.C. Press Lunch Richard Dimbleby came in for strong criticism, Mr. Harriman saying "Please, please Mr. Dimbleby don't denigrate the British image, especially on the eve of our Motor Show," the B.B.C.'s "Panorama" programme, in which emphasis was made to the drop in our export sales to the U.S.A. from 80% to 5% in the past year and where a VW 1500 was given prominence, having obviously upset the British Motor Corporation's Chairman. . . .

Although this report will not appear until November 1st, I am writing it on the Show's Opening Day because our printing presses are not as rapid as, say, a Jaguar E-type; what follows are quick stand-by-stand impressions.

B.M.C. introduced the new Wolseley Hornet and Riley Elf Minis, with traditional radiator grilles somewhat hampering accessibility and enlarged luggage boots, the rather costly Riley having a proper fascia with cubby-holes, in place of the Mini's big shelf, and high-class upholstery. It is a very well-balanced looking little saloon. Incidentally, it is called an Elf and not an Imp only because there is already a commercial vehicle of that name; the Riley stand had colour illustrations of such nostalgic models as the Imp, M.P.H., etc. Whether *manly* types will order Elves and (D.A.F.) Daffodils remains to be seen! With B.M.C. listing eight variants on the highly successful Mini theme, Zagato added another, a handsome white 4-seater G.T. coupé with roomy boot, on a Mini-van chassis.

A "Lawrence Tune" engine was on the Morgan stand, the twin Webers calling for a power-bulge on the Plus Four's bonnet; a coupé Plus Four was exhibited wearing Morgan 4/4 and Morgan Plus Four badges.

The splendid rally victories of the big Austin Healey were emphasised by an Alpine setting for Alpine Rally car No. 146, Lotus showed an "exploded" Elite to remind you that this G.T. coupé is now available to handymen as a rather costly box-of-bits, and Fairthorpe bits, even to chrome embellishments, were strewn about that stand.

A new sports car was the Reliant Sabre, of which the back axle in the high old-fashioned box-section frame was described as "located by modified Watt linkage." The technical pundits say it needs a good deal more modification before it will be any good. . . . Never mind, there is always one dud at every show—last year it was the Lea-Francis. An enormous crowd round the Harrington Sunbeam Alpine coupé with "Le Mans" written on it suggested this one must be a hit but the cause was soon seen to be a miss—a very nice brunette in a *very* brief bikini. . . .

Saab showed a body shell, which enabled one to see how well the rear beam axle is located—but why a beam at all, with f.w.d.?

Those who went to Earls Court to see the rear-engined Simca or very well spoken of 2-litre Porsche Carrera were disappointed, but Abarth had a standful of highly delectable products, including the twin-cam Bialbero coupé with light-alloy wheels—prices on application, as they used to say of the more impressive stage illusions. I saw a girl in a *crash-hat* in a Sunbeam Rapier—surely it isn't all that dangerous even if the steering is spongy? Panhard, too, had *walled-in* their "Tiger"—another dangerous one? I first came face-to-face with the new Goodyear fluorescent tyres (red) on a Dodge Dart 441 but they had vanished before Opening Day. They were also on a Ford Consul Classic but no-one seemed to know how they work; like whitewalls, they don't make a car go any better. . . .

It was curious to find the R.-R. and Bentley stands divorced, and standing humbly in the corners of the hall—a gesture of distaste, perhaps, for the Chancellor's £2,000 expense-account limit. Lancia showed a Flavia f.w.d. power unit, using a transverse leaf front spring and wishbones and, curiously, equipped with a French Gemmer steering box.

The new Fiat 1300 was the star of its stand but a 1100 Special was also on show. The twin-cam cabriolet was again absent, although in the catalogue, but Fiat small cars were in splendid array, a 499-c.c. Giardiniera station wagon, a 767-c.c. Multipla



YET ANOTHER MINI VARIATION.—Not only Coopers and Supers and Hornets and Elves but at Earls Court this fibre-glass G.T. coupé by Zagato on a Mini-van base with the "souped up" engine enlarged to 950 c.c.

taxi in Milan taxi colours, and the 600D saloon—and I know one famous pre-war designer who uses one of the last named and says its headroom is greater than that of the British Mini. Studebaker had a solid pre-war radiator grille on the Hawk, while the Lark front looked like someone was thinking of Stuttgart.

Sunbeam proudly listed race and rally successes and showed an opened-up Alpine engine. This gives 85½ b.h.p. at 5,000 r.p.m. from 1,592 c.c. and brings respect for the new 1,508-c.c. Vauxhall VX 4/90 for which 81 b.h.p. at 5,200 r.p.m. is claimed. Vauxhall are insistent that this isn't a sports or even a sporting car, and certainly it is a full 4/5-seater saloon with neat shallow fascia in imitation grain with fillets to match, well shaped seats in the latest I.C.I. plastic, and neat colour schemes, but with twin Zenith carburettors, alloy head, 9.3-to-1 compression-ratio, 5-stud wheels, stiffened suspension, 4-speed gearbox with floor lever, tachometer, a special exhaust system, 4.125-to-1 back axle, 5.60×14 tyres (5.60×13 on the normal Victor) and Lockheed disc front brakes, it represents excellent value at £971 tax paid. A very big selling point is that there are but four points to grease, at intervals of 12,000 miles. Compare with the 80½ b.h.p., £1,029, 2-door Sunbeam Rapier.

Rover contented themselves with just a small picture of their T4 gas-turbine saloon but Chrysler had the Turboflite "idea-car" there in the metal, its engine reminiscent of a washing machine, the main headlamps jacking up into the body "to improve aerodynamics" (a suspect statement, as the front tyres are immediately behind these lamps), while manual propping of the bonnet on such a futuristic beast seems oddly out of concept.

I prefer numbers to silly names for cars but Ford go in for both, their huge stand having excellent representation of Consul Classic 315, Consul 375 and Capri 335, surely an odd sequence. Last year, Buick and Oldsmobile light-alloy V8 compact engines were a thrill and although the very promising new cast-iron Buick V6 was not at Earls Court, Rambler showed the die-cast block of their in-line "Classic 6."

Stacks of luggage including a folding pram were stacked inside an f.w.d. Renault 4L and taken out again by a blonde and a brunette—this is a car on which *all* grease points have been abolished. Ferrari had a 2+2 with smooth new treatment of the tail said to forecast their 1962 G.T. body shape, and the rear-engined air-cooled Chevrolet Corvair flat-six was notably attractive as the Monza 900 2-door club coupé.

Jaguar again produced the star exhibit in the Mk. X, a high-speed luxury saloon (£2,392) that makes the new Lagonda Rapide at £5,251 and the Bristol 407 at £5,141 seem fabulously expensive. But there is great appeal about the V8 Daimler Majestic Major, which devours motorways at some 120 m.p.h. and can accelerate in a manner that makes a Mk. X's hackles rise (for only £3,082—Sir William Lyons' genius again). Even the truly spacious Majestic limousine does some 110 m.p.h. and costs under £4,000. It even has a tachometer, just like a sports car. Citroën shows the most modern of them all, its appeal enhanced by power brakes on the ID. The restyled N.S.U. Prinz is an o.h.c. baby with a spacious body, not quite so handsome as the far more expensive B.M.W. 700—both small cars of interest to individualists. What is a Zaporozhets? It's a Russian 748-c.c. air-cooled rear-engined vee-four saloon, such is the technical variety that was a feature of the Earls Court Show.—W. B.



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Impressions of the TRIUMPH HERALD 1200

THREE years ago the Triumph Herald was red-hot news on account of it being a new British small car with such ambitious features as independent rear suspension, a minimum of greasing points, an exceptionally small turning circle and inbuilt safety factors. MOTOR SPORT exhibited considerable enthusiasm for this welcome newcomer (July 1959, pages 488-493), tempered by disappointment at certain defects in assembly and poor performance. The engineers of Standard-Triumph International got down to eradicating the former and sought to step up acceleration by introducing a two-carburettor version of the 948-c.c. engine. I had not had extensive experience of a Herald since the first version until last month but colleagues who tried the twin-carb. model found it still very "flat," which I confirmed in a brief dash round Goodwood during the 1960 Test Day.

Now the Herald is in the news again, due to sweeping managerial upheavals which the new owner of the Company, Leyland Motors, has been making. So I was interested to motor for a week recently in a Triumph Herald 1200 saloon, which is a much improved edition of a worthwhile small car.

The new 69.3 x 76 mm. (1,147 c.c.) engine, giving 39 net b.h.p. at 4,500 r.p.m., has improved the performance without spoiling the conception of the Herald as a compact saloon or coupé that comes between the very-small cars and the rather bulky 1½-litre models.

The general merits of the Herald are too well known to require reiteration and add up to a handy, uncramped, easy-to-drive willing little vehicle. The 1200 has a close-ratio gearbox, a higher top gear, a walnut fascia and white-rubber-faced bumpers. The gear-change is extremely good, controlled by a short, rigid central lever, the knob of which, however, persists in soiling hands or gloves as the rubber knobs of Standard gear-levers have done for some decades. This love of spongy rubber is curious—I think the ratchet-knob of the convenient but high-placed central hand-brake lever is of this material.

Although I am not particularly enamoured of a wood fascia in an essentially modern car, preferring this in conjunction with similar fillets, real leather upholstery and luxury appointments, the highly-polished light walnut of the Herald, hooded by the matt-plastic surround, is smart and incorporates a rather small lockable cubby-hole, while leather upholstery is available as an extra. About the new fascia the various controls are casually scattered so that you fumble for them at night, although by day they are identifiable providing you understand their International markings. Heater and demister are simply controlled from two pull-out knobs and a far-away flick-switch for the fan. The lamps are put on with another knob, after which the light l.h. stalk lever protruding from the steering column selects dimmed or full head-lamps beam. This is convenient once you become accustomed to going through full-beam from sidelamps-only to dimmed head-lamps and *vice versa*. Instrument lighting, which leaves the scattered controls invisible, is achieved by pulling out the lamps' switch another notch, with the danger of extinguishing all lamps if it is pushed in too far, which, however, will only beset those with clumsy fingers. A matching stalk controls the flashers.

I am glad to find black steering-wheel spokes on this latest Herald in place of the former dazzling trim.

Forward visibility is excellent, both broad-topped front wings in clear view, but for no reason I can define I dislike looking out at the prominent bonnet-lifting handle; although this is a reminder that the bonnet hinges forward to endow the Herald with extreme accessibility, I wonder whether it is strictly necessary, most owners surely lifting from the side at which they have released the second of the two catches? And I wish Standard-Triumph would not finish the Herald externally so that it is redolent of a luxury bathroom. . . .

The separate front seats are quite comfortable, if off-set, and can be adjusted in 48 different ways, so who am I to grumble? The doors are wide, shut "tinnily," and have low-set window winders and metal "pulls" too near the hinged edge. The quarter-lights hinge from near the front, as on a Rover, to deflect rain, but have no gutters. The door locking arrangements of the Herald drove me near to distraction. There are two virtually identical keys, one for ignition, cubby and boot, the other for the doors. The locks of the latter are in the push-buttons, which is awkward, and are "handed," so that the key turns one way to lock the off-side door, the opposite way to lock the near-side one. Full marks, however, for the very spacious luggage boot of the



INEXPENSIVE AND EFFECTIVE.—The Triumph Herald 1200 retains such good features as all-round independent suspension, a minimum of chassis greasing points, a taxi-like turning circle, good accessibility and visibility, and a useful luggage boot, and now has considerably enhanced performance. It costs under £700, tax paid and disc front brakes are available for £17.10s. extra.

Herald, of 13 cu. ft., with a flat floor and very easy to load, the lid being automatically supported, but distorted by the action of the locking handle. The fold-flat rear seat squab has been deleted, however.

On the road the Herald 1200 is very satisfactory. If you take acceleration figures you may not be impressed (0-50 m.p.h. in 18½ sec., 0-60 m.p.h. in 28½ sec., s.s. ¼-mile in 23½ sec.) but, as I have found with cars in which the gear ratios are well chosen, the impression is that pick-up is usefully brisk to the indicated maxima of 25, 45 and 70 m.p.h. in the gears. The Herald 1200 cruises contentedly at an indicated 75 m.p.h. and under favourable conditions will reach the equivalent true speed. There is some engine noise, a trace of vibration and tremor, and rear-seat passengers remark on vibration through the floor from the final-drive unit, but on the whole the noise level is reasonable for a 1,100-c.c. car. Steering, by rack and pinion, is light and positive, the i.r.s. contributes to a level if rather hard ride, and the Herald whips round corners securely, with an oversteer tendency. A fair amount of vibration rather than kick-back is transmitted through the wheel, which is geared 3½ turns from one to other of the very generous lock. The incredibly small turning circle is much appreciated, even though it is achieved at the expense of much tyre scrub. The big lock also gives maximum skid correction on wet roads, and there is mild, useful castor return action. Fully or even over-loaded the ride does not suffer but rear-end breakaway on slippery surfaces becomes more evident. The separate body/chassis structure suffers at speed over bad surfaces, but generally the ride is comfortable, although lively on rough roads. The Dunlop Gold Seals do not protest and the brakes are adequate for potterers but do not give much margin of confidence from high speeds, even at high pedal pressures. They became fierce, squealed and faintly pulled at the steering.

This Herald 1200 has a single 95-m.p.h. Jaeger speedometer dial before the driver, mounted slightly askew on the test car, with no separate water thermometer or oil gauge, but with total and trip-with-decimal mileometers, and k.p.h. as well as m.p.h. speed calibrations. Night illumination is sensibly subdued. A fascia-mounted interior lamp has courtesy action and its own little crank-handle switch. It is adequate but not well placed for map reading. The front seats tilt forward for access to the back seat but the driver's wouldn't stay up on its own. The back side-windows do not open. Back-seat leg room is average but a wide transmission tunnel intrudes in both compartments. Stowage is restricted within, for there are no door pockets, although the moulded rubber tray over the gearbox is retained. Coat hooks are provided.

The engine started promptly, given choke, and consumed but a quarter of a pint of oil in 800 miles. The first fuel consumption check gave a remarkable 39.2 m.p.g. of premium petrol, probably because for some of the journey the Herald was held to 35 m.p.h. in following the Editorial 1924 Calthorpe to Beaulieu, although for much of the time it was carrying five people. A more realistic

Continued on page 921

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ALFA ROMEO RACING AND PRODUCTION CARS— 1910-1940

By Sir Anthony Stamer

NEW VENTURE.—This picture comes from the cover of the first A.L.F.A. sales brochure of 1910. The car is a 20/30-h.p. 6-seater torpedo, the original factory is in the background, Milan cathedral in the top right-hand corner, and the first A.L.F.A. badge is shown.



THAT reliable authority George Monkhouse in his "Grand Prix Racing—Facts and Figures," quotes the following total successes in all major International races from 1894 to 1949:

	1st	2nd	3rd	Total
Alfa Romeo ..	216	192	152	560
Bugatti ..	170	142	154	466
Mercedes ..	117	47	38	202

These figures give a pointer as to why there is a World-wide band of enthusiasts to whom the vintage and P.V.T. models of Alfa Romeo are literally a way of life—once you have owned an example, you will never be really happy without such a car. No matter what other makes are sampled, you will eventually realise the error of your ways and revert to Alfa Romeo.

The classic symmetry and logic of Alfa engines, and the perfect balance of the vehicle as a whole, superbly finished off by their Zagato or Carrozzeria Touring bodies, give a deep satisfaction to the owner, which is increased when he works on his car and realises what an incredible amount of time and thought must have been expended on the design of the individual components. The finned inlet manifolds on the supercharged 1,750 c.c. and immortal "2.3," for instance, are a triumph of the foundryman's art, while the positive and instant adjustment of tappets by a key-operated collar threaded onto the valve stem (and now abandoned on the current Giulietta model!) could never be improved upon in its sane simplicity.

On the road, these cars have a character all their own. The combined whine of the straight-cut gears of the blower and camshaft drives, plus that of the gearbox and differential unit, coupled with the whistle of the Roots-type blower, create a music that is really exhilarating. Steering is both direct and light. A characteristic, largely due to the rather whippy chassis coupled with very firm suspension which was current practice in the early 'thirties, is that the front-end appears to weave very slightly at speed. Provided you relax and hold the steering wheel lightly this sensation can be ignored and the car rides as steady as a rock—but the tyro who grips the wheel tightly and tries to "correct" by a series of short wheel movements is in for a most uncomfortable time!

There are no half measures with the typical Alfa clutch of this era—it's either in or out; it must therefore be let in at relatively low revs—a characteristic that always made these cars tricky to get away from the starting line. However, revs build up almost instantaneously in the smooth-running supercharged engines and it is sheer delight to go up and down through those straight-cut gears, double-declutching all the way.

To drive one of these cars well is to sense a feeling of achievement unknown to those who have grown up in our current period of softly-sprung matings of metal pressings and proprietary parts (excellent as is the general road performance and ease of control of

many of them). It was Henry Ford, that stern critic, who said "I take off my hat when an Alfa Romeo goes by." One can appreciate his feelings!

In these vintage-minded times, when every make of car has its particular adherents who have meticulously chronicled full histories, technical data and racing histories (should there be any!) even of the most dreary and uninspired makes and designs, it is strange that there exists no English authoritative history of the Alfa Romeo. It appears that few, if any, records still remain from the early days of the *marque*. Queries directed to the factory about vintage models used to receive a rather abrupt reply (if any!) to the effect that Allied bombers destroyed all records, drawings and spares. One almost felt that if the typewriter embodied a symbol for the smart raising of two fingers, it would be employed! Since their 50th Anniversary, the factory has happily begun to show an interest in their illustrious past.

In the hope, therefore, that it may prove of interest there is here recorded such information as one inveterate Alfa owner has amassed from a large number of sources over a number of years, during which some six P.V.T. models have been enjoyed to the full.

* * *

To trace the history of the Alfa Romeo car we must go back to 1906, when the French pioneer Alexandre Darracq (according to the very sparse and contradictory records that remain) decided to market his 8-h.p. single and 10-h.p. twin-cylinder taxi cabs in Italy, in an attempt to emulate their previous success in Paris and London.

It appears that he imported semi-finished engines, axles, frames, etc., from Suresnes in France to an establishment in Naples, where they were assembled by Italian labour. At the same time, he opened a small works at Portello on the outskirts of Milan, possibly for the sales and service of the completed vehicles in the city where he expected them to operate.

The rugged nature of the Italian countryside sets a premium on good power output and efficient brakes, and due to the fact that these early Darracqs were deficient in braking power they were not the resounding success that had been envisaged. Further, political and currency problems added to the difficulties facing a foreign manufacturer in Italy and in 1909 Darracq sold out to a group of Italians who, with a 500,000-lire loan from the Banca Agricola di Milano, transferred the Naples factory plant to the works at Portello, and named themselves the "societa Anonima Lombarda Fabbrica Automobili" (A.L.F.A.).

The existing Darracq designs were considerably revised to suit local conditions, and the range of cars gradually widened to include 15/20, 20/30 and 40/60 models.

The first A.L.F.A. models appeared in 1910. The 15/20 was a 4- or 6-seater tourer, with 4-cylinder monobloc side-valve engine of 2,413 c.c. (80 × 120 mm.) giving 25 b.h.p., maximum

revs of 2,200, and a top speed of 56 m.p.h. Ignition was by Bosch magneto. The 4-speed gearbox had a right-hand gate change, and a torque tube led the drive to the rear axle, which was a single sheet-steel stamping. Rear springs were $\frac{1}{4}$ -elliptic and road wheels of 810 x 90 or 760 x 100 were optional. An exhaust cut-out was standard, and chassis price was 9,500-lire. The 20/30 chassis was basically very similar, but with $\frac{1}{4}$ -elliptic rear springs and 820 x 120 road wheels, the 4-cylinder 4,084 c.c. (100 x 130 mm.) engine giving 42 b.h.p., maximum revs of 2,200 and a top speed of 62 m.p.h. Chassis price was 1,200-lire.

1913 saw the addition of the sporting 4-seater, 40/60, the chassis being similar to the 20/30, but the power unit a 4-cylinder of 6,082 c.c. (110 x 160 mm.) giving 82 b.h.p., maximum revs of 2,400, and a top speed of 75 m.p.h.

One source of information mentions a 1914 "Indianapolis" racing version of the 40/60, but the writer cannot trace such a car as having performed in that classic event, in 1914 or 1915, even under the guise of a "Special." By 1915 the 40/60 is quoted as giving 95 b.h.p.

The year 1914 saw the introduction of the very successful 4½-litre Grand Prix racing 2-seater. The 4,500 c.c. (100 x 143 mm.) engine gave 88 b.h.p., maximum revs of 2,950, and a top speed of 90 m.p.h. These were fine looking cars with cowled radiators, and a vast straight-through exhaust pipe running down the left-hand side and terminating frighteningly close to the fuel tank behind the seats.

Also in 1914 a development of the 20/30 appeared, termed the 20/30E. The engine now produced 49 b.h.p., revved up to 2,400, and gave a top speed of 71 m.p.h. An imposing sedanca de ville body was offered on this chassis.

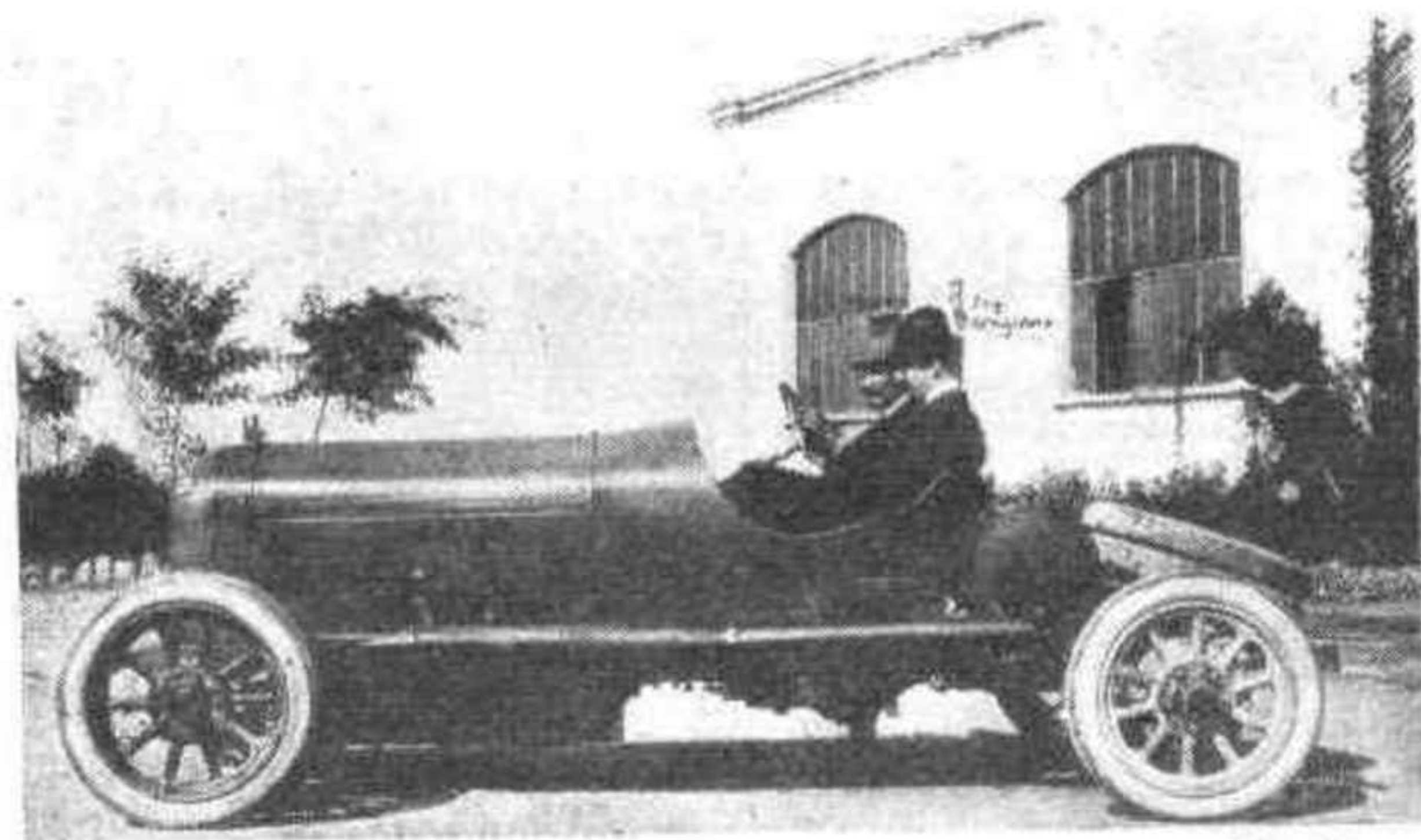
The new A.L.F.A. cars embodied in their radiator badge Milan's ancient historic symbols, comprising the red cross in a white field of St. George, and a large coiled serpent swallowing a human being, symbolising the Saracen red ensign which 7,000 Milanese captured at Jerusalem during the Crusades.

Inevitably, the new A.L.F.A. concern began to appreciate the value of motor racing, both as an advertising medium and proving ground, and in 1911 two cars competed in the Targa Florio without special distinction—drivers Franchini and Ronzoni. Similarly, in 1912 Baldoni failed to finish this race.

Contemporary photos show A.L.F.A. cars being raced in 2-seater form with a transverse cylindrical fuel tank mounted directly behind the two virtually open-sided seats, the spare wheels mounted on the top of a sloping platform which covers the remainder of the rear of the chassis. These racing cars had high snub-nosed radiators, no windscreen for driver or mechanic, and artillery wheels.

Within a short period, 350 cars were being produced annually by a staff of only 300 workers. In 1914 the Banca di Sconto, the largest shareholder, turned management over to Ing. Nicola Romeo (whose previous experience had been in railways), changing the firm's designation to "Anonima Ing. Nicola Romeo." In the same year A.L.F.A. cars, driven by Franchini and Campari, scored their first notable racing success, finishing third and fourth in the Coppa Florio (277 miles, won at 34.14 m.p.h.).

During the first World War the energies of the factory were diverted to the production of war materials, for which purpose



The 1914 4½-litre G.P. A.L.F.A. with Merosi, Director of Design, at the wheel and engineer Faragiana beside him. This car covered a flying kilometre at 91.96 m.p.h. during the G.P. di Brescia.

new American machinery was craftily obtained for the factory. Compressed-air drills were produced in quantity and both small and medium-sized shells were manufactured. At the same time a Romeo 12/25 agricultural tractor and three-furrow plough were produced. Expansion was very rapid; the Milan works alone had 1,000 workers in June 1915, 1,200 in September, and 2,500 in January 1916. Small wonder that the return of peace in 1918 caused a major crisis, and the firm had to be reorganised. The Banca di Sconto now owned all the shares, and they changed the name of the reconstituted company to "Alfa Romeo S.p.A.," Nicola Romeo still being in charge.

The production of the Milan factory was now very varied—compressors, rock drills, railroad equipment, Titan tractors, machines for the building industries, drills and Knorr air brakes. After the installation of electric Stassano furnaces for the manufacture of steel, bronze, aluminium and aluminium alloys, Alfa Romeo supplied the Italian Government with V6 aviation engines of Isotta Fraschini design. At this point the management decided to expand its automotive side, and felt that the finest form of publicity would be to re-enter racing. In 1919, therefore, the name of Alfa Romeo began to feature in the entry lists of European events, the cars still being basically pre-war models. Three cars, drivers Campari, Fracassi and Franchini, were entered for the Targa Florio, but none finished.

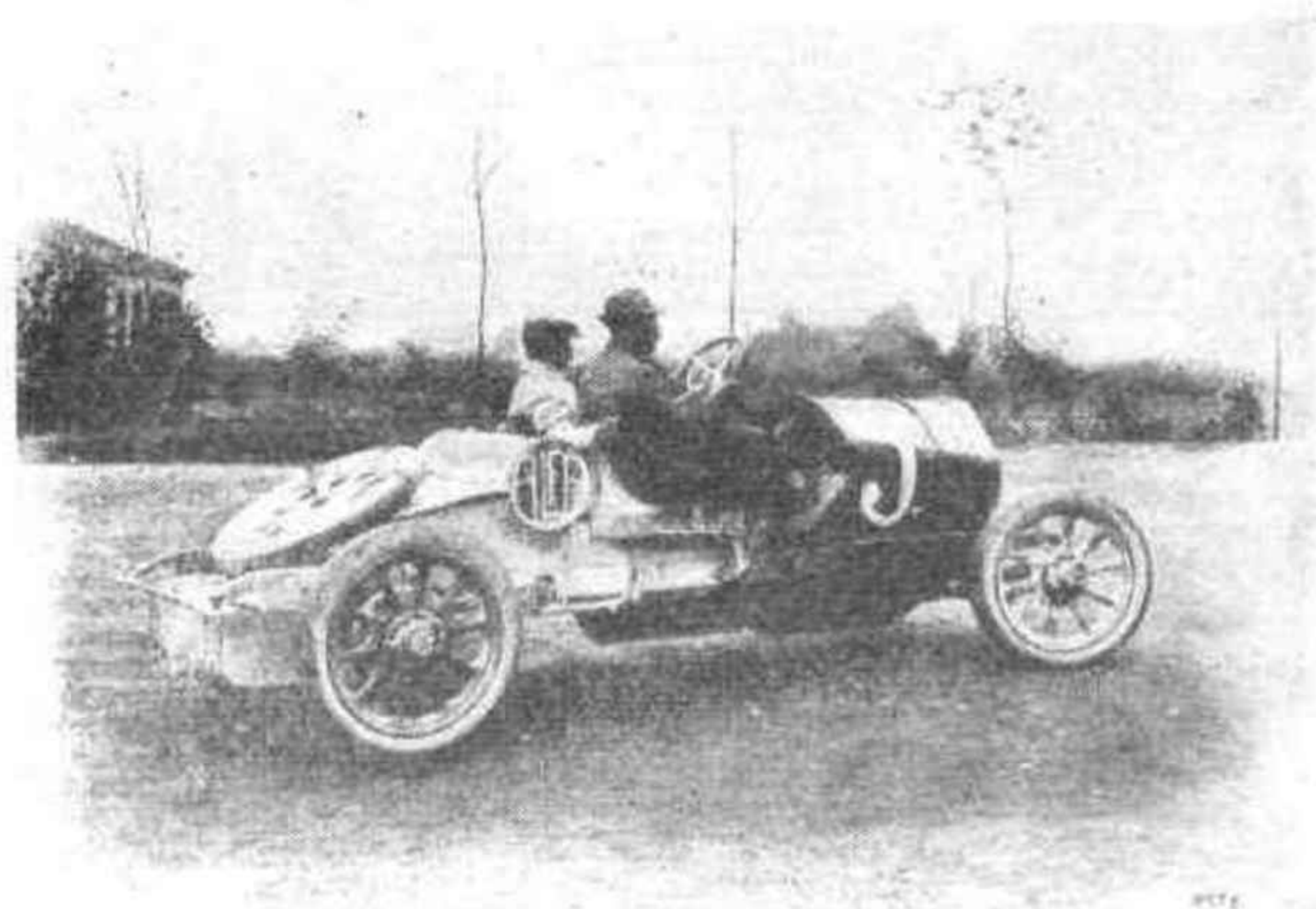
By 1920, the firm was taking its motor racing really seriously, encouraged by the spirited driving of two members of its staff, Ugo Sivocci and Enzo Ferrari. On October 24th the latter drove a 4½-litre into second place in the Targa Florio, while in the Coppa del Alpi they gained fourth and fifth places, respectively. Their team mates were now Antonio Ascari and Giuseppe Campari and it was the latter who achieved Alfa Romeo's first outright victory, in the Circuit of Mugello of 1920 at 37.8 m.p.h. for the 230 miles. The *marque* had now gained international recognition.

In 1921 Campari, Ferrari and Sivocci finished 1-2-3 in the Circuit of Mugello, run on the Futa Pass, at 38.5 m.p.h. The cars were still the 4½-litre models—hardly an ideal mount for such events. E. Ferrari followed this with a Series Production class win in the Aosta-Grand St. Bernado hill-climb, while in the Targa Florio Campari, Sivocci and Ferrari finished third, fourth and fifth, Baldoni and Ascari failing to finish the course.

* * *

New models appeared in 1921. The 20/30 ES Sport had a 4-cylinder 4,250 c.c. (102 x 130 mm.) engine, giving 67 b.h.p., maximum revs of 2,600, and top speed of 88 m.p.h. In 4-seater form it had no doors, just two rows of seats with rudimentary sides to them. As a 2-seater it achieved competition success, the woman driver Maria Antonietta Avanzo putting up best Series Production time at the Circuit of Brescia in 1921, while Franco Caiselli achieved a record production-car time for the flying kilometre. At the same time the Tipo G1 appeared, being a 6-seater tourer with 6-cylinder monobloc 6,597 c.c. (100 x 140 mm.) engine giving 70 b.h.p., maximum revs of 2,100, and a top speed of 68 m.p.h. This model was very sturdily constructed, with rear suspension by twin cantilever springs on each side.

In 1923 the Tipo G2 followed, the 6-cylinder engine being of 6,330 c.c. (98 x 140 mm.), giving the same b.h.p. and maximum revs as the G1, but a top speed of 71 m.p.h.



The 20/30-h.p. racing A.L.F.A. of 1910.

ALFA ROMEO RACING AND PRODUCTION CARS—

continued from page 917

These two models enjoyed comparatively little success, not due to any basic weakness but rather to their high price and heavy thirst for petrol at a time when this was an expensive commodity.

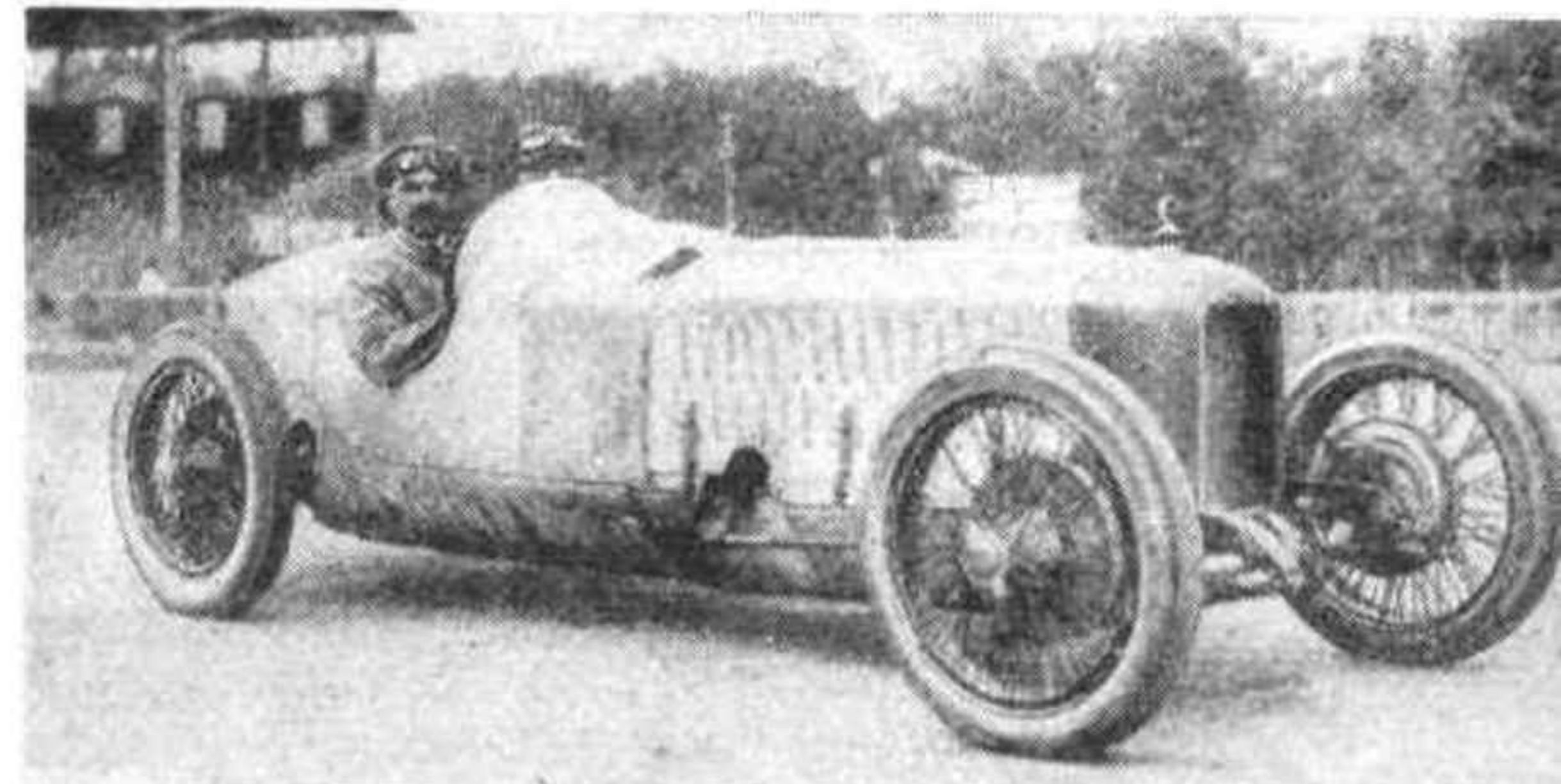
The year 1923 saw the marketing of a completely new touring car, the 21/70 RLT, a 6-cylinder push-rod model, which made no claim to vivid performance. The wheelbase was 11 ft. 4 in., and the 2,916 c.c. monobloc (75 × 110 mm.) engine revved up to 3,200 r.p.m. giving 56 b.h.p. and 68 m.p.h.

The same year there appeared a greatly improved version, the RLS—a genuine sports model with a shorter chassis (10 ft. 4 in. wheelbase). The 6-cylinder push-rod engine was of 2,994 c.c. (76 × 110 mm.), giving 71 b.h.p., maximum revs of 3,500 and 75 m.p.h. top speed; dry-sump lubrication was employed. Contemporary accounts state that its performance on the road was very similar to that of a 3-litre Bentley. The specification included twin Solex carburetters and magneto ignition. Like all Italian cars of that period the gear ratios were chosen for mountainous country and consequently first, second and third were too low and the gap between third and fourth too wide for maximum enjoyment in flatter countries—in fact the British concessionaires used to fit their own substitute ratios.

The standard braking system was a mixed blessing, being operated by an ingenious system of rods and chain links which allowed much lost motion, and terminating in very noisy cast-iron brake linings. Many owners substituted Len Servo-type shoes with Halo linings, and later models incorporated a Dewandre vacuum servo unit to increase braking efficiency. The handbrake operated a metal-to-metal transmission brake which was said to make a noise like a circular saw—in fact this model, which had particularly large clearances to its cast-iron pistons, could hardly be termed silent, and would have made the manufacturers of Rice Krispies green with envy!

An unusual characteristic was the lubrication of the actual rockers of the valve gear by means of wicks, which needed replenishment by hand at regular intervals from a magnificent Alfa Romeo-badged oil-can included in the tool kit—all of which must have added drama to one's racing!

In 1923 a small number of these chassis were fitted with a hotted-up RL Targa Florio power unit with 7 main bearings, and attractive 2-seater racing bodies. These engines had the increased capacity of 3,620 c.c. (80 × 120 mm.), giving 125 b.h.p., maximum revs of 3,600, and top speed of 93 m.p.h. Two examples performed creditably in England, at Shelsley-Walsh and Brooklands, in the hands of Lanfranchi and Major Coe. Both these desirable cars were completely rebuilt after the war by enthusiastic owners and performed in vintage events, but one is now believed to have been sold to the U.S.A. The ex-Lanfranchi car is known to have an RLS block and head, which makes it somewhat non-standard.



A rare picture of that ill-fated combination, Ugo Sivocci in the 1923 Alfa Romeo P1.

These RLS and Targa Florio cars had a truly handsome pointed radiator, bearing an Alfa Romeo badge on each side.

In 1925 the Tipo RL Super Sport was introduced, retaining the 2,994 c.c. (76 × 110 mm.) push-rod engine, but now developing 83 b.h.p., with maximum revs of 3,600 and a top speed of 81 m.p.h.

At the same time what was evidently an "economy" version of the Tipo RM appeared, having a 4-cylinder engine of the same cylinder dimensions (76 × 110 mm.), giving 1,996 c.c. This developed 48 b.h.p., with maximum revs of 3,500, and a top speed of 62 m.p.h. One example is still on the road in England.

* * *

Reverting to racing successes, in the 1922 Targa Florio Ascari finished fourth, Sivocci ninth, Campari 11th and Ferrari 16th.

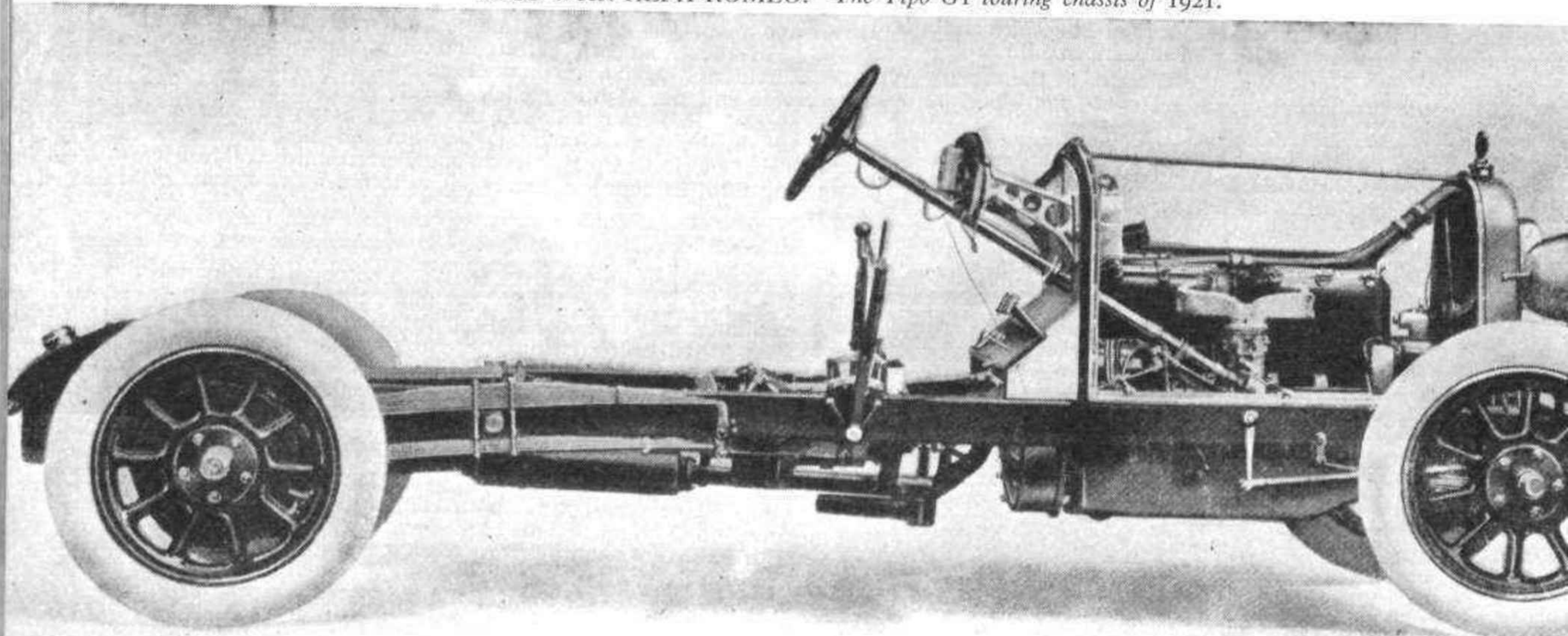
The 1923 Targa Florio brought greater success, Sivocci obtaining a resounding first place overall in the old 4½-litre at 36.7 m.p.h. for the 286½ miles of this difficult circuit. Antonio Ascari was second in an RLS, also winning the 3-litre class, while Masetti finished fourth overall. Campari and Ferrari failed to complete the course.

Giulio Masetti took an RLS into first place at Mugello and Florence (Coppa della Consuma), while Ascari obtained class wins at Mugello and Cremona.

Another notable win in 1923 was that of E. Ferrari driving an RLS in the Circuit of Savio at Ravenna. In out-driving the opposition of all capacities, he broke the lap record.

For the Italian Grand Prix at Monza in September 1923, a brand new Grand Prix racing Alfa Romeo was developed. Designated P1, it first appeared in unsupercharged form, giving 100 b.h.p. with maximum revs of 4,800 and a top speed of 112 m.p.h. However, a Wittig vane-type blower was fitted for the actual Monza Grand Prix, which gave 115 b.h.p., with maximum

POST-WAR ALFA ROMEO.—The Tipo G1 touring chassis of 1921.



revs of 5,000 and top speed 127 m.p.h. This car was a 6-cylinder of 1,990 c.c. (65 × 100 mm.).

In this, its first race, tragedy stepped in—its road-holding was most erratic, and Sivocci was killed during the practice period. Nicola Romeo withdrew the team, these ill-fated cars never appearing again.

Alfa Romeo were becoming more and more ambitious, and it was through the efforts of Enzo Ferrari that they enticed that remarkable designer Vittorio Jano away from Fiat in 1923.

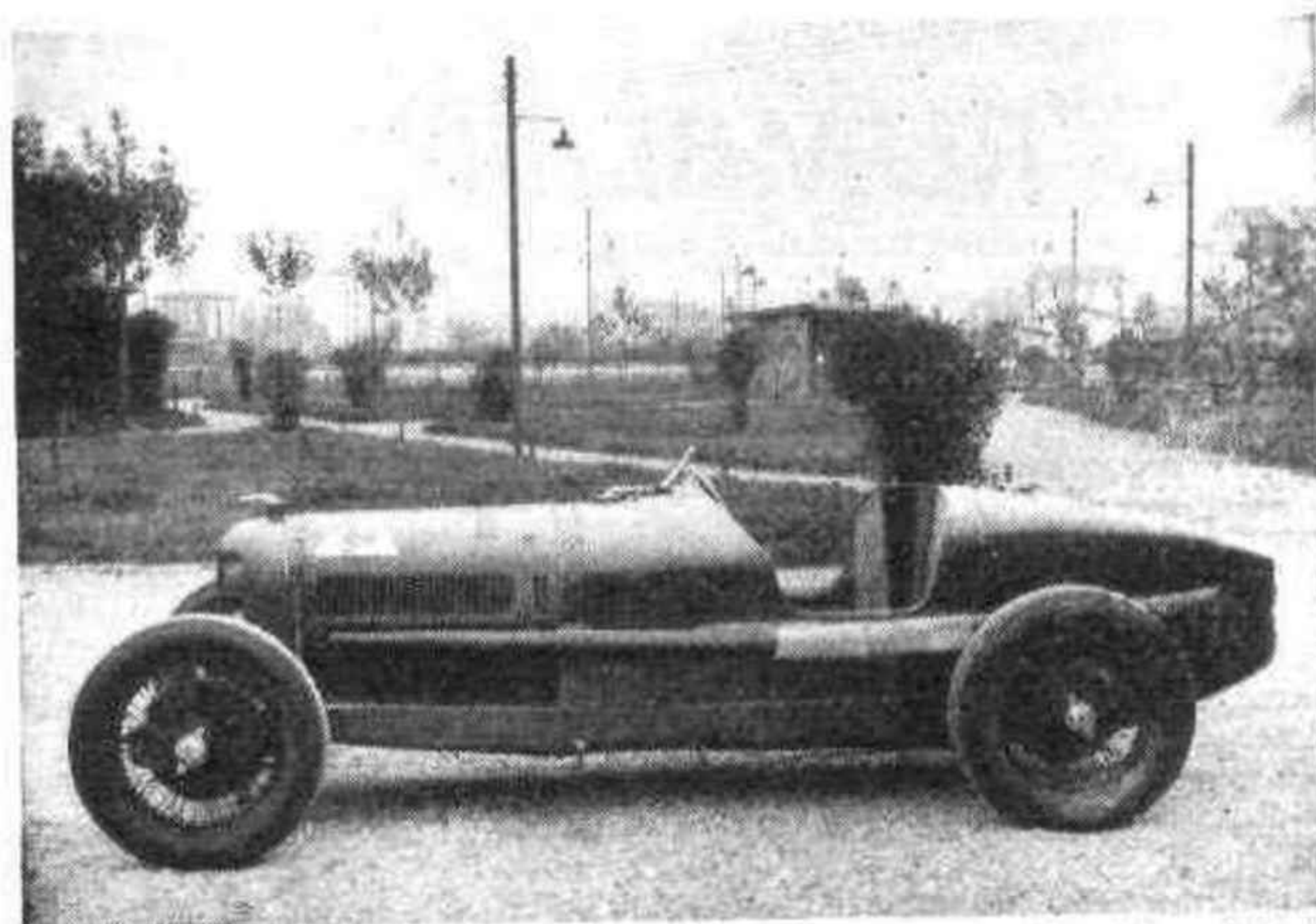
As a result, there appeared in 1924 a milestone in automobile engineering, the 1,987 c.c. (61 × 85 mm.) supercharged roller-bearing, dry sump, straight-eight P2 Grand Prix car, designed by Jano, and developed with the assistance of Luigi Bazzi. It was first seen at the Circuit of Cremona (developing approximately 140 b.h.p. and revving up to 5,400, top speed 140 m.p.h.), where it left all other competitors far behind, to win, and was timed at over 121 m.p.h., while lapping at 100.8 m.p.h. (driver: A. Ascari).

It appeared next at Pescara in the hands of Campari, but broke down when well in the lead, allowing E. Ferrari to achieve an outstanding win in the RLS model.

There followed victories for the P2 in the 1924 French Grand Prix at Lyons (Campari—71 m.p.h.) and the Italian Grand Prix at Monza (A. Ascari—98.76 m.p.h., followed by Wagner, Campari and Minoia in second, third and fourth places), and numerous minor events.

The works Alfa team then won the 1925 Belgian and Italian Grands Prix (A. Ascari—74.56 m.p.h. and G. Brilli Peri—94.76 m.p.h.) but Ascari was unhappily killed in the French Grand Prix when his car overturned (it was perhaps fortunate that the carrying of riding mechanics had been banned as from that year) and his team mates Campari and Brilli Peri promptly retired.

When Brilli Peri won the Italian Grand Prix, Alfa Romeo gained the 1925 Championship of the World, and from then on their trademark and radiator badge was bordered by a laurel garland.



The classic supercharged straight-eight Alfa Romeo P2 Grand Prix car of 1924. These cars won the 1925 Championship of the World, equivalent to today's F.2 Manufacturers' Championship, and ever since the Alfa Romeo badge has been bordered by a laurel garland.

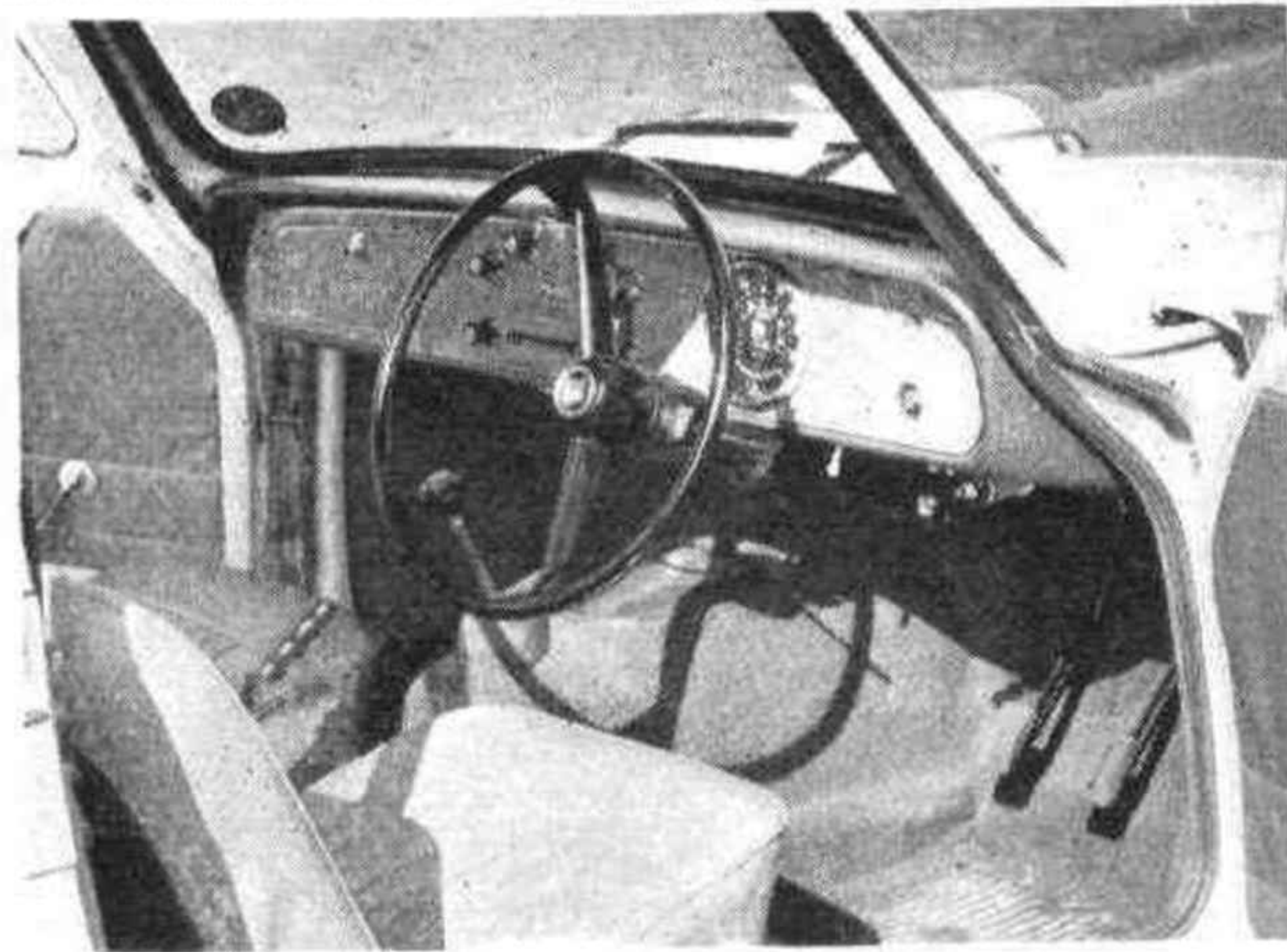
In 1926, when the F.I.A. Formula One displacement limit was reduced to 1½-litres, Alfa Romeo temporarily retired from Grand Prix racing. However, a number of private owners obtained a fair measure of racing successes.

In 1927 the factory raced a "2-litre" which was a modified version of the trusty old 4½-litre Grand Prix model, Campari winning the 1927 Coppa Acerbo and obtaining second place in the Citta di Milano G.P. in it.

(To be continued)

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TRIUMPH HERALD 1200—continued from page 916

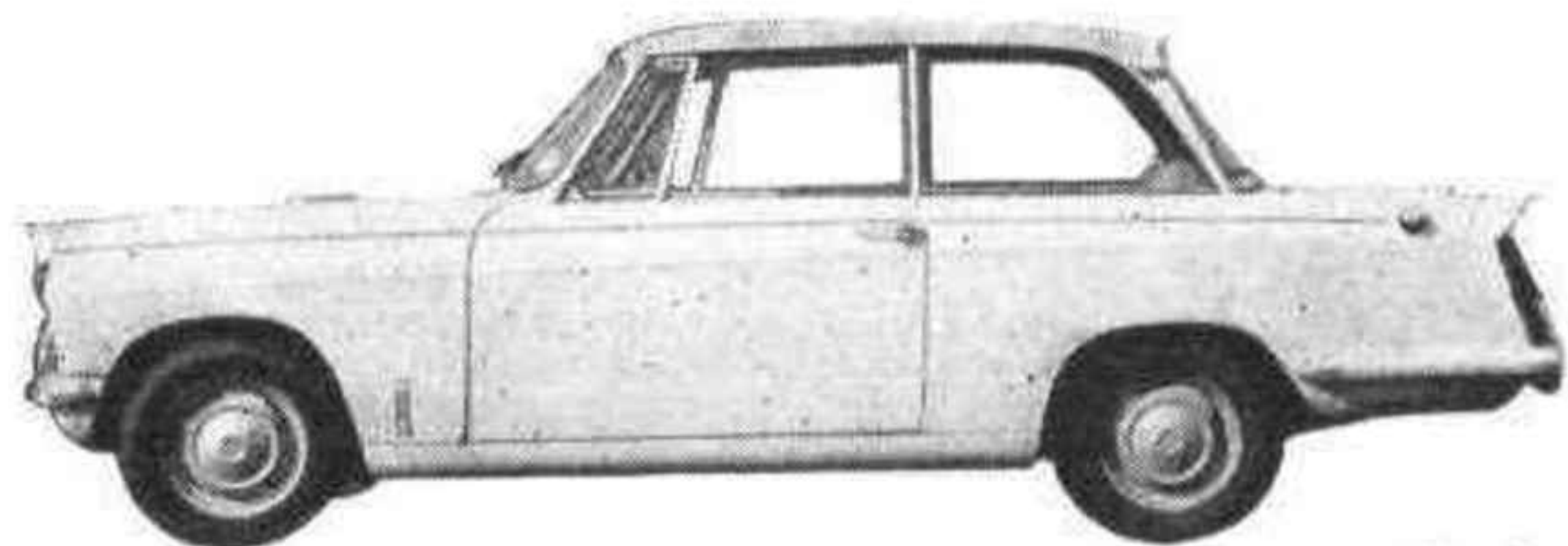


This picture shows the new polished walnut fascia of the latest Triumph Herald. Note the lockable cubby-hole, short central gear-lever, high-set handbrake, single instrument dial and rather haphazardly-located control knobs.

figure, after a combination of fast driving, many cold starts and crossing London, was 33.8 m.p.g. The range down to the reserve supply was 202½ miles. The crude reserve tap is on the tank, in the boot. It took the car a mere half-mile. Something was obviously amiss and later I had to run permanently on the reserve setting, due to blockage of the main feed. But even when it is functioning correctly the reserve supply is for a mere five miles or so, which is ludicrous.

Altogether the Triumph Herald is a well-contrived small car, and that it is exactly what many motorists want is evident from the numbers seen on the road and from the enthusiastic letters we receive. The price is commendably modest, at £699 15s. 7d.

THE TRIUMPH HERALD 1200 SALOON



Engine: Four cylinders, 69.3 × 76 mm. (1,147 c.c.). Push-rod-operated overhead valves. 8-to-1 compression-ratio. 39 (net) b.h.p. at 4,500 r.p.m.

Gear ratios: 1st, 15.42 to 1; 2nd, 8.88 to 1; 3rd, 5.74 to 1; top, 4.11 to 1.

Tyres: 5.20 × 13 Dunlop "Gold Seal" tubeless, on bolt-on steel disc wheels.

Weight: 15 cwt. 2 qtr. (without occupants but ready for the road, with approximately half-a-gallon of petrol).

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

Fuel capacity: 7 gallons. (Range approximately 202½ miles.)

Wheelbase: 7 ft. 7½ in.

Track: 4 ft. 0 in.

Dimensions: 12 ft. 9 in. × 5 ft. 0 in. × 4 ft. 4 in. (high).

Price: £479 (£699 15s. 7d. inclusive of purchase tax).

Makers: Triumph Motor Co. (1945) Ltd., Coventry, Warwickshire, England.

tax paid, and the 948-c.c. S-version is still available, at £667 13s. 11d., for those seeking greater economy.

I hope that Leyland will decide to further improve this individualistic little car, rather than replace it with something different. If they want to take a leaf out of B.M.C.'s book and link it with motor racing they might do worse than ask Jack Brabham Motors to further improve its good road-holding and instil even greater urge.—W. B.

RUMBLINGS

The Rootes Group has a reputation for eschewing shoddy, "tinny" cars, preferring to offer quality, rugged construction and high-quality equipment in the models of the Hillman, Humber, Sunbeam and Singer range. That they intend to continue this policy will be evident to anyone who has driven the new Singer Vogue. Robert Glenton of the *Sunday Express* could find no fault with this new Singer except its name. We would not go so far as that but certainly many family-car motorists are going to find themselves very well provided for by this new 4-door Singer, and at a price of only £956 8s. 11d. tax paid if they forego the various extras that are available.

The Vogue has an entirely new body shell but uses a 62 (net) b.h.p. version of the well-known Rootes 1,592-c.c. power unit (cast-iron head, single Solex d/d. carburetter) and has similar interior appointments to the popular Sunbeam Rapier, including a good floor gear-lever and overdrive, brought in by a r.h. stalk lever, in 3rd and top gear. There is polished walnut facia, with matching window sills, that has a rather shallow lockable cubby-hole with matching lid, a horizontal-type 100-m.p.h. speedometer (with trip with decimal and total mileometers, the former being zeroed by "pulling a chain"), neat mirror controls, clearly lettered, including tiny tumbler switches beneath the facia for heater fan and panel lighting, a good under-facia shelf, crash-padded, and rather fumbly recessed flick-switches for lights and wipers. A r.h. stalk, longer than the overdrive control, works direction-flashers so bright that they illuminate the tops of trees and illuminate the road when only sidelamps are in use (pity the chap behind!). There is Vynide upholstery, deep carpets, a splendid heater and a fresh-air supply controlled by a clearly-labelled under-facia handle. Separate dials show fuel contents, oil pressure and water temperature and there is also an ammeter. The metric markings, so long a Rootes' feature, have, however, been deleted.

The whole conception of the Singer Vogue is of a small luxury car, a sort of poor person's Humber. All four doors open at right angles for dignified entry, have sill-locks with safety over-riders and shut "expensively." A happy design accident enables the windows in the front doors to be left open without promotion of draughts. The quarter-lights on the test car let in much rain but gutters will be fitted to production cars. The interior door handles are all of trigger type, although not quite so elaborate as on a Mercedes-Benz.

The pedals are biased to the right to clear the very broad gearbox tunnel and the steering wheel is set too high. The spare wheel is below the boot and can be wound down with the wheel-nut spanner, the driver's window drops quickly in response to 1½ turns of its handle, there is a neat oval vanity mirror in the near-side vizer and, a notable Vogue feature, dual Lucas headlamps occupy the broad front wings (which appear to have mumps) for maximum night illumination and snob-appeal. The test car had a Lumax fog-lamp which proved its worth in the first mists of autumn.

In appearance the Vogue is neat, in no way gaudy, boot and bonnet seeming perhaps a bit stunted in relation to the long body, while the unmistakably Singer grille looks self-conscious between the new dual headlamps.

On the road the Singer Vogue retains the rather heavy, decidedly spongy Rootes steering, just not low geared at 3 turns lock-to-lock, and that rather dead ride, with which their cars are burdened, although for parking the steering is less heavy than when cornering against the strong castor action. The seats are comfortable without being palatial, the Lockheed drum brakes deceptively powerful if applied heavily (although front discs would be welcome) and the gear-change good, if harsh, with rather a low second gear. The essence of the car is quiet running and at 60 m.p.h. the loudest sound is subdued road wheel noise. Body rattles are very subdued. The engine goes deceptively close to 6,000 r.p.m. without fuss, deceptively because it doesn't pick up speed all that willingly, nor is it inaudible at its fast tick-over.

This is a family car and acceleration is not outstanding, while you have to be content with 25, 40 and 64 m.p.h. in the gears. However, 77 m.p.h. is available in overdrive 3rd, the absolute maximum (in top, not overdrive top) being 85 m.p.h., which can be held indefinitely on motorways.



The new Singer Vogue—the poor man's Humber Hawk—see comments on this page.

We took the Vogue to Oulton Park to see the Ferguson dominate the Gold Cup Race and it proved a charming companion, comfortable, fast over the miles, and spacious. The range came out to a useful 259 miles and petrol consumption, on a run that included flat-out cruising down M 1 so that Oulton Park to West London took less than 3½ hours, was 24.4 m.p.g. Towards the end of this run fuel starvation set in and the Rootes Service Station at Barby Grove, which, most commendably, is open on a Saturday night, blew through the fuel lines, so some petrol may have been lost. Another check, with more gentle driving, showed 25.2 m.p.g. The gauge reads approximately one gallon when the tank is dry, and the 11-gallon tank with its new press-button filler set flush on the near-side rear wing, needs filling very slowly as the level nears the top. After 800 miles oil consumption was nil.

This latest Singer requires greasing only at 3,000-mile intervals and then only the prop.-shaft and hand-brake nipples need attention, i.f.s. and steering linkages being immune. Altogether Rootes are to be congratulated on offering a very honest, typically British small luxury-car at a decidedly modest and competitive price.

The test car had a Pye radio of great power and excellent tone, separate front seats (rather difficult to adjust), the aforesaid overdrive, a Smiths clock (that gained) and whitewall Dunlop "Gold Seal" tyres, bringing the total, taxed price to £1,068 10s. 2d., without counting the fog-lamp. Even then, the Singer Vogue is remarkably good value for money.



A reader contributes this answer to B.M.C. publicity pictures featuring Mini Minors beating up foreign cars, to which "M.L.T." referred last month.

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Clubman's Championship

Bill Moss Wins Twice in F.J. Gemini

THE Silverstone season concluded on October 7th with a meeting for club drivers using the full outer-circuit. Organisation was in the hands of the Aston Martin O.C., Eight Clubs and 750 M.C. with the sanction and support of the B.R.D.C. This year this was a proper clubmen's day, professional drivers not encouraged to appear as they were in 1960, but there are too many championships as it is, and we would have preferred the title of Clubmen's Meeting.

Before a small crowd the 750 and 1172 Formula cars came out for the first race, over 5 laps, and they looked very slow on the vast expanse of the Silverstone circuit, although close observation showed that they were being driven on the limit. Youlten's Terrier had no difficulty in winning from Easterling's Rejo, Wershat making a great bid for second place in his Lolita and failing at the run in. Aubrey came to grief in his Goodwin Special at Copse but after a rest in the ambulance was helped into a Jaguar and driven away. Boorer's Deb staved off the rest of the 750s, to win its section of this essentially club race.

The F.J. 10-lap race was fast and furious. Bill Moss had led all the way in a red Gemini which belonged to a customer who had asked for it to be thoroughly tested! Second place was closely contested between Proctor's Abexis and Gardner's Jim Russell Lotus. These three places were unchanged throughout and Count Ouvaroff held fourth position in the Cosworth-tuned Ausper but Pinckney worked his Lotus 20 up to fifth place, taking first Fenning's Lotus-Ford, then Attwood's Cooper. Harris' Lotus and Mackay's 1960 Cooper indulged in a shunt and Rees' Terrier burst its clutch, to the detriment of the driver's ankle. Mallock's U2 and Anstice Brown's Hillwood Fiat were completely outclassed. An interesting car was Tilden's C.M.B. which had a B.M.C. transverse power plot at the back.

An enormous field of sports/racing cars emerged next for a 10-lapper. Lee's ex-Border Reivers Lister-Jaguar just went on increasing its lead over Keen's Lola every lap and these two ran right away from J. Bekaert's Lola and Beckwith's 1,216-c.c. Lotus, these two fighting hard, swapping places all the way. Beckwith getting through on the inside at Copse on lap eight, only to be re-passed on the next round. Major Baillie's DBR2 Aston Martin was hotly pursued on the corners by Adlington's Lotus 7 with Cosworth Ford engine, and Nicholson's Lola, a slide well held on oil dropped at Copse, ran away from the big Aston. Densham seemed to find his space-frame de Dion axle Bristol Special a handful before it fizzled out on the grass at Copse, and J. S. Cooper was hunched up in the cockpit of his Lotus 6 which has an enlarged TD M.G. engine.

Although Warner's Elite had been well up amongst these sports/racing cars the G.T. cars proper had their own 10-lap race,

and out came Warner again! He led all the way, winning easily from the Jaguars of Protheroe and Sturgess, in spite of the former being a rebuilt XK120 with 3.8 engine, triple Webers, disc brakes, etc., and the latter a soft-top E-type. The Small Car Age? Hobbs' Elite went hard in fourth place. Baker's Aston Martin DB 2/4 never got going, Ian Walker's Austin Healey retired and the Marcos beat the Sprites in the 1,000 c.c. class. It was a fine dice! Dangerfield's Hurrell-prepared 2.1-litre Triumph broke the G.T. 2-litre lap record (2 min. 4 sec.) and the old-looking L.M.B. succumbed to an electrical fire and was last seen being pushed home in disgrace by a bevy of Bellamy glamour girls.

The Saloon Car Race was dominated by five 3.4 Jaguars, Sargent comfortably in front until Dean's caught fire at Becketts—and then there were four. Woodroffer's and Kenison's—2.4 Jaguar also retired, leaving three Jaguars in the lead with a couple of A40s behind them and Merfield's Willment Anglia mixing it with them until it got boxed in by flying Minis and fell back. The smallest class was won by Embley's Downton Austin which out performed Doughty's Don Moore Austin and Parker's disc braked Morris Minor.

A 7-lap race for vintage and p.v.t. sports cars had a fine field of 29 and only one non-starter. Somewhat confused by five cars getting a credit lap, it resolved itself into a good chase, out of which Elwell-Smiths 1932 Aston Martin team-car, with an Amal "pot," won at respectable speed from a 1933 4½-litre Lagonda and the ex-Seaman 1936 T.T. Aston Martin. Aston Martins occupied the next two places and Binns' O.M. was a creditable sixth. Burton made fastest lap, from scratch, collecting the B.D.C.'s prize of a double magnum of vintage champagne and Morley J. and Morley C. had their Bentley's under control, more or less. The day's sport concluded with a Formule Libre event, a splendidly assorted selection of cars appearing. Moss' Gemini took three of the ten laps to get clear of a Lotus-Climax 18 and after six laps Rhodes, in a 1960 F.J. Cooper that Bob Gerrard has let him build up, using Webers and Ford Consul Classic crank and rods, disposed of the Ausper. There was much bunching further back, with the V2 wedged immovably behind Baillie's Aston Martin with Bear's Lotus and Cowles' Lotus 18 helping to drive the wedge home. The winners are listed below.—W. B.

750 Formula :	D. E. Boorer (Deb)	74.28	m.p.h.
1172 Formula :	A. J. Youlten (Terrier)	85.45	"
Formula Junior :	W. Moss (Gemini)	98.87	"
Sports Racing Cars :	1,100 c.c. : L. Keens (Lola)	92.97	"
	Over 1,100 c.c. : G. Lee (Lister-Jaguar)	93.98	"
Saloons :	850 c.c. : R. Embley (Austin 850)—9 laps	72.32	"
	3,000 c.c. : R. J. Bloor (Austin A40)	81.63	"
	Over 3,000 c.c. : P. Sargent (3.4 Jaguar)	84.37	"
G.T. and Production Sports :			
	1,000 c.c. : J. E. M. Marsh (Marcos)	81.54	"
	2,000 c.c. : G. Warner (Lotus Elite)	91.41	"
	Over 2,000 c.c. : D. Protheroe (Jaguar)	89.90	"
Vintage Sports Cars :	D. Elwell Smith (1932 Aston Martin)	77.67	"
Formule Libre :	W. Moss (F.J. Gemini)	98.72	"
	Fastest lap of the day : W. Moss (F.J. Gemini), 100.54 m.p.h.		

B.R.S.C.C. BRANDS HATCH

(October 1st)

The B.R.S.C.C. National Race Meeting at Brands Hatch saw some excellent racing mixed with some uninteresting stuff. The best race of the day came in the last event when the rock-and-roll brigade took to the track. The Jaguars romped away as usual but further down the field the Austin Sevens and Mini-Minors got thoroughly mixed up and a bunch of five cars, including Vic Elford, Christabel Carlisle, Steve McQueen, M. H. Clare and D. K. Lall, all harried Alan Fraser's Sunbeam Rapier unmercifully for most of the 10-lap race. Christabel led for much of the time, harried at first by American film actor Steve McQueen, over here on location, but he later succumbed to Vic Elford's Mini, who then went on to take Miss Carlisle. However, all five usually came round together and, being unwilling to give way, everyone kept station through the corners, which gave some exciting moments, especially at Paddock Bend. Eventually Fraser tired of being overtaken both on the inside and the outside at South Bank Bend and let all five through, with Elford taking fifth place from Miss Carlisle.

In front Mike Parkes won easily from Dodds and Woodruffe, all being Jaguar mounted, with Lewis a lonely fourth in his Riley 1.5. The commentator was beside himself with excitement at the Mini-dice and commanded Elford, Miss Carlisle and McQueen to mount the rostrum alongside a bewildered Mike Parkes, who had no idea what was happening behind him. Much kissing ensued, mainly directed at the fair Miss Carlisle and the whole troupe did a

lap of honour to the traditional horn-tooting from the customers at Britain's only "Drive-in Race Track"!

The first event in a crowded programme was for the John Davy Formula Junior Championship, which Bill Moss looked to have in his pocket, but after leading team-mate Mike Parkes in the other works Gemini for 12 laps he dropped out with no oil pressure. Parkes was then passed by Dennis Taylor, who had been lying handy for such eventualities in his rear-engined Lola, but Parkes re-passed and went on to win. Peter Proctor, who seems to be able to drive anything quickly, from Sunbeams in rallies to old Lotuses and newer Alexis F.J. cars in races, held a comfortable third until the orange Alexis suddenly shot up the bank at Bottom Bend and was abandoned, although after the race it was driven back to the Paddock. This gave Peter Ashdown third place in the Superspeed Lotus.

Much was expected from 19-year-old Chris Ashmore in the G.T. race as he was driving someone else's Ferrari Berlinetta but Mike Parkes, who had won all the sprint races he had entered that week-end, was in no mood to be beaten and, despite starting from the third row in the Equipe Endeavour E-type Jaguar, he soon pushed past the opposition and on the first lap was second, behind Leston's Elite and well in the lead on lap two. Meanwhile Ashmore had gone onto the grass at Paddock in the usual first-lap pushing and shoving and received a puncture which quickly stopped the black Ferrari. Whitmore moved up to third place in jazz-band leader Chris Barber's Elite and the two Elites finished not all that far behind the Jaguar.

The main event of the day, the Lewis-Evans Trophy for F.1 cars, saw a few newish cars opposed by a collection of old F.2 Coopers and Lotuses. The newest and most potent car was undoubtedly Tony Marsh's B.R.M.-Climax and this duly won going away, as the horse-racing types say. Mike Spence drove hard in his Emeryson-Climax for second place but made no impression on the winner while third man Tim Parnell was well back in his Lotus. Hugh Dibley held a comfortable fourth place in his Formula Junior Lola fitted with a mixed-up Anglia and Classic engine until it seized a wheel bearing, but no doubt it stayed together long enough to give Eric Broadley some ideas.

Jimmy Blumer won the sports-car race in his 2-litre Cooper Monaco only to find afterwards that he had been disqualified for being push-started before the race. This gave the race to Pierpoint's Lotus 2-litre Fifteen model from Boshier-Jones' Lola, Laurie Keen's Lola and Gordon Lee in his early Lister-Jaguar, which had plenty of power but could not catch the little Lolas in the corners.—M. L. T.

Four-Wheel-Drive Successful in Gold Cup Race

Moss Wins At Oulton Park, The Ferguson Making History

OULTON PARK is such a pleasant place, with such tolerant officials, that a visit there is always welcome and now M 1 and improved roads are open it is within 3½ hours or so of London. The October International Gold Cup Race is an important occasion and Cheshire Car Circuit Ltd. deserved better of entrants this year. A weekly motor paper told us that, Ferrari apart, an entire Grand Prix field would be present, a truly International occasion. Remembering a year when I went up with "D. S. J." and was pleasantly surprised to find the Lancia-Ferraris racing, I set off early on the Friday with a keen sense of anticipation, swapping the Herald for a Singer Vogue outside Coventry and proceeding to the circuit with the photographer. Alas, on arrival we found that Porsche had scratched at the last moment, so Gurney and Bonnier were not to be seen, and that the new British V8 engines were being reserved for Watkins Glen, so that the only thing International about the meeting was the presence of Masten Gregory (U.D.T. Lotus), Seidel (Lotus) and the Frenchman Collomb (Cooper).

However, Moss was there with the four-wheel-drive, front-engined Ferguson, the car very smartly turned out, and having the latest Mk. II Climax engine on this, its third racing appearance. Indeed, the entire Gold Cup field was Climax-powered!

It looked like being a fierce race, because eleven drivers had broken the former 1½-litre lap record, fastest being McLaren in Atkins' Cooper (1 min. 44.6 sec.), followed by Moss (Ferguson) in 1 min. 44.8 sec. Third fastest was Hill's B.R.M., in 1 min. 45.0 sec., 0.2 sec. quicker than Clark's Lotus, these four on the front row of the grid.

Friday had been a golden autumnal day, with Oulton looking its very best, and after a walk along Chester's ancient wall at midnight we retired to bed in a very "horsey" hotel, looking forward to sunshine and falling leaves on the morrow.

Alas, a bright morning gave way to heavy rain as the F.J. race commenced, with the interesting result that Parkes failed to hold his initial lead in the Gemini, which had lost a gear and was suffering from grabbing brakes, and Maggs' Cooper-Austin won the 19-lap Redex Trophy at 75.58 m.p.h. from Proctor's Alexis-Ford and Love's Cooper-Austin, Ouvaroff's Ausper-Ford fourth—who says there is a one-make monopoly in F.J. racing? Team Lotus had a bad day, Ashdown losing a minute for jumping the start and Taylor going out with transmission trouble when coming through fast. Maggs and Love, both in 1,100-c.c. Tyrrell Coopers, tied for fastest lap, at 78.26 m.p.h.

Before the Gold Cup the drivers were paraded in a fleet of Army Champs—a good idea, but rather too redolent of 1939 for my comfort. Tony Brooks missed his—no doubt he intends to remain a civilian!

Rain fell fitfully during the big race. Graham Hill made a brave bid to retain his initial lead, snatched from Clark after three laps, but Moss, the Ferguson in its element, came by on lap six of this 165-mile F.1 race. For some time Hill hung on, then Stirling drew away, the B.R.M. second, McLaren third but not fulfilling practice-time promise, World Champion Brabham in a works Cooper fourth.

Two laps later Brabham passed McLaren and the race settled down to damp dullness. Moss increased his lead in the immaculate Ferguson and history was unfolded before our eyes, for here was a four-wheel-drive car leading a race, not only by reason of Moss' prowess but because with its unique transmission it could out-brake every other car on the circuit and was quite immune from trouble, save that difficult 1st-gear engagement caused Moss to start slowly.

Hill gradually fell back, Brabham closing on him took second place, lost it to the B.R.M., then took it for good on lap 30, exactly half-distance. But nothing Brabham could do would whittle down the Ferguson's unassailable lead, although the road was drying, enabling Moss to lap at 1 min. 54 sec. Poetic justice this, after Cooper's concern to have the new and revolutionary Ferguson black-flagged at Aintree!

The ever-unlucky Graham Hill retired with a broken piston and the race lost much of its fire. There had been duels back in the field, between Brooks and Surtees for sixth place, for instance, until Surtees retired. Right at the end Brooks speeded up his B.R.M. in an attempt to snatch third place from McLaren but the Cooper, too, speeded up, lapping at 1 min. 46.6 sec. This had the effect of causing Brooks to lap at the same speed—but he finished

3.2 sec. behind the Cooper—and Moss proved that the Ferguson is no wet-road freak, for he now established a new 1½-litre lap record of 1 min. 46.4 sec. (93.42 m.p.h.).

The greatest praise is due to Ferguson Developments, Major Tony Rolt, Claude Hill, Jack Fairman and the other people who have so quietly and effectively perfected this astonishing new G.P. car, in such a short time. There should be plenty of wealthy enthusiasts anxious to buy the production Ferguson when it appears, perhaps in 1963.

As the crowds began to roll towards the Bailey Bridge exit, Salvadori won the 19-lap Saloon Car Race at 79.94 m.p.h. from Hill and McLaren, all driving 3.8 Jaguars. Parkes' Jaguar having retired. The class winners were Salvadori, Harper's Sunbeam and Whitmore's Morris Mini Minor.—W. B.

Results :

GOLD CUP RACE—165 Miles

1st :	S. Moss (Ferguson)	..	1 hr. 51 min. 53.8 sec., 88.83 m.p.h.—
			<i>new 1½-litre lap record, 93.42 m.p.h.</i>
2nd :	J. Brabham (Cooper)	..	1 hr. 52 min. 39.8 sec.
3rd :	B. McLaren (Cooper)	..	1 hr. 52 min. 47.4 sec.
4th :	Brooks (B.R.M.);	5th :	Gregory (Cooper);
6th :	Burgess (Cooper);	7th :	Marsh (B.R.M.);
8th :	H. Taylor (Lotus);	9th :	Naylor (J.B.W.);
10th :	Seidel (Lotus);	11th :	Piper (Gilby);
12th :	Summers (Cooper).		

Retirements : Eden (Cooper), spun; Parnell (Lotus), fuel pump; Lewis (Cooper), puncture; Salvadori (Cooper), selector trouble; Ireland (Lotus), broken tappet; Clark (Lotus), broken rear n/s. wishbone; Hill (B.R.M.), piston failure; Surtees (Cooper), magneto; T. Taylor (Lotus), loose exhaust, also push-started; Collomb (Cooper), various and tyres; Ashmore (Lotus), gearbox.

CLASSES IN MOTOR MAINTENANCE

Readers in north-east Middlesex may be interested to know of evening courses for owner-drivers in Motor Maintenance. The classes are of a theoretical and practical nature and are held from 7.15-9.15 on weekdays at White Hart Lane Old School, White Hart Lane, Wood Green, N.22.

MONOPOSTO REGISTER

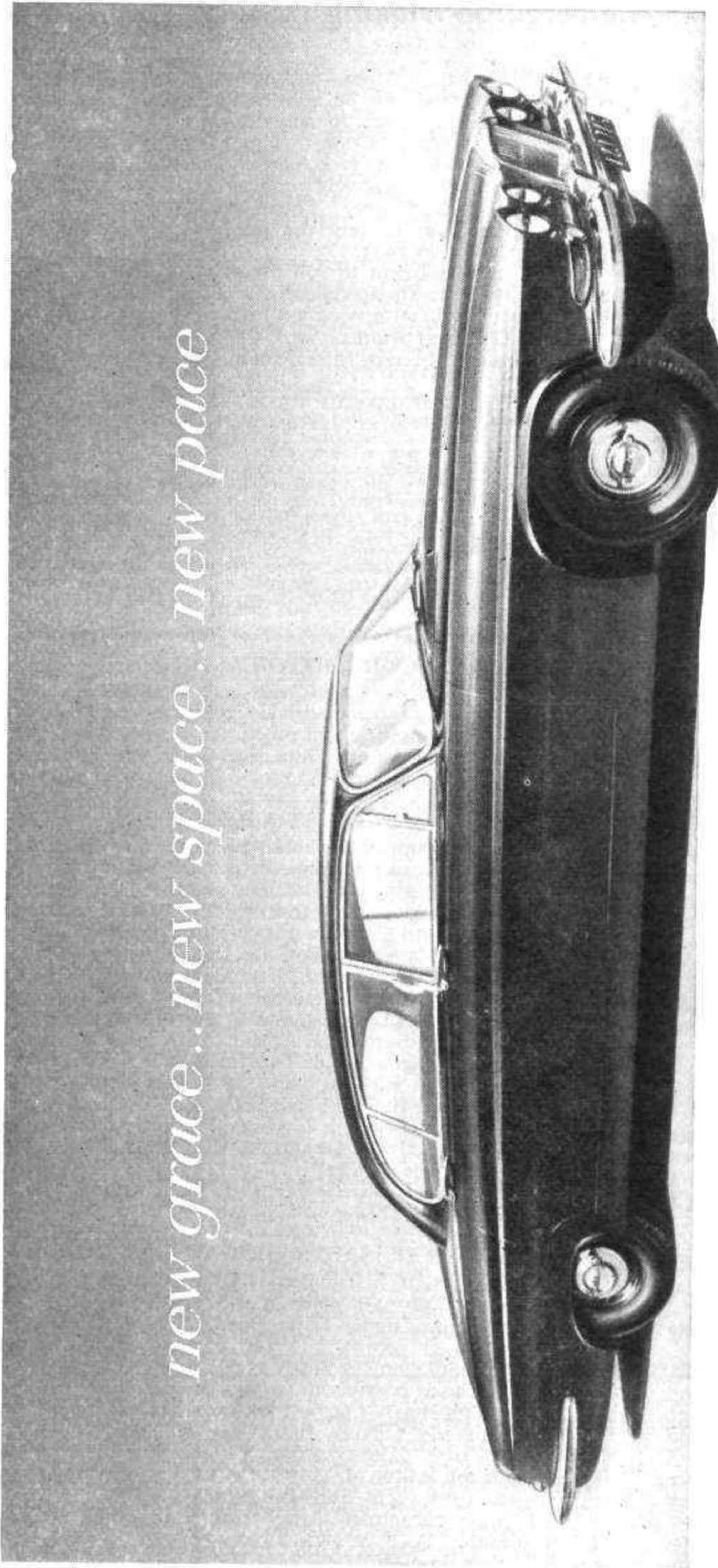
This small group of enthusiastic clubmen who have been organising club races for single-seater cars built to a prescribed Formula have recently made a major change, to take effect in 1962. The existing rules give a very free choice of engine, and due to the close similarity with Formula Junior rules, thought up after the formation of the Monoposto Register, there has been a tendency to follow the unending spiral of Formula Junior development and cost, which is far above the pockets of the average clubman. In future, the Monoposto Register will cater only for vehicles built as single-seaters and using the 1,172-c.c. Ford side-valve unit. By fixing this basic engine as the basis around which to build these single-seaters, it is felt that more equal racing will evolve, and the spiral of money chasing horsepower, as in Formula Junior, will be stemmed. As always, it is stressed that this form of Monoposto racing is strictly for the amateur clubman, and races at purely club level are visualised.

For further details write to Mr. F. J. Tiedeman, 185, Swakeleys Road, Ickenham, Uxbridge, Middlesex.

SUNBEAM S.T.D. SANDHURST RALLY (October 8th)

This annual event, marshalled by Officer-Cadets of the R.M.A. Motor Sports Club took place in showery weather at the Royal Military Academy, under Capt. Boyd. The tests included the usual problem of getting into and out of very small garages, driving blindfold, going as slowly as possible and then opening up, braking as close as possible to two soldier-dummies and checking oil-level in a pit stop. The best performance was by J. Smythson (1936 Talbot 105 saloon), runner-up being P. Moores (1931 open Talbot 105). The Concours d'Elegance, judged by Georges Roesch and the Editor of MOTOR SPORT was won by G. Smith's immaculate 1913 12/16 Sunbeam which had been driven down from London accompanied by South's imposing Rolls-Royce Silver Wraith. A. Forshaw's 1929 twin-cam 3-litre Sunbeam, the ex-Barker Brooklands car, one day to have its Cozette supercharger re-installed but at present with twin carburettors was second. The South Trophy for the most deserving entry went to E. Price's 1934 Sunbeam 25 saloon. Another interesting but unpainted entry was that of R. Carter, who came in one of the last Sunbeam Speed 20s, with open touring body.

new grace... new space... new pace



a completely new JAGUAR

a successor to the Mark IX, now joins the famous Mark 2 and 'E' Type models

The Jaguar Mark X, although an entirely new car in construction, design and appearance, stems from a long line of outstanding models which have been identified by the symbols Mark VII, Mark VIII, and Mark IX. All have been highly successful in a chain of development culminating in the creation of the finest car yet to be produced in the Jaguar big saloon tradition—the Jaguar Mark X.

This elegant model of monocoque construction possesses many of the notable characteristics introduced in the widely acclaimed Mark 2 series and is powered by the world-famous Jaguar XK 'S' Type 3.8 litre twin overhead

camshaft engine with three carburettors. Producing 265 horsepower, the engine, save for minor details, is identical with that fitted to the 'E' Type Grand Touring Models, and it endows the Mark X with a degree of performance superior even to the Mark IX which it supplants. Independent suspension front and rear and disc brakes on all four wheels enable full advantage to be taken of this performance with safety and comfort, whilst luxurious furnishings and appointments include such refinements as reclining seats, folding tables and high efficiency dual-control heating installation.

The Mark Ten

MARK X STANDARD SALOON Price £2392.18.1 (including P.T. and Surcharge of £752.18.1)

London Showrooms: 88 Piccadilly, W.1.

BOOK REVIEWS

"Jaguar—A Biography," by Lord Montagu of Beaulieu. 273 pp. 8½ in. × 5½ in. (Cassell & Company Ltd., 35, Red Lion Square, London, W.C.1. 30s.)

All the books published to date in the new series of Montagu Motor Books—"The Motoring Montagus," "Lost Causes" and William Boddy's "Story of Monthéry Autodrome, 1924-60"—have been of a singularly high standard, and "Jaguar," by Lord Montagu himself with the usual painstaking, accurate and praiseworthy research of Michael Sedgwick, is no exception.

This book does not merely laud the name Jaguar to the skies, although that would not be difficult. It tells in penetrating detail the Jaguar story, from the advent of the Swallow sidecar business in 1920, through the ambitious Lyons-Walmsley Swallow coach-building venture, on into a thorough investigation of how S.S. and Jaguar cars developed and progressed.

Setbacks and failures are not glossed over and the scope of this valuable history will be evident from such chapter headings as "Non-standard Standards—1932-35"; "Goodbye to S.S."; "XK—1949-50"; "The C-type, 1951-52"; "D for Discs, 1954-55," and "The E-type and Beyond." A small irritant is the rendering of Fiat in capitals, which only applies to pre-1907 or something and is as unnecessary as using the accents over the "e"s in Mercedes.

Jaguar fanatics or mere enthusiasts for this famous make will derive much pleasure from figures and extracts from road-test reports on many S.S. and Jaguar models. In this respect we are naturally delighted to find MOTOR SPORT quoted on a dozen pages, the comments of William Boddy, described as "no mincer of words," being referred to on several occasions. The great racing exploits of Jaguar are dealt with in some detail and there is a remarkable appendix of 34 pages listing major S.S. and Jaguar rally and race successes from 1934 to the end of the 1960 season. Other appendices list the specifications and prices of various models from 1932-60, and the Swallow bodies of 1927-33 on Austin Seven, Morris-Cowley, Fiat 509A, Standard Nine, Swift Ten, Wolseley Hornet and other chassis, some of the illustrations being devoted to these shapely bodies. Altogether this is a very comprehensive history of one of Britain's really great cars, references to military and marine Jaguar exploits not forgotten. Reading it, one is left with a feeling of tremendous admiration for Sir William Lyons, Captain of this industrially bouyant ship, and for Lord Montagu, who conceived the idea of setting the whole story down so clearly in print and picture.

"My Twenty Years of Racing," by Juan Manuel Fangio. 224 pp. 5½ in. × 8½ in. (Temple Press Ltd., Bowling Green Lane, London, E.C.1. 25s.)

This autobiography of the greatest of the post-war racing drivers, the Argentinian who was five times Champion of the World and who won 78 races, including 25 major Grands Prix, is naturally very welcome, although following rather soon on the heels of Merlin's none-too-convincing picture of Juan Manuel Fangio.

Now we get Fangio's personal account of what it was like to be five times World Champion and this is rendered even more interesting because his Manager, Marcello Giambertone, contributes a chapter-by-chapter postscript to Fangio's personal account.

If any criticism of Fangio's autobiography is merited it is that one would like even more detail in his accounts of great races and momentous incidents, that the style is verging on "popular" writing and that he touches on causes of the 1955 Le Mans disaster that are better buried in the past. And I wish he wouldn't refer to the 3-litre G.P. Mercedes-Benz cars as "Silver Fishes."

But this is a welcome book, well illustrated. I shall now sit down and read it again.—W. B.

"Motor Racing Today," by Innes Ireland. 128 pp. 9 in. × 5½ in. (Arthur Barker Ltd., 20, New Bond Street, London, W.1. 13s. 6d.)

This is rather an unusual book. At first sight it appears that Innes Ireland is describing something of what modern motor racing is all about in a sports-series, as other celebrities have written for Arthur Barker Ltd. about cricket, football, tennis and show jumping. In the middle of the book, for nine pages, Innes does just that, for some reason comparing present-day racing cars with Clutton's 1908 G.P. Itala.

The rest of his book is pure autobiography and although Ireland

has been in the game rather a short time to justify a life story, this one is racily written, full of fun, modest, and recalls his youthful enthusiasm, as the son of a Veterinary Surgeon in Scotland, when reading Birkin's "Full Throttle" sparked it off, at first with a 1928 Rudge motorcycle. It is all there—school days, corporal punishment, apprenticeship at Rolls-Royce, girls, visits to Bo'ness and Silverstone, the Army, parachute jumps (one of them illustrated), early successes with a vintage 4½-litre Bentley, "Brooklands" Riley Nine and Lotus Eleven, to his present job as Team Lotus driver. It makes an enjoyable story. Innes Ireland shines as a writer and when he retires he should be able to write a really fine autobiography.

We journalists and writers are an unlucky breed. Those who earn a living in other ways never give a thought to taking the crusts from our mouths by becoming authors—look how many professional racing drivers turn author or write a column—whereas we have driven in only one motor race, unpaid, and that wasn't repeated. And the motoring journalist drives more miles than a lorry or 'bus driver, again unpaid—it's all part of the writing grind! Joking apart, some racing drivers should confine themselves to driving and not attempt to write. Ireland can do both, but he might have spared us two pictures of his hairy chest in a hospital bed and the dreary last chapter taken from a tape-recording, also in hospital, of "I. I.," "C. C.," "R. R." and "C. N." giving their breathless views on leading questions concerning motor-racing.—W. B.

"Drivers Wild," by Red Daniells. 69 pp. 7½ in. × 4½ in. (The Scorpion Press, 11, Rofant Road, Northwood, Middlesex. 7s. 6d.)

This little book of cartoons and accompanying text puts us all in our place when we claim that we alone represent the perfect motorist—old hand, new hand, 'bus driver, taxi driver, lorry driver, vintage enthusiast, scooterist, auntie, spinster, coffee-bar cowboy, motor trader. All these types and many more come within the flail of Red Daniells' humour and the cartoons depict real vehicles.

Usually I scorn such lighthearted motoring books but, chancing upon an item in the *Sunday Express* dealing with the lady driver who kept the choke out to prevent her umbrella from falling over and who concluded the fictitious interview with "Accidents? Good heavens, yes. Dozens of them, but then people are such fools," I realised the worth of this man Daniells and was sorry I had missed earlier editions of the paper through being away at the motor races. Now you can get them all in this book. Don't miss them.—W. B.

"The Lotus Story," by Ian H. Smith, has been reissued as an up-to-date 176-page crown quarto edition with additions by Michael Henderson and over 150 pictures. (Motor Racing Publications, Ltd., 62, Doughty Street, London, W.C.1. 25s.)

It is a sign of the times that the *Daily Mirror*, which now controls both *The Autocar* and *The Motor*, has published a motor-racing book. This is a soft cover, 93-page, 9½ in. × 6½ in. publication by Peter Lewis with the unfortunate title of "Dicing With Death." It describes 12 famous races in popular but not too lurid style, a task Lewis cannot have found very difficult, for he had merely to rewrite contemporary reports. Indeed, one wonders whether a mere spectator is entitled to express so graphically the sensations of a driver and navigator, as Lewis does for Moss and Jenkinson in describing the 1955 Mille Miglia. However, if this book makes more people sympathetic to motor racing, sending them to the circuits or making them root for more of it on their T.V. screens, this will be deemed a job well done. Thumbing through these accounts of stirring drives the mere journalist, who might otherwise argue that given the money and opportunity he could emulate the great racing drivers whereas they could not set down accurately (accurately?) accounts of cars and races as he has to do, is suitably humbled. The book is published by The Daily Mirror Newspapers Ltd., Holborn Circus, London, E.C.1, at 3s. 6d.

CARS IN BOOKS

Nothing much this time, but there is mention of a vintage Lagonda in "Our Square," by Verily Anderson, and in that entertaining and well-written book "Don't Type in Bed," by Peggy Warner (Angus & Robertson, 1958), there is passing reference to various American cars, such as Chrysler and Oldsmobile used by the author's war-correspondent husband in the World's trouble-spots and the 1937 Chrysler she found at an auction in Tokyo, ex-German Embassy, which her friends referred to as "that old crock you bought."—W. B.

ABOUT WARWICKS

CARS from small factories are usually aimed at enthusiasts and this is so of the Warwick 2-litre G.T., which is a resuscitated Peerless, a low, compact 4-seater coupé built around Triumph TR components, with glass-fibre body, a de Dion back axle sprung on $\frac{1}{2}$ -elliptic leaf-springs, and centre-lock wire wheels.

A day in one of these cars, built in Bernie Rodgers' small factory near Datchet, showed it to go very fast from place to place if you overlook a great deal of noise, roughness and vibration. The driving position and controls are arranged splendidly, apart from the need to lift the right hand from the wheel to operate the o/d switch. Racing-type front bucket seats hold one securely but are rather hard and a little too small. Two small seats behind make the Warwick that rare vehicle, a 4-seater G.T. In spite of the low build, headroom is adequate and there is a more roomy low-set boot than the brief tail of the body suggests, in which "squig" bags would be happier than suitcases on account of the horizontal spare wheel. Interior upholstery in good leather is well contrived, the metal instrument panel carries speedometer, tachometer, oil gauge, water-temperature gauge, ammeter and fuel gauge and neat flick switches.

The doors have long quick-lift window handles of the non-rotating variety, the fascia incorporates two very big open cubby-holes with rather shallow lips, the doors possess pockets, and the rear windows open slightly for ventilatory purposes. There is an effective heater-cum-fresh-air supply. Fuel is carried in two side tanks, each of 6 gallons capacity, with change-over switch on the fascia, each having its own quick-action filler cap on the side of the body. The interior lamp, brought on by a fascia switch, would be obscured with the back seat occupied; an unusual item is a light that comes on when o/d is in operation and the gear-lever in either 3rd or top gear in which the o/d works. The transmission tunnel keeps cool.

The very short central gear-lever is as on a TR, with unpleasant rubber knob. The handbrake is a feeble affair, under the scuttle on the off-side. The steering column has an adjustment which refused to lock on the test car; the small, somewhat too springy Carlotti wheel, with cut-outs for the driver's thumbs on two of its spokes, is well placed. The driver's and front passenger's feet live in wells; the foot dipper button is badly positioned and, more serious, there is no place for the driver's left foot except under the clutch pedal.

You climb over sills to get into this low-built coupé but visibility is good. The entire bonnet hinges forward to reveal the Triumph engine, with twin S.U.s which have rod-linkage to the accelerator, and neat grouping of fuse boxes and minor components.

On the road the Warwick exhibits excellent acceleration, even in top cog, cruises at nearly 85 m.p.h. at 4,000 r.p.m., or at a



The Warwick 2-litre G.T.—the poor man's DB4.

mere 3,500 r.p.m. in o/d top. If you don't mind the exhaust noise and bad vibration from the transmission 80 in 3rd and 100 in top is commonplace.

The steering is heavy and lumpy, but makes up for such vintage characteristics by being truly high-g geared; it has no castor-return action. The gear-change is very good and the brakes, Girling disc at the front, superb, giving exceedingly powerful retardation at low pedal pressures, aided by a Clayton Dewandre vacuum servo.

An impressive feature is lack of wind noise at high speed, and the Warwick goes round corners untidily but without breaking away viciously, steering a fairly neutral line but with a tendency to wallow and roll slightly, while the hard back springing is all too evident on rough corners.

At night the o/d and flashers warning lights annoy and the body exudes that glass-fibre smell. Metal door "pulls" also act as useful grab handles, water temperature was 185° F., overheating having been banished by replacing the Peerless radiator with a ducted Triumph radiator, and the Dunlop RS5s didn't squeal on corners.

Fuel consumption was 23 m.p.g. and roughly a pint of oil was used in some 300 miles. The Warwick is the poor man's DB4, is very attractive to TR enthusiasts who need four seats, but is tiring on long runs and is too expensive at £1,715 15s. 9d.

It will be recalled that this year a Buick-engined Warwick has been run in Club races. It appears that a young American who was studying at Cambridge used to order a new car from Bernie Rodgers every year and, returning home, installed one of the new light-alloy V8 3½-litre Buick Special power units. He has arranged to supply these engines to Bernard Rodger Developments Ltd. ten at a time and this compact engine goes fairly easily into a Warwick chassis after the front cross-member has been opened out (which improves steering castor), the generator repositioned and a knuckle cut out of the end of the off-side exhaust manifold.

Rodgers would like to use a Corvette 4-speed gearbox with the Buick engine but, unable to get anything higher than a 3.7-to-1 Salisbury axle, the gearing would be too low. So a Jaguar-type Moss gearbox is used, which necessitates only slight modification to the Buick bell-housing. This o.h.v. Buick engine is exceedingly neat and has such interesting features as a die-cast light alloy one-piece crankcase and quite small big-end bolts entirely devoid of any locking medium. It develops 155 b.h.p. at 4,600 r.p.m. compared with 100 b.h.p. at 5,000 r.p.m. from the present 4-cylinder engine and is lighter, so the potential can be imagined. The Buick-engined "racer" they say does in the region of 0-100 m.p.h. in 20 seconds. So far this version of the Warwick is mainly for export, no price having been fixed for this country, and it wouldn't surprise us to see modifications to the rear suspension, now that the designer is not tied so closely to Triumph components. Incidentally, another Warwick is motoring potently with a Bristol engine from a Le Mans Frazer Nash under its bonnet.

SPAX DAMPERS

Recently introduced by Spax Ltd., of Fortress Road, N.W.5, a range of adjustable hydraulic and telescopic shock-absorbers are designed as replacement units. A pair of the telescopic units were tested on a 1957 Ford Anglia over a distance of several thousand miles. Experiments during this time with different settings, ranging from very soft to fairly hard, indicated that the units, named "Variflo," have a considerable advantage over the non-adjustable type of damper. At £2 15s. each, the only fault of the "Variflo" units is their slightly additional weight and a rather inaccessible control knob.

QUICK TOUCH-UP

Holt Products Ltd., pioneers of the Aerosol fly and insect killing sprays, have now entered the paint market with a range of Aerosol touch-up spray kits, which are available in most popular colours, including B.M.C., Ford, Rootes, etc., at 9s. 11d. each. More serious dents and scratches can first be filled with a plastic alloy, also available from Holts, followed by the normal smoothing-down process and then a quick spray from the Aerosol can. Another new Holt Product is their "Hi-Speed" car polish, which is claimed to clean and polish in one application.

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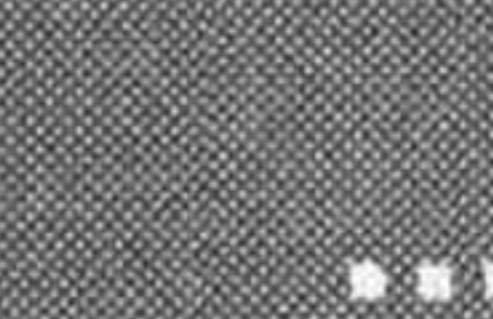
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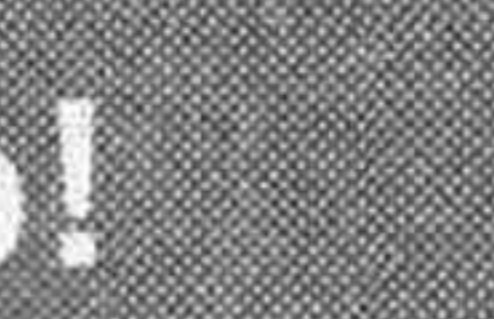
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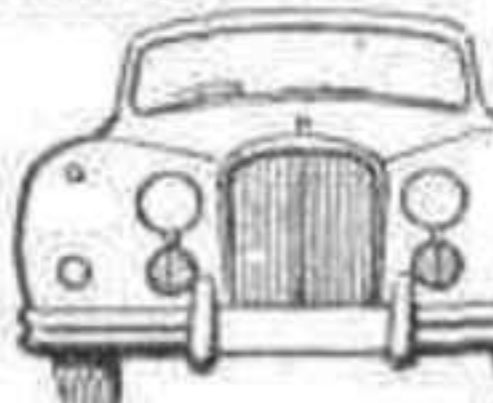
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 2nd ROW: Jaguar 'E', Vanden Plas Princess 3-litre, Humber Hawk, Morris Mini-Minor and Austin 7, Humber Super Snipe, Standard 10 Companion, Triumph Herald.
 3rd ROW: Riley 4/68, Jaguar 2.4 and 3.4
 4th ROW: MGA 1600, Wolseley 6/99
 5th ROW: Standard Vignale Vanguard, Jaguar Mark IX, Land Rover, MG Midget, Rover 3-litre, Singer Gazelle, Triumph TR3.
 6th ROW: Sunbeam Rapier, Wolseley 15/60, Austin A99, Singer Vogue, Riley 1.5, Austin A40, Austin-Healey Sprite.

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 or accessory dealer

THE PARIS MOTOR SHOW 1961

FOR anyone interested in motoring with a capital "M," and I hope this includes all the regular readers of MOTOR SPORT, the 48th Paris Salon was rather depressing. There were some splendid High Performance cars on show, but the whole of France seemed to be agog over the two new wonder cars from Regie Renault and Simca. The former introduced their 750-c.c. Renault 4L and the latter their 944-c.c. Simca 1000. The new Renault is a little tin box on little wheels, looking as though it should make a clockwork-like noise, whereas it makes the buzzing and roaring noise of a 4-cylinder. It has front-mounted engine and front-wheel-drive. The Simca is another tiny tin box on tiny wheels, trying hard to look like a grown-up motor car, and having rear-mounted engine and rear-wheel-drive. For years Citroën have supplied the French populace, or the world for that matter, with Motoring for the Masses, and now Renault and Simca are getting in on the market.

During the Salon week the annual Test Day at Montlhéry, on the fine 12.5-kilometre road circuit, gave an opportunity to get a foretaste of what the roads of France are going to be like in the very near future. The Simca 1000 was easily disposed of whilst trying the old-fashioned Simca Aronde with the hottest version of the 4-cylinder engine, and later in the day while enjoying the Citroën DS19 and bowling along at an effortless 85 m.p.h. I came upon a gaggle of Renault 4L, Simca 1000, Citroën 2 c.v. and Renault Ondines completely filling the roadway and all racing along at varying speeds from 50 to 60 m.p.h. The effortless power-brakes of the DS19 soon dropped the speed, and the incredible handling, road-holding and accurate steering of the car allowed me to weave my way in and out of this travelling road-block. As I did so I could not help thinking that motoring with a capital "M" was going to get more and more difficult, in France.

I have always looked upon the Citroën 2 c.v. as a joke, but nevertheless a sound, rugged and very practical joke, that fulfils a certain aspect of motoring, and the Ami 6, with its larger engine, bigger body and more creature comfort, is a bigger joke, but when other manufacturers start doubling up on the 2 c.v. principles of transport for the people at minimum cost then the whole thing takes on a different aspect and I can see these little fizzers becoming as much a hindrance to high-speed motorway travel as the VW is on German *autobahnen*.

The Montlhéry Test Day afforded the opportunity to sample all types of French car, just as the Goodwood Test Day allows brief acquaintance with all the British cars, and this year a welcome newcomer was the Facellia, the little 1,600-c.c. 2-seater from Facel-Vega, even though it has been in production for over a year. The small firm of Alpine had some of their surprising coupés built around Renault Dauphine-Gordini mechanical components, the vast reduction in overall height and better weight-distribution making them very handleable little coupés. Everyone was there with various examples of their products, especially Peugeot with their very honest 403 models and slightly more flamboyant 404 models, including the latest one with fuel-injection.

Back in the Grande Palais, unfortunately for the last time it seems, as the Salon looks like going to new premises next year, stock was taken of the International exhibits. At Paris just about everyone has a stand, for restrictive practices are non-existent and in the past, manufacturers from Argentine, Japan and Russia have all had space, in addition to all the well-known automobile countries of the world. One of the first to catch the eye was the new Facel II, by Facel-Vega, this being the latest version of the immensely fast Chrysler powered car, and it looked sleek and lithe, even by Ferrari standards, in contrast to the previous models, which have looked heavy and chunky. Not far away was a trio of glistening grey Maserati 3500 G.T. coupés, and two of these had Lucas fuel-injection adapted to their 6-cylinder twin-cam engines. The Ferrari stand had a 2 plus 2 saloon, a 250 G.T. and an open 2-seater roadster, all using the 12-cylinder 3-litre engine, and in case anyone had forgotten that Ferrari was top dog this year in Formula One, Sports-Car Racing and G.T. Racing, the stand was surrounded by photographs to remind them. Other Italian exhibitors of note in the sporting world were Osca, with three smooth coupés on the 1,600-c.c.-engined chassis, with bodies by various Italian specialists, and Abarth, who was showing the Tour de France car still in rally condition, a normal 1,000-c.c. coupé and a large roadster on a 6-cylinder chassis. The Alfa Romeo stand was disappointing and somehow one did not connect

it with the fast and furious Giuliettas of the competition world, though the name will always command respect. The Tour de France, being the most important event for manufacturers as regards advertising, was used by Facel-Vega, who were showing their Facellia which had completed the course, by Jaguar whose Mk. II Jaguar 3.8-litre saloon won the Touring Category, the actual car being on the stand, and by Abarth already mentioned. However, centre-piece on the Jaguar stand was a most impressive E-type coupé revolving slowly on a turntable, and it was certainly a thing of beauty and something to drool over. Aston Martin were showing the powerful DB4 and a drophead version of the same car, and a single model of the new Lagonda Rapide, about which little is known as yet. On the Daimler stand was the imposing limousine, with 4½-litre V8 engine, bearing a card giving its maximum speed in k.p.h., and it was a figure that the French public usually associate with racing cars. The remarkable thing was that it was a figure that was genuine, as recorded by contemporary road-tests. Mere sporty cars like the Austin Healey 3000, the Sprite (M.G. Midget or Innocenti, depending on your sentiments), Triumph TR4 and even the Zephyr-engined A.C. Ace, all seemed rather puny in comparison with this vast limousine that would whistle past them, chauffeur-driven, on a motorway.

Small firms with one-off models, or limited production, were still to be seen, and a monster red coupé built by Vignale on a Chevrolet Corvette chassis to the designs of Gordon Kelly from America, looked as though it would remain a "one-off." It gave the impression that no matter what you do to a Corvette chassis the result is going to look large and gormless. The French body-building firm of Bossaert showed two cut-and-shut versions of the DS Citroën, which looked most attractive. The vast overpowering American cars that have always been a feature of the Paris Salon are fast disappearing and being replaced by low, sleek and even "compact" American cars.

Among the technical innovations of the Salon were the toothed rubber-belt camshaft drive on the o.h.c. Goggomobil engine, known as Isard in France, this rubber belt being out in the open air, surprisingly. Mercedes-Benz, Maserati and Peugeot were showing production fuel-injection systems, Chrysler had a dream-car fitted with a gas-turbine engine, Porsche had a 2-litre Carrera-engined coupé, which is quite a motor car, B.M.W. exhibited their new 1,500-c.c. 4-cylinder-engined saloon, and Lancia the very advanced and revolutionary, for the Turin firm, Flavia, with flat-four engine, disc brakes, and front-wheel-drive.—D. S. J.

MINI MATTERS

The new ADO50 Cooper-Minis have got off to a convincing start. At Montlhéry Track one of the early production versions was run for 1,010 miles at an average speed of 84.27 m.p.h., driven by B.M.C.'s Chief Experimental Engineer, G. Jones, and carrying three members of the Experimental Department, who remained inside the roomy body during refuelling stops. Then, at the time of the Frankfurt Show, Graham Hill and Ian Burgess averaged 72.7 m.p.h. for the 297 miles from Hamburg to Frankfurt in the actual Austin-Cooper of which a road-test report was published in MOTOR SPORT last month, and the girls, Tish Ozanne and Ann Clayton, got from Aachen to Frankfurt in fog and rain at an average speed of 69.2 m.p.h. in a Morris-Cooper Mini. Incidentally, although outwardly the tyres fitted to Cooper-Minis give nothing away, they are actually nylon Dunlop "Gold Seals," special to these fast mini-cars. The Editor is still using a normal Pirelli-shod Mini-Morris with considerable satisfaction.

LUCAS DEVELOPMENTS

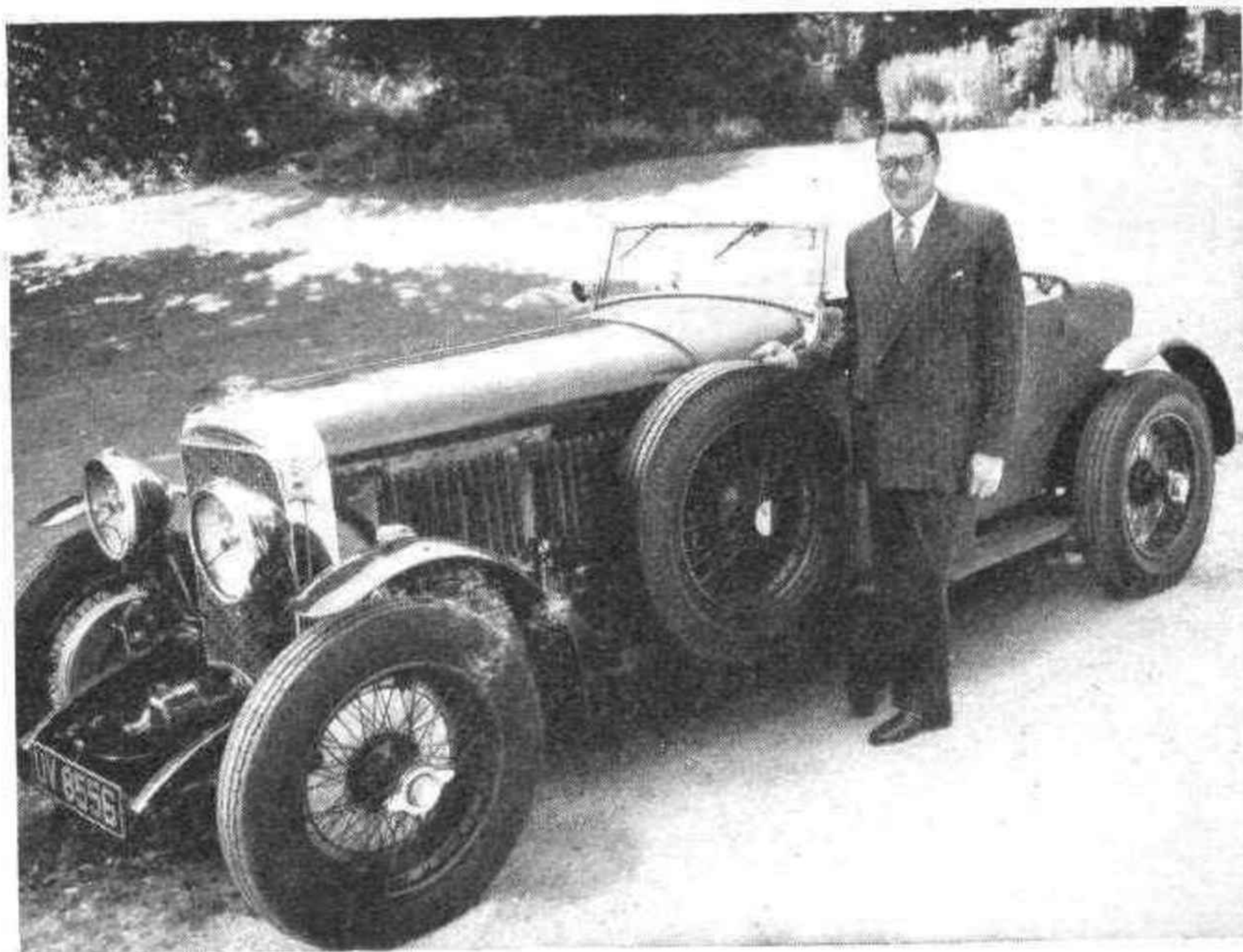
The great electrical equipment firm of Joseph Lucas is keeping abreast of the times. Apart from their four-headlamp systems (illustrated elsewhere) they have electronic ignition, new wiper motors, and mechanism, the 6W screen-washer, 4GM window lift motor, and the new 9H windtone horns, etc.

Two other developments are of importance. The first is a means of reducing the glare of direction flashers at night in relation to their daylight intensity. I thought I had met this, in a Fiat if I remember correctly, some years ago, but it turned out to be merely a means of reducing the dazzle from the warning light within the car. Now Lucas have applied themselves to relieving drivers of following cars from dazzle at night by those signalling in front. The other development is an alternator more efficient than a dynamo, an innovation which Chrysler introduced on the Valiant, although even on that car I have already had a flat battery. But with the demands the modern car makes on the battery, these battery alternators are bound to become general.—W. B.

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to
Old-Car Matters

A VINTAGE-MINDED P.R.O. — Mr. P. R. W. Jupe with his rebuilt 1929 Speed Six Bentley which he acquired from Labuan Island off the North Borneo Coast in 1958 and for which he claims 12-13 m.p.g. and 92 m.p.h. at 3,500 r.p.m. Mr. Jupe has been appointed P.R.O. to Ferodo Ltd.



V.S.C.C. WELSH RALLY AND TRIAL (October 7/8th)

TRIAL: Premier Award: H. Moffatt (Bugatti). **First Class Awards:** Spence (Lea-Francis), Brown (Alvis), Miss Stocken (Trojan), L. Winder (Humber), May (Frazer Nash). **Second Class Awards:** Rowley (Vauxhall), Fletcher (Alvis), Sullivan (Alvis). **Third Class Awards:** Hawkins (Riley), Kain (Bugatti), Marchant (Austin), Quartermaine (Vauxhall). **Team Award:** South-West Section. **Light Car Award:** Miss Stocken (Trojan), 50 starters.

RALLY: Premier Award: Barker (Lancia). **First Class Award:** Milling (Alvis). **Second Class Awards:** D. R. Marsh (Austin), C. P. Marsh (Austin). **Third Class Awards:** Rogers (Jowett), Lakin-Smith (Lagonda), Poynter (Lea-Francis). **Edwardian Trophy:** Farrington (1913 Argyll), 19 starters.

The next V.S.C.C. fixtures are the Eastern Road Rally on November 5th, the Northern Trial on November 25th and a driving-test meeting at Silverstone on December 9th.

* * *

Snippets. A Dublin reader (who has fitted an S.U. carburettor to his Ford 105E) who has kindly offered the Editor an old Splitdorf "green jacket" sparking plug for his "museum," refers to an early International Harvester Titan tractor he sold recently, which is still in use, and mentions that quite a few vintage outboard motors can be seen around the shores of Lough Derg. The author of that excellent book on the history of the Hawker Aircraft Company, referring to our reference in our review to his picture of a Hawker light car, tells us that this particular example turned up in Australia recently; possibly it was taken out there originally by Kauper, who was a firm friend of Harry Hawker. It is thought that some 30 to 40 of these cars were made, using Anzani engines and Leyland-made chassis components. A vintage Singer, a Beardmore van and an old Willys-Overland, suitable for spares, lie in a yard on the Queensway, Scunthorpe. A record number of people visited the Montagu Motor Museum in the year ending last September—325,000; an increase of 36,000 over 1960. Lord Montagu is writing a book about the Gordon Bennett car, balloon and motor-boat races, primarily of the 1900-1905 series, and seeks help from anyone who has photographs, personal reminiscences, etc. When John Oldham moved from Kent to Cornwall his 1927 Austin Twenty Mayfair limousine did the 342-mile journey in 8½ hours and his 1911 Renault did 18 m.p.g. of petrol, used a pint of oil (it has its original pistons and rings) and average 30 m.p.h. for the last 120 miles of the run, which included many hills. A 36/220 Mercedes-Benz is lying derelict in the Isle of Wight, partly bricked in by a yacht club wall.

Bits going begging.—A reader in Bristol has a complete set of valves, springs and cotters for a 1920 6-cylinder Sunbeam, from an engine used in a boat, and an Enfield reader offers a 31 in. x 4 in. Dunlop Cord tyre in new condition, in exchange for a small donation to charity.

* * *

Data sought.—Information is sought about an O.M. (GY 7062), now dismantled, but apparently a s/c, 2.2-litre side-valve with very stark 2-seater body having a 40-gallon tank with two spare wheels behind. It is thought to have been brought from Cornwall to the Midlands in 1946. Would previous owners write to the present owner, c/o MOTOR SPORT?

* * *

We hear of a rather sorry model-T Ford taxi languishing in Wales, of a 1925 Bean coupé being restored in Derby (data are sought), and that a 1928 Graham-Paige used as a hire car by its original owner, who has driven it some 100,000 miles, mainly to weddings and for trips to the Blackpool illuminations, may soon be for sale. A more exciting discovery concerns a 1911 Stanley steamer which has been discovered in a Midlands barn, where it has been a home for hens. Alas, there is some doubt as to the whereabouts of the engine. An open Siddeley Special Vanden Plas tourer is reported for sale in Kent for £80.

* * *

Historic racing cars.—It is good news that the ex-Bira E.R.A. "Hanuman," which has been stored for some time in Liverpool, is likely to be seen in action again next year, while in South Africa an ex-Dobbs 1½-litre racing Riley is being rebuilt.

* * *

The Editor wishes to thank Mr. and Mrs. Hawley for presenting him with a 125-c.c. A.B.C. Scootamotor engine of circa 1920, suitably mounted, for his private "museum." Like the engine in the Montagu Motor Museum this one has both valves overhead.

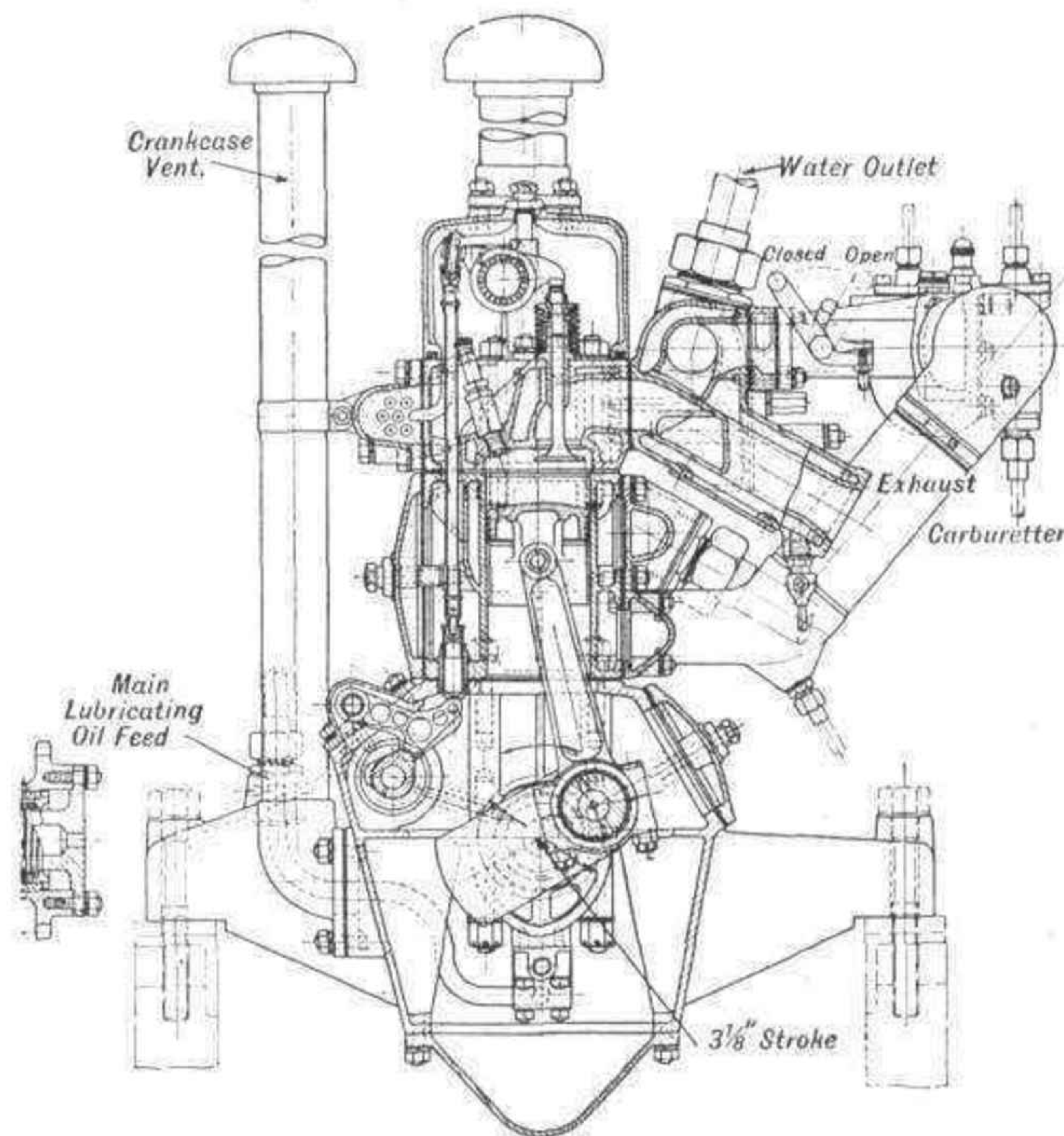
* * *

A Bean Register.—The Bean Register has been formed—or should we say re-formed? Bean owners are invited to contact Capt. R. H. Tapley, Hill Farm Lodge, Shurlock Row, near Reading, Berks, who knows of 14 such cars.

* * *

We hear of a vintage Leyland lorry, minus magneto but otherwise probably a runner, derelict beside the new Slough by-pass.

A LITTLE BIT OF HISTORY



THE above illustration is of a high-speed submersible lifeboat engine. What is this doing in MOTOR SPORT? The answer is that it has an interesting link with motor-racing history. In 1925 the late F. B. Halford, who subsequently became Chief Engine Designer to the de Havilland Engine Co., having designed the B.H.P. aero-engine during the 1914/18 war, evolved his own racing engine, an advanced 6-cylinder 1½-litre wet-liner unit of 63 × 80 mm. bore and stroke. The crankshaft ran in seven plain bearings, the con.-rods were of forged duralumin with white-metal big-ends, and two inclined o.h. valves per cylinder were operated by twin o.h. camshafts driven by a train of spur gears at the back of the cylinder block, which, like the crankcase, was of light alloy. Finger-type tappet levers were interposed between cams and valve stems and clearance was adjusted by shims within the valve caps. Ignition was by two magnetos, mounted vertically, one driven from the rear of each camshaft, firing special 12-mm. K.L.G. plugs, two per cylinder.

This engine was built for Major Halford by The Weyburn Engineering Co. Ltd., of Elstead, Surrey, then well known for lifeboat engines and today, besides building diesel engines, making camshafts for many famous car manufacturers. They used a lapped metal-to-metal joint between the cast-iron head and light-alloy block of this Halford Special engine, this being a delicate aspect of the design.

Halford installed the engine in an old Aston Martin chassis, endowing it with a Roots-type supercharger driven from the crankshaft, and clothing the car with a very pretty pale blue 2-seater racing body of conventional G.P. form. Apparently 96 b.h.p. was developed at 5,300 r.p.m. but during 1926 the engine was considerably rebuilt, 120 b.h.p. being developed at 5,500 r.p.m. using a boost of 11 lb./sq. in.

The interesting thing was that Major Halford intended to employ an exhaust-driven turbo supercharger, as used in aero-engines, and although the Halford Special achieved its racing successes—which included winning the 90-m.p.h. Short Handicap at the 1926 Whitsun Brooklands Meeting, and the 100-m.p.h. Long Handicap at the Summer Meeting, with a best lap at 109.94 m.p.h.—in Roots-blown form, there was controversy as to whether it ever ran experimentally with the turbo-supercharger and an inter-cooler below the sump. I evaded this question in my "History of Brooklands Motor Course" but raised it with de Havillands three years ago. I was informed by Mr. W. H. Arscott, the present Chief Designer, that the centrifugal blower

installation never got beyond rather disappointing bench tests, and that as raced the car had Roots blowers.

This lines up with the recollections of The Weyburn Engineering Co., who supplied the original engine to Major Halford in unblown form and ran it light only on the bench at his request, no power readings being taken. Apparently it was installed and the car prepared at the Aircraft Disposals Co. factory at Croydon aerodrome.

Subsequently the engine was adapted for lifeboat work, at first in twin-cam form, then with revised push-rod valve gear, as illustrated, to obviate the complication of servicing, and of setting the tappets of the racing engine. The first of these lifeboat engines, which were designated the Type AE6, was installed in a 35 ft. 6 in. lifeboat at Hythe in January 1930 and later that year this boat attended a Lifeboat Conference at Calais. A second engine went into a Berwick-on-Tweed lifeboat in February 1930, this boat making the passage from Cowes in very bad weather. The first engine was in good condition when dismantled after some 350 hours' running. Hamilton Gordon supervised assembly at Elstead. In all, 27 of these engines were ordered, and 19 were in service by mid-1932, two experimental units having completed type tests late in 1929. They developed 35 b.h.p. at 3,300 r.p.m. and retained the 7-bearing crankshaft and H-section forged duralumin con.-rods, KE965 valves and dual magnetos of the racing engine, although having a cast-iron crankcase.—W. B.

VINTAGE POSTBAG

Motor Vehicles in the 1914/18 War

Sir,

I was very interested to read your review of "Fights and Flights," by Air-Commodore Samson, on page 830 of the October issue and, in particular, your thought that it would be nice to write a book on the motor vehicles of the 1914-18 War. As a matter of fact a letter appeared in *The Motor* of February 15th last from a Mr. F. Brian Jewell, of Sevenoaks, to the effect that he proposed to produce such a book, and in this letter he asked for any information which would be of use for this purpose.

As I had the pleasure(?) of serving throughout the 1914-18 show and, also, the 1939-45 affair—until my repatriation from a German prison camp in 1944—in the first spot of bother as an M.T., A.S.C., officer from November 1915 to February 1920, and as a Workshop officer R.A.S.C. in the second one until taken prisoner, I wrote to Mr. Jewell, telling him that I had several photographs of 1914-18 vehicles, also blueprints of the American F.W.D. truck used by the British Army as well as details of two makes used in the French forces. I had a very courteous reply but since then have heard nothing more so, I suppose, the project has died.

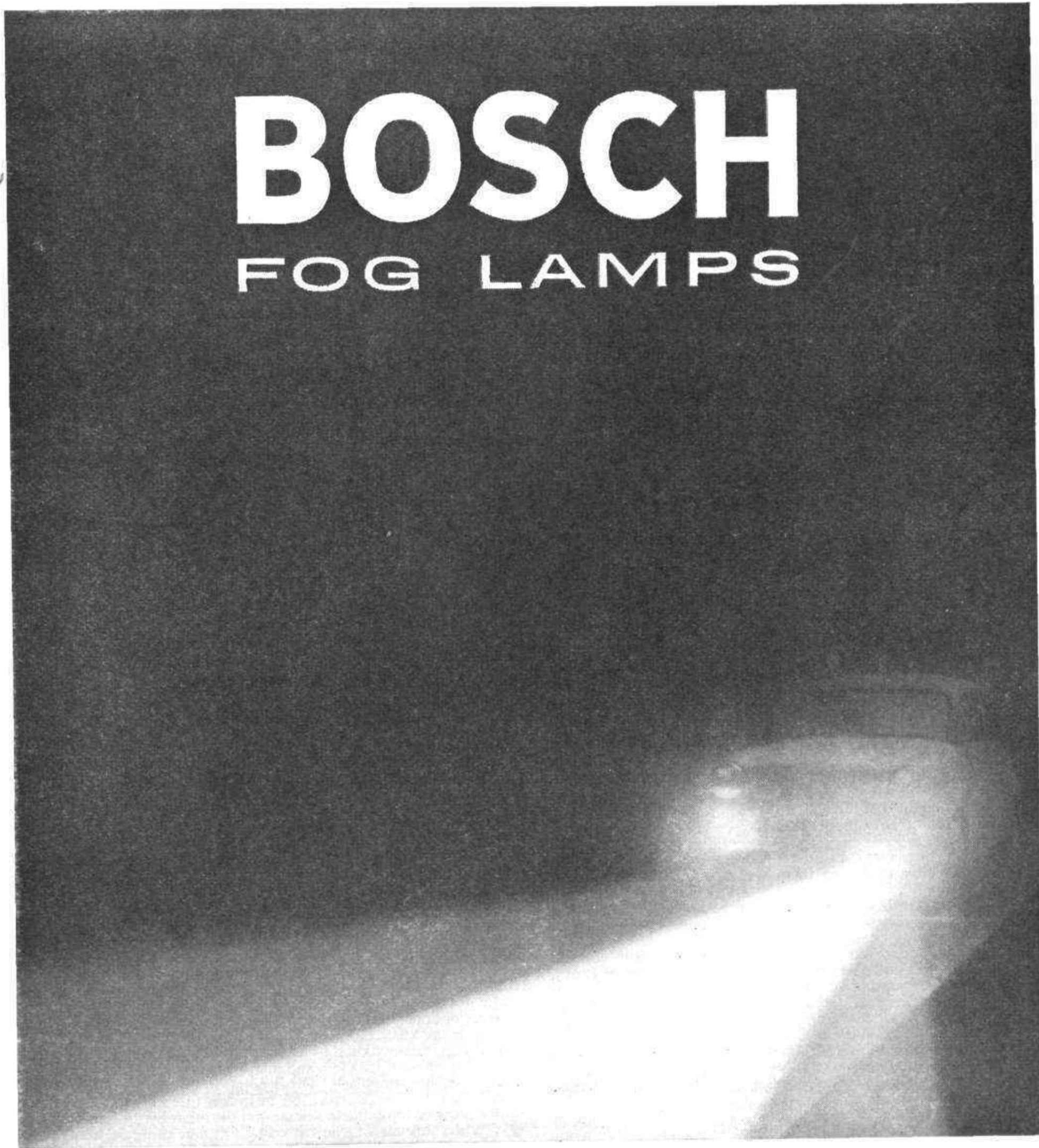
My object in writing to you, however, is to be able to give you a little of the subsequent history of the London 'buses you mention in your review. From January 1917 to April 1919 I was in charge of a section of the Headquarters Company of the Omnibus Park. My section consisted, originally, of 25 B-type double-deckers and it was attached to the British 1st Army, with whom it operated, to all intents and purposes, as a self-contained unit. Another 'bus company in the same Army area was the 16th Auxiliary (Omnibus) Coy., which was the original unit sent to Antwerp. If my memory serves me right their vehicles were originally all type CC Daimlers, similar to those operated on the No. 24 route in London by British Automobile Traction before the formation of the L.P.T.B. The Company sign was the reverse side of a 1914 penny and the slogan below the sign read "Penny All the Way." This Company carried on right through to the disbanding of the Omnibus Park in April 1919.

In addition to this unit the following comprised the Auxiliary Omnibus Park when it was formed in January 1917:—

- 1st Auxiliary Omnibus Company: Sign, the L.G.O.C. wheel and wings; 50 B-types and either 30 or 40 Swiss-Berna lorries with seats inside.
- 2nd Auxiliary Omnibus Company: Sign, a black arrow; composition as above.
- 15th Auxiliary Omnibus Company: Sign, a Bulldog; composition 50 Peerless char-a-bancs, 30 or 40 Swiss-Berna lorries.
- 16th Auxiliary Omnibus Company: Sign as already described; 50 CC Daimlers, 30 or 40 Swiss-Berna lorries.
- 50th Auxiliary Omnibus Company: The Headquarters Company, sign a black elephant in a red circle with the Army Number underneath in the case of the detached Army sections; composition H.Q., 70 Daimler Y-type lorries with seats inside and 50 Swiss-Berna lorries, each Army section 25 double-deckers, B types in the case of four sections and one section of CC Daimlers.
- 51st Auxiliary Omnibus Company: Sign, a disc of alternate red and white stripes; composition as for the 15th Company.

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Why not drive it to the meeting, sir?

As you will appreciate, casualties brought about some variations in the original composition of the units. In the case of my own section we finished up with three A.E.C. 3-ton lorries with seats inside, one CC Daimler with a chara. body, three CC Daimler double-deckers and 18 B-types on ten of which the double-decker bodies had been replaced by char-a-bancs bodies.

Other makes of vehicles in use during that war, which I, personally, came across included the following commercial vehicles: Albion, A.E.C., Daimler, British-Berna, Swiss-Berna, Saurer, F.W.D., Leyland, Maudslay, Straker-Squire, Thornycroft, Dennis, Commer, Dennis-Stevens (petrol-electric), Hallford, Halley, Karrier, Pagefield, and in the steam range Foden. Cars included Sunbeam—both genuine and those built by the Rover Company about which I will not say too much—Singer, Wolseley, Vauxhall, and Rolls-Royce. Among the Americans, in addition to the F.W.D., there were Peerless, Locomobile, Ryker, G.M.C., and the Liberty truck. Of French vehicles my main recollections are of the Berliet and the Latil gun tractor. Motorcycles included Douglas, Clyno, Triumph and Scott in our Forces and Sunbeams with the French.

With all good wishes to yourself and the journal.

Harrow-on-the-Hill,

B. W. HUSSEY.

Granville Bradshaw on Benzol

Sir,

The "Early flat-twin light aeroplane engine bought for 10 shillings" and illustrated on page 742 of your September issue, 1961, was one of the first A.B.C. motorcycle engines that I designed. It is a 1912 model and may be either 350 or 500 c.c. in capacity.

It has an "exhaust-over-inlet" valve system—not the inlet-over-exhaust suggested, and there was a sound reason for this change.

I believe that this engine was the cause of octane fuel being invented, unless one of your readers has a longer memory of the earliest Brooklands racing days than I have.

Brooklands Track was the main advertising ground for the motorcycle world and there were always a dozen or more racing motorcyclists attempting to earn a living by breaking records. They were paid little or nothing by the manufacturers but they gained monetary awards from the petrol, oil, tyre, magneto, sparking plug, chain and other manufacturers every time they produced a record. I never inquired what my rider, the late Jack Emerson, got, but it was always something big for the Hour record—which was the "Blue Ribbon" of the track and which Emerson broke several times.

The War Office had already told us that there was no future in the aeroplane for war purposes, therefore, for want of orders in our Brooklands factory, I decided to turn to motorcycle engines and I felt that there was a future in the flat-twin Douglas type.

This engine was, of course, in line with the frame and all engines of those days were of the side-valve type—but the rear cylinder of the "flat-twin" overheated, causing piston seizure after a few laps.

My aim in placing the exhaust valve and its hot exhaust port overhead was to keep the heat as far away as possible from the cylinder barrel. All these engines had steel cylinders with fins machined from the solid (as will be seen in the photograph) and the exhaust port could be bolted down on an insulating washer, which at the back frequently had to be thicker than that at the

front in order to slightly reduce the compression ratio to avoid pinking. But with this system we could run a higher compression-ratio than any of the side-valve engines.

After Emerson had won about a dozen races and records a representative from the prominent petrol firm came to see me to complain that my rider was not using petrol at all but had changed to a new commodity that had turned up at the Track called Benzol. They had offered Emerson the same amount of money as the Benzol people; there could be no better fuel than their "Pure Aviation Spirit" as it was called in those early days, but Emerson had refused to change back to it. If there was any technical reason for this I certainly wanted to know it so I called Emerson in for a private talk, and his reply was to the effect that if he changed back to the Pure Aviation Spirit or to any of the petrols offered he would not be able to do the lap speeds he was now doing. Gradually he had been increasing the compression-ratio and had been gaining some three or four miles an hour, by using Benzol. I had the engine out and back on the test-bed. We tried all kinds of mixtures and different cans of Benzol—and I told him not to tell any of our competitors. With one drum of Benzol we were able to raise the compression very considerably, so I thought I would let the Petrol Representative know the reason. He would certainly not tell our competitors. When he came back the following day I told him that I would demonstrate something that would surprise him. I instructed Emerson to drive round and round the sheds in top gear and to accelerate after every corner—which he did without a single pink. Then I told him to drain the tank and to fill up with petrol supplied by the petrol company and to repeat the performance. The engine pinked audibly all the time as it went round and the Petrol Representative was dumbfounded. He got on the 'phone to the London Office and then asked if their Chairman and technicians could come and see the same demonstration on the following day—to which I agreed. They were equally astounded and hurried back to get on to America. I do not know what effect this had but it was not long before we heard of experiments with additives to prevent pinking and I well remember that several of their staff died from poisoning in the mixing.

Ryde, I.O.W.

GRANVILLE BRADSHAW.

Sir,

A Star

I have recently come into possession of a 1929 Weymann-bodied Star saloon. At present I am restoring the car and find that there are a few small parts missing. Could I appeal for information?

The car, which was manufactured by the Star Engineering Company of Wolverhampton, was first registered on June 5th, 1929, and was last registered in 1949, and has since then been lying in a garage in Dudley rotting away. The engine is a 6-cylinder o.h.v. having a stroke of 110 mm. and a bore of 69 mm., giving 17.9 h.p. Ignition is by magneto, which is mounted in line with the water pump and the dynamo on the near side of the engine and connected with Vernier couplers. The leads from the magneto pass through a hole in the engine block to the plugs on the other side of the engine. Petrol is supplied by means of an AutoVac mounted on the dash and fed into the engine by a "straight-through" carburetter which is bolted onto the side of the engine. The gearbox is of the crash box variety having four forward and one reverse, the gear-lever is mounted on the right-hand side of the driver, normally the gear-lever was mounted in the middle of the car but could be supplied on the right-hand side as an optional extra at £15. The body is of Weymann construction, being black fabric stretched over a metal body covered with wadding, dummy hood irons being fitted at the rear. The interior is trimmed with red cloth and matching hide upholstery and edged with red and white lace. Other points of interest include vacuum-operated headlamps, twin sets of brakes fitted to the rear wheels, one set worked by the footbrake and the other by the handbrake.

When this car was new it cost £675 and could be obtained in either Home or Colonial styles, the difference being that the Colonial model had three windows along the side whereas the Home model had two, the space occupied by the third window being used to hold the dummy hood irons.

I have been informed that the car is in fact a 1927 car with a 1929 engine, but at present have not been able to check the reliability of this. If this does turn out to be true the car could well be similar to the cars ordered by King Ibn Ben Saud as Harem wagons. The previous owner, who is now dead, has on occasion carried ten people, all seated, in the car.

Dudley.

D. E. A. EVANS.

[Letters can be forwarded.—ED.]

The Buckingham

Sir,

With reference to letter from Mr. R. McGildowney concerning his Buckingham cyclecar. Surely this engine was a Buckingham and not a Blackburne. I do not think the o.h.v. Blackburne was made in 1915, but Buckingham engines certainly were, and also offered to manufacturers around 1914 for fitting to cyclecars. Buckingham also made his own cyclecars in two models, a single-cylinder and a twin.

The single was a 746-c.c., 89 mm. x 120 mm., and the twin a vee 1,095-c.c., 89 mm. x 88 mm., and both had o.h.v. valves.

These engines were, I believe, made by Messrs. Alvis of Coventry and were to Buckingham design, the first Buckingham cyclecars were made in 1912 but were both air-cooled, and I do not remember a water-cooled Buckingham, but of course may be wrong on that point. The transmission was as your correspondent states: two primary chains to a cross shaft and then belts to the rear wheels. Gears were changed by two small cone clutches, therefore quick changes could be made.

Birmingham.

NEVILLE HALL.

* * *

A Chain-Gangster

Sir,

I read with interest Mr. I. J. Dussek's letter in September's MOTOR SPORT regarding the H.R.G. car. Though I appreciate the sentiments conveyed in his letter, I was shocked to learn that the H.R.G. is thought to be the successor to the Chain Frazer Nash—there isn't one! As to our yearly race at Oulton Park, if Mr. Dussek were to read the programme he would see that the race is headed "For Chain-driven G.N. and Frazer Nash Cars" surely the H.R.G. has a rather dull Meadows or Singer gearbox? Hoping I have not offended Hurg owners as I still find their cars interesting and maintained in the best vintage tradition.

Horley.

A. H. CUNDEY.

* * *

The Willys-Knight

Sir,

In seven years' ownership of a Willys-Knight (apparently unique in the V.S.C.C., apart from two ephemeral East Africans) I have seen only two other W.K.s on the road: one that has towed me in Cardiff (some consolation) and my own second car, acquired last year. Are there others running; also any Falcon Knights?

Newbury.

R. J. BEALE.

* * *

Vintage in Majorca

Sir,

I read with great interest correspondence concerning vintage transport in Spain. My holiday in Majorca was very much enlivened by the variety and quantity of these vehicles.

As regards condition, observations are of course related to the climate, which seems to preserve them, three weeks of English November probably finishing them off, although the dusty conditions have played havoc with chassis, and I saw king-pins and brake rods literally hanging on by clogged sand, grease being seemingly unheard of.

However, the 1.5 Citroëns drawing gaily-painted ice-cream trailers, the array of old delivery lorries, Delage, Delahaye, Ford, Hispano—all with that indefinable Continental look, memories of private Fords of all shapes and sizes, La Licorne, Mathis Six, coal-scuttle Renaults, a beautiful early FIAT driven by an enormous multi-coloured hat, and the *pièce-de-résistance*, a de Dion Bouton lorry travelling quite fast on a dusty, open road, spells most welcome enjoyment for an enthusiast in the sunshine.

Woodford.

R. M. COUCHER.

* * *

A Liberty Lorry

Sir,

The photograph shows a Liberty lorry, of which I cannot recall mention in your columns.

It was an ex-First World War veteran, used for bulk delivery of paraffin from a tank at the front of the vehicle, and cans of petrol from the rear.

This Liberty was left-hand drive, being of American origin, and did local journeys supplying garages and shops.

Watford.

R. A. CAIN.



A Liberty lorry delivering petrol in 2-gallon cans before the era of petrol tankers—see letter from Mr. R. A. Cain.

Corrections and Opinions

Sir,

Knowing your passion for accuracy in reporting I am sure that you will not mind my pointing out that my 21.8-litre Benz which ran at Brighton is not ex-John Norris but ex-John Morris. The history of its ownership to date is roughly—Field Marshal von Hindenburg, Alastair Miller, Cyril Paul, John Morris, Eric Milner. Also in the same report it was Stanley Sedgwick's 1951 Bentley that ran against his own Speed Six not Stanley Sears'. This Speed Six is by coincidence ex-John Norris and ex-John Morris.

Turning now to other things historic, I can't help feeling that Cecil Clutton is being a bit harsh in calling the model-J Duesenberg silly. One must remember that it was designed by a man who had already designed a car that won the French Grand Prix—more than anyone in this country could do at the time. One must also remember that it was designed for American owners in America where conditions were entirely different to those in this Continent, a state of affairs that continues to this day. No one in their senses wants to buy an American car to use in this country now, but go to their native land and they seem perfectly practical and in place. I stand to be shot down by Cecil Clutton as I have never driven a Duesenberg but I can say from first-hand experience of the engine that it was technically miles ahead of anything built in this country in 1927. The example which I once owned and put into an 8-litre Bentley chassis was put on a roller dynamometer to get the carburation right. Unfortunately this dynamometer was only capable of absorbing 180 b.h.p. at the back wheels and my car was giving this at 3,100 r.p.m. and full throttle. Peak revs were 4,200 and I do not think it unreasonable to assume that the extra 1,100 r.p.m. would have given at least another forty horse-power. The breathing was very good with very large ports and four valves per cylinder and it had quite respectable valve timing. This gets us to 220 b.h.p. at the wheels and reckoning a conservative 10% transmission loss would give 242 b.h.p. at the flywheel.

A lot of hot air has been talked about the Duesenberg, just as it has about Bentley, Rolls and Vauxhall, but it did represent the ultimate achievement of a man who must rank high in the history of motor-car design and I cannot agree that it can be dismissed as silly.

Birmingham.

BRIAN MORGAN.

[The rendering of Morris as Norris was a caption writer's error. I cannot understand how I came to write Sears when I was thinking of Sedgwick, having been talking to Stanley on the starting-line at Brighton—perhaps I should have taken a summer holiday after all. Apologies to all concerned.—Ed.]

* * *

That Early A.B.C. Engine

Sir,

Regarding the illustration on page 742 of the September issue, this is not, as the title suggests, a light aeroplane engine but a motor to drive a water pump, designed by Granville Bradshaw and made by A.B.C. Motors Limited of Walton-on-Thames.

It has turned steel cylinders, 60 mm. bore—43 mm. stroke, and is cheaply constructed; the crankshaft is not forged but machined from $2\frac{1}{4}$ in. \times $\frac{3}{8}$ in. bar stock. This motor was produced during the 1914-18 war and thereby hangs a tale. These portable pumps were made specially for use in France, to pump out flooded trenches, but were not a success because, when operating, they gave away the British positions.

Tommy took an instant dislike to them, spiking them well and truly by removing an unessential nut and dropping it through the spark plug hole. On replacing the plug and starting up, the engine would run until an across-the-flat position was reached and a hole pushed through the piston crown, thus stopping the motor. With the silence came a halt in the mortar-bombing as Jerry's advance listening posts had nothing to fix on. Knee-deep water was, in fact, to be preferred to mortar bombs!

From this design, after the war, came the "before its time" A.B.C. motorcycle and the little-known 1,100-c.c. flat-twin air-cooled car. I have a similar engine (No. 1480) which I am rebuilding, and would like to know how these looked when originally manufactured.

S. Ruislip.

CHARLES T. ROBSON.

* * *

Another Vintage Mower

Sir,

I am afraid that your correspondent David Griffin is likely to find that his 1926 Atco lawn mower is practically new!

My own machine, in constant use, is a 10-in. Greens Silens Messor which I bought for 30s. in 1931. It was without a grass box and when I contacted Greens for a box and also to have the cutting cylinder ground they informed me that the machine was then around 45 years old, so it has now probably passed its 75th birthday. I have not had the cutting cylinder resharpened since, as it is reversible and self-sharpening, and cuts as well as ever.

I am fairly certain that Greens made motor mowers—with a water-cooled Greens engine—for some years prior to the 1914-18 war and possibly some of these are still in use.

Wallington.

H. GODDARD.

* * *

A Vintage Sewing Machine

Sir,

May I follow up your correspondence on veteran typewriters with a mention of my wife's septuagenarian sewing machine? This has been passed down by successive mothers and daughters, and still possesses its original instruction book, printed in fanciful type faces and illustrated with engravings. "If properly used," it says, "the machine will last a very long time." A list of 10 medals covers the 11 years up to 1889, so I imagine that this particular machine dates from about 1890. It is a Frister & Rossman "With Silent Cam Action," and even in 1961 this remains a just claim. The only noticeable sounds are the clicking of the shuttle and the whirr of the square-cut gearing from the driving handle. With attachments for a dozen operations, it is up-to-date in all but styling and means of propulsion. Needles have been the only replacements during the nine years it has been with us, there is not a speck of corrosion, and it is currently making up 15 yards of curtaining. How many 1961 models will be running smoothly in 2032?

A glance at the back cover of the instruction book reveals a bird's-eye view of the Berlin factory where this worthy example of modern engineering was produced. Outside are two trams, a wagon and a landau—all horse-drawn!

Wimbledon.

PETER DEVENISH.

[And now this sort of thing MUST stop! But the V.S.C.C., which already has many sub-divisions, may care to enrol owners of ancient typewriters, trams, lawn-mowers, fountain-pens, w.c.'s and sewing machines.—ED.]

* * *

A Lady's Reminiscences

Sir,

My son-in-law suggests that some of the tales I tell him of motoring forty years ago might amuse your vintage readers.

In 1919 England was motor mad; Father, just home from the Army, was as mad as any. He had a 1914 Singer, a stark-looking 2-seater. He was the representative for a farm machinery company and he visited farms all over the North of England. During the school holidays Mother and I would tour with him, I an

excited 13-year-old child sitting on cushions on the floor.

Once on a desolate Welsh moorland road we broke a spring; Father hunted unsuccessfully for fence wire for repairs. We sat disconsolate on the heather as the sun set. Suddenly Father shouted with delight and pointed to our feet. Mother and I were wearing identical styles of boots which were all the rage at that period, Father had brought them from Paris for us as "Demob. presents." They had long legs laced from toe to knee, with high curved French heels, and were considered *chic* for smart occasions. I recall mine were light brown and Mother's were black!

We were puzzled till Father explained he wanted the laces. We reluctantly handed them over. Soon, with some things from the tool-kit, he made a splint and lashed it tightly in position over the break with our laces! We travelled very slowly to Gwytherin, where the blacksmith repaired the spring whilst Mother and I patiently re-threaded the frayed laces in the myriad eyelets of our cherished boots!

Later we had a red 2-seater Rover Eight. Part of the engine stuck out of both sides of the bonnet! It used to get terribly hot on the Yorkshire hills. It disgraced itself by nearly running off the road on Shap Fell during a terrific gale. Father said the cross-wind affected the steering by blowing on the disc wheels, which seemed large for so little a car!

About 1925 we had a French Citroën which was called a "Cloverleaf" because it had three seats laid out in that shape. I liked it because I had a seat to myself and I learned to drive on this car. But the brakes were peculiar because the footbrake was on the transmission and Father said it cost him £2 10s. to slam on the brakes in an emergency! It used to do something in the back axle!

For sport in those days we used to watch the motor-racing on the beach at Southport. Looking back now it must have been a risky business for only a sketchy rope and wooden posts separated us from the cars, and even that frail barrier was generally trampled underfoot before the meeting ended! I recall my secret passion for a young man called Conan Doyle who drove a big white Mercedes, which screamed in a most blood-chilling way as it sent the sand flying! And it was at Southport too that we saw the total eclipse of the sun in 1927, after trundling overnight in the Citroën. Never up to that time had I seen so many motor vehicles together at one time! Surely that must have been the first real traffic jam!

Later we had a bigger car called a Bean, which we never took to, though it gave no trouble. Then we had a nearly new Austin Twelve. This was a staid, reliable vehicle that would climb anywhere. The only complaint Father ever made was about the water pump. Father lent me this car for my honeymoon! My main recollection is that the petrol tank was under the driver's seat, and oh! the smell of every fill-up, how it lived on, and on!

Those happy motoring days seem so long ago now, and so amateurish, yet, when I accompany my daughter and son-in-law to Silverstone and Oulton Park in their Ford Zodiac, and see the massed cars in the car-parks, aglitter with chrome and club badges, I wonder if their owners enjoy their motoring as much as we used to do, forty years ago—do they? And can some reader tell me what has happened to the smell at the races? Father used to sniff it like a war-horse! It was exciting!

Bridgwater.

JANET ROSS (Mrs.).

[Ah yes, that smell, of burnt castor oil!—ED.]

* * *

Fast Duesenbergs

Sir,

What is all this rot that C. Clutton has written on the Duesenberg? He states he knows of "no competition successes to bear out its maker's claims" ("Vintage Postbag," October). Please let me help you, Mr. C. C.

In 1919 Tommy Milton won the 300-mile Elgin race—this race rivalled Indianapolis, and in 1920 they came third and fourth at Indi; in the same year Milton took the world's record in a 16-cylinder car at 158 m.p.h.

Murphy won the French Grand Prix in 1921, Duesenbergs won at Indianapolis in 1924, 1925 and 1927.

Ab Jenkins, of Salt Lake City, drove an SJ for 24 hours at an average of 135.47 m.p.h.; it did 160 at times.

The model-J was, anyway, only a lead on to the SJ and that, my dear chaps, would do from 0 to 100 m.p.h. in 17 sec. and had 320 horses at 4,750 r.p.m.

B.F.P.O. 29.

Sgt. K. H. LLOYD.



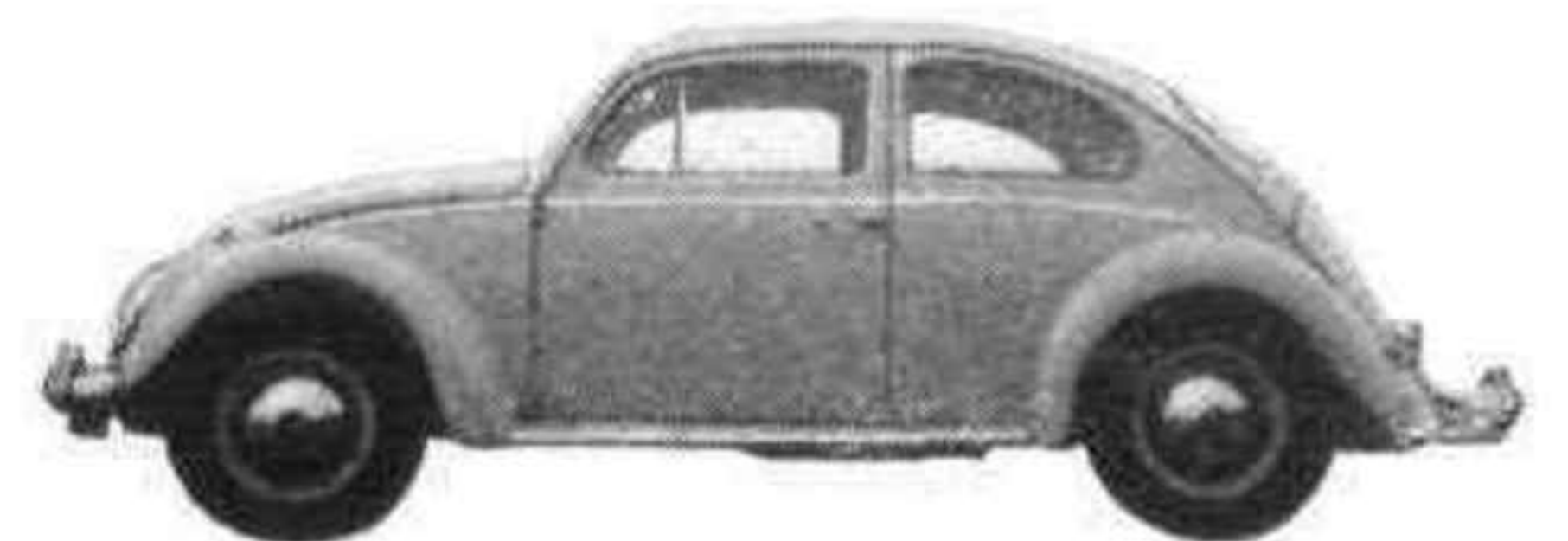
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3rd UNITED STATES GRAND PRIX

FIRST CHAMPIONSHIP WIN FOR IRELAND AND TEAM LOTUS

WATKINS GLEN, 8th October.

THE mis-management of the two previous U.S. Grands Prix almost led to the cancellation of this year's race, due to the previous organisers not being able to find a circuit on which to hold the race. Fortunately, the Watkins Glen Grand Prix Corporation stepped in and volunteered to sponsor the third in the series—but new difficulties arose. Watkins Glen is in the north-west corner of New York State at the southern tip of Lake Seneca, and on the originally fixed date, November 2nd, this area is usually under a carpet of snow. This, of course, meant that the race had to be brought forward, with all the usual panics of confirming entries, to October 8th when the weather is fairly good.

This year's U.S. Grand Prix should have been a very significant race as this season sees for the first time an American driver, Phil Hill, becoming World Champion. Unfortunately for the growing number of enthusiastic supporters of road racing over here, Ferraris were having political and public opinion troubles at home, due to the accident which marred the Monza race, and it was decided, as the Championship was already settled, not to enter for this year's U.S. event.

Of the cars present, Coopers had four at practice, a V8 and a 4-cylinder for Brabham, a 4-cylinder for McLaren, and the 1960 chassis which was used as the Indianapolis test car fitted with a Mk. II Climax for the American Hap. Sharp. The V8 Climax engine which was having cooling troubles at Monza had been sent back to Coventry-Climax, where the development engineers had succeeded in producing the same effects, that of pumping out all the water, on the test bed. They diagnosed the trouble as being due to the liners not being properly located in the block so that when the engine became very hot there was a slight movement of the liners which allowed pressure to leak into the water jacket, so forcing the coolant out of the overflow pipe. Just before practice, John Cooper was not sure whether the cure, the use of longer liners with more secure location, would be effective as the engine was only dropped into the chassis just before being flown out to America.

The V8 B.R.M. engines had not reached a stage of development where they would prove reliable in a full-length race so the team had sent over two 4-cylinder cars as raced at Monza for Graham Hill and Brooks. The Porsche team had two cars for Bonnier and Gurney, these being unchanged since the last Grand Prix. Colin Chapman had arrived with four cars, two of the new 1961 cars for Clark and Ireland and two 1960 cars with the new type bodies as used by U.D.T., these being entered for the young Canadian driver Peter Ryan, who had in the previous week won the Canadian G.P. at Mosport, and for Jimmy Hall, who drove so well at last year's Riverside meeting. The former of these two drivers had a Mk. I engine while the latter had one of the more up-to-date Mk. IIs. Both finance companies had sent their teams, Yeoman Credit with two normal Cooper-Climaxes for Surtees and Salvadori, and U.D.T. had their Lotus-Climaxes for Masten Gregory and Gendebien. Henry Taylor, the second driver in most races, was not considered a satisfactory gate attraction. Rob Walker had two cars for Moss, the 4-cylinder and the V8, the latter had been treated in the same way as Brabham's engine by Coventry-Climax. Roger Penske was entered in a Cooper-Climax with a Mk. I engine and was the only red car present. Walt Hansgen was driving a similar Cooper-Climax, also with a Mk. I engine, although, on the second day's practice, his car was fitted with a Mk. II Climax borrowed from the Walker Equipe. Last of the entry list was Lloyd Ruby, driving a 1960 Lotus-Climax still clad in the old short, square body; this, too, was fitted with a Mk. I engine and painted gold with a blue stripe, adding a splash of colour to the predominantly green field.

The Watkins Glen circuit is 2.3 miles long and varies from 24 to 26 feet wide. The pits and start line are on a very short straight from which a right-hand curve takes the cars up a steepish incline to a fast left-and right-hand sweep called the Clubhouse Esses and then up the long uphill front straight to the Loop Chute, which is almost a 180° turn on a fairly wide radius. The cars then come down the back straight with a fast left-hander in the middle, braking slightly at the end for the 100-plus Big Bend right-hander. Then a short straight drops the cars down to a

tricky left and sharp right on to the pits straight. The actual pits are served by a pits lane which turns off just before the final right-hander and joins in again in front of the timekeeper's box. At the south end of the circuit a *chicane* can be used which turns the Loop Chute into a right, left and right corner, but as this would have dropped the lap speeds to below 100 m.p.h. it had been decided not to use it.

First practice was scheduled for Friday afternoon and all the cars except Hap. Sharp's Cooper were present. Out first, when the circuit was opened, was Moss in the V8, followed closely by Hansgen, Brabham's V8 and McLaren, and then the usual *mêlée* of cars churning round, some to learn the circuit, some to renew their acquaintance with the same and, in Gendebien's case, to learn to drive a Lotus. Moss soon started lapping fairly quickly, getting down to 1 min. 21.8 sec. in only a few laps. He had as a target his previous year's lap record set by the 2½-litre car of 1 min. 16 sec. While the drivers were out von Hanstein of Porsche and Colin Chapman were having a fuss with officials in the pits lane. Certain of the regulations seemed very childish to them and to everyone else from Europe, and the Club was sensible enough to relax these local rules, such as sitting on the pits counter, and a very amicable relationship existed for the rest of the race.

Practice had been going for only a short while when a cloud of dust rose on the sharp right-hander before the pits straight and everyone ran to see what was happening. Upside down, in the shallow ditch, lay Gendebien's U.D.T. Lotus while, standing beside it, peering in what seemed to be amazement, was its rather pale driver. Fortunately, he was only badly shaken. The organisers were a little disappointed that a car should be "written off" so early in the proceedings—"written off" in the eyes of the Americans, that is, but not from Tony Robinson, U.D.T. chief mechanic's point of view. In fact, with the help of a local fibreglass expert and several hours' hard work the car was ready for the next day's practice.

This first short practice period was stopped after Lloyd Ruby had spun on the dirt and dust littering the track where Gendebien overturned, whilst a mechanical sweeper cleaned up. Half an hour later, with the circuit now clear, Moss and Brabham began circulating seriously in the V8s. The Walker car, at this stage, had the edge on Brabham but before the Australian could really get into his stride practice was again terminated while Ireland's car, which had the knuckle joint break where the track rod joins the left-hand wheel, was extricated from the thick scrub and small trees into which it had ploughed for a distance of about 30 feet. Innes was fortunately completely uninjured, but the car suffered from bent radius arms and a slightly torn body. Just before the resumption of the final period of the Friday practice, several of the flag marshals and marshals' posts were moved at the recommendation of Moss in his capacity of Chairman of the Grand Prix Drivers' Association. With the two long stops during the

PRACTICE TIMES

No.	Driver	Friday	Saturday	Car
1	Brabham	1. 17.3	1. 17.0	Cooper-Climax V8
1	Brabham	1. 30.2	—	Cooper-Climax 4
2	McLaren	1. 18.7	1. 18.2	Cooper-Climax 4
3	Sharp	—	1. 21.0	Cooper-Climax 4
4	G. Hill	1. 18.8	1. 18.1	B.R.M.
5	Brooks	1. 19.4	1. 18.3	B.R.M.
6	Penske	1. 22.6	1. 20.6	Cooper-Climax 4
6	Hansgen	1. 22.9	—	Cooper-Climax 4
7	Moss	1. 18.7	1. 17.2	Lotus-Climax V8
7	Moss	1. 18.7	1. 18.2	Lotus-Climax 4
11	Bonnier	1. 19.4	1. 18.9	Porsche
12	Gurney	1. 19.0	1. 18.6	Porsche
14	Clark	1. 20.6	1. 18.3	Lotus-Climax 4
15	Ireland	1. 20.0	1. 18.8	Lotus-Climax 4
16	Ryan	1. 26.0	1. 20.0	Lotus-Climax 4
17	Hall	1. 22.3	1. 21.8	Lotus-Climax 4
18	Surtees	1. 19.0	1. 18.9	Cooper-Climax 4
19	Salvadori	1. 19.6	1. 19.2	Cooper-Climax 4
21	Gendebien	1. 22.7	1. 20.5	Lotus-Climax 4
22	Gregory	1. 19.1	1. 20.5	Lotus-Climax 4
26	Ruby	1. 22.5	1. 21.8	Lotus-Climax 4
60	Hansgen	1. 27.6	1. 20.4	Cooper-Climax 4

afternoon, the last three-quarters of an hour were quite feverish. Both Moss and Brabham went out in their 4-cylinder cars, Brabham only very half-heartedly but Moss taking it much more seriously. Most of the European drivers had managed to get under 1 min. 20 sec. or at least down to it, while the local boys were not doing quite so well. Ryan's engine had been sounding very rough and wasn't cured until the magneto was changed for the next day. Hansgen had a go in Roger Penske's car, both times being almost identical. Just before the end Brabham put in a few very fast laps, culminating with a 1 min. 17.3 sec., a speed of 107.12 m.p.h. A second behind him came Moss in his two cars and McLaren with 1 min. 18.7 sec. Practice finished, as it had begun, in bright sunshine.

Next morning, at 9 o'clock, an hour when most Grand Prix drivers are still abed, the second day's practice commenced.

In the first hour Gurney and Bonnier improved on their previous day's times, trying the cars with both full and almost empty tanks. Hansgen, who had run a bearing on the previous day, had borrowed a spare Mk. II Climax engine from the Walker Equipe and was practising with this extra power. Another early practiser was Jimmy Clark and he clipped two seconds off his previous day's time, bringing it down to 1 min. 18.4 sec., but before he could make any further improvement oil from the gearbox got into the clutch and the car was wheeled away to be checked over. B.R.M. had changed the gear ratio on one of their cars overnight and Graham Hill was out practising with it whilst the mechanics changed the other one. Just before lunchtime Ireland's repaired car, with one new radius arm and one still with a slight kink, went out for a few laps but before he could really get going something broke suddenly in the gearbox and he pulled into the paddock with oil pouring from the back end. The young Canadian, Peter Ryan, was driving very smoothly now that the magneto had been replaced on his car. After the lunch break Moss went out in the V8 and to everyone's astonishment he was black flagged after a few laps for spreading oil. (This was due to the oil tank being filled up before the oil in the engine had been pumped clear. This resulted in an overflow, and Stirling's comment afterwards was, "I thought some idiot was dropping oil on exactly the same line as I was taking.")

Hansen's Cooper pulled into the pits after a few laps with overheating and it was found that water was leaking and lying on the top of the cylinder head. This was quickly rectified and he went out again, trying his hardest to get below 1 min. 20 sec. Penske's red Cooper came slowly down the pits with three or four mechanics hanging on and trying to stop it—his brakes had completely failed when the pedal stuck down due to the failure of the master cylinder. Practice stopped for nearly an hour while the road was sanded and swept at the various places where oil was slowing the cars up. When it re-started, Moss began some serious practising in the 4-cylinder car with intermittent runs with the V8, which after two or three laps repeatedly started missing. Float levels and fuel lines were checked but this seemed to have no lasting effect. Each time either of the V8 cars were out other drivers lay in wait at the pits entrance or drove slowly round the circuit waiting to tuck in behind and get a tow. On two occasions Brabham went out with his team-mate McLaren and Bruce improved his time to 1 min. 18.2 sec. At one time, McLaren, Hill and Brooks were all tucked in behind Moss, which gave the fairly large practice crowd plenty to watch.

It was interesting to note that all the cars were running on Dunlop rain tyres and as this circuit has a very smooth surface all the cars could have run almost two complete races on one set of tyres. As practice drew to a close Moss made up his mind to drive the 4-cylinder car as the V8 was proving troublesome. This meant that though he had a time of 1 min. 17.2 sec. in the V8, second to Jack Brabham's 1 min. 17.0 sec., he had to be satisfied with second row of the grid behind McLaren as he had been unable to get below 1 min. 18 sec. with the 4-cylinder car.

Race day was slightly overcast but even so a large crowd in a fantastic variety of International sports cars began pouring in to Watkins Glen from Canada and all the neighbouring states of New York.

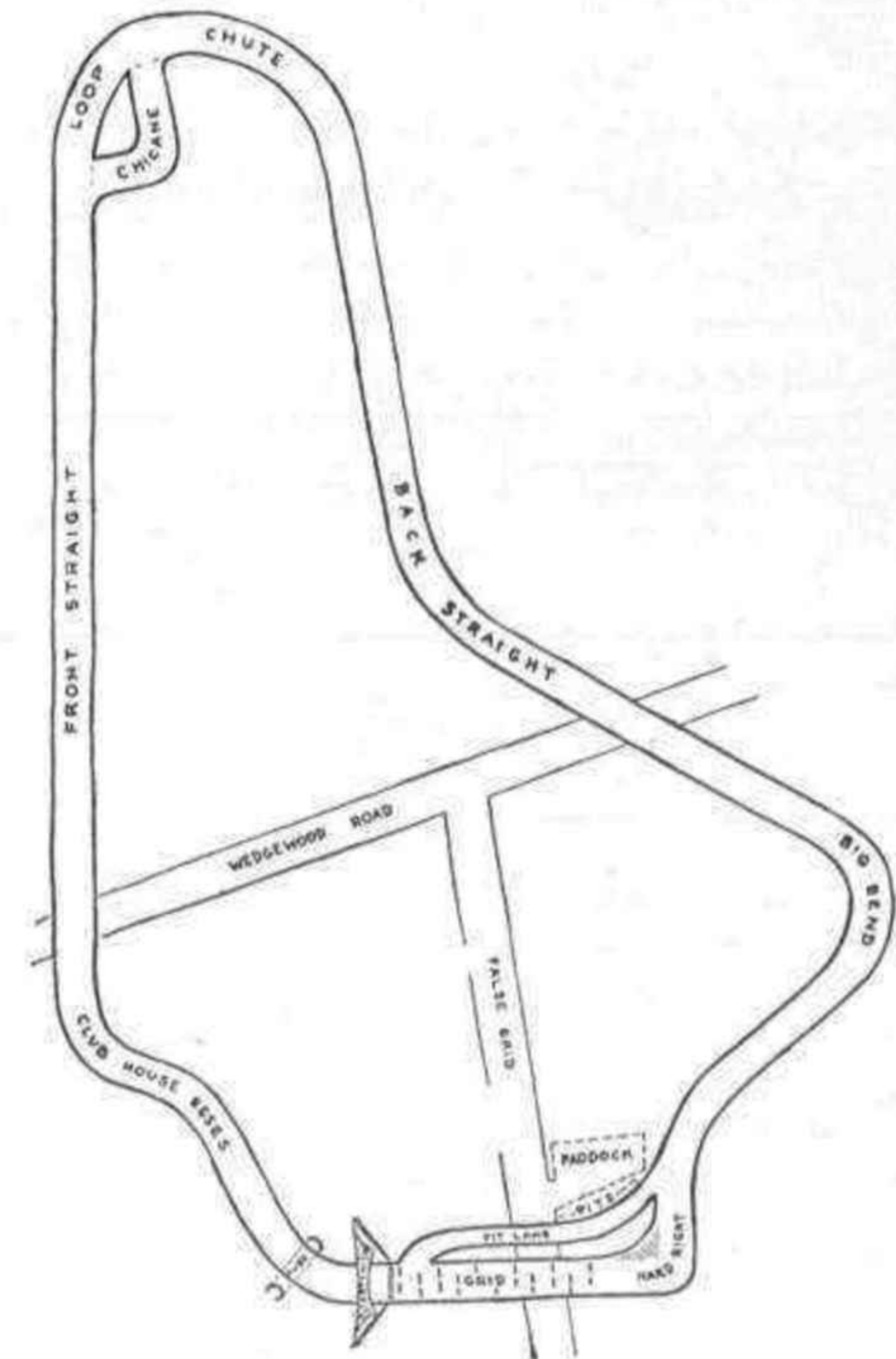
STARTING GRID	
4 G. Hill (B.R.M.) 1 min. 18.1 sec.	1 Brabham (Cooper-Climax V8) 1 min. 17.0 sec.
5 Brooks (B.R.M.) 1 min. 18.3 sec.	2 McLaren (Cooper-Climax 4) 1 min. 18.2 sec.
11 Bonnier (Porsche) 1 min. 18.9 sec.	7 Moss (Lotus-Climax 4) 1 min. 18.2 sec.
17 Hall (Lotus-Climax 4) 1 min. 21.8 sec.	14 Clark (Lotus-Climax 4) 1 min. 18.3 sec.
60 Hansgen (Cooper-Climax 4) 1 min. 20.4 sec.	15 Ireland (Lotus-Climax 4) 1 min. 18.8 sec.
19 Salvadori (Cooper-Climax 4) 1 min. 19.2 sec.	12 Gurney (Porsche) 1 min. 18.6 sec.
6 Penske (Cooper-Climax 4) 1 min. 20.6 sec.	18 Surtees (Cooper-Climax 4) 1 min. 18.9 sec.
16 Ryan (Lotus-Climax 4) 1 min. 20.0 sec.	22 Gregory (Lotus-Climax 4) 1 min. 19.1 sec.
3 Sharp (Cooper-Climax 4) 1 min. 21.0 sec.	21 Gendebien (Lotus-Climax 4) 1 min. 20.5 sec.
	26 Ruby (Lotus-Climax 4) 1 min. 21.8 sec.

The race was due to start at 2 p.m. and as the new World Champion Phil Hill was present as an honorary steward of the meeting it would have been only natural to expect him to start the race—this, however, was not to be. Unfortunately, the organisation has what is termed as "a character" as a starter, this being a small man in a lavender-coloured suit, smoking a large cigar, who leaps in the air in the most undignified way, trying, one assumes, to take some of the limelight from the spectacle of a G.P. start. On seeing him in action one remembers a similar little man in similar circumstances in the champagne area of France. When the green flag had been hurled and waved through its various motions the cars roared off on their first lap.

Brabham led up the hill as they went out of sight and as the tail of the field breasted the brow a cloud of smoke issued from the centre and one of the cars pulled onto the grass verge a mere 400 yards from the start. John Surtees' Yeoman Credit Cooper had thrown a rod and the undertray of the car was filled with an assortment of bits and pieces which should by rights have been inside the engine. As the leaders came past the pits for the first time Moss was in front with Brabham, Ireland and Graham Hill in close pursuit. Gurney, Gregory, McLaren, Bonnier and Brooks formed a second tight bunch, while Salvadori, Penske and Ryan were also together. The other five cars, with Gendebien being very careful at the

end, were fairly well spaced out already. The order remained the same on the second lap but as they came past the pits for the third time McLaren had moved from seventh place to third and Ireland, who had spun on the circuit, had dropped back to 11th, but not for long however. In the next two laps he picked up four places and three laps later was in fourth position. During this slight stir in the middle of the field Brabham had caught and passed Moss, taking the lead on the sixth lap, while at the back of the field Hansgen was seen to be sitting very far forward in the cockpit of his Cooper, and the reason became fairly obvious when flames

Continued on page 950



PICTOR

United

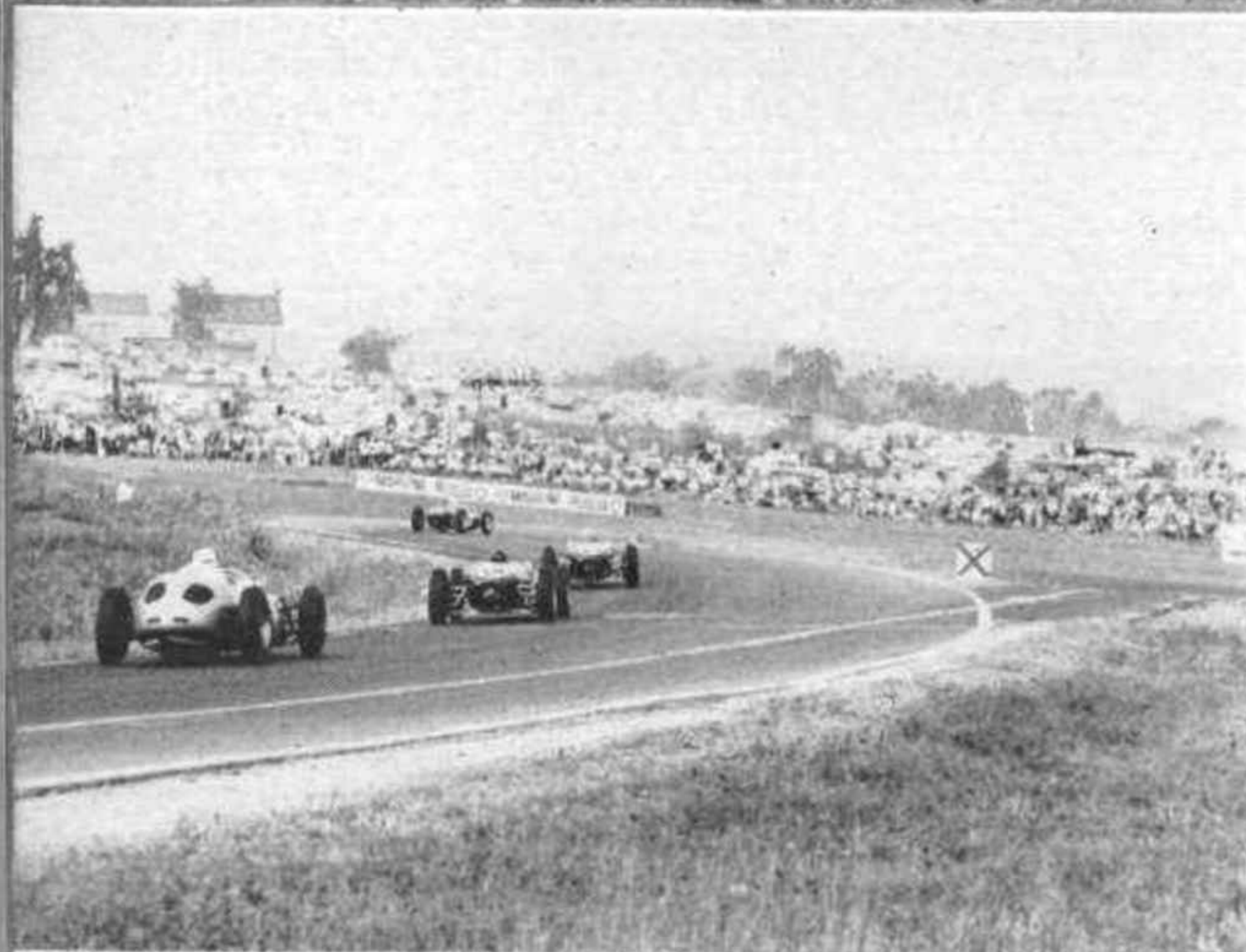
Oulton



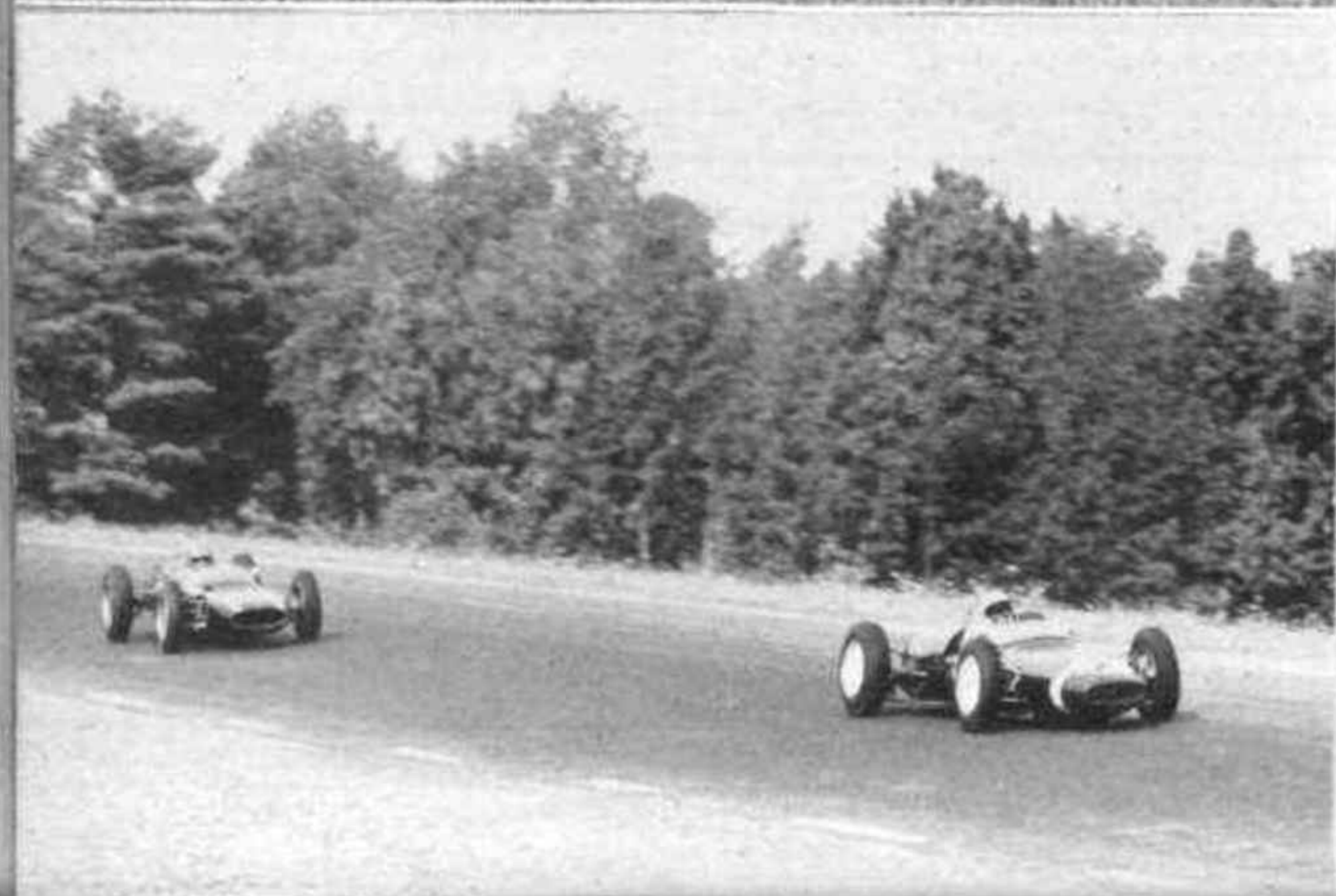
V8 IN FRONT.—Brabham's Cooper-Climax V8 breasts the rise after the start just ahead of Moss. Ireland's Lotus is slightly to the left, with Gurney's Porsche close behind, in the U.S. Grand Prix.



START.—The cars stream into the first bend. Brabham leads from Moss, Graham Hill, Ireland, McLaren, Gurney, Clark, Surtees, Gregory and Brooks.



TEAM LOTUS.—Peter Ryan in a borrowed car and a lap behind in front of Ireland and Clark, with Bonnier's Porsche at the end.



OPENING LEADERS.—Moss in his 4-cylinder Lotus-Climax temporarily leads Brabham with the Cooper-Climax V8 in the first quarter of the race. By little over half-way both had retired with engine trouble.



VICTORY FOR THREE.—Innes Ireland wins. Colin Chapman, the Lotus owner and designer, and this was...

WORLD CHAMPION WITH ONLY TWO WHEEL DRIVE.—Jack Brabham trying hard to catch a glimpse of the Ferguson at Oulton Park.



IAL REVIEW

Stats Grand Prix

n Pak Gold Cup



the last World Championship race of the year at Watkins Glen. On his left and behind him, Jim Endruweit, chief mechanic of Team Lotus. For all three, this is their first Grand Epreuve win.

VO-
d to
Park.

DRIVING WITH GREAT DETERMINATION, Graham Hill made a big bid for victory at Oulton Park, but his B.R.M. retired with piston failure.



"DOWN IN THE JUNGLE."—The three top shots show just how far into the thick undergrowth Ireland's Lotus went before stopping. The cause of his sudden excursion was a broken steering joint. In the race he made up for lost practice time by winning The Watkins Glen Grand Prix.



FIRE.—Hansgen does not usually drive in this forward position, but for five laps flames were pouring into the cockpit from the engine compartment, making the leaning back position slightly warm.

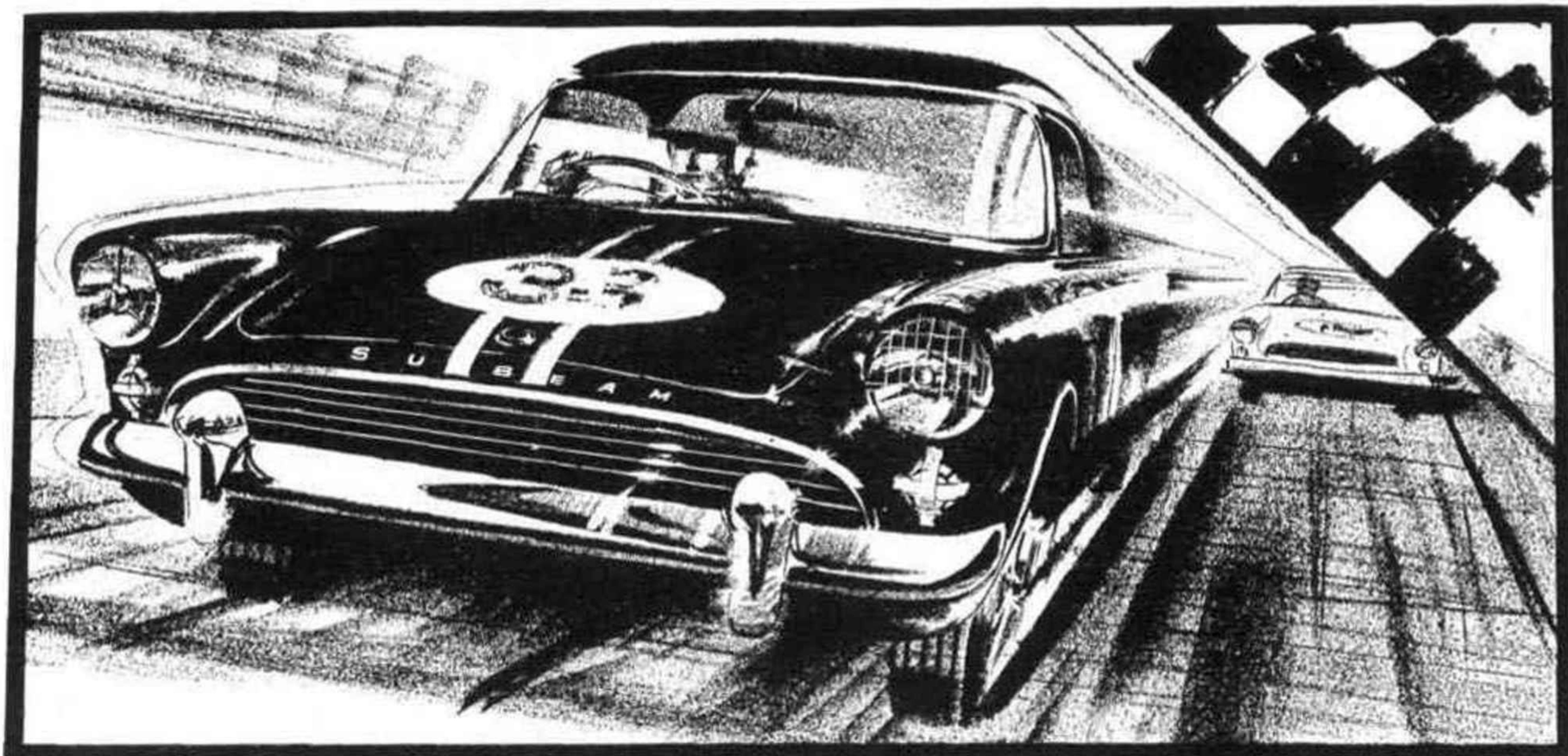


A CONVINCING VICTORY.—With S. Moss in its cockpit the 4-wheel-drive Ferguson, once it was in the lead, was oblivious to the Cooper challenge in winning the Oulton Park Gold Cup Race.



RIVERSIDE (CALIFORNIA) GRAND PRIX D'ENDURANCE 1961

SUNBEAM ALPINE



1ST

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3RD

Overall Placing

Car driven by Jack Brabham and Stirling Moss

Another brilliant success for Sunbeam Alpine—top of its class in the 3-hour Riverside Grand Prix d'Endurance and third overall. It beat all but two cars of much greater engine capacity and much higher price. This further proof of the performance and stamina of the Sunbeam Alpine comes hard on the heels of its sensational success at Le Mans, where it won the Thermal Efficiency Cup, the second most valuable prize. It also follows on the success of the Sunbeam Rapier which won its class in last year's Riverside Compact Car Race. When you buy Sunbeam you buy superlative value in power, performance, handling and reliability.

(Result subject to official confirmation).



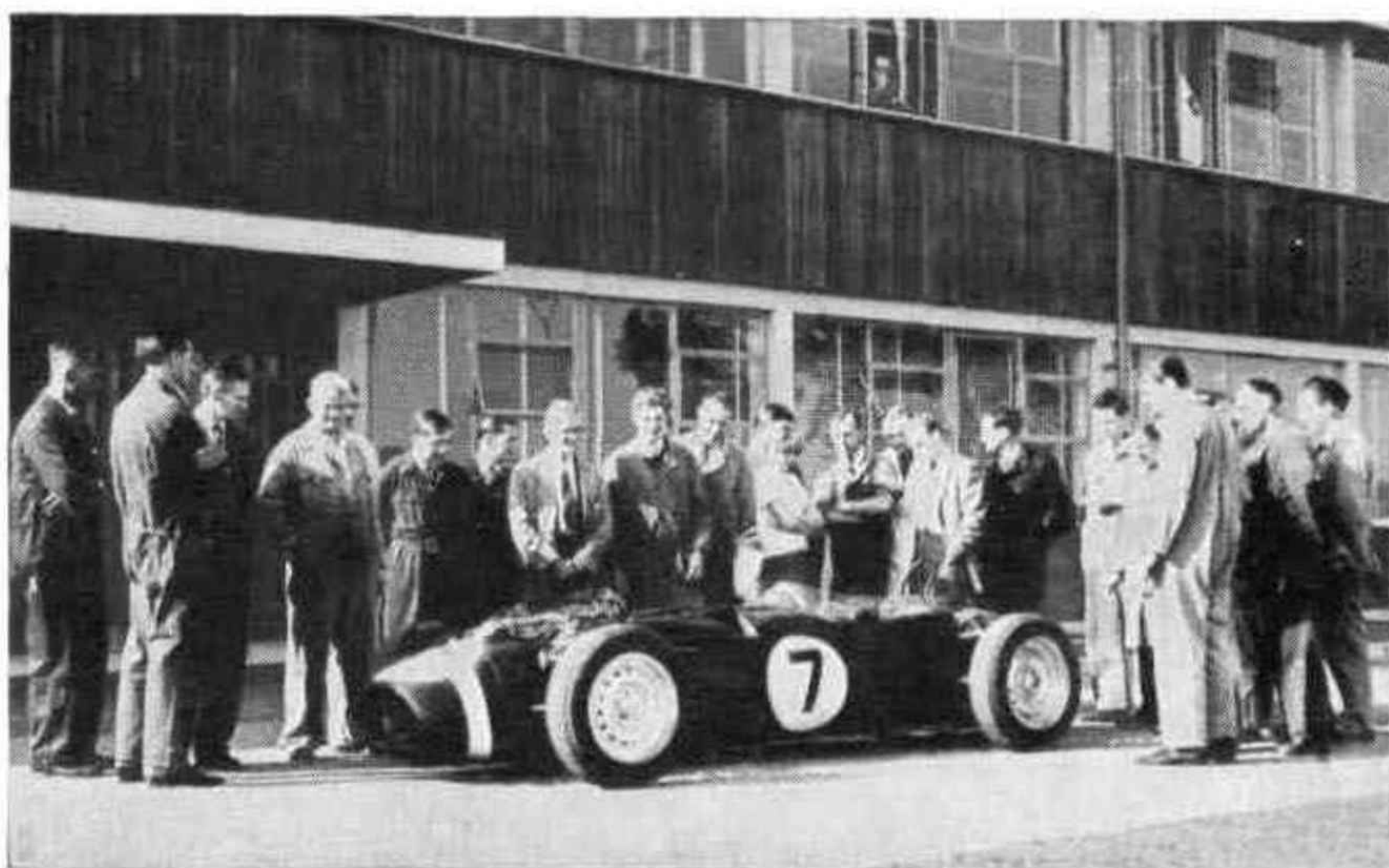
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PROJECT 99

SUCCESSFUL ACCOMPLISHMENT.—
The staff of Ferguson Research Ltd. being shown the Ferguson F.1 car after it had returned from winning the Gold Cup Race at Oulton Park—a fitting endorsement of sound engineering construction, a high degree of technical "know-how" and much accomplished in a very short space of time.



AT Oulton Park on September 23rd the Gold Cup Race was won by S. Moss, as reported elsewhere in this issue, and while it was another brilliant exhibition of driving by the accepted master-of-them-all, the race was not in itself of great importance. However, the occasion was history-making for one very important reason, it marked the first victory in motor racing by a car using 4-wheel-drive. This car was the Ferguson-Climax and the Gold Cup Race was its third motor race, while just one year ago the car existed solely on the drawing board. These three factors alone make a study of the Ferguson worthwhile, and the first thought that springs to mind is the question of how the car came about.

As a racing vehicle its history is brief and simple, and the past season's race reports provide many of the answers. Its first race appearance was on July 8th in the Inter-Continental race at Silverstone, where it was driven by Jack Fairman but retired very early with a breakage in the gearbox. In the August *MOTOR SPORT* "M. L. T." reported that "the mechanics had been so busy looking after the complicated 4-wheel-drive mechanism and the brakes, which had given trouble in practice necessitating work almost up to the start of the race, that they had little time left to check the gearbox." That this statement was not strictly accurate we shall see later in this story.

A week later the car, now fitted with a 1½-litre Coventry-Climax engine, appeared at Aintree for the British Grand Prix and its activities were reported fully in the race report in the August *MOTOR SPORT*. In that report a brief technical description of the car was given, and also some observations on its aims and behaviour, while the cause of its disqualification was recorded and so too were the "sporting" reactions of the racing world. At the time, I suggested that the Ferguson showed promise as a racing car, and pointed out that when he was convinced of its potential S. Moss would start racing it. The happenings on September 23rd when he won the Gold Cup Race on the twisty Oulton Park circuit, under conditions of wet and dry, are too recent to dwell upon here.

Racing-car victories do not happen overnight, and always involve untold work and struggles behind the scenes, but the story leading up to the victory at Oulton Park is a long and remarkable one. It is long because it can, in reality, be traced back to the early nineteen-thirties, and remarkable because from that time until September 23rd, 1961, the path of the development of this 4-wheel-drive project was strewn with interesting "ifs and buts" of a very personal and human nature.

In the early 'thirties the Tourist Trophy race was run on a wonderful circuit just outside Belfast in Northern Ireland, and the racing scene in the 1,100-c.c. category was being enlivened by a rough and rugged man from Middlesbrough named F. W. Dixon, who had given up racing motorcycles and was getting into motor racing with special Riley cars. Fred, as he was known to everyone, was a legend in his own time, for he drove hard, lived hard, was tough, likeable and full of sound practical ideas. His mechanical ability to make cars go fast was unquestioned and his race victories, in British racing, during this time were many. When he went to Belfast for the Ards T.T. he kept his car in a garage owned by one Harry Ferguson, and the fact that both these men knew that "a

spade was a spade and not a bloody shovel," meant that they got on very well together and a long acquaintanceship began. During those years, until the T.T. left the Ards circuit after the 1936 race, Dixon and Ferguson kept in touch and often discussed the idea of going into business together with a thought to producing a light-weight production car, for at the time the British Motor Industry was in a sorry state as regards design. Nothing came of these ideas, however, and Ferguson went on with his agricultural developments and Dixon continued racing.

In 1937 Fred Dixon built a model of a record-breaking car he wanted to construct, with a view to attempting the Land Speed Record, and this design was the culmination of many Dixon ideas, in particular the use of 4-wheel-drive. He also planned to use a radial swashplate engine, but that is another story. The use of 4-wheel-drive was not new, nor was it revolutionary, and throughout the motor sporting world there was a handful of people working on various 4-wheel-drive projects, some to succeed, others not to reach fruition. Bugatti had demonstrated the possibilities as regards acceleration with his 4-wheel-drive racing car in hill-climbs, Robby Waddy had built a small 4-wheel-drive sprint special that was most effective, and Reid Railton was working on the Railton Land Speed Record car with which John Cobb ultimately did 394 m.p.h., a figure that still remains to be beaten. Freddie Dixon had little in the way of material or financial resources, and his record car never went beyond a model. It was known as the "Dixon Dart" and he looked in vain for a sponsor.

In another branch of the sport a young man, still in his teens, was making a name for himself in National racing, this being A. P. R. Rolt, and in 1938 he acquired for himself a 1½-litre super-charged E.R.A. Competition for this type of car was very keen at the time and came under the heading of "voiturette" racing, being subsidiary to Grand Prix racing of those days. Looking for more speed and road-holding for his E.R.A., young Rolt went to Fred Dixon in the winter of 1938/39 and got him to do the tuning. While this partnership was progressing, Dixon tuning and Rolt driving, the 4-wheel-drive "Dart" project cropped up and Rolt began to take a keen interest and persuaded Dixon to change his ideas from World records to "voiturette" racing, suggesting that the 1½-litre E.R.A. engine could be used for the project. During 1939 work was begun on a racing car to these ideas, but before it got very far the war came along and racing stopped overnight. Rolt, being a regular officer in the Rifle Brigade, was immediately involved in the war, but Dixon began to turn his thoughts to war-production work in his little workshop at Reigate, in Surrey, virtually in his back garden. In the early part of the war the two men realised the possibilities of 4-wheel-drive for military vehicles and a small company was formed called Dixon-Rolt Developments Ltd., with a handful of pound notes as capital. Rolt tried to get the War Office interested, but with everything in upheaval the task was hopeless. At Calais, while the Dunkirk evacuation was in progress, Tony Rolt was taken prisoner and all active progress towards 4-wheel-drive for racing, production or military purposes ended, and Fred got on quietly making bits for the War Department. However, the belief in the project continued and Rolt found several fellow spirits during his time in German P.O.W.

CASTROL

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SNETTERTON 3 HOURS RACE OUTRIGHT WINNER

and 1st, Class C

M. SALMON (JAGUAR D)

Saloon Car Race - Class A

1st J. WHITMORE (AUSTIN SEVEN)

2nd C. CARLISLE (AUSTIN SEVEN)

1961 BRSCC Saloon Car Championship

1st J. WHITMORE (AUSTIN SEVEN)

(Subject to official confirmation)

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camps and frequently discussed and schemed out ideas for the 4-wheel-drive project. Dixon, too, never lost hope even though his war production prevented any development work taking place.

When the war ended Tony Rolt was released and came home to start thinking about peace-time activities once more, though he was still in the Army. Dixon was still at Reigate, working in his small workshop, and when things began to get settled the partnership of Rolt and Dixon started up again, racing a special Alfa Romeo that had once been the famous Bimotore Alfa Romeo, but was now shorn of its rear engine. In those early post-war years Tony Rolt was a regular competitor in racing, with whatever cars were available, and between times enthusiasm for the 4-wheel-drive project was continued. In 1939 Rolt had shared his E.R.A. with a friend of his, Jock St. John Horsfall, and after the war these two got together again, and were helped, amongst others, by Jock's brother Geoff, and Pat Fergusson (no relation to Harry Ferguson), who is well known these days in Club racing with a Turner. These chaps were all keen on the 4-wheel-drive idea and between them they could see further than a mere racing car, they could see all sorts of benefits for the normal passenger vehicle, and they helped to build a mobile test-bed, in the form of a stark 2-seater road car, using a pre-war 6-cylinder Riley engine. Thus, in their spare time, and under the direction of Freddie Dixon, was born their first experimental 4-wheel-drive car. This was during the immediate post-war period, at which time Rolt was still in the Army but was able to exercise a watching brief over the operations. Motor racing was gaining ground in Great Britain but down at Reigate the little group could see a much larger future for their many ideas and worked with a passenger road car as the ultimate aim. As the original car developed so the adaptation to motor racing faded and the industrial possibilities loomed ever larger, but it seemed a forlorn hope, as between them they had little money.

In 1946 Harry Ferguson sued the American Ford Company on the question of patent rights in connection with his agricultural tractor designs, and finally obtained damages amounting to over three million pounds. He had kept in touch with Freddie Dixon on and off, since the Ards T.T. days, and on returning to England Ferguson's thoughts turned to motor-car manufacturing, a thing he had wanted to do all his life. Remembering his talks with Dixon during the 'thirties, some meetings were arranged to find out what his old friend was up to. Seeing the 4-wheel-drive prototype car and hearing the ideas of the Dixon-Rolt team, Ferguson became interested and while not willing to plunge willy-nilly into the idea, he did offer them some encouragement in the form of ready cash, which in those days amounted to a lot of money but today would seem to be nothing. The whole project was still very much a "back-yard and spare-time affair," and meanwhile Tony Rolt was still very active in the racing world.

In 1948 the Aston Martin firm were planning a return to the sports-car market and the names of Jock Horsfall and Aston Martin had become synonymous. One day when Horsfall and Claude Hill, the Aston Martin designer, were testing a prototype car on an aerodrome, Rolt and Dixon went along with them to watch. They were most impressed with the car and urged Horsfall and Hill to race it; these two went back to David Brown fired with the same enthusiasm and a decision was made to enter it in the Spa 24-hour race, which it promptly won. Claude Hill had designed both the engine and chassis of the new Aston Martin, which had begun life as the "Atom" during the war, and developed into the DB1 when David Brown became interested in the firm. Both Dixon and Rolt were very impressed with Claude Hill and his manner of working, and Hill himself began to get enthusiastic about the fundamental aims of the 4-wheel-drive project, and soon afterwards he left Aston Martin and joined the Dixon-Rolt Development Company.

The whole business was now becoming very involved and everyone was getting deeper into it than they had originally intended; Rolt was out of the Army, Ferguson had his Tractor Plant established in Coventry, the Dixon-Rolt Company was expanding faster than it could afford and something obviously had to be done. All the various moves took a long time and practical progress as well as business progress was slow, but finally in 1950 all parties concerned came to agreement, and Harry Ferguson Research Ltd was formed, this new company taking over all the assets of the Dixon-Rolt Development Company. Ferguson was now convinced of the future for 4-wheel-drive and backed the project whole-heartedly, while at about this time the Italian inventor Piero Salerni approached them with a revolutionary torque converter transmission. The basic concept of torque converter transmission appealed to Ferguson and all his team, so a long association with Salerni was begun, culminating in the formation of a separate Transmission Development Company

controlled by Harry Ferguson.

In the summer of 1952 the whole Research Company was moved to the premises of the Ferguson Tractor Plant in Coventry, as Harry Ferguson felt that he should have all his interests close at hand. Shortly after this Fred Dixon withdrew from the organisation, after certain differences of opinion with his old friend, and returned to his home in Reigate. The move to Coventry in one way suited Rolt, as he was then racing for Jaguars, who were just across the road, and being so close he was often called upon for track testing, not only of Jaguar cars, but also of various other developments in the industry, such as the Dunlop Disc Brake. This close connection with the industry was very useful to Ferguson Research Ltd and led to them being in a position to do consultant work in addition to their own development work. Some eight or so of the original team from Reigate moved up to Coventry, among them Jimmy Walker who had been with Fred Dixon from the early days, having started as an apprentice in Fred's garage, and progressing to his number one racing mechanic. He is today the Development Engineer for Harry Ferguson Research Ltd.

Rolt's racing successes enabled him to get drives with various firms and teams, and one such was with R. R. C. Walker, driving his E.R.A.-Delage, 2-litre Connaught, and later his 2½-litre G.P. Connaught, but all this was Rolt's hobby, entirely divorced from his activities with Ferguson, though naturally an interesting and useful contact with the racing world. Towards the end of 1954 Harry Ferguson sold his tractor interests to Massey-Harris and in July 1955 the research firm had to move at short notice. A hurried move was made to Chipping Warden aerodrome, not far from Banbury, where they were installed in a couple of Royal Air Force huts, and it was there that Claude Hill started work on a flat-4 engine of 2-litres for use in conjunction with the 4-wheel-drive layout and the torque converter, the earlier Dixon "scotch yoke" engine design having been dropped. Meanwhile, great strides in solving the problems of 4-wheel-drive had been made and most notable among these was the invention by Claude Hill of a centre differential between the front and rear axles with various devices for controlling or limiting speed differences fore and aft. The advent of the disc brake in the experimental world, and its use by Jaguars for racing, was of keen interest to the Ferguson project and the prototypes being built were incorporating all such new and revolutionary ideas, eventually including the Dunlop Maxaret system.

Obviously, the firm could not tackle such a programme in a couple of huts on an airfield for long, and they were soon working on the plans for a new factory, comprising machine shops, workshops, test-beds, drawing offices and administration offices, all on one site. This new factory was laid out and designed by them in addition to their work on the car developments and they obtained a site at Toll Bar End on the outskirts of Coventry, which was a green field when they first took possession. In July 1956 they moved into their new factory and Harry Ferguson Research Ltd. was now prepared to attack the British Motor Industry with its ideas and projects. The pressure of work was so great and responsibility such that Tony Rolt was forced to give up all racing activities, but he still had many close friends in the racing world, among them Rob Walker, and both Rolt and Ferguson attended motor races to watch progress, for racing still interested them intensely.

Association with the Motor Industry developed and Harry Ferguson worked away to sell their design to a big manufacturer, for such was the magnitude of his ideas and aims that he was only interested in mass production of a 4-wheel-drive passenger car. Various firms were interested but the bogy of the cost of complete re-tooling was invariably a stumbling block. At one point a team of engineers and sales executives formed by one of the "Big Five" manufacturers recommended its management to take over the Ferguson designs, but for economic reasons this did not come about. Near-finalised versions of various sized passenger cars had been made using all the Ferguson ideas and confidential demonstrations to the technical Press and other interested parties had been taking place, all with a view to getting the big manufacturers to take up the basic designs. By 1960 the whole project was on a very sound footing and after attending the May Silverstone meeting Harry Ferguson suggested that they built a racing car embodying the 4-wheel-drive and other ideas. This was not the first time he had suggested it, for he often did, especially after attending a good race meeting, but this time he really meant it, and Rolt agreed with him that the time was ripe. There were many factors to consider and they immediately started to thrash these out. A new Formula One was beginning in 1961, which meant that everyone would be starting off on the same footing; if the Formula did not catch on there was the possibility of



JACK BRABHAM

- 1st Snetterton: Lombank Trophy
- 1st New Zealand Grand Prix
- 1st Lady Wigram Trophy
- 1st Brussels Grand Prix
- 1st Aintree '200'
- 1st Brands Hatch: Guards Trophy



ROY SALVADORI

- 1st Aintree Saloon Car Race
- 1st Crystal Palace G.T. Race
- 1st Crystal Palace Sports Car Race
- 1st Crystal Palace Saloon Car Race
- 1st Oulton Park Saloon Car Race

Leading British racing drivers

JIM CLARK

- 1st Grand Prix de Pau



TREVOR TAYLOR

- 1st Snetterton Formula Junior Race
- 1st Oulton Park Formula Junior Race
- 1st Aintree Formula Junior Race
- 1st French Grand Prix Formula Junior Race
- 1st Grand Prix de Solitude Formula Junior Race



win on

INNES IRELAND

- 1st American Grand Prix
- 1st Grand Prix de Solitude
- 1st Coupe de Zeltweg



(Subject to official confirmation)

PETER ARUNDELL

- 1st Goodwood Easter Monday Formula Junior Race
- 1st Grand Prix de Monaco Formula Junior Race
- 1st Empire Trophy Meeting, Silverstone: Formula Junior Race
- 1st Brands Hatch Formula Junior Race



Photos: 'Autocar' and 'Motor'



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Inter-Continental Formula racing; a Ferguson racing car could be used for private high-speed testing, for until now they had been limited to 80-m.p.h. passenger vehicles; the racing car could be used to demonstrate publicly their 4-wheel-drive principles, and with development on the passenger cars at such an advanced stage enough time could be made available for the extra experimental work which the racing car would afford.

With time being short it was decided not to build their own racing engine, which would probably have been a flat-six, and as Coventry-Climax were almost next door they were approached. With no one at Ferguson Research having any current knowledge of race organisation it was decided to approach Rob Walker to see if he would help, and of course the usual Trade specialists were consulted. In July 1960 a meeting was arranged between all the people concerned, in particular the Walker Team and Coventry-Climax, and such was the general enthusiasm that in August 1960 Claude Hill and his design staff started work on Project 99—A High Speed Lightweight Vehicle. With the Walker Team being interested it meant that Stirling Moss was interested as being the driver, and with so much at stake Ferguson Research could not have asked for better. There were three major challenges facing the design staff: (a) the apparent complexity of a 4-wheel-drive layout should not carry any weight handicap when compared with other Formula One cars, (b) the division of the power to all four wheels should not incur any additional power losses, and (c) the handling with very high power-to-weight ratio and 4-wheel-drive, plus high speeds, was something new to them. Naturally the design staff were confident of meeting all these challenges, or they would not have started on the project, and there is little point at the moment of going in great detail into the way these problems were solved, for the Oulton Park race showed that as far as 1½-litre 4-cylinder Coventry-Climax powered racing cars are concerned, the Ferguson designers solved them satisfactorily. By October 1960 work was progressing and various outside people were brought in as consultants, and through Alf Francis, of the Walker Team, the Italian gearbox specialist Valerio Colotti was consulted on gearbox details in the search for efficiency. Dunlops were consulted with regard to brakes and tyres, Hardy Spicer for universal joints, etc., and Walker Belgrove formerly of Standards for the body design. During the winter of 1960/61 work was intensive and some 30% of the total of around 50 employed by Ferguson Research were on Project 99 all the time.

With all the principles of their years of development work at stake this racing-car project was all-important and a scheme was instituted in the factory to ensure that good design should not be spoiled by poor workmanship, as has happened on so many racing cars in the past. All the drawings from the drawing office for Project 99 were printed on green paper instead of the usual white, and pattern shops, machine shops and so on were directed that any work involving a green print was of the highest priority and no concessions from the D.O. would be made as regards tolerance and finish. Perfection would be only just good enough. Normal working standards in a good tool room might be 99.99% but for a green print only 100% would be tolerated, and this applied to all stages of manufacture, from raw material to finished inspection. During October, while the design was really showing progress, poor Harry Ferguson died suddenly, and for a while the fate of Project 99 was very much in the balance, but it was finally agreed that to go ahead would have been his wish, and work proceeded. While making gears, shafts, bearings, castings, etc., many of the people involved did not really know what Project 99 was, and as far as was possible the fact that it was a racing car was not divulged. The Colotti gear forms, while admirable from the design point of view, were proving a headache to manufacture, and Fergusons had to make their own gear cutters and the precision work would have defeated many lesser firms. By March 1961, a bare eight months after the first drawing was made, the Ferguson racing car was on its wheels, and fitted with a Mark I Coventry-Climax engine.

On April 5th, 1961, the car was taken to Silverstone and Rolt drove it under its own power for the first time. From there testing went to a private aerodrome near Coventry, and later to Goodwood, and Jack Fairman, an old acquaintance of Tony Rolt, was called upon to be retained as test driver. While Tony Rolt was more than capable of driving the car fast enough for test purposes, it was decided that he would not attempt to do the testing as not only was he out of practice, but also his impressions might be biased and influenced by outside factors in the project as a whole. Fairman was in practice and known to have an unbiased outlook on racing cars, had much knowledge of various types of racing car, and could be relied upon to drive as instructed without being biased by personal feelings. After Goodwood the car was taken to the new

Road Research Laboratory track at Crothorne in Berkshire, where much testing of a prototype Ferguson saloon car had been taking place. Here the racing car was used to extend the testing of the braking system of the Ferguson 4-wheel-drive into the realms of high speed, and a 2½-litre Coventry-Climax engine was installed for the purpose.

By July it was considered that the car was race-worthy and it was entered for the Inter-Continental race at Silverstone on the 6th of that month. Though it was painted in Rob Walker's colours of blue with a white nose-band, and his team looked after the race organisation, the Ferguson mechanics and staff looked after the car, and Fairman was the nominated driver, with Moss as substitute. During testing obscure troubles had been experienced with the brakes, the result being a sudden disconcerting sponginess of the pedal, and this naturally caused whoever was driving at the time to crash the gear-lever through to lower ratios and slow the car on reverse engine torque. A lot of time was lost in tracing this fault and it was finally laid low during the Silverstone practice. The four disc brakes were operated by a dual master-cylinder layout, as on most racing cars, but instead of a direct pedal pressure on the master-cylinders the Ferguson design had a servo system, the power-valve being operated by pressure from a pump driven off the gearbox. As the servo system required a mineral oil the brake-line system to the calipers was designed specially to use mineral oil and this involved special oil seals of an experimental nature. It was these seals in the master-cylinders that were giving trouble. When the reason for the brake trouble was finally determined the car was taken back to Coventry and a standard system without servo assistance, using vegetable oil with two separate master-cylinders, was fitted. The gearbox shaft failure unfortunately nullified all this work. Due to this trouble in practice Moss was unable to try the car a great deal and he decided that it was not yet ready to race with a reasonable chance of winning, particularly as he had not had time to sort out any handling problems, which he suspected might present themselves. During these brake failings the gearbox had suffered yet more from panic stops, taking the full torque reversal of the 2½-litre engine, and it was this that was the main contributing factor to the failure of the lay-shaft in the gearbox during the opening laps of the race. To revert to the brake layout as originally designed, the gearbox-driven pump to supply servo pressure to the dual master-cylinder was an essential as the Maxaret unit, also driven from the gearbox, was doing its control work on this main servo pressure, and not on each disc assembly. It operated in the servo line and relieved pressure should locking be imminent, but with the Ferguson controlled differential 4-wheel-drive layout braking was such that the Maxaret did not have a great deal of work to do, but was an additional safety factor and guaranteed continual high-efficiency braking.

After the Silverstone race work was started on redesigning the original brake control layout and the master-cylinders were completely divorced from the servo system power valve, the two being joined by a mechanical linkage, so that the braking system could use conventional oils and seals, and the Maxaret and servo lines could be as originally planned. With the British Grand Prix at Aintree only one week later there was little enough time, and a 1½-litre Mark II Climax engine replaced the 2½-litre, and the car was again entered for Fairman with Moss as substitute driver. During practice Moss had a caliper bridge-pipe break, which finally tipped the scales in his decision to stick to the Walker-Lotus. He had experienced the same trouble on the Lotus only two weeks before, in the French Grand Prix at Reims, so he was more than ever brake-conscious. It was ironical that his magnificent drive in the wet British Grand Prix with the Lotus should end for an identical reason. The potential of the Ferguson racing car during its running at Aintree was obvious for anyone to see.

After Aintree the new brake system was fitted and during comparative testing at Crothorne between the Ferguson and Walker's 1961 Cooper, using the most precisely instrumented measurements devised by the R.R.L., the braking advantages with the 4-wheel-drive in dry as well as wet conditions was estimated clearly, as was the additional value of the Maxaret in assisting the driver, there being a control in the cockpit of the Ferguson for by-passing the Maxaret. As well as preparing the car for its next race, which was to be the Oulton Park Gold Cup, it was used as a test-bed for continuing the research programme which was all part of the basic aims of Project 99. Moss had agreed to drive the car at Oulton Park, come what may, and the Mark II Climax engine was prepared in the Ferguson workshops, tested and found to give 152 b.h.p. at 7,500 r.p.m. before being installed in the car. After the race the engine was bench-tested again and found to be giving 147 b.h.p. at the same revs. During all the testing at Crothorne,

Goodwood and Silverstone, much work had been done on the suspension, altering variables until the handling characteristics were right, though no major design changes were found necessary, which says much for the basic design. Spring rates, shock-absorber settings, tyres and anti-roll bars were experimented with, as were castor and camber angles. That the chassis design was not far wrong was seen at Aintree by the few fast laps that Moss was allowed to do before the opposition caused him to be called in. Things had progressed so well before Oulton Park that Rolt was able to spend a day at Silverstone on the Club circuit, deliberately driving the car over the limit of cornering, braking and so on, to find out exactly what did happen under every contingency. A week before the Gold Cup Race the car was taken to Oulton Park for a private test outing with Fairman as driver. After getting out of the car at Aintree Moss did not see it again until he arrived for official practice at Oulton Park. The results speak for themselves.

Immediately after the Gold Cup Race the car was weighed, just as it finished, and it scaled 1,139 lb., after which 46 lb. of fuel were drained off, thus making the weight according to Formula One rules, 1,093 lb., which compares favourably with its competitors. When the car returned to Coventry the weight was checked on Ferguson's own scales and it came out as 659 lb. on the front wheels and 433 lb. on the rear wheels, making a total of 1,092 lb., but it must be remembered that before it starts a race the weight of the driver and fuel must be added, most of which is on the rear wheel figure. A close inspection of the design easily explains this remarkably low weight figure; for example, division of the engine power to four wheels allows the use of 5.00 x 15 in. tyres all round, whereas rivals are having to use 6.00 or even 6.50 x 15 in. tyres to deal with the same power through two wheels. Division of the torque by four instead of two allows four small-diameter drive shafts in place of the more conventional Hardy Spicer splined shafts used by Cooper or Lotus. The Ferguson front shafts are only 0.795 in. diameter, those at the rear being slightly smaller as they have to withstand slightly less braking torque. With the lower, or main wishbone of the suspension being in line with the drive shafts (as described in the August MOTOR SPORT), and the brakes being mounted inboard, the suspension does not have to withstand torque reaction, so that the top wishbone acts merely as a support and can be light in consequence. With the torque divided front and rear the final-drive crownwheel and pinion units are far smaller than with a conventional 2-wheel-drive layout, and this is aided materially by the main reduction gearing for the transmission being integral with the gearbox. The Ferguson system of centre-differential and control unit preventing wheelspin, there is no need for ZF limited-slip devices in the axle differentials, all of which saves weight. From every standpoint of design the Ferguson has been carefully thought out and I can do no better than recommend readers to the 1961 July and August issues of the *Automobile Engineer*, in which the car is described in full detail, together with excellent drawings, in a first-class technical appraisal.

In this remarkable achievement, that of being the first 4-wheel-

drive car to win a motor race, and taking just over 12 months from initial drawing to race winning, the Ferguson Research team deserve every credit, but it must be recalled, with sadness unfortunately, that two of the men responsible for the original conception were not alive to see their aims come to fruition. Harry Ferguson died while the car was still on the drawing board, and Fred Dixon died in 1956. The name of Ferguson lives on in the name on the car, and that of Dixon will always be recalled when the initials of Four-Wheel-Drive are written down.

In writing this appraisal of Ferguson Research I do not wish to give the impression that I think they have, in this first car, a world-beater, nor am I yet convinced that 4-wheel-drive is the ultimate for Grand Prix cars, but credit where credit is due, and the achievements of Ferguson Research in the engineering world deserve recognition. I have a personal predilection for scrupulousness in all things, above all in racing-car design and manufacture, and I have my own ideas of what is right. My standards have listed such designs as 158 Alfa Romeo, W196 Mercedes-Benz and Vanwall, and I now add Ferguson to the list. At the time of my visit to Ferguson Research they had not long returned from their Oulton Park victory and their normal development programme was continuing unaffected. This involved complete dismantling of every part of the car and transmission, thorough inspection of every shaft, bearing and gear-wheel, etc., complete stripping of the chassis frame of all paint, to inspect for cracks or flaws, and a complete analysis of the progress to date. Since last April when the car first ran it has covered 2,076 miles under high-speed conditions, and so far everything has been to the satisfaction of the Ferguson team. What the future holds, as regards the racing world, is not yet known for the main objective behind the activities of Ferguson Research is furtherance of the 4-wheel-drive passenger car, and plans are well in hand for the first ones to be produced for sale in 1963. The racing activities were only started as an extra experimental field of research into the problems involving 4-wheel-drive, and at present will remain so. Undoubtedly the future development programme will involve racing conditions, and if the best driver can be used so much the better, but it is not intended to use the Ferguson racing car purely as a means for any particular driver to win the World Championship. If it is raced sufficiently and is successful enough for anyone to use it to become World Champion then that would be a welcome bonus to the main objective, which is to prove that under all conditions the Ferguson system of 4-wheel-drive is superior to any 2-wheel-drive.

Finally, all at Ferguson Research are well aware that so far they have only won a single minor motor race, against opposition powered by equal engines. This proved their point that a 4-wheel-drive car need not suffer from weight handicap, power losses, or inferior handling. It does not necessarily mean they will win any more races; it is obvious to everyone that the opposition they beat at Oulton Park was only British, and in the new 1½-litre Formula the British have not so far been on top. In the International scene the Gold Cup was only a straw in the wind, but nevertheless a very interesting and significant straw.—D. S. J.

THE N.S.A. RECORDS DAY

ON October 14th the National Sprint Association organised a Records Day at Wellesbourne Aerodrome, to enable motorcyclists to establish standing-start quarter-mile records. Attempts were made over the standing quarter in two directions under a standard condition and timed to three places of decimals by beam timing, by R.A.C./A.C.U. official timekeepers. The N.S.A. being a national body open to 2-, 3- or 4-wheeled sprinters, two cars were invited along to make demonstration runs. These were Reg Phillips with his supercharged transverse-mounted single-cam Climax-powered car, the Fairley, and Sydney Allard with his Chrysler-powered Allard dragster.

The bike boys were really trying at this end-of-season meeting and some very impressive quarter-mile figures were being made, Reg Gilbert with his 650-c.c. Triumph-engined Norton doing 12.002 sec.; in the 1,000-c.c. class George Brown, the existing record-holder, was down to 11.192 sec. and others in the class were in the 11-sec. bracket. During the demonstration runs by the two car drivers the beam timing was naturally operated, with conditions the same as for the bikes, and Reg Phillips did a resounding 12.312 sec. on his best run. Sydney Allard pointed the sleek blue dragster down the quarter-mile, let in the clutch, opened up and with a sound like a large bomber going down the runway disappeared through the timing traps. Time: 10.841 sec., which made the motorcycle riders whistle a bit.

There were no arguments about the dragster's performance this

time and "sack-cloth and ashes" were handed out to all disbelievers and certain Editors! [Congratulations, Sydney Allard—but a kilometre is a long quarter-mile and I still maintain that the dragster didn't live up to Allard high-pressure pre-Brighton publicity.—Ed.]

As a matter of factual note it should be mentioned that the British quarter-mile record in the 1,000-c.c. motorcycle class stands to George Brown with his Vincent Special, in a mean time over a two-way run, in 10.489 sec., established on Thurleigh Aerodrome before the Records Day took place. It is safe to assume that the Allard at Thurleigh would approach 10 sec. flat, with the improved traction afforded on that airfield, as vouched for by George Brown.

Everyone at the Wellesbourne meeting was most enthusiastic about the future of sprinting (or dragging, for American-minded readers), and an annual Records Day having been established it is hoped that next year it can be a combined car and motorcycle meeting so that standing quarter-mile records can be set up for all classes of racing car as well as racing motorcycle.

Records established on October 14th were as follows:—

50 c.c.	A. G. Dobson (Itom)	26.391 sec.
125 c.c.	I. D. James (Allegro-Bantam)	20.881 "
175 c.c.	B. E. Keys (Ducati)	17.088 "
350 c.c.	B. E. Keys (A.J.S.)	14.182 "
500 c.c.	A. K. Bascombe (Triumph)	12.955 "
750 c.c.	R. C. Gilbert (Nortumph)	12.249 "
350 c.c. Sidecar	E. A. Woods (Norton)	15.718 "
500 c.c. Sidecar	L. W. Collins (Velocette)	15.631 "
750 c.c. Sidecar	R. C. Gilbert (Nortumph)	12.555 "

The records for the 250-c.c. and 1,000-c.c. solo classes, and 1,000-c.c. sidecar classes were unbroken, these having been established on September 23rd, 1961 by George Brown as follows:—

250 c.c.	G. Brown (Ariel Arrow)	14.323 sec.
1,000 c.c.	G. Brown (Vincent Special)	10.489 "
1,000 c.c. Sidecar	G. Brown (Vincent Special)	11.441 "

* Record irrespective of category.

D. S. J.



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 FIAT 1500S CABRIOLET
 FIAT 1800B
 FIAT 2300
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3rd U.S. GRAND PRIX—continued from page 939

were seen to be licking out from the engine compartment by his right shoulder blade. Whereas a European driver would have stopped smartly for fear of damaging his car, the American pressed on and suffered the discomfort and uncertainty for the next five laps. Jimmy Clark, who had moved from eighth place on the first and second laps to upfifth on the fourth and fifth laps, suddenly came into the pits after completing six laps with slipping clutch, and by the time the mechanics had rectified the trouble he was last and three laps down on the rest of the field. Moss was doing everything he could to stay with the V8 Cooper and on the 16th lap he snatched the lead back, only to lose it by the next time round. Hansgen, whose fire had burnt itself out, slid in avoiding another car and struck a safety fence out on the circuit, ripping off his front left-hand wheel and bending the left-hand rear wheel to 90° from direction of travel. McLaren had settled himself comfortably into third place, with Ireland and Graham Hill some way behind. The two Americans Gurney and Gregory were swapping sixth and seventh places with each other, with Salvadori watching from a short way further back, but Gregory's run ended abruptly on his 24th lap when a gear selector broke and he was forced to retire. About this time it became obvious that all was not well with Bonnier. Lap by lap he was losing ground and on the 30th lap he pulled into the pits complaining of loss of approximately a thousand revs on the straights. This was fairly quickly cured by the removal of a small stone from under the throttle pedal and he got going again in 12th place. Back at the front, Moss had twice more grasped the lead from Brabham, only to lose it when the V8's extra power was felt on the uphill straight. On the 31st lap Hap. Sharp, whose engine was running very roughly, pulled into the pits for a plug change and carburation check. Two laps later Gendebien was called in and Gregory took over his car, the Belgian still suffering from his first day's inversion.

As Moss took the lead again on the 34th lap, so Ireland passed McLaren into third place. McLaren's Cooper had lost fifth gear and his lap times were suffering in consequence. Two laps later, Gurney also passed him into fourth place. Now the trend of the race began to change. Wisps of smoke were appearing from Brabham's left-hand exhaust pipe and on the 39th lap he dropped behind Moss and water was beginning to spurt from the overflow pipes. In a few laps he had dropped back eight or nine seconds and on the 45th lap he pulled into the pits for a check and to take on more water. The Monza trouble was recurring, a liner had worked loose and was pumping all the coolant out. Moss now seemed to be sitting pretty over 40 sec. ahead of Ireland and Graham Hill. Lloyd Ruby suddenly came into the pits at the half-way stage with a broken throttle linkage, and seven laps later Brabham followed him, but in his case there was no cure for his trouble and he retired. Then, to the astonishment of the crowd and the pits, Moss coasted in with a dead engine. The big-end bearings were no more and the oil pressure had dropped to nothing.

So, with over half the race run, Ireland found himself leading the race with the B.R.M. of Graham Hill breathing down his neck. The pace of these two leaders increased as Hill tried to wrest the lead from Ireland. For fifteen laps the two cars were only separated by a few yards and then on the 74th lap Hill also pulled into the pits with a dead engine. The small screw holding the clip on the side of the magneto had come out. The clip had fallen away and the mag. cap had jumped off. So Graham's chances were once again marred by bad luck. Ireland now seemed to be sitting pretty some 20 sec. ahead of Salvadori and with only a quarter of the race to go. On the 76th lap Hall retired out on the circuit with a fuel leak and Lloyd Ruby also retired on the same lap with the mag. drive sheared. As the race settled into its close a few people with stop-watches suddenly realised that Salvadori, who was now in second place closely followed by Gurney, was gaining rapidly on the leader. From 20 sec. he closed the gap down to a mere 5 sec. by the 95th lap and everybody was getting very excited at the considerable verve which Salvadori was putting into his driving, but again luck stepped in and whilst on his 97th lap, his engine gave up the ghost and put a rod through the side of the crankcase. This left Gurney 4.5 sec. behind Ireland which, as the last three laps clicked away, he was unable to better. The only two cars on the same lap were Brooks and McLaren, the latter still without fifth gear. Graham Hill was fifth, one lap behind, with Bonnier another lap down. The only other finishers were Clark, Penske, Ryan, Sharp and Gregory in Gendebien's car.

As Ireland took the large cup, and Colin Chapman had a fight with a policeman in the winner's enclosure, we realised that this was the first time that Team Lotus have won a Grand Epreuve,

and the first time that Ireland had collected nine points in a World Championship event. The attendance, so the C.I.A.C. informed us, was over 50,000, which was a record for the circuit and whereas the past two U.S. G.P.s had not paid for themselves this one had not only paid but left enough over to improve the circuit for the fourth U.S. race, which they have already applied for.—M. J. T.

Results :	
3rd UNITED STATES GRAND PRIX—Formula One—Watkins Glen	
100 Laps—230 Miles—Slightly Overcast	
1st :	I. Ireland (Lotus-Climax 4-cyl.) 2 hr. 12 min. 45.8 sec.—103.22 m.p.h.
2nd :	D. Gurney (Porsche 4-cyl.) 2 hr. 13 min. 50.1 sec.
3rd :	C. A. S. Brooks (B.R.M.-Climax 4-cyl.) 2 hr. 14 min. 34.8 sec.
4th :	B. McLaren (Cooper-Climax 4-cyl.) 2 hr. 14 min. 43.8 sec.
5th :	G. Hill (B.R.M.-Climax 4-cyl.) 1 lap behind
6th :	J. Bonnier (Porsche 4-cyl.) 2 laps behind
7th :	I. Clark (Lotus-Climax 4-cyl.) 4 laps behind
8th :	R. Penske (Cooper-Climax 4-cyl.) 4 laps behind
9th :	P. Ryan (Cooper-Climax 4-cyl.) 5 laps behind
10th :	H. Sharp (Cooper-Climax 4-cyl.) 7 laps behind
11th :	O. Gendebien/M. Gregory (Lotus-Climax 4-cyl.) 8 laps behind
Retired :	
J. Surtees (Cooper-Climax 4-cyl.), engine; W. Hansgen (Cooper-Climax 4-cyl.), crashed; M. Gregory (Lotus-Climax 4-cyl.), gear selector; J. Brabham (Cooper-Climax V8), engine; S. Moss (Lotus-Climax 4-cyl.), engine; J. Hall (Lotus-Climax 4-cyl.), fuel leak; L. Ruby (Lotus-Climax 4-cyl.), mag. drive sheared; R. Salvadori (Cooper-Climax 4-cyl.), engine	
19 starters — 11 finishers	

TRYING THE NEW RENAULTS

For those who, like the hard-worked Editor, could not get to the exotic parts of France to sample the new front-drive Renault 4 and 4L, the English Renault Company put on a test day on October 12th at Wentworth Park. It was possible to test the cars over a splendid circuit flanking this famous golf-course past the stately homes of the stockbrokers and over some exceedingly unmade lanes. This brief acquaintance with the new utility Renault, of austere outward appearance and leggy wheelbase, confirmed the quite astounding disdain of its torsion-bar suspension for ruts and deep pot-holes and explained the considerable clearance over the wheel-arches, the extremely flexible suspension keeping the wheels on the ground even when the car is cornered so as to provoke yelps from the tyres.

The pull-push 3-speed gear-change with its enormous black knob placed extremely well for operation by the left hand, and the ingenious, 100% comfortable, detachable seats, have been copied from the lovable little Citroën 2 c.v. The steering is low geared but no reaction is transmitted by the drive shafts when cornering a heavy load in the back provokes pronounced under-steer, though the brakes are good, but the clutch pedal has considerable lost-motion and on the r.h.d. version of the Renault 4 the steering column is too close to the oil dip-stick. Absence of chassis greasing is a major advantage. The fascia handbrake is a bent-wire affair, there are bijou cubby-holes with pull-up plastic lids, not much performance, but if you carry goods, do your driving over fields or fields paths and have only £583 to spend you cannot overlook these utility Renaults, although no doubt the stockbroker householder wished they could as the Press buzzed about Wentworth Park in them.

I tried also the improved Dauphine with changed upholstery and colours and the new gearbox having synchromesh on 1st gear—a long-needed improvement providing a foolproof downward change into the 16.19-to-1 ratio, on which the top speed is around 20 m.p.h. I thought this Dauphine very sluggish and in need of four speeds but refreshed myself in a Gordini Dauphine in which good performance and over-steer allied to low-geared steering kept me occupied round the excellent Circuit de Wentworth, where racing drivers S. C. H. Davis and R. Flockhart were present and a 4 c.v. Renault was there to see what reception its predecessor would receive. I gather John Bolster will take delivery of the first Renault 4 to be imported—and that it is not a present from the B.A.R.C. or R.A.C. !—W. B.

GOOD THINGS —

— Those B.M.C. key-rings that contain a pocket in which to stow money for parking meters—a shilling and two sixpences, two separate shillings, or four sixpences—embossed for M.G., Morris, Riley or Wolseley owners. Price 2s., from Nuffield agents.

— And that fine reproduction of the Hawthorn/Fangio duel at Reims, in 1953. It measures 18 in. x 10 in. on card 24 in. x 16 in. and costs 52s., from Dunkeld Press Ltd., Station Road East, Oxted, Surrey.

LETTERS FROM READERS

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

THE WHITE RILEY

Sir,

It seems that I must sally forth into print to uphold the honour of the car which I have owned for some time past, namely the "White Riley." I am doing so after seeing the report in *Veteran—Edwardian—Vintage* (October issue) that the white M.P.H. of Mr. Rigg was announced as being the original "White Riley" at the V.S.C.C. Prescott meeting on August 27th. I protest; Mr. Rigg may have a white Riley but certainly not the "White Riley."

I purchased my vehicle from Mr. S. A. Burville (The Riley Man) in June 1959 and it was advertised by him in the July issue of *MOTOR SPORT* that year as the "White Riley." Being a previous owner of this car and with his knowledge of matters Riley I would not care to argue with him.

It was first registered for road use in 1950 by Messrs. Blake's of Liverpool, who detuned it and fitted it with six Amals in place of the supercharger. All I have managed to elucidate from Blake's is that, along with various modifications, they repainted it white again as it was blue when it came into their possession. This follows, because it is known that the "White Riley" was painted blue in the period when Mrs. Kay Petre owned the car after purchasing it from Raymond Mays. It was still blue, I believe, when driven by Percy Maclure in the Shelsley meeting of June 1939 when it made its fastest time ever on Shelsley of 41.85.

From photographs I have in my possession it can be seen that from the scuttle forward the car is still nearly as original in appearance. Unfortunately a rather bulbous tail has been fitted and also a pair of small doors. At present it is fairly tatty and has been laid up for a year whilst I have been trying to accumulate finance, enthusiasm and information to start rebuilding it.

For such a famous car and forerunner of the E.R.A. it is very strange how comparatively little data I have been able to collect on it, so whilst I am in print may I implore any of your knowledgeable readers who can help me in any way, to get in touch with me. I would like to be able to obtain as complete a history as possible on the car. Events entered, owners, etc. Most valuable of all would be photographs, especially those which can give me some idea of the shape of the body from the scuttle back, as I would like to be able to bring the car back to its original appearance eventually, even if I cannot restore it to its original mechanical specification.

Enfield.

F. J. ROLPH.

THE G.P. ORGANISERS' TROPHY

Sir,

I was delighted to read Denis Jenkinson's words of praise for the Grand Prix Organisers' Trophy which this Association is to present in future years.

I must, however, correct him over one minor point. In the abbreviated list of headings under which points are to be awarded, issued by members in the form of a Press handout following their Monza meeting, there was no mention of "Press Service." Whilst I could not agree more with everything "Jenks" has to say about Press arrangements, I feel that this particular aspect of Grand Prix organisation does not strictly come under the aegis of the Grand Prix Drivers' Association.

Could we not, perhaps, band together and make a similar award for the Press facilities?

London, S.W.3.

PETER GARNIER,
Hon. Secretary, G.P.D.A.

[Fine, but I hope this isn't the start of more and more prizes in a gigantic mutual admiration society—for the best-dressed timekeeper, the keenest race-going girl-friend, the mechanic with the most efficient copper-clouter and so on, and on. As I see it, the idea behind the Organisers' Trophy is to enable the drivers to express appreciation for good organisation helpful to themselves, which they cannot otherwise convey to race organisers. Good Press facilities should surely be part of such good organisation, being helpful to the drivers themselves, inasmuch as poor

facilities can give rise to false reports detrimental to a driver's reputation. Perhaps a new clause can be inserted in the existing rules. After all, a separate Press Service Cup might, in the eyes of some, be won by the organiser providing the biggest bar and most sumptuous chicken sandwiches.—Ed.]

* * *

DISHONEST ADVERTISING

Sir,

If "C. J. M." of Nairobi is who I think he is, he is in really no position to write complainingly about "misleading advertising in a typical American manner." As the driver of a German car in this year's East African Safari, he can hardly have failed to have noticed the advertisement for Volkswagen (whose products got nowhere in the event) which appeared in the *East African Standard* the morning the results were announced.

And as regards his statement that Ford were outclassed as usual, it is a fact that Ford have won the team prize three years in succession; it is a fact that the Anglias have been first, second and third in their class during the past two years; and it is a fact that this year Ford also won the Price Performance Index (which means "best value for money"), not to mention the Ladies' Cup.

I realise there is little chance of *MOTOR SPORT* printing this pro-British filth, but one never knows—the Editor might be on holiday.

Upminster.

W. H. PATTEN.

[The Editor never takes a holiday, but here is your letter. The advertisement referred to certainly suggests VW won this year's Safari but was Wolfsburg responsible or is this the work of the Cooper Motor Corporation Ltd. whose name appears thereon?—Ed.]

* * *

OBNOXIOUS EXHAUST?

Sir,

Surely Mr. Westover, in comparing the merits of owning a Bentley or a Dachshund, omitted the all important fact that the Bentley has by far the best exhaust note?

Canterbury.

R. J. RICKARDS.

* * *

BRIGHTON BREEZES

Sir,

Sack cloth and ashes cover me. How can I look my sprinting friends in the face again for the part I played in adding to the confusion at Brighton? I had agreed to give the commentary on "Bemsee's" two-wheeled section as it was obviously better to have someone who knew about the bikes. A fat lot I knew, to give out that Woods had made a new course record when Basil Keys has held it ever since 1959. The record in the programme had been credited to Charlie Rous—a previous holder—but the time quoted was, in fact, his 1960 time. Having missed Brighton last year I made the elementary mistake of trusting to memory.

In order to clear up the matter I have investigated just who has held the course record, taking as the basic measure the 100-m.p.h. average for the kilometre. Confusion exists on this point amongst a number of the stars of motorcycle sprinting, especially as the National Sprint Association awards a Silver "100" Star to its members who attain this magical figure, rather like "Bemsee's" Brooklands Gold Star coming back again, except that this one is probably harder to acquire.

To start with, the first Englishman on his native soil ever to beat the 100-m.p.h. average for the s.s. kilometre was Roy Charlton, riding "Rumblegut" at Brighton. In this matter only five men can lay their hands on their hearts and say "I have." Of these, four hold the Star, Roy having retired before its inception. The table looks like this:

1955	Roy Charlton	998 Vincent-Special	22.27 sec.	100.03 m.p.h. (record)
1958	Basil Keys	996 Norton-J.A.P.	22.23 sec.	100.60 m.p.h.
	Charlie Rous	998 Vincent	22.05 sec.	101.50 m.p.h. (record)

1959	*Basil Keys	996 Norton-J.A.P.	21.59 sec.	103.60 m.p.h. (record)
	Charlie Rous	998 Motor-Vincent	21.80 sec.	102.63 m.p.h.
	George Brown	998 Vincent-Special	21.90 sec.	102.17 m.p.h.
1960	Charlie Rous	998 Moto-Vincent	21.67 sec.	103.25 m.p.h.
	George Brown	998 Vincent-Special	22.30 sec.	100.24 m.p.h.
1961	Ernie Woods	996 Norton-J.A.P.	21.62 sec.	103.49 m.p.h.
	George Brown	996 Vincent-Special	21.82 sec.	102.54 m.p.h.

* Existing absolute course record.
(Variation in machine name and capacity is correct.)

It is interesting to note that George Brown has never held the record in the 100-m.p.h. category, yet in August he set a new world record for the standing-start kilometre in Bedfordshire at 108.73 m.p.h. Moreover he surpassed his Shelsley Walsh record a week later, twelve years established, a stupendous feat for a power-house that was never constructed for the tortuous climb at this famous Worcestershire hill.

The Norton-J.A.P.s are the work of Francis Williams, the 65-year-old sprinter. Keys had the first model, Woods the second, and, having "retired," Francis built a third with the 994-c.c. unit tucked snugly into a "Featherbed" frame. This took him down the Madeira Drive this year in 23.52 sec., which I make about 95 per. He came fifth in the motorcycle class, one of seven motorcyclists who exceeded the average of the winning car.

On the broader question of programme information, I do think that the class record time should be quoted always with the name and machine of the holder, plus speed and the date it was set up. To my mind the Midland Automobile Club programme for Shelsley Walsh is admirably prepared, especially as all the winners since 1905 are also listed.

Grinding my own personal axe, it would be nice if, at combined car/motorcycle meetings, the recognition of the course record holder in terms of award and acknowledgment in the programme was made irrespective of whether it applies to two wheels or four. It's all the same sport, really!

Bromley.

DENNIS BATES.

Sir,

After reading your excellent article on the Brighton Fiasco, I was surprised on turning to the "Letters from Readers" pages that no one, apparently, had similar views. May I, therefore, say not only do I wholeheartedly support your strong comments, I think you have only just penetrated the surface of the whole matter of poor organisation.

People crossing Madeira Drive could have caused a serious accident involving not only themselves but the drivers of the cars. A Commentator, in some of his more sober moments, on more than one occasion warned people that the meeting might have to be abandoned because of these few thoughtless people. I realise that the organisation of such a meeting must be quite a headache to someone, and marshals may not be easily found, but why was the one, and *only*, marshal who was halfway along the Drive standing on the sea side of the road when he could, I feel, have done far more good on the land side from where the people were coming? In theory, of course, it was impossible for the public to descend to road level because of barriers. The adjacent beach was out of bounds and yet from 8.30 a.m. about a dozen people in bathing costumes were allowed to remain on the beach all day. This no doubt caused people to think, "If they can watch from that side why shouldn't I?"

Lastly, the rather distasteful subject of public lavatories. In his opening letter the Mayor welcomed everyone to Brighton. May I respectfully suggest His Worship has a good look at the town he is inviting people to? I think everyone will agree these were in a deplorable state. Some were not open until 10 a.m. and one or two not opened all day. The Dragster will be there again next year no doubt; I hope I can pluck up the courage to go and watch it.

Pinner.

J. D. FLEET.

A PROTOTYPE AUSTIN HEALEY

Sir,

As a regular reader of MOTOR SPORT and the continuing correspondence on the "fors" and "againsts" British and Continental cars, I feel prompted to write to you on the subject, not expressing an opinion but merely recounting my experiences.

Four years ago I was fortunate enough to have the opportunity of purchasing an Austin Healey works prototype. Basically the car is a B.N.1 complete with engine, chassis, wheels, transmission, brakes, etc., and welded on to this is a Morris Minor 1000-type body to which is added an elongated bonnet.

The car has now completed 75,000 miles, and has had the following work done to it:

- (1) At 35,000 miles: New clutch and new brake linings, new silencer, new battery.
- (2) One set of remould tyres, one set of racing tyres which wore out very quickly, and the car has now done approximately 5,000 on a new set of Michelin "X" and there are no signs of wear so far.
- (3) One set of windscreen wiper blades.
- (4) Two water pumps.
- (5) At 70,000 miles: New brake linings and clutch linings, one set of exhaust valves and one inlet valve, one set of new piston rings.
- (6) Both speedo. and rev.-counter have been stripped and rebuilt for 30s. each.

The car has never been raced or rallied, but on every day of its life it exceeds 80 m.p.h. on its journey into town. In town petrol consumption is 24 m.p.g. and on a run 31 m.p.g. The engine is fully modified (is reputed a spare Le Mans engine), and a high back-axle ratio gives approximately 30 m.p.h. at 1,000 r.p.m. in overdrive top. I have never had the car flat out, but have exceeded 110 m.p.h. with four adults up. The engine is very flexible, and is quite happy crawling along at 15 m.p.h. in overdrive top—a mere 500 r.p.m. The suspension is hard, but road-holding excellent, with very little roll. I use the car for my work, which necessitates short stop-and-start journeys of approximately 2-3 miles. I realise the car is a special one, but all its components are standard B.M.C. stuff, and I cannot speak too highly of the reliability of the car.

I have many friends with British cars, and there is only one who has a complaint. This particular car is a Mini-Minor, and has needed two gearboxes in 10,000 miles, but I would mention that its owner drives to work over a 10-mile "course" in an average time of 14 minutes, with a best time ever of 13 min. 30 sec.

Nottingham.

SAFTOE.

CLOCKWORK OR ELECTRIC?

Sir,

With reference to your own remarks beneath "Good for Smiths," I endorse what you say.

I have a Smiths *clockwork* clock in my 1926 Rolls-Royce Twenty which I wind up once a week (the outer rim turns, no knobs to grope for under the dash) and it keeps perfect time and has done for the past 35 years. What more could one want?

A friend of mine locally had three Smiths electric clocks in succession in his Morris-Oxford and when the last one packed up after a few weeks he gave up trying!

It should not be necessary to have to purchase a R.-R. to get a decent clock and I have not intended to infer that, but surely if one spends £500 plus on a car it should be possible to have a clock, electric or clockwork, which keeps good time.

Perhaps a little more competition in electric car clocks would help.

Boxford.

M. JONES.

A NEW PICK-UP

Sir,

On looking with interest at the new effort from Fords, surely a more fitting title than "The Consul Capri" could be found. May I suggest The Consul "Pick Up"—tilt extra.

Kettering.

B. J. WILSON.

THE FUTURE OF THE BRITISH G.P.

Sir,

What a selfish and childish outcry from the south, in a certain section of the motoring Press, over the decision of the R.A.C. to allocate the British G.P. to the B.A.R.C. and Aintree.

I thought we had got through *one* season without the usual moan from "down there," and as for the gentleman who is resigning from the R.A.C. and B.A.R.C. because of the R.A.C. decision—well!

Stop squealing, you southerners—you have had the best of everything for far too long.

The B.A.R.C. run their meetings exceptionally well and have obviously found that Silverstone is way behind Aintree, regarding facilities and amenities for a G.P.

Our "opener" at Oulton Park was taken to Silverstone but I don't recall anyone "writing to *The Times*" or making petulant gestures.

I shall certainly renew my membership of the B.A.R.C. and Aintree, and Mrs. Topham can certainly have my thirty bob "stand and paddock."

Who knows, we may yet get back the British Empire Trophy, too! That will give them something to twitter about.

Bradford.

G. LITTON.

A DISSATISFIED VW OWNER

Sir,

I have read MOTOR SPORT for some time and followed the endless succession of letters regarding VWs with great interest. This interest is not unnatural, I feel, for I am the dissatisfied owner of a 1958 de luxe model. These letters used to provide stimulus to a sense of smugness, brought about by trouble-free motoring in the midst of the many complaints by the owners of British cars, but after suddenly and without any warning whatever, being faced with total failure of the transmission (replaced at a cost of £91 and a delay of 10 days), after only 37,500 miles, these same letters have lost much of their amusement.

You have a correspondent who has had his Karmann-Ghia engine rebuilt free of charge, and another who had his transmission replaced, but after the fruitless succession of correspondence between myself and VW, Germany and Great Britain, I am beginning to wonder if my car was manufactured by another Company.

I wrote to VW, Germany, merely asking why I should experience this calamity in a car which is doted upon and driven within the terms indicated by VW advertising, and whether 37,500 miles is the normal life of a VW transmission. After a delay which ran into weeks, I had four replies, two letters from VW, Germany, and two from VW, Great Britain, Ltd., apparently through a clerical mix-up. The theme of these replies is that VW could not be held responsible and would not reimburse me (which I had not asked). Subsequent correspondence has failed to unearth the reason for my trouble, only to bring further evasiveness, and the usual answer that VW cannot be held responsible (rather like the parrot in the recent VW adverts, I feel).

VW tell me that without examining the ruined transmission they would be unable to give me a reason for failure, but if these people who now possess this unfortunate souvenir are not in a position to examine this, then who is? An engineer at my local agent stated that a shim could have broken up and entered the gears, but this opinion was not in his Company's report which I requested and received. I am still the owner of this car, lighter by £91, and using a transmission which does not (even after 6,000 miles) feel as good as its predecessor.

I have no explanation to offer my friends who all too frequently inquire, with tongue in cheek, after the car's health, but I have advice to offer your correspondents who write on the theme—"I have just blown a bulb in my VW; have I bought a dud?"—when your car is going well, bear in mind that you, too, may have a calamity awaiting you just around the corner, so keep your fingers crossed, press on and hope that the people who made your car will want to know.

Birmingham.

C. MOORE.

MINI-MATTERS

Sir,

Seven weeks ago I bought a Morris Minivan and I am, in general, extremely pleased with it. The performance, road-holding, comfort and economy make a remarkable combination of desirable qualities.

There are some glaring deficiencies in these Minis, however, which must be cleared up if we are going to be competitive in the Common Market. In my case, the chrome had begun to pit with rust within a week of delivery, and the radiator grille has had to be resprayed as the undercoat was showing through. There really is no excuse for this sort of thing.

Now that Renault, Vauxhall and Triumph have drastically reduced routine maintenance, why does a Mini have ten points needing lubrication every 1,000 miles? And why, oh why, do the handbrake cables have to be lubricated so often and in so crude a way? According to the handbook I must slacken off the handbrake cables (one to each rear wheel), grease them where they pass through the guides under the chassis, and readjust them, every 1,000 miles! To readjust each cable, the appropriate back wheel must be jacked up, the handbrake lever set on its fifth notch, and the cable adjuster (which is between the front seats and cannot be reached easily with a normal spanner) turned until the back wheel can just be moved by hand. This excruciating item of routine maintenance is a shocking reflection on the incompetence of the B.M.C. designers. Why can't the cable guides be fitted with grease nipples?

The typical 1962 American car will have chassis lubrication at 35,000-mile intervals, 4,000-mile engine oil changes and two years for the coolant. Why are our major manufacturers so far behind?

And, if I may be forgiven so much criticism, may I ask why the

so-desirable new Mini-Cooper has no rev.-counter, even as an optional extra?

Chepstow.

S. H. W. PRINCE.

WHAT NOW, MISS SMITH?

Sir,

In last month's issue Miss Gillian Smith pointed out that in the Volkswagen advertisement in the September issue Fords outnumbered Volkswagens by 11 to 9. I would like to correct those figures. A closer look would reveal that there are 11 VWs and 10 Fords.

Miss Smith also failed to point out that the 10 Fords consisted of eight different models, ranging from about 1949 to 1961, whereas there were two Volkswagen models only.

One up for Ford? Surely two up for Volkswagen?

Ballymena.

J. D. SURGENOR.

Sir,

In reply to Miss Gillian Smith's letter I would respectfully point out that in the advert. concerned Volkswagens outnumber the Fords by 11 to 10. The breakdown is as follows:

Volkswagen ..	11	Pre-B.M.C. ..	1	Vauxhall ..	3
Ford ..	10	Rootes ..	6	Healey ..	1
B.M.C.	9	Standard ..	4	Unknown ..	1
Making a total of 48 vehicles.					

I am not waving the flag for Volkswagen as I am quite contented with my Daimler, but if one is going to criticise let us first get our facts right.

Streatham.

JOHN E. BARNARD.

WE DIG IT

Sir,

For a man who digs motor cars you really are a square from wayback. If you wish to be with it and generally clued-up on the 1961 beatnik language I think I can be of some assistance.

Laurence Pomeroy, in his description of the Cooper-Austin, uses the verb "to be sent." This has been in use ever since "jiving" came over with the American Forces during World War II. If one were greatly impressed with anything from the performance of a car to the performance of a jazz group or symphony orchestra one could say: "It sends you" or "I was sent."

This gave rise to the recently more popular word, "gone." If you were "sent" then it follows that sooner or later you were also "gone," and sometimes the subject under discussion could also be described as "gone" or, if it were especially good, "real" or "really gone."

The story goes of the American beatnik (who used this language to the extreme and knew no other) on holiday in London for the first time. He had been told by a fellow beatnik in New York just back from a similar trip, that on no account must he miss the wonderful taste of a famous old English delicacy, the "meat pie"; to be found only on a vintage and horse-drawn (when mobile) pie stall in the Old Kent road.

Arriving at about 2 a.m. and asking for one of the said meat pies he was sadly told by the little cockney stall proprietor: "They're all gorn mate!" To which he joyously replied: "Great! Gimme two!!"

Beckenham.

BRIAN H. WALES.

[Curious! Laurence Pomeroy doesn't speak like this!—Ed.]

TAILPIECE



The universal car?—alas, it sank!

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FOR SALE

- RARE 11.9** flatnose Oxford. This original 1928 saloon combines Oxford brakes with Cowley economy. Used daily. Tel.: PAR 5911. [1055]
- ARMSTRONG SIDDELEY 16-h.p.** touring saloon, 1939. £50 o.n.o. Haslett, 66, The Birches, Three Bridges, Sussex. [1629]
- ALTA MINOR** tourer, 1951. New engine, many extras, excellent condition. Stares, Tel.: RAV 5380. [1631]
- RILEY TWELVE MERLIN**, 1936, v.g.c. Pre-selector box, twin spots. M.O.T. cert. £95 o.n.o. J/T. Bagshaw, I.A.S.S., R.A.F., Shawbury, Shrewsbury, Shropshire. [1633]
- FORMULA JUNIOR E.T.A.** Well developed and reliable car. Ideal for *entree* to F.J. racing. A converted Elva with modified suspension and transmission. Latest camshaft in Downton-tuned "A" type engine. Spares, trailer and Austin Seven Ruby saloon all included for £600. Lock-speiser, Tel.: Guildford 60222. [1634]
- ALVIS TA14** d.h.c., 1949. Very good condition. £210. The Cottage, Northgate, Baildon, Shipley, Yorkshire. [1635]
- LEA-FRANCIS**, 1951, streamline saloon. Beautiful condition. Sale or exchange, smaller car around £300 value. 55, Kings Road, Lancing, Sussex. [1636]
- TORNADO TYPHOON G.T.** Red, white hide seats. 1,172 c.c., twin 1½-in. S.U.s, 4.7 axle. H.P. arranged. Fast and economical, all for £195. 129, Alexander Road, Acocks Green, Birmingham. Tel.: ACO 5030. [1637]
- ROLLS-ROYCE**, 1934, Light Twenty 2-seater drop-head. Dickey, with two black leather seats. Ample luggage space. Perfect runner, mechanically faultless. V.S.C.C. registered Post-Vintage Thoroughbred. Rolls-Royce serviced and repaired (£560 bills for improvements, repairs and maintenance available). Required: new hood and very slight body and paintwork repairs. Reason for sale: need larger car for growing family. Best offer over £350. Please write Box No. K.638. [1638]
- M M.G.** Body rebuild finished in July. Now equipped with hydraulic brakes, k.o. wheels, tyres as new, new hood and sidescreens, fold-flat windscreen, 4-speed gearbox, 10-gall. slab tank. Lights and ignition rewired, battery good, engine in good condition. Will sell together with Ford Ten engine and gearbox, plus host of other spares, for £120 o.n.o. Tel.: Lytchett Minster 460. Write: H. Prewer, Lytchett Matravers, Poole, Dorset. [1639]
- TOO POWERFUL** 1937 Raiton S.8. Engine good, body shell tatty. Room wanted. Best offer over £35 takes. Taxed Nov. Moss, Cambridge Road, Sawbridgeworth. Tel.: 2342. [1640]
- SILVER EAGLE ALVIS**, 1935. One previous owner, 30,000 miles. Just rebored, gearbox overhauled, mechanically perfect. Cellulose, interior, original immaculate. Tools, handbook. Magnificent P.V.T. specimen. Box No. L.642. [1642]
- MY WIFE WON'T** let me keep 1957 regd. tubular ladder-frame, originally fitted Ford components, easily modified for B.M.C. Standard Ten f/axle complete less wheels; Ford T engine/gearbox, wheels and bits. Fuller details, s.a.e. please. Dunning, 283, Stanstead Road, Hoddesdon, Herts. [1643]
- 1931 RILEY NINE** Monaco fabric saloon. Property of one owner since new, kept in mint condition. Fabric perfect, unmarked. Five tyres as new, small mileage. Reason for sale, death of owner. £120 o.n.o. Neville, Knowle-Gate, Sheringham. [1644]
- 1939 B.M.W. 321**, 2-litre, Lueg body. £65. 133, Cowper Street, Luton, Beds. [1645]
- 1955 PEUGEOT 403** mobile 2-berth caravan. Fitted gas cooker, water tank with electric pump to tap. Storage space. Pook, Melton Road, Thurmaston, Leicester. Tel.: Syston 2202. [1646]
- DISMANTLING** recently built Danté Austin Special. Parts cheap. Ellis, 148, Meols Parade, Meols, Cheshire. [1647]

FOR SALE—continued

- P-TYPE M.G. SPARES.** Wheels, half-shaft, brake cables, etc. Rhodes, Merton House, Penmaenmawr. [1648]
- 1952 JOWETT JUPITER** Super Sports 2-seater. Scarlet. L.D.H. Recently fitted latest type re-conditioned engine, gearbox and clutch, new battery, new front tyres. A very smart car. £165 o.n.o. Tel.: Portsmouth 23792. Langford, Freestone House, Freestone Road, Southsea. [1652]
- MORRIS EIGHT** tourer, 1937. M.O.T. Sept. '61. Dark green, with new lights, hood, tonneau cover, recent recon. engine. Paintwork excellent. £80 o.n.o. White, Nerrols, Taunton. Tel.: 3041. [1653]
- AUSTIN SEVEN NIPPY**, 1934. One year spent rebuilding in 1960. Reconditioned engine. New tyres, wheels, tonneau cover, Halda Speedpilot, rev.-counter. All new dash with instruments. Remote gear-lever. *Concours* finish in B.R.G. Many bills. Getting married. £150 wanted. Tel.: NOR 4272 (daytime). Nicholls, 3, Ludlow Way, N.2. [1654]
- REGRET FOR SALE:** 750 Special. Ashley fibre-glass hard-top; tubular stiffened and lowered 1938 chassis. Engine tuned and completely overhauled. Five 15-in. wheels. Many extras. £200, offers. Hollway, "Lowcroft," Blundell Road, Hightown, Liverpool. [1655]
- FIAT 600**, 1957. Reconditioned engine. Body immaculate blue. £295. Tel.: Birmingham SPRingfield 2507. [1656]
- RILEY PATHFINDER**, 1955, special equipment model, many extras. Fitted new carpet, etc. B.R. green. Genuine bargain, £265. Virginia Lodge, Hatch End. Tel.: 3264. [1658]
- CITROEN 2 c.v.**, 1954. In daily use by doctor. New tyres. In excellent mechanical condition. £140. Tel.: Stamford 2212 (evenings). [1659]
- ROLLS-ROYCE**, Oct. 1937, 25/30 Thrupp & Maberly saloon. A beautiful car for £625. Tel.: Portishead (Somerset) 2492, or write: 35, Beechwood Road, Portishead. [1660]
- TYRES**, 600×650×20: one new, £15; two retreads, £7 10s. each. Burton, 18, Chandos Avenue, London, N.14. [1661]
- EYE-CATCHING A.7**, 1938, 2-seater. Tuned engine, Bowdens, body/hood smart. M.O.T. Offers around £50. Box No. L.662. [1662]
- TR3A HARD-TOP**, 9,000 miles. Wire wheels, Michelin "X," radio, heater. Dec. 1960. £800, hire purchase. Tel.: Western 8963 (6.30 p.m.). [1663]
- 1946 ARMSTRONG SIDDELEY** Lancaster. Engine in good condition. Body fair. £65 o.n.o. Tel.: Maldon (Essex) 779. [1664]
- VOLKSWAGEN REAR AXLE**, complete, £30; Renault Dauphine, £30; B.M.C. rear axles complete, £12 10s. each. Morris Minor front suspension complete, £15. A35 engine, £25; gearbox, £12 10s. 1,500-c.c. B.M.C. engine, £25; gearbox, floor change, £15. Riley 2½ engine, £25; gearbox, bellhousing smashed, £7 10s. Arnott supercharger for B.M.C. 3-litre engine, Austin 105, etc., £40. 8, Fairview Avenue, Rainham (Tel.: 5096), Essex. [1665]
- ROLLS-ROYCE MASCOT.** Offers invited. P. Smith, "Sandholme," Chipstead, Sevenoaks, Kent. [1666]
- 1961 A.K.S. SINGER** Special. *Concours* winner. Recon. engine 1,000 miles. Every other part new. Fully instrumented, and trimmed. Must be seen. £325 o.n.o. Cost £450. Reason for sale, have M.G.-A. P. Norman, Coopersale Hall, Epping, Essex. [1668]
- RILEY NINE PARTS.** Perfect 500×19 tyres, starter, wheels, manifold, head, headlamps, sealed-beam units. 1, Albert Road, Ealing, W.5. Tel.: ALP 2203. [1669]
- 1959 ASHLEY G.T.** Enthusiast's car. Apply Goatcher, 24, Halsbury Road, Worthing. [1667]
- 1953 SUNBEAM 90** coupé. Heater. New: hood, battery, clutch, gearbox. £185. Manchester, Tel.: Ringway 2617. [1670]
- ULSTER AUSTIN** pressurised 1½ crank engine, complete all accessories. Offers invited. Also Speedy engine, 1½-in. pressurised engine, complete all accessories. Rare sought-after unit. Excellent order, £50. Box No. L.671. [1671]
- FIAT BALLILA 508S**, 1935. This actual car was road-tested by *The Autocar*, June 1935. Then tuned by V. H. Tuson, and raced Brooklands 1935-7 in "The Black Diamonds" Team with great success. The engine has been fully reconditioned in the last four months, and the whole car is in exceptional condition. £230. N. Sands, Long Acres, Attenborough, Notts. [1672]
- BENTLEY 3½**, '34, in bits. Offers for the lot or bits. Veteran rev.-counter. S.A.E. 63, Church Street, Davenham, Northwich. [1673]
- SPORTS-BODIED BENTLEY** saloon, 1935—26 h.p. In black, not immaculate. £110 or near offer. Will accept Austin Seven drophead, any year. Hire purchase available. Telephone or write: J. Standloft, Nursery Road, Luton, Beds. Tel.: 2525. [1675]

FOR SALE—continued

- TRIUMPH ROADSTER 1800.** Ivory. Good condition throughout. M.O.T. certificate. £100 o.n.o. Huntley, "Glenhurst Farm," Claverdon Warwick. Tel.: Claverdon 467. [1676]
- 1959 PEERLESS.** Phase I G.T. saloon. Red velvet grey interior. Overdrive, front disc brakes, v. wheels. £625. Tel.: Liverpool Waterloo 5 (office hours). [1677]
- "MOTOR SPORT."** Complete in excellent condition from March 1948, most 1947. Of Porteous, 17, Hillary Mount, Bflericay, Es. [1678]
- ROCHDALE G.T.**, 1959. Tube frame, i.f.s., fu floating 4.7 rear axle, E93A A, 5,000 miles of twin carbs., hydraulics, four gears. Well finished £300 o.n.o. Rodger-Brown, 66, Elm Park Road, S.E.3. [1679]
- RAILTON STRAIGHT EIGHT** d.h.c., 1934. Olive green. Spot, windtones and bugle horn. M.T.C. Superb back seat. Haggie about A. Write, N. Milbank, 57, Severn Street, Leicester. [1680]
- TALBOT 105 TOURER**, 1934, in use every day. Weather equipment shabby. Another for reb or spares. Haggie around £150. Scates, 2, Rus Mews, W.11. Tel.: PARK 9562. [1681]
- M.G. MAGNETTE**, series NA, 1935. Only 6,000 miles since complete new interior trim, chrome regrid and rebore. Must be seen. £135. Wood, "Paignton," Warwick Road, Seaford, Sussex. Tel.: 3056. [1682]
- WHEELS**—Four Dunlop TR3 wire wheels with part-worn tyres, tubes, £19. Five H.R.G. ditty no tyres—£15. All wheels good condition. See by appointment. Sidwell, 27, Union Street, Coventry. Tel.: 22393. [1683]
- 1,172-c.c. FORD SPECIAL** for sale. Ideal young boy to learn in. Nice looking, neat 1 motor. £170 o.n.o. Apply, R. J. Flemming, Stony Stratford, Bucks. [1684]
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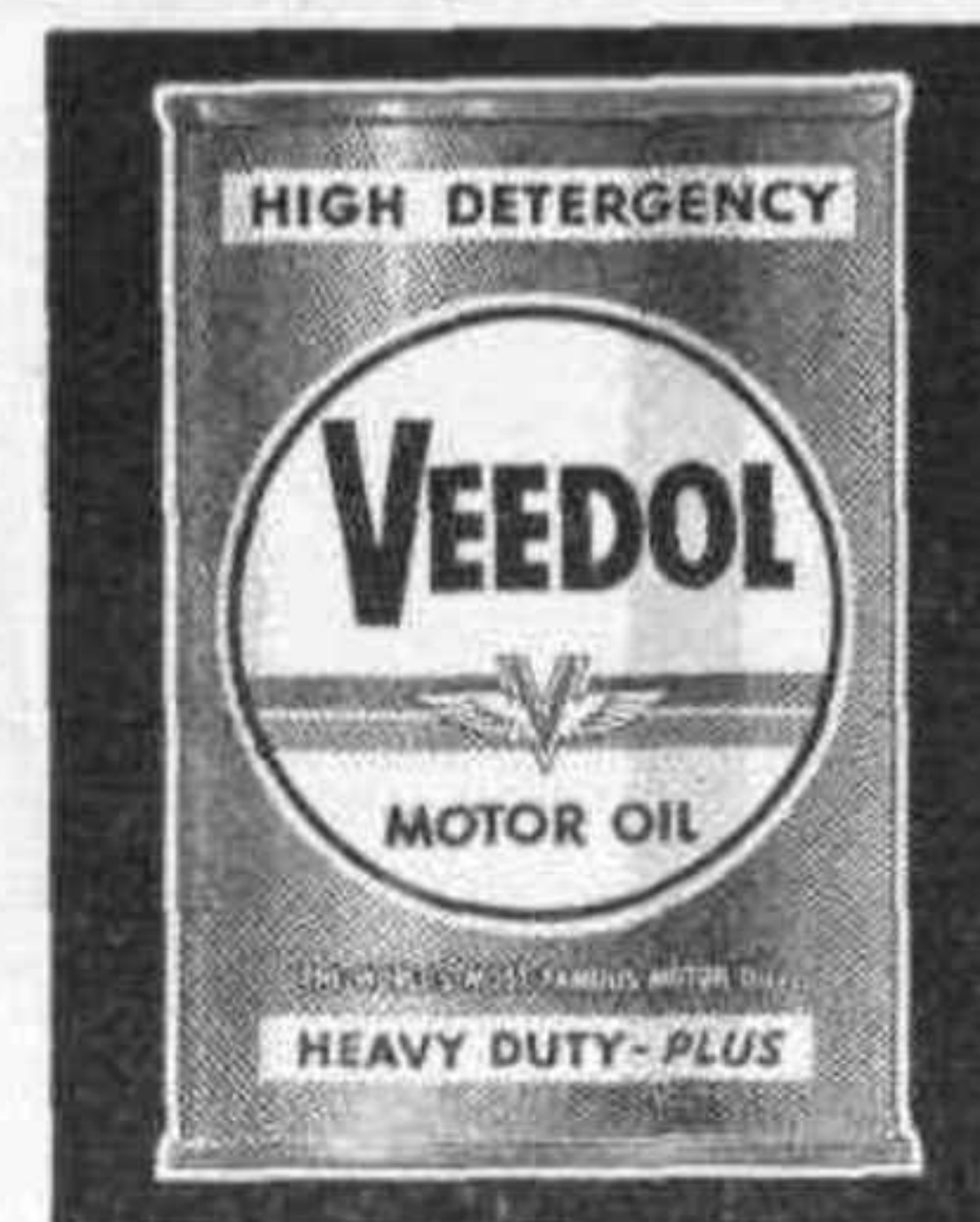
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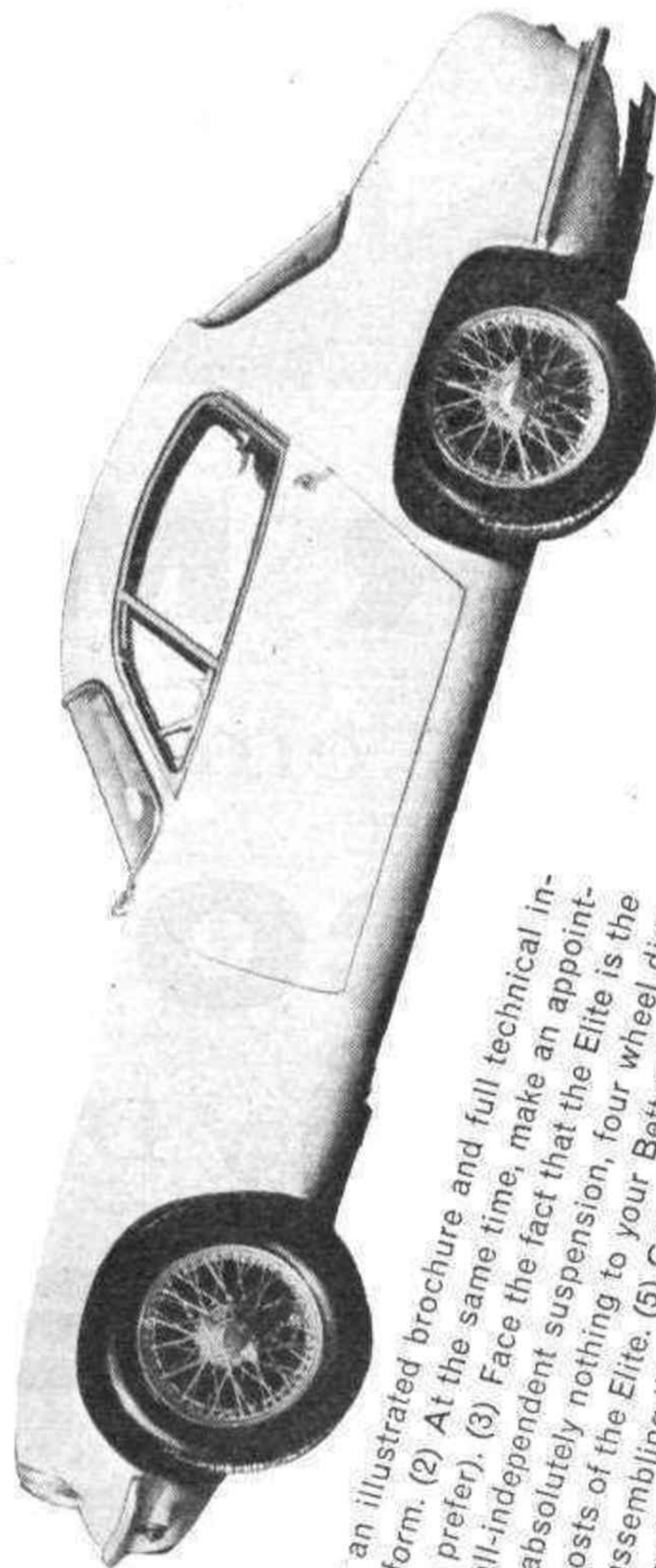
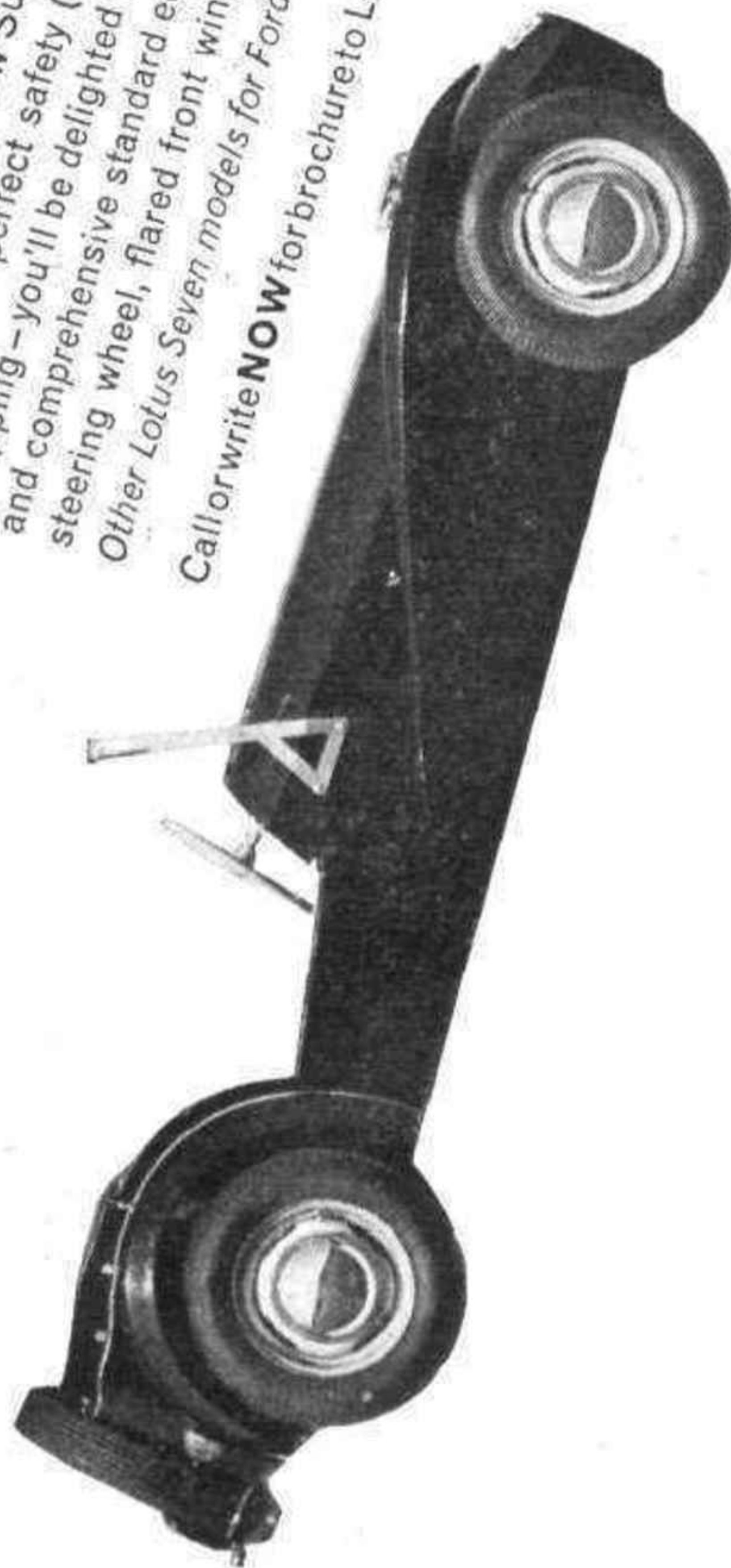


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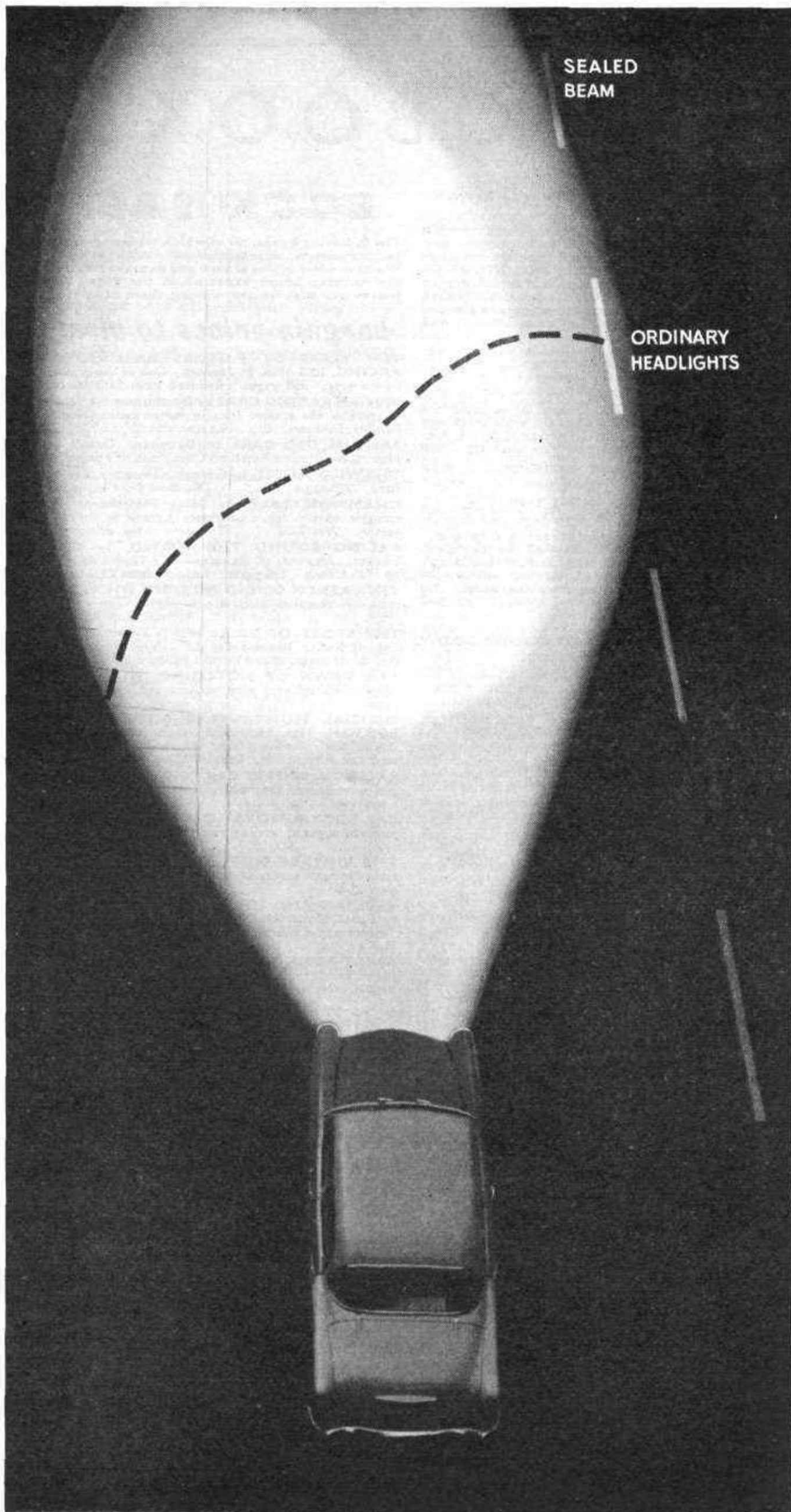
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A.C. Ace, Aceca; ALFA ROMEO Giulietta; ARMSTRONG SIDDELEY 16, 18, Sapphire; ASTON MARTIN; AUSTIN 8, 10, 12, 16, A40 Devon, Dorset, Somerset, Cambridge, Farina, A50, A55, A55 Mk. II, A90 Six, A95, A105, Princess, Gipsy, Metropolitan, A99, Omnicoach, Mini Seven; AUSTIN HEALEY 100/4, 100/6, Sprite, 3000; BEDFORD CA types; BORGWARD Isabella; BRISTOL 404, 405; BUICK, all models; CADILLAC, all models; CHEVROLET, all models; CHRYSLER, all models; CITROEN Light 15, Six, Twelve, DS19, ID19, 2 c.v.; COVENTRY-CLIMAX; DE SOTO; D.K.W.; DODGE, all models; FERGUSON tractors; FIAT, Old 500, 1400, 1900, 600, 1100, 1200, new 500, 1800, 2100, 1500; FORD model-T, A, 8/10, E93A Popular, Consul I, Zephyr I, 100E Anglia, 100E Prefect, 100E Popular, Consul II, Zephyr II; FORD (American), all models; FORD (German) Taunus, all models; GOLIATH 1100 HEINKEL; HILLMAN Minx 1936 to 1961; HUDSON, all models; HUMBER Snipe, Imperial, Pullman, Super Snipe, Limousine, Hawk, New Hawk, II; ISETTA, all models; JAGUAR 1 1/2, 2 1/2, 3 1/2, 1945/49 Mk V, Mk. VII, XK120, 2.4, 3.4, 3.8 Mks. I and II; JOWETT Javelin, Jupiter; LAGONDA 2.4-litre, 3-litre; MERCEDES-BENZ 300SL, 220B, 220SB, 220SEB, 190, 190SL; M.G., all models 1929/1961; MORRIS 8E, 10M, Minor MM, II, 1000, Oxford MO II, III, V, Six MS, 1-ton van, Cowley 1200, 1400, Isis, Mini Minor; MORRIS COMMERCIAL J, J2, JB; N.S.U. Prinz and Sport; OLDSMOBILE, all models; PACKARD, all models; PANHARD; PEUGEOT 203, 403; PLYMOUTH, all models; PONTIAC, all models; PORSCHE 356A, 356B; RENAULT 750, 760, Fregate, Caravelle, Domaine, Dauphine, Gordini, Floride; RELIANT, all models; RILEY, all models 1930/1961; ROVER 60, 75, 90, 105, 3-litre; LAND ROVER, all models; SIMCA Aronde, Elysee, Vedette; SINGER Nine Roadster, SM1500, Hunter, Gazelle; SKODA 440, 445, 450, Octavia, Felicia; STANDARD 8, 10, 12, 14, 1938/48, Vanguard I, Vanguard II, Vanguard III, Eight, Ten, Ensign, Vignale, Sportsman; STUDEBAKER, all models; S.U. Carburetters; SUNBEAM-TALBOT 90, 90 II, 90 IIA, 90 III, Alpine, Alpine Special; SUNBEAM Rapier I, II, III, Alpine II, III; TRIUMPH 1800, 2000, Renown, Mayflower, TR2, TR3, Herald; VAUXHALL 12 DY, 14 DX, 10 H, 12 I, 14 J, Wyvern, Velox, Cresta 1948/61, Victor I, Victor II; VOLKSWAGEN, all models; VOLVO 122, 122S, PV444, PV5444; WEBER Carburetters; WOLSELEY 6/80, 4/44, 15/50, 6/90, 1500, 15/60, 6/99.

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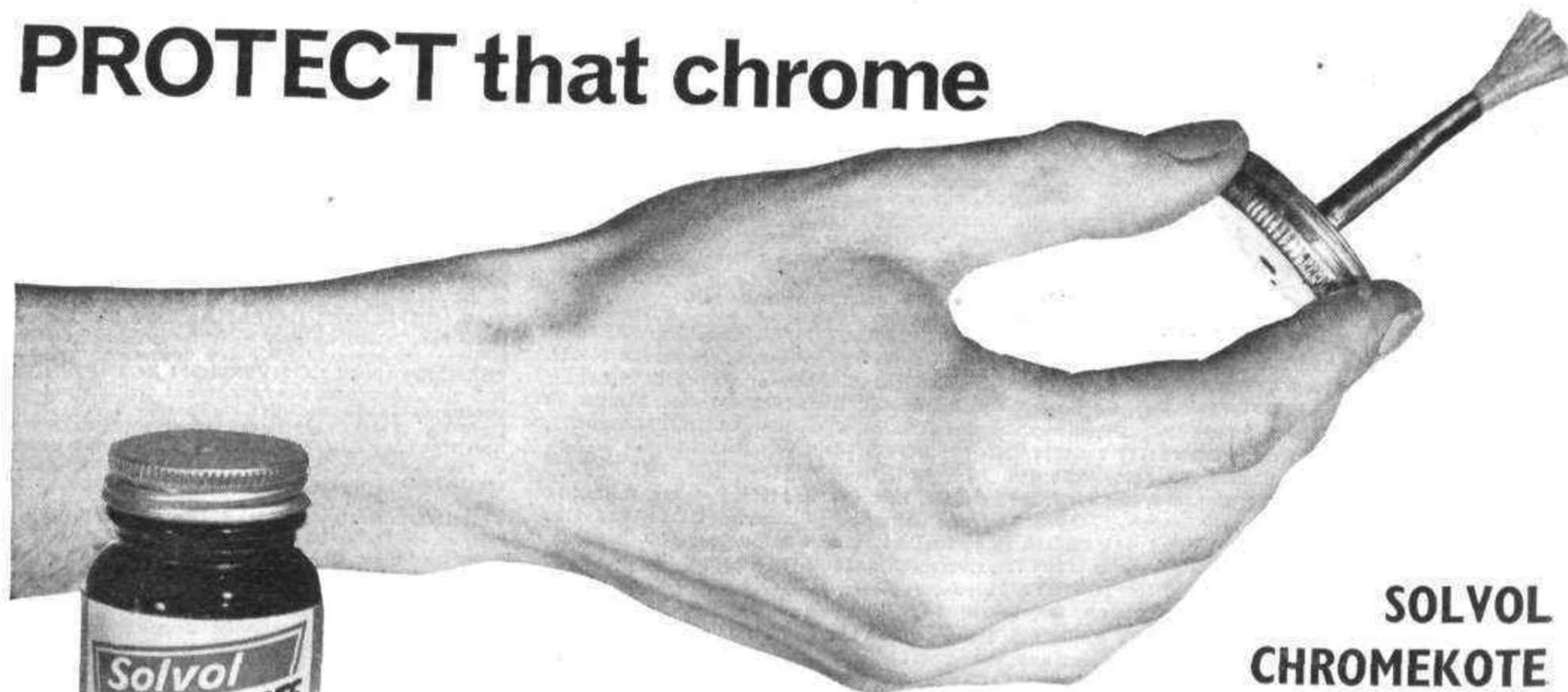
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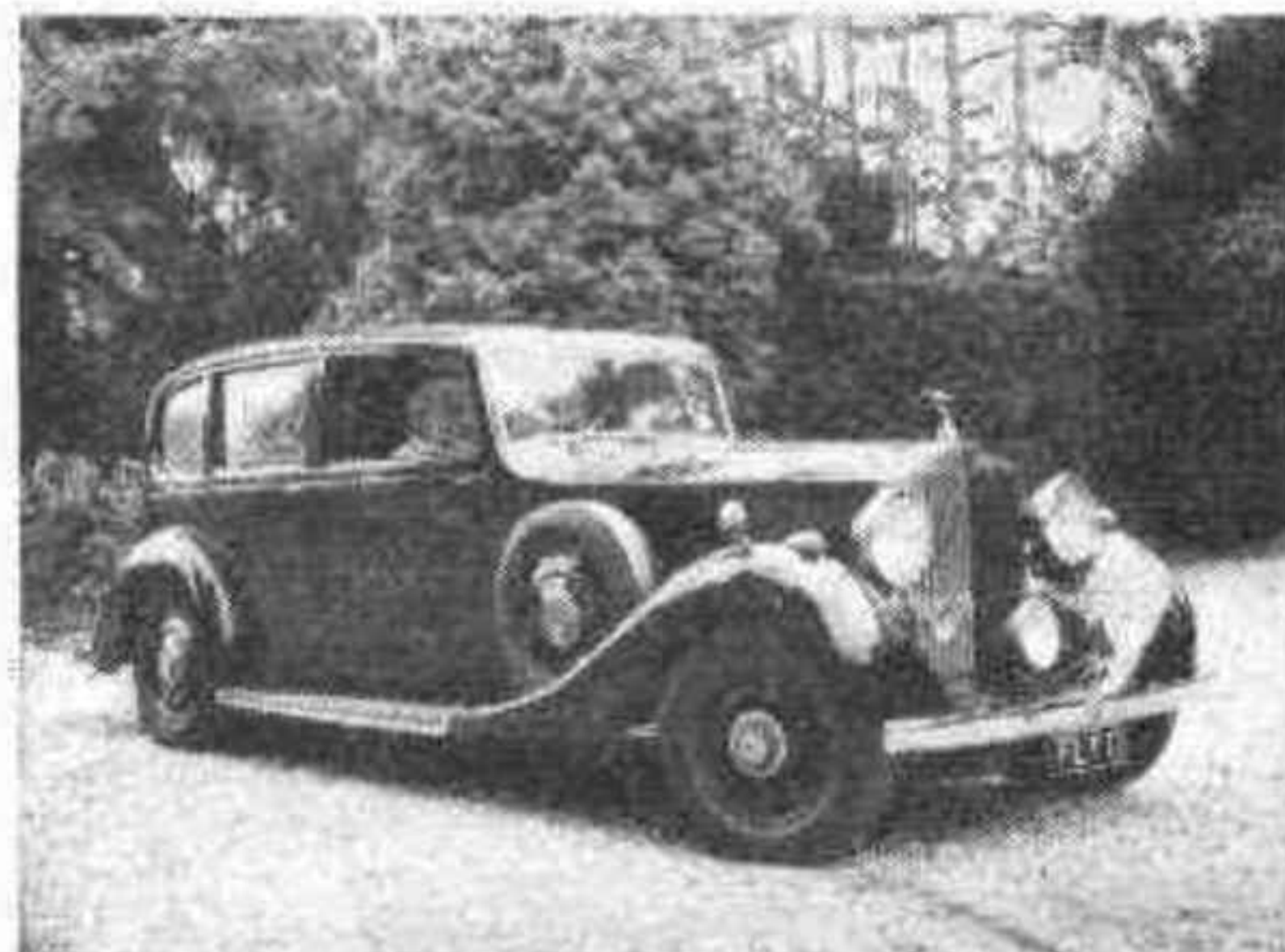
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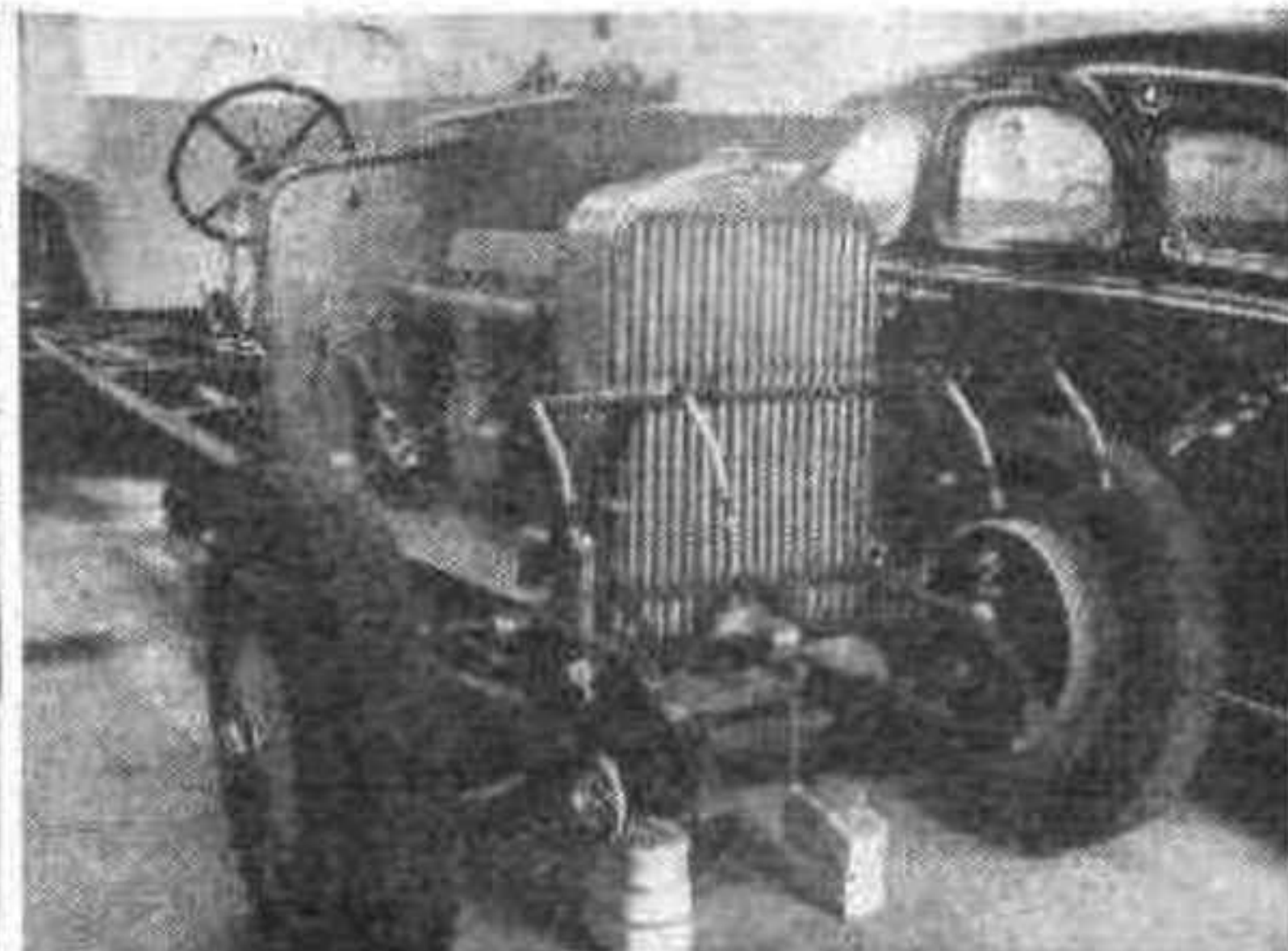
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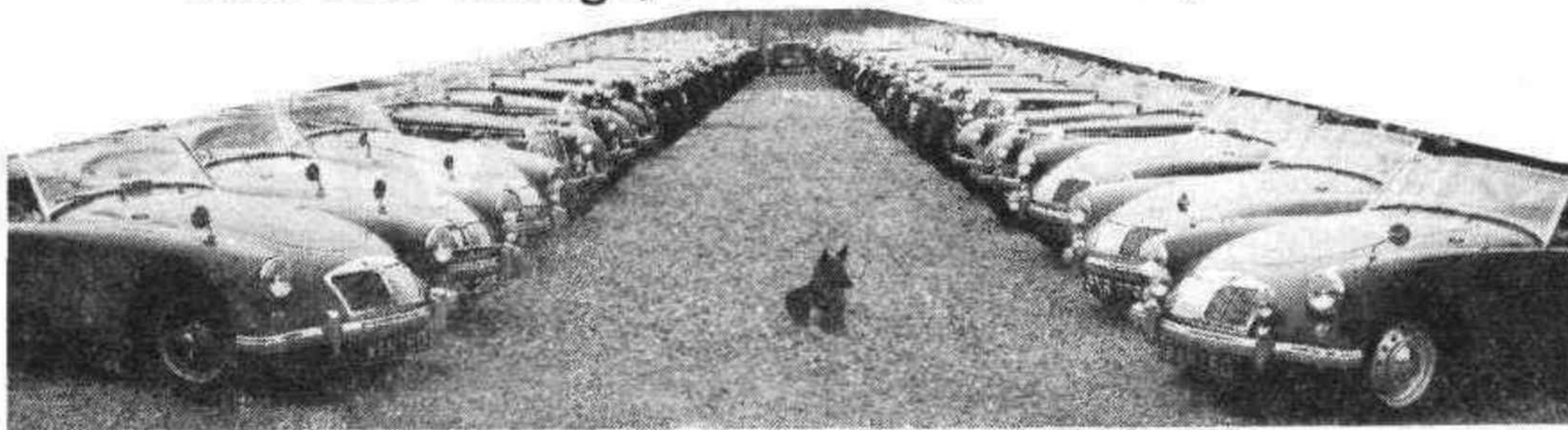
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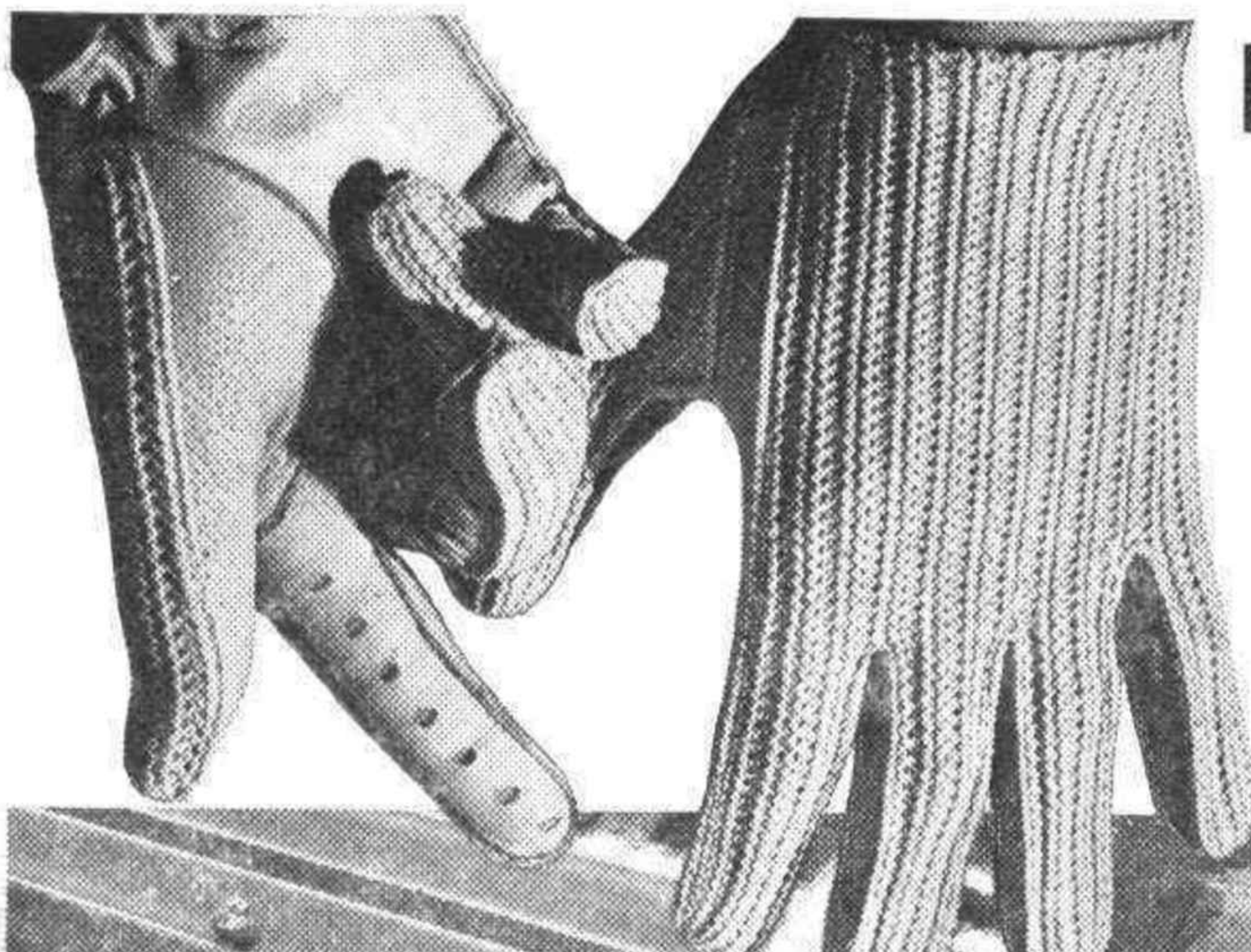


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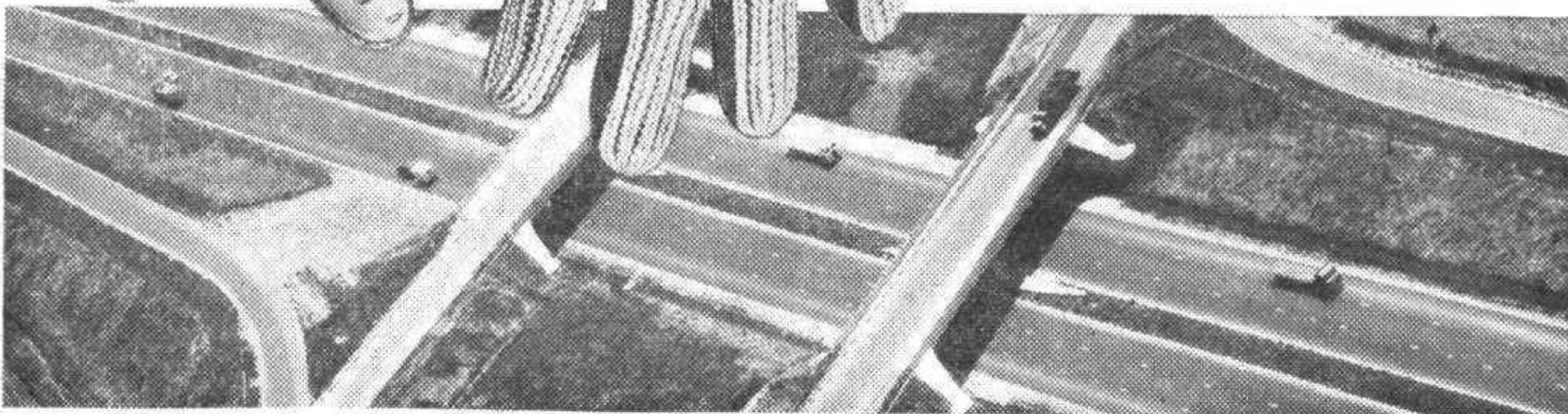
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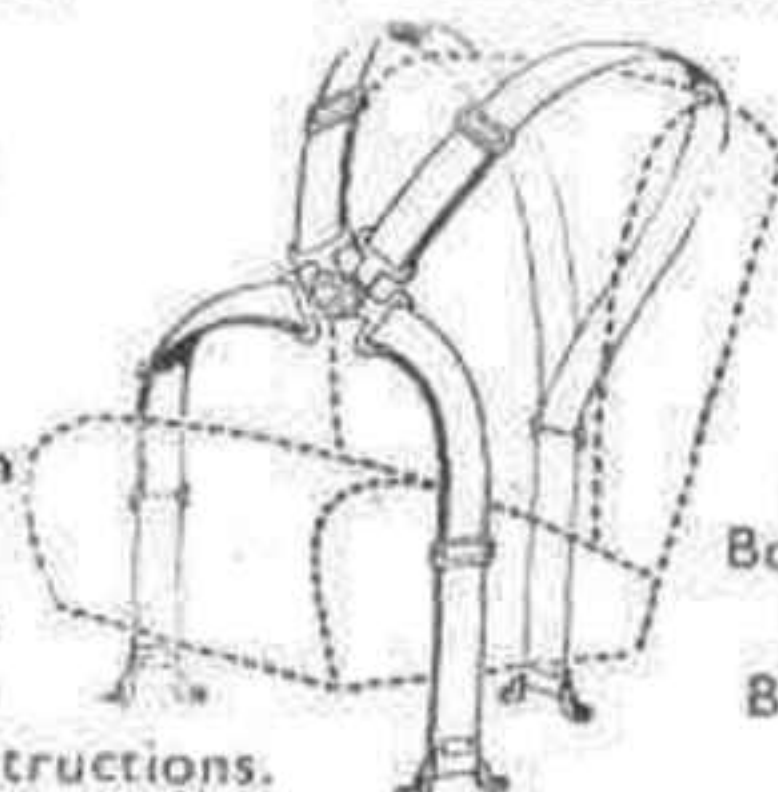
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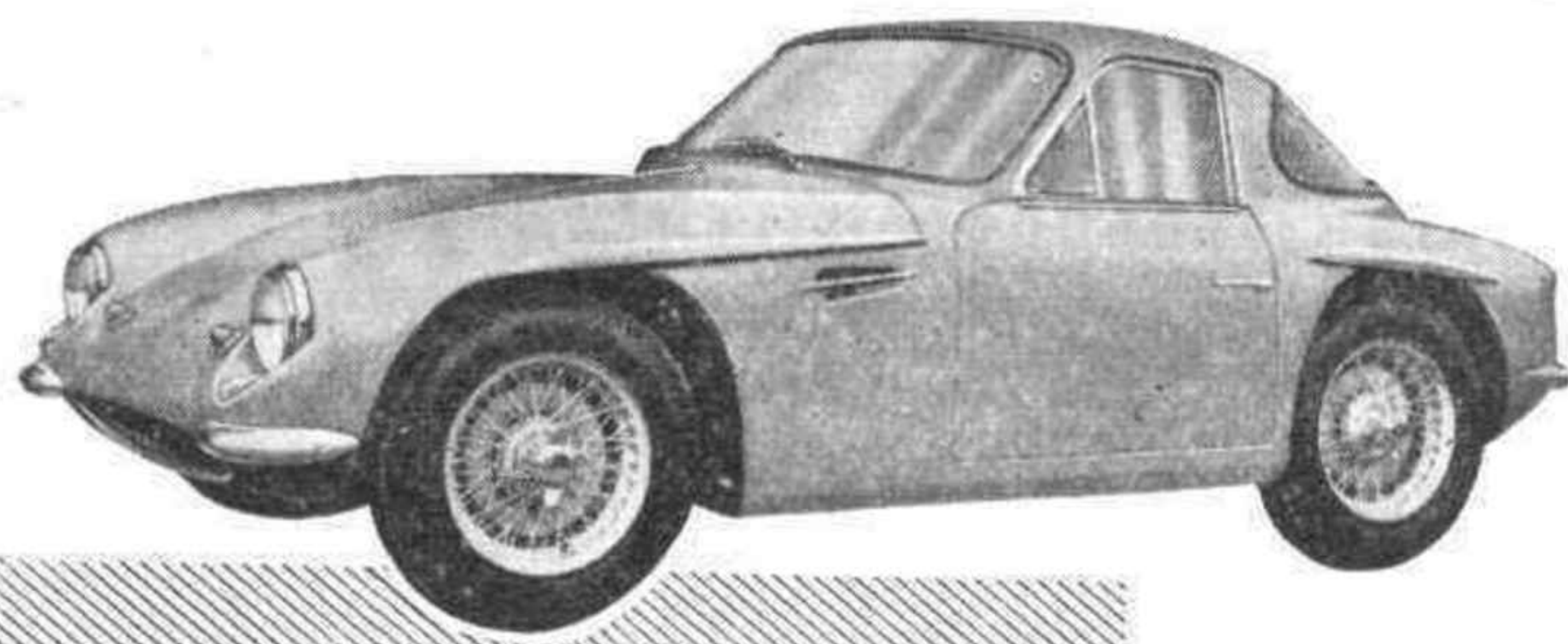
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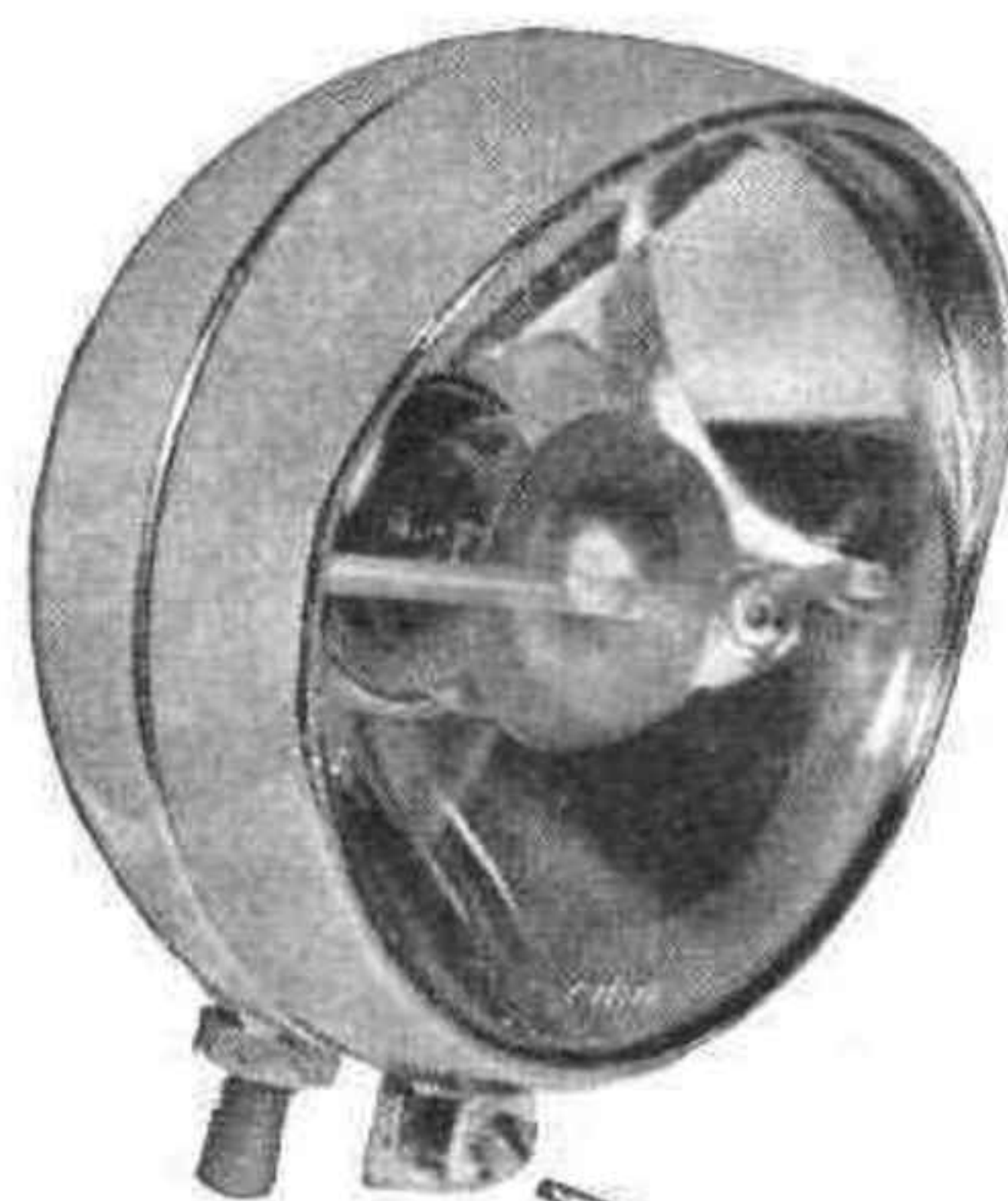
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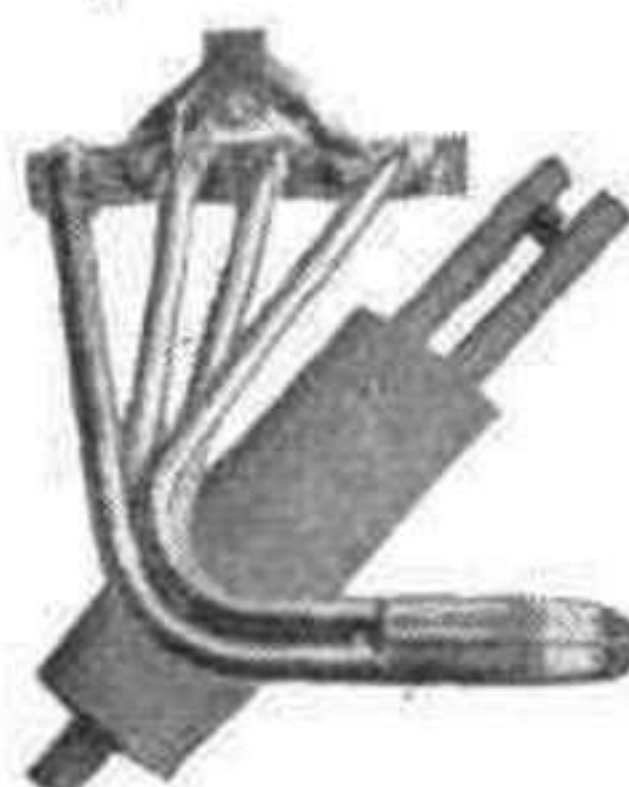
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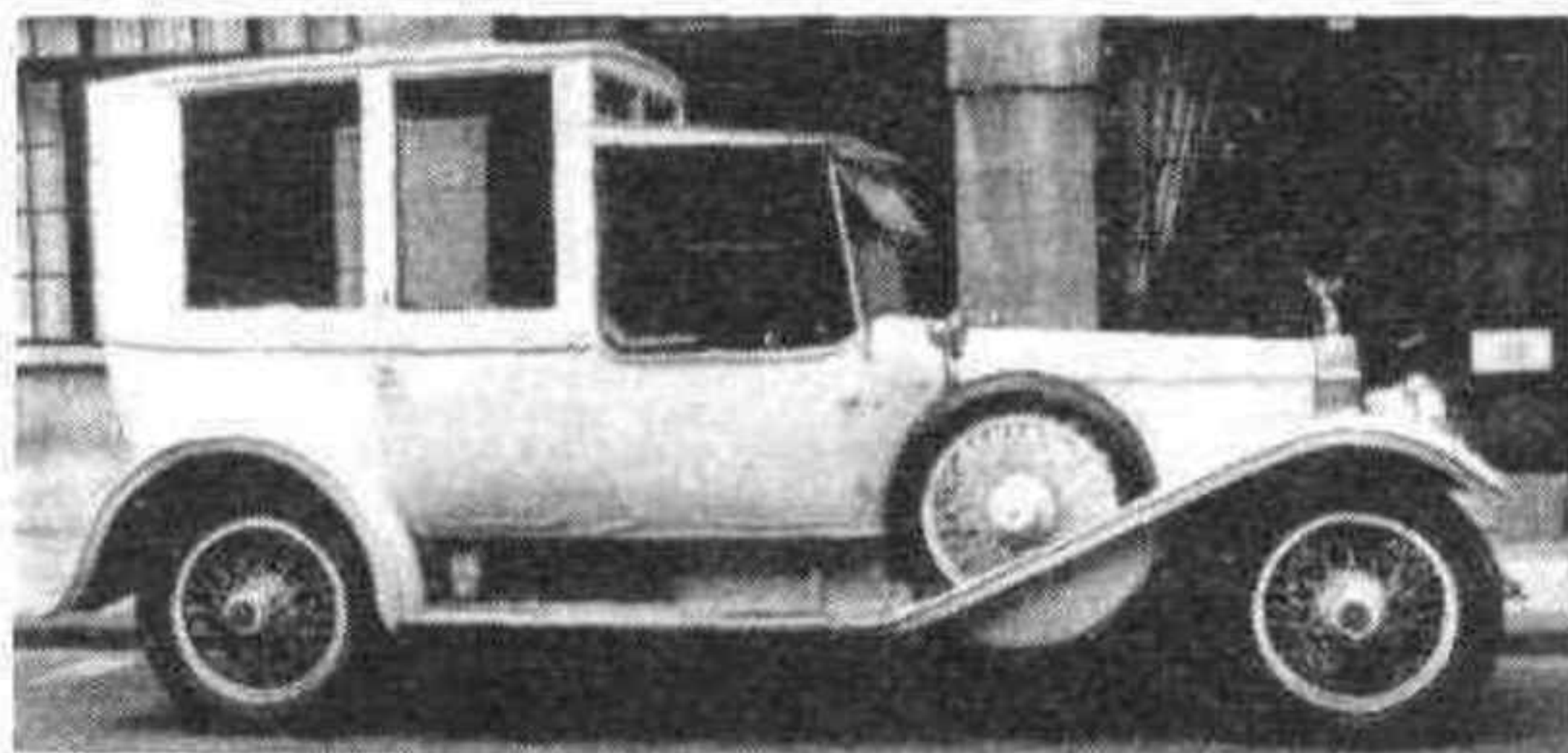
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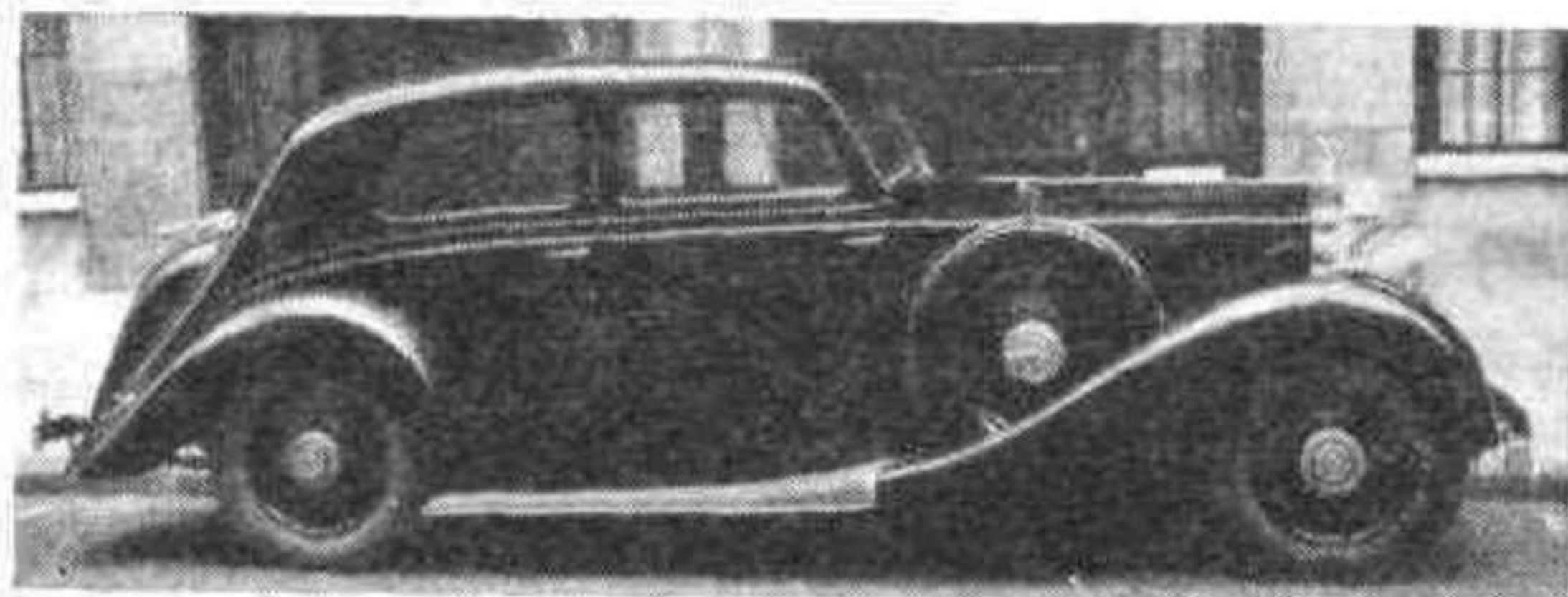
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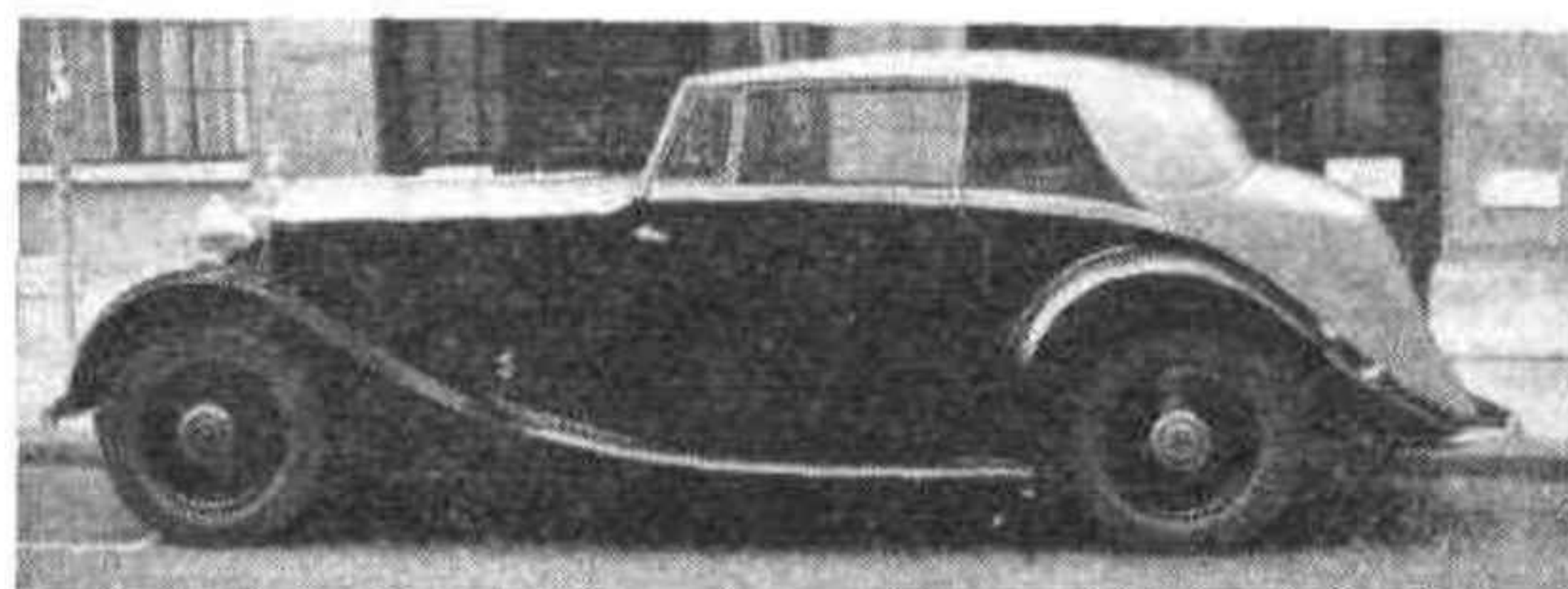
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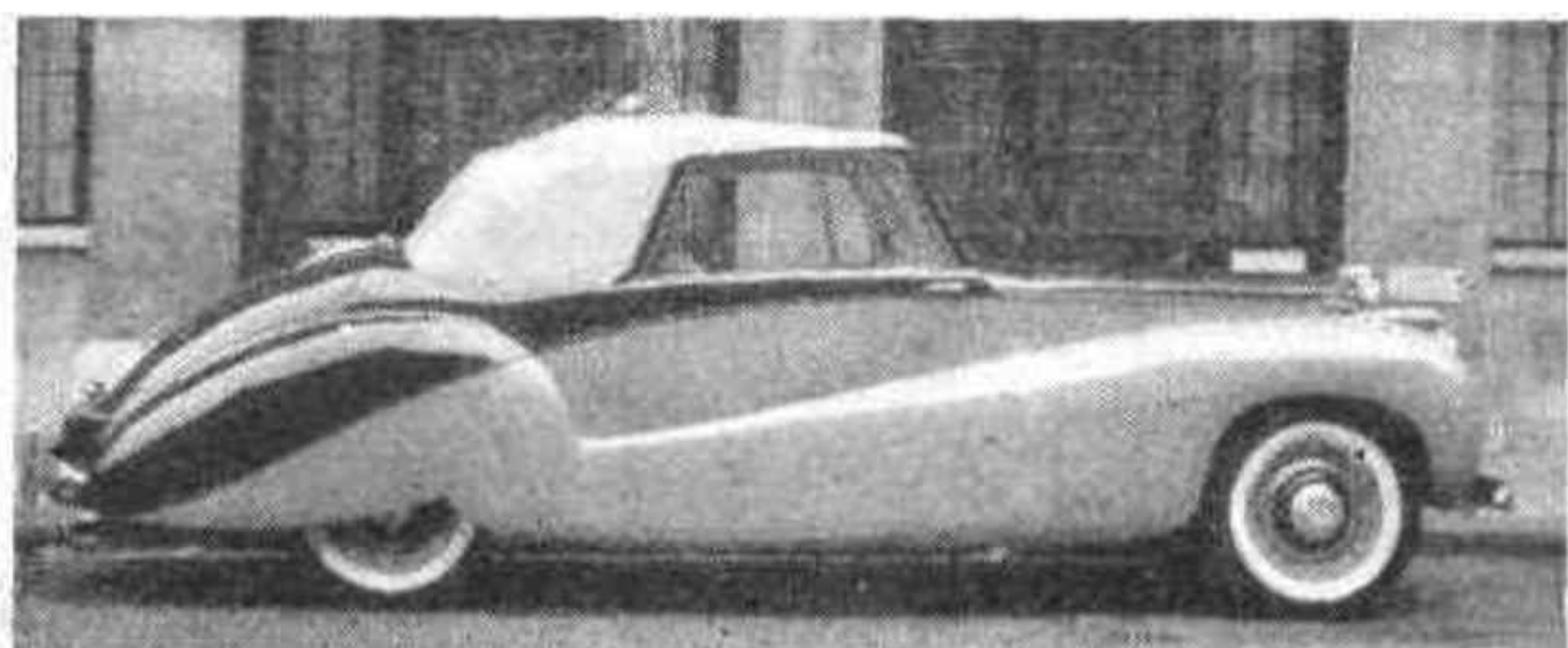
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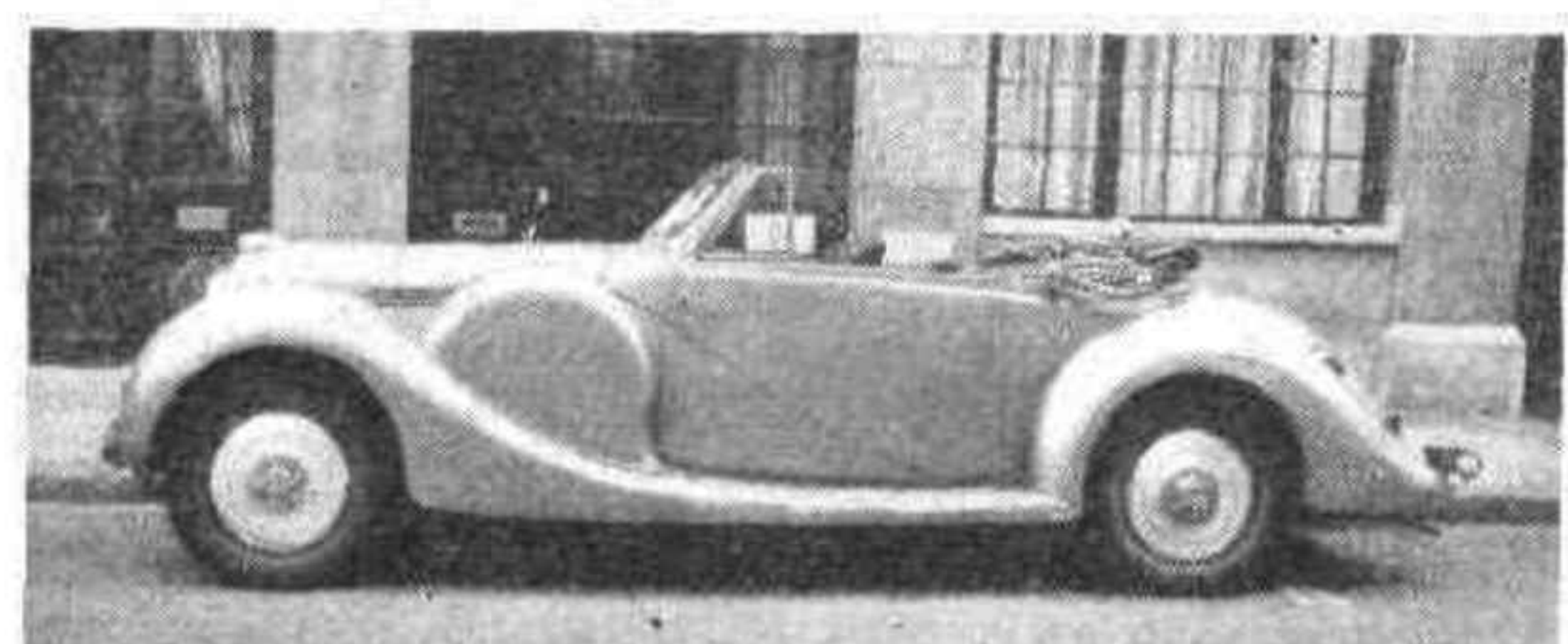
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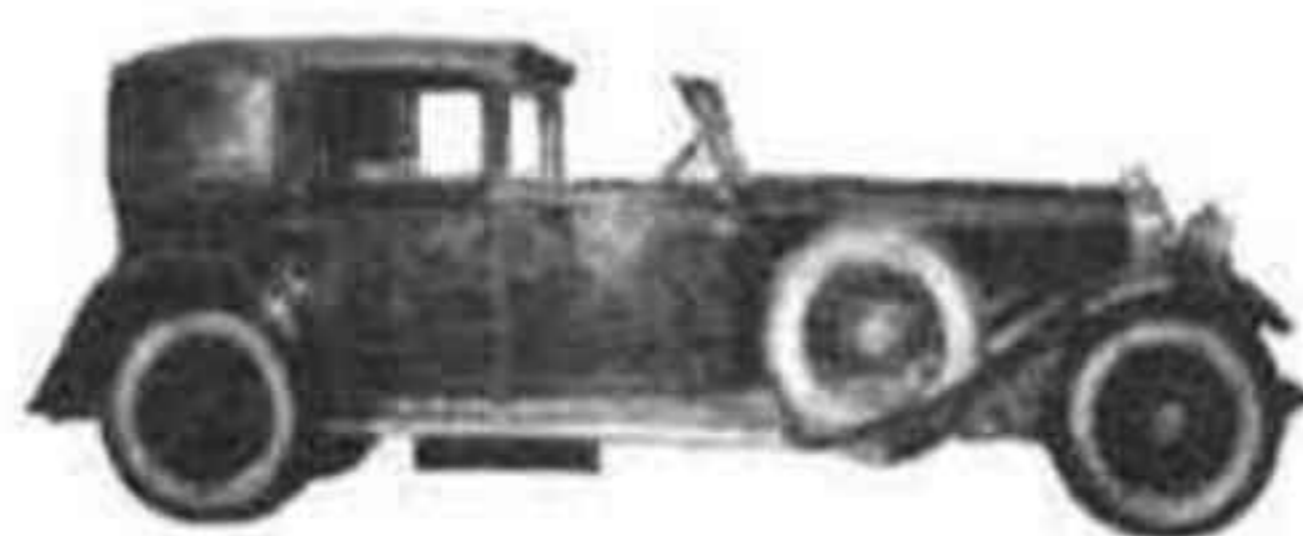
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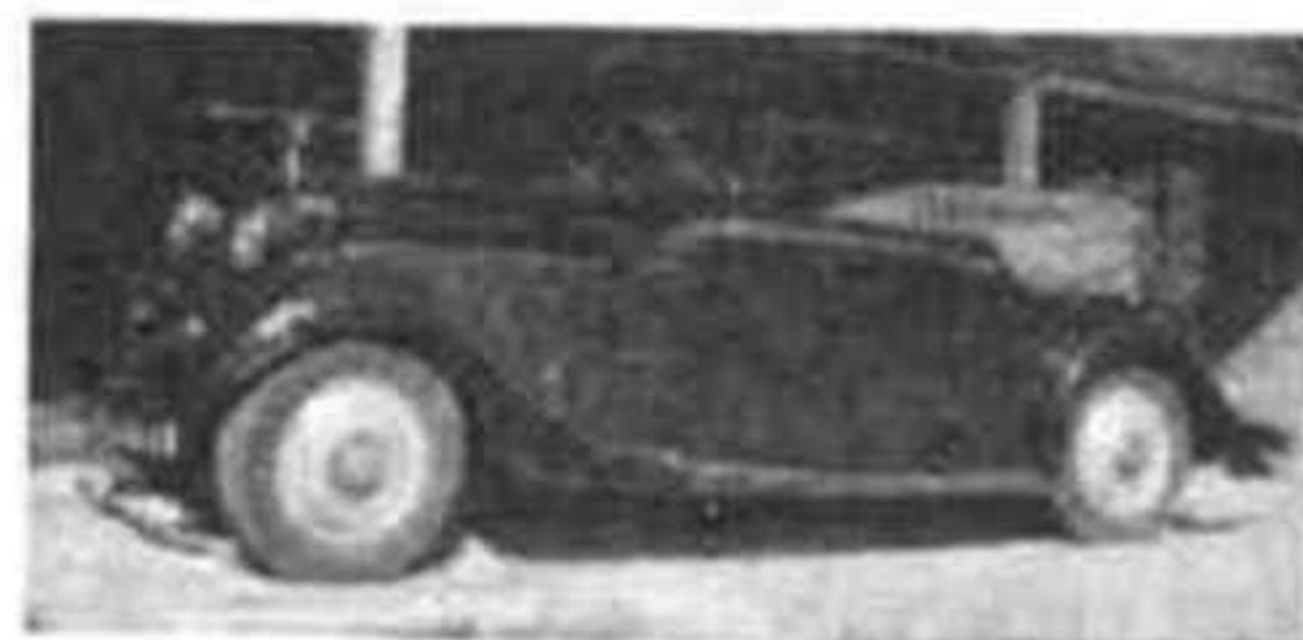
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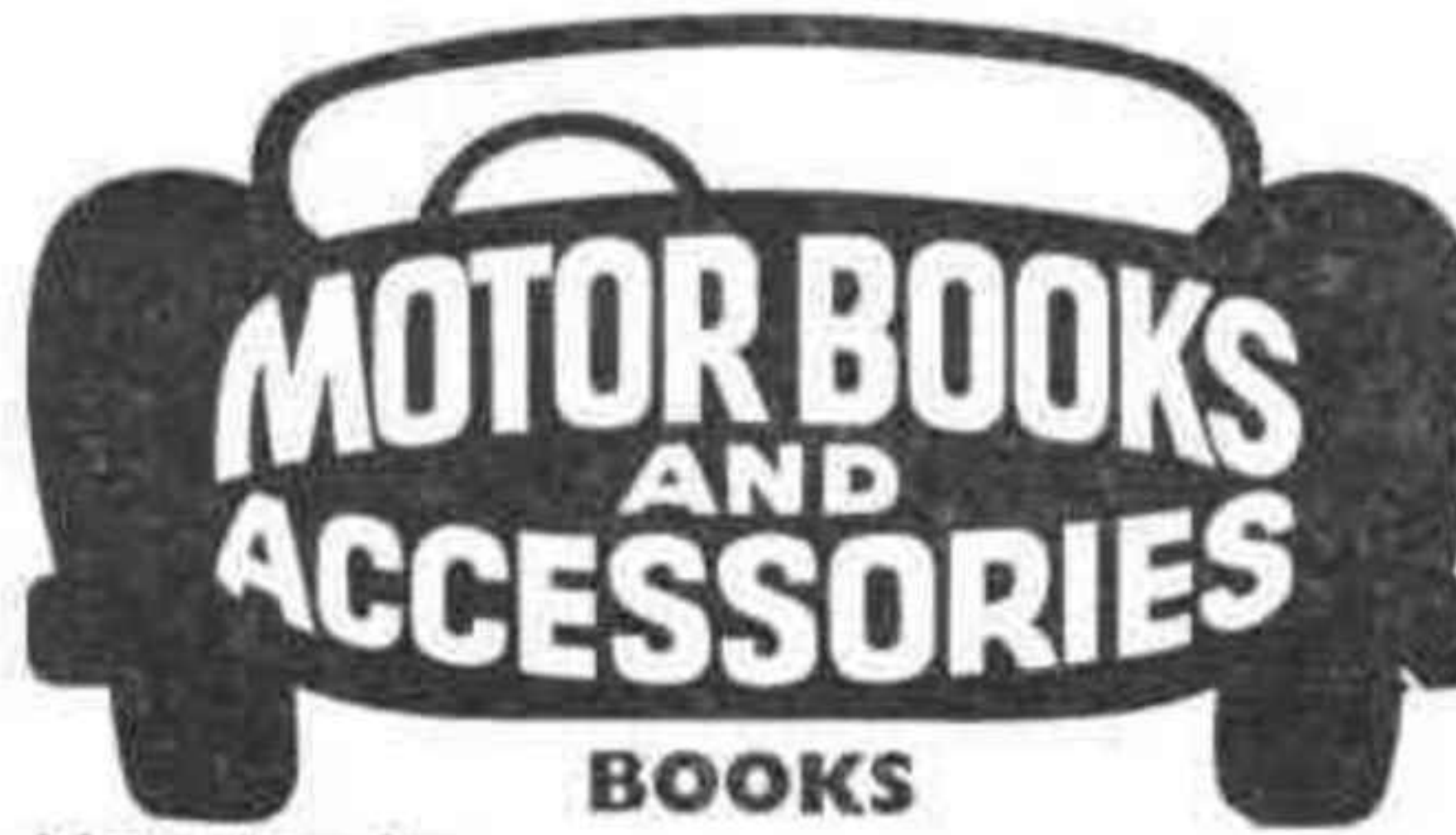
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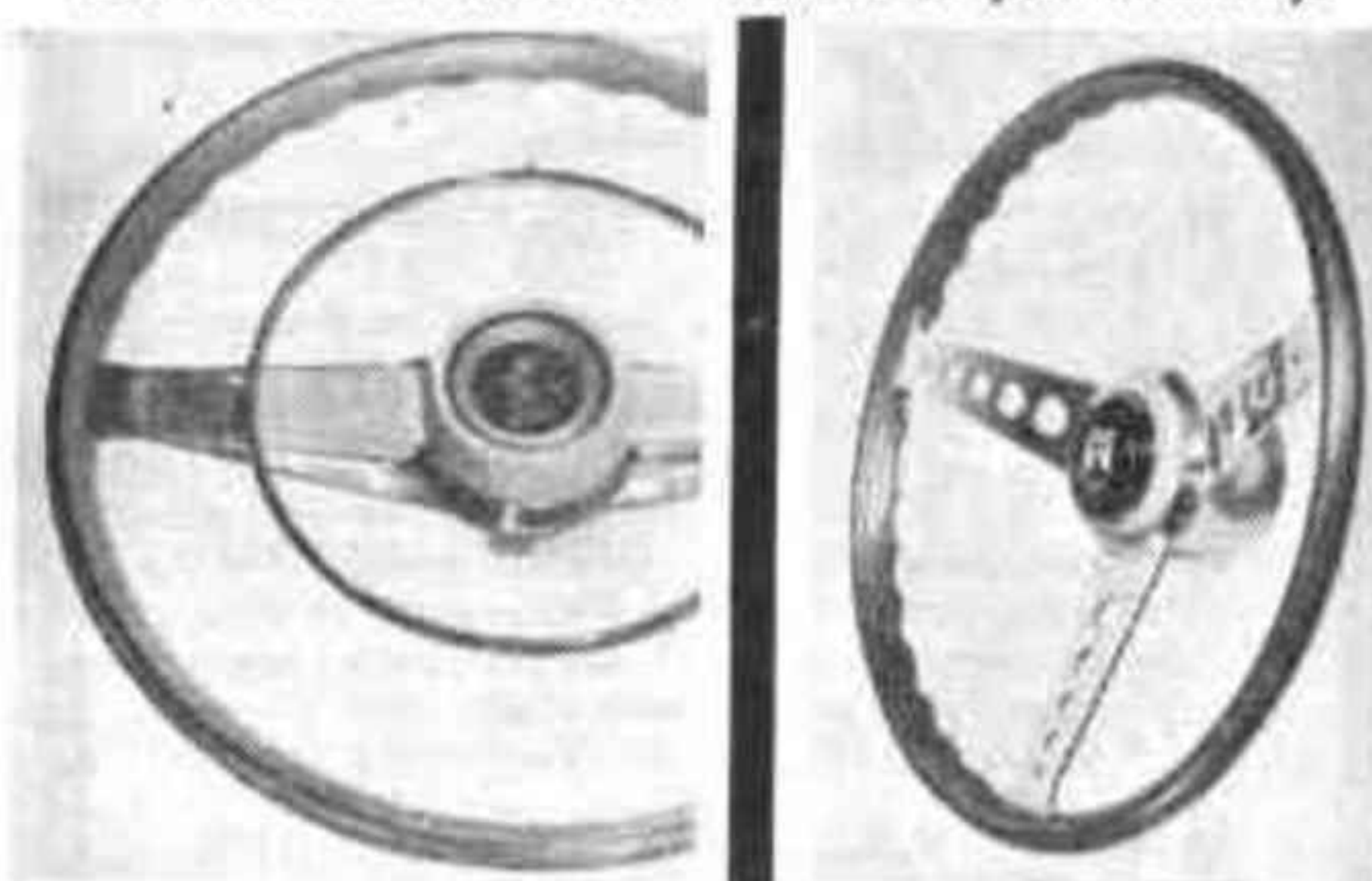
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As the Country's Leading Specialists in Grand Touring cars, we present an unrivalled display of hand-picked high-performance cars, including the new E-type Jaguar, Ferrari, Lotus, Alfa Romeo, Peerless, Jensen, Jaguar XK150, TVR, and many others. Each car is rigorously inspected, and presented at most attractive prices. As London's Lotus Distributors we also offer for immediate delivery from stock the fabulous Lotus Elite, now with improved specification and new luxurious interior, for only £1,299 in Component Form (a reduction of no less than £650). Further, as M.G. Agents, we can supply the new Midget and the new Mk. II 1600 M.G.-A for immediate delivery from stock. Demonstrations can be arranged with pleasure, and every facility is available. We invite you to write, or call in for fullest particulars of our incomparable stock.

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GEMINI HOUSE, HIGH STREET, EDGWARE, MIDDX.

FOR SALE—continued

- AUSTIN-DART 750 SPECIAL.** Completely rebuilt and strengthened chassis, usual mods, fibreglass B.R.G. touring body. Needs detail finishing. Registered July 1960. Taxed and insured. £95 o.n.o. Chesmore, 3, Priory Close, Dartford, Kent. Tel.: Dartford 24086. [1756]
- WOLSELEY VIPER 16-h.p.** Just vintage, one owner from new. Last taxed July '49. Stored since. Original, no rust. Ideal for restoring. Towable. Sensible cash offers only. P. J. Ralph, 74, Edinburgh Road, Chatham, Kent. All letters answered. [1757]
- TALBOT 105 saloon, 1936,** seeks good home. Sound condition, taxed, new carpets; only two previous owners. £100 o.n.o., or exchange for good small car. Tel.: LARKWOOD 2667 (evenings or weekends). [1760]
- RILEY.** Very special 1949 1½-litre 2-seater sports. Similar body 1939 Triumph roadster. Shortened chassis at works. Twin carbs. Special throughout. Hood poor. £125. Lawrence, 205, Tanworth Lane, Shirley (Tel.: 2803), Warwicks. [1761]
- ELECTRIC SPECIAL sports 2-seater.** Small. Professionally built 1958. £65. Charger for same, £30. Licensed. Would convert to Austin Seven engine. Lawrence, 205, Tanworth Lane, Shirley (Tel.: 2803), Warwicks. [1762]
- M.G. TA DISMANTLING.** All spares good, cheap. Fenning, Officers' Mess, R.A.F., Laarbruch, B.F.P.O. 43. [1764]
- "MOTOR SPORT,"** 82 copies 1950-1958, 1952-1955 inclusive complete. Offers. 329, Kenton Road, Kenton, Middlesex. Tel.: Wordsworth 9867. [1765]
- RILEY 26K 4-cylinder, 1½-litre.** Engine brought to 1937 specification. Many new parts, three new tyres. Body completely sound. Passed M.O.T. test. £120 o.n.o. 11, Hiltingbury Road, Chandlers-Ford, Hants. Tel.: 2550. [1766]
- TR3A.** Full fibreglass body, ex-Le Mans, unused since, excellent condition. £70. Box No. L.767. [1767]
- HEALEY SILVERSTONE.** Complete chassis rebuilt. Body dented, mudguards perfect. Many extras. £145. Box No. L.768. [1768]
- MERCEDES SL190, 1959.** Visits by stork require owner regretfully to sell. Offers over £1,800. Tel.: Harthill 348. [1769]
- 1948 VOLKSWAGEN saloon, runner, body rough,** suitable for spares. £29. Scintilla vertical mag., £4. Purbrick, Anglesea Place, Gravesend. Tel.: 4470. [1770]
- A.C., 1936, d.h.c.** Good condition. M.O.T. Loads of spares. £175. Particulars, Hayward, Alne, York. [1774]
- 105E ENTHUSIASTS.** Alloy manifold with 1½-in. S.U., £6. Chain-driven axle, £4. Pair bucket seats, 35s. 30, York Road, West Hendon, London. [1775]
- FRAZER NASH-B.M.W., 1940,** privately owned. Type 327, fitted special 328 engine—Hurth gearbox. Many special fittings. Whole car in outstanding condition. Suit B.M.W. Club member. Offers to Tel.: Great Missenden 2163. [1776]
- 1936 COVENTRY-CLIMAX I.O.E. 10.8-h.p.** engine, fits Crossley, Triumph, etc. Complete. New big-ends, centrifugal clutch, distributor. £7 10s. Thompson, "Barberry," Bordesley, Redditch, Worcs. [1777]
- 1929 T43 BUGATTI 2-seater with very good T38** engine. New clutch, tyres, etc. Body and paintwork good. M.O.T., licensed. Around £375. Also immaculate 3-litre Bentley tourer, 1927. Box No. L.778. [1778]
- 1952 CADILLAC,** genuine 75,000 miles, needs gearbox adjustment and pair shells for one big-end. 85, Mount Nod Road, London, S.W.16. Tel.: STR 0269. [1779]
- 1937 RILEY ADELPHI 15/6.** Good condition. £85 o.n.o. Andrews, Ivy Cottage, Within Lane, Hop-ton, Stafford. [1780]
- DISMANTLED VOLKSWAGEN and B.S.A.** (F.W.D.). Parts cheap. Write, 22, Eldon Road, Reading. [1781]
- JAGUAR 2.4 S.E., Nov. '56.** Director's car in superb condition, Sherwood green, tan interior. New works engine complete fitted Feb. '61 at a cost of £200. This car has modified suspension and brakes, will give 20 m.p.g. and exceed 100 m.p.h. Fitted "X" tyres with two RS5s available. Ace trims and 3.4 spats. Twin speaker Motorola radio. Garage maintained. New car being delivered. Enthusiasts only please with best offer over £475. Barrs, 35, Bartholomew Road, N.W.5. Tel.: GUL 1540, evening 0494. [1783]
- TR DE LUXE laminated black hard-top,** £25. 5A Cottall Avenue, Chatham, Kent. [1784]
- KESTREL 1½ SIX-LIGHT, 1937.** Original condition. Engine good. New battery. Excellent black finish. £125. Tel.: FUL 8173. [1785]
- LOTUS-CLIMAX, Mk. Nine, 1955, 2-seater.** Wire wheels. B.R.G. Economical to run. £380. Tel.: Rainham (Essex) 5210 (after 7 p.m.). [1786]
- ROLLS 20/25, 1932, saloon.** Excellent mechanically. Reconditioned dynamo and carburettor. 19 m.p.g. £125. Tel.: LAR 7080. [1787]
- 1950 JOWETT JAVELIN.** Heater, extras. Very good condition. Series III engine, all-round independent suspension. M.O.T. £140 o.n.o. Tel.: Halstead (Essex) 2123. [1788]

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for unusual automobiles

ROLLS-ROYCES

- 25/30 James Young sports saloon, 1938, with projecting rear boot. Very handsome car in black with ivory panels. Excellent coachwork and very good mechanical order. £445
- 20/25 Offords sedanca coupé, 1934 series. Unusual and pretty coachwork, in fair condition with reasonable chassis, again realistically priced at £165
- 20/25 owner/driver 6-light fabric saloon by Mulliner, 1934. At present undergoing engine overhaul and new clutch fitted. Bodywork in extremely nice order. Complete price approx. £245
- 20-h.p. 1927 series with Hooper 4-seater tourer body probably fitted in early '30s together with 19-in. wheels. Excellent specimen with very nice lines at present being retrimmed and re-hooded. Completed price £425
- P.II o/d sports saloon with projecting boot, 1935 Hooper coachwork on 1930 chassis. Good coachwork in black and green, generally very fair mechanical order. £195
- P.I 1928 all-weather tourer by Caffyns. A very original car with first-class chassis and generally very fair coachwork of desirable type but work required to bring all-weather top back to original. Price in present form £300
- P.I limousine/hearse, 1926, converted to very roomy 7-passenger limousine. Very fair throughout. £190

BENTLEYS

- 3½, 1936 series sports saloon by A. Mulliner. One owner and indicated mileage of 90,000, possibly genuine. Much above average condition. £325
- 3½ Park Ward sports saloon, 1935; far above average condition; recent bills for over £400 on body and chassis. A very good 3½ at £235
- 3½, late 1936 series Park Ward drophead coupé. Extremely good throughout, with new hood, heater and radio. Outstanding value at £295
- 3½, 1934 series, Hooper sports saloon. Two owners from new. Generally good order, coachwork sound but only fair, hence realistic price of £195
- 4½ MX (overdrive) series, 1939, Park Ward sports saloon; last owner 7 years, bills for over £700 since '56. Genuine mileage 120,000. Repainted and new head-lining, etc. £485

ALVIS 4.3 sports saloon, 1937. In very sound order throughout. £175

ARMSTRONG-SIDDELEY Atlanta, 25-h.p. sports saloon, 1936. Most unusual car on which a great deal of money has obviously been spent. Generally in good order but needs repainting and new head-lining. £85

BORGWARD TS de luxe, 1957. Silver grey with red interior. 46,000 miles. An extremely well maintained and sound specimen at £595

FORD Special sports/racing single-seater, built 1954. Road equipped and in first-class general order. Potent and capable of being developed. £140

HEALEY NASH convertible, 1954 series, 3-litre o.h.v. engine. Very pretty and in excellent order. £345

HUMBER 14/40 tourer, 1927. Recent new hood and engine overhaul. A very practical vintage tourer in very good order. £115

LAGONDA LG45 sports saloon, 1936. S.3 engine and G10 gearbox. Mechanically excellent but some body weaknesses, hence realistic price of £145

LAGONDA M45, Park Ward d/h., 1934. Very fair coachwork and mechanically excellent. £190

We are negotiating for an excellent 3-litre short-chassis Bentley with V.D.P. coachwork; also a Bentley Speed Six with V.D.P. open coachwork, and a very fine F.N. B.M.W. Type 328 2-seater.

The well-known G.N.-based Shelsley Special (The Wasp—ex-Moore), complete and in apparently excellent order, although requiring re-assembly, is still for sale. This is not another "bitza" but a highly developed and potent sprint and hill-climb special, and the twin-cylinder, twin-ignition o.h.c. power unit alone must be worth the price we are asking for the car of £175—or reasonably near offer.

We have several Veteran cars, which, due to pressure of other work, we are unable to offer for immediate sale as being in running order, but which we will either sell in their present form or negotiate a figure based on completion of the work required. These include:

1898 (or possibly earlier) PANHARD-LEVASSOR 4-cyl. Wagonette.

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1898 (or possibly earlier) PANHARD-LEVASSOR 4-cyl. Wagonette.

FOR SALE—continued

- 1937 RILEY 1½ Adelphi. Mechanically very good body sound, interior shabby. Tested, taxed February. £40. 9, Purford Green, Harlow, Essex. [1789]
- M.G. TC, 1946. Red, immaculate condition. M.O.T. certificate. Recent complete overhaul. Near £195. 37, Sweetpool Lane, Hagley, Worcs. Tel.: Stourbridge 3434. [1790]
- AUSTIN-ASHLEY fibreglass. Regd. 1961, insured £200 o.v.n.o. Full details, write: Scrafton, W. View, Racecourse Road, Scarborough, York. [1791]
- SEBRING SPRITE, 1958. Red, white hard-top. All conversions including wire wheels, disc brake balanced crankshaft, 10:1 comp. ratio, close-ratio gearbox, heater, wooden steering wheel, 2-spe wipers, etc. £650 o.n.o. Tel.: Acorn 1560, call, 21, Hillcrest Road, Acton, W.3, after 6 p.m. [1792]
- M.G. TD, Dec. 1951. Red. Ex. cond. M.O.T. Extras. (Family increase.) £250. 35, Baddley Green Lane, Stoke-on-Trent. [1793]
- TR2, late 1955, 3-gear overdrive, heater, unique mahogany dash; just resprayed blue and re-upholstered red. Various spares. One owner £350 o.n.o. Inquiries: 9, Park View, Winchmore Hill, N.21. [1794]
- 1172 FORMULA CAR. Almost identical to Lotus 7. Ready to race or a fast road car. Offers please Mr. G. A. Taylor, Thornliebank, Tor Avenue Greenmount, Nr. Bury, Lancs. Tel.: Tottington 8191. [1795]
- VOLKSWAGEN, late 1959. Fiord blue. One carful owner, 18,000 miles. Sunroof, radio, other extras. Perfect. £500. Might exchange Alpine or similar. Tim Proctor, Four Winds, Shaldon Devon. Tel.: 2239. [1796]
- 1949 TRIUMPH 2000 Roadster, white. M.O.T. cert. Good condition. £165. Tel.: CHI 214 [1797]
- M.G. TC. M.O.T. Good condition. £190. Tel.: Hustwit, ABBey 1741 (office hours). [1798]
- TRAD FAD? Yes man, trad style car with pedigree. Lagonda Rapier, twin o.h.c., Abbot tourer 4-seater, 1934. M.O.T. test. Could take 1934 Austin Seven saloon, good condition, in exchange, cash adjustment, or £147 St. £A188 8410 dollars (U.S.A.). Also wanted: Radiator that doesn't leak, for Daimler 1938 18-h.p. 6-cy cabriolet. Box No. L.800. [1800]
- 1936 RILEY LYNX 2-seater. Good condition. £130. Nevill Road, Stoke Newington, N.16. [1801]
- ALVIS TA14, 1948. Unusual alloy body. New tyres, carb., brakes, clutch, lights, back spring. M.O.T. cert. £80. Tel.: Mansfield 2948. [1802]
- M.G. PB MIDGET. New hood and screens. Excellent condition. M.O.T. certificate. Photographs £140. B. Jackman, 7, Norway Street, Portsmouth, Sussex. [1803]
- RILEY MONACO, '37. Mechanically sound. New rear axle/brake linings. Body, electrics, good. Interior needs attention. Must go in few weeks, or broken up. Box No. L.804. [1804]
- SUNBEAM RAPIER, registered July 1960. Green and red. Fitted with Webasco sunshine roof, radio spotlights, pillar spot. Alexander S.U. carburettor conversion unit, Servais rally exhaust system, Hald Speedpilot, Michelin "X" tyres, safety belts, and other extra. No H.P. An opportunity for cash only buyer as seen and tried. Box No. L.805. [1805]
- £284 (H.P. possible). Post-war thoroughbred 100 m.p.h., 28 m.p.g., 80 m.p.h. cruising. 1951 Healey open 4- (adults) seater. Beautiful 2.4-litre engine, good oil pressure, 3.5 back axle. Good black and grey cellulose, maroon interior; real draughtproof. Disappearing Vynide hood; tonneau, heater, aerial. Spares obtainable. 1, Chesham Road, Guildford. Tel.: Guildford 3671. [1806]
- 1936 SALMSON, body very good, £50, or will break for spares; s.a.c. A35 back axle, £12 10s. 2½-litre Riley engine and damaged gearbox, £30. 8, Fairview Avenue, Rainham (Tel.: 5096), Essex. [1807]
- JAGUAR. A most magnificent XK120. White 1954, f/head, Works Special Equipment model C-type engine, twin exhausts, high axle, wire wheels, radio, heater, spots. £495. Tel.: Castle Bromwich 4103. [1808]
- 1931 ALVIS 12/60 Beetleback, good condition, repainted. £120. Green, Mossley Vicarage, Congleton, Cheshire. [1809]
- ASTON MARTIN DB2-4, 1954, incomplete 2-seater. Chance of a lifetime for someone with plenty of time and little cash to make the "special" of "specials." Fully equipped XK engine complete with gearbox and o/dive included in the stupid price of £150. Firman, 20, Hooley Range, Heaton Moor, Stockport, Cheshire. [1810]
- DAIMLER "DINGO" Mk. III Scout car, 2½-litre 6-cyl. o.h.v. petrol engine, 5-speed forward and reverse preselctor gearbox. Tyres good, low mileage, excellent condition. An ultra-safe carriage of character for £115, taxed, insured and fully armour-plated. Soans, 39, Northumberland Road, Leamington Spa. [1811]
- SUNBEAM DAWN, 1935, 12.9 h.p. sports saloon. Restored regardless cost. £95 or n.o. Williams, 93, Slater Road, Bentley Heath, Solihull. [1812]

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

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LOTUS. As the Midlands Lotus Distributors, we are able to offer for immediate delivery from stock the fabulous Lotus Elite, now with improved specification and new luxurious interior, for only **£1,299 in Component Form** (a reduction of no less than £650). Also, of course, the amazing new **Classic-engined Lotus 7 sports car**, in Component Form for only **£599**; with a performance better than virtually any other sports car. Send for fullest particulars now.

AUSTIN HEALEY 3000, 1961 series 2/4-seater. Very low mileage only completed and quite without blemish in ice blue and ivory, with dark blue interior. Equipped with disc brakes, radio, heater, overdrive, washers, tonneau cover, wing mirrors, twin exhausts, etc. ... **£965**

TRIUMPH TR3A, 1960 2-seater. One owner. 12,000 miles only since new. This car is literally as new throughout, finished in Ferrari red, with grey upholstery, and fitted various extras ... **£745**

M.G.-A Twin-Cam, 1959 2-seater. 15,000 miles only from new. Finished in white and red leather interior, and competition seats, disc brakes, radio, heater, RSS tyres, etc. ... **£695**

MORGAN Plus Four, 1955 2-seater. A particularly neat example in pale blue, with red interior trim. Fitted with Vanguard engine, twin spares, tonneau cover, etc. ... **£385**

AUSTIN HEALEY 3000, 1960 2/4-seater. Two owners from new, 14,000 miles only. Most attractive in Arctic blue with matching hard-top, and dark blue interior. Equipped with disc brakes, overdrive, wire wheels, heater, twin spotlamps, tonneau cover ... **£895**

LOTUS Eleven Series 1 "Le Mans." Fully road equipped with full-width screen and sidescreens. 1100 Climax engine, wire wheels, disc brakes, de Dion rear end, etc. Finished in white with red trim **£465**

JAGUAR XK140, 1955 fixed-head coupé. In metallescent French grey, with red leather upholstery. Fitted overdrive, heater, etc. **£425**

M.G.-A, 1956 2-seater roadster. A well maintained and fast example, in Pacific blue with grey upholstery. Fitted with Derrington cross-flow head, and special exhaust system, oil cooler, radio, heater, etc. **£525**

TRIUMPH TR3, 1957 2-seater. Spotless bright red with matching trim. Just fitted with a new hood and sidescreens, and with disc brakes, overdrive, radio, heater, seat belts, "X" tyres, twin spot and fog lamps, screen-washers, reversing lights, etc. ... **£545**

From the increasingly large number of sports cars offered to us, the most painstaking care is taken to ensure that only the best are chosen. Each car is tested on the road and in the Works, and then only if it meets our most fastidious requirements can we consider presenting the car for inspection in our Showrooms. The sports-car enthusiast and buyer of today is becoming more and more discriminating, rightly preferring to deal only with established firms of good repute, and we are confident that the meticulous manner in which our cars are selected will be noticed and approved of by the most careful buyer—and by the interested enthusiast. We invite you to write, call in, or telephone for a detailed list of our superb stock.

We are now also able to offer a modern, comprehensive and sensibly priced **Tuning Service; Conversion Work; and Complete Checkover** on any make of car. Our new Works is fitted with the very latest machinery, including the most up-to-date American **Electronic Tuning Equipment**. We can offer a service second to none—for full particulars please write or call.

AUSTIN HEALEY Sprite, 1959-60 2-seaters. A selection of three low-mileage, one- or two-owner cars, finished in cherry red, or pale blue. All equipped with many extras ... **From £465**

LOTUS Seven, 1960 2-seater. Two owners only from new, and finished in dual alloy and red, with matching red trim. Fitted with modified 1,172-c.c. Ford engine, etc. ... **£395**

TRIUMPH TR2, 1955 2-seater. A very attractive car in sky blue, with cloud white hard-top, and soft-top; overdrive, heater, radio, new "X" tyres, twin spotlamps, reversing lamp, etc. ... **£375**

AUSTIN HEALEY 100/6, 1957 2/4-seater. A delightful example in dual red and black, with matching interior. Equipped with heater, "X" tyres, twin exhausts, twin spotlamps, twin fog-lamps, etc. ... **£625**

TVR Mark II, 1961 series Grantura. 9,000 miles only from new, and finished in bottle green, with red leather upholstery. Fitted with very highly tuned M.G.-A 1600 engine, cross-flow head, special exhaust, wire wheels, disc brakes, close-ratio gearbox, radio, heater, washers, oil cooler, high-ratio back axle, etc., etc. Faultlessly maintained throughout ... **£845**

TRIUMPH TR3A, 1959 2-seater. Unmarked in red with black cockpit, and fitted with "X" tyres, twin spotlamps, heater, etc. **£675**

AUSTIN HEALEY 100/6, 1957 2/4-seaters. Choice of two considerably above average cars, in red, with overdrive, wire wheels, "X" tyres, etc., or in dual red and black, with overdrive, twin spotlamps, tonneau cover, etc. ... **From £595**

M.G. TD Mk. II, 1953 2-seater. This example, finished in pale blue, has recently been very extensively overhauled, and is in first-class order throughout. Fitted with heater, full-length tonneau cover, etc. **£365**

TRIUMPH TR2, 1955 2-seater. Finished in flame red with matching interior trim. Equipped with heater, wing mirrors, reversing lights, etc. Choice of two further examples ... **From £345**

JAGUAR XK120, 1954 drophead coupé. Fitted with C-type engine, wire wheels, twin exhausts, twin spotlamps, radio and heater. In superb order, finished in cloud white, with red leather upholstery ... **£415**

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As the Country's Leading Specialists in Grand Touring cars, we present an unrivalled display of hand-picked high-performance cars, including the new E-type Jaguar, Ferrari, Lotus, Alfa Romeo, Peerless, Jensen, Jaguar XK150, TVR, and many others. Each car is rigorously inspected, and presented at most attractive prices. As London's Lotus Distributors we also offer for immediate delivery from stock the fabulous Lotus Elite, now with improved specification and new luxurious interior, for only **£1,299 in Component Form** (a reduction of no less than £650). Further, as M.G. Agents, we can supply the new Midget and the new Mk. II 1600 M.G.-A for immediate delivery from stock. Demonstrations can be arranged with pleasure, and every facility is available. We invite you to write, or call in for fullest particulars of our incomparable stock.

Tel.: EDG 6171-2

GEMINI HOUSE, HIGH STREET, EDGWARE, MIDDX.

FOR SALE—continued

- APRILIA** ('39), well equipped, M.O.T. cert. definitely above average. Offers. Tel.: Grange-wood 9250. [1945]
- ROLLS-ROYCE TWENTY-FIVE**, 1936, 4-door saloon. Good running order. £145. Edwards, c/o Ace Motor Co., 20, Radley Mews, Kensington, W.8. Tel.: Western 5691. [1946]
- RILEY MONACO**, 1937. M.O.T. Recent overhaul; excellent condition. £120 o.n.o. Hughes, 29, Long Lane, Aughton, Ormskirk. [1947]
- A.C.**, 1934/5, 2-LITRE drophead 2-seater with dicky. Much admired example in excellent condition. £160 o.n.o. Tested. D. Robertson, Struan, Woodland Drive, E. Horsley, Leatherhead, Surrey. Tel.: E.H. 2046. [1948]
- SUPERCHARGED ESSEX SIX**, 1933, tourer (4 seats). Very sound (aluminium) body, mechanics. Weather equipment. M.O.T.'d. Original refinements. £45. Ellison, Coombe House, Chieveley, Newbury. Tel.: Chieveley 325 (Berks). [1949]
- M.G. PB**, 1936. Tested. Taxed. Hood tatty, body and engine sound but needing attention. Middlesex area. £70. Box No. L.950. [1950]
- TRIUMPH TR3A**, April 1960, white, matching hard-top, soft-top, overdrive, heater, tonneau, Michelin "X". Excellent condition. £765; H.P. arranged, or exchange saloon plus cash. 178, Birstall Road, Birstall. Tel.: Leicester 814377. [1951]
- ASTON MARTIN INTERNATIONAL**, 1930. Body rebuilt, resprayed scarlet. Mk. II axle. Very beautiful. Joy, 15, Wetherby Mansions, S.W.5. Tel.: FRO 3537. [1952]
- 1920 SINGER** sunshine "as-u-dryv" saloon. Hand-operated hood from driver's seat. Original appearance, upholstery requires some attention. M.O.T. Garage space no longer available. Good home and £150 please. Hayton, Three Trees, Brigsteer Road, Kendal. Tel.: 309. [1953]
- ROLLS-BENTLEY 3½**, fitted luxurious post-war d.h. coupé, specialist coachbuilders. Radio, heater. Clutch, brakes relined; decarbonised; new valves; new hood, battery; brand new tyres. Rolls record. M.O.T. £250. Prefer exchange small modern car. Box No. L.954. [1954]
- 1925 CITROEN 11.9-h.p.** Immaculate. £60. 8, Cecil Close, Mount Avenue, W.5. Tel.: PER 8829. [1955]
- HEALEY ELLIOTT** sports saloon, B.R.G. Fine example. Works high-comp. engine, 108 m.p.h., 27 m.p.g. £210. Miles, "Plowsters," Ashford Carbonel, Ludlow. Tel.: Richards Castle 665. [1956]
- JAVELIN SPARES**. Enthusiasts' service. Large stock secondhand parts. Any new or reconditioned item supplied. Goods sent to any address. G. Mitchell, Balgour, Blackford, Perthshire. [1957]
- TR2/3 CYLINDER HEAD**, including carbs. inlet and exhaust manifolds, suitable for Vanguard. £35. Morris, Merryboro, Dale, Pems. Tel.: Dale 203. [1958]
- ROCHDALE G.T. 1172**. Replacement engine, shockers, shoes. New chassis pins, rod ends, steering tube and nut, tyres, fuel pump, instruments. Winkers, twin S.U.s. Professionally wired, 12v. Fully upholstered and lined, fibreglass seats, two adults and three small children. Sprayed harvest yellow. 6,000 miles, registered June '59. £275 o.n.o. T. Comber, Prescot Road, Melling, Liverpool. [1959]
- RAILTON**, 1936, d.h.c. Straight Eight. Must be sold urgently as garage space required. Highest offer accepted. Peter C. Bennett, 15, Forest Drive, Sale, Cheshire. [1960]
- 1934 ROLLS-ROYCE, 25.3 h.p.**, 7-seater Rippon Bros. saloon, with division. Mascot. Three spares. M.O.T. cert. T. & I. £130, or exchange motor-cycle. 105, Great Norbury Street, Hyde, Cheshire. [1961]
- 1930 FIAT 514** tourer, largely renovated, going superbly. No fair offer refused. Box No. L.962. [1962]
- TRIUMPH ROADSTER**, 1947. Rough but of interest to enthusiast. £50 or offers. Montgomery, 8, Richmond Mansions, E. Twickenham. Tel.: POP 0855. [1963]
- ARNOT SUPERCHARGER** for Volkswagen. Complete kit as new. First £25. 40, The Orchard, London, N.21. Tel.: Laburnum 1949. [1964]
- RILEY MONACO**, 1934. Somewhat tatty body, excellent engine, good batteries, tyres, lights. Roared through test. Drive away for £40. Everett, Tadworth (Surrey) 2228. [1965]
- FALCON Mk. I**, Ford, professionally trimmed, weather equipment, cost £500, £210. Also strengthened Ford chassis, engine, new tyres, £15. Tel.: Maidenhead 2693. [1966]
- BENTLEY 4½**, 1930, Freestone and Webb fabric saloon. Fully original condition, body sound. £250 o.n.o. Boyd, Tel.: SPE 5697. [1967]
- RILEY 1½**, R.M.E. series. Maroon, beige trim. Excellent condition. £350. Bates, 26, Wivelsfield Road, Saltdean, Sussex. Tel.: Rottingdean 5166. [1968]
- ROLLS**, 1934, 25-h.p. Immaculate. 150 gns. 8, Cecil Close, Mount Avenue, W.5. Tel.: PER 8829. [1955A]

FOR SALE—continued

- ROLLS-ROYCE 20/25** Pullman saloon, 1935, without partition. Aged owner must part. Re-upholstered, resprayed black/cream; chassis perfect, uses no oil. As new inside and out. £495. Steel, Holmshill, Ridge, Herts. Tel.: S. Mimms 3121. [1981]
- EX-MOSS RILEY 1.5** works rally car, with brand new M.G.-A engine and fully reconditioned. S.A.E. for full list of special equipment. Offers around £500 to: McComb, October House, Drayton, Abingdon. Tel.: Drayton 265. [1982]
- RENAULT 750**, regd. 1954. Low mileage, excellent condition. Just resprayed, well shod (Michelin "X"), new clutch, half-shafts, wheel-bearings, dynamo, battery, brakes relined, twin spots. Fun with economy for £175, o.n.o. Tel.: Redpost 1342 (after 7 p.m.). [1983]
- 1950 (OCT.) DELAGE** 3-litre saloon. Sound body-work. Runner. Needs tidying up. £100, o.n.o. Also 1933 Delage 3-litre engine (reconditioned) with gearbox. Two 600 x 18 unused tyres and tubes. Alvis 20 differential and half-shafts. Offers. Oliver, 47, Chingford Mount Road, London, E.4. Tel.: Larkswood 5004. [1984]
- STAR MERCURY TOURER**, 1927. Very original. In running order. No other of year and model known by present owner. £99, o.n.o. Getley. Tel.: Long Crendon 251, Bucks. [1985]
- AERO MINX**, 1934, drophead coupé. Rare model in good condition. New hood, battery, clutch, engine reconditioned; rechromed radiator. £85. Tel.: Chorleywood (Herts) 944. [1986]
- RENAULT 750, 1956**. £230. Immaculate, resprayed; engine overhauled recently. Servais conversion, 50 m.p.g. 200, Devonshire Way, Shirley Croydon. Tel.: Springpark 3778. [1987]
- ASHLEY SPORTS BODY**, ivory. Fitted new Ford chassis, good mechanics. Needs completing. £100. Part exchange A30. Stand 8, 6, Pottersfield, Harlow, Essex. [1988]
- FIRST REASONABLE OFFER** secures Alvis TA14, 1949. Taxed. M.O.T. cert. Recent engine overhaul. Sound, reliable car. Tel.: Crowborough 3332. [1989]
- JAVELIN, 1949**. Dismantled for spares. All parts available. Enquiries: B. Baker, Pevensy Old Lane, Crowborough, Sussex. [1990]
- MORGAN II**, 1957. Cream. Red leather. Recon. engine, gearbox, steering, suspension and radiator. New tyres and heater. Undersealed, hood, tonneau. Many extras. £395. Tel.: LEE 5728. [1991]
- ASTON MARTIN Le Mans** long chassis, 1934. M.O.T. certificate. £230. Moss Cottage, Ley Hill, Bucks. Tel.: Chesham 81160, after 7 p.m. [1992]
- RILEY 2½ COUPE**, 1949. Body fair. Mechanically excellent. Taxed. £165, or offers. Box No. L.993. [1993]
- FRAZER NASH Mille Miglia**, 1952, B.S.I./F.N.S. Just had complete overhaul. Crank rebalanced at Laystall. Immaculate throughout. Full weather equipment. Business commitments necessitate regretful sale. £825, o.n.o. Tel.: Rubery 82. [1994]
- 1959 SPRITE**, 16,000 miles. Excellent condition. £400. Full gen. Tel.: RAV 6728. [1995]
- POVERTY STRICKEN**. Therefore 1938 S.S. 1½-litre for sale. Condition as price. £60. Will haggle. Tel.: Windsor 2105. [1996]
- VINTAGE BARGAIN**, 1927 Morris Oxford. Mechanically sound. Interior tatty. £15. 2, Shelley House, Churchill Gardens, London, S.W.1. [1997]
- 1960 LOTUS VII**, untuned B.M.C. "A" alloy finish. £350. 343, St. Mary's Lane, Upminster. [1998]
- M.G. TD, 1953**. B.R.G. Recon. engine. Excellent condition. £385. F. Johnson, 79, Upper Clapton Road, E.5. [1999]
- M.G. TA**, May, 1939. Good looker. Heater, Rally lamp, reversing lamp, P.700s, new king pins, bushes, rocker shaft, bushes, universals, starter, seat covers £140, o.n.o. Taft, 55, James Road, Kidderminster, Worcs. [2000]
- M.G. 1½ Y SALOON**, 1951. £300 spent in past 8 months on new engine, exhaust system, electrical equipment, battery; 4 tyres, works rewired; brakes overhauled and respray. Car going abroad with owner if it doesn't raise £280. 8, Cranford Gardens, Middlesbrough. [2001]
- MIKE KENNETH OFFERS** his white M.G. twin cam after 2 years' superb motoring. Untroubled, unmarked, unworn. Many extras. Reasonable. Write: 79, Monument Road, Ayr. Tel.: 66516, evenings. [2002]
- HEALEY ELLIOT** 4-seater saloon, 1949. New batteries, brakes, transmission overhauled. Excellent motor. Ocelot covers, heater, s/roof, s/washers, Flamethrower, fog lamps, etc., etc. Dependable, economical G.T. car. Reasonable offers to: Goodger, "St. Oswald's," Nant-y-Caws, Nr. Oswestry, Shropshire. [2003]
- LOOK! LOOK!** Italian tourist, here until December, being madly in love with S.S.100, offers in exchange a beautiful race-looking Lancia 8500 G.T., not registered. Body white, upholstery red-white, Borrani race wheels, new "X" tyres; three air compressed sing-song trumpets. Cannot be described with few words, but all genuine enquiries replied. Import duty will be known (about £200). Price £450. Cappa, 77, Kineton Green Road, Olton, Birmingham. [2004]

FOR SALE—continued

- TR2, OCTOBER, 1955**. Must go, I'm broke! Never raced/rallied. "Xs," spot, tonneau, heater, luggage rack, excellent hood; mechanically perfect after major overhaul. Seen Birmingham. Tel.: Great Witley 266, or write: Cross, Witley Court Gardens, Gt. Witley, Worcs. Offers around £310. [2005]
- M.G. PB**. Good overall condition. M.O.T. Taxed. £100, o.n.o. Write: Springett, 28, Cramer Street, Stafford. [2006]
- COMPETITION RILEY SPRITE** 2-seater, 1936. Original and in general good condition. Well shod. New hood and tonneau. High compression engine. Four-branch exhaust. Special electrics, etc. Needs engine preparation for next season. £290, o.n.o. Details: Box No. L.007. [2007]
- CHEAP RILEY**: 1950 model 2½-litre saloon. Good running order, but needs tidying up. £95. Tel.: Walton-on-Thames 25857. [2008]
- 1950 MERCEDES-BENZ** diesel. Excellent condition. £175. Lowick, 95, Rosebery Road, Dursley, Glos. [2009]
- ASTON MARTIN Mk. II s/c.**, 1935 (first regd. 1937). Resprayed B.R.G. Flywheel lightened; special con-rods; new water pump, batteries, carpets; rebuilt dynamo; decarbonised; valves reground. Good reason for sale. £310. Watson. Tel.: HYD 0831 (days). [2010]
- TRIUMPH ROADSTER 2000**, 1949. Factory replacement engine, new tyres, battery, steering, suspension, exhaust, lights, brakes, carpets, carburetter. Exceptional mechanically. Needs new hood. M.O.T. Any trial. £175. After 7 p.m. evenings, Sundays, or write: Ellis, 4, Firthcliffe Lane, Liversedge, Yorkshire. [2011]
- 1938 MORGAN 4/4**. Body rebuilt. Painted cream. rewired, new tyres, clutch, hood, tonneau, rear lamps. M.O.T. Used daily. £135. Tel.: Dorking 3231. [2012]
- 1935 TALBOT 65** d.h.c. by Carlton. New hood March. Tyres, brakes, etc., excellent. Recent mechanical overhaul. £100, o.n.o. Manchester area. Box No. L.013. [2013]
- M.G. TA, 1937**. Red. Excellent condition. Completely rebuilt. £120, o.n.o. Longstaff, 25, Devonshire Road, Totley, Sheffield. [2014]
- SPRITE, LATE 1959**. White. 19,000. Undersealed, radio, spots, heater, washers, etc. £460. Len's Cafe, Marina, Bexhill. [2015]
- M.G. TF**. Superb condition. New engine, s/screens, "X" tyres, l.h.d., but can be converted for £22. Bargain. £370. Tel.: Uplands 1870. [2016]
- VOLKSWAGEN DE LUXE, 1954**. Twin exhaust, rear "Xs." Excellent. £275. Chorley, 25, Brookside Close, Westlands, Newcastle, Staffs. [2017]
- ALFA ROMEO, 1930**. Twin o.h.c. 1,750 c.c. Rare Carlton drophead. Coachwork resprayed Alfa red. Only 2,000 miles since rebuild. Over £140 spent engine, etc. Excellent condition. £290, o.n.o. School House, Beechwood Road, Caterham, Surrey. [2018]
- MAGNIFICENT RIPPON-BODIED** Packard Super Eight. Heater, Marchals, etc. M.O.T. £80. 1953 L.H.D. Cadillac, runner. Offers/exchange? £75. 29, Centaur Road, Coventry. [2019]
- EXTREMELY RARE** pre-war Lancia Augusta coupé, regd. 1960. Superbly styled 2-seater "Belna" coachwork. With unique retractable hard top. £150, o.n.o. Photos. Tel.: Leeds 649548, evenings. [1980]
- TALBOT 110**, 1935 (Roesch), sports saloon. Traffic clutch, semi-automatic. Mechanically perfect, Bland overhaul June. Oil 40 pounds hot, consumption negligible. Bodywork (Young) excellent. Motorway—easy 65. M.O.T. Buying house—farewell second car. First £100. Tel.: CH15wick 8263. [2020]
- SUNBEAM DAWN**, 1934. Suitable breaking spares. Offers. Whysall, 17, Alleyn Gardens, Plymouth. [2021]
- 1960 FALCON CARIBBEAN**. Aquaplane Superhead, twin S.U.s, 4.7 c.w.p. New boxed chassis, Woodhead Monroe shocks. Bucket seats. Perfectly finished. Too fast for wife! £265 o.n.o. Barltrop, 84, Harborough Road North, Northampton. [2022]
- M.G.-A**, 1959. White. 18,000 miles. Wire wheels, radio, fog, spot, washers, sliding screens. Never raced or rallied. Excellent condition throughout. £635. Allkins, 173A, Queens Road, Watford. Tel.: 21215 (day). [2023]
- ALVIS coupé**, 1933, Speed Twenty, in good condition. £80 M.O.T. certificate. Hall, "St. David's," Stoke Holy Cross, Norwich, NOR 55W. Tel.: Framingham Earl 462. [2024]
- RILEY KESTREL 37/12**. Good home wanted. Sound in wind and limb. M.O.T. cert. £50 o.n.o. 29, Hamstead Court, Hamstead Road, Birmingham, 19. [2025]
- ASHLEY 1172 BODY**, windscreen, hood, lights, etc., £80 o.n.o. Also reconditioned Ford Ten engine, new Popular chassis, i.f.s., etc.: s.a.e. for list. Craven, 67, Holmsley Lane, Woodlesford, Nr. Leeds. [2026]

FOR SALE—continued

- JAGUAR**, probably the finest XK140 in existence, 1956, special equipment, C-type head. Complete engine overhaul and whole in first-class condition. New hood, side-curtains, carpets. Large sums spent upkeep; bills available for inspection. Extras include radio, servo brakes, Marchal horns, and highly polished copper exhausts. Reason for disposal, delivery of E-type. Price £625. Telephone or write for appointment to view to Major E. C. Hargreaves, Comptroller to the Duke of Bedford, Woburn Abbey, Bletchley, Bucks. Tel.: Woburn 271. [2027]
- M.G. 1½-LITRE VA** Tickford coupé, 1938 model. New hood, good all round condition. M.O.T. Many useful spares including diff. unit, half-shafts, wheels. £95. 20, Rosetta Road, Nottingham. [2028]
- AUSTIN LIGHT 12/4** saloon, 1932. Three owners only. Immaculate condition. M.O.T. cert. Taxed. £100. Tel.: CHE 3887. [2029]
- RILEY BROOKLANDS**, 1929—Telephone PRO 6343 (Putney, S.W.15) for inspection and trial. Metallic blue body, aluminium wheels. Photograph and full details on application. Serviced and maintained in excellent running order. Valued at £400, but reasonable cash offers over £200 now seriously considered as owner going abroad, must sell. Box No. L.030. [2030]
- TRIUMPH GLORIA**, 1934, 4-seat open sports. 10-h.p. Climax. Body clean, new hood, three good tyres. Semi-automatic (free-wheel)! M.O.T. Taxed April '62. £55 o.n.o. Courage, 34, Lower Sloane Street, London, S.W.1. Tel.: SLO 1930 (evenings). [2031]
- LAGONDA RAPIER**. Fine example Abbott 34 tourer: £175. Innumerable spares, including engine, clutch, gearbox, axles: £25. Scates, Tel.: Whitehall 6711. [2032]
- HANDSOME VINTAGE ALVIS**, 16.95 h.p., 1930 tourer. Outstanding original condition. Taxed, tested. £140. Creswyke House, Moreton-in-Marsh. Tel.: 2151. [2033]
- 1937 2½-LITRE S.S.** Jaguar saloon, outstanding condition. Two owners only. Cromard liners. Heater. £80 o.n.o. Rissington, Hedgerow, Chalfont St. Peter, Bucks. [2034]
- JAGUAR MK. V**, 1950. Recently rechromed and new head lining; mechanically perfect. Reason for sale smaller car needed. £175. Tel.: THO 3955. 512, London Road, Thornton Heath, Surrey. [2035]
- AUSTIN NIPPY "65"**, good condition. Mechanical overhaul. Offers. Kerridge, 236, Britannia Road, Ipswich, Suffolk. Tel.: Ipswich 78539. [2036]
- ROLLS TWENTY**, 1927 engine and chassis, 1938 body. M.O.T. cert. Not immaculate; but what do you expect for £68? Gibson, 28, Hyde Road, Sanderstead, Surrey. Tel.: Sanderstead 6963. [2037]
- LAGONDA, 1932, 16/80**, 2-litre. In good running order. M.O.T. cert. Known history since 1948. Offers around £150. Tel.: WES 9054 (after 6 p.m.). [2038]
- BEAUTIFULLY PRESERVED** 1934 Humber Twelve seeks new home. M.O.T. certificate. Recent regular use. No longer taxed. Offers. 83, Kinross Road, Leamington. [2039]
- SEX APPEAL!** Falcon Competition '58, engine '60. Mods—performance, +35 m.p.g. Offers around £200. Tel.: Kingston 8113 (evenings). [2040]
- EXCEPTIONAL TC**, Stage II. Twin spares, re-designed dashboard, leopard covers. Lined interior, matching new hood and carpets. Trial run proving 42.1 m.p.g., 92 m.p.h. £315 o.n.o. Tel.: PRImrose 1158. [2041]
- MORGAN PLUS FOUR**, 1955, 2-seater. Blue-black. 46,000 miles. Many extras. Immaculate. Marriage forces sale. £330. L. Hey, 2, Henley Drive, Rawdon, Nr. Leeds. [2042]
- M.G. PA** engine, manifolds, dynamo, etc. Head good, block not. £15 secures. Tel.: Silkstone 324 (Yorks). [2043]
- M.G. J2**. Breaking for spares. Send s.a.e. for list. Garnett, 11, Burnwells Avenue, Thackley, Bradford, Yorks. [2044]
- M.G. VA**, 1939. Good condition. £75. Downer, 51, Springfield Crescent, Harpenden, Herts. Tel.: Harpenden 2656. [2045]
- DISMANTLING SINGER** 1.e Mans, 1935, with several M.G. wheels. 49, Tanworth Lane, Shirley, Solihull. [2046]
- 1957 FIAT 600**. Reasonable condition. Could improve. Taxed, insured. £155. 55, Myrtle Avenue, Eastcote, Middlesex. Tel.: FIEldend 9411. [2047]
- 1932 SUNBEAM SIXTEEN**. Excellent condition. M.O.T. certificate. Rewired, new radiator, good tyres, batteries. Host of spares. £35. Harding, 33, Cuninghame Road, Cheshunt, Herts. [2048]
- "SPECIAL"** 1,131-c.c. Standard. Excellent condition. All-weather equipment, i.f.s. Very pretty bodywork. £110 or offers. Harris, 66, Stanley Road, Teddington, Middlesex. Tel.: TED 2832. [2049]
- 1932 HORNET SPECIAL**, suitable rebuild, or spares, body scrap. £10. "Balaclava," High Park Avenue, Wollaston, Stourbridge. Tel.: Stourbridge 3638. [2050]

FOR SALE—continued

- IMMACULATE TC**. Numerous extras. An exceptional M.G. and good value at £265, offers considered. Scanes, 11, Main Road, Pinhoe, Devon. [2051]
- ACQUIRED LYNX**, must sell Riley Monaco, 1933. Tested. Bodily, mechanically excellent. £55. Box No. L.052. [2052]
- SUNBEAM-TALBOT**, 1954. £80 spent last year. V.G.C. £295. 87, Lincoln Road, Enfield. Tel.: 5706. [2053]
- FAIRTHORPE ATOMOTA**. Two and two halves seater saloon, 1959, red. 646 c.c., air-cooled engine, 4-speed synchro. gearbox, wishbone and coil-spring front and rear suspension. Girling hydraulic brakes. Good performance, 55 m.p.g. £260. J. West, 2, Orchard Way, Highfield, Bicester, Oxon. [2054]
- ROVER TWELVE** 4-seater sports tourer, 1936. Recent engine overhaul, good brakes, steering and tyres. Town & Country rears, tonneau cover. M.O.T. certificate. Best offer over £50. Robinson, 66, Bittell Road, Barnet Green, Worcs. [2055]
- VOISIN C5**. An excellent example of this rare *marque*, mechanically perfect, but needing some attention to bodywork. Offers around £150 please. Contact Beardshall, 175, Flixton Road, Flixton, Manchester. [2056]
- LANCIA AURELIA B20** G.T. 2½-litre. Modified floor gear-change, de Dion rear. Excellent example purchased direct in 1960 from well-known Turin exponent. Engine and final-drive completely checked and overhauled in Italy before importation, since when nominal mileage only. Unforeseen circumstances force reluctant sale. £850. Seen London. Tel.: PROspect 8779. [2057]
- VOLKSWAGEN**, 1956/7, L.H.D. Two owners. Excellent condition. £275. Tel.: Marlow (Bucks) 1100. [2058]
- HAMBLIN CADET-BODIED A.7**, alloy head, i.f.s., teles., 15-in. wheels. M.O.T. cert. 90% complete. Accept £120 o.n.o. Jeff Wisdom, 82, Owenford Road, Radford, Coventry. [2059]
- TR2**, unavailable last advert. White. New hood, sidescreens, seats; heater, overdrive. Engine overhauled. Offers. 173, Gordon Road, Ilford. [2060]
- TR2**, '55. Ex. con. Resprayed, re-upholstered. "X"s, h/r, o'drive. £385 o.n.o., or "special" plus cash. 18, Brockenhurst Avenue, Leigh Park, Hants. [2061]
- CREDIT SQUEEZE?** Thirteenth car must go. M.G. TD, 1953, B.R.G. Excellent. £375. Tel.: Brentwood 6. [2062]
- 1172 MISTRAL**. Tubular chassis, i.f.s., swing axle/coil-springs, 4.7 axle, aluminium radiator, remote control, balanced engine. Must be sold. £175 or offer. Burchell, 35, Walton Road, Harrow. [2063]
- RILEY MONACO**. 12,000 miles only since complete rebuild. Recond. engine, clutch, gearbox, dynamo, starter, new batteries. M.O.T. certificate. Many spares. Offers. Tel.: Parkstone 3583. [2064]
- 1939 MORGAN**, recently rebuilt engine, rebuilt starter, radiator; new battery. £150 o.n.o. Rhodes, 18, Walsworth Road, Hitchin, Herts. [2065]
- FOUR 15-in. MAGNESIUM** wheels. Sprite rev-counter with reduction box. Ford alloy timing cover with rev-counter drive. Fiat gearbox. Cooper disc brake. Offers. Tel.: Uxbridge 32400. [2066]
- 25-cwt. 1926 OVERLAND** lorry. In good running order, body sound, but needs clean and paint. Offers around £100. Box No. L.067. [2067]
- A.C. 2-LITRE** saloon, 1951. In good order, engine completely works overhauled only 3,000 miles ago. M.O.T. and ins. to June '62. H.P. considered; only £200. 68, Lexham Gardens, W.8. Tel.: FRObisher 3125. [2068]
- HISTORIC JAGUAR XK120**. Actual Jabeke record breaker at 132 m.p.h. Competition suspension, discs front, detachable hard-top. Good "X"s. C-type head. B.R.G. £375 o.n.o. B. Redman, Marsden House, Brierfield. Tel.: Nelson 65409. [2069]
- LOTUS Mk. VI, 1,172 c.c.** Twin S.U.s, Dunlop racing. £320. Tel.: WORDsworth 2710 or FRObisher 3696. [2070]
- M.G. MAGNETTE** saloon, 1955. Genuine good condition. Taxed, with extras. Bargain at £350. Tel.: SPedwell 0394. [2071]
- BUCKLER V**. Very attractive 2-seater, aluminium full-width body, p.v.c. hood. Engine fully modded to 1172 Formula, M.G. box, new "X" tyres, i.f.s., 12-volt system. Exceptional road-holding and acceleration. £235 o.n.o. Legg, 4, Tiverton Road, Edgware 6729. [2072]
- TR2**. Needs some replacement parts and rebuilding by the first enthusiast with only £185 to reach me. Tel.: Tunbridge Wells 24076. [2073]
- MORGAN 4/4**, 1950. V.G.C. £245. Many extras. Sharp, 116, Headley Drive, Ilford. [2074]
- LAGONDA SPARES** for sale. Inquiries welcome. Tom Pinguey, 121, Copers Cope Road, Beckenham, Kent. Tel.: BECKenham 9316. [2075]
- M.G. MAGNETTE**, July 1957. Twilight grey, oil consumption negligible, temp. and oil pressure remain constant. All extras including radio, spotless, no faults. Recent brake relines, tyres and engine tune. £475. H. A. Clarke, 112A, Gladstone Avenue, Wood Green, London, N.22. [1913]

FOR SALE—continued

- TALBOT "75"** GO 66, 1931. (Originally owned by famous racing driver.) Fitted pretty 4-light sports saloon body. As illustrated on page 236 "Vintage Car Pocket Book." Crash box. Generally good original condition, sound mechanically, but requires repaint and attention to main bearings. First £50. 55, Tasker Street, Walsall. Tel. (business): Lichfield 3243. [2076]
- PORSCHE 1300** saloon, 1954, silver. Excellent condition. Genuine reason for quick sale at £490. Please write. Box No. L.078. [2078]
- 1925 LAMBDA**, 5th S/C tourer. 8th engine, original wings; re-upholstered, rewired, rechromed. Excellent condition, many spares; taxed Jan. £145. Lambda spares: 5th engine. Head, dynamo sound. Complete crank regrind, ready for assembly. £38. Spare head and camshaft, £8. 8th chassis: Unoriginal body; wheels, tyres, gearbox, etc., perfect; towable. £10, will separate. 8th Bosch headlamps, perfect. £3. Philip, Wick Lane, Lacock, Wilts. [2079]
- M.G. TA**. Excellent condition. TC-type engine. New tonneau cover. M.O.T. £140. Rigby, The Wedge, Twyford, Hants. [2080]
- LANCIA AUGUSTA** saloon, 1934. Genuine and very good throughout. Almost new tyres. M.O.T. tested. £75, but any realistic offer considered. Saul, Anahilt, Whittington, Oswestry. Tel.: Whittington Castle 217. [2081]
- JAGUAR, 1939, 1½ d/h**. Ivory. Immaculate condition; engine recently overhauled. Far better than most post-war 1½s. £125 o.n.o. Tel.: Ewell 5969 (evenings) or write, 174, St. Andrew's Road, Coulsdon, Surrey. [2082]
- FAIRTHORPE ELECTRON MINOR**, '60. B.R.G. 19,000 miles. Mechanically sound. £400. Vale, 28, Onslow Gardens, S.W.7. [2083]
- A GIFT**—at £200. Thoroughbred sports car, 1952 Abbott Jupiter, series 3 engine; recent complete overhaul, now no stable room. Fast, reliable—money spent on this car is not wasted. Tel.: PUT 4480. [2084]
- MERCEDES-BENZ**, Oct. 1958, R.H.D., 190 saloon. Reclining seats, washers, fog lamps, twin heaters. Low mileage. Graphite grey with red interior. A beautiful car in immaculate condition. House purchase only reason for sale. £825 for quick sale. Box No. L.085. [2085]
- TR2**, 1955, red, black hard-top. Overdrive. Mich. "X," heater, twin spots, electric screen-wash, rev. light. Excellent condition. £360 for quick sale, stork due. Part exchange considered. Noble, 20, Woodbank Place, Bradford, 8, Yorkshire. [2086]
- 1958 1172 SPECIAL**. Rochdale G.T. body. 4.7 c.w.p., split radiator, new brakes and king-pins, wipers, good tyres; untuned. £195. Needham, 3, The Firlands, Marske, Redcar, Yorks. Tel.: Redcar 3688. [2087]
- 1950 REGISTERED** r.h.-drive Volkswagen saloon. M.O.T.C. 1954 engine just had top overhaul. Axles, gearbox, starter motor, steering, brakes overhauled last 200 miles; good tyres. Interested in Citroën 2 c.v. van, or Mini van and cash. Aireton, Okeford Fitzpaine, Blandford, Dorset. [2088]
- M.G. TC**, Dec. '49. This car must be seen. Recently resprayed, recon. engine. S/beam Marchal spots, wipers, chrome luggage grid, etc. Even polished under front wings. £330. 84, Oldfield Road, Hampton, Middlesex. [2089]
- S/TALBOT 80** convertible, 1950. Heater, radio. M.O.T. £140 o.n.o. Hearn, 21, Graham Avenue, Great Sutton, Cheshire. [2090]
- 1,172-c.c. FORD SPECIAL**, 1951, 2-seater. Reconditioned engine 6,000 miles, four good tyres. £110. Tel.: Sheffield 361313 after 8th November. [2091]
- 99.99% FINISHED**. A.7 Special. Sound, neat, home-built body, good B.R.G. finish. Chassis stiffened, lowered, Bowdenex front, etc. Engine standard but good; d.d. Solex. £25. Edinburgh area. Box No. L.092. [2092]
- SUPERCHARGER**, 1½ S.U. carb., pulleys, jockey pulley, belts, complete bracketry and fittings. For Fiat 600. Gamblen, Tel.: Farnham 5253. [2093]
- M.G. M BREAKING** for spares. Also Ford Ten gearbox. S.A.E. for list. 117, Dicconson Street, Wigan. [2094]
- INVICTA 4½-LITRE H.C.**, 1930. Part restored. £100. Farmer, Longacre, Gt. Barton (Tel.: 283), Bury St. Edmunds. [2104]
- LAGONDA RAPIER**, 1934, tourer, red. Good condition, M.O.T. cert., etc. No haggling please at £100 for quick sale. Parry, 4, South Bank Terrace, Surbiton. [2105]
- STORK SQUAWKS**. Selling Electron Minor, Oct. 1959. Good condition. £370. Box No. L.106. [2106]
- MORGAN 4/4**, Climax, 1937. Mechanically, bodily excellent. M.O.T. certificate. New tyres, batteries. £110 o.n.o. Mr. Offer, 31, Kings Avenue, Muswell Hill, N.10. Tel.: CUN 0660 (evenings). [2107]
- BENTLEY, 1934, 3½-LITRE**. Shooting-brake body. Dilapidated but goes like a bomb. M.O.T. certificate (of course). £50. Simpson, Tel.: TUD 6045. [2108]
- BENTLEY**, 1935, Park Ward saloon. M.O.T. Good order, daily use. £140 o.n.o. Harris-Maddox, 19, Montrell Road, Streatham Hill, S.W.2. [2109]

FOR SALE—continued

- GENUINE COOPER-AUSTIN** 994-c.c. F.J. engines, £135/£165; A35 gearbox, Turner c/r gears, as new, £45; Lotus 7 Ser. 1, k/o. hub conversion and five wire wheels fitted nearly new Firestones, £35; two wire wheels, fitted 450 x 15 RSs, £10; Lotus 7 hydraulic brakes with drums, £12. K. Hamblin, Tel.: Upper Warlingham 2983, or D. B. Porter, Tel.: Edinburgh DON 3751. [1819]
- LAGONDA 2½-LITRE** saloon. Black. Fabulous condition, literally unmarked inside and out. Push-button radio. Receipts for recent £500 overhaul. Any trial, cannot be faulted. £375, cost almost £4,000 new. Peel, 8, Crawshaw Gardens, Pudsey, Yorks. Tel.: Pudsey 5272. [1820]
- 1931 RILEY NINE** Monaco. Clean. Reliable runner. Accept £25 (to make room for Gamecock). Inquiries by letter please. Tony Bird, 39, St. Andrew's Road, Portslade, Sussex. [1821]
- LANCIA AURELIA**, 1952. Maintained regardless of expense. £160 overhaul by Lancias last month. Very exceptional. Paintwork, etc., spotless. £425. Positively no offers. Tel.: Colindale (London) 1814. [1822]
- TR3A**, 1959. Light blue. Occ. r/seat, tonneau, heater, s/washers, spot lamp, four new RSs. Not raced or rallied. Excellent condition. £665 o.n.o. 4, Oldthorpe, Esher Green. Tel.: Esher 4070 (6-8 p.m.). [1823]
- PORSCHE 1600**. Standard coupé, 1956. Excellent all round condition, radio, heater, Reutter seats. Graphite with fawn. £895 o.n.o. Roberts, Manor Farm, Welford-on-Avon (Tel.: 249), Warwickshire. [1824]
- M.G. 1½** saloon (Sept. '50). Heater. M.O.T. Showroom appearance, good mechanics. £190. "Staveley House," Barrow Hill, Copythorne, Southampton. Tel.: Ower 286. [1825]
- SPEED SIX BENTLEY**, 1930, 2-seater f.h. coupé and dickey. Excellent mechanical condition. Body sound. £400. Also Alvis Firefly, 1934, good mechanically, body requires some attention. £50. Hampshire. Box No. L.826. [1826]
- JUDSON SUPERCHARGER** for VW, 3,000 miles only, mint, with instructions, complete. Genuine reason for sale. £40 o.n.o. Watts, 9, Peters Close, Sarisbury Hants. [1827]
- 1950 RILEY** roadster. Colour white. New hood, brake linings, clutch, etc. £185. W. Sadler, 28, Atlantic Way, Greenhill Est., Sheffield, 8. [1828]
- D.K.W. SONDERKLASSE 3-6**, Sept. 1958. Two-tone, 4-door saloon in red and white. Perfect condition throughout. Radio, heater, washers, spots, reversing light, etc. Taxed Dec. £435 o.n.o., for quick sale. Tel.: Slough 23754. 62, Sussex Place, Slough. [1829]

FOR SALE—continued

- 1949 ALVIS TA14**. Detachable white aluminium hard-top. M.O.T. test. Complete engine overhaul including crank regrind, new ends, pistons, battery. No mileage post overhaul. Radiator grille and horns rechromed. Extras. £165 o.n.o. Garaged Bristol. Apply Clegg, Southleigh, Upland Crescent, Truro. [1830]
- 1936 PACKARD EIGHT**. Very good condition. Taxed. £70. Peters, Plashett Park Farm, Ringmer (Tel.: 389), Sussex. [1831]
- M.G. PA**. Engine dismantled. Towable. Partly reconditioned. £40. Weston, 459, Gloucester Road, Bristol. [1832]
- ROCHDALE G.T.** Ford Ten, boxed chassis, Ballamy suspension, 15-in. wheels, 4.7 c.w.p. Fully trimmed. £185 o.n.o. Oliver, 46, West Way, Neasden. Tel.: DOL 7425. [1834]
- 1961 AUSTIN SPECIAL**. Stiletto aluminium body. All mods. Taxed, insured. Magnificent. £100. Wilson, 18, Winchester Mews, N.W.3. [1835]
- LOTUS VII**, 195E engine, two months old. £500. 49, Alexandra Road, Sale, Cheshire. [1836]
- SPECIAL M.G. PA** engine, gearbox. Polished head, raised compression, large valves; unused 1938/49. £55. 120, Marlborough Flats, Walton Street, Chelsea. [1837]
- LAGONDA 2-LITRE** sports saloon, 1929. Weymann black fabric body. Recent overhaul. Body and engine in good condition. Seen St. Marylebone. Present owner six years. Nearest to £125. Tel.: Ambassador 4641. [1838]
- BOUND, INDEXED VOLUMES** MOTOR SPORT Nos. 26 to 30 inclusive, new condition. 50s. each. Box No. L.839. [1839]
- BENTLEY**. Beautiful 1936 4½-litre. Park Ward drophead coupé. Complete detailed history, invoice, bills, handbook. Reconditioned. Spare car included. £450 o.n.o. Eight cars—require space. Overmoor, Lyndhurst. Tel.: 182. [1840]
- 1960 MORGAN Plus Four**, 4-seater. Disc brakes, wire wheels, heater, tonneau. B.R.G. 9,000 miles. Immaculate. £595 o.n.o. (cost over £1,000). Also 1958 M.G.-A sports roadster, black, heater, unmarked, £440 o.n.o. Both must be sold. Mini-Minor or similar considered in swap. Box No. L.841. [1841]
- LAGONDA M45 TOURER**. Well known in Lagonda Club. £210. 4, Bowden Lane, Marple. [1842]
- "BILL."** Sired by Nuffield out of Wolseley, 1935. Daytona Special, 14 h.p. B.R.G. New tyres; very good condition throughout. Reasonable offers accepted. 17, Westminster Gardens, Barkingside, Ilford, Essex. Tel.: CRE 7595. [1843]
- PI00 HEADLAMPS**, ex-Alvis, good condition, £9 o.n.o. pair. 14, Meole Walk, Shrewsbury. [1844]

FOR SALE—continued

- 1923 HUMBER TWELVE** tourer. One owner years, giving up motoring. M.O.T. £100. Windle, 43, Urmston Lane, Stretford, Manchester or Tel.: PYRAMID 2068. [1845]
- FOR SALE, M.G. TC**, 1946. Enthusiast regardless of cost. As new throughout. Certain one of the finest models available. £350. Box L.846. [1846]
- 1936 RILEY TWELVE** Falcon saloon, £45. 32, Branksome Drive, Filton, Bristol. [1847]
- 1951 VOLKSWAGEN**, r.h.d., v.g.c. £185 o.n.o. deposit on tuned saloon value £300. Box L.848. [1848]
- HEALEY SILVERSTONE**, modified. H/c. H and pistons, c/r. gearbox. 120 m.p.h. H record for type at Prescott and Brighton. Ex-Rudd and Francis Samuelson. £265. 1, Al Square, S.W.8. Tel.: REL 4960. [1849]
- 1930 AUSTIN SEVEN** saloon. M.O.T. test. Good condition. £40 o.n.o. Godley, River Lodge, London Road, Dorking. [1850]
- TRIUMPH 2000 ROADSTER**, 1949. M.C. tested. New hood. Resprayed six months. Conditioned steering. Good tyres. Healey Refined brakes. Almost perfect. £225, or offer. Tel.: Hayes 1063. [1851]
- FIVE REMOULDS** 5.50 x 18, used, unworked. 30s. each. 9 in. chrome headlamps. 40s. p. Daimler spares. Wanted: MOTOR SPORT, 1956. Foot, Felsted, Essex. [1852]
- ASTON MARTIN**, 1935, Mark II 1½-litre chassis tourer. Recent complete mechanical overhaul. All original specialist garage maintained. £375. Seen London. Box No. L.854. [1853]
- M.G. "L" MAGNA**, 1933. Original throughout excellent condition. M.O.T. tested. Carefully stored for 17 years. £110. Tel.: (day) GERR 9385; (even.) Gravesend 6874, or write: Constitution Crescent, Gravesend, Kent. [1854]
- 948-c.c. ALEXANDER HEAD** (8.9:1) with valve gear. £20. Tel.: FINchley 2537. [1855]
- 1938 TRIUMPH VITESSE** 13.95-h.p. Break most parts. Tel.: ADD 5607 (Croydon). [1856]
- RILEY R.M.E.**, November, 1953. Two owners. New engine clutch, exhaust system last 15,000 miles. Immaculate leather interior, heater, good tyres. Genuine sound example for £325. Clarke, Aberroer, Wrexham. [1857]
- AUSTIN SPECIAL**. Suitable rebuilding; engine and body rough. Usual mods., hyd. front brakes. £15. 33, White Lodge Park, Shawbury, Shrewsbury. [1858]
- LOTUS XI**, 1958. 100 m.p.h. Ford 1,172. R counter, green/silver. Ford insurance. £200. Proctor, Ripley Court, Ripley, Surrey. [1859]

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MANAGING DIRECTOR: T. A. BOUGHTON

253-255, NEW CROSS ROAD, LONDON, S.E.14 (MAIN A2-A20 ROUTE)

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£565. AUSTIN HEALEY B.N.2, 1956. This low-mileage example is the late property of Park Ward, who fitted a detachable hard-top with gull windows. The interior is specially trimmed and extras include push-button radio, electric aerial, twin fog lights, swivelling spot light, luggage rack, electric clock, overdrive, wire wheels, Halda Speedpilot, wood-rimmed steering wheel, reversing light, bonnet vent. The bodywork is in two-tone polychromatic blue with red upholstery.

£545. M.G.-A Twin-Cam. Special aluminium body. In B.R.G. with red upholstery. A most rapid and exciting motor car to drive.



- £925 ACECA** Bristol, 1955. The bodywork is in metallic blue with unmarked blue hide upholstery. H.M.V. radio and heater fitted. A beautifully maintained example.
- £875 AUSTIN HEALEY 3000, B.T.7**. Four-seater. This fine example is finished in Aceca blue with black hard-top. Chrome wire wheels, Road Speed tyres, disc brakes, overdrive, heater, etc.
- £795 LANCIA B.20 2½-litre Aurelia G.T.** A magnificent example in indigo blue with white and blue upholstery. Radio, heater, etc. Two owners from new and full history available.
- £795 SUNBEAM Alpine**, 1959. A beautifully maintained example in red with black hard-top. Extras include radio, heater, overdrive, luggage rack, spot-lights, etc.
- £745 M.G.-A Roadster 1600**, July 1960. 13,000 miles from new. In red with black upholstery. Extras include detachable hard-top, radio, luggage rack, wing mirrors, etc. As new throughout. Disc brakes.
- £745 JAGUAR 3.4** saloon Automatic. Disc brakes, Webasto sunroof, radio, chrome wire wheels, etc. Bodywork in indigo blue with red hide upholstery. The appearance of this vehicle is truly exceptional.
- £725 TRIUMPH TR3A**, 1960. A very low-mileage example in pale blue, fitted with various extras. Mint condition throughout.
- £665 M.G.-A Roadster**, 1960 model. In red with matching upholstery. 14,000 miles only. Immaculate.
- £645 AUSTIN HEALEY 100/6**, 1958. Four-seater. A superb motor car in red and black, fitted with overdrive, twin spots, "X" tyres, etc. A most genuine low-mileage example.
- £645 A.C. Ace**, 1957. A two-owner example in ivory with red hide upholstery. An excellent vehicle in all respects. Recent rear-end overhaul.

- £625 M.G.-A coupé**, 1959. A very attractive example in red with black trim. Wire wheels, radio, heater and luggage rack are fitted to this motor car.
- £595 TRIUMPH Herald** drophead coupé. Four-seater. 1960. A very low-mileage vehicle in two-tone blue. Mint condition throughout.
- £595 JAGUAR 2.4** saloon, 1956. A superb one-owner example in black with red hide upholstery. Overdrive and heater fitted. This car cannot be faulted.
- £545 AUSTIN HEALEY 100S**. The 4-cylinder 2½-litre engine has just been completely rebuilt by us and will have to be run-in. A 4-speed gearbox is fitted, also overdrive, and disc brakes all round. This is acknowledged to be the fastest ex-works car.
- £495 M.G.-A Roadster**, 1956. An exceptional example fitted with wire wheels, heater, wood-rimmed steering wheel, etc. Bodywork in meticulous black with green upholstery.
- £485 AUSTIN HEALEY Sprite**, 1959. A one-owner example with modified engine, oil cooler, Ashley bonnet, hard-top, heater, luggage rack, etc. Bodywork in blue with white hard-top. Another unmarked example in apple green priced at £465.
- £445 REJO 1172** Formula sports car (ex-Rod Easterling). Beautifully turned out in pale blue and lemon. Ready for immediate use either on road or track.
- £395 AUSTIN HEALEY B.N.1**, 1954. A very fine example in red with matching upholstery. Extras include overdrive, wire wheels, heater, hard-top, etc. New tyres fitted.
- £375 LOTUS Mk. 8**. Aerodynamic sports Stage 4 M.G. 1500 engine. Whole car in excellent fettle and outstandingly fast. Bodywork finished in British racing green.

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FOR SALE—continued

- ALLARD, LATE 1950.** Excellent mechanically. Good inside and out. Red. Well shod, new brake drums, pump, batteries. M.O.T. £100, o.n.o. Buckley, Primrose Villa, Pengegow, Camborne, Cornwall. [1860]
- M.G. TA, 1938.** Receipts £100. Engine overhaul, new hood, tyres, re-spray; 100% throughout; 90 m.p.h. Owner overseas forces sale at £150, o.n.o. 70, Pinchbeck Road, Spalding, Lincs. Tel.: 2410. [1861]
- AUSTIN HEAVY 12/4, 1938/9 saloon.** Recellulosed, engine factory rebuilt, new tyres, batteries, Girling brakes relined. £100. Also several Edwardian Klaxons. Tel.: Ruislip 6965. [1862]
- ALLARD, 1947, 2/4-seater tourer.** Good condition throughout; with hills. M.O.T. £100, o.n.o. Noldart, 13, Byron Way, Romford, Essex. Tel.: ING 41424. [1863]
- HOTCHKISS, 1950 (registered Nov. 1951) 3-litre 6-seater luxury sports saloon.** Fitted radio and heater. Professionally resprayed maroon and strato silver. 2 owners, history. £290. Stephenson, c/o Paddock Garage Ltd, Hampton Court. Tel.: TED 3446. [1864]
- 1954 FORD ZEPHYR CONVERTIBLE.** Power hood, radio, heater, special exhaust, rechromed, resprayed blue. £340 or £200 plus Volkswagen, or Special. H.P. arranged. 64, Ashley Lane, Moulton, Northampton. Tel.: 2134. [1865]
- S.S. 1 SALOON, 1934 M.O.T.C.** Good condition. Many spares. £50, o.n.o. Cullen, "Springfield," Colney Street, St. Albans, Herts. Tel.: Radlett 6419. [1868]
- FRAZER NASH/B.M.W. Type 315/34.** Perfect—for spares. Sell whole or may break. £30. 135, Alington Road, Exeter. [1870]
- TR2, 1955.** Recon. engine, rear axle, steering, new "Xs." Resprayed powder blue. New sliding screens. Taxed. £365, v.n.o. Tel.: Stony Stratford 3283. [1871]
- 1938 BENTLEY 4½-LITRE.** Most attractive semi-razor edge body in excellent condition. £295. Eldeen, Oxburgh Hall, Oxborough, Norfolk. [1872]
- £175, REPEAT £175 only for my 1960 Ashley G.T. saloon.** 8,000 miles only. A beautiful occasional 4-seater combining performance with economy. Genuine reason for sale at a fraction of its original cost. 249A, Luton Road, Dunstable. Tel.: Luton 53778. [1873]
- SUNBEAM-TALBOT 10 d/h, 1939.** Smart. M.O.T. cert. £45, o.n.o. Tel.: Uxbridge 35598. [1874]
- ASTON MARTIN DB2.** Full works service history. Vintage engine. Recent overhaul. Excellent condition. Offers or exchange recent VW. Tel.: Vigilant (Surrey) 8957. [1875]

FOR SALE—continued

- AUSTIN 16-h.p., 1931, TOURER.** M.O.T. cert. Original condition. £30. Tel.: KIN 1683. [1869]
- NEW MORGAN** forces sale: 1937 Morgan 4/4. Engine complete. Suspension, battery just reconditioned. Real sports car. Best offer over £85. Tel.: ARNold 7325. [1876]
- MARRIAGE NECESSITATES** selling Jupiter Series III, unmarked, mechanically excellent. £200, or part exchange saloon. Box L.877. [1877]
- ALVIS FIREFLY.** Faithful friend, running well; passed test. Needs new home. £20, o.n.o. Cripps, Droveaway, Heather Lane, Worthing. Tel.: Swandean 809. [1878]
- SUPERB 2-SEATER** Standard Special. Just completed, tubular space frame; Rochdale Mk.6 fibreglass body, soft-top and tonneau. £200. 20, School Road, Oldham, Lincs. [1879]
- 1961 T.V.R. "GRANTURA" 1600.** Finish metallic dark red/black leather. Superb car. Director's personal transport. Many extras. 0-60 9 secs., 112+ m.p.h. Sale solely due to change of car at 6 monthly intervals. 6,000 miles only. Guaranteed as new. £895. H.P. arranged. Box No. L.890. [1890]
- LANCIA APRILIA, 1938.** M.O.T. With spare engine. £60. Pantlin, 299, Ashford Road, Laleham, Middlesex. Tel.: Ashford 2220. [1891]
- TURNER 950, Nov., 1957.** Blue. Excellent condition. One owner. Many extras. £375. Courtier-Dutton, Blacklands House, Elstead, Surrey. Tel.: Elstead 2398. [1892]
- HANDA OVERDRIVE** for sale. Good condition. Nearest £20. Box No. L.893. [1893]
- 1952 LANCIA AURELIA B21.** Superb original car. Michelin "X," twin fogs, heater, and spare wheels, Lancia tools, jack. £420. Baker, Tongham Fruit Farm, Farnham, Aldershot. Tel.: 23523. [1894]
- VOLKSWAGEN DE LUXE, 1955.** Fitted latest body, radio, screen-washers, flashers, silent travel, etc. Excellent. £350. Hilsyde Bungalow, Watling Street, Hockliffe, Beds. Tel.: 355. [1895]
- S.S. JAGUAR, 1937, model, 2½-litre.** Fair condition. £20. Buyer collects. Morley, Whitlock, Station Road, Sutton-in-Ashfield, Notts. [1896]
- VOLKSWAGEN** twin-carb conversion. £12 10s. Pair Volkswagen headlamps. Ideal for Special. £2. Helphos. 258. Box No. L.897. [1897]
- VINTAGE 3-LITRE BENTLEY, 1927.** Excellent throughout. M.O.T. £350, o.n.o. Hayes, Heatherwood, East Street, Addington, West Malling, Kent. [1898]
- 1936 RILEY NINE MERLIN.** Needs new front windows and carpets, otherwise exceptionally sound. £75. 2, Lawrence Avenue (bottom), Silvester Road, Cowplain, Hants. [1899]

FOR SALE—continued

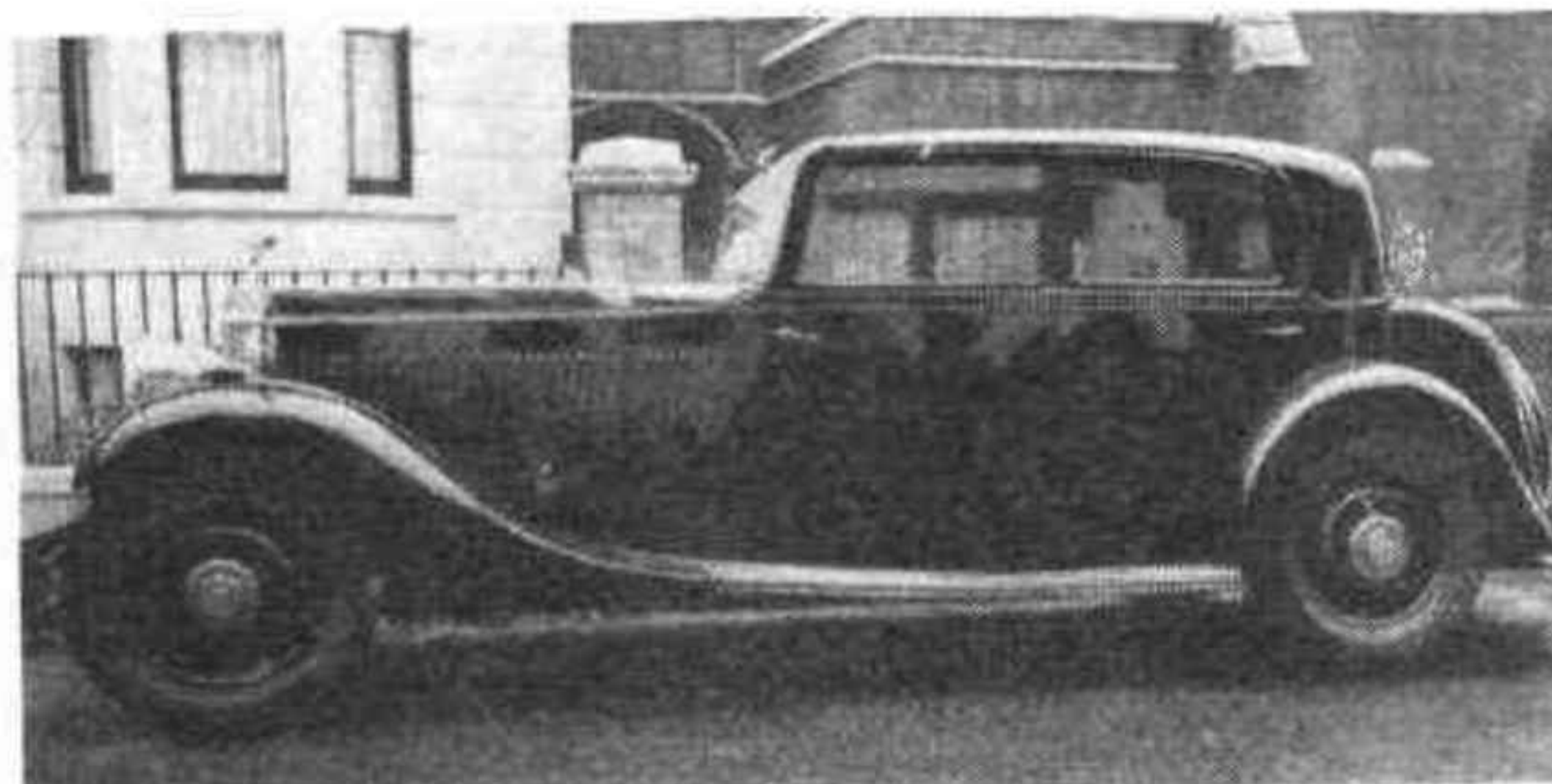
- JAGUAR 1½-LITRE, 1937.** Resprayed, good leather, 25 m.p.g., tested, well shod, taxed. £85. West, 53, Stanford Road, London, N.11. [1900]
- ALVIS TJ 12/50, 1931.** Test, manual, 4-seater tourer. Perfect, 3 owners. £150. Stewart, Queen's Acre, Lymington, Hants. [1901]
- MORGAN 4/4, 1950.** Standard Special engine, completely reconditioned. New tyres and battery. Ten-year tested. Excellent condition. Powder blue. £180. 22, Dublin Crescent, Henleaze, Westbury-on-Trym, Bristol. [1902]
- 1,250-c.c. M.G. OWNERS.** Brand new Alexander Laystall Lucas high performance head. 9:1 compression ratio. Cost £70. For sale at £30. Apply: Smyth, Yarnton Manor, Nr. Oxford. Tel.: Kidlington 2249. [1903]
- EXTRA SPECIAL.** 0-60 in 10 seconds, genuine 100 m.p.h. Modified A90 mechanics, twin carburettors, B.N.6 pistons, special bearings, etc. Professionally built chassis with beautiful body. Exams force sale. £245. Cropp. Tel.: Welwyn Garden 23777. [1904]
- VINTAGE LIGHT CAR: 1926 12/22 Lea-Francis** tourer. H.C. aluminium pistons, axle reinforced by John Bland; otherwise original. Lively, attractive car. £75. Nicholson, 8, South Square, London, N.W.11. [1905]
- ALVIS TA14 UTILITY, 1947.** Reconditioned engine. M.O.T. certificate. £150. Tel.: BYR 1492. [1906]
- 1172 SPECIAL, i.f.s., hydraulics, S.U.s.** Scintilla magneto, aluminium body, tubular frame. £70. Tel.: EMBerbrook 2763. [1907]
- ALVIS TA14, 1949.** New tyres, brakes. Recent respray. M.O.T. tested, well maintained. £175, o.n.o. Butler, 72, Eastwick Road, Walton-on-Thames, Surrey. [1908]
- M.G. M-TYPE, 1929.** A sound little car with excellent engine, but brakes require attention. £25. A. Wood, 7, Bradbury Road, Olton, Solihull. [1909]
- B.M.W. 327 2/4-seats D.H.C.** Ivory/black body by Deutch. Registered 1958. £170, or any offers. Tel.: FIN 0681. [1910]
- FORD SPECIAL.** 90% complete. Low Ferrari-type fibreglass body, new tyres, 16-in. wheels, two engines. First £60. Also fibreglass body female mould. £30. Box No. L.911. [1911]
- "MOTOR SPORT" from May 1953.** Also 5-inch rev-counters and speedometers. Offers: 15, Winton Road, Copnor, Portsmouth, Hants. [1912]
- ELVA I.O.E. CONVERSION** for 100E Ford; twin Solex and single S.U. manifolds. £33. Smith's heater. £7. Morgan 4/4 Series II tonneau cover. £6, or offers. Reed, Homestead, Boston Spa, Yorkshire. [1915]

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- 1955 LANCIA Aurelia B12, 4-door pillarless saloon, 2½-litre, de Dion. Good example... £595**
- 1952 LANCIA Aurelia B21, 4-door pillarless saloon, 2-litre engine, overhauled ... £385**
- 1939 LANCIA Aprilia saloon, Weber, Michelin "X." Excellent ... £185**
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1933 ROLLS-ROYCE 20/25 Thrupp & Maberly sports saloon, new hide interior, exceptional ... £395

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- 1953 FERRARI Type 225 Mille Miglia V12, 2.7-litre.** Most attractive bodywork by Vignale. R.H.D. 5 speeds; full weather equipment; 135 m.p.h. ... £995

- 1936 BUGATTI Type 57 drophead coupé, recellulosed, new hood. Excellent chassis ... £565**

- 1924 BENTLEY 3-litre Blue Label Gurney Nutting 4-seater tourer, good tyres and hood ... £285**

- 1926 DARRACQ 20/98 Weymann sports saloon, original ... £285**

- 1946 DELAHAYE 135M 4-seater d.h.c. Recellulosed, retrimmed, new hood. Excellent chassis ... £295**
- 1951 RILEY 1½-litre saloon, export model, L.H.D. Exceptionally clean. £215**
- 1948 CITROEN Light Fifteen saloon ... £110**
- 1947 SINGER Nine tourer ... £65**
- 1939 MORRIS Series E 4-seater tourer, very good order ... £65**
- 1936 RILEY Kestrel 15/6 saloon ... £65**

- FRAZER NASH Colmore, Meadows engine, exceptional ... £325**

- 1933 ALFA ROMEO fixed-head coupé, completely rebuilt ... £395**

- 1932 ALVIS 12/60 Beetleback 2-seater, engine overhauled, new hood and tonneau ... £220**

- 1947 H.R.G. 1,100-c.c. sports 2-seater, in good order ... £245**

- 1952 JOWETT Jupiter 2-seater, recellulosed red ... £265**

- 1936 FIAT Balilla "508" S sports 2-seater ... £185**

Lancia Augusta, Aprilia, Aurelia Spares and Repairs

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FOR SALE—continued

- JOWETT JUPITER** (1952), B.R.G. Good condition. £210. 124, Elsenham Street, Southfields, S.W.18. [2110]
- TR2 GEARBOX.** £25 overhaul recently. £20 o.n.o. Tel.: Emberbrook 2412. [2111]
- APRILIA** Eagle drophead, 1937. Special features; needs little money and much elbow grease to perfect. No time—must sell. £50 to enthusiast. Box No. L.112. [2112]
- BULLNOSE MORRIS-COWLEY**, 1924, tourer, in mint condition. Recent bills for over £250 when owned by the Secretary of the Bullnose Club. Genuine sale at £195. Elmes, 6, Brechin Place, London, S.W.7. [2113]
- 1955 (Oct.) AUSTIN HEALEY.** Resprayed in original ice-blue. Completely retrimmed. Over-drive, heater, new tonneau, good hood, tyres. First class mechanically. £365. TS Isabella wanted. Tel.: Hatfield 5337 (Herts). [2114]
- PORSCHE SPEEDSTER**, 1955, R.H.D., 2/4-seater. Recent complete engine and clutch overhaul has brought this up to 1600 specification. New hood and screens. Blue cellulose. 35 m.p.g., 105+ m.p.h. £575. Tel.: Hatfield 4294 (Herts). [2115]
- A.C. 2-LITRE (16/66) 2/4-seat sports tourer.** Good paint, chrome, hood, screens, with wire wheels, triple S.U.s, Moss gearbox. M.O.T. tested but big-ends going, so try any offer or exchange vintage, P.V.T. car or "special." Also Lago Talbot engine, 2.7-litre, twin o.h.c., complete with Wilson epicyclic gearbox, manifolds, Strombergs, etc. Offers to Williams, 88, Clifton Hill, N.W.8. [2116]
- A.C. 2-LITRE saloon**, 1950 model. Radio. M.O.T. Splendid car. Must be seen. Bargain at £150 o.n.o. since owner dislikes haggling. Douglas, 28, Rosary Gardens, S.W.7. Tel.: FRO 2612 (evenings). [2117]
- FASTER THAN** the average 1959 Minor 1000, with 2nd stage conversion and superb engine and bodywork. Neither raced nor rallied. Genuine 87 m.p.h. Grey with red upholstery. £445. Downes, Tel.: CUN 2219 (after 6.30). [2118]
- M.G. TC**, 1948. Black. £200. Exchange engine. New Vynide hood, screens. After 7 or week-ends. 135, Dudden Hill Lane, N.W.10. [2119]
- RILEY 1-LITRE RME.** Excellent condition. £375, H.P. if desired. Tel.: Euston 9393, ext. 21. [2120]
- RILEY ROADSTER**, 1950 model. Superb example of the breed, finished in Old English white. Body, engine, transmission, etc., all in excellent condition. Four good tyres. M.O.T. £300. Tel.: Cuffley 2713. [2121]
- 1928 MORRIS COMMERCIAL** truck, running order. Good tyres; body partially restored. Offers. "Fiddlers," Leas Lane, Warlingham, Surrey. Tel.: Upper Warlingham 3970. [2122]
- MINI VAN**, Austin, October 1960. Weber Downton exhaust manifold, B.M.C. overlap camshaft. Very recently converted. One owner. £345. Tel.: PRO 2407 (evenings). [2123]
- FIAT ARDITA 2000**, 1934, first reg. 1937. L.H.D. In very good condition having had one owner until June 1960. Fitted German-built drophead coupé body in pale blue. New tyres and battery. A very rare car, believed only one other in this country. £75 o.n.o. Hayes, 2, Cinque Ports Way, Chyngton, Seaford, Sussex. [2124]
- HEALEY TICKFORD**, 1953. Very nice condition. Green with fawn leather. £290. 48, Hawkhurst Way, West Wickham, Kent. Tel.: Springfield 3592. [2125]
- RILEY FALCON, 12-h.p.** sunshine saloon. Grey, blue interior. A well-maintained car in original condition. Engine recon. at 85,000 miles, 15,000 since. History available. £70. Tel.: Chertsey 3198. [2126]
- BENTLEY, 1936, 41.** Mulliner body, engine rebuilt at works in 1948; brakes relined, new battery, radio, etc.; excellent chassis: in store 2½ years; body could do with tidying up. £220 o.n.o. Kidd, Tel.: Byfleet 45427. [2127]
- BENTLEY, 1938, coupé, 2-door,** attractive body, cantilever doors; rather imposing; good condition. Must sell, garage bill mounting. Hence the price, £345. Kidd, Tel.: Byfleet 45427. [2128]
- FORD MISTRAL.** Red cellulose. Hard-top, tonneau cover. Recently rebored. £150. Gamon, 84, Streatham Road, Mitcham. Tel.: 2872. [2129]
- SPRITE**, 1958. Good condition, 25,000. Radio, heater, tonneau. Stork arrived. Tel.: Dollis Hill 8422. 57, Braemar Avenue, London, N.W.10. [2130]
- AUSTIN A35**, 1958. Speedwell conversion, twin carbs., Michelin tyres, heater. White. In excellent condition, fast, economical. £340. Tel.: Pinner 0361. [2131]
- NO REASONABLE OFFERS** refused. Jowett Javelin, 1950, sound. Ashley 1172 G.T. Special, untidy, might break. Triumph Thunderbird, cheap. 35, Byron Way, Romford, Essex. Tel.: ING 44159. [2132]
- ROLLS-ROYCE, 1936, 25-h.p.** limousine. M.O.T. certificate. Bryson, Red Lion Garage, Prestwick, Ayrshire. [2133]
- RARE VINTAGE**, 1925 11.9 Bean tourer. Excellent condition. Passed test. Stored 29 years. £125. Pugh, 20, Belvedere Close, Kittle, Swansea, Glam. [2134]

FOR SALE—continued

- 1937 M.G. VA** tourer. Good condition, M.O.T. certificate. £90. 53, Carr Road, Fleetwood, Lancs. [2135]
- AQUAPLANE 100E** twin S.U. conversion complete, hardly used. £12 o.n.o. O'Donohoe, 54, Ellison Road, S.W.16. Tel.: Pollards 4884. [2136]
- RILEY KESTREL SPRITE** saloon, 1937. Good order, M.O.T. certificate. £50 o.n.o. Randall, 24, Welbeck Avenue, Tunbridge Wells. Tel.: MAN 6794. [2137]
- UNFINISHED HILLMAN SPECIAL**, little work required to complete. Mistral body, all dural cockpit. Engine and gearbox reconditioned. Big valves, ports polished and opened out, chassis modified. £70 o.n.o., or would exchange 1949/54 Triumph Twin m/c. Reason for sale, Serviceman going overseas. S. Kay, 60, Adelaide Road, Ipswich, Suffolk. [2138]
- ALVIS 4.3** saloon. Small total mileage. Outstanding and beautiful car. 100 m.p.h. Offers. Box No. L.139. [2139]
- M.G. TD.** An exceptionally fine example in B.R.G. Tuned to stage II. Inspection welcomed, engineer owner. £320 o.n.o. Tel.: EAL 5057. [2140]
- 1948 M.G. TC.** Recent major overhaul, resleeved, crankshaft, bearings. New silencer, battery; good tyres, hood shabby. £230 o.n.o. Tel.: LEE 2662. Perrott, 21, Pagoda Gardens, Eliot Vale, Blackheath, London, S.E.3. [2141]
- M.G. M.** No film star—awful body. Therefore breaking. Ford Ten engine, twin S.U.s, hydraulics. Also TA/TC unsilent silencer. Box No. L.142. [2142]
- MUCH-ADMIRED VETERAN** Riley Nine (1933). Original immaculate condition. One previous owner. Enthusiast's gem. Box No. L.143. [2143]
- M.G. PA MIDGET**, 1934. Red. Recond. engine. £100 or offers. 82, Springfield Road, Morley, Yorkshire. [2144]
- LOTUS 7**, 1958. TF 1500 engine and gearbox, h/c head. Hood, tonneau, sidescrims, aero-screen. Taxed. Flat F, Belle Ile, Harestone Hill, Caterham. Tel.: 5538. [2145]
- M.G. J2**, 1933. Swept wings. Black, beautiful condition, fast and reliable. M.O.T. cert. Quick sale. £130 o.n.o. Tel.: Shere 81. [2146]
- PAIR EXCELLENT LUCAS RB71** brass headlamps. Original Difusa glass. Offers. Gray, 3, Hollingwood Mount, Bradford, 7. [2147]
- ROLLS-ROYCE**, Nov. 1936, 29/30, excellent condition. Special aluminium sports saloon, sloping back, sliding roof. Off white, red line. Ride control, one-shot lubrication. Mascot, tools, certificate £500 o.n.o. Tel.: Hulme Hall 3266 (Cheshire). [2148]
- JAGUAR 2.4** saloon, 1956. Smart and sound; carmine red. Cutaway wheel spats, o/drive, heater. Engine overhauled. £545. 6, Station Path, Staines. [2149]
- ROLLS TWENTY**, 1934, very smart 4-light saloon on 1929 chassis, resprayed 1960. Wonderful condition all round. £250. Harrison, Swanley Village Stores, Swanley Village, Kent. Tel.: 2670. [2150]
- PEERLESS P1.** Red, grey interior. Excellent condition, performance. Extras include overdrive, discs, safety belt, lights. £750. 21, Montague Road, Sale, Cheshire. [2151]
- LANCIA AUGUSTA SPARES**, secondhand. State requirements. Write, Webber, Flat 6, "Edgumbe," Crowthorne, Berks. [2152]
- E.B.50 FORD EIGHT** (white). Boxed chassis, 4.7:1 c.w.p., S.U.s, 4-branch, 22v., water pump. Engine needs attention. £100 o.n.o. 107, Cotswold Road, Malvern, Worcestershire. [2153]
- FIAT 1100**, 1939. Overhauled rods, valves, hydraulics. New tyres, windtones. £135. Oilcoil. Dowden, 15A, Jealotts Hill, Warfield, Berks. [2154]
- GINETTA**, Dec. 1959. Immaculate, 9,000 miles. Reconditioned 1172 engine. Aluminium body, multitubular chassis, i.f.s., high-ratio back axle, two S.U.s, etc. Full weather equipment. £170 o.n.o. Tel.: Elmbridge 2002. [2155]
- 1936 RILEY FALCON.** Mechanically good, really sound body; daily use. £50. Bagguley, 49, Weston Road, Aston-on-Trent, Derby. Tel.: Shardlow 332. [2156]
- MAGNIFICENT 1927 12/50** Alvis. Beautiful condition, owned by garage all its life. A90 engine fitted. Recently purchased identical car with excellent original engine for reconversion. Host of spares, including three back axles and three front axles. M.O.T. H.P. £180 the lot. A. C. Longsdale, 9, Selsey Avenue, Sale, Cheshire. Tel.: Sale 8481. [2157]
- ALFA ROMEO GIULIETTA** Sprint coupé, July 1957. Moderate mileage, very good mechanical condition and better than average appearance. £860 o.n.o., or part exchange for good 1500 TF M.G. Tel.: Footscray 5102. [2158]
- 1934 M45 LAGONDA** tourer. Resprayed, new hood. M.O.T. £100. Spurling, 18, Bishops Road, Hove. [2159]
- SCINTILLA VERTEX MAGNETO**, £5, engine 30s, all Ford Ten. Various S.U.s, 7s. 6d. 3, Lionfields Avenue, Allesley, Coventry. [2160]
- T.V.R., Mk. II**, Sept. 1960. Ford 105E engine, all-independent suspension, heater, screen-washer. Bristol red, 6,000 miles. As new, must be seen. Exchanges considered. Preston, Thorpe, Ashbourne Derbys. Tel.: Thorpe Cloud 209. [2162]

FOR SALE—continued

- SILVER GHOST**, 1925, cabriolet by Windo. Excellent engine, now partially dismantled. B needs complete restoration. Rewarding task. Ghost enthusiast. Original every respect. 4 two Ghost hearses, good running condition. No. L.161. [2161]
- MARK I ZEPHYR** engine with all accessories, £ gearbox, £10; rear axle, £10; also other parts. Tuned A35 engine, Sprite head, twin carburettors, etc., as new, £50. D. Angus, 31, Vernon Str Lincoln. [2162]
- AUSTIN HEALEY SPRITE**, June 1961, 19 miles, as new. Ivory. Soft-top. Buyer may over remainder of full and comp. insurance desired. £525. Woodall, Witherenden, Burwash, Sussex. [2163]
- WOLSELEY HORNET**, 1935, 4-seater sports M.O.T. cert. Good weather equipment. M. Underdown, 124, Queens Road, Walton-Thames. Tel.: 20675. [2164]
- M.G. PA.** £20 spent on engine, rewired, new batt steering, etc.; bodywork exceptional; taxed, insured. M.O.T. £120, or will exchange for Austin, P. Special. Savage, 6, Egmont Road, Tolwot Surrey. [2165]
- RILEY NINE SPECIAL** 2-seater. Traditional alloy body, B.R.G. Twin S.U.s, 4-branch manifold. Superb finish. Just completed. Offers. T Henley-on-Thames 155. [2166]
- BUGATTI TYPE 44** spares. Engine, gearbox, back and front axles, etc. 112, Croham Valley Road, South Croydon. Tel.: SAN 1921. [2167]
- LEA-FRANCIS** brake, 1948. M.O.T. Complete reliable, economical. Good all round condition. £120 o.n.o. 112, Croham Valley Road, South Croydon. Tel.: SAN 1921. [2168]
- MORGAN, 1936, F-TYPE** (Ford-engined). Red. Bills for £40 available. M.O.T. £30 or near of Squibb, "The Orchard," Much Birch, N Hereford. [2169]
- FORD TEN** sports, red, 1958. Twin S.U.s, branch exhaust. Boxed chassis. £80. T Brims, Putney 6251 (evenings). [2170]
- VOLKSWAGEN**, 1956. H.P. or part exchange. A. Bayliss, Woodend, Chapel Farm, Normans Surrey. [2171]
- VINTAGE TAXI**, Minerva Hurst, Crossley 19 L. Bayliss, Bay-Jon, Chapel Farm, Normans Surrey. [2172]
- TROJAN**, 1926, tourer. Good mechanical condition. M.O.T. certificate. Offers. Write or after 6 p.m. 7, Wentworth Avenue, Flixton Manchester. [2173]
- RILEY NINE**, 1936, Merlin. New king-pins, bus oil pump. M.O.T. cert. Taxed year. Daily £30. Tel.: Glasgow LANGside 4584. [2174]
- 1957 BERKELEY** 4-wheel sports, i.f.s., 17, £175. 44, Lynton Road, Southport. [2175]
- ALFA ROMEO**, 1931, 1,750 c.c., 2-door 4-se coupé by James Young. Unblown. Very sou Taxed. M.O.T. cert. Good tyres and batt History. All bills since 1950. £230. "Cedar" Much Birch, Herefordshire. [2176]
- LAGONDA LG6**, 1940. M.O.T. certificate. Tax Original and impressive. £125. Tennant, Alexandra Road, Moss Side, Manchester, 16, T 1560. [2177]
- 1956 MODEL XK140** fixed-head coupé, sports equipment. Bodily and mechanically excellent. Bargain at £475. Hunt, Hopes Carr, Stockport. Tel.: STEpping Hill 3620. [2178]
- HEALEY DUNCAN** saloon. One of the finest Healeys in the country. Fabulous condition after recent comprehensive rebuild. 100+, 27 m.p excellent handling. Full 4-seater, ample luggage space. Buying 100-6. £200. Box No. L.180. [2179]
- VOLKSWAGEN ENGINE**, 1958, complete, perfect. £30. Box No. L.181. [2180]
- PAIR LUCAS PL.700** light units complete with white and yellow bulbs and adaptors. Brand new in original cartons. Accept £5. Also Lucas seal beam unit, new, £1. J. H. Mathew, Willow Tavistock, Devon. [2181]
- AUSTIN HEALEY 100/4**, 1955. Speedwell built. New "X" tyres, usual extras. Engine reconditioned with h.c. pistons and side exhaust. An engineer getting married, must sell. £390. T. ORP (Kent) 26906. [2182]
- M.G. PA**, 1934, rebored. £90 or p.e. '53 Anglia W.H.Y.? 332, Brindle Road, Bamber Brid Preston. [2183]
- FRAZER NASH-B.M.W.** 4-seater coupé, 326, 19 Taxed, insured, tested. £60. Tel.: BECKenham 4107 (after 7). [2184]
- COMPETITION M.G.-A 1600**, 1960. Red. V fast machine prepared by Dick Jacobs. Modified engine. A.R.B. 4.5 axle, C.R.G., oil cooler, safety roll bar, Konis, discs, adjustable steering column additional lowered screen, soft top, tonneau, racing and road tyres. Lavishly maintained. £775 complete. H.P. Tel.: Norwich 25754 (9 till 6 p.m.) [2185]
- LOTUS VI**, 1956, 1,172 c.c. Twin carbs., 4.7 c.w.p., etc. B.R.G. Weather equipment, excellent condition. £275 o.n.o. Booth, 7, Newton Street Basford, Stoke-on-Trent. [2186]
- S.S. 21 JAGUAR** tourer, 1935. Fast and furious. Mechanics, appearance, good. £65. Tel.: Liverpool Huyton 2500. [2187]

FOR SALE—continued

- MERCEDES-BENZ 170D**, diesel, 1951, reg. 1958. L.H.D. Good tyres. Body good but hand painted. Interior scruffy, mechanically good. £130 o.n.o. 10, Delamere Road, Southsea, Hants. Tel.: Portsmouth 32495. [2189]
- TC M.G.** Resprayed 14 months. Bodily and mechanically faultless. M.O.T. New Vynide hood and tonneau. Three new tyres. Nearest £200. Box No. L.191. [2191]
- APRILIA SERIES II**, 1948. Beautiful Farina saloon. Reconditioned engine, Michelins, battery, radio, heater, turbo-discs, Superb condition throughout. Bargain £265. May exchange Volkswagen or similar. Tel.: Abinger 335 (Surrey). [2193]
- MORRIS 1000**, '59, 2-door de luxe, black. Alexander conversion, heater, radio, fog, spot, undersealed. One owner. Immaculate condition. £425 o.n.o. Tel.: Molesey 979. [2194]
- WOODHEAD MONROE** Popular spring conversion, new, £12. Tuned Vanguard engine in chassis, TR axle, rack and pinion, needs body. Will separate. £80. Tyas, 5, Brooke Square, Conisbrough, Nr. Doncaster. [2195]
- TALBOT 14/45** saloon, 1932. Crash box, 21-in. wheels. Condition only fair. Offers or will break. Batchelor, Eyford Hill Farm, Stow-on-the-Wold, Glos. [2196]
- ROLLS-ROYCE P.II**, now fitted with 33-m.p.g. economy of Gardiner diesel engine. Two new batteries, three tyres recent. M.O.T. cert. Offers around £180. Box No. L.197. [2197]
- JAGUAR MARK VII M** overdrive, 100 m.p.h.; very good condition; 21 m.p.g. £225. Butterworth, Bury Hall, Wolverley, Kidderminster. Tel.: WOL 202. [2198]
- CITROEN LIGHT FIFTEEN** (1948). Two owners, 5,000 miles since engine reconditioned. Good tyres. Unused since professionally resprayed "fish silver." Extremely smart car. £200 o.n.o. C. J. Redman, "Glenrise," Battenhall Road, Worcester, or Tel.: Worcester 26933 (business). [2199]
- TR2**, Oct. '55. Overdrive four gears, wire wheels, "X"s, heater, twin spots, washers, sliding screens, wooden wheel; reconditioned engine. Parking dents in wings. £320. Reason for sale, income tax due. T. Curnow, Tel.: 9 a.m.-5 p.m., ABBey 3434, ext. 358; 5 p.m.-11 p.m., FREmantle 5052. [2200]
- ZB MAGNETTE**, 1958 model, 27,000 miles. New tyres, radio. Moly slip all round. Steel blue. £520. 249A, Luton Road, Dunstable, Beds. Tel.: Luton 53778. [2201]
- ASHLEY 750 G.T.** body. Fitted wheel arches, locks, latches and hinges, brackets for mounting to 750 chassis. Hard top flock sprayed, laminated screen. Unused, cost £115. Offers: The Shrubbery, Hissett, Bury St. Edmunds, Suffolk. Tel.: Beyton 291. [2202]
- M.G. TC**, 1947. Recent major overhaul. Selling due arrival new car. £210. Prepared to haggle. Jones, 55, Peartree Lane, Welwyn Garden City. Tel.: 22134. [2203]
- RILEY GAMECOCK**. Good general condition. M.O.T. certificate. At present fitted with cycle wings. Really needs restoring to original. £30 or nearest offer. M.G. TA Tickford. Restored but still requires some work. Can be driven away. £70 or nearest offer. M.G. VA tourer. In generally good condition. M.O.T. certificate. Driveable. Needs quite a bit of work done on interior trim. Hood good. £50 or nearest offer. P. Toms, "Woodlands," Evesham Road, Cookhill, Alcester, Warwickshire. [2204]
- P.100 LUCAS HEADLAMPS**. Ropner, Chettle House, Blandford Forum. [2205]
- COOPER sports car**, Jupiter R4 engine. 110 m.p.h., 35 m.p.g. £250. 132, Archer Road, Sheffield, 8. Tel.: 55320. [2209]
- M.G. PA**. Hydraulics, sealed beams, M.O.T. Matrimony looming. £50. Tel.: Southend (Essex) 525113. [2210]
- 1928 SUNBEAM 16-h.p.** saloon, £70. Enthusiast's bargain. Tel.: Mr. Head, Bexleyheath 7016. [2211]
- FOUR NEARLY NEW** Michelin tyres, 15 x 5.60, suit VW, £15. Dagenite 12-volt battery for Riley Nine, £4. Tel.: WIM 9892. [2213]
- ROVER 75**, 1948. M.O.T. cert. New tyres, heater. £75. Tel.: BOW 9926, evening 9155. [2214]
- BENTLEY, 1934, 3½-LITRE** Park Ward saloon, good appearance and engine. M.O.T. certificate. Impecunious student must sell this beautiful car; practically giving away at £225, even try offers. Adamson, 21, Shepherds Way, Rickmansworth, Hertfordshire. Tel.: 4025. [2215]
- LAGONDA RAPIER**, 1935, 4-seater fixed-head. Mechanically sound. M.O.T. certificate. 49 gns. Ducker, 10, Sainfoin Road, Balham, S.W.17. [2216]
- BARGAIN. ALVIS 3-LITRE**, 1951/52. Reconditioned engine 2,000 miles, h/c. head, twin S.U.s. All extras. £200 spent. No offers. £250. Wogan, 181, Golders Green Road, N.W.11. Tel.: SPE 5635. [2217]
- "SPECIAL" BUILDER'S DREAM**. Crashed 1956 Plus Four Morgan. Mechanical components v.g.c. TR3 engine, new crank. Steering, suspension overhauled. Bills for over £60. Damage confined to rear chassis and body and one wheel. £140 o.n.o. Viewed Newcastle-on-Tyne. Box No. L.30. [2230]



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FOR SALE—continued

- RED 1958 MORGAN 4/4**, 19,000 miles. Offers around £360. Hirst, 36, Longbeach Road, London, S.W.11. Tel.: BAT 3330. [2231]
- PREFECT 100E**, overdrive, power brakes, "X"s, Derringtonised, P.700s, tachometer; other extras. £250. Tel.: Ted. Lock 6355. [2232]
- MORGAN 4/4**, 1958. Immaculate. Sliding screens; new tyres, battery, etc.; extras. £375. 8, Myrtle Grove, Enfield. [2233]
- INCREASE OIL CAPACITY 40%**: Substitute new 3-pint filter-reservoir for present filter; 18s. 6d. S.A.E. details: 135, Auckland Road, Ilford, Essex. [2234]
- BABY RAILTON, 10 h.p.**, 1938 d.h.c. Excellent condition. Metallic grey, red interior. £100 o.n.o. Britton, 9, Glebe Place, S.W.3. [2235]
- 1932 ALVIS TF 12/50 2-seater**. Engine, clutch, exhaust system reconditioned. Recently restored, resprayed. Good tyres. Bodily and mechanically excellent. £130. 18, Jeddo Road, Shepherds Bush, London, W.12. [2236]
- RILEY KESTREL 1½**, 1936. M.O.T. tested. Spares, including engine. New brakes, king-pins. Body excellent. £60. Doyle, 2, Oatfield Close, Hereford. [2237]
- FRENCH BLUE**, Alpine-styled Ford Special. Professionally built. Many mods. Twin carbs., etc. Cost £300. Haggle £210. Galliers, Greenhill, Copthorne Road, Shrewsbury. Tel.: 4301. [2238]
- BENTLEY 4½**, ex-blower Corsica d.h.c. Late front axle, ditto brakes relined. Bosch mags., starter, "D" box, telecontrol dampers, etc. Just overhauled, hood re-covered. Very handsome car, sound condition. £500 o.n.o. 18, Bishop's Park Road, S.W.6. Tel.: REN 5642. [2239]
- JAGUAR XK120** fixed-head coupé, 1954. High-lift cams, harder suspension, wire wheels, telescopic rear dampers. 67,000 miles; immaculate condition. £350. Bulmer, Maywood, Portsmouth Road, Camberley. Tel.: 2144. [2240]
- M.G. TC**, 1949. Stage 3, 1,500-c.c. engine, 1-in. S.U.s, 16-in. rears; many mods. Very fast, v.g. condition. M.O.T. cert. naturally. £250. Tel.: Field End 9811. Ruislip, Middlesex. [2241]
- JOWETT JUPITER**, 1954, 34,000 miles. Steering, exhaust, front brakes overhauled. £300. Box No. L.242. [2242]
- INVICTA 100-m.p.h.**, low-chassis model shortened, fitted new 2-seater body, E.N.V. gearbox and 1956 G.P. Maserati Lockheed hydraulic brakes. Full road equipment available. Seen Tonbridge area. £500. Box No. L.243. [2243]
- STANDARD SPRITE BONNET**, offers? Castles badge bar, 30 in., 50s. One only 1½ to 2½-litres Fish carburetter, for fantastic performance with economy. Bargain at £15. Larden Hall, Much Wenlock, Shropshire. [2244]
- H.R.G. 1500**, 1951. Immaculate condition. £365 o.n.o. 101, Narborough Road, Cosby, Leicestershire. [2245]
- PIERRE—YOUR PROBLEM** solved! 1961 d/bed (convertible to seats) around which is wrapped exceptional low-mileage 403 Peugeot in beige, 35 plus m.p.g., 85 plus m.p.h. O'drive, "X"s, heater, s/wash, etc. Handling exceptional. Conversions obtainable include 98 h.p. 2/o.h.c. head or blower, enabling successful Pierre to avoid irate prospective Dad. £825 o.n.o., or exchange, Mini (or Sprite!). 64, Station Road, Wallasey, Cheshire. [2246]
- 1928 RILEY MONACO**, beautiful original condition, 52,000 miles only. Now in daily use. Complete record of history. £110 o.n.o. Tel.: Sheffield 365150. [2247]
- H.R.G. 1100**, 1947. Immaculate red cellulose, excellent tyres, new hood, etc. £150 o.n.o. Bolam, 141, Dillotford Avenue, Styvechale, Coventry. [2248]
- AUSTIN HEALEY SPRITE**, June 1960. 13,000. White. New "X"s fitted for sale, £100 extras, including radio, heater, washers, twin spots, twin horns, rev.-counter, tonneaux, front bumper, overriders, luggage rack. Owner invites R.A.C. or A.A. inspection. Never raced or rallied. £510 o.n.o. H.P. available. D. D. Osborne, 214, Quay Road, Bridlington. Tel.: 2018. [2249]
- TRIUMPH 1800 ROADSTER**, 1948/9, excellent throughout, privately owned. M.O.T.; taxed Jan. Bargain, £85. Tel.: Westbourne 61662. [2250]
- LANCIA ARDEA 903-c.c.** streamlined saloon, 1948. £110 or offer. M.O.T. Photo. Also Bristol B.S.1 Mark III, head, bare, unused; offers. Clark, 40, Alloway Terrace, Dundee. [2251]
- ASTON MARTIN**, 1938, 2-litre S/C. d/h. Test cert. Taxed Jan. £180. Tel.: Guildford 4465. [2252]
- ARMSTRONG 17-h.p.**, 1937. M.O.T. cert. £25. Neall, 13, Miltons Crescent, Godalming. [2255]

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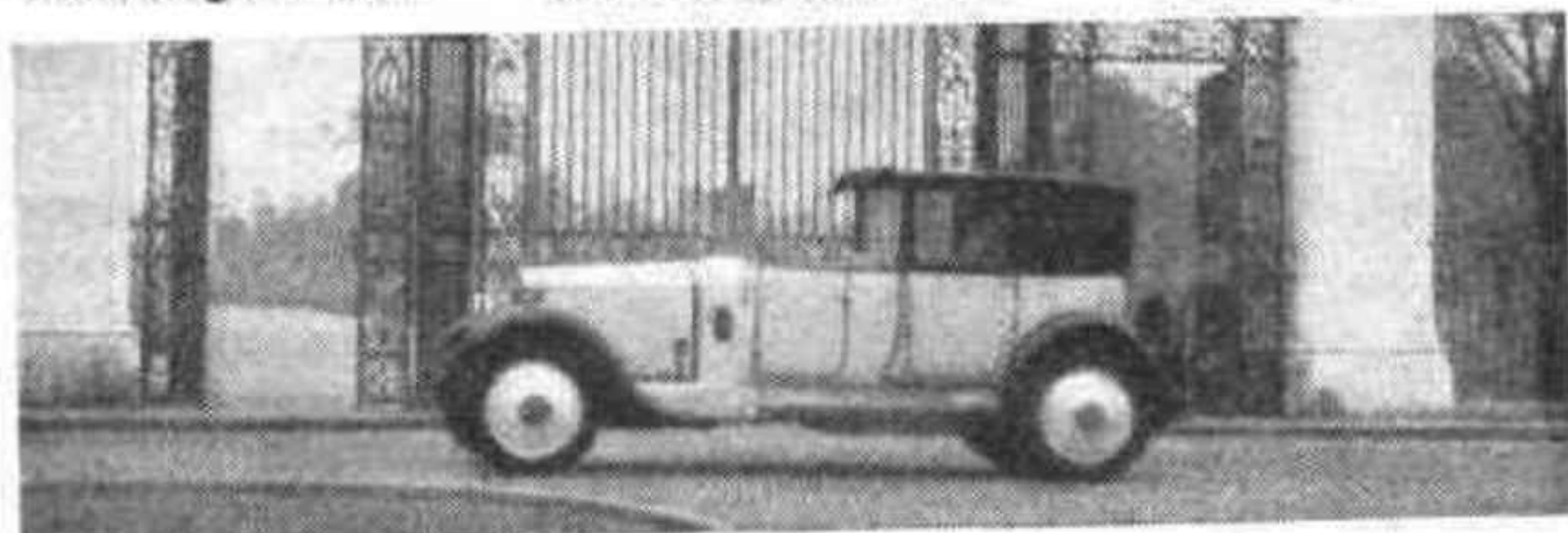
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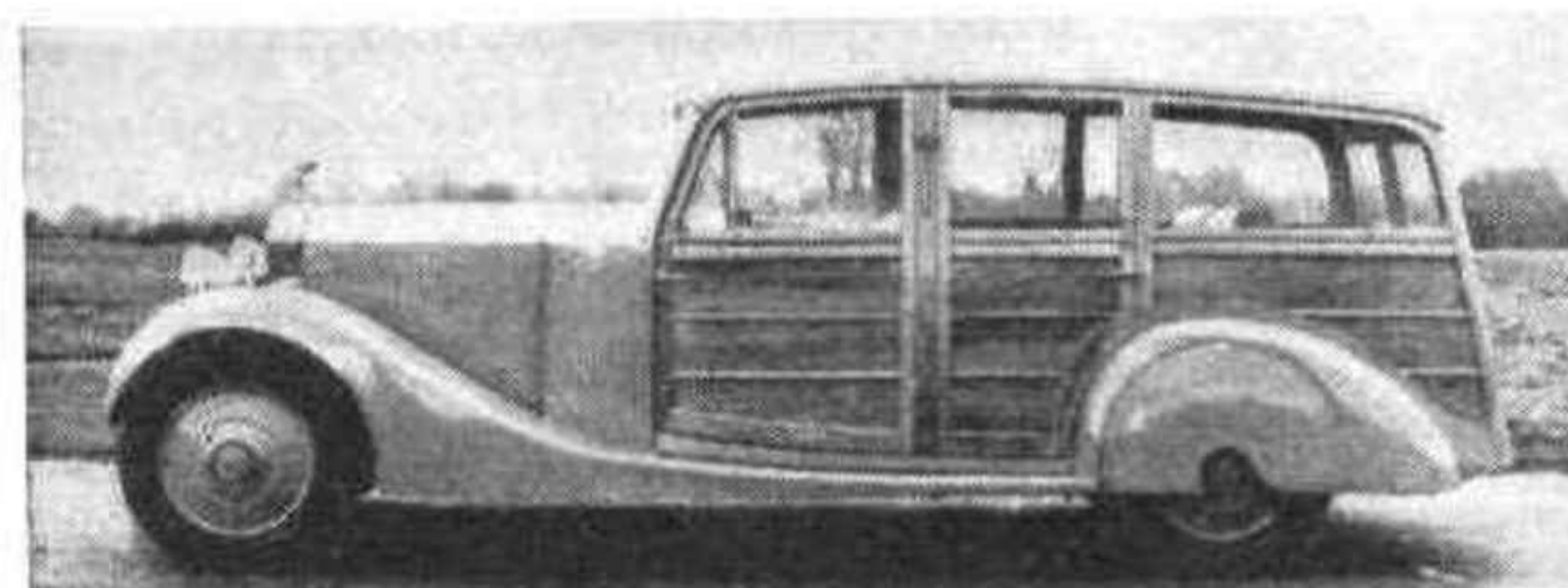
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- MURRAY OVERDRIVE** and 100E tuning equipment wanted. Reasonably priced. Incedon, Flat 5, 334, Gillott Road, Edgbaston, Birmingham. [1718]
- WANTED: SPRITE HARD-TOP.** State make, colour and price. Clark, 102, Highlane West, West Hallam, Derby. [1719]
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- WANTED: ALLARD** 1956 P2 Monte Carlo saloon, modified engine preferred, mint condition throughout. Also Ford carburetter, model 59, suitable Mercury. Box No. L.771. [1771]
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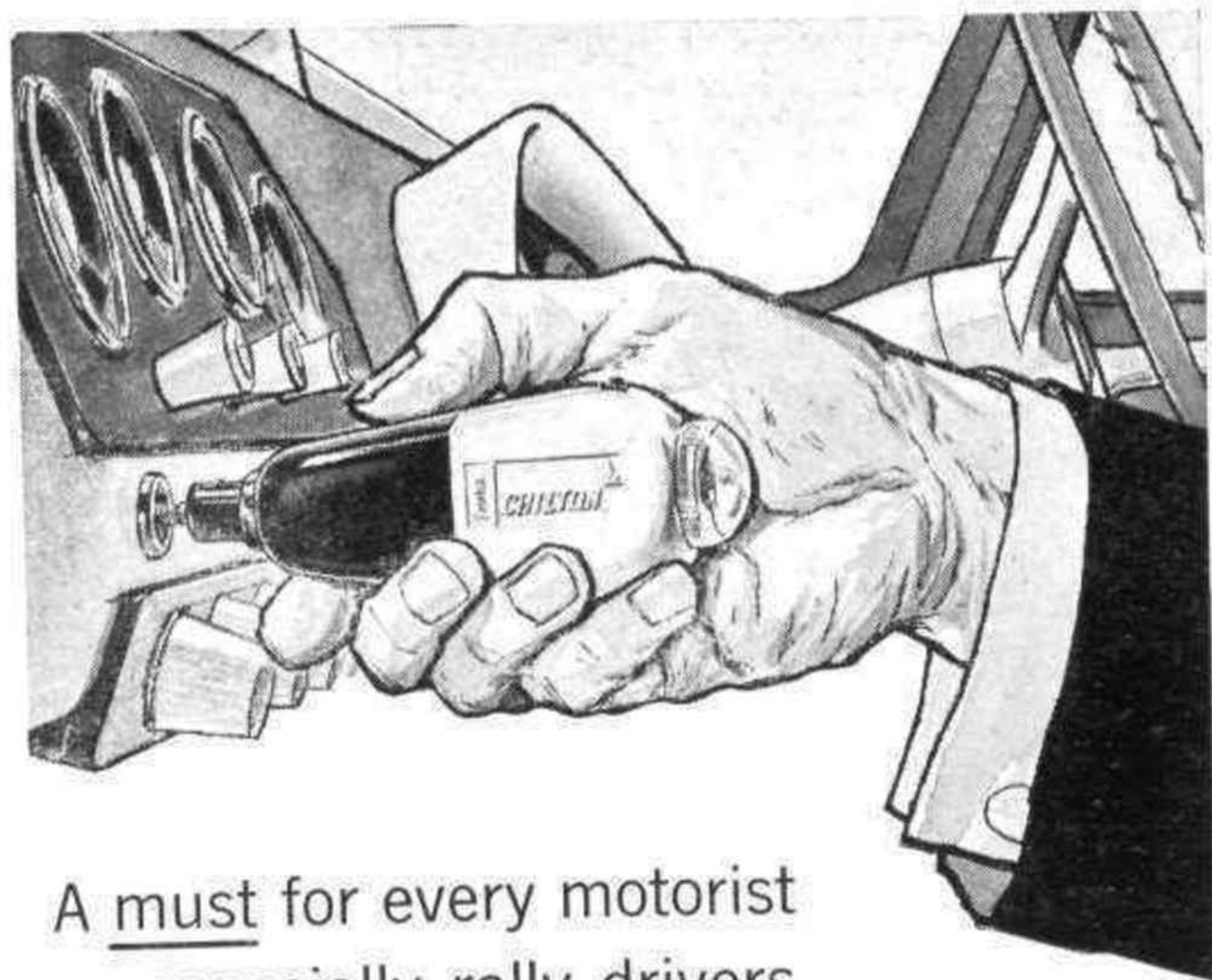
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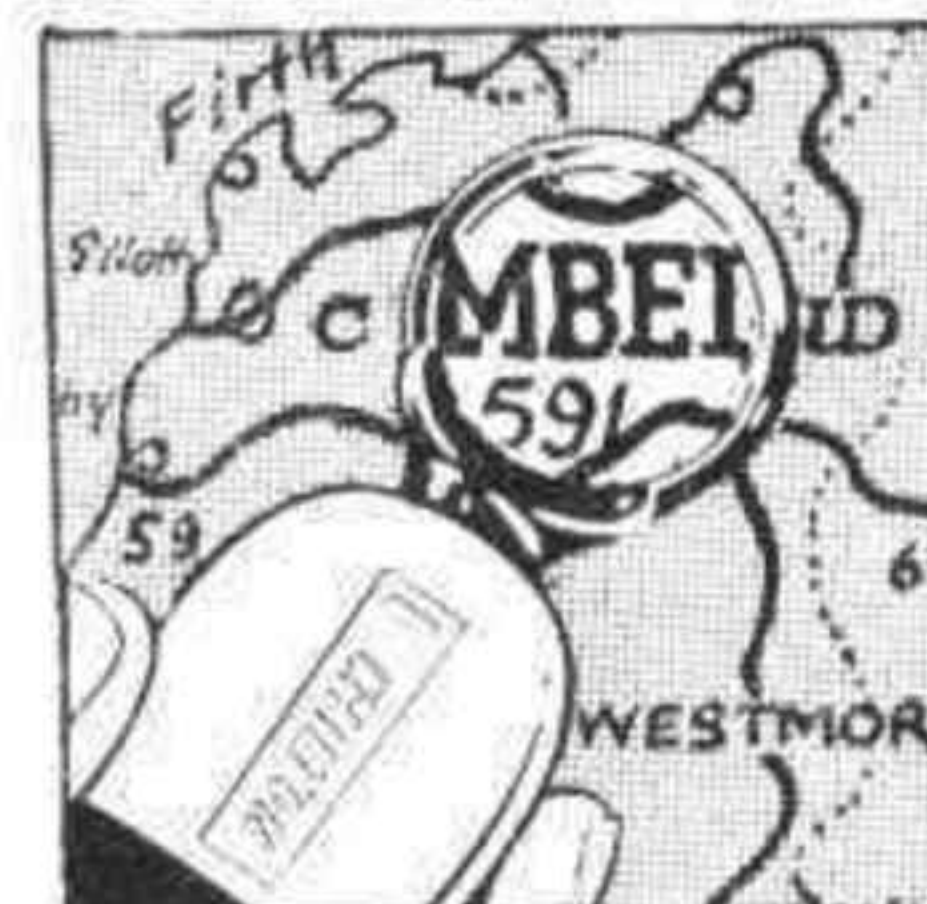
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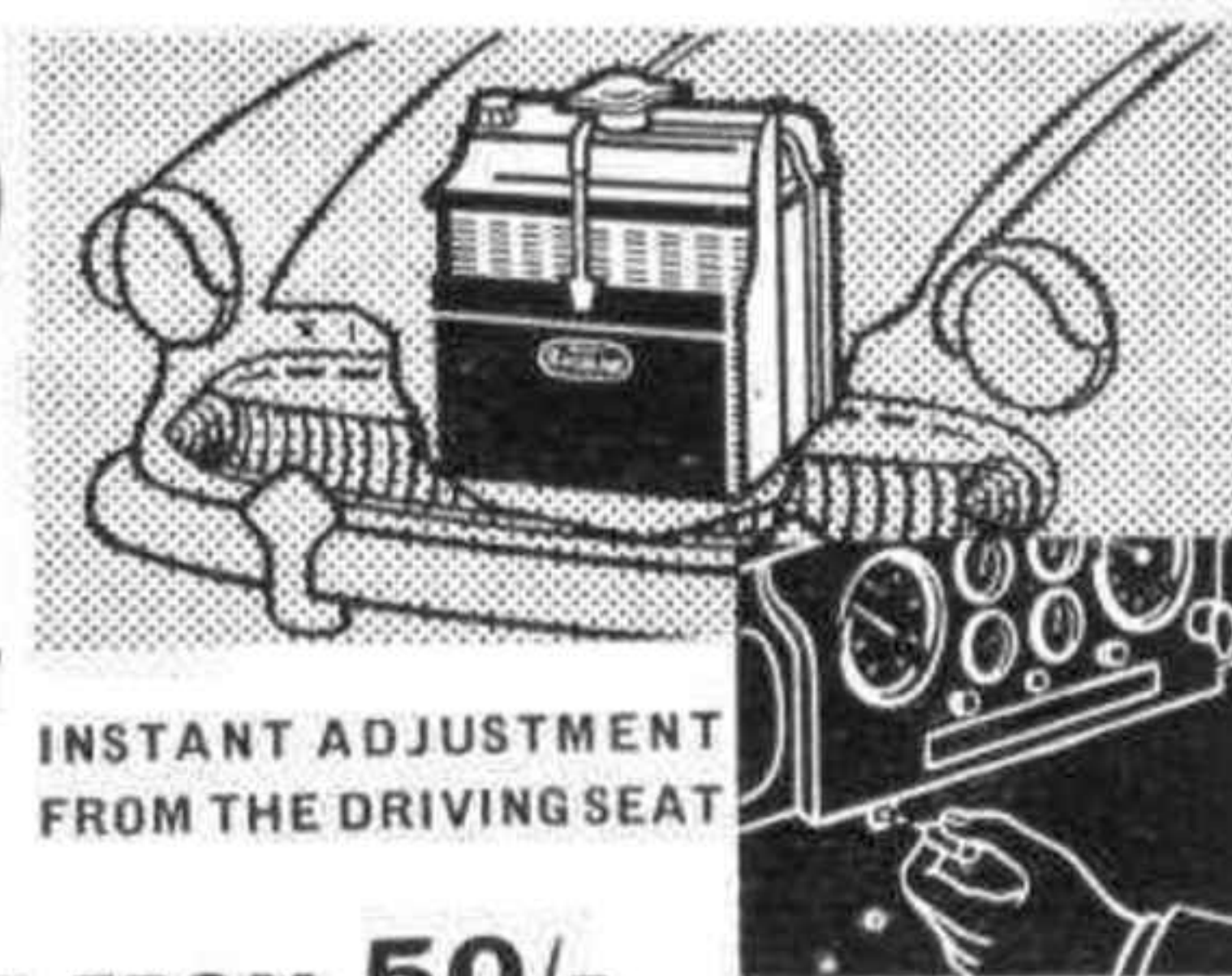
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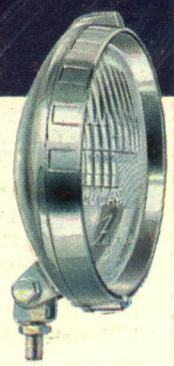
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