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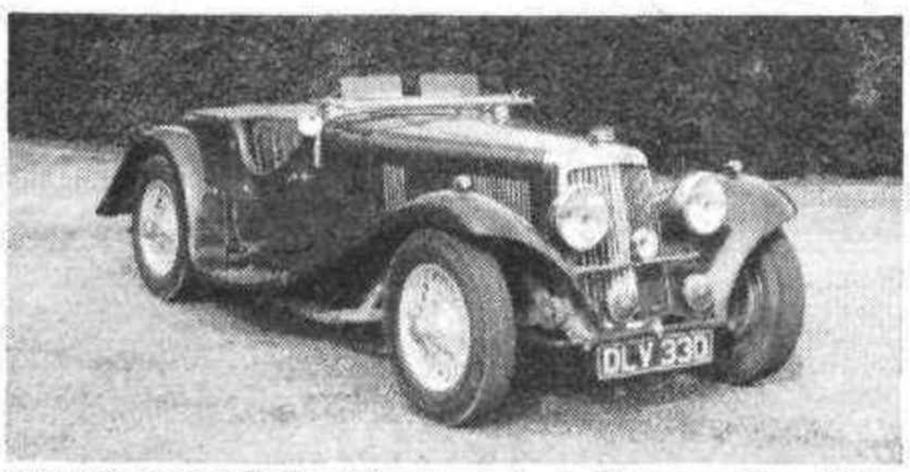
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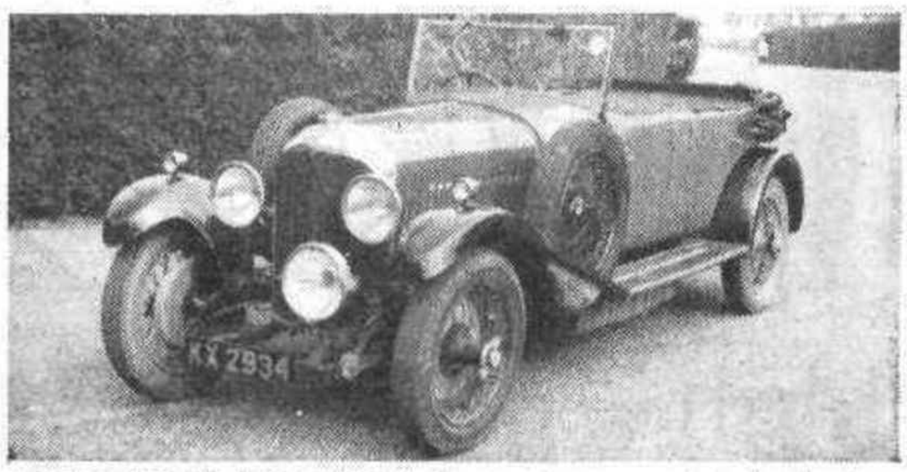
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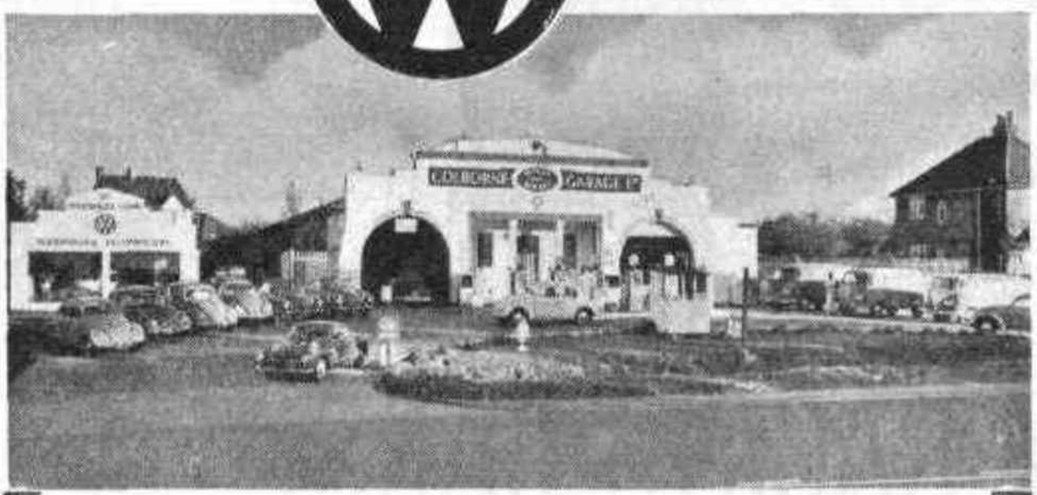
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April 7 ● **Full report from Sebring of the 12-hours' and supporting races. Also the story of the season's first big British F.2 race at Oulton Park.**

April 14 ● **Changing your car? Read our report from London's Used Car Show at Olympia and a road-test of a U.S. compact car, the Ford Falcon.**

April 21 ● **Round-up of Easter motoring sport; reports from Goodwood, Brands Hatch and Pau.**

April 28 ● **Road-test of the Austin Healey 3,000 sports and a full report of the first big Snetterton race meeting.**

May 5 ● **Liverpool's big motoring event of the year—the Aintree 200 race and supporting events.**

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

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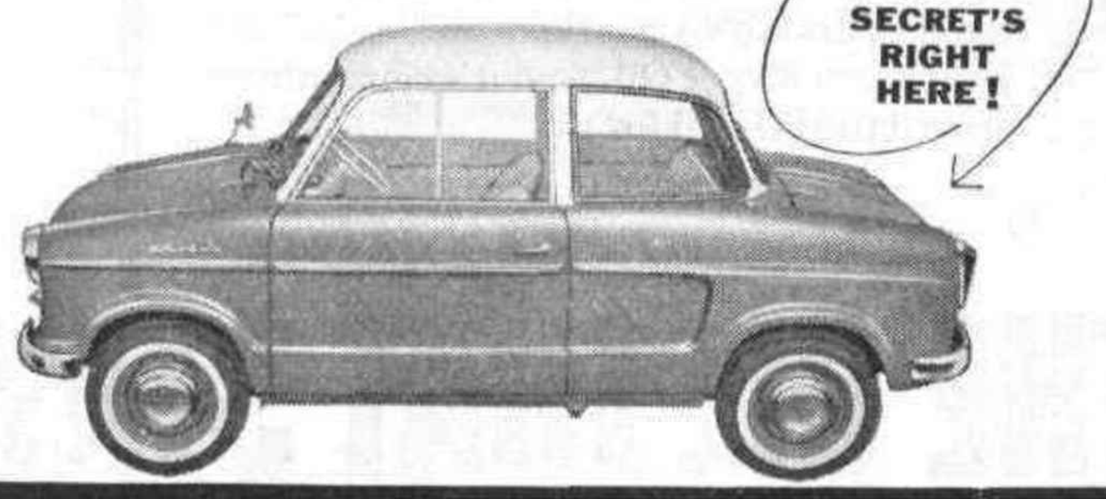
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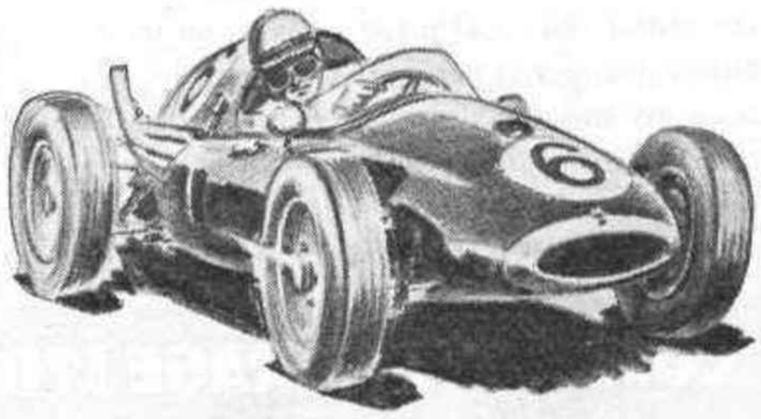
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VOL. XXXVI No. 4 RACING DRIVERS DIRECTORY APRIL, 1960

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE F.I.A. UNDER FIRE

The F.I.A., controlling body of motor sport, has never been more unpopular. Last month we drew attention to the protests made by Stirling Moss in respect of the new regulations governing sports-car races and other matters over which he considered the F.I.A. to be dilatory or out of touch with modern motor-racing.

In particular Moss considered the regulation calling for tall windscreens positively dangerous and demanded its withdrawal. In this he now has the support of nineteen influential drivers, headed by Fangio. The following strongly-worded protest has been sent to the F.I.A. by Joakim Bonnier on behalf of Fangio, Moss, Brabham, Trintignant, Schell, Shelby, Graham Hill, Gurney, Phil Hill, von Trips, Allison, Gonzalez, Masten Gregory, Barth, Herrman, Gendebien, Seidel, Scarlatti and Munaron :—

" We hereby want to go on record as having made a written complaint to the F.I.A. regarding the dangerous new windscreen regulation for sports cars. We made the original complaint by cable on January 30th, 1960, after having practised for the Buenos Aires 1000-km. sports-car race.

" We now feel obligated to make a press release, stating that we do not want to assume the responsibility for the safety of the public and the drivers in the coming world championship sports car races. Primarily Sebring and Le Mans will be extremely hazardous because much of the racing is at night.

" As we already stated in our earlier complaint, the great danger arises when the windscreen becomes covered with oil, rubber, bugs, etc., which prevents the driver from seeing the road sufficiently. At night or/and if it rains, this danger, of course, becomes even more accentuated.

" In the name of safety we therefore once more request the F.I.A. to abolish this new regulation and return to 1959 windscreen height.

" As the windscreen regulation was decided by the F.I.A. without asking any of the professional drivers, we now strongly feel that if there is an accident resulting in injury to the public and/or competitors, the entire responsibility rests with the president of the F.I.A. Sports Commission, Mr. A. Perouse, alone."

With drivers of this calibre making such a strong stand against a regulation which has a direct bearing on safety—and safety, the F.I.A. tells us, is one of its primary aims—it would seem that appropriate action will most certainly be taken by the governing body of the Sport. It must be taken immediately, before any more races are run. Although the same problem has to be faced with closed racing cars and although tall screens were specified by the F.I.A. to play a part in getting rid of sports/racing cars which were virtually disguised G.P. machines, no-one can underestimate the concern shown by drivers as experienced as those who have appended their signatures to this petition. Come to think of it, years ago, when T.T. and Le Mans cars bore some resemblance to catalogue models, they were permitted to race with main windscreens folded flat.

Apart from this assault on the F.I.A., the governing body faces a far more serious attack from the R.A.C., which has been asked to inform M. Perouse and his colleagues that Britain will not support Championship Grand Prix races next year if the 1½-litre/minimum weight formula goes through. The meeting at which this decision was taken was presided over by F. R. W. England of Jaguars, and was attended by representatives of Aston Martin, B.R.M., Cooper, Lotus and Vanwall, by B.P., Castrol, Esso and Shell, and by the B.R.D.C. The Sporting Sub-Committee of the S.M.M.T. has endorsed the decision of the meeting and has asked the R.A.C. to bring this to the urgent attention of the F.I.A. in Paris.

The dislikes of the 1½-litre Formula are, as so violently expressed when the F.I.A.'s decision to drop the existing 2½-litre Formula in 1961 was announced last year, namely that the minimum weight rule will be unlikely to result in safer racing, that the greatly reduced engine capacity will reduce speed and lose spectator support and that to scrap existing 2½-litre developments will be a costly procedure.

It is significant that Britain is now foremost in Grand Prix racing, so that if she withdraws her support, this form of racing from 1961 onwards faces a very bleak future indeed. As this country has manufacturers fully conversant with 1½-litre racing cars she can hardly be accused of bias. At the meeting concerned the cost of building three 1½-litre G.P. engines was estimated at £50,000, so presumably engines developing far more power than the existing twin-cam 1½-litre Coventry-Climax F.2 power unit is envisaged as essential in the comparatively heavy 1961 G.P. cars if anything faintly approaching the performance of the present Grand Prix contenders is to be realised.

Under this threat the F.I.A. will be wise to re-introduce the existing Formula 1, but with a commercial-grade fuel clause, which will have the added advantage that Formula 2 can remain, as before, for 1½-litre cars, backed up by the extremely promising 1,100-c.c. Formula Junior.

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Front cover picture : JACK BRABHAM on his way to winning the 1959 World Championship at Sebring. Who will win the title this year—Brabham, Moss, or ? ? ?

THE *DAILY MAIL* DISLIKES OLD CARS

Like everyone else, the *Daily Mail* wants to see fewer road accidents. Unlike many people, including MOTOR SPORT and the majority of its readers, the *Daily Mail* is obsessed with the idea that much of the trouble can be blamed on old cars—those more than ten years old. It has attacked old cars before and on March 14th returned to the attack, commenting that one cause of road accidents is " the many ancient rattle-traps that masquerade as motor cars." It is anxious to see the long-postponed compulsory tests of old cars introduced and considers 14s. per head a modest charge for this " service " to the savagely overtaxed motorist.

Now, it is all very well for the Editor of the *Daily Mail* to start this " witch hunt "—it is highly probable that he drives, or is driven, in a rattle-free car. Not everyone can afford a brand-new car, many people even prefer the older ones. Rattles don't spell accident-proneness. Really unsafe vehicles are quickly apprehended by the police. Yet the *Daily Mail* returns to its attack on the " old faithfuls."

Its readers scarcely seem to agree ! No letters have been published in favour of the *Mail's* last Editorial. One correspondent says that a lot of people are making scapegoats of drivers of old cars but points out that very few such cars do excessive speeds and that most people who drive them are better drivers than those who own modern cars, because the modern cars are so simple, so automatic—which is sound common sense. The only complaint this correspondent can find against the older cars is that they frustrate drivers of fast modern vehicles, who try to pass in ridiculous places and have accidents !

The writer began to read the *Mail* regularly because he admired its splendid, if illegal, London-Paris Air Race. In its persistent attack on the older cars it will probably lose as many readers as the Air Race gained for it. The *Daily Mail* is anxious to make old cars the scapegoats for road accidents; can it, then, spare us a few lines to answer the following question : Did any of the vehicles associated with its great Air Races cause any accidents to pedestrians or other vehicles ?

Motor Sport Events for April

★ **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
Apr. 1st	Larne M.C.	Moorfields	Larne	Navigation Rally (*C.*)	7.30 p.m.
Apr. 2nd	B.A.R.C.	OULTON PARK	TARPORLEY, CHES.	NATIONAL OPEN	1.30 p.m.
,,	Pembrokeshire M.C.	Lydstep Haven, Tenby	Pembrokeshire	Hill-Climb (*R.*)	1.30 p.m.
Apr. 2/3rd	M.G. C.C. (S.E.)	—	*Harrow*	Rally (*C.*)	*10.00 p.m.*
,,	Skegness M.C.	Revesby	Boston, Lincs.	Fenland Rally (*R.*)	8.30 p.m.
,,	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	11.00 a.m.
,,	Fairey Aviation Co. M.C. & C.C.	Fairy Eng. Works	Heston, Hounslow	Rally (*C.*)	8.30 p.m.
Apr. 3rd	North Wales C.C.	—	Abergele	Cymru Trophy Trial (*R.*)	10.30 a.m.
,,	WEST ESSEX C.C.	NORTH WEALD AIRFIELD	Nr. EPPING	SPRING (*N.B.*)	11.30 a.m.
,,	BOLTON-LE-MOORS C.C.	BLACKPOOL	NORBRECK HYDRO	DRIVING TESTS (*N.*)	11.00 a.m.
,,	Stone Cross A.C.	Edinburgh Way	Harlow, Essex	Rally (*C.*)	8.30 a.m.
,,	Lothian C.C.	Galloways Mill, Balerno	Midlothian	Driving Tests (*R.*)	12 noon
,,	Hagley & Dist. L.C.C.	Stewponey Hotel, Kinver	Stourbridge	Rally (*C.*)	10.00 a.m.
,,	Folkestone & East Kent C.C.	Dibgate Camp	Shorncliffe	Driving Tests (*C.*)	4.00 p.m.
,,	B.P. A.C.	Stadium Garage, Skewan	Neath	Rally (*C.*)	9.00 a.m.
Apr. 8th	Kilmarnock C.C.	Wardneck, Glasgow Road	Kilmarnock	Rally (*C.*)	7.00 p.m.
,,	Rolls-Royce M.C.	Braehad Service Station	Renfrew	Rally (*C.*)	7.15 p.m.
Apr. 8/9th	MIDLAND A.C.	CIVIC CENTRE	BIRMINGHAM	RALLY (*N.B.*)	8.00 p.m.
,,	Bentley D.C.	King Edwards Parade	Eastbourne	Rally (*R.*)	9.00 a.m.
Apr. 9th	London M.C.	Kings Arms	Stokenchurch, A.40	Rally (*C.*)	8.00 a.m.
,,	Brent Vale M.C.	Wheatsheaf Filling Station,	Egham	Rally (*C.*)	8.00 p.m.
Apr. 9/10th	Yeovil C.C.	Haven Garage	Yeovil	Rally (*R.*)	10.00 p.m.
,,	Sutton & Cheam M.C.	Croydon Airport	Croydon	Rally (*C.*)	9.30 p.m.
,,	Craven M.C.	White Hart	*Hook, Hampshire*	Rally (*C.*)	*10.00* p.m.
,,	Sun Motoring Club	Garston Motor Co.	Watford	Rally (*R.*)	10.00 p.m.
,,	Knowldale C.C.	Garstang	Preston, Lancs.	Rally (*R.*)	11.00 p.m.
Apr. 10th	Burnham-on-Sea M.C.	Watchfield Inn	Highbridge	Rally (*C.*)	2.15 p.m.
,,	C.S.M.A. (Farnborough)	—	Farnborough, Hants.	Rally (*C.*)	11.00 a.m.
,,	Guildford M.C.	—	Guildford	Driving Tests (*C.*)	10.00 a.m.
,,	M.G. C.C. (Midlands)	Vono Ltd., Tipton	W. Bromwich	Driving Tests (*R.*)	12.30 p.m.
,,	Yorkshire S.C.C.	Castle Howard	N. Yorks.	Hill-Climb (*R.*)	2.00 p.m.
,,	Carnleigh & D. M.C. & C.C.	3 Compasses, Alford	Cranleigh	Rally (*R.*)	10.00 a.m.
,,	B.A.R.C. (S.W.)	Brunton, Collingbourn, Kingston	Marlborough	Hill-Climb (*C.*)	2.30 p.m.
,,	Singer O.C.	Dell Cafe, A.405, M.R. 120022	Watford	Rally (*R.*)	10.00 a.m.
,,	Oxford M.C.	City Motors Garage, Woodstock Road,	Oxford	Rally (*C.*)	1.30 p.m.
,,	BELGIAN A.C.	BRUSSELS	—	BRUSSELS G.P. (F.2)	—
,,	*Severn Valley M.C.*	—	*Shrewsbury*	*Rally (C.)*	*9.00 a.m.*
,,	Charnwood C.C.	Castle Donington Airfield	Loughborough	Driving Tests (*C.*)	2.30 p.m.
,,	B.A.R.C. (N.W.)	Broxton	Chester	Standard Car Trial	10.00 a.m.
,,	Nalgo (M.D.) M.C.	Ashmead Road, Depot	Feltham/170/101733	Rally (*C.*)	10.00 a.m.
Apr. 15/16th	Motor Cycling Club	—	—	Lands End Trial (*C.*)	7.30 p.m.
Apr. 15/18th	SCOTTISH S.C.C.	—	GLASGOW	HIGHLAND RALLY (*N.B.*)	8.00 p.m.
Apr. 16th	Rochester, Chatham & D. M.C.	Rose of Killarney, A.20	Harrietsham	Rally (*R.*)	8.00 p.m.
,,	B.R.S.C.C. (Northern)	Rufforth R.A.F. Station	York	Race Meeting (*R.*)	*2.00* p.m.
Apr. 18th	B.A.R.C.	GOODWOOD	Nr. CHICHESTER	RACE MEETING (*INT.*)	1.30 p.m.
,,	West Cornwall M.C.	—	Trengwainton	Hill-Climb (*R.*)	2.00 p.m.
,,	A.C. DE FRANCE	PAU	—	PAU G.P. (F.2)	—
,,	NOTTINGHAM S.C.C.	MALLORY PARK	LEICESTER	RACE MEETING (*N.O.*)	11.00 a.m.
,,	B.R.S.C.C.	BRANDS HATCH, FAWKHAM	—	RACE MEETING (*N.B.*)	12 noon.
,,	South Wales A.C.	Castel Farm Hill	Llangynwydd, Bridgend	Hill-Climb (*R.*)	2.30 p.m.
,,	Liverpool M.C.	Speke Airport	Liverpool	Driving Tests (*C.*)	1.00 p.m.
Apr. 23rd	B.A.R.C. (N.W.)	—	Birkenhead	Chairmans Rally	7.00 p.m.
,,	Rotax M.C.	Rotax Sports Ground, Northolt	Ruislip	Rally (*C.*)	6.30 p.m.
,,	R.A.S.C. C.C.	Houndstone Camp	Yeovil	Rally (*R.*)	5.00 p.m.
,,	Caernarvonshire & Anglesey M.C.	Garth Service Station	Bangor	Rally (*C.*)	7.00 p.m.
,,	Vintage S.C.C.	Silverstone	Towcester, Northants.	Race Meeting (*C.*)	12.15 p.m.
Apr. 23/24th	*Rotherham & D. M.C.*	*Wrays (Wickersley) Ltd. Garage*	*Rotherham*	*Rally (C.)*	*11.00 p.m.*
,,	Midlands M.E.C.C.	Quinton	Nr. Birmingham	Rally (*R.*)	9.30 p.m.
,,	Cemian M.C.	Queens Hotel	Farnborough	Rally (*R.*)	8.00 p.m.
,,	V.C.C. of Gt. Britain	Evesham (Sat.)	Prescott (Sun.)	Rally run (*C.*)	1.00 p.m.
Apr. 24th	Yorkshire S.C.C.	Cross Hills Car Park	Driffield, E. Yorks.	Trial-Driving Tests (*C.*)	10.45 a.m.
,,	West Hants & Dorset C.C.	Wiscombe Park	Nr. Seaton	Hill-Climb (*C.*)	2.00 p.m.
,,	Darlington & D. M.C.	Candale Moor, Catterick	Darlington	Trial (*R.*)	1.30 p.m.
,,	B.P. Automobile Club	Chobham Common	Chobham	Rally (*C.*)	10.00 a.m.
,,	B.R.S.C.C.	SNETTERTON	THETFORD	RACE MEETING (*N.O.*)	2.00 p.m.
,,	Newport Car Club	Newport Barracks	Newport	Driving Tests (*R.*)	2.30 p.m.
,,	Maldon & D. M.C.	U.S.A.F. Base, Denham	Uxbridge	Driving Tests (*R.*)	10.00 a.m.
,,	THAMES ESTUARY A.C.	NORTH WEALD AERODROME	EPPING	DRIVING TESTS (*NAT.*)	10.00 a.m.
,,	Ferranti M.C.	Wallyford	Edinburgh	Rally (*R.*)	10.00 p.m.
,,	Cambridge '50 C.C.	Witchford Aerodrome	Ely	Speed Trial (*C.*)	10.30 a.m.
,,	B.A.R.C. (N.W.)	Sealand Aerodrome	Queensferry	Kart Meeting	10.00 a.m.
,,	Galloway M.C. & C.C.	Dalbeattie	Dumfries	Treasure Hunt (*O.*)	3.00 p.m.
,,	West Hants & Dorset C.C.	Wiscombe Park	Honiton	Hill-Climb (*C.*)	2.00 p.m.
,,	Peterborough M.C.	Westwood Airfield	Peterborough	Rally (*C.*)	4.00 p.m.
,,	Herts County A. & Aero Club	—	Harleyford	Hill-Climb (*R.*)	2.15 p.m.
Apr. 30th	B.A.R.C.	AINTREE	LIVERPOOL	200 RACE MEETING (*INT.*)	11.00 a.m.
,,	S. Caernarvonshire M.C.	The Promenade, Criccieth	—	*Rally (O.)*	*2.00* p.m.
,,	Torbay M.C.	New Coach Station	Torquay	Rally (*R.*)	10.30 a.m.
,,	MAIDSTONE & MID-KENT M.C.	SILVERSTONE	TOWCESTER	RACE MEETING (*NAT.*)	12.45 a.m.
,,	Larne M.C.	Five-Corners	Ballyclare, Larne	Rally (*C.*)	2.30 p.m.
30th Apr./ May 1st	South Wales A.C.	Howells Garage, Newport Road	Cardiff	Rally (*C.*)	10.00 p.m.
30th Apr./ May 1st	Tunbridge Wells M.C.	Encampment, Nutley	Crowborough	Rally (*R.*)	9.30 p.m.

WASTAGE THROUGH INCOMPETENCE

If your Club does not appear in the MOTOR SPORT Fixture List it *is because of the laziness of your Secretary. If your fixture appears* advising the wrong date or rendezvous it is because of the incompetence of your Secretary. We do apologise to those readers who wasted time and money hoping to see the London Motor Club Meeting at Denham on March 13th. We find that the Secretary had answered our questionnaire by giving the wrong information *in a most incompetent and careless manner.*

We hope Club members will remember at their Annual General Meetings that incompetence and laziness on the part of their secretaries should not be tolerated even if the duties are unremunerative.

EXCELLENT RACING AT B.A.R.C. OPENING MEETING

Lotus Beats Cooper in F.J. 10-Lap Event in which Jimmy Clark Sets a Lap Record of 90·38 m.p.h.

IT is an extremely good omen for the 1960 Goodwood season, that, although a bitter wind blew and quite a lot of rain fell during the afternoon of March 19th, the stands and enclosures were filled for this year's first B.A.R.C. Members' Meeting. Perhaps the attraction was John Surtees' debut as a racing motorist and if so the motorcycling champion did not disappoint his supporters. After making the fastest lap in practice Surtees finished second in the Formula Junior race to Jimmy Clark—Lotus beating Cooper—after a splendid drive. We had thought that fast as Surtees has been on some hundreds of training miles round Goodwood he might still have something to learn for four-wheeler racing technique and so it proved, for he lost the race because he was momentarily put off his line through Madgwick Corner by another driver who reacted to circumstances differently from the racing motorcyclists whom Surtees is accustomed to pass on corners. But the motorcycle champion handled his Cooper very well indeed and promises well in faster cars.

The big crowd which braved the cold not only saw the arrival of some interesting aeroplanes but were able to appreciate the new amenities at Goodwood, the Paddock now having a proper surface which should obviate muddy shoes in wet weather. They really do look after competitors and spectators at the Sussex circuit, which consequently deserves its success—it is a far more pleasant place than some ex-aerodrome circuits we could name! Female fashion note—extremely tight trousers seem to be this year's motor racing wear.

* * *

The meeting commenced with a 10-lap Scratch Race for sports cars up to 1,100 c.c. non s/c. J. C. Brierley's Elva led all the way, hard pressed by von Sickle's Lotus, until the last lap, when the luckless Brierley came to rest at Madgwick Corner with engine trouble, allowing von Sickle to win at 83.29 m.p.h. after a well-judged drive. He was very comfortably ahead of the rest of the Lotus-Climax cars, of which those driven by K. Lyon and D. Randall were second and third; von Sickle also made fastest lap, at 85.21 m.p.h. A pity Lotus had no Lola opposition—the only Lola entered, C. Steele's, didn't run.

The five-lap Closed Car Race produced, as usual, thrills in plenty. J. F. Harris put his Duraband-shod Morris Mini Minor through the corners at a prodigious speed, getting it sideways-on out of the *chicane* on one lap, but less tidy but more courageous cornering was put in by C. J. Parkinson's quite indecently fast Austin A40, which won at 69.72 m.p.h. Early in this heart-constricting race Mackenzie nearly "lost" Richmond's A40 by locking the wheels at the *chicane*, Uren's Ford Zephyr, starting on scratch with Barling's Elite, gave up after one lap. Powell, using his brakes hard, was the only big car to come up with the early starters, his 3.4 Jaguar finishing second, 9.2 sec. behind the A40, while the gallant Mini Minor was third. Parness went straight on into the *chicane*, spoiling the frontal aspect of his XK150 coupé, and sending the mobile part of the wall into the path of on-coming cars, which transferred the heart-stopping from the spectators to the marshals. Through it all Duncan appeared to be running-in a TR3. Before his prang Parness made fastest lap, at 76.46 m.p.h. The Tornado retired and Clark's 1,380 c.c. VW, which seemed to stand a good chance, failed to appear.

So to the big race of this bitter afternoon—10 laps by the F.J. cars. There were eight non-starters but this left a field of five makes of cars, including Surtees in Tyrrell's Cooper, the gearbox of which had been changed that morning, two works rear-engined Lotus-Fords, both with Colworth heads, driven by Clark and Taylor, several Elvas and more Coopers, two Deep Sandersons and the Yimkin. Jimmy Clark was lucky to start, because all morning his Lotus had been on its side on the Paddock loading ramp while Lotus Developments' mechanics toiled on its engine, the sump of which had been removed.

This didn't put the forceful Jimmy off and he set off in hard-pursuit of Surtees, whom he took by the end of the second lap. Surtees remained on his tail for a time, then Clark drew away.

Taylor's Lotus was well placed in third place but began to fall back as the two leaders fought it out. On lap five Surtees passed Clark on Lavant straight and, flinging his Cooper through Woodcote and sliding its tail with abandon from the *chicane*, he stayed ahead. However, at Madgwick these two drivers, virtually tied together, found the Yimkin in their path. Clark without hesitation passed on the left. Surtees, perhaps with motorcycle racing tactics in mind, tried to pass Puzey on the inside. As the Yimkin driver twitched over to let Clark by Surtees was forced on to the grass and the other Lotus went by into second place, both these rear-engined cars cornering very reasonably. On the very last lap Surtees scraped past Taylor into second place but it was too late—Jimmy Clark won, by 3 sec. He averaged 88.51 m.p.h. and made the fastest lap, at 90.38 m.p.h. (1 min. 35.6 sec.) on a wet track. This equals the 1,100 c.c. sports car lap record and is nearly 4 sec. faster than the F.3 speed, which shows how exciting F.J. is going to be! Surtees finished ahead of Taylor. Not only did the leaders hold the crowd enthralled, but, a long way behind Arundell, whose Elva-Auto-Union was fourth, below its Brands Hatch form, a fine duel was contested between Hine's Cooper and Spence's Cooper, to Hine's advantage, Spence hitting the *chicane* wattle on the last lap. And, still further back Ames' Elva held off Addicott's Elva. The retirements were Mason's Elva (cockpit trouble), and both the Deep Sandersons, which were towed in together behind the breakdown truck, having expired deep in the heart of Goodwood. Surtees' best lap?—90 m.p.h., or 0.4 sec. slower than the record.

A rather dull 10-lap Marque Scratch Race followed, which Fletcher's A.C.-Bristol, with air scoop on its bonnet top, led for the last eight circuits, chased by North's TR3, which the A.C. had passed, to lead it over the line by 15.2 sec. A little life was imparted to a slow race—winner's speed 78.9 m.p.h.—by the gradual swamping of McCowen's A.C.-Bristol by Andrews' Austin Healey 3000, for third place. However, McCowen had got off too well to the Le Mans start, so was penalised 60 sec., giving fourth place to Duggan, who worked hard to control his Morgan Plus Four. Fletcher made best lap (81.05 m.p.h.) and takes the lead in the Freddy Dixon Trophy contest. Turner had a ride in the blood wagon after inverting his TR2 and Leuch altered the shape of his TR2 in avoiding a spinning car at Madgwick. Staples' A.C.-Bristol broke a half-shaft.

There were three more five-lap races left. Salmon's D-type Jaguar led the first from start to finish, the big car a fine sight as it exhibited real power unleashed, lapping at 87.1 m.p.h. and averaging 85.21 m.p.h., which left Kerrison's 1½-litre Lotus-Climax and Portman's 2-litre Cooper-Climax well behind. Very creditable—Brierley's 1,100-c.c. Elva was fourth, only a second behind the Cooper and far ahead of Sargent's D-type Jaguar.

In the next scratch race Venner-Pack showed them all the way in the next Speedwell Sprite G.T. coupé and drive as he did, Gaston, in his Sprite hard-top, couldn't get closer than 5.8 sec. or equal the sleek coupé's lap of 77.14 m.p.h. Beatty's Lotus was third after a tough job disposing of Kelly's refreshingly unusual Longbacon, which was beaten by the fine margin of 0.2 sec. and some dicey stuff between Woodcote and the *chicane*. Race average, 76 m.p.h.

A cheerless afternoon ended with a mixed handicap won by Paine's undistinguished-looking Frazer Nash at 77.17 m.p.h. from Munns' A.C.-Bristol and Dade's 1,100-c.c. Lotus-Climax, and was enlivened by Back, who spun out of the *chicane* on the first lap and whose 2.4 Lister-Austin Healey was never very stable thereafter. The back-markers had a hopeless task, although Salmon's Jaguar, from "owes 5 sec.," lapped at 86.75 m.p.h.

This excellent Goodwood opening meeting promises well for Easter Monday when the main event will be the International "100" G.P. Trial Race and there will be a fly-past of aeroplanes before the racing.—W. B.

The leaders in the MOTOR SPORT Brooklands Memorial Trophy are:

J. R. T. von Sickle, C. J. Parkinson, J. Clark, P. G. Fletcher, M. Salmon, J. L. Venner-Pack, R. D. Paine—each 4 points.

GAINING STRENGTH

Three years ago the Proprietors of MOTOR SPORT, realising that a monthly journal cannot always carry topical news and reports and also that the chief appeal of this journal is its individual style, acquired *Motoring News*, a 6d. weekly newspaper which contains every Thursday up-to-date accounts of the previous weekend's sporting contests and is also able to include A.A. and R.A.C. news, a column by a famous B.B.C. broadcaster, road tests of all types of cars and material of general interest which would be out of place in the older monthly journal. The paper is run by a separate Editorial staff and is growing stronger as time goes by. If *you* are keen to read the latest motoring news every Thursday we suggest you place a regular order with your newsagent. We feel sure you will be well satisfied with this newspaper size presentation of motoring facts and figures in an easy-to-read, lavishly illustrated form.

GRAN PREMIO SIRACUSA

A Good Victory for Ferrari

SIRACUSA, SICILY, *March 19th.*

AS in 1959, the Grand Prix at Syracuse in Sicily was limited to Formula 2 and was held on Saturday afternoon, practice being on the afternoons of Thursday and Friday. An entry of 18 cars was received and on the first day of practice all but two appeared, these being Masten Gregory with the Camoradi-entered ex-Behra Porsche and Pirocchi with his Raineri-Alfa-Romeo. Apart from a good deal of re-surfacing, the 5.5-kilometre circuit remained unchanged from previous years, still being a fast natural road circuit, and everyone set off with the F.2 lap record of 1 min. 59.0 sec. in their sights, which had been set up by Behra with a works Ferrari in last year's race. Being the first Formula 2 race of the season most drivers were feeling their way round, Moss never having sat in the new Porsche previously and von Trips not having raced the Ferrari as a F.2 car before. Trintignant was putting in some very consistent lap times with his bright blue Cooper, being looked after by Equipe Walker mechanics, and Gendebien and Frere were doing a great number of laps in the two yellow Coopers of the Equipe National Belge. It was von Trips with the lone Ferrari who first began to approach the 2-min. mark. At the time, Moss was in the pits changing wheels but when the Ferrari got within a tenth of a second of breaking 2 min., Moss went out in the Porsche and recorded 1 min. 58.5 sec. Meanwhile Trintignant was showing up a lot of younger drivers and recorded 1 min. 59.9 sec., which beat the Ferrari, as von Trips went round in 2 min. dead. This had been done with long tail-pipes fitted, which gave more power at high revolutions but made the car difficult on the hairpin as the power curve went flat at low revolutions. Leaving everyone else to practise, the Ferrari was wheeled away and short tail-pipes of larger diameter were fitted, which gave better pick-up but less power at the top end. Shortly before practice finished von Trips went out again, and though hampered at first by a slight shower of rain, the track soon dried, but he could not improve on his time and preferred the long tail-pipes, in spite of the hesitancy in low-speed acceleration. Also in the last few minutes of practice, Schell went out again in the Yeoman Credit car but was brought to a very sudden stop when a connecting-rod broke and came out through the side of the engine.

Lotus had spent most of the time getting their carburation adjusted, having to juggle with S.U. carburetters on one car and Webers on the other, while Brabham and Flockhart were late in going out as their cars had not been ready. The two Belgian drivers recorded the identical times of 2 min. 01.5 sec., and a newcomer to Formula 2 racing, the Frenchman Schlesser, was shaping well with his Cooper with a time of 2 min. 06.4 sec.

On Friday afternoon all was set for another practice session, and although the sky was cloudy the track was dry and conditions were excellent. Schell could not practise as he was awaiting the arrival of another engine, being flown out from England, and Trintignant was in trouble with his clutch. The factory Porsche and Ferrari were both sounding beautifully crisp and going fast, von Trips once more trying the difference between the two exhaust systems, while Moss was beginning to throw the Porsche about a bit. The rear-engined Lotus now seemed to be sorted out and Ireland was driving in a very determined fashion, though he was having some trouble with selecting gears, the positive-stop gear-lever mechanism seeming to defeat him. Brabham was more on form now and amongst the fastest, his brakes making a high-pitched whistling noise as he stopped for the hairpin. Gendebien was trying really hard and getting results, with laps under 2 min., and finding the small, light Cooper greatly to his liking after driving big, heavy sports and G.T. Ferraris for so long. Frere was extremely tidy through the corners but not quite so fast as his compatriot, while Bristow was now beginning to appear on the scene with some forceful driving. Moss was still faster than anyone, but then practice was delayed for a time as Tom Threlfall ran out of brakes on his Cooper and crashed heavily, being lucky to escape without so much as a bruise, but the wreckage of his car left a mess of oil and petrol on the road which had to be cleared up.

When practice restarted things began to warm up and Ireland began forcing the rear-engined Lotus, Brabham got going in the under-2-min. bracket, and von Trips was cornering the Ferrari on the limit. Watching on a very fast right curve it was noticeable how much faster and steadier the rear-engined Lotus was, cornering on almost a neutral-steer and showing no signs of being near the limit of adhesion. The Porsche seemed to be twitching all the time, not sure whether to be over-steering or under-steering, while the Ferrari was coming out of the curve on a pronounced over-steer, but very steady. Gendebien was really racing now and got his time down to 1 min. 58.3 sec., using everything the Cooper had got and at one point elbowing Bristow right off line at the hairpin in a beautiful piece of cut-and-thrust road racing which rather surprised the new-boy. As practice was coming to a close Lotus did a rapid change of axle ratio on the rear-engined car and Ireland whistled round in 1 min. 58.1 sec., which made everyone sit up, and to the accompaniment of encouraging shouts from the crowd Moss got in the Porsche and put everyone in their place with a lap in 1 min. 57.6 sec., and with that practice came to an end.

After a Saturday morning of brilliant sunshine the sky clouded over, and as the 15 starters assembled on the grid, to the accompaniment of flags and national anthems, conditions were good for racing but did not look settled, so Ferrari fitted splash guards to their car. The spare engine for Schell's car had arrived and an all-night session by the mechanics had got the car ready, and Trintignant's car was serviceable once again. Brabham had fitted a new magneto to his Cooper, von Trips had settled for the long thin exhaust system, and Moss was using 600 × 15 in. tyres on the back of the Porsche. Threlfall was a non-starter as his car was too badly bent, so that 15 cars lined up on the grid for the start at 3.30 p.m.

Starting Grid

24 Gendebien (*Cooper*) 1 min. 58.3 sec.	8 Ireland (*Lotus*) 1 min. 58.1 sec.	20 Moss (*Porsche*) 1 min. 57.6 sec.
16 von Trips (*Ferrari*) 1 min. 59.0 sec.		4 Bristow (*Cooper*) 1 min. 58.5 sec.
10 Frere (*Cooper*) 2 min. 00.9 sec.	14 Trintignant (*Cooper*) 1 min. 59.9 sec.	22 Brabham (*Cooper*) 1 min. 59.2 sec.
6 Flockhart (*Cooper*) 2 min. 04.1 sec.		18 Stacey (*Lotus*) 2 min. 03.0 sec.
30 Raby (*Hume-Cooper*) 2 min. 06.9 sec.	2 Schell (*Cooper*) 2 min. 06.7 sec.	28 Schlesser (*Cooper*) 2 min. 05.3 sec.
Branca (*Moretti*) 2 min. 32.7 sec.		32 Collomb (*Cooper*) 2 min. 09.2 sec.

It was Ireland with the Lotus who got away first, but before the first corner both von Trips and Moss went by him, and as the 15 cars jostled into the hairpin Flockhart was rammed by Frere and the nose of the Belgian Cooper chopped the head of the tyre valve clean off Flockhart's near-side rear wheel. On the next fast right-hand bend Flockhart's Cooper leant on its outside wheel and, the tyre being flat, the car went into an almighty spin, bouncing off the stone walls but luckily staying upright, and the tail-enders had to dodge the spinning car. Meanwhile the leaders were racing down the back straight with Moss in front but von Trips, Ireland and Brabham close behind. As the first of the 56 laps was completed the order was Moss, von Trips, Ireland, Brabham, Gendebien and Trintignant one behind the other, then a gap, and Stacey leading the remainder of the field, now reduced to 13 cars as Branca had stopped on the opening lap as well as Flockhart. On the next lap Brabham moved up a place and a gap appeared after the first four cars, and on lap three Trintignant took fifth place from Gendebien. After his scuffle on the opening lap, Frere was beginning to gain ground from the back of the field, and Schell was in last place and stopped on lap three to complain that fuel was slopping out of the tank filler due to surge. This dropped him way behind, and on the next lap the Yeoman Credit team suffered another setback when Bristow stopped at the pits with their other car due to having trouble with the gear-selector mechanism on the Cooper gearbox. Moss was pushing the Porsche pretty hard in his efforts to get away from the trio following him and in doing so was setting up fastest laps, but none of them improving on Behra's 1 min. 59.0 sec. as yet. Slowly but surely he was establishing a lead, at the rate of nearly 1 sec. per lap, but it was not easy for there was a real dice going on behind him, first Brabham leading, then von Trips and then Ireland; sometimes they were side-by-side, at other times nose-to-tail. The Ferrari was easily fastest on the straights, but the English cars caught it on braking, and while Brabham would slip-stream the Ferrari, Ireland would pass them both on corners, only to lose his advantage as he got to the hairpin due to having difficulty in operating the unusual gear-change, although there was nothing wrong with it. Moss was also in difficulties with gear-changing on the Porsche six-speed box, the synchromesh making the change heavy, so that he was braking for the hairpin in sixth speed and then going direct into first as he rounded the corner, being agreeably surprised at the

power of the drum brakes. On lap seven Moss equalled Behra's record and by 10 laps he had built up a lead of 8 sec., while Brabham's Cooper had its nose poking up the odd tail-end of Ireland's Lotus and von Trips was watching the two of them. Anyone thinking that Formula 2 racing is dull and uninteresting, or that the 1961 Formula cars will lack interest, should have watched this little scrap for it would be difficult to assemble four more diverse cars than Porsche, Lotus, Cooper and Ferrari, and the only reason the Porsche was leading was because Moss was driving it. However, such is motor racing that these scraps seldom last, and on lap 13 Brabham dropped behind the Lotus and Ferrari, and on lap 15 came into the pits with a misfiring engine. After fiddling with the carburetters he set off again but was soon back and the trouble was eventually traced to a faulty magneto and he withdrew on lap 18. Meanwhile, the Frenchman Collomb had retired when his fuel pump came adrift, and on lap 16 Raby came into the pits with the Hume-Cooper, by mistake, having misread a pit signal.

On lap 19, Ireland, who was third, lapped his team-mate Stacey in the 1959 car, and on lap 20 Moss set a new F.2 record lap with 1 min. 58.9 sec., and now had 10 sec. lead over von Trips, who was still ahead of Ireland, followed by Trintignant, Gendebien and Frere, the remainder having been lapped. Of the tail-enders, Schlesser was leading and driving a very steady and regular race with his very standard Cooper. At this time Bristow came into the pits to retire, being so far behind due to his delay with gear-selector trouble that he didn't consider it worth while going on. Just as Moss set up a new F.2 lap record with 1 min. 58.8 sec. the rain started to fall; by this time the fastest von Trips could do was 1 min. 59.3 sec. The rain turned to a brief shower of hail-stones, and Raby stopped with gear-lever trouble and no clutch, and Schlesser spun, while Moss was finding the Porsche a real handful in the wet and von Trips began to gain ground, much to the joy of the Sicilian crowd. On lap 25 Moss had only 8 sec. lead and von Trips was gaining fast, while the rear-engined Lotus went on to three cylinders and Trintignant passed it to move up into third place. On the next lap, as Moss passed the pits the Porsche gave a puff of blue smoke from its exhaust and a valve broke, making a horrible grinding noise as Moss went by. The Sicilians rose as one man and cheered lustily as von Trips went by into the lead, and then when Ireland appeared in sight and drove into the pits they nearly fought each other in their excitement. It was suspected that a plug lead was loose on the Lotus and it was sent off, but two laps later it was in again and a plug was changed. Meanwhile Moss had toured round to complete lap 27 before the Porsche engineers lifted the engine hatch and quickly shut it again, and the car was wheeled away.

During all this excitement the rain had stopped and the track was drying fast, and von Trips was comfortably in the lead by over half a minute from Trintignant, while Gendebien was a minute and a half behind, in third place.

At 30 laps only von Trips, Trintignant and Gendebien were on the same lap, and behind came Frere, Ireland, Schlesser, Stacey, Schell and Raby, in that order. On lap 32 Stacey stopped for fuel and on lap 34 he stopped for good, the head gasket having blown. With more than 20 laps still to go the race was virtually over and all von Trips had to do was to circulate regularly. This he did in exemplary fashion, the red Ferrari sounding wonderfully crisp all the time. Trintignant, who had been driving a beautifully-judged race, began to speed up, but the Ferrari pit were on the job and speeded up their car accordingly, and though the gap was reduced to 15 sec. as the laps were reeled off there was no possibility of the Cooper catching the Ferrari. Raby had two more stops with the Hume car as he was having gear-lever trouble, and finally locked it in third gear to finish the race. All this time Trintignant kept the pressure on, so that right at the end von Trips was having to lap in 2 min. dead to keep the lead, but this did not bother the Ferrari, which was still revving to over 9,000 r.p.m. without any signs of stress. At lap 42 von Trips had lapped all but Trintignant, and on lap 47 Trintignant lapped Gendebien with nonchalant ease, the little Frenchman being at the top of his form in this real road race. To the waving and cheering of a delirious crowd, the Ferrari completed the 56 laps and von Trips was flagged home the winner, to record a very popular victory.

Results :

X GRAN PREMIO SIRACUSA—Formula 2—56 Laps—308 Kilometres Dull and Dry

1st :	W. von Trips (Ferrari Dino 156)	1 hr. 53 min. 45.0 sec.—162.461 k.p.h.	
2nd :	M. Trintignant (Cooper-Climax)	1 hr. 54 min. 04.2 sec.	
3rd :	O. Gendebien (Cooper-Climax)	.. ..	1 lap behind
4th :	I. Ireland (Lotus-Climax)	.. .. ..	1 lap behind
5th :	P. Frere (Cooper-Climax)	.. .. ..	2 laps behind
6th :	J. Schlesser (Cooper-Climax)	.. .. ..	2 laps behind
7th :	H. Schell (Cooper-Climax)	.. .. ..	4 laps behind
8th :	I. Raby (Hume-Climax) ..	.. .. ..	8 laps behind

Fastest lap : S. Moss (Porsche), on lap 21, in 1 min. 58.8 sec.—166.666 k.p.h. (*new F.2 record*).

Retired : R. Flockhart (Cooper), lap one, damaged tyre; A. Branca (Moretti), lap one, spun; R. Collomb (Cooper), lap 16, fuel pump; J. Brabham (Cooper), lap 18, magneto; C. Bristow (Cooper), lap 20, gear-change; S. Moss (Porsche), lap 27, engine; A. Stacey (Lotus), lap 34, head gasket.

15 *starters* — 8 *finishers.*

NOTES ON THE CARS AT SIRACUSA

Of the 18 entries there were 10 Cooper-Climax, all privately owned. Schell and Bristow were driving the cars of the Yeoman Credit Racing Team, of which the former had an F.1 chassis with double wishbones at the rear, and the latter had an F.2 chassis with single wishbones, and both were fitted with 1,500-c.c. Climax engines and Cooper gearboxes with oil pumps on the rear, the engines using double-choke S.U. carburetters fed from long ducts running forward to the nose of the car, this arrangement being as used last year on the cars when they were using Borgward engines. Finished in light green, these two cars were immaculately turned out. Flockhart was driving the 1959 Cooper raced last year by Gregory and still entered by Alan Brown, while Frere and Gendebien had the two yellow Coopers of the Equipe National Belge, both 1959 cars. Trintignant was driving his own privately-entered Cooper, this being a car he purchased from the Walker Team and one used last year by them with a Borgward engine. It now had a Climax engine fitted but retained the five-speed and reverse Colotti gearbox, and had double wishbones at the rear. Brabham had his own standard Cooper-Climax, running on S.U. carburetters, as did Threlfall, while the Cooper contingent was completed by two privately-owned cars of the Frenchmen Schlesser and Collomb.

Team Lotus entered two cars, one a 1959 front-engined car, using S.U. carburetters, for Stacey to drive, and the other the interesting new rear-engined car that made its debut in the Argentine Grand Prix. These cars had only recently returned from the Argentine and there had barely been time to remove the 2½-litre Climax engines and put 1½-litre units in their place before setting off for Syracuse, so that both cars looked a bit weary and travel-stained. The rear-engined car was using a pair of 45DCO3 Weber carburetters, and, as in the Argentine, this car was entered for Ireland to drive. A most striking feature of this car is the low frontal area, the driver sitting on the floor of the cockpit and the bodywork being wrapped around the space-frame, fitting very closely. The Climax engine is coupled by a bell-housing to a Lotus five-speed gearbox and differential assembly, with the rear disc brakes mounted on each side of the final-drive housing. The water and oil radiators are in one block at the front of the car, this unit deciding the frontal area of the car as it forms the widest part of the body. Both the water and oil pipes run outside the body and afford additional cooling, while over the driver's legs is a large flat fuel tank, and in front of his feet is the oil tank. Front suspension is by double wishbones with interspersed coil-spring/shock-absorber units, and at the rear a new layout of i.r.s. is used. Each wheel is carried on a large alloy casting that projects downwards to within an inch or two of the ground, and from the bottom of this a wide-band wishbone attaches to the chassis frame. The drive shaft on each side has two universal joints but no sliding spline, so that it locates the wheel in a sideways direction and fore and aft movement is controlled by two long thin radius rods on each side, these being pivoted on the alloy hub carrier and being widely spaced, one above and one below the drive shaft centre line. From the bottom of the hub carrier, running diagonally upwards to the chassis frame, and behind the drive shaft, is a similar coil-spring/shock-absorber unit to that used at the front. As with the front suspension, a thin torsion anti-roll bar is mounted across the rear of the suspension and coupled by long thin rods to the lower wishbones. The alloy hub carriers were made with extra lugs to accommodate the disc brakes "outboard" should they show signs of overheating on the inboard mountings, but so far no trouble has been experienced. The tail of the car has a reverse taper and is completely open; air swirl behind the car enters this opening, passes over the gearbox and brakes, and is ejected through openings in the undertray, and gearbox oil temperatures have been found to stay very low in spite of high ambient temperatures experienced in Argentina. With the gearbox being at the very tail of the car it is possible to change the ratios in a matter of minutes, a cover plate being removed from the rear, which exposes the change-speed gears; a layout as used by Ferrari on the "Squalo" in 1954 and Connaught on their "Syracuse" model in 1955.

The Scuderia Ferrari entered only one car, for von Trips to drive, and this was a 1960 chassis that made its debut in Argentina. The chassis frame follows typical Ferrari practice of using large and small-diameter tubing to make a cross between a "ladder" frame and a "space" frame, and the front suspension remained as last year, with double wishbones and coil-springs. At the rear the suspension is fully independent, as used at Sebring experimentally, and consists of double wishbones, of unequal lengths and unequal bases, with a coil-spring unit mounted to the rear of each assembly and the drive shafts having two universals apiece and a ball-and-spline sliding joint. The engine of this F.2 car was a V6 Dino 156 as raced last season, and fitted with three double-choke down-draught Weber 36DCN carburetters. Last year, on the Dino cars the engine was angled to the left, but this year they have been mounted the opposite way, so that the prop.-shaft runs across the floor of the cockpit from left to right, entering an entirely new five-speed and reverse gearbox/differential unit down in the right-hand rear corner of the cockpit. The layout of the gearbox unit is as used before but a mirror-image of last year's unit. The propeller-shaft enters by means of a pair of bevels which turn the drive across the car, and then the gearbox main-shaft, lay-shaft and final-drive shaft are all in line and straight-spur gears are used throughout. The propeller-shaft bevel has an extension protruding rearwards fitted with a starter dog which is engaged by a long starter motor shaft inserted in the right-hand side of the tail of the car. The clutch, which is hydraulically operated, is mounted behind the input bevel of the gearbox, while the gear-selector mechanism is on the left, operated by a left-hand gear-lever. Fuel is carried in two tanks, one on each side of the cockpit and forming the sides of the body; these tanks being of riveted construction. Two types of exhaust systems were available for the car, one having small-diameter manifolds and long thin tail-pipes extending beyond the end of the chassis frame, and the other having much larger-diameter manifolding and tail-pipes finishing underneath the car just forward of the rear axle line. Both systems ran low alongside the cockpit and under the fuel tanks. The long pipes give more performance at high revs., the short ones better acceleration. The car used 15-in. wire wheels with knock-off hubs, disc brakes, with the discs drilled radially, and was nicely finished in Ferrari red.

Another lone factory entry was a brand-new Porsche F.2 car for Moss to drive, this being brought by the factory mechanics and looked after by them. Apart from having a wheelbase 10 cm. longer than their 1959 car, it was virtually unchanged from last year, although the bodywork was altered slightly, having a much sleeker look, and the six-speed gearbox was now operated by a lever working in an open gate. The air-cooled flat-four engine, with four camshafts, used two double-choke downdraught Weber 48IDM carburetters, and fuel was carried in three tanks, one above the driver's knees and one on each side of the cockpit, while the oil tank and oil radiator are mounted in the extreme nose of the car, a small slot feeding air to the cooler. Suspension was as last year, by trailing links and torsion bars at the front and wishbones, radius arms and coil-springs at the rear. Drum brakes were used and normal Porsche bolt-on wheels, and the car was finished in dark blue with a white stripe across the nose, as it was due to be handed over to the Equipe Walker after the race.

There should have been another Porsche competing, this being the car built by Jean Behra last year and now owned by Lloyd Casner's Camoradi Team, but it failed to materialise. To complete the entry Raby was driving the Hume-Cooper-Climax and Branca had a Moretti Junior chassis slightly lengthened and fitted with an Alfa-Romeo Giulietta engine in the rear, enlarged to 1,500 c.c. and driving through a Citroen ID gearbox. This car was the beginning of a National Italian Formula Senior, allowing larger engines than Formula Junior and also overhead camshafts. Another such car was entered by Pirocchi, but this did not appear.

D. S. J.

The Panhard PL17 Saloon

A Car That is Different!

A Roomy, Economical 80 m.p.h. five/six-seater Saloon with Front-Wheel Drive, Unusual Detail Layout, and Air-Cooled 851 c.c. flat-twin Engine.

THE Panhard PL17 is like the idea of keeping a python as a pet, either you like it or you loathe it. Those who want a car that is different, and at the same time outstanding under such headings as economy of fuel, durability, generous passenger and luggage space, etc., should certainly take a trial run in this unusual air-cooled, front-drive 851 c.c. flat-twin made by the oldest motor-car manufacturer in the World, and now handled by the great Citroën organisation—that is to say, from Slough in this country.

This PL17, developed in easy stages from those tiny DB Panhards which used to dominate the Index Performance section of the La Mans 24-hour race, is the sort of car which even an expert likes to be "shown the way round." The controls are essentially practical, but unusual. Let us master them :



BIG CAR, SMALL ENGINE.—The unusual Panhard PL17, showing the small cooling-air intake to the flat-twin engine and the elaborate wrap-round of the bumpers.

Details

Entry to the front bench seat, which adjusts extremely fluidly by moving a convenient lever, is through wide rear-hinged doors, making for very easy access. Trailing doors are preferable, I know, and these will presumably soon be fitted by Panhard. As it is, they are good doors, shutting tinnily but opening really wide and staying in various positions on effective "keeps."

Press-buttons-cum-grip handles are used internally as well as externally, which should prevent accidental opening, especially as these buttons are placed at the door's leading edge. Both front doors possess elastic-topped pockets and there are two more such pockets set rather oddly on what would normally be the facia—the contents get warm if the heater is on—which is generous stowage indeed, although as there is no conventional facia panel the Panhard lacks shelf or cubby-hole for heavy or bulky objects.

Returning to the doors, all window handles have proper rotating finger-grips; the front handles call for 2⅝-turns to fully drop the glasses. The back windows only go just over half way down, their handles needing 1½ turns. There are quarter-windows at the front, the catches of which work smoothly but lack thief-resisting locks, while as no gutters are used rain comes in, to fall on the door handle. While we are climbing about the car, the dimensions of which completely mask the fact that it is of a mere 851 c.c., let me remark that if the seats are not outstanding they are comfortable enough. They lack central arm-rests but the Panhard does seat three on both seats if occasion demands. There is precious little knee-room in the back and the dropped roof of the aerodynamically-clean body might trouble those who are above average height or who insist on wearing hats while motoring, but certainly this is a remarkably roomy car for its engine size, with the merit, not always found even in front-drive vehicles, of a completely flat floor.

Incidentally, the French seem to have a happy knack of making roomy small cars—look at the Citroën 2 c.v. In England only Jowett seem to have had such ideas—after the war they intended to continue the good work with a rubber-suspended i.o.e. flat-twin but this never got beyond the prototype stage. In this Panhard PL17 the generous interior accommodation is matched by an enormous luggage boot; and this space can be extended by dropping the squab of the back-seat, although this is normally locked up (by key), to render the contents of the boot thief-proof even when the car doors remain unlocked. The boot lid locks automatically and is self-propping after the key has been used to release it. The floor of the boot is not flat, as it rises up to cover the spare wheel, which is secured in its separate compartment by bungee rubber. The finish of the shelf beading, etc., hardly encourages the stowage of expensive suitcases. But to return to those controls.

The large two-spoke steering wheel, set rather too high, rises from a plastic nacelle on which all instruments and controls are accommodated. This makes a rather startling interior but one soon gets accustomed to it, and to the reflection of this cluster in the windscreen. It brings the wheel close to the driver but renders the screen remote; both front wings are visible to a driver sitting close to the wheel but those who prefer the "long-arm" stance complain of poor visibility.

From the nacelle the slender gear lever extends on the left, a short combined, lamps, direction-flashers and horn-control stalk on the right. The gear lever works better than many of its kind; it is spring loaded to the higher gear locations, which are below first and second, and the knob has to be pulled out to get reverse, beyond the second gear position. The stalk sounds a soft or a louder horn note depending on how hard its knob is depressed, controls non-self-cancelling indicators and, by a combination of turning the knob and pushing the stalk back and fore, selectors side and headlamps. A simple movement flashes dipped headlamps from the side-lamps only position but a more complex action is needed to get high beam from side-lamps only. There is also the shortcoming that it is all too easy to inadvertently set the flashers working when sounding the horn. A pleasing item, characteristic of the PL17's individuality, is aural instead of visual warning that the flashers are functioning—loud clicks, audible even at full speed, give this warning and thus there is no winking light to dazzle the driver.

The main band of the nacelle is occupied by a 100 m.p.h. speedometer, calibrated every 10 m.p.h. and—another small touch of individuality—having a "gun-sight" on the needle which encircles a spot below each figure calibration. The needle is extremely steady. Small horizontal windows contain ammeter and fuel gauge (merely calibrated as 0, 1, 2, 3, 4) and there are a trip *sans* decimal and total mileage recorders. As some compensation for the lack of tenths-readings, each trip figure comes up slowly instead of jerking up, so that half and quarter miles can be roughly calculated.

From various parts of the nacelle extend the various minor controls—two pull-out knobs (marked CH, GD) on the left for heater and screen de-mister, a button on the same side for the screen washers, a pull-cord on the right side which zeros the trip reading, an instrument-lighting reheostat, and, before the driver, two knobs, that on the right marked "S" and operating the choke, another on the left, marked "B," actuating a cut-out switch which renders all electrical circuits inoperative and which can be locked in with the ignition-key. Pulling it out a second time re-connects the services. On the nacelle's top face are thumb-switches that control parking lights (that for the near-side lamp inoperative on r.h.d. cars), fog lamp (not fitted on the test car), and the self-parking screen wipers. These last-named work in opposition, like spiders, but this serves to clear a big area of glass and these are extremely efficient wipers, which work with a low hum. The ignition key actuates the starter. There is only one warning light—that for oil pressure, incorporated in the speedometer.

The hand brake nestles close to the right underside of the controls-cluster, and couldn't be more conveniently placed. Turning it to the left locks it on. The pedals are large and not offset; there is a big treadle accelerator.

To complete this survey of the Panhard's interior details, there are twin vizors like very thin pancakes, unlikely to inflict injury in a crash, and padding under the screen sill. There is a bright interior lamp on each side, each with its own switch, the appropriate lamp coming on when the front door on the same side is opened, and a drawer-type ash-try is provided for both compartments. The rear doors do not have pockets but there is a shelf behind the seat. Interior upholstery is in somewhat flamboyant plastic, with rubber floor coverings.

On the Road

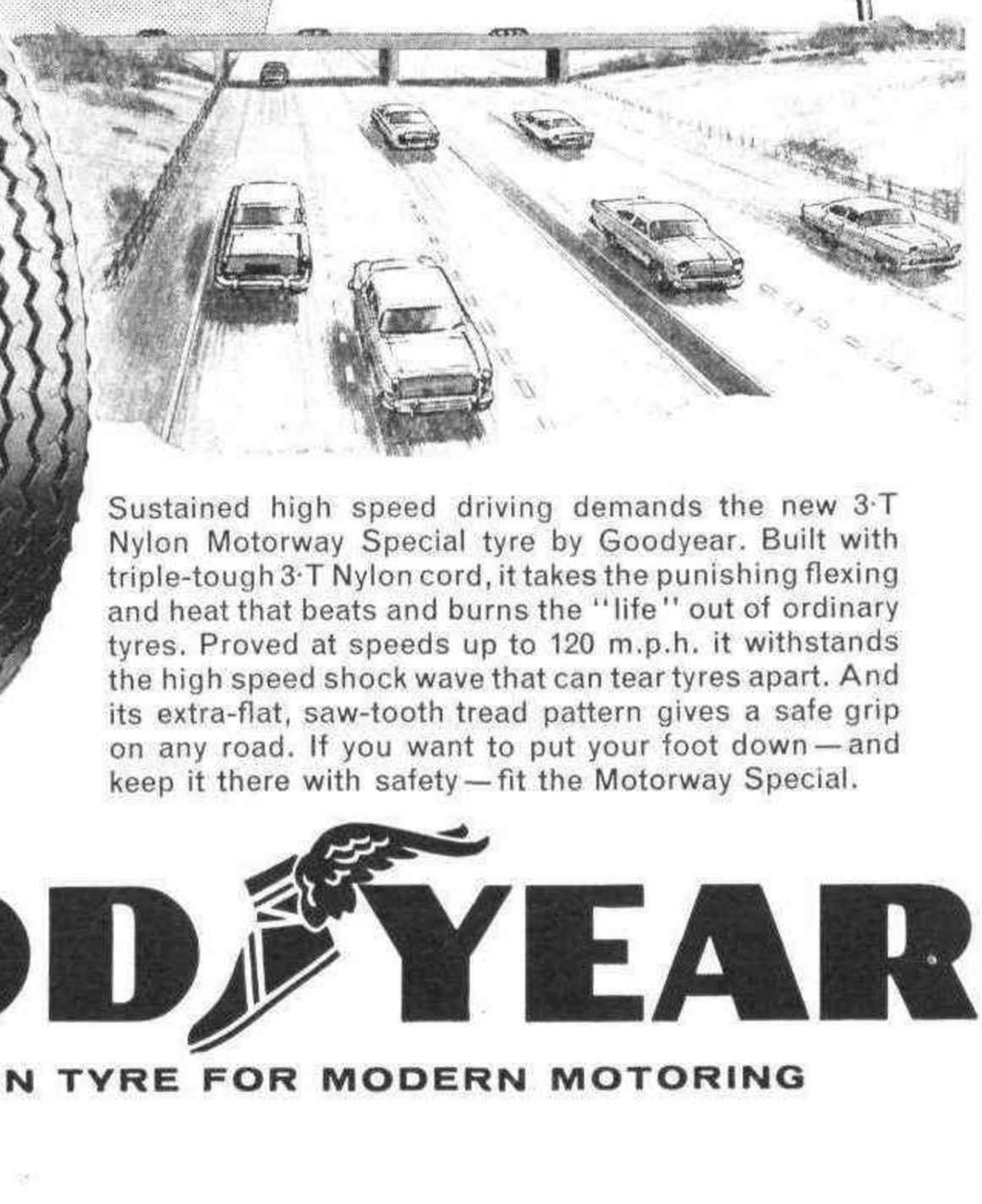
On the road this roomy Panhard PL17 is rather astonishing. At low speed it sounds agricultural but the noise diminishes as speed

New 3·T NYLON

Motorway Special tyre

...gives you safety plus in the Super Speed Zone





Sustained high speed driving demands the new 3·T Nylon Motorway Special tyre by Goodyear. Built with triple-tough 3·T Nylon cord, it takes the punishing flexing and heat that beats and burns the "life" out of ordinary tyres. Proved at speeds up to 120 m.p.h. it withstands the high speed shock wave that can tear tyres apart. And its extra-flat, saw-tooth tread pattern gives a safe grip on any road. If you want to put your foot down—and keep it there with safety—fit the Motorway Special.

GOODYEAR

THE MODERN TYRE FOR MODERN MOTORING

mounts, until the car is running effortlessly at an indicated 80 m.p.h., a gait it maintains uncomplainingly for mile after mile on level roads. In the gears the indicated maxima are, respectively, 25, 50 and 75 m.p.h. The speedometer is fast, the true maximum speed being 77 m.p.h. Top is, in effect, a built-in overdrive and thus third gear will be frequently employed and second needed for accelerating. This is no great hardship, as the clutch is light and the gear lever moves smoothly and easily, even when selecting second direct from top gear. Quick changes are possible and there is now synchromesh on all ratios.

The clutch is insensitive when taking up the drive and it is unfortunate that at low speeds injudicious opening of the throttle coinciding with the engine rocking on its very flexible mountings causes the car to proceed in a series of leaps and bounds. This can only be stopped by accelerating hard or, if this is impossible, by putting out the clutch.

The steering is high-geared, just over two turns being required from lock-to-lock and scarcely more than wrist movement takes the Panhard round normal corners. The action is a trifle spongy, reasonably light except when parking and the rack-and-pinion gear is devoid of noticeable kick-back, nor is snatch from the constant-velocity front-wheel-drive universals pronounced. The PL17 isn't a car you fling into corners but it goes round well without too much roll. The tendency is to understeer, which backing-off on the throttle changes to oversteer, which is also promoted on wet roads as the back wheels lose adhesion.

The suspension—transverse leaf i.f.s. and semi-independent springing of a dead divided rear axle beam by torsion bars—is supple, the car riding bad roads well with a floating action rather than up-and-down movement. The brakes give very strong retardation for a light pedal pressure at normal speeds but are not quite so convincing from higher speed, when a hard application sends tremors through the steering wheel, and on wet roads heavy applications can cause the car to slide in a straight line on locked wheels.

Perhaps the outstanding aspect of the road performance of this unusual small-engined car—you cannot otherwise call the Panhard small!—is the effortless manner in which the flat-twin engine propels it at up to 80 m.p.h. and its economy when so doing. Cruising towards Salisbury with the speedometer needle frequently between 70 and 80 m.p.h. the most pronounced noise was a faint whistle of air past the screen pillars and with this sort of motoring petrol consumption came out at 39¾ m.p.g. With traffic work this increased to 38¼ m.p.g., an average of 39 m.p.g. As the tank, which is filled through a locked flap on the near-side, holds 9½ gallons, the normal range is 370 miles.

A fast driver sees the PL17 as follows:

Apart from the interior *décor*, perhaps the least attractive feature of this car is the driving position. The screen is so far forward of the steering wheel that one hesitates to adjust the seat for the long arm driving position that is possible. The wheel itself is high enough for a person of average height to look through the top of the rim, the screen pillars are rather thick, and considerable curvature of the screen leads to troublesome reflections. The bonnet and wings are not visible, and the rather springy back of the straight bench seat provides no lateral support. All these factors combine to prevent the driver feeling much immediate confidence particularly at night or in poor visibility. Some interaction between the flexible engine mounting and the clutch and throttle linkages makes the clutch a little fierce over the last part of its travel, and leads to the onset of distressing snatch at low throttle openings in bottom and second. The gearbox has well-chosen ratios and effective synchromesh.

The steering is high geared and very positive, but for a comparatively light car it is surprisingly heavy. In ordinary motoring this is perhaps the only sign that the car has front drive apart from a trace of reaction during acceleration in the lower gears. Corners can be taken quite fast without much change in handling characteristic whether the throttle is open or shut. For really fast driving, however, it is essential to adopt the usual f.w.d. technique of accelerating the car round a corner, when quite impressive cornering speeds can be attained even on slippery roads. In this condition there is very slight understeer, but the car is so nearly balanced about the neutral steer state that there is a change to slight oversteer when the throttle is released. This tends to over-emphasise what is really a very slight change in handling characteristic, although the necessity to lift off in the middle of a corner for an unexpected hazard can lead to a difficult moment on a slippery road.

The suspension is fairly firm and roll is very moderate. The ride is reasonable at high speeds but at lower speeds there is a certain amount of pitching.

Acceleration is good, which sometimes astonishes drivers of cars with bigger engines. The 0-60 m.p.h. time is spoilt by the need to change from second to third gear (26.4 sec.), but the 0-50 m.p.h. figure of 17.5 sec. is evidence of how well this 851 c.c. car "steps off." The body is free from rattles, but there was an irritating squeak on the test car.

The big all-enveloping bonnet is released from in front of the car and is self-propping. Raised, the ducted cooling of the two cylinders is revealed, as are the accessible wire dip-stick, Zenith carburetter with its Tecalemit air cleaner, the S.E.V. wipers motor, Ducellier 2156F distributor, big USL battery and the Paris-Rhone electrics. Brake fluid is contained in a glass reservoir. The headlamps are Cibié E2 with lift-up rims to enable the beam to be easily adjusted. The side lamps and triple set of rear lamps are Lucas, and thus brighter than these lamps on most French cars. The easy-clean disc wheels suit the car and the wrap-round bumpers will be noticed.

To sum up, this is essentially an unconventional car. Its kangaroo antics are at times embarrassing and not everyone will approve of its interior layout and *décor*, but its spacious interior and effortless running do much to off-set this distressing habit, and in a World of increasing standardisation there is surely room for the Panhard PL17? In this country it costs under £1,000 after import duty and purchase-tax have been paid. There is no other motor car quite like this Panhard. It is above all a car that is different!—W. B.



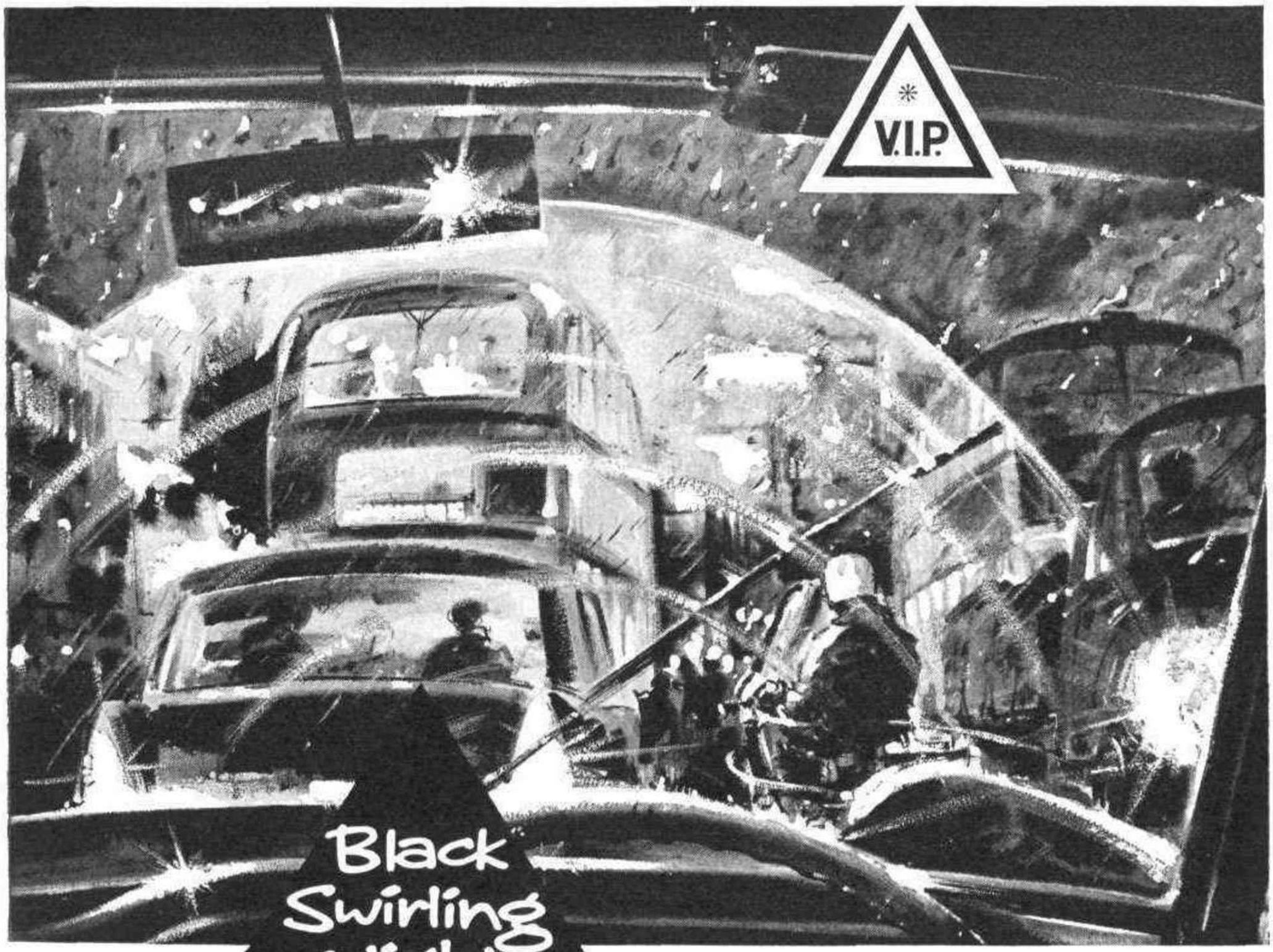
ANOTHER VIEW OF THE PANHARD PL17.—Individualists with £1,000 to spend should make a point of driving this distinctly unusual car.

THE PANHARD PL17 SALOON

Engine: Two cylinders, 85 × 75 mm. (851 c.c.). Push-rod-operated inclined overhead valves 7.2 to 1 compression-ratio. 42 b.h.p. at 5,300 r.p.m.
Gear ratios: First, 16.49 to 1; second, 9.27 to 1; third, 6.14 to 1; top, 4.525 to 1.
Tyres: 145 × 380 Michelin "Pilote" 4v, on bolt-on disc wheels.
Weight: 16 cwt. 1 qr. 0 lb. (without occupants but ready for the road, with approx. 1 gallon of petrol).
Steering ratio: 2⅛-turns, lock-to-lock.
Fuel capacity: 9½ gallons. (Range approx. 370 miles.)
Wheelbase: 8 ft. 5¼ in.
Track: 4 ft. 3 in.
Dimensions: 15 ft. 0½ in. × 5 ft. 6½ in. × 4 ft. 9¼ in. (high).
Price: £705 (£999 17s. 6d. inclusive of purchase tax).
Makers: S. A. des Anciennes Etablissements Panhard et Levassor, 19, Avenue d'Irvy, Paris, France.
Concessionaires: Citroën Cars Ltd., Trading Estate, Slough, Bucks.

OULTON PARK ON APRIL 2nd

The B.A.R.C. announces that the full field of 27 Formula Junior cars will compete in a 10-lap F.J. race at their meeting at Oulton Park on April 2nd, including Stanguellini, Caravelle, Elva, Cooper, Lotus, Envoy, Kieft and Deep-Sanderson single-seaters.



* A Very Important Product for road safety

rain beating...
beating on your screen. Eternal juggling
with a crimson chain of flashing...
glaring... braking tail-lights.
Sudden nightmare headlights
the black abyss behind
***wet**, slithery roads, shadowy pedestrians*
concentrate... anticipate... accelerate
stare... steady... brake
red... amber...
green... GO!

For CLEAR vision — whatever the conditions **FIT TRICO**

the World's finest **WIPER BLADES**

REPLACE YOUR TRICO WIPER BLADES ONCE A YEAR

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"Congratulations, Peter..."



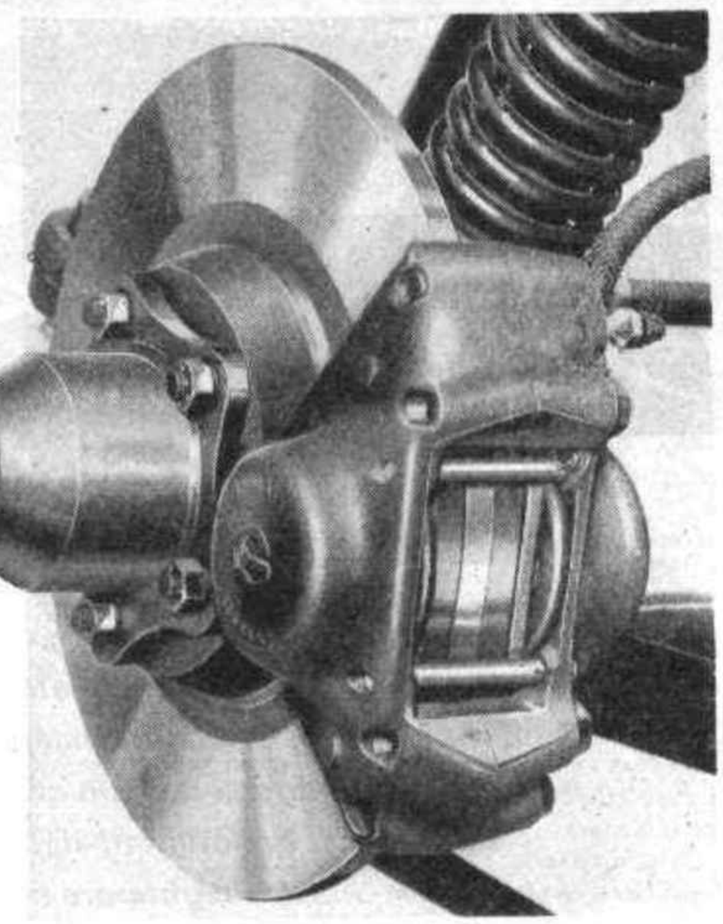
famous Grand Prix driver
TONY BROOKS
discusses the latest Plus Four with
PETER MORGAN

Congratulations,

. . . not only on your Company's Golden Jubilee, but on this thoroughly efficient sports car.

Thank you, Tony and I'm glad you enjoyed your ride.

I certainly did. One wonders what they would have thought of the Plus Four fifty years ago . . . the brakes, for instance - there's real 1960 efficiency in this Girling Disc/front Drum/rear combination.



THE LATEST MORGAN PLUS FOUR
is fitted with
GIRLING
DISC BRAKES

THE BEST BRAKES IN THE WORLD

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11



What indeed! The Zodiac Automatic may be his most cherished possession but those are hardly the words to influence a jury. If only he testifies on plain, simple facts, the case is won. Think of the Zodiac Automatic: all the comfort-making details anyone could wish for . . . good looks—inside and out . . . a cruising speed of over 70 . . . a sports-type performance *and* a formal air for business-like occasions. And actually it drives itself—almost! See what I mean Carruthers? Case rests!

If you think we've over-simplified the facts, go and see your Ford Dealer and judge the Zodiac Automatic for yourself!

£790 plus £330.5.10 P.T. = £1,120.5.10



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A remarkable petrol

combining

OUTSTANDING PERFORMANCE

and

EXTREMELY GOOD MILEAGE



Why remarkable? Because *only* Cleveland Discol, of all today's petrols, has added alcohol. Alcohol makes engines run smoother, cooler and cleaner, improving engine performance and miles per gallon. A trial tankful should certainly demonstrate these facts. Fill up with Cleveland Discol next time.

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CLEVELAND SUPER DISCOL

of course, for really

High Compression Engines

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AP 939

TUNING FOR EFFICIENCY with REDEX additive

Getting the most out of our available horsepower without extensive mechanical modifications, is an ambition that can now be realised. Engine efficiency is reflected either in more miles per gallon, or in improved acceleration—one cannot normally have it both ways at once! Willing horsepower is usually the hardest worked and REDEX engineers are concerned to ease the burden on over-strained 'horses'. REDEX is an Oil and Fuel Additive which performs a number of vital functions in a highly stressed engine. In petrol, REDEX is an upper cylinder lubricant providing lubrication to dry cylinder walls on every cold start. It will prevent hard carbon deposits forming on valves and piston rings—a major cause of poor compression—and give much longer periods between de-cokes.

As an extreme pressure lubricant in engine and gearbox REDEX increases oil film strength, cuts down frictional heat. As a synthetic liquid wax, it ensures lubrication at high temperatures, preventing possible seizure during periods of high stress and tight bearing conditions. REDEX blends completely with all fuels and all grades of lubricating oil. REDEX is added to petrol, one penny shot (approx. ½ oz.) to each gallon of fuel, and to engine oil in the proportion of one part REDEX to three parts oil. In gearbox one part REDEX should be used with five parts oil.

The table below shows how acceleration and fuel consumption figures can be improved after the cars have been REDEXed, and subsequently after ignition and carburation have been adjusted to take advantage of the power released by REDEX.

	Fuel Consumption at steady 30 MPH			*20-40 MPH in top (yards)*		
	MPG before REDEX	*MPG after* REDEX	*MPG after tuning*	*Before* REDEX	*After* REDEX	*After tuning*
Jaguar 3.4 ...	20.95	23.5	24.15	131	106	106
TR3	32.85	36.05	37.6	105	90	84
Morris Oxford	33.7	36.58	37.6	140	126	119
Austin A35 ...	51.21	55.65	58.19	98	87	84
Standard 8 ...	44.14	49.2	51.21	126	112	105

Before REDEX treatment the engine is checked. After taking performance times and making an accurate petrol consumption test the sump is drained and filled with REDEX. Plugs are removed and 2 or 3 ozs. of REDEX poured through each plug hole and left to soak for 20 minutes. Plug holes are covered with rag and the starter motor is operated to eject surplus REDEX and plugs replaced. The engine is started and set to run at a fast tickover for 15 minutes, during which time ¼ pint of REDEX is bled into the inlet manifold. The sump is then drained and refilled with one part REDEX to three parts oil. Sparking plugs and contact breaker points are then cleaned and adjusted, and the timing accurately reset. It is possible to obtain a quick and more accurate ignition setting by using a REDEX tuning gauge than by reference to flywheel markings. Carburettor adjustments should be made and the car can be rechecked for performance and consumption.

For more details of of REDEX and REDEX instruments, write your name and address in the marg'n and send this advertisement to:—

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Fast and foremost

THE AUSTIN HEALEYS

3000 New, larger engine and higher compression. Twin carburettors. Disc-brake front wheels, and overdrive on all models.

SPRITE with the well-proved 948 cc, 4 cylinder engine. 4-speed gear-box. Many extras available.

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AUSTIN LOOKS YEARS AHEAD



RUMBLINGS

CASTROL HOUSE

It is a sign of the times that flats and office buildings thrust upward to the sky in modern cities, conserving as much space as possible for traffic down below. One hears that in Italy the great new Pirelli building attains new heights in this direction but the B.P. building in the same city is rumoured to be one floor higher. If similar competition starts here, London will soon be a skyscraper town, fittingly so in the minds of those who look upon England as the 52nd State of America!

So far the finest and most modern building in London is Castrol House, which was opened recently by the Minister of Transport, Mr. Marples, in a very human and amusing speech. This great building to house 800 members of the headquarters' staff of C. C. Wakefield & Co., situated in Marylebone Road, is 15 storeys high and covers a site of nearly an acre. Of reinforced concrete construction, Castrol House has a 12-storey glass tower which is one of the sights of London, especially after dark when it is internally-lit through opaque green glass panels which surround the building beneath windows on each floor.

Castrol House is 168 feet high and from its top floor, reached by lift in 20 seconds, a fine view of London's spreading skyline is obtainable. This fine building contains two staff restaurants, has automatic control of temperature, fluorescent lighting and a pneumatic postal system. In the basement is garage accommodation for over 70 cars, with service and wash bays. The entrance hall contains a 50 ft. × 24 ft. cast aluminium mural depicting the story of lubricating oil.

The Wakefield Castrol Group gives impressive evidence of prosperity by moving into this fine new building and is to be congratulated on this, particularly as it has had to fight the closed shop opposition of tied-garages. Obviously it has won this battle with the petrol companies and Castrol, made by the largest independent lubricating-oil group in the World, remains an extremely popular oil. It appeals particularly to enthusiasts, because Castrol is a name associated with so many great motor racing and record-breaking exploits. Like the Editor of MOTOR SPORT many famous racing drivers rely on Castrol oil.



London's latest landmark—Castrol House in Marylebone.

"X" TECHNICS

The Michelin "X" tyre is justifiably popular with enthusiast drivers and it is greatly to Michelin's credit that it is unnecessary to fit any other type of Michelin tyre for high-speed work, the "X" having been pronounced safe up to 120/125 m.p.h.

This is because its famous steelcord tread resists the separating effect of centrifugal force and prevents stretching of the tread. This obviates overheating and greatly raises the speed level at which "waves" in wall and tread occur. Some other aspects of "X" technics are worth explanation. The Michelin "X" has casing cords which are radial, with very few plies. This contrasts with the thick pile of plies in the casings of ordinary tyres, of which the cords are laid on at an angle to the radius of the tyre, four to six in car tyres, eight to 16 in giant tyres, and up to 30 in earthmover tyres. These are slightly displaced and the angle of the cords altered as the cover flexes, causing a temperature rise. This is detrimental to tyre life, and it is claimed that the Michelin "X," by reason of its girdle of steel and cord plies being very flexible radially (but not transversely), generates far less heat. An increased mileage of twice or sometimes three times that of ordinary tyres is claimed.

In spite of its suppleness, the "X" is no more fragile in the wall than an ordinary tyre, and less so in giant sizes—it is a question of bending being preferable to breaking!

It is well known that the tread construction of the "X" tyre gives outstanding road-holding, quite apart from the tread-pattern, and this leads to the accusation that if an "X"-shod car skids the skid comes suddenly, without warning, although Michelin counter this by remarking that it would indeed be droll if they gave up making tyres with good adhesion so that skids should commence at lower speeds! Finally, comparing the weight-carrying capacity of the "X" with an ordinary tyre of the same size and of normal or even "extra-ply" rating, the "X" scores every time. For example, an 8.25 × 20 cover of 10-ply rating has a maximum capacity of 29½ cwt., of 12-ply rating a capacity of 34 cwt. The same size "X" goes up to 37 cwt. and is matched in other makes only by a 14-ply cover. This, however, carrying full load, has an average deflection of only 0.75 in. at 90 lb./per sq. in., whereas the Michelin "X", even at 95 lb./sq. in. has a deflection of 1.4 in. In other words, the "extra-extra-ply" answer to the "X" has a thick stiff casing, which generates heat and gives little more than a quarter of the protection to the vehicle offered by the "X".

Incidentally, Michelin never claim that the "X" is a racing tyre. These tyres, by the way, now have a small two-section card attached to them, one section giving advice to the tyre fitter and the other part being for the customer who may be new to steel-cord breaker strips and casings of radially-placed casing cords and who will benefit therefore from the hints and tips contained thereon, particularly if he intends to use the tyres for sustained high speed.

A good tyre—this Michelin "X".

BRANDS HATCH AT EASTER

There will be six races at the B.R.S.C.C. National-British Easter Trophy Meeting at Brands Hatch, which will commence at 12 noon on Easter Monday, April 18th. These races will include the 15-lap Easter Trophy Race for Formula Junior Cars. Practice takes place on the Saturday, from 10 a.m. to 5 p.m. Prize money totals approximately £450.

THE 1960 "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY CONTEST

This contest will again be settled on a points basis at four B.A.R.C. Goodwood Members' Meetings—those of March 19th, May 7th, July 9th, and a final round in August or September.

* * *

Lovers of steam should note that this year's Andover Traction Engine Rally will take place on May 14th at the delightful setting of Finkley Manor Farm. Vintage and veteran cars are welcome and a demonstration of steam fire-engines (last year it was a horse-drawn engine) will be staged. Details from: G. Howell, 5, The Crescent, Andover, Hampshire.

* * *

Old cars are in considerable demand for publicity purposes. When Lady Isobel Barnett opened a recent Roads Campaign Council Exhibition in London she arrived in a 1908 single-cylinder Rover.

* * *

America, after producing replicas of veteran cars, or "sham-mobiles," which, however, are not recognised by our V.C.C. or her own Veteran Car Clubs, is now building replicas of World War I aeroplanes. For example, a Fokker triplane, powered with a modern radial instead of a rotary engine and with non-authentic landing wheels and a steerable tail wheel.

THE ALECEXES

When we were preparing the announcement about the new B.M.C. mini-motors last year we were very careful to name two of the engineers correctly—Alec Issigonis and Alex Moulton.

Consequently, we were disturbed to discover that when the R.A.C. awarded the Dewar Trophy to the British Motor Corporation in respect of these advanced small cars, coupled with the name of their talented Chief Engineer, the latter was called Alex Issigonis. This occurred again in B.M.C. advertisements in the Press.

So we wrote to Mr. Issigonis congratulating him on the well-deserved honour and asking whether to celebrate the occasion he had swapped Christian names with Mr. Moulton. He replied : " Dear Sir, . . . , *Alec* Issigonis." Then there was rejoicing in the City Road and, remembering that this issue appears on April Fool's Day, the Editor could not be restrained from writing the following poor lines of verse.

Issigonis, Christian name of Alec,
Weaned a mini-motor with springs non-metallic.
What he did was to use moulton rubber,
Gently aided by a snubber.

* *

Alas, here comes a complication; you might think, perhaps
That Issigonis' accomplice should be addressed as Alex.
But no, the mighty B.M. Corporation, in adverts in the daily Press,
Fails to mention Moulton, but calls Issigonis Alex, none the less.

* *

We were confused, your Editor undone, by this indifference between Alec, Alex.
Is Issigonis Alex, Moulton Alec, perhaps ?
But no, MOTOR SPORT*'s correct; italics :*
" *The car comes from the moulton brain of Alec, but rests on rubbers developed by Alex.*"

* *

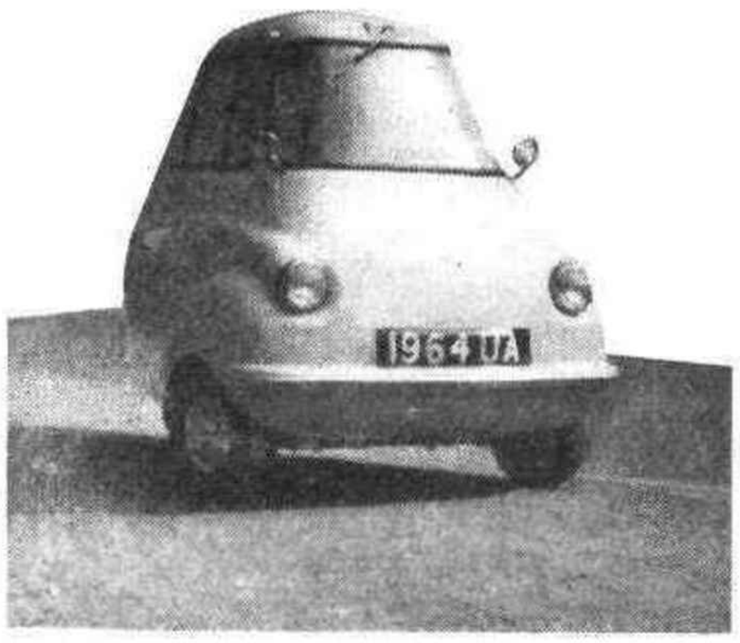
CHORUS :

You refer to Alec when of Dewar you speak,
It's Alex who makes the springs that cannot squeak.
It's Alec who weaned the twins—credit where credit's due.
It's Alex who makes their ride moulton; contrarywise's just bally-hoo.

W. B.

THE EGG AND I

An interesting account of a journey of 8,000 miles through eight European countries in a Scootacar has been written by the driver, E. F. N. Jephcott, a Cambridge undergraduate. The only mechanical troubles were a worn-out driving chain and broken piston ring, caused by Spanish dust and dubious petrol. Replacements were obtained before the 7,000 ft. ascent of the Simplon Pass. For part of the journey two persons and their luggage were carried and the Scootacar visited Monza for the 1959 Grand Prix before crossing the Adriatic coast to Venice. It had previously looked in at the Nurburgring, which it lapped from a standing start at close on 40 m.p.h. From Venice the 750 miles to Dortmund were covered in 25½ hours and this queer but safe little vehicle averaged over 38 m.p.h. from Dortmund to Ostend on the way home to England. No punctures afflicted the castors and this true cyclecar averaged 60-65 m.p.g. of petroil, 70 m.p.g. being obtained under good conditions. Details of the unique Scootacar are obtainable from Scootacars Ltd., 125, Jack Lane, Leeds, 10.



MINIATURES NEWS

There is no better proof that competition provides an excellent incentive to improve the product than that to be found amongst the manufacturers of motor-car miniatures.

Meccano Ltd. pioneered this intriguing line long before the Second World War with their Dinky Toys and in recent times they have been joined by Corgi and Spot-on, besides being copied by other concerns in many parts of the World. As a result, not only has the variety of car and commercial-vehicle miniatures available in the toy shops become quite staggering, but there has been a commendable striving for greater accuracy and embellishment of realistic detail.

Transparent windows, spring suspension and interior fittings such as seats and steering wheels were added in succession by one or other of the manufacturers concerned and finally adopted by all. Meccano pulled off an impressive " first " when they brought out a Dinky Triumph Herald coupé on the very day on which this revolutionary new British small car was announced to the World. Now Playcraft have gone a stage further in offering a fine Corgi model of the Aston Martin DB4, finished in primrose yellow. Not only does this miniature (No. 218) have a very high-class finish, plenty of detail, transparent screen and windows, steering wheel and seats, and sprung wheels with spokes depicted, but—wait for it—the bonnet springs up to reveal a miniature twin-cam engine ! Thus Corgi steals a march on competition. There is sure to be a great demand for this fascinating little 3¾ in.-long Aston Martin DB4. It costs 4s. 6d.

The Press agents for Volvo have kindly sent me a very smart Tekno miniature (No. 810) of the Volvo Amazon saloon, which, although it lacks sprung wheels and interior details, does have engine base, back axle and exhaust system depicted, as on some Corgi models, and is a very handsome miniature, with correct maker's lettering. Visitors to Denmark may care to look out for these Tekno models.

Lesney, who go in for rather different miniatures, have introduced a fine new pair in their small scale " match box " series, a Ford Thunderbird (No. 75) with tow hook to which can be fitted a two-wheeled mobile canteen (No. 74), suitably lettered and the serving flap of which lifts up to reveal the kitchen within—fascinating ! Lesney have also introduced their No. 2 Roadway, printed on card, on which their miniature vehicles can deport themselves—it depicts Piccadilly Circus, with the historic buildings, white lines, traffic islands, etc. correctly drawn in, which should amuse even grown-up children who have negotiated this famous traffic junction.

And so the good work goes on, for the pleasure and edification of the young in heart who are not above collecting these motor-car miniatures.—W. B.

LONGER PRESCOTT

The Bugatti Owners' Club have announced that the Prescott Hill Climb course is to be lengthened by 300 yards. Orchard Corner, the second corner from the start will be eliminated and the fast left-hander after the start will be continued up the hill into the members enclosure for 120 yards. A banked hairpin bend will bring cars back down the hill to rejoin the course at Orchard Corner. This will make the course much more interesting as considerable braking will now be required for Pardon bend. The total length of the course will now be 1,200 yards instead of the previous 800.

The R.A.C. have approved the proposal and work has already been started so that it is hoped to have the new course ready for the first National open meeting which takes place on May 1.

F.W.D. ON ICE

So superior have front-wheel-drive Saabs proved at ice racing that Saab Motors Inc. of New York issued a friendly challenge to owners of other front-drive cars to come to Lake Naomi, Pocono Pines and try to beat the Saabs, which no rear-drive cars can get anywhere near at this form of racing.

MONTLHERY RACING DRIVERS' SCHOOL

The school for racing drivers sponsored by the Swiss Auto-Racing Club and the A.C. of Switzerland will be held again this year, as a three-day course over the Montlhéry road circuit near Paris. The last day for registering is April 10th but even now the list may be fully subscribed. Details from S.A.R., Box 1266, Bern-Transit, Switzerland.

The Netherlands Road Patrol has recently bought a fleet of Citroën 2 c.v. vans for its patrolling mechanics.

BOOK REVIEW

"The Austin Healey" by Donald Healey and Tommy Wisdom 128 pp., 8¾ in. × 5⅝ in. (*Cassell and Company Ltd., 55, Red Lion Square, London, W.C.*1. 18s.).

This book gives an outline history of one of Britain's leading sports cars—the Austin Healey—together with some notes on the versatile career of its creator, Donald Healey, whose first competition car was a flat-twin A.B.C., which he followed up with a Swift-engined Ariel.

Chapter five lists the impressive records captured by Austin Healey Hundred and Sprite cars, which include the International Class DF f.s. 10 km. record at 183.34 m.p.h. by a special 100S at Bonneville in 1954 and Donald Healey's f.s. mile record of 1956, at a rousing 203.06 m.p.h. We are also reminded of the splendid show put up at Bonneville last September by the Shorrocks-blown Sprite, when it took International Class G records, including the hour at no less than 146.95 m.p.h.

The following chapter gives detailed specifications of all the Austin Healey models—Series BN1, BN2, ditto in Le Mans trim, 100M, 100S, 100-Six BN4, 3000 BN7 and Sprite. There is a certain amount of performance data and a chapter on maintaining and servicing in this useful book, which will be eagerly acceptable to all Austin Healey owners and enthusiasts.—W. B.

CARS IN BOOKS

THOSE who admire the works of John Betjeman will know that reference to cars occurs quite frequently in his poems. For example, in "John Betjeman's Collected Poems" (John Murray, 1958) we meet the Hillman that took Miss J. Hunter Dunn and her subaltern from Aldershot to the dance at Camberley, the chauffeur-driven Lagonda, Hupmobile and Delage cars that convey their young occupants to Wendy's party near Newbury, the "sports-Bugatti from Thame that belonged to a man in Magdalen" and the Rover landaulette of presumably the early 'twenties in which Betjeman, as a boy, used to drive with his father to shooting parties in Hertfordshire before urbanism ruined the countryside :—

"The slow drive home by motor-car
A heavy Rover landaulette,
Through Welwyn, Hatfield, Potters Bar,
Tweed and cigar smoke, gloom and wet."

I also found in these poems an Exeter doctor's Morris which hit a tram and note that Betjeman's families travel to the seaside in Morris Eights and get overtaken by richer folk in their Rovers!

I have observed before how remarkable it is that cars are mentioned by make in so many books, fiction and autobiography, which I read as a means of escape from just that subject! For instance, it came as a surprise to learn from "The Finish" by Sir Alfred Munnings, K.C.V.O. (Museum Press, 1952) that this famous painter, who was President of the Royal Academy from 1944 to 1949, when not on a horse, used a 1921 30-h.p. Buick all-weather up to the outbreak of war in 1939. He is obviously appreciative of vintage cars, describing the old Buick as "deep-seated, holidayfied, roomy, comfortable. An open car in fine weather, the sky above our heads, the Suffolk landscape around us. . . . When it rained, up and over went the top—a perfect contrivance for me."

Later the author took to hiring a Rolls-Royce with driver, in which he once made an intriguing journey, getting into the car by a grass lane by the Cesarewitch course at Newmarket after the last race, the Rolls-Royce then going up the track alongside the course and out onto the Swaffham road. Then it sped to London, to park in a corner of the Royal Academy yard, while Sir Alfred Munnings changed into full evening dress and P.R.A.'s decorations, attended an Academy party and was afterwards driven in the Rolls back to Newmarket, arriving just before 2 a.m.

Further appreciation of cars of this kind is shown when, of a large hired Daimler he writes : " . . . not cramped, low and streamlined, but comfortable and of dignified shape, with proper windows so that we saw the countryside on our way." And, as this fine motor-car rolled to a standstill outside Thoresby Park in The Dukeries "we blessed the magnificent Daimler which gave us a sense of importance; for the size of the mansion was devastating!" Clearly, Sir Alfred would be an understanding white elephant tamer!

Incidentally, some chapters of "The Finish" offer an excellent account of driving in the Suffolk countryside, and on the rural journeys by Rolls-Royce we encounter another Daimler—that of Mr. Bowcher of Higham Hill, owner of the National Hunt winner of 1928, a car "which stands in the open, day and night, winter and summer" in its owner's drive.—W. B.

OPEN HERALD

An open version of the Triumph Herald made its debut at the Geneva Motor Show in March. This version is priced at £766, as against the £702 of the saloon model and £731 of the coupé. Mechanically, the Convertible, as it will be known, has the same specification as the coupé, *i.e.*, twin-carburetter engine and 8.5 : 1 compression ratio, giving approximately 45 b.h.p. at 5,800 r.p.m. It also has similar instrumentation to the coupé.

The hood is made of Vynide and is fastened to the top of the windscreen by two over-centre clips. It is claimed that the lowering operation can be carried out in under a minute and the task of erection can be carried out in half a minute without leaving the car.

GORDON GRAND TOURER

A new make of car joined the ranks of British cars last month. Called the Gordon G.T. after its backer, it uses a Chevrolet Corvette engine in a chassis designed by J. D. S. Keeble and is clothed with bodywork by Bertone of Turin. With this specification the Gordon is obviously not intended for the popular market and its provisional retail price of between £2,500 and £2,750 puts it in the luxury class.

Despite this, fairly large-scale production is contemplated mainly with a view to entering the American market. An order has been placed with Bertone for 1,000 bodies at the rate of 20 per week, a large proportion of which will be designed for left-hand drive. With de Dion rear suspension and an engine giving 230 b.h.p. in "cooking" form, the Gordon should be quite an interesting motor car. It will be made by Peerless Motors Ltd., of Bath Road, Slough, Bucks. This company should not be confused with Peerless Cars Ltd., who made the Peerless G.T. Peerless Cars are now in financial difficulties and the G.T. model is out of production.

TAX ON RACERS?

Constructors of Formula Junior cars are becoming increasingly worried at the lack of a decision from the Board of Trade on the question of purchase tax for Formula Junior cars. A number of manufacturers have delivered cars to British drivers without charging purchase tax in the hope that the Government will not require the tax to be paid, but the Board of Trade have now requested them not to deliver any more cars to the home market until the matter is settled. Should the Government decide that the tax is payable some of the constructors will amost certainly be put out of business and considerable dollar exports will be lost, as well as ruining Formula Junior racing in Britain.

* * *

There is a strong possibility that the Tourist Trophy will not be held this year owing to the lack of spectator interest at both the 1958 and 1959 events. In its place we may see a three-hour Grand Touring race counting for the newly-introduced F.I.A. Grand Touring Cups. The event may be held on August 20th or September 10th.

* * *

In our February issue we stated that the first meeting at Brands Hatch was on April 30th, when in actual fact a meeting is being organised by the B.R.S.C.C. on Easter Monday, April 18th.

* * *

A reader is keen to form a Club for Simca owners. Chrysler Motors Ltd., who market the Simca in this country, have promised to co-operate in the forming of a Club. Interested Simca owners should contact Mr. J. R. Wright, 1, Balham High Road, London, S.W.12.

* * *

A new Club for veteran car enthusiasts has been formed with the title of "The Horseless Carriage Club of Great Britain." The Secretary is Mr. J. Campbell, 49A, Whitefriargate, Hull.



Photo: "The Autocar"

Belting on the motorway!

. . . cruising at 65, 75, 90—really shifting, aren't you? Perhaps too fast to notice the other kind of belting—the broken fan belts that lie scattered in mute warning along the roadway.

Driving on the motorway, with your engine consistently revving at far higher than normal speeds, is likely to uncover any fan belt weakness. Whatever the cause—old age; bad pulley alignment; play in pulley bearings—a broken fan belt means serious damage to your engine, if you drive any distance at motorway speeds.

Always insist on a Ferodo fan belt—it will last longer under tough conditions. Check it regularly for alignment and wear, and *carry a spare Ferodo fan belt in the boot.* Even a Ferodo fan belt won't last for ever.

Then, even if you do get into trouble, it's easy to fit your spare, or get the road patrol or service station to do it for you. But remember that the road patrols and service stations do not carry spares; by carrying one yourself, you ensure that a correct replacement is immediately available.



Fit **FERODO** Fan Belts first–to last



FERODO LIMITED · CHAPEL-EN-LE-FRITH

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YOU CAN TAKE THEM WITH YOU WHEN YOU GO !!

Without worry or care you can pack these portable sets and take your entertainment with you—on land or sea. No doubt about it, we all get those moments when we like to just relax and listen to our favourite piece of music, or listen to the news, the latest scores, and so on . . . well here's the answer—

Dansette



DIPLOMAT

4-speed motor powered by a long-life battery. Plays all sizes of records, L.P.'s and 78's. Full transistorised amplifier; independent tone and volume controls. Available in various two-tone finishes.

PRICE (INC. P.T.) **18** GNS.
(BATTERY 11/- EXTRA

RT/III



A truly fine portable radio, fitted with car aerial socket (no "extra" wireless licence required). Fully transistorised; plays at least 130 hours on a 3/3d. battery. Available in a wide variety of colours.
PRICE (INC. P.T.) **19** GNS.

'Dansette' Products are manufactured solely by

J. & A. MARGOLIN LIMITED
Plus-a-Gram House, 112-116 Old Street, London, E.C.1.

Read what they say about MOLYSLIP

INCREASED M.P.G.
"We have found these (Molyslip and Molyslip 'G') to be quite up to the standards claimed and have credited them with a noticeable improvement in gearbox noise . . . great improvement when used as ordinary lubrication . . . and finally an increase from 34 to 36 miles per gallon".
Yours faithfully,
H. D. Walkers & Sons Ltd.
Taxis and Private Cars

BETTER ACCELERATION
"I have put Molyslip and Molyslip 'G' into my car, a Minor 1000 Convertible, and your product seems most successful. The running is much smoother after using it in the engine, gearbox and back axle. . . the acceleration is better and quieter, and the car reaches maximum speed in a much shorter distance than before"
Yours faithfully,
P.B.
Birmingham, 29

PRONOUNCED SILKINESS
"A few days ago my Ford Prefect was serviced, and I asked for MOLYSLIP to be added to engine, gearbox and back axle. I have never written in this manner about any product, but I feel I must comment on the effect of your Molyslip. The engine was so quiet in traffic I had to glance at the oil pressure warning light to assure myself that the engine had not stalled . . . and there is a pronounced silkiness in the running of the car, which has covered since new 53,600 miles". Yours truly,
R.S.H.
Bristol

SAVED ANGLIA IN SPAIN
"I took my Anglia on a 2000 mile trip to Spain with four passengers and too much luggage. Before the trip I fitted a new engine and treated this, the gearbox and back axle with Molyslip . . . On a fast, but rugged section, the radiator boiled dry. I am certain that without Molyslip, I would have had a seized engine and seven hundred miles to go!". Yours truly,
L.G.
Barlow, Essex

AND NOW MOLYSLIP
MULTI-PURPOSE GREASE

Just as Molyslip plates the bearing surfaces in your engine and transmission, so Molyslip Multi-Purpose Grease plates all the vital metal-to-metal surfaces on the rest of your car with anti-friction molecules. Molyslip Multi-Purpose Grease is unaffected by wiping action of moving parts, shock impacts caused by bumpy roads, drenchings from thrown-up water and extremes of heat and cold. You can feel the difference immediately in smoother driving, when Molyslip Multi-Purpose Grease has been used—you can hear the difference, too—squeaks disappear for good!



Ask for Molyslip Multi-Purpose Grease at your garage or accessory dealer. A 1 lb. tin costs **8/6d.** . . . also available in 7 lb. tins.

PROTECT WITH MOLYSLIP MULTI-PURPOSE GREASE

you can *feel* the difference!

TO: THE SLIP GROUP OF COMPANIES
34 Great St. Helens, London, E.C.3

Send me full technical information on the MOLYSLIP range of anti-friction products.

NAME .....

ADDRESS .....

MS4

Lubrication Technologists for over a quarter of a century

THE FACTS ABOUT MOLYSLIP

Friction—the old, old problem

You waste 70% of your petrol overcoming friction and heat losses! Friction is caused by bearing surfaces working together . . . producing heat, wear and drag . . . thereby losing power and wasting petrol. The bearings in your car would seize up if they were not protected against excessive friction by oil. But oil alone cannot do everything; there are certain instances when all oils lose some of their effectiveness due to heat and pressure. If this were not so, there would never be any wear or loss of power. Is there a better answer? There is—MOLYSLIP—a highly refined form of Molybdenum Disulphide (MOS_2), a lubricant supplement developed to reduce friction in precision machinery. MOLYSLIP is one of the purest suspensions of MOS_2 known to science. In addition it is balanced with special additives to enhance its over-all performance and triple-processed, specially for motoring applications.

Here's how Molyslip works

MOLYSLIP consists of atoms of Molybdenum (the toughest metal known to man) sandwiched between atoms of sulphur and suspended in fluid—see dia. (A).
You add MOLYSLIP to the oil in your sump, gearbox, back axle and steering—and the sulphur atoms, having a great affinity for metal, 'plate' the bearing surfaces. The next layer of MOLYSLIP molecules cannot find any metal to 'plate', so they sit on top of the plated layer . . . and so on. There are 40 such layers in a millionth of an inch! See dia. (B). Whilst the sulphur atoms will plate on metal with a tenacious grip, they will slide over each other quite freely. A permanent, gliding cushion of MOLYSLIP molecules is formed between bearing surfaces which resists pressure and heat, cannot drain off (due to the plating action) . . . and creates a phenomenal, anti-friction effect.

Demonstrate it yourself

Rub a pack of cards between your hands. The top and bottom cards will stick to your palms, but the cards in between slide freely. In other words, your hands are the bearing surfaces, the outside cards are the 'plated' layers, and the cards in between are the MOLYSLIP molecular cushion. In this way, MOLYSLIP reduces friction *and* provides a safety film of lubricant which is effective *at all times*.

The benefits of using Molyslip

Reduce friction and you automatically reduce wear. A reduction of friction also gives you easier starting from cold . . . enables your engine to operate closer to its rated B.H.P. . . . gives you more power than you get at present and an improved petrol consumption. Racing motorists use MOLYSLIP to gain this maximum performance. But there are other benefits too. Motorists who use MOLYSLIP in the gearbox, back axle and steering box say it gives an exhilarating 'just-serviced' feeling. There is a reason for this. As MOLYSLIP smooths away friction, it will result in silky-smooth gear changing, a silent rear axle, finger-light steering and so on. Your car seems suddenly 'tuned up' to perfect performance, whatever its age.

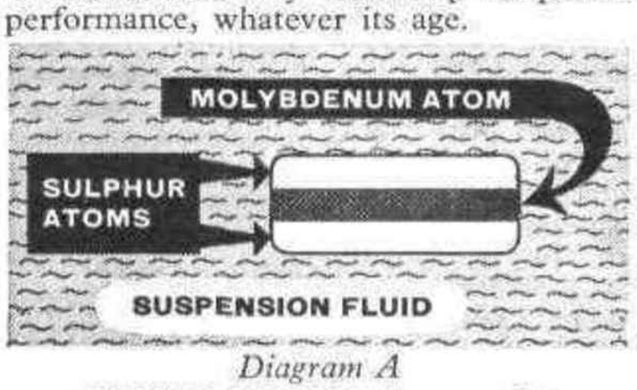


Diagram A

MOLYSLIP MOLECULE *(diagrammatic)*

How to use Molyslip

MOLYSLIP is suitable for all cars and all oils. 'MOLYSLIP FOR ENGINES' you add to the oil in your sump . . . or you can ask for it when you go in for an oil change. A 10 oz. tin costs 15/- and lasts 5,000 miles. Don't worry if you have an oil change in the middle of this period—MOLYSLIP's plating action will remain. For adding to gearbox, back axle and steering, you need MOLYSLIP 'G'. This also costs 15/- for 10 oz., but lasts 10,000 miles. Full instructions are supplied with all containers.
You can get MOLYSLIP from any branch of Halfords . . . and most garages, including all the Lex and Blue Star branches.

To sum up

The addition of MOLYSLIP to your oil brings you a whole new world of anti-friction motoring. You'll feel this exhilarating effect immediately, but more important still, you'll get longer engine life, easier starting, maximum power and better petrol consumption. Only MOLYSLIP can do this for you . . . because only MOLYSLIP is triple-compounded for absolute purity, held in stable suspension and balanced with important additives. *These are the facts.*

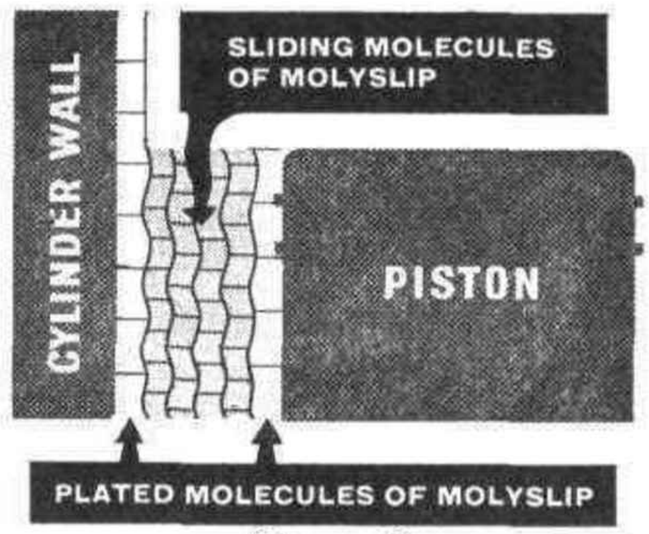


Diagram B

PLATING AND LUBRICATING EFFECT OF MOLYSLIP



MOLYSLIP

adds miles more to your motoring pleasure

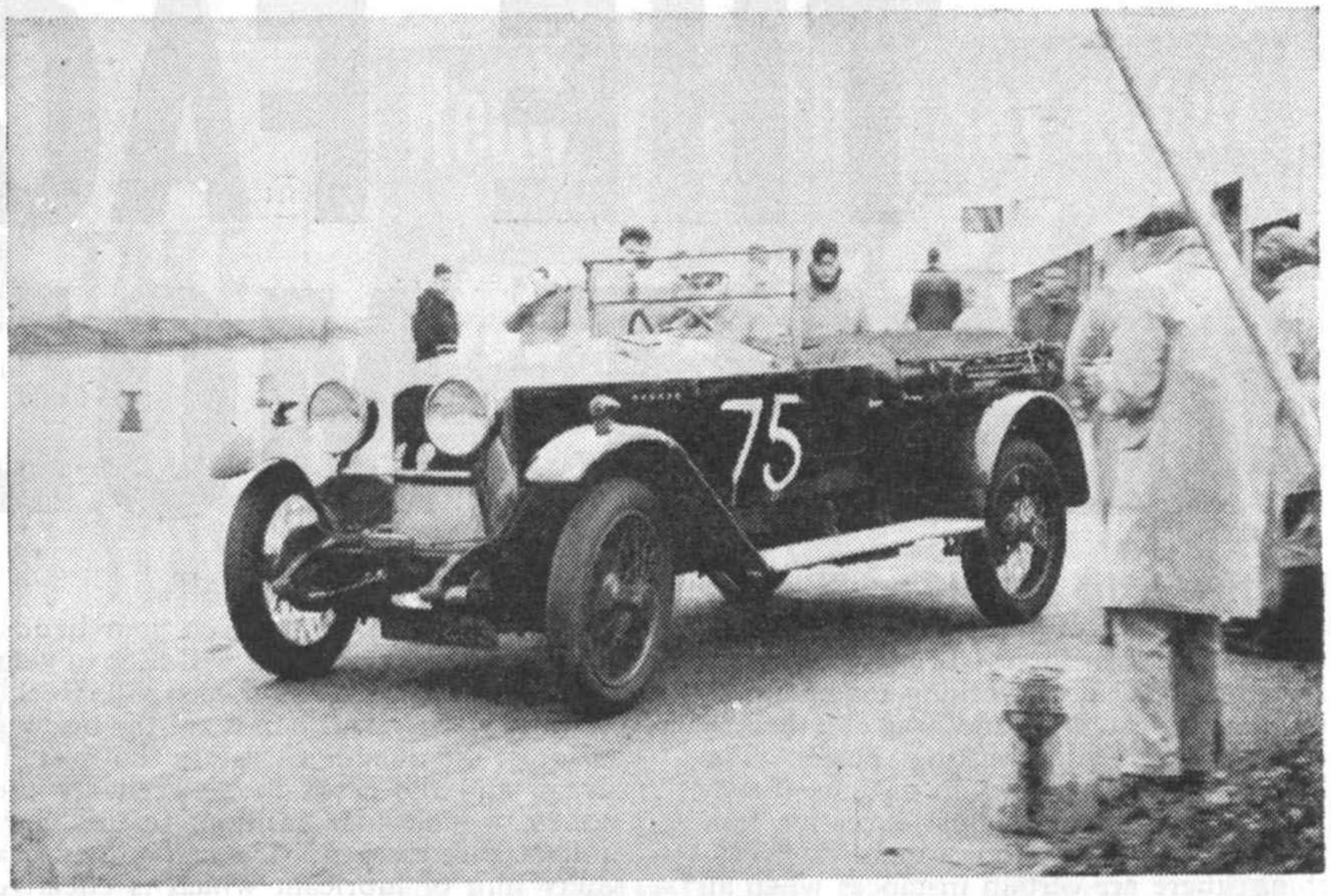


THE SLIP GROUP OF COMPANIES, 34, GREAT ST. HELENS, LONDON, E.C.3.

Lubrication technologists for over a quarter of a century

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



IT IS ALWAYS NICE to see a 30/98 Vauxhall competing. Here is the car which B. Gray of the Cambridge University A.C. drove in the Speed Trials at Snetterton last month.

V.C.C. 1960 FIXTURES

THE Veteran Car Club of Great Britain announces that its first fixture will be the Headquarters Opening Event on April 23rd/24th. This consists of a rally to Cheltenham on the Saturday and a repeat on the Sunday of last year's extremely enjoyable Prescott Hill-Climb (delete " speed " in this instance !). The Concours d'Elegance for veteran cars will also be held again. The diamond jubilee of the 1,000-Mile Trial will be celebrated by driving over part of the route which this trial covered on April 25th 1900.

Other 1960 fixtures include the Blackpool Rally on May 7th, Brighton Rally on May 14th, Paignton Rally on June 18th, and E. Anglian Rally on July 9/10th. There will also be a Midland Rally on July 23rd/24th, a N.E. Section event on September 10/11th and subsidiary events—those who enjoy seeing really old cars in action should enter these dates in their diaries now. The V.C.C. will also support invitation events in Western Germany, Cannes, Lyon, Rome and Zandvoort and the Bristol M.C. & L.C.C. Veteran Car Rally and Trial of July 2nd. Details and applications for membership to 14, Fitzhardinge Street, Portman Square, London, W.1. (Welbeck 1661).

VINTAGE AND VETERAN CONTESTS ABROAD

The spread of vintage and veteranism is nicely illustrated by the number of international engagements open to such vehicles. For example, on May 26-29th an International Rally to Western Germany will be organised by the Allgemeiner Schnauferl-Club and supported by our Veteran Car Club.

At Whitsun (June 5/6th) the Circuit International de Vitesse des Vieux Tacots is scheduled to happen at Cannes. Details from the secretary, 21, Quai Saint-Pierre, 5, Rue du Porte, Cannes. Some expenses will be met. On the same date the A.C. of Italy and *Autorama* will hold an old-car rally near Rome and offer free petrol and accommodation. Details from Signor V. Moretti, Scuderia La Manovella, Club Romano Di Vecchie Automobili, Via Guidubaldo Del Monte, 24, Roma, Italy.

From June 11th to 14th the commemoration rally from Paris to Lyon in connection with the 60th anniversary of the Gordon Bennett Cup Race is scheduled, again with some help over expenses for drivers of competing cars. Details from M. Lucien Loreille, 24, Rue Wakatsuki, Lyon 7, Rhone, France.

We have already referred to the Coppa Monza race for vintage sports cars on May 26th (page 155, last month). Finally, on October 9th the Pioneer A.C. of Holland have a Tradition Rally for old cars from Utrecht to Zandvoort, the £2 entry fee entitling a competitor to coffee, lunch and tea and a night in an hotel at the finish, 30 litres of petrol, a plaque and a souvenir. Details from Jhr. J. W. van Iddekinge, Keizersgracht 484, Amsterdam C, Holland. While we can take no responsibility for what transpires, there are few better adventures than taking a vintage or veteran car abroad, so those interested should apply early for entry forms and regulations.

THIS YEAR'S EASTER PARADE

This year's Easter Parade, which includes well-kept veteran, Edwardian and vintage cars, takes place in Battersea Park on Easter Sunday. Details from R. C. N. Thomas, London Publicity Committee, British Travel and Holidays Association, 64, St. James's Street, London, S.W.1.

The month's discoveries include a Jowett saloon, *circa* 1924, described as derelict but complete, in a Cambridge scrapyard, a l.h.d. Doble steam car in Essex whose only owner, now aged 84, took it to Canada as a new car and brought it back to England with him, and an Essex rotting away in Staffordshire, with a sleeve-valve Daimler TQP6-30 to keep it company; the Daimler has lost its prop.-shaft but has four new b.e. tyres as spares. There is also a report of a very sound and original Austin 12/4 saloon in the same place, and many old lamps and radiators.

* * *

It is also thought that a 1923 OE 30/98 Vauxhall and a 1929 10/25 Rover with fabric Sportsman's Riviera saloon body may be for sale in Buckinghamshire. Letters can be forwarded.

* * *

Those who are interested in The Valveless car, that curious two-cylinder two-stroke with its engine which was made from 1908 onwards in the Park Works, now occupied by David Brown Ltd., will find an interesting illustrated account of it in the D.B. *Newsletter* dated Jan./March 1960.

* * *

At an Edinburgh garage we hear that a sleeve-valve 1926 Willys-Knight saloon in completely original condition still exists, last used in 1936, together with a chassis and another saloon in somewhat stripped condition. At the same garage there are two model-T Ford chassis, *circa* 1920, the remains of an Austin Twenty converted into a van and a 1919 Studebaker chassis.

* * *

The reader who informed us of the above says that he knows of only three Willys-Knights in running order, one owned by a director of the above-mentioned garage, and two owned by Sir Donald Pollock, consisting of a tourer and an immaculate blue and black saloon which is apparently on view at a garage in Drummond Street, Edinburgh. Any more ?

* * *

The late owner of a 1928 Rolls-Royce Phantom I saloon which successfully towed a 2-ton caravan from Somerset to Pembrokeshire, including successful negotiation of the reputed 1-in-4 gradient at Shepton Mallett, offers the special tow-bar he used to anyone contemplating similar feats of strength with one of these cars—he has disposed of the Rolls-Royce in favour of a Blue Label Bentley.

* * *

The Fourth National Alvis Day takes place at the Crystal Palace this year on May 22nd. Details from N. D. Purday, " Windjammer," 26, Stanfield Road, Quinton, Birmingham 32.

* * *

A V8 Cadillac repair manual, *circa* 1918, is offered by J. M. Shutes, 53, Upton Road, Slough, Bucks, to anyone working on one of these cars.

* * *

There is a vintage Sunbeam with spare engine and gearbox and some later D.K.W. spares in a breaker's yard near Lancaster.

VINTAGE POSTBAG

Sir,

The letter from Mr. C. J. Tucker on the subject of the o.h.v. Dorman engine was of great interest to me, as I am afraid that I am the guilty party who started the rumour of a Dorman-Riley connection.

It arose as a result of a letter I wrote to the now defunct *Vintage and Thoroughbred* magazine. At the time I owned a 1925 side-valve Riley and a Dorman o.h.v.-engined Hampton. I went to order a cylinder-head gasket for the Riley and was amazed to find that in the Payen catalogue it was listed as " Riley 11.9 h.p. s.v. (Dorman engine)." I had already observed that the o.h.v. Dorman engine had features in common with the later Riley o.h.v. engines, in that both had twin camshafts in the base chamber operating inclined o.h.v. and also both had bush-type rear main bearings.

I therefore wrote a letter inquiring whether anyone could shed any light on this minor historical mystery. No-one offered any information. A year or two later, at a Coventry Rally of the Riley Register, I inquired further from several ex-employees of the Riley works who were on the staff at the material time. All denied any knowledge of Dormans whatsoever. They were quite definite that the side-valve Riley engine was wholly designed and manufactured by Rileys and did not think the o.h.v. Dorman inspired the Riley Nine engine. So there we are!

I still own the Hampton with Dorman engine, which is dated 1919 or 1920. The information I have gathered, thanks to the kindness of the Dorman people, does not agree with that of Mr. Tucker. I have a photostat copy of a leaflet Dormans issued giving the power output of the 69 mm. 4KNO engine as 25 b.h.p. at 2,000 r.p.m. With cast-iron pistons and small inlet passages I cannot imagine this engine doing 4,000 r.p.m. or producing 47 b.h.p., as quoted by Mr. Tucker. Other points on which my information differs from his are :

(1) The stroke is 120 mm., not 100 mm.
(2) The camshafts are not high up, as in a Riley engine, but placed in the normal position in the base chamber—but duplicated, of course.
(3) The engine was made with alloy block and wet liners only. No option of a cast-iron block, but there *was* a range of cast-iron side-valve engines offered. These side-valve engines were quite widely used in the early 'twenties, much more than the o.h.v.—which must have been quite an expensive power unit. It is surprising that Dormans went to all the trouble and expense of the o.h.v. unit and obtained only the same power as the side-valve alternative.

One other point on which I must correct Mr. Tucker. The Hampton did not carry the word " Special " with its name. It was quite well-known in the 'twenties, being advertised regularly in the motoring Press, and some thousands were manufactured up to 1932, mostly with Meadows engines. The last model offered was a straight-eight of 2¼-litres with four-wheel independent suspension. The engine was manufactured by a German firm, Rohr, and I believe the suspension units were also produced by them. Rohr were offering a car on the German market with this feature and the same engine.

The only Hampton that bore the title " Special," as far as I know, was the straight-eight assembled in a non-independently-sprung chassis by Mr. Milward, the General Manager, after the works had closed down. I located this car some five years ago and hoped to buy it when it became cheap enough for my pocket, but I have lost track of it. Any information as to its present whereabouts would be welcome.

News of any other Hamptons not listed in the V.S.C.C. membership would also be appreciated.

I am, Yours, etc.,
MAX WILLIAMSON.

Stroud.

* * *

Sir,

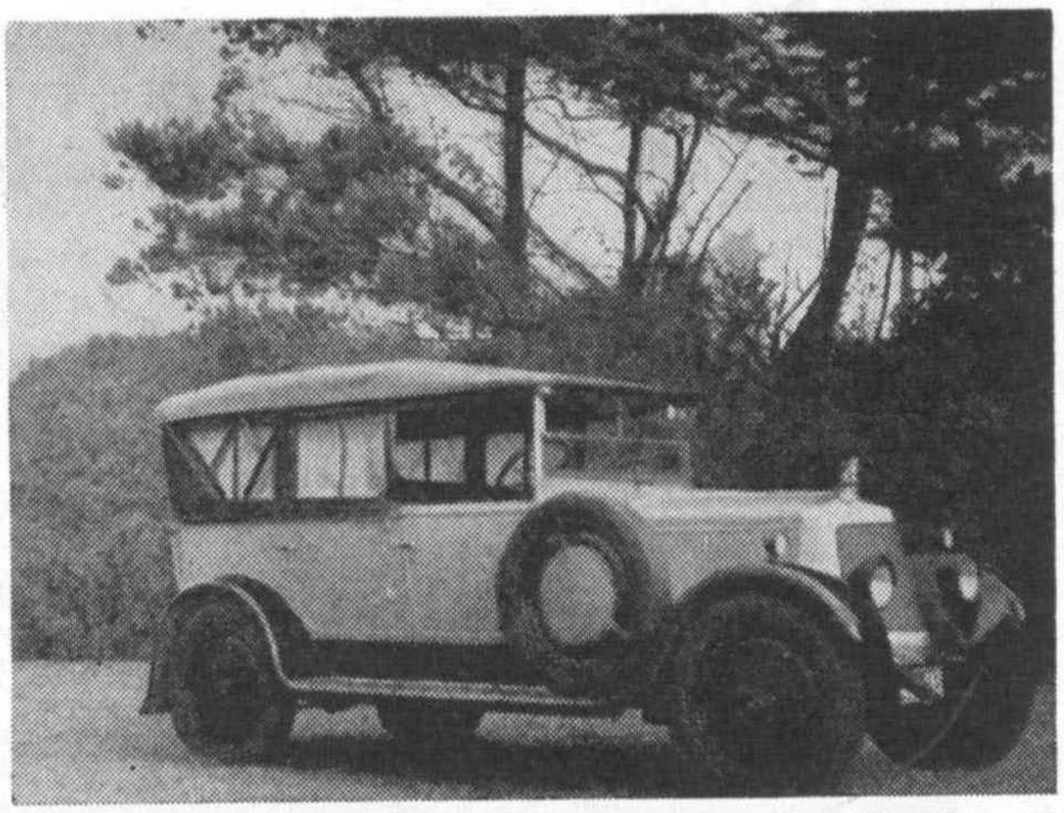
One of the members of the Wanganui Vintage C.C. has just shown me a copy of MOTOR SPORT featuring the history of the Armstrong Siddeley motor cars.

I enclose a photograph of my 1926 18-h.p. Armstrong Siddeley taken only last month. My family and I have had a lot of pleasure from it and I have also taken my friends out deer stalking; a gentleman's son from Huddersfield was surprised at the performance of the old car when travelling over clay roads and through hilly country. The car has been on the road every year and is still going well.

I am, Yours, etc.,
H. R. HOUNSILL.

Wanganui, N.Z.

[This is interesting, as proof that a " two-block " Armstrong Siddeley still exists.—ED.]



The 1926 Armstrong Siddeley Eighteen—see letter from Mr. Hounsill.

Sir,

I read with great interest the article by Mr. S. A. Gibbons on the Iris car in your February issue.

The first really old car I ever saw was the 1912 15-h.p. Iris tourer now owned by Mr. J. E. Crossman, the Secretary of the North-Western Section of the V.C.C. The interest in old cars initiated by this car has developed steadily since.

For this reason I have always had a " soft spot " for the car, and any reference to the make which I have come across I have noted with interest. During the course of my investigations I was fo tunate enough to receive an all-too-brief letter from Mr. G. J. F. Knowles, written a few months prior to his death.

To quote part of his letter : " . . . I am the Knowles of Legros & Knowles, who designed and built the old bus—I had just come down from Cambridge, and am now (December 1958) 80 years old, or very close. I still drive—can no longer get an Iris, so put up with a Bentley.

" I remember getting two ' seconds ' in a very early Brooklands meeting (beaten by S. F. Edge, who was feeding oxygen to his carburetter intake)."

Mr. Knowles had an interesting anecdote concerning the name : the morning after his achievements at Brooklands mentioned previously, he received a postcard from a friend, which said : " IRIS = It Runs In Silence, or, It Romps In Second."

He also mentioned that his first experience of motoring was on a Mors dogcart in 1898—he said that this car had " a V-four-cylinder engine with a dynamo which charged two sets of batteries." He remembered the days when there was only one garage in London, and mentioned that the younger J. R. Scott was his study-mate at Rugby.

May I thank Mr. Gibbons for an entertaining and informative article, and yourself for an excellent magazine.

I am, Yours, etc.,
JOHN WARBURTON.

Bolton.

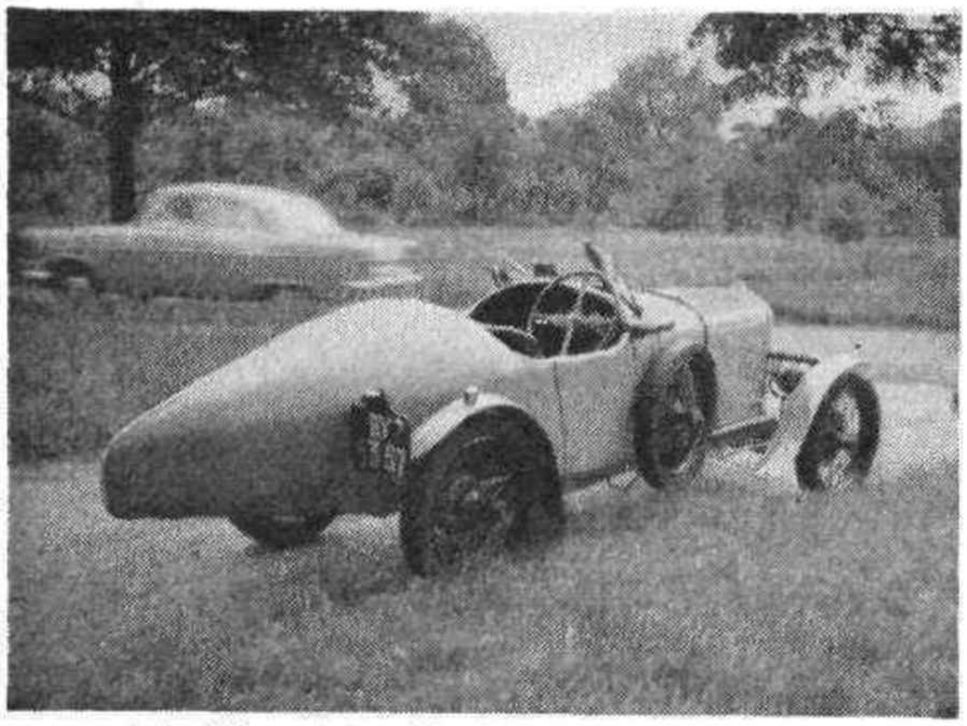
* * *

Sir,

Criticisms are made of the group of 1,100-c.c. vintage French sports cars such as the Amilcar, B.N.C., Derby, Salmson, Senechal, etc., without trying to fit them in their correct position in the Motor Industry of the day. In their class the qualities expected of a successful car were contradictory.

The car had to be cheap, it had to be fast, it had to have a successful racing history and show it in the specification. Above all, it had to be simple, so that the inexperienced owner of the 'twenties could maintain it himself. Finally, the potential volume of sales was so small that it was difficult to employ mass-production methods of manufacture.

One of the most successful of this class of car was the Salmson, and it is a measure of its success that it managed to combine most of these ambivalent qualities. It had the necessary competition successes—Salmson gained class wins in virtually every important Continental event in the early and mid-'twenties—and it was cheap—£265 for the standard model G.P. For the remaining items of our specification, an examination of my own car, a 1928 G.P., may be of interest.



Splendid specimen—Mr. John McLellan's Salmson.

The car, with its original narrow, fabric, long-tailed body, set off by the cowled radiator and tiny vee-screen, the whole supported on spidery centre lock wheels with narrow section tyres, must be one of the prettiest small cars of the vintage era. The lusty long stroke four cylinder 2 o.h.c. engine of 1,087.22-c.c. must have been one of the first " two camshaft " units in quantity production, and one of the simplest to maintain. Even today, after 32 years, it is a notably quiet example of the type. The four-speed gearbox is first class, although second gear is a little low. Flexibility, aided by the heavy flywheel, is excellent, and the car can be trickled at walking speed in top gear and pulls away without snatching. It is in the remainder of the chassis and running gear that the efforts made to cut costs can be seen. The rear axle, hung on ¼ elliptics, lacks a differential and has only the bare minimum of bearings and oil seals. In fact, the near-side bearing seems to rely on a certain amount of intentional oil leakage. One brake cable on the off side serves for the footbrake, and one on the near side for the racing handbrake, a useful economy. The chassis frame is long, has three cross-members, and is flexible beyond belief. The front axle is most impressive; it is much wider than the rear and equipped with large Perrot-type brakes, working in alloy drums with shrunk-in and riveted steel liners which are still firm after three decades. But even in this economy is observed, in the lack of bushes for the ½-elliptic spring eyes. At low speeds the steering is a little heavy, but once on the main road it becomes light and positive.

Progress on the road is accompanied by a whining and clamour from the transmission, which rises to a scream and makes 55 m.p.h. most exciting. On dry roads road-holding and braking are really good, but in the wet, handicapped by the slender tyres, great care must be observed if the dreaded sideslip is not to be provoked, especially now that so many modern cars can stop fairly quickly in the rain. The overall gear ratio is 4.5 to 1 and it is nice to know that the engine speed at 55 m.p.h. is only 3,000 r.p.m. Petrol consumption is about 35-38 m.p.g. and oil consumption negligible. Starting has always been easy, even on the coldest of mornings once the 30 mm. Solex has been primed from the gravity-feed fuel tank.

The car has been used for a couple of V.S.C.C. events, and has shown that with a slightly better steering lock and a more capable driver it would be a formidable competitor in driving-test events. During the past year it has proved to be a willing little car; not such a terrible machine as some people have labelled it, but certainly not in the same class as the 30/98 Vauxhall or, perhaps, the Brescia Bugatti.

I am, Yours, etc.,
London, S.W.16. JOHN MCLELLAN.

* * *

Sir,

The article on the A.V. Monocar revived pleasant memories of this delightfully simple but effective little machine for its day. I had two of them, one in England and then one in India, for they had a fascination for me, perhaps because they were reminiscent of the exciting days of the early aeroplanes I had flown, with their wire-and-bobbin control, narrow streamlined plywood " fuselage," and aircraft-type cockpit behind a genuine aero-screen. It would even be fun to have one today if it could be found!

Although a poor photograph by modern standards, the accompanying picture shows the salient features of the machine rather well, and was taken immediately after I had set up the fastest time of the day for the flying mile for four-wheelers, during a winter speed event on the Plains of India around 1920-21. Steering this narrow cigar with flimsy tyres was reasonably simple at normal road speeds, but at full throttle was quite exciting. I recall that girl friends were perched half on a small space immediately behind the driver and half on the near-side rear mudguard, with a cushion between girl and the machine's irregularities, and with the feet resting in comparative cleanliness on the running-board. One must remember that those were the days when " walking out " was usually carried out on the spartan carrier of a rigid-framed big-twin Zenith Gradua, and the luxury of an A.V. Monocar was something of an allurement.

One night, as a young subaltern, I was dining with my Colonel at Rawalpindi, and I secured the task of taking his charming daughter to the Club dance on the aforementioned seat of my glamorous Monocar. Half way there, the journey was brought to an abrupt end when the semi-exposed chain from the rear-mounted air-cooled big vee-twin J.A.P. engine somehow collected my delightful passenger's billowy and flimsy dance frock between sprocket and chain. In a trice the dress was wound off the Colonel's daughter, and I had the difficult task of returning her to her amazed parent unclad. Fortunately those were the days when the Army was just getting down to serious mechanisation, and its potentialities were being received with more understanding.

I am, Yours, etc.,
Bournemouth. C. E. BOWDEN (Lt.-Colonel, Rtd.).

* * *

Sir,

I have followed the correspondence on the G.W.K. car with great interest.

For, by a remarkable coincidence, it follows upon my first making a direct acquaintance with the marque. You may be interested to know that a two-seater open G.W.K. lives in the Richmond area. I have seen it frequently in Richmond Park, and spoken at length to the owner. Apparently it is the car shown in a book of Lord Montague's. And is in a remarkable state of preservation.

A detail not mentioned by any of your correspondents is the extra pedal for applying additional pressure to the friction drive when climbing steep hills.

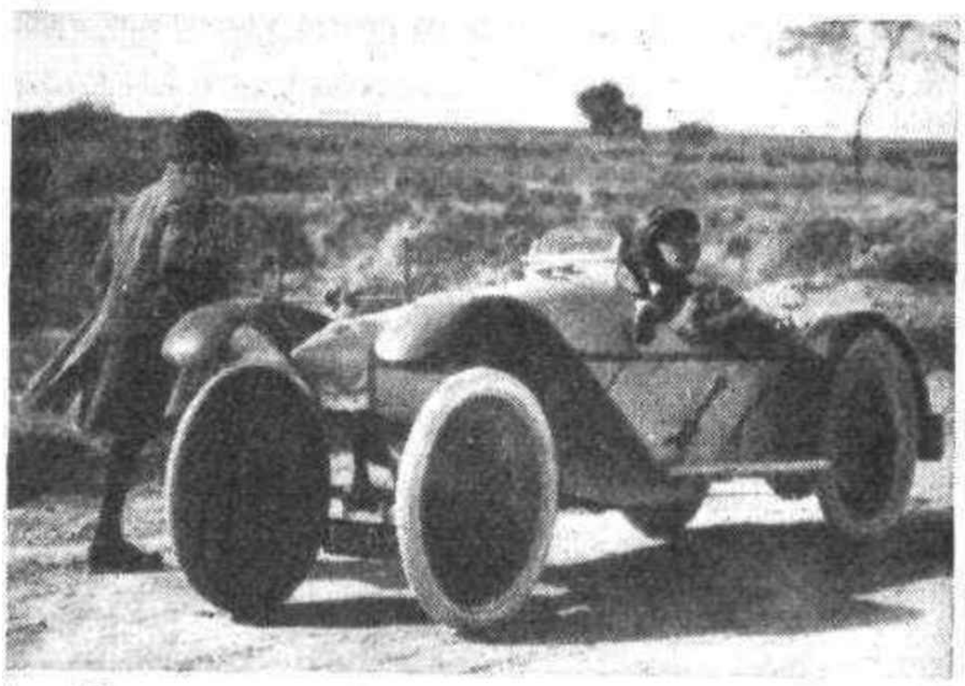
I am told that the present transmission has run without replacement for over 20,000 miles. And still shows no sign of needing repairs. The engine, a 10-h.p. Coventry Victor s.v., also has been in service without repair since the car was built.

I was unable to discover the name of the fortunate owner of this rare little car, but I am sure that if any of your readers should meet and talk to him they will find him as courteous and informative as I did.

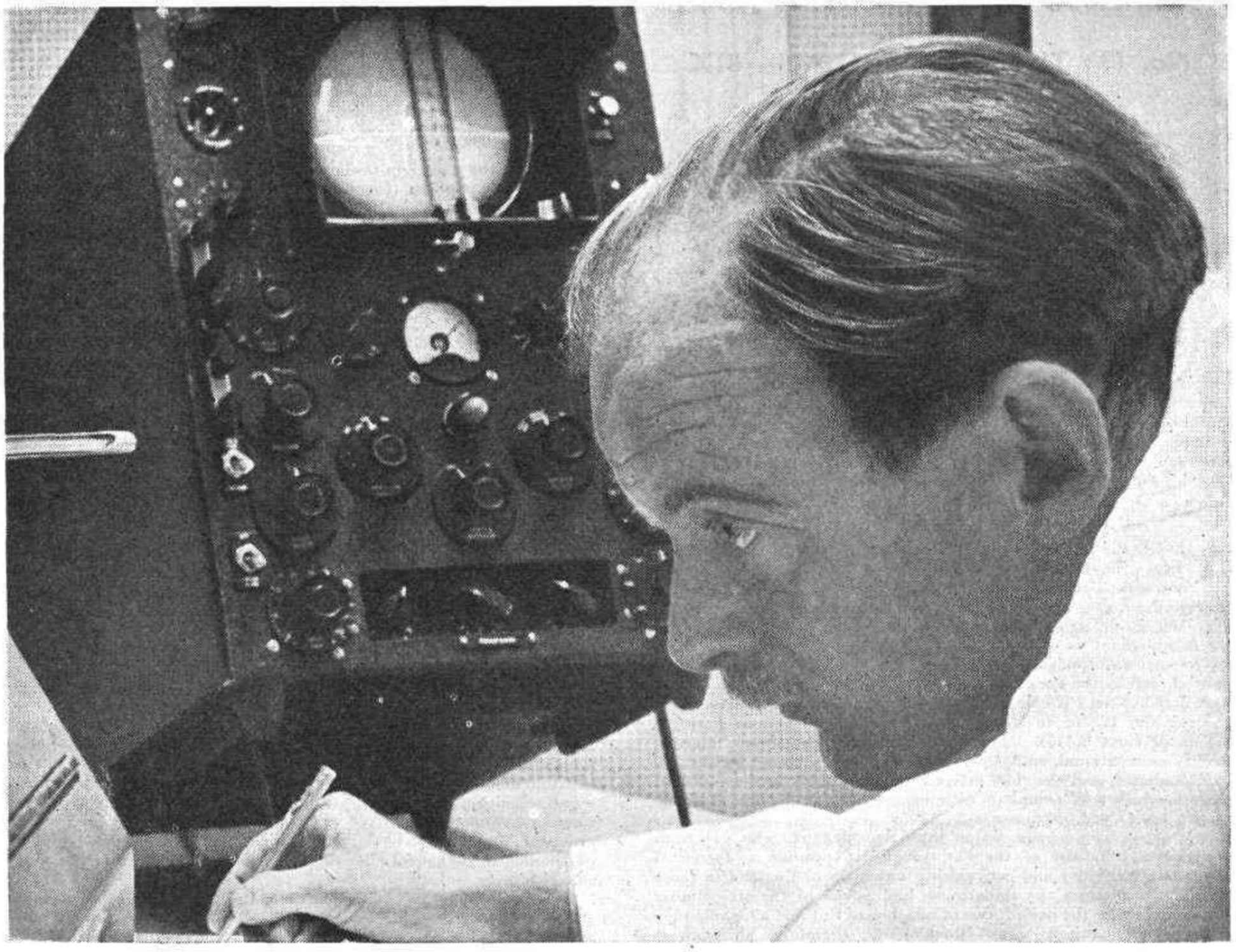
The odd thing was that he did not seem to think there was anything out of the way in using or owning the car; he is obviously an informed and capable enthusiast.

Hoping these notes may be of interest to your readers.

I am, Yours, etc.,
Chessington. J. T. WINTERBOTTOM.



A 1 A.V. monocar, one of two owned by Lt.-Col. Bowden (see letter) photographed after making f.t.d. in an Indian Speed Trial.



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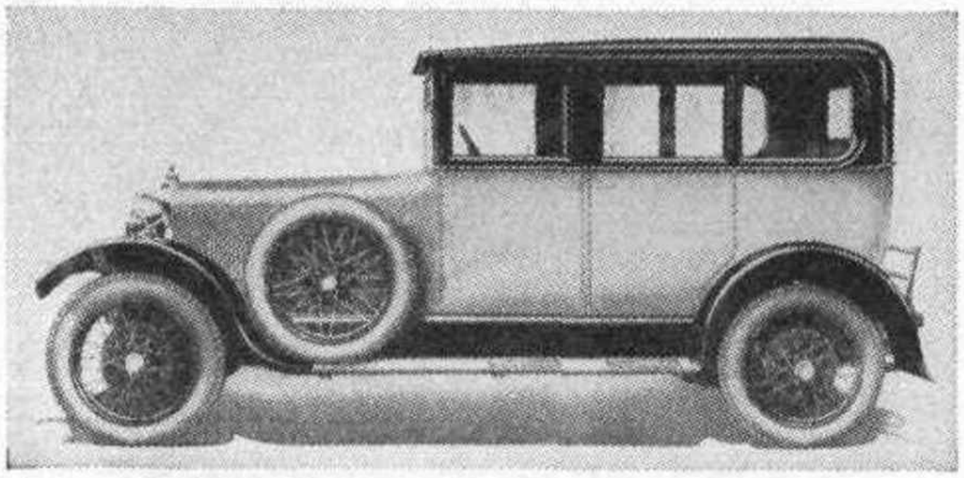
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FRAGMENTS ON FORGOTTEN MAKES

No. 13: THE BROCKLEBANK SIX



The 1929 Brocklebank 4/5-seater coachbuilt saloon, which was priced at £445. The Dunlop wire wheels were an extra £10, however, and other "extras" were a spare wheel and carrier (less tyre and tube), Lucas dipping headlamps, safety glass and a luggage trunk.

AMONG the numerous makes of cars which existed in the earlier days of motoring, and which are now threatened with extinction, is the Brocklebank. About 150 of these interesting 14.9-h.p., six cylinder cars were built and sold between 1926 and 1929, in which year lack of sales aggravated by the industrial depression closed down the Birmingham works.

The outward appearance of the cars was governed by the type of body chosen by the purchaser, and no less than eight different models were listed at the 1929 Motor Show, ranging from the 4-5 seater Open Touring Car (£405) to the Gordon England Aluminium Panelled Saloon de Luxe (£475). But in every case the coachwork followed strictly conventional, rather perpendicular lines dictated by the tall blunt radiator, and the chief interest of the cars lay in the standard chassis, which sold complete with wings, running boards, luggage carrier, lamps and instruments for £295.

At this moderate price Major John Brocklebank, who was both designer and builder of the car, sought to provide a degree of reliability, flexibility and convenience unknown in England in those times. He admired the smoothness and power of the six-cylinder American cars of the period, two of which—a Flint and a Cleveland—he personally owned. The Brocklebank, therefore, although it weighed only about 17 cwt. complete, was endowed with a six-cylinder engine, and can claim to be the forerunner of the "light sixes" which Lord Austin and others later successfully produced in great numbers.

The engine was notable for its massive S26 Alloy Steel crankshaft, which had 2-in. diameter journals and crankpins and was said to be interchangeable with the then current Chrysler six-cylinder crankshaft—a virtue which can only have been of use on the rarest occasions! It turned in a crankcase cast in one with the cylinder block, the base being closed with an aluminium sump. Bore and stroke were 63.5 × 108 mm., which gave a total capacity of 2,051-c.c. Pistons were of aluminium, and the valves overhead operated by means of a chain driven camshaft, pushrods and rockers.

The two-pressure lubrication system was advanced for its date. A gear type pump forced the oil at about 25 lb. sq. in. pressure to the main bearings and crankpins, then after passing through a relief valve at a considerably lower pressure, on to the timing gear and the rocker shaft, the rockers themselves being internally drilled to admit oil to the push rod cups. A peculiarity of the engine was the method of driving the magneto. This ran in tandem with the six-volt dynamo and the two were joined together by a short, universally-jointed shaft. The necessity for this resulted from the magneto being firmly bolted to the crankcase, while the dynamo worked as the tensioner on the camshaft chain and for this reason required some lateral adjustment. An Autovac fed the single Stromberg O.E.1 carburetter and the vertical pipe, which led up from this into the inlet manifold, incorporated an ingenious heating jacket, which allowed a controllable amount of heat from the adjacent exhaust to warm the ingoing mixture. The small amount of exhaust gas so used was then taken to sump level by a straight pipe and there released. Engine cooling was conventionally arranged with the aid of a belt-driven water pump and fan, and the system had the ample capacity of four gallons.

The transmission was conventional, except that the gearbox contained only three forward speeds and reverse, a matter which was commented sadly upon by *The Times* Motoring Correspondent on December 14th, 1926, after he had tested the car. This writer praised the lightness of the steering and found the suspension—by ½-elliptic springs all round—"distinctly efficient" if a shade over flexible. No shock absorbers were fitted, but Gabriel snubbers, as found on early Morris cars, were used to subdue excessive spring movements.

Perhaps the most up-to-date feature of the whole car was the internally expanding four-wheel hydraulic braking system by Lockheed. Unfortunately the records of this company do not go back to the 1920's but the Brocklebank was, without doubt, one of the first English cars to have an hydraulic system. The brakes were unusual, at least on the earlier (1926-28) models, in having three shoes in each drum. This arrangement was known in America until as late as 1932, but it is rare to find it combined with an hydraulic system. In the case of the Brocklebank, each drum had one leading and two trailing shoes, and it is likely that the difficulty of adjusting all three shoes to work properly led to the adoption of two-shoe brakes on the Mark II chassis, which was introduced in 1928. The hydraulic system was fed by a small reservoir from which it was normally sealed off. When pedal travel increased, a plunger in the reservoir could be unscrewed from its seating and used to pump fluid into the lines. The hand brake worked on the transmission, a band lined with friction material contracting round the drum-shaped housing of the front universal joint of the open propeller shaft. These brakes were generous for the weight of the car and they worked well. However, the car did not in other ways encourage fast driving. The engine, in spite of its robust design, did not respond quickly to the throttle—perhaps because the heavy crankshaft combined with the flywheel to increase inertia, and flexible though the engine certainly was, it allowed by all accounts a top speed of only about 60 m.p.h.

From the point of view of maintenance the Brocklebank must have been one of the most convenient cars ever made. The design of all parts needing periodic adjustment or attention was carefully planned with this in mind. For example, the sump could be drained by turning a handle near the top of the crankcase; valve adjustment was a matter of taking up or loosening hardened set screws on top of the rockers otherwise held by locking nuts; the instrument board, by releasing two wing nuts, could be tilted outwards, exposing the instruments and wiring. Wear in the clutch and steering box could be simply taken up, and there were many other practical features, even including the now fashionable central positioning of the petrol filler so that it could be reached from either side of the car.

But circumstances were against car manufacturers in 1929, and for all its merits the Brocklebank did not sell. Major Brocklebank was so much absorbed by the design and development of the car that the important work of promoting sales was perhaps neglected, although a demonstration saloon was arrestingly painted in two halves so that it appeared blue on one side and brown on the other. This arrangement caused trouble with the police in Berkshire where the car was kept, but, as they were not able to pin down the offence exactly, the matter in the end was overlooked!

It is doubtful if anyone who bought a Brocklebank when new still possesses it, but present owners almost certainly do exist. One car was heard of in Cheltenham since the war and news of another came from Australia. A one-time owner described his car as the early equivalent of a post-war Humber—comfortable, untiring to drive, but in its handling qualities not encouraging a great deal of dash. If this is so, and most of the advice given in the detailed Instruction Book (67 pages, 5s.) has been heeded, then there seems a good chance that some examples of this rare make will be found.—Charles Brocklebank.

◆◆◆

KISSING THE POPPETS GOODBYE

With the N.S.U.-Wankel Rotary Engine in the News, the Editor Considers the Many Endeavours Made to Abolish Pistons and Poppet Valves

LAST year I devoted myself in these columns of close-packed type as to whether Sunbeam or Peugeot was the first to produce an engine having the advantages of a hemispherical combustion chamber with the simplicity of push-rod valve gear. This article discussed various derivatives on this theme and it aroused considerable interest, but it merely looked at a means of making an efficient engine without recourse to twin overhead camshafts, an engineering instance of having the cake after eating it.

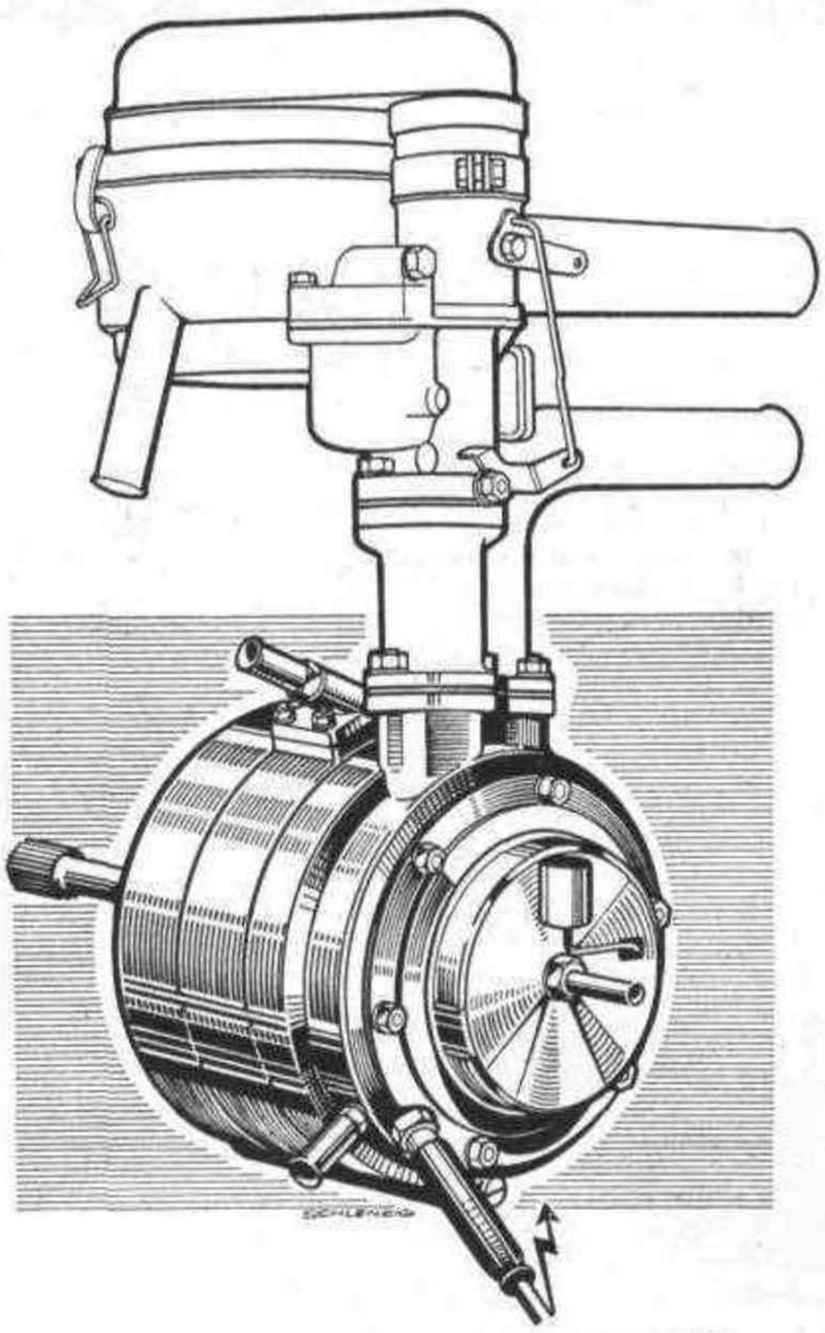
My good friend Laurence Pomeroy, M.S.A.E., brought evidence that Sunbeam, with a lorry engine, may have led Peugeot to the cross-push-rod valve gear, and from the ensuing discussion some interesting subsidiary evidence has come to light. For instance, it has been pointed out to me that the hemispherical head itself was probably introduced by Bucket, *circa* 1898, and that it was employed by Pfaender for the Pipe car engine of 1902. Push-pull actuation of inclined o.h. valves from a crankcase-located camshaft was seen on Fiat racing engines as early as 1904/5 and it has been suggested to me that Becchia, who went from Fiat to Sunbeam in 1922/3, may have evolved the cross-push-rod valve gear of " Pomeroy's " Sunbeam. Developing this theme, my correspondent goes on to consider who pioneered the twin overhead camshaft engine which the valve gears I referred to in MOTOR SPORT last March twelvemonth sought to avoid. He reminds me that this valve gear figured in the 300-h.p. Delahaye Titan marine engine used in the motor-boat " Dubonnet " which was so overwhelmingly successful at the 1905 Monaco Meeting, although the two " upstairs " camshafts in this case actuated six valves in each cylinder, which were vertical, not inclined, in the heads. The same gentleman takes me to task for suggesting that B.M.W. led with the form of cross-push-rod valve gear, copied after the war by the Bristol engineers; he argues that Dr. Porsche used this layout for the P-Wagen or Auto Union Grand Prix engine he put on the drawing-board in 1933. My defence is simply that I was concerned in the main with production engines.

All this is very interesting—I hope!—but does merely concern one problem confronting a limited number of designers, namely, how to keep the most efficient form of cylinder head while simplifying the valve gear to obviate the use of twin o.h. camshafts or even a single o.h. camshaft with rockers reaching out to the inclined valves.

Since I perpetrated this discussion, news and much technical dissecting of the revolutionary N.S.U.-Wankel rotary engine has come to hand, which is altogether a bigger step forward in internal combustion technology. Moreover, after I had spent a night tossing and turning in bed considering this new engine and whether it will sound the deathknell of pistons and poppet valves, I arose to read in a daily paper that the Rover engineers are aiming to put a mass-production paraffin-consuming gas-turbine car on the market in two years' time. On the face of it, these seem sure indications that soon we shall be kissing the poppets (and cranks and pistons) goodbye.

However, I have something of a reputation for being a cynic and I cannot help the observation that much of the discussion about the Wankel engine has been concerned with whether it will prove a practical proposition and that the journalist who foretold the people's " jet " Rover had the perception to conclude his announcement by remarking that the Rover technicians have two problems to solve, those of decreasing the average paraffin consumption from 14 to 20 m.p.g. and of speeding up while reducing the cost of the hand-forged components which the gas-turbine demands in order to combat high internal temperatures.

I do not propose to give my views as to whether all motorcyclists and some car owners will be, respectively, Wankel-propelled and turbine-projected a few years hence. The enormous resources of the great N.S.U. concern may well make a success of this newest rotary engine, which has the merits of being extremely compact, light, and very smooth, and certainly the Rover Company have had a great deal of experience of taming the turbine for motor-car installation.



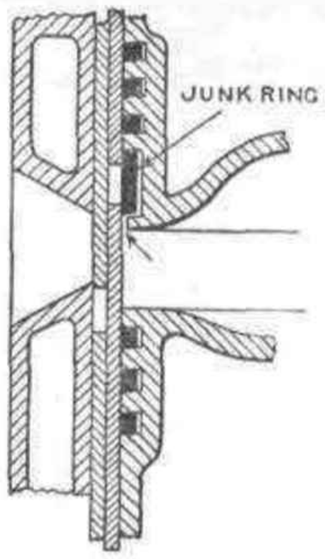
THE REVOLUTIONARY NEW N.S.U. WANKEL rotary displacement engine which is light, compact and very smooth-running and promises well as a new form of motorcycle and small-car power unit.

The gas turbine, of course, runs on paraffin, which is an illegal fuel for road vehicles, while the power output of the Wankel engine, 27 b.h.p. at 17,000 r.p.m. from 125 c.c., is not particularly impressive when compared with a piston engine of equivalent size, which in the opinion of many critics represents a swept volume of 375 c.c., a theory which a jolly little " diagramatic " model of the Wankel engine which N.S.U. have sent to me seems to bear out.

All I am setting out to do in this article is to sound a note of caution that may save the over-optimistic from disappointment, by reminding the rising generation that many experimental engines have



GAS TURBINES, TOO?—Rover have proved that they can make a road-worthy gas-turbine car. This is the form in which a Rover car with this form of power unit was last shown to the public—at Earls Court in 1956. It suggested that even if the time of the turbine is not yet, a splendid piston-engined Rover sports coupé might appear. Alas, Rover policy was otherwise; they concentrated on the new 3-litre saloon which was not immediately successful and does not seem entirely in keeping with the Rover tradition.



SILENT KNIGHT.—A sectional view of the Chas. Y. Knight double reciprocating sleeve valve, with junk ring for sealing the port aperture of the inner sleeve.

been built down the years, none of which, with the exception of the heavy oil engine, *have been able to establish themselves on a commercial footing.*

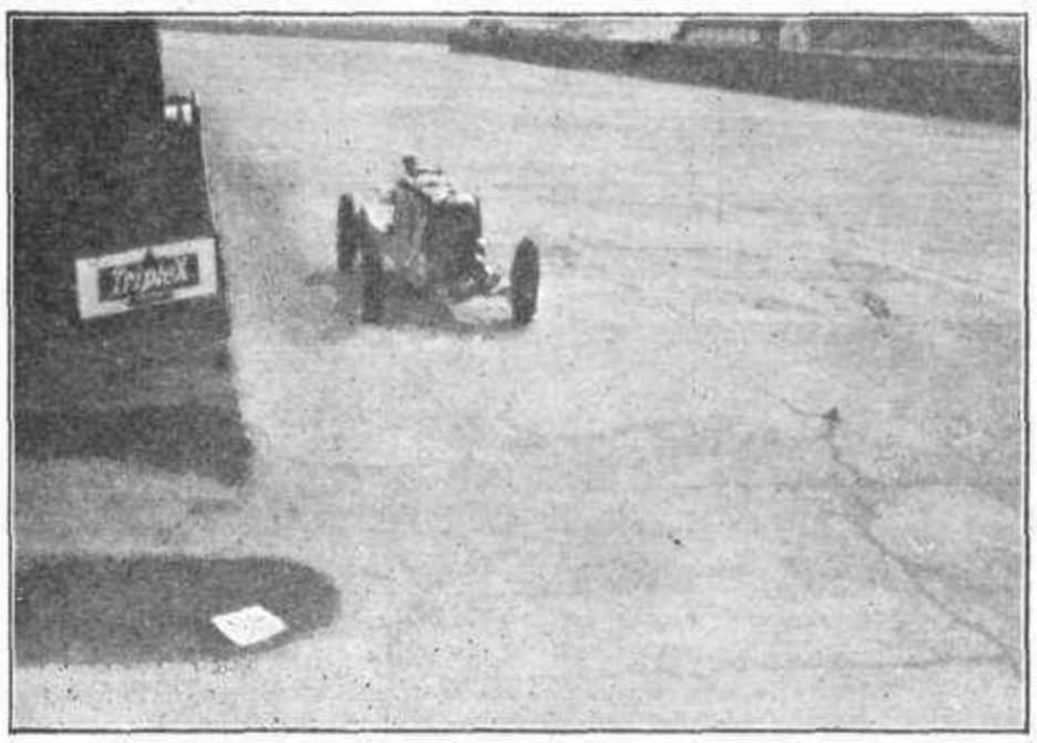
Before we go on to look at some of these ingenious variants of the conventional i.c. engine, we can emphasise this thesis by quoting the case of the sleeve-valve—a definite attempt to kiss the poppets goodbye.

Over fifty years ago the even then ancient and respected firm of Daimler, suppliers of motor carriages to the Royal Family, decided to discard the poppet valve by installing under the bonnets of their cars an American invention, in the form of the double sleeve-valve engine designed by Charles Y. Knight. To celebrate the revolutionary step a luncheon was held, attended by such " lions " as Percy Martin, Edward Manville, Ernest Instone and Eugene Stratton, and the *menu* was decorated by drawings depicting the flight of the vanquished poppets before the onslaught of the sleeves.

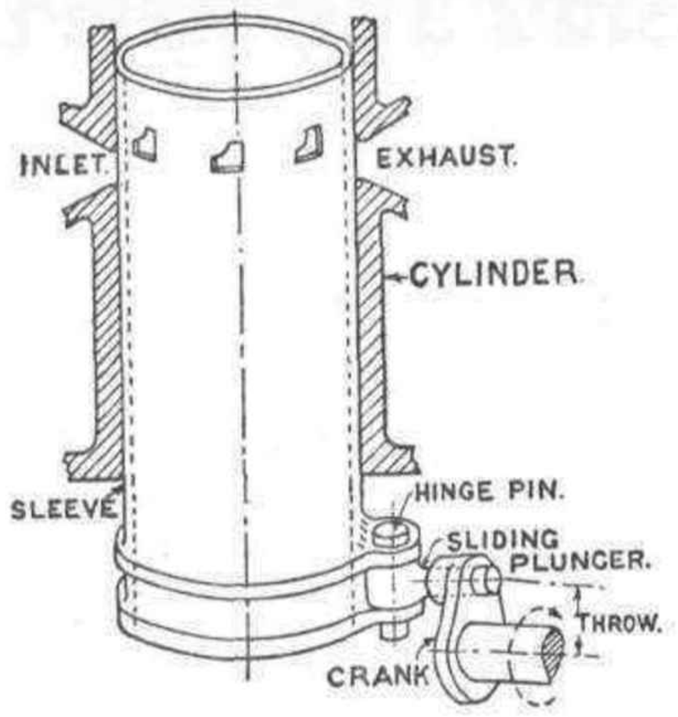
Daimler's lead was copied in other countries by famous manufacturers—Panhard-Levassor and Peugeot in France, Minerva (who had foreshadowed Daimler) in Belgium, Mercedes in Germany, Willys-Knight and others in America. The Silent Knight abolished the clatter of conventional valve-gear but it did little to promote good performance and betrayed its presence by a pursuing haze of blue oil-smoke. Other famous manufacturers took up the Knight engine, notwithstanding—Siddeley-Deasy, Clément-Bayard, Mors, and Voisin, amongst others; while the alternative of the Burt McCollum single sleeve valve was accepted by Argyll, Arrol-Aster, Piccard-Pictet, Vauxhall, etc. The Schmid cuff-valve engine was prepared for racing by Rolland-Pilain, and Argyll and Guyot built single sleeve-valve racing cars, Argyll taking a series of long-distance records with theirs.

Minerva was early in the field with a team of sleeve-valve racing cars and after the Armistice Peugeot used such engines in racing chassis to win the Coppa Florio, prior to habitually using sleeve-valve cars to secure honours in touring-car races.

The sleeve-valve engine was not only well established before the First World War but by 1925 it had been considerably improved in efficiency. First Panhard-Levassor, then Daimler and Peugeot, cast away heavy cast-iron sleeves which had been anything from three to five millimetres thick and used light steel sleeves. Panhard's new



CROSSING THE FORK.—George Eyston at Brooklands in 1932 in one of the last successful sleeve-valve racing cars, the 8-litre Panhard-Levassor single-seater which took the World's hour record at over 133 m.p.h. at Montlhéry in 1934.



ALTERNATIVE.—As the late Mr. Marcus Inman Hunter reminds us in his excellent book " Rotary Valve Engines," during the six months following the granting of a British patent to C. Y. Knight, no fewer than 21 patents for rotary valves were taken out in this country, yet during the previous six months not a single British patent of this kind was issued. The only lasting alternative to the double sleeve valve was this Burt McCollum single sleeve valve, used in Argyll, Guyot and Arrol-Aster racing cars.

sleeves were but 1½ mm. thick, saving two-thirds the former weight, and both they, and Daimler in England, white-metalled the inner face of the outer sleeve, thus obviating steel rubbing steel, giving, in fact, a cast-iron/steel/white-metal/steel/aluminium (of the piston) combination. Peugeot solved the difficulty by using a special steel for the outer sleeve. Voisin retained cast-iron sleeves, but drastically reduced the weight of other reciprocating parts and adopted as standard magnesium pistons on the 18-h.p. engine. Daimler later used an alloy cylinder block.

These improved sleeve-valve power units achieved some notable successes. The Peugeot engine, for which the brilliant engineer Dufresne was responsible after having designed similar engines for Panhard and Voisin, developed 158 b.h.p. at 4,300 r.p.m. from 3,800 c.c. Panhard-Levassor were getting 130 b.h.p. at 4,800 r.p.m. from their 3-litre engine in 1925 and 200 b.h.p. at the same speed from the 4.8-litre engine which took the World's hour record. Voisin's standard 3.9-litre sleeve-valve engine gave 100 b.h.p. but this was increased to 145 h.p. for competition purposes. In fact, from giving a smoky 5 b.h.p. per litre in 1909, the sleeve-valve power unit was producing 12/14 h.p. per litre at the same speed of 1,000 r.p.m. and its top speed limit had been lifted to 4,000 r.p.m. in production, 6,000 r.p.m. in racing engines. This was progress indeed, for the 1914 Minerva T.T. double sleeve-valve racing engines, which were 3¼-litre units, developed only 70 b.h.p. and could not exceed 2,800 r.p.m.; in attempting to obtain higher crankshaft speeds the experimental department had ruined no fewer than five engines due to breakage of the sleeve valves.

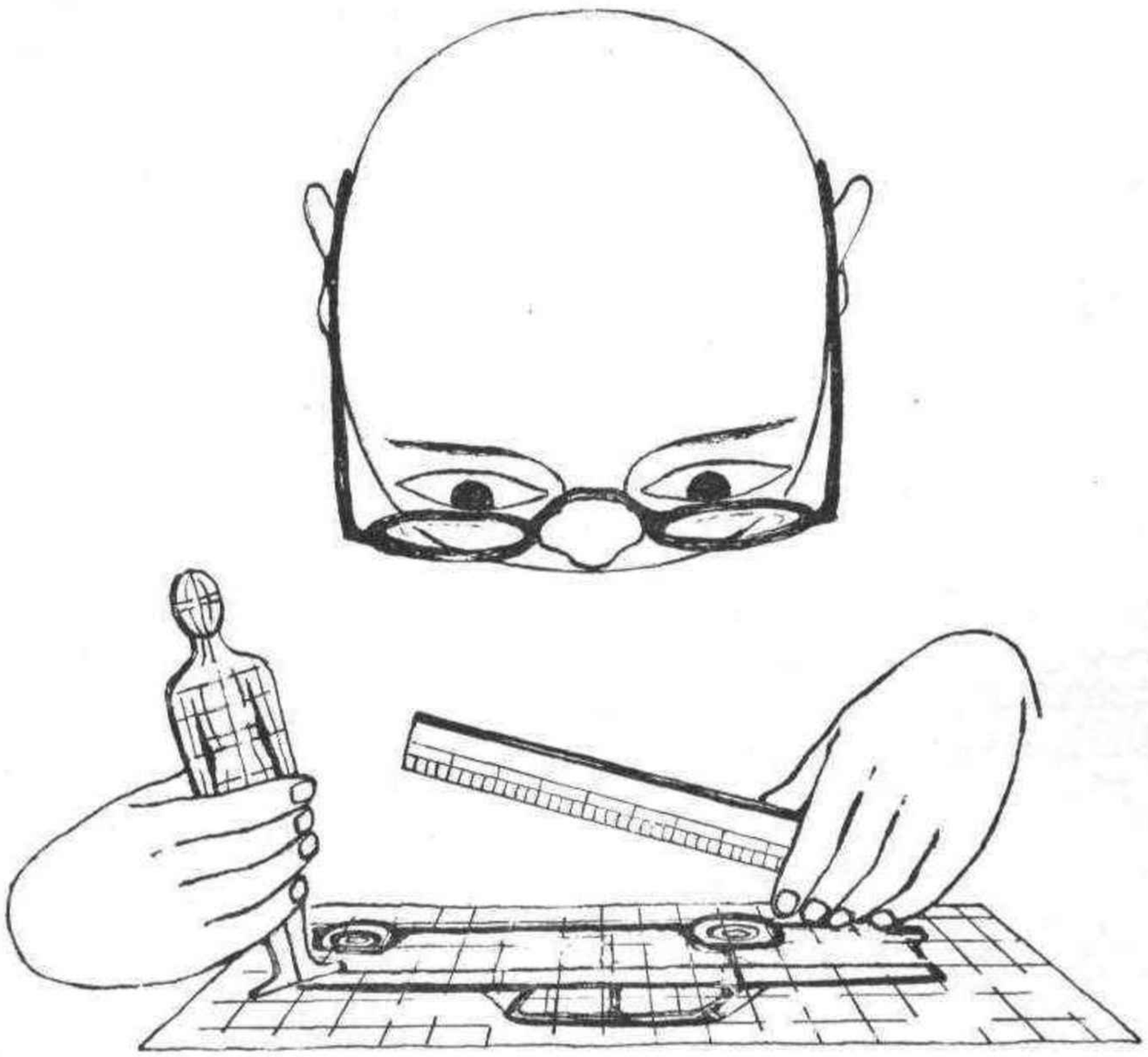
All three French manufacturers achieved notable racing and record-breaking successes with Knight-engined cars, Panhard-Levassor, for instance, taking the World's hour record at 133.01 m.p.h. in 1934—this was with the 8-litre single-seater which G. E. T. Eyston drove in the eventful British Empire Trophy Race at Brooklands in 1932, when it averaged 128.35 m.p.h. for 100 miles. He told me, when I met him in Castrol House the other day, that it is in honourable retirement at the Panhard works.

Yet what transpired? One by one these manufacturers dropped sleeve valves; Daimler held out until 1935, Minerva continued with them up to 1939, but today not a single car can you buy with a *moteur sans soupapes.*

In Belgium the Imperia concern made a car with slide valves for some years, even listing a sports version of the normal 1.7-litre chassis, yet how many present-day enthusiasts have ever heard of slide valves being employed with internal combustion?

It is the same story when it comes to rotary valves. Darracq and Itala were making production rotary-valve engines before the 1914/18 war, and Itala used such engines for their 1913 French G.P. cars,

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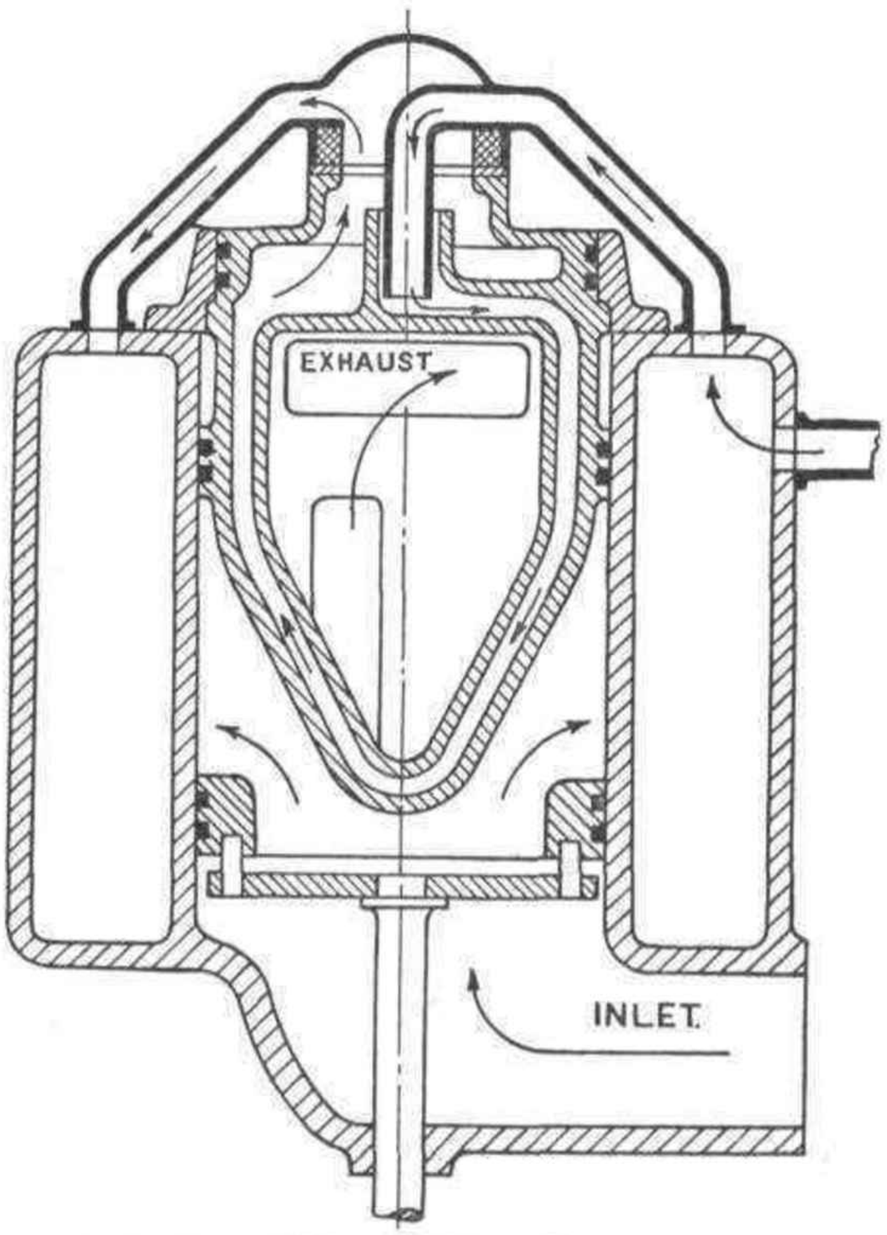
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one of which afterwards won many awards at Brooklands. That great rotary-valve advocate, the late Mr. Marcus Inman Hunter, M.I.Mech.E., M.I.A.E., covers a great number of these engines in his book, "Rotary Valve Engines" (Hutchinsons, 1946)—he was endeavouring to convert a 900-c.c. Austin engine to this valve system before the war. At Brooklands an H.R.G. was raced with a Cross rotary-valve head and this engine in experimental motorcycle form gave an output equivalent to 70 b.h.p. per litre at 6,100 r.p.m. on 66-octane fuel. Only the war prevented the Norton Company from racing a rotary-valve engine. Yet how many rotary-valve cars can you buy today?

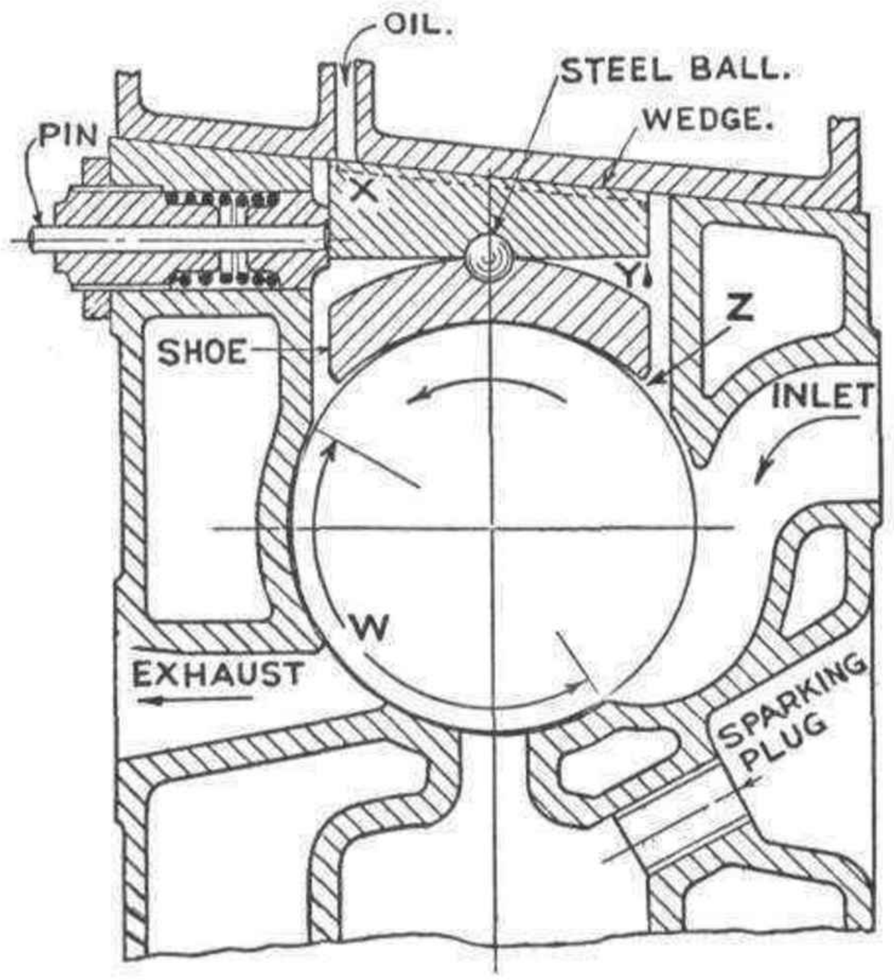
I thought about the fate of one-off experimental engines when I was fifteen years old and wrote a letter which was published in *The Autocar* listing half a dozen such engines taken at random, inquiring why these had not been put on the market and why no more had been heard about them. As I expected, there were no replies to these queries.

The engines I listed were the four-cylinder 844-c.c. White-Wall two-stroke, built in 1924, which its inventor had arranged to cool, condition and charge with a high-speed air stream; the 1,100-c.c. Goubert of 1925, which was a horizontally-opposed two-cylinder two-cycle engine with two pistons per cylinder; the variable-compression Tobecourt two-stroke of 1926, and the 1½-litre four-cylinder Etchégoin-Causan of the same year, which was another two-stroke, with two crankshafts and eight pistons. I referred also to the rotary-valve Wolf Bichambre two-stroke of 1926 and the Minerva-Bournonville rotary-valve power unit of 1927.

It will be seen that inventors of the period were convinced that some form of advanced two-stroke was the car engine of the future, yet today, with due deference to D.K.W. and Saab, where is this type of car engine? Defunct! It may be argued that although it cost these inventors money to design, build and patent their engines, they were small fry financially. This, however, wasn't true of the Minerva-Bournonville rotary-valve engine. This engine, the invention of M. Bournonville, a Belgian engineer resident in New York, was taken up by the Minerva Company of Antwerp, who, after experimenting with it on bench and road for two years, pronounced it able "to challenge comparison with the best Knight engines,



ROTARY VALVES FOR RACING.—The Itala water-cooled dual rotary-valve, as used for the 35-h.p. production model, circa 1911. Itala had raced rotary-valve 7.8-litre cars in the 1913 French G.P., one of which came second in the 1919 Targa Florio.

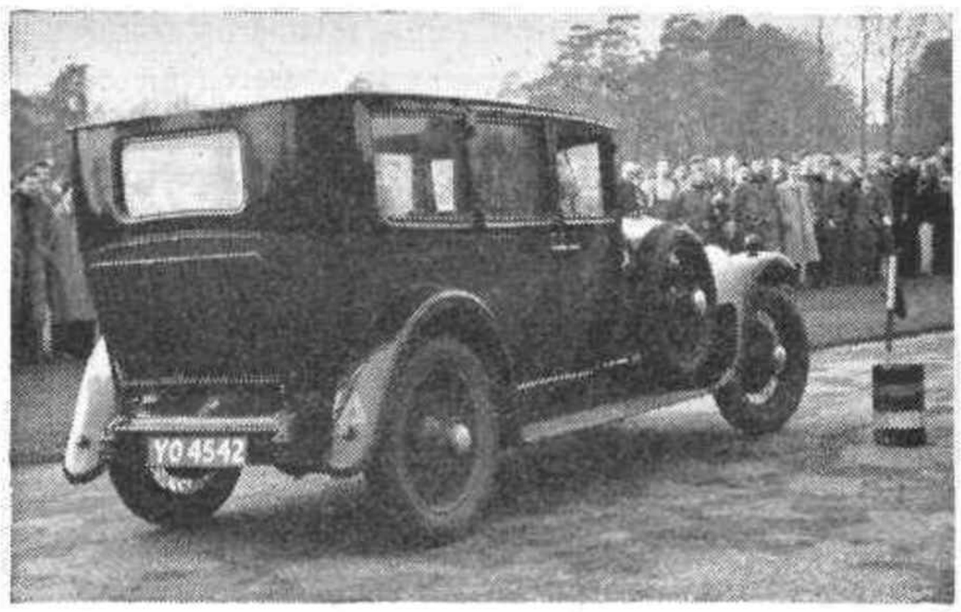


THE MINERVA-BOURNONVILLE rotary-valve gear. It was widely publicised in 1927 but never went into production.

while justifying claims to cheapness, simplicity and reliability not to be found in any other type of engine." Yet, two years after its announcement it had faded quietly away and its sponsors did not bother to defend it when my letter referring to it appeared in *The Autocar* . . .

The experimental engines to which I have referred sought to get rid of the poppet valve and its operating gear but not the piston or crankshaft. However, there were plenty which did this—for example, the Northey rotary engine of 1934, the Mitchell swashplate unit of 1935, or, from an earlier era, the Statax seven-cylinder rotary engine of 1929 and the C.H.T. 65 × 252 mm. gas turbine and the Sanders pressure turbine that ran at 4,000 r.p.m. and received 40,000 power impulses per minute, of ten years earlier. These, and a host of others in between, were announced with great optimism, and some certainly got off the drawing-board and into metal. But where are they now? They have faded quietly away—not even the principles on which they functioned have found any place for earth-bound transport.

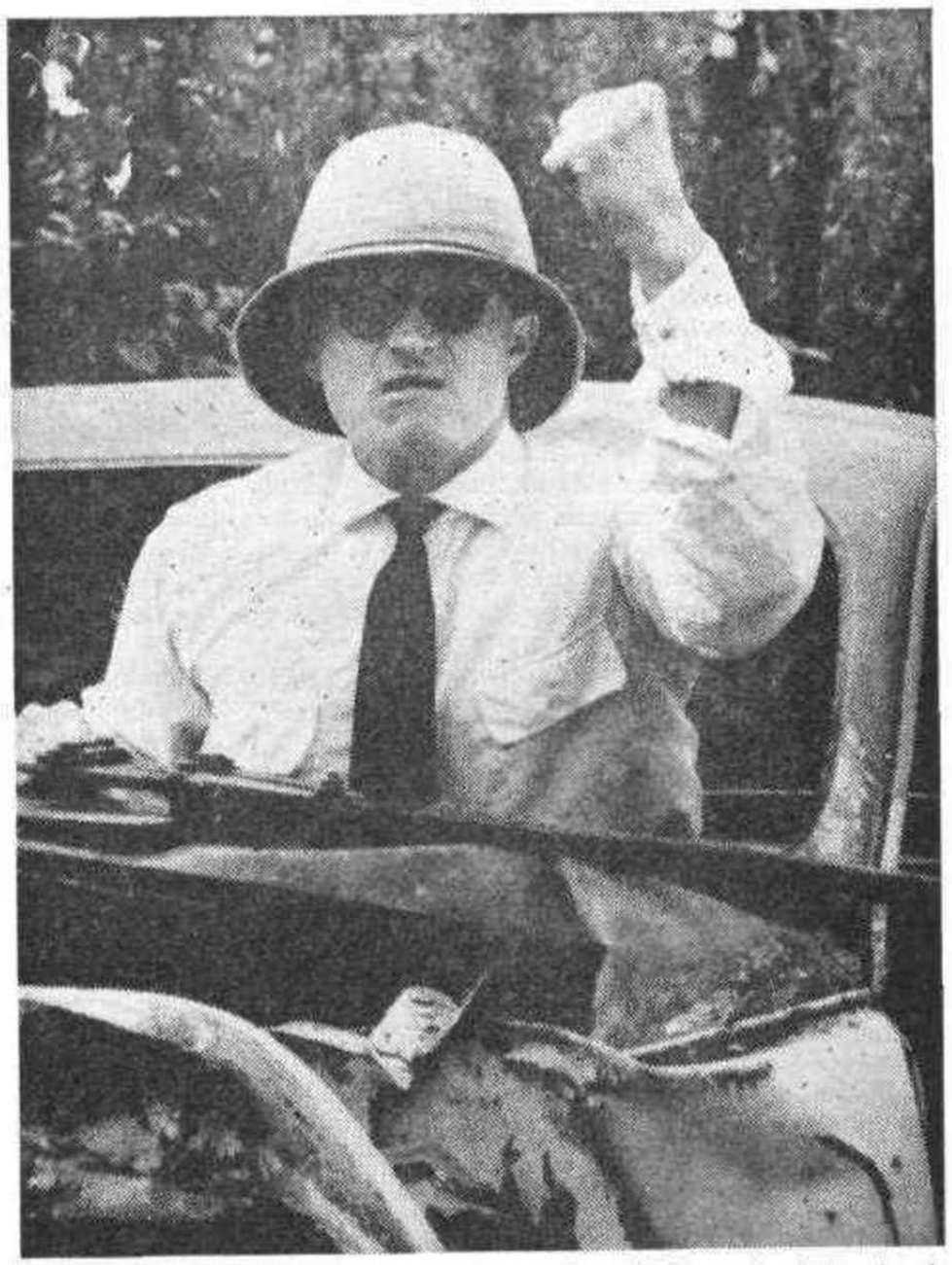
In view of the foregoing, while wishing N.S.U. and Rover the very best of luck with their revolutionary engine projects, I think I may be justified in suggesting that the time is not ripe for chucking on the scrapheap your valve grinders and piston-ring clamps. The poppet valve has had a very long innings and it may be expected to go on glowing cherry red in combustion chambers, preferably hemispherical, for many years to come.—W. B.



A SLEEVE-VALVE CAR still in good health—Barry Clark's 1925 3.9-litre Peugeot competing in last February's V.S.C.C. driving tests at Charterhouse. The exhaust appears to be quite clean!

RACING DRIVERS DIRECTORY—I

The racing careers of the leading Grand Prix drivers have been repeated so many times that they are well known to most followers of the Sport. We feel that there are just as many interesting stories to be told about the men who race almost every weekend at Club and National meetings up and down the country. We hope that those people who watch the racing from the Grandstand and never visit the Paddock will derive some amusement and knowledge from this series, which will be continued next month.—M. L. T.



ASTON MARTIN and Jaguar driver David Howard, sitting in the burnt-out wreck of his 2.4 Jaguar, warding off intruders. Should readers think it odd that Mr. Howard is wearing a sun helmet, he asks us to point out that the sun was shining at the time!



John Bekaert : A well-known performer in Restricted and National events, John Bekaert commenced racing in 1955 and since then has driven a Lotus Mk. 6, Aston Martin, C-type Jaguar, H.W.M.-Jaguar and Lister-Jaguar, the last four indicating his decided preference for "hairy" motor cars. Since 1955 he has gained 56 wins, 24 seconds and 17 third places, but despite several tries has never quite managed to pull off the MOTOR SPORT Silverstone Trophy. Of works drives he has driven once for the works Lister team and for Ecurie Ecosse, and has also had more exciting offers which he has refused for various reasons. For 1960 he will retain the 3.8 Lister-Jaguar and will also race the Cooper-Smith Formula Junior car.

John Bekaert has had his fair share of amusing incidents. Once he upset the occupants of a police car by approaching a 30-m.p.h. sign at 130 m.p.h. in the H.W.M.-Jaguar! Last year he won a race in Eire with no clutch, a bent king-pin, bent de Dion tube, a collapsing wheel bearing and the bonnet almost off. The Irish spectators thought it was great fun. At Aintree, shortly after the Irish incident, he had a magnificent accident in which he took Beechers Brook in great style—unfortunately the car remained behind, where it had hit the bank!

When not motor racing he is a textile manufacturer, is married, with two children, and for personal transport uses a Volvo and a Sprite.



Jim Clark : By the end of 1960 Jim Clark's face should be well known to everyone, as he will be joining the Aston Martin Formula I team along with Trintignant and Salvadori. Although most of his appearances have been in Restricted and National sports-car races, this has not prevented his undoubted talents from being spotted. He commenced racing in 1958 with a Porsche 1600S and a D-type Jaguar, both belonging to the Border Reivers. In Scotland he was unbeatable, and when his farming commitments allowed he made successful sorties across the border into England.

For 1959 Jim Clark drove the ex-Bruce Halford Lister-Jaguar and a Lotus Elite, in both of which he gained many successes, including 10th place at Le Mans with John Whitmore. In 1960, apart from World Championship races with Aston Martin, he will drive the Border Reivers DBR1 in major sports-car events, and will possibly drive a Formula Junior Lotus in certain events.

James Clark Junior (as he calls himself) is a farmer in Berwickshire, is not yet married, thinks that MOTOR SPORT is one of the more accurate magazines when it comes to reporting (we didn't twist his arm!), and drives a Porsche 1600 Super and a Land-Rover.



David Buxton started serious racing in 1957 with an Austin Healey 100S of Team Healey, following up in 1958 and '59 with a Lotus Eleven and Fifteen, which gained him several places. He also drove a Lotus Elite which gained him nine wins, including the 1,300-c.c. G.T. class at the German G.P. meeting at Avus.

For 1960 he will be driving a works "Team Elite" car in all the International sports and G.T. events, and also his own Lotus Seventeen. There may also be a works Formula 1 drive but details are hush-hush at the moment. He will be organising the Elite team as well as driving in it, and also hopes to construct a G.T. car to his own design.

David Buxton is Managing Director of his own garage business, which deals in many exotic cars, including Lotus, T.V.R., Cooper, A.C., Austin Healey, Triumph and Maserati. He is not yet married and is fortunate enough to drive a Maserati 3500GT as a road car.

Colin Escott has driven a variety of cars in his career, including Lotus Eleven, T.V.R. Grantura, D-type Jaguar, M.G.-A Twin-Cam, Lister-Jaguar, with a number of places in Club and National events. He also competed in this year's Monte Carlo Rally and, like so many other racing drivers have done before, he considers it a very hair-raising experience. He is sure that there are a number of potential Stirling Moss's who never graduate from rallies to racing.

Colin Escott is due for a busy 1960 season, driving a Twin-Cam M.G. at Sebring, Le Mans and Nurburgring, a new Lister-Jaguar in International races, and a T.V.R. for Grand Touring races. He is a Director, not yet married, and uses an M.G.-A 1600 for private transport.

Albert Gay : Typical of the type of enthusiast who goes racing for the fun of the thing is Albert Gay. No longer a youngster—he has a mad-keen 18-year-old son—he started racing in 1958 with a TR2, which gave him few successes but infected him with the " bug". In 1959 he drove Bertorelli's Peerless in several races but at Brands Hatch he was involved in a spectacular prang which made the front page of the *Daily Express*. In the race he got away badly, but cut through the whole field until on the last lap, going into Paddock, he was on the tail of Simon Hill's Peerless. Hill blew up his engine at this point, which sent him across the track, forcing Gay to move further out. Gay was also experiencing brake trouble, and all these circumstances made him take Paddock far too fast. Even so, he almost made it; only a hidden gulley in the grass made the car overturn. Miraculously the car is now almost rebuilt!

The crash did not put Gay off and he went on to something much faster—the ex-Keith Greene Formula 2 Lotus, which had only done about five races. He experienced gearbox trouble in the five-speed unit but had almost cured the trouble when another accident interrupted his career. Going down Snetterton's Norwich Straight at 130 m.p.h., the clutch on the Lotus exploded, some of the pieces breaking his leg. Luckily the car ran into the infield and came to rest safely.

Undaunted, Gay has repaired the Lotus and his leg, re-purchased his original TR2, and looks forward to a better 1960 season. On the road he uses the TR2 and a Ford Zephyr.



David Good has confined his activities to hill-climbs, although not from choice. He suffers a similar disability to that which " handicapped " the late Archie Scott-Brown but the R.A.C. will not allow Good to take part in circuit racing. His immaculate performances in the Hill-Climb Championship, in which he was second last year and third the two previous seasons, must make the R.A.C. decision difficult to justify.

Good started off with the ex-Dick Seaman, ex-Billy Cotton E.R.A., winning the E.R.A. Trophy and gaining the class record at Great Auclum, not an easy course. In 1956 he was third in the Junior Hill-Climb Championship with a Mk. VIII Cooper-J.A.P. 1100. In '57, '58 and '59 he competed with great success in the Championship and now holds the course records at Brunton, Blandford, Harleyford and Cheteau Impney. In 1960 he will once again tackle all the Hill-Climb Championship events, although he would much rather go motor racing. He was married only a few days ago, is a Company Director in the Dairy Industry, and drives a Jaguar 2.4.

Keith Greene has driven a great variety of cars, including 1100 Cooper, Lotus Eleven, Lotus Seventeen, Lotus F.2 and Cooper F.2, on most of which, except the Lotus Seventeen, he has gained some successes.

For 1960 he will drive two brand-new cars built by Gilby Engineering, owned by his father Sid Greene. For Formula 1 events he will drive a Cooper fitted with the latest Maserati engine giving 250 b.h.p., and in 1,100-c.c. sports-car races he will try and upset the Lolas with the Gilby-Climax. He will also drive in International sports-car events.

A garage owner, Keith Greene's hobby is archery, which prompted him to have his calling card inscribed with the legend, " Have bow, will travel." He is not yet married and prefers a modified Mini-Minor for road use.

Brian Hart came into prominence last year when his Terrier won almost every race it entered in the 1172 Formula. Before that he drove a Lotus 7 for a short while with no great success, but when Len Terry designed the Terrier at the end of 1958 he built one with Terry's help, and had the satisfaction of winning the Chapman Trophy for his performance during the season.

Hart's 1960 plans are indefinite at the moment, but we should see him at the wheel of Len Terry's new brain-child, which will be a Formula Junior car. He is a Service Manager, drives a much-worn A35, and appears to be a confirmed bachelor.

David Haynes : A consistent competitor in saloon-car races since 1956, Haynes has remained faithful to Fords (quite reasonable since he is a Ford dealer), using all the various Zephyr models in various stages of tune. He is modest about his achievements, admitting that he has never come first yet, but neither has he been placed last.

He is contemplating forming a team with Jeff Uren in 1960 on the basis of, " If you can't beat 'em—join 'em," but he feels that the way the 1960 saloon-car regulations are framed he might as well burn the Zephyr and build a Go-Kart. When not racing he is a Director of a Ford dealership and is not yet married. For a road car Haynes uses the same car he races, which is not a dig at those saloon-car drivers who bring their cars to the track on lorries!

John Hine has driven both Mk. VI and XI Lotuses, together with a TR2, and has gained wins at Aintree and Snetterton, as well as class wins at the Thames Estuary A.C. Hill-Climb. For 1960 he will drive a Cooper Formula Junior car in British and Continental events. He is engaged in the Motor Trade and is married, with one daughter, who figured in his most amusing racing moment. He was sitting all tensed up on the starting line at Brands Hatch when his small daughter's voice piped up from the grandstand, " Put your foot down, Dad." On the road he uses a TR3.

David Howard has driven an Aston Martin DB2-4 Mk. II in Club events during 1959, gaining 14 places, including the Aston Martin Owners' Club Cup for the David Brown Championship. In 1960 he will be driving a 2.4 Jaguar and the aforementioned Aston Martin. In the photograph he is sitting in the burnt-out remains of the Jaguar warding off souvenir hunters! The car appears to need considerable renovation before the 1960 season. In case readers think it odd that he should be wearing a topee, Mr. Howard asks us to point out that the sun was shining at the time.

Pressed for comments, especially humorous ones, Mr. Howard came up with the following : (*a*) English traffic police are wonderful; (*b*) the Volkswagen is a beautiful car; (*c*) Aston Martin well deserved to win the World Sports-Car Championship.

In the daytime David Howard is a Company Director, is not yet married, and on the road he drives either the Aston or the Jaguar.

Chris Lawrence is better known for his tremendous performances in the Morgan Plus Four but he has owned and raced a good number of cars before them, including a Morgan three-wheeler, M.G. J4, Type 38 Bugatti, M.G. K3, Rotacks M.G. Special and Elva Junior.

Last year, with the Morgan, he won a number of races, and at Goodwood he won the Freddie Dixon Trophy. Since then he has formed his own company to market a Formula Junior car called the Deep Sanderson and a coupé for road use. He will drive one of the Formula Junior cars himself as well as partnering Bill de Selincourt in a 1,100-c.c. Lola for International sports-car races. He seems to get the jitters before his races as he says " I'm going to retire " at 10-minute intervals during each meeting, but once on the track he is one of the fastest drivers in Club racing.



Christopher Martyn started racing in 1957 with the ex-Peter Ashdown Mk. 9 Lotus, which never went very well but gained a few places in Club meetings. In 1958 he bought a new Lotus Eleven, which was prepared by Innes Ireland and ran very well, gaining several places for its owner. 1959 was a disappointing season as he purchased a Lotus Seventeen and a Twin-Cam M.G., both of which gave lots of trouble. When lying third in the Nurburgring 1,000 kilometres race in the Twin-Cam the distributor fell to pieces. At Le Mans he was entered in an Elite and reserve to two other Lotuses so he felt sure of a drive, but the Elite was crashed before the race and one of the other Lotuses crashed just before he was due to take over. He also did not get a drive in the T.T. as the Lotus he was due to drive retired before he was due to drive.

At the moment, Martyn has no definite plans for this season but will probably compete in some Formula Junior races with a Cooper

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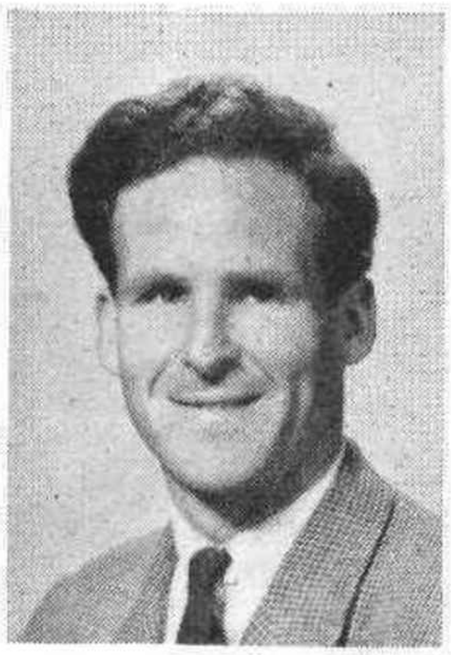
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and also a few sports-car races. Aged 24, he is a Company Director, is not yet married, and drives a Volvo with a Ruddspeed conversion, which he considers a very enjoyable car to drive.



Bill Moss : This young man first hit the headlines with his fearless handling of the R5B E.R.A. " Remus," which he drove up to the end of the 1958 season, but before that he had driven a 1929 1500 Alfa-Romeo and the R1A E.R.A. with a fair degree of success. After watching the way he handled " Remus," many people began asking when he would get a more modern car. Moss answered this himself by purchasing a DB3S, which was not very successful and did not last long. He followed this up with a Lister-Jaguar and also drove a Formula 2 Cooper for a private team. He had accidents in both these cars and was never as happy with the modern cars as with the E.R.A.

Bill Moss' plans for 1960 are uncertain as yet. He may return to vintage racing or carry on with Formula 2. By profession he is " one of the forty thieves," is not married, and on the road he drives " anything."

Tim Parnell is the son of Reg Parnell, the Aston Martin Team Manager. He has restricted himself to driving Lotus and Cooper cars, including a Cooper 1100 sports, a Lotus Eleven and a Cooper-Climax Formula 2 car. His 1959 season was cut short at Brands Hatch when he had a particularly unpleasant accident which put him out of action for the rest of the season.

Next season he will be driving a Cooper-Climax Formula 2 car in partnership with Gerry Ashmore and will also drive a Formula Junior Cooper with Cosworth-tuned Ford engine.

Tim Parnell is a garage owner and farmer in Derbyshire, and drives a Ford Zodiac.

Jack Pitcher : A staunch supporter of the Formula 3 movement, Jack Pitcher has driven only Cooper-Nortons and will continue to do so during the 1960 season. He will be entering every possible 500-c.c. race that is open to him, be it International, National or Club. A farming director in private life, he has no illusions about a motor-racing career; he races for the sheer enjoyment of driving fast. On the road he drives an A30.



Philip Robinson is a stalwart supporter of Formula 3, having driven only Coopers to date, with a number of successes. He started racing in 1952 with motorcycles, but changed to a Mk. IV Cooper-J.A.P. in 1954. With his Cooper-Norton he has won the 1958 *Autosport* Clubman's Championship and was third in the 1959 National Championship.

For 1960 Robinson will be selling the Cooper and driving an Envoy Formula Junior car for Ian Raby. He is a Garage Director, married, and for personal transport uses a Hillman Minx.

George Shepherd, perhaps better known as " Doc." because he is one, has gained a tremendous reputation as a saloon-car driver, piloting an A35 in 1958 and an A40 in 1959. In those years he won a number of races and scored innumerable class wins, taking the lap records at Goodwood, Aintree, Crystal Palace and Brands Hatch.

This season he will be driving an A40, the engine of which will be tuned by Don Moore now that he is free from commitments with Lister. He modestly claims that the secret of his success is that he is a friend of Harry Weslake, the cylinder-head expert.

Shepherd is married, with a son and a daughter, the son being an airline pilot and daughter Ann also drives in saloon-car races and rallies. Another claim to fame is that he is the uncle of David Shepherd the England cricketer. On the road he drives an Austin Seven and an A40.



Tom Threlfall started his career in 1957, when he was in the team which broke seven International records with an Austin A35. He followed this up by being in the team which broke eight International records at Montlhéry in an Austin Healey 100. Since then he has been faithful to Lotus, winning the Yuletide Trophy at the 1958 Boxing Day Brands Hatch meeting, coming third in his class at the Rouen G.P. meeting and second overall in the Prix de Paris at Montlhéry last year.

Tom Threlfall will be forsaking sports cars this year and will be driving a Formula 2 Cooper and a Formula Junior Lola in as many events as he can manage. By profession he is a Civil Engineer, drives a Volkswagen and claims that he is a founder member of the British Overseas Racing Lads from Zanzibar !

D. J. Uren : Brother of Jeff Uren, Douglas has driven both Jaguar and Ford since he started racing in 1955. He has competed in such rallies as the Monte Carlo, Tulip, R.A.C., and in the last two seasons he has raced and rallied a 3.4 Jaguar, gaining 26 awards during that time. In 1960 he will carry on with a 3.8-litre Jaguar in all grades of saloon-car events, and there may be a possibility of a Jaguar drive at Le Mans. His most amusing moment was when he found himself going backwards at 100 m.p.h. at Goodwood last year and watching one of his wheels passing him in the right direction. He and his brother also hold another record as they believe they were the first brothers to start in different cars in an International event. Douglas Uren is a Company Director, is married, with four children, and drives a Riley 1.5 on the road because it's safer.

Jeff Uren : Another driver who has remained faithful to Ford is Jeff Uren. He has raced and rallied most models in the Ford range, including the Anglia, Prefect and Zephyr. Last season he won the Saloon-Car Championship outright in his Zephyr. The car was exhibited at the Racing Car Show in January. With the Zephyr he has become the class lap record holder at Goodwood, Aintree, Brands Hatch and Snetterton.

Last season he was appointed Team Manager of the Ford works rally team, but he will still compete in as many events as possible. During last season so many cracks were made about his name, such as " Leston is passing Uren," that he decided to register his new car JMU 8 ! In private life he is a plant hire contractor, is married, with two mad-keen sons aged 6 and 9, and, naturally enough, on the road he drives Ford Anglia and Zephyr.



John Whitmore : One of the most improved drivers of 1959, Whitmore would probably have been voted " Rookie of the Year," if this excellent American idea were brought to this country. Last year he drove a Lotus Elite, gaining 10 wins and two second places, but near the end of the season the Elite was written-off at Monza, luckily without damage to the driver. He also gained 10th place at Le Mans co-driving an Elite with Jim Clark. The Border Reivers recognised his talent and lent him their Lister-Jaguar for a couple of races at Charterhall, both of which he won with ease. Nearer the end of the season he drove the 1½-litre Tojeiro and acquired a Speedwell-tuned Austin Seven, which he used on the R.A.C. Rally and at Boxing Day Brands Hatch. He has made several fruitless sorties into rallies, including the Monte, but regards them as " too damned dangerous."

John Whitmore will have a busy 1960 season co-driving the Border Reivers DBR1 Aston Martin with Jim Clark in major sports-car races, and will also be a member of the Fitzwilliam Formula Junior team for Continental races. There will also be some outings in a new Formula Junior and Formula 2 Tojeiro.

On matters unconnected with racing he feels that the traffic laws should be brought up-to-date, having had unsatisfactory dealings with the police, and points out that it is illegal to drive an A35 van in top gear ! When not racing he farms in Essex, is not yet married, and for a road car he uses the Austin Seven, which is " marvellous."

MODERN TYRES

Continued from March Issue



Traction Grip



Royal 8

NORTH BRITISH

This company is a branch of the United States Rubber Company and makes a series of tyres called U.S. Royal in its Edinburgh factory. The **U.S. Royal 8** is a super low pressure tyre with a very wide flat tread, giving, it is claimed, silent, level riding with high mileage. Prices: 5.20–13, £5 3s. 6d.; 5.90–15, £6 11s. 6d.; 6.70–16, £9 12s. 0d. The **U.S. Royal de Luxe** has an unmistakable tread pattern having seven narrow grooves round the tread with exactly 1,376 biting edges at right angles to these. Prices: 5.20–14, £5, 8s. 6d.; 5.50–16, £7 2s. 0d.; 5.50–17, £7 3s. 6d. The **Traction Grip** has deep shoulders and a zig-zag tread pattern with numerous small knife cuts for grip on sheet ice. Prices: 5.20–13, £5 8s. 6d.; 5.60–15, £6 11s. 9d.



De Luxe



Cintura



Dual Purpose



Speed

PIRELLI



BS3

The two main Pirelli road tyres are the **337 Extraflex** and the **Speed.** The Extraflex has a continuous notched rib pattern to give better acceleration and braking. The Speed has a rather unusual pattern for a high speed tyre as it is suitable for speeds of 120 m.p.h. Prices: Extraflex: 5.60–13, £5 7s. 6d.; 5.20–14, £5 6s. 0d.; 5.90–15, £6 8s. 0d. Speed 5.90–15, £9 13s. 0d. The **Cintura** is a high speed tyre with a circumferential band of close-woven rayon, helping to stabilise the car under all conditions. The tread extends to the shoulder of the tyre to aid cornering. Prices: 1.65–15, £8 1s. 6d. For winter motoring there is the **Dual Purpose** with a chunky tread and deeply scalloped shoulders which assist traction in snow. Prices: 5.60–13, £5 15s. 6d.; 5.20–14, £5 14s.0d.; 5.90–15, £6 17s. 6d. The new **BS 3** has been fully described in MOTOR SPORT. This detachable tread tyre is not yet available in quantity and prices are not yet available.



Extraflex



Plus



Plus Wiresoles



Weathersoles

TYRESOLES

This well-known remould firm have a basic range of three treads for cars. The **Tyresoles Plus** is a simple four groove road tread, the treatment charge varying from £2 12s. 6d. to £6 16s. 6d. according to tyre size. The **Tyresoles + Wyresoles** is the same tread but a series of steel claws are inserted into the tread to give greater traction on ice or even wet roads. This treatment costs 7s. 6d. extra over the Tyresoles Plus remould. For greater traction in winter the **Weathersoles** retread is recommended. This has the normal zig-zag tread pattern with deep shoulders for biting through mud and slush. Prices range from £3 12s. 0d. to £5 9s. 6d.

CONTINENTAL

Developed from the **Monza** racing tyre which were used by David Boshier-Jones when winning the Hill-Climb Championship last year, the **Super Record** is suitable for speeds up to 150 m.p.h. and sizes are available for the majority of high performance cars. Prices: 6.40–13, £11 10s. 3d.; 6.00–16, £9 19s. 6d. The **Record** is suitable for most types of car which can cruise at 90 m.p.h. and is safe for maximum speeds of 110 m.p.h. Prices: 6.40–13, £9 12s. 6d.; 7.10–15, £14 8s. 9d. The standard "**R**" tyre will fit all popular saloons and minicars. Prices: 5.20–10, £4 15s. 0d.; 6.00–16, £8 2s. 6d. The **M + S** is a chunky winter tyre which is designed to give excellent grip under all conditions. Prices: 520–10, £5 4s. 3d.; 6.00–16, £8 14s. 9d.



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Photo by Pamela Chand



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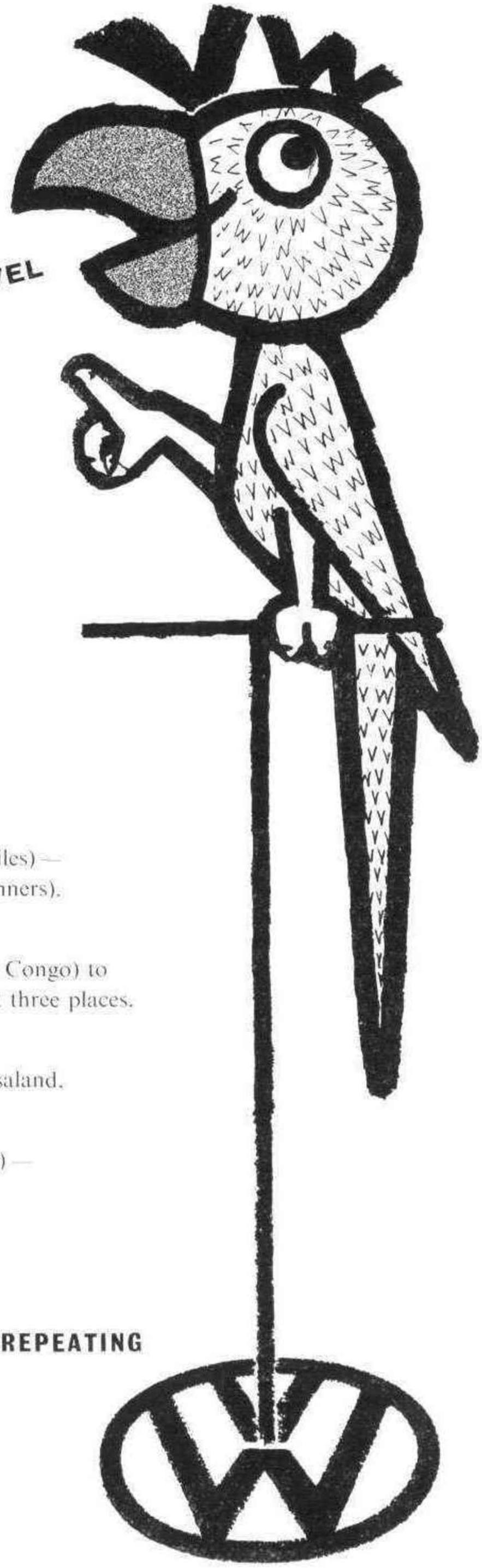
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Facts and Figures for the man in the street

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in some of the toughest reliability trials
in various parts of the world :—

REDEX Rally, 1955 — Volkswagen 1st and 2nd.

MOBILGAS Round Australia Rally, 1956 —
Volkswagen 1st and 3rd (team winners).

MOBILGAS Round Australia Trial, 1957 (10,000 miles) —
Volkswagen 1st, 2nd, 3rd, 4th, 5th and 6th (team winners).

MARATHON de la Route, 1959 —
1,500 mile reliability trial from Leopoldville (Belgian Congo) to
Luanda (Portuguese West Africa) — Volkswagen first three places.

CALTREX Round Rhodesia Rally, 1959 —
1,500 miles through S. Rhodesia, Mozambique, Nyasaland,
N. Rhodesia — Volkswagen overall winners.

THE CIRCUIT of Ireland Trial, 1959 (International) —
Volkswagen first seven places.

All four wheels are independently sprung
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PICTORIA

B.A.R.C. Club
Goodwood



LEADER IN THE FORMULA JUNIOR RACE.—Here Jimmy Clark had taken the lead from motorcycle champion John Surtees. Both drivers are trying extremely hard, as the attitude of the Lotus and Cooper through Madgwick clearly emphasises.



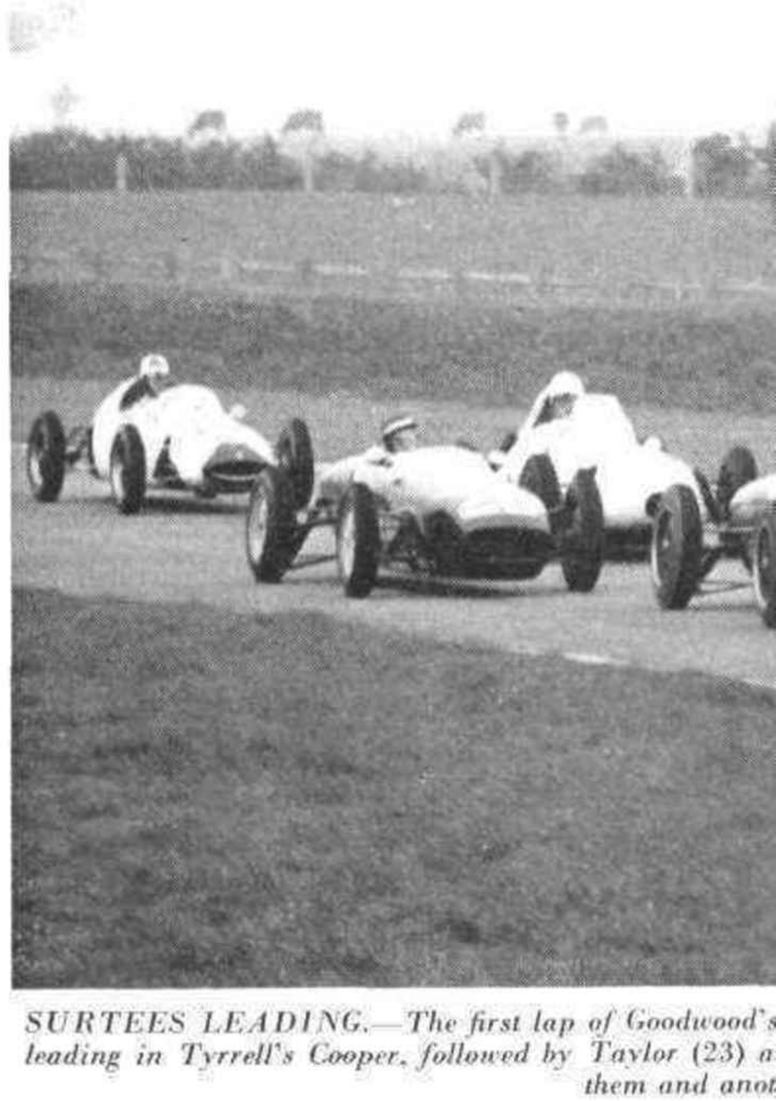
A LESS TIGHT LINE AROUND MADGWICK was taken by these two Elva drivers, the leading car being that of Ames. Both these cars were unplaced.



FINISH OF THE FIRST FORMULA JUNIOR RACE OF 1960. — Jimmy Clark crossing the finishing line at Goodwood with a comfortable lead over John Surtees at the B.A.R.C. Members' Meeting last month. In the course of an exciting race the winning Lotus established a F.J. lap record at 90.38 m.p.h., equal to that of the 1,100-c.c. sports-car lap record.



UNDIGNIFIED FINALE.—This was the manner in which the two Deep Sanderson F.J. cars returned to the paddock long after Jimmy Clark and John Surtees had completed the course in the Goodwood Formula Junior race.



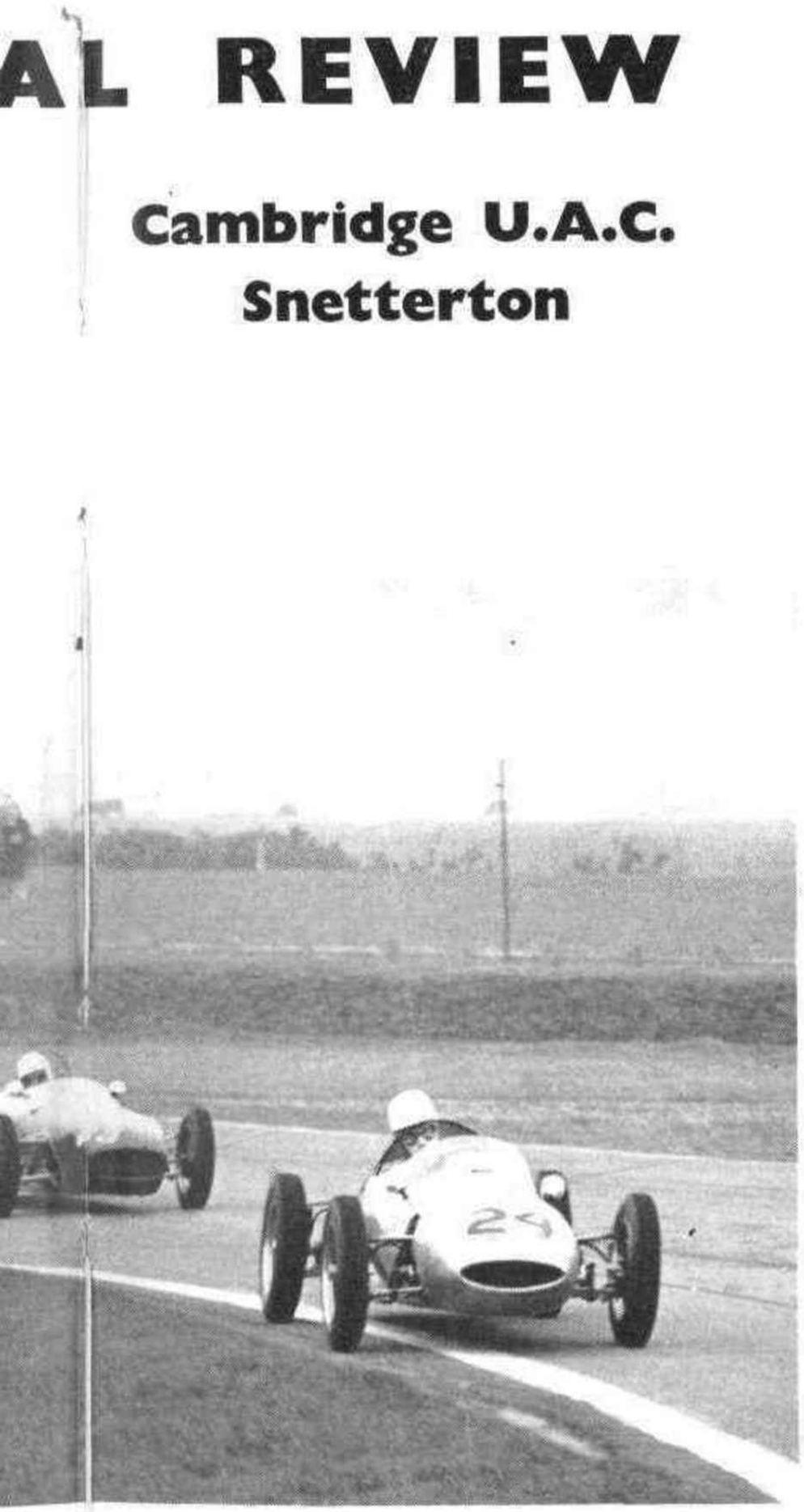
SURTEES LEADING.—The first lap of Goodwood's leading in Tyrrell's Cooper, followed by Taylor (23) a them and anot

THIRD FASTEST.—T. J. Threlfall in his Lot Eleven about to cross the finishing line in the run whic gave him third fastest time at the Cambridge Universit A.C. meeting at Snetterton.



AL REVIEW

Cambridge U.A.C.
Snetterton



exciting 10-lap Formula Junior race on March 19th, with John Surtees nd Clark (22) in the two Lotus cars, with the fastest Elva mixing it with her Cooper bringing up the rear.

F.T.D. was shared between N. Taylor (Aston Martin) and P. Westbury (Cooper F.2) at Snetterton. Taylor is seen coming very fast through the artificial chicane, which a number of drivers demolished.



LEADER FROM START TO FINISH.—Mike Salmon's D-type Jaguar had no difficulty in winning the Goodwood 5-lap Scratch Race for sports cars of unlimited engine capacity. It was pleasant once again to see a really large and fast sports car in action.



G.T. COUPE BY SPEEDWELL. — The sixth scratch race at the March Goodwood meeting was a convincing victory for Venner-Pack, whose Speedwell Austin Healey Sprite is here seen taking the chicane ahead of Gaston's Austin Healey Sprite hard-top and Kelly in his Longbacon. A jubilant spectator of the leading Sprite's superiority was Graham Hill, who was watching at this part of the course with Dan Gurney.



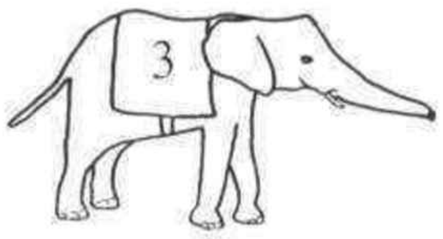
NOT SO FAST.—In the race which Venner-Pack won this Ashley coupé driven by McLachlan spent its time towards the back of the field.

NASTY MOMENT.—Unexpected hazard for competitors at Goodwood was provided by the mobile section of the chicane, which, dislodged when Parness' Jaguar went into it head-on, rolled across the track and came to rest facing the back-markers. Fortunately, all managed to avoid it, including the A35 and Jaguar which had just gone through. Note the marshal on the right of the picture emulating Gordon Pirie!

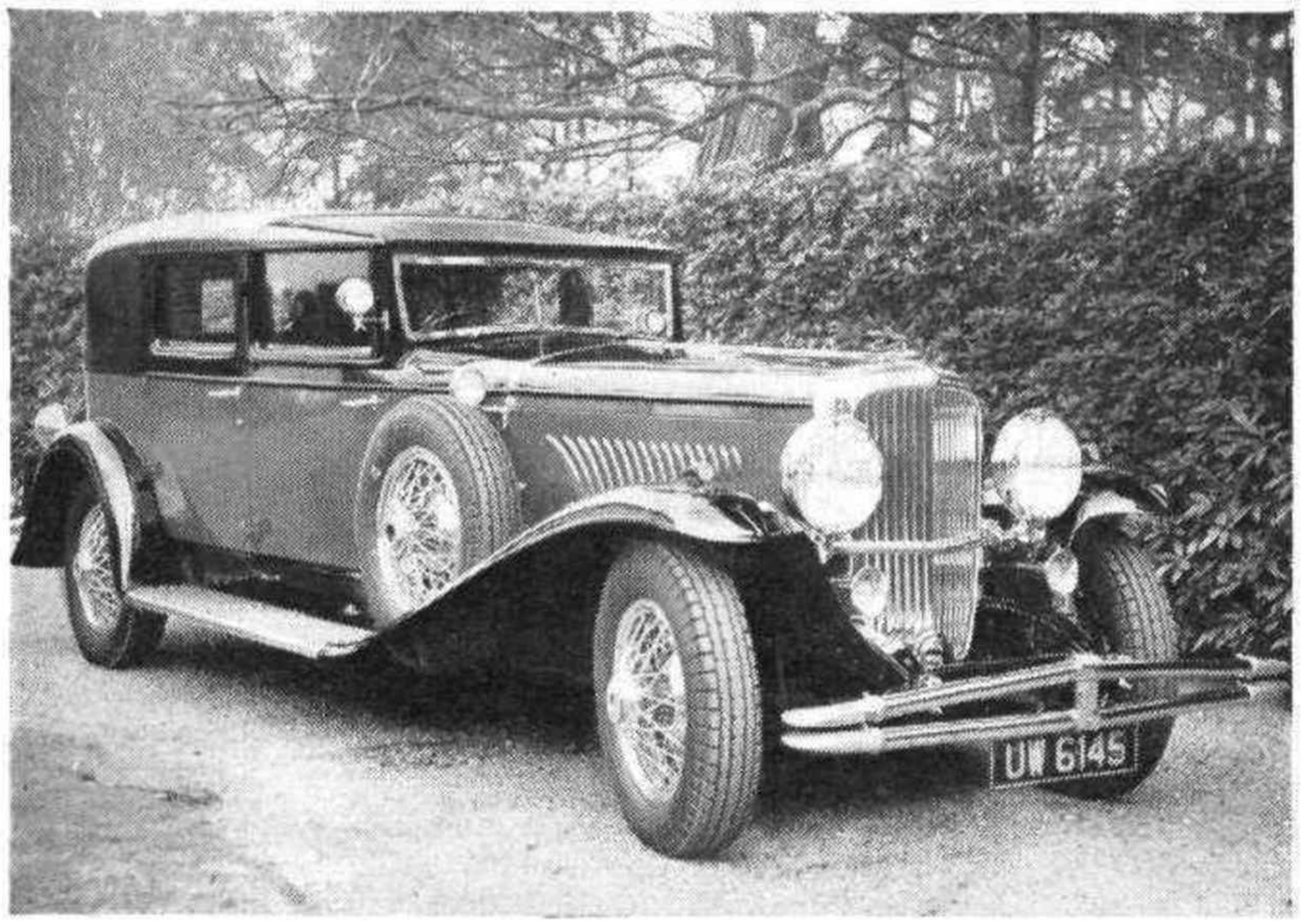




WHITE ELEPHANTITIS—



THE ONLY MODEL-J DUESENBERG IN ENGLISH CAPTIVITY



THE BEAUTIFULLY RESTORED 1929 Duesenberg model-J Barker sedanca of Mr. C. S. Phillips photographed in the grounds of his house in Surrey.

LAST year, when I started this series, Mr. C. S. Phillips, of Windlesham, wrote to tell me that he had what is believed to be the only model-J Duesenberg in captivity in this country. Here, indeed, was a "white elephant" worthy of inclusion, but Mr. Phillips is a perfectionist and it was not until last February that he considered his car to be sufficiently complete for me to sample it.

Then, on a cold but sunny Sunday morning, I was invited to go for a drive along Surrey roads in this rare and splendid motor car. When I arrived at the owner's beautiful house his Duesenberg Barker sedanca stood in the drive, its well-proportioned lines making it look more compact than a Rolls-Royce, although, in fact, it is the larger car.

As soon as the great 6.8-litre straight-eight, twin-overhead camshaft, 265-h.p. engine was warm, Mr. Phillips took to the A 30 road and from the manner in which he wound his great car in and out of the stream of traffic that was on its way to a motorcycle scramble, I realised that he had complete confidence in the steering and brakes. The efficiency of the latter was demonstrated to me outside a certain Speed Shop, when my driver pulled up the three tons of motor car reassuringly, on locked wheels. Then, along winding roads, I saw how the Duesenberg could be cornered fast with a minimum of roll.

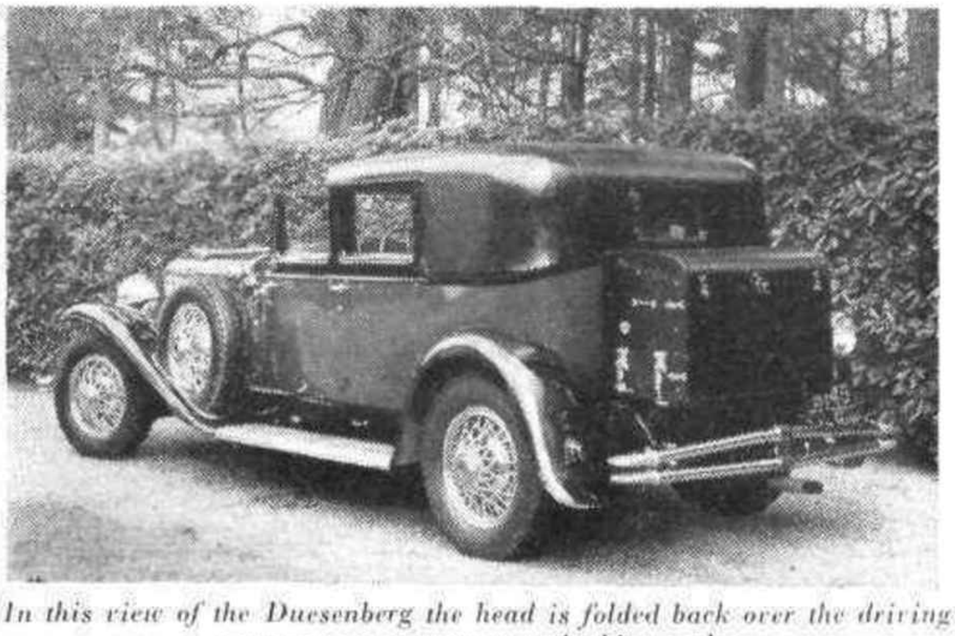
This is indeed a great automobile. The engine is as sibilant as that of a Rolls-Royce until the accelerator is depressed, when a hard and purposeful note accompanies astonishingly deceptive acceleration. In no time at all the car is cruising at an easy 70 m.p.h.

The central gear-lever and the facia are typically top-class American in style but I have never sat behind a more completely-equipped dashboard—there is the control for adjusting the power of the brakes servo to suit conditions of ice, snow, rain or dry roads, the indicator lights telling that the automatic chassis lubrication is acting correctly and reminding the owner—or his paid driver—when to drain the sump and top-up the battery, and the brake pressure gauge which was fitted as standard. Nor had I met previously a tachometer of ribbon-type, to match the ribbon speedometer.

I was impressed, too, by the comfort of this great American car. In front the driver and his passenger occupy a comparatively narrow compartment, snug and secure in comfortable seats, but the closed "back parlour" is luxurious to the highest degree, upholstered in the finest grade leather and lavishly equipped. The forward view is pleasing, because the long bonnet is impressive yet quite unflamboyant.

As the drive progressed I learnt of Mr. Phillips' infectious enthusiasm for this Duesenberg. Although he owns two Rolls-Royces, one a Phantom III, a Mercedes-Benz, and other cars, he considers the model-J the best of them all. I heard of the enormous pains—and expense—that restoration of this car, which he obtained in a disreputable state from the stable of Sir Ralph Mallais, has entailed. Of parts collected one at a time from a great distance, of restoration carried out by old craftsmen at Hoopers and elsewhere, of how Rolls-Royce were persuaded to chromium-plate the wheels at a cost of, was it £300? Of the sheer painstaking perfection with which the mechanical parts of this rare chassis have been restored.

Although speed—some 116 m.p.h.—was not considered by the manufacturers as by any means the most important feature of the car, the twin-cam 32-valve engine is certainly an unusual one to find under the long bonnet of this luxury sedanca, although it certainly serves to endear the Duesenberg to the enthusiast. It is thought that only five model-Js came to England and this car is the one which Barker exhibited on their stand in the coachwork section of the 1929 Motor Show. Its present owner has acquired so much information about the Duesenberg and knows the car he and his wife have restored so well, that I gladly hand over to him for a technical and historical appreciation of a quite staggeringly breath-taking and unique—and very active—"white elephant."—W. B.

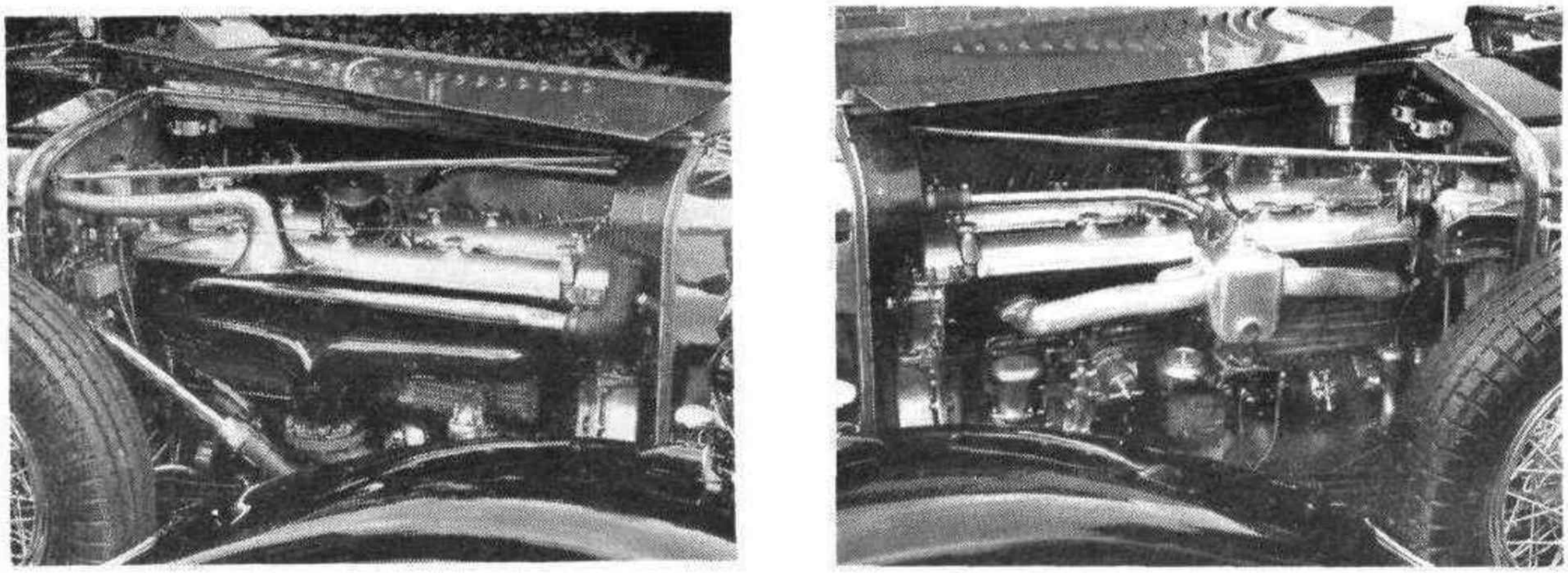


In this view of the Duesenberg the head is folded back over the driving compartment: note, too, the big trunk.

* * *

NINETEEN-TWENTY-NINE—the day of Al Jolson in "The Singing Fool"; of Buster Keaton in an early Hitchcock thriller; of the Graf Zeppelin and the airship R.101. The American slump was about to echo in Britain, and America had just produced both the smallest and one of the largest cars in the world. The "baby" was a four-cylinder air-cooled design on a wheelbase of 5 ft., with an overall length of 7 ft. 6 in.; the other was the Duesenberg Model J, with a wheelbase of 12 ft. 9½ in., an overall length of over 19 ft., and, with 265 brake horse-power, the most powerful production car in the world.

At the Olympia Motor Show in London that year there was an impressive array of luxury cars; you could buy a Cadillac, a Hispano-Suiza, or an Isotta-Fraschini, a Lincoln, Minerva, Packard, Pierce-Arrow or a large Rolls-Royce at prices from £1,575 for a Cadillac up



The 265 horse-power twin overhead camshaft engine of the model-J Duesenberg.

to almost £2,500. But over on the Duesenberg stand, a bare chassis was listed at £2,380 and a complete car came to almost £3,500—the costliest production car the world had ever seen. In fact, the big Duesenberg, with its glittering chrome wire wheels, cost almost half as much again as the next dearest. From the paragraphs that follow, you can judge if this disparity in price was justified by the facts.

Planning the new Duesenberg began in 1926. Six years earlier, at Daytona, a Duesenberg had run at 156.04 m.p.h.—a record to stand unbroken until 1927: and so closely was racing practice reflected in the design of the new Duesenberg that an almost standard model, though fitted with a supercharger which was later available on production cars, ran at over 152 m.p.h. for an hour and, perhaps even more impressive, kept up an average of 135.47 m.p.h. for 24 hours. Fitted with passenger bodies, production cars would go up to about 130 m.p.h. (not to mention 102 m.p.h. in second gear): these models were fitted with the centrifugal supercharger, and the top speed of cars without it (such as the writer's model J) was about 116 *m.p.h. in top and 90 in second, or* a little less, dependent on the type of coachwork fitted. All cars, whatever the coachwork, would do 100 m.p.h. or more.

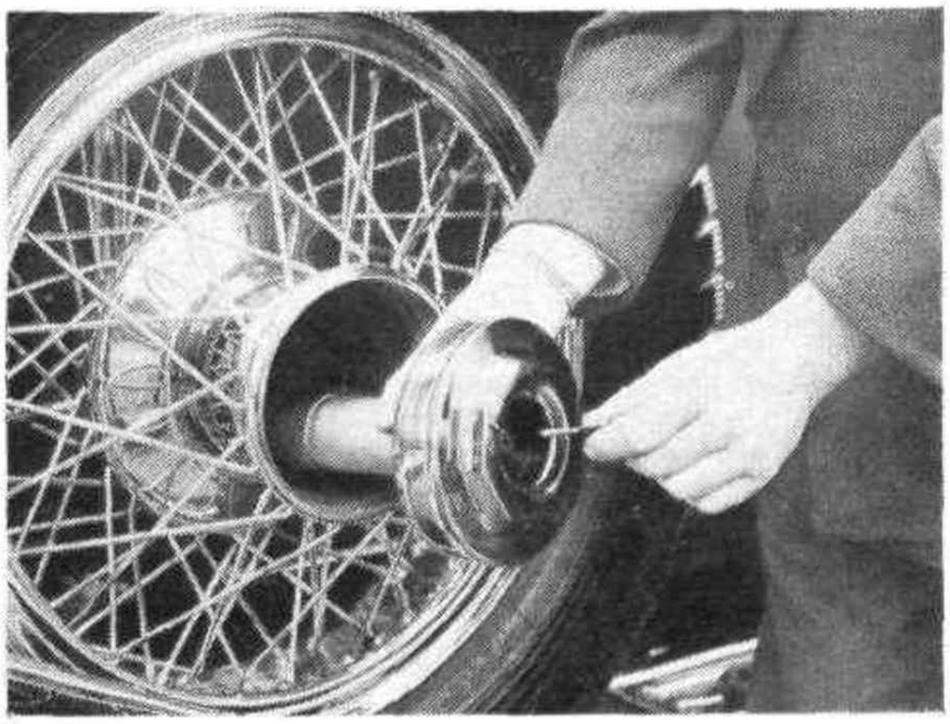
I have mentioned speed first in order to dispose of it, for maximum speed, even though it approached a world record not long broken, was never a feature of the car, and in sales promotion was seldom mentioned; it was just one of those things you got, along with a Duesenberg.

Apart from the fitting of a supercharger, and detailed changes to accommodate it, the design of the car remained essentially unchanged throughout its life, from 1929 to 1937. The chassis was designed on *alternative wheelbases of 11 ft. 10½ in. and 12 ft. 9½ in. Thus even* the "short" model was a larger car than, say, the Rolls-Royce Phantom III, while the overall length of the long-wheelbase model illustrated is 19 ft. 2 in. Due, however, to extensive use of aluminium, as well as much boring out, the car is light for its huge size, weighing 2¾ tons without fuel.

Any doubts as to its sturdiness are quickly dispelled by a look at its astounding frame, which is made of alloy steel 7/32nds. of an inch thick—almost quarter-inch! Sections are 8½ in. deep, braced by six cross-members and an A-type diagonal brace near the front, not unlike that on the Rolls-Royce Phantom I chassis, except for size. The brace on the Phantom I is 1 in. thick and 9 in. long: that on the Duesenberg 2 in. thick and 24 in. long. These and other factors result in an effect I have not seen on any other car: stand on the running-board of the Duesenberg and try to rock the car and you find it can't be done. The entire front end, staying perfectly level as from side to side, just rises and falls very slightly. Thus it is that, on a twisty road, the Duesenberg corners as if on rails, without a vestige of roll, *at speeds considerably greater than are possible with any other* large car. By way of illustration, I was on my way towards Guildford the other day in the Duesenberg when I caught up with a fast-moving motorcyclist who, glancing over his shoulder at a bend, noted I was not far behind. The road becoming clear of traffic, we both increased speed, the motorcyclist leaning far inwards in order to take the bends. The road was, however, too twisty to overtake in comfort, so I kept the Duesenberg behind and held an even pace. Later, approaching a parked car, the motorcyclist glanced perfunctorily over his shoulder and his astounded expression when he saw the Duesenberg still there led him to ease up slightly: so I went by quickly and, apart from a brief speck in the mirror, never saw him again.

As regards performance and handling, the features of the Duesenberg, as of many attractive cars, are well balanced. Speed there certainly is, and also acceleration: from 10 m.p.h. to 80 in top takes from 22 to 30 sec., dependent on body style, power and torque being so arranged that there is about 100 b.h.p. available at any speed for acceleration. The brakes, which are hydraulic and servo-assisted, have four 15-in. drums 2¼ in. wide. Gentle toe pressure produces 200 *lb./sq. in. and is all that is necessary for normal stopping*, although the system will give 500 lb./sq. in. if required. The degree of assistance is adjustable by a lever on the instrument panel which has four settings, "Dry-Rain-Snow-Ice." In use, the brakes are about the most powerful I have ever used which, perhaps, is not surprising, since it was Duesenberg who pioneered hydraulic brakes in America. The arrangement of the brake piston in the front wheels is particularly ingenious, the piston being inside the king-pin. Along with outstanding speed, acceleration and braking there is also wide flexibility, the car running smoothly down to about 8 m.p.h. in top gear, from which pace it will pull away evenly without any "period."

The Duesenberg engine was designed as a straight-eight with detachable head of chrome nickel steel and an aluminium crankcase. Pistons and connecting rods are of aluminium alloy, heat-treated. Bore and stroke are 3¾ in. × 4¾ in., giving a capacity of 420 in. or approximately 7-litres, with a compression-ratio of 5.2 to 1. Twin overhead camshafts, each a yard long, and chain driven, operate four valves per cylinder, in fully machined combustion chambers. Only a cap-shaped adjuster and cover intervene between cam-lobe and valve-stem. The crankshaft is a chrome nickel steel forging



The Yale-type spare wheel lock, described on page 269.

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with five main bearings each 2¾ in. in diameter, and varying in length from 1⅞ in. to 3 5/16 in. The engine is rubber-mounted at six points, and mercury-filled cartridges are bolted to the crank cheek, the movement of the mercury checking any vibration at its source.

A complete system of fully-forced lubrication is provided, with oil-pressure readily adjustable by spanner at a fitting on the near side of the engine. Fuel supply from the 20-gallon tank is by triple electric pump housed in the frame side-member, and, in addition, by a mechanical bellows pump driven by the left accessory shaft and so feeding in proportion to the speed of the engine. Dual Schebler carburetters are used, with a common float chamber (of about a pint capacity !), and the inlet jacket is water-heated. Fuel consumption works out at about 10½ m.p.g., which could no doubt be improved if the car were driven sedately

Cooling is by honeycomb radiator, with external thermostatic shutters readily adjustable for range by a simple nut. An enormous reserve of cooling is available, the correct adjustment in this country being shutters almost completely closed. In addition, two large hand-operated side ventilators are provided towards the rear of the bonnet, which is louvred. Plugs, valve-guides and cylinders are water-jacketed all round and for their entire operative length. External finish of the engine is green enamel, with all bright parts either chromium plated or of polished aluminium. The six-volt electrical system operates single ignition through two coils.

Some American writers have claimed that the original Duesenberg headlamps were not too effective, so we are lucky perhaps in having Marchal Strilux 12 in. reflectors inside the original Duesenberg head-lamp shells, which were of a special design. Two large batteries are used, housed one either side in the running-board valances, and a charging socket is available beneath the instrument panel on either side.

The exhaust system has some unusual features. First, the exhaust header is covered in black porcelain-enamel and is a yard long, with main passages 4 in. in diameter. This discharges into a 5 in. pipe leading to the 54 in.-long silencer. By using a controlling lever by the near-side front seat, the gases can be made to pass either through the body of this, following a deflected course through perforated baffles, or this system can be by-passed and the gases released via a " straight-through " system, the latter giving just a little more power at the cost of a sharper exhaust note. The two systems end in a dual aluminium tailpiece.

Power is transmitted from the engine via a two-plate dry disc clutch, incorporating a vibration damper similar to that used on the Rolls-Royce. There is a three-speed gearbox, of which bottom gear is definitely only an emergency ratio and normally used only up to walking pace, the spacing between this and the silent second gear being considerable. Second gear is in constant mesh and is engaged by movement of a light splined shaft, this arrangement permitting a quick and light change even at speeds up to 60 m.p.h. When maximum acceleration is required, this is in fact the best speed at which to change up to top, it being still only two-thirds of the available speed in that gear. Alternatively, top gear can be used, if one is feeling lazy, at anything over about 10 m.p.h. and still provide good acceleration. A torque tube encloses the propeller shaft, the front end of which is supported in a large aluminium rubber-mounted yoke. Two universal joints, one metal, one rubber, isolate both vibration and larger movement. Final drive is by a hypoid bevel set 2 in. below centre. The axle shafts are almost 2¼ in. in diameter and bored out for lightness, the pinion gear being forged integrally with its hollow shaft. The 19 in. centre-lock chrome wire wheels carry 7.00 × 19 tyres, with two spares mounted in the wings from which, however, they are held clear. Incidentally, each securing bolt for the spare wheels is 6 in. across, over a foot long, and incorporates a Yale-type lock.

A " one-shot " chassis lubrication system is provided, operated automatically by the engine every 70 miles, tell-tale lights on the instrument board confirming that this is done and also indicating each 700 miles that engine oil should be changed and each 1,400 that the battery water needs topping up.

Suspension is by ½-elliptic springs front and rear, the rear springs being 62 in. long. All springs are gaitered. Shackles are of large size with bronze bushings in protective housings, and are supplied with oil from the centralised system. Double-acting hydraulic shock-absorbers are fitted front and rear.

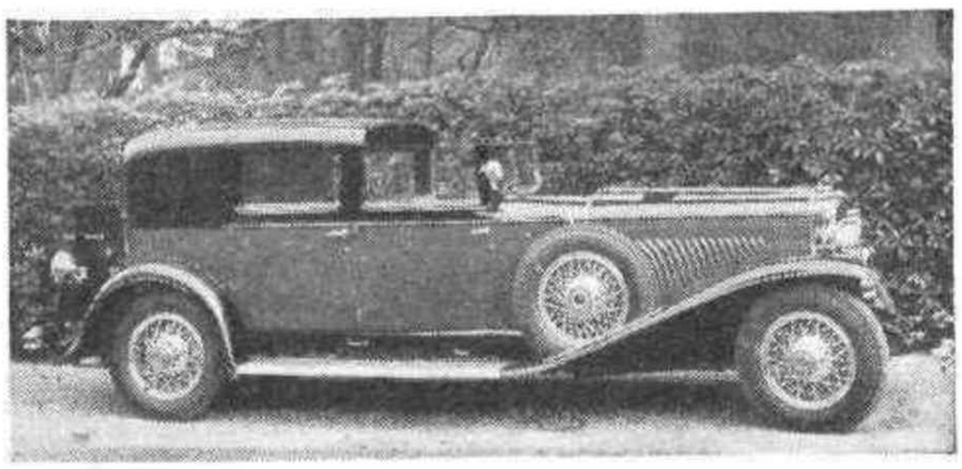
Besides being all-embracing, the instrument board deserves special mention, for it is surely one of the most beautiful ever produced. Of slightly curved shape, the surface is of brass, which has been given the effect of engine-turning and afterwards lacquered. Most panels were lacquered black, but I'm glad to say ours is brown, which tones well with the polished walnut screen-rail and brown leather upholstery. The panel is enclosed in a narrow chromium-plated strip, and at either end of it is a small locker, one wall of which has been made removable for better access to instruments and the other turned into a golden mesh grille which, at option, can discharge fresh air drawn from the front of the car. The panel is lighted by two pendant lights fitted with diffusers, with the intensity controlled by rheostat. The instruments comprise the signal lights already referred to, the brake adjustment lever, with its dial, ammeter, brake pressure gauge, rev.-counter, eight-day clock with stop mechanism, fuel, oil and temperature gauges, 150 m.p.h. speedometer and the usual switches, plus some extras mounted just beneath the panel and so out of sight. These are heater controls, reversing-light switch, fresh-air-intake lever, Klaxon horn button, spot-light switch, and lever for operating the flashing-light turn indicators, for which there is also a tell-tale on the panel. All instruments have white figures on black dials and a small detail indicative of the care taken in planning is that the needles of all instruments, when at rest, lie parallel—a detail which contributes to neatness of this array.

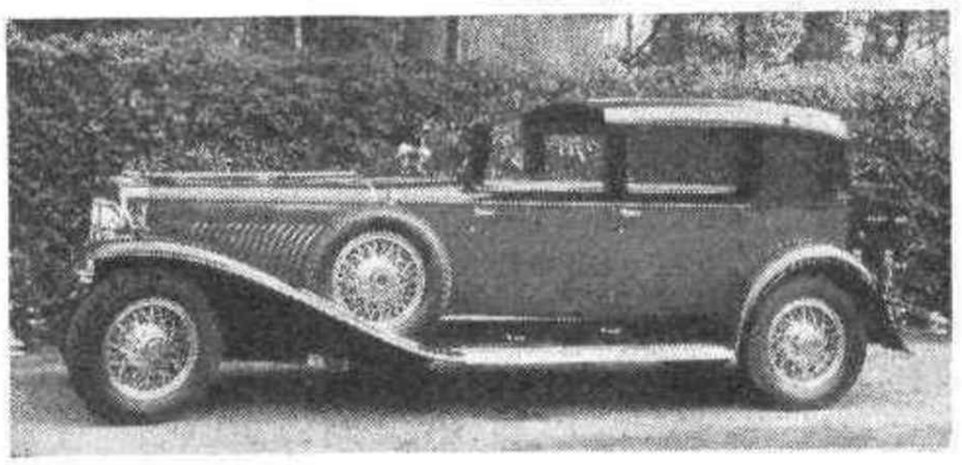
Now the alert reader—not to mention Duesenberg enthusiasts overseas—will by this time be saying, " But flashing indicators weren't in vogue in 1929." And the account of certain other fittings may draw more vivid, if less factual, comment from purists here and abroad. Let me therefore say that, while it is true that for convenience we have added one or two things to the original equipment, we have tried, wherever this has been done, to make the addition invisible, at least to the cursory glance. Thus the turn indicators are concealed in the body of the existing side lamps; the tell-tale occupies what, on a left-hand-drive car, would have been the position of the ignition switch, and the operating lever is out of sight anyway ! And whilst on this subject, there is a somewhat similar point it brings to mind. There are occasional cars which carry such a variety of badges that, if one were to do them justice, there would scarcely be time to look at the car. With the Duesenberg, we could fall into the same error if we fitted all the badges of the Clubs and Societies who have helped us in restoring it; and since to fit one and not others could offend, we have decided that the car will carry no badge of any kind. It also carries no name, except for the British Licence disc and an original plaque under the bonnet on the centre of the dash. For all that, I'd bet that anyone who has once seen the car will know it again !

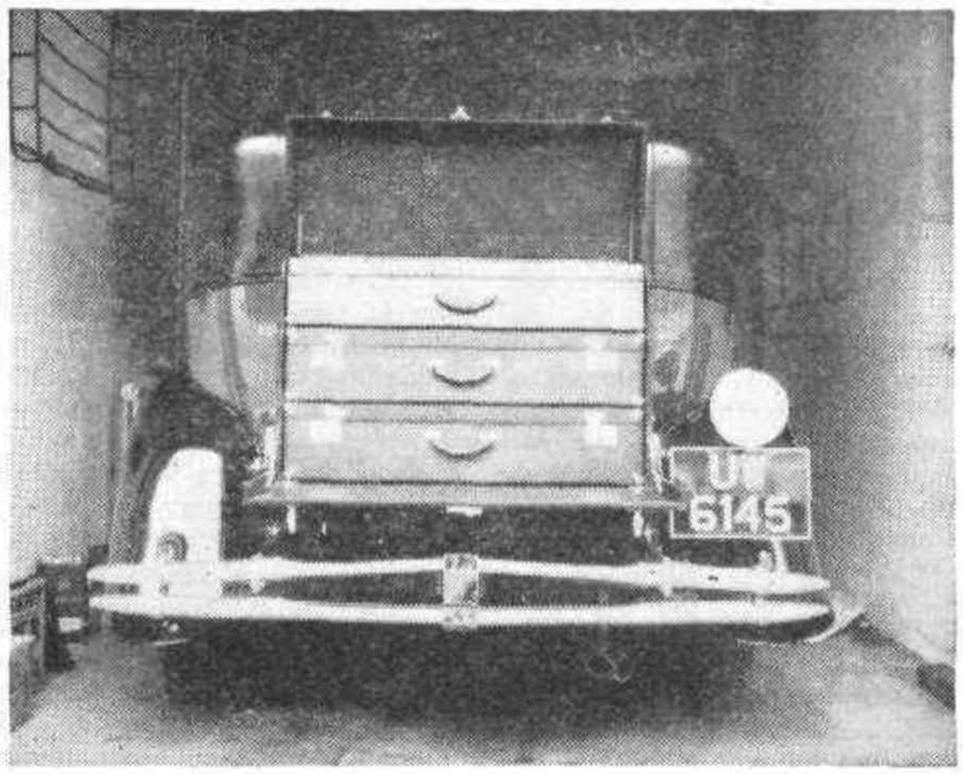
So far as restoration is concerned, we were lucky to find the car in as good shape as we did. Even so, we hesitated, for though we'd known, my wife and I, for some years of Duesenbergs and what they could do, we had no mechanical knowledge of them.

Much of the first year was spent in getting information, all of which had to come from America, and I exchanged about 140,000 words of queries, instructions and advice freely given by both friends and strangers. So, gradually, we learned what to do, where to get parts and how to fit them.

While this was going on, we had gone ahead with the bodywork. The car carried a Barker sedanca body with winding glass division.







CAGED.—A view of the white elephant and its trunk.

The front flexible roof rolled up, the side-members swinging inwards for stowage. The rear compartment carried two inward-facing occasional seats, and was mounted on the long chassis. Moth was rampant, the glass orange and the rear floor had been cut and two batteries half sunk into it, a new false floor resting on top of them. Bumpers, horns, electric pumps, part of the bonnet hinge, keys, radiator cap and other oddments were missing. Re-wiring was necessary and clock, fuel gauge, Klaxon and tank filler cap were not working. Chrome and carpets needed renewal and the wheels re-spoking. The head-lining just crawled away by itself.

These matters were put right, not without heart-searing moments and lavish consumption of sedatives. One such moment was when the metal hub supporting the steering wheel, after replating, was dropped and broke in pieces. Another was when the urgently awaited and irreplaceable chassis oil pump, after repair in America, was delivered in error to an old furniture shop in Knightsbridge.

Restoration had moments of other emotion, too. When new rope-pulls arrived for fitting, the originals having been too dirty to clean up, it was clear that the close crochet work at the handle end of the " pull " was of much wider mesh than it should be. " Yes," it was agreed, " it is. But there is only one man left now who does these. In fact, he's retired but did these as a favour. He said he knew they're not as they should be, but it's the best he can manage. He's over 80, you see, and his sight's going." The panel clock was another difficulty; no-one in England could, or would, repair it. Eventually, it was done for us in Switzerland, to where a friend took it and brought it back.

Other gaps were filled after scouring junk-yards, with regrets that these bore little resemblance to the rich deposits known to exist in the States ! Wipers were a special problem. The originals had their bulky motors on the screen itself, where they largely blocked the view. But between the base of the screen and the top of the dash there was a bare 8 mm. clearance while the screen-rail had no space for wiper motors or gears. To solve this, the sides of the screen-rail were re-made into a slight bulge, large enough to take the tiny gear we designed. This consisted of two gear wheels set at an angle, one driving a shaft through the 8 mm. clearance to the wiper blade and the other driven by a 24 in.-long shaft running down under the dash to a remote motor in the engine compartment.

If wipers were difficult, the fitted trunk was easy. Answering an advertisement, we were lucky enough to find a Brooks fitted trunk, made in the 1920s, which had never been used. It was perfect. We had telephoned, and were 10 min. ahead of the next applicant !

Body restoration work has mostly been done for us by Hoopers, who for many years had looked after the English State Coach, not to mention many of the Royal cars. Under their care, leather work cleaned up well and with woodwork repolished the interior began to look very smart. Wood capping is of figured walnut, slightly curved. Before restoration work was complete, however, news came that Hoopers were going to close down and the work then became a race against time. In fact, Hoopers closed their doors on the last day of last October : amidst the turmoil and distress of a factory closing down, work had continued on the Duesenberg and now a few men stayed on to complete it.

So it was that, fourteen days after Hoopers had closed, we went to an empty factory to collect the car. At times, it had been difficult to get round it : now, it stood alone in the middle of the empty floor. After starting up, it made a wide sweep through the empty factory down to the exit and thence to the front of the building, where I photographed it with Hooper's Manager and some of those who had helped with its restoration, the last job to be done by these famous coachbuilders.

Our Duesenberg had first taken the road on November 18th, 1929. So, four days after getting the car back, we held a small ceremony. We had deliberately kept back the dashboard clock and now my wife pushed this home and the car was again complete, thirty years to the day after its first registration.

Those thirty years have proved the Duesenberg, as nothing else could have done, for of the 470 made, more than two-thirds are still *running to-day. In 1929 an average Duesenberg cost $16,000* and sales of a car at that price were necessarily only to the few. But in spite of its price, far above the next dearest, the Duesenberg not only sold but kept on selling, right through the 1929/30 World depression and years beyond it, to 1937, when sales stopped only because its sponsor, E. L. Cord, transferred both time and capital to aviation. For as long as the car was made, it was bought by prominent people all over the world. Its owners included Kings and Princes, Maharajas, leading industrialists such as Fleischmann, William Randolph Hearst, Roger Kahn, Kreuger, Scripps, Wanamaker and Wrigley, to name but a few. It was used by Marion Davies, Gary Cooper, by Mae West and Greta Garbo, and it went all over the world to *Concours d'Elegance*, many of which it won. It was fitted with coachwork by Castagna of Italy, Graber of Switzerland, Van den Plas of Belgium, Fernandez and Darrin, Franay, Saoutchik and others in France, by Barker and Gurney Nutting in England, not to mention the best coachbuilders of the U.S.A., of whom now only Derham remain independent.

The very high proportion of Duesenbergs still running has had two results : firstly, a complete service of spare parts is available, with a number of experts to advise on maintenance; and secondly, the re-sale value of a well-kept Duesenberg has stayed high. As I write, I have in front of me some advertisements which have just appeared in a club periodical in the States : a big Mercedes-Benz is priced at $1,500, a 1930 Isotta-Fraschini at $1,750; a Packard is offered at $2,000; a Pierce-Arrow at $3,500. There is also on the list a 1929 Duesenberg. It is the first one I have seen advertised for some time, for they don't change hands very often. If you want it, I will pass on the address; the price is $7,650—over £2,700 ! For, though it is thirty-one-years old now, a 1929 Duesenberg in good shape can still travel faster, more comfortably, and more luxuriously, than most cars on the road to-day.

Bought by the Great, surviving the Slump, used the World over, and with two-thirds still running, the Duesenberg has not only held its price differential, but has increased it with the years. In the words of Mr. Borgeson writing in True's " Automobile Yearbook " :— " Nothing—absolutely nothing—like the model J Duesenberg had ever been produced in the world before. Nothing has been since."

" THE DICERS "

A.T.V. put on this programme about racing drivers on the evening of March 7th, Gordon Wilkins interviewing Stirling Moss, Jack Brabham, Ron Flockhart and F. W. (" Lofty ") England. The programme was produced by James Breden and the B.P. film of Fangio lapping Modena in a Maserati was the best of the " background music." Moss spoke of the skill needed to balance a car under braking, Brabham of the need to nurse a car in order to finish, and Flockhart of the value of engineering knowledge in testing racing cars although he did not consider this essential to winning a race. Brabham thought midget racing and racing big sports cars far more dangerous than Grand Prix racing. Wilkins was master of his team, an excellent *compere*.—W. B.

G.P. TRANSPORTER

Yeoman Credit Racing Team have recently taken delivery of a new Albion Transporter which will be seen at all the F.1 events in Europe and at home. The Transporter will carry three cars and give the mechanics workshop facilities as well. It is a lightweight Albion chassis, powered by a 104-h.p. six-cylinder Leyland horizontal diesel engine mounted in unit construction with a six-speed gearbox below frame level. To give maximum speed of over 65 m.p.h., engine r.p.m. have been increased to 2,400, a sixth-speed overdrive has been incorporated in the gearbox, and a rear axle with a ratio of 5.2 to 1 has been fitted and it is equipped with vacuum hydraulically-operated brakes on all wheels.

THE EUROPEAN SEASON OPENS

As a prelude to the new 1½-litre Formula for 1961, the current season of motor racing in Europe begins with three Formula 2 races, for the existing 1½-litre cars. On March 19th, the Syracuse G.P. was held, reported elsewhere in this issue, and on April 2nd there will be a Formula 2 race at Oulton Park, followed by another at Brussels on April 10th and the Pau G.P. on Easter Monday, April 18th.

It is good to see road racing returning to Belgium, with the Brussels Formula 2 race, which will be held on a 4.2-kilometre circuit on the roads near the Exhibition grounds to the north of the town. The race will start at 14.45 hours on Sunday, April 10th, and will be run over a distance of 70 laps, a total of 294 kilometres, and will be in the form of two 35-lap heats, the addition of the times of the two heats deciding the winner. Further information from the Royal Automobile Club de Belgique, 4 rue du Luxembourg, Brussels, but entries close as you read this.

The following weekend, in the far southwest of France, the traditional Pau G.P. will be held, again for Formula 2 cars, and this race will be on Easter Monday, over a distance of 90 laps of the 2.76 kilometre circuit, which is of the round-the-houses true road-racing type, where drivers have to place their cars accurately to within an inch, or they soon have bent wheels. This event, which is run as one full-length race of 248 kilometres, represents road racing in the true fashion, and already there are works entries from Lotus and Porsche as this race counts towards the European Constructors Championship for Formula 2. Further information from the Automobile Club Basco-Bearnais, Boulevard d'Aragon, Pau, France (B.P.). On the same day is the traditional Goodwood meeting, where Formula 2 cars will also be racing.

To complete the month of April, which is very full indeed for Formula 2 cars, a meeting is scheduled at Snetterton for April 23rd and on April 30th the Aintree " 200 " is due to be held. The first week in May should see the Coventry-Climax firm pretty busy with engine overhauls after all this concentrated activity !—D. S. J.

C.U.A.C. SPEED TRIAL AT SNETTERTON (March 6th)

Invariably the Cambridge Automobile Club start the sprint season with an event at Snetterton, and this year they held a half-mile sprint consisting of a dash from the paddock gate up part of the racing circuit, round a pylon and back again, the return run involving a *chicane*. The advantages of this course are that timing is simplified as the start and finish line are opposite each other and it is easy to see when the course is clear. The result was that the meeting ran without any delays and everyone got three practice runs and two official runs, thus making the day well worth while.

There was a close battle for f.t.d. between Lotus XI, Cooper F.2 and a DB3S Aston Martin, while in the Gran Turismo group there was alarm and despondency among Porsche and Giulietta as they could not cope with the Lotus Elites. Similar rivalry was evident among the little cars, between Berkeleys and Sprites, B.M.C. coming out on top.

Results :

1st :	P. Westbury (Cooper F.2)	44.2 sec.
	N. Taylor (Aston Martin)	
3rd :	T. J. Threlfall (Lotus Eleven)	44.4 ,,
4th :	B. R. Milbank (Lotus-M.G.)	45.6 ,,
5th :	J. R. Stoop (Frazer Nash Sebring)	46.8 ,,
6th :	R. F. Taylor (Jaguar XK120)	46.8 ,,
7th :	J. G. Marks (Lotus Elite)	47.2 ,,
	I. Cremer (Triumph TR2)	
9th :	P. Riley (Austin Healey 100)	47.9 ,,
10th :	C. W. McCowan (A.C.-Bristol)	48.0 ,,
	G. Boxall (A.C.-Bristol)	
12th :	R. Legg (Lotus 7)	48.3 ,,
13th :	R. C. Burnard (A.C.-Bristol)	48.6 ,,
14th :	R. Shepherd-Barron (Alfa Giulietta)	48.8 ,,
15th :	J. Carden (Austin Healey 100)	48.9 ,,
Fastest Time of Day :	Tie between P. Westbury (Cooper-Climax F.2) and N. Taylor (Aston Martin DB3S)	44.2 ,,
Fastest Veteran Member of C.U.A.C. :	T. J. Threlfall (Lotus Eleven) ...	44.4 ,,
Fastest Time by Resident Member :	Tie between C. W. McCowan (A.C.-Bristol) and G. Boxall (A.C.-Bristol)	48.0 ,,

INFORMATION WANTED

[Letters can be forwarded to those readers whose requirements are noted below.—Ed.].

* * *

A reader who is rebuilding a 1926 Armstrong Siddeley lacks only one thing—the correct Sphinx mascot. Can anyone assist in locating one ?

* * *

Another reader requires 5-stud cylinder heads for a vintage air-cooled Rover Eight.

* * *

The Road Safety Organiser of the Borough of Ealing Road Safety Council is hoping to arrange for a skid-pan to be installed in this borough—an excellent idea, which will make its contribution to road safety. He invites Club secretaries, driving school executives and fleet operators of private cars to contact him if they would like to see this project succeed.

" QUICKIES "

What are Quickies ? Not another brand of cornflakes, but moisturised pads which we are told more and more male motorists are using for freshening up after long spells behind the wheel. A tin containing 17 pads, which fits easily into car-pockets, costs 1s. 9d. When Patricia Rogers, the beauty and fashion executive who handles this product, told the Editor about them he felt lost without his handbag. Seriously, though, Quickies could be very useful to male drivers, especially of open sports cars.

S.T.D. REGISTER PLANS

The Sunbeam-Talbot-Darracq Register has decided to postpone its rally to Tours (where Segrave *sur* Sunbeam won the French Grand Prix in 1923) until next year, in order to give more time for preparation. But it has actually been invited by the Chief Constable of Wolverhampton himself to bring its Sunbeams back to their birthplace again this year, in connection with a Road Safety Week which Mr. Marples will attend. This will be on May 14/15th. Other fixtures include The Sandhurst Rally and a class for members in the Fleet (Hants) Concours d'Elegance on June 19th. The popular Inter-Register contests will again be held, the Vintage Austin 12/4 Register joining the 12/50 Alvis, Fiat, Humber Registers and Bull Nose Morris Club this year. The S.T.D. event will be a Cotswold Navigational Run on April 3rd. The Fiat event will consist of Driving Tests in Surrey on June 26th, the Humber fixture a trial on August 7th, the Alvis contest a Night Navigational event on September 24th and the Bull Nose Morris members will challenge the others in a road event on October 9th. Details from Mrs. W. Boddy, Carmel, Fleet, Hampshire.

POLICE STATE ?

According to a newspaper report, a motorist was brought before Dungannon petty sessions on a charge of having splashed a police sergeant by driving his car at 25 m.p.h. through a 5-ft.-wide pool of water which had formed in the roadway—the sergeant standing on the pavement in plain clothes. The case was brought by the District Police Inspector.

We are delighted to know that the Resident Magistrate, Mr. W. Miller, said that if this constituted careless driving all traffic would be brought to a standstill in snow and slush. He dismissed the case. But, as the reader who sent us the cutting comments : "What *will* the police think of next ? "

R.A.C.'S 1960 CONTINENTAL HANDBOOK

The R.A.C.'s 1960 Continental Handbook is already in great demand by the record number of British motorists and motor-cyclists planning holidays abroad this year. This latest edition has been completely revised and includes for the first time a section on Poland and an appendix dealing with travel to the U.S.S.R.

The Handbook has a bright " new look " about it this year with a multi-colour cover that sums up the spirit of Continental holidaying. It contains over 640 pages of information set in a new easy-to-read type, together with a 32-page section of maps that have been specially re-designed for easier reference. A revised distance chart has been introduced and the currency table now indicates the sterling equivalent of the various European currencies.

Changes have taken place during the past 12 months concerning Continental touring regulations, and all of these are included, together with up-to-date news of road signs places of interest, currency, and prices of petrol and oil. Each country is dealt with in alphabetical order and details of over 5,000 Continental hotels and garages are shown.

The price of the Handbook remains unchanged at 6s. 6d. to R.A.C. members and 10s. 6d. to non-members. It can be obtained at any R.A.C. Office.

AN EXCELLENT ESTATE CAR—

THE VAUXHALL FRIARY VELOX

THE exceedingly spacious Vauxhall Friary Velox Estate car which MOTOR SPORT tested last month is far from being a sports or even a sporting car, but it represents an extremely good load carrier which could form a useful adjunct to the racing motorist's stable.

This season, Formula Junior racing is going to occupy the attention of a lot of drivers and, unlike sports/racing cars, these 1,100-c.c. single-seaters cannot be driven to and from race meetings. The Vauxhall Friary Velox makes an admirable tow-car, with an enormous generosity of stowage and passenger space within. Withall, it is a handsome vehicle. In short, it can fill a useful role in the motor-racing firmament.

Although outwardly it appears an ungainly car, it is no longer than the Velox saloon. The handling qualities are such that the driver becomes quite unaware of its overall dimensions when negotiating heavy traffic or swinging round corners. Naturally it doesn't handle like a sports car, considerable roll being evident to the ambitious, but it sticks to the road well and the steering is commendably light and responsive. It is geared three turns, lock-to-lock, or four after sponge has been overcome, and there is practically no kick-back or vibration. Tight cornering is aided by strong but not vicious castor-return action.

Another factor which makes the driver unaware of the bulk of this Friary estate car is the excellent visibility through the wrap-round windscreen, although this is obtained at the expense of that knee-catching shoulder over the front-door aperture, while the wipers leave rain in the centre and at the sides of the screen. Window area is generous and there are small opening panels with thief-proof catches ahead of the front windows. These are of unusual shape, with the catches at the top.

The passengers are accommodated very comfortably on Vynide-upholstered bench seats possessing wide folding centre arm-rests. The back seat squab folds flat to increase the length of the already very big luggage platform by 22 in., access at the rear being through a self-propping lift-up lockable panel, which opens through some 120 deg. This is an excellent arrangement giving the maximum amount of space for loading and some weather protection while doing so. The spare wheel is recessed under the flat floor of the boot. This Friary Velox is provided with a towing attachment and there is provision for plugging the leads from the trailer or caravan lamps into the number-plate lamp wiring; the only improvement would be captive bolts so that the nuts could be released with a single spanner. Wing mirrors are provided and the doors all have internal sill locks, and press-button external locks with handles, while the bonnet springs up automatically.

The brakes work well, providing powerful retardation for firm pressure on the pedal, but several heavy applications cause fade which upsets the balance of the braking. The three-speed gearbox is controlled by a left-hand steering-column lever (spring-loaded to the top and third-gear locations, which are below first and reverse) which is rigid and pleasant to operate, with good synchromesh on all three ratios. There is no reverse guard but at least this makes for rapid manoeuvring; the change from bottom to second gear also goes through rapidly. More " feed-back " on the part of the clutch and accelerator would aid smooth starting from rest. The pull-up handbrake is splendidly placed for the left hand and easily released by turning the handle, and the self-cancelling direction flashers are conveniently controlled by a right-hand steering-column stalk. There are warning lamps for full-beam, coil, ignition and both flashers.

The heater is extremely effective, even without using the noisy screen demisting blower, and the Vauxhall is well equipped, with two-speed self-parking wipers, the control for which incorporates a screen-washer button, two fog-lamps controlled independently from a single switch, radio, twin vizors, and an interior lamp with courtesy switch on the front doors (a switch for the rear doors is available as an extra). The lamps and ignition switches are set at a slight reverse angle low down under the facia, which is mildly inconvenient, and there is a blatant horn operated by depressing the steering-wheel knob. Instrumentation consists of two hooded dials before the driver—a 100-m.p.h. ribbon speedometer on the left with total mileage recorder (with decimal markings), but no trip, and a matching dial on the right combining the duties of ammeter, fuel gauge and water thermometer, all these readings having extremely vague calibrations and the fuel gauge being apt to vary in its readings to the extent of three gallons or so when the tank is becoming empty. There is a wide but rather shallow rear-view mirror.

The engine provides good acceleration and a high cruising speed with very little noise or fuss, and it starts promptly under the influence of an automatic choke.

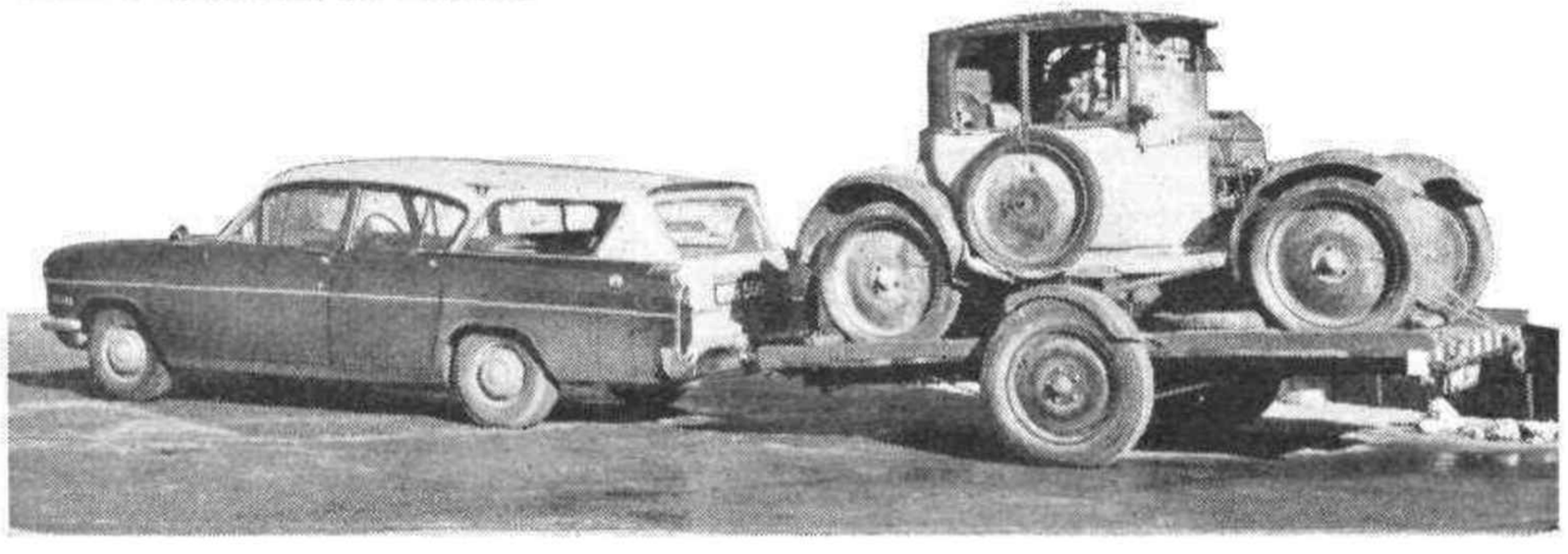
There is ample stowage for small objects, the facia containing a deep cubby-hole with push-button metal lid (lock extra), while there is a small unlidded cubby-hole for the driver and map containers on both sides of the scuttle. The facia contains a drawer-type ash-tray, with another for the rear-seat passengers. There are small side arm-rests on the doors, and the front windows wind down with only $1\frac{3}{4}$ turns of the handles. A single knob controls side and headlamps, with foot dipper, and rotating this knob one way brings in rheostat-controlled panel lighting; turning it the other way lights the bright interior lamp. With the boot lid up the number-plate lamp illuminates the interior. The doors shut nicely and have strong " keeps," and not a trace of rattles or squeaks emanate from the bodywork.

Continued on page 276

THE VAUXHALL MODEL PA FRIARY VELOX ESTATE CAR

Engine : Six cylinders, 79.37 × 76.2 mm. (2,262 c.c.). Push-rod-operated overhead valves. 7.8-to-1 compression-ratio. $82\frac{1}{2}$ b.h.p. at 4.400 r.p.m.
Gear ratios : First, 11.77 to 1; second, 6.72 to 1; top, 4.11 to 1.
Tyres : 6.40 × 13 Goodyear All-Weather Rib Super Cushion tubeless, on bolt-on steel disc wheels.
Weight : 1 ton 5 cwt. 2 qtr. (without occupants but ready for the road, with approximately 2 gall. of petrol).
Steering ratio : Three turns, lock-to-lock.
Fuel capacity : $10\frac{3}{4}$ gall.
Wheelbase : 8 ft. 9 in.
Track : 4 ft. 6 in.
Dimensions : 14 ft. 10 in. × 5 ft. $8\frac{1}{2}$ in. × 4 ft. 9 in. (high).
Price : £862 (£1,222 5s. 10d. inclusive of purchase tax). With extras as tested : £1,276 17s. 4d.
Makers : Vauxhall Motors Limited, Luton, Bedfordshire, England. Friary body by Friary Motors Ltd., Basingstoke, Hampshire.

EARNING ITS KEEP!—Last year MOTOR SPORT *found the Vauxhall Victor Estate Car to be a very useful vehicle. We have since formed a similar good opinion of the Vauxhall Friary Velox Estate Car, which is a very impressive-looking vehicle, with a commendably low roof-line. In the picture it is seen towing a trailer containing a* 1922 *Rover Eight and many spares—it took this load smoothly over the hills between Dorking and Guildford without recourse to bottom gear.*



LETTERS from READERS

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

Ref. P (for PANSY ?) V.T. ALVIS

Sir,

"Collins, in a rather pansy Alvis, also did 11 sec. but went the wrong way" (MOTOR SPORT, March, p. 162).

Definition of "Pansy" given by Chambers' Dictionary: "*n.* a species of violet developed by cultivation into large blossoms of great variety of colour—also *Hearts-ease, Love-in-idleness* . . ."

Doubtless, as an editor and a gentleman, you will not be averse to allowing me, as the nearest and dearest of the offended party, a few words in her (his ?) defence.

Briefly, Alvis G.P. (for Gray, or even Gaudy, Pansy ?) 5043 came into my hands in January 1953 as a dilapidated T.J. 12/50 saloon. Purchased by the light of a 60w. street lamp and wrapped at the time in a mantle of snow, she rapidly fell to pieces when a fine spell thawed the ice from her joints (I sometimes wonder if she had previously been garaged in a refrigerator). The weekly bill for string and insulating tape became too huge to support, and accepting the advice of an idiot I tore off the remaining shreds of wood and fabric and built a new body of steel tubing and aluminium.

This creation served me well for some four years of incident-filled motoring—my happiest memory of this period being the occasion when, in a tantrum, she hurled one of her abominable cycle-type front wings straight at an on-coming police car, catching the brute fair and square in the number plate and stopping him in his tracks (the patrolmen couldn't have been nicer about it).

In 1957 the creative urge came over me again and a feverish six months ensued, during which the present "rather pansy" coach-built drophead body was built onto a prepared T.L. 12/60 chassis (photographs enclosed). All mod. cons. were incorporated, *i.e.*, commodious yet form-fitting boot, wind-up windows, full mud-guarding and, in due course, comfortable seating (ex Armstrong Siddeley) and natty dark blue carpeting, contrasting tastefully with the red upholstery, dark grey cellulose and red wheels. To the "standard" equipment have been added: screen washers, demisters, twin remote-drive wipers, fog and reversing lights, and a single spring leaf chrome bumper to protect the dumb-iron apron from clumsy parkers in London's traffic.

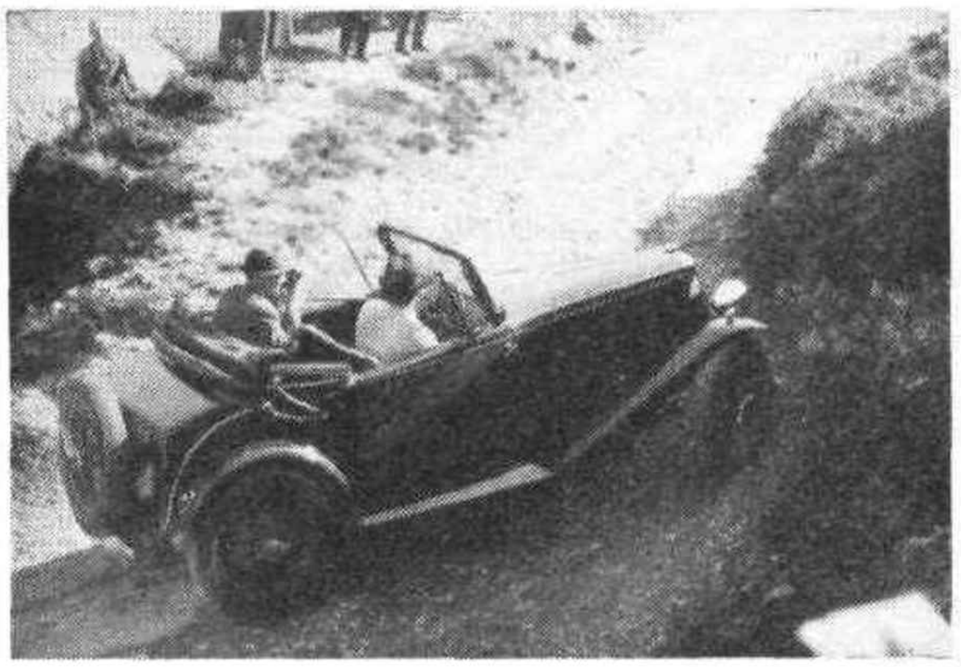
The "works," apart from a modern charging circuit, are pretty-well standard. Looked at from the viewpoint of a dyed-in-the-wool, stuck-in-the-mud, hide-bound vintagent, I suppose it would be fair to call some of the equipment, and possibly even the appearance of the car as a whole, rather florid, but alongside the chrome-embellished V12 Hispano-Suiza she looks positively stark. Yet, dear Sir, this quite magnificent carriage draws from you in the same report the just description "glittering and fabulous." One wonders when you discard the word pansy in favour of a kinder phrase. Is it simply a question of size? Or the degree of luxury, perhaps? I feel quite sure that with your vast experience of motoring and motor cars you can have no prejudice against such useful modern-day accessories as screen washers and demisters.

Anyway, Pansy (as I shall happily regard her henceforth) would like you to know that she is *not* a weekend spit-and-polish motor car. Out of her garage every day and all day she clocks about 20,000 miles a year, which ain't bad for an old 'un, you'll agree. And since she became beautiful she's been doing between 2,000 and 5,000 miles a year competitive motoring. Quite permissibly (I think) she is proud of the fact that she put 54 miles into the hour on the Silverstone club circuit (last year's "Pomeroy"), even with the handicap of wrong-way Collins at the wheel; has muddied her skirts on the tougher V.S.C.C. events—the Northern and the Measham—and the M.C.C. Land's End Run; and has completed dozens of lesser events without once failing to carry her crew home to base. One recalls, too, with some satisfaction that at the S.T.D. Register's Wolverhampton Rally of 1958, organised so ably by Mrs. W. Boddy, G.P. 5043 was adjudged the best of the invited cars.

In short, looking back over the last few years of her hard-working life, Pansy reckons that she'll take you up on this "pansy" stuff. She challenges you to invite any other eligible car or cars, regardless of size, to compete with her for a special Pansy Badge. It could be worn by the winning car for a year, or until captured by another.

Qualifications

1. Manufactured before 1933 (or if you wish it, 1940).
2. *At least* 15,000 *miles* a year.
3. To compete within 12 months of March 1st in the following V.S.C.C. events:



P–FOR PANSY PROVING HIS MANLINESS.—Tony Collins' 12/50 Alvis ascending a trials hill.

A. Measham Trophy Rally.
B. Northern Trial.
C. A five-lap handicap at Silverstone.
D. A Driving Tests event.
E. Any other event of your choice.

Suggested System of Marking

Deduct from total of penalty marks incurred in A. B. D. and E. 50, 25 and 10 marks, respectively, for a first, second or third place in C. The car with the fewest net penalty marks to be awarded the coveted Pansy.

Exhibiting superb self-control I resist the temptation (in fact, invitation) to poke fun at "the Editorial Standard Nine."

I am, Yours, etc.,

Weybridge. TONY COLLINS.

[Good for you, Tony. If any car accepts P. for Pansy's challenge we will publish their claims.—ED.]

* * *

COMMENT ON A ROAD-TEST

Sir,

I read with great interest the article in your March issue concerning the road-test of the Riley 1.5, and while I agree with a number of your comments, I cannot say all of them are correct in so far as my experience of this model is concerned, as I now have my second 1.5, the first one being one of the earlier issues.

Going through your article and taking one or two items as they come, the first concerns the ignition switch. On both my cars I have had an additional fitting added whereby the key actuates the starter. This is a great improvement, particularly for dead-engine starts in driving tests, as with the original arrangement both hands are *required to switch on and use the starter button. Now one movement* switches on and starts the engine, the only disadvantage being that two keys are in use, the original having to be retained to lock the car.

No under-facia shelf. This I easily made and fitted in an hour or so with hardboard covered with felt. It rests on the main beam under *the facia board across the car and stays put with no fixing*—very useful indeed for maps and various items to be hidden from prying eyes.

All B.M.C. gearboxes are reluctant to engage first when at rest, and both my Rileys seem worse than normal in this respect. In fact, second often has to be used to move off.

Excessive roll on cornering is correct, but can be cured completely by a couple of Konis on the rear, and a Derrington anti-roll bar on the front. The car will then corner dead level, and out-corner most things on the road, except sports cars.

The brakes emit a rubbing sound. My present car does so, but the earlier model did not. The brakes also squeal when first used in damp weather.

You state that the front seats are not comfortable, but I do not agree, having done several runs of up to 400 miles in one day with no discomfort whatever. In fact, I would go so far as to say these seats are the best I have had, in the fifteen or so cars I have owned. Blocks are used under the rear supports to give a more erect position.

My family also do not find the car at all cramped in spite of its small size. When all are on board they consist of teenage son and daughter, younger son of 10, and my wife, and many long runs have been undertaken, with no complaints as to lack of room.

One or two comments and comparisons of these two Rileys. Both had the head planed to give nearly 9.1 compression-ratio, straight-through Servais silencers were fitted, together with competition valve springs. The air-cleaner was removed and the M.G.-A type fitted. A radiator blind is used.

The earlier model would rev. up to 6,000 with no trouble at all, and would return a maximum of well over 90 on the clock.

My present car, now coming up to 6,000 miles, will not as yet go above 5,500 in the gears no matter what you do, and the top speed is around 88, but it will cruise at 75-80 all day.

The first car used no oil at all the whole 20,000 miles I had it, except of course for oil changes every 2,000 miles. The present car used much oil when new, but now uses none at all.

The larger tyres now fitted seem to be a big improvement, as with the first car I wore out a set of covers every 7,000 miles. This, of course, included numerous rallies, being always driven as fast as circumstances permitted, and being cornered at the limit just for the fun of it.

I tried several makes of tyres, except Michelin " X," which I do not like, but they all wore out the same. The present car is driven in the same way but the tyres at the moment show very little signs of wear.

I purchased a second Riley because the first gave not the slightest trouble in its 18 months' daily use by my wife and myself, except for losing me a premier award in one rally by losing all its clutch fluid during some driving tests.

Summing up, and I have been driving cars for thirty years, I would say the Riley 1.5 is comfortable, fast and very road-worthy when modified at a cost of less than £20, easy to park and drive, and, if carefully run-in, is virtually trouble-free.

I am, Yours, etc.,

Peterborough. S. A. COOKE.

* * *

" D. S. J." ON A.M.

Sir,

I read Mr. Jenkinson's reply to my letter about Aston Martins, and it is obvious that we differ in our reaction to various events; there being no point in arguing over personal opinions, I have no wish to provoke further comment. There are several statements in his letter which are rather misleading; unfortunately I am only a very humble member of the Aston Martin Owners' Club, and Mr. Jenkinson is a well-known journalist, but as far as I can see from my records he is inaccurate on one or two points :

(1) Astons making a film in Italy while everybody else was racing in the Mille Miglia. In fact, the film company bought a DB3S and hired two Lagondas, together with the services of some racing drivers, only one of whom was actually under contract to Aston Martins.

(2) Driver pairings and tactics; tactics which win races must be regarded as sound even if unacceptable to Mr. Jenkinson.

(3) Behra catching Moss at " indecent speed " at Le Mans. Moss' fastest lap 4 min. 3 sec., Behra's fastest lap 4 min. 00.9 sec. Moss, knowing Behra, would encourage him to catch up; in his own words : " *I had no intention of bursting my engine* just to stay ahead of Behra with more than 22 hours of racing yet to come."

(4) Winning by default of your rivals; Le Mans is won this way usually.

(5) More powerful opposition when Jaguars were racing. This is a *very* open question.

I repeat my original statement that his articles read, to me anyway, as if he regretted having to praise the Aston Martin racing team, who after all won the 1959 Championship despite him ! Finally, if he has to listen to sarcastic remarks from his Italian friends, what better answer than to ask who makes Enzo Ferrari's brakes and bearings.

I am, Yours, etc.,

Anstey. G. R. D. L. GIBSON (Dr.).

* * *

A CAR BREAKER ?

Sir,

For a number of years I have taken a keen interest in motor racing, and have been a supporter of Stirling Moss. This is, of course, justified when considering his driving achievements and the prestige he has given to the U.K. in International events. However, after a long argument in his favour the other day, I read your February issue, to find the same old tale.

Quote for South African G.P. : " Moss dominated the race . . . just before the end of the race, when victory seemed certain, a fuel-injection pipe split on the Borgward unit in the Moss car, and he was slowed." Again in the New Zealand G.P. : Moss set the pace, only for something to break mechanically.

This sort of thing has been going on for so long that it does indicate a lack of appreciation of the car's capabilities. I am forced to ask : Is Moss a good driver with a super jinx, or just a very fast one ?

I am, Yours, etc.,

B.F.P.O. M. J. MOON (Sgt.).

* * *

TALES OF WOE

Sir,

May I add comment to Mr. M. Cosbie Ross' letter published in your February issue?

I am the owner of a Ford New Anglia, and in many ways the *design* of the motor car is first class; it is fast, with good acceleration, economical, easy to drive, delightful engine characteristics, comfortable driving position, to mention some of the good points, but the finish and attention to detail is most unsatisfactory and disappointing.

The following list illustrates my point, enumerating the repairs, some already carried out and some waiting to be done, since the purchase of the motor car on December 12th, 1959 :

One new speedometer cable.
One new dipswitch.
One new carburetter.
Eight new bumper bolts.
Two new rear lamp bezels.
Various respravings of body.

My disappointment is not so much that the motor car left Dagenham in such a condition, but that it has been such a struggle (and in fact still is) to get the Ford " Service " system to speed its rusty and overloaded gears and groan into action.

As yet I have had no trouble with windscreen leaks.

I am, Yours, etc.,

Nantwich. P. J. UNDERDOWN.

Sir,

I read with interest in your March edition the letters headed " Tales of Woe," and feel I would like to relate my own similar experiences.

Last year, after reading your and other motoring magazines' enthusiastic reports, I decided to buy an Austin Healey Sprite. The local agents were approached and advised me that delivery was approximately one month. However, for personal reasons the car was ordered through another garage, who in turn, of course, ordered it from the agents. Three months elapsed before the car was finally delivered, during which time the only comment from the agents was to the effect that I should have ordered direct through them. However, the car was collected and I looked forward to sampling the motoring about which you had enthused, but, alas, it was not to be.

During the first fifty miles, a rattle developed. This was traced to the petrol tank (the garage said it was a loose baffle; B.M.C. deny putting baffles in the tank !), and a replacement was ordered. Shortly after this an under-bonnet investigation showed the engine to be covered in anti-freeze. Back to the garage once again, where the engine was stripped and a cylinder head stud found to be loose. At this stage I wrote to B.M.C. complaining about the tank, etc., and received a reply stating how sorry they were to hear I was having trouble; very consoling ! The next fault was the near-side door catch practically falling off, closely followed by the " flasher " unit packing up, and in a photo-finish for third place, failure of the horn.

At this time, an advertisement issued by B.M.C. appeared, praising their spares service, in which they claimed that spares were (I quote) " immediately available." After waiting 10 weeks for a petrol tank, five for a door catch, and five days for a rubber jacking point grommet, the amusement that this advertisement caused can be imagined. A further letter to B.M.C. pointing out the meaning of the word immediately was then written. A reply was duly received, in which they totally ignored the points raised, and pointed out that if the parts were in fact ordered through their local main agent, I would have enjoyed an immediate service. The rub here was that the parts were ordered through this agent. I feel no further comment is needed.

Finally, the car is once again going back to the garage, as it is using a pint of oil every 60 or 70 miles, due to the engine leaking like a sieve. I would add that the car was " run-in " in accordance with the handbook and has now only done 4,000 miles, and as yet has never been " flat out," which is more than I can say for myself, as during the last few months I have been just that with exasperation.

In conclusion, I would compliment you on an excellent magazine, and hope that you carry on the good work you are doing, and that your Sprite is motoring well.

I am, Yours, etc.,

Newbury. B. A. PHILPOTT.

ANOTHER TALE OF WOE

Sir,

Another tale of woe! I have been reading with interest the letters from owners of Triumph Heralds, Berkeleys, Ford Populars, etc., and feel that I must relate my own experiences with my 1933 Lagonda 16/80.

Within six weeks of purchasing this car I had trouble with the rear light bulb. Twice in the last two years I have been forced to replace it and I may well have to do so again in the near future. The Ki-gas primer is very variable in its performance and once or twice I have had to use the starting handle. I am always rather thankful that they have one on this model. Then, a few months ago, the starter motor brushes had to be replaced, a fact which was even more infuriating when one had reason to believe that they had already been renewed once in the last decade.

The limit was reached last summer, when on my way back from Spain, with four others in the car and a trailer on the back, the wretched thing boiled over. The occasion was very embarrassing as although we managed to reach the frontier we steamed past a considerable number of modern cars whose owners had stopped on the hill and who, judging by the steam around their vehicles, were enjoying a much-needed cup of tea.

So far I have not had to replace the engine, gearbox, prop.-shaft, rear axle, suspension or manifolds, but I am anticipating trouble with the near-side rear wing within the next 10,000 miles, and as the guarantee ran out twenty-seven years ago this could prove to be quite expensive.

I am, Yours, etc.,

London, S.E.1. S. GALLAUNAUGH.

* * *

B.A.R.C. *MARQUE* RACES

Sir,

The B.A.R.C. are now letting Bristol Aces and Healey 3000s into the *Marque* Races as a result of clamour from the Bristol Ace boys.

Fine, let them all come; no good ever came from excluding a chap because he goes quickly, but why can't production sports-car races be divided into *classes* (like the saloon-car races), with a special award for an overall win irrespective of class?

There are several drivers in the smaller capacity classes who, discouraged by the hopelessness of competing against larger capacity cars, do not now enter for *marque* races. This is understandable; one may not mind finishing down the field—but who wants to look utterly foolish by being completely out-classed by larger engines? What most drivers want is to compete against cars and drivers of similar capacity and ability.

If there were *marque* classes, every *marque* could be represented in big, medium and small capacities, with equal chance of success. As it is, I think there is a danger of *marque* races turning into Bristol-Ace/Austin Healey races. Perhaps the B.A.R.C. are not unduly concerned about this—the entry lists will no doubt be full but not truly representative of all *marques*.

I am, Yours, etc.,

Christchurch. MICHAEL REID.

* * *

RIGHT TO APPEAL

Sir,

I was most interested to read of the unhappy plight of the driver charged with careless driving at Fordingbridge (" Are we becoming a Police State?" March, 1960).

While sympathising with his predicament, I do feel that some of his grievances could have been remedied by appealing from the decision of the Magistrates' Court to Quarter Sessions against his conviction. Here he would have had a chance to instruct a solicitor and counsel, who are not " defeatist hacks "; the Sessions would be presided over by a professional Chairman and the obviously bodged evidence would be recorded in all its glory for the appeal. Admittedly, this would cost him a little more, but I should imagine that the relief to his blood pressure upon his appeal being upheld, would be worth it. What a pity, though, that an added fine of five shillings has to be paid to relieve oneself of the stigma of an endorsement before the licence expires.

Incidentally, many congratulations on an enthusiastic magazine, which I always look forward to reading!

I am, Yours, etc.,

Holcombe. M. R. ASHMAN.

* * *

POLICE *v.* MOTORISTS

Sir,

Did the correspondents who complain of injustice make a statement on oath? A defence which will not submit itself to cross-examination is not worth making.

My encounters with police in 40 years' motoring do not support the allegations of bullying and falsehood. When I was penalised for speeding, the whole procedure was marked by courtesy and fairness. An accident, involving serious injury to a motorcyclist when I emerged into a major road, was painstakingly investigated for over six weeks before the Notice of Intended Prosecution was cancelled. When a sheared distributor drive stranded me in Fen country on a bitter winter night, a patrolling constable obtained aid and accommodation in daunting circumstances. It is small wonder that the men who deal with the grim and tragic results of road accidents have little time for the stupid bighead who chooses to learn the rules the hard way.

I am, Yours, etc.,

Leicester. A. W. BURTON.

* * *

AN INGENIOUS FORMULA

Sir,

At a time when the cry is heard in many quarters that the modern racing and sports/racing car is too light and too powerful, is it not time to raise also the cry, " Racing improves the breed "?

Surely the diesel engine and an engine running on the commercial grade of petrol are of more immediate interest to the motorist than today's 100-octane fuelled devices. Certainly the diesel has some way to go before it becomes a truly satisfactory power plant for a private car. Further, as the demand for aviation kerosene increases, so the amount of low-grade petrol to be disposed of will increase.

It was said that the 100-octane formula would ruin racing. It did nothing of the sort, and I submit that a commercial grade, diesel or multi-fuel formula would stimulate research and produce as exciting racing as we have grown used to in the last decade.

I am, Yours, etc.,

Yelverton. J. A. HEATH TOMPSON.

* * *

OPINIONS OF THE TRIUMPH HERALD

Sir,

Your letters from Mr. Atkinson (August 1959) and Mr. Norton (March 1960) concerning their troubles with early Herald coupés have established that the first production batch of these cars contained some very strange pieces of machinery indeed. However, the makers quickly introduced many mods., to such things as rear axles, front wishbones, window runners, headlinings, etc., and the chaps on the production line seem to be learning where to stick the nuts and bolts and sealing compound. As the owner of a coupé bought in November, I think these two letters give a completely false impression of the car now being produced.

True, the car has its faults, but its good driving position, feather-light and accurate steering, and excellent road-holding, make it a joy to drive. The gear-change is quick and ideally placed, although mine rattles and my box is certainly not silent in the indirect gears. This makes the car sound a bit busy at times, but in top gear the machinery is smooth all the way up to its 80-m.p.h. maximum. (At this speed the engine is at the peak of its net power curve. Can Mr. Norton suggest a better gear ratio?) The suspension can be heard at work over certain surfaces below about 30 m.p.h., but in these two respects I think that Mr. Norton either had a very bad specimen or he is grossly overstating the case. As for the ride, my car has never made anyone sick yet, except with envy, and most passengers comment on the comfort; those who also drive tend to go into earnest confabulation with their bank managers.

The Herald is so far ahead of its competitors that I sometimes wonder how the salesmen sell any of the others. I have tried most of these and could not tolerate any of them for five minutes after my 4,500 miles in the Triumph. However, I'm hoping that by the time I want a new car, they will have introduced a Mark II Herald incorporating the following improvements:

(1) A bigger engine. 1,290-c.c. should suit the chassis well and please the competition boys, but let us have eight holes in the head this time—I suppose hemispherical combustion chambers and twin o.h.c. are too much to hope for.

(2) Proper gear ratios. The designers of the TR3 box need no lessons in the art, but the so-called sales experts need putting in their place. Who on earth really wants a 19 : 1 bottom gear and a gap between second and third you can drop a torque curve into?

(3) Seats that hold you on corners. Much as I covet the D.K.W. seats, I am not prepared, like Mr. Norton, to pay another £400 for them.

(4) Re-arranged wipers to reduce the off-side blind spot. In this respect the A40 is better.

(5) In these days of shunt parking in London the car needs bumpers. At the same time I should like to see the front end made easier to clean.

(6) The roof guttering causes a good deal of wind roar at the otherwise comfortable cruising speed of 70 m.p.h. I may be spoilt by having a friend with a Porsche, but I'm sure this could be improved.

(7) As far as I'm concerned, Wilmot Breeden can keep their zero-torque door locks. Apart from pawls that bend out of adjustment, they have the charming habit of jamming half shut, when they cannot be opened from inside or out. The cure seems to be to get *the locking plates perfectly positioned and then pack grease into the* grooves in which those little wedges slide. I cannot see what benefits these locks confer, and they must have caused the customer to use more vile language than any other piece of equipment in use on cars today.

I am, Yours, etc.,

Twickenham. E. M. HUGHES.

Sir,

I would like to offer a few words in defence of the Triumph Herald which, I hope, will offset some of the severest criticisms I have ever seen concerning a new model. My own experiences are concerned with what is virtually the saloon body on the coupé chassis, the only addition being Michelin " X " tyres. My impressions are as follows :

An engine which, when started, is inaudible from the interior of the car, and with an extreme degree of mechanical silence when heard from the outside.

A seating position which is difficult to better, with all controls nicely to hand, and satisfaction that the left foot is reserved solely for the operation of a very light and smooth clutch, and not expected to play organ stops with a dip-switch as well.

Under way the steering is light and positive, with only a slight amount of kick-back normally associated with rack-and-pinion steering. The steering characteristics are neutral with rear-end breakaway when pushed to the limit. I also found that the road-holding on wet roads was nearly as good as it was on dry.

At speeds up to an indicated 85 the car remains extremely quiet and normal conversation can be maintained at all times. This silence is probably helped by the absence of a propeller-shaft leaping up and down.

In general, the interior finish is very good, with the exception of that revolting little light in the middle of the dashboard, but the thick pile carpets are excellent, having the unexpected virtue of being able to soak up water. A leaf has been taken out of the aircraft manufacturers' book in the use of sound-absorbent material used in the car, which effectively keeps out all road noises that do manage to get through to the separate body.

One serious fault was that the commendable wheel lock allowed the wheels to rub on the hydraulic brake pipes; this was rectified immediately by the local agents.

In general, for a small car with engine capacity of just under one litre, I think that the Herald offers exceptional qualities. I would like to add that my enthusiasm extends to the excellence of your magazine, which is unequalled value for money.

I am, Yours, etc.,

Bishopstone. B. MAYER.

* * *

MISSING—A TALBOT

Sir,

I wonder if your readers would be willing to assist me in the tracing of a 1932 Talbot Special with the registration number GO 99. It originally belonged to Dr. E. J. Roth, the Harley Street specialist, who raced it at Brooklands, and later to my father, Dr. D. Joy, who also raced it there.

My father parted with it in 1938 after the handicappers at Brooklands had imposed special conditions for it. It was last heard of just after the war.

If any reader could help in tracing the car, whatever its condition, I would be most grateful.

I am, Yours, etc.,

London, W.13. N. W. JOY.

* * *

A SPORTS THREE-WHEELER

Sir,

I read with surprise and some humour the letter from Mr. L. Ochvit about his Berkeley. I and some of my friends have had considerable experience with these cars. As regards the body cracking, this was only on the early models and the works very soon sent out a modification which was carried out on these cars at no cost to the customer, and has proved satisfactory. The speedo. cable can hardly be blamed on Berkeleys, and this is a thing which will go on the most expensive of cars; likewise a water leak on the hood of an open car—this is nothing that cannot be put right with very little trouble.

Let us look on the credit side. It is the first serious attempt by a British manufacturer to produce a sports three-wheeler since the days of the Morgan, and you have only to talk to the many hundreds of satisfied Berkeley owners already on the road to see what a success they have made of it. Certainly there will be the odd snags cropping up; they crop up on cars costing thousands of pounds.

I remember a certain make of very popular sports car introduced *some years ago, when the front wheels flew off, but this matter was* put right. Come, come, Mr. Ochvit ! Let us be fair and reasonable, and if then you think that you have a genuine complaint take the matter up with Mr. Edwards, the Sales Manager of Berkeley Cars, whom I have always found most ready to help.

I am, Yours, etc.,

Cardiff. DENIS J. PARSONS.

THE CUBAN GRAND PRIX (February 28th)

Stirling Moss drove a Type 61 Maserati, with 2.8-litre four-cylinder engine and " birdcage " chassis, belonging to the Camoradi Racing Team, and had little difficulty in winning the sports-car race in Havana which was the Grand Prix of Cuba. Brabham and Bonnier both retired.

Results : CUBAN GRAND PRIX—50 Laps—260 Kilometres

1st : S. Moss (Maserati 2.8-litre) ... 1 hr. 57 min. 31.5 sec.—127.885 k.p.h.
2nd : P. Rodriguez (Ferrari 3-litre) ... 1 hr. 58 min. 51.3 sec.
3rd : M. Gregory (Porsche RSK) ... 1 hr. 59 min. 07.2 sec.
4th : H. von Hanstein (Porsche RSK).
5th : C. C. H. Davis (Cooper-Maserati 2-litre).
6th : M. Trintignant (Maserati 3-litre).
7th : A. von Dory (Porsche RSK).
8th : J. Jeffords (Chevrolet Corvette 4.7-litre).

Fastest lap : S. Moss (Maserati)—132.198 k.p.h.

FORMULA JUNIOR RACE—150 Kilometres

1st : R. Pirrocchi (Stanguellini).
2nd : P. Carpenter (Stanguellini).
3rd : J. Cales (Stanguellini).

THE VAUXHALL FRIARY VELOX—*continued from page* 272

Enough has been written to show that this big Vauxhall Friary Velox estate car, with its eye-catching appearance and low roof-line, is extremely well equipped. Some of the items mentioned are extras and, in fact, there is an extremely complete range of such additions for all Vauxhall models.

We did not take performance figures, but indicated speeds of 35 and 60 m.p.h., respectively, come up very quickly in the indirect gears and the maximum in top is in the region of 85 m.p.h. The Friary version has heavy-duty rear springs and appropriate tyres. The floor and walls of the luggage compartment are lined with foam-backed Armoride.

For those with a trailer or caravan to tow, or who require the maximum of luggage and passenger accommodation allied to pleasant handling qualities and good performance, the Vauxhall Friary Velox is an admirable vehicle. The price is £1,222 5s. 10d. inclusive of purchase tax, but heater, radio, etc., are extras.—W. B.

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FOR SALE

VINTAGE SUNBEAM SIXTEEN close-coupled coupé, completely original. Mechanically sound, good brakes and steering. All electrics in working order; body sound but interior tatty. £35. Lyne House, Lingfield, Surrey. Tel.: 137. [6114

LANCIA APRILIA, 1938. Very good condition. Extensive mechanical reconditioning. Small mileage since. Extras. £225 o.n.o. 22, Avalon Road, Earley, Reading. [6188

1953 JAVELIN de luxe. Advertised February, £365, no replies. Why ? Tel.: Birmingham S'TE 2708. [6190

RILEY 1½, 1949, B.R.G. Well maintained, good condition. Haggle £320. Tel.: Adderbury (Oxon) 300 [6191

1937 2-LITRE saloon, heater. £35 to good home. Tel.: Evesham 2630. [6192

1927 A.7 CHUMMY, good condition. New rad. and battery; brass rad., etc. £60 o.n.o. Lewis, 25, Newman Street, Higham Ferrers, Northants. [6193

LANCIA APRILIA, 1937. Aluminium d.h.c. body by Eagle. Very good cond. throughout. £210 o.n.o. 44, Old Park Road, Sheffield 8. [6194

1949 RILEY-DUNCAN Special. 1.5-litre Riley chassis, i.f.s., rack-pinion steering, torsion bars. Professional aerodynamic aluminium sports body by Duncan. Immaculate. £420. 18, Church Way, N.20. Tel.: ENT 8171. [6195

RAPIER (LAGONDA), 1938, open 4-seater. Engine overhauled, 3,000. £150. 2, Garth Villas, Uphill Way, Weston-super-Mare. [6196

M.G. J2. Rebuilt, original, latest-type lights. Chrome, paintwork and hood new. Four carburetters, high performance. Engineer owned. Bargain, £175. Tel.: Bearwood 3927. 63, Willow Avenue, Edgbaston, Birmingham 17. [6197

AUSTIN SEVEN SPECIAL, alloy body, modified suspension, weather equipment. £65. 19, The Avenue, Leagrave, Luton. [6198

ASTON MARTIN, 1933, Le Mans. Mechanics, electrics, body, weather protection very good. Mk. II camshaft, new tyres. Funds required for new house. Nearest offer £275 secures. Tel.: FROdsham 2227. [6199

SINGER SPECIAL. One of the loveliest "specials" in South London. Dark green. Wrap-round screen. Coventry-Climax engine. Trimmed in grey and red. Nearest offer £285. J. Caesar, 3, Hartfield Crescent, Wimbledon. Tel.: LIB 7169. [6200

M.G. TA, 1937. Reconditioned engine. Bodywork reasonable. Bills available. Any reasonable offers. Wilson, Hatherden, Andover. [6201

FREE CANVAS COVER to buyer of really excellent 1½-litre Riley Kestrel. £55. Details : 64, Gaer Park Drive, Newport, Mon. [6203

HILLMAN AEROMINX 2/4-seat sports, well maintained. Fitted Derrington h.c. head. Also spare engine and parts with, or separate. Reasonable offers considered. White, 49, West Common Way, Harpenden. Tel.: 3165. [6204

LAGONDA 16/80 SPECIAL Six, 1934. Tourer, black with B.R.G. wheels. In outstandingly fine condition throughout. Full details, history and photo, from A. J. Hope, 1, St. Clement's Road, Wigan. [6205

ALFA-ROMEO 6C, 1948, 2½-litre 5/6-seater G.T. saloon. Independent all round. Excellent mechanical order. Very attractive aluminium body and interior in exceptional condition. A real crowd gatherer. Owner posted abroad, otherwise would not sell, £400. 56, Carlton Terrace, Cambridge Road, N.18. Tel.: PAL 3816, weekends. [6206

ARMSTRONG SIDDELEY 234 saloon, May 1957. Synchromesh gearbox. 28 m.p.g., 102 m.p.h., 0-60 in 12.8 seconds. Excellent condition. Comfort, performance with economy ! £725. H.P. arranged. 105, Dark Lane, Batley, Yorkshire. Tel.: Batley 939. [6207

M.G. SPECIAL, 90% complete. Aluminium body. Needs lighting. £45 o.n.o. Bramsdon. 47, London Road, Horsham. Tel.: 4986. [6208

FOR SALE—*continued*

SUPERCHARGER, ARNOTT, for Zephyr Mark II. Complete kit, brand new and unused, £85. Tel.: Burgh Heath 6204. [6209

1955 STANDARD EIGHT de luxe. Alexander conversion. Reconditioned, engine. Heater. £380. Ricketts, 11, Upton Road, Slough. [6210

'36 FORD TEN. *Mechanics good.* Suitable "special." £10. 22, Chapelfields, Harlow. Tel.: Potter Street 243. [6211

LAMBDA, 8th SERIES, short-chassis, very attractive and fast machine, sound in wind and limb. Would consider exchange, with cash adjustment either way. Atkinson, Titness Park, Sunninghill, Berkshire. Tel.: Ascot 1398. [6212

RILEY NINE. Rebuilt. New £150 low-build "Traveller" body. 16-in. wheels, crash box. Spares. Sacrifice at £85 o.n.o. Tel. (evenings) : Staines 52867. [6213

1938 ASTON MARTIN 2-litre d/h. Needs attention to engine and chassis. Any reasonable offer considered. Tel.: Yapton (Sussex) 366, evenings. [6214

FRESH FROM ITALY : Lancia 2500 Gran Turismo, August 1955. R.H.D. Black/beige. 32,000 miles. That crackling motor which distinguishes best Lancias. Specialist maintained. Electronic radio. 1956 modifications. Sacrifice, 1,350 guineas, because owner returning Italy. Box No. K.215. [6215

M.G. TA, 1937. Red. Immaculate. You'll be sorry if you miss it. £150, or offers (above ?). Tel.: Beckenham 8640. [6216

M.G. PA 2-seater, red. Excellent condition throughout. Twin w/tones. £125 o.n.o. "Triangle," Maltmans Lane, Gerrards Cross. Tel.: 3740. [6218

1930 ALVIS 12/50 wide 2-seater, weatherproof, used daily. £75. 58, Lower Blandford Road, Broadstone, Dorset. Tel.: Maidstone 2113. [6219

ASTON MARTIN MK. II 2/4-seater. New type rods, exhaust valves, guides, springs, exhaust system, tonneau, batteries. Brakes relined. Four good tyres. All bills. Immaculate black. £325. Tel.: Ingrebourne 43294. 8, Redden Court Road, Harold Wood, Essex. [6221

1937 FRAZER NASH-B.M.W., 12/55. Hydraulic brake conversion. Wants some doing engine, *wings, paint, upholstery. Enthusiast-mechanic* could make this a beauty small cost. Sacrifice, £35. Really worth investigating. Dallison, Kingsway, Mildenhall, Suffolk. Tel.: 2139, evenings, weekends. [6222

M.G. 1½-LITRE VA Tickford d.h.c. Fast, reliable, comfortable thoroughbred. New Vynide hood, new tyres, body very good, rewired throughout. Flashers. Engine overhauled, negligible oil consumption. Well maintained. £200 or near offer. Tel.: Reigate 5427, evenings. [6223

1936 RILEY NINE Merlin. Good all round condition. Two-tone. £100. Inman, 609, Davidson Road, E. Croydon, Surrey. [6224

ALVIS, 1937, Speed Twenty-five Charlesworth saloon. Reliable car in very fair order throughout. Present owner 3½ years parting in favour of 4.3. Demonstrated any reasonable distance by arrangement. £115, or offer. Tel. : Maidstone 7246 or Mincing Lane 8594 during working hours. Little Preston Lodge, Aylesford, Kent. [6226

1½-LITRE RILEY, '47. Enthusiast maintained; first-class condition, new roof, radio, heater, spots, the lot. £270. Burke, 10, Rollason Road, Erdington, Birmingham. [6227

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FOR SALE—*continued*

BENTLEY 3½, Nov., 1935, Park Ward sports saloon. Well kept. Gearbox, rear axle, brakes recently overhauled. Paintwork chrome good. Trial London. £350. Box No. L.229. [6229

RILEY FALCON 12/4. Engine rebuilt, gearbox, brakes, steering overhauled by Wesbell, the Riley *Specialists, at cost of £153 (bills). Not 4,000 miles* since. Also new shockers. Smashed nearside front wing, damaged door and running board offside front wing. Sensible offers from Riley fans or the extra special builder. Hooper, 10, Woodhaw, Egham, Surrey. [6230

RILEY. GOOD SELECTION s/hand spares. Nine and 1½, 1935-7. Box No. L.231, or ring Chertsey 2269. [6231

AQUAPLANE 100E SUPERHEAD, twin 1¾ S.U. inlet, 4-branch exhaust, air filters. £27. Carpenter, 33, Hillsview Road, Ainsdale, Southport, Lancs. Tel. : Southport 78781. [6232

MINOR 1000 convertible. Alexander conversion, heater, towing bar. Very good condition. £510. H.P. arranged. Brown, 815, Sutton Road, Ban Connor, Walsall. Tel. : Kings Norton 1134, office hours. [6233

SUNBEAM FOURTEEN, 1923. Excellent original condition. Offers. Urlwin, 63, Bushey Hall Road, Bushey, Herts. Tel. : Watford 34017 (evenings). [6234

BENTLEY, 1931, 4½ Gurney Nutting 2-door 4-seater fixed-head coupé with boot. Ace discs, P.100s. Chassis XT 3635, engine XT 3633, heavy crank. Original and maintained in first-class mechanical order. £425. May, Estcourt, Mile Path, Hook Heath, Woking. Tel. : 884. [6237

RAILTON EIGHT, 1935. Body sound, resprayed; 12 volt conversion. New battery, tyres. Brakes overhauled. Uses little oil. £70. Craven, Keydell Farm, Horndean, Portsmouth. [6238

ALVIS 4.3-LITRE. £195 or Firefly 12-h.p. £95. Saloons. Excellent condition. 19, Storeton Road, Birkenhead. [6239

£35. 1931 MORRIS MINOR. Stored for 20 years. Completely original, even tyres. Low mileage, superb condition. Sold only to enthusiast. Owen, 2, Nithsdale Avenue, Market Harborough, Leics. Tel. : 2969. [6240

1936 RAILTON FAIRMILE *coupé. New hood,* front axle, etc. £40. 58, Alma Road, Cheltenham. [6241

1929 AUSTIN "CHUMMY." Enthusiast maintained, mint condition; recent overhaul from engine to new all-weather equipment in vynide. £50, o.n.o. Hudson, 236, Leicester Road, Loughborough, Leics. Tel. : Loughborough 4271. [6242

ALVIS TA 14. 1949, drophead. Heater, spotlight. Good condition. Nearest £250. 27, Stareton Close, Coventry (off Cannon Close, Fletchampstead Highway). Tel. : Coventry 68528. [6243

RAILTON D.H.C. S.8. £30, o.n.o. Must sell, insolvent. Tel. : RIC 0066, Ext. 11. [6244

M.G. PB. Excellent condition, well tuned engine and immaculate bodywork; wireless, badge-bar, spotlamps, spare half-shafts, etc. Bills and receipts available. Terms and trial. Cornell, 105, Walmley Road, Sutton Coldfield, Warwickshire. Tel. : ASHfield 1231. [6245

"CREAM CRACKER" M.G., 1938, T series Spare engine. Requires slight attention. £120, o.n.o. Denhard, N.B.S. R.A.F., Honington, Suffolk. [6247

TRIUMPH DOLOMITE 1½-litre roadster. New hood. Good condition. Great motoring for £100. Humphrey, 74, Briarwood Drive, Northwood, Middlesex. [6248

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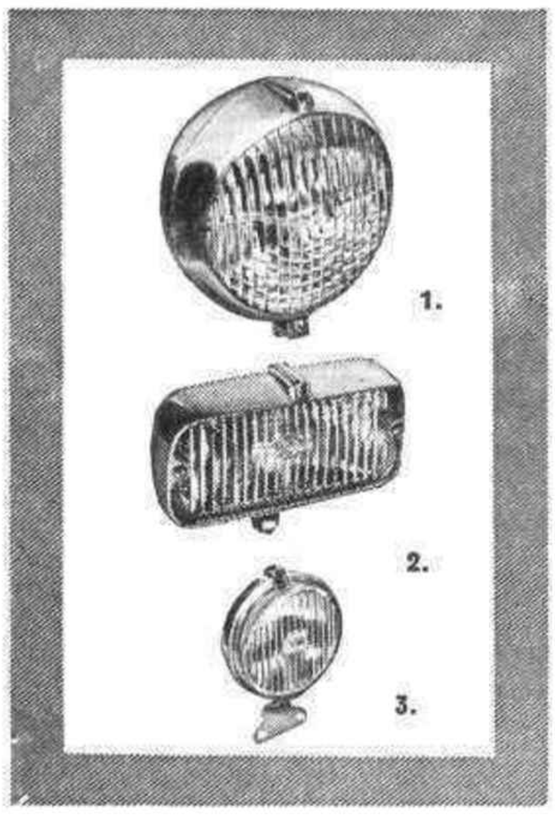
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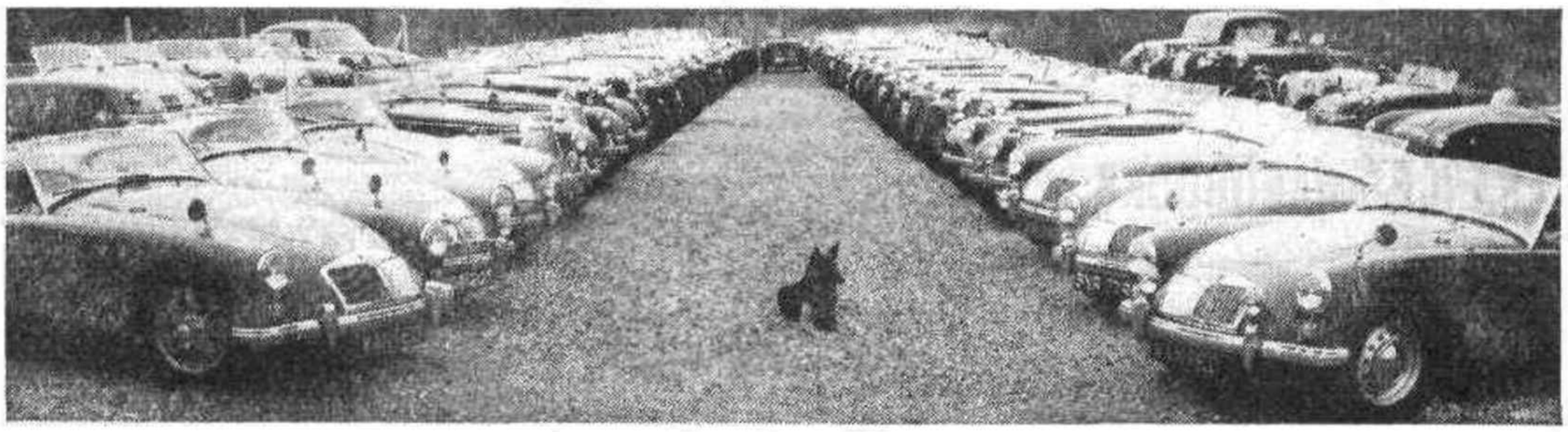
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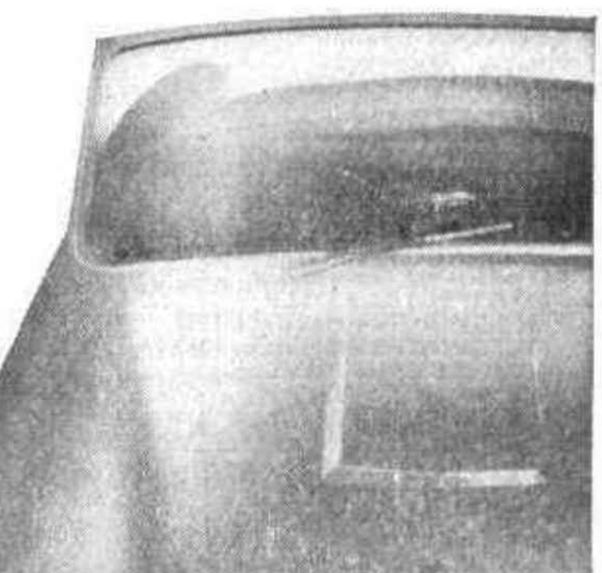
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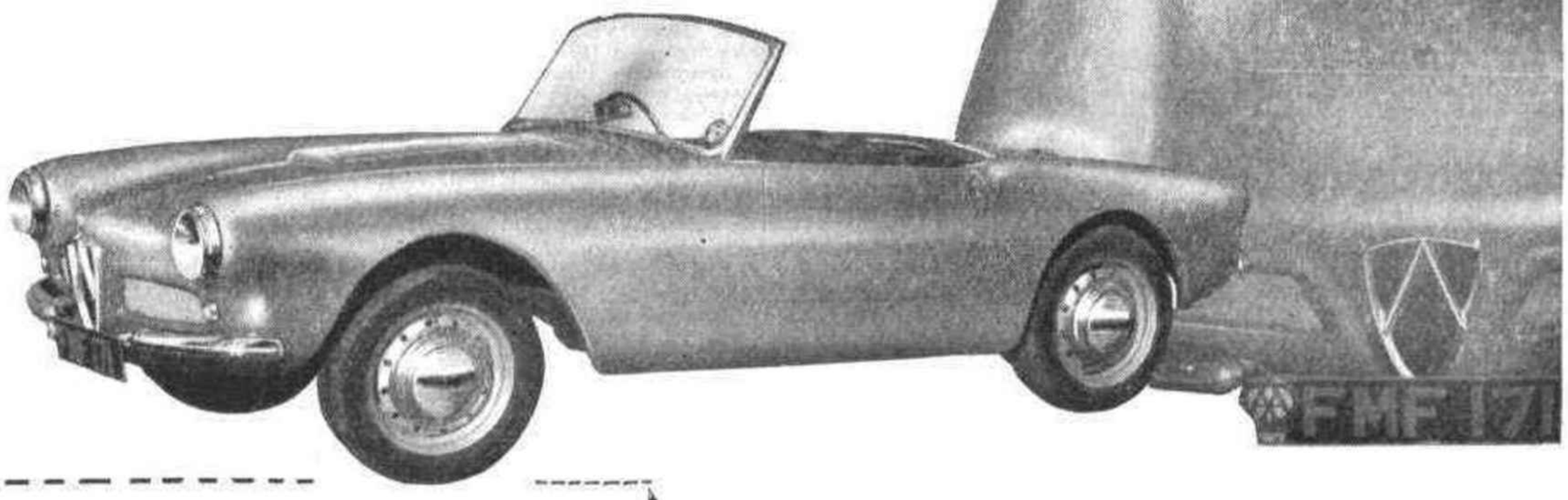


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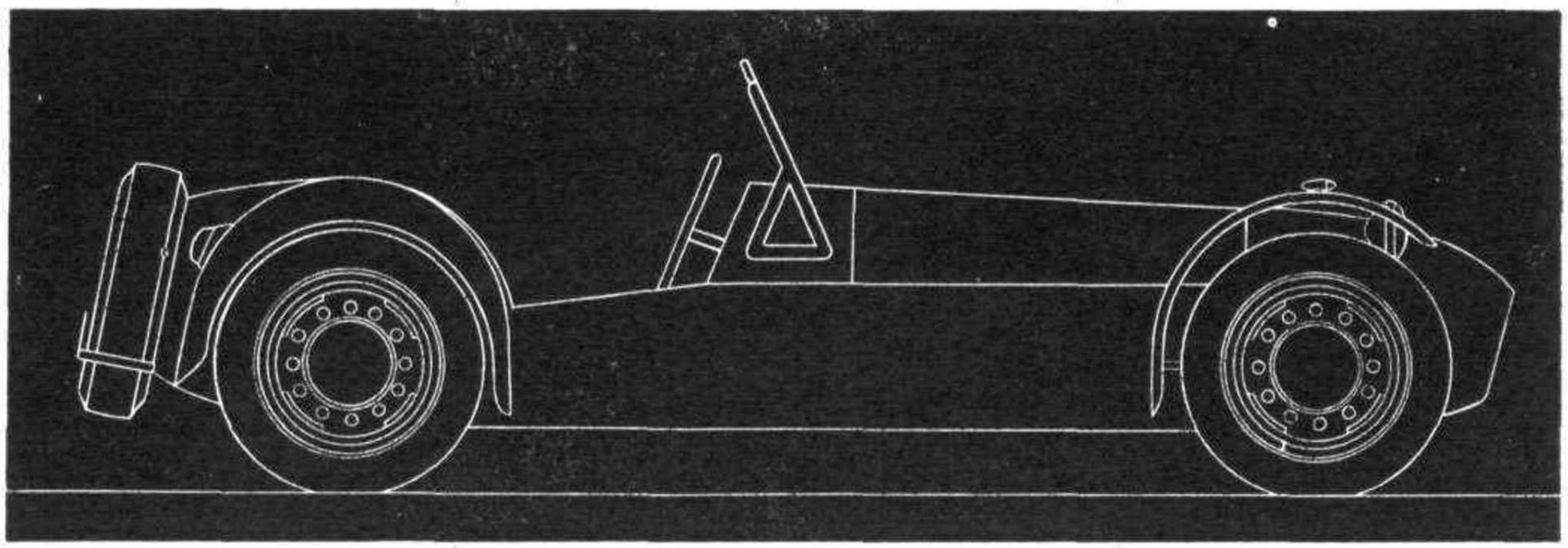
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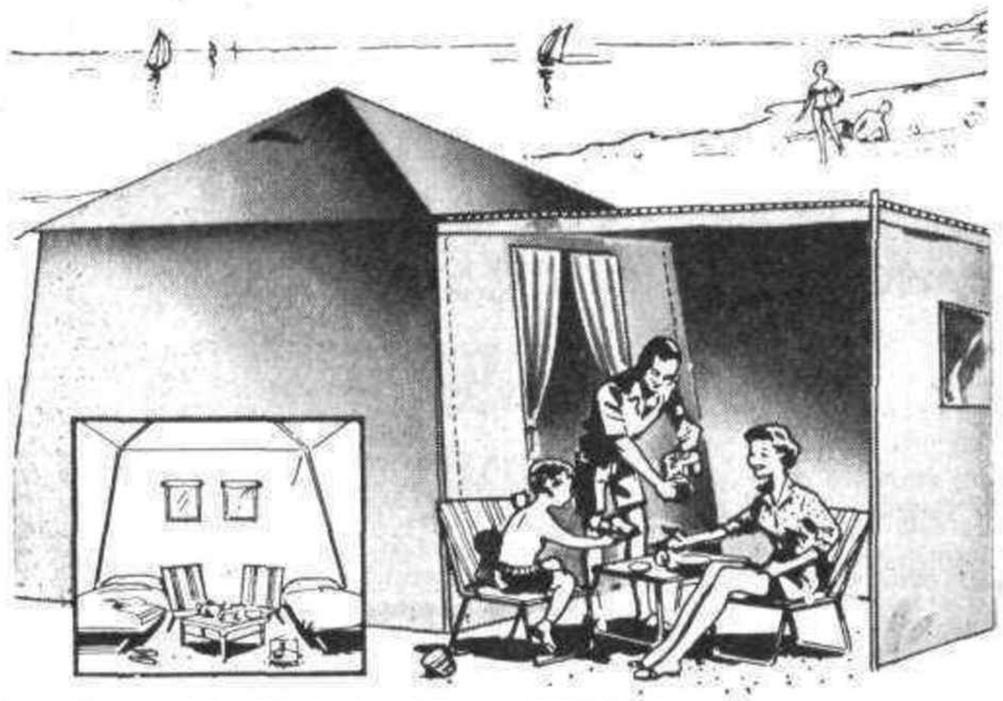
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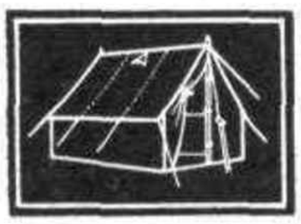
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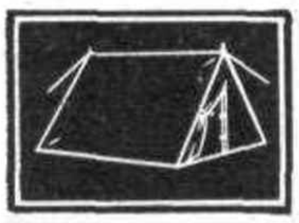
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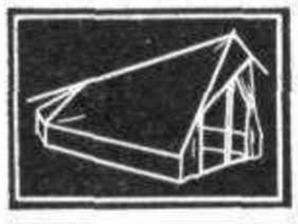


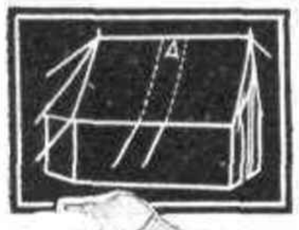
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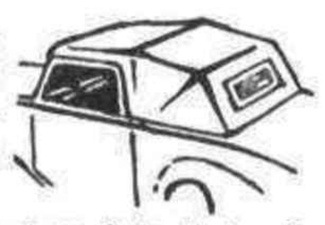
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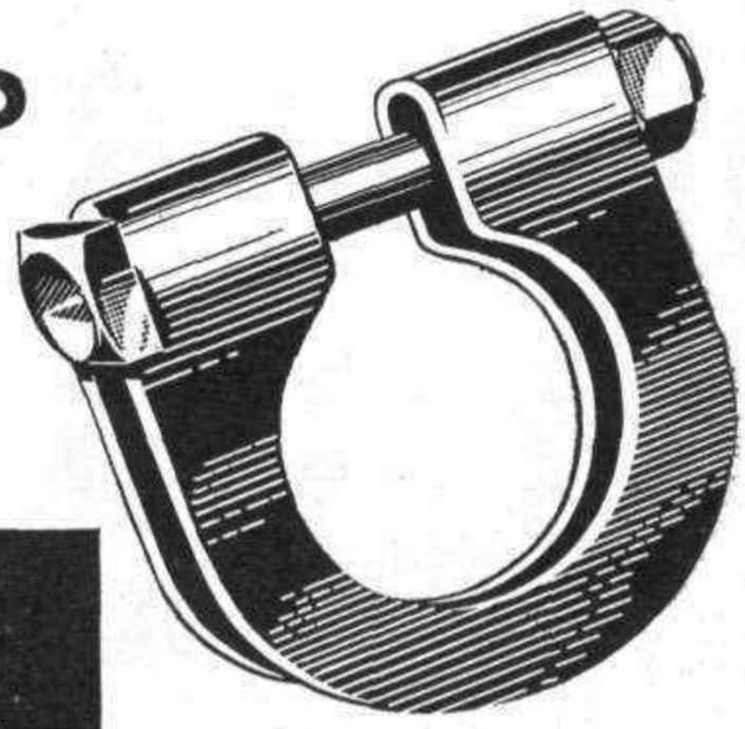
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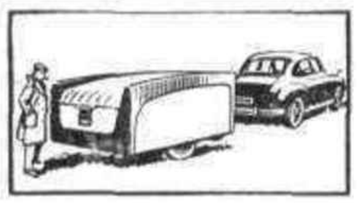
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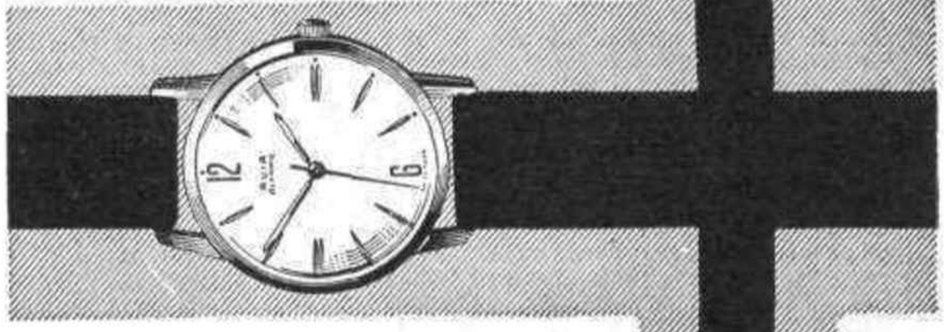
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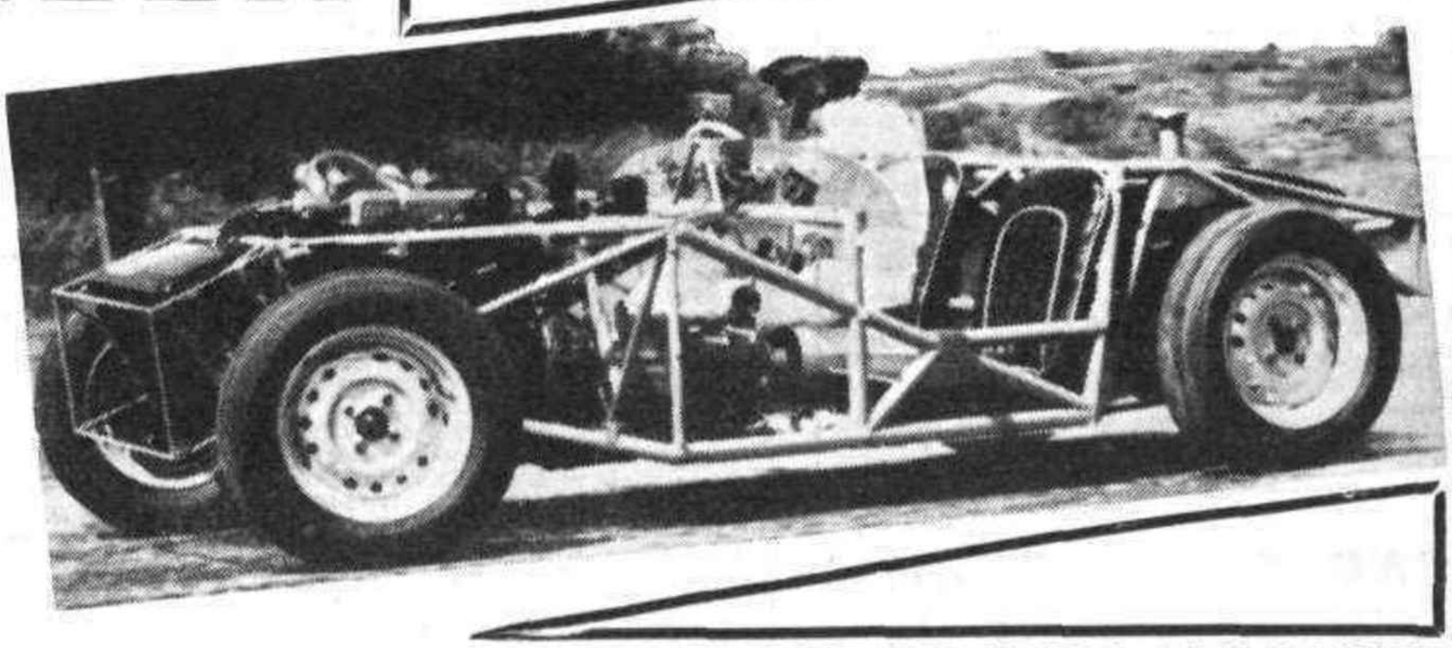
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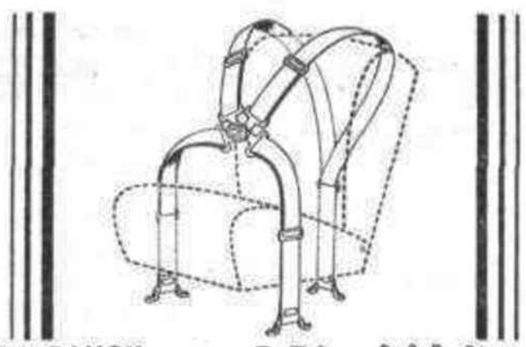
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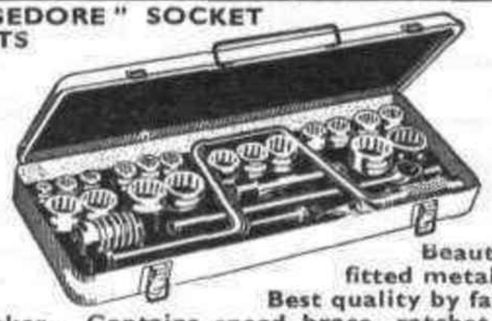
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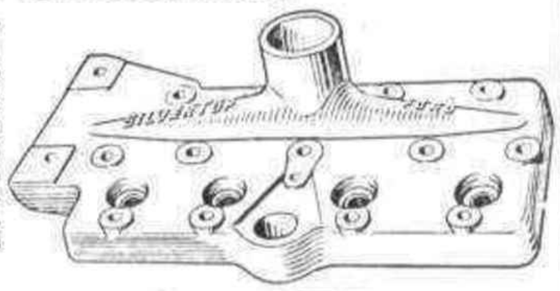
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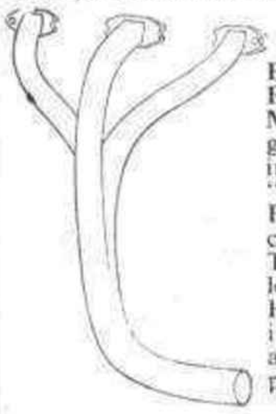
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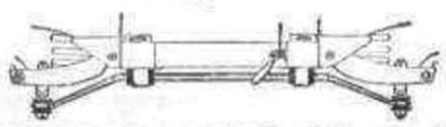
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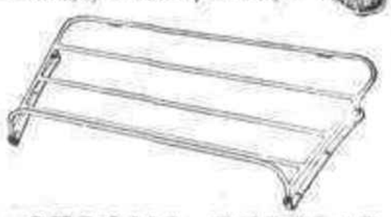


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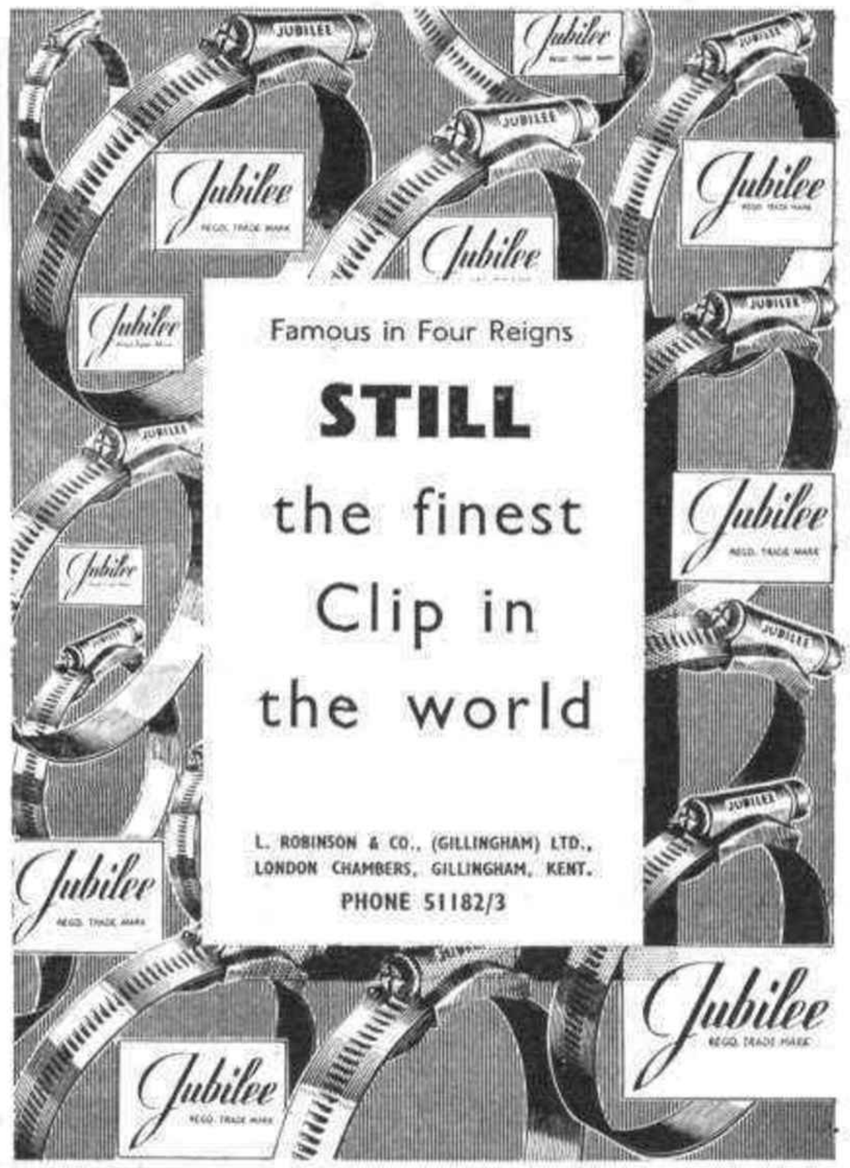
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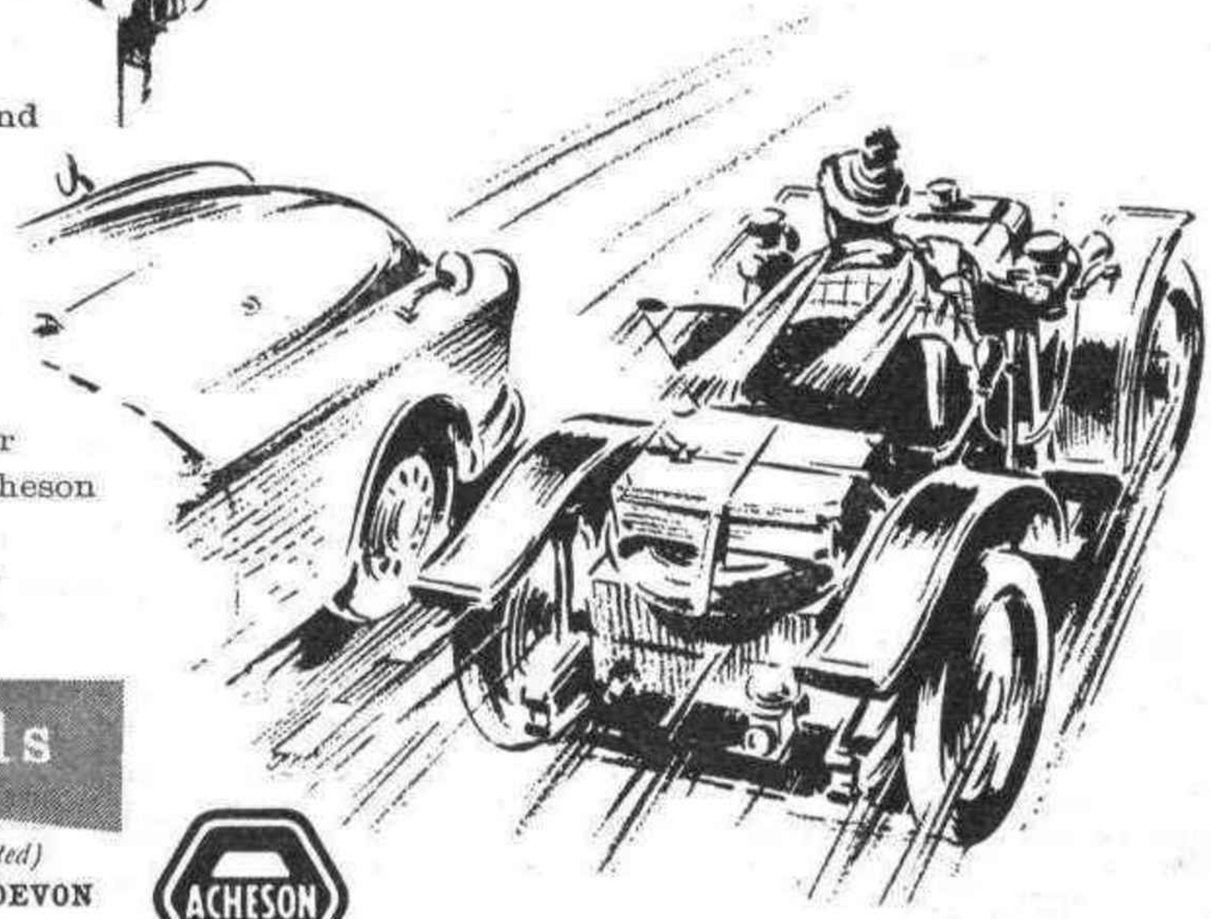
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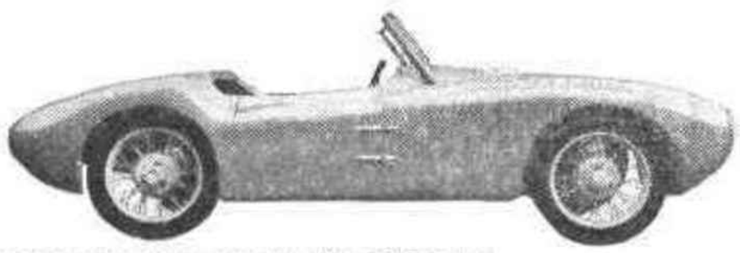


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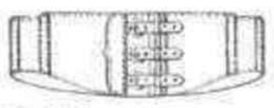
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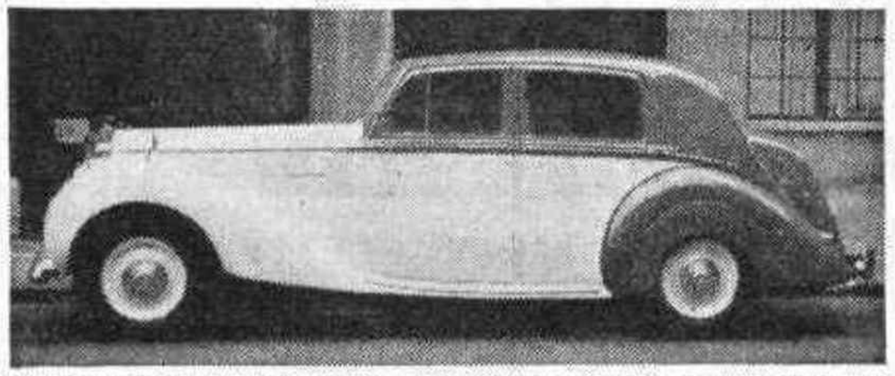
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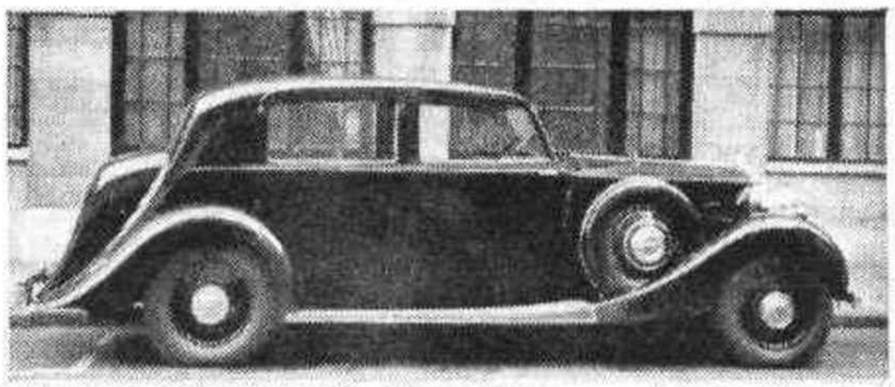
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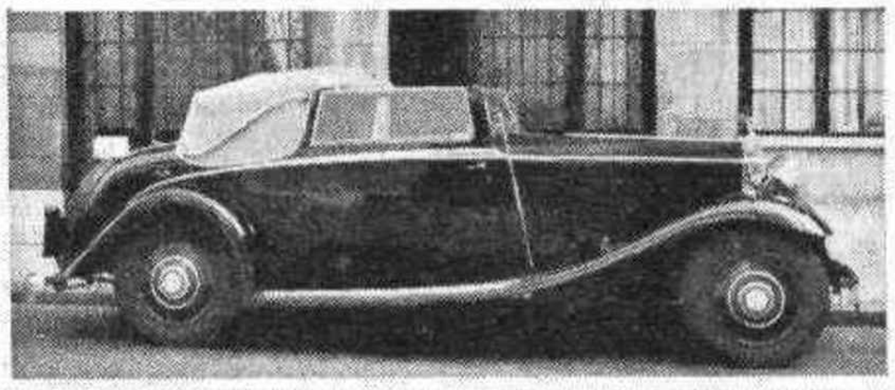
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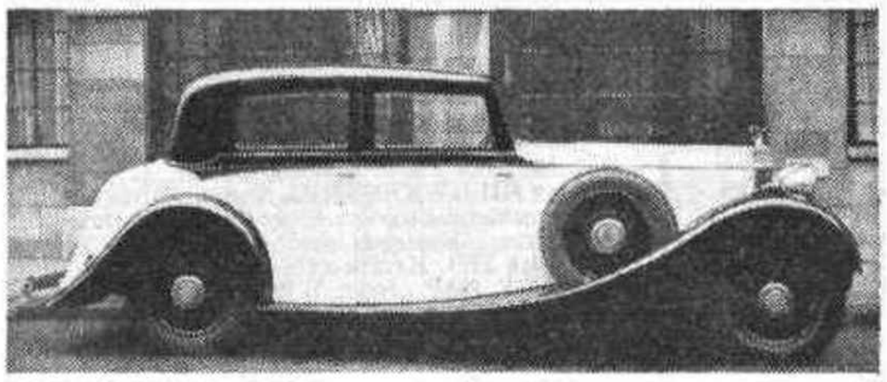
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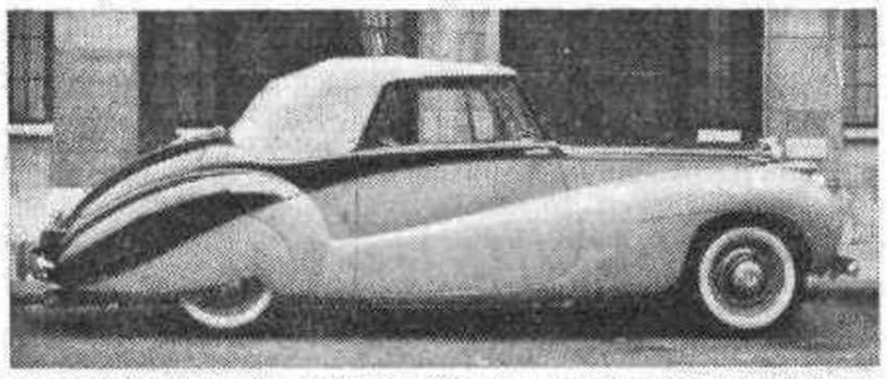
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RILEY KESTREL, 1935, 1½-litre Twelve with entirely reconditioned engine never used, as owner now abroad. £130 o.n.o. Harmer & Scotts, Norwich Road, North Walsham, Norfolk. [6451

ROCHDALE HARD-TOP, untrimmed. List £19; gift, £5. Buyer collects. Parry, Police Houses, Newtown, Montgomery. [6452

M.G. PA 2-seater, good engine, transmission, recellulosed. £100. Tel.: Stafford 939. [6453

ALVIS 3-LITRE saloon, 1951, Oct. Maroon. Very nice condition throughout. Heater, screenwasher, fog lamp, Michelin Xs. £370 o.n.o. Would consider smaller car part exchange. Jennings, "Primrose Villa," Higher Pengegon, Camborne, Cornwall. [6454

"SPECIAL." Hydraulic brakes, k.o. wheels, Ford Ten engine. Requires body. £35. Wanted: TR, Healey wire wheels. Richmond, Collet Avenue, Shepton Mallet. [6455

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WOLSELEY 18/85, 1947, with heater. Very good condition, ex-runner. £150 o.n.o. Tel.: MIL 1216. [6464

ALVIS SPEED TWENTY-FIVE Cross and Ellis tourer. Unique car with known history. 57,000 miles only. Just resprayed, new hood, good tyres, brakes relined. Excellent mechanical and body condition. £295 o.n.o. Waterfall, Little Orchard, Hookbill Lane, Woking. Tel.: 5173. [6462

1937 RILEY KESTREL Sprite. After a year's work, mechanically good, bodywork and interior excellent. £220. Register member. Wellby, "Kenwood," Park Hill, Kenilworth. [6463

RILEY IMP, 1935, B.R.G. H.C. large-port head, 4-branch manifold, Merlin crank and rods, phase II clutch, E.N.V. H.R.G.B. 16-in. rears, twin spares, good tyres. Chrome and paint excellent, twin spots and aeroscreens fitted. Engine, transmission, steering, suspension, brakes in excellent condition. London Register member owner sadly regrets selling this extremely pretty and potent car. Photo and further details from Box No. L.464. [6464

1952 A40 sports, Jenson model. Little damage. Well maintained. £130. 54, Morecambe Close, Elm Park, Hornchurch, Essex. Tel.: Hornchurch 45615. [6465

1955 CITROEN L.15. Twin carbs. Silver grey. A.1. £425 o.n.o. Lockley, 9, Crow Hill View, Holts Estate, Oldham. [6466

LEA-FRANCIS, 1929, 12/40 tourer. Original paint. Stored many years. Very solid. Spares include dismantled 4ED engine, axles, brake drums and shoes, etc. £135 o.n.o. Egan, Hunts Lane, Grappenhall, Warrington. Tel.: Grapp. 1060. [6467

VAUXHALL FOURTEEN-engined "special," i.f.s., 2-seater open; good condition all round. £135 o.n.o. Write, 9, Cedar Terrace, Richmond, Surrey. [6468

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RILEY KESTREL 12/4 six-light, one owner, excellent condition. 1936 9-h.p. Kestrel, fitted with a 1934 crash box. Offers. Many spares for all models. H.P. terms can be arranged. Clarke, Tel.: Lee Green 8904. [6470

1950 TC M.G. 18,000 miles since complete overhaul. £390. Tel.: York 66433. [6472

PILOT'S WIDOW must sell 1938 M.G. 2-litre coupé. New hood, good engine, running order, and tyres. Body, electrics, need attention. £60. Tel.: Maldon (Essex) 488, 9.30 to 5.30. [6473

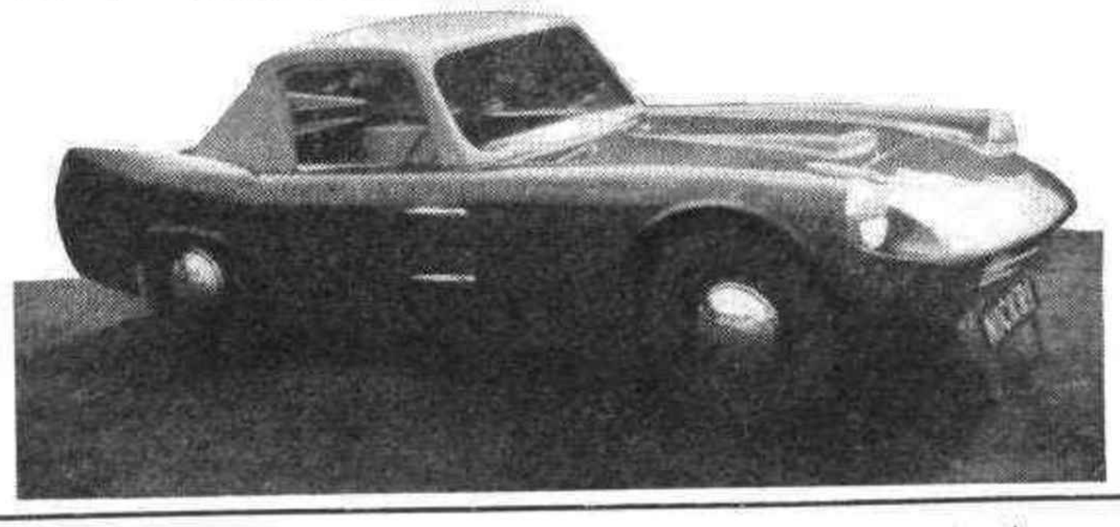
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1935 FRASER NASH 2-seater sports, in new condition. £250. Four months since new tyres, upholstery, hood, screens, paint and electrics. Tel.: Twyford (Berks) 172. [6479

1925 AUSTIN SEVEN fixed-head coupé. This model is extremely rare, only very few examples were made. Described in a motoring magazine at the time as "a favourite with lady drivers, and a discreet model for two." The whole car is in superlative order, completely overhauled mechanically, professionally re-upholstered and repainted. Offers will be accepted for this absolutely unique and fascinating little vehicle, which cruises at 40 m.p.h. and gives 45 m.p.g., in the region of £245. W. J. Oldham, Field Green, Hawkhurst, Kent. [6480

LEA-FRANCIS estate car, 1950; beautiful engine, vast rear compartment; wood/aluminium body. £270 o.n.o. Box No. L.481. [6481

1931 MERCEDES 370S 3½-litre d/h. coupé. Absolutely fabulous condition, real collector's piece. £425. Durngate House, Winchester. Tel.: 5747. [6482

1923 BULLNOSE COWLEY, pre-f.w.b. model. Fantastic condition throughout. Bargain, £200. Durngate House, Winchester. Tel.: 5747. [6483

1937 RILEY FALCON 12/4. £165. Please write: Hockaday, C.3, Castle Farm, Windsor. [6484

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D.K.W., 1956, Big 3-6 de luxe coupé. Turquoise/ivory. First class condition. 80 m.p.h. One owner, emigrating. £600. Manton, Tel.: Bushey Heath 2086. [6488

RILEY KESTREL, 1936, 12/4 six-light; black. Body reconditioned; good motor, tyres. £90 o.n.o. 113, Grayswood Avenue, Coventry. [6489

MORRIS MINOR, 1951, tourer, £295. Riley Nine, 1937, saloon, £75. Both excellent. 29, East Street, Sudbury, Suffolk. [6490

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1950 HUMBER Super Snipe, Tickford drophead coupé. Beautiful condition. Radio, heater. What comfort for £225. 45, Warren Drive, Wallasey. [6492

FRAZER NASH, 1932, Colmore. Overhauled. Trial. First sensible offer secures. Box No L.493. [6493

1953 LANCIA AURELIA pillarless saloon. Navy blue. Fitted radio and heater. Excellent condition throughout. Ex-titled Continental owner. £645. Terms arranged. Tel.: Marston Magna 357. [6494

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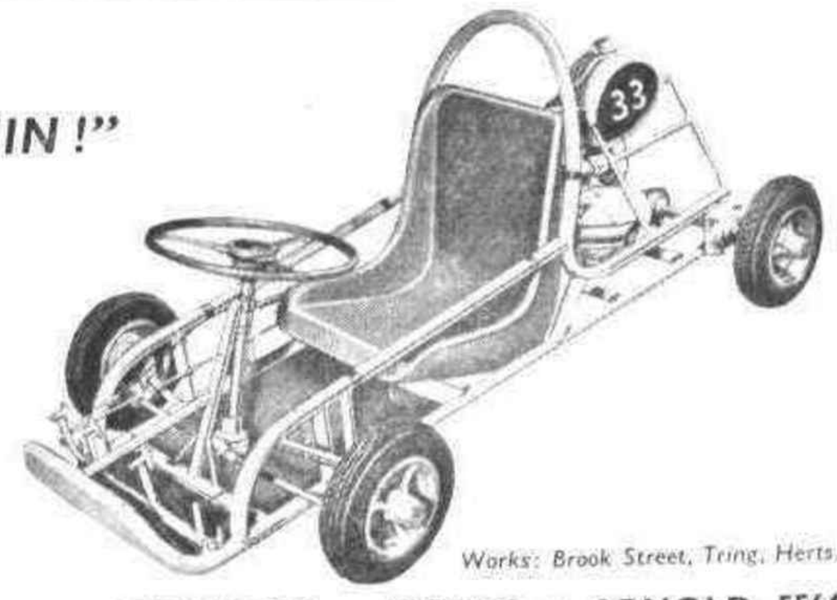
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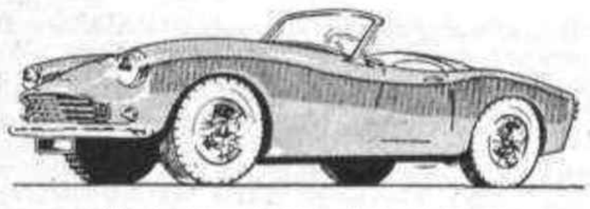
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100/4, 1955, 2-seater in flame red. Fitted : twin spotlamps, wing mirrors, heater, wire wheels, overdrive, tonneau cover, etc. **£595**
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XK140, 1955, drophead coupe in powder blue. Fitted : " C "-type unit, wire wheels, radio, heater, twin spots, washers, wing mirrors, etc. ... **£765**
XK140, 1955, roadster, superb in midnight blue with pale grey interior, full length tonneau, " X " tyres, heater, screen washers, spotlamp **£745**
XK140, 1955, fixed-head coupe, spotless in gleaming black with overdrive, radio, heater, twin spotlamps, wing mirrors, screen washers, etc. ... **£695**
XK140, 1955, roadster, unmarked and spotless in black with pigskin brown interior. Fitted : radio, heater, " X " tyres, tonneau cover, washers ... **£695**
XK120, 1952, roadster in metallic blue, modified unit, wire wheels, tonneau cover, washers, heater, wing mirrors, etc. **£565**

M.G.

Twin-Cam, 1960 series, 2-seater in red. 4,000 miles and one owner only. Disc brakes, tonneau, spotlamp. A superb example... ... ... **£945**
M.G.-A, 1958, 2-seater, unblemished in Italian red with red leather interior. Fitted : luggage rack, screen washers, etc. Very low mileage **£785**
M.G.-A, 1958, 2-seater, spotless in black with off-white hard-top, also heater, " X " tyres, luggage rack, washers, twin spots, wing mirrors **£765**
M.G.-A, 1956, 2-seater in old English white. Fitted : radio, heater, twin spots, luggage rack, reversing lamp, etc. **£675**
M.G.-A, 1956, 2-seater in Pacific blue with pale grey interior and tonneau cover, heater, twin spots, rack, wing mirrors, etc. **£645**
TF 1500, 1955, 2-seater, unblemished in black with red interior. Very low mileage and fitted : tonneau cover, " X " tyres, heater, etc. **£585**
TF, 1954, 2-seater in cherry red with pigskin brown trim. " X " tyres, luggage rack, spotlamp, etc. **£545**
TD, 1953, 2-seater in gleaming black. A particualrly fine example with twin spots, rack, tonneau and heater **£445**

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TR3A, 1958, 2-seater. A superlative example in sky blue. Equipped with twin spots, " X " tyres, disc brakes, heater, tonneau cover, mirrors, etc. ... **£845**
TR3, 1957, 2/4-seater in powder blue. Fitted : " X " tyres, disc brakes, Barwell head, twin spots, screen washers and rear seats **£745**
TR3, 1957, 2/4-seater. Another fine example in powder blue with disc brakes, heater, " X " tyres and screen washers **£735**
TR3, 1957, 2-seater in pearl white with dark red interior. Fitted : tonneau cover, rear seats, screen washers, heater, etc. **£695**
TR3, 1956, 2-seater in suede blue. Fitted : 3-speed overdrive, twin spots, tonneau cover, heater, " X " tyres, etc. **£695**
TR3, 1956, 2-seater. An exceptional car in bright red with black hard-top, " X " tyres, screen washers, heater, spotlamp, wing mirrors **£695**
TR2, 1955, 2-seater in pillar box red, equipped with radio, heater, " X " tyres, twin spots, washers, etc. **£595**
TR2, 1955, 2-seater. Very attractive in dark metallic blue with matching hard-top, also with " X " tyres, screen washers, heater and wing mirrors ... **£565**
TR2, 1955, 2-seater in flame red. Fitted : overdrive, wing mirrors and heater. Another fine example of the *Marque* **£535**

VARIOUS

SUNBEAM Alpine, 1960 series, 2/4-seater, unblemished in pearl white with black interior and tonneau cover, one owner. 1,400 miles only, heater **£1,095**
FRAZER NASH Mille Miglia, 1952, streamlined 2-litre, 2-seater, in B.R.G., twin exhausts, F.N.S. unit, full weather equipment. A beautiful road car **£765**
LOTUS Mk. VI, 1955, 2-seater in dark red. Stage II 1100 climax unit, alloy wheels, hydraulic brakes, M.G. gearbox, etc. **£485**
HEALEY Silverstone, 1950 " E " type model. Really superb condition in midnight blue with white tonneau cover. A thoroughly fine example ... **£435**
MORGAN " Plus Four ", 1952, 2-seater in British racing green. A particularly neat and fast little car, well-above-average condition... ... ... **£425**
JOWETT JUPITER, 1952, 2/3-seater in bright red. *Series III unit, recently reconditioned and fitted wing mirrors,* etc. **£425**
ALLARD J2, 1951 Super Sports, 2-seater in British racing green, 4.3-litres, de Dion, etc. A very potent machine **£395**
LOTUS Mk. VI, 1956, 2-seater, fully modified 1172-c.c. Ford unit, twin carbs., four branch exhaust, tonneau, etc. Finished in alloy **£365**
SINGER Roadster, 1951, 2/4-seater in red, 1100-c.c. unit, twin spotlamps, washers and wing mirrors **£295**

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1954 TR2. Metallic Green (resprayed 6 months ago). Reconditioned engine (under 15,000). 4 good Michelin X tyres, twin spots, heater, new tonneau, and good roof. Licensed to 31/12/60. £430. Tel.: Kensington 3914, evenings. Haslemere 3747, week-ends. [6511

TR3, '56, Ivory. X tyres, heater, spots, tonneau, luggage rack. £600 o.n.o. H.P. possible. 16 Mayfair, Wollescote, Stourbridge. Tel.: HAL 1770. [6512

1947, M.G.TC. Beautiful condition throughout. B.R.G. Extras. £315. Hastings, The Upper House, Loosley Row, Near Aylesbury. Tel.: Princes Risborough 267. [6513

VOLKSWAGEN DE LUXE, 1953 (late). Excellent condition. Low mileage for year. Two previous owners. Heater. Well below current value especially in this condition. £385. H.P. arranged if required. R. Harris, 182, Fernhill Road, Cowley, Oxford (Sundays). [6514

M.G. TC, 1948. Specimen. Fortune spent. Recon. engine. Resprayed. Extras : the lot. Call to duty " Forces " sale. Haggle £330. 152, Grasmere Avenue, Wembley. [6515

1953½, 2½ R.M.F. RILEY. Radio, new engine, G/B, tyres, brakes, battery (£300) 9,000 ago. Body interior excellent. £525. 55, North Manor Way, Woolton, Liverpool. Tel.: Gateacre 2442. [6516

LEA-FRANCIS, 1948, 14-h.p. saloon. Good mechanics, cellulose, chrome; excellent tyres. Tidy leather interior, heater, spot, wing mirrors, twin fuel pumps. Serviced, taxed. £155. Tel.: Uplands 7243. [6517

LAGONDA RAPIER, 1935. Good condition. Must sell. Nearest £90. C. Beards, 27, Hampton-Hill, Wellington, Shropshire. Tel.: 1063. [6518

M.G. TC, 1947/8. Red, hood, tonneau, new seats, new tyres, reconditioned engine and transmission. Sexy exhaust. £310. Pearce, 189, Barrows Lane, Yardley, Birmingham. Tel.: STE 3487. [6519

MUST CLEAR about 4 tons of Vintage spares for 1750 Alfa, Rolls P.I., Fiat 1500, etc. Preferably to one buyer. Keeling, Gt. Maplestead, Halstead, Essex. Tel.: Hedingham 281. [6520

WHAT OFFERS single copies *Autocar* from 1906 to 1920. Also for 1926 Lanchester " 40 " chassis in good running order. Box No. L.521. [6521

1927 LANCIA LAMBDA. Mechanically sound. Tyres, brakes, lights good. Body converted to 2-seater before the war. £170. Further particulars, photos from : D. Berringe, Gunnery School, Lulworth. [6522

BENTLEY 3½, 1935. Sports saloon by Ranelagh Good mechanically. Body sound. Photographs available. £200 o.n.o. Young, " Hurstwood," Chapel Lane, Longton, Preston, Lancs. Tel.: 2012. [6523

M.G. 1½-LITRE tourer, 1949. Reconditioned engine, relined brakes. H.P. terms available. Harvey, 57 Deepdene Road, Westerton, Bearsden, Glasgow. Tel.: Bearsden 2612. [6524

DELLOW, Mk. III. 2/4-seater. Black. Fully modified, excellent. £325 o.n.o. Detail from Box No. L.525. Or will exchange for Morgan Plus 4, 4-seater, with cash, 1954/55. [6525

JAVELIN, 53. Spent £100 last year. Series 3 crank etc. Oil radiator, heater, radio, new carbs, everything. Must sell, a little Herald calls. £325 o.n.o. Taylor, 9 Kingsbury Road, Curdworth, Nr. Sutton Coldfield. Tel.: Day : B'ham East 2757. Evening Curdworth 55. [6526

RILEY 2½ KESTREL, 1938. Overdrive box. Engine just overhauled. New king pins, brake linings. Body good. £160 o.n.o. Montague-Jones, Boldre Grange, Lymington, Hants. [6527

BENTLEY 3-LITRE saloon, 1925. New headlining and body fabric. Good tyres, 2 new. Bills for £440 spent since 1953, almost unused since 1954. £175. Bentley 3½-litre Park Ward. Partial overhaul and general checkover of engine just completed. Tyres, battery nearly new. £225. Faulkner, 22, Caroline Street, Birmingham, 3. Tel.: Central 2139. [6528

MINOR, '49. Black. Beige upholstery. Recently reconditioned engine. Heater, tyres nearly new. Immaculate condition. £280 o.n.o. Seen : Perry, 20 Onslow Road, Richmond, Surrey. [6529

LEA-FRANCIS 1767 sports saloon. Immaculate, 1947 model. Engineer maintained. New retreads, battery, carburetter, exhaust system. £250. Owner going abroad. Evans, 25 Courtfield Road, Kensington, S.W.7. [6530

1951, BORGWARD HANSA 1500. L.H.D. Resprayed Red and cream. Radio, heater, swivel lamp, driving lamp, winking lights. Very economica Full, 6-seater. 5 Cleeve Lodge Road, Downend, Bristol. [6531

100E REAR AXLE complete with springs, wheels, and tyres, brakes, etc. £12 10s. Tel.: Woking 1725. [6532

SINGER LE MANS. 2/4-seater. Excellent condition. Hood, sidescreens, five good tyres, twin carburetter. £80. Tel.: BUC 7109. [6533

ROLLS-ROYCE TOURER, 1926, Hooper. 20-h.p. 4-seater. Excellent condition. History. Mascot. Handbook. £425. No dealers. Cleveland Cottage, Hoarwithy, Hereford. [6534

FOR SALE—*continued*

A.C. SALOON, late 1951. Immaculate condition, resprayed, new headlining, carpets, tyres Engine overhaul just completed. £385. Crawley, 6a, Park Road, Beckenham. Tel.: BECkenham 6907. [6535

RILEY FALCON, 1½-LITRE, 1935. Excellent condition. £75. Crawley, 6a, Park Road, Beckenham, Kent. Tel.: BECkenham 6907. [6536

FRAZER NASH-B.M.W., 37/326. Pale Blue. Handsome and very fast. £75. Tel.: Mortimer, Mincing Lane 3166. [6537

1936 LG45 LAGONDA sports tourer, in immaculate original condition. Full details from Dean, Clamp Farm, Newtown, Fareham, Hants. Tel.: Wickham 3166. [6538

MORGAN SUPER SPORTS 3-wheeler (1935). O.H.V. water cooled Matchless. £90. D. H. Brown, 21 Curzon Park North, Chester. Tel.: 22975. [6539

MARRIAGE FORCES SALE of excellent M.G. 1947, TC. B.R.G. £290 o.n.o. 67 Worcester Crescent, Chaddesden, Derby. [6540

ARMSTRONG SIDDELEY, 1935, 20-h.p. saloon. Excellent condition. Good tyres plus three good spares, four inner tubes, spare carburetter. Reversing and fog lights, washers, dashboard lubrication. Insured June. Absolute bargain. £30 o.n.o. Box No. L.542. [6542

VOLKSWAGEN 1955 DE LUXE. Sun-roof, recon. engine. Excellent condition. Green. £480. Or exchange M.G. TC. Box No. L.543. [6543

1959 FORD ASHLEY. New hood, tyres, etc. 100% complete. Highfield Farm, Slaithwaite, Huddersfield. [6544

TRIUMPH ROADSTER 1776 c.c., 1947. Good condition, with heater, taxed. £280 o.n.o. R. J. B. Manor Court, Steeple Aston, Oxford. [6545

SHIRLEY, blue fibreglass bodyshell. Detachable hardtop, as advertised C.M. sidescreens, mounting lugs on steel substructure. Extras. £140 spent. Accept £75. 22, Beech Drive, Boreham Wood, Herts. [6546

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M.G. J2, rebuilt 1952. Excellent condition. Immaculate TC type body. £160. Griffiths, 161 Trebanog Road, Porth, Rhondda, Glamorgan. [6547

SPRIGHTLY FORD SPECIAL. Most attractive full width alloy body with coupé top. I.F.S., hydraulics. Unusually well finished and equipped. Economical and reliable. Must be seen. Reasonable price to good home. Webb, 39 Braemar Road, Leamington Spa. Tel.: 2971. [6548

1172 BUCKLER 90, 1956. Buckler h/c. head twin, carb. manifold, " C " c.r. gears, 4.7 c.w.p., detachable hard-top, full instruments, recent £90 overhaul, suitable comp. or touring. £375. Wilson, 6, Annandale Rd., Addiscombe, Surrey. [6549

DELLOW, 1953, reconditioned engine, warmed up. Bargain. £250. Terms. Moolenaar, 68, Elm Rd., Leigh-on-Sea, Essex. [6550

MORGAN 4/4, 1938 Climax. Sound except i.f.s. needs rebushing. £130. Write, G. Smithers, 11, The Terrace, H.M. Dockyard, Chatham, Kent. [6551

M.G. TA, 1939. Resprayed red, new hood, sidescreens, spots, transistor radio. Reconditioned engine, shocks, springs, wheels. Rechromed radiator, lamps. £250. R. Hall, 398, Tonbridge Road, Maidstone, Kent. [6552

ROLLS-ROYCE, 20-h.p. 2-seater drophead cabriolet 1929. Downton Engineering reconditioned engine, etc. 6,000 miles ago, and in good condition throughout. Not for sale before May 1st. Dr. Williamson, Nettlebed, Oxon. [6553

ALVIS 4.3 (1939). This fine car has stood in shed for three years awaiting completion of very extensive and expensive rebuild. Owner reluctantly realises time for work will never be found and will sell or swap for car for wife. Box No. L.554. [6554

CONNAUGHT L3/SR, 1,767 c.c. Ex-McAlpine team car. Resprayed in B.R.G., immaculate in every way. R.5's engine completely overhauled to competition standard, special cams, everything polished, matched and balanced, 110 b.h.p. at 5,500. 28 m.p.g., 100 m.p.h. plus in present detuned form. Trimmed, lined and carpeted throughout. New tonneau, full weather equipment. Cost £1,500 new. Bargain at £625 o.n.o. Full history and details from H. W. Cooper, 38, Westerham Drive, Sidcup, Kent. Tel.: BEX 6538. [6555

VOLKSWAGEN, registered 1953, r.h.d. £195 or exchange Javelin. Sharratt, 12, Spring Lane, Mapperley Plains, Nottingham. [6556

IMMACULATE RED PB/M.G. Fitted E.93A engine, M.G. gearbox. Completely rebuilt last summer. 18 extras. £180 o.n.o. Correspondence or inspection welcome, evenings/weekends. Tucker, 5, Milton Close, Headless Cross, Redditch, Worcs. [6557

ROLLS-ROYCE 1933 (Dec.), 20/25 Sports Sun. saloon by Hooper. Black, fawn upholstery. Laid up war years and Sept. '48-Sept. '52. Mileage 82,000. Two owners and full history. £325 o.n.o. Cross, Court House, Cuckfield, Sussex. Tel.: 67. [6558

FOR SALE—*continued*

1947 VOLKSWAGEN, l.h.d. Reconditioned engine, body inelegant but sound. £180. Available April 11th. LTCDR Sharp, H.M.S. Dolphin. Gosport. Tel.: 80654 (after 4 p.m.). [6559

M.G. 1937 VA coupé. Breaking up. All spares available. Write, Hammond, 11, Strood Road, St. Leonards, Sussex. [6560

ROLLS 20, 1929, Park Ward touring saloon. Tools, mascot, handbook. Superb condition. Offers. Tel.: VIG 8957 (Surrey). [6561

LAGONDA 16/80 2-litre parts : 16/80 engine, £15; front axle and steering gear, £5; set springs, £4; 18-in. wheels, 30s. each; E.N.V. 110 gearbox, £12; chassis frame free with any of above, but buyer removes, sundry other items. Dallas, 125, Jockey Road, Sutton Coldfield, Warwickshire. [6562

£50, FORD SPECIAL. Neat, nippy. Gray, 331, Main Road, Kesgrave, Ipswich, Suffolk. [6563

1927 LEA-FRANCIS 12/40. 4-str. tourer. Completely original. Excellent mechanically, body *concours* condition, complete history, photos. £120. Ringrose, 17, Littledown Road, Bournemouth. [6564

ASHLEY FORD. 1958 750 body c/w hard-top, screens, etc. Recon. 1,172 engine, " 8 " head, M.G. gearbox, boxed and tubularised Austin frame, hydraulics, Ulster suspension, 15 x 400, 16 x 525 wheels, crossflow, pump, header, F.700's, flashers, instruments, carpeting, boot £175. Tel.: Buckhurst 4909 (after 7). [6565

HEALEY, Abbott foursome convertible. Radio, heater, late 1951, ivory and blue, superb car. £375. 45, Shirehall Park, N.W.4. Tel.: Hendon 7755. [6566

1930 MORRIS ISIS Six saloon, excellent condition, new tyres, battery, superb engine, manual, taxed year. £45. Tel.: Elmbridge 5944. [6567

1959 2-SEATER Sports, special rebuild. Full rally equipment and spares. 70 m.p.h., 46 m.p.g. What offers ? Hall, 20, Pine Gardens, Surbiton, Surrey. Tel.: Elmbridge 3805. [6568

M.G. TD, 1952. New engine 14,000 miles, new K.L. 9 extras. Genuine, excellent con. H.P. arranged. £460. Tel.: Godalming 106 (Sussex). [6569

OFFERS WANTED. 1931 Rolls-Royce Phantom II, with limousine body. Engine needs slight attention. Tyres, etc., good. 46, Bath Street, Nottingham. [6570

RILEY NINE, 1929. Rebuild incomplete, but chassis, engine, good, £15; Also 1936 Vauxhall DX, engine fair, chassis, body, good, four almost new tyres. £35. Tel.: Hurstway 3286. [6579

RILEY SPARES. Breaking : 1933 Alpine 12/6 : 1935 Monaco; 1936 Merlin 9, also large quantity 9-h.p. spares and some competition parts. S.A.E. for lists. B. Kennion, 9, Greenways, Hertford, Herts. [6580

1933 LAGONDA M45 tourer. Excel. chassis, new hood, green. Haggle about £160. Marshall, Tel.: CRO 0400 (night); THO 3473 (day). [6581

UNFINISHED SPECIAL. Singer o.h.v. engine, 4-speed gearbox. Needs body. Clarke, Lower Hook. Tel.: 1405. [6582

M.G. TA, 1937, red. Good order, well shod, telescopics. £165. Cartref, Yoxall, Burton-on-Trent, Staffs. Tel.: Yoxall 303. [6583

TALBOT : 14/65 : Block, crankcase, resleeved, remetalled, 20,000 miles ago. Head : new valves, guides and springs, 5,000. Gearbox, clutch, steering column, Solex carb., dynamotor. 95 : Torque-tube, diff. housing, c.w.p. 105 : Steering column. Wanted : 95 shuttered grille, apron, bonnet, top water connection and snap rad. cap. Boreham, 55, Keevil, Trowbridge, Wilts. [6584

A35 DE LUXE, 1958, one owner. Excellent condition. £470 o.n.o. Tel.: FOR 4065. [6591

B.M.C. A50 Axle Casing complete with 8/41 diff. As new, £15; or swop for 4.55 or 4.7 diff. complete suitable for A40 Sports. Required : Shorrocks Blower Kit for Series B 1,489-c.c. unit—cheap. Tom Fleetwood, " Evelench House," Tibberton, Droitwich, Worcs. [6592

ASHLEY 1172 GT. Many new parts, wiring and trimming to finish. Nearest £200. Box No. L.593. [6593

CITROEN L15, carefully maintained, 1938. Overhauled, repainted. £100. Also Citroën-Ford Special, 100E Anglia body, L15 engine, gearbox, suspension. £240. Tooley, Cuddington, Bucks. [6594

1929 ROVER 10/25 Sportsman's Coupé. A solid motor car eligible for light car events. £60. 1928 Lea-Francis 12/40, 2-seater, £50. 47, Sharmans Cross Road, Solihull, Warwickshire. [6595

VOLKSWAGEN, r.h.d., 1948, £215. Resprayed, very good mechanical condition and tyres. Browning, 39, Sundridge Close, Dartford, Kent. [6596

M.G. VA Tourer, 1937. 2 owners! Splendid original condition. Extensively overhauled in last 3 years. Bills available. Hood and tyres sound. £200 o.n.o. Gorringe, 17, Lebanon Court, Twickenham. Tel.: POP 7353. [6597

TF M.G., 1954. Absolute specimen. 2 owners. Black with red leather. New battery, vynide hood and screens. Spare unused. Many extras. £535. 36, Kingsway, Wembley, Middlesex. Tel.: WEM 3253. [6598

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

FOR SALE—*continued*

FORD 8-h.p., less body and chassis. Engine 7,500 m. only. New c.w.p. and shafts, rewired by Fords. New clutch. Gearbox overhauled; water pump, £25. Harvey, 34, Beechen Lane, Kingswood, Surrey. Tel.: MOG 2642. [6599

INTERESTED ? Probably not. 1928 2-litre Lagonda. £185, just completing rebuild, ready Easter. Sincock, Pond Farm, Kidmore End, near Reading, Berks. [6600

JAGUAR 1½-LITRE, 1947. Special equipment, immaculate throughout. £220. Bull, Saddlecombe Cottage, Headley Park, Near Epsom, Surrey. Tel.: Headley 318. [6601

DISMANTLING TA and J2 M.G. 2, Eynham Road, W.12. Tel.: SHE 6126. [6602

A40 SPORTS, 1954. New engine 18 months, new hood mechanically perfect. Sivell, 41, Allesley Old Road, Coventry. [6603

ROVER CHASSIS. Elderly enthusiast offers Speed 14, towable, three S.U.s, four additional new remoulds, cheap to young person. Seen Berkshire. Tel.: WES 7414. [6604

M.G. TD, 1953. B.R. Green, only 6,000 since new big ends, etc.; carefully used and maintained, exceptional condition. £455, H.P. available. Townsend. Tel.: Croydon 8908 (7-9 p.m.). [6605

PEUGEOT 203 special fitted roofrack, used once, half price. London. Tel.: PRImrose 3945. [6606

RILEY 1937 Kestrel Sprite 2-seater conversion. Sound, handles well. Will take 4 Amals for V.S.C.C. events. £100 o.n.o. Seen Sheffield or London. Nutter, 80, St. George's Square, S.W.1. Tel.: VIC 2059. [6607

ALVIS 14 Saloon, 1948, black, good condition, C.R. raised to 7.2, many extras, £300 o.n.o. Gard, 7, Burlington Avenue, Morecambe, Lancs. Tel.: Morecambe 794. [6608

P.V.T. needing good home. 1933 Talbot 75 Sportsman's Saloon. Reconditioned engine, dynamotor. Battery, tyres—virtually new. Bodywork excellent. Garage space needed. Details, offers, Box. No. L.609. [6609

A90 SPORTS SALOON, 1953. Low mileage, marvellous condition, not to be confused with usual clapped-out Atlantics. New shockers, Servais, "X" tyres, link mats, radio, heater, screen washers. £385 or v.n.o. Higher Red Lees Farm, Burnley. Tel.: 6057. [6610

M.G. PA Sports, 1934. Excellent condition. New hood; recon. dynamo; 16-in. fronts. £140. Park Mount, Marton Lane, Gawsworth, Macclesfield, Cheshire. [6611

LAGONDA. 18-in. wheels, seven 550 × 18 tyres (two new). Want 21-in. wheels, 525 × 21 tyres, Lagonda spares. 121, Copers Cope Road, Tel.: BECkenham 9316. [6612

TR3A, 1958. British Racing Green; never been raced or rallied. Available with Michelin "X" tyres, wing mirrors, heater, washers, reversing light, rimbellishers, spot and fog lamp, and overdrive on 3 gears, disc brakes, underbody sealed. Family pet. New one on order delivery early April. £840 to anyone willing to wait until new one arrives. Any trial or inspection. One owner. Goodwin, 36, Runnymede Road, Ponteland, Newcastle-upon-Tyne. Tel.: Ponteland 2436. [6613

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VETERAN 1913 ADLER. 10-h.p., 2-seater, 4-cyl. Completely restored. Concours condition, very reliable. £325. Taylor, Snowcroft, Longwood, Huddersfield. [6615

1937 RILEY MONACO Special Series. Thoroughly sound throughout. Worth £100. Rolt, Horncroft, Pulborough, Sussex. Tel.: Fittleworth 50 (weekends). [6616

DELAGE D8120, 1937. White drophead; extras; 20 m.p.g. Taxed, insured. Wife cannot drive, must sell or exchange 1949-50 Vauxhall. Robson, 9, Waterdell Lane, St. Ippollitts, Hitchin, Herts. [6617

1937 AUSTIN NIPPY, near original condition, reconditioned engine, radiator, dynamo, excellent appearance. Tonneau. Spare pressurised crank and rods. Sacrifice. £120 o.n.o. Cain, Napton, Warwicks. [6618

1936 FORD TEN Tourer. Two owners, Genuine low mileage for year. New battery, five good tyres. Excellent mechanical condition with very sound body. Really good car. £75. Miller, 37, Grove Road, Gosport. Tel.: 81667 (Evenings/weekends). [6619

M.G. PB. New back axle, battery. Good bodywork, engine overhauled. £160. Tel.: MIL. 3520 (evenings). [6620

ALVIS 12/70, drophead coupé, 1938. Good mechanical condition. Extras. £120 o.n.o. Tel.: Esher 4717 (evenings). [6621

RARE BIRD: 1948 Lancia Aprilia. Rewired, new battery, king-pins, brake linings, "X" tyres, exhaust system, resprayed. Not yet run. Wonderful condition throughout. Bargain. Offers at £385. P. Heys, Albany Hotel, Winn Road, Southampton. Tel.: Southampton 56428. [6622

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8-H.P. FORD Rochdale GT. Reg. '58. I.F.S., heater, ivory, brakes relined, new king-pins. £220 o.n.o. D. A. Hurst, 57, Waltham Road, Carshalton, Surrey. [6624

FRAZER NASH-B.M.W. 319. Recent respray, new hood, woodwork renewed. Mechanically red hot. Goes like the Harry Clappers. Have spent winter rebuilding. Bank manager is not an enthusiast and forces sale. £180 o.n.o. Michael Lynch. Tel.: BAY 2162 (after 7 p.m.). [6625

M.G. TA. Excellent condition, recon. engine/gearbox, 5,000 miles. New vynide hood, side-screens, resprayed blue. New batteries, dynamo. Two new Pirellis. Steering overhauled. Telescopic dampers. Many extras. £250 o.n.o. Tel.: Nutley (Sussex) 311. [6626

TR2, 1955. Respray white, excellent hood, wire wheels, sliding screens, etc. Carefully maintained car. £515. Henderson, "Lindisfarne," Otterburn, Tce, Newcastle, 2. Tel.: 81-4635. [6627

BENTLEY 4½-LITRE, 1930. Close-coupled Coupé. Good tyres, mechanically perfect, axial starter, André tele-controls, taxed year. £385. Smith. 187, Elmdon Lane, Martson Green, Warwickshire, Tel.: Marston Green 2687. [6628

1935 ALVIS Silver Eagle Tourer, 74,000 miles. Remarkable condition. £150. 52, Thorney Road, Streetley, Staffs. [6629

M.G. SPARES. J2 crankshaft, £6; Starter, £1; 4-speed gearbox, £3; 3-speed gearbox, £2; Carburetter, £1; Half-shafts and hubs, £1; D-type cylinder block, head, camshaft, clutch, £5; 1939 O.H.C. 350-c.c. Velocette, £20, good condition. Will take £26 the lot. Carriage extra. Newman, North Crawley, Bucks. Tel.: North Crawley 216. [6630

RILEY NINE MONACO, 1937 special series. Excellent all-round condition. Engine stripped 5,000 miles back. Brakes re-lined. Clutch re-lined. New Michelin tyres. Register member. Advertiser buying Kestrel. £100 asked. 60, Waterloo Road, Wellington, Somerset. [6631

M.G. TD, 1950. Dark Green. Twin spot and reversing lights, winkers, luggage grid, demister, etc. Recent respray and mechanical overhaul. New "X" rears, carpet, battery and rear springs. Hood and screens in good condition. £375. Seen S/E Hants. Box No. L.632. [6632

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LAGONDA 16/80 Special Six, 1934. Tourer, black with B.R.G. wheels. In outstandingly fine condition throughout. £275. History, details and photos from A. J. Hope, 1, St. Clements Road, Wigan. [6637

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AUSTIN HEALEY SPRITE, 1959. Blue. 4,500 miles. Bumpers, heater, tonneau, windtone horns, rev. counter, cigarette lighter, wing mirror. £625. Tel.: Sunbury 2725, day; Cobham 3578, evening. [6645

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LEA-FRANCIS, 1930 12/40 fabric saloon. 2 owners. 47,000 miles. Original, excellent condition. £75 o.n.o. Mobbs, Whitefield, Park Crescent, Abingdon (447), Berks. [6646

RILEY 2½-LITRE saloon, 1948. Green. Excellent condition. £265 o.n.o. 29, Main Road, Bryncoch, Neath, Glam. Tel.: Neath 2663. [6647

V8-ENGINED 1933 Aston Martin. Elegant, sound, fast, economical, complete. Nearest £155. Surg-Lt., Twomey, R.N. Barracks, Devonport. [6648

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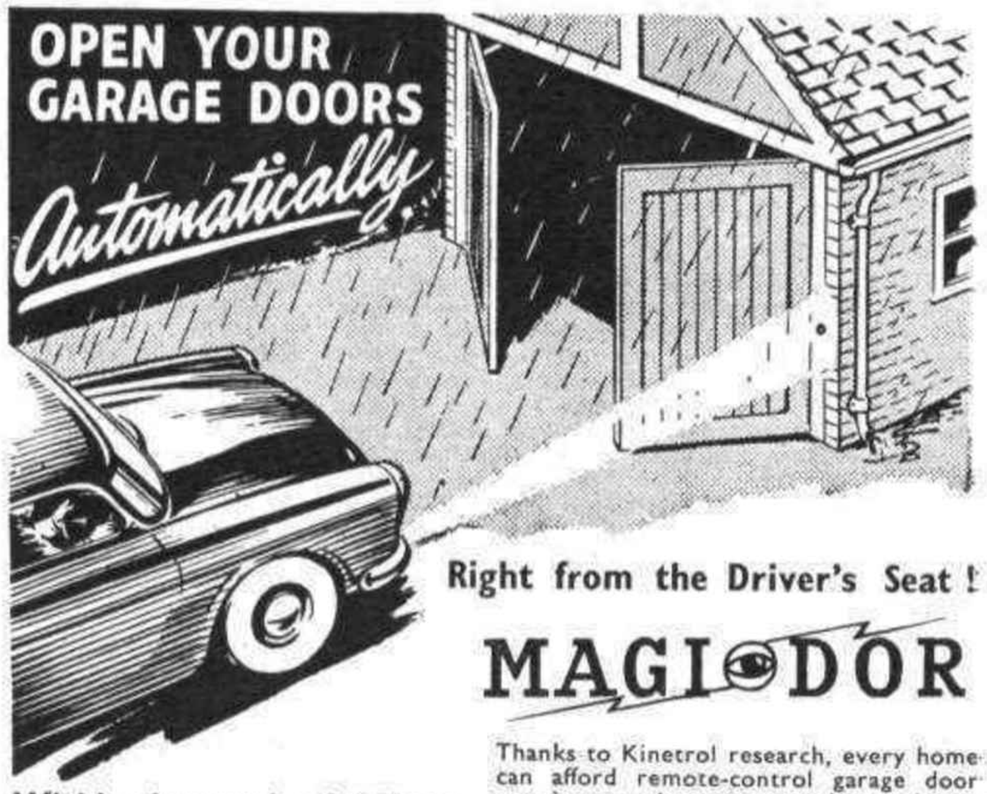
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LOTUS Mk. XI, 1959, **Series I "Club",** Stage II 1100 Climax unit, wire wheels, 500 miles only; fully upholstered and finished in Italian red ...	£795
LOTUS Mk. XI, 1956, **Series I "Le Mans",** Stage II 1100 Climax, disc brakes, de Dion, wire wheels, wrap-round screen; finished in B.R.G ...	£745

DEFERRED TERMS (from 10% deposit, repayments up to 36 months) : Immediate COMPETITIVE INSURANCE : three months' specific GUARANTEE (where applicable) : fair PART-EXCHANGE allowance on sports cars, saloons or motorcycles (existing H.P. accounts settled) : genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. GRAND TOURING AND COMPETITION SPECIALISTS AND ENTHUSIASTS

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TEL.: EDGWARE 6171/2

FOR SALE—*continued*

A.C. SPORTS saloon, Oct. 1949, fitted heater, radio, twin spots, windtones. Good tyres. Bargain at £250. Symes, Llys Gobion, Penpergwm, Nr. Abergavenny. Tel.: Gobion 221. [6671

£120 or consider exchange. 1937 Riley 6-light sports saloon. Excellent condition. Rechromed rad., relined brakes. Good tyres. For interesting vintage/post vintage small saloon in outstanding condition. Barclay, 16, Gladstone Street, Bury. [6672

XK120, late '54. Genuine 21,000 miles. £70 overhaul recently. Black, with grey leather. Radio, heater, washers, fitted suitcases. Taxed. As new. £945. Duncan, 31, Kinnerton Street, S.W.1. Tel.: BEL 3483. [6673

ALLARD 5-seater coupé, unusually good order, new hood. Owner (third since 1948 on original registration book) wants smaller car but will hang on unless offered something over £200. Tel.: PROspect 4410. [6674

1938 CITROEN 2-seater with dickey, good condition. Motorcycle taken in part payment; H.P. arranged. £125. Tel.: GUL 6050. [6675

1937 RILEY MONACO, fair condition. Drivable £15. Would break. Braithwaite, 40, Dulverton Avenue, Westcliff-on-Sea. [6676

ROLLS-ROYCE, 1932, 20/25 Hooper saloon. Good tyres, new radiator, major engine overhaul, over £300 spent. A pretty car, only three owners; stored during war. £265 o.n.o. 61, Murray Road, Wimbledon Common, S.W.19. Tel.: WIM 3767. [6677

LANCHESTER ROADRIDER, 14 h.p., 1938. Good condition. £40. 69, Kellaway Road, London, S.E.3. Tel.: ELTham 4526. [6678

M.G. M. New slab tank, hood, tonneau, tyres. £60 o.n.o. Tel.: Kimpton 343. [6679

BRITISH SALMSON 12.75 T.O.C., BZS 223 series. Attractive 4-seater sports tourer, completely restored. Colour ivory, red upholstery. New hood, rechromed; excellent tyres. Spares include engine, gearboxes, literature, etc. £125 o.n.o. Beer, Hollyden, Well Hill, Chelsfield, Kent. Tel.: Badgers Mount 381. [6680

M.G. PA, regd. 1949. Resprayed, new upholstery, very good tyres and battery. Reconditioned dynamo. Rewired. Mechanics and hood good. Flared wings. £155, offers or exchange. 4, Oakley Close, Addlestone, Surrey, or Tel.: Nihell, Whitehall 2085. [6681

VOLKSWAGEN DE LUXE, late 1955. Anti-roll bar, rear "X"s, fog, reversing lamps, oil-temperature gauge, clock, trip speedometer, washers. £480. Wood, 70, Stanborough Green, Welwyn Garden City, Herts. [6683

BENTLEY 4¼-LITRE, 1937. Attractive aluminium Rippon body. Very good order. Offers invited. Cheap for quick sale. Tel.: Oxford 58168, evenings. [6684

RILEY KESTREL SIX LIGHT 12/4. 26K3397. £125. 55, Lipwood Road, London, S.E.12. Tel.: Lee Green 9986. [6941

BERKELEY 3 CYLINDER 500 c.c. Aug. 1959. 4,400 miles. Blue. Immaculate. £475. 17, Chalfordе Gardens, Gidea Park, Essex. Tel.: CLI 3288. [6942

CITROEN LIGHT FIFTEEN, 1947, green. Good engine, transmission, body, fitted covers. Overseas posting. £185. Tel.: Naphill (Bucks) 3194. [6686

FREE, to purchaser of six good 5.50 × 19 tyres for £40, good Humber Sixteen d.h.c., daily use. Guaranteed carry tyres away. Tel.: Naphill (Bucks) 3194. [6687

HAVE JAG., WILL BREAK: 1937 2½-litre; all parts available or drive her away for £24. John Eray, 37, Rumbolds Lane, Haywards Heath, Sussex. Tel.: 1755, during office hours only. [6688

ALVIS CRESTED EAGLE, fitted Perkins P.6. Good condition. Offers; will separate. Alvis spares, 6.50 × 19 tyres. Green, 23, Pinetree Avenue, Leicester. [6689

S.S. II, 1936. £65. Excellent mechanical condition. Resprayed 1958. Seen April 9th-24th. Lyon, 5, The Aubynes, Wallasey, Cheshire. [6690

BEAUTIFUL FORD SPECIAL for sale. Unusual fibreglass body. Fast, reliable, safe and comfortable. £450. Apply J. G. Walkington, Tel.: Leeds 682050, after 7 p.m. for details and photographs. [6691

RESPLENDENT 2-LITRE regretfully offered. 1937 A.C. drophead coupé with dickey. Magnificent lines. New cellulose (seagull grey), hood, battery, 1958. Marchal spots. Polished engine (three carbs.). Needs new rings. £170. Photo available. 30, Pelham Road, Wimbledon, S.W.19. [6692

ALVIS SPEED TWENTY-FIVE saloon, 1940. Magnificent performance. Maintained at Alvis works last two years, including £250 overhaul. All tyres good. Engine rebored. Registered A.O.C. £350 o.n.o. Gale, 219, West Boulevard, Birmingham 32. Tel.: Harborne 4119. [6693

JUDSON SUPERCHARGER, £50. Hella Continental horns, £5. S/R. wind shield, £2. Parcels shelf, £1. Roof rack, £4. D/B towing bracket, £3. Trailer, £35. All VW, all as new. 203, Priory Road, Dudley, Worcs. [6694

FOR SALE—*continued*

M.G. L tourer (4-seat), unused 1942-58. New battery, rings, guides, well shod, excellent body, hood tatty. £100. Redford, 7, Block R, Peabody Estate, Queen Caroline Street, London, W.6. [6695

ALVIS SP.20 sports. £150. Tel.: Putney 7019 for details. [6696

ASTON MARTIN, 1938, 2-litre d.h.c. Engine completely overhauled, rebored, etc. Body in good order. £175 o.n.o. Tel.: Romford 40571 (evenings). [6697

RILEY MERLIN 1½-LITRE, 1936, preselector; 54,000. Good condition. £125. Tel.: Brown, Woolwich 2306. [6698

ROLLS-ROYCE 20/25, 1930, saloon by Barker. New roof. In regular use. £110. 1935 Citroën, front-wheel drive; tow away; £10. Curtis, The Swan Inn, 2, Buckingham Road, Winslow, Nr. Bletchley, Bucks (on main Aylesbury-Silverstone road). [6699

ROLLS-BENTLEY, 1935, Park Ward sports saloon. Black, with green leather. Recent overhaul by Bentley engineers. Coachwork good and new tyres. £250. Martin, Dellfield Cottage, Sarratt, Herts. Tel.: King's Langley 2101, or office: Watford 34551. [6700

LANCIA APRILIA. Breaking for spares. Engine, suspension, wheels, tyres, etc. Betjemann, 10, Warren Road, London, N.W.2. [6701

MORGAN 4/4, 1939. O.H.V. Standard Ten, 1947. New big-ends, valves, guides, springs, etc. All bills. Attractive appearance. Crisp performance. £195. Quann, Keeper's Cottage, Peaslake, Surrey. [6702

LANCIA r.h.d. GT2500. Absolutely perfect mechanical condition. Low mileage. Coachwork as new. Imported from Italy, where thoroughly checked by works. Box No. L.703. [6703

RILEY NINE MARCH Special sports 2/4-seater. High-compression head, exhaust camshaft, twin carbs., Vynide hood, zip tonneau, aero-screens. Two owners. £110 o.n.o. 131, Ridgeway Road, Osterley, Middlesex. Tel.: ISL 1515. [6704

VOLKSWAGEN DE LUXE, 1954, sun roof, radio, fuel gauge, "X"s. £450. 66, Linden Drive, Evington, Leicester. Tel.: 36361. [6705

TD M.G., 1952. New "X" tyres, Laystall head, spots, heater, etc. 9, Went Road, Birstall, Leicester. [6706

ARMSTRONGS. Breaking, spares 1933 long Twenty, 1931 side-valve Fifteen saloons. Hook, 62, Devereaux Crescent, Ebley, Stroud, Glos. Tel.: Day, Stonehouse 614. [6707

HEALEY SPRITE, 12,000 miles only. Heater, radio, washers, tach., bumpers, twin spotlamps, chrome luggage carrier, tonneau, high-lift cam, high-compression pistons, etc. Registered April 1959. Perfect condition. Cost £740. Bargain £620. F. Herwin, 33, Braeside, Beckenham, Kent. [6708

ROLLS-ROYCE TWENTY, fitted lovely 2-door Mulliner open tourer body with wind-up windows, original windscreen and hood mechanism. 21-in. wheels with excellent tyres. Four-speed box, 4-wheel brakes. This much-desired car has been partly restored since used last in 1939. Enthusiast could make this car a fine example. Rolls Twenty fabric saloon also available, together with completely rebuilt chassis. Both 1928. Offers to Turner, The Malt House, Bewdley. Tel.: 2301. [6709

1935 TRIUMPH 4-seater tourer, 10.8 h.p. Alloy body, resprayed two blues. P.100 double-dip lamps, fog, spot, and reverse lamps. New hood and screens, Vynide. Rebuilt engine; 60 lb. oil hot. Good family tourer. £150. Swap for Red Label, 2 Lagonda, Speed Twenty 3/4-seater sports. B. Garner, 6, Second Avenue, Clipstone, Mansfield, Notts. [6710

ENTHUSIASM has died since bought a Citroën, so my Morris Eight Special has to go. Stripped ready for body. Reconditioned engine, many new parts, excellent chassis, twin carbs. and manifold. Offers. Also M.G. TA tonneau cover. Seymour Price, Ashley Grove Dairy, Rhayader, Mid-Wales. Tel.: 142. [6711

1926 HUMBER 9/20 tourer, in good running order. Spare engine, gearbox, radiator, wheels and tyres. Handbook and many other parts. £100 or near offer. Fowler, Westfield, St. Margaret's Road, Altrincham, Cheshire. Tel.: Altrincham 2984. [6712

1935 LANCIA AUGUSTA coupé. Body reasonable. £65 o.n.o. Saunderson, The Vinnicks, Highclere, Nr. Newbury, Berks. Tel.: Highclere 487. [6713

M.G. J2. Red. Body, interior, tonneau, hood, electrics, steering, tyres, excellent condition. Rebuilt engine, conversion brakes, extras. Around £155. Chaffey, 143, Green Lanes, Sutton Coldfield. Tel.: Erdington 2583. [6714

VOLKSWAGEN engine, good condition, £25. Kemp, 11, Woodroyd Gardens, Horley, Surrey. [6715

1925 4-LITRE sleeve-valve Peugeot limousine. Motor Show chassis; very low mileage; entire history known. £120. Barry Clarke, Long House, Woodgreen, Fordingbridge, Hants. Tel.: Breamore 371. [6716

FOR SALE—*continued*

RILEY 12-h.p. saloon, 1939. £95 o.n.o. Taxed year. Tel.: BUC 2961. Bax, 35, Churchfields, South Woodford, E.18. [6717

ALVIS SPEED TWENTY-FIVE Charlesworth saloon, 1937. Well equipped, tuned, 23 m.p.g., 85 m.p.h. Good condition. £150. 22, Knightscroft Avenue, Rustington, Sussex. [6718

BULLNOSE COWLEY, 1926. Dickey seat. New radiator, dynamotor, four tyres, paint, hood, upholstery. Very reliable, in daily use by sailor's lonely wife. Box No L.719. [6719

ROLLS-ROYCE 20/25. Relined brakes. Reconditioned starter, magneto, coil. Attractive and sound. Aluminium Maythorn limousine coachwork, mascot. Nearest £145. Hallam, 4, Blake Close, St. Albans. [6720

ALVIS SPEED TWENTY-FIVE saloon, 1937. Mechanically good, aluminium body. Fast, reliable, and good-looking car. Offers over £130. Shaw, 69, Benefield Road, Oundle, Peterborough. Tel.: Oundle 2234. [6721

CITROEN 1951 Light Fifteen. One previous owner (lady). Only 50,000 miles. New tyres. Black. Immaculate condition. £325. Branson, 15, Knighton Drive, Woodford Green, Essex. [6722

LAGONDA M45 tourer, 1935. Ivory. Recent spray, five good tyres, new hood, screens, tonneau and envelope. Very good mechanically. £300 o.n.o. Tel.: Birmingham, ERD 14700. [6723

MARCHAL 680/682 lamps, 60s. each; 670/672 lamps, 57s. 6d. each. Brand new. Boxes unopened. Post free from: Snell, 13, Chestnut Close, Eastleigh, Hants. [6724

LANCHESTER FOURTEEN, 1939 (1951 Daimler recond. engine). Excellent order. Taxed, insured. Stately dowager, can still move fast. Brute to park in London. Haggle, £65. Russell, Tel.: HOL 3613, day; FLA 6361, night. [6725

MERCEDES-BENZ, 1936/7, Type 230. Good condition. First offer over £75. 8, Marlands Road, Ilford, Essex. Tel.: WANstead 7383. [6726

1933 E/W HORNET Special—needs devotion (and money) to make roadworthy. Will break for spares. Twin S.U.s, oil cooler, o.h.c., new hood. Offers to Weir, Tel.: Vigilant 9386. [6727

1929 HILLMAN 12.8-h.p. saloon. One owner only. Last reg. 1955. 26,000 miles only. Only one description fits: "Perfect in every respect." Genuine car. Battle starts at £70. Riding, 113, Stopes Brow, Blackburn, Lancs. [6728

1955 TR2 MORGAN, Barwell gas-flowed head, heater, washers, mirrors, sidescreens, front, rear and hand spots, all new Pirellis, racing linings, high axle ratio. B.R.G. immaculate. £550. Gunns, O.M., R.A.F., Waterbeach, Cambridge. [6729

ATTRACTIVE FIBREGLASS SPECIAL 1172. I.F.S., hydraulics. Economical. Good tyres; low mileage. 1531, Melton Road, Queniborough, Leics. [6730

1932 ALVIS Speed Twenty. Well-preserved V.D.P. drophead coupé in B.R.G. New hood and tyres. Mechanically excellent. £110 o.n.o. Can be seen after April 5th. M. V. Harley, The Vicarage, Downend, Bristol. [6731

1947 M.G. TC. Black. Very good condition, good battery. New tyres, radiator, block, water pump. Twin horns, spot, fog lamp, windscreen demist. Fawn hood and tonneau good condition. Must sell, owner going abroad. £265 o.n.o. Box No. L.732. [6732

1951/2 SUNBEAM-TALBOT Mk. II convertible. Fitted radio, heater, screen-wash. £310. Reader, 135, Sewall Highway, Coventry. [6733

JENSEN 30-h.p. saloon, 1938. New V8 engine. £45. Ellithorne, 23, Morjon Drive, Birmingham 22A. [6734

AUSTIN HEALEY, 1953, BN1. Low mileage. B.R.G. Wire wheels, overdrive, heater, fog lamp. Modified exhaust, rear springs, gearbox. New hood. Very sound machine. £450. Hudson, "Shambles," Oakleigh Park North, N.20. Tel.: HIL 7297. [6735

FORD TEN. Nickri-bodied "special." Blue. All weather equipment. Modded recon. engine. Boxed chassis. 4.7 c.w.p. Registered Sept. '58. Low mileage. Good runner. £235 o.n.o. "Homelea," Manor Road, West Thurrock, Essex. Tel.: Purfleet 5212. [6736

VERNON-DERBY. Rare 1929 sports 2-seater, similar appearance to Bugatti. £115. Tel.: Buckhurst 3907. [6913

1927 AUSTIN CHUMMY. Concours condition. Plus 1935 Austin Ruby saloon. £100. Vanderpump, 48, Mount Avenue, Westcliff, Essex. [6914

LAGONDA 2-LITRE, 16/80 tourer, 1933. Splendid original condition throughout. Mechanics perfect. All weather equipment as new. Most beautiful specimen at a realistic price £225. 18 Constance Crescent, Hayes, Kent. Tel.: HURstway 5378. [6744

M.G. TF 1500, 1955. 12,500 miles only. Ivory/green. Panoramic rear window. Heater, many extras. Unique. £655. Tel.: Otford, Kent 286, evenings. [6745

M.G. J2, 1933. Excellent condition all round. £115. McNish. Tel.: Rochdale 47811, 5.30 p.m. [6746

M.G. TA. Many extras. £175. 202 Doyle Gardens, Willesden, London, N.W.10. Tel.: Elgar 3348. [6747

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

FOR SALE—*continued*

ROVER SPORTSMAN 16-h.p. 6 light saloon, 1947. Outstanding coachwork, chrome, woodwork. Reconditioned engine. Accessories, back axle, being fitted. Details, photograph. Radley, 11, Spinney Close, Wickford, Essex. [6748

MORGAN 3-WHEELER, 1931. Air-cooled J.A.P. 3-speed gearbox, reverse, new magneto. £50. Read, Red Bines, Crondall Lane, Farnham, Surrey. Tel.: Farnham 6169. [6749

VOLKSWAGEN DE-LUXE, sun roof, 1958 model. 32,000. Fitted stabiliser, fog, spot, reversing, "X" rears, mirrors, radio, parcel shelf, winkers, instruments, etc. Tyres, brakes at 28,000. Nearest, £640. Turner, 42 Globe Road, Woodford Green, Essex. [6750

ROCHDALE G.T. Ford Ten, B.R.G. 3,000 miles. H.C.-head, racing valve springs, c.r. gears, 4.7 crown-wheel and pinion. Nicely finished and trimmed. £350, haggle. Wilson, Weston Way, Westonmead, Aylesbury. Tel.: 2388. [6751

ALVIS SPEED 20 tourer, 1934. All weather equipment. Good condition. £115. Tel.: UPLands 3397. [6752

LAGONDA V12 drophead coupé for sale. This fabulous 1939 car is in splendid condition, having had bodywork and engine overhauled very thoroughly within the last few months. All bills available for inspection. Very moderate price required. £650. Pellandine, Little Grange, Takeley, Essex. Tel.: Takeley 453. [6753

ALVIS SPEED 20. Black and red Charlesworth bodied sports saloon, with brass P.100's and side lamps, new batteries, roof lining, exhaust system (what a beautiful note !). Two new tyres. Magneto, dynamo and starter overhauled. A real eye-catcher. Insurance very reasonable. £115 o.n.o. Hopkins, 845, Harrow Road, Wembley, Middx. Tel.: Arnold 3276. [6754

M.G. M-TYPE MIDGET, 1930. £60 o.n.o. Tel.: COL 8985. [6755

TWO ALVIS FIREFLY'S, one dismantled for spares. £85. Will separate or swop van, pick-up. Oliver, "Hollies," Holly Walk, Baginton, Coventry. [6756

ALVIS MAYFAIR SPEED 20. Actual 1933 show model. Handsome, speedy, reliable. Enthusiast's car. £125. Tel.: Egham 2356. [6757

1955 AUSTIN HEALEY 100. Fitted hard-top. Motorola 8-valve radio, heater, screenwashers, fog and spot lamps. New R.S.4. tyres. Usual overdrive and wire wheels. Dual tone blue/white. Immaculate car, low mileage. £585 o.n.o. "Canford," Brook Lane, Haywards Heath. Tel.: Lindfield 2224. [6758

M.G. TC, 1947, stage II. Reconditioned engine. Good condition. £275. 3, Green Street, Chorley Wood, Herts. [6759

1937 JAGUAR 2½ saloon. Two owners. Good order. Taxed year. Tel.: Crayford 24002. [6760

1952 LEA-FRANCIS damaged. Dismantling for spares, also Laystall Lucas TC M.G. for spares. 38, Hoppner Road, Hayes, Middx. Tel.: Hayes 1608. [6761

1925 TALBOT 10/23. Mechanically sound. Body slightly dog-eared. £30. Tel.: Ealing 5334, evenings. [6762

RILEY FALCON 1½-LITRE, 1936. Bodywork and engine first class. Preselector, heater, good tyres and battery. Always well kept. Member Riley Register. £150. 69 Porlock Avenue, Weeping Cross, Stafford. Tel.: Milford 2222. [6763

RILEY FALCON 12/4. Engine rebuilt. Gearbox, brakes, steering overhauled by Wesbell the Riley specialists at cost of £153 (bills). Not 4,000 miles since. Also new shockers. Body damaged, could be repaired. Sensible offers from Riley fans or the extra special builder. Hooper, 10, Woodhaw, Egham, Surrey. [6764

1932 RILEY NINE Mk. IV, plus Ultra 4-seater tourer. Offers. Tel.: Farnborough (Kent) 52039. [6765

M.G. TD2, Sept. 1953. Exceptional condition. Only 36,000 miles. Nearly new hood and tyres. Extras. Cream/red. £470 o.n.o. Box No. L.766. [6766

HILLMAN MINX convertible '52. Heater, spotlight. £325. Cairnes, Ashford Vineries, Fordingbridge. Tel.: 2229. [6767

750 SPECIAL. Fully modified engine, space frame, Lockheeds. Detachable hard-top. Tel.: Bournemouth 47543. [6768

ROLLS-ROYCE 1934 20/25 limousine. One owner twenty years. Heater, etc. Carefully maintained and in excellent order throughout. Well shod. Accept £195. Cauthery, 92 Marple Road, Offerton, Stockport, Cheshire. Tel.: Stepping Hill 3137. [6769

BLOWN 1172. Two thirds complete "special" reluctantly offered for £175. Space frame, independent all round, hydraulics, rack and pinion. New Pirellis, etc., etc. Towable. Material cost only, over £200. Rattray, 43, Lillington Road, Leamington Spa. [6770

PROFESSIONALLY BUILT SPECIAL. Ind. f.s., ind. r.s., A90 engine. 100 m.p.h., 26 m.p.g. A beautiful machine. Enquiries to Wright, c/o Rudge Manor Farm, Froxfield, Marlborough, Wiltshire. [6771

RILEY 1½ 29D, d/h coupé, 1939. Resprayed, excellent condition throughout. £195. 8, Oakroyd Avenue, Potters Bar, Middx. Tel.: 6008. Business St. Albans 55501. [6772

FOR SALE—*continued*

INVICTA SPECIAL. 4½-litre engine in 3-litre chassis. 6-branch exhaust, twin S.U.s, preselector, new batteries, fantastic performance. Offers. Quick sale. P. Egginton, Half Way Hotel, Aylesbeare, Exeter. Tel.: Woodbury 273. [6773

1939 B.S.A. SPARES. £30 o.n.o. Foy, The Firs, Bowbridge, Shrewsbury. Tel.: 2901, evenings. [6774

LANCIA AURELIA, 1952. In excellent condition. Fold down seats. Usual extras. £475, for quick sale or exchange Ford convertible, or similar. Tel.: LAD 6364. [6775

LANCIA APRILIA, 1938. Good condition. Many extras. £160 o.n.o. Maw, 41 Nursery Avenue, Bexleyheath. Tel.: 6805. [6776

LOTUS SEVEN '59. 5,000 miles. Highly tuned. 100E incl. Light'd f/wheel, oversize valves. All vitals balanced. "C" gears, 4.875 axle. Full weather equipment. Al/perspex sidescreens/doors. £575. Box No. L.777. [6777

M.G. PA. Engine, coachwork excellent. Oil 60 lbs. hot. £139. Tel.: Reading 81382. [6778

M.G. TD, 1953, red. Excellent condition. "X"s, spots, flashers. Money needed for U.S.A. trip. £415. Hampson, Monyash, Nr. Bakewell, Derbys. Tel.: BAK 352. [6779

AUSTIN SEVEN, unfinished special. Lowered suspension, R/C gearchange. Bowden brakes. Offers, seen evening, weekend—Careford, 32, Scarborough Road, N.9. [6780

JAGUAR Mk. V, 1951, 3½-litre. Black/red interior. Lovely condition throughout. Every extra. Offers over £300. R. Moore, Peasebrook Farm, Broadway, Worcs. [6781

MORRIS 1000 TRAV. de-luxe, 1959. 1 owner/driver. Director's car. Grey/red upholstery. Heater. Extras. Perfect. Under guarantee. £650. Tel.: Wanstead 5071. [6782

M.G. TC, 1949½. Very good all round condition. New hood and sidescreens, battery, pump. Recently rebored. Twin spots, windtones. £300. Langton, Woldhurst Bungalow, Runcton Lane, Mundham, Chichester. [6783

MORGAN 4/4, 1937. £140 o.n.o. Slater, Lindens, Box End Road, Bromham, Beds. [6784

1½ JAGUAR, 1936. Many sound secondhand spares. Space required. Offers invited to clear. 60, Great Plumtree, Harlow, Essex. [6785

1½-LITRE SPORTS SINGER Le Mans. Really attractive model in good running order. New hood and screens. Must sell. Nearest £68. Tel.: Tonbridge 2530. [6786

1935 RILEY 1½-LITRE saloon. Nice motor, cheap. £35. 4 Bentley wheel nuts. 35s. 525 × 21 Dunlop. 35s. Mill House, Liss. [6787

TAKE YOUR PICK ! Rileys : 1934 Kestrel Nine, near faultless. Mechanically perfect. Twin S.U.s. New shock-absorbers. Resprayed red/black. Interior retrimmed as new. Many spares. £145. 1936 Kestrel Nine. Mechanically perfect. Good tyres. Twin Zeniths. Brakes relined. New exhaust system. Bodywork and interior excellent. £125. 1936 Falcon 1½. Ideal enthusiast. Restore or spares. Offers. Tel.: Walton-on-Thames 24121, weekends. [6788

TR2, late '55. Exceptional order. Extras include heater, overdrive, "X"s, washers, etc. Open to any inspection. £545. Tel.: Betchworth 2114. [6789

M.G. TA. Good condition throughout. Vynide hood, tele. shocks, luggage carrier. £190 o.n.o. Basement, 22, Coolhurst Road, Crouch End, London, N.8. [6790

LANCIA AUGUSTA, 1936. Excellent bodily and mechanically. Lights, brakes, steering, etc., very good. 33 m.p.g., no oil. Instruction book. £135 o.n.o. Tel.: Byron 8688. [6791

ALVIS SILVER EAGLE coupé by Cross and Ellis, 1936. The property of a fastidious garage proprietor. This vehicle was, for advertising purposes, completely stripped and rebuilt throughout. Mechanically faultless (three crates of parts ex-Alvis Ltd. having been used). It has also a new hood, wheels, tyres, carpets, steering, brakes, etc. Recellulosed grey. A.A. inspection invited. Colour slides available. Price £295 o.n.o. Box No. L.792. [6792

HEALEY 2.4 Tickford saloon. 51,000 miles. Immaculate in dark bronze. £525. Pearson, Bradley Brook, Winterbourne, Bristol. [6793

M.G. 1½-LITRE VA saloon, 1939. Good—battery, tyres, chrome, brakes, steering, etc. Double-dip headlights. Smart appearance. £100 o.n.o. 201, Holton Road, Barry, Glamorgan. [6794

JAGUAR 2½, 1948 model. Mark V engine. Very good condition throughout. Owner going abroad. Regrets having to sell truly delightful car. £245. 30, Beech Lane, Earley, Reading, Berks. [6795

PA M.G. Rebuilt engine, front axle, steering. New king-pins, brakes, hood. Good tyres. Respray B.R.G. Bills available. Ready mid-April. Reason emigration. £165 but will haggle over a beer. Flood, Rectory House, Cliffe, Kent. [6796

D.K.W. SONDERKLASSE f.h. coupé, 1956. Black/silver, in magnificent condition throughout. Usual Auto-Union extras, including heater, screenwash, seat covers, clock, cigar-lighter, ammeter. Definitely wonderful value at £595. Write Gomersall, 226, Bannerdale Road, Sheffield 11, or Tel.: 27349, days. [6797

FOR SALE—*continued*

LAGONDA RAPIER, 1936, Ranelagh 4-seater tourer. Body and mechanically excellent. £150 or reasonable offer. 175, Somersall Lane, Chesterfield. [6798

ALFA-ROMEO 2.5 6 c. A very special post-war low-chassis car. Fitted dry sump, three twin-choke carb. engine. Two-seater d.h.c. by Farina. "X" tyres. Resprayed, rewired, new battery, many extras. 118 m.p.h., 20-22 m.p.g. Completely reliable. £425. 16, Dalveen Avenue, Davyhulme, Lancs. [6799

WATLING MK. II chassis. Complete with new Ford engine, close-ratio gearbox, 4.7 axle, rack-pinion steering, four coil-spring dampers, and four new Dunlops. Cost £230. Asking £150. R. Jones, 1, Woodfield Road, Panteg, Pontypool, Mon. [6801

1924 DODGE ½-TON truck, complete, running recently. Horribly painted. £25. Also 1924 Riley tourer. R. N. Weekes, University College, Swansea. [6802

JAGUAR-MARENDAZ SPECIAL urgently requires enthusiast with approx. £60 and rear-end transmission to demonstrate her staggering performance once again. Appearance still excellent. Cooper, 68, Greystoke Avenue, Pinner, Middlesex. [6803

FORD TEN SPECIAL. Falcon II ⅛ tubular subframe on boxed chassis. E93A engine, 1,500 miles. All mods. All instruments. Michelins. Hydraulics. Separate hard-top. Rutter seats. Heater, etc. Needs new rad. and i.f.s. and n.s. wing, due to bump. £75, haggle. Nutt, 19, York Road, Manchester 21. [6804

1936 RILEY MERLIN Nine. Recent engine rebuild. Body, cellulose, upholstery, excellent. Pre-focus heads, tyres, steering, brakes, good. "Bananas" exhaust. Spares. £100. Hook, Ebley, Stroud, Glos. [6805

SPORTING MINOR. Alta o.h.v. tourer, '52. Recon. engine. Heater, "X"s, screen-washer. Relined brakes. Extras. £350 o.n.o. Hadden, Green End, Little Munden, Nr. Ware, Herts. [6806

BLACK 2-LITRE M.G., 1939, in exceptional condition. 2,000 miles only since complete engine overhaul costing over £100. Bills available. Raikes, Haycroft Farm, Sherborne, Cheltenham, Glos. For information, Tel.: Northleach 306. [6807

ROLLS-ROYCE, 1929, 20-h.p. saloon. Original condition down to silver-capped scent bottles. Mechanically perfect. A collector's item. Inquiries : 23, Georgia Avenue, Worthing. [6808

RILEY 2.5 saloon, 1950 model, black and chrome. Recent garage checkover and in beautiful condition throughout. New h/duty battery, loose covers, etc. Fast, economical car. Genuine reason for sale. Absolute bargain, first £285. H.P. available. Glynn, 17, Buckingham Road, Liverpool 13, Lancs. [6809

ALTA O.H.V. CONVERSION for s.v. Minor, £25. Wain, 10, Bretby Lane, Burton-on-Trent. Tel.: 2441. [6810

JAGUAR 100 SPECIAL, registered 1951. Recon. engine. £145 o.n.o. Tel.: PUT 0169 or TRA 1189. [6811

RILEY 1½, 1946. Engine overhauled. Javelin, 1949, duo-tone. £160 each. Tel.: Bishops Stortford 164. [6812

MEADOWS 4ED SPARES : Crankcase, crankshaft, block, etc. Tel.: Whatton (Nottingham) 216. [6813

HUMBER EIGHTEEN, 1936. Good mechanical condition. Extensive overhaul in 1958. Gearbox, starter just overhauled. Excellent tyres. Luxurious, roomy interior; leather upholstery, picnic tables. Ideal for family or enthusiast. Taxed. £90. Hyder, All Saints' Vicarage, Livermere Road, E.8. Tel.: Clissold 0436. [6814

FORD TEN SPECIAL, basically '35 model, £90. Also 1930 Lea-Francis engine, gearbox and radiator complete. Rillie, Manor Road, Milborne Port, Sherborne, Dorset. [6815

1950 BORGWARD HANSA, 1,500 c.c., reg. 1956, l.h.d. Brake-type body. Price £175; taxed year. 1940-1 Citroen Light Fifteen, l.h.d., French model, fair condition. Price £45. Bacon, 136, Kettering Road, Northampton. [6816

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FOR SALE : 1930 low-chassis Invicta. Rebuild nearly complete. Offers over £200. Box No. L.818. [6818

FORD EIGHT SPECIAL. Convair body and hard-top. 80% completed. Spare 10-h.p. engine. Cost £190, will accept reasonable offer. Turner, 12, Laburnum Walk, Elm Park, Hornchurch, Essex. [6819

YELLOW LOTUS ELEVEN. June, 1958. Tuned 100E engine, wishbones, etc. Hood, glass and Perspex screens. Racing tyres, like rest of car, only slightly used. £720. 7, Birdwood Road, Maidenhead, Berks. [6820

ROLLS P. I hearse, good tyres, Bull type headlights. Good all-round condition. £85 or v.n.o. Tindall, Roam Villa, Whitewebbs Lane, Enfield, Middlesex. [6821

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

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M.G., 1935, MAGNETTE SPARES. Also wheels, new tyres. Cheap. 40, Cecil Park, Pinner, Middlesex. Tel. : 0856. [6838

FORD TEN SPECIAL. Falcon II body, red, boxed chassis, Aquaplane S.U.s, 8 head, Buckler i.f.c., hood, tonneau. £265, o.n.o. Bateman, 81, Bell Lane, Broxbourne, Herts. Tel. (evenings) : Hoddesdon 2972. [6839

MUST BE SOLD. Bereavement 1938. Alvis Speed 25. Truly immaculate condition. Specialist maintained; over 20 m.p.g. Very fast and quiet. Guaranteed worth seeing. Best reasonable offer. Terms arranged. Hooper, 64, Kingshurst Road, Lee, London, S.E. Tel. : Lee Green 7032. [6840

M.G. PA 2-seater. Grey. New vynide hood. Wiper motor. Head lamps and number plates. Bodywork and interior excellent. Completely recellulosed two months ago. Extras include : telescopic f/shockers, w/mirrors, twin horns and direction indicators. Engine using no oil and giving 45 m.p.g. Price £130. Tel. : Ruislip 5347. [6841

RILEY KESTREL SPRITE, 1937. Just decarbonised. Mechanically sound. Overhauled. New mag. and wiring. £125. 154, Green Lane, Chislehurst. Tel. : IMP 2461. [6843

LANCIA APRILLIA, 1937. Red leather interior. Tele-controls, amp-meter, new battery, engine and gearbox, overhauled. Body good and repainted. £125 spent last year these repairs. £225. A.B.C. Limited, 22, Blackburn Road, Accrington, Lancs. Tel. : 2113. [6844

M.G. TC, 1946. Recent works engine. Good tyres. Zip-centre tonneau. Immaculate. £270. Mill House, Hawley, near Dartford, Kent. [6845

3½-LITRE JENSEN, 1940. Reconditioned V8 engine 3,500 miles ago; fast, safe. Very good condition, and very comfortable. £125. S.A.E. to Box No. L.846. [6846

"BENTLEY STABLE." All vintage including 8-litre and 4-litre models in good original condition. Many spares. Reasonable prices. Ringmore House, S. Devon. Tel. : Shaldon 2375. [6847

1936 1½-LITRE KESTREL S.S.K. Requires attention. £50, o.n.o. Partly rebuilt Kestrel Nine (1934). Requiring completion. Good mechanically. £20, o.n.o. Curtis, New Hill, Culcheth, Warrington, Lancs. [6848

DELLOW, 1951. Excellent condition. Reconditioned engine and back axle; 4.7 c.w.p. Good tyres and hood. B.R.G. £265, o.n.o. Milner, 89, Bath Street North, Southport. Tel. : 56478. [6849

ROCHDALE G.T., 933-c.c. boxed Popular chassis. 12v., Michelin X, remote lever. £275, o.n.o., or p.e. for Berkeley B95. Write : 3, Vale Avenue, Upper Gornal, Dudley, Worcs. [6850

M.G. TA TICKFORD, light blue. Excellent condition. Many extras. £260, o.n.o. Tel. : Danbury (Essex) 39. [6851

ENTHUSIAST OWNER, restoring Riley Brooklands, would be extremely grateful for information about any genuine Brooklands spares; particularly bevelled brake drums, springs with individually lugged leaves and racing engine. Watkins, 20, Charnwood Street, Derby. [6852

FRAZER NASH-B.M.W. 327, 1939, 2-litre. Recent £30 engine overhaul. New hood, p.v.c. Good tyres, body very fair. £125. Must sell. D. Ashwell, Mill House, Earl Soham, Woodbridge. Tel. : Earl Soham 250. [6853

PAIR P100s and Lucas broad-beam spotlamp off Lagonda V12. £20, o.n.o. Box No. L.854. [6854

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ARMSTRONG SIDDELEY 12-h.p. sports saloon, '36. Recon. engine. Good condition. £35. Tel. : SPR 6599. [6857

MORGAN PLUS FOUR, '55 2-seater d.h. Red. Mechanically/upholstery perfect. £535, o.n.o. 412, Downham Way, Bromley, Kent. Tel. : HIT 2334. [6858

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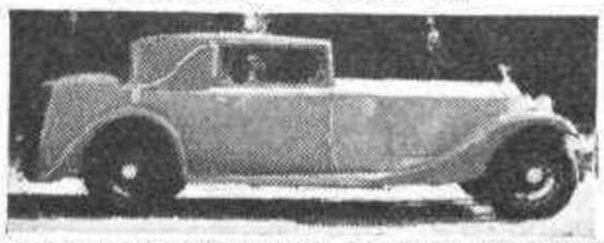
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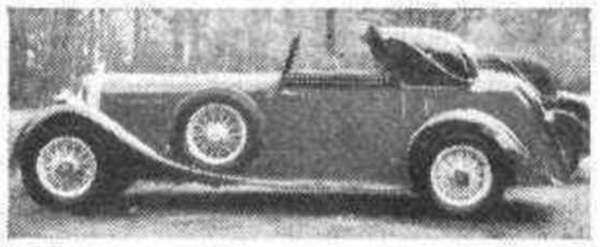
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ALVIS 12/70. Black saloon, 1939. Nice condition. New tyres. 26 m.p.g. Steering and top overhauled. £110. Royal Oak, Cartmel, Lancs. Tel. : 259. [6865

A.C., 1951, SALOON. Black, red leather, immaculate. £300. Cartwright, Shawbury Lane, Shustoke, Birmingham. Tel. : Furnace End 392. [6866

H.R.G., 1948, standard model "1500." For full details write : Salmon, 123, Ringwood Road, Brimington, Chesterfield. [6867

LAGONDA 2.6 drophead, 1951. Green, beige upholstery, radio, heater, Michelin X, new batteries, £525. Madeley, 97, Hamstead Hall Avenue, Birmingham, 20. [6868

MORGAN F/SUPER, 1952, 1,172-c.c. 28,672 miles only since new. British racing green. Lovely condition. Enthusiast maintained. £299. Rae, 35, Rosemont Court, Acton, W.3. [6869

RAILTON, 1935, sports tourer. Well maintained by same enthusiastic owner for last 14 years. Well above average condition. £110. Dobson, Stonecot, Corfe Castle. Tel. : Corfe Castle 324. [6870

BENTLEY 3½-LITRE, 1935, Park Ward drophead coupé. Very sound throughout. Radio and other extras. £345, o.n.o. Martin Ranza, Mitton Gardens, Stourport, Worcs. Tel. : 2873. [6871

MORGAN 4/4, 1950. Reconditioned engine. Smart red car. Many extras. £295. Cuncliffe, 43, Milton Road, Sutton Courteray, Berks. [6872

M.G. PB. Engineer maintained. Mechanically perfect, body sound. £125, o.n.o. Spary. Tel. : Gravesend 4859. [6873

MORGAN 4/4, 1956. Owner going overseas. Overdrive, Aquaplane head, manifolds, valve springs, twin S.U.s, etc. £500, o.n.o. Sissons, Welton Manor, Brough, Yorkshire. [6874

M.G. J2 Ford 10 hydraulics, Lucas 700s, fcglamp, flashers, new 500 × 19 rears, interior; J2 engine spares. £100. After 6.30 weekdays : Dobson, 140, Otley Road, Leeds, 16. Weekends : Braithwaite, 3, Buckingham Road, Doncaster. [6875

1934 ROLLS-ROYCE 20/25 Park Ward saloon. Good body, very sound mechanical condition. £250. Briggs, 16, Woodland Rise, Greenford, Middlesex. Tel. : Wembley 6567. [6876

1,172 MISTRAL WHITE, '56. Professionally built and trimmed. Aquaplane, i.f.s., 4.7 axle. All extras. £325. 1, Crownhill Road, Woodford Bridge, Essex. [6877

CITROEN LIGHT FIFTEEN, 1954 "Big Boot." Sunset grey, sliding roof, Michelin "X." Radio, heater. Good condition. £395. Smiles, "Whiteoak," The Drive, Amersham, Bucks. Tel. : 1962. [6878

M.G. TA, 1939. In first-class all round condition. £215; also 1934 Riley 9-h.p. Monaco. Good mechanically, aluminium body. £25. 17, Calverton Road, Stony Stratford. Tel.: 3274. [6879

1939 JAGUAR 1½-LITRE. Good condition. Foglamp, handbook, etc. £75, o.n.o. Seen Nottingham. Box No. L.880. [6880

FIAT 1100, 1955. 42,000. Really nice car. Engine rebored, crank ground. New oil pump, timing gear, steering, parts fitted, reconditioned starter. Fitted heater, newish tyres. First-class motoring at around £450. Reider, Station House, Etwall, Derby. [6882

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BENTLEY 3½, 1935, sports saloon by Park Ward. Concessionaire major engine overhaul last year. Good condition. Well shod. Third owner. £345. Cox, Flat 1, Lenton Abbey House, Beeston, Notts. Tel. : Beeston 25-7981. [6884

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ARMSTRONG SIDDELEY SPECIAL, 1937. Coachbuilt limousine. Preselector gearbox, automatic clutch, automatic lubricators, original accessories, spot light; genuine 25,000 miles. Good tyres. Truly magnificent car. £130. Spires, Elmbank, Durrington Hill, Worthing. Tel. : Swandean 468. [6892

BUICK FOURSOME d.h. convertible. Low mileage. Original cost over £850. I.F.S, hydraulics. Magnificent specimen, photo. £185. Catton Grange, Norwich. Tel.: 46862. [6920

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1953 TD. New engine, competition camshaft, 8.3/1. Rebuilt from chassis, underscaled. Rechromed, resprayed red. New hood, side-screens, tonneau. Nearly new battery. Whitewall tyres. Six months comprehensive insurance. Taxed June. Best offer. 1, Great Road, Hemel Hempstead. [6896

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FOR SALE. Engine c/w. water pump distributor and clutch, 803 c.c. o.h.v., 1955, Minor unit. 30,000 miles. £12 10s., o.n.o. 3, Lower Sands Estate, Dymchurch, Kent. Tel. : Dymchurch 2332. [6905

XK120, 1950, open top. Chassis, front wing and front suspension damaged. Everything else intact. Parts sold separately, or complete unit. Johnny Walker (Machinery) Limited, Charfield Works, Wootton Under Edge, Gloucestershire. Tel. : Wotton Under Edge 3331. [6907

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ALVIS SILVER CREST Sportsman's saloon, 1939. Immaculate recent £120 overhaul. £175. Catton Grange, Norwich. Tel.: 46862. [6921

M.G. TA, 1938, 2-seater sports. Cream. Excellent condition throughout, and very good runner. Extras include : telescopic shockers all round, sealed beam units, flashers, screen washers, twin chrome Windtones and full length tonneau. Realistic price of £175 secures. Please tel. : Ruislip 8934. [6842

RILEY 1½-LITRE, 1954. Black. Genuine 30,000. Enthusiast maintained. Riley Register. Top overhaul 4,000 miles ago. £575. Parton. Tel. : Mon 1508 or FLA 5698 evenings. [6915

ALLARD DROPHEAD, '49. Grey. Very good condition. New hood and brakes. £175. 7, St. Ronans Road, Harrogate. Tel. : 84174. [6916

RILEY ADELPHI, 1936, 12/4. Really excellent body and mechanics. Over £180 spent, including engine, transmission and suspension. £125 o.n.o. Tims, 70, Maberley Road, S.E.19. [6917

VERY SPECIAL HORNET Special. Basically 1934 but with many mods. Fitted 2-seater alloy body. Many spares included for £130. 91, Berkeley Avenue, Bexleyheath, Kent. [6918

1929 6½-LITRE BENTLEY drophead coupé. First class condition. Good tyres. Thomas, 76, London Road, Redhill. Tel.: Reigate 4493 (office) [6919

MORGAN PLUS FOUR, 1953. Reconditioned engine, new steering and hood, well shod. £410. B. C. Maddocks, 4, Regent Road, Southport, Lancs. [6893

M.G. TC, 1949. £295. Beautiful condition. Many extras. Taxed. 48, Conway Gardens, Barrow-in-Furness. [6912

JAGUAR 1½-LITRE d/h coupé 1939. Recent £100 overhaul and respray, new hood, battery, tyres and brakes. £175, photo. Terms available. Catton Grange, Norwich. Tel.: 46862. [6922

POOR MANS LOTUS. E93A 750 chassis, hydraulics, i.f.s., twin carbs. £160. Tel.: BAT 6810 [6923

XK120, 51 model. Exceptional condition, re-sprayed Ivory, new X-tyres, twin exhausts. Engine overhauled 6 months ago, bills to show. Very fast. £420, or near offer. Would consider p/e., also h.p. Charles, c/o 27, Great North Way, Hendon, N.W.4. Tel.: Sunningdale 1946. [6924

FORD ZEPHYR CONVERSION Mk. II. Twin S.Us and six branch exhaust manifold. £35. Dean, 12, Glebe Road, Welwyn, Herts. [6925

MINOR 1000 convertible, £375. Not a misprint ! 1951, fitted 1000 engine, gearbox, Sprite-head, anti-roll bar. Every possible accessory. Midway, Hayes Lane, Wimborne-Minster. [6926

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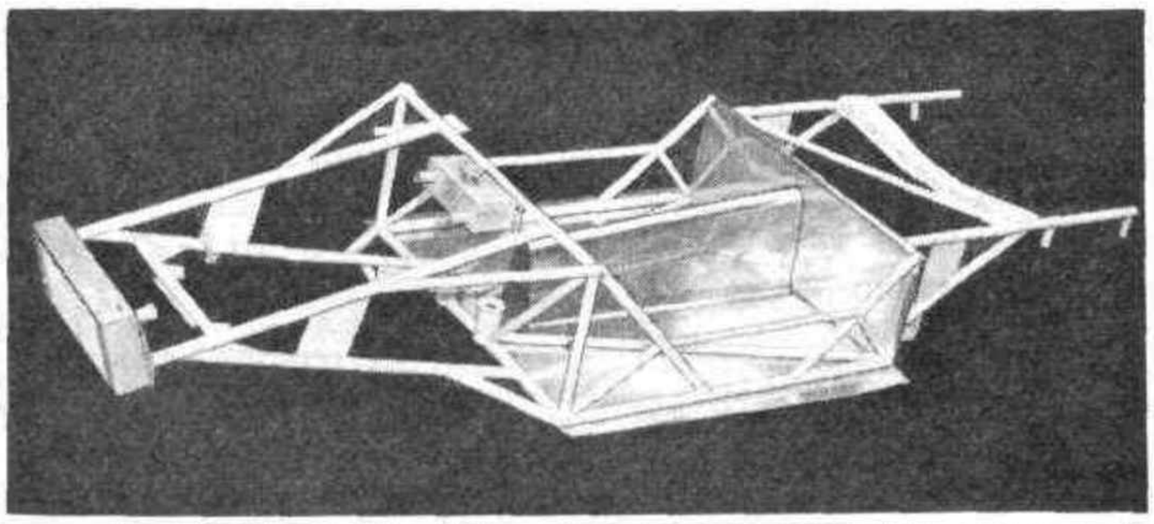
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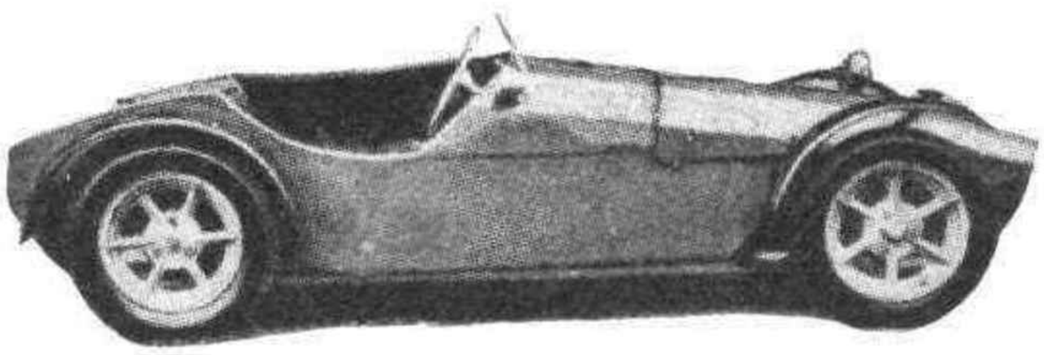


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WANTED—*continued*

ALVIS TA14, 1949/50, coupé preferred, *concours* standard. Woodward-Court, The Vicarage, Snitterfield, Warwickshire. [6572

TR2/3. Overdrive and heater, and in first-class condition. Full details to: 56, The Crossway, Muncaster, York. [6571

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WANTED: Windscreen surrounds and all fittings Riley 2½ 1948. Also exhaust manifold. Box No. L.658. [6658

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WANTED URGENTLY. Tyres 740 × 140 B.E. Good price. Wright: 3, Falls Grove, Gatley, Cheshire. [6740

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WANTED: Volkswagen 1,193 engine or pranged car, any condition. 28a, Lillington Road, Leamington Spa. [6833

WANTED: Camshaft for M.G. TC or later. Sevier, The Vicarage, Bodicote, Banbury, Oxon. [6834

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WANTED—*continued*

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MORGAN 1100-c.c. J.A.P. £50, or exchange for motorcycle, 1000 c.c or more. Prior, 'St. Cross', Linton, Maidstone. [6662

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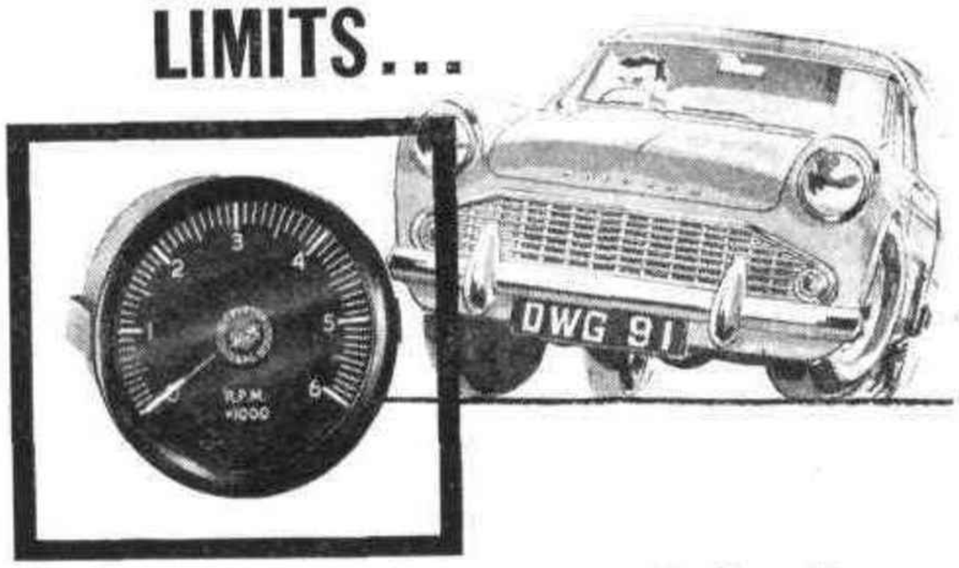
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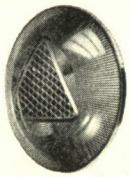
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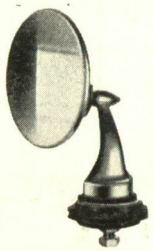
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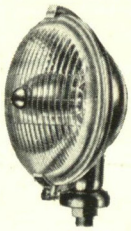
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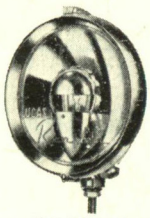
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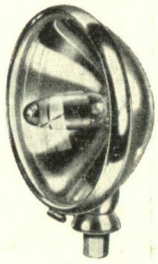
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