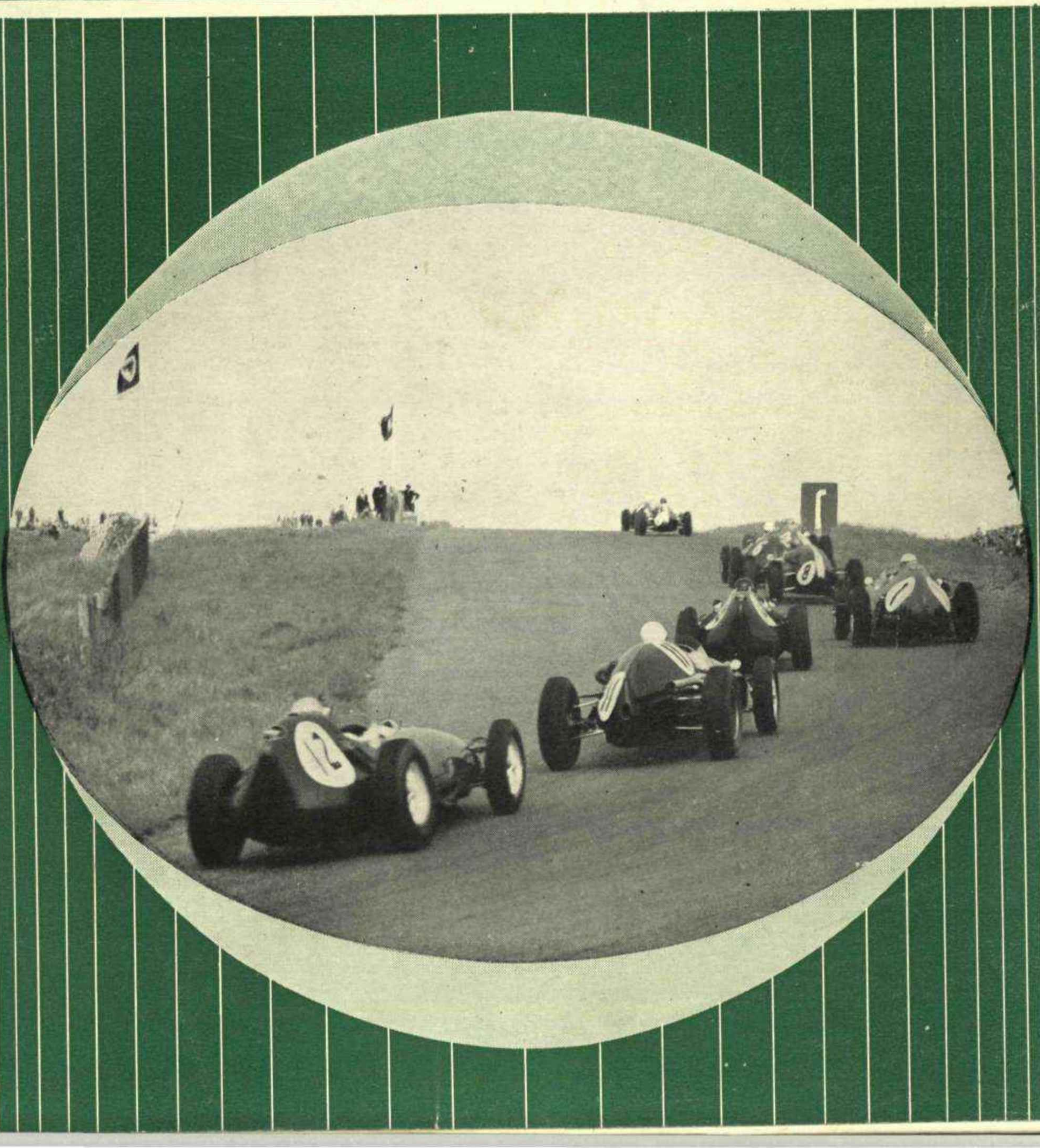
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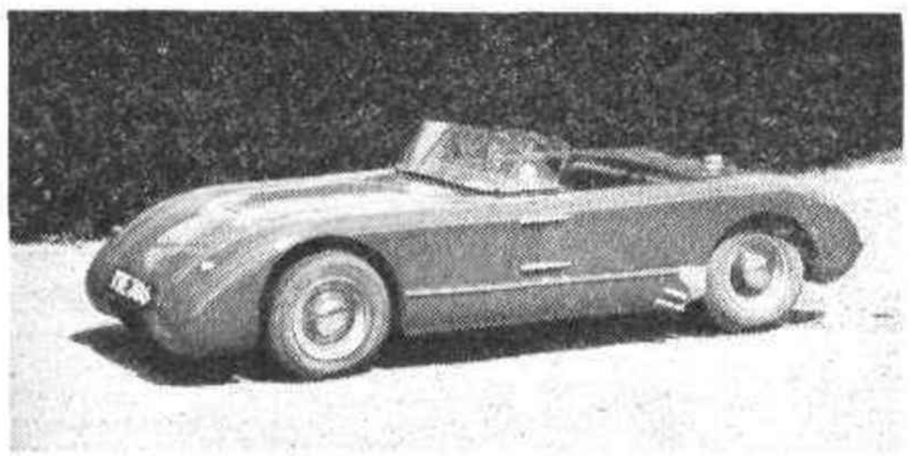
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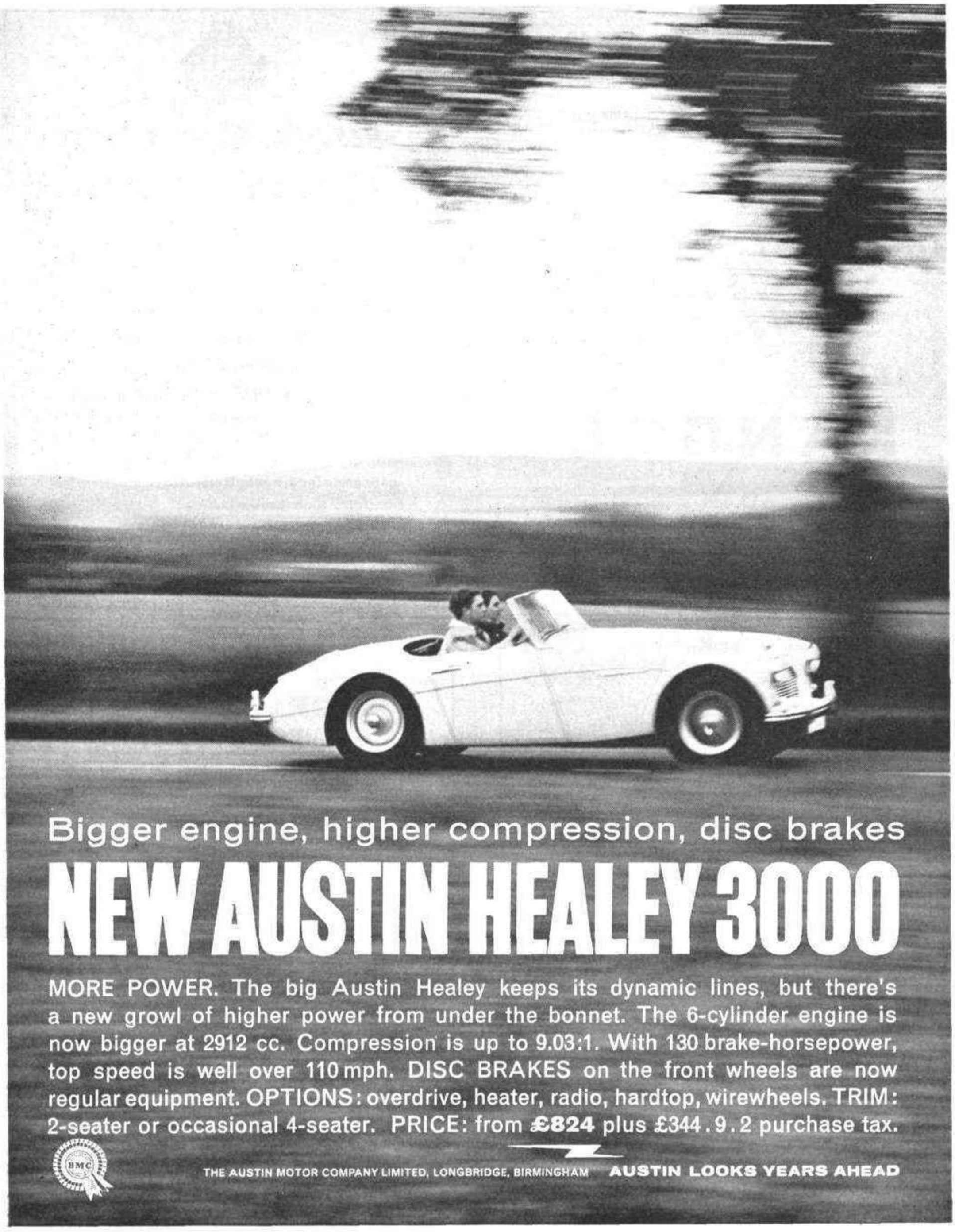
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20 Supply starting handle.
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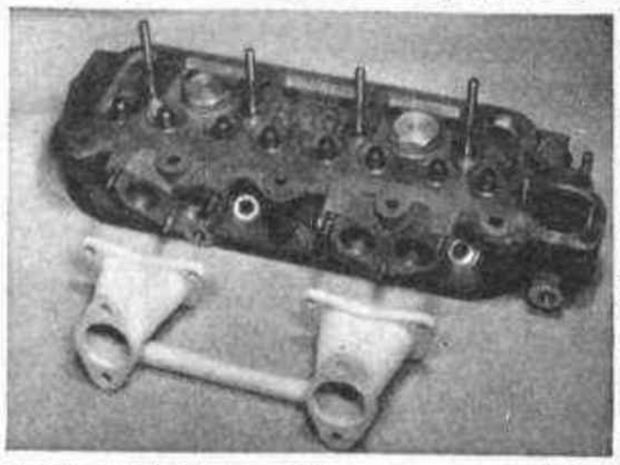
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July 9 World Championship, round 3: report and pictures on the European G.P at Reims and supporting F.II race. **July 9**

July 16 Road test of the Singer Gazelle Estate car, and an eye witness account of the gruelling Alpine Rally (Coupe des Alpes). **July 16**

July 23 A famous name re-appears: illustrated description of an interesting new British high performance car. World Championship, round 4: the British G.P. at Aintree. **July 23**

July 30 The Great Marques, No. 3: the story of the Alvis. **July 30**

Aug. 4 High Speed continental tour with two new British sports cars, one of which will have made its public debut a few days earlier. **Aug. 4**

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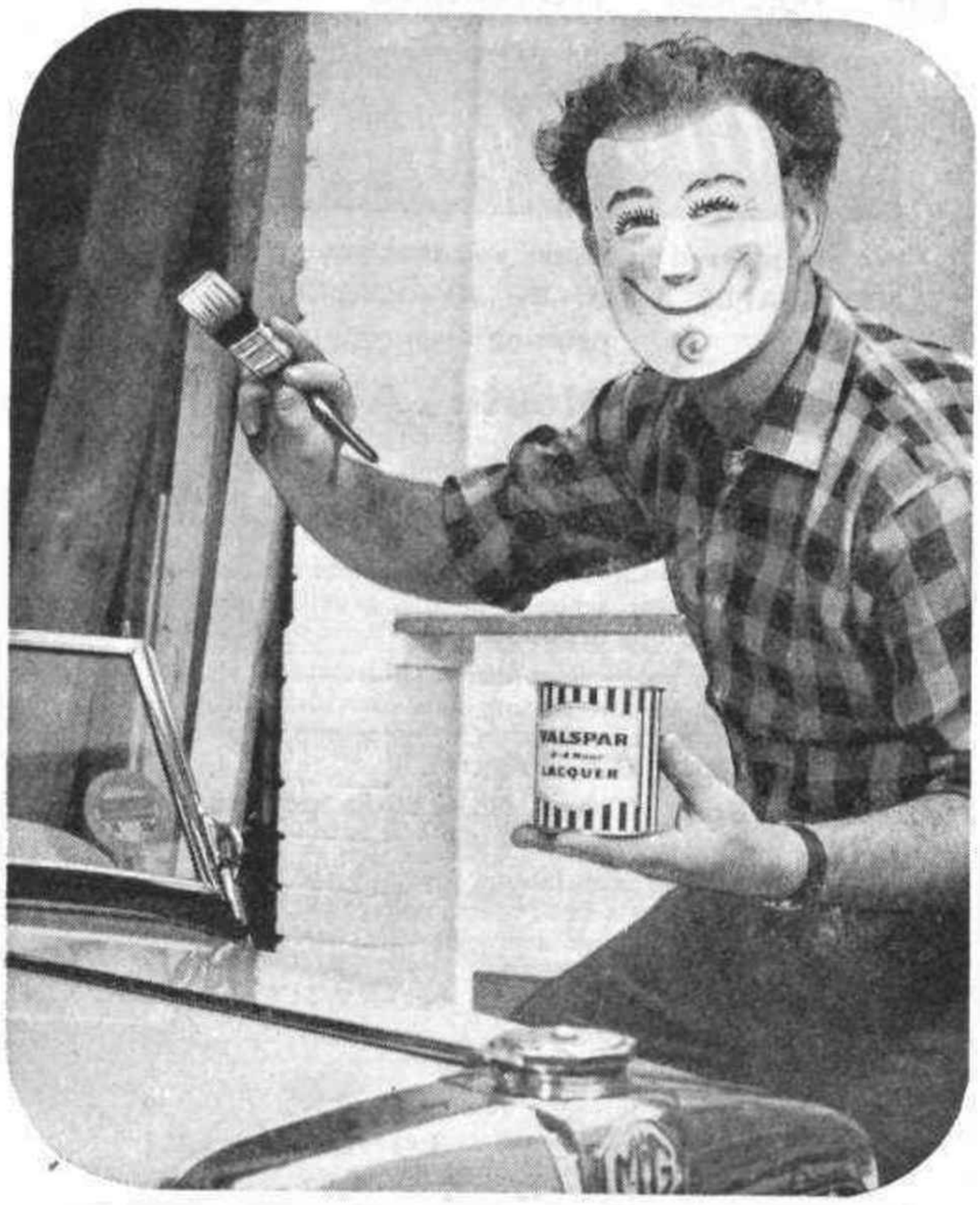
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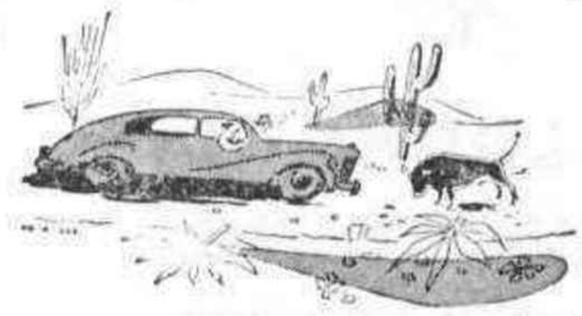
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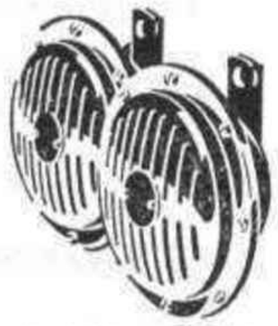
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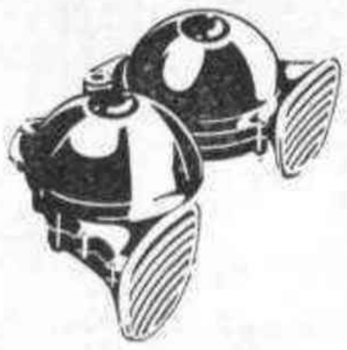
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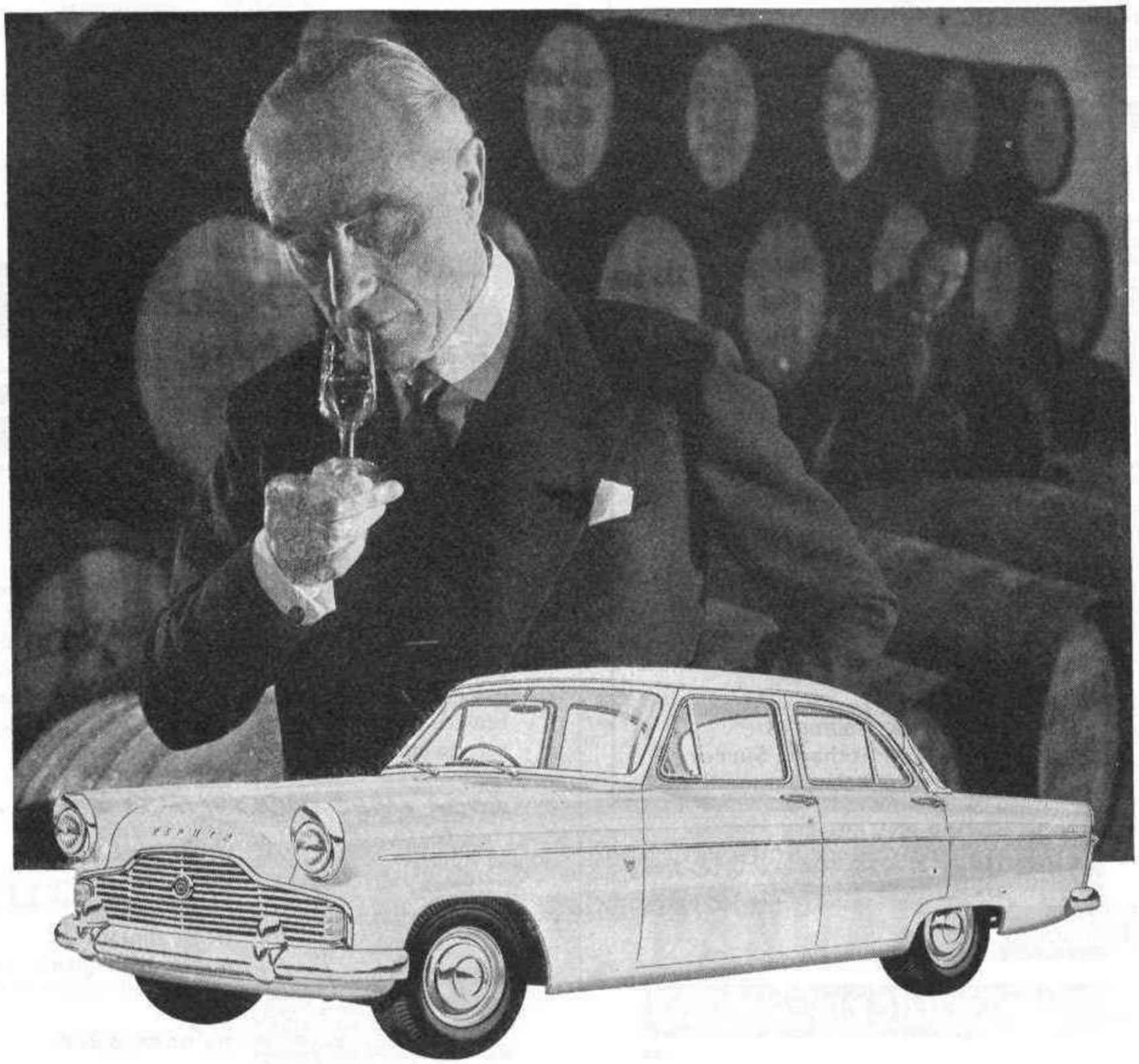
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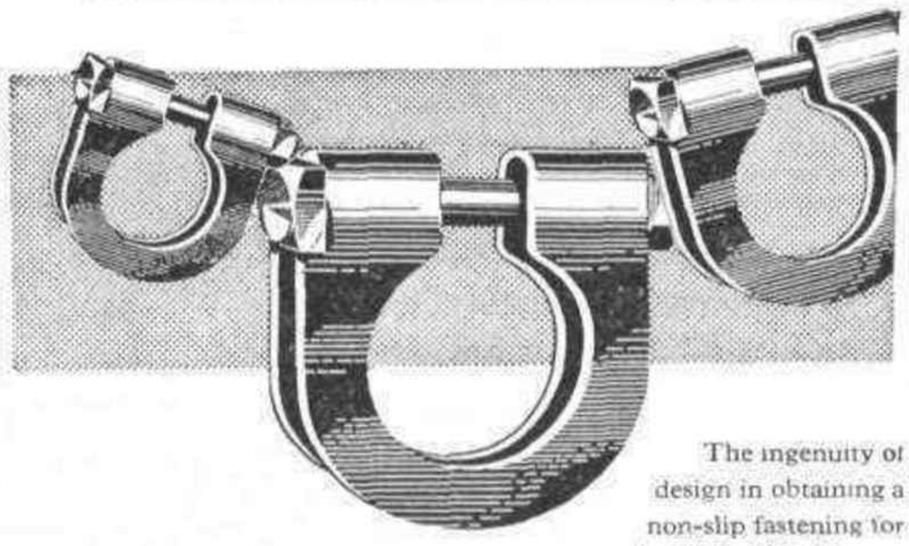
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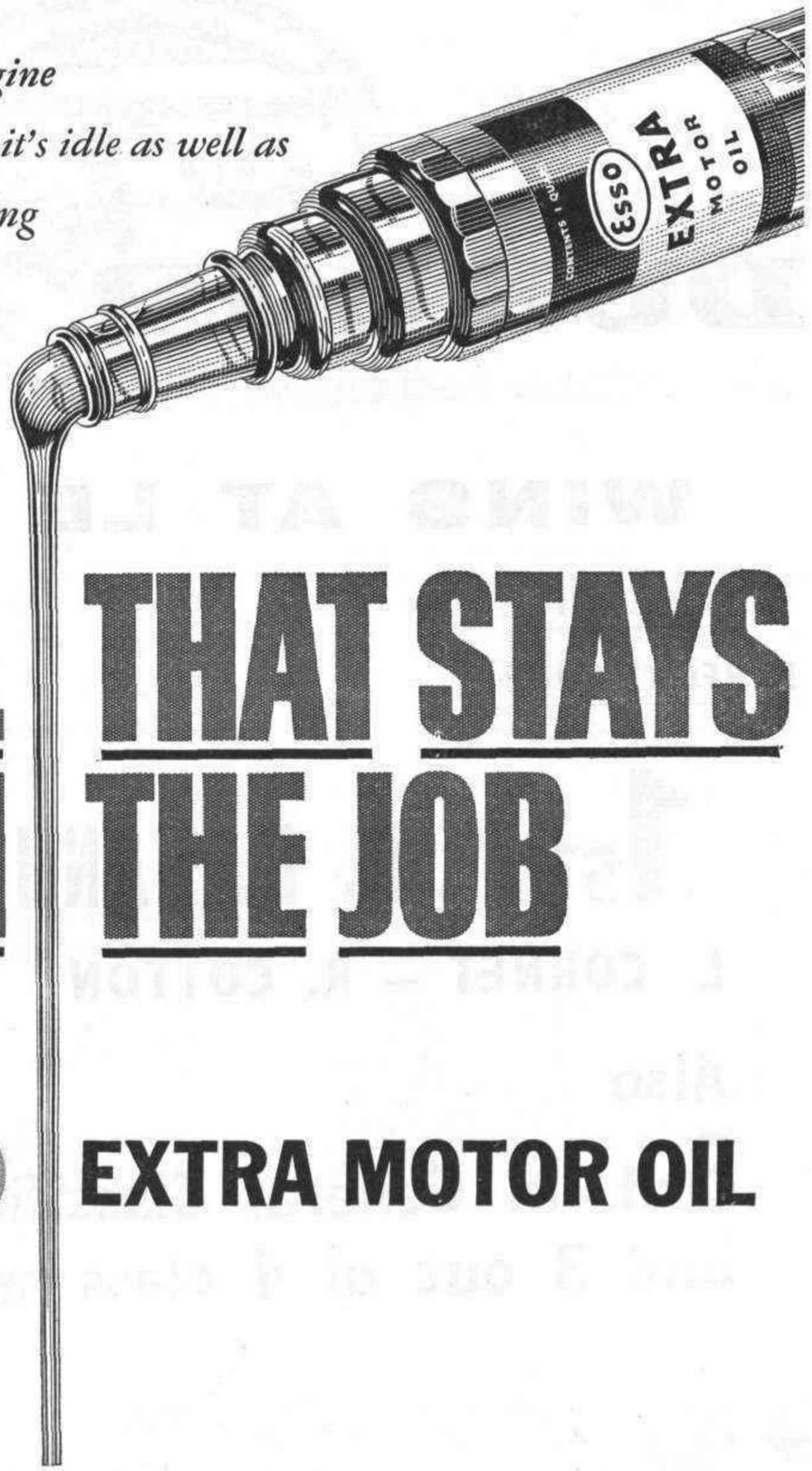
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VOL. XXXV No. 7 REPORT ON THE TRIUMPH HERALD JULY, 1959

MOTOR SPORT

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HARKEN TO THE HERALD

This issue of MOTOR SPORT contains a detailed and analytical appreciation of the exceedingly promising new Triumph Herald, Britain's challenge to the long-established supremacy of the Continental small mass-produced car.

We are delighted that at last a British manufacturer has contrived to provide independent rear suspension at a competitive price and that the new Triumph incorporates other features, carefully planned to render use of the car convenient, enjoyable and safe.

In congratulating all concerned we would express the hope that what could undoubtedly result in record home and export sales of this stimulating British car will not be undermined by industrial disputes (which hover, we gather, round a demand on the part of certain body-assemblers for a wage as high as £50 a week, instead of a guaranteed minimum of £20 a week !).

At last a British manufacturer has thrown the rigid back axle over his shoulder. Other entirely new small cars are in preparation in our factories. Is it too much to hope that when they are released the propeller shaft will have followed the beam axle into oblivion, perhaps to be followed one day by the cooling water ?

B.R.M. VICTORIOUS

Last month we congratulated Aston Martin on their sensationally satisfactory debut in Grand Prix racing at Silverstone. Now the for-so-long ill-fated B.R.M. has won the Zandvoort race in the capable hands of Bonnier. This convincing victory should act as a splendid stimulant to B.R.M.-sponsor Alfred Owen. Grand Prix racing, from being in the doldrums at the beginning of the season, has entered one of the most interesting situations ever, with Aston Martin learning fast (although in trouble at Zandvoort), B.R.M. vindicated, Cooper at top form, Ferrari still a force unscorned, Lotus improving noticeably, and Maserati still on the starting grids. Moss has recently put a new Vanwall round Silverstone very fast indeed, which presupposes Tony Vandervell's renewed interest in motor racing.

All in all, the French G.P. at Reims on July 5th should be a tremendous race, and all who are lucky enough to be able to visit this very fast champagne-drenched circuit to watch it, are likely to witness a battle they will remember for the rest of their lives . . .

DONALD CAMPBELL'S NEW RECORD

More congratulations—to Donald Campbell, C.B.E., on once again accomplishing the difficult and dangerous task of raising the World's Water Speed Record. It now stands at 260.35 m.p.h. Grand Prix victories and World's records are invaluable in maintaining British engineering prestige.

MOTORISTS AND THE POLICE

The fair-minded and sensible pronouncement on the part of Sir Joseph Simpson, Commissioner of Police of the Metropolis, in which he called for " a removal of any factors tending to inflame a sense of hostility against the police," will be warmly praised by all who appreciate that heavy traffic congestion and resulting delays aggravate and try to the limit the temper and patience of road users of all categories. This wise Police Commissioner has issued orders to all his constables to intensify their efforts to assist motorists wherever possible by giving friendly, firm advice rather than looking for " bookable " offences, and he has told his motor patrols that their duty is to prevent accidents, to assist the free circulation of traffic and to enforce traffic laws, *in that order*. Those who have been " gonged " for going a little too fast in London's confusing areas of 30 m.p.h., 40 m.p.h. and unrestricted speed-limits will be glad to hear of the Commissioner's sensible statement and his action should unquestionably result in greater harmony between motorists and the police. It is lamentable that drivers who remain sober when in charge of vehicles they strive to keep in good mechanical condition and who try to drive safely on our shockingly congested, ill-conceived and often inadequately sign-posted roads, should have to keep one eye on the driving mirror in case an " enemy " policeman and his mate are following them. If careful and considerate drivers, even if in fast cars, can come to regard the police as present to keep traffic flowing and accidents to a minimum something very valuable, however intangible, will have been achieved.

After the wisdom of Sir Joseph Simpson's pronouncement it was pathetic to read of the Debate which took place in the House of Lords on June 10th, the purpose of which attempted to establish special road traffic courts with stipendiary magistrates in which heavier fines and more frequent disqualification could be inflicted on the " criminal " motorist. The motion, proposed by Lord Elton and strongly supported by Lord Lucas of Chilworth and Lord Goddard, was withdrawn and one feels pity rather than contempt for those who made it clearly evident that they have failed to accept that the world has progressed from the manure to the jet age.

Obviously those who drive when drunk, drive dangerously, habitually drive carelessly or who, probably due to bad luck rather

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Front Cover Picture : ROUND TWO, LAP ONE.—Having taken the sharp left-handed turn at the Hunze Rug, the leading cars in the Dutch Grand Prix head out amongst the sand dunes of the Zandvoort circuit. Bonnier (B.R.M.), the eventual winner, leads narrowly from Gregory (Cooper), followed by Brooks (Ferrari), Schell (B.R.M.), Brabham (Cooper), Behra (Ferrari), G. Hill (Lotus), Moss (Cooper) and Ireland (Lotus).

Motor Sport Events for July

★ **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 Even .

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
July 4th ...	Bristol M.C. & L.C.C. & V.C.C. (S.W.)	Rumsey Ltd., Gloucester Rd.	Bristol	Reliability Trial (*C.*)	2.00 p.m.
,, ...	ROYAL SCOTTISH A.C. ...	REST & BE THANKFUL	—	HILL CLIMB (*N.O.*)	—
,, ...	Lagonda Club	Sandtoft Airfield	Bawtry	Northen Rally (*C.*)	2.30 p.m.
July 4/5th ...	West of England M.C.	Exeter Service Station, Middlemoor	Exeter By-Pass	" Tour of Devon " Rally (*R.*)	11.00 p.m.
July 5th ...	250 Motor Racing Club	Eelmoor Plain	Aldershot	Sprint	1.00 p.m.
,, ...	Alvis Owner Club	Sportsman's Arms, A.45 Birmingham	Coventry Rd.	Allersley	10.30 a.m.
,, ...	Evesham A.C.	Long Marston Aerodrome	—	Sprint (*R.*)	2.00 p.m.
July 11th ...	Mid-Cheshire M.C. Ltd.	Oulton Park	Cheshire	Race Meeting (*R.*)	1.00 p.m.
,, ...	A.M.O.C.	Silverstone	Northants.	Race Meeting (*R.*)	12 noon
July 12th ...	B.A.R.C.	S.W. Centre	Mayflower Pk. Southampton	Concours d'Elegance	2.00 p.m.
,, ...	Lea-Francis O.C. & Singer O.C. ...	Battersea Park	—	Road Safety Event (*C.*)	1.45 p.m.
,, ...	Dagenham Car Club	Central Park	Dagenham, Essex	Concours d'Elegance	2.00 p.m.
,, ...	Greyhound M.C.	Greyhound Race Track, Kings Heath	Birmingham	Treasure Hunt (*O.*)	10.00 a.m.
,, ...	B.R.S.C.C.	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C.*)	2.00 p.m.
July 14th ...	Allard O.C.	Anchor Hotel	Shepperton	Concours d'Elegance	8.00 p.m.
July 15th ...	Newquay Motor Club	Quintrel Downs	Newquay	Autocross (*C.*)	7.30 p.m.
July 18/19th...	Thames Estuary A.C.	Southend/Ipswich/London	—	" 300 " Rally (*R.*)	7.32 p.m.
,, ...	North London, E.C.C.	Paul St. Garage	London, E.C.2.	Allcomers' Rally	10.01 p.m.
July 18th ...	ROYAL AUTOMOBILE CLUB	AINTREE	LIVERPOOL	BRITISH GRAND PRIX (*Int.*)	12 noon
July 19th ...	Sevenoaks & D.M.C.	Brands Hatch Circuit	Fawkham, Kent	Sprint (*R.*)	11.00 a.m.
July 23rd ...	JERSEY M.C. & L.C.C. ...	BOULEY BAY	—	HILL CLIMB (*N.O.*)	—
July 26th ...	SNETTERTON M.R.C.	SNETTERTON	NORFOLK	RACE MEETING (*N.B.*)	1.00 p.m.
July 26th ...	Chiltern, Circle & Harrow Car Clubs	Brands Hatch Circuit	Fawkham, Kent	Sprint	12 noon

MATTERS OF MOMENT—continued from preceding page

than bad intentions, are accident-prone, must pay heavy penalties. But to describe all motorists as " lawless and ill-mannered " and to express, as Lady Wootton of Abinger did, a desire to brand as criminals all drivers who come before the courts, even those who have slightly exceeded a statutory speed-limit, maybe at night, crossed a white line (we have not mentioned *double* lines) or parked imprudently, is evidence of minds attuned to horse-age thinking. *For goodness sake*, let it be remembered that without the Motor Industry this country would be in a very sorry plight, with a standard of living comparable with that prevailing in the days of serfdom, and that motorists are not only rather necessary for the continuance of this vast industry but that they pay enormous sums annually in taxation, as well as fostering subsidiary developments such as the Service Station and Garage Industry, Hotel and Catering Trades, petrol, oil and tyre sales, etc., etc.

This fatuous debate in the Lords on the " criminal " motorist revealed that we can count as our friends the Bishop of Carlisle (who wants to see better roads and, like other clerics, has a fatherly feeling for the railways, which he thought should carry more freight), the Earl of Selkirk (" There is a danger of placing too much emphasis on speed . . .") and Lord Somers (" There is too much of the view that the motorist is a criminally-minded man, only out for himself and without any thought for anyone else. Most people are motorists now and the British as a race are not criminally-minded.").

Reverting to the practical action taken by the Commissioner of Police for speeding up the traffic flow and reducing accidents (during the aforesaid Debate he had the support of Lord Selkirk, First Lord of the Admiralty), it seems high time for Sir Joseph Simpson's good example to be applied throughout the country.

A reader has drawn our attention to the remarkable case of Salisbury, where 88 motoring cases were heard by the City Magistrates in just under two hours, a case every 72 seconds, resulting in fines totalling £134 10s. Last month in Salisbury 117 motoring cases were disposed of in about four hours, fines totalling £109 10s. Of these offences, 51 were for parking, 32 for no lights and 18 for obstruction. There is something radically wrong with a city whose police have become so active against motorists committing merely technical offences; our correspondent remarks that " the hazards of visiting Salisbury compare most unfavourably with conditions at Winchester, Andover, Fareham, Portsmouth, Gosport, Southampton and Bournemouth, whose traffic problems are in no way dissimilar." For this we cannot vouch but certainly the infliction of fines at the rate of over £60 an hour isn't likely to promote a feeling of friendliness between motorists and police! So we hope the Wiltshire Constabulary has since received the same good advice that Sir Joseph Simpson has given his men . . .

Maidenhead River Festival, with boat show, carnival water procession, beauty contests, etc., takes place from July 17th-19th. Details from : The Secretary, River Festival Association, Porthole Club, River Road, Maidenhead, Berks.

LE MANS (June 20th/21st)

Aston Martin Victorious

For once the Aston Martin team achieved sufficient reliability to last out the 24 hours and profit from the mechanical faults of the works Ferraris and works Porsches. This year's event was a demonstration of stamina rather than strength and by the end of the race all serious opposition had fallen by the wayside, leaving the two Aston Martins victorious over a row of private Gran Turismo Ferraris.

Engine failure was a notable feature of this year's race. The whole Ferrari team, all the Jaguar-engined cars, nearly all of the Porsches, the 2½-litre Lotus and one works Aston Martin all succumbing to the malady, ranging from bent valves to broken crankshafts. Of the 53 starters only 13 finished and the results were a triumph for near-production cars such as Ferrari 250 G.T., A.C.-Bristol and Lotus Elite.

Even with Moss driving, the Aston Martins were no match for the Ferrari team and after the Behra/Gurney car withdrew, Salvadori and Shelby led, but then Gendebien/Hill brought the second Ferrari into the front and looked like certain winners until their engines gave trouble just before 12 noon on Sunday, with only four hours to go, leaving Salvadori/Shelby once more in the lead, with no fear of opposition. The Porsches were well in the running and Bonnier/von Trips got as high as fourth place before retiring, and ultimately not one of the six Porsches that started completed the race. The Lister-Jaguars were outclassed, but the Ecurie Ecosse D-type driven by Gregory Ireland went extremely well and looked a possible winner at one time, until a con.-rod broke.

An excellent demonstration of planned reliability was the privately-prepared Elite of Lumsden/Riley that ran like a clock and won the 1,500-c.c. class. Until it gave trouble the Stacey/Green Lotus Seventeen was leading the Index Handicap and its class, and these awards then went to a works D.B. with four-camshaft engine.

Results :

		k.p.h.
*1st :	R. Salvadori/C. Shelby (Aston Martin DBR1/300), 4,347.900 km., 324 laps	181.163
2nd :	M. Trintignant/P. Frere (Aston Martin DBR1/300), 4,337.559 km., 323 laps	180.732
3rd :	" Beurlys "/L. Dernier (Ferrari 250 G.T.), 4,001.601 km., 298 laps	166.733
4th :	G. Arantz/A. Pilette (Ferrari 250 G.T.), 3,991.447 km., 297 laps ...	166.310
5th :	R. Grossmann/S. Tavano (Ferrari 250 G.T.), 3,964.491 km., 295 laps	165.187
6th :	L. Sayen/G. Munaron (Ferrari 250 G.T.), 3,954.691 km., 294 laps	164.779
*7th :	E. Whiteaway/J. Turner (A.C.-Bristol), 3.683.838 km., 274 laps...	153.493
*8th :	P. Lumsden/P. Riley (Lotus Elite), 3,636.084 km., 271 laps ...	151.504
*9th :	L. Cornet/R. Cotton (D.B. Panhard), 3,485.447 km., 259 laps ...	145.227
10th :	J. Clarke/J. Whitmore (Lotus Elite), 3,461.086 km., 258 laps ...	144.212
11th :	B. Consten/P. Armnac (D.B. Panhard), 3,337.352 km., 248 laps ...	139.056
12th :	S. Nottorp/M. Bengston (Saab G.T. 750), 3,130.977 km., 233 laps	130.457
13th :	R. de la Geneste/M. Juirand (Stanguellini 750), 2,970.473 km., 222 laps	123.770

** Class winners.*

Index of Performance :

1st :	Cornet/Cotton (D.B. Panhard)	1.210
2nd :	Salvadori/Shelby (Aston Martin) ...	1.181
3rd :	Trintignant/Frere (Aston Martin) ...	1.178

A detailed review of this race will appear in the August issue.

THE A.D.A.C. 1,000-KILOMETRE RACE—NURBURGRING

Moss the Absolute Master

ADENAU, *June 7th.*

WHEN the cars and drivers began arriving at the Nurburgring the day before practice commenced, the Eifel countryside was looking its best, bathed in warm sunshine, and even those people who hate the fantastic circuit and loathe the 1,000-kilometre sports-car race, could not help being in a good mood. As previous reports in MOTOR SPORT have pointed out, the running of the annual 1,000-kilometre race has always left a lot to be desired, such things as timekeeping in practice, speed differential between competing cars, calibre of drivers and so on all showing a lack of imagination. However, in spite of the character of the meeting being unchanged, there was the usual enormous and varied entry of cars ranging from the latest 340-b.h.p. V12 works Ferrari down to a private 190SL Mercedes-Benz roadster, and drivers from Moss and Brooks down to "Johann Seif" and "Giovanni Saponi"!

The race can be viewed in two ways, an open scratch race for all competitors and a series of class races run concurrently, and normally the outright winner would come from the large sports-car class, though after the performance of the Porsches in the recent Targa Florio this was no longer a certainty, and the Germans had given much publicity to the fact that Porsche were leading the Manufacturers' Championship at the beginning of the third round, which was the 1,000-kilometre race. Practice went on all day Thursday and all day Friday, and again on Saturday morning, so that there was plenty of time to prepare cars, modify them, mend them or use them, and as touring cars were allowed to be used for practice to save wearing out the racing cars no driver could complain of lack of opportunity to familiarise himself with the 22.8 kilometres of mountains that make up the Nurburgring. Various parts of the circuit had been resurfaced, so that much of the terrors for suspension systems were now removed, and the tricky S-bend at Wippermann had been reshaped and edged with rounded kerb stones.

In Class 1 the full Ferrari team were represented by three 12-cylinder Testa Rossa cars, as used in the Targa Florio, and driven by Behra/Brooks, Hill/Gendebien and Allison/Gurney. From Scotland came two Ecurie Ecosse cars, a Lister-Jaguar driven by Gregory/Ireland and a Tojeiro-Jaguar driven by Flockhart/Lawrence, and from England a lone works Aston Martin DBR1/300 driven by Moss/Fairman. Originally David Brown had no intention of entering any cars, but having won the race for the two previous years he could hardly refuse the organisers' plea to send at least one car, so Reg Parnell and his mechanics took the actual car that had won last year. To complete the big class there was the sleek green Lister-Jaguar of Taylor & Crawley, driven by Michael Taylor and Peter Blond, Graham Whitehead's DBR1/300 Aston Martin, with Naylor as co-driver, a Centro-Sud Maserati 300S driven by the Portuguese pair Cabral/Nogueira Pinto, and the 1958 V12 Testa Rossa Ferrari of the Americans Carveth/Geitner.

Class 2 was for sports cars from 1,501-2,000 c.c. and in this were the two works RSK Porsches, with the latest wishbone independent rear ends and 1,600-c.c. engines, driven by Maglioli/Herrmann and von Trips/Bonnier. The Dino 196 Ferrari of the Scuderia Eugenio Castellotti was driven by Cabianca/Scarlatti, and there were two 1,600-c.c. twin-cam M.G.s of the Fitzwilliam Racing Team, driven by Martyn/Graham and de Selincourt/Carnegie, as well as an A.C.-Bristol owned by an American Air Force Officer, Lt.-Col. Cockrell, who had the German von Saucken as co-driver. Buxton and Parnell had a Lotus Eleven fitted with an over-bored single-cam Climax engine of 1,530 c.c., and to complete the entry there were two interesting experimental Porsche coupés. The first was a new prototype 1600 Super with 90 b.h.p., new brakes, racing Solex carburetters and a rev.-limit of 6,500 r.p.m., still using the basic push-rod engine, and the second car was a G.T. Carrera fitted with disc brakes on the front. Both cars were fitted with modified rear suspension which consisted of a wide single-leaf transverse spring, pivoted in the middle below the rear-axle casing and joined to the swing axles by short links, this extra spring giving a double-rate suspension in conjunction with the normal torsion-bars. Although both these cars were Gran Turismo coupés they had to run in the sports-car class as the G.T. classes were for strictly homologated cars, and these two were experimental prototypes. Of this class the only serious contenders in the general picture were the two 1600 RSK Porsche Spyders, the rest being more concerned with a class victory.

Class 3 was for sports cars 1,101-1,500-c.c., and had Barth/de Beaufort in a 1958 works RSK Porsche, with low-pivot swing-axle rear end, Seidel/Shelby in the former's private RSK Porsche, the Swiss drivers Walter/Heuberger in a new RSK Porsche, and Goethals/Romain in a similar car. A Lotus Fifteen with twin-cam Climax engine, driven by Piper/Green, looked like keen opposition to the German cars and there were two OSCAs to help it; a new and much modified car driven by de Tomaso/Colin Davis and a 1958 standard car driven by the two American girls Isabella Haskell/Denise McCluggage. The de Tomaso car had alloy wheels, disc brakes, alloy top wishbones, lightened frame, modified rear axle location and a lightweight body that hinged up in a complete front half and a complete rear half, in very English style.

Class 4 was for 751-1,100-c.c. sports cars and had the interesting entry of a Lola-Climax driven by Ashdown and the designer Eric Broadley, this successful little English car making its first European appearance. There were three Lotus Elevens, the one driven by Campbell-Jones/Horridge making its second visit to the Nurburgring, and Hicks/Power with a similar car and a blue one owned by the Frenchman Lefebvre and driven by himself and the American Monaco. The only other entry was that of Brugger/Meyrat, two Swiss drivers with a D.K.W. three-cylinder "special," being a neat little two-seater built from production D.K.W. parts.

The final sports group was Class 5 for 351-750-c.c. cars and comprised two factory D.B.s and three French-owned Stanguellinis. One D.B. was the bizarre coupé used in the Targa Florio and driven by Laureau/Armagnac, using an early fan-cooled flat-twin engine, and the other was a new open two-seater driven by Masson/Bartholoni, this having a new push-rod inclined o.h.v. engine cooled solely by air ducted from a slot in the projecting nose cowling.

In order to bring the number of entries up to a figure that would not be lost when spread around the length of the Nurburgring there were three Gran Turismo categories, one comprising two Ferrari coupés from the Equipe Belge, a 300SL Roadster, a 190SL and a TR3, this being Class 6. Then came ten Porsche Carreras, two 1600 Supers and a lone twin-cam M.G.-A, this being a Fitzwilliam team entry and driven by Fletcher/Dashwood. In the last class, which was an Alfa-Romeo Giulietta benefit, fourteen various models from Zagato-bodied Veloces to ordinary Sprints were opposed by a Lotus Elite. This was the first appearance of an Elite at the Nurburgring and was a private venture of Lumsden, with Riley as co-driver.

As can be imagined, with all this lot practising, the Nurburgring was a very busy place for two and a half days, and the paddock was the usual scene of much work by the mechanics. To begin with the outstanding thing was the time put up by the Bonnier/von Trips Porsche, which was 9 min. 40.5 sec., a considerable improvement over the existing sports-car lap record and which was seconds faster than the Aston Martin and all the works Ferraris. It was not until Saturday morning that the Ferrari drivers concluded their now continual arguments as to what they wanted in the way of handling and road-holding, though at no time did they seem to want to modify the 12-cylinder engines, which must have been some consolation to the engineers. Finally the Behra/Brooks car was sorted out and the English driver did 9 min. 39 sec., and then the Frenchman did 9 min. 37.4 sec., which was the fastest of all practice, so the other two Ferraris were given similar spring and shock-absorber settings. During all this "chassis tuning" there had been an occasion when the rear shock-absorbers were more powerful than the coil-springs and the suspension was staying compressed as if on a ratchet; this caught out Phil Hill on a fast bend near Flugplatz and he slid into violent contact with a bank, so that the sounds of panel beating rang from the Ferrari garages for some time after that. The Taylor/Blond Lister-Jaguar was also undergoing a face-lift for Taylor had had a misunderstanding with a fence post when entering the paddock. These sort of troubles were repairable, but the two American girls were unable to mend their OSCA when a gearbox shaft broke, so they had to withdraw.

Altogether 68 cars were due to line up for the Le Mans type start and they were arranged in descending order of practice times, irrespective of any mistakes made by the timekeepers, such as giving the Lola tenth fastest time with 10 min. 11.6 sec. when in actual fact it had not broken 11 min., and giving one of the private Carreras a time almost equal to the works special Carrera. However, in 1,000 kilometres of racing, or 44 laps of the Nurburgring, these discrepancies at the start would not count for much, though they could make the line-up look a little foolish.

As 9 a.m. approached on Sunday morning and the cars lined up before the pits there was panic in the Porsche team, for their number one car, which was to be second on the grid, broke its engine while

being warmed up. In the almost impossible time of 31 min. the mechanics had removed the broken 1,600-c.c. engine and replaced it by a spare 1,500-c.c. unit, and with barely five minutes to go before the start the car was running again and was driven up to its place at the head of the line of cars, next to the number one Ferrari. Meanwhile permission had been obtained to put Barth/de Beaufort in this car and to give their low-pivot swing-axle car to Bonnier/von Trips, both cars now being in the 1,500-c.c. class, leaving only one works Porsche in the larger class.

Reading along the line of drivers awaiting the signal to run to the cars and start this 44-lap race there were Brooks, Barth, Gurney, Moss, Hill, Herrmann, von Trips, Gregory, Whitehead, Ashdown, Cabianca, Shelby, Linge, Harzheim, Lawrence, Walter, Romain, and so on. In spite of showing a certain lack of interest in the race during practice, Moss was his usual terrific self when the flag fell, and the works Aston Martin took off so quickly it looked as though no one else was going to race. Obviously Aston Martin were planning an identical race to last year, with Moss going as hard as he could from the start, making up sufficient time for a slow co-driver to do his stint without losing the lead, for the rules of the race forbade any driver to drive for more than three hours at a stretch. Thanks to Moss this tactic had worked in 1958, but just why he should have been made to do the same thing again this year was hard to understand. That he was cable of a repeat performance was shown on the opening lap, when he pulled out an 18-sec. lead by the time he got back to the pits, and following came Gurney way ahead of the third man, who was Phil Hill, with Whitehead, Herrmann, Barth, Brooks, von Trips and Cabianca following. The Lola was going extremely well and keeping up with a number of bigger cars, and Campbell-Jones was going splendidly in his Lotus Eleven. Gregory had made a very poor start with the Scottish Lister and had got away amongst the Giuliettas and things, but he passed something like 35 cars on the opening lap! Long after everyone had gone away on their second lap Davis arrived with the OSCA, having slid off the road into a ditch and spent a long time getting the car out. He was now so late that de Tomaso decided to withdraw the car, and already an Alfa T.I. saloon and a Stanguellini had retired.

Moss went on in the same way on lap two and the general order did not change, though the field was spreading out into groups, especially amongst the G.T. cars, and Porsches and Giuliettas were going past in bunches. The black M.G.-A of Fletcher/Dashwood disappeared when its final-drive pinion stripped, and Power went off the road without damage to himself when he selected neutral instead of top gear on a fast downhill bend in Hicks' Lotus Eleven. The little Swiss D.K.W. Special stopped at the pits to change plugs. After three laps Moss was returning up the road behind the pits as Gurney went by the front on his way down to the Sudkerve, and there was now a long pause before Hill, Whitehead, Herrmann and Barth arrived. The Walter/Strahle Carrera was leading its class comfortably but in the Giulietta class two Zagatos were nose to tail, being those of Berney/Foitek and Schulze/Mahle, while the private Elite was running splendidly in fifth position. Before he had completed his fourth lap Moss was already lapping the slower cars and still drawing away from Gurney, so that he was disappearing round the Nordkerve by the time Gurney arrived at the pits. Next time round he was 47½ sec. in front, which meant that he had appeared over the horizon, gone past the pits, round the Sudkerve, back up behind the pits and round the Nordkerve while Gurney was still coming up the Tiergarten rise leading to the pits plateau. Whitehead was going well and holding fourth place just behind Hill, and then came the three Porsches of Herrmann, Barth and von Trips, followed by Brooks in the third works Ferrari and Shelby in another Porsche. The Taylor/Blond Lister stopped to have its bonnet catches attended to, one of the Belgian G.T. Ferraris stopped to look at the rear suspension, and the French-owned Lotus Eleven stopped and changed drivers. In the general category there was no actual racing going on, the event having now settled down into one of high-speed reliability and endurance, though Gregory dropped out on lap six when the Lister broke a universal joint in a drive shaft, probably due to " bottoming " in some of the dips.

It was now a question of sitting and watching to see how many laps Moss was going to cover without stopping and how big a lead he had built up, for he was just going on and on, making everyone else look like amateur drivers. As the Aston Martin used up its fuel load Moss went faster and faster, rapidly approaching the lap record, which he finally broke on lap eight with a time of 9 min. 41 sec., the old record being 9 min. 43 sec., and, not content with this, he went even faster and on his 11th lap he recorded 9 min. 32 sec. While Moss was showing himself to be the absolute sports-car master on the Nurburgring, others were vainly trying to keep up, while some were in the pits with trouble or were retiring. The Carnegie/de Selincourt M.G. was in trouble with a blown head gasket, the sleek green Lister was still having the bonnet fixings coming adrift, the Dino 196 Ferrari blew its engine up, the Buxton Lotus broke the front of its chassis, and the leading Giulietta was having engine trouble, having been revved to 8,000 r.p.m. in its endeavours to keep the lead.

On lap 10 the Lola was still in 11th position, which was truly remarkable, and Ashdown had got down to nearly 10 min. 30 sec. for the lap and was way ahead in the 1,100-c.c. class. He was leading the Ecosse Tojeiro and then they both stopped at the pits for fuel, Broadley taking over the little car and Flockhart the big one. On the next lap the serious business of pit stops and driver-changes amongst the leaders began when Gurney pulled in for fuel and Allison took over, and while the car was stationary Hill, Herrmann and Whitehead went past, but the next time round the private Aston Martin stopped for fuel and Naylor took over. Meanwhile many of the smaller cars had been stopping and the Lotus Fifteen, which had been running very well, refused to start when Green took over from Piper. There was nothing wrong with the car, which made the situation more frustrating; it was merely that the battery was just not man enough to turn the hot twin-cam Climax engine. After changing batteries and considerable delay, the car was restarted and went back into the race sounding as healthy as ever.

Among the G.T. Porsches there was some close racing going on for the Carreras of Walter/Strahle and Busch/Heinz were nose to tail and stopped for fuel and a driver change at the same time in adjacent pits. The Schulze/Mahle Zagato Giulietta was now comfortably leading its class, the Swiss pair having burst their engine, and the Elite was not only still running without any signs of trouble but was second in the class. Even the owner had given it only five or six laps' life on the Nurburgring, and here it was still going strong after 11 laps. While Allison was settling down to his opening lap he was passed by Brooks and Barth, and at the end of 12 laps the order was Moss, Hill, Herrmann, Whitehead, Brooks, Barth, Allison, von Trips and Shelby, all on the same lap, but at the end of the next lap von Trips failed to appear as his near-side rear wheel had broken off as he rounded the corners before Dottinger-Hohe. He came to rest without damage and proceeded to walk off the course to a nearby garage to borrow some tools so that he could fit the spare, and two laps later he re-appeared at the pits to have a new wheel fitted and for Bonnier to rejoin the race.

On lap 14 Hill drew into the Ferrari pit for fuel, tyres and to hand over to Gendebien, and Herrmann came in to hand over to Maglioli; then a piece of typical Ferrari planning seemed to take place, for while Hill was still at the pits Brooks also came in to hand over to Behra, and for a moment chaos reigned. All this time Moss was going on and on, showing no signs of stopping, even though the Aston Martin mechanics were standing at the ready on each lap. After completing only two laps Naylor brought Whitehead's Aston Martin back to the pits having broken the gear lever off and the car was retired, and Flockhart slid off the road near Brunnchen in the Tojeiro at about the same time, and then the leading Giulietta stopped with a broken rear brake pipe, and though a temporary repair was made it did not last and the car was withdrawn, leaving the Lumsden/Riley Elite in the lead of the class. At the end of 15 laps Moss was so far ahead that it was difficult to believe that the others were racing against him, and then came Barth in the 1,500-c.c. Porsche, yet to make a pit stop. Allison, Gendebien, Brooks, Maglioli and Shelby, and then came Moss again, starting his 16th lap, after which Barth drew into the pits to hand over to de Beaufort and refuel, and the Porsche dropped to sixth place. Bonnier was a long way back and when he stopped to have the steering checked, as it was getting stiff, he lost even more ground, and the Lola which had been going so well now did not reappear, for Broadley had slid off the road into a ditch. He could not get out unaided so enlisted help, and in consequence was disqualified. Taylor had been trying to make up time for the delays with the bonnet fasteners and overdid things at Flugplatz and went right off the road, to land upside down in a field, being trapped under the car until help arrived. He was incredibly lucky to get away with a dislocated shoulder and no other injuries. The fast and tricky Flugplatz section was taking its toll for already the Swiss driver Meyrat had crashed heavily, later to die from his injuries.

At long last, after 17 laps of non-stop driving, Moss came into the Aston Martin pit, and while mechanics changed the rear wheels he refuelled the car from two gravity hoses, and Fairman was in and away before anyone else was even in sight. Now the character of the race changed for not only did Fairman have the whole Ferrari team in full cry behind him, but it began to rain, and when he finished his first lap in heavy rain he had 5 min. 20 sec. lead over Gendebien, Allison and Behra, who were running in line-ahead formation, with the Porsches of Maglioli, de Beaufort and Seidel some way further back, and a lap behind came two more private Porsches, of Walter/Heuberger and Goethals/Romain. On lap 19 Fairman's lead was only 5 min. 06 sec. and Behra had overtaken Allison. Another lap

and Fairman had lost another 9 sec., and so the torture for Moss went on, with all his valuable lead being relentless whittled away.

At half-distance, or 22 laps, the Aston Martin lead was down to 4 min. 10 sec., and Moss could have wept, but on the next lap he could have been forgiven for committing murder for the Aston Martin was overdue and Bonnier went by making signs that Fairman had spun off the road. He had lost control on a downhill section before Brunnchen and was backwards in a ditch and sweating blood to get the car back on the road unaided. First Gendebien went by the pits and into the lead to start his 24th lap and then Behra went by before the unhappy Fairman arrived and stopped at his pit; the car was undamaged and, just as Maglioli went past, Moss took over again, leaving his co-driver to explain things to the Team Manager.

The track was drying out fast and Moss lost no time in catching the Porsche and set out after the two Ferraris, which were now over a minute ahead, the third Ferrari having stopped to refuel, change all wheels and let Gurney take over. The way Moss closed on the two Ferraris was quite fantastic and gave the impression that the Aston Martin was a far superior car, whereas in actual fact it was the sheer brilliance of the Moss ability that was doing it. Behra responded to the challenge and closed on Gendebien, but the Aston Martin was getting closer all the time and was only 30 sec. behind at the end of lap 26, Gendebien returning along behind the pits, Behra being in the Sudkerve and Moss passing the front of the pits. Although there was still a huge field running and some of the G.T. Porsches were running only seconds apart, and the Elite was still leading its class, all eyes were on the three leading cars. By the time they had reached the Karussell on lap 27 Behra had passed his team-mate but at the end of the lap the three cars were nose to tail and Moss was trying to get past Gendebien. This he achieved before the end of lap 28, now behind and close enough to Behra to be able to pick his moment for getting back into the lead, but he found no opportunity during the 29th lap and the two cars appeared over the brow of the hill from Tiergarten side by side, and Behra then pulled into his pit, letting Moss go by into the lead.

Another typical piece of Ferrari planning became apparent as Gendebien also drew into the pits, and there was pandemonium as both cars had all the wheels changed and were refuelled, Brooks and Hill rejoining the race. On this lap Maglioli also stopped, the brakes were adjusted, and Herrmann took over, and de Beaufort coasted in with a dead engine; it was started up and the noise was so awful that without further ado it was wheeled away to the dead-car park to join the RSK of Goethals, which had been off the road and damaged a cylinder head.

At the end of 31 laps Moss was comfortably in the lead and Brooks had let Hill go by into second place as he was only doing the race under sufferance, not liking the busy traffic-driving, and reckoning that one Ferrari in second place was as good as any other. In fourth place came Gurney, losing ground due to clutch slip caused by oil leaking out of the rear main bearing, and behind him came the Maglioli/Herrmann Porsche, all the rest of the runners having been lapped. With the regulation forbidding a driver to do more than three hours' continuous driving Moss had to do some careful planning so that he could do the last period of the race, so at the end of lap 33 he stopped and refuelled and handed back to Fairman, this being achieved before the Ferraris appeared, but as Hill started his 34th lap he was only 1 min. 38 sec. behind the Aston Martin, and in one lap he had reduced that to 49 sec., so once more Moss had to sit in the pits and suffer. On the 35th lap Hill took the lead and Fairman returned to the pits, having let Moss have the required amount of rest, and before Brooks appeared Moss had dragged his co-driver out by the arm, leapt in and was away, now only 22 sec. behind Hill. Barring accidents, everything was under control, for Moss could now drive to the finish, had nine laps to do and knew he could outdrive Hill and that Brooks would not put up a fight.

While all this excitement had been going on Seidel had broken the engine on his Porsche, and three of the Carreras were sounding very rough but still going as well as ever, while the Elite had not missed a beat and the third twin-cam M.G. had succumbed to ignition trouble. Amongst the troubles of the many there were some cars that were still running regularly, the two Belgian G.T. Ferraris, though the earlier one of Bianchi/Dernier was proving hard work to drive due to inferior handling, the Campbell-Jones/Horridge Lotus Eleven which was leading its class and running faultlessly, the 3-litre Maserati of the Portuguese pair and the V12 Testa Rossa of the American drivers, while the young Mexican driver Rodriguez and the American Levine were keeping the prototype 1600 Super Porsche going like a clock—and it had lapped the Elite. The experimental Carrera which had had its Porsche disc brakes replaced by Girlings the day before the race had worn its pads out and Linge and Pucci had lost a lot of time having them changed.

It was now just a matter of time before Moss caught Hill, and as he started the 39th lap he tried to get by on the inside of the North Turn but just failed, and after following the Ferrari down through the twists and turns of Hatzenbach he went by near Flugplatz and finished the lap firmly in the lead. Never missing a beat the Aston Martin reeled off the remaining laps and, in spite of overwhelming odds, Moss won the 1,000-kilometre race for the second year running and Aston Martin scored their third successive victory. As an improvement over previous years the race was stopped as soon as Moss had won and the class winners did not have to go on and complete the full 44 laps. The race had almost been a repeat of 1958, though this time the Ferrari team were broken up by the 1600 RSK Porsche of Maglioli/Herrmann, thus keeping the Stuttgart firm ahead in the World Championship. While completing the last lap the American 3-litre Ferrari slid off the road and stuck in a ditch, which was very bad luck, having run the whole race and been consistently in the first dozen. Naturally the Moss/Fairman Aston Martin won the big sports-car class, Maglioli/Herrmann won the 2-litre class, Walter/Heuberger won the 1,500-c.c. class with their private RSK, Campbell-Jones/Horridge won the 1,100-c.c. class, and the smaller sports cars were so far behind that giving them class wins hardly seemed justified. The two Belgian Ferraris dominated the big G.T. class and the 1,600-c.c. G.T. class saw a close finish between five Carreras that finished on the same lap. With every possible credit to the drivers Lumsden and Riley, who had also prepared the car, the Elite won the 1,300-c.c. class in front of considerable Alfa-Romeo opposition, and finished the race without putting a wheel wrong.

Results :

1,000 KILOMETRE RACE—Nurburgring—44 Laps—Dry-wet-dry.

1st :	S. Moss/J. Fairman (Aston Martin DBRI/300)	7 hr. 33 min. 18.0 sec. —132.8 k.p.h.
2nd :	O. Gendebien/P. Hill (Ferrari V12 TR) ...	7 hr. 33 min. 59.0 sec.
3rd :	C. A. S. Brooks/J. Behra (Ferrari V12 TR) ...	7 hr. 36 min. 45.0 sec.
4th :	U. Maglioli/H. Herrmann (Porsche 1600 RSK)	7 hr. 40 min. 57.0 sec.
5th :	D. Gurney/C. Allison (Ferrari V12 TR)	1 lap behind
6th :	H. Walter/A. Heuberger (Porsche 1500 RSK) ...	2 laps behind
7th :	W. von Trips/J. Bonnier (Porsche 1500 RSK) ...	3 laps behind
8th :	Cabral/Nogueira Pinto (Maserati 300S)	4 laps behind
9th :	" Beurlys "/" Blary " (Ferrari 250 G.T.)	4 laps behind
10th :	H. J. Walter/P. Strahle (Porsche Carrera)	5 laps behind
11th :	Dr. Busch/B. Heinz (Porsche Carrera)	5 laps behind
12th :	S. Gunther/H. Zick (Porsche Carrera)	5 laps behind
13th :	R. Rodriguez/L. Levine (Porsche 1600S Exp.) ...	5 laps behind
14th :	L. Bianchi/L. Dernier (Ferrari 250 G.T.)	5 laps behind
15th :	E. Pardee/Dr. Talbot (Porsche Carrera)	5 laps behind
16th :	J. Campbell-Jones/J. Horridge (Lotus XI)	5 laps behind
17th :	H. Linge/A. Pucci (Porsche Carrera Exp.)	5 laps behind
18th :	J. Greger/P. Ruby (Porsche Carrera)	5 laps behind
19th :	P. Monteverdi/K. Stangl (Mercedes-Benz 300 SL) ...	6 laps behind
20th :	G. Koch/H. Lindermann (Porsche Carrera)	6 laps behind
21st :	Mlle. Ferrier/P. Frere (Porsche Carrera)	6 laps behind
22nd :	F. Kalkuhl/E. Evertz (Porsche Carrera)	6 laps behind
23rd :	P. Lumsden/P. Riley (Lotus Elite)	6 laps behind
24th :	H. Harzheim/H. Harzheim (Porsche Carrera) ...	6 laps behind
25th :	E. Bandmann/Dr. Bendar (Alfa Romeo S.V.) ...	7 laps behind

68 *starters*—40 *finishers*.

* * *

NURBURGRING NATTERS

Admittedly the Aston Martin tactics paid off, as they did last year, but surely it would make winning more easy if they found Moss a co-driver of higher calibre. To run a single-handed race two years running is enough to take years off his life.

It is to be hoped that the Lotus firm will give every credit to the privately-owned Elite and the old Lotus Eleven of Campbell-Jones, for they both won their class and brought much honour to the Chapman firm.

The regular and trouble-free run of the two Swiss drivers Walter and Heuberger with the former's private RSK Porsche, which finished sixth overall and won the 1,500-c.c. class, shows what can be done with a production sports/racing car.

After giving much publicity to the Porsche factory's chances in the World Championship the A.D.A.C. profited by having a gate of 230,000 people, much to the chagrin of the A.v.D., who have moved the German G.P. to the Avus track because they thought it was not possible to attract big crowds to the Nurburgring any more.

The TR3 Triumph driven by the American servicemen Ballard and Russell afforded them great fun until one side of its front suspension collapsed. Undaunted, they stripped it at the pits and fitted parts " borrowed " from a parked TR3. Although still running at the end they were too far behind to be classified. The American-owned A.C.-Bristol was crashed on the opening lap, its owner getting away unhurt thanks to being thrown clear, but the car was a write-off.

The Piper/Green Lotus Fifteen was running well on the last lap when the right-hand rear radius-rod broke, and Keith Green had to finish the lap holding the rear suspension together with his rather tired hand.

How rude can you get—Moss had disappeared from the Nurburgring bare minutes after the race finished, leaving his co-driver to collect the silverware that evening. Adding insult to injury, the Aston Martin team arrived very late for the official prize-giving.—D. S. J.

"MOTORISTS ARE CRIMINALS"

says Lady Wootton

In an I.T.V. television discussion last month between Lady Wootton of Abinger and Lord Brabazon of Tara on the recent unsuccessful Debate in the House of Lords over special courts for motorists, Lady Wootton pressed her views that the community should be made to appreciate that all motorists who break the law are criminals. In the House she said " even the smaller motoring offences are still crimes and this fact should be realised."

On T.V. she preferred to confine this to the more serious offences, and, unless we misheard her, she made the remarkable statement for a magistrate, in connection with court cases, that usually witnesses (under oath) are not telling the truth. Lord Brabazon sleepily made half-hearted replies to her accusations against motorists. His suggestion that wherever there is a road fatality a cross might be erected for a week is certainly not one of his brighter remarks. In fact, Slough Safety Town has anticipated him, showing a red light after a fatal traffic accident, a morbid and nauseating piece of publicity which is surely an inditement of the town's safety methods. And if Lord Brabazon's idea were to be adopted, think how many crosses might be needed after a rail or air disaster.

We have looked up Abinger in a reliable gazetteer and can find only one—the picturesque village in Surrey where every hour on the hour a little man emerges from the clock and strikes the time of day. A charming place to visit with the children or in which to relax on a summer afternoon. But with Lady Wootton, who regards many motorists as " criminals " (technically the term may be infallible, if the law has been broken . . . but still !) and who advocates heavier fines, as magistrate . . .? We wonder . . .

INDIANAPOLIS 500-MILE RACE (May 31st)

1st : R. Ward (Leader Card Special), 135.857 m.p.h.
2nd : J. Rathmann (Hopkins Special).
3rd : T. Thomson (Racing Ass. Spec.).
4th : T. Bettenhausen (Hoover Spec.).
5th : P. Goldsmith (Denler Special).
6th : J. Boyd (Bowes Special).
7th : D. Carter (Smokey's Special).
8th : E. Johnson (Bryant Special).
9th : P. Russo (Bardahl Special).
10th : A. J. Foyt (Dean Van Lines Special).
11th : G. Hartley (Drewry's Special).
12th : B. Veith (Zink Special).
13th : A. Herman (Dunn Special).
14th : J. Daywalt (Federal Eng. Spec.).
15th : C. Arnold (Hallmar Special).
16th : J. McWithey (Brady Special).

33 *starters* — 16 *finishers*

A V.S.C.C. RULING

Sir,

Your footnote to Mr. George Burton's letter in the May issue accuses the V.S.C.C. of " muddled thinking "—an imputation which you must allow me space to refute. Mr. Burton is in error in claiming that his car is classified as a " Historic Racing Car "—it is accepted as a P.V.T. car in the racing category, which is not quite the same thing.

The reasons behind this decision are :

1. The de Dion axle layout was not developed as an aid to road-holding until adopted by Mercedes about 1936.
2. This and other modifications put the car in a category very different to a standard Bentley, and if accepted without question, might give rise to the feeling that unless one could " Burtonise " ones Bentley one had better stay away from V.S.C.C. speed events.

The case of the 2-litre Delage is very different. Whereas Mr. Burton converted his car in 1958 in full knowledge of the V.S.C.C. Competition Regulations, the Delage conversion was carried out over 20 years ago. The definition of a " Historic Racing Car " is roughly " one specially built or modified for racing more than 15 years ago "; so even if the Delage is regarded as a 1938 car, it is still a " Historic Racing Car." It is, at present, accepted as a Vintage car because the modification is not considered to confer any great advantage, and the difficulties in the way of restoration to original form are very considerable, though we would all—even, I believe, the owner—like to see it done.

Our other categories of cars are—Edwardian prior to 1916, Vintage prior to 1931, and P.V.T., approved types only, prior to 1940.

In these classes cars are " racing " or otherwise, according to the normal rules of road equipment irrespective of the date of conversion.

As implied above, excessive modernisation may result in a car being " demoted " to a younger category, or even being rejected from the Club.

I am, Yours, etc.,
H. P. BOWLER, *President,*
Vintage Sports Car Club Ltd.

Rickmansworth.

[I propose to read this again when it is cooler.—ED.]

NEW 850 C.C. MORRIS AND AUSTIN MODELS

Sir Leonard Lord, Chairman of The British Motor Corporation, has stated that at the end of August new small 850 c.c. cars for both the Austin and Morris companies will be announced.

These new cars, he said, have been through extensive trials and have taken three years to develop. New buildings have been erected and new plant and equipment—using the most up-to-date methods in the world—have been installed, the total cost for which has involved well over £10,000,000. Sir Leonard said that he felt sure that these new models will be considered to be amongst the most advanced small cars in the world. They will be fully engineered, full four-seater cars that will keep up with the rest of the traffic anywhere, and will give tremendous economy at a price that will appeal to the family man.

Our guess is that these will be water-cooled front-wheel-drive cars of ingenious design.

BOOKS ABOUT FORD AND ROLLS-ROYCE

Post Motor Books, Box 897, Arcadia, 5, California, have issued three books, two about the model-A Ford, another covering Rolls-Royce, the motoring extremes, in the photostat style so popular for purveying history in America.

" Rolls-Royce—the Living Legend " is a well-bound, 383-page book covering, with reprints from divers sources, fifty years of Rolls-Royce history. Many technical items from publications of the Springfield R.-R. Company, complete publicity extracts and road-tests from many renowned magazines and reproductions of Rolls-Royce catalogues down the ages make up an interesting souvenir of a period, to quote the sub-title of " Ageless Technical Excellence." " Know Your Model-A Ford," by Murray Fahnestock, was published originally in 1930, and although the author's aim seems to have been to use every argument in his vocabulary to convince the reader that the model-A Ford was quite the finest automobile ever assembled, to day those restoring or operating vintage model-As will find it a mine of information. This one runs to 124 pages. Even more comprehensive is Post Motor Books' soft cover 319-page 5-dollar book of all the model-A Service Bulletins, as issued by Ford after the demise of the model-T (with accompanying illustrations, 800 in all), commercial versions also being covered. The questions and answers at the end of this book give much fascinating model-A data. Reverting to Fahnestock's desire to prove model-A the absolute best, he goes to great lengths to prove four cylinders better than six and even shows a picture of eight graves, their headstones bearing the names of defunct American V12s—Austin, Haynes, National, Pathfinder, Kissel, Singer, Hal and Enger ! These three books are obtainable in England from Motor Books, 41/42, Parliament Street, S.W.1.

On July 12th a cricket match is due to be played at Goodwood between the Estate and the B.A.R.C. Moss and Brooks are said to have agreed to play for the latter team.

* * *

We hear that this year the 750 M.C. Six-Hour Relay Race, on August 15th, may be run over the normal Silverstone Club circuit.

* * *

Elstree Flying Club will hold a Pilots' Rally on July 19th, at which there will be a small air display, some vintage aeroplanes, sailplane demonstration and parachute jump. Gates open 2 p.m., flying starts about 3.15 p.m. Free admission; a charge will be made for car parking.

* * *

The N. London E.C.C. is holding an Allcomers' Rally which will include a simple beginners' route, on July 18th/19th. Details from : G. Bance, 11, Bath Road, Reading, Berks. The start will be from Paul Street Garage, E.C.2, at 10.01 p.m. on the Saturday, and the rally will finish there 200 miles later.

* * *

A Siddeley Special is said to be available in the Enfield area—letters can be forwarded.

* * *

An autocross meeting will be held at Ashburton Park, near Battle, Sussex, by the S.E. centre of the B.A.R.C., commencing at 2 p.m. on July 19th.

* * *

The Bristol M.C. & L.C.C., in conjunction with the V.C.C., holds its annual Veteran & Edwardian Rally and Trial on July 4th. The trial starts from Gloucester Road, Bristol, at 2 p.m., and tests will be held at Clevendon and Weston-super-Mare.

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Simca Division, Kew, Surrey. Phone: Prospect 3456 (12 lines)

XIX GRAND PRIX OF PAU

A Cooper Benefit

PAU, FRANCE, *May 18th.*

THIS year the Pau G.P. held on Whit Monday was for Formula 2 cars and, as is becoming popular in Europe, it was preceded by a Formula Junior event. Practice was held on Saturday and Sunday, and with two National Monomill races on the second day the whole week-end saw the pleasant town of Pau, situated at the foot of the Pyrenean mountains, enjoying almost continuous motoring sport. The Formula 2 event had a certain amount of interest taken from it by the withdrawal of the official entries from the Scuderia Ferrari and the Porsche factory, these two cars having been involved in a crash at Monaco the week before. As a concession, Enzo Ferrari gave permission for Jean Behra to drive his own single-seater Porsche Special, which was much appreciated, because works Ferrari drivers are seldom allowed to risk their lives in other makes of car.

Saturday's practice, held in fine weather, was split up into two periods, for the twisty 2.76-km. circuit has a short lap time and the break allowed drivers to make adjustments and alterations and then try again. The fastest lap ever made by a F. 2 car was by Trintignant with a Cooper-Climax last year in 1 min. 38.4 sec., and some idea of the progress being made in 1½-litre cars can be gained from Behra's time of 1 min. 36.2 sec. which he recorded with his special Porsche after only a very few laps. He was by far the fastest, the next best being Masten Gregory with 1 min. 40.3 sec. driving Alan Brown's Cooper-Climax. For many of the drivers it was a case of learning the tricky little circuit, for Cooper drivers like McLaren, Brabham, Marsh, Henry Taylor, Jack Lewis, Barclay, Greene and Campbell-Jones had not been to Pau before, nor for that matter had the two Belgians Bianchi and de Changy. In addition to the row of Cooper cars, there were three central-steering RSK Porsches in the hands of Seidel, Goethals and de Beaufort, and a l.h.d. model driven by Schell, but they were all rather outclassed. McLaren was quickly learning the circuit in Ken Tyrell's Cooper-Climax and Bianchi was driving well, as was Lewis, fresh from his victory in the Paris Cup at Montlhéry. Brabham was in trouble with a slipping clutch and misfiring, and Taylor and Marsh practised consistently in close company, while Gregory was looking very dicey with new tyres on the rear of the Cooper.

At the end of the first practice it looked as though Behra was going to be quite unchallenged and that 1 min. 40 sec. was going to be a good bogey time. However, after the Formula Junior cars had done some practice the F. 2 cars came out again and the situation changed completely. Having learnt the way round the circuit the Cooper boys now began to turn on the steam and there was a whole row under 1 min. 40 sec. Behra went even faster in the Porsche, with a time of 1 min. 35.7 sec., but surprise of the afternoon was young Lewis, who took his immaculate dark blue Cooper-Climax round in 1 min. 36.7 sec., to make second fastest time, much to the chagrin of the other Cooper drivers. Trintignant was next, in Rob Walker's new Cooper with wire wheels, but using a Climax engine in place of the Borgward originally entered, and then came Gregory, Taylor, Bianchi, McLaren and Marsh, with Brabham still in trouble with clutch slip and just out of the picture. Slowest of the F. 2 entry was Seidel with 1 min. 46.3 sec., and it is interesting that the fastest Junior Formula driver was Zanarotti with a Stanguellini in 1 min. 48.9 sec.

On Sunday the Junior Formula drivers had two short practice periods and the F. 2 cars had on long session. Behra was still pretty confident of being fastest and did not do a great deal of practice, waiting to see how the opposition fared, and with the track dry and the weather distinctly cool they began to fare pretty well. Brabham had cured his clutch trouble and got down to 1 min. 37.6 sec., with Gregory just behind him, but McLaren beat them both with 1 min. 36.6 sec., while Lewis did not improve on his time of the previous day. The Walker-Cooper now began to respond to carburation adjustment and Trintignant stirred things up with a lap in 1 min. 35.6 sec. to beat Behra by one-tenth of a second. Before the Porsche driver could retaliate, rain started to fall and then a steady downpour set in and serious practice was ended. Everyone stopped at the pits and covered their cars over, waiting to see what was going to happen, but it soon became obvious that the rain had come to stay. After donning oilskins Marsh went off to find out how the circuit was in the wet and this stirred up Taylor and Barclay, who joined him, and soon many more went out and braved the wet and slippery track. Naturally, all hopes of any further improvements on times were gone and practice finished with Trintignant in the lead. Before the rain started the Junior Formula times were lowered, fastest being the Argentinian driver Bordeu in 1 min. 46.6 sec., which put him right on the tail of the end of the F. 2 runners.

The line-up for the Grand Prix was as follows :—

8 McLaren (*Cooper-Climax*) 1 min. 36.6 sec.	28 Behra (*Porsche*) 1 min. 35.7 sec.	2 Trintignant (*Cooper-Climax*) 1 min. 35.6 sec.
4 Brabham (*Cooper-Climax*) 1 min. 37.6 sec.	22 Lewis (*Cooper-Climax*) 1 min. 36.7 sec.	
18 Bianchi (*Cooper-Climax*) 1 min. 39.1 sec.	24 Taylor (*Cooper-Climax*) 1 min. 38.0 sec.	6 Gregory (*Cooper-Climax*) 1 min. 37.8 sec.
20 de Changy (*Cooper-Climax*) 1 min. 40.2 sec.	26 Marsh (*Cooper-Climax*) 1 min. 39.7 sec.	
36 Goethals (*Porsche*) 1 min. 42.9 sec.	40 Greene (*Cooper-Climax*) 1 min. 42.0 sec.	10 Schell (*Porsche*) 1 min. 41.4 sec.
30 de Beaufort (*Porsche*) 1 min. 43.5 sec.	16 Cabianca (*OSCA*) 1 min. 43.3 sec.	
32 Hicks (*Lotus-Climax*) 1 min. 44.1 sec.	34 Campbell-Jones (*Cooper-Climax*) 1 min. 43.9 sec.	38 Barclay (*Cooper-Climax*) 1 min. 43.6 sec.
14 Munaron (*OSCA*) 1 min. 54.0 sec.	12 Seidel (*Porsche*) 1 min. 46.3 sec.	

The sky was distinctly ominous when the flag fell at 4 p.m. and the 20 starters got away, and Gregory did a superb start from the third row and led down to the station hairpin, followed by McLaren, Behra and Trintignant, while Seidel was in trouble from the start and Hicks was late away. Having got in front, Gregory was really using the clear road, Behra got into second place, and McLaren and Brabham were side by side, and this lot had already left the rest behind, headed by Taylor and Lewis, followed by Brabham, who was suffering from a misfire. On lap four Behra got past Gregory on braking but overdid things up by the Casino and spun in a big way, bending a wheel and dropping to the back of the field, arriving at the pits to fit a new one and rejoining the race two laps in arrears. This let Trintignant get at Gregory and these two started a very close battle, with McLaren sitting behind and watching. The American was obviously enjoying himself and was power-sliding the corners and looking very comfortable, though Trintignant outbraked him on lap nine, only to be re-passed again on the following lap. Behra was driving very hard to make up for his mistake and was lapping faster than the leaders, though still being in last place. Lewis had got the better of Taylor and was fourth but could not keep up with McLaren, and Bianchi was driving well in sixth place, leading Marsh. After that there was quite a gap and Gregory and Trintignant were already lapping the tail-enders, of whom de Beaufort and Munaron had retired. Poor Brabham was right out of the picture and stopped at the pits to try and cure his misfire, but it was traced to magneto trouble and he finally retired.

At 20 laps Trintignant was still on Gregory's tail and McLaren was happily third, 22 sec. behind, while Taylor had passed Lewis as the new young Cooper driver was suffering from fuel-pump trouble and misfiring. Behind them Marsh was trying hard to make an impression on Bianchi but getting nowhere and Greene was in eighth place and the last one on the same lap as the leader. On lap 22 Trintignant scratched past Gregory on the pits curve but the American retook the lead as they braked for the station hairpin. However, that was the end, for the Alan Brown Cooper started making a grinding noise from its rear end, and on the next lap Gregory stopped at his pit and again at his signalling station to allow his mechanics to listen. On lap 26 his race was run, for the crown-wheel and pinion had given out, and this left Trintignant way out on his own and quite unchallenged, for though Behra was trying all he knew he had no hope of catching up. At about this time it began to rain once more and for a time the race settled down, though Lewis was still suffering from fuel starvation and was slowing all the time, so that Marsh took fifth place from him. On lap 29 Behra, who was just behind Trintignant on the road, overtook the leader, so that the Porsche was now only one lap in arrears, but Trintignant was not worried and had no intention of doing anything silly. In third position after Gregory's retirement was Henry Taylor driving a fast, steady race, but on lap 33 he had the misfortune to pick up a nail

and got a puncture, and the slow lap and pit stop to change it put him back to 10th position and let Bianchi up into third place, whereupon the young Equipe Belge driver spun on the downhill hairpin and Marsh took third position.

At 37 laps Trintignant was over 30 sec. in the lead and another shower of rain swept the circuit, but he was driving beautifully and the Cooper-Climax was sounding perfect. At lap 42 the heavens opened and the circuit became like a skating rink and visibility was negligible, so that many drivers just had to dispense with goggles and peer hopefully into the teeming rain. By now only Trintignant and McLaren were on the same lap, with 35 sec. separating them, but then the New Zealander had an almighty spin on entering the finishing straight, luckily not hitting anything and continuing on his way. Already Bianchi had spun once more in the heavy rain and had dropped to seventh place, and Greene was up in fourth place; but not for long, for the excitement of McLaren's huge long spin stirred up the flag marshals, who put Greene off his stroke and he spun at the same place and in just such a big way. Although he stalled his engine he was able to push-start and continue, but poor Barclay, who did a similar thing, hit a wall and bent his Cooper. At 50 laps it was still pouring with rain and the order was Trintignant, McLaren on the same lap, then Marsh, Bianchi, Lewis and Behra one lap in arrears, and Greene, Taylor, Campbell-Jones at two laps. On the very next lap Behra passed Lewis and Taylor passed Greene and things settled down once more for a few laps, and by 60 laps the sun had started to shine though there was still gentle rain falling and the gap between the first two cars was 88 sec., or a lap and three-quarters. Bianchi was driving very hard in his first Formula 2 race and had caught and passed Marsh, who in turn was being caught by Behra, while Lewis had dropped further back quite unable to use full throttle on his Cooper.

On lap 65 Behra arrived at the station hairpin and tried to outbrake Marsh and take fourth place, but he underestimated the wet-driving ability of the ex-Hill-Climb Champion and found himself spinning backwards into the straw bales. Undaunted, Behra carried on the chase with a very bent right-hand rear wheel, a dented tail and his exhaust pipe almost closed up. Trintignant was now touring round at his ease, lapping in 1 min. 55 sec., and when Bianchi caught him up the Frenchman let the yellow car go by, to be on the same lap. Nobody could catch anyone now and the last 10 laps were soon ticked off, with Trintignant being the winner for the second year running; McLaren had driven a sensible and steady race, thoroughly deserving his second place, and Bianchi had done remarkably well to finish on the same lap. Behra had tried his hardest and failed, but had a new F. 2 lap record to his credit as some consolation.

Results :

XIX GRAND PRIX OF PAU—Formula 2—80 Laps—220.800 Kilometres—Wet

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

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

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

* * *

Notes on the Cars at Pau

Trintignant used Rob Walker's new Cooper with wire wheels, fitted with a Climax engine as this chassis was not modified to take the Borgward. McLaren and Gregory drove Coopers belonging to the Alan Brown/Ken Tyrell stable, while Bianchi and de Changy drove the 1959 Coopers belonging to the Equipe National Belge, this being the first race for the cars. Brabham drove his own ex-works 1958 Cooper, Jack Lewis his own 1959 Cooper, and other private owners of Coopers were Marsh, Greene, Campbell-Jones, Barclay and Taylor. There were four 1959 Porsche RSK models, driven by Goethals, de Beaufort, Seidel and Schell, the last being a car from the Paris Porsche agent, while Behra drove the cut-and-shut RSK he built at Modena. There were two sports OSCAs, a new one in the hands of Cabianca and an old one driven by Munaron, and to complete the list was Hicks with a 1957 Lotus used by Team Lotus last season.

[*Formula Junior results were published last month.*]

NATIONAL ALVIS DAY

Hot summer weather graced National Alvis Day, which this year took place on May 24th, for the fourth year in succession. Organised by the Alvis O.C. in conjunction with the 12/50 Alvis Register, this remarkable jamboree at the Crystal Palace attracts probably the largest one-make assembly seen anywhere. When we arrived at noon the main car park contained Alvis cars as far as the eye could see, yet out on the track were still more Alvises, these being the 75 entries for the Concours d'Elegance and Driving Tests. After lunch these cars formed a parade of Alvis models, headed by P. Wiltshire's 1920 10/30 two-seater and J. S. Sutcliffe's 1922 11/40 tourer. S. C. H. Davis, who later presented the prizes, introduced to the spectators the guests of honour, who included G. P. H. de Freville, designer of the first Alvis model (the A.O.C. " discovered " him when he was in Australia), C. G. H. Dunham, who lapped Brooklands before the war in a Speed Twenty and a 12/70 Alvis, respectively, at nearly 120 and 113 m.p.h., Michael May, whose 1930 " Double Twelve " Silver Eagle Alvis team car used to go round Brooklands at all but 110 m.p.h., and William Boddy, Editor of MOTOR SPORT, who rode through the Cavalcade in the back of Mays' aforesaid Alvis, which is still both hearty and loud of exhaust !

Driving tests followed on the Crystal Palace finishing straight. The organisation for this ambitious meeting falls largely on the shoulders of K. R. Day, General Secretary of the Alvis O.C., and if you missed the occasion you may care to see if he has any programmes left over (price 1s. 6d.), because they contain many fine pictures and a good potted history of the Alvis Company. His address is : 31, Lawrence Avenue, New Malden, Surrey.

Results :

Concours d'Elegance :	**1920-1932 Class :** N. H. Johnson (14.75).
	1932-1939 Class : A. Harris (Speed Twenty-five).
	1947-1959 Class : R. Buck (TA14).
Premier Awards of the Day :	1st : R. E. Brearley (3-litre).
	2nd : J. Stephen (4.3).
	3rd : N. Routledge (Speed Twenty Special).
Driving Tests :	1st : S. Fletcher (12/50).
	2nd : N. Routledge (Speed Twenty Special).
	3rd : R. Brearley (3-litre).
Inter-Section Shield :	South-Eastern Section.

THE LUCAS BATTERY MASTER SWITCH

Due to the serious increase in the larceny of motor vehicles, and as suggested by Scotland Yard recently, all motorists should fit their vehicles with some form of anti-theft device.

Such a device, the Lucas Battery Master Switch ST350, is designed to isolate the battery from all electrical equipment, thus safeguarding the parked vehicle.

This inexpensive switch incorporates a lug which fits directly onto the battery, and a terminal which is connected to the chassis. In a matter of seconds, the motorist is able to isolate the battery from all electrical equipment. This not only renders the vehicle less liable to theft, but also provides a safeguard in the event of a short circuit, facilitates electrical repairs and prevents mischievous blowing of the horn. The price of the robustly made Model ST350 Battery Master Switch, complete with battery lug, is £1 1s.

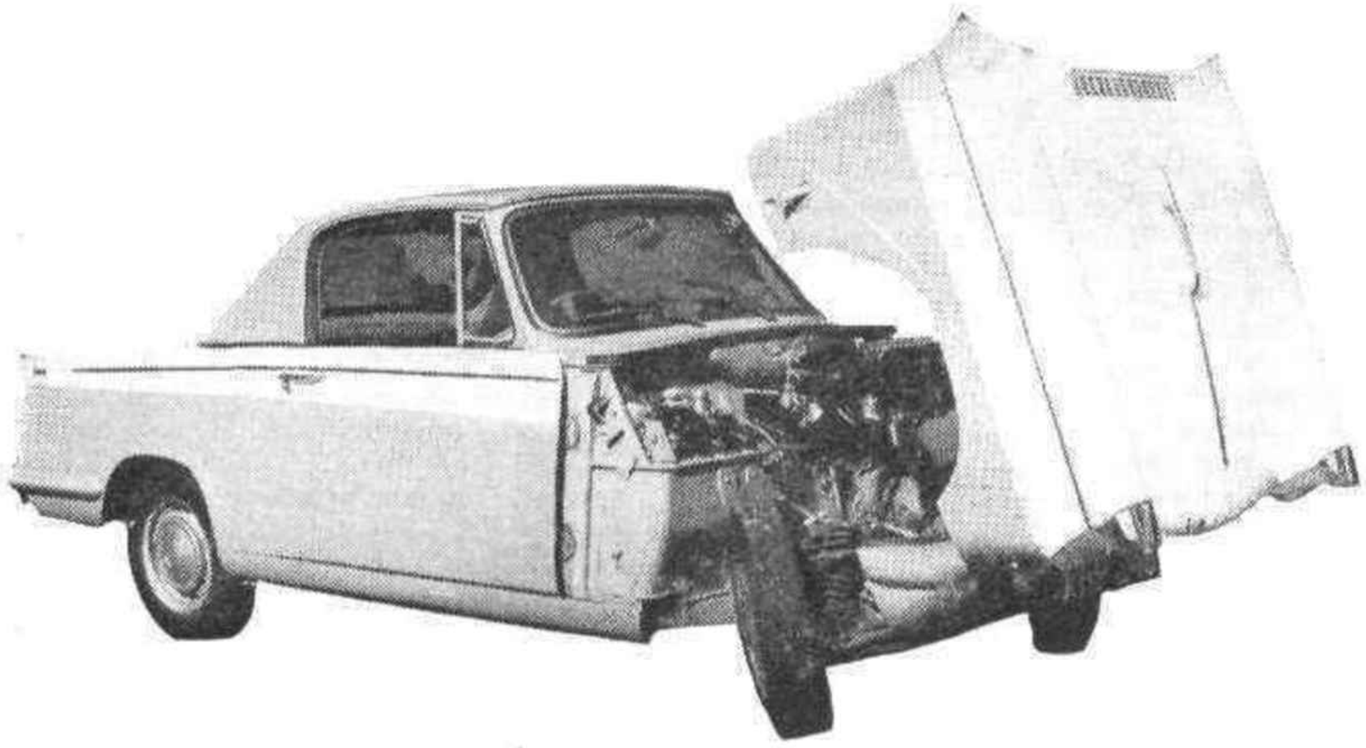
SCRATCHMASTER

Douglas Holt Ltd. announce that they have now taken over distribution of the Scratchmaster Touch-Up Paint Brush—a product that has been on the market for several years. Holts Scratchmaster is shaped like a fountain pen, with a small brush which slides in and out of the paint reservoir, thus automatically replenishing the paint supply on the brush itself without flooding. It is extremely handy for those little touch-up jobs that are so necessary on all cars however careful the driver may be. Scratchmasters are available in all the current factory-matched colours of each of the following car ranges : Austin, Ford, Humber/Hillman, Morris, Rover, Standard and Vauxhall.

The great majority of popular cars on the roads today are covered by the above makes, thus the range of available colours will be seen to be extremely comprehensive. New colours, as and when introduced by car manufacturers, will also be added to the Scratchmaster range. If a colour is dropped so will the appropriate Scratchmaster, but while stocks last supplies of the obsolete colour will still be available. In this way the Scratchmaster range will always be up to date.

Several features regarding the Scratchmaster itself are worthy of mention. They are as follows : there is a patented air seal in the screw cap which prevents the paint from drying hard on the brush after it has been used; the brush itself can be operated in any position; and it is so arranged that it does not annoyingly disappear into the neck the moment it is used for painting. Scratchmaster retails at 4s. 6d.

THE TRIUMPH HERALD—



An Analytical Test Report on the Coupe holding and Cornering, an Ideal Driving m.p.h. Maximum as Outstanding Features of

←

THE TRIUMPH HERALD exhibits the extreme accessibility which the hinge-forward bonnet provides of engine, front suspension and steering components. The bonnet has spring-loaded hinges which render it very easy to raise, while the side catches work with commendable smoothness and precision. With the bonnet closed visibility is one of the car's outstanding features.

THERE is heavy responsibility in reporting on such a widely discussed and excitingly new car as the 948-c.c. Triumph Herald, Britain's first truly-advanced small car to be introduced since the war.

We were not amongst the first journalists to sample the Herald but we have made up for this by driving a coupé hard for 1,700 miles under a variety of conditions. The verdict? That this new Triumph, with its separate backbone chassis, independent suspension all round, Michelotti-styled body and the well-tried Standard Ten power unit, a car notable for low build, absence of all greasing points, many safety features and outstanding road-holding, steering and cornering, is way out ahead of all other small cars at present being made in this country. Indeed, the Triumph Herald is one of the world's outstandingly interesting motor cars and may well embarrass its sponsors by the enormous flood of orders they can expect to receive for it.

As the wide door of the Triumph Herald is opened and easy entry made to the driving seat (getting out is just as easy), good items immediately begin to impress themselves on a critical observer. The car is really low—the sort of coupé on which you can lean an elbow on the roof—and shallow foot wells for the front-seat occupants ensure that the roof could hardly be lower if normal-size persons are to be comfortably accommodated therein.

The driving position is extremely praiseworthy. The steering wheel—the column is adjustable through its safety collapsible clamp—comes admirably to hand, clear of any obstructions and sufficiently low-set not to impair the splendid forward visibility. The pedals, slightly offset to the off side, are all in line and sensibly spaced, so that the ball of the right foot can be used to operate treadle accelerator and brake together and the left foot can be parked on the floor beside the clutch pedal. The exposed cable, which hangs down from the foot ramp and runs through a clamp under the accelerator, has been criticised, but it would seem next to impossible to break it without doing so deliberately and it could offer a means of throttle control adjustment, while the action is progressive.

Forward over the short drop bonnet the driver sights along the two headlamp "nacelles." These are very wide and high for a small car but make "aiming" the Herald extremely simple and pleasurable, and give an air of individuality so often lacking in the outlook over the modern bonnet. (The plated lifting handle may smack too much of "kitchen furniture" for some tastes but as the forward-hinged bonnet-section lifts very easily this handle could be removed by the fastidious.) Slender screen pillars give a side view in keeping with the splendid forward visibility, and the big rear window, through which the slight tail-fins can be seen, makes for simplicity in reversing.

Keeping to this initial survey from the driving seat and leaving for the moment the small turning circle and light steering of the Herald which enhance the great merit of easy parking, the driver finds a small two-spoke non-spring steering wheel, with, beneath it, two control stalks. The left-hand stalk selects main-beam, sidelamps or dipped headlamps after the lights have been put on by means of a knob on the facia, and the right-hand stalk works the self-cancelling direction-flashers. Thus the new Triumph loses nothing to Continental cars in this respect; indeed, these rather slender but entirely adequate controls could not be placed more conveniently for finger-tip operation or function more positively. True, the flashers cancel quite soon after the steering wheel is turned in the opposite direction, and to switch from sidelamps to dipped headlamps it is necessary to go through the main-beam position, but these are *very* minor objections to set against such conveniently-arranged controls. Panel lighting is controlled by the lamps knob but there is no rheostat.

A button in the steering-wheel hub sounds a sensibly penetrating horn with a rather Continental note. The spokes of the steering wheel have plated embellishers which some owners may wish to remove. They compare badly with the anti-dazzle black crackle finish of the facia.

The three dials (one on the saloon) are clearly visible through the steering wheel and, again, could not be better placed. They are Jaeger instruments. The larger central dial is the 100-m.p.h. speedometer (provision for engine tuning!), very clearly calibrated in k.p.h. as well as m.p.h. and incorporating trip (with decimal reading in colour and accessible cancelling control) and total mileometers and, at the base of the white dial, three clearly marked warning lights for oil, main beam and ignition. To the left of the speedometer is a petrol gauge, with a coloured segment from ¼-full to "E," the fuel reserve not being needed until the needle is well beyond the "E" position. On the right of the speedometer there is an electric water-temperature gauge, the needle staying on the "N" coloured segment even after fast driving.

The remainder of the Triumph Herald's controls are planned with equal common sense. A row of three knobs along the centre of the Prestfibre cowled facia controls, from l. to r., the self-parking wipers, side and panel lights, and choke, the combined ignition key/starter switch forming the fourth control of the row. Below, flanking a drawer-type ash-tray which scarcely opens sufficiently, are two similar knobs, the left-hand one selecting heat, the right-hand one cold air and demisting. A press-button screen-washer is provided as standard, conveniently placed for the right hand. This button is below the facia; above it, on the dash, is a switch (also with identification symbol!) for the heater/ventilator fan and the flashers warning light. These knobs have amusing little drawings for identification, the stalk-controls likewise, and although these have been criticised as none too easy to understand, surely, apart from being "delightfully Continental," they do provide for instant recognition once understood by the car's owner.

Under the centre of the facia cowl there is an interior lamp, in the form of an exposed bulb, lit by a little cranked handle adjacent, or coming on automatically as the doors are opened, even when the sidelamps are out. This is a crude lamp, and no substitute for a roof-lamp, although better than as arranged on another make of car, for illuminating only the driver's feet.

The Herald retains a wide transmission tunnel, the top of which is made use of to provide a useful well for cigarette packets and the like. Behind this is the short central gear lever, very nicely placed. Its knob is marked with the gear locations (we were flattered to see the word "Press" on it, which indicates how to select reverse, forward to the left of bottom gear). Accommodation for maps and oddments is well looked after on the Herald. The coupé possesses tight, wide plastic pockets on the doors; these are absent from the saloon, which has rigid containers beside the back-seat occupants. Both models have a wide, unlined, somewhat shallow cubby-hole on the facia before the front-seat passenger, with lockable lid opened with a neat press-button, and below the scuttle is a clever retractable polythene-coated wire-mesh basket for papers and magazines, released by pressing a knob on its catch. The cubby-hole is illu-

BRITAIN'S OUTSTANDING NEW CAR

Version which Endorses Splendid Road-Position, Fantastic Manoeuvrability and an 80 this Brilliant New Coventry-Built Small Car.



THE CAR OF THE MOMENT.—The advanced Triumph Herald in coupe form. The Michelotti-styled body has wide doors for easy entry and egress and foot wells enable a very low roof-line to be achieved, the car being only 4 ft. 3¼ in. high. Note how the bumpers are formed as part of the body, the hooded Lucas headlamps, and the slender screen pillars.

minated automatically as the lid is opened, which tends to make up for the lack of a roof lamp.

By now the driver should be in an approving mood and as he has a final look round he finds twin non-transparent vizors, the near-side one with vanity mirror, mounted on the tube of an adequate central rear-view mirror. He finds the pull-up handbrake lever mounted conveniently, rather high up on the propeller-shaft tunnel. The doors have interior handles set forward where children in the back of the car cannot reach them, metal pull-handles, and window-winding handles set low down so as not to foul the elbows but decently accessible nevertheless. They need 3½ turns to raise and lower the windows fully. There are quarter-lights with thief-proof "pips" on their handles, and rain gutters. The latter are not positioned on the extreme outer edge, so that some rain drips from them into the car if the windows are opened wide, soiling the door trim. But at least on the Herald these valuable points of detail are not omitted, as they still are on so many British cars. Here it seems appropriate to remark that coat-hooks are provided within the body.

The driving seat is ingenious without being unduly complicated. The front seats are separate and quite comfortable, if rather shallow and short in the cushion, of foam rubber on rubber webbing, with a rubberised hair squab. Besides sliding easily, they can be adjusted for height and squab angle, respectively, by changing the position of the forward fulcrum and altering the position of the three-way rubbers on which they seat. The seats lift to provide access to the rear compartment and spring-loaded over-centre hinges retain them in the up position automatically, a good feature, even if these, the bonnet-retaining springs, and the seat-hinge springs, give the Herald some affinity with the common bedstead, or suggest that its designer gained inspiration from examining gymnasium equipment!

On the coupé the space behind the seats is for luggage, unless the extra seat is fitted, which has a fold-down squab; children find this accommodation reasonable, although the sloping roof restricts head room. In spite of the excellent accommodation for luggage when only two people occupy the car, a spacious (13 cu. ft.) boot is provided, and for bulky luggage the rear-seat squab of the saloon folds forward to give access through into the rear compartment, an idea inherited from the Standard Eight and Ten. The boot lid is quite flimsy, although having internal stiffening rods, at first giving the impression of fibreglass, but this gives it the merit of being light to open, and it stays up and releases automatically; the lid is lockable. The boot is obstructed only by a small tool-roll and jack, and the petrol tank in the near-side corner; the spare wheel being carried, rightly, beneath the floor of the boot. This, of course, is satisfactory until it is wanted when the boot is full, but maybe, as the Dunlops are tubeless, it never will be.

The notably wide trailing doors have Wilmot Breedon press-button locks of the latest type, which the ignition-key fits, and lever interior locking. There is a rubber seal on the outside of the windows, which acts as a squeegee to the glass, which is Triplex A52 toughened, and is intended also to keep water out of the door interior. Thick carpets line the floor and upholstery is in P.V.C. leathercloth, with leather as an extra.

On the Road

On the road the Herald endorses the high promise shown by an initial look-round the car, its handling proving quite outstanding, enhanced by the splendid driving position, sensibly-spaced pedals and impeccable visibility. The car can be cornered fast without a trace of lurch or roll and with none of the oversteer characteristics associated with swing-axle i.r.s. For this the stiff front anti-roll bar no doubt deserves much of the praise.

In spite of quite exceptional stability the new Triumph is quite comfortably sprung, riding flexibly over bad roads, particularly at speed.

The seating position is admirable but the seat is on the small side, and more support under the legs would be welcome, while cushion and squab play no part in holding the driver on corners. Generally, however, the seats are comfortable. The gear-change is very pleasant but would be better still if it functioned less stiffly; the lever, although extremely well placed, has considerable lateral movement, although this does not preclude very rapid gear-changing with this short, rigid lever. Indeed, it is possible to beat the synchromesh, which is provided for the three upper ratios, when really trying. The clutch is fairly light and, with normal care, reasonably smooth.

The Herald coupé is not exactly a restful car in which to travel rapidly. The engine has to be kept turning over fast to obtain decent performance, when it isn't particularly quiet, the small wheels thud over road irregularities and noise from them is transmitted to the body, the final drive whines on the overrun from around 60 m.p.h., although it is quieter than on many small rigid-axle cars, and the body is not entirely free from squeaks and rattles. When the passenger's seat was not occupied it emitted a particularly annoying rattle, and another developed behind the facia. The gears, too, add their quota to the general noise level. This rather excessive fuss is immediately evident if the car is driven with the windows open.

Although quite high speeds are obtainable in the gears, the engine gets very noisy towards these peak speeds and violent valve bounce indicates when the limit has been reached. Normally it is preferable to change up at indicated speeds of 15 m.p.h. in bottom, 30 m.p.h. in second and 50 m.p.h. in third gear. In top 70 m.p.h. comes up very



THE LOW BUILD of the new Triumph Herald can be appreciated from this front view of the two-carburetter coupe.



INTERIOR OF THE HERALD COUPE.—Note the clear view provided of the three instrument dials, the steering-column stalks controlling lamps and flashers, the short floor gear-lever, the accessible handbrake and well-spaced pedals. The cubby lid, being painted, clashes badly with the black crackle finish of the Prestfibre cowled facia.

easily, and 80 on the speedometer isn't difficult to achieve. Given a long, clear, straight road an indicated 85 m.p.h. can be held indefinitely, and 90 was seen downhill. At a genuine 80 m.p.h., the coupé's maximum, the little engine is turning over at over 5,700 r.p.m., and 4,500 r.p.m. represents a cruising speed of 63 m.p.h., when piston speed reaches 2,258 ft./min. First and second gear ratios are too widely divorced from third and top for optimum acceleration.

The steering of the Herald, like the road-holding, deserves very high marks. It feels far more direct than the number of turns lock-to-lock might suggest, is accurate, free from lost motion, light almost throughout its range, and has mild castor-return action, while kick-back becomes considerable only over bad surfaces. The Girling brakes stop the Herald firmly, powerfully and progressively with light pedal pressure, and the hand-brake holds securely. Tyre squeal is absent in normal motoring except when braking hard, when the wheels can be locked. Brake fade is not promoted even when deliberately making repeated crash stops.

We took our usual performance figures, which are given in the accompanying panel. They are not impressive and we consider the test car must have been sub-normal in this respect. The weather was favourable to the car, which was run two up, with the tank half full of petrol.

The engine, which will run down to 15 m.p.h. in top gear, showed no tendency to overheat, " pink " or run-on, and it started reasonably promptly and got into its stride with scarcely any choke. It " idled rough," however, rocking on its flexible mountings, shaking the gear lever and even vibrating the seats. Half a gallon of oil was added during the test, equal to approximately 2,400 m.p.g. Petrol consumption, checked over a big mileage, averaged 32.9 m.p.g., rising to fractionally under 30 m.p.g. when the performance figures were recorded. This included cold starts, pottering about, driving in



A crowd collected whenever the Triumph Herald was parked.

THE TRIUMPH HERALD COUPE

Engine : Four cylinders, 63 by 76 mm. (948 c.c.). Push-rod-operated overhead valves. 8.5-to-1 compression-ratio. 50.5 (gross) b.h.p. at 6,000 r.p.m.

Gear ratios : First, 19.45 to 1; second, 11.2 to 1; third, 6.62 to 1; top, 4.55 to 1.

Tyres : 5.20 by 13 Dunlop Gold Seal tubeless on balanced bolt-on steel disc wheels.

Weight : 15 cwt. 0 qtr. 0 lb., ready for the road, without occupants, but with approximately ¾ gall. of petrol.

Steering ratio : 3⅜ turns, lock to lock.

Fuel capacity : Seven gallons, including approximately one-third gallon in reserve. (Range approximately 230 miles.)

Wheelbase : 7 ft. 7½ in.

Track : 4 ft. 0 in.

Dimensions : 12 ft. 9 in. by 5 ft. 0 in. by 4 ft. 3¼ in. (high).

Price : £515 (£730 14s. 2d. inclusive of purchase tax. With extras as tested : £740 2s. 6d.)

Makers : The Standard Motor Company, Ltd., Coventry, England.

Performance Data :

Speeds in gears (after speedometer correction) :

First	... 22 m.p.h.
Second ...	... 38 m.p.h.
Third	... 63 m.p.h.

Acceleration :

0-50 m.p.h.	... 17.8 sec. (18.0 sec.)
0-60 m.p.h.	... 26.7 sec. (27.2 sec.)
Standing start ¼-mile ...	... 23.6 sec. (23.75 sec.)

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

London and fast main and secondary road motoring. After the contact breaker points had been adjusted consumption improved to 33½ m.p.g., averaging about 45 m.p.h. The tank (filled from a small filler in the near-side rear wing, with cap held by wire) holds seven gallons. There is a reserve supply, effected by moving a little sharp-cornered strip of metal above the tank, when the rubber petrol pipe is twisted round in its cork gland at the outlet union, to pick up lower in the tank. This is crude in the extreme and when first operated the pipe twisted back and cut off the supply within a few miles. This happened on three occasions, and even when we fixed the setting more firmly the reserve supply lasted only 11 miles, suggesting that only about one-third of a gallon is trapped. As it is necessary to get out of the car and open the boot to operate this crude tap the reserve is better ignored. In any case, a good suitably-pessimistic fuel gauge is fitted; incidentally, the Herald instruction book makes absolutely no reference to the reserve supply. But it does set the range between refuelling at about 200 miles, and long-distance drivers, and certainly rally competitors, will no doubt fit a second tank in the off side of the boot. At times there was a trace of petrol fumes within the car.

A more serious shortcoming concerned the roof lining, the supports of which broke away from the roof after we had driven about 800 miles. Then, with a window slightly open, the lining would become pressurised and press down heavily on the heads of the occupants. This was admittedly " a new experience in motoring " but not an enjoyable one, while the feeling of anxiety that resulted certainly did not contribute anything to road safety. It became necessary to drive for the remainder of the test, in hot weather, with the windows almost closed, when the ventilation system didn't contribute materially to restoration of comfort but we *were* reminded that the heater fan is noisy. The screen-wipers, too, are noisy but work well, although the extreme off side of the glass is left unswept. The rear-view mirror is adequate. The doors appear to be hung on somewhat inadequate hinges and their " keeps " fail to hold them open against camber or strong winds. Dust sealing is of the single-skin variety but the doors shut better if a window is open, suggesting that sealing is reasonable. They shut " tinnily," as in the majority of cars of this class.

Because it is so excitingly new the Triumph Herald is going to face abnormal criticism as well as unstinted praise. In the appreciable mileage MOTOR SPORT covered in this coupé, apart from the roof-lining defect, the driver's poor-pull became slightly loose, the cap of one door-pocket stud fell off, the over-centre hinges of the pas-

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senger's seat failed to retain it in the tipped-up position (although the driver's functioned correctly), and the weld broke away at the front of the silencer. One bracket on the centre cross-member had become bent back, probably through contact with a boulder. A front carpet rucked up and a few inches of the edge of one door pocket chafed through. But many of these criticisms would not even merit listing on cars of less topical interest. In examining the Herald on a hoist the good ground clearance and clean underside of the car were appreciated, and we noted that the foot-wells, spare-wheel tray, panelling, etc., are indented for stiffening purposes. The final-drive unit is flexibly mounted on the frame, which has box-section side-members but unboxed outer channel-section members.

The accessibility of engine and front suspension, Lucas battery, brake and clutch master cylinders, dip-stick and oil filler, etc., when the bonnet is hinged forward is absolutely first class; the Triumph engineers deserve full marks for this Aston Martin-like feature. So well are the spring-loaded hinges arranged that the bonnet can be easily opened from the side, ignoring the handle, and as easily shut, the side catches, on which a patent is pending, working remarkably smoothly and securely. When shut, this large bonnet is free from shimmy or distortion. There is a dog on the nose of the crankshaft but no starting handle is provided. The electrical system is devoid of fuses. For some unaccountable reason engine and dynamo are covered in gold paint . . .

Head-room in the coupé is restricted even for average-height occupants and tall drivers, or habitual wearers of hats, could find this troublesome. The splendid steering lock results in bad tyre scrub on full lock, probably a combination of a change in gyrometry and the almost right-angle thrust on the tyre. This, being only a momentary situation, is of no particular moment, and a small price to pay for the Herald's phenomenally good manoeuvrability. The rear quarters of the coupé restrict visibility of rear-seat occupants but make a blind-spot for the driver only when joining a sharp-angled road junction or swinging across a traffic lane.

Because such interest is being displayed in the Herald from all quarters we took a second opinion on the car from an unbiased engineer well qualified to report on it. He drove it hard for several hundred miles and, at the risk of repeating some of the foregoing, we publish his observations herewith :—

" The driving seat is fairly high off the floor and is adjustable for rake. The seat cushion is very short and provides no support under the knees, and the back gives very little lateral support for fast cornering. The pedals are very well placed and operate with quite short movements; the accelerator and brake are ideally positioned for rapid movements of the right foot from one to the other, and heel-and-toe gear-changes are possible. By undoing two small clamping bolts a considerable range of telescopic movement is available for the steering column, so that a very satisfactory driving position is obtainable. Visibility, through a deep screen with slender pillars, is excellent.

" The steering is light, fairly high-geared, and has the precision that one has learned to expect from rack-and-pinion mechanisms. It has also the usual features of slight, but not troublesome, kick-back, and a trace of stiffness which probably represents the use of friction. The directional stability is excellent on all surfaces, and the good visibility and prominent wing ridges contribute to an ability to place this car very accurately.

" As one grows accustomed to the car, it becomes apparent that the handling is exceptional. Using the recommended tyre pressures (19 lb. front, 24 lb. rear), it is almost impossible to produce any squeal from the Dunlop tyres except on certain kinds of highly polished surface, or when braking into an unexpected bend. The combination of low build, high roll centre at the rear, and unusually large anti-roll bar at the front has produced a car which hardly rolls at all, and which can be thrown quite roughly into a corner without the initial lurch with which most cars take up their roll attitude when treated in this way. For the same reason it emerges with great credit from one of the most revealing handling manoeuvres, an S-bend taken on the limit, where the transition from one lock to the other is made quite smoothly and with complete control.

" At intermediate cornering speeds the car appears to have appreciable understeer which diminishes as it is pressed harder through the bends, becoming neutral as the limit is approached. The cornering ability is so great that the driver has to try quite hard to

SALIENT ASPECTS OF THE HERALD

In contrast to the almost universal integral body/frame construction of European small cars, the Triumph Herald has a separate box-section backbone-style chassis. The power unit is the well-tried 948-c.c. four-cylinder, as used for the Standard Ten and Pennant; it gives 38½ b.h.p. in the saloon and 50½ b.h.p. (gross) with two H1 S.U. carburetters in the coupé. Front suspension is by coil-springs encircling telescopic dampers and wishbones. Independent swing-axle rear suspension is by a transverse leaf-spring and radius-rods.

* * *

The body of the Herald consists of seven units and three major assemblies, mainly bolted together, allowing quick and inexpensive repair of damaged panels. Each part is an independent unit, not depending on any other part for its strength. The front-end hinges forward to provide extremely good accessibility of engine, its components and accessories, front suspension, wheels and steering, etc. The total window area of the body approaches 3,000 sq. in. The heater gives five different degrees of heat.

* * *

Salient features of this new car are its small turning circle—averaging under 26 feet, left and right between kerbs—and an entire absence of greasing points. The latter is contrived by making copious use of self-lubricating rubber and nylon bushes. The rear-spring leaves are interleaved with plastic, the hollow king-pin posts are filled with oil, which only needs replenishing every 6,000 miles (when gearbox and back axle are checked), and the rear-wheel drive shafts, which also locate the wheels, have universal joints grease-sealed for life, while the propeller shaft has a non-sliding grease-sealed joint of the same type.

* * *

Safety factors include an adjustable steering column set to telescope at 2/2½ g. loading. There is a rubber-bushed universal joint at the base of the column. Visibility is very good, enhanced by 48 different settings for the driver's seat. Brakes are by Girling, with a retardation ratio of 74 per cent. front, 26 per cent. rear.

The saloon has a 38½-b.h.p. engine geared 13½ m.p.h. per 1,000 r.p.m., **the coupe** a twin-carburetter 50½-b.h.p. engine running at 14 m.p.h. per 1,000 r.p.m. Both are pleasingly low cars, the saloon being 4 ft. 4 in., the coupé 4 ft. 3¾ in. high.

* * *

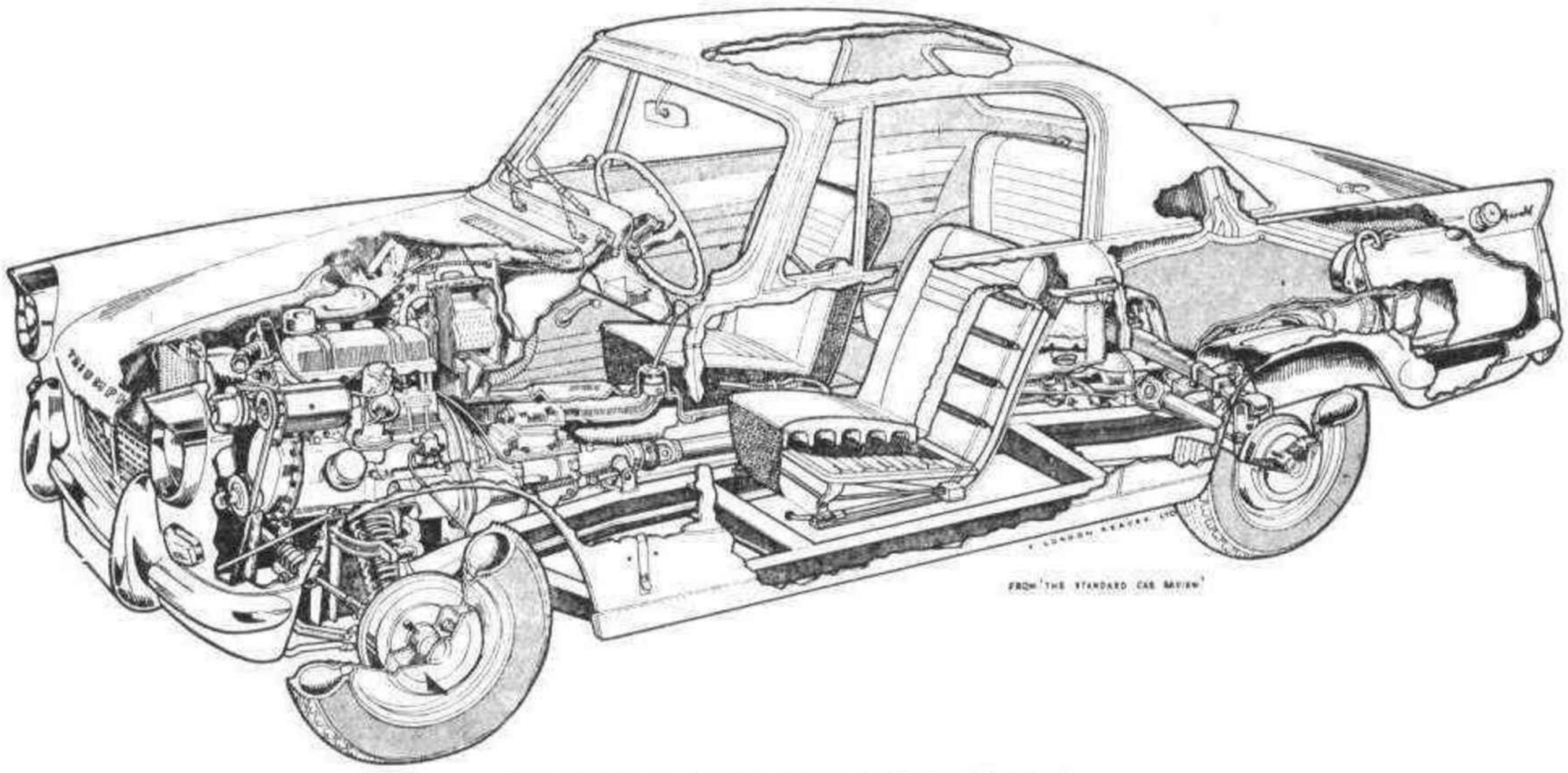
Amongst the firms who contribute to the Herald are Hall Engineering Ltd., who commenced work on the body dies on January 7th, 1958, and completed all tooling for both versions by February 19th, 1959, Interlok (seats), A. L. Dunn (aluminium castings), Burgess Products (silencers), I.C.I. (upholstery), Coopers (universal joints), Coventry Presswork (radiators), Rubery Owen (fuel tanks), Steel Parts (nuts and bolts), Howard Clayton-Wright (Nylastic bearings), A.C. Delco (fuel pumps), Lace Web (tubular frames, etc.), Prima (jacks), Alford & Alder (i.f.s. units), Bernard Wardle (Everflex trimming), Burman (steering gear), Cocker (road springs), Northbridge Engineering (studs, etc.), Forward Radiator Co. (sheet metal work), Charles Stringer's (screws), L. H. Newton (fasteners), Hertfordshire Rubber Co. (rubber components), Robert Pickles (P.V.C.-coated felt), R.T.B. (sheet steel), J. Price (bonded rubber), Associated Steels (pressings, etc.), Bramber (coil and road springs), Simmonds (self-locking nuts), J. Roberts (non-ferrous bushes), Perry (timing chains), Tudor (screen washers), Joseph Lingard (bonded acetate, etc.), Spring Washers (washers), Smiths (instruments), Dunlop (tyres), Girling (brakes), Lucas (electrical equipment), W. G. Electrical Welding (starter rings), Hardy-Spicer (propeller shafts), Technical Woodwork (die models, etc.), Wellworthy (pistons and rings), Armstrong (shock-absorbers), Garringtons (forgings), Lodge (sparking plugs), Solex (carburetters), Ace (number plates), etc., etc.

* * *

The prices are highly competitive—basically, £495 for the saloon, £515 for the coupé.

* * *

A competition success has already fallen to the Triumph Herald coupé—J. A. Morrison's won the up-to-1,000-c.c. touring-car class in the Scottish Rally.



A cut-away drawing of the Triumph Herald coupé.

get beyond this stage on a dry road, and the back then breaks away quite slowly. The use of independent rear suspension is made conspicuous by the unusual way in which this good behaviour is continued over inferior roads, with rarely any sign of hop or twitch from the tail.

"On some cars with swing-axle i.r.s. an unexpected loss of rear-wheel adhesion is sometimes experienced on bumpy or wavy corners. This movement is momentary and self-limiting, a glide rather than a hop, and appears to be caused by a pitching motion raising the back of the car and producing a large positive camber of the rear wheels, and consequently a temporary excessive oversteer. This was never experienced with the Herald, which gives a remarkably comfortable pitch-free ride. Neither long-wavelength irregularities nor the short, sharp potholes of unmade roads cause discomfort to the occupants.

"Unfortunately, this unusually good suspension works rather noisily; rough-textured surfaces cause marked rumble and bad bumps are transmitted through the structure in the form of high-frequency vibrations and shock which produce some rattles from the doors and other parts of the body. The driver is particularly aware of this as the steering column seems to conduct some of the noise, which appears to originate from the front rather than the rear suspension. The latter is isolated from the car by the surprisingly soft differential-mounting rubbers, but the front wishbones and the anti-roll bar pivot in rather small rubber bushes.

"The gearbox is the same as that used in the small Standards, but with a much shorter lever which makes the movement a little stiff. The movement across the gate is rather large, and there is a slight internal rattle at high revs. in third gear, but it is a pleasant gear-change to use, with very effective synchromesh. With such a free-revving engine second gear could be used to much better advantage if it provided a higher maximum speed; at present there is rather a large gap between second and the high third gear. The intermediate gears are reasonably quiet. The final-drive unit is faintly audible only at high speeds on the overrun.

"The headlights, which are fitted with the new 50/40-watt bulbs, are very effective, and the steering-column lever selecting side, head, or dipped lights is extremely pleasant to use and provides headlamp flashing from the sidelamps-only position. It would be even more convenient to use if it projected at 10 o'clock instead of at 9 o'clock relative to the wheel.

"The noise level inside the car is not particularly low, but is reasonable provided all the windows are shut. It rises very sharply with any windows open at all, both wind-noise and road-noise being admitted. As it is difficult to get effective ventilation without excessive draught, this car would obviously benefit considerably from an independent ventilating system directing fresh air directly at the occupants as provided on the Citroën DS19."

Summing-up, the Triumph Herald is a refreshingly new approach to the problem of providing an up-to-date small car at a competitive price. Clearly the Coventry engineers concerned started with a clean sheet of paper, and the result is the most fascinating British car that has appeared for a long, long time. The enthusiast is going to like the Herald on account of its excellent controls and very high standard of road-holding and general control. With the less-critical user, he is going to find the very small turning circle and absence of grease points a boon, and if he craves more performance there exist many tuning specialists ready to provide this. The Herald looks far nicer than early photographs of it suggested and if we appear to have been somewhat critical in this report this must be put down to a desire to present a really analytical survey of the car which is the sensation of the year.

The production of the Triumph Herald is an achievement with which all concerned can feel proud. The coupé is particularly interesting. Had it been announced that a small specialist concern was able to offer an Italian-styled special-bodied low-built version of the normal saloon model, with a two-carburetter engine, orders would no doubt have poured in, even at a price many hundreds of pounds above that of the saloon's list price. What the Standard Motor Company has done is to offer this attractive Michelotti-styled sports coupé at a mere £28 more than the Triumph Herald saloon! Both models, equipped as standard with heater and screen-washers, etc., at inclusive prices of £702 2s. 6d. and £730 14s. 2d. for saloon and coupé, respectively, are likely to break all previous sales-records for the courageous British concern that has introduced them.—W. B.

DELAGE OWNERS' CLUB

The Delage Owners' Club and Register will hold their next meeting on Sunday, July 12th, at the Frimley Hall Hotel, Camberley, Surrey. All owners and others interested in Delage are welcome and should apply to the Registrar, S. L. Fulker, 6, Millbrow Road, Withdean, Brighton.

WESTBROOK HAY SPEED HILL-CLIMB

Herts County Auto & Aero Club are promoting a National Speed Hill-Climb at Westbrook Hay, near Hemel Hempstead, on July 11th, starting at 2.30 p.m. with practising during the morning. The event qualifies for the R.A.C. British Hill-Climb Championship, the Midland Auto Club Junior Hill-Climb Championship, and for the Sports Car Hill-Climb Championship 1959. Sports and racing cars are eligible and are well divided into six classes for sports cars, and five for racing cars.

Spectators are well provided for, with refreshments and licensed bar laid on. The Course is situated on a private estate immediately by A41 in an ideal spot for a family outing or picnic.

Supplementary regulations are now available from E. R. Stuart, Chandos Press, South Road, Edgware, Middlesex. Late entry fee £2 15s. up to July 6th (reduced rates for Herts County members). Details of membership are available from: D. T. Russell, 18, Queen's Road, Watford.

6,000 MILES WITH A SPRITE

FOLLOWING our dictum of practising what we preach, it was decided to purchase an Austin-Healey Sprite when it became necessary to replace one of our staff cars in March of this year.

The writer had formed a very high opinion of this little "fast tourer" during spells at the wheel of three different examples of the Sprite and it seemed to fill the bill in almost all respects for the job it had to perform. The car chosen would have to spend a good proportion of its life trickling through city traffic almost every day of its life, but it would also have to undertake long, fast trips to race meetings at weekends. Since the car would cover at least 50 miles every weekday driving to and from the office, it was desirable that the vehicle should be economical as well as lively. With these objects in mind the Sprite was just about the only answer.

Consequently, an order was placed for a British racing green example, although the pale blue and yellow models were considered to be more attractive. Unfortunately they are also liable to show the dirt more than the darker colour, and Sunday morning polishing is one thing that motoring journalists do not have time for. The "optional extra" bumpers were ordered as was a windscreen washer and heater. All of these items are of course essential for the high mileage motorist, especially as parking in London is increasingly done by bumper contact. Even so the rear "bumper" consists of two overriders which are very efficient if level contact is made, but we have seen several Sprites with badly mangled rear-ends where other cars have obviously been driven into them diagonally.

Eventually the car arrived and to our surprise it was painted a rather attractive mid green, the name of which we have not yet discovered. The normal driver of our Sprite is just six-feet tall, but no difficulty was found in fitting his fairly bulky frame into the compartment and in fact the cockpit is larger than many more expensive sports cars. After the initial surprise of finding a dip-switch on the floor, giving the foot somewhere to rest (something the Farina A40 lacks) the Sprite is found to be an easy car to drive. The first few gear changes will be made with the dip-switch and the car will twitch about on corners until the wheel is allowed to play through the hands, but one is soon at home in the driving seat of a Sprite.

The first 500 miles passed off without incident except that it was found the front bumper was lower than that of the Ford Prefect which reversed into it at Goodwood, smashing the offside winking indicator. Before many more miles a rear winker was smashed in a similar way and we began to think that a wholesale supply of bulbs and glasses would be necessary, but the incident has not been repeated to date.

After the 500-mile check the carburetters began to fluff out on the over-run and it was necessary to weaken them a little to eliminate the misfiring, but the trouble has not yet been completely cured owing, no doubt, to some trivial fault. The engine was changed to B.P. Visco-Static oil as we had not previously experimented with this type of lubricant and after 6,000 miles we have no complaints.

The engine was being run-in carefully, although a little impatiently, but the rev.-counter was not allowed to rise above the 3,000 mark for over 1,500 miles, but this was gradually increased until full power was used at around the 2,000-mile mark.

Unfortunately, just when the speed was being increased to around 60 m.p.h. (around 3,800 r.p.m.) an unpleasant loss of hydraulic brake fluid occurred one evening when approaching a set of traffic lights on the Great West Road. Fortunately, the mechanical handbrake is more than a parking brake and the car was brought to rest quite safely on this after the pedal had been pushed to the floor several times. Subsequent investigation showed that the central nut in the union forward of the master cylinder had unscrewed itself (or never been screwed up tight) and allowed the fluid to pour out all over the engine compartment. The local B.M.C. agent being "booked up until after Easter old chap," a small garage tightened the nut and the system in an hour or so. The ground clearance of the Sprite is such that this job or any other for that matter is not easily done at home unless a pit is available. B.M.C. have since listed this particular nut for a double check and have assured us that it will not happen on any future production models. In our case the car was overdue for its 2,000-mile check, so the fault may have been discovered if it had gone in at the right time.

This business of servicing every 1,000 miles is also irksome as our car covers 400-500 miles in a week, and the car has to be out of our



hands for at least a day. How the commercial traveller fares with his 1,000 or more miles a week is beyond us. In fact we have heard of some representatives who must have two cars because of this problem and the fear of a breakdown affecting their sales.

The car was now occasionally being let out to its maximum speed of 85 m.p.h. (speedo reading) and the road-holding was found to be practically the equal of anything else on the road, in fact some embarrassment has been encountered when following much more powerful sports cars into corners because the Sprite usually catches up half-way round the bend and consequently the throttle foot has to be lifted. In circuit races the Sprite has humbled many illustrious *marques* when there is any cornering to be done. One annoying fact of the Sprite's 80 m.p.h. maximum is that well-driven Ford Zephyrs and so on can pass fairly easily, but have to back off early for corners, allowing the Sprite to close up again. This is amusing for a while, but on a winding road the baulking can become annoying, and for anyone who does not like being passed one of the proprietary tuning kits would seem to be essential.

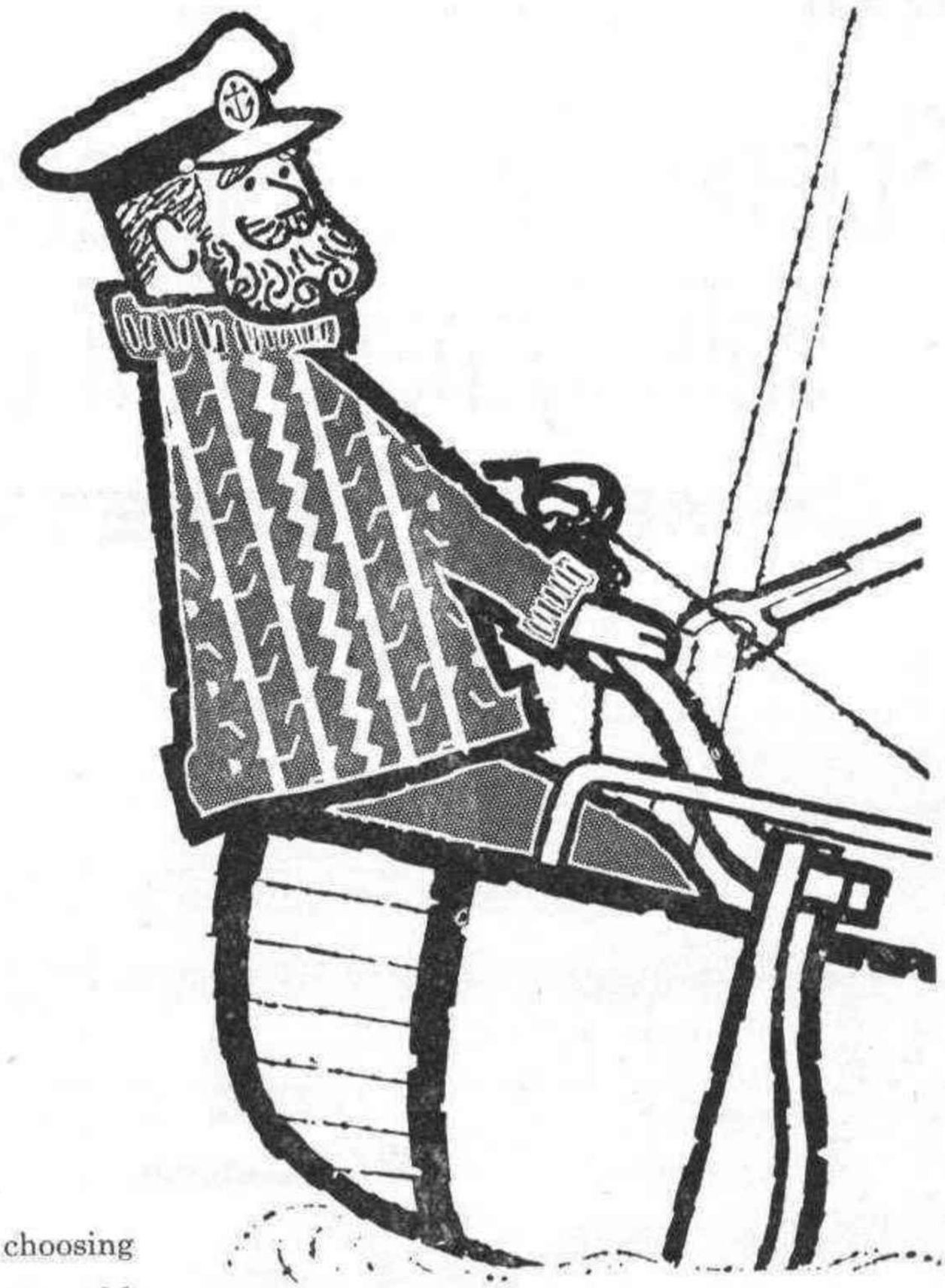
The Dunlop Gold Seal tubeless tyres have proved adequate in normal motoring, but when pressed to the limit they squeal a great deal and our experience in the wet when the car slid broadside out of three consecutive roundabouts led us to search for a tyre suitable for faster cornering. We did not have to look very long, because shortly afterwards a brochure describing the new Dunlop Duraband tyre was deposited on the Editorial desk. The "Duraband RB1" as it is called is similar to the Michelin "X" tyre in that it has a flexible casing and a stiff reinforcing layer between the tread and the casing. The basic idea behind the tyre is that the sidewalls flex under cornering stresses leaving the braced tread in flat contact with the road, but Dunlops admit that this kind of construction has its disadvantages. These are listed in the brochure as giving a harder ride and heavy steering at low speeds and that the dreaded sideslip occurs very suddenly albeit at much higher speeds than with normal tyres. It is also necessary to avoid hitting the kerb too much as the sidewalls are more vulnerable to damage. Since the advantages were listed as reduced tread wear, lack of squeal and far better road-holding of the "cornering on rails" type we decided to obtain a set which were fitted at the London depot. At the same time the wheels were balanced. The tyres were inflated to the recommended pressures of 18 lb. for the front and 20 lb. for the rear tyres, but it became apparent on the first bend taken at any speed that something was amiss—the car weaved all over the road in an alarming manner while steering on the straight was very sensitive.

A further glance at the booklet showed that for fast touring the tyre pressures should be increased by 6 lb. per sq. in. and if maximum speed was to be used for long periods they should go up by 12 lb. per sq. in. So 6 lb. were put into the tyres bringing them to 24 lb. per sq. in. for the front and 26 lb. per sq. in. for the rear. An immediate improvement was noticed in the road-holding, cornering being exactly as claimed by Dunlops. The "running on rails" effect is quite remarkable. There is virtually no squeal from the tyres unless the wheel is turned very quickly at low speeds and there is a noticeable improvement in wet weather road-holding. Returning from a recent Prescott meeting to Chertsey in Surrey, the 99 miles were covered in exactly two hours in pouring rain. The first hour saw 54 miles on the clock, but heavier traffic nearing London slowed the average.

One other "modification" has been carried out mainly because of laziness. All chrome parts were polished and then painted with colourless Solvol Chromekote which protects chromium plating from

Continued on page 536

The Commander knows the pattern for plain sailing



Are you all at sea when it comes to choosing car tyres? Best plan is to be a man of few words and simply say "PIRELLI EXTRAFLEX". There isn't a tyre to touch it for high mileage under everyday motoring conditions. The broad flat casing guarantees slow, even wear and the ribbed tread pattern gives tenacious grip, fore and aft. Like the Commander you'll find that Extraflex will reduce tyre costs and help to keep you safe in the most adverse conditions.



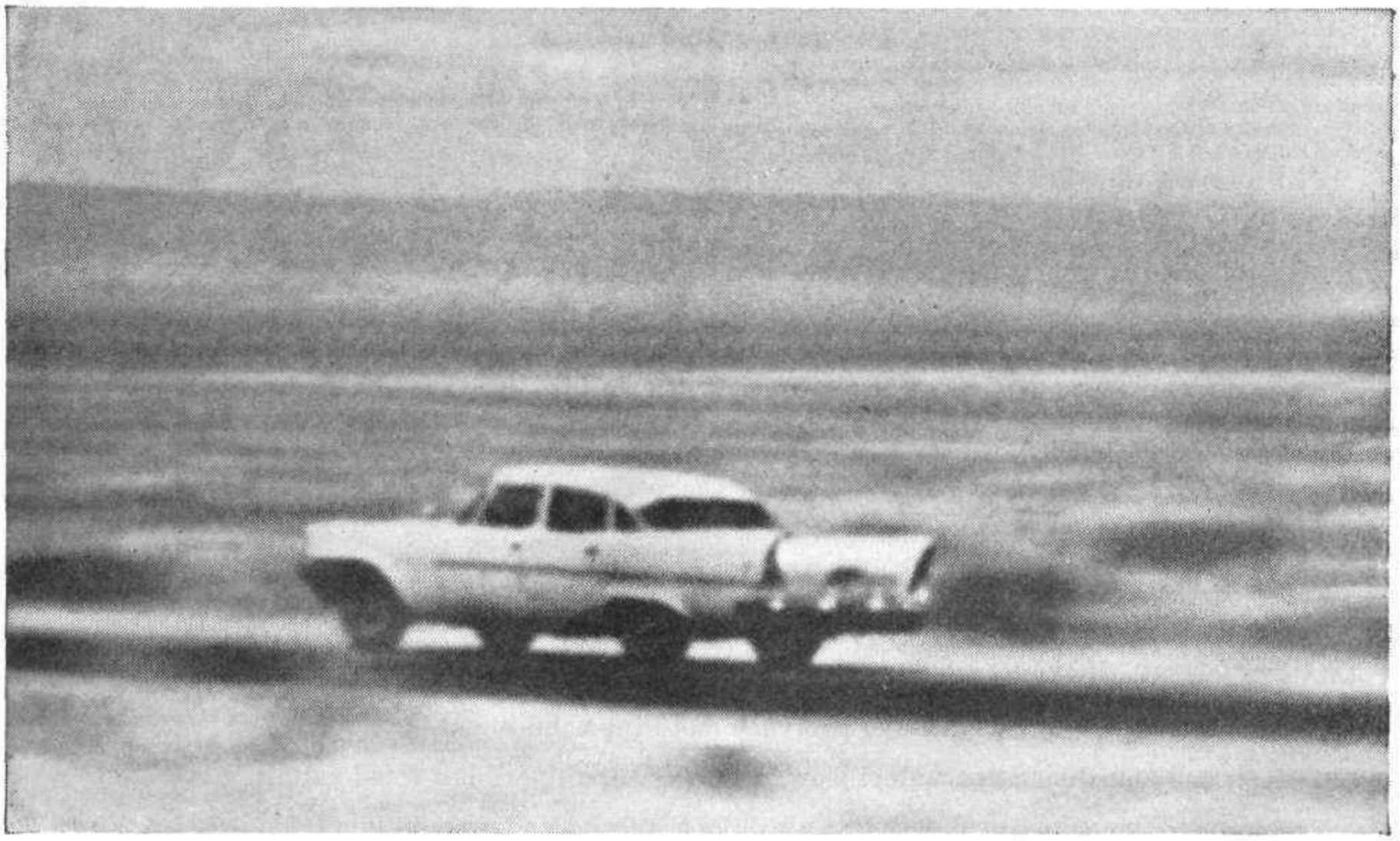
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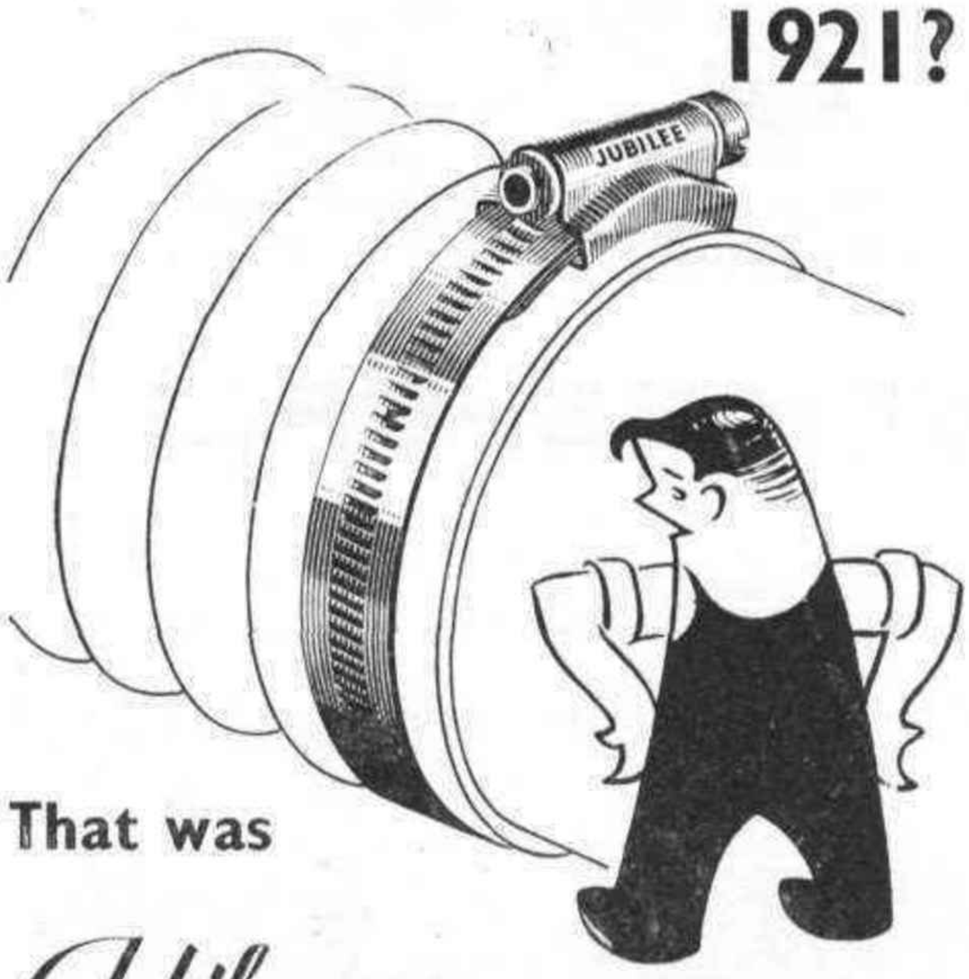
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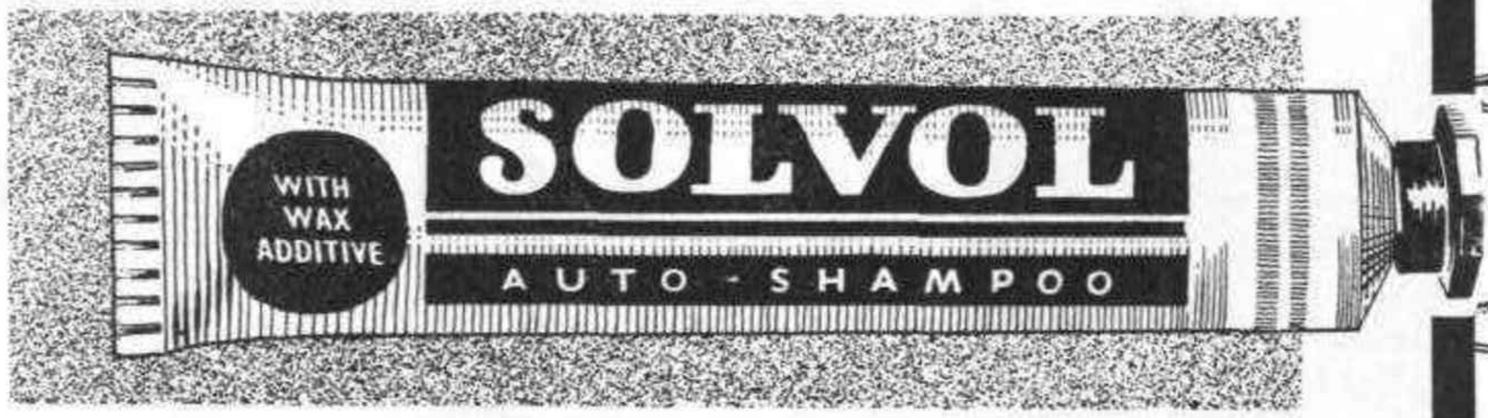
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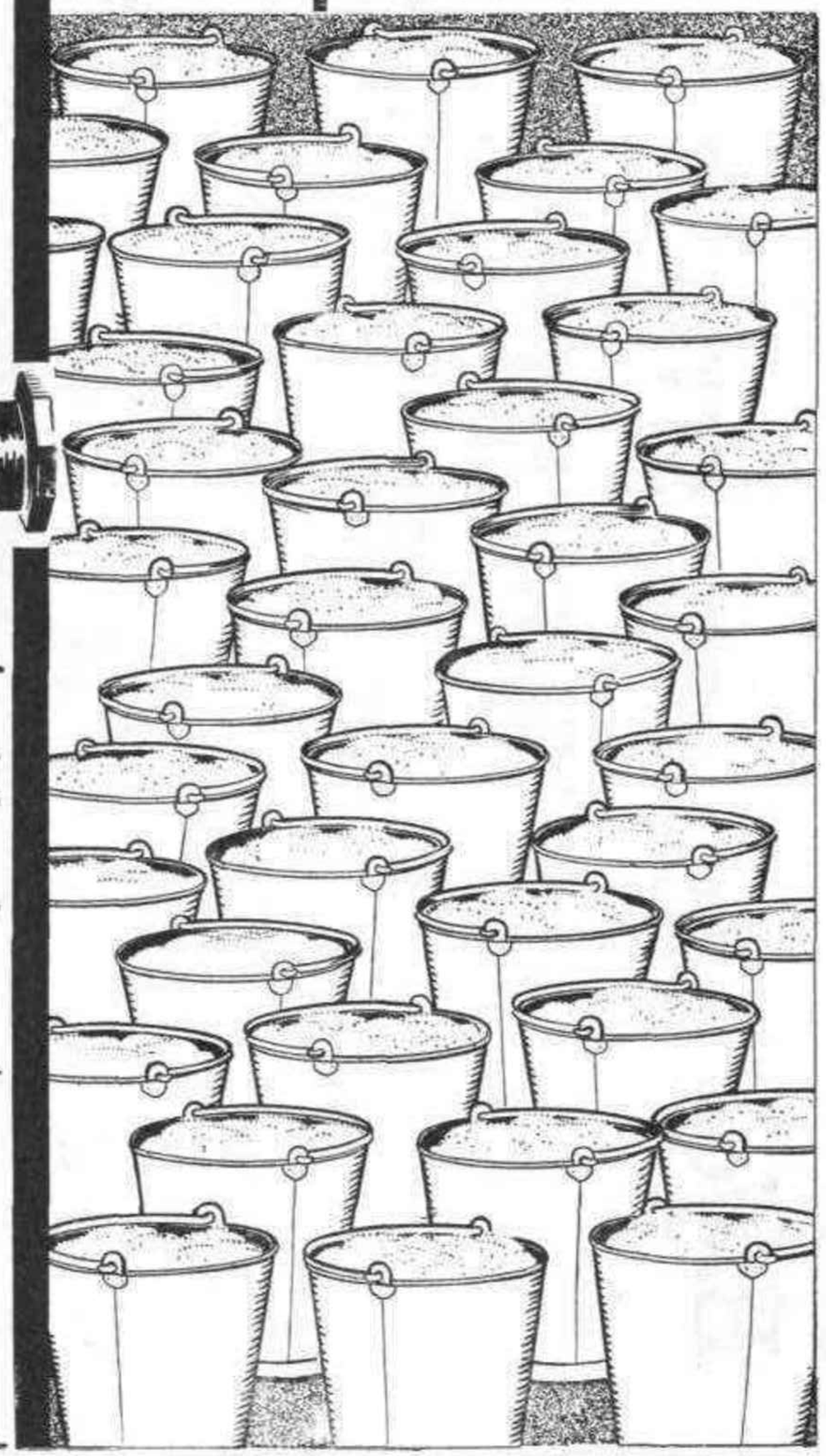
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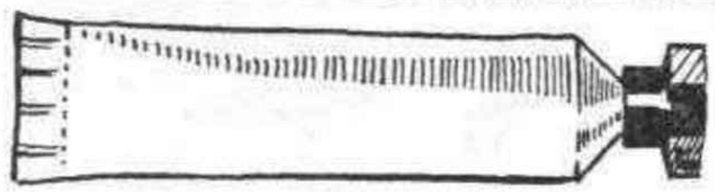
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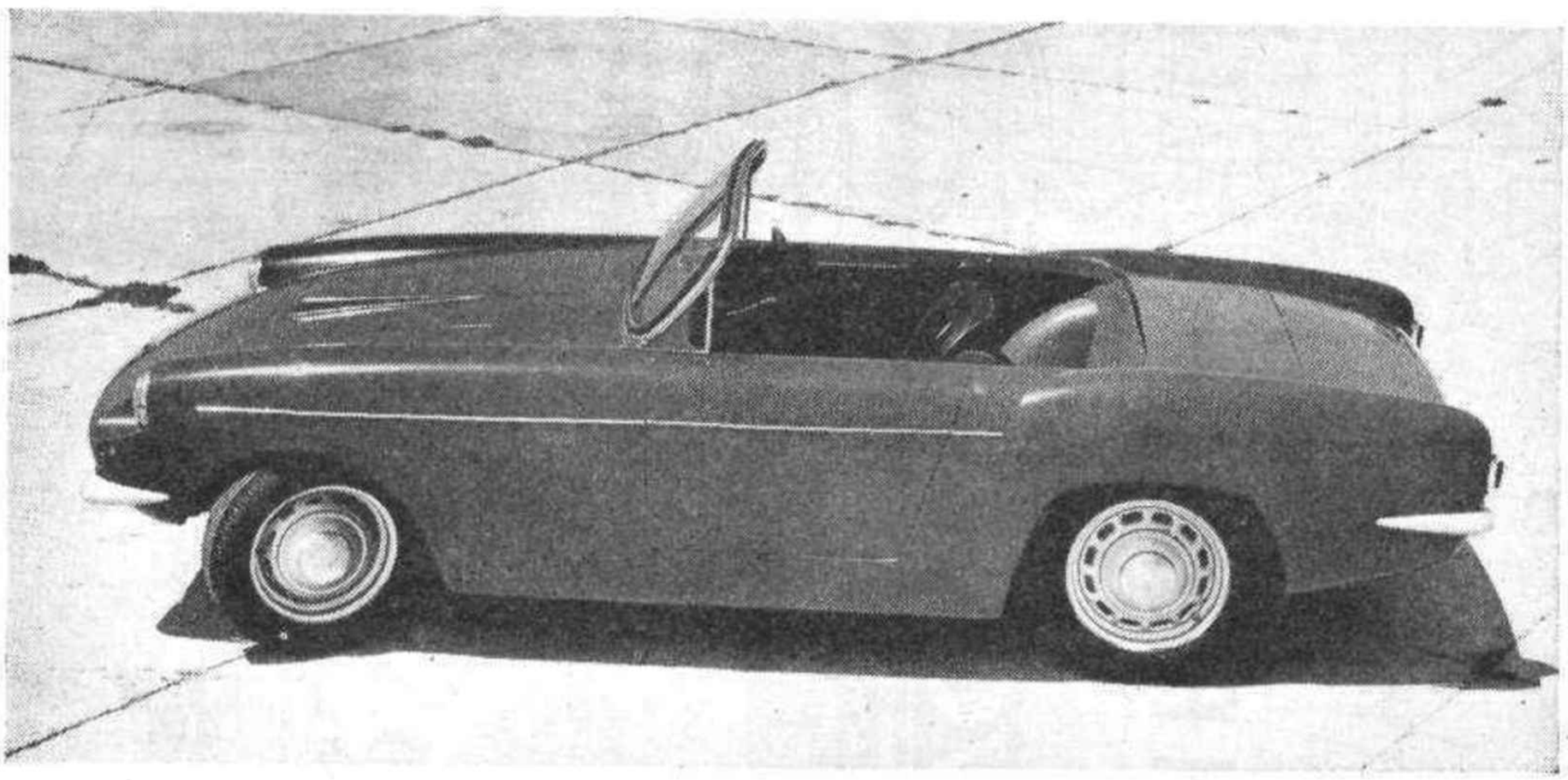
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MOTORING BOOKS FOR SUMMER READING

"The Vintage Motor Car Pocketbook." Compiled by Cecil Clutton, Paul Bird and Anthony Harding. 256 pp. 5⅝ in. by 4⅛ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1. 8s. 6d.*)

There is no end, it seems, to the books that pour from the presses about vintage cars, but this little reference work is the greatest fun. Indeed, it is more likely to be used for pleasant browsing than for serious reference and, naturally, its compact size prevents detailed information being imparted. What this "Vintage Car Pocketbook" *does* do is to provide the uninitiated with a background of knowledge about the cars the world built between 1918 and 1930, from A.B.C. to Zedel. Specifications are provided for the more outstanding models, giving engine size and h.p., valve location, wheelbase, number of speeds, axle ratio, and tyre size. So the prospective purchaser of a vintage automobile can spend happy hours pondering on which make and model best suits his ability, temperament, purse and motor-house—that the car of his choice may not be on the market or even exist at all is not the responsibility of the authors . . .

The brief items of text are snappy and to the point, and one detects frequently the opinions of Clutton, even to "sour grapes" about Bentley and Rolls-Royce and unalloyed enthusiasm for the Vauxhall. The copious illustrations, largely collected by Anthony Harding, are enormous fun, especially as the initiated will recognise well-known cars used for certain of the illustrations, or where early *Autocar* or hand-out pictures have been used.

This really *is* a fascinating little book and the distinctly "potted" histories of the wide variety of makes contain notes on origins and Edwardian background, as well as discussing the pros and cons of vintage models.

Sheer enthusiasm for the subject made the writer delve deeply. He found little to complain of and obtained a great deal of enjoyment. Such errors as appear to have crawled in silently and unapprehended are a sorry thing, however, for, basically, this pocketbook stands or falls as an accurate work of reference. Thus it is a pity that the early adoption of very good front-wheel brakes amongst American cars is not credited to Buick, or Parry Thomas' ingenious o.h.c. drive not referred to when dealing with the Leyland Eight. The Chrysler 62 isn't illustrated, although it is surely more in the vintage tradition than the model 70 and had the merit, as one of the authors should surely have appreciated, of Vauxhall-type scollops along the bonnet! The Clyno Nine is quoted as so closely resembling "its mysterious contemporary the Cluley" that the latter is not separately dealt with. This is very wide of the mark, because the Clyno Nine was in production from 1928 onwards and had a 58 by 90 mm. (951-c.c.) engine, whereas the Cluley appeared in 1921 and the 10.4-h.p. version faded out after 1925, while this had a 65 by 110 mm. engine. At the time when the Clyno Nine came out Cluley were concentrating (if not very hard) on a 13.9-h.p. 75 by 120 mm. car. Perhaps the authors intended to imply that the 10.8 Clyno and 10.4 Cluley were similar, but even this is illogical, for the Cluley had a longer stroke, shorter wheelbase and higher axle ratio. If there was a "duplicate" of the Clyno Nine, surely it was the later A.J.S.?

Only the four-cylinder Essex is included but the Super Six "coach" was a well-known vintage model of this make. It was in 1922, not 1923, that the 2-litre G.P. Fiats were so successful, and the foot control of the famous model-T Ford's gearbox might have been mentioned. Frazer Nash is hyphenated in the book, which is wrong, and the unusual valve layout of the Guy V8 isn't referred to, although the unique "hot-spot" arrangement of the Gwynne Eight is. The main interest of the "Speed Model" Hillman is said to be due to Raymond Mays' early exploits with one of them, but surely the racing successes of George Bedford's single-seater version should stick more prominently in the memory? And while the straight-eight Hillman finds itself in the book the more sporting Hillman Husky doesn't. The 14/40 Humber is omitted, too; it is debatable whether the 2-litre Lagonda is really a "2-o.h.c." car; and a definite error occurs in describing the late-1930 "Ace of Spades" Lea-Francis as having a twin-o.h.c. engine; this engine had a *single* o.h.c., although Lea-Francis *did* use a Meadows twin-o.h.c. six in earlier years. When it comes to the Marendaz Special there is a real muddle, the later models, after the Anzani-engined cars, being credited with "eight-cylinder engines of obscure origin," whereas only isolated straight-eight Miller-engined Marendaz cars were made, the majority having side-valve six-cylinder Continental or Erskine power units.

It is nice to see the Morgan three-wheeler included, but sad that Senechal is omitted when less-well-known small French sports cars like B.N.C., Bond and Vernon-Derby get in. The authors state that Renault retained their radiator behind the engine even with the introduction of the straight-eight 40-h.p. model in 1929. In fact, this straight-eight Renault had the radiator at the front, although the smaller models continued to use the scuttle-mounted radiator.

The o.h. camshaft of the vintage Rhode was driven by a *vertical shaft* not by chain, and although the rare vintage flat-twin Stellite is mentioned, the better-known Edwardian four-cylinder i.o.e. Stellite is not. It is debatable whether any *overhead-camshaft* 24/60 or 24/70 Sunbeams were sold, while the 1921 14-h.p. Sunbeam was not called a 14/40; the 14/40 appeared in 1924. The Talbot illustration said to show a 1924 8/18 depicts a 12/30 Talbot, as the 8/18 never had f.w.b. or a four-seater body. And the picture purporting to be of a 1920 V8 Talbot-Darracq is really of a later in-line Darracq. Only the single-seater Wolseley Tens at Brooklands were known as "Moths"; the 15-h.p. racer wasn't so named, and there was no 12-h.p. "Moth." It is surprising to find, under "R," the new make of "Rushton Hornsby"—Ruston Hornsby, the famous engineers of Lincoln, are implied.

Incidentally, some items seem to have been culled from the now-defunct *Vintage and Thoroughbred Car*.

These criticisms arise, not with malice aforethought, but because the writer has read this splendid little book so eagerly. It really is fun, and the pictures alone make it eminently worth while. One will expect to see it being thumbed as frequently at future V.S.C.C. gatherings as lorgnettes are raised in art galleries. Very properly it is dedicated to Tim and Margery Carson.—W. B.

"The Motoring Montagus," by Lord Montagu of Beaulieu. 144 pp., plus catalogue supplement. 8¾ in. by 6¾ in. (*Published by Cassell. Obtainable from the Montagu Motor Museum, Beaulieu, Hants. 31s. 6d. post free.*)

There is some refreshingly new material in this book, which is the story of the Montagu Motor Museum, told by the present Lord Montagu of Beaulieu, son of the second Lord Montagu, who was a famous motoring pioneer, and publisher of the long-dead *Car Illustrated*.

Lord Montagu paints a vivid picture of the pioneer motoring days as they affected his father and the great personalities with whom he came in contact. We read of the first Royal motoring expeditions, for King Edward VII took some of his early drives at Beaulieu, and of how *Car Illustrated* assisted materially in the cause of Edwardian motoring, early aviation and the popularising of Brooklands Motor Course.

The second part of "The Motoring Montagus" is devoted to the establishment and growth of the Montagu Motor Museum. This is particularly interesting because the veteran, Edwardian and vintage cars, racing and record-breaking machines, motorcycles, commercial vehicles, bicycles and tricycles, and individual exhibits that comprise the exhibition are described in detail. It is especially absorbing because not only is each exhibit described for its place in history but notes are included about how the particular items were discovered and under what circumstances, and what exploits they have engaged in away from the Museum. We are pleased to find that Hutton-Stott's 1902 "Paris-Vienna" de Dietrich racer is included, this being one of the many historic cars saved through the intervention of the Editor of MOTOR SPORT—another is the only surviving example of Leyland Eight, which Leyland Motors Ltd. heard of through the same source. The illustrations of cars in the Museum are very nicely chosen.

The book concludes with a catalogue of the Museum exhibits, from which it is seen that there are 67 cars on loan and 29 belonging to the Museum, while 74 motorcycles are on loan and ten in the permanent collection.

This list emphasises the wide scope of the country's finest Motor Museum, which Lord Montagu has formed and expanded as a monument to his famous motoring father, one of whose cars, a 1903 de Dion Bouton, is in the Museum halls. Incidentally, amongst the many pieces of fascinating detail that emerge from studying Lord Montagu's book is the fact that his present red Jaguar 3.4 saloon carries his father's original registration number, AA 19.

This is a book that fills in some gaps in the early history of the movement and presents a pleasingly definite reminder of how many of the historic machines from a past age are safely preserved at Beaulieu. Motoring historians will not be hesitant, we are sure, in sending for their copies.—W. B.

"World Championship," by Gregor Grant. 208 pp. 8¾ in. by 5⅝ in. (*Autosport*, 159, *Praed Street*, *London*, *W.*2. 21*s.*)

The Drivers' World Championship, at present held by the late Mike Hawthorn, is of such great interest that this book by the well-known Editor of *Autosport* should be extremely well received. Grant gives a useful and exciting history of all the races which have counted towards the Championship since this was instituted in 1950. The accounts are brief but entirely adequate and are greatly improved by the inclusion of personal anecdotes of happenings "behind the scenes."

Nor is this all, for "World Championship" opens with pen-sketches of past holders of the title—Giuseppe Farina, Alberto Ascari, Juan Manuel Fangio, and Mike Hawthorn, and concludes with very worthwhile tables of race results from 1950 to 1958 and fastest laps made in all last season's big races.

Time passes rapidly and it comes as a bit of a shock to one who has attended many post-war races to find that he has almost forgotten the first season of the Championship, when the races that counted were shared between Farina and Fangio. So it is excellent that we now have a book, splendidly illustrated, to refresh the memory.

I am sure Gregor Grant will not mind me saying that quite the best thing in "World Championship" is Hawthorn's Foreword.—W. B.

"The Racing Coopers," by Arthur Owen. 243 pp. 8¾ in. by 5⅝ in. (*Cassell and Co., Ltd.*, 35, *Red Lion Square*, *London*, *W.C.*1. 21*s.*)

The Lotus story has been told and here is the Cooper history to date, especially topical as the Surbiton *marque* has the ascendency at present over the cars from Hornsey.

It is good that the story is told by Arthur Owen, himself a Cooper driver. His style of writing may not appeal to everyone but he employs it to successfully achieve a truly formidable task, that of capturing the atmosphere of present-day motor racing and holding the reader's interest to the end of a long one-make history.

The account covers the rise to fame of Cooper from small beginnings in 1946 to the present and is essential for the enjoyment and as a reference work for all students of the Sport. Stirling Moss writes the Foreword and the Coopers—Charles and John—contribute a Preface. Could it be that because Charles Cooper was born in Paris and spent his formative years in France that racing cars emanate so readily from the works at Surbiton?

The illustrations are fun and the closing chapters describing Cooper record attacks, including those made at Montlhéry and Monza by Owen himself, are of absorbing interest.—W. B.

"The Gobbling Billy," by Dynely James. 190 pp. (*Victor Gollancz Ltd.*, 14, *Henrietta Street*, *London*, *W.C.*1. 13*s.* 6*d.*)

This is a charming novel about vintage and Edwardian-car enthusiasm in Ireland, written in a delightfully Irish manner. There is a quite improbable International race for old cars at the end of the book, won, of course, by Gobbling Billy—the entries include de Dietrich, Fiat and Mercedes, which makes even Oulton Park sound tame. The author's pen name conceals the identity of Dick Caesar and William Mayne, so naturally a Bentley figures in the book, too. Good escapism. My 11-year-old daughter read it with relish.—W. B.

"B.A.R.C. Year Book—1959." Soft covers, 96 pp. (*British Automobile Racing Club*, 55, *Park Lane*, *London*, *W.*1. 5*s.*)

This popular Year Book, besides containing details of British and Continental circuits, how to get to them, and, naturally, masses of data appertaining to the Goodwood, Crystal Palace and Aintree circuits where the B.A.R.C. holds race meetings, includes some controversial articles. John Wyer deals with the 1961 G.P. Formula ("I do not believe that, in the last 25 years at least, the Grand Prix has made any significant contribution to, or even had influence upon, the design and development of the normal (volume-production) cars.") William Boddy, Editor of MOTOR SPORT, covers "Variety in Racing," as introduced by the J.C.C. and B.A.R.C. in years gone by, and emphasises its importance today if public interest in motor racing is to be maintained (". . . anything within reason which makes for variety in motor racing is surely to be welcomed?"). Cyril Posthumus traces the history of the "T.T.—Britain's Oldest Motor Race." A good dollar's worth!

* * *

A revised and re-set edition of "Ettore Bugatti," by W. F. Bradley, has been published by Motor Racing Publications, Ltd., at 15*s.*

Those planning motoring holidays in Britain should note that this is the title of a new Foulis book by Christopher Trent, priced at 21*s.*

* * *

Another edition of the useful publication "Caravan Sites" has been issued, at 2*s.* 6*d.*, by *Modern Caravan*, Heathcock Court, Strand, W.C.2.

* * *

C. C. Wakefield & Co. Ltd. have issued a very interesting book, "The First Fifty Years," to commemorate the first half-century of competition successes on land, water and in the air achieved with the aid of Castrol oil. Castrol has been used for many of the greatest feats, from the first double crossing of the Atlantic by the airship R34, to the first 100-m.p.h. lap in the motorcycle T.T. This book illustrates many of these epics. A postcard with which to order it appeared in MOTOR SPORT last May but if you overlooked this send an ordinary p.c. to 46, Grosvenor Street, London, W.1, mentioning this journal, and copies will be sent free to you and your friends.

CARS IN BOOKS

In "The Five Pound Look," that delightful travel book by Tom Houston (Weidenfeld and Nicolson, 1956), I found this admirable description of hydramatic transmission: "Several times the mighty engine hiccupped and stalled. For anyone used to putting both feet down in an emergency it was hard to realise that both feet now meant accelerator and brake, like a mounted policeman who uses spurs against a tight rein. Gradually we gained control, left the long suburbs of Chicago, found ourselves on the high road and set a course due south." Thus an English adventurer making his first acquaintance with a hired 1955 Ford, a car which the author confesses would do considerably more than 100 m.p.h., a speed attainable by a 1953 Ford convertible which also figures in this very readable book.—W. B.

MINIATURES NEWS

Farmer-readers, or their children, may care to speculate on how many farm-tractor miniatures are available. The Editor possesses large models of Fordson and Ferguson, and in small scale there is now a good Massey-Ferguson 65 tractor and a 30-cwt. tipping trailer (the tipper works and the tail-board is hinged) of the same make, Nos. 50 and 51, respectively, in the Corgi Toys series. Corgi have also introduced a 3½-in.-long miniature of the Farina-styled Austin A40, in two forms, free-running (No. 216) at 3*s.* and inertia-powered (No. 216M) at 4*s.* 2*d.* The latter is finished in mail-red with a black roof and reaches realistically high speeds.

RUMOUR!

From the May issue of the Citroën C.C. magazine *The Citroenian* we glean that the Hon. Editor is a member of the Tiger Club, a cover picture showing Sue Burgess, England's No. 1 woman parachutist, with a 2 c.v. Citroën and a Turbulent monoplane. The magazine hints of a new 530-c.c. 17-b.h.p. Citroën 3 c.v. with handsome new body, expected on the English market by 1961, priced at £489.

THE RILEY REGISTER COVENTRY RALLY

The members of the Riley Register are holding a two-day National Rally in Coventry on July 4th and 5th. The programme consists of: A Navigational Rally on the afternoon of Saturday, July 4th, will start and finish at the Barras House Hotel, Stoke Heath, Coventry. Ordnance Survey Map 132 will be used but for those without this map there will be maps made available by the members of the Coventry Section for loan.

There will be a very informal social at the Barras House Hotel on the Saturday evening, when the prizes for the Navigational Rally will be presented.

On Sunday morning the cars will be assembled in year order at Rowley Road, Coventry, for a parade through the city centre to the Blackberry Lane, Stoke Heath, end of Morris Engines Ltd., where there will be driving tests.

Mrs. Victor Riley will be presenting prizes for the driving tests and the Concours d'Elegance in the grounds of the Barras House Hotel on the Sunday afternoon, when the Concours will be held.

Anyone who is interested in the *marque*, whether they are owners or not, will be very welcome. Accommodation, Sunday lunches and camping facilities are available. Further details from Mrs. M. Walden, 31, Rollason Road, Coventry (Tel.: 87651).

[Incidentally, we note that many inexpensively-priced Rileys figure in the advertisement pages of the Riley Register magazine, which is a refreshing discovery in these days of absurdly high values being placed on so many pre-war cars.—ED.]

VETERAN—
EDWARDIAN—
VINTAGE

A Section Devoted to Old-Car Matters

High Speeds by Vintage Bentleys

LAST year, at Monza, several members of the Bentley D.C. set out to lap the banked circuit in an attempt to see how far their cars could travel in an hour. The attempts ended in various disasters and had to be abandoned. This year seven Bentleys were unleashed on the Antwerp-Herentals motor road, these comprising Forrest Lycett's famous 8-litre, Batten's 8-litre, Stanley Sedgwick's 6½-litre, Stanley Sears' beautifully rebuilt supercharged 4½-litre team car, the 4½-litres of Rose and Pounds, and Llewellyn's 3-litre. George Burton went along to help drive Sedgwick's car.

The highest praise must be bestowed on Forrest Lycett, who averaged 140.8 m.p.h. for the two-way mile, 141.1 m.p.h. for the two-way kilometre, wresting Belgian National Class B records formerly held by Trintignant's Facel-Vega. The larger of the other Bentleys all bettered 125 m.p.h. for these distances, and it must be accorded very fair that such *concours d'elegance* cars as the Bentley, incidentally, already holds the equivalent s.s. records. Unfortunately, on a subsequent run the engine had piston trouble, caused by fuel starvation.

Three days later McDonald took his 4½-litre to Montlhèry, where Burton drove Sedgwick's 6½-litre. The former lapped at 116.8 m.p.h., the latter at 123.38 m.p.h., but after 40 minutes the 4½-litre broke a piston and after another five minutes Burton abandoned with a carburetter fire. So business unfinished at Monza remained uncompleted at Montlhèry and vintage laurels still belong to Plowman's virtually standard 30/98 Vauxhall, which averaged over 107 m.p.h. for the hour run at Montlhèry in 1953. Details of what the Bentleys achieved are appended.

VINTAGE BENTLEYS AT ANTWERP (May 26th)
Summary of Speeds and Times

			Flying	*A. to H.* m.p.h.	*H. to A.* m.p.h.	*Mean* m.p.h.
Lycett	...	8-litre	Mile	141.121	140.515	140.845
			Kilometre	141.667	140.510	141.131
Batten	...	8-litre	Mile	123.626	123.203	123.414
			Kilometre	124.204	122.975	123.587
Sedgwick	...	6½-litre	Mile*	128.663	126.984	127.818
			Kilometre†	128.781	126.954	127.897
Sears	...	4½-litre (S.)	Mile	125.698	124.869	125.304
			Kilometre	126.380	124.759	125.599
Pounds	...	4½-litre	Mile	119.244	118.733	119.008
			Kilometre	119.750	No time	—
Rose	...	4½-litre	Mile	108.991	109.589	109.289
			Kilometre	109.065	109.815	109.439
Llewellyn	...	3-litre	Mile	100.027	96.982	98.495
			Kilometre	99.952	97.131	98.543

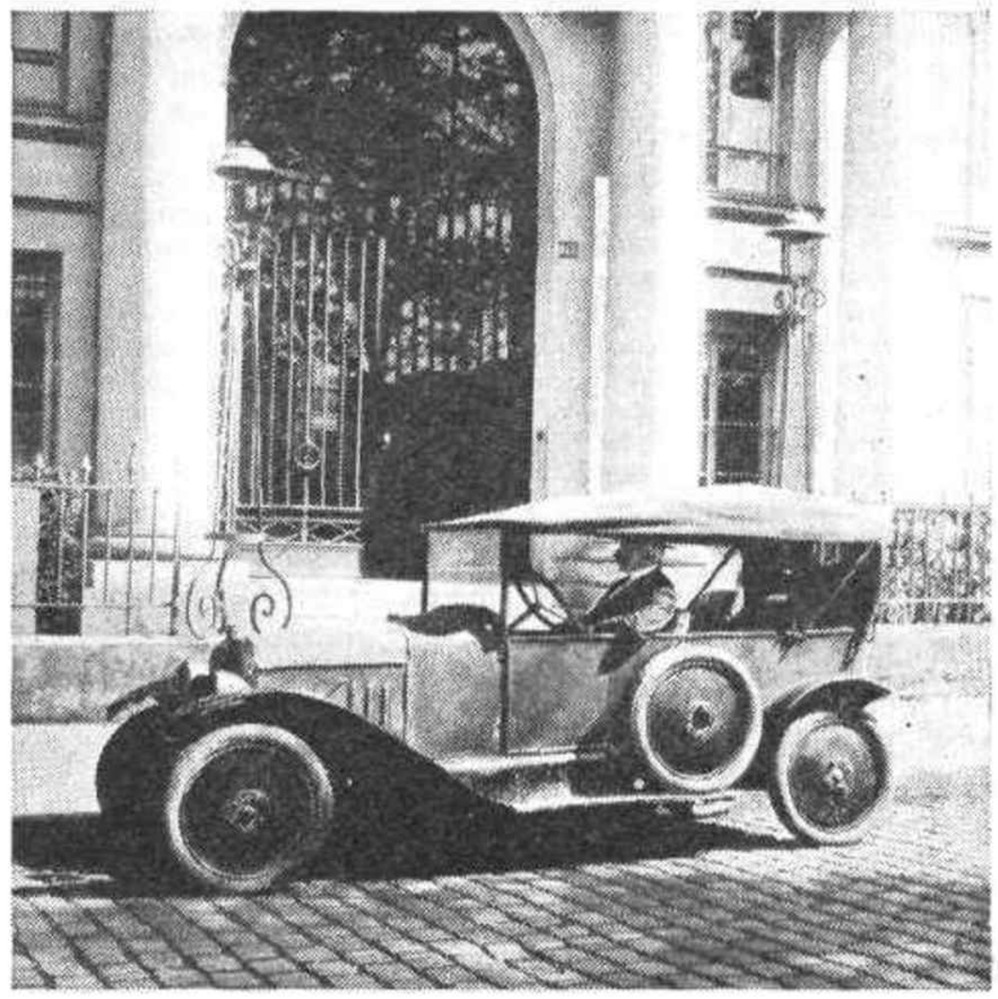
* *Sedgwick driving.* † *Burton driving.*
A. to H. = *Antwerp to Herentals* (i.e., *west to east*).
H. to A. = *Herentals to Antwerp* (i.e., *east to west*).

			Standing	*A. to H.* sec.	*H. to A.* sec.	*Mean* sec.
Lycett	...	8-litre	Mile	38.68	37.76	38.22
			Kilometre	—	27.04	—
Batten	...	8-litre	Mile	41.44	41.68	41.56
			Kilometre	30.63	29.79	30.21
Sedgwick	...	6½-litre	Mile	45.78	46.13	45.95
			Kilometre	32.65	32.49	32.57
Sears	...	4½-litre (S.)	Mile	43.90	44.55	44.22
			Kilometre	31.52	32.12	31.82
Pounds	...	4½-litre	Mile	43.47	43.08	43.27
			Kilometre	30.11	30.60	30.35
Rose	...	4½-litre	Mile	45.87	46.19	46.03
			Kilometre	32.83	32.79	32.81
Llewellyn	...	3-litre	Mile	48.79	49.11	48.95
			Kilometre	—	34.61	—

UNFINISHED BUSINESS AT MONTLHERY (May 29th)

	McDonald 4½-litre	*Burton* Sedgwick's 6½-litre
20 laps (50.965 km.)	109.45 m.p.h.	121.85 m.p.h.
40 laps (101.930 km.)	110.58 ,,	118.71 ,,
45 laps (71.253 miles)	110.98 ,,	—
56 laps (88.670 miles)	—	117.77 m.p.h.
Best lap	116.80 m.p.h.	123.38 ,,

McDonald retired after 40 minutes with a broken piston. Burton retired after 45 minutes as the result of a carburetter fire.



CITROEN IN THE SUN.—In view of the recent, and current, correspondence in these columns about vintage Citroëns we present this study of an early tourer in a typically French setting. Those who visit Europe this summer may well encounter similar cars in similar settings, for things change slowly, if at all, in the depths of France.

CONCOURS D'ELEGANCE, BEAULIEU (May 31st)

Lord Montagu of Beaulieu gave a champagne party at Palace House to celebrate publication of his new book "The Motoring Montagus," after which the Vintage S.C.C. assembled 32 cars for a *Concours d'Elegance*, judged by Col. Rixon-Bucknall, Martyn Watkins and W. Boddy. Amongst this assembly of much-better-than-average vintage machinery, there were a number of decidedly dignified Rolls-Royce cars, including J. Norris' Silver Ghost coupé de ville, B. Moorey's Phantom I, Lt.-Cdr. Dymock-Maunsell's very beautiful 1926 40/50 and R. Barton's brisk 1938 25/30 sedanca-bodied car. D. Edwards' shining 1930 worm-drive Aston Martin lost marks for originality as it has four carburetters, but was beautifully clean, S. Bourne's 1932 2-litre Lagonda had a commendably original Cozette-supercharged engine (but his real love is Invicta), and it was unusual to see a worm-drive Standard Nine amongst the assembly, in the form of J. Rowland-Hasbons' clean 1929 sun-roof fabric saloon. Modestly, Dr. Taylor parted the Judges from his quite presentable 1927 3-litre Bentley, remarking that it wasn't in *Elegance* condition, but the honours went to this make nevertheless, G. Daniels' very beautiful 1924 3-litre Bentley with unusual landaulette body winning hands-down. It was nice to see two very original magneto-ignition Austin Seven tourers, of which House's was superior to de Salis'—he even claims it has the 698-c.c. engine.

Results : 1st : G. W. Daniels (Bentley)
2nd : G. E. House (Austin Seven).
3rd : P. Mann (Bentley) and Sqd.-Ldr. Miller (Sunbeam)—tie.

* * *

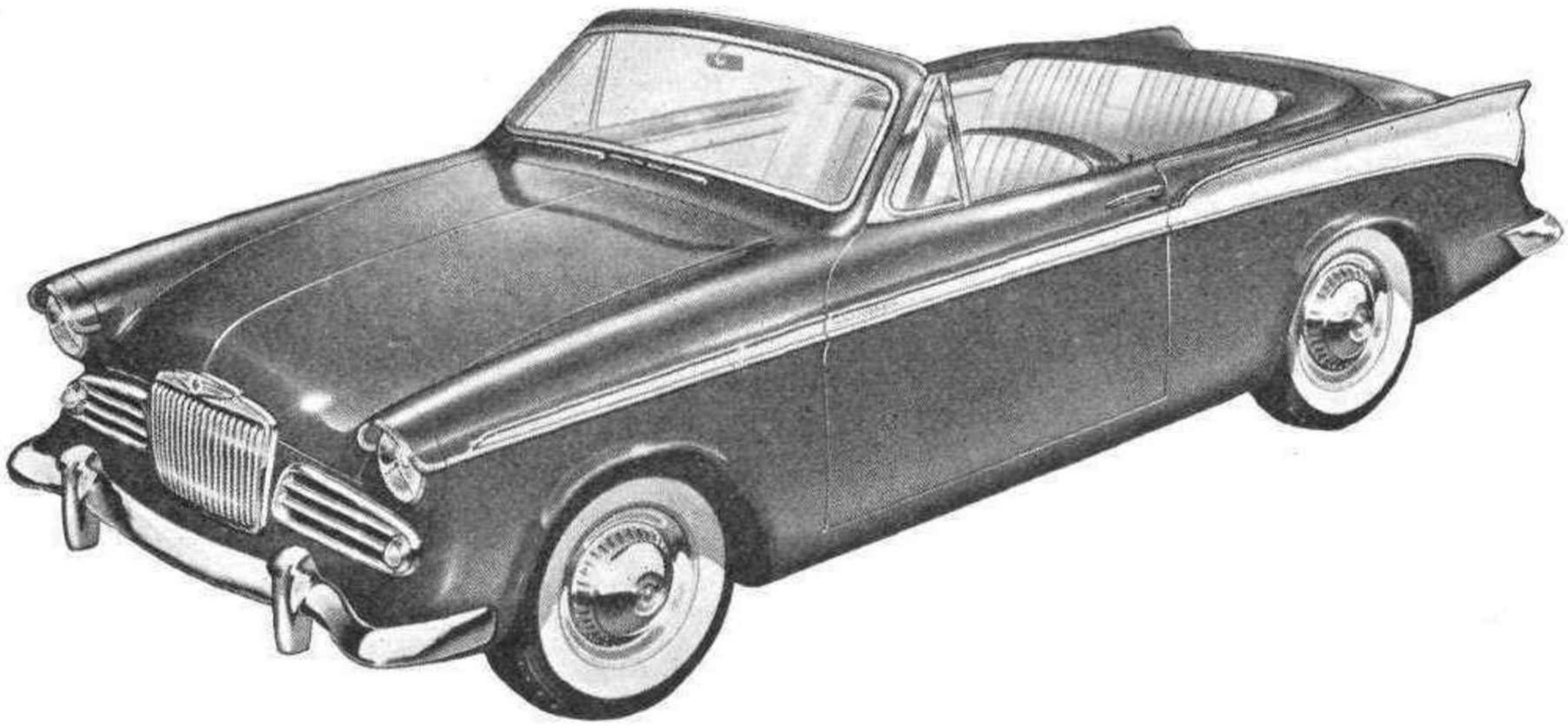
We hear that an early Cadillac engine, *circa* 1915, with four separate cylinders, is languishing in an Essex breaker's yard. Letters can be forwarded.

* * *

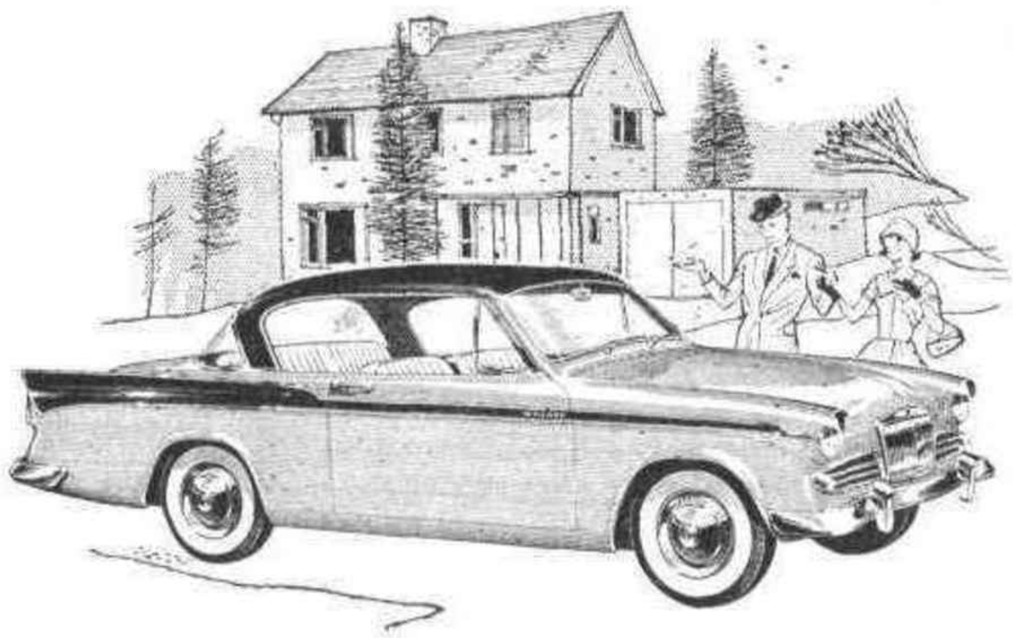
Two interesting one-make rallies scheduled to take place at Beaulieu are the Rolls-Royce Rally on July 26th and the model-T Ford Rally on September 20th. The latter is to commemorate the 50th anniversary of this famous "people's car." The model-T is one of the world's great cars and a very considerable number, private and commercial, both vintage and Edwardian, exist, many of them in splendid condition. Let us hope that not only those belonging to V.C.C. and V.S.C.C. members will rally to the Montagu Motor Museum that day but that "new" examples, either unearthed for the occasion or in daily use but up to now shy of rallies, will make the pilgrimage.

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The model-T Ford about to be de-wormed—see paragraph below.

A 1906 Standard touring car, discovered on an Australian tobacco farm, has been renovated by The Standard Motor Co. of Australia and presented to the parent company in England. This resulted in some historical notes and illustrations appearing in *The Standard Car Review*, and in the same issue a letter praised a 1929 Standard Nine saloon which has covered 136,000 miles in the hands of its original lady owner in New Zealand.

* * *

Looking for an appreciative home is a 1929 Austin Seven in Kent, with grass growing out of the body because it has been used for carrying plants. Letters can be forwarded.

* * *

Chitty-Bang-Bang II appeared recently at the opening of a new service station in Kent.

* * *

The original Rolls-Royce Silver Ghost was flown across the Channel recently by Silver City to lead a Rolls-Royce cavalcade down the Champs Elysées.

* * *

The Jack Barclay Service Station, Chelsea, recently reconditioned an American-built 1925 Rolls-Royce Silver Ghost Brewster tourer. After reconditioning the car was shipped back to its owner, F. B. Hand, Jnr., in the States.

* * *

Lord Montagu's 1913 Fiat has been in the news again—displaying fashions at Derry & Toms.

* * *

Seen in a London street—a vintage Essex, *circa* 1924, with van body, which had previously been used by a radio dealer in Wadebridge and which is presumably being restored.

* * *

A rare discovery in Leeds is a 1922 Bramham, which should be worth restoring, particularly as it is claimed to be in fair order.

* * *

A rally for Edwardian and vintage cars will be held, in the grounds of Bryanston School, Blandford, Dorset, on July 11th. Details from W. Carpenter-Jacobs, The Bothy, Bryanston, Blandford, Dorset.

* * *

Items for collectors. Cars reported by readers as possibly available for restoration include a vintage Calthorpe in pretty fair condition standing behind a garage in Yorkshire, a six-cylinder Star chassis (No. C 100) near Shrewsbury, in which town an early Austin breakdown truck, on wooden wheels shod with beaded edge tyres, has recently been consigned to a scrap yard, and a blue-label Bentley in a scrap yard in Edenbridge. We hear also of an Invicta chassis rotting away in a yard near Weston-super-Mare and of a Lancia Lambda tourer, with its engine dismantled, at a service station between Knutsford and Holme Chapel.

* * *

The Furniture Preservation Society recently treated Mr. Digby Wills' 1911 model-T Ford tourer for woodworm which had infested the body. The car was submitted to poison gas fumigation, then given a coat of insecticide, and it now carries the Society's guarantee tag covering it for the next five years. Other owners of old cars which woodworm has attacked may care to try this remedy. The Society's address is Barking, Essex.

* * *

Hofman & Burton, Bentley specialists, of Henley-on-Thames, have made a fine job of restoring mechanically an Edwardian 40-h.p. de Dietrich, discovered in a London basement. The car has since returned to London for restoration of its three-tier, seven-seater open coachwork.

* * *

A Twin-Cam 3-litre Sunbeam has been rescued from a Shropshire breaker's yard and is to be rebuilt, and another is being built up from parts in Romford.

* * *

We hear of a Calcott said to lie in a Bedfordshire breaker's yard, of a vintage flat-radiator Morris-Oxford coupé laid up in Buckinghamshire, and of a 16/50 Humber fabric saloon for sale in Worcestershire.

* * *

Maurice Chevalier plays the part of a French nobleman whose hobby is collecting old cars—surely a change for Maurice!—in the film "Count Your Blessings," now showing in London. Amongst the cars in the film are a 1910 Delahaye and a 1923 Bentley.

* * *

A reader enquires whether anyone knows of a surviving Gilchrist car or has any information about this make.

* * *

The Sunbeam S.T.D. Register is holding its annual Wolverhampton weekend on July 11/12th with a navigational run, parade and Concours d' Elegance on the Sunday. Details from the Hon. Registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

* * *

The Fiat referred to in the June issue as a 1903 model turns out to be a 1914 15/20 with shooting-brake body, not necessarily for sale.

* * *

V.S.C.C. fixtures for July are the Club cricket match at Warfield, Berks, on the 12th, and the Silverstone Race Meeting on the 25th. At this meeting important events will include a 50-kilometre All-Comers' Scratch Race and the Vintage Light Car Handicap, etc.

* * *

A rally for pre-1913 cars will be held from Rome to Chianciano on July 4th/5th.

* * *

A Jaguar agent near Blackpool has made the remarkable discovery of a 1914 Crossley which had never been assembled until this was done a few weeks ago. A Studebaker touring body which had been ordered by the original customer forty-five years ago was also taken out of storage, and the car is now on the road. Could this be the car of which we have heard rumours from time to time for several years?

* * *

Discovery in a barn—A Colmore Frazer Nash, Reg. No. MV 607, Chassis No. 2036, Engine No. 10232. Can anyone advise the lucky owner of the car's history?

* * *

Two more old cars unearthed in Ireland last year and awaiting restoration are a V8 Vincent-Hollier and a six-cylinder Buick of about 1918 vintage with special body built for Lord Waterford. Has anyone any information on the first-named?

* * *

V.C.C. fixtures for this month are the Scottish Rally on the 10th/12th and a Rally to Stratford-on-Avon and Run to Oxford on the 18th.

* * *

On the 40th anniversary of the first non-stop Atlantic flight a memorial to Alcock and Brown was unveiled at Connanara, where the Vickers Vimy landed after making the crossing in 1918.

FIAT REGISTER TRIAL (June 7th)

This was the second round of the 1958 Inter-Register Contest, so there were other makes besides Fiats, competing. The route, in Surrey and Sussex, comprised a timed climb of a very superbly steep, metalled hill, the usual driving-skill frolics and negotiation of some rough stuff. The picnic lunch stop was at Noah's Ark, Lugershall, thus enabling competitors to enjoy the beauty of an unspoiled English village. The 12/50 Alvis Register headed the Inter-Register team contest, the Fiat Register being second, the S.T.D. Register third. The outright winner was W. Bowyer's 1927 Fiat 509A, second and the Invited Members' prize place being taken by G. Burton's 12/50 Alvis, T. Nicholson's Humber 9/20 and I. Grant's 1926 Fiat 501 being the runners-up.

V.S.C.C. LIGHT CAR TRIAL (June 14th)

Run in beautiful weather this had 20 competitors, although Buckmaster brought a massive 14/40 Swift tourer instead of his Swift Ten, so was only a token runner. Hooson had the misfortune to break a half-shaft on his 1925 A.C. in the acceleration and braking test; had he known it at the time a partly-dismantled A.C. Anzani existed nearby from which a spare could have been cannibalised. As it was, he had to retire and await spares from 80 miles away. The Getleys performed in a delightful 1913 Swift light car and the vintage Austin Seven was strongly represented.

Results :

Best Performance : J. K. Milner (1925 A.C.).
First-Class Award : H. J. de Salis (1925 Austin Seven).
Second-Class Awards : J. D. Rogers (1923 Jowett), A. D. Jones (1929 Austin Seven).
Third-Class Awards : T. R. Nicholson (1926 9/20 Humber), G. Liston-Young (1928 Fiat 509) and J. and R. Getley (1913 Swift).

SUNBEAM M.C.C. 13TH VETERAN AND VINTAGE RALLY (June 14th)

Veteran Award : P. E. Leverson-Gower (1903 Quadrant)	42 marks
Vintage Award : W. Moore (1915 Douglas)	32 ,,
Figure of Merit (age of driver and car) : F. A. Bateman (1909 Renault)	—
Best Sunbeam M.C.C. member : E. A. Beckham (1924 Sparkbrook) ...	29 marks
Best V.M.C.C. member : F. D. Forster (1925 Levis)	32 ,,
Best V.C.C. member : S. J. Humphries (1914 Perry)	30 ,,
Best V.S.C.C. member : J. Egglestone (1928 Austin Seven)	30 ,,
Team Prize : Ruislip M.C.C.	

VINTAGE POSTBAG

Sir,

I wonder if any of your readers can help me with information about the L'Elégante car. I had the good fortune to find one, which I have since restored. It was built in Paris in 1903 and has a single-cylinder 8-h.p. engine by de Dion Bouton. Other features are similar to those of light cars of the period, but little seems to be known about the design or manufacture.

I drove mine to Brighton in the R.A.C.'s Veteran Car Run last autumn. The car completed the trip, although it arrived half an hour late.

Perhaps one of your readers may be able to help. A photograph is perhaps too much to hope for.

I am, Yours, etc.,
ARTHUR BUTTERWORTH.

Wolverley.

* * *

Sir,

References have been made to Stutz, Duesenberg, Peerless, Pierce-Arrow and other luxury U.S. cars of the past, but one—for silence and sumptuousness reputed to surpass any other car—is forgotten. The Stearns Knight, straight-eight engine, nine-bearing crankshaft and double-sleeve engine; prices in England (about 1927) from £1,500.

Has anybody any knowledge at all of this superb car ?

I am, Yours, etc.,
S. PLEETH.

London, N.W.6.

* * *

Sir,

I was most interested to read the article by your contributor Mr. J. B. Ashby in the May issue. I think that I can confirm (from the photograph) that the " Bullnose " in question is not a Morris sports but one of the very first 14/40 M.G. sports. I myself owned a similar motor car in 1935 which I purchased for £6 in good running order !

After a rebore (price £8 10s. in those days !), plus a replated battery and some remoulds, the car gave me excellent and trouble-free service until she was sold the following year back to her original owner again. She had a top speed of 64-65 m.p.h., and plenty of acceleration. Her year of manufacture was 1925, but my car had front-wheel brakes, otherwise she appeared as Mr. Ashby's car does in the photograph. I wonder how many of these excellent old cars are still running nowadays ?

I am, Yours, etc.,
J. B. SUMMERHILL.

Budleigh Salterton.

* * *

Sir,

Returning from my work in the West End at 3 a.m. one night last week in my 1928 Austin Seven Chummy, I was struck amidships at over 30 m.p.h. by a 3.4 Jaguar, whose driver had quite certainly " had a few."

I was travelling after the manner of all open tourer enthusiasts, with the hood folded and without sidescreens. I left the driving seat very abruptly and landed in the road, with bones, spectacles and watch intact. The Austin ended up with its off-side door torn off, windscreen gone completely, frame and all, one wing a total wreck, the steering wheel at a very weird angle and its steering gear jammed against the nearest lamp-post. However, the lights were still on and, particulars having been taken by the constabulary, the engine was restarted and, after a careful inspection and a few good tugs to release the car, I was able to drive very gingerly the remaining ten miles to Beckenham.

The Jaguar, whose near-side lights were smashed, could not be steered owing to a very bent front piece (they can hardly be called wings) and had to be left in a side road.

Need I say more ?

I am, Yours, etc.,
BRIAN H. WALES.

Beckenham.

* * *

Sir,

In reply to Mr. P. L. Martineau's letter regarding information on the Pilgrim cars. I searched through my books and managed to find some technical data on seven of the Pilgrim cars.

Number of Cylinders	*Maker's h.p.*	*Bore and Stroke*	*Treasury h.p.*	*Years in Production*
2	8	86 × 76 mm.	9.2	1909
2	8-10	89 × 102 mm.	9.8	1910/11/12
2	10-12	98 × 102 mm.	11.9	1914
2	11.9	98 × 102 mm.	11.9	1913
4	20-30	114 × 127 mm.	32.2	1907 and 1910/11
4	32	114 × 127 mm.	32.2	1908/9 and 1912
4	15.9	80 × 120 mm.	15.9	1915

The Pilgrim 20/30-h.p. four-seater car was sold at a chassis price of £530 in 1907. It had a four-cylinder horizontal engine and a two-speed gearbox, with a top speed of about 50 m.p.h. Speed was regulated by varying the lift of the inlet valve. The drive to the back axle was by an odd combination of chain and live-axle, whilst apparently carburation was very efficient for the Pilgrim won the Gold Medal at the Royal Automobile Club's " vapour emission " competition in March, 1907; at which time the majority of motor cars proceeded on their noisy way to the accompaniment of a black cloud of petrol smoke.

I am, Yours, etc.,
S. C. BUDGE.

Upton Cross.

* * *

Sir,

In your May issue, Mr. Wolff of Wisconsin asks for Duesenberg data. Certain particulars he gives appear to be based on a photograph of the 1929 Duesenberg Stand at Olympia, in my possession. My own Duesenberg was on the Barker Stand at that Show, being the sedanca referred to by Mr. Wolff.

Some time back I was in touch with both Mr. Wolff (who knows the above) and with Mr. Morgan, to whom he refers. My object now in writing to you is firstly to ask, through your columns, if anyone with knowledge of Duesenbergs in Great Britain, past or present, would get in touch with me. Secondly, if any overseas Duesenberg owners should visit this country and wish to see my model J, I should be very pleased to show it to them.

I am, Yours, etc.,
C. S. PHILLIPS.

Windlesham.

* * *

Sir,

I was most interested to read Mr. J. B. Ashby's account of cars he has owned, and I was particularly interested in the question of whether the " Bullnose " shown in the photograph was a sports Morris-Oxford or an early M.G.

The " M.G. Morris-Oxford Super Sports four-seater " was described and illustrated in the Morris catalogues published at the time of the 1924 Olympia Show, although no M.G. was shown at Olympia until 1927, and no M.G. was mentioned in *The Autocar's* Buyers' Guide until that date. This may explain why G. R. Doyle, in his book " The World's Automobiles," lists the M.G. as having been first produced in 1927.

" M.G. Morris Garages Super Sports " is something of a mouthful, and I think many people abbreviated this to " M.G. Super Sports " or " Morris-Oxford Super Sports." For example, the first mention of the term " M.G." I have found is in *The Motor*, in the report of the 1925 M.C.C. London-Land's End Trial, when Cecil Kimber's " special " (which we now refer to as No. 1 M.G.) is referred to as an M.G. Before this date all the Morris Garages sports cars were referred to as Morris-Oxfords. Perhaps there is some significance in this.

Referring to the particular M.G. owned by Mr. Ashby, I think it is an even earlier M.G. than possibly Mr. Ashby suspects. In fact, I think it is the very first car of the production model M.G. ever built! This car is described and illustrated in *The Motor* of June 24th, 1924, and was the property of the well-known competition driver, Mr. W. Cooper. Its registration number, the Middlesex one of MF 8068, is the same one as Mr. Ashby's M.G.

Anyone interested in motoring history, it seems, has to accept eye-strain trying to read number plates or counting bonnet flutes as an occupational hazard! By the time Mr. Ashby acquired this car a few modifications seem to have been made, such as the fitting of balloon tyres and normal Morris artillery wheels to replace the original high-pressure B.E. tyres and disc wheels, which is the sort of modification one has come almost to expect to be made over the years. The early "Bullnose" M.G.s had a different radiator badge from the later "Bullnosed" M.G.s. The early radiator badges consisted essentially of two shields, one being the coat of arms of Oxford City and the other of Oxford University, and on the orange-coloured background were simply the words "The Morris Garages, Oxford." The later badges consisted of a normal Morris-Oxford radiator badge around which was a pale blue (dare I call it Cambridge blue?) circle bearing the inscription "The M.G. Super Sports."

The thing which has always surprised me about the early M.G.s is that although the Morris-Oxford in 1925 could be fitted with four-wheel brakes as an optional extra, the M.G. did not fit their very effective four-wheel brakes until halfway through the 1925 season.

The year 1924 was not only notable for the production of the first M.G.s of all, but also for the production of the first six-cylinder M.G., which was based on the 17.9-h.p. Morris-Oxford "Six," the first Morris to have ½-elliptic rear springing.

Before I stop writing about my favourite subject, may I ask that if any readers of MOTOR SPORT have any information about "Bull-nose" Morrises I should be delighted to hear from them. I am always pleased to hear about these cars.

I am, Yours, etc.,
LYTTON P. JARMAN,
Secretary, Bullnose Morris Club.

Rugby.

* * *

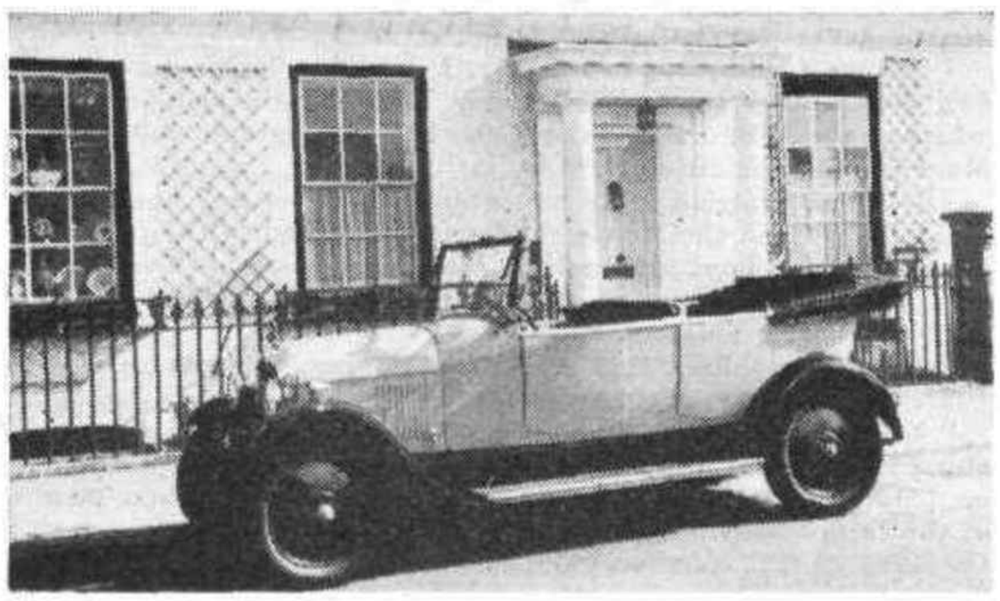
Sir,

Mr. Bennett's letter concerning his vintage Citroën tempts me to sing the praises of my 12.1-h.p. model, 1927, the only one registered with the V.S.C.C.

Bodily it is now very glamorous. The brasswork (now that paint and patches of nickel have been removed) glints on car reflectors, causing them to resemble braking lights in operation. It has enormous luggage carrying capacity, two trunks and a case on the grid alone making their way to and from Cambridge frequently. Carrying this 32 miles for only eight pints of the cheapest seems very reasonable.

It possesses some annoying habits: the top half of the windscreen is prone to fall out at speeds of over 50 m.p.h.; in cold weather, when the self-starter is inefficient, petrol explodes in the silencer after a little vain cranking or pushing; the carburetter insists on being tickled even after only a short stop; and the brakes like being fussed over, being cable-operated.

However, once it has sprung to life nothing will stop the engine; even the ignition switch failed to do so once and it was still obstinately ticking over after intentional misuse of every other knob and handle on the car.



On page 504 we show an early Citroen in a typically French setting. Here is Mr. E. Fiddy's 1927 12/24 Citroen (see letter above) against a splendidly English background.

After pushing near the exhaust pipe when the silencer explodes, being in front when the Klaxon sounds is the next noisiest position to adopt. Far from causing an instant removal of the pedestrian, it sometimes causes him to stand, like Thurber's Mr. B., "still; accepting the situation with calm and resignation."

It has excellent steering, if a little heavy, and is extraordinarily comfortable, though the fact that my friend reads *The Times* when we motor down Kings Parade is pure affectation, as the suspension is not that good.

Information, from previous owners in particular, would prove most interesting (YF 9884).

I am, Yours, etc.,
EDWARD FIDDY.

Cambridge.

* * *

Sir,

Whilst sojourning in England I read in recent issues of MOTOR SPORT the correspondence and articles relating to the famous Salmson cars, and was not a little shocked and grieved to see the letters of some of your correspondents who condemn them out of hand, perhaps with only slight knowledge of the make, and in some cases when obtained worn out and in disrepair. I consider that a few words from one who knew this *marque* in its country of origin, and often a visitor to the works during the 1920s, would not come amiss.

The push-rod model was never intended to be a super high-speed car and no such claims were ever made on its behalf, but it was a good and reliable motor with excellent steering, suspension, road-holding and brakes. It would attain 60 m.p.h. with ease. The push-rods did not fall out nor wheels come off if properly maintained, and at the price charged was better than most French cars of 1,100 c.c. in the early 'twenties and very good value for money.

No one so far has ever mentioned the best product that ever left this splendid factory: the blown San Sebastian D.I. model. This most wonderful car would attain 95 m.p.h. on any good French road. Acceleration was staggering and road-holding and cornering exquisite. Springing and steering were perfection at *high speed*, and for this only was the car built. It was never intended as a town barouche.

At the period when this model was first produced, in 1926, there was not another 1,100-c.c. car that could even remotely approach the San Sebastian Salmson in its perfection of road performance in any and every way, the Amilcar included. Each car was guaranteed to attain and maintain 105 m.p.h., and they very definitely did this without vices of any kind, and were a sheer joy to drive over distances impossible in Britain.

My memories of the beautiful San Sebastian D.I. of those far-off days in the pleasant land of France are indeed happy ones, which nothing of today can equal, and I can only conclude that your readers who complained were unable or incapable of maintaining such fine machinery. However, I have heard Englishmen who would even presume to criticise *le Patron* and a Type 51 Bugatti: *Honi Soit Qui Mal y Pense*!

I am, Yours, etc.,
PIERRE DE VERE.

Leigh-on-Sea.

* * *

Sir,

The interesting correspondence in your recent issues with reference to Salmson cars has brought back many happy memories of former days, and I feel that it is just possible that some of my experiences may be of interest to readers who, like myself, are now numbered among the not-so-young. I can speak with some conviction as in the early 'twenties my employment brought me directly in contact with these cars, first with an agent and latterly with the London depot.

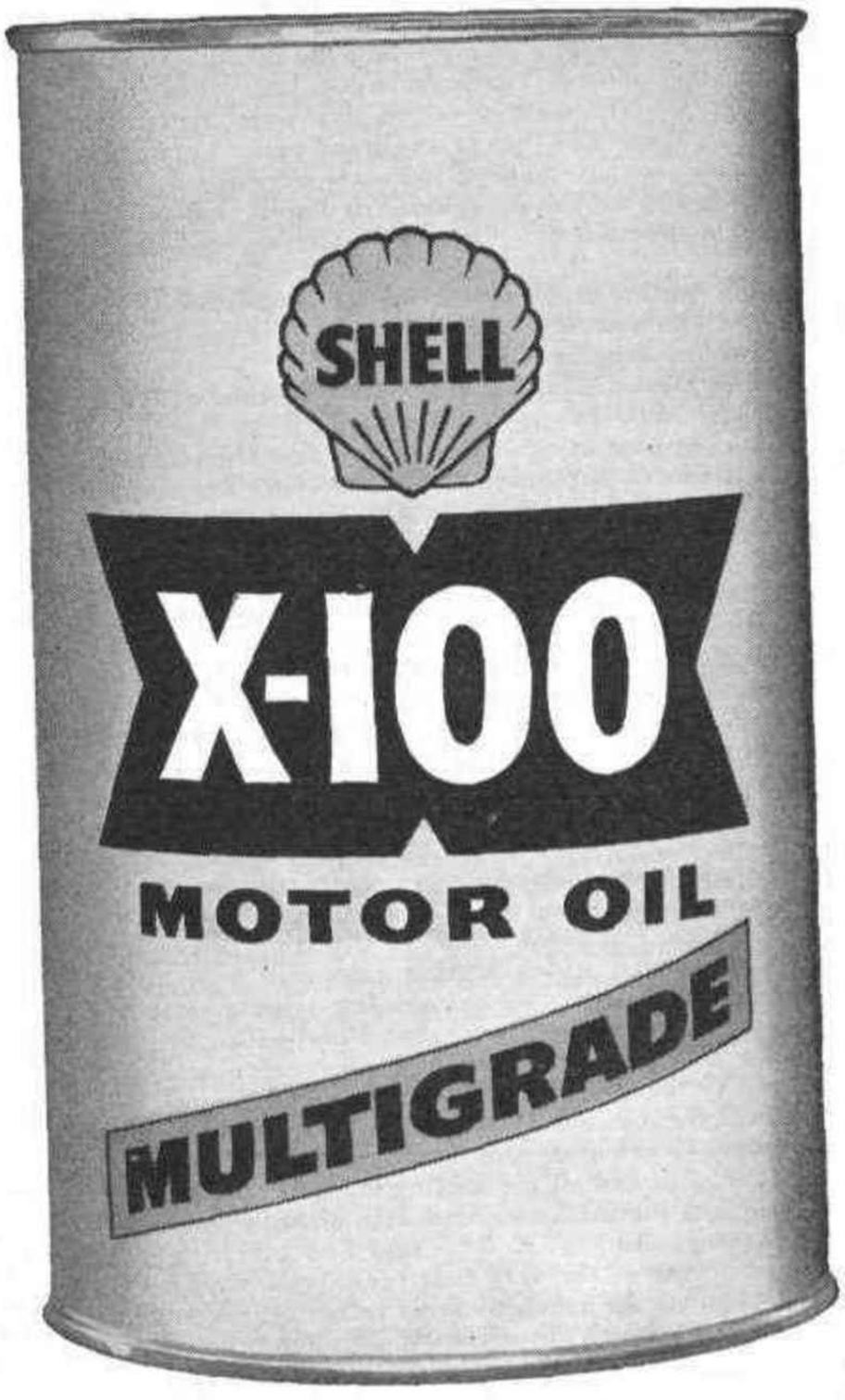
I often wonder just how many of these cars would have been sold if the general public had known the kind of start in life that they had. Mr. Battersby has spoken of the works at Chiswick where Salmson owners were entertained to free buffet lunches. This may possibly have been the case at a later date but in the days of which I am speaking these cars, together with hundreds of Citroëns, were stored at Messrs. Lep's Depot in the middle of the Chiswick sewage farm, entirely in the open and without any protection from the weather. They were covered with an extremely glutinous coating of vaseline which made starting up quite a problem; indeed, in winter, it is no exaggeration to say that many were definitely unstartable. The batteries were all flat or uncharged and it was a rare thing to find a car on which the magneto points were not seized solid. These we were supposed to free, but not relishing such delicate work in the open, often with rain descending one's neck, I used to carry a master contact-breaker in my pocket and swap it over!

This was anything but popular with the "apple-fritters" at Motcomb Street but it gave quick results and enabled one to get going.

YOU CAN BE SURE OF

Shell X-100 Motor Oil Multigrade offers your engine several kinds of protection — and works for it 24 hours of the day every day of the year. From the moment you start Shell Multigrade flows freely and gives immediate lubrication. This minimises wear in your engine, gives longer battery life and a useful saving on petrol. In a sentence, Shell Multigrade gives your car all the protection it needs for peak performance.

Because Shell Multigrade comes in two grades, 10W/30 and 20W/40, it is ideal for all cars — fast or slow, old or new, summer or winter.



YOUR ENGINE'S BEST FRIEND

In winter, when the engines were nearly solid, we used to borrow a tow rope, push the car to the entrance and wait hopefully for the arrival of one of Messrs. Lep's lorries to tow us off. Many of these cars were in chassis form without any wings or other protection. We had no proper seats and used to squat on the spare wheel lashed across the frame with pieces of string and hang on to the steering wheel. I must say, though, that in this shape they were amazingly lively little jobs and a real thrill to drive.

Some of your correspondents certainly seemed to have had more than their fair share of trouble, and it is useless to deny that there were troubles of various kinds, but how many cars of that time did not suffer from some trouble or other, and they were not always teething ones either! The Salmson was always a car for the sporting enthusiast and in the proper hands many of them gave wonderful service. Complaints have been made about lack of urge on some models and I feel that this was in some measure due to over-optimism on the part of owners who, having read of the wonderful racing successes which were at that period putting this *marque* right in the front of the 1,100-c.c. class all over the Continent with special o.h.c. engines, expected the same results from the production push-rod type. How often is this the case even today!

In this respect I feel that the current sales brochure may have been in some measure to blame, as in those days it was quite customary to make rather flowery claims regarding speed and other factors. At one time complaints were received that wheels were coming off and depositing indignant owners and their families into the nearest ditch. Most of these turned out to be nothing more than the reluctance of these same owners to give the beautiful man-size ring spanner a few " four-penny ones " with a nice little mallet also provided in the maker's tool-kit (yes!!) and they merely tapped it gently for fear of spoiling the plating on the wheel nut! We had several such cases!

Many of the touring models were fitted with rather heavy and cumbrous English-made bodies, most of them anything but a success, and these did little or nothing to aid performance. One particularly awful miniature four-seater comes to my mind, the manufacturer of which shall be nameless (indeed, I believe he has long since ceased to exist, and rightly so), the door of which flew open every time one went over a bump, even when the car was brand new. I remember one particularly trying journey up Crystal Palace Park Road, which in those days was infested with cross gullies. If I shut that infernal door once I did so a dozen times, and eventually secured it with string!

The small French bodies fitted to the sports models were very good indeed and smart to look at, while they never gave any trouble, even when they had had considerable use.

There is not the slightest doubt that the success of these little cars in this country was due in no small measure to hard and painstaking work on the part of one man, who at that time owned a small garage in Kent, Mr. O. Wilson-Jones. At the time the business was a small one and the Salmson his first and only agency, but in spite of all opposition and teething troubles, he battled away and eventually built up such a reputation that it is no exaggeration to say that in the end people came from far and wide for him to lay his hands on their cars. I should know as in those far-off days I had the privilege of working for him in quite a minor capacity; indeed, I was office boy, correspondence clerk, salesman, car delivery man—in fact, everything. A gifted engineer, he never spared himself and often worked far into the night to keep faith with the customers. Many will remember him as the winner of the 1,100-c.c. class in the J.C.C. " 200 " at Brooklands at a later date, driving one of the official works cars.

Eventually he became the official Salmson competition man and, together with his great friend, that wonderful all-round sportsman, the late F. R. G. Spikins, competed in all the big trials of the day, especially the M.C.C. events, which at that time had a big trade following. I was often pressed into service as a last-minute passenger and many were the wonderful adventures that I had with this great pair; one particular one springs to my mind above all others. At that time the Hon. Victor Bruce had just discovered Simms Hill, near Ashburton (now a regular in the " Exeter "), and it was described as being unclimbable. To celebrate this *The Light Car and Cycle Car* organised a rally at the hill and all the leading manufacturers sent in entries. At the very last minute I accepted with alacrity the opportunity to go as passenger to " F. R. G.," who had taken delivery only the day before of one of the very first production Grand Prix models with o.h.c. engine. As usual, we were rather late in starting and decided to carry on through the night, Wilson-Jones being with us driving what was described as a de-luxe two-seater with full all-weather equipment and dickey! For many miles we burbled along in fine style, the roar from the camshaft engine, which was fitted with a hand-operated cut-out, sounding most powerful and reassuring, and seeming to bode well for the morrow. Eventually, however, night began to fall, and as we passed through the hamlet of Middle Wallop I felt a few spots of rain.

By the time we reached Salisbury it was certainly raining in earnest and we stopped to erect our sports hood, detachable, " Adeux place," in pegamoid bag! A search soon revealed that this was missing and that we must perforce bash on regardless, as we were! Ah me! the memory of the rest of that dreadful night will never fade.

Since that date I have competed in " Exeters " and " Land's Ends " and a variety of events in a variety of vehicles and even motorcycles, but never have I been so wet. The wind rose to gale force and the rain descended in torrents. Some will remember that the seating in those cars was of the staggered variety and, being in the passenger's chair and well back from the screen, I took the full force of the elements. I was wearing at the time a thick leather coat, ex-R.N.S. issue, and this rapidly became saturated, so that the slightest movement caused squirts of water all over me in the manner of a sponge. At some unearthly hour of the morning we paused to try and dry out in Mr. Moffat's friendly arch at Yeovil (without, I'm afraid, much success), what time the occupants of the de-luxe model expressed great commiseration with our plight. Eventually, however, we crossed Yarcombe Hill and started the descent to Honiton. It began to get light and everywhere as far as we could see were vast tracts of land under water. With the coming of dawn our spirits rose in anticipation of a good old " Exeter " breakfast. Alas for our appetites! In those days, somewhere in the vicinity of Rockbere and Clyst Honiton, there used to be an old stone hump-backed bridge (it has long since vanished), carrying the main London road over a stream, and as we rounded a bend all we could see was water, water, everywhere for some thirty yards this side of the bridge, completely blocking the road. After a consultation we decided to have a go with the G.P. car but after a short distance an ominous gobbling sound from the exhaust denoted that all was over and we came to a stand-still. We were just preparing to paddle for it when a most unusual brainwave made me roll up my sleeve and reach over the side and grab the spokes. In a few minutes a united effort enabled us to pull ourselves back to dry land again. We returned to Rockbere, where we knocked up an aged couple in a small inn, and I well remember sitting round a fire in one of the bedrooms with " F. R. G.," he clad in nothing but an old shooting coat, kindly supplied by the landlord, while I had on the old lady's tweed skirt, whilst our soaking clothes dried below!

Eventually, however, the rain ceased and we sped on to Ilsington and the rally. This, I regret to say, proved somewhat of a washout in more senses than one, and in spite of chains at one time on all four wheels, we failed to make any impression. The hill was in an appalling state and, if my memory is correct, I believe that only about three cars ever actually reached the top.

My abiding recollection is of a cheerful soul who drove one of the little clover-leaf Citroëns all the way from London and back again without any rest at all. With its very limited maximum this was a tremendous feat to accomplish single-handed as well as take part in the event. I met him again afterwards and he told me that in the vicinity of Basingstoke-Staines, on the return trip, he became so desperately tired that he was positive that man-holes lifted up and dragons appeared to leer at him! I have often thought of his words, although I must confess I have never quite reached this stage myself!

After a while Wilson-Jones was able to acquire a pukka works racer, none other than Lombard's actual car complete in original condition. This vehicle, a single-seater, was known as the " Spanish murderer," as a result of a fatal accident, I believe at Barcelona, where the crowd, becoming excited, ran into the road and some were fatally injured. It even had the actual blood marks on the body and attracted great interest when standing in our small showroom. With this car he had quite a lot of fun and entered in most of the leading sprint meetings which abounded in those days, but it suffered badly from a serious defect which was common to all these jobs, viz., unsuitable gear ratios. From memory these were 4½, 6½ and 16 to 1, and the absence of a useful second gear and big gap between first and second was a serious handicap for sprint work and speed trials, although quite satisfactory for track and road racing. However, after much thought and hard work, a complete four-speed gearbox was evolved out of the old one, at the cost of dispensing entirely with reverse, and with this revolutionary fitment the car went very well indeed, although whoever acted as mechanic had to be really alert, and the moment any situation developed which called for reverse the drill was to jump out and push it back!

This car was eventually equipped with a perfectly standard two-

Continued on page 526

THE ALTON-JAGUAR

MICHAEL BARKER believes that there is more fun to be had from building a car for club racing than by buying your racer ready-made. His Alton-Jaguar made its debut at Goodwood on June 6th and would have won a 5-lap handicap at over 79 m.p.h. had it not made an excursion on to the grass at Woodcote and been disqualified.

Believing that racing benefits from the participation of "one-off" "specials" we drove over from East Hampshire to West Surrey one June evening, along pleasant, notably deserted by-roads (who says motoring is no longer worth while?), to discover what Barker's car consists of.

Barker, following in the wheel-tracks of a father who has ridden round Brooklands with Parry Thomas and who had a contemporary, very "hot," eight-valve Morgan-Anzani, began racing with a very potent-looking solo Norton. He followed this with an Ulster/Le Mans Aston Martin, before racing a Ford Anglia the gasket of which originally used to suffer sadly from a supercharge of 15 lb./sq. in.!

The Alton-Jaguar was designed round a blown 2-litre Alta engine, but when this protested it was found just possible to substitute a 3.4-litre Jaguar engine and C-type gearbox.

The chassis was designed and fabricated by Barker in the home garage, work commencing in 1954. The frame is of tubular ladder type, with side-members and four cross-members of 16 g. steel tubing. The posts of the double wishbone i.f.s. were welded-up from $\frac{3}{16}$-in. steel plate, and Lotus coil-springs were used, which required packing up to take the greater weight of the Jaguar engine. The stub axles are Aston Martin.

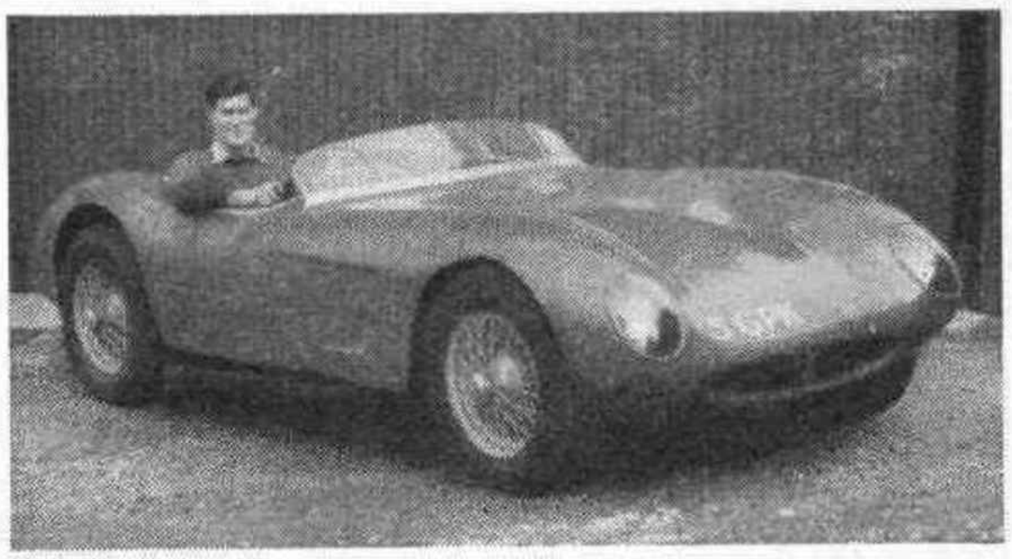
At the rear an A-frame linkage locates an Aston Martin back axle sprung on coil-spring units, the original anti-roll bar having been recently deleted. The axle ratio is 3.889 to 1. Girling drum brakes are used all round, although the next move will probably be to fit disc brakes.

The engine is a fairly "cooking" Jaguar unit but an 8-to-1 compression-ratio, high-lift camshafts and six-branch exhaust system feeding into a flexibly-mounted Servais silencer, with dual tail-pipes emerging in front of the near-side back wheel, has elevated the power output to approximately 210 b.h.p. As the car weighs only about 18 cwt. ready to race (it turned the scales at 16½ cwt. "wet," with the Alta engine), acceleration is distinctly brisk, while maximum speed is 135 m.p.h. at 6,000 r.p.m.

The chassis has a wheelbase of 7 ft. 9 in., a front track of 4 ft. 4 in. and a rear track of 4 ft. 6 in., and a Mistral fibreglass body, lengthened at the cockpit, fits it very well. Incidentally, this body withstood a bump with a Cooper-Bristol during the aforesaid Goodwood incident very well, the only casualty being a headlamp glass, the nose of the body being virtually undamaged and the lamp within remaining intact. The dashboard is supported on a light tubular bridge and contains a large rev.-counter and the usual instruments. The steering wheel, like the rest of the car, was made by the owner and has three light-alloy spokes laboriously provided with lightening holes. To get a low nose a Connaught radiator is slung low down ahead of a remote header-tank. At the back the spare wheel is strapped horizontally above a steel fuel tank holding about 12 gallons. The car runs on Esso Extra but prefers Esso Golden 100-octane petrol and uses Esso 40/50 oil and normal Champion plugs. It is mainly intended for sports-car racing but was driven to Goodwood and gave some 20 m.p.g.

The centre-lock wire wheels are shod front and back with 6.00 by 16 Dunlop R5 racing tyres, which Barker endorses as providing very remarkable grip under racing conditions.

Altogether the Alton-Jaguar is a very worth-while "special," of which a lot more should be heard. Incidentally, this is a sporting family, for Mr. Barker, Snr., is addicted to flying to Goodwood to watch his son race, taking-off in his Piper Cub from an airstrip behind his house.—W. B.



The Alton-Jaguar with its driver-designer at the wheel.

FLEET CARNIVAL CONCOURS D'ELEGANCE (June 14th)

Organised by Councillor Mrs. Winifred Boddy, the 41 competitors assembled in Views Meadow, Fleet and were judged by Mrs. Kay Petre and Lord Montagu of Beaulieu. The prizes were presented by Lady Montagu.

WINNERS :

Pre-1930 : Sqn.-Ldr. A.C.M. Millar (1927 twin cam 3-litre Sunbeam).
1931-1939 : A. Harris (1939 Alvis Speed 25).
1939-1959 : A. Jeakings (1948 M.G.).
S.T.D. Register : C. F. South (1913 12/16 Sunbeam).

EIGHT CLUBS' SILVERSTONE

THE Eight Clubs' Annual Silverstone Meeting produced an enormous entry of almost 200 packed into seventeen races. The day started fine but after several races an almost continuous downpour began to disperse the surprisingly large crowd.

The day started with two high-speed trials, followed by two qualifying races for the MOTOR SPORT Trophy, one of which was won by Butcher's venerable Singer, from Jenning's Gordini-Dauphine, and the other by Thorburn's Gordini-Dauphine, which beat Campbell's Alexander Minx from the same mark!

The red of Italy was seen on the line in the next event, in the shape of American H. R. Jones' A6GS 2-litre Maserati, which made a bad start in its race and just failed to catch Lee's C-type Jaguar. But it was a close thing, and Jones' cornering in the rain was very well controlled. R. A. V. Staples, driving a Bristol-engined A.C. instead of his normal A.C.-engined model, came through into third place.

The Electrons showed a surprising turn of speed, winning three handicaps and one scratch race between them; Torix Bennett, son of A. V. M. Bennett who makes these cars, averaged 67.84 m.p.h. to win his race, which was faster than Lee's Jaguar had been in the previous event. C. J. Green, also Electron Minor-mounted, spun at Woodcote when leading his race but caught the car on its last revolution and continued with a marker drum wedged under the car. Not so lucky was D. T. Sinett-Jones in an A.C. 16/80, who had enjoyed some big slides on Becketts (according to the commentator), as on one lap, when attempting the same thing at Woodcote, the car went straight on into an advertising sign behind which hid a large earth bank. The front end of the car was badly damaged. A female spectator was heard to remark: "He's lucky, the bonnet isn't scratched."

At last, with darkness approaching, came the final race of the day, the MOTOR SPORT qualifying race for the Silverstone Trophy. Butcher's Singer had a lap start plus 15 seconds and he led the race for three of the five laps before the pack began to catch up. Lewis' A35 took the lead on lap four, with Campbell's Minx and Wolfe's Jensen 541 coming through the field. Wolfe normally drives a C-type Jaguar but this car not being ready the Jensen was pressed into service. Its speedo shows over 55,000 miles. But as these three went along the straight Gordon Lee's Jaguar could be seen streaking into Woodcote. The pack was closing right up and it looked as if there would be a real traffic jam at the finish, thanks to Charles Bulmer's excellent handicapping.

As the leaders appeared once again, Lee was indeed in the lead, with the Jensen in second place and Lewis holding grimly on to third place, with Campbell's Hillman in fourth spot. These four all qualify for the Final at the North Staffs M.C. Silverstone meeting on October 3rd. As these four crossed the line a whole gaggle of cars appeared round Woodcote and, indeed, if the race had been 100 yards longer we might have seen a very different result. The M.G.s of Reid and Tooley and the Electron of C. J. Green were pressing hard for that fourth place.

No better praise can be given to the Eight Clubs organisation than to say that everyone enjoyed the racing, in spite of the rain and wind.—M. L. T.

RUMBLINGS

A QUICK AND EASY WAY TO THE SOUTH OF FRANCE

Many MOTOR SPORT readers scorn trains but most of them presumably like motoring in France. There are still a great many motorists, however, who, because long journeys with old people or young children in the car, or because the car itself isn't all that rapid, prefer to reduce their initial holiday mileage through the more tedious areas of French countryside.

For them, quite the best answer is the Boulogne-Lyon Car Sleeper. On this admirable train you are taken two-thirds of the way across France while you sleep, and your car goes with you on the train. The express leaves Boulogne at 8.37 p.m., leaving ample time for dinner at the Gare Maritime Restaurant after disembarking from the Dover ferry at 6 p.m. You will not be conscious that this is a station restaurant, apart from instructions and warnings of train departures issuing from loud-speakers, because the *decor* is modern, clean and pleasing and the food—you are now in France!—is as well cooked and served as anyone could desire.

Cars will have been loaded on to the two-tier transporter trucks and all that remains is to go to sleep, breakfasting on the train before it arrives at Lyon at 8 a.m. With merely an overnight suitcase to contend with it is pleasant to be able to relax in the *couchettes*, which provide everything for your comfort and convenience. The beds are comfortable, the train runs smoothly and, unlike English stations, quietness prevails when the train pauses at over-night stops.

On arrival at Lyon a coach is provided to take you some 400 yards from the passenger platform to the car unloading quay. Here you drive quickly off the truck and away—well advanced on your journey to the South of France, yet you were in England at tea-time the previous day. Without any hardship you can have a late lunch on the Riviera some hours after leaving the Car Sleeper.

The return fare for car and two passengers varies from £28 to £36 depending on the length of the vehicle. There is an additional charge of £12 return for a *wagon-lit* berth for two in place of a *couchette*, or of £6 return if you share a three-compartment tourist *wagon-lit*, additional passengers being charged £9 return, or £6 for children of 4-10 years of age, or £15 and £9, respectively, in a *wagon-lit*. Cars must not exceed 5 ft. 4½ in. in height or measure more than 5 ft. 7½ in. between the outer faces, or less than 2 ft. 11 in. between the inner faces of the tyres, and 8 in. ground clearance under the mudguards is stipulated, while three-wheelers, motorcycles and scooters cannot be carried.

Offsetting the cost of train travel is not only the saving of time and wear and tear on the car but of the cost of petrol for the 956-mile double journey, and perhaps two nights in hotels each way. Regarded thus, the Boulogne-Lyon Car Sleeper is a very worth-while institution and those with European holidays to come may care seriously to consider using it.

The return journey necessitates reporting at the Lyon Part-Dieu loading point not later than 6 p.m., the coach taking you to the train for a 7.12 p.m. departure. Dinner on the train rounds off to perfection a good holiday, because a high standard of cooking and service is a feature of French railways. The Car Sleeper arrives at Boulogne at 6.55 a.m., enabling you to cross to Dover in time for an early lunch. Last year more than 6,000 cars were carried and this year the service is run daily during the peak period. A similar service is operated between Paris and Avignon, a return journey of 864 miles. Further details can be obtained from the French Government Tourist Office, 178, Piccadilly, London, W.1, on mentioning MOTOR SPORT.





The Series II Peerless with revised frontal aspect.

THE PHASE II PEERLESS

Since the Peerless made its debut as a 2-litre G.T. coupé with de Dion rear suspension, a fibreglass body and components based on Triumph TR3 parts it has gained a sound reputation. A lone entry at Le Mans last year finished creditably in 16th place and these low-built, well equipped four-seater coupés are winning an increasing number of club races. During the last twelve months Peerless Cars Ltd. of Slough, claim to have sold nearly 250 cars, of which about half the output has been exported.

In the light of experience the improved Phase II model has now been announced. This has over twenty small but useful improvements to body design and finish—the technical aspects are unchanged. For example, the bumpers have been rendered more effective to combat, as the makers say, "sonic" parking habits, a new black trim, greater carpet area and minor changes have given the car a more luxurious interior, there is increased space round the gearbox tunnel and the front seats are deeper and broader, accommodation in the back seat has been improved, head room has been increased by ¾ in., the doors have proper "keeps," the window surrounds are stiffer, with fixed quarter-lights and the body structure has been modified, a reduction in moulding of 50 per cent. being achieved, which gives a lighter, stronger structure with more rigid, robustly-hinged doors. The body is made by the Wincanton Transport and Engineering Company and assembled at their Woking branch, the aim being a minimum of 25 a week. Painting is carried out by Docker Bros. Polyester Process and the appearance of the Peerless has been improved by a modified front end with semi-recessed lamps, an unadorned radiator grille, smarter bumpers, etc. The bonnet now has hidden hinges and snap fasteners in place of budget locks and the luggage-boot lid has a press button catch and lock and spring-loaded hinges instead of a prop. A move is afoot to chromium-plate the glass fibre bumper mouldings. The price of the Peerless remains at £1,414 19s. 2d.

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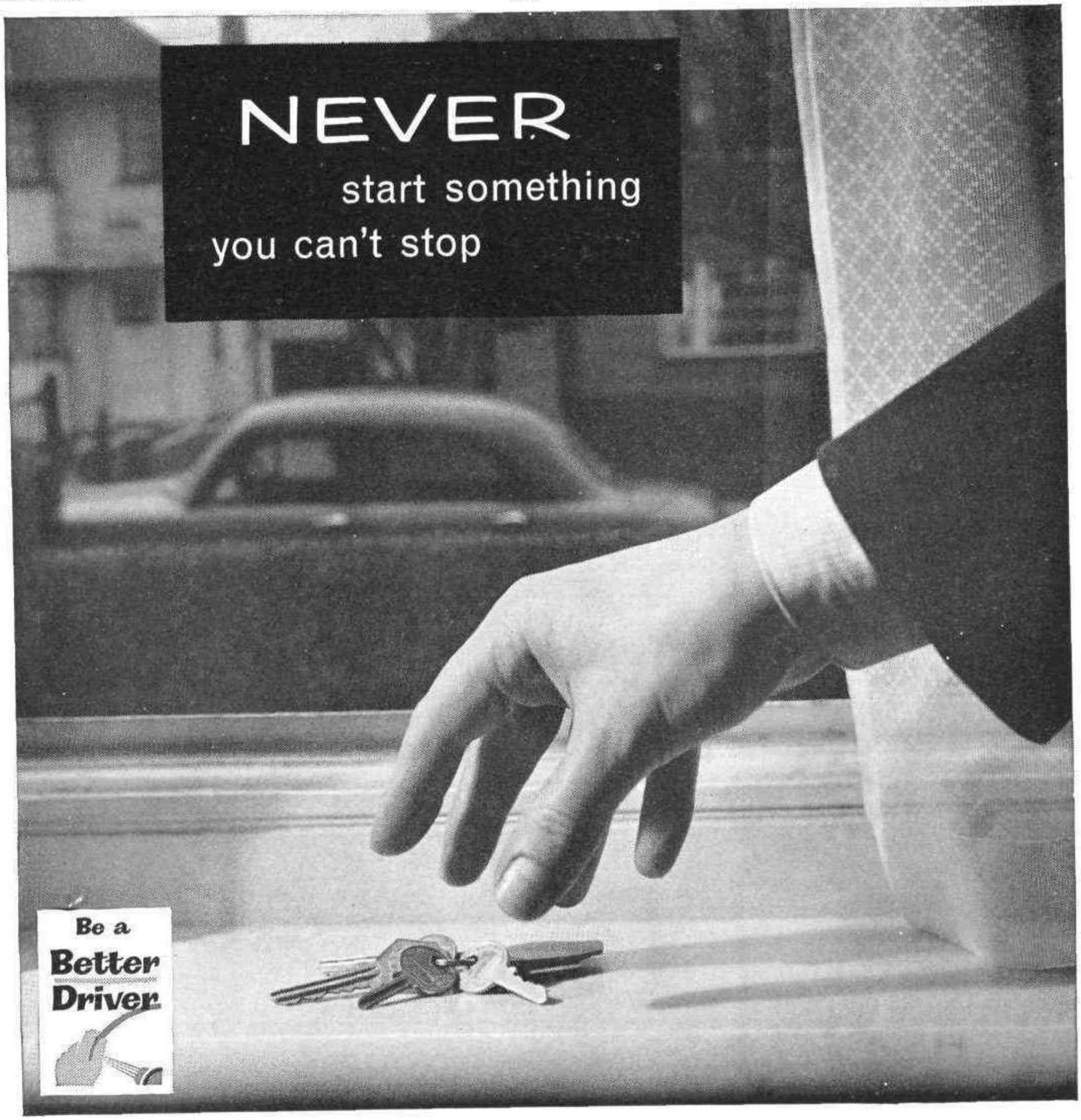
THE FIAT 1,200 GRANLUCE

Fiat fans, and those who quite rightly regard the Fiat 1,100 as an extremely good all-round family saloon will be interested in the latest version, the Fiat 1,200, which has a 72 by 75 mm. 1,221 c.c. Tipo 103 G.000 engine in place of the 1,089 c.c. unit. In its very latest form this engine develops 58 b.h.p. and there are small but accepted improvements to the body, such as a bench front seat with divided squab giving individual adjustment from upright to almost horizontal, rubber buffers on the bumper over-riders and rather more distinctive body moulding, while all four doors are now of trailing type. Recently we were able to enjoy a long weekend in a rather earlier 1.200, which John Skinner Associates arranged for us to borrow from Fiat's Wembley depot. This car had the 55 b.h.p. engine, which is 12 b.h.p. more than the 1,100.

In general the Fiat 1,200 is the same as the 1,100, of which detailed impressions were published in MOTOR SPORT for July 1958, except that the front windows have quarter-lights (devoid of locks or rain gutters), the anti-draught shields being absent, which has not improved ruffle-free ventilation.

Continued on page 526

WORTH WAITING FOR?—The handsome Volvo coupé, the bodies for which are to be produced in this country. Production is not expected to commence until late in 1960. The 85-b.h.p. 122S engine will be used, in an 8 ft. 0½ in. wheelbase chassis with disc brakes.



See your brakes have Ferodo Linings!

THINK ABOUT IT. Could you honestly say that, in an emergency you could rely on your brakes to pull you up safely every time? Remember, brake linings wear so gradually that, until an emergency occurs, you don't realise just how bad your brakes are. Be sure, have them tested regularly and always insist on Ferodo Anti-Fade Brake Linings.

FERODO FIRST—TO LAST



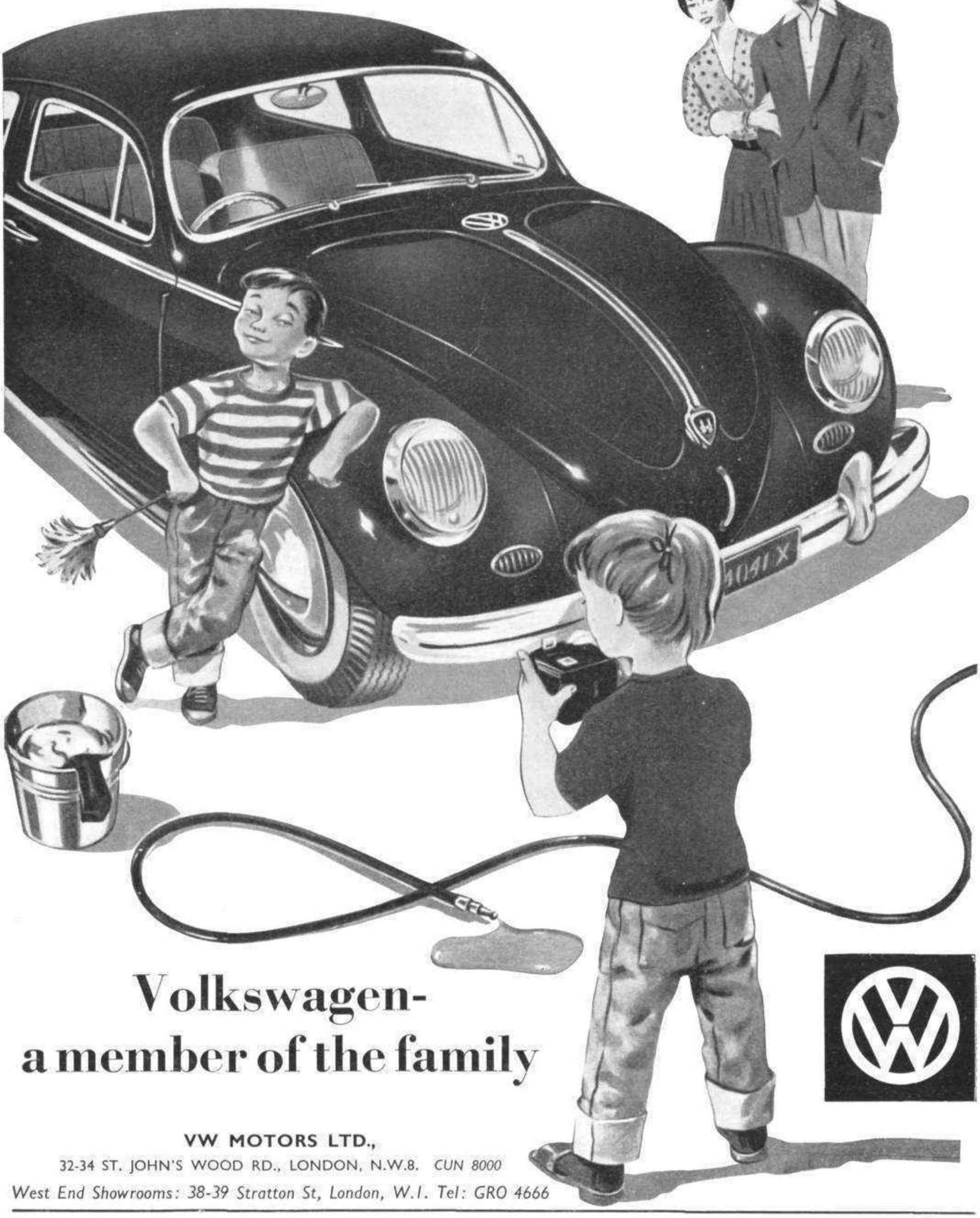
Stirling Moss agrees . . .

"On the race track and on the road all my cars have Ferodo Linings. I've seen Ferodo Linings made, seen them tested—and tested them myself in Grands Prix, rallies and record breaking. And I say Ferodo first every time."

See your garage about **FERODO ANTI-FADE BRAKE LININGS**

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PICTORIAL REVIEW

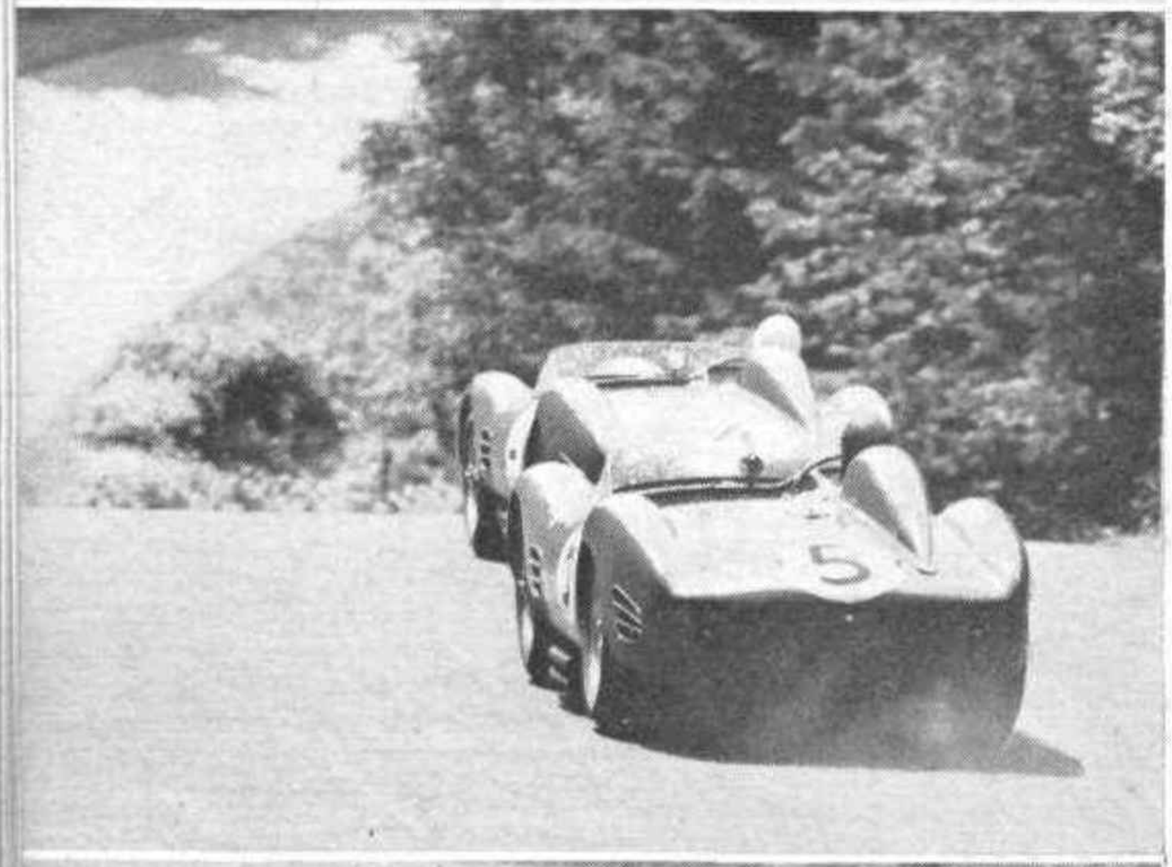
1,000 Kilometre, Nurburgring
8 Clubs, Silverstone
Eastern Counties M.C. Snetterton
Shelsley Hill-Climb
Dutch G.P., Zandvoort

" GET OUT OF IT ! "—Stirling Moss shouts at Jack Fairman to get out quickly as Phil Hill in the Ferrari goes past to gain a 22-second lead in the closing stages of the 1,000-kilometre race at the Nurburgring. During Fairman's first short spell of driving he spun on the wet track avoiding one of the slow cars that were cluttering up the circuit, and dented the tail. In the first instance, Stirling's 6 min. 40 sec. lead was reduced to minus 1 min. 8 sec. behind the leading Ferrari, and in the change below from 2 min. 43 sec. to minus 22 seconds. In both cases Moss regained the lead with comparative ease. On the pit counter, wearing a B.P. cap, and with stop-watch in hand, is Team Manager Reg. Parnell.





COMPLETE MASTERY of both the Nurburgring and the opposition was shown by Stirling Moss during his three spells at the wheel of the winning Aston Martin DBR1/300 in the 1,000 kilometres race.



CLOSE FORMATION.—Phil Hill and Dan Gurney, the two talented Americans signed by Ferrari this season, about to take the plunge into the dip at Brunnchen in the cars that finished second and fifth, respectively.



A BRILLIANT PERFORMANCE by the Lotus Elite driven by Peter Lumsden and Pete Riley, and prepared by them with assistance from their pit staff, resulted in a convincing win against a host of Alfa Giuliettas in the 1,300-c.c. Grand Touring class.

TWISTS AND TURNS of the Nurburgring are seen to advantage in this view of three cars that performed prominently in the 1,000 kilometres race — the Barth / de Beaufort Porsche, the "Beurlys"/ "Blary" class-winning Ferrari 250GT and one of the works Ferrari Testa Rossas.



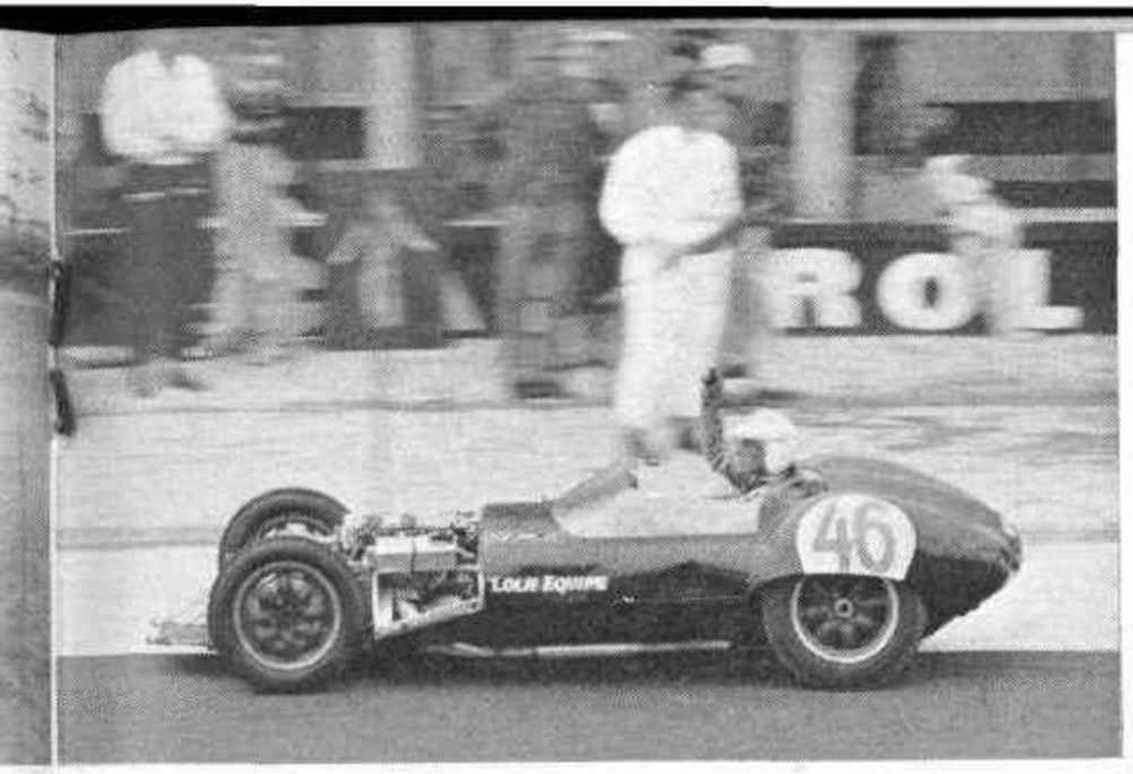
A SERIOUS PROBLEM at the Nurburgring (and at Le Mans and elsewhere) is the mixing of fast and slow cars, and drivers of varying experience. Here Dan Gurney in the works Ferrari overtakes the American-entered Triumph TR3 on a right-hand bend.



A STUDY IN CONCENTRATION.—Phil Hill, who on drivers, looks grim as he takes a spell at the wheel of the wo second to the Mo

ONE HAND is as good as two. David Good, who has no right hand, made two very smooth and consistent runs in the Championship, recording 37.92 and 37.7 sec. to take second place at Shelsley and joint second place in the Championship with Tony Marsh, both having 17 points.





JOURNEY'S END for Peter Ashdown, whose Lola has been black-flagged for receiving outside assistance after Eric Broadley had left the track. Ashdown slows towards his pit minus bonnet, which had detached itself as the car sped down Nurburgring's only straight.



e again showed himself to be amongst the elite of the world's sports-car rks Ferrari which he shared with Olivier Gendebien; the car finished ss Fairman Aston Martin.

TONY MARSH tried very hard at Shelsley to approach the times of Boshier-Jones but his modified Lotus (now renamed a Motus) just does not seem to have the necessary acceleration although it corners superbly. His best time was 37.74 sec.



WELL DRIVEN!— Doc. Shepherd (A40) and Len Adams (Speedwell A35) kept much more powerful machinery at bay in the 37-lap saloon-car marathon, finishing very creditably in fifth and sixth places and beating the entire 1,500-c.c. entry. Here they lead Young's Prefect and Hutcheson's Riley 1.5 through Snetterton's Hairpin.

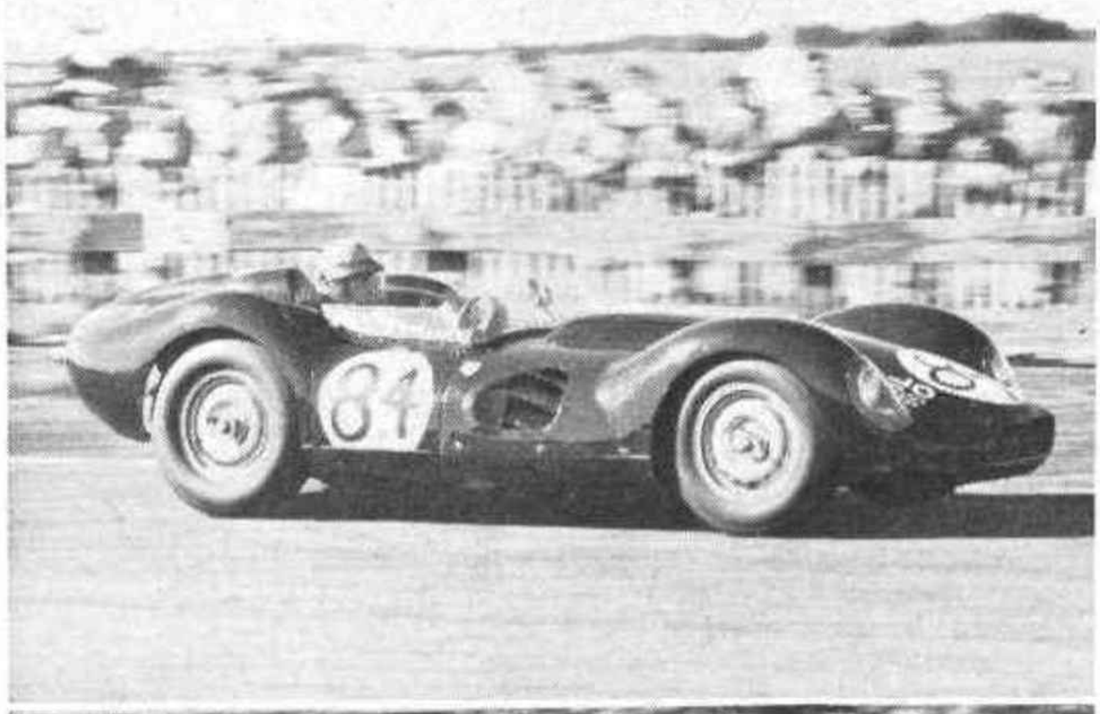
IN FRONT for the duration of the Snetterton 100-mile saloon-car race were two 3.4 Jaguars, with Jack Sears (31) and Sir Gawaine Baillie (32) driving. Sears led for 34 laps until forced to let Baillie go by when his disc brakes gave out.

POWER A-PLENTY under John Bekaert's right foot in the 3.8 Lister-Jaguar was never allowed to get out of hand in the Formule Libre event at Snetterton. He drove a well-judged race, motoring just fast enough to keep clear of a pursuing pack of F. 2 machinery.

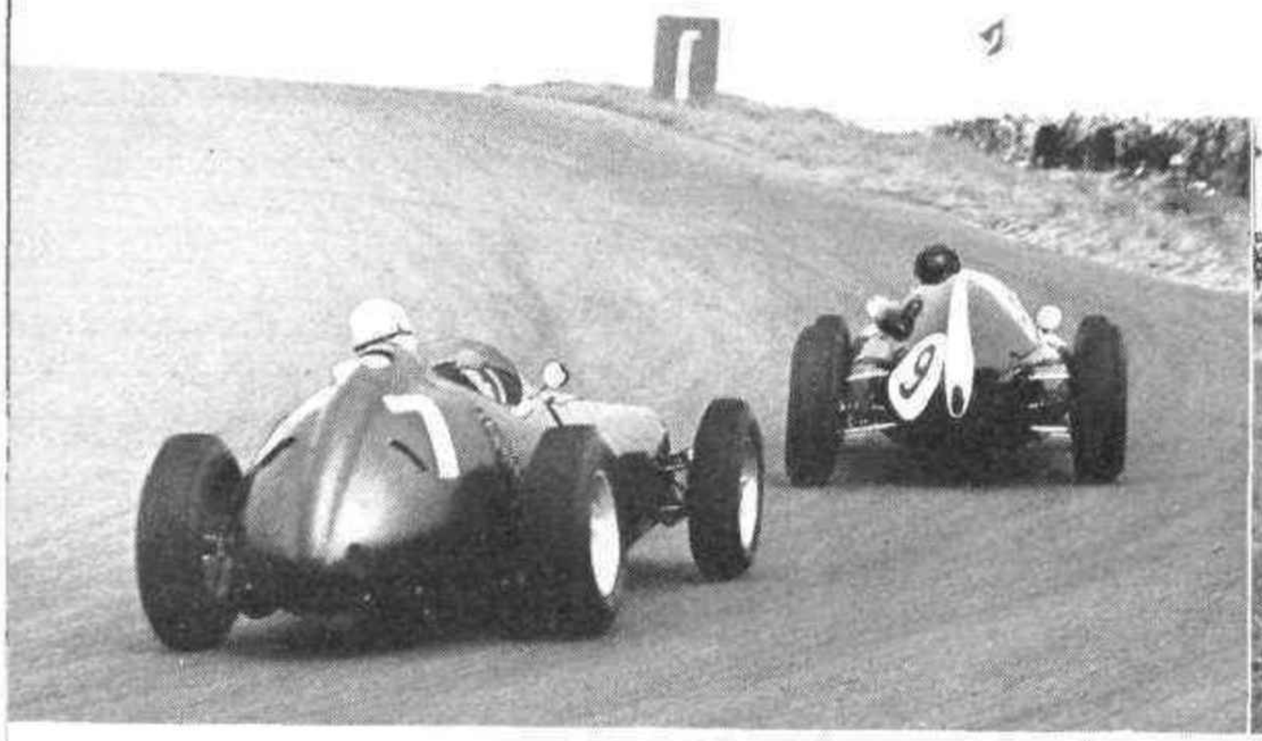
IN THE LEAD AGAIN for the R.A.C. Hill-Climb Championship is David Boshier-Jones, who made f.t.d. at Shelsley Walsh in 36.96 sec. The hill has been resurfaced and the hot sun melted the tar, putting record climbs out of the question. Boshier-Jones now has 20 points in the Championship.







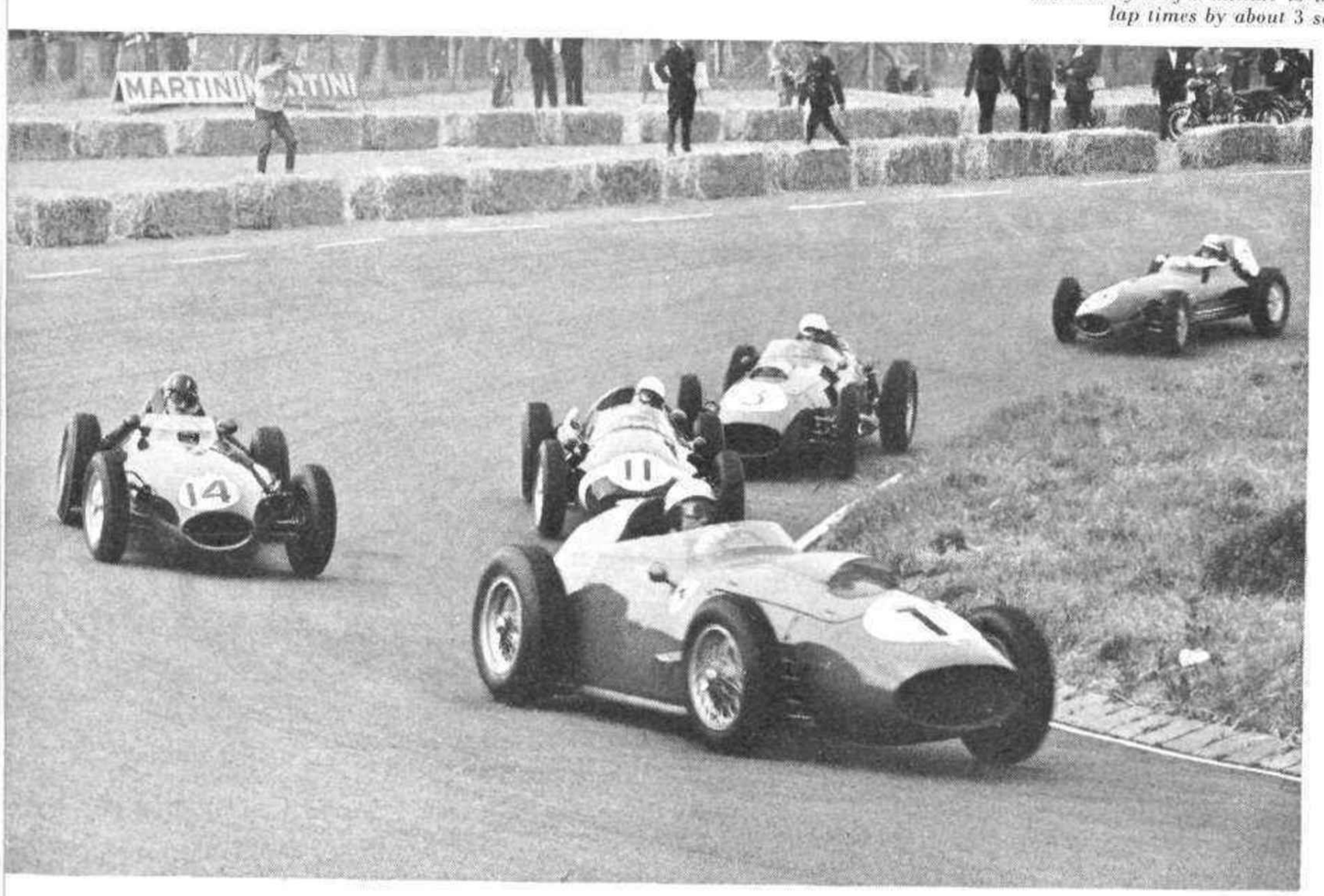




BONNIER FIGHTS BACK after Gregory has slipped by to lead the Dutch G.P. This photograph shows clearly the differing lines taken by the Coopers and the B.R.M.s coming out of the Hunze Rug turn.



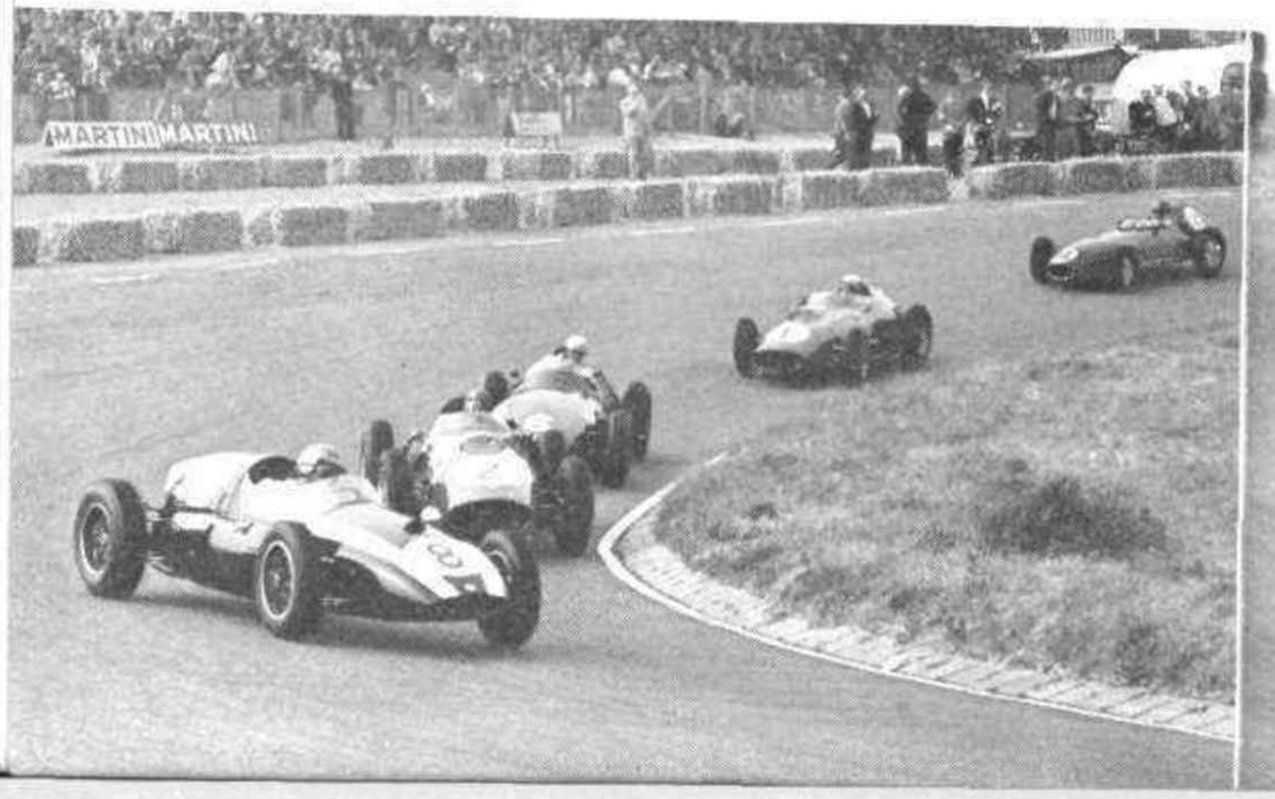
WAITING FOR AN OPENING that took a long time to appear, Moss and G. Hill line up behind Behra's Ferrari, and in so doing fall ever further behind the leader. When eventually Moss passed the Ferrari he was nearly half-a-minute to the bad, but he reduced his lap times by about 3 sec. to close the gap.

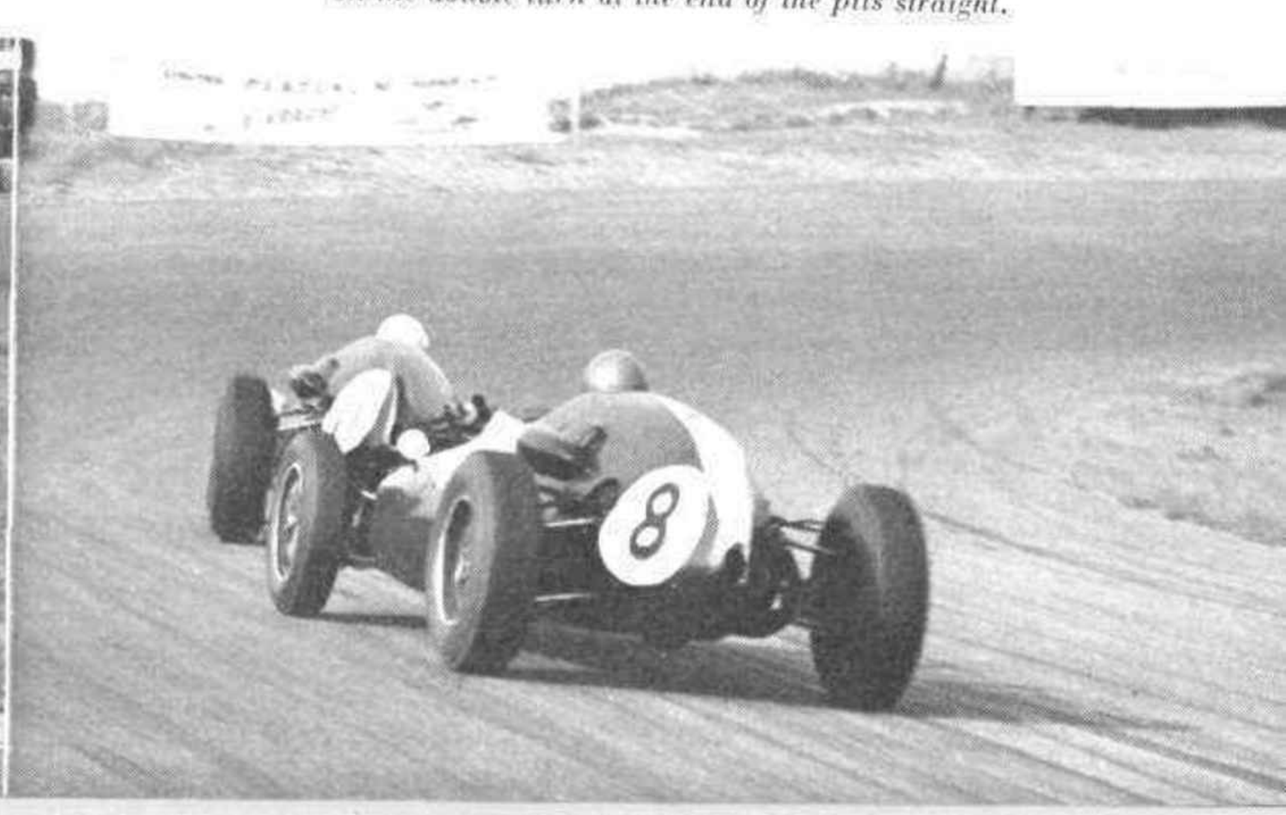


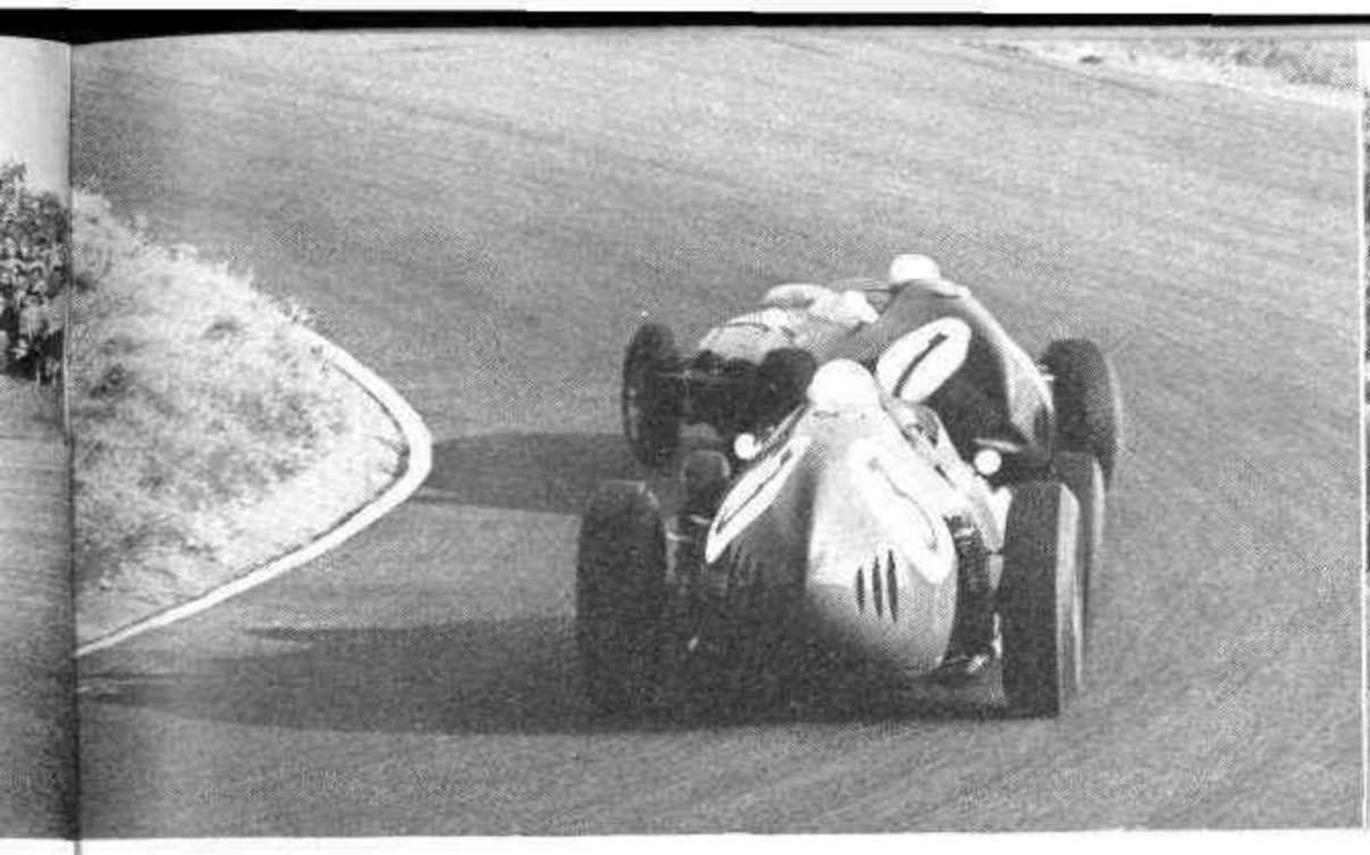
YOU TAKE THE OUTSIDE, and I'll take the inside, and one of us will get past the Ferrari —we hope! Moss and G. Hill try different lines in an endeavour to squeeze past Behra. P. Hill (Ferrari) and Ireland (Lotus) have a grandstand view of the game.

TAIL-SLIDING in characteristic fashion, Brabham rounds the Hunze Rug turn on the opening lap of the Dutch G.P. ahead of Brooks, Schell, Behra and G. Hill, all of whom took a tighter line round this corner throughout the race.

MOVING UP.—After purposely starting slowly to conserve his car, Moss drove a restrained and well-judged race to close with the leaders at three-quarters distance. Here he is, having just taken second place from Brabham, on the double turn at the end of the pits straight.







VARIATIONS ON A THEME.—Behra and P. Hill take their Ferraris through the Hanze Rug turn in close formation, with Hill on much the tidier line. Behra consistently power-slided the tail round on the exit from this corner, losing valuable time in the process.



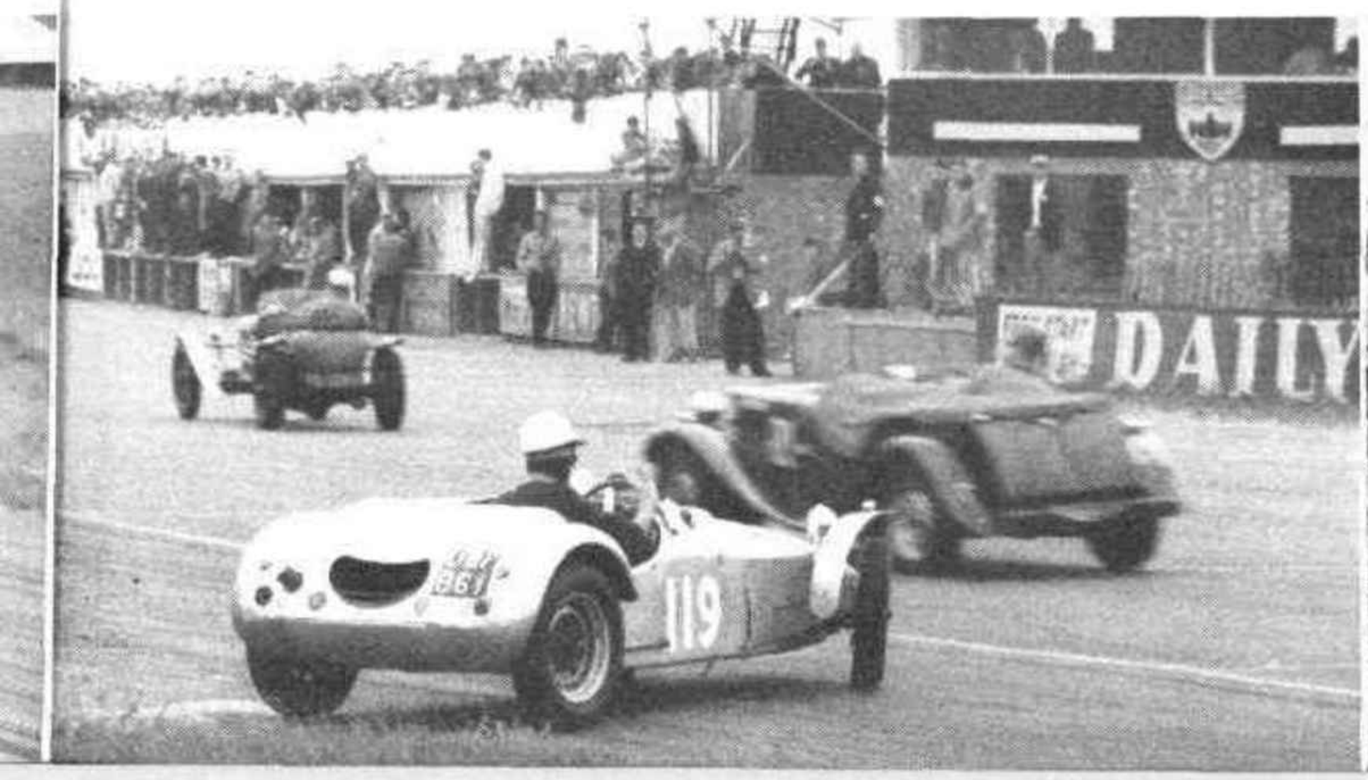
OPPOSITE LOCK is applied by Gregory as he emerges from the double turn past the pits in the Cooper with which he finished in third place; both he and Brabham had to contend with gear-selector trouble for the greater part of the 75-lap race.



THE Motor Sport *Silverstone Trophy Handicap was won by G. Lee in a "C"-type Jaguar. The rain made Becketts Corner very treacherous and Lee kept very wide, thus avoiding the troubles of other cars. After the final straight the Jaguar was first into Woodcote and was a deserving winner.*

A FORD SPECIAL, driven by G. J. Rae, was in trouble after the slippery Woodcote corner. Mr. Rae rejoined the race with undiminished vigour, but was unplaced in this five-lap handicap event where one slip meant too much leeway to be caught up.

FOUR FAIRTHORPES started in this race in which an Electron Minor, driven by F. Collins, gained third place. Air Vice Marshal Bennett's cars performed very well all day and they eventually won four events.





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DUTCH GRAND PRIX—*A B.R.M. Victory at Last*

ZANDVOORT, *May 31st*

BEFORE the Dutch Grand Prix began there was considerable activity on the Zandvoort circuit in the way of testing and experiments, for being a permanent closed circuit it is available at all times. A week before the race B.R.M. were there with a car and the Dunlop engineers and, using Moss as the driver, 105 laps were covered at very high speed to give the disc brakes a thorough testing. The car proved admirably suited to the circuit and Moss lapped in times that were a considerable improvement on the existing record. Then during the week of the race the Walker team were there with a Cooper-Climax and Moss again drove a great many laps and nearly equalled his times with the B.R.M. On the day before practice began the Lotus team arrived and Graham Hill proceeded to try the cars and get them sorted out in readiness for the race.

The official practice began on Friday afternoon at 4.30 p.m. and though it was sunny there was a strong wind blowing head-on along the straight and everyone turned out, with Ferrari, B.R.M. and Cooper having spare cars for training. Ferrari had as drivers Behra, Brooks, Hill and Allison and were hoping to get a last minute entry for their fourth car, while B.R.M. and Cooper were limited to two entries each even though McLaren was there and a Cooper was available. The Dutch organisers felt there were enough green cars in the entry and gave the 14th position to their own driver de Beaufort with his 1,500-c.c. Porsche which caused many rude words. The two B.R.M.s were first away, with Schell and Bonnier driving, while the Walker-Coopers were being started by a portable electric starter and a shaft inserted in the end of the gearbox. Behra was driving the Formula 2 Ferrari fitted with a large carburetter experimental engine but for a long time it was reluctant to start, in spite of being pushed vigorously up and down the pit area. The Zandvoort circuit is very smooth and not difficult to learn and it was not long before drivers were beginning to try fairly hard and Graham Hill was noticeably fast in the Lotus, the little car seeming to float round the fast bends almost on a neutral steer, and looking remarkably steady and safe. Ireland was driving the second works Lotus and looking very much at home on his first outing in a European Grand Prix and altogether the Lotus team appeared to have got themselves sorted out from their previous shambles. Bonnier was driving hard and the B.R.M. looked and sounded very much suited to the circuit, while the two Aston Martins of Salvadori and Shelby were not fast enough to get into handling difficulties compared with the other cars and did not have the acceleration of their rivals. Whereas the Lotus would float round a fast corner, leaning heavily on the outside wheel, the Coopers were also going fast but had both rear wheels leaning away from the corner at a frightening angle; Brabham seemed to be taking quite a time to settle into the circuit, whereas Gregory was trying hard quite early on. None of the Ferrari team looked happy, Behra trying the experimental car and the spare Formula I car, while neither Brooks nor Phil Hill seemed at home or confident of the way their cars handled, Brooks looking as though he did not want to get the car sliding and Hill getting his car into sudden little twitches before he was really into the corners. Behra decided to stick to the Formula 2 chassis, so Allison took over the spare car but with no real idea of starting in the race but merely getting Grand Prix car experience. As was to be expected after so much unofficial training Moss was incredibly fast with the Cooper-Climax and was going at such a speed round the back swerves that it was beginning to look dangerous, even for Moss. However, his handling of the little rear-engined car was quite remarkable and he was soon making very fast times, but he had to keep an eye on the B.R.M. team as Bonnier was driving incredibly smoothly and quickly at the same time; Schell was working hard but not getting anywhere near his team mate. Trintignant on the second Walker-Cooper was not going as fast as the Aston Martins and then had a shaft in his gearbox break so his practice was ended, and before the two hours was over Moss did a few laps in de Beaufort's RSK Porsche, and Graham Hill tried Ireland's Lotus. Apart from the Ferrari team everyone seemed pretty happy, and the order of fastest times was Moss with 1 min. 36.8 sec., Bonnier 1 min. 37.6 sec., Brooks 1 min. 38.0 sec. and Behra, Brabham and Ireland tying with 1 min. 38.4 sec., though in fact the Lotus time was put up by Graham Hill. In spite of Brooks being third fastest, the Ferrari drivers were convinced their cars were not handling properly, though there seemed to be quite a difference of opinion as to exactly what they considered to be good handling!

The next day practice took place in the morning under similar sunny and windy conditions and everyone was out again except Trintignant and Allison. The Walker-Cooper was still having some new parts put in its gearbox and Ferrari had done a shuffle with their engines and chassis and the fourth car was not completed. Behra was still sticking to the F.2 chassis but the experimental engine had been removed and replaced by one of the smaller carburetter Type 246 engines, the new one being put into the third F.1 chassis, and it was this that Allison was waiting for. Brabham was trying the brand new Cooper and Gregory was having trouble with his car jumping out of gear so John Cooper got Brabham to try the car, to check on the American's complaint and try and find the reason. It did not take the knowledgeable Australian long to trace the trouble to faulty selectors not engaging the gear dogs completely, and as this could not be cured easily Gregory went out in the spare car. Moss was still practising very fast and was getting worried about tyre wear, while B.R.M.s were also chasing the Dunlop technicians about the wear on their left rear tyres. As a precaution they were practising pit stops and changing the left rear wheel, and getting their drivers accustomed to stopping at the right place. They were effecting these changes for both Bonnier and Schell in just under 30 sec., using raw-hide hammers on the alloy hub caps, but reckoned to reduce this to nearer 20 sec. on race day using copper-hammers, there being no point in risking damage to the hub caps during practice. The Walker team were in a difficult position for their fast Cooper was fitted with bolt-on wheels and a quick change was out of the question, and though they were using 7.00 by 15 in. rear tyres, the rate of wear was rather high. The two B.R.M.s were using 15 in. wheels with 7.00 in. section tyres, in place of their usual 16-in. wheels, and this was partly the cause of the tyre wear, but the handling was so vastly improved with the smaller diameter tyre that both drivers were prepared to risk a pit stop. The pace of the previous practice was soon stirred up again by Moss when he improved on his previous best time of 1 min. 36.8 sec. with a lap in 1 min. 36.3 sec. and then did 1 min. 36.2 sec. Graham Hill was going remarkably quickly and looking very safe and was approaching the 1 min. 37 sec. mark, while Brabham was equally as quick, and Behra got the F.2/F.1 Ferrari round in 1 min. 37.0 sec. and then did 1 min. 36.6 sec., though Brooks and Hill were having difficulty in getting below 1 min. 40 sec., neither of them being happy with their cars and not being allowed to try Behra's car. Lotus were really getting on with the job and the two works cars were going very well and even the Ferrari team looked a bit sideways when Graham Hill put in a lap at 1 min. 36.7 sec. and Ireland did 1 min. 38.3 sec.; then everyone came up all standing when Bonnier went out with the B.R.M. and did 1 min. 36.0 sec. dead, so that now anyone not well under 1 min. 40 sec. was getting left far behind. Shelby was the fastest of the two Aston Martins with 1 min. 38.5 sec., but the cars seemed too cumbersome and heavy to cope with the little cars, though they looked steady and reliable enough. Before practice finished for lunch Schell went out to try and get near Bonnier's time but the best he could do was 1 min. 37.3 sec. which left him sixth fastest, and Graham Hill did some laps in Ireland's car to investigate a locking front brake.

In the middle of the afternoon, practice restarted for another two hours and the wind changed slightly but many people did not bother to turn out, Aston Martins being satisfied that they could not go any faster, B.R.M.s having gone more than fast enough and Moss being content with being on the front row of the start. In complete contrast the Ferrari team were still chaotic, or at least Brooks and Hill were with the F.1 cars and the whole afternoon was spent trying different rear springs, changing shock-absorbers, checking tyre pressures and so on, with very little improvement and what suited Brooks did not suit Hill and *vice-versa* and they juggled with with the three F.1 cars trying to come to some compromise on any two of them, but Behra did not help much by trying the spare car and saying there was not much wrong with it anyway! He was all right as he was going to race the shorter and lighter F.2 chassis. Lotus had one car out doing final detail work and Coopers were sorting out the carburation on their new car, while Gregory was putting in some pretty steady practice, but not proving anything like as quick as Brabham. The Australian was busy working on the carburation of the new car himself and after each adjustment he went quicker than ever, getting down from a time of 1 min. 37.1 sec. to 1 min. 36.3 sec. and then 1 min. 36.0 sec., equal to Bonnier's morning f.t.d. and at that he grinned contentedly and reckoned he had got things pretty well sorted out. Apart from the Ferrari team the rest were practically ready to race before this final session came to an end, and when the best times for the three days were totalled up it was found that all but de Beaufort with his sports Porsche had got below 1 min. 40 sec. and there were only seven-tenths of a second covering the first five cars.

Sunday was still dry and sunny as a huge crowd swarmed into the circuit, covering the sand dunes like ants, and about an hour before the start was due the Ferrari team manager was collecting signatures from the other team managers and owners to plead for Allison to be allowed to start on the fourth Ferrari, to try and help combat the horde of green cars. This was finally agreed to and Allison was presented with the spare F.1 car fitted with the large carburetter engine, which he had not driven before and was told to go quietly round and aim to finish. Before the cars were lined up on the grid a row of 190SL Mercedes-Benz made a lap, each with a racing driver in the passenger seat, and then the serious business of motor racing began to take over, interrupted only briefly for the arrival of Prince Bernhardt of the Netherlands driving his own 250 G.T. Ferrari. Most of the teams were a little anxious over tyre wear and were starting their cars on brand new unscrubbed tyres, so that with full petrol tanks the drivers were planning to take things easy at the start while the B.R.M.s were still on 15-in. wheels and were taking a chance on a tyre stop. The small but select starting grid was as follows :

Moss (*Cooper-Climax*) 1 min. 36.2 sec.	Brabham (*Cooper-Climax*) 1 min. 36.0 sec.	Bonnier (*B.R.M.*) 1 min. 36.0 sec.
G. Hill (*Lotus-Climax*) 1 min. 36.7 sec.	Behra (*Ferrari*) 1 min. 36.6 sec.	
Brooks (*Ferrari*) 1 min. 37.9 sec.	Gregory (*Cooper-Climax*) 1 min. 37.6 sec.	Schell (*B.R.M.*) 1 min. 37.3 sec.
Shelby (*Aston Martin*) 1 min. 38.5 sec.	Ireland (*Lotus-Climax*) 1 min. 38.3 sec.	
Salvadori (*Aston Martin*) 1 min. 39.7 sec.	P. Hill (*Ferrari*) 1 min. 39.2 sec.	Trintignant (*Cooper-Climax*) 1 min. 38.7 sec.
Allison (*Ferrari*) No time	de Beaufort (*Porsche*) 1 min. 44.5 sec.	

As the flag was raised everyone began to creep slightly and when it fell Gregory shot from the third row into second place behind Bonnier, while Moss hesitated slightly and was instantly hemmed in on all sides as the pack accelerated away to the first corner. At the end of the opening lap Bonnier and Gregory were nose to tail and had already drawn away from the rest of the field which came by in the order Brooks, Schell, Brabham, Behra, Graham Hill, Moss, Ireland, Phil Hill, Trintignant, Shelby and Salvadori, as quick as that. On the swerves behind the pits Gregory got past Bonnier and later Brabham got past Schell, and after two laps Cooper led B.R.M., driven by an American and a Swede, and so soon they had nearly half the length of the straight lead over a pack of ten cars all running nose to tail with Brooks just leading Brabham, and into the wide hairpin at the end of the finishing straight there were cars three and four abreast, with Moss somewhere in the middle of it all. Already the leaders were lapping at under 1 min. 40 sec. so that any ideas of taking things easy were put to one side and by lap four Gregory and Bonnier had the length of the straight lead over Brabham who had shaken himself free of the storming mob and pulled out quite a lead. The scrap for fourth place was wonderful, Brooks, Schell, Behra, Graham Hill, Moss, Phil Hill, Ireland and Trintignant passing the pits as if on a string and then elbowing each other round the corners like the " shoulder boys " at Wembley Speedway. Shelby was getting left behind, as was Allison, and de Beaufort was bringing up the rear as was expected, and just as it was noticed that Salvadori was missing, the green Aston Martin coasted into the pits with a dead engine and retired. There was nothing to choose between Gregory and Bonnier and they were drawing further and further away from the general run of the field, the Cooper always leading, but now Brabham was getting into his stride and leaving the pack behind and closing on the leaders. Moss was still badly hemmed in amongst the bunch that were scrapping for fourth place and though Schell was " elbowed " down a place per lap, first by Behra, then by Graham Hill and then by Moss, the space covering the eight cars in the bunch was not much changed. However, on lap eight Behra got past Brooks to lead the bunch and then Graham Hill and Moss got by and on lap 10 this almighty scrap broke up into three sections. Behra and Graham Hill and Moss pressing hard on his tail, Brooks and Schell were in close company and Phil Hill, Ireland and Trintignant were almost touching. Gregory was still in the lead by a few feet and Brabham was only half the length of the straight behind, but on lap 12 Bonnier pipped the leading Cooper behind the pits, but then as he drew quickly away it was clear that Gregory was in trouble and sure enough the Cooper was jumping out of gear, as it had done in practice. Further back Brooks was also in trouble for an oil pipe union had split and his own oil mist was getting on his tyres and a viscous slide dropped back to 11th place, just able to hold on to the group comprising Phil Hill, Ireland and Trintignant.

Bonnier was holding a beautifully steady lead, but Brabham was closing rapidly on Gregory and on lap 15 the Australian driver took second place. Almost the whole length of the straight behind the third man came Graham Hill and Moss struggling in vain to get past Behra's Ferrari, but the Frenchman had no intention of moving aside and letting them through. The Lotus was leaving the Cooper slightly out of some corners, but did not have enough acceleration to get past the Ferrari and on the straight it was all the Climax-engined cars could do to sit in the slipstream of the Italian car. At the end of lap 15 they were all three practically touching, and then Hill let Moss go by to see if he could get past the Ferrari. All round the circuit Moss would get alongside the Ferrari, but never past it, and each time Hill would keep the Lotus right up the tail of the Cooper, alive to every opportunity for getting a tow through. At 20 laps Bonnier was holding a 3 sec. lead over Brabham and Gregory was now the whole finishing straight, or over half-a-mile behind them, while even further back Moss was shaking his fist at Behra, pulling up first on one side and then the other, always with the long thin Lotus a few feet behind; he even tried bumping the Ferrari up the tail with the nose of the Cooper, but Behra was not going to let the English cars by and on the straight they had not got the speed, and then, of course, Behra would give Moss an overtaking signal knowing full well he could do nothing about it. For a moment it looked as though this battle was going to break up when Allison was about to lap de Beaufort's Porsche when the high speed trio arrived to lap both of them, and there was a general mix up but when it cleared the order was still Behra, Moss, Hill. However, on lap 24 Moss was alongside Behra going into the Tarzan hairpin and in a very dicey manoeuvre he ran round the outside of the Ferrari and got by, and Behra was so taken aback that before the end of the lap Graham Hill had got by as well. Moss now streaked away showing just how much he had been held up by the Ferrari and now had the difficult task of making up more than one-third of a lap on the leaders. Graham Hill's lead over Behra was short-lived—for a puff of smoke came into the cockpit and thinking the Lotus was catching fire he stopped beside the track to investigate; there was nothing visibly wrong so he climbed back in and carried on, but had dropped back to 12th place, a lap behind the leader. At 25 laps the field had spread out in the order Bonnier, Brabham, Gregory, Moss making up time fast, Behra, Schell, Ireland, Trintignant, Brooks still sliding on his own oil mist, Phil Hill and Shelby, the Aston Martin closing on the Ferrari, then Graham Hill a lap behind, with Allison and de Beaufort bringing up the rear, but the very next lap Shelby's engine broke in a big way while rounding a very fast right-hand bend, and the Aston Martin locked up solid and spun down the track luckily without hitting anything.

Brabham was working very hard, and in spite of similar trouble to Gregory, with second gear jumping out he was closing on Bonnier, while Moss was closing relentlessly on both of them, driving in that fantastic way that only Moss can when roused. On lap 30 Brabham was right up with Bonnier and by a bit of dodgy braking at the end of the straight he carved his way in front of the B.R.M. but Bonnier was not rattled and hung on to the Cooper, regaining the lead on lap 34 by a similar cutting-in movement going into the tight hairpin behind the pits. Moss was now only 11 sec. behind and gaining each lap, having passed Gregory with ease and now Behra was tiring and Schell was trying to get by, which he eventually accomplished on lap 37 and shortly after that Ireland began to challenge Behra. At 40 laps Moss was only 8 sec. behind Bonnier, with Brabham still between them and with another 35 laps still to go victory seemed assured for the Walker-Cooper. Trintignant in the other Walker car was not very happy and stopped to check the throttle spring as it had seemed to have stuck slightly open, and at the same time he had the rear shock-absorbers adjusted as the car did not seem to be handling too well. Bonnier and Brabham both lapped Phil Hill, and Graham Hill, who was closing on his namesake, then stopped at his pit to have the front-end inspected as the car was snaking badly under braking. There was nothing amiss with the chassis or suspension, but all the fluid had gone from the front brake system, which probably accounted for the puff of smoke earlier, and the back brakes only was causing the instability. Hill went on but with no hope of getting anywhere and then Brooks stopped at the Ferrari pits and retired as the whole rear-end of the chassis was covered in oil mist, as were the rear tyres and the car was getting undriveable. Ireland was driving extremely well in his first big race and his Lotus was going perfectly, holding Behra with ease and worrying him on the corners, but not being able to get past. On lap 46 Moss was alongside Brabham, and still there on the next lap, the Australian not being beaten easily; Bonnier was given a tyre warning pit signal, but all was well and the oil and rubber coating on the track was easing the rate of wear as the race went on. On



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In 'AIRSEAL' *(needs no tube),*
or REGULAR *construction*

lap 49 Moss took second place by out-braking the works Cooper at the end of the straight and he then set about catching Bonnier, but the bearded Swede was still unrattled and was driving very smoothly, with the car running perfectly. At 50 laps the order was Bonnier, Moss, Brabham all in close company, then Gregory a long way behind, and Behra with Ireland still on his tail, the rest of the field comprising Phil Hill, Trintignant, Graham Hill, Allison and de Beaufort all having been well and truly lapped. Lap by lap, second by second, Moss closed on Bonnier and Brabham dropped back, his failing gearbox making the car more and more difficult to drive. As the leader started his 60th lap Moss was on his tail and at the same time they came up behind Behra to lap him and in the general confusion Moss saw his chance and slipped into the lead. Behra got a bit mad at being lapped by Moss, whom he had been racing against earlier and in trying to keep up he went sideways into a corner and slid off the road, which allowed Ireland to go by; the Ferrari did not stop and Behra was soon back in the race, but now a long way behind and in fifth place. Having got the lead Moss soon drew away and Bonnier played safe and did not try to keep up, for Moss was at the top of his driving form. For three brief laps the dark blue Cooper led the race and then at the end of lap 63 it was the B.R.M. which appeared first, followed by Brabham, and Moss was overdue; he appeared in third position going slowly and drew into the pits to retire, a ball race in the gearbox/final drive unit having broken up, and as at Monaco poor Moss had to watch someone else win a race that should have been his. Bonnier was now securely in first place and the B.R.M. pits hardly dare breathe as the car continued to reel off the laps, for already Schell had gone out with a seized gearbox, but the Swedish driver was more alive to the situation than anyone, and driving with perfect restraint and almost loving care for the car he completed the 75 laps amidst enormous enthusiasm, for if ever a team were due for a major victory, the B.R.M. team were. As Bonnier stopped after his lap of honour the B.R.M. sounded as healthy as ever and it had run a perfect race, driven by a new Grand Prix winner who had handled the car and all the situations that arose with remarkable coolness. The two works Coopers followed in second and third positions, these three being the only ones to complete the full distance. At first the official results gave fastest lap to Bonnier, then it was changed to a tie between Bonnier, Brabham and Moss, and finally it was given to Moss, but even then the timekeepers had to make two stabs at the actual time. Fastest lap was a small consolation to the Walker team after being robbed of their second major victory by a mechanical failure.

Results :

DUTCH GRAND PRIX Formula I—75 laps—314 kilometres—Dry and Sunny.

1st :	J. Bonnier (B.R.M.)	2 hr. 05 min. 26.8 sec.—150.406 k.p.h.
2nd :	J. Brabham (Cooper-Climax)	2 hr. 05 min. 41.0 sec.
3rd :	M. Gregory (Cooper-Climax)	2 hr. 06 min. 49.8 sec.
4th :	I. Ireland (Lotus-Climax)	1 lap behind
5th :	J. Behra (Ferrari V6)	1 lap behind
6th :	P. Hill (Ferrari V6)	2 laps behind
7th :	G. Hill (Lotus-Climax)	2 laps behind
8th :	M. Trintignant (Cooper-Climax)	2 laps behind
9th :	C. Allison (Ferrari V6)	4 laps behind
10th :	G. de Beaufort (Porsche RSK)	7 laps behind

Fastest lap : S. Moss (Cooper-Climax) 1 min. 36.7 sec.—156.090 k.p.h. (new record)

Retired : R. Salvadori (Aston Martin) engine, lap four ; C. Shelby (Aston Martin) engine, lap 26 ; C. A. S. Brooks (Ferrari) oil leak, lap 43 ; H. Schell (B.R.M.) gearbox, lap 47 ; S. Moss (Cooper-Climax) gearbox, lap 63.

ZANDVOORT ZIDEZLIPS

Shortly before the race the B.R.M. team were given a " vote of no confidence " by Mr. A. G. Owen when he handed over two cars to the Alfred Moss/Ken Gregory team known as the British Racing Partnership, having been convinced that they would do better than the Bourne people. After the Dutch G.P. one could not help feeling that Bourne had " cocked a snoot " at all concerned.

Team Lotus showed a wonderful improvement with two cars starting and both finishing, one of them running non-stop. They also turned up with a delightful Transporter Special, comprising a lengthened Ford Thames truck fitted with a Zephyr engine.

This year's race was very similar to 1958 in that British cars were very much at home on the Zandvoort circuit and the Ferraris were hopeless.

With the Aston Martin entry into G.P. racing another tyre firm appeared in the paddock, for the Feltham firm were using Avon tyres, as they have done on their sports cars for many years.

No one seems quite sure as to what size Weber carburetters to use on the 2½-litre Coventry-Climax engine; Coopers experimented with 48 mm., 50 mm. and 58 mm., Lotus used 50 mm. and the Walker team 58 mm.

Is design stagnating or are we finding the complete answers to Grand Prix racing, for all F. 1 cars were using English disc brakes, English tyres and Italian carburetters?

NOTES ON THE CARS AT ZANDVOORT

Of particular interest was the first appearance outside of Great Britain of the Formula 1 Aston Martins, the two cars which had made their debut at Silverstone being again driven by Salvadori and Shelby. As would be expected, much knowledge gained with the DBR1/300 sports cars went into the building of these two DBR4/250 single-seaters, for the sports/racing cars have been quasi-Grand Prix cars for some time now. The six-cylinder twin-cam engine, derived directly from the sports car, is mounted in a light tubular space frame and set at an angle so that the propeller-shaft runs diagonally across the floor of the cockpit to the left-hand rear corner. Here it enters a gear-train case, which serves to change rear-axle ratios, and this transfers the drive to the centre of the car, where it enters the David Brown five-speed gearbox and differential housing. The driver sits to one side of the propeller-shaft with his left leg over it, the clutch pedal being on one side of the shaft and the brake and accelerator on the other. The gear-lever is mounted in an open gate on the right of the cockpit and quite low down. The rear suspension is directly derived from the sports car, being de Dion with the cross-tube running behind the gearbox and short radius-arms running forward from each end, while a link couples each hub carrier to longitudinal torsion-bars running forward into the cockpit. At the front is an entirely new suspension, though no doubt it is as a result of experiments done on sports cars, for it is of unequal-length double wishbones with interspersed coil-springs, and steering is by rack and pinion. Braking is by Girling discs, all four being hub-mounted, and wire wheels are used with knock-off hub caps. Oil and water radiators are carried on an outrigger at the front of the chassis and fuel and oil in aluminium tanks at the rear, the whole mechanism being covered by an aluminium shell of a smooth but singularly nondescript shape, and on the near side of the bonnet is a large tubular duct collecting air for the three Weber double-choke carburetters, while the exhaust pipes protrude from the off side and flow into two long tail-pipes reminiscent of a 250F Maserati. By present-day standards of Grand Prix cars the Aston Martin looks large, but the workmanship and general design are of a high standard, indicative of a car built to last for more than one Grand Prix.

The Scuderia Ferrari were out in force, with three Formula I Dino 246 cars and the Formula 2 car fitted with an experimental engine; since Monte Carlo the cars had been converted back to their long tapering nose cowlings, but mechanically remained unchanged, the engines using Weber 42DCN carburetters, whereas the experimental engine in the Formula 2 chassis was using 50DCN carburetters, and in consequence of this a special large Perspex cowling was needed to cover them. Whereas the Formula 1 cars were using 16-in. wheels, the Formula 2 chassis, which is considerably lighter and very slightly shorter, was using 15-in. wheels, and all cars were on Dunlop tyres and disc brakes.

The B.R.M. team fielded only two cars, though they had a third car with them as a spare and for training, and they were not changed from their last appearance, while Cooper had their two regular Formula 1 cars, with 2½-litre Coventry-Climax engines, and a third car which was brand new, though of identical design, apart from provision having been made for alternative positions of suspension wishbones, effected by welding plates on the chassis frame with a series of holes for the pivot bolts. Since some trouble had been experienced in the past with gearboxes running out of oil, due to overheating and too much breathing, a temporary cure was effected by mounting a small oil tank above the gearbox with a pipe feeding the oil by gravity into the gearbox. A tap was fitted into this pipe and a Bowden cable ran from the tap to the cockpit, so that after a predetermined distance the driver would pull the cable and let the extra oil drain into the gearbox. The real cause for the overheating of the oil was due to the gearbox capacity not being large enough, and this oil-drip arrangement was to solve the problem until time could be found to redesign the gearbox casing.

From the Lotus factory came two 1959 cars, both using 2½-litre Coventry-Climax engines and fitted with Weber 50DCO3 carburetters, and not 58DCO3 as was stated in the Monte Carlo report. On one car some metal shields were fitted over the air intakes of the carburetters to try and keep some of the sand out, for with the car being so small and low the bell-mouths are rather close to the left front wheel. To complete the entry of Formula 1 cars the Walker team had two Coopers, the much modified one with wire wheels and the old car that Moss used at Monte Carlo, though it was now fitted with double-wishbone rear suspension as used on the works Coopers, in place of the radius-rod bracing for the rear hub carriers, the transverse leaf-spring being retained, and both cars were fitted with 2½-litre Coventry-Climax engines and Colotti five-speed gearboxes. Local rules limited the entry to 14 cars but de Beaufort was allowed to enter with his RSK Porsche running as a Formula 2 car.—D. S. J.

EASTERN COUNTIES M.C. SNETTERTON MEETING

SNETTERTON on Sunday, June 14th, was the venue of the annual Eastern Counties Motor Club's " 100 " Trophy meeting. Highlight in a five-event programme was the 100-mile (37-lap) saloon car race, counting for the B.R.S.C.C.'s Saloon Car Championship, the winner taking the Eastern Counties " 100 " Challenge Trophy. First was Sir Gawaine Baillie in an Equipe Endeavour 3.4 Jaguar, after his team-mate Jack Sears had been forced to ease off with no brakes on the 34th lap, having led the race almost from the drop of the flag.

Class winners were J. M. Uren (Ford Zephyr), who was third overall; P. J. Pilsworth (Riley 1.5); and Doc Shepherd (Austin A40). Shepherd and Len Adams (Speedwell A35) amazingly took fifth and sixth places, respectively, in overall classification, beating the entire field in the next highest (1,301-1,600 c.c.) class.

A 10-lap scratch race for Triumph sports cars gave the winner (Syd Hurrell) the Alick Dick Trophy. He was never bothered by the rest of the field, the nearest opposition coming from Roy North (TR3) and Hextall (TR2), who crossed the line in very close formation. Mike McKee retired his healthy-sounding TR3 after six laps when well placed, having duelled closely with North and Hextall up till then. The latter was lucky not to lose any places when he spun at the hairpin on lap six.

J. Whitmore (Lotus Elite) had a fairly easy victory in the 10-lap production sports-car race (counting for the *Autosport* Championship) that followed. Having worked his way through the field, he took the lead from Buxton's ailing Elite on the fifth lap, and from then on was never challenged. A close dice went on behind the leader between Fergusson's Elva Courier, Wayne's similar car, Needham's twin-cam M.G.-A and Paddy Gaston's fleet Sprite, eventually resolving itself in the order mentioned. Gaston beat, among others, Tomei's Elva Courier, Bob Gerard's Turner and Vincent's Elite!

Fifteen laps for Formule Libre brought the laurels to John Bekaert in the 3.8 Lister-Jaguar. He coped very well with the car's abundant power, and was never seriously challenged for victory by the pack of F. 2 machinery that engaged itself in an almighty struggle for positions behind him. It was never certain until the finish just who else would finally feature in the leader board, but eventually it read Bekaert, Dennis Taylor (Lotus), Ian Burgess (Cooper), Tim Parnell (Cooper), Brian Whitehouse (Cooper) and Alan Stacey (Lotus). Fastest lap went to the winner with a speed of 93.28 m.p.h., no mean feat on what was a very slippery track.

Two larger car classes then contested another 10-lap *Autosport* Championship heat. This time Dick Protheroe soon got the XK120 Jaguar well in front, and stayed there. A 2-litre A6GS Maserati driven by H. R. Jones just managed second place from Dick Stoop's Sebring Frazer Nash. Sir Gawaine Baillie motored 4.6-litres of Chevrolet Corvette in fourth place throughout. Jack Sears' change back to his more familiar mount, the Austin-Healey, did little to change his luck, for he spun when sixth early in the race, and from then on was too far back to be able to make much impression.

A pleasant meeting, made all the more so by informal organisation and interesting racing that was notably free of serious incidents.

D. J. R.

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VINTAGE POSTBAG—continued from page 510.

seater sports body and run in the standard sports classes at various events. It could really go for those days and I believe the maximum was in the region of 90-95 m.p.h.

It *looked* perfectly standard, the only difference being the outside manifold and long copper exhaust pipe which were definitely *not* at that time, although afterwards fitted to the production G.P. model. In its new guise I once acted as passenger at the well-known Dean hill-climb near Romsey. Our first run in the 1,100-c.c. class was not very impressive and while waiting in the paddock for the next effort I looked about me for ways of increasing our rate of knots. My eyes eventually landed on our large copper fish-tail, secured in place by a bolt, and my untechnical mind immediately visualised that awful term " back pressure " ! While my driver was away for a moment I removed the bolt and dealt the fish-tail a few shrewd blows with a hammer. The result surpassed all expectations. As we rounded the right-hand corner halfway up the hill I heard a spanging noise and the roar from the engine increased enormously. We shot away up the hill and, as it eventually transpired, won our class, although we never returned to find this out but carried straight on over the top and back home to Kent, narrowly avoiding an altercation with a point-duty policeman in Romsey who apparently disliked the deep burble of our open exhaust ! I think the car eventually passed to a private owner and I have often wondered what became of her in the end.

Time and other considerations make it almost impossible for me to attend many events in these days, but I shall always look back on the period I have mentioned as being the most interesting and eventful of my whole career. Would that those days could come again !

I am, Yours, etc.,
Cheltenham. H. R. G. GARLAND.

* * *

Sir,

The articles and letters on veteran and vintage cars appeal to me as I remember most, and have worked on and driven some.

I can recall two, however, that I have never seen mentioned, an A.V. monocar which a friend of mine owned round about 1923—this had an air-cooled V-twin engine at the rear which was started—after great exertion—by pulling a chain; but the one that I shall never forget was a four-seater tourer Porthos which my father bought secondhand about 1909. In this chariot we all set off for Margate one sunny morning—it was always sunny in the summer in those days. Despite the sun we were well wrapped up, however, my sister and I even having brown paper put over our chests as an added protection. Of course, we soon found all this clothing unnecessary as our maximum speed was about 15 m.p.h., which dropped to nil at the slightest hill, a slipping clutch making us all turn out to push.

We did reach Margate eventually, at about 8 p.m.; a 12-hour journey for the 70-odd miles from a London suburb. We kids enjoyed it, but I remember we went home by train and our next car wasn't until 1926—a " bullnose " Morris.

I wonder if any of your readers have heard of a Porthos, or was it a " one-off."

I am, Yours, etc.,
Wimborne. REX WARNER.

[I like the brown paper idea very much and will remember it next winter.—ED.]

* * *

Sir,

Before your editorial axe falls once again it would be nice if you could fit in one more myth about that most desirable of cars.

" There was once an eccentric but very wealthy old man who refused to buy a car. However, after many years of persuasion his friends got him to the Motor Show. He went to the Rolls-Royce stand and told the head salesman that he understood the Rolls-Royce to be the best and most reliable car in the world, adding that if the salesman would show him the car and satisfy him as to its perfection he might consider buying one.

" After having been shown the car at great length and in great detail, the rich old man turned to the salesman and said : ' Young man, you have shown me a most beautiful piece of engineering and I am very nearly convinced of its perfection. One thing, however, puzzles me. You say it is utterly reliable and you have shown me the starter button on the dashboard. What then is the purpose of the starting handle you showed me in the tool kit if the car always starts with the starter-button ? '

" The salesman thought for a moment, fearful of losing his fat commission, and his quick brain soon came to his aid.

" ' I wonder, sir,' he said, ' if you have ever noticed, whilst in your bath, that you have a spot on each side of your chest ? Now those, sir, are there just in case you ever have a baby. I'm sure you will agree that is a most unlikely occurrence. A Rolls-Royce tool kit provides a starting handle for an equally improbable catastrophe ! ' '.

I am, Yours, etc.,
Newbury. H. A. ROLAND-PRICE.

RUMBLINGS—continued from page 512

Our report on the 1,100 apply to the new 1,200. The pleasant steering wheel (now with three metal spokes), is set very high in direct contrast to that of the writer's everyday transport, but the driving position is good, the seats being set high. The powerful brakes retain the rather fierce erratic action we have come to associate with the bigger Fiats and judder under heavy application, and the clutch is somewhat insensitive. The screw-type petrol filler cap is now recessed behind a lockable flap and a rather unusual form of coat hanger is fitted on the near-side window pillar.

The Fiat 1,200 has an excellent top-gear performance and runs very quietly both in respect of engine and road noise at cruising speeds approaching 80 m.p.h. An unusual feature is that maxima in all gears, including top, are marked on the ribbon-type 100 m.p.h. speedometer—at 21, 38, 57 and 83 m.p.h., respectively. The stalks for lamps and flashers are retained but the parcels' net is deleted. The passenger's vizor now carries a small vanity mirror.

Complementary to the good driving position is the well-placed, hooded instrument cluster. The minor control knobs are set low down and the under-facia shelf is, for the same reason, somewhat inaccessible.

The Fiat is certainly a brisk small car, and surprisingly roomy in respect of passenger and luggage accommodation. Fast cornering calls for considerable work on a steering wheel asking over three turns, lock-to-lock, and it is possible to provoke protest from the Whitewall Firestone 5.00/5.20 by 14 tyres all too easily. We did not check petrol consumption but it is notably light. The " reserve " indicator seemed erratic and we refuelled 260 miles after filling the tank. The range is obviously in the region of 300 miles, representing a consumption of at least 32 m.p.g. Somewhat exceeding the recommended speeds in the gears a standing start quarter-mile occupied 22.4 sec. ; it is rather easy to run out of revs. in third. Driven in " Italian " fashion this Fiat 1,200 can be the greatest fun for the enthusiastic driver, because it can be taken round corners very quickly if not entirely tidily without the limit being reached, aided by light steering devoid of kickback and with the right amount of castor action, sensibly placed pedals, a quick, precise steering column gear change and suspension which, supple enough to give a comfortable pitch-free ride with some up-and-down motion has roll well controlled by anti-roll bars and for the coil-spring i.f.s. and ½-elliptic back springs. There is some free play in the steering and the treadle accelerator, controlling a two-stage Weber 36 DCD, has a small, rather jerky action. The safe road-holding is backed up by excellent acceleration and willing speed which enables the Fiat driver to cover the ground between A and B quicker than most. The big screen and windows, from which his model derives its name, provide splendid visibility. The car is handled from Fiat (England) Ltd., Water Road, Wembley, Middlesex, where spares and service are available. In this country it costs an inclusive £1,132 6s. 8d.

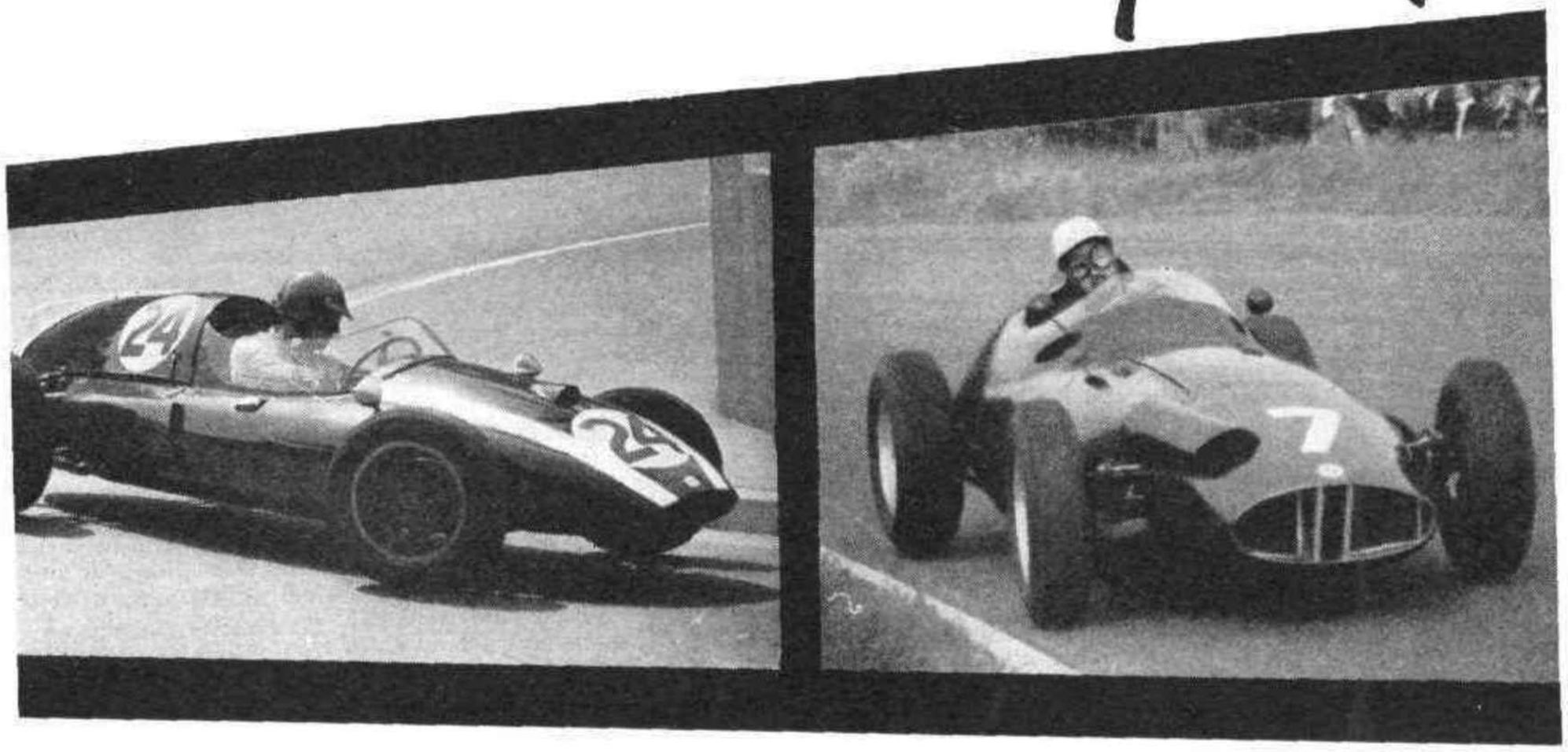
NEW ROOTES FACTORY

The old Singer car factory has been turned into the new Rootes Group spare parts factory. This 18-acre building has been converted into an up-to-date and well-equipped store for all Rootes Group products. Previously the Group has had three separate stores, at Luton, Coventry and Silverstone, which has meant delays in obtaining parts quickly.

Since the factory has to distribute Hillman, Singer, Humber and Sunbeam car spares and Commer and Karrier commercial vehicle spares to 163 different countries, the magnitude of the task can be imagined. To deal with the enormous number of orders a complicated mechanised card index system has been installed which has resulted in the factory being able to despatch up to 10,000 orders every day, about 40 per cent. of them going abroad. A Telex system is also installed which receives orders direct from many foreign countries and urgent orders can be despatched by return if necessary.

A system is also installed whereby dealers' stocks are kept at a constant level. Each depot and distributor has a pre-determined quantity of spares in stock, and as these diminish the Rootes spares factory replenishes them automatically. Fifty fork-lift electric trucks are used to convey goods to the despatch department and the factory has its own case-making department which makes cases for awkwardly shaped parts such as body units.

ALL MINTEX *Again!*



MONACO GRAND PRIX

1st Cooper (driven by Jack Brabham)
2nd Ferrari

DUTCH GRAND PRIX

1st B.R.M. (driven by Joakim Bonnier)
2nd Cooper
3rd Cooper

(All subject to official confirmation)

All using MINTEX Disc Brake Pads

YOU CAN RELY ON MINTEX HIGH PERFORMANCE LINERS

MINTEX brake and clutch liners and disc brake pads are manufactured by British Belting & Asbestos Ltd., Cleckheaton, Yorkshire and are available from Garages and Distributors throughout the country.

TWO NEW CONTINENTALS

Both the B.M.W. and the Lloyd works have announced new models within the last few days. The B.M.W. model is the 700 which is an improved version of the 600 saloon, the car which looks the same from both ends. The chassis is similar to the 600 although integral construction is used, having trailing arm independent rear suspension but the horizontally opposed twin-cylinder engine now has a capacity of 696 c.c. with a bore and stroke of 73 by 78 mm. A power output of 30 b.h.p. at 5.000 r.p.m. is claimed for this engine as against the 20 b.h.p. at 4,500 of the 582 c.c. unit fitted to the 600.

The engine is at the rear mounted integrally with a four-speed gearbox. A centrally mounted gear lever controls the all-synchromesh gearbox. A maximum speed of around 117 k.p.h. (72½ m.p.h.) and acceleration of 0 to 90 k.p.h. (56 m.p.h.) in 20 sec. is claimed for the 700. The car appears to be a fairly roomy four-seater with bucket seats at the front and a bench seat for the rear passengers.

The body is rather reminiscent of the recently introduced N.S.U. Sport Prinz but has a fairly high waistline and a large area of glass. A price of around £450 is quoted for Germany but no plans for selling the car in Britain have yet been announced.

The new Lloyd model has not yet been given a name but it is announced that it will not replace the Alexander TS economy model and its specification suggests that it is a full sized four-seater which will compete on level terms with the VW and possibly the smaller models of other German manufacturers.

The engine is a water-cooled flat-four engine placed at the front of the car having a capacity of 892 c.c. and developing 42 b.h.p. (S.A.E.) at 4,800 r.p.m. using a 7.5 to 1 compression ratio. The engine is mated to a four speed all-synchromesh gearbox which drives the front wheels and which is somewhat surprisingly controlled by a steering column gear lever.

The chassis is the backbone type with all independent suspension by wishbones and coil springs at the front and trailing wishbones (as on the B.M.W.) at the rear. An anti-roll bar is used at the rear.

A top speed of around 75 m.p.h. is claimed together with acceleration of 0 to 100 k.p.h. (62 m.p.h.) in about 27 sec., which is commendable for a small saloon car. The body is a two-door saloon not unlike the Hillman Minx with seating for four. It seems that the Lloyd will undercut the B.M.W. 700 by a few pounds, the German price being the equivalent of £435. Once again no plans for the British market have yet been made.

SHELSLEY WALSH HILL-CLIMB

The second round of the R.A.C. Hill-Climb Championship at Shelsley Walsh went to David Boshier Jones once again. He leads the Championship with 20 points from David Good and Tony Marsh who both have 17 points.

The Midland A.C. have carried out a number of improvements at Shelsley Walsh, the most important of which is the resurfacing of the hill. Unfortunately, June 14 was one of the hottest days of the year and the tar began to melt at an early hour making fast climbs very difficult. The only record to go was the ladies, Patsy Burt improving her own time to 38.72 sec. in her F.2 Cooper.

The ten competitors for the Championship were very evenly matched, all of them beating 40 sec. but very few getting below 39. Douglas Hull set the ball rolling in his 2-litre E.R.A. with 39.94 and the times gradually decreased on the first runs until David Good made an immaculate 37.7 in his Cooper followed by Tony Marsh who could only manage 38.05 in his modified Lotus which is now known as a Motus, thus qualifying as a Shelsley Special. Boshier-Jones was last to run and he did not disappoint the large crowd, returning 37.28 in a very fast, smooth and unspectacular run controlling slides on the sticky and stony surface with apparent ease. In the second runs practically everyone improved their times, Marsh bringing his down to 37.74, although Good did not improve on his 37.7. In the last run of the day Boshier-Jones bettered his own time with a run of 36.96 to put the issue well and truly beyond doubt. Dick James was placed fourth, Dick Henderson fifth and Patsy Burt a commendable sixth.

The only incident with any consequences happened when N. Jackson spun on the top left-hander and crashed into the bank, damaging the front off-side wheel. The car was quickly repaired and soon on its wheels.

In the sports classes, R. Fielding was very fast in his well maintained sports Cooper-Climax, winning his class with a time of 40.44 sec. G. Wilson won the 1,500 to 2,500 c.c. class in his white A.C. Ace-Bristol with a very clean, quiet and fast run of 41.52. The over 2,500 c.c. sports cars were at a disadvantage on the slippery hill and Phillip Scragg who won the class in his H.W.M.-Jaguar could only manage 42.38. Sidney Allard was second with a run of 42.97.

This 63rd Shelsley Walsh hill-climb was interesting if not always exciting, although the three commentators would have had us believe that each and every run was a series of uncontrolled slides.—M. L. T.

CLUB ITEMS

It now seems certain that the R.A.C. will introduce a limit on the number of competitions on the public highway which each Club may hold. The proposal is that each Club may hold four road events, of which not more than two can be Restricted. This ruling will commence in January, 1960, and applies only to events which rely on their results being obtained by timing on the road. Treasure hunts and gymkhanas are not affected at present. In addition the R.A.C. are requesting Clubs to withdraw as many of their proposed 1959 rallies as possible, either by cancellation or by co-promotion with other Clubs.

Some of the larger Clubs are obviously going to suffer from this ruling as many run up to 30 events every year. The result of the new ruling will mean more co-promotions, with the consequent larger fields. The question seems to be whether the public will be more annoyed by one rally a month with 200 competitors or four rallies a month with 50 competitors.

The news will probably be welcomed by some of the smaller Clubs who cannot obtain many entries for their events. They will now be able to co-promote and mix with members from other Clubs, although the novice drivers and navigators will be thrown into Restricted competitions earlier than normal.

* * *

The 7th Acropolis Rally was won by W. Levy driving an Auto Union 1000. This model also filled third and fifth places. In second place was H. Walter in a Porsche Carrera, while an Alfa-Romeo driven by A. Nichos finished in fourth position. Gunnar Andersson, last year's Rally Champion, was sixth in a Volvo.

A fine performance was put up by Annie Soisbault in a works Triumph TR3A by winning the ladies' class and finishing ninth overall in the rally. The next British car was the M.G.-A of Canaroglu, who finished 20th.

* * *

The recently formed Berkeley Sports Car Club is rapidly expanding and would welcome inquiries from all Berkeley owners, from the early 328-c.c. models to the latest B.105. The Club President is the Berkeley designer Lawrence Bond and Vice-President is rally driver Ian Mantle. At the moment the Club does not run its own competitive events but invitations are accepted for other meetings and several Berkeleys have taken part in race meetings of the 250 M.R.C. at Aldershot. The Secretary is Mr. T. W. Gillard, 14, Woodford House, Snaresbrook, London, E.18.

* * *

The 29th Liege-Rome-Liege Rally will be run this year from September 2nd to 6th. This event, the Marathon of the Route, is one of the most difficult of European rallies and once again is one of the events counting towards the European Touring Championship. The most significant change in the regulations is that Touring and Grand Touring cars will now be segregated into separate classes instead of being lumped together as in previous years. Although in previous years Grand Touring cars have been faster they have also been more fragile, giving the Touring cars an almost equal chance, but now they are more reliable the organisers have decided to make two classes. Full regulations are available from the Royal Motor Union, 38, Boulevard de la Sauveniere, Liege.

BUGATTI O.C. MEMBERS HILL-CLIMB, PRESCOTT

Sports Cars up to 1,100 c.c. :	1st : J. J. Richards (Lotus) ...	...	46.99 sec.
	2nd : P. B. Bailey (Lotus) ...	...	50.50 ,,
Sports Cars 1,101 to 1,600 c.c. :	1st : R. A. Levett (Ausford)	...	50.69 sec.
	2nd : R. H. Smith (Connaught)	...	52.10 ,,
Sports Cars 1,601 to 3,000 c.c. :	1st : W. G. Wilson (A.C.-Bristol)	...	48.14 sec.
	2nd : P. H. G. Cottrell (Lotus-Bristol)		48.22 ,,
Sports Cars over 3,000 c.c. :	1st : E. P. Scragg (Jaguar) ...	...	48.44 sec.
	2nd : F. E. Wall (Bugatti) ...	...	48.62 ,,
Formula 1 :	1st : Miss P. Burt (Cooper F. 2)	...	46.33 sec.
	2nd : W. A. Taylor (Caesar Special) ...		46.70 ,,
Formula 3 :	1st : J. B. Welton (Cooper Mk. X) ...		46.80 sec.
	2nd : M. M. Cleaver (Cooper Mk. VIII)		46.89 ,,
Formule Libre :	1st : R. W. Phillips (Fairley)	...	44.25 sec.
	2nd : F. A. Norris (Alta Special)	...	45.02 ,,
Formule Libre :	1st : D. Boshier-Jones (Cooper)	...	41.70 sec.
	2nd : D. R. Good (Cooper) ...	...	43.54 ,,
Bugatti Handicap :	1st : A. W. Rippon (Bugatti Type 37A) (Handicap 5.56 sec.) ...		48.29 sec.
	2nd : R. C. Symondson (Bugatti Type 57S)		48.48 ,,
Grand Touring Cars:	1st : J. A. Shutler (Invicta) ...	...	53.07 sec.
	2nd : A. F. Rivers-Fletcher (Ford Popular)		56.04 ,,

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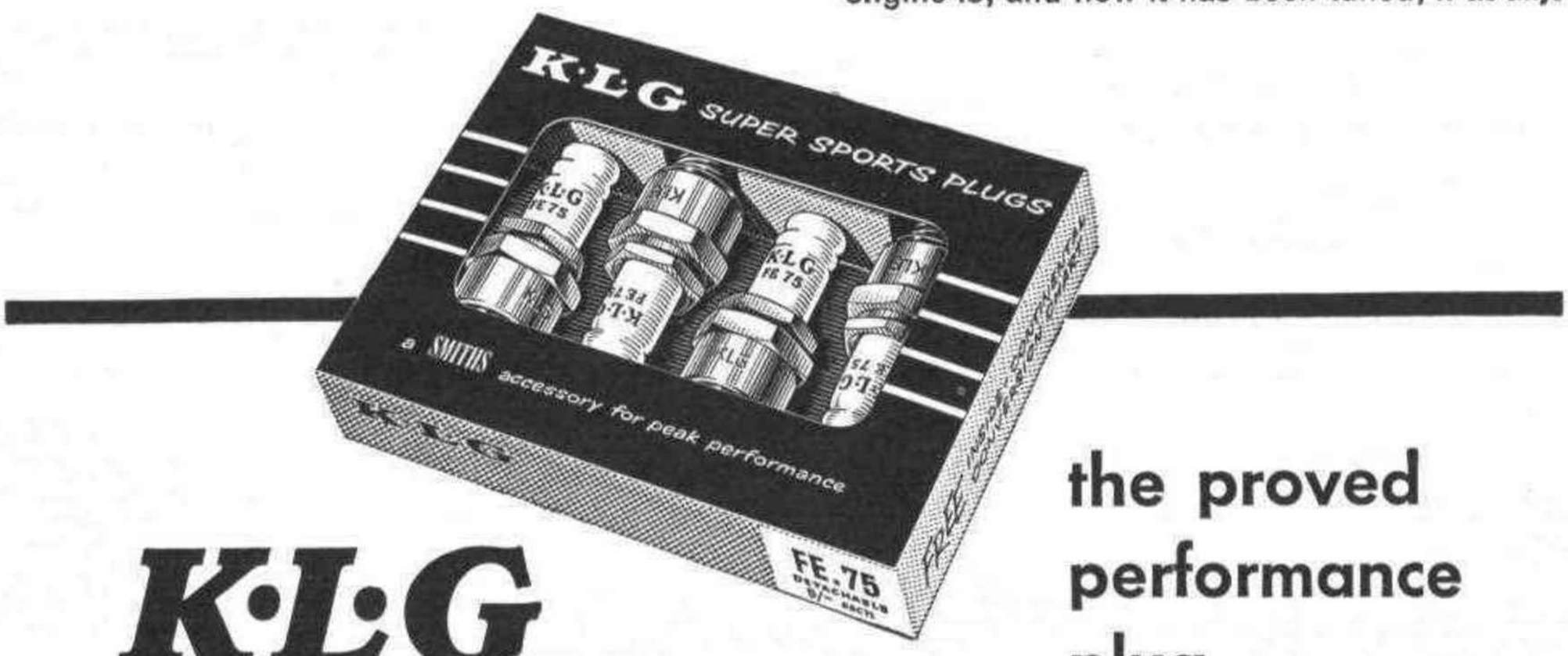
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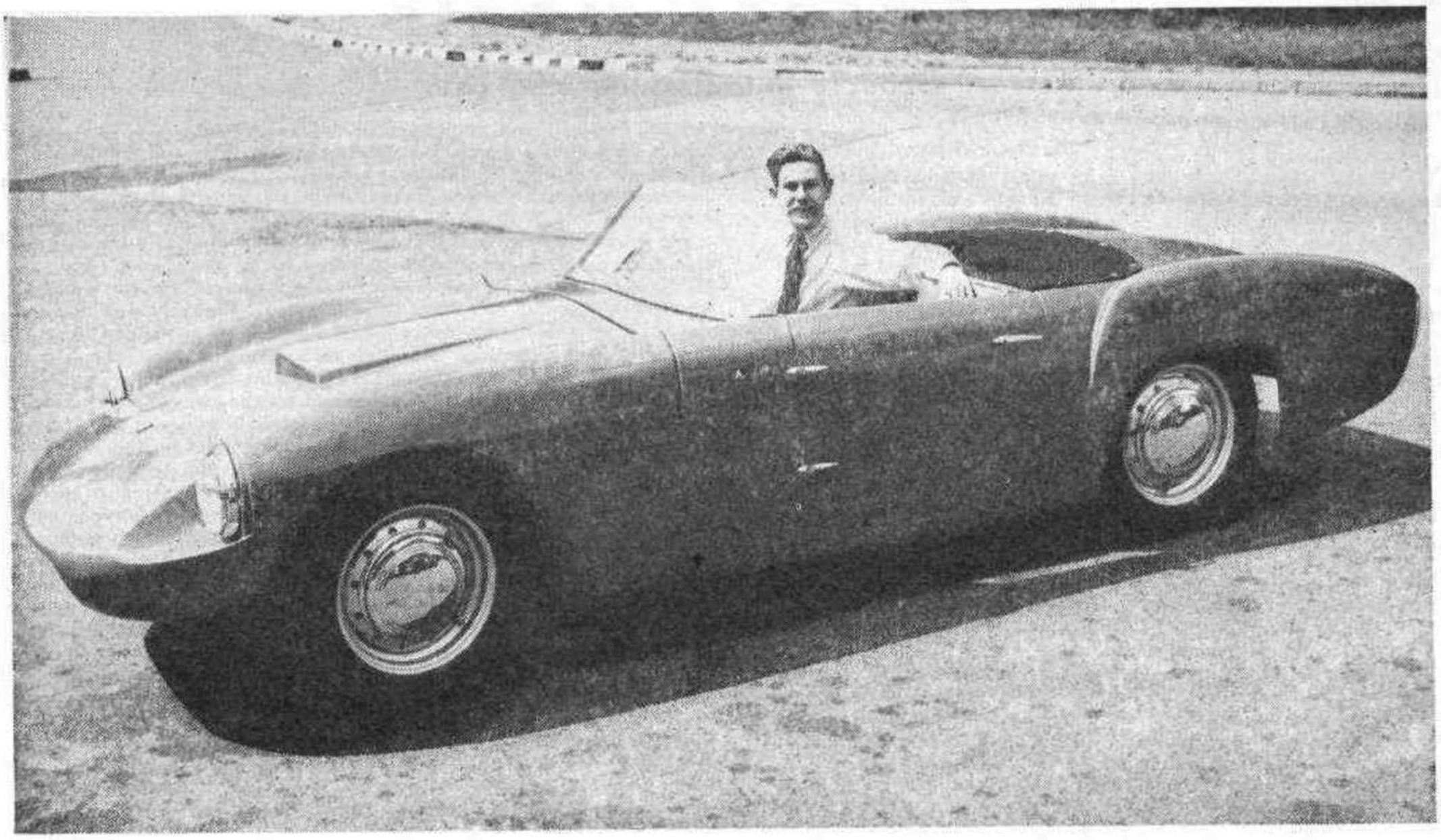
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43rd TARGA FLORIO

Ferrari Debacle and Porsche Walkover

PALERMO, SICILY, *May 24th.*

WHEN Vicenzo Florio died early this year it seemed that a chapter of motor-racing history would come to an end, for since 1906 he had been the leading light behind the organisation of the Targa Florio, a race usually reckoned to be the toughest test of man and machine in European racing. However, his confederates on the organising committee were reluctant to see the race disappear with the passing of its founder and felt that he would have wished for it to go on, and they were fortunate in that one of Florio's nephews was eager and willing to take the place at the head of the organisation. Under the name of Vicenzo Paladino the 43rd Targa Florio was run and the traditional race through the Sicilian mountains was continued this year.

Although there was a pretty fair list of 48 starters there was support from only two big manufacturers for this event, which counted for the Manufacturers' Championship. Of the 48 cars it was certain that the winner would come from either the Ferrari team or the Porsche team, each one having some private owners to give them support. From Maranello three V12 Testa Rossa 3-litres were entered, to be driven by Behra/Brooks, Gendebien/Phil Hill and Allison/Gurney, while a fourth car was being looked after by the factory, this being the 2-litre V6 Dino 196 used for test at Le Mans and raced at Monza recently. It was entered by the Scuderia Eugenio Castellotti, a private Italian organisation set up to commemorate that colourful Italian driver, and for the Targa Florio the drivers were Cabianca and Scarlatti. Swelling the Ferrari ranks, but unlikely to win, were two private Testa Rossa 2-litre four-cylinder cars in the hands of Starrabba/Lo Coco and Cammarata/Tramontana.

From Stuttgart came two Porsche RSK models, with the new wishbone rear suspension and fitted with 1,600-c.c. Spyder engines, driven by Maglioli/Herrmann and Bonnier/von Trips. A third factory car was a normal RSK 1,500 in the hands of Barth/Seidel, and to complete the team there was a Carrera G.T. in the hands of Pucci/von Hanstein. As a strictly private venture Paul Strahle entered two cars, prepared and maintained separately from the factory cars, the first being a Spyder RS model of 1957 and the second a Carrera G.T., these being driven by himself and two other Germans, Linge and Mahle. The organisers were a bit chary of allowing three drivers to share two cars and insisted on a fourth at scrutineering, so Strahle found a local boy with an F.I.A. Licence named Scagliarini, who was roped in to make up the number. In actual fact he never even sat in either of the cars throughout the day's racing, Strahle, Mahle and Linge doing all the driving, as originally planned, but, nevertheless, Scagliarini received much praise in the local papers and on the world news services!

To complete the list of faster cars there were two old A6G 2-litre Maseratis, one belonging to Scuderia Centro-Sud driven by Boffa/Drago and the other a private one of Selimecos/Vaccarella, the rest of the entry being small sports cars or Gran Turismo cars, including a whole row of Alfa-Romeo Giuliettas. There was one lone British car, an Austin-Healey Sprite driven by Wisdom/Cahier, but being painted red the local peasantry assumed it to be an Italian car.

In previous years there has been no official practice, all learning of the 72-kilometre circuit having to be done on the open road, as did all testing of the racing cars, but this year there was an innovation in that the circuit was closed on the Friday before the race for an official practice. Due to various delays the roads were not closed for very long and few drivers managed more than one lap, so that as an official practice day it was a bit of a waste of time, but at least it was a gesture. As always, the factory drivers spent a week or ten days before the event driving round and round the mountainous circuit in any car they could beg, borrow or steal, with an occasional lap in a works hack racer or an actual racing car. Porsche brought along an old RS Spyder as a hack and the Strahle team used a spare Carrera. By the end of the week it was clear that the Porsches were going to be a serious challenge to the Ferraris and it was by no means certain that it would be an Italian victory, especially as the 3-litre cars would have to make an extra pit stop against the small cars.

Headquarters of the organisation is at Palermo, some 30 miles along the coast to the west of the circuit, but headquarters of the racing teams was at Cefalo, about the same distance along the coast to the east, and everyone stayed at the Jolly Hotel. Until darkness fell on Saturday evening Ferraris and Porsches would roar out of the town, scattering the local populace, as last-minute checks were made on this or that, and at 1 a.m. on Sunday morning transporters set off for the pits to deliver tools, tyres and equipment. The start was due at 5 a.m., not long after dawn, as every finisher had to complete 14 laps and some of the slower cars would take 14 hours or more. With such a long lap both Ferrari and Porsche sent a truck with two mechanics and tools and spares out into the mountains to a road junction about half-way round the circuit.

Having seen the Targa Florio from the pit area in the past, I decided this time to go out into the wilds, so set off at 2 a.m., before the roads were finally closed, to join the mechanics at their mountain depot. All through the hours of darkness spectators' cars were driving up into the mountains to watch the day's racing, and at 3.30 a.m. no further access was allowed to the circuit, every side-road and cross-road being patrolled by marshals, police or the army, while a network of army radio covered most points on the 72 kilometres of rugged mountain road. As dawn broke the vastness of the mountains became apparent and the road could be seen winding down one side of a huge valley and then climbing up towards our vantage point, the cars being in sight for something like three miles during which they would negotiate more than 25 corners, ranging from tight hairpins to 80 or 90-m.p.h. bends, yet this was only a tiny fraction of the fantastic circuit on which the Targa Florio is held.

Meanwhile, down by the sea the 48 competitors were lining up for the start, cars starting at 30-second intervals from the tiny 750-c.c. Gran Turismo cars up to the 3-litre sports cars, the first one being away at 5 a.m. and the last one at 5.41 a.m., there being a few minutes' gap between each class. Up in the mountains the clear, early morning stillness was suddenly broken by the staccato crackle of a Dyna-Panhard engine and the Laureau/Jeager D.B. coupé could be seen making its way across the valley, and from that moment on the Sicilian mountains rang to the noise of racing exhausts. In the 1,300-c.c. G.T. class, Colin Davis driving a white Giulietta had already passed a number of cars that had started before him, and the yellow Zagato Giulietta of de Leonibus/Peroglio could be seen climbing the side of the mountain, but after disappearing round one bend there was an ominous thud and the Targa Florio had claimed its first victim; somewhat bent, it appeared later but retired after one more lap. Shortly after 5.45 a.m. the little Healey Sprite of Wisdom buzzed its way happily up the mountain, and a few minutes later the first of the potential winners could be heard coming up the hill and Barth went by in a works Porsche. Just before this the two G.T. Carrera Porsches of Strahle and Pucci had gone by, sounding terrific and sliding the hairpins in true Gran Turismo style, and the noise of healthy flat-four Porsche racing engines was already making its impression on the Sicilian peasants. Mahle followed in the 1,500 RS and then came Bonnier in the works 1,600 RSK, Maglioli in a similar car and Boffa in an old six-cylinder Maserati sounding in excellent fettle; and then in quick succession Behra Gendebien and Gurney in the three works Ferraris, the V12-cylinder engines being heard right across the valley.

Knowing their starting time and taking checks as each car passed by, calculation showed that there was little to choose between Bonnier and Behra, while Gendebien and Gurney were less than 10 sec. behind, but on the fast straight leading back to the pits the more powerful engine in Gurney's car showed up and he was leading at the end of the first lap. Back in the mountains a check on the lists showed that Cabianca had not gone by in the 2-litre Ferrari; he appeared very much later with all the tail of the car blackened from a fire which had started shortly after leaving the start. He was very fortunate to be able to put it out and was now trying to make up time, but any hope of challenging the works Porsches in the 2-litre class was gone. Next time round Colin Davis was even further ahead of all his Giulietta rivals and Pucci had caught and passed Strahle and was leading him by a minute on the road, having started a minute and a half behind him. Bonnier was going incredibly well and leaving Maglioli way behind, and was now ahead of the Ferraris and making up sufficient time in the mountains to prevent Gurney or Behra catching him on the 6-km. straight. Before completing the first lap Gendebien heard a rumbling from the rear axle and stopped when he reached the pits, never to restart for the crown-wheel and pinion had broken, and one of the favourites was out. The rough and tough Sicilian mountain roads were taking their toll and an 8V Fiat and a G.T. Ferrari coupé had fallen by the wayside, and on the third time round Starrabba ran off the road in his four-cylinder 2-litre Ferrari Testa Rossa and the car caught fire as he jumped out; the pall of black smoke being seen rising from behind the hills as the car burnt completely out.

On lap three there was little to choose between Behra or Gurney, but neither of them could catch the flying Bonnier, even though the Porsche was not opening up too cleanly from the slow corners, but once the revs. were up the little silver car fairly stormed up the mountain-side. Ferraris were very unhappy, for apart from losing one car so early, having their 2-litre delayed and the remaining 3-litres unable to catch the 1,600-c.c. Porsche, Behra was due to stop at the end of lap four and hand over to Brooks, whereas Bonnier was going on for five laps before stopping. As Behra came slithering and sliding down the winding mountain road back towards the sea he lost the big Ferrari on a left-hand bend, went sideways off the road, hit a ditch and rolled completely over, to finish upside-down in a field. Undaunted, the tough little Frenchman got out from underneath the wreckage, miraculously unhurt, gathered together a horde of local peasants and between them they rolled the Ferrari back onto its wheels, and by one of those fantastic peculiarities of the motor car it started up and Behra drove on. Back at the pits the Ferrari team were anxiously awaiting their number one car and Brooks was ready in helmet and goggles. As time went by and the car was obviously long overdue Brooks began to resign himself to not having a drive, but then Behra arrived in the very bent Ferrari. All four humps over the wheels were flattened, the windscreen was smashed, the Perspex cover over the carburetters was broken, the headrest was dented, the tail jagged and torn, and the right-hand exhaust pipe was trailing, yet the car sounded very healthy and Behra insisted that it handled all right! Brooks was just thinking that they could " throw that heap of junk on the scrap-heap " when he realised that it had been refuelled, the loose bits had been torn off, the exhaust pipe wired up, and Tavoni was shouting to him to get in and go on racing, which, being a works driver, he had to do. The Scuderia Ferrari troubles were by no means over, as Cabianca had retired with gearbox trouble and Gurney finished his four laps with a grinding noise coming from the rear axle, sounding like another crown-wheel and pinion gone, so the car was given to Gendebien to take round and see how bad it was and Allison joined Phil Hill and Scarlatti in not getting a drive. The Porsches were now in full command, Bonnier handed the leading car over to von Trips, Maglioli gave the second place car to Herrmann and Barth gave the 1,500-c.c. car to Seidel, and to complete the Porsche sweep the Mahle/Linge RS was fourth and the two Carreras fifth and sixth, no one else being within striking distance. Poor Brooks in the tatty Ferrari was nearly 20 minutes behind and on his second lap he slid straight on at one corner and smashed the front end in. He managed to get to the Ferrari mountain depot and straighten things a bit but the body frame was fouling the steering and though he got back to the pits that was the end, for his rear axle began to make noises and the third crown-wheel and pinion was on its way out. Gendebien did not have to go far in the Gurney car to know what the trouble was so he toured round for a lap, stopping every now and then to talk to people and sit in the sun and watch the race, eventually getting back to the pits some three hours later.

The unhappy Ferrari team were imprisoned at the pits, which are on the inside of the circuit, and had to watch Porsches in the first six places, the infuriatingly flat-sounding Spyder exhaust notes sounding continuously all round the circuit, for if an RSK wasn't going by then a Carrera was. However, they had some consolation when Herrmann did not reappear after taking over from Maglioli for only 17 kilometres after the pits his gear-change gave trouble and then the engine broke and he stopped out in the wilds, so the order was Bonnier/von Trips, Barth/Seidel, Mahle/Linge/Strahle on their 1,500 RS, Pucci/von Hanstein and Mahle/Linge/Strahle on their Carrera. There were still plenty of other cars going round, but none with any possibility of challenging the Porsches, so the German cars settled down to cover the laps without straining things too much. The two works cars were so far ahead of their rivals that every now and again one or other of the team would stop off where Herrmann was stranded and give him food and drink carried out from the pits. Round and round stormed the five Porches, stopping occasionally to refuel or change drivers, and slowly the hours and the laps ticked by, the midday sun being unbearably hot and the clear blue sky making the rugged mountains look truly magnificent. The crowds in the hills had their picnic lunches, the rich Sicilians in the logias opposite the pits took their time over lunch, and all the while the Porsches went round and round with never a moment's hesitation, and the Ferrari team just had to sit and watch and wonder what Sig. Ferrari was saying back in Maranello.

In the G.T. classes the Carini/Prinoth Zagato Fiat had taken the lead after the works D.B. had been delayed by mechanical trouble and later the D.B. retired, leaving the pretty little pale blue Zagato on its own. In the Guilietta category Colin Davis and Sepe were way out on their own and holding an excellent place in the general classification, while of the two G.T. Ferraris that started only one was left running. Surprisingly, both old A6G Maseratis were still running and sounding remarkably healthy, though the one driven by Selimecos/Vaccarella had been bounced off rocks right, left and centre, and was running minus its bonnet and boot lid, and the tail was a jagged mess almost trailing along the ground, yet the engine sounded wonderful, while the 2-litre Ferrari of Cammarata/Tramontana was still going well and was unmarked.

Porsche had intended that Bonnier should do the last four laps, but having so much time in hand they let von Trips do the last two, and as he went by the pits for the last time victory seemed certain, for he only had to tour round, comparatively speaking, but it still meant 72 kilometres of rugged mountain road, with the surface varying from smooth tarmac to loose gravel and the going from barren open country to narrow village streets. At the mountain depot von Trips was overdue and when he eventually arrived he was going slowly, and Barth was only 20 seconds behind him, instead of two minutes, but it was not planned this way, for the leading RSK was in trouble and something had broken in the back suspension. One of the rear wheels was no longer maintaining its proper position and von Trips was driving gently, hoping to complete the lap, while back at the pits Bonnier was preparing to enjoy his share of the victory. With a mere 23 kilometres to go the broken suspension collapsed completely and von Trips came to a bitter halt and had to watch Barth go by into the lead and win the 43rd Targa Florio. It was not only the leaders who had trouble on their last lap, for the little Healey Sprite, which had run so regularly, broke its throttle connections on its 14th lap but managed to finish, nevertheless, and on some parts of the circuit little showers of rain fell which caught some drivers unawares. Boffa went off the road a number of times in the Centro-Sud Maserati on his last lap, but did not damage the car, though Cammarata bent his 2-litre Ferrari in all directions in the last half-lap and wept bitterly when he reached the finish, having kept the car unmarked for nearly 1,000 kilometres.

The 43rd Targa Florio had lived up to the tradition of this historic event, as being a feat of endurance and driving ability rather than a race, and though bent and battered cars could be seen in all directions there was no one hurt, which is something else remarkable about the Targa Florio.

Results :

TARGA FLORIO—Sports-Car Championship Event—14 Laps—1,003 Kilometres
Very Hot

1st :	E. Barth/W. Seidel (Porsche RSK) ...	11 hr. 02 min. 21.8 sec.— 91.310 k.p.h.
2nd :	E. Mahle/P. Strahle/H. Linge (Porsche RS)	11 hr. 22 min. 20.8 sec.
3rd :	A. Pucci/H. von Hanstein (Porsche Carrera)	11 hr. 31 min. 44.4 sec.
4th :	P. Strahle/E. Mahle/H. Linge (Porsche Carrera)	11 hr. 36 min. 10.0 sec.
5th :	A. Boffa/P. Drago (Maserati A6G 2,000) ...	11 hr. 41 min. 20.0 sec.
6th :	Sepe/Colin Davis (Alfa-Romeo SV) ...	12 hr. 02 min. 09.0 sec.
7th :	Bini/Mantovani (OSCA 1,100)	12 hr. 10 min. 52.6 sec.
8th :	Cammarata/Tramontana (Ferrari 2,000 TR)	12 hr. 14 min. 45.8 sec.
9th :	Le Pira/Siracusa (Ferrari 250 GT) ...	12 hr. 24 min. 15.0 sec.
10th :	Selimecos/Vaccarella (Maserati A6G 2,000)	12 hr. 35 min. 47.8 sec.
11th :	Rotolo/Cavaliere/Tagliavia (OSCA 1,100)	12 hr. 39 min. 40.0 sec.
12th :	Picone/Tagliavia/Mantia (Alfa-Romeo SV Spyder)	12 hr. 41 min. 43.0 sec.
13th :	Cocco/Sabbia (Alfa-Romeo SV)	12 hr. 46 min. 16.0 sec.
14th :	Carini/Prinoth (Fiat 750 Abarth Zagato) ...	12 hr. 53 min. 59.0 sec.
15th :	Bartoncelli/Parla/Panepinto (Fiat 1,200 Boano)	13 hr. 00 min. 27.3 sec.
16th :	Laureati/Pompei (Alfa-Romeo SV) ...	13 hr. 12 min. 05.0 sec.
17th :	Leonardi/Tinazzo (OSCA 750 c.c.) ...	13 hr. 13 min. 46.2 sec.
18th :	Wisdom/Cahier (Austin-Healey Sprite) ...	13 hr. 22 min. 05.8 sec.
19th :	Laureati/Celani (OSCA 750 c.c.)	13 hr. 39 min. 33.4 sec.
20th :	Rigamonti/Sig. Peduzzi (OSCA 750 c.c.) ...	13 hr. 43 min. 47.0 sec.
21st :	Roskinski/Bobrowsky (Alfa-Romeo SV Zagato)	13 hr. 44 min. 11.8 sec.

48 *starters* — 21 *finishers.*

* * *

TARGA TITBITS

Devotion to duty was shown by Hans Herrmann, who stayed with his derelict factory Porsche for 13 hours in case the Sicilian bandits robbed it of vital parts.

* * *

After saying he would not drive in sports-car races, Tony Brooks agreed to do the Targa Florio as he felt it was a challenge to his driving ability.

* * *

Dan Gurney was having his first European drive with Ferrari this year and made an excellent impression, being remarkably at ease in the big 3-litre car.

SOME NOTES ON THE CARS IN THE TARGA FLORIO

The Scuderia Ferrari put all their efforts into their 3-litre cars, these being V12-cylinder models, with single overhead camshafts to each bank of cylinders, six double-choke Weber carburetters and a five-speed gearbox integral with the rear axle. Front suspension

by double-wishbones and coil-springs followed last year's cars, though a radical change to the de Dion rear end was the fitting of coil springs and telescopic shock-absorbers, and Dunlop disc brakes and Dunlop tyres are now standard wear at all the corners of Ferrari racing cars. All three cars were right-hand drive and had four long tail-pipes ending in megaphones, while the carburetter intakes were covered by a Perspex bubble. The car driven by Gurney had larger-choke carburetters, smaller megaphones and modified valve timing and gave not only more b.h.p. than the others but over a wider r.p.m. range. This was the car used for the tests at Le Mans in April and, like the other cars, suffered from very inadequate steering lock, not so much from the point of view of negotiating tight corners but for correcting high-speed skids, it being too easy to get the cars in a slide and to have used up all available lock.

Two of the factory Porsches were the new RSK chassis tried out at Sebring and Spa, having independent rear suspension by a system of triangular links and radius-rods and utilising coil-springs, as on the F. 2 car that appeared at Monte Carlo. These cars were fitted with roller-bearing 1,600-c.c. engines and the new RSK five-speed gear-boxes. The car driven by Bonnier/von Trips had slightly modified front suspension, in that the trailing-arms were not so far apart vertically as on the standard RSK, this being done to try and cure a slight wander at very high speeds. The winning car was a works RSK from last year, having the old type of low-pivot swing-axle and a roller-bearing 1,500-c.c. engine. It was an identical power unit that was fitted into the works Carrera, and both this and the Strahle car had special gear ratios allowing first, second and third to be used in the mountains, these ratios being very close, and a high fourth gear being kept for the six-kilometre straight, when a speed of over 120 m.p.h. was attained using 7,500 r.p.m. in top. Such was the reliability and ruggedness of the Carreras that they were driven back to the Jolly Hotel at Cefala after the race, and next morning I was able to borrow the works car for an hour or two and thrash it up into the mountains. The engine went so easily to 7,500 r.p.m. that the rev.-counter had to be watched all the time and the lower three gears were rather like those in a good racing motorcycle gearbox and a real joy with the 130-b.h.p. of the Carrera engine. Later that day both Carreras were driven back to Stuttgart by way of Italy and the Brenner Pass—Gran Turismo cars indeed.—D. S. J.

SOME NOTES ON CAR PAINTS

VERY few motorists bother about the paintwork of their car except perhaps to choose the colour and complain if it fades after ten years of Sunday morning polishing, so it was with the idea of finding out exactly what went into the manufacture of paints that we visited the Paints Division of I.C.I. Ltd. at Slough.

We were met at Slough by Mr. Liddiard of the Publicity Department, who conducted us over the Slough plant which covers some 34 acres. The very modern office buildings are on one side of the road while the earlier factory premises are on the other. At Slough the bulk of the production is concerned with "Dulux" gloss finishes and "Du-lite" emulsion paint, while the stoving finishes now predominantly used on car production are made at the Stowmarket factory, although the basic processes are very similar.

It was explained that paint is made up of varnish and several chemicals with imposing names like Urea Formaldehyde, in which is suspended various powders or pigments which give the colouring to the paint. The greatest advances in recent years have been made in the manufacture of the varnish, which by the use of chemically-treated resins can give a paint improved properties of durability, flow and gloss retention.

The first building to be visited therefore was the alkyd resin plant, which, with its complicated array of tubes and boilers, looks like something out of "Quatermass." The boilers or "kettles" as they are called are heated by "Dowtherm" vapour, each kettle yielding from 750 to 2,000 gallons. The UF/PF resin section is where modern resins and varnishes are manufactured, the letters standing for the initials of the chemicals used. The kettles in this section are heated by oil. The varnish is then pumped via overhead pipes to a cooling canopy where the varnish is allowed to cool until it is at a safe temperature for thinning. It is then passed on to the blending department where it is filtered and mixed according to the needs of the production line. It was interesting to note that a few old varnish kettles fired by furnaces were still in use, the operatives stirring the varnish by hand and testing the consistency of the mixture by spitting into it. At least that was what we were told. Not surprisingly this varnish is as good as and sometimes better than the mass-produced varnish.

For the first time the pigments are brought into the process. These are taken from the dry colour stores in the appropriate quantities and passed to the ball mills. The ball mills are large circular drums lined with white porcelain bricks and half filled with steel balls. The varnish and pigment are then mixed together in appropriate quantities and poured into the ball mills, which are then set to rotate, usually for a number of hours. The porcelain bricks are used so that the metal will not contaminate the paint, and the steel or sometimes porcelain balls grind the pigment and varnish together. The paint is also mixed on roller mills with three rollers which knead the pigment and vehicle together. After "dispersion," as the mixing process is called, the paint is pumped to large mixers holding from 100 to 1,500 gallons where the paint is gently swirled round by large paddles. The paint can be examined through doors in the top of the large mixers and the control laboratory make tests on all paints for colour, gloss, viscosity, drying time, etc. The mixture is then adjusted to bring it to the correct specification. With over 400 colours in the range this is a tricky job since probably half-a-dozen colours look the same to the layman. When the paint is finally to the technicians' liking it is strained and put into the necessary containers. These are usually 50-gallon drums for despatching to motor manufacturers, but paint which is intended for the retail market is put into one-gallon tins (or less) on a rotary filling and capping machine. The correct quantity of paint is metered into each tin and the metal cap is fitted by another machine. Further along a label bearing the correct colour name is stuck on automatically. The tins are then conveyed on an overhead system to the warehouse where they are stored until ready for despatch.

There is also a small order department which executes small quantity orders for special colours, etc. It is theoretically possible to have a colour that no one else can obtain but because of small-scale production the cost would be very high.

There is also a large laboratory, research and technical service staff who are constantly checking existing paints, formulating new colours and processes and instructing users of I.C.I. paints in the best ways of applying them. A comparatively new department is the colour advisory department. This is staffed by expert stylists and colour consultants who will draw up schemes for whole buildings, such as schools, hospitals, factories, etc., and see that the colours harmonise. There is a special room where all types of colours and fabrics may be seen under different artificial lights so that colours will still harmonise under these conditions.

This then is just a brief glance at the manufacture of paint. Motor car paints are reaching a high standard of perfection and very few colours, even metallic and pastel shades, seem to fade after several years' use. Jokes in the trade such as the "blackcurrant jelly" Vauxhalls which can still be seen on the roads and the metallic finishes on the early Phase I Standard Vanguards do not have any modern counterparts. Your car may be stove enamelled or sprayed but the finish will be as good as ever after several years' hard use if a reasonable amount of care is taken. I.C.I. recommend frequent washing, occasional polishing and very infrequent waxing.

An interesting publication by I.C.I. is a little booklet called "Colour at the Show," which is a survey of all the colours on the cars at the Motor Show. In 1958 there were 303 cars on the Stands. Of these only 11 were black! Although this is not representative of production figures it gives a good indication as to how public inclination is swinging. Breaking this down even further 131 cars had two-tone finishes, 26 metallic, 77 pastel shades and 58 "full" or darker colours, excluding black. Of the 58 full colours 27 were reds or maroon, 13 blue, 11 grey and 7 green, while of the 77 pastel shades 39 were ivories, fawn, cream, beige, etc., only 5 being yellow, 12 grey, 11 blue, 9 green and 1 coral. In the metallic finishes greys, greens and blues dominated.

I.C.I. are fully alive to the changing tastes of motorists and this little booklet helps them in their discussions with manufacturers who are always looking for new colours. Our visit to Slough showed us that there is a lot more to making paint than we had previously thought.—M. L. T.

AGAIN AND AGAIN A RALLY WINNER IN ITS CLASS

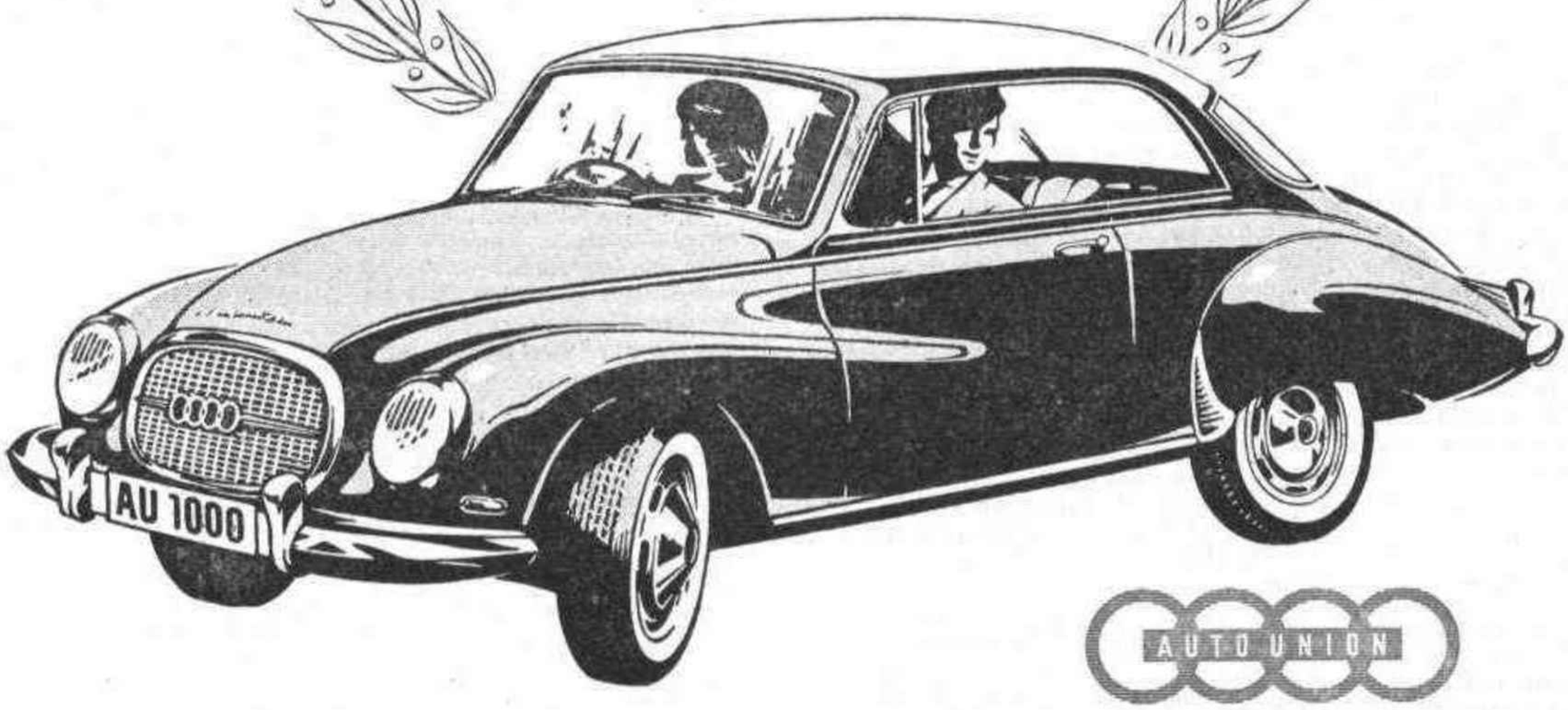
Coronation Safari 1959
1st. 2nd. 3rd. Class B*

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

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

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B.A.R.C. MEMBERS RACE MEETING AT GOODWOOD

(June 6th)

De Selincourt now leads in MOTOR SPORT Brooklands Memorial Trophy Contest

ANOTHER highly entertaining afternoon's sports-car racing, with more incidents than usual amongst the 117 entrants. De Selincourt in his newly-acquired Lotus came through magnificently to win the 10-lap 1,100-c.c. Scratch Race. Fifth for four laps, he was third after half-distance, then overtook Lambert's and Jacobsz's Lotus cars, to win at 83.44 m.p.h., after a lap at 85.21 m.p.h. Six drivers spun in this race alone.

The first five-lap Closed Car Handicap saw Gaston's Austin-Healey Sprite hard-top with full Downton conversion, including 12 to 1 compression-ratio, come through from scratch (he gave Howard's VW, standard save for an Abarth four-pipe exhaust, 75 sec. start), to win at 72.58 m.p.h. from Stevenson's A35 and Jankel's Ford with external oil cooler. On lap four Gaston pushed his way past outside Jankel between Woodcote and the *chicane*, with Stevenson trying to get past on the near-side, to the Ford driver's obvious discomfort. On the last lap what has always seemed inevitable one day, happened—Knight came too fast out of the *chicane* and his A35 lifted onto its off-side wheels and rolled over onto its roof and then onto its side. Although the boot lid flew open, the driver's door fell off and the shape of the little Austin was immediately modified, Knight escaped with a slight cut on one arm, the spectators signifying relief as he stepped from the car. He undoubtedly owes his escape to a Delaney Gallay seat harness. Gaston lapped fastest, at 74.1 m.p.h. Lord Strathcarron's Sprite hard-top, also Downton tuned, with A40 front brakes, but with a compression-ratio of only 9½ to 1, was on scratch with Gaston and didn't stand a chance.

The Le Mans-start 10-lap Marque Scratch Race was led from start to finish by Lawrence's Morgan Plus Four, splendidly driven, to average 79.08 m.p.h. and lap at 81.36 m.p.h. De Selincourt beat the "uncrowned TR king" Hurrell after five laps, these two TR3 drivers running only feet apart, the gap between them at the finish being a mere 0.2 sec., whereas the Morgan, with its dual side-mounted silencers, led de Selincourt by 7.8 sec. The backmarkers ensured that the race wasn't dull. McKee and Hextall fought a dual in their TRs for the early part of the race, the former's TR3 eventually drawing away from the TR2. Sleep (A.C.) and Dean (TR3) became involved at Lavant corner, both cars suffering considerable front-end damage, Lovett TR2) and Mackay (A-H. 100) spun at Woodcote, which is a thing you just mustn't let the B.A.R.C. catch you doing at a Members' Meeting, and Tice's A-H.100 retired. On lap six Milton (TR3) cheerfully pushed Lawrence off his line into the *chicane* and then slid in front of him leaving this odd corner, but two laps later Munns (A.C.) slowed down and waved on the TRs duelling for second place.

The next race was a five-lap Scratch Race which Gaston's very fast Sprite led from start to finish, running now in open form. This time it averaged 73.12 m.p.h. and did best lap at 74.61 m.p.h. Mackenzie, in the lead before the start of the racing for the MOTOR SPORT Brooklands Memorial Trophy Handicap, had to be content with second place, 4.8 sec. in arrears, Martin's Lotus-Ford just failing to wrest this position from the Sprite. This time Lord Strathcarron retired with a detached throttle cable on *his* Sprite, Percival (Lotus-Ford) hit the barrier at St. Mary's, damaging the car but not himself, Palmer over-corrected after a slide at the *chicane*, his Lotus finishing up on the grass, earning disqualification, and Powell's now sensibly-handled Lotus-Ford (formerly he caused the wrath of the officials to descend on his head due to over-ambitious driving) retired. Baring's Sprite, with Peasmarsh plastic nose, had a close-fought battle with Elwes' Sprite. Incidentally, what odd colours Sprites get painted!

The fifth race was actually uneventful, Count Ouvaroff's Willment-Climax leading unchallenged, but very fast for all that, from Union Jack to chequered flag, as well it might, being the sole 1½-litre amongst a field of 1,100s in this five-lap Scratch Race, and with twin-cam engine at that. The Count won at 84.28 m.p.h. and set fastest lap, at 86.22 m.p.h. Westcott pipped Jacobsz (both Lotus pilots) for second place during lap three, passing the S. African down Lavant straight. His *Equipe S. Africa* partner Maggs didn't appear, thus sacrificing his former lead, shared with Mackenzie, in the Brooklands Trophy Contest.

Another five-lap handicap saw the advent of the G.S.M. Dart with Willment i.o.e. conversion and twin d.d. carburetters for its Ford Ten engine and coil-spring i.r.s. It got into the lead, driven by Wagner, on lap two, and led almost to the finish, when Barker's Alton-Jaguar beat it over the line on acceleration. However, Barker had dented the tail of Muskett's smart ex-Hawthorn Cooper-Bristol in returning from an off-course excursion and he was excluded by the stewards, Wagner being given the race, at 69.97 m.p.h. (to Barker's 79.09 m.p.h.). It was a sad day for Barker, for apart from this incident his father had been unable to fly to Goodwood because the wind was too strong for his Piper Cub! Addicott's Lotus-Ford spun onto the inside of the course out of Woodcote, Graham receiving a loud ovation for his skill in motoring Goddard Watts' 492-*c.c.* Berkeley along on the grass on the opposite side of the road at undiminished speed after taking avoiding action. The scandalised stewards disqualified Addicott. Graham himself spun just beyond the *chicane* after braking hard in the path of an A.C. on the last lap but he recovered skilfully. Shepherd-Barron's beautiful Border Reivers' Alfa-Romeo S.V. was second, William's Lotus Elite third. Back's 2½-litre Lister retired. Miss Massey (Jaguar XK150) obviously believes in taking corners cautiously before opening up, in which she was followed by scratchman Were (XK150) in the next race!

The next Closed-Car Handicap was a runaway win for Hill's Peerless, at 72.58 m.p.h. The Alfa-Romeo was disqualified for the crime of putting all its wheels on the Goodwood grass, so second place went to Miss Massey, whose Jaguar out-accelerated Williams' Elite to the line, although the Lotus made fastest lap, at 76.87 m.p.h. Two 1.5 Rileys retired.

The last race appeared to have been won by ultra-cautious Mrs. Wheeler, who had 135 sec. start in her TR2 but who, thinking she was being caught, touched the brakes at Woodcote (her explanation!) and spun. So the laurels went to Chitty's TR3 at 71.9 m.p.h., from Elwes' Sprite and Mrs. Howard (who isn't afraid to press on) in the Lotus-Climax, indeed; she made fastest lap, at 76.73 m.p.h. on a wet track. Smith's TR2 spun out of the *chicane*, Huggins' TR2 coming almost to rest to avoid a collision, Waring's Sprite retired and Graham's Berkeley remained glued to the road when it seemed certain to over-correct and spin. The much-publicised Mrs. Cherry Crisp from S. Africa drove the G.S.M.-Dart but wasn't helped by ragged carburation. So ended, in rain, an eventful meeting.

The next in the series is on July 11th.—W. B.

N.B.—Positions to date in the Brooklands Memorial Trophy Contest will be found on page 540.

6,000 *MILES IN A SPRITE*—*continued from page* 494

the ravages of the weather. This is applied with a brush and dries very quickly, consequently it is difficult to obtain a smooth finish. Nevertheless, all that is necessary to bring the chrome back to its pristine glory is a quick wash.

The Sprite has given very little trouble over its 6,000 miles, the only other faults, apart from those mentioned, occurred when the bolts holding the external oil filter to the crankcase worked loose, allowing the major part of the sump contents to be ejected onto the road. Fortunately, the car has a pressure gauge and when it dropped from its normal 40/60 lb. per sq. in. a quick stop was made to investigate and cure the leak. A bout of non-starting and dirty points was traced to a faulty condenser, but before this was replaced the difficulties of working on a Sprite were encountered. In order to remove the distributor cap it is necessary first to disconnect the rev.-counter drive. The clips holding the cap on are very awkwardly placed and take some time to remove. Because of the rear hinging of the bonnet one must remain in a stooping position to work on the engine and this becomes painful after a short while. The battery is also rather difficult to reach, being placed in the angle made by the bonnet and the bulkhead. These are, of course, relatively minor inconveniences unless one works on the engine very frequently.

In view of the fact that we intend to modify the Sprite shortly we took some snap performance figures on the speedometer for comparison purposes. These worked out at 0-30 m.p.h. 5.9 sec., 0-40 m.p.h. 10 sec., 0-50 m.p.h. 12.9 sec., and 0-60 m.p.h. 17.7 sec. The true acceleration data of the Sprite is given in our road test report in the September 1958 issue.

All in all the Sprite can be summed up as a comfortable, easy car to drive with very few faults and a great deal to commend it both to the novice buying his first sports car and the expert who does not require blinding speed.—M. L. T.

AUSTIN-HEALEY 3000

Most manufacturers carry out a policy of continuous development on their vehicles throughout the years, and we have seen the Austin-Healey grow from a four-cylinder A90-engined model to the latest six-cylinder 124-b.h.p. model designated the 3000, which is announced today by Donald Healey.

In appearance the new model does not differ from the previous 100-6, but the B.M.C. C-type engine has a new cylinder block giving a capacity of 2,912 c.c. to keep it just within the 3-litre class, and in this form it gives 124 b.h.p. at 4,600 r.p.m., using a compression-ratio of 9.03 to 1. The bore is now 83.36 mm. and the stroke 89 mm. To cope with this increased power, Girling 11¼-in. disc brakes are now standard equipment on the front wheels, with 11 in. by 2¼ in. wide drum brakes at the rear.

The cars are still available as two- or occasional four-seaters, and a useful feature is the provision of a master switch inside the boot which switches off the ignition. It is necessary, of course, to lock the boot.

We have recently had the opportunity of trying this model on the Continent, together with an improved version of another B.M.C. model and a report of the test will be published in next month's issue.

The Continental trip was arranged at short notice and consequently the left-hand drive models which we drove were not fully run-in (some, in fact, had done virtually no mileage whatsoever) and the gearboxes were rather tight, making gear-changing difficult. Nevertheless, 5,000 r.p.m. was seen in top gear, equivalent to around 105 m.p.h. The manufacturers claim that 100 m.p.h. can be reached from rest in 31 seconds.

Price of the two-seater model is £1,168 9s. 2d. and the four-seater is £1,175 10s. 10d.—M. L. T.

CHRYSLERS SELL SIMCAS

To celebrate their take-over of Simca sales in this country, Chrysler Motors held a Press Party at Brands Hatch recently, where journalists were able to test various Simca models.

Chryslers will be assembling Simcas at their Kew factory and will incorporate a large proportion of British material, such as tyres, sparking plugs, and even body parts as time goes on and the demand for Simcas increases. Only the Aronde series will be sold here as Mr. Wendell S. Clough, the American President of Chryslers told us he felt that there would be little demand for the Vedette series in Britain. Nor will the Plein Ciel hardtop or Ocean convertible be sold in Britain at present as no right-hand drive models will be produced for some time.

We were able to take the Montlhèry and Elysee saloons round the track, which gave us the opportunity to see that they are very stable and controllable cars under heavy cornering, with spritely acceleration. Although the cars show no technical novelties they are sturdy and well made, and should enjoy a brisk sale in this country. We hope that more manufacturers will have such faith in their new models that they will allow them to be thrashed round a race track for hours on end by journalists. The cars required no attention whatsoever and, indeed, no mechanics were in evidence had any repairs been required.—M. L. T.

VW NOTES

From Australia comes news of an intriguing VW Special, built by L. Whitehead. It is a single-seater racing car with all-enveloping body resembling a pre-war Auto-Union record-breaker, the headrest fin being vented for engine cooling and the driver sitting centrally. The rear-engine location is retained, but engine unit and i.r.s. are reversed, the torsion-bars being housed within the rear cross-member, and the back wheels located by forward-facing arms. Front suspension and steering are normal VW but the steering box is set centrally and well forward, raking the column. Rear suspension has neutral camber unladen. The clutch now has hydraulic control and overdrive top has been converted to direct drive, providing a top-gear ratio of about 4 to 1. The indirect ratios are unchanged but a choice of tyre sizes is available.

The engine is supercharged at 5/6 lb./sq. in. with a chain-driven Judson compressor drawing from a 1⅛-in. S.U. carburetter. It was found necessary to fit a larger oil pump and to open up the oil galleries, while the inlet manifold was prone to puncture. The cylinder bore was enlarged 3 mm., giving a swept volume of 1,300 c.c., and it is now intended to raise the c.r. to 14 to 1, inclusive of the blower boost, using alcohol fuel. In its present form b.h.p. is estimated at 60-70 and the engine runs happily at 6,500 r.p.m., pulling 5,600 r.p.m. in top gear, aided by the low-drag single-seater body. Standard brakes, with air scoops, have proved entirely adequate for circuit racing, using drilled disc wheels. The wheelbase is 7 ft. 7 in., track unchanged, and weight, ready to race, 8 cwt. Maximum speed is said to be 112 m.p.h. * * *

The pleasant gear-change and light steering recently resulted in the sale of a VW to an elderly lady who had hired one while her Hillman California was laid up. She specified a two-tone paint job and whitewall tyres, and is now a confirmed enthusiast.—W. B.

LOOKING BACK . . .

THE other day we drove to Bristol to see Mr. C. Pole Wedmore. The main object of this visit was to talk about Calthorpes, since Mr. Wedmore was called in by that company in 1921 to design a racing car for them, this being the very slim single-seater illustrated in plates 25 and 45 of "The History of Brooklands Motor Course."

We will not bore the present generation with details of that ancient Brooklands Calthorpe, which achieved 96 m.p.h. on 30 b.h.p., largely by reason of a frontal area of only 5.8 sq. ft. But, as so often happens when one interviews those who were in the motor industry during the early days, other interesting items emerged, which are worth putting on record.

For example, Mr. Wedmore studied engineering (although he preferred music) under Morgan and Wood, who evolved the camshafts for the successful pre-1914 T.T. Douglas motor-cycles. As a result of his excellent training Mr. Wedmore, when he went to Daimler at Coventry, was able to read a paper on valve timing. Morgan introduced him to unsymmetrical valve timing, having obtained 66 b.h.p. from a Knight sleeve-valve engine for Daimler before the 1914-18 war by shifting the sleeve-operating eccentrics to obtain this effect at the inlet ports. One of these engines was adapted for the early tanks when war broke out. At Daimlers Mr. Wedmore first learnt of the benefits of flat as distinct from cambered road springs, which he used in a special application on the 1921 racing Calthorpe.

Mr. Wedmore started motoring with a single-cylinder Fafnir motor-cycle with an open exhaust pipe terminating just before the crankcase. He was never arrested for this and today one of his neighbours is the very policeman who used to turn a deaf ear nearly fifty years ago as the youthful rider went by on this noisy Fafnir! Next Mr. Wedmore saw an early belt-drive G.N. and promptly returned home to build a cyclecar of his own. It wasn't very successful and he found building pedal cycles and selling them to friends a better use of his spare time.

He later acquired a pre-war White and Poppe Morris-Oxford, and this was followd by a Morris-Cowley, on which he experimented with his special C.P.W. cams, a Le Zebre (the engine of which is said to have inspired contemporary Singers), a Gwynne Eight "hipbath" and a 7.5 Citroën "Cloverleaf." Mr. Wedmore recalls that the Morris-Oxford did 43 m.p.h., the Morris-Cowley 55 m.p.h., the Le Zebre 60 m.p.h. and the Gwynne Eight 73 m.p.h. He was enormously impressed with the Gwynne but an illness necessitated a steadier ride, so along came the little Citroën, on its low-pressure tyres, but, luxurious as it was, it was 18 m.p.h. slower than the Gwynne.

After leaving Calthorpe Mr. Wedmore wrote road-test reports for a Bristol newspaper until he obtained a position with Morris in 1928, staying with them until 1934. He spent the first three months of 1928 getting the bugs out of the six-cylinder Isis engine, which had been evolved after abortive attempts to copy two American designs, and after the original six-cylinder Morris-Oxford had proved a dismal failure.

After this Mr. Wedmore worked on the LA 14 six-cylinder engine, this being used in a rather square-rigged but well-equipped £285 Morris-Oxford saloon that was in production from 1930 to 1935. He designed a "silent ramp" camshaft for this s.v. engine, which gave inaudible idling, because the tappet clearances were taken up gradually. The cylinder head had well-shaped, machined combustion chambers, adopted also for the first Morris Ten-Fours. Later, rough cast-iron heads were fitted to the Ten-Four and this somewhat reduced the surprising willingness of these engines. For the LA 14 engine Morris wanted to jacket only the top of the block, as in bull-nose days, but eventually they had to listen to Mr. Wedmore and extend the jackets. The 10/4, 10/6 and 14/6 engines all had air-cleaners included in the head, oily horsehair being enclosed in a pressed jacket, which covered the plugs and gave the appearance of an o.h.v. unit. This contributed to the inaudible idling. The side valves were inclined, as on the 12/20 Calthorpe.

Altogether Mr. Wedmore evolved over 60 camshafts for various Morris engines, including those for the Mk. III 18/80 M.G. He claims credit for the successful M.G. TA engine, the Wolseley 14/56 engine and a smaller push-rod o.h.v. engine which he thinks was used, after he had left Morris Engines, for the Wolseley Eight, one of which Lord Nuffield still drives. He was also associated with the original s.v. Morris Minor engine which, with compression-ratio steadily raised, served in the series-E and later Morris Eights. Incidentally, he claims that at one time Nuffield contemplated selling the Morris Minor for £65, engines then costing less than £15 each.

Today, in retirement at Westbury-on-Trym, Mr. Wedmore has returned to his first love—music.—W. B.

LETTERS from READERS

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

THE NEW CITROENS—WHERE THEY FAIL

Sir,

You published a letter from me under this title in January and four letters in subsequent issues, two of which attack what I said, under the title "Where They Succeed." Please allow me to reply.

Firstly, most of what these letters say has already been said—in the various road-tests and other reports and in no way do I disagree —on tar.

Secondly, it is quite obvious that none of these gentlemen, even the self-styled "born conductor and gear-changer," have handled the DS 19 for any length of time on roads that are really bad. I have had the car for two years, covering up to 1,000 miles a month in it, all on such roads. In other words telling me how good the car is in Europe, which I know, does not alter the fact that in some important aspects it is bad in the tropics. It does not mend a fault in Africa to say that it does not exist in Europe.

The DS 19 has earned and received great praise, surely all the more reason why one should draw attention to its faults in the hope that they may be corrected. I wrote my original letter to point out the major failings which must be corrected, and pointed out that the car is not selling in the tropics because of them.

"W.A.R." of Saxmundham says "Why pick on the otherwise excellent DS 19?" Just because it is otherwise excellent, I had sufficient faith in the car to buy one out here and still like it so much that I am not going to part with it. I do, however, want these failings corrected so that when I do sell the car it is in part-exchange for another DS without them. Hence my letter—based on detailed experience of a type different from that of your four correspondents and involving looking after the car almost entirely alone under arduous conditions, with the garage not just around the corner but 300 miles away.

My letter was not written just as criticism but as a genuine attempt to get the car improved for use in tropical conditions. I submitted a copy of it to Citroën, who replied that they were aware of these faults; that they could not be corrected quickly but that progress was being made.

"W.A.R." also asks "Do not all cars scrape on the hardcore spine common to all Nyasaland roads?" Not so frequently, nor with such severe consequences to the car, except in dreadful designs such as the sump position of the now-defunct Morris Isis.

Mr. Jorrand makes inaccurate statements on the suspension, and basking in the comfort of good roads and a good car, says that I should have neither—that on these roads I should use a Land Rover. Why? My VW does all right. So do other cars, notably Mercedes and Peugeot.

I said that I have no criticisms of the VW in which I do much of my mileage and that other cars also do well here. Why not Citroën?

With brilliant engineers, a car designed twenty years after the Volkswagen and in many ways ten years ahead of its time, why should Citroën not be asked to correct the faults inevitable in any new car, however good, which in this case happen to show up particularly in the tropics? If they do, I shall be delighted to put my name down for another when the time comes. If they don't—I shall buy a Borgward, Peugeot or Mercedes-Benz.

I am, Yours, etc.,

Nyasaland. J. R. SCARR.

[Although this correspondence was closed last month in so far as it discussed where the Citroën DS 19 succeeds, we feel it only fair to publish this final letter on the subject from he who originated the discussion. But no more after this. . . .!—Ed.]

* * *

COMMENT ON VALVE GEAR

Sir,

Referring to Mr. H. K. Burnett's letter published in your interesting May issue, I would like to mention that Mr. Heynes' assumptions made in his Jaguar engine paper April 14th, 1953, were commented upon when I opened the discussion at the time. The discussion and Mr. Heynes' reply are recorded in the Institution of Mechanical Engineers, Automobile Division Proceedings 1952-53 Part III.

It will be found that on my standard 105 Talbot of 1931 the push-rod valve gear inertia was perhaps lower than that of the Jaguar twin overhead camshaft power unit.

I am, Yours, etc.,

London N.W.11. GEORGES ROESCH.

THE GREATEST—NUVOLARI OR ASCARI?

Sir,

In the book review column of the April edition of MOTOR SPORT, the statement was made that Tazio Nuvolari was the greatest driver of all time. Whilst in no way wishing to belittle or doubt his great driving skill I hesitate to say that he was a better driver than the late Alberto Ascari. My reasons are varied and I will try to prove a statement which, I suspect, is not as widely subscribed to as the Editorial view.

My first witness is no less a person than Fangio, who having actually raced against both drivers and therefore has had better opportunities than most people of judging their relative merits, has declared more than once that Ascari was the greatest driver, not only of the pair but also the greatest who has ever lived.

One of Ascari's best testimonials was his meteoric rise to fame. In 1947 he was, apart from one or two pre-war races, a complete novice. By 1948 he had not only graduated to Grands Prix but at his first Silverstone appearance, without having practised to boot, he finished second in the British Grand Prix. Three short years from his first appearance he won the German Grand Prix, a feat he was to repeat for the next two years.

However, when Nuvolari won his greatest race (1935 German Grand Prix) he had the following things in his favour.

(*a*) The wet conditions severely handicapped the Mercedes and Auto Union teams.

(*b*) The 'Ring is a notorious "car-equaliser."

(*c*) Manfred Von Brauchitsch burst a tyre on the last lap when he had a 35-sec. lead.

Still on the Nurburgring, let us remember Ascari's famous "wheel incident" in the 1953 race (he had amassed a lead of 36 sec. when it happened on the fourth lap!). This story, too well known to merit description here, shows beyond all doubt Ascari's coolness, the mark of the master. Another distinguishing mark of a maestro, unspectacular driving, was an attribute of Ascari but not of Nuvolari, who it will be remembered, could never handle an Auto Union nearly so well as young Bernd. Rosemeyer.

Alas! Ascari was taken from us before, I believe, he reached his ultimate form.

Finally, may I take this opportunity of thanking you for an excellent magazine which gives me a great deal of pleasure every month.

I am, Yours, etc.,

Acomb. MICHAEL J. LAWRENCE.

* * *

THE 4½-LITRE LAGONDA—MR. MICHAEL REPLIES TO CRITICS

Sir,

Since you published my article on the 4½-litre Lagonda I have had a great deal of correspondence not only from partisans of rival makes, but also from Lagonda owners who thought the road tests I chose gave a poor impression of its true capabilities. I would like to make it clear that my views on "performance" were based on considerable personal experience of all the vehicles mentioned, and were not acquired merely by a search of the files to find the fastest road tests published. Furthermore, none of the cars I owned or drove would achieve their road-test figures against a corrected speedometer and stop watch. All my Lagondas would do so after modification, as no doubt would the others if they had been modified too!

With cars having very similar performance figures it is usually possible to find a test from one of the numerous journals publishing them to "prove" what one wants to "prove." I deliberately chose the less flattering figures published by the journal that habitually published the least flattering results.

It is therefore only fair to say that on February 28th, 1936, nearly two years after the introduction of the M 45, in *The Autocar*, the Alvis 3½-litre saloon (Speed 25) achieved the following:

0–50: 14.2 sec.; 0–60: 20.8 sec.; 0–70: 28.2 sec.; mean max. 88.24 m.p.h., best 90.91 m.p.h.

For the same journal, on April 23rd, 1937, the 4.3-litre Alvis saloon did:

0–50: 10.9 sec.; 0–60: 15.3 sec.; 0–70: 22.0 sec. Mean max. 90.06 m.p.h., best 91.84 m.p.h.

These figures are almost identical with the 1934 Lagonda saloon when tested by the same journal, and are inferior to those chosen by Mr. Pollard, though I am of the opinion that all these sets of

performance figures, and incidentally the Bentley ones, are sufficiently close to show that as far as mere stop-watch records are concerned these three makes were more or less equal firsts among British-built saloons.

I have the greatest respect for the Alvis. I shared the ownership of a Silver Eagle ; I owned two Speed 20s—one 1933 drophead and one late 1935 saloon—and a Speed 25 Charlesworth saloon ; I also spent a long time searching for a 4.3 saloon to replace the Speed 25, during which time I drove many 4.3s, some of which were for sale, and some whose private owners let me drive so that I could compare them with those on offer. I think it only fair to quote from a previous article of mine (not published by this august journal) in which I say the following about the Speed 25 : " Its road holding and handling were superior to the Lagondas mainly because it was slightly shorter and of much lower build " ; and about the 1938 4.3-litre : " The road holding of the 4.3-litre was superb, every bit as good as the Speed 25. Cornering was a delight, the car remaining under perfect control of steering wheel and throttle even in a deliberately provoked slide. However the ride was hard and the flexing of the chassis could be noticed in spite of the frame's massive dimensions, not that the road holding was in the slightest affected by it. For comfort it could not be compared to the L.G.6 of the same year. . . ."

I fully endorse Mr. Pollard's praise of the Alvis Service Department, which was always helpful, not unreasonably expensive and, perhaps most important of all, pleased to see one, none of which I can say about Lagondas in respect of their pre-war models, even when they did attend to them. I am sure that the Alvis cars I owned were good examples of their type; however, after buying one 4½-litre Lagonda I have never gone back to the Alvis, because in my experience it is just not such a nice car. I have never really been able to understand why this is so. Theoretically it should be better ! The engine is a much more modern design, with greater piston area, a superior bore/stroke ratio and a seven-bearing crankshaft. It seems that the cylinder head design has failed to exploit fully the potentialities of the rest of the unit. The low-slung chassis, too, looks very good, but I have never driven an i.f.s. car which gave less impression of independently sprung front wheels, and it certainly wears out the driver and the coachwork much more quickly than even the non-independent Lags.

There must be a mysterious " something " about Lagondas, because even the " 100 m.p.h." Invictas using roughly the same engine and being lighter, lower, with a smaller frontal area, shorter wheelbase, and equally massive brakes, not only failed to finish in the 1934 T.T. but lapped considerably slower all the time they were running. I believe that few unbiased people would change a good 4½-litre Lagonda for even a very good 4.3 after a long drive in both, and I completely disagree with Mr. Pollard on the subject of driving position. One sits much lower in the Alvis and gets no feeling of roll on corners, but I do not find that this is more comfortable nor gives any better control than the higher seating position in the Lagondas. When it comes to the open models I make no specific claims. Nevertheless, in *The Motor* road test of November 10th, 1936, the best max. speed of the Rapide is given as 108 m.p.h., while in 1937 Alan Hess achieved 104.4 m.p.h. in a *standing start* hour at Brooklands carrying a passenger. As far as racing is concerned the big Alvises have no record to compare with 1934 T.T., 1935 T.T., 1935 Le Mans, 1936 French G.P., 1936 24-hr. race at Spa, 1936 T.T., 1936 500-mile race, 1937 T.T., 1937 Le Mans, etc., in all of which 4½-litre Lagonda cars took part.

When one comes to the 4¼-litre Bentley I have somewhat less personal experience because the only Derby product I have owned was a 1938 30-h.p. Rolls with a Concours-winning saloon body, but, of course, not sports-car performance. I have driven a great many 3½- and 4¼-litre Bentleys and greatly admire them. The figures quoted by Mr. Green for the 1936 4¼ are, inasmuch as they are the original figures for the 4¼ and come from the same journal, perfectly fair. They show that the 1936 4¼ was equally as quick off the mark as the 4½s, but it is true to say that none of the previous or subsequent *Autocar* road tests of the Rolls-Royce-built Bentleys could approach these acceleration figures; for example, the 1937 4¼-Bentley when road tested by *The Autocar* on November 12th, 1937, gave 0–50 : 12.7 sec.; 0–60 : 17.1 sec.; 0–70 : 24.2 sec., with a mean max. top speed of 88.02 m.p.h.; even on April 27th, 1939, the 4¼ then tested improved on this by only one second in acceleration and achieved a mean max. of 90.68 m.p.h., well down on the 1936 figures, and incidentally on most of the Lagonda ones. I must say that I do prefer the 4¼ Bentley to all the Lagonda six-cylinder cars *except* the L.G. 6. It is very difficult to say just why; they certainly are not faster nor even more durable, the famous brakes are no better than the Lagonda brakes, but they are on the whole more silent, the controls slightly smoother, and the cars more " responsive." Of course they were, and remain, between one-third and one-half as much higher in price; *such* a differential is *not* even remotely reflected in the performance or road manners of the respective makes, but I suppose that, as in most things, you tend to get what you pay for, and it becomes very costly to improve on something which is already very good indeed.

I am, Yours, etc.,

London, W.1. J. S. MICHAEL.

* * *

ROLLS-ROYCE MYTHOLOGY

Sir,

I read with amusement the letter on Rolls-Royce myths by Mr. P. Salter, and of course we know them all by heart, but I hasten to relate an actual experience of my own some years ago.

I acquired a 1926 Rolls with 1938 Replica body on, and took it to Hythe Road for advice and tune. They welcomed us, immediately sent a man out to test, and three or four mechanics spent about 1½ hours working on the car.

I asked for the account; what was the chassis number they asked ? Alas, the new body covered the plate and I had not got the log book with me. A works conference took place and eventually I was politely asked to leave by the " in " gate as no work is ever done and charged for without the chassis number being supplied. The car could therefore not be passed out in the normal way.

All were very charming; in fact, wonderful service ! Thank you Rolls-Royce.

I am, Yours, etc.,

Henley-on-Thames. JOHN L. WALKER
(*Late owner of* YP 1735)

* * *

GOOD SERVICE

Sir,

Recently I was driving to Cornwall in my 3-litre Bentley and a magneto packed up. Mr. Anning, of the Honiton Clyst Garage, soon diagnosed the trouble as a stripped phosphor bronze gear. He 'phoned the Exeter Ignition Company, of Summerland Street, Exeter, who found a used but good gear wheel. When I arrived there a most obliging and efficient mechanic removed the magneto, stripped, reassembled and fitted it, and I was on my way in a few hours.

While at the Exeter Ignition Company I was able to observe how well all their coil winding and overhauling was being done, and I feel that other vintage owners may like to know of this. Also Mr. Anning's help must not be forgotten; many garages know nothing about vintage engines.

I am, Yours, etc.,

Nailsworth. E. A. W. MORRIS.

Sir,

On Friday, May 7th, my wife and I were motoring down to Eastbourne in the 1902 De Dion Bouton which I had entered for the Spring Rally to be held there the following day, when at 6.30 p.m. we sheared the clutch withdrawal mechanism. When this happened, things looked black indeed. A passing motorist volunteered to call help from the first available garage, and within a matter of minutes the proprietor of the Wych Cross Service Station arrived with a tow car to pull us in. Although all his staff had gone home he offered us the free use of his premises and the equipment available, and by 12.30 that night the repair had been effected, using the plant available at the garage plus a 1½-in. length of water pipe.

Not only did the proprietor and his family give us coffee, cigarettes and encouragement during the time we spent with them, but he also refused to accept any payment for the facilities offered. Today, such service is so rare that we felt we must give due recognition for such wonderful service.

I am, Yours, etc.,

C. W. WARD,

London, N.W.10. (*Director Park Ward & Co. Ltd.*)

Sir,

I recently had the misfortune to have my Simca bumped whilst parked and unattended, and this resulted in torn beading at the offside rear. In the knowledge that bodywork trimmings are usually a delaying factor in the process of repairs (certainly that is my experience with British cars) I 'phoned my Simca dealer, Messrs. Platts of Longton, to place an order for new beading and fasteners. The phone call was made at 4 p.m., May 11th, and the beading arrived first post the next day, excellently packed against stout board to prevent kinking. It is now in position on the vehicle. The time involved, from placing the order to completion of the job, was under 20 hours.

Now that, Sir, is what I call Service with a capital " S," and it

demonstrates that some dealers are actually stockists, and really do mean "Spares and Service" in the literal sense. Needless to say, I have no connection with the helpful and friendly concern of Messrs. Platts of Longton, other than that of a satisfied customer.

I am, Yours, etc.,

Manchester, 8. N. BRADPIECE.

* * *

IN DEFENCE OF THE DAUPHINE

Sir,

About a year ago you published a letter from me when I was resident in San Francisco, *re* the excellent service I had received from a succession of Renaults. The discussion between yourself and Mr. R. J. W. May has prompted me to enter the lists for a second time.

I feel that the greatest danger one can encounter on forming an affection for a particular car is that it is fatally easy to develop a blind spot that obscures all reason. While I am probably deluding myself like the rest I feel that the ownership of a rapid succession of cars, ranging from a Chevrolet to a Panhard, has saved me from that fate, which cannot be said of you. Since your acquisition of a VW you have steadily turned an excellent publication into a fan sheet. My liking for the "Beetle" (as they call it in the States) is based on (*a*) great reliability and (*b*) fine service, but in your answers to Mr. May's excellent letter you completely wreck the validity of your claims by only granting him one point, and that very, very grudgingly. Your other replies are often grossly unfair—to take them in order:

(*b*) I have owned three- and four-speed cars simultaneously and I have never mistaken reverse for first gear, and it seems an admission of bad driving to state otherwise.

(*c*) Apart from the front seats, the Dauphine is much more spacious than the VW—by that I mean that if you judge the German car from behind the wheel it *will* seem wonderfully spacious, but the rear passengers are in purgatory. The Renault is much more proportionate and the measurements prove it, not the opposite.

(*d*) Lighter or not, the VW brakes are very inferior to the French car's and you really *should* concede the point more gracefully.

(*e*) You must have a most unusual VW if your example is more stable in a cross-wind than a Dauphine, of all cars. I have never driven a modern light car that is more stable (and I've driven them all, except the Saab)—and every road test I read in the U.S. made that very point. I have driven the Judson-blown VW and the Okrasa-converted job, as well as a standard, and I agree with Mr. May's comments on the inherent dangers of the VW wholeheartedly. And it *is* nearly as noisy as the 750 Renault, that's saying something!

(*g*) This is the lowest ebb of your remarks: Mr. May has stated that *HE* got 29.6 and 42.6 m.p.g., respectively, out of the two cars, with his particular driving techniques—you just cannot, in conscience, turn round and tell him he should not flog the VW in such a manner, when he is making the point that he prefers the Dauphine *because* it gives 42.6 m.p.g. in those very conditions! From my own experience his figures for both cars are quite reasonable and the VWs I have used were in splendid tune.

Lastly, can you honestly state that you prefer the looks of a wart-hog over a deer, and how on earth do you rate "individuality" in a wild animal? From more learned friends I hear that the "individuality" of a wart-hog is a very sorry thing indeed, and not too nice, either. To any unbiased, reasonable eye you cannot even make a case for preferring the appearance of a VW to a Dauphine, on any aesthetic grounds.

Finally, may I say that I still read your magazine and that I vastly, oh immeasurably, prefer the Dyna Panhard to either car—when you hot them up, lower the suspension, supercharge them, do what you will, you still have a four-seater car with an inferior performance to the six-seater Dyna.

So you see—I *was* deluding myself—I'm just as biased as you or Mr. May!

I am, Yours, etc.,

Solihull. AUBREY C. ROLFE.

[We publish this letter to show that we are not so unfair as Mr. Rolfe considers we are, but "in defence of the Editor" W.B. replies as follows:

(*b*) Surely it is not bad driving to occasionally feel the gear lever of a three-speed box into reverse after being accustomed to four speeds, *providing the driver does not let in the clutch and ram the car behind;* and I have never done that! This would be a minor point anyway if three widely-spaced ratios were adequate for a small-engined car, which they most certainly are not. Economy of production is the *fundamental* excuse behind three-speed gearboxes and in this desire to economise Renault associate themselves with American-thinking firms like Ford and Vauxhall—and Vauxhall at least have the decency to make bottom gear more usable by providing it with synchromesh. Renault line up with the majority of small cars by using a four-speed box on the Gordini-Dauphine.

(*c*) Study of the respective dimension shows that there is not much to choose between the two cars, but the VW gains half an inch here, an inch there, and although it is of pleasing streamline form, whereas the Renault Dauphine has a square outline, it is 4 in. wider across the back seat. Incidently, American buyers who now enthuse over small cars, but are used to plenty of interior space, seem to appreciate these subtle differences, for during the last two years they bought 156,562 VWs and 118,306 Renaults.

(*d*) I agree there is more to braking than short stopping distance, although that surely should top the list? I thought I had conceded the point that, lightness apart, the French car has better brakes than the German car. I repeat this for Mr. Rolfe's full satisfaction. And I would remind him that in the April road-test I did not refer to lack of retardation on the Dauphine.

(*e*) The VW needs attention to the steering in a cross-wind and I found much the same tendency in the road-test Dauphine, which wasn't helped by low geared, rather "dead" steering. I have never implied, as Mr. Rolfe does, that a VW is *dangerous* under such conditions—if he finds it so isn't this as close to bad driving as my occasional lapse into reverse position on these horrible three-speed gearboxes? I had forgotten how noisy a Renault 750 is and thank Mr. Rolfe for reminding me. Again, in my original report I did not compare the Dauphine with a VW or any other car in respect of noise.

(*g*) As to the argument over petrol consumption, I checked my VW on a long fast run against a headwind recently, the previous m.p.g. figures being based on overall running. The result was 44 m.p.g. of Esso Mixture. Driving a Renault Dauphine in a similar manner I got—44 m.p.g., no difference, except that the VW is larger by 347 c.c. and is coming up to 71,000 miles, whereas the Renault was virtually new.

As to the wart-hogs *versus* deer, I thought we were discussing appearances, not the sex-life of the respective animals. And if we can discern "individuality" in cars, why not in wild animals?

As Mr. Rolfe remarks, it is easy to delude yourself over cars—I, too, thought a Dyna-Panhard might replace my VW, until the Continental Correspondent drew our attention to its poor road-holding—and so far Citroën cars have been unable to place a Dyna at our disposal for test in this country. These notes are set down to attempt to return the controversy to the realm of facts, not fantasy, and this correspondence must now close. But Renault enthusiasts will be pleased to know that MOTOR SPORT intend to publish a road test report on the new Renault Gordini Dauphine in the August issue.]

FOR KIDS, ON JOURNEYS

A little book, effective for amusing children on car journeys, has been issued by Railway World Ltd., 245, Cricklewood Broadway, London, N.W.2. Called "Highway Pastimes" and priced at 1s. it contains car numbers, car identification pictures, road signs, racing signal flags, race circuit diagrams, inn signs, road safety items, index and international letters, etc., with various games that can be played by observing such things. As far as the modern child concentrates on anything other than T.V. this book is an effective means of getting them to look at things outside the car and thus remain peaceful on a long journey.

POSITION IN "MOTOR SPORT" BROOKLANDS TROPHY CONTEST TO JUNE 6th

R. W. de Selincourt (Lotus, TR3), 13 points; J. H. Gaston (Austin-Healey Sprite), 11 points; L. J. Jacobsz (Lotus-Climax) and K. W. Mackenzie (Austin-Healey Sprite), 10 points; S. Chitty (Triumph TR3), C. J. Lawrence (Morgan Plus Four) and T. Maggs (Lotus-Climax), 7 points; J. L. Venner-Pack (Austin-Healey Sprite) and J. P. Williams (Lotus Elite), 5 points; S. J. C. Hill (Peerless), S. A. Hurrell (Triumph TR3), B. M. S. Levy (Austin A35), P. J. S. Lumsden (Lotus Elite), J. M. Mann (A.C. Ace-Bristol), Count Stephen Ouvaroff (Willment-Climax), A. B. Rees (Lotus-Climax) and D. Wagner (G.S.M.-Dart), 4 points each

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FOR SALE

1931, 4½ BENTLEY, ex-blower Drophead. Engine and brakes rebuilt by McKenzie. Bosch mags, plate clutch, finned drums, " D " box and 3.53 axle. £325 o.n.o. Ridsdale, Walnut Tree House, Burnham-on-Crouch. Phone 2380. [8708

DELAGE 1932, D.85 Straight 8 Sports Saloon in running order, but would repay attentions of enthusiast. £50. Rutherford, Westgarth, St. John's Road, Mortimer, Berks. Mortimer 105. [8902

TO MAKE ROOM for other interesting vehicles, I have to offer these three from my collection: 1926 Buick 6-cyl. tourer, UO100, wooden wheeled, slightly hacked at rear but otherwise original, £25. 1926 Austin 4-cyl. Twenty 12-seater brake (hearse conversion), PF4549, £30. 1927 Morris Oxford square-nosed saloon, RU4854, good condition except engine, £25. C. T. Shears, 2, Hillcrest Park, Pennsylvania, Exeter. [9409

1948 RENAULT 8.3, down to chassis. Make ideal special. Potent motor, hydraulic brakes, I.F.S., aluminium head, small rad. Mechanically good. 59, Cromwell Road, London, N.10. [9410

M.G. T.C. Second spare wheel parts, chassis extension, wheel, £3. Riley 12½ gallon petrol tank, as new, £3. 35, Hayward Road, Oxford. [9411

SINGER SPORTS LE MANS, 2/4-seater Fixed-head Coupé. £75. 249, Wanstead Park Road, Ilford. [9412

OPPORTUNITY for impecunious enthusiast. Type 315 B.M.W. 1½ litre sports car complete, except for body. Tubular chassis, all new suspension parts, large hydraulic brakes. Basis of potent sports/racing special. Needs assembling. Only change of circumstances forces sale. Any reasonable offer secures. Box No. A.413. [9413

750 FORMULA SPECIAL, B.R.G., I.F.S., 2 L.S., 4.9, 15 in. wheels, Alta head, Salthouse manifolds, 2 S.U.s, balanced, H/L cam, rev counter, etc. A fabulous car in superb condition. £170. English, Thorney Drive, West Street, Selsey, Sussex. 2383. [9414

D.K.W., 1938 Cabriolet. Pretty good condition throughout. £65. Brown, 22, Alexandra Road, Maidenhead. Slough 21430, day. [9415

RILEY 9 Tourer, 1933. First reasonable offer. Twin carbs, high potential. No time to complete rebuild. Running order. Must sell. 69, Old Hale Way, Hitchin. Tel: 3874. [9416

FORD BUILDERS! New " Popular " Novasealed professionally boxed chassis, petrol tank, Dellow tachometer with reconditioned two brush dynamo adapted to drive, aquaplane engine support, water pump, reconditioned axles, wheels, tyres, eight engine, starter, gearbox. Offers. Harold Procter, 48, Cavendish Road, Hull. [9417

BUCKLER " 90 " chassis with many parts. Ford 1172, also with many parts to fit chassis. All as new. Please write: Lazell, 145, Pattiswick Square, Basildon, Essex. [9418

1946 HILLMAN MINX engine, gearbox, rear axle with all bits and pieces. Offers. S.a.e. to Billington, 37, Victoria Road, Fallings Park, Wolverhampton. [9419

V.W., 1955 model, registered September, 1954. This car is in beautiful condition, fitted with special extras and has always been regularly serviced by agents. £510 buys this superb car. Phone Hambleden 235, evenings or weekends. [9421

MK. II ASTON-MARTIN attractive Coupé. Crankshaft ground, racing rods, relined to standard. New pistons, timing chain, gears, etc. Clutch relined, magneto water pump overhauled, excellent tyres, battery. Safe and reliable with good brakes. £275 o.n.o. 230, Hibson Road, Nelson, NEL 409. [9422

FOR SALE—*continued*

A.7 SPARES. Breaking 1933 Saloon. Mechanically excellent, but body has gone home. Parts cheap to clear. Briggs, 6, Richmond Road, Corby, Northants. [9464

DIRTY OLD Drophead Dolomite, must be removed from garage housing pretty, young special. Taxed December 1959. Twin S.U.s. £35. 759, Oxford Road, Reading. [9420

ROLLS-ROYCE PHANTOM II 40/50 Limousine, 1928. Engine mint. Coachwork by Windover. Reasonable. 2, Primrose Terrace, Mill Hill, Blackburn, Lancs. [9423

IMMACULATE ALTA-MINOR. Dark green two-door Morris Saloon fitted Alta head, Derrington four-branch, Servais giving 80 m.p.h., 40 m.p.g. Spot, signpost lamps, heater, radio, two new tyres, washers, demister, seat covers, 1000 bumpers, etc. Beautiful, lively, but carefully used specimen, must be seen to be appreciated. £385. Phone Romford 49975. [9425

HORNET E.W. Special, 1932. Good runner. Taxed, insured. £45. Hove 71708, evenings. [9426

CROSSLEY REGIS, 1936, 1089 c.c. Taxed December. New car received. £25 + tax. 3, Green Doors, Mellor, via Stockport. [9427

JAGUAR, 1940 model, 3½ Saloon. Very good condition, excellent tyres, recent engine overhaul, uses no oil. Phone Wolverhampton 22581 for further details and to see vehicle. [9428

RILEY 1935 MONACO. Sound body, mechanically good, rewired. £50. 86, Waterfall Road, Southgate, London, N.14. ENT 2514. [9429

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M.G. S.A. 2 litre, 1937, Drophead Coupé. Perfect mechanical condition, original paintwork, new tyres. £77 o.n.o. Maida Vale 1104. [9434

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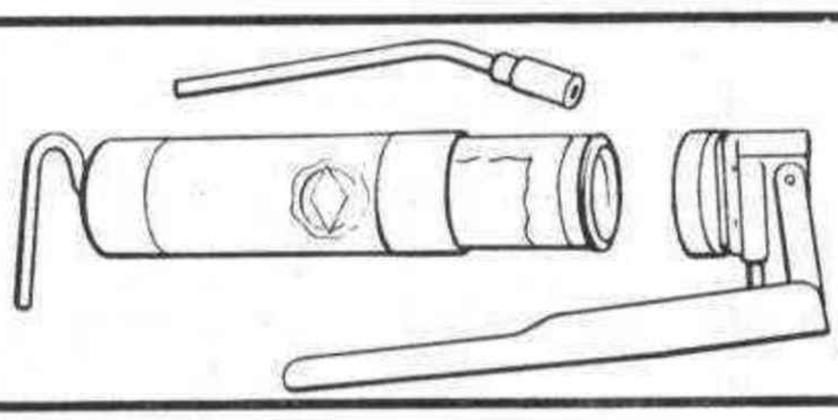


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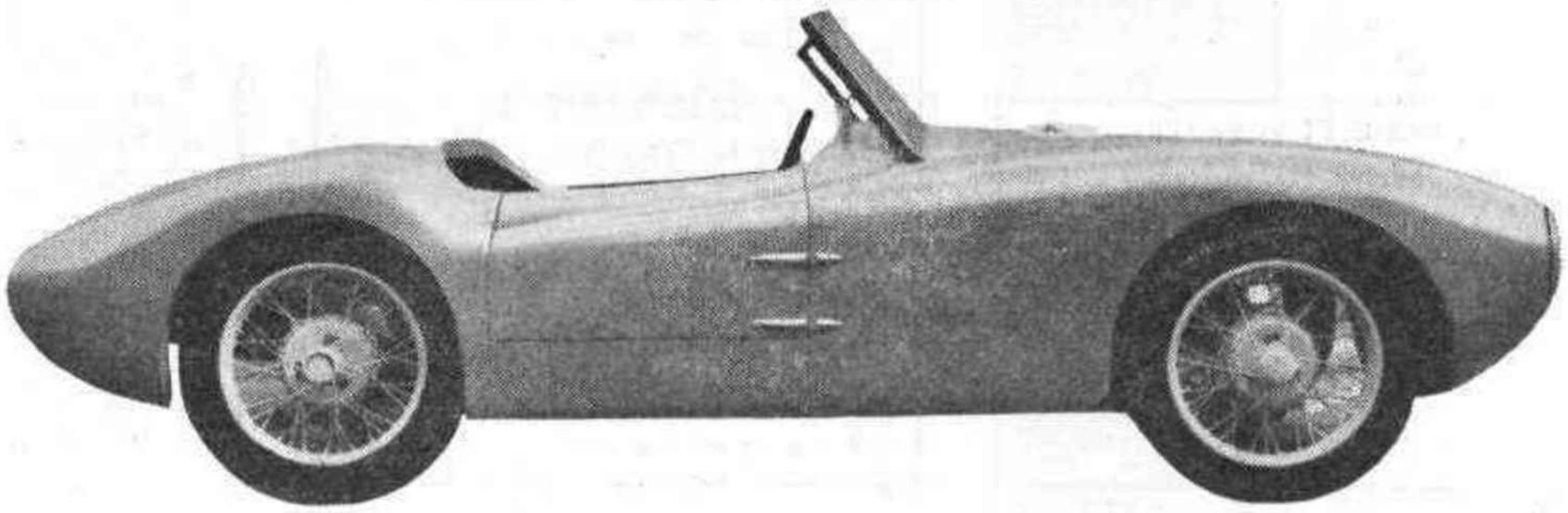
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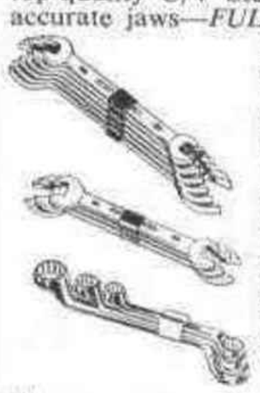
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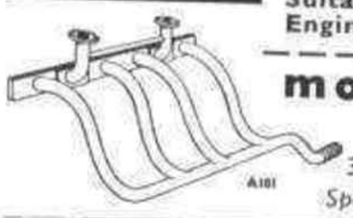
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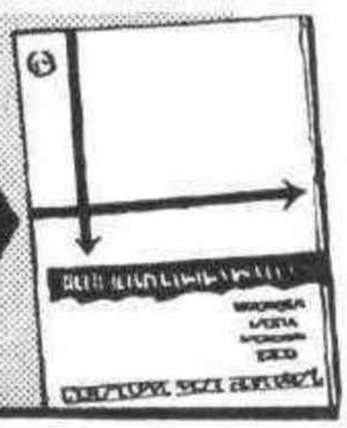
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1938 RAILTON S.8 Saloon. Good mechanically, hydraulic brakes, new timing gears, excellent battery. Needs minor attention to bodywork, mainly paint, also interior. Bargain £50. Russell, Park Lane, Stubbington, Hants. [9504

RILEY 9. Pair rear springs, 50s. Reconditioned front spring, 35s. 12 volt starter, £4. 27, Eldon Avenue, Borehamwood, Herts. [9505

BRAND NEW pistons and sleeves, standard size, for 3 litre Bentley, £20. The Spinney, Withinlee, Prestbury, Cheshire. [9509

1913 SUNBEAM Tourer. 1914 Rolls-Royce Silver Ghost Coupé. 1908 Talbot 2-seater and dickey. Various lamps, horns, etc. Evans, "Thorneycroft," Birchington Road, Buxton. Tel: 3171. [9511

DISMANTLING FORD. Tuned 1172 engine, 3 good tyres. All parts available. Suit special builder. No reasonable offer refused. Holmes Chapel 3327. [9512

1948 SUNBEAM-TALBOT 2 litre Tourer. Immaculate. Many extras. £295 o.n.o. Meguyer, 46, Highfield, Letchworth. [9513

1172 SPECIAL, registered 1959, £455, or offers. Modified and boxed J.2 chassis, M.G. axles, 4.7 rear, 100E with 8-1 head, double valve springs, hydraulic brakes, clutch, new 16 in. wire wheels, Michelins, seal beam units, batteries, crossflow, petrol tank, instruments, twin horns, Buckler "C" C.R. gears, wood racing wheel, Ashley 1172 body, M.G.A. screen, professional hood, sports coil, bucket seats, new Solex, A.V.C., Woodhead Monroe dampers, springs reset. Reason for sale, must have full 4-seater saloon. Would part exchange for almost new A.35 or A.40. Young, 8, Deronda Road, London, S.E.24. [9514

RILEY 9 Gamecock, 1932. New carbs, reconditioned magneto, dynamo, cut-out, clutch. Rewired throughout. £90 spent. £110. 9a, Oakhill Park, N.W.3. HAM 7746. [9515

1939, 1½ RILEY Continental Sports Saloon. Rare and attractive model, mechanically and bodily excellent. Well shod, twin tones, etc. Best offer over £100. Garaged Yorkshire. Box No. A.516. [9516

BREAKING M.G. J.2. Engine, gearbox, many new parts. 13, Newport Street, Millbrook, Plymouth. [9517

ALVIS CRESTED EAGLE, 25 h.p., 1938, 90 m.p.h. red and black Saloon. Servo brakes. £100. 72, Coppice Street, Oldham. [9518

JAGUAR 2½ litre Saloon, 1936. Engine reconditioned, excellent. Tyres, radio, whole car in beautiful condition. £100. Godalming 438. [9519

A.I.S. trailing link chassis, engine, gearbox. Offers on inspection. Also Riley spares. Rowley, 39, Motspur Park, New Malden, Surrey. [9520

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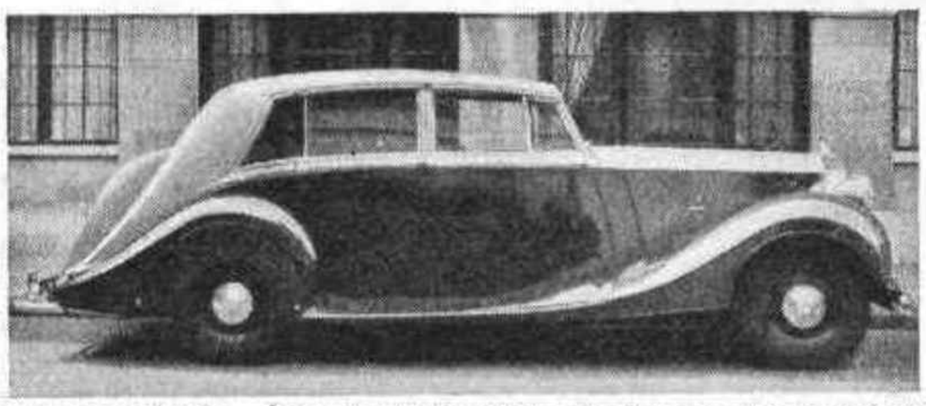
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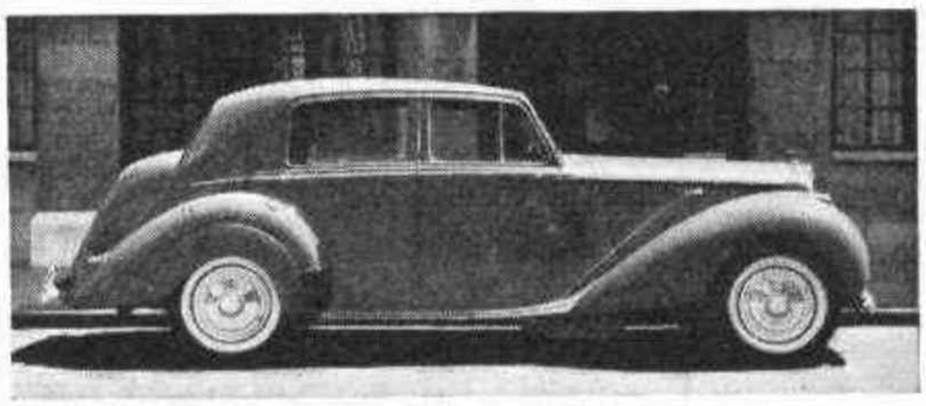
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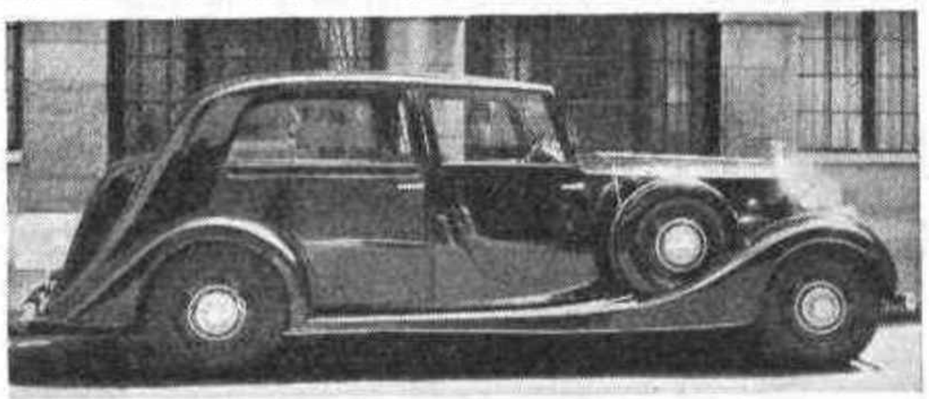
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ROLLS-ROYCE Silver Wraith (1948) 4¼-litre Semi razor-edged owner-driver sports saloon by Hooper. Sand over mid brown, matching trim. Sun roof, radio, heater, etc. Detailed history. Schedule serviced June. Pretty coachwork on an exceptionally good chassis. **£1,385**



BENTLEY Mk. VI (1949) Standard Steel special equipment saloon. Dove grey, tan trim. Radio, heater, etc. All modifications and works replacement full flow unit '58. Recellulosed '59. Detailed history. Few better. **£1,000**



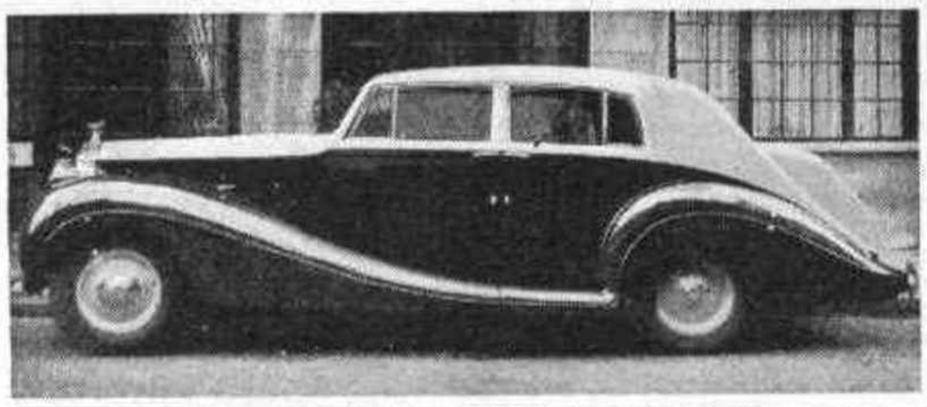
ROLLS-ROYCE (1939) Wraith with the rare Brougham-de-Ville coachwork by Windover. Black, fawn trim. R-R. concessionaire rebuild 23,000 miles back including clutch and gearbox. Distinctive and carefully maintained. **£775**

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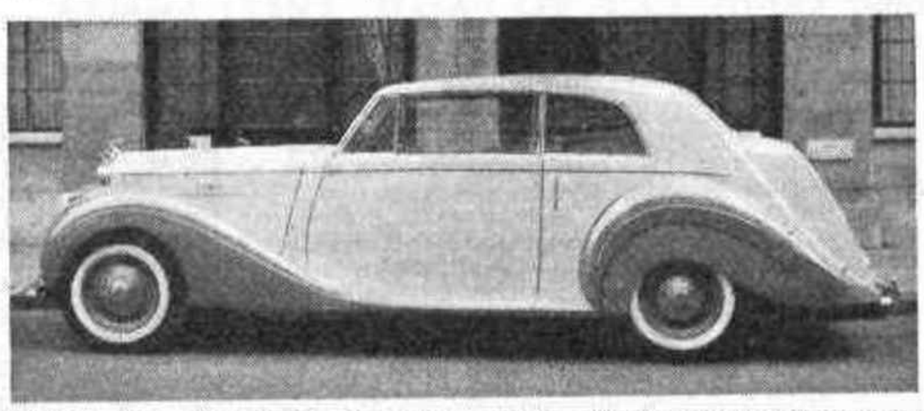
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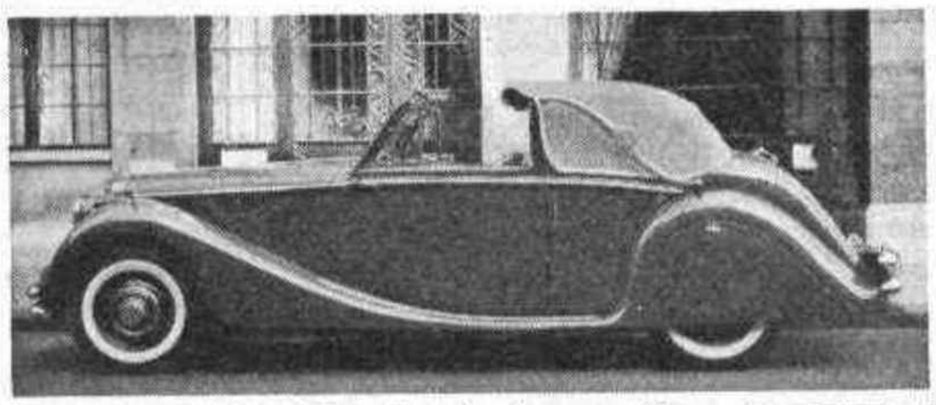
At the time of going to press we are negotiating the purchase of the following vehicles : **Rolls-Bentley (1936)** 3½-litre Freestone and Webb " Top Hat " saloon. Vintage **Bentley** 3/4½-litre H.M. rebuild. Foursome tourer. Concours condition. **Rolls-Royce (1935)** 20/25 saloon with large boot, by H. J. Mulliner. **Renault Dauphine (1957)** Red. Sun roof. Manual clutch. **M.G. TC (1947)** Black. Heater, average. **Delage (1938) D8/120** drophead by Cuaprou.



ROLLS-ROYCE Silver Wraith (1951) 4¼-litre. Special coachwork touring saloon by James Young. Moss green and suede with matching trim. History. Radio, heater, etc. Lavishly appointed to a standard of taste and elegance rarely equalled. In impeccable order. **£1,875**



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ROLLS-ROYCE (1936) 20-25 h.p. Owner-driver saloon with large boot, by H. J. Mulliner. Midnight blue with powder blue trim. R-R. concessionaire history from '51 including detail of mechanical rebuild Feb. '57. Schedule serviced, workshop test and report available. Heater. Attractive. **£500**

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NEW TOJEIRO CHASSIS, 7 ft. 6 in. W.B., all independent, all discs, etc. £20 deposit receipt note on Ash. Lam. 1172 body given. Free delivery 50 miles from London. Change of plans forces quick sale. £275 o.n.o. Five new 15 x 4½ J racing wire wheels, immaculate. Five X tyres, tubes to fit, as new. Four new 3-ear 42mm. hub rings. £47. T.D. G/box, Bowden modified, fit Consul/Z, as new. £37 o.n.o. Lewis, 127, Richmond Park Road, Kingston, Surrey. KIN 3423. [9558

M.G. SPARES. Dismantling 1933 K 1 Magnette, cruciform chassis, manual gearbox, B.T.H. magneto, 13 in. Elektron brakes (suit "J"-type). Complete assemblies, units, or component parts. S.A.E. please Anderson, 22, Egerton Park, Rock Ferry, Birkenhead, Cheshire. [9559

1930 STAR 18/50 Sports Saloon. Very sound. £30. C. B. Wragg, 45 Hastings Road, Sheffield 7. [9560

1930 SWIFT Coupé in fine order. Recent rebore, new hood, handbook. All spares. Owner bought Swift Saloon. £65. BARnet 7720. [9565

BEETLEBACK Silver Eagle Alvis, 1930. Triple S.U.s. Very fast car, extensively reconditioned and in extremely good condition. 24 m.p.g. £180 o.n.o. Lisle, Paddocks Farm House, Haywards Heath, Sussex. Tel. 2032. [9479

1938 TALBOT 10. Low Estate body. Details, offers. Fox, 11, Hillside, Wimbledon. [9567

LAGONDA V.12, 1940, Saloon. First registered 1945. In very good condition. Offers around £200. Handbook. Speedwell 1154. [9568

£100 SECURES my superb 750 Special. Lowered suspension, Bowdenex brakes, professionally built body, modified engine. Tyres as new. Taylor, 27, Jackroyd Lane, Newsome, Huddersfield. [9569

BUGATTI 2 litre 8-cyl. G.P. type 35A. Rebored, Martlet pistons. Car restored as near original as possible. For further particulars and appointment to view, write: Wilson, 131, Croydon Road, Caterham, Surrey. [9570

ROCHDALE G.T., Dec. 1958. 5,000 miles. Boxed Popular chassis, 4.7 C.W.P., close-ratio gears and remote change, Ford 10, high compression head, strong valve springs, Bellamy wheels, new Michelin tyres. Superbly finished, spray painted cream. Professionally trimmed. £450 o.n.o. Campbell, 19, Kingswood Avenue, Hitchin, Herts. [9581

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AUSTIN FORD SPECIAL. Reconditioned 1172 motor in space framed Austin 7 chassis. Bowden I.F.S., Lockheed brakes, H.C. head, Easiclean wheels. Stiletto fibreglass body, hood and side-screens. Only raced once. £140. Jaques, 15, Birch Hall Lane, Manchester 13. [9572

ASHLEY 1172 just completed. A few mods. Most mechanical parts reconditioned. £200, or exchange small modern car or van, cash adjustment. B. Tuckley, 34, Stafford Road, Lichfield. [9573

M.G. T.C., 1947. Black. Excellent condition all round. New hood and screens. £330 o.n.o. Rudge, 15, Balfern Grove, Chiswick, London. [9574

RARE ROVER Speed Pilot, 1933. 3 S.U. carbs. 14 h.p. Excellent steering, hydraulic brakes, etc., body needs tidying. Racing chassis. £35. Ellison, Coombe House, Chieveley, Newbury, Berks. Chieveley 325. [9575

PAIR P.100 HEADLAMPS. Heavily chrome plated on brass. Condition as new. Off Alvis Limousine. Best offer over £20. Ferguson, Clent, Worcs. Hagley 3903. [9576

1935 3½ LITRE BENTLEY Saloon. Only two owners, small mileage. Thrupp and Maberley body. Private owner. £325 o.n.o. Ward, 10, Sheendale Road, Richmond. Telephone 3637. [9577

1934 HUMBER 12 Pillarless. Engine clapped, otherwise fair. Towable. £20. Break, exchange, W.H.Y.? Dolby, Beckingham, Lincoln. [9578

NIPPY (65) AUSTIN, in remarkable condition. Engine just thoroughly overhauled. Fine example of this marque. £120. (Bucks.) Box No. A 579 [9579

FORD 100E BLOCK. Flowed ports, new crank shaft, c/rods, Aquaplane alloy flywheel and timing cover, with rev. drive assembly. £50. Turner, 41, Albert Street, Tring, Herts. [9580

M.G. T.C. Reconditioned engine, relined brakes, twin spots, sound condition. One previous owner. £290. Simpson, 239, Windmill Road, Hemel Hempstead. Boxmoor 4421 evenings, Redbourn 571 day-time. [9582

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1934 AUSTIN 7, 2-door Saloon. Tyres fair. In sound mechanical order throughout. Engine good. £14 10s. W. J. Gore, 31, Holly Lane, Margate. [9585

M.G. J.2 SPARES. Cylinder block, bell housing, clutch parts, rods, brake drums, front drive housing, sump, etc. Also Wolseley Hornet cylinder head, etc. £7 10s. the lot. W. J. Gore, 31, Holly Lane, Margate. [9586

LANCIA APRILIA, 1938. Spares for sale, almost complete car, including reconditioned engine. Best offer. F. Lewis, 15, Hill Rise, Old Woodstock, Oxford. [9587

ASTON-MARTIN 1940, 2 litre "C" Type Speed Model. Excellent condition throughout. Modified and rebuilt body. £500. Or exchange for good post-war 8-10 h.p. Saloon with cash adjustment. Bailey, 1, Dore Road, Dore, Sheffield. Phone 72928. [9588

DO IT YOURSELF, Wolseley Hornet. £30. Complete, except body. Crank ground, new rings, bearings. Bills £28. Spare engine. Delivered 40 miles. STO 5357. [9589

M.G. 1936, 2 litre Saloon. Mechanics, tyres, coachwork good throughout. All instruments work. Regularly and well maintained. £165 o.n.o. Box No. A.590. [9590

FRAZER-NASH/B.M.W. 320/1, 1938 Cabriolet. Rebuilt engine, excellent condition. Bargain £150. 4, Morley Avenue, Blackburn, Lancs. [9591

BENTLEY, 1928, 3 litre V.D.P. Tourer. New fabric, hood, battery. £250 o.n.o. Crossley 1930, 20.9 Limousine, immaculate. Offers. G.S.C., 36, Elizabeth Street, Manchester, 8. Blackfriars 9933. [9592

M.G. T.A. Good condition all round. Must sell. £170, or reasonable offer. Phone Chelmsford 55744. [9593

XK120 F.H.G. "C" type mods, including wire wheels and radio. £700. 16, Mayfair Wollescote, Stourbridge, near Birmingham. HAL 1770. [9594

CONNAUGHT Sports/Racing Car. 1¼ litre. 4 carbs, 4 S.U. pumps, 120 b.h.p. Ex McAlpine team car. £475. H.P. arranged. Wickens, 39, Court Road, Brockworth, Gloucester. Phone 66974. [9595

TWO OF THE BEST: M.G. P.B., 1936. Completely reconditioned mechanically and bodily. £175. H.R.G. Aerodynamic 2-seater, 1947. Very good condition throughout. 30 m.p.g. at 70 m.p.h. Large boot. £300. Offers. Tel: FIN 5565. [9596

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ALVIS 12/70 Special drophead coupe, specimen condition; choice also foursome drophead **£239**

HILLMAN Minx drophead coupe, 1947, first-class condition in black. Choice also another 1948 in grey ... ... From **£235**

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M.G. Midget TA, choice of three ... From **£189**

RILEY 1½-litre, 1936; one of the finest 12-h.p. saloons on the road today; looks and drives like post-war model; bargain **£179**

M.G. J2, completely overhauled and modernised, including hydraulic brakes, gift at **£109**

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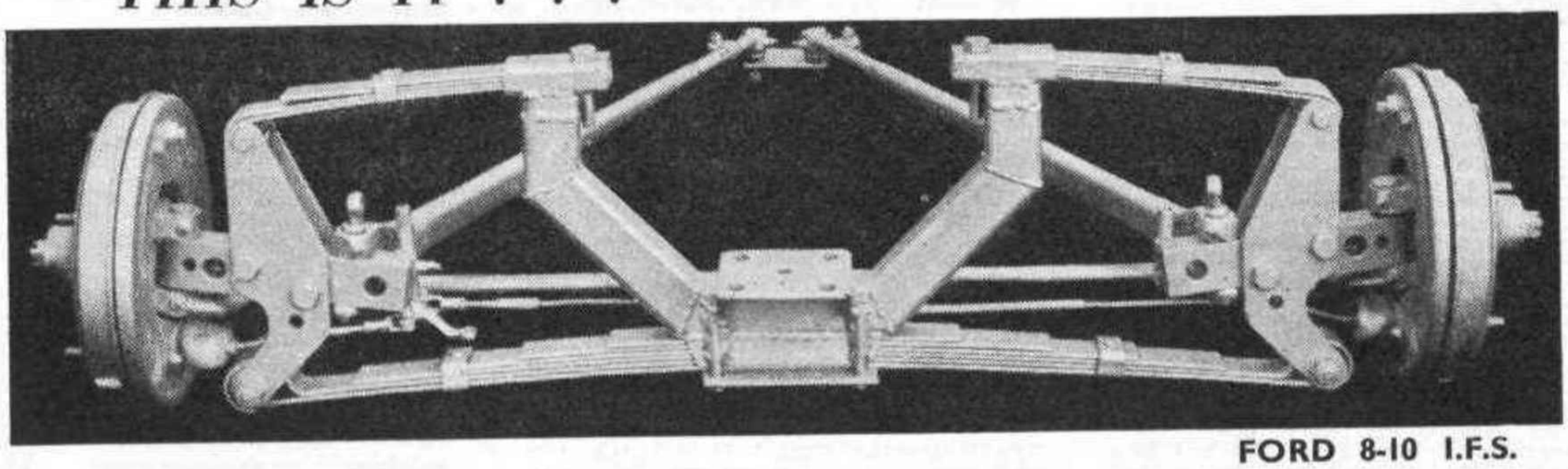
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M.G. V.A. 1½ litre, 1937. D.H. Coupé. Mech. sound, bodywork good, interior leather and walnut. Four good tyres. Complete tools. 27 m.p.g. on cheap petrol. Chrome good. Recent decoke, steering overhaul, painting and reflooring. Overseas posting forces sale. £160 o.n.o. Robertson, 161, Hawley Road, Dartford, Kent. [9664

ASTON MARTIN, 1939, 2 litre Tourer. Recent £100 engine overhaul. Must sell. Offers. Weybridge 5847. [9665

TALBOT 10 Pillarless Sports Saloon, 1937. Only two owners. £60. Hampstead 6369. [9666

CITROEN L.15, 1949. Silver. Very reasonable condition. £235, or exchange small special and agreed sum. Norwood, 83, Queen's Gate, S.W.7. FRE 0595. [9667

J.2 M.G., fitted Ford engine. Hydraulic T.D. brakes, four new tyres, large 5.50 16. Just recellulosed B.R.G. Woodhead Monroe shockers, full weather equipment. Offers over £130. Carus, 8, Billinge Avenue, Blackburn. Tel 7080. [9668

ROLLS-ROYCE 20/25, 1933, Hooper Saloon. Fair all round. £175. Needham, 220, Ongar Road, Writtle, Chelmsford. [9669

ALVIS 12/70 Saloon, 1938. Mechanically sound. Handles well. Bodywork poor but not dangerous. Restoration not difficult. Tel.: Richmond 6756. [9670

RILEY pressed steel wheel, 600 x 16 fitted unused Firestone tubeless; also another unused Firestone tubeless. £15 the lot. Seen Dorset. Box No. A.671. [9671

M.G. J.2. Good condition. Hydraulic brakes, three spare wheels, two new tyres, two spots. £110 o.n.o. Duce, Vine Cottage, West Wickham, Cambs. [9672

CYLINDER HEAD Mk. I Consul, Derrington high compression. Polished streamlined ports, complete with new valves, springs, guides. £20. Consul wheel, town and country, nearly new, with tube, £4 10s. Also bumper, 25s. Uxbridge 2285 in business hours. [9673

TALBOT 75, 1935. Unique B.A. model. Elegant car. Very good order. Little used last five years. Seen Suffolk. £110 o.n.o. Box No. A.674. [9674

CITROEN, 1935, R.W.D., 14 h.p. 6-light. Roomy, reliable, solid. Good brakes, lights, steering. Taxed December. £45 cash. S.A.E. for more details. Rogers, "Mayfield," Clock Lane, Bickenhill, Solihull. [9675

JAGUAR 1½ litre, 1937. Tidiest example known, 32 m.p.g. Taxed and insured. Photo. Bracewell, Lacock P.O., Keighley, Yorks. [9676

LEA-FRANCIS, 1930, Weymann Sportsman's fixed head Coupé, 4ED Meadows, 35 m.p.g. Mechanically and bodily good. Reconditioned dynamo, brakes relined, good lights. Excellent unspoiled example of this attractive model. £80 o.n.o. Tel.: ENField 8906. [9677

PHANTOM I ROLLS-ROYCE, 1928. £150. Limousine. Hooper coachwork in good order, mechanically excellent. August automobile. Box No. A.678. [9678

M.G. T.D. II. 42,000 miles, one driver. Kept from new in heated garage as second car. Original unmarked green, fawn hood and leather. Quite perfect. £475. Dr. Woolley, Wells, Somerset. 2137. [9679

RILEY 1½ litre Kestrel-Sprite, 1936, aluminium Saloon. Registered April 1938. Over £120 spent recently including complete overhaul engine (rebore, shaft ground and balanced), clutch, Wilson box. New steering ends and road springs. Resprayed. Mechanically perfect and good looker. £190 o.n.o. Box No. A.680. [9680

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RILEY 9, 1934. Reliable, economical, surprisingly speedy. Mechanicaly very good, bodywork sound. Loathe to sell, but must. Going to Darkest Africa, hence bargain price. £70. Latter, 4, Church Lane, Meanwood, Leeds 6. [9683

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NATIONAL SERVICE forces sale. Riley 9 and Alvis 12/50 Spares. Cooke, 45, Princes Avenue, Tolworth, Surrey. [9685

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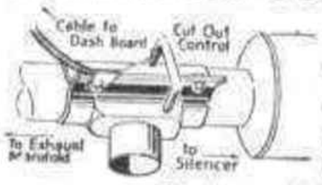


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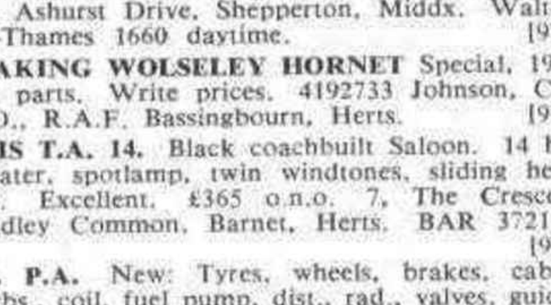
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TALBOT 105 V.D.P. Tourer. Reasonable condition. £55 o.n.o. Woodland Cottage, Greenwich Lane, Leafield, Oxon. [9598

1949 LLOYD 650. £50. Laid up 1956. Big end run, hood, battery scrap, tyres smooth. R. Sidwell, 182, Broad Street, Coventry. [9599

DELARGE 1925, DISS Open 4-seater by Cadogan. Enthusiast's chance to acquire classic vintage sports car. Engine overhauled. A few jobs want doing, but can drive away. £75. Phillips, 2, Priory Street, Farnborough, Hants. [9600

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S.S. JAGUAR 100, 3.5, 1937. Excellent original example of this much sought after model. Good tyres, battery, weather equipment. Extras include windtone horns, windscreen washers. Excellent cellulose in white with red leather, which is original as is the carpeting. Full instrumentation. Mechanically really good with very real performance. Original equipment includes stoneguards, dual exhaust, electric choke, petrol reserve, twin carbs, twin fuel pumps. £345. H.P. possible. Peter B. Moore, 1, Northwood Way, Northwood, Middlesex. NH2 3980. [9614

M.G. J.2. Ford 8 engine. Immaculate. Rebuilt regardless. £130 o.n.o. Phone Battersea 2009, evenings. [9615

1929 RILEY 14/6 Vintage Tourer. Chassis partially restored to very high standard. Engine reconditioned, not assembled. Stark body, not original. Lots of work, but price right. £30. Leech, 65, Taplings Road, Winchester. [9616

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1½ LITRE SINGER Le Mans. Completely rebuilt to original. £450 spent, bills to show. This is the genuine 3-carb. speed model, now in outstanding condition. Too much done to list. £250. Molesey 4704 [9623

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M.G. P.A., 1935. Works team car. Cycle wings, external exhaust, etc. Mechanics and bodywork extensively overhauled. Engine rebuilt, new crankshaft, dynamo, C.W.P., front tyres, etc. Just recellulosed dark green. Attractive thoroughbred in excellent condition. £180. Roberts, 88, St. George's Avenue, N.7. North 5480. [9793

ROLLS ROYCE 20/25 h.p., 1934. Owner-driver Saloon by Cockshoot in 2-tone grey. Chassis completely overhauled by makers, 1948. £250 or offer. Booth, 8c, Morland Road, East Croydon, Surrey. [9795

1938 TRIUMPH GLORIA 10.8 Coventry Climax. Twin carbs. General condition good. £65. M. Arnold, 86, Mayfield Avenue, Finchley, N.12. [9796

M.G. P.A. occasional 4. Good condition, good hood, tonneau, battery, repaint, T. & I. £145 o.n.o. Ring Vicker, GUL 1082. [9797

MORGAN 4-4 Coupé 2-seater, 1949 series. Cream and black. New hood, tyres, steering. Good condition, tests no problem but family increased. £265. Thomas, " Bosham," High Lane, Cheshire. [9798

FORD MARTIN. 4,000 miles. Genuine reason for sale. Usual modifications. Hard top. Green cellulose. Full trimmed. £320. Box No. A.799. [9799

ALVIS SD 12/50 aluminium beetleback, with some spares. £155 o.n.o. Rodwell, 90, Wilsthorpe Road, Breaston, Derbyshire. [9800

ALFA-ROMEO (1952 regd.), 2.5, 6-cyl. Super Sports. Fitted 2/3-seater Farina D.H.C. Dry sump engine. 7,000 miles since complete overhaul. Fitted 3 twin choke chrome carbs. Fantastic roadholding. 118 m.p.h. " X " tyres, many spares. £575 o.n.o. Also Alta 1½ litre single seater, 4-wheel ind. Borranis, with spare wheels, trailer, plugs, fuel, etc. Eligible V.S.C.C. events. £375. Little, 16, Dalveen Avenue, Davyhulme, Lancs. [9801

1931 ALVIS 12/50 T.J. 2-seater Tourer. Well maintained. £60 o.n.o. Write Davies, 129, Wood Lane, Timperley, Cheshire. [9802

MORGAN SPORTS, 1933. Excellent condition. Fitted 1100 A/C S/V J.A.P. Spare engine being reconditioned 1100 O.H.V. W/C J.A.P. £95. View W/E 4, Park View House, Westgate Road, Beckenham, Kent. [9803

1928 4½ BENTLEY. Open. Aeros. Slab-tank. Suitable competitions. £250. Burnham-on-Crouch 2267. [9804

M.G. MAGNETTE Series N.A., 1936, 2-seater. Excellent mechanical condition. Over £200 spent to make an outstanding example of this model. £195 o.n.o. Woodhouse, 104, Poulton Road, Fleetwood. Tel. 3647. [9805

MERCEDES-BENZ, 170Va Saloon, Sept, 1950, L.H.D. Radio, heater. Conscientiously maintained. £355 o.n.o. Phone.: March, WHItehall 6427/15. [9806

12/70 ALVIS 1939 Tourer. Excellent condition. Garage maintained. £220. 74, Beresford Drive, Southport. [9807

JUPITER, July 1952. B.R.G. Late Series III engine. H.C. pistons. Excellent condition. Must sell. First £350 secures. 113, Chester Road, West Hartlepool. [9808

FOR SALE—*continued*

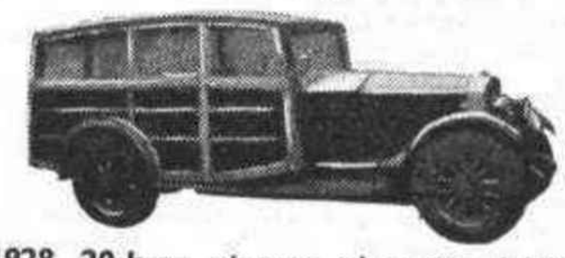
VINTAGE LAGONDA 2 litre Speed Model, 1928, 4-seater Open Tourer. Twin O.H.C. £140 o.n.o. Adams, 43, Springfield Crescent, West Bromwich, Staffs. [9809

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Studley 521

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£225
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Little Arcall, West Road, St. George's Hill, Weybridge, Surrey
Tel.: Weybridge 3545

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SINGER ROADSTER 4 A.B., 1951. Good condition. Light grey. S.U. pump. £250. 16, Helmsdale Road, Leamington Spa. Tel. 1615. [9810

ZEPHYR I 3-carb. conversion. All controls. Ready for fitting. Perfect condition. £15. Franklin, Borrow Hill, Stratford-on-Avon. [9811

LAGONDA L.G.45, 1936, Pillarless Saloon. New gears and re-sleeved. Excellent condition. £250 o.n.o. Madeley, 28, Devonshire Road, Birmingham 20. [9812

FORD SPECIAL. Twin carbs., lowered suspension, all mods. Needs body. £60 o.n.o. " Dingle," Dyserth Road, Rhyl. Phone 429. [9813

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RILEY 2½ litre, 1949. 52,000 miles only. Fitted radio. Excellent condition throughout. £330 o.n.o. H.P. possible. BAL 9584 (evenings). [9815

TRIUMPH ROADSTER 1800, 1948. Twin spot lights, washers, etc. Bodywork and chrome in immaculate condition. £300 o.n.o. H.P. arranged. NEW 2877 (evenings). [9816

ASTON MARTIN, 1938, S/C. 46,000 miles. Engine, paintwork, interior, tonneau, etc., very good. Red, twin spots and horns, new battery. £225 o.v.n.o. Apply: J. B. Case, 14, Kingswood Close, Dartford, Kent. [9817

1938 ALVIS CRESTED 25 Saloon. Needs doing up. £50 Might break. Swaps considered. Downham, 103, The Crescent, Egham, Surrey. Telephone: Egham 4639. [9818

ROLLS ROYCE 20, 1929. Mascot, handbook, tools. Recent overhaul, 5 good tyres. Insured May 1960. Going abroad, must sell. £135 o.n.o. MacDonald, 108, Station Road, London, S.W.13. PRO 1028. [9819

BENTLEY 3 litre Red Label long wing Tourer. Green and black and red upholstery. Engine completely rebuilt in March 58. 6,000 miles since. Brakes relined. 6½ axle 3.92 fitted C. box. All in excellent order. Reason for sale: Owner bought a 4½. Price £325. Lyne House Farm, Lingfield, Surrey. Phone. 137. [9820

ALVIS 12/50, 1931. 4-door Tourer. £125. Full weather gear, tonneau cover. 25 m.p.g., 65 m.p.h. Excellent throughout. 18, Frankby Grove, Upton, Wirral, Cheshire. Arrowebrook 5971. [9821

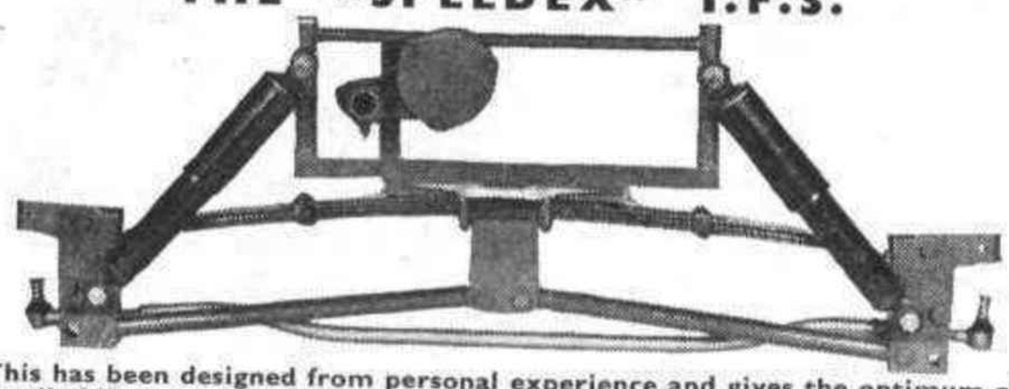
BREAKING 1932 RILEY NINE. All mechanical spares except crankshaft. Shotton, 33, Warburton Lane, Partington, Urmston, Manchester. Phone: Irlam 2353. [9822

AUSTIN, 1958, 750 SPECIAL. Reconditioned engine 2,000 miles. Bills over £100. For quick sale £85 o.n.o. Also car trailer, 5 cwt., professionally built on steel chassis with independently sprung 18 in. wheels, by Aero Products. Suitable trials bikes, camping, etc. £28 o.n.o. Elston, 24, Wilhelmina Avenue, Coulsdon, Surrey. Downland 2406. [9823

1958 MORGAN F Super 3-wheeler. Built over a period of two years entirely from new parts ex Morgan works. 10,000 miles. Photographs if required. £320 o.n.o. Tremayne, 5, Somerville Road, Sutton Coldfield, Warwickshire. Phone: Sutton Coldfield 3111. [9824

ALFA ROMEO, 1929, 1500 c.c. supercharged Zagato. One of the original Phoenix Park team cars. Some early history known. Many successes in hands of last owner, W. F. Moss, after complete rebuild. Genuine 25 m.p.g. fast touring. Excellent mechanically and in concours condition. A very handsome and satisfying vintage thoroughbred. Unstintingly maintained and fully road equipped. Family expansion forces reluctant sale. £385 o.n.o. Bell, 7, Bruce Castle Court, Tottenham, N.17. PAL 3816. [9825

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RILEY KESTREL 9, 1934, Super. £98. 29, Tudor Crescent, Otford, Kent. Tel. 0694. [9827

M.G. MAGNA 4-seater. Good mechanically. Nice hood, screens, paintwork and upholstery. £50, or exchange larger car. J. Pemberton, 14, Queen's Gate Terrace, S.W.7. KNI 7915. [9828

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PRINCESS A.135 power operated Drophead, 1951. 57,000. Chromard linered engine. X tyres. Laycock o/drive, etc. Cost £4,850. Price £495. Nicoll, 37, Upper Addison Gardens, Kensington, W.14. PARk 3495. [9831

GRAHAM SPECIAL coach built supercharged Drophead with overdrive. Just overhauled at cost £300. £195 for quick sale. Nicoll, PARk 3495. [9832

AUSTIN 7 Saloon, 1932. Good runner, used daily. New back axle. £30. Griffiths, 8, Raffin Close, Datchworth, Herts. Tel.: Knebworth 2054. [9833

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1916 VAUXHALL Staff Car. "D" type engine and bodywork in perfect order. £250. 1, Ormond Close, Gt. Ormond Street, W.C.1. [9836

FIAT, 1928, Saloon. Rebored, overhauled. £45. Restorables: Morris, Talbot, Crossley, Citroën, Fiat, Humber, Minerva, Essex. Details, Box No. A.837. [9837

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1957 FORD 8 Special. Hand made aluminium beautifully shaped body, twin S.U.s, H.C. head. 5,000 miles only. Mechanically sound. Well upholstered. £250 o.n.o. Blythe, 9, Rosslyn Road, Whitwick, Leicestershire. [9839

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BENTLEY Blue Label 3 litre open Tourer, in good original condition, registered 1924, but unused since 1939. Everything in very good condition, but car needs assembing. A fine opportunity for enthusiast to obtain a 3 litre at a reasonable cost. Box No. A.841. [9841

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BUCKLER 90 full width 2-seater. Spotless blue and white finish. 1172 modifications, C.R. gears. Excellent performance. 402, Herringthorpe Valley Road, Rotherham, Yorks. [9844

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£225. Unusual 1948 Open Allard. Very fast. Comfortable, completely reliable. Excellent alloy body, black, attractively modified with cycle wings. Five very good tyres. Recent engine overhaul, just run in. Floor change. Unfailing crowd gatherer. Browne, Newbarn, Kennaways, Ospringe, Kent. Faversham 2907. [9848

750 SPECIAL. Aluminium body, Bowdenex brakes, lowered suspension, almost completed with various spares. Offers: T. Letts, "Lackenhurst," Brooks Green, Horsham. Coolham 208. [9849

RILEY KESTREL-SPRITE, 1935. Well shod. Body needs attention. £120 o.n.o. Supercharger suitable Nine. £10. Owner going abroad. Sgt. Franklin, R.A.F. Norton, Sheffield 8. Tel. 37288 (ext. 24). [9850

V.A. M.G. '38 D.H.C. Brakes, steering, suspension reconditioned. Requires engine (wet-clutch). Body fair. £55. Alternatively, engine wanted. Dr. King, EAS 2030. Seen Mendel's Garage, SPE 9890. [9851

AUSTIN-FORD 8, built 1956. Hydraulics, I.F.S., aluminium body, hood. £110. Staines 3049. [9852

LAGONDA L.G.45 drophead Coupé. Black. Fitted 1939 Sanction III engine. New tyres, brakes and clutch re-lined. S.U. carburettors, pumps, gearbox, steering, radiator, P.100 headlamps overhauled and as new. New 120 amp Exide batteries, rewired throughout, all bright parts rechromed. All workmanship to Lagonda standard or better. Owner lacks time to complete. This is a genuine opportunity for an enthusiast to acquire a high performance thoroughbred. Enquiries and offers to: P. Newby Vincent, Peterley House, Little Kingshill, Great Missenden, Bucks. Great Missenden 2163. [9853

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ROLLS-ROYCE, 25 h.p. Barker Saloon, 1935. Black. Grey leather upholstery, heater. Excellent condition. £395. Hollingsworth, Hastings 2727. [9856

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1928 14/60 LAGONDA Tourer (high chassis). Original and fully weatherproof. Gearbox complete but requires re-assembly. Engine in good condition. £45. Vehicle in East Kent. Box No. A.652. [9652

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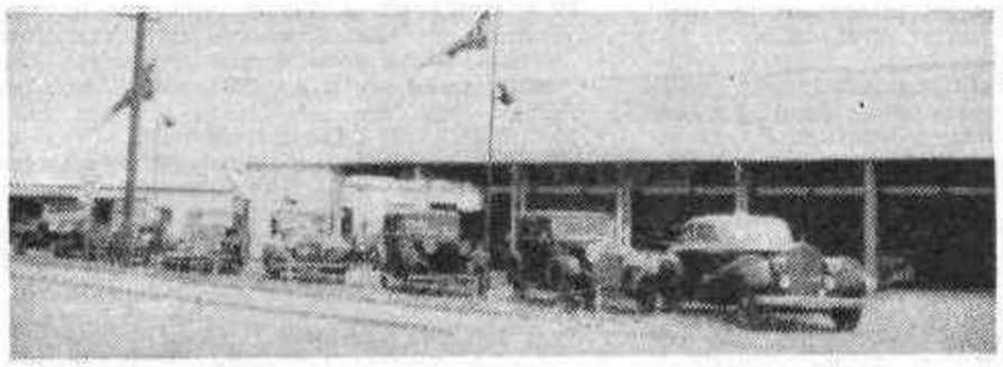
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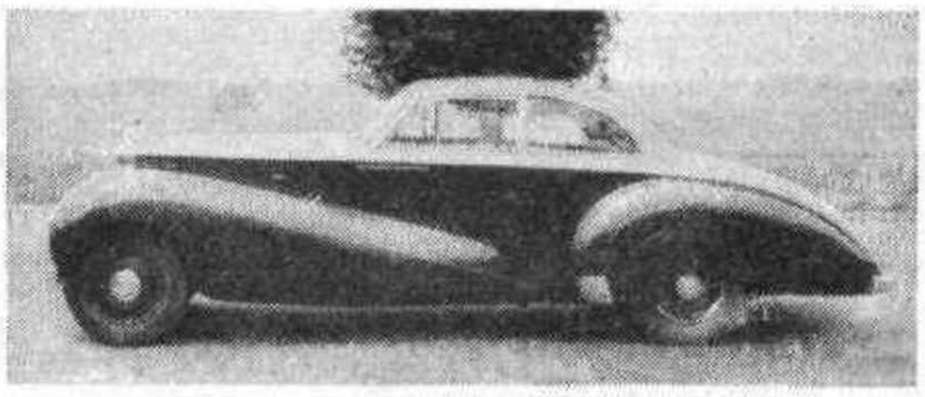
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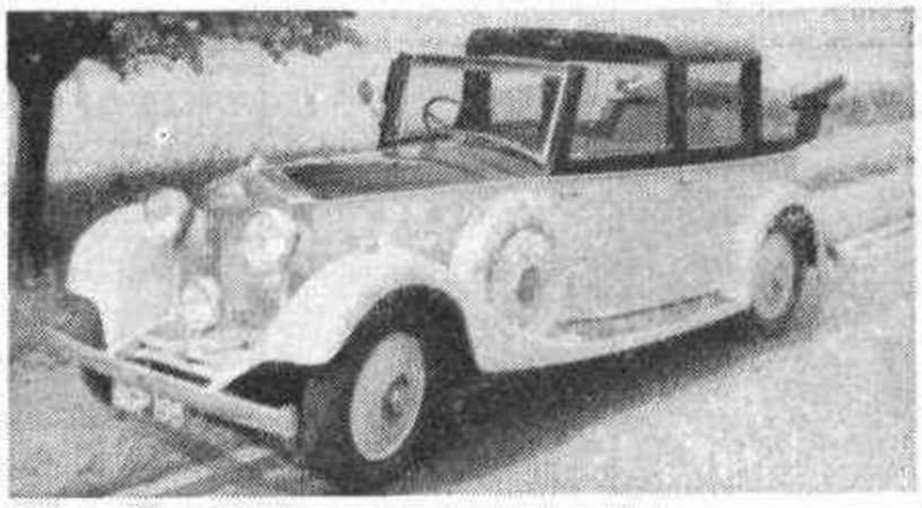
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1937 Phantom III (*illus. top right*). Fitted in 1950 with a very beautiful streamlined 2-door coupe by Panelcraft. Two-tone green cellulose, with fawn leather upholstery. A superb and unique car. **Four-figure offers please.**

Another 1937 Phantom III, with very pretty H. J. Mulliner sedanca coupe coachwork, at **£650**

1934 20/25 landaulette (*illus. bottom right*), in entirely original condition. Finished in dove-grey and black cellulose. Very good condition throughout. Can't think why Royalty never owned this one. **Offered at £495**

1914 Silver Ghost chassis—**Enquiries invited for restoration and body building, or might sell as stands.**
1921 Silver Ghost open 2-seater **£425**
1925 Phantom I 2-door F.H. coupe **£395**
1926 20-h.p. all-weather tourer **£315**
1926 20-h.p. drophead loursome which is so horrid that it is only **£135 o.a.o.**
1933 20/25 saloons—choice of two at ... ... **£295 & £345**
1934 20/25 saloon—a bit of a rattler but goes well **£245**
1933 20/25 limousine at **£375**

BENTLEYS

1954 H. J. Mulliner **Continental,** with synchromesh **£3,700**
1935 Park Ward saloon. Above average and only **£350**
1934 D.H. coupe. Mechanically good but bodywork not **£325**
1926 3-litre Red Label beetle-backed 2-seater **£295**

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LAGONDA

1939 Rapide V12, *concours* condition ... **£1,500**
1939 Rebodied V12 2-door H. J. Mulliner saloon built in 1950 ... ... **£1,450**
1939 Medium chassis **V12** saloons. Choice of two **£195**

DELAHAYE

135M open 4-seater. Manual gearbox ... **£375**

ASTON MARTIN

1936 Ulster 2-seater* **£495**
1936 Mk. II 1½-litre **£295**

BUGATTI*

Type 35 G.P. 2-seater **£800**

MERCEDES-BENZ

1935 500K Cabriolet B (" B " for beastly) **£175**
1939 540K Cabriolet B (" B " for beautiful) **£435**

1951 BORGWARD 1500 saloon, L.H.D. **£395**

DELAGE

1939 D6/70 saloon **£165**
Post-war drophead coming in.

FRAZER NASH*

1952 Mille Miglia 2-seater F.H. coupe ... **£1,150**

PORSCHE

1955 F.H. coupe **1500 Super** **£950**

* *For photographs, see April " Motor Sport "—yes, we've still got them but the prices are reduced to clear. Doubtless by the time this appears in print we will have sold some of the cars offered and we will also have others in stock, so let us have your enquiries. We often have ordinary motor cars taken in part exchange and which we offer at ridiculously low prices: for instance, at the minute we have the following :—*

1956 VAUXHALL Wyvern **£515**
1951 (June) Mk. V JAGUAR saloon, 3½-litre **£355**
1955 BORGWARD Isabella 60... ... ... **£675**
1955 VAUXHALL Velox **£435**

HALFWAY GARAGES (PADWORTH) LIMITED

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FOR SALE—*continued*

SELLING CHEAP. M.G. Midget, 1932. Ready for converting to special plus Falcon mk. I fibre body. Will sell combined or separate. Also Ford 10 Special for sale. Kaye, 2, Dane Court, Seaford, Sussex. Tel. 2965. [9857

M.G. 1939, 2 litre, 4-seater D/H Coupé. Mechanically perfect, body excellent. A really good car, but hood ropey. £120. Museum 2339. [9858

ALVIS SPEED 25 Charlesworth S/Saloon. Above average condition bodily, excellent mechanically. Handbook, extras, original tools. £145. 297, Highters Heath Lane, Birmingham, 14. Phone Maypole 2632. [9859

RILEY 12/6 Saloon, 1934. Good condition throughout. £85. Haywards Cottage, Blackwater, Camberley. Tel: Yateley 3151. [9860

1951 SINGER 9 Roadster 4AB. I.F.S., spot, twin tones, tonneau. A very sound, sporty car. £265. 62, Leadale Avenue, Chingford, E.4. SIL 5583. [9861

LAGONDA 2 litre, 1930 Tourer. £195, or exchange 4½ Tourer. Royal Fountain Inn, Cleobury Mortimer, near Kidderminster, Worcs. Tel: Cleobury Mortimer 260. [9862

RARE AUSTIN, 1934, 16 h.p. Sports Tourer. Excellent mechanical condition, sound body, good hood, sidescreens. Servo brakes, telecontrols. £80. Everett, 38, Caravans, Marsh Lane, Frodsham, Cheshire. [9863

HORNET E.W. Coupé, 1932. Sound runner, good tyres and battery. Any reasonable offer. Would consider breaking for spares. Edmunds, Woody Bay, Penn, Bucks. [9864

1926 ROLLS-ROYCE Park Ward Aluminium Saloon. Brown hide interior completely renewed at cost of £380. Whole car is indistinguishable from new. Modern wheels with excellent tyres fitted. Electric petrol pump but autovac still fitted. Mascot. A practically complete second car for spares. Everything on car original and working efficiently. Absolutely and completely immaculate. No offers considered. £300. 32, Gledhow Valley Road, Leeds, 8. Tel: 44550. [9865

FIAT 500 Coupé, 1939. Trouble free economy motoring. Excellent tyres, hood, rust free bodywork. £125 o.n.o. Write: Robinson, 2, Beverley Road, S.W.13, or Phone MIN 7144 ex 93, daytime. [9866

ROLLS-ROYCE, 1936 Barker O.D., Swept Tail Four-Light Saloon. GTK chassis, last of the 20-25's. One owner 22 years, schedule serviced. Flush boot, excellent chrome, coachwork, upholstery, tyres. First class mechanical order. Genuine sound order throughout. £425. Box No. A 867. [9867

UNFINISHED MAGNETTE engined Special. Singer I.F.S., chassis, hydraulics. Rochdale fibreglass body with lights and instruments. Cost £225 so far. Accept £150 for quick sale. Towable. Alderson, "Small Acre," Winchester Road, Alresford, Hants. [9868

ROCHDALE G.T. Genuine 45 m.p.g. B.R.G. Full interior trim. 5,000 miles. Mechanically excellent. Photos available. £380. 7, Lilian Crescent, Hutton, Brentwood, Essex. [9869

MERCEDES-BENZ 1938, Type 340 Black Cabriolet. Good order. New tyres. £150. Box No. A.870. [9870

ROLLS-ROYCE Phantom II, 1933 Black Sedenca-de-Ville. Good order. £150. Box No. 871. [9871

MORRIS 8 two-seat Tourer. Resprayed, new hood, sound mechanically throughout. £60 o.n.o. Box No. A.872. [9872

1928 LEA-FRANCIS Type U 12/22 Tourer. Brakes relined, rewired dynamo, magneto, starter motor reconditioned, engine overhauled at 1,000 miles ago. Steering sound as a rock, body in B.B. shape. All at £125. Johnston, "Old Hare," Beaconsfield. Tel: 380. [9873

NATIONAL SERVICE forces sale of 75% complete Fibreglass 750 Special. Offers. Foster, 6, Mornington Avenue, Rochford, Essex. [9874

MORGAN 4-plus 2-seater, 1952. Exceptional condition, new engine under 2,000 miles. Excellent tyres, 2 new. Batteries new, many extras. Very smart, first class performance. £415. FLAxman 8854. [9875

RILEY ENTHUSIASTS. Merlin 9, 1936 Special series mods. Very fast, well shod. Relined clutch, brakes. £75. 25, Bentham Road, Gosport 82619. [9876

ALVIS CRESTED EAGLE Saloon, 1935, 20 h.p. Charlesworth body, Black. Knock-on wheels, mechanically perfect, body and chrome good, brakes relined March, new batteries March, tyres as new, everything works. Fitted folding tables, foot rests, etc. An excellent carriage. Price £140. Ring WAL 9916. [9877

TRULY IMMACULATE RILEY, 1937, 1½ litre Falcon. Immaculate from tyres to headlining, original throughout including air cushion seats, etc. 2 previous owners. £185. Register member, 40, Warwick Road, Welling, Kent. [9878

1938 TALBOT 75 Sports Saloon. £145 o.n.o. 78, Woodbury Road, Bridgwater, Somerset. [9879

ALVIS 1935 FIREFLY 12 h.p. Saloon. Enthusiast worshipped and maintained. Extremely nice condition, both bodily and mechanically. Grey. £70 o.n.o. Brown, 31, Noel Street, Leicester. [9880

FOR SALE—*continued*

M.G. T.A. 1940, B.R.G. Complete overhaul and respray by garage. Immaculate condition. Highly tuned engine. Part exchange considered. £225. Rayleigh 21143. [9881

7th SERIES LAMBDA S/C 2-seater. All weather equipment. Sound, reliable, lively car. £165. London. Box No. A.882. [9882

RILEY LYNX 12/4 Tourer, 1935. Well maintained. £110. 42, Hesters Way Road, Cheltenham. [9883

1937 FRAZER-NASH/B.M.W., Type 319/45, rare "Duck-back" Sports 2-seater D/H Coupé. Stored last 3 years. Reconditioned, recellulosed, immaculate. Nearest offer £150. Court, 13, Argyll Place, Gloucester. [9884

ROCHDALE G.T., B.R.G., August 1958. 100E twin S.U.s, 12 v., 8.3, aquaplane head, Buckler I.F.S., Raymond Mays rear suspension, 4.7 c.w.p. All new parts. Bills for £700. Offers over £400. M. Cooper, 108 Broadwater Crescent, Stevenage, Herts. Tel: Stevenage 1353. [9885

BENTLEY 1929, 4½, 2/4-seater Coupé. Really immaculate condition. Recent engine overhaul (bills). Excellent tyres, P.100s with matching fog lamps, "C" box, ribbed drums, copper exhaust. Interior recently upholstered and retrimmed. A really good one. Reason for sale, 5 other cars. Rock bottom price. £295. Davis, 672, Barking Road, Plaistow, E.13. Grangewood 2000. [9886

FIAT 1100 c.c., 1938. Sunroof, recent engine overhaul, respray. Fine condition. £150. Vigilant 2347, evenings. [9887

1934 MORRIS COWLEY SIX. Mileage 19,750 genuine. Condition excellent, original. £90 o.n.o. A. Hutchinson, 17, Cowbridge Crescent, Malmesbury, Wilts. [9888

TWO 700 x 19 TYRES, tubes, almost new, £7 10s. the lot. 1936 Riley 1½ litre engine, complete, £12 10s. Gearbox and radiator £4 each. Robson, 21, Heathfield Road, Fleetwood, Lancs. [9893

1949/50 MORRIS MINOR Tourer. Good order throughout and fitted reconditioned engine. Owner buying larger car, and will sell for £290 or near offer. Any trial. Swansea 22182. [9900

LEAF HALL MOTORS

QUALITY USED CAR SPECIALISTS—**Offer:**

1953 Jaguar Mk. VII, immac., low mileage **£445**
1948 Bentley Mk. VI S.S. sal., low mileage **£845**
1938 Bentley 4½ Thrupp & Maberley sports saloon. Complete overhaul 1958 ... **£475**

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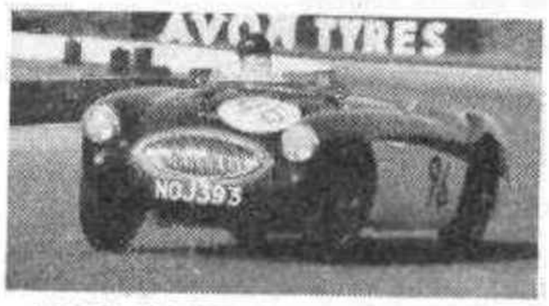
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£165

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1005 AUSTIN HEALEY

1955 model, ex-Lance Machin

Completely rebuilt by Healey Motor Co. in 1959.
Since done about 20,000 miles.
Disc. brakes, etc. Not raced since 1957.

£950 o.n.o.

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Tel.: 49238
or
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LONG SANDAL, Nr. DONCASTER
Tel.: Barnby Dun 484

FOR SALE—*continued*

BENTLEY, 1937, 4¼ litre Sports Saloon. Magnificent condition. Heater. Taxed. Wonderful performance. £365. Greenwood, 32, Talbot Road, Old Trafford, Manchester 16. Trafford Park 0433. [9902

SWIFT 10 Saloon, 1930. Good runner. Taxed. Also early De Dion Bouton single-cylinder engine; Lucas No. 35 brass bulb horn; vintage magnetos, etc. Brown, 125, Paxton Road, Fareham, Hants. [9903

X.K.120 and X.K.140 SPARES, new and used. S.A.E. for list. (London.) Box No. A.904. [9904

1938 1½ LITRE SALOON. New rear axle, etc., wheels hot blasted, engine, tyres excellent, body rough. Make good Special or spares. £25 complete; tyres worth it. BRI 0367, after 7 p.m. [9905

1957 T.R.3. B.R.G. 14,000 miles. Wire wheels, heater, spots, full tonneau, extras. Lovely condition. £375. 62, Arkwrights, Harlow, evenings, weekends. [9906

ALL PARTS for Ford Special. Dismantled 1938 Ford Ten Tourer. Chassis rusted but all other parts in excellent condition. £25. Box No. A.907. [9907

1936 RILEY KESTREL. Good. Must sell, emigrating. Offers? 115, Queen Alexandra Mansions, Judd Street, W.C.1. [9910

BENTLEY, 1924, 3 litre 4-seat Tourer. Completely original, sound throughout. £160. After 6th, Lake, Pitts Cottage, Westerham. Phone 226811. [9911

BUCKLER 90. Twin carbs, close ratio gears, 8.5 compression, alloy body. All usual mods. Almost unused due to family commitments. Would exchange for modern Saloon. All offers considered. Colley, 10, Bright Street, Wollaston, Stourbridge, Worcs. [9912

ALVIS FIREBIRD, 1936, D.H.C. Mechanically good, body fair. New hood. Taxed Dec. £75. "The Paddock," Anglefield Corner, South Godstone, Surrey. South Godstone 3298. [9914

LAGONDA 3½ litre, 1935 engine, some accessories. Smith, Waterloo 5000, extension 8337 (office). [9915

PAIR new 1¼ in. S.U. Carbs, £12 10s. 44, Bittacy Rise, N.W.7. FIN 6659. [9916

O.M., 1930, 2 litre O.H.V. Low chassis, sloping radiator, Zagato-style 2-seater. Fast, superb handling. Rare model. 1, Charter Way, London, N.14. PAL 5071, or Whitchurch 395, Bucks. [9917

CARLTON COUPE. British Ford V.8 with coachwork by Carlton, 1937. A magnificent and impressive motorcar, previous owner titled. Black-cellulose, chromium, hood and upholstery in first class condition. Mechanically faultless. 43,000 miles only. Will not do much more than 90 m.p.h. but gets to this figure most rapidly and effortlessly, outpacing (and outgracing) cars at three times this price. £185 o.n.o. BER 1012. [9918

HARLEY DAVIDSON 750 twin, 1946. Also Indian 500, non runner. £30 both. Sacrifice. Shaw, 5a, Chester Place, Southsea, Hants. [9920

1929 SUNBEAM 25 h.p. Tourer. Good general condition. Good hood, screens and bag. Six good tyres. New battery, exhaust system, recently rewired and repainted. Taxed and insured. Must be sold, owner returns to South Africa in August. Best offer over £60. Ross, 78, Overstrand Mansions, Prince of Wales Drive, S.W.11. MAC 2201. [9921

M.G. T.C., 1947. Good condition. Extras. Offers. 16, Atlas Road, Earls Colne, Colchester, Essex. [9922

1938 RILEY KESTREL Big-Four. Overdrive. 38KX series. Black, red leather. New battery, valves, three tyres. Linered to standard. Register member reduced to Monaco. Around £160. Holland, "Trewithin," Greenfield End, Chalfont St. Peter, Bucks. [9923

ALVIS, 1938, 19.8 h.p. Coupé. Bodywork and trim need working on. Minus left door. Offers to £35. Ashwin, Baybrooks, Horsmonden, Kent. [9924

ROLLS 20/25 Sportsman's Saloon. Trunk boot, aluminium body, leather upholstery, brakes relined, excellent mechanical order. Taxed year. Sad owner going abroad. £390. Greenwich 5598. [9925

RILEY 2½, 1948. Excellent. Recond. engine. £305 o.n.o. Curtis, 36, Howard Avenue, Bexley, Kent. [9926

M.G. J.2 SPARES. Chassis, overhauled steering box and front axle fitted hydraulic brakes. New, unused petrol tanks and carbs. Five wheels, three with new tyres. Hood and side screens. Also Derrington manifold for E93A Ford. Smith, 15, Guildford Road, Seven Kings, Essex. Phone: S.K. 7145 after 6 p.m. [9927

ALVIS FIREFLY, 1934, Tourer. Preselector. Excellent overall condition. £115. 32, Lexden Road, Acton, W.3. ACO 9325. [9928

ALVIS SPEED 20, 1935. Mechanically very good. Engine excellent, brakes relined, tyres have done 1,000 miles. Good batteries, silencer, radiator. Bodywork fair but fully serviceable. Evenings, LEAtherhead 2907. [9929

1927 AUSTIN CHUMMY Tourer. Mechanically sound, completely original. Marsh, 31, Kingston Road, Oxford. [9930.

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

FOR SALE—*continued*

BENTLEY '38, 4½ litre Thrupp and Mabberley Sports Saloon. Very elegant and reliable car with full extras. Around £450, or would exchange latest Minx Saloon, plus cash up to £300. Box No. A.931. [9931

1934 SIDDELEY SPECIAL Sportsman's Saloon. One owner since six months old. In running order. Spare engine, gearbox and axle. Best offer over £50 for quick sale. Also 1934 M45 Lagonda Tourer in excellent condition. £250. White, 2, Dudley Road, Copnor, Portsmouth 20814. [9933

SUNBEAM-TALBOT, 1953, IIA Convertible. New hood. Excellent performance. £475. Caterham 3551, Surrey. [9934

OLD COPIES "Motor Sport," 100; "Autocar," 500, 1947-1959. Highest offer will be accepted for the lot or individual copies. Buck, Prescott, Adlington, Cheshire. [9935

1951 X.K.120, fitted lead Indiun bearings, 8 : 1 C.R., high lift camshafts, C-type head and clutch, lightened flywheel, dual exhausts, tonneau, twin spotlamps. Silver grey with red upholstery. New parts in 1959 include two tyres, Vynide hood, water pump, clutch, screen washers. Faultless car, well above average. £490. H.P. terms possible. Phone Bagshot 2375 evenings. Badgers Mount (Kent) 221 weekends. [9944

M.G. 2 litre Drophead. Thorough engine overhaul, respray, new hood, 1956. Well maintained. Good tyres. H.P. possible. £145 o.n.o. Marsh, GUL 3668. [9945

1937 RILEY 1½, original and in good condition. £180, Symonds, 87, East Lane, Wembley. ARN 8019. [9946

ALVIS 12/70 Saloon. 1938. Twin S.U.s. Sound mechanically. Smart appearance. £100 o.n.o. I. Price, 48, Scotland Road, Blackburn, Lancashire. [9947

LAGONDA 2 litre, 1929. Rare close-coupled Saloon. Mechanics just overhauled, body good. £155. Dyster-Clark, Long Sutton, Hants. [9948

M.G. T.A., 1936, cheap for quick sale. 84, Allerton Road, Harlescott, Shrewsbury. [9949

M.G. T.C., 1947. Thirst quenched during £265 haggle. Chetwynd, 25, Dial Way, Sheffield 5. [9950

RILEY GAMECOCK. Good condition. New hood. Delightful open P.V.T. Register member. £95. Bailey, 29, Birchen Grove, Luton. [9951

JAGUAR Mk. V, 1950. Suede green. Excellent condition. All accessories including radio. Genuine 43,000 miles. £495 o.n.o. Reakes, 9, Woodlands Avenue, Leigh, Lancs. [9952

OUTSTANDING RILEY KESTREL Special Series 6-light Saloon, 12/4, 1936. Perfect engine, also steering, brakes, transmission, lights (Marchal). Interior immaculate. Battery, tyres, body, good. Photo. £120. Bookless, 102, London Road, Reading. [9953

1959 LANCIA APRILIA Saloon. Fast, economical. Loose covers. £175. Oliver, "Hollywoods," Galleywood Road, Gt. Baddour, Chelmsford. [9954

L.T.C. 9. 1940 Brescia G.P. 328 B.M.W. works team car. 130 m.p.h. 2-seater Sports. Ex G. Tyrer. Will out-accelerate most new sports cars. 0-100 17 secs. £500 o.n.o. 1934 3½ litre Rolls-Bentley Drophead. T. & I. Any trial. £195. 1934 Alvis Speed 20 Saloon. £40. Breaking Alvis Firefly and M.G. F. Magna. Daimler 18 gearbox. Horridge, 29, Knowsley Street, Bury, Lancs. (Tel.: Bury 4447.) [9955

WOLSELEY HORNET Special. Wittingham, Mitchell Coupé, 1935, 4-seater. Windtones, spotlight, just resprayed. £115 o.n.o., or part exchange for potent space frame special. 10, Ronald Grove, Castle Bromwich, Warks. [9956

JAGUAR, 1939, 1½ litre. Black, brown leather upholstery. Coachwork excellent for year. Tyres as new. Back axle, springs, suspension and steering overhauled 2,500 miles ago for £80. '54 engine. £180 or what? J. Griffiths, Hinton Farm, Lea Cross, Shrewsbury. Tel. Yockleton 31. [9957

RILEY. Either S26K "Kestrel" 6-light, 2,500 miles since completely reconditioned engine, clutch suspension, brakes, steering; new tyres, battery, dynamo, chrome, black cellulose. £175 o.v.n.o. Or 9 "Merlin," rebuilt to virtually new, including brand new engine, 24,000 miles ago; maintained regardless since. £160. Hanney, 7, Grosvenor Road, Abertillery, Mon. [9958

1913 BRIXIA ZUST 4.7 litres. A powerful Edwardian Sporting Tourer. Believed sole survivor in U.K. of this once famous classic Italian. Perfect running order and ready for immediate events. £550. G. A. Brown, "Glen Ross," Llantwit Major, Nr. Cardiff, Glam. Tel. 133 (evenings). [9959

1938 FIAT 1500 Pillarless Saloon. Fast. Eyefull. Crimson, black. £65. Read, 13, Landrake Close, St. Budeaux, Plymouth. [9960

1922 HUMBER 8 h.p. Tourer in superb condition throughout. Runs well economically. £175. 45, Shirehall Park, N.W.4. Hendon 7755. [9961

FOR SALE—*continued*

M.G. J.2. Engines x 2, £15 & £10. Crankshaft £10. Rickman, VIC 2323 x 192 weekdays, 10 a.m. to 4 p.m. [9962

BARGAIN. Exceptional 2½ litre Jaguar, 1939 Sports Saloon. Two owners. £65. Smith, 86, Chalk Farm Road, London, N.W.1. Phone: GULliver 2767. [9963

WOLSELEY HORNET Special, 1934. Good condition. £45, offers. 34, Lion Road, Bexleyheath, Kent. [9964

ASHLEY 750 with Hardtop, boxed chassis, I.F.S. 2 L.S. hydraulics, modified engine, good tyres. A finished Special. £215. Patchett, 306, St. Mary's Lane, Upminster, Essex. [9965

SUPERCHARGER (Wade) for Ford 10. Manifold and carb., £17 10s, o.n.o. Two new remoulds, 500 x 20, 50s. each. 700 x 21, nearly new, £5. Wolseley Daytona Sports, 14 h.p., differential, £3 10s. 5 in. speedometer and r/counter, £2. 89, Denmark Hill, S.E.25. Rodney 4838. [9966

NEW PAIR 600-16 Dunlop "Road Speed," 550-16 Goodyears, Lucas racing magneto, 170V Mercedes half-shafts, practically all '39 Morris 12 spares. Benington, The Twitten, Crowborough, Sussex. [9967

LAGONDA RAPIER, 1935, 10 h.p. 4-seater open Tourer. In good condition throughout. £140. Jay, 28, Century Road, Great Yarmouth, Norfolk. [9968

M.G. T.C. Very good condition. Offers over £270 for quick sale. Vanstone, 4, Marldon Road, Bitterne, Southampton. [9969

£175 HUMBER SNIPE, just fitted new rings and big ends. £70 spent since August last year. B. Freeman, Littleworth, Towcester, Northants. [9970

SPECIAL. Tuned Bedford engine, three S.U.s, preselector gearbox, professionally built body. Very suitable for hill climbs, sprints. £120. Seen London and Midlands. McQueen, 24, Charnwood Street, Derby. [9971

STORK Raving Mad! T.C. M.G., 1949. Three owners. Resprayed, reground. Excellent throughout. £350. 5, St. John's Road, Cambridge. [9972

LAGONDA SPARES, 16-80/2L, all parts available. Gordon, 9, Oak Drive, Bramhall, Cheshire. [9973

ALLARD, 1947, J1/F Sports. Mercury engine 21,000 miles. Good tyres. £125. Owner going abroad. Maule, New Manor House, Thames Ditton, Surrey. EMBerbrook 2460. [9974

M.G.A. CHASSIS, brand new. £40. Pair S.U.D.D. 1¼, £3. 12 volt radio £11 10s Supercharger for S.V. Minor £45. Or any offers. Must be sold. 8, Fairview Avenue, Rainham 5096, Essex. [9975

1940 ASTON MARTIN 2 litre "C" type (speed) model 2-seater. Completely overhauled and resprayed. Full weather equipment. £345. Abel, 11, Vineyard Hill Road, S.W.19. WIM 4138, after 7.30 p.m. [9976

FIAT 500, 1939. Good condition. £120 o.n.o. 26, Shooters Avenue, Kenton, Middx. Wordsworth 0678. [9977

T.R.2. April 1954. Black. Hood and side curtains. Mileage under 38,000. In excellent condition. Available July. Only reason for sale, owner going abroad. £525. Apply H. Dodd, Ridgewood Manor, Uckfield 338. [9978

2 C.V. CITROEN Pick-up, 1955 model. One owner. £210. J. Lott, Springside House, Lyminge House, Lyminge, Folkestone 87289. [9979

1924 SINGER 10 h.p. Tourer. Excellent condition. Reason for sale, purchase of steam wagons. Williamson, Gate House, Endon, Stoke-on-Trent. [9980

INVICTA 1½ litre, 1933. Handsome 4-seater Tourer. Excellent roadholding. Good condition. New hood, tonneau, screens, spare engine, etc. Nearest £165. Simmons, 217, Elgin Avenue, W.9. CUN 0709 (evenings). [9981

1936 BENTLEY 3½ Park Ward Sports Saloon. £200 mechanical overhaul last 7,000 miles. £350. Sinclair, 94, Adwick Road, Mexborough, Nr. Doncaster. Phone Mex. 3114/3159. [9983

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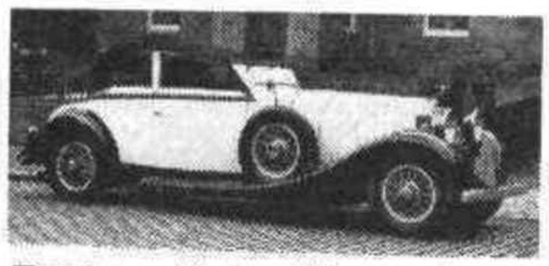
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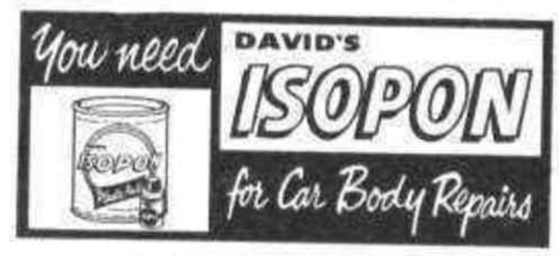


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WANTED: 5 Sankey beaded edge artillery wheels to take 815 x 105 tyres, 6 stud fitting, 3 in. radius, 3¼ in. centre hole, ten spokes. Two brass oil carriage lamps to suit Edwardian Landaulette. 4 spoke 16 in. steering wheel and brass o/s Ducellier side lamp to suit 1915/1916, 15-17 h.p. Swift. Distributor for Simms S.U.4 magneto. Copy "Autocar," October 16th, 1925. Literature dealing with 1907 Napier and 1915/16, 17.9 h.p. Swift. Ardran, 69, Sandown Road, Liverpool, 15. [8424

LAGONDA, 2 litre Saloon. Reasonable. Warran-Smith, 87, Lime Avenue, Leamington. [8447

WANTED: Twin carb conversion for A.35; also sports exhaust. Borrowman, 46, Grierson Crescent, Edinburgh. [9440

BOUND VOLUMES or loose copies "Motor Sport" to 1950; "Autocar," "Motor," etc., to 1939. High prices paid for early copies, particularly "Autocar" 1899 to 1930. Box No. A.448. [9448

WANTED: Aston Martin D.B.2-4 Engine or crankcase, crankshaft and pistons. Box No. A.460. [9460

WANTED: L.G.45 or L.G.6 Saloon. State details and price please. Box No. A.469. [9469

WANTED: "Motor Sport," bound or good secondhand copies years 1948/52 inclusive. Ronald Hadley, "Amberhurst," 12, Silver Lane, Purley, Surrey. [9477

M.G. T.A. Swept Wings, part or complete. Any condition if restorable. Watford 29317. [9506

DERRINGTON HEAD or W.H.Y.? for Riley 1.5. C. Harrison, Ingoe, Matfen, Newcastle/Tyne. Stamfordham 283. [9507

"D"-TYPE BOX for 6¼ Bentley. Le Mans type rad cap. The Spinney, Withinlee, Prestbury, Cheshire. [9510

WANTED: Hard top and sliding screens for M.G. T.D. Porter, Ashfield, Ross, Herefordshire. [9521

SERVICE MANUAL for 1937-40 3½ litre S.S.100, Hyatt, 32 Armd. Wksp., R.E.M.E., B.F.P.O. 32. [9522

LAGONDA or Aston Martin (David Brown) 2.6 or 3 litre engine/clutch/gearbox assembly for reconditioning. Other spares if available. Vokes, 26, Abbotswood, Guildford 3509. [9541

PRE-WAR "MOTOR SPORTS," "Autocars," "Motors" wanted. Kidd, 47, Southcote Lane, Reading. [9542

1172 TRIALS SPECIAL required, complete or part-built. 24, Orchard Rise, Shirley, Surrey. [9543

WANTED—continued

WANTED: Autovia camshaft with oil pump drive unit complete. 79, High Street, Gravesend. [9544

"ROTAX" MT933 12v. starter motor for 1932 23.8 h.p. Sunbeam. Any other spares? Phone EUS 1288, Ext. 28, office hours. [9556

WANTED: One Crown Wheel Pinion assembly, 56 x 10, for 1931 Sportsman Saloon Sunbeam. Part No. 339556/7. H. Outen, Grange Road, South Green, Billericay, Essex. [9561

VINTAGE AUSTIN 7 Tourer (4-seater) required. Good original condition with reliability essential. Private buyer, S.E. England. Box No. A.562. [9562

VINTAGE light 4-seat Tourer in excellent condition required for cash. Box No. A.563. [9563

BENTLEY 3 litre Red Label open V.D.P. 4-seater urgently wanted. Essential good mechanically; bodywork sound if shabby. Preferably "A"-type gearbox; good brakes. 50 miles Newbury. No junk. Pay up to £250 cash. Full details, photos, to: Latham, Roden House, Compton, Berks. [9564

WANTED: "Motor Sports," May and July, 1957. Hole, Corner Stores, Milverton, Taunton, Som. [9566

WANTED: Two new or secondhand 600 x 20 tyres (not truck type). Please inform if only one available. Dixon, 18, Hartington Road, St. Helens, Lancs. [9583

WANTED: Falcon Mk. II Bodyshell for Ford chassis. K. McDonald, 19, Thornton Road, Ellesmere Port, Cheshire. [9584

ALVIS SPEED TWENTY or Talbot in North Country. Good bodily. Macdonald, 9, Warrender Park Terrace, Edinburgh. [9625

MINOR "1000" 8.3 C.R. standard cylinder head, or complete head assembly. Condition and price please. Box No. A.626. [9626

SALOON BODY for 2½ Jaguar, 1936-1947 suitable. Must be absolutely sound. Wright, 99a, Boreham Road, Warminster, Wilts. [9627

WANTED URGENTLY: M.G. T.A. engine or anything suitable. All replies answered. 26, Broad Street, Newport Pagnell, Bucks. [9628

CLOSE COUPLED or Coupé Diesel-engined car to stand A.A. inspection. Photo, etc., to Danaher, Swilland Old Vicarage, Ipswich, Suffolk. [9630

M.G. V.A. Tourer required. Mechanical condition preferably lousy, bodywork preferably good. Goddin, 20, Station Road, Kenilworth, Warwickshire. [9633

PRE-WAR 500 FIAT. Condition immaterial. Must be cheap. Box No. A.650. [9650

DOUGLAS R.H. (1923/4) 6 H.V. or O.C. Complete machine or parts. 1910/11 Douglas ditto. Else, 263, Wollaton Road, Nottingham. [9704

DIESEL BENTLEY. Box No. A.705. [9705

H.R.G. Derrington Cylinder Head, with the other bits and pieces, if available. Details and price to Jameson, 12, Southend Avenue, Darlington, Co. Durham. [9706

WANTED for 1932 "M" type Midget: Radiator complete, seats, side valances, wings ("V" section), differential. For "J" Midget: Laystall or J.4 crankshaft/rods, blower. SLO 5667. [9707

WANTED: Vintage A.7. Good condition or restorable. Cole, 6, Landview Gardens, Ongar, Essex. [9708

AUSTRALIAN enthusiast (sob) who has yet to experience (sob, sob) the atmosphere of a Continental Grand Prix would appreciate cheap seat to German Grand Prix or W.H.Y.? Buckerfield, Tupwood House, St. Catherine's Road, Caterham, Surrey. [9709

WANTED: Lancia Aprilia, 1937-39, or other quality Sports Saloon or Tourer. Must be mechanically sound with the bodywork and interior in good trim. Box No. A.787. [9787

HANDBOOK AND MAGNETO wanted for 1926 Austin Chummy. Lake, 40, Goldieslie Road, Sutton Coldfield, Warwickshire. Sutton 5855. [9788

AUSTIN NIPPY. Good condition. Manchester area preferred. Write: Marshall, 14, Gairloch Avenue, Stretford, Manchester. [9789

SILVER GHOST Tourer, original 1915 or earlier. Please write Box No. A.790. [9790

WANTED: 1951/2 V.8 Cadillac engine, good condition, complete with gearbox, carbs and electrics. Freezer, Mill Rithe, Hayling Island. [9791

M.G. T.D., T.C., in good condition, or exchange for Volkswagon, 1955. 75, Abingdon Road, Oxford. [9792

ENTHUSIAST—with own spade—wishes to unearth pre-1920 Silver Ghost to restore. Butler, 11, Albion Park, Loughton. [9794

VOLKSWAGEN, L.H. or R.D. drive. Age immaterial. Must be sound. De Luxe preferred. Box No. A.889. [9889

WANTED: Railton 28.8. Good condition. Write: Smith, Brimscombe Court, Thrupp, Stroud, Glos. [9890

JOWETT JUPITER wanted, restorable. Cash. Details to C. W. Ellison, Coombe House, Chieveley, Newbury, Berks. Chieveley 325. [9891

JAVELIN DE LUXE, for cash. About 1950. State condition. All letters answered. 23, Britannia Road, Westcliff, Essex. [9892

WANTED—continued

ALVIS, Bentley, Bugatti, Frazer-Nash, Lagonda, Lancia or some similar sporting carriage wanted for a modest figure. Would not object to repairs, or rough body if cheap. Robson, 21, Heathfield Road, Fleetwood, Lancs. [9894

WANTED: Open 3 litre Bentley, preferably Red Label V.D.P. Must be sound. Good home promised. Arkell, The Hollow, Northchurch, Berkhamsted 23. [9895

WANTED: Ford Special, fibreglass, hardtop. I.F.S. Full details and price up to £250. Box No. A.896. [9896

RILEY "9" Laystall Con-rods. Will pay fair price or exchange for "Ulster Head." Kennion, 9, Greenways, Hertford, Herts. [9908

ROLLS-ROYCE Silver Ghost Limousine or other type closed coachwork, 1911 or older. Will pay top price. Millard W. Newman, 110, Martinique Avenue, Davis Island, Tampa, Florida. [9909

HARDTOP for Austin Healey 100/6 BN4. Sinclair, 94, Adwick Road, Mexborough, Nr. Doncaster. [9982

BENTLEY 3, 4½ or 6½ Engine, gearbox and back axle spares. G.N. or Fraser-Nash transmission parts. Pre-1930 A.C. 2 litre engine, gearbox/rear axle unit. W. Nicholson, Ringwood Road, Ferndown. [9987

FORD SPECIAL builder with tubular chassis requires any useful alloy panels, doors, wings, etc., or complete alloy body if adaptable. Telephone: Kidmore End 2326. [1000

WANTED: Pair H.1 S.U. Carburettors as fitted Healey Sprite. Davey, Longdown Road, Sandhurst, Camberley, Surrey. [1001

UP TO £100 offered for pre-war 2-seater Tourer, preferably Morris, in first class condition throughout. Gill, Adscombe Corner, Over Stowey, Somerset, Nether Stowey 342. [1002

RELIABLE VINTAGE TOURER in good running order; Rolls, Morris, Austin or similar. Wilson, Tudor House, Wood Lane, Gateacre, Liverpool. Phone Gateacre 1384. [1003

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WESTBROOK HAY National British Speed Hill Climb, 11th July. Start 2.30 p.m. Entries to E. R. Sturt, Chandos Press, South Road, Edgware, Middx. Refreshments and bar. Ideal for family outing. On A41 near Hemel Hempstead. [9899

PAIR MICHELIN "X" 165.15, £9, or exchange for 155.15 same. Larkswood 7249. [9919

CATALOGUES, Roadtests, 1920-1958, each car filed individually. "Autocars," "Motors," "Motor Sports," 1946-1959. Many thousands. £10 lot with files. Details: John Bell, "Atherstone," Mustow Green, Kidderminster. [1005

EXCHANGES

1940 FIAT 1100 Saloon, reconditioned, special equipment, for T.C. M.G. Esher 3623. [8653

WANTED EXCHANGE 5.25 x 21 new Dunlop remould quality for 6.00 x 21. Cash adjustment if necessary. Miller, Isham, Kettering. [9523

LAG, 2 litre. Wanted the very best example. Sln., D. Head, Tourer. Must be mech. near perfect and bodily smart. Cash or P.E. very good Monaco. Details to Whiteley, 48, Chandos Place, London, W.C.2. [9618

MORRIS MINOR, October 1953 Saloon and £200 for good fixed head X.K. 120. Box No. A.631. [9631

EXCHANGE 1959 reg. 1172 Ford Rochdale G.T. fibreglass Saloon. 12 volt lighting, hydraulic brakes. Full tune. Twin 1¼ S.U.s. For good 1958 5 or 7 cwt. Ford Thames van. Smith, 111, Mayor Avenue, Bankfoot, Bradford 5, Yorks. [9898

BUCKLER 90 for Saloon. See "For Sale." [9913

1948 JAGUAR 2½ litre Saloon. Excellent condition. 24 m.p.g., 90 m.p.h. P.100s, fogs, etc. Too big for wife. For 1172 Rochdale G.T. Consider other 1172 Special, complete or incomplete, or sell £230. Adjustment if necessary. Lieutenant Briggs, Royal Naval College, Greenwich. [9932

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SITUATION WANTED: Enthusiast, 22, requires interesting situation connected with cars. No previous experience but very willing to learn. Box No. Y.228. [9228

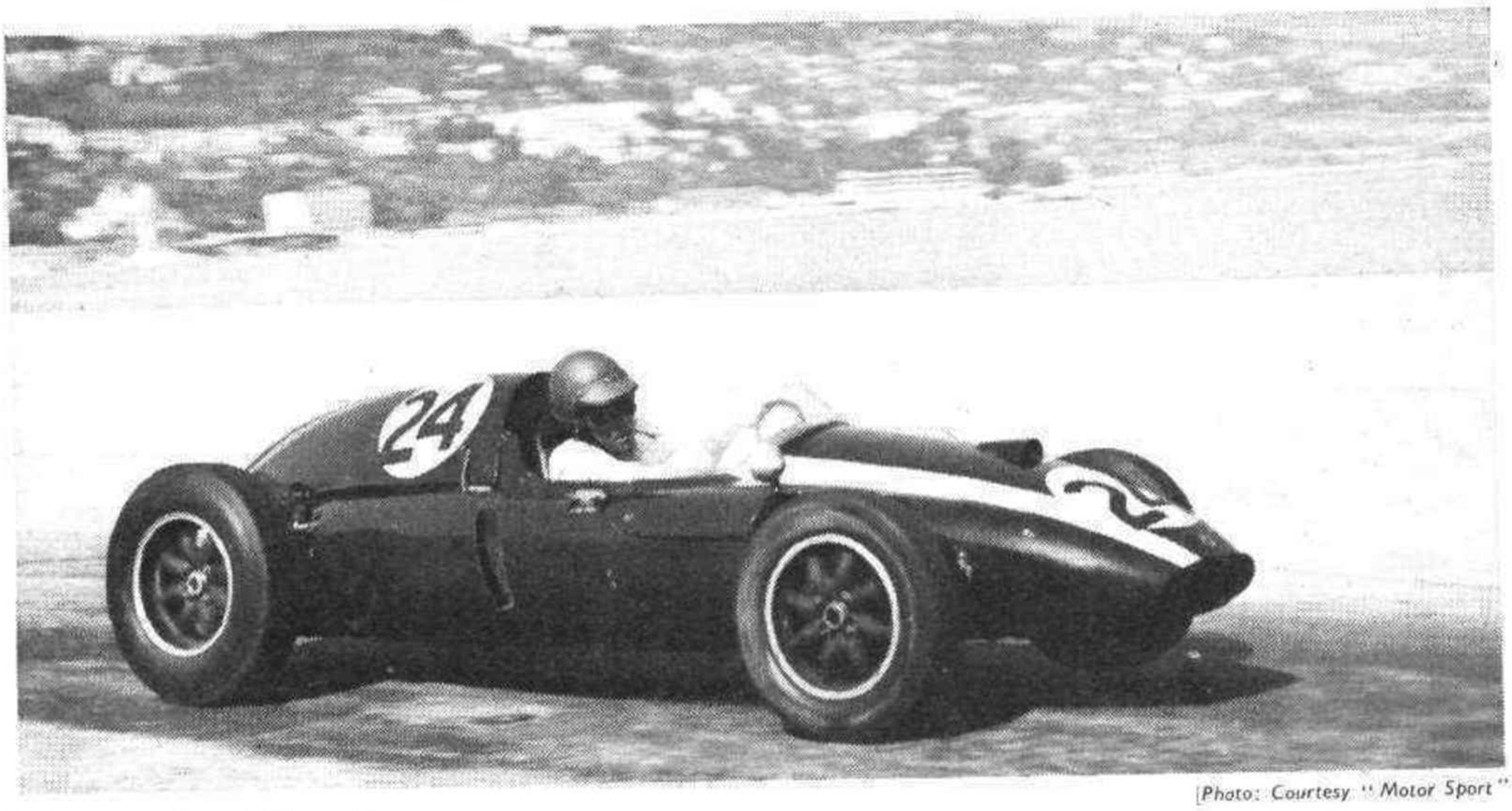
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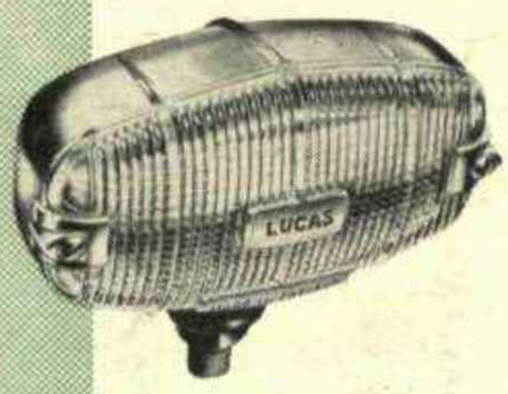
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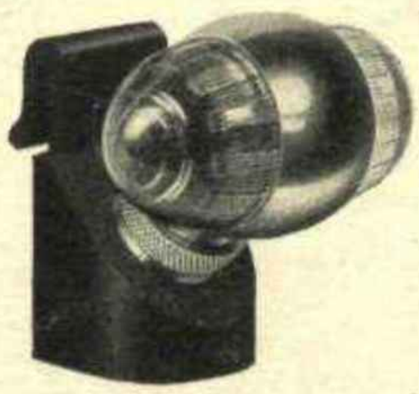
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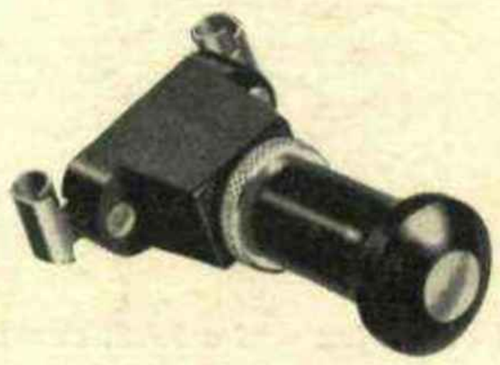
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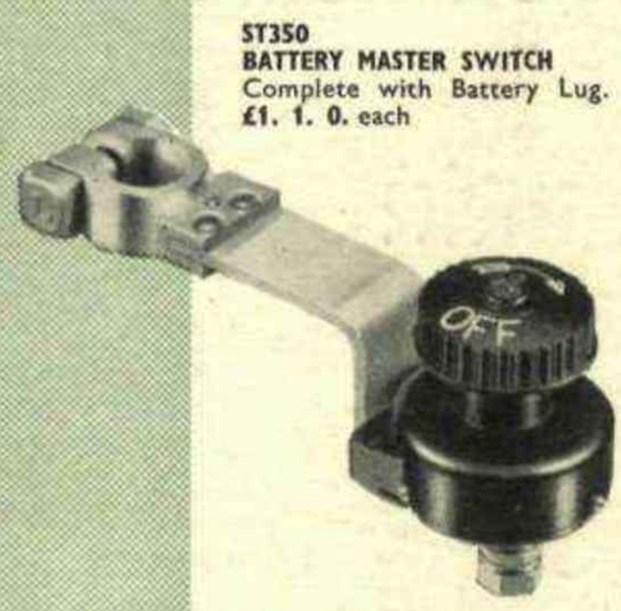


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