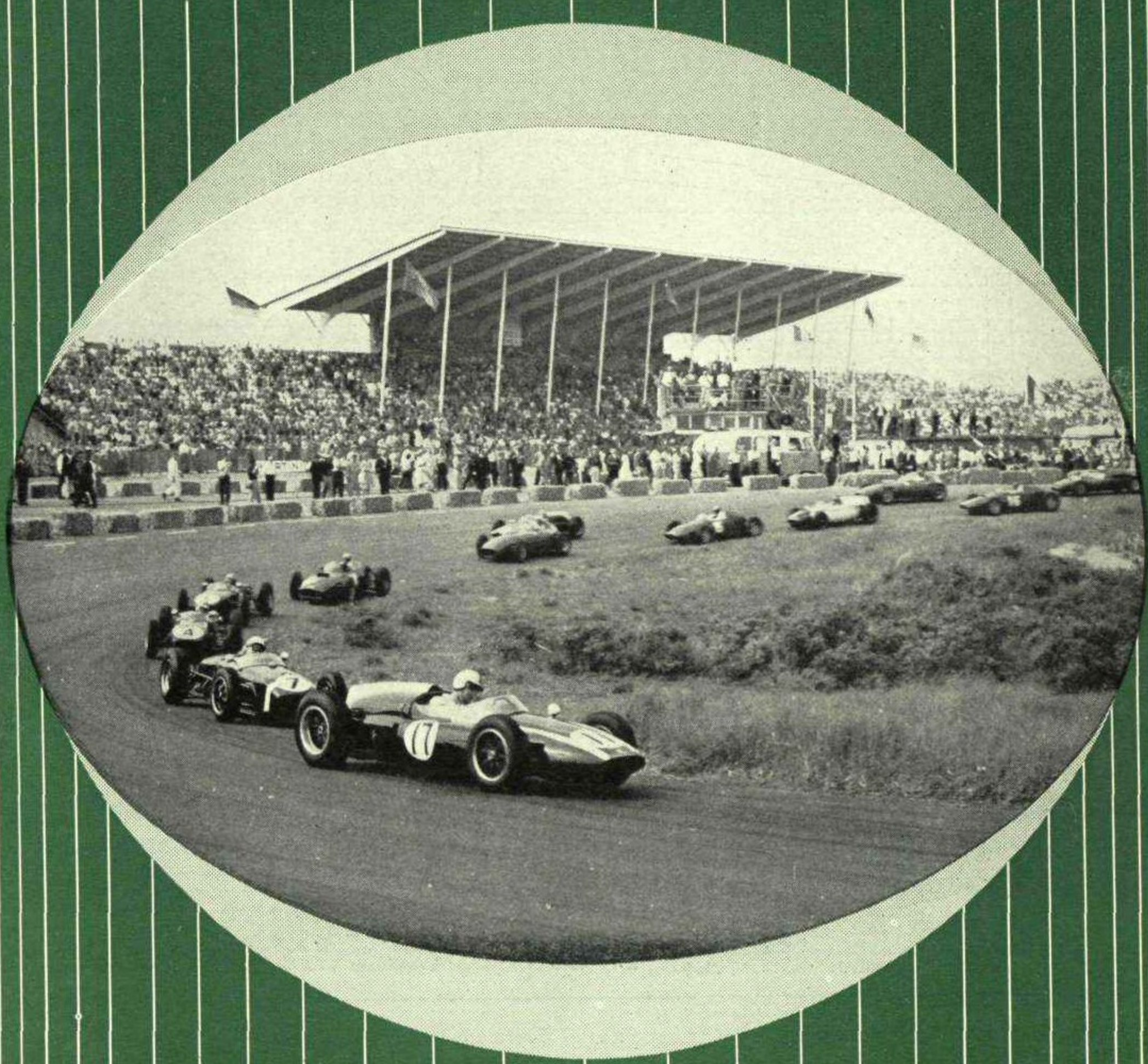
Vol. XXXVI No. 7 ONE SHILLING AND SIXPENCE July, 1960

MOTOR SPORT

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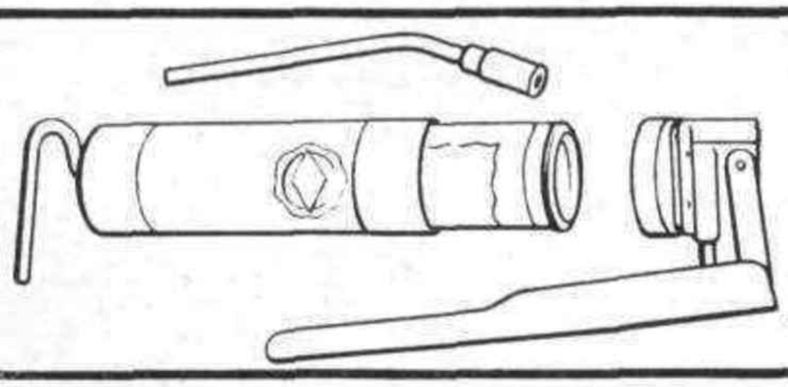


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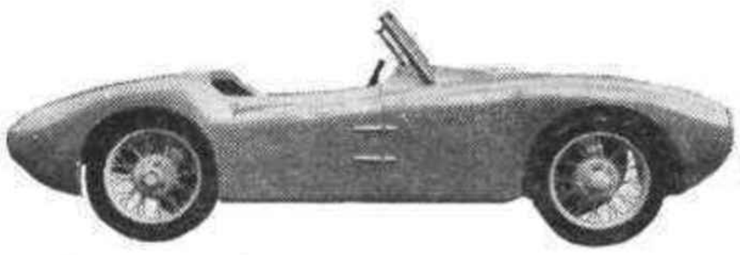
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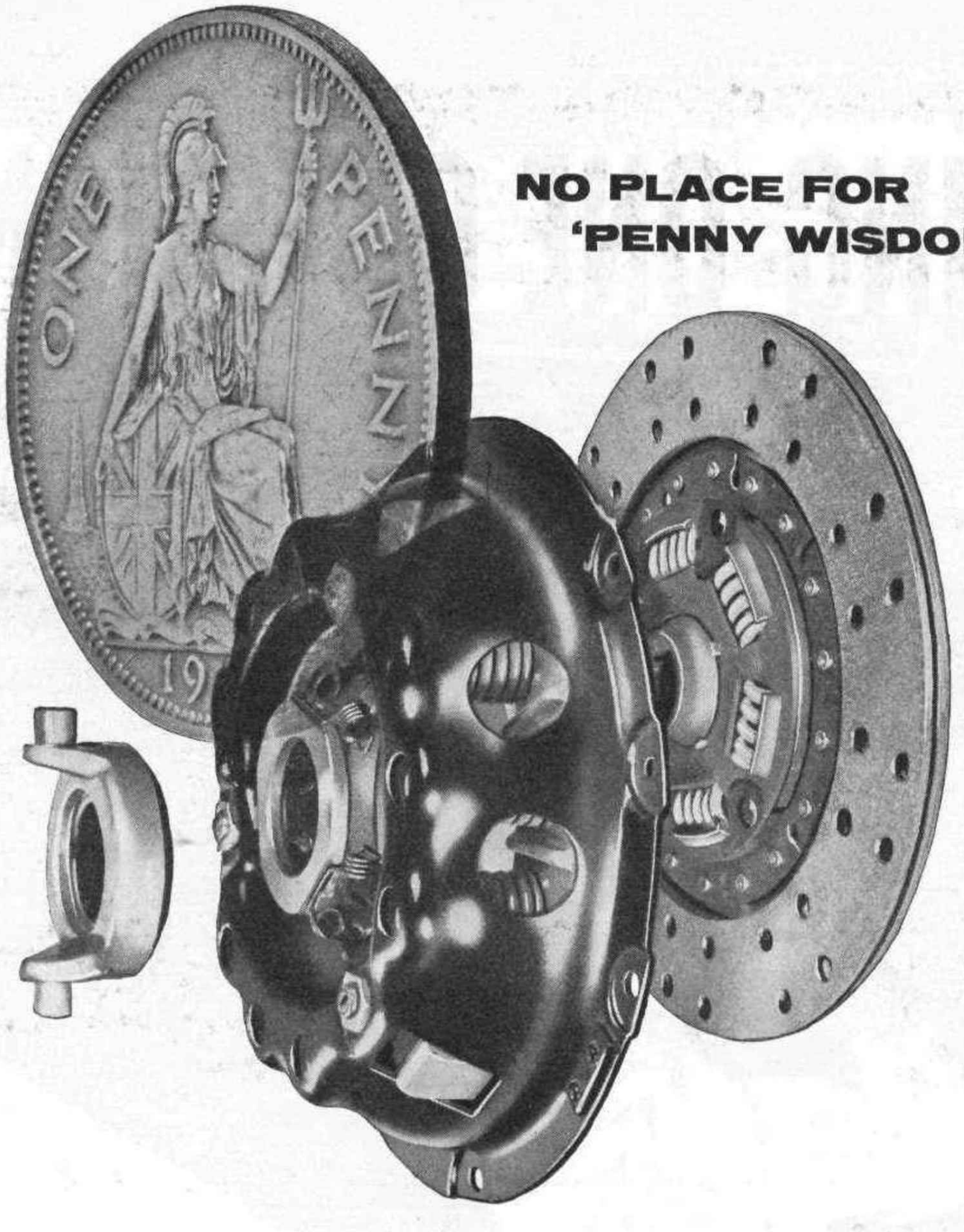
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In by-gone days, when car servicing was still slightly primitive, car-owners approached a clutch repair with fear and alarm. Their dread of expense and delay led many of them into the pitfall of 'penny wisdom'—doing clutch renewal piece-meal and having the clutch put back with badly worn components still in it.

This penny wisdom would often result in just what was feared most: another clutch removal in a few thousand miles.

'Penny wisdom' about clutch repairs—and the old-fashioned delays and expense that gave rise to it—have been made completely out-of-date by developments in clutch servicing.

Any motorist who may be approaching a clutch repair should certainly read about these developments—and how to benefit from them—on the following three pages.

ASKING ONE QUESTION



can save you pounds on clutch renewal

The major expense of a clutch repair is the labour of removing the clutch from the car. The replacement parts themselves are now cheap and very quickly fitted.

When your clutch is down, for any reason, you may save yourself pounds by asking one question. Ask the garage to check *all three* clutch components: driven plate, release bearing and cover assembly.

Any component that shows signs of considerable wear should be replaced while the clutch is out. To replace it then takes only a few minutes and costs very little. To remove the clutch *again* to replace it later would take hours and cost pounds.

WHEN YOU HAVE YOUR ENGINE REPLACED OR RECONDITIONED . . .

Be sure to have the clutch checked when you have major engine work done. If any clutch part is nearly due for replacement, this is the cheapest time to have it renewed.

You can save duplication of labour by having the clutch inspected while the engine is out. And only a good clutch can do justice to your newly improved engine. You cannot get full power through a worn clutch.

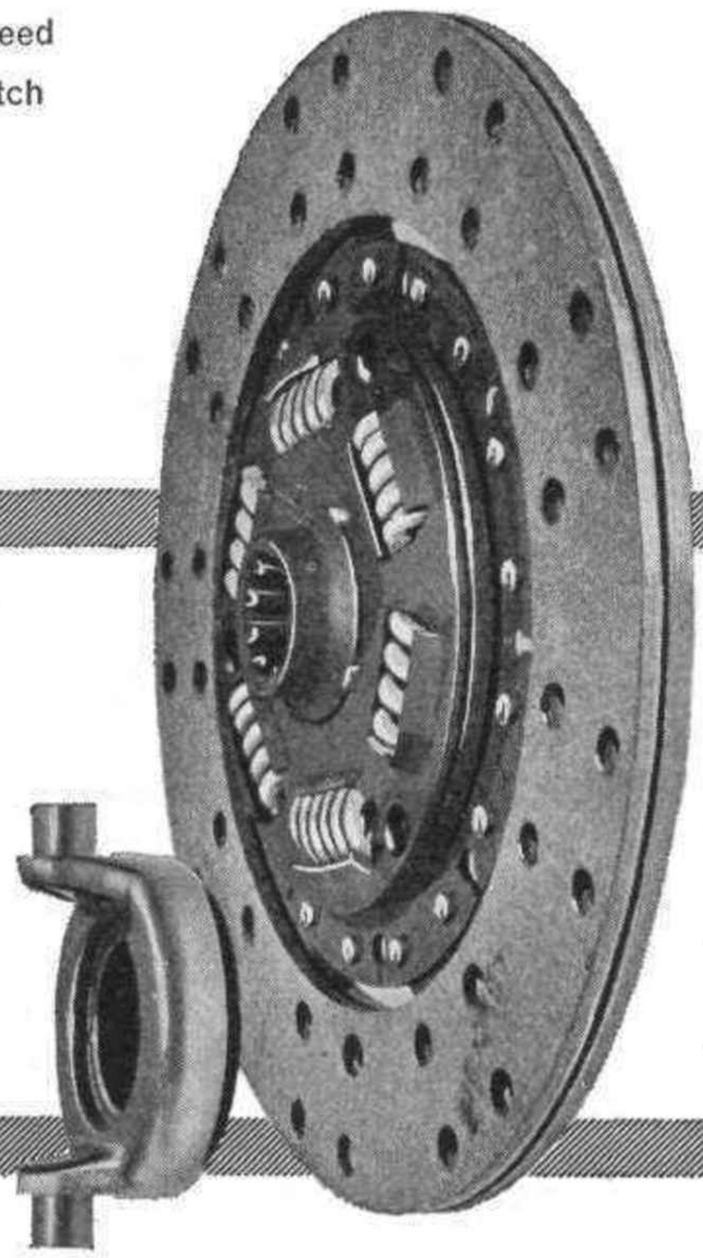
MAKE YOUR CLUTCH REPAIR GO FURTHER . . .

A thorough clutch renewal—with replacement of any worn parts by new Borg & Beck units—can pay for itself sooner than you'd think.

A proper clutch renewal will give you thousands and thousands of miles of factory-new performance and freedom from the cost and bother of repeated clutch overhaul. Remember, a complete clutch renewal will in the end save you time, trouble and money.

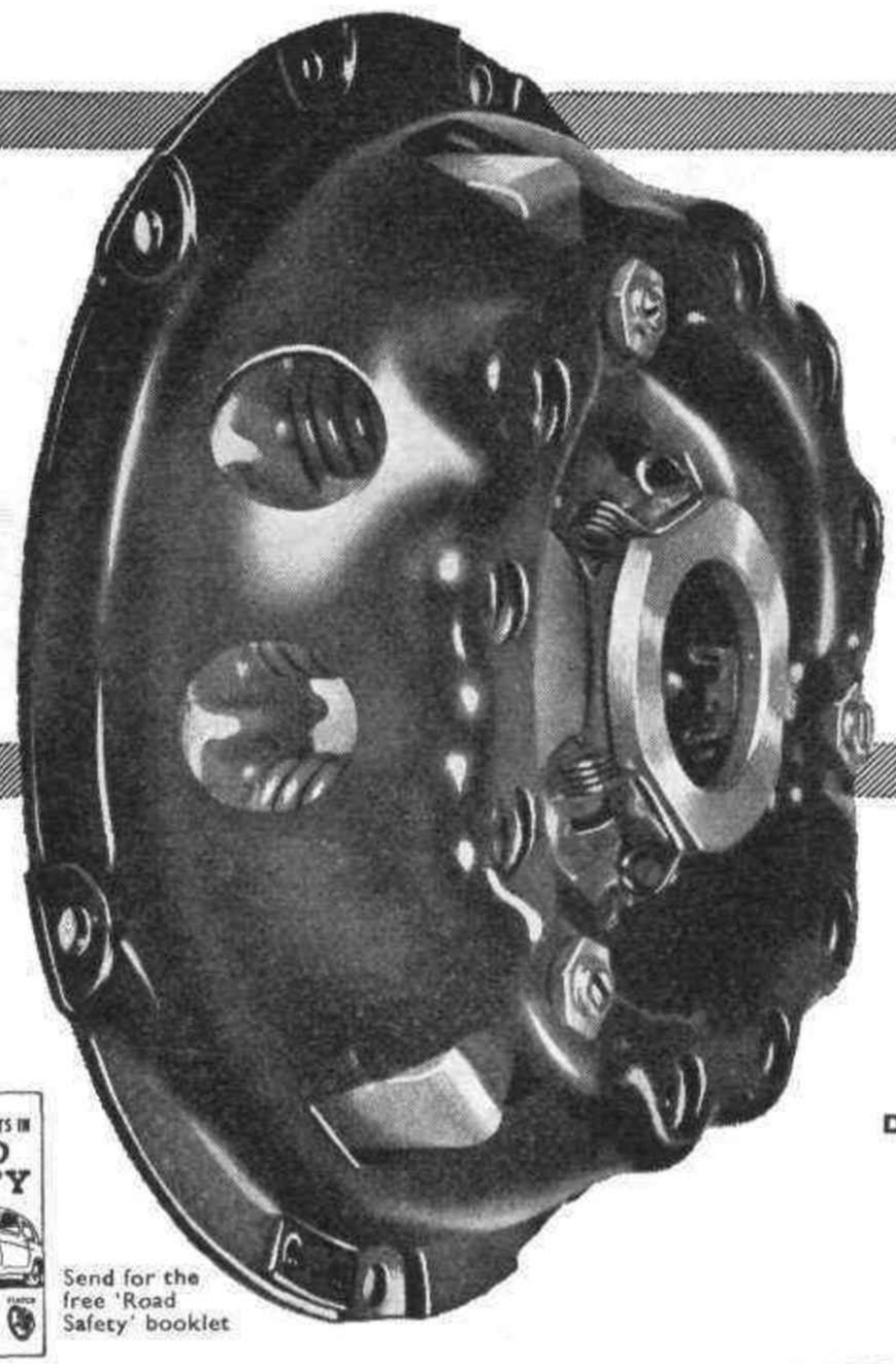
HOW BORG & BECK HAVE SIMPLIFIED CLUTCH RENEWAL

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Genuine BORG & BECK Driven Plates and Release Bearings

These inexpensive components are among the cheapest parts in your car—even though they're also among the most important. Now they last longer than ever because of Borg & Beck developments.



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These units give you the advantage of a factory-built assembly over a piece-meal patch-up . . . yet they cost much less than a new part. They are completely rebuilt and re-tested and sold with the Borg & Beck guarantee.



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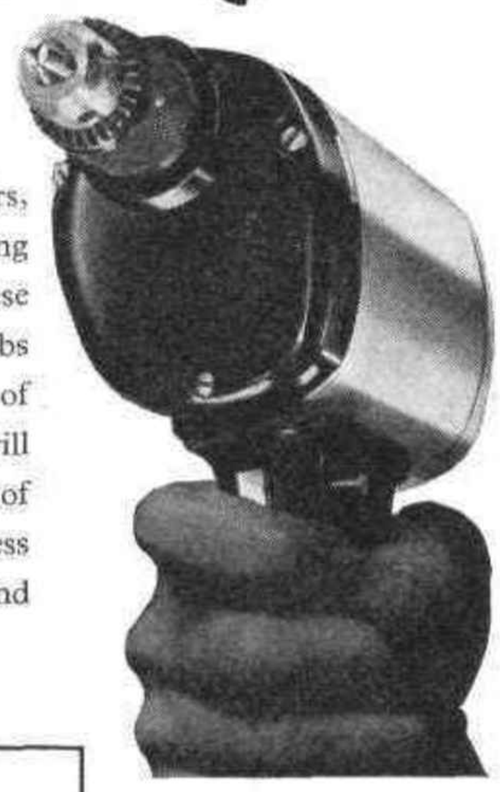
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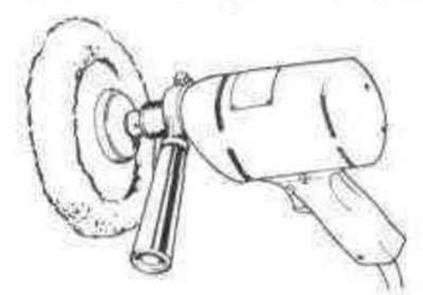


De-rusting, body repairs, paint spraying, inflating tyres, polishing . . . these are just a few of the jobs where the extra power of the Bridges 'Neonic' Drill and its versatile range of accessories save endless time and effort . . . and give better results.



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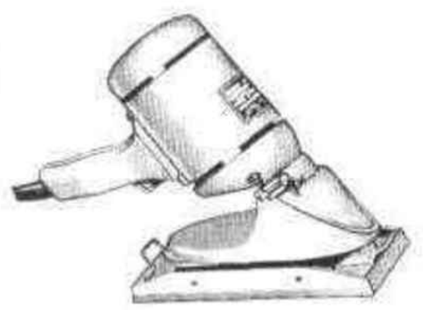
Use this set-up for removing paint, shaping filler, de-rusting and polishing.

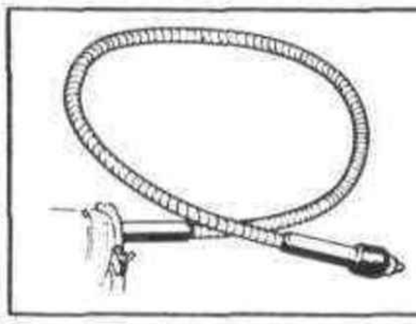
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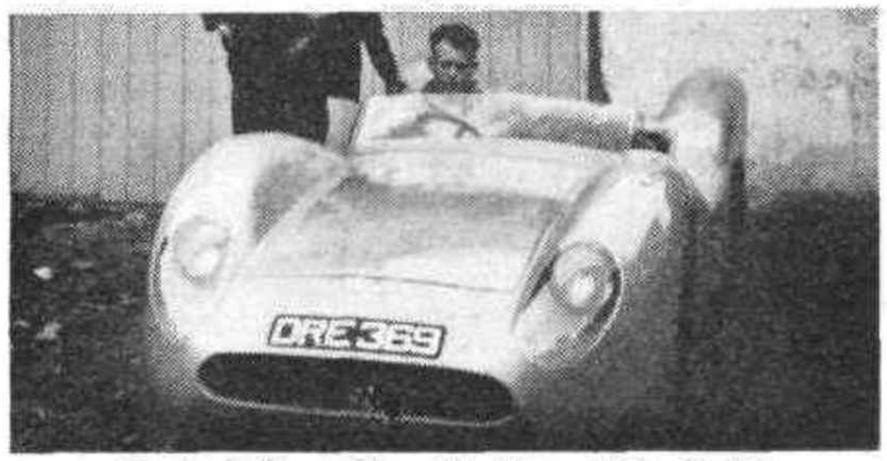
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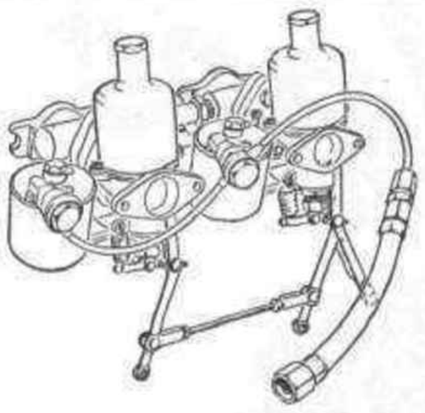
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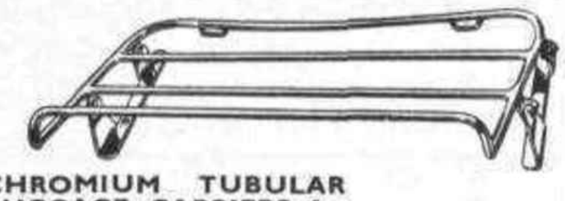
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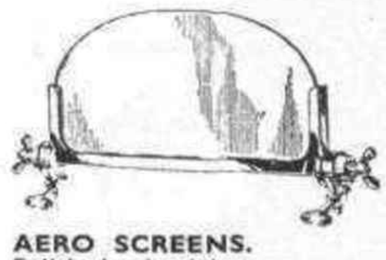


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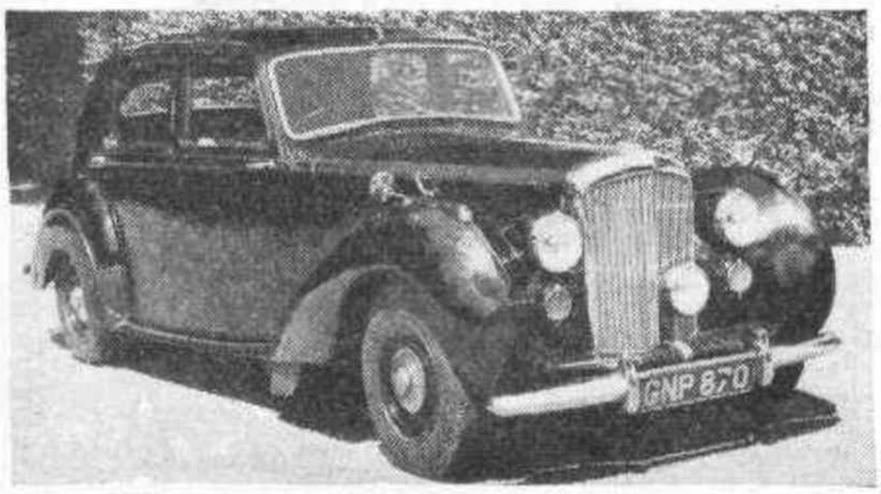


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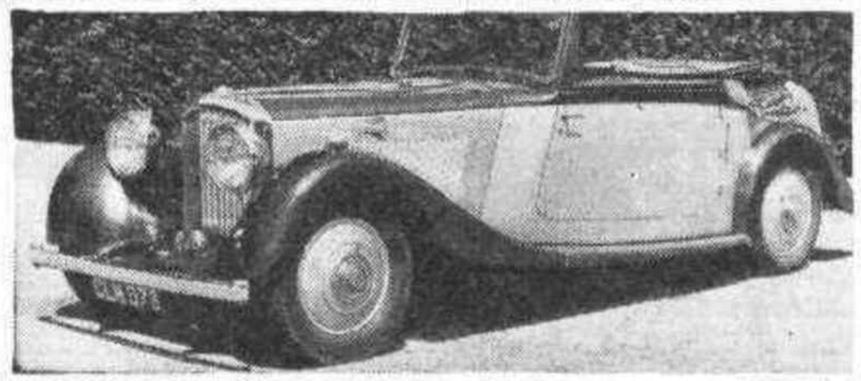
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1948 BENTLEY Standard Steel saloon, finished in black with fawn hide upholstery. Full flow engine, radio, heater, etc. In excellent order and very competitively priced at **£725.**



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1936 BENTLEY 3½-litre Park Ward drophead coupe, attractively finished in two-tone grey with red leather upholstery, and grey vynide folding head. A well above average example. **£295.**

1948 (December) ALVIS TA14 saloon, grey, an excellent car in well above average condition. **£245.**

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1954 JAGUAR XK120 roadster, two owners from new, new vynide hood, heater, washers, rimbellishers, twin exhausts, etc. Exceptional condition. **£495.**

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1959 (October) MORRIS MINI-MINOR de luxe, nominal mileage, carefully run-in by one of our directors. Undersealed, seat covers, Interior Silent Travel, as new. **£545** or exchange interesting sports car.

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HIGHLIGHTS OF THE MONTH AHEAD

- **July 7** ● On-the-spot reports of two International Championship events: The French Grand Prix at Reims and the Coupe des Alpes.
- **July 14** ● Road-test of the Sunbeam Rapier convertible.
- **July 21** ● Britain's big day of motor racing—the story of the British Grand Prix and supporting races at Silverstone.
- **July 28** ● The Great Marques—the Story of the Riley. Road-test of a versatile vehicle—the Commer Caravan.
- **Aug. 4** ● Race report of the Formula 2 German Grand Prix, held on the short South Circuit at Nurburgring. Also a review of the British Bank-Holiday meetings, including the Formula I race at Brands Hatch.

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VOL. XXXVI No. 7 CONTINENTAL REPORTS JULY, 1960

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE SPA TRAGEDIES

As we close the last few pages of this issue for printing news is to hand of the tragic outcome of Spa. At such times words of sympathy are but slight consolation but nevertheless we offer on behalf of the world of sport deep commiseration to the relatives and friends of Stacey and Bristow. Also, we sympathise with Moss and Taylor in being out of racing for some time hence.

A SENSE OF PROPORTION

The papers, the radio, T.V., all are full these days of the dangers of motoring, placing emphasis on the horrors inflicted by ruthless drivers of lethal weapons as they roar along the highways.

As MOTOR SPORT takes some pride in being " different " (there's a fine opening for our critics !) we have decided to take a different line from the majority in this matter of road accidents. Isn't it time that the vast cavalcade of road-users was complimented on managing its various vehicles pretty well under conditions of congestion, over roads quite inadequate for the flow of traffic they now carry ? Instead of bewailing the " toll of the road " shouldn't someone in authority get cracking and praise the high standard of skill and restraint of the average road user—whether cyclist, sports car owner, lorry driver or pedestrian ?

You see, it is so easy to publish totals of killed and injured without any kind of qualification. Couple to such figures the total wheeled mileage covered by Britain's motoring population and the figures, though grey, are no longer inky black. The ordinary pleasure motorist must cover some 8,000 miles a year, business drivers three to four times that figure, while the distances covered annually by commercial and public service vehicles are astronomical. Multiply such mileage figures by the enormous number of vehicles which roll along our inadequate, badly signposted, often slippery roads every minute of the day and night and the annual mileage will be seen to be almost beyond comprehension. Divide the result by the numbers killed and there is cause, not for complacency, but for some feeling of having achieved a sense of proportion.

Mr. Marples is a Minister of Transport full of ambition and ideas. Some of his ideas are very good, but he, too, should keep a sense of proportion. There has been no decisive evidence that the new Whitsun 50 m.p.h. speed limits should be drastically extended. That speed in the right place is not deadly is proved by the fine accident-free record of our only real motorway, M1. Conversely, that motorists in general exercise restraint is shown by the comparatively low speeds at which the owners of family cars drive along this very safe high-speed road.

To take police permanently away from traffic control and other duties in order to spy on drivers on the holiday 50 m.p.h. roads would be as reprehensible as is the astonishingly naïve and un-British suggestion of the *Daily Telegraph's*, referred to in our correspondence columns, that motorists be encouraged to spy on one another.

" Clearways " are a splendid accident-reducing move, far and away better than 50 m.p.h. speed limits. But why only a few easy miles here and there, requiring elaborate signs like " No Stopping—Except at Traffic Lights " and similar " obvialities " ? Better by far to state that anyone stopping a vehicle on *any* main road will be in serious trouble with the police unless there is a very valid reason for thus causing obstruction. No signs, but really clear roads, should be the result.

We deplore the growing disfigurement of our roads by a succession of notices which read like the pages from a beginner's guide to motoring—" Don't Follow Too Close," " Keep Well to the Left ", " Be Careful ", Don't, Do, Don't. If those in authority really believe that the citizens who take out complicated pieces of transport mechanism are so dim as to need this elementary roadside instruction they must surely agree that it is a cause for congratulation that, in sober fact, so few people are killed in such an astronomical mileage over such sadly inadequate roads ?

TESTS FOR TEN-YEAR-OLDS

We are told that cars built before 1950 are so dangerous that the Government is anxious to institute tests of them, yet these tests, claimed to be so vital, have been postponed again and again. We are now told that by next November no cars of this age will be allowed on the road, unless certified as having been passed by a garage mechanic as safe in respect of brakes, steering and lamps.

Tests of all road vehicles at Government test stations might have much to commend them, but checks of ten-year-old cars and motorcycles (and bicycles ?) by garages with the power to institute big repair bills on their own initiative sound far from satisfactory. There is the subsidiary points that it is usage rather than *anno domini* which wears out machinery, that even if your meticulously restored

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WORLD CHAMPION LEADS.—From the opening lap at the Dutch G.P. Jack Brabham led the race. The challenge from Stirling Moss was averted when a large stone set up on the road by Brabham burst Moss's tyre. Behind Stirling (No. 7) are Ireland and Stacey (Lotus), Bonnier (B.R.M.) Phil Hill (Ferrari) being passed by McLaren (Cooper).

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 Event.

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
July 2nd	Bentley Drivers' Club	Kensington Gardens	London	Concours (C.)	12 noon
,,	Lagonda C.C.	Sherburn-in-Elmet	Brotherton, Yorks	Driving Tests (C.)	2.00 p.m.
,,	500 M.R.C. of Ireland	Kirkistown Airfield	Portaferry	Race Meeting (C.)	2.30 p.m.
July 2nd/3rd	West of England M.C.	White Horse Filling Station	Exeter	Rally (C.)	10.30 p.m.
,,	Surrey Sporting M.C.	Whyte Harte Hotel, Blechingley	Redhill	Rally (C.)	10.00 p.m.
July 3rd	B.A.R.C. (N.W.)	Tower Grounds, New Brighton	Liverpool	Kart Meeting	2.00 p.m.
,,	Hagley & Dist. L.C.C.	Vono Works, Tipton	Dudley, Worcs	Driving Tests (R.)	11.00 a.m.
,,	Airedale & Pennine M.C.C.	Marston Moor Airfield	Wetherby	Driving Tests (C.)	2.00 p.m.
,,	North London E.C.C.	"City Square"	Denham	Driving Tests (C.)	11.00 a.m.
,,	Eastwood & Dist. M.C.	Kegworth	Nottingham	Driving Tests	2.00 p.m.
,,	Metropolitan-Vickers M.C.	Red Sign Garage, Mossley	Oldham	Rally (C.)	9.00 a.m.
,,	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (C.)	12.30 p.m.
,,	East Anglian M.C.	Snetterton	Thetford	Sprint (R.)	12 noon
,,	Oxford M.C.	Oxford Airport, Kidlington	Oxford	Driving Tests (C.)	2.00 p.m.
,,	Yorkshire S.C.C.	Marston Moor Airfield	York	Driving Tests (C.)	2.30 p.m.
,,	Citroën C.C.	Honeybourne Aerodrome	Evesham	Driving Tests (C.)	11.00 a.m.
July 9th	Godiva C.C.	Wellesbourne Mountford Airfield	Stratford-on-Avon	Sprint (C.)	2.00 p.m.
,,	V.C.C.	New Car Park, Cliftonville Hotel	Cromer	Rally (C.)	3.00 p.m.
,,	HERTS COUNTY A. & Ac.C.	WESTBROOK HAY	HEMEL HEMPSTEAD	HILL-CLIMB (N.)	2.30 p.m.
,,	Maidstone & Mid-Kent M.C.	The Market	Maidstone	Autocross (R.)	2.00 p.m.
July 9/10th	Broughton-Bretton M.C.	Red Dragon Garage, Saltney	Nr. Chester	Rally (C.)	9.00 p.m.
July 10th	Jaguar Apprentices' M.C.	Jaguar Cars	Coventry	Rally (C.)	10.00 a.m.
,,	Farnborough Dist. M.C.	Malta Barracks, Parade Square	Aldershot	Driving Tests (C.)	2.30 p.m.
,,	Ilkley & Dist. M.C.	Melbourne Airfield	Pocklington, E. Yorks	Driving Tests (R.)	1.30 p.m.
,,	B.R.S.C.C. (N.W.)	Linton-on-Ouse R.A.F. Station	York	Race Meeting (R.)	2.30 p.m.
,,	Falcon M.C.	Walkern, Nr. Stevenage	—	Autocross (R.)	12 noon
,,	Wakefield & Dist. M.S.C.	Parkinson's Garage, Ings Road	Wakefield	Rally (R.)	11.00 a.m.
,,	Evesham A.C.	Long Marston Airfield on A 46	Stratford-on-Avon	Sprint (C.)	2.00 p.m.
July 12th	Allard O.C.	Anchor Hotel	Shepperton	*Concours d'Elegance* (C.)	7.30 p.m.
July 16th	R.A.C.	SILVERSTONE	NORTHANTS	RACE MEETING (INT.)	10.15 a.m.
July 16th/17th	South Derbyshire M.C.	Bretby Service Station, Stanhope	Burton-on-Trent	Rally (C.)	11.00 p.m.
,,	De Lacy M.C. of Pontefract	Clubhouse, Ferrybridge	Pontefract	Rally (C.)	10.30 p.m.
,,	Chess Valley M.C.	Garston Motor Co. Ltd., St. Albans Rd.	Watford	Rally (R.)	9.30 p.m.
July 17th	B.R.S.C.C.	BRANDS HATCH	FARNINGHAM	RACE MEETING (N.B.)	1.30 p.m.
,,	Cambridge '50 C.C.	Malton Farm, Meldreth	Cambridge	Autocross (C.)	10.00 a.m.
,,	Blackfriars M.C.	Country Club, Botsom Lane, Wrotham	Wrotham, Kent	Driving Tests (C.)	2.30 p.m.
,,	Shell M.C. (Stanlow)	Bernie's Garage	Queensferry	Driving Tests (C.)	10.00 a.m.
,,	Sutton & Cheam M.C.	Leigh, Reigate	Reigate, Surrey	Gymkhana (O.)	11.30 a.m.
,,	Dowty M.C.	Staverton Airport, between Cheltenham	and Gloucester	Driving Tests (R.)	2.00 p.m.
,,	Shenstone & Dist. C.C.	Curborough	Lichfield	Driving Tests (R.)	11.00 a.m.
July 20th	Newquay M.C.	Quintrell Downs	Newquay	Autocross (C.)	7.30 p.m.
July 23rd	V.S.C.C.	Silverstone	Towcester, Northants	Race Meeting (C.)	12.30 p.m.
,,	B.A.R.C. (N.W.)	Aintree Club Circuit	Liverpool	Sprint (C.)	2.00 p.m.
July 24th	B.R.S.C.C.	Crystal Palace	Sydenham, London	Driving Tests (C.)	2.00 p.m.
,,	V.C.C.	Stanford Park	Rugby	Rally (C.)	11.00 a.m.
,,	London M.C.	Colne Park, Earle's Colne	Halstead	Autocross (C.)	1.00 p.m.
,,	Bedford M.C.	Park Avenue	Bedford	Rally (C.)	10.00 a.m.
,,	Southern Jowett C.C.	Hurst, Nr. Reading	—	Driving Tests (C.)	12 noon
,,	Bugatti O.C.	Prescott	Cheltenham, Glos	Speed Hill-Climb (R.)	10.30 a.m.
July 30th	Bentley D.C.	Silverstone	Towcester	Race Meeting (R.)	App. 12 noon
July 31st	750 M.C.	Snetterton Circuit	Thetford	Race Meeting (R.)	12.30 p.m.

MATTERS OF MOMENT—continued from previous page

vintage car passes with a clean bill of health you, being a motorist, pay a fee, and that November would seem a most inappropriate month to introduce these tests, because delays are likely to occur and those who hold licences valid to the end of 1960 will then be deprived of their cars through no fault of their own.

Over and above that, are these tests likely to justify their complexity? Reliable figures show that, in 1958, vehicle defects contributed to only 7,481 out of a total of 237,265 accidents and this wasn't confined solely to *old* vehicles. It would be interesting to see figures for the numbers of old cars the police have had to caution off in recent years as unsafe. If the number is very great, elaborate tests are needed to relieve the overburdened police of this duty. If, as we suspect, fewer and fewer cars are stopped in bad order the tests are a cumbersome way of doing what motor-trained police already do effectively and well.

Is the Minister of Transport really concerned primarily with the mechanical condition of the older cars or does he seek to rid our roads of the slower forms of transport? If so, he should, while trying to thin out the ranks of the less-rapid road users, pause to regard the horse-drawn cart, two-abreast cyclists and those smoke-hidden commercial monsters toiling up every hill.

Whether the ten-year tests do good or not they are going to prove a burden to owners of old cars if delays occur in carrying them out. So, from next November onwards, we suggest you leave those garages which have agreed to test old vehicles free to expedite this Government contract. Do not harry them by going to them for petrol, oil, accessories or repairs to your modern car, or else you may be delaying the test of some forlorn 1949 vehicle which has been accused of being a potential killer and which cannot clear its good name until the hard-worked mechanics have looked it over. . . .

FLEET CARNIVAL CONCOURS d'ELEGANCE (June 19th)

Up to 1915 : D. Inchley and L. Williamson (1899 Beeston quadricycle).
Up to 1930 : D. Inchley and L. Williamson (1923 Autocrat coupé).
Up to 1939 : J. Farmer (1935 Morris 10/4 saloon).
Up to 1960 : A. Jeakings (1948 TC M.G. two-seater).
Most Elegant Car and Lady : Capt. I. McLeod (1929 o.h.c. Morris Minor saloon).
Motorcycles : K. Hearnes (1912 A.J.S.).
Scooters : E. Poesland (1960 LI Lambretta/Watkinson Bambini).
Local Pre-1940 Cars : W. Cook (1934 Lanchester Ten saloon).
Longest Distance : W. Boddy (1929 Standard Nine saloon)—250 miles in ten hours inclusive of breakfast and refuelling stops.

AN ALTA REGISTER?

G. Fleming, 16, Queen Elizabeth Walk, Wallington, Surrey, wonders how many Alta cars and Alta-engined "specials" remain and asks owners to contact him.

A reader who is building a "special" round a 1932/3 Triumph Super Nine seeks data on this car.

The Editor is anxious to re-read articles by "C.G.G." which appeared in *The Aeroplane* between 1911 and 1939. If any reader has any copies he no longer requires "W.B." would derive much enjoyment from them.

The Grand Prix of Belgium

A Tragic Race

SPA, *June 19th.*

WHEN the Belgian Grand Prix was last run, in 1958, the organisers slipped up in their estimation of the performance of the competing cars by holding the race over 300 kilometres on the super-fast Spa-Francorchamps circuit. The result was that the event was all over in 1hr. 37 min. for the average speed of the winner was nearly 130 m.p.h. and as an important Grand Prix it was rather ludicrous. Due to financial wrangles there was no Belgian Grand Prix in 1959 but this year the magnificent 14.1 kilometre circuit in the Fagnes mountains, not the Ardennes as is popularly supposed, once more rang to the sound of Grand Prix car racing round the hills and in order to be sure of not repeating the 1958 mistake the Royal Automobile Club of Belgium made the race over 500 kilometres. With lap speeds of well over 130 m.p.h. this ensured that the race would go on for a reasonable length of time, and also introduced a welcome return to Grand Prix racing of a long and arduous nature rather than some of the sprint-type events that have happened, thus endeavouring to put Grand Prix racing on a higher plane than most other types of motor racing.

Practice began on Friday afternoon and early evening, from 5.30 p.m. until 8 p.m., so chosen to avoid disrupting local traffic unduly for this high speed circuit is still part of the normal road system of the district, even if many of the corners are super-elevated. Twenty cars had been invited, of which the fastest sixteen in practice were to qualify for the starting grid, but at the last moment the lone Vanwall was withdrawn so practice saw nineteen competitors turn out promptly. Notable absentees were Aston Martin, who were not interested in entering on this very fast circuit and the Scuderia Centro-Sud who wanted to enter but were turned down by the organisers, so in consequence the list of drivers lacked the names of Salvadori, Trintignant and Gregory; a strange situation considering they were all seasoned Grand Prix drivers. Instead there were Michael Taylor, Mairesse and Bianchi making their first appearance in a serious motor race. Apart from this all the regular runners were present, Brabham and McLaren with the two works Coopers; Bonnier, Gurney and Graham Hill with rear engined B.R.M.s, the three cars arriving in a brand new transporter built on a Leyland Royal Tiger chassis, and making a very handsome addition to the paddock transport park. Gurney had his left fore-arm in plaster, with cracked bones following his Zandvoort crash, but able to drive in spite of this. Moss was once more in the dark blue Lotus of the Walker Team, the car now sporting a long air-duct from the nose of the car, along the side of the cockpit, to the two large double-choke Weber carburetters, rather like that used on the Yeoman Credit Coopers. Michael Taylor was also driving a private rear-engined Lotus, entered by Taylor and Crawley, and Ireland, Stacey and Jim Clark were driving the works rear-engined Lotus cars. The Scuderia Ferrari had three front engined all-independently sprung Dino 246 cars, driven by Phil Hill, von Trips and the Belgian driver Mairesse, and the two Scarabs were driven as usual by Reventlow and Daigh. Fred Tuck had entered his 1959 works Cooper with Lucien Bianchi as driver and to complete the list were the three Yeoman Credit Coopers for Brooks, Bristow and Gendebien, while they also had their 2-litre Cooper as a practice car. Gendebien's car had a brand new engine as the reported seizure on Bristow's car at Zaudvoort had turned out to be a broken big-end bolt with the result that the con-rod came out through this side of the crankcase and wrote off the engine.

The last time the Spa circuit had been used by Grand Prix cars, in 1958, Hawthorn had made fastest practice lap in 3 min. 57.1 sec., and in the race he had set the official lap record at 3 min. 58.3 sec., a speed of 213.008 k.p.h. (approx. 132 m.p.h.), so that with two years' development on tyres, road-holding and power outputs, some incredible speeds were expected. Many of the drivers had either never raced at Spa before or had only driven round it in sports car races or in not-so-powerful Grand Prix cars, and Brabham and McLaren circulated in close company learning the way round, while Yeoman Credit sent Bristow out in the 2-litre car as it was his first visit. Brooks, however, was going very fast from the beginning, this being his favourite circuit, he really enjoying the high speed cornering. Phil Hill and his English namesake were two more drivers who were in their element on the high speed corners, which means anything up to 160 m.p.h. while Stacey and Clark were having to face up to reality for the first time in a Formula 1 car. The Scarab team were now set an entirely different problem, after the stopping and starting of Monte Carlo, and the medium speed swervery of Zandvoort and Moss was more interested in super-tuning the Walker Lotus over and above those of Chapman, the circuit having no problems for him. Brooks was very soon below the old record, as was Moss, but Brabham was learning his way round at about 4 minutes, until near the end of practice he showed how well he had learnt by going round in 3 min. 50.0 sec. a full 2½ seconds faster than Brooks, representing a lap speed of 220.695 k.p.h. (approx. 137 m.p.h.) the new Cooper chassis now obviously being well suited to the high speeds. Moss was only one-tenth of a second slower than Brooks, and Gendebien had been driving beautifully to record 3 min. 53.5 sec. and fourth best time. The Ferrari of von Trips was giving trouble so he took the Mairesse car and recorded 3 min. 58.9 sec. while Phil Hill could not approach 4 minutes, which did not say much for Ferrari development over the last two years. After learning the way round on the training car Bristow went out in his Formula 1 car and though having to put a lot of physical effort and concentration into his driving, he made the very creditable time of 3 min. 56.9 sec. Ireland recorded a best time of 3 min. 55.4 sec. even though the Lotus was not getting maximum revs on the straights and then he suffered from a slipping clutch, so borrowed Clark's car, and Stacey was also in trouble, his car shearing a bolt in the steering.

While it had been certain that the old lap record would be improved upon it had not been expected that Brabham would have knocked so many seconds off, being a full 7 seconds faster than the best time in 1958 and with an average speed for the lap of 137 m.p.h. It was interesting that maximum speeds this year, on the downhill Masta straight, were not outstandingly high, being little more than 170 m.p.h. and yet the average speed of the lap had gone up by 5 m.p.h. This was undoubtedly accounted for by improved cornering power due to 2 years of tyre development and better acceleration in the 120-160 m.p.h. range due to improved torque characteristics of the Climax engine rather than any great increase in total b.h.p.

On Saturday afternoon the sun was shining strongly, so much so that the tar at *La Source* hairpin was beginning to melt. This was the last opportunity for drivers to improve their positions on the starting grid and once more all nineteen cars were ready for practice. Things were just beginning to get warmed up when news came through that Moss had crashed in the Walker Lotus and then everything came to a very sudden halt. Most of the drivers who were circulating at the time stopped at the scene of the accident and as each one eventually returned to the pits various accounts of what had happened were given. The main point of agreement was that Moss was not seriously injured and he had gone off the road at the end of the fast downhill right hand bend at *Burnenville*. Just before this happened Bristow had stopped out on the circuit when his gearbox broke on his Yeoman Credit Cooper and almost at the same time as Moss had crashed Michael Taylor had crashed on *La Carriere* bend on the return leg of the circuit, so that with a rear engined Lotus crashed on each side of the circuit there was some confusion amongst the stories that arrived back at the pits. For a very long while all activity on the circuit ceased and the packed grandstands were strangely silent while the public awaited confirmation of what had happened, while in the pits there was an air of depression and no great interest in any further practising. Eventually the details of what had happened could be pieced together and some semblance of the truth could be formed.

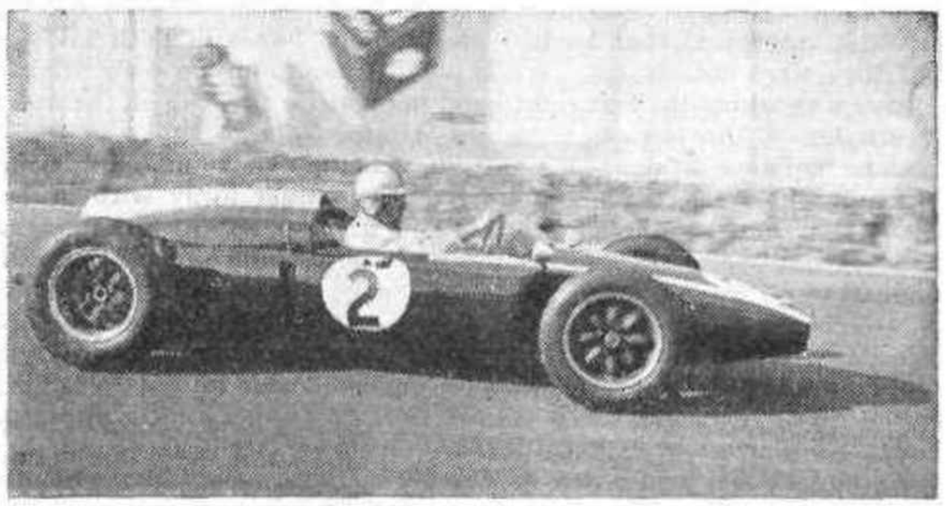
On the *Burnenville* corner, which is taken at over 130 m.p.h. in one long curve that goes round for some 150 degrees in a wide sweep down the side of a valley, Moss had his left rear stub axle break and the wheel parted company from the car. This happened just as he was taking a bump at the exit of the curve, where Coopers and Ferraris were literally being deflected as much as two feet sideways and the Lotus and B.R.M. were riding well, but making their suspension work overtime. With most of the weight of the car being on the outside rear wheel it can easily be imagined what happened when the stub sheared. The car spun, hit the bank on the outside of the bend, threw Moss out, and bounced across the road to land a mangled wreck on the inside of the corner. On being taken to hospital Moss was reported to have a broken nose and back injuries and the buzz of relief amongst the public when this was announced over the loudspeakers was remarkable. Later it transpired that he had also cracked bones in both his legs, but they were not serious. While all this was going on poor Michael Taylor was taking the fast right hand bend at *La Carriere* on the uphill return leg of the circuit, when his steering column broke and in a flash he had gone straight on, planed up a bank, over some small bushes and into the trees, being extremely lucky to get away with broken ribs, collar bone and a neck injury. With two accidents happening almost simultaneously the organisation was thrown into confusion and it was an extremely long time before the circuit was re-opened for practice, during which time the Walker van set off to collect their wreckage, various drivers went round to the scenes of the accidents and Colin Chapman took Ireland's car and went on a tour of inspection.

When practice resumed the Lotus works team packed up and went home, the Ferrari team got down to some serious efforts to put up a show and Brooks had a try at doing some fast laps. Phil Hill was working hard with the Ferrari and got down to an excellent 3 min. 53.5 sec. and von Trips did 3 min. 57.8 sec. Brooks did not improve on his time, the wet tar at *La Source* and a certain amount of dust on the

road at *Burnenville* making things difficult. The Scarabs were still not fast enough and were lapping at around 4 min. 28 sec., which made the time of 4 min. 09.7 sec. of yesterday a bit suspect, and Paul Frere tried one of the cars and recorded 4 min. 23 sec. At 5 p.m. practice finished, even though there had been something like 1¼ hours lost due to the confusion, and it could not be extended due to the circuit being on public roads and traffic having to go about its daily business. Even so, there did not seem to be any great enthusiasm for going on any longer for the double-accident had rather taken the edge off the general air of enthusiasm.

Sunday was cloudy and overcast as the cars assembled at the pits but by the time the drivers had been paraded round the circuit in open "sporty" cars the sun was shining and the mists had cleared. With Moss and Taylor unable to start, the organisers allowed the remaining seventeen cars to start assembling on the grid, with the two Scarabs making their first European race appearance, as distinct from practice.

The organisers were a bit late in getting the cars assembled so that the start was given rather hurriedly, so hurriedly in fact, that Clark's car was still being put into position by the mechanics when everyone rushed off and in the confusion Bianchi stalled his engine while trying not to run over the Lotus mechanics. The front of the grid got away well and as the cars went streaming up l'Eau Rouge hill Gendebien was virtually pressing on Brabham's tail and Phil Hill's Ferrari was close behind. Usually the opening laps on a long circuit such as Spa sees the field spread out into groups, but this time all seventeen cars were nose-to-tail, Brabham leading and Reventlow bringing up the rear. On the second lap Ireland got past Phil Hill and the first seven cars arrived back at *La Source* hairpin in a tight group, storming down the hill past the pits in the order Brabham, Ireland, Phil Hill, Bonnier, Gendebien, Graham Hill and McLaren, as quick as that. Then a short gap and Brooks, Bristow, von Trips and Mairesse went through in follow-my-leader order and Gurney, Bianchi, Stacey and Clark went by with Daigh in last place, already getting left behind. The other Scarab had stopped very suddenly out on the circuit when a connecting rod broke and came out of the crankcase in a cloud of smoke. Lap 3 and the bunch at the front of the field were just as close, but Bristow came by in eighth place on his own, followed by the Ferraris of von Trips and Mairesse and then Brooks arrived slowly at his pit and retired with a broken gearbox. On the next lap Phil Hill stormed past Ireland and Gendebien and McLaren got past Bonnier and the whole bunch were still so tight that though Brabham was credited with a new lap record in 3 min. 53.5 sec, they must all have been within tenths of seconds of this. Phil Hill was really making a race and getting up alongside Brabham down the Masta straight so that after five laps there was the suspicion of a gap appearing between these two and the other five cars in the leading group which were following in the order Ireland, Graham Hill, McLaren, Gendebien and Bonnier. Meanwhile, von Trips had passed Bristow and Clark was making up for his bad start and closing up on Stacey and Bianchi, while poor Daigh was way back on his own. Gurney dropped out when water came out of his exhaust pipe, indicating internal trouble in the engine and at the end of lap 6 Ireland stopped at his pit to complain of clutch slip; the limit-stop for the hydraulic operating unit was removed and he rejoined the race, but so hot was the overall pace that he was now way down at the back of the field, though still in front of the lonely Scarab. With the sun shining and the roads dry the race average was over 215 k.p.h. (133 m.p.h.) which was well above the record lap of two years ago and one felt that Phil Hill was making the pace, for at 10 laps he was only 6½ seconds behind Brabham, and causing the works Cooper driver to keep looking over his shoulder, for though he had pushed the lap record to 3 min. 52.9 sec.—218.887 k.p.h.—Hill was lapping within a fraction of a second of this time, and the two of them were 12 seconds ahead of the third man, which could have been McLaren, Graham Hill, Gendebien or



The long sleek lines of Jack Brabham's winning works Cooper, taken just after the La Source hairpin.

Starting Grid

2 Brabham (Cooper) 3 min. 50.0 sec.	38 Brooks (Cooper) 3 min. 52.5 sec.	24 Phil Hill (Ferrari) 3 min. 53.3 sec.
34 Gendebien (Cooper) 3 min. 53.5 sec.	10 G. Hill (B.R.M.) 3 min. 54.2 sec.	
6 Bonnier (B.R.M.) 3 min. 54.8 sec.	14 Ireland (Lotus) 3 min. 55.4 sec.	36 Bristow (Cooper) 3 min. 56.3 sec.
18 Clark (Lotus) 3 min. 57.5 sec.	26 von Trips (Ferrari) 3 min. 57.8 sec.	
8 Gurney (B.R.M.) 3 min. 58.3 sec.	22 Mairesse (Ferrari) 3 min. 58.9 sec.	4 McLaren (Cooper) 4 min. 00.0 sec.
32 Bianchi (Cooper) 4 min. 00.6 sec.	28 Reventlow (Scarab) 4 min. 09.7 sec.	
16 Stacey (Lotus) 4 min. 17.6 sec.	30 Daigh (Scarab) 4 min. 18.5 sec.	

Bonnier, for these four were still having a splendid battle, McLaren leading on lap 8, Hill on laps 9 and 10 and Gendebien on lap 11. They were lapping at around 3 min. 53 sec. and when the Cooper pit signalled this to McLaren the young New Zealander thought "oops! that's too fast, I'm getting out of my depth" and wisely eased off a bit and dropped to the rear of the quartet. Behind them von Trips and Bristow were having a "ding-dong," the Yeoman Credit driver nipping into the lead at the hairpin only to have the Ferrari roar past him as they went by the pits. Further back Ireland had caught his two team mates and when he went by Clark tucked in behind and kept up with the Lotus leader, while Stacey did not try to match Ireland's pace.

On lap 11 Brabham lapped the Scarab and just as the rest caught it Daigh pulled into the pits with an oil leak from the exhaust cambox. Two laps later, while Daigh's Scarab was still there the pits became a hive of activity, for Bonnier missed a gear change and sent the revs sky-high and stopped to see if he had wrecked the engine, Ireland was back in again and Bianchi came slowly down the hill with a broken inboard universal joint on the right hand drive shaft of Tuck's Cooper. Bonnier was sent off with his fingers crossed, hoping the engine was all right, but it was not, for two laps later there was a big bang and he stopped out on the circuit. Bianchi and his mechanic set-to to fit a new drive shaft and Ireland restarted after a lengthy stop only to have a violent spin on the slowish left hand bend at *Blanchimont* which revolved him five times in quick succession and then just when he thought he had the Lotus under control it dived off the road and down a bank, bending the car but not the driver. Clark also spent some time at the pits on lap 14 to have his carburetter jets blown through, so that Stacey was the only member of the Lotus team still in the running, but he was a long way behind Mairesse, in 9th place. At 15 laps Brabham had managed to struggle a 12 second lead over Phil Hill, but the Ferrari was going as well as ever, though Gendebien, Graham Hill and McLaren were beginning to close up on the Ferrari. Behind them Bristow had scrabbled past von Trips once more at the hairpin and managed to stay in front, but Mairesse was beginning to get the hang of this Grand Prix racing and was closing up on them, and when von Trips lost the use of his clutch the Belgian driver got by and set off after Bristow.

At half distance, 250 kilometres or 18 laps, Brabham still led but now only 9 seconds in front of the Ferrari for Phil Hill was getting his second wind and having another go, especially as Gendebien, Graham Hill and McLaren were now nose-to-tail just behind him. At 50 seconds behind Brabham came Mairesse with Bristow trying all he knew to hold on to the Ferrari, while von Trips had dropped well back as he could feel an unhappy vibration coming from his gearbox unit. All on his own and the last car on the same lap as the leader came Stacey, not trying any heroics, but merely doing his best with a not very rosy situation for the Lotus Team. Clark was now a lap behind, and five laps behind Daigh was making sporadic circuits, the Scarab engine boiling, one of the fuel injectors leaking and altogether a sad sight. He eventually gave up for good on his 16th lap, giving Bonnier a lift back from his stricken B.R.M. Mairesse and Bristow were now engaged in a pretty lethal duel, two drivers who hardly knew each other and neither prepared to give any quarter. On lap 19 as they came down from the hairpin Bristow scratched by on the outside of the curve and just managed to lead the Ferrari over the line, and they rushed down to the swoop at *l'Eau Rouge* within inches of one another. Up the hill they went and into the woods, the pale green Cooper still leading, but as they went down the hill on the other side and into the long fast *Burnenville* corner, where Moss had crashed the day before, Bristow got on the wrong line, found himself on the outside of the

Continued on page 522

BEYOND THE BORDER ON BS3s

An Investigation into the Properties of Pirelli's Detachable-Tread Tyres



AT OULTON PARK DURING A "TYRING" TEST.—The two Morris-Oxford Vs used for an investigation into Pirelli tyres. That on the left of the picture is shod with nylon Extraflex covers, the car on the right has BS3s; in both cases the tyre size is 5.90 × 14 and the pressures used were, respectively, 24/26 and 26/28 lb./sq. in. Note the I.A.M. badge, which was duly covered over when the "experts" drove!

THERE is an old proverb which goes, "Give a tyre that won't stick a bad name," or words to that effect. Consequently, when a tread-band detached itself from a Pirelli BS3 that was on the back wheel of an Auto-Union 1000 which MOTOR SPORT's Production Manager was thrashing round the Nurburgring, there was heard gnashing of teeth and wailing in the land. This led to Alfred Woolf, who publicises Pirelli, inviting the P.M., the Editor, and a Pirelli Area Sales Manager to participate in a searching test of these revolutionary new tyres, in order to demonstrate that the tread bands do not normally come unstuck, no matter now high the revolutions achieved by the driver, the wheel, or even the car.

So it came about that one Friday last month the Editor found himself going in the P.M.'s Porsche to Denham to join the test-team. On arrival he was confronted with two almost identical cars which, from a distance, could have been a pair of the latest Peugeots, some sort of Fiat or Lancia, a couple of M.G.s, or Austins or Wolseleys or Rileys, but which turned out to be Morris-Oxfords, one on Pirelli Nylon Extraflex with an unfamiliar tread pattern (used extensively, however, on Fiats), the other BS3-shod. Both cars had full fuel tanks, the depth of their tyre treads had been measured, and the ploy was for the Editor and P.M. to share them alternately on a dash up to Scotland and back, taking in some of the most entertaining roads the Lake District and the Highlands have to offer.

Morris-Oxfords did not seem particularly appropriate to the task in hand, sports cars would certainly have been preferable, but although we have little respect for the body-styling which Farina has sold to so many manufacturers (perhaps because the B.M.C. version is too narrow, its tail fins too obvious) we were soon praising this roomy family saloon for its ability to negotiate very heavy traffic to Oxford and beyond at an average speed which would have called for a good sports-car ten years earlier—significant measure of how the performance and controllability of the ordinary cars has improved.

We continued northwards, foregoing lunch, on less congested roads to Oulton Park circuit. Here each car put in a number of fast laps, although the one driver who is a member of the I.A.M. refused to go on the circuit, saying he was insufficiently experienced, which probably proves something or other. Of the others, only one of us lapped in under three minutes, but it is significant that each improved his lap times by approx. 5 sec. when using the BS3-shod Oxford. These tyres at first give a feeling of instability, due to their flexible casings, but their superior grip soon becomes evident and corners begin to be taken in impressive drifts. It was particularly noteworthy that whereas the Extraflex screamed loudly as tyres do when tortured in this fashion, the BS3s were uncannily quiet. This silent running is a valuable asset to those who like to hurry round corners and roundabouts without attracting unwelcome attention.

After this Oulton Park interlude all three drivers were firmly convinced of the merit of BS3s over ordinary Pirellis. Every attempt had been made to dislodge the tread-bands but they stayed in place, an ominous tapping noise from the n/s front wheel on one rapid lap proving to be merely a piece of rubber, perhaps eight inches long, which had torn away and was flaying against the wing. Oulton Park is as good a testing ground as it is an excellent circuit, although it was rather surprising to encounter a lady driving her family slowly round in a Zephyr and to have to hoot at some child cyclists, after we had been told the course was clear. . . .

The afternoon was wearing on as the Oxfords pressed off towards Scotland. After some quick motoring over Lakeland back-roads the Border was crossed and late that evening we rolled to a standstill in the congested car park of the vast Peebles Hotel Hydro, where some of the staff obviously do not intend to be overawed by mere visitors.

The self-appointed test-team was off to an early start on the Saturday with an interesting and tyre-punishing route before them, which was to take them across the Firth of Forth on the Queensferry (which will be unnecessary when the new road bridge is completed), up to and round the beautiful and remote lochs of Inverness, crossing Loch Carron in the early evening by the Stromeferry, and ending up at a small but clean hotel in Fort Augustus. Our car had run out of petrol, which merely underlined the hospitality of the natives, the second driver to approach along the lonely moorland road willingly syphoning us a gallon from his Morris into a thermos flask, refusing financial compensation.

Again we had eaten a sandwich lunch while on the move and ended the day ravenously hungry. It is a sad reflection on how Britain neglects her tourist trade that, although hot meals were specified on our schedule sheets, on the two occasions when we arrived at our hotel after 8.30 p.m. they were cold and, on the occasion when we *did* get to an A.A./R.A.C. recommended house earlier than this, some very active maggots squirmed from the Pirelli rep.'s pheasant as soon as he stuck the cutlery into it. . . .

Sunday saw the cars running south in a howling gale, having crossed Loch Leven by the Ballachulish Ferry. The proposed cross-country journey avoiding Glasgow proved difficult to follow and the Oxfords separated but both crews met again from opposite directions, at precisely the same moment, separated by a just-fallen tree, in Bigger. After refuelling it was a case of pressing on in torrential rain by a main-road route, although more very interesting motoring of near-rally status was undertaken in making Grassington *via* the bye-ways of the Yorkshire fells, with some very choice ascents and descents in the region of Wharfdale.

By now we had come to like the "feel" of the BS3s which, although they permitted slight wander of the front-end, gripped extremely well on wet roads, even under heavy braking, yet did not delay rear-end breakaway on corners until dangerously late. The steering was a shade heavier when parking but in normal driving there was a distinct reduction in fatigue due to less effort being needed when cornering. Cornering speed was reduced by front tyre scrub when understeering and it was noticeable, particularly on the BS3s, how understeer could be controllably changed to over-steer by lifting off.

On the fourth and last day of the run we were to have been shown how these ingenious Pirelli tyres are made, but heavy traffic in such towns as Keighley, Halifax, Huddersfield and Sheffield made us late at Stoke-on-Trent so, after rapid human refuelling, we pressed on to M.I.R.A. Here both cars were timed round the outer-circuit and immediately afterwards the temperature of the n/s tyres was recorded. The Extraflex car lapped at 79 m.p.h., the BS3 car at 80. The respective temperatures were: front, 69° C.; rear, 70° C. and front, 58° C.; rear, 55° C., proving that the BS3s run cooler than Extraflex at speed. On the 75-foot line of the skid-pan, again at almost identical speeds, the BS3-shod Oxford proved far easier to hold on course, although in this case the temperature situation was reversed, the figures now being: BS3 front = 82° C., rear = 81° C.



The Editor convincing himself that BS3 tyres provide excellent grip and are uncannily quiet under conditions of extreme speed through corners.

Extraflex front = 64° C., rear = 72° C., clear evidence that the detachable-tread Pirellis had been working more enthusiastically in effectively keeping pace with the driver's requirements.

All that remained was a fast cruise down M 1, back to our starting place. When fuel consumption was checked the BS3 car was found to have given 30.9 m.p.g., the other car 27.9 m.p.g., corrected for total mileage variation and odometer correction. Wear, measured on the n/s front tyres, showed that the BS3 had lost 1½ mm. of rubber, the nylon Extraflex 3 mm., equal to a life of approximately 12,000 miles from the BS3 but only 3,000 miles from the Extraflex; for at the start the tread depths had measured 10 mm. and 8½ mm., respectively. This must be qualified by emphasising that both cars had been driven unmercifully, the difficult parts of the route which had been scheduled at 30 m.p.h. being consistently covered at better than 40 m.p.h., while the easier 40 m.p.h. sections were sometimes covered in excess of a 50 m.p.h. average, apart from which much rubber had been sacrificed on the circuits. It is indicative of how identical cars differ that one used 7 pints of Castrol, the other 1½ pints; both were reps.' cars which had each done approx. 8,000 miles.

These four crowded days, apart from revealing the foregoing tyre facts, enabled us to assess the modern Farina-styled B.M.C. saloon. The Nuffield Publicity Department has been singularly unable to provide such an opportunity, their excuse being that journalists get so excited in these cars that they promptly drive them into solid pieces of scenery, materially reducing the availability of the Press fleet. However, here we were, doing our damnedest in these Morris-Oxfords, which are virtually the same as the Austin A55, Magnette III, Riley 4/68 and Wolseley 15/60. B.M.C. need have no qualms that at last we have come to terms with their product. The Oxfords proved far less flabbily sprung than we had anticipated, the floor gear lever is extremely well placed, and the gear change delightful, the gears and engine notably quiet. The speedometer would go to beyond 60 m.p.h. in third gear without distressing the rugged engine, the real leather upholstery was appreciated, especially as the Pirelli-made front seat is firm yet comfortable, while although the inner back wheel spins when taking tight corners fiercely the back-axle does not wag the tail of the ox over bad surfaces. The Lockheed brakes proved somewhat heavy but efficient, the cars handled surprisingly well and were obviously improved by BS3 tyres, while details such as the quick-action window winders, tumbler-switch on the facia so placed as to permit headlamps flashing after dark and the accurate clock did not go unnoticed; petrol fumes entered one car, probably from the lockable flap-style filler cap, and the ¼-lights badly need rain gutters. Safety factors include child-proof door locks and door handles that have to be pushed up to open the doors, while the cubby-hole is supplemented by a full-width under-facia shelf and the boot is of very liberal dimensions. The overall opinion of the quartette was that B.M.C. have a very good family saloon in these Italian-styled 1½-litres.—W. B.

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THE B.A.R.C. WHITSUN MEETING

Tom Dickson in the Ecurie Ecosse Cooper-Climax Monaco Wins Big Sports-Car Race at 88.46 m.p.h.

BEFORE a disappointingly small crowd the B.A.R.C. Goodwood Meeting at Whitsun was run off with traditional efficiency in unexpected cold weather following a heat-wave over most of the holiday.

The first race, the Cibie Cup 10-lap scratch contest for four-seater closed cars, looked like a victory for Blydenstein's no-longer-young but fast Borgward. The German car led for eight laps but was challenged strongly by the remarkable Austin A40s of Lawrence and Gaston. Gaston had passed his rival into second place and went on to take the Borgward, which was now hanging back as if with weakening brakes; although the German car re-passed Lawrence's A40 along Lavant Straight the Austin went in front again into Woodcote on the final lap, Blydenstein hitting the hurdles at the dreaded *chicane*. Gaston won by a clear second, at 72.91 m.p.h., but Lawrence made fastest lap, at 74.10 m.p.h. Clarke drove a good race, mainly on his own, finishing fourth in his oddly-finished A40, but, behind, Merfield's Ford New Anglia managed to stave off Hedges' A40 by 0.2 of a sec. after some very dicey driving, often on two wheels, the Anglia rolling dangerously, whereas the Scuderia Light Blue's Austin looked as steady as a rock.

Sutton led all the way in the 10-lap *Autosport* Series Scratch Race, to win at 78.47 m.p.h. in his four-cylinder Austin Healey 100, its hood up. Sargent could do nothing about this in Le Fort's 3.4 Jaguar saloon, which finished two seconds behind. These two tied for fastest lap, with 79.7 m.p.h. Behind came the Elites of Hurrell and Williams to dominate the up-to-1,600-c.c. class, and Gaston's Sprite won the up-to-1,000-c.c. class from Naylor's Sprite. It was not a very inspiring event.

The big race of the day was the 21-lap Whitsun Trophy, for non-s/c. sports cars, with Le Mans start. The Ecurie Ecosse brought a 2½-litre Cooper-Climax-Monaco on their magnificent new Commer workshop lorry and this stood them in good stead, for Tom Dickson led from start to finish, winning by no less than 24.8 sec., after lapping at 91.72 m.p.h., whereas the other Ecurie Ecosse entry, McKay's Jaguar D, was never on the leader board. Graham eventually got past Martyn, these two 2-litre Lotus cars finishing second and third, ahead of Coundley's big Lister-Jaguar and a couple of Jaguar Ds. Maurice Charles appeared almost unable to control his Jaguar D and eventually broke a headlamp on Graham's Lotus. There were many retirements, including Mike Taylor's Lotus, with ignition trouble. Count de Salis won the 1½-litre class at 81.97 m.p.h., this being a Lotus benefit.

Next came a refreshing change, in the form of a 10-lap scratch race for pre-war racing cars. The E.R.A.s of Day and Murray, Bill Moss in Mudd's Alfa-Romeo and the Scuderia Rossa Alfa-Romeo non-started, but the remaining ten cars put on a fine race. Chapman just led for most of the way in the Technauto i.f.s. R2A E.R.A., but Schellenberg, doing his usual fantastic drive in the Hassan-Bentley, now with Armstrong shock-absorbers to damp its front axle, and Goodhew in the Delage-E.R.A. fought a memorable battle, swapping places along Lavant Straight, where the 8-litre was slower to gather speed after the corner than the blown 1½-litre. Then, on lap eight, Goodhew went ahead and instead of the gap of a length he pulled right away from Chapman, to win by 3.2 sec., at 78.62 m.p.h., Schellenberg a glorious third. It was nice to see the Derby-Maserati racing for the first time since before the war, driven by A. O. Ellis, but its 4C eight-valve engine began to spit and it retired. Surprisingly, Freeman's Aston Martin lost a lap at the pits, Burton's modified Bentley was never on form and Cuff Miller's Lago-Talbot, with porous head, and the Hon. P. Lindsay's E.R.A. R5B "Remus" retired. Waller overturned his very original E.R.A. R9B at Madgwick but was unhurt, giving Burton an undeserved fourth place, ahead of the 6C Maserati and the Aston Martin.

Hextall's TR2 won the *Marque* Scratch Race at 78.94 m.p.h. from McCowen's A.C.-Bristol and Turner's Austin Healey 3000, and the last race, a handicap, went to Kerrison's Lotus, at 84.33 m.p.h., from Dickson's Cooper (which made fastest lap, at 93.1 m.p.h.) and Yeates' 2-litre Lister-Bristol.—W. B.

WHIT-MONDAY CRYSTAL PALACE

More Lotus Successes

OVER the Whitsun weekend Team Lotus seemed determined to emphasise their new-found superiority, entering cars in three meetings and gaining a good deal of success. In the Dutch G.P. Lotuses finished second and fourth, at Crystal Palace Trevor Taylor won the F.2 Crystal Palace Trophy and the Formula Junior Anerley Trophy, and at Oulton Park Mike Costin won the 37-lap Formula Junior Cheshire Cup. A fair amount of driver shuffling went on when Jim Clark, who was due to arrive at Crystal Palace, was sent to Zandvoort and Trevor Taylor was switched from Oulton Park to Crystal Palace. This gave Lotus Development Engineer Mike Costin one of his infrequent drives in the F.J. race at Oulton, which did not please the B.R.S.C.C., who wanted a "name" in the Team Lotus car, but he proceeded to romp away with the main race of the day, lapping at 81.99 m.p.h. and making joint fastest lap at 84.81 m.p.h. with Spence's Cooper.

At Crystal Palace, before a 22,000-crowd, Taylor went into a comfortable lead in Heat 1 of the Anerley Trophy, with Peter Ashdown in the works Lola-Ford going much better than he has done before in the Lola Junior, mainly because of more power being available. Count Ouvaroff in his Lotus-Ford just held off Dennis Taylor in the Team Speedwell Lola-Austin. Heat 2 saw Keith Ballisat taking the lead in the Ken Tyrell Monaco race-winning Cooper-Austin from the Lotus-Fords of Colin Andrews and P. Ellis. Unfortunately, when changing into third gear for Ramp Bend on the first lap, the clutch pedal on Ballisat's car stuck down; he gave it a kick to release it but it came up so fiercely that he was unable to avoid a spin. Andrews was close behind and struck the Cooper amidships as it rebounded off the bank. Andrews received some facial cuts and Ballisat had a small arm injury. Ellis was close behind and also spun, damaging the nose of his Lotus slightly, but he managed to get going again. There was much head wagging in the Paddock afterwards when Andrews' car was towed in as it could be seen that the front-mounted battery had shattered. Fortunately no fire had resulted, although a mixture of radiator water and acid had been deposited on the track.

This incident left R. N. Prior's Lola-Ford in a comfortable lead from Boden's Elva but Ellis worked his way through the field and took second place. The poor entry for the heats let all the finishers into the Final, which provided Trevor Taylor with his second win of the day. He was shadowed by Peter Ashdown, who was unfortunately put out by a broken gearbox on the seventh lap. This gave Count Ouvaroff a comfortable second place, followed by Ellis and John Brown for a Lotus 1, 2, 3, 4; Peter Ashdown made fastest lap in 1 min. 02.4 sec. (80.19 m.p.h.).

George Wicken went into the lead of the F.2 Crystal Palace Trophy, which commenced in pouring rain, but Trevor Taylor soon passed him and went away from the field in impressive style. George Lawton passed his New Zealand compatriot Denis Hulme for third place and soon began to harry Wicken, who promptly spun in front of Lawton and retired with deranged steering. Lawton was then left with a comfortable second place, while Jack Sears in the Yeoman Credit Cooper, Campbell-Jones and Hulme in their Coopers scrapped for third place. Sears had not been able to practise in the Y.C. Cooper owing to a fire during Saturday's practice but he was quickly learning the car and mixing it with the experienced Cooper drivers.

Campbell-Jones eventually spun and Hulme dropped back, leaving Sears to take a well-earned third place behind Taylor and Lawton. An interesting newcomer was the Lola-Smith driven by Peter Ashdown. This is basically a Formula Junior Lola chassis fitted with an early Climax engine set at an angle so that the transmission runs to the left of the driver instead of to the right as on the Junior cars. Drum brakes are retained at present but will probably be replaced if the car shows promise. Driver Ashdown was pleased with handling but a further 30 b.h.p. will be necessary before a true assessment of the car's capabilities can be made.

Of the supporting races A. S. Hutcheson won a dull seven-car saloon-car race from Peter Jopp's Volvo 122S after Les Leston's Volvo had been black-flagged for dragging its exhaust system. Peter Ashdown drove Vogele's Lola to victory in the 1,100-c.c. sports-car race, while Chris Steele's similar car took second spot after spinning early on. American driver Ed Crawford and David Watson enjoyed a good scrap in Elva and Lotus, respectively, with Crawford getting third place after Watson had almost spun at Ramp Bend.

M. L. T.

SOME RECENT RESULTS

INDIANAPOLIS 500-MILE RACE (May 30th)

This year's longest race of the season saw a wheel-to-wheel battle between Rathmann and Ward to within a few laps of the finish, when Ward apparently ran low on fuel, leaving his opponent to win comfortably. Newcomer Jim Hurtibise made fastest lap at over 149 m.p.h. during the race.

Results :

INDIANAPOLIS 500 MILES—200 Laps

1st : J. Rathmann (Ken-Paul Special) ... 223.285 k.p.h. (*new record*)
2nd : R. Ward (Leader-Card Special).
3rd : P. Goldsmith (Demlo Special).

MONT VENTOUX HILL-CLIMB (June 12th)

The old-established French mountain hill-climb near Avignon was held once again, and Trintignant set up a new record for the 21.6-kilometre climb up into this barren peak beyond the vegetation belt, with a time of 11 min. 51.8 sec., driving his F.2 Cooper-Climax. Previous record-holder was Jean Behra (Porsche RSK) with a time of 12 min. 9.8 sec. At the first practice session the Cooper had not arrived so Trintignant went up the mountain in his Facel-Vega in 14 min. 31 sec., which was pretty impressive for an everyday G.T. car.

This real hill-climb had a good entry this year, with such runners as Abate (Ferrari G.T.), Patsy Burt (Cooper), Heini Walter (Porsche RSK), and Greger (Porsche).

Results :

F.T.D. : M. Trintignant (Cooper-Climax F.2) 11 min. 51.8 sec.—109.244 k.p.h. (*new record*)
Fastest Sports Car : H. Walter (Porsche RSK) ... ... 12 min. 15.6 sec.
Fastest G.T. Car : C. M. Abate (Ferrari 250GT) ... ... 12 min. 50.5 sec.
Fastest Formula Junior : J. Spichiger (OSCA-Fiat) ... 13 min. 38.3 sec.
Three fastest : 1. M. Trintignant (Cooper) ... 11 min. 51.8 sec.
2. H. Walter (Porsche) ... ... 12 min. 15.6 sec.
3. "Wee" (Cooper-Monaco) ... 12 min. 32.2 sec.

19th ALBI GRAND PRIX (June 12th)

The annual race at Albi, in the South of France, has deteriorated over the years from being a major Grand Prix to a Formula Junior meeting. This year two Heats of 20 laps each, over the short 2.99-km. circuit, were held and a Final over 30 laps. Once again British Formula Junior cars vanquished the Italians.

Results :

HEAT 1—20 Laps—59.820 Kilometres :
1st : H. C. Taylor (Cooper-B.M.C.) ... ... 28 min. 17.2 sec.—126.906 k.p.h.
2nd : C. Davis (OSCA-Fiat) ... ... 28 min. 22.3 sec.
HEAT 2—20 Laps—59.820 Kilometres :
1st : I. Raby (Envoy-B.M.C.) ... ... 28 min. 10.3 sec.—127.454 k.p.h.
2nd : J. M. Bordeu (Stanguellini-Fiat) ... 28 min. 17.0 sec.
3rd : G. Baghetti (Dagrada-Lancia) ... 29 min. 01.8 sec.
FINAL—30 Laps—89.730 Kilometres :
1st : H. C. Taylor (Cooper-B.M.C.) ... ... 41 min. 36.8 sec.—129.380 k.p.h.
2nd : I. Raby (Envoy-B.M.C.) ... ... 41 min. 37.2 sec.
3rd : J. Love (Lola-Ford) ... ... 41 min. 59.0 sec.
Fastest lap : H. C. Taylor (Cooper) in 1 min. 21.2 sec.—132.608 k.p.h.

THE NEW REGENT PETROLS

Regent have introduced two new petrols : Super (high-octane) and Supreme (pink-octane), to sell from new forecourts and pumps, in a revised red colour scheme, at 4s. 9d. and 4s. 11d. a gallon, respectively, in the inner zone. The lower-octane regular grade will be continued unchanged, as will Regent Benzole Mixture. Against a backcloth composed of a gigantic Regent publicity hoarding by More O'Farrall, the Press sat in solemn conclave in the Savoy Hotel on the last day of May to learn from Regent's American chemist, Barry Pool, what advantages may be expected from these new petrols and to receive a short lecture on petroleum in general.

It seems that Regent's main aim is to cure carburetter icing, which occurs in conditions of high humidity at temperatures up to 50°F., for which purpose they use a new agent which surface-coats the metal parts of the induction system to stop the formation of ice. It is claimed that this agent also overcomes rust formation in the fuel system and carbon deposits from forming in the combustion chambers and on the sparking plugs.

Mr. Pool emphasised that all petrols are now "manufactured," being virtually synthetic blends in which the total of aromatics is important and benzine unnecessary. He pointed out that alcohol cures carburetter icing and a pint poured into the tank is far more effective than the expensive anti-icing fluids now on the market. He also said that he places little faith in laboratory octane ratings, preferring to speak of "road octane requirements" assessed by driving every known make and model of car, and that, as individual cars off the production line can vary considerably, it is necessary to test five of each kind before arriving at its octane requirement. Mr. Pool would not disclose the octane rating of Regent petrols but remarked that they are higher than those of previous Regent T.T. and "100" blends, although only about 2 c.c. per Imperial gallon of T.E.L. is used in their fuels, against up to 3.6 c.c. used by some petroleum companies.

While on the subject of this fluid which is indispensable to motorists, why do we have to pay for the transport of petrol to what are known in the petroleum industry as outer zones? A bar of chocolate or a packet of cigarettes costs the same whether you indulge in it in London or Edinburgh, but petrol prices vary about the country. Surely the profits made are sufficient to ensure that consumers do not have to help pay for the cost of tanker fleets?

Incidentally, modern petrols of all makes are very good and very inexpensive. Knock off the preposterous 2s. 6d. tax and a gallon of fuel for the majority of modern cars costs only 2s. 3d. (inner zone), while the ambitious Jet people have got this down to a mere 1s. 6½d. a gallon, *sans* tax, for their cheapest grade.

TWO SWISS-MADE THERMOMETERS

In winter an external thermometer, attached to a flat surface by means of the special glue provided, can often warn the driver of ice on the road thereby helping to avert disaster, but in summer an internal thermometer is of more interest to the occupants of the car. Available from D. J. Equipment (Hersham) Ltd., of 43, Queens Road, Hersham, Walton-on-Thames, Surrey, are both types of thermometer which can be supplied in various colours and cost 8s. each or 15s. per pair.

A USEFUL CAR CLOCK

Few modern cars, if any, in the under-£1,200 category are equipped with a clock. Most drivers have a watch, of course, but it is inimical to the spirit if not the letter of the highway code to place a wrist in line of vision merely to find out the time.

Mr. Alan E. Batt, of the Enfield Tyre Company, has produced an answer to this particular temptation. It is a simple-to-fix clock on a flexible composition base mount which can be adjusted to any angle and attached by two screws to the underside of the dashboard. A clear, legible face tells the driver the time at a flick of the eyes, and ease of reading is ensured by the fact that the position on the dashboard and angle of the clock are at the motorist's own choice. With a two-tone dial and a 30-hour wind, this extremely useful addition to the car accessory range costs only 29s. 6d.

The clock keeps excellent time and is one of the more worthwhile accessories for your car or garage. It was a clever move on the part of Enfield's publicity agent to get Valerie Pirie, Stirling Moss' Secretary, to model this Enfield clock. The picture opposite shows the clock and some of the more interesting parts of Miss Pirie, but we leave it to our erudite readers to decide what make and model of car Valerie is driving.



EIGHT CLUBS SILVERSTONE

THE first of the season's Club Silverstone meetings to include a qualifying race for the MOTOR SPORT Silverstone Trophy took place on June 11th. Organised by the Eight Clubs (or, rather, the Seven Clubs as the Lagonda C.C. have dropped out), a large entry of 166 contested 16 races throughout a long day which fortunately remained sunny.

Competitors do not enter for specific races at the Eight Clubs meeting because of the great diversity of machinery. They just tell the organisers what car they will drive and how many races they would like to enter and the organisers then sit down and sift out the entries into 16 races, with the cars in each race having as near equal performance as possible. Thus a 3.8 Jaguar saloon is not put in a saloon-car race with a bunch of A35s which it would run away from but is made to race with the faster sports/racing cars. It sounds odd but very few people complain.

A series of half-hour high-speed trials commenced proceedings, giving novice drivers a chance to learn the circuit and the more experienced a chance to improve their lap times round the Club circuit, which has been resurfaced in many places.

In one of the early scratch races an XK140 aroused interest as it was being cornered very "extravagently" with bags of smoke and wheelspin being apparent at Woodcote, while a number of vicious slides nearly turned into spins. This was D. Hobbs, whose car is fitted with the Hobbs automatic transmission and disc brakes. However, later in the day he began to get the hang of the XK140 and managed to win one of the handicap races to qualify for the MOTOR SPORT Trophy race at the end of the day, in which he finished fifth.

Air Vice Marshal Bennett showed the tremendous acceleration of his new Fairthorpe Zeta with Raymond Mays-couverted Zephyr engine using six Amal carburetters in another scratch race, pulling out a big lead in the first lap, but he overdid things at Copse Corner on his second lap and ruined the front end of the car. This left A. R. Aubrey in the lead in his Lotus 7 with Climax engine, which cornered impressively and earned him the fastest lap in three of the day's races.

Peter Gammon and his wife drove an incredibly noisy Ford 80-bore Anglia in various races as a change from last season's Lola-Climax. The noise was more than compensated for by the speed, as Mr. Gammon managed to lap in 1 min. 27.8 sec. (65.93 m.p.h.), while Mrs. Gammon was almost as fast, getting an impressive amount of wheelspin coming out of Woodcote. Bob Yeats, also driving a new Ford Anglia, circulated at the back of the field, probably wishing that he had not been mentioned in a programme advertisement in connection with tuning kits for the 105E engine!

Other drivers who went impressively quickly throughout the day were R. P. Wrenn, who drove his Lotus Seventeen with verve to record the day's fastest lap, at 78.65 m.p.h., but who was handicapped out of the prize money; P. Rhodes, who won two races with his 1172 Special which looks like a cross between a Lotus 7 and a Terrier; and A. R. Pilkington and B. T. J. Cooper, both of whom went quickly in their A35s.

The handicapping was up to its usual high standard and a pretty close finish was seen in the MOTOR SPORT qualifying race, the first five in which are eligible for the Final at the North Staffs M.C. meeting on September 24th. Butcher's aged but still spritely Singer Le Mans had a lap start plus 20 sec. over scratch man Aubrey and he kept his lead for three clear laps, but already the field began to bunch up. Cooper got his A35 into the lead on lap four and just managed to hold on to his lead from Golding's Fairthorpe. Mrs. Gammon held third place in the Anglia but Adlington in his Lotus 7 came through well from the 30-sec. mark to snatch third place from her. There was a terrific scramble for fifth place, with about ten cars having a chance as they swept into Woodcote Corner on the last lap. Scratch man Aubrey just could not find a way through the seething mass and he flicked from side to side in desperation, but the superior acceleration of Hobbs' XK140 got him to the line in fifth place. Aubrey had the consolation of making fastest lap, at 65.77 m.p.h. A breathtaking finish to a good day's racing.—M. L. T.

POSTSCRIPT

We read in weekly contemporaries of several promising new racing drivers such as Stirl, Trint, Salvo, Petoulet, Golden Boy, etc. We have been to the "Steering Wheel," where such names are frequently heard, but have been unable to locate "Flossie's" . . . .

ZENITH'S GOLDEN JUBILEE

This year the Zenith Carburetter Company Ltd. celebrates its Golden Jubilee, with a Press Reception already held at the Savoy Hotel, a Golden Jubilee luncheon held last May at the May Fair Hotel, a Motor Show competition in which 50 golden carburetters will be awarded as prizes, a Works Grand New Year's Eve party at the Porchester Hall, and—splendid idea—a distribution of £10,000 in bonuses to its employees, this being additional to extension of a non-contributory staff pension scheme covering all grades of workers.

The Company has issued an interesting Golden Jubilee book, from which we are reminded that it was in 1910 that Julian Caillat brought the first of F. Baverey's patent carburetters to the U.K. from France. This was taken up by Fenestre, Cadisch and Co., of London, who named it the Zenith. Their first contract came from Albion, and in 1910 output was some 25 carburetters a week (today's output is 30,000 Zenith carburetters per week). One of the first private car companies to use Zenith carburetters was Talbot. A limited company was formed in 1914 and a move made to new premises in Newman Street, London.

Much attention was paid to tuning cars for racing at Brooklands and when war broke out Zenith supplied carburetters for all the British tanks, Julian Caillet being released from the French Forces at the request of the British Government to test, at Lincoln, the first such tank. Aeroplane carburetters were also supplied.

In 1919 additional premises were acquired in Stanhope Street and many famous Brooklands cars used Zenith carburetters, including Count Zborowski's Maybach-engined "Chitty-Bang-Bang I" and Raymond Mays' Hillman. A carburetter was also designed for the successful Supermarine S6 Schneider Trophy seaplane.

The depression of 1929/30 set Zenith making carburetters at competitive prices, such as the type 22 FZB used for the Austin Seven and the U-type adopted by Austin, Riley, Talbot, Vauxhall, etc. Then came the revolutionary V-type, which Ford and Vauxhall used for their new British-built models. In 1935 U.K. production of Stromberg carburetters was undertaken, the Company moving to a new factory at Edgware, then in distinctly rural surroundings. Since introducing the 30 VIE Zenith three million of this type alone have been produced, the type 28G Zenith was the first carburetter to reach the South Pole (in Sir Edmund Hillary's Sno-Cats), and today, Austin, Ford, Hillman, Humber, Morris-Oxford, Sunbeam, Vauxhall, Volvo and Wolseley cars fit Zenith carburetters, over 1¼ million of which are produced annually. A chain of service stations has been instituted to serve Zenith users.—W. B.

MINIATURES NEWS

Amongst this month's selection of motor-car and associated miniatures must be mentioned a very detailed and nicely-finished Triumph T110 motorcycle combination, complete even to rocker boxes, carburetter, sidecar seat, numbers on front number-plate, and with wire wheels; a Vauxhall Cresta; a tiny Volkswagen, the boot of which opens to reveal an engine (a good one, this, for a V.O.C. mascot!); and a Cadillac Sixty Special. These are Nos. 4, 22, 25 and 27, respectively, in the Lesney "Matchbox" series, and there is also an Austin London taxi (No. 17), ideal for station decoration on model railways. Then with the road-building programme in mind, Corgi have a large die-cast model (No. 1103 in their "Major" range) of a Euclid TC-12 twin-crawler tractor.

When we were in Sweden recently, Saab gave us a Tekno model of the Saab 93, and a reader who sent us a Canadian model of a Chevrolet Corvette would like to exchange models with someone in Europe—he is Mr. D. A. Waller, 4202, Rue Radisson, Montreal, 5, Quebec, Canada.

FIFTH NATIONAL ALVIS DAY—Crystal Palace (May 22nd)

The above event was held in dull but dry weather, but nevertheless attracted over 300 cars and approximately 1,000 people. Some magnificent specimens were on display, and the results of the various competitions were :—

Concours d'Elegance :
1920-1932 : H. G. Holt (12/40).
1933-1939 : N. D. Purday (Speed Twenty-five).
1948-1960 : A. R. Buck (TA14).
Specials : N. Routledge (Speed Twenty).
Team Award : Midland Section.
Driving Tests :
1920-1932 : S. Fletcher (12/50).
1933-1939 : W. Powell (12/70) and J. Gurney (Speed Twenty-five)—Tie.
1948-1960 : A. R. Buck (TA14).
Best Turned-out "Special" of the Day (presented by Anonymous Enthusiast) : N. Routledge (Speed Twenty).
J. J. Parks Challenge Shield : A. R. Buck (TA14).

CONTINENTAL NOTES

ONE of the interesting features of long-distance sports-car racing is the fact that pit work is necessary, for changing tyres, refuelling, changing drivers, and so on, and it means that a good car and good drivers are not the only requirements for success; there must be good team work on the part of the mechanics. At races such as the Le Mans 24 Hours, the Targa Florio and the A.D.A.C. 1,000 km. there is frequent pit work, and a fast and unflurried pit stop is a splendid thing to watch. At one time such stops were essential in Grand Prix racing, and in the not-so-long-ago of Alfa-Romeo one used to see some really efficient pit stops. Nowadays Grand Prix racing has declined into a series of short, sharp dashes towards the World Championship crown, so that team work no longer exists, and such is the design of the successful cars these days that any pit stop that occurs deteriorates into the farce that was witnessed at Zandvoort when Moss had a deflated tyre on his Lotus.

When making a refuelling stop there are numerous methods employed, from open 10-gall. churns being slopped into a funnel, to high-pressure hoses pumping fuel at 5 gall. per second. Whatever method is used the risk of fire is inevitable, for you cannot have petrol flowing close to a hot object, such as a racing car, without this risk. Over the years there have been a number of serious fires during pit stops, the most recent being the blaze at Nurburgring during the 1,000-km., when the Ferrari team set light to one of their cars. In 1938, in the same pits, Mercedes-Benz did the same thing, and in Sweden during a sports-car race Maserati got everything well alight. At Goodwood Aston Martin have had two attempts to raze the pits to the ground with spectacular fires during pit stops. Having been very close to some of these fires, and seen them start, as well as being close to another one at Monza when Alfa-Romeo were practising pit stops in the days of the Tipo 159, I can tell you that I have become very fire-conscious when there is petrol about, and yet people still smoke cigarettes in the pits. Without question these fires start due to too much haste on the part of the mechanic with the fuel hose, or lack of appreciation of the heat contained in an exhaust pipe, or even in a rear-axle casing of a racing car, while burning exhaust gases still in the tail-pipe after the driver has switched off are another danger. The Ferrari fire was almost certainly due to the tap on the fuel hose being opened perhaps half a second too soon, before the nozzle was in the tank, and the MOTOR SPORT photographer took a classic picture of the Goodwood fire by Aston Martin showing this to be the reason (see MOTOR SPORT, October 1959). In Sweden Maserati were rushing about with churns and funnels and simply overfilled the tank in their excitement, one mechanic whipping the funnel out of the tank while another mechanic was still pouring from a churn. In the Alfa-Romeo team they used to slip a sheet steel sleeve over the exhaust pipe, which ran alongside the tail, while refuelling, and their fire was caused by the fuel hose operator turning on too soon, before the shroud was over the exhaust.

Naturally, the most important thing in a pit stop is speed, for every second counts, and nothing is worse for a driver's morale than to have been saving seconds all round the circuit, only to have them wasted by his mechanics at a pit stop. However, speed alone is not enough, it must be accompanied by efficiency, and as with most activities in life the movement that looks fast is not necessarily the quickest. Unhurried speed is invariably faster than panic speed. A few years ago I was watching the Team Lotus pit stops at Le Mans and I was intrigued by the man who was doing the refuelling. As the car arrived most of the mechanics and team personnel were on their toes and alive with an air of preparedness, and as soon as it stopped they were running around, dashing to and fro, and obviously working against time. The character with the fuel hose, however, was apparently taking little interest in proceedings as the car arrived, and then leisurely lifted the hose off its hook when the car stopped, and I can remember thinking to myself that he was a pretty dozy mechanic and obviously did not realise that seconds were vital. At other pit stops in that race, at Ecurie Ecosse, Jaguar, Ferrari and so on, the fuel man would be standing " at the ready " with the hose poised and one hand ready to open the filler and plunge the nozzle in—in other words, a picture of preparedness. I watched a number of Lotus pit stops and each time this dozy character would seem to wander lazily across to the car, open the filler cap, lift the hose down and carefully put the nozzle into the tank. In the general excitement of the stop I paid no further attention to this chap, but after about three pit stops I suddenly realised that he had finished his refuelling job long before the other mechanics had attended to oil and water, etc. This intrigued me, so the next time a Lotus arrived I watched this man with the hose carefully, and once again he leisurely, or so it appeared, lifted the hose down, carefully put it in the tank, fuelled the car, closed the filler, hung the hose up again and stood back while the other mechanics finished their jobs. I then realised that this was not casual luck, but intelligent planning, and afterwards he explained that there was no need to flap about during a pit stop, because he knew exactly how many seconds it took to fill the tanks, and it was perhaps five or ten seconds shorter than it took to open the bonnet, check the oil and water, close the bonnet, clean the screen, and refix the bonnet. Having five seconds in which to lift the hose off its hook was more than enough, and there was no risk of spilling any fuel. Similarly, when the tank was filled, he knew there was ample time to finish the job properly and still be ahead of the other mechanics, " So why panic ? " he said.

There are a number of morals to be learnt from this story, but I think the most significant thing about it is the fact that this seemingly dozy character is now a B.R.M. works driver—his name ?—Graham Hill.

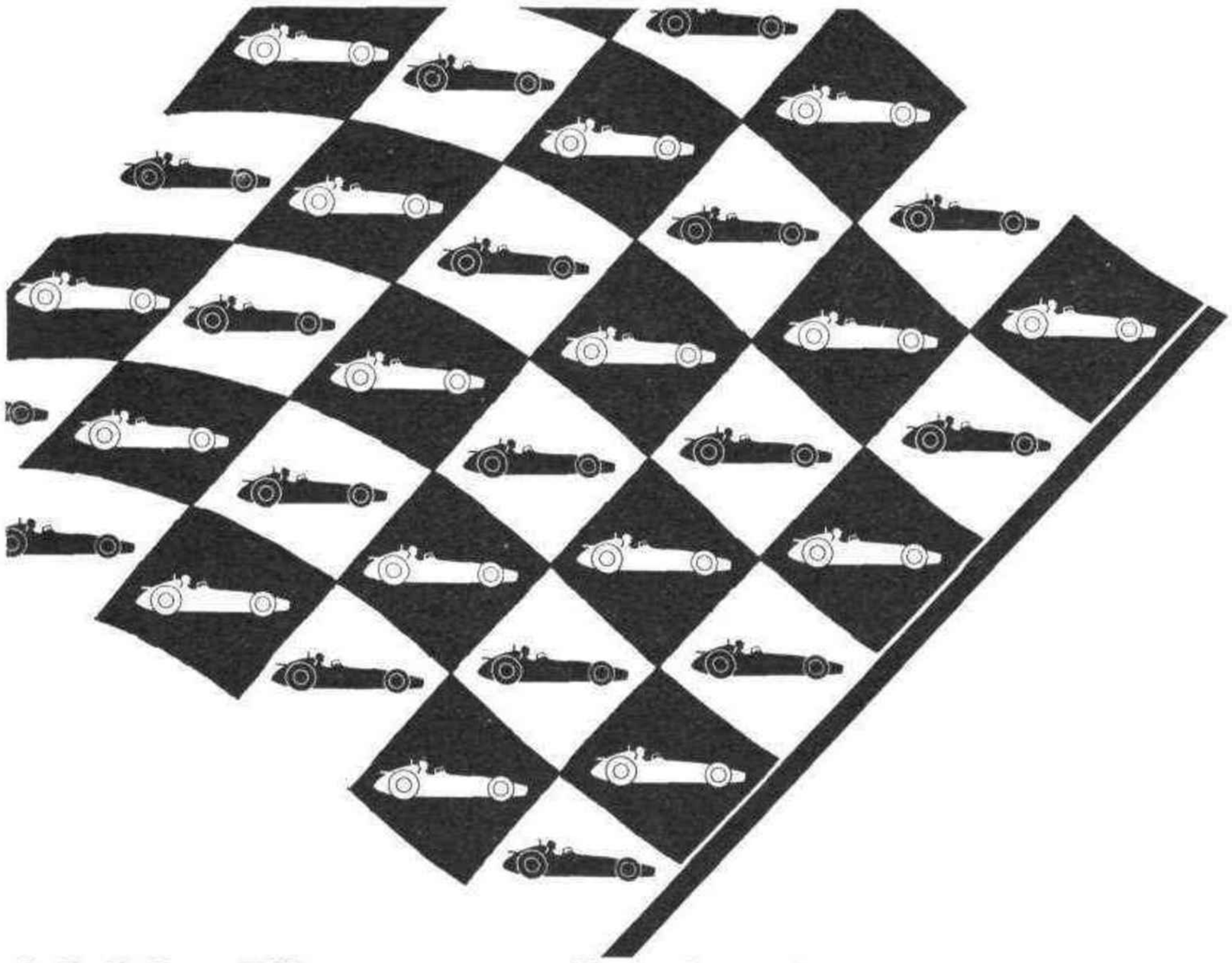
* * *

I see there has recently been suggestions that we should pay to use our network of Motor Roads (when they are built) and I am all in favour of this. Motoring about on the Continent I often have occasion to pay money for the use of a road or a bridge, and at first this used to annoy me, but on reflection I realised that the benefit was well worth the cost. In addition it has meant that the road or bridge has been used by people seriously intent on motoring and not for parking. I like very much the remark by the French Minister of Transport when he said that the roads of Paris are for motoring about on, not for parking on, for as one who enjoys motoring more than parking I could not agree more. Italian Motor Roads have always been operated on the pay-as-you-use principle, and the new *Autostrada del Sole* that already runs from Milan to beyond Bologna, and in a year or two will reach right down Italy to the Straits of Messina, is a perfect example of the justification of paying to use it. In a fast car, driving at eight-tenths all the time, it is possible to get from Milan to Modena (the home of Italian racing cars) in three hours, using the via Emilia, in and out of the Vespas, round the lorries, neck-and-neck with the Giuliettas, and it is one nightmare dice that leaves you sweating slightly when you arrive at Modena. On the *Autostrada*, for the cost of 15s., you can cover the same distance in 1¼ hours with ease, sitting back and listening to the radio, and arriving at Modena without the slightest strain.

If you have to do this journey in the course of business, or when time is short, you do not mind paying the toll and it is worth every penny to be free of bicycles and scooters in Northern Italy, though I must admit that, for the sheer hell-of-it, I occasionally still use the old via Emilia, for that journey at speed is a challenge to one's driving ability. The system of paying on the Italian *Autostrada* is a first-class one that might well be copied when we bring in " payments " on our Motor Roads (when they are built). When you join the Motor Road, no matter where, you are handed a standard card listing all the " stations " on the whole length of road, and it is punched at the point you join the road, and also the category of your car is marked. You then drive as far as you want to and pay as you leave the *Autostrada*, on the back of the card there being printed a list of tariffs and distances, so that the man at the exit merely checks on where you joined the road and reads off the price, which you pay as you return the card. At one time on the earlier *Autostrada* you paid as you went onto the road, but so much fiddling went on, whereby you bought a ticket for the next " station " and then motored 50 miles or so and rushed out of the gate without waiting for the man to check your ticket, that this new foolproof system was evolved, and it is much easier for everyone, except the dishonest.

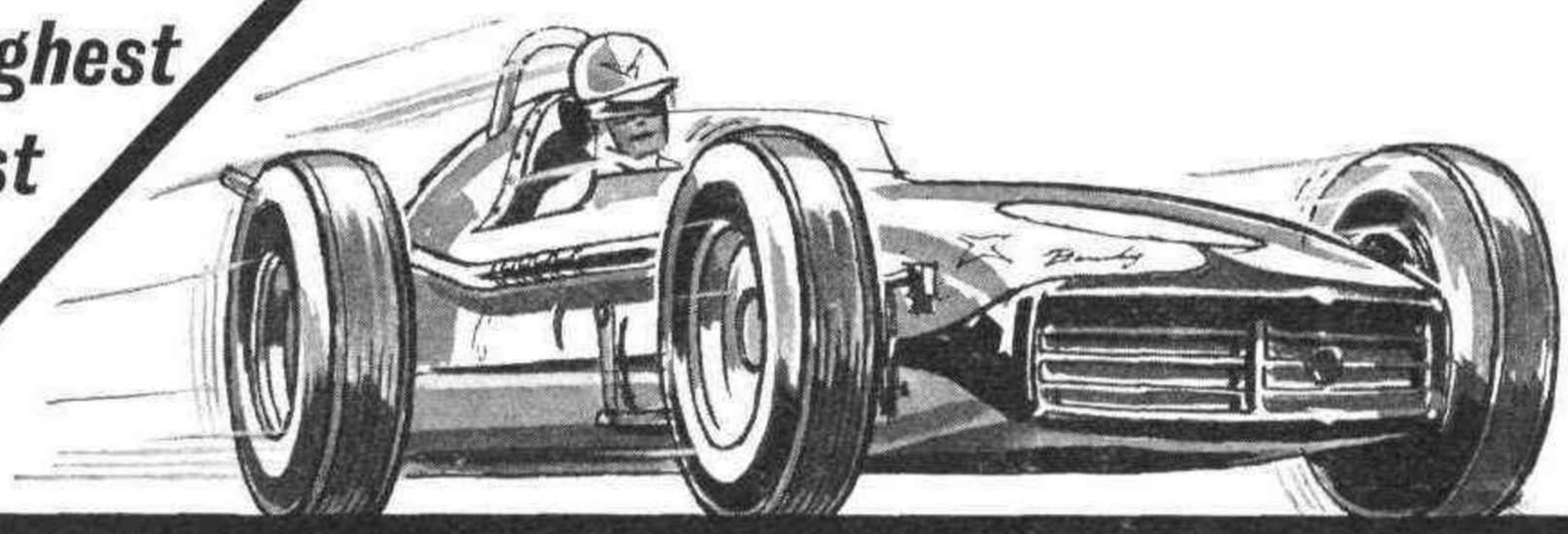
Another toll road, that anyone who has visited Austria must know, is the mountain pass over the GrossGlockner, and here you pay a rather large sum of Austrian schillings before you start the climb. The first time I used it I was incensed because there had been no prior warning that it cost money to cross the mountains at this point and having arrived at the toll gate it was too late to go back, for any alternative route would have taken a whole day's extra motoring. In a rather sour mood I roared off up the mountain at 5,000 in second, oversteered violently round the hairpins, and called the Austrians all sorts of names. However, it did not last long, for the road and the scenery were truly wonderful and by the time I got to the glacier at the top I was prepared to have paid twice as much, for it is one of the most spectacular mountain crossings I know, and well worth paying for. Near the top there were vast road works going on to improve the way, so that one could see one's schillings being put to good use, and the initial road construction job through these mighty mountains must have cost a fortune.

If all motor races were held on the same circuit, or one had to go to them all by aeroplane, my job would be dull in the extreme. It is the fact that one can cross the GrossGlocknerstrasse " on the way to work " that helps me to retain my sense of proportion—or do I mean dis-proportion ! D. S. J.



1960–Firestone's 37th win at Indianapolis

The toughest tyre test of all



Firestone

Yet again Firestone tyres were fitted to the winning car in the Indianapolis 500, marking up their 37th consecutive win in this fierce tyre-destroying race. Indianapolis is one of Firestone's most severe testing grounds, where for many years Firestone tyres have triumphed over the tyre-tearing brick and asphalt circuit. Firestone techniques are tested here under the most extreme and exacting conditions possible. Success at these meetings for Firestone means more safety on the road for you.

1st JIM RATHMANN

At the record speed of 138.767 m.p.h.

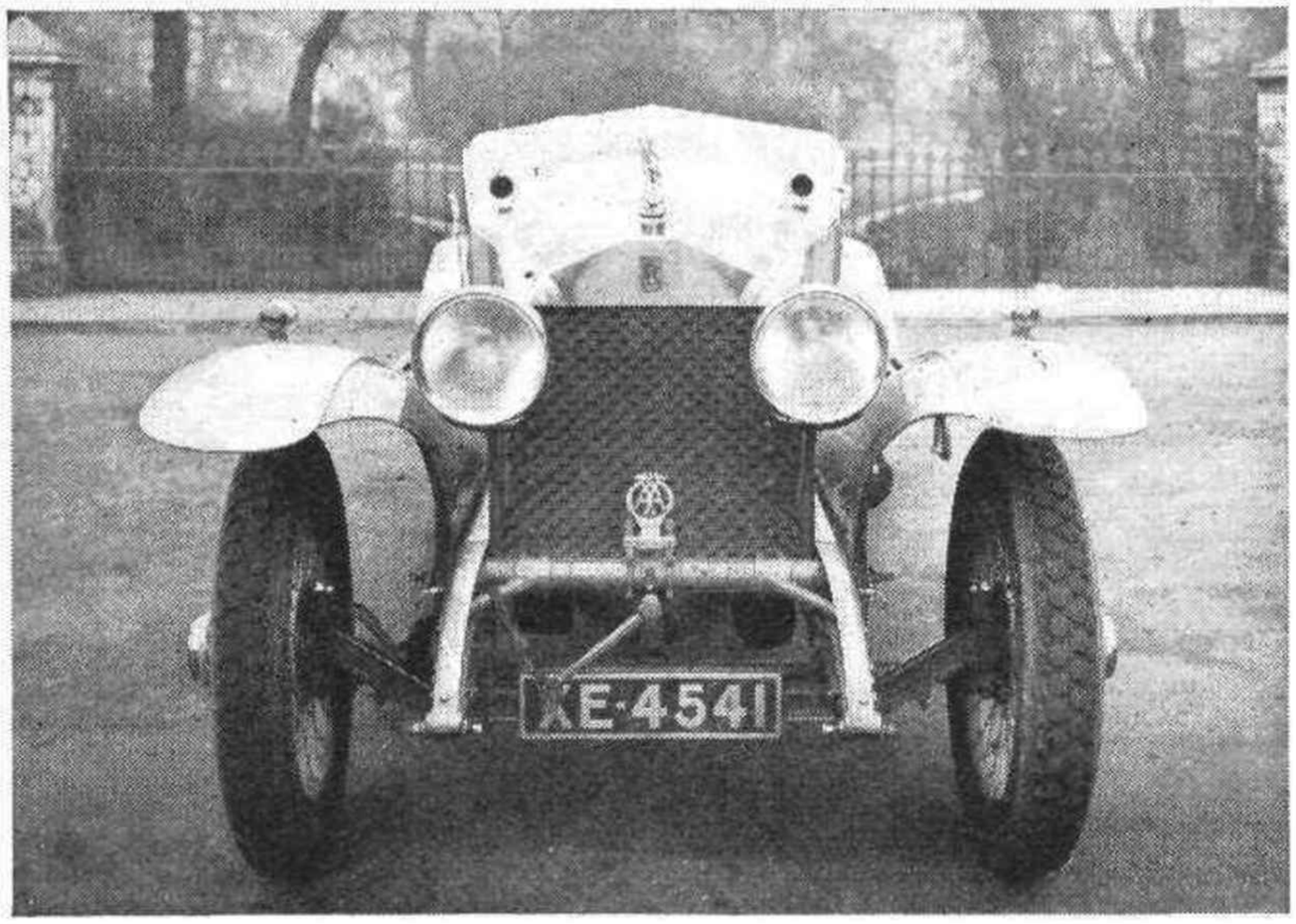
2nd RODGER WARD

(subject to official confirmation)

ON FIRESTONE TYRES

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



A SPORTING ROLLS-ROYCE.—On the 50th anniversary of the death in a flying accident of the Hon. C. S. Rolls we publish this picture, sent to us by a reader, of a sporting 40/50 "Silver Ghost." Does it still exist, today?

The V.S.C.C. Beaulieu Rally (May 22nd)

Rain gave way to sunshine for this annual fixture. The Concours d'Elegance Martini Trophy was won by A. W. Rippon's 1930 Bugatti. The assembly then moved off to the spaciousness of Beaulieu aerodrome where four mild tests were taken on a disused runway.

An interesting newcomer was A. Baily's big 1912 Cadillac tourer, the engine of which, with four separate cylinders, is virtually a 1908 design. It wasn't Baily's day, because he had had a puncture *en route*, had not persuaded the carburetter to give the correct mixture and, as he came up to the first test, had the embarrassment of the steering wheel rim coming off in his hands. Helped by Cyril Mann this was lashed on and this American Edwardian then went very well.

Amongst those who wiggle-woggled extremely well through the first test were Jones in his noisy 14/40 Vauxhall, Marsh in his 1925 Austin Chummy, Robson and Borthwick in two of three very nice Lancia Lambdas present, Tatham who was extremely fast in a very fine 1929 open 4½-litre Bentley, while Barker in his well-known M.G. Tiger looked to have made f.t.d. Sawers managed his 30/98 Vauxhall well and Millar did even better in his even-longer twin-cam 3-litre Sunbeam, accompanied by the pungent scent of "R" and a slight spit from the carburetters. Gahagan set the tail of his G.P. Bugatti sliding and amongst the p.v.t. entries Wilcock was extremely fast in his S.S.100, which had power aplenty to spin its wheels on take-off.

Charles Mortimer drove a very smart Talbot 105 team car (GO 51), the engine of which sounded a bit out of sorts, Collins tumbled a pylon in his famous 1931 Alvis and Knight made up by driving fast a 1930/36 Riley which by no stretch of imagination should be in the V.S.C.C. or qualify as a thoroughbred. Perhaps the Committee has a "thing" about Rileys, for Stoton's 1934 Riley didn't look at all thoroughbred to us. After all, they have an excellent Register of their own. And while we are in this mood, we disapproved of Cuff's 1924 Austin Chummy over which someone had poured lots of yellow paint to match the driver's pullover and, not content to let it rest there, had fitted a funny bulb horn and screwed a big brass data plate to the side of the body. The little car was obviously bashful about all this and repeatedly stalled its engine, which had to be wound up. A. Clark's 1928 9/20 Humber was spoilt by having non-original cut-away doors.

Some very skilful handling characterised the garaging test, splendid performances being made by Hayward (Fiat 503), a 1928 model-A Ford tourer on Trade Plates, driven by a lady, de Salis' neat Austin Chummy, Applebee's 1923 back-braked Morris-Cowley two-seater, the Barker M.G., Bell's 1924/26 Lancia Lambda and Gahagan's Bugatti. Millar stalled the Sunbeam's engine, Getley took it slowly but "holed-in-one" in his Bentley whereas Sawers had to reverse his 30/98, Borthwick's Lambda was extremely slick, but Jeffries seemed intent on breaking his 1929 Lea-Francis' gearbox, the Cadillac touched a drum, and the rear hubs of Carpenter-Jacob's 1928 Lea-Francis sounded a little worn. Collis handled his big Sunbeam tourer proficiently and it possessed excellent brakes, perhaps aided by the aluminium paint on the brake drums. Wilcock was again terrific in his S.S.

The sport concluded with a forward-reverse test in which cars were called upon to go backwards twice, which is rather cruel to vintage axles. However, although the 14/40 Vauxhall's axle clonked audibly, a very fine Bentley did its best to shed its front axle and Borthwick showed no consideration for his Lambda's gearbox, no mechanical calamities resulted and this enjoyable day of vintagery is something to be looked forward to each year.

Results :

Montagu Trophy : F. M. Wilcock (1938 S.S.100).
Martini Trophy : A. W. Rippon (1930 Bugatti).
Concours d'Eleganee : *First-class Awards :* Rippon (Bugatti), House (Austin), Hodgson (Rolls-Royce). *Second-class Awards :* Daniels (Bentley), Gahagan (Bugatti), Miss Haig (Frazer Nash). *Third-class Awards :* Jackson (Humber), Ireland (Delage), Barker (M.G.). *Edwardian Prize :* Cowburn (1909 Renault).
Driving Test : *First-class Awards :* de Salis (Austin), Stoton (Riley), Wilcock (S.S.100), Barker (M.G.). *Second-class Awards :* Parke (Austin), Marsh (Austin), Jones (Vauxhall), Gahagan (Bugatti). *Third-class Awards :* Applebee (Morris), Borthwick (Lancia), Robson (Lancia).

V.S.C.C. LIGHT CAR RALLY (June 12th)

Best Performance : J. M. Hayward (1927 Fiat).
First-class Awards : J. T. Warden (1925 Humber), A. D. Jones (1929 Austin).
Second-class Awards : M. E. F. Howarth (1923 Wolseley), D. C. S. Rendall (1928 Austin).
Third-class Awards : D. R. Firth (1927 Austin).
There were 25 entries; 15 finished.

There is no better break from over-much motor racing than a visit to that typically British institution, the traction-engine rally, which is also usually an occasion for owners of vintage and veteran cars to show off their vehicles to a new cross-section of the public. At the Toc-H rally at Chilcomb Manor near Winchester on May 21st, there was strong support from the latter for the steam engines present, the oldest of which was a 1910 Wallis and Steevens and which included a fine 1916 Foden five-ton steam lorry. The old cars included a 1925 8/18 Humber with rare two-seater body, an even rarer 1926 Galloway, a very sporting 1914 Type AK Delage with Gabriel exhaust whistle, a butcher's 1924 model-T Ford one-tonner with two-speed axle, a well-kept 1929 Standard Nine with the unusual Tourist's Coupé body of which only 200 were built, and the ex-Editorial P4B Delaunay-Belleville which, alas, has been brassed-up and generally made an exhibition of. Air Chief Marshal Sir Alec Coryton's 1902 de Dion Bouton had very unusual front suspension comprising ½-elliptic springs coupled to ¼-elliptics, and Air Ministry instruments which looked decidedly out of place. There was also an off-white Trojan van and a very rough car we mistook for a Talbot but which was labelled as a Bass. Fun!

* * *

An instance of the reliability of contemporary Edwardian cars was given to us recently by Frank Cheverton, who has loaned his

great *Coppa Velocita* Itala to the Montagu Motor Museum. In 1908 he started a car-hire business in the Isle of Wight and a Speedwell, driven by an ex-coachman, covered 15,000 miles in a year with no trouble other than punctures, the secret being, perhaps, that it was properly serviced every evening. Mr. Cheverton speaks of the excellence of the just pre-1914 Adler, and 12-h.p. Benz cars of the same period. We believe he still retains, in retirement, a two-seater " Prince Henry " Vauxhall, an early Benz, and a *circa* 1900 Panhard-Levassor.

* * *

Which reminds us that seldom has any car caused so much controversy as to its history as the aforesaid Itala, which is now such an imposing inmate of the Montagu Motor Museum. Last month we gave its date as 1907 but corrected this on another page to 1905. Other journals have quoted both dates, and Lord Montagu's own journal has given the engine size as 17½-litres. Some further research shows this car to be a 1907 14-litre Itala and probably the actual car with which Cagno won the *Coppa Velocita* at Brescia that year. However, there is a similar Itala in Australia for which this latter claim is also made, which all adds zest to the hard tasks of the motoring historian!

* * *

Yet another aspect of the old-car movement is now covered by the versatile Lord Montagu of Beaulieu, who is opening a Public Transport Library at Palace House. It is hoped to open this in the autumn and already Inman-Hunter's collection of motor books and W. J. Brunell's photographic library have been bought. The idea is to have a photostat and photographic service available, to publish books, and to issue scholarships to students of motoring history.

* * *

An auction sales of veteran and vintage vehicles will take place at the Montagu Motor Museum on July 16th, and for two days prior to this sale the vehicles will be on view in a marquee in the grounds of Palace House. This is described as a sale run by old-car enthusiasts *for* old-car enthusiasts and may become an annual fixture. Actually it is being run by Southern Counties Car Auctions Ltd., to whom all inquiries should be addressed. They advertise it as the day when " Old Crocks will come under the hammer at Beaulieu "!

* * *

Amongst cars in breakers' yards we hear of a *circa*-1926 Star lorry, a partially-complete bullnose Morris Cowley, a complete but dilapidated 9/20 Humber saloon, several vintage Austins and a Trojan van, together with numerous vintage bits and pieces such as a Cubitt radiator, etc. We also hear of a recently-discovered 1922 model SLO4 Standard tourer, and this will be rebuilt if its owner can find a radiator for it. A 1926 sleeve-valve Daimler with hearse body, in running order, is in danger of being broken up in London. Letters can be forwarded.

* * *

This year's well-established Sunbeam M.C.C. Veteran and Vintage Rally takes place on July 24th and terminates at Beaulieu. It is open to anyone owning cars, three-wheelers and motorcycles built prior to 1931, divided into several classes. Car entries cost 15s. each, teams 5s. extra; the entry list closes on July 12th. Competitors start from a point of their own choice and arrive at Beaulieu between 11 a.m. and 1 p.m., gaining marks for distance up to 50 miles, age of driver, and age of vehicle. There will also be a Concours d'Elegance. Details from J. Neave, 87, Northcroft Road, West Ewell, Epsom, Surrey.

* * *

It is particularly appropriate, at a time when Jaguar has absorbed the famous name of Daimler, that the Daimler O.C. and Daimler Register should be taking steps to become a strong, virile Club that will preserve and foster this long-established make. These organisations are liaising closely with the Daimler Apprentices' M.C. and there are four categories of membership, the D.A.M.C., the Register, the Register Assistance Club for non-owners, and the D.M.C. Membership is, respectively, 7s. 6d. (entry fee 10s.), 2s. 6d., free and 10s. (entry fee 10s.). There are Club crests and lapel badges already available. The Register is open to owners of Daimlers made prior to 1930 and already it has 44 Daimlers on its books, from 1898 to 1929, including 11 Edwardians and two commercial vehicles. Details of these organisations are obtainable from T. McElligott, Daimler Apprentices Motor Club, c/o The Daimler Co., Ltd., Coventry, and it is to be hoped that readers will bring them to the notice of Daimler owners who have not so far joined.

* * *

The Historic Commercial Vehicle Club's Rally, due to be held at Beaulieu on Whit-Sunday, had to be abandoned due to lack of entries.

The Trust founded by Lord Montagu to preserve historic vehicles and their appurtenances, has been formed, under the title of the Historic Vehicle Trust Ltd. The Secretary is Miss C. M. Roberts, 4, St. Bride Street, London, E.C.4.

* * *

Those who seek a change from vintage car events may care to note that, on July 2nd, the Vintage Motor Cycle Club will support the Conservative Concours at Highbury Park, King's Heath, Birmingham (2 p.m.) with a display of vintage motorcycles and that this Club's Lewis Cup Trial, an event " steeped in tradition and almost a pilgrimage to the memory of the riders of yesteryear," to quote the V.M.C.C. journal, and which caters for single-speed machines, will start from Holt Heath, Worcs, on July 10th.

* * *

The latest issue of the Morgan Three-Wheeler Club's " Bulletin " brings the cheering news that there are still several vintage " Moggies " in our midst, new members' cars including a 1923 o.h.v. Super Sports J.A.P., a 1928 Aero with o.h.v. Brough Superior engine and a 1929 s.v. Aero-J.A.P. There is to be a Morgan Rally at Beaulieu on July 31st. The Secretary of the Club is M. Guess, Flat 3, 31, Heyworth Street, Derby.

* * *

While road-testing the Ford Taunus in the West Country an Austin Twelve, not later than 1926, with van body, was seen to be in use by a steam bakery in the hilly district of Beer and a back-braked Dodge, possibly a commercial vehicle chassis, with platform body, was encountered in a farmyard near Beaminster, while at a Hampshire garage a sports 9/20 Rover was for sale.

* * *

July fixtures which will feature vintage cars include the Alton (Staffs) Traction Engine Rally on the 2nd/3rd, the Old Libertions' Association Summer Fair at Gidea Park, Essex, on the 9th, the Watford College Rag Procession on the same day, the Maidenhead Festival of Transport on the 16th/17th, the Rempstone Traction Engine Rally on the 16th, and the Bath Concours d'Elegance on the 30th. We can forward letters to the organisers from those wishing to take part.

* * *

The Bentley D.C. holds its Kensington Gardens Concours on July 2nd, from 12 noon onwards.

* * *

Leonard Russell, Literary Editor of the *Sunday Times*, believes that he possesses " one of the most comprehensive motoring libraries in private hands in this country," on which your Editor has the temerity to challenge him. Mr. Russell goes on to make the astonishing statement that he does not *read* these books or understand the first thing about cars. . . . He endorses his lack of understanding of cars by writing a column for his paper all about those he has broken. A Buckingham he bought for £80 in 1926 from a dealer in the Upper Richmond Road had to be sold for £12 10s. and two bound volumes of *The Autocar*, after " something went wrong in the back-axle " necessitating driving home in reverse—curious, this, as the gearbox wasn't in the back-axle! Next Mr. Russell paid £110 for a Super Sports A.B.C., which he drove, lightless, into a parked lorry. Undaunted, he tells us how he bought a secondhand 5 c.v. Citroën cloverleaf which soon shed its n/s. front wheel, which " snapped clean away." Poor Mr. Russell! In 1951 he had a new convertible which six months later went out of production and for which he has required three new gearboxes since 1956. It's rather surprising, surely, that the *Sunday Times* lets this self-styled " Ishmael of the Motor-Car " review motoring books. . . .

* * *

The programme at the M.G. Car Club's Silverstone meeting on June 4th included a parade organised by the Bullnose Morris Club to show the development of the Bullnose Morris into the Bullnose and later flat-radiator M.G.s. Eighteen cars took part in the parade; ten Bullnose Morrises ranging from 1922 to 1926; three Bullnose M.G.s; and five post-Bullnose (M-type Midget, two Mark IV, a Mark III Six and a Mark I Speed Model). The three Bullnose M.G.s are believed to be the only remaining examples of their type in the country. They are the 1925 Kimber Special, FC 7900, owned by the M.G. Car Company, the 1926 two-seater from the Montagu Museum, and the ex-Fernihough 1926 four-seater owned jointly by Lytton Jarman and Robin Barraclough.

* * *

On June 10th there was a gathering of Vintage M.C. enthusiasts at the West Meon Hut, Hants, organised by Lt. John Guild, R.N. Cars present included six Mark I Speed Models, Chris Barker's immaculate Mark III and the ex-Fernihough 14/28 Bullnose four-seater, in which Jarman and Barraclough did a round trip of 260 miles to attend the meeting. Also present were several 18/80 owners

who are still in the process of restoring their cars, and therefore had to turn up in other vehicles. Technical information and spares were swapped with great enthusiasm, and it is hoped that further meetings will be arranged in the near future. Owners of M.G. 18/80 models, in particular, are invited to contact Patrick Tennant, " Mariners," Bosham Hoe, Sussex.

* * *

In aid of the first Cheshire Home for Incurables in Somerset, the Bath *Concours d'Elegance* will be held at the Recreation Ground, Bath, on July 30th, and is open to veteran, Edwardian and vintage cars, the last named divided into saloons and open models, and p.v.t. cars. The entry fee is 10s. per car. Numerous trophies will be awarded, and entry forms for this deserving event are obtainable from T. Hooper Jones, Wynsmeet, Horsecombe Brow, Combe Down, Bath.

* * *

A reader is restoring a 1928 Triumph Super Seven coupé and requires a handbook, information, and if possible a similar car as a source of spares. Letters can be forwarded.

* * *

Toc-H are holding a Traction Engine Rally, with vintage and veteran car support, at Dorchester on July 9th.

* * *

Discoveries this month include a 1920 Daimler limousine, described as " fine but forlorn," which apparently has six new b.e. tyres, and in the same yard in Worcestershire the remains of a Rolls-Royce Silver Ghost chassis and a complete but dilapidated 1928 Essex, the last named not for sale. We also hear of a 1922 Overland tourer, some parts of a 1902 de Dion and model-T Ford, together with some early lamps, and what are thought to be a 1925 Rover and a 1904 Darracq, the last two possibly for sale in Sussex. In the same county a 1927 Buick and a vintage M.G. were recently broken up.

VINTAGE POSTBAG

Sir,

I can add something to Mr. Radford's letter on page 342 of May issue of MOTOR SPORT. I had a 1924 H.E. sports *two-seater*. The engine was 13-h.p., 72.5 × 120; thermo syphon with impeller cooling; pressure feed lubrication to main bearings and pump to trough; coil or magneto; Solex; four forward speeds; multiple dry plate clutch; spiral bevel final drive; wire wheels; 815 × 105 tyres; front wheel brakes; C.A.V.; dynamo lighting and electric starter; 12-volt; price £740.

There were slight differences in the four-seater, curiously enough. It had Zenith carburetter; worm final drive; 9 ft. 6 in. wheelbase against 9 ft. 9 in. of two-seater; 6-volt lighting; price £620.

The three-seater specification was otherwise as that of the four-seater and the price was £615. Above details are from 1923 Show catalogue.

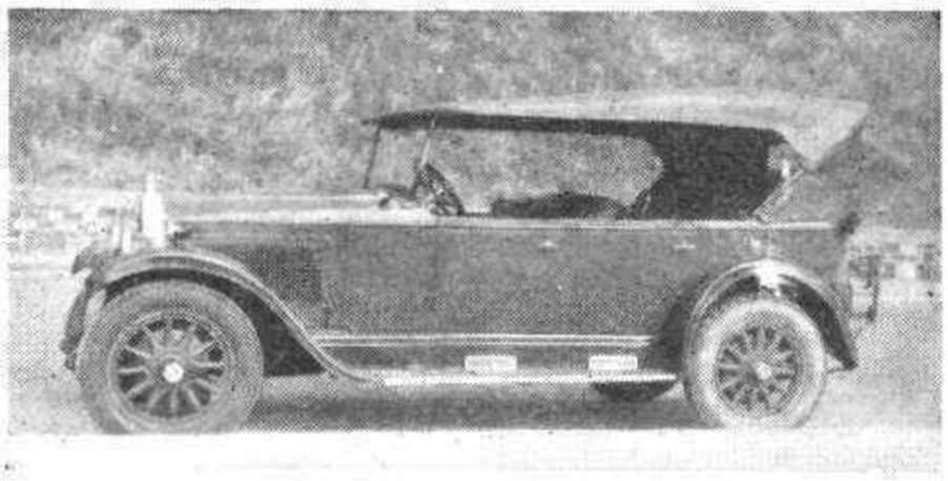
I am, Yours, etc.,

Bristol. C. P. KETCHLEY.

* * *

Sir,

You may be interested in the enclosed picture of a 1926 Willys-Knight tourer which was in my family from 1926 to 1937. The following information from memory may be of interest. The car was imported in what we call now C.K.D. form, I believe from Willys Overland Inc. U.S.A. and assembled by a concern called, if I remember correctly, Willys-Overland-Crossley somewhere in Manchester. I believe Heaton Chapel or it may have been Trafford Park. In 1926 two sizes were marketed, the standard " 6," 20.9-h.p. R.A.C. rating and the Great Six about 25.6 R.A.C. rating.



The car in the picture is the smaller variety, the 20.9 six-cylinder car. As shown in touring form the purchase price was £395, whilst the saloon version was £495.

During the eleven years the car gave no trouble except that on one occasion sleeve bearings had to be renewed. Oil consumption, which never varied, was 200 miles to a pint. The brakes were interesting. The rear brakes were external, contracting onto the drum, whilst the front brakes were of the internal expanding type. The car registration number is or was TT 9349 and it was sold to Bests Garage of Littleham Cross, Exmouth, in December, 1936 or January, 1937, who, I think, resold it to a farmer, but I have never heard of it since. The colour was a very attractive grey with black mudguards and a waistband of black/red/black which can just be discerned in the photograph, which was taken at Orcombe Point, Exmouth.

The Willys-Knight was in 1926 a great joy to drive. Compared to British vehicles of the same price at the time it had much more power and its top gear performance on hills outstripped almost anything in a comparable price class and many cars of a higher price.

I am, Yours, etc.,

Wisborough Green. M. GARDEN.

* * *

Sir,

Does no one in England love those delightful, honestly made and faithful machines, the model-A Fords ?

I would like to form an owners' club and would be pleased to hear from owners who might be interested.

I own two model A town sedans and belong to a Restorers Club in the U.S.A. Just about every spare can be had, because of the five million built, almost one million are estimated to be still running.

By the way, I bought a VW some years ago on the advice of the Editor, MOTOR SPORT, and finished up owning five of them. I've just followed his advice again and bought an N.S.U. Hope you are right again !

Always a faithful follower of MOTOR SPORT.

I am, Yours, etc.,

Lewis. T. J. M. DOBSON.

[Letter from interested owners of model-A Fords can be forwarded. —ED.]

* * *

Sir,

I read with interest Mr. R. P. Stevens letter concerning a possible reason for the sudden demise of the steam car prior to World War I.

In order to try and verify the story told by Mr. Stevens I consulted the records at the Patent Office but could find no patents taken out during the period 1890-1914, in the name of Doble or any similiar name, which related to steam cars or their controls.

This would appear to contradict what Mr. Stevens was told. The patents may however have been taken out in another name, but this seems unlikely. There may also have been patents earlier than 1890, but these could not have prevented a person making the steam car since such patents would have expired long before 1914.

One often hears of inventions which have supposedly been stifled in the manner described but it is very rarely that proof of such actions being carried out has been found.

It may interest Mr. Stevens to know that such an occurrence could not happen under present Patent Law since provisions are included whereby any interested person can obtain a compulsory licence on reasonable terms under any patent, if he can show that the proprietor of the patent is not working the invention covered by it.

I am, Yours, etc.,

Teddington. A. G. H. BURNINGTON.

* * *

Sir,

In reply to R. P. Steven's letter, the story about Mr. Doble is not true. Abner Doble as far as I know still lives in Santa Rosa, California, and as for selling patents to Rockefeller that does not make sense. The Doble Company was taken over by the Besler Corporation. Wm. Besler used the "know how" of the old Doble works (for whom he had worked) to become the only man I know who ever built and flew a steam aeroplane.

The " know how " to design an automotive steam engine is still around. For an example of what can be done with small steam engines, see page 451 of " Shipbuilding and Shipping Record," April 7th, 1960.

The difficulty of the Doble steam car was that it cost £10 000 to build and was sold for only £3,000.

I am, Yours, etc.,

Bredon. ROBERT D. PARSONS.

Sir,

The Alvis Register's policy of refusing to admit to membership those not owning cars which conform to the original specification is probably responsible for the letter signed by " Lepus Europaeus " in your June issue.

For eleven years the Register admitted to membership anyone owning an Alvis built during the years covered by the Register, i.e., 1920 to 1932, irrespective of coachwork or other modifications. Virtually all these owners, on joining, expressed the desire and intention of " restoring to original specification." As a result the Register has a quite remarkable collection of " home-brews " and much-modified cars among the 800-odd Alvis on its records. So much so, in fact, that for the past twelve months prospective members have been asked to furnish photographs where the cars are not already known to the Register, before being admitted to membership, with the direct object of excluding undesirable examples. To date there have been twelve such rejections.

The principal object of the Register is preservation. Restoration is very nice but how many people do the job properly? In the experience of the A.R. the only restorations properly undertaken *and* fulfilled have been carried out by overseas members. I am referring to work which requires a completely new body. If a prospective member has an Alvis which conforms to our requirements but needs hard work to make it respectable and the owner clearly indicates his intention to do this, then we welcome him as a member. The car which already has a soundly-built but home-made body is less likely to be taken off the road to have a genuine replica body fitted. It has not happened yet and I should be very surprised if it does. In the eyes of the Register such a car is not a true vintage specimen.

The attitude of the Register is reflected by the V.S.C.C. in their recently introduced " purity " campaign.

I am, Yours, etc.,

NORMAN H. JOHNSON,
Hon. Registrar, The Alvis Register.

Buckhurst Hill.

[Our correspondent's complaint was that without being permitted to join an appropriate Club he will be unable to obtain data required for restoring his car. Wouldn't the solution be to take such owners in for a probationary period, excluding them later if they have *not* improved their cars?—ED.]

* * *

Sir,

Mr. Coverdale is the latest of those who have defended the Model J Duesenberg against what I have written about it in the " Vintage Motor Car " and later in the " Vintage Pocket Book." The curious thing is that Mr. Coverdale does nothing to refute my criticism. Everyone agrees that the " J " is beautifully made and has a superb engine, but these merits are quite discounted by lethal understeer and the handling qualities of a hippopotamus (well, I've never driven a hippo, to be truthful, but that's my guess). In fact, my closing remark in the " Vintage Pocket Book " is absolutely justified: " It seems doubtful, anyway, if it was quite as good as it set out to be."

I am, Yours, etc.,

CECIL CLUTTON.

London, S.W.1.

* * *

Sir,

MOTOR SPORT was of even greater interest to me this month for the article on the Belsize Bradshaw. I should say at once that I am no relation to the other Mr. Chapman.

I bought my car in London in about 1928 for the sum of £27 10s. and drove it home at night in the rain. The dynamo was driven from the prop.-shaft, thus the greater the road speed the more the juice available for the lights. The battery was down and I was forced to tuck in behind other cars until they lost me and then wait until another suitable one came along and run for a few miles behind that; *en route* the hood split and I arrived back in Bath sitting in a pool of water.

The car was good fun but far from perfect. Always a bad starter, partly due to the characteristics of the 90° magneto, the oil consumption was high, some dribbling out of the exhaust pipe and the rest forming a jelly round the cylinder barrels inside the crank case. The gate change, on the right, could be tiresome. The lever " picked up " two short spring-loaded levers to select one of the three forward, or reverse, gears and it was possible for odd things to happen to these levers when one found oneself in gear with the lever in neutral; work with a screwdriver would correct this.

The last bother I had was when the prop. splines wore themselves finally away just outside Taunton. The car was towed back to the town and after many weeks a spare was located. By that time I had obtained a two-seater Hillman 10 and I disposed of the Belsize. She shortly deposited the new owner on the wrong side of a hedge when the steering gear failed, without damage to the owner as far as I remember.

All in all she gave me a lot of fun, and the same can be said of the other 30 or 40 cars I have owned in my motoring days, which started in 1924 officially with a driving licence, though I had driven and ridden well before that date. I now have a most satisfactory car, " one of those cars of course," which has done 63,000 miles and still requires no added oil between her regular 1,000 mile sump drains. I think this VW will see me out!

I am, Yours, etc.,

R. CHAPMAN.

Bath.

[We have received a long letter from the designer of the Belsize-Bradshaw, which will appear next month.—ED.]

* * *

Sir,

I was interested to see that a former owner is enquiring for news of U.T. 38, an " Ace of Spades " Lea-Francis. I have no knowledge of this particular car, but he may be interested to know that at least two " Aces " are still running.

I actually know of the fate of four or possibly five of this model—the two previously mentioned in more or less original trim, my own car, which for many years now has had a " Brooklands " 4ED engine, one which crashed (some parts of this, notably the rear axle and gearbox, have been used by Keith Royster in his Ulster Replica which has appeared at several recent Vintage meetings), and one which was alleged to lie in a garage in Towcester, complete with spare engine.

I also believe that one of the two 18-h.p. cars made in about 1935 still exist in the Sheffield area. These cars were of almost identical engine design to the " Ace," with a slightly larger bore, but with a modified chassis frame. I would be very glad indeed to have the existence of one of these two rare cars confirmed!

There are also two of the twin o.h.c. " Light Six " cars in existence—one being restored in Northumberland, and the other (much modified) last heard of in the Dartford area. The first of these has the LFS/2 engine, and I would expect to find this also in the Dartford car, about which I know very little. Apart from these two, there is also a " Light Six " (also known as the 14/40) in Birmingham, but this has been fitted with a normal 4ED Meadows engine.

If anyone knows of any other six-cylinder " Leafs " still running or restorable, I should be most interested to hear from them.

Has anyone any knowledge of the existence of any Lea-Francis earlier than 1923—there were some 7-h.p. air-cooled flat twins made in 1922, also some 9.8s. Before that, there were a few cars made *circa* 1920. I should like to hear from anyone who knows anything about these at all!

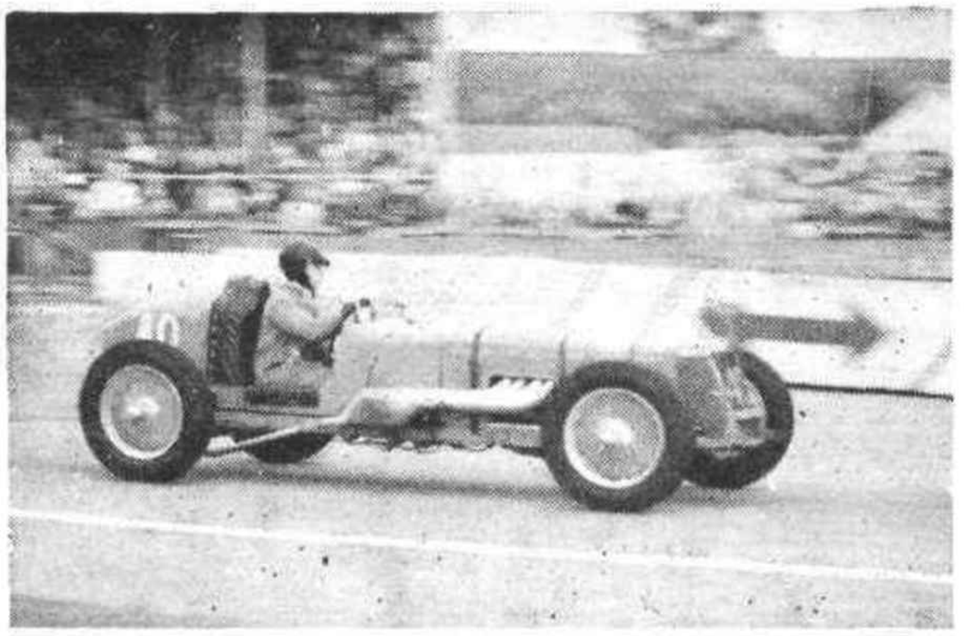
In closing, I should like to say how much I enjoy MOTOR SPORT every month, in particular the Veteran-Edwardian-Vintage feature.

I am, Yours, etc.,

P. W. PRINGLE,
Registrar, Lea-Francis O.C.

Ludlow.

HISTORIC RACING CAR IN ACTION

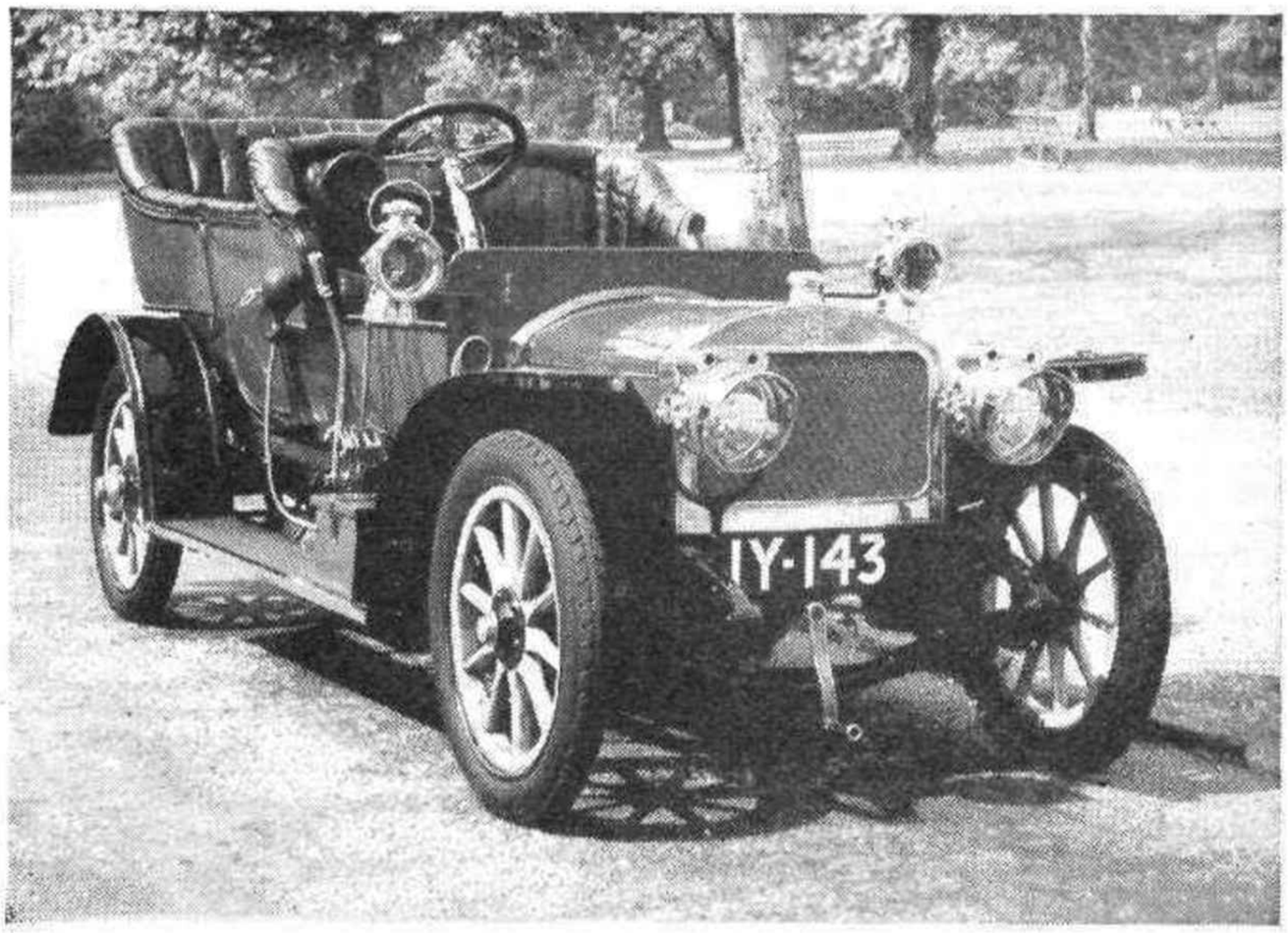


The Derby-Maserati, looking exactly as it did when raced by Gwenda Stewart before the war, making its first appearance since those days in the hands of A. O. Ellis at the B.A.R.C. Whitsun Meeting—see report on page 523.

VETERAN TYPES No. XL—

THE 1908 12/15-h.p. HILLMAN—COATALEN

by Cecil Clutton



THE Hillman - Coatalen Company was founded in 1907 and produced at first a 25-h.p. machine with four cylinders, and a larger version with two more cylinders. Louis Coatalen had already started his long career as an automobile designer with the Humber Company in 1902, but it was not until 1907 that his name emerged from anonymity, in partnership with Mr. Hillman.

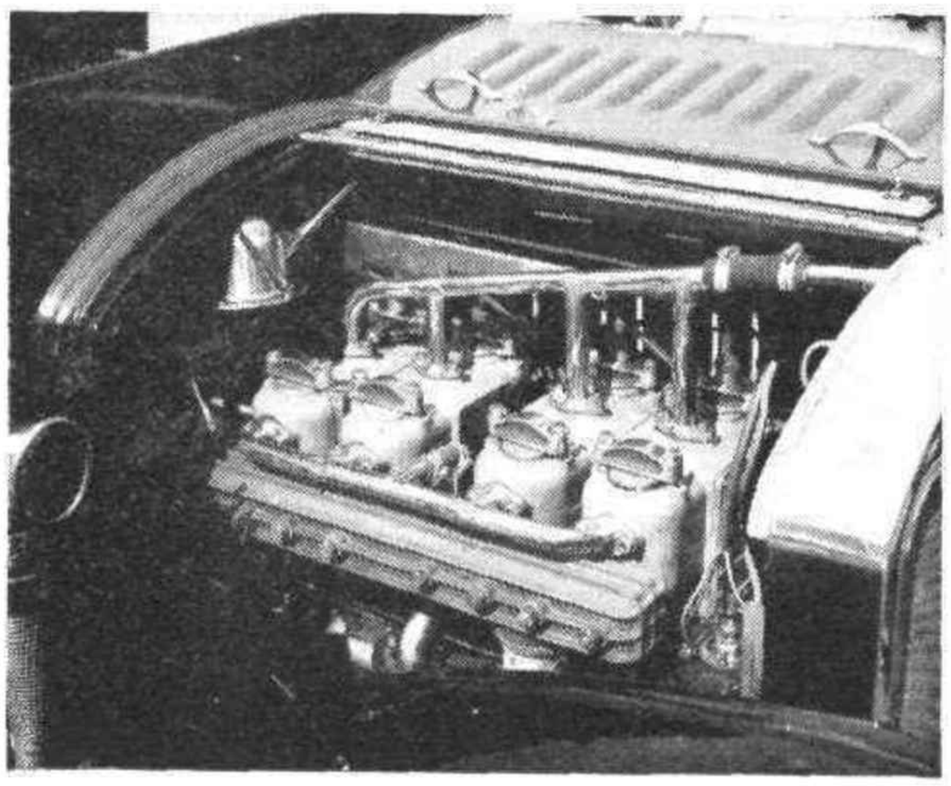
None of the 1907 models is known to have survived and indeed, probably only one specimen of Coatalen's pre-Sunbeam era still exists. This is Philip Mann's 1908, 12/15-h.p. tourer.

The model was introduced in the latter half of 1908 and displays the solid conservatism that is typical of all Coatalen's designs. Right to the end, Sunbeams were grotesquely inefficient by comparison with their more adventurous contemporaries. For example, the early vintage Sunbeams contented themselves with an Edwardian 12 b.h.p. per litre. On the other hand, this low specific output accounts largely for their charming characteristics as touring cars, while their immense safety factor was shown by the remarkable power developed from the 12/16 engine, 1912 Coupé de *l'Auto* form. Coatalen's only production model of any enterprise was the twin-cam 3-litre Sunbeam which, however, was fairly closely modelled upon the 1923-4, Bertarione-designed, Grand Prix cars. In fact, when Coatalen wanted high performance he always looked abroad for inspiration, or actually imported a foreign design—though never with such success as his own modest 1912 Coupé de *l'Auto* efforts.

The 12/15-h.p. Hillman-Coatalen displays all these characteristics of Coatelen's later career; it is a well-made, pleasant, ordinary Edwardian tourer.

The cylinder dimensions are $3\frac{1}{2}$ in. × $3\frac{3}{4}$ in., giving a capacity of $2\frac{1}{2}$-litres. The four cylinders are cast separately with water jackets open at back and front. The large openings are closed by plates and make it possible for the cored spares to be cleaned out very thoroughly—which is by no means always the case. The fixed head is T shaped involving, of course, twin underhead camshafts.

If the top half of the engine is unadventurous, the bottom part shows that Coatalen early recognised the importance of rigidity. The camshaft is extremely robust for the size of engine and period, and it is carried in three main bearings, the centre one heavily webbed. The bearings are lined with white metal, which was then only just coming into vogue in place of bronze. Lubrication was a rather half-hearted compromise between pressure and gravity feed. The contemporary *Autocar* report itself seems rather in doubt about the system. "The lubrication of the engine" (it says) "is effected by means of a belt-driven vaned pump which is carried up on the left-hand lower side of the dashboard." However, later on we read, "It should be mentioned that the force oil pump is served from a tank carried on the dashboard." Mann's car has the oil tank on the near side of the chassis and is further complicated by pressurisation from the exhaust manifold.



Ignition was normally by accumulator and coil, but a Bosch high-tension magneto could be had for an additional £20. The carburetter lives at the end of the customarily long pipe which threads its way between the two middle cylinders. The makers claimed 25 m.p.g. but Mann cannot yet do better than 22.

Power (presumably about 20 b.h.p. of it) proceeds *via* a leather cone clutch to a three-speed gearbox giving final drive forward ratios of $3\frac{1}{2}$, $5\frac{1}{2}$ and 10 to 1. With 760 × 90 tyres this gives $25\frac{1}{2}$ m.p.h. per 1,000 r.p.m. in top, and if the top engine speed is in the order of 2,000 r.p.m. (as seems to be the case), the maxima in the three gears are about 18, 32 and 50 m.p.h. In fact, the engine accelerates sluggishly so that the gears are really for hill-climbing and do not improve performance noticeably.

The footbrake is external contracting on the transmission and the handbrake is internal expanding, on the back axle. The front axle is an early example of Coatalen's not always very felicitous predilection for a built-up beam. It has a tubular centre, while outboard of the springs are drop forgings, brazed into the ends of the tubes. The front springs are half, and the rear three-quarter elliptic.

The body was made to conform with the 1908 2,000 Mile Trial regulations. It is without a windscreen and nowadays seems pretty stark. However, *The Autocar* commented that "it has high side entrance doors and appears to be really larger than is necessary for a car of this power."

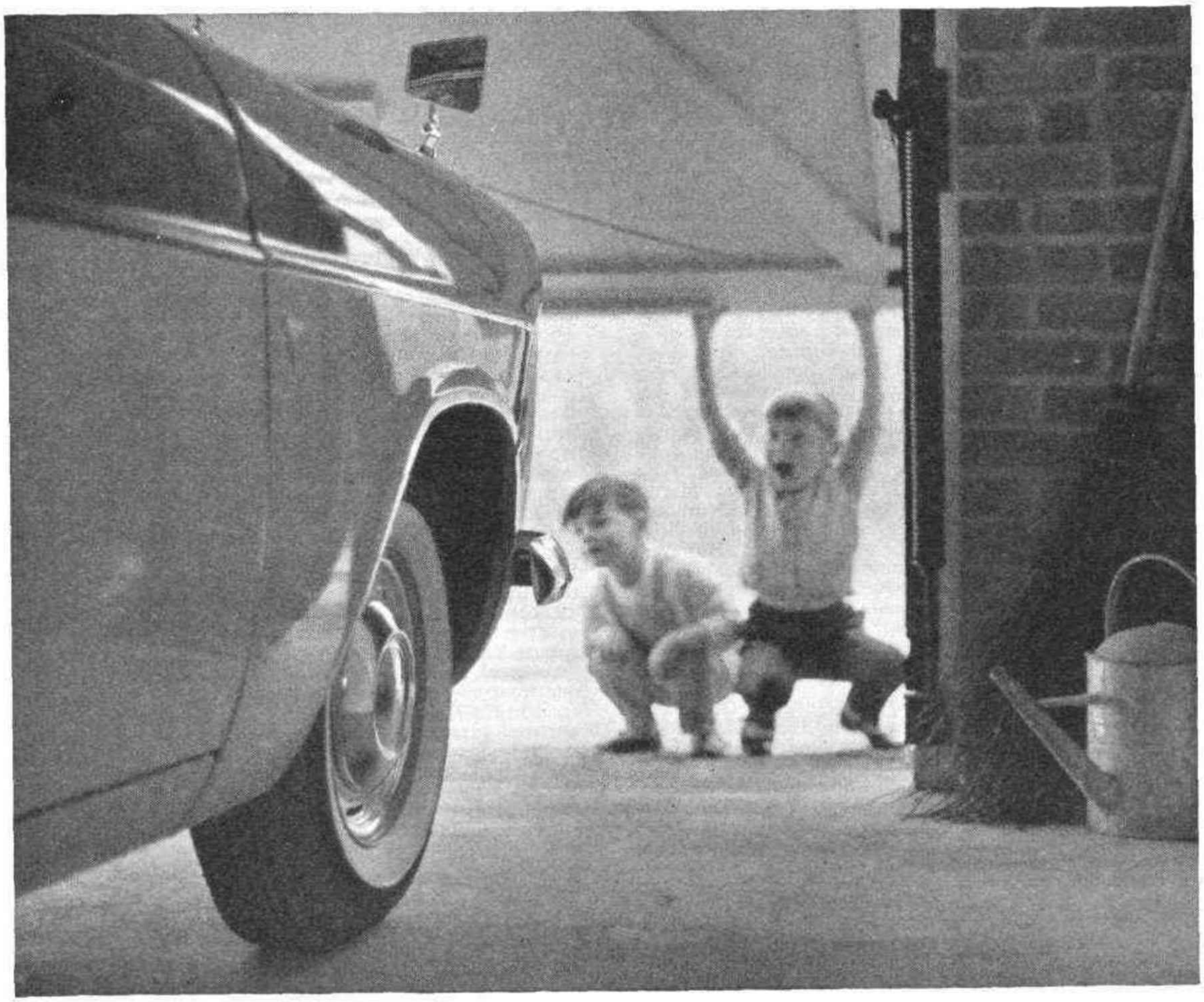
On the road, the performance is undistinguished but pleasant and refined, the only displeasing feature being the hypersensitiveness of the air control to the carburetter—a feature more typical of veteran than of Edwardian cars. Maximum speed is about 50 m.p.h., but 35 m.p.h. is a comfortable cruising speed.

Mann's car was used regularly until 1926 when it was laid up and not used again until this year. Restoration was started in 1952, but never completed, and when Mann acquired it last year it was in a semi-complete state. He has finished the job with meticulous care and skill that characterises all his work, which must take up a very high proportion of his leisure hours.

The Hillman-Coatalen partnership was of short duration. In 1909 Mr. Coatalen married one of Mr. Hillman's daughters and then departed to Sunbeams, where he remained the Chief Designer until the early thirties.

There's nothing like Super National

FOR THAT EXCITING NEW CAR



There it is, in the garage – as shiny as a new toy, as exciting as a birthday. Will you take me to school in it? Will it go fast? What makes it go? Dad's answers are: Yes. Yes. Super National. For the performance of a petrol depends on chemical molecules called hydrocarbons. And Super National contains specially compact hydrocarbons called Benzole Aromatics. They pack in as tight as children in the back seat. Just one reason why Super National, the high octane/high aromatic mixture, has such remarkable energy in every gallon. Result: livelier performance, no knocking, and more miles to the gallon. For your very first spin in the new car, turn in at a friendly National station.

National

AI4/4

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

Victory for the Tipo 61 Maserati

ADENAU, *May 22nd*

BY the time these words appear in print the 1,000-kilometre race on the Nurburgring, for sports cars and Gran Turismo cars, counting towards the Sports-Car Championship, will have passed into history. Also, the Le Mans 24 Hour race will have taken place, so that the Championship will in all probability have been decided. It is, therefore, of little point to record a minute-by-minute account of the German race, but rather to review the happenings of that miserable foggy day in May and possibly draw some conclusions.

Anyone who saw the performance of the Tipo 61 Maserati 2.89-litre car in the Targa Florio in the hands of Maglioli and Vaccarella must have held great hopes for a Maserati victory in Germany, so that it was little surprise that a sister car from the Camoradi stable, driven by Moss and Gurney, directed by Taruffi and prepared by the Maserati factory, dominated the race, even though it did not lead throughout. Conditions for the 44-lap race were the worst ever, starting in a thin mist that later turned to rain and then fog so thick that visibility was down to 150 yards. From the start Moss built up an enormous lead, being quite unchallenged by Bonnier (Porsche 1,650-c.c.), Allison (V12 Ferrari), von Trips (V12 Ferrari) or Clark (Aston Martin DBR1/300) he drove non-stop for 14 laps of the arduous Nurburgring, the Maserati on Goodyear tyres on the front and Pirelli on the rear, handling extremely well in the wet conditions. However, the four-cylinder Maserati engine, running a very high oil pressure of 9 kg./sq. cm., was breathing oil out all over the place, and while it was refuelled and refilled with oil there was a lot of mopping-up to be done in the cockpit. This did not lose the Maserati the lead and Gurney took over and kept up the pace that Moss had set, driving a splendid race and doing a wonderful job of supporting Moss.

Bonnier handed the second-place Porsche over to Gendebien and von Trips the third-place Ferrari to Phil Hill, and with the pit stops and superior wet-road driving of the American the Ferrari pulled up into second position, with the Allison/Mairesse Ferrari in fourth place. During these first pit stops for fuel and driver changes, Scarlatti stopped to hand over the factory Dino 246 rigid rear axle car to Scarfiotti, and the Ferrari mechanics "did an Aston Martin" and set fire to the pits. The blaze was one of the biggest ever witnessed in motor racing, and though the Ferrari was completely burnt-out only Scarlatti received slight burns on his left hand. The fire-brigade did a good job of keeping the blaze concentrated and though there was no hope of saving the car they prevented the fire spreading to other pits, which were full of petrol and tyres.

After 20 laps Gurney was still leading comfortably but then an oil pipe broke and he had to stop at the pits for a repair, during which time Phil Hill went by into the lead, followed by Gendebien into second place, and then Mairesse into third place. The Camoradi-Maserati team had a second car competing, driven by Gregory/Munaron, which was lying in sixth position and for a while it looked as though Taruffi might have decided to put Moss and Gurney into that car and hope to regain the lead, but the number-one car was repaired and Gurney set off again, as he was proving quite capable of lapping at the same speeds as Moss. The leading Ferrari stopped for fuel and for von Trips to take over, and the pit-stop was rather slow without the pressure refuelling plant, and having to rely on gravity feed, but even so they managed to maintain their lead over the Bonnier/Gendebien Porsche. The whole circuit was now completely enveloped in fog and Gurney was gaining ground rapidly, now being in fourth position. When Mairesse stopped for fuel and to hand over to Allison, the Maserati moved up into third place and Gurney kept the pressure on. Then the second-place Porsche stopped for fuel and for Bonnier to take over, and Gurney gained more ground, and though Bonnier drove magnificently, the Porsche being very fast in the wet, running on Dunlop SP tyres, the German version of Michelin "X", nothing could prevent the Maserati from taking second place on lap 26. Having got past the Porsche Gurney set after von Trips in the leading Ferrari, simply eating up the gap, and Bonnier drew inspiration from the big man from California and kept up with him. In the damp and fog the V12 Ferrari, with independent rear suspension, was no great fun to drive, and on lap 28 both Gurney and Bonnier swept past the red car, the white-and-blue Maserati being back in the lead and the Porsche in second place and hanging on grimly.

After 30 laps Gurney's job was done and he stopped for fuel and oil and for Moss to take over, all of which was done in 50 sec., but Bonnier had gone past into the lead and von Trips went by into second place as Moss set off. The fog was beginning to clear and the track was drying, so that Moss caught the second-place Ferrari in no time at all, whereupon the engine of the Ferrari blew-up and von Trips was out. At a relentless and consistent 12 seconds a lap Moss overhauled the leading Porsche, and caught it just as it pulled into the pits after 36 laps, for fuel and for Gendebien to take over. Setting a number of fastest laps, Moss finally went round in 9 min. 37 sec., a bare 5 sec. outside his own lap record made last year under perfect conditions. All he had to do was to complete the 44 laps and bring well-deserved victory to the Maserati and to Cassner and his Camoradi team. Meanwhile the second Porsche 1,650-c.c., driven by Herrmann and Trintignant, had caught Allison in the V12 Ferrari with de Dion rear axle, and with their best 12-cylinder car out of the race the Scuderia Ferrari called Allison in and put Phil Hill in the car in the hope of regaining third place, and this he did in a very forceful manner, finding the de Dion-axled V12-cylinder car much easier to drive round the Nurburgring than the independently-rear-sprung V12 car.

As usual, the entry for this race was enormous and consisted of numerous classes for sports and G.T. cars. As well as winning outright the Maserati won the 2-3-litre sports class, and Maserati were well pleased for in addition their second car finished the race as well, quietening those people who have been maintaining that the Tipo 61 always breaks as it is too fragile. Of the four cars entered, only one factory Ferrari finished, the i.r.s. Dino 246 going out early with a water leak in the engine while driven by Ginther. Of the three private DBR1/300 Aston Martins that were entered only one finished, that being the carefully-driven car of Baillie and Greenall. The Border Reivers car broke its factory-loaned engine early on and the Whitehead car broke its transmission also early in the race. Naturally, Porsche cleaned-up the 1,601-2,000-c.c. class, although the young Mexican driver Ricardo Rodriguez was challenging strongly in the opening half of the race with his Dino 196 Ferrari, keeping up remarkably well with the established factory drivers and leading many well-known names. Later, while his elder brother was driving, the car wrecked its engine, which put them out. There were two Lotus Fifteens, entered by Taylor and Crawley, but minor troubles delayed them so that they presented no serious challenge.

The 1,151-1,600-c.c. sports class was dominated by Barth and Graham Hill until the German driver got mixed up with a slower car and went off the road, leaving the class victory to the Swiss pair, Walter/Losinger, with an early RSK Porsche. In this class were two experimental Porsche coupés running, entered by the Stuttgart factory, and not being homologated G.T. cars they competed as sports cars. One was an Abarth-bodied Carrera, fitted with Porsche's own disc brakes and driven by Linge/Greger, and the other was a production Reutter-Carrera fitted with a push-rod Super 90 engine, although the name Carrera was left on the back, to fool the peasants. This Super 90 engine was experimental, having fuel-injection into the ports from a high-pressure metering pump driven by an internally-toothed rubber belt. The exhaust system consisted of four separate pipes of equal length with reverse-cone megaphones, and Porsche disc brakes were also fitted to this car, which was driven by Schulze/Graf Einsiedel. Although the fuel-injection system proved very satisfactory, the disc brakes suffered heavy pad wear, while the drum brakes on the RS60 sports cars gave no trouble at all. The

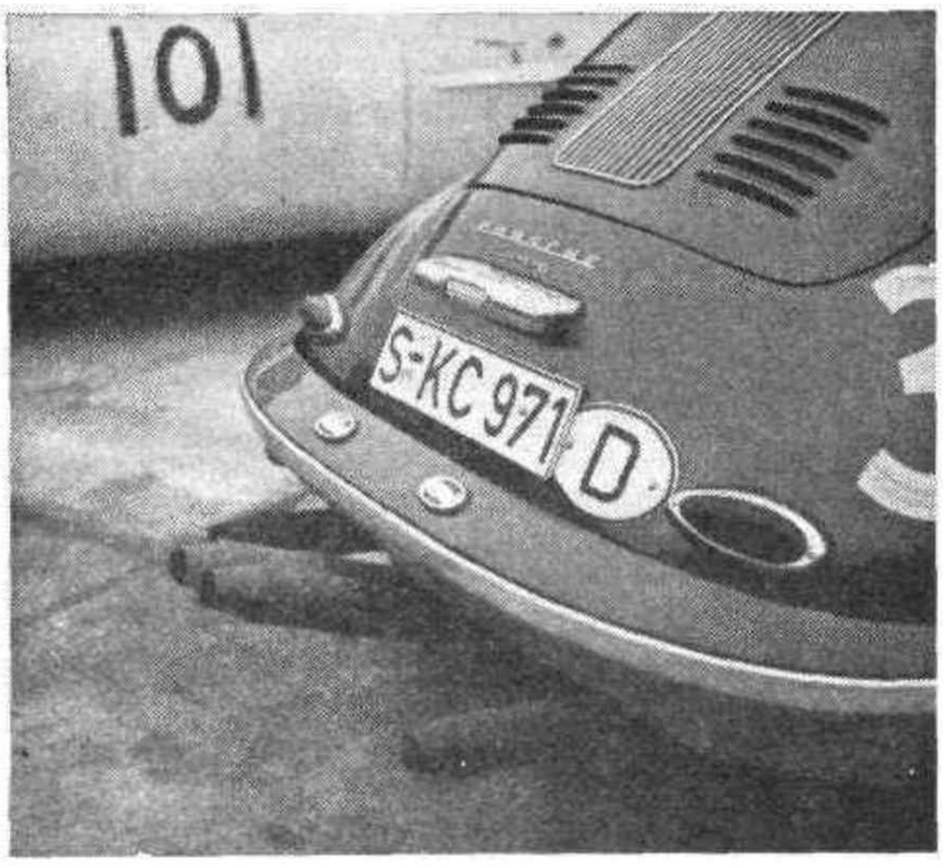
South African driver Fraser-Jones should have been in this class with his new RS60 but he crashed badly in unofficial practice so his place was taken by another new RS60, owned by de Beaufort and co-driven by Frere. The 851-1,150-c.c. sports class was completely dominated by Lola cars, there being four of them, all of which finished the race, headed by Voegele/Ashdown. The de Selincourt/Lawrence car was interesting as it was running with a single American Fish carburetter on a very ordinary manifold, and it proved to be as fast as any of the Lolas as far as maximum speed was concerned. In the opening stages Hitches led the class from Voegele, de Selincourt and Broadley, but then when they changed drivers Ashdown took the Swiss-owned car into the lead and Lawrence led Hicks, while Bertram brought up the rear, and these second-drivers decided the ultimate outcome of the class. There was a 501-850-c.c. sports class which contained but three cars, the Le Mans coupé D.B. of Laureau/Jaeger which should have won, but was delayed by electrical trouble so that a production D.B. won. The third car was a very pretty little Fiat-Abarth coupé which was unfortunately turned over in practice, but then beaten straight enough to compete and finish the race.

The G.T. classes are always interesting at the Nurburgring and this year was no exception, for in the over-2,000-c.c. class there was due the first competition clash between the 3-litre V12-cylinder 250GT Ferrari coupés and the 3.7-litre six-cylinder DB4GT Aston Martin. Italy was represented by two 1959 cars driven by Colin Davis/Abate and Schlesser/Bianchi, while England was represented by Innes Ireland and Sieff with a 1960 Aston Martin. Unfortunately, the battle came to nought as the Aston Martin had not been homologated sufficiently long to be accepted, so that the Davis/Abate car had an easy win as the Aston Martin was refused permission to start. There were two 1960 Ferrari 250GT coupés in the same situation, these being the latest short-chassis cars with disc brakes, but being under 3 litres they could compete as sports cars. The Aston Martin just did not fit in anywhere. The young Italian driver Carlo Mario Abate did a splendid drive on his first appearance at the Nurburgring, leading all the regular Nurburgring Porsche G.T. drivers, and, ably supported by Davis, won the class and finished a very creditable eighth overall. In the 1,301-2,000-c.c. class Porsche Carreras dominated the scene, though there were two A.C.-Bristols competing, that of Staples/Shepherd-Barron finishing the race unscathed. Strahle and Walter with the former's Carrera-Abarth won the class, while a similar car was third behind a Reutter-Carrera. In this class the battle for second place went on to the very end, there being 13 sec. between second and third teams and a mere 2 sec. between third and fourth, all after more than 7½ hours of racing.

At one time the 1,001-1,300-c.c. class was the domain of the old 1,300 Super Porsche, but then Alfa-Romeo came along with the Giulietta and drove the small Porsche from the scene. Now Lotus has come along and done the same to Alfa-Romeo with their Elite. Altogether nine Elites were entered in this class, one was crashed in practice, so that eight started, against eight Giuliettas. By the time engines had blown up, three more Elites had crashed, gearboxes had gone, suspensions had collapsed, and the race was over, there remained but three Elites and four Giuliettas, with a resounding victory going to Lotus and the Team Elite car of Wagstaff and Stacey. However, the first half of the race saw a truly brilliant drive by M. J. Parkes, in Sir Gawaine Baillie's dark blue Elite, who not only led the class but a great many of the Porsche Carreras as well. Unfortunately the owner of the car took over and spun off into the ditch. It is worth recording Parkes' fastest lap, a record for the class, of 10 min. 47.9 sec. and comparing it with the fastest lap by a Carrera, of 10 min. 44.4 sec., and the G.T. Ferrari of Abate/Davis, 10 min. 41.2 sec.

Returning to the outright victors of the 1960 A.D.A.C. 1,000-km. race, this was the third consecutive win for Stirling Moss and he paid Dan Gurney the finest compliment he could when he said afterwards that he really enjoyed the race because it was so nice to have a co-driver who could keep up the pressure, after the previous two wins. Previously one has been justified in saying, "Moss wins the 1,000 kilometres of Nurburgring," but this year one can truly say, "Moss and Gurney win the 1,000 kilometres." In spite of the appalling weather on race day and during the three days of practice, there was a record crowd of over 250,000 people and more than 80,000 cars, presumably because a Porsche victory was hoped for, after the Targa Florio, and every American serviceman must have been there to see the blue-and-white Maserati of Camoradi achieve a great victory. Having seen the A.D.A.C. lose a great deal of money on the early 1,000-kilometre races, when a mere handful of spectators turned up, it is nice to see them making a profit for their perseverance.

D. S. J.



One of the experimental Porsche coupes that competed at Nurburgring was a Carrera fitted with a fuel-injection Super 90 push-rod engine and these four separate exhaust pipes, fitted with reverse-cone megaphones.

Results :

1,000-KILOMETRE RACE—Nurburgring—44 Laps—Damp and Foggy

*	**1st**	S. Moss/D. Gurney (Maserati Tipo 61) ..	7 hr. 31 min. 40.5 sec. —133.2 k.p.h.
*	**2nd**	J. Bonnier/O. Gendebien (Porsche 1,700-c.c. RS60)	7 hr. 34 min. 32.9 sec.
	3rd	C. Allison/W. Mairesse/P. Hill (Ferrari 3,000-c.c. V12)	7 hr. 35 min. 44.1 sec.
	4th	H. Herrmann/M. Trintignant (Porsche 1,700-c.c. RS60)	7 hr. 37 min. 57.7 sec.
	5th	M. Gregory/G. Munaron (Maserati Tipo 61) ..	1 lap behind
*	**6th**	H. Walter/T. Losinger (Porsche RSK)	2 laps behind
	7th	H. Linge/J. Greger (Porsche Carrera-Abarth Exp.)	3 laps behind
*	**8th**	C. Davis/C. Abate (Ferrari 250GT)	3 laps behind
	9th	G. de Beaufort/P. Frere (Porsche RS60)	4 laps behind
*	**10th**	P. Strahle/H. J. Walter (Porsche Carrera-Abarth) ..	4 laps behind
	11th	L. Bianchi/J. Schlesser (Ferrari 250GT)	4 laps behind
	12th	K. Braun/R. Schwartz (Porsche Carrera)	4 laps behind
	13th	G. Koch/H. Stausberg (Porsche Carrera-Abarth) ..	4 laps behind
	14th	H. Hahnl/W. Zick (Porsche Carrera)	4 laps behind
	15th	"Beurlys"/P. Noblet (Ferrari 250GT, 1960) ..	4 laps behind
	16th	H. Schiller/Mme. Ferrier (Porsche Carrera) ..	4 laps behind
*	**17th**	C. Voegele/P. Ashdown (Lola 1,100-c.c.)	4 laps behind
	18th	K. Green/D. Graham (Lotus Fifteen)	4 laps behind
	19th	H. Schulze/Graf Einsiedel (Porsche Super 90 Exp.)	5 laps behind
*	**20th**	A. Stacey/J. Wagstaff (Lotus Elite)	5 laps behind
	21st	P. Lumsden/P. Sargent (Lotus Elite)	5 laps behind
	22nd	I. B. Baillie/Hon E. Greenall (Aston Martin DBR1/300)	5 laps behind
	23rd	C. Peroglio/P. Frescobaldi (Ferrari 250GT) ..	6 laps behind
	24th	R. de Selincourt/C. J. Lawrence (Lola 1,100-c.c.) ..	6 laps behind
	25th	D. Hitches/R. Hicks (Lola 1,100-c.c.)	6 laps behind
	26th	H. Hulbusch/C. Springer (Porsche Carrera) ..	6 laps behind
	27th	M. Taylor/C. Martyn (Lotus Fifteen)	6 laps behind
	28th	K. Stangl/B. Degner (Alfa-Romeo Giulietta SS) ..	7 laps behind
	29th	E. Broadley/D. Bertram (Lola 1,100-c.c.)	7 laps behind
	30th	H. Hazard/van der Bruwaene (D.B. coupé 950-c.c.)	7 laps behind
	31st	G. Berger/A. Roggemans (Alfa-Romeo Giulietta SV)	7 laps behind
	32nd	G. Kriesel/E. Shaffer (Lotus Elite)	8 laps behind
	33rd	R. Staples/R. Shepherd-Barron (A.C.-Bristol) ..	8 laps behind
	34th	G. Hacquin/P. Henriquet (Alfa-Romeo Giulietta SV)	8 laps behind
	35th	H. John/Isenbugel (Mercedes-Benz 300SL) ..	8 laps behind
*	**36th**	R. Bartholoni/J. Vinatier (D.B. coupé 850-c.c.) ..	8 laps behind
	37th	H. Gerhards/H. Gerhards (Porsche Super 90) ..	9 laps behind
	38th	C. Simson/P. Hawkins (Austin Healey Sprite) ..	9 laps behind
	39th	G. Laureau/J. Jaeger (D.B. coupé 850-c.c.) ..	11 laps behind
	40th	B. Consten/R. Rosinsky (Alfa-Romeo Giulietta SV)	11 laps behind
	41st	M. Poltronieri/L. Levine (Fiat Abarth 850-c.c.) ..	12 laps behind

67 starters — 41 finishers
** Class winners*

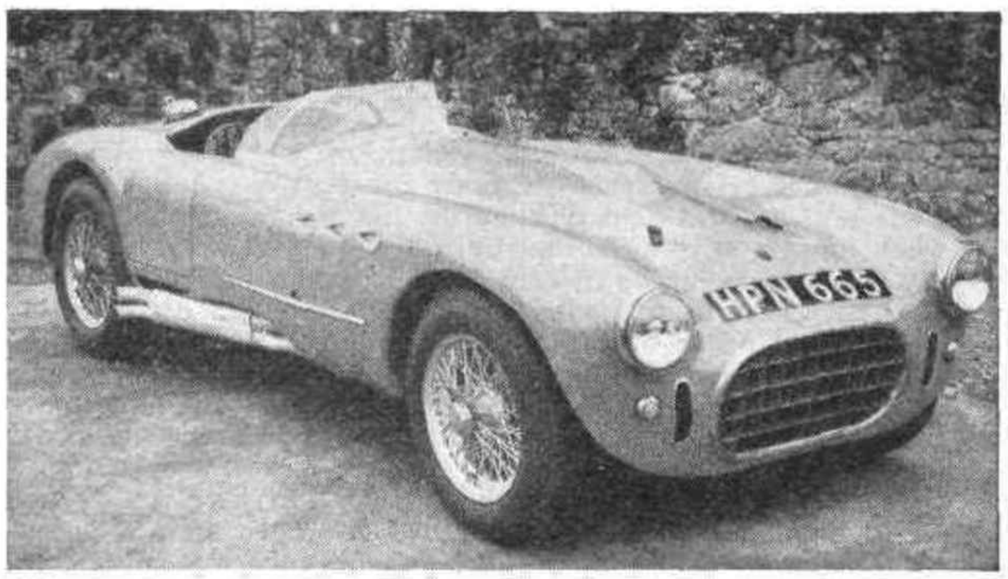
Fastest laps by classes :

Moss (Maserati) ..	9 min. 37.0 sec.	— 142.4 k.p.h.	— 3-litre Sports
Herrmann (Porsche) ..	9 min. 44.8 sec.	— 140.5 k.p.h.	— 2-litre Sports
Barth (Porsche) ..	10 min. 01.3 sec.	— 136.3 k.p.h.	— 1.6-litre Sports
Ashdown (Lola) ..	10 min. 34.6 sec.	— 129.2 k.p.h.	— 1.1-litre Sports
Laureau (D.B. coupé)	10 min. 40.0 sec.	— 128.1 k.p.h.	— 850-c.c. Sports
Davis (Ferrari) ..	10 min. 41.2 sec.	— 127.9 k.p.h.	— Unlimited G.T.
Zick (Porsche) ..	10 min. 44.4 sec.	— 127.1 k.p.h.	— 2-litre G.T.
Parkes (Lotus) ..	10 min. 47.9 sec.	— 126.4 k.p.h.	— 1,300-c.c. G.T.

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BROWSING THROUGH THE BUBBLES

ALTHOUGH we have been told that "You've never had it so good," there are still many people who haven't got it good enough to afford a new motor car. The cheapest four-wheeler costs nearly £500, while the high cost of petrol, oil, tax, insurance, garaging, servicing, and so on can knock a very large hole in the weekly pay packet. However, there are still a number of people who prefer a new vehicle, and the only way to achieve this is by purchasing a three-wheeler, which is only subjected to a £5 Road Fund licence, requires lower insurance premiums and usually has a far better fuel consumption than most four-wheelers. With present-day traffic conditions the three-wheeler is also an excellent proposition as a second car for driving in crowded city streets.

There are nine different makes in quantity production on sale in Britain, six of which we were able to road-test. The makers of the Nobel and the Berkeley apparently had insufficient faith in their products to allow us to carry out a test, while the Reliant could not be made available in time for this issue.

With typical refreshing Continental approach to car design, the Heinkel, Isetta and Messerschmitt were revolutionary when introduced after the war, while the British manufacturers, typified by Bond and Reliant, have retained the normal car layout. It is impossible to draw conclusions between the two approaches or even between individual makes, as no one vehicle embodies all the desirable features. We consider (and this is confirmed by its high sales) that the Isetta is the best buy in respect of road-holding, steering, comfort and noise level, but its fuel consumption and accommodation are not as good as some of the others. It must, however, be remembered that those using two-stroke engines require petroil mixture at 5s. 1d. per gallon.

The inherent weaknesses of the three-wheeler were taken into account when carrying out these tests, as the standards of road-holding, steering, braking, comfort and noise level are inferior to those of most four-wheeled vehicles. In the matter of reliability the three-wheeler has not yet reached the standards set by its larger brother, as both the Frisky and the Heinkel suffered gearbox trouble, while the Isetta locked its brakes on. The gearboxes on the Bond, Messerschmitt and the Scootacar were none too certain at times. Most of those tested could only be regarded as town runabouts, for which job they are particularly useful, but on longer runs the majority become fatiguing to drive. It was suggested to us during our tests that the energetic Minister of Transport should ban all cars from city centres and supply a fleet of bubble cars for anyone entering the congested areas. With their short overall length the parking problem would vanish overnight!—M. L. T.

SCOOTACAR



The general attitude to the Scootacar was best summed up by a garage hand who studied the car incredulously for a few moments, then grinned, and said: "Sorry, mate, we don't service telephone boxes here." Its unusual appearance creates great amusement everywhere it goes, and consequently is an entertaining vehicle to drive. Its total price of £275 makes it the cheapest enclosed vehicle on the British market and naturally the specification is rather spartan. The oddly-shaped glass-fibre body is mounted on a steel platform to which is grafted the sliding pillar and coil-spring front suspension and swinging-arm rear suspension.

The 197-c.c. Villiers two-stroke engine is mounted beneath the passenger's seat (the Scootacar holds two adults) and the four-speed positive-stop gearbox is controlled by a rigid lever at the driver's right-hand side. On the road the Scootacar is very lively up to 40 m.p.h. due to low gearing, but 50 m.p.h. is the maximum, which it will hold on half throttle. The engine is not too noisy but one has to become accustomed to the handlebar steering and the hard ride. The wiper is noisy and wipes only a small area, the exterior mirror is badly positioned, and the lamps are just about adequate for the Scootacar's cruising speed. The rather hard seat would deter most people from making long journeys but as a town carriage it would be ideal. Hard driving gave 56 m.p.g. but a steadier gait achieved 63 m.p.g.

The Scootacar, which the Editor considers is in the true tradition of cyclecars, is made by the Hunslet Engine Co., Ltd., who produced a car called the Attila in 1903. Sales Manager J. H. Melling is looking for information on this car and is also rebuilding a 3-litre Bentley as a relaxation from selling Scootacars.

HEINKEL



Of similar general design to the Isetta (and the subject of a law suit), the Heinkel features a unitary-constructed all-steel body/chassis unit with a forward-opening door. It will carry two adults and two small children, or two adults and a fair amount of luggage. The two front wheels use Dubonnet-type i.f.s. and the rear wheel is sprung on a trailing arm and coil-spring. The engine is a single-cylinder 198-c.c. o.h.v. unit giving 10 b.h.p. at 5,500 r.p.m., which is rather noisy in operation and also rather inflexible, so that occupants are troubled by vibration periods, much use of the gearbox being required to keep this from becoming too tiring. The four-speed and reverse gearbox is of the positive stop variety and it is advisable to double de-clutch all upward and downward changes to ensure correct engagement.

The seat position is rather upright, giving tall people backache after a while, but shorter drivers are not worried so much. The rack-and-pinion steering is excellent, giving a delightfully smooth action, while cornering was also of a high order except in the rain, when the rear wheel would skate about.

The best feature of the Heinkel is its fuel consumption, which averaged out at 72 m.p.g., and a lady driver obtained 86 m.p.g., which is a figure all three-wheelers should achieve with ease. Brave driving downhill will see 65 m.p.h. on the clock but a true 52 m.p.h. is available on the level. If the noise and vibration problem could be overcome the Heinkel could easily outsell the Isetta as its fuel consumption and accommodation are much better although at present it costs nearly £40 more at £389 9s. 0d.

Continued on page 540

JUDGE BY RESULTS



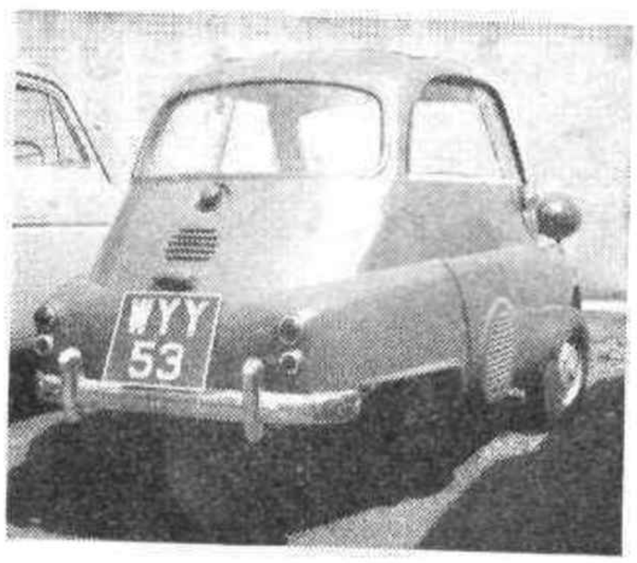
FRISKY



One of the best-looking of the three-wheelers, the Frisky was styled by Giovanni Michelotti, the well-known Italian stylist who was also responsible for some of the Standard/Triumph bodies. The frame is of ladder-type tubular frame construction with i.f.s. by rubber in torsion, while the rear wheel is on a trailing arm with a coil-spring and damper unit. The engine is the Excelsior Talisman 246-c.c. two-stroke, which gives 10.75 b.h.p. at 5,000 r.p.m. A three-speed gate-change Albion gearbox is in unit with this engine. Two adults can be accommodated in the front seats and two children on collapsible seats at the rear. The Michelotti styling has enforced some reduction in head and leg room to retain the clean lines, and anyone over 6 ft. in height would be decidedly cramped, and the high door sills of the glass-fibre body make entry and exit rather awkward. The standard of interior finish is very high.

The car tested was brand new and performance figures were rather poor due to a very stiff engine which had a tendency to seize. It was quiet in operation (by two-stroke standards) but would not propel the car at more than 45 m.p.h. Fuel consumption worked out to 56 m.p.g. Once the unusual gear-change is mastered, changes can be made very quickly, while the cam-gear steering is light and positive. Road-holding is good on smooth roads but bumpy secondary roads cause the car to pitch a lot. No fuel gauge or reserve tank is fitted, so that a careful watch has to be kept on fuel consumption. The Frisky sells at £391 16s. 8d.

ISETTA



Developed from the four-wheeler Isetta and built under licence at Brighton, the Isetta three-wheeler is similar in outline to the Heinkel but differs in detail. The steering column is universally jointed so that it swings away when the front-mounted door is opened, allowing easy access to the bench seat, which will hold two adults in comfort or three at a pinch. No rear-seat room for children is provided. The engine is the 295-c.c. fan-cooled B.M.W. single-cylinder o.h.v. engine, which gives 13 b.h.p. In unit with the engine is a B.M.W. four-speed and reverse gearbox, which is operated from the left side of the cockpit with the normal H-pattern change, which is, however, reversed, so that first-gear position is nearest to the driver. The gear-change is better than most three-wheelers except for a slight hesitancy in selecting first gear from rest.

The suspension, by swinging arms and coil-springs at the front and ¾-elliptic springs and telescopic damper at the rear, is first class, giving a remarkably soft ride, while the Burman steering gear is light and responsive. The accessories are of a better quality than those found on the other three-wheelers, the headlamps being worthy of a much faster vehicle, and the windscreen wiper actually wipes most of the screen. The sunshine roof is a boon in warm weather. On the road 55 m.p.h. came up on top gear, but using the Isetta hard brings the fuel consumption down to 48 m.p.g., although it must be remembered that it will consume the cheapest petrol on its 7-to-1 compression-ratio. The standard model costs £314 19s. 6d. and the Plus model, with front and rear bumpers, hub caps, grab handle, heater and demister, and separate head and side lights, costs £349 19s. 6d.

MESSERSCHMITT



The three-wheeler obviously follows the design of the cockpit of its predecessor, the Messerschmitt fighter. The steel-tube frame is simple and the two front and one rear wheels are suspended on rubber spring and hydraulic dampers. The 191-c.c. Sachs two-stroke engine drives the rear wheel by chain and develops 9.7 b.h.p. at 5,000 r.p.m. The tandem seats offer room for two adults and one child, although larger people would be rather cramped.

The handlebar steering will come as a surprise to most people except Kart drivers and the first drive will consist of a series of erratic swerves, but most drivers soon adjust themselves quite happily. The gear lever is to the right of the cockpit and operates the four-speed positive-stop gearbox. The engine rotation can be reversed for reversing.

On the road the KR200 is noisy but this improves as the revs. rise. The gear-change is very good apart from an occasional reluctance to engage first gear, and is much quicker than most gate-change boxes. The ride is choppy and it is best to avoid manhole covers and the like. Steering is rather heavy and not up to the standard of the rack-and-pinion layout on the Heinkel. On a downhill straight 65 m.p.h. was seen on the clock but 55 m.p.h. is the maximum on the level. Driving hard, we achieved 51 m.p.g. from the 3-gallon tank, half a gallon of which is trapped in reserve. The standard model costs £318 1s. 1d. and the de luxe £332 10s. 9d.

BOND



One of the first of post-war British mini-cars, the latest Bond uses a steel chassis frame with a stressed-skin aluminium body shell. It is made in three forms, a 2/3-seater coupé, 2/3-seater tourer and a four-seater saloon. The 250-c.c. Villiers single-cylinder two-stroke engine is mounted over the single front wheel, which is suspended on a trailing arm using a double-acting hydraulic shock-absorber and coil-spring. The two rear wheels are also suspended on trailing arms.

The four-speed gearbox is controlled by a steering-column-mounted lever which is rather uncertain in operation. The worm-and-sector steering gives a 90-deg. lock either way, which is useful in heavy traffic, but the weight of the engine over the wheel makes the front end very lively on anything but the smoothest surfaces. In the test car, which was a tourer model, the engine let the occupants know when it was running at peak revs. by vibrating the whole vehicle in a most alarming manner. Although the engine is not the noisiest of those we have tested, it bangs and splutters badly at idling revs. Like the Frisky, the Bond has no reserve tap or petrol gauge, so a spare can is essential if one is not in the mood for complicated mathematics, and if the speedometer breaks one is in real trouble. Claimed maximum speed is 55 m.p.h. but the vibration set in at a true 48 m.p.h., causing any further speed attempts to be abandoned. Petroil consumption worked out at 58 m.p.g.

Like many of the other three-wheelers the Bond has a flourishing Owners' Club which promotes many social and sporting events throughout the year, while one hardy member even completed the 873-mile run from Land's End to John O'Groats in 23 hr. 40 min. Prices range from £327 18s. 9d. to £376 18s. 9d.





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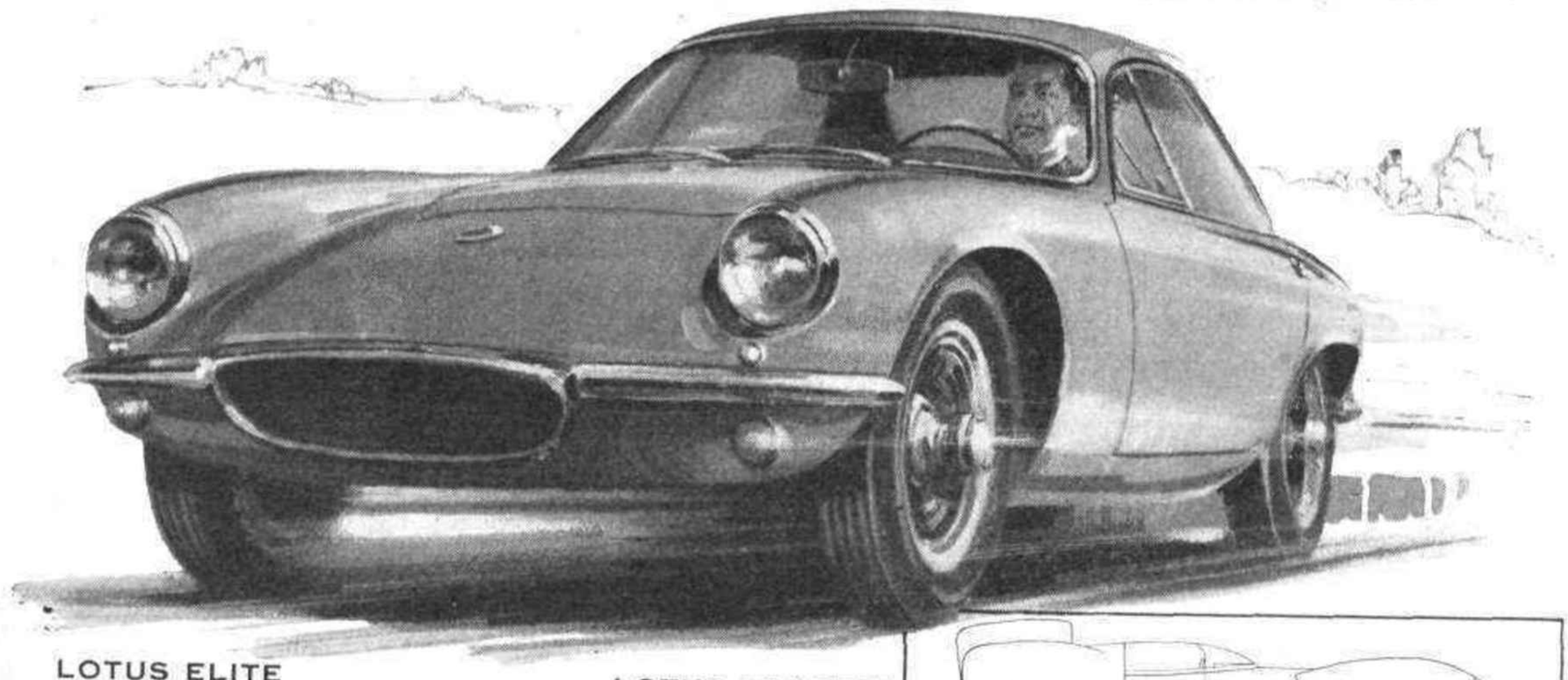
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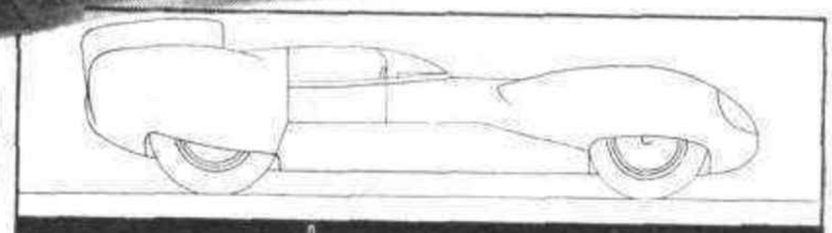
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LOTUS

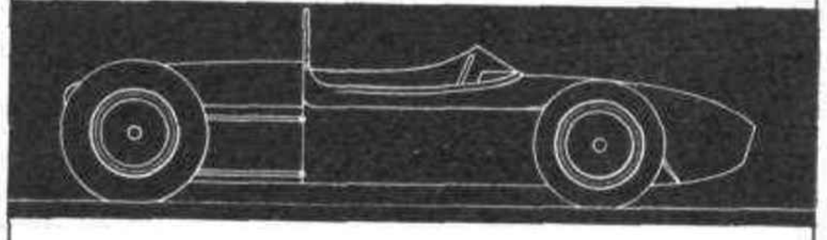


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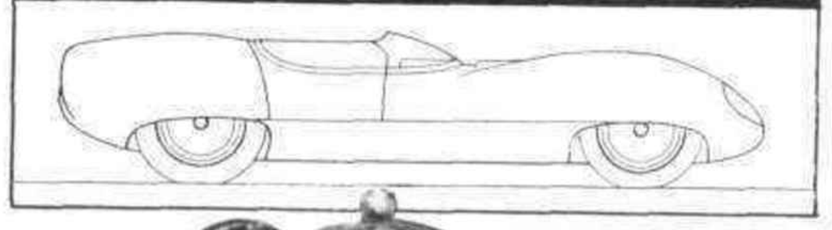
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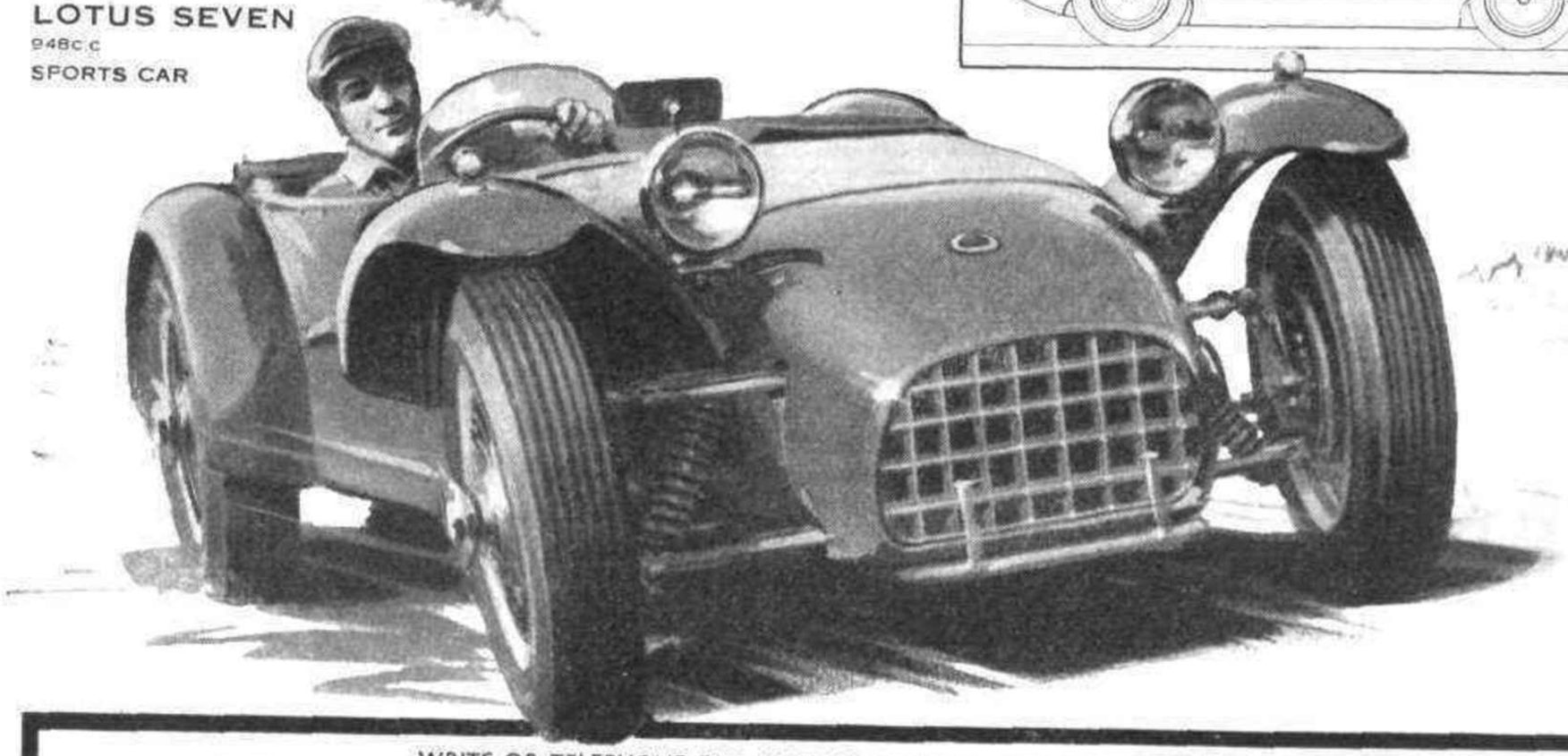
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Optone beats eye fatigue in the Monte Carlo Rally



"It keeps my eyes clear and fresh. I always take a supply with me," says Peter Harper, leading British Rally driver and trophy winner, with 100,000 competition miles to his credit. He is Managing Director of G. E. Harper Ltd., Rootes Distributor of Stevenage.



"Marvellous. So refreshing, and so easy to use. It's a must for every motorist," says Pat Moss, sister of Stirling Moss, and Britain's top woman Rally driver. She shared the Coupe des Dames in the Monte Carlo Rally this year and last with Ann Wisdom driving an Austin A40.



Driving in a Rally is no picnic—especially when you're negotiating ice-covered hair-pin bends to meet a time deadline. But ask any driver: eye fatigue can be the biggest handicap of all. For this reason, most British drivers in this year's Rally carried Optone. Its special formula soothes away eyestrain, keeps eyes clear, fresh and sparkling. But whether you're Rally driving or Sunday driving, every motorist needs the kind protection of Optone. Keep the handy plastic dropper-bottle in your glovebox—it's so easy to use! Discover Optone now. You owe it to yourself, to your family and to other people.



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FORD WITH A DIFFERENCE

Introducing the Taunus 17M — A Rugged, Stylish, Well-Planned Car of Character, from the Cologne Factory



THE IMPOSING APPEARANCE OF THE TAUNUS 17M is shown up well in this view of this individualistic and economical 1.6-litre Estate Car.

OVER Whitsun we covered a big mileage in an eye-catching Ford Taunus 17M de luxe estate car and were left with a profound respect for this well-made, conveniently-sized vehicle, which has the additional appeal of possessing a character of its own, derived primarily from the unusual layout of certain items of minor controls and bodywork details.

This German-built Ford Taunus is very similar mechanically to the Dagenham-built Consul, although its over-square four-cylinder o.h.v. engine is slightly smaller—84 × 76.6 mm. (1,698 c.c.) against 82.55 × 79.5 mm. (1,703 c.c.) of the Consul II. This engine, giving 68 S.A.E. h.p., is entirely adequate. In conjunction with a three-speed gearbox it gives maxima of 31, 60 and 83 m.p.h., respectively, when pushed to its limit in each ratio, even in roomy estate car form. In fact, there is little point in going beyond about 50 m.p.h. in middle speed. Acceleration is quite adequate—equal, indeed, to 0-50 m.p.h. in under 15 seconds, 0 to 60 in less than 24 seconds, the s.s. ¼-mile occupying 22½ seconds, which is good from a 1.6-litre car with such a spacious body. To this long-legged performance—the Taunus cruises naturally at between 60 and 70 m.p.h. without the driver pushing it, these speeds being recorded on a speedometer of truly commendable accuracy—is allied considerable "character" (by which is meant that little difference that makes the car fun to own as well as enjoyable to drive), a very stylish appearance in rather the American style, today so generally worshipped, and notable economy of operation.

Other commendable items which should make the Taunus 17M many friends are its light weight of a mere 21½ cwt., in spite of the substantial station-wagon body, and its modest price in this useful form of only £1,176 18s. 4d., p.t. included. This price includes such equipment as heater, crash padding, screen-washers, clock, three-stage two-tone colour scheme, etc., while a push-button Motorola radio is available for an additional £40.

In some ways the Ford Taunus is a bit "agricultural." The exhaust note is curiously harsh and resonant when accelerating in the lower gears (but suggestive of effortless power in the same way as was the best of the pre-war Ford V8), the body emits odd rattles, and the ride over bad going can be distinctly lively. Against these shortcomings is the high-set driving seat, well planned minor controls, good visibility, and other factors contributing to lack of effort in driving the car.

On two days during the Whitsun holiday the writer had to drive almost 400 miles each day to the West Country and back. The Taunus made light of such work, contriving to put over 380 miles into ten hours, inclusive of several brief stops, over cross-country roads to dodge the holiday traffic; and it was not being driven as even a novice rally driver would expect to press-on. Under such conditions no one item of the controls stood out for special praise, yet the driver enjoyed himself and was not fatigued. He had not thought about the seating, yet did not notice any discomfort after 10½ hours of almost continual motoring, which speaks well for the design of the separate driving seat. Under these conditions the generous full-range was also much appreciated.

The estate car tested was the two-door version, access to the back bench seat being achieved by folding the squabs of the separate front seats, which not only fold forward but also partly inwards. These seats are upholstered in Vinyl (which causes "stiction" of one's clothes and perspiration in hot weather); the squab-angle is adjustable by means of a thumb-screw. The back seat cushion is cut away to clear the rear-wheel arches and there are recessed arm-rests on each side, while the front doors also carry well-placed arm-rests. Plastic "pulls" are provided for the rear-seat occupants, incorporating the convenient coat-hooks usually found in German cars.

Forward visibility through the curved screen is extremely good, both the projections which carry the direction-flashers, and the front wings to which these flashers are attached almost as an afterthought, being in clear view, which helps when negotiating narrow traffic openings.

As an additional safety factor the side parking lamps are made to flash as well as the front indicators, a sensible safeguard. Lighting arrangements on the Taunus are, indeed, designed for safety, for the substantial rear bumper carries inset reflectors, the number-plate is illuminated by a concealed lamp, and large rear lamps are incorporated in the modest tail-fins. While on the subject of lighting, when asymmetrically-dimmed the Hella headlamps provide an adequate flood of light which many on-coming drivers nevertheless mistake for sidelamps, so dazzle-free is the effect, while the main beam is good, if not outstanding.

The controls of the Ford Taunus are sufficiently interesting to merit a detailed description. The three-spoke steering wheel is dished so that its full horn-ring is best actuated by thumb, it being inaccessible to a hand moved over the serrated wheel rim. The accelerator pedal was at first thought to be disconcertingly high-set but the driver soon became accustomed to this; the action is, however, rather heavy. The steering-column gear-lever extends to the left of the wheel on r.h.d. cars. It works like any other Ford change fairly smoothly and with a positive action, the change from top to third gear going through quickly, while bottom gear, having synchromesh, is noticeably easy to engage. The lever is spring-loaded to the third- and top-gear locations but reverse position is unguarded. *Dagenham should be ashamed of itself for not providing the synchromesh bottom gear on British Fords.*

The pull-on-and-twist-to-release handbrake is conveniently placed under the facia for operation by the left hand. A stalk on the right of the steering column works the flashers, which self-cancel. On the left above the gear-lever a similar stalk selects main beam from dimmed-headlamps beam when flicked on, which is very convenient and enables headlamp flashing to be easily employed as a warning when overtaking, providing the lamps have been switched on. Further, this obviates the need for a foot-dimmer, so that a foot-operated screen-washer is fitted. The lever is, however, a trifle *too*

THE FORD TAUNUS 17M MODEL P2K0 ESTATE CAR

Engine : Four cylinders, 84 × 76.6 mm. (1,698 c.c.). Push-rod-operated overhead valves. 7.2-to-1 compression-ratio. 68 (gross) b.h.p. at 4,400 r.p.m.
Gear ratios : First, 13.44 to 1; second, 6.94 to 1; top, 4.11 to 1.
Tyres : 6.40 × 13 Metzeler S2 Whitewall tubeless, on bolt-on steel disc wheels.
Weight : 1 ton 1 cwt. 2 qtr., without occupants but ready for the road, with approximately 2 gall. of petrol.
Steering ratio : 3¾th turns, lock-to-lock.
Fuel capacity : 9.9 gallons. (Range approximately 320 miles.)
Wheelbase : 8 ft. 6½ in.
Track : 4 ft. 2 in.
Price : £830 (£1,176 18s. 4d. inclusive of import duty and p.t.).
Makers : Ford-Werke A.G., Cologne, Western Germany.
Concessionaires : Lincoln Cars Ltd., Great West Road, Brentford, Middlesex.

close to the wheel rim.

The minor controls take the form of six big pivoted press-buttons or " piano keys " on the facia, three on each side of the steering column. Those on the left are concerned with spot or fog lamp (if fitted), heater-fan and screen-wipers, those on the right with side-lamps, headlamps and panel lighting. These buttons are somewhat inaccessible under the steering wheel but are a change from the more usual switches and provide a pleasant " Americanised " flavour. They work very smoothly and, like the other minor controls, have pictorial symbols explaining their functions. If the sidelamps are switched off the headlamps are automatically extinguished. The warning lamps for full beam, also those for the turn indicators, are too bright, but Taunus owners no doubt deal with this by judicious use of insulating tape or Cellotape.

The Vdo speedometer, the accuracy of which has duly received praise, is of hooded segment-type, reading clearly to 100 m.p.h. in steps of 10 m.p.h. and containing oblong windows for total and trip (*sans* decimals) mileage recordings, fuel-tank contents and water temperature, also the ignition and dynamo indicator lights. Although the petrol gauge has no figures, being roughly calibrated in quarters, it is of the type in which the needle rises into position slowly after the ignition is turned on and reads with commendable steadiness. There is a red segment to warn of low tank contents. Another amusing Taunus item is that to zero the trip reading you just pull a little knob.

The only other minor controls are two buttons flanking the radio panel, for choke and cigarette-lighter, respectively, the latter, typically, carrying a picture of a lighted cigarette ! Heater controls comprise two neat quadrant levers above the radio. On the facia sill is the radio speaker grille, with sunk lidded ash-tray incorporated; a circular sunk lidded ash-tray is provided on each side of the rear compartment. The accurate Vdo electric clock is matched on the other side of the speedometer by the ignition-key aperture. The key can be set for the radio to work with ignition off but the wipers and horn only function if the ignition is switched on, which we dislike.

A good roof-mounted mirror, slightly blanked by the roof line, is augmented by a really effective right-hand external mirror, while two crash-proof anti-dazzle vizors are provided, which swivel sideways when required.

No door pockets are fitted, these being items from the past, but the Taunus makes up for this by having two containers, one on each side of the scuttle, which are absolutely ideal for carrying maps. There is also a generous cubby-hole, closed by a lockable metal lid, before the front-seat occupant. On the test car the lid had to be pressed in before it would open. Below the facia the bonnet-release toggle is more than normally accessible. The bright interior lamp is set above the mirror, there being no separate rear-compartment illumination. The lamp gives courtesy action when the doors are opened, if required.

This description of the Taunus' controls shows that the German-built Ford possesses considerable individuality. Another point, both amusing and practical, is the location of the door handles at the front of each arm-rest, where they cannot be operated inadvertently and are neat yet fully effective. Externally, press-buttons and rather sharp handle-grips are used. The doors have strong " keeps " and shut well, if " tinnily." The windows call for four turns of the handles, which have swivel finger-grips, to wind them down, and (another point of neat Taunus detail) flaps fall to cover the gaps when the window glasses are down out of sight. There are quarter-glasses, the easily-operated catches of which have thief-proof buttons; rain-gutters are lacking. There are sill internal door locks and the rear side windows open slightly on stout catches for ventilatory purposes.

The estate car body is attractively lean, if rather lofty, in appearance and its gay two-tone interior is matched by a smart exterior, with substantial bumpers, a plated side " flash " and white-wall tyres to catch the eye. The back seat squab folds down to provide the usual extra floor space, and loading is effected by dropping the rather high tail-board, above which is the rear window panel, which can be opened outwards on toggles. This is a better arrangement than a side-opening door and enables the window to be kept open while driving, if called for by hot weather or loading requirements. The spare wheel and tools live under the luggage-compartment floor, which is clear except for the intrusion of the rear-wheel arches. The back-panel handle can be locked. The load limit is 850 lb. inclusive of four occupants, and the virtual luggage dimensions are 5 ft. 2 in. × 3 ft. 2 in. with back seat folded, 3 ft. 2 in. square with it in use, although the panel can be used dropped to accommodate even longer loads.

The bonnet is spring-loaded and opens to reveal accessible dip-stick, plugs, distributor and fillers, and the well-placed Hoppecke battery, etc. In a Bosch fuse-box behind the radiator grille there is a fuse for each electrical circuit, while another good feature is the generous area of the demisting vents at the base of the screen. The weather provided no opportunity to test the efficiency of the heater, but it is well spoken of, and wipers and fan are quiet. The engine always started promptly, without any choke. It idled too fast but otherwise had no vices, and called for no oil or water over more than 1,000 miles.

Road Manners

This Taunus 17M is no sports car but its lack of appreciable roll on corners is appreciated by keen drivers, and if there is an oversteer tendency, perhaps emphasised by the type of body on the test car, this can be quickly corrected with the high-geared steering. The cam-and-roller steering is not in any way extraordinary, but it is quick (3¾th turns, lock-to-lock, not counting a little free play), with mild but useful castor-return action and no kick-back. It is fairly light even when shuffling into an opportune parking space, but is rather vague in action. The suspension is by MacPherson coil struts at the front, long ½-elliptic leaf-springs with anti-roll bar at the back. The aforesaid level-keel cornering is obtained at the expense of stiff springing which transmits road shocks and a good deal of vertical movement to the body, causing some rattle and drumming, while the suspension becomes horribly embarrassed when encountering unmade roads. The gears are quiet but axle hum could be heard when the engine is pulling.

Performance is good, and top speed can be pushed beyond 82 m.p.h. although Ford modestly claim only 78 m.p.h. as a cruising-cum-maximum, no doubt with *autobahn* driving in mind. In this respect it is pleasing to note that a four-speed gearbox is available for as little as £10 extra, while if your wife is likely to use your Taunus you can specify a Saxomat automatic clutch for approximately £52 extra. The normal clutch is light and reasonably smooth.

The petrol tank holds 9.9 gallons, giving a useful range of well over 300 miles. The consumption of new Regent Super came out at 32.3 m.p.g., driving fast. A lockable filler cap, unsecured, is covered by a flap in the rear off-side of the body. Incidentally, in hot weather the light interior and exterior roof finish was appreciated. The 112 sq. in. Ford ATE self-energising brakes call for a strong push on the pedal, in return for which better retardation would be appreciated, while they tended to pull slightly to the left and to emit a mild squeal after some useage. They are the least attractive feature of the car.

If suspension and braking are no more than average (although the lack of roll and quick steering make cornering enjoyable, especially for a car of station-wagon type) this does not detract from the Taunus' very tangible charm. It is a car which will appeal to those who have an eye for a modern-styled, out-of-the-ordinary vehicle and who have plenty of jobs for an economical, low-priced 1.6-litre estate car. The motor-racing fraternity, who have to travel with so much bulky equipment, will see the merit of this station-wagon, which gets on with its work willingly, has good ground clearance and comes under the Ford Service network, an additional point being that the Taunus 17M requires very little regular attention, rubber and pre-lubricated bushes taking the place of chassis greasers. We take a very good view of the Taunus and predict that this refreshingly " different " and economical car will sell steadily in the U.K.—W. B.

XVIIIth GRAND PRIX OF MONACO

Moss is Supreme

MONTE CARLO, *May 29th.*

BEING the first major Grand Prix of the European season, everyone was out in full force and the entry list was one of the most interesting seen for some time. The B.R.M. team had three of their 1960 rear-engined cars, with Bonnier, Gurney and Graham Hill as drivers; Cooper had their two 1960 cars in the hands of Brabham and McLaren, these new cars looking much improved, lower and squatter, with five-speed gearboxes and coil-spring rear suspension, and they also had one of last year's cars as a spare. The other two 1959 works Coopers have been sold, one to C. T. Atkins, which was now being driven by Salvadori, and the other to Fred Tuck, who entered Halford to drive it. Yeoman Credit had their three Formula 1 Coopers all immaculately turned out, with Brooks and Bristow as drivers, the third car being kept for practice, and Naylor was there with his home-built J.B.W.-Maserati. The works Lotus team were there with three 1960 rear-engined cars, for Ireland, Stacey and Surtees, and a fourth car, identical to the works cars except for larger-diameter radius rods to the rear wheels and the fact that the car was blue and not green, was being run by the Walker team for Moss to drive. The Scuderia Eugenio Castellotti, a private Italian concern, entered Scarlatti to drive a new car called a Cooper-Castellotti, which comprised a F.1 Cooper chassis fitted with a four-cylinder Ferrari engine of Squalo type, driving through a Collotti five-speed gearbox. The Scuderia Ferrari had a full team of Allison, Phil Hill and von Trips with 1960 cars, as raced in Argentina and at Silverstone, having the Dino 246 engine now turned towards the right instead of the left, the whole layout of the gearbox-final drive unit redesigned, the input being on the right of the driving seat instead of the left, and having side-mounted fuel tanks and independent rear suspension by double wishbones and coil springs. They had a fourth car entered which was brand new and had only been tested the previous Sunday, this being a rear-engined car for Ginther to drive. The front suspension was similar to the Dino 246 cars, though having softer coil-springs, while a Dino 246 V6 engine was mounted behind the driver and coupled directly to a new gearbox-differential unit, with inboard-mounted disc brakes, the rear suspension being independent, as on the other cars, by double-wishbones and coil-springs, though the hub carriers, which also carried the outer wishbone pivots, were now cast alloy instead of welded steel construction. The Scuderia Centro-Sud entered three Cooper-Maseratis, having four-cylinder Maserati engines coupled to Cooper gearboxes containing Centro-Sud's own gears and lubrication system, their drivers being Trintignant, Gregory and Burgess, the last named replacing Menditeguy, who could not come from Argentina. Finally, there were two of the American Scarabs, the F.1 cars built and financed by Lance Reventlow and driven by himself and Daigh. These cars, beautifully built and meticulously designed, with a stamp of Indianapolis workmanship about them, had simple rectangular space-frames of small-diameter tubing in which a four-cylinder engine was mounted lying on its side with the crankshaft on the left of the chassis. Coupled to the engine was a four-speed Chevrolet Corvette gearbox, which drove a propeller-shaft to the rear axle unit mounted on the frame. The driver sits very low, beside the propeller-shaft, with his feet almost touching the rear of the cylinder head. Front suspension is by double-wishbones and coil-springs, as is the rear suspension, the springs at the rear being mounted above the top wishbone and leaning inwards to a frame structure. Cast alloy wheels and Girling disc brakes are used all round, a fuel tank is mounted in the tail and oil carried in a tank on the left of the scuttle. The four-cylinder engine has desmodromic valve gear similar to that used by Mercedes-Benz six years ago, and Hilborn fuel-injection is used, feeding neat fuel into curved intake pipes attached to the cylinder head. Two magnetos mounted back-to-back and driven from the gear train which drives the camshafts from the front of the crankcase, feed the eight sparking plugs. With a bore and stroke of 95.5 × 86 mm. a rather low output of 230 b.h.p. is quoted.

As can be seen from the foregoing, there was much of interest in the entry list, with three models making their first appearance, the rear-engined Ferrari, the Scarab and the Cooper-Castellotti; the new Coopers, the new Lotus, the i.r.s. Ferrari, and the new B.R.M. all making their first European F.1 appearance, and Moss having his first drive in a single-seater Lotus, and a brand new, absolutely standard, rear-engined one at that. Of the drivers, Gurney, Bristow, Naylor, Stacey, Surtees, Ginther, Burgess, Daigh and Reventlow were all making their first acquaintance with the spectacular and exacting Monte Carlo street circuit, with its kerb-stones, tunnel, hairpins and hills. The whole lot added up to having the makings of one of the most interesting Grand Prix meetings for some time. As if this was not enough there was a Formula Junior event as well, containing the best from Britain, Italy, Germany and France.

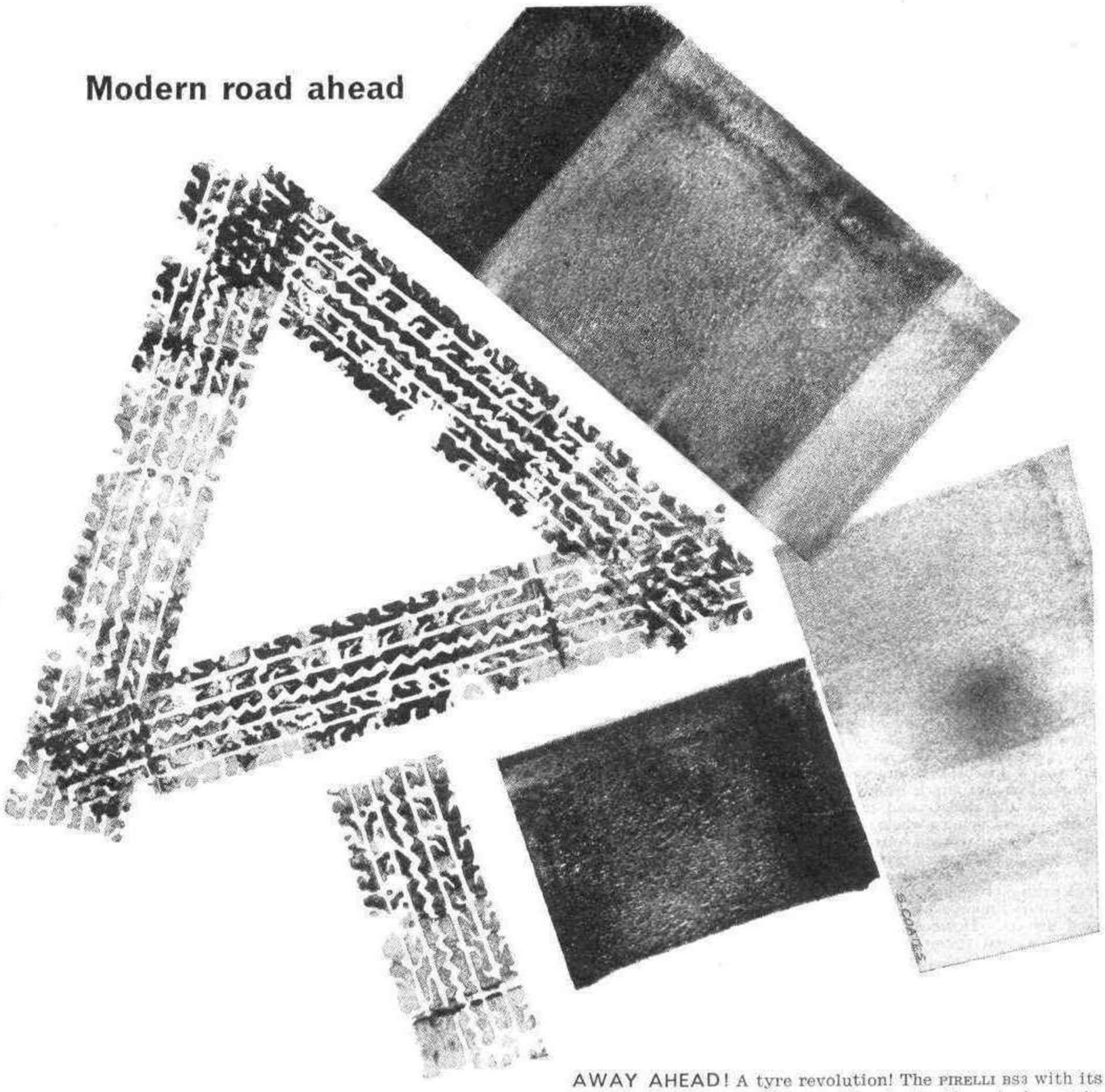
Practice for the Grand Prix was arranged for Thursday afternoon, very early Friday morning, and Saturday afternoon, the race being on the afternoon of Sunday, May 29th. As last year, the number of starters was limited to 16, while 24 entries had been accepted, so that fastest practice laps counted not only for the starting-grid position, as is normal, but also to decide whether you got on the starting grid at all. In consequence there was some furious activity the moment the circuit was open for practice, and on Thursday afternoon all but the Centro-Sud cars and Scuderia Castellotti car were out, Yeoman Credit having an extra car standing by, as had the Cooper works team. The official lap record for the circuit is in the books as Brabham (Cooper) in 1 min. 40.4 sec. during the 1959 race, while during practice that year Moss (Cooper) recorded 1 min. 39.6 sec., so a good time for everyone to aim at this year was 1 min. 40 sec. However, bearing in mind that since the last Monaco race the Coventry-Climax engine has had a new cylinder-head design and another 20 b.h.p., as well as an improved torque curve, and that Dunlops have fitted everyone with a new 1960 tyre that has improved lap times by as much as 2 sec. in 90 sec., and also remembering that Moss was now driving a Lotus as against last year's Cooper, it was reasonable to suppose that he at least would take 3 sec. off his best last year. Also there were a lot of other combinations of cars, drivers and technical progress that were well capable of the same thing, such as Bonnier with the rear-engined B.R.M., Brabham with the 1960 Cooper, and Brooks in a fast Cooper for the first time at Monaco.

Everybody was thrashing round on this first afternoon and watches were clicking and loudspeakers speaking, and everything was all right, until first Salvadori, in one of last year's works Coopers was credited with a time well under 1/40 and then Brooks was given 1/34.4, and things went from bad to worse as Moss was given 1 min. 32.3 sec., and then all was chaos for the official timekeeper's clock was found to have a progressive error, starting at 3 sec. and worsening to nearly 6 sec. as the afternoon wore on. The result was that the whole practice session was declared null and void, and some approximate times were published, to be regarded purely as a guide, and everyone went home with despairing looks on their faces. Some people had good reason to look happy, in particular Bonnier, whose B.R.M. broke on him almost as soon as he had started; also Stacey, whose Lotus had done likewise, and Ginther, who had not got far in the rear-engined Ferrari due to gear selection being maladjusted, so that none of them had been able to record any times worth considering.

Having closed the track to Formula 1 cars, the place suddenly became knee-deep in Formula Junior cars of all shapes, sizes and colours, 50 cars having been accepted by the organisers, of which the fastest 22 in practice would be allowed to start in the Junior race. With so many runners the entry was divided into two groups for practice, first the French, German, Swiss and Italian runners, of which Colin Davis with the beautifully made OSCA-Fiat was fastest with 1 min. 52.9 sec., and then the British contingent of Lotus, Cooper, Elva, Gemini, Dolphin, Envoy and Lola, but once again the official timing clock went wrong, this time being 3 sec. *slow*, but by hand timing in the various pits the works Lotus, works Lola and the Tyrell-owned Cooper were all below 1 min. 50 sec.

That evening a quiet study was made of a re-introduced magazine, wherein are given complete lap-time charts for all cars in all major Grand Prix races of 1959, and, in particular, study was made of the Monte Carlo G.P. times. It was most revealing, for Brabham was lapping very consistently in 1 min. 43 sec. to 1 min. 44 sec., until on lap 82 he is credited with 1 min. 48.2 sec., and on lap 83 with 1 min. 40.4 sec., the quoted

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record lap. After that he returned to his consistent 1/43 to 1/44. Of course, it could be that he made a mistake on lap 82 which lost him 5 sec. and tried very hard on lap 83 to make up for it, in fact 3 sec. harder than he had ever done before, or it could have been a clerical error in the computing of the marks made by the timing apparatus. Anyway, a difference of 8 sec. between two consecutive laps at an average speed of 66 m.p.h. is such that the distance in yards would have been very noticeable. Apart from this one lap Brabham never looked like getting below 1 min. 43 sec. throughout the race, whereas Moss had three laps below this figure, the best being 1 min. 42.3 sec., and Brooks had a 1 min. 42.5 sec. With the first session of this year's practice being completely confused it was difficult to take any further timings very seriously, so the rest of practice was spent watching cars and drivers and deciding who could drive to a given standard and who couldn't, and which drivers were artists at the business of fast driving and who were just courageous young men with a lot of skill and bravado.

Very early on Friday morning the gentle old ladies of Monte Carlo, just retired from the gambling tables, and the not-so-gentle young gentlemen who were just returning, had their rest rudely shattered when the miscellaneous foreign contingent of Formula Junior cars rent the silence with a variety of sounds, from the hard and very noisy exhaust of the Dagrada-Lancia, with its special Appia cylinder head with inlet and exhaust on opposite sides, to the screaming ring-ding-ding of the D.K.W. engines in various chassis. Some of the driving was just horrible to watch, while others showed terrific enthusiasm and enjoyment even if they lacked skill. Then the British cars took the track once more and some very fast and polished driving was seen, mostly because the handling of the cars was so much better, and the fact that they were running on racing tyres, whereas many of the Continental cars were using quite mundane road tyres, having no fairy godfather in the shape of Mr. Dunlop.

When the F.1 cars took to the circuit things improved and there was some pretty fast motoring going on, as well as some very wild motoring, and the number of cast alloy wheels that had been ruined by being clouted on kerbs rather indicated that the general run of what passes for a Grand Prix driver today needs to learn something about finesse and fine judgment, and that speed and hard work are not the only requirements to achieve true success. Everyone who was out the day before re-appeared, together with three Centro-Sud Cooper-Maseratis, and there was a lot of "keen pressing-on," even if some of it was "regardless." There was also some trouble. The rear of the chassis on the Ferrari driven by von Trips broke, Burgess had a big-end bolt break on his Maserati engine which made an awful mess, and Allison crashed badly at the *chicane* and put himself in hospital. Moss was easily fastest, being a whole second faster than Brabham, who was next, while the works Lotus team were not being very impressive. The two Scarabs were being depressingly slow, and just to see if it was the cars or the drivers, Reventlow let Moss try one. He did 1 min. 45 sec., which equalled Jimmy Clark's best time with the Lotus-Junior, so the answer to the Scarab trouble was cars and drivers. However, there were other factors, such as first time out, first attempt at anything so exacting as Monte Carlo, and the simple fact that their Goodyear tyres are not as good as Dunlop tyres. A set of Dunlops would certainly have given Moss 1 min. 43 sec. If it had been his own car and fitted him properly he would have done 1 min. 42 sec., and if he had been trying he could have done 1 min. 41 sec., and if starting money had been involved he would have got down to 1 min. 40 sec., which would have been a reasonable time for a new car to new conditions.

On Saturday afternoon the 22 Formula Junior cars weeded out of the huge entry lined up on the grid for a 32-lap race, and Jimmy Clark in the works Lotus was quite uncatchable until the low-tension wire on the ignition came adrift and the stop put him way back. Behind him Henry Taylor in Tyrell's Cooper-B.M.C., with a single double-choke Weber carburetter, was battling with Ashdown in the works Lola-Ford, with its two double-choke Weber carburetters, until by hard and forceful driving Taylor got the advantage and took the lead of the race when Clark stopped. Formula Junior could be really summed up at one point in the race when the first three drivers were Clark, Taylor and Ashdown, all three having been racing in a World Championship Sports-Car race the previous weekend, and none of them owning their cars. So much for Formula Junior being for beginners and amateurs. It was suggested that the Italian gentleman who had thought up Formula Junior had gone away to think up a new Formula !

Below is appended the starting grid for the Junior race, which shows who were the best 22 in practice, while the results of the race speak for themselves.

H. Taylor (*Cooper-B.M.C.*) — T. Taylor (*Lotus-Ford*) — J. Clark (*Lotus-Ford*)
P. Ashdown (*Lola-Ford*) — P. Arundell (*Lotus-Ford*)
T. Parnell (*Lotus-Ford*) — "J. Blanc" (*Cooper-D.K.W.*) — K. Lincoln (*Cooper-B.M.C.*)
G. Duke (*Gemini-Ford*) — C. Davis (*OSCA-Fiat*)
E. Crawford (*Elva-D.K.W.*) — H. Grandsire (*Stanguellini-Fiat*) — M. May (*Stanguellini-Fiat*)
I. Raby (*Envoy-B.M.C.*) — J. Love (*Lola-Ford*)
J. Bordeu (*Stanguellini-Fiat*) — C. Bremer (*Elva-D.K.W.*) — P. Jopp (*Elva-B.M.C.*)
G. Warner (*Gemini-Ford*) — R. Hanson (*Elva-D.K.W.*)
R. Lippi (*de Sanctis-Fiat*) — G. Alberti (*Stanguellini-Fiat*)

After this little excitement was over the Grand Prix boys made their final appearance to decide who was going to qualify and who wasn't, and while some drivers, such as Moss, Brabham, Bonnier, Brooks and Bristow, made no bones about their lap times, being well within their personal limits and sure of a place on the grid, the rest of the runners were scratching hard. Moss did not improve on his previous best time of 1 min. 36.3 sec., nor did Brabham on his 1 min. 37.3 sec. and Brooks and Bristow on their 1 min. 37.7 sec., but Bonnier equalled them on this last day. The Cooper-Castellotti with its old four-cylinder Ferrari engine arrived at last and was driven by Scarlatti and Munaron, while the list of qualifiers was reduced by two as Allison and Burgess were definite non-starters. Ginther was going very well in the rear-engine Ferrari and looking most happy, Gurney was looking unhappy in the rear-engined B.R.M., and the Scarabs improved by altering the springs and shock-absorbers and fitting Dunlop tyres. In order to encourage Stacey to go faster Jimmy Clark was allowed a few laps in Ireland's car as a sort of "gipsy's warning," and Ireland tried the Walker Lotus to see how it compared with the works cars—it was all right. Two outstanding efforts among the also-rans were those of Salvadori and Halford, both driving 1959 Coopers among this galaxy of new machinery, for they recorded 1/38.7 and 1/39.6, respectively, and were both in the best 16 until right at the end of the afternoon. Ireland and Trintignant finally managed to beat Halford, the Lotus driver, by reason of bad-temper and desperation and the Frenchman by sheer determination. Of those who qualified it was interesting to observe whether they could have kept up their qualifying speed or whether it was one flukey lap. Apart from the accepted masters of Grand Prix driving it was noticeable that Ginther, Gurney and Surtees looked as if they could have gone on all day at their qualifying speeds.

On Sunday afternoon the fastest 16 were lined up on the starting grid on the harbour front under a strong sun, but not a cloudless sky, and by Monaco standards the weather prospects were poor. The order was as follows, precedence in the case of ties being given to the driver who first recorded the time.

18 Brooks (*Cooper-Climax*) 1 min. 37.7 sec. — 8 Brabham (*Cooper-Climax*) 1 min. 37.3 sec. — 28 Moss (*Lotus-Climax*) 1 min. 36.3 sec.
2 Bonnier (*B.R.M.*) 1 min. 37.7 sec. — 16 Bristow (*Cooper-Climax*) 1 min. 37.7 sec.
38 von Trips (*Ferrari*) 1 min. 38.3 sec. — 22 Ireland (*Lotus-Climax*) 1 min. 38.2 sec. — 6 G. Hill (*B.R.M.*) 1 min. 38.0 sec.
36 P. Hill (*Ferrari*) 1 min. 38.6 sec. — 34 Ginther (*Ferrari*) 1 min. 38.6 sec.
24 Stacey (*Lotus-Climax*) 1 min. 38.9 sec. — 14 Salvadori (*Cooper-Climax*) 1 min. 38.7 sec. — 10 McLaren (*Cooper-Climax*) 1 min. 38.6 sec.
26 Surtees (*Lotus-Climax*) 1 min. 39.0 sec — 4 Gurney (*B.R.M.*) 1 min. 38.9 sec.
44 Trintignant (*Cooper-Maserati*) 1 min. 39.1 sec.

Some idea of the hot pace of practice can be gained from the fact that the slowest qualifying time this year was half a second faster than last year's fastest qualifying time, as recorded by the official timekeeper's clock, for what it was worth. At last stop-watches and times and errors were forgotten and the flag was up, and the serious and straight-forward business of Grand Prix racing was about to start. As it fell the three cars on the front row spun their rear wheels and snaked viciously and Bonnier shot through from the second row in a superb start, to lead down

to the first hairpin, followed by 15 jostling cars, of which Graham Hill's was roughly elbowed to the inside of the hairpin so that he hardly had room to turn his front wheels. Away they all went to start the first of 100 laps of the 3.145-kilometre circuit, with Bonnier's B.R.M. leading the Cooper of Brabham, and Moss in third position. On the second lap von Trips had to stop out on the circuit to put a small fire out, for the short exhaust pipes under the Ferrari tail had ignited the oily mess on the undertray, and this dropped him from eighth to 14th place, while Trintignant had battled his way up from last on the grid to 11th place. Bonnier was setting the pace, with Brabham at his heels, and on lap four the Australian tried to carve his way in front at the hairpin, but failed, and on lap five Moss took second place. Having closed right up on to Bonnier's tail Moss was content to sit there and Brabham dropped back, so that Brooks and Phil Hill were catching up with him. Behind them Ireland had dropped back behind Graham Hill and Bristow, and later behind McLaren, so that he was just in front of Surtees. Then came an appreciable gap before Salvadori arrived, keeping just ahead of von Trips and Gurney, with Stacey and Ginther bringing up the rear as Trintignant had gone out on lap five with a broken gearbox.

After 10 laps Bonnier was beginning to wish that Moss would take the lead and waved him by, but Moss stayed behind, indicating, " No, you took the lead, you can set the pace." However, behind them there was some closing-up taking place for McLaren had caught Bristow and the two of them were urging each other on and catching Phil Hill and Brooks, who in turn had encouraged each other to go faster and had caught Brabham. By lap 16 the group from third to eighth place were beginning to menace the two leaders, and though Bonnier kept moving over and waving Moss through, the Lotus driver kept waving back, saying, " No you get on with it." Bonnier was not too happy as the B.R.M. brake pedal needed pumping before each application of the brakes and he had Moss right on his tail grinning at him. On lap 17 the danger of the following group was becoming so bad that Moss nipped in front of the B.R.M. and in two laps he had pulled out a 5-sec. lead, while Bonnier was swamped by the others. On lap 18 Bristow had to drop out of this group as his gearbox broke and he retired at the pits, and this left Bonnier, Brabham, Brooks, Phil Hill, Graham Hill and McLaren all nose-to-tail and giving no quarter. Surtees stopped at the pits, unable to select gears properly on his works Lotus, as a bolt head had sheared off the crown-wheel and dropped down into the selector mechanism of the gearbox-final drive unit. By 25 laps Moss had extended his lead to a comfortable 6 sec. and was cruising round comfortably, handling the Lotus delicately and not having to try too hard, but behind him there was a terrible cut-throat battle going on for second place. Bonnier got by Brabham, back into second place, and Brooks was trying to get by the Australian, while the two Hills and McLaren were keeping up the pressure at the end of this group. Then came a long gap before Ireland arrived, misfiring badly, and an even longer gap before Salvadori, von Trips and Gurney arrived in a tight bunch, with Ginther in the rear-engined Ferrari bringing up the rear as Stacey had retired. His Lotus had broken its engine bearers, the engine had tilted forward, the throttle had jammed on something and stayed partly open, and he clouted a kerb and ruined yet another expensive alloy wheel.

The row of cars waiting to take second place was so enthralling that no-one noticed that the sun had disappeared and ominous clouds blown up, until on lap 28 rain began to fall, and this caused things to break up. Brabham got in front of Bonnier, Brooks spun at Ste. Devote corner, just before going up the hill to the Casino, and Salvadori spun and stalled at the Gasworks hairpin, and von Trips left Gurney and got ahead of Ireland. Although Salvadori restarted, he stopped at the pits and retired, as the Cooper had been overheating badly. The whole circuit was now like an ice-rink with rain on the polished surface, and Moss slowed right down to what he considered a safe pace, but Brabham thought otherwise and closed up, and on lap 34 he took the lead, while Bonnier also caught up to Moss but did not overtake. The rain was falling heavily now and everyone was having to drive with *velvet feet* in order to get any traction at all, and Phil Hill spun at the Gasworks but kept the engine running, and McLaren and Graham Hill went by, so the order was now Brabham (Cooper), Moss (Lotus), Bonnier (B.R.M.), McLaren (Cooper), Graham Hill (B.R.M.) and Phil Hill (Ferrari); a long way back came von Trips (Ferrari), followed by a deflated Brooks (Cooper), then Ireland (Lotus), Gurney (B.R.M.) and Ginther (Ferrari), and the leader had just caught the last man, which shows how the practice qualifying had sorted out the tail-end Charlies. On lap 38 the sun re-appeared but the rain was still falling over Monaco and conditions were really dicey, and on lap 41 Brabham found out just how dicey they were when he lost adhesion at Ste. Devote and hit a wall with a real thump and bent the Cooper chassis, so Moss was now back in the lead, treading very wearily on the slippery surface, for just a fraction too much throttle started the rear wheels spinning helplessly. As the rain began to stop Moss drew away from Bonnier, and when it finally stopped on lap 46 the Lotus was 14 sec. ahead and looking very comfortable once more. Phil Hill was making up for his spin and catching his namesake and McLaren very fast, while Gurney retired at the pits when a rear suspension post and hub carrier split.

By half distance, a very long 50 laps, Moss was still leading Bonnier by 14 sec., McLaren by 46 sec., and the two Hills by 82 sec. Then came von Trips on his own, and Brooks, Ginther and Ireland together a lap behind the leader, and the circuit was drying out fast. There was now no question of anyone challenging Moss and interest centred on Phil Hill, who had caught and passed McLaren and taken third place by reason of some very good wet-road driving, but having got in front he was unable to get away and McLaren and Graham Hill hung on to him. Ireland's misfiring engine finally gave out altogether as he went up the hill to the Casino, and he proceeded to start a long push back to the pits. He didn't know until afterwards that the cause of the misfire and final silence was merely due to the magneto earthing wire chafing through on the rev.-counter drive ! On lap 60 the leading Lotus suddenly went on to three cylinders and Moss stopped at his pit, while Bonnier went by into the lead once more. The trouble with the dark blue Lotus was simply a plug lead having fallen off and Moss was soon back in the race and running as sweetly as ever, and with 40 laps left in which to catch the leading B.R.M., so there was no cause for alarm. For some laps von Trips had been having trouble changing gear and now his clutch packed up completely, the pedal going down and staying down, so the field was reduced to seven cars. Moss was leisurely catching Bonnier and the Swedish driver was not sure what to do, whether to try and stay ahead or succumb to the inevitable and wait for Moss to catch him up. With 35 laps still to go the Walker pit signalled Moss, but the figure three slipped off the board and he saw 5 laps to go. This woke him up with a start, as he was still 12 sec. behind, and for two laps he really went motoring, until another pit signal put him at ease again.

On lap 67 he was close behind the B.R.M., while behind them McLaren had regained third place and drawn away a little from the two Hills, but then as the New Zealander rounded the Gasworks hairpin he opened up too soon and got sideways on. Realising he had used up all his correcting lock, McLaren unwound the steering and stamped on the throttle, and the Cooper pirouetted right round through 360 degrees, but just at that moment the Ferrari of Phil Hill went by on the outside and the B.R.M. of Graham Hill was preparing to go by on the inside. The three cars took off from the hairpin in the order Ferrari, Cooper and B.R.M., all wagging their tails violently as their wheels spun on the still slippery surface under the trees. Seeing McLaren still not fully under control, Graham Hill thought he would accelerate past him but opened up at the wrong moment and spun off the road into the steps of a radio hut, taking the nose and radiator completely off the B.R.M., and stopping very suddenly in a shower of splintered wood. This now left six cars in the race, and before the bits and pieces were cleared up Moss had taken the lead and Ginther stopped at the pits with a grumbling noise coming from the crown-wheel and pinion of the rear-engined Ferrari, so the score was now five cars still running.

Providing nothing broke Moss could not fail to win, nor could Bonnier lose second place, but third position was still open, for Phil Hill was third, but only just, and McLaren was beginning to get rough with the red car in his efforts to regain third place. At every opportunity he would thrust his Cooper at the Ferrari until finally Hill was demoralised and let the New Zealander get in front, deciding that things were getting too dicey to be comfortable. However, he did not give up, but pressed hard on McLaren's tail, waiting for him to make another mistake. This was still going on on lap 78, when Bonnier stopped at his pit with a split rear suspension upright, just as had happened on Gurney's car, so that the McLaren *v.* Hill duel was now for second place, and the only other car left running was Brooks in the crisp-sounding Yeoman Credit Cooper.

Moss reeled off the remaining laps with consistency, handling the Lotus as though it were made of glass, and with 10 laps still to go a remarkable thing happened. Brabham suddenly appeared at the pits, having restarted the bent Cooper, and was obviously going to limp round to finish as there were only four cars left running. Meanwhile a completely exhausted Ireland arrived pushing his Lotus, and other drivers who had retired rushed to

their wrecks to do what Brabham was doing. Bonnier set off again slowly and Gurney started another lap with one rear wheel flapping about loosely, while Ginther retrieved the rear-engined Ferrari and pushed it towards the finishing line. This was all very amusing but should not have been allowed by the organisers as the McLaren *v.* Hill duel was not yet finished and the Ferrari driver might have been going to make a desperate last-lap attempt to get second place and been baulked by one of the slow-moving damaged cars.

An immaculate Moss finished an immaculate drive into first place and McLaren was not challenged by Hill, while Brooks finished an unspectacular fourth. Bonnier, Brabham and Gurney drove over the line, while Ireland and Ginther pushed their cars across. However, neither Brabham nor Gurney had completed 50 laps so their efforts were wasted as they did not qualify as finishers, and the organisers then confused things the way they often do in France, by classifying Graham Hill and von Trips because they had completed more than 50 laps, even though they had both retired out on the circuit.

The logical results of the XVIII Monaco G.P. are as follows :—

Results :
XVIII GRAND PRIX OF MONACO—Formula 1—100 Laps
314 Kilometres—Wet and Dry

1st :	S. Moss (Lotus-Climax) ..	2 hr. 53 min. 45.5 sec.—108.599 k.p.h.
2nd :	B. McLaren (Cooper-Climax) ..	2 hr. 54 min. 37.6 sec.
3rd :	P. Hill (Ferrari Dino 246) ..	2 hr. 54 min. 47.4 sec.
4th :	C. A. S. Brooks (Cooper-Climax)	1 lap behind
5th :	J. Bonnier (B.R.M.)	17 laps behind
6th :	R. Ginther (Ferrari rear-engine)	30 laps behind—pushed across line
7th :	I. Ireland (Lotus-Climax) ..	44 laps behind—pushed across line
	Unclassified : D. Gurney (B.R.M.).	
	J. Brabham (Cooper-Climax).	

Fastest lap : B. McLaren (Cooper-Climax), in 1 min. 36.2 sec.—117.694 k.p.h.
Retired : M. Trintignant (Cooper-Maserati), lap five, gearbox; C. Bristow (Cooper-Climax), lap 18, gearbox; J. Surtees (Lotus-Climax), lap 19, final drive; A. Stacey (Lotus-Climax), lap 24, engine mountings; R. Salvadori (Cooper-Climax), lap 30, overheating; W. von Trips (Ferrari), lap 62, clutch; G. Hill (B.R.M.), lap 67, crash.

II GRAND PRIX "MONACO JUNIOR"—32 Laps—100 Kilometres
Warm and Dry

1st :	H. Taylor (Cooper-B.M.C.)	58 min. 01.7 sec.—104.059 k.p.h.
2nd :	P. Ashdown (Lola-Ford)	58 min. 29.3 sec.
3rd :	T. Taylor (Lotus-Ford)	59 min. 13.7 sec.
4th :	P. Arundell (Lotus-Ford)	59 min. 42.9 sec.
5th :	K. Lincoln (Cooper-B.M.C.) ..	1 lap behind
6th :	"J. Blanc" (Cooper-D.K.W.) ..	1 lap behind
7th :	J. Clark (Lotus-Ford)	1 lap behind
8th :	T. Parnell (Lotus-Ford)	1 lap behind
9th :	J. Love (Lola-Ford)	1 lap behind
10th :	M. May (Stanguellini-Fiat)	1 lap behind
11th :	C. Bremer (Elva-D.K.W.)	2 laps behind
12th :	C. Davis (OSCA-Fiat)	2 laps behind
13th :	R. Lippi (de Sanctis-Fiat)	2 laps behind
14th :	G. Alberti (Stanguellini-Fiat) ..	2 laps behind
15th :	G. Warner (Gemini-Ford)	2 laps behind
16th :	P. Jopp (Elva-B.M.C.)	3 laps behind
17th :	J. M. Bordeu (Stanguellini-Fiat) ..	5 laps behind
18th :	R. Hanson (Elva-D.K.W.)	6 laps behind
19th :	I. Raby (Envoy-B.M.C.)	15 laps behind

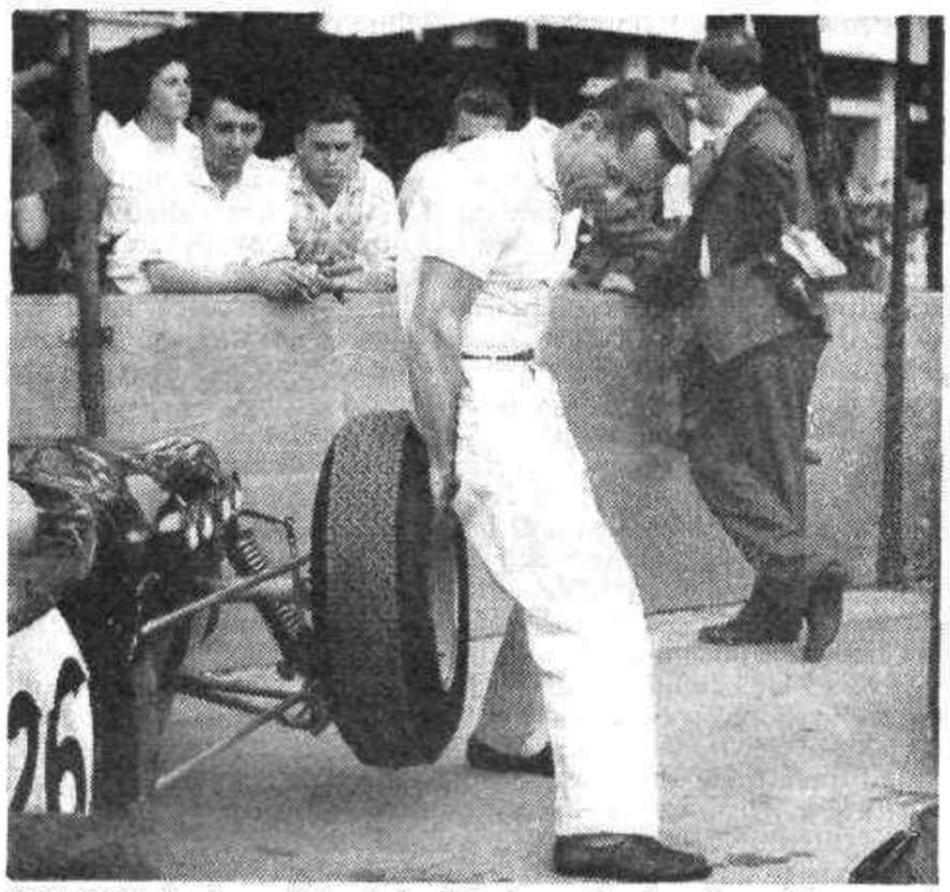
Retired : G. Duke (Gemini), spin; E. Crawford (Elva), flat battery; H. Grandsire (Stanguellini), gearbox.

FURTHER NOTES ON THE GRAND PRIX CARS AT MONTE CARLO

The new rear-engined B.R.M. cars had very unfinished-looking cockpits as the drivers were still sticking bits of sponge rubber here and there to make themselves more comfortable, so there was no point in upholstering the seats. The cars use rack-and-pinion steering from the 1959 cars, which had offset steering columns to bypass the front engines, so they still have offset steering columns even though the engine is no longer in the way, and the result is steering wheels at quite an angle, but this does not seem to worry the drivers. Fuel is carried in two rubber aircraft-type tanks, one on each side of the cockpit and filled via an inverted Y-shaped pipe from a filler just in front of the windscreen. Exposed internal-toothed rubber belts drive the two magnetos, one on each side of the engine, these magnetos being very small and light as used on the four-cylinder M.V. racing motorcycle

The new five-speed Cooper gearbox has provision for a reverse gear, and all the selector and locking mechanism is housed in a large bulge on the right-hand side. The gearbox has a 1-gallon ribbed sump and this oil is circulated by a pump on the rear of the box, the main shaft being fed internally and each pair of gears also receiving a jet of oil from a cast gallery pipe. With all the gears clear of the sump oil it is in effect a dry-sump system, thereby reducing drag. The rear suspension is by double-wishbones with separate coil-springs surrounding telescopic shock-absorbers, while an anti-roll bar runs through a rear frame tube and is coupled to the wishbones by arms and short links.

The Walker-owned Lotus was identical to the works cars

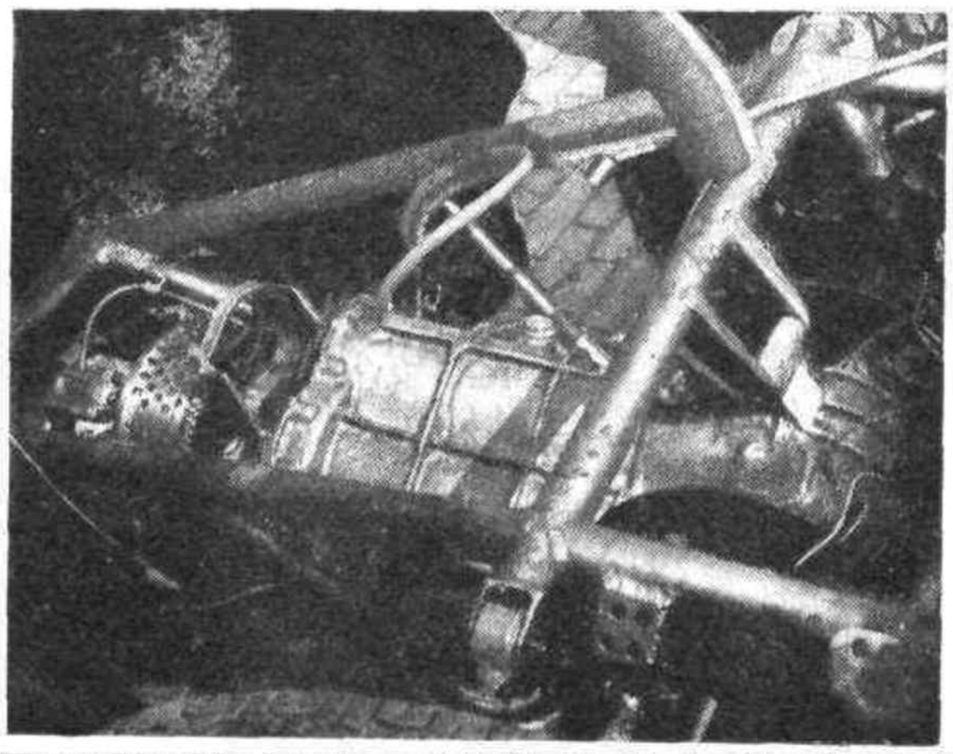


Phil Hill tries the weight of the F.1 Lotus in the pits at Monaco; he would have to be a really strong man to do this with a Ferrari.

except that the rear radius rods had been increased in diameter as the original plan was to fit the car with a five-speed Collotti gearbox and this would have meant mounting the rear disc brake outboard on the hub carriers, where provision already exists in the original design. However, it was found that the Collotti gearbox was too tall and will have to be canted over a few degrees, and time did not permit of this re-designing, so the Lotus five-speed gearbox was left in place.

The four-cylinder Ferrari engine in the Cooper-Castellotti was such a tight fit that there was no room for the usual horizontal double-choke Weber carburetter, so a pair of double-choke downdraught carburetters were fitted using cast-aluminium right-angle manifolds into the inlet ports.

The rear-engine Ferrari had a new gearbox mounted behind the final drive, the shaft from the engine passing right through the box to a clutch mounted in the open air overhanging the end of the gearbox casing; the drive then went back into the gearbox and to the crown-wheel and pinion. Clutch operation is by an exposed hydraulic plunger mounted on the rear cross-member of the frame and pressing into the centre of the clutch in the open air under the tail-cowling of the car. It is significant that the clutch body is fitted with a starter toothed-ring and the gearbox casting has a cradle on the top to take a starter motor, while a bracket on a nearby frame tube held a starter button, indicating that Ferrari are looking to 1961 regulations.—D. S. J.



The gearbox of the new rear-engined Ferrari. On the left at the rear of the gearbox is the hydraulically-operated clutch.

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BOOK REVIEWS

"British Civil Aircraft—1919-59, Vol. 2," by A. J. Jackson. 595 pp., $8\frac{7}{8}$ in. × $5\frac{1}{2}$ in. (*Putnam & Company Ltd.*, 42, *Great Russell Street, London, W.C.*1. 63*s.*)

When we reviewed Volume One of "British Civil Aircraft" we found it decidedly difficult to choose words that would express adequately the enjoyment we had derived from it and the appreciation we felt for Mr. Jackson's painstaking industry and research. His second volume, printed on high-class art paper and containing over 550 very clearly reproduced photographs, many of them unique and previously unpublished, covers 78 civil aeroplanes in a most fascinating manner, with history, description, performance data, service records and even the fate of famous individual aeroplanes, laced together by excellent photographs and three-view scale drawings.

This second volume runs from E to Z, covering aeroplanes ranging from the Edgar Percival E.P. 9 to the Westland Sikorsky S-55 helicopter. To aviation students the material provided must be breath-taking in its interest value and the book of lasting worth as a work of reference. Even to this reviewer, the contents are both informative and extremely nostalgic. For instance, Brooklands' days in the summer sun are recalled by reference to E. A. D. Eldridge's Sopwith Gnu, R. G. J. Nash's Klemm of the later 1931 period and a fine picture of dear Dudley Watt in his famous black and yellow check helmet, sitting in the cockpit of the D.W.1, which he developed from an S.E.5. We are also reminded that L. C. G. M. Le Champion flew from Brooklands in 1924/5 in a Martinsyde Viper F.6 single-seater, while the reviewer's good friend Rae Griffin is recalled as owning a special Flying Flea (Mignet H.M.14) with Bristol Cherub engine from the old Avro Avis and Supermarine Sparrow and wheels from the defunct Gadfly.

You see, it is all there—the great pioneer airliners, the record-breakers, the King's Cup racing aeroplanes, the private-owner aircraft, all meticulously described and illustrated. They are indeed all there—the great Miles family, the many Percivals, the famous old Handley Page pioneer airliners and their later developments, the various big twin-engined Vickers biplanes, the Fokkers, Fords, Supermarines, rare birds like the Gosport, Graham Whites, Marendaz and, of course, all the recent civil transport and private-owner aircraft you see daily. Not content with this the author includes appendices of a further 238 prototype or small-production civil aircraft and 87 military aeroplanes adapted for civilian use or flown under civil marks. These, too, are illustrated. Finally, there is a further appendix containing the most complete documentation yet published on individual aircraft registration, names, dates of C of A issue and disposal of individual aircraft—and so the price of the book comes into perspective.

Anyone who likes, even remotely, aviation history should buy this book, which only seems expensive until you delve into its packed pages, nearly 600 of them! If A. J. Jackson's great work has given so much enjoyment to a motoring enthusiast, how much more will it be appreciated by those who have been closely associated with the aeroplanes with which "British Civil Aircraft" deals. We hope that aircraft companies, air lines and flying schools will ensure that this quite splendid survey is placed on their library shelves. No aviation enthusiast, or reference library, can afford not to have it close at hand.—W. B.

"Wake Up In Europe," by Colin Simpson. 400 pp., $9\frac{1}{2}$ in. × $6\frac{1}{4}$ in. (*Angus & Robertson Ltd.*, 105, *Great Russell Street, London, W.C.*1. 35*s.*)

This may seem an expensive book but to anyone who intends to take Continental holidays and touring seriously it is going to add very considerably to their sense of anticipation and ultimate enjoyment, so from this aspect "Wake Up In Europe" is a wise investment. It is also a book which will recall visits already made to places Colin Simpson so graphically describes and which are so beautifully illustrated, frequently by colour plates, so again this can be regarded as money well spent.

The book gives impressions—very vivid and refreshingly written impressions—of an Australian visitor in Holland, West Germany and Austria, Italy and Sicily, Switzerland, France, Britain and the two Berlins. Illustrated by 113 photographs, 30 in colour, 10 maps, and with decorations by Claire Simpson, this fat volume is one to keep in the bookcase for reference before each new Continental journey you propose to undertake.

Simpson does not mind expressing candid opinions, of places, people, customs and night-spots. He proffers a fascinating guide book as well as a travel study and manages so well not to over write that one finds oneself sorry he did not contrive to see the Grand Prix when he was in Monte Carlo or a Mille Miglia in Italy. But there are some passages of purely motoring interest, such as seeing Rome in Princess Carla's "sleek black low-slung Fiat sports coupé" and reference to the two Wolseley 1500s and a Riley 1.5 (in which he did 90 m.p.h. for the first time) hire cars in which the author covered over 2,500 miles and the Volkswagen used in Berlin. There is also reference to an "old-model" car owned by an Oxford authoress's husband, to a Rolls-Royce on a taxi-rank in Edinburgh and to Rolls' monument in Monmouth. Minor errors are reference to a *red* double-decker 'bus running between London and Tunbridge Wells and Pulborough spelt with two "l"s.

"Wake Up In Europe" is a book that should stir the reader to get out the car and travel—in England or abroad. In an age of too many shoddy publications this one is to be highly commended.—W.B.

"Monza 1960." The Official Year Book of Monza Autodrome. 147 pp., $11\frac{1}{2}$ in. × $8\frac{3}{8}$ in. (*Autodromo Nazionale di Monza, Monza, Italy.* 2,500 *lire.*)

This large, beautifully illustrated Monza Year Book covers every possible aspect of racing at the famous autodrome near Milan. History, future fixtures, last year's results, the construction and development of Monza, all are fully covered, and there are plans and a pull-out circuit diagram of the course as it is now and was in past years. The book is extremely well written and compiled, with no attempt at a publicity boost.

Many historic photographs are included of the autodrome built in 1922 in the beautiful park near Milan, the foundation stone for which was laid by Vincenzo Lancia and Felice Nazzaro that February. The Government stopped work which it thought would interfere with the amenities of the landscape (how badly Britain needs a Government of this mind today!) but after the course had been replanned work proceeded and in five months Nazzaro and Bordino carried out the first run on the new speed course in a Fiat 501. Racing cars first used Monza on August 20th and both speed and road circuits were officially opened on August 28th, 1922. It is claimed that nearly 100,000 people (arriving in 10,000 cars) watched the first race meeting. The speed course was designed originally for speeds up to 190 m.p.h. but the intervention of the Government called for bankings of reduced height, limiting speed theoretically to about 115 m.p.h. There is great interest to students of racing-track architecture in the opening chapters, which describe the construction and development of Monza, which can be compared to the description of the building of Brooklands in W. Boddy's "History of Brooklands Motor Course—1906-1940."

Model car racing and motor-cycle racing at Monza are covered and the 500-mile Two Worlds' Trophy races are described. Many English enthusiasts will want this absorbing record of racing as it is conducted at the Italian track, especially as it is available with English translations of the Italian text; an excellent way, incidentally, of learning the language.

"The Technique of Motor Racing," by Piero Taruffi. 125 pp. $9\frac{7}{8}$ in. × $7\frac{1}{8}$ in. Translated by D. B. Tubbs. Foreword by Juan Manuel Fangio. (*Motor Racing Publications Ltd.*, 62, *Doughty Street, London, W.C.*1. 35*s.*)

Somehow this book, comprehensive as it is, is not so convincing, nor, incidentally, so well produced as one had anticipated. Every aspect of becoming a racing driver (or trying to become one—a very different thing!) is included, even to physical training before races, the clothing to wear, how to change gear, how to "heel-and-toe," and the effect of varying road surfaces on tyre adhesion, etc., all of which is embellished with rather crude diagrams.

The chapter on cornering is exceedingly technical, with much formulae and graphs, the latter even showing how to take particular corners on individual circuits. This leaves one with the feeling that Taruffi is explaining theoretically what a skilled driver does subconsciously after some experimentation but which a driver cannot readily emulate merely by reading the text and memorising the diagrams.

Taruffi's book is heavy going, enlivened by personal anecdotes of how the great racing drivers work. The illustrations are curiously out-dated, in many instances, although others are excellent. Mostly they depict the methods of champions now departed, which is not quite what present-day students of the art would wish to study. Ascari, Serafini, Tardini, Farina, Nuvolari, Varzi, Sommer and

Gonzales were great drivers in their day but under different conditions and in different cars than prevail in 1960.

The translation may have been difficult, for this is a very technical work, but it does not seem to do Taruffi full justice, and he appears to brush off the implications of understeer too lightly and to use such terms as "drift" when not implying the true four-wheel-drift. Some of the captions appear to have been written to meet old pictures rather than to support the text and the circuit diagrams which conclude the book would have greater value if reproduced to a larger scale. Historically there are some splendid pictures of Taruffi in the family Fiat 501S tourer (with three flat tyres!) he drove in his first race, the 1923 Rome-Viterbo, of him on his Norton motor-cycle on which he lapped Monza at over 106 m.p.h. in 1931 and others that remind us of Piero's prowess on skis and on the bob-sleigh run.

This is a profound but somewhat disappointing book, but one serious-minded would-be racing drivers will nevertheless read with avidity. Fangio contributes a charming Foreword.—W. B.

Floyd Clymer has published a useful and comprehensive Volkswagen Owners' Service Manual and Fact Book which costs 3 dollars in America. In this one paper-back 180-page book you get VW history, Clymer's test of a VW in Germany and his 20-minute interview with Heinz Nordhoff, samples of VW advertising, a bilingual motoring dictionary as well as the servicing data by Staton Abbey, A.M.I.M.I.

* * *

"She Shall Not Have Him" (P. R. Macmillan, 10s. 6d.) is a light-hearted novel with a motoring flavour, written by C. Georgion and T. Waldron, who are employees of Vauxhall Motors Ltd.

* * *

"Shell Successes," a very fine pictorial record of races and rallies, record attacks, motor-cycle contests and stunt runs on Shell X-100 oil, is issued free. There are short articles by B. D. Turtle, Shell's Racing Manager, Tony Brooks, Cuth Harrison, Francis Beart and other celebrities. The book is picture-packed, five of the many photographs being from MOTOR SPORT.

* * *

Last month we inadvertently gave the price of Morgan Workshop Manual incorrectly. The correct price is 13s. 3d. post paid.

NEW RECORDS

The American driver Mickey Thompson, who achieved the fastest speed recorded by a vehicle using automobile engines last summer, when he attempted the World's absolute speed record, has been at it again, only this time in the sphere of acceleration. Using a "dragster" fitted with two Pontiac engines, supercharged by G.M.C.-Roots-type blowers, he has set staggering new records for the standing kilometre and standing mile, running on a very long aerodrome runway in California. The car was of the typical "dragster" layout, with the driver behind the rear axle in what is known as a "sling-shot," but instead of all the mechanism being exposed, as is normal, this vehicle was fitted with a bodywork enclosing the rear wheels, but leaving the front ones out in the open. To assist in stopping the thing at the end of the runs an aircraft parachute brake was used. To try and keep a sense of proportion the absolute records for the kilometre and mile are given below for the pre-war factory-prepared Auto-Union, the H.R.M.-"dragster" of Cal Rice, which set up records two years ago, and Thompson's latest times and speeds, which are truly remarkable.

Standing-start Kilometre :

1958	C. Rice (H.R.M.) ...	...	18.10 sec.
1960	M. Thompson (Assault 1)	...	16.82 sec.—214 k.p.h. (132 m.p.h.) (*new record*)

Standing-start Mile :

1937	B. Rosemeyer (Auto Union) ...		29.56 sec.
1960	M. Thompson (Assault 1)	...	24.12 sec.—240 k.p.h. (149 m.p.h.) (*new record*)

N.B.—While most fast cars are covering the standing-start kilometre at Brighton, Thompson would have covered a standing-start mile—sense of proportion, whew!

GRAND PRIX DES FRONTIERES—Chimay, Belgium (June 5th)

The old-established road race at Chimay, on the Belgian-French border was held on its traditional day of Whit-Sunday, and this year was for Formula 2 cars with a sub-category for a number of Formula Junior cars. As usual, the organisation was in the hands of Jules Buisseret, the owner of the Casino at Chimay, and all the usual festivities and gala atmosphere centre around his establishment. Improvements to the road surface and widening of the bridge on the back leg of the circuit resulted in very high speeds being attained, without detracting from the true road-circuit character of the race.

Young J. R. Lewis won the race after being challenged by Flockhart, both in Coopers, while possible opposition from Lucien Bianchi with one of the Equipe Belge Coopers was dampened at the start of the race when he saw his young brother, making his debut in Formula 2, have a tangle with Twisk and crash. It was not until the next lap, when he saw him walking back to the pits, that he was able to concentrate on the race, but by then Lewis and Flockhart were well away. Also in this event, Annie Soisbault, the French rally girl, had a go in a Formula Junior Lola of the Fitzwilliam team, and after lying second on the opening lap, among the Juniors, she was put out of the running by engine trouble.

Results :

GRAND PRIX DES FRONTIERES—Chimay—20 Laps—218 Kilometres

1st :	J. R. Lewis (Cooper-Climax)	...	1 hr. 09 min. 12.7 sec.—181.187 k.p.h.
2nd :	R. Flockhart (Cooper-Climax)	...	1 hr. 09 min. 14.9 sec.
3rd :	L. Bianchi (Cooper-Climax)	...	1 hr. 09 min. 44.4 sec.
4th :	T. Parnell (Cooper-Climax) ...	...	1 hr. 10 min. 11.7 sec.
5th :	G. Laureau (Cooper-Climax)	...	1 hr. 10 min. 12.8 sec.
6th :	W. Seidel (Cooper-Climax) ...	...	1 lap behind
7th :	C. Goethals (Porsche RSK) ...	...	1 lap behind
8th :	J. Love (Lola-Ford)	...	3 laps behind
9th :	A. Pilette (Lotus-Ford) ...	...	3 laps behind

Fastest lap : L. Bianchi (Cooper), 3 min. 22.4 sec.—185.869 k.p.h. (*new record*).

AIX-LE-BAINS—FORMULA JUNIOR (May 22nd)

Held on a rectangular circuit on the edge of the French Lac du Bourget, this race saw a regrettable accident on the fourth lap, when a footbridge over the circuit collapsed and Chris Threlfall was killed as his Elva-D.K.W. ran into the wreckage. At the time he was in third position behind T. Taylor (Lotus-Ford) and Beels (Cooper-D.K.W.). In view of the disaster the meeting was abandoned.

LA GINESTE HILL-CLIMB—France (May 26th)

At this hill-climb near Marseilles the Swiss driver Zweiffel was the winner, driving a Cooper F.2 fitted with a 3-litre Monza Ferrari engine. The record, which had stood for two years, was broken many times.

1st :	H. Zweiffel (Cooper-Ferrari)	...	2 min. 1.8 sec.—104.304 k.p.h.
2nd :	G. Miani (Porsche RS) ...	...	2 min. 4.2 sec.
3rd :	J. P. Lucienbonnet (Porsche RSK)		2 min. 4.4 sec.
4th :	H. Zweiffel (Cooper-Monaco)	...	2 min. 5.0 sec.

SPA GRAND PRIX—Belgium (May 29th)

The sports-car and G.T. races held on the Spa-Francorchamps circuit saw Paul Frere have an easy win driving the RS60 Porsche of de Beaufort. The day started with G.T. races run in foggy conditions, and by the time the sports-car race started rain was falling and continued throughout the event. The G.T. races were for 1,300-c.c. and 1,600-c.c. cars combined and the Team Elite Lotus Elites of Wagstaff and Allen had made fastest practice times, beating the Carrera Porsches of Koch and Braun. However, the Elites made poor starts and the Porsches got away, only to be caught on the last lap, but having got the lead Wagstaff had a slide approaching the last bend and with Braun and Allen close behind there was a mix up in which the two Elites crashed, leaving the Porsche to win the race; no one was hurt. This left the 1,300-c.c. class to the Italian driver Leto di Priolo in a Giulietta.

G.T. Cars up to 1,300 c.c.—141 km.—Foggy :

1st :	M. Leto di Priolo (Alfa-Romeo Giulietta)		54 min. 27.4 sec.—155.352 k.p.h.
2nd :	R. Shepherd-Barron (Alfa-Romeo Giulietta)...		... 56 min. 03.0 sec.
3rd :	A. de Heredia (Alfa-Romeo Giulietta)	...	... 58 min. 23.0 sec.

Fastest lap : W. Allen (Lotus Elite), 5 min. 12.1 sec.—162.640 k.p.h.

G.T. Cars up to 1,600 c.c.—141 km.—Foggy :

1st :	K. Braun (Porsche Carrera)	...	... 53 min. 22.7 sec.—158.491 k.p.h.
2nd :	G. Koch (Porsche Carrera)	...	... 53 min. 33.0 sec.
3rd :	W. Blendl (Porsche Carrera)	...	... 55 min. 34.2 sec.

Fastest lap : K. Braun (Porsche), 5 min. 11.7 sec.—162.848 k.p.h.

Sports Cars up to 1,600 c.c.—211.5 km.—Raining :

1st :	P. Frere (Porsche RS60) ...	...	1 hr. 20 min. 54.8 sec.—156.834 k.p.h.
2nd :	C. Goethals (Porsche RSK)	...	1 hr. 22 min. 12.1 sec.
3rd :	C. Murray (Lotus Fifteen)	...	1 hr. 23 min. 03.3 sec.
4th :	"Wal-Ever" (OSCA 1500)	...	1 lap behind
5th :	A. E. Marsh (Cooper-Monaco) ...		1 lap behind

Fastest lap : P. Frere (Porsche), 5 min. 15 sec.—160.785 k.p.h.

RUMBLINGS

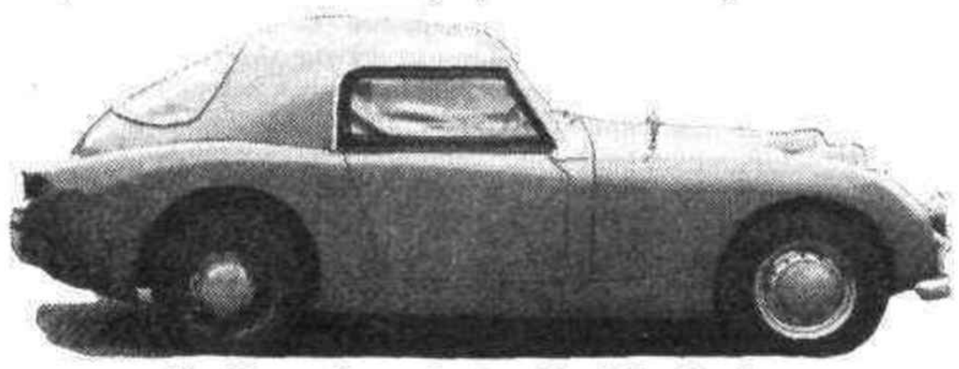
SPORTS CARS IN THE WEST END

Grosvenor Square, in London's West End, is best known for the number of foreign Embassies which surround it, while the streets which lead off the Square house gown shops, beauty parlours and purveyors of *haute couture*. But at 64, Grosvenor Street one can often hear the growl of a sports-car engine being tuned up. This is the London home of the Donald Healey Motor Co. Ltd., where John Sprinzel presides over the fitting of all types of speed equipment to Sprites and Healey 3000 models.

Before John Sprinzel joined the company just over a year ago the company offered only a mild form of tuning, leaving the race tuning to the specialised speed shops. However, the Sprinzel influence has obviously been at work as a number of different stages of tune are now available for the Sprite. Most important of all, the full Sebring specification Sprite has been homologated as a standard production Grand Touring car, so that these cars can be entered in International competition events as G.T. cars. In the full Sebring specification the block is bored out by 60 thou. to 995 c.c., fitted with racing pistons giving a compression-ratio of 11 to 1, and a full race camshaft with shell bearings is also fitted. The cylinder head is fully machined, larger valves are fitted, together with stronger springs, twin 1½-in S.U. carburetters replace the standard 1⅛-in. ones, the distributor is replaced, a free-flow exhaust manifold and silencer is fitted, and the whole engine is balanced throughout. Close-ratio gears are used in the gearbox, and an oil cooler is supplied as well as a competition nine-spring clutch. It is claimed that 80 b.h.p. has been seen at 7,200 r.p.m., and all this can be obtained for £270 on an exchange basis. Turning to the chassis, one can have wire wheels at £55, disc brakes for £24, anti-roll bar at £5 17s. 6d., heavy-duty damper valves at £3, a wood-rimmed steering wheel for £10, and so on. Fitting charges are not included in these prices. A slightly less potent state of tune can be obtained for £160, and a modest 55 b.h.p. can be had for £60.

For those who do not want their engine messed about with, there is the Shorrock eccentric drum-type supercharger, which sells at £72 for the Sprite, complete and ready to bolt on. It is also available for a number of other cars in the B.M.C. range. A garage is available at Grosvenor Street for the fitting of conversions, but it is hoped to obtain a garage a little farther out from the City centre, as most people wish to try out their cars and this is quite impossible in London. Added to this is the difficulty of running noisy engines for long periods owing to objections from neighbouring businesses.

Two staff members at the Healey showrooms have formed a team known as Team 221, which will race a pair of Sebring Sprites during the season. Cyril Simson and Paul Hawkins will do most of the driving, and John Sprinzel will join in when rally commitments allow. The team has already had one particularly successful outing at the Nurburgring 1,000-kilometre race, when Hawkins and Simson completed the race at an average speed of over 60 m.p.h.



The MOTOR SPORT *Sprite with Ashley hard-top.*

With such enthusiastic and knowledgeable men on the staff one can be assured that one's car will be tuned for the job in hand by men who have actual competition experience. Paul Hawkins, who is chief mechanic, has gained a lot of Sprite experience since coming to Britain from Australia, and John Sprinzel's long list of successes with Sprites are as much the result of painstaking preparation as sheer driving skill.

The Assistant Editor's Sprite, now with 28,000 miles on the clock, will shortly be visiting Grosvenor Street to have its specification brought up to date. The noisy twin-pipe exhaust system is to be replaced by a more efficient and quieter system which has been recently introduced, the cylinder head will be re-machined in the light of experience to provide better breathing, and the high-compression solid-skirt pistons, which have shown signs of " picking up," will be replaced.

For some months now the Sprite has been fitted with an Ashley hard-top. This is a glass-fibre moulding which sweeps down to the tail of the car, being quickly fitted by means of clips on the windscreen and bolts through the rear hood mounting. It can be fitted and removed in ten minutes or so. The interior of the hard-top is flock-sprayed and a parcels shelf is moulded into the rear portion. The large rear window gives excellent visibility although restricting vision to the sides slightly. There is an undoubted reduction in the overall noise level, while draughts are completely absent, which could not be said of the hood. In a heavy downpour only a few drops of rain crept in. Although no figures have been taken, the maximum speed has definitely increased, the speedometer going to 90 m.p.h. much more quickly and, of course, with complete absence of hood flapping.

The Ashley hard-top costs £49 and is obtainable from Ashley Laminates, Robin Hood Roundabout, Loughton, Essex.

* * *

THE TWIN-CARBURETTER TRIUMPH HERALD SALOON

Having already carried out a full road-test of the Triumph Herald (July 1959), we were pleased to have the opportunity to try the saloon version over a considerable mileage. The model submitted for test was the twin-carburetter version to the same specification as the coupé. The single-carburetter saloon has very poor acceleration, vying with the VW as the world's slowest car, and consequently the manufacturers quickly introduced the twin-carb. engine into the saloon.



The twin-carburetter Triumph Herald saloon.

The controls, being identical with those of the coupé, need no description. The driving position and pedal layout are almost perfect and the gear-lever falls readily to hand, although on the new car submitted for test the gearbox was still rather stiff. The knob of the gear-lever could well be smaller to accommodate dainty feminine hands. The window-winding handles are set low down at the front of the doors and are difficult to operate, especially when on the move. On the test car the rubber draught strip along the screen pillar detached itself with monotonous regularity, and had to be pushed back into place before the quarter-lights could be closed. Rear-seat room is adequate but with a long-legged driver in occupation the leg room in the rear is rather limited.

On the road the Herald saloon goes almost as well as the coupé but being exactly 1 cwt. heavier the performance is not quite so good. 38 m.p.h. can be seen in second gear, 65 in third, and after a long run in 80 m.p.h. can be had in top gear. This is achieved at the expense of some mechanical fuss from engine and gearbox, and most considerate owners would keep at least 5 m.p.h. below these figures. Steering and road-holding are up to the same high standard of the coupé, the rack-and-pinion layout being light, with kick-back only intruding on really bad surfaces. The ride is harder than one would expect with an all-independent layout, and once when accelerating hard on cobblestones the rear-end hopped just as if a live rear axle was fitted.

Perhaps the most impressive feature of the car is its cornering ability, very ambitious driving being required to break the tail away even on wet roads. The handling is virtually neutral when cornering fast but sometimes on poor surfaces the tail appears to be sliding when it is not actually doing so. Roll is negligible, as is tyre squeal although this can be provoked by moderately heavy braking, causing pedestrians to leap into the air and preceding drivers to steel themselves for the crash, which fortunately never comes, due to the excellent Girling brakes. Fuel consumption worked out to 32 m.p.g. over 900 miles of varied motoring.

At £737 the twin-carburetter Herald saloon can be considered an excellent buy for the family motorist, and a rally driver used to sports cars would not find himself disgraced in competition.

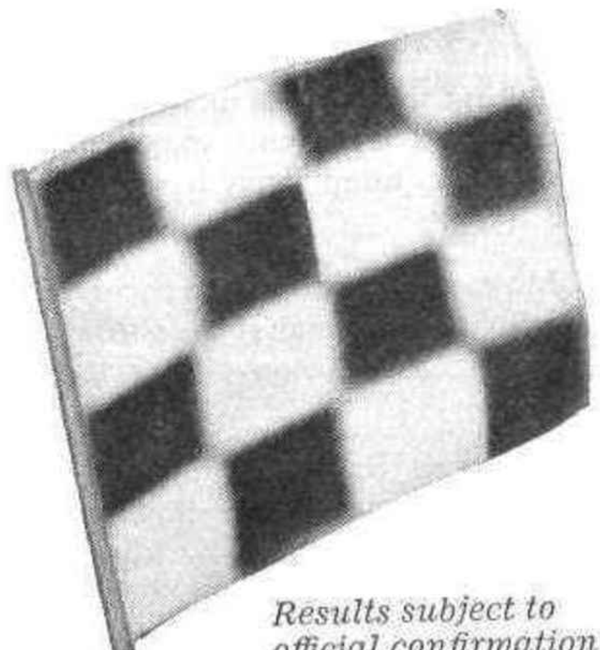
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MONACO GRAND PRIX

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2 Most of these casualties occur when drivers and front-seat passengers are thrown forward andor upward on collision.

3 Masco G Belts are designed to prevent this. They are as essential in an emergency as your brakes and your steering wheel.

4 Masco G Belts consist of a lap strap and two shoulder straps made of Courtaulds High Tenacity Rayon, a quick release buckle and the necessary adjusters and fittings. They conform to the specification of the British Safety Council.

5 They are bolted to the floor of a vehicle behind the seats. (So-called 'safety' harness fitted to the seats is not adequate, since the seats themselves are not always firmly held to the chassis).

6 Masco G Belts are easy to fasten and release. It takes less time to get in and out of your G Belt than to get in and out of your car.

7 The belts and fittings are silver-grey. They are comfortable and good looking.

8 Many racing and rally motorists use car safety harness. It is also widely used in the U.S.A. and Sweden. Britain, in this respect, is a backward country.

9 Every motorist owes it to his family and friends to fit G-Belts at least to the front passenger seat. 70% of all injuries in all car accidents are suffered by front seat passengers.

10 Many garages, accessory dealers and stores stock Masco G-Belts. The complete harness costs £6.12.6, less than 1% of the price of a new car. The lap strap may be bought separately, with all necessary fittings, for £4.4.0.

11 If you would like a leaflet on Masco G Belts and the name of your nearest stockist, please send the coupon to the address below.

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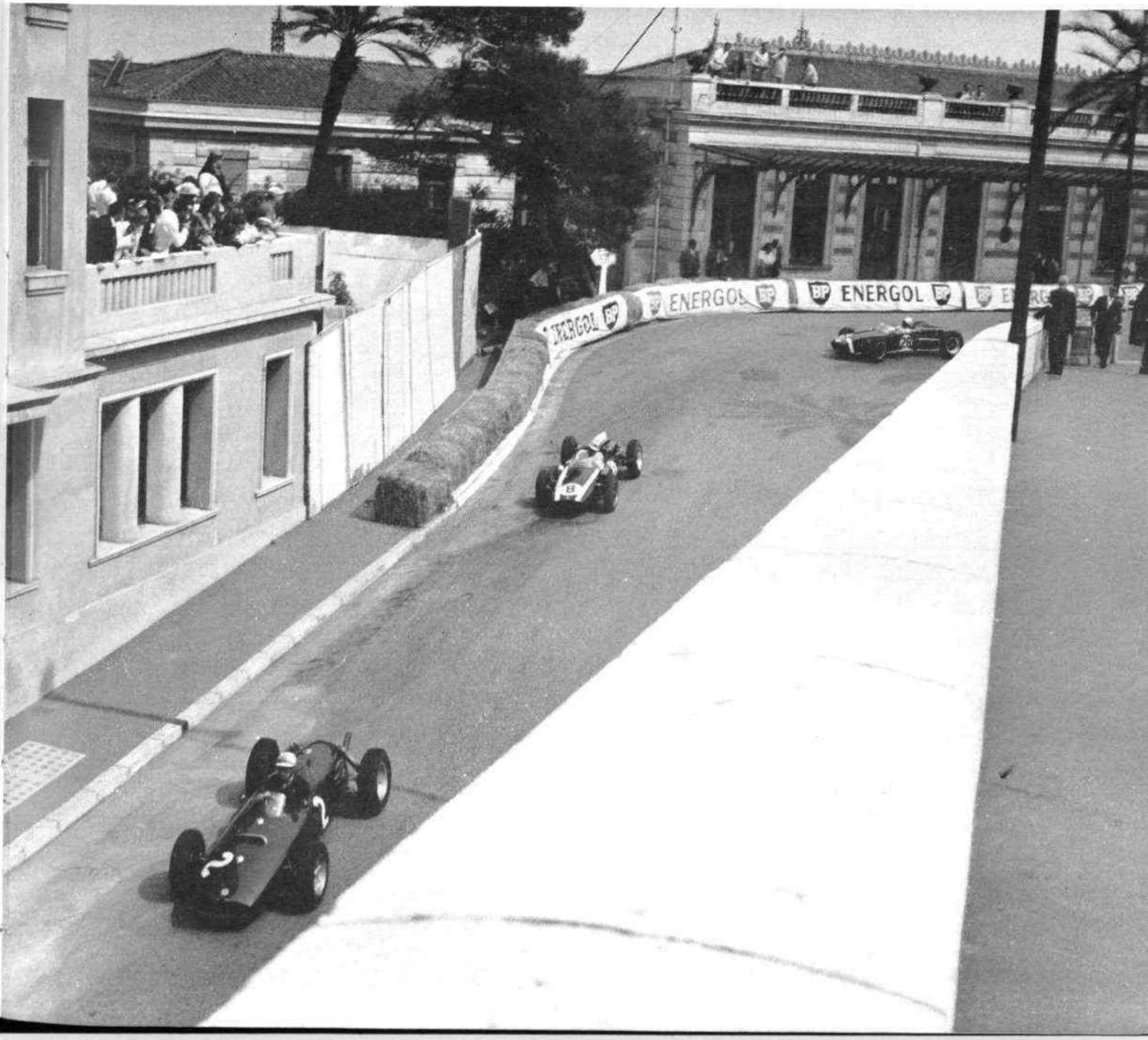
PICTORIAL REVIEW

Belgian G.P. Dutch G.P. Monaco G.P.

1000 km., Nurburgring Eight Clubs Silverstone

Whit-Monday Crystal Palace

B.R.M. LEADS.—At the Railway Hairpin, in the Monaco G.P., Joakim Bonnier leads Brabham and Stirling Moss. Stirling, who was content to follow for some laps eventually pulled ahead and had a very easy win. This picture gives a good impression of the twisty Monaco street circuit.



The car that owes its success to . . .

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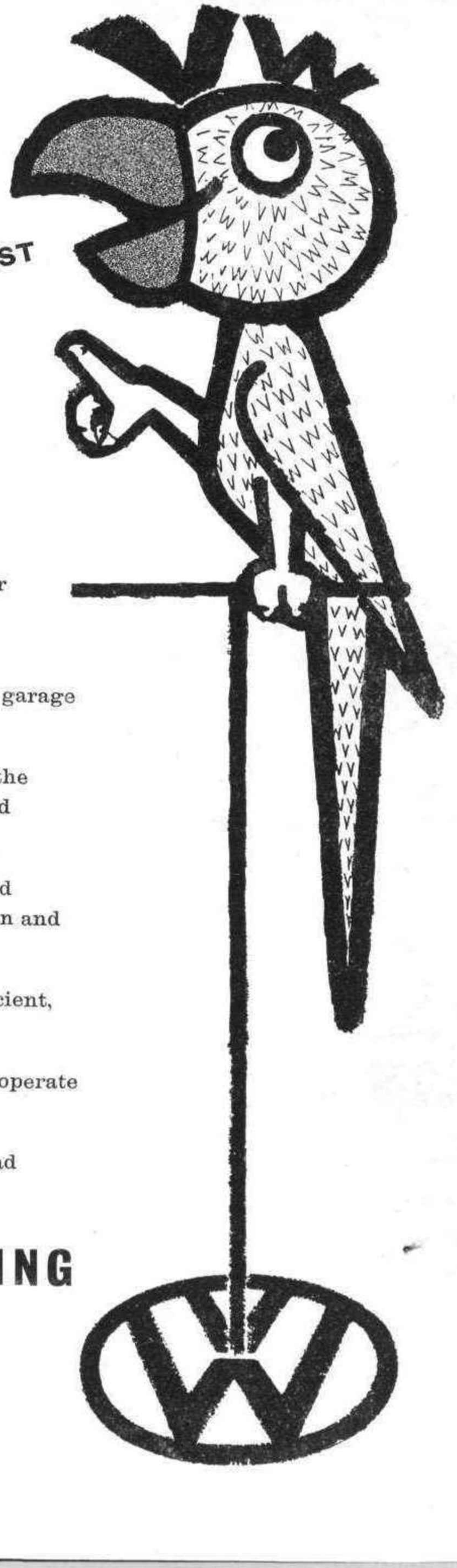
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I'M BUILT TO LAST





Facts and Figures for the man in the street

The all-steel, dust and water-proof body of the VW is made to such close tolerances that the car will float.

The high-gloss, treble-armour of resin enamel paintwork endures all weathers and is the only garage a VW needs.

In addition to the luggage compartment under the bonnet there is also a large luggage space behind the rear seat.

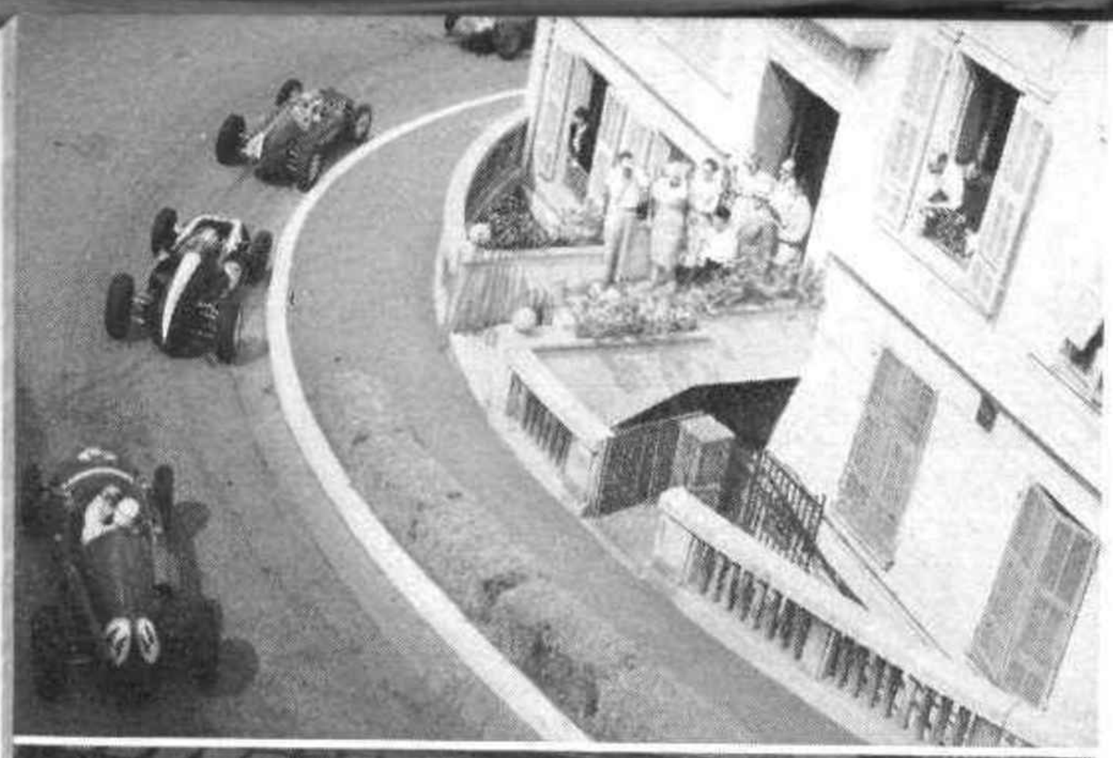
When the body and chassis of the VW are joined they are also "rubber-sealed" for extra protection and longer life.

The body design incorporates an amazingly efficient, noiseless, built-in heating system.

VW models are available with the new easy-to-operate Continental sun roof.

The aerodynamic styling of the VW is still ahead of its time.

IT'S WORTH REPEATING



FRONT DOOR SPECTATORS watch Ginther's rear-engined Ferrari passing from sight, followed by Salvadori, McLaren, and Trintignant in various Coopers during the Monaco G.P.



ANOTHER WIN.—Although the FJ Lola is n race winner, Peter Ashdown continues to no victories in sports car races, this time at the Whit-M Crystal Palace meeting.



THUMP.—After waving his arms vigorously for some laps, Phil Hill gave Tony Brooks a prod in the rear to get him out of the way. Here they have just parted company.



LAP 3—and still the cars are in sight of each other. Behind him come Ireland (Lotus), Phil Hill (F Cooper)



WORLD CHAMPION M.C.—John Surtees in his first Grand Epreuve proved that in a short while he will become as good on four wheels as he is on two.

F.J. START.—Trevor Taylor (112) and Jimmy Clark (114) in their Lotus Fords lead the pack of 22 cars towards the Gasworks Hairpin in the Formula Junior race at Monaco. The eventual winner is between them, Henry Taylor (150) in his Cooper B.M.C.

EVENT 15.—At the Eight Clubs Silverstone me bunch of cars enter Copse Corner in one of the nu scratch races. Peter Gammon's Ford Anglia Cooper's A35, Golding's Fairthorpe, Harris's Minor, eventual winner A. R. Pilkington's A3 Campbell's Minx.





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Monday





GRAND PRIX DRIVER?—By winning three races at the Crystal Palace, Trevor Taylor showed that he is a cool and consistent driver. In the works F2 Lotus (above) he gained an unchallenged win to take the Crystal Palace Trophy.



FAST BELGIAN.—Olivier Gendebien in the Yeoman Credit Cooper, which he drove so well in the Belgian G.P. at Spa. This versatile driver took to the Cooper instantly, as can be seen by the drift he is in.



SURPRISE.—The surprise of the race at Spa was the speed that Phil Hill managed to get the Ferrari round this wonderful road circuit.



STEADY DRIVE.—A very steady race was run by W. Mairesse in the third works Ferrari. He was quite well placed until his transmission failed.



Brabham, with his suspension bottoming, passes over the L'eau Rouge bridge. Ferrari). Graham Hill and Bonnier (B.R.M.s), Gendebien (Yeoman Credit and McLaren (Cooper) at the end.

AT LAST.—The Scarab has run in a F.A Grand Prix. With the two Lotuses of Moss and Taylor not starting, the Scarabs managed to get an entry. Here Chuck Daigh is pushing as hard as he can, but even so he is in last position.

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MIXED BAG.—In one of the handicap races at the Eight Clubs Silverstone meeting B. G. Aston (Jaguar 3.4) leads C. P. Tooley (M.G.-A) and D. Hobbs (XK140). At the end, Hobbs had won, Tooley had spun and Aston came in third.





SECOND-PLACE PORSCHE.—Olivier Gendebien prepares to rejoin the race after taking over from Jo Bonnier (standing on left) in the RS60 1.7-litre Porsche which finished second in the Nurburgring 1,000-kilometre race.



FERRARI DISASTER.—Only one of five Ferraris finished at the Nurburgring, that being the V12 car (above) driven by Mairesse, Allison and Phil Hill. Two broke their engines, one had a water leak and one was burnt out.

NURBURGRING 1,000 KILOMETRES



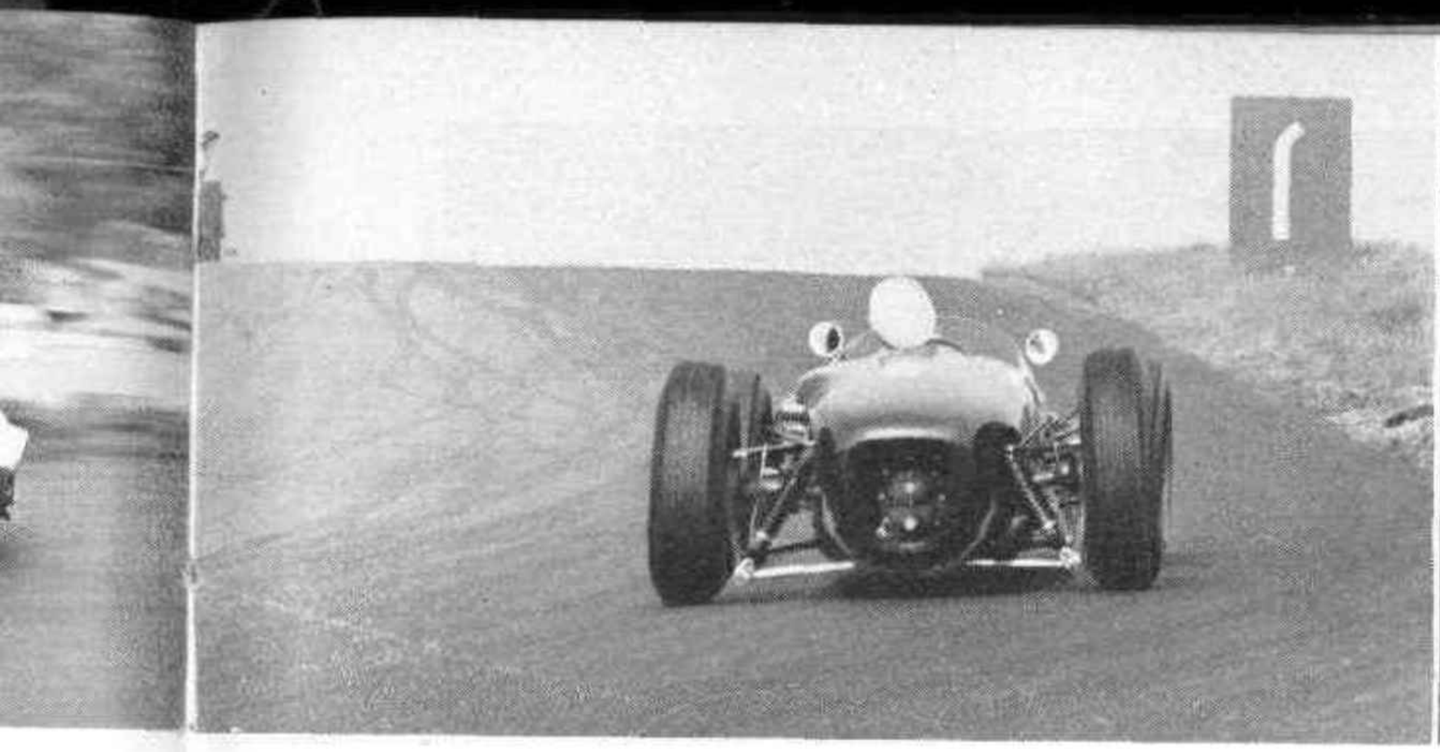
PARTNERSHIP.—For his third successive Nurburgring 1,000-kilometre race victory, Stirling Moss did not have to carry his co-driver as Dan Gurney drove almost as well as Moss. Here Moss takes over after a pit stop, with a plentiful supply of rag to clean the "F.I.A." windscreen. Team Manager Piero Taruffi (right) watches closely.

TENTH OVERALL and first in its class was the Abarth-bodied Porsche Carrera driven by P. Strahle and H. J. Walter.

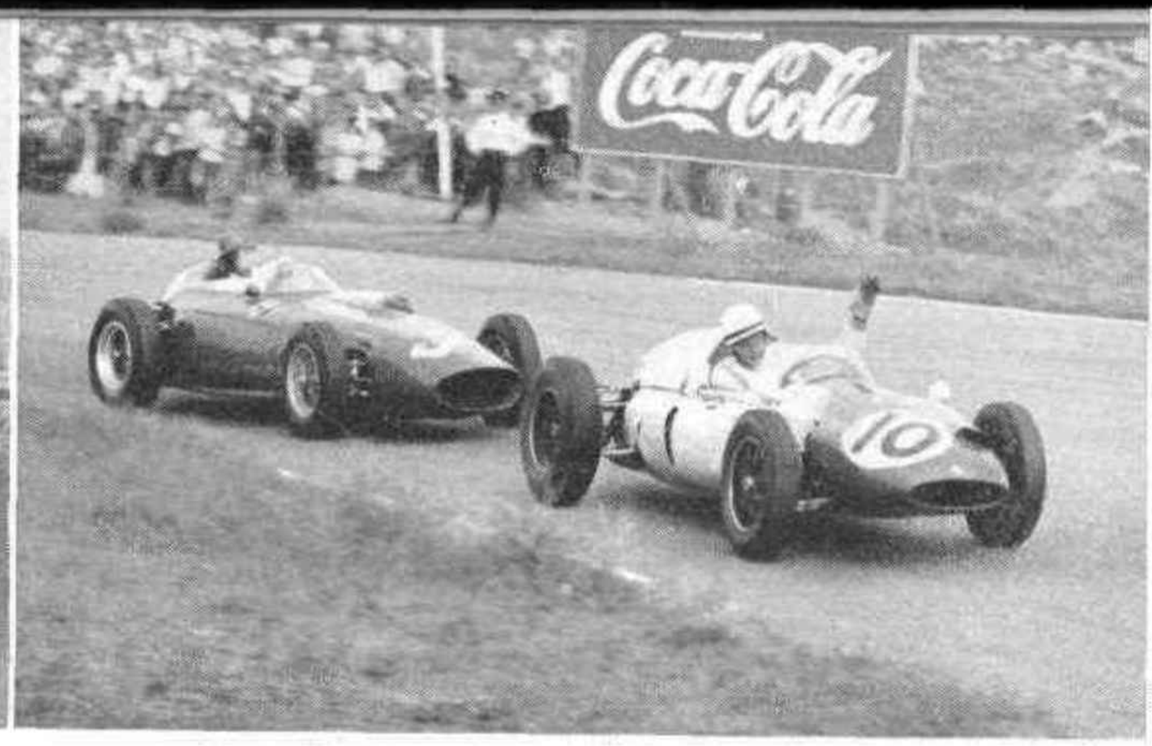


SURE AND STEADY.—Although slower than the Parkes/Baillie Elite, this one, driven by Alan Stacey and John Wagstaff, lasted throughout the race, to finish 20th overall and first in its class.





CATCHING UP.—Stirling Moss trying as hard as he knows, in his new Lotus, at Zandvoort. After losing almost two laps he drove superbly to gain a fourth place in the Dutch G.P.



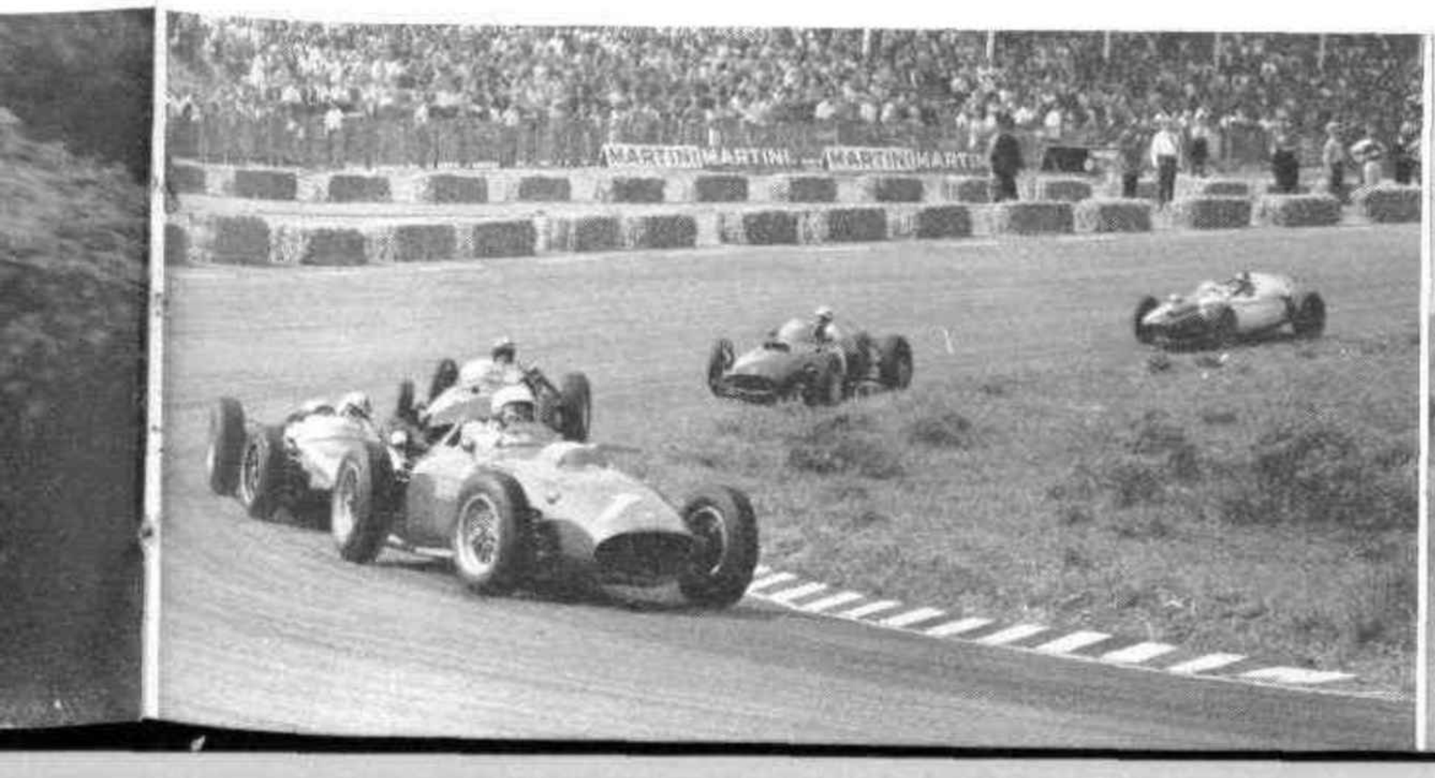
NEWCOMERS.—Henry Taylor driving the third Yeoman Credit Cooper beckons Ritchie Ginther past in the Ferrari. Taylor drove a consistent race, but except for the look of relief on his face when he managed to restart the Cooper after a spin he wore a perpetually worried expression.

DUTCH GRAND PRIX



LOT 1.—Moss passing the two works Lotuses which were lying second and third. In front, with the chequered helmet, is Innes Ireland, who came second, and at the back Alan Stacey, who retired with gearbox trouble.

MIXED BUNCH.—Phil Hill just keeping his Ferrari ahead of the McLaren Cooper. Behind them are the two B.R.M.s of Gurney and Bonnier, and at the right of the picture is the Yeoman Credit Cooper driven by Bristow.



NEW BOY.—Jimmy Clark driving the third works Lotus made a very impressive start to his Formula 1 career. Here he is challenging Graham Hill in the B.R.M. and but for a faulty gearbox he would have passed him.





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VIII GRAND PRIX OF ROUEN

A Mixed Meeting

ROUEN, *June 12th*

AS originally planned, the Grand Prix of Rouen was intended to be a full-length race for Formula 2 cars, with a Formula Junior event as make-weight, but quite late in the season this idea was cancelled and a sports-car and G.T. event was substituted. With such a wonderful circuit as that at Rouen-les-Essarts, it is a pity that the A.C. of Normandy could not use it for real racing cars. However, this change of character did mean that a lot of people had a chance to experience a real Grand Prix road circuit who otherwise would not get the opportunity.

Divided into capacity classes, the event was open to sports cars and G.T. cars and run in the form of two heats, each of two hours' duration, and the total distance covered during the two separate races decided the overall winners in the various classes. Between the two races there was a long break for lunch and a National motor-cycle race, during which time cars could be repaired, providing everything was done in the closed park behind the pits.

Due to the changing of the character of the meeting there was some confusion and the resulting entry was decidedly poor, there being but five sports cars that appeared, the rest being G.T. cars. As a result both types were grouped together under capacity limits, so that the outcome was rather ludicrous. The over 2,000 c.c. class saw Fairman driving Graham Whitehead's DBR1/300 Aston Martin against Loustel, Seidel, Schlesser, Mauro Bianchi and Mounier with 250GT Ferraris and Seiff with a DB4/GT Aston Martin, the last car now being officially homologated as a G.T. car. In the 1,301-2,000 c.c. class Koch, Stoop, Runte and Martel with Porsche Carreras had little hope against Ugonet with a 200SI Maserati and Goethals with an RSK Porsche, while the 1,001-1,300 c.c. class was absurd with only two runners, Whitehead with his 1,100-c.c. Lola and Hacquin with an Alfa-Romeo Giulietta Sprint Veloce. The 701-1,000 c.c. class was, however, much more interesting, for a gaggle of Austin Healey Sprites, led by Graham Hill in Venner-Pack's Speedwell G.T. coupé, opposed a similar gaggle of D.B.s led by Vinatier in a works Le Mans two-seater and Laureau with a works Le Mans coupé, and added to this lot was Poltronieri with a works-supported Abarth-Fiat 850-c.c. coupé.

Naturally enough, all Fairman had to do was to tour round in the sports Aston Martin, dodging in and out of the traffic, and not break anything or fall asleep. This he did for the first two-hour race, in spite of drizzling rain and a slippery track, and he had no trouble at all in winning his class and overall. With the G.T. Aston Martin making its first official racing appearance there was interest to see how it compared with the G.T. Ferraris, in spite of having a 3.7-litre engine and disc brakes, whereas Schlesser, Bianchi and Mounier had the old long-chassis Ferraris with drum brakes. Seidel and Loustel had the 1960 models, with disc brakes, which are shorter and lighter. All hopes of a match-race between the Aston and the Ferrari disappeared at the Le Mans start when Sieff made a mess of things and got left behind. Stoop also muffed his start, forgetting the handbrake on his nice new Porsche Carrera, and as Goethals broke the engine of his RSK on the first lap, Koch had a runaway win in his Abarth-Carrera. Also left at the start was Graham Hill, the Speedwell Austin Healey, with circulatory weir-system fuel feed to its Amal carburetters, refusing to start. It took the B.R.M. works driver but one lap to catch up the rest of the Sprites, but the faster D.B.s and the Abarth were way ahead and he had to drive the little green coupé really hard, using 7,000 r.p.m. in order to get up to third place. Meanwhile, Laureau was well ahead until he burst his engine, and then a slipping clutch on Vinatier's car allowed Hill to take the lead, but his own clutch was giving out by the end of the two hours. Whitehead finished three laps ahead of his only rival, and probably had a more boring race than Fairman.

The lunch hour saw the D.B. mechanics take the clutch from Laureau's crippled car and fit it to Vinatier's; Speedwell managed to get some grip on their clutch, while Harris, who had broken a piston on his Sprite and ruined the head, fitted a new piston and borrowed the head off Simpson's Sprite, and when all was repaired Hawkins was elected to drive the car in Heat 2, these three all running together as a team. Runte's Carrera was completely devoid of front brake linings and a quick trip into Rouen found some replacements, and the G.T. Aston Martin, which had gone well and got up to sixth place overall, but no match for the healthier Ferraris, had its brake pads changed, just in case. After two hours of hard going the engine looked as though it had come out of the showroom.

The first Le Mans start had been lined up according to practice times, and the second one, for Heat 2, was in order of finishing Heat 1, so once again Fairman was at the head. This two hours of racing was run in glorious sunshine and Fairman had another easy tour, though behind him Schlesser, Seidel, Bianchi and Loustel were battling away for second place, the four Ferraris going round in close company, making a wonderful noise as the V12-cylinder engines screamed away at 7,000 r.p.m. Once again the Aston Martin failed to get away promptly, and this time had as company the Lola, the Speedwell Sprite once more, and Spellman's yellow Sprite, which had to judder away by starting in gear, the clutch being inoperative.

This second Heat was almost a repeat of the first one, only this time the sports D.B. made no mistakes and won the small category, and Graham Hill worked his way through the traffic and finished second. The Abarth-Carrera was quite uncatchable and Runte and Stoop were having a good race until the German driver ran out of brakes again, the standard replacements he had found being unable to stand the strain. Seidel lost all hopes in the G.T. battle by running low on fuel and having to make a pit-stop, and the Sprites could not go the full two hours without refuelling, now that the roads were dry and they were being driven on full-throttle most of the way round. In spite of the length of the race there were very few mechanical casualties, and the only people who really enjoyed the day's racing were the drivers who were competing, which is not such a bad thing after all.

Results :
ROUEN G.P.—Sports and G.T.—Four Hours in Two Heats of Two Hours
General Classification by Category :

Over 2,000 c.c. :

1st :	J. E. G. Fairman (Aston Martin DBR1/300)	568.710 km.—142.177 k.p.h.
2nd :	J. Schlesser (Ferrari 250GT)	565.614 km.
3rd :	W. Seidel (Ferrari 250GT)	562.973 km.
4th :	P. Loustel (Ferrari 250GT)	558.919 km.
5th :	M. Bianchi (Ferrari 250GT)	551.354 km.
6th :	J. Seiff (Aston Martin DB4/GT)	544.513 km.
7th :	P. Mounier (Ferrari 250GT)	521.201 km.

Fastest lap : J. Fairman (Aston Martin) in 2 min. 38.3 sec.—141.776 k.p.h.

1,301-2,000 c.c. :

1st :	G. Koch (Porsche Abarth-Carrera)	521.414 km.—130.103 k.p.h.
2nd :	R. Stoop (Porsche Carrera)	515.527 km.
3rd :	P. Martel (Porsche Carrera)	501.018 km.
4th :	B. Runte (Porsche Carrera)	482.283 km.

Fastest lap : G. Koch (Porsche) in 2 min. 53.0 sec.—136.134 k.p.h.

1,001-1,300 c.c. :

1st :	A. G. Whitehead (Lola-Climax 1,100-c.c.)	533.501 km.—137.725 k.p.h.
2nd :	G. Hacquin (Alfa-Romeo SV)	471.194 km.

Fastest lap : A. G. Whitehead (Lola) in 2 min. 51.0 sec.—137.725 k.p.h.

701-1,000 c.c. :

1st :	J. Vinatier (D.B. sports 850-c.c.)	503.533 km.—125.883 k.p.h.
2nd :	G. Hill (Austin Healey Sprite 950-c.c.)	498.770 km.
3rd :	M. Poltronieri (Abarth-Fiat 850-c.c.)	483.942 km.
4th :	R. Bartholoni (D.B. coupé 950-c.c.)	480.186 km.
5th :	B. Kosellek (D.B. coupé 950-c.c.)	467.829 km.
6th :	H. Hazard (D.B. coupé 950-c.c.)	467.819 km.
7th :	K. Spellman (Austin Healey Sprite)	466.012 km.
8th :	H. Elwes (Austin Healey Sprite)	464.529 km.
9th :	L. Dejardin (D.B. coupé 950-c.c.)	452.298 km.
10th :	G. Dausse (Renault Alpine 996-c.c.)	417.435 km.
11th :	D. Harris/P. Hawkins (Austin Sprite)	398.886 km.

Fastest lap : J. Vinatier (D.B. Sport) in 2 min. 59 sec.—130.986 k.p.h.

* * *

ROUEN RAMBLINGS

To see Graham Hill carve his way through a gaggle of small cars with the Speedwell Sprite was to see a Grand Prix driver in action.

Fairman did not have an enjoyable drive in the Aston Martin as there was some pretty untidy traffic about, through which he had to find a way.

When drizzling rain fell during the first Heat, Mauro Bianchi, brother of the well-known Lucien, bent his borrowed Ferrari, but not seriously enough to stop him racing. This was his second race.

Spellman's cornering with his yellow Sprite was hair-raising and fast, while Elwes' handling of his red one was most skilful and nice to watch.

Koch was racing his Abarth-Carrera on the same German Dunlop SP tyres he used at the Nurburgring 1,000 km. and the Spa races, which says a lot for the wearing properties of these German " X "-type tyres.

Schlesser's driving of his old G.T. Ferrari was most spirited and in spite of drum brakes he was not really challenged by the other Ferraris. In practice he had gone off the road in a big way and dropped down into some trees well below the road. The only damage was to bodywork, which was soon beaten out.

Ugonet's old four-cylinder Maserati had been fitted with disc brakes on the front, but the engine did not last long.

The works-supported Abarth-Fiat was using a front-mounted radiator and Sprite disc brakes on the front wheels.

The Speedwell Sprite VP7 surprised everyone by its speed, but it was probably due to Graham Hill having an extra 10 b.h.p. in his feet and 15 b.h.p. in his hands—or don't drivers count for anything ?

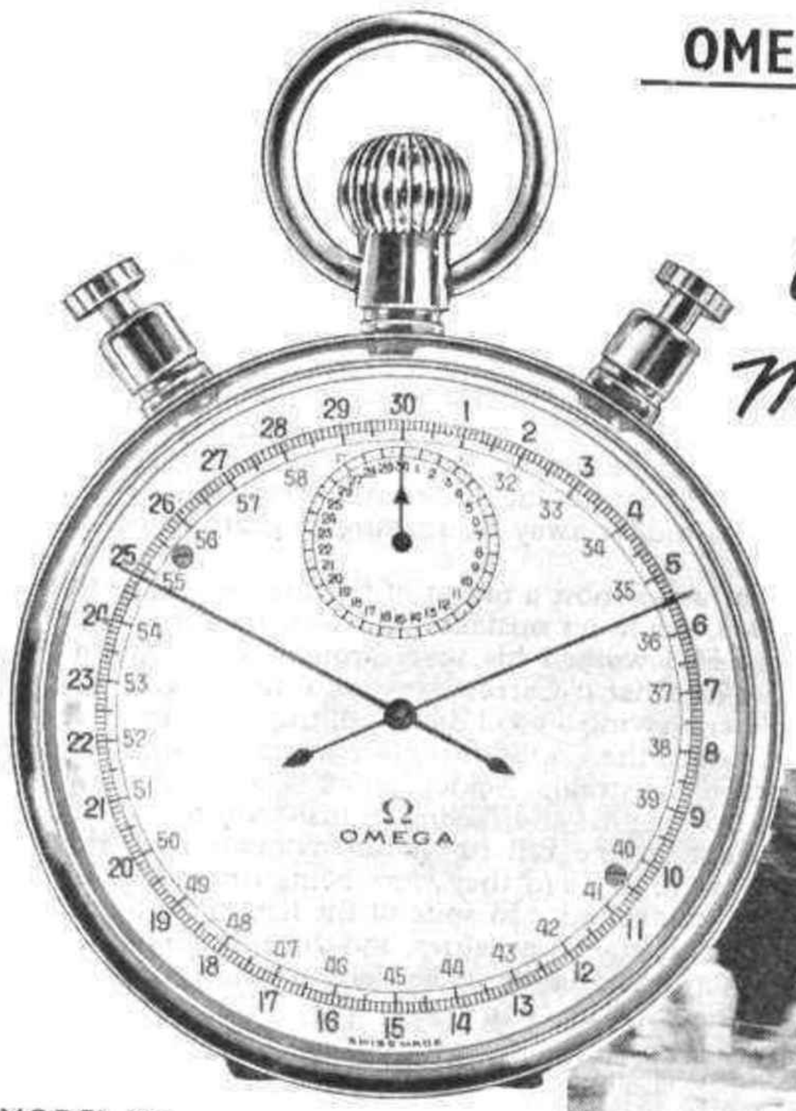
Best misprint we have seen this year. Dickie Stoop appeared in the results as " Spoot " !

D. S. J.

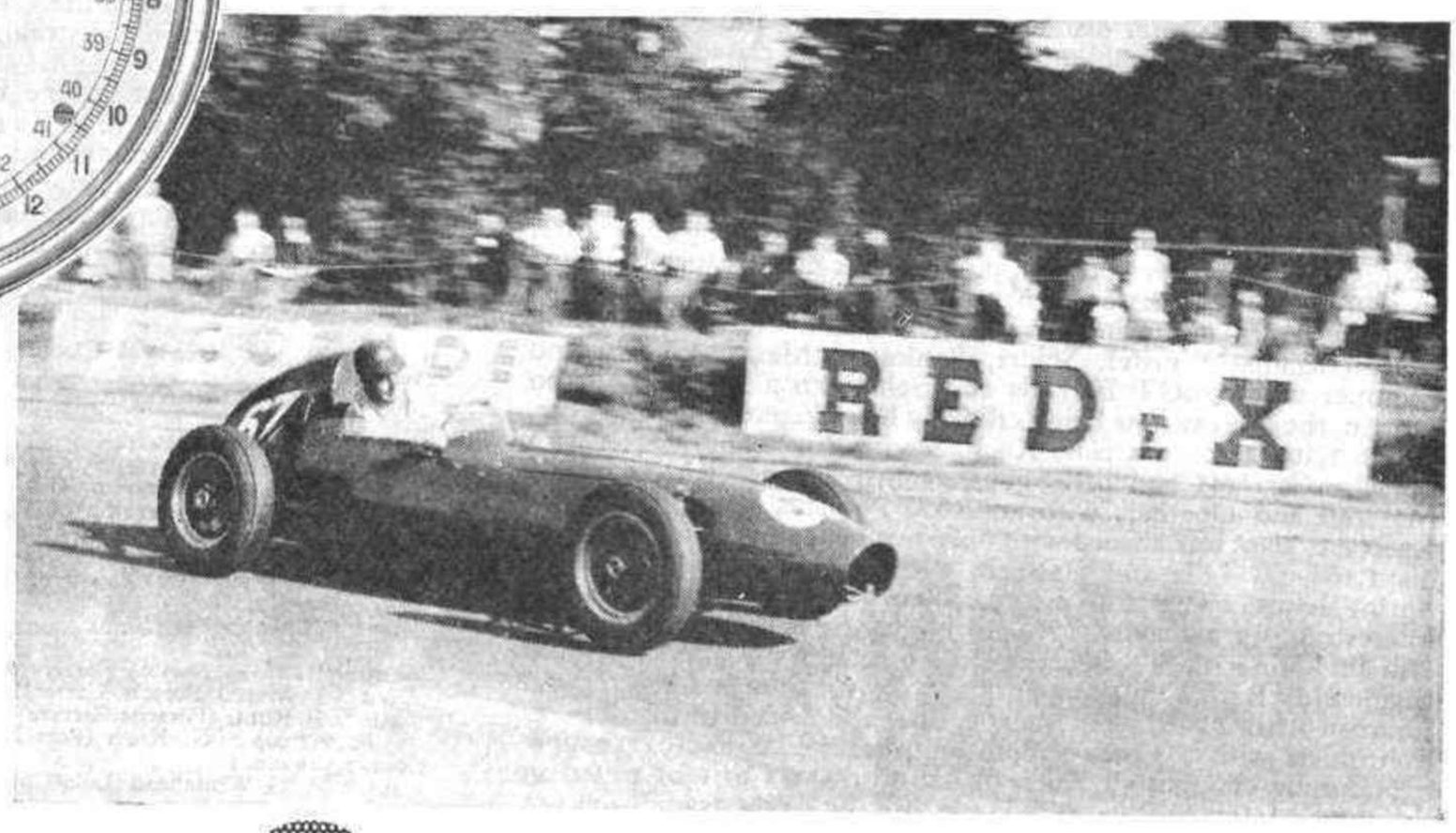
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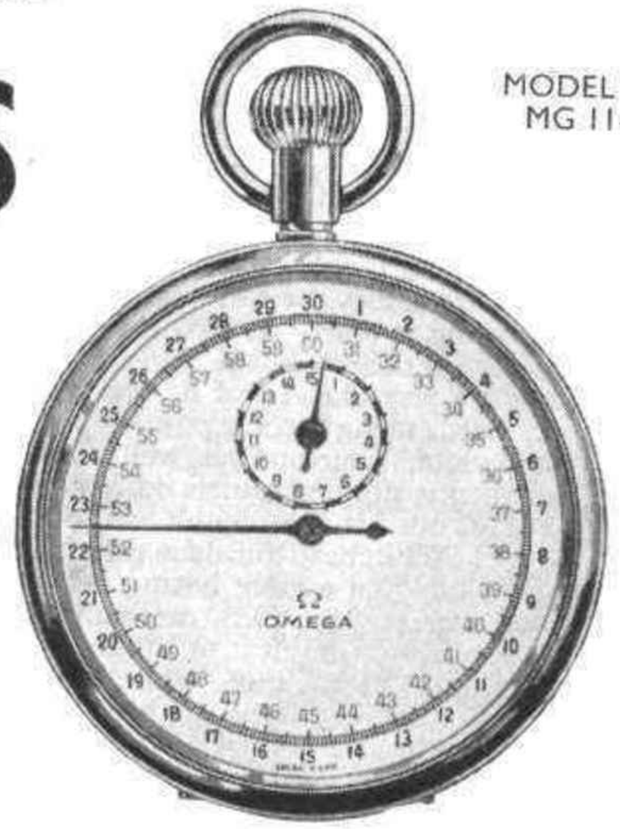
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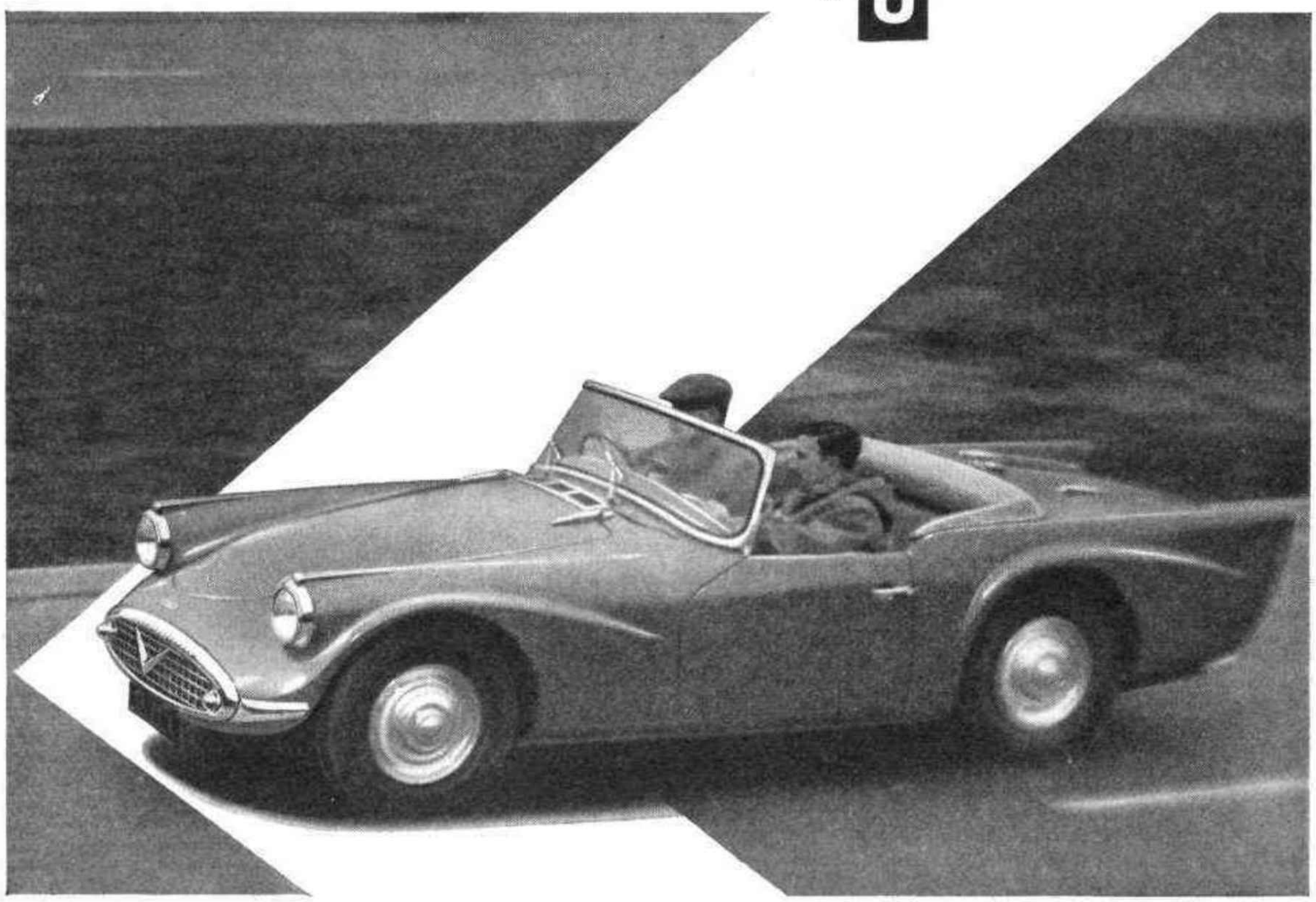


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THE DUTCH GRAND PRIX

Moss the Moral Victor

ZANDVOORT, *June 6th.*

FOR some reason best known to themselves, the F.I.A. broke one of their own rules when they sanctioned the holding of the Dutch Grand Prix just one week after the Monaco Grand Prix, for International rules say there should be a minimum of a fortnight between major races. Luckily the Dutch race was scheduled for Whit-Monday and practice on the previous Saturday and Sunday, but, bearing in mind the wreckage after the Monte Carlo race and the fact that the two circuits are nearly 1,000 miles apart, there was a lot of overtime put in by the mechanics of the various teams.

Most of the entrants from Monaco were at Zandvoort, with the addition of Aston Martin, making their first Continental appearance this season. Brabham's Cooper had to return to Surbiton to be bent straight on the building jig, the B.R.M. team brought out a brand new car to replace the one crashed by Graham Hill, while all three cars had to have the rear suspension uprights reinforced and engines were changed, there being a remarkable number of B.R.M. engines about the place at Zandvoort—some on their way back to Bourne for overhaul, new ones to put in the cars, and spare ones just in case. Lotus did all their work at Monte Carlo before leaving, having to straighten the chassis on Ireland's car due to being bent by kerb-clouting, new engine mountings had to be fitted on Stacey's car, and the gearbox rebuilt on the third car. Ferrari overhauled their front-engined cars and also dismantled the rear-engined car to inspect everything, after its first race. The front-engined cars were fitted with anti-roll bars on the rear suspension. The Scarabs arrived early and ready to go, once axle ratios had been settled, and Aston Martin had their 1960 car ready and a 1959 one standing by as spare. The Yeoman Credit Team repaired Bristow's car and had three Formula 1 cars, and a 2-litre car as spare, for in this race they were giving Henry Taylor a try-out as well as retaining Brooks and Bristow. Centro-Sud had only two of their Cooper-Maseratis, for Trintignant and Gregory, while the entry list was made up to 21 cars by the Dutchman de Beaufort with a brand new F.2 Cooper-Climax, made 4 in. longer in the cockpit to accommodate his great length.

Taking a leaf from the book of the Monaco organisers, the Dutch decided to have qualifying conditions for the entry, and though 21 cars were invited only 15 were due to start, these being the fastest 15 in practice. Instead of the fastest practice lap to count, the three fastest laps by each driver were to be taken and added together. On a track such as Zandvoort, where 25 cars could easily be accommodated, it was difficult to see why only 15 were going to be accepted. If, as was suggested, total starting money was limited then why not divide it by 20 instead of 15, so that more people could be certain to race, and not give the "stars" quite so much gold.

With Allison still in hospital, the Ferrari team comprised Phil Hill, von Trips and Ginther; Lotus had lost Surtees, as he had gone to the Isle of Man to do some serious motorcycle racing, so they had Ireland, Stacey and Clark, the last-named being a worthy substitute; Moss was still driving for R. R. C. Walker; Yeoman Credit had Brooks, Bristow and Taylor; Coopers their two "down-unders" Brabham and McLaren; B.R.M. had Bonnier, Gurney and Graham Hill; Aston Martin had only one entry, for Salvadori; Trintignant and Gregory were driving for Centro-Sud, de Beaufort for himself; and Reventlow and Daigh were again on the Scarabs. With nearly everyone coming from Monte Carlo there was not much to be seen on the technical scene, except that Aston Martin resurrected the de Dion axle, after it was deemed dead and buried at Monaco, and they were also stuck with front-engine, the new six-cylinder having its inlets and exhausts reversed from last year and using Lucas low-pressure fuel-injection with a battery-driven electric pump supplying the pressure. This new car has reverted to torsion-bar front suspension, though now running longitudinally and coupled to a strong I-section arm which forms, effectively, a lower wishbone of the front suspension, there being a normal top one. At the rear the de Dion tube now runs across the car ahead of the gearbox/differential unit, guided by a pad running in a slot on the front of the unit, and at its ends by double radius rods. As the final drive unit is Maserati 250F of 1957 design, this re-positioning of the de Dion is understandable; longitudinal torsion bars are coupled to the hub carriers by short links, and, as at the front, telescopic shock-absorbers are used.

The Zandvoort track being a permanent circuit, available at all times, an unofficial try-out session was allowed on the Friday evening, during which time Clark had the bottom-gear pinion of his Lotus fly apart, the B.R.M. with rear engine seemed as well suited to the circuit as the old front-engined cars did, Aston Martin were showing that their fuel-injection gave beautifully clean pick-up out of corners, especially compared with Lotus tuning, but the 1960 car was not so stable as the older and heavy car, and McLaren was working hard with the 1960 Cooper, it not looking so easy to drive as last year's cars.

On the Saturday morning official practice began and the race against time started, with Moss being easily the fastest of all, with a lap in 1 min. 33.8 sec., which made sense against last year's fastest practice lap of 1 min. 36.0 sec., remembering the progress in technical development, if not in design, since last year. The Ferrari drivers were not happy with their handling (but then they seldom are), the rear anti-roll bars altering the handling to the opposite extreme. Yeoman Credit gave Henry Taylor a run in their 2-litre car before letting him loose in one of the Formula 1 cars, and the Lotus team were performing more to the standard expected of them after their showing at Goodwood and Silverstone. The Scarabs were still slow, but not so bad that they had no hope. With the regulations taking the three best times by each driver there was no way of following the progress of practice until it was all over, and this was something the organisers had overlooked, for it meant that it would not be possible to decide on the lucky 15 starters until all practice was over, so there would be no last-minute attempts to qualify.

Before the next practice session took place, on the Saturday afternoon, the organisers received a deputation from the entrants and this matter was thrashed out, and the decision made to scrub the rule and take only the fastest lap by each driver to count for qualification. It was also agreed that a maximum of 20 cars would be permitted to start, but it was not going to be possible to pay starting money to the extra five cars. These were very reasonable decisions made by the Dutch organisers, unlike some organisers who will not even listen to the entrants' complaints, let alone change regulations, but it was not enough for the entrants for they all wanted starting money, whether they were in the first 15 or not, but quite justifiably the organisers turned that one down.

The afternoon practice saw everyone out again except Bonnier, who had broken his B.R.M. gearbox in the morning, and anyone who considered himself a driver, or a car that could be rated as a Grand Prix car, was well below 1 min. 40 sec. Once again Moss was by far the fastest, with 1 min. 33.6 sec., his nearest rival being Brabham with 1 min. 34.5 sec. The Scarabs were improving, Daigh getting down to 1 min. 42.7 sec., but Reventlow could not even beat de Beaufort with his Formula 2 Cooper. The Aston Martin was not happy, lacking power for its weight, as always, and Salvadori not being convinced about the handling, though it did not look too bad around the circuit, and sounded wonderful. In the morning it had been credited with 1 min. 37.8 sec., but it never approached that again, being unable to crack 1 min. 40 sec. Gurney was not looking at all happy in the rear-engined B.R.M., seeming to work unnecessarily at correcting rear-wheel movements that were not really there, whereas Graham Hill looked completely relaxed and almost bored while he was doing 1 min. 35.1 sec. Taylor was enjoying himself in the Yeoman Credit car and, although putting a lot of effort into his driving, he was going well and had a big dice with Ginther in a front-engined Ferrari, finally catching him, but meanwhile Phil Hill in another front-engined car caught and passed them both, going very fast and clocking 1 min. 36.4 sec. Bristow was driving very fast indeed and even caught and passed his team-mate Brooks, although by the end of the afternoon they had both recorded 1 min. 37.6 sec., slower than they had done in the morning. The Centro-Sud cars were going quite well and Gregory was looking tremendously exciting, continually on opposite lock, but, nevertheless, Trintignant was faster.

When this second practice session finished there was still a lot of unrest among the also-rans, saying they would not start without

being paid, even though the organisers had agreed to take 20 cars. Just why anyone who is not good enough to qualify against the best should be worth any money at all is one of those mysteries that form part of the big-business of motor racing.

Next day, Sunday, there was one practice session in the afternoon, and once again Moss set the pace with 1 min. 33.8 sec., but he was not so secure this time, for Brabham was out there really working with the new Cooper, and after driving in a manner that all could see was right on the limit, he clocked 1 min. 33.4 sec. This did not please Moss, especially as Ireland had recorded 1 min. 33.9 sec., also working at a high pressure, so he went out again, first on very worn rear tyres and then on not-so-worn ones, and finally recorded 1 min. 33.2 sec. Most people were working hard, but few could approach the times of the first three, there being a substantial gap between them and the rest. Yeoman Credit were content with their first day's times for their two main runners, but let Taylor do a lot of practice as he was improving all the time, and he finally recorded 1 min. 36.4 sec., but then he had an accident. It was not while trying to improve on this time, but on his slowing-down lap after being flagged in, for he had been concentrating so hard that he relaxed too much and went right off the road in a big way. Luckily he was quite unhurt and the car was undamaged, and while Bristow went out in it to see if it was all right, Yeoman Credit sent Taylor out again in the 2-litre car before he had time to think about being frightened, which was a very good bit of clear thinking on the part of the organisation of the Yeoman Credit Team, and something one does not often see in these days of slap-happy Grand Prix racing.

The Aston Martin could not get below 1 min. 40 sec. and Reg Parnell let Moss have a go in it, but he was obviously unimpressed and did not even try very hard. The Scarab team were scratching away at the end of the pits to try and make some sort of impression and Chuck Daigh was beginning to get in the swing of Grand Prix racing, showing immense courage and determination. After being overtaken by Brabham, while the Australian was busy in the 1 min. 34 sec. bracket, Daigh got well under 1 min. 40 sec. and began some consistent 1 min. 38 sec. laps. The Ferrari team were about as happy as they were ever likely to be and had brought along the rear-engined car for this last session, von Trips doing all the driving this time, while Ginther was doing an enormous number of laps in a front-engined car and thoroughly enjoying his second Grand Prix race meeting. When the day's lap times were finally computed there were some very obvious errors, for Daigh had been given 1 min. 36.7 sec., which none of his own pit-staff agreed with, and Reventlow was given 1 min. 38.8 sec., which he knew for certain was incorrect, and Ginther was said to be fastest Ferrari; so, as at Monte Carlo, the timekeepers came in for some pretty loud abuse. When in the past lap times in practice have not been so vital, as everyone was going to start and get paid anyway, the timekeeping and computing was seldom questioned, but since the organisers have started this qualifying business everyone naturally starts checking on things, and there seems to be an awful lot wrong.

The final list of best times was published and it was seen that von Trips, Gregory, Salvadori, Trintignant, Reventlow and de Beaufort were the unlucky ones, the first five being permitted to start but without being paid. Reventlow covered his two cars up and refused to take any further interest in the meeting, even though Daigh had qualified, talking about "playing fair" and "sportsmanship," two words which may exist in American amateur racing but which disappeared from the European racing vocabulary many, many years ago. Poor Signor Dei of the Centro-Sud badly wanted to race his cars but without starting money could not risk a mechanical blow-up; however, by a bit of diplomacy he came to an arrangement with the organisers and Trintignant was a definite starter. Aston Martin, like Reventlow, packed up and lost interest in the race "on principle," while Ferrari were embarrassed at finding von Trips ruled out of the "gold," but relieved that Reventlow's withdrawal of Daigh allowed von Trips to move up a place into the money. The other withdrawals allowed de Beaufort to move in, which he did with great pleasure.

Until now the weather had been wonderful, if somewhat sticky, but on the Monday morning rain fell in torrents and things looked ominous, but by the time the race was due to take place, at 3.15 p.m., the warm, dry weather was back again and everyone was happy. Altogether 17 cars lined up before the pits and set off on a warming-up lap; a sensible arrangement this. Hill and von Trips were using small aero-screens on their Ferraris, while Ginther had a wrap-round screen, all three cars being the all-independent front-engined models. Moss had splash guards fitted to his Lotus, but they were removed when the rain threat disappeared. As Bristow motored round the circuit on his warming-up lap his Yeoman Credit Cooper died on him, luckily on the loop just behind the pits, but it was a long time before his mechanics realised this for they were expecting him on the starting grid with the other 16 cars and were looking up the long straight for him. With only a few minutes to go they ran to his aid, to find that a pivot in the throttle linkage had worn right through and fractured. While the rest of the field were being assembled on the grid the Yeoman Credit mechanics worked at high speed fitting a complete new throttle linkage assembly, which they had in the pits, and Bristow deserved every praise for standing quietly by while they got on with the job. Many more experienced drivers would have been leaping up and down and shouting and yelling in such a situation. Finally the car was started but there was no time to complete the warming-up lap for the grid was already in order and waiting to go, so the light green car was hustled through the straw bales on the edge of the circuit and rushed into its place on the third row, the organisers very decently having taken a long time to give the 3-min.-to-go signal.

4 Ireland (*Lotus-Climax*) 1 min. 33.9 sec.	11 Brabham (*Cooper-Climax*) 1 min. 33.4 sec.	7 Moss (*Lotus-Climax*) 1 min. 33.2 sec.
16 Graham Hill (*B.R.M.*) 1 min. 35.1 sec.	14 Bonnier (*B.R.M.*) 1 min. 34.3 sec.	
5 Stacey (*Lotus-Climax*) 1 min. 35.4 sec.	8 Bristow (*Cooper-Climax*) 1 min. 35.3 sec.	15 Gurney (*B.R.M.*) 1 min. 35.2 sec.
9 Brooks (*Cooper-Climax*) 1 min. 36.0 sec.	12 McLaren (*Cooper-Climax*) 1 min. 35.7 sec.	
1 Phil Hill (*Ferrari*) 1 min. 36.4 sec.	3 Ginther (*Ferrari*) 1 min. 36.3 sec.	6 Clark (*Lotus-Climax*) 1 min. 36.3 sec.
2 von Trips (*Ferrari*) 1 min. 36.7 sec	10 H. Taylor (*Cooper-Climax*) 1 min. 36.4 sec.	
20 de Beaufort (*Cooper-Climax F.2*) 1 min. 41.7 sec.	18 Trintignant (*Cooper-Maserati*) 1 min. 38.5 sec.	

As the flag was raised Brooks started creeping from the fourth row until he was alongside his team-mate in the third row, while at the back Trintignant was more than ready to go. It was a first-class start, clearly given with no fuss and bother, and all 17 cars shot away towards the first corner. Having crept forward, Brooks was right behind Graham Hill but the B.R.M. made a hesitant start compared with the rest and Brooks was badly baulked. As he tried to turn left towards the outside of the track Trintignant went by like a rocket and frightened Brooks back into his place. The little Frenchman had been told that if he could get into the first 10 in the opening stages of the race he would get paid starting money, so the Cooper-Maserati was put on the line with only a gallon of fuel in the tank and Trintignant was out to do a sprint-race, unbeknown to the rest of the field.

Phil Hill had made a terrific start from row five and at the end of the first lap he was in fifth place, behind Brabham, Moss, Ireland and Stacey. Trintignant was already in 13th place. It needed only three laps of the 75 for a pattern to form, and that was Brabham out in front with Moss sitting quietly behind him, then a short gap and Ireland and Stacey running neck-and-neck, passing and re-passing, obviously not having been given any team orders, then McLaren on his own, and, already some way back, Phil Hill, Gurney, Bristow, Ginther, Bonnier, Graham Hill, Brooks, Clark and Trintignant running nose-to-tail and waiting an opportunity to sort things out. Taylor and de Beaufort quietly brought up the rear. On the fifth lap Brooks stopped behind the pits with a broken gearbox, while Trintignant was displaced by Clark and von Trips. On the next lap Gurney, Bristow and Phil Hill got away from the others and formed a race on their own, Clark roared by Bonnier and just led Graham Hill, while Trintignant passed von Trips and Bonnier and took 12th place, for it was obvious that the Swedish driver's B.R.M. engine was not going properly. At the end of only eight laps McLaren's Cooper broke the inboard universal joint on its left-hand drive shaft as he passed the pits, and he coasted to rest at the large-radius Tarzan hairpin, so Trintignant was now 11th. By 10 laps

Brabham and Moss were 17 sec. ahead of the two works Lotus, Ireland and Stacey still running wheel-to-wheel, so that one either had to decide that Ireland was driving badly or that Stacey was driving brilliantly. They were both driving fast for they were holding on to third and fourth positions, well ahead of Gurney, who was 30 sec. behind the leaders in fifth position. Bristow had disappeared from the B.R.M.'s slipstream when his engine seized up, and then Gurney disappeared quite literally from the race. As he came down the straight past the pits at 140 m.p.h. and braked for the Tarzan hairpin a pipe to the rear brakes broke, and with his front wheels locked he went straight on over the bank and down quite a considerable drop, being very lucky to escape with only minor abrasions. Bristow having retired, Trintignant moved up to 10th place, but he had von Trips almost alongside him and was having to drive like a maniac to make sure of his 10th place, but having done so he stopped on lap 12 to take on fuel and start the serious business of motor racing.

On the 16th lap Brabham and Moss were still nose-to-tail, the Lotus obviously biding its time before passing the Cooper, and as they went through the woods on the far side of the circuit on their 17th lap Brabham put his wheels down on the inside of a curve, over the edge of the track, as he had been doing all along, but one of the large flat granite squares which are sunk into the sand to mark the edge of the track, broke in two and the Cooper's rear wheel picked up one piece, about the size of a good book, and flung it at the Lotus. This was on a left-hand curve and Moss was leaning on his outside front tyre when there was a crash and this huge lump of granite smashed the wheel rim and burst the tyre. He limped back to the pits while Brabham went on his way. The pit stop was a real laugh. First the jack would not go under the front suspension with the car sitting down on one side, and then came the absurd business of dismantling the hub and roller-races in order to get the wheel off and another one on, for Lotus design(!), like Cooper, does not envisage changing wheels in a hurry. Of course, while all this was going on everyone stormed past, and Brabham was just appearing for the second time when Moss rejoined the race.

There were 13 cars still left in the race and Moss was 12th, but it was obvious that he was not going to stay there for long, and he started one of those outstanding drives of his, where he is against impossible odds but refuses to give in and fights every inch of the way. Brabham was fairly safely out in front, 27 sec. ahead of Ireland, who was still playing games with Stacey, while further back Clark was doing a splendid job harrying Graham Hill's B.R.M. Then came the three Ferraris in line-ahead, making a nice noise if nothing else, with Ginther leading, and then Brabham was round again, having lapped the rest of the field, which consisted of Bonnier on his own, Trintignant, Taylor and de Beaufort. Moss was gaining 2 sec. a lap on Brabham but there was no need for the Australian to hurry unduly for there was no possible chance of Moss catching him, unless, of course, the Cooper ran into trouble, but the rest of the runners were not so comfortable. Although Brabham was leading the race he now became rather overlooked, for he was circulating quietly and consistently on his own, but behind, Ireland and Stacey still appeared to be having a private duel, though in fact they were just keeping each other company, but Clark was giving Graham Hill a bad time, and on lap 29 he went by the B.R.M. as they passed the pits, but the Lotus then ran wide on the hairpin under braking and the B.R.M. got back into fourth place. The same thing happened on the next lap but then the Lotus began to develop trouble in its transmission and Clark had to drop back a bit. Brabham lapped all the Ferraris, Phil Hill having slowed due to erratic throttles, and Ginther had conceded sixth place to von Trips but was sitting close behind him. On lap 40 Trintignant failed to come round, as the transfer gears between engine and gearbox had broken, and on the next lap Phil Hill came in to have his carburetters looked at. Clark was making despairing signs at his gear-lever and on lap 43 he retired as something had broken between the engine and the rear wheels.

There were now only four drivers on the same lap, Brabham, Ireland, Stacey and Graham Hill, in the order Cooper, Lotus, Lotus, B.R.M. Moss was still going as fast as ever, lapping in 1 min. 34.4 sec. on lap 39 to set a new record, and he was in sixth place between the Ferraris of von Trips and Ginther, and was soon going to be fifth. He was also just behind the two works Lotus on the road, about to get back onto the same lap as them, but not yet back on the same lap as Brabham. The dark blue Lotus roared past the two green ones, and as their pit staff had never told them who was leading the race, merely telling them they were second and third, they assumed Moss was in the lead and were depressed when he lapped them. Phil Hill was still in dire trouble, with what now sounded like electrics, the engine cutting in and out violently, and he finally gave in. On lap 58 Ireland came by on his own and Stacey came slowly into the pits, something having broken in his transmission, as had happened to Clark, so Graham Hill was now third, and as Moss had overtaken von Trips he was now fourth, 46 sec. behind the B.R.M. Bonnier had been drifting aimlessly along at the back of the field until he was lapped by von Trips, whereupon he seemed to wake up and start going quite fast again, but then the oil-filter bowl came adrift and before he knew what had happened all the oil fell out over his rear wheels; the engine broke and he spun off the track, bending the B.R.M. but escaping any personal injury.

With 15 laps to go the only possible thing that Moss might achieve was fourth place from Graham Hill, and many drivers in his position would have given up trying, but not "Golden Boy." He was still driving as hard as the Lotus would go and gobbling up the seconds between himself and the B.R.M., and in the process he caught and passed Brabham, who was touring along in the lead. This put him on the same lap as Brabham but 1 min. 34.5 sec. behind him. The B.R.M. team were signalling Hill the closing gap in seconds and giving him the faster signal, and the quiet and unruffled Graham was doing sums in his head, working out "so much a lap for so many laps equals" and driving a very fast and smooth race, refusing to let the pressure of Moss and the excitement of the spectators disturb him. Moss was catching the B.R.M. at around 4 sec. a lap and when Brabham completed his 75th lap to actually win the race no one seemed very interested, nor did they when Ireland arrived home second. Meanwhile the B.R.M. and the Lotus were round the back of the circuit and within sight of one another. All eyes were turned up the long finishing straight, but as the two cars came into view the outcome was settled, Moss had failed, or should one say Graham Hill had succeeded. Whichever way it made a splendid finish to the race, and to cap things the last lap Moss did was in 1 min. 33.8 sec., which was another new lap record.

Results :

DUTCH GRAND PRIX—Formula 1—75 Laps—314 Kilometres Warm and Dry

1st : J. Brabham (Cooper-Climax) .. 2 hr. 01 min. 47.2 sec.—154.929 k.p.h.
2nd : I. Ireland (Lotus-Climax) .. 2 hr. 02 min. 11.2 sec.
3rd : G. Hill (B.R.M.) .. .. .. 2 hr. 02 min. 43.8 sec.
4th : S. Moss (Lotus Climax) .. .. 2 hr. 02 min. 44.9 sec.
5th : W. von Trips (Ferrari Dino 246) .. .. 1 lap behind
6th : P. R. Ginther (Ferrari Dino 246) .. .. 1 lap behind
7th : H. C. Taylor (Cooper-Climax) .. .. .. 5 laps behind
8th : G. de Beaufort (Cooper-Climax F.2) .. .. 6 laps behind

Fastest lap : S. Moss (Lotus-Climax) on lap 75, in 1 min. 33.8 sec.—160.925 k.p.h. (*new record*).

Retired : C. A. S. Brooks (Cooper), gearbox, lap five; B. McLaren (Cooper), drive shaft u/j., lap nine; C. Bristow (Cooper), engine, lap 10; D. Gurney (B.R.M.), brake failure, crash, lap 12; M. Trintignant (Cooper), transfer gears, lap 40; J. Clark (Lotus), final drive, lap 43; J. Bonnier (B.R.M.) oil leak, engine, crash, lap 55; Phil Hill (Ferrari), engine, 55; A. Stacey (Lotus), final drive, lap 58.

* * *

ZANDVOORT ZUMMARY

If Moss had been driving a proper Grand Prix car with centre-lock wheels, instead of a sort of "Go-Kart," he might well have caught Brabham. Maserati used to fit a new wheel in 20 sec. flat.

* * *

Henry Taylor did just as he was told : "To finish the race in one piece, even if you are last." In actual fact he would not have been so far behind if he had been able to use all the gears in the gearbox, but maladjustment of the interconnecting mechanism between clutch pedal and gear-selectors prevented him using top gear.

* * *

Most of the drivers praised de Beaufort for the manner in which he kept out of the way while racing in a Formula 1 race with a Formula 2 car.

* * *

The best practice times put up by Moss on the three sessions make interesting reading—1 min. 33.8 sec., 1 min. 33.6 sec. and 1 min. 33.2 sec.—no lucky fast laps, by getting a tow, for him.

* * *

A pity Reventlow stormed off in a huff, for Daigh had done a good driving job in practice and would not have been disgraced in the actual race. Seems the young American millionaire has got a lot to learn about European racing, apart from just making a fast car and driving fast.

D. S. J.

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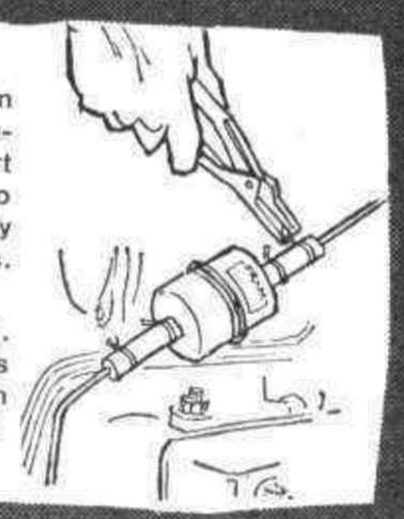
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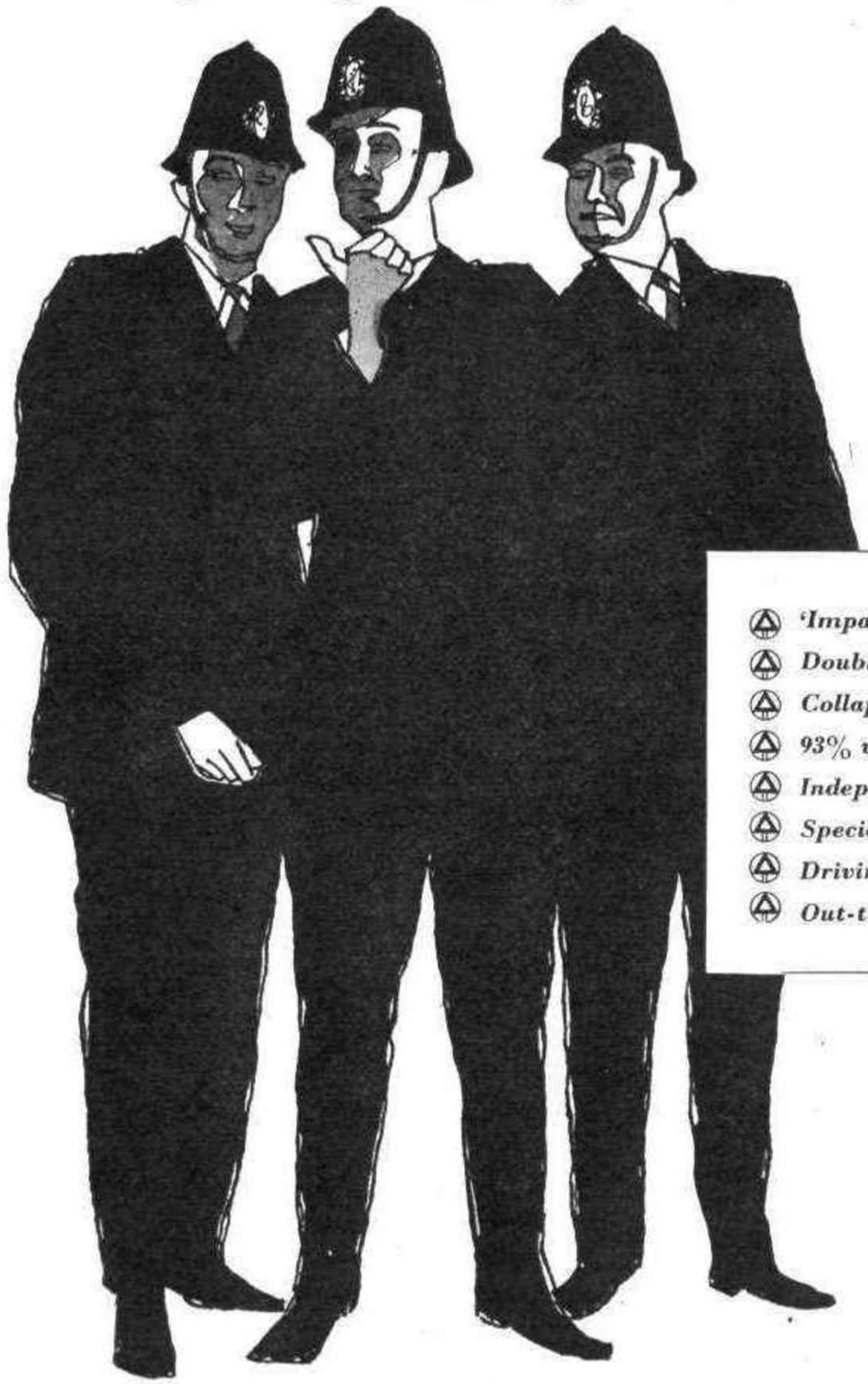
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LONDON SHOWROOMS: BERKELEY SQUARE

LETTERS from READERS

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

SCIENTIFIC TESTING OF NEW CAB DESIGN

Sir,

Mr. Bryant's letter, on page 477 of your June issue, indicates a sorry state.

Many years ago, at the tender age of about 15/16, I was driving a lorry laden with tobacco from my brother's farm to Salisbury in Rhodesia. I had been running the tobacco curing night duty for several days before, and my "fatigue test" resulted in complete sleep and a crash into a storm drain, which, being on a sharp curve, we hit very precisely head-on. My wheel-rim grip was quite relaxed!

I am, Yours, etc.,

F. TENNANT.

* * *

MOTOR TRADER WITH A HALO

Sir,

We purchased an old Bentley for £500 in South Wales which was located in a Nissen hut, open at both ends. The car was shockingly neglected, covered with rust and verdigris, but ran well and was basically sound. With moderate restoration, new paint, plugs, etc., we offered this car to the British market for £650. Two prospective buyers contacted Bentley "experts" and were informed that the car was not genuine and must be bogus and, indeed, worth nothing like the price asked—so they turned it down. After some eight months we sent the car to our New York branch, where it sold quickly to a man who has lavished nearly $5,000 on its complete restoration. The moral of this story surely is that the Bentley, now restored to its original mechanical and bodily beauty, has become a shining showpiece in a foreign land and is not rotting in a Nissen hut—dead to the world.

We love old well-made machinery and all those who take care of it—we maintain a wealth of spares for the old girls. Where else can you get a brand-new Type 57 Bugatti block or a set of new pistons for a Merendaz Special? Try us for your obstruse giggle-pins!

I am, Yours, etc.,

p.p. Halfway Garages (Padworth) Ltd.,

Padworth. J. ALLINSON, *Director.*

[The only comment necessary seems to be that if you have an old Bentley covered in rust and verdigris and want £500 for it you now know where to go. It would, however, be interesting to know what ultimate profit was made when the car was sold through this firm's vintage car store they find it worth running in New York.—ED.]

* * *

CASTROL HOUSE

Sir,

The letter in your June issue from Mr. R. Dowell criticising the new Castrol building in Marylebone Road reminds me of the story of the American couple who employed a leading architect of the contemporary school to design their house for them. So sick did they become of the ill-informed criticism of their neighbours that they erected a notice-board at the entrance to their garden, which read: "We don't like your house either!"

Perhaps MOTOR SPORT is not the right place to discuss the aesthetics of buildings, but one cannot help wondering whether Mr. Dowell's car is a Citroën ID chassis with *coupe de ville* coachwork and basket-work side panels. Now there would be a combination of the graceful and the functional!

I am, Yours, etc.,

Hyde Heath. RICHARD DE Y.-BATESON.

* * *

ABOUT BRISTOW

Sir,

On reading your excellent magazine, I was somewhat disturbed by the amount of bias which appeared in Mr. Jenkinson's report of the Bruxelles Grand Prix. Unfortunately, it would appear that Mr. Jenkinson has developed an "anti-Bristow" complex.

On numerous occasions Mr. Jenkinson refers to Bristow's wild and (according to Mr. Jenkinson) uncontrollable driving. For example: "Another driver who finished on his heels but might well have finished on his head was young Bristow, for though he recorded third best time overall with 2 min. 04.3 sec., it was only as a result of some very untidy driving using full opposite lock, bumping kerbs, and cutting verges." Brabham, however, in a works Cooper, although only recording 2 min. 05.2 sec., drove "brilliantly in complete control of his car," but obviously not brilliantly enough to get into the first row of the grid with Bristow.

As the article went on one became rather tired of drivers "doing a Bristow," of suggestions that as far as concerned Bristow, money seemed to determine grid positions, and that Bristow should give up motor racing and try stock-car racing instead.

It all became slightly boring, one not knowing whether to try to read the report with some interest or to wait for the next "Bristow" comment.

Apart from becoming rather weary of Mr. Jenkinson's opinion of Bristow being continually drummed into me, I found myself being entirely in disagreement with your journalist. Bristow to my mind may not be one of the world's best drivers, but in his second major season he has shown himself to be amongst the fastest. At Goodwood he came third behind Ireland and Moss in the main event. In this race he showed no signs of being at all erratic but, in fact, drove a very consistent race.

At Bruxelles he may have been erratic—I was not there—but obviously he was also very fast. One may even then voice the opinion that a driver who although being irregular at times, is also fast and spectacular, is far more entertaining to watch than a fast driver who never makes the slightest deviation from his line through a corner lap after lap.

Surely one of Fangio's most spectacular (although not greatest) drives was at Monte Carlo in 1956 when he took over Collins' car and proceeded to chase Moss in vain? Then it was Fangio who nearly caught Moss "as a result of some very untidy driving, using full opposite lock, bumping kerbs and cutting grass verges." Would Mr. Jenkinson be so bold as to suggest that Fangio should have taken to stock-car racing? One may also refer to the early days of Froilan Gonzalez, when he was perhaps the most erratic of them all. This did not prevent him from being a great crowd drawer and from later becoming a top-line driver.

Finally, I would conclude by saying that our young drivers and indeed, motor sport as a whole would benefit far more from encouragement in the motoring Press than from somewhat cynical and personal attacks by biased correspondents.

Thanking you once again for an otherwise enjoyable magazine.

I am, Yours, etc.,

London, S.W.2. D. W. A. WARD.

[We publish this letter from a sense of fair play but as Mr. Ward admits he did not see Bristow driving at Brussels he is, perhaps, hardly in a position to criticise Mr. Jenkinson's report. Moreover, we believe Mr. Jenkinson to be fair, if hypercritical, and those who "read on" will note praise for Bristow where it is due, but criticism of him and any other driver when "D. S. J." believes this to be merited.—ED.]

* * *

CONTRAST IN SERVICE

Sir,

Having contracted what sounded like minor ignition trouble on the Great North Road, which reduced my speed to 15 m.p.h., I made the most extraordinary discovery about the attitude of garages on this major highway to motorists in difficulties.

The first garage I asked, the Stevenage Motor Co., refused (in the most insolent manner) even to look at my car to ascertain whether the trouble was minor or not: the foreman said he was too busy.

The second garage (almost opposite the first one) said exactly the same.

The third (on the left coming into Knebworth from Stevenage) declared they were all going to lunch at 12.30 anyhow (it being then 12.20).

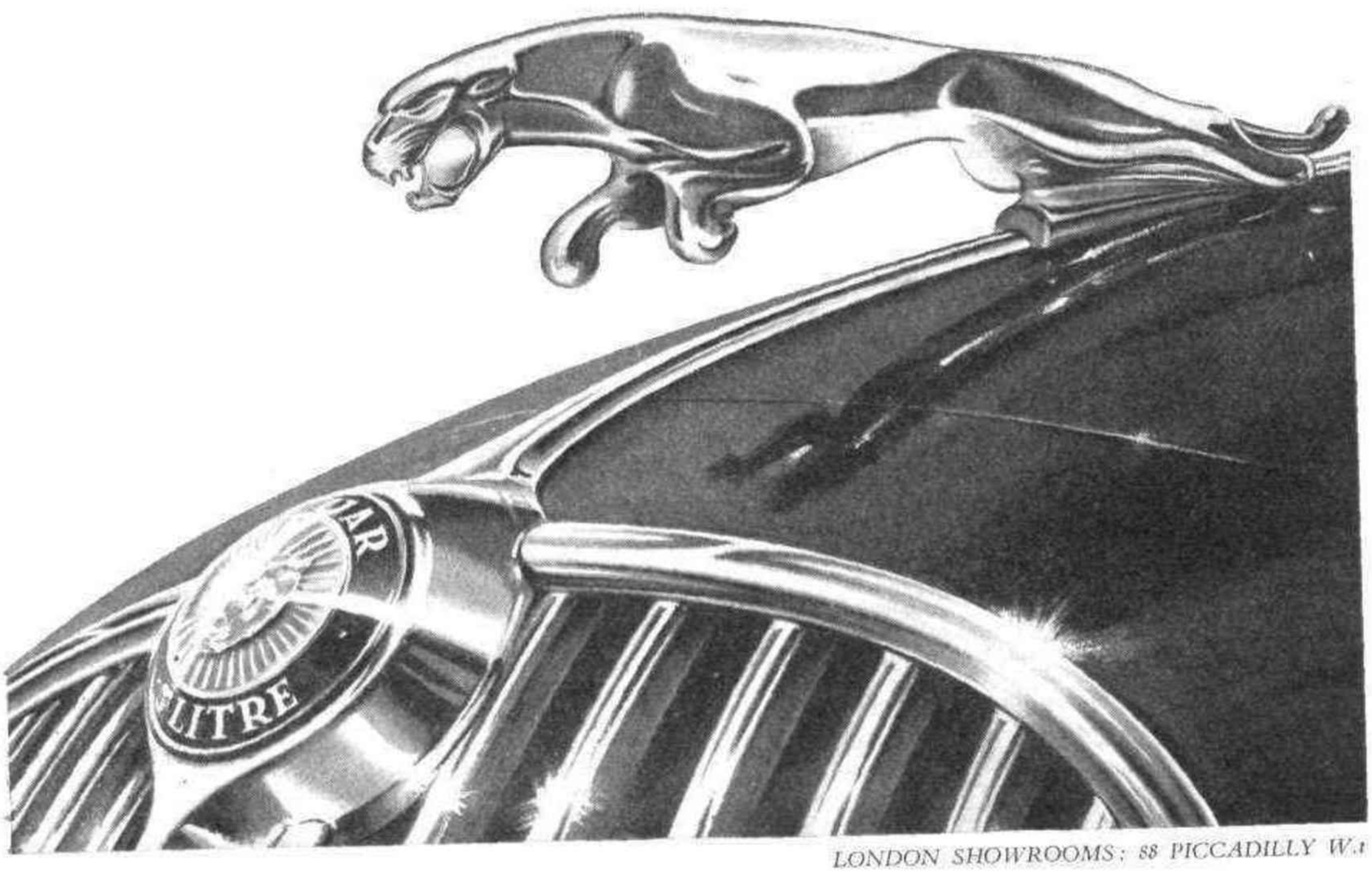
The fourth (next on the left), Lisle's Motor Repairs, Knebworth, was as busy as the first two. None the less the foreman opened my bonnet at once, and in three minutes had put the trouble right, for which he charged 2s. 6d.

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

You enjoy

a very special kind of motoring

—when you own a Jaguar



LONDON SHOWROOMS: 88 PICCADILLY W.1

The first and fourth garages are both A.A., and I am an A.A. member.

Why do garages place themselves on main roads and then refuse to execute the smallest running repairs ?

I am, Yours, etc.,

Costessey. M. R. C. PLAISTER.

* * *

WHAT *HAS* MR. MARPLES DONE ?

Sir,

With special reference to your leader in the June issue concerning the recent 50-m.p.h. limit, I thought you might be interested in an editorial from the *Daily Telegraph* of June 9th, 1960, and here I quote :—

" If the success of the 50-m.p.h. speed limit should be confirmed, then there will be a strong case for extending it. The Police cannot possibly control every mile of road. But is there any reason why law-abiding drivers should not take the numbers of cars manifestly breaking the speed limit and report them ? The knowledge that individuals were prepared to do this would surely act as some deterrent."

How charming ! What does one get as a reward, a Gestapo badge and a pair of jack boots ?

What hope is there left when people write such nauseating comments as this ? What worries me more is that they hold the reins of an old and trusted newspaper. Such blatant " Marpleism " is sickening.

In reply to a few choice questions recently, Mr. Marples said : " Wait and see my efforts after a year. Look at my past records in the Army, Private Enterprise, the Ministry of Housing and the office of the Postmaster-General."

I do not know about his early achievements, but as the Postmaster-General he raised the rentals on telephones by a colossal amount and then said, " There you are, I've solved the waiting problem for private telephone lines." It's pretty obvious that he is going to apply the same bad principles to the Ministry of Transport.

The 50-m.p.h. speed limit could be the thin edge of the wedge. Soon it might be lowered, and with an extension of the infamous Pink Zone we'll all be driving round and round at 20 m.p.h. until we run out of petrol and have our cars towed away by the Police.

In conclusion, may I take this opportunity of thanking you for an excellent motoring journal, my only regret being that it is not a weekly !

I am, Yours, etc.,

Bexley. D. T. GILBERT.

[We fully agree that the suggestion made by the *Daily Telegraph* that motorists should form a Gestapo and report any of their fellow-drivers seen exceeding 50 m.p.h. is absolutely and utterly deplorable.—ED.]

* * *

TWO SISTER PROFESSIONS

Sir,

Before the Great War we lived in Northampton, where my grandfather was medical superintendent at St. Andrew's Hospital and my father senior assistant. Tragically funny were many of the things done and said by patients, but now and then something would happen that one never forgets. One day, a delightful retired Indian Army officer, who had suffered a breakdown following the death of his wife, was asked by a young member of the staff if he was interested in politics. With great deliberation the old gentleman turned to his questioner and said, " Sir, before you are but half my age you will come to realise that politics and prostitution are brother and sister professions. Have nothing to do with either."

I found myself thinking of what that grand old gentleman had said as I read the statement of the Minister of Transport when he was interviewed for television about the Government's failure to use the Road Fund on roads. The Minister said it would be scarcely more reasonable to do this than to undertake to use the tax from smokers for a purpose in their interests, such as the provision of free cigarette holders.

This is by no means the first time a Minister of Transport has slipped up the escape road when confronted with this embarrassing question. A predecessor said much the same about alcoholics expecting bigger and better pubs from the tax on beer and spirits. It is, of course, impossible to compare the now-obsolete Road Fund with the taxes on tobacco and spirits, and when a Minister does so he is merely making use of yet another of those slick political twists we are all so thoroughly sick and tired of today; in fact, both replies are examples of political bluff at its worst.

When the Road Fund was introduced the government of the day pledged its word that the monies so collected would be used for the upkeep and development of the roads and for no other purpose whatsoever. All went well until the late 1920s, when the then Chancellor of the Exchequer borrowed from the Fund, at the same time giving his word that it would be repaid in full. No one doubted him, for was not the word of an Englishman his bond ?

Repayed in full ? Not on your life ! From that day onwards every Chancellor of the Exchequer and Government Department queued up to take part in this nice new line in legalised theft, and into the bottomless pit of Government expenditure and waste the Fund was poured. No one gave a hoot when Mug Motorist and his wife and kids were killed or maimed because there was soon no Fund to make things safer, and the original promise was conveniently forgotten.

Make no mistake about this; the antiquated nature of our road system, the accidents to many of its users, and the appalling congestion and inconvenience encountered almost everywhere today are, for the most part, the outcome of political dishonesty. Today, the Treasury gets some £600-million a year from motor taxation, yet present capital expenditure on roads is about £75-million a year. Verily, indeed, that old army officer was right.

I am, Yours, etc.,

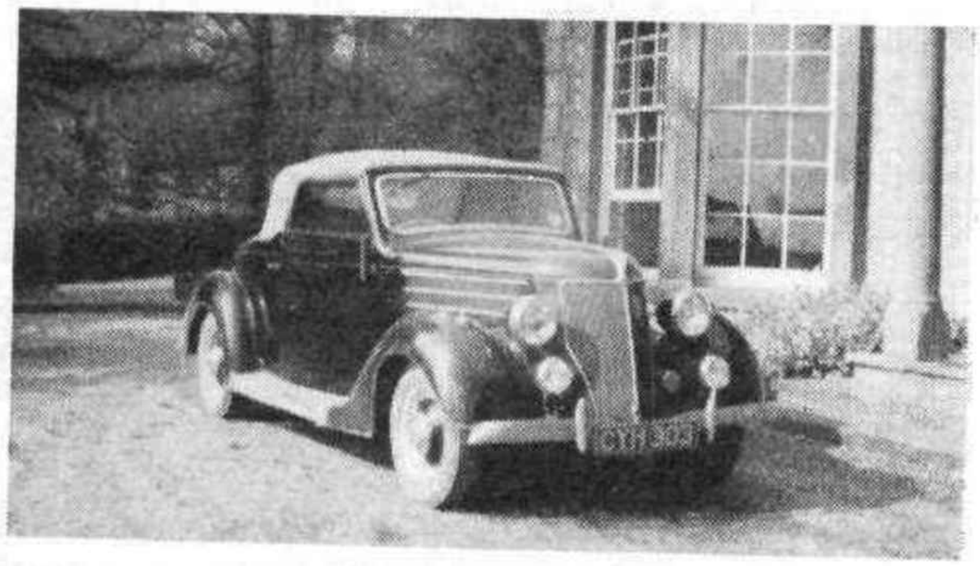
London, S.E.7. JOSEPH BAYLEY.

* * *

YET ANOTHER FORD V8 FAN

Sir,

I was interested in the letters on the subject of Ford V8s. I am wondering which model Mr. Williamson owns. In our family we have owned a 1934, 1935, 1936 and 1937 models, carrying convertible bodies. I rather thought when the headlamps became " built-in " the appearance was spoilt, and I kept the 1936, model 68, after the others were sold. I still have it; a couple of days before Easter I reached 100,000 miles, and thereupon set off on the M.C.C. London/Land's End Trials, when the car performed perfectly,



covering, in all, about 720-odd miles, using 36 galls. of petrol. Upon returning home one pint of oil and a ½-gall. of water brought the levels up to starting point.

As I had to drive through the night I have had the " electrics " converted to 12 volts, using an ex-W.D. dynamo, and fitting a second battery under the seat. I also fitted, on the rear, a pair of Rotoflo shock-absorbers; these have completely cured the " hopping " at the rear; it has also improved the steering. I could not fit the front ones, as the makers have fitted the arms on inside out and I cannot get them off to turn them round. I cannot say what speeds can be obtained in top or second gear, as I don't exceed about 60 m.p.h. on the road, but 40 can be reached in bottom—with quite a lot of " buzzing."

These cars never seem to wear out, they just get heavy on petrol and oil. I had a Mercury engine fitted at 80,000 miles when the existing engine developed a thump—I live in the hills, and don't like gear-changing ! This unit had covered just over 60,000 miles and never been touched, the only stop I had on the road was due to petrol pump failure. When I became the (second) owner in 1940, the engine and radiator were wrecked by frost and were scrapped.

I also own, as a farmer, a model 78, fitted with a handsome " pick up " body of Canadian manufacture. I enclose a photograph of the model 68 outside my home.

I am, Yours, etc.,

Campden. B. BRUCE WHITEHOUSE.

THE GOLDEN AGE OF MOTOR RACING

Sir,

After the recent tragic death of Harry Schell, a national daily newspaper epitaphed him as the last of the " characters " in motor racing. This statement brings to mind at once the recent correspondence in your journal concerning the man being surpassed by the importance of the machine.

In February of this year I returned to England after nearly two years in West Africa for my regular three months' leave. I looked forward to revisiting the race tracks where I had enjoyed motor racing so much since the war. But I have not attempted to go to any meetings and I am afraid I am not likely to.

For me motor racing seems to have moved from a sport to a commercial enterprise in every respect. As far as formula racing is concerned the whole affair appears to be one of appalling mediocrity. The cars all look much alike and apart from a few " star " drivers the others seem to perform much alike. The spectacle of six Lotuses and six Coopers all circulating at much the same speed in much the same style might be fun for the drivers but I'm sure it would bore me to death. There was a time—not many years ago—when the " bottom of the field " (more often than not in a variety of machinery which probably smoked and groaned) gave a spirit of individual and commendable effort; sportsmen who did their damndest and didn't refuse to enter because their machines were probably 10 m.p.h. slower. And the crowd loved them and usually showed it. And if they fell by the wayside they were not forgotten. The same interest and sympathy cannot be extended to the bottom of the field today—when the difference in the first and last machine is probably just a matter of tuning and driving experience.

For me, now, both the men *and* the machines have lost their personality completely—and it probably started that day when the lone Talbot blew up in front of the Mercedes team in the last hour of Le Mans a few years ago. It was the death knell of the individual.

The golden age of motor racing did not pass away in the 'thirties. It was flattened in the 'fifties.

May the Clubs carry on in their quiet, happy way with the rallies and trials with every sort of car and man—because only there lies the true spirit of motor sport today.

I am, Yours, etc.,

London, S.E.9. D. H. STEAD.

* * *

AUTO UNION—THE OTHER SIDE OF THE COIN

Sir,

Over the past eighteen months I have enjoyed the pleasures of owning two D.K.W. motor cars. The first car, a Sonderklasse 3-6, the second a 1000S coupé, I have owned (since new) for seven months.

In my opinion, a car must have the following :

(1) Excellent road-holding and steering.
(2) Acceleration.
(3) Driving position and visibility above the normal low standard.
(4) Hard-top.

There are few cars indeed that fit the bill so well as the 1000S at any price, unless one is to build one's own.

Now, as you expected, I am about to take your " road-test " to task.

I have driven in only one car with such good road-holding—an L.M.B.-modified Ford Popular, as raced—and that, Sir, is road-holding indeed !

The 1000S does roll, but not so much as the Morris Minor. The back-end breaks smoothly and can be felt and easily controlled, but this only at very high cornering speeds. The front wheels are difficult to make dangerous, and while power is on the back-end has considerable trouble trying to catch them up. I find the car drifts well with plenty of feel and is " skittish " when suddenly hurled into a corner very near the speed at which rolling is imminent. I cannot recall the back-end coming away early on wet roads. In snow and icy conditions the car's ability is fantastic, although the back waggles the front goes where it is pointed.

Most of my motoring is confined to the Isle of Sylt, where most roads are of somewhat lower standard than secondary, and I find the ride on these fairly comfortable, and on smooth roads the ride is £1,500-worth. Auto Union, I believe, are popular in South Africa, so they can't be that bad. My tyre pressures, incidentally, are 24 lb. sq. in., front and rear.

The difficulty you experienced with a stalling engine and high consumption figures was, I think, due to either wrong types of plug and/or wrong ignition setting. My car enjoys soft plugs normally and hard plugs when " *autobahning.*" It uses only low-grade " German " B.P. fuel and does not pink.

On a touring holiday in Central Europe I covered some 3,000 kms., which included three days of *autobahn* driving, cruising at 140-150 k.p.h. for six to seven hours at a time, stopping only for fuel and food. The average fuel consumption was over 30 m.p.g. The maximum speed of the car on the *autobahn* will rise above normal and some have had 160 k.p.h. plus (no more speedo. left). The longer the run, the faster the car, the sweeter the noise. Normal cruising speed, of course, being maximum speed, makes the car on the *autobahn*, as it seems to have made VW (an excellent car). I have not experienced any starting troubles at any engine temperature.

Town driving, in traffic, is no effort—top gear allowing a steady 40-50 k.p.h., and third gear giving reasonable acceleration from 20 k.p.h., a burst in second gear to clear the plugs is necessary sometimes, but this is a delight.

Incidentally, although the gears are " backwards," they are not " sideways " as well; second gear is above first and fourth gear above third; this may account for the one you kept dropping.

My wife and friends have not yet noticed the radiator blind toggle.

I cannot help suspecting that " W. B.", when he mentioned the word " modernise " felt that the D.K.W. should have an independent back axle. This would undoubtedly upset the balance in handling of the car and may allow the front end to break away first, or, with varying passenger loads to be taken into consideration, increase the rolling over tendency when driven light and fast.

The car sells well in South Africa, is designed for the rough as well as the smooth on the Continent, and sells like hot cakes—can't be too bad.

Finally, let me congratulate Colin Chapman on another " piece of luck." I wonder who he is taking the credit for this time. He made a complete hash of the L.M.B. split front axle—a pity he never did understand it, and made the fact so obvious when he stopped using it. The Gogo supplied him with a " Chapman " rear strut principle and now the rear-engine car " that isn't as good as the front-engine configuration," which proves, does it not that this man deserves only business credit, and all credit for the engineering that is clever must go to the engineers behind the scenes.

Thank you for a fine magazine which is also a " *Kleine Wunder.*"

I am, Yours, etc.,

B.F.P.O. 46. R. S. A. BUNKER.

* * *

THE CITROEN ID

Sir,

I heartily endorse nearly all your remarks in " Rumblings " concerning the Citroën ID. Having bought a new model at the time of the Motor Show last year, I have been spared all the teething troubles the owners of most other makes seem to experience. For sheer comfort—and the fact that I can drive non-stop from London to York without feeling tired—no other car approaches this model.

The only trouble I have experienced was due to a piece of English equipment : the Lucas dynamo, which burnt out and left me with an utterly flat battery one evening in a thunderstorm at the northern end of the M 1. The first garage I approached (as I had rather expected) just didn't want to know, and I was preparing to appeal to the A.A. when a " black " angel arrived.

Here I would beg the freedom of your columns publicly to thank the young man who came to my rescue. A representative of " The George Service Garage of Kilsby," he specialises in the rescue of heavy lorries and appeared on the scene so covered in diesel oil that only his teeth and the whites of his eyes betrayed his presence at all ! He located the trouble, took off the useless dynamo and the flat battery, drove 28 miles, put the battery on fast charge, and then returned with it and fitted a replacement dynamo. On this return journey he brought his young bride with him for a treat : it appeared he had only been married a week and had been expected home for tea. It was now 10 p.m. and he, still tea-less, was still all smiles, repeating : " If you're in trouble again, any time—just give me a ring and I'll come out."

Such service and courtesy is all too rare these days and so I recommend " The George Garage " to any readers who may be in trouble in that area. Also (although I run a 1930 TK 12/60 Alvis for purely pleasure motoring) for business or family use I recommend wholeheartedly the ID as with no other car in my experience can one cover a large mileage with the maximum of comfort and the minimum of trouble.

I am, Yours, etc.,

London, W.1. RONNIE ALDRICH.

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A40 SPORTS, 1952. Marchalls, wing mirrors, vizors, heater, Ridemasters, loose covers, tonneau. Completely overhauled 1959. New engine, battery, starter, transmission, tyres. Burgessed carburetters. £360. Milsom, Clampers, Cookham Rise, Berks. Tel. : Bourne End 1362. [8769

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READ THIS ! In daily use, 1930 A7 saloon. Alta head, Cambridge brakes, relined, new cams. Dante D.D. manifold, Ford 8 carbs. S.U. pump. Pre-focus lights, new windscreen, 4-speed gearbox, shortened prop.-shaft, rebuilt clutch and steering, new dynamo. Bills for over £85. Can't afford two cars. Haggle between £35 and £40. Box No. Q772. [8772

JUST VINTAGE—1930 Rolls 20/25 Mulliner o/d. saloon. Recent top overhaul. V.G. condition. £200. Robinson, Warren Farmhouse, Warren Road, Guildford. Tel. : 66999. [8773

M.G. TA. Engine recently overhauled, new battery, good tyres and bodywork, brakes relined. At realistic price. £175. Larner, Meadow Cottage, Alpington, Norwich. Tel. : Framingham Earl 539. [8774

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AUSTIN NIPPY ('34). Very good condition. New hood, alloy head, Bowdenex brakes. £95. Tel. : Medstead 2176 (Hants.). [8776

APRILIA SPARES. Crankshaft and F.W., £5; gearbox, £5; back axle, £10. 28, Ridley Grove, South Shields. [8778

FORD ROCHDALE G.T., 1958, 1,172 c.c. Reconditioned engine, new chassis, tyres and tubes, i.f.s., hydraulic brakes, S.U. pump, water pump and fan; 4.7 b/axle, winkers, temp. and rev. gauge, cream, red trim. £425. Wilson, 63, Holme Riggs Avenue, Penrith, Cumberland. [8779

RILEY FALCON, 1935, 15/6 saloon. Good body. 25/27 m.p.g. Oil negligible. £60. 1934 Riley Nine cylinder head, rockers, etc. £2. Armstrong Siddeley pre-selector box. Good. £10. Tel. : Weybridge 5618. [8780

BRUNBILT 1172. shapely Littlestone fibreglass body. White with blue leather seats and trim, hood, tonneau, carpets, electric wipers, heater, etc. I.F.S., Woodhead shocks, Panhard, new 'X' tyres. 4.7 c.p., c.r. gears. New battery. R.A.C. report available. £285. Tel. : SPE 9438, after 6.30 p.m. [8781

E93A. 30,000 miles, untouched since new. Complete with distributor, manifolds, pumps, Aquaplane head, bearer, etc. £30. Four wheels fitted 17-in. tyres, chrome caps, £10. Speedo geared 4.7 c.p. 17 in. wheel, £2. Tel. : SPE 9438, after 6.30 p.m. [8782

FOR SALE—*continued*

TALBOT TEN sports saloon, 1938 Clean condition. Engine excellent. £50. Southdene, Wood Lane, Ruislip. [8783

DELLOW, 1953. Respray blue, re-upholstered. Excellent hood, tyres, battery, some modifications. £325. Tel. : Pollards (London) 2538. [8784

RILEY NINE KESTREL, 1936. £25. Gearbox being overhauled, new chrome, after Whitsun. Tel. : RIV 3351 (between 8 and 9 p.m.). [8785

ALVIS MARQUE LOVERS ONLY. New owner required for beloved 3-litre saloon. Condition excellent, not yet 50,000 miles (genuine). Present owner ashamed to sell her but Bank Manager insists so £485 (genuine)—worth more. Box No. Q.787. [8787

FORD 100E and E93A gearboxes with unused close-ratio gears fitted. £16 each. 20A, Hartington Road, Chiswick, W.4. Tel. : CHI 2803. [8788

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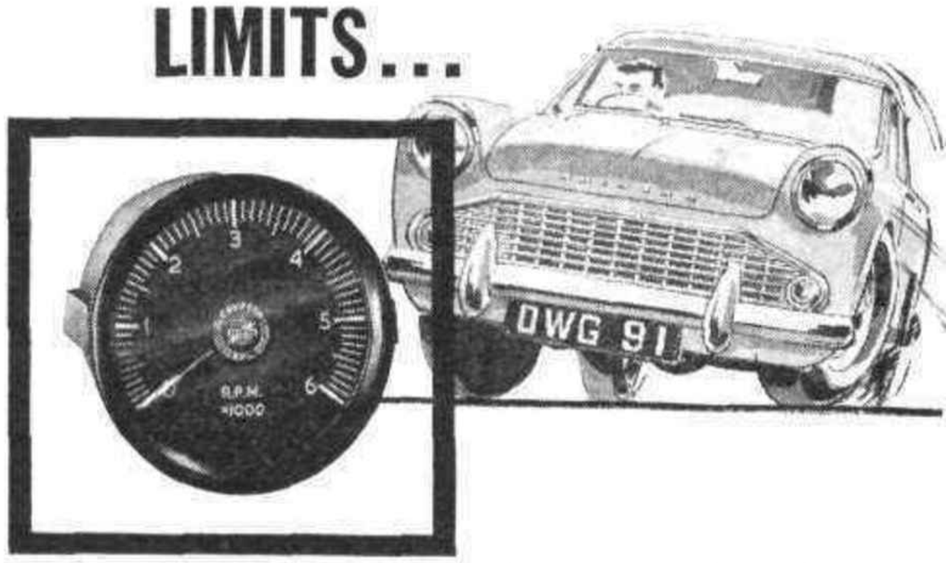
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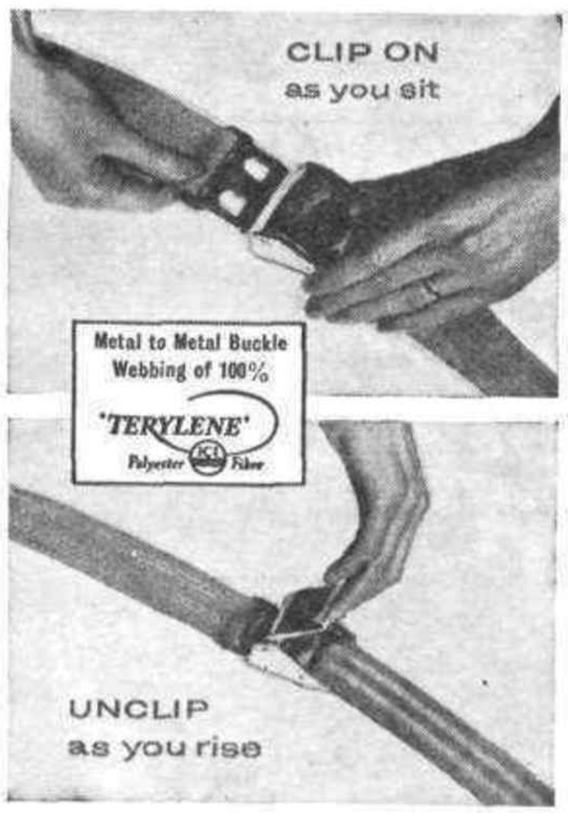


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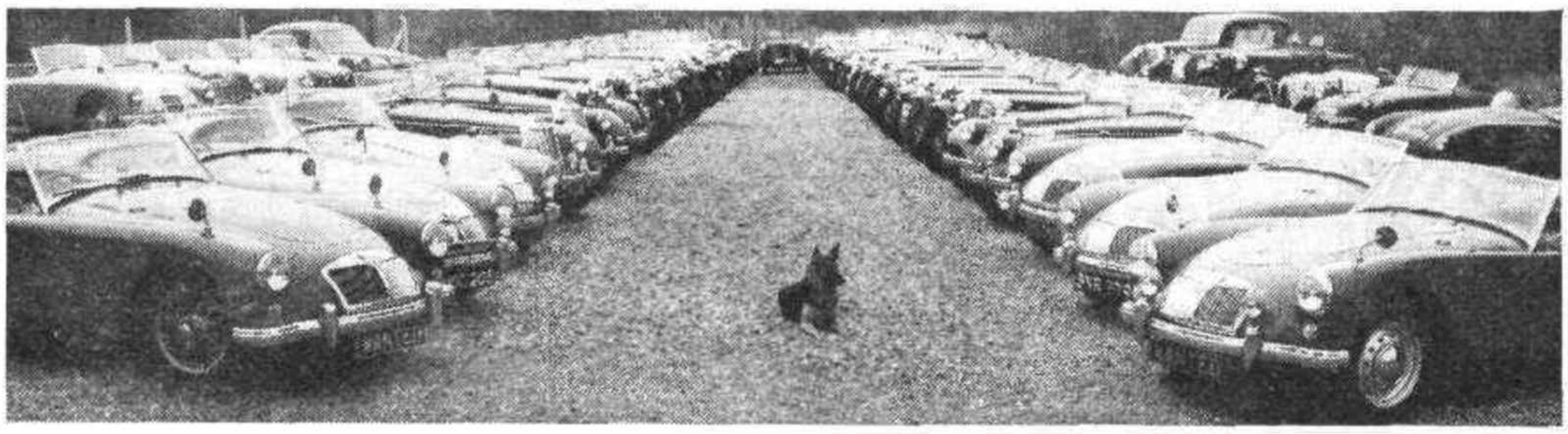
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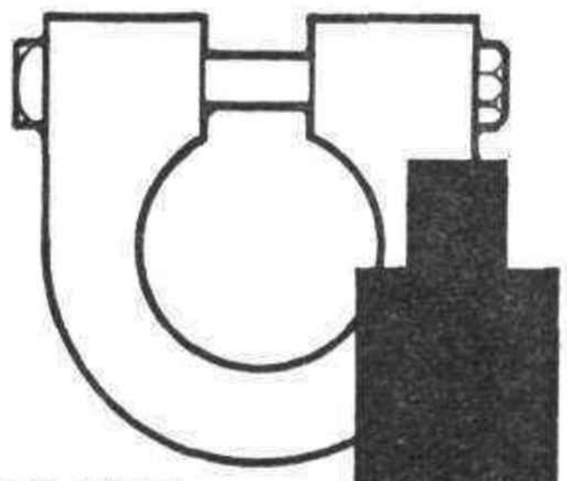
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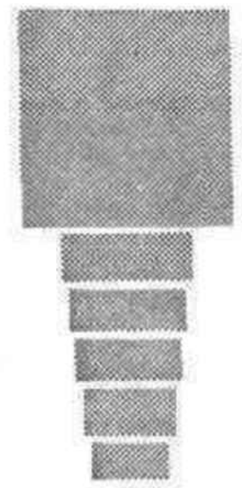
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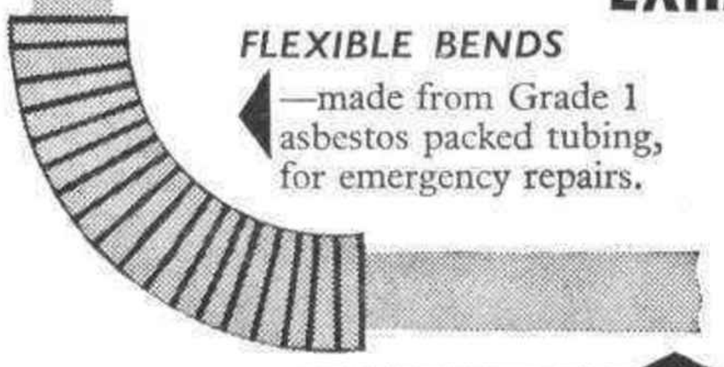
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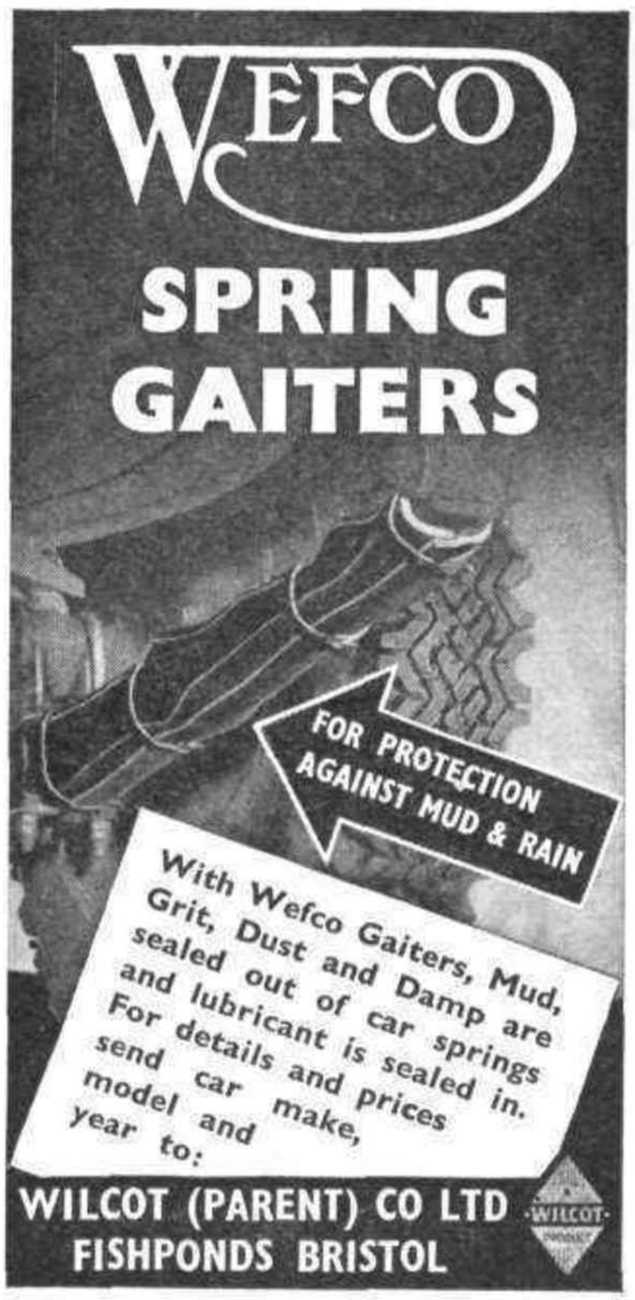
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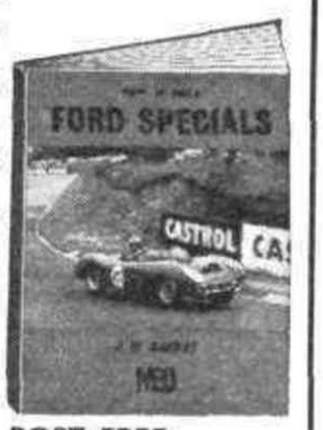
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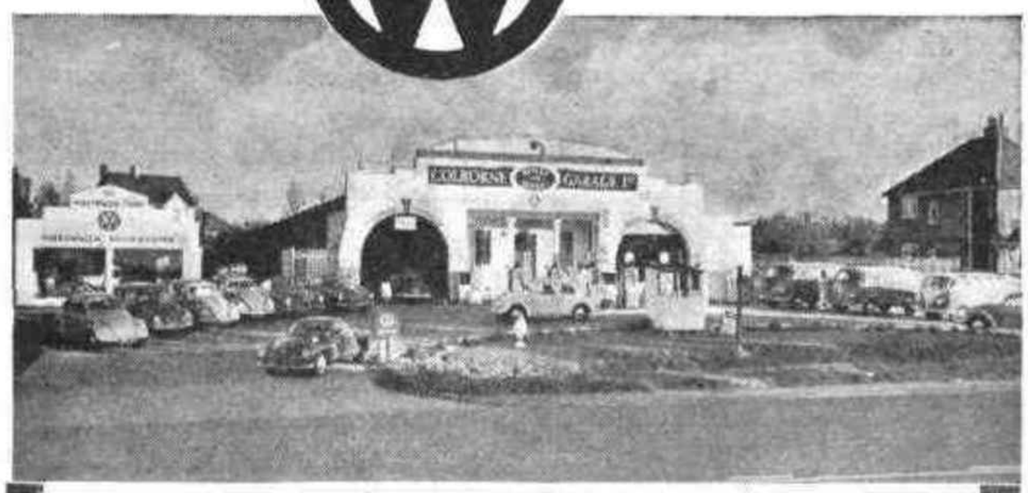
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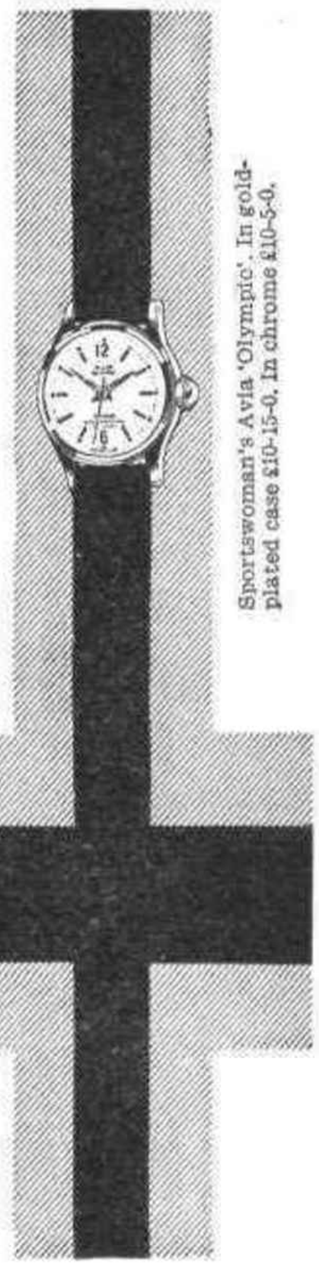
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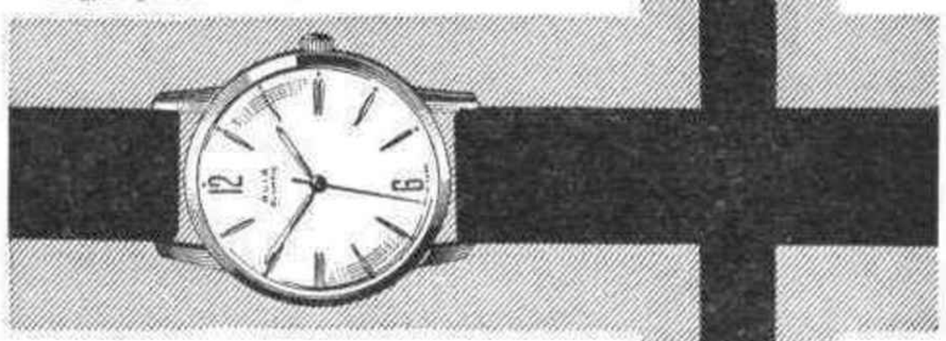
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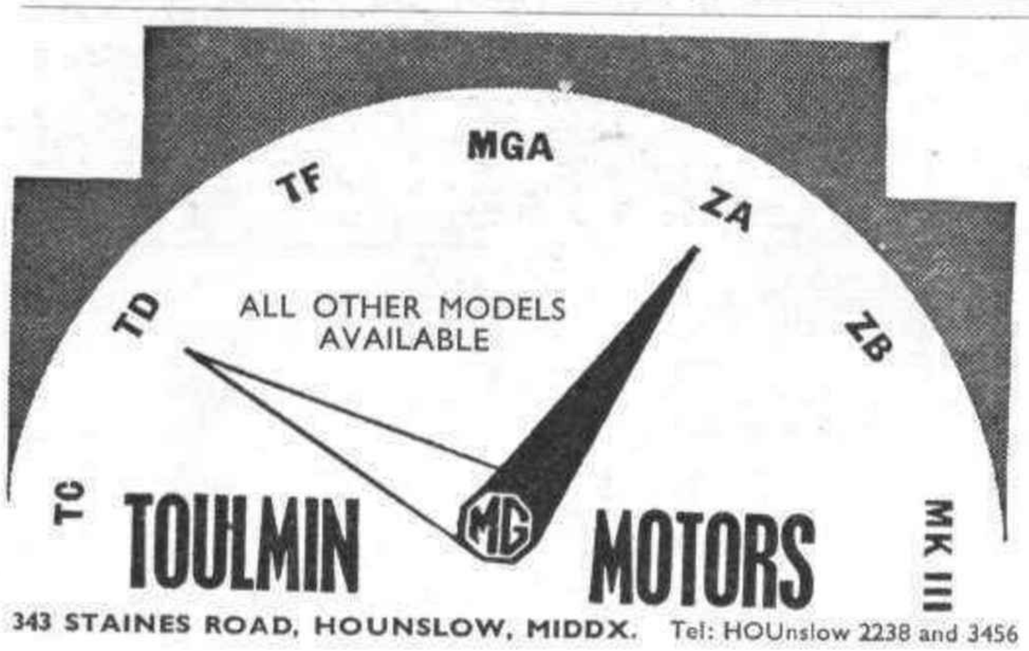
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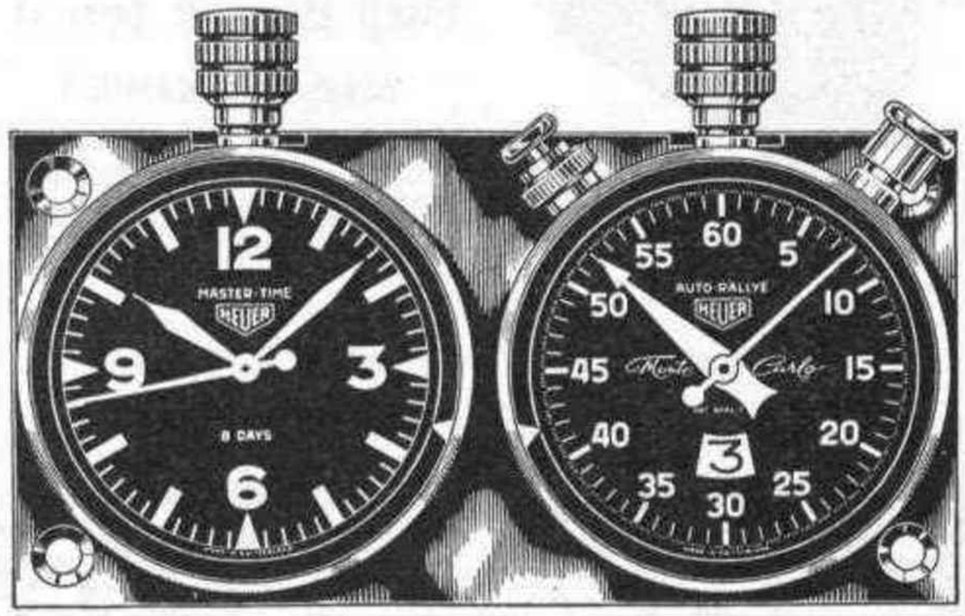
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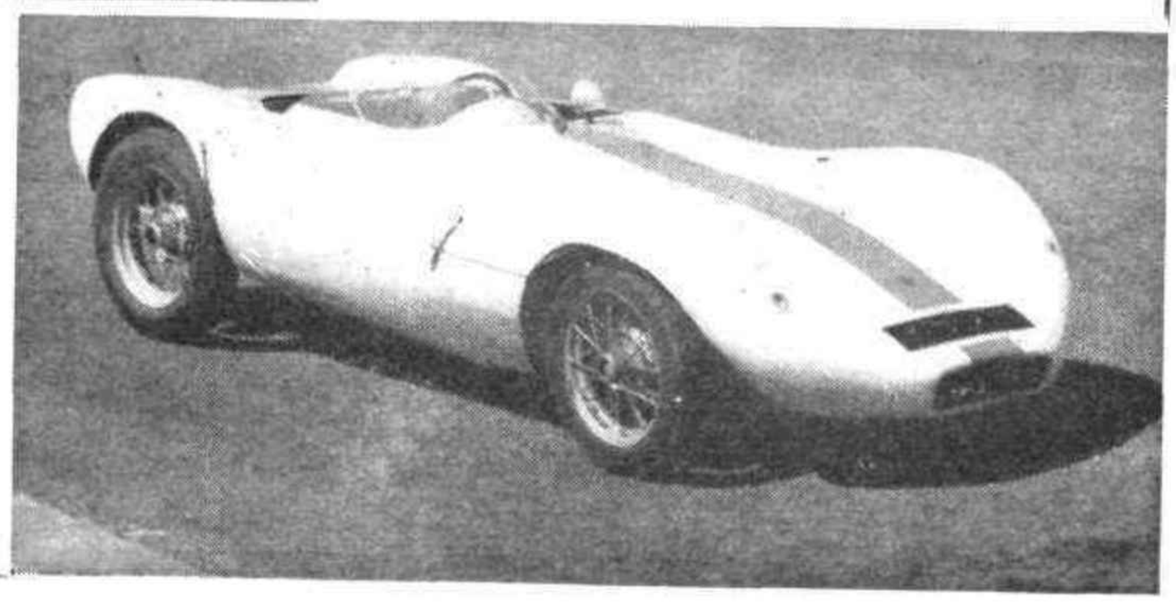
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1925 SUNBEAM 14/40 open tourer, good condition. £100. S. Langstone, 1, St. Mary's Road, Kelvedon, Essex. [8982

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1936 ALVIS Silver Eagle drophead, in excellent condition throughout. £100 o.n.o. 1937 Lagonda L.G.45, aluminium saloon. £85 o.n.o. Jennings, "Primrose Villa," Higher Pengegon, Camborne, Cornwall. [8985

1929 HILLMAN Straight Eight. Excellent original condition. Shennan, 119, Higher Lane, Rainford, St. Helens, Lancs. Tel.: Rainford 400. [8986

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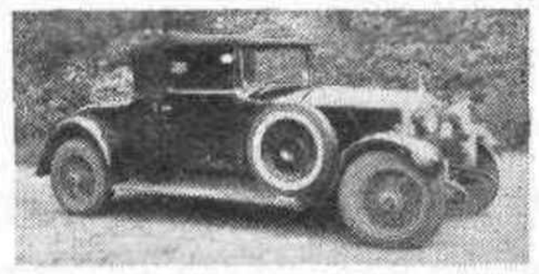
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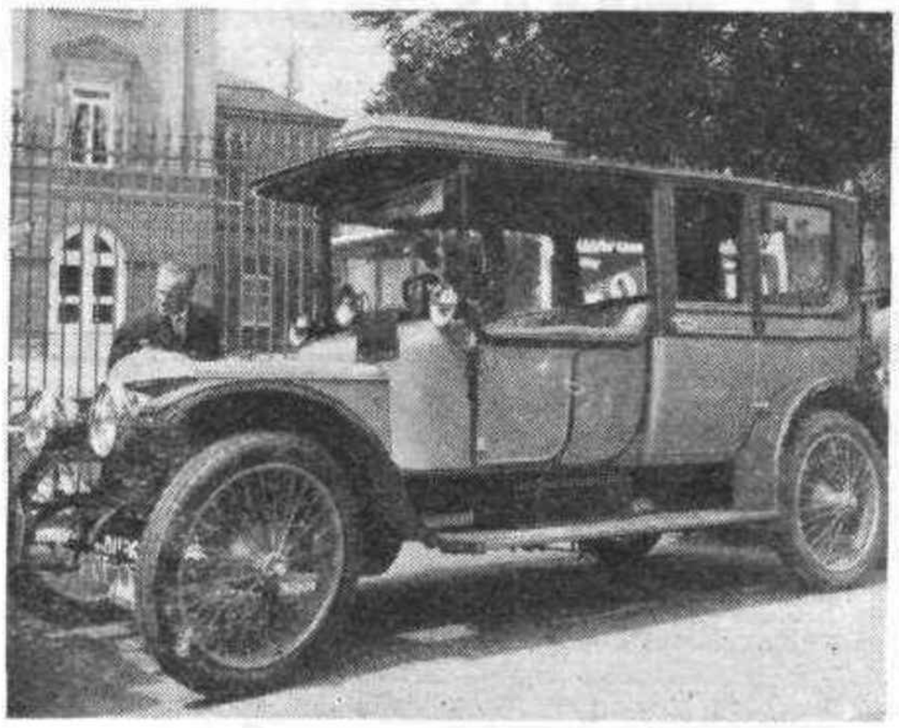
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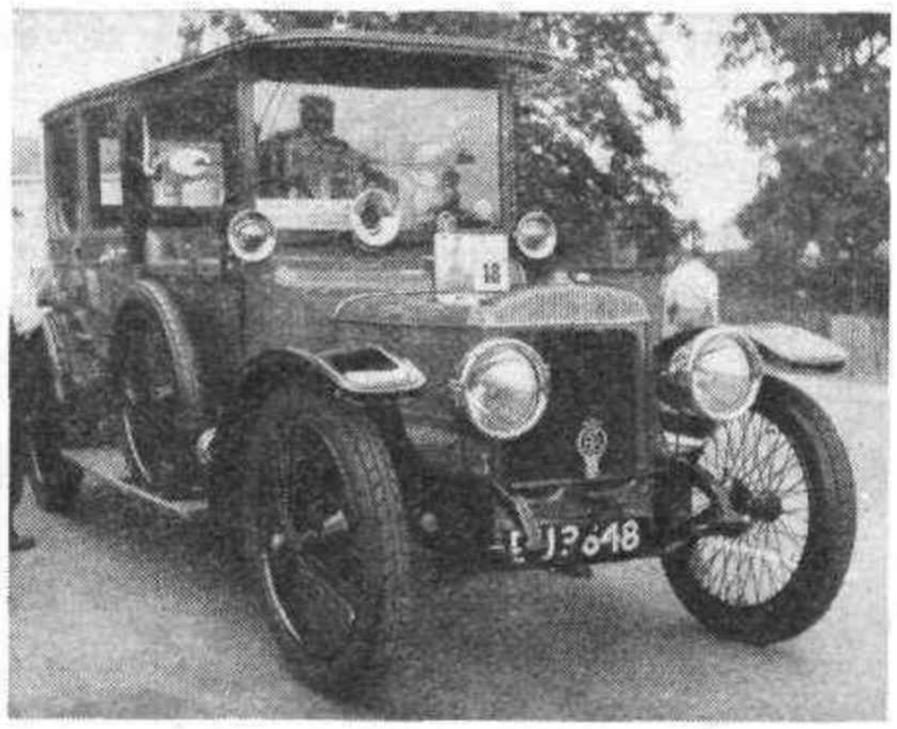


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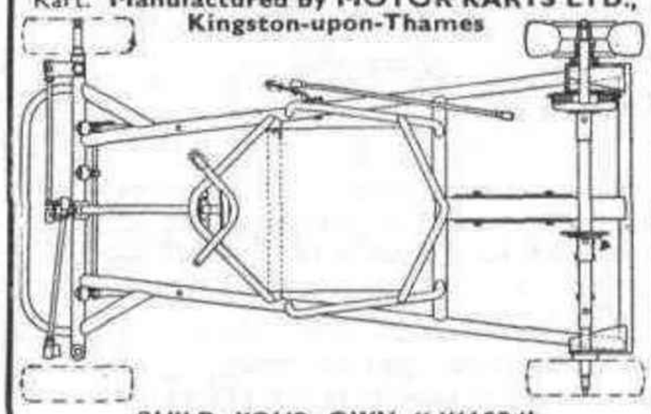
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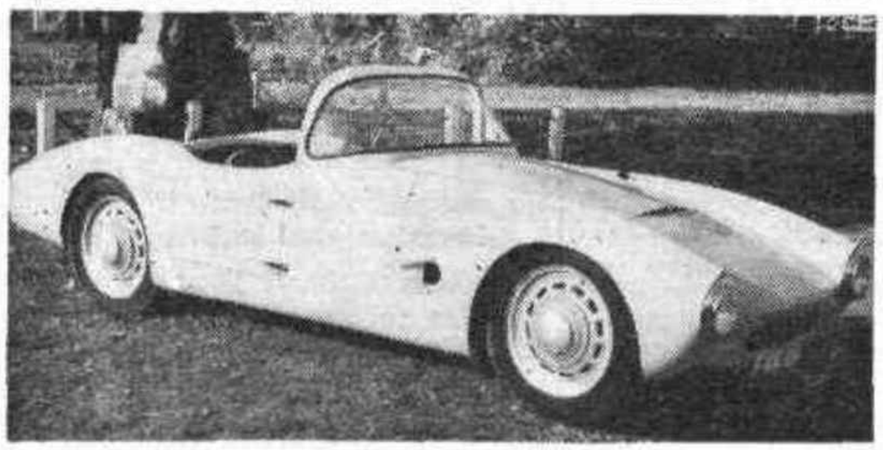
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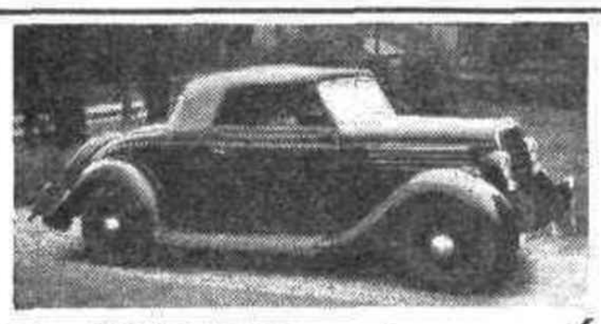
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FOR SALE—*continued*

ALTA MINOR saloon, 1952. Heater, twin Marchals, rev. light, hard liners, instruments, v.g. tyres. Good example. £330. Box No. R.997. [8997

JULY 1940 V12 Lagonda. Short-chassis saloon. Original black cellulose and brown leather upholstery in excellent condition. Engine rebuilt by specialist 1956. Recent top overhaul. £395. Sqn. Ldr. Townsend, seen R.A.F. Manby, Louth, Lincs, or Gloucestershire, Tel.: Stow-on-the-Wold 500. [8998

M.G. TC, '49. Spotlight, winkers, new hood, battery. Tel.: Quill, RIV 8143 (day). [9015

VERY UNUSUAL AERODYNAMIC 2-seater "special." Custom-built at considerable expense. Not fibreglass. Aluminium hard-top. Economical Singer Le Mans Nine engine. Offers around £300. S.A.E. for details and photograph. London. Box No. R.016. [9016

BENTLEY SPEED SIX, 1930. One of the last. Beautiful foursome coupé body in superb condition. Six new tyres. Engine completely overhauled. Hot oil pressure 50 lb. Telecontrols. A magnificent specimen in *concours* condition. £650. Box No. R.020. [9020

ROLLS-ROYCE TWENTY-FIVE owner-driver saloon by Park Ward, 1932. In superb condition, complete with mascot, instruction book and tools. £360. Taylor, Holly Bank, Yatton, Somerset. Tel.: Yatton 3332. [9019

1934 RILEY MONACO. New: three tyres, batteries, dynamo, starter. Reconditioned engine, steering and brakes. Interior tatty. £40 o.n.o. Tel.: BRI 5852. [9021

ENGINE. Pre-war Hillman Minx unit, also dynamo, fan, starter-motor, half-shafts, etc. £12 10s. lot, o.n.o. White, 49, West Common Way, Harpenden. Tel.: 3165. [9022

1957 M.G.-A coupé, royal blue, beautiful condition. Luggage rack, mirrors, screen-washer, etc. £745 o.n.o. Barras, Tel.: Doncaster 55277. [9023

RILEY 12/4 ENGINE, ex-Adelphi, £7 10s. Suit "special" builder. Other cheap Adelphi parts. Good 500 × 18 tyres. Wants? Pevensey, Old Lane, Crowborough, Sussex. [9024

SIDDELEY SPECIAL saloon, 1936—30 h.p. Taxed for year. Twin carbs. 17 m.p.g. £75. Miss Reeves, Tel.: GERrard 4811. [9025

LANCIA APRILIA, 1938. Heater, radio, windtones, Marchal foglamp, spotlamp, large carburetter and Michelin "X"s. Interior shabby so offered for only £160. 1, Hillside, A.E.R.E., Harwell, Berks. [9026

MERCEDES 170V, BREAKING two. Write: Peerless, 15, Springfield Road, Edenbridge, Kent. [9027

100E CYL. HEAD, Mangoletsi manifold, first-motion shaft, second gear, bottom cluster, etc. Excellent condition. Offers. Box No. R.028. [9028

VOLKSWAGEN DE LUXE, 1954. Perfect condition. New sunroof. Wireless. Other extras. £425. H.P. terms. Tel.: Chorlton 2070. [9029

FORD NICKRI 1172. Hard-top, freeflow, 4.7 c.w.p. Must sell. Haggle, £230. 8, Fairfield Road, Eastwood, Essex. [9030

M.G. PB, blue, 4-seater sports. Recent engine overhaul. Four new tyres, battery, new hood, side-screens. Excellent all-round condition. £140 o.n.o. Tel.: Camberley 22408. 272, Frimley Road, Camberley, Surrey. [9031

LAGONDA LG45, S3, G10, 1937, 4½-litre saloon. Normal use and good order. £250. M. Deakin, c/o Andrews, Hagley House, Dulverton, Som. [9032

VINTAGE 12/60 ALVIS sports/racing, ex-Powys-Lybbe Brooklands. Many modifications. V.S.C.C. competitor. Ready for racing. £215. Write first: M. Head, 16, Valley Side, London, E.4. [9034

F.N.-B.M.W. 327/55 d/h. coupé, 1939. Good condition. Carefully maintained. Nearest offer to £250 secures. Box No. R.035. [9035

ALVIS TA14, first registered December 1948 and purchased from original owner by advertiser in July 1951. Maroon Mulliner saloon, mileage 8,000 since complete engine and chassis recondition. Entire car in excellent condition. Sale only due to arrival of company car. Inspection and trial, Meteor Garage, Eastfield Road, Leicester. Tel.: 858434. Price £300 o.n.o. Beachell, 88, Letchworth Road, Leicester. [9037

ENTHUSIAST'S ROVER Speed Fourteen. Aluminium body. Exceptional condition and performance. Nearest £95, H.P. Tel.: Springpark 4026. [9038

BENTLEY 3-LITRE short-chassis 2-seater. Very sporting appearance and in nice condition. Rebuilt 1950. £250 or near. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [9039

SILVER GHOST ROLLS chassis, 1920. Well-preserved chassis in good sound mechanical condition, original equipment and instruments, good tyres. Complete with scuttle, bonnet, front mudguards, running-boards, lamps, starter, dynamo, spare wheel. Known history. Quite a lot of money and time has recently been spent. Now for sale owing to change of rebuilding plans. Chassis suitable for touring body. £165. Can be road-tested by appointment. Lyne House Farm, Godstone Road, Lingfield, Surrey. Tel.: 137. [9040

FOR SALE—*continued*

ALFA-ROMEO Tipo Sport 2½-litre drophead by Carrozzeria Touring. Reg. 1950. R.H.D. £250. Exchange considered. 86, Priory Road, N.8. Tel.: MOU 3911. [9041

LAGONDA V12 drophead coupé for sale. This fabulous 1939 car is in splendid condition, having had bodywork and engine overhauled very thoroughly within the last few months. All bills available for inspection. Very moderate price required, £550. Pellandine, Little Grange, Takeley, Essex. Tel.: Takeley 453. [9042

M.G. 2-LITRE saloon, 1937. Resprayed, two-tone. Exceptional condition throughout. Radio, etc. Any test welcomed. £120 o.n.o. Tel.: Ripley 3289 (day), or A. V. Barrett, 8, Sandfields, Send, Surrey. [9044

BORGWARD COMBI, September 1956. Many extras. Very good condition. Private sale. H.P. available. Standley, Tel.: COL 6412 (day), or 24, Hersham Road, Walton-on-Thames. [9045

RILEY FALCON, 1936, 11.9. Resleeved—shaft reground 2,000 miles. New radiator, front springs, tyres. Body needs attention. Regret must part. Offers. Lewis, Bourne Vale, Aldridge, Staffs. [9046

FIAT 500, breaking 1938 coupé, all parts. Also Ford Eight engine, suit "special" builder. 98, Highfields Road, Coseley, Bilston, Staffs. [9047

MORGAN SUPER SPORTS, 1932. J.A.P. w/c. Recent overhaul, bodywork, engine, gearbox, wiring. Any trial. £90 o.n.o. 7, Nelson Gardens, Hounslow, Middlesex. [9048

ALVIS SPEED TWENTY, 1933. Engineer's report. Very well shod. £95. Perry, Beechers House, Hemingford Abbots, Huntingdon, Hunts. [9049

ROCHDALE G.T. Professionally sprayed white. Boxed Popular chassis. Works reconditioned Ford Ten engine. 8.5 c.r. Aquaplane, S.U.s, exhaust. Tachometer. 15-in. wheels, Michelin "X" tyres, spare. Ballamy i.f.s.: 4.7 : 1 c.w.p.; 12-volt. Well upholstered. £365. J. Streat, 100, Capesthorne Road, Wistaston, Crewe. Tel. (day only): Crewe 4064. [9050

2-LITRE 16/80 A.C. sports drophead, 1936. Three carbs. Recent new liners, pistons, valves, guides. Brakes relined, drums skimmed. Splendid mechanically and very lively. £200 o.n.o. Middlesex. Box No. Q.956. [7956

M.G. TC, 1947. Immaculate appearance. Vynide hood, new pistons, etc. Radio, windtone horns, spotlamps, double-dip headlamps. Offers around £300. Call weekends or write. Philip Beard, c/o Eastchurch Garage, Eastchurch, Kent. [9053

FOR SALE—*continued*

PB M.G. Green. Recond. engine and dynamo. New p.v.c. hood. Twin spots. £155. 8, Parkside, Nash Mills, Hemel Hempstead. [9043

ALVIS FIREFLY, 1935, convertible. Superb condition. £120. Exchange Citroen, Riley. Dyer, 31, Gordon Road, Clifton, Bristol. [9054

TWO ALVIS Silver Eagles, 1936. One good condition, t'other as spare. Bags of wheels, tyres, etc. Over £300 spent on runner. Not interested in good home. £60 the lot. Trial. Fisher, 2A, Green Lane, Dronfield, Sheffield. [9055

M.G. VA, 1939, tourer. Good body, hood and tyres. Recent engine and steering overhaul, brakes relined. Taxed and insured. £140. Perkins, 42, Caer Road, Oswestry, Shropshire. [9056

FIAT 500 (1939), green coupé. Fitted heater, screenwashers, ocelot seat covers, new battery, five good tyres. £95. Burgess, 15, Feversham Close, Shoreham Beach, Sussex. [9057

FIAT 500 (1938) blue coupé. Needs tuning, etc. £40—will haggle. Tel.: Shoreham-by-Sea 3399. [9058

VOLKSWAGEN, 1956 model, de luxe, 31,000 miles. H.M.V. de luxe radio. Well maintained. £495. 78, Upper Cimla Road, Neath. [9059

M.G. TF, 1954, 1500 engine, fully tuned, with Laystall head, racing carbs., 4-branch exhaust, etc. Fitted double shockers and racing Dunlops. Immaculate black body, red upholstery and new Vynide hood, tonneau. Marshall spot. £575 (H.P. available). Knowles, 67, Broadway, Eccleston, St. Helens, Lancs. [9060

1172 SPECIAL. Boxed chassis, mod. suspension, c/r. gears, 4.7, twin S.U.s, Buckler manifold. Mk. VI Rochdale fibreglass body. Fibreglass bucket seats. Hood, sidescreens. £270 or reasonable offer. Tel.: Chester 22430. [9061

1952 A40 sports, accident damage, repairable. £55. Would separate. Laudet, Yaffords, Rudgwick. Tel.: 312. [9062

ALTA MINOR, 1952, 4-door. Two owners. Standard head, etc., included. Meticulously maintained. £375 o.n.o. Hamilton, 7, Seagate, Prestwick, Ayrshire. Tel.: Prestwick 78073. [9063

SINGER NINE (4AB), 1951, sports 4-seater. I.F.S., extras. £210. Colbey, 23, Courtway, Colindale, London, N.W.9. Tel.: Colindale 4809. [9064

100E, E93A, inlet and exhaust manifolds, from £3 10s. Straight-through silencers, £1. Special exhaust systems and welding. Anglia suspension modifications. Howe, 77, Chester Road, Blackfen, Sidcup, Kent. [9065

FOR SALE—*continued*

1950 M.G. TD, 1,500 c.c. Recently resprayed. Good hood, side screens. £370 o.n.o. H.P. arranged. C. G. Wood, 47, Addington Street, Ramsgate, Kent. Tel.: Thanet 51877. [9066

WOLSELEY HORNET SPECIAL, 1932. B.R.G. Good order, recent overhaul. Haggle at £85. 19, Elms Farm Road, Elm Park, Hornchurch, Essex. [9067

1937 A.C. coupé. Excellent body, mechanics and tyres. Hood tatty. Triple S.U.s. 24 m.p.g. First class performance. £120, will haggle. Pritchard, 68, Bromsgrove Road, Redditch. Tel.: 3303. [9068

RILEY KESTREL NINE, Dixon-tuned, £29; "Monaco," £13—both need attention! "Y" Ford Eight, £22; Wolseley Hornet saloon, £45—both good! 16, Fielding Road, Sheffield 6. [9069

SINGER NINE tourer, 1932. Rewired, new k/p., front brakes relined. £25 o.n.o., or will break. Tel.: Lodge Hill (Croydon) 3005. [9070

1935 BENTLEY 3½-LITRE saloon, body by Park Ward. Clean condition, good tyres, taxed year. Very attractive car. £275 o.n.o. Bilson, "Brooklands," Nuneaton Road, Mancetter, Atherstone. Tel.: Atherstone 3320. [9071

1/1/36 ALVIS Silver Eagle coupé (2/4 aluminium body). New hood. Good condition. £125, or exchange for 1949/50 Triumph roadster, with cash adjustment. Major Jerome, Tel.: Nottingham 254811. [9072

ROLLS-ROYCE 20/25 o/d. saloon by Freestone & Webb, 1934 (Oct.), in immaculate condition. £400. 25, Wimpole Street, Chatteris, Cambs. Tel.: 3285. [9073

1939 FRAZER NASH-B.M.W. 327/80 coupé, really outstanding condition, completely overhauled. Tel. (evenings): Stroud 754. Box No. R.074. [9074

NEW ANGLIA motor and 4-speed gearbox unit, o.h.v., carb., starter motor, dynamo, fuel pump, oil filter. Brand new from works. List £102 10s., accept £82 10s. Terms arranged. Consider exchange Manx Norton minus engine and gearbox, or top grade S/L Reflex. Box No. R.075. [9075

TF 1500 ACCESSORIES, used, require slight attention, but all quite serviceable: (1) Laystall-Lucas ally head. (2) Runbaken Oilcoil. (3) Lucas distributor, new condition but incomplete. (4) Pair rear springs. (5) Pair rear Koni shock-absorbers. Price for the lot, £25. Apply: Attwood, Woolshop, 13, St. John's Parade, Sidcup, Kent. [9076

DELAGE D8. Henri Chapron specimen. £125. Spares available. Day, R.A.F., Hack Green Nantwich, Cheshire. [9077

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BENTLEY, 1935, 3-litre 4-seater tourer. Retrimmed and repainted, engine overhauled, most attractive appearance. **£350.**

BENTLEY, 1926, 3-litre Speed Model 2-seater. Bills for £200 overhaul, lightened flywheel, high compression pistons. **£365.**

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TALBOT, 1934, "105" Speed Model V.D.P. 4-seater tourer, good performance and attractive appearance. **£115.**

ROLLS-ROYCE, 1933, 20/25 Barker fixed-head coupe with dickey. A unique example virtually in mint condition. Genuine 56,000 miles one owner, must be viewed. **£545.**

ROLLS-ROYCE, 1926, 20-h.p. with 4-seater replica drophead coupe body. Red hide interior, very good order. **£325.**

ROLLS-ROYCE, 1930, 20/25 Hooper limousine, fair condition. **£165.**

LANCIA Augustas, 1934/1936 models, choice of 3 from **£95.**

LANCIA Aprilia, 1937. Complete overhaul, recellulosed, radio. **£215.**

LANCIA Aprilia, 1938, reasonable order. **£165.**

LANCIA Astura Series 3, 1936, rebuilt in 1951, most attractive 4-seater touring body. **£255.**

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1955/56 PEUGEOT "403" saloon. One owner, excellent order. **£550.**

1953 RENAULT 750 saloon. Immaculate bodywork, new tyres, twin S.U. carburetters and 4-branch exhaust manifold. **£295.**

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1950 VOLKSWAGEN. L.H.D. Repainted, de luxe features, reliable little car at £175.

1947 ALVIS TA 14-h.p. coachbuilt utility, nice order. **£170.**

1938 MORRIS EIGHT 4-seater tourer; new tyres, good hood, runs well. **£45.**

1937 WOLSELEY 12/4 saloon, excellent running order. **£45.**

1936 MORRIS TEN saloon, running order. **£20.**

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BN.2, a superb 1956 series 2-str. in British racing green, very low mileage and fitted wire wheels, overdrive, heater, tonneau cover, etc. **£685**

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SPRITE, 1959, 2-strs. Three unblemished cars in old English white, sky blue or cherry red, all very low mileage examples and equipped with various extras **£595**

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XK140, 1956, 2-str. **Roadster,** spotless in suede green with pale green leather interior. An exceptionally smooth low mileage car fitted with screen-washers, heater, etc. **£765**

XK140, 1955, 2-str. **Roadster,** superb in midnight blue with pale grey interior, fitted full-length tonneau cover, "X" tyres, heater, spotlamp, wing mirrors and washers **£685**

XK120, 1954, 2-str. **fixed-head coupe,** in French grey and mist white, equipped with heater, twin spotlamps, screen-washers, twin exhausts, high-lift camshafts, etc. **£585**

XK120, 1953, 2-str. **fixed-head coupe.** A striking car in pillar-box red and fitted wire wheels, "X" tyres, luggage rack, heater, screen-washers **£565**

XK120, 1952, 2-str. **Roadster** in dark metallic blue with twin exhausts, modified engine, wire wheels, full-length tonneau cover, heater, screen-washers, etc. **£565**

M.G.

M.G.-A, 1959, 2-str., unmarked in pale jade green; 9,000 miles by one owner only and fitted heater, "X" tyres, full-length tonneau cover, etc. **£865**

M.G.-A, 1958 2-str., spotless in Pacific blue; 16,000 miles only and equipped with radio, heater, twin spots, screen-washers, tonneau cover, etc. **£785**

TWIN-CAM, 1959 series 2-str., attractively finished in old English white with Pacific blue centre stripe; two owners, 6,000 miles only, and with disc brakes, heater, tonneau ... **£785**

M.G.-A, 1957, 2-str., spotless in black and fitted special alloy cross-flow head and exhaust, "X" tyres, radio, heater, tonneau, wing mirrors, etc. **£745**

M.G.-A, 1956 series 2-str. in white with bronze hard-top, fitted disc brakes all round, wire wheels, twin spots, modified unit, luggage rack, etc. **£715**

M.G.-A, 1956, 2-strs., choice two of these popular cars in pale green or white, both fitted very many extras ... ... From **£595**

TF 1500, 1955, 2-str. in dark metallic green. A very well-maintained example, one owner only from new; fitted wire wheels, wing mirrors, etc.... ... ... **£565**

TF, 1954, 2-strs., choice of two of these attractive roadsters in cherry red or white, both equipped with various extras ... ... From **£495**

TD, 1951/52, 2-strs., two well above average examples in metallic green or dark red, both with extras ... ... From **£395**

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TR3, 1957, 2-str. in B.R.G. and fitted hard-top, disc brakes, overdrive, twin spotlamps, heater, tonneau cover, special stiffened suspensions and modified unit **£745**

TR3, 1956, 2-str., unmarked in bright red with red hard-top, and fitted 3-speed overdrive, "X" tyres, screen-washers, etc. A particularly desirable car **£725**

TR3, 1956, 2-str., spotless in powder blue with matching hard-top and equipped with heater, "X" tyres and screen-washers, etc. **£715**

TR3, 1956, 2-str., unblemished in pillar-box red with black hard-top, fitted "X" tyres, spotlamp, screen-washers, heater, wing mirrors, etc. **£685**

TR3, 1956, 2-strs. in British racing green; two very attractive examples of this outstanding *marque*, both with extras ... ... From **£645**

TR2, 1954/55, 2-strs.; two above average cars, both in red with black hard-tops and equipped with many other desirable extras ... ... From **£515**

TR2, 1954, 2-str., exceptional in sky blue with red interior, meticulously maintained and fitted heater and full-length tonneau cover, etc. **£495**

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FRAZER NASH "Mille Miglia," 1952, streamlined 2-str. A beautiful road car with 2-litre F.N.S. unit, twin exhausts, full weather equipment, etc. **£725**

TURNER, 1958, 2-str. A particularly neat example finished in pale green; 830-c.c. unit, radio, heater, "X" tyres, tonneau cover, screen-washers, etc. **£515**

JOWETT JUPITER, 1952, 2/3-str., incomparable condition in bright red, unmarked throughout and fitted radio, heater, tonneau cover, wing mirrors, Series III unit **£485**

MORGAN Plus Four, 1955, 2-str. in British racing green; one owner, 24,000 miles only since new; Vanguard unit, heater, etc. **£485**

MORGAN Plus Four, 1952, 2-str., pristine condition in red; two owners from new and fitted tonneau cover, rack, spotlamp, wing mirrors, etc. **£465**

MORGAN Plus Four, 1954, 2-str. drophead, attractively finished in off-white; equipped with Vanguard unit, spotlamp, screen-washers, twin spares, etc. **£435**

LOTUS Mk. VI, 1954, 2-str. A beautifully finished example in polished alloy, with a very highly-modified Consul unit, twin carburetters, M.G. gearbox, etc. **£425**

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

FRAZER NASH-B.M.W. Type 327/80, 1938, 2/4-str. in maroon; Bristol unit, "X" tyres, spotlamp, screen washers, wing mirrors, etc. **£365**

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

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1938 AUSTIN SEVEN RUBY. Good condition. £55. 8, Bradstock Road, Kings Norton, Birmingham, 30. [9363

TRIUMPH TR3A, 1959 model hard-top, overdrive, heater, Michelin "X" undersealed, radio, occasional rear seat, twin spots, washers, radiator blind. Must be cleanest '59 model available. £895, o.n.o. Gray, 5, Elizabeth Gardens, Sunbury, Middlesex. [9364

ROLLS-ROYCE. Exceptional Windover Sedanca de Ville on 20/25 chassis. Black, ivory and polished alloy. Exhibited Paris Salon 1930, first registered May, 1931. Two previous owners, excellent tyres and battery, heater, windshield washers, mascot. Genuine offer by R-R. enthusiast. Photograph available. £425, o.n.o. Box No. R.365. [9365

RARE CARRIAGE, 1932, Lanchester "Ten" tourer 4-seater, 4-door. Nearly new hood. Clean condition. Re-built Wilson gearbox. Going reasonably well. Engine, chassis due overhaul. Offers. Davies. Tel. : Aldbourne 207 (late) or TRA 6722 (office). [9366

FORD FALCON Mk. II. Reconditioned Ford engine, chassis, softened suspension, cross-flow radiator, sports coil, hard-top; good tyres. £180, o.n.o. Tel. : Riverside 9221. [9367

TALBOT, 1938. Good running order. Four good tyres. Insured Dec. £65. Tel. : Riverside 9221. [9367A

£45. 1939 CITROEN LIGHT 15 saloon. Runner. 2, Woodlands Drive, Knutsford, Cheshire. [9368

TRIUMPH TR2 HARD-TOP. Immaculate red. Heater, "X"s. £550. Tel. : Manchester FA1 4869. [9369

ULTRA HAIRY Chrysler Special. Shortened chassis. £45 just spent on complete engine overhaul including big-ends, re-ground crank, electrics. Excellent tyres, hydraulics. Taxed and insured. £140, or haggle. Tel. : Dorking 3032, after 6.00 p.m. [9370

CITROEN DS 19, 1958 mod. Two-tone grey. Immaculate. Hydraulics overhauled by distributors 6 months ago. Gen. 28/30 m.p.g. at 60 cruising. £975. "Sarnia," Bullocks Lane, Sutton, Macclesfield. Tel. : Sutton 407. [9371

ROESCH TALBOT 110. 3.3-litre engine and gearbox in perfect condition (Bland rebuild 5,000 miles ago). Complete with unused Solex carburetter, Scintilla magneto or coil. No water pump or exhaust manifold; 120 b.h.p. in standard form. Ideal for replacement of worn unit for installation in potent "special". £50, o.n.o. Box No. R.372. [9372

LAGONDA RAPIER SPORTS, 1938. Mechanically excellent. Ranalagh touring body fair. Hood, side-screens tatty but weatherproof. £120, will haggle. Tel. : KNIghtsbridge 5135. [9373

ALVIS SILVER CREST 19.8-h.p. saloon, 1938. Top overhaul, brakes relined, new tyres. Mechanically faultless, body immaculate. Whole car superb condition. £170. Tobin, Rock House, St. Day, Redruth, Cornwall. [9374

ALVIS SP. 25 Charlesworth sports saloon, 1937 (Nov.). Black, really excellent body, tyres, chrome; mechanically good. Exchange for Lancia, Alfa-Romeo, or sell for best offer. 112, Westgate, Bradford, 1. [9375

AUSTIN HEALEY 100-6, 1957, 2/4-seater. Overdrive, heater, etc. Most expensively maintained with new hood, Dagenite, dual exhaust system, etc. Immaculate special blue duo-tone paintwork. In the condition you hope to find. £765. H.P. or consider good 30 ft. motor cruiser (photo). 112, Bursland, Letchworth, Herts. Tel. : Biggleswade 3354. [9376

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PB M.G. Black, smart, good tyres and hood, good runner. £120, o.n.o. Tel. : BAT 3907. [9385

ALFA-ROMEO (1930) 1,750 2-o.h.c. unblown, 9-ft. chassis, 3-seater d.h.c. Alfa red. 9,500 miles since complete rebuild, 1,300 hours and £550 spent, 30 m.p.g., 700 m.p.p. Meticulously maintained, very attractive completely reliable, fast, practical vintage car. Any trial. Financial reasons compel reluctant sale. £450, o.v.n.o. D. E. Yelverton, 19, Wilcot Close, Bisley, Surrey (on A322). Tel. : (day) : ABBey 5678; Sats. Suns. evgs. : Brookwood 3189. [9386

CITROEN LIGHT FIFTEEN, 1947. Factory reconditioned clutch, all bearings renewed, relined brakes, good tyres; all accessories. Quick sale. £185. 74, Eaton Valley Road, Luton, Beds. [9387

BUCKLER/FORD. Unmodified engine. "C" type, gears. Professional ally body. Good tyres. New battery. 9,000 miles only. £200, o.n.o. Tel. : ARN 9451. [9388

M.G. TA, red. Spot, tonneau, winkers. New head, tyres, exhaust, carpets. Upholstery re-covered. £195, o.n.o. 47, Redbourne Avenue, Finchley, N.3. [9389

RILEY ADELPHI, 1936. Just decarbonised, overhauled, new battery, dynamo, good tyres. Much spent. £95. Transistor radio optional. Leslie, 19, Swan Court, S.W.3. [9390

1927 LEA-FRANCIS 12/40 4-seater sports tourer. Completely original. See page 493 June MOTOR SPORT. No replies received last month at £135. Will accept best offer over £95, including spares, or £85 without. Photographs available. Lethbridge, 97, Lisbon Avenue, Twickenham, Middlesex. [9392

DELLOW, 1953. Good tyres, hood, body work, reupholstered. £299, o.n.o. 19, Kempshatt Road, S.W.16. [9393

M.G. TF, April, 1956. Immaculate car. Green. Black hood, tonneau, grid; 31,500. Terms arranged. £500, o.n.o. Neillands, 61, Home Street, Edinburgh. Tel. : FOU 6869. [9394

PA M.G. Good bodywork, tyres, mechanics. Smart appearance. New upholstery. £85, o.n.o. Surrey. Box No. R.395. [9395

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LANCIA APRILIA. Above average condition throughout. New Xs', large Zenith, radio, many new parts. £170. Cowen, 19, Smithamdowns Road, Purley, Surrey. Tel. : Uplands 3623. [9398

RILEY ADELPHI, 1937, 14/6. Mechanically sound. Good tyres, bodywork, battery. £70. Tel. : WIM 2214 or 3696. [9399

1957 BERKELEY, 24,000 miles. Excellent condition. All mods. £295, or nearest. Martin, "Glenwyn," Long Ridings, Chippenham, Wilts. [9400

DELLOW MK. II. Good condition. Twin S.U., four-branch exhaust. £275. Catton, Kennels, Stadhampton, Oxford. [9401

1926 ROLLS 20 cabriolet. An attractive car in good condition. £195. Perry, 14, Rowhill Crescent, Aldershot. Tel. : 23499. [9402

M.G. J2. Fair condition. New battery. Brakes poor. £25. 13, Ash Road, Booker, High Wycombe, Bucks. [9404

M.G. WA 2.6-litre black saloon. First registered 1941. Completely reconditioned engine just run in. Brakes relined. Body needs slight attention. Instruction manual. £150. Grieve, 3, Essenden Road, Belvedere, Kent. Tel. : Erith 32026. [9403

RILEY 2½, 1947, saloon. New battery, two X's. Recon. gearbox, clutch, dynamo, starter, brakes relined. Good roof. Genuine reason for sale. £250, o.n.o. Whittaker, 26, Windsor Road, Doncaster. [9405

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1,172 FALCON MARK II. New engine, 100E. Twin carbs. Good tyres. Extremely fast. £245, o.n.o. 2, West Park Gardens, Winlaton, Co. Durham. Tel. : Blaydon 216. [9407

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RILEY MERLIN 1½, 1936. Remarkable condition 47,557 miles. Original handbook and leaflets. Full history. £120. 15, Ashleigh Road, Solihull, Warwickshire. Tel. : 4331. [9409

1929 LEA-FRANCIS 2-seater, dickey, detachable, hard-top, good condition throughout; spare engine, photos available. £85. Christie, 35, Gloucester Street, Winchcombe, Glos. [9410

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1928 AUSTIN SEVEN Chummy (magneto ignition) One owner 28 years, me since. £60, no offer please. Brown, Site 2, Caravan Park, Charc Somerset. [908

RILEY 2½, Nov. '48. Black. £190. Shield, 12 Elmore Road, Enfield. Tel.: HOW 3598. [908

FRAZER NASH-B.M.W. Type 45 drophead. I regular use. Everything works. £45 o.n.o. Tel. Walton-on-Thames 27302. [908

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RILEY SPECIAL, 1954, fibreglass. Engine needs attention. Removal necessitates towing. £65 o.n.o Berks. Box No. R.088. [908

A.C. 2-LITRE Buckland tourer, 1952, ivory, beige leather upholstery. £345. 44, Ingestre Road, Birmingham. [908

M.G. VA saloon, 1938, black, with red upholstery. Re-con. engine, new tyres, springs, king-pins, bushes. Steering, brakes, recent overhaul. Resprayed 1959. £120 o.n.o. 2, Redferns Close, Luton, Beds. Tel.: Luton 7184 (evenings). [909

PEUGEOT 302, registered 1950, drophead coupé. Requires slight attention, new hood. £115 or offers. Steele, 43, Clifden Road, Brentford, Middlesex. [909

ROCHDALE G.T. 1172, 1959, light blue. New boxed chassis, 4.7 c.w.p., fully trimmed. £250 o.n.o. Marsh, 46, Oak Crescent, Hereford. [909

FORD TEN SPECIAL, regd. '59. H.C. head, recon. engine, c.r. gears, 4.7 c/w., crossflow rad. New tyres, tubes, hood, 3,000 miles. £200. 73, Parsloes Avenue, Dagenham, Essex. [909

SUNBEAM-TALBOT saloon 21, 1939. £37 10s., offers. 38, Oakly Road, Redditch, Worcs. [909

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TR2, late 1955. Black, with red hard-top, soft-top. Overdrive, heater, radio, spots, etc. £480. Burnell, Tel.: KEN 5111, ext. 8. [910

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1500 H.R.G., 1950. Good, body requires some attention. Various spares. Taxed for year. Details upon application. £330. 26, Elm Grove, Hornchurch, Essex. [910

ROVER 75, 1951. Black. Immaculate. New Goodyears, rimbellishers, 2-speed wipers, ocelot covers, and door trims. Overhauled, decoked. Faultless. Private. £450. Shelley, " Milldene," Mill Road, Angmering. Tel.: Rustington 2000. [910

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STAR COMET, 1931, 6-cyl. 14.9, believed unique. Aluminium saloon. Registered V.S.C.C. High quality, good for many years. £75 o.n.o. James, Running Hook, Peaslake, Guildford. Tel.: Abinger 67. [911

M.G. TC, 1947, regd. '58. Must sell due to parental objections. Bargain, £180. Sisnett, Soho House, Soho Avenue, Handsworth, Birmingham. Tel.: Northern 9400. [911

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1930 ALVIS S.E. sports tourer. Fine-looking car in really good order. Fast but economical. C.R. box. £145. Bolam, The Manor House, Somerton, Somerset. Tel.: 31. [9112

1929 SINGER SENIOR. Aluminium-bodied saloon. O.H.V. engine. Restorer's care needed. Tel.: HYD 1021. [9113

AERO MORGAN, 1930, 1,100-c.c. w/c. J.A.P. Three-speed and reverse gearbox. Complete rebuild, excellent condition. £90. Tel.: CHE 3669, after 7.30 p.m., Richards. [9114

ALVIS 12/70, 1939, in good condition for age. Offers around £100. Box No. R.115. [9115

M.G. J2. Complete engine—not gearbox. Will break pending suitable offers. Inquiries answered. Fletcher, Boston Road, Heckington, Sleaford, Lincs. [9116

FORD-MARTIN 1172. Blue, with white hard-top. Sliding screens, hood, tonneau. Red leather and carpets. Heater, demister, bumpers, luggage rack, twin wipers and mirrors, flashers, spot. 10,000 miles. Excellent throughout. Would welcome engineer's inspection. £325. Jones, 14, Devonia Gardens, Edmonton, N.18. [9117

TA M.G. Resprayed, retrimmed, rewired, new hood, tonneau. Very good performance. Genuine specimen car. Tel.: Potters Bar 6700. [9118

BENTLEY, 1934, 3½-LITRE saloon. Ex-public school pleb needs the money to pay rent. £125. 47, Sharmans Cross Road, Solihull, Warwickshire. [9119

LAGONDA M45 RAPIDE 4½-litre, 1935, sports tourer. Fast, reliable. Good weather equipment. Nearest £220. K. Pape, 61, Toll Gavel, Beverley, Yorks. Tel.: 81323. [9120

A40 FARINA, 1959. Full Speedwell conversion. Never raced or rallied. £635. Tyler, 21, Daleview Road, Sheffield. Tel.: 364061. [9121

1172 FORD SPECIAL, 2/4-seater. Very good condition. Potent, good-looking machine. £120. 21, Hill Street, Summerseat, Bury, Lancs. [9122

TRIUMPH DOLOMITE, 1938, saloon. Immaculate throughout. A specimen model; owned and maintained by Triumph fanatic. Heater, windscreen washers, seat covers, new tyres, new battery. Two-tone aluminium body, fitted carpets. Speed 85-90 m.p.h. Oil consumption nil. All spares available. Will only sell to enthusiast. Reason for sale—architect's error. Wilkes, 113, Hay Green Lane, Bournville, Birmingham. [9124

1937 RILEY LYNX 1½-litre. Excellent condition. Genuine reason for selling. £225, o.n.o. Tel.: Addiscombe 7635 (evenings). [9125

LANCIA APRILIA. V.G.C. Many recent repairs. Resprayed pale blue. £200, o.n.o. Tel.: HAY 0886 (9-5); WOR 9412 (evenings). [9126

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1959 ASHLEY FIBREGLASS 750. Winkers, i.f.s. Taxed, insured. £185, o.n.o. Chambers, 53, Meadowbank Road, N.W.9. Tel.: COL 2491. [9131

MARSHALL ROOTS SUPERCHARGER and 1½ S.U. carb. 200 miles only. As new. £35. 48, Greenwood Road, Sheffield, 9. [9132

VOLKSWAGEN. Recent new engine. First Reg. 1953. Very clean. £245. Terms possible. Weeting Rectory, Brandon, Suffolk. Tel.: Brandon 265. [9133

TRIUMPH ROADSTER, 1948. Good condition. £270. Enthusiast's dream. E. Gulliver, 112, Bilton Grange Road, Sheldon, Birmingham, 26. [9134

M.G. TD, 1952. Green, well maintained car; excellent condition, "X" tyres, Vynide hood and tonneau; new engine. £430. Butler, "Springwood," Duffield, Derby. Tel.: Duffield 2113. [9136

ALVIS FIREFLY 12. Completely rebuilt bodily and mechanically; engine resleeved to standard; rechromed, coachpainted, retrimmed, etc., etc. Much admired car finished in grey/red. £130. 49, Great Plumtree, Harlow, Essex. [9137

FORD TEN SPECIAL. Peel body, tubular chassis, i.f.s., M.G. gearbox, twin S.U.s, h.c. head, Aquaplane manifolds, hydraulic brakes; full weather equipment, spots, spare engine and box; 8,000 miles only. Must sell. £230, o.n.o. Limes, Crown Road, Swan Lane, Edenbridge, Kent. [9138

AUSTIN 12/4 vintage saloon, Excellent, reliable condition. £70. Includes spare engine, tyres. Trial will convert you this breed. Box No. R.139. [9139

750 FORMULA AUSTIN SPECIAL. Low attractive car for road use. Trial will decide you. £130, includes many spares. Box No. R.139A. [9139A

C. J. Bendall

for unusual automobiles

ROLLS-ROYCES

P.III Windover sports saloon, 1938, with electric division, radio, heater; excellent coachwork, good chassis and very fair power unit **£350**

P.II, 1936, U.K. (last) series, Mulliner 7-pass. limousine in excellent order **£185**

P.I, 1928, square-backed limousine by Barker, in most original and extremely nice order **£125**

P.I, 1927, tourer—a conversion from closed coachwork but extremely well done, and an excellent chassis **£175**

P.I. All weather tourer by Caffyns. Excellent and original order, at present being re-hooded. Completed price **£450**

P.I. Re-registered, rebuilt 1939. Fitted with Southern Motors o/d. sports saloon. Very impressive appearance, good coachwork and fair mechanical order **£145**

20/25 Park Ward sports saloon with projecting boot, 1933. One owner; all original tools. Turquoise, with silver top, polished wheel discs. In quite outstanding condition for **£475**

20/25 V.D.P. sports saloon with projecting boot, late '34. Recently rebored by us; most attractive coachwork in very nice order **£475**

20/25 Lancefield small limousine, f/f. occasionals and leather throughout. New bearings and rebore just completed, and in very good order for **£350**

Several other 20/25's from **£175**

20-h.p. tourer. Good chassis, much coachwork restoration completed; detail work and painting to be done **£350**

BENTLEYS

1939 4¼ Park Ward sports saloon, MX series, 2 owners. First-class coachwork, undergoing complete engine overhaul, completed price **£600**

1936 4¼ GA series, T. & M. 2-door, 4-light (no central pillar) fixed-head coupe, with radio and heater. Very pretty body and an excellent chassis **£395**

1938 4¼ KU series, high-vision sports saloon by Rippon with most unusual style, and first-class chassis **£395**

1938 4¼ LS series, Park Ward sports saloon. Engine rebored by us, mechanically excellent, fair coachwork, hence low price of **£275**

BROUGH SUPERIOR 28-h.p. straight-8 D.H.C., 1936. Good body; needs rebore, but otherwise sound chassis **£75**

CADILLAC V8 Fisher limousine, 1926, very original condition; needs cleaning and painting but in running order **£95**

HOTCHKISS 3½-litre "Paris-Nice" cabriolet ('48 Show Model), in exceptionally good order **£345**

HUMBER 14/40 4-str. tourer, 1927, in very good order **£95**

INVICTA 4½-litre (high chassis) James Young 2/4-str. D.H.C., 1929, polished aluminium body. Very good mechanically and first-class coachwork **£195**

JOWETT Javelin de luxe saloon, 1950. One owner from new, much above average condition. **£275**

MARMON Roosevelt 24-h.p. straight 8 saloon, 1929. Highly original and unusual vintage American car at modest price of **£60**

STUTZ Model AA 2-str. convertible, 1927, 34-h.p., straight-8. Very rare and sound car, most original **£125**

TALBOT 105 sports tourer, 1935. New hood and excellent coachwork; only fair mechanical order hence price of **£95**

TALBOT DARRACQ, 21-h.p. sports saloon, 1938 Good coachwork, very good mechanically, manual gearbox, at **£145**

VETERANS

1912 PREMIER cyclecar, 2-cyl., chain drive. All mechanical work completed but needs trim and paint **£140**

1914 K.R.I.T. 5-passenger tourer, 20-h.p., 4-cyl. Most original, very well restored and in excellent order for **£350**

It is regretted that no Overseas inquiries can be entertained in respect of the above two cars.

We are main agents for the superb Borgward, and can offer immediate delivery of all new models.

Hire purchase (with deposits from 20%) and insurances can be arranged on all cars we sell, and part exchanges welcomed.

PAYNES PARK, HITCHIN, HERTS.

Tel.: **Hitchin 3444/5**

OPEN ALL SATURDAY (SUNDAY BY APPOINTMENT)

FOR SALE—*continued*

DE-MODERNISATION! New-fangled 37-year-old bullnose Cowley, replaced by 44-year-old steam wagon. Excellent condition, innumberable spares. Tenders around £180 invited. Further details from S. W. Neville, 57, Landscape View, Saffron Walden, Essex. [9135

TRIUMPH 2000 ROADSTER, 1949. Immaculate condition. Black. Recon. engine 15,000 miles, brakes relined, new India tyres, new Dagenite, H.M.V., heater and other extras. Must part owing to company tinware. Best offer over £285 to: 26, Church Lane, N.W.10 (weekends only). [9140

FRAZER NASH-B.M.W. 326 d.h.c. Being sold by second owner, original owner available 'phone London, privately maintained, really excellent order. 280 gns., o.n.o. Bohener, Southwood Court, N.6. Tel.: MOU 9307. [9141

ALVIS TA 14 D.H.C., 1949. Heater, spotlight, 25 m.p.g. Bargain. £185. 27, Stareton Close (off Cannon Close, Fletchampstead Highway), Coventry. Tel.: 68528. [9142

RILEY. Merlin body, Sprite engine, twin S.U.s, new battery, new shockers, new layrubs; reconditioned rad., D.D. headlights, spot, fog, Dunlopillo seating. V.G.C. Original handbook. Bargain. £125, o.n.o. Bradley, 213, Central Park Road, East Ham, London, E.6. Tel.: GRA 1653, after 8 p.m. or weekends. [9143

SINGER NINE LE MANS. Completely overhauled by engineer enthusiast and in showroom condition. £160, o.n.o. Tubby, 33, Princes Avenue, Petts Wood, Kent. [9144

M.G. J2. Good condition. Rebuilt. £100, or reasonable offer. Will consider exchange with suitable motor cycle. Tel.: Hatfield 3703, after 6.0. [9145

1951 M.G. 1½ Y saloon. Heater, washers, taxed year. Very good condition. £325, o.n.o. Tel.: Reading 82668 evenings, weekends. [9146

M.V.M., 1957 650 c.c. Anzani 4-cylinder 2-stroke, 2-seater fibreglass body; 4-wheel independent suspension. Resprayed, retrimmed in excellent condition. In daily use. £260. 86, Montrose Avenue, Welling, Kent. Tel.: Crayford 23178. [9147

750 SPECIAL, chassis, mods., aluminium body, etc. Details: Cree Trym House, Westbury-on-Trym, Bristol. [9148

PRETTIEST M.G. MADE. Excellent PA Airline coupé 1,172 conversion. Good offers. Box No. R.149. [9149

ARISTOCRATIC AUTOMOBILE for sale. M.G. 18/80 2½-litre, needs 5 valves, big-ends just renewed. Must sell, owner going abroad in August. £100, o.n.o. Tel.: Field End 6907 after 7 p.m., Monday, Tuesday, Wednesday. [9150

1934 M.G. PA. Excellent condition, new hood, battery, reconditioned dynamo; 16-in. fronts. £135, o.n.o. 22, Warren Drive, Gawsworth, Macclesfield, Cheshire: weekends. [9151

AUSTIN 10/4. 1934. Good condition, except wiring needing attention to make runable. Butler, 26, Kirkwood Crescent, Tinshire Road, Leeds, 16. [9152

SPECIAL BUILDER'S BARGAIN. '39 Ford Eight. Used daily, and spare 10 engine, gearbox. £30. Evenings: Beke, 302, Old Farm Avenue, Sidcup. [9153

TR2, 1954. Radio, heater, hard,-soft-tops. 35,000 miles. Perfect. Many extras. Domestic reasons for sale. £480, o.n.o. Tel.: HAInault 5227. [9154

DUNLOP RACING TYRE: 550 × 15, hardly worn, 90s. Scintilla vertical 4 magneto, suitable any four, terrific spark, £6. Dunlop 600 × 15 tyre, almost new, £5. Baker, "Rushton," Smarden, Kent. [9155

M.G. VA saloon, 1940. Good condition. Recent engine overhaul. Host of spares including engine, gearbox, half-shafts, etc. £140, o.n.o. Garlick, 4, Bushy Park, Totterdown, Bristol, 4. [9156

1921 ROVER 14-h.p. 4-seater tourer. Reg. No. AU 102. Showroom cond. Private sale. One owner till 1959. Paint as new, attractive red. Only model known to exist. Mechanical and body cond. perfect. Offers invited around £600. Please send S.A.E. and 4s. for further particulars and colour photo. Christie, 123, St. Georges Drive, S.W.1. [9157

VW TRIP SPEEDOMETER, 280 miles, £3 10s. 6v. 3-in. VW clock, £2 5s. 6v. battery, £4. 155 × 15 Michelin "X" as new, £4. Tudor windscreen washer, 15s. Tel.: Mill Hill 2815. [9158

1932 LAGONDA 2-litre 16/80 4-seater tourer. Mechanics and upholstery good. Black fabric body. Excellent performance with most impressive appearance and tone. £130. Write details: Hancock, Hill End, Salwarpe, Droitwich, Worcs. [9159

OLD ESTABLISHED Vintage Sports Car business and showroom for disposal, London area. Principals only. Box No. R.160. [9160

RILEY NINE LYNX, 1933. Smart, sturdy, well shod, all-weather equip. £100? 122, Osborne Road, Hornchurch, Essex. [9161

'58 ALUMINIUM FORD-CANNON. Road not stark trials car. Used winter and summer, road only. Details May MOTOR SPORT. Have Mini. Must sell around £250. Any trial including A.A. Machin, Warren Wood, Wrotham Heath, Kent. [9162

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

FOR SALE—*continued*

AQUAPLANE KIT for 100E Ford, comprising head, twin S.U. carbs and manifold, air cleaners, 4-branch exhaust. Used 700 miles only. £28. Springfield, Commonwood, Holt, Wreyham. Tel. : Gresford 577. [9411

M.G. VA 1½-LITRE, 1938 series saloon. Liners. Passlight. Cheap at £95. Consider M.G. 18/80 or P-type part payment. 1, Chapel Green Lane, Bristol,6. [9412

PRIVATE OWNER wishes dispose of the following cars : Bentley 4½-litre, 1928, completely original in every way. Black fabric 4-seater tourer, Servo Brakes. Best offer over £350. Alfa Romeo, 1937, 2.3 D.H.C. by Farina. Best offer over £180. 1952 Lagonda, faultless, one owner; car 6,000 miles since complete £300 overhaul at Lagondas. £400. Box No. R.415. [9415

1952 SUNBEAM TALBOT which has just been fitted with a brand new engine, not reconditioned, from works, and new gears at a cost of £255. Bills shown. Just completed and ready to be run-in. Best offer over £300. Box No. R.416. [9416

ALVIS FIREFLY, 1933, attractive sports saloon. Aluminium body (needs repaint), preselector, good tyres, steering and brakes; present owner ten years. £55. Tel. : HAR 7788. [9417

ROCHDALE 1,172 4-seat. Heater. Recon. eng./g'box. 4,000 miles. Eight head. Spare eng., etc. £350. Heddle, 31, Castle Drive, Kemsing, Sevenoaks. Tel. : Otford 792. [9418

1939 FIAT 500 4-seater. Well shod, it runs, just ! First £25. Tel. : Chobham 401. [9419

DELLOW, 1950. Good condition, new engine, gearbox, tyres. £220. Tel. : PRI 4178 (Birmingham). [9420

BENTLEY, 1928, 4½ tourer. Chassis and engine XL 3107. Exceptionally low re-build, re-registered 1951. 14 years same owner. "D" box; 18-in. wheels; 3 extra Fort covers almost new. £450. Buttfield, 7, Buller Square, S.E.15. Tel. : New Cross 3465. [9421

D.K.W. cabriolet, 1937. Good mechanical condition. Brakes relined. Offers. 48, Acacia Avenue, Hornchurch, Essex. [9422

VOLKSWAGEN, 1948, r.h.d., 1,192 c.c., 1957, engine. New tyres. £275, o.n.o. Fixsen, 5, Water Lane, Brislington, Bristol. Tel. (work) : 20653. [9423

1929 ROLLS-ROYCE 40/50. Mulliner body. £90. Also 1930 Aston Martin International sports, bargain. £190. 269, Carlton Road, Nottingham. Tel. 52034. [9424

ALVIS SPEED 25, 1938, Charlesworth saloon. Fast, comfortable transport; 18 m.p.g. Not perfect, but certainly worth more than the £75 asked. 55, Pittville Lawn, Cheltenham. [9425

LOTUS Mk. VII, 1958, 1,172 Formula. Good specimen. £450. 70, Eastheath Avenue, Wokingham. Tel. : Wokingham 549. [9426

MORGAN SUPER SPORTS. Good condition throughout. MX 4 engine. £70, o.n.o. Ellison, Henlow Camp. Tel. : 252 (evenings). [9427

SPEEDEX ALUMINIUM SPECIAL, fully modified. Including spares. Haggle around £110. Elsworth, Alton Pancras, Dorchester. [9428

2/4-SEATER Mk. II s/c. open Aston Martin. Good condition. 10, Park Street, Haslingden, Lancs. [9429

BENTLEY, 1924, 3/4½. H.M. rebuild. Good tyres, hydraulics, new hood and tonneau. £475. Box No. R.430. [9430

H.R.G. "1500," 1949. Extremely fast. Economical —33 m.p.g. Many extras. Detachable aluminium coachbuilt hard-top, Lucas racing headlights, spot lamp, X tyres, twin spares, heater, Aeroscreens, motor-cycle mudguards, tonneau cover. £385, o.n.o., S.A.E. for photograph. Winship, 71, Norfolk Road, South Shields, Co. Durham. Tel. : St. Hilda 5552 (evenings). [9431

LONG HOT SUMMER. "X" tyres, Minor convertible, 1949. Fast, well modified. Recent engine overhaul. Offers : 25, Bentham Road, Gosport. [9432

LOY 500 Tojeiro-Bristol 2-litre. Ex-Cliff Davis. Handbuilt forerunner of the Ace-Bristol. Now used as magnificent road car, but eminently suitable for club racing. Recellulosed in Italian red, cost £75. £650—consider exchange. [9433

1951 TURNER OPEN 2-seater sports. Elegant, fully streamlined aluminium coachwork in red, black vyanide hood, rigid side-screens, black leather upholstery. Fitted 1954 Zephyr 2,262 c.c. engine, Raymond Mays 3-carburetter conversion, 6-branch manifold, 4-speed gearbox, 4-wheel independent suspension, radio, heater, Marchal spotlamps, twin wing mirrors, badge bar, etc. Recent £138 mechanical overhaul (bills available). Offered on behalf of private owner at give-away price of £300. Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Hertfordshire. Tel. : Harpenden 5222. [9434

ALVIS SPEED 20, 1936, sports saloon. Mileage unknown but original bores. Reason for sale. £100. Box No. R.435. [9435

TR2, LATE '54. Exceptional. Engine, rear axle works overhauled 1,000 miles ago. New hood, tonneau, side-screens. Extras : Hard-top, wire wheels, heater, alloy sump. £520. 87, Ealing Road, Wembley. Tel. : WEM 9954. [9436

F10, ALY HEAD, 2 S.U. carbs., rev.-counter, double springs unused, Hornet c/r. box, remote control. £80 o.n.o. Richardson, 65a, Western Road, Brentwood, Essex. [9437

HEALEY, 1951, Abbot drophead foursome, aluminium body, Michelin X's, new hood, Riley engine bearings new, wireless, windscreen washers; 25 m.p.g., excellent condition. Offers : Deacon, 16, Cavendish Road, Heaton Mersey, Stockport, Cheshire. Tel. : HEA 1277. [9438

FRASER NASH B.M.W.. Powered Bristol 404-type engine, gearbox and differential unit. Blue/silver cabriolet. P.V.C. hood. Close 4-seater. Touring camshaft, nitrided crankshaft, Cromard liners. Modified oil cooler, Vokes oil filter. Michelin X's. £1,200 spent on furbishing and engine, etc. Top speed over 115 m.p.h. Magnificent car sacrificed at £360 for quick sale. Flack, 94, Warham Road, London, N.4. [9439

2-SEATER BUGATTI 2-litre. Believed Type 30. Reconditioned Type 38 engine fitted. Many engine spares, etc. Including Type 38 chassis, complete with axles and gearbox. Considerable amount of work needed to put on road. £100 the lot. View Worcestershire. Strong, Prince Albert Street, Brighton. [9440

1930 HUMBER saloon 16/50. One owner from new. Regular use. Very good condition. Offers. Box No. R.441. [9441

ROLLS-ROYCE 20/25 late 1934 Mulliner saloon; sliding partition, black, total mileage from new 68,500; new tyres on front, rear worn, engine perfect; 20 m.p.g. Interior and exterior perfect. Nearest £475. Tel. : Fritwell 313. [9442

RILEY NINE MONACO Special, 1937. Excellent working order, preselector, bodywork good. £85, o.n.o. Tel. Maidenhead 3126. [9443

1949 1½-LITRE RILEY. £260, o.n.o. Well shod. Taxed year. Performance. Cheaper, £50, car considered part exchange. Latham, Flat 3, Ashmoor, The Avenue, Crowthorne. [9444

MERCEDES-BENZ 170VA, 1951. L.H.D. Black saloon. £220. Matthew, Allander Toll, Milngavie, Glasgow. [9445

WILLYS-KNIGHT, 1926, sleeve-valve saloon. Bodywork neglected. £40. Box No. R.446. [9446

1926 ROLLS 20 shooting brake. Heater, good tyres. £150. Also Silver Ghost, less body, engine partly dismantled, chassis No. 107 AU. Offers. Austin 20-h.p. spares, 525 × 21 tyres. Auto parts. 11, Monkgate, York. Tel. : 22978. [9447

ALVIS FIREFLY d.h.c., 1934 model. Handsome, reliable car. Recent new bearings, rings, hood, etc. £80. Tel. : St. Albans 56371. [9448

ALVIS 12/50, 1930, wide 2-seater with dickey. In daily use. £65. Fisher-Pearson, Briar Cottage, Bearwood, Bournemouth. [9449

JUPITER, SEPT., '52. Excellent condition. Series III eng. Just rebuilt. £350. H.P. arranged. Warner, 9, Cravensrough, Ulverscroft Lane, Markfield, Leicester. [9450

APRILIA, 1939. Sumptuous black Ghia drophead, just re-covered fawn mohair. Rebored, bearings, etc., last year. Suspension works overhauled. Weber carb., Scintilla. £265. Swiss Restaurant, Gosport. [9451

FOR SALE. 1932 Alvis Speed 20 open tourer. B.R.G., bodywork good. Mechanically sound. £100, o.n.o. Tel. : WEStern 3877 (evenings). [9452

FRASER NASH B.M.W. 319/55 coupé, not running. Winner Isleworth Trophy. £100, o.n.o., or as parts, including engine, gearbox, distributor, radiator core reconditioned. Also 45 engine and gearbox. Cox, Water Lane, Charlton Hovethorne, near Sherborne, Dorset. [9453

BUGATTI. Short chassis, T.23, full Brescia, roller crank, f.w.b., staggered 2-seater. Bolster tank. Road equipped. Excellent performance. Offers. Hamish Moffatt, Hafod, Ffestiniog, Merioneth. [9454

O.M., 1927, 2-litre 2-seater sports. Very good condition. £110. Powell, Chalfont St. Giles. Tel. : 3574. [9455

DELLOW. Superb condition. Must sell, hence £290. Sharp, 30, Bridge End, Dorchester-on-Thames, Oxon. [9456

CITROEN SIX, 1952. Beautiful runner. X, full repair and spares manuals; green, beige leather. £220. Bastow, Hill's Close, Bearley, Stratford-on-Avon. Tel. : Snitterfield 253. [9457

M.G. MAGNA SIX Falcon II Special. B.R.G. £90, o.n.o. 222, Fold Croft, Harlow, Essex. Tel. : Harlow 26528. [9458

WESSEX VOLKSWAGEN, 1956, model. V.G.C. Lowered rear, anti-roll bar, usual extras. New silencer, battery, radio. £495 (private h.p.). Reason ? Buying XK120. Anthony Rose, 3, Kingsway, Woodford Green, Essex. [9459

ROCHDALE G.T. Basically 1953 Prefect; ivory cellulose, stainless steel window frames, immaculately upholstered, including 4 seats, padded dash, carpets, headlining; new modified suspension, steering, battery, heater, chassis, radiator. Total mileage under 1,000. £325. 32, Willow Road, Enfield. [9460

D.K.W. SONDERKLASSE, 1957, r.h.d., 2-door, 31,000 miles; one owner. Continental sunshine roof, heater, radio, seat covers, carpets. £625. 27, Royal Road, Sutton Coldfield. [9461

VALE SPECIAL post vintage 2-seater. Balanced 1,100 Climax modified, etc. Re-wired, new battery. Underslung chassis, Lockheeds, wire wheels. B.R.G. Original Body. Re-upholstered. New hood. Q.R.'s Jaeger. Smiths. Immaculate. £160. Dick Cave, Tel. : TEMple Bar 3861. [9462

TR2/3. Fawn, tonneau, hoodstick-cover, hood, side-screens and chrome sockets, hoodsticks, rear-hub, rear springs, luggage grid (black), valve springs. Riley Nine kingpins and bushes. Tel. : Honington 273 (Suffolk). [9463

1933 RILEY MONACO. Good condition throughout. £55. Callow Farm, Callow, Hereford. Tel. : 4879. [9464

1923 ROLLS tourer, Mulliner body, original condition. Excellent runner, complete mascot, instruction book. £225. Tel. : Wellingborough 3689 [9465

D.K.W. COUPE. Registered March, 1960, but 1956 model. Imported car. Concours condition. Spares, w/ship manual. £500. Tel. : Stansted (Essex) 2389. [9466

RILEY NINE KESTREL, 1934. £25, o.n.o. Photo and details on request. Stroud, 42, Treyford Close, Ifield, Crawley, Sussex. [9467

STORK FORCES SALE of excellent M.G. TA. Many extras. £175. Buchan, 114, Sunningdale, Luton, Beds. [9468

1950 DELLOW. New engine, good nick, not trialed. Urgent sale. £125. Tel. : UPL 6373. [9470

BENTLEY 4½-LITRE, 1937, drophead coupé; mechanically excellent; heater. £285, o.n.o. Gravill, 11, Kings Croft, Allestree, Derby. Tel. : Derby 58447. [9472

VINTAGE TALBOT 14/45 drophead with dickey. £190 spent during last year. Perfect mint specimen. Offers for p/e large p.v.t. tourer. Miles, 8, Bailgate, Lincoln. [9473

LANCIA APRILIA, 1939. Outstanding example, metallic grey, red interior. Pirellis. £225. C. Beards, 27, Hampton Hill, Wellington, Shropshire. Tel. : 1063. [9474

HEADLAMPS. P100s. Vintage bullseye type. Excellent condition. £8, o.n.o., or exchange Lagonda spares. 121, Copers Cope Road, Beckenham. Tel. : 9316. [9475

ROLLS-ROYCE, 1932, 20/25 Hooper saloon. First-class mechanical condition after recent major overhaul. £205. 61, Murray Road, Wimbledon Common, S.W.19. Tel. : WIM 3767. [9476

M.G. TICKFORD TA, 1939. Spotlight wing mirrors, heater, good order. £130. Hatton, 5, Station Road, Melbourne, Derby. [9520

M.G. TC, Sept., 1948. Black, rebored 2,000 miles. Excellent original cellulose. £300. No offers. Dixson, 48, Tudor Drive, Watford. [9521

FORD SHIRLEY SPECIAL COMP., 1959. Soft top, usual mods. 1939 on Ford 10 chassis, etc. Offers. 533a, Lincoln Road, Peterborough. [9522

1929 AUSTIN 12/4. Good condition throughout. Used daily. Taxed. £40. 12, Lynton Green, Woolton, Liverpool. Tel. : GATeacre 2738. [9524

ALFA-ROMEO 2.5 6c. spares. Dry sump engine with 3 twin choke carbs. Wet sump engine with 1 twin choke Weber. 16, Dalveen Avenue, Davyhulme, Lancs. [9525

1938 ROLLS-ROYCE semi-razor-edge sliding roof saloon, with large boot on 21.6-h.p., 1930 chassis. Grey blue exterior and hide interior. Beautiful model in excellent order; recently overhauled. £360. Verity, The Old House, Henley-on-Thames. Tel. : 294 evenings; Mayfair 2066 daily. Can be seen London. [9526

M.G. PA. Black, red upholstery. Fog, reversing lights, badge bar, w/s washer, flashing indicators. Top overhaul 1,000 miles back. £110. Lang, Newells, Horsham, Sussex. [9527

BENTLEY, 1928, 3-LITRE V.D.P. tourer. £200 spent last two years. Owner going abroad July 11th. Must be sold. £225, o.n.o. G.S.C., 2, Thomas Street, Manchester, 8. [9529

FAMILY BOUND Enthusiast wanted for A90 Atlantic, 1951. Re-con. engine and gearbox, heater, good tyres, genuine reason for sale, haggling starts at £250, ring Wallington 3059 or Burgh Heath 7004 (evenings). [9530

AUSTIN 105, 57. White and red. Well over the ton car. Excellent condition. Fitted 2 spots. Wing mirroers, etc. £595, o.n.o. Would consider interesting exchange. H.P. can be arranged. 27, Great North Way, N.W.4. Tel.: SUN 1946 [9531

HEALEY TICKFORD, 1952. Superb condition. All sensible extras, new tyres, shock absorbers, brake shoes and master cylinder. Cooling system rerubbered. £345. Tel. : Acorn 7508. [9532

1928 HUMBER 14/40 5-seater tourer. One of the best 14/40s on the road. 25,000 since Laystall overhaul. One owner past 11 years—three owners since new. Completely equipped and in daily use. Price complete with all spares, many original tools, handbook, etc. £200, o.n.o. J. J. Woodcock, Flat 1, 23, Well Walk, N.W.3. Tel. : HAMpstead 8752. [9533

M.G. J2 FORD engine. Swept wing. B.R.G. Good condition. Four good tyres. £125, o.n.o. Tel. : Beckenham 4958, after 6.00 p.m. [9534

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

FOR SALE—*continued*

M.G. TC, December, 1949. Extras include heater, Windtones, instruments. Brakes, clutch relined. New hood, screens. Immaculate appearance. Mechanically perfect. £320. Tel. : Cambridge 59851. [9535

RILEY NINE, 1936, special series, Merlin crank, well shod, reliable, taxed. Offers : Tel. : Leeds 684024. [9536

M.G. TA. One of the few good 'uns in existence. Make your friend's TF look tatty ! Reconditioned engine last year, sealed beam units, new batteries, unused starting-handle! Worth every penny of £200. 34, Bolderwood Way, West Wickham, Kent. Tel. : Springpark 2367. [9537

1938 HANSA 10-h.p. cabriolet. Really nice car, good condition, but needs attention, reconditioned engine, clutch, etc. £50, or offer. 6, Hayes Street Villas, Hayes, Kent. Tel. : HUR 5029. [9538

ROLLS-ROYCE, 1949 (May) Silver Wraith with very beautiful Freetone and Webb owner-driver sports saloon in maroon and grey. Genuine 46,000 miles. Offers or part exchange required. Tel. : SPEedwell 2288. [9539

WOLSELEY HORNET 2/4-seater, 1932. £60, including spares. Seen Herts after July 15th. Box No. R.540. [9540

ROLLS-ROYCE 20, modern saloon body, sound condition throughout. £120, o.n.o. Dale, The Old House, Histon, Cambridge. Tel. : Histon 272. [9541

RILEY, 1938 2½-litre Blue Streak, recent Angel brake body in polished African walnut. Very good condition. Scintilla, spots, Andre Adzus teles., overdrive, free wheel, rev. lamp, wing mirror, no oil. A very fast, reliable car suitable touring. Room wanted. Offers—cheap. Tel. : CHOrlton-cum-Hardy 6839. [9542

TRIUMPH HERALD COUPE, 6,000 miles, taxed year-end, undersealed. Nearest £700. ½ H.P. available. 16, Victoria Gardens, Oxton, Birkenhead. Tel. : CLAughton 5624. [9543

1929 AUSTIN CHUMMY. Body and tyres good. Fitted sound coil ignition engine. Hood tatty. New king-pins needed. £20, o.n.o. R. Jones, 1, Oriel Terrace, Cheltenham. [9544

1934 M.G. P-type engine. All parts less block, including carbs., manifolds, three-bearing crankshaft, etc. Will sell parts separately. R. Jones, 1, Oriel Terrace, Cheltenham. [9545

LANCIA APRILIA '37, completely rebuilt 1957 by Lancia expert. 13-h.p. engine. Excellent mechanically. Body Coronation blue, red leather interior. One owner. £260, o.n.o. Woodlands, Knowle Grove, Virginia Water. Tel. : Wentworth 2007. [9546

RILEY ADELPHI 12-h.p., 1936, good body, in daily use. £25. Sharratt, 36, Old Birmingham Road, Bromsgrove, Worcs. [9547

£135, O.N.O., 1947 Singer roadster. First-class condition. New hood, screens, economical and fast. V.G. paint and chrome. Tel. : Putney 3270. [9548

£65. A70 SPECIAL. Twin S.U.s, i.f.s., fibreglass body. Everything works. Try any offer. Rich, 14, Queens Gate Terrace, S.W.7. Tel. : KNI 7915. [9549

1,750 ALFA-ROMEO 4-seater d.h.c. Cheap. D. Porter, Braeside, How Lane, Chipstead, Surrey. [9551

RILEY SPRITE. Perfect original condition. £375. D. Porter, Braeside, How Lane, Chipstead, Surrey. [9552

ROLLS-BENTLEY 3½ Park Ward drophead. Mechanically superb. Body Concours condition. Used as 2nd car only. £400, o.n.o. Vintage Bentley wanted. G. France, 247, Archway Road, London, N.6. [9553

M.G. TC, 1947. Immaculate. Black. Stage I. Many extras. New battery. £300. 50, Old Church Road, Clevedon, Somerset. [9554

RILEY, 1936, ADELPHI. Engine Cromard liners, good tyres, basically sound. £45. 39, Church Lane, Downend, Bristol. Tel. : Bristol 651995. [9555

TALBOT 105 tourer. Very sound. £75. 408, Bricknell Avenue, Hull. Tel. : Cottingham 47917. [9556

JAGUAR 3½-LITRE saloon, 1949. Gunmetal blue. Completely overhauled, not yet run-in. Bodywork excellent. Radio. £245. Silversides, 41, Coral Street, Saltburn, Yorks. [9557

20/25-h.p. ROLLS-ROYCE, 1930, shooting brake. Sound and well-shod. £70. 36, St. Chads Road, Sutton Coldfield. Tel. : 6773. [9558

EXCEPTIONAL OFFER. '36 Riley Kestrel 15/6. Pre/Slt. Excellent body. Running order. £15. Tel. : MIT 8252. [9559

UNUSUAL 1939 D.H.C., specialists' bodywork on Lancia Aprilia chassis. Good condition. £175. Burke, 81, Rayleigh Road, Wolverhampton. Tel. : 26061, business hours. [9560

1936 JAGUAR 2½. Good general condition. Body sound, no rust. Good tyres, rewired. £65. Cook. Tel. : TUD 7771, evenings. [9561

RILEY NINE, 1935, Monaco, 100,000 miles since new. Transmission requires attention. Cheap. 103, Emerson Road, Low Hill, Wolverhampton. [9562

ALVIS, 1933 " FIREFLY " coupé. Vynide hood. Bodywork repainted. Good tyres, brakes. Used daily. £70, o.n.o. Oates, 43, South Barnton Avenue, Edinburgh. [9563

FOR SALE—*continued*

ALVIS, 1930, 2-seater Silver Eagle. Acknowledged finest in north. Fortune has been spent; 24 m.p.g.; 85 m.p.h. Vine, Harrop Road, Hale. Tel. : ALT 5032. [9604

LANCIA APRILIA. Really exceptional pre-war example. Maintained by works. No rust, everything works. £225, o.v.n.o. Napier, 19, High Park Road, Kew, Surrey. Tel. : PRO 8438 (eve.). [9605

SALE. M.G. Y saloon. Green. Excellent running order. Many extras. Replacement : engine, gearbox. £295. 68, Cromford Way, New Malden. Tel. : 4083. [9606

RILEY MONACO, 1933. Excellent body, five good tyres, engine overhauled, new battery, perfect steering, brakes, wiring and lighting. £65. 113, Hyland Way, Hornchurch, Essex. Tel. : Hornchurch 47348. [9607

VOLKSWAGEN, 1954. Red. Black wings. Offers around £310. 15, Amis Avenue, West Ewell, Surrey. [9608

XPAG STAGE II head, complete. £20. 4 VRA magneto and tappet plate. £6 10s. Only 5,000 miles. Or pair, £25. Box No. R609. [9609

1947 JAGUAR 1½, special equipment. £175. Hire purchase available. 10a, Chapel Street, Wallheath, Brierley Hill, Staffs. [9610

1950 SUNBEAM TALBOT 90 saloon. Black. Good condition. £275, o.n.o. Tel. : Bermondsey 3076 (9.30 and 5.30) and Biggin Hill 3459 (after 7 p.m.). [9611

1956 AUSTIN A90 sports, fibreglass, racing green. Price : £300. Tel. : FRE 4465. [9612

1929 TRIUMPH SUPER SEVEN. Spare atomic pile, etc. Drive away. Offers. Curtis, 68, Warwick Road, Balderton, Newark, Notts. [9613

M.G. TC. B.R.G. New big-ends, rings, tyres, radio, hood, tonneau. Excellent mechanically and bodily. Genuine marriage forces sale at £295, or part exchange scooter. J. Jenkins, 19, Hartford Avenue, Kenton, Middlesex. Tel. : WOR 4539. [9614

FRAZER NASH sports 2-litre, 1937 model. Hydraulics, new tyres, battery, wiring, cellulose, Kingfisher blue, 3 carbs.; 30 m.p.g., i.f.s., radio, Flamethrower, oil cooler. £225, part exchange XK120, Bentley or ? 24, Barkham Ride, Wokingham, Berks. Tel. : Eversley 3117. [9615

1937 RILEY MONACO, special series. Good condition. £125. Southall, 62, Tattenham Grove, Epsom. Tel. : Burgh Heath 6221. [9616

AUSTIN CHUMMY, 1929, ivory/black. Brass fittings. Good all-weather equipment. Remarkably good condition. Must go. £65, o.n.o. Storey, 22, Honister Drive, Sunderland, Co. Durham. Tel. : 5033. [9618

LAGONDA 2½-LITRE d.h.c., 1948, with Vantage engine fitted 1953. I.F.R.S., 20 m.p.g. Fast, well maintained car. £390. Tel. : Ashstead (Surrey) 3103. [9619

M.G. TD, 1953. B.R.G. P.V.C. hood, screens, battery. First rate condition. Seen London. Must sell. Taking sea career. Offers. Tel. : Elgar 6961, evenings. [9620

LEA-FRANCIS, 1948, 1,767 c.c. Utility body. Very rough. Engine recent overhaul. £75, exchange or spares. Bagshaw, 37, Granville Road, Wigston Fields, Leicester. [9621

FIAT 1100, 1947, l.h.d. Fast, reliable. £90, o.n.o. Gray, Oakfield Road, Horsham, Sussex. Tel. : Cowfold 322. [9622

1932 SINGER SPECIAL NINE saloon, complete or break. Never rebored, but rear axle needs attention. Offers. Collett, 2a, Commercial Street, Camborne. Tel. : 2567. [9623

RILEY MONACO, 1934. Good condition. Register member. £55. Hill, 31, Lampton Road, Hounslow, Middlesex. Tel. : Hounslow 9215. [9624

VOLKSWAGEN JUDSON supercharger kit complete. Little used. Manufacturers' simple fitting instructions. Best offer. Long, Sgts. Mess, R.A.F., Stanbridge, Beds. [9625

M.G. TA. Engine reconditioned (8,000), resprayed scarlet, reupholstered beige 1959. Wireless, fog. £225, o.n.o., or H.P. arranged. Spradbery : Tel. : BUC 1541. [9626

A90 ATLANTIC H/T, 1951. Excellent condition. £325. Tel. : Downland 4848. [9627

JAGUAR Mk. V 3½, late 1950. Immaculate. Resprayed pastel blue, ice blue leather upholstery. Radio, heater, twin spots. Bumpers rechromed, 100 m.p.h., 20 m.p.g. (but not at the ton mark). Any trial or examination. £265, or exchange best sports car or "Special" offered. Ball, Kingsford House, Booth Lane North, Moulton, Northampton. Tel. : Moulton 2096. [9628

VERY ATTRACTIVE SPECIAL. B.R.G., Falcon shell with white Ashley top, boxed Austin chassis, unmodified Ford Eight engine and gearbox, cross-flow radiator, i.f.s., hydraulic brake conversion; undersealed, 1959 registration, 40 m.p.g. £200. Viewed weekends by appointment. Bampton, Watts Cross, Hildenborough, Kent. [9629

M.G.-A, June, 1957. Two-tone green; immaculate example, new engine and gearbox, " X " tyres, tonneau, spots. £590. J. Podmore, Maynards, Matfield, Kent. Tel. : Brenchley 68. [9630

SUPERCHARGER. Shorrocks complete kit with instructions for 100E Anglia, Popular. Virtually unused. Changed car. £37 10s. Cost double. Hurst (Berkshire) 5067. [9631

FOR SALE—*continued*

LAGONDA V12, 1940, 10 ft. chassis. Black, immaculate. Reconditioned engine. New tyres. Radio. £400, o.n.o. Morley, Park Farm, Park Lane, Tolleshunt Knights, Essex. Tel. : Tiptree 287. [9632

1950 ALVIS TA14 saloon, very attractive grey-green colour and in very good condition. Heater, radio, spot lights and screen washer. £350. Bax, St. Juliot, Boscastle, Cornwall. [9633

LUGGAGE CARRIER for Rolls 20, G.K.M. Series. Tambling, Bishopstrow Rectory, Warminster. Tel. : 3000. [9634

1953 JOWETT JUPITER, Series III. Superb example in B.R.G., with new hood, radio, heater. £335, o.n.o. Box No. R.635. [9635

1956 M.G. SPECIAL 930 c.c. o.h.c., twin S.U.s, 4-branch copper exhaust, Burgess silencer, new Runbaken coil; rear telescopics, new alloy windscreen. Lucas " Flamethrowers," reconditioned gearbox, axle. New brake linings, valves, rings, etc. Engine beautiful, polished inside and out. Used as second car. Only 6,000 miles in last two years. Spare gearbox, etc. Tyres, battery perfect. First £200 secures. 34, Chelmsford Road, Portsmouth. Tel. : 63173. [9636

AUSTIN ASHLEY 750 c.c. hard-top. Side-screens. Full mods. to engine and chassis. Hydraulics. Trimmed. Fitted boot. P.700s. Winkers. Twin spots. Guaranteed. No test worries. Addition to family forces sale. £160, o.v.n.o. Heath, 43, Ingaway, Basildon, Essex. [9637

M.G. PA 2-seater. Red. £35 spent recently. Smart and fast. £90. 1930 Austin Chummy tourer. Good body. £25. Seen Kent after 8th. Tel. : Hawkhurst 2398. [9638

XK120, July '54. £475. White d.h.c., red leather, radio, heater, wheeltrims, spots, two spare "X"s, etc. Excellent condition, 22 m.p.g. New car coming. Tel. : Harrow 6303. [9639

£55, O.N.O. 38 Talbot 75 sports saloon. 78, Woodbury Road, Bridgwater, Somerset. [9640

1936 RILEY KESTREL 1½-litre 6-light. Good mechanical condition. Body bit rough. Therefore only £60. Also indifferent 1937 Merlin. £30. 10, Ambleside Close, Leicester. [9641

M.G. TA. Completely overhauled 1960. Tele. damp., oversize rears, new batteries, twin horns and spots, luggage rack. £255, o.n.o. Tel. : South Godstone 2282, after 7 p.m., or write : Andrew, Hornbeam Cottage, Lagham Park, South Godstone, Surrey. [9642

ALLARD 2-seater roadster. Excellent engine, new tyres, respray. In really excellent condition. Radio, heater. Offers around £180. 99, Victoria Avenue, Wallington (Tel.: 3527, day). [9643

FIAT 500, 1937. Immaculate condition. Telescopics professionally fitted to i.f.s. Spare cylinder block with crank, rods, pistons. £75. Brooksbank, 34, Cypress Ave., Crews Hill, Enfield. [9564

REALLY FANTASTIC. H.W.M.-Jaguar, 1955. B.R.G., 5,000 miles only, uncrashed, for personal reasons not licensed three years. Three Webers. Offers. Barnes, Orchards, Ilminster. Tel.: 436. [9565

ROLLS-ROYCE, 20/25 Landaulet, 1929, completely overhauled, repainted, new tyres; lovely to look at, and to drive. £350 o.n.o. Elgar, Ash Farm, Stourpaine, Blandford (Tel.: 199), Dorset. [9566

1947 LANCIA APRILIA, Series II. " X " tyres, v.g. condition. £345. Holbrook, 65, Filton Grove, Bristol, 7. [9567

PLAYFORD M.G., 1958. Immaculate condition, engine fully modified. £700 o.n.o. Tel.: (day): Thornton Heath, 5394. (evenings) Elmbridge 3129. [9568

1937 HOTCHKISS Paris-Nice d.h.c., grey with red leather, hood poor, excellent performance. £90 o.n.o. Hanbury, Cower Park, Bewdley. Tel.: 3395. [9569

RILEY 1½-LITRE, 1948. Very good condition. £310 o.n.o. or exchange for similar M.G., Morgan, Jupiter, Good "Special". Harrison, 183, Overpark Avenue, Leicester. [9570

1935 BENTLEY 3½ James Young Sports saloon. Rebored and overhauled 6,000 miles ago. excellent appearance, good tyres and battery. Returns well over 20 m.p.g., oil consumption negligible. £265. Tel.: TER 3766. [9571

REAL COOL CLASSIC ! K-type M.G. Magnette, 2-seater, 6-cylinder, 11-in. brakes. Good condition, new hood. Ideal date bait. Haggle around £85. Harvey, 110, Lodge Road, Croydon. Tel.: THO 3938. [9572

1955 MAGNETTE. Immaculate, black. All extras. £499. Exchange Simca, Javelin, and cash. 43, Mill Lane, Hazel Grove, Stockport. Tel.: Poynton 3228. [9573

SUNBEAM ALPINE, 1953. Ivory, excellent condition, low mileage, central gear lever, hard-top, hood, tonneau, heater, w/s. washers. £490. Kernan, 57, Stoneygate Rd., Leicester. Tel.: Thurnby 2366. [9574

1960 FIAT 500 Convertible, 2,000 miles, new condition, delivered, £395, immediate terms arranged. Rife Cottage, Botesdale, Diss, Norfolk. Tel.: Botesdale 416. [9575

1172 FORD SPECIAL. £150, quick sale wanted. Taxed, insured. Engine 15,000. Fast, economical. 87, Lincoln Road, Enfield. Tel. : ENF 5706. [9377

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

FOR SALE—*continued*

INVICTA, 1930, VINTAGE, 100 m.p.h., 4½-litre low chassis coupé. New brakes, shockers, twin exhausts. Beautiful original car, maintained in excellent condition. £425. Shutler Burley Garage, Ringwood, Hants. Tel. : Burley 2106. [9163

RECENTLY COMPLETED red Ford-Shirley Special. Hydraulic brakes, remote control gears. Vynide hood and tonneau. Two new tyres. Taxed year. No reasonable offer refused. Smith, Cauldwell Farm, Mellor, Cheshire. Tel. : Marple 1625. [9164

14-h.p. WOLSELEY HORNET Special E.W. saloon. Spares include unused tyre and tube. New battery. Taxed end of year. £40. Skinner, 9, Wilton Avenue, West Hartlepool. Tel.: Hartlepools 4070. [9165

LAGONDA RAPIER 1,100-c.c., 1934. High compression engine, sound mechanical and body condition. Any trial or A.A. or R.A.C. inspection given. £150. Tel.: SYD 8608. [9166

£125. 1936 S.S. II 10-h.p. open sports 4-seater. 1 win carbs. Remote gears. K.O. wheels. Enthusiast car. Tel.: Byron 8738. [9167

£60.—LIVELY FORD Eight Special, reconditioned, modified engine. For details Tel.: ELT 4212 (after 6 p.m.). [9168

RAILTON tourer. Considerably above average condition. Fullest weather equipment and in perfect condition bodily and mechanically. £179 to motor in the " grand manner." Box No. R.169. [9169

RILEY FALCON 12-h.p. Fair condition. £50 o.n.o. Tel.: East Grinstead 791. Also 12/4 engine. [9170

M.G. VA, 1938, 1½-litre d.h.c. Beautifully maintained. Laystall crank, new Vynide hood, tyres, king-pins. History. £165. Davis, 63, Normandy Road, St. Albans. [9171

LEA-FRANCIS, 1934, fixed-head coupé. Meadows 4ED engine. Close-ratio gearbox. Rare model in good order. £125 o.n.o. Tilby, 41, Cubbington Road, Leamington Spa. Tel.: L.S. 2185. [9176

ALVIS SPEED TWENTY-FIVE saloon. Mechanically sound, bodywork good. Owner going abroad. £175 o.n.o. Prestwick, Highfield, Dronfield. [9177

1949 A.C. 2-litre saloon. Black/brown. Delivery new car imminent. £150 for quick sale. J. D. Green, 2, Pound Street, Newbury, Berks. Tel.: Newbury 2832; evenings, Highclere 370. [9178

ALFA-ROMEO, 1931, 1750 twin-cam saloon. The body by Martin Walter is very attractive and well proportioned; has new roof and running-boards. The motor had crank regrind, new rings, 10,000 miles ago. Martlet pistons. £160 or very near offer. Ashley, Forest House, Silverstone, Towcester. Tel.: Silverstone 316. [9179

THE BEST CAR I ever owned but overdraft becomes burden. Jaguar Mk. VII, 1954. All extras and very good condition. £435 or offer for quick sale. Box No. R.180. [9180

RILEY NINE MERLIN, 1936. Reconditioned engine not yet run-in, mechanically good. £65. 28, Thornhill Road, Sutton Coldfield. [9181

1923 WOLSELEY 10.5 2-seater, dickey. W.B. wheels. New paint, battery, hood and frame. £85. Howarth, 20, Kenmore Avenue, Kenton, Harrow. [9182

1939 JAGUAR 1½-LITRE foursome d/h. Resprayed two-tone. Excellent order throughout. £125. Catton Grange, Norwich. Tel.: 46862. [9202

ROCHDALE G.T. F.10. Reconditioned engine, gearbox, dynamo, shockers. New chassis (boxed), 4.7 c.w.p., prop.-shaft, steering box, wiper. Many extras. £315. Brooks, 41, Grange Drive, Glenhills, Leicester. [9183

ALLARD M-TYPE d/h. Good condition. Floor change V8. Fast, comfortable motoring for £165. Ferriday, 113, Heythrop Drive, Acklam, Middlesbrough. [9184

FANTABULOUS ! JAGUAR 2½, 1937. Black. Bodywork immaculate, mechanically sound. New electrics, valve gear. £95. Tel.: Barnet 7690. [9185

RILEY 1½ FALCON, 1935. Aluminium body, mechanically excellent, well shod. £90 o.n.o. Tel : Midhurst 385. [9186

M.G. TD, 1953, B.R. green, two owners only. Never flogged, excellent condition. £415. H.P. available. Townsend, Tel.: CROydon 8908 (7-9 p.m.). [9187

CITROEN ROADSTER, 15 h.p., 1939. Twin carbs. New drive shafts. Many spares. £150. Box No. R.188. [9188

M.G. TC, 1949, cream. Body and hood immaculate, engine reconditioned. £300. Griffiths, 7, Malvern Close, Newmarket, Suffolk. [9189

ALVIS SPEED TWENTY Charlesworth d.h.c. One owner 1939-1959. Full equipment, tools, mascot. Superb. Photographs. £195. Willits, 44, Highams Hill, Gossops Green, Crawley, Sussex. [9190

FORD MK. II ZEPHYR : Alexander converted engine, Borg-Warner overdrive, vacuum-servo brakes, Michelin " X " tyres, tow-bar, wireless, many extras. Excellent condition. Former property of well-known racing driver. £750, o.n.o. Sugg, The Hollies. Potton, Beds. [9194

FOR SALE—*continued*

1905-8 AUTO-CARRIER. Edwardian commercial three-wheeler. Stored since 1922. Perfect running order, overhauled, new tyres, repainted. £340. Peter Grattan-Kane, Corfe Castle, Dorset. Tel.: Corfe Castle 438. [9195

LAGONDA, 1934, sports saloon, 4½-litre. Excellent mechanical condition. £130. Tel.: Malden 1573. [9199

M.G., 1949, TC, red. £245, terms. After 7 p.m : 25, Northbrook Road, Ilford. [9200

1934 RAILTON 4-seater tourer V.D.P. Outstanding performance. I.F.S., hydraulics, good tyres, battery and general condition. Catton Grange, Norwich. Tel.: 46862. [9201

RILEY NINE SPECIAL, rebuild, reg. 1948. £120. Tel.: Tideway 5886, after 7 p.m. [9204

SOME PAIRS of veteran lamps, stack of books and oddments. 185, Crystal Palace Road, East Dulwich, London. Tel.: Forest Hill 3220. [9206

M.G. TD2, 1953. Red. Recon. engine. Good mechanically. Tonneau, rack, reversing light. £425 o.n.o. Stone, 66, Tattenham Grove, Epsom, Surrey. Tel.: BX5 5359. [9207

ALFA-ROMEO 2,300-c.c. long-chassis saloon. Mechanically sound, interior shabby. Make super " special," with fibreglass body. First reg. 1939. £250 o.n.o. Also 1934 1,750-c.c. for spares, engine parts missing. Also perfect complete body for 1952 Triumph Renown. Granville Jones, 47, Edmondstown, near Tonypandy, Glam. [9208

HORNET SPECIAL, 1933—largely restored—£60 spent engine, clutch. £100. Godfrey, Canon Frome Court, Ledbury, Herefordshire. Tel.: Streatton Grandison 242. [9209

AUSTIN 12/4 tourer, 1928. *Concours* condition. Spare everything. £90 o.n.o. 32, The Poplars, Bramley Road, N.14. [9210

RILEY FALCON, 1937. Must go, illness. £30. 82, Dewsnap Lane, Dukinfield, Nr. Manchester. [9211

VOLKSWAGEN, 1948. L.H.D. Good body, chrome, interior. Taxed, insured. Clutch slips. Engine sound. Drivable. £120 o.n.o. 42, Church Lane, Weaverham, Northwich, Cheshire. [9212

FORD SHIRLEY saloon. Reg. 1959. Sprayed ivory. Engineer built. New chassis, rec. engine, etc. 2,500 miles. £300 o.n.o. 15, Howden Road, Silsden, Keighley, Yorks. [9213

1960 ASHLEY 1172 Special, f.h.c. 4.7/1, i.f.s., h/c. head. Reconditioned throughout. New boxed chassis and tyres, etc. Bills over £400. Must sell. Bargain, £275. Smith, 3, Linden Road, Moordown, Bournemouth. [9214

BULLNOSE MORRIS OXFORD 4-seater tourer. New hood. Good runner. £125. Box No. R.215. [9215

1928 LEA-FRANCIS 12/40 4-seater tourer. Very good condition. Second engine for spares. First offer over £75. 1924 A.C. Light Six 2-seater tourer, recent overhaul, £80. Flying Standard V8 20-h.p. engine and gearbox, unused since complete rebuild. Ideal for " special." £40. Brackenhurst, Boxhill, Surrey. Tel.: Betchworth 2157. [9216

TRIUMPH ROADSTER, 1948. Radio. Speedy, luxurious, economical, beautiful. Licenced. £275. Tel.: GREenwich 4287. [9217

BENTLEY VINTAGE 3-LITRE saloon. Unique specimen restored to mint condition throughout. Unexpected sale of sparkling showpiece after months of work. Nearest £275. Tel.: Snaresbrook 3175 (London). [9218

1933 DAIMLER Light Fifteen drophead 2-door coupé. Excellent cellulose and tyres. Uses no oil. £22. Tel.: Howard 4306. [9219

M.G. TD2, Nov. 1952 (1953 model). Recon. engine 20,000 ago. Stage I tuned. Heater, fog, reversing lights, winkers, recon. hood. New sidescreens and tonneau. Screen-washers. Two new Michelin " X "s. £465. K. Gordon, East Dean, Eastbourne. [9220

SWALLOW DORETTI, Sept. 1954, red. New hood, Michelin " X," tonneau, heater, screen-jet, luggage rack, etc. Excellent condition, regularly serviced, never flogged. Aluminium bodywork great advantage. Reluctant sale due growing family. £535 o.n.o. Ainslie, 75A, Murhill, Nr. Limpley Stoke, Bath. [9221

RARE M.G., 1¼-litre, Y-type tourer, 1950. Enthusiast's car. Excellent condition. Spot, fog. Genuine reason for sale. £380 o.n.o. Davis, 9, Wield Close, Leigh Park, Havant, Hants. [9222

FANTASTIC " SPECIAL." Ford-engined Austin Seven saloon (1934). Bowden 4-speed gearbox conversion, i.f.s., 2LS hydraulics, 16-in. rears, rev.-counter, etc. Offers. Tel.: Orpington 24630. [9224

M.G. TC, 1946. Reconditioned engine, well shod, generally excellent condition. £265 o.n.o. Tel.: Four Oaks 297. [9225

ALVIS SILVER EAGLE. Completely redesigned (engine lowered in chassis, etc.) and rebuilt 1958. Bills for £500 " Good handling, fast, tremendous fun. £225. 12, Culross Street, W.1. [9226

TALBOT 75 CONTINENTAL sports saloon. Engine recently overhauled, body completely renovated. Also many spares for similar car. Tel.: Biggin Hill (Kent) 2451. [9227

FOR SALE—*continued*

EXCEPTIONAL OPPORTUNITY. Fairthorpe Electron Minor, 15,000 miles, Stage II engine; no competitions. Extras. £445 o.v.n.o. Business requires tin box. 55, Lawrence Avenue, N.W.7. Tel.: MIL 4676. [9228

1959 TYPHOON 1172, Falcon II body, tuned engine. 15-in. Michelin " X "s, 4.4 to 1 c.w.p. 12-volt electrics, wrap-round screen. Cellulosed red, very smart interior. All new or reconditioned parts. £300. Walker, Town Street, Brandon, Suffolk. [9229

35 M.P.G. Petrol, oil and water. 1954 Buckler 1172 Rochdale body. Offers around £100 welcomed. Also 1935 Gloria Sixteen 2-seater (retired but not senile). Williams, 26, Stockwood Crescent, Luton. [9230

TR3, 1957 model, one owner, 27,000 miles. Le Mans kit, discs, overdrive, wire wheels, " X "s, heater, twin spots. Stone white body, blue leather upholstery, Regency blue seat covers. Immaculate condition, only used for everyday purposes. £750. Tel.: GIP 7233 for appointment to view. [9231

LANCIA AURELIA saloon, Type B21, 1951. Immaculate. Seen Lancia's, Alperton, Wembley. [9232

ALVIS 4.3 Charlesworth saloon, 1937. Original, clean, tidy. In daily use. £175 o.n.o. Deakin, Fairfield House, Beare Green, Surrey. Tel.: Vigilant 6666 (10 a.m. to 5 p.m.). [9236

ROLLS. 1925 Rolls Twenty cabriolet with Tickford hood. Good daily runner. Body, engine and chassis sound. £200 o.n.o. Box No. R.237. [9237

JAGUAR. Immaculate drophead. Twin spots, mirrors, Ace discs, cigar-lighter, etc. New carpets, hood, head lining. Valves, guides, springs last year. A real beauty. Finished in black and gold. £100. Harkins, " Orange Cott," The Green, Wraysbury, Staines, Middlesex. [9238

1947 H.R.G. 1,496-c.c. 2-seater aerodynamic coupé finished in British racing green. This car is in excellent all round condition and has recently been fitted with a new Vynide hood. £270. Sanders, 3, Orchard Avenue, Harpenden, Herts. Tel.: Harpenden 3701. [9239

DESIRABLE 1925 BULLNOSE Oxford 4-seater tourer, f.w.b. New hood, clutch. £80. Lloyd, 9, Broadway, Southbourne, Bournemouth. Tel.: Christchurch 785. [9240

UNIQUE OPPORTUNITY. 1937 Aston Martin 2-litre drophead short-chassis coupé in ivory. Maintained regardless both mechanically and bodily. New battery. Immersion heater. Screen-washers. Perfect tyres. Twin petrol pumps. Re-upholstered in genuine Luxan hide. New hood, 1958. Bills for maintenance by Friary Motors, Old Windsor available from Dec. '59-1946. £350. No. triflers, please. H. M. Schofield, Foxhill, Mottram Road, Stalybridge, Ches. Tel.: Stalybridge 2017 (after 6.30 p.m.). [9241

LAGONDA 2-LITRE saloon, 1931. £170 engine overhaul; immaculate coachwork. Superb vintage motoring at 28 m.p.g. £155. Stark, Ranby House, Ranby, Nr. Retford, Notts. [9242

CITROEN L.15, 1951. Immaculate silver grey/red upholstery. Excellent condition, regularly serviced. Michelin " X "s, radio, spot lamps, other extras. Must be seen. £280 o.n.o. Flt. Lt. Wightman, Officers' Mess, R.A.F., Bridgnorth, Shropshire. [9243

M.G. TF, 1954, green. Heater, radio, grid, spots. Good condition throughout. £485 o.n.o. Bradshaw, 4, Elmdene Road, Kenilworth, Warwickshire. [9244

M.G. TB, 1939, maroon. TC engine. Excellent condition. New hood, twin spots, tonneau. Impatient fiancée forces sale. £260. Crampin, 8, Rosebery Close, Lower Morden, Surrey. Tel.: TEM 3411 (Ext. 154). [9245

TA/TC. Gleaming chrome and red cellulose. Late series TF engine, brakes, axle, etc., all recently overhauled. Fitted new hood, carpets. Oversize rear Avons, twin copper exhausts. Reliable and fast. £265. Tel.: Abinger 335 (Surrey). [9246

1935 LAGONDA 16/80 sports saloon. Advertised in June MOTOR SPORT. " Sold " to first caller but deal not completed. Apologies to many who called later. Tel.: Uxbridge 4322. [9247

VOLKSWAGEN D/L., 1955, strato silver. Low mileage. Extras. Immaculate. £465. Terms. Manders, Rettendon Common, Chelmsford, Essex, after July 9th. [9248

FORD SPECIAL. Tubular chassis, aluminium body, works reconditioned engine. £130. Brandon, North Lodge, Hunsdonbury. Tel.: Stanstead Abbotts 3025. [9250

1932 MONACO. New c.w. and p., well shod. Faithful servant must go to good home. £30. Would exchange restorable vintage A.7. Midgley, Bradford Road, Menston, Yorks. [9251

HUMBER TWELVE, 1935, d.h.c. Excellent condition. New tyres, hood. £60 o.n.o. Tel.: Wokingham 312. [9252

BENTLEY. Immaculate 1937 4¼-litre Mulliner sports saloon. £425. West, Tel.: Palmers Green 6893 (business). [9253

1172 TYPHOON 2-seater, blue. Recon. engine, 4.7 c.w.p. Completed July '59. Full weather equipment. Very smart, no rubbish. £350 o.n.o. 120, Monks Park, Wembley, Middlesex [9254

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

FOR SALE—*continued*

S.S.1, 1934. £200. Impressive, excellent condition. Spares. Details from Hyatt, 42, Milner Road, Dagenham, Essex. [9255

600-c.c. SCOTT SQUIRREL, 1928. Daily use excellent condition. Many spares. Best offer. Pearsall, 9, Neville Road, Shirley, Solihull, Warwickshire. [9256

1957 M.G.-A coupé, 29,000 miles, fitted special engine. Radio, loose covers, luggage grid, etc. £660 cash, hire purchase available. Sinfield, Beechcroft, Crowlees Road, Mirfield, Yorkshire. Tel.: 2106. [9257

1939 M.G. VA 1½-litre d.h.c. Respray. Excellent condition. £110, or part-exchange Sunbeam-Talbot or Volkswagen. 9, Green Crescent, Flackwell Heath, Bucks. [9258

M.G. TA Tickford, 1939, d.h.c., v.g.c. 32 m.p.g. Phillips, 1, Leinster Gardens, London, W.2. [9259

FULL AQUAPLANE MODS. for Mk. I Ford Consul, twin carbs., manifold, etc. £20 o.n.o. 47, Westwood Avenue, March, Cambs. [9260

1937 ROVER SIXTEEN saloon, 4-light, black. Good condition, excellent performance. 23 m.p.g. £100. Write, Barnes, Goldsborough Hall, Knaresborough, Yorkshire. [9261

ALVIS FIREBIRD d.h.c. Very good condition throughout. Lack space forces sale. £150. Brett, 30, Parkanaur Avenue, Thorpe Bay. [9262

M.G. KD open 4-seater. Good hood, engine and E.N.V. preselector. £50 o.n.o. Tel.: Northweald 414 (Essex), evenings and weekends. [9263

AUSTIN 750 SPECIAL. All usual engine mods., aluminium body, i.f.s., Bowdenex, hood, tonneau. A neat little car for £65. Tel.: Finchley 4768, after July 4th. [9264

DYNAMIC MINOR 1000 (Nov. 1957) birch grey convertible. Downton single-carb. conversion, anti-roll bar, telescopic rear dampers, recent Michelin "X"s. Over £110 extras: radio, matching pressure/temperature gauge and clock, ammeter, radiator blind, tonneau, reversing lamp, fog and spot lamps (combining sidelamps and flashers—*a la* Rolls !) and many other refinements. New battery. Meticulously maintained (one owner). Cost £825—sell £535 o.n.o., H.P. terms available. G., 85, Ivor Court, Gloucester Place, N.W.1. Tel.: LANgham 8136 (day). [9265

SUNBEAM III, 1954/5 drophead, crystal green. O/D., heater, washers, Marchals, tonneau cover. Condition excellent. Original owner, only 46,000. £625 o.n.o. Box No. R.266. [9266

VETERANS. 1913 Renault 2-seater in mint condition. £350. 1913 Leon Bollee chassis, fully restored. Seen in Hampshire. Box No. R.267. [9267

WOLSELEY HORNET SPECIAL, 1933, completely rebuilt, *concours* condition. £100. 33, Oaklands Avenue, Brookmans Park, Herts. [9268

VINTAGE BENTLEY, 1931, 4-litre saloon, fair order, regular use. £75 o.n.o. Tel.: CHA 5007 (daytime). Moore, 45, Nether Close, Finchley, London, N.3. [9269

MORGAN PLUS FOUR, maroon/grey, Oct. '55. TR2 unit with mods. Total of 16 extras, including six Michelin "X," tonneaux, heater, lights, washers. Definitely a very smart, one-up motor. Haggle from £525. Evans, Officers' Mess, R.A.F., Waddington, Lincs. Tel.: Waddington 370. [9270

1926 6½-LITRE BENTLEY landaulette, excellent all-round condition. First with £150. Also 1934 Morris Minor 2-seater tourer; rewired, new tyres, brakes, sidescreens, lights, starter, upholstery and paint. Grand little car. £45. B. Redman, Marsden House, Brierfield, Lancs. Tel.: Nelson 65409. [9271

TR2, 1955—B.R.G. Excellent condition. Heater, tonneau cover, reconditioned engine (1,500 miles), new battery, manual. Going abroad, must sell this month. £535 o.n.o. Lee, 1/123, Greencroft Gardens, N.W.6. Tel.: MAI 7596. [9272

LEA-FRANCIS, 1929, 12/40 tourer. Rebuilt last five years, bills and photos. First-class condition. £130 o.n.o. Kell, 149, Scarborough Road, Byker, Newcastle-on-Tyne 6. [9273

CONVAIR FORD. Body needs repair. Offers. Wright, 43, Kenworthy's, Bath Street, Southport. Tel.: Southport 56109. [9274

VW, registered 1950, taxed 1960. 2,000 miles only since new engine, tyres, brake linings, etc. Recent respray. £250. South London area. Tel.: VIG 9100. [9275

COMPETITION SPECIAL. Tubular chassis, coil-spring suspension, tuned 1172, 12v. Built, registered 1959. £150. Jackson, 49, Chesterton Road, Cambridge. Tel.: 56006. [9276

FAMILY MAN/ENTHUSIAST. Must sell my modified Renault 750, giving either 60 m.p.g. or Dauphindish performance. Details from Wintle, 142, South Birkbeck Road, E.11, or Tel.: HOL 2532 (business). [9285

JAGUAR MK. V. Immaculate; genuine 61,000 miles. Radio, heater, screen-washers. £280 o.n.o. 1937 2½ Jaguar open sports, rewired, repainted, about £50. 19, Salisbury Road, Bristol 6. Tel.: Bristol 43715. [9286

FOR SALE—*continued*

1934 ALVIS Speed 20. Excepional Cross and Ellis tourer. Recoditioned engine, rechromed, resprayed. New Vynide hood, etc. £195. (Photo and further particulars on request.) Gibbard, 16, Taunton Drive, Bitterne, Southampton, Hants. [9287

ATTRACTIVE DAIMLER FIFTEEN saloon. Smooth, reliable transport. T. & I. year. £75 o.n.o. 21, Arundel Street, Maidstone. [9288

M.G. J2. Dismantled. Serviceable components available as replacement units or break for spares. Readman, 14, Horsebrook Park, Calne, Wiltshire. [9289

1172 CONVAIR SPECIAL with hard-top. May, 1959. 3,000 miles. New components throughout. Fully trimmed upholstery. Bluemels wheel. New chassis, 4.7 rear axle, Raymond Mays suspension, O.H. IV Aquaplane manifold, large-bore downdraught S.U., enlarged ports, Servais silencer, h.c. head, etc. Le Mans headlamp inserts. Beautiful condition. £350 o.n.o. Cost £500, bills available. Macklin, 11, Eastfield Road, Peterborough, Northants. [9290

FALCON II. Recon. 1172; tubular; i.f.s.; hydraulics; S.U.s; 4-branch; Servais. Complete, £265 o.n.o. Tel.: HYD 1021 (day). [9291

LANCIA LAMBDA, short-chassis. Very fast, unique machine, in good condition. £95 o.n.o. Atkinson, Titness Park, Ascot. Tel.: 1398. [9292

SUNBEAM-TALBOT 90 saloon, 1951. Heater. Sparkling condition. £265. Exchange or buy Minor convertible. 45, Shirehall Park, London, N.W.4. Tel.: Hendon 7755. [9293

1937 D.K.W. Used daily. Suit enthusiast. £50, offers. 8, Barnes Close, Daventry, Northants. [9294

FAST, IMMACULATE throughout, Vintage M.G. Magnette. Much care, attention, money lavished on this car, but could do with new hood. Would gladden eyes and heart of enthusiast. Ante-natal clinic forces sale. £165 o.n.o. Contact bereaved enthusiast after 7 p.m. Tel.: BATtersea 0767. [9295

S.S.100 3½-LITRE, 1938/9. Four new tyres, rad. block, petrol pumps, sidescreens, battery, twin exhaust box, all new. Just decoked. Engine perfect. Superb example in red. Racing performance. 1,700 miles in 18 months. Used second car. £300 o.n.o. Harding, 9, Moorgate Crescent, Dronfield, Sheffield. [9296

M.G. TC. 8,000 miles since complete mechanical and body overhaul. Bills available. B.R.G. £275. Hindle, 10, Kenilworth Road, Luton. [9297

LANCIA LAMBDA, 1929, Series VIII, Weymann leather saloon. Good condition throughout. Must sell. Space required for two other cars. First offer over £100 will be accepted. Mitchell, 28, Crouch Hall Lane, Redbourn, Herts. Tel.: Redbourn 349. [9298

TALBOT MODEL 95 saloon, 1934, in sound running order, but could do with new rings and a repaint. House-moving demands quick sale, hence the price of £25. Moores, Tel.: Elgar 2661 or Kingston Blount (Oxon) 239. [9299

THIS MINOR CONVERTIBLE has "the lot." Series MM with new-style wings having fog and spot in place of original heads, glass rear windows, reversing lamp; Alta o.h.v. conversion, 9.5 : 1 c.r., 4-branch exhaust, water pump, radiator blind, heater, extra instrument panel. £320. Dodd, 68, Ladies Mile Road, Patcham, Brighton. Tel.: 52659. [9300

SPECIAL '51 MORRIS Minor. Alta o.h.v. conversion. Crank ground, new bearings, ring gear, timing chain, etc. New brake shoes, four tyres as new. Winkers, spot and rev. lamps, screen-washers, radio; various other extras. Taxed. Any trial. Best offer secures. Allen, 12, Park Drive, Hastings. [9301

1926 TWIN-CAM SUNBEAM. *The Motor,* 1949/59, bound and unbound. *Autocourse,* 1951/3. Other books. Tel.: Bishop's Stortford 2222 (daytime). Box No. R302. [9302

RILEY 12/6 DYNAMO, starter, both recon. Also cylinder head, speedo., oil gauge. £13, no offers. Mitchell, Tel.: GRO 2255. [9303

ROLLS-ROYCE sports saloon, P. II chassis. Very attractive lines, colour white. What offers ? 50, Stilehall Gardens, W.4. Tel.: CHI 3875 [9304

1927 LANCIA LAMBDA. Overhaul completed last month on big- and little-ends and valves and seats. Original body, altered to 2-seater to save weight; just repainted Italian red. £170. Photos, etc., from Berridge, Gunnery School, Lulworth. [9305

M.G. L MAGNA. Superb condition. Good weather equipment, spot and reverse lights. Garage needed—accept £100 o.n.o. Ralph, Tel.: Sloane 6178 (office hours) [9306

GLAMOROUS COACHBUILT DELAGE D6/70 (1938) sports coupé in dark green with red Vinyl hood. Works check of engine, gearbox, clutch, brakes just completed; new windows fitted. Good tyres and batteries. Heater, spotlamps, wing mirrors, badge bar, handbook. D.O.C. member invites offers around £175. Tel.: Uxbridge 4322. [9307

ALVIS, 1952, 3-LITRE sun-roof saloon. Radio, heater, screen-washers, spots. Very good condition. 23 m.p.g. New battery and tyres. £400. Preston, Lancs, Tel.: Broughton 548. [9308

FOR SALE—*continued*

A.K.S. MK. I, red, for sale. New Ford boxed chassis, tuned Ford 10 engine, close-ratio gears, 4.4 rear axle, 15-in. wheels, Michelin "X." L.M.B. i.f.s.; 4-ft. track front and rear. Fixed windscreen, all weather equipment. Professionally trimmed. Price £475 or near offer. Box No. R.309. [9309

1928 PHANTOM I. Excellent all-round condition. Mascot. £125. Photograph. 82, Albert Road, Oswestry, Shropshire. Tel.: 3081. [9310

ALVIS FIREFLY. Mechanics, interior, very good. Body needs tidying. £80 o.n.o. Seen at Maresfield Garage, Uckfield. [9311

ROLLS-ROYCE 20/25, attractive 1933 Hooper sports saloon. Body only fair, mechanically quite good. New battery, two new tyres (not retreads), rewired, etc. Bills available. Unexpectedly for sale, £275, after July 4th. Booker, 105, Newberries Avenue, Radlett, Herts. [9312

AUSTIN NIPPY. Genuinely perfect. Just overhauled, engine reconditioned. Resprayed. Many new parts. £140 o.n.o. 6, Broad Street, Lyme Regis, Dorset. Tel.: 568. [9313

M.G. PB 2/4-seater. Excellent condition. Winking lights fitted. Well shod, outsize tyres. Hydraulic brakes. Great performer. Haggling starts £110. 26, Oakhill Court, Woodford Green. Tel.: LAR 2115. [9314

M.G., 1938/9 VA saloon, 1,500 c.c. Immaculate appearance, excellent tyres, new battery. £125. 3, Downscourt Road, Purley. Tel.: Uplands 3404. [9315

LEA-FRANCIS 12/40 saloon, 1932 model. Coachwork good, mechanically sound. Rear tyres good, front poor. £50. Miles, 30, Bedford Street, Woburn. Evenings and weekends. [9316

1925 BENTLEY 3-LITRE for sale. Gurney-Nutting long-chassis tourer in original condition. Good tyres, new tonneau, rebuilt wheels, reconditioned Slopers, completely rebuilt back axle. £100. Dr. David Flanagan, Liverpool Royal Infirmary. [9317

SUPERB ALVIS Speed Twenty, 1934. I.F.S., synchro. box. Delightful close-coupled tourer body built during last four years, similar H.M. Bentley. Whole car in pristine condition by any standard, must be seen to be appreciated. Offers around £375 (a fraction of rebuilding cost) for this glorious thoroughbred. H.P. possible. Grabham, 20, Hereford House, Fulham Road, S.W.10. Tel.: Victoria 3858 (9-5.30). [9318

IT'S A ROLLS, a 20/25, a Thrupp & Maberly owner-driver sports saloon with the superb elegant lines, light-years ahead of its time (December 1935). £325. Can be purchased on the never-never, with any part exchange. Suit rising professional man, dustman with large family allowance, or disqualified driver. Tel.: CUN 0870. [9319

1926 3-LITRE BENTLEY. Short-chassis Red Label Speed Model fitted with close-coupled saloon body by Cooper. This car is in very good order throughout, having had an extensive rebuild recently. £235. T. W. Sanger, Rock Cottage, Wicks Rocks, Wick, Nr. Bristol. [9320

1958 A35 van, blue. Modified engine. Many extras, including radio, heater and extra lighting. Genuine 29,000. £355. T. W. Sanger, Rock Cottage, Wick Rocks, Wick, Nr. Bristol. [9321

ASTON MARTIN long-chassis Le Mans, 1933. Resprayed B.R.G.; new batteries, carbs, clutch plate, petrol pump, brakes relined, etc.; all bills. Fitted recent A70 engine, otherwise all original. Fast, reliable and impressive. Delivered. £220. Box No. R.322. [9322

RILEY 1½ ADELPHI, 1936. Mechanically very sound; coachwork good inside and out; all tyres and battery good. Years of safe, comfortable transport for the family. Only £80. Tel.: Leeds 661444. [9323

RILEY ADELPHI 1½-LITRE, 4-cyl. Steering, brakes, motor and electrics spot on, well shod. £75. Tel.: Ripley (Surrey) 3266. [9324

M.G. TB/TC. Reconditioned engine and steering box recently fitted. Full all-weather equipment. £195. Tel.: Ripley (Surrey) 3266. [9325

MORGAN THREE-WHEELER, 1934. Matchless 1000 w/c. £60. Billing, Borough Road College, Isleworth. [9326

'59 TR3A, ivory. Radio, heater, etc. 12,000 miles. £895. Tel.: RIC 6346 (6 p.m.). [9327

RENAULT 750, 1953, l.h.d. Superb condition. £208. 37, Parkside Drive, Edgware. Tel.: STO 7073. [9328

FOR ONLY £345 you can buy my 1959 green A35 van. 42 m.p.g. Heater, rad. blind, o'riders, undersealed. 13,000 miles, otherwise as new. J. Berrisford, 6, Scarth Road, London, S.W.13, or Tel.: MUS 7275 (work). [9329

DELLOW, 1954, 2-seater. Full weather equipment. What offers. Box No. R.330. [9330

1926 BENTLEY 3-LITRE Speed Model. Short chassis with Park Ward aluminium open tourer. 1928 late-type Speed Model engine, otherwise very original condition, including instruments. "A" box. Brakes, clutch and stop relined. Rewired and overhauled throughout. Bills for £500. Accept £365. Ogden, Springhill House, Wilsden, Bradford. Tel.: Cullingworth 8525. [9331

RILEY 2½, 1949, saloon. £205 o.n.o. for quick sale. Tel.: Loughborough 5224. [9332

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

FOR SALE—*continued*

M.G. TD 1953. Michelin "Xs." Stage 1. v.g.c. £425. Morgan Plus 4. 1952. Reconditioned engine, gearbox. New batteries. £330. H.P. available. E.R.A. Hygate, H.M.S. "Dolphin," Gosport. Tel.: 82894. [9576

BENTLEY 1934 3½ Mulliner Saloon. £190. 15, Brook Gardens, Kingston Hill. Tel.: Malden 6124, after July 9th. [9577

M.G. TD Mk. II (October 1953). Recently fitted new engine, 4 new tyres, vynide hood and screens, spot, winkers, full length tonneau. Whole car in excellent condition, finished in B.R.G., with beige interior. 430 gns. Tel.: Amberley 2125. [9578

SSII 1935 Sports Saloon, k.o. wheels. Used daily. £50. Tel.: Berkhamsted 1574. [9579

BERKELEY, R.C.A.-Hogan engine, 4-speed gearbox, and other mods. Exceptional condition. 72 m.p.h., 55 m.p.g. £340. Carr, 13, Bramdene Avenue, Nuneaton. [9580

1947 LEA FRANCIS Saloon, 1,767 c.c., twin carbs. Excellent performance, tyres and mechanics. Smart appearance : about £130. Terms. 8, Ravenbank Road, Luton, Beds. [9581

ALVIS FIREFLY, 1933, 4-seater tourer. Good hood, sidescreens, engine, chassis. Alloy body repainted, electrics, rewired. £120. 73, Ridgewood Drive, Pensby, Ches. Tel.: Irby 2879. [9582

1172 ROCHDALE G.T. Regd. Oct. '59. Professionally sprayed ivory. Four seats. 15-in. wheels. 4.7 axle. Raymond Mays suspension, etc. Interior fully trimmed red/fawn. Nearest £400. Diggie, 10, Edward St., Ashton-in-Makerfield, Lancs. [9583

SINGER LE MANS. Reconditioned engine and gearbox. Never used. Offers. 34, Baker Street, Potters Bar, Middx. [9584

TWO SCINTILLA GN4 Magnetos; Austin Seven Saloon, suitable for "special," £10; Vintage "Seven" spares available. S.A.E. Ferndown, Wimborne, Dorset. [9585

MORGAN PLUS FOUR, 1954, modified TR2 engine, TR3 crankshaft, new bearings, pistons, liners, clutch, balanced engine, 5,000 miles ago. 4.1 axle, polished ports, 9:1 compression, Mintex linings oil cooler, undertray *a la* Lawrence, immaculate throughout; never raced or rallied. Offers around £500. Tel.: ACO 7912 (evenings). [9586

1932 RILEY ALPINE, ¾ restored. Engine, chassis, tyres sound. Handbook. £30. 9, Peterhouse Avenue, Gorleston, Norfolk. [9587

1929 HILLMAN 12.9-h.p. Tourer, vacuum servo brakes. Sound in wind and limb. Nearest £50. Linsdell, Over Norton, Oxon. [9588

M.G. TA. Late 1939. Excellent. Resprayed, overhauled, new screens, springs, steering, rewired. Extras. £210 o.n.o. Tel.: Billericay 1738. [9589

1951 AUSTIN ATLANTIC hard-top. Green. Immaculate appearance. Mechanically good. Fitted anti-roll, rimbellishers, four new tyres, battery. £285. 47, Oliver Road, Hemel Hempstead. [9590

HILL-CLIMB Championship Car. The single-seater Steyr Allard. 8-cyl. V8 alloy engine, air-cooled, 8 carburetters, independent front and rear suspension, just rebuilt throughout. Complete with transporter, etc. First offer £275. Prescott 45 secs. Standing quarter 14 secs. Owen, Stables, Claremont Avenue, Esher, Surrey. Tel.: 4549. [9591

FORD ZEPHYR. Three S.U. carbs., manifold, cleaners, £30; Six-branch exhaust, silencer, twin tail pipes, £25; Lucas SLR 576 Roof Lamp, £10. Woods, 26, Ripon Way, Borehamwood, Herts. Tel.: ELS 1173. [9592

TRIPLE S.U. CARBS. Manifold, cleaners, £30 Six-branch exhaust, silencer, twin tail pipes, £25 for Ford Zephyr. Also rally lamp, Lucas SLR576 Roof Lamp. £10. Woods, 26, Ripon Way, Borehamwood, Herts. Tel.: ELS 1173. [9593

BENTLEY SPORTS SALOON, 1936 4½-litre. Well worth seeing. £250. Mr. Dixon, Anglers' Hotel, Broom Road, Teddington, Middx. (after 6 p.m.) [9594

1955 TR2, powder blue, beautiful condition, enthusiast maintained, touring use only. many extras, offers. Reason for sale and details, apply after 16th July. Jordan, 62, Stacey Road, Cardiff. [9595

ROCHDALE G.T. A beautifully finished "Special" with absolutely everything including radio and heater. Offers. Tel.: ADDiscombe 3291 or 2141. [9596

1938 LANCIA APRILIA, extensively reconditioned. £225. Tel.: Farnborough 451. [9597

OUTSTANDING CITROEN Big Six. Twin exhaust, resprayed metallic blue, retrimmed, brakes relined, new battery, new lighting, reshod. £212 10s. Reg. 1951. Taxed. L.H.D. 68, Farmfields, Sanderstead, Surrey. Tel.: Sanderstead 2395. [9598

500 × 18, two new, two retreads (200 miles only), £8; 5 wheels, clocks, distributor, manifolds, T/Zeniths, dynamo, starter, fan, cylinder head, valve gear, rocker covers for 1935 Riley 12, £5. Langton, Woldhurst Bungalow, Runcton Lane, Mundham, Chichester. [9599

LAGONDA. Vintage 1929 2-litre Speed Weymann. First-class order. Unique view, one private owner from new. West Sussex. Box No. R.600. [9600

RILEY NINE Kestrel, 1933, recond. engine, manual box, twin carbs., high comp. head, twin exhaust cams, £70. Tel.: BUChurst 5219. [9602

FOR SALE—*continued*

ROLLS-ROYCE, 1935, 20/25 Mulliner Sportsman's Saloon. Exceptional condition. £425 or near offer. Photograph. Baker, 31, Farnborough Road, Farnborough, Hants. [9601

"CHUMMY", 1928, soundly rebuilt from scratch. Needs finishing. £35. Campion, 48, Onslow Gardens, N.10. [9603

LEA-FRANCIS, 1928 12/40 4-seater tourer. Good all round condition. £85. King, 22, Malden Avenue, S.E.25. Tel. : ADD 8303. [9477

MORGAN 1100 o.h.v. JAP 3-wheeler. Needs work doing, but in good condition. Spare engine, etc. £25 the lot. Preece, High Street, Heathfield, Sussex. [9478

RARE RILEY "Edinburgh" 14/6 saloon, 1933. Good original condition. Sliding roof. Only one previous owner. £45. Openshaw, 25, Clifton Drive, Lytham, Lancs. Tel. : 7963. [9479

£325. CHEAPEST OFFERED, Morris Minor convertible, Sept., 1955. One owner, good tyres, heater. Engine needs attention, hence low price. 7, Wembury Park, Newchapel, Lingfield, Surrey. Tel. : Lingfield 373. [9480

1953 CITROEN SIX. Excellent condition inside and out. New "X" tyres, recent complete front-end overhaul and renewal of parts, brakes relined, new clutch. Fast and economical. £245. Barn Cottage, Hayes Lane, Kenley. Tel. : UPLands 8937 [9481

1947 BUICK SUPER, L.H.D., o.h.v. "Dynaflash" engine, radio, heaters, good condition. £130, or swap Allard sports. 112, Burnt-Ash Hill, London, S.E.12, or Tel. : LEE 5873 before 6. [9482

MORRIS EIGHT tourer, 1936. Perfect example. New engine, hood, screens, etc. Coachpainted. £100 spent. Tel. : SEV 9790. [9483

ROLLS-ROYCE FOR SALE 20-h.p., 1928 Sendance de Ville by Hopper. £250, o.n.o. Write : Box No. R.484. [9484

M.G. TB. Black. Reasonable condition. £160, o.n.o. Durnford, 19, Paddock Road, Newbury. [9485

TRIUMPH 2000 roadster, 1949. Unmarked steel blue body, grey hood. Undersealed, windscreen washer, heater, H.D. battery, seat covers. All interior woodwork including hood and all carpets and trim renewed eighteen months ago. New Michelins on front, "X"s on rear. H.C. engine with some mods., competition clutch. Well maintained. £275. Call evenings or weekends. 12, Highland Street, Poplar, London, E.14. [9486

MORGAN S.S. JAP beetleback. Recent renovate. Sound throughout. £60, o.n.o. Gill, Hendra Barton, Truro, Cornwall. [9487

1949 TC M.G. in chassis form, Stage II engine. New steering box required. £150, o.n.o. J. S. MacEwan, 34, St. Pauls Road, Clifton, Bristol, 8. [9488

BUCKLER D.D. II space frame fitted with ex-Lennard M.G., 1500 engine developing 85 b.h.p., 11-in. Alfin drums and special Dunlop knock-on wheels with R.S. 4 tyres. Many other extras. A bargain at £485. Also complete Mistral body for above. £50. J. S. MacEwan, 34, St. Pauls Road, Clifton, Bristol, 8. [9489

1929 SUNBEAM TWENTY saloon. Rebore and new pistons fitted 15,000 miles ago. Generally in good condition. £35, or near offer. Details and photo from N. Gundry, 8, Fox Hill, Bath. Tel. : Combe Down 2109. [9490

BENTLEY, late 1935 Sportsman's 2-door fixed-head coupé. Royal blue and black. Very attractive lines. Excellent chrome and paint. Sound mechanical condition. Brakes relined. 21 m.p.g. £325, o.n.o. 72, Grecian Crescent, Upper Norwood, London, S.E.19. [9491

LANCIA APRILIA, 1938. Engine, gearbox overhauled, resprayed, interior relined, all recently. £275. Tel. : Archway 6005 after 7. [9492

1952 CITROEN L15. New engine, gearbox, battery, 1958. New half-shafts, June 1960. Michelin "X" tyres. Expecting new car. £195 12, New Road, Aston Clinton, Aylesbury, Bucks. [9493

ALVIS SPEED TWENTY V.D.P. open tourer, 1934. Very good all round condition. Tyres, engine, mechanics excellent. £100, or exchange anything big and interesting. Patterson, 99, Millhill Road, Acton, W.3. [9494

1934 M.G. J2 FORD TEN. Hydraulics, new hood, sidescreens, tyres, headlamps. £90. 24, Carr Lane, Willerby, East Yorks. [9495

AUSTIN NIPPY, 1935. Cream and red. Engine, gearbox, steering overhauled 2,000 miles back. Many extras. £105, o.n.o. Tel. : Derwent 3908. [9496

LAGONDA RAPIER, 1934, 4-seater Abbot tourer in excellent condition. New hood, tyres, magneto, starter, timing chains, radiator, pistons, re-wired, etc. Over £150 spent in last 12 months, bills available. Price : £130, o.n.o. 25, The Chilterns, Brighton Road, Sutton, Surrey. [9497

M.G. TA, 1936. Good runner. £80, o.n.o. 278, High Street, Teddington, Middlesex. [9498

BUGATTI 1500 fast sports car, 1930. Excellent condition. Blue. Recently overhauled. Reasonable offer. Box No. R.499. [9499

TYRES. Brand new, heavy duty 5.50 × 19 (2) John Bull remoulds. £4 each. Brook, 120, Meadvale Road, Leicester. Tel : 75524. [9500

FOR SALE—*continued*

FORD MARTIN SPECIAL. Hard-top. I.F.S. Eight head, 4.7 rear, tonneau, flashers, spot, Spare engine. £240, o.n.o. Tel. : Bexley 3308, Monday-Thursday; or 7, Brookfield Avenue, Sutton, weekends. [9501

DELAHAYE 135M, 1950, saloon. Body ropy, but all mechanical parts very sound. £100, or break for spares if sufficient inducement. Seen Haslemere area. Box No. R.506. [9506

1950 HEALEY SILVERSTONE E-type, green, very fast. Must sell, bargain at £290, o.n.o. Tel. : MAL 1560 (Surrey). [9507

AUSTIN A90 hard-top, 1952. Excellent mechanically and bodily. New "X"s, battery and shockers. Extras. £285. Williamson, Gate House, Endon, Staffs. Tel. : Endon 3121. [9508

LAGONDA SPORTS SALOON, 1938, V12. Exceptional condition. £250. Box No. R.509. [9509

"FABULOUS" 1931 Rolls 20-25 model GOS43. Gen. 33,000 miles, mascot, divisional. Black. £650. Rare find. Cooke, 2, St. Nicholas Street, Coventry. [9510

750 SPECIAL. Fully modified engine, brakes, steering, etc. I.F.S., ash/aluminium body. Finished Italian red. Good performance. £85. Would consider exchange Kestrel, Rover, Lagonda, etc. Details and photographs. Singer Le Mans radiator. £2. Sellors, 127, Thames Road, Redcar, Yorks. [9511

INVICTA, 1931, 4½-LITRE, 100 m.p.h. Low chassis fitted post-war, immaculate fixed-head coupé body. All in excellent order. £550. Thorneywork, Hook Norton, nr. Banbury. [9512

CITROEN, 1937, 12.9. Spares. Most parts available. Usher, Broomcroft, Lions Lane, Ashley Heath, Ringwood. Tel. : 2529. [9513

1937 ALVIS SPEED 25 saloon. Good condition, new king-pins, brakes relined. Fast, reliable, and not too thirsty. First £115. H.P. possible. Shaw, 69, Benefield Road, Oundle, Peterborough (Tel. : Oundle 2234). [9514

MERCEDES-BENZ, 1950 saloon, 170V, L.H.D. Any trial. £225. 5, Mount Pleasant Drive, Bournemouth. Tel. : 34621. [9515

CONGENITAL IDIOCY compels me to sell my magnificent 1938 3½ S.S.100 at a mere £295. Crank reground, new weather equipment, good tyres, etc. Excellent condition in green. Rapid progress, both travelwise and femalewise, guaranteed. Box No. R.516. [9516

1929 AUSTIN 12. Bodily and mechanically good. £35. Graham. Tel. : STR 0400. [9517

BREAKING FOR SPARES. TA M.G. Due to accidental damage. Set of wire wheels, hubs, drums, brake shoes and backing plate for XK 120-40. TR3 hood and sliding side-screens. Breaking Austin Healey 100-6 for spares. Wanted any front body panels for Swallow Doretti or any damaged TR2-3. K. A. Munford, 51, Brewster Gardens, London, W.10. [9518

B.M.W. FIBREGLASS drophead coupé. Just built, cost £400. Superb specification, beautifully finished. £275. 49, Hollywood Way, Woodford Green, Essex. [9519

"C" TYPE JAGUAR, Webers, Weslake head, etc, very successful car. For quick sale £175 or reasonable offer. H.P. arranged. Box No. R.646. [9646

RILEY 1½ FALCON, 1935. Engine, gearbox rebuilt, new battery, tyres, brakes, steering. Mechanically perfect, good body. Bargain £75 17, Nickleby Road, Clanfield, Hants. [9647

M.G. TA, 1939, v.g.c., overhauled, many spares. Start haggling £180. Connell, 62, Barnett Lane, Wordsley, Stourbridge, Worcs., or evenings, Tel.: DOL 6630. [9648

VOLKSWAGEN, 1956, black, 34,000, in other words just run in. Extras. R.H.D. £480. H.P. arranged. Tel.: Chobham 567. [9649

A.C. 1938 Drophead Coupé. Mechanically sound. £110 or offer. 3, Richmond Road, Retford, Notts. [9650

1935 LAGONDA RAPIER Tourer. Condition good. £150. Prentis, 15, West Hill, Titchfields, Hants. [9651

AUSTIN NIPPY (red), superb condition. Hydraulic brakes. £135. Tel.: Chester 26945. [9652

LAGONDA, 1932, 2-litre low chassis Continental model. £200 o.n.o. Box No. R.653. [9653

TR2, 1955. Red, immaculate, many extras. Details on request. £525. Box No. R.654. [9654

VINTAGE Fabric Saloon. Jowett Seven short chassis. 22/3/30. Excellent bodywork, good mechanically. Seen South Yorks. Box No. R.655. [9655

LAGONDA RAPIER, 1934. Abbott 2-seater body rebuilt '58. Crank ground, rebored, new valves and guides, oil pump drive gears, radiator, '59. Twin 1½-in. S.U.s, 4-branch exhaust. Good weather equipment. Well known V.S.C.C. car. £225. Barker, 45, Chelsea Road, Sheffield. [9656

M.G. TD, 1951. Extensively reconditioned, including new gearbox, crank, brakes, etc., very many extras, immaculate. £395. 7, Pond Road, Blackheath. Tel.: LEE 5974. [9657

LANCIA AUGUSTA, 1934, very sound condition throughout, excellent running order. Twin spotlights. £95 o.n.o. [9658

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

FOR SALE—*continued*

EXPECTANT FATHER—2nd owner, regretfully disposing of unpranged, very nice condition 1956 white M.G.-A. Undersealed, wire wheels, heater, rack, etc. Genuine 28,000. H.P. arranged. Haggle starts £645. R. G. Smith, 2, Lake Close, Byfleet, Surrey (stone's throw "Duncan Hamilton"). (Business) Tel.: Camberley 3421. [9659

CITROEN SPORTS ROADSTER. One owner in wonderful original condition. Mechanically spot on. New Michelin "X" tyres. £175. Seen after 2nd June. Tony Foulsham, 84, Cranbourne Ave., Surbiton. Tel.: Elmbridge 5675. [9660

ALVIS SILVER EAGLE, 1936, SG 16.95 Mulliner sports saloon reluctantly offered for sale. Restoration interrupted by unexpected overseas posting. Most reliable car, Body and interior very reasonable and mechanics good. Taxed to December. £75. Major Blackman, 7, Buttenshaw Avenue, Arborfield, near Wokingham. Tel.: Arborfield Cross 295. [9661

INTERESTING INVICTA. 1½-litre 2-seater. New bearings, rings, electrics, paintwork. All bills. Cheap. 39, Rochester Avenue, Woodley, Reading. [9662

BENTLEY, 1925, 3-litre V.D.P. tourer in concours condition. Full particulars from Box No. R.663. [9663

ALVIS FIREFLY Tourer, 1934, 11.9 h.p. Delapidated but reliable runner. £40 o.n.o. Tel.: Gatley 3853 (Stockport). [9664

1924 LAMBDA. Original 4th Series. Excellent condition throughout after extensive overhaul. For details, please write Higginbotham, Georgeham, Braunton, Devon. [9665

1934 3½ BENTLEY, Thrupp & Maberly Sports Saloon. Beautiful car in very good condition. Owner posted abroad. £240, offers. Lamb, Old Vicarage, Egerton, Ashford, Kent. [9666

M.G. TA, 1939. Reconditioned engine 2,000 miles, chrome liners, h.c. head. Just resprayed. Ocelot covers, twin dip headlights, spot and fog, new radiator and grille, rebuilt wheels, etc. Also 1938 TA dismantled for spares, or could be rebuilt. The lot £230. Britain, 14, Copley Road, Manchester 21. [9667

LAGONDA RAPIER, 1934. Attractive, white F.H.C. Good bodywork. Recent re-ring and bearing overhaul. £90. Charnock, 9, Ealing Park Gardens, W.5. [9668

1928 STAR 18/50 Nestor Fabric Saloon, good running and stopping order, 5 sound 600 × 21 tyres. £30. Inquiries answered with photographs, etc. Jones, 10, South Highville Road, Liverpool 16. [9669

FORMULA 750 Sports Racer, every possible modification to engine and chassis, Dante racing body, only 3,000 miles, ready to race, marriage forces sale, nearest £200. Tel.: Standish 3161. [9670

JAVELIN DE LUXE, 1952, grey, immaculate throughout. £200. 157, Kiln Lane, St. Helens. [9671

1933 RILEY NINE Lynx, 1937, Merlin engine. Tuned, rebore, mains, big-ends, new battery, two new tyres, body good, hood, screens, tonneau. Must sell—Army call. £115. Blayney. Tel.: Seven Kings 3867. [9672

SUNBEAM Mk. III, 1956 (Aug.). Thistle grey, red upholstery, overdrive, heater, radio, floor gear change, Michelin "X", spotlights, 30,000 miles. Absolute specimen. Reluctant sale. £700 o.n.o. Box No. R.673. [9673

M.G. TC, 1947. Cream. First class condition. Meticulously maintained, many extras. (Midlands). £245. Box No. R.674. [9674

B.M.W. 329 Cabriolet. Engine reconditioned, rebored, crank ground, etc., re-wired, resprayed, new hood. £197. 36, Sandal Road, Edmonton, N.18. [9675

LANCIA LAMBDA, 7th Series, short chassis tourer. Excellent example of the famous *marque.* Can be seen in Wiltshire. Inquiries to Orr, Wayside, Skillings Lane, Brough, E. Yorks. [9676

1955 DAIMLER fixed head coupe 2½-litre sports. In good condition with R.A.C. report available. A rare and striking vehicle for £750. Tel.: HEAton Moor 1202, or write to: 20, Gibsons Road, Heaton Moor, Stockport. [9677

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JENSEN 541, first registered May, 1956, 25,000 miles, in perfect condition, finished in regal red. £1,250. Burnbank Motors Ltd., 48, Cromwell Street, Glasgow, N.W. Tel.: DOUglas 6094. [9679

1927 MORRIS OXFORD with 2-seater and dickey, body by Rowdon. Splendid condition bodily and mechanically, 5 good tyres. £110. Peter Litton, North Ockendon, Upminster, Essex. Tel.: Upminster 433. [9680

RILEY 9 h.p., 1932, Merlin, chassis, many spares. Windsor, 20, Eastcote Avenue, South Harrow, Middx. [9681

ELEGANT FRENCH CAR! 3½-litre black Hotchkiss 1937 f.h. coupe. Must be seen to be appreciated. £175 o.n.o. Tel.: KEN 2079. [9683

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AUSTIN HEALEY SPRITE, Sept. 1959. Blue. 7,000 miles. Most extras. Never raced. H.P. arranged. Offers. Tel.: Chancery 2944 (day). [9684

M.G. J2 fibreglass special, recond. engine, clutch, wiring, lights, tyres, tubes, tonneau, seats, all new. £120. Tel.: Pinner 8346. [9685

1960 TORNADO Sports Tourer. Red fibreglass body, tubular steel chassis, i.f.s., coil spring telescopic dampers all round. 4.7 c.w.p., well instrumented, electric wipers, laminated screen, wing mirrors, C/F. radiator, sports coil, Vynide hood, side-screens. Superb road-holding. Photos. available. £430 or nearest. Green, 50, Crescent Road, New Barnet (after 5 p.m.). [9686

RILEY FALCON, 1935, 15/6, preselector Sound but untidy, good battery. £39, o.n.o. Tel.: Walton-on-Thames 26522. [9687

ASTON MARTIN, 1936, 1½-litre sports tourer, engine 100 per cent., any trial, owner 10 years. £275. Halls Farm, Milk Street, Bromley, Kent. [9688

1934 WOLSELEY HORNET Special, 12 h.p. Very sound, fitted very neat utility body, outside exhaust. £28 or exchange for boat. 30, Tangier Way, Tadworth, Surrey. Tel.: Burgh Heath 5624. [9689

RILEY PRESELECTOR GEARBOX. Good condition, torque tube speedo drive type. £4. Graham, 66, Ladycroft Park, Blewbury, Berks. [9690

1928 LAGONDA 14/60, 4-seater artillery-wheeled, tourer, vast, original, lethargic, new big-ends. £80. 152, New Road, Chilworth, Tel.: Guildford 67795. [9691

1959 (Oct) FAIRTHORPE Electron Minor. 5,000 miles, white, 45 m.p.g., 90 m.p.h. Numerous extras. Regret sale. £480. Paris. Tel.: Isleworth 5649. [9692

MORGAN F4 3-wheeler, 1949 (registered), excellent condition, £110, o.n.o. Tel.: Letchworth (Herts.) 923. [9693

1937 KESTREL-SPRITE, fast, good body, interior rough, heater, w/wash, 16-in. k/o., cheap to clear. £65, o.n.o. Finch, 95, Eltham Road, S.E.12. [9694

MORGAN 4/4, 1938. Fast and reliable. £140. Hall, 25, Ladbroke Square, London, W.11. [9695

RILEY STELVIO 15/6, 1935. New tyres, battery. Mechanics and body nice condition. £100 or exchange smaller car. Tel.: Swanley Junction (Kent) 3400. [9696

AUSTIN HEALEY, 1954. Resprayed red. New hood, tyres. Engine, gearbox overhauled. Overdrive, heater, wire wheels. Must sell by 14th July. Nearest £490. Tel.: FRO 3858 (evenings). Berry, 8, Wharfdale Street, S.W.10. [9697

BENTLEY 3½ LITRE, V.D.P. coupe. Good condition. £175. Glanville, The Vicarage, Highworth, Wilts. [9698

1956 SERIES AURELIA G.T. Excellent history. £1,375: p/ex. 4½ Bentley. 4 and 6-cylinder Scintilla magnetos. Bosch horn. "MOTOR SPORT" 1948-1960, offers. 87, Broughton Lane, Wistaston, Crewe. Tel.: 2466. [9699

M.G. SPECIAL. Reg./rebuilt 1957. Basically "M" type. J2 head, twin S.U.s, all./tube body, new 16-in. tyres, £60, o.n.o. Also "D" type rad. £5. Complete but dismantled chassis 1937 (Standard 12); S.S. Jag. Brownlow, 10, Hibbert Street, Widnes, Lancs. [9700

ASTON MARTIN, 1937, 2-litre l/c. open 4-seater. Recent Burtonwood overhaul. Offers around £225. Also professionally-built Ford Stiletto fibreglass 2-seater, all new components where necessary. Full weather equipment. £275. Mimosa, Courtlands Lane, Exmouth. Tel.: 4030. [9701

SIMCA ARONDE registered January 1956. Grey, blue interior, good tyres, excellent performance with economy (36-42 m.p.g.). Spot, fog and reversing lights, heater and other extras. £385, o.n.o. Tel.: Iver 1360. Box No. R.702. [9702

RILEY KESTREL 12/4, 1935. Black and chrome. Immaculate exterior and interior. 1st class mechanical condition throughout. New Silver Exide, 6 excellent tyres, maintenance manual, 2 cwt. spares, needs nothing spent. A really beautiful car. Best offer over £120. Griffin, "Rowan," Abinger Avenue, Cheam, Surrey. Tel.: Ewell 3576 . [9703

1172 SPECIAL. £260. A beautiful and reliable car, having an attractive 2-seater body on a professionally-built chassis. New tyres and c.w.p. Recond. engine and gearbox, 3,000 miles. 38, Manor Crescent, Hitchin, Herts. [9704

B.M.W. 315/34 Saloon. Body good, tyres good, requires attention. Sell as non-runner. £40 o.n.o. Tel.: Sheffield 362825. [9705

MORGAN 4/4, 1939. Engine 1949. B.R.G. Good condition. Business reasons necessitate immediate sale. First offer in £150 region secures. Tel.: EAL 7804. [9706

TR3 (Nov. 1955). Complete rebuild costing £770 10,000 miles ago. TR3A body, etc., etc. Extras: radio, heater, washers, tonneau, "X"s, taxed Dec. £570. H.P. arranged. Haller, 169, Trafalgar Road, S.E.10. Tel.: Greenwich 2811. [9707

RILEY KESTREL, 1937. 1½ litre. Mechanically perfect, needs running in. Regret must sell. £140, o.n.o. Gustavson, 166, Old Lodge Lane, Purley. Tel.: UPLands 3033. [9708

1934 RILEY MONACO. Preselector. Excellent condition. Enthusiast owned (Register member). £60. Another for spares. Quantity motoring books, S.A.E. list. Starling, Stoke-Holy-Cross, Norwich. [9709

1935 RILEY 9 h.p. KESTREL. Two owners, 54,000 miles only, v.g.c. £100, o.n.o. Bysouth, Officers' Mess, R.A.F., Bircham Newton, Norfolk. [9711

NEW MERCURY V8 engine. 60 miles only. 12v. or 6v. auxiliaries, fit Pilot, Allard, etc. Full inspection welcomed. Nearest £40. 50, Stafford Street, Derby. Tel.: 47059. [9712

INFERIORITY COMPLEX? 33-h.p. Packard drophead coupe, 1937. Retrievable or spares. S.A.E. Mason, 12, Northlands Road, B'ham 13. [9713

1933 SINGER, 1½-litre Speed Sports saloon, new battery and tyres. A lot of work done recently. Offers. Medlicott, 2, Ebnal Road, Shrewsbury, Salop. [9714

ROCHDALE 1172, engineered reg. 1959, immac., usual mods. About £370. Exchange "special", parts, accidented Morris, V.W., w.h.y? 33, Rollason Road, Erdington, Birmingham. [9715

RILEY NINE Kestrel, 1936. Recon. engine, new tyres, new battery, body very good. £130. Tel.: Lower Hook 1281 (evenings). [9716

1928 3-LITRE BENTLEY saloon. Late type engine, 19-in. wheels, good tyres and accs., plate clutch, 3.53 axle. £155. Warren, Fisheries Laboratory, Burnham-on-Crouch. [9717

MORGAN 4/4, 1950, B.R.G., beautiful condition, well shod, new hood, screens, full tonneau, radiator muff, Bray heater, engine sound, suspension recently overhauled. £325, o.n.o. Cuming, Sgts. Mess, R.A.F., Leeming, Northallerton, Yorks. [9724

HEALEY-ELLIOTT saloon, 1948, smart, sound, fast, economical. Seen Midlands. £260, o.n.o. Box No. R.725. [9725

1927 CITROEN 12/24, 4-seater tourer, good condition. £65. Complete 1928 Austin Chummy for spares, also "penny-farthing" bicycle. Cranfield, Saddlers Farm, Hooe, Battle, Sussex. [9726

ROLLS-ROYCE TWENTY, 1928. Elegant small Weymann fabric saloon by Rippon in amazingly good, original and clean condition. 19-in. wheels, with discs. £150. Faulkner, 22, Caroline Street, Birmingham. Tel.: Central 2139. [9727

A.C. 1938 ACE saloon. Rare model, exceptional condition. Two careful owners. Virtually new engine. Heater, blind, screenwasher, etc. £165, o.n.o. Details: Yearsley, 75c, Ashley Road, Walton-on-Thames. Tel.: 25357. [9728

1951 RENAULT 750, very good condition, excellently maintained, many extras. £200, o.n.o. J. W. Holmes, 3, Cloudesley Mansions, N.1. Tel.: TER. 7382 (after 6 p.m.). [9729

CLYNO 12-h.p. tourer, 1929. Body and machanically sound, in daily use. £195. Colonel Thomas, Hatch Mead, Burley. Tel.: 2243. [9736

JAVELIN de luxe, 1952, Series 3, sunshine roof, flashers, windscreen washers, chrome side and tail lights, heater, etc. Any examination. Deliver anywhere. £285. Mitchell, Balgour, Blackford, Perthshire. [9737

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1948 ALLARD 4-seater tourer. £110, o.n.o. Edwards, 59, Jordan Road, Four Oaks, Sutton Coldfield, Warwicks. [9740

ROLLS-ROYCE 22 and 40-h.p. Spares: starters, dynamos, cylinder heads, blocks, axles, etc. Harrison, 7, Wordsworth Terrace, Penrith Cumb. [9741

1951 ALLARD P-TYPE sports saloon. One owner, small mileage, exceptional condition. Fast, economical. All extras. Cost £1,760. Owner India. Bargain £175, or exchange small modern car suitable lady, or possibly good 3-litre Bentley or similar. 37, Albany Villas, Hove, Sussex. [9742

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FIAT 1100, 1955, 5/6-seater, 75 plus m.p.h.; 35-40 m.p.g. Excellent condition. £450. "Dormers," Rimington, nr. Clitheroe, Lancs. Tel.: Gisburn 316. [9745

M.G. J2. Good body, hood, essentially sound. Wiring wants attention. Cheap. 54, The Balk, Walton, Wakefield. Tel.: 5801. [9746

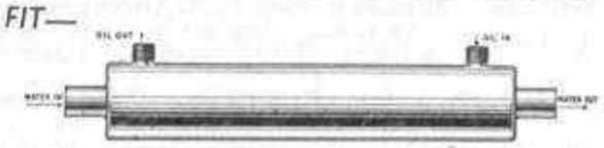
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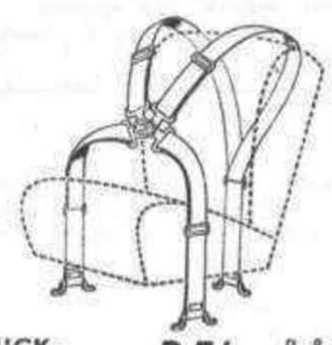
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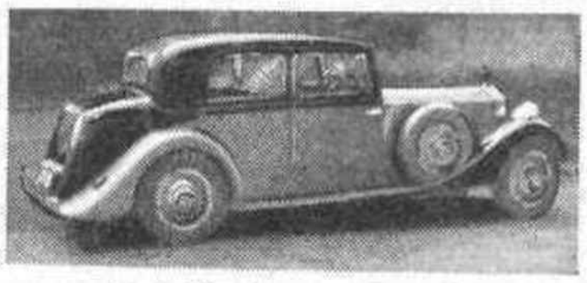
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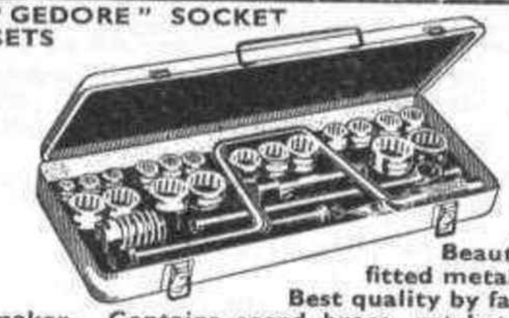
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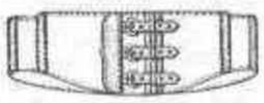
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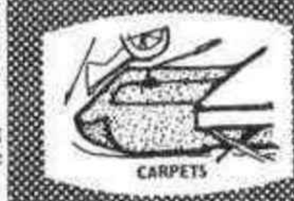
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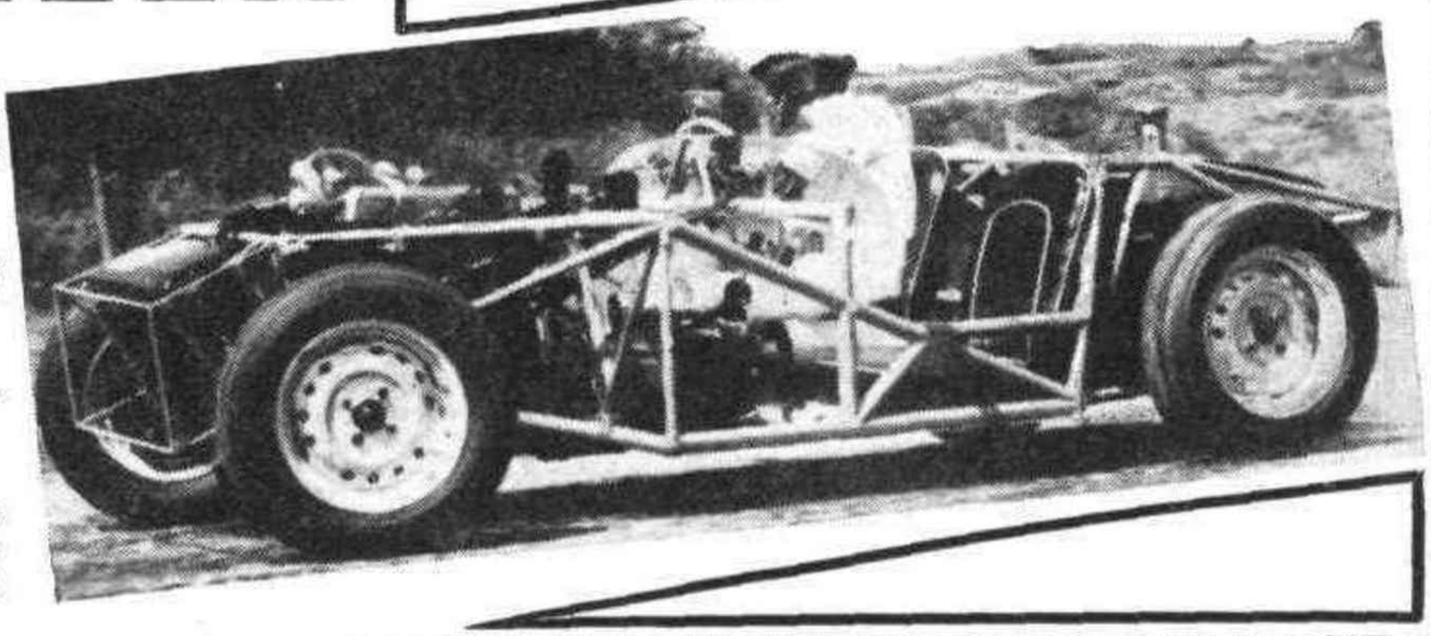
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