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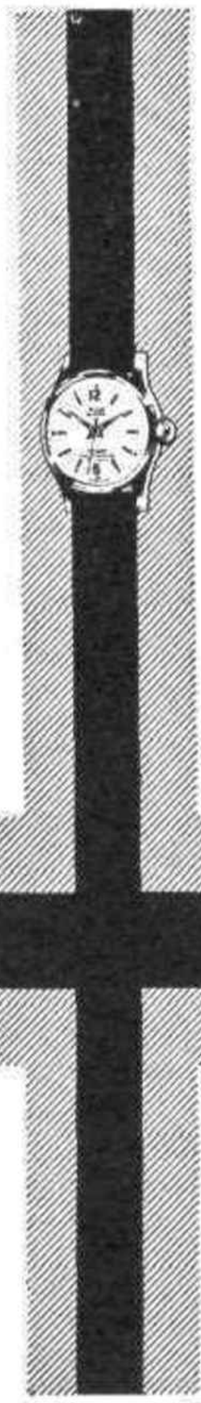


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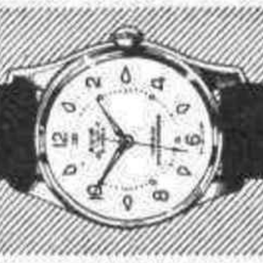
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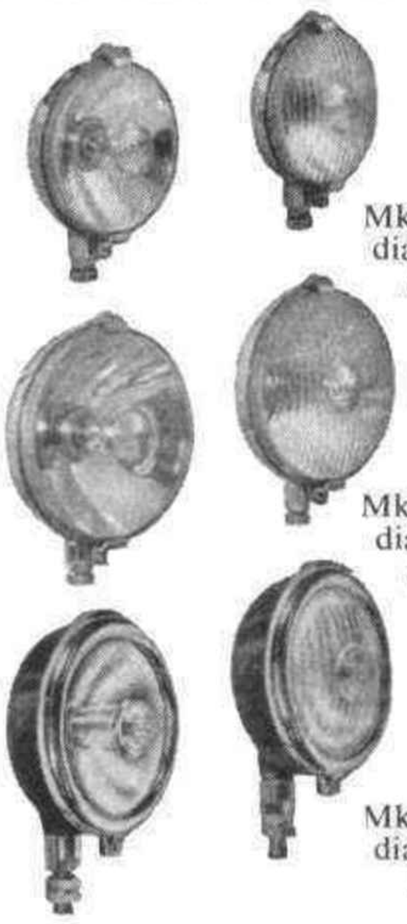
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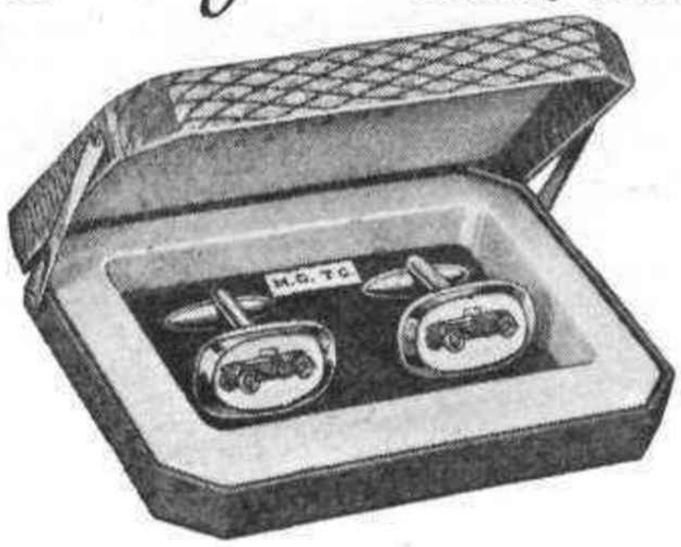
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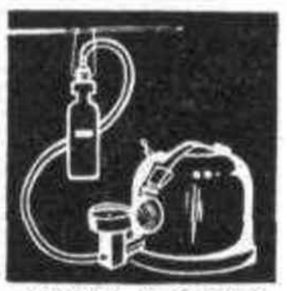
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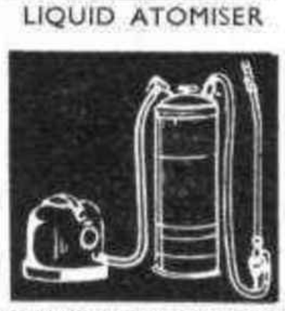
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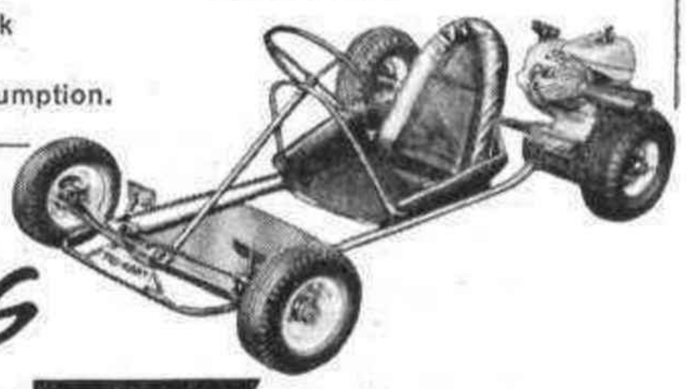
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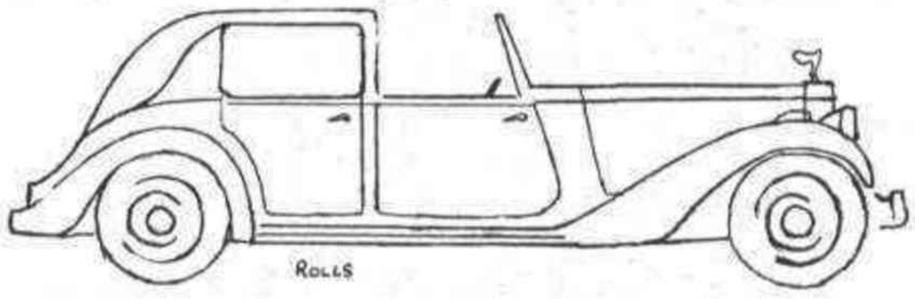


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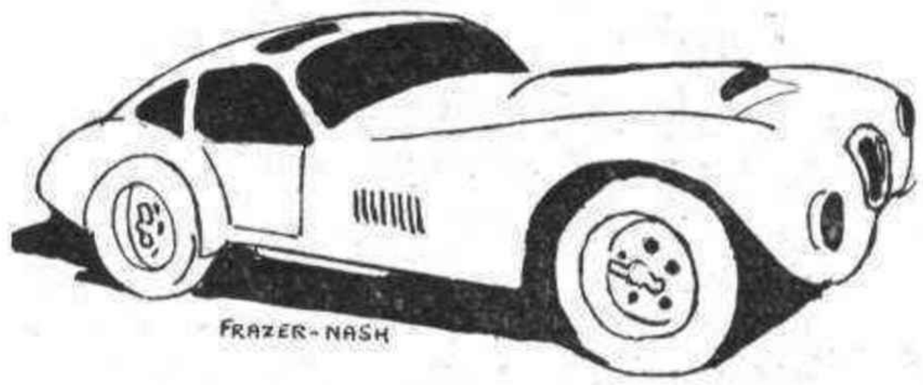
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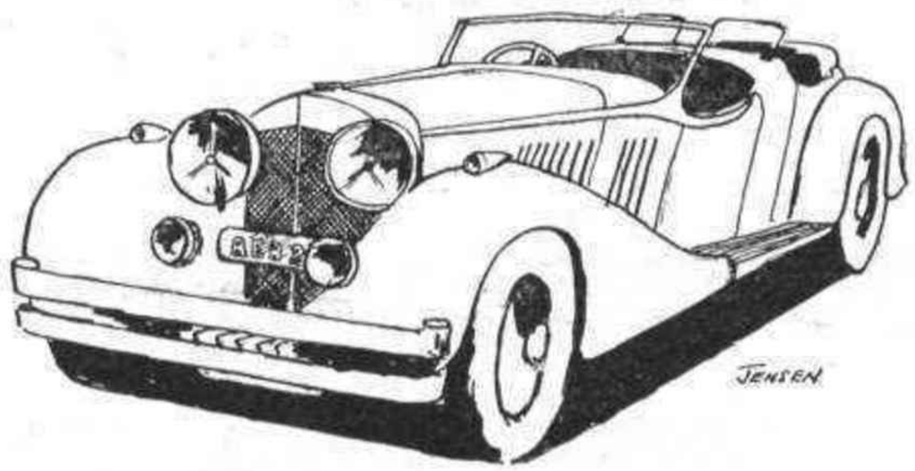
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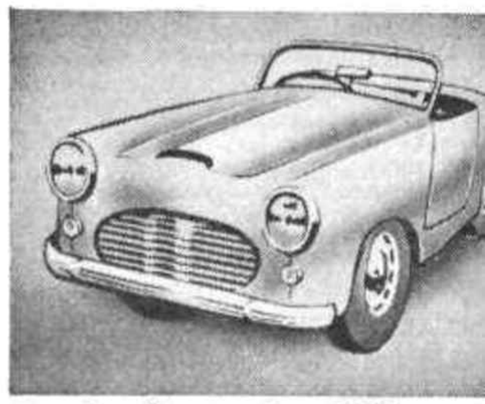
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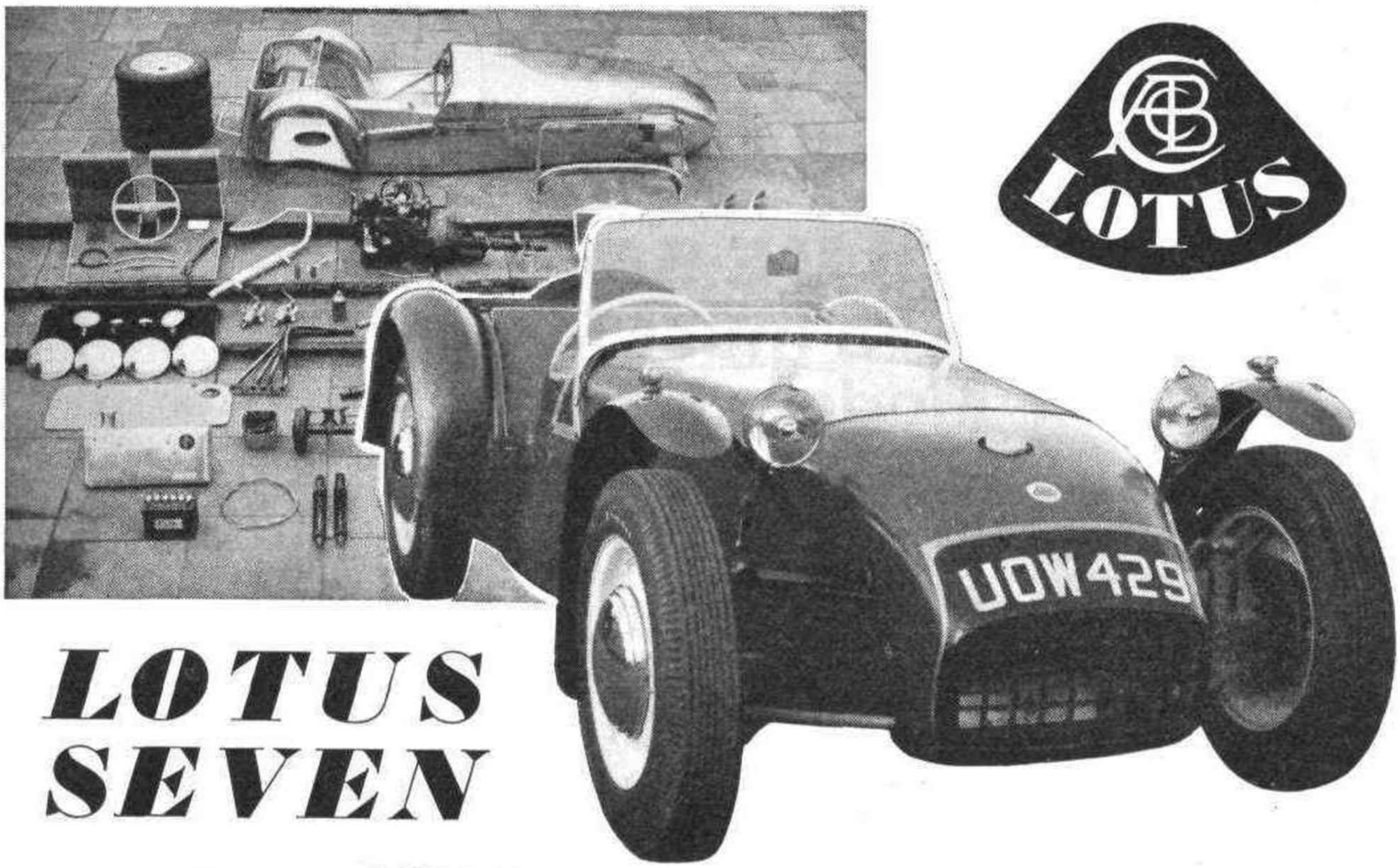
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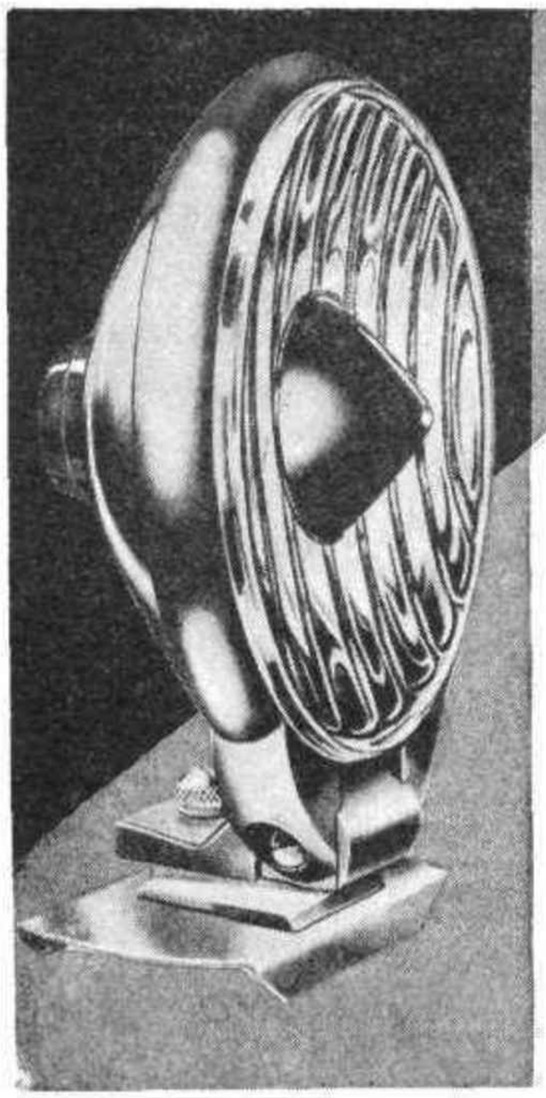
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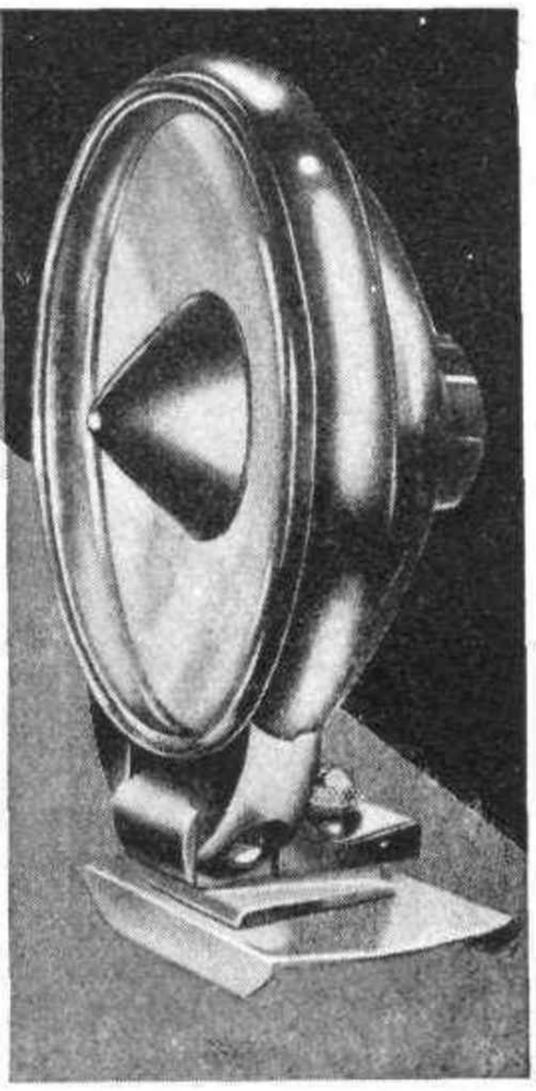




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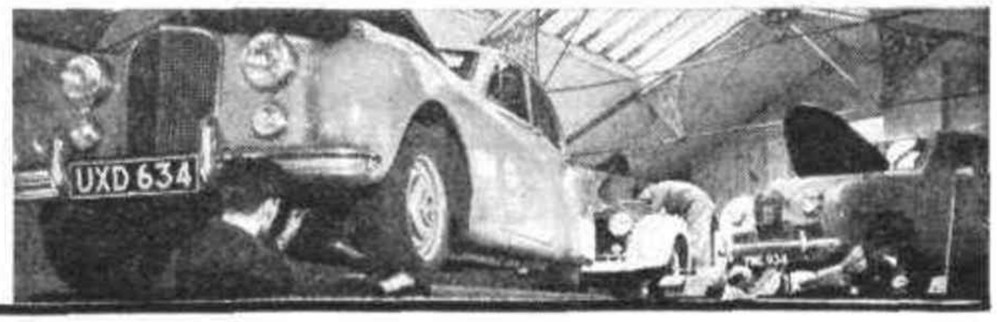
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THE WEEKLY MOTORING NEWSPAPER

Motoring News

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The Month Ahead

Nov. 12 What's news? The Motorway, Britain's first full-size road of the future. Keep right up to date through these first vital weeks. Also: Road test of the Sunbeam Alpine. **Nov. 12**

Nov. 19 For first reports on the R.A.C. Rally, don't miss this issue. Also news from North of the Border on Glasgow's Motor Show. **Nov. 19**

Nov. 26 Will there be the usual storm over the R.A.C. Rally? Too simple, too tough, or will the event please everyone for once? Read our critical analysis of Britain's only International Rally. **Nov. 26**

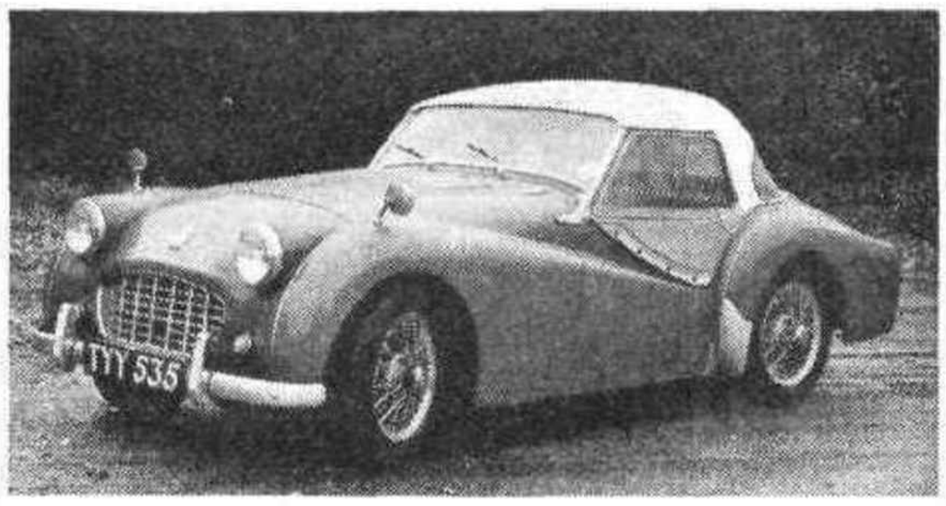
Dec. 3 For fireside reading, our popular series "The Great Marques" begins again. Subject: Aston Martins, Sports Car Champions of the world. **Dec. 3**

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

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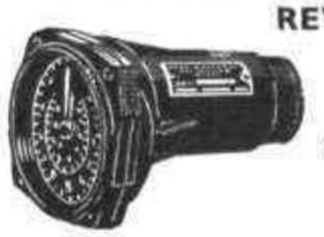
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ROY SALVADORI TESTS THE VAUXHALL VICTOR



" One of the things which I like best about the Victor, and there are a great many, is its very handy size. On the popular priced British car market there is tending to be a widening gap between the small economy family car and the considerably larger quantity-produced saloon five-six-seater vehicle. To my mind the Victor's size is admirable for a family car. It will fit into a modest sized garage, it has excellent luggage-carrying capacity, and the seats are of reasonable size with plenty of leg room."

" Although the horsepower of the Series II is only very slightly up on the previous model — it is now 54.8 at 4,200 r.p.m. — the car seems quite a lot livelier. The four-cylinder power unit, moreover, is smoother than before and rather more silent also. The de luxe version which I tested differs from the standard model in interior equipment only. It has, for instance, two very well upholstered and comfortable individual seats in the front, a pile carpet, leather seat coverings, armrests on the doors and, so on."

★ ★ ★

" When it comes to the actual driving of the Victor I find it difficult not to sound too glowing. I think it is true to say that people like myself who are interested in the handling characteristics of cars have reservations about Vauxhalls and similar cars. Perhaps, therefore, my reaction is sharpened that much with this car. I can say right out, however, that it is easily understandable why the Victor has had such outstanding success on foreign markets. Acceleration is quite brisk. The smooth engine revs willingly, and the speeds in the gears are handy.

" With many manufacturers going back to the old-fashioned floor-mounted lever Vauxhalls stick by the steering column change, and I must say that it is one of the most precise that I have experienced. Of course, three-speed boxes are much simpler to arrange for steering column changing than the four-speed ones, but even so full marks must go to Vauxhalls for a quick and positive change with practically unbeatable synchromesh. It is the only three-speed box which I have come across in which it is possible to change down into bottom gear at any speed up to 20 m.p.h. without feeling as if you were about to put the gearbox on the road."

★ ★ ★

Stability in wet

" Handling of the Victor is also extremely good, particularly in wet weather when its stability is truly surprising. The steering has been nicely arranged to give just the right amount of self-centring so that high speed cornering and low speed manoeuvring are both pleasant. Brakes are adequate for the car, and firm in operation."

" It is sufficient for me to say that to my mind this is probably the outstanding medium-sized saloon in the low price group. Its road manners are impeccable, it handles easily and safely, and Vauxhalls have, unlike so many manufacturers, profited vastly by experience with the car since its introduction to give the customer real benefit from development."

Extracts from 'Sporting Motorist', July, 1959

VAUXHALL VICTOR

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VOL. XXXV No. 11 — EARLS COURT ISSUE — NOVEMBER, 1959

MOTOR SPORT

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MATTERS OF MOMENT

THE LONDON MOTOR SHOW

This year's International Motor Exhibition at Earls Court will be the most interesting since the war and should draw record crowds of discerning visitors, who will sample the seating of all the exhibits they find unlocked preparatory to placing orders for the car of their choice, which they will thereafter enjoy driving at precisely 40 m.p.h. along the rolling English roads.

This time Britain is making a refreshingly determined bid to crush foreign competition, and firms specialising in foreign cars look like having a lean time from now on. If the Moskvitch and Volga come from a nation which is well ahead in the conquest of Outer Space, British cars stem from an island which now leads the World at Grand Prix motor racing, as the presence of an F.1 Cooper at Earls Court proudly proclaims.

We have some strong entries for the forthcoming sales stakes, such as Alex Issigonis (the B.M.C. babies), Harry Webster (Triumph Herald), Edward Turner (Daimler SP250) and others. Their designs, together with the powerful new Aston Martin DB4 G.T., the latest Bentley and Rolls-Royce cars with their 6¼-litre light-alloy V8 engines, the new o.h.v. four-speed small Fords, the fully-automatic "Easidrive" 1½-litre Hillman Minx, the Humber Super Snipe with its willing engine developed to provide more power, improved Jaguars (which is the nearest you can get to achieving the impossible), the enlarged 1,600-c.c. M.G. sports car, the fast and stylish Sunbeam Alpine, and new A.C. and Armstrong Siddeley models which remained a secret until Earls Court opened, Britain is in a very strong position indeed, even if the trio of American "small" cars is significant and, in an engineering context, the Citroën DS19 remains the car with the mostest. Given steel and willing workers, the British Motor Industry should set new output records in the coming year.

THE R.A.C. RALLY

The 8th R.A.C. International British Rally, which takes place between November 17th and 21st, starting from Blackpool, should be especially interesting. It reverts to the tough type of rally in which drivers and navigators have to keep going for four days and three nights without proper sleep, and although the R.A.C. is taking steps to ensure that its rally does not offend the non-sporting public, by restricting the overall average to 30 m.p.h., penalising drivers who average more than 40 m.p.h., operating decibel meters, and making the cars carry obvious rally numbers, some difficult terrain in the 1,900-mile route should make it quite difficult to keep up the required speed, especially at night or in fog. Many speed tests, at such familiar places as Charterhall, Aintree, Oulton Park, Prescott, Rest and be Thankful, Harleyford and Brands Hatch will be included, rather significantly merely to decide ties on the road-section, the rally finishing with 5-lap races over the Crystal Palace circuit in London on the Saturday afternoon.

The event counts towards the European Rally Championship, so should attract foreign entrants, who, with our own drivers, will face some tough motoring across the Pennines to Brough, in Scotland, where single-track roads will be negotiated in the N.W. Highlands, a circular 110-mile night regularity test, and another night spent on sinuous Welsh roads in Pembrokeshire.

Entries are limited to 150 and the list has closed. The R.A.C. has taken more than £3,900 in entry fees if a full entry has been obtained, so it will be expected to put on a first-class rally and no mistakes.

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Front Cover Picture: TONY BROOKS in his Ferrari on the downhill back stretch of the colourful Lisbon circuit. Where power alone counted the Ferraris were the victors, but they lacked the road-holding necessary on most circuits.

THE LONDON TO BRIGHTON VETERAN CAR RUN

Another sporting fixture is the R.A.C. Brighton Run on November 1st, starting from Hyde Park. A record entry of 249 cars built between 1896 and 1904 inclusive has been obtained, and drivers range in age from 17 to one who has been driving for 60 years. The Editor of MOTOR SPORT will drive a 1904 single-cylinder Brushmobile (No. 178) entered by the Montagu Motor Museum.

THE MOTORWAY OPENS

Although we as a motoring journal have no political affiliations we are sorry to see Mr. Harold Watkinson promoted from the Ministry of Transport to the Defence Ministry as he has at least made a start on the job of providing the vast motoring public with some new and better roads. The London-Birmingham Motorway which Mr. Watkinson has seen completed on time will be opened to traffic on Monday, November 2nd. We hope that Mr. Watkinson's successor, Mr. Ernest Marples, who was previously Postmaster-General will carry on with the good work and provide us with the roads which are so essential to the continued prosperity of this country.

Motor Sport Events for November

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Oct. 31st/ Nov. 1st	A.C. Owners' Club	Denham	Denham, Bucks	Chiltern 100 Night Rally (*C.*)	8.00 p.m.
,,	Maidstone & Mid-Kent M.C. ...	Royal Oak Hotel	Wrotham	Rally (*R.*)	9.00 p.m.
Nov. 1st ...	R.A.C.	Serpentine Road	Hyde Park	Commemoration Run	7.30 a.m.
,, ...	Shenstone & Dist. C.C.	Draycott-in-the-Clay	Derbyshire	Chase Trophy Trial (*R.*)	10.00 a.m.
,, ...	Caernarvonshire & Anglesey M.C.	The Look Out	Bangor	Social Event (*C.*)	2.00 p.m.
,, ...	Cambridge Univ. A.C.	Snetterton	Thetford	Sprint (*R.*)	2.00 p.m.
Nov. 7th ...	Lagonda Club	Airport Hotel	Croydon	November Handicap (*C.I.*)	1.30 p.m.
,, ...	Caernarvonshire & Anglesey M.C.	Garth Service Station	Bangor	Rally (*C.*)	8.00 p.m.
,, ...	Old Merchant Taylor's M.C. ...	Batchworth Heath	Rickmansworth	Firework Rally (*C.I.*)	5.30 p.m.
Nov. 7th/8th	Forces' M.C.	"Tom O'Bedlam," Chadwick End/ "Cross Hands," Old Sodbury	Warwick/ Glos.	Cotswold Rally (*R.*)	5 p.m., 6th
Nov. 8th ...	Sporting O.D.C.	Heston Aerodrome	Middlesex	Driving Tests (*R.*)	10.30 a.m.
Nov. 13th ...	West Hants & Dorset C.C. ...	Grand Hotel	Bournemouth	Dinner and Dance	—
Nov. 16th/21st	R.A.C.	BLACKPOOL	—	BRITISH INTER-NATIONAL RALLY	2.00 p.m.
Nov. 21st/22nd	Anglia & Prefect O.C.	Gibbs Garage, Bedford	Staines	Night Rally (*R.*)	10.01 p.m.
Nov. 29th ...	Oxford M.C./Oxford Univ. M.D.C.	Long Handborough	Oxford	Cotswold Rally (*C.*)	—
,, ...	Caernarvonshire & Anglesey M.C.	Garth Service Station	Bangor	Night Navigation Trial (*C.*)	5.30 p.m.

CLUB NEWS

A group of Riley enthusiasts in the Nottingham and Derbyshire area are trying to form a local group of the Ri ey Register. The Register caters for the owners of pre-1938 Rileys and offers many benefits as well as social activities. Anyone interested in the idea should write to Dr. Peter Hackett, Flat 1, 32, Waterloo Road, Nottingham.

* * *

The R.A.C. International Rally will be held this year from November 16th/21st, starting at Blackpool and finishing in London. Much of the 2,000 miles will be covered in Scotland and Wales with special tests being staged at Aintree, Brands Hatch, Charterhall, Harleyford, Oulton Park, Prescott and Rest-and-be-Thankful. At the finish at Crystal Palace on the final Saturday a series of races will be staged for those who have finished the road section. In addition to these a manoeuvring test will be held at Blackpool and a regularity test held in Wales.

Entries will be restricted to 150, the entry fee being £36 15s. Points which are emphasised by the R.A.C. are that they will welcome team entries by Clubs and that the rally can be won on the road section. The test will only decide ties. We have heard that somewhere before.

* * *

The M.C.C. National Rally, which was due to have taken place on November 5/7th, has been cancelled because of the close proximity to the R.A.C. International Rally.

* * *

On November 1st the Shenstone and District C.C. hold their Chase Trophy Trial, which is a B.T. & R.D.A. Star Trial and a qualifying event for the R.A.C. Trials Championship. The start will be from Draycott-in-the-Clay at 10 a.m. and the finish will be at the same place.

* * *

The Anglia & Prefect O.C. have announced that owners of the new Ford Anglia, Popular and Prefect are eligible for membership of the Club. The next rally will be the "Three Ns" Night Rally, which is a restricted event open to a large number of Clubs, including the following: B.A.R.C., East Surrey M.C., Mid-Surrey M.C., West Hants & Dorset M.C., Advertising M.C., Forces' M.C., VW O.C., Oxford M.C., Brighton & Hove M.C., and Blackfriars M.C.

The route will be approximately 250 miles and the event will be a straightforward "won-on-the-road" rally. Timing will be by sealed watches, and the accent will be on the ability to plot references accurately and follow uncomplicated route cards. Entries close November 11th and should be sent to G. R. Lucas, Cranmore, Ouseley Road, Wraysbury, Bucks.

* * *

The Annual R.A.C. London to Brighton run takes place on Sunday, November 1st. The start will once again be at the eastern end of the Serpentine Road, in Hyde Park. Cars will be numbered according to age, with the No. 1 being the oldest, and will start in groups, the first one leaving at 8 a.m. A maximum average speed of 20 m.p.h. is set for the whole distance. The finish will once again be at the Aquarium, Brighton.

The Sporting Owner Drivers' Club will hold a driving test meeting at Heston Aerodrome on Sunday, November 8th. Entries are open to members of Clubs belonging to the London Counties Association of Motor Clubs. Entries are open until November 2nd and should be sent to W. P. H. Lockhart, Hinxworth, Cross Oak Road, Berkhamsted. The event will commence at 10.30 a.m.

* * *

The Sevenoaks & District M.C. are one of the first to commence the "Film Show season," and will be holding a midnight matinée at the Gaumont Theatre, Bromley, Kent, commencing at 11.30 p.m. on October 30th. The two-hour show will include "Coupe des Alpes" and "Tribute to Fangio," together with a number of other motor-racing films. Space is limited and tickets, price 5s. each, should be obtained before the show from S. Clipston, Plant, Clifford & Co., 28, Widmore Road, Bromley, Kent.

* * *

The Sutton & Cheam M.C., which was formed in March, has received R.A.C. affiliation and already has 93 members. Anyone living in the district who is interested in joining a Motor Club should contact I. G. Forrest, Fordwater, Cuddington Way, Cheam, Surrey.

SNETTERTON

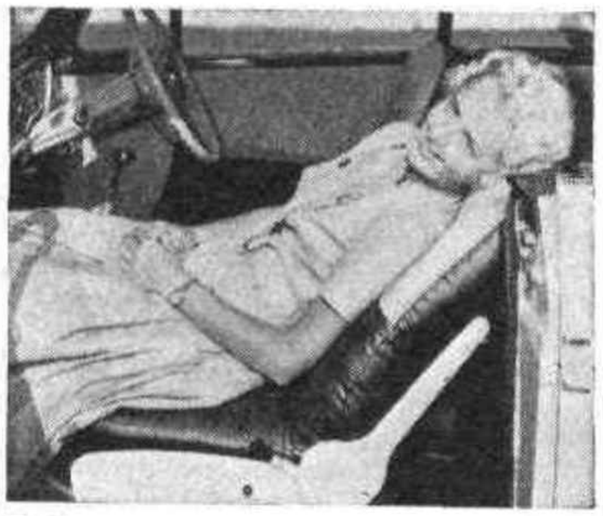
FLOCKHART PUSHES SNETTERTON RECORD TO 103.85 m.p h.

A record-breaking F.1 and F.2 race and the three-hour final of this year's *Autosport* Series Production Sports Car Championship closed the motor racing season at Snetterton on October 10th. Ron Flockhart in a works B.R.M. won the Formula race at a cracking pace from Jack Brabham's 2.2-litre engined F.2 Cooper. In doing so, Flockhart became the first driver to lap the 2.71-mile Norfolk circuit at over 100 m.p.h. and collected an extra £100 prize, donated jointly by Oliver Sear and Stanley Boshier, by virtue of this. He left the lap record at 103.85 m.p.h. after chopping 4.6 sec. off Brian Naylor's existing circuit record with a time of 1 min. 33.6 sec.

Bruce Halford, in his first B.R.M. drive, came home third after a relaxed race. Perhaps this indicates a works drive with the Bourne team next year. *David Piper's 2-litre Lotus gained a creditable* fourth place ahead of the first F.2 cars home—the Yeoman Credit Cooper-Borgward of Chris Bristow and Mike McKee in Jim Russell's Cooper.

Jim Clark with the Border Reivers' Lotus Elite won this year's three-hour race from Dick Stoop's Frazer Nash, Sutcliffe's Frazer Nash, Mitchell's A.C. Bristol, Protheroe's XK120 and Needham's M.G. coupé. To win the 1959 *Autosport* Championship, Paddy Gaston and his Sprite had to beat Bob Gerard's Turner. These two lapped in close formation for 15 laps and then, pulling hard in third gear, the cog broke on the Sprite, wrecking the gearbox, and Gerard had merely to last out at the front of his class to win the Championship. However, at the end of the race it was found that Stoop and Gerard had tied for the Championship, the decision being given to Gerard when points scored in seven of the 12 qualifying races were taken into account.—D. J. R.

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AS ANNOUNCED AT THE 1959 MOTOR SHOW

SHOW TIME

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

LOOKING at the current motoring scene as we arrive at another International Motor Exhibition at Earls Court it can be said truthfully that the British Motor Industry, like the voters in the recent General Election, has " never had it so good."

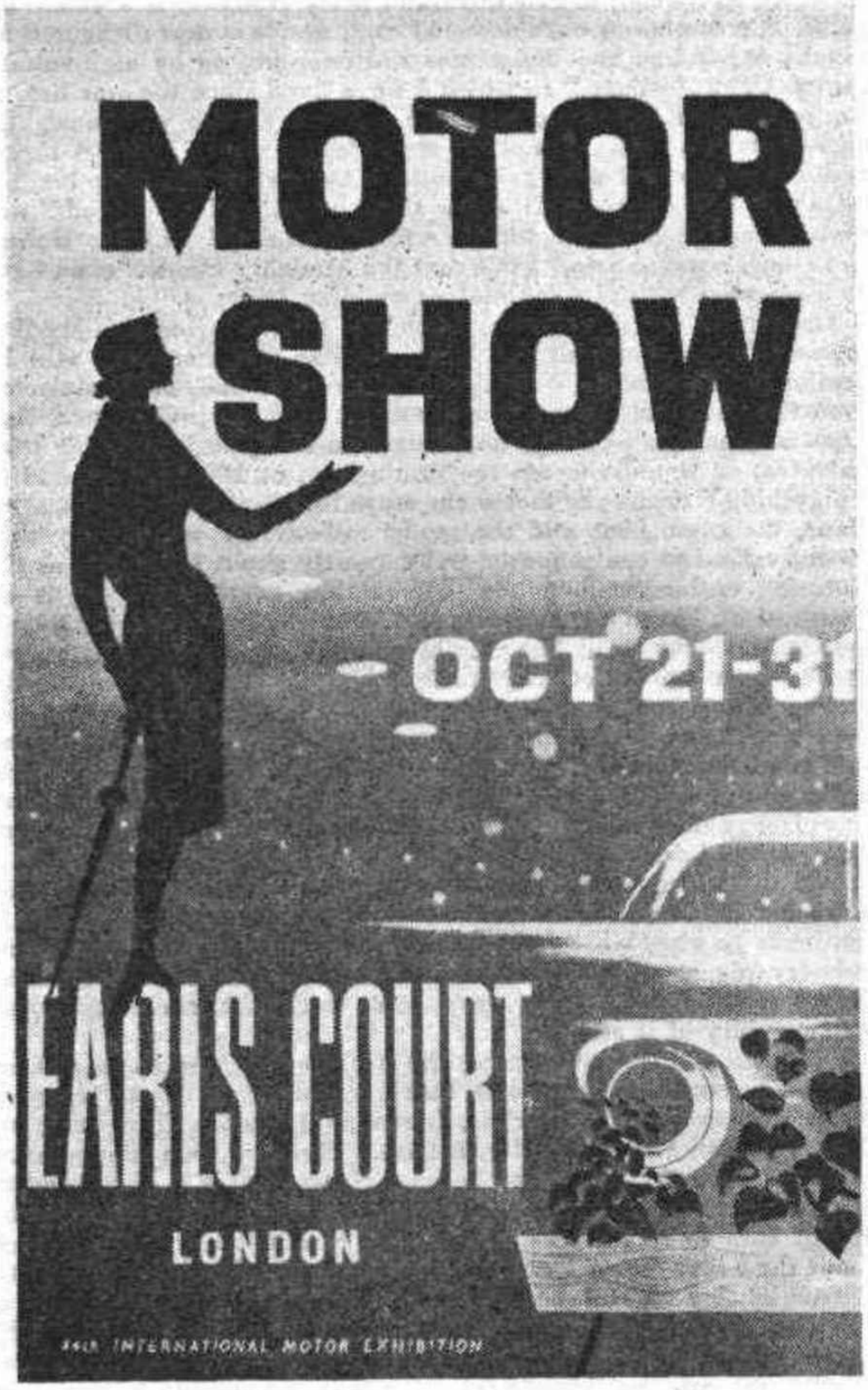
British manufacturers have at last woken up to the need to contest the foreign challenge and this year in London the Motor Show will contain many splendid new British cars—models like the front-drive rubber-suspended Austin 850 and Morris Mini-Minor, the o.h.v. four-speed Ford Anglia and Prefect, the all-independently-sprung " greaseproof " Triumph Herald and the " Easidrive " Hillman Minx, and, in more expensive price-groups, new cars like the very fast Daimler V8 SP250, the Sunbeam Alpine, the latest Jaguars of up to 3.8-litres, and the new V8 Bentley and Rolls-Royce which offer peaks of comfortable and luxurious high speed transportation never before attained.

These new cars from Coventry, Birmingham, Cowley, Crewe and Dagenham meet tough competition from abroad, and competition, whether to the chequered flag or record sales, improves the breed of motor car, which is still mankind's primary mechanical plaything. I sometimes wish that the World's automobile factories would reach saturation point, because while customers queue up for cars mass-produced in thousands upon thousands every working day, *real* competition does not exist and ugly, uncomfortable, too-noisy and even unreliable cars continue to be manufactured. However, World prosperity points away from stagnation for the great automobile sausage-machines and prosperity is preferable to a glut in motor cars, so you can pass this thought by.

While the workers can rely on their Trade Unions to chisel wage increases to enable them to meet the inevitable rise in the cost of living and while the boss-class reacts to new wage demands by raising the cost of the product instead of accepting lower profits or paying smaller dividends, prosperity of a kind will continue. But the middle-man who is non-Unionist, far from a directorship, in fact, just a conscientious slave, is very unfairly placed. Which merely reminds one that the real value of money is its purchasing power and that when comparisons are made between one car and another the common-market prices of these products should be taken into consideration.

Increasing congestion on our roads, congestion which the B.R.F. estimates will represent a vehicle for every 35 yards of public road and street in three years' time, serves to establish the small car firmly at the top of the World's markets. As I have said, British designers have introduced some exceedingly promising new models in this lucrative field. They have still to face stiff competition from the Volkswagen a car of which Ford of Dagenham obviously are afraid. Although this remarkable design appears to have changed little in the post-war years, this is because Wolfsburg seems to be content to hide its light under a bushel. In fact, the engineering quality of the VW undergoes continual refinement, as a list of over 180 modifications introduced between 1949 and 1958 confirms. Many of these concern minor, hidden improvements, but of the sort which are significant to engineers. Consequently, the beetle which breeds so rapidly that it has the honour to be both universally despised and widely acclaimed meets the challenge of the new British small cars mainly on the grounds of quality and operational economy—the newcomers *should* be able to surpass it in respect of performance and controllability, for they have had over 20 years in which to catch up !

I am surprised when I hear those occasional pleas for a *quality* small car, because that is exactly what the modern Volkswagen is —unless, by quality is meant veneered wooden instrument boards, lots of ash-trays and real hide, by gad, on the seats. Certainly it seems that you cannot have it both ways; the so-brisk babies made by the B.M.C. a : noisy and crudely-finished but they out-accelerate even the well-finished new Ford Anglia which, in turn, is faster than the quality VW. But with Ford of Dagenham goaded into poking fun at the VW and General Motors adopting a horizontally-opposed air-cooled rear engine and swing-axle i.r.s. for the new Chevrolet Corvair, I imagine that Dr. Ferdinand Porsche continues to rest in peace . . .



EARLS COURT, 1959.—This poster, issued by the S.M.M.T. to advertise this year's London Motor Show, serves also as a reminder that women make the final decision when it comes to car purchase ! The artist may have given the lady an umbrella to lean on in order to emphasise that elegance is an important factor when choosing a car, but this also implies that our record summer MUST *come to an end soon !*

The battle of the small cars will be keen, but at the other end of the scale only Britain makes cars truly fit for V.I.P.s. These gentlemen find what they want amongst a range of fine motor-carriages which are now very fast as well as exceedingly plush, such as Armstrong Siddeley, Bentley, Daimler, Jaguar, Princess and Rolls-Royce. You see these splendid cars outside ancient monuments in which the ageing gentry live crippled by rising rates and taxation and outside those new mushroom factories which sprang up during the war to produce a satisfactorily expanding turnover for a new generation. I sometimes feel that former allegiance to makes other than Jaguar in this sphere is the sole reason for sales, because on a first-cost/performance basis Sir William Lyons so easily leads all the others . . .

But at whichever end of the price-scale you buy your motor car it remains the mechanical commodity that gives the greatest pleasure to the user. From its very advent the motor car represented both a fascinating plaything and a means of escape from civilised living. It continues so to do. If you doubt me on the first score, ask people like Speedwell, Alexander and Aquaplane who exist to put *fun* into motoring. As to the escapism theme, although the motor vehicle has an obvious utilitarian value, 605,000 new cars and motorcycles were registered last year in this country compared to 241,000 commercial vehicles, 'buses and taxis, and it seems reasonable to assume that the majority of these were bought primarily because they give pleasure and convenience to their owners. Whether the Sunday jaunt down to Brighton, say, is as pleasant on the crowded roads of today as it was twenty years ago, with fewer vehicles but

far more likelihood of punctures and petty troubles, is a debatable point. Certainly our once-deserted countryside is now disfigured by rapidly expanding housing estates and criss-crossed by high-voltage cables. The " village " in which I have lived since the war has, in the course of a decade, grown into a country town with unsightly kerb-stones and rows of sodium street lamps replacing grass verges and the occasional dim gas-mantle. And when a notice reading " On this site will be built a new Church to the glory of God " was replaced *on the same tree* with one that proclaimed " Choice Houses and Bungalows for Sale," I felt that the Almighty Himself must have amalgamated with the speculative building trade.

The motor car and motor coach are to blame for this wildfire spread of urbanism but for some decades yet there will still be Scotland and Wales, Wiltshire and Norfolk and other deserted countries and counties to which the motor vehicle provides escapism. That is, when its owner is not caught in a traffic jam, flying over Chiswick, or thundering up to Birmingham at 100 m.p.h. And in " plaything " terms the motor car stays far ahead of the light aeroplane, the small boat and the model railway. I used to say that no one talked so continuously and earnestly about his hobby as the motoring enthusiast but now I find that nearly everyone is an " enthusiast," even if some of them discuss the best blend for a two-tone colour scheme or the merits of agitated metal-filings versus hydraulics-in-agony for obliterating the gear lever instead of dissecting speed and acceleration figures. These enthusiasts differ from those whom you and I regard as enthusiasts in their driving as well as in the tone of their automotive conversation; they go along habitually at 40 m.p.h. (by their speedometers), whereas the others go as fast as their cars and road conditions will allow ! But they are enthusiasts of sorts nevertheless.

Due to this universal love of motor cars the circulation of this magazine has risen to levels unsuspected a few years ago and it continues to rise, which is why the publicists of our great motor industry ply motoring journalists with hospitality until they lose their waistlines and grow grey hairs with the excitement and responsibility of it all.

I have been fortunate during the past twelve months in driving many different cars. But some that I would dearly like to try have evaded me, such as the Peerless, Jensen 541R, Lotus Elite, Princess, Dyna-Panhard and Aston Martin DB3. However, you cannot have your Martini and drink it and because MOTOR SPORT is fearless in its opinions some manufacturers presumably consider it imprudent to submit cars to us for test, while after reading in a contemporary about the 3-litre Rover I came to the conclusion that it is too good to be true, so that I wasn't surprised that this one also evaded us. It is a fact, nevertheless, that most manufacturers now have exceedingly good relationships with the Press and not only provide lavish hospitality but cars, not merely for a " run round the block " or for a short weekend, but for serious road-test, *i.e.*, for periods sufficiently long for the tester to gain a true picture of the vehicle. In this respect Citroën used to be outstanding but I think their " record " is shortly to be handsomely beaten by the B.M.C., who are submitting a Morris Mini-Minor to me for an even more exhaustive test, which suggests they have full confidence in their new product.

If I may be permitted to express some personal opinions and preferences, I think the greatest sales will go to makers whose cars embody the acceleration and speed necessary for enjoyable driving on the crowded roads of today—with so many lines you mustn't cross, motoring is becoming every day more like driving a train—and that implies sensibly-plotted gear ratios and willing engines.



WHICH ONE IS IT ?—" . . . styling which makes it difficult to distinguish a Fiat from an Austin."

Small cars should return really impressive fuel economy burning medium-grade petrol, or else out-perform others in their class, *e.g.*, the new B.M.C. mini-motors. I think the family man will still look for conventional size and shape and be likely to eschew coffins on castors, which suggests a triumph for the new Fords. I consider that Britain builds quality cars which in the eyes of our diminishing nobility and gentry better those made anywhere in the World, with the new V8 Rolls-Royce as the epitome of this theme. I am absolutely certain we have nothing to worry our heads about when it comes to sports cars and that with the introduction of the Aston Martin DB4G.T. the Italians can keep their Ferraris and Maseratis. And finally, whatever the class of car under consideration, I want it to have not one or two but *all* of the following desirable items : heater, adequate screen demisting, radio, screen-washers, self-cancelling wipers, a headlamps-flasher, stalk controls for indicators and lamps, a hand-operated dipper, door pockets or adjacent equivalent stowage for maps and oddments, combined ignition key and starter switch, wipers and interior lamps wired independently of the ignition, courtesy lights that really illuminate the interior, at least one fog lamp, non-dazzle facia warning lights, door " keeps " that work, a proper rear-view mirror (I was " pinched " for speeding this summer !), rainproof ventilation, a decimal reading on the trip odometer, automatically-opening bonnet and boot lids, a reserve petrol tap, and a fuel range of at least 300 miles—add or subtract to suit individual requirements ! Apart from these preferences I do not advocate standardisation, either of instruments and minor controls, or of styling that makes it difficult to distinguish a Fiat from an Austin !

In conclusion, I am sure the British motor industry is all set for great achievements, in which the Government should go with it remembering that this year road users are estimated to be contributing in taxation £564 million to the Chancellor of the Exchequer. There seems no reason to fear that saturation level in motor car output is anywhere in sight, especially as last year one major political party expressed the hope that soon every family will have its own car and the other party, which was returned with such a convincing majority at the General Election, hopes that in ten years' time there will be one car to every two families. Providing the middle-classes are not relegated to the position of also-rans in the wages race that seems extremely probable, for at present there are a mere 8½ million private motor vehicles on our roads, and only 2,177,000 persons employed by road transport ! Before the time comes for every family to own a car we can only hope that the Government will have decided to devote more than one-sixth of what it derives from motor taxation on more and better roads. When every family in Britain has all the cars it cares about (already we have the most congested roads in the World, with 29 vehicles per mile, second being W. Germany with 21.9) the British motor industry may still avoid stagnation through saturation by exporting its splendidly varied and attractive products to eager owners in outer space. Meanwhile it exported vehicles to the value of £330,000,000 about the home planet last year, when the Government was extraordinarily lucky that traffic, which includes 76 per cent. of freight transport, still continued to flow and did not become immovably bogged down on our inadequate roads and parking places. With these thoughts in mind I propose, tremulously, a toast to the future.—W. B.

PRINTERS' ERROR

Our printers sometimes take it upon themselves for some reason to presume to know more about motoring than the editorial staff, and sometimes even to know more about our advertisers' products than the advertisers themselves. In last month's issue we published an advertisement for Valspar, the 2-4 hour lacquer. Unfortunately our printers decided that no lacquer could dry in under four hours so promptly dropped the hyphen, turning it into 24-hour lacquer. As anyone who has used this excellent paint well knows, Valspar does indeed dry within four hours, and if care is taken in preparation a first-class finish can be obtained.

A CASTROL FILM SHOW

At a Press and Trade showing C. C. Wakefield & Co., Ltd., makers of Castrol Oil, presented three new films for release to clubs this winter. The programme catered for all tastes, with a film on Scooter Sport, showing the fun and games that Scooter Clubs have with their Vespas and Lambrettas; a Rally film with a difference which was about the Coronation Safari in East Africa, and a vivid action film of the motor-cycle French Grand Prix on the new Clermont-Ferrand circuit, which is a photographer's paradise. All three are in full colour and the Safari film in particular made good use of this, showing scenery and Rally conditions beyond the belief of European Rally enthusiasts. All are available on loan and are on 16mm. Kodachrome.

SOME OCTOBER SPRINTS

WESTON-SUPER-MARE SPEED TRIALS (OCTOBER 10th)

UNFORTUNATELY the last day of a remarkably dry summer ended the day before the Burnham-on-Sea M.C.'s speed trials along the Marine Parade. This enjoyable event, cars running in pairs along a rather bumpy curving half-mile in sight of the sands, was last held ten years ago; we hope they will be held every year in future during Weston's holiday season. Cars were beam-timed and drivers started in their own time. Fortunately the rain held off for the first runs. Richardson and Taylor shared Norton's ex-Mays 2-litre E.R.A. The latter was unfamiliar with the car and Richardson's starts were not perfect, but he made f.t.d. in 19.9 sec., whereas faultless starts by Boshier-Jones won him the 1,500-c.c. racing-car class in his Cooper 1,100, but saw him beaten by the F. 2 Coopers of Owen and Keylock, who also lost no time getting off the line.

Alluto's Cadillac-Allard set fastest sports car time, beating a Mercedes-Benz 300SL and Farquharson's Allard with Alvis Speed 25 gearbox. The Caesar wasn't on form, Chapman seemed uncertain as to which gear he was in and his E.R.A. misfired, Bishop overcooked his blown PB M.G., and Rowlands (Cooper 500) got away badly, Clark (Cooper F. 2) getting away well but suffering a slight misfire. James' 998 c.c. Cooper was also afflicted with irregular ignition. Unusual cars included a Gordano with Ferrari badge and, it was said, an M.G. engine, Pearce Pope's Balilla Fiat saloon which disguises B.M.C. components. Barnett's ugly Ford 10-engined Beauten and Bisset's scruffy pre-war B.M.W. Sgonina, whose brother used to race a G.N. and the T.T. Humber, drove what looked like the ex-Emeryson Aston Martin DB coupé. Amongst the small saloons a Triumph Herald beat a new o.h.v. Ford Anglia and Pascoe's Porsche Super ran off with the next class. Daniel Richmond's Lotus-B.M.C. was just beaten by Farr's Lotus in the 1½ litre sports/racing class and Parkins' Elite beat Addicott's Lotus-Ford in the 1,300-c.c. sports-car class.

Matters were complicated because special prize winners do not count as class winners and because in the event of ties aggregate times counted, but were not available to us. As the rain set in the results extracted from the officials were :—

Results :

F.T.D. : G. Richardson (E.R.A.)	19.9	sec.
Sports Car F.T.D. : R. Alluto (Allard)	23.2	,,
Saloons up to 1,200 c.c. : D. L. Lewis (Triumph)	33.3	,,
Saloons up to 2,000 : T. Pascoe (Porsche)	29.4	,,
Saloons over 2,000 c.c. : J. Browning (Jaguar)	26.7	,,
Sports Cars up to 1,300 c.c. : H. Parkin (Lotus Elite)	27.9	,,
Sports Cars up to 2,000 c.c. : J. Bunscombe (A.C. Ace)	27.0	,,
Sports Cars over 2,000 c.c. : F. D. Parry (Mercedes-Benz 300SL)	24.6	,,
Sports/Racing Cars up to 1,500 c.c. : K.G. Farr (Lotus)	25.8	,,
Sports/Racing Cars over 1,500 c.c. : K. W. Jeans (Jaguar-C)	23.2	,,
Racing Cars up to 1,500 c.c. : D. Boshier-Jones (Cooper 1,100)	21.7	,,
Racing Cars over 1,500 c.c. : A. Owen (F. 2 Cooper)	20.4	,,

LLANDOW AIRFIELD SPRINT (OCTOBER 11th)

This was a straight ¼-mile sprint organised by the Swansea M.C. and E. S. Wales Centre A.C.U., on the airfield near Cowbridge, where they hope to have circuit racing next year, using this wide, straight and some very interesting bends. Some "hot" motor-cycles ran, three together at times, and although the course was wet, they were reaching speeds of well over 100 m.p.h. at the finish. Many quite standard little saloons ran, a Volvo just beating a Sunbeam Rapier, Sgonina's Aston Martin was beaten by Williams' Chrysler Allard with Speed 25 Alvis gearbox, Maurice Charles' Jaguar was fastest car, but the 8-litre four-wheel-drive Allard non-started, as at Weston.

Results :

Class Winners :			
Class 1 :	G. Pashley (Cooper-Norton)	16.80	sec.
Classes 2 & 3 :	M. Charles (Cooper-Climax)	14.88	,,
Classes 4 & 5 :	M. Charles (Jaguar)	14.37	,,
Class 6 :	D. G. Bennett (Austin-Healey Sprite)	18.16	,,
Class 7 :	T. Pascoe (Porsche)	18.67	,,
Class 8 :	R. H. Rumble (Triumph TR3A)	17.18	,,
Class 9 :	T. J. Williams (Allard)	16.16	,,
Class 10 :	D. J. Farley (Austin A35)	20.07	,,
Class 11 :	J. F. Ferris (Volvo)	20.40	,,
Class 12 :	J. Hill (Ford)	19.65	,,
Class 13 :	J. Browning (Jaguar)	17.72	,,
F.T.D. (Cars) :	M. Charles (Jaguar)	14.37	,,

BODIAM SPEED HILL-CLIMB (OCTOBER 10th)

Continual rain throughout prevented any records being broken at this annual event run by the Hastings, St. Leonards and East Sussex C.C., but nevertheless, everything went through with a commendable smoothness and competitors enjoyed this sporting little 670-yard hill on the Guinness Hop Farm. Thanks to the Regent Petroleum Company the timekeepers had a splendid water-proof caravan from which to operate and by having an entry of sports cars and saloons, all of which could use the main road down through Bodiam village for the return to the paddock, the small and enthusiastic band of organisers coped extremely well and everyone had two runs long before the light failed.

In the saloon classes Milton won the small group with a new B.M.C. baby, in 41.8 sec., and la Trobe did a splendid run with a Volvo to win his class with 36.6 sec. against a hot Anglia, Rileys and a Hillman. The unlimited saloons saw Haynes driving his tuned Ford Zephyr with great verve and skill to record 34.8 sec., to make fastest saloon car time and win the S.S.A.F.A. Cup. Worrall was way ahead of all the other 750 Formula entries with 36.6 sec. and Tiedeman with his rear-engined 1,172 Ford Special won his class with 35.4 sec. but Price was not far behind in his Lotus. Among the small sports cars C. N. Ramus put it over Sprites, Berkeley and Turner, with his Rytune-prepared Sprite in 36.2 sec., this being all the more creditable as it was his first competition event. F.T.D. naturally came from the sports/racing class and went to Bowman with the Beart-Rodger, he being way ahead of everyone else with 33.6 sec., while among the larger standard sports cars a Porsche 1600S beat Morgan, M.G.-A, TR Triumphs and 1172 Lotus.

The meeting was very nicely concluded by having an informal prize-giving in the local tavern, so that everyone went away with the feeling that the event had been properly rounded off, and hoping for better weather next year.—D .S. J.

Results :

1st :	B. Bowman (Beart-Rodger 1,098 c.c.)	33.6	sec.
2nd :	—D. B. Haynes (Ford Zephyr 2,552 c.c.)	34.8	,,
	—F. J. Tiedeman (Mille-Cent 1,172 c.c.)	34.8	,,
4th :	D. Jenkinson (Porsche 1,600 c.c.)	35.0	,,
5th :	—J. B. Banbury (Morgan 1,991 c.c.)	35.2	,,
	—D. L. Buss (Triumph 1,991 c.c.)	35.2	,,
6th :	P. W. Muskett (Cooper-Bristol 1,984 c.c.)	35.4	,,
7th :	D. S. Price (Lotus 1,172 c.c.)	35.8	,,
8th :	—P. J. C. Chapman (Lotus 1,172 c.c.)	36.0	,,
	—J. R. Heseltine (Speedex 1,172 c.c.)	36.0	,,
	—A. W. Oxborrow (Triumph 1,991 c.c.)	36.0	,,

F.T.D. and Elva Trophy (with £12) : B. Bowman (Beart-Rodger).
John Hayles Trophy—Fastest Sports Car : D. Jenkinson (Porsche).
S.S.A.F.A. Cup—Fastest saloon : D. B. Haynes (Ford Zephyr).

STAPLEFORD NATIONAL SPEED HILL-CLIMB (OCTOBER 11th)

The fast and interesting course up the side of Stapleford Aerodrome, with its tricky corners, was very slippery on this occasion and resulted in numerous hectic moments, but nevertheless a large entry had two climbs each, without serious incident. This event was the last round in the R.A.C. Hill-Climb Championship and Boshier-Jones was already the outright winner but he journeyed up from Wales to give a demonstration climb, receive his Championship award and let someone else make f.t.d. for a change. All the regular fast hill-climbers were present and it was most pleasant to see that excellent driver David Good making f.t.d. All told there were 15 classes, ranging from saloons to racing cars, and competition throughout was keen, such as the Sports Cars up to 1,300 c.c., where Brownson with an Elva-Climax beat Wershat with his Lolita-Ford 1,172 by a mere one-hundredth of a second for a class win. In the sports/racing groups Millbank was outstanding both with his own Lotus 6 with M.G. engine and a borrowed Lotus Eleven, with which he won the class, beating Keith Greene in a Lotus Seventeen. In the big sports/racing cars Bekeart was both fast and consistent on his two runs, with Wilkinson's Lister-Jaguar and though he made third fastest time overall the arrangement of the major awards gave him nothing more than a class win. In the 1,500-c.c. Racing Car class once more a one-hundredth of a second separated the first two drivers, Good beating Gaskell, who was driving the Mark X Cooper he had just bought from A. E. Marsh. However, in the Championship class Good made quite sure of things by being the only one to get below 47 sec.

This annual event, which started out as a small Club meeting progresses with the passage of time, first raising its status until it became a National Event, and this year taking a further big step forward by becoming part of the Hill-Climb Championship. Starting at 10.30 a.m. a very large and varied entry was accommodated and

Continued on page 844

RUMBLINGS

ALEXANDER A40

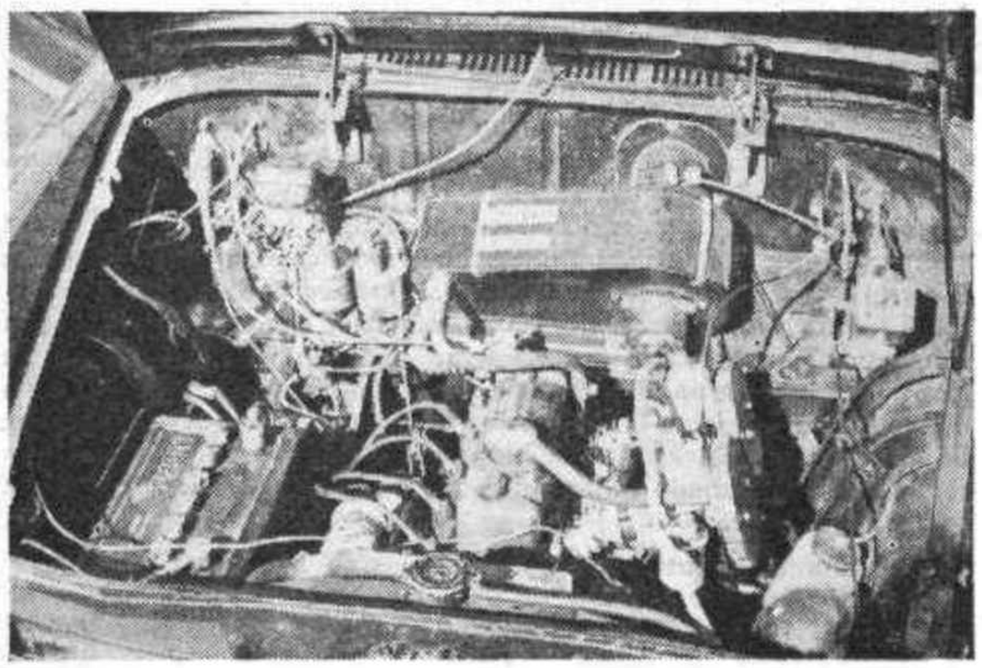
Following up our remarks last month on the Alexander Engineering engine tuning modifications we were able to drive an appreciable distance in an Austin A40 with Stage One Alexander tuning. This comprises a reshaped head with modified ports and polished combustion spaces, giving a compression-ratio of 8.9 to 1, special valve springs and twin 1 ¼-in. S.U. semi-downdraught carburetters on ribbed inlet manifolds. A full-flow centre exhaust manifold port adaptor is bolted on to replace the existing siamesed port which is machined off, and an air cleaner is fitted to each carburetter. This conversion costs £37 10s., plus £2 10s. if the exhaust manifold is modified.

The A40 was not only transformed in respect of greatly improved acceleration, as the table shows, and was very fast, the speedometer needle going "off the clock" at over 80 m.p.h. on any reasonably straight road, but it was extremely docile, pulling away smoothly from 20 or even from 15 m.p.h. in top gear. Oil pressure at just under 40 lb./sq. in. and water temperature at just below 80 deg. C. were unaffected and no apparent disadvantages of any sort could be associated with this reasonably-priced conversion. Petrol consumption worked out at 37 m.p.g. on a cross-section of fast and moderate driving, but 100-octane fuel was used, although only a trace of pinking was discernible on normal premium grades. Fitting charges cost £10 10s. including decoke, valve grinding, tuning and road-testing, or £11 10s. if the centre port exhaust manifold conversion is carried out.

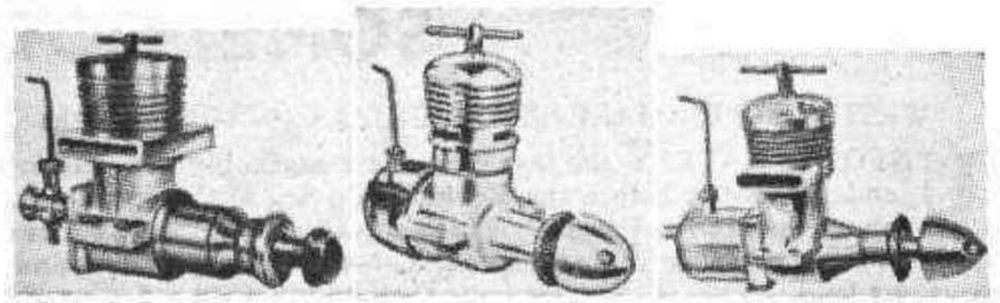
As to the Austin A40, which had apparently run 13,500 miles, it proved a very willing go-anywhere vehicle but the stiff steering with much free-movement, worn clutch, body rattles and squeaks, noisy engine, uncomfortable seats, poor road-holding (made possible only by reason of an Alexander anti-roll bar), stiff gear change and crude dash lamp, together with non-self cancelling wipers and time-switch-controlled indicators with awkwardly-placed switch, are unfortunate in a car costing £650 in normal form; perhaps, however, the writer has been spoiled by five years and 78,000 miles of quality small-car ownership! Reverting to the Alexander conversion, the throttle linkage is well carried out, if non-progressive, a genuine 35 m.p.h. in second and over 60 m.p.h. in third gear are attainable, and the brakes, if apt to pull to one side, were entirely adequate for the greatly enhanced performance. The speedometer was found to be 9-9½ per cent. fast and a swinging needle did not help when taking acceleration figures, while clutch slip tended to intrude.

Acceleration	*Normal Austin A40*	*Alexander Stage 1 Austin A40*
0-50 m.p.h.	21.4 sec.	15.0 sec. (15.8 sec.)
0-60 ,,	35.6 ,,	21.6 ,, (22.6 ,,)
Standing ¼-mile	24.5 ,,	21.8 ,, (22.4 ,,)

Figures in parentheses are the mean of runs in both directions.



The Austin A40 engine in two-carburetter Stage One Alexander trim.



5-c.c. E.D. Miles Special *1.46 c.c. E.D. Hornet* *E.D. 1-c.c. Bee*

THREE POPULAR E.D. MINIATURE C.I. ENGINES.—It will surprise many people to learn that these tiny power units, which are very moderately priced, develop the equivalent of from 80 to nearly 200 b.h.p./litre according to requirements—see below.

ENGINES—FROM 0.46 c.c. to 15 c.c.

As a change from thinking about motor cars, which is apt to become even more of an obsession than usual at Motor Show time, we present some observations on model i.c. engines. When we were quite young a model petrol engine was a pretty cumbersome piece of machinery, 15 c.c. being considered small and some of these models being not far short of the capacity of the power units which propel present-day autocycles. Moreover, they were expensive and expense didn't end with buying the engine—carburetter, ignition apparatus and so on were extras.

All that altered ages ago and now you can buy a self-contained model compression-ignition engine which develops maximum b.h.p. at 15,000 r.p.m. and producing quite a lot of power, for as little as 38s. As these little engines work on the diesel principle they really are self-contained and although requiring special fuels they will run for an hour or so on the contents of a 3s. bottle. Normally, of course, these engines would be run for only about a couple of minutes at a time, such as in a model aeroplane, which is ten flights for a shilling. However, they will run for far longer periods, as we were reminded when we called on Electronic Developments (Surrey) Ltd. of W. Molesey—an E.D. engine crossed the English Channel many years ago in a radio-controlled model boat and more recently E.D. have flown a model aeroplane, carrying a gallon of fuel, across the same stretch of water in 44 min., radio-controlled from an accompanying Auster!

This should be sufficient to indicate that these tiny engines are models, not toys. E.D. make a range of eight loop-scavenged engines, from 0.46 c.c. to 7 c.c., which cost from £2 to £8 8s. Most popular is their 1 c.c. "Bee," an "oversquare" single-cylinder easily lost in the palm of a small hand, weighing 2¾ oz., and running at up to 12,000 r.p.m. Over 300,000 have been sold. A new 0.8 c.c. engine is now in hand, to sell afor 38s.

Generally speaking all these engines work on the two-stroke cycle and are either air or water-cooled single-cylinders, although E.D. also make the twin-cylinder Taplin for marine work. Cylinders are of case-hardened steel, pistons mostly of fine-grain cast-iron with no piston rings, crankcases of magnesium-alloy or L.M. 2 aluminium alloy to save weight. Con.-rods are forged in R.R. 56 and simple taper-needle spray carburetters are normally used. Overhung crankshafts, reverse-flow scavenging and rotary disc valves in the crankcase figure in the specification.

From the foregoing it will be seen that these "mighty atoms" are real engineering jobs and a walk round the E.D. factory confirmed this in no uncertain fashion. For example, cylinders are machined from the solid, the fins being cut in one "bite" and first ground to an accuracy of ⅛ of a thou. with no minus tolerances, after which they are wet honed to an accuracy of $\frac{1}{10}$ of a thou., each one being checked on a Mercer air gauge. This extreme accuracy, again with no plus or minus tolerance, is necessary to ensure good compression hot or cold. Ovality is revealed by this extremely sensitive air gauge and providing this does not exceed $\frac{1}{2}\frac{1}{0}$-thou. it can be corrected by re-honing slightly oversize. (Pistons are honed and individually matched to the cylinders, being hand lapped for ten minutes.) Such methods ensure satisfactory starting and long life and the degree of accuracy demanded is certainly revealing.

In the same way, crankshafts are machined from the solid in EN 202 steel and case-hardened and to ensure that proprietary ball-races are a fit in the tiny crankcases, the journals are machined to a tolerance of ⅛-thou.

E.D. have their own foundry for gravity die-casting, a spacious tool shop where the various machinery operations are carried out on Modern, Herbert 2a, Herbert No. 4, Victoria and other lathes, milling and drilling machines, and a test-room with two test benches in which every engine is run-up on test and rejected if any faults are revealed. Finished engines are dispatched with a test card covering individual carburetter settings, etc.

Continued on page 844

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SOME FURTHER COMMENTS ON THE MORRIS MINI-MINOR

SO much interest has been aroused by the new B.M.C. mini-motors that journalists have thought up ingenious means of putting them through their paces. One paper embarked on a long Mediterranean tour, another drove a Morris Mini-Minor for 24 hours on a circuitous route in the Home Counties. While MOTOR SPORT has done nothing as ambitious as the former or as boring as the latter, I have been finding out in my own way how the Mini-Minor ticks. This has embraced driving one well over 1,000 miles in a week, during which I coped with London's increasing traffic congestion and penetrated into South Wales. The conclusion is that the Mini-Minor ticks exceedingly well.

For an 850 c.c. full-four-seater saloon the performance is outstanding and this can be put into clear perspective by stating that when compared with 22 small cars ranging from 580 to 1,200 c.c., 20 to 40 b.h.p., 9 ft. 6 in. to 13 ft. 4 in. overall length and 9.7 to 17.5 cwt. unladen weight, the little Morris is 8 per cent. faster than the average of these cars and 24 per cent. faster than the slowest, 17 per cent. better than average at top-gear hill climbing and 77 per cent. better than the worst, 15 per cent. better than average and 78 per cent. better than the worst from 0-50 m.p.h., and 15 per cent. above average and 46 per cent. better than the worst on fuel consumption. It comes within the *first six* in each one of these performance categories, proof that Issigonis has refused to over-develop one characteristic at the expense of another. Therein lies the brilliance of his design.

Furthermore, the Mini-Minor corners extremely safely at high speed in a noticeably " flat " manner, roll being virtually absent, and the apparently hard all-round-independent rubber suspension exhibits its variable-rate characteristics by providing a good ride over rough roads, there being some sharp up-and-down motion but no pitching. The steering is very light but rather " dead," is sensitive to ruts and changes of camber, has castor-return action which becomes somewhat viscious from full lock, but transmits no kick back, has no lost motion, and, geared 2¼ turns lock-to-lock, is splendidly " quick." There is virtually no indication that this is a front-drive vehicle. The Lockheed brakes, with a pressure limiting valve in the rear pipeline, are light to apply and ensure straight-line retardation, even on wet roads, in spite of the castor-size wheels.

Naturally, high performance with outstanding fuel economy and low first-cost bring penalties. The Mini-Minor is very noisy, a combination of engine roar, gear whine and cooling-fan noise, mainly the latter, combining to give a " lawn-mower " effect at anything over 40 m.p.h., this being a tiring accompaniment to cruising with the speedometer needle on the " 70 " mark. The gear change is stiff and rather clumsy, against which the flexibility of the engine allows top gear to be retained for long periods. The clutch is smooth if one respects the small pedal travel. Speedometer speeds of 25, 40, 60 and 88 m.p.h. were obtainable in the gears, but the speedometer was indecently fast, the true top speed being approx. 75 m.p.h.

The internal finish of the little car is poor, very sharp edges being encountered on the underedges of the facia shelf and inside the huge door-wells, while there are unfinished welds inside the roof, etc. If the bonnet is opened too far the non-self-cancelling screen wipers can be bent, the rubber floor mats are not stuck down and the standard version lacks a roof lamp. The front seats are rather hard but offer good support.

A careful check gave the excellent petrol consumption of 44.4 m.p.g., and although good-quality fuel was used, it must be remembered that road performance is superior to that obtainable from other economy vehicles.

As to oil thirst, the warning light gave a hint by flashing after 240 miles and, checking the accessible dip-stick after 715 miles, as much as half-a-gallon of Castrolite was needed to restore the level in the engine/transmission unit. A pint of water was also added to the radiator.

The fast road from Cardiff back to England enabled the Mini-Minor to " mow the grass " for mile after mile without easing up, but petrol consumption remained at over 44 m.p.g. This represents the useful range of 244 miles, and there is a suitably-pessimistic petrol gauge.

The little Morris had carried me on a long run to Weston-super-Mare and on to Swansea and home again surprisingly quickly and comfortably, the safe handling and excellent cornering powers of this under-£500 baby being extremely enjoyable, while night motoring is encouraged by the power of the Lucas headlamps, which can easily be used for flashing a warning by reaching out for their toggle-switch on the facia, which matches the wipers' switch. Otherwise, apart from a stalk controlling the self-cancelling direction indicators, and a rather indecisive horn button on the steering wheel, there are no other minor controls. The central speedometer on the exceedingly useful full-width parcels tray incorporates a tiny instrument-lighting switch, and another tiny switch whereby portholes light up to illuminate both sides of the tray. The standard version is devoid of a heater and as the long summer had changed to humid autumn I experienced continual misting over of screen and windows, curable only by sliding open the windows and incurring grave risk of a stiff neck from the draught. The engine tended to stall when cold, the tick-over became excessively fast when it was hot. It started promptly after a night with the side-lamps on, in spite of the long cable-run from battery to starter. Rather a lot of servicing is called for, there being 12 points requiring grease every 1,000 miles, while the wheels should be changed round every 2,000 miles.

This test of the Mini-Minor is only a preliminary to a far more exhaustive appraisal of the new B.M.C. design which I hope to commence in the very near future.

To sum up the Mini-Minor's handling and ride characteristics, unlike some past (and possibly present) cars, this is a f.w.d. vehicle without vices. The steering is very light and has very little feel; the car is directionally stable except for a slight wander on rutted surfaces or when crossing white lines.

It is sensitive to tyre pressures, and with the rear ones too low can be made to oversteer on corners in an extremely controllable manner reminiscent of the Morris Minor 1000. With the recommended pressures it understeers quite strongly. Taking the power off suddenly in the middle of a corner causes it to nose in slightly, but the understeer characteristic remains; this slight directional change is virtually the only indication to the driver that the front wheels are driven instead of the rear ones. Pressed to the limit, the Mini-Minor breaks away at the front although it is impossible to feel any particular moment at which this occurs, the only symptoms being a tendency to run wide in spite of a very large lock angle, and a tendency to lose speed in spite of full power. With a light load, many fast drivers will prefer more pressure in the front tyres to reduce the understeer.

Continued at foot of next page

LOOKING ROUND THE MORRIS MINI-MINOR.—One of the most talked about cars at the Motor Show. As a correspondent reminds us, there is nothing new about its front-wheel-drive from a four-cylinder water-cooled transverse engine with the gearbox in its sump and independent suspension all-round, as these features were found in the American-built Christy of 1904. However, that was in a different context and the Christy's power unit was bolted direct to its front axle, whereas the Mini-Minor has variable-rate rubber suspension, so all praise to the brilliant design of these new B.M.C. babies. Note the generous window area which matches the astonishing passenger space in these remarkable little cars.









LOOKING AT LOLA

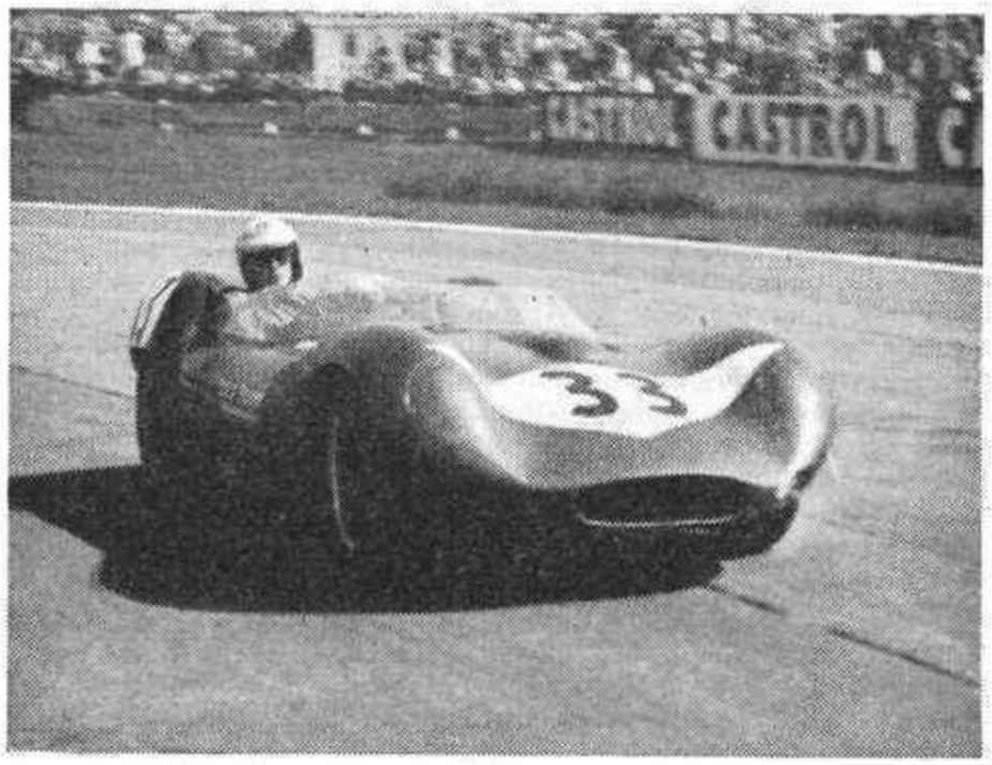
VERY few new designs in the history of motor-racing have been as successful as the 1,100-c.c. Coventry Climax-engined Lola, designed and built by Eric and Graham Broadley. In the 1959 season, the first full season of competition for the team, they have won practically every 1,100-c.c. race they have entered, and in 1,500-c.c. races have often finished very high in the results including an outright win in the two-hour sports car race at the Circuit d'Auvergne, Clermont-Ferrand and sixth place overall in the Tourist Trophy at Goodwood.

Eric Broadley was engaged in the building trade when he decided to build a sports/racing car and having had architectural training he was in a good position to put his ideas on paper. His first car was a design for the 1,172 Formula with separate front wings and a very highly tuned Ford 10 engine which swept practically all before it in 1,172-Formula racing in the hands of the designer. In 1958 he designed and built his first 1,100-c.c. sports/racing car, selling the Ford-engined car to Alan Wershat, who has had a great deal of success with it.

The car features a space-frame of 20-gauge 1 in. round and square tubes all fully triangulated, and being painted yellow for easy crack detection. For extra stiffening the floor and transmission tunnel were riveted to the frame tubes with hollow rivets. The engine in this first car was a normal Coventry-Climax 1,098-c.c. model inclined 10 degrees to the left, the gearbox being a B.M.C. "A" type unit as fitted to Sprites and A40s but with special stronger close-ratio gears. The differential is also of B.M.C. manufacture in a light alloy casing with axle ratios available from 3.75 to 5.375, which are suitable for most circuits.

The engine is mounted quite far forward in the frame which is counteracted by the driver being well back, giving a 49/51 weight distribution. The engine being inclined to the left allows a long steering column with no universal joints to be used for the rack-and-pinion steering. The front suspension is by coil spring and wishbones with the wishbones being widely spaced to take braking loads. An anti-roll bar is fitted. The brakes are Lockheed 2LS 10 in. × 2¼ in. with Al-fin drums. The rear suspension is extremely ingenious and undoubtedly forms the basis of the car's excellent roadholding. The layout is of the wishbone type but in this case the unsplined drive shafts act as the rear upper wishbone and the trailing radius arm acts as the front link of the wishbone. The lower wishbone consists of three tubes, one ahead of the rear hub and two behind. This gives absolutely positive lateral location of the rear wheels and prevents any rear wheel steering. The lower wishbones have alternative mountings provided so that the handling characteristics of the car can be changed to suit different drivers and circuits. The rear wheel camber can also be easily altered. The wheels are the Cooper cast electron type.

The first car was completed near the end of the 1958 season, and one or two Club races were entered with good results, but at a Goodwood Members' Meeting a collision with another car necessitated a rebuild before the Goodwood T.T. The car ran well in this race with Broadley and Gammon as drivers but a puncture lost them a lot of time as they had no spare wheel. This was their last race of the season and Broadley retired to Bromley and Byfleet to prepare cars for the 1959 season. Cars were built for Michael



CLIMAX to a great season was the sixth overall and 1,100-c.c. *class win in the T.T. at Goodwood.*

Taylor, Peter Gammon, Peter Ashdown and American driver Alan Ross. Taylor and Gammon bought their cars outright but Ashdown provided only the engine which he had removed from the Lotus Eleven he had been using during 1958. Ashdown's car was therefore a true works entry, although the two other cars were always included in team entries.

First race of the season for the team was at Snetterton where Ashdown won and Taylor came second, but Ashdown was later penalised for jumping the start. At the Easter Monday Goodwood meeting the marque really came of age as in the Chichester Cup they fielded three cars and took first three places after a terrific scrap amongst themselves, honours eventually going to Ashdown from Gammon and Taylor who spun off at Woodcote but still gained third place. At the British Empire Trophy in April Ashdown came second in the 1,500-c.c. race to Stacey's Lotus Fifteen, with Michael Taylor in fourth place.

And so the season went on—a runaway win at the International Silverstone meeting, a win in the Anerley Trophy at Crystal Palace, but subsequent disqualification because of being push started—the penalty of a small battery and high compression-ratio. The team's first big foreign race was the 1,000 Kilometres at Nurburgring, with Ashdown and Broadley as drivers. After a great run in which they held thirteenth place overall for some time Broadley spun off and had to receive outside assistance to return to the race. At least this ensured that the name of Lola became known on the Continent and entries were much easier to obtain. Ashdown competed at Roskilde and Clermont-Ferrand, where he won the Two Hours' sports-car race for 1,500-c.c. cars, beating Behra's Porsche (albeit with a sick gearbox), and a host of Ferraris and OSCAs.

The Lola was made to understeer which suited Ashdown admirably

Continued on page 902

MORRIS MINI-MINOR—continued from previous page

There is a feeling with this car that corners are being entered at astonishing speeds, to which no doubt the small dimensions, short bonnet, and rather high noise level all contribute. A careful study of the speeds at which known corners can be taken, however, suggests that these limiting speeds are not unusually high, particularly on wet roads. There is a suspicion that the limited cornering power of the very small wheels and tyres, together with the cornering camber angles of the rear wheels, contribute to quite large drift angles and a slightly earlier breakaway than would be expected with such a light car. Naturally, this is accentuated by a full load of four people, although in other respects the handling is amazingly unaffected by this 50 per cent. increase over the unladen weight. It seems likely that this car may handle particularly well on braced-tread tyres if they become available in this size.

The performance of the suspension compels the utmost admiration. Track and wheelbase have been kept to the maximum consistent with the small overall size, and the rubber springs are definitely firm. By this means roll and brake drive have been reduced to negligible levels, whilst the ride on good roads is adequately comfortable though not outstanding. The worse the road, however, the better this suspension shows up, relative to more orthodox systems and even on unmade pot-holed roads provides a remarkably level shock-free ride without any feeling that the wheels are unusually small, and with a minimum of rattle and shake from the obvious very rigid structure. For a small car of this category, with little sound damping, both road noise and noise from sharp bumps (such as " cats'-eyes ") are at a low level, and all the wheels remain firmly on the ground on bumpy corners.

In these notes the Morris Mini-Minor has been examined, rather out of context, from the point of view of the sports-car driver for whom it was not designed. It leaves a general impression that history is repeating itself. Just as the handling and comfort of the earlier Morris Minor made most of the crude sports cars of its time suddenly obsolete, so this one points the way to a combination of features which, with different emphasis, could eclipse the present rather stagnant production sports cars of this country.

To conclude, one of the leading questions at the Motor Show will be whether the public will go for these remarkable little vehicles or whether they will favour somewhat larger, quieter family cars. Personally, I enjoy mini-motoring to the B.M.C. formula and look forward to mowing a lot more grass; after all, I can always emulate the racing drivers and wear ear-plugs.—W. B.

BOOK REVIEWS

"North Flight," by W. D. Pereira. 191 pp., 7½ in. by 5 in. (*Robert Hale Ltd.*, 63, *Old Brompton Road, London, S.W.7.* 10*s.* 6*d.*)

This book, which is fiction, the story of political intrigue following failures of British jet fighters in the service of a foreign power, rates as exceedingly good entertainment. The author paints some very true-to-life pen-pictures of directors, publicity experts, a garrulous chauffeur, a particularly easy-to-visualise personal assistant to an aircraft industry V.I.P., and similar present-day personalities and his story which flows easily and intriguingly, a book's best recommendation, revolves round a simple conscientious engineer involved in all this technical and political intrigue.

This is just the sort of story to dispel Motor Show blues and you will quickly reach page 191 and learn why "repair specialist" Bill Lane of Sprig Fuel Systems returns home to fling a vase through the screen of his T.V. set in his trim little house on the outskirts of Chessington. We have often felt like doing this, but for less exacting reasons!—W. B.

"Yellow Belly," by John Newton Chance. 191 pp., 8¾ in. by 5½ in. (*Robert Hale Ltd.*, 63, *Old Brompton Road, London, S.W.7.* 16*s.*)

Here is yet another book about the R.A.F. during World War II and with a difference, because this is the autobiography of an instructor who trained pilots in Training Command, in those yellow-bellied "learner's aeroplanes."

There is much of interest in this account of this aspect of the R.A.F. in war-time and the author captures the atmosphere of night-landings and other hazardous aspects of flying training during the last war. The story might have been even better told had Mr. Chance not delayed so long before writing it—one has an impression of hurried compilation and resort to "padding" and one tends to distrust those who only tick when they are plentifully supplied with "cans" of beer.—W. B.

"Parry Thomas," by Hugh Tours. 176 pp. 8¾ in. by 5½ in. (*B. T. Batsford, Ltd.*, 4, *Fitzhardinge Street, London, W.1.* 21*s.*).

Hugh Tours presents a conscientiously-written story of as much as it has been possible to discover about that great designer-driver of the vintage era, the late J. G. Parry Thomas. His book traces the fascinating personality of the uncommunicative Welshman from Thomas' early interest in engineering, race by race and almost record by record until he met his death trying to establish a new Land Speed Record at Pendine Sands in the Liberty-engined chain-drive monster "Babs."

This sympathetic history is superbly handled and gains much from the high quality production and excellent illustrations, which are up to the expected Batsford standard. If the author has been unable to add much that is new about Parry Thomas and if he overlooks some factors of the great designer's career, such as his liking for the Grand Sport Amilcar, the occasion when he raced an Invicta and the part Thomas took in the evolution of the "Brooklands" Riley Nine, he certainly clarifies a few previously obscure aspects of this sad but intriguing life and neatly recalls Thomas' prowess both as designer and driver.

The book contains a charming Foreword about Thomas by Sir Henry Spurrier and an equally nice tribute from Reid Railton. There is a list of Thomas' racing exploits and separate chapters on his record-breaking efforts, mainly in the Leyland-Thomas, and on the Thomas electrical transmission which set him on the road to engineering fame. There are drawings of typically "Thomas" items of the straight-eight Thomas Special and a plan showing how "Babs" crashed and took her creator with her. If the accounts of Thomas' many Brooklands' races make rather tedious reading they constitute an accurate record of Thomas' racing career. Hugh Tours has done an excellent job in putting between two covers a history which ensures that the memory of Parry Thomas will never become erased from motor-racing history—which is important to those of us who love this period.—W. B.

RUMBLINGS—continued from page 840

It is evident that a great deal of research has gone into the "knowhow" which makes these minute engines so efficient—and efficient they are, sports engines giving 80 b.h.p. per litre when fully run in, contest engines being expected to give the equivalent of at least 100 b.h.p. per litre. Some model engines, running on 50 per cent. nitro-methane fuel, have closely approached 200 b.h.p. per litre. That should be enough to make many motor-racing enthusiasts rush out and spend forty bob seeing for themselves how crisply and at what high r.p.m. these E.D. model c.i. engines function . . .

SUNBEAM S.T.D. REGISTER SANDHURST RALLY (Oct. 4th)

Twenty-eight entries contested this annual event, which is marshalled by the R.M.A. Motor Sports Club. An interesting newcomer was the very smart 1929 14/45 Talbot drophead coupé driven by E. P. Appleby, whose wife drove a 1934 Talbot 65. South and Hampton brought Edwardian Sunbeams and Georges Roesch was an interested spectator. The Concours d'Elegance was judged by Capt. W. M. Allen, R.A.S.C.

Results :

Driving Tests :	1st : A. Jones (1927 3-litre Twin-Cam Sunbeam).
	2nd : P. Moores (1931 Talbot 105).
	3rd : K. Fidgen (1923 Sunbeam Fourteen).
Concours d'Elegance :	1st : C. F. Smith (1913 12/16 Sunbeam).
	2nd : J. G. Hampton (1912 12/16 Sunbeam).
	3rd : I. Foulkes (1933 Talbot 90).

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FAREWELL!

We join the motor racing fraternity in wishing good luck to Rodney Walkerley on his retirement from the post of Sports Editor of *The Motor*. Walkerley became "Grand Vitesse" of that paper thirty years ago when it was vacated by the late Humphrey Symons. He saw the rise of the most sensational period of Grand Prix racing, and was present at those epic contests between Mercedes-Benz and Auto Union when cars had more power than was good for their road-holding, and corners were taken in horrific power-slides, with 600 h.p. spinning the rear wheels. All this appealed greatly to Rodney, who wrote-up the races sensationally and used to delivery a very pithy lecture on the subject.

Like the present Technical Editor of *The Motor*, Walkerley served his apprenticeship with MOTOR SPORT. As our Assistant Editor around 1928 his job included testing some of the more obscure small two-stroke motor-cycles of the vintage era, such as the 172-c.c. Baker, and Coventry Eagle D25.—W. B.

HIGHER STILL!

Last month we referred to a 1929 Bentley priced at £1,750. Now a 1924 Bentley blue label "landaulette" is offered (by a firm in Greenford) at £1,995.

OCTOBER SPRINTS continued from page 839.

results were produced remarkably quickly but the opportunity to appear on television seemed to throw the organisation into a flap, so that there was a certain amount of chaos that was most unbecoming to the West Essex C.C., and not at all in their usual tradition of good organisation.—D. S. J.

Results :

1st :	D. R. Good (Cooper-J.A.P. 1,100 c.c.)	46.79 sec.
2nd :	P. J. Gaskell (Cooper-J.A.P. 1,100 c.c.)	47.14 ,,
3rd :	J. Bekeart (Lister-Jaguar 3,781 c.c.)	47.32 ,,
4th :	B. R. Millbank (Lotus-Climax Eleven)	47.81 ,,
5th :	A. Owen (Cooper-Climax 1,960 c.c.)	47.87 ,,
6th :	D. C. Hull (E.R.A. s/c. 1,992 c.c.)	48.01 ,,
7th :	D. Haigh (Cooper-NorJap 1,132 c.c.)	48.05 ,,
8th :	K. Greene (Cooper-Climax F. 2)	48.18 ,,
9th :	M. Hatton (Cooper-J.A.P. 1,100 c.c.)	48.20 ,,
10th :	Miss P. Burt (Cooper-Climax F. 2)	48.38 ,,
11th :	A. T. Norton (Cooper-J.A.P. s/c.)	48.75 ,,
12th :	K. Greene (Lotus-Climax Seventeen)	49.11 ,,
13th :	R. Fielding (Cooper-Climax Sports)	49.14 ,,
14th :	B. R. Millbank (Lotus-M.G. Mk. VI)	49.23 ,,
15th :	—P. Mould (Lister-Jaguar 2,994 c.c.)	49.59 ,,
	—J. Berry (E.R.A. Special s/c.)	49.39 ,,

F.T.D. and Stuart Powell Trophy (with £20) : D. R. Good (Cooper-J.A.P.) 46.79 sec.
Fastest Racing Sports Car : J. Bekeart (Lister-Jaguar) 47.32 sec.
Fastest Saloon Car : J. M. Uren (Ford Zephyr) 54.61 sec.



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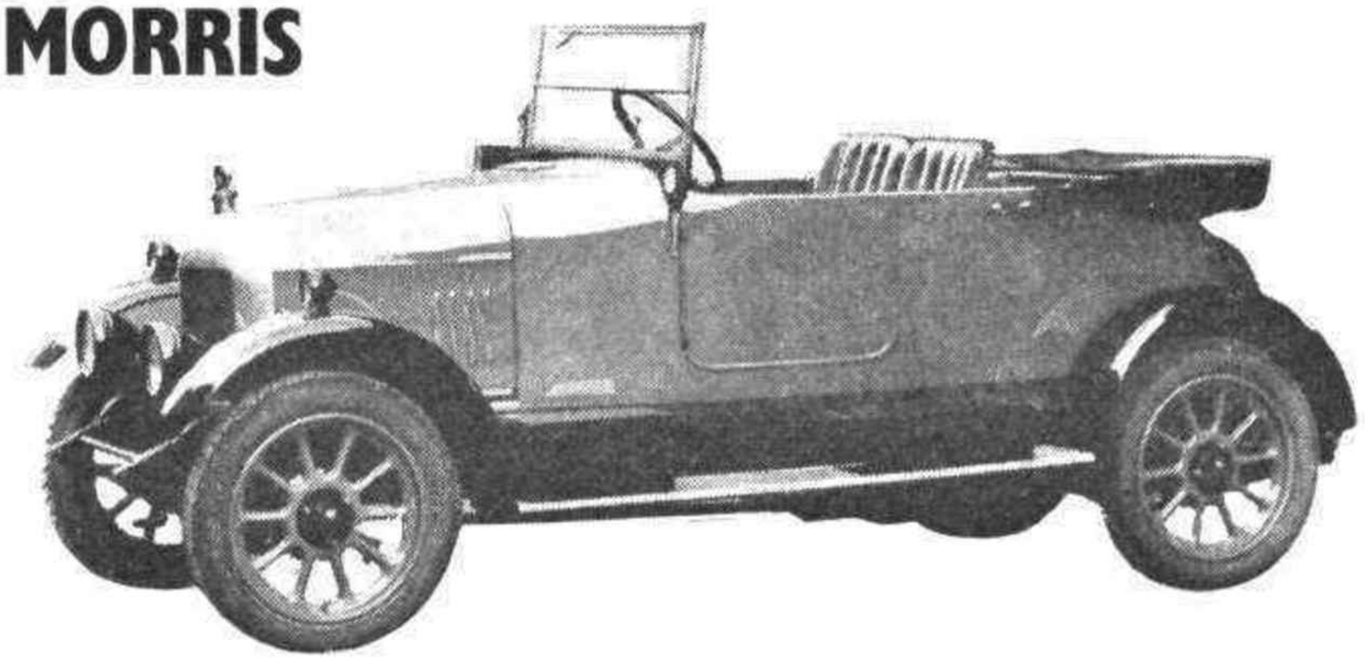
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THE "BULLNOSE" MORRIS

by Lytton P. Jarman

(The author would like to thank Morris Motors Ltd., The M.G. Car Company and Bullnose Morris Club members, who have willingly supplied valuable information and photographs, without which this article would not have been possible.)



TYPICAL OF THE BREED.—This is the 1926 *Morris-Cowley "Occasional Four," which cost* £180, *inclusive of front-wheel brakes, and which could be obtained in either grey or blue, with upholstery to match.*

[I feel that it is an excellent thing to present a solid historical article at Motor Show time, as an antidote to yearnings over new cars and as nostalgic reading for the many grand old men of the motor industry who come together each October at Earls Court and have to wile away time on the exhibition stands. So last year I wrote a history of the Armstrong Siddeley and in this Motor Show issue I am delighted to present a detailed history of "bullnose" Morris and M.G. cars, a particularly apt subject at a time when the famous name of Morris is on everyone's lips in connection with the clever new Mini-Minor.

This article has been painstakingly compiled by Lytton P. Jarman, Hon. Sec. of the Bullnose Morris Club which caters for all Morris models with the bullnose radiator, i.e., made before 1927, of which it has over 200 on its books. The bullnose Morris, in Cowley and Oxford forms, was one of the most popular and successful of all British cars, some 168,000 being built between March 1913 and October 1926. It did much to oust the model-T Ford from its position as the World's most frequently encountered car and I am sure Mr. Jarman's masterful presentation of its history will give pleasure to a great many people, particularly present and ex-bullnose owners and those who were employed by the companies associated with the production of these excellent British cars. If this article produces more information on obscure aspects of the bullnose breed and induces more owners to join his Club, I know Mr. Jarman will feel that his labours have not gone unrewarded.—Ed.]

THE early Morris cars were assembled from "bought-in" components and, for the purpose of this article, it is more convenient to divide them into those fitted with White and Poppe engines, Continental "Red Seal" engines, Hotchkiss engines and finally Morris engines, rather than into the usual "Edwardian" and "Vintage" categories.

The "White and Poppe" Period
(*March 27th* 1913 *to July* 1915)

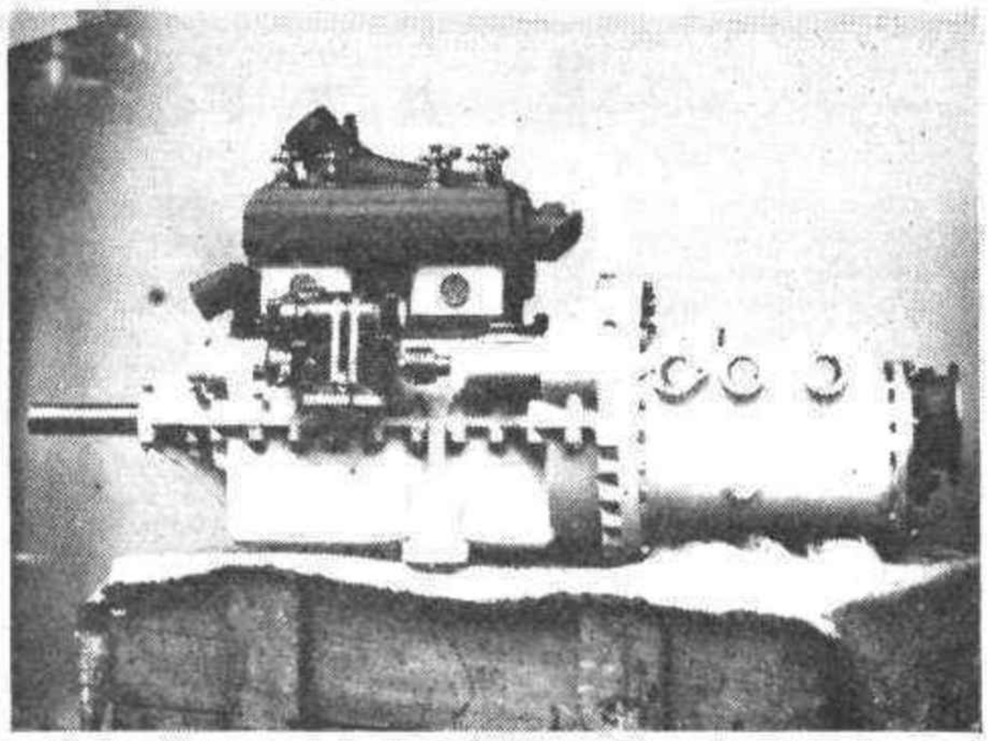
Mr. Peter Auguste Poppe, a Dane, was with the Steyr Armament Works in Austria when they were manufacturing Swift (of Coventry) bicycles under licence, and from them gained knowledge of interchangeability of parts. When in Coventry he met Mr. White, and in about 1899 they together formed the firm of White and Poppe, which I did hear had the distinction of being the first firm to produce interchangeable parts in this country, although someone has disputed this by mentioning grandfather clocks. The first White and Poppe works were in Drake Street, Lockhurst Lane, Coventry, and early in 1914 a new factory was commenced in Holbrook Lane, Coventry.

Mr. W. R. Morris bought carburetters from White and Poppe for his motor-cycles and at the Olympia Shows of 1910 and 1911 discussed with them the possibility of producing a small car engine. Designs for a T-head engine proceeded and Willans and Robinson Ltd., of Rugby (now the English Electric Company), who made engines for the Duryea car in 1904, were the only firm that would undertake the casting of the complicated design of the White and Poppe cylinder block. This complication of the design of the cylinder block led to delays in producing the first castings. Another story I have heard to explain the delay is that White and Poppe had engaged some new draughtsmen, and one of these drew the cylinder block half full-size but forgot this when inserting the dimensions. Willans and Robinson consequently produced the first block half size! Let me hastily add that I wouldn't like to try to substantiate this story.

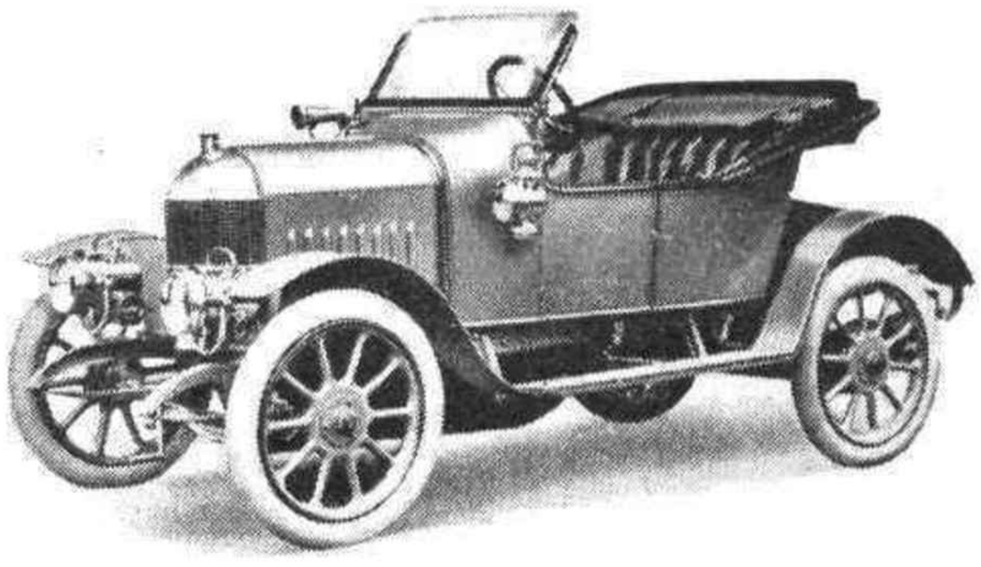
As a result of the delay in producing castings the prototype Morris Oxford was fitted with an engine having a wooden cylinder block, and the car was displayed at the North of England Motor Show at Manchester in February 1913 still fitted with this engine. As this is the most unusual engine fitted to any Morris I think it merits further description. The wooden cylinder block was fitted with brass valve caps, and the water outlet and the inlet pipes were of cast-iron. It had no core plugs in the inlet and exhaust manifold or water jackets, and there were no set screws holding the inlet and exhaust tappet guides in the cylinder base. The exhaust outlet elbow was at an incorrect angle and was *solid*, and the sump was made of wood. The wooden block survived in the White and Poppe works until 1931, because in error it was stored as a pattern.

Photographs of a Morris Oxford car appear as early as December 5th, 1912. These photographs are clearly fakes. The car was not registered and actually had no engine. The front view shows a distinct "black-out" under the radiator and the same attention has been paid to the three-quarter view. Actually the first complete Morris Oxford did not leave the works until March 27th, 1913. It was a two-seater flush-side torpedo-bodied car painted pearl grey, with leather upholstery and cape hood. The magneto was a German Bosch ZF 4, the lamps were Powell and Hanmer, and the spare wheel was supplied without a tyre. The price was £175, and this first car was delivered to Mr. Gordon Stewart, of Stewart & Ardern Ltd. This car was chassis number 101 (engine number 5,775) and it is amazing to find that the second (chassis 102) is still in existence. It is worth mentioning that the chassis frames for these cars were imported from Belgium. Although the body has not lasted the years, chassis 102 is at present in Bristol Museum awaiting restoration.

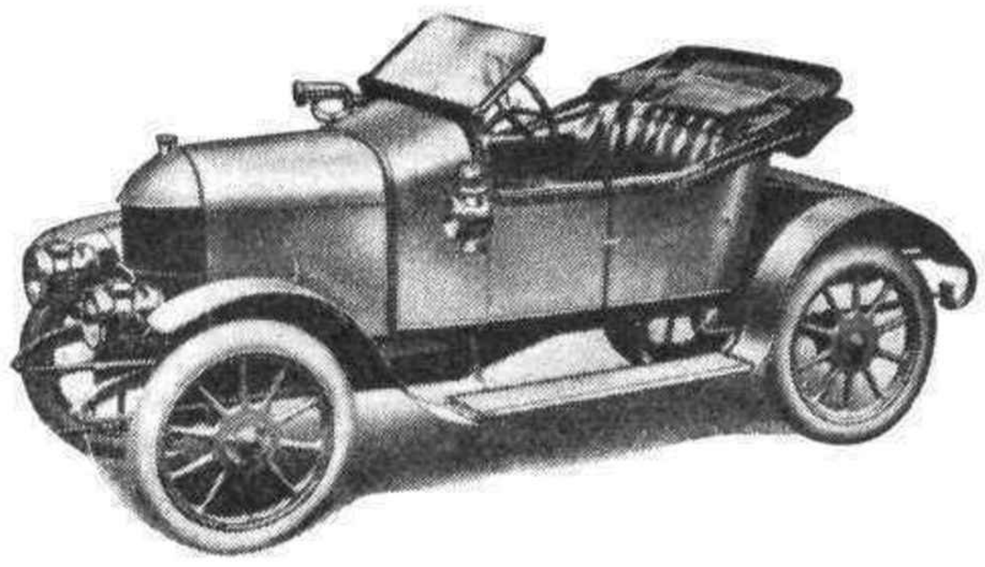
The Motor Show of 1913 saw the introduction of the De Luxe model. This had a larger track and wheelbase, the rear springs were underslung, and a new front axle and steering gear layout was used which eliminated "wander," which resulted from hitting a pothole on the earlier model. For the 1914 season two chassis types



CLEVER FAKE.—The White and Poppe engine which, for reasons divulged in the text, became known as "the wooden horse of Holbrook Lane."



The 1914 Morris-Oxford "Standard" model, code word Stanmodo, which cost £180 fully equipped.



The 1914 Morris-Oxford "Commercial" model, code word Commero, which cost £175 fully equipped.

were available, therefore, the standard chassis being priced at £160 and the De Luxe chassis at £180. Two body types were available on the standard chassis and both were torpedo two-seaters. One was known as the "Standard Model" priced at £180 and the other as the "Commercial Model," priced at £175. The "Commercial Model" differed from the "Standard Model" in having a rather narrower body and a rather poorer quality finish. A quick way of distinguishing a Standard Model from a De Luxe Model is by the doors; the doors on the "Standard Models" extend to the bottom of the body, whereas the "De Luxe Models" have shallower doors.

Four body types were available on the De Luxe chassis. These were a torpedo two-seater known as the "De Luxe Model" priced at 190 guineas, a "De Luxe Model Coupé" priced at £225, the "Delivery Van" with a mahogany-panelled body at £230, and the "Sporting Model" priced at £220. The "Sporting Model" was most interesting, being a single-seater. This must be the only Morris monocar ever offered to the public. Although this car had mud-guards and headlamps it had no hood or windscreen and its distinctive appearance was accentuated by the fitting of disc wheels.

I think the first record of a Morris in competition was at the Caerphilly hill-climb in June 1913, with W. R. Morris himself at the wheel. At Whitsun 1914 six Morris cars, including Morris in a coupé, competed in the London-Edinburgh-London trial. A Morris also took part in the Ladies' Race at Saltburn in July 1914, the Dutch Six-Day Reliability Trials, the Oxfordshire Motor Club annual hill-climb and in the Coventry and Warwickshire Motor Club hill-climb.

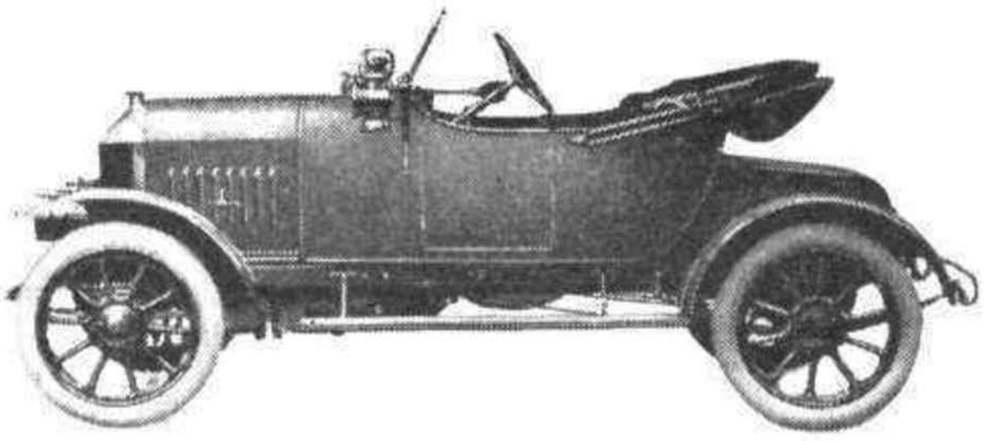
In December 1913 one of the De Luxe cars was taken to Brooklands to demonstrate its excellent top-gear performance. Immediately the car arrived, with the engine still running a pencil was placed on the radiator cap. Although the gusts of wind were only shielded by the windscreen the pencil remained vertical. The straight was then visited. The driver engaged top gear, dismounted from the machine, and walked leisurely by the side, occasionally correcting the car's course. The speed was not more than three m.p.h. Further to demonstrate the remarkable low speed pulling powers of the engine the driver dropped a handkerchief overboard while in top gear. He got out, walked back, picked up the handkerchief and finally overtook the car, which was still travelling forward in top gear. The car was finally taken on the Track and attained a speed of 45 m.p.h.

A new Oxford was planned for 1915 with a White and Poppe engine, long chassis and bevel drive. The engine, which was to have a stroke of 100 mm. as opposed to the 90 mm. stroke of the earlier ones, was designed by Mr. Poppe. This never materialised because of the war, during which White and Poppe obtained armament contracts.

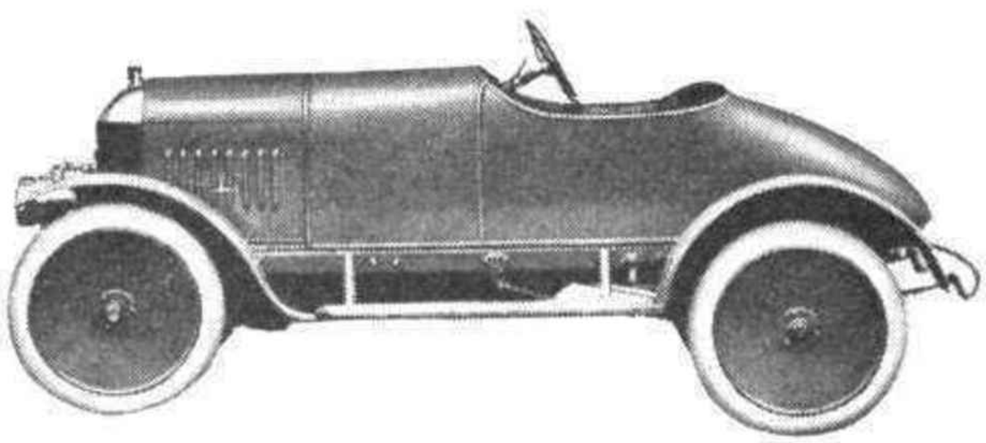
The coming of war did not completely stop the manufacture of Morris cars. As far as White and Poppe models were concerned deliveries continued, and in a small corner of his works Morris continued to build cars in very small numbers. However, this does mean that there was a period about 1915 when the Oxford was being built as a cheaper, smaller and lower-powered model than the Cowley. The last White and Poppe engine was tested on June 13th, 1915, but Morris was building the Oxford in such small quantities during the war that he didn't use up his stock of White and Poppe engines until about 1918. Approximately 3,000 White and Poppe-engined Morris cars were built, and of these 26 are definitely still in existence. One of these is in Shrewsbury waiting hopefully for someone to find it a body.

White and Poppe were eventually absorbed by Dennis Bros. Auguste Poppe and his son Erling joined the Rover Company and were responsible for the 1925 14/45 Rover. Although the name of White and Poppe will always be associated with Morris cars, it must be remembered that they were carburetter manufacturers in their own right and made engines for, among others, the 1904/5 Globe and the 1915 Austin Fifteen. A personal achievement of Poppe's was his "K Formula," published in 1912. This was one which he had devised to estimate the performance of different vehicles. It worked purely on engine bore and stroke, final-drive ratio, road-wheel size and loaded weight. In 1924, motoring publications still talked of this ingenious formula.

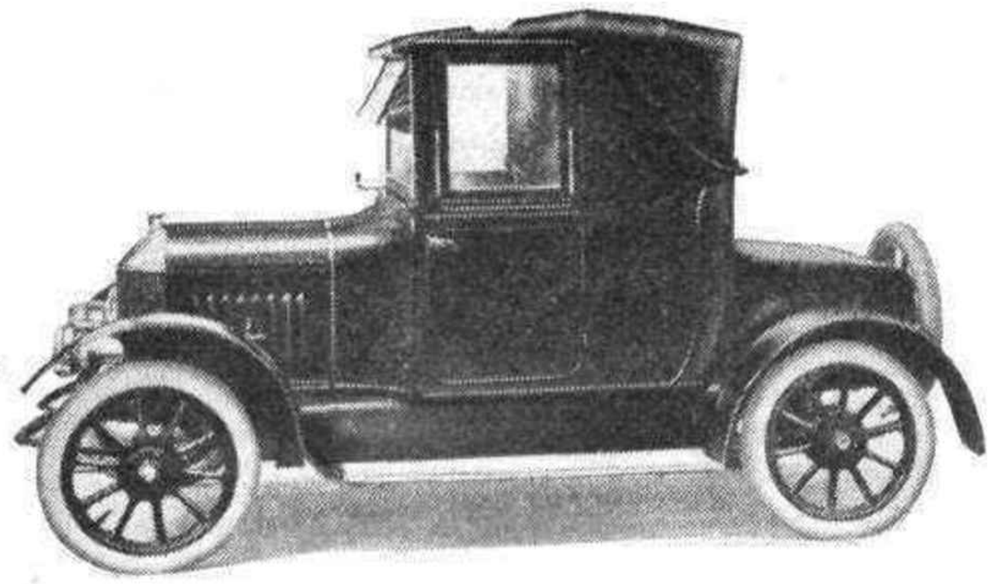
The take-over of White and Poppe by Dennis Bros. was in 1919 and Mr. Poppe left for Rovers in 1924. Dennis Bros. moved to Guildford and the old Lockhurst Lane works now belongs to Courtaulds Ltd. and the Holbrook Lane premises are now Dunlop's property. Both Mr. White and Mr. Poppe died over twenty years ago, Mr. White leaving no family, while Mr. Poppe's family of one daughter and three sons is now split up, Erling with Vernon Industries in Liverpool, Gunnar in Birmingham and Olaf a director of Rovers in Solihull, while Ingrid is in Norway.



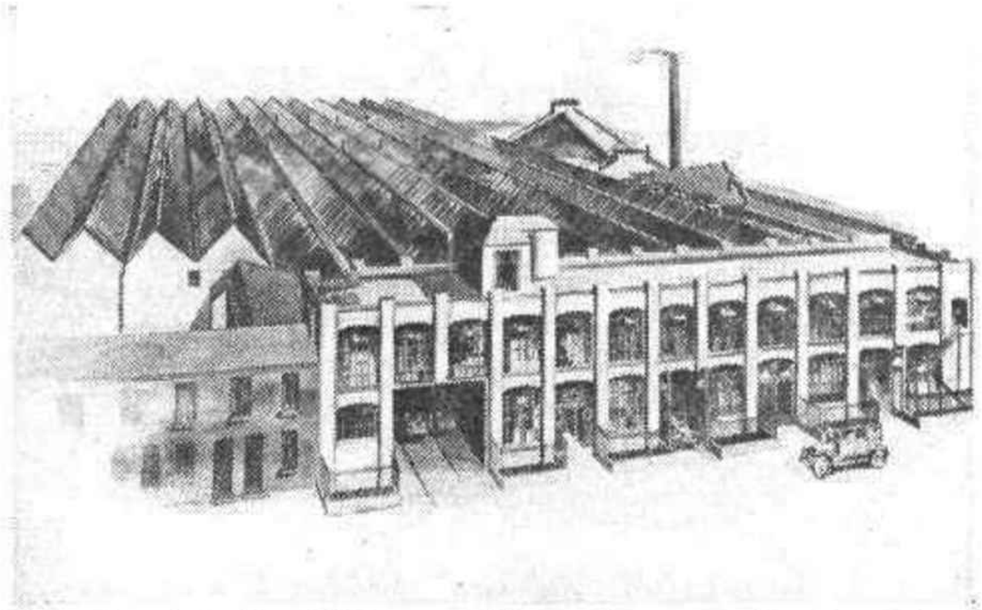
The 1914 Morris-Oxford "de luxe" model, code word Univo, which cost 190 gns., with five "best English lamps," bulb horn, spare wheel and tyre, tool roll, jack, pump and oil-can.



The 1914 Morris-Oxford "Sporting" model with single-seater body on a "specially picked and tuned-up" de luxe chassis, code word Speedo, which cost £220 fully equipped with three lamps, etc.



The 1914 *Morris-Oxford inside-driving coupe, code word Cupolo, which cost* £255 *fully equipped.*



Remember it?—The White and Poppe factory at Lockhurst Lane, Coventry, as it was in 1912, *before the cottages were built-in.*

The " Continental " Period
(*February* 10*th* 1915 *to September* 1919)

In 1914 Morris was planning to produce another model along with the Oxford. White and Poppe were already working to capacity on engine manufacture so he was forced to go elsewhere.

Hans Landstad, who, at that time, was the chief draughtsman at White and Poppe, sailed for the United States with W. R. M. They placed orders for the engine, known as the " Red Seal," of what was to be the Morris Cowley, with the Continental Motor Manufacturing Company at Detroit. The steering, transmission, front and rear axles and other components were also ordered from firms in the United States.

The first Cowley left the works on February 10th, 1915, and except for the radiator shape and ¾-elliptic rear springs it bore very little resemblance to the White and Poppe-engined Oxford. One motoring writer of the time even saw some hidden significance in the adoption of the name " Cowley " for this model and suggested that it meant that one day the Oxford suburb of Cowley would grow to be larger than Oxford itself! There were no Continental-engined Oxfords.

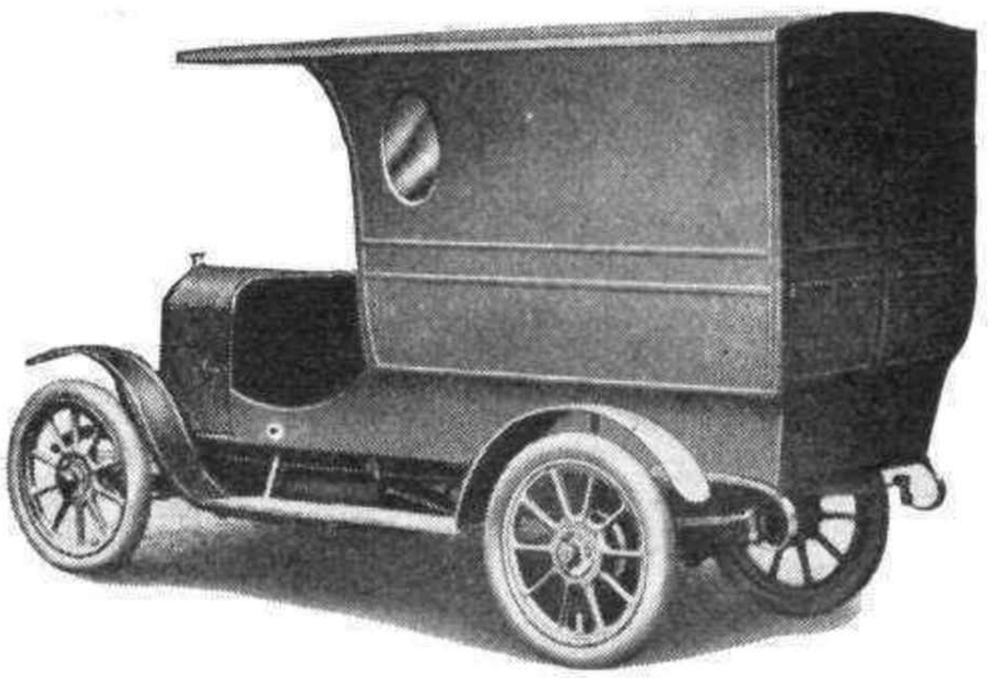
There appears to have been a great deal of American influence in the design, as well as in the manufacture, of the early Cowleys, and most noticeable is the central ball-change gear lever. Could this be the first of its kind on an English car? The 1926 Cowleys were little different from the first Cowleys, and so it can be argued that the best-selling British car of the mid-twenties was not of wholly British design, but partly American-inspired. The most obvious difference between the Continental engine and later Hotchkiss and Morris engines fitted to the Cowley is that the Continental engine has priming taps for each cylinder and a finned exhaust manifold. Also, unlike later Cowleys, the early Cowleys had a dry-plate Ferodo-lined clutch, Zenith carburetter, a flat-belt-driven dynamo and an American Bosch magneto.

Only 1,500 engines were ordered from the U.S.A. and nearly half of these were lost at sea during the war. Certainly not more than 1,000 Continental-engined Cowleys were built, and of these we still have with us a delightful 1916 two-seater in Yorkshire, a 1916 two-door saloon in Sussex (which incidentally was rescued from the melting pot by Norman Routledge), and the one and only 1917 Morris in existence, a beautiful two-seater in Chingford. Only recently news has reached us of a 1916 Morris which has been in New Zealand all its life and is still driven regularly by its original owner. Of course the figures I am giving of existing Morris cars are only those that are known to the Club; we hope there are many more.

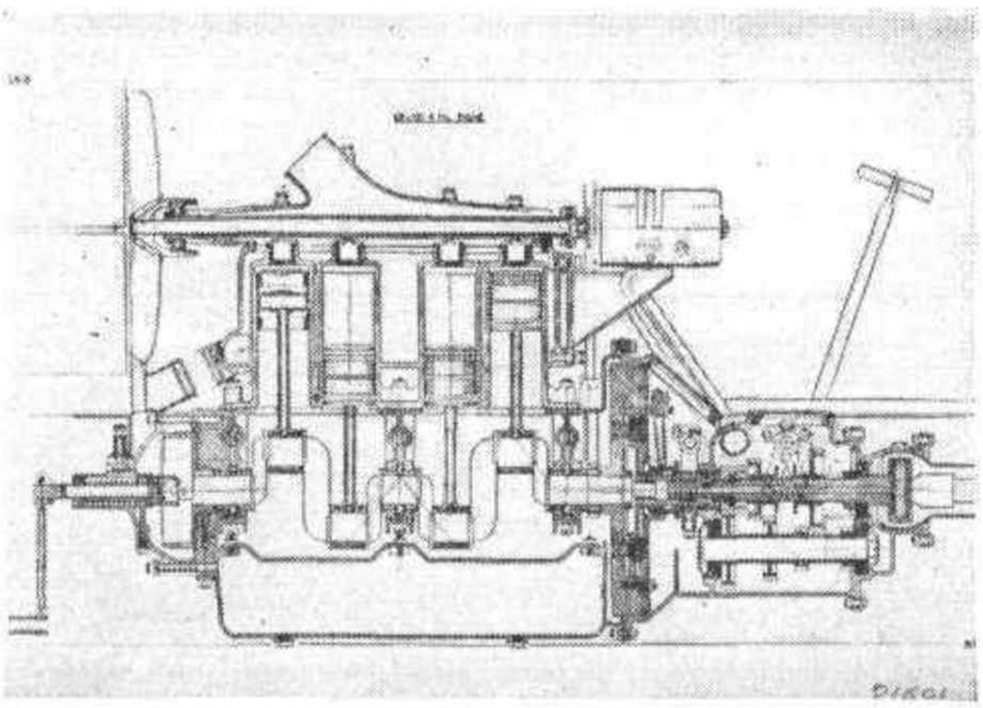
When war ended the Continental Motor Manufacturing Company decided not to seek further orders, as this was not a type of engine which had a market in the United States, so Morris purchased from them the drawings of the engine, together with some tools and parts, and finally got the firm of Hotchkiss et Cie, of Coventry, to manufacture them.

The " Hotchkiss " Period
(*September* 1919 *to May* 1923)

This firm, Hotchkiss et Cie, were famous armament manufacturers during the first World War, who hurriedly transferred the production of their automatic machine guns to a factory which they built in Gosford Street, Coventry, when it looked as though their St. Denis factory would be overrun by the Germans. At the end of the war the Coventry branch of Hotchkiss et Cie found themselves with an experienced engineering staff skilled in mass-production methods, and this placed them in an ideal situation for undertaking engine manufacture for W. R. Morris.



The 1914 *Morris-Oxford mahogany-panelled delivery van, code word Vangaro, which cost* £230 *fully equipped. It was supplied originally on the standard chassis, later on the de luxe chassis " which is better suited to the purpose."*



A sectional view of the proposed 1915 *Morris-Oxford engine with* 100-*mm. stroke, which was killed by the outbreak of the* 1914/18 *war.*



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At this juncture it should be emphasised that the Hotchkiss-made engines fitted to Morris cars were not of French design. However, they were manufactured with French machine tools and so had metric threads, unlike the Continental " Red Seal " engine. I have heard that Crossleys were never successful in making Bugattis under licence, as they had difficulty in converting metric to English units. But in order that Whitworth spanners could be used on the engines of Morris cars, Hotchkiss adopted the much simpler expedient of merely producing Whitworth heads on nuts and bolts with metric threads! Besides making engines for Morris, Hotchkiss also built flat-twin air-cooled engines for B.S.A. and about 200 o.h.v. four-cylinder engines for the Scottish firm of Gilchrist Cars Ltd.

From September 1919 both the Cowley and Oxford had an 11.9 h.p. engine and at the 1922 Motor Show a 13.9 h.p. engine was introduced as an alternative for the Oxford cars.

Only during the Hotchkiss period can it be said, with justification, that the Oxford was merely a better equipped and more refined version of the Cowley, both cars having virtually identical chassis and engines. Later models differed in chassis length, radiator size, body dimensions, transmission details and brakes, as well as body fittings.

The Hotchkiss-engined Morrises were the first Morris cars to be fitted with a cork-lined clutch running in oil, as standard; the first cork-clutched Morris was Mr. Poppe's original two-seater painted tetryl colour and known in the works as Yellow Peril, but this was non-standard. Surely these Morris cork clutches were one of the best clutches fitted to any vintage car, irrespective of price?

When first introduced in 1919 the Hotchkiss engine had a bore of 69 mm. and a stroke of 100 mm. (1,495 c.c.), but at the 1920 Motor Show it was changed to 69.5 by 102 mm. (1,548 c.c.), and at the same time the ribbed exhaust manifold was dropped.

Right up to the end of the Hotchkiss period certain components such as crown wheels and pinions, and even door hinges, were still being obtained from the United States. It is interesting to note that these door hinges can still be purchased, ex stock, from the manufacturers in Detroit, although they are a little costly (126/6d. per pair)!

During the three-and-a-half years of the " Hotchkiss " period about 13,000 Morris cars were produced and of these I know of only 35 that still remain with us.

Morris bought up the Hotchkiss concern at Coventry in May 1923, and from this date we can consider the engines to be of Morris manufacture.

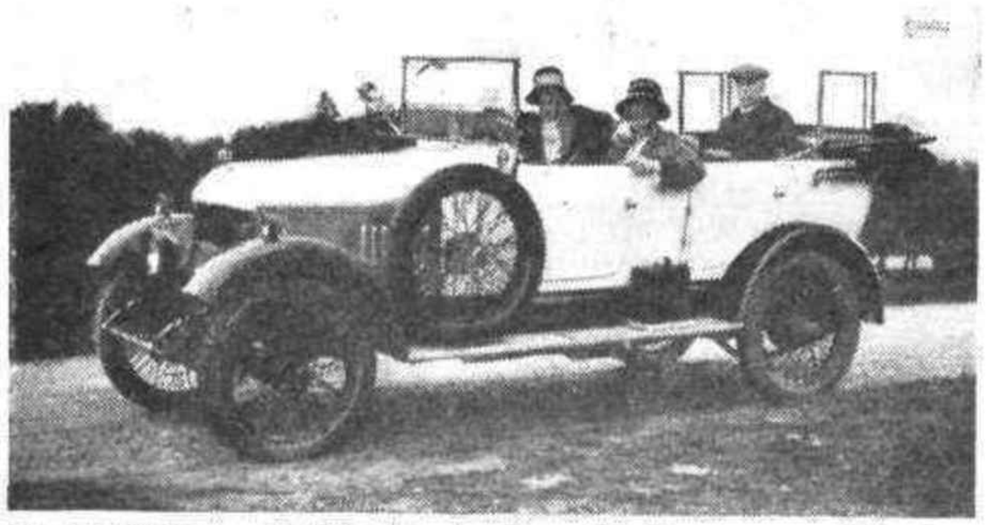
The " Morris " Period
(*May* 1923 *to October* 1926)

Morris was finding the Hotchkiss engine mechanically excellent, but he realised that they were not being made in large enough quantities to enable him to produce cars at the rate he wanted. The really significant change which took place when Morris acquired control of Hotchkiss et Cie in May 1923 was not in the mechanical specification of the engine but in the fantastically increased rate at which these engines were produced, and, of course, the consequent increase in car production which this made possible. Over the next three-and-a-half years he produced some 150,000 cars, nearly ten times as many as in the preceding three-and-a-half years, and we know of 120 of these cars which exist today. This increase in production was due to vastly improved manufacturing methods and enabled costs to be reduced still further. At the end of 1920 a four-seater Cowley cost £525, but by 1926 the price had been reduced to £182 10s. The cheapness and high production rate of the Morris led one wit to refer to them as a model-T Ford with an Oxford accent!

The last Cowley of this period was basically similar to the first 1915 model. The flat radiator was introduced on all models at the opening of the Motor Show on October 22nd, 1926.

The Gosford Street works, where all the Hotchkiss engines, and Morris engines we have considered were produced during the period, is now a Coventry Income Tax office but still in the centre of the tiled floor is a mosaic of the Morris badge. (Slightly further down Gosford Street is a large hardware shop and above the doorway the engraved name " Calcott Bros." can still be seen.)

Nearly all the Morris cars produced were either standard four-cylinder Cowleys or Oxfords. There are, however, a few special models produced in comparatively small quantities but which are none the less of great interest. These are discussed below.



SILENT SIX.—A 1924 Morris Silent Six four-seater. The photograph was taken by Sir Miles Thomas while he was on his honeymoon; seated in the car are his wife, Mr. Barton, who was one of the first managers of Morris Garages, and Mrs. Barton.

The Six-cylinder Morris Oxford
(1915 *to* 1925)

It is quite wrong to imagine that the first six-cylinder Morris engine was the Isis engine introduced in 1928. Morris was experimenting with a six-cylinder engine as early as 1915, although unfortunately I have but a negligible amount of information about this engine. However, I believe only one of these was made; it had side valves and was designated the " D-type."

After experimenting with the D-type six-cylinder engine Morris produced the E-type six-cylinder engine. The dimensions of the E-type engine were 70 by 102 mm. (2,355 c.c.), and what is particularly interesting is that this engine had overhead valves. Only two E-type engines were built and both these were shown at the Olympia Motor Show in 1920. One was shown as an actual exhibition engine and the other was in a small saxe-blue saloon with black mudguards. This is a really interesting car because, besides being the first Morris car to have six cylinders instead of four and to use overhead valves, it was also the first Morris to have wire instead of artillery wheels and ½-elliptic rear springs instead of ¾-elliptic rear springs which I think were fitted to all four-cylinder Morrises from March 1913 to October 1926. However, most of the other parts for this car were standard Oxford components. This six-cylinder E-type saloon passed into the hands of a person, believed to be a farmer, after the Motor Show.

All Morris cars from September 1919 to May 1923 had a Hotchkiss-built engine. The two 1920 E-type six-cylinder engines are an exception to this rule. They were built entirely by Morris at Cowley, and not by Hotchkiss et Cie at Coventry.

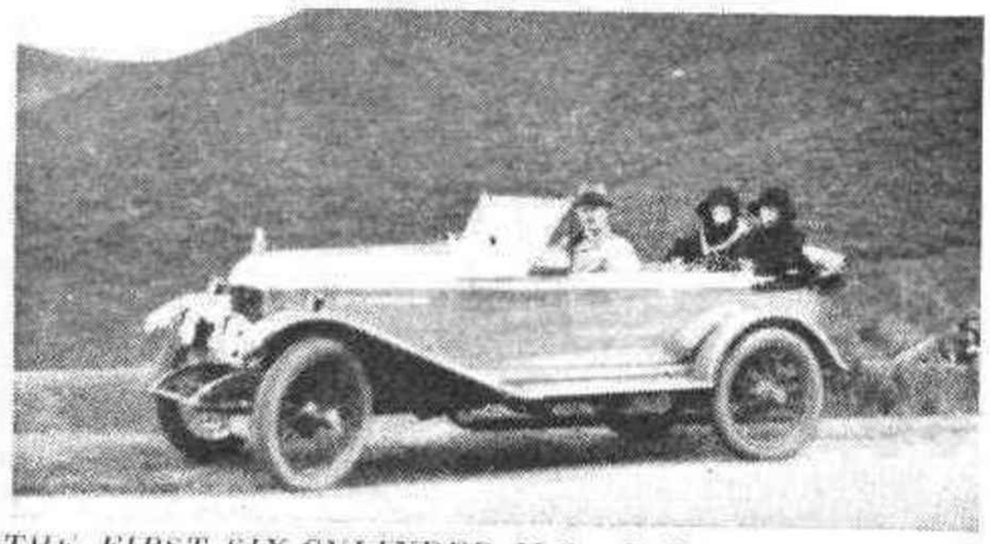
After only one E-type car had been built and one additional engine, the E-type six-cylinder design was superseded by the F-type. The F-type is sometimes referred to as the Morris Oxford Six and sometimes as the Morris Silent Six. The most notable difference between the E-type and the F-type six-cylinder engines is that the F-type used side valves instead of overhead valves. The F-type, which was rated as 17.9 h.p., also had the slightly different dimensions of 69.5 by 102 mm. bore and stroke (the same as the Cowley), giving a capacity of 2,320 c.c. and developed about 39 b.h.p. at 2,800 r.p.m. The F-type and E-type chassis were similar in so far as they both had ½-elliptic rear springs and wire wheels. The F-type chassis had Hartford shock-absorbers fore and aft at a time when Morris favoured Gabriel Snubbers for their four-cylinder models.

Very few F-type cars were built but the production life of this model was by no means a short and merry one, as I will explain.

The first F-type was completed in 1921. It was a most luxurious coupé specially built for W. R. Morris. This car differs from other F-type six-cylinder Morrises in a number of respects. First, it is still in existence and can be seen at Cowley. Secondly, the engine was built throughout by Morrises whereas other F-type engines were built by Hotchkiss et Cie; the engines for the 1921 four-cylinder Morris Cowleys and Oxfords were also built by Hotchkiss et Cie. Finally, this first F-type engine really did work and was uncannily quiet, smooth and reliable. I gather that in this respect it differed most markedly from other F-type engines. This car's last journey was to Le Mans in 1926, Morris just having acquired the old-established firm of Leon Bollee of Le Mans.

At least another F-type six-cylinder car was completed by October 1922, a pretty steady rate of progress, as a china-white cabriolet was shown on the Morris stand at Olympia that year. The cabriolet was priced at £575 and was available in chassis form for £375. Also on the Morris stand at Olympia in 1922 was an exhibition F-type engine, number 104, and this beautifully-finished engine is now in the Apprentice School at Cowley.

The first side-valve six-cylinder car was supplied to W. R. Morris



THE FIRST SIX-CYLINDER M.G.—Built in 1924, it had an F-type engine and chassis. This car used to appear nightly in an Oxford play called "Six-Cylinder Love," starring Edna Best.

and I gather the next five were supplied, respectively, to Mr. Hainsworth, the Manager of the Hotchkiss works, the Prince of Wales, the Earl of Macclesfield, Mr. Watson, the soap king's son, and Mr. Frank Woollard, M.B.E., who became a director of Morris Motors in 1926. The delivery of these five was probably completed by early 1923.

Early in 1924 one or two of the larger Morris distributors were actually offering a very few of these six-cylinder models for sale in the normal way, and in fact two of these distributors have provided me with the chassis and engine numbers of three of these F-type cars. The first F-type car built in 1921 for W. R. Morris was allotted a normal Oxford chassis and engine number (9,641 and 16,462, respectively), but it appears that after this the six-cylinder chassis and engine numbering commenced at F101. As near as can be ascertained between 25 and 50 six-cylinder cars were built and it seems that, with the exception of the first F-type engine, all the engines for these cars, even for those built in 1924, were built in one batch by Hotchkiss et Cie in late 1922. So here is an exception to the general rule that after May 1923 all Morris cars had Morris-built engines.

Now let us consider how the F-type six-cylinder Morris Oxford performed on the road. At this juncture let me say, that I have never driven an F-type Morris and I have to rely on hearsay. Unfortunately this is not always accurate, as stories get distorted over the years. This is well illustrated by the popular story that four-cylinder Oxfords and Cowleys, of the post-White and Poppe period, are always breaking half-shafts, and yet at a recent club rally a census was taken and it was found that although every Morris owner carried a spare half-shaft none had experienced one breaking. Getting back to the F-type, however, I understand that the worst of its many weaknesses was its distressing habit of breaking crankshafts. The engines evidently seriously overheated, due to there being a sand trap in the engine casting and this led to severe misfiring on numbers five and six cylinders, and as a result the crankshaft broke. A car was, none the less, road-tested by one of the motor journals in December 1922 and it showed promise, particularly as the petrol consumption was recorded as 36.4 m.p.g. at an average speed of 34 m.p.h. and 60 m.p.h. was easily obtained in top gear. The very high axle ratio of 3.5 to 1 must have partly accounted for these truly excellent figures. However, another journalist is believed to have refused to road-test it as it vibrated so badly.

The most serious failings were presumably ironed out by the time the car was offered to the public in 1924, and when one was tested in February of that year the testers complained that the car was, if anything, overcooled. I could understand them saying this of an Austin 12/4 of this date, for example, but I cannot believe it about an early Morris!

I have corresponded with two people who actually had these F-type Morrises. One remembers that the engine of his particular car was so tightly assembled that it had to be started with a crow-bar and that the engine seized up on more than one occasion. The main thing another owner remembers about his car is that he was jolly pleased to get rid of it! Also he remembers the suspension gave a very rough ride, and possibly due to the lightness of the flywheel and clutch assembly the engine didn't have a very much better low-speed performance than the four-cylinder Morris, and the advantage of the six cylinders could only be felt at the higher revs., when the engine seemed to wake up. This particular car, however, did make a successful journey from Manchester to the Great Exhibition at Wembley in 1924.

The general impression I have of the F-type, other than the very first one, is that it was a thoroughly unsatisfactory car. There were presumably also production difficulties with this car; at any rate its production was discontinued. The remaining parts went into the foundations of the new Morris Radiators branch factory which was being built.

A six-cylinder car was built for W. R. Morris in 1925. It seems to have an F-type chassis frame, but artillery instead of wire wheels and front-wheel brakes. What the engine type is I don't know. It might be an F-type assembled from left over parts or it might be of an altogether different type. I wonder if it could possibly be an experimental "Isis" engine. The body was a two-seater fixed-head coupé designed by Mr. Pratt of Hollick and Pratt of Coventry, the lower half of the body being polished and lacquered copper. The upper deck of the body was of polished aluminium and the mudguards and valances were painted maroon. I have not yet finally made up my mind whether this car or the Sports Cowley is the ugliest Morris of all!

The M.G.
(May 1924 to October 1926)

In discussing M.G.s it is logical to start with Cecil Kimber joining Morris Garages in 1922 as General Manager. At this time Morris Garages were, and indeed still are, large distributors for Morris cars and as a profitable side line they built special bodies, particularly "Chummies," on the standard Morris chassis.

As early as 1914 Morris Garages had a Chummy body built by Hollick and Pratt of Coventry and put it on a 1914 De Luxe Morris chassis.

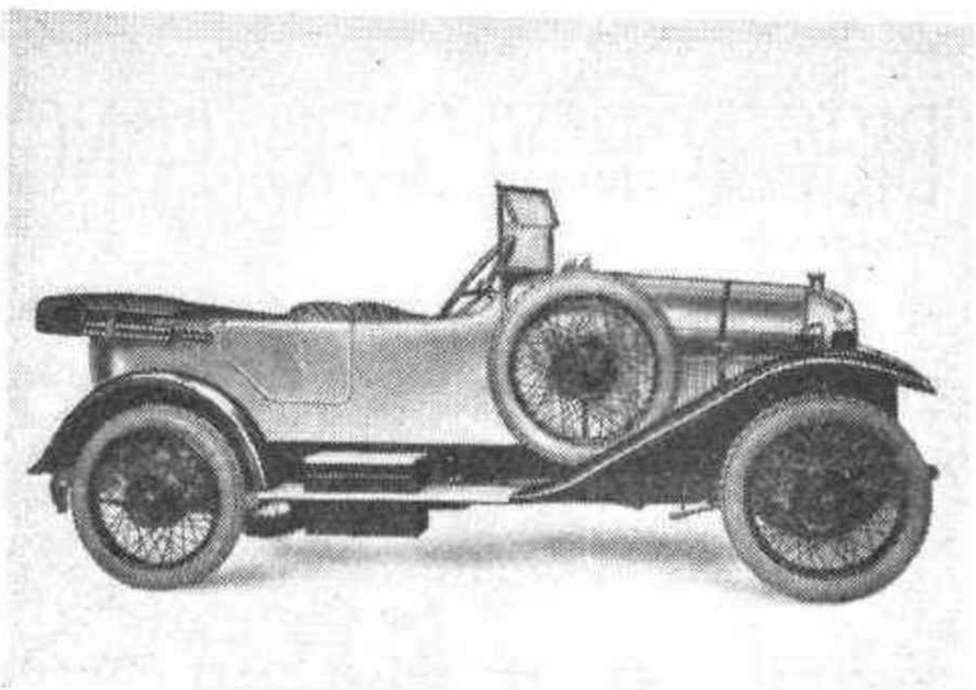
In 1923 Cecil Kimber won a gold medal in the M.C.C. London-Land's End Trial driving a Cowley Chummy, the Chummy body presumably being built either for or by Morris Garages. 1923 was altogether an excellent year for Morris in the Land's End Trial and a gold medal was won, amongst others, by the Morris driver Mr. W. Cooper, who had made quite a name for himself driving Sports Cowleys, which were, of course, a Morris Motors' product.

At the 1923 Motor Show Morris introduced an "Occasional Four" body on the Cowley chassis, and this model was considerably cheaper than the Morris Garages Chummy, the two models being virtually the same. At the same time, however, they discontinued the Sports Cowley and the market which was now open to Morris Garages was one of providing handsome and sporting motor cars using basic Morris components.

Advertisements for these cars appeared in the *Brooklands Gazette* as early as October 1924 and they were referred to as the "M.G. Super Sport Morris." Note the early use of "M.G.," and what is even more surprising is that even at this early date the initials "M.G." in the advertisements were enclosed in an octagon, although the octagon did not appear on the cars until 1927.

Almost certainly one of the earliest of these cars was the one supplied in May 1924 to the same Mr. Cooper, whom we have already mentioned as winning a "gold" in the 1923 London-Land's End Trial. This car followed the pattern of the later M.G.s in having the distinctive features of small ship's-type ventilating funnels on the scuttle, raked windscreen, disc wheels and a beautiful four-seater polished aluminium body with the mudguards and upper part of the

Continued on page 854



PROBLEM CAR.—This is probably an extremely early M.G., as it has no front-wheel brakes and is fitted with a Morris Motors' windscreen instead of a raked screen as used on later M.G. cars.

Revolutionary new tyre
BRINGS NEW ECONOMY



BIGGER PAYLOADS, LONGER WEAR, BETTER REMOULDS

BIGGER PAYLOADS! 'Tyrex' cord tyres will carry bigger loads *longer*. This longer wear means less 'down time.'
'Tyrex' cord tyres are best for all operating conditions.

LONGER WEAR! 'Tyrex' cord beats the heat problem in tyres. It prevents undue stretch or 'growth'—keeps tyres in perfect shape.
'Tyrex' cord tyres give longer original tread life.

BETTER REMOULDS! 'Tyrex' cord tyres will take remoulds more easily.
'Tyrex' was developed by Courtaulds *specifically for use in tyres*. It has been tested against certified specifications.

cord TYREX

TO TRANSPORT OPERATION



See Courtaulds' Tyrex Exhibit at the International Motor Show, Earls Court, Exhibition Hall, London, October 21-31

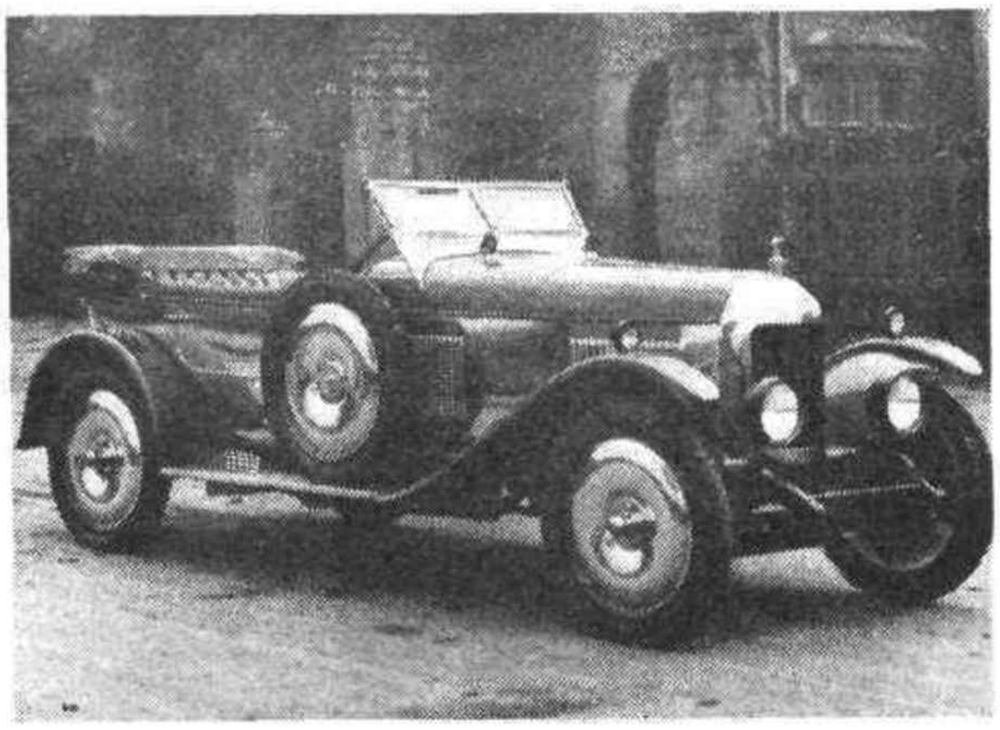
LOOK FOR STAND No. 292C

TYREX

BACKBONE OF TOMORROW'S TYRES

'Tyrex' cord—developed and manufactured in Britain by Courtaulds Ltd., 16 St. Martin's-le-Grand, London, E.C.1

THE "BULLNOSE" MORRIS—continued from page 851



HANDSOME SPORTING MODEL.—The M.G. Super Sports four-seater of 1924. Very few M.G.s were built that year and those that were did not have front-wheel brakes.

body painted blue, with blue leather upholstery to match. An alternative colour to blue for the upholstery, mudguards and upper part of the body was maroon. The carburetter was a Solex MHD 30 mm. (bronze, of course), the compression was raised to 5 to 1, the flywheel was lightened, the road springs flattened and steering raked, and it had only rear-wheel brakes, four-wheel brakes becoming standard by mid-1925. It is interesting to note that the long Oxford chassis was introduced in October 1924, and it is thus probable that pre-October 1924 M.G.s were nine inches shorter than the later ones and also had smaller radiators.

All 14/28 M.G.s, as these cars were known, were basically similar to this car of Mr. Cooper's.

14/28 M.G.s were available in two-seater and salonette form as well as in four-seater form. The two-seater and four-seater aluminium-bodied M.G.s are undoubtedly amongst the most beautiful of vintage cars, but the beauty of the salonette is questionable. A few 14/28 M.G.s had steel bodies, and in fact the 1926 M.G. in the Montagu Motor Museum has a two-seater steel body.

A particularly interesting M.G. produced in 1924 was an aluminium-bodied four-seater tourer based on the 17.9-h.p. F-type Morris chassis. I think this is one of the prettiest looking cars ever built. It is the very first six-cylinder M.G. ever built, but this is not its only claim to fame. Its other claim to fame is that it appeared nightly in an Oxford show called "Six-Cylinder Love," starring Edna Best.

In 1925 Cecil Kimber completed his well-known "special," which is often referred to as the first M.G., and two other trials' "specials" were produced in 1926. I will leave the discussion of these until later.

Except for a very few M.G.s built in the 1924 season, the following is a list of the actual numbers of M.G.s that were built :—

	Season	*Built in* 1924	*Built in* 1925	*Built in* 1926
Sports two-seater ...	1925	3	90	0
Sports four-seater ...	1925	3	33	0
Sports salonette ...	1925	0	6	0
Sports two-seater ...	1926	0	14	107
Sports four-seater ...	1926	0	5	60
Sports salonette ...	1926	0	3	12
Totals		6	151	179

101 Sports two-seaters
214 Sports four-seaters
21 Sports salonettes
336

I know of only five of these pre-October 1926 M.G.s which are still in existence.

The Sports Cowley
(1921 *to* 1923)

The Sports Cowley was introduced in March 1921 and was priced at £398 10s. The chassis was a standard Cowley one of the time, with one or two modifications. The engine was claimed to be "specially tuned," a delightfully vague term, and fitted with what was termed a "free exhaust." A higher axle ratio was used, being 4.4 to 1 instead of the standard one of 4.75 to 1. A six-volt Lucas Magdyno, which was standard on the Cowley at that time, was fitted, but like all magdyno-equipped Cowleys there was no starter motor. The twelve-volt dynamotor was an optional extra for the Cowley. The body was a polished aluminium two-seater, and aluminium discs usually covered the artillery wheels.

In their day it would seem that these cars were much commoner than is generally supposed. An owner of one of these cars was our Mr. W. Cooper, who became a familiar figure in M.C.C. long-distance trials. At the end-of-season Brooklands Meeting in 1921 Mr. Cooper in his Sports Cowley provided transport for Sir Julian Orde and also transported "Ebby" by Sports Cowley to the starting line. In the 1922 London-Land's End Trial Mr. Cooper's Sports Cowley unfortunately stopped on a non-stop section, but nevertheless Mr. Cooper managed to gain a silver medal. As we have already mentioned, in the 1923 London-Land's End Trials Mr. Cooper, in his Sports Cowley, won a "gold" and in 1924 forsook Sports Cowleys for M.G.s.

Production of the Sports Cowley ceased in 1923 and I know of only one surviving example. Over the years this survivor has acquired balloon tyres, front-wheel brakes and a different lighting set. The front lamps fitted as standard on the Sports Cowley were a couple of side-cum-headlamps mounted on the mudguards. In late-1924 Stewart and Ardern Ltd. fitted sports bodies on to perfectly standard Cowley chassis and offered these cars for £225, which was about £125 cheaper than the current two-seater M.G. I don't think these cars met with much success, and I feel that it would have taken a very good-looking Morris sports car indeed to have competed successfully against the really handsome M.G.

The Morris Oxford Sports
(1923)

I have already described the White and Poppe-engined Morris Oxford "Sporting Model." In the early 'twenties there was an 11.9 h.p. (not 13.9) Hotchkiss-engined Morris Oxford Sports offered in chassis form only, and this was described as being "specially tuned" (again wonderfully vague). For the 1923 season this chassis was priced at £195 and to confuse things still further there was also an Oxford Sports chassis available with a 13.9 h.p. engine without a starter, for £220. A standard 11.9 h.p. Oxford chassis of the time, with starter, cost £220.

I have also seen an advertisement for a new Morris Oxford Sports in May 1924, and if it was an M.G. it was an exceptionally early M.G. I wish I had some more details of the little known Morris Oxford Sports. I know of no surviving examples and presume that only very few were made.

In addition to these rarer production types there were one or two "one-off specials," other than Kimber's, which deserve mention.

In the matter of sheer speed the most successful of these was undoubtedly A. E. Keen's tuned Cowley, which became known as the "92 m.p.h. Cowley."

Mr. Alfred E. Keen's "Special"
(1922)

Alfred Keen joined Morris towards the end of 1902 as an apprentice at the Longwall Street premises, and eventually rose to be director of Morris Motors Ltd. in 1933.

In 1922 he selected at random one of a batch of Cowley engines which were being unloaded from the lorry which had just delivered them from the Hotchkiss et Cie works at Coventry. Keen proceeded to tune his engine by polishing the ports, raising the compression, lightening the flywheel and reciprocating parts, and so on. By the time he had finished the Ricardo slipper-type piston, which only had one piston ring, and the gudgeon assembly weighed a mere six-and-a-half ounces, and the drilled and balanced connecting rods weighed only 18½ ounces each. Basically, however, it remained a standard Hotchkiss engine as used by Morris. This engine was fitted into a modified Morris chassis which carried a very light stark single-seater body. The car occasionally was fitted with very ineffective mudguarding and two tiny headlamps.

The car was extremely successful in sprint events and hill-climbs. It is probably best known for returning the speed of 93.7 m.p.h. on the Aikman Street which runs from Cirencester to St. Albans. I think the last two events in which the car competed were the Portheawl sand races and Caerphilly hill-climb in 1924.

These achievements in tuning-up a standard Morris are, in my opinion, outstanding and I feel that Keen seldom receives the credit which he deserves. My favourite story which I have heard about this car concerns the occasion when it competed in an event between the Oxford University and City motor clubs. One of the University members made a protest about the results, claiming that it was impossible for a Cowley to beat a Bugatti.

" Coppernose Connie "
(1925 *to* 1930)

In complete contrast to Keen's " special " there was what must have been the slowest " special " of them all. This was a large fabric-bodied saloon affectionately known as " Coppernose Connie." " Connie's " make up was a 12-cwt. Morris Commercial chassis powered by an 11.9 h.p. Cowley engine. On this was mounted a large special five-seater fabric limousine body by Morris Garages, and an outsize *copper* " Bullnose " radiator, which is believed to have been hand-beaten by the then radiators-branch Works Manager, Mr. Davies. Mr. Davies was associated with Mr. H. A. Ryder from the earliest days of the Osberton Radiator Company, which eventually became Morris Motors' Radiators Branch.

From about 1925 until 1930 " Connie " plied for hire in the streets of Oxford. It is understood that she was seen within the last year in the vicinity of Wargrave.

" The Red Flash "
(1926)

The " Red Flash " was built by Mr. H. R. Wellsteed of Cardiff, for racing at Brooklands. It is basically a Morris Oxford, although this is not immediately apparent at a casual glance. However, the familiar radiator can be seen underneath the cowling.

This car was driven by H. R. Wellsteed at the 1926 B.A.R.C. Easter Meeting at Brooklands, lapping at 71.62 m.p.h. before it retired. It appeared again at Brooklands in 1928 as the Wellsteed and entered by Cyril Paul, who lapped at 78.31 m.p.h.

At least one other Morris had raced at Brooklands prior to the " Red Flash," Mr. Sommers had raced a Morris at Brooklands in 1922, and because it was a more or less standard Cowley, it was given a fairly generous handicap which made it a hot favourite. However, it proved to be just a bit too standard.

" Imshi "
(1920)

" Imshi " was an 11.9 Morris Oxford two-seater which set out from London on December 19th, 1920, and for six months toured France, Italy, Morocco, Algeria, Tunisia and Spain. It was driven by John Prioleau, the *Daily Mail's* Motoring Correspondent at that time, and the purpose of the journey was to prove to the public the reliability of the Morris car. Before setting out on the 7,000-mile journey the car had already covered 14,000 miles. The adventures of this historic Morris Oxford are covered in " The Adventures of Imshi," by John Prioleau, a 358-page book published in April, 1922.

After its famous journey " Imshi " passed through Morris distributors' hands and showrooms, and when it returned to Morris Motors they fitted it with a later radiator, different windscreen, repainted it maroon (originally white) and a copper dashboard, which, when polished, brought many a blush to damsels of the short skirt era!

Later, a conversion to electric lights was carried out and a tiny six-volt dynamo balanced itself upon the top of the magneto, driven by a little leather belt; this charged a celluloid accumulator about the size of a wireless battery, housed in the large toolbox on the running board. In 1931 it changed hands for £7 10s. It was used as a general hack until 1933 when its owner bought a 14/40 Vauxhall, and about 1934 or 1935 it made its last journey to " The Bottle Dump," near Bletchley, where it was " put to the axe."

There was a second " Imshi," which was only a shadow of " Imshi I " and lived off " Imshi I's " reputation. This was a 1922 standard dark blue 11.9-h.p. Oxford with a polished aluminium dashboard which left England with 1,000 miles on the speedometer. It carried a supplementary paraffin side and tail lamp outfit, an extra spare wheel and a well-equipped spares' locker fitted out by her makers. It was nearly written off in an argument with a locomotive during its travels, but was straightened out and completed its journey. The route this time was, with Prioleau at the wheel, Holland, Rhineland, South Prussia, Bavaria, Czecho-Slovakia, Prague, Austria, Hungary, to Budapest.

M.G. Trials " Specials "
(1925 *to* 1926)

In March 1925 Kimber completed his well-known " special." It was first registered on March 27th, 1925, which is twelve years to the day from the delivery of the very first Morris car in 1913. This car is often referred to as M.G. No. 1 and Kimber never seems to have had any doubt in his mind that this was so. I presume this is



" *Dragonfly I* "

because it was the first M.G. he started to build, it possibly being started in 1923, although there is no evidence at all to prove that this was so. However, other M.G.s were completed, taxed and on the road well before Kimber's " special " was completed.

Kimber's " special " consisted of a specially-evolved chassis frame with ½-elliptic rear springs, and into this frame was mounted a very slightly modified 1921 11.9-h.p. overhead-valve Hotchkiss engine of the type built for Gilchrist Cars Ltd. of Scotland. It is *not* a side-valve Cowley engine converted to overhead valves. The standard Morris brake linkage was modified so that the outside handbrake operates the rear wheel brakes and the footbrake operates the front wheel brakes. The body is a narrow steel two-seater which was originally painted dark grey.

Its first road trip was in the London-Land's End Trial of 1925 in which it won a " gold " in the hands of Cecil Kimber. After this the car passed into private ownership for a short while, a firm in Stockport sold it to a local gentleman, and it was later discovered on a scrap dump in White City, Manchester, by an employee of the M.G. Car Company. It is also known that the car was seriously damaged in a road accident on December 12th, 1932. It was re-registered as FMO 842 in March 1950, but has now been re-registered as FC 7900 by the Company, which is really good news.

In 1926 two more M.G. trials' cars were built, based on the current 14/28 M.G. These cars were known as " Dragonfly I " and " Dragonfly II. " I have a photograph of " Dragonfly I " and it is nothing like so attractive as Kimber's " special." I have heard that the " Dragonflies " were quite successful, but I know nothing about them.

Mr. N. D. Routledge's M.G. Special
(1925)

Mr. Routledge's four-seater Cowley is well known at V.S.C.C. events. In my opinion, Mr. Routledge's achievements with this more or less standard Cowley are truly outstanding. In the Light Car Race at Silverstone, Routledge always seems out-handicapped and yet he is never far behind at the finish. I think his best performance in his Cowley was in the One Hour High Speed Trial. He had to run in the 2-litre class as the Cowley has a capacity of 1,548 c.c., but even so he won an award. The Cowley does this with utter reliability.

Routledge was wanting a rather faster Morris, but refused to try and get this by messing up his Cowley. He then had the good fortune to acquire some 1925 M.G. bits and pieces which were the only remains from a car W. H. Charnock used to own. With these bits as a basis Routledge started to build a car on the lines of Kimber's " special." He should feel well pleased with the result. The car really goes and certainly looks like a motor car. Unlike so many people he didn't seem to tire of the whole project when it came to body building, and just throw a few pieces of aluminium on to the chassis as a susbtitute for the body. The secret of this car's fine performance lies in the ingenious use of twin carburetters. It is a really splendid vehicle, and must be the last " Bullnose " to be built!

Ashton's " Special "
(1923)

Probably the most ingenious " special " of all is the one constructed in the blacksmith's shop in Abermule some twenty years ago, and this " special " is still in use. It is a 1923 Morris Cowley converted into a three-wheeler with a mid-mounted mower attachment; this was the first mid-mounted mower in Montgomeryshire!

(*Footnote.*—Mr. Ashton is a Kerry man.)

Table 1—CARS BUILT (1913-1926)

Date	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	*Total*
Approx. number built ...	900	2,000	163	685	1,128	204	387	1,932	3,076	6,956	20,048	32,819	55,582	42,821	Approx. 168,000
Number known to exist ...	14	10	0	3	1	0	0	2	6	14	35	23	54	52	214

Table 2—SPECIFICATION OF ENGINES FITTED TO MORRIS CARS (March 1913 to October 1926)

FOUR-CYLINDER

Ref.	*Make*	*Morris Model to which Fitted*	*Date*	*Bore mm.*	*Stroke mm.*	*Capacity c.c.*	*R.A.C. Rating*	*Approximate B.H.P.*	*Valves*	*Carburetter*	*REMARKS*	*Ref.*
I	White and Poppe	Oxford	Mar. 1913—1918(?)	60	90	1,018	9	15 at 2,300 r.p.m.	Side in "T" head	White and Poppe No. 25	First engine tested 21.3.13. Last engine tested 13.6.15. Numbering commenced at 5769. Numbering ended at 8278.	I
II	Continental	Cowley	Feb. Sept. 1915 — 1919	69	100	1,495	11.9	?	Side in "L" head	Horizontal Zenith	Known as the " Red Seal." Only 1,500 engines made.	II
III	Hotchkiss	Cowley and Oxford	Sept. 1919 — 1920	69	100	1,495	11.9	?	Ditto	Ditto	About 16,000 engines made	III
IV	Ditto	Ditto	May 1920 — 1923	69.5	102	1,548	11.9	24 at 2,350 r.p.m.	Ditto	S.U. or Zenith		IV
V	Ditto	Oxford	Oct. May 1922 — 1923	75	102	1,802	13.9	28 at 2,350 r.p.m.	Ditto	Ditto		V
VI	Morris	Cowley	May Oct. 1923 — 1926	69.5	102	1,548	11.9	24 at 2,350 r.p.m.	Ditto	Smith	Aluminium pistons replaced cast iron pistons at engine number 66931 in September 1924. Steel con.-rods were used throughout the period. About 95,000 engines made.	VI
VII	Ditto	Oxford	May Oct. 1923 — 1926	75	102	1,802	13.9	28 at 2,350 r.p.m.	Ditto	Ditto	Aluminium pistons replaced cast iron pistons and duralumin con.-rods replaced steel con.-rods at engine number 41331 in May 1924. About 52,000 engines made.	VII
SIX-CYLINDER												
VIII	Morris	Oxford Six	1915	?	?	?	?	?	Side(?)	?	(Only one made(?)) Morris D-type six-cylinder.	VIII
IX	Ditto	Ditto	1920	70	102	2,355	17.9	?	O.H.V.	Zenith	(Only two made.) Morris E-type six-cylinder.	IX
X	Ditto	Ditto	1921	69.5	102	2,320	17.9	39 at 2,800 r.p.m.	Side	Skinner Union	(Only one made, engine number 16462.) Morris F-type six-cylinder.	X
XI	Hotchkiss	Ditto	1922 — 1925	69.5	102	2,320	17.9	39 at 2,800 r.p.m.	Ditto	5-jet Smith	(Only 25-50 made, numbering commenced at F101.) Hotchkiss F-type six-cylinder.	XI

Table 3—" BULLNOSE " PRICES, NEW

Model	*Type*	1915	1916	1917	1918	*Early* 1919	*Late* 1919	*Early* 1920	*Late* 1920	*Early* 1921	*Late* 1921	*Early* 1922	*Late* 1922	1923	1924	1925	1926	*REMARKS*
Morris Oxford (Four-cylinder)	Chassis						£335	£385	£445	£445	£410	£305	£278 . 5 . 0	£220	£180/ £195	£185/ £205	£172 . 10 . 0	In the 1923 season either 11.9-h.p. or 13.9-h.p. engines were available. 13.9-h.p. engine cost £10 more than price given here.
	Two-seater						£360	£400	£535	£535	£510	£414	£378 . 5 . 0	£330	£300	£260	£240	
	Four-seater						£390	£495	£590	£590	£565	£446	£409 . 10 . 0	£355	£320	£285	£260	
	Coupé						£450	£500	£675	£675	£595	£500	£446 . 5 . 0	£390	£355	£305	£295	
	Cabriolet													£425	£385	£365	£330	Front-wheel brakes standard in 1925 and 1926 although cars could be obtained in 1925 for £10 less than price given here.
	Four-door saloon														£395	£385	£350	
	Landaulette																£360	
	Saloon landaulette																£385	
Morris Oxford "Silent" Six	Chassis													£375	£325			Except for the one special 1925 " Six " all had two-wheel brakes.
	Two-seater													£475	£440			
	Four-seater													£500	£460			
	Cabriolet													£575	£525			

Table 3 " BULLNOSE " PRICES, NEW—*continued*

Model	*Type*	1915	1916	1917	1918	*Early* 1919	*Late* 1919	*Early* 1920	*Late* 1920	*Early* 1921	*Late* 1921	*Early* 1922	*Late* 1922	1923	1924	1925	1926	*REMARKS*
Morris Cowley	* Chassis								£395	£390	£325	£325	£200	£185	£160/ £165	£145	£142 . 10 . 0	Front-wheel brakes standard in 1926 although the open (*) models were available without f.w.b. on request for £7 . 10 . 0 less than price given here.
	* Two-seater	£165 . 18 . 0					£315	£375	£375	£435	£375	£322	£278 . 5 . 0	£225	£198	£175	£170	
	* Four-seater	£194 . 5 . 0						£390	£525	£525	£425	£425	£315	£255	£225	£195	£190	
	Sports										£398 . 10 . 0	£351	£315					
	* Occasional Four														£215	£185	£180	
	Coupé																£195	
	Two-door saloon																£235	
	* Commercial Traveller's																£185	
M.G.	Two-seater															£350	£350	Kimber's "Special" reputedly cost £250 to build and was sold after the 1925 " Land's End " for £300.
	Four-seater														£395	£375	£375	
	Salonette															£475	£475	

Notes : 1. White and Poppe-engined models—prices given in text.
2. Where no price is quoted, it shows the model was not available during that particular year.

Table 4—TYPICAL " BULLNOSE " SPECIFICATIONS

Date	*Model*	*Engine**	*Clutch*	*Gear Ratios*	*Gear Change*	*Final Drive*	*REMARKS*
1914	Oxford	I	Hardened steel and bronze multiple disc	1st, 5¼ m.p.h. = 1,000 r.p.m. 2nd, 10⅜ m.p.h. = 1,000 r.p.m. 3rd, 17½ m.p.h. = 1,000 r.p.m.	Right-hand gate	3.5 : 1, (Std. 4.2 : 1, or (de luxe) 4.6 : 1 worm	De luxe chassis numbering commenced at 1001.
Feb. Sept. 1915 — 1919	Cowley	II	Two Ferodo-lined plates running dry		Central ball	Bevel	11-in. dia. brake drums.
Oct. Sept. 1919 — 1924	Cowley and Oxford	III, IV, VI and VII	Four-plate type running in oil (two plates with cork inserts)	Reverse 18.5 15.2/8.17/4.75	Ditto	57/12 Helical bevel	Final drive of sports Cowley is 4.4 : 1.
Oct. Sept. 1924 — 1925	Ditto	VI and VII	Ditto	Reverse 17.2 14.13/7.6/4.42	Ditto	53/12 Spiral bevel	
Ditto	Oxford saloon and cabriolet only	VII	Ditto	Reverse 18.5 15.2/8.17/4.15	Ditto	57/12 Spiral bevel	
Oct. Sept. 1925 — 1926	Cowley and Oxford	VII	Ditto	Ditto	Ditto	Ditto	On the Oxford 20 m.p.h. in top gear = 1,160 r.p.m. On the Cowley 20 m.p.h. in top gear = 1,200 r.p.m.
1924 — 1925 —1926	M.G.	VII	Ditto		Ditto	4.33 : 1	

* *See Table* 2. *Note :* On Oxfords only the Barker dipping headlamp was optional in 1925 and standard in 1926.

PLEASANT END-OF-SEASON BRANDS

Another season's racing at Brands Hatch ended on a pleasant note with the B.R.S.C.C.'s meeting on October 4th. Under almost heat-wave conditions, two new class records were set up, and the saloon car event provided one of the best-ever races on this 1.24-mile circuit.

Graham Warner won the opening race (10 laps for series production sports cars) with his Elite, after Chris Lawrence's Morgan had been in front for five laps. Another Elite, driven by Edward Lewis, was third.

Fifteen laps for Formule Libre and a close dice for the lead ensued between David Piper's 2.2-litre Lotus and Mike McKee in Jim Russell's F.2 Cooper. They passed and repassed for twelve laps, then McKee spun at Druids, restarting too far behind Piper to challenge him. However, in the course of their duel both lapped in 58.2 sec.—beating the existing F.1 lap record. But McKee's being a F.2 car, it meant that only Piper could claim the record. Brian Whitehouse kept his F.2 Cooper in third place throughout, having duelled earlier with Keith Greene's similar car. Twisk's F.2 Cooper was fourth.

By winning the 15-lap F.3 race that followed, Tom Bridger takes this year's *World Sports* Trophy. Leading on points before the race, Don Parker retired on the 11th lap; Pitcher was also out after two laps.

McKee and de Selincourt fought out the lead in the Formula Junior race, the former winning by a small margin after 12 laps. Both drove Elvas, as did most of the rest of the field, including Chris Lawrence (third) and Peter Jopp (fourth).

Graham Hill drove a nice race to win the 1,100 c.c. sports car event with a wishbone-suspended Lotus XVII. For once his opposition didn't come from Lola, but from Mike McKee's Elva, which kept within a second of him for nine laps and then spun, letting Alan Rees into second place on his first Lola drive. McKee managed to get past the Lola again, but could not catch Hill. Peter Gammon's Lola and Alan Stacey's works Lotus unfortunately non-started.

Words cannot do full justice to the 15-lap saloon car event which followed. Hutcheson (Riley 1.5), Leston (Riley 1.5) and Hill (A35) were principally involved. Dicing hard with Pilsworth's Riley, Blydenstein's Borgward and Kingham's Zephyr in the earlier stages, they managed to detach themselves in the end. When they came on to the bottom straight for the last time the two Rileys touched, wavered, and Hill was through to an incredible win. It will be a long time before a better race is seen at Brands. Blydenstein put up a new 1,301-1,600 c.c. record with a lap in 70 sec.

Last event of the day paired the seven fastest F.3 and Formula Junior cars. Bridger won yet again, from Robinson's Stuart Cooper Norton, with de Selincourt first home of the F.J.s, some 10 sec. behind the winner. So the 500s have still got it over the Formula Junior boys, but the Anglia engine might alter all that.—D.J.R.



THE NEW 2·4, 3·4 AND 3·8 LITRE

Mark 2

JAGUAR

MODELS

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NEW *'safety-eye' warning light which immediately tells the driver of any drop below safety level of brake fluid.*

NEW *folding tables in the rear seats which remove the hazards from taking refreshment within the car.*

NEW *rear compartment heating brings an even spread of warm air ducted at floor level for passenger comfort.*

NEW *slim door pillars, semi-wrap around screen and bigger rear window which, with greater all round window area, give 18% increase in visibility.*

MARK 2 MODEL PRICES:— 2·4 Models from £1,533.19.2 (*inc.* P.T.). 3·4 Models from £1,668.10.10 (*inc.* P.T.). 3·8 Models (with Powr-Lok differential) from £1,779.0.10 (*inc.* P.T.).

STANDARD MODEL PRICES:— 2·4 Models from £1,444.14.2 (*inc.* P.T.). 3·4 Models from £1,579.5.10 (*inc.* P.T.).

The New Mark 2 Jaguars have Dunlop race-proved Disc Brakes ***on all 4 wheels***

THE EXISTING MARK IX, XK150, 2·4 AND 3·4 LITRE MODELS CONTINUE WITHOUT CHANGE

Stand 134 Earls Court *London Showrooms: 88 Piccadilly W.1*

EARLS COURT REVIEWED

INSTEAD of our usual stand-by-stand review of the exhibits at Earls Court we have grouped the various models into the following categories : Economy Cars, Small Family Cars, Large Family Cars, Luxury Cars, High-Performance Closed Cars, and Open Sports Cars. Although certain cars can obviously be placed in more than one category, readers will be able to see at a glance the various makes and models in the particular class which interests them. Speed and fuel consumption figures quoted are the average of published road-tests.

ECONOMY CARS

AUSTIN SE7EN **Stand 107**

The Austin Se7en has received so much comment recently that anything further would be superfluous (until we have carried out our marathon road-test). It merely remains to be seen if this vehicle will be as long-lived as its famous predecessor. A sectioned car and engine can be seen on the stand.

Maximum speed : 74 m.p.h. *Fuel consumption :* 40 m.p.g. *Price :* £497.

AUSTIN A40 **Stand 107**

Having most of the mechanical components of the A35 which it now replaces, the A40 displays better road-holding because of its wider track, and looks better because of its Farina styling.

Maximum speed : 72 m.p.h. *Fuel consumption :* 41 m.p.g. *Price :* £639; de luxe, £651.



FORD ANGLIA

CITROEN 2 c.v. **Stand 131**

This strictly utilitarian French car has better fuel consumption than most other " babies " but sales suffer in this country because of its relatively high price and lack of performance.

Maximum speed : 48 m.p.h. *Fuel consumption :* 54 m.p.g. *Price :* £565.

FIAT 500, 600 AND MULTIPLA **Stand 129**

The excellent road-holding and " unburstability " of the engines have gained a large following for these models in Britain. The 1960 models will all have more power, and the 500 will have better seating at the rear.

Maximum speed : 500, 50 m.p.h.; 600, 60 m.p.h. *Fuel consumption :* 500, 47 m.p.g.; 600, 44 m.p.g.

Prices : 500 Convertible, £499; Sunroof, £525; 600, £613; Convertible, £641; Multipla 4/5, £755; Multiple 6, £766.

FORD POPULAR, ANGLIA AND PREFECT **Stands 103 and 104**

Few people will regret the passing of the " perpendicular " Popular, unless it is those who have produced modifications for this rugged but out-dated model. The new Popular (a spartan version of the Anglia) will probably sell well in spite of its lack of independence at the rear. The new Prefect with four speeds and overhead valves and the new Anglia with an attractive new body will also find a ready market.

Prices : Popular, £494; Anglia, £589; Prefect, £621. (No performance figures available.)

GOGGOMOBIL **Stand 111**

One of the makes that is obviously going to be hard hit by new British cars, the " Goggo " has nevertheless built up an enthusiastic following in Britain. The small Regent and Mayfair models continue unchanged but an estate version of the Royal 700 is available, together with a coupé called the Fleetwing.

Prices : 300, £467; 400, £486; 700, £671. (No performance figures available.)

ISETTA MOTOCOUPE AND 600 **Stand 138**

Although a four-wheeler the Motocoupé cannot be classed as a full-scale car and, indeed, a three-wheeler is produced in Britain to gain tax concessions. The larger 600 has not proved popular here.

Maximum speed : Motocoupé, 50 m.p.h.; 600, 60 m.p.h. *Fuel consumption :* Motocoupé, 57 m.p.g.; 600, 45 m.p.g. *Prices :* Motocoupé, £365; 600, £638.

MORRIS MINOR AND MINI-MINOR **Stand 143**

Although the A35 has been discontinued there is still a strong demand for the Minor 1000 and it is still being manufactured at Cowley, together with the Mini-Minor, which is identical to the Austin Se7en.

Maximum speed : Minor 1000, 72 m.p.h.; Mini-Minor, 74 m.p.h. *Fuel consumption :* Minor 1000, 38 m.p.g.; Mini-Minor, 40 m.p.g. *Prices :* Minor 1000, £590; Mini-Minor, £497.



MINI-MINOR

N.S.U. PRINZ **Stand 152**

Technically an intriguing car, the Prinz has been enthusiastically received by the Press, albeit before the introduction of the new British cars; all the technical novelties in the world can hardly make up for that £100 difference in price against the " B.M.C. Babes."

Maximum speed : 65 m.p.h. *Fuel consumption :* 48 m.p.g. *Price :* £604.

RENAULT 750 AND DAUPHINE **Stand 135**

Still in production, the 750 now suffers from rather dated looks but still retains the qualities which helped it to sell so well before the advent of the Dauphine. The Dauphine is usually compared with the VW and scores on better looks, but the standard model has a three-speed gearbox, although the more expensive Gordini version is fitted with a four-speed box.

Maximum speed : 750, 61 m.p.h.; Dauphine, 69 m.p.h. *Fuel consumption :* 750, 48 m.p.g.; Dauphine, 42 m.p.g. *Price :* 750, £620; Dauphine, £716.



TRIUMPH HERALD

TRIUMPH HERALD **Stand 130**

The name Standard will shortly disappear from the small-car market and be replaced by the Triumph. The Herald, the first volume-production British car to have i.r.s., has been acclaimed all over the world but is more expensive than the B.M.C. twins, although the mechanical components are generally well tried and proved.

Maximum speed : Coupé, 80 m.p.h *Fuel consumption :* 34 m.p.g. *Price :* £702; Coupé, £731.

VOLKSWAGEN **Stand 156**

There is little more that we can say about the VW. It continues to be produced in vast quantities with a great many recent detail improvements, including softer suspension, dished steering wheel and push-button door handles.

Maximum speed : 69 m.p.h. *Fuel consumption :* 40 m.p.g. *Price :* £617.

SMALL FAMILY CARS

AUSTIN A55 **Stand 107**

The second of the Farina-styled B series-engined saloons to appear, the A55 is, together with the Morris-Oxford V, the cheapest version of the " Farina-line " cars. Since its introduction in January nearly 50 per cent. of production has been exported.

Price : £820.

AUTO UNION AND D.K.W. **Stand 125**

The Auto-Union 1,000 which was introduced last year with a three-cylinder, 980 c.c. two-stroke engine continues unchanged. It is available in 62 b.h.p. form for the two-seater sports and 57 b.h.p. for the Coupé and four-seater saloon. The new D.K.W. Junior has a similar three-cylinder engine of 741 c.c. capacity developing 39 b.h.p. at 4,400 r.p.m. It has a four-speed box with column change, a four-seater body and a maximum speed in the region of 75 m.p.h. Although this model is displayed at Earls Court no price has yet been released.

Prices : 1,000 four-door saloon, £1,238; 1,000 Coupé de luxe, £1,241; 1,000 SP two-seater sports, £1,996.



Panhard P.L.17

FIAT 1,100 AND 1,200 **Stand 129**

The 1,100 continues unchanged for 1960 but the de luxe version now has a 50-b.h.p. engine and other detail improvements, including new colour schemes. The 1,200 is not exhibited at Earls Court and continues virtually unchanged. It has more modern styling than the 1,100 and a 58-b.h.p. engine.

Prices : 1,100, £820; 1,100 de luxe, £872; 1,200, £1,132; 1,200 Spyder (l.h.d. only), £1,460.

FORD CONSUL **Stands 103/104**

The Mk. II Consul carries on without noticeable change to the specification and continues to offer remarkable value for money in its class.

Price : £773.

HILLMAN MINX **Stand 114**

The Minx has recently been given another face lift, which includes sprouting some small fins at the rear and a new radiator grille. The de luxe version has more power, bigger brakes, better seating, new colours, close-ratio gearbox, optional floor-mounted gear-lever and optional Smiths " Easidrive " automatic transmission.

Prices : Minx Special, £722; de luxe, £764; Convertible, £872; Estate car, £858; Husky, £659.

MERCEDES 180 AND 190 **Stand 126**

Both the 180 and 190 have lowered bonnet lines, wider radiator grilles, more solid bumpers and more power. The 180 gives 78 b.h.p. and the 190 gives 90 b.h.p. Only the 190 will be seen at the Show.

Prices : 180, £1,694; 190, £1,771.

METROPOLITAN **Stand 161**

Originally built for American Motors and named the Nash Metropolitan, this B-series engined car has enjoyed a steady sale in the States, and when introduced in this country as the Metropolitan it was also well received, although softly sprung by European standards. It can be seen on the Fisher and Ludlow stand.

Prices : Hardtop, £707; Convertible, £732.

M.G. MAGNETTE **Stand 144**

The introduction of the Mk. III Magnette created a furore amongst enthusiasts, who considered that it was a departure from the sporting Mk. II and looked too much like the previously introduced Austin and Wolseley. It must be remembered that the Mk. II shared its body with a Wolseley model.

Price : £1,013.

MORRIS-OXFORD V **Stand 143**

Yet another of the Farina-line, the Morris-Oxford is one of the single-carburetter versions without the wooden facia board. Whatever one's opinion on the Farina styling, the new Morris is certainly better looking than the previous rather bulbous Isis and Oxford models.

Prices : £816; de luxe, £844.

MOSKVITCH **Stand 94**

The Russian Moskvitch is making its first appearance at the Motor Show, although it has been sold in other European countries at low prices with little apparent success. It is an utterly conventional four-door, four-seater saloon of integral construction, with a 1,360-c.c. (45 b.h.p. at 4,500 r.p.m.) four-cylinder engine. It has three forward speeds with a steering-column gear-lever, wishbone front suspension and a rigid rear axle on leaf springs. In fact, it is just like most English cars ! No prices have yet been announced for Britain.

PANHARD P.L.17 **Stand 143**

A common sight on French roads but less popular in Britain, the recently introduced P.L.17 features a twin-cylinder air-cooled 950-c.c. engine, a new gearbox, clutch and brakes, and modified front and rear styling. P.L. stands for Panhard et Levassor, an historic name in motoring. The Panhard is now distributed in Britain by Citroën Cars Ltd., of Slough, Bucks.

Price : £1,000.

RILEY 1.5 AND 4/68 **Stand 141**

The 1.5 has enjoyed a steady sale since its inception, possibly because of its different styling, only the Wolseley 1500 sharing the same shell. The lively twin-carburetter engine has made it a popular vehicle for rallying and racing. The recently introduced 4/68 is number five in the Farina-line and appears to have taken the place of the large Riley 2.6 model.

Prices : 1.5, £816; 4/68, £1,028.



M.G. Magnette

SIMCA ARONDE **Stand 95**

The Simca Aronde series is now distributed in Britain by the lively Chrysler group and sales of this sturdy saloon are rising rapidly. The more sporting open models are only available with left-hand drive.

Prices : P.60, £755; P.60 de luxe, £802; Elysee, £872; Montlhéry, £896.

SINGER GAZELLE **Stand 106**

The Gazelle 111A, which was recently announced, has twin carburetters, miniature tail fins, and a choice of three different transmission systems : the Smiths " Easidrive," steering-column or floor-mounted gear-lever with the choice of overdrive. In the case of the steering-column change the gate pattern has been reversed to bring it into line with present practice. The gearbox has been redesigned with close-ratio gears. All this is available at the old price, which should annoy anyone who has just bought one of the Mk. II models.

Prices : Saloon, £848; Convertible, £957; Estate car, £943.

SKODA **Stand 101**

The unconventional Skoda, with backbone chassis and all independent suspension, has suffered in the past from poor construction and lack of attention to detail. It will be interesting to see if the latest models have improved in these respects.

Prices : 440, £745; Estate car, £986; Convertible, £957.



THE HARSHAW CHEMICAL COMPANY, after years of research and development work, was the first to find that a sulphur-free nickel gives greater corrosion-resistance. This fact led to the development of the Harshaw Perflow nickel plating process.

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Accelerated tests and outdoor exposures by leading car manufacturers and parts suppliers indicate that the Harshaw Perflow-Perglow Duplex nickel plate is comparable to and frequently better than buffed dull nickel and is unequalled by any bright nickel. This process provides the ideal nickel base for first quality chromium plate.

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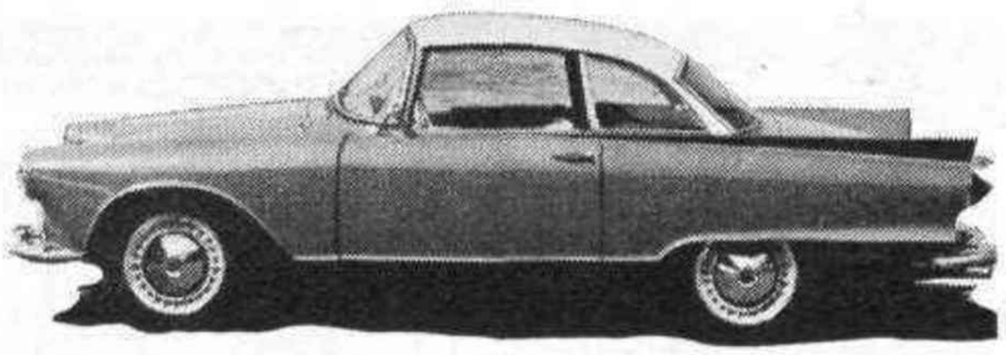
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Auto Union 1000 SP.

STANDARD ENSIGN **Stand 130**

The Standard Ensign continues unchanged for 1960 and a single example in Lichfield green is displayed on the stand. Very few of this model are seen on the road and it appears that it does not compete with the Ford Consul and Farina-line B.M.C. products, despite re-styling by Michelotti.

Price : £850.

VAUXHALL VICTOR **Stand 136**

One of the cheapest of the 1½-litre family saloons, the Victor enjoys a brisk sale both here and abroad, and in Canada it has outstripped the sales of Volkswagens, the previous best seller. In 1960 form it is considerably cleaned up and has lost much of its previous " flashy " look.

Prices : Victor, £717; Victor Super, £752; Victor de luxe, £802; Estate car, £858.

WOLSELEY 1500 AND 15/60 **Stand 132**

The Wolseley 1500 is the single-carburetter version of the Riley 1.5, and the 15/60 is the first of the Farina-styled 1½-litre B.M.C. saloons. Both continue with few alterations.

Prices : 1500, £752; 15/60, £936.



Moskvitch.

LARGE FAMILY CARS

AUSTIN A99 **Stand 107**

The A99 which uses the same 3-litre engine as utilised in the Austin-Healey 3000 has a similar body style to the smaller 1½-litre models, but has accommodation for six people. Lockheed disc brakes are fitted to the front wheels and the braking system incorporates the much publicised pressure-limiting valve which releases pressure from the back brakes to prevent locking.

Prices : A99, £1,149; A99 Automatic, £1,219.

BORGWARD ISABELLA **Stand 153**

The Isabella, Isabella T.S. and the Isabella coupé are established favourites in Britain, giving a high cruising speed from the 1½-litre engine, which comes in various forms from 66 b.h.p. to 82 b.h.p. The 2.2-litre Isabella with modified bodywork which appeared at the Paris Show is not shown.

Prices : Isabella, £1,198; Isabella T.S., £1,375; Isabella coupé, £1,928.

CITROEN ID AND DS19. **Stand 131**

The advanced DS and ID19 continue with a few small modifications and two new vehicles based on the DS will be introduced into this country. The first, which will be at Earls Court, is the " Safari " an estate car fitted with the well-known Citroën air suspension. The " Safari " has room for eight passengers or a considerable amount of baggage. The other model is the " Executive " which will not be at the show. This is a luxuriously equipped version of the ID to be chauffeur-driven and fitted with a glass partition. The rear compartment will be equipped with a radio telephone, cigar lighters and everything to turn the car into a travelling office.

Prices : ID19, £1,415; DS19, £1,630.

FIAT 1800 AND 2100 **Stand 129**

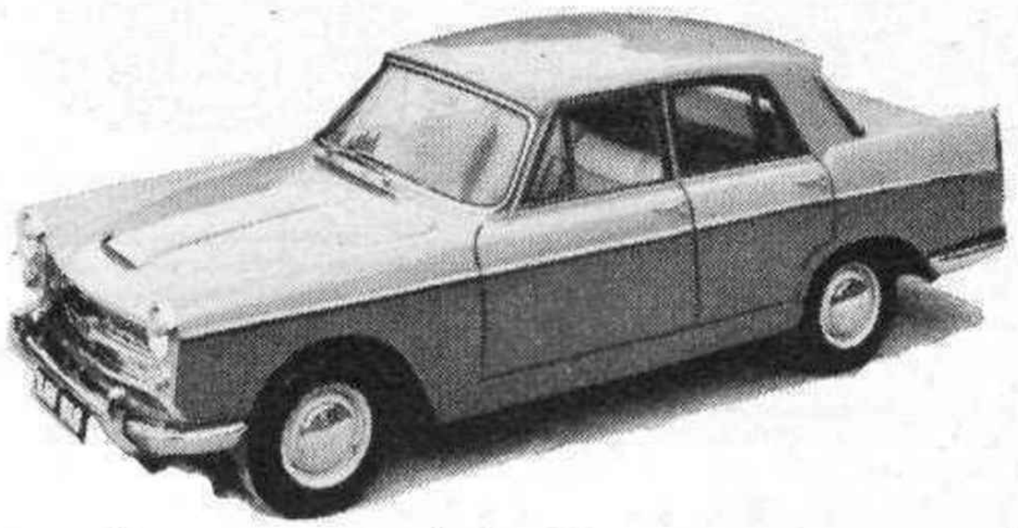
These two six-cylinder saloons were first introduced in March at the Geneva show but will make their British debut at Earls Court as they have not been sold in this country as yet, although a large number of orders have apparently been placed. They share the same body shell and it is claimed that the 1,795 c.c. engine is the smallest capacity six-cylinder in production. The 1,795 c.c. engine is fitted to the 1800 and has a power output of 75 b.h.p., while the 2100 has a capacity of 2,054 c.c. and an output of 82 b.h.p.

Prices : 1800, £1,399; 2100, £1,489.

FORD ZEPHYR AND ZODIAC **Stands 103/104**

The six-cylinder models in the Ford range are completely unchanged for 1960, the modest price for such large and comfortable saloons ensuring strong sales for some time to come.

Prices : Zephyr, £865; Zodiac, £957.



Austin A99.

HUMBER HAWK AND SUPER SNIPE **Stand 108**

The six-seater Hawk has a new close-ratio gearbox, new colours with a side flash, modified front seats giving more headroom, and better windscreen wipers, but otherwise remains unchanged. The Super Snipe has a new 3-litre engine giving 129 b.h.p. at 4,800 r.p.m. and a 100 m.p.h. maximum, Girling disc brakes on the front wheels, modified interior including better seating, and new colour schemes with a side flash as already found on some Rootes models.

Prices : Hawk saloon, £1,261; Estate car, £1,494; Super Snipe saloon, £1,453; Estate car, £1,701.

MERCEDES-BENZ 220 **Stand 126**

The series of 220 models have recently been restyled by Mercedes, giving them the now fashionable square cut lines. The bonnet is lower, a wider grille is fitted, rear wings have horizontal edges and wrap-around front and rear screens are fitted. Luggage space has been improved by 50 per cent. and the cars are now full six-seaters. The 220 engine develops 105 b.h.p., the 220S, 124 b.h.p. and the 220SE which utilises fuel injection, 134 b.h.p. These three models differ only in detail equipment and all are now fitted with 300SL-type rear suspension with a compensating spring for the i.r.s.

Prices : 220, £2,249; 220S, £2,490; 220SE, £2,690.



Citroën "Safari".

PEUGEOT 203 AND 403 **Stand 142**

The 203 which still looks like a pre-war American car and has a good reputation for longevity and a useful performance continues virtually unchanged. The 403 is sought after by British connoisseurs and enjoys a brisk sale. This model also continues virtually unaltered.

Prices : 203, £922; 403, £1,129.

RENAULT FREGATE **Stand 135**

The largest of the Renault models sold in Britain, the Fregate does not enjoy a large sale. It will continue for 1960 in virtually unaltered form.

Price : £1,268.

ROVER 80 AND 100 **Stand 116**

The streamlining of the Rover range leaves only three passenger-car models. The 80 uses a 2¼-litre version of the Land-Rover unit and has disc brakes on the front wheels and slightly stiffer suspension. The 100 uses a de-stroked version of the 3-litre engine giving it a capacity of 2.6-litres. It also has Girling discs on the front wheels, and Laycock de Normanville overdrive as standard equipment. A six-cylinder engine will also be on display.

Prices : 80, £1,365; 100, £1,538.



Volvo 122S.

STANDARD VANGUARD **Stand 130**

The Vignale Vanguard, which was cleverly restyled by Italian designer Giovanni Michelotti last year, can be seen in unchanged form. On the stand can be seen a saloon with three-speed gearbox and two estate cars, one with a three-speed box and the other with a four-speed box and overdrive.

Prices : Vanguard, £986; Estate car, £1,093.

VAUXHALL VELOX AND CRESTA **Stand 135**

The Velox and Cresta have surprised most people when driving these two cars for the first time. They have excellent performance from 2.2-litres, plenty of room and roadholding which is better than one would expect. The 1960 models have a strengthened chassis/body unit and slight restyling. The rear quarter lights have been removed and a modified radiator grille is fitted.

Prices : Velox, £929; Cresta, £1,014; Velox Friary estate car, £1,222; Cresta Friary estate car, £1,309.

VOLGA **Stand 94**

The largest of the two Russian cars at Earls Court, the Volga has a capacity of 2,445 c.c. and a power output of 80 b.h.p. at 4,000 r.p.m. The block and cylinder head are made of aluminium alloy with removable liners. Automatic transmission is featured in conjunction with a three-speed gearbox. Suspension is conventional, by wish-bones and coil-springs at the front and semi-elliptic leaf-springs at the rear. Only technical novelty is the use of two propeller shafts to obviate the need for a transmission tunnel. No prices have been announced for this five-seater four-door saloon.



Volga.



Austin-Healey 3000.

VOLVO 122S **Stand 96**

Enthusiastically received in Britain by keen motorists, the 1½-litre Volvo has a top speed of over 90 m.p.h. and a fine four-speed gearbox with which to use the performance. Numerous rally successes have shown the stamina of this model and at Silverstone this year a team of Volvos won the 1½-litre class in the production car race.

Price : £1,361

WOLSELEY 6/99 **Stand 132**

The 6/99 is the more luxuriously equipped version of the A99, the 99 representing the top speed of the car. It is also fitted with Lockheed disc brakes at the front.

Prices : 6/99, £1,255; 6/99 Automatic, £1,326.

OPEN SPORTS CARS

A.C. ACE **Stand 145**

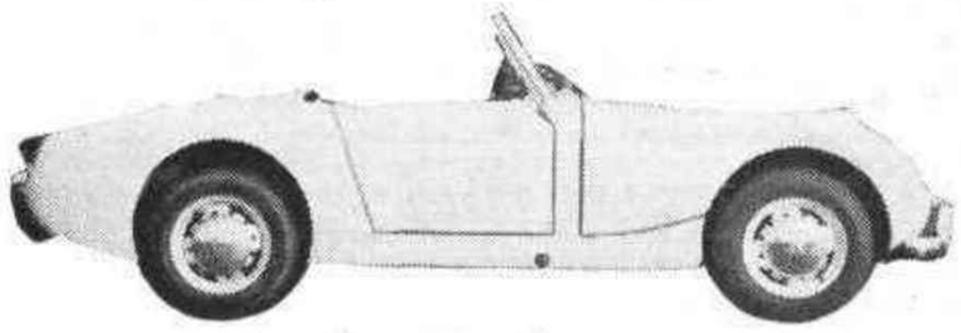
Designed by John Tojeiro, the all-independently-sprung A.C. Ace is virtually unbeatable in its class when fitted with the 2-litre Bristol engine, and is very popular in the United States. The Ace engine now has a compression-ratio of 9 : 1.

Prices : Ace, £1,684; Ace-Bristol, £2,045.

ALFA-ROMEO GIULIETTA SPYDER, VELOCE AND 2,000 SPYDER **Stand 151**

One of the world's most desirable cars, the Alfa-Romeo retains its beautiful shape for yet another year. The Giulietta Spyder has a longer wheelbase than last year, some of the optional extras are now standard equipment, and the price has been reduced by £32. The 2,000 Spyder uses a 115-b.h.p. 2-litre engine and has a claimed maximum speed of over 112 m.p.h. It is an occasional four-seater with wind-up windows, but will not be exhibited at Earls Court.

Prices : Giulietta Spyder, £2,090; 2,000 Spyder, £3,111.



Austin-Healey Sprite.

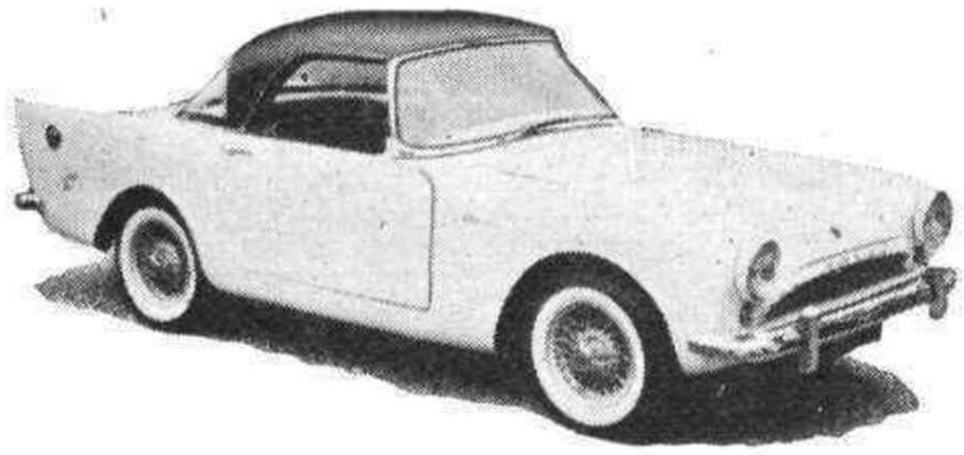
AUSTIN-HEALEY SPRITE AND 3000 **Stand 99**

The Healey 3000 now has more power and disc brakes on the front wheels as standard equipment. A hardtop and open model can be seen on the stand, together with a sectioned chassis and engine. The Sprite carries on with few alterations and is selling at the rate of some 500 cars a week. On the stand can be seen two open and one hardtop models and a sectioned chassis.

Prices : Sprite, £632; 3000 two-seater, £1,168; 3000 four-seater, £1,175.

BERKELEY **Stand 91**

The Berkeley has grown in size since its inception from 325 c.c to 692 c.c. The two-cylinder Royal Enfield engine is now the only one used by Berkeley and is available in 40 or 50-b.h.p. form. Four models are offered, a two- and a four-seater with the 40-b.h.p. engine



Sunbeam Alpine

and a two- and a four-seater with the 50-b.h.p. engine. Hard-tops are available for all these models.

Prices : B.95, £628; QB.95, £680; B.105, £652; QB.105, £703.

B.M.W. 507 **Stand 122**

One of the world's most desirable sports cars, the 507 is produced in very small quantities and very few examples reach Britain. The 3.2-litre V8 engine develops a modest 150 b.h.p. but has achieved some competition successes in the hands of Hans Stuck, the pre-war Auto-Union G.P. driver. World motor-cycling champion John Surtees also owns one. Previously almost alone in producing a V8 engine in Europe, except for the Simca Vedette, B.M.W. are now joined by Rolls-Royce and Daimler. Disc brakes are available.

Price : £4,393.

CHEVROLET CORVETTE **Stand 115**

Americas' only sports car the Corvette can be seen in red and white with a white hood. The V8 engine develops 230 b.h.p. at 4,800 r.p.m. in standard form but in competition tune goes up to around 300 b.h.p.

Price : £2,905.

DAIMLER SP 250 **Stand 120**

In an attempt to improve their waning hold on the car market, Daimler have made a radical policy change in building a sports car. The V8 2½-litre engine develops 140 b.h.p., endowing this glass-fibre-bodied two-seater with a top speed of around 120 m.p.h. On the stand can be seen an ivory example on a turntable, together with a sectioned V8 engine. The name Dart has been dropped because of a clash with another make of car, but the designation of SP 250 seems rather cumbersome.

Price : £1 395.

FACEL VEGA FACELLIA **Stand 127**

A surprise at the Paris Show was the twin-cam Facellia, a smaller version of the HK 500 model which will sell at a competitive price in France. For full description see our Paris Show report.

FAIRTHORPE **Stand 146**

If purchased in kit form the glass-fibre-bodied Electron and Electron Minor are very competitive indeed. The Electron Minor uses Standard suspension parts and engine, while the Electron uses a Coventry-Climax engine.

Prices : Electron Minor kit, £446; Complete, £714; Electron kit, £734; Complete, £1,144.

FIAT 1,500 **Stand 129**

An innovation for Fiat is the introduction of a sporting car. The 1,500 cabriolet is not a pure sports car but, with a twin o.h.c. four-cylinder engine giving 80 b.h.p. and a claimed top speed of 105 m.p.h., it will obviously attract the attention of sporting enthusiasts. A twin-cam OSCA engine was fitted to a Farina-bodied Fiat and exhibited at the last Turin Show, but Fiats claim that this has no connection with the new model and that the twin-cam engines are manufactured at the Fiat factory. Although the 1,500 will be at the Motor Show no prices have yet been released.



Facel Vega Facellia

JAGUAR XK150 **Stand 134**

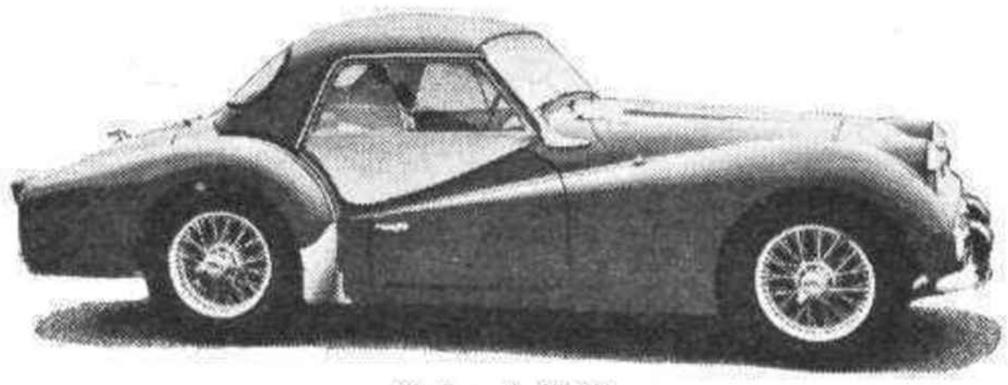
The motto "Racing improves the breed" is never more correct than when applied to Jaguar. For 1960 the 3.8-litre engine, proved in many racing miles, is now available for the XK150 and 150S. For the 150 it will develop 220 b.h.p. with two S.U. carburetters and for the 150S the engine will be fitted with a straight-porthead and three S.U.s to give a power output of 265 b.h.p. at 5,500 r.p.m., the most powerful engine to be offered on a production Jaguar model. A top speed approaching 140 m.p.h. can be expected. Owing to lack of space no XK150 models will be displayed at Earls Court. All 3.8-litre models are fitted with a limited-slip differential as standard equipment.

Prices : XK150 3.4-litre, £1,665; XK150S 3.4-litre, £2,065; XK150 3.8-litre, £1,942; XK150S 3.8-litre, £2,176.

MERCEDES-BENZ 190SL AND 300SL **Stand 126**

More of a refined two-seater fast tourer than a sports car, the 190SL features a 1,897-c.c. single o.h.c. engine which develops 120 b.h.p. and propels this all-independently-suspended car at 112 m.p.h. A coupé fitted with a wrap-round rear window will be displayed on the stand. The 300SL is still in production but will not be displayed at Earls Court.

Prices : 190SL, £2,763; 300SL, £5,314.



Triumph TR3

M.G.-A AND TWIN-CAM **Stand 144**

Latest version of the M.G.-A, the 1,600, has improved performance and braking with no increase in price, a most praiseworthy development. Capacity is increased to 1,589 c.c. and power is up by 6 b.h.p. to 78 b.h.p., giving the car a top speed around the 100-m.p.h. mark. Lockheed disc brakes on the front wheels reduce stopping distances and are free from fade. The Twin-Cam was announced before the engineers were satisfied with the reliability of the engine and although the problems are slowly being overcome, much adverse publicity has resulted.

Prices : M.G.-A, £940; Coupé, £1,026; Twin-Cam, £1,196.

MORGAN 4/4 AND PLUS FOUR **Stand 123**

Last of the vintage-style sports cars, the Morgan range continues for yet another year with few changes. The Triumph-engined Plus Four is now available with disc brakes on the front wheels, and the body width of the Ford-engined 4/4 has been increased by five inches.

Prices : 4/4, £707; Plus Four two-seater, £915; four-seater, £936.

SUNBEAM ALPINE **Stand 118**

The recently introduced Sunbeam Alpine is more of a high-speed luxuriously-equipped tourer than a sports car. The 1½-litre rally-proved engine with the aluminium cylinder head, as used in the Rapier rally cars, develops 83.5 b.h.p. at 5,300 r.p.m., using a compression-ratio of 9.2 : 1. A close-ratio gearbox with central lever, a fully-equipped dashboard and Girling disc brakes make for a desirable car at a competitive price.

Price : £971.

TRIUMPH TR3 **Stand 150**

Although it has not changed its basic shape since its introduction, the Standard works has just commenced a night shift to cope with the orders for the TR3. This popular sports car is much in demand in the U.S.A. and many American buyers now fly to this country to collect their new cars. Because of the interest in the Herald only one TR3 is displayed on the stand.

Price : £991; Hard-top Model, £1,041



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Exciting new features plus rally-bred reliability for those who always demand the best

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POWERFUL NEW ENGINE 'Sports car' acceleration with the new higher compression engine developing 78 b.h.p.

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STYLISH NEW EXTERIOR Admire the sleek body styling with its swifter over-all appearance.

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CONVERTIBLE £735 (plus P.T. £307.7.6)

Whitewall tyres, overdrive on 3rd and 4th gears available as extras.

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Bristol 406.

HIGH PERFORMANCE CLOSED CARS

ABARTH **Stand 93**

Carlo Abarth has taken his modifications of the Fiat engine to much greater lengths than any British tuning establishment has with British engines. His twin-cam conversion extracts 61 b.h.p. from the bored-out 600 engine. The tiny aerodynamic two-seater coupés favoured by Abarth reach speeds comfortably in excess of 100 m.p.h. with this engine. Anthony Crook of Esther is the agent for Abarth and on his stand will be one of the new 850 c.c. coupés which gives 52 b.h.p. at 6,000 r.p.m. and a top speed of 110 m.p.h., a twin-cam 750 coupé, a 750 Spyder open two-seater and the 500 c.c. streamlined single-seater record car which holds numerous world records.

Prices : 850 Coupé, £2,292; 750 Twim-cam Coupé, £2,768; Spyder 750, £2,100; Fiat-Abarth four-seater, £898.

A.C. ACECA AND GREYHOUND **Stand 145**

The Aceca carries on with no modifications and is still available with Ace or Bristol engines. The Ace engine now gives slightly more power. The Greyhound is an entirely new four-seater saloon based on the Ace chassis but the transverse springs have been dispensed with, being substituted by wishbones and coil springs at the front and diagonal pivots and coil springs at the rear. The body is similar to the prototype model which has been seen at various race tracks.

Prices : Aceca, £2,050; Aceca-Bristol, £2,409; Greyhound, £2,891.

ALFA ROMEO GIULIETTA SPRINT COUPE, SPRINT VELOCE COUPE, T.I. SALOON AND SPECIALE **Stand 151**

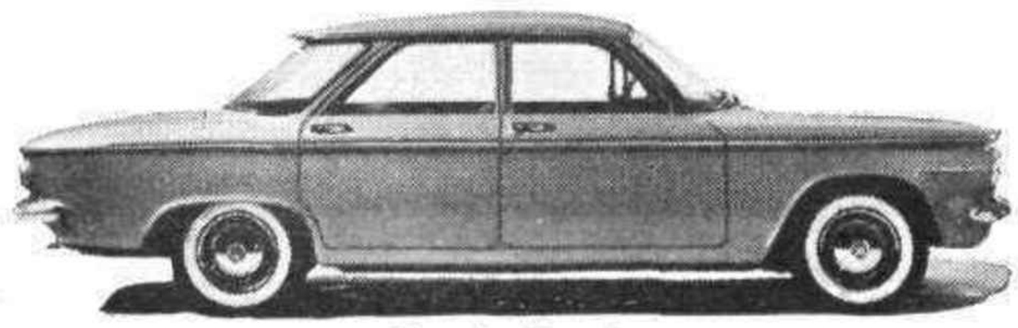
The Giulietta Sprint Coupé is reduced in price for 1960 and several items of equipment which were hitherto extras are now included in the basic price. The Veloce Coupé which has gained many competition successes is also reduced in price. The T.I. Saloon which is claimed to be the quickest four-door saloon in the world (faster than a 3.8 Jaguar ?) has a modified front grille, new facia layout and better seating and the price has been reduced by £35. The Speciale which was introduced at the Turin Show of 1958 as the Spinto is making its British debut at Earls Court. This monocoque construction two-seater coupé with body by Bertone has a 1,290 c.c. engine giving 100 b.h.p. at 6,000 r.p.m., a five-speed gearbox and a top speed of 125 m.p.h. It will be available in Britain only with left-hand drive.

Prices : Giulietta Sprint Coupé, £2,197; Veloce Coupé, £2,587; Giulietta T.I. Saloon, £1,928; Speciale, £3,252.

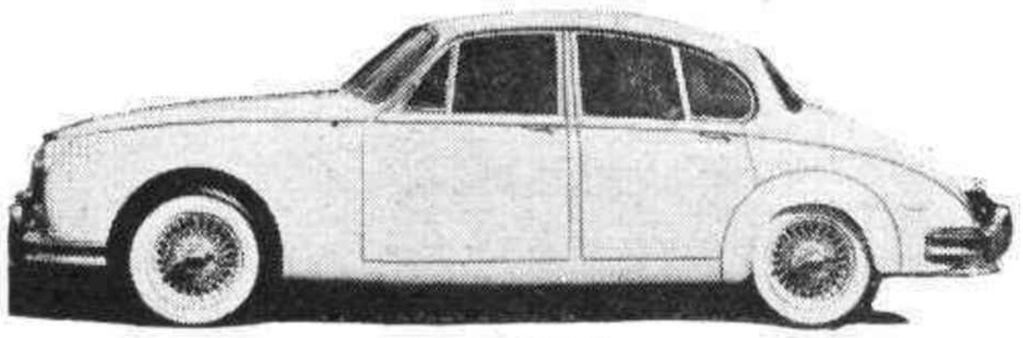
ASTON MARTIN DB4 SALOON AND G.T. **Stand 140**

The DB4 Saloon which was announced last year carries on with no changes to the specification but a new version called the DB4GT can be seen on the stand. This exciting car uses a version of the 3.7-litre engine used in the DBR2 sports racing car and in this form it gives 302 b.h.p. at 6,000 r.p.m. Tested in prototype form by Stirling Moss at Silverstone this car is obviously intended for competition work and may be seen at Le Mans and in the stiffer rallies such as the Tour de France. Also proudly displayed on stand 140 is a DBRI/300 sports-racing car of the type which won the World Sports Car Championship for David Brown.

Prices : DB Mk. III, £2,905; DB4 Saloon, £3,755; DB4GT, £4,534.



Chevrolet Corvair.



Jaguar Mk. II.

BRISTOL 406 **Stand 147**

Produced at about the rate of two cars per month, the 406 is unchanged from last year and continues to offer high performance from the 2.2-litre engine which develops 105 b.h.p. at 4,700 r.p.m. The chassis and body is hand built and assembled to very exacting standards.

Price : £4,244.

FACEL VEGA **Stand 127**

France's only real high performance, high quality car in the tradition of Delahaye, Delage and Lago Talbot, the Facel Vega can be seen in two forms at Earls Court, the HK500 two-door model which has been seen before at Earls Court and the " Excellence " which is a four-door saloon. This expensive and lavishly-equipped saloon can reach 135 m.p.h. with its 330 b.h.p. V8 engine, but can do so in silence and great comfort, while disc brakes all round ensure that the car stops just as well.

Prices : HK, £4,534; Excellence, £5,866.

FRAZER NASH CONTINENTAL AND SEBRING SPYDER **Stand 127**

Fitted with the B.M.W. 3.2-litre engine developing 173 b.h.p. at 5,000 r.p.m., the Continental and Sebring Spyder are only available to special order and very few examples are now made, but for the enthusiast to whom cost is of no importance he can order a sports car virtually to his own specification.

Prices : Continental Coupé, £3,542; Sebring Spyder, £3,259.

JAGUAR 2.4, 3.4, Mk. II and Mk. IX **Stand 134**

The existing range of 2.4 and 3.4 Jaguars are now joined by the Mk. II models which have a number of improvements including raised roll centre of the front suspension and an increase in power from 112 b.h.p. to 120 b.h.p. for the 2.4, while a 3.8-litre engine giving 220 b.h.p. at 5,500 r.p.m. can be specified for the 3.4. A large number of improvements have been made both internally and externally. The Mk. IX model which is already fitted with the 3.8-litre engine continues unaltered for 1960.

Prices : 2.4 Saloon, £1,445; : 2.4 Mk. II Saloon, £1,534; 3.4 Saloon, £1,579; 3.4 Mk. II Saloon, £1,669; 3.8 Mk. II Saloon, £1,779; Mk. IX Saloon, £1,884.

JENSEN 541R **Stand 109**

The glass-fibre-bodied Jensen using the 4-litre Austin engine is sold in small quantities and continues unchanged for another year. Although glass-fibre bodies have shown a number of faults, the Jensen body is extremely smooth and well finished and very close examination is necessary to distinguish it from steel.

Price : £2,707.



Rolls-Royce Silver Cloud II.



The new Princess 3-litre.

LANCIA APPIA AND FLAMINIA **Stand 110**

Lancia have been in a poor financial position for some time, a position which was not helped by the V8 G.P. car and the advent of the Alfa Giulietta. No new models are on view at the Lancia stand and only the Appia saloon is available in right hand drive form. The Farina styled Flaminia is unusual in that it sports windscreen wipers on the rear windows as well as the front.

Prices : Appia Saloon, £1,588; Flaminia saloon, £3,329.

LOTUS ELITE **Stand 97**

The Elite has had its teething troubles which may be solved by the new agreement with Bristol Aircraft who will make the plastic chassis/body unit in future. Despite its troubles the Elite has already gained some enviable competition successes especially at Le Mans and Nurburgring where it unseated the Alfa Romeo from its position as king of the GT class. Five cars per week are being produced at the new Cheshunt factory.

Price : £1,949.

PEERLESS **Stand 112**

The Peerless, like the Elite has managed to elude the clutches of our staff who are interested in carrying out a road-test. This is nevertheless an interesting car, also glass-fibre bodied, with a space frame chassis, de Dion rear axle and Triumph TR3 engine. It also has gained some competition successes including a trouble free run at Le Mans. In Club racing in Britain it has put up some excellent performances with designer Bernie Rodger doing some of the driving.

Price : £1,415.

PORSCHE **Stand 122**

Also with an enviable competition record the Porsche range for 1960 is basically unchanged but a number of useful improvements have been incorporated in existing models. The brake drums are now helically finned for better cooling, the gearbox mounting is improved, a new shorter gearlever with shorter travel replaces the longer one, the steering wheel is slightly dished, the seat back is now divided allowing more luggage to be carried, the headlamps have been raised as have the bumpers and the nose of the cars are slightly modified. A new model, the " Super 90 " will be introduced next year although details are now available. This will be similar to the existing Super with the above modifications but will have an engine developing 102 b.h.p. S.A.E. (90 b.h.p. DIN, hence the name). The Super 90 will have the performance of the Carrera in the lower gears and a single leaf spring will be mounted below the gearbox to give more progressive springing. The Carrera is now only available as a stark competition car.

Prices : Standard roadster, £1,999; F/H Coupé, £2,050; Hard-top model, £2,232; Cabriolet, £2,296; Super 90 roadster, £2,358; F/H Coupé, £2,409; Hard-top model, £2,594; Cabriolet, £2, 657.



Chrysler New Yorker.



Alvis 3-litre.

SUNBEAM RAPIER **Stand 118**

The Mk. III Rapier introduced in September has more power (78 b.h.p. at 5,400 r.p.m.) using the aluminium cylinder head and a 9.2 : 1 compression ratio, Lockhead disc brakes on the front wheels, a new polished walnut facia, and a larger windscreen. These worthwhile improvements will add to the performance potential of the Rapier which has upheld British prestige in international rallies for so long.

Price : Rapier Saloon, £986; Rapier Convertible, £1,042.

LUXURY CARS

ALVIS 3-LITRE **Stand 121**

Now produced in very small quantities, the Alvis 3-litre, with unchanged specification, can be seen with its Graber-designed bodywork as built in Britain by Park Ward.

Prices : TD 21 saloon, £2,827; TD 21 coupé, £3,111.

ARMSTRONG SIDDELEY STAR SAPPHIRE **Stand 133**

First announced last year at Earls Court, the Star Sapphire remains completely unchanged. The parent company of Armstrong Siddeley, Bristol Siddeley Engines Ltd., are now concentrating on the manufacture of the Sunbeam Alpine.

Price : £2,499.

BENTLEY S.2 **Stand 137**

Although the V8 engine had been in the planning stage for five years, little inkling of it reached the motoring public until it was released last month. The Bentley will now be known as the S.2 but few features other than the V8 engine differ from the previous S-series model. Mulliner, James Young and Park Ward have all built bodies on the new chassis, most of which can be seen on the specialist stands.

Price : S.2 standard saloon, £5,661.

B.M.W 502 AND 503 **Stand 127**

Another firm in financial trouble, B.M.W. still continue to make their large models but rely on small economy cars for the bulk of their revenue. Models to be sold in Britain in 1960 are the 2.6-litre 502 saloon, 3.2-litre 502 saloon, 3.2-litre 502S saloon, and 503 cabriolet and fixed-head coupé.

Prices : 2.6 502 saloon, £2,540; 3.2 502 saloon, £2,792; 502S saloon, £3,068; 503, £4,959.

BUICK **Stand 102**

The Buick Invicta models have received the usual restyling, and in this case are very much cleaned up, having small fins at the front as well as the rear. No prices are available.



Ford Falcon.

CADILLAC **Stand 102**

America's Rolls-Royce has received little styling changes for 1960; those that have taken place are mainly in the form of cleaning up of details.

CHEVROLET **Stand 115**

Although expensive in this country and therefore a luxury, the "Chevvy" is the cheapest in the General Motors range. At the Show can be seen the Impala four-door hard-top and two-door convertible, both with the 185-b.h.p. engine, together with the Corvette sports car.

Price : Impala, £2,147.

CHRYSLER **Stand 119**

The highlight of the Chrysler stand will be the New Yorker, a four-door hard-top with rather unusual frontal treatment by American standards. It is longer and lower than previous models and is equipped with the "Golden Lion" V8 engine. No prices yet announced.

DAIMLER MAJESTIC AND 400A LIMOUSINE **Stand 120**

Rather overshadowed by the new sports car, only one Majestic will be at the Show and no 400 limousines will be shown. Both models continue unchanged.

Prices : Majestic, £2,495; 400A, £4,215; 400B, £4,340.

DODGE AND DE SOTO **Stand 105**

A series of new body styles can be seen on this stand. On view will be the Dodge Dart Phoenix four-door hard-top, the Polara four-door saloon and the De Soto Diplomat, prices of which have not yet been announced.

EDSEL **Stand 100**

The 1960 Edsel follows American custom in being 5¼ in. longer, 3 in. wider and 1-in. lower than last year's models. The windscreen has been modified to get rid of the "dog's leg" which threatened to impale anyone who tried to enter last year's model. Models available are the Ranger de luxe, Ranger standard and Villager station wagon. No prices are announced.

FORD (American) **Stand 100**

The Ford Falcon "compact" car can be seen here together with the Ford Thunderbird, which started out to be a sports car but is now more of a saloon model. The front end has been restyled, including a new grille. The remainder of the Ford range includes the Galaxie, which is an all-new model, the Fairlane and Fairlane 500, and various station wagons. The new styling has been hurried forward because Ford executives showed "spontaneous enthusiasm" when they saw advance drawings of this new model for some time in the future. The styling is noticeably restrained. No prices are available.

LINCOLN AND LINCOLN CONTINENTAL **Stand 100**

The luxury Lincoln has been restyled for 1960, the radiator grille receiving much attention. Technically the rear suspension has been improved, a 25-gallon fuel tank is fitted, and the self-adjusting brakes have better linings—quite useful with 315 b.h.p. to stop! Once again no prices are available.

MERCEDES 300 **Stand 126**

The large and luxurious 300 model continues without change and will not be shown at Earls Court.

Price : £5,222.

MERCURY **Stand 100**

Part of the Ford company, the Mercury range has also been restyled. Models available include Parke Lane, Montclair, Monterey and station wagons. These are all available with three different engines offering from 205 to 310 b.h.p. No prices available.

OLDSMOBILE **Stand 124**

Three models can be seen on this stand, the Super 88 convertible, the four-door Holiday sedan and a similar model in different colours. The new Oldsmobile 98, which has styling similar to the Chevrolet Corvair "compact" car, will not be seen. No prices available.

PLYMOUTH **Stand 119**

For Plymouth the 1960 gimmick is "Flight Sweep" styling, which can be seen on the Fury four-door hard-top and convertible. The Savoy estate car will also be introduced at Earls Court. No prices available.

PONTIAC **Stand 124**

In the usual yearly styling changes on American cars the Pontiac has received a horizontal grille and the styling is reminiscent of the Chevrolet Corvair. No price available.

PRINCESS **Stand 107**

Austin's "cheap" luxury car, the Princess has been developed into a handsome vehicle. It remains unchanged for 1960.

Prices : Princess IV, £3,189; Long Wheel-base saloon, £3,047.

RAMBLER **Stand 149**

American Motors, the makers of the Rambler, retrieved a bad financial position when introducing the "small" six-cylinder Rambler and Nash Metropolitan, which paved the way for other U.S. small cars. They continue with these models for 1960 with the Ambassador as the V8 model. No price available.

ROLLS-ROYCE **Stand 113**

With the introduction of the V8 engine the Rolls-Royce Silver Cloud II gains in silence, comfort and speed, although, as is usual Rolls-Royce fashion, no figures are released. The braking and refrigeration systems have been slightly modified. The Phantom V also uses the V8 engine and is intended for civic and diplomatic work.

Prices : S.11 saloon, £5,802; Phantom V, £8,095.

ROVER 3-LITRE **Stand 116**

The 3-litre Rover continues in unchanged form for 1960. Girling disc brakes for the front wheels were added to the specification this year and automatic transmission is available as an extra.

Price : £1,715.

STUDEBAKER/PACKARD **Stand 117**

These two firms were forced to amalgamate to survive a short while ago and are still in financial difficulties. The Studebaker Lark with six-cylinder engine is the mainstay of production, with the Silver Hawk available with either six- or eight-cylinder engines as the larger model. No prices available.

TWO MORE ECONOMY CARS



Utilising the same basic mechanical components as the Royal T700 series, this stylish newcomer to the Goggomobil range is a two-seater coupe named the Fleetwing.



Latest product from D.K.W. is the four-seater saloon which, like the larger Auto Union 1,000, is powered by a three-cylinder vertical, water-cooled engine driving the front wheels.

VOLKSWAGEN

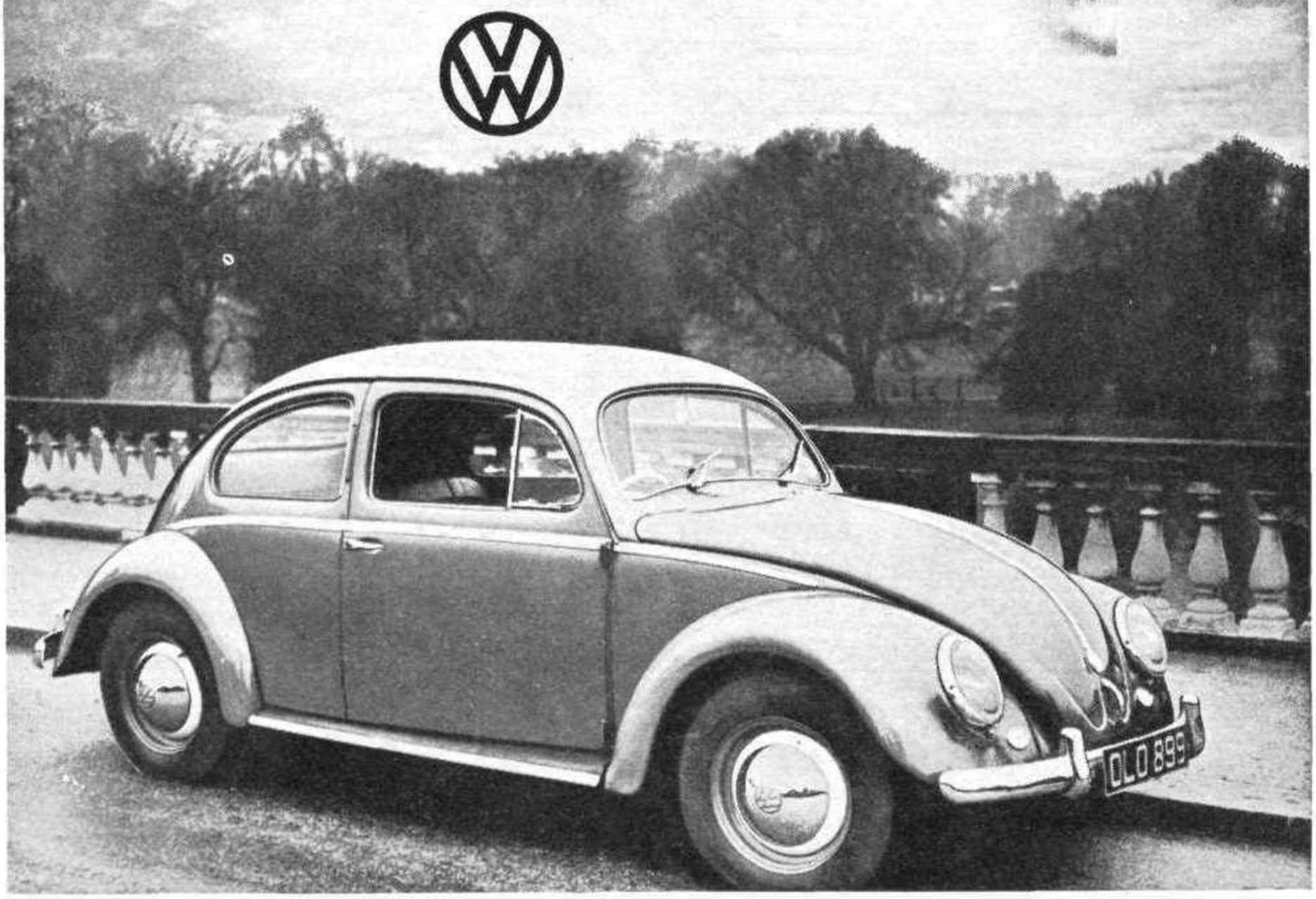
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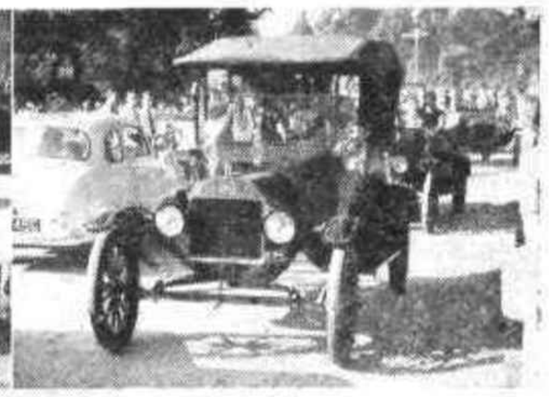


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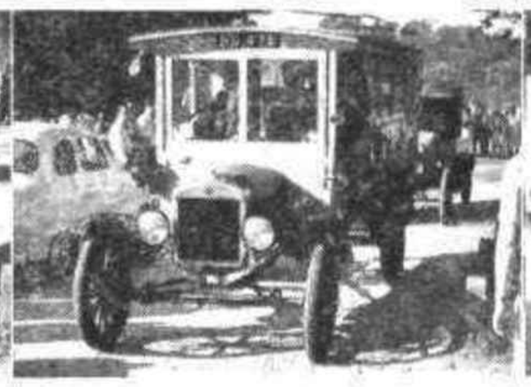
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MODEL-T FORDS AT BEAULIEU



Entrant	*Year*	*Body*	*Radiator*	*Headlamps*	*Sidelamps*	*Ignition*	*Rear Tyres*	*Remarks*
G. Hammond, Fareham	1911	Tourer	Brass	Electric	Lucas "King of the Road" and Imperial oil	Metal coil box	Original Dunlop b.e.	Watford speedo.
P. Hendy, Southampton	1911	Tourer	Brass	Electric	Oil	Wooden coil box	Dunlop b.e.	No speedo. C.R.B. still on pedals. yellow body.
P. Saunders, Ipswich	1912	Tourer	Brass	Ford 666 E and J electric	Oil	Metal coil box	Dunlop b.e.	No speedo.
F. English, Bournemouth	1913	Tourer	Brass	Radmore "Rushmill" gas	Lucas "King of the Road" oil	Wooden coil box	Dunlop b.e.	Stewart speedo. Radmill rear lamp.
H. E. Burbin, Bristol	1913	Tourer	Brass	Ford gas, "Alpopopular" generator	Oil	Metal coil box	Dunlop b.e.	Stewart speedo. Eastman timer on dash.
J. Irving-Cosgrove, Sutton	1915	Landaulette	Brass	Electric	Oil	Wooden coil box	Paris Road-gripper	Klaxon horn. Stewart speedo.
E. Tucker, Taunton	1915	Tourer	Brass	Electric	Oil	Metal coil box	Dunlop b.e.	Stewart speedo. Supplied by S. V. Southgate of Fakenham.
F. G. Gates, London, E.18	1915	Tourer	Brass	Electric	Oil	Metal coil box	Henley Zig-Zag Anti-Skid	No speedo.
C. J. Collett, Christchurch	1915	Tourer	Brass	Electric	P. & H. oil	Metal coil box	Dunlop b.e.	L.H.D. Four doors. Built up from parts. No speedo.
E. C. Preater, Swindon	1915	Tourer	Brass	Electric	Oil converted to electric	Metal coil box	Dunlop Cruiser and Clipper	Hot air muff to Holley carb. Smith, clock. Stewart-Warner magnetic speedo. Stepney rim.
D. Ephgrave, Enfield	1915	8-cwt. van	Brass	Smith's electric	Oil and candle	Metal coil box	Dunlop b.e.	No speedo. Brass Klaxon horn.
R. Tyddesley, Walsall	1916	8-cwt. pick-up	Brass	Electric	Oil	Metal coil box	Dunlop b.e.	No speedo. Lined wheels. Arrived on a modern truck.
Messrs. Chaseside, Enfield	1918	Landaulette	Plated	Electric	Oil	H.T. magneto	Dunlop b.e.	L.H.D. Lined wheels. No instruments.
S. J. Baker, Sanderstead	1919	Tourer	Black	Electric	Oil	Metal coil box	Parson Oversize Super Comfort Cord	L.H.D. Four doors. No speedo. Dynamo, starter.
E. W. R. Stevens, Plymouth	1920	Tudor sedan	Black	Electric	Electric and oil	Metal coil box	Dunlop b.e.	L.H.D. Two mid-doors. No speedo. Redline petrol tin.
Montagu Motor Museum	1921	'Bus	Brass—plated	Electric	Electric	H.T. magneto	Dunlop Re-inforced Heavy Service	"Supaphord" o/d. Smith's speedo. U.W. — 1 ton 8 cwt. Rear-entrance body.
J. Valler, Arlesford	1921	Tourer	Black	Electric	Electric, and one Hitchcock "Bragger" oil on n/s.	Metal coil box	—	L.H.D. Clock. "Birdie" foot operated horn.
V. E. Brewster, Tunbridge Wells	1922	8-cwt. van	Black	Electric	Electric	Metal coil box	Dunlop b.e.	L.H.D. No speedo. Mileage counter in n/s front hub.
A. M. R. Watts, Lydney	1922	'Bus	Coventry replacement	Electric	Oil converted to electric	Metal coil box	Dunlop S.S. Cord	Yellow rear-entrance body.
K. Cobbing, Enfield	1922(?) *see text*	All-weather	Black	Electric	Electric	Coil box on cyl. head	Dunlop b.e.	L.H.D. Rear tank and Autovac. Sliding-spoke steering wheel, three-panel screen. Smith's speedo. Mileage 7,086 from new.
R. Stay, Isle of Wight	1923	8-cwt. van	Brass (unauthentic)	Electric	Oil	Metal coil box	Dunlop b.e.	10-in. hickory steering wheel. No speedo. Radiator not authentic.
G. H. Stevens, Swanage	1924	1-ton butcher's van	Black	Electric	Oil	Metal coil box	Dunlop S.S. Cord	Two-speed axle. No speedo.
M. J. Burgess, Christchurch	1925	Tudor sedan	Black	Electric	Electric	Metal coil box	Dunlop 4.75 by 21	Stewart ribbon speedo.
T. Wall, London, N.W.10	1926	1-ton van	Plated	Electric	Electric and oil	H.T. magneto	B.T.R. Truck-type balloon.	Replica body. Watford speedo.



EARLS COURT IMPRESSIONS

VAST crowds are now in full invasion of the London Motor Show, sampling the seats of every vehicle they find unlocked, so that they can decide how to place their order for a new car, of which, if they are lucky, they should be able to take delivery before next summer.

There is much in this issue of MOTOR SPORT to interest normal as well as hyper-enthusiasts, so when preparing this brief review of Earls Court the Editor and the Continental Correspondent—it is fashionable for journalists to tour the Show in pairs!—decided to remember their paper's title and look mainly at sports and high-performance cars.

The surprise exhibit was the Fiat 1,500 Cabriolet with four-cylinder 1,491-c.c. twin-cam alloy head engine giving 91 b.h.p. and having four separate copper exhaust pipes, central gear-change, and a very pretty two-door two-seater drophead body not only designed but *made* by Farina. About 105 m.p.h. is claimed and a few of these left-hand-drive Fiats will be sold here for £1,840.

"Abarth corner" is an enthusiasts' paradise, where you can see the yellow coupé which broke long-distance Class H records, including 500 miles at 102.89 m.p.h., and the Fiat 850 fixed-head coupé (£2,986) with twin-cam engine having inlet ports in the centre of the head and taking its cooling air through a big scoop on the engine cover.

Lotus show three production Elites, respectively in red, white and mauve, and opposite is the F.1 Cooper in its place of honour, the off side of the bonnet removed to reveal its Climax engine.

Austin-Healey show worthwhile Sprite and 3-litre chassis exhibits, and on this Stand there is a Shorrock-blown Sprite engine which gives 86 b.h.p. at 6,000 r.p.m., this having the three upswept exhaust stubs and 1¾-in. S.U. of the record-breaking Sprite, whereas the public have to be content with a normal exhaust manifold and 1½-in. carburetter. All the Porsches have the new items of turbo-fin brake drums, raised bumpers and lamps, new gear-levers, etc., and on closed models exceedingly neat rear folding seats. A neat point of detail is the lockable pockets in the doors of the 1600 Super roadster.

Alfa-Romeo have a pleasing display of red cars, of which the most exciting is the Giulietta 125-m.p.h. Sprint Speciale coupé, which has a five-speed gearbox with 4.1 top gear, and with that beautiful twin-cam engine giving 116 b.h.p. Mercedes-Benz show a 190SL coupé.

Surprisingly, Jaguar show no sports models but have a triple-S.U., part-sectioned 150S engine, very beautifully finished, in a glass case. Daimler is creating enormous interest with the SP250 V8 sports car, which they hope to produce at the rate of at least 150 a week for the first two years, making their own fibreglass body. If the external appearance is rather ugly and old fashioned, the padded leather facia and leather-covered steering wheel are in excellent taste. Backing up Edward Turner's sports Daimler is a new closed car with the same engine (on the Hooper Stand) and a new 220-b.h.p. 4½-litre V8 Daimler Majestic Major saloon notable for its excellent low-speed torque and absence of noise at high speed for a car of this bulk. The handsome new Sunbeam Alpine is brilliantly displayed against silhouettes of New York, and the Alps.

So to the Aston Martin Stand, where the DB4 and the new DB4GT Superleggera two-seater coupé are overlooked by the Aston Martin DBR1/300 which won the Le Mans race—this car a very effective reminder that Aston Martin won the 1959 World's Sports-Car Championship. The Editor said he would rather have a DB4GT than the equivalent Ferrari or Maserati, but the Continental Correspondent remarked that he would wait until one of these Aston Martins leads a field of Italians in the G.T. race at Monza.

Luckily the Editor claims he is colour blind, for he was spared when he came upon a puce Peerless, which someone said was of Toni Perm hue.

The M.G. Stand includes 1,600 and Twin-Cam coupés with transparent bonnet tops and a restless Farina Magnette forever turning circles. Bristol show a Zagato saloon spoilt by cheap side-beading, and Lancia have a GT version of the Flaminia, a sleek two-door coupé for which they claim 112 m.p.h. and 20 m.p.g.

New to Earls Court is the A.C. Greyhound 2/4-seater saloon (£2,891) with double-wishbone and coil-spring i.f.s., diagonal-pivot coil-strut i.r.s., and a Bristol D2 engine. If the rear suspension recalls the post-war Lagonda, the rack-and-pinion steering is new to A.C. That great enthusiast Bob Gibson-Jarvie has a Greyhound on order. The Continental Correspondent had to be assisted from the Morgan Stand when he discovered that the steering-arm is coupled direct to the track-rod. Before we leave cars for enthusiasts, a mention should be made of the range of sports and racing engines on the Coventry-Climax Stand on the ground floor—they are all there, up to the 2½-litre F.1 unit giving 236 b.h.p. at 6,750 r.p.m.

Having looked at the fast stuff we turned our attention to lesser things, although this is not the right way to describe the splendidly-compact and beautifully-finished V8 engine on the Rolls-Royce Stand. Amongst engine exhibits are a sectioned i.o.e. Rover, Simca, Daimler, Morris, D.A.F., VW, and even a s.v. Ford Popular. There are lots of funny small cars, including the Citroën Bijou with a fan in its nose, an ugly two-door plastic 2/4-seater saloon body, and an enormous single-spoke steering wheel cribbed from its elegant sister, the DS19. All the little cars are fascinating but who will buy one of these Citroëns at £674, or a B.M.W. 700 at £728, when they can buy a de luxe B.M.C. baby for £536? Talking of which, do not fail to see the cleverly-sectioned Austin Se7en with roses round the door and astonishingly thin-gauge roof. There is also an instructional B.M.C. engine exhibited, showing the set-up of the Austin Se7en engine/transmission unit. While looking at small cars we encountered a Dauphine which had had a shocking accident (or perhaps it was oddly sectioned) and a Fairthorpe which had had a worse one. The Editor did not intend to look at the Floride because only that morning he had received a good Corgi model of one, but when he found the real car full of girl-models it was a different matter. Triumph show a brilliantly-illuminated Herald chassis with working suspension and transmission, which enables visitors to see clearly the i.r.s. with its bent radius-arms. This car, like the Bentley, Rover and Rolls-Royce, needs a minimum of servicing, which should definitely become a future trend.

The Peugeots looked unhappily forlorn, and the belt-drive D.A.F. (1959!) will not be marketed here until next spring, which is what they told us last year.

Having seen the real small cars we went to see America's idea of a small car, but the Ford Falcon looked anything but small, the Chrysler Valiant was not arriving until the Monday, and we hardly noticed the Rambler, or the Studebaker Lark, of which they show two V8s and one Six. But we did notice the Chevrolet Corvair 700 with its flat-six air-cooled rear engine, swing-axle i.r.s. and very fine body lines. This is definitely one of the leading exhibits at Earls Court. It costs £2,211 here but should still attract queues of eager customers.

After this compressed tour, we staggered back to the MOTOR SPORT Stand and, sinking down, came face-to-face with a Vauxhall Friary Velox, which should encourage large families, while beyond it we were faintly embarrassed to see more of these irrepressible Volkswagens, one of which was taking the water jump.—W. B.

A SUNBEAM ANNIVERSARY

Nineteen fifty-nine is the 60th anniversary of the old Sunbeam Motor Co. and the 50th of Louis Coatalen joining that famous firm. To celebrate these anniversaries the Rootes Group threw an excellent party for Sunbeam Register members and Sunbeam personalities at the Sunbeam-Talbot factory at Ryton-on-Dunsmore on October 17th, with a tour of the factory, cocktails, lunch, tea and a film-show. Coatalen was absent with influenza but Albert Divo, of Castrol, was a welcome guest—he won the 1923 Spanish G.P. for Sunbeam, etc. Driving tests were organised by Norman Garrad at Ryton. The cavalcade then moved on to Wolverhampton, where Mrs. Boddy held a Martini party at Guy Motors. On the Sunday a navigational run, parade (in which Divo rode in Heal's twin-cam 3-litre Sunbeam and later in South's 1913 12/16 Sunbeam) took place in Wolverhampton, followed by a Civic Reception given by the Mayor at the Town Hall to competitors and ex-Sunbeam employees. **Results:**

Driving Tests: 1st: V. Rawlings (1931 Talbot 90)—Rootes Award.
2nd: A. C. M. Millar (1927 Twin-cam 3-litre Sunbeam).
3rd: A. Rawlings (1928 14/45 Talbot).

Navigation Run: 1st: F. W. Joyce (1933 Sunbeam Speed Twenty)—Rootes Cup.
2nd: R. H. de B. Wilmot (1934 Sunbeam Dawn).
3rd: A. C. M. Millar (1927 Twin-cam Sunbeam).

Pride of Ownership: 1st: R. Davis (1930 Sunbeam Sixteen)—*Express and Star* Trophy.
2nd: H. Williams (1926 Sunbeam Twenty).
3rd: L. Thomas (1932 Talbot 75).

Perkins Trophy (most deserving entry): A. Heib/A. Lomas (1926 Twin-cam 3-litre Sunbeam).

South Trophy (most interesting entry): M. Roderick (1925 20/60 Sunbeam).

Special Trophy (car in everyday use as only car): F. W. Joyce (1933 Sunbeam Speed Twenty).

PICTORI

W.E.C.C. S

North Staffs, Silverstone

S.M.R.



ELITE AHEAD.—Jim Clark's Lotus coupé leading all the opposition to win the Autosport *Series Production Sports Car Championship at the Oulton Park Gold Cup Meeting last month. Some competition is being provided by Meek's Elva.*



CLOSE-COUPLED.—Alan Foster's Twin-Cam M.G. corners in close proximity to Hill's Peerless in the Closed Car Race at Oulton Park.



LEADER ALL THE WAY.—That hard-tried "Dickie" Stoop put the field behind his Frazer Nash from flag-fall, to win Oulton Park's Autosport *Series Production Sports Car Final for cars over* 1,600 *c.c.*



£2,000 *AHEAD.—Stirling Moss made no mistakes at Oulton Park, soon out-driving Jack Brabham, in spite of the latter's jumped-start, to win the International Gold Cup Race in Rob Walker's Cooper. At the opposite extreme, John Brown's B.M.W. is seen in the ditch, having failed to complete a lap.*



VICTORS IN THE 1959 *"MOTOR SPORT" S the outright winner, R. V. C. Hardman of Colchester, is the third man home, Playford in his Playford-M.G of the Lola home in second place. Hardman's Riley Sp ratio and* 5.50 × 16 *front,* 6.00 × 16 *rear tyres. The with Riley Sprite inlet camshaft and standard exhau E.N.V. pre-selector gearbox, and the engine has twin compression-ratio, Cromard liners and cleaned-up, but and gives* 32, 54, 80 *and* 105 *n*

CHASE IN PROGRESS.—Moss closing on Ja Brabham, both in Coopers, during the opening stages the Oulton Park Gold Cup Race. Surely by 1961 *can have a Grand Prix on this excellent road circuit*



AL REVIEW

Sprint, Stapleford

Gold Cup, Oulton Park

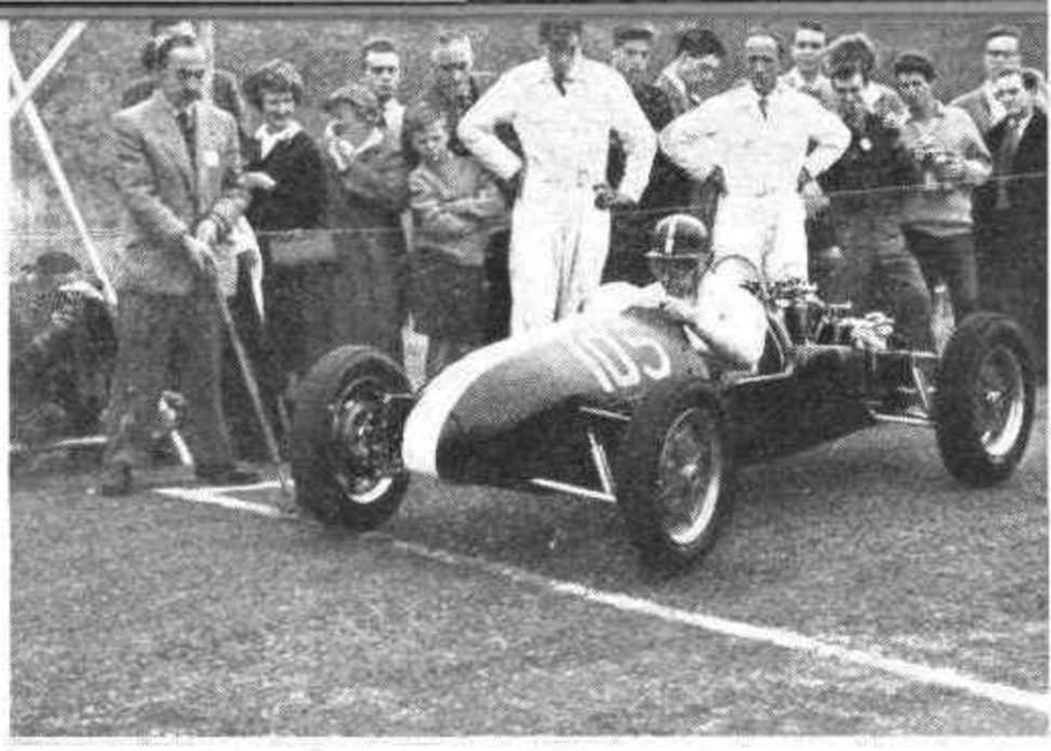
C. Snetterton



ILVERSTONE TROPHY CONTEST.—On the left of the picture is who took the Silver Cup and £75, seated in his Riley Special. Beside him .., while on the extreme right of the picture is Wershat who pushed the nose pecial consists of a 1935/36 Riley 9 Merlin chassis with 4.56 to 1 back-axle engine is a 1936 12-h.p. Riley Kestrel taken from Hardman's Riley saloon, st camshaft. It drives through a locked "Traffic" clutch and original 1½-in. S.U's, separate 1¼-in. exhaust pipes mating at the silencer, 9.75 to 1 not fully polished, ports and rods. It runs to 6,000 r.p.m. (? 95 b.h.p.) n.p.h. in the gears, the latter under good conditions.

POSITION REVERSED.—Moss is now comfortably in front of Brabham, both cornering on the limit and using the full width of the road, but Brabham did more one-wheel steering on opposite lock and hung his tail out more than Stirling.

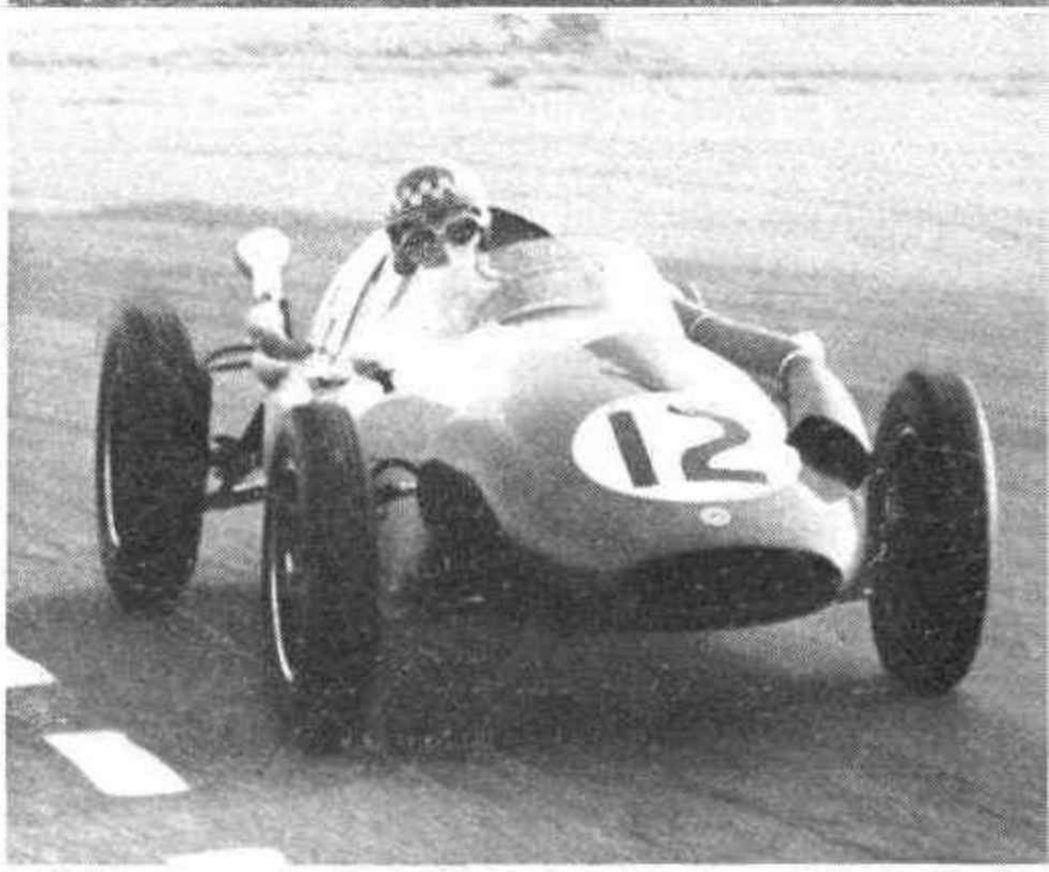
FASTEST TIME OF THE DAY at the Stapleford Hill-Climb was set by D. R. Good, here seen just leaving the line in his beautifully prepared Cooper 1,100.



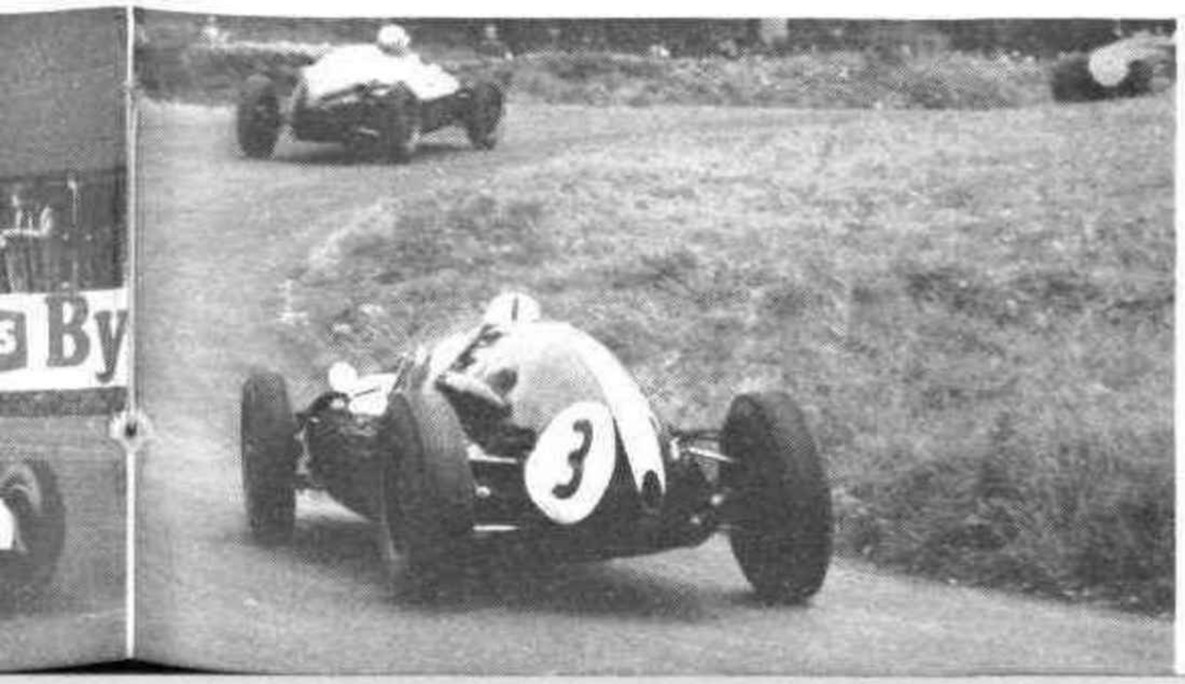
SMOKE HAZE coming from the spinning rear wheels of Day's E.R.A. The driver here is G. M. Vincenzi.



F. 2 CLASS WINNER at Snetterton's closing race meeting this year was Chris Bristow with the Yeomin Credit Cooper Borgward. This mixed F. 1 and 2 race was won by Ron Flockhart in a B.R.M., who slashed Brian Naylor's lap record by 4.6 sec., to record 1 min. 33.6 sec. —a speed of 103.85 m.p.h.



VICTOR in this year's three-hour final of the Autosport Series Production Sports Car Championship at Snetterton was Jim Clark in the Border Reivers' Elite, whose car is seen here at the head of the line, just after the starter had dropped his flag.





SOME 1960 HIGH-PERFORMANCE CARS



Mercedes-Benz 300SL



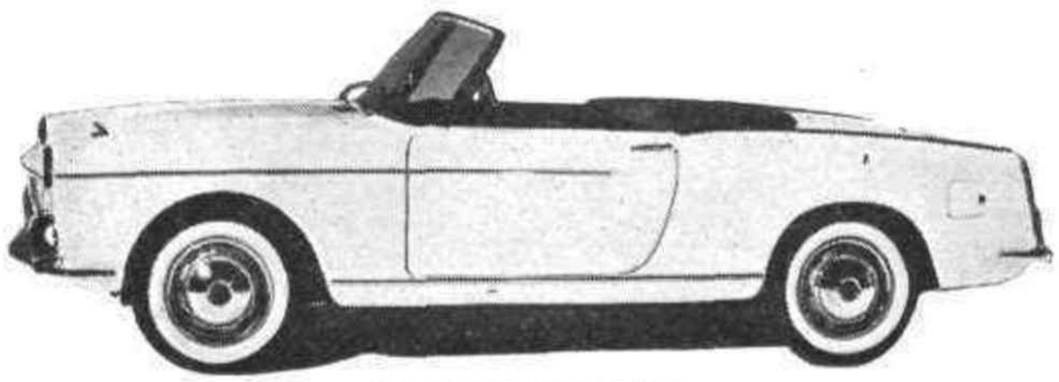
A.C. Greyhound



Fiat-Abarth 850



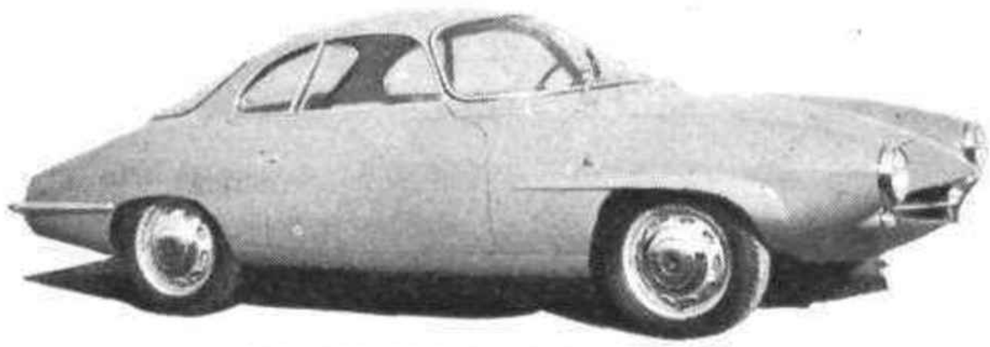
Jaguar XK150



Fiat 1500 Cabriolet



Daimler V8. SP250



Alfa Romeo Giulietta Speciale



Aston-Martin DB4. G.T.

3 IMPORTANT REASONS

why motorists should buy

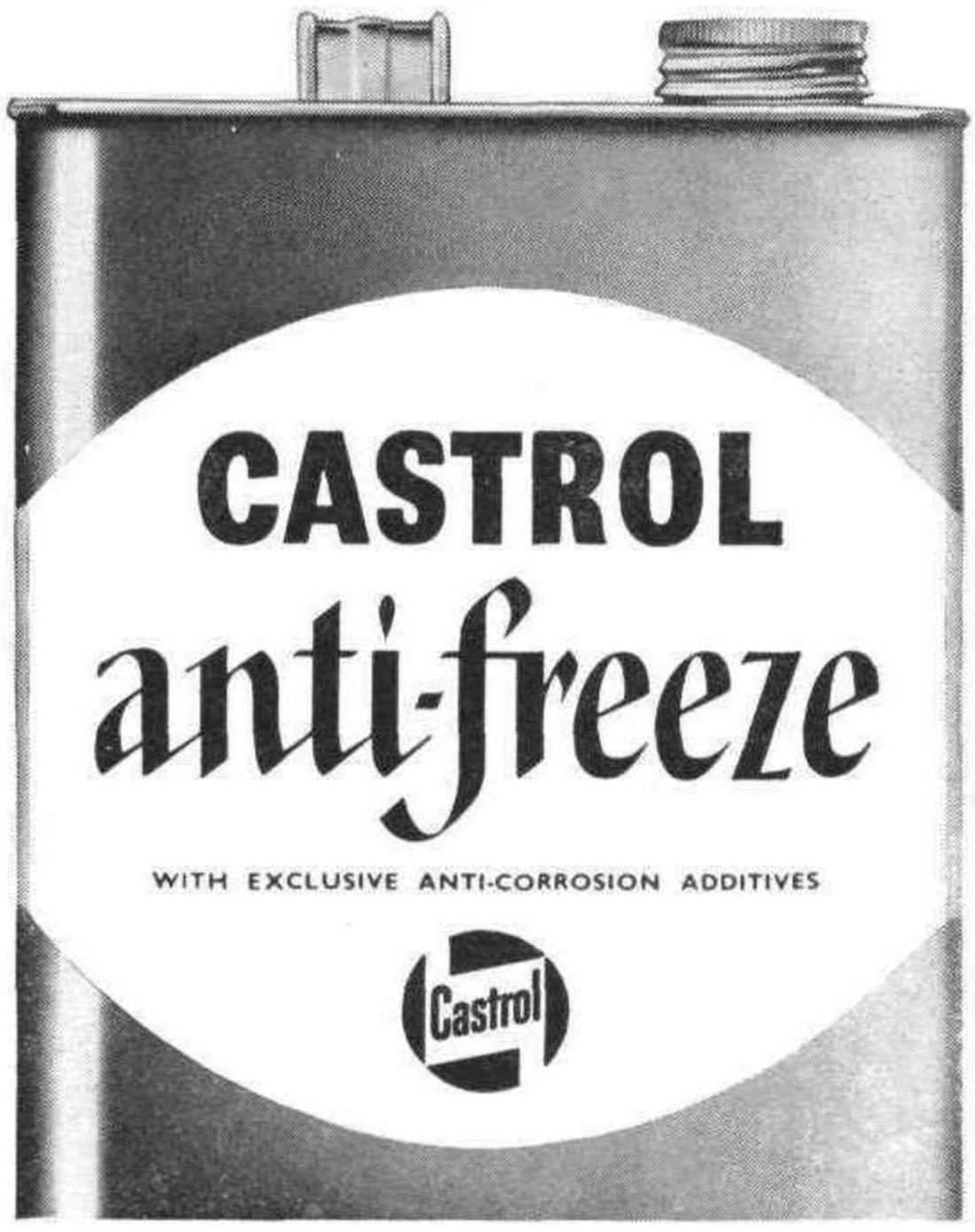
CASTROL *anti-freeze*

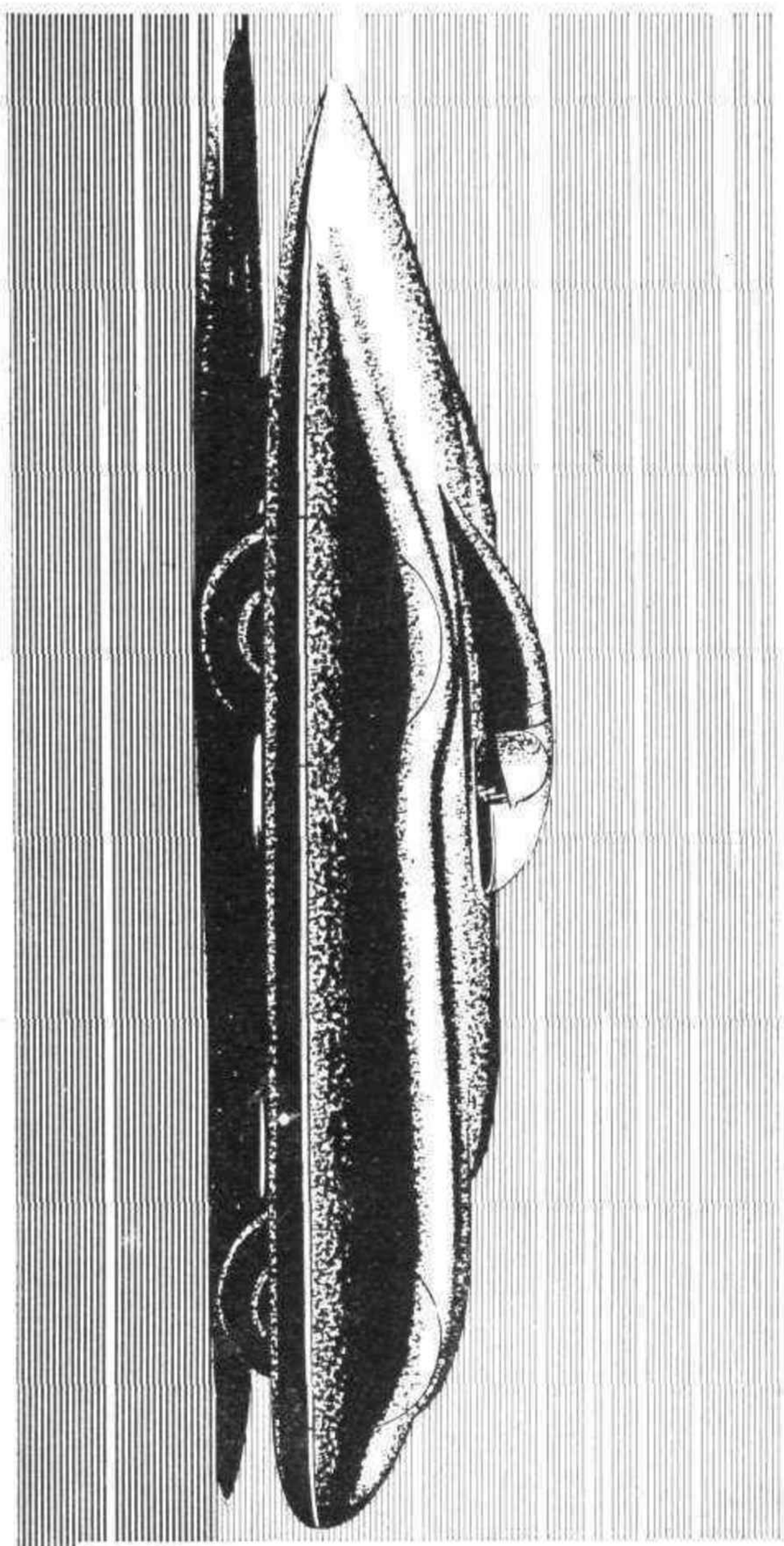
1 Castrol Anti-Freeze contains *exclusive* anti-corrosion additives (patent applied for). These minimise corrosion to the lowest point ever achieved.

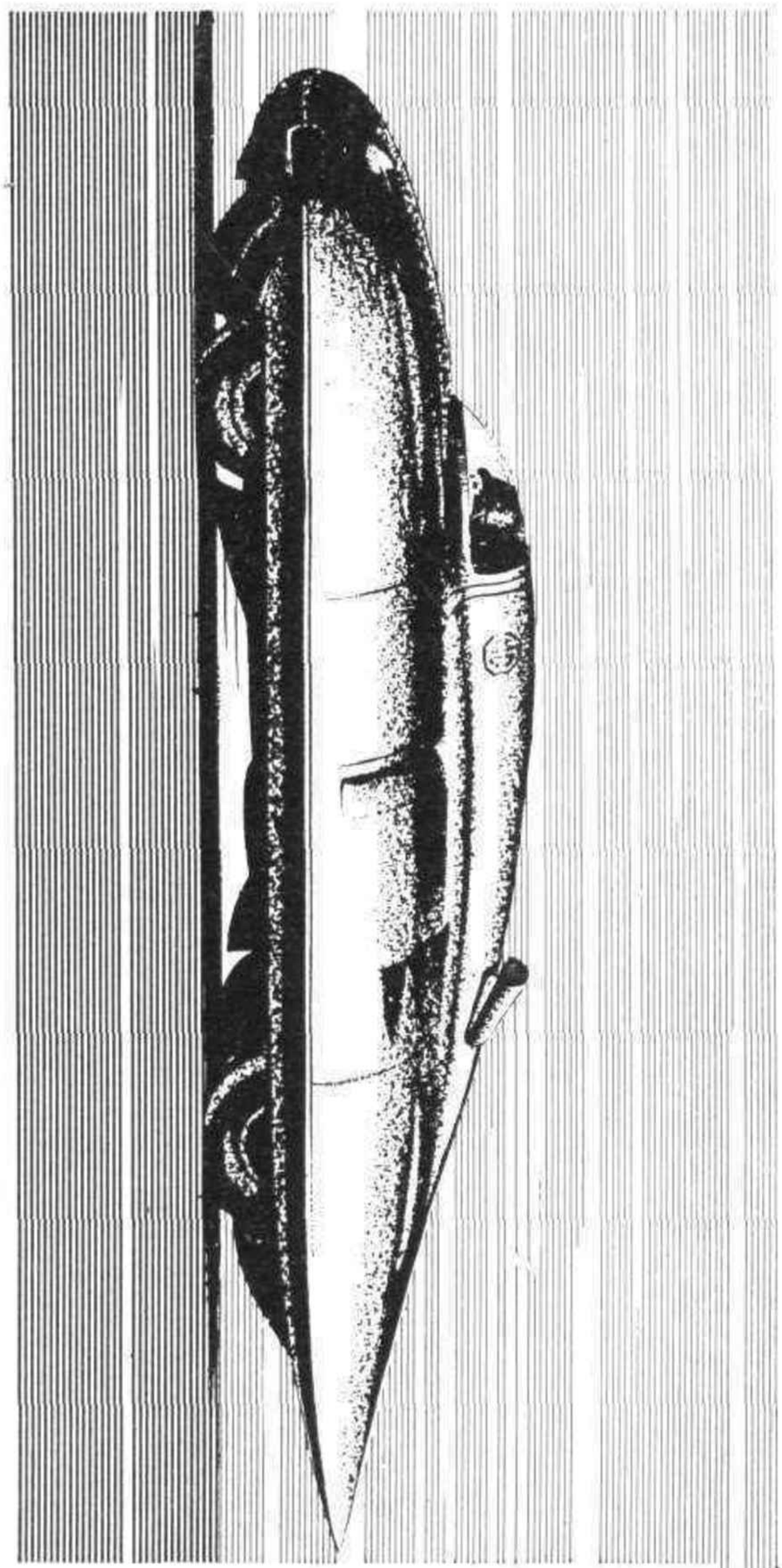
2 Castrol Anti-Freeze successfully combines these new, special additives with ethylene glycol to give you full protection from frost.

3 Only Castrol Anti-Freeze gives you this "balanced protection" against damage from frost and corrosion.

This winter, make certain that your cooling system is fully protected with a properly balanced anti-freeze — ask for Castrol Anti-Freeze by name!







AUSTIN-HEALEY AND MG CHOSE CASTROL TO BREAK 21 WORLD RECORDS

Follow the experts - ask for ***CASTROL*** *by name!*

254 m.p.h. over the flying mile, 6 class E World records with the M.G.— and with the AUSTIN-HEALEY SPRITE, 15 class G World and 52 American National records with a 12 hour endurance record of 138 m.p.h.

Subject to official confirmation

Castrol

SUNBEAM ALPINE

A CAR FOR THE SPORTING BACHELOR

Rootes' Latest Development of the Rapier Reaches High Speeds with Acceleration in Keeping. Girling Disc Brakes on the Front Wheels.

The Hard-top Sunbeam Alphine Tested by MOTOR SPORT.



FOR many years the Rootes Group has had a sensible approach to development, introducing sporting versions of its cars as and when saloon models have reached the necessary pitch of efficiency. Thus the fast rugged Sunbeam Mk. III was introduced as the open sports Alpine some years ago, and now the Sunbeam Rapier, which has grown out of the Hillman Minx and which has been enormously improved down the years, emerges as the stylish Alpine open two-seater (or light-alloy hard-top) with wind-up glass side windows, just the sort of vehicle which appeals to those of sporting tastes and no family ties. This new 100-m.p.h. disc-braked Sunbeam Alpine is sometimes described as a 2/4-seater but, while there is a generous rear seat behind the separate main seats, leg-room is restricted, so that we prefer to regard the Alpine as a two-seater with strictly *occasional* accommodation for a child, or undeveloped grown-up, or space for lots of luggage without the need to open the rather shallow boot.

This Sunbeam with the revived name of Alpine is a striking-looking car, owing nothing to Italian stylists. It has the modern "dart" appearance with pronounced tail-fins, giving a slightly nose-down attitude. The very neat shallow radiator grille is at a reverse angle, which is not always apparent in photographs. Visibility from the driving seat is excellent, enhanced by the very thin screen pillars of the wrap-round windscreen. The bonnet-panel hinges from the front, and wide doors which open fully render getting in and out of the Alpine extremely easy.

This is a smart eye-catching vehicle especially when, as on the test car, wire wheels with pleasing triple-cared centre-lock hub caps are fitted. The hood stows completely out of sight and can, if necessary, be replaced by a shapely hard-top with wrap-round rear window, which neither restricts head-room nor visibility, although it introduces some rattle and makes it impossible to satisfactorily ventilate the car.

The Alpine's beautiful lines are endorsed by very real performance derived from the 83½-b.h.p. 1,494-c.c. engine, which peaks at 5,300 r.p.m., this neat power unit with its square-cornered, polished valve cover having twin Zenith downdraught carburetters on an aluminium-alloy water-heated manifold. The separate ports, inlet and exhaust arranged alternately, and two separate Y-exhaust manifolds make for efficiency; the revised cylinder head is of light alloy. The engine is just "over-square" and has a 9.2-to-1 compression-ratio. The handsome dropped nose is possible because a small radiator is fitted, supplemented by a separate header tank.

Closer ratios than on the former Rapier models are used in the gearbox and overdrive can be provided, in conjunction with a 4.22-to-1 axle ratio. The test car had no overdrive and a 3.9-to-1 final drive, equal to 17.2 m.p.h. per 1,000 r.p.m. in top gear.

Arriving in the Sunbeam Alpine at Oulton Park for the Gold Cup Race, I found that Norman Garrad of Rootes had produced a team of these new cars to take the racing drivers on their lap of honour, while firmer proof of the Alpine's appeal is provided by the fact that Jack Brabham is now using one as his personal car, having sold his two-carburetter Holden.

On the long drive North I was very soon enthusing about the good driving position, vivid acceleration and extremely effortless safe braking power of this new Sunbeam. The seats, if somewhat hard, hold the driver securely on corners, aided by a support that divides the front compartment in two and which is actually a lockable glove box. The two-spoke sprung 16½-in. steering wheel is quite well placed, as are the pedals, with room for the clutch foot to the left of the pedal, where the lamps-dipper button is located. The accelerator, however, functions very stiffly and there is lost motion on initial throttle opening caused by play in an unbushed bracket which forms an end-bearing for a control rod.

The short, central, large-knobbed gear-lever rising from the big transmission tunnel falls comfortably to hand and enables quick changes to be made, the action being pleasant but not entirely smooth. The dashboard is in the best tradition of old-style sports and racing cars, a metal panel containing separate round dials, Jaeger speedometer (slightly blanked by the steering-wheel rim) and rev.-counter before the driver, and three tumbler-switches which look after panel lighting, lamps and wipers. The speedometer incorporates trip with decimal and total mileage indicators; its needle was rather unsteady. These switches should be simplicity personified, especially as they are clearly labelled, and no doubt it was personal clottishness that caused me to become confused when operating them hurriedly, such as flicking the left-hand switch *down* to see the instruments but the central one *half-up* to go from headlamps to sidelamps at night. The lamps switch permits fairly easy flashing of the headlamps but would be even more convenient in this respect if moved an inch or so to the left, clear of the steering-wheel rim. The gauges cover fuel contents, the time of day and oil pressure (with provision for an additional dial to the right of the rev.-counter), and are calibrated in metric as well as English readings. Oil pressure is normally 50 lb./sq. in., water temperature 170 deg. C. The washers button is adjacent to the wipers switch, and the ignition key operates the starter. Horizontal quadrants above the instruments cope with heater (not fitted on the test car) and ventilation, the cold air flow being inadequate in the hard-top during this 1959 summer's day.

Before the passenger there is a big, unlidded cubby-hole, the doors have good "keeps" and metal "pulls," and altogether there is little to fault in the interior arrangements of the Sunbeam Alpine. Elbow room is somewhat restricted but just over 2½ turns of the window handles wind the windows into the doors, when the driver's right arm can rest on the sill. The pull-up hand-brake is placed unconventionally on the right, there is a lidded ash-tray between the seats, and leg-room for the *front*-seat occupants is particularly generous. Crash padding is applied to top and bottom of the facia but two lethal metal projections exist on the top edge of the hard-top, splendidly placed to puncture the forehead of anyone thrown forward in a crash—they presumably take sun-vizors but their presence in these days of safety-first could be construed as little short of criminal negligence.

How does the Sunbeam Alpine motor? Very briskly indeed, as the acceleration figures in the data panel convey, these being taken after speedometer correction. The engine runs very easily past the red mark at "5,500" on the rev.-counter (it is thereafter "stroked" to 6,000) with no sign of distress. This gives a *genuine* 45 in second gear, 70 m.p.h. in third gear. On a long straight the Alpine winds up to something approaching 100 m.p.h. in top gear and exceeds the century in overdrive form.

The power unit has a hard purposeful sound when accelerating. It demands 100-octane fuel and has the distressing tendency of

stalling unexpectedly, probably because the carburetters had a noticeably rich setting. Petrol consumption is commendably modest, nearly 25 m.p.g. being achieved in fast main-road motoring, while in more than 1,000 miles only a quart of oil was needed.

The engine vibrates somewhat when idling and there is considerable exhaust and mechanical noise when the driver is pressing-on. The steering, geared 2¾ turns lock-to-lock, exhibits characteristics of mild castor return, no kick-back but the transmission of some vibration and a rather spongy feel to control pronounced understeer. It is light except towards full lock. The ride is comfortable but the back springing is definitely on the hard side, so that rear-axle throw-up is all too evident to the occupants.

The front seats tip up to give access to the dwarf's seat. The boot is rather shallow because the suitcases, etc., have to go on a metal shelf which folds up to free the spare wheel, as on the Armstrong Siddeley Star Sapphire, which reminds me that Alpine final assembly is done by Bristol-Siddeley Engines Ltd. I believe that, in fact, quite large cases can be satisfactorily accommodated. The tool kit is stowed about the boot and includes one of those pleasing Thor raw-hide hammers for hub-cap removal. There is provision for a tonneau cover.

Praise must be bestowed on the very light, progressive, fade-free, vice-free and powerful braking afforded by 9½-in. Girling discs on the front wheels. A 9-gallon petrol tank, filled from a horizontal slow-action filler in the off-side back wing, gives a range of over 200 miles, but the petrol gauge prompts the driver to refuel after some 175 miles.

The bonnet panel has to be propped up and the prop did its best to prevent the bonnet from shutting until firmly dealt with. There is an adequate rear-view mirror, somewhat blanking near-side visibility, and direction-flashers are worked by a stalk on the left of the steering wheel, so placed that it is apt to be moved inadvertently, while the self-cancelling factor is rather too brief. The Lucas P700 lamps give an admirable driving light. The clutch is light but rather "slow," its pedal travel not excessive. The engine proved docile, pink-free and an easy starter. These are general impressions of this pleasant car, which combines the best of open-air and closed-car motoring and offers a splendid balance of performance, economy and modest first cost.

The following is a detailed analysis of this interesting new Rootes Group sporting car :—

As soon as one drives away in the Alpine one gains the impression that far more than usual care has been devoted to making the driver comfortable. For a sports car the seats are quite high off the floor, and the backs, although rather softly upholstered, are shaped to give some lateral support. The deep windscreen, thin pillars (without quarter-lights) and short sloping bonnet provide commanding visibility, and the steering-wheel position is good. Heel-and-toe gear-changes are not possible but the short-travel clutch is outstandingly pleasant to use. As the pedals are placed some distance from the toeboard and the wheel projects a long way from the facia, it is hard to see why the whole driving position should not be re-positioned several inches farther forward, making extra room in the rear compartment and bringing the front-seat occupants nearer to the screen, which is always an advantage in an open car.

The brakes earned the highest praise, being extremely light but with a delicacy of feel which precluded clumsy operation. Some squeal developed with light use. The gearbox has well-chosen ratios with powerful synchromesh and reasonably light short-travel operation. The indirect gears produce quite a lot of noise on the over-run and at light throttle openings.

Driving the car really hard on good main roads, speeds in the nineties can be seen occasionally in favourable circumstances, but the natural cruising speed, at which the car feels extremely happy, is in the region of 80 m.p.h. It cannot be said that the hard-top version is a quiet car at this speed, nor can it be ventilated adequately. Opening the side windows causes both wind noise and draught, whilst the driver's window whistled when closed. Both exhaust noise and carburetter-intake roar are intrusive at high speeds and when accelerating hard.

A very satisfactory compromise has been reached with the suspension, which combines a firm but comfortable ride on bad surfaces with only moderate roll on corners. Chassis structural rigidity appeared to be high as there was no apparent shake in the front-end or scuttle, and this is still a comparatively rare virtue with open cars. There were a few minor rattles from the back of the body and a trace of movement at the rear mounting of the detachable hard-top.

Straight running is very good on all surfaces and at touring speeds the car has light and accurate steering, but driven really hard the handling falls below the highest standards. On really fast corners, particularly bumpy ones, the car shows a marked tendency to run wide of the chosen line. This is not easy to correct because at high cornering loads the steering becomes quite heavy and also betrays some sponginess even with the higher pressures recommended for fast driving. On slower and smoother corners the breakaway characteristics are more nearly neutral and the car can be placed with greater precision, although the steering remains heavy and unresponsive to the small movements about the mean position with which the driver feels his approach to the limit. The Dunlop R.S.4 tyres only squeal under considerable provocation.

To conclude, the Sunbeam Alpine is the sort of fast, smart, pleasant-to-drive sporting car which many enthusiastic motorists will want to own. At under £1,000, inclusive of purchase tax, it should be within their reach.—W. B.



A VIEW which shows the pronounced tail-fins, handsome hard-top and nose-down attitude of the new 1½-litre Sunbeam Alpine.

THE SUNBEAM ALPINE HARD-TOP

Engine : Four cylinders, 79 by 76.2 mm. (1,494 c.c.). Push-rod-operated overhead valves. 9.2-to-1 compression-ratio. 83.5 (gross) b.h.p. at 5,300 r.p.m.
Gear ratios : First, 13.0 to 1; second, 8.32 to 1; third, 5.41 to 1; top, 3.9 to 1.
Tyres : 5.60 × 13 Dunlop Road Speed R.S.4 on centre-lock wire wheels.
Weight : Not weighed. Maker's figure : 19.1 cwt. (kerb weight).
Steering ratio : 2¾ turns, lock-to-lock.
Fuel capacity : Nine gallons. (Range approximately 225 miles.)
Wheelbase : 7 ft. 2 in.
Track : Front, 4 ft. 3 in.; rear, 4 ft. 5 in.
Dimensions : 12 ft. 11¼ in. × 5 ft. 0½ in. × 4 ft. 3½ in. (high).
Price : £685 (£971 10s. 10d. inclusive of purchase tax). As tested : £1,069 15s. 10d.
Makers : Sunbeam-Talbot Ltd., Ryton-on-Dunsmore, Coventry, England.

Performance Data

Speed in gears at 5,500 r.p.m. (after speedometer correction) :

Second	45 m.p.h.
Third	70 m.p.h.

Acceleration :

0-50 m.p.h.	9.8 sec. (10.15 sec.)
0-60 m.p.h.	13.6 sec. (13.9 sec.)
Standing-start ¼-mile	19.2 sec. (19.25 sec.)
0-60-0 m.p.h. ...	17.2 sec. (17.3 sec.)

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

MISS TRIUMPH 1960

We remarked last month that attractive young women are essential nowadays and further proof of this was provided at the Mayfairia Rooms in London on October 16th, when a panel composed of Eamonn Andrews, Mlle. Annie Soistault, and Miss Audrey Frost, Fashion Editor of *Woman's Own* gathered to elect "Miss Triumph 1960." She is a member of the T.S.O.A. who owns, or is related to an owner, of a Triumph TR3. In fact, a fast girl!



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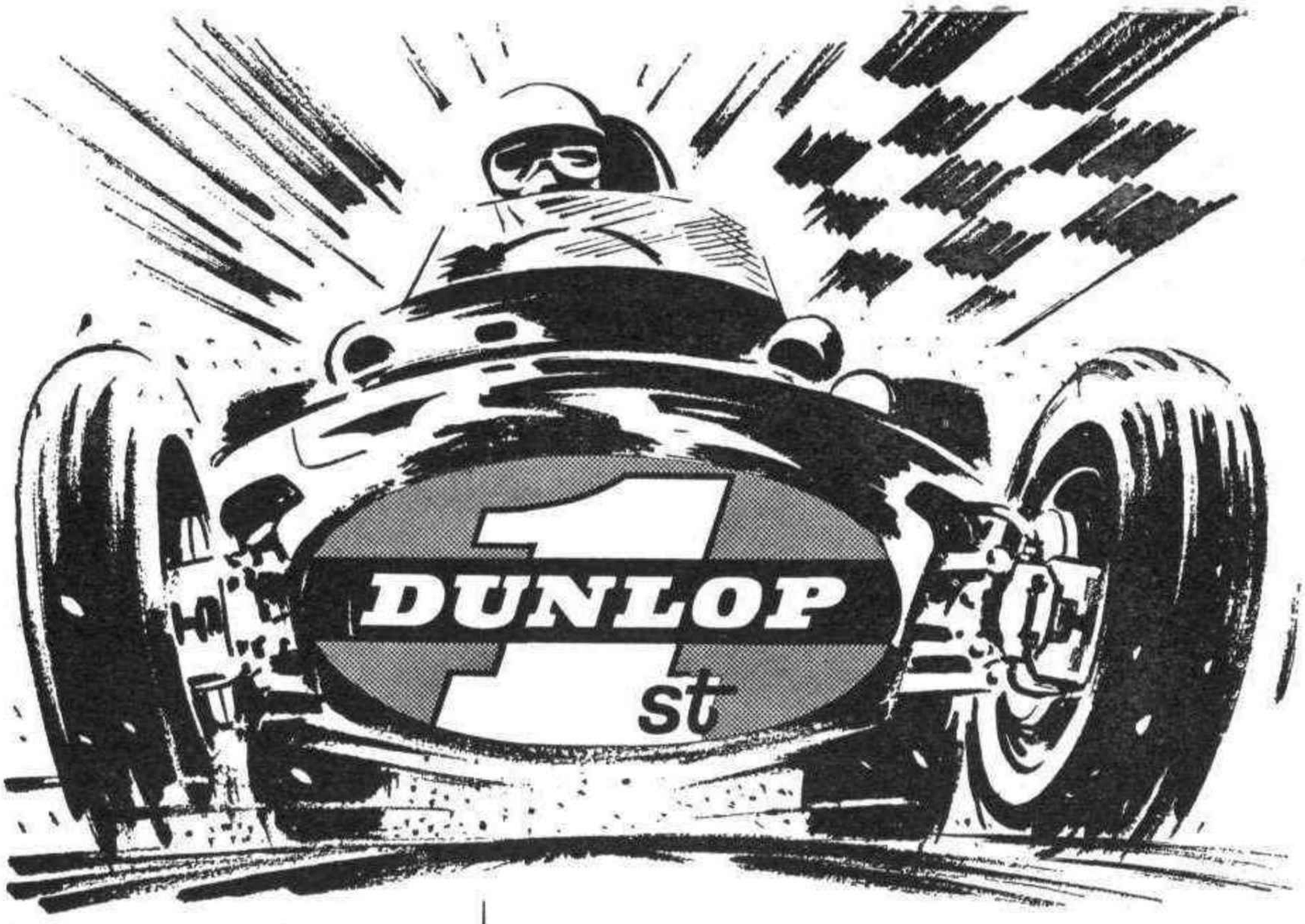
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Autumn in Paris

TO those not interested in motoring, Paris in the spring is the attraction of the French capital, to bathe in the warm sunshine, but this time the sunshine in autumn was beyond all expectation, so that the motoring fraternity were able to warm, if not burn, their candles at both ends. As is usual, the beginning of October saw the Paris Salon or Motor Show opening at the traditional Grande Palais, and for the journalist a day of dicing round the full Montlhéry road circuit with the latest products of the French motor industry. For the sporting types there was a race meeting at Montlhéry on Sunday, October 4th, with Gran Turismo races and a Formula 2 event, so that all tastes were catered for, a thing for which Paris is noted.

The sunshine and the Champs-Elysée were impeccable, the Salon was not particularly outstanding, the test-driving day was amusing, and the race meeting almost boring, but, nevertheless, the sum total was satisfying as an end to the European season of sport. The French industry has become very settled in its manufacturing of cars for the populace, each big manufacturer seemingly having one part of the potential market well under his control, Citroën catering for the top and bottom of the populace with the DS19 and 2 c.v., Peugeot with their range of 403 models satisfying the connoisseur of limited means, and Simca with their vast range of models from economic 1,100-c.c. saloon to s.v. V8 catching the more mundane and mere travellers of France, while Renault complete the market with attractions especially for the small-car populace, and Panhard attract those who want something with a difference. In consequence it is left to small manufacturers to provide new innovations, and this year Facel Vega stole the show with their brand new Facellia. Based on a chassis designed from knowledge gained with the now popular HK500 Facel Vega, having i.f.s. but one-piece rear axle, this new car has a four-cylinder engine of 1,600 c.c. with twin-overhead camshafts, and double carburetters, coupled to a four-speed-and-reverse Pont-a-Mousson-built gearbox. Dunlop disc brakes are used and the model exhibited was a drophead 2/4-seater, characteristically Facel Vega in appearance and finish. It is hoped that this new model, which will cost less than a Porsche 1600 or Alfa-Romeo Giulietta in France, will be in full production by next February, and later a competition Gran Turismo version is to be built. The 1,600-c.c. engine is claimed to give 115 b.h.p. at 7,000 r.p.m., so that a light G.T. coupé should prove pretty exciting.

Having produced the same old cars at the Salon for many years past, Lago-Talbot this year exhibited the most remarkable and impracticable aero-dynamic two-seater with Perspex " bubble-top " in the nature of an American dream car. Raymond Loewy, who always produces something special for the Salon, this year built a special Cadillac coupé which impressed more as an industrial design than automobile engineering, while Pinin Farina, another regular at Paris, exhibited a most elegant Cadillac that showed American designers that there was no need to make their cars look the way they do. This year there was a noticeable lack of exhibits from obscure automobile manufacturing countries, such as we have seen in the past when Japan, East Germany, Argentina and so on have had stands, while non-existent—apart from one small stand—were the " funnies," those one-off Salon " specials " that are always so amusing. For the rest of the world, Germany, Italy, America, Sweden and Great Britain showed the best they have, which are dealt with in the Earls Court review or elsewhere.

With sunny skies outside there was little or no enthusiasm for remaining in the Grande Palais for long, but it was nice to see some " used " cars on show, notably the World Champion sports car, a DBR1/300 Aston Martin on the factory stand, along with two immaculate G.T. Aston Martins, the Touring category winner of the Tour de France, the 3.4-litre Jaguar driven by da Silva Ramos and Estager, looked very tired, with its bald tyres, alongside the smart new Jaguar models and a very battered N.S.U. Prinz that had been on its roof during the Tour de France, survived, and completed the course. On the way out to the autumn sunshine and fresh air a pause was made to admire the splendid working " transparent " model of the Rootes Group's fascinating " multi-fuel " engine, a supercharged two-stroke horizontal three-cylinder with opposed pistons and enormous rockers converting the piston movement into crankshaft rotation. This commercial engine runs on any fuel from paraffin to " Avgas," and is a fine example of engine design and freedom of thought. Also, the Renault Dauphine demonstration was pondered upon, this comprising three Dauphines with " Aero-stable " suspension fixed by radial arms to a turn-table so that they revolved round a circular track covered with bumps and hollows, thus convincing anyone on the " merry-go-round " free trips of the smoothness of " Aero-stable." Fixing the Dauphines rigidly to a centre pivot seemed a good idea, for that way they could not loop-the-loop !

Arriving at Montlhéry, still in glorious sunshine, an exploratory lap of the exciting road circuit revealed a Renault Floride just back on its wheels after having bounced on its roof, the luckless Swiss journalist who inverted it looking somewhat crestfallen. Needless to say, it was not long before a Dauphine went end-over-end into the trees, and later in the afternoon the back-end on another Dauphine was seen coyly peeping from the bushes. It was obvious that this test day was a repeat of last year, especially as all the cars available seemed unchanged, so bearing in mind our readers' wishes a Dyna-Panhard was driven for a couple of laps. Last year's Dyna was a nasty vicious over-steerer, but this year's model, though looking the same, was completely different and surprisingly safe. I cannot say that I enjoyed the heavy steering, nor the horrid gear-changing mechanism, while the mass of plastic forming the steering-column mounting still makes me sick, but there did not seem to be anything wrong with the handling, apart from it being front-wheel drive, so perhaps last year's model was a bad one. I was so impressed by the change that I volunteered to try the hot one, the new Tigre model, with h.c. engine and modified tappet gear, which I was told would rev. to 5,800 r.p.m., and, in fact, the demonstrator insisted that I kept it wound up all the time in the gears. This I did and the performance was truly remarkable for such a large car with such a tiny two-cylinder engine. It indicated 130 k.p.h. in third gear and held 140 k.p.h. all round the banking, and felt very safe. Inquiries as to how the car had been changed from last year revealed nothing very definite, except that " the oversteer has been reduced considerably "—I thought it had been reduced completely. It seems that the Tigre uses tyre pressures of 17 lb./sq. in. at the front and 23 lb./sq. in. at the rear, which would certainly help to make things better. In spite of all this I would not like to own a Dyna-Panhard as my standards of steering and gear-changing are of too high a value, maybe because I have been spoilt, but once you have experienced gearboxes such as Ferrari, Maserati, Porsche RSK, Porsche Carrera and Colotti Tec-Mec, the best in production is barely good enough.

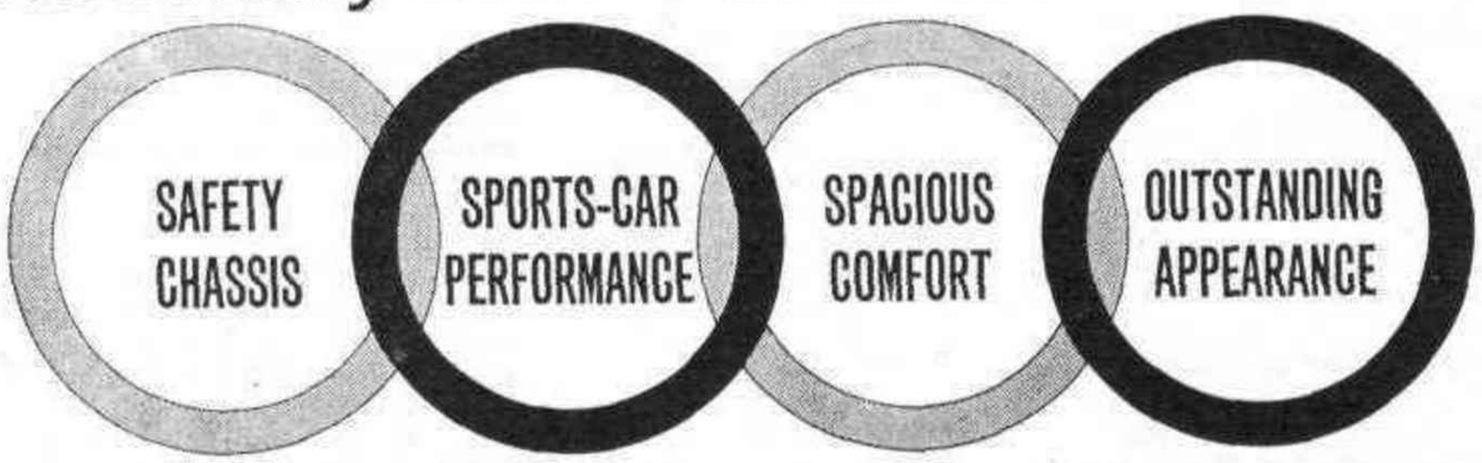
In order that I should not become biased about F.W.D., I then tried a DS19, on which there is little to say; it does not need changing so why change it, and a mere two laps of the 12-kilometre road circuit explained why the salesmen at the Salon were leaning nonchalantly on the various DS and ID models while connoisseurs and critics were buzzing round the rear-engined Chevrolet Corvair, the B.M.C. Mini cars, the new Ford Anglia and so on. The DS19 appeared so long ago I almost forget the exact date. I then drove a 2 c.v. Citroën just for fun, because they really are nice little things and cars are like people, you can stand the most objectionable character providing he has a sense of humour, and I can stand the most absurd motor vehicle providing it has a sense of humour, and the 2 c.v. certainly has that; it seems to chuckle to itself all the time, especially when the driver does silly things and discovers just how safe and foolproof it is.

Returning to normality, I tried a 403 Peugeot again, which I still rate as the best all-round economic buy in France, an unassuming car that does what it's designed to do without any fuss or bother, and does it so well that there is no need to make any changes, though I still cannot enjoy steering-column gear levers. As an interesting addition to the 403 range Peugeot now market a diesel version of their splendid four-cylinder push-rod engine, and had I not been told beforehand I doubt whether I would have realised that it was a diesel, it was so quiet, smooth and flexible.

Before the day ran out and they were all inverted, I tried a Renault Dauphine-Gordini, with more steam than the normal Dauphine and a four-speed gearbox. The gearbox felt very good but gear-changing was spoilt by a horrid linkage mechanism to the " knitting-needle "-like gear-lever on the floor that transmitted all the movements of the rear suspension and engine/gearbox suspension to your hand just as you were doing a " knife-through-butter " act, which spoilt everything. I did not dare to let the oversteer develop as I was much too nervous of the consequences, but I did not have confidence in the handling and felt positively miserable flat out off the banking. An open Renault Floride, the development of the Dauphine, felt a lot better, but you had to work much too hard on the corners to

Continued on page 884

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AN AUSTRIAN HILL-CLIMB

TO start this season's activities I visited two out of the way hill-climbs in Wales and Cornwall, and in order to get the best appreciation of them I took part in the Gran Turismo category with the Porsche. Both proved to be most enjoyable and the delightful air of informality was a real joy after the severe and controlled events that form the bulk of a season's motoring competition. When I discovered that there was a hill-climb in Austria, down in a remote corner near the Yugoslavian frontier, not long after the Italian Grand Prix, I thought I could not do better than to wind up the season by competing in it and finding out at first hand how Austrian motoring competitions are run.

My first impression was pleasing, and so for that matter were subsequent ones, for when I studied the regulations I saw that there was a clause which said that in the Gran Turismo classes if there were sufficient entries from cars with push-rod engines they would form a subdivision away from the camshaft engines. The word for push-rod engine in German is " stosstangenmotore," so having one of these I entered the 1,600 c.c. G.T. class. There being sufficient entries I joined in with six other push-rod Porsches and three M.G.-A, while the higher category comprised two Carreras and a Twin-Cam M.G. At scrutineering it was noticeable how clued-up on Porsches the Austrian organisers were, and most other cars for that matter, for they took one look at two of the 1,600 Supers, said " You've got Carrera brakes and are not standard, so go in the non-standard category." For the rest a quick glance under the lid at the back was sufficient for them to see if it was Carrera or Super, unlike some scrutineers who barely know how many cylinders a Porsche has.

On the Saturday morning everyone was dashing up and down the mountainside doing unofficial practice, and after lunch the roads were cleared, the timing apparatus made to work and the serious business began. The course was the Wurzen Pass, which runs from just outside the town of Villach over the mountains into Yugoslavia, the frontier being at the top of the mountain. The length was 4.6 kilometres, the first 1½ kilometres being on gently climbing wide tarmac road, where you could get moving in top gear, and then it became a loose gravel road, just wide enough for two cars that climbed very steeply up the side of the mountain, with two hairpins, numerous fast curves and a long tightening lefthander, with the average gradient 1 in 10 and one quite long stretch of just under 1 in 4, in fact a real hill-climb.

The timing apparatus, using Longines clocks was at the start with a beam across the road, and a continuous stop-watch was working, the Longine apparatus recording the moment the beam was broken. At the top of the hill another electric contact recorded the passage of the car and wires strung down the mountainside connected this to the Longine mechanism which again recorded the finishing time, busy timekeepers doing sums to get the results. As a check the starter had a hand stop-watch synchronised with another at the finish, and cars were sent off at one-minute intervals, or less if there was no fear of the man in front being caught. Commentators at two of the most tricky corners were coupled into the loudspeaker system so that any car falling by the wayside was not lost. The entry was very varied, from normal small saloons, including a new B.M.C. baby car, through Giuliettas, Porsches, Ferraris, B.M.W.s to Formula Junior cars, and among the drivers were Hans Stuck, Frankenberg, d'Orey, Vogel, Greger, and most of the Austrian sporting world. Unfortunately race day was wet from start to finish, and though it damped the paddock and officials, the public did not seem to mind and turned out in their thousands to tramp up the mountainside to the more exciting corners. Although the wet made the tarmac surface a bit slippery it improved the loose gravel part of the course, for it bound the dust and stones together into a sticky constituency that enabled slides to be held nicely. There was only one climb for each class and having got to the top and parked the car it was possible to walk back down the hill a little and see the finishes of the faster cars. The Austrian driver Vogel, with an RSK Porsche set a new record in 2 min. 48.2 sec., an average speed of 95.5 k.p.h., and he took the loose-surfaced corners in terrific slides using all the road. Second and third fastest were two Formula Junior cars from Germany, built around three-cylinder D.K.W. components retaining front-wheel drive and the engine ahead of the axle. Although rather large compared with a Stanguellini Junior they went remarkably well on the loose stuff and the three Italian Juniors that took part could not keep with them. In the Gran Turismo classes Greger drove his hot Carrera superbly to beat Stuck's works prepared 507 B.M.W., and d'Orey's 250 GT Ferrari. When the paddock was empty and the whole entry at the top of the mountain, there was a pause and then everyone, including the public came down the mountain together to form a happy confusion in the valley below, but it all sorted itself out eventually and prize-giving was held in one of the local cafes. How did I get on? Well—I did manage to beat the M.G.s, but there are some awfully fast Porsches and Porsche drivers in Austria.—D. S. J.

Results :

F.T.D. :	E. Vogel (Porsche RSK)	...	...	...	2 min. 48.2 sec.
Fastest G.T. :	J. Greger (Porsche Carrera)	...	...	...	2 min. 59.7 sec.
Fastest Formula Junior :	G. Mitter (D.K.W.)	...	...	...	2 min. 52.6 sec.

Ten Fastest Climbs :

1st :	E. Vogel (Porsche RSK) ...	...	...	...	2 min. 48.2 sec.
2nd :	G. Mitter (D.K.W. Junior)	...	...	...	2 min. 52.6 sec.
3rd :	W. Schatz (D.K.W. Junior)	...	...	...	2 min. 57.0 sec.
4th :	F. Albert (Porsche Spyder)	...	...	...	2 min. 57.8 sec.
5th :	J. Greger (Porsche Carrera)	...	...	...	2 min. 59.7 sec.
6th :	H. Stuck (B.M.W. 507) ...	...	...	...	3 min. 02.0 sec.
7th :	H. Maltz (D.K.W. Junior)	...	...	...	3 min. 02.9 sec.
8th :	F. Bayer (Porsche Carrera)	...	...	...	3 min. 05.7 sec.
9th :	F. d'Orey (Stanguellini Junior)	...	...	...	3 min. 07.0 sec.
10th :	F. d'Orey (Ferrari 250 G.T.)	...	...	...	3 min. 07.3 sec.

PARIS IN THE AUTUMN—continued from page 882

justify the resultant cornering power. Where the fascination lies in the Dauphine to justify the eulogies that some people shower on them I have yet to discover, except that the Press Department and hospitality of Renault is second only to Daimler-Benz I am told, and only a mean b—— would be rude to such wonderful hosts. I tried a 4 c.v. Renault, the old original rear-engined baby-car, and though it needed working hard it was fun, like the 2 c.v. Citroën the 4 c.v. Renault has a definite sense of humour and I can be tolerant of its shortcomings. I also tried a competition version known as the Alpine Renault, and this buzzed merrily along, reaching around 90 m.p.h., but was completely spoilt by a gear-change linkage to the four-speed gearbox way at the back that was so bad I came to rest with a guilty feeling that I had broken something. However, after trying again and using lots of force it began to work after a fashion, but it was not a gear-change to use if you could get by in top gear.

This year the Show model D.B. Panhard coupé was available to drive, but still having vivid memories of the ride that Gerard Laureau gave me last year I refrained from driving it. It was like having been driven at ten-tenths by Moss in a 4.5-litre Maserati V8, you know any attempt you make yourself with the car will be pathetic in comparison; so I felt about driving the hot D.B. coupé, for Laureau had impressed me that a D.B. cannot be driven any closer to the limit, and it was incredible.

Returning to Montlhéry on the Sunday for the Coupe du Salon, the weather was still superb, so that sun-bathing made up for the rather dull race meeting. In the G.T. race Bianchi was a non-starter with Gendebien's Tour de France-winning Ferrari 250 G.T. having burnt a piston in practice, and Noblet broke his gearbox early on in the race, so the Swiss driver Schild had a walkover with his 250 G.T. In the 1,300-c.c. category Hicks and Lefebvre had a race-long dice with their Lotus Elevens, which Hicks won, though it looked like a sports-car race to me, as I think an Elite is the only Gran Turismo car that Lotus make, but maybe I am old-fashioned. The Formula 2 race had Schell, Lewis, Campbell-Jones and Henry Taylor finishing in that order in Coopers, after Taylor had dropped from second place with gear-lever trouble on the United Racing Stable's car, and a very slow Frenchman finished last. Bianchi crashed the Equipe Belge's Cooper on the first corner and Gibson retired his Cooper with a puncture, while the only non-Cooper in the race was Hick's early Lotus F.2, which went out with transmission trouble.

On the Monday morning, when the Porsche was headed out of Paris to complete the European season and return home, the sun was still shining and Paris in the autumn could not be bettered.

D. S. J.

Results :

COUPE DU SALON—Formula 2—26 Laps—163 Kilometres

1st : H. Schell (Cooper-Climax), 1 hr. 03 min. 57.4 sec.—153.451 k.p.h.
2nd : J. Lewis (Cooper-Climax).
3rd : J. Campbell-Jones (Cooper-Climax).
4th : H. Taylor (Cooper-Climax).
5th : R. Collomb (Cooper-Climax).
Fastest lap : H. Schell (Cooper-Climax), 2 min. 24.1 sec.—157.170 k.p.h. (*new record*).

MOSS WINS OULTON PARK £2,000 GOLD CUP RACE

STIRLING MOSS, driving Rob Walker's Cooper-Climax, won the International F.1 150-mile race at Oulton Park on September 26th. It was a race " International " in name only, because Volonterio, only Continental entrant, substituted Halford to drive Gould's five-year-old 250F Maserati, which failed to start, proving too slow in practice. It was a curious line-up, composed of Moss and Brabham in Coopers, Bristow, Wicken, Owen, Hart, Marsh and Raby also in Coopers, mostly with 2-litre or smaller engines, Marsh's having drum brakes, Salvadori's Cooper-Maserati, which was plagued by fluctuating fuel pressure in practice, Hill and Piper in Lotus cars, and a curious B.M.W. entered by John Brown, who did not get much further than the starting grid. The fire went out of the prospects when Bonnier's B.R.M. was withdrawn as insufficiently fast. However, Moss slashed the lap record well and truly in practice.

As the flag began to fall Brabham shot away, causing Rob Walker to enter a protest in favour of Moss. However, this protest proved unnecessary, because after five of the 55 laps Moss got past Brabham and ran away with the race.

At times Brabham closed on Moss, but always Stirling speeded up again, finishing with the Gold Cup. £2,000 and a mob of admirers surrounding the Sunbeam Alpine in which he made his lap of honour. He also set the Oulton lap-record to a rousing 97.64 m.p.h.

Brabham drove magnificently, taking corners on opposite lock and only one wheel to steer with, the other being many inches off the ground, while sometimes he hung his Cooper's tail out so far he raised clouds of dust, or even motored along the verges. But to no avail—he was 5.2 sec. behind at the end of the 150 miles. His jumped start was apparently due to clutch trouble.

The rest of the story is quickly told. Bristow emulated Brabham in a milder manner, never made a mistake, and brought the Yeoman Credit Cooper in third. Salvadori drove the far-from-fit Atkins' Cooper-Maserati with all his usual fire, to come home fourth, and Graham Hill was fifth, in spite of a shocking start in which he beat only the B.M.W. and a pit stop of 15 sec. on the third lap to report low oil pressure, which he had to contend with for the rest of the race. These positions held from lap nine until the end. But by that time only Moss, Brabham and Bristow were on the same lap, Salvadori being two down, Hill three and Tony Marsh, who led Hart, no fewer than four to the bad, down to Paul Emery in his tail-heavy Cooper-Maserati which nearly got shunted by Brabham on several occasions, who did only 46 laps.

Owen ran up the bank and shot across the course at Old Hall Corner and was out on the first lap, Wicken spun off at Esso Corner on lap six and retired, Piper's Lotus stopped for water, and so only eight finished, as follows :—

1st : S. Moss (Cooper-Climax) ... ... 1 hr. 34 min. 37.2 sec.—96.29 m.p.h.
2nd : J. Brabham (Cooper-Climax) ... 1 hr. 34 min. 42.4 sec.—96.20 ,,
3rd : C. Bristow (Cooper-Climax) ... 1 hr. 36 min. 14.8 sec.—94.65 ,,
4th, Salvadori (Cooper-Maserati), 53 laps; 5th, G. Hill (Lotus), 52 laps; 6th, T. Marsh (Coooer), 51 laps; 7th, D. Piper (Lotus), 48 laps; 8th, P. Emery (Cooper-Connaught), 46 laps.

Lap record : Moss, 1 min. 41.8 sec.—97.64 m.p.h.

Poor Brian Naylor crashed his J.B.W.-Maserati in practice and was considerably injured. Moss, who arrived in a small Ford, and all the other drivers did a lap of honour before the race seated in or on a team of smart new Sunbeam Alpines.

In the supporting races Jim Clark's Lotus Elite walked away with the 10-lap *Autosport* up-to-1,600-c.c. Series Production Sports Car Race, winning at 77.54 m.p.h. from two Elvas driven by wheel-sawing Meek and Ferguson, while in the classes Bob Gerard defeated Shepherd's Sprite, which has the engine out of Shepherd's fast A40. Vincent's Elite was second only to Clark's Elite and the Elvas vanquished a Twin-Cam M.G.

The over-1,600-c.c. race saw Dickie Stoop lead all the way in his Sebring Frazer Nash, winning at 76.73 m.p.h. from Mitchell's A.C.-Bristol, about which Jack Sears' Austin-Healey coupé could do nothing in spite of its greater engine capacity, although it led Class E at 76.59 m.p.h. from Sir Gawaine Baillie's 4.6-litre Chevrolet. Protheroe's XK120 lost a lap at the start but circulated fastest, at 77.9 m.p.h.

The meeting concluded with a spirited 19-lap closed-car race, easily won by Salvadori's 3.4 Jaguar at 76.68 m.p.h. from the XK120 and the Chevrolet. Foster's Twin-Cam M.G. won its class at 75.8 m.p.h. from Meek's Alfa-Romeo S.V., which recovered remarkably well from a nasty off-course excursion after being carved up by Blond's Jaguar. Another Jaguar, a Triumph and a Twin-Cam M.G. retired.

HARDMAN (RILEY) OF VSCC WINS *MOTOR SPORT* SILVERSTONE TROPHY AT N. STAFFS M.C. MEETING

FOURTEEN separate races were contested at the N. Staffs. M.C. Silverstone Meeting on October 3rd, under the blazing sun which has characterised the 1959 summer and autumn. In practice Shank's Austin-Healey 100 spun at Woodcote and finished up through the Paddock exit gate where another Austin-Healey 100 belonging to an official was standing. Both cars were considerably damaged and Steward " Lofty " England badly bruised. In future Shanks' car should wear a red ribbon on its tail.

Racing opened with Taylor in Smith's ex-Mallock Austin-Ford coming through fast to win a sports-car handicap at 68.65 m.p.h. from Venner-Pack's Speedwell Sprite and the Toucan. Fowler's old Aston Martin retired. A similar race followed, in which the very determined U.S.A. driver of an Austin-Healey, C. Jones, won at 68.43 m.p.h., and Wershat in the Lola commenced some grass-track racing which was widely emulated during the afternoon. Charnock brought his polished silver Alvis into second place. A very exciting finish was seen in the third of these handicaps, Bekaert making a bullet-like rush for the line so that his Lister-Jaguar dead-heated for third place with Ashmore's Austin-Healey, after Milne's H.W.M.-Jaguar—the original H.W.M.—had won at 70.56 m.p.h. from Randle's business-like Lister-Bristol. Next Wershat won the 1,172 race in Lola by a huge margin, at 72.25 m.p.h. and Mallock did likewise in " Simplicity " in the 750 race (63.54 m.p.h.).

Two sports-car scratch races were then contested together producing victories for Elwes' Sprite (68.59 m.p.h.), and Eden's Kieft-Climax (76.37 m.p.h.), the latter very easily defeating the rest and Green (Fairthorpe) recovering well from a high-speed spin. The Speedex E.S.T. retired. Meanwhile sheep had invaded Silverstone, which caused someone to remark that these weren't the only sheep seen on the course that day!

The delay over, F. 3 racing cars were given a ten-lapper, Pitcher's Cooper-Norton leading until it retired on lap six, whereupon young Fenning drove steadily to a runaway victory at 73.61 m.p.h. in his Cooper, encouraged by signals from his father. A long way behind Parker and Rodgie duelled for second place in their Cooper-J.A.P.s. The MOTOR SPORT Elimination Handicap was closely contested, Mallock taking four laps to close on Scott's fast Minx saloon, the back markers then coming through with a rush, Mallock being beaten by his old " special," which won at 70.39 m.p.h., the Lola, the Playford-M.G., and several others. Randle's Lister-Bristol had an easy win from Porter's A.C.-Bristol in the up-to-2,700-c.c sports-car scratch race, at 74.03 m.p.h. and this time the U.S.A. driver spun (how long do his tyres last ?), as did Leach on the last lap, his TR2 driving off in the path of Duggan's Morgan—more grey hairs!

Bekaert showed his mastery of Silverstone Club racing by whistling the Lister-Jaguar in the winner of the Formule Libre race at 81.9 m.p.h., although fastest lap was shared (at 84.88 m.p.h.) by Taylor (F. 2 Cooper) and Twisk (F. 2 Cooper) as they battled for second place. Conyer's remarkable Austin, which is the old Bond 500, now with A35 engine enlarged to 996 c.c. inclined and set across the frame driving the front wheels (we seem to have heard of this before!) through a motor-cycle gearbox, retired.

The unlimited sports-car race caused great excitement, because Bekaert retired with a blown gasket after lapping at 84.14 m.p.h. and Maggs' Tojeiro-Jaguar went wide at Woodcote on the run-in, Mould's Lister-Jaguar accelerating over the line beside it, we should have said to win—but the harassed officials declared a dead-heat, at 79.91 m.p.h. Johnson indulged in more grass-track racing in the Halton-Tojeiro and Ashmore performed some wonderful evolutions in his D-type Jaguar, cheerfully indicating that all was under control.

The MOTOR SPORT Final for the Silverstone Trophy and £75 then started, with a big field in spite of the absence of Bekaert, and although Hardman's 1½-litre Riley Special, which had qualified at the V.S.C.C. Meeting last April, built up a big lead, winning at 67.25 m.p.h., Charles Bulmer's handicapping skill came into full effect for second place, the Lola somehow getting through from a solid wall of cars rushing all ways round Woodcote, the Playford-M.G. third. Fastest lap was made by Lee's C-type Jaguar, at 79.3 m.p.h. After the prize presentation and the " bubbly," Fenning's F. 3 Cooper won the racing car handicap by a very comfortable margin, at 73.99 m.p.h. and the closed-car scratch race, divided into up to and over 1,000 c.c., produced as winners Parkinson's A35 (62.51 m.p.h.) and Harding's M.G. Special (68.43 m.p.h.). This full day's sport made a *grande finale* to the 1959 Club Silverstone season.

DRIVING THE NEW FORD ANGLIA

THE Ford Motor Company staged a red-letter, or should I say a five-star, day for British journalists on September 23rd, when we were invited to the Crystal Palace to see and try the three new Ford small cars—997 c.c. o.h.v. four-speed Anglia and Prefect and 1,172 c.c. s.v. three-speed Popular. For this purpose a greater area had been put under canvas than ever before in the U.K., and thus Dagenham could greet its guests in a gay lounge of vast dimensions and lunch them in an even more imposing dining-hall, while outside in the sunshine every conceivable Ford car and commercial vehicle was displayed, including a selection of historic vehicles which have carried the illustrious name of Ford since the era of the model-T.

The morning was occupied with an introduction of " The World's Most Exciting Small Car " during which the Ford Motor Company saw fit to stage a comic sketch wherein a confirmed Volkswagen enthusiast is introduced to the new Anglia and made to realise what a relatively inferior car the VW is when compared to the 1959 Ford. This is surely the very first occasion on which a manufacturer has shown the product of a rival alongside his own new product. Ford thereby displayed publicly the fear they have of Volkswagen competition throughout the World and thus paid Wolfsburg the finest possible compliment . . . !

During this skit the Ford publicist lost no time in showing that a VW " bonnet " is sometimes reluctant to prop itself open and is of flimsy construction but carefully avoided reference to the relative purchase price, engine life and tyre longevity of the two products! He quoted the new Anglia as beating the VW on the following counts : m.p.g. 43 against 38; 0-60 m.p.h. in 30.5 sec. against 32.4 sec.; 30-50 m.p.h. in top gear in 16 sec. against 22 sec.; 46 in. leg-room against 42½ in. and 50/50 weight distribution against 44/56. These performance items I shall check with interest when testing the latest Ford but to discuss them at length would be as petty as was this attempt by Ford to " take the micky " out of a well-proven, low-price design. Another stunt, as improbable as the other was indiscreet, was seen when 14 hefty lads emerged from the Anglia to demonstrate the generous capacity of its body and boot!

After what some would describe as the " bull " was over, and lunch had been partaken of, we were able to drive various Ford Anglias round what was virtually the pre-war Crystal Palace circuit, which involved starting on a brief straight, flinging the car through a very choice right-hand bend, on through the snake without lifting off, round a sharp right-hander, and up to some 55 m.p.h. along the top straight. It was then necessary to brake hard and select second gear for a right-hand right-angle, after which all the road could be used, inner rear wheel lifting and spinning, through another snake, which was followed by a rough approach to a left-hand bend leading to a downhill sweep from which a right-hand curve led back to the bottom straight. The big selection of Anglias had been hard at this for several previous demonstrations but the only casualties we observed concerned a punctured tyre, two minor prangs and an engine failure. The better drivers were lapping in 1 min. 36 sec., remaining in second and third gears throughout.



ASSESSING THE STABILITY of the new Ford Anglia. The Editor of MOTOR SPORT *taking Ramp Bend on the Crystal Palace circuit at speed in Dagenham's highly promising o.h.v. four-speed small car.*

The new gearbox, controlled by a rigid central lever, is a delight to handle and the exciting " oversquare " engine has an exceedingly light throttle to which it responds admirably. Maximum in second gear is a speedometer 40 m.p.h., with considerably more than 60 available in third. The typically Ford two-spoke dished steering wheel controls rather dead, light steering. The steering tendency is faint understeer, almost a neutral action, until quite pronounced roll induces some oversteer. The rear end breaks away first but tyre scrub provides a damping effect so that with the existing 39 b.h.p. it is impossible to make the tail come round very far. Indeed, the outstanding impression is of the really excellent control afforded from soft, comfortable suspension. The brakes faded surprisingly quickly, and in some cases also tended to grab, but it must be remembered that continuous " lappery " of such a short and sinuous circuit is very hard on drum brakes and these Anglias had had plenty of this treatment.

Ford are very anxious not to introduce anything smacking of " gimmickry " and the only startlingly new aspect visible on the Anglia is the reverse-angle rear window. This has the advantage of allowing the maximum possible opening of the luggage-boot lid, apart from the more important advantages outlined in MOTOR SPORT last month, but it does do away with a parcels' shelf behind the back seat. However, there is a full-width under-facia shelf and a particularly deep sensibly-inclined facia well, with lockable lid on the de luxe model. Another good feature is the provision of two steering-column stalks, the left-hand one for flashing the headlamps, the right-hand one actuating the horn. Visibility from the driving seat is excellent, with notably slender screen pillars.

I was able to chat with Mr. Vic Mould, Ford's Test and Development Executive Engineer, and was interested to learn that apart from trying many competitive cars, such as VW, Renault Dauphine, etc., the Ford Motor Company has experimented with various suspension systems, including different forms of i.r.s. They make the significant point that they are not opposed to i.r.s. but do not consider that *a system built down to the cost-level of an inexpensive car* gives any advantage over their revised rigid-axle ½-elliptic layout, nor could it be made anything like robust enough or quiet enough to meet Ford's exacting standards. The new Anglia has longer ½-elliptic rear springs with a minimum of leaves, a damper leaf being fitted to control axle movements when the car is lightly laden, as opposed to the more usual attempt to provide increased stiffness under full load. MacPherson i.f.s., which has much to recommend it, is retained but the new layout has the same periodicity front and rear, yet it is said that this has not induced pitching. Judder as the drive takes up has been eliminated.

On the subject of Ford's exciting new 997-c.c. engine with its extreme " oversquare," Mr. Mould said that he purposely built an engine of the same swept volume but with smaller bore and longer stroke before passing the new engine for production—this experiment showed no improvement over the new unit, which obviously has all the advantages of a short-stroke engine without any accompanying disadvantages. Already Formula Junior and other competition exponents are contemplating the very considerable degree to which this new Ford engine should be capable of being tuned. Perhaps Ford has similar ideas, for there appears to be a big margin of safety both in the major engine components and in those of the new four-speed gearbox. Meanwhile, I hope to publish a full road-test report on this new Ford Anglia in the December issue.—W. B.

Footnote.—Already one of Mr. Fastnedge's young ladies has appeared posed beside the new Ford Anglia, associating it with Roman sandals, slacks and a thick, long-sleeved woollen sweater. Both car and girl are " worth looking at " and remind us that the latest Ford has Smith's instruments on its facia.—ED.

M.G. RECORDS AT UTAH

Following the successful record attempts by the Austin-Healey Sprite at Utah, the supercharged M.G. EX-181 was taken out by Phil Hill to attack Class E (up to 2,000 c.c.) records.

The record for the flying kilometre was set at 254.91 m.p.h. and that for the flying mile at 254.53 m.p.h. Other records taken by Hill include the flying five kilometres at 232.97 m.p.h., the five miles at 238.36 m.p.h., the 10 kilometres at 234.49 m.p.h., and the 10 miles at 191.03 m.p.h. which is rather a drop on the 10 kilometres speed, suggesting that some trouble intervened, but full details of the run have not yet filtered back to Britain.

The record attempts were delayed for some time owing to the state of the Bonneville Salt Flats after some days of torrential rain.



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This, a more powerful successor to the Rover 60, has the new Rover 4-cylinder 2¼-Litre engine. All-round performance has been substantially improved. Like its predecessor, the '80' is a remarkably capable, even-tempered car with a strong appeal for those who seek really comfortable, reliable family motoring. Front wheel disc brakes are standard equipment.
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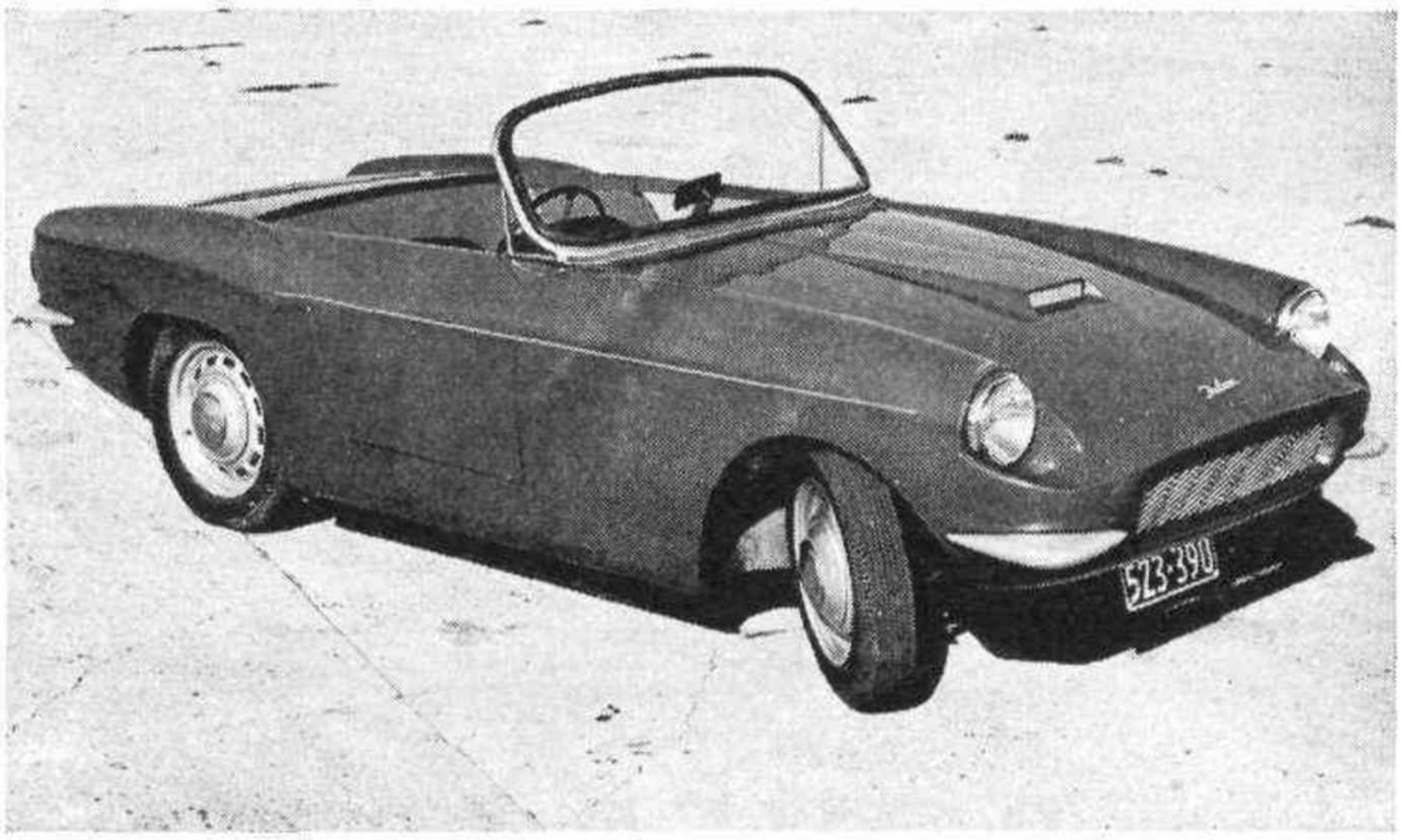
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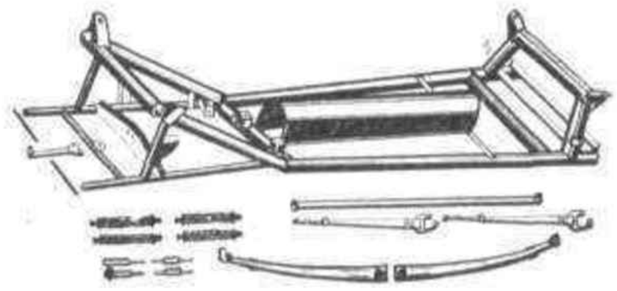
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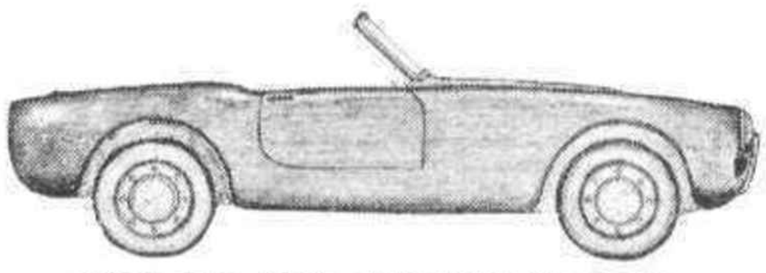
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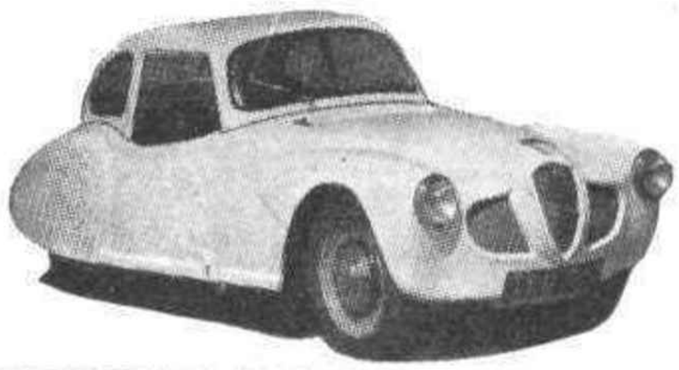
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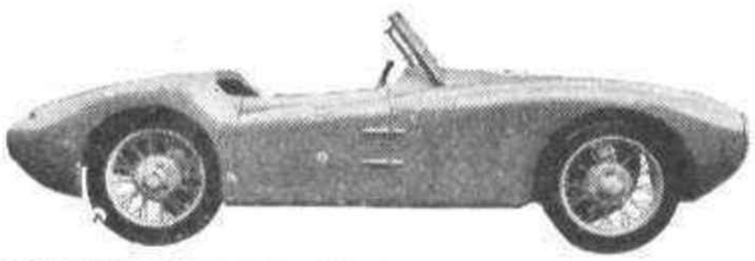
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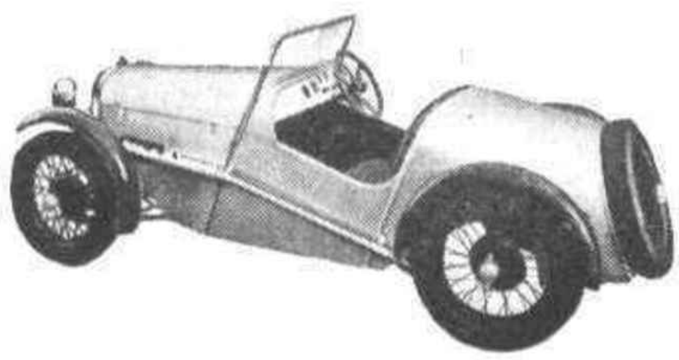
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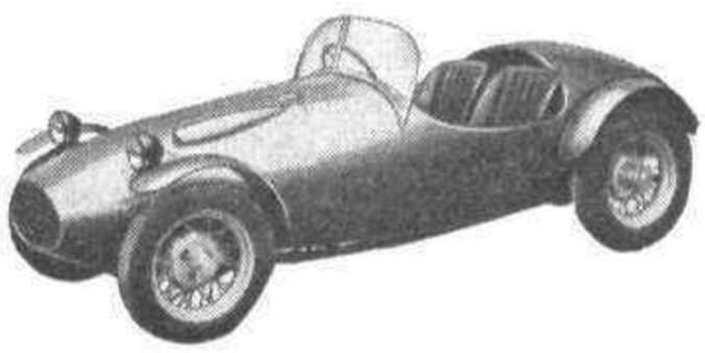
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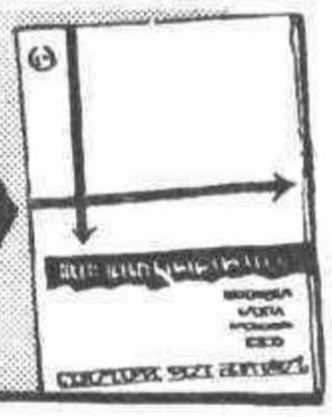
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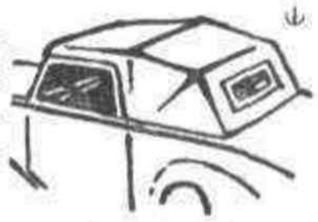
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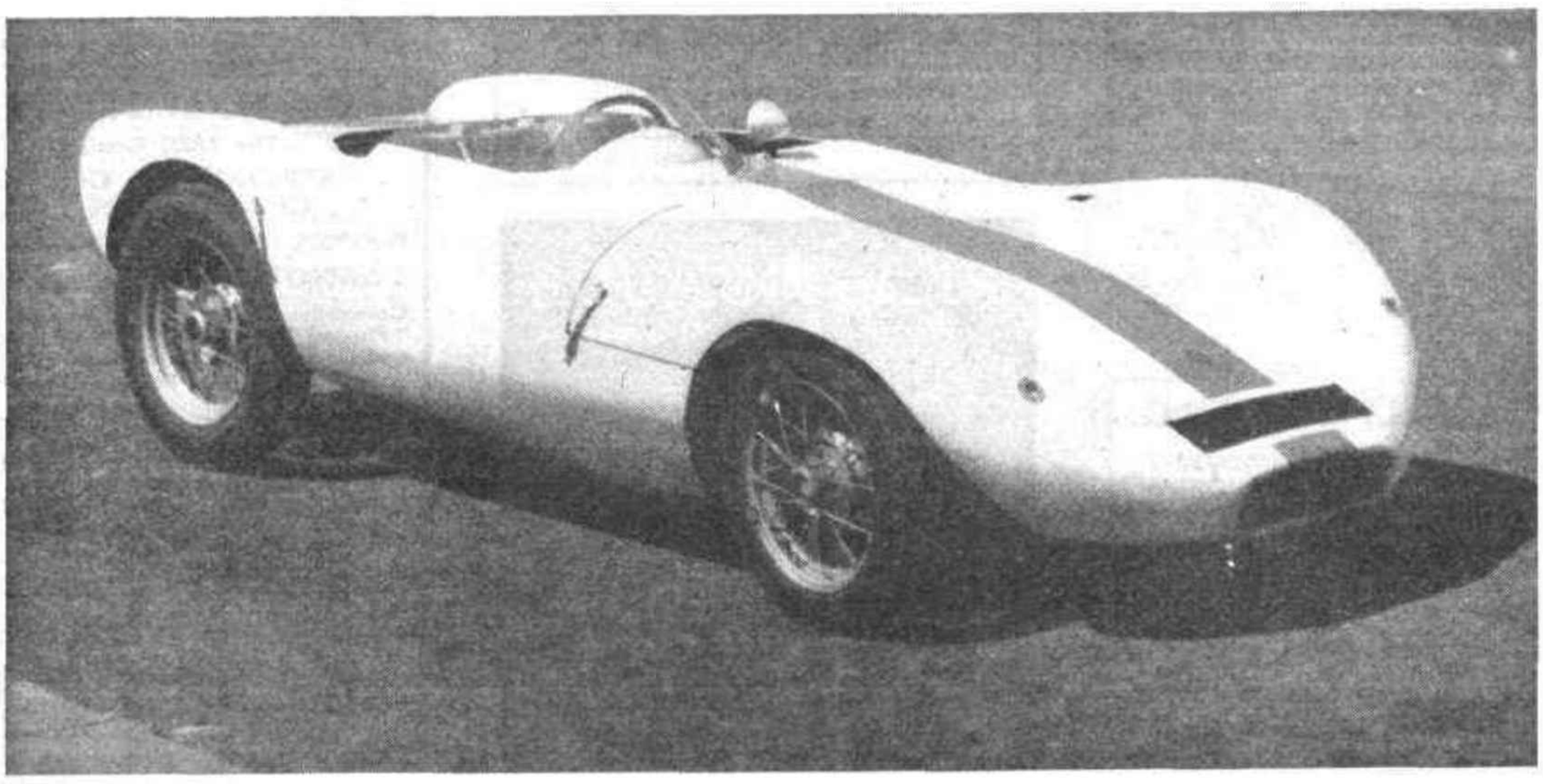
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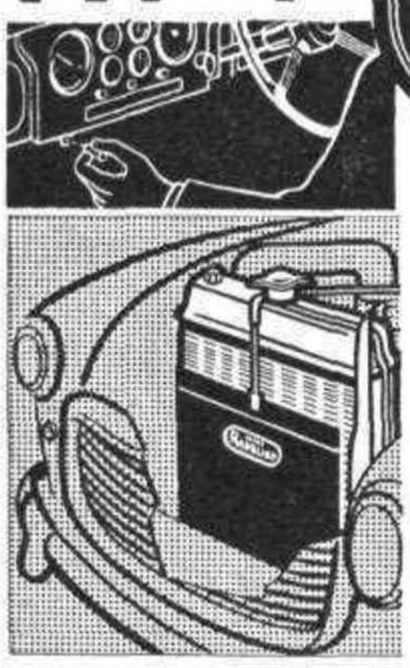
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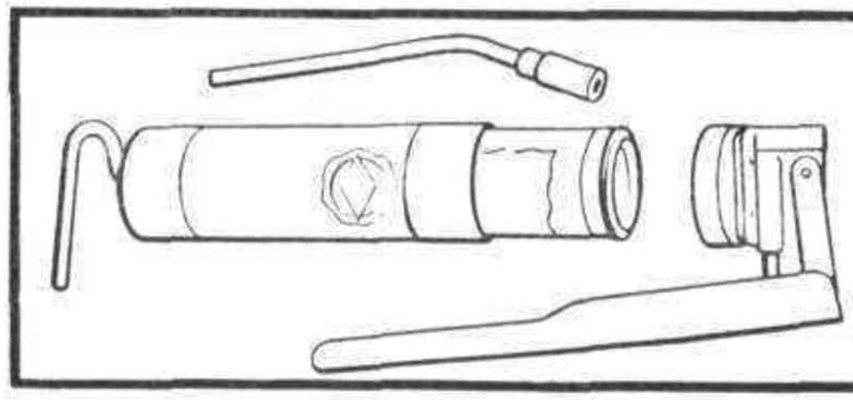


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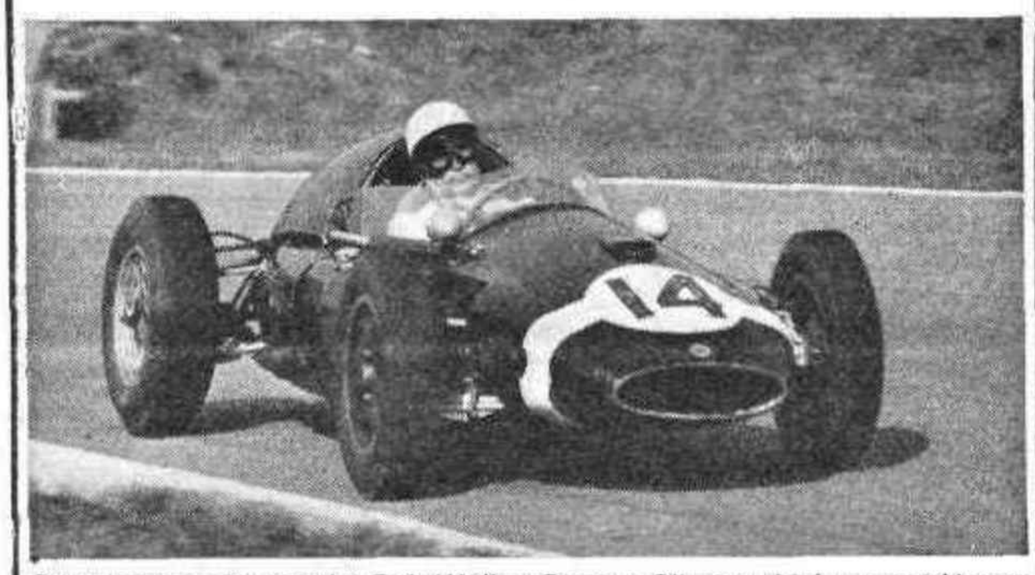
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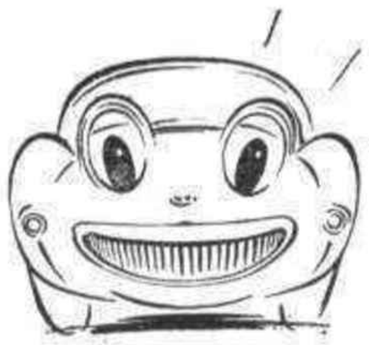
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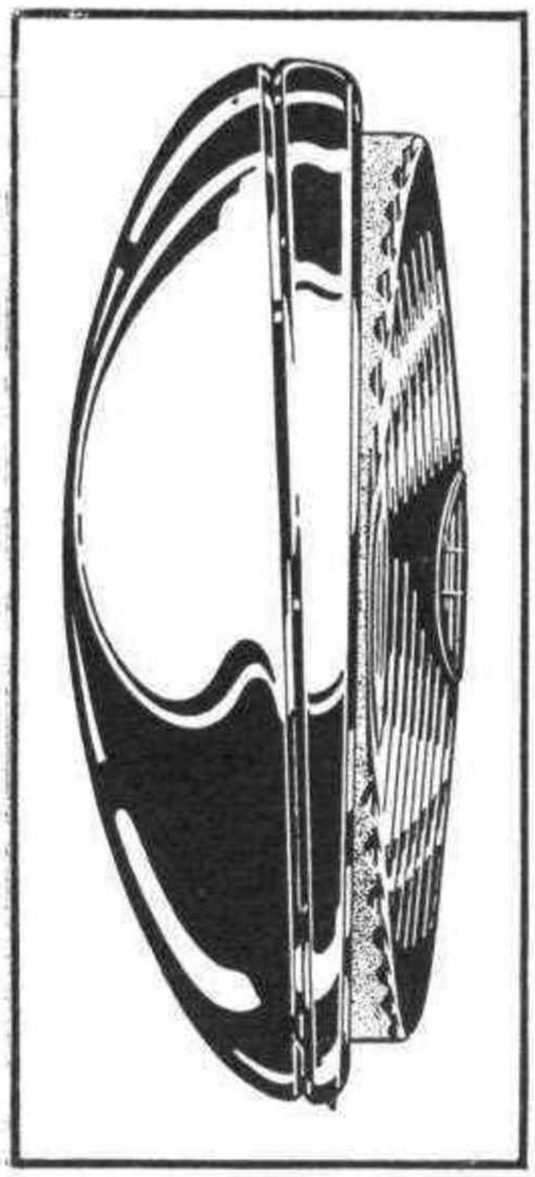
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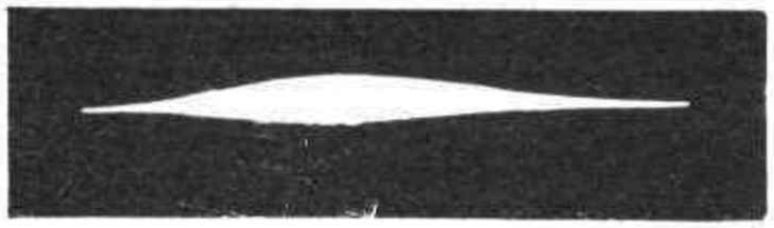
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FAR FROM HOME.—Proof that vintage cars provide reliable transport is endorsed by this picture of Michael Bullett's 1929 Alvis Silver Eagle beetleback on the Riviera, to which it had been driven from Le Mans in the course of a 3,000-mile trouble-free tour last summer. This included covering 500 miles in a day to catch the boat home—and the Alvis carried no spares and needed none.

50TH ANNIVERSARY MODEL-T FORD RALLY

THE first model-T Ford, the car which opened up the back routes of the American continent, appeared in 1908 but production did not get into its stride until 1909, leading to a run of over 15-million of these remarkable cars, all with transverse springing, two-speed foot-controlled epicyclic transmission, ignition by flywheel magneto and trembler coils, hand throttle and rear-wheel brakes.

It was a happy idea of Lord Montagu's to organise an anniversary rally for model-Ts at the Montagu Motor Museum on " Battle of Britain " Sunday.

On this beautiful day 24 model-T Fords assembled in a special enclosure to take part in a Concours d'Elegance and later a parade through the grounds of Palace House. They ranged from two 1911 tourers to the well-known 1926 Wall's 1-ton ice-cream van. Most of the cars were beautifully turned out but Hammond's 1911 model had obviously seen hard service, although its scruffy appearance was offset by the smart sunshade used by its lady passenger.

The entry was divided into " brass," " black " and " commercial," brass implying the pre-September 1916 square-radiator cars, black the later vehicles, although these included some with plated and one with a replacement radiator. In fact, a dozen pre-1919 Fords were present, excluding Stay's 1923 van which masquerades with a square brass radiator.

Almost every class of body except the two-seater was represented, E. Stevens' 1920 sedan with one door on each side serving as access to front and back compartments, aided by fully-folding front seats, being particularly choice, while G. Stevens' 1-ton open-sided butcher's van was very nicely lettered. Examination of the assembled model-Ts brought back memories of notable changes in specification down the years. Thus the earliest cars had gas headlamps (in some cases with electric conversion) and oil side lamps, the latter persisting into the 'twenties on the commercial vehicles, and three of the oldest models present had the wooden coil box, although Hammond's 1911 car appeared to be unauthentic in this respect, as it used the black metal box which didn't appear until 1913. It was encouraging to find that only three engines had the h.t. magneto conversion and that nearly all retained the flywheel magneto, while the majority appeared to be on the correct trembler coils, which, incidentally, Ford still manufacture! If some of the coil boxes above the feet of the front-seat occupants concealed modern h.t. coils the fact wasn't broadcast!

The model-T was essentially a utilitarian vehicle, although one made of first-class materials, so that doors were rare (although two four-door tourers were present), only a few had speedometers, fewer still self-starters or dynamos, and many were equipped with those insignificant dull black oil side lanterns. A pleasing feature was the designation of the total mileage reading on some of the early Stewart as " season's mileage," that on English's 1913 tourer standing at 16,107 miles. Cobbing's interesting all-weather, entered as a 1922 model but more likely 1926 by reason of its coil box being mounted on the engine, had only just been unearthed. It was in splendid fettle and had run only 7,086 miles since new. It was very well equipped, even to a proprietary steering wheel arranged to slide upwards to facilitate entry to the driver's seat. Most of the Fords arrived under their own power, E. Stevens' 1920 sedan all the way from Plymouth, while Brewster's 8-cwt. 1922 van* was driven 105 miles to Beaulieu and Watts' 1922 yellow rear-entrance 'bus travelled slowly up from Gloucestershire. On the other hand, Irving Cosgrove's 1915 landaulette lives in the Museum.

The details of the Fords which celebrated model-T's 50th anniversary are so interesting that we publish a table on page 870 giving some further details, from which the experts will be able to judge which cars were fully authentic.

In his speech of welcome Lord Montagu said he hoped a model-T Register might be formed and certainly there must be a great many more of these immortal vehicles which did not appear at Beaulieu on September 20th—the writer recalled six which existed in the London area alone within the last year or so. A distance rally in which unrestored specimens could compete without shame might bring forth a larger collection. But this Anniversary Rally was indeed a happy occasion, watched by an enthralled crowd as the Fords groaned and whirred over the gracious lawns before Palace House for the presentation of prizes. As we were jolted along in the back of the Museum 'bus the mind went back readily to an age when model-Ts rolled along the dusty, deserted lanes of an England *sans* concrete, *sans* kerbstones, *sans* hideous lamp-posts, when country was sharply divided from town, an age devoid of the hustle, the bustle, and the artificiality of today.

Another anniversary which Lord Montagu of Beaulieu had not overlooked was that commemorating the Battle of Britain, and it was a splendid gesture that during the afternoon the engine of the Museum Supermarine Spitfire fighter was started up (by F. M. Wilcock, its former owner) and a wreath laid on it by Group/Capt. Ford in memory of " The Few " who won our freedom in those pugnacious aeroplanes.—W. B.

*[Surely 7 cwt. when I was a boy?—Ed.]

Results :

Ford Cup (best model-T present) : V. E. Brewster (1922 8-cwt. van).
Montagu Cup (best brass-radiator model) : E. C. Preater (1915 tourer).
Martini Cup (best black-radiator model) : E. W. R. Stevens (1920 sedan).
H.C.V.C. Cup (best commercial model) : R. Stay (1923 8-cwt. van).

V.S.C.C. MADRESFIELD RALLY (September 13th)

First-Class Awards : D. Walters (1930 Riley), L. Hardy (1926 Delage), A. E. Alexander (1926/9 Frazer Nash), Lt.-Cmdr. Dymock-Maunsell (1934 Rolls-Royce), W. Bradley (1934 Frazer Nash) and S. A. Beasley (1937 H.R.G.).

Second-Class Awards : D. A. Newbury (1929 Standard) and C. Clutton (1928 Bugatti).

Third-Class Award : A. D. Jones (1929 Austin).

Special Awards :

Best Edwardian : F. Smith (1914 Darracq).
Best Closed Car : L. Hardy (1926 Delage).
Best Frazer Nash : W. Bradley (1934 Frazer Nash).
Best Light Car : A. D. Jones (1929 Austin).
Best Rolls-Royce : Lt.-Cmdr. Dymock-Maunsell (1934 Rolls-Royce).
Concours Winner : J. C. Broadhead (1924 Vauxhall).
Best Private Team : W. Bradley, D. P. Harris (Frazer Nashes), and S. A. Beasley (H.R.G.).
Regional Team Markings : South, 418; S. West, 391; Midlands, 380; North, 333½.

Future V.S.C.C. Fixtures are the Northern Trial on November 28th, and a Show of Colour Transparencies at the Freemasons' Arms, Hampstead, at 7.30 p.m. (approx.) on October 29th.

V.S.C.C. PRESTEIGNE WEEK-END (October 3rd/4th)

Presteigne Trophy : J. W. Rowley (1927 Vauxhall).
Class I : First-Class Award : F. Smith (1914 Darracq). **Second-Class Award :** C. J. Bendall (1912 Austrian Daimler).
Class II (Regularity) : First-Class Awards : A. C. M. Millar (1925 Sunbeam) and H. Clarke (1925 Alvis). **Second-Class Awards :** M. E. F. Howarth (1925 Lancia) and D. R. T. Dighton (1928 Humber). **Third-Class Awards :** G. Nicholson (1929 Lancia) and R. F. D. Bradshaw (1930 Lea-Francis).
Class III (Trial) : First-Class Awards : G. G. McDonald (1930 Bentley), S. R. Waine (1930 Alvis), D. P. Harris (1926 Frazer Nash) and J. M. Hinchliffe (1930 Ulster Austin). **Second-Class Awards :** D. K. Brown (1926 Alvis), M. B. Bullett (1929 Alvis), C. W. Morgan (1930 Austin) and R. G. Winder (1923 Austin). **Third-Class Awards :** J. Berrisford (1925 Alvis), H. Spence (1930 Lea-Francis), W. H. Blunt (1923 Rolls-Royce) and F. E. Day (1929 Bentley).

The course was, of course, completely dry and there was an entry of 73, a record.

A USEFUL PRESENT

Those who are about to break the news to the wife or girl-friend that " I shall be late again at the Show tonight, dear," may find the " Classic Car " brooches made by Richard E. V. Gomm, 63, Ford Street, Hockley, Birmingham 18, useful objects of appeasement. They are available with attractive 1927 Type 35 Bugatti and 1959 F.1 Ferrari motifs, in jewellers' enamel, and F.1 Cooper and other cars will be added in due course. These brooches cost 4s. each, and key-chains are also available, at 6s. each.

Between November 1959 and April 1960, Mr. C. John Coleman is to attempt to drive overland from Buenos Aires to New York, a distance of approximately eight thousand miles, in a 1925 Austin Seven Chummy. His route will embrace fourteen countries—Argentina, Chile, Peru, Ecuador, Colombia, Venezuela, Panama, Costa Rica, Nicaragua, Honduras, El Salvador, Guatemala, Mexico, and the United States of America.

This enterprising trip in a vintage car is being sponsored by the Montagu Motor Museum, to whom the vehicle is on loan, and the car will be displayed at Beaulieu on completion of the journey. They consider this is a particularly opportune moment for such a venture, coinciding as it does with the introduction of an entirely new and advanced Austin Se7en. In addition to the Museum's sponsorship, several British commercial firms are lending active support. Mr. Coleman's car is a very largely original example with no modern components incorporated.

* * *

Vintage Morgan three-wheelers seem to be emerging from obscurity. The example we referred to recently as in process of restoration turns out to be a 1914, not a 1913 model; a 1926 air-cooled s.v. J.A.P.-engined Morgan exists at a garage in Wales and is likely to be tidied-up; we believe a very early Family Morgan with a broken starting-handle bracket and modified bonnet is still tucked away in a shed on the South Coast; and another extremely early air-cooled side-valve touring two-seater was encountered—believe it or not—motoring healthily round Hyde Park Corner a few days ago.

* * *

A reader has sent us two pictures of a disc-wheeled 14/40 Vauxhall two-seater, of which he believes the Reg. No. was XW5863. If the present owner of this car would like these pictures we should be pleased to forward them.

* * *

We hear that two more of those vintage sleeve-valve Daimlers with bodies in the form of Bass bottles, like the one in the Montagu Motor Museum, are rotting away in Burton-on-Trent, and that a Bullnose Morris van is still delivering the daily bread in a Suffolk village.

* * *

Information is requested about Speedwell and Leader cars by a reader who has acquired a bare chassis and axles of each of these makes, the former about 1902-3, the latter about 1905-6. Both are in very poor condition but our correspondent would like to restore one of them, preferably the Speedwell, and would appreciate any data that is available and is willing to pay for photographs of complete cars.

* * *

Cars worth investigating, according to reports sent in by readers, this time include an early Bullnose Morris-Cowley and a later example, *circa* 1925-6, in Pembrokeshire, where in a scrap-yard there is also said to be a Lagonda LG45 in good order but without a body, and also the remains of an Alvis Speed Twenty-five. In London a rather sad Beardmore taxi, *circa* 1922, still runs occasionally about a private yard, and of many Trojan vans broken up recently in Lincolnshire one is believed to remain whole. Then the sorry remains of another Bullnose Morris are reported from a village near Lincoln, where an ancient lorry of unknown make also resides. We also hear of two Austin 12/4s converted to trucks and some other old cars in Worcestershire which may be for sale.

The record summer has brought out vintage cars, which are normally encountered infrequently on our roads. Thus we noticed a Trojan purring along Surrey lanes in the sunshine of a Sunday afternoon, encountered a 9/20 Rover tourer in Thame market-place, and have noticed with interest the open-air rebuild of an 11.9 Humber saloon taking place in a Chelsea street.

* * *

If anyone is in need of them, rumour reports some model-T Ford engines still in their crates and some vertical-drive dynamos for M-type M.G. Midgets at a Surrey garage.

VINTAGE POSTBAG

Sir,

I have recently acquired a Hupmobile Eight, believed to be first registered in 1921. Three years ago, when it was used by an undertaker, it was said to be faultless and immaculate. Since then it has been stored in a scrap metal dealer's shed, and has suffered some superficial deterioration. I hope to restore the car, and should be grateful if you could tell me where to obtain information about the works. Was a handbook issued, and is it obtainable ? The engine number is 53002, car No. E 6049. Amongst interesting features are a windscreen which slides open vertically; a delightful wooden steering wheel; twin windscreen wipers which traverse horizontally; steel disc wheels; fitted flower vases, and blinds on all windows in rear compartment.

Your advice would be much appreciated.

I am, Yours, etc.,
Bewdley. EDWARD BENBOW.

* * *

Sir,

I thought you might like to pass on to readers interested in veterans the following information. Anyone restoring a veteran car and in need of lamps could not do better than to contact Messrs. Beckwith & Son of Old Cross, Hertford. While on a visit there recently to their many showrooms I came across an un-named pair of brass oil headlamps, a pair of brass oil or acetylene headlamps by Ducellier of Paris and also an enormous headlamp reputedly from a 1905 Peugeot brought new by a Hertford doctor. Besides these finds, there were many other types of carriage lamps of all ages.

I cannot at the moment aspire to a veteran but I have done the next best thing—I run a 12/50 TJ Atlantic Alvis saloon. I use the car for all purposes and find it admirable. I should also be pleased to hear from any reader who uses a 12/50 for everyday transport. It is always of interest and often of use to swap notes as to performance, economy, etc.

I am, Yours, etc.,
Nazeing. L. W. BROOKS.

* * *

Sir,

The letter from Mr. E. J. Dawes in the September issue about Renault cars contains two inaccuracies : the 17.9-h.p. model was a four-cylinder, and the next smallest model was a four cylinder of 13.9 h.p.

These models were in reality relics of the Edwardian era. The 13.9-h.p. model (75 by 120 mm. bore and stroke) had a fixed cylinder head with valve caps screwed into the head, compression taps, etc.; the carburetter was of Renault make, the dynastarter on the front of the crankshaft Ducellier. The clutch was an inverted cone lined with leather, the three-speed gearbox being rigidly attached to the front end of the torque tube as in some of the Armstrong-Siddeley models, springing was by ½-elliptics at the front, and a transverse ½-elliptic at the rear.

The performance of this model was not brilliant, and 30 m.p.h. seemed to be its happiest speed. The ride was very comfortable, aided by Michelin Bibendum tyres, and the coachwork was well made and commodious, with several good features such as the recesses in the valences for battery and toolbox.

This range was replaced by the 9/15, 14/45, and 21-h.p. models, though the 45-h.p. model lingered on a bit longer.

I am, Yours, etc.,
Boston, Lincs. R. F. LAWRENCE.

* * *

From Lord Montagu of Beaulieu

Sir,

I am currently working on a book which will deal with the story of a number of British makes of private cars which are no longer produced. Amongst the makes about which I hope to write in detail are the Lanchester, Jowett, Albion, Arrol-Johnston, Argyll, Arrol-Aster, Aster, Star, Clyno, A.J.S., Guy, Crossley, Silver Hawk,

Invicta, Railton, G.W.K., Burney Streamline, Marendaz Special, Trojan, Leyland Eight, Lea-Francis, and Squire.

If any readers have specialised knowledge, photographs, or first-hand experience of these makes, it would be much appreciated if they could get in touch with me, through the Editor.

I am, Yours, etc.,

Beaulieu. MONTAGU OF BEAULIEU.

* * *

Sir,

While a friend and myself were recently touring Devon in my 1929 Triumph Super Seven tourer, we witnessed a sight which many readers might (or might not) find difficult to believe.

It was on Porlock Hill. We were following a new Ford Consul. As we rounded the hairpin bend the Consul just stopped, forcing us to do likewise. Amidst a smell of burning clutch, the driver tried to restart but could not, and had to roll back to the edge of the road. We then restarted without undue difficulty and, farther up the hill, noticed another Consul, bonnet up and driver peering underneath in despair. Still farther up, wedged in against the hedge, was a new Ford Zodiac, with large quantities of water issuing from it. We then passed a long line of tin travelling boxes, with bonnets up, cooling off, and continued our way to Lynmouth without trouble.

Incidentally, we reached Lynmouth in ten hours from London, including meal breaks and a long stop *to refill the worm-drive rear* axle, which had all but seized about fifty miles from London, through an oil leak, at Marlborough.

I am, Yours, etc.,

Wood Green. M. L. GATRELL.

* * *

Sir,

With reference to Mr. Goddard's enquiry about the Gwalia car, I can throw a little light on the matter.

The general layout was typical of light-car practice of the time, but (and this is why it sticks in my memory) the suspension system bore a remarkable resemblance to the 2 c.v. Citroën The (rigid) axles were mounted on bell-cranks, leading arms for the front axle, trailing arms at the rear, pivoted at the ends of a whippy channel section frame. The other, shorter, arms of the bell-cranks were attached to long tension coil-springs running beneath the frame.

Whether front and rear springs were interconnected escapes my memory; it is more than twenty years ago that I read the book. As far as I can recall no dampers were fitted, so probably a large packet of " Kwells " was part of the equipment. The very long coil-springs would have a very low frequency, and with no inherent damping as one would get with leaf-springs, the ride would have been decidedly " boulevarde."

I think the engine was a water-cooled " four," but I can't remember any other details. Perhaps these few notes may stimulate someone else's memory.

Now a query of my own. Does anyone know any details of a gas-turbine aero engine built in—wait for it—1909 ? I possess a copy of " The Aero Manual," published by Temple Press in 1909, and it contains an advertisement of a firm called E. Lamplough & Sons, of Willesden, N.W.10, which refers to their " Patent Positive Explosion Turbine Engine." This really intrigues me, and I would love to know some details.

Incidentally, this Aero Manual is one of the most interesting books in my collection, and contains reprints of two papers by the Wright Brothers on their gliding experiments (they knew by observation quite a lot of things about soaring flight which have only recently been re-discovered), descriptions and handling notes on most aeroplanes and engines currently available; a comprehensive historical section, and some very strange theories on how and why aircraft fly.

Congratulations on keeping going during the printing dispute.

I am, Yours, etc.,

Wolverhampton. JOHN COOMBES.

[By a curious coincidence I, too, came across a reference to this Lamplough gas-turbine aero engine recently. But I am still puzzled *by a rotary aero engine with a rotary valve above each cylinder* which I discovered in a garage of a house near Thame some years ago.—ED.]

* * *

Sir,

I was pleased to see the reference to the big i.o.e. racing Itala in your August issue.

I am afraid though, that the car now at Beaulieu is not the 1905 St. Petersburg-Moscow machine, but the car with which Cagno won the 1907 Coppa Florio Race at Brescia in 1907. A photograph published in *Car Illustrated* for October 21st, 1908, shows its then owner, Mrs. Edgar Thornton, at the wheel. While we are still awaiting definite confirmation from Commendatore Cagno, who has been sent photographs of the Itala as she now is, there can be little doubt of the car's identity, especially as Mr. Gunning, who worked on the car many years ago, remembers seeing the name " Cagno " painted on the underside of the seat cushion.

Incidentally, the car is not the Museum's property, but has been very kindly loaned to us by Mr. Frank Cheverton, the present owner.

I am, Yours, etc.,

MICHAEL SEDGWICK,

Beaulieu. Curator, The Montagu Motor Museum

PETERBOROUGH M.C. SILVERSTONE MEETING (Sept. 19th)

PETERBOROUGH M.C. officials had a very busy day, because they had a programme comprising two half-hour high-speed trials and races totalling 82 laps. In the second trial a TC M.G. rolled over at Copse and the event had to be abandoned after 20 minutes to enable the ambulance to cross the track, the driver having received chest injuries. Then a competitor came out too late to the start in one of the races, so the obliging officials ran it again for his benefit. They even wanted to run the trial off again but mercifully the Stewards refused. We certainly had a long day's racing !

The vintage event was won easily by French's lightly-handicapped Austin Seven " Simplicity," which was driven by Mallock, only the officials hadn't noticed. This was fine, except that " Simplicity " isn't vintage. Purcell's very smart " Brooklands " Riley Nine, which gave Mallock 15 sec., was second. The saloon-car handicap was nearly won by Epstein's A35 van but Jones' very hot Ford Prefect got by coming down to Woodcote a lap from home, only to be passed by Barnes' Alta-head 918-c.c. Morris Minor tourer with drop bonnet, Wright's Ford, Davy's A35 and Mansfield's A35 van. Epps' Aston Martin DB3 trailed its spare-wheel container.

So many 1,500-c.c. sports cars wanted to race that they had three events, the first won by Summers' Arden, the second very easily by Barton's lightly-handicapped Lotus-Climax, the third by Breakell's Lotus in a bunched finish.

A race for over-1,501-c.c. sports cars brought out several Healey Silverstones (which reminds one how quickly cars " date "). Hancock's won, by grace of a Jaguar engine, from Spence's A.C.-Bristol, Bekaert's Lister third. Coundley, in his immaculate D-type Jaguar, demonstrated how understeer changes to oversteer if you turn on the power in a corner.

The 500-c.c. cars were next treated to a 12-lap race, which eliminated eleven of them. Foreman drove his Cooper IX very nicely and was never challenged but Fenning and Luke scrapped for second place until the latter fell back. Holloway rolled back out of harm's way after a Woodcote spin.

Keens' Lotus Eleven led all the way to win the 1,250-c.c. sports-car scratch race, which was followed by a really exciting 15-lap Formule Libre racing-car scratch race full of sports cars. Parkes led for five laps in the Fry, before a return of gearbox trouble, which had necessitated spares being flown from Porsche in Germany, caused his retirement, when the lead passed to Bekaert's Lister-Jaguar, which, lamps alight, won from Twisk's F.2 Cooper, the number of which was 201, indicating the staggering entry of 200 cars. W. F. Moss (Lister) beat Mould's Lister to third place.

Two sports-car scratch races, run together, produced victories for Breakell and Milne's H.W.M.-Jaguar. The MOTOR SPORT race, handicapped by Bulmer, then got away with a full field, the Centro-European Racing Team's single-cam Lotus-Climax driven by Barton winning from Lackington's 1½-litre B.M.C.-engined Lotus with Alexander head; Bekaert was third. The meeting concluded with 750 and 1,172 Formula races, Mallock in " Simplicity " winning the first from Cross and Hockney, Hart's impressive Terrier Mk. II the latter, well ahead of Wershat's Lola and Bennett's Ford Special. Four cars then contested re-run race ten, giving the Bekaert Lister a hollow victory.—W. B.

All the Winners :

Race 1 : A. Mallock (Austin Seven)	63.22	m.p.h.
Race 2 : G. Barnes (Morris Minor)	59.49	,,
Race 3 : C. Summers (Arden)	68.78	,,
Race 3a : J. Barton (Lotus)	73.87	,,
Race 3b : G. Breakell (Lotus)	78.31	,,
Race 4 : A. Hancock (Healey)	73.65	,,
Race 5 : S. Foreman (Cooper IX)	74.79	,,
Race 6 : L. Keens (Lotus)	78.91	,,
Race 7 (Formule Libre) : J. Bekaert (Lister)	82.03	,,
Race 8 : G. Breakell (Lotus)	79.24	,,
MOTOR SPORT Handicap : J. Barton (Lotus)	77.10	,,
Race 10 : R. Milne (H.W.M.-Jaguar)	79.52	,,
Race 10a : J. Bekaert (Lister)	81.21	,,
750 Formula Race : A. Mallock (Austin Seven)	64.04	,,
1,172 Formula Race : B. Hart (Terrier Mk. II)	74.14	,,

LETTERS from READERS

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

YOU CAN'T PLEASE ALL THE CUSTOMERS ALL THE TIME . . . !

Sir,

I was so surprised by your supremely uncritical (and occasionally inaccurate) account of the B.M.C. babies that I was driven to comparing road-test figures from your weekly contemporaries with those of the A35 from the same sources. Frankly the differences are so small as to be negligible.

Try another test—put the cheapest Anglia [or the 1959 Popular—Ed.], the cheapest A35 and the de-luxe baby side by side—they all cost the same. The question that springs to mind then is—" why does the baby cost so much ? " Size and weight have surely some relation to the cost ?

However, I hope you are right in supposing that we can now beat the Continental small cars, but we shall only get a fair comparison by removing the import duty. Roll on that happy day, but in the meantime may we hope for a return to the more impartial attitude which generally distinguishes your magazine.

I am, Yours, etc.,
" Goggo."

Warrington.

* * *

THE POLICE AND THE PUBLIC

Sir,

Re your recent articles of readers' letters with regard to police and public relations. I would like to bring to your notice the following incident.

During May I travelled from Manchester to London and back by motor-cycle, this was a racing Gold Star which, not being fitted with electrics was fitted with a bulb horn to comply with the law.

I travelled to Plumstead, London, and back as far as Mere, Cheshire, where I was halted by a policeman who was standing at the side of the road. He stated that he could hear the motor-cycle " way up the road " and was it fitted with a silencer ? He then poked his truncheon up the silencer to see if it was " efficient " as he could only get it to the end of the tail-pipe, he decided by some miraculous means that it *was* efficient.

Among other things he decided that he would like to hear the " audible warning of approach," whereupon I discovered that somewhere on the journey the bulb part of the horn had vibrated loose and been lost, thus depriving the horn of means of operation.

Despite the fact that there was affixed a complete horn, less bulb, he told me, with obvious smugness, that I would be reported with a view to prosecution (or should I say persecution ?).

The sequel to this is that almost four months later I appeared at Knutsford Magistrates' Court and was fined £10 for this trivial offence, which I could not have rectified before I arrived home even if I had been aware of it, but as stated, I did not even know that the bulb was missing until asked to operate the horn.

Needless to say, unlike your correspondent " Frustrated," I have no sympathy whatsoever for the police after receiving treatment of this description, which smacks of police state administration, and I am afraid that my help would not be forthcoming to any policeman under any circumstances.

I would also say that it is about time that administration of the law by " amateur " magistrates was stopped, and left to men with the required knowledge of processes of law and impartiality required to carry out these duties in a manner fair and satisfactory to the general public, and not only to the police. How often have unfortunate drivers heard the farcical words " Well, in this case we *feel* there *must* be a conviction."

Why should magistrates " feel " there " must " be a conviction, they should be *sure* of it or dismiss the case.

I always understood that the basis of British law was for a person to be assumed innocent until *proved* guilty, but this would appear to go by the board nowadays and a person is assumed guilty until he can prove himself innocent. But with the law applied in such a manner by people so biased in favour of the police, taking the word of a policeman as absolute gospel, what chance does the poor unfortunate, unbelieved motorist stand of establishing his innocence ?

And please, do not let us have a spate of letters saying that the policeman *must* tell the truth on principle as an upholder of the law, as I know from bitter experience that this does not always apply, and providing a conviction is obtained and a fine extorted they are not at all particular about their methods.

As I do not want to be victimised by the police, and believe me, I have not the slightest doubt that this would occur, I would appreciate your withholding publication of my name and address and sign me as . . .

I am, Yours, etc.,
" Disgusted."

Salford.

* * *

GOOD SERVICE

Sir,

Although a regular reader for many years this is the first time I have felt it really necessary to write to the Editor, and as it concerns service in the true sense of the word, something rarely found in these days of " take it or leave it " garage service, I would like to express my family's thanks through your column to High Gate Motors, Highgate, and Mr. Cook, proprietor of the garage—Hurstborne Priors, Whitchurch, and British Railways at Whitchurch, Hants.

Proceeding on my holiday to Cornwall on Saturday, August 15th, we had just passed Whitchurch when I lost the crown of a piston—*you can imagine the feelings of self and family.* The time was 7.45 a.m.

I was indeed fortunate in finding Mr. Cooke's garage and after explaining to him the position, he assisted in every possible way to obtain a replacement, all contacts including the Alvis agent at Andover and service station at Finchley Road gave the usual reply —no help till Monday.

Lunchtime was approaching too rapidly and as a final hope I suggested trying Highgate Motors from whom I had purchased the car some 12 months ago. They did not have a piston, but would not only pick one up from Finchley Road, but would be pleased to put it on the train at Waterloo. They finally asked the number from which I was 'phoning in order that they could give me the departure time of the train—this they did.

Armed with this information I approached the station at Whitchurch—they explained that the parcel would have to change trains half-way, but the friendly and most helpful booking clerk promised to ring the half-way station just to make sure the parcel was transferred to the connection. At 3.45 the parcel was handed to me. At this point I would like to add that Mr. Cooke's mechanic came back from his Saturday afternoon off at 4.30 to reassemble the engine, and I drove away just before 8 p.m.

This is service which in my opinion deserves the highest praise—such people obviously are honest enough to back up the " Service " sign they display. Unfortunately, the majority do not appear to understand the meaning of the word.

I am, Yours, etc.,
S. Pearcy.

Hemel Hempstead.

* * *

THEY LIKE THE VOLVO

Sir,

In reply to your correspondent in the October issue of Motor Sport, who asks for an ordinary driver's impressions of the Volvo, perhaps the following observations might be of some interest.

I have just completed 4,000 miles in a 1959 Volvo 1225 and, unfortunately, for various reasons, I have now parted with it. Firstly, as stated in your road-test in February, the performance is really outstanding for a 1½-litre engine—and without using any oil to speak of. Petrol consumption is probably what one would expect, ranging from 26 m.p.g. on short journeys and in towns, to about 31 on long journeys, driven hard.

My impressions of the gearbox are mixed. Whilst the gear change itself is quite delightful, with absolutely unbeatable synchromesh, even with full throttle changes, the amount of travel is rather extensive in a car of this nature, where remote control would be a great improvement. The brakes are effective enough, in standard form, although fairly heavy pedal pressure is required.

My chief criticism of the car concerns the suspension. Road shocks are transmitted very noticeably and there is a fair degree of pitching on undulating surfaces and considerable roll on cornering, during which tyre squeal is very noticeable. This latter fault occurs even on gentle cornering and is particularly obvious on smooth surfaces.

For the rest of the car, the quality of detail finish leaves nothing to be desired and is really outstandingly good. The rear lamp glasses on my car came adrift after about 2,500 miles, the plastic of the lenses fracturing around all the mouldings which retain the screws attaching them to the reflector and bulb-holder assembly, possibly due to overtightening. This would appear to be a weak point in

design Luggage space, I found, was very adequate indeed and the fact that both boot lid and bonnet lid do not have to be retained in the open position by struts is particularly helpful. The latest model has some modifications to the specification quoted in relation to the road-test model. Long-time parking lights, windscreen washers and electric clock are no longer standard fittings, although the jets for the washers were in position!

Altogether, a delightful car to drive in many respects, with excellent instruments and equipment, but with braking and suspension not quite in keeping with performance.

I am, Yours, etc.,

Hitchin. J. J. HALL.

Sir,

Since Mr. W. B. Horner has asked a Volvo owner to come forth with his own views I will do my best to satiate his curiosity.

Having read the road-test report (MOTOR SPORT, 1959) I feel that undue emphasis was placed on the car's performance. I have completed more than 6,000 miles of varied motoring, and I feel that this car is pleasant to drive but I would not go beyond this point. As the Volvo 122S comes from the distributors it has excessive roll when cornered quite modestly, with an attendant tyre squeal both when cornering and when braking. Stiffer anti-roll bars can be fitted but I imagine that the tyres would still squeal. The brakes are indifferent, requiring considerable pedal pressure to pull you up in a hurry, but they are adequate. My brakes never want to pull me up in a straight line and appear to produce much dust in the brake drums. The steering is light and positive, the 32-ft. turning circle is more than useful. The driving position is admirable, especially after driving an M.G. Magnette, but I do not know how anyone under 5 ft. 10 in. can reach the foot-operated dip-switch. The collapsible steering wheel is adorned with a strip of chromium plating which I have covered with black leather. This was an eyesore in more ways than one. There is an impressive array of adjuncts (but no ammeter) all well placed for the driver. The heater gives out enough heat to melt the shoe polish on your shoes but the air inlet part on the bonnet lets in too much air so that its incoming force eventually overrides the controls. At 60 m.p.h. this makes a frightening noise—it keeps me awake.

The engine layout is impressively accessible such that routine maintenance does not require the usual abdominal flexing and manual gyrations. I find the engine remarkably smooth and economical for 1½ litres, with 30 m.p.g. town and country driving. The gear ratios are well chosen and the gear lever an abomination. It waggles back and forth at all rev. speeds and when the gearbox is used to advantage I have to take a firm grasp of a long lever when changing. This is not much joy after my 1958 VW with its silky smooth vibration-free gear change.

My real argument is directed against the finish. If you run your hand under the dashboard feeling for the parking light switch be careful you do not cut your hand. The plastic upholstered interior is a mass of rough ends. The bottom of the doors trap water with the inevitable consequences, and the interior hollow door handles with rough edges remind one of the poor finish each time my too-soft hands take hold to dismount, from an impractical pink and now off-white interior.

I think that it would be unfair to enumerate a list of teething troubles except to say that my steering was out of alignment when I took delivery. The main London agents were most helpful here.

If I may be so bold as to sum up my impressions. Here is a saloon car with remarkable performance when compared with a B.M.C. car of comparable cubic capacity but with an interior finish so shoddy by comparison with a M.G. Magnette.

If only Mercedes Benz would make the spritely 122S Volvo!

I am, Yours, etc.,

Hampstead. T. E. N. PRESTON.

Sir,

In reply to Mr. Horner, he can do no better than rush out and buy a Volvo, if he wants a car that will make cars with a litre more look silly in comparison, and yet with steady family driving return 40 m.p.g. She is a solid, well-made car, and does not sound like a drum when tapped, as so many do these days. After 13,000 miles of cruising at 70 when we can, the car has returned 35 m.p.g., and a non-existent oil consumption.

With the old model 9-in. brake drums I have found a brake booster desirable for fast work, whilst the tubeless Trellenborgs have been changed for Michelin X's, mainly because of the terrific howling from the former on any corner over five m.p.h. The only other extra has been a straight-through exhaust, which has helped the car do over "the ton" on a very near correct speedo. whilst full of luggage.

After one good "dice" I should say that the all-round performance is slightly better than the Ford Zodiac, but the B.M.C. 1½ litres just look puzzled in the distance. With performance to match the Alpine and yet with rear seats and a *boot* (Alpinists apparently only use brief cases) the Volvo is surely just the car for a sporting motorist.

I am, Yours, etc.,

Truro. D. S. CARRIOTT.

P.S.—I would not like it to appear that there has never been any trouble with the car, for the Wilmot Breeden door locks have not worked properly yet, and no one seems to know why. Thank you for your splendid magazine.

Sir,

In reply to Mr. Horner, I have now had a Volvo for one year and 15,000 miles.

I, too, had followed these cars through numerous rallies, I was attracted by its lines, and by the fact that it is undersealed before leaving the factory.

Petrol consumption averages 32 m.p.g. On taking delivery we drove 300 miles not exceeding 45 m.p.h., with gentle acceleration and averaged 43 m.p.g. Late night driving on the Ostend autobahn at a steady 85-90 m.p.h. for 70 miles produced 21 m.p.g.

Naturally, I find it an excellent car for rally work, other drivers behind being impressed by the way it hugs the road on corners, even of the sharp left-right-left type. It is also excellent for fast long distance touring, even with two cwt. on the roof rack. My wife prefers it for shopping as it is so easy to park with a turning circle of 32-33 ft., less than an A35.

I get most satisfaction out of leaving a certain 2.4 saloon standing at the traffic lights. To be fair, that 2.4 passes me again at 65 m.p.h., but as I am still chuckling at the look on his face, I don't mind!

Criticisms are minor. Giving it the gun in second gear on wet roads will slide the tail but this is easily corrected. There is appreciable engine noise when accelerator is suddenly depressed, this can be overcome by a different type of air silencer, but this also reduces performance. However, it is quite quiet at high speeds, unless one puts one's foot down hard. There is a sharp bend in the speedometer cable which snaps cables at 6,000 miles, also heater control has little movement between cool and roasting.

In short, it is a good car for rallies, town work, long-distance touring, and is very good on rough roads such as in its home country. After driving 11 makes of car, I have found the Volvo to have their advantages multiplied, and their shortcomings non-existent; although I have found that, like a VW, the longer one has one, the more pleased one becomes.

I am, Yours, etc.,

Westerhope. G. D. HEDLEY.

* * *

FUMES

Sir,

The menace of cancer-producing diesel fumes should be stopped once and for all. There is a very simple way of doing this. Just increase the duty on diesel oil above that on petrol when the desired result should be achieved.

Medical evidence has already proved that diesel fumes are dangerous to health and the urgency cannot be over-emphasised.

I am, Yours, etc.,

Northwood. W. G. WEST.

* * *

THE PERFORMANCE OF THE BERKELEY

Sir,

To those of your readers who followed the correspondence in your columns earlier this year under the above heading, the following brief account of my recent Continental tour in a 500-c.c. Berkeley may be of interest.

The total distance covered was 3,250 miles in 16 days. This included 450 miles of autobahn at speeds in excess of 60 m.p.h., the Stelvio and Gavia passes in one day without stopping, numerous other passes—mostly in torrential rain, and several hundred miles at high speed in the almost tropical heat of Central Italy. Our only trouble consisted of a fractured engine mounting on the first day, soon efficiently welded by the French. Our luggage included weather equipment, camping gear, cooking equipment, and two suitcases containing personal belongings, all of which resulted in the ground clearance being reduced from 7 in. to 3 in.!

Perhaps the most remarkable achievement was an overall petroil consumption of 50.27 m.p.g. The car normally returns 45 m.p.g. touring around this country at moderate speeds with a fair amount of traffic driving.

The car now has 13,000 miles to its credit. Unreliable. . . ?

I am, Yours, etc.,

Kidderminster. N. GRAZEBROOK.

* * *

MORE MASS CONVICTIONS AT SALISBURY

Sir,

Your comments on the mass convictions of motorists at Salisbury bring back nostalgic memories of motoring in the early part of the century, when the 20 m.p.h. speed limit was in force.

May I recommend to you, and all readers of MOTOR SPORT, Rudyard Kipling's short story "The Village That Voted the Earth Was Flat," written, I believe, in 1913. The present-day magistrates and police have changed but little from their predecessors!

I, myself, was convicted at Chichester in 1910 for driving over a measured two furlongs at the colossal speed of 25½ m.p.h., and fined £2 with 10s. costs and 5s. for verification of the stopwatch, an Ingersoll costing 5s. new in those days!

But *do* read "The Village That Voted . . ." it will amuse you I'm sure.

I am, Yours, etc.,

Torquay. D. S. AINGER.

* * *

WHERE ARE THEY NOW?

Sir,

Through the pages of your excellent magazine I wonder if I could trace the whereabouts of two cars which belonged to my father in years gone by. The first is a 1934 Lagonda, Reg. No. AXB 104, and the other is a 1932 Rolls-Royce 20/25, Reg. No. XJ 3029. I should be very interested to hear from the present owners.

May I take this opportunity of thanking you for many hours of very enjoyable reading.

I am, Yours, etc.,

Sutton Coldfield. JOHN EASTWOOD.

* * *

THE COOPER DRIVING SCHOOL

Sir,

It seems that there are two alternative conclusions we can draw from Ian Burgess' letter in your September issue; either the standard of applicants has been lower than expected or the standard expected of them has been too high.

Let us take th se alternatives in turn. First, if the standard of applicants is too low what is the point of encouraging candidates to waste further considerable sums of money on second and subsequent attempts? Second, if the standard set is very high, should it not be possible for these top drivers to graduate to larger and faster cars under adequate training and supervision? Perhaps we may be told which of these is true.

Surely to say that "the step from even the most careful and advanced training to actually competing in F.2 races was too great" is a contradiction in terms, as such drivers as 18-year-old Pedro Rodriguez find it possible to step straight into an F.1 Ferrari without "the most careful and advanced training" but with considerable success.

I am, Yours, etc.,

Ingatestone. MICHAEL R. ROBERTSON-MARTIN.

[We invited Cooper Cars Ltd. to reply further to recent correspondence regarding the Cooper Driving School but we are informed that they do not wish to take any further part in this at the moment, although they have invited us to send a representative to Brands Hatch to see part of their training programme.—ED.].

* * *

THE JIM RUSSELL RACING DRIVERS' SCHOOL

Sir,

The recent letters concerning the Cooper Racing Drivers' Division have been most interesting.

Here in Norfolk the Jim Russell Racing Drivers' School which was formed at about the same time as the Cooper school has been having sessions at Snetterton most weekends and has been entering drivers in races for the last two seasons. At Snetterton it is quite normal to see five or six pupils entered for a race, either in 1,100 c.c. Cooper sports cars or single-seat Coopers, or the pupil's own car. While the cars belonging to the school are detuned to a certain extent they have put up some very creditable performances, and the pupils are getting actual racing experience, which would appear to be more than is the case with the Cooper Racing Division.

I have no connection with the Russell R.D.S.

I am, Yours, etc.,

Bunwell. R. F. YOUNG.

ANOTHER RACING DRIVERS' SCHOOL

Sir,

I have read recent issues of MOTOR SPORT with delight at hearing the Cooper Racing Drivers' scheme exposed. It warns off other people who may be tempted to join these clubs. May I add another, more useless club, to this list—the M.R.E. racing team. This must be the most obvious swindle I have ever experienced. I heard first of this in last year's MOTOR SPORT, when they offered to hire out cars for certain track events. The next time was when I read an advertisement in the local newspaper which read: "Any driver between the age of 21 and 30 who thinks he has so far been denied the opportunity to race and has the conviction that he could become a successful racing driver please write box ———."!

I wrote to this box number and five weeks later received a reply containing an application form. They said they were sorry for the delay but they had had so many replies it had been hard to cope with them. I filled in the application form which asked for details of driving experience, competition experience and if a competition licence was held (it was in my case). Three weeks later I received a promising letter which said I was one of the chosen few who had been selected from thousands. Of course, went on the letter, we cannot bear the whole expense of this trial so we have decided the fairest thing would be to halve the cost and pay 78s. each. This at the time seemed quite reasonable, even if I had only three of four laps round the circuit. The circuit they used is at Castle Combe

I sent off 78s. and two months later the appointed day arrived. I had a day off from work and drove down to Castle Combe (150 miles) in the Dauphine I own. On arrival at Castle Combe I drove straight past the circuit for obvious reasons—it is now closed down. After asking a villager for directions he smiled and pointed out the way. On arrival I got quite a shock. The only buildings standing are just about to collapse, and the circuit is bumpy. A small group was gathered around a lone Cooper-Climax—there were about 10 people there. A chap took us on the circuit (which is now only half a circuit, as the other half is occupied by cows owned by a local farmer).

The run consisted of going about a quarter of a mile, turning round a barrel, going back about three-quarters of a mile, then turning by another barrel and repeating the process.

After watching other people do the test in the Cooper I was convinced it would be of no use, as the officials were just not interested in how you drove. They just stood and chatted all the time. The clutch would not disengage on the car so it was impossible to tell whether you could drive or not, as it was impossible to make a decent gearchange.

After the test I stood around for two hours waiting for someone to say something but no one did. I went home very disappointed. All the other drivers felt the same and you will doubtless have had other letters concerning the same scheme. In point of fact I wasted approximately £9 for the day out.

I hope in the interests of other enthusiasts that you will be able to find room for this letter in your columns.

I am, Yours, etc.,

Sheffield. B. STEVENS.

* * *

A TWIN-CAM M.G. IN IRELAND

Sir,

Due to being away on holidays I have been unable to write you sooner requesting you convey my sincerest thanks to Malcolm Woodward and David A. Ford for the obvious trouble they have gone to in furnishing such detailed information about the M.G.-A Twin-Cam.

Since my letter appeared in your August issue my car has been modified under the supervision of two representatives from Messrs. Nuffield Exports and its former characteristic bugbears have now been eliminated—my only trouble being with plugs, which I have cured since fitting K.L.G. FE220 plugs. These have not got the tendency to oil up when driven at town or touring speeds.

Might I advise your Ledbury correspondent, A. Allen, that having made known my requirements to concessionaires, I was not advised that this model would be unsuitable. He is quite right when he says the Austin-Healey Sprite would not be as impressive at the yacht club—I don't think it would be very impressive elsewhere either. In any case, as it happens, the Austin-Healey Sprite is not sold in this country.

It is perfectly obvious that J. J. Flynn of Dublin is not objective in his reasoning and conclusions, and he might like to peruse my file before making any further hasty appraisals. I fail to see by what method of reasoning he considers a 1952 Aston Martin DB2, which he has been endeavouring to sell for some years, a fair exchange for a 1959 M.G.-A Twin-Cam.

I am, Yours, etc.,

Dublin. S. CLUNE.

"MOTOR SPORT" IN ADMIRALTY BAY

Sir,

As a regular reader of MOTOR SPORT I thought you may be interested in the enclosed photograph received from as far away as Admiralty Bay, South Atlantic.

The gentleman in the photograph, a friend, by name of Mr. Christopher Sauter, joined a group of scientists as diesel and electrical maintenance engineer.

The party sailed for the Antarctic in October 1957, you may recall the *Shackleton* on which they were aboard, was holed by an iceberg later on in the year, but managed to limp back to port after having to throw overboard valuable equipment.

Chris informs me that MOTOR SPORT, which is posted each month and he receives when weather conditions are favourable, is the most popular magazine on the base, it is read in comparative comfort at their living quarters, and under canvas with an old oil lamp waiting for a blizzard to blow itself out.

I am, Yours, etc.,

Sheffield. B. WILLGRASS.

[See photograph below.—ED.].

* * *

VAUXHALL'S STEEL PROBLEM

Sir,

The following statement, signed by Philip Copelin, Vauxhall's Chairman and Managing Director, was posted on company notice boards on October 13th :—

"Our supplies of sheet steel, which have been difficult throughout this year, have now reached a critical position.

"Over the past year or two steel industry spokesmen have indicated that by 1959 British mills would be able to supply practically all of the requirements of the motor-car industry, but as the year has gone by Vauxhall has found it necessary to import an increasingly large percentage of its requirements. In fact, Vauxhall will receive less British steel in 1959 than in 1958. At the present time our delivery arrears from British suppliers amount to more than 7,000 tons.

"In these circumstances we now find it impossible to continue production at full capacity. We are therefore reducing our producduction schedules for the next few months by not working on Saturday mornings.

"Demand for our cars and trucks continues at peak level. The unavoidable cut in our output at this time unfortunately means that we cannot meet our commitments to many important customers in export markets.

"Our Purchasing Department is, of course, continuing to make every possible effort, with the assistance of our associates around the world, to secure any supplies of sheet steel which may be available.

"This matter has been fully discussed with the M.A.C. at today's meeting."

We are, Yours, etc.,

VAUXHALL MOTORS LTD.,

Luton. Public Relations Division.

* * *

"LIGHT UNDER A BUSHEL"

Sir,

The initials W.B., D.S.J., M.L.T., A.B., J.B., and D.J.R. abound in the text of your magazine, but the photographer or photographers who produce the very fine set of action shots we all look forward to seeing on the centre pages, remain anonymous. Do we assume from this that your photographers are a reticent group of gentlemen, or perhaps W.B., D.S.J., M.L.T., etc., take the photographs themselves.

I am, Yours, etc.,

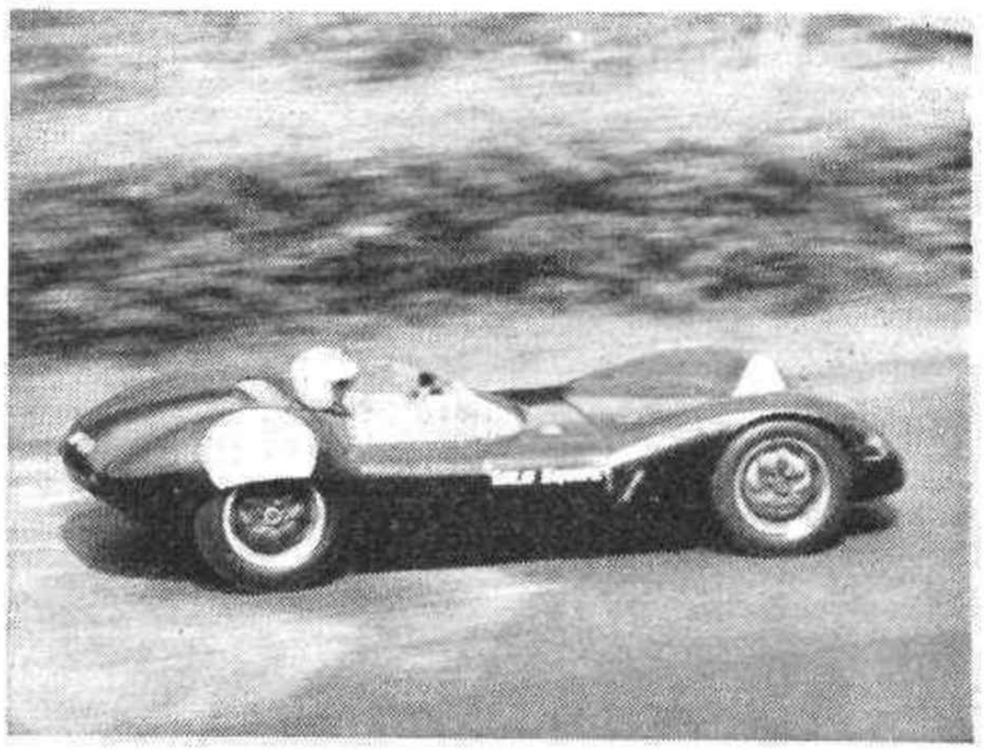
Loughborough. A. G. FEWKES.

[At your request we are delighted to bring our photographers into the open—since 1948, Michael John Tee, joined in 1958 by Alan Wake Green. Glad you like their pictures—so do we! *Managing Director.*]

LOTUS NEWS

On October 14th the new Lotus factory at Cheshunt, Hertfordshire, was officially opened by the local member of Parliament in the presence of a vast crowd of Trade, Press, drivers and friends of Lotus. This splendid new factory has one large building devoted entirely to the production of Lotus Elite coupés, there being some eight cars on the assembly line moving forward at the rate of two or three per day. A similar building alongside the main one houses all the experimental, servicing, racing and production of sports Lotus cars. Having been working in cramped conditions for many years the Lotus concern now have more than enough space for all their activities and with this opening move forward from "Special Builders" to true "Motor Car Manufacturers" and the factory is a worthy addition to the British Motor Industry.

LOOKING AT LOLA—continued from page 843



FIRST RACE on the Continent was in the 1,000 Kilometres race. After an excellent show the car spun off and was disqualified.

but he found the transition to the oversteering Formula 2 Cooper rather difficult in his only two attempts at driving them during the season. At Aintree during the G.P. he attempted to follow the technique used by regular Cooper drivers of going into a corner too fast, letting the rear end slide out then putting on opposite lock. He tried this twice on the slowest corner and spun both times! In all fairness though his car was fitted with rain tyres when it wasn't raining which adversely affected the handling. Nevertheless, he still prefers the understeering Lola.

Eric Broadley has now given up all other commitments and will be building a number of 1,100-c.c. Lolas during the winter for private owners. A natural development of course, is to fit larger engines now that the team has conquered the 1,100-c.c. class, and enquiries have been received from such notables as Stirling Moss and Briggs Cunningham. They would like a 2-litre Climax engine fitted but the present car is not designed for such power and a new chassis will have to be designed, while disc brakes will probably be necessary. Eric Broadley is by nature very cautious and he will not introduce a new car until it is absolutely ready for the track. The Swiss driver Vogele has ordered a 2-litre car on the understanding that Ashdown co-drives with him in all the Sports Car Championship events, starting with Sebring, an invitation which Ashdown was not long in accepting.

Besides these developments Eric Broadley is actively engaged in building a Formula Junior car using the new Ford 105E engine, which if it is as successful as the sports cars will give the better known constructors a lot of trouble in the season to come.—M. L. T.

TAILPIECE



"MOTOR SPORT" GETS AROUND! — see letter from Mr. R. Willgrass.

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FOR SALE

VICTOR RILEYS. 16-h.p. Blue Streak Adelphi. Mechanically 100%. Body good—requires a Riley fanatic for owner. Room required as owner has three other 16-h.p. Rileys! Offers. 22, Regent Road, Manchester 21. Tel.: CHO 6839 (5.45-6.30 and late). [2884

ROLLS-ROYCE 21.6-h.p., razor-edge coupé body fitted 1949. Daily use. Price 200 guineas. Blomfield, Union Street, Redditch, Worcs. [2885

RILEY FALCON 12/4, 1936 engine, preselector gearbox, axles, etc. Riley Victor 12/4, 1938, overdrive, complete. 38, Springhill Park, Penn, Wolverhampton. [2886

M.G. J1 saloon. Good generally, body fair (neglected). Spare chassis (good), complete axles, etc. Many spares, dynos, starters, carbs—£75 lot. S.A.E. please. 26, Elmwood Drive, Breadsall, Derby. [2887

RILEY NINE KESTREL, 1935, twin carbs.—mechanically V.G.C. Body sound. £45 o.v.n.o. Seen after 8. Dunphy, Tudor House, St. Albans. [2888

1925 BENTLEY 3-LITRE Blue Label. £140 o.n.o. Seen Southampton. Please write: Hardwick, 7, Links View Road, Hampton Hill, Middlesex. [2889

M.G. (TA). Cream. Engine recently reconditioned and over £100 spent on getting her in first-class condition. Snip at £195. Start queuing at 113, Radbourne Street, Derby. [2890

RARE DROPHEAD FOURSOME. Healey Abbott, 1951. Every extra. Green. Fast, 105 m.p.h. Economical, 28 m.p.g. £395. Hamilton, 116, Morrell Avenue, Oxford. [2891

AUSTIN SEVEN, '36, rebored engine. Good tyres, battery. Body rough. £17 10s. 12v. heater, 25s. 70, Sherwood Road, Seaford, Sussex. [2893

1936 BENTLEY 3½ saloon. Excellent roadworthy car for £245. No offers. Details: Box No. E.894. [2894

M.G. TC. Beautiful condition, B.R.G. Nov. '46-Radio, many extras. £300. Tel.: Preston (Lancs) 56185. [2895

SINGER LE MANS 4-seater sports. Resprayed white, trimmed black. Mechanically first class £125. 18, Lower Ridge, Bourne End, Bucks. [2897

M.G. TC, 1946. Very serviceable but needs tidying up. New P.V.C. hood, screens, tonneau. £220. Box No. E.898. [2898

MORGAN, 1930, 2-speedo. Super Sports, 1,100 c.c. o.h.v. J.A.P., w/c. Recently rebuilt and in first-class condition. Spare c.w.p. included. Sensible offers. 65, Clarkehouse Road, Sheffield 10. Tel.: 61875. [2899

1,149-C.C. SPECIAL, built 1957, Tojeiro chassis, independent all round, hydraulic brakes, twin S.U.s, 4-branch manifold, o.h.v. engine completely overhauled, Mistral body, trimmed, full weather equipment, well shod. £340 or near offer. Hilton, 128, Wyke Road, Weymouth (Tel.: 2386). [2900

WORTH £525, will take £425 for quick sale, funds needed urgently. Beautiful Sunbeam-Talbot, 1954, 90 drophead. Reconditioned engine 8,000 miles. Mr. Brown, 70, Onslow Gardens, S.W.7. After 7 p.m., Tel.: Kensington 9904. [2901

RILEY SPARES. Head, block, crankshaft, etc., for Nine and 12/4. Many other Nine parts. Hanney, 7, Grosvenor Road, Abertillery, Mon. [2902

SOLE SURVIVOR? Austin 12/6, 1932. "Gordon" d.h.c. with dickey. Carefully maintained, original condition. Tools still in maker's wallets. Possible *concours* winner. History, photos available. £125, offers. Tel.: Wallasey (Cheshire) 4300. [2903

£25.—TALBOT 1½-LITRE saloon. Used daily. Exchange for Morris Eight, Austin Seven. Apply 118, Park Road, Dartford. [2905

FOR SALE—*continued*

KENMAR-BODIED "SPECIAL." Three-quarters finished new boxed Ford chassis. Woodhead Monroe suspension. All moving parts new or recon. Receipts for £200. Accept £100, or would split for reasonable offer. Gouldby, 122, High Street North, Dunstable, Beds. [2904

BUCKLER MK. X. 1,172-c.c., twin 1¼-in. S.U.s, Eight head. Oversize sump and fuel pump; c.r. gears; 4.7 : 1 c.w.p.; i.f.s. £275. Gowman, 27, Lansdowne Road, Croydon. [2907

BRITISH SALMSON, 1935, 12-h.p. saloon. Sleeved block, rewind, good tyres. Taxed year. £30. Green, 14, Park View Road, Berkhamsted. Tel.: 1763. [2908

DON'T MISS THIS—M.G. TC, late 1949. Works reconditioned engine. Tyres and battery good. Body immaculate, resprayed B.R.G. New Vynide hood and sidescreens. £360 o.n.o. Murison, 3, Rushmoor, Ashley-Green, Chesham (Tel.: 578). [2909

M.G. TA, 1937. New batteries and tyres; body tired, engine reasonable. Tel.: Ascot 26, evenings. £165 o.n.o. [2910

M.G. J2 engine, twin S.U.s, £15 o.n.o. 1934 B.S.A. Threeler engine, chassis, transmission. Offers. M. Warren, 96, Springfield Road, Swadlincote, Burton-on-Trent. [2911

SALE—Three Riley dynamos. Breaking 1933 and 1935 Monacos complete. 66, Salford Road, Streatham Hill, S.W.2. [2912

M.G. J2. Excellent reconditioned engine. Requires new hood. £125 for quick sale. White, 6, Holly Hill, N.W.3. Tel.: SWI 4086. [2914

ASTON MARTIN INTERNATIONAL, 1932, 1½-litre s/c. Blue. Well shod. Good condition. £220 o.n.o. 2, The Croft, Oldland Common, Bristol. [2915

FORD SPECIAL Rochdale saloon. Many extras. Including new tyres, etc. Exceptional condition and appearance. £300. 24, Marsh Avenue, Mitcham. [2916

OFFERS ARE INVITED from discerning Alvis enthusiasts who wish to purchase either—Beetleback Silver Eagle tourer, 1931, completely reconditioned engine and very good general condition. Speed Twenty saloon, 1932; a very attractive car in excellent condition throughout. Box No. E.917. [2917

LAGONDA M45, 1935, drophead, complete less gearbox. Available for spares or sell lot. Lawrence, Holly Lodge, Farnham Common. Tel.: 924. [2918

ALVIS TA14, 1948-9, 2-litre estate car. Mechanically good. Body sound. Cruise all day at 60; 28 m.p.g. Perfect for enthusiast with expanding family. Offers, or will swop for vintage thoroughbred. Nearest £200. 103, Great Holme Street, Leicester. [2919

1934 KESTREL NINE. Mechanically sound, body rough. Fitted crash box, twin carbs., Scintilla Vertex. £45 o.n.o. Box No. E.920. [2920

LANCIA APRILIA SPARES. Cheap. S.A.E. list. 38, Kings Road, Whitley Bay. [2921

M.G. TA, 1937. Mechanically and bodily really excellent. £200. Knox, 11a, Ederoyd Grove, Stanningley, Yorks. [2922

SUNBEAM 20.9.—Spares, dirt cheap. Dixon, 18, Binswood Avenue, Leamington Spa. [2923

KNOCK-ON WHEELS.—6.00 by 19, dished, large hubs, 50s. Dixon, 18, Binswood Avenue, Leamington Spa. [2924

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FOR SALE—*continued*

M.G. M-TYPE. Sound, reliable. New tyres, etc. Haggle, £50. Whiston, Fairfield Hospital, Arlesey, Bedfordshire. [2926

ROCHDALE G.T., reg. '59. Only new or reconditioned parts used. Aquaplaned 1,172 engine, 4.7 c/p., Ballamy i.f.s., 15-in. wheels, Dunlop racing tyres, new seats and upholstery. Fitted red carpets. 800 miles only. Immaculate car. £395. Tel.: Dartford 4458. [2927

1958 FORD TEN Special: Fibreglass body, alloy chassis, Aquaplane conversion; hydraulics. B.R.G. £225. 89, Richmond Park, Anfield, Liverpool 6. [2929

B.E. TYRES, 34 by 4½ Dunlop, brand new, £3; 33 by 4½, part worn, 35s. Wolseley Hornet gearbox, 30s. Box No. E.930. [2930

1924 MORRIS COWLEY in most original condition. Maintained regardless of cost. Offers over £200. Box No. E.931. [2931

MUST SELL ONE. 1947 M.G. TC, recon. engine 2,000 miles; £250. 1934 M.G. J2, Ford 1,172 engine, hydraulics; £135. Or £350 the pair. Tel.: Hornchurch 47049, evenings. [2932

THE EVENINGS are drawing in: "Special" building begins. Sundry Austin Seven bits and bobs at nominal prices. P. H., Homefield, Charlton, Malmesbury, Wilts. [2934

ALVIS 4-SPEED SYNCHROMESH gearbox, ex-Speed Twenty. £7. Tel.: Beckenham 6007. [2935

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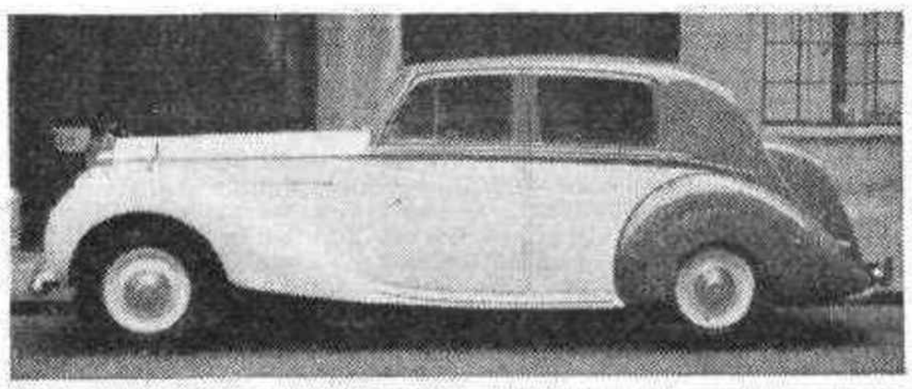
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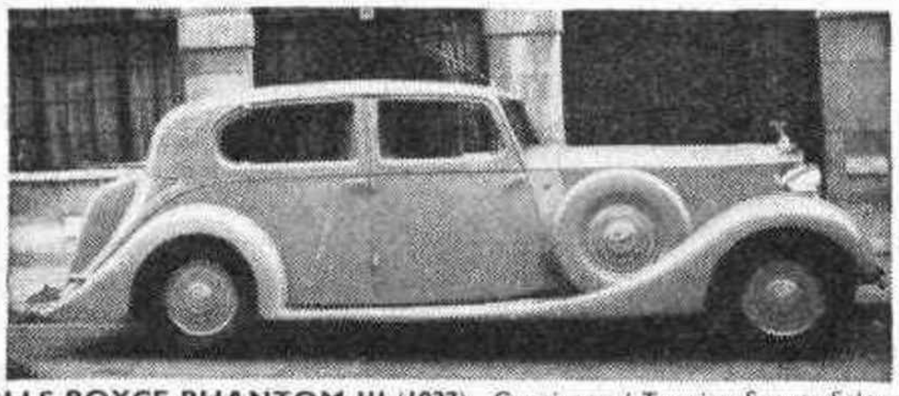
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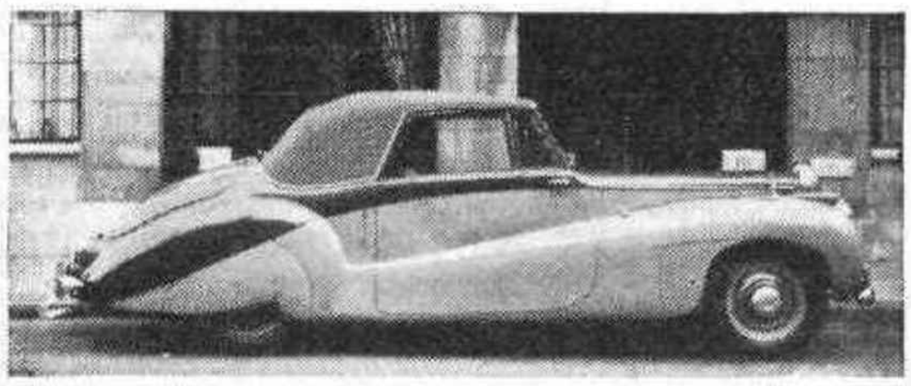
GROSVENOR 2635



BENTLEY MK. VI (1948) Standard Steel Special Equipment Saloon. Tudor over silver-grey with matching trim. Works replacement full flow unit and all mods. to date. Schedule serviced. History. Very good specimen. **£875**



ROLLS-ROYCE PHANTOM III (1937). Continental Touring Sports Saloon by Windover. French grey, fawn trim. One noble owner and a Concours show model of outstanding merit. Full R.-R. Ltd. history from delivery. Appointed to a standard of elegance and quality seldom approached. In impeccable order. **£775**



DAIMLER (1952) Barker Special Sports Coupe 3/4-seater on the 2½ litre chassis with overdrive. Grey and cloud white, grey trim. Recellulosed October. New hood. Radio, heater, etc. Reconditioned unit July 1957. Schedule serviced. Workshop test and report. **£685**

A SIMILAR COUPE to the above (1952) with overdrive, in dark blue. **£650**

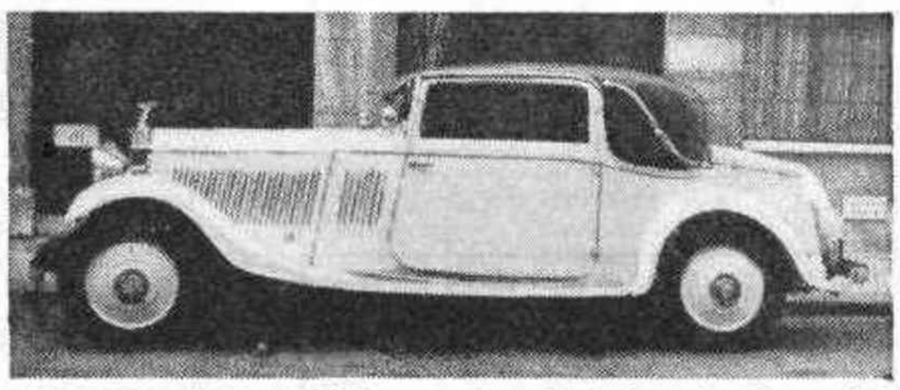
BENTLEY MK. VI (1947) Sportsman's Saloon, by H. J. Mulliner. Ivory and black, natural pigskin trim. Modifications but no full-flow oil system. History. Looks and runs extremely well but has the usual gudgeon-pin tap associated with the early schedule-serviced. Workshop test and report available. Radio, heater, etc. Sound **£800**

PRINCESS A135 (1952). Smoke grey, calf trim. Equipped radio, heater, jackalls, passlights, rimbellishers, etc., etc. Modified carburation and manifolding giving vastly improved performance with a very genuine 20 m.p.g. Serviced. Workshop test and report. **£485**

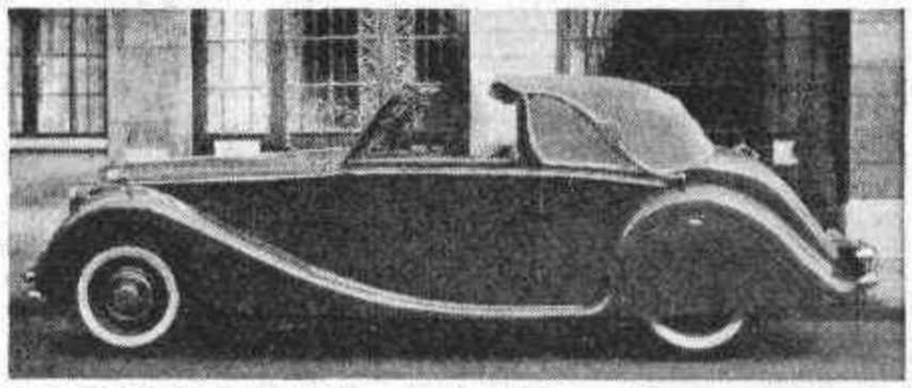
ROLLS-ROYCE (1935) 20/25 h.p. Sportsman's four-light saloon by Park Ward. Taken part exchange October by optimistic salesman. Coachwork reasonable, but mechanically well below par and requires rebore and axle rebuild. TRADE ONLY. NO WARRANTY. CASH **£125**

AUSTIN-HEALEY (1955) B.N.1 Series. Ice blue. Overdrive, wire wheels, tonneaux, soft and hard top, Mich. X. Unmarked in any way. **£575**

WE URGENTLY SEEK TO PURCHASE A GOOD VINTAGE THREE- OR FOUR-AND-A-HALF-LITRE BENTLEY TOURER, AN EDWARDIAN VETERAN OF BRITISH ORIGIN, AND A MARK VI BENTLEY OR R.-R. SILVER WRAITH WITH DROPHEAD OR SEDANCA COACHWORK.



ROLLS-ROYCE (1934). 20/25-h.p. two-door fixed Coupe by Gurney-Nutting. French grey, black morocco trim. Major engine overhaul and brake and clutch reline November 1958, but other history obscure. An extremely pretty example of a rather too-close-coupled 20/25. **£385**



JAGUAR MK. V (1951) 3½-litre drophead Coupe. Dove grey with matching trim. Fitted works reconditioned unit and with an extensive detail of work recently carried out to brakes, transmission and suspension. Impeccably maintained and probably the best existing specimen. Radio, heater, etc. **£475**

ROLLS-BENTLEY (1937) 4¼-litre three position drophead Coupe by Hooper. B.R.G., charcoal trim. Major overhaul 1959. Recellulosed October. Radio, heater, etc. **£500**

ROLLS-ROYCE (1938) 25/30 h.p. Town saloon, without boot, by Gurney Nutting. Black, fawn trim. Concessionaire maintained from delivery. Radio, heater, etc. Just average. **£575**

VINTAGE BENTLEY. 3-litre Red Label short chassis touring model, with original V.D.P. coachwork but with modified cycle-type wings. B.R.G. New hood, tonneau and side screens. Dubious history but performs satisfactorily and stops well. Workshop test and report available. **£325**

ROVER 75 (1955). Birch grey, scarlet trim. One owner. Radio, heater, etc. In outstanding order, even for a Rover. **£775**

XK120 (1954) tourer. Dark blue. "C" type mods. Jaguar maintained. Used only as secondary transport. Not raced or rallied. Jaguar replacement unit '58. Recent brake and transmission overhaul. **£575**

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Immediate insurance effected with Lloyd's Brokers. Export and Shipping. Engineers' reports and examination.
All vehicles and accessories are offered subject to being unsold unless otherwise stated. E. & O. E.

FOR SALE—*continued*

M.G. T.A., 1938. Engine, steering, brakes, suspension, completely reconditioned during past 6 months. Very attractive in red and chrome. Body sound throughout. Genuine reason for sale. £235, h.p. arranged. I. G. Willis, 45, High Street, Stony Stratford, Bucks. Tel.: S. S. 3283. [3067

ALVIS FIREFLY, saloon, engineer maintained, many new parts, batteries, tyres. £75. Cripps, Droveway, Heather Lane, Worthing. Tel.: Swandean 809. [3068

1927 14/40 HUMBER, saloon, imperfect, but reliable. £50. Osmaston. Tel.: FLA. 8349. [3069

CIRCA 1949, "B" series Riley Healey chassis with trailing arm front suspension. Box No. E.071. [3071

SUPERCHARGER, Swiss M.A.G., Rootes' type. Used 7,000 miles only. Complete with all fittings and instructions for Dauphine (intimidates VWs). Suitable for engines up to 1,300 c.c. £31 10s., shipping included. Hugh MacLean, 313, Glenayr, Toronto 10, Canada. [3072

VOLKSWAGEN, 1957, black export d/h saloon. Impeccably maintained by fastidious original owner, virtually indistinguishable from new. Extras include anti-roll bar, sorbo-upholstered seat covers, parcel shelf, screen washers, petrol gauge, draught excluders. Under 25,000 miles. £625. Wingfield, 16, Married Officers Quarters, School of Infantry, Warminster. [3073

RAILTON, 1936, 28.8 h.p. saloon, reasonable mechanical condition. Will break for spares. Offers. P. Wing, Farnhurst Farm, Cranleigh, Surrey. Tel.: 224. [3085

RILEY NINE GEARBOX, modified giving built-in overdrive. Ratios: 0.66, 1.0, 1.3, 2.0. Suits light Riley-engined "special." Race proved. £6. Birkett, 50, Bridge Road. Tel.: Farnborough 2121. Buyer collect. [3066

SOUND RILEY MONACO, 1934. £50. Taxed, spares, engine, gearboxes. 85, Gloucester Road, Malmesbury. Tel.: 2208. [3074

1930 ALFA-ROMEO, 1,750 s.o.h.c., Young d.h.c., good all round except chrome. £130 o.n.o. Tosswill, 6, Linden Ave., Sheffield 8. [3077

"MOTOR SPORT" 1954/58, 60 mint copies, £3. 31, Summerlee Gardens, Finchley, N.2. [3079

RILEY 9 SPECIAL, Merline engine, manual gearbox, Hepolite 8.5 : 1. Twin S.U. carbs. Four branch exhaust, 16-in. wheels. Two-seater, built 1948. No faults. £85. P. Brooke, "Greenbanks," Uley, Gloucestershire. [3080

1954 ASTON MARTIN, D.B. 2-4, d.h.c., metallic blue, black hood, wireless, heater, Turbospeeds, early 1956 3-litre Vantage engine. Superb condition, sale due to owner's death. Offers. Box No. E.081. [3081

AUSTIN-HEALEY B.N.I., 1955, red, heater, overdrive, washers, tonneau. Good condition, recon. gearbox. Too thirsty for town use, would exchange for 1958 Minor, A35 or similar. £620 o.n.o. Tel.: WELbeck 9248, before 5.30 p.m. [3084

LAGONDA, 1929, l/c. 2-litre. Impressive and beautiful condition. Brakes re-lined. Reconditioned differential and timing. New tyres, tonneau, upholstery, licensed. £160. Greaves, Yew Court Farm, Chandlers Cross, Rickmansworth. Tel.: Kings Langley 4252. [3086

ROLLS-ROYCE PHANTOM III, saloon by Hooper 1937. Two owners, 80,000 miles. Engine rebuilt by makers 1956, full history available. Can be seen Glasgow area. £700 or offers to Fairbrother, 25, Chesterfield Avenue, Glasgow, W.2. [3087

1926 ROLLS 20, Continental cabriolet body by Salmons. One owner 1955, rare model in excellent condition. 1926 Morris-Cowley, restored 1959, completely original, details and price, Box No. E.088. [3088

FOR SALE—*continued*

ARISTOCRAT SPORTS CAR, A35 engine, twin carburetters, Austin suspension throughout, Healey telescopic steering, fibreglass body on box section chassis. One demonstration model available, works mileage, unregistered, £620, including p.t., list price £850. Tel.: PAL 5817. [3089

SPARES, 1934 Riley 9 engine parts and clutches, silent third box, 19-in. Ace discs. Ford 8 engine parts, clutches. Write list: O'Connor, 70 Higher Road, Hunt's Cross, Liverpool. [3090

ENGINE, new Ford 10, fitted overhead, various other mods., cost £150, selling £40. Also Marshall Blower, new S.U. £25. Blower and engine give 100 b.h.p. Tel.: HOL 4011 (office hours). [3091

A.7. SPECIAL, started building Lockheeds. Also Ruby. Good engine. £20 each, due to National Service. Biltcliffe, 166, Markland Hill Lane, Bolton. [3092

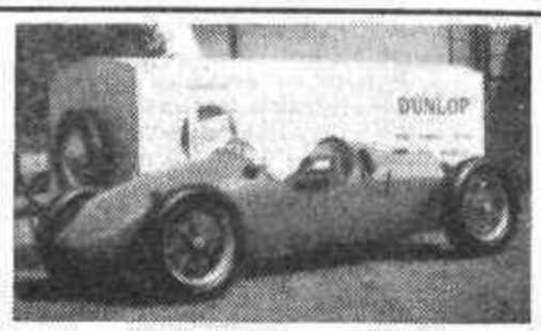
MORGAN SUPER SPORTS, 1934, M.X.4, hydraulic brakes, £85. Also Peel-bodied Ford-engined Standard Special, view Cambridge, £175. Sheppard, 56, Coniston Road, Leamington Spa. [3093

VOLKSWAGEN, 1959 model, sunroof, 12,000 miles. Diamond grey. Twin carburetters. Michelin X, anti-roll bar, etc. Completely as new. £760. H.P. available. 2, Tany's Dell, Harlow, Essex. [3094

CONVAIR FORD. All modified parts, tubular chassis. Body, etc. by Convair. 500 x 16 tyres. Unregistered, requires completion assy. Bargain, £225. Part exchange large h.p. outboard engine. 138, Roseberry Gardens, Cranham, Upminster, Essex. [3095

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FOR SALE: Wonderful opportunity for "Special" builders—1,767-c.c. Lea-Francis engine and gearbox, perfect condition. Twin overhead cams, suitable for tuning. Sensible offers to: G. H. Whittome, Bent Arms Hotel, Lindfield, Sussex. [3096

HALDA SPEEDPILOT, complete with fittings, in perfect working order £12 10s. N. Cohen, 28, Rouken Glen Road, Giffnock, Glasgow. [3097

FOR SALE, a Phantom II Rolls-Royce Touring Limousine, painted grey, first registered 1935, 4 doors, 44 h.p., mileage unrecorded, coachwork by Mulliner. The car can be inspected, by appointment, at Towersey Manor, Thame, Oxfordshire. Offers should be submitted to Knight, Frank & Rutley, 20, Hanover Square, W.1. [3098

DYNA PANHARD, 1950. 4-seater saloon. Right-hand drive. Rack-and-pinion steering, overdrive, new crown wheel and pinion. Good tyres. Good condition. Over 50 m.p.g. £255. Aldcroft, 19, Southbank Road, Kenilworth. [3099

LOTUS ELITE, light Green with Black interior, registered 29.7.59. Better than new, most carefully run-in. Has been back to factory for check. Reluctantly selling due to family objections. Taxed, tuned, ready to go. £1,950. Tel.: Witwell 277. [3100

ALFA ROMEO, T1 Giulietta Sports Saloon. Dark Blue. Registered February 1959. Nominal mileage. One owner, carefully maintained. Cost over £2,000 new. £1,575 for quick sale. Tel.: Alperton 1259. [3101

LANCIA AUGUSTA, 1936 Sports saloon. Good condition, heater, recent overhaul. £85 o.n.o. 66a, Station Road, Harpenden. [3102

FORD 10 SPECIAL, Falcon body, 15-in. wheels, low floor, full instruments, etc., nine-tenths completed, cost £250. What offers? Two-tube chassis, i.f.s. De Dion, Rand P, 1,250-c.c. engine/box. £126. 4 Mag. alloy wheels £20. Ford 8 engine/box r./axle parts £12. 4-cyl. Scintilla £8, 1⅛-in. S.U.s £7 10s. a pair. No garage any more, must sell. G. Fleming, 16, Queen Elizabeth Walk, Wallington, Surrey. Tel.: WALL. 9986. [3103

DISTINCTIVE 1935 Open Rover Sports needs enthusiast to nurse into full health. Present owner demands ransom £100. Write: Legg, 25, Bath Road, Reading. [3104

S.S.11, 1935, Custom built aluminium Sports Saloon Body, 1949. Good order. Offers. 6, Longmeadow, Cheadle Hulme, Cheshire. [3105

FOR SALE—*continued*

ARMSTRONG SIDDELEY 14, 1938, perfect condition, 63,000 miles. £300 spent since 50,000. Full history available. £100 or offer. Martin, 323, Chesterfield Road, South, Mansfield. [3106

BENTLEY, 1927 3-litre Speed Model. Dewandre servo brakes, axial starter, Scintillas. A very good Bentley, £275. 5, Lordswood Road, Southampton. Tel.: 68925. [3107

SIDDELEY SPECIAL SIX. P.V.T. Actual car described MOTOR SPORT June. Concours condition, mechanically excellent, P.100, Ace discs, twin spots, horns, etc.; radio, heater. Hendon certificate. £220. Brown, 12, Gayfere Road, Stoneleigh, Epsom. Tel.: Ewell 6360. [3111

1938 BENTLEY 4¼, L.E. series, Park Ward saloon. Respray, new front springs, engine overhaul; £475, below. 1934 Bentley 3½ V.D.P. tourer. Exceptional condition, new radiator, complete engine overhaul. Two owners only. Mile 106,000. £450. c/o Hereford Road Garage, Ludlow. [3112

ROLLS TWENTY, 1928. Attractive 2-door, 4-seater F.H.C. Good condition throughout. Mascot. £150. Sibley, 65, Maynard Drive, St. Albans. [3113

AUSTIN SEVEN ENGINE, 4-speed gearbox, chassis, tyres, wheels, etc., complete £10, or sell separately. B. E. Cox, 4, Fernleigh Court, Preston Road, Wembley, Middlesex. Tel.: ARN 5778. [3114

RILEY BROOKLANDS. Exceptional condition. Fitted 1½-litre engine with reground crank, new bearings. Preselector box. Loads of spares, including two new S.U.s and manifold. What offers? Flinn, Wellington House, Leyland, Lancs. [3115

1934 TALBOT 75, chauffeur-driven until 1956, little used since. First-class condition throughout. £140 o.n.o. Jaques, 66, Millgate, Bentley, Doncaster. Tel.: 54277. [3116

ARNOTT 2240 SUPERCHARGER, complete with carburetter, gauge and lubrication system. Suitable 1,300-1,900 c.c. Purchaser to collect. £25. Ellis, 152, Wigan Lane, Wigan. [3118

1955 TR2. Black/red. Overdrive, heater, Xs, sliding sidescreens. Unfaultable bodily and mechanically. £565. Baldock, 31, Abbey Street, Rhyl, Flintshire. [3119

FOR SALE—*continued*

FORD TEN SPECIAL. Buckler "C" gearbox. Alloy body on tubular-framed chassis. All new parts. 3,000 miles. Taxed and insured. Raced once. Spares, etc. £150 o.n.o. Tel.: Gt. Horkesley 275. [3120

S.S.100, 1938, 3½. Almost completely overhauled. Fitted many post-war engine parts. New hood and screens. New carpets. Retrimmed. Terrific performance. Reluctant sale, £285 o.n.o. 10, The Lawn, Harlow, Essex. [3121

M.G. TC, 1947. Cream. Good condition. £310. Purton, Yonder Cottage, Frithsden, Herts. Tel.: London Wall 3041 (day), Berkhamsted 1184 (evenings). [3122

RILEY R.M.F. 2½-LITRE, 1953. Grey, red leather upholstery, first-class condition. Engineer maintained. £495. Greensleeves, Bassetsbury Lane, High Wycombe, Bucks. [3123

S.S. JAGUAR, 1938, 2½-litre saloon, basically sound. £30. 31, East Barnet Road, New Barnet, Herts. Tel.: BAR 4822. [3124

1934 TALBOT "65." Body, interior, tyres exceptional. General mechanics reasonable, but transmission sick (suspect drive-shaft bearing). £30(?). "Othona," Althorne, Chelmsford. [3125

AUSTIN SHEERLINE, 1949, two-tone blue. Good throughout. Any trial. Must sell, just married. £325. Jenkins, 118, Peperharow Road, Godalming, Surrey. [3126

EX-ENTHUSIAST HAS RILEY (Kestrel), 1933 £35 o.n.o. Cpl. Simpson, D. A., Billet 49H, R.A.F., Buchan, Peterhead, Aberdeenshire. [3127

VOLKSWAGEN, 1948, L.H.D., £185. £40 just spent on engine. Hudson Walker, Hill Rise, Church Street, Coton-in-the-Elms, Burton-on-Trent. [3128

B.S.A. SCOUT, 1934. Immaculate condition. Engine recently completely overhauled. Offers. 19, St. Wilfred's Road, Burgess Hill, Sussex. Tel.: Burgess Hill 3713. [3129

A.C., 1939, 4-seater coupé. A rare model in good all-round condition. Must be seen to be appreciated. Genuine reason for sale. £120 or offer. Beale, 20, St. James' Avenue, N.20. Tel.: ENT 3929. [3130

SPECIALISTS. Complete set 12-volt instrumentation, matching dials, all ex-Air Ministry, plus 8-in. adjustable landing light, small solenoids suitable boot/bonnet catches, S.U. pumps, heater controls. S.A.E. to Beverley, 39, Parkway, Pound Hill, Crawley, Sussex. [3131

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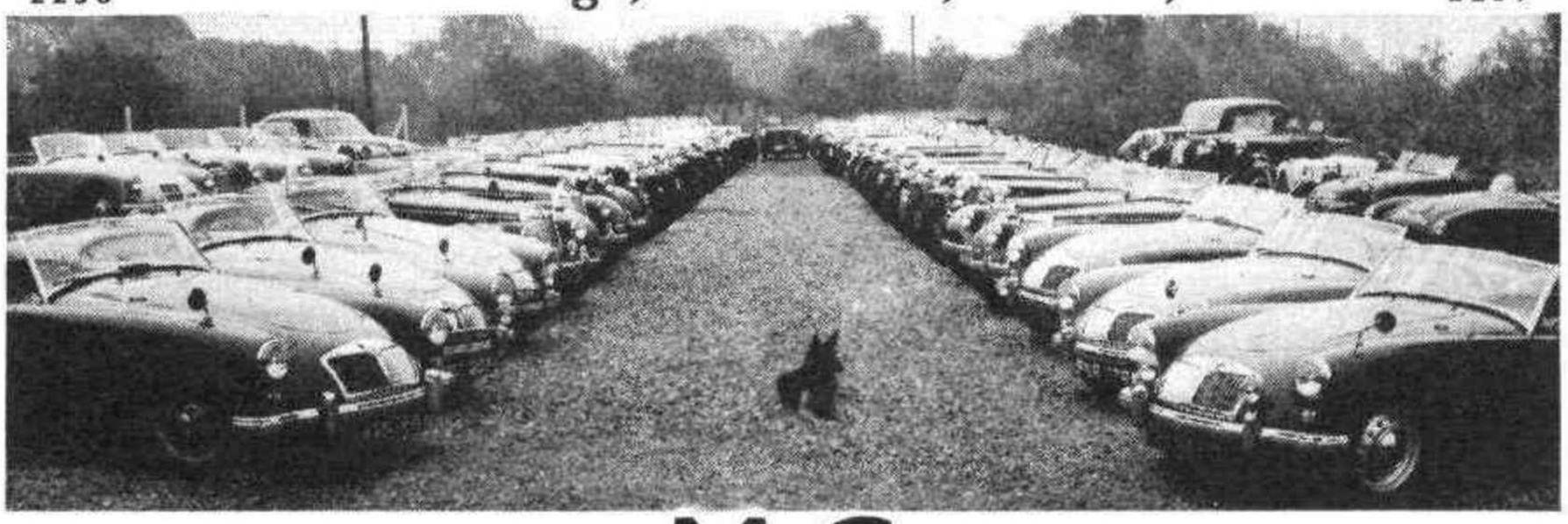
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FOR SALE—*continued*

1948 RILEY 2½-LITRE, £285 o.n.o. Tel.: Crawley (Sussex) 453 or WHI 4366, Ext. 18 (office). [3423

1928 LEA-FRANCIS 12/40 doctor's coupé. Close-ratio gearbox, fine engine, repainted, new hood, many spares. £165; would consider interesting exchange plus cash. Perry, 231, Queens Park Avenue, Bournemouth. [3427

TR2. Hard-top, soft-top, tonneau, overdrive, heater, radio, undersealed, undershield, occasional seat, " X " tyres, Servais exhaust, radiator blind, badge bar, spots, screen-washers, wing mirrors, rear bumpers. New engine one year ago. Faultless and immaculate. £590. Tel.: STR 5727. [3428

ENJOY YOUR WINTER'S motoring in a Wolseley 4/50 ! Similar to police cars. 1950 1¼-litre o.h.c., fitted heater, fog-lamp, etc. Immaculate throughout. £325. Tel.: Springpark 3384. [3429

" MOTOR SPORT "—most issues 1945-1958. 55, Motspur Park, New Malden, Surrey. [3430

MAGNIFICENT HUMBER Pullman 16/60, 1934. Six good tyres, beautiful chrome and paintwork, heater, engine reconditioned, numerous spares. Must sell, stork compels. £140 or near offer. Wiseman, 142, Leigham Court Drive, Leigh, Essex. Business Tel.: Stanford-le-Hope 2021, Ext. 350. [3431

FINANCE NECESSITATES SALE. Austin Swallow, 1931. £50 spent—£35. Hall, 42, King Street, Knutsford, Cheshire. [3432

1951 RILEY NINE Special, v.g.c. Professional body, twin S.U.s, wire wheels, straight-through exhaust, magneto, S.U. fuel pump, spot. Running-in after engine overhaul which forces sale. Seen Notts. £145 o.n.o. Box No. E.433. [3433

M.G. PB, 1936, 2-seater, red. Complete post-war history. Recent repaint, engine overhaul. £145 o.n.o. Seen London. Hancock, Peterhouse, Cambridge. [3434

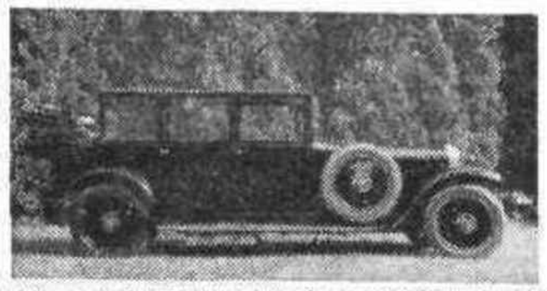
DISMANTLED LANCIA APRILIA engine, 1938. Condition only moderate. Garratt, Peterhouse, Cambridge. [3435

ROCHDALE G.T., 1958. Black, red interior. Aquaplane-modified 93A engine, close-ratio gears, 4.7 c.w.p., hydraulic brakes. Fast and comfortable. £310. Garratt, Peterhouse, Cambridge. [3436

M.G., 1939, 2-LITRE drophead coupé. Black original finish and specification. No faults. 55,000 miles. Beautiful car. Genuine and reluctant sale. £200 o.v.n.o. Tel.: SOUthall 4261. [3437

BENTLEY, 1934, Park Ward drophead coupé. New hood. Excellent condition throughout. £300. Box No. E.438. [3438

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Open car fun but also closed car comfort with this **DAIMLER** of 1926. Original condition bodily and good mechanically **£120**

1936 SINGER Nine two-seat sports. Well above average, 16-in. rears, heavy crank, twin carbs, in B.R.G., what better at **£75**

LAGONDA 2-litre 6-cylinder 4-seat tourer in metallic grey. New hood and sidescreens. Preselector box with right-hand change... **£100**

LAGONDA M45 tourer; 3 months ago it was resprayed royal blue, trimmed in black and fitted with new hood and tonneau. A new clutch was also fitted. Now on offer at **£225**

1929 ROLLS-ROYCE 20 saloon. Vertical shutters and vee windscreen. Shabby. Engine good, brakes poor **£75**

1927 INVICTA 4½-litre 2-seat open sports. Green and black. OFFERS.

1927 PACKARD 6-cylinder saloon. Good generally and hosts of spares **£35**

1930 AUSTIN 12/4 saloon. Original and presentable all round **£45**

1926 ROLLS-ROYCE Phantom I Barker limousine in grey and black. Fair order, some trimming needed **£140**

AUSTIN Ruby 4-seat tourer. New paint, fair tyres, at any sensible figure.

We do still have numerous Rolls products around the property ranging from a bare 20 chassis frame to a complete '33 20/25 via such oddities as a P3 engine and a complete superb P1 Hearse. We can locate other pieces, if necessary.

Full information and photos on receipt of S.A.E., or ring OWER 255.

FOR SALE—*continued*

LAGONDA 16/80. Breaking. All parts available. Many suitable 2-litre. Dallas, 125, Jockey Road, Sutton Coldfield, Warwickshire. [3439

1958 PROFESSIONALLY-BUILT Trials Special. Tubular chassis. Modified Hillman engine. Extra wheels with new road tyres. Recent successes. Taxed. £145 o.n.o. 159, Westwick Road, Sheffield 8. Tel.: 28831 (office), 75828 (home). [3440

ONE LOTUS SEVEN, 1959. Numerous extras and mods. Cellulosed, etc. Tel.: Pinner 3553, 8810. [3441

M.G. 18/80 MK. II, 4-seat tourer, 1931. First-class all-round condition, in everyday use, but not overworked. £185. Box No. E.442. [3442

BUCKLER D.D.2, 1958; Convair body. 1,172-c.c. —9,000 miles since recondition; i.f.s.; c/r gears; 4.7 : 1 c.w.p.; excellent all-weather equipment. Fast, good-looking and economical. £350. Seen near Bristol. Write : S/Lt. Hare, R.N.A.S., Lossiemouth, Scotland. [3443

SINGER LE MANS 2/4-seater. Fast engine, new hood, rest average. £65 or offer. Cullen, Ansty, Nr. Coventry. [3444

AUTOVIA V8 RILEY engine, gearbox, carbs., electrics; £45 o.n.o.; suit Allard. Minor S.II engine, c/w carb., manifold; can be seen running; £45. Box No. E.445. [3445

1929 ARMSTRONG SIDDELEY 12-h.p. 6-cylinder fabric saloon. Good running order. £40 or offer. 62, Kingswood Road, Tadworth, Surrey. Tel.: Tadworth 3005. [3446

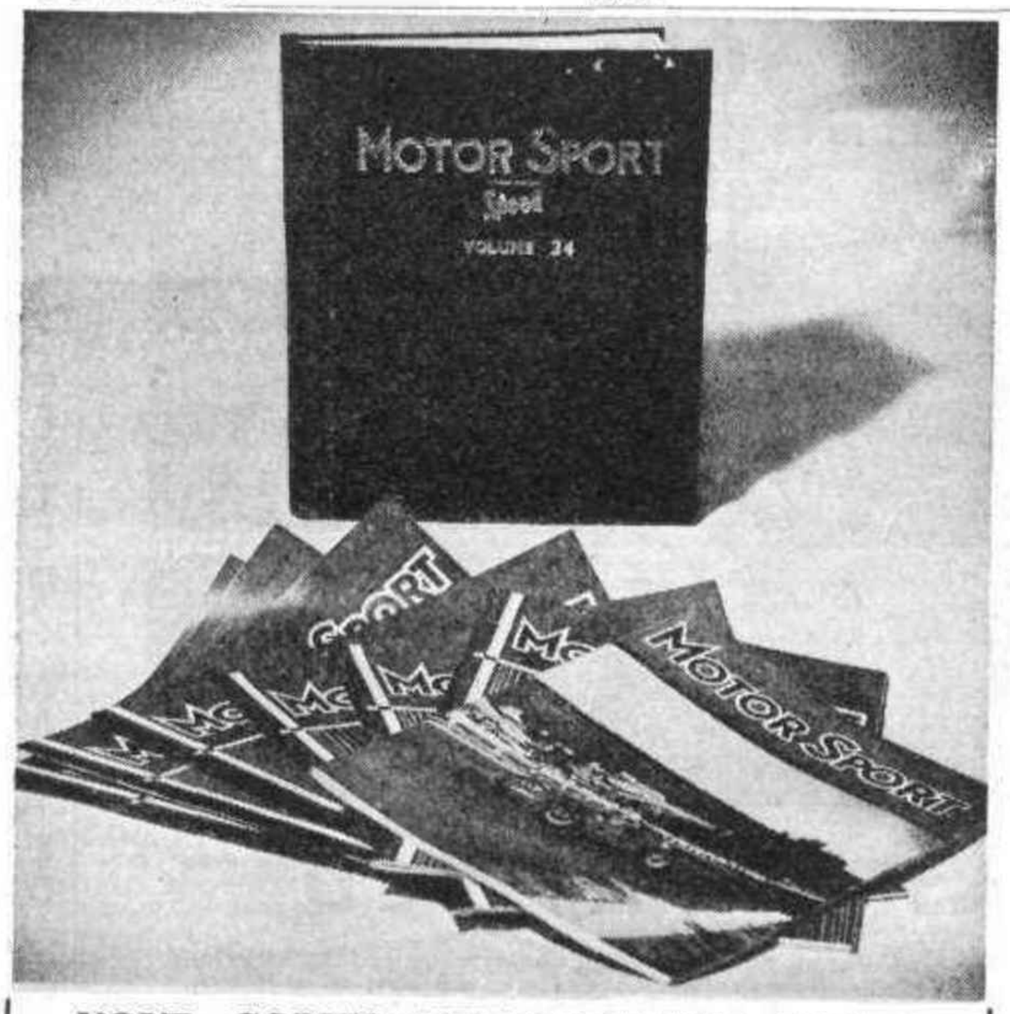
CITROEN FAMILY FOUR. Original registration 1957. Body fair; tyres, transmission, engine, good. £60. 1939 Citroen engine, 12.8, all accessories, £12. Back axle, suspension, wheels, tyres, £7 10s. Near-side doors, windows and trim, £1 10s. each. Thorne, " Westlawn," Loose Village, Maidstone, Kent. [3447

TRIUMPH 1,800 roadster 3/5, 1947. Metallic blue; good condition. £280. 89, Ridgeway Avenue, Gravesend, Kent. [3448

B.S.A. SCOUT, 1936, 4-seater tourer. Black. Good condition. £55, offers. Tel.: Gravesend 4135. [3449

750 SPECIAL in process of building. Unable to continue. £95. Ashley body, chassis Ashley prepared, Woodhead suspension units, etc. Jacobs, 38, Elmsleigh Road, Wandsworth. [3450

J2 M.G., runner. Also J2 chassis complete with axles, wheels, steering, Ford Ten unit (J2 box attached) and 12-in. hydraulics. Offers ? Box No. E.451. [3451



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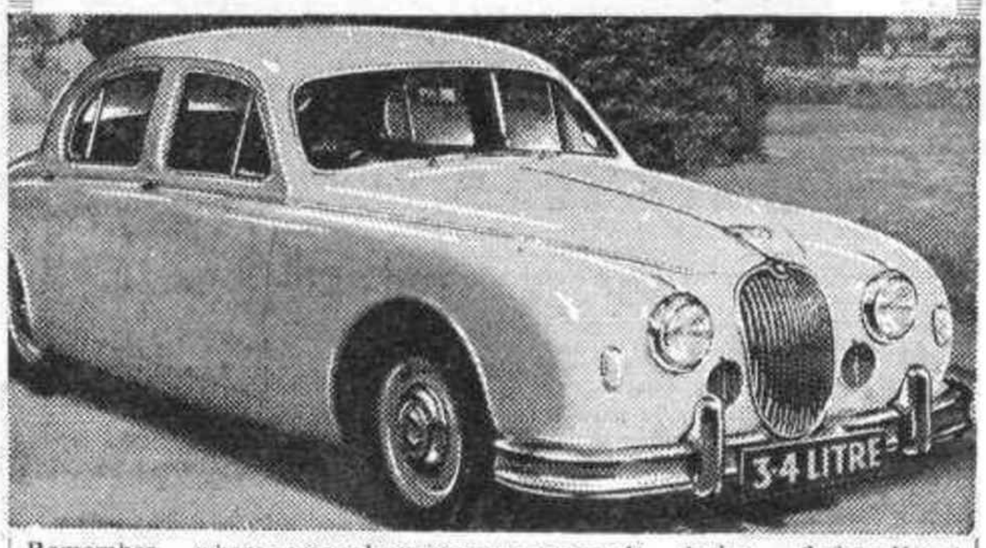
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AUSTIN-HEALEY 100/6, 1958, unmarked in grey and black. Fitted : wire wheels, overdrive, radio, heater, 6-port head, hard and soft tops ... **£965**
TRIUMPH TR3 " A," 1958, 2-seater, in chariot red with hard top, disc brakes, heater, " X " tyres, washers **£885**
AUSTIN-HEALEY 100/6, 1957, 2-seater, in green and cream; fitted : radio, heater, twin spotlamps, overdrive, washers **£865**
JAGUAR XK140, 1955, fixed-head coupe in battleship grey; radio, heater, spots, overdrive, washers, wing mirrors, twin exhaust **£865**
AUSTIN-HEALEY 100/6, 1957, 2/4-seater in ice-blue and white; fitted : radio, heater, overdrive, spotlamp, tonneau cover, twin exhaust **£865**
FRAZER NASH " Mille Miglia," 1952, stramlined 2-seater in B.R.G.; full weather equipment, twin exhaust, F.N.S. unit. A beautiful road car ... **£845**
M.G.-A, 1957, 2-seater in spotless black, with radio, heater, tonneau cover, " X " tyres, special Derrington cross-flow head and exhaust system ... **£795**
M.G.-A, 1957 model, in green. A really first-class example with wire wheels, radio, heater and full-length tonneau cover **£725**
M.G.-A, 1956, 2-seater in blue, with wire wheels, white-wall tyres, radio, heater, washers and full-length tonneau cover **£715**
FIAT 1,100 Spyder, 1956, 2-seater. A spotless example of this very rare car in Italian red, with radio, heater, windscreen washers, etc. **£695**
M.G.-A, 1956, 2-seater in green, with radio, heater, luggage rack, mirrors, tonneau, spot, etc.... ... ... **£695**
M.G.-A, 1956, 2-seater in pearl white. Fitted : radio, heater, rack, tonneau, spots, mirrors and five new tyres **£675**

COOPER-MONACO, 1959, Comp. 2-seater, 2-litre twin-cam Climax engine, Z.F. gearbox, disc brakes. Only just built and unraced ... **£2,450**
LISTER-JAGUAR, 1959 Works car, 3.8-litre unit, wide-angle head, all-scynhro. gearbox, discs, Webers, de Dion, etc. **£1,985**
LOTUS Mk. IV, 1959, Comp. 2-str., 1,500 twin-cam Climax unit, discs, mag. wheels, 5-speed gearbox. An immac. Series III car in maroon ... **£1,585**
ASTON MARTIN DB3S, regd. 1956, dark blue; twin-plug head, R.5s, brakes completely relined. An extremely potent ex-Works car ... **£1,285**
LOTUS Super Seven, 1958, 1,100 Climax unit, disc brakes, de Dion, M.G.-A gearbox, mag. wheels, etc. The perfect sprint and hill-climb car **£1,250**
LOTUS Mk. XI, 1956, 2-seater, Series I. An absolutely unmarked car in pale blue, with Stage II 1,100 Climax unit, wire wheels, etc. ... **£765**
LOTUS Mk. IX, 1955, 2-seater, in B.R.G., 1,100 Climax unit, wire wheels, turbo brakes, de Dion, M.G. gearbox. Ex-Peter Ashdown ... **£685**
LOTUS Mk. VI, 1954, 2-seater in silver, 1,100 Climax unit, de Dion, M.G. gearbox, alloy wheels, full weather equipment and extremely fast **£495**
LOTUS Mk. VI, 1954, 2-str., highly modified M.G. 1,500 unit, alloy wheels, hydraulic brakes, M.G. gearbox, tonneau cover. Ex-Peter Gammon **£435**

AUSTIN-HEALEY " Sprite," 1959. Unblemished in dark green, one owner, 6,000 miles only, with heater, rev.-counter, tonneau cover **£645**
AUSTIN-HEALEY B.N.1, 1955, 2-seater, in flame red, with hard top, soft top, tonneau, heater, overdrive, rack, etc. **£635**
AUSTIN-HEALEY B.N.1, 1955, 2-seater, in spotless white with red side-panels; fitted : " X " tyres, wire wheels, radio, heater, washers, tonneau, etc. **£625**
AUSTIN-HEALEY " Sprite," 1959 model, in dark green; particularly good example, with heater, washers, rev.-counter, mirrors **£625**
M.G. TF " 1,500," 1955, 2-seater, in gleaming black, with pigskin brown interior; an immaculate car with " X " tyres, luggage rack, tonneau cover ... **£615**
AUSTIN-HEALEY B.N.1, 1955, 2-seater in pillar-box red; twin spots, heater, tonneau cover, wire wheels, overdrive, etc. **£595**
M.G. TF, 1954, 2-seater in Alfa red. Quite unmarked and fitted twin spots, heater, luggage rack, mirrors, etc. **£595**
AUSTIN-HEALEY B.N.1, 1954, 2-seater in steel grey with red interior; spots, heater, wire wheels, tonneau cover, overdrive, mirrors **£595**
SWALLOW Doretti, 1955, 2-seater in sky blue; full-length tonneau cover, heater, " X " tyres, washers. A particularly fast car **£595**
JAGUAR XK120, 1954, drophead coupe in metallic silver grey; wire wheels, twin spots, radio, heater, new hood, wing mirrors, luggage rack **£595**
JAGUAR XK120, 1953, roadster in metallic blue. Special equipment model, wire wheels, twin exhaust, spots, heater, mirrors, etc. **£595**
MORGAN " Plus Four," 1956, 2-seater in British Racing green, TR2 unit, windscreen washers, wing mirrors, etc. **£585**
TRIUMPH TR2, 1956 model, in B.R.G., with overdrive, " X " tyres, twin spots, heater, mirrors and reversing lamp **£565**
MORGAN " Plus Four," 1955, 2-seater in British Racing green, TR2 unit, tonneau, washers, mirrors, spots, etc.... ... ... **£565**
AUSTIN-HEALEY B.N.1, 1954 model, in dark red with heater, wire wheels, overdrive, twin spots and full-length tonneau cover **£545**
M.G. TF, 1954, 2-seaters. Choice of two above-average examples in green or cream. Both with various extras, spots, rack, etc. **£525**
HEALEY " Silverstone," 1950, 2-seater in blue; a particularly fine "E "-type model with modified unit **£495**
M.G. TD, 1951/2, 2-seaters. Choice three really excellent cars in red or green, with extras, tonneau, spots, luggage rack ... ... From **£425**
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RILEY Nine Special. Built in 1957. An extremely neat and fast 2-seater, finished in B.R.G., with full-length tonneau cover, etc. **£295**
M.G. TC, 1947/9. Choice two well-above-average examples in blue or grey, both with extras, mirrors, spots, twin horns, etc. **£295**

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HILLMAN MINX 1935-type dynamo and starter-motor, also 6-volt battery. The lot, £15 o.n.o. Clarkson, "Nithsdale," Portsmouth Lane, Haywards Heath. [3132

BREAKING FOR SPARES, 1952 Jaguar XK120 for spares due to damage. Also Vanguard gearbox and TR2 head complete. K. Munford, Tel.: SHE 8210. [3133

BUCKLER "90." Mistral body, Stage IV Aquaplaned 1,172 unit, 4.7 c.w.p., weather equipment. £330 o.n.o. London area. Box No. E.134. [3134

TRIUMPH GLORIA saloon, 10.8 Climax. Excellent overall, £100 spent in four years. £65. Wanted: '55 TR2. Sinclair, 74, The Paddocks, Ingatestone. [3135

1953 M.G. 1½-LITRE saloon. Good condition throughout. One owner. £400 o.n.o. Write: Dr. Anderson, Alconbury, Weston, Huntingdonshire, or Tel.: Woolley 281, evenings except Thursdays and Saturdays. [3136

TR3, 1954. White. Fitted heater, leather seats, windscreen washer, two X tyres, competition springs and dampers, aluminium sump. Paint and chrome in very good condition. £495. Owner wishes to return to a quiet and comfortable saloon car. P. Hooper, 155, Windmill Road, Edmonton, London, N.18. [3137

750 FORMULA CAR—fully tuned perfect speedy engine and similar spare "Speedy" engine. Every possible mod. to engines, boxed chassis, hydraulics, i.f.s. The lot, with trailer, £250. Hockney, 23, Meadway Close, Sale, Cheshire. Tel.: Sale 9738. [3138

M.G. TC, 1947. Excellent condition throughout. Black. £295, bargain. Midway, Manor Way, Letchworth. [3139

LAGONDA RAPIER, 1935, Abbott drophead. Suitable restoration (preferably)/spares. £30 o.n.o. Jones, 62, Shepherds Close, Hurley, Maidenhead. Tel.: Hurley 228. [3140

ROLLS PHANTOM III, 1936, solid-tappet conversion—complete engine overhaul (£600), new radiator, heater and battery, good tyres. Thrupp and Maberly body, division, two occasionals. In daily use until owner's accident, which means two-pedal motoring in future, hence sale. View Birmingham. Price £650. Box No. E.141. [3141

ROCHDALE G.T. BODY and new Popular chassis. £120 o.n.o. Terms. Free delivery. Hale, 37, Old Cheltenham Road, Gloucester. [3142

AUSTIN 12/4 tourer, 1933. Probably the only example in immaculate unblemished original condition throughout. £125. Richardson, Baslow, Derbyshire. Tel.: 3235. [3143

ALVIS SILVER EAGLE, 16.9 h.p., 1935. Engine excellent, coachwork shabby. £40. Neale, Prospect Avenue, Farnborough. Tel.: 1007. [3144

2-LITRE A.C., 1929. £60. Running order. Doggett, 15, Spa Lane, Hinckley. [3145

SACRIFICE NEW OVERDRIVE for Mk. II Consul or Zephyr at £10 under list. Box No. E.153. [3153

ALVIS 12/60, 1932, B.B. Very good condition all round. £120 o.n.o. White, Little Orchard, Gorse Hill Road, Virginia Water, Surrey. Tel.: Wentworth 2053. [3151

FORD EIGHT. Ideal for "special" builder. No rot, good brakes, rad., lights, etc. Engine needs boring. Still in daily use. Offers. Sharp, "Hilltop," High Street, Oadby, Leics. Tel.: Oadby 2386. [3155

AVON SPECIAL. 1½-litre S.S. engine. Completely overhauled 5,000 miles. Excellent body, tyres, steering, etc. 80 m.p.h. plus; 32 m.p.g. max. £125. Field, Tel.: FOR 4400. [3157

FOR SALE—Beautiful vintage Sunbeam Sixteen sun-roof coupé, excellent original condition. Taxed Dec. £95 o.n.o. 5, Cleeve Lodge Road, Downend, Bristol. [3158

RILEY ENTHUSIAST reluctantly parts with 1937 Riley Falcon, preselector 1½-litre. Good body, mechanically sound, smooth interior. £120 o.n.o. Box No. E.161. [3161

APRILIA SPARES for sale. S.A.E. to 176, Ocean Road, South Shields, for list. [3162

SWIFT PARTS, 1928 saloon, 10 h.p. All parts except radiator and valves. Maguire, Alexandra Street, Kirkintilloch. Tel.: 2331. [3164

M.G. TA. Beautiful condition. Recent respray. Real bargain at £185 o.n.o. Kempson, 4-6, Penel Orlieu, Bridgwater, Somerset. Tel.: 2038. [3165

ROVER TWELVE sports saloon, 1946. Heater, spot, fog. Excellent condition. Walker, 61, St. Leonards Road, Hove, Sussex. [3166

MORRIS 1000 2-door D.L. saloon, 1958. Immaculate, 14,000 miles. Full Barwell racing conversion, c.r. 11.3 : 1, close-ratio gears, oil radiator, radio, heater, roll bar, anti-fade linings, h.c. pistons, H.4 S.U.s, three-branch exhaust, seat covers, twin spots, reversing light, Pirelli tyres. In fact, over £300 of extras. Extremely fast. Offers; would accept perfect vintage saloon up to 2-litres in part-exchange. Calvert, 112, Westgate, Bradford 1. [3167

RILEY 2½, 1949. Above average all round. Recent respray. Michelin X, Marchal head and spots, H.M.V. wireless, dashboard dipswitch, heater, new battery, and brakes just relined. A really fine car. Box No. E.168. [3168

RARE 1936 PACKARD limousine, 32 h.p., eight seats, f/f occasionals, disappearing division. Clean, tidy interior, sound body. Good mechanically, excellent tyres. £100 o.n.o. Sloane, 8, Jubilee Avenue, Ripley, Derbyshire. Tel.: Ripley 819, after 7 p.m. [3163

1932 M.G. MAGNA "F." Very good condition. £90 o.n.o. 271, Galliard Road, Edmonton, N.9. [3169

1927 SUNBEAM tourer with dickey, 16 h.p. Excellent condition, genuine 43,000 miles, one previous owner, new tyres, etc. Photographs available. £175 o.n.o. Hudson, 5, York Gardens, Wolverhampton. [3170

FALCON Mk. III SPECIAL. Every part new. Hydraulic brakes, etc. £325 o.n.o. Runeckles, 304, Cowley Road, Uxbridge. Tel.: 4932. [3171

HEALEY, 1951, "WESTLAND" tourer. Work history, good condition. A fast, attractive and economical car for the individualist. £350. Tel.: WELbeck 4426, ext. 447, or Ripley 2044 (evenings). [3172

1934 SINGER LE MANS 4-seater. Recent overhaul and respray. Excellent condition. £100. Tel.: Pewsey 3171 (Wilts). [3173

WISH I WAS single again. Marriage forces sale Alvis Silver Crest, 1938. Engine overhauled Sept., interior and body good. £190 o.n.o. Box No. E.174. [3174

1953 BUCKLER X. 4.7 c.w.p. Reconditioned 1,172 Ford unit and clutch in 1958. 4,000 miles since. An all-weather 2-seater tourer. B.R.G. £225, or exchange with adjustment for 1949-53 saloon. 32, Meyrick Road, Sheerness, Kent. [3175

MARSHALL SUPERCHARGER. Top condition. Bargain at £6 10s. Write: Breach, Belle Vue, Chappel Hill, Sedlescombe, Sussex. [3176

FOR SALE: Sound, reliable, good condition Rolls-Royce, 1933, 20/25 Mulliner limousine, colour black. H.P. 25.3. Reg. AGN 1. Less than 80,000, one owner. Tel.: WEL 5153. [3177

1929 RILEY NINE Mk. IV tourer, cycle-type wings. Good condition. Spares. £40. Ward, 128, Lawford Lane, Chelmsford, Essex. [3178

BUGATTI T. 46 DISTRIBUTOR drive gears, new, "Bugantics" and MOTOR SPORT since 1948, Land Rover Workshop Manual. Offers. Wallace, 2, Woodlands Drive, Hoddesdon. Tel.: 4204. [3179

A.C. 2-LITRE BUCKLAND, 1952, 45,000 miles and in really beautiful condition; engine rebuild, brakes, etc., just completed. £385. Sankey, Shackerley Hall, Albrighton, Wolverhampton. Tel.: Albrighton 286. [3180

1932 RILEY NINE saloon, in running order. Tyres, brakes, steering excellent. Sundry spares. Taxed. Must sell, £25 o.n.o. Poulter, 5, Culcheth Hall Drive, Culcheth, Warrington. [3181

ALL "MOTOR SPORTS," April 1953 onwards. Offers. Trigg, "Applenayes," Tickenham, Clevedon, Somerset. [3182

1932 1½-LITRE INVICTA 6-cylinder o.h.c. sports saloon. Sound original condition. Engine spares and tyres available. £125. Evans, 37, Cranleigh Drive, Brooklands, Sale, Manchester. [3183

INVICTA. 1931, 4½ litre, 100 m.p.h., low chassis, fitted post-war immaculate fixed-head coupe body, maroon, built by craftsmen, of best possible materials, pig-skin upholstery, lining, etc., new and unused engine fitted 30,000 miles ago. Decarbonised last week, always maintained regardless of cost, a host of spares, some new and unused. Tyres, batteries, excellent, present owner 15 years. £700, enthusiasts only, please. Thorneywork, Hook Norton, Near Banbury. [3187

1949 JAVELIN, Series III engine, just reconditioned, Jupiter heads and gearbox. Many 1953-type modifications and extras, heater. £295. 228, Edwin Road, Rainham, Kent. Tel.: 82637. [3188

VINTAGE ALVIS. 1930 Alvis Saloon, 19.8 h.p. Sports engine with all mods. including three carbs. fitted. 1,000 miles since complete rebuild. Exceptional condition. £169 o.n.o. Hire purchase or exchange. Peter's Folly, Folly Road, Inkpen, Newbury, Berks. [3189

1946 ALFA ROMEO Coupe 2,500 "Sports." Radio, heater, respray, new hood, carpets and battery. £450 o.n.o. G. D. S. Perry, Dartmeet, 47, Marine Drive, Preston, Paignton, S. Devon. [3190

RILEY KESTREL-SPRITE, 1937. Newly shod. Disgustingly sound in wind and limb. Register member. £195 or w.h.y.? Cox, 70, Cadewell Lane, Torquay. Tel.: 63411. [3191

1939 SINGER roadster chassis, scuttle with new chrome windscreen, bonnet, radcowl, nearside front mudguard. Offers to Eldridge, 63, Cawdor Street, Stockton Heath, Warrington. [3192

TWIN S.U.s on Derrington manifold, fit Hillman or Rapier, £12 10s.; also rev.-counter. Plastic seat covers, fit Rapier, £6. 100E 4-branch twin inlet manifold, new, £6. Exchange parts for brake booster and mods. for Riley 1.5. Sargeant, 62, Upper Road, Plaistow, E.13. [3193

1933 RILEY 9 Cabriolet, similar Lynx. £40 o.n.o. 37, Reddings, Welwyn Garden City. [3194

M.G. TB, red. Excellent body, mechanics, hood. About £200. Birmingham. Tel.: SOUth 1124. [3195

1932 ALVIS TL.12/60. Beetleback engine, carbs., electrics, recently overhauled. Bodywork, etc., near perfect. £140 o.n.o. Viewable London after October 30th. 39, Thursfield Road, West Bromwich, Staffs. [3196

ALFA ROMEO, 1,750 c.c. twin-cam unblown d.h. coupe, by James Young, 1931. Over £200 spent in last eighteen months, brakes relined, rewired, wings resprayed. Owner purchasing Bristol. £230. Tel.: PARk 6584. [3197

ROCHDALE FORD 10, B.R.G., completed May, 1959, h.c. head, c.r. gears, 4.7 crown and pinion. New boxed chassis 2,000 miles. Nicely finished and trimmed. £400. 38, Aston Clinton Road, Aylesbury. Tel.: 2388. [3198

JAGUAR 3½ drop-head coupe, August 1948, radio, heater, spotlamps, wheel discs. Smart and fast. £250. H.P. arranged. Grossman, 14, Langdale Road, Hove, Sussex. Tel.: 35963. [3199

RILEY SILVERSTONE 2½ litre—parts for sale. Engine reconditioned to competition standard. Gearbox, front and rear axles, propshaft, wheels, new tyres. Full details, K. N. Abraham, 64, High Street, Salisbury. The lot £185, or separate. [3200

1948 MORGAN 4/4, 1,267 c.c.—2-seater, blue, very good condition, tyres batteries, hood, etc. £330. 200, Shirland Road, Paddington, London, W.9. [3201

ARMSTRONG SIDDELEY: Fine example of 17-h.p. Sports Foursome saloon. Mechanically overhauled, rebored, gearbox bands renewed. Coachwork and upholstery good. £65; part exchange considered. Grattan-Kane, Kingfisher, Redhill, Bournemouth. [3202

RILEY VICTOR, 1938 1½ litre. Good condition. £120 o.n.o. Company now supplying transport. J. Bateman, 462, Station Road, Dorridge, Solihull, Warks. [3203

BREAKING: 1936 Morris 8. All spares. Very reasonable. 37, Tessall Lane, Northfield, Birmingham. [3204

RILEY SALOON, 1939. Sprite engine. Whole car in first-class condition. £200 o.n.o. F. de Ramer, Vine Cottage, Edenbridge, Kent. Tel.: Cowden 2292. [3205

ALVIS FIREFLY, choice of 2, saloon and tourer, 1932. General sound condition, but clutch needs attention on saloon. £30 each, or nearest for quick sale. Also 2—33 x 5 practically new tyres with tubes. Poyser, Cedar Cottage, Ollerton, Knutsford, Cheshire. [3206

MICHELIN "X": Four 16 x 5.75, found unsatisfactory for Vanguard owing to bodyroll. Excellent condition £12; Woodhead-Monroe telescopic shock absorbers (Vanguard) new £4; German police musical four-trumpet horn. Badge bar complete/separate. Stamped envelope. 1, Wyvern Road, Purley. Tel.: Uplands 6000. [3207

1958 ROCHDALE G.T., L.M.B. Supersprung, sprayed cherry red. Boxed chassis, new tyres, battery, reconditioned 1,172 engine, 4.4. c.w.p. Seen London area. H.P. if required. £350. Box No. E.208. [3208

AUSTIN-HEALEY SPRITE, 1959, any trial and inspection invited, as new, 8,000 miles, serviced regularly by main agents, taxed, £45 worth extras, heater-demister, rev.-counter, tonneau, spotlamp, over-riders, etc. £645. 3, Walpole Street, Warwick Road, Bristol, 2. [3209

REASONABLE to a good home. 1937 Frazer Nash 326. Box No. E.210. [3210

ROLLED A7 SPECIAL. Tuned engine, 2LS hydraulics, lowered suspension, etc. £50 o.n.o. Box No. E.211. [3211

ANTIQUE: Morris Cowley 1932 2-seater coupe with dickey. Daily use. Recent bills—£60. Body excellent. £95. 191, Stockport Road, Timperley, Cheshire. Tel.: Ringway 3056. [3212

CAR SPECIAL, approx. ¾-built, fibre glass body, Ford 10 engine. Write, Stock, 25, Kings Park Road, Bournemouth. Tel.: 12560. [3213

PACKARD SALOON. Model 120, 1937, colour black and chrome. This car must be one of the finest examples existing. Undoubtedly in 1959 condition. One owner, very low mileage, chauffeur driven, never been out in the rain. Complete with tools, instructions, etc. Photo on request. £225. Write: Arden Hall, Accrington, Lancashire. [3214

RILEY 2½ LITRE Adelphi 1938 sunshine roof saloon, overdrive, automatic chassis lubrication. Tyres excellent, fully taxed. Clutch needs a little attention. 3 owners. Many extras, including Scintilla magneto, spotlamp, foglamp, twintone horns, radio, sunvisor, flashing indicators, large Lucas headlamps, tyre chains, radiator muffler, handbook and tools. £190 o.n.o. New Zealander returning home. Wylie, 57, Oldborough Road, North Wembley. Tel.: Arnold 1687. [3215

VINTAGE "COWLEY," excellent condition, with complete set of spares. £80. S.A.E. for photograph. Garratt, 96, Poplar Road, Dorridge, Solihull, Warwickshire. [3216

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

FOR SALE—*continued*

SUSPENSION UNITS. Coil springs over telescopic dampers. Suitable Ford/Austin Specials. Cheap to clear. Street, 10a, Hobney Rise, Pevensey, Sussex. [3217

XK120—RILEY SPECIAL. XK120 body fitted to Riley chassis, with 1½-litre Riley engine, four branch exhaust, excellent performance. Cream with red leather. Indistinguishable from XK120. All-weather equipment, hardly used since complete rebuild in April, due to owner being overseas. £295. Tel.: Bristol 46814. [3218

M.G. V.A. BEIGE SALOON, 1939, careful owner. £135. Dunne, White Gates, Elmstead Market, Essex. [3219

HANSA 1,700, 1936. A most attractive and interesting saloon in excellent condition, i.f.s., i.r.s., o.h.v. Must be worth around £200. Hale, 57, Oakhurst Road, Enfield. Tel.: Waltham Cross 26055. [3220

1928 LEA-FRANCIS HYPER. 95 guineas secures possession of this rare specimen. Meadows 4ED engine and chassis recently overhauled. Body sound. Chasing another connoisseur's delight. View West Country. Box No.: E.221. [3221

1928 AUSTIN 12/4 Saloon. Rebored, crank ground. Almost original. Good condition. Handbook, few tools. £55. Benton, Cherry Tree Inn, Stradishall, Suffolk. [3222

XK140 : Complete set of drum brakes with all piping and Baldwin brake booster, in good condition, been removed to fit set of disc brakes. R. Southern & Co. Ltd., Robin Hood Works, Brighouse, Yorks. Tel. : Brighouse 1686/7/8. [3223

BENTLEY 1923 T.T. REPLICA, 3 litre, in good original condition. £200. Shrimpton, Wood Lane, New End, Astwood Bank, Redditch, Worcestershire. [3224

£25, 1936 HOTCHKISS, 28 h.p. Good condition, but cracked block. Towable. Would exchange for Ford, suitable for "special." Cpl./Tech. Brazier, Tech. Wing, R.A.F., Driffield, Yorks. [3225

"SPECIAL" BUILDERS. Ex-Lotus Coil-spring Dampers, normally £5, our price £2 10s. Fronts, rears, suitable Ford, Austin. 24, Abbotswell Road, Crafton Pk., S.E.4. Tel.: Dun 0434. [3226

1938 MORRIS 12/4 saloon. Reliable. Economical. Weatherproof. Tried London. £60. Tel.: Imp 4723. [3238

VETERAN CAR BODY, 2/3-seater, off 1913 Minerva. Adcock, 38, Huntly Grove, Peterborough. [3242

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SINGER LE MANS 9-h.p., 1935. New twin carbs. and pump, four as new tyres. 1,000 miles since rebore and complete recon. back axle. 2,500 miles since regrind crankshaft. £80. Tel.: HOL 3092. [3239

1959 AUSTIN 750 Special—engine rebored block with "Dante" conversion completely overhauled. Ashley Laminate fibreglass body—hardtop—five new wheels, tyres. Garaged Sussex area. What offers? Box No. E.240. [3240

ENGINE—Ideal for "special." Triumph 500-c.c. with L/A head and barrel. Modified by makers with fan cooling and shaft drive. Can be fitted to any gearbox. Complete with exhaust pipes, carburetter, magneto, starting handle, oil and fuel tanks, etc. Will take standard m/c. spares for tuning up to 42 b.h.p. £25 o.n.o. 12, Cromwell Road, Portsmouth. [3241

BENTLEY, 1931, 4½ Gurney Nutting 2-door 4-seater fixed-head coupé with boot. Ace discs, P.100s. Chassis XT 3635. Engine XT 3633, heavy crank. Original and maintained in first-class mechanical order. £475. May, Estcourt, Hook Heath, Woking. Tel.: 884. [3243

RILEY NINE MONACO, 1937. Body excellent; engine and gearbox overhauled, good tyres. £135. Tel.: Vandyke 3052. [3244

ALVIS, 1931, 12/70 saloon, twin carburetters. One engineer owner since 1934. Never been rebored, using no oil. Excellent condition. £100. Bruce, 260, Saltshouse Road, Hull. Tel.: 13456. [3245

M.G. TC, 1949 model. Black. Immaculate. Reconditioned engine, spot, windtones, new tyres, modified exhaust, temp. gauges and luggage rack. £320. H.P. and part exchange considered. Perry, 63, Eastern Avenue, Gloucester. [3246

1926 ROLLS-ROYCE Twenty. Small owner-driver Mulliner saloon, 4-light, swept boot. Elegant looks. Richmond modified giving 55 m.p.h. cruising and 23 m.p.g. Good mechanical condition, excellent brakes. Accept £125 for quick sale. Wilton, 86, Barleyhill Road, Garforth, Leeds. [3247

TWIN REAR WHEELS, 4.50 by 17, fitted Dunlop racing tyres. Hardly used. Hubs suit Bugatti or similar. £25. Wilton, 86, Barleyhill Road, Garforth, Leeds. [3248

MICHELIN X TYRES. Four brand new 315 by 380 (15 in.) tyres complete with new tubes, £5 10s. each. Four lightweight 15-in. disc wheels, 5-stud fixing, for Ford Special, etc., £2 each. J. Craven, 67, Holmsley Lane, Woodlesford, Nr. Leeds, Yorks. [3249

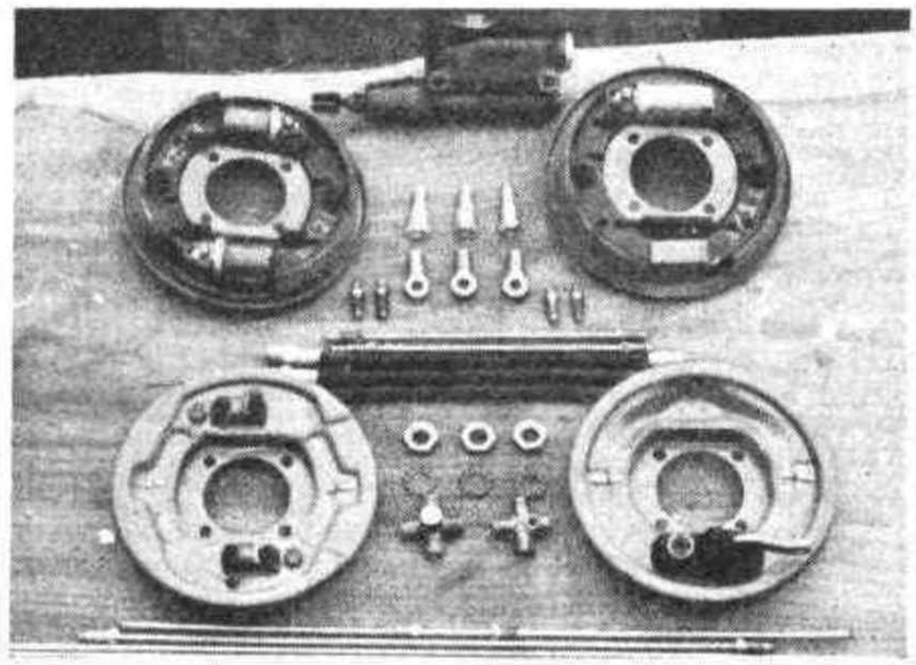
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KN M.G. Rebuilt, resprayed. Hydraulics, engine overhauled. Twin exhausts. £100, no offers. 133, Ashington Grove, Coventry. [3452

30/98 VAUXHALL OE 199, 1925. Original and unspoiled, but with sensible mods., including 4-wheel Lockheed brakes, etc., new hood. Repainted dark green and varnished. Handsome example of this classic car in excellent condition. £275. Giffard, Tel.: Orpington (Kent) 25975. [3453

1937 AUSTIN SEVEN Ruby. Breaking for spares. Lockheed hydraulic brakes. Excellent tyres, 4.50 × 17. All parts available. G. Self, 200, Chaldon Way, Coulsdon, Surrey. Tel.: Uplands 4844 (business hours). [3454

8-H.P. MORRIS, 1937. New hood and cover, tyres good, T. & I., many spares, including engine. A sound car. £120. Wood, 214, Pontefract Road, Featherstone, Pontefract. [3455

1,172 FORD, similar to Mk. VI Lotus. Built 1954. Radio, flashing indicators, wipers, hood, side-screens, Triplex windscreen, rack-and-pinion steering, spotlight, excellent tyres. Decoke, four Stellite valves—new gearbox, Sept. 1959; i.f.s., 4.7 : 1 c.w.p., high-compression head, twin S.U.s, 4-branch exhaust, spare gearbox. Receipts, etc. kept. £250. Box No. E.456. [3456

TR2, 1955/6. Last year I spent a long time looking for the ideal TR2, which I found. Now reluctantly selling as firm is providing car. B.R.G., hard-top, new " X "s; full history, 26,000 miles. £525. Darebryan, Tel.: MAY 5344, or Windlesham Park, Windlesham, Surrey. [3457

AUSTIN NIPPY, good condition. Plus hard-top. £100. 294, Cann Hill Road, E.11. [3458

RILEY 1½ 4-light Kestrel, completely rebuilt body/mechanics, respray, rechrome. Modified back axle/engine. 55, 3rd, 80 top. Family addition dictates larger Kestrel. Swap for 6-light, preferably 1938, or K/Sprite with/without engine. Cash either way, or sell outright, £175 o.n.o. Anyone a 6-light for sale ? Coltine, Appleton Road, Hale, Cheshire. [3459

1932 AUSTIN SEVEN. Good running order. Bodywork excellent. £27 10s. McDonald, Boxgrove School, Guildford. [3460

1937 RAILTON, straight-eight saloon. Fast, impressive. £100 o.n.o. Hudson, 19, Gunnersbury Avenue, Ealing. Evenings, Tel.: ACOrn 5161. [3461

RAILTON SALOON, 1938. New tyres. Engine, body, interior, good condition. Spare pistons, crank, etc. Morgan, Little Stromborough, The Street, Wrecclesham. Tel.: Farnham 4143. [3462

1953 A40 SPORTS. Superb throughout. Radio, heater, anti-roll bar, etc. £390. Tel.: SEVen Kings 5944, after November 5th. [3463

M.G. PA. Reconditioned engine. Above-average condition. £130. Griffith, 5, Ridge Road, Hornsey, N.8. [3464

ROLLS-ROYCE drophead coupé. Very elegant 1938 2-position D.H.C. body on excellent 1926 Twenty chassis. Completely overhauled, tyres, battery, good. Resprayed and new hood last year. Zeiss headlamps. Virtually two owners since new, full history is available. Car is immaculate and not to be confused with worn-out Replicas normally offered. A wonderful-looking car. Offers around £380 considered. Ireland, Gable Cottage, West Drive, Aldwick, Sussex. Tel.: Pagham 62 or Chichester 2868 (day). [3465

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owner-driver saloon by Park Ward. Serial number GBA 38 (November 1933). Colour green, upholstered throughout in brown heavy real hide. Adjustable bucket seats and sliding sun roof. No boot, Rolls-Royce luggage grid. Maintained by accredited R.-R. workshop and mechanically impeccable. Absolutely complete, original and unmodified. Three new tyres (one unused), two good. Even by R.-R. standards this car is in unusually good condition

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25/30 Mulliner swept-tail sedanca, 1938. All-metal sliding head 4-light body with sloped pillars. Very striking appearance in extremely nice condition. **£585**

20-H.P. 1926 chassis fitted with very pretty Mulliner 2-door, 2-light fixed-head coupé (*circa* 1937). Very nice coachwork and general mechanical order quite good. **£275**

20/25 Hooper o/d sports saloon with boot, late 1934 series GKC, one owner to '57. Rebored and overhauled by us, very nice appearance. **£390**

20/25, 1931 chassis but fitted with 4-light owner-driver semi-razor-edge sports saloon with rear boot. Not a replica but believed to be French coachwork of immediate post-war period. Very sound chassis and good body but could do with repainting. **£235**

20/25 Hooper small touring limousine with original detachable rear trunk. 1930 and in quite exceptionally nice condition. Two owners from new. **£220**

20/25 Park Ward sloping-tail sedanca. No occasionals. Very good order throughout. **£350**

P. II, 1934, RY series Barker sedanca on the rare " Continental " 12-ft. short chassis; undergoing top overhaul and new rings, and any body repairs needed. A really good-looking car—completed price approximately **£375**

P. II Hooper sedanca, 1930, engine noisy and body needs some tidying up but has the makings of a very fine Vintage P. II. As it stands. **£130**

P. III Park Ward swept-tail limousine. 1936 AZ series. No positive history known but definitely not high mileage; solid tappet conversion and in remarkably good order. Its absence of history and limousine body is the reason for the absurdly low price of **£295**

WE ARE negotiating for a most original 1929 **20-h.p.** Barker open tourer which will be priced around **£400.**

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1938 LS series 4¼ sports saloon. We have carried out considerable work, including a rebore, but coachwork could be improved, hence the price of **£345**

3½-LITRE Park Ward saloon, 1934; new springs all round, brakes overhauled, very clean interior, fair externally and very fair mechanically. Very good value at **£225**

3-LITRE V.D.P. tourer, late 1925, and in extremely original condition; with the exception of some body faults it is in very good order for **£375**

CADILLAC V-16 Fleetwood limousine, 1934 series. Genuine mileage believed under 60,000. In superb order. **£215**

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M.G. KD pillarless saloon. E.N.V. preselector gearbox. £45, or will break. Jaguar 1½-litre engine/gearbox, perfect; complete, £12 10s. Ashcroft, 9, Westwood Avenue, Salford 7, Lancs. Tel.: CHE 1796. [3467

JOWETT JAVELIN, 1950, black de luxe, hide upholstery, heater, Series III engine (completely overhauled recently). Any inspection. £305 or very near. Park Cottage, London Road, Cirencester. Tel.: Poulton 362, evenings. [3468

M.G. PA, red. Engine rebuilt. £115 o.n.o. Also PA block, not rebored, offers. 53, Bramble Rise, Brighton 5. [3469

M.G. 1½-LITRE VA, 1938, excellent condition, light blue. New hood and tonneau; engine overhauled; new wheels, good tyres, etc.; reconditioned electrics. Enthusiast maintained. Taxed. Bargain, £155. 23, Ivy House Road, Ickenham, Middlesex. Tel.: Ruislip 8113. [3083

1954 T.R.2. Two-tone. Many extras, inc. hardtop w/wheels. Mechanically perfect. £450. F. Purver, 112, Ryefield Avenue, Hillingdon, Middx. UXB 2051. [3312

RILEY, 1935. Kestrel 6-light. Rebuilt 1956. 26 m.p.g. 80 m.p.h. £120. Griffiths, 4, Hillcrest Road, London, W.3. [3313

1925 AUSTIN SEVEN " Chummy." Completely rebuilt this year to original specification regardless of time and money. Unusually good performance. £90, no offers. Tel.: ADDiscombe 5468 (Croydon). [3314

B.S.A. FWD. 4-seater sports 4-wheeler, very good, new hood. £60. Carter, 22a, Lower Bridge Street, Chester. Tel.: 24174. [3315

HEALEY, Abbott drophead 1950. Reconditioned engine, suspension. New p.v.c. hood, tyres. Excellent upholstery, B.R.G. cellulose. Maintained in faultless condition by engineer enthusiast. £435. Hughes, 47, Lebanon Park, Twickenham. Tel.: Isleworth 5825 (Day). [3319

1934 M-45 LAGONDA, pillarless saloon in superlative condition. New tyres, batteries, headlining. £150. Parmenter, Amberley Hotel, Andover. [3320

TRIUMPH ROADSTER 2000, in superb condition throughout, in unblemished bronze, red leather interior, original carpets, hood as new, highly polished instrument panel, heater, new engine 5,000 miles, new battery, twin spotlamps, twin mirrors and windtones, signpost lamp, rimbellishers badgebar, all in spotless chrome, taxed. £425, would exchange for small saloon, seen London. Box No. E.321. [3321

DELLOW, 1950. Red, 1,172 c.c. Ford engine, new hood and side screens, tonneau cover. Good condition £200 o.n.o. Tel.: Northwood 557. [3322

AUSTIN HEAVY 12/4 saloon. 1929. Very good condition. Best offer. Tel.: BEC 9316. [3323

RAPIDE BLOCK, sleeved and in good condition, with piston and rings. Also A70 engine in good condition, c/w., all ancillaries. Lawrence, Holly Lodge, Farnham Common, Bucks. [3324

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ALVIS SPEED 25. 4-seater Saloon 1939. By Charlesworth. Had a lot of work done in last 3 years. Very pretty car. **£200.**

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M.G. VA, 38 saloon. Black. Excellent order, smart, new brakes, king pins, tyres good. Too low for spinal injury. £150 o.n.o. 30, High Street, Burnham, Bucks. [3325

M.G. TD HARDTOP. Aluminium shell covered with black waterproof fabric. Perspex rear window. Interior lined. Beautifully made and in good condition. Two sliding window sidescreens included. £40 o.n.o. Tel.: BUCkhurst Hill 0141. [3326

1930 ALVIS BEETLEBACK. New tonneau hood, radiator. Overhauled engine. Excellent body, tyres. Sale price £130 o.n.o. Sheppard, 64, Cavendish Gardens, Barking. [3327

M.G. TA, 1938, red, good condition, new hood, etc. Taxed. £195. H.P. arranged. 53, Eastcote Avenue, South Harrow, Middlesex. [3328

£95 FORDSON, 1,172 c.c. 5 cwt. van. Fitted Buckler I.F.S. telescopic shockers all round, 4.7 c.w.p. 4 branch exhaust, large D.D.S.U. Aquaplane head, modified oil pump. New radiator. Oil pressure, water temp. gauges etc. etc.—Only fault uses oil. Taxed, Insured. Womack, c/o Bartons Garage, Bawtry, Yorks. [3329

B.T.H. 4-cylinder vertical magneto 90/-; Notek "Fogmaster," chrome 35/-, black 25/-; 8-day clock 20/-; Windtones 20/-; S.U. pumps, radiator thermometer, quick release filler cap 15/- each. Spring Cottage, Wormingford, Colchester. Tel.: Fordham 442 (evenings). [3330

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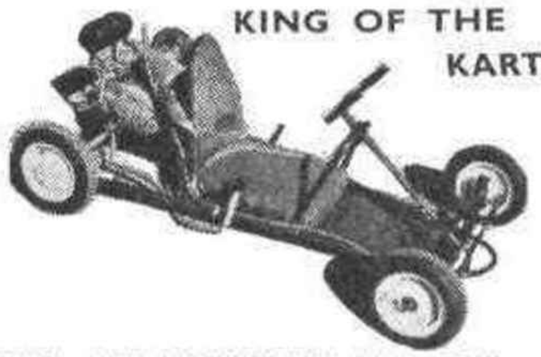
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RILEY FALCON, 1936, 1½. Mechanically reliable, body fair. Family increase forces sale. £60, but will haggle. Branfoor, 25, Broadwater Gardens, Shotley, Ipswich. [3292

"SPECIAL," tuned Morris M. o.h.v. engine, 4-speed box, two S.U.s, 4-branch, hydraulics, rack and pinion, 4.4 c.w.p. Hood, sidescreens, heater. Weatherproof. Windtones, new tyres. £315. c/o Wilsley Pound Garage, Cranbrook, Kent. [3293

M.G. TA, 1937, immaculate. New hood, good tyres. Professional overhaul engine, gearbox, suspension. Spotlight. Taxed. Haggle starts £180. Kingdon, Tel.: Basingstoke 1260, after 6.30 p.m. [3294

RILEY STELVIO saloon, 1935, 15/6. Good condition. Aluminium body. £35. Tel.: BEXleyheath 2606. [3295

H.R.G. 1½-LITRE, 1950, standard 2-seater, B.R.G. Good condition bodily, average mechanically, well maintained. Weather protection adequate. £300. G. Ellacott, 40, Bloxham Road, Banbury. Tel.: 2712 (night), 2545 (day). [3296

M.G. TA, £170. New tyres, battery, screens. Reason sale, new car. Tel.: Erith 2939. [3297

BENTLEY 3½. Beautiful grey S/S. Medic. must sell before December. View, trial. Tel.: Victoria 7530. £215. [3298

1933 WOLSELEY HORNET sports, v.g.c., insured, new battery, rebore and pistons, needs enthusiast with little cash. Must sell—wedding bells! £50 o.n.o. Tel.: HOW 4251. [3299

1930 ALVIS Silver Eagle "beetleback." Reliable and in good condition. Appeared in Cavalcade at Crystal Palace on National Alvis Day this year. £95. Colman, 12, Fernhill Court, Richmond Road, Kingston, Surrey. Tel.: KIN 6404. [3300

ALFA-ROMEO, 1930, 1,750 single-o.h.c. Young D.H.C., good condition. £200. Johnson, Officers' Mess, Kitchener Barracks, Chatham, Kent. [3301

ARMSTRONG (1934). Imminent acquisition modern tinware forces sale 12-h.p. 6-cyl. 4-door saloon. Preselector. Comfort and elegance. £55. Tel.: Speedwell 2622. [3302

THE HYDE MOTOR CO.

1949 VW excellent ...	...	**£265**
1951 VW beige, gem	...	**£365**
1952 VW de luxe ...	...	**£395**
1953 VW sunroof, 1 owner...		**£415**
1954 VW de luxe, 1 owner	...	**£475**
1955 VW de luxe, 1 owner	...	**£495**
1956 VW de luxe, 1 owner	...	**£550**
1956 VW de luxe, 1 owner	...	**£595**
1959 VW de luxe, 8,000 ...	...	**£695**

153 THE HYDE, N.W.9. *Tel.:* COLindale 7898

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THOROUGHBRED SPORTS CARS

1934 ASTON MARTIN 1½-litre s/chassis. Engine sound, new chrome, new hood, sidescreens, carpets and tonneau. Good tyres, carpets. B.R.G. **£345**

1938 ASTON MARTIN 2-litre s/chassis. New tyres, chrome, engine recently overhauled; new hood, tonneau, sidescreens. Just a little below Concours condition. Green. ... **£345**

1939 H.R.G. 1,100 c.c. Good tyres, good engine, new carpets and weather equipment. Very much above average. B.R.G. **£275**

1947 M.G. TC. Very nice throughout. Twin Windtones, heater, new hood, sidescreens; good tyres **£315**

67 HIGH STREET, OLD WOKING, SURREY
Tel.: Woking 1725
OPEN 7.30 TO 9.30—7 DAYS

H.P. **Insurances**

FOR SALE—*continued*

M.G. NA 1935 goes well, hood, screens, etc. NS owner posted abroad. £60 o.n.o. Finney, 1,002 Ringwood Road, Bournemouth, Hants. [3343

CRIPES is the name of this unique M.G. A red PA special with visual and acoustic similarity to a pre-war GP racer, fast and mechanically sound at £75. R. H. Thompson, Moorland, West Wellow, Hants. [3344

RILEY NINE MERLIN, 1937. Recent rebore, steering overhauled, headlining tatty. Offers near £50. 178, Wintersdale Road, Leicester. Tel.: Thurnby 5466. [3345

RILEY BLUE STREAK, big four saloon, overdrive, freewheel, 28 m.p.g. 95 m.p.h. good general condition. £150 o.n.o. Perrott, 25, Victoria Road, North, Leicester. [3346

REV COUNTER to 7,000 with clock, also speedo to 140 m.p.h. Brand new. Cost £17. Vauxhall Victor wrap around windscreen, new. Cost £10. What offers? Apply Short, 68, Park Grove, Henleaze, Bristol. [3347

WOLSELEY HORNET ENGINE 12 h.p. Fully recon. £15 o.n.o. Also many Ford spares. Walsby, 14, Park Close, Stevenage, Herts. [3348

AUSTIN 7 Nippy sports car for sale, good condition. £85 or near offer. Apply 100, Blewbury Drive, Tilehurst, Reading. [3349

2 CV CITROEN van. 1956 model. Very reliable, economical, comfortable. Well maintained. Two children's seats fitted. Heater, windscreen washers, large rear windows. Workshop manual. £275 o.n.o. Part exchange elegant car. Price Danesfield, Lambourn, Berks. [3350

FOR SALE 2 unused 1⅛ SU carbs. £12. Also 2 H1 1¼ SU carbs. £5. 16, St. Margaret Road, Coventry. [3352

RILEY KESTREL 12/4, 4,500 miles on rebuilt engine, rechromed, new headlining, reconditioned brakes, windtones, fog lamp, excellent tyres. £120. Barker, 27, Fleet Crescent, Rugby. [3353

FIAT 1100, special sports. 2 seat alum. body, remote control, special exhaust, twin carb., red cellulose, super condition. £225. Tel.: Speedwell 7221. [3354

1935 RILEY KESTREL, 12/4, new carburetter, recon. dynamo, mechanically sound, suitable special. £30 o.n.o. Tel.: PRI 7592. [3355

MINOR 1000, Alexander engine conversion cylinder head, 2 carburetters. £25. Wanted boys motorised miniature car. Write Box No. E.356. [3356

JAG. SPARES. Dismantling 1937 2½ litre. 7, St. Ive's Gds., Belfast, 9. [3357

ALVIS SPEED 25, 1936. 2-door saloon. Excellent mechanical order. New tyres. Bodywork good. Recently overhauled. Brakes relined, etc. Very fast safe car. £140. Spread Eagle Hotel, Sawley, Nr. Clitheroe. Tel.: Chatburn 202. [3358

RILEY 2½ 1950, maroon. Radio, heater. Very good all round. £340. Bailey, Melford Road, Sudbury, SFK. Tel.: 2199. [3359

DKW. 1957 COUPE, 4 seater, smart cream/black, red upholstery, guaranteed 24,500, Michelins, brakes relined, well maintained, £750. 107, Thorne Road, Doncaster. Tel.: 3003. [3360

1949 TRIUMPH ROADSTER. 2,000 recond. engine. Grey immaculate. £350 exchanges. Hartley, 50, Finkle, St. Cottingham, Yorks. Tel.: 45876. [3361

KIEFT G.P., F.1. Ideal Formule Libre/sprint/hill car. Alloy body, undertrayed, magnesium wheels, R. Ones, discs, ZF diff., ERA box, rack and pinion, i.f.s. and i.r.s., tubular chassis. Spare included less engine. As new. Offers A. E. Bettinson, 32, Westfield Road, Edgbaston, B'ham. [3362

1958 SPRITE. Green, excellent condition, heater, rev counter, etc. One owner. £555. Tel.: BUChurst 1891. [3363

ASTON MARTIN, Mk. II saloon. Engine rebuilt to standard, rewired, new carpets, headlining (all bills). Excellent coachwork, tyres. T. and I. £275 o.n.o. Dearden, 77, Church Road, Urmston, Manchester. Tel.: URM 4647. [3364

1959 MORRIS MINOR powered special. Ashley body with hardtop and side windows, hydraulics, 16 in. wheels, i.f.s., professionally trimmed inside and out. Very smart, fast comfortable sports car. 3,000 miles., ex works. £325. 8, St. Johns Road, Hastings. Tel.: 7757. [3365

1,172 ROCHDALE, G.T. 2/4 seater. Reg. 1958. Italian red. Boxed Popular chassis, new 100E, 4.7 c.w.p., Buckler D gears, Michelin X's, 12-volt electric's, fog, spot and reversing lights. Winkers, heater, demister, washers, windtones, full carpets, etc. View Near Manchester or London by appointment. £390. Box No. E.366. [3366

ALVIS, a really lovely 1950 TA 14, in immaculate condition in every way. Mileage only 37,600. Full history. £550. Palmer, Hensleigh, Tiverton, Devon. [3367

LAGONDA TB, T2, 1930. Unusual, ex-blown, high ratio diff. "Z" box, brass radiator. Capable of being restored to fine motor car. Sinclair, 20, East Hermitage Place, Edinburgh 6. [3368

BRISTOL, 1952, 401 beautiful condition throughout. Radio, heaters, extras. £795. Tel.: Chertsey 2865. [3369

POTENT M.G., 1935. 2-seater. Reconditioned engine. Well shod. Good body, red. £100. Tel.: Gravesend 1646 (Evenings). [3370

ROCHDALE 1,172 FORD special. Near completion. First offer around £220. Mills, 35, Windmill Street, Gravesend, Kent. Tel.: 4966. [3371

FOR SALE—*continued*

ALVIS FIREBIRD, 1935, four-door saloon. Original coachwork. Been in use all summer, may require slight attention but quite roadworthy, won't let you down. Best offer, Box No. E.372. [3372

PORSCHE 1,500 c.c. saloon, sliding roof, resprayed ivory. Engine, gearbox recently overhauled, bill over £300. Two new X's, radio, heater, twin spots. Reg. 1956. Selling because unsuitable owner's business. £800. Cocks, "Crabtree," Hamm Court, Weybridge, Surrey. Tel.: Weybridge 4679, or "Glenroy," Grange Road, Alresford, Hants. Tel.: Alresford 2355. [3373

M.G. TC, 1947. Good condition, but new steering box needed. Worth seeing. £230 o.n.o. 82, Ring Road, West Park, Leeds 16. [3374

ALLOY OIL RADIATOR, £5. Jaeger rev. counter, £4. Bucket seat, leather, £5. Race type SU pumps, £4 each. Pair 1¼ Carter carbs., £3. Set 11 in. Girling brakes, £5. All as new. Box No. E.375. [3375

RILEY, 1935, 12/4. Back axle, £7. Front axle, £3 10s. Steering, £1 10s. Most other parts available. Bonnett, 158, Cambridge Road, Hitchin. Tel.: 3836. [3376

ASHLEY fibreglass hardtop, white. £15. 53, Meadowbank Road, N.W.9. Tel.: COL 2491. [3377

FRASER-NASH, 32 TT Replica, Meadows, recent rebuilt to original, good order, £190. 750 Renault 53, screen washers, heater, seat covers, £330 or exchange both for Dauphine, similar. Box No. E.378. [3378

CITROEN 2cv 1958, red, excellent condition, very economical. £445. Write 10, Christchurch Road, Ilford, Essex. [3379

1923 ALVIS, 12/50 beetleback, twin SU's, Banana exhaust, new hood. £130. R. Loveday, 78, Chingford Ave., Chingford, E.4. Tel.: SIL 2895. [3380

ROESCH TALBOT 105. Speed model 4-seater saloon. Condition concous. This car has been off the road for three years. Whilst the following reconditioning has been carried out. New crown wheel and pinion, re-sleeved to standard. New water pump-starter motor, steering wheel, windscreen, door handles, thermostat. All chrome renewed including P 100s, fitted Marchal driving light, wing mirrors, screen washers, new headlinings and resprayed red. Sensible offers please. Baxter, 21, Devonshire Road, Liverpool 8. Tel.: Lark-lane 5646. [3381

CLEARANCE—LOTUS-FORD, back axle complete 4:1 c.w.p. Alloy adaptor, M.G. gearbox to Ford prop. £30 for both for quick sale. Arnott blower installation complete for B.M.C. A-type. £35. Carriage paid. Muir, "Ferndene," Kirriemuir, Angus. [3382

CARBURETTERS, TWIN 1¼ in. S.U.'s complete with manifold cleaner, etc., for B.M.C. 1,500. Good condition. £15. Partially re-built M.G. M-type, engine good, no body, towable. £30. Woodman Cottage, Nuthampstead, Royston. [3383

ROLLS 20, 1927, limousine by Denman. Leather upholstery, wind-down division. Good tyres, 2 new, well maintained bodily and mechanically. £200. D. Firth, 164, Oxford Road, Cowley, Oxford. [3384

SPECIAL BUILDERS, Ford 7 ft. 6 in. chassis, fitted Ford 10 engine, Girling brakes, easy cleans, good tyres. £35. Swingler, Middleton, Market Harbor'o. [3385

M.G. TC, 1947, condition above average, photos available. £320. Adamson, 17, Mansfield Hill, Chingford, E.4. Tel.: SIL 3553. [3386

LANCHESTER, 14-h.p., 1938. Good condition, good tyres, brakes and battery. Heater. £115. Roper. Tel.: BEC 3625. [3387

LIVELY, ECONOMICAL, RELIABLE, sporty. Austin 8 tourer, 1939. Excellent throughout. £66. B.S.A. sports. Liceneed. Exceptionally pretty. £66. Together £120. 10, Eastbrook Road, S.E.3. Tel.: GREenwich 0772. [3388

1954 100E FORD Prefect. Body and radiator crash damaged, otherwise perfect. £125 o.n.o. Lindsay-Jones, Newlands, Leominster. Tel.: 2403. [3389

TALBOT 105, 1937. Preselecter, 86,000, sound. Unusual Parkward coach-work. Engine unreliable. Riley Nine O.K. mechanically. Body poor. £35 each or offers. P. Clery, Wantage Hall, Reading. [3390

1952 CITROEN, LT. 15. First regd. 1957. LHD motor and black coachwork, excellent. Taxed. £300. M. Gray, 35, Claremont Close, London, N.1. Tel.: TER 4354. [3391

FIAT 500, 1939, 4-seater convertible. Very good condition, new hood, good tyres. Taxed. £135. Tel.: Vigilant 2467. Evenings or weekend. [3392

IMMACULATE 2-LITRE LAGONDA. Low chassis speed model. £200. Engine reconditioned, 6,000 since. £260 or nearest offer. Write Gorringe, 12, Cranley Place, London, S.W.7. [3393

B.M.C. ENGINE, B-type, 1,200, fully reconditioned. Never used, bare. £45. 26, Elmwood Drive, Breadsall, Derby. [3394

LAND ROVER, 1950, good condition, ideal towing or globe trotting. £220 o.n.o. 8, Anthony Road, Boreham Wood, Herts. [3395

ALFA ROMEO, 1930. 1,750 c.c. s.o.h.c. James Young 4-seater G.T. Mechanically good, body requires some attention. £80. Box No. E.396. [3396

FOR SALE—*continued*

RILEY 9, 1930, fabric bodied Monaco. Mechanically good, body fair. New Solex, gaskets. Brakes relined, 5 good tyres, taxed and insured. Offers. Starbuck, 89, Amesbury Circus, Cinderhill, Nottingham. [3397

SLIDING SIDESCREENS, M.G.-A, new unused. £9. Makepeace, The Bungalow, Cook's Field, Ovingham, Northumberland. [3398

DELLOW, 1955/6, Mk. V. First-class condition, full weather equipment, heater, screen washer, twin and single carburetters, 4 branch exhaust. One owner from new. £365 o.n.o. 1,175, Chorley Old Road Bolton, Lancashire. [3399

ALVIS FIREFLY, 11.9-h.p. 1934. Will sell complete new rear end engine, resleeved by Laystall. £20, or will break for spares. ENV gearbox. Robinson, 71, Bridgnorth Road, Broseley, Shrops [3400

"MOTOR SPORT," 1953-1956 inclusive. Complete. 50/-. Tel. PROspect 2177. [3401

FOR SALE, 1937 Austin Seven Ruby. Mechanically and bodily sound, good tyres. New king pins and bushes. £55. Also many spares including 1933 chassis. Buckle, Leighton House, Crewe. Tel.: 3029 (evenings). [3402

1923, JOWETT, 2-seater with dickey. Well known V.S.C.C. car, completely rebuilt and in near concours condition. Complete with spare engine, gear-box, battery, 3 wheels, tyres, instruction book. £85. Wells, 49, Leeds Road, Eccleshill, Bradford. Tel.: 38587. [3403

VOLKESWAGEN SALOON, 1947. Good condition. £220 or offers. Pye, 91, Redhill Gorse, Trinity Fields, Stafford. [3404

LEA FRANCIS, 1950, sports, red, grey soft top, superb engine. £300 o.n.o. Box No. E.405. [3405

RILEY 1½-LITRE, 1947, recon. engine, new brakes, headlining and roof topping. Immaculate. £310 o.n.o. Thirlway, 101, Coleridge Road, Cambridge. [3406

COVENTRY CLIMAXED 4/4. Fast and economical. Enthusiastically maintained cost regardless; over £100 spent this year. Recellulosed B.R.G., engine just decoked, new valves, springs and gaskets. Gearbox professionally rebuilt, steering and front suspension completely overhauled. New hood, batteries, dynamo, etc. Many extras. A beautiful specimen. Offers around £185. Tel.: Barnet 8215. [3407

RILEY 2½-LITRE, saloon 1951, ivory, "X," reconditioned engine, original owner. £425 terms possible. Wanted Grey Lady, 2.4, ID/DS, similar. Hanwood, 342, Camels, Arscott, Pontesford, Shrewsbury. [3408

FORD 1172 TYPHOON, hydraulics, high ratio C.W.P., C.R. gears, high comp. head, twin carbs., 4 branch exhaust, heater. Negligible mileage. £600 o.n.o. Box No. E.409. [3409

1958, 750 SPECIAL. Immaculate coachbuilt body. Fast, economical. Only £145. Space wanted. Box No. E.410. [3410

1935 AUSTIN NIPPY, Bowdenex, new hood, battery. Attention rear brakes. Spare recon. engine, gearbox, wheels, etc. £100. Weekends only. Chapman, 59, North Avenue, Chelmsford. [3411

M.G. 1937, 2-LITRE, sports saloon, new tyres. Good mechanical condition. £60. "Beeches," Pine Grove, Crookham, Nr. Aldershot, Hants. [3412

ROLLS 1924, 21.6. 17/19 m.p.g. Barker limousine. Using oil, interesting body. Coach and paintwork original and first-class. Solid, dignified, reliable. Sensible offers considered. No export. Thomas, Lower Hanger, Bremhill, Nr. Calne, Wilts. Tel.: Hilmarton 235. [3413

TALBOT 95, 1938, black limousine, good order, re-upholstered. £60 or offer. Box No. E.414. [3414

ALVIS, 1938, Speed 25. Excellent performance, road-holding, braking, appearance, i.f.s., oneshot lubrication, built in jacks. New radiator, thermostat, clutch, many engine parts. H.C. head. £230 o.n.o. Lewis, Cheswood, New Horsted, Maidstone Road, Chatham. [3415

BUCKLER XI, 1172, Fibreglass. Usual modifications. Many extras. Nearest £225. S.A.E. Photo details. 15, Cavendish Road, N.W.6. Tel.: WIL 7108. [3422

MORRIS EIGHT, Series E, 1939. Well-above-average condition. Jolly, reliable. £90. Gedge, Tel.: Haslemere 3922. [3470

BENTLEY 4¼ Park Ward, 1938, fixed-head coupé. Ford "Convair" fibreglass "special." Aquaplane conv. Tubular chassis. I.F.S. Needs slight attention. Tel.: BOW 4062, or write: 45, Green Lanes, London, N.13. [3471

1934 ROESCH TALBOT 90, with spare engine, gearbox, axles. £80 overhaul 5,000 miles. New tyres, three new spares. No oil. Gift at nearest £75. Tel.: GREenwich 2860 (9 a.m.-6.30 p.m.). [3472

ROLLS-ROYCE 20/25-H.P. saloon, 1933. Owned one family twenty-two years. Body modified 1952. Rebored by Rolls Agents 1953 and maintained beautiful mechanical order. Receipts and history available. £375 or near. Tel.: Pagham 2781. [3473

1948 ALVIS 14TA sports saloon, green. New tyres. Outstanding condition. £275. 6, Stoke Lane, Westbury-on-Trym, Bristol. Tel.: 62-6172. [3474

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

FOR SALE—*continued*

D.K.W. CABRIOLET, 1938. Engine and bodywork good, electrics overhauled, new hood. The enthusiast's family car (Mum doesn't have to push while father steers). £85 o.n.o. Hinton, 13, Lytton Road, Hythe, Southampton. [3475

GOOD HOME WANTED for 1936/37 Railton Straight-Eight Fairmile coupé. Lack of garage space compels sale. Tel.: ARNold 9082 after 6 p.m. Mon.-Fri. Anytime Sats. or Suns. [3476

STOP! MORGAN THREE-WHEELER spares. 1932/33 J.A.P. o.h.v. water-cooled. Complete car but with one blown cylinder. Towable. £30 o.n.o. Barbour, 9, Shore Road, Warsash, Hants. Tel.: Locksheath 2088. [3477

VOLKSWAGEN, 1947, L.H.D. Two owners only. Extras. First £200. View after November 1st. 56, Lycett Road, Dringhouses, York. [3478

FORD 100E gearbox, carb., head, manifolds, misc. spares. Rose, 10, Gladstone View, Siddal, Halifax. Tel.: 3947. [3479

TALBOT BD75, 1938. Body good, mechanically reasonable. £60. Tel.: BUShey Heath 1064. [3480

FABULOUS midnight-blue drophead Healey Abbott, 1951. Recond. engine; resprayed; radio, heater, etc.; 26 m.p.g. In fact, "A very fast, elegant motor car to attract similar girls." Owner getting married. 400 guineas o.n.o. 36, Holland Park Mews, W.11. Tel.: PARk 6032, after 7.00. [3481

CONCOURS CONDITION. 1935 Austin Seven tourer. Green, cream hood. Reconditioned engine, trafficators, new Lucas headlights, excellent tyres. Taxed. £50, or exchange Fiat 500 c.c. Pritchard, 68, Bromsgrove Road, Redditch. Tel.: 3303, evenings. [3482

RILEY NINE MERLIN, 1936. Mechanically good. Body fair. Tyres, battery, etc., good. £40 o.n.o. Tel.: SPRingfield 4447 (Birmingham). [3483

ROLLS-ROYCE, 1932, 20/25 Park Ward owner-driver saloon with rear trunk. In superb original condition with five good tyres. £275. Also 1928 Austin Heavy Twelve landaulette, excellent bodily and mechanically. Well shod. £75. Box No. E.484. [3484

HUMBER 9/20 tourer, 1926. F.W.B. Preferably to one who knows the model. £60 cash. Full details available. Write: T. R. Nicholson, 8, South Square, London, N.W.11. [3485

M.G. TA, 1940. Engine reconditioned. Body, chrome, very good. New steering, telescopic wheel. P.V.C. hood, screens, half and full tonneaux. Spot, luggage rack, badge bar. £210 o.n.o. Tel.: LEE 0371. [3486

LAGONDA M.45 tourer, 1933. Good all-round condition. New batteries. Complete all-weather equipment. £175 o.n.o. Battin, 33, Unthank Road, Norwich. [3487

A.C., 1938 (Dec.), D.H.C., 2/4-seater, 16/80. Very good condition. £125 o.n.o. Linsdell, Over Norton, Oxon. [3488

AUSTIN A90 ATLANTIC, 1951, hardtop. £300 o.n.o. Tel.: Streetly (Staffs) 1969, evenings. [3489

TR2, 1955 (Nov.). Completely rebuilt. Requires spraying and final details. £425. Full details: Box No. E.490. [3490

M.G. TA, red. Recent extensive mechanical overhaul. Bodywork, tyres, good. Performance excellent. Offers. Crowe, 15, Holbrook Road, Leicester. [3491

COOPER/ROVER. 1,100-c.c. tuned engine, enveloping body, i.f.s., i.r.s., E.N.V.; 95 plus; alloy wheels, etc. £350 o.n.o. Birchenhough, 6, St. Andrew's Avenue, Weymouth, Dorset. [3492

CITROEN LIGHT FIFTEEN, £130. Nearly all working parts replaced recently. Engine overhauled. Body and general condition good. 1937 but modernised. Present owner seven years. 8, Barker Road, Sutton Coldfield. Tel.: 2031. [3493

CITROEN SIX saloon, 1950 (June). Just completed top and bottom engine overhaul, reconditioned clutch and drive shafts, new telescopic shock-absorbers. Coachwork black/red leather, with sliding head. Exceptionally good. £285, or exchange thoroughbred car. Carpenter, Wellnigh, Woodmansterne Lane, Banstead, Surrey. [3494

SLIGHTLY SPECIAL ALVIS 12/60, 1932. £100. Further details from: Slater, 1, Rustat Road, Cambridge. [3495

ARMSTRONG HURRICANE, 1949. Good condition. Radio, heater. Other extras. £225 o.n.o. Tel.: Elmbridge 6238. [3496

M.G. SPECIAL (see last month), 2,000 B.M.C. engine. Aerodynamic. Fast. Upholstered; weather equipment. Must be seen; nobody bothered last issue. £395 o.n.o. Consider part exchange Fiat STD, etc. 1, Salisbury Close, Potters Bar. Tel.: 5273. [3497

ALVIS TA14, 1948, drophead. Not immaculate but sound. Would well repay small kindnesses. £220. Godley, 156, Meeting House Lane, S.E.15. [3498

1930 AUSTIN SEVEN Swallow tourer. Rebored, relined brakes. New: Tyres, brake cables, clutch springs, cover plate, track-rod ends. £25. Brockwell, 3, Station Road, Rainham, Kent. [3499

M.G. PA. Resprayed red, new hood, much else. Enthusiast's condition. £145 o.n.o. "Stooks," Lambourne End, Romford. Tel.: HAInault 6784. [3500

FOR SALE—*continued*

FORD MODEL-T engine (1923). Front axle, hubs and bearings, crown-wheel and pinion for ton truck, universal joint. Motor Body Works, Ditton Walk, Cambridge. [3501

LEA-FRANCIS, 1928, 12/40 2/4-seater tourer. Immaculate condition throughout. £120. Archibald, Rectory Cottage, Tallington, Stamford, Lincs. [3502

AUSTIN NIPPY. Excellent condition. Offers. Johnston, 33, Culverden Road, Balham, S.W.12. [3510

RARE VINTAGE CAR for sale. 11.4 Citroen original saloon in mint condition inside and out. Five new tyres, new battery, etc. Collector's piece. £130. Box No. E.511. [3511

MORGAN 4/4. Coventry-Climax. 85 m.p.h. Resprayed, retrimmed. New big-ends and rings. £135 o.n.o. Elston, 24, Wilhelmina Avenue, Coulsdon, Surrey. Tel.: Downland 2406. [3512

1934 LAGONDA RAPIER Abbot, sound throughout; timing noisy; no hood. Bargain, £65 o.n.o. Coucher, 9, Primrose Road, Woodford, Essex. [3513

WOLSELEY, 1939, Super Six (25 h.p.). A fast and elegant drophead. One family since new. Hood and coachwork excellent. Pigskin upholstery. Much loved and well maintained. £115 o.n.o. Tel.: Longfield (Kent) 3080, or wtite: Box No. E.514. [3514

P100 HEADLAMPS. Chrome, brand new, complete with mounting brackets. £25 pair. Higgins, High Street, Ware, Herts. Tel.: 214. [3515

RAILTON (first registration 27/6/1937) drophead coupé. Oxford student having recently undertaken matrimonial responsibilities is desirous of disposing of this specimen car. Apply to: A. P. Fenton, Esq., Raleigh Industries Ltd., Lenton Boulevard, Nottingham. Tel.: Nottingham 77761. [3516

HEALEY SILVERSTONE, 1951, "E"-type (E88), fitted streamlined alloy fixed-head bodywork in B.R.G., ex-Barrington Brock car in good order throughout. Must be sold to best offer. 24, St. Lawrence Avenue, Bolsover, Derbys. Tel.: 3359. [3517

1953 M.G. TD2. 37,000. Above average. Green, heater, fog lamp, luggage rack. Carefully used. £450. Cotton, Market Place. Tel.: Oundle 2134. [3519

FORD TEN SPECIAL. Fully trimmed Toledo body. Hood, tonneau, tubular chassis. Independent front suspension, 4.7 c.w.p., twin S.U.s, Austin-Healey screen, etc. £350. Owner in forces. View by appointment weekends. Ashby, 50, Vaughan Gardens, Ilford, Essex. Tel.: VAL 7597. [3520

GENTLEMAN has for disposal the following cars: Rolls-Royce P.II, 1934, open tourer, M.Y. series, exceptional order. £1,750. Bentley 4½-litre open 4-seater, 1928, tourer, history, B.R.G., unmarked, new tyres, etc. £350. Alfa Romeo, regrd. 1950, Grand Turismo, F/S, D.H. coupé. Recent engine overhaul, offer around £200. Gordon, 20, Connaught Square, W.2, after 7.0 p.m. Tel.: AMBassador 9440. [3521

BORGWARD ISABELLA, L.H.D., 1955. Radio, heater, white wall tyres, radiator blind, reversing light, two-tone blue and black. £595. Tel.: High Wycombe 2000. Ext. 101 (office hours). [3522

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RILEY "MERLIN" ENGINE, 1936, big crank type, complete. £17 10s. Dunlop tyre, 4.50 x 19, as new, £3. Javelin crankshaft, £7 10s. Bryden, 12, Armley Grange Drive, Leeds. [3527

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1933 VAUXHALL, Tourer, aluminium body, Mercury engine. New hood. Rare interest. £120. Silk, "Splinters," High Street, Bletchingly, Surrey. [3534

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AUSTIN SPECIAL BUILDERS. New Dunlop 400 x 18 tyres on Ruby wheels, £2 10s. each. 1931 Back axle, springs, etc., M.G. type doors and bonnet. All going cheap. Kirkham, 172, Gillott Road, Birmingham, 16. [3537

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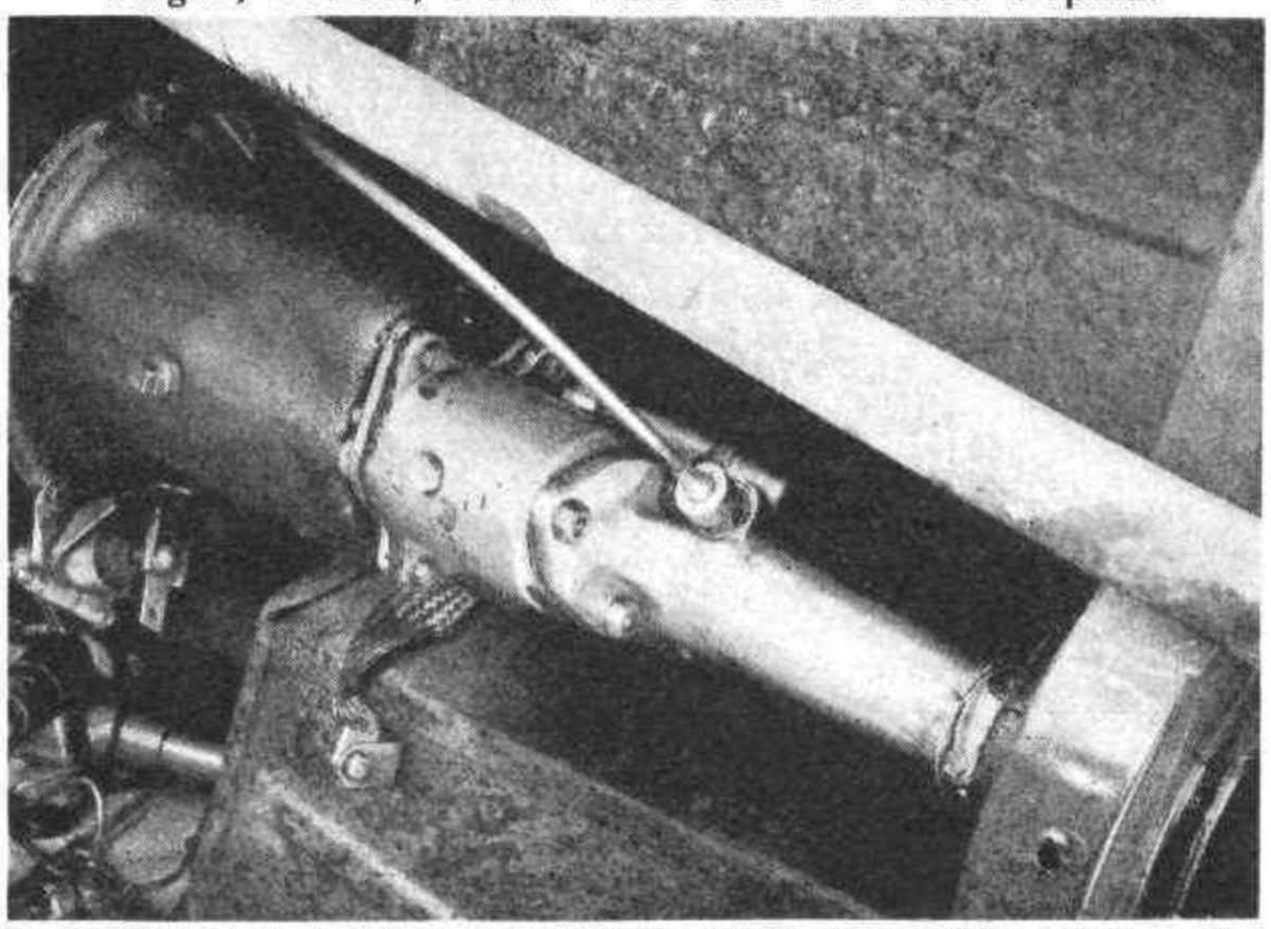
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TOURING BODY for Lagonda M45. State price. Taylor, Leighton House, Dodds Lane, Crewe. [3064

W.H.Y. Anything sporty for impecunious enthusiast. About £25. Box No. E.070. [3070

JUPITER with Series III engine. Must be in good condition and capable of passing A.A. examination. Full details required. Lyon, c/o 39, Albert Hall Mansions, London, S.W.7. [3076

PB TYPE M.G. 2-seater. Vicinity £165. Good looker and runner, subject to engineer's examination. Air postage guaranteed any genuine offer. Poulton, 900, Gonzaga Lane, Florissant, Missouri, U.S.A. [3078

WANTED.—Independent front suspension unit. Fit Ford Special. 247, Checkland Road, Thormaston, Leicester. [3082

DELAGE D8, c.w.p. 14 by 51, plus diff. Taylor, 59, St. Dunstans Road, London, W.6. [3108

WILLMENT O.H.V. conversion for 100E. Give details and price. 32, Yateley Crescent, Great Barr, Birmingham. [3109

MORGAN SPARES. O.H.V. or S.V. Matchless engine. Rear wheel spindle and hub. Wheels. Anything ? Nixon, "Stanthwaite," High-Hill, Keswick. [3146

PRIVATE BUYER wants catalogues 1919 to present; also pre-war Show Issues of Motor Magazines. Some duplicates of both for disposal. Box No. E.147. [3147

WANTED.—Radiator 1934 Rolls 20/25 (tanks and chromium shell perfect, but core rotten). Exchange. Tel. : Ingrebourne 42764. [3150

SECONDHAND VW or Porsche engines in any condition. Box No. E.151. [3151

PRIVATE PURCHASER desires any of following types. Rolls-Royce 1932-1938, either open body, or closed coupled saloon with boot, or other distinctive coachwork, or Mercedes SSK or 540K or fully restored Jaguar 3½-litre SS100. Write, details with picture if possible, to Dancy, Sheepstead Lodge, near Abingdon, Berkshire. [3152

TR2, 1955. Private for cash. Body must be perfect. Prefer B.R.G. Lake, 48, School Road, Tilehurst, Reading, Berks. Tel. : 67874. [3156

WANTED PRIVATELY. Vintage Bentley in good condition. Details and price to : Box No. E.159. [3159

ANY INFORMATION on 1923 6c.v. Renault. Also of 1913 Bebe Pegueot. Any literature, if available, would be purchased at your price. Wilkinson, 8, Saint Mary's Way, Longfield, Kent. [3185

ALVIS 12/50 OR 12/60 Beetleback, 1929-31, but preferably vintage. Must be sound and in original condition. Lieut. Ledger, 1 Training Battalion, R.E.M.E., Blandford, Dorset. [3186

WANTED for 1935 Wolseley Hornet Special 14-h.p. (N.F.). Engine fit for reconditioning. (Head and external components not necessarily required.) Stanton, Havelock, Fairfield Approach, Wraysbury, Staines. Tel. : Wraysbury 2753. [3227

NICKEL OR BRASS lamps and horns, pre-1916 preferred. Funds limited, but plenty of room on mantelpiece. Box No. E.228. [3228

SMALL pre-1915 car in running order. Willing to attend to anything except mechanical work. Full details, please. Box No. E.229. [3229

LEVIS TWO-STROKE motor cycle. Single or two-speed model. High price paid for first-class example of early machine. Box No. E.230. [3230

I AM RESTORING my Rolls Sedanca and urgently want to buy a Zeiss spotlight and Python horn. Good price paid for right articles. Box No. E.231. [3231

OWNER OF 1935 P.II Sedanca wishes to contact someone who is capable of doing some body repairs and alterations (including respray) at a reasonable cost. Box No. E.232. [3232

ROLLS 20/25, 1932, model wanted. Silencer, thermostat control for radiator shutters, shock-absorbers. Bosanquet, Kirkleatham, Redcar, Yorks. [3233

1172 FORD, twin carbs, exhaust manifold, head, remote control, low radiator; other special parts. Bruce, College House, Attleborough, Norfolk. [3253

XK120 pair of good-class bucket seats, black or red. Radiator must be perfect. Oil cooler and fittings. Also really potent Morris-M.O.H.V. engine. Box No. E.305. [3305

WANTED for M.G. K3. Triple carb. inlet manifold. One 1⅛ in. semi D.D. S.U. and 9/39 or 9/44 straight cut crown wheel and pinion. Skegg, Westwood Farm, Jacksdale, Notts. [3306

WANTED—*continued*

WANTED "MOTOR SPORTS" : January 1940, July 1942, November 1942, May 1943, February 1944, June 1947, July 1947 and February 1947. John Mackinnon, Appin Lodge, Eskbank, Midlothian. [3307

MORGAN THREE-WHEELER or something similar in running order wanted. 8, Ring Road, Leeds, 10. [3308

1926 HUMBER 12/25. Handbook, clock, radiator thermometer, and all spares wanted. Complete car considered. A. F. Appleton, 48, High Street, Godalming, Surrey. [3309

WANTED. J.A.P. car dirt track engine. Also wanted motor-cycle that's different. Box No. E.316. [3316

SILVER GHOST tourer, original 1915 or earlier. Please write Box No. E.317. [3317

HARDTOP WANTED, in reasonable condition, and complete with sidescreens, for 1954 Austin-Healey 100. J. W. Boneham, "Culloden," Edwinstowe, Notts. Tel. : 217. [3351

"MOTOR SPORT" 1924 to Dec. 1945, inclusive, in good condition, excellent prices paid. Stapleton-Cotton, Flat 11, 25, Cheyne Place, S.W.3. [3416

DAMAGED TR HEALEY 100 or similar, or TR with very rough body. Mitchell, 26, Canonbury Street, London, N.1. Tel. : CAN 6076. [3417

WANTED. Austin Seven narrow track rear axle. Preferably 1928-1931, screw-in torque tube. Knight, 15, Lingfield Road, London, S.W.19. Tel. : WIM 9371. [3418

BULL-NOSE MORRIS. 2-seater preferred. Must be sound and original, but tidying up not objected to. Perry, 231, Queens Park Avenue, Bournemouth. [3425

£40-£80 AVAILABLE for old Rolls-Royce landaulette. Wanted for restoration, so prepared to face extensive tidying up, if mechanically sound. Perry, 231, Queens Park Avenue, Bournemouth. [3426

"MOTOR SPORT," Sept. 1959 wanted. 1956 bound, 1957 loose for sale. Dodwell, 96, Woodland Drive, Watford, Herts. Tel. : 26280. [3503

CHEAP, RELIABLE 750 Trials Special. Details, price : F. Murphy, 65, Long Lane, Aughton, Ormskirk, Lancs. [3504

WANTED. Spares for Austin Chummy, recon. engine if possible; details for four/wheel brake conversion. 657, Chesterfield Road, Sheffield, 8. [3505.

WANTED. Engine/gearbox from small Austin/Morris (948 c.c.) or M.G. TC, also M.G. Special. 120, Marlborough Flats, Walton Street, Chelsea. [3506

WANTED crown wheel and pinion or complete back axle for Borgward. Willowdene Garage, Magor Street, Newport, Mon. [3507

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WANTED—*continued*

ANY LITERATURE, charts, 1928-29 Singer Junior. Also front lamps (brass) and windscreen to complete restoration. Coombes, "Appleford," Ide, Exeter, Devon. [3508

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"SPECIAL BUILDERS." Those awkward brackets, frames, mudguards, stays, body mountings, etc., made to your drawings and specification. Also turning, chassis boxing and welding. Mobile welding at your premises. All at reasonable prices. J. M. Strutt, Pipps Hill Nursery, Basildon, Essex. [2896

PRIVATE OWNER wishes to lend his A70 or Mark V Jaguar, both excellent, for 3 months, or longer. Reasonable charges. Ideal for leave from overseas. References essential. Box No. E.235. [3235

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35-MM. CAMERA for sale; Pax Ruby; 2.8 lens; coupled rangefinder; telephoto lens; wide-angle lens; all in leather cases. £28. Baker, Cambusdoon School, Ayr, Scotland. [3234

EXCHANGES

FIBREGLASS SHIRLEY BODY with hardtop, Ford Eight, good throughout, well finished, for Minor, Popular or similar. 88, Rowlands Crescent, Solihull, Warwicks. [3274

LOTUS ELEVEN SPORTS, June 1958. Smart aerodynamic body, tuned 100E engine, wishbones, weather and racing equipment. A reliable and economic road car in superb condition after 4,000 miles. Swap for modern saloon value £760. Watson, 7, Birdwood Road, Maidenhead, Berks. [3280

VERY ORIGINAL 1928 Chummy, stored 18 years, sound throughout, valued £50; owner will make do with a Vespa, preferably Clubman, H.P. adjustment. Essex. Box No. E.045. [3045

DOUGLAS 350, 1950, nice condition, for sports tourer. Box No. E.044. [3044

1956 COMMER COBB £300 for Ashley G.T. Cash adjustment. Tel.: SIL. 5662. [3339

S.S.100 1937 2½ litre. New big-ends, aero screens, spotlight, twin spares, good hood and tyres. Exchange for family ! saloon or brake, about £275. Chapman, 6, Glenbrooke Terr., Gateshead. [3419

SWALLOW DORETTI, registered 1958, red, heater, radio, Mich. X. £650 or part exchange Jaguar 2.4. Holmes, 73, Willoughby Street, Lenton, Nottingham. [3420

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OPPORTUNITY ARISES in Yorks-Lancs. border city for man with initiative and keen interest in Sports Cars to manage new Regional Sales Branch of expanding company with national reputation. The right applicant will earn generous pay and commission and also tenancy of well-provided flat. Apply for interview to Box No. E.310. [3310

WORKS MANAGER required for well established manufacturing and tuning establishment (staff 14). Qualifications : organising ability, good disciplinarian, knowledge of tuning, accurate diagnosis. State experience, references, salary required. Accommodation available; S.W. London. Box. No. E.424. [3424

SITUATIONS WANTED

YOUNG (19) PHOTOGRAPHER, car mad, good education (seven G.C.E. passes), seeks position around cars or on motoring magazine. Anything considered. Box No. E.110. [3110

YOUNG MAN, 23, wishes to make a career of motor racing, no experience, but determined to race and full of ambition. Write : Faulkner, 67, Wincanton Ave., Brooklands, Wythenshawe, Manchester, 23. [3160

LONG EXPERIENCED servicing mechanic seeks congenial post, assist any capacity striving proprietor small concern, only proviso, real country area, southern. Will arrange own housing. Box No. E.236. [3236

YOUNG MAN 28, enthusiastic amateur mechanic, seeks garage experience while attending evening college. Attwood, 71, Halesowen Road, Morden, Surrey. Tel.: FAI 3026. [3237

NO TECHNICAL QUALIFICATION but . . . 24, Public School, "A" level (classics), Army Commission, Vintage enthusiast—Any career in motor or closely connected trade. Box No. E.311. [3311

ARCHITECT/ENGINEER, A.R.I.B.A. (30) should have been A.M.I.Mech.E., desires progressive position where inclinations/qualifications useable. Box No. E.421. [3421

28-YEAR-OLD ENTHUSIAST requires a really interesting, progressive position, preferably connected with performance cars and/or conversions. Public school education, excellent technical knowledge, two years Ford training, nine months car sales. "Special" builder and car owner. Very keen to learn and not afraid of hard work ! Box No. E.509. [3509

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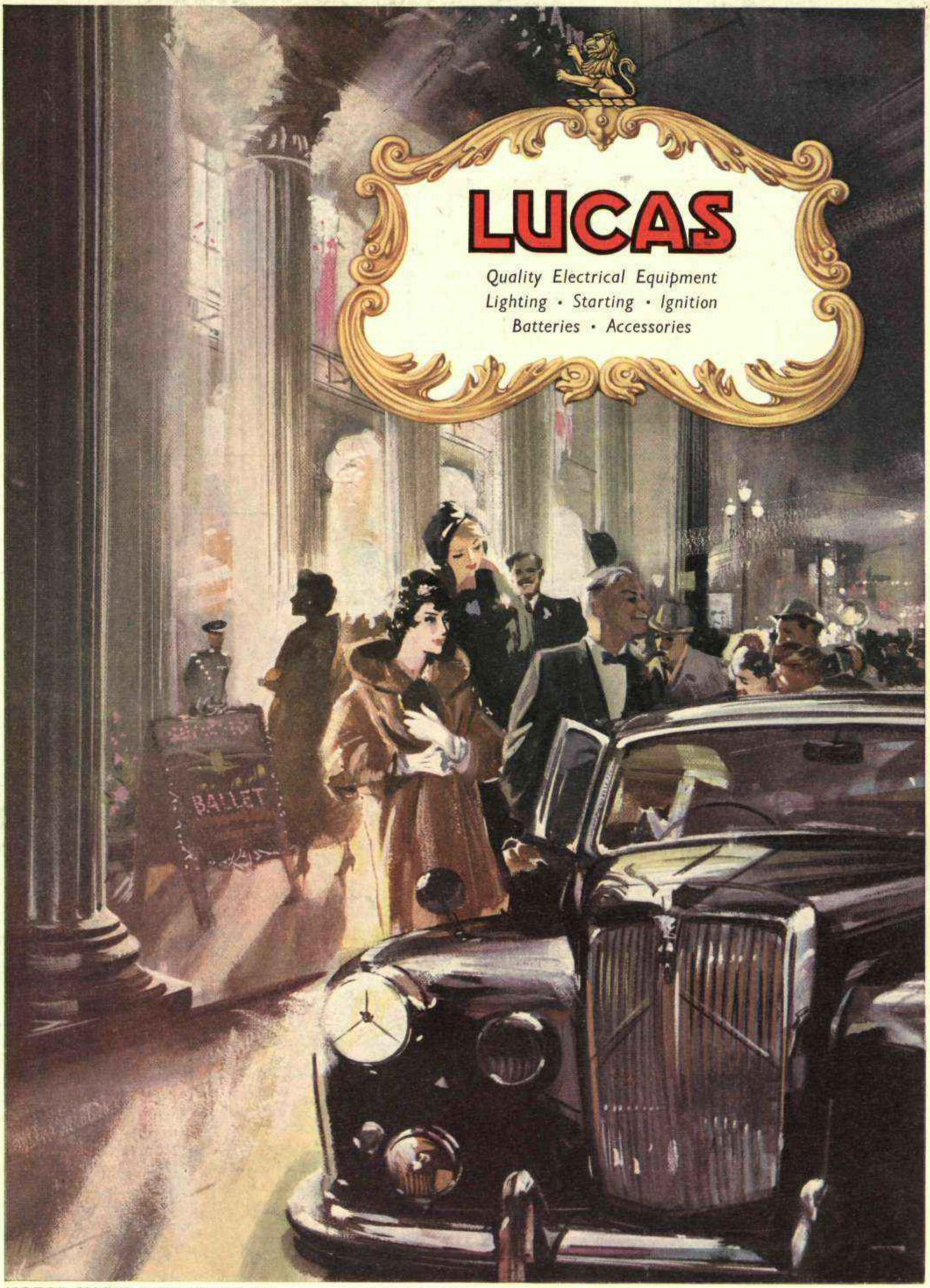
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