

Vol. XXXV No. 10

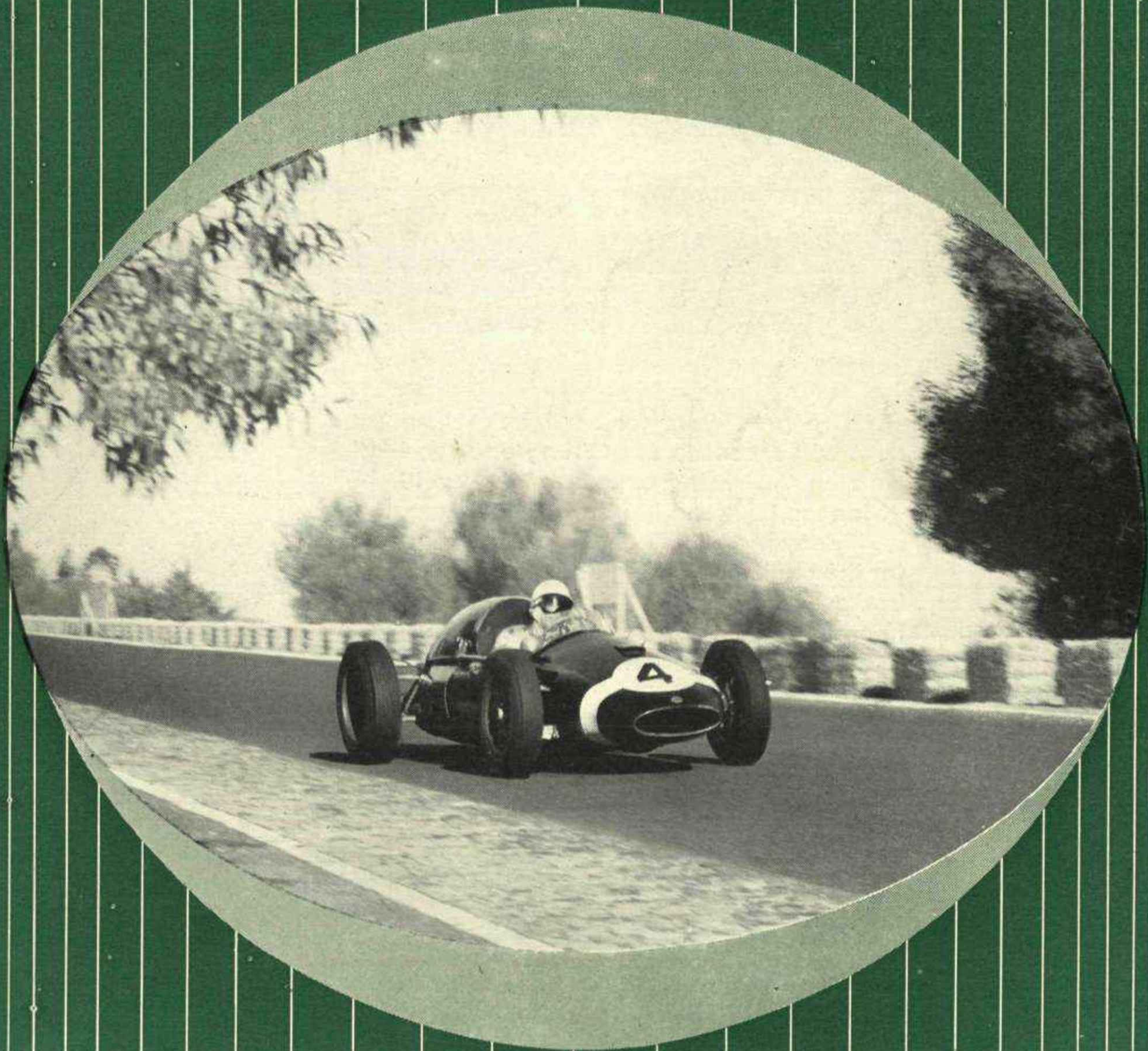
ONE SHILLING AND SIXPENCE

October, 1959

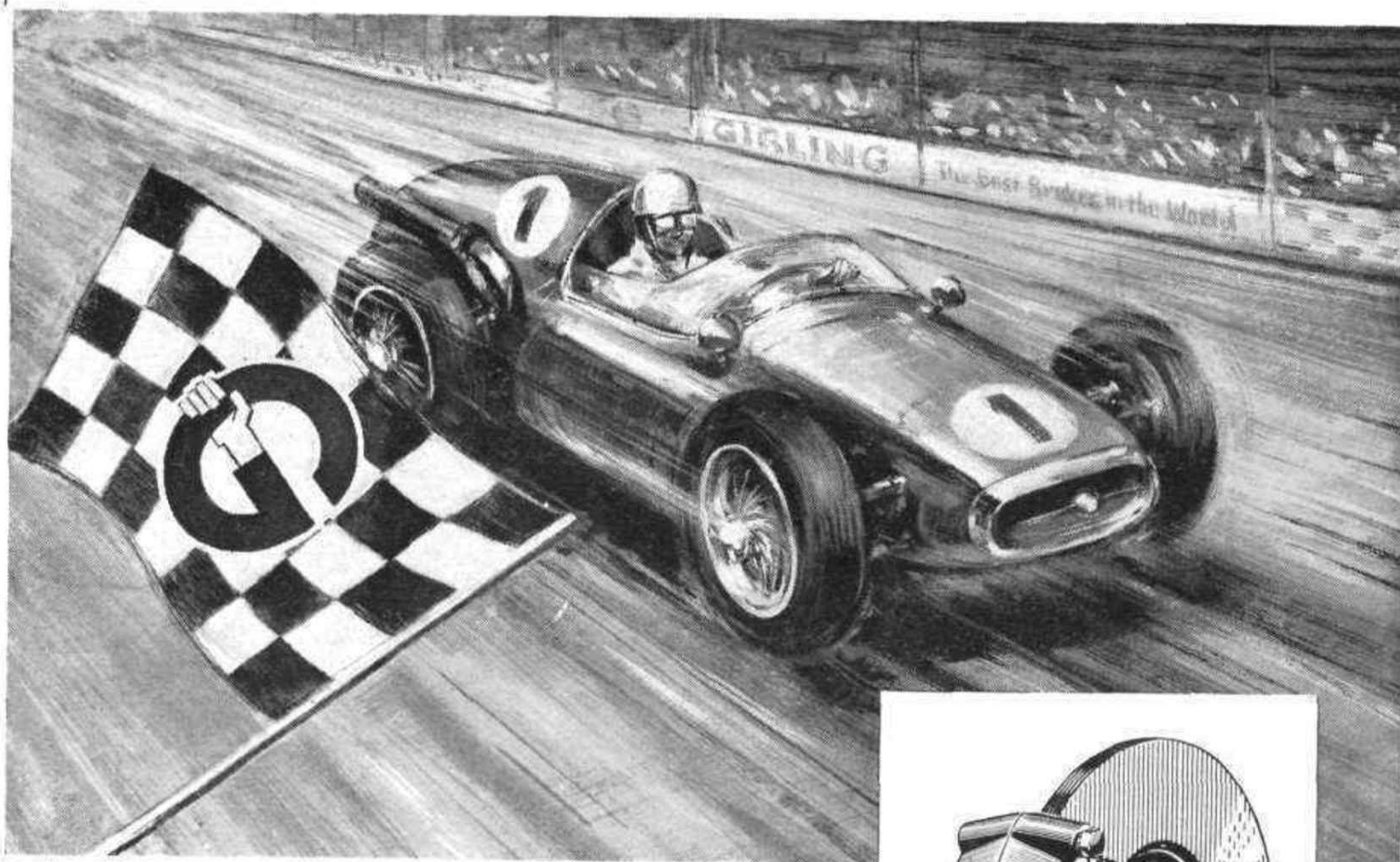
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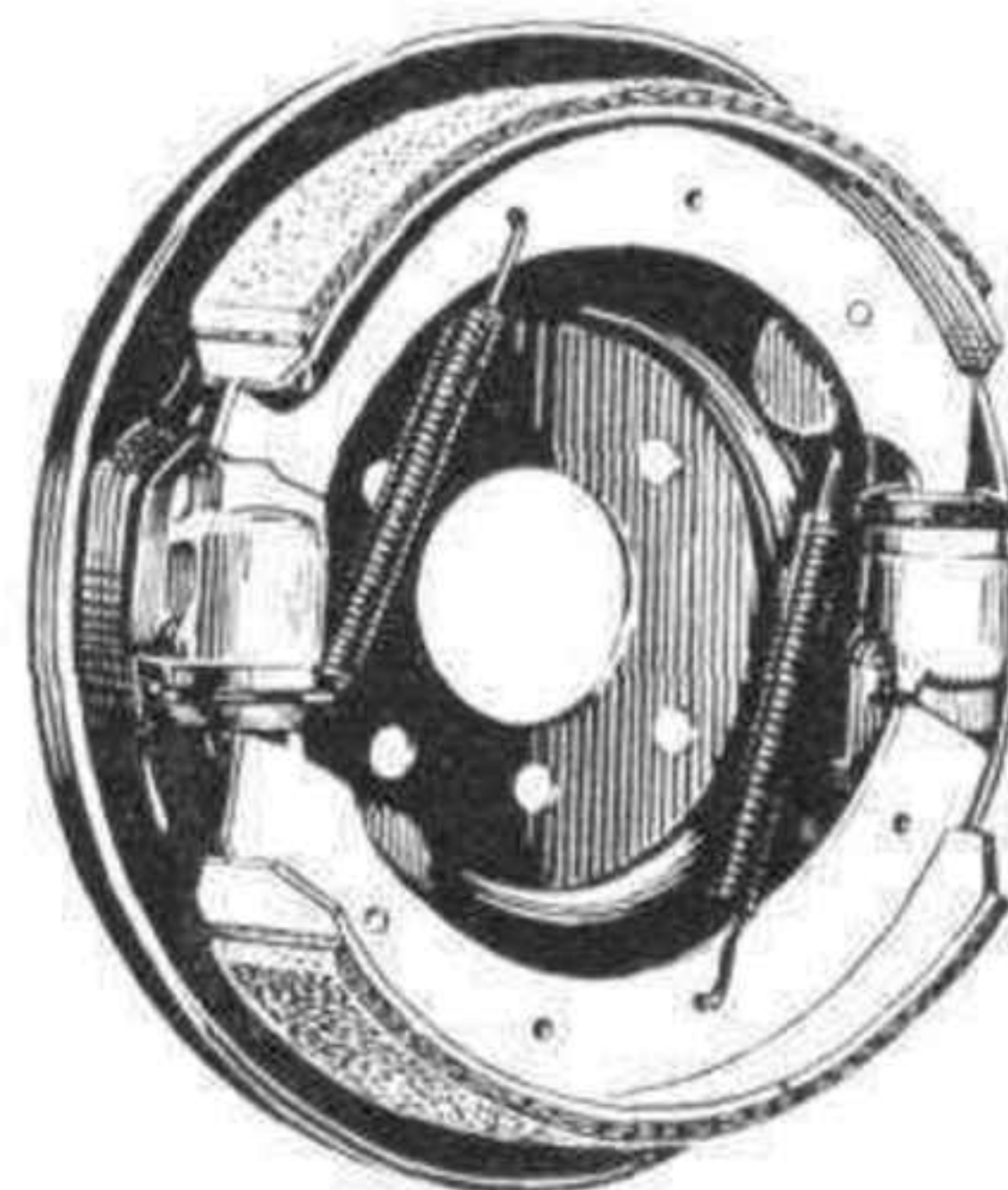
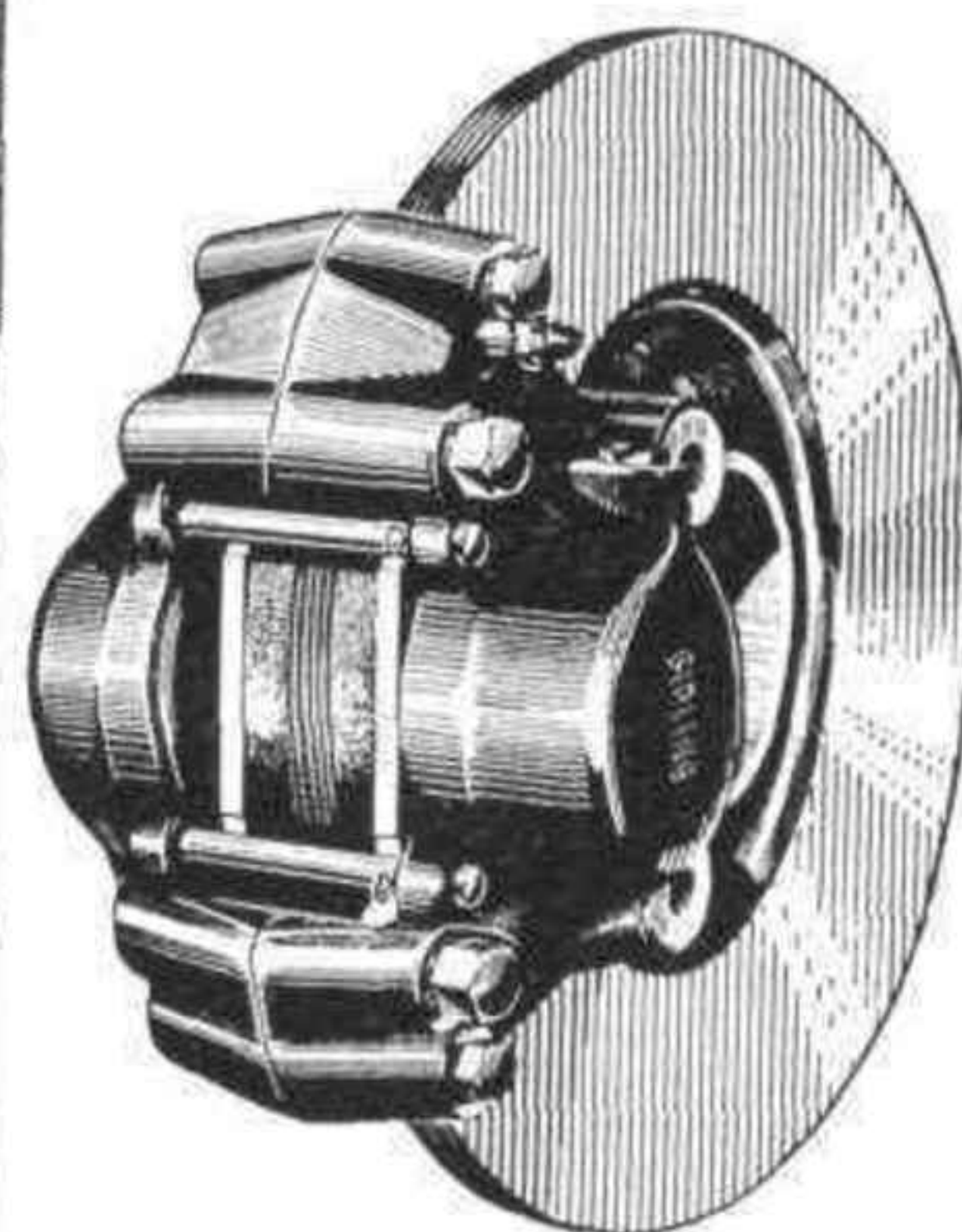
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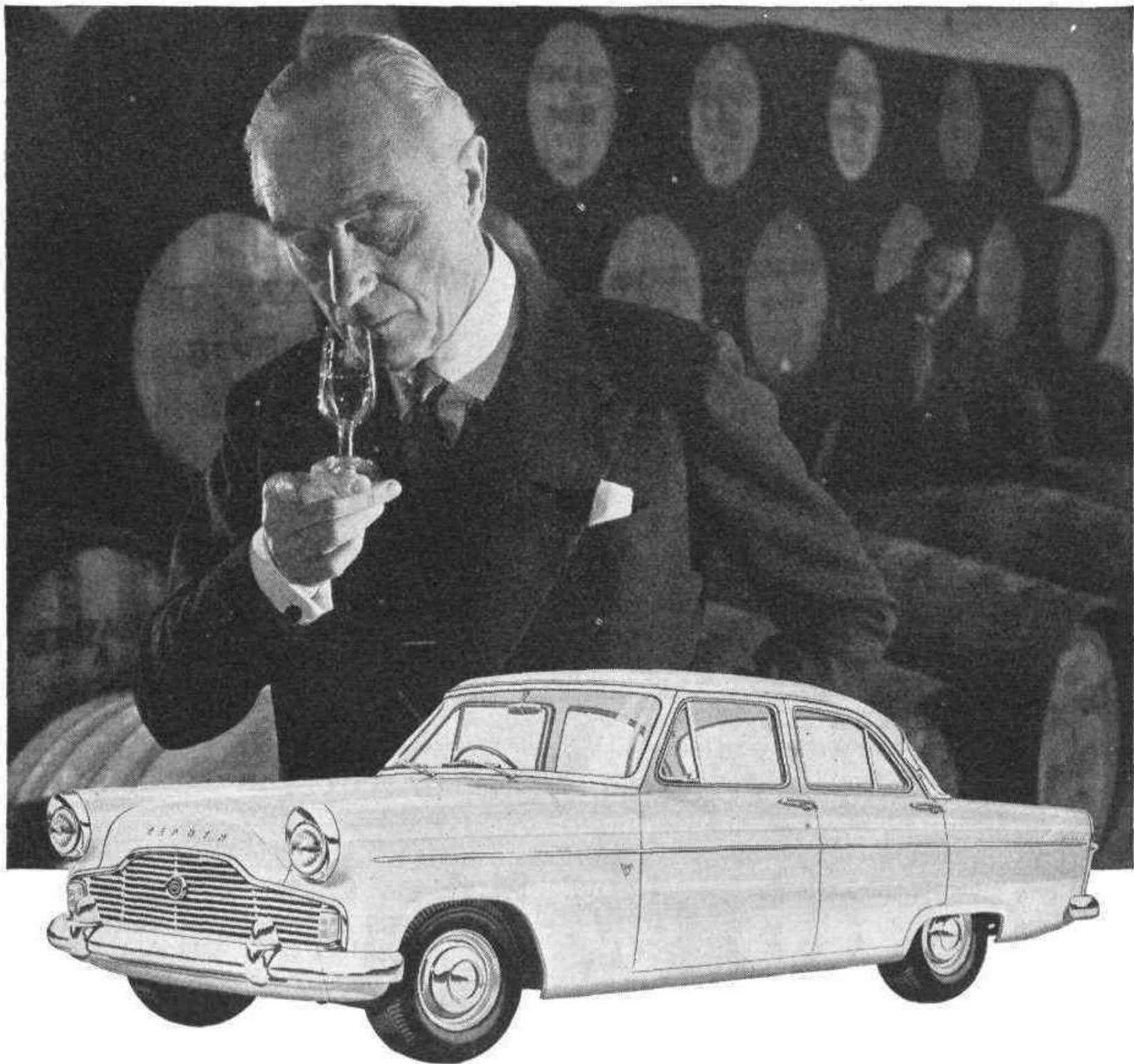
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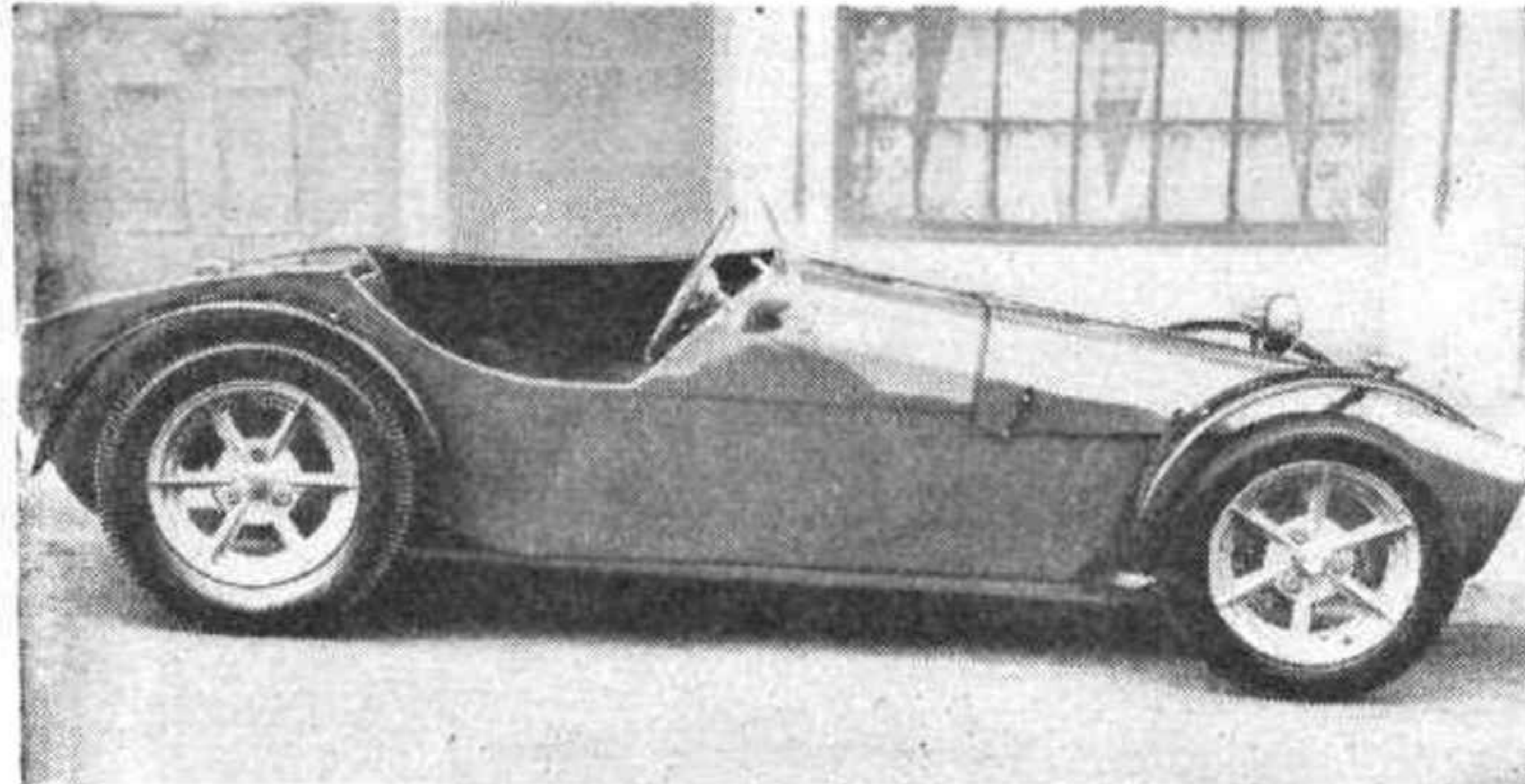
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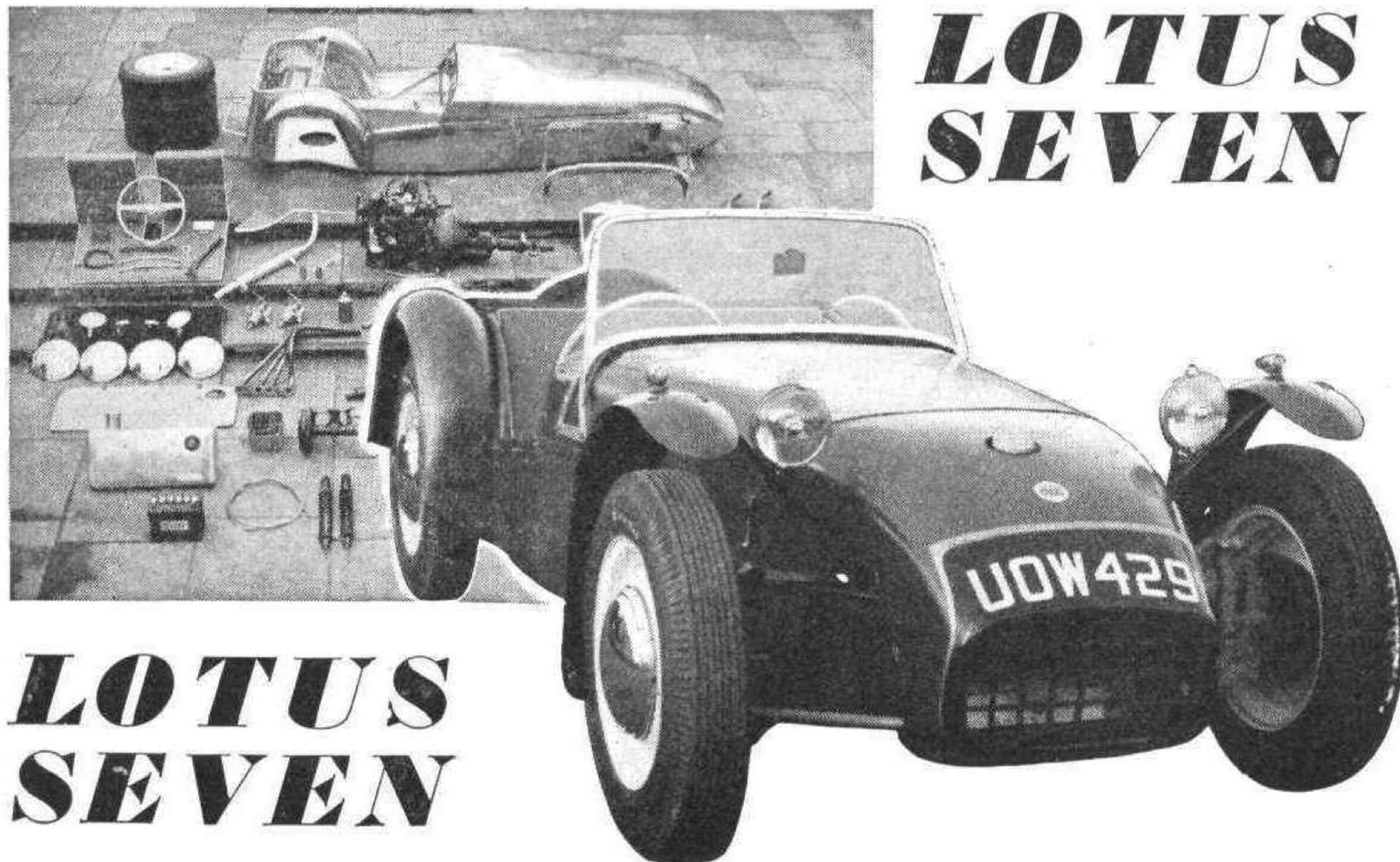
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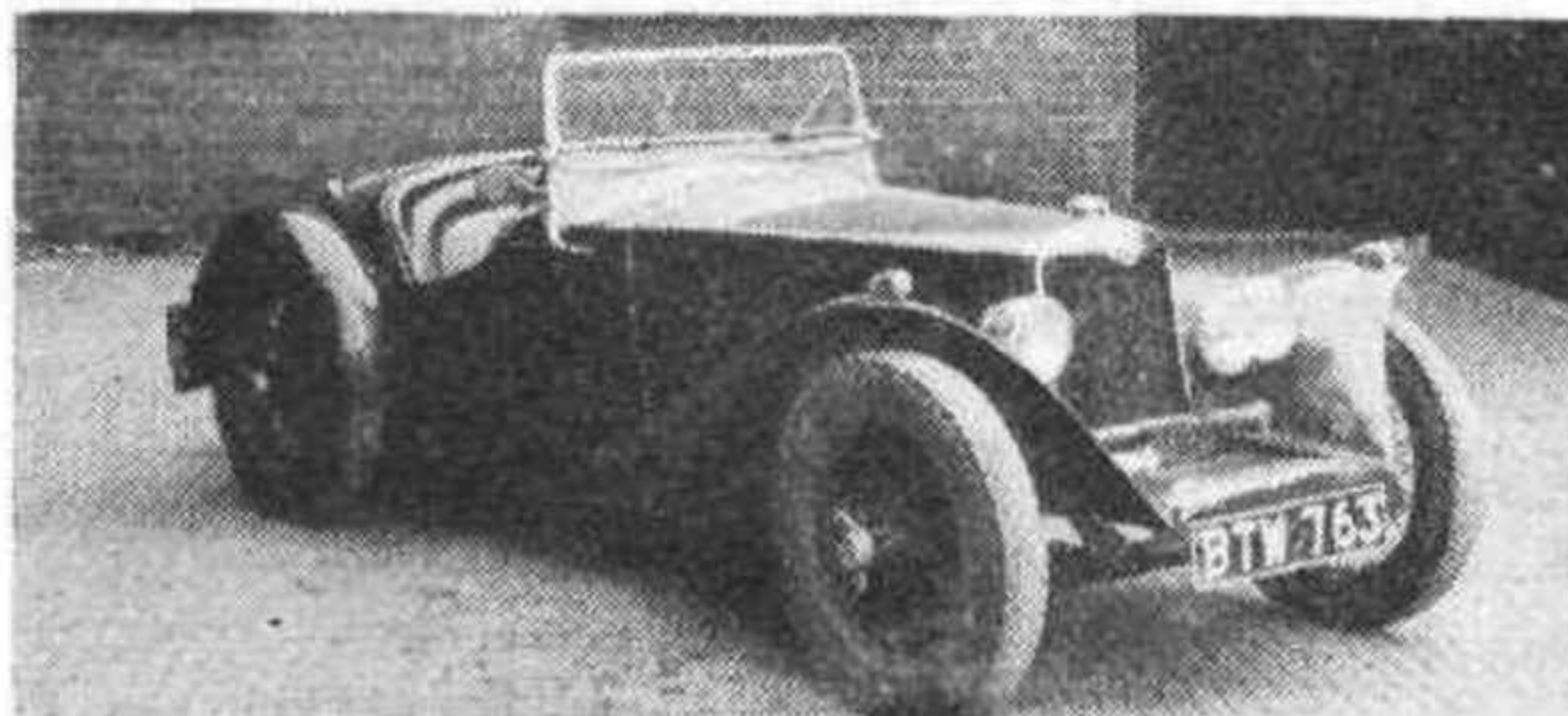
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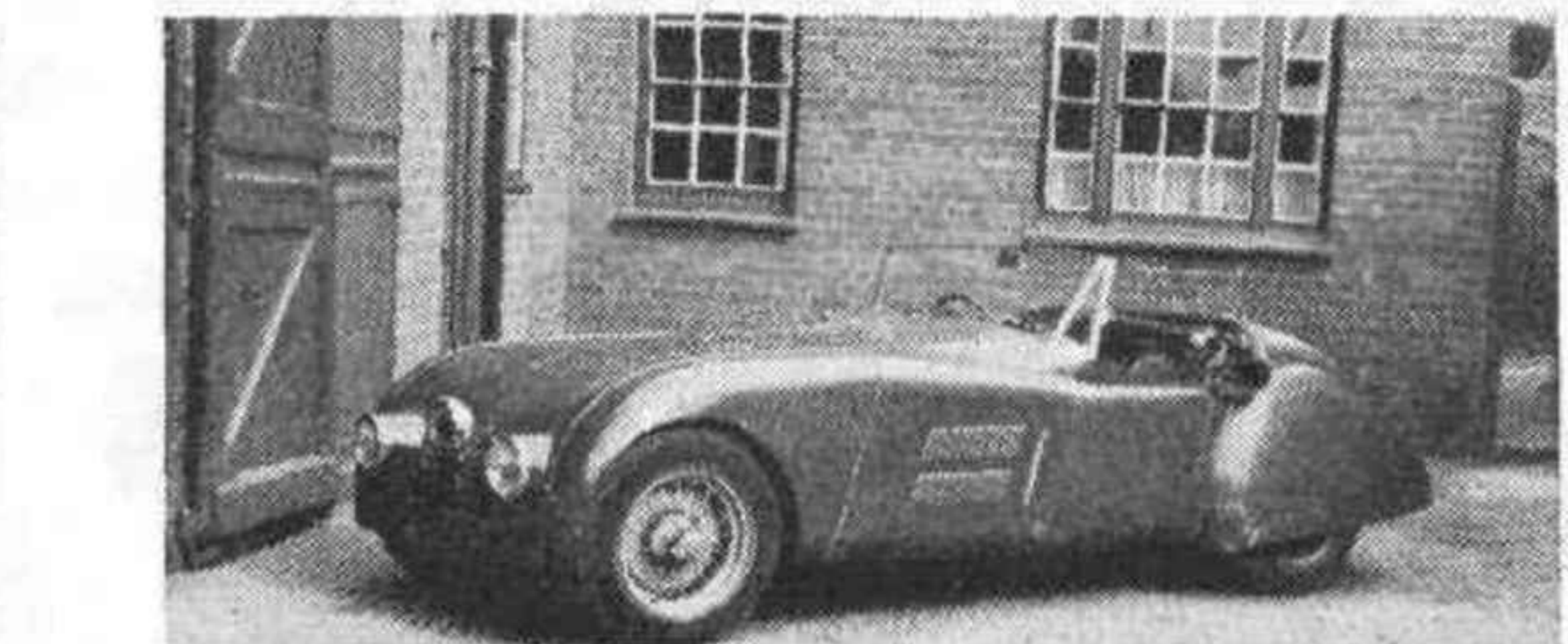
1954 (Sept.) TRIUMPH TR2 2-seater. B.R.G. Overdrive, wire wheels, heater, twin spotlights, Le Mans headlights, adjustable column, twin exhausts, etc. Well above average condition and performance. £535.

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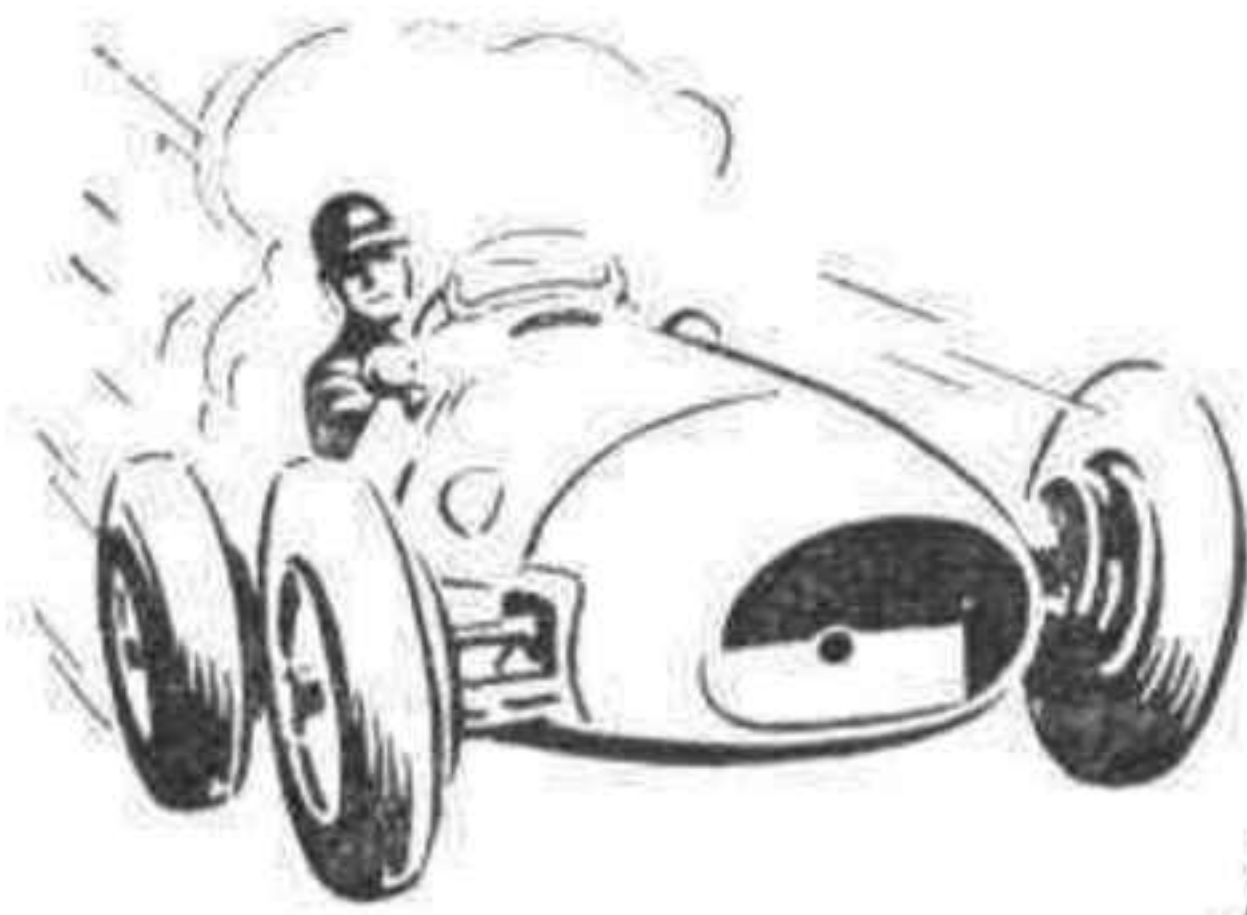
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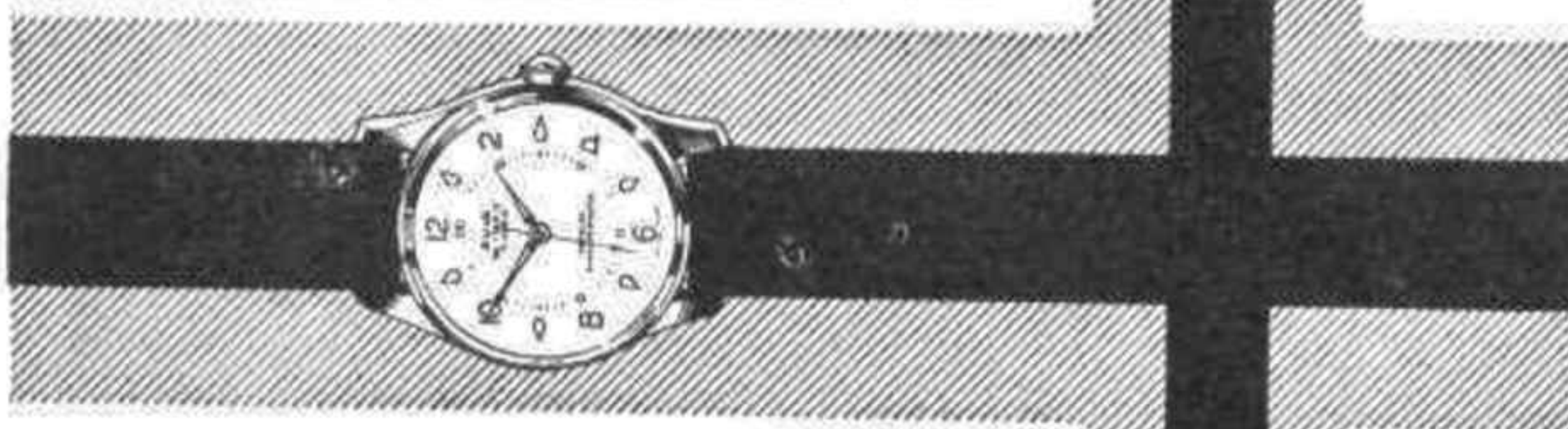


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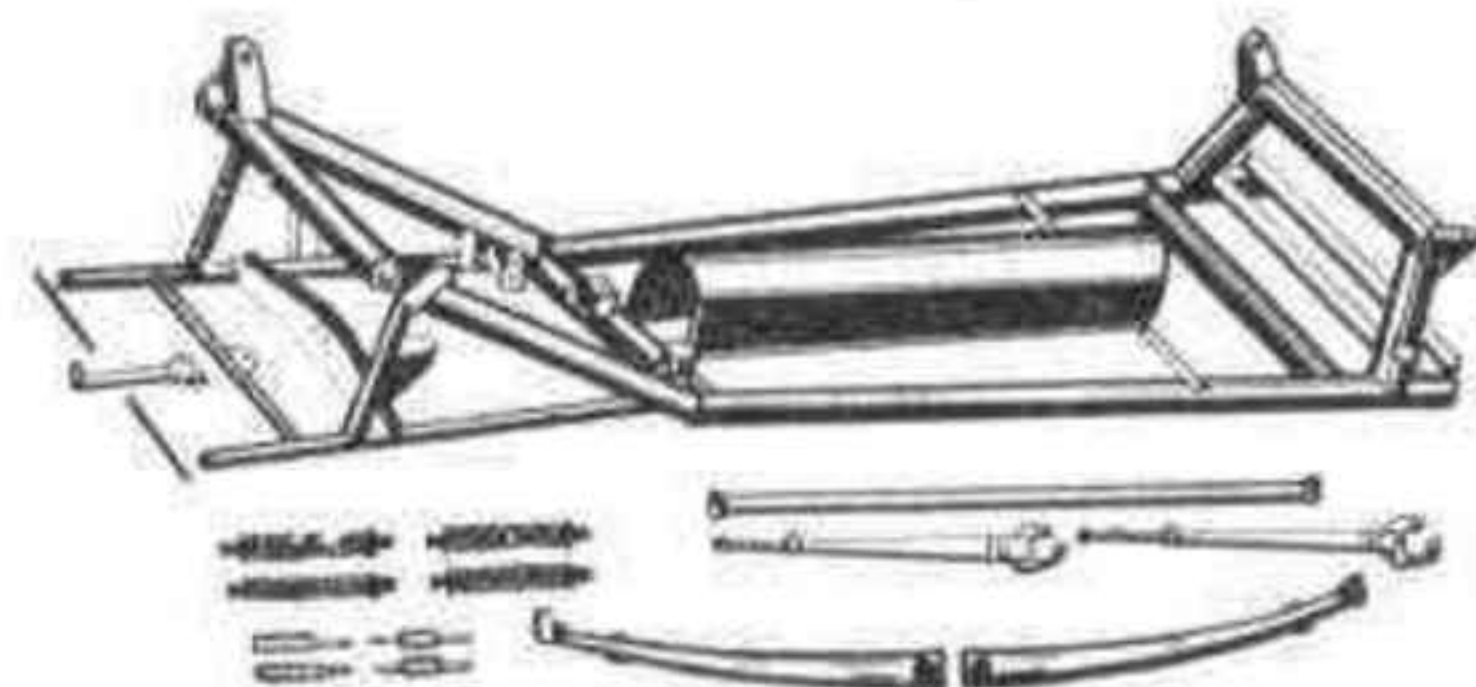
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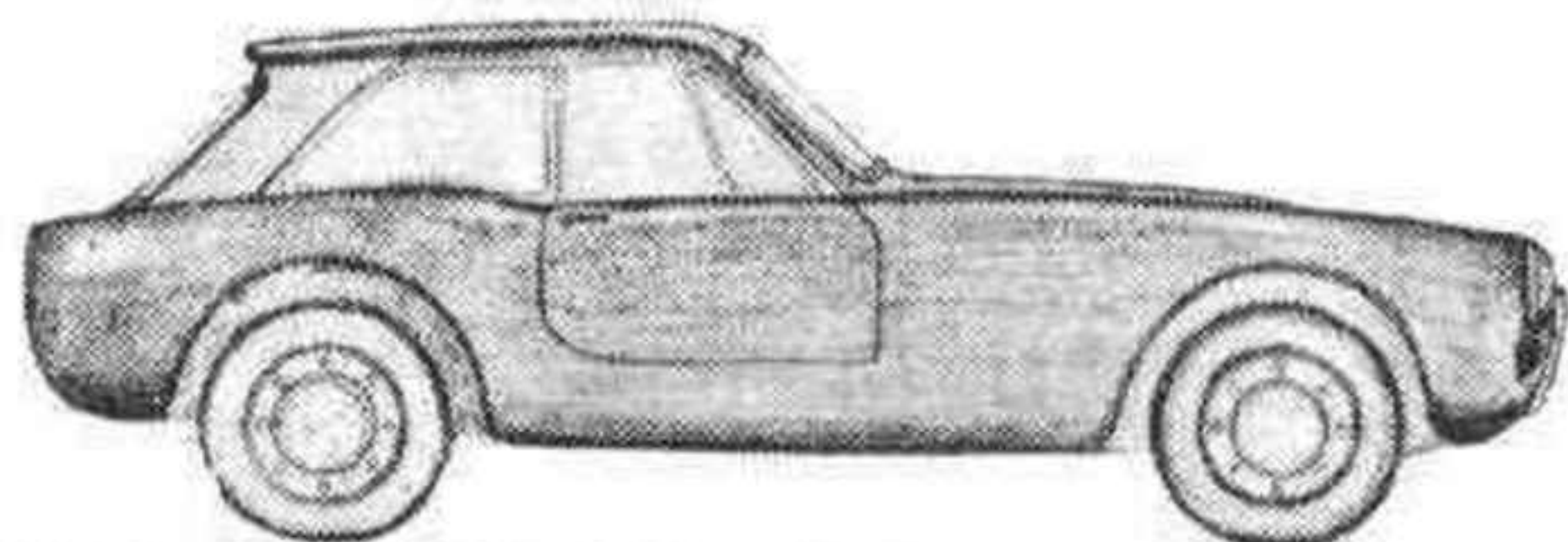
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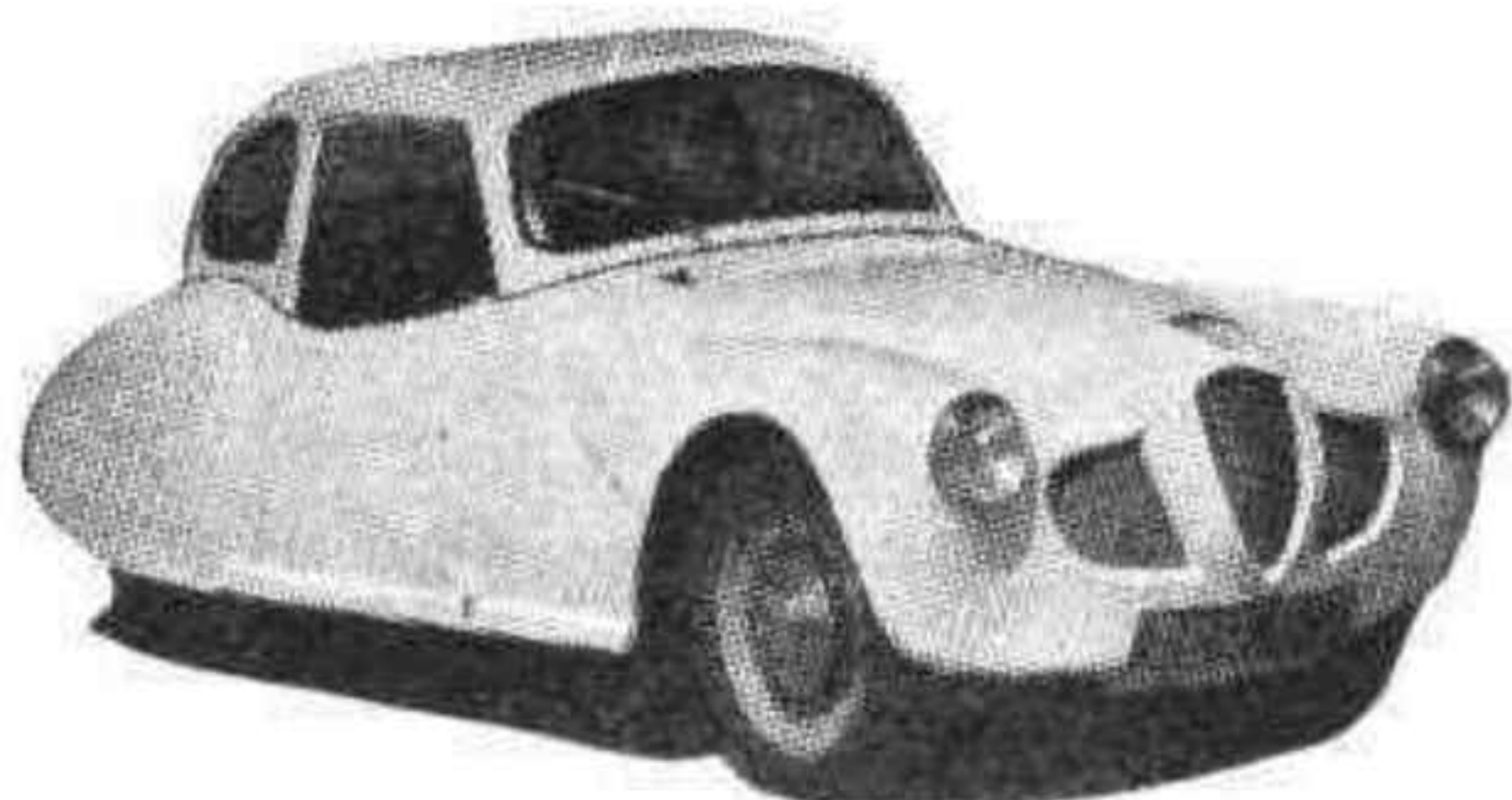
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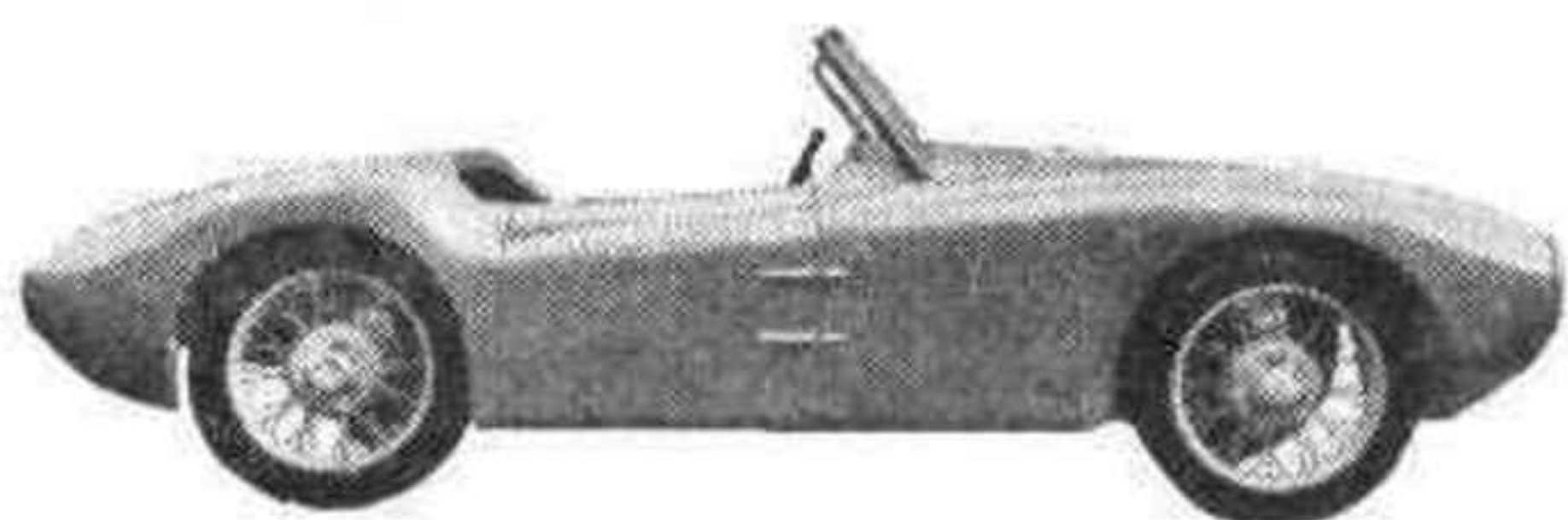
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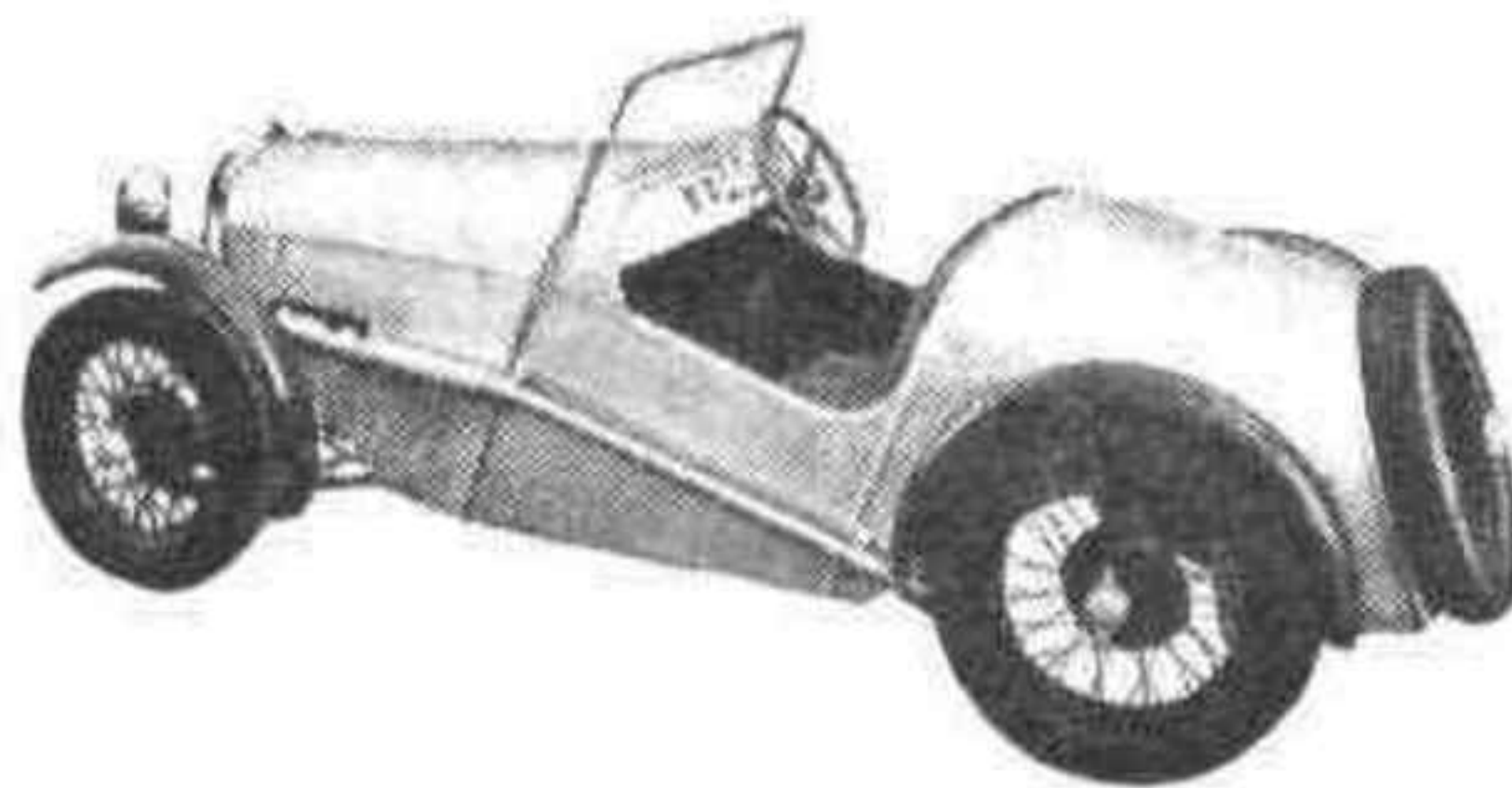
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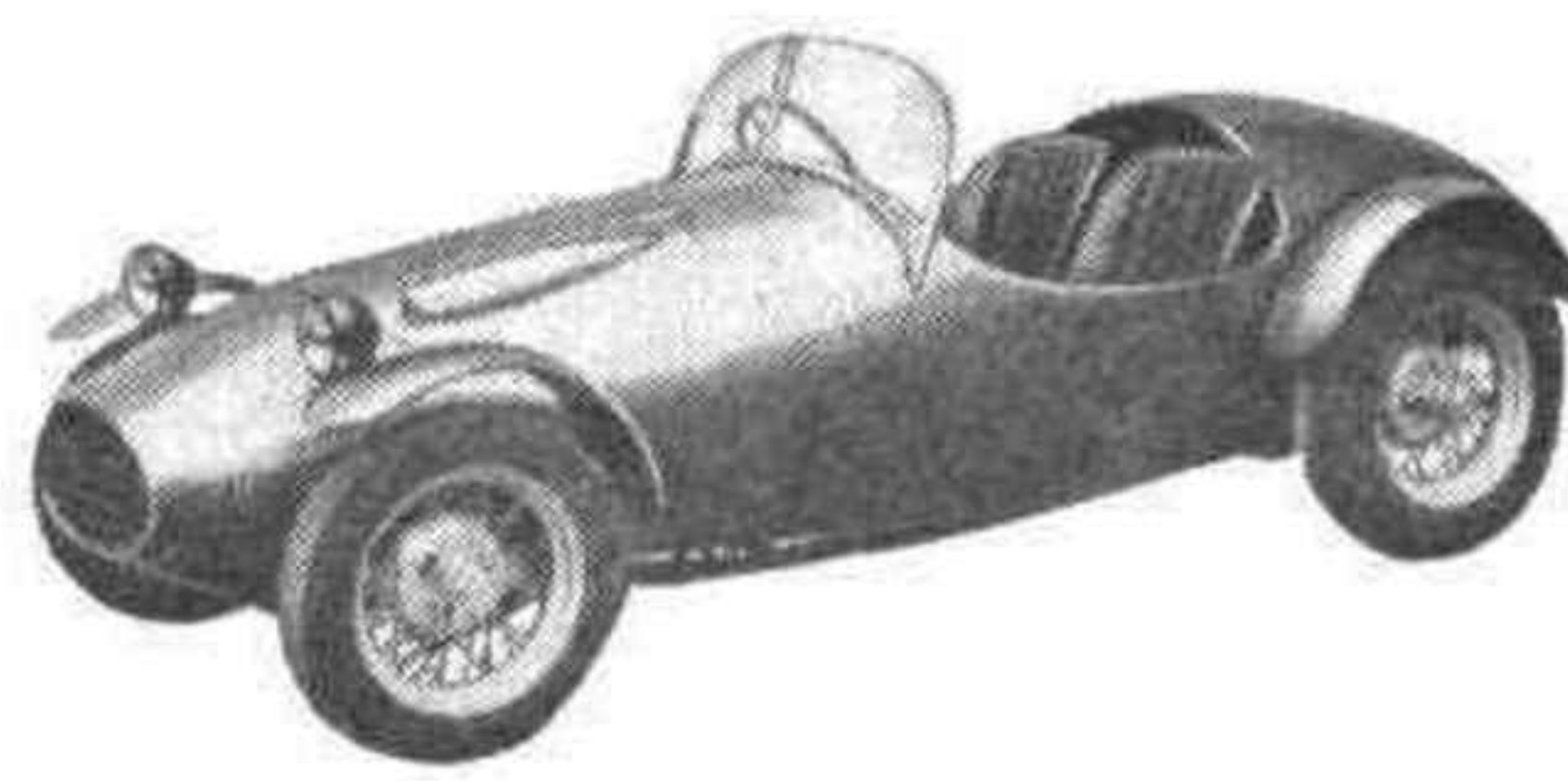
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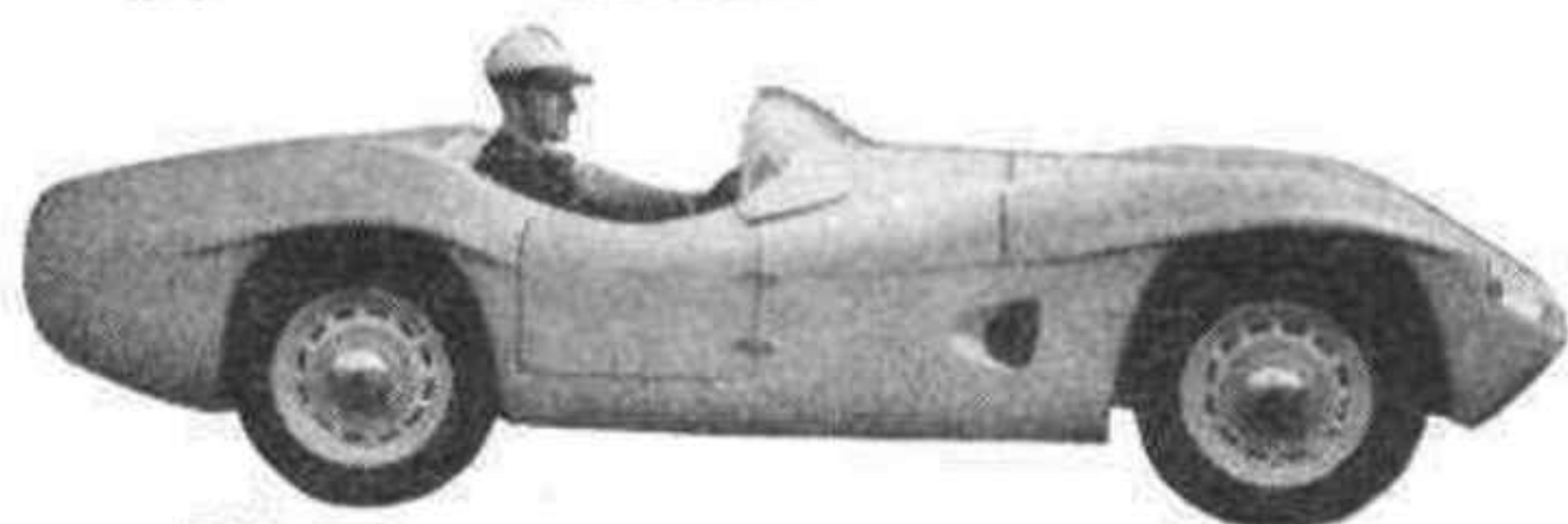
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THE WEEKLY MOTORING NEWSPAPER

Motoring News

WITH THE EASY-TO-SPOT MAGENTA TITLE

The Month Ahead

(When the accent is on Motor Shows and new models)

- | | | |
|---------|---|---------|
| Oct. 8 | Full report and pictures from the 46th Paris Motor Show, and a description of the Coupé de Salon race meeting at Montlhery. | Oct. 8 |
| Oct. 15 | Preview of the 44th Earls Court Motor Show Testing the latest cars from France—a day at the Montlhery race track. Full illustrated report of the big Snetterton race meeting. | Oct. 15 |
| Oct. 22 | FIRST MOTOR SHOW NUMBER
Road-test of the new Ford Anglia saloon. | Oct. 22 |
| Oct. 29 | SECOND MOTOR SHOW NUMBER
Road-test of the M.G.A. Twin-cam sports. | Oct. 29 |
| Nov. 5 | Featuring the London-to-Birmingham Motorway Test-day at Goodwood—sampling the latest British cars on the famous Sussex circuit. The story of the 1959 London-to-Brighton Veteran Car Run. | Nov. 5 |

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MOTOR SPORT

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MATTERS OF MOMENT

THE WORLD'S SPORTS CAR CHAMPIONSHIP

Goodwood on September 5th provided a Tourist Trophy race which developed many of the themes and thrills of these famous events when run over the Ards road circuit before the war. We had the drama, the accidents, the Big Fire and the varied field which to some extent reflected the glory of earlier sports-car T.T. races. It is splendid that Aston Martin snatched the Championship from Porsche and Ferrari. Britain thus gains another slice of prestige at a time when she is winning Grand Prix races and when her Motor Industry is putting some astonishingly interesting new models on the World's markets.

Aston Martin has been exclusively a sports car make from the days when Bamford and Martin thought up the original side-valve models through the A. C. Bertelli regime of complicated o.h. camshaft cars to the present-time David Brown period. The modern DB Mk. III and DB4 cars are magnificent machines and that this make won the 1959 World's Sports Car Championship in spite of the adversity which overtook them in the T.T. should be a cause for rejoicing.

LIEGE-ROME-LIEGE

That toughest of European rallies, the Liege-Rome-Liege, proved to be a convincing demonstration of the effectiveness of rear-engined cars at a time when many prominent writers and some engineers are striving to tone-down the advantages to be gained from such a layout. The outright winner was the Porsche, driven by Buchet and Strahle. It was followed home by two Renault Dauphines and Porsches were placed fourth and fifth, convincing proof under the typically severe conditions that rear-engined cars need not handle in inferior fashion! The result could to some extent answer the attacks of political savagery which Ford and Chrysler have instituted in America in attempts to belittle Chevrolet's new rear-engined Corvair.

Highest placed British car in the general classification was a Triumph TR3, driven by *les girls*, Mlle. Soisbault and Mme. Wagner. Another Porsche (the German cars giving away half-a-litre, of course) was sandwiched in the results between this TR3 and another driven by Ballisat and Bertaut. Two Renault Dauphines and a Citroën ID19 beat a Sunbeam Rapier in the Touring Car Class. Was this a testing event? Out of 97 starters only 14 got to the finish...

THE LONDON MOTOR SHOW

This year's Earls Court Exhibition opens on October 21st and promises to be the most interesting since the war, because all manner of new and improved models will be shown in the economy, sports and luxury car categories. Britain will show new small cars equal or superior to the best from the Continent, in the form of the Triumph Herald and B.M.C. mini-cars, while the new Ford Anglia, described

on page 755 of this issue, at last comes into line with other modern small cars in having overhead valves and four forward speeds in its gearbox. Rootes will show the new 100 m.p.h. disc-braked Sunbeam Alpine, an improved Rapier, and also their two-pedal Hillman Minx IIIA which, the first British 1½-litre car to have fully-automatic transmission (the efficient Smith's "Easi-drive"), is surely the answer to many a maiden's prayer? The V8 Daimler Dart will be amongst the 120-m.p.h. newcomers, together with new V8 Rolls-Royce and Bentley cars described overleaf. Altogether this will be an exceptionally worthwhile International Exhibition.

MOTOR SPORT will occupy Stand No. 27 and the next issue, specially enlarged, will be on sale during the first Tuesday of the Show.

A NOTE FOR OUR READERS

It would seem that the readers of MOTOR SPORT are to be congratulated on being "top men." A Special Correspondent writing in *Advertiser's Weekly* quotes an investigation of the vast magazine field carried out by a public relations company and lists 22 journals selected by business executives and other top people for their personal reading. We note that we are listed alongside such illustrious papers as *Punch*, *The Tailor*, *Illustrated London News*, *Country Life*, *Time* and *National Geographic Magazine*, etc.

A NOTE FOR STIRLING MOSS' FANS

We have received the following letter bearing on last month's Editorials:
 Sir,

I must really take you to task for your lack of taste in printing such a crude anecdote in your "Matters of Moment" in the September issue. The story is not very funny, and does nothing to recommend your magazine in mixed circles.

Continued on next page

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Front Cover Picture: IN THE PORTUGUESE GRAND PRIX on the magnificent Monsanto circuit near Lisbon, Stirling Moss gave another immaculate performance, out-driving the entire entry and lapping the whole field in the process of winning his first Grande Epreuve this season.

THE NOVEMBER ISSUE WILL BE PUBLISHED ON 27th OCTOBER

Motor Sport Events for October

★ 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. 2/3rd ...	M.G. Car Club ...	Harthill, Garstang and Ilkley	—	Northern Rally (R.)	8.15/8.30 p.m.
Oct. 3rd ...	North Staffs M.C. ...	Silverstone	Northants	Race Meeting	
"	Aintree Circuit Club ...	Liverpool	—	Race Meeting (C.)	
Oct. 3/4th ...	Singer Owners' Club ...	London, Huntingdon and Birmingham	—	Night Rally (R.)	9.00 p.m.
"	Oswestry & D.M.C. ...	Lion Filling Station	Moreton	Rally (R.)	midnight
"	Forces' Motoring Club ...	Kingston-on-Thames	—	Rally (R.)	
Oct. 4th ...	Shell Motor Club ...	Cafe, Shirley Hills	Croydon	Rally (C.)	9.30 a.m.
"	Caernarvonshire & Anglesey M.C. ...	"The Look Out"	Bangor	Social Run (C.)	2.00 p.m.
"	Airedale & Pennine Motor Car Club	Bents Lane	Wilsden, Bradford	Ribble Rally (C.)	5.00 p.m.
"	Herts County A. & Ae.C. ...	Harleyford	Marlow	Speed Trial (C.) (co-promotion)	2.00 p.m.
"	Alford O.C. ...	Harleyford	Marlow	Speed Trial (Combined)	10.00 a.m.
Oct. 10/11th ...	Nalco Motor Club ...	Drayton Hall	West Drayton	Wembley Cup Rally	10.31 p.m.
"	Horsham & D.M.C. & L.C.C. ...	Jackson Bros. Garage	Horsham	Rally (R.)	7.30 p.m.
"	Caernarvonshire & Anglesey M.C. ...	Bangor and Queensferry	—	Rally (R.)	9.00 p.m.
Oct. 11th ...	West Essex Car Club ...	Stapleford Air Field	Nr. Albridge, Essex	Hill Climb	10.30 a.m.
"	Aston Martin O.C. ...	Royal Ascot Hotel, Ascot	—	Concours D'Elegance	2.30 p.m.
Oct. 17th ...	Herts County A. & Ae.C. ...	The Pool House	Kimpton, Beds.	Autumn Rally	7.30 p.m.
Oct. 24/25th ...	West Hants & Dorset C.C. ...	Bournemouth	—	Rally (C.)	5.00 p.m.
"	Stockton & District M.C. ...	Wheatleys Motors	Stockton	Rally (R.)	10.00 p.m.
Oct. 25th ...	Southern Jowett Car Club ...	Hadley Green	Barnet	Rally (C.I.)	10.00 a.m.
"	Oxford Motor Club ...	Harleyford Manor	Marlow	Hill Climb	2.00 p.m.

MATTERS OF MOMENT—continued from previous page

And while writing about the same article I cannot agree with your views on the conviction of Stirling Moss. The action of the individual who informed is something to deprecate, but to change lanes in the Mersey Tunnel at any time other than the dead of night is dangerous, and far from being "a comparatively harmless motorist misdemeanour." A collision in the Tunnel often affects cars in all four lanes, due to the lack of space, and the offence for which Moss was convicted is a prime cause.

I am, Yours, etc.,

BRIAN HEANEY.

Woolton.

[We are always sorry to hear that someone is not pleased with our efforts; our anecdote was not intended to appear crude, just to emphasise how delighted we were with the B.M.C.]

Regarding the Moss incident, we are reminded of a saying of the late Sir Harry Lauder, "We have rules and regulations to go by and we go by them." Authority must, quite rightly, enforce the rules and regulations implicitly irrespective of who may suffer, but we know Moss would not commit a dangerous action on any Public Highway. We still however, have no time at all for an informer, no matter whether he acts for O.G.P.U., the Gestapo, McCarthy, the Employer, the Trade Union or just simply for himself.—ED.]

NEW V8 FOR ROLLS-ROYCE AND BENTLEY

A new car from the Rolls-Royce Company is always a matter of moment and as this issue closed for Press we received details of a new Rolls-Royce development which is bound to be of interest. The latest news from Crewe shows that the makers of the "Best Car in the World" intend to keep it that way.

An entirely new V8 engine has been developed for the past five years and will be fitted to the Silver Cloud II, Phantom V, Bentley S2 and Continental. The cylinder block and heads are of aluminium construction with a high silicon content. Rolls-Royce have obviously come up against the same snags as American manufacturers who have attempted all-aluminium engines, such as porosity and corrosion, and consequently cast-iron wet cylinder liners and steel valve seats are used. The engine is a 90-degree unit with a bore and stroke of 104.4 by 91.44 mm., giving it a capacity of 6,230 c.c. The crankshaft is made of chrome molybdenum steel with integral balance weights running in five main bearings. Hydraulic tappets are used for the overhead valves. A compression-ratio of 8.0:1 is used, together with twin S.U. carburettors, but no power figures are given, as is usual Rolls-Royce practice, although it is claimed that more power is available than in the six-cylinder engine.

Outwardly the Silver Cloud II and Bentley S2 will not differ from the previous models but the heating, demisting and air-cooling systems have been completely redesigned, and the proportion of braking effort has been altered to give the front brakes more work. The V8 engine will be fitted to two Bentley Continental models exhibited at the Paris Show. One will be a drophead coupé by Park Ward and the other is a Mulliner four-door saloon. These cars will

be fitted with the new four-shoe brake for the front wheels which increases lining area from 240 to 300 sq. in. The Mulliner saloon will sell for £8,054 17s. 6d. and the Park Ward coupé costs £7,856 10s. 10d., both prices including purchase tax.

The Phantom V limousine has been designed to replace the Silver Wraith model and has an overall length of 19 ft. 10 in. on a wheelbase of 12 ft. It also has the new engine with automatic transmission, power-assisted steering and servo brakes. Bodies on the Phantom V chassis will be built by the specialist coachbuilders and will normally have room for seven passengers. The chauffeur's seat is adjustable to suit drivers of varying build. At a total price of around £9,000 it is hoped these cars will sell to large companies and public corporations.

THE NEW GOGGOMOBIL ESQUIRE AND FLEETWING

Goggomobil have added two new models to their range for 1960. Last year the company made what most people considered a retrograde step when introducing the Royal 700 model which featured a rigid rear axle on leaf springs. This model is continued virtually unchanged for 1960 as are the tiny Regent and Mayfair saloons which have gained a following in Britain.

The Royal 700 will now be available in Estate car form and is to be called the Esquire. It will have an all-steel body with a rear loading door which hinges upwards to roof level for ease of loading and the rear windows hinge at the front in the same way as the A40. The rear seat folds flat on the floor to give luggage space or five people can be carried if the seat is used. A permissible weight of 9½ cwt. can be carried.

An entirely new model is the Fleetwing TS35 which is known in Germany as the Isar. Mechanically it is similar to the Royal 700 but the twin-cylinder, horizontally opposed four-stroke engine has been given a compression-ratio of 9.5:1 and twin Solex down-draft carburettors to give 35 b.h.p. at 5,700 r.p.m. A top speed of 85 m.p.h. is claimed.

The body is a streamlined two-seater fixed-head coupé rather similar in lines to the smaller coupé, but having a rather large radiator grille. It has two doors, bucket seats, rear luggage boot, fully wrapped round rear screen, winding windows, and a built-in heater and demister. The price has not yet been announced.

MORE SPRINTS

In addition to the October sprint meetings referred to on page 794 there is a number of others this month, such as the Wirral 100 M.C. Rhydymwyn sprint on the 3rd, the Liverpool M.C.'s Oulton Park sprint on the 10th, and the Eastern Counties sprint on the 11th. On October 10th the Burnham-on-Sea M.C. will hold one of those enjoyable seaside speed-trials at Weston-super-Mare, starting at 12.30 p.m. Entries close October 1st. On the following day a hill-climb will be held at Bodiam by the Hastings and St. Leonards M.C., commencing at 1.30 p.m., and on the 18th the 750 M.C. has another Blandford speed hill-climb. Such sprint meetings are usually extremely enjoyable. Take your pick!

THE XXXth ITALIAN GRAND PRIX

Moss and the Walker-Cooper Win by Strategy

MONZA, September 13th.

WITH the Italian Grand Prix winding up the European season of serious motor racing, everyone arrived at Monza prepared for the usual flat-out blind that is synonymous with the very fast track, only the road section being used. Practice began officially on the Friday afternoon, but earlier in the week B.R.M. had been trying out their new mid-engined car and on the Thursday before race-weekend there was much activity with Aston Martin, B.R.M., Lotus and Cooper all out with one car or more.

Last year the fastest practice lap was set up by Moss in a Vanwall in 1 min. 40.5 sec. and the lap record for the race by P. Hill in a Ferrari in 1 min. 42.9 sec., so that with the improvements made on lap times throughout the season it was reasonable to expect times of under 1 min. 40 sec. to be recorded.

As always, the weather was superb when practice began and, everyone being ready to go, the circuit was soon humming with activity. The Scuderia Ferrari were content with the way their engines were going and while the drivers were getting into the swing of things they practised wheel changing, making the drivers stop at the pits in a hurry and then make violent getaways, as they were not too sure about the clutches for standing starts. Some of the starts were most spectacular and some interesting black lines were appearing on the track. Most of their lap times were around 1 min. 42 sec. or 1/43, which showed little improvement over last year, and it was left to Moss to set the pace, which he did in no mean fashion by recording 1 min. 39.7 sec. Brabham was going fast in between doing carburettor adjustments with a man from the Weber factory, and McLaren was quickly learning his way round the circuit, using his own car and the third works Cooper that Scarlatti was waiting with enthusiasm to try. Of the B.R.M. team Schell was easily fastest, while Bonnier was doing a lot of running with the new car and the Aston Martins were sounding beautifully crisp and clean but were having difficulty in approaching 1 min. 45 sec., as were the two Lotus drivers. Fairman did a few laps in the Cooper-Maserati and it then died on the far side of the circuit when the fuel pump packed up. Coopers were well pleased with the way Scarlatti was getting on in their third car for he was soon lapping at under 1 min. 45 sec., while Brabham had got down to 1 min. 40.2 sec. Gendebien was beginning to go quite quickly in a Ferrari and Graham Hill was out at the same time and by tucking into the Ferrari's slip-stream he got his time down from a difficult 1 min. 44 sec. to 1 min. 42.9 sec., a speed he had no hope of achieving without the "tow" from the Ferrari.

Towards the end of practice Moss went out again and did two flying laps, both under 1 min. 40 sec., and at that he rested content. Brooks was trying hard right up to the end of practice and, by working away at clipping off fractions here and there, he got down to 1 min. 40.1 sec., which gave him second fastest time of the day. During this first practice session it was found that tyre wear was pretty alarming and the Cooper drivers were not too happy with their bolt-on wheels, while Lotus were not going fast enough to worry.

For the second practice period on the Saturday afternoon the Walker Equipe had fitted the Moss car with splined hubs on the rear and knock-off wire wheels, a set of these having been sent over from England, having originally been fitted to Trintignant's car earlier in the season. Everyone was again out for practice, including the new B.R.M., which was showing good promise by lapping around 1 min. 44 sec., but with the heat of the mid-afternoon there was not much activity in the way of high-speed motoring. It was not until within the last hour that things began to hum and the whole Ferrari team were sent out in turn to make a determined attack on the fastest time, which still stood to Moss from the previous day in 1 min. 39.7 sec. First Gurney went out and he really wrung the neck of his car, driving it well to the limit through the corners, and got down to 1 min. 40.8 sec., then Brooks went out to demonstrate his true artistry and got down to 1 min. 39.8 sec., which made Moss reappear, but he did not improve on his Friday's time. Allison followed but could not improve on his time of the day before, which was 1 min. 41.8 sec., and then Phil Hill and Gendebien went out together as time was running out. The American improved to 1 min. 41.2 sec. and the Belgian made no improvement on his earlier 1 min. 41.4 sec. and as Brabham had not bettered his time of Friday it left Moss with f.t.d., but it was a shaky one, with Brooks very close behind these two being the only drivers to get under 1 min. 40 sec.

Sunday was another perfect day and the morning saw Gran

Turismo races, during which an Italian-owned Berkeley 500 beat all the highly-tuned Fiat 500s and a standard Lotus Elite was on the front row of the 1,300-c.c. grid alongside the two fastest Italian Giuliettas. Unfortunately one of the Alfas spun on the opening lap and wrecked itself, the Elite and some other Giuliettas, or there may have been a British victory in that event as well.

After a long lunch period and a vast parade of Vespa scooters from Vespa Clubs from all over Europe, including three stalwarts from Great Britain, the serious business of the Italian Grand Prix got under way. The race should have started at 3 p.m. but it was nearly 20 minutes later before all was set and the cars were lined up in the order shown below in rows of three-two-three this year, whereas previously it had been four-three-four. In view of an anticipated increase in average speed the race length had been extended from 70 laps to 72 laps, so that the total time would be certain to be longer than the two hours minimum laid down in the rules for Championship races.

Moss (Cooper)	Brooks (Ferrari)	Brabham (Cooper)
1 min. 39.7 sec.	1 min. 39.8 sec.	1 min. 40.2 sec.
	Gurney (Ferrari)	Phil Hill (Ferrari)
	1 min. 40.8 sec.	1 min. 41.2 sec.
Gendebien (Ferrari)	Schell (B.R.M.)	Allison (Ferrari)
1 min. 41.4 sec.	1 min. 41.6 sec.	1 min. 41.8 sec.
	McLaren (Cooper)	G. Hill (Lotus)
	1 min. 42.0 sec.	1 min. 42.9 sec.
Bonnier (B.R.M.)	Scarlatti (Cooper)	Trintignant (Cooper)
1 min. 43.1 sec.	1 min. 43.3 sec.	1 min. 43.4 sec.
	Ireland (Lotus)	Flockhart (B.R.M.)
	1 min. 43.5 sec.	1 min. 43.6 sec.
Burgess (Cooper)	Salvadori (Aston Martin)	Davis (Cooper)
1 min. 44.6 sec.	1 min. 44.7 sec.	1 min. 44.9 sec.
	Shelby (Aston Martin)	Fairman (Cooper)
	1 min. 46.4 sec.	1 min. 49.4 sec.
Cabianca (Maserati)		
1 min. 51.5 sec.		

As the flag fell and the 21 cars surged forward a cloud of smoke came from the back of Brooks' Ferrari and the Coopers on each side of him shot ahead. The Ferrari was accelerating, but slowly, and cars were passing poor Brooks on all sides, and while the field roared away towards the Curve Grande and Lesmo he came to rest with a broken piston, and Ferrari's main hope of victory was gone. He was not alone in trouble on this opening lap, for Fairman had stalled and had to be restarted, and two more Coopers were in trouble, Trintignant with his throttle linkage come adrift and Scarlatti with his gear-lever connection broken, so that they both came into the pits at the end of the lap. Out in front Moss was leading Phil Hill, Brabham and Gurney, followed by Schell, Gendebien, Ireland, Allison, Graham Hill and the rest, with McLaren way back after a poor start.

On lap two Moss let Hill take the lead and was content to sit behind and let the Ferrari set the pace, conserving his tyres by taking the corners gently and catching the Ferrari up again on acceleration.

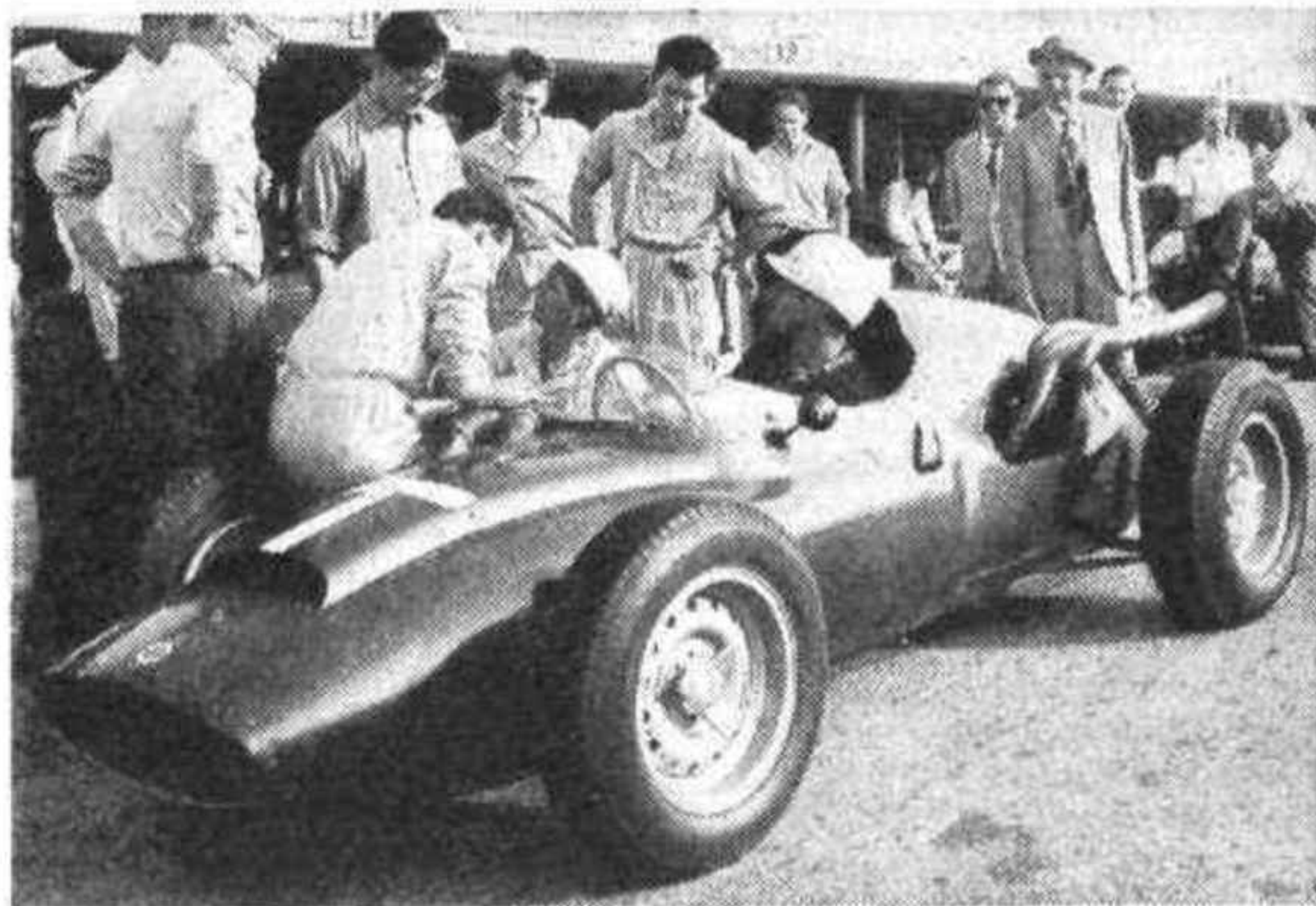
The race was already breaking up into groups, Hill, Moss, Gurney and Brabham in group one, followed by Gendebien, Schell, Ireland and Allison in the next group, then McLaren, Bonnier and Salvadori, and the rest already way behind with Trintignant and Scarlatti trying to make up for their pit stops, while Graham Hill had retired the Lotus with clutch trouble. Fairman was soon in the pits with misfiring and then Ireland joined him, and meanwhile the four leaders were still nose-to-tail, Moss taking the lead on lap four and giving it back on lap five, weighing-up the Ferrari opposition as he did so. By lap eight Brabham had decided to ease off and save his tyres, as well as to give his gearbox-change speed gears an easier time, and Allison and McLaren were moving up fast, after being hemmed in during the opening laps. Already the tail-enders had been lapped and the average speed was well over 200 k.p.h. (approximately 124 m.p.h.), and the Ferrari-Cooper-Ferrari trio were still pressing on.

From lap 10 to lap 20 the scene at the head of the race was unchanged, the distance covering the three cars being the same all the time, so that it was clear that the two American Ferrari drivers could do nothing about getting rid of Moss and the Walker-Cooper, and by the relaxed way he was driving it seemed that Moss was

content to run his race at the speed of Hill's Ferrari and no more, banking on the fact that they were wearing their tyres out faster than he was. Allison took fourth place from Brabham and then McLaren caught his team-mate and the two of them were content to cruise round together and await developments, for the race was still young. Salvadori was going well, in spite of still being bandaged after the T.T. fire, and was closing his Aston Martin on Schell's B.R.M., while Fairman and Ireland had both retired after numerous pit stops. From lap 20 to lap 30 this cat-and-mouse game between the Cooper and the two Ferraris continued, and one felt that if it was going to develop into a battle of nerves and waiting for the other driver to make a mistake, Moss could not fail to be victorious. On lap 23 McLaren disappeared when a piston collapsed and the rod came through the side, so the order was Hill, Moss, Gurney, Allison, Brabham, Gendebien, Bonnier, Schell and Salvadori, the rest having been lapped.

At the end of lap 33 the Scuderia Ferrari threw away all hope of victory for Phil Hill was called in to change the rear wheels, which was done in a remarkably quick time so that he was off again in fourth place before Brabham appeared. On the next lap Gurney was in and all four wheels were changed, so that Moss was now on his own, followed by Allison, who was not close enough to cause trouble, and when he went into the pits for changing tyres on lap 36 it was all over. Within the space of three laps the Ferrari team had removed all the pressure from Moss, leaving him way out on his own. Gendebien also had his wheels changed, on lap 38, so that there was now no Ferrari within striking distance, and none of them had any hope of catching up for they had been unable to lap any faster than Moss during the opening stages. Of course, it was assumed that Moss would have to stop to change tyres, but he had been conserving rubber during the opening phase of the race by letting Phil Hill set the pace and could now ease off just that small amount which would make all the difference to the tyre wear. The order was now Moss, Hill, Brabham, Gurney, Allison, on the same lap, followed by Bonnier, Salvadori, Gendebien who was making up for his stop, Schell and Trintignant, the others being way behind.

As a race the whole thing now developed into a farce, with the Ferrari team following helplessly in the wake of the Walker-Cooper, unable to do anything about it and realising, as lap after lap went by, that they had boomed by stopping all their cars at the same time. It was obvious that Moss now had no intention of stopping for tyres and had led the entire Ferrari team into a trap, and they had played right into his hands. It was a perfect case of Moss suiting the strategy and his decisions to the pattern of the race as it developed in the opening laps. With Brooks out on lap one his real danger was gone, and once he found he could cope with Hill and Gurney without straining himself he could play his own game. The only unknown factor now was the reliability of the Cooper, but as it went on lap after lap as regularly as a clock it was clear that Moss had victory in his grasp, and though Hill occasionally gained a second or two he had no hope of getting to grips with Moss again, while Gurney could not catch Brabham. On lap 57 Moss lapped Allison, who was in fifth place, but then let him get ahead again and stayed with him for a number of laps as if to relieve the boredom of touring round on his own, but on lap 66 he accelerated away from the Ferrari and carried on on his own. Apart from Gendebien passing Bonnier and Schell and getting back into sixth place, and Salvadori blowing his engine up, the procession lacked any real interest and Moss led the field



The new rear-engined B.R.M. in the pits at Monza during practice for the Grand Prix. The car wasn't used during the race.

home at a new record average speed, still with ample tread left on his tyres, whereas Brabham in third place had worn his tyres dangerously thin. It is in such matters as the ability to go fast and conserve his tyres, and to plan the strategy of his actions while he is racing, that makes Moss the great artist that he is.—D. S. J.

Results:

XXX GRAN PREMIO D'ITALIA—Formula 1—72 Laps—414 Kilometres—Hot

1st:	S. Moss (Cooper-Climax)	...	2 hr. 04 min. 05.4 sec.—200.177 k.p.h.
2nd:	P. Hill (Ferrari V6)	...	2 hr. 04 min. 52.1 sec.
3rd:	J. Brabham (Cooper-Climax)	...	2 hr. 05 min. 17.9 sec.
4th:	D. Gurney (Ferrari V6)	...	2 hr. 05 min. 25.0 sec.
5th:	C. Allison (Ferrari V6)	...	1 lap behind
6th:	O. Gendebien (Ferrari V6)	...	1 lap behind
7th:	H. Schell (B.R.M.)	...	2 laps behind
8th:	J. Bonnier (B.R.M.)	...	2 laps behind
9th:	M. Trintignant (Cooper-Climax)	...	2 laps behind
10th:	C. Shelby (Aston Martin)	...	2 laps behind
11th:	C. Davis (Cooper-Maserati)	...	4 laps behind
12th:	G. Scarlatti (Cooper-Climax)	...	4 laps behind
13th:	R. Flockhart (B.R.M.)	...	5 laps behind
14th:	I. Burgess (Cooper-Maserati)	...	5 laps behind
15th:	G. Cabianca (Maserati 250F)	...	8 laps behind

Fastest lap: P. Hill (Ferrari), on lap 32, in 1 min. 40.4 sec.—206.175 k.p.h. (new record).

Retired: C. A. S. Brooks (Ferrari), lap one, piston; C. Hill (Lotus-Climax), lap two, clutch; I. Ireland (Lotus-Climax), lap 15, brakes; J. Fairman (Cooper-Maserati), lap 19, misfiring; B. McLaren (Cooper-Climax), lap 23, piston; R. Salvadori (Aston Martin), lap 45, engine.

21 starters — 15 finishers.

MONZA MINIMS

It is getting depressing how often the tyre experts are being proved wrong on the question of wear. It seems there is no rate-of-wear factor between a fast lap and a record lap, nor between rate-of-wear when the tread is brand new and rate-of-wear when it is half-worn, these two quantities being inter-related with a fast lap in 1 min. 39 sec. and a lap in 1 min. 43 sec., which is slow by comparison.

Prize for pit-stop must go to Centro-Sud, who had heard about the possibility of Coopers changing tyres. When Burgess stopped to complain that top gear kept jumping out the mechanics changed his near-side rear wheel and sent him off again, the tyre that came off being nearly new, for lapping at 1 min. 46 sec. or 1 min. 49 sec. the tyres would have lasted a life-time.

Scarlatti more than justified the loan of the third works Cooper, lapping with Flockhart's B.R.M. for a long time, and but for his long pit stop would have been better placed.

One wonders if this was the last Grand Prix for Lotus. Organisers must be getting tired of their dismal performances.

* * *

NOTES ON THE CARS AT MONZA

Technical highlight of the meeting was the appearance of the new B.R.M. during practice, this car not only being a radical break from Bourne tradition but also a sign of the times for the future. Built in a remarkably short time more as an experiment than anything else as yet, it utilised many parts of the existing F.1 car. The outstanding changes are the adoption of a mid-engine position instead of a front engine and of independent rear suspension in place of de Dion; in other words the following of Cooper and Porsche principles, with an eye on the 1961 Formula change. The track and wheelbase are identical to the present Formula 1 car as is the front suspension, this being fitted to a new chassis frame built on similar lines to the 1959 cars, using straight small-diameter tubes to form a torsionally rigid space-frame. The chassis frame ends in a strong cross member at its highest point, to the ends of which are attached the coil-spring/damper units similar to those used on the old cars. These have their lower ends attached to a hub carrier and the lower portion of this carrier is located sideways by a tubular triangular member, whose apex is pivoted on the chassis frame, and fore-and-aft by a radius rod running forward to a point on the chassis beside the engine. Thus each wheel is fully independently sprung on a principle that is a cross between Lotus and Porsche RSK. Drive to the rear wheels is through universally-jointed half-shafts with a sliding spline.

With the driver sitting at the front, with his feet just behind the front axle centre-line the engine is in front of the rear axle centre line and the gearbox behind it. The engine is the normal four-cylinder 102.8 by 74.9 mm. 2½-litre unit, but instead of having the twin magnetos mounted on the front of the block they are mounted one on each side of the crankcase and are driven by exposed toothed-rubber belt drives, these being taken from the engine developed for the ill-fated Cooper-B.R.M. of the Moss/Walker team. The engine is attached directly to a gearbox as used on the front-engined cars, by means of a new bell-housing casting and the single disc brake on the end of the gearbox is retained. Fuel is carried in tanks on each side of the driving seat and the oil tank for the dry-sump lubrication system is mounted in the short nose, behind the radiator, while a

slot on top of the radiator cowling gathers air which is ducted to the two double-choke Weber carburettors. By some clever pipe bending the four exhaust pipes are blended into a single tail pipe that does not stick out too far behind the short stumpy tail of the car. Wheels, brakes and steering gear are all as used on the normal F. 1 cars, and by this means the Bourne technicians have been able to produce a new project, well-made and of interesting potential, in a very short space of time. In general appearance the car resembles the F. 2 single-seater Porsche rather than a Cooper.

In addition to this interesting car there were three of the normal Formula 1 B.R.M. cars for the team of Bonnier, Schell and Flockhart.

The Cooper transporter had not returned to England after the Lisbon race, journeying by easy stages to Monza and rebuilding the cars while the engine from the crashed car and another were flown home for revision. At Monza the remains of Brabham's crashed car were still in the van and the engine had been built into a spare chassis. This car was fitted with a gearbox having a modified oiling system, whereby a gear type oil pump is driven off the rear of the gearbox. The other two cars having the earlier type of gearbox oil pump driven from skew gears on the side of the box, both systems using the old drip-feed oil tank as a reservoir for the circulating system. Of the private Coopers at Monza the Maserati-engined one of C. T. Atkins, driven by Fairman, had this latest Cooper gearbox and oiling system. With Gregory still convalescing after his T.T. crash, Brabham and McLaren were joined for this race by the Italian driver Scarlatti. The two Walker-Coopers were the same as used in Portugal by Moss and Trintignant, their transporter going direct to Italy, where the cars were prepared for the race.

Aston Martin had three of their six-cylinder Formula 1 cars, the third one being a spare for training for Salvadori and Shelby, while Lotus had taken all the mechanical components off the car that Graham Hill crashed at Lisbon, and built them into an earlier Formula 1 chassis that they had used at the beginning of the season, which he had driven so well at Zandvoort, and Ireland retained his same car. Against this strong British entry were ranged five cars from the Scuderia Ferrari, all more or less identical and unchanged from previous races, with Brooks, Phil Hill, Gurney, Allison and Gendebien as drivers, while Centro-Sud entered their two Cooper-Maseratis for Colin Davis and Burgess, these two cars still having old type Cooper gearboxes now modified to the drip-feed oil system controlled by a cable, as used on the works cars at Zandvoort. To complete the entry the Swiss driver Volonteris entered his 250F Maserati for Cabianca to drive, and Scarlatti entered the recently completed Tec-Mec Maserati-engined Special, but it failed to materialise.—D. S. J.

CONTINENTAL NOTES—continued from page 750

and against the agile brain of Moss all the Ferrari team put together could not hope to beat him. Moss had done a clever bit of "gamesmanship" by fitting knock-off wheels on the rear of the Cooper and Ferrari assumed that this meant that Moss would make a pit stop to change tyres. Undoubtedly this would have been so if Moss had been made to go the whole race at lap speeds of around 1 min. 40 sec., but Ferrari made the big mistake of withdrawing all his forces at the same time, to fit new tyres and, of course, this left Moss to tour on at his ease and save rubber so that he could go through non-stop.

The fact that Hill and Gurney could not get away from the Cooper during the opening laps made it obvious that neither of them had a hope of catching Moss after they had made their pit-stops. Moss was obviously letting Hill set the pace of the race at the start, which was quite fast, and had Ferrari left Hill to go on until he used up his tyres it would have meant that Moss would have had to go at the same pace and use more rubber than he wanted to. Meanwhile, Gurney could have been fitted with new tyres to enable him to keep up the attack when Moss would have had to stop for a wheel-change. There was some talk that Brooks was going to go through non-stop, which would have had the desired effect of forcing Moss, and one would have thought that when Brooks went out on the first lap the plan could have been switched to use another driver. Another tactic would have been to call in Gendebien or Allison on lap two, let Brooks take over the car and really go after Moss, which he could well have done. This would have meant sacrificing another team driver from the point of view of Championship results for driver changes, while being permitted, rule out the obtaining of points. With Brooks in the running for the Championship and having no hope of getting points after his retirement on lap one, he had nothing to lose and had he won the race with the car of Allison or Gendebien he would not have improved his position in the World Championship, but he would have put both Moss and Brabham back a bit.

However, all this conjecture on how the Scuderia Ferrari could have fixed Moss would have meant running as a team and not as individuals and that someone would have had to make a sacrifice for the benefit of the Scuderia. In these days of the "rat-race" for the World Championship and personal ambition such actions do not exist, for team-spirit is a thing of the past unfortunately, and few people care any longer whether Ferrari win a race or Cooper win a race, it is all a matter of which of the "stars" has won.

D. S. J.

CLUB NEWS

The Modified Minor Club announces that owners of the new Mini-Minor will be admitted to the Club in future. This follows a demonstration of the new car to members at a recent Club evening.

The Modified Minor Club was formed eighteen months ago to provide members with opportunities for discussion and exchange of information on performance-improving modifications and conversions. Club Secretary is N. J. Dyer, 9, Blakesley Avenue, London W.5.

One of the major events in the calendar of the Forces M.C. is the Cotswold Rally which takes place on November 7/8th this year. Entries will be split into two categories, one for the experts and one for the novices. Experts will be expected to cover the full course of 480 miles while novices will only have about 190 miles to cover. A large number of Clubs are invited, including Bristol M.C. and L.C.C., Taunton M.C., Jaguar D.C., Morgan 4/4 Club, SUNBAC, West Hants and Dorset C.C., Rugby M.C. Entries are restricted to 120 and the final date for entries is October 24th. Applications to Capt. S. E. Papworth, REME, 3, Richmond Crescent, Slough, Bucks.

On October 11th the West Essex C.C. are holding a speed Hill-Climb at Stapleford Airfield, near Abridge, Essex. This is the final qualifying event for the R.A.C. Hill-Climb Championship.

The rapidly mounting enthusiasm for Go-Kart racing in this

country has resulted in a group of enthusiasts forming a Club in the South of England. Their aim will be to promote races under the R.A.C. Formula (when finalised), arrange social meetings and circulate a monthly bulletin. All those who are interested are invited to write to the Secretary, Southern Midget-Racing Club, 197, Albany Street, London, N.W.1.

The first meeting of the Michaelmas term for the Oxford University Motor Drivers' Club will be held on Tuesday, October 13th in the O.U. Air Squadron H.Q. at 8.15 p.m. The film "Tribute to Fangio" will be shown.

The first restricted Rally of the B.P. Automobile Club, the "Star-dust Rally" will take place on the night of Saturday, October 24th. The start will be from Epps Garage, Green Street Green, near Orpington, Kent, at 10 p.m. Invited Clubs include Blackfriars M.C., Cemian M.C., Forces M.C., Hants & Berks M.C., London M.C., 750 M.C., Sevenoaks & D.M.C., and Thames Estuary A.C. Full details obtainable from P. W. Neighbour, 3rd Floor, Britannic House, Finsbury Circus, London, E.C.2.

The Horsham & D.M.C. & L.C.C. are holding their "Autumn Rally" on October 10/11th. This is the second time it has been held and will run over about 325 miles of "B" roads with an average speed not exceeding 30 m.p.h. The start will be from Jackson Bros. Ltd., Horsham, at 7.30 p.m. Clubs invited to participate include B.A.R.C., Guildford M.C., West Hants & Dorset M.C., London M.C. and Haslemere M.C.

LOOKING ROUND THE SPEED SHOPS

S.A.H. ACCESSORIES

Syd Hurrell, the proprietor of S.A.H. Accessories, Vimy Drive, Leighton Buzzard, concentrates solely on the Triumph TR series of cars and other makes which use the Triumph engine, such as Peerless and Morgan. The result of this concentration is a highly developed engine and suspension conversion which has been tested over many hundreds of racing miles by many drivers including Mr. Hurrell who has gained many successes with first TR2s and more lately TR3s.

The Triumph TR2 was introduced to the public in late 1953 and almost from the beginning Syd Hurrell began modifying the willing engine to give more power. Every year he thought he had reached the limit but there was always a little more power to be obtained—for instance after last winter's mods. had been completed the works car had gained from 6 to 8 seconds on most circuits with a Goodwood lap time of 1 min. 48 sec., a very creditable time for a road-equipped sports car which is fully usable on the road.

The basis of the extra power is the modified cylinder head which is given a compression ratio of 9 or 9.5 : 1, an improved combustion chamber shape and enlarged and polished ports. The standard inlet manifold is retained but is enlarged to match cylinder head ports. The TR3 has a high port head and a 27 per cent. power increase can be expected while on the TR2 about 17 to 20 per cent. improvement is realised. These mods. can be carried out for £25 10s. or the TR2 owner can purchase a high-port TR3 head for £16 17s. 6d.

Also recommended for use in conjunction with the modified head is the four-branch exhaust manifold. This system pairs cylinders 1 and 4 and 2 and 3 leading into a twin pipe which connects up with the standard tail pipe. This costs £19, and virtually completes the engine changes deemed necessary by Syd Hurrell. He has naturally experimented with other mods., including special inlet manifolds and ram pipes, but found they made no difference to performance so has not bothered to manufacture them although many people request these two items. Another essential item if continuous high speed running is anticipated is the oil cooler kit. The price of these kits varies depending on whether the by-pass or full-flow type is required but will be between £20 and £25. A special kit for the Peerless costs £22.

On the suspension side an anti-roll bar is available at £6, competition front springs at £4 9s. per pair, competition rear shock-absorbers at £6 6s. per pair or if Konis are required these are £7 10s. per pair. There are of course many other accessories such as 60-spoke road wheels which are essential for racing as the 48-spoke standard wheels collapse after a while. The Remax Baldwin brake booster, which is stocked at £7 10s., is especially useful in enabling light pedal pressures to be used in conjunction with disc brakes fitted with hard linings.

A more recent development is the use of glass fibre replacement parts for the front wings, nose-piece, boot lid, and gearbox cover. Other parts will be added to the range shortly so that it will be possible to have almost the whole body made of glass fibre. For racing there is an enormous saving in weight while repair costs for glass fibre are less than those for steel. Thus should a Triumph owner be involved in an accident he may be wise to purchase a glass fibre replacement than to have the steel component repaired. There is also a saving in cost over the steel product. The TR2 owner can, by purchasing a glass fibre TR3A nose-piece, convert his car into a TR3A (or at least make it look like a TR3A).

Mr. Hurrell is eagerly looking forward to the day when the twin-cam TR3S will be released—if ever—when he hopes his progress round the circuits will be even more meteoric than before. The unfortunate incidents at Le Mans when the fan blades went through the radiators were due to the fact that Standard Vanguard fan blades were used, running at half the speed they normally do in the Vanguard. Unfortunately the engineers overlooked the fact that the revs. would build up much more quickly on this twin-cam unit, with the result that the blades were subjected to much greater loadings and eventually detached themselves.

The success of Syd Hurrell's modifications cannot be doubted—the race records speak for themselves, while the fact that the Triumph and Peerless teams have used his equipment at Le Mans needs no explanation from us. Mr. Hurrell does not think the time has come to end the production run of the TR. His philosophy is that there is a waiting list for the car, indicating that the public still want them, so why change to a new model?—M. L. T.

ALEXANDER ENGINEERING

Alexander Engineering, of Haddenham, Bucks., was formed in 1946 by Michael Christie for the manufacture of gaskets. This business is still carried on and indeed makes all the gaskets for Alexander conversions as well as supplying gaskets for out-of-date models. But in 1953 the company turned to the tuning of family saloons, a subject which had received little attention at that time. The business has grown so much that conversions now leave the works at something like 200 per month, which probably explains why so many family saloons are difficult to pass these days!

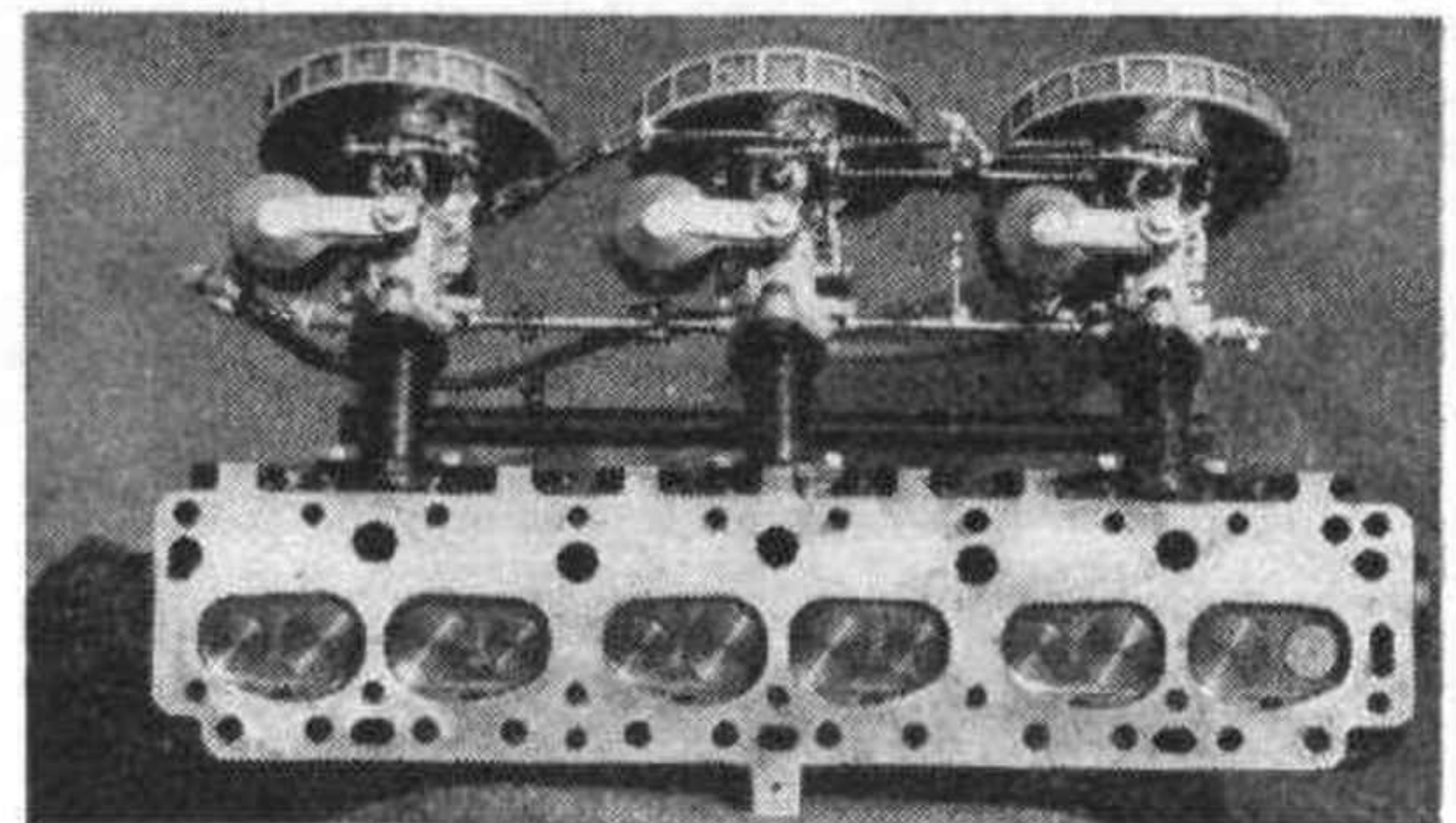
A large variety of makes and models are catered for by Alexanders and the range is being added to practically every week. At present the following cars can be converted: Austin A.30, A.35, A.40, A.50, A.55, A.90, and Metropolitan, Austin-Healey Sprite, Ford Anglia, Prefect, Consul, and Zephyr, M.G. TB, TC, TD, TF, Y, Midget ZA and ZB, Hillman Minx, Morris Minor Series II and 1000, Morris Oxford II, Standard 8 and 10, Renault Dauphine, Vauxhall Victor, Sunbeam Rapier, Wolseley 4/44, 15/50 and 1500.

Alexanders are on good terms with most manufacturers who generally supply cars in advance of the release date so that the work of modifying can be completed as soon as possible. When a new car arrives at Haddenham the development staff under the direction of Mr. Martin carefully run the car in, then take accurate performance figures for the car in standard form. If the engine is an unknown quantity the technical data supplied by the manufacturer is thoroughly sifted and the engine is taken down and examined to determine whether it is strong enough to take the extra power whilst maintaining reliability. The work of modifying then begins. After each modification the engine is put on the Heenan and Froude water brake to check power and torque and a graph is made up every time. Experiments are made with all the components until a satisfactory power output is reached together with a good torque curve. The engineer has to bear in mind that the customer wants his horsepower as cheaply as possible so his aim must be for the best horsepower gain per pound money.

When the conversion has been finally approved work begins on manufacturing the necessary parts. All castings are contracted out but polishing is done at Haddenham. The removal of metal from cylinder heads is done at Haddenham in a well equipped-machine shop and port polishing is carried out in a separate shop. The large stores carries hundreds of items from anti-roll bars to complete Laycock de Normanville overdrive units. Over 400 carburetter kits are in stock at any one time and these are sent out complete with manifolds so that the customer has the minimum amount of work to carry out.

Alexanders have appointed a nation-wide network of distributors who are authorised to fit all Alexander conversions. Each firm sends at least one mechanic to Haddenham for a week's training in the fitting of the various kits. Each distributor handles conversions only for the makes he normally sells so that in large towns there may be five or six Alexander stockists. In addition the Rootes Group distribute certain Alexander items through their chain of dealers, a particularly popular seller being the Lockheed Servo Brake system for which Alexanders are Concessionaires. We were able to try this fitted to a Hillman Minx and the improvement over the standard brakes is very noticeable.

The recently introduced models are not being neglected by Alexanders and work is going ahead on a number of interesting projects for the 1960 season. From what we have seen of these new conversions Alexander Engineering should not lag behind in the year ahead.—M. L. T.



ALEXANDER cylinder head for Ford Zephyr.

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CONTINENTAL NOTES

RECENTLY the combination of Moss and the Cooper-Walker F. 1 car has been in the news in the popular press and the lay public's mind, rightly by reason of their brilliant victories at Lisbon and Monza, and wrongly by reason of a lot of talk about troubles with the Italian-built five-speed gearbox used on the car. Much has been said and written about the breakages of various gear wheels in the transmission and the discovery, at this late stage, that many of the gears had been wrongly manufactured. The whole affair points to only one thing and that is poor inspection somewhere between the drawing board and the starting line, and the fact that the Equipe Walker have no organised inspection department indicates just how close to "motor-racing on a shoe-string" they are. A few years ago when competition in Grand Prix racing was very strong the Connaught team had to withdraw from racing before they got hopelessly left behind like Gordini did. Yet one of Connaught's greatest worries while they were racing was the fact that they had to rely to a large extent on parts being made outside their own factory and, having no inspection department, they had to have faith in the manufacturers of the various bits and pieces, a faith that was seldom justified for their cars failed on many occasions due to bad manufacturing, faulty material, or careless assembly, all of which could have been eradicated by having their own inspection department. Yet the cost of setting up a skilled man with the necessary equipment and measuring instruments was prohibitive for them.

Many times this season we have heard of the bad luck of Moss when something has broken on the Walker-Cooper whereas, in reality, it has been bad management; the lack of scrupulous inspection. In addition, time has been a factor for even had Equipe Walker found errors in manufacture it would not have been possible to get things remade, which all indicates how a small private concern, or even a small factory such as Cooper themselves, are going racing on very limited means. The fact that there are people willing to run racing teams under such circumstances is praiseworthy and almost heroic, and the fact that Grand Prix races are being won under such conditions is remarkable, but nevertheless it is a sad reflection on the state to which Grand Prix racing has sunk when one remembers how it used to be. While progress in lap speeds and race speeds is being shown, and power outputs are increasing, the advance has not been outstanding. When one has seen a Grand Prix team designed, built, maintained and raced to the standards of Alfa Romeo, Lancia, or Daimler-Benz, during which era a one-man "shoe-string" team had little hope of survival, it is sad to see the greatest form of motor racing developing into a "do it yourself kit" type of activity. Agreed that we have seen some good competitive racing, but one can also see that with stock-cars; what we lack nowadays are good engineering achievements and design inspirations.

These thoughts have been prompted by the opening remarks in this article, about the failure of the Cooper-Walker transmission and the reason being put on parts being wrongly manufactured. My personal view on this is still that lack of inspection was to blame, and as that was a definite fault in the Walker set-up it would have been wise to have kept quiet about the matter and correct the fault, rather than expose it.

At the end of August an event took place at Brands Hatch that could well foresee the future of racing: I refer to the Kentish "100" race for F. 2 cars in which most of the current Grand Prix drivers took part. Firstly, the entry was so large that only the fastest 16 qualifiers were accepted and this is something that is bound to come to bigger races sooner or later, for with motor racing being available to so many people entry lists are soon oversubscribed and qualifying times are the only way of solving the problem. However, the B.R.S.C.C., who ran the meeting in question, missed the opportunity of starting something which would benefit the sport materially. Having listed the 16 fastest cars during practice it meant that at least that number and more were rejected. It would have been a simple matter to have held an additional race for the non-qualifiers, and it would have been equally as exciting as the main event, judging by the closeness of practice times, though naturally a little slower. By doing this everyone would have gone away happy; as it was there were some disgruntled drivers, many of whom had come a long way and at some cost, and all they could do was to be spectators. This qualifying for a place on the starting grid is a good thing and ensures that everyone tries really hard, but there should be some consolation for those who do not go fast enough, for undoubtedly they are all driving to the limit of their capabilities. Of course, there are not always enough non-qualifiers to form a

starting grid for another race but when there are, such as at Brands Hatch, then it should be part of any regulation concerning limited entries and qualifying, that a consolation race should be held. As most of the non-qualifiers are probably people who are racing for fun and not profit, as distinct from most of the qualifiers who are professionals and race for a living, a consolation event would do much to keep the sport healthy.

Another aspect of the Kentish "100" race at Brands Hatch that is sure to influence the future is the way the F. 2 Porsche performed amidst the Coopers and Lotus on their home ground. Driven by the Swedish driver Bonnier it was not only fourth fastest in practice when everyone was trying extremely hard, even to the extent of Moss and Brabham both spinning-off in their attempts to make f.t.d. but it finished fourth in one heat and third in the other, with an overall fourth in the general classification. It was noticeably steady on the corners and had no trouble in staying in front of Moss on the Cooper-Borgward when that car was cornering in a full-lock slide of almost uncontrollable proportions, and then accelerating away from it out of the corners. The only drawback with the car as to suitability for the tricky little circuit was the fact that it had too many gears and Bonnier had to waste too much time in gearchanging. This was particularly noticeable at the start, for while Bonnier was changing from first to second the rest of the field were still accelerating hard in first gear and he lost precious yards. However, for a first appearance of both car and driver on this specialist short circuit they both did remarkably well, and the general consensus of opinion was that had Brabham, Moss or Salvadori driven it, or any similar Brands Hatch specialist, it would have been a certain winner, which is not meant in any way to discredit the performance of Bonnier for he performed far better than many people thought possible with such brief knowledge of Brands Hatch-type racing. The following week the single-seater Porsche was taken to Goodwood and after practice for the T.T. had finished Moss and Graham Hill tried the car and there was quite a crowd of other drivers in the queue behind them.

The outcome of all this is that many people are beginning to flourish cheque books in the direction of Stuttgart for a F. 2 car for 1960, while the far-seeing ones are thinking in terms of the new F. 1 in 1961. This little excursion to England by Porsche has done a lot to dispel the idea that Cooper have a monopoly on racing and that the 1961 Formula for Grand Prix is as stupid as many people made out just a year ago. The question now is whether Porsche are going to produce any more single-seaters and if so whether they will sell them.

With Moss winning the Italian G.P., Brabham being third and Brooks retiring, the outcome of the 1959 Drivers' Championship is still wide open but, the pity of it all is that the final deciding event is not to be held until near the end of December. This is to be at Sebring in Florida on an absurd airfield circuit that cannot possibly produce anything resembling a classic Grand Prix event, any more than the Avus race did, yet the outcome of the Championship depends on the result of this race. That in itself is bad enough, but to hold the event as late as December is to ask for loss of interest in the whole idea. It will be just over three months since Monza before we know who is World Champion for 1959, and two weeks later the 1960 season will begin and thoughts will turn to the Champion for that year, so that this year's Champion will have a very short reign. If it is either Brabham or Moss the chances are they will go straight on to New Zealand after the Sebring event so that there can be no proclamation of the World Champion in Europe. Once the 1960 season is under way no one is going to be terribly interested in the outcome of 1959 and most people will be busy planning and building for the new season.

There is no doubt that the F.I.A. committee responsible for deciding on the Sebring date have dropped a clanger of major proportions and made a farce of this year's Championship.

The recent Italian G.P. at Monza saw the Scuderia Ferrari make one of their biggest tactical errors ever, and they have made some pretty big ones. They had five cars ranged up to beat the combination of Moss and the Walker-Cooper and yet they let him win. First of all they lost Brooks at the start, which was unforeseeable, but they then got Moss in a sandwich between Phil Hill and Gurney, with Allison and Gendebien to back them up. Somehow it seemed obvious that the race was going to be one of strategy and cunning.

Continued on page 747

Announcing
THE NEW Daimler SPORTS CAR
 2½ LITRE · V-8 · TYPE SP250



Designed to give the enthusiast a truly practical Sports Car, the Daimler SP250 is an entirely new conception which for performance, servicing ease and reliability is unrivalled.

Construction-wise the SP250 offers a remarkable specification. Highlights include new 2½-litre V8-cylinder engine with searing performance plus uncanny flexibility—hydraulically operated disc brakes on all 4 wheels ('STANDING START'—100 mph—'STOP', in under 30 seconds!)—carefully balanced suspension with pinpoint accurate handling—exceptional luggage accommodation—a full-width rear bench-type seat additional to 2 separately adjustable bucket seats—permanent wind-up metal-framed windows. Available with an exceptional list of optional extras including a detachable hard-top, overdrive and automatic transmissions, knock-on wire wheels, adjustable steering column, etc., etc.

Price £1,395 including p.t.

THE DAIMLER COMPANY LTD
 COVENTRY

The SP250 will be on exhibition on Stand No. 120 at the Earls Court Motor Show, and limited retail deliveries will commence in January 1960. In the meantime, illustrated leaflets with detail specification, performance data, and list of extras may be obtained on application to The Daimler Company Limited, G.P.O. Box No. 29, Coventry.

ASTON MARTIN WINS THE GOODWOOD T.T. AND CLINCHES THE 1959 SPORTS CAR CHAMPIONSHIP

A Dramatic Race Full of Incidents. Lola Takes Team Prize, Again Vanquishing Lotus

THE 1959 R.A.C. Tourist Trophy Race, which ran for a period of six hours and the results of which decided the Sports Car Championship, can be considered either a fiasco or very successful, depending upon the point of view. The ragged start, the disastrous fire in the Aston Martin pit and the fact that Ferrari never put up any opposition to the British cars were unfortunate aspects, but on the other hand the British Aston Martin team won the race convincingly, in spite of their ordeal by flame, thus winning this year's Sports Car Championship and this race, although as one observer said "run round a field" instead of over a circuit like pre-war Ards or post-war Dundrod, was as full of incidents as the earlier Ulster races and deserved a better crowd than that which assembled on this summer day.

The full field of thirty cars came to the starting grid at Goodwood on September 5th, consisting of three works Aston Martins, Whitehead's and Dalton's private Aston Martins, Ecurie Ecosse-entered Tojeiro-Jaguar and D-type Jaguar, a lone Lister-Jaguar and the three Ferrari Testa Rossa, these forming the over 2-litre and up to 3-litre class. The class for cars over 1,100 c.c. and up to 2,000 c.c. was made by three works Porsches, all with 1,587-c.c. engines, a single 2-litre Ferrari and 2-litre Lotus as works entries, three more 2-litre Lotus and a Cooper Monaco entered by John Coombs for Jack Brabham and McLaren. This last named car had been lent knock-on wire wheels, to assist tyre changes, by Rob Walker. The smallest class, for cars up to 1,100 c.c., comprised two Team Lotus cars, three works Lolas, three works Elvas and two privately entered Lotus, all Climax-engined.

During practice much of interest happened at Goodwood, not the least of which was the try-out of the Formula 2 Porsche by S. Moss (an augury for next season?) McLaren and Graham Hill. Moss also tried some modifications to his own Cooper Monaco which, again with 1960 in mind, had a cold air stream taken from forward of the cockpit to the engine and a better cooling system for the brakes. It was noticeable that many people were using quickly detachable wire wheels for this long race, including Piper and Hill (Lotus). Threlfall's Elva had an electrical rev.-counter, this and another Elva had high set rear view mirrors, and small oil tins had been pressed into service as rear axle breather traps on the Lolas. Wilkie Wilkinson, who had recently become a grandfather, had a new engine for the Tojeiro, but it was not ready in time, so a power bulge had to be fabricated in the bonnet to cover the old engine. The practice Aston Martin had a Maserati gearbox, but the team cars all retained David Brown boxes.

In perfect weather the drivers formed up for a Le Mans start, but unfortunately the *News of the World* official, who richly deserved the job of starter because his newspaper was sponsoring the race, did not drop the flag swiftly enough for Stirling. Indeed, Moss who was in pole position, streaked away to his car as the flag was going up. This caused the rest of the field to fan out as driver after driver followed him, so that the start was one of the worst on record, with too many drivers jumping the flag for anyone to be penalised. Perhaps because he thought a penalty would be inflicted, or possibly because the big cars were expected to need four tyre changes, Moss drove as if in a sprint event and quickly established a lead for Aston Martins, followed by Shelby's Aston Martin. The promised duel between Ferrari and Aston Martin failed to materialise and in fact Phil Hill went to the pits without completing a lap and retired car No. 11 with valve trouble—could this have been the result of over-revving in the confusion of the ragged start? Brown's Elva had to remain at the start while its mechanics finished fitting a new starter motor, which reminds us that the Threlfall Elva was having its jacking practice in the paddock near to starting time, while the spare wheel of Campbell Jones' Lotus was being lashed down, also at the last moment. McKee's Elva was seen at the pits with plug trouble, Ashdown had spun his Lola at Madgwick on the very first lap, Taylor had gone straight on at the *chicane* in his Lotus, and then Arundell carved up Ireland at the same place, pushing the latter through the escape gap and on the next lap Ireland did his best to play the same trick on Arundell. Before the officials could reach the black flags, however, these drivers fortunately became separated by other cars.

The Brabham Cooper was in trouble within a quarter of an hour of the start, Jack indicating that he was coming in from the middle of the *chicane*, and he stopped for three minutes for a front wheel bearing

and an oil leak to be inspected. Eventually fuel pump trouble eliminated the Cooper as a challenger.

After one hour's racing Moss, Shelby and Graham Hill's Lotus had covered 39 laps and Gurney was a lap behind, although a minute later he came to the pits for all wheels to be changed, allowing Trips' Porsche to go into fourth place. Brooks now took over the Ferrari, but he did not in the least like the car, and after he had spun at Lavant because a brake pad had fallen off and the pedal went onto the floor, and driven straight on through the *chicane* he came in to complain and later stopped while the front wheels were removed to see if the trouble could be discovered. Many of the smaller cars too made pit stops but all were able to continue except Threlfall's Elva, which retired with valve trouble. After one hour the Aston Martins were first, second and third in their class, Hill's Lotus led the 2-litre class, Ashdown's Lola was just ahead of Ireland's Lotus in the 1,100 class. It should be explained that Salvadori had been put to drive with Moss, Fairman with Shelby, Trintignant with Frere in the Aston Martin team, while Ferrari drivers were paired up as Gurney/Brooks, Cabianca/Gendebien, Allison/Phil Hill. Fairman took over from Shelby, to spin at Madgwick, Ireland's Lotus ceased to challenge the class-leading Lola when it retired with axle trouble, and Brabham's Cooper was finally wheeled away after 78 minutes with a broken stub-axle—the wheel-lending gambit hadn't come off, though luckily neither had the wheel.

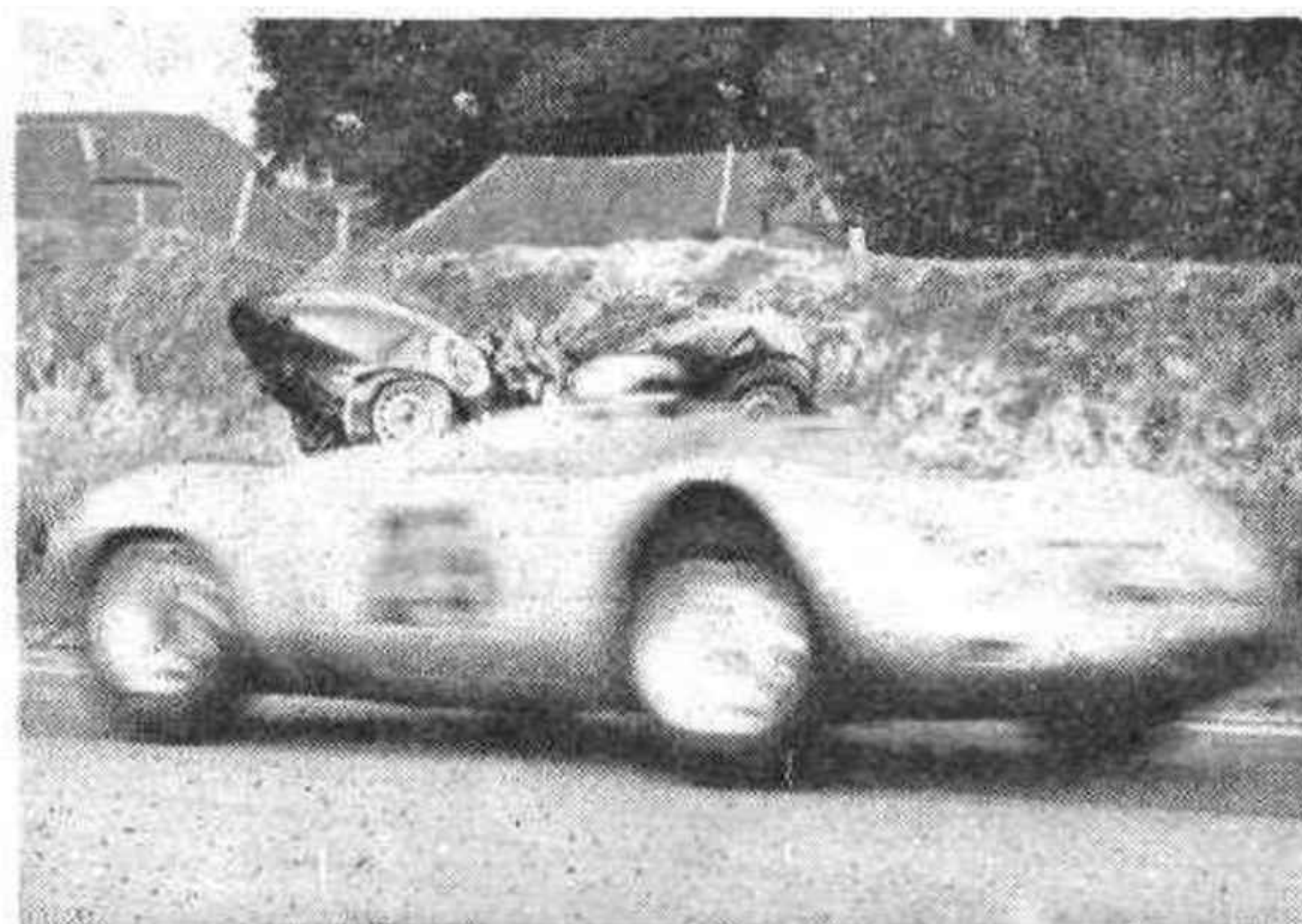
The first Aston Martin pit stop was one of great interest because each car carried a 17-lb. pneumatic jack which enabled all four wheels to be lifted clear off the ground by plugging an air line into the car. This is, of course, commonplace at Indianapolis. When Fairman took over from Shelby only 35 sec. were wasted in changing four wheels and refuelling. This is excellent, but the new jacks did not show up so advantageously when it is discovered that a Ferrari still with old fashioned jacks took only nine seconds longer and only four seconds longer than the pit stop when Salvadori took over from Moss. The pits were such a scene of activity all the afternoon that we can afford to ignore most of the stops but when Hill brought the Lotus in, which he had been driving so well, brake fluid was added as well as tyres and fuel. The Whitehead Aston Martin was now well back in the field because it had been left out in the country, after experiencing an electrical short circuit, which necessitated a new battery when it eventually reached the pits. At most of the pit stops all four tyres were being changed on the faster cars and it is perhaps significant that a burst tyre put Piper into hospital, having caused his Lotus to strike the bank at Madgwick.

The luckless Graham Hill lost seven minutes just after 1.30 p.m., because the ignition timing had slipped and this trouble was to dog him and eventually cause his retirement. Brooks was making no attempt to drive fast in No. 9 Ferrari, but when Gurney took it back he did not seem to find much wrong with it and there must be many drivers who are wondering when they are going to find themselves rated second to this astonishing American. Brooks had in fact been overtaken by Dickson's Lotus and Piper had found before his accident that he could almost hold Cabianca's car, so the Ferrari challenge did not amount to much. On the other hand, neither Trintignant nor Frere seemed to find the third Aston Martin amenable to fast cornering. Unlike many previous T.T. races this was a scratch event and therefore easy to follow, especially as a big new scoreboard had been erected to face the grandstand. This worked admirably except for a short time when it indicated that car No. 12 was in fourth place, whereas in fact there was no such car in the race. The *chicane* was sometimes a dicey place when faster cars overtook slower, although Bekaert held his line on one occasion to the discomfort of Moss, who was coming up on the near side. Sieff run on to the grass behind the *chicane* when engine trouble developed in his Lister-Jaguar. The Porsches were running splendidly, changing all four wheels at their scheduled pit stops, but it was debatable whether, even if they came in fewer times, they would make up for these longer stops on the Aston Martins, which needed to come in more frequently for fresh rubber. For instance, when Bonnier took over car No. 22 from Trips the stop occupied 106.1 sec., and when Barth handed over to Maglioli the stop occupied 135 sec. On the other hand, according to the official handout No. 3 Aston Martin had all four wheels changed and car refuelled in 27 sec. and even if this is taken as 37 sec. the superiority of

both Aston Martin pneumatic jack and knock-off hubs is clearly indicated. At 2.35 p.m. Salvadori drove swiftly back into the Aston Martin pit, the car a lap ahead of Fairman's Aston Martin, to hand it back to Moss but it was then the drama occurred which associated this race with the similar occurrence at Goodwood and the Aston Martin pit during the Nine-Hour race, when car, driver and pits were enveloped in flame. The picture in our centre pages clearly shows that fuel started to gush out of the hose before it had been inserted or placed anywhere near the fuel filler. The hot exhaust pipes soon ignited the fuel and Salvadori jumped like a frog from the car and rolled himself over and over on the ground to put out his burning overalls. An attempt was made to turn off the main valve at the refuelling tank but this collapsed and shot some 50 gallons of fuel on to the ground which ignited Avon's spare stock of tyres and set the pits well alight. Timekeepers were not only unable to see the cars for dense black clouds of smoke but were in considerable danger. For a time it seemed that the whole pits would be gutted and that the race might have to be abandoned. It is to the credit of the Goodwood fire brigade and other helpers that the fire was quickly got under control. Moss, who had shown great presence of mind throughout, was into Fairman's car in a flash when it came in to refuel and continued the race in No. 2 Aston Martin. It is of the greatest credit that although only about four minutes had elapsed since the alarming fire episode, this Aston Martin left the pits with four new wheels and Moss driving in a matter of 57 sec. However, the Bonnier/Trips Porsche was now in the lead and Moss second. Moss now proved his worth to the Aston Martin team by quickly reversing this position and at 3.30 p.m. he led the race from Bonnier, these two drivers being a lap ahead of Allison's Ferrari, with No. 3 Aston Martin in fourth place. At this stage of the race all three Porsches dominated the 2-litre class, the 2-litre Ferrari having been pushed away from a scheduled pit stop with collapsed rear suspension and the Lolas of Ashdown and Prior were first and second in the 1,100 c.c. class. That Moss had no trouble in maintaining the Aston Martin lead was indicated when he came in just before 4 p.m., had all four wheels changed in 38 sec. and continued without letting Fairman resume the driving seat. This stop momentarily put Bonnier's Porsche in the lead but at 4.30 p.m. the position was: Moss (Aston Martin) 168 laps, Gendebien (Ferrari) 167 laps, Trips (Porsche) 167 laps, Trips being 39.8 sec. behind the Ferrari, while behind him on the same lap came No. 3 Aston Martin. At 4.44 p.m. Masten Gregory had a very narrow escape when his Tojeiro-Jaguar went straight into the bank at Woodcote. The driver was catapulted out of the car high into the air to fall out of sight beyond the bank. This must have made many spectators in the Stand feel distinctly queasy but they raised a handclap for the driver as he waved to them before being carried into the ambulance. The car cocked its tail up and caught fire, Gregory being extremely lucky not to have been trapped in the cockpit. His injuries were not serious. It is significant that at its previous pit-stop the steering was inspected. But if the steering failed Ecurie Ecosse must be slipping, because their pre-race preparation has always been 100 per cent.

Porsche had made a great impression by their steady running but when Bonnier handed over to Trips oil had to be added to the engine and all wheels changed, which halted the car for 146.4 sec. Alas, Bristow, after playing about unnecessarily in the slipstream of No. 10 Ferrari, contrived to spin off, hitting Stacey's Lotus in the process and eliminating both cars. Later Barth's Porsche began to emit horrid noises and he drove it slowly to a place opposite the finishing line in a position where he could push the car in and qualify as a finisher. Trips, however, was still going splendidly in his Porsche but was a lap behind Moss' Aston Martin.

It was clear as this eventful race ran to a close, with not very many cars left in the field, that barring last minute trouble Moss would win for Aston Martin. If Ferrari could finish second they would have the same number of points in the Sports Car Championship as Aston Martin (but they still could not have taken the Championship from the British Company because the number of victories is taken into account). Brooks therefore was put into Ferrari No. 10 and set off to try and pass the Porsche. Apparently this Ferrari was satisfactory to Tony and he began to drive fast but far from fast enough. He gradually closed the gap between himself and Trips, but only in the last two laps did he pull out all he had got. It was then too late and he finished two sec. behind the German car. Brooks blamed this on misleading pit signals, which the illustration in our centre pages shows—but this is difficult to understand as surely by now he must know the Ferrari system? So ended a very eventful T.T. with Aston Martin deservedly triumphant, a sure case of triumphing over adversity. Bonnier/Trips proved an ideal pair who had done magnificently in a Porsche having only just over half the capacity of the winning Aston Martin and yet again Lola demonstrated their convincing superiority in



Von Trips in the very successful Porsche coming round Woodcote. Written off against the sand in the background is the Ecurie Ecosse Tojeiro-Jaguar. Masten Gregory was very lucky to get away with only minor injuries.

the 1,100 c.c. class in which all three of them finished, but only two Elvas and one Lotus came in—and the Lotus had to be pushed over the finishing line. Another last minute drama was when Gurney had a tyre burst on No. 9 Ferrari, the bodywork above it being torn away. This irrepressible American drove fast towards the finishing line, his face showing an enormous grin, parked, to push it over when the appropriate time came.—W.B.

Results :

General Classification :

1st :	S. Moss/C. Shelby/J. Fairman (Aston Martin), 224 laps, 6 hr. 46.8 sec. ...	89.41 m.p.h.
2nd :	W. von Trips/J. Bonnier (Porsche), 223 laps, 6 hr. 14.4 sec. ...	89.14 "
3rd :	C. Brooks/O. Gendebien/G. Cabianca/C. Allison (Ferrari), 223 laps, 6 hr. 16.4 sec. ...	89.13 "
4th :	M. Trintignant/P. Frere (Aston Martin), 221 laps ...	88.24 "
5th :	C. Brooks/D. Gurney (Ferrari), 220 laps ...	87.78 "
6th :	P. Ashdown/A. Ross (Lola-Climax), 219 laps ...	83.85 "
7th :	R. Flockhart/J. Bekaert (Jaguar D-type), 209 laps ...	83.40 "
8th :	N. Hicks/R. Prior (Lola-Climax), 208 laps ...	82.84 "
9th :	M. McKee/J. Brierley (Elva-Climax), 206 laps ...	82.03 "
10th :	B. Cox/C. Escott (Lola-Climax), 202 laps ...	80.43 "
11th :	K. Greene/A. Marsh (Lotus-Climax), 199 laps ...	79.28 "
12th :	C. Maglioli/E. Barth (Porsche), 197 laps ...	78.61 "
13th :	J. Brown/C. Steele (Elva-Climax), 171 laps ...	68.33 "
14th :	J. Campbell-Jones/J. Horridge (Lotus-Climax), 151 laps ...	61.19 "

Fastest lap (new sports-car record) : C. A. S. Brooks (Ferrari), 1 min. 31.8 sec. 94.12 m.p.h.

2,000-c.c. to 3,000-c.c. Class :

1st :	S. Moss/C. Shelby/J. Fairman (Aston Martin).
2nd :	C. Brooks/O. Gendebien/G. Cabianca/C. Allison (Ferrari).
3rd :	M. Trintignant/P. Frere (Aston Martin).

1,100-c.c. to 2,000-c.c. Class :

1st :	W. von Trips/J. Bonnier (Porsche).
2nd :	U. Maglioli/E. Barth (Porsche).

Up to 1,000-c.c. Class :

1st :	P. Ashdown/A. Ross (Lola-Climax).
2nd :	N. Hicks/R. Prior (Lola-Climax).
3rd :	M. McKee/J. Brierley (Elva-Climax).

Team Award: Lola-Climax : P. Ashdown, A. Ross, R. Hicks, R. Prior, B. Cox and C. Escott.

Award for the mechanic of the winning car : Ian Murray.

Retirements : P. Hill (Ferrari), valve trouble; M. Taylor (Lotus-Climax), gasket; C. Threlfall (Elva-Climax), camshaft trouble; I. Ireland (Lotus-Climax), axle trouble; J. Brabham (Cooper-Climax), broken bolt in hub; D. Piper (Lotus-Climax), accident; T. Dickson (Lotus-Climax), accident; L. Scarfiotti (Ferrari), rear suspension collapsed; R. Salvadori (Aston Martin), fire; A. Whitehead (Aston Martin), to assist the works team; P. Arundell (Lotus-Climax), accident; P. Blond (Lister-Jaguar), leaking header tank; C. Bristow (Porsche), accident; A. Stacey (Lotus-Climax), accident; J. Dalton (Aston Martin), transmission trouble; M. Gregory (Tojeiro-Jaguar), accident.

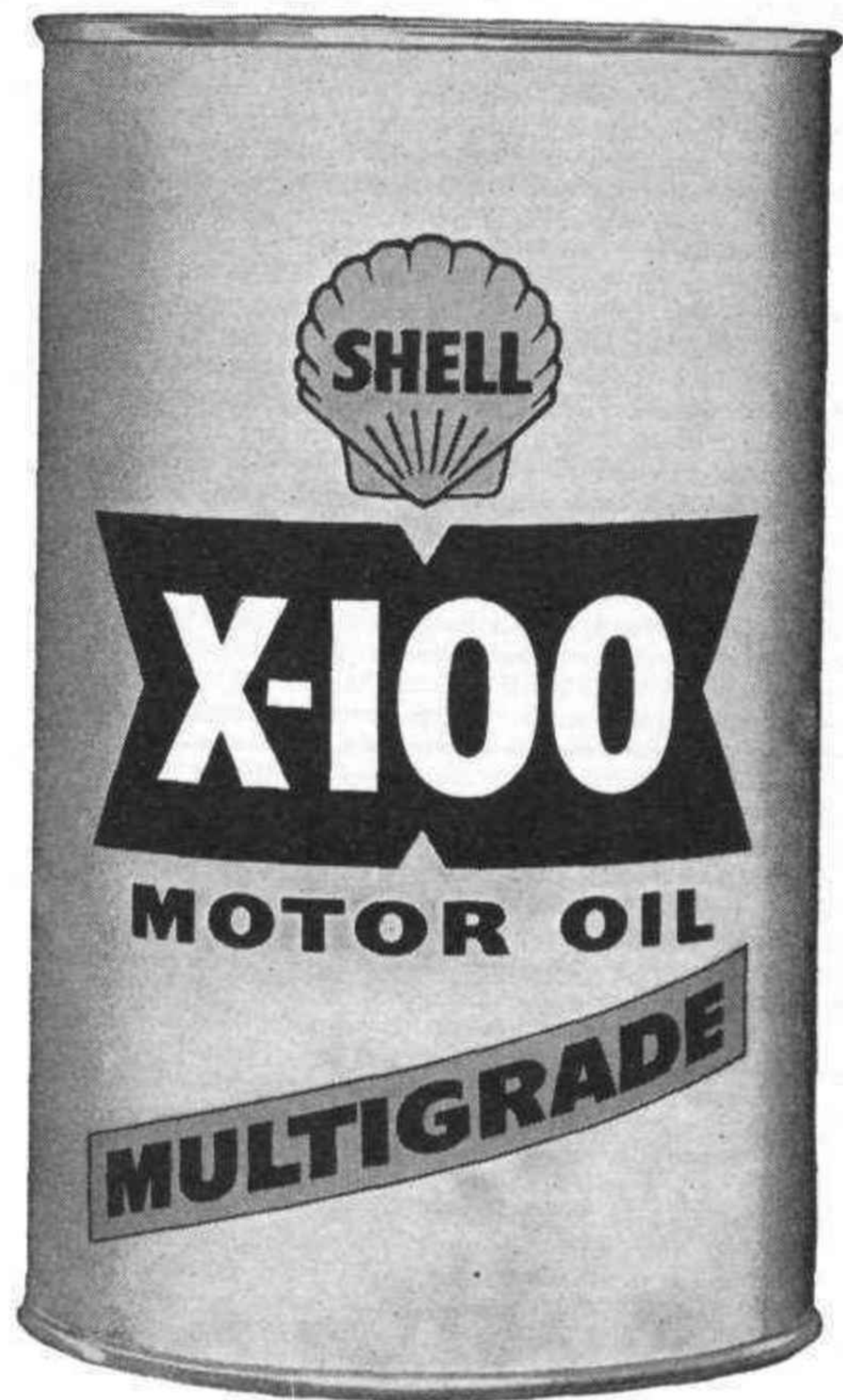
T.V.R. CORRECTION

We could not have been more wrong in our description of the T.V.R. coupé which appeared at the Six-Hour Relay Race. The cars have independent suspension all round, the chassis is multi-tubular and a Shorrocks supercharger is fitted to the Ford-engined cars. The makers inform us that a few cars are now being allocated to the home market and we have arranged a road test for a future issue. For those readers who have enquired for the name and address of the manufacturers, it is Layton Sports Cars Ltd., Hoo Hill Works, Bispham Road, Layton, Blackpool.—M. L. T.

YOU CAN BE SURE OF

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

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



YOUR ENGINE'S BEST FRIEND

AND NOW—

THE NEW 997-c.c. FORD SMALL CARS

FOR too long the Dagenham small Fords have been drearily out-moded because of their side-valve engines and three-speed gearboxes. Now all this is changed; new Anglia and Prefect models are announced. These new Fords are not as revolutionary as the Triumph Herald and B.M.C. mini-cars, because only the front suspension is independent, on the unusual vertical-pillar-and-coil-spring system adopted by Dagenham many years ago. But both have discarded side valves and three speeds. Indeed, the new engine is an exceedingly interesting, distinctly "over-square" 80.96 by 48.41 mm. (997 c.c.) four-cylinder, with vertical push-rod-operated o.h. valves, developing 41 gross b.h.p. at 5,000 r.p.m. The compression ratio is 8.9 to 1. In unit with it is a four-speed gearbox with ratios of 16.9, 9.8, 5.8 and 4.1 to 1, controlled by a short central lever.

The new Anglia has a wheelbase of 7 ft. 6½ in. and a re-styled two-door saloon body with raked-back rear window which is claimed to remain immune from snow and frost deposits and to protect the inmates from the sun, while providing enhanced head and leg room. Citroën apparently have the same idea for the 3 c.v. and probably both Ford and Citroën have been looking at the American Rebel sedan!

The new Ford Anglia will sell for £589, or £610 in de luxe form, inclusive of purchase tax. Backing it up is a new four-door Prefect 107E, with the new engine and four-speed gearbox (with lower ratios than the Anglia), but virtually unchanged body shape, which sells for £621 12s. 6d. That Dagenham has introduced new styling only for the Anglia may indicate a feverish rush to bring out o.h.v. and four-speeds in time for Earls Court, or could be a sage move to attract both conservative and go-ahead customers to the new power unit...

At last the famous Popular, which was virtually the original Anglia of twenty years ago in somewhat modernised form, has been dropped, but the name survives, because Ford cleverly provides a new Popular 100E, which is really the old side-valve three-speed power plant in the former Anglia shell, with, therefore, the advantages of i.f.s. and better styling. It sells for £494 (£74 more than the now obsolete s.v. Popular), or £515 in de luxe form, and is still the least-expensive family car, undercutting the B.M.C. babies (admittedly of far more advanced design) by nearly £3.

It is easy to imagine what the "soup-shops" will do with the new o.h.v. Ford engine, which is so remarkably "over-square" that the block is less than 7½ in. high, which already has a very high compression ratio, and which has separate inlet ports, a hollow-cast crankshaft with overlapping journals, and external oil pump.

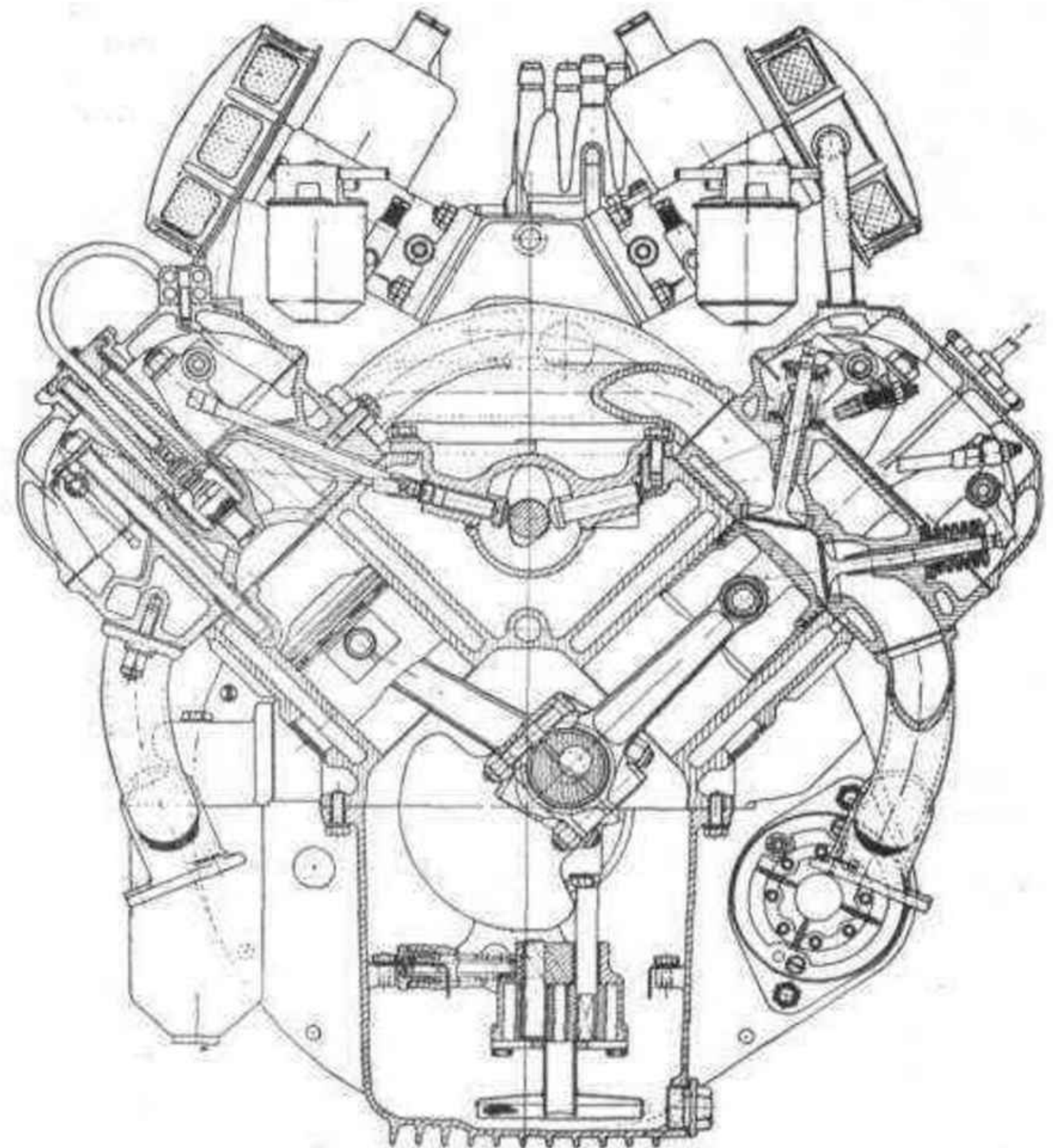
These notes are being written to meet the Ford release date—so flagrantly overlooked by the *Daily Express*—and we have so far not even seen the new Fords. We look forward in due course to road-testing these interesting British small cars and meanwhile offer, in a table, some data relating Ford performance claims to known figures for the Herald and B.M.C. cars, vehicles which present a new approach to small-car motoring by three of Britain's Big Five.—W. B.



THE NEW FORD ANGLIA.—Apart from new-look bodywork with reverse-angle rear window, the latest small car from Dagenham has an "over-square" o.h.v. engine and four-speed gearbox.

THE V8 DAIMLER DART SP250 AN ACCOMPLISHED FACT

The sensational Daimler V8 Dart SP250 fibreglass sports two-seater which we announced in the May issue will be at Earls Court. The production version retains the technical features then outlined, and performance claims for this 2½-litre 140-b.h.p. disc-braked Daimler include 0-50 m.p.h. in 7.1 sec., 0-60 m.p.h. in 9.1 sec., 0-80 m.p.h. in 16.3 sec., a s.s. ¼-mile in 16.9 sec., and speeds on the upper three gears of 73, 104 and 120 m.p.h., respectively. Fuel consumption is named as ranging from 38 m.p.g. at a constant 30 m.p.h. to 20.6 m.p.g. at 100 m.p.h. Clearly this is one of the most exciting sports cars to emanate from a British factory for a long time, and the price—£1,395 inclusive of purchase tax—renders it even more so.



UNUSUAL POWER UNIT.—The 2½-litre V8 engine of the SP250 Daimler Dart sports car is the only unit of this cylinder formation, with the exception of B.M.W. in Germany and Simca Vedette in France, to be manufactured in Europe, although V8s are thick on the ground in America. Except for the just released 6230-c.c. Rolls-Royce and Bentley engine.

OUTLINE OF THE NEW SMALL FORDS		
Model	Make-up	Price with purchase tax
Ford Popular 100E	Old two-door Anglia body shell, i.f.s., 100E 1,172-c.c. side-valve engine and three-speed gearbox.	£494
Ford Anglia ...	New two-door body with reverse-angle rear window, new 997-c.c. o.h.v. engine, four-speed gearbox.	£589
Ford Prefect 107E	Old four-door body, new 997-c.c. o.h.v. engine, four-speed gearbox. (De luxe versions of Popular and Anglia also available.)	£621 12s. 6d.

	Basic price	Price with purchase tax	Wheelbase	Overall length	M.P.G. at 40 m.p.h.	M.P.G. at 50 m.p.h.	0-30 m.p.h. in (sec.)	0-60 m.p.h. in (sec.)	Luggage capacity (cu. ft.)	Brake lining area (sq. in.)	Turning circle (ft.)
997-c.c. Ford Anglia ...	£415	£589	7' 6½"	12' 9½"	49	44	7	30	10	76.8	32
948-c.c. Triumph Herald ...	£495	£702	7' 7½"	12' 9"	43.5	38	7.1	30	13	73	28
848-c.c. B.M.C. mini-car ...	£350	£496	6' 8"	10' 0"	53.4	45	6.3	26.8	5½	67.5	32

From FLYING SAUCERS to a TEA PARTY (or FARNBOROUGH, 1959)

THE S.B.A.C. Flying Display was first held in 1932, and this year's was the 20th show. The spirit of the show has remained much the same, but the characters taking part have changed considerably.

We still had the individual displays of flying skill, and the Services still supply an awe-inspiring spectacle of formation flying. But who would have thought that the flying saucer of "Salad Days" would ever be more than a piece of theatrical fantasy? Yet this year the Saunders-Roe Hovercraft has slid right into the limelight, despite the fact that it is not an aeroplane at all. There are several interesting development ideas for the S.R.N.1, including a 100-m.p.h. Cross-Channel Ferry for 300 passengers and a 400-ton freighter to carry 160 tons at about 120 m.p.h. All this at about the cost of a sea-passage. We may not need the Channel Tunnel after all, especially if there is to be a speed limit as in the Mersey Tunnel!

The two R.A.F. Jet Provosts gave a skilful display of "mirror-image" aerobatics which included 360-degree flick-rolls at the tops of loops. This aerobatic is apparently no longer frowned upon in the R.A.F., but let us not try it in Tiger Moths!

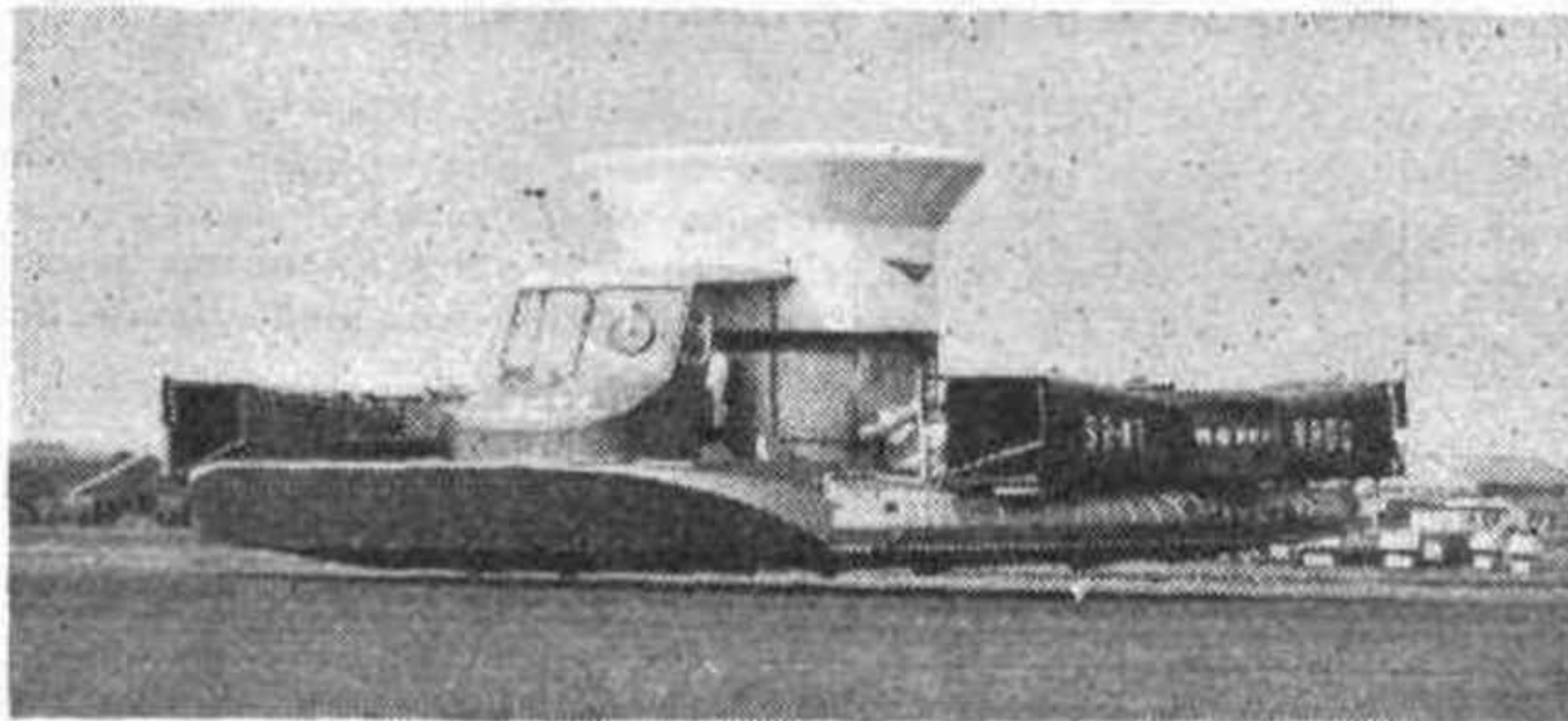
It must be very difficult to think of new manoeuvres for the formation teams. The smoke trails seen this year were not new, but the black Hunters of 111 Squadron made very impressive use of them. The Navy introduced a very difficult manoeuvre when they performed the "Twinkle Roll." This involves four aircraft flying in box formation which each simultaneously do a slow roll. It is difficult enough to do a perfect roll, but to do this in close formation, without being able to see the other aircraft for the majority of the time (as is the case for the two wing men) is really remarkable. As far as the piston-engined pilots are concerned I should think this is best left as a twinkle in the jet-pilot's eye.

Among the old-timers, Ronald Porteous was up to his usual tricks in the Auster Aiglet, and the ubiquitous Canberra was making its eleventh Farnborough appearance. The Comet made its usual elegant appearance, this time as the Mk. 4B. Following its graceful fly-pasts it made an impressively short landing using reversible thrust in its two outboard Avons.

I was sorry not to see some more aerobatics from the V-bombers this year. The Vulcan's slow roll last year was worth more than any number of fast or slow fly-pasts. However, the Conway-engined Vulcan gave a demonstration of the enormous power of these by-pass jets which I would think would enable it to do a vertical roll with ease! Perhaps this is being saved for next year.

Two new jet trainers appeared this year—the Folland Gnat and the English Electric P.11 (or is it the T.4, as shown on the side of the aircraft?). Neither of these trainers has lost much of the performance of its single-seater counterpart, and the P.11 could be developed into a fully operational machine. The single-seater Gnat burst a tyre on landing, scattering rubber all over the runway, but all was well. Later in the programme there was a "moment" when the landing parachute of the P.11 disintegrated right in front of me. I wondered if it would open up and go round again, but it did not, and there followed some tense moments as it approached the end of the runway weaving from side to side, and finished up facing the centre line. However, once again all was well and the P.11 taxied back to the park under its own steam (or should I say hot air?). Incidentally, I expect the pilot of the P.11 wished that he had had his "bone dome" on, even though it was so hot!

The helicopters gave their usual tea-party display, effectively illustrating their extreme manoeuvrability at low altitudes. The Fairey Rotodyne, vertical-take-off airliner, flew around with a coach-load of nurses on board. I am not quite sure what was going on up there but they all ran for their lives as soon as it landed!



The Saunders-Roe Hovercraft.

The most impressive smoke trail of the day was that left by the Hunter 66A while performing about a dozen turns of a spin a remarkable feat for an aircraft of this type.

To sum up, the impressions that I shall carry away of this year's show are of the impeccable station keeping of the R.A.F. Hunter formation, the Navy's "Twinkle Roll," the corkscrew spiral of smoke following the spinning Hunter and the enormous power of the Conway Vulcan. Oh yes, and I believe there were some Guided Missiles there somewhere!—A. B.

B.O.C. PRESCOTT NATIONAL SPEED HILL CLIMB (Sept. 13th)

EXCEEDINGLY pleasant in the warm sunshine, Prescott on this occasion saw Boshier-Jones (Cooper 1,100) get within 0.18 sec. of his former course-record and Patsy Burt (Cooper-Climax) break the ladies' course-record with a model ascent in 44.55 sec.

A considerable crowd arrived to spectate at a meeting lasting six hours; it was concluded on time in spite of a delay in cleaning up an oil trail laid by J. L. Goddard's beautifully-restored Type 37 Bugatti, a car modified extensively pre-war by Fielding, including a preselector gearbox. On the subject of immaculate cars, one of the finest present was Vice-President Peter Hampton's 1934 V12 Hispano-Suiza, which has the larger 11.3-litre engine developing 250 h.p.

There were a few "specials" competing, apart from the usual machinery. For example, Camp drove a car with Shorroek-blown Ford Ten engine, M.G. gearbox and Falcon body shell, Westbury's M.G.W. had a highly-tuned M.G. engine in a Buckler frame, Perkins his B.M.W.-engined Lotus, etc.

The first three sports-car classes went to Lotus, Cooper and Lotus-Bristol, respectively, and Scragg broke his own class record in the unlimited category, the H.W.M.-Jaguar easily beating the Chapman Mercury, Barker's Alton Jaguar and Allard's Steyr Allard.

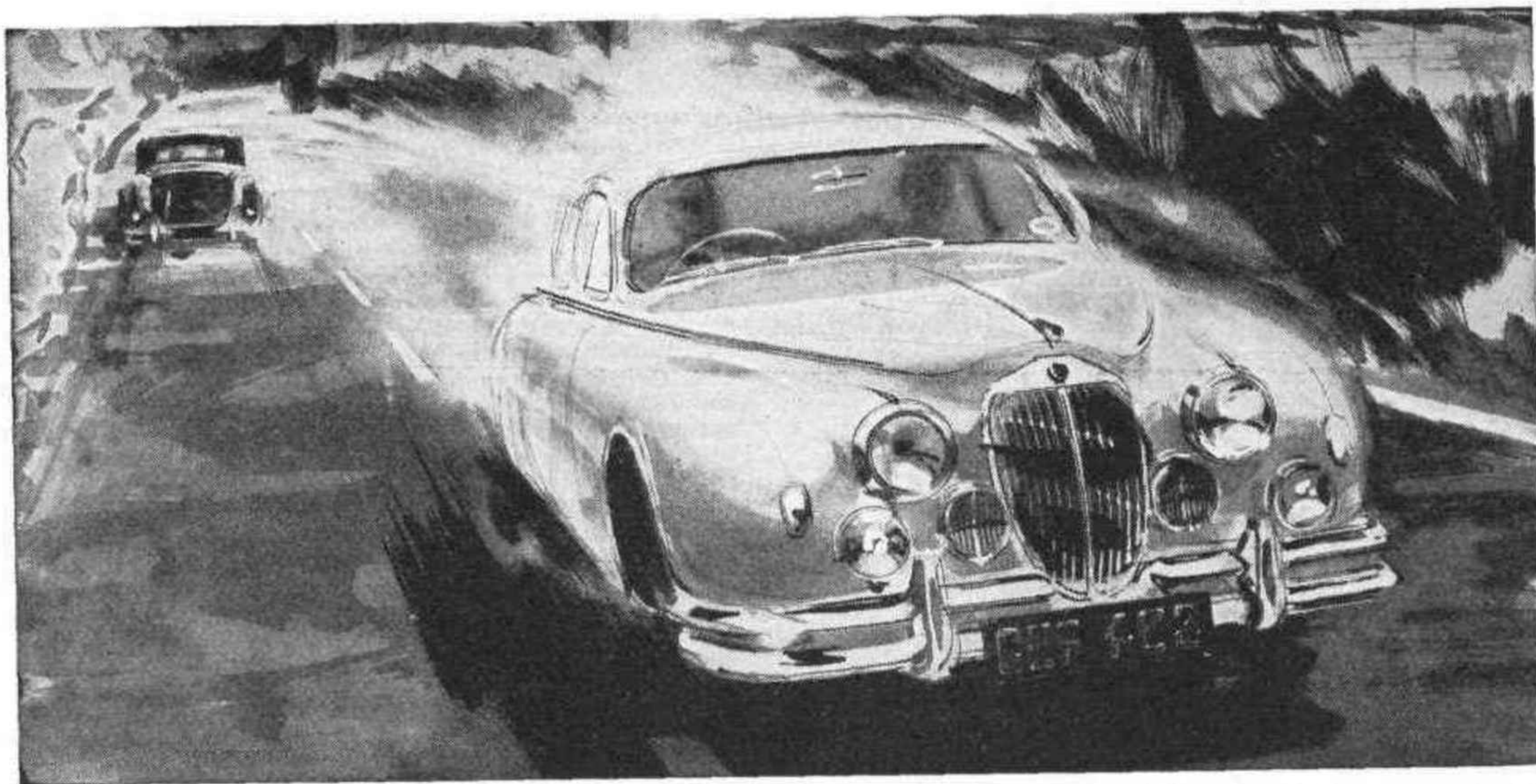
The racing-car classes at Prescott are rather specialised, with number of cylinders as well as engine size taken into consideration, but Patsy's Burt's Cooper-Climax comfortably beat Clark's Cooper-Climax in the first category, Dr. Taylor losing a chain on his initial ascent, then being slower than usual in the Caesar. Cleaver's Cooper-J.A.P. vanquished the Norton-powered cars in the 500-c.c. class. Phillips improved on the up-to-2,500-c.c. multi-cylinder class course record, his rear-engined Fairley-Climax doing a splendid 43.38 sec., second best of the day, while amongst the vee-twin Coopers (of which nine ran) Boshier-Jones clocked 41.73 sec., later getting down to 41.18 sec. in the R.A.C. Hill-Climb Championship Class. A Bugatti Handicap was contested by eight of these fine motor cars, the very long 5.3-litre Type 46 two-seater driven by Bailey, a car once used by Birkett as a cattle-truck, winning on handicap, Berry's twin-rear-wheeled G.P. going fearfully quickly into the first corner to make best time in 46.47 sec. The Grand Touring Class had attracted some extra machinery, such as a Porsche Carrera (52.29 sec.), a 150S three-carburettor Jaguar (54.23 sec.), a Frazer Nash Bristol coupé (55.69 sec.), John Broad's ex-Earls Court V12 Ferrari (51.94 sec.), Goddard-Watts' 700-c.c. Berkeley coupé (52.76 sec.), Gillie Tyrer's DB4 Aston Martin (50.81 sec.), and even a B.M.W. 503 convertible driven by Meredith-Owens (56.70 sec.). They were all made to look very silly by two Lotus Elites, of which Lewis' clocked 48.99 sec., breaking the class record set up last year by Jon Fast's 300SL, Wilson's 49.58 sec. Only Roberts' 300SL coupé gave them a run, recording 49.74 sec. Eunice Griffin, the girl who once out-drove Tony Marsh, did exactly the same time (59.83 sec.) on both ascents in her 747-c.c. Fiat Abarth saloon. Slowest grand tourer was a Triumph Herald coupé (65.03 sec.).

There were few incidents but Bailey (Lotus) came unstuck on both runs, seemingly with a sticking throttle. Many drivers used twin rear wheels. It was an eventful day, what with a spectator's Rover running away and landing on some other cars and the business of inserting "Lofty" England in a Go-Kart for a demonstration ascent.—W. B.

Results:

F.T.D. :	D. Boshier-Jones (Cooper 1,100)	41.18 sec.
Ladies' Record :	Miss Patsy Burt (Cooper-Climax)	44.55 "
1,100-c.c. Sports Cars :	J. Richards (Lotus)	45.95 "
1,600-c.c. Sports Cars :	R. Fielding (Cooper)	46.24 "
3,000-c.c. Sports Cars :	P. Cotterell (Lotus-Bristol)	47.29 "
Unlimited Sports Cars :	P. Scragg (H.W.M.-Jaguar)	46.58 "
Racing Cars, F.1 and F.2 :	Miss P. Burt (Cooper)	44.55 "
Racing Cars, 500 c.c. :	M. Cleaver (Cooper-J.A.P.)	46.08 "
Racing Cars, F.1 :	R. Phillips (Fairley)	43.38 "
Racing Cars over 500 c.c., two- or three-cylinder :	D. Boshier-Jones (Cooper X 1,100)	41.73 "
Bugatti Handicap :	P. Bailey (Type 46)	46.47 "
Grand Touring Cars :	E. Lewis (Lotus Elite)	48.99 "
R.A.C. Hill-Climb Championship Class :	D. Boshier-Jones (Cooper X 1,100)	41.18 "

* New class record.



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Answer: AROMATICS – their volatility *and* their high knock-resistance. Because motor benzole AROMATICS vaporise easily, they are more effectively atomised and every cylinder is more evenly filled with the correct fuel/air mixture – and every piston delivers its maximum power.

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— People going places —————>



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VIII GRAND PRIX OF PORTUGAL

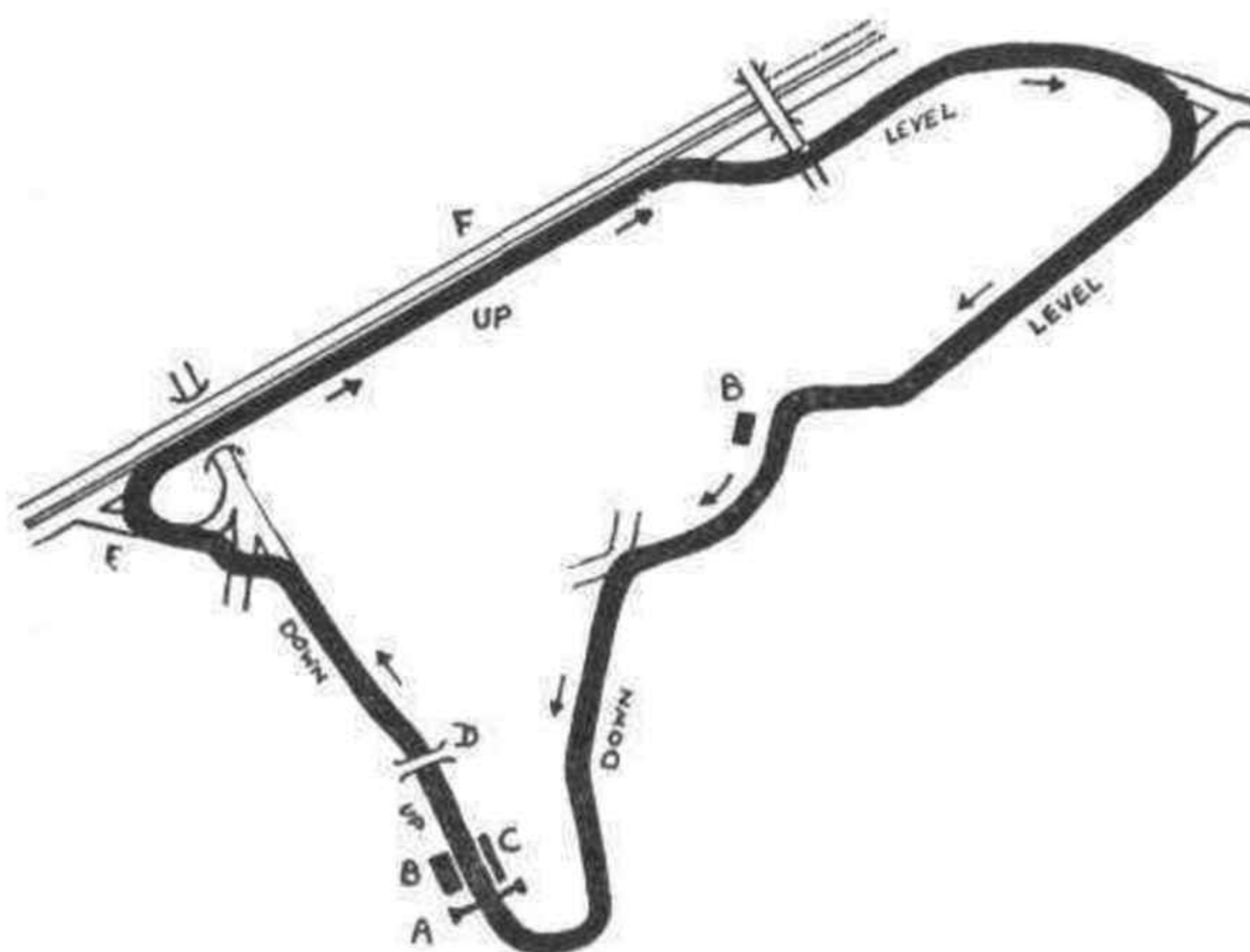
Moss and Cooper-Walker are untouchable

LISBON, August 23rd.

HAVING started Grand Prix racing in Portugal last year with the race at Porto, enthusiasm for such racing continued and this year the Portuguese Grand Prix was held at Lisbon, the National Automobile Club ringing the changes on the venue for their major motor-racing event in the same way as Great Britain does. For some years now sports-car racing has been held at Lisbon, on the Monsanto circuit just outside the town, and it was this circuit that was chosen for the Grand Prix.

Portugal is a peaceful and happy country and, possibly in consequence of this, they still encourage real road racing, unlike most other countries who have turned to artificial circuits. The Monsanto circuit has long been a favourite with sports-car drivers and past races have had some pretty select entries, many of them returning to the circuit more than once, for it is truly a "drivers' circuit." Of 5.44 kilometres in length, the start is on a slight uphill straight, but this almost immediately goes over a brow and starts a steep descent with a step in the middle, and at the foot of the hill the circuit takes a left turn with an adverse camber, crosses a main road, which is cobbled, and then takes a long right-hand hairpin which joins one side of a dual-carriageway. This is a big double-track motor road which leads into Lisbon and runs uphill and dead straight for nearly one kilometre, and then the circuit takes off to the right on an exit road from the main carriageway. Running through a cutting and still climbing, the circuit crosses a minor road, levels out and starts a long sweeping right-hand curve that gradually "tightens-up" and ends in a sharp right-hand bend which is almost a hairpin. Running straight through some woods the circuit begins to descend, taking a fast right-hand bend, then climbs again through a sharp left-hand bend, runs level on a fast right-hand curve and then descends again to a slow left-hand corner at a cross-roads. A little more level running and then a steep plunge is taken down a fast dropping-away left-hander, and then downhill to a double right-hand climbing curve that finishes on the starting line. The surface of the circuit is first-class tarmac, apart from the double-track road, which is concrete, and the short stretch of cobbles, but there are numerous bumps to make the suspension work and the whole nature of the circuit is one of pure road racing with nothing in the way of banked corners or wide open spaces to make things easy for the drivers; in fact, just the opposite, with tricky cambers, braking to be done on curves, blind corners, tree-lined sections and all the normal difficulties met with in everyday motoring.

The entry list saw all the regular Grand Prix teams entered and of



CIRCUIT OF MONSANTO—LISBON

Length: 5.44 kms.

- | | |
|----------------------|----------------------|
| A. Start and finish. | D. Footbridge. |
| B. Grandstands. | E. Flyover junction. |
| C. Pits. | F. Autostrada. |

the drivers, Moss, Gregory and Phil Hill had raced on the circuit before, the rest being newcomers to Monsanto. The weather in Portugal was superb, the sky being cloudless day after day, and though the sun was blazing hot, there was a cool breeze to even things up. Practice was on the Friday and Saturday preceding race day and took place at 6.15 p.m., leaving all day for preparation. On the first evening the only absentees were the two works Lotus cars, their transporter having broken down while crossing Spain, and while most of the entry were feeling their way round Moss went out and set a cracking pace. Not having had Grand Prix cars at Lisbon before there was no lap time set as a target, for the existing record was held by a sports car and that quickly went by the board. Moss soon made it evident that his lap times were going to represent the target for the others, and he was lapping in under 2 min. 10 sec. even while he was playing around altering tyre pressures and fore and aft braking ratios; meanwhile nobody else was approaching this figure, most of them being around 2 min. 15 sec. After a few adjustments the Cooper-Walker was proving admirably suited to the circuit and Moss went faster and faster, sliding the corners with a wonderful precision that looked to be care-free abandon. Trintignant in the second Cooper-Walker was thoroughly enjoying himself, the exacting road circuit suiting his immaculate and precise driving, while Gregory was at home, having won a race on this circuit in 1955, and he was faster than Brabham, who was adapting himself and his car to the conditions. The third works Cooper, driven by McLaren, was going pretty slowly, having been fitted with an axle-ratio that was hopelessly low and he was also delayed by an air-lock in the water system that took some time to disperse.

The Ferrari team of Brooks, Phil Hill and Dan Gurney were far from happy for they thought before practice started that their cars would be ideal for the circuit, especially on the long climb up the dual-carriageway, but in practice they were disappointed and they found they could not approach the times set up by Moss, none of them getting near to 2 min. 10 sec. Whereas the Coopers could be flicked from lock-to-lock, provoking over- or understeer at will, the Ferraris seemed rather jumpy and did not encourage the driver to let them "get out of line." The two works Aston Martins, driven by Salvadori and Shelby, were making only their second appearance outside of England and while being delightfully easy and steady to drive they did not have the power to challenge the others. B.R.M. were running three cars, driven by Schell, Bonnier and Flockhart, and of the three Bonnier was on great form and got down to 2 min. 10.8 sec. To complete the field the Scuderia Centro-Sud entered one of their Cooper-Maseratis, which was driven by a local boy named Araujo Cabral who was feeling his way along gently, never having been in a single-seater before.

By the time practice had finished Moss had got the Cooper adjusted to his liking and had lapped in 2 min. 05.69 sec., which was way ahead of anyone else; the timing was highly organised and was being done to a hundredth of a second. Only two other drivers got below the bogey time of 2 min. 10 sec., these being Gregory with 2 min. 08.61 sec. and Brabham with 2 min. 09.21 sec., the rest being two or three seconds slower.

On Saturday evening practice recommenced and straightaway Moss was going as fast as ever and soon improved on his times of the day before, but now Brabham was in his stride and was well below 2 min. 10 sec., as was Gregory, and McLaren got down to 2 min. 08.17 sec., having had the right gear ratios fitted. Everyone was going faster now that they had got their cars adjusted to the circuit and had learnt the way round, all that is except Graham Hill and Ireland in the works Lotus cars for they were out doing their 12 qualifying laps. Hill was in trouble with a brake master cylinder which lost him a lot of valuable practice time, and Ireland was bothered by a faulty gear-selector mechanism, so that all he could do was to tour round and qualify. The Ferrari team were still not content, their cars giving them a bumpy ride, and though they had a spare car with them it was worse than the three team cars and Brooks was right off form and could not even break 2 min. 10 sec. The "new-boy" Gurney was just pressing on with what he'd got and was the fastest of the team, with a time of 2 min. 07.99 sec., which was almost as quick as Bonnier in the very steady-looking B.R.M. and Trintignant in Walker's second Cooper, who was in splendid form. Schell was obviously trying as hard as he could, but only just got below 2 min. 10 sec., and Flockhart was driving well and almost keeping up with his team-mate.

Towards the end of practice Brabham was going very fast and working hard, getting down to 2 min. 04.95 sec., but Moss had already set f.t.d. at 2 min. 02.89 sec., the circuit allowing drivers to really shine. Both Moss and Brabham were using Climax engines with new cylinder heads, as at Avus, the redesigning of the ports and combustion chamber giving some 12-15 b.h.p. more over the normal 2½-litre Climax. As Moss also had a five-speed gearbox against Brabham's four-speed, which must have helped considerably on this fast winding circuit, much of the credit for these two being well out in front should be accredited to cars; even so they still had to be driven and Moss and Brabham were really driving them. Ferraris were quite delighted with Gurney's times, Phil Hill had reconciled himself to second place and Brooks was thoroughly discontented both with his own car and the spare one, nothing seeming to be quite right for his tastes. Just as practice was over Shelby hit some straw bales in his Aston Martin, folding up the nose cowl, and Bonnier went off the road in the B.R.M. but there were no serious consequences.

Sunday was another glorious sunny day with a gentle cooling breeze, and in view of the anticipated heat the race was arranged to start at 5 p.m. over 62 laps of the 5.44-kilometre circuit. The cars were lined up in rows of three, two, three, with Moss in No. 1 position with his time of 2 min. 02.89 sec., a speed of 159.362 k.p.h. (approximately 99 m.p.h.), the rest of the sixteen starters being in order of practice times.

Moss (Cooper-Climax) 2 min. 02.89 sec.	Brabham (Cooper-Climax) 2 min. 04.95 sec.	Gregory (Cooper-Climax) 2 min. 06.33 sec.
Trintignant (Cooper-Climax) 2 min. 07.38 sec.	Bonnier (B.R.M.) 2 min. 07.86 sec.	
Gurney (Ferrari) 2 min. 07.99 sec.	Phil Hill (Ferrari) 2 min. 08.02 sec.	McLaren (Cooper-Climax) 2 min. 08.17 sec.
Schell (B.R.M.) 2 min. 09.08 sec.	Brooks (Ferrari) 2 min. 10.96 sec.	
Flockhart (B.R.M.) 2 min. 10.98 sec.	Salvadori (Aston Martin) 2 min. 13.28 sec.	Shelby (Aston Martin) 2 min. 13.58 sec.
Cabral (Cooper-Maserati) 2 min. 15.25 sec.	Graham Hill (Lotus-Climax) 2 min. 15.55 sec.	
Ireland (Lotus-Climax) 2 min. 18.47 sec.		

With the start being on a slight uphill slope, Brabham's mechanic put a small stone behind the back wheel to check the car, and as the flag was raised McLaren began to creep forward from the third row. Down went the flag and it was Brabham away first, his rear wheel shooting the small stone like a bullet into the cars behind. Gregory was up with him but Moss was lagging a little, and as they all roared off over the brow of the hill, Bonnier's B.R.M. cut-out and he was passed on all sides, and Brooks had to brake heavily to avoid ramming the tail of the B.R.M. Before they were half-way round the first lap Moss had taken the lead from Brabham and McLaren had passed Gregory. Moss appeared round the double curve preceding the pits with his tyres whistling and already had a substantial lead over Brabham, McLaren and Gregory, while Gurney, Phil Hill and Trintignant were nose to tail, followed at a distance by Schell and then Shelby, Graham Hill, Salvadori and Flockhart close together, with Brooks behind them having made up no ground after being baulked at the start, and he was only just leading Ireland and Cabral. Right at the back came Bonnier, his engine having picked up but not running correctly. On the next lap Phil Hill went wide at the foot of the descent and then took to an escape road, and as a result dropped right back, leaving Gurney and Trintignant to close up on Gregory.

With Coopers in the first four places and drawing away all the time the race result was almost foregone for Cooper reliability is of a pretty high standard. By lap four Moss had an 8-sec. lead over Brabham and already Ireland had been into the pits to cure a misfiring plug and had then retired with gear-selector trouble. Moss was pulling out a lead of a steady 2 to 2½ seconds a lap, and Gregory was closing on McLaren and getting away from Gurney and Trintignant, who were still nose to tail. Behind them Schell was a lonely seventh and Graham Hill had shaken off the two Aston Martins and Flockhart, while Phil Hill and Brooks were beginning to move up. On lap six Hill G. was going up the dual-carriageway followed by Hill P. and as the Lotus went into the cutting it spun, mounted the bank, came back in the road and was broadside on as the Ferrari arrived braking hard. Being unable to stop in time Phil Hill hit Graham Hill, and as the cars bounced apart Flockhart went through the gap! The Lotus came to rest somewhat bent and the Ferrari was smashed in at the front and had its wheels splayed out. Conscious of being in a dangerous position Hill drove the bent Ferrari up the road and parked it in a side turning.

Bonnier was still bringing up the rear, not yet having caught Cabral, and was still troubled by misfiring, coming into the pits on lap nine to have the Weber carburetters looked at; although nothing could be found wrong he only did one more lap, still misfiring badly, and then the engine died altogether with fuel-feed trouble. Meanwhile, Moss had increased his lead to 17 sec. and was now "touring" round in 2 min. 10 sec., having plenty in hand, while the works Coopers were following, now in team order, Brabham, Gregory, McLaren. Behind the four Coopers Gurney was the only Ferrari hope and he was having a wonderful scrap with Trintignant, but after that there was a long pause before the "also-rans" arrived, Brooks still among them, while with Bonnier retired Cabral was now bringing up the rear and not going too badly in his first Grand Prix. Apart from the Gurney/Trintignant battle the race now developed into a bit of a procession, with Moss literally out-driving everyone. He lapped Cabral, then Shelby and then Brooks, who came by the pits looking unhappily at his back wheels, then Brabham, still in second place, lapped Shelby, and the Aston Martin driver looked over his shoulder expecting to see a horde of Coopers on his tail. Schell was finding his brakes pulling up inconsistently and Flockhart was pressing him hard, to take seventh place from him on lap 16 and driving well in spite of a gear-change that was not functioning properly, and Brooks was making no headway at all at the back of the field. The Ferrari pit signalled him a lap time of 2 min. 18 sec. and he looked back as if to say, "So what!" Not far in front of him was Shelby taking things easy in the Aston Martin, realising there was no point in dicing for he had no hope of catching anyone and Brooks showed no inclination to press him. On lap 22 the Ferrari pit signalled to Brooks to say, "Well, if you can't win, for goodness' sake try and catch Shelby," to which Brooks replied by coming into the pits on the next lap to complain that the thing just wouldn't get maximum revs., and after looking vaguely at the engine the mechanics sent him off again, now in last place. Up front Moss was steadily lapping everyone without even trying to go fast and had now lapped the two B.R.M.s and only the first six cars were on the same lap.

The hard work of the circuit, together with the heat, was beginning to tell and Trintignant slowed a little, which gave Gurney his chance to get away. On lap 24 Moss was on the return run down the winding leg of the course while Brabham was leaving the dual-carriageway, followed by Gregory and McLaren. As the Australian went into the long curving right-hand bend towards the sharp right-hander at the far end of the circuit he was about to lap Cabral in the Cooper-Maserati but timed things just wrong so that he got too far out on the left, deep into the braking point, and hit the straw bales, sending the Cooper over into a telegraph pole, wrecking the car badly and flinging himself out into the road, to be narrowly missed by Gregory who was following. Brabham was very lucky to get away unhurt, and next time round Moss practically stopped at the Cooper pit to say Brabham was all right. Moss was so far in front of everyone now, lapping at 2 min. 12 sec., that he was hardly bothering to change gear for some of the corners, pulling leisurely away from 4,000 r.p.m. Gregory was showing signs of thirst and Trintignant was looking very hot and tired, while Gurney was now well away, in fourth place and gaining on McLaren, lapping most consistently just under 2 min. 08 sec., and Phil Hill signalled him this information from the pits and encouraged him to keep up the good work.

At half-distance, or 31 laps, Moss had just on 60 sec. lead over Gregory and the race had become a Moss demonstration run. Trintignant went past the pits on lap 33 indicating he wanted water poured on him, and the next lap slowed right down to make sure his mechanics understood his signal. On the next lap he stopped and had a can of water poured down his back and then went on, still holding fifth place but now having been lapped by Moss. On lap 36 Flockhart came in for fuel as a precaution, having done a lot of motoring in third gear due to his gear-change being at fault, and also to have a slight breather, but this stop allowed Schell to go by him back into sixth place. On lap 39 McLaren stopped at his pit with a grinding noise coming from the transfer gears between the clutch and gearbox, and that was that, so the order was now Moss, Gregory, Gurney, on the same lap, followed by Trintignant, Schell, Salvadori, Flockhart, Shelby, and a long, long way behind came Brooks, who had at last managed to catch Cabral; after his pit stop Flockhart had lost another place by indulging in a spin.

At 40 laps there was no sign of any motor racing going on, for everyone had acknowledged the mastery of Moss and settled down to touring in to finish. As the leader went by on lap 45 he leant out of the cockpit and held his nose, looking to the rear, and though it was not obvious what was smelling he did not seem perturbed; in actual fact he could smell petrol from a slight leak in one of the tanks. Salvadori had been driving a regular and steady race and was now

sucking a damp towel to try and combat the heat, and on lap 47 Moss lapped the third man, Gurney. Without trying, he was closing on Gregory to lap him, and he ticked the laps off with complete regularity and looking so much at his ease. Trintignant was now two laps behind Moss and nearly one behind Gurney, so he was taking things very easily and as he came down the hill towards the pits bend Gurney came up to lap him. Seeing this in his mirror the Frenchman lifted right off but this caught Gurney by surprise, not being used to such gentlemanly behaviour, and having aimed his Ferrari to pass the Cooper going into the bend he suddenly found himself running up its rear and the nose of the Ferrari rode up a rear wheel on the Cooper. The radiator cowling was completely squashed in, but with only six laps to go Gurney eased off and drove gently, keeping an eye on the water temperature, which was rising rapidly. On lap 58 Moss lapped the second man, Gregory, and that was that, he had dominated the entire field without straining himself or the car.

To a terrific ovation from the crowds Moss finished his 62nd lap, to win his first Grande Epreuve of this season, but to win it so thoroughly that it made up for all his past failures. The rest of the runners were flagged off and some very tired and hot drivers got out of their cars, for it had been a hard and long drive.—D. S. J.

Results :

VIII GRAND PRIX OF PORTUGAL—Formula 1—62 Laps—337 Kilometres
Very Hot

1st :	S. Moss (Cooper-Climax)	...	2 hr. 11 min. 55.41 sec.—153.396 k.p.h.
2nd :	M. Gregory (Cooper-Climax)	...	1 lap behind
3rd :	D. Gurney (Ferrari V6)	...	1 lap behind
4th :	M. Trintignant (Cooper-Climax)	...	2 laps behind
5th :	H. Schell (B.R.M.)	...	3 laps behind
6th :	R. Salvadori (Aston Martin)	...	3 laps behind
7th :	R. Flockhart (B.R.M.)	...	3 laps behind
8th :	C. Shelby (Aston Martin)	...	4 laps behind
9th :	C. A. S. Brooks (Ferrari V6)	...	5 laps behind
10th :	M. A. Cabral (Cooper-Maserati)	...	6 laps behind

Fastest lap : S. Moss (Cooper-Climax), on lap 28 in 2 min. 05.07 sec.—156.584 k.p.h. (record lap).

Retired : I. Ireland (Lotus-Climax), gear-change, lap four; G. Hill (Lotus-Climax), crash, lap six; P. Hill (Ferrari), crash, lap six; J. Bonnier (B.R.M.), fuel feed, lap 11; J. Brabham (Cooper-Climax), crash, lap 24; B. McLaren (Cooper-Climax), clutch, lap 39.

PORTUGUESE PONDERINGS

Almost everyone appreciated practice being in the early evening, for it allowed all day to relax or work, depending on whether you were a driver or a mechanic.

Full marks to the friendly and helpful Automobile Club of Portugal, and for the Press arrangements whereby a chair and desk space were allocated with a named ticket to each journal, instead of the usual miserable business of fighting and arguing for a seat.

The timekeeping arrangements were a huge improvement on the "sand-timers" used at Zandvoort or the "egg-timers" used in England. Watches reading to 1/100 of a second were used and official results gave each driver's fastest lap and when he recorded it. Moss was almost two seconds faster than the next fastest, who was Brabham, and he made it on his 28th lap whereas Brabham did his on his 11th lap.

The Aston Martins were never in the picture, but it was not so long ago when Vanwall were in a similar position, yet last year they swept the board, and not many years ago Cooper were not even in Grand Prix racing. We hope Feltham will not despair, for the cars are beautifully made and are a credit to any starting grid.



MISS MOTOR SHOW 1959

Attractive young women are essential to publicity nowadays, and the Earls Court Motor Show is no exception. Apart from the model girls, the London Centre of the Motor and Cycle Trades Benevolent Fund has organised a beauty competition in connection with the BEN Motor Show dance and cabaret.

They aim to find "Miss Motor Show" and have enlisted such personalities as Lady Docker, Geoff Duke, Stirling Moss, Carole Carr and Reg Harris, compered by Jack Train to select the winner at the Lyceum Ballroom on October 27th. Entries have closed.

Miss Motor Show will receive the Babs Henly rose bowl, a Lambretta scooter, National Benzole fuel for 1,000 miles, a scooter outfit, a Sklar swimsuit, a Smith's watch, and a Rootes travelling rug, and probably other joys unspecified.

SHELSLEY WALSH (August 30th)

Splendid weather conditions saw Boshier-Jones break the Shelsley Walsh record on two occasions, his first in the 1,100-c.c. racing class was 35.56 sec., against the existing record of 35.60 sec. and in the R.A.C. Hill Climb Championship event he improved this to 35.47 sec. driving on the top of his form, as he has done all season. Among the well-supported entry were Davenport in his 2-litre V-twin G.N.-Spider who did 41.39 sec. and the very potent redesigned two-stage supercharged V-twin J.A.P. Farley Special which Summers took up in 36.63 seconds to equal his record for Shelsley "Specials." Among regular Shelsley runners Frank Norris got his s/c. Alta-engined Special up in 37.70 sec. to win his class, and Marsh tried very hard to challenge Boshier-Jones but just failed. In the 1,500-c.c. racing class Patsy Burt broke her own Ladies' Record on both her runs with her Cooper-Climax, leaving it at a new excellent time of 37.63 sec. and in the sports classes Fielding broke the sports car record on both his runs in his immaculate Cooper-Climax, recording a final 38.85 sec.

As is traditional this meeting was a combined car and motor-cycle event, but the bikes could not put up a challenge to the cars as the resurfacing of the hill did not suit the two-wheelers, there still being some pretty violent bumps to throw them off line.

Results (Fastest twelve irrespective of class or category of climb) :

1st :	D. Boshier-Jones (Cooper-twin 1,100)	35.47 sec. (New record) (F.T.D.)
2nd :	A. E. Marsh (Cooper-twin 1,100)	35.70 "
3rd :	D. R. Good (Cooper-twin 1,100)	36.53 "
4th :	C. Summers (Farley Special s/c.)	36.63 " (Fastest Shelsley Special)
5th :	D. Henderson (Cooper-twin 1,100 s/c.)	36.79 "
6th :	R. B. James (Cooper-twin 1,100)	37.01 "
7th :	M. Hatton (Cooper-twin 1,100)	37.05 "
8th :	Miss P. Burt (Cooper-Climax 1,500)	37.63 " (New Ladies' Record)
9th :	G. H. Keylock (Cooper-Climax 1,500 s/c.)	37.66 "
10th :	F. Norris (Norris Special s/c.)	37.70 " (Class winner 2,500 c.c.)
11th :	R. Phillips (Fairley Special s/c.)	37.86 "
12th :	A. Owen (Cooper-Climax 1,960 c.c.)	38.17 "

Solo Motorcycles :

1st :	G. Brown (Vincent Special 998 c.c.)	38.10 sec.
2nd :	H. A. Voice (Excelsior J.A.P. 498 c.c.)	39.79 "
3rd :	B. S. Cuff (J.A.P. Special 498 c.c.)	39.80 "

Sidescars :

1st :	W. G. Boddice/W. Canning (Norton 499 c.c.)	42.49 sec.
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FEMALES AND HEATERS

Last April we remarked on a clever series of advertisements, headed "Worth Looking At..." wherein attractive young women were posed beside well-known modern cars to draw attention to the fact that such vehicles communicate with their owners through the medium of Smith's instruments. Denis Fastnedge, Smith's Publicity Manager, is responsible for these pleasing layouts and we were sorry when they terminated with the outbreak of the printing stoppage—had Mr. Fastnedge been wise he would have placed them in MOTOR SPORT to ensure continuity!

Now that the dispute is resolved, however, Mr. Fastnedge's young ladies are carrying on the good work and, we note, have extended their magnetism to cover heaters, an item of motor-car equipment of which the female is at least as appreciative as the male.

Two of these young women seem to have an even greater aversion to rain than most of the fair sex because each has opened her umbrella even before stepping out of the house for a brief walk to her car, and in both instances the girls are tapping a barometer in the hope that the wet weather will soon give over. One wears a full-skirted sleeveless vee-neck frock and long white gloves to travel in a new Vauxhall Cresta (with simple slide controls for its Smith's heating and ventilating equipment), the other a short tight-skirted belted frock with the bodice having a pouched-blouse effect [I have taken advice over this!—Ed.] for a drive in her new Austin Se7en 850, with its button-controlled Smith's heater and demister that is an optional extra on these little cars. The girls may even be sisters who have been borrowed one another's white spike-heeled shoes and long umbrella!

The new B.M.C. mini-cars have inspired another of the Fastnedge young ladies, impishly attired in tight jeans and T-shirt, to strike an attitude like a ballet dancer, standing on the open boot of her B.M.C. mini-car, which has a centrally-placed Smith's speedometer.

We look forward to many more of these advertisements featuring well-known modern cars accompanied by eyeable young things sartorially suited to each particular make. And we suggest Mr. Fastnedge issues them all in book form to his friends and trade associates when Motor Show times come round. Enthusiasts of both sexes would enjoy the opportunity of looking at them again.

—W. B.



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NEW FRONT DISC BRAKES Touch the brake pedal and let big disc brakes bring you to a safe, sure stop.

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SALOON £695 (plus P.T. £290.14.2)

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

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1st Outright winner
R.A.C. RALLY 1958

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1st, 2nd, 4th & 5th 1300-1600 c.c. class
ALPINE RALLY 1958

1st British car
MONTE CARLO RALLY 1959

1st British car
ALPINE RALLY 1959

1st, 2nd, 3rd, 4th & 5th 1300-1600 c.c. class



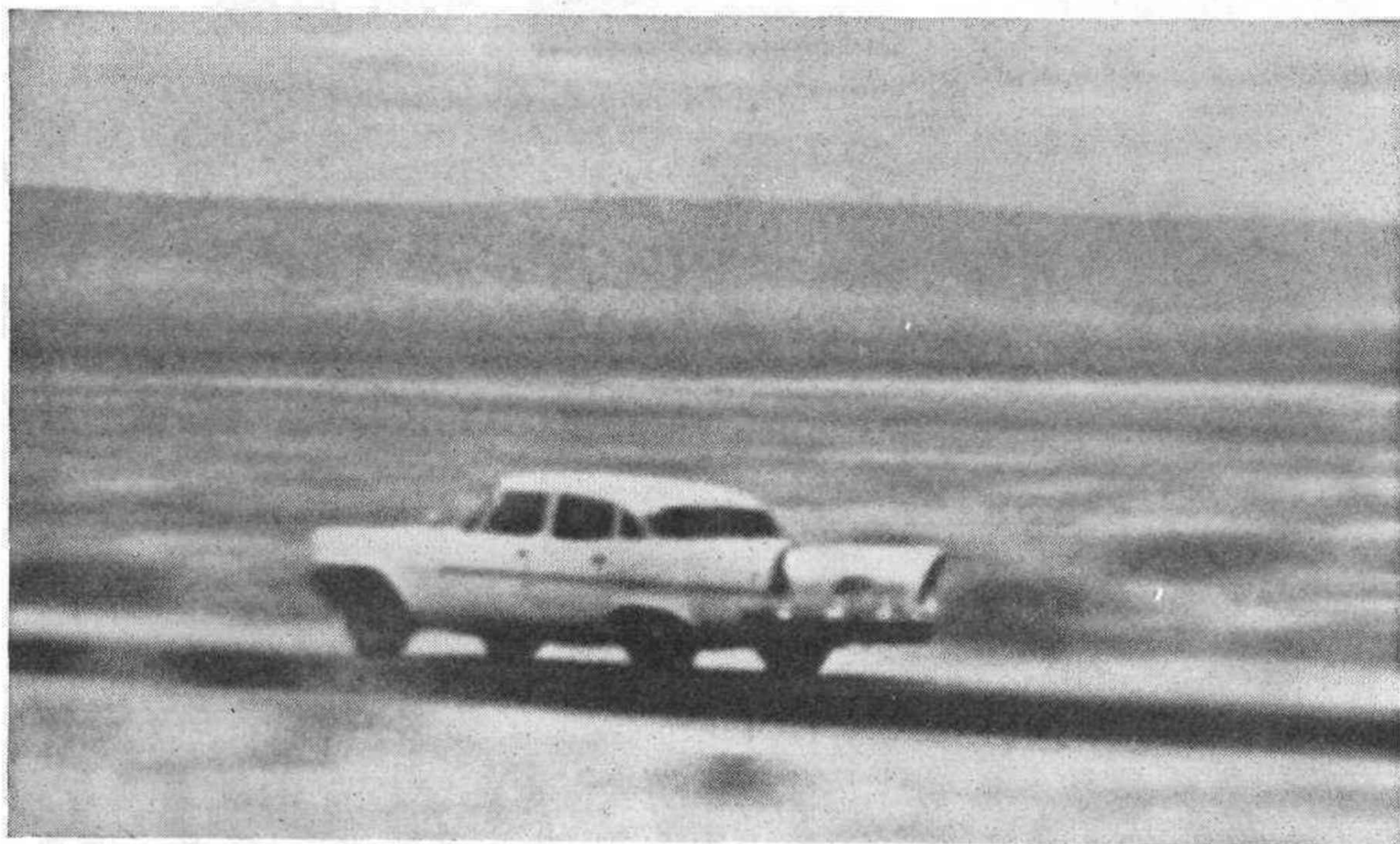
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Tests by independent authorities prove that 'Tyrex' gives three times more resistance to 'bruise breaks' than any other tyre cord.

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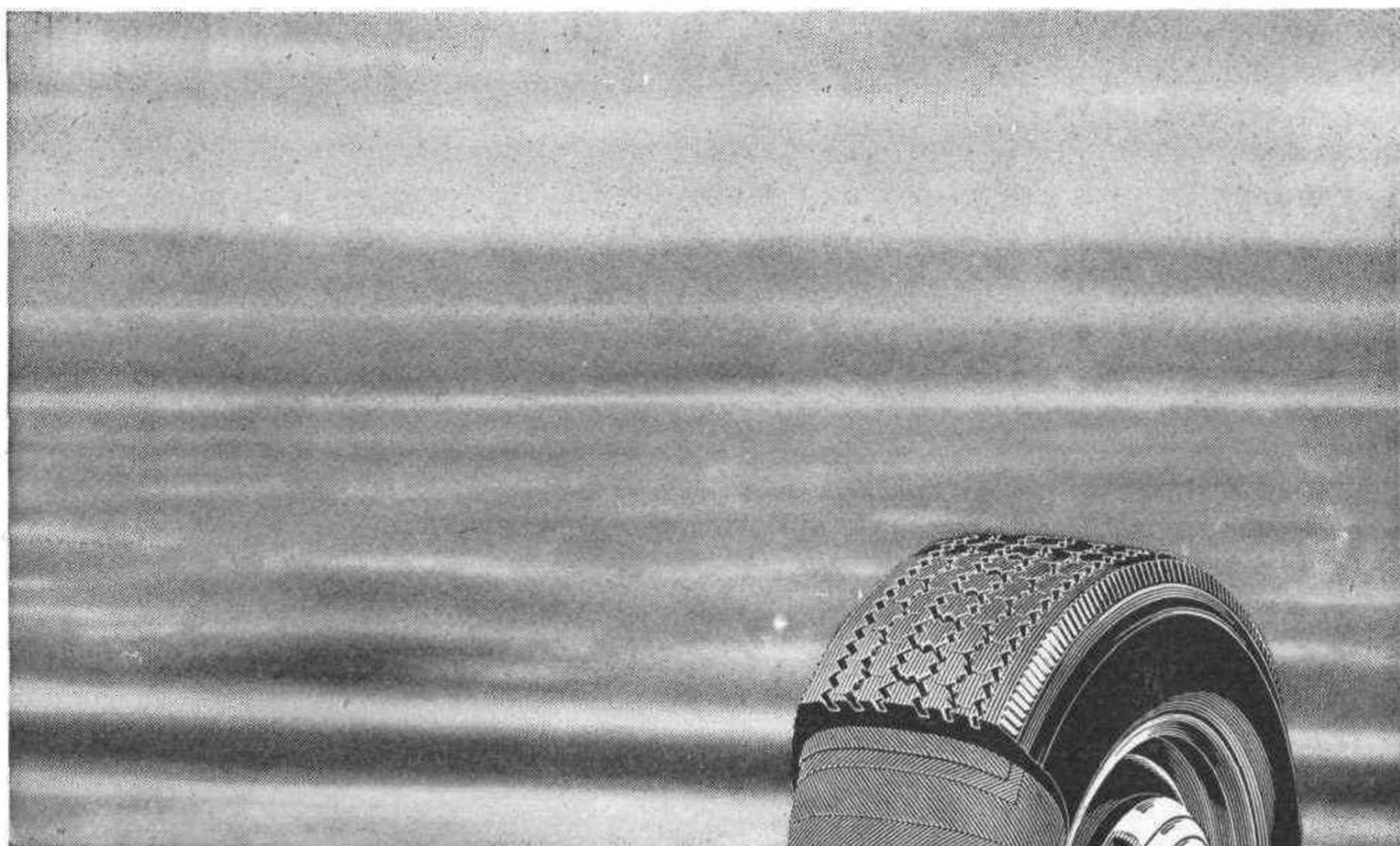
ECONOMY!

'Tyrex' gives longer original tread life and takes remoulds more easily.

'Tyrex' cord is now commercially available to tyre manufacturers and it is coming soon on new tyres for replacement.

TYREX

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OPERATION: TYRE TEST!

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THE FALCON MK. II, MK. III AND TUBULAR CHASSIS ARE NOW ON SHOW. WHY NOT CALL IN WHILST IN LONDON FOR THE MOTOR SHOW.

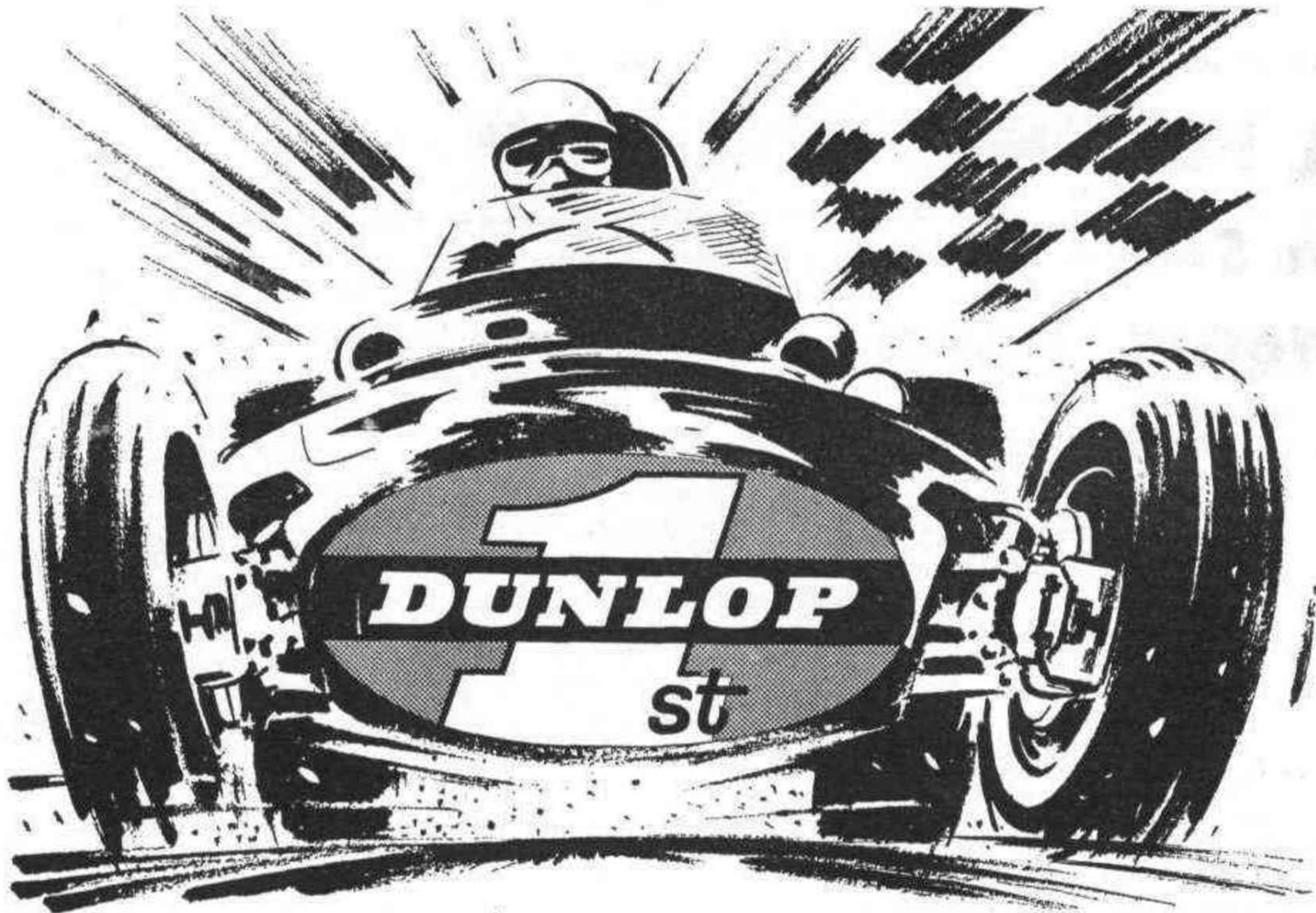
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A Poor Man in Search of Motor Sport

By **ARTHUR MALLOCK**

"For unto every one that hath shall be given. But from him that hath not shall be taken away even that which he hath." (St. Matthew, Chapter 25, verse 29). So it is in motor racing.

A PEAK PERFORMANCE.—The author after winning the Ford Championship of Ireland last July—a signal honour, because they know how to make Ford Tens motor in the Emerald Isle.



THE impecunious enthusiast has the choice of restricting his motor sport to the lowest possible level, or gambling his "all" on a desperate attempt to reach a position where material returns begin to balance outlay.

In 1947 I made a not unsuccessful debut in Club racing using my supercharged L.M.B.-suspended Austin Seven Special, WJ 1515, but attempts to take the next step up the ladder ended disastrously. Two seasons of Formula 3 racing, first with WJ 1515 fitted with a Speedway J.A.P. engine and later with a professionally-built "one-off" (the C.R.M.) had resulted in finishing only one race.

The average outlay on mechanical replacements had been about £15 per meeting. I had run out of excuses for avoiding my Bank Manager and my ever-patient family was beginning to hint that the time was near when they really would have to start eating again. The C.R.M. was sold to keep the wolf and the Bank Manager from the door and the motto became "If it's more than nothing, it's too expensive."

The 750 Club came to the rescue with the announcement of the 1,172 Formula. WJ 1515 was resurrected and fitted with the Ford 9-h.p. engine from the family "heap" (a 1936 Ford 8 saloon) which in turn was fitted with a Ford 8-h.p. engine swapped for the remnants of the blown up 750. The only tuning was double valve springs and a Ford 8 head.

We ran in the very first 1,172 Formula Race at Ibsley in 1953 and were highly delighted to actually finish a race, and not in last position either. The race was won by Desoutter driving the first production Mk. VI Lotus, with Nigel Allen in the works car second.

The next event was Castle Coombe. Tuning consisted of fitting a borrowed Austin 7 Nippy 30 mm. Zenith carburettor with a 25 mm. choke and de-hotspotting the inlet manifold. We finished sixth.

Until then I had always used a Burgess "straight through" silencer, but I noticed at one Goodwood meeting that some silencers were a lot more "straight through" than others. Changing to a home-made silencer gave me an improvement of $\frac{2}{3}$ sec. on a rolling $\frac{1}{4}$ -mile, which worked out at about two or three places in a race. I later planed one-tenth of an inch off the head and changed to 33 per cent. methanol fuel.

The 1953 season had been a pleasant change. We had failed to finish only one race, (yes, that one-tenth was too much!), average expenditure on mechanical replacements had been 1s. per meeting, and by the end of the season we had achieved our ambition of being the fastest non-Lotus car running in the Formula.

An Overseas Posting in 1954 resulted in two years' loss of development, so that on return to the U.K. in December 1955 some pretty drastic action was called for.

A brain-picking session with Colin Chapman revealed that the works Lotus cars used 22-h.p. Ford V8 inlet valves, camshafts retarded by 8 deg., and that great importance was attached to maximum camshaft lift. "We used to tour the local Ford agents armed with a micrometer,

looking for high tolerance camshafts," said Colin, "and then discard them after about four meetings. You can help yourself if they are any good to you."

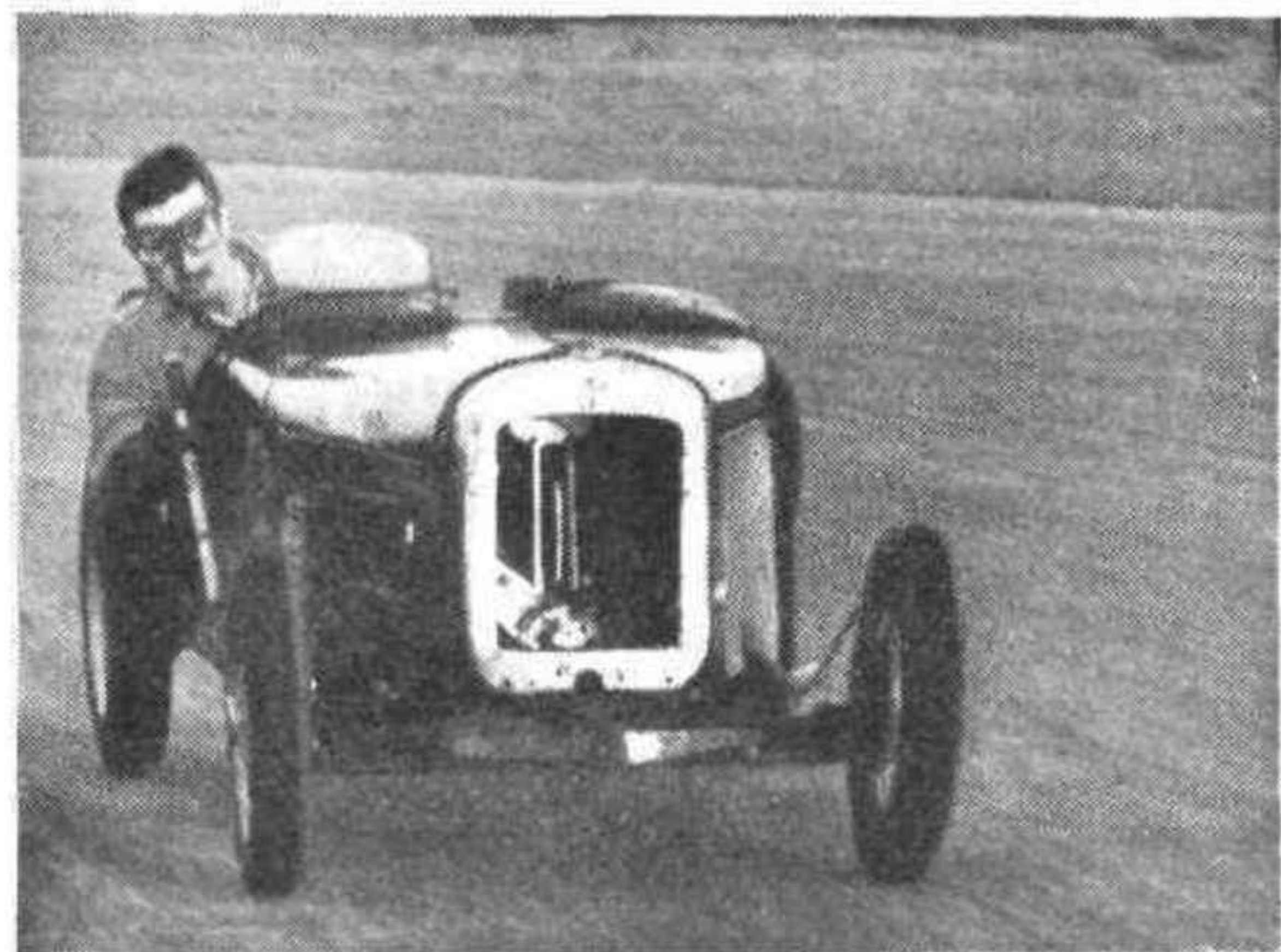
The 750 Club President was as good as his word and a visit to Lotus Engineering revealed a pile of camshafts all neatly labelled. I selected one marked "4 meetings," which had a 293 thou. lift (2 thou. under nominal). My own measured 280.

A friend made up a very nice twin-pipe exhaust system for me, inlet ports were opened up to $1\frac{1}{2}$ in., my 1,099-c.c. block was swapped for one of 1,172 c.c. and the Chapman suggestions incorporated.

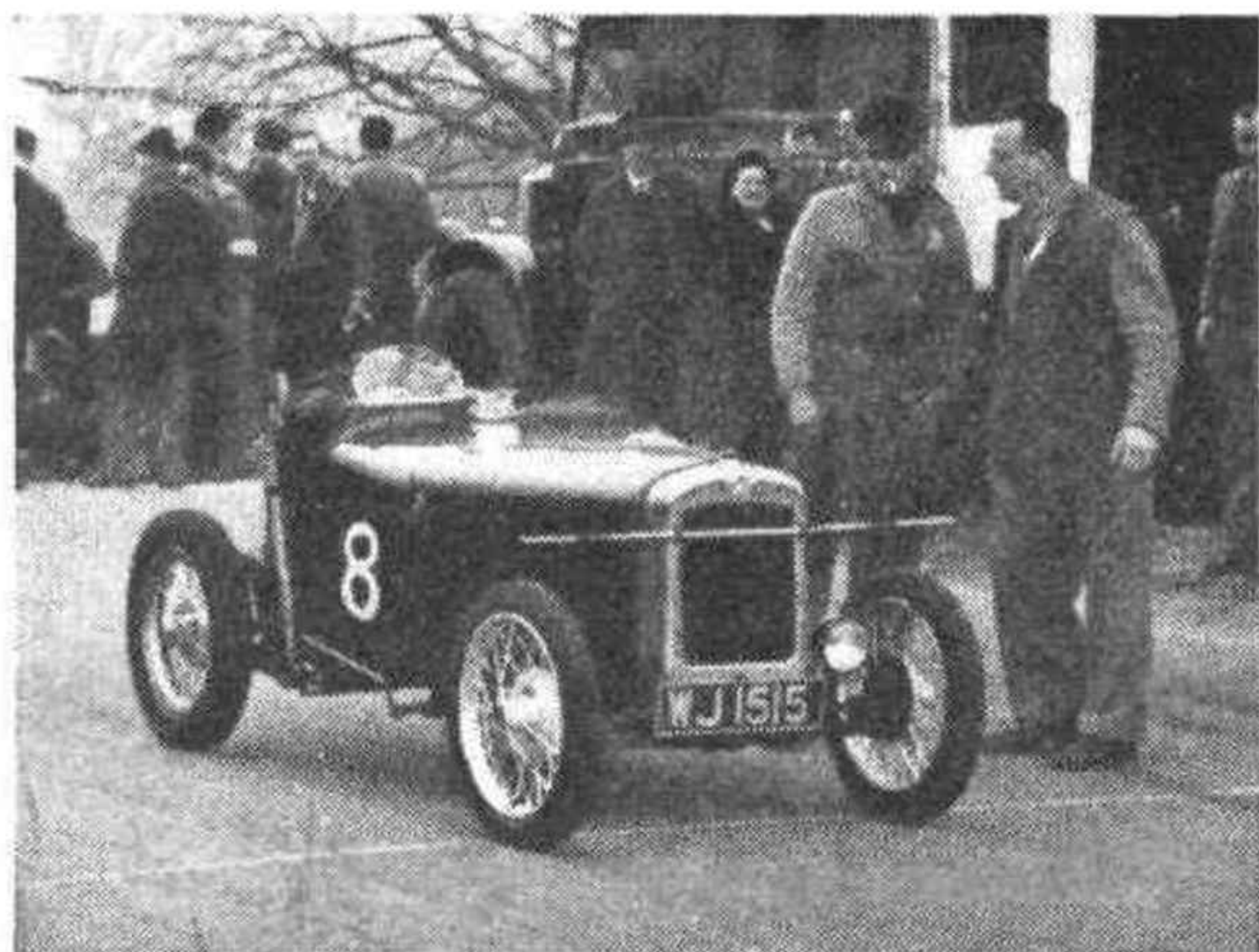
My first meeting in 1956 was at Brands Hatch with the B.R.S.C.C. The 1,172 Formula lap record was held by Anstice Brown (Mk. IX Lotus) in about 69 sec.

I had hoped for about 72 sec. but in practice there was no steam at all and I could manage no better than 79 sec. The trouble was eventually traced to the camshaft being set two teeth (36 deg.) too far retarded. In moving my camshaft I had set my inlet valves to open 8 deg. later than nominal but I failed to take into account the effect of reduced tappet clearances. An elementary mistake you might think, but I have known two other constructors do the same.

When this had been corrected the hoped-for performance was



UNSUCCESSFUL EXPERIMENT.—Arthur Mallock's Formula 3 Austin Seven—powered with a single-cylindered Speedway J.A.P. engine. It never finished a race.



WJ 1515 in the form in which it won the 750-c.c. Vintage Racing Cars Class at the V.S.C.C. Luton Hoo "Blackmarket Sprint" of 1948. Later that year WJ 1515 ran at Prescott as a sports car, carrying a spare wheel devoid of cover—as Mallock explained, the regulations said nothing about a tyre or tube!

realised and I had a good day at the 1956 "Trio" meeting at Brands, where a wet track gave me an advantage. I noticed, however, that I was always losing ground coming out of Clearways. This was accounted for partly by the use of a standard Ford gearbox, and partly by a very peaky power curve. Dick Egerton had fitted a Ford 10 engine to his 1935 Wolseley Hornet saloon and I suggested to him that a Hornet gearbox was wasted on such a mundane vehicle. There being, as usual, no money in the kitty, would he care to swap it for a Ford 10 gearbox and a supercharger? To my delight he accepted and I had another good day at Crystal Palace, where for the first time I succeeded in overtaking a Climax-engined car.

The 1956 season had again been gratifying. I had finished every race and mechanical replacements had averaged 3s. per meeting, but there had been one or two disappointments. There were quite a few seconds to catch up before I could hold the streamliners and the scrutineers were beginning to see through my dodge of taking up the Austin Seven cable brakes a notch before scrutineering! Worst of all, the B.R.S.C.C. objected to the "sawn off" appearance of the car, so I could not run at their Brands meetings only three miles from my home.

Fairly drastic mods. were therefore planned for the winter. A new tail section was built and the whole car lowered by 5 in. At the rear, the springs were lowered 3 in. by inverting the main leaf and re-setting the others to give a 2½ in. negative camber. The front was lowered by about the same amount by mounting the spring on top of the Austin Seven nose-piece. The track rod was put in front of the axle and the steering arms bent to give zero Ackerman. Finally, the body was lowered 2 in. by mounting it level with the bottom of the chassis members instead of on top of them.

Holly Birkett had changed his Ford 100E van to 8 in. front brakes and he passed on the 7 in. brakes to me for a nominal sum. A Ford Popular front axle beam was fitted with a "Y"-model spring, as I did not much fancy an Austin axle with hydraulic brakes. With the



[Photo by George Phillips] WJ 1515 again, here seen in its last trial, the 1951 "Gloucester," in which Mallock gained a first class award. He is seen working hard to conquer Breakheart Hill and was subsequently defeated by regulations which made it impossible to use the same car for racing and trials.

Austin L.M.B. front suspension I had not used any shock-absorbers, but with the much softer Ford spring, I suffered severe front wheel patter, which I cured by fitting Armstrong lever-type dampers. The appearance and brakes were thus taken care of, but still there was not enough steam. The tremendous middle-range pull of my 1953 layout was completely lacking.

The twin-pipe exhaust system had given disappointing results. This was alleged to have been designed in accordance with Colin Campbell's book "The Sports Car—Its Design and Performance," so an investigation was carried out. The chapter on exhaust system design was thoroughly digested and doubtful points were queried with the author. In this otherwise most excellent publication, the table showing exhaust system lengths for four-cylinder engines was most ambiguous. Probably due to a printer's error it gave the impression that single and twin-pipe systems used the same lengths. Careful study of the text however revealed that this was not the case, and indeed that a satisfactory four-cylinder twin-pipe resonant exhaust system was impossible.

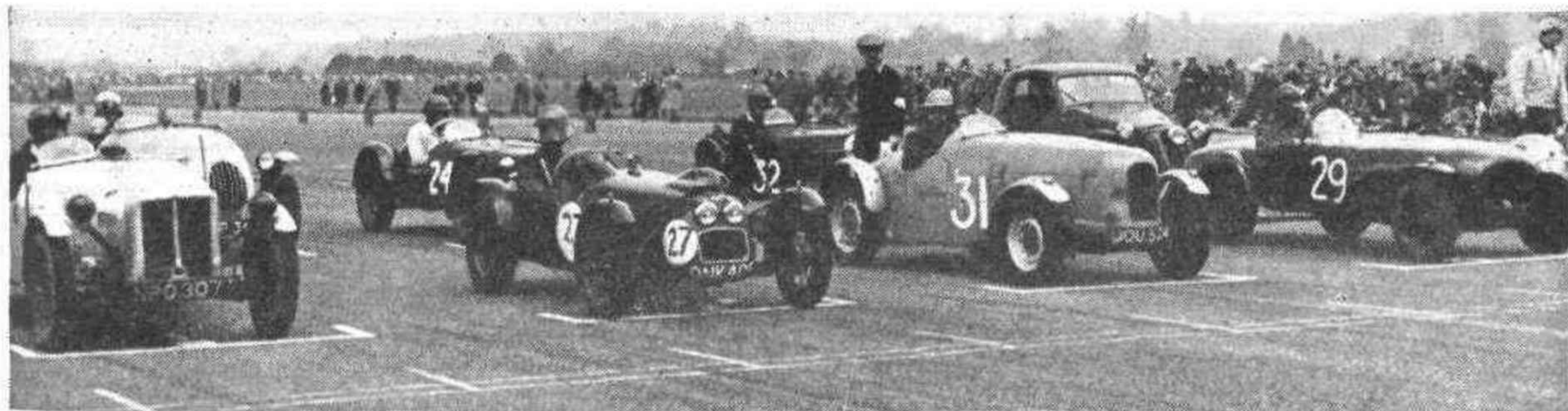
The resonant frequency of my system was about 7,000 r.p.m. and there was an anti-resonant at just over 5,000 r.p.m. exactly where it wasn't wanted.

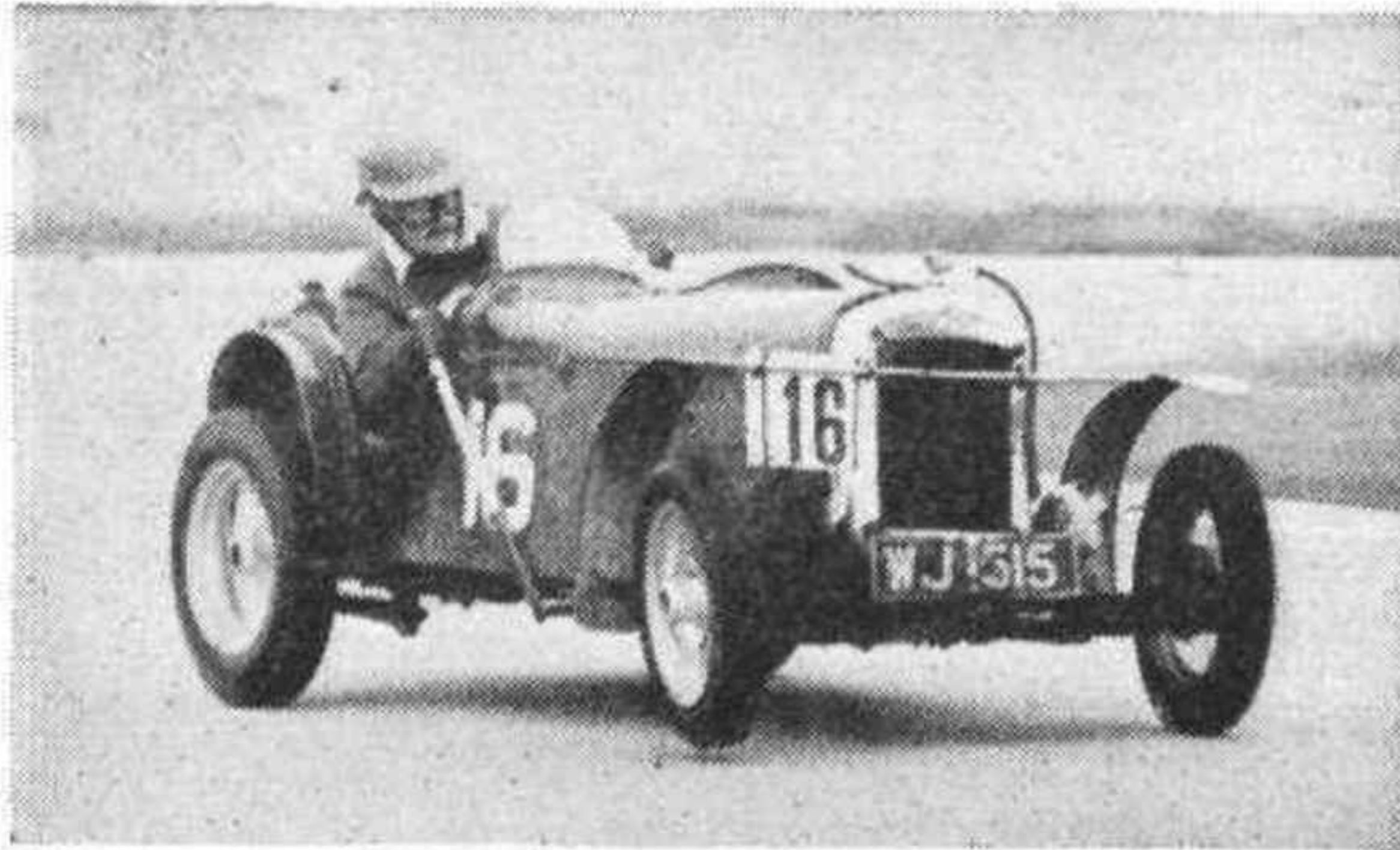
By far the best system appeared to be four separate pipes, the only snag being the physical problem of working in a silencer in a pipe under 40 in. long.

With the help of Mr. Howe of Chester Road, Blackpen, such a system was made up one Saturday at an extremely modest cost. A pair of very second-band 1½ in. S.U.s were fitted at the same time and the results were most encouraging. Brands Hatch lap times were improved to 68 sec. and the middle speed pull was such that, coming out of Clearways, I could out-accelerate even the all-conquering Lola.

Pride cometh before a fall, however, and having persuaded the B.R.S.C.C. to accept my entry for Mallory Park, I well and truly blotted my copy-book by depositing half the engine on the hairpin just as the marshals were about to go to lunch.

HISTORIC LINE-UP.—The start of the very first 1,172 Formula Race of the 750 M.C. at Ibsley in 1953. This class of racing has a considerable bearing on the accompanying article and the author can be seen in car No. 32 in the second row. [Photo by Charles Dunn]





CHANGE OF FORTUNE.—WJ 1515 going well at Woodcote Corner on the Goodwood circuit. In this 1953 season it proved the fastest non-Lotus 1172 Formula car.

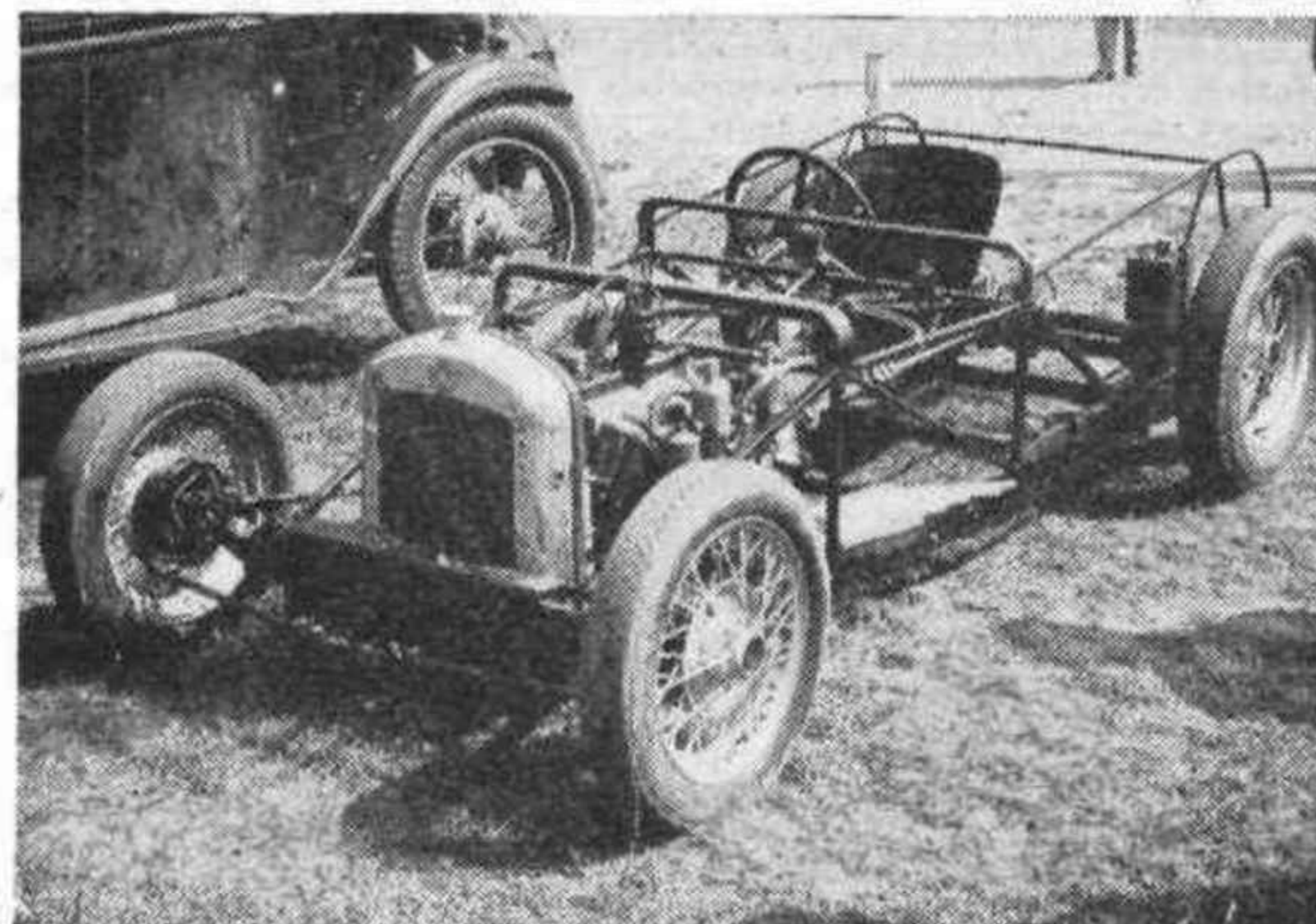
The cost of the rebuild kept me out of racing for most of the rest of the season, but late season encouragement was given by third f.t.d. at Bodiham Hill-Climb and f.t.d. in the Cottingham Autocross.

At this time the 1,172 lap-record at Brands Hatch was held by Eric Broadley in a Lola at 66½ sec., so that if I was to "mix it" with the fast boys I would have to cut my time by at least two or three seconds. Having run out of ideas for engine tuning, the obvious line of attack was to reduce drag and weight. The 750 Club cooperated by removing the minimum-weight restriction.

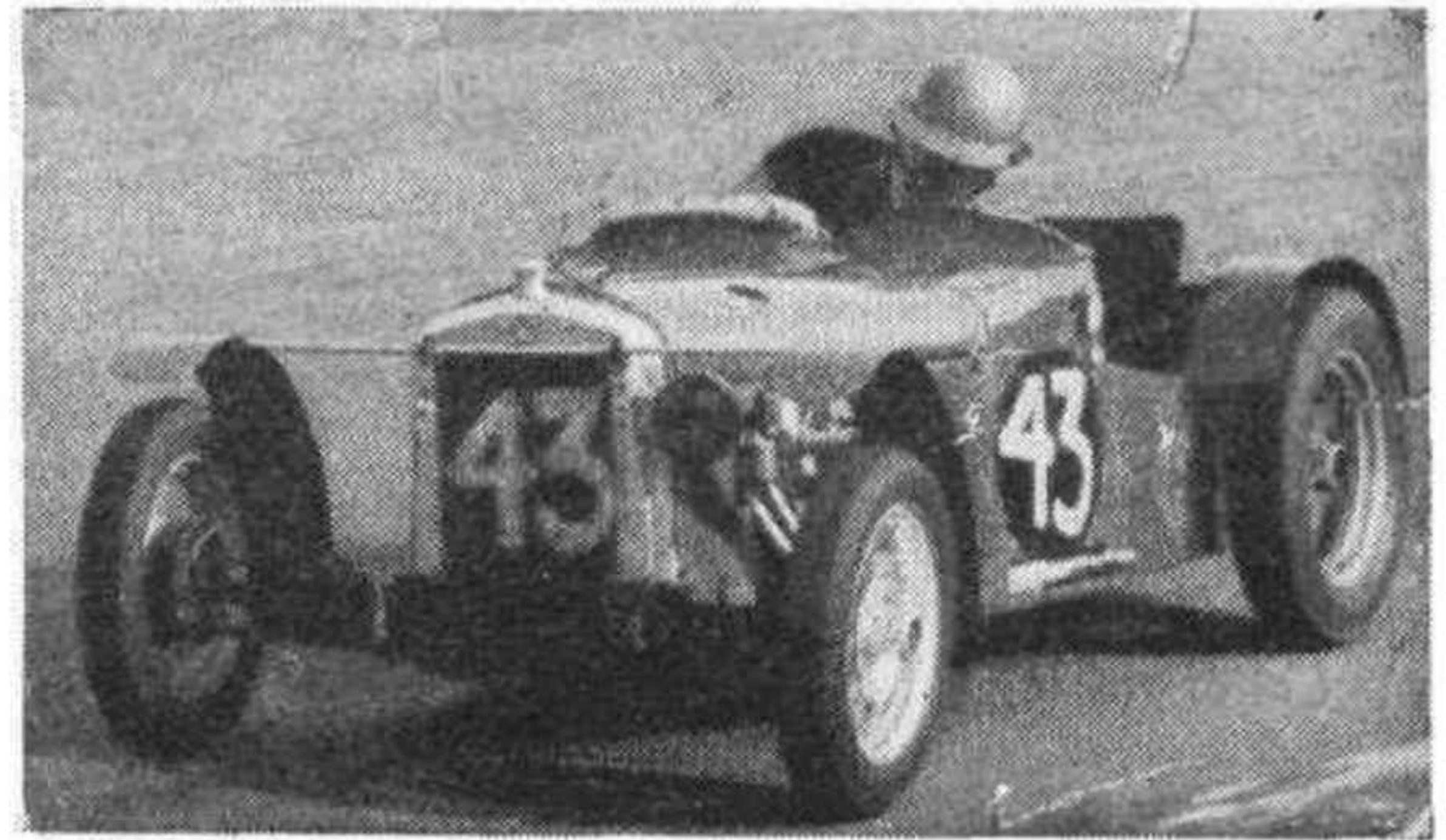
The L.M.B. Austin Seven layout had always shown exceptional cornering but suffered from the fact that the ¼-elliptic rear springs restricted the height of the driver's seat. An entirely new semi-space frame was therefore built, using vestigial side members of 1½ in. square tubing with a superstructure mainly of ¾ in. square tubing. The rear springs were mounted immediately above the side members and splayed out ¾ in. each side, thus allowing the driver's seat to rest between the springs and torque tube, right on the under-tray, some 4½ in. lower than in the 1957 car. The main stresses were carried by an inverted punt structure, which gives the best combination of beam strength and torsional rigidity.

The frame is built to the same shape as the body, so that very little additional body framing was required and as the body panels are all unstressed, single curvature and well supported, only very light gauge duralumin is required; 24 gauge was used, but is much heavier than necessary.

The mechanical parts of the car were quite unchanged. Weight was reduced to 7½ cwt. and scuttle height to 26 in. Graham Broadley supplied a reject Lola nose cowl for £1 and the front wheels were set to a negative camber to combat excessive understeer. Last minute panic was even greater than usual and six people worked all night before our debut at the 1958 Silverstone Eight Clubs Meeting. The effort was worth it, however, for lap times were reduced by 4½ sec., to 82½ sec. In the race I ran second to Lola till taken by John Turvey's Mk. XI and later had to relinquish third place to Boshier-Jones' Mk. XI when the radiator boiled.



ARTHUR MALLOCK'S Austin-Ford Special in 1958 trim, before panelling.



A TYPICAL SHOT of Mallock in action—lapping Brands Hatch in 1957 in 68 sec.

The Trio meeting was next and once again I had a good day. In my heat I beat the lap record with 66½ sec. in attempting to catch the leaders from a poor grid position and in the final I had a race-long duel for the lead with John Turvey (Mk. XI) who won by ½ sec. and lowered the lap record to 65½ sec. Again the Special had "flattered but to deceive." At Snetterton a week later, the crank broke.

This was getting tiresome, not to say expensive, so I started another brain-picking exercise. There was by no means unanimity as to which engine could be developed to give the most power, but all agreed that the 100E gave its power more easily, and that if you tuned the 93a to the limit, then you must change cranks every four meetings. This I could not accept, so in spite of the weight penalty I decided to go 100E.

Despite dire warnings given in a contemporary I found that the job of converting from one to other was surprisingly simple. With attention from drill and file quite a number of the parts were interchangeable and all the major dimensions were the same except that the ports came ¼ in. higher.

Once again the blow up put me out of racing for most of the rest of the season. At this stage I retired from the Army and bought a house nine miles from Silverstone. House hunting, job hunting, house moving and building a trials car did not allow much time for winter modifications, but thanks to my gratuity, my bank statement at last showed a credit balance, so I enlisted the aid of Jim Whitehouse of Arden Sports Cars Ltd. to tune my engine. Jim made a first class job at a very modest charge and again results were most gratifying. Our 1959 debut was made at the Easter Brands, we secured a close second in the 1,500 c.c. Sport Car Heat ahead of several Climax-engined cars and a third in the "Formule Libre Sports Cars over 1,100 c.c.," which netted the first prize money for several years. Modesty almost forbids a list of 1959 successes. Suffice it to say that we had five wins and four seconds.

The highlights were two wins at the L. & C.C.C. Oulton Park meeting, winning the Ford Championship of Ireland, and finishing second in the A.M.O.C. Silverstone Formula 2 race. Brands Hatch time is down to 64 sec. At last the "Mercury Stable" is moving from the "Him that hath not" category to the "Him that hath!" Up till 1958 costs had been steadily increasing. This year, the cost of mechanical replacements has been about £6 with an income of £55, we have just about had our motor-racing for nothing.

By next year the Junior Formula should have really caught on and this looks like the opportunity for which I and others have been waiting. Running and capital costs should be no greater than the 1,172 Formula, but material returns should be very much greater. The Formula 1, 2, 3 and sports car boys have had their power units "on the plate" for so long now that they may well have lost the art of tuning, so that ex-1,172 contestants can reckon to start with a considerable advantage.

WJ 1515 was designed to use inexpensive and readily available components with the maximum of modifications, so that anyone wishing to take up 1,172 Formula racing at low cost (about £200) with a proved design could do a lot worse than build a replica. The only difficult part is making the frame. Here the Mercury Stable comes to the rescue by offering replicas of the frame at a highly non-professional price, so that U 2 can have a chassis like mine.

There is not much to add on the racing side, as I had to sell the car. As can be imagined, this was a terrible wrench in the middle of the season, just when the car was on the top of its form and I had just

Continued on page 795



in the car

WITH THE NEW
AUTO·HOME
 ELECTRIC SHAVER

Now you can shave as easily in your car or caravan as you can at home! The New Remington Auto-Home shaver can be easily fitted and linked to a 12-volt car battery *and* also operates on normal mains voltage. It has all the exclusive advantages of Remington shaving.

- * 3 twin shaving heads which give you the biggest shaving surface ever.
- * Exclusive Roller-Combs that *roll* the skin flat, *comb* the whiskers up into the self-sharpening cutters which remove them closely at base.
- * Contoured head that gets the cutters *comfortably* closer to the skin, even in hard-to-reach areas on neck and chin.

The New Remington Auto-Home shaver uses no more power than a headlamp and costs £11.19.6, including splendid presentation case, leads and easy-to-fit dashboard attachment. Easy terms available.

Freddie Trueman
 enjoys
**EXCLUSIVE
 REMINGTON
 SHAVING**



in the home

Brands Hatch International

THE International meeting at Brands Hatch on August 29th gave the relatively small crowd some of the most exciting and some of the duller racing seen at this tiny track since the same meeting last year.

The main event of the day was the Kentish "100" Trophy for Formula 2 cars, which was divided into two 42-lap parts, the winner being decided on aggregate times.

The vast majority of Formula 1 drivers (except the Ferrari team) entered for the race and even those who had not entered found some excuse to be present, for this promised to be a truly frightening race.

Stirling Moss made fastest practice lap in 56.4 sec., unofficially breaking his own circuit lap record. He was pressed very hard by Jack Brabham and, in fact, spun in attempting to better this time. Brabham did 56.8 sec. in the first practice session on Friday, but almost at the end of the second practice, when the track was clear, he went out for a few laps and eventually came down to 56.6 sec. Graham Hill had been going very fast in the Lotus and finished up with 57.2 sec., while close behind him came Joakim Bonnier in the works single-seater, open-wheeled, Formula 2 car, who lapped in 57.4 sec., as did Chris Bristow in the B.R.P. Cooper-Borgward. The Porsche has a six-speed gearbox which noticeably helped in acceleration along the straights, but drum brakes are used which may have put the Porsche at a disadvantage on braking. It will be interesting to see this 160-b.h.p. car fitted with disc brakes.

In a last-minute flurry of practising, Harry Schell was pushed out of the last 16 together with such notables as Ron Flockhart, Andre Pilette and Andre Milhoux of Equipe National Belge, Tony Marsh and Bruce Halford. Team Lotus were quite pleased with themselves in that all three cars qualified, together with David Piper's privately-owned model. The final line-up included eight Cooper-Climax, four Lotus-Climax, two Cooper-Borgwards, one Porsche, and the Hume-Climax.

At the start of the race Brabham made the perfect start, moving away just a fraction of a second before the flag began to move and going well into the lead; Moss and Hill hung back slightly and Bristow shot the pale green Cooper-Borgward into second place as they went out of sight over Paddock Bend. The entire field appeared through Druids in the space of a few seconds and it looked almost certain that someone was going to have an accident but somehow everyone negotiated the first lap without incident, but at Kidney Bend on lap two Bristow, still holding second place, spun right round, causing Hill and Moss to take to the grass and drive round behind the marshals' post on the inside of the bend. This lost both these drivers several places, and when things sorted themselves out Brabham had a huge lead from Salvadori, McLaren, Innes Ireland, Masten Gregory, Bonnier and Moss. Graham Hill soon began carving his way through the field with great effect and by lap 10 was in second place, driving superbly. Moss also succeeded in passing Salvadori, McLaren, Ireland and Bonnier, and settled into third place, but he was sliding badly on some corners and seemed to be making up little ground on Hill, let alone Brabham, who had a 15-sec. lead over Hill. After these early battles the field settled down to some very steady but fast lapping, with Salvadori and Gregory dropping back gradually and Bonnier getting the hang of the Porsche and moving it up through the field until by lap 22 he had taken fourth place from McLaren. Piper retired his Lotus with a broken chassis but otherwise reliability was excellent—in fact, he was the only driver to retire during Part 1.

Just as the race was about to finish, with Brabham an easy winner by over 18 sec., Ireland spun at Bottom Bend with clouds of smoke pouring from his tyres and slithered about all over the place on the straight and at Kidney, indicating that he had some oil on the tyres. Graham Hill luckily avoided his team-mate and took his well-deserved second place.

During the interval we learned that Moss had sustained a broken rear wishbone in his excursion onto the grass, which was hastily welded up for the second part of the race. For the second part the front row of the grid consisted of Brabham (who had established a new lap record of 56.6 sec. during his winning drive), Hill and Moss. Once again it was Brabham who got away first and he soon established a 10-yard lead over Moss, McLaren, Gregory and Hill, who had made a poor start. The crowd sat back and waited for Moss to

close on the flying Brabham but he seemed to be losing ground if anything. But at Clearways on lap four the race was virtually over when Moss spun through 90 degrees and dropped himself to seventh place. Hill had worked up to third place and on Moss' spin he went into second spot about 4 sec. behind Brabham, followed by McLaren, Gregory, Salvadori, Bonnier and Moss. Once again Salvadori and Gregory began dropping back, apparently unable to hold their concentration on this tight circuit. Moss got to grips with Bonnier but the Swedish driver would not give in easily and Moss had to scuffle by on Paddock Bend, raising a cloud of dust from the grass. Moss held his place for only two more laps before Bonnier re-took him by imitating Moss' manoeuvre at Paddock. By now the Cooper-Borgward was sounding ragged but the fault appeared to be on the fuel injection because the noise did not become worse.

Hill began closing on Brabham and chopped the 4-sec. lead down to less than 2 sec., equalling Brabham's newly acquired lap record in the process and driving magnificently into the bargain. The Lotus sounded wonderfully crisp and, apart from a few moments when he looked down into the cockpit as if the gear-change mechanism was faulty, he drove a perfect race. Moss passed McLaren, who shortly afterwards retired to the pits, leaving Moss in a comfortable fourth place. When the times were added together the final positions were: Brabham, Hill, Bonnier, Moss, Gregory and Salvadori.

Of the supporting races, J. M. Uren made sure of the Saloon Car Championship by winning his class in his Ford Zephyr, but Les Leston, who had a chance of equalling Uren's score, lost a core plug from his 1.5 Riley and retired with no water. He was being led by Blydenstein's Borgward anyway which finished only 4.6 sec. behind Uren's Zephyr. The race was won by Jack Sears in the Equipe Endeavour 3.4 Jaguar from Sir Gawaine Baillie's similar car.

In the other saloon-car race for under 1,300-c.c. models, the two A40s of Shepherd and Williamson left Adams' and Sprinzel's yellow A35s standing as they left the start with a shattering roar. Shepherd took an easy lead and gradually increased it over Williamson, with Adams way back in third place. But on the last lap, to prove that history repeats itself, Shepherd went straight on at Kidney Bend and retired with engine troubles at exactly the same place as he retired during the August Bank Holiday meeting, which also occurred on the last lap.

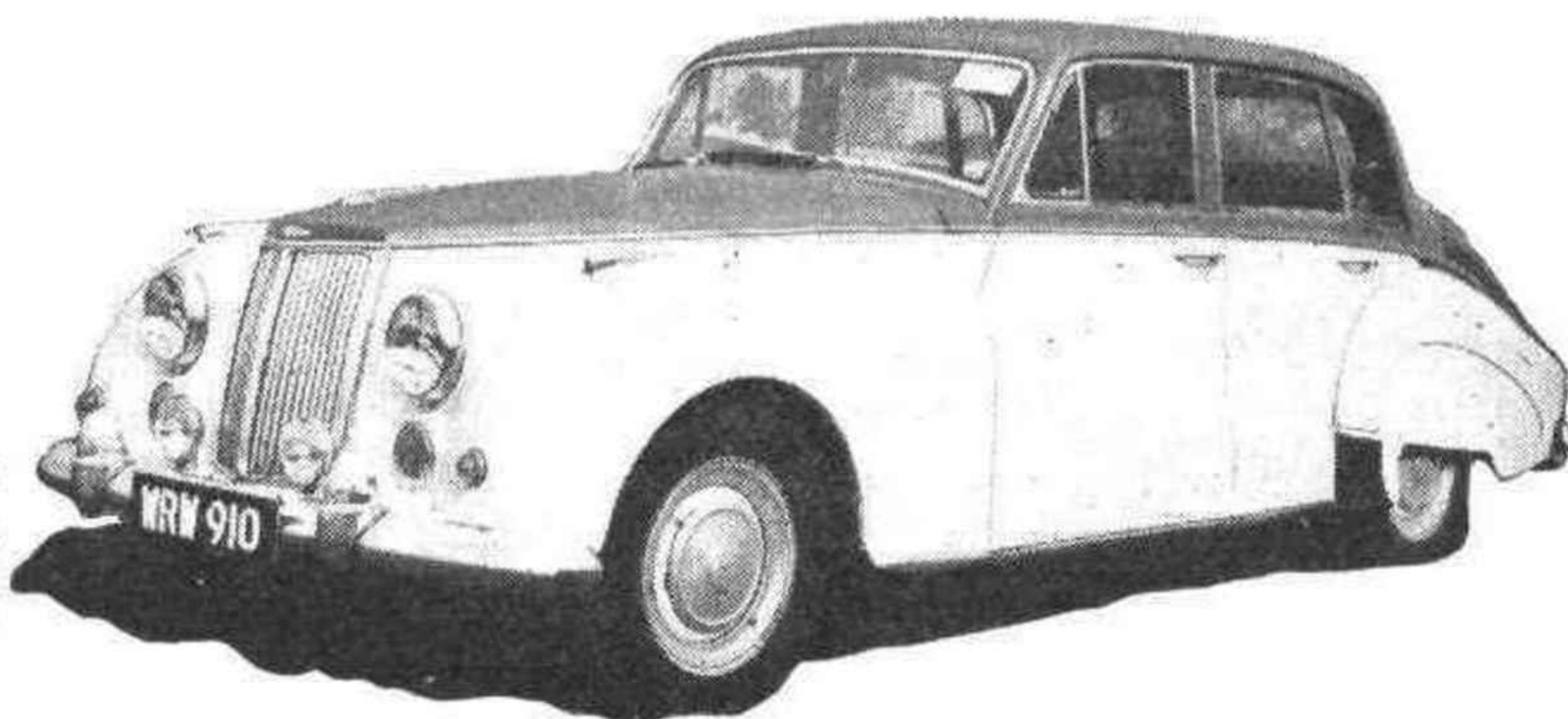
Chris Bristow was the central figure in another incident on lap one of the Farningham Trophy for over-1,100-c.c. sports cars. The front row of the grid consisted of Graham Hill (2½-litre Lotus), Innes Ireland (1½-litre Lotus), Chris Bristow (2-litre Cooper Monaco) and David Piper (2-litre Lotus). Bristow was first away and just led David Piper at Bottom Bend but as the tail of the Cooper swung outwards Piper just touched it and the Cooper spun round. Piper and those immediately following managed to avoid the spinning car but as it travelled backwards towards the inside bank it struck Innes Ireland's Lotus amidships, damaging it badly and temporarily stunning the driver. Bristow leapt from his car and dashed to Ireland's aid, leaving the Cooper in the centre of the track. The marshals rushed to remove the Cooper but it was jammed in gear and the body was fouling the wheels, so as the cars came round for their second lap they had to leave it where it was, although the flag marshal had succeeded in slowing the field with the yellow flag. Piper held his lead for four laps before Hill overhauled him and went on to an unhurried win. Alan Stacey held a comfortable third place from Jim Clark, who did wonders with the cumbersome "old-type" Lister-Jaguar to take fourth place.

The Rochester Trophy was yet another win for the Lola team, honours going to Peter Gammon this time. Graham Hill stuck close to Gammon and Ashdown for several laps but gradually dropped back, although the Lotus Seventeen seems to be handling better now. Ashdown took to the grass at Kidney on lap nine, letting Gammon and Hill past, but by lap fourteen he had re-taken Hill and gained second place quite easily. Ashdown equalled his own class record during the chase.

The long day's racing (which started at 11.30 a.m. with a regularity run for veterans and finished at 7.30 p.m.) was made up with two 21-lap races for the Autosport World Cup between Britain and Holland. Since Holland had won by 66 points to 14 at Zandvoort the British team faced an almost impossible task, although the Lotus Elites of Jim Clark, Graham Warner and John Whitmore led the race quite easily until Whitmore's car came to rest with parts of the transmission having parted company from the plastic body. W. Poll drove well in both races for Holland in his Porsche 1600S and proved to be the fly in the ointment as far as a British win was concerned. These two races suffered from a small field and too many laps, and most of the crowd had departed when the second race came to a conclusion.—M. L. T.

The Armstrong Siddeley Star Sapphire

*A Gentleman's Motor Carriage which is
Extremely Easy to Drive Yet Exceeds
100 m.p.h., with the Security of Girling
Disc Brakes.*



B RITAIN still manufactures high-class beautifully-appointed luxury cars which have no equal anywhere in the World. Such a car is the Armstrong Siddeley Star Sapphire which was introduced at the time of the last London Motor Show. This 100 m.p.h. gentleman's carriage has many interesting and commendable features, such as a 4-litre six-cylinder "over-square" engine with inclined o.h. valves operated, not by an overhead camshaft but by different length push-rods and rockers, fully automatic gearbox with an ingenious form of "hold" selector, Girling disc brakes on the front wheels and a separate heating and ventilating system for the rear compartment which includes rear-window de-misting. These aspects of the impressive Star Sapphire are apparent when examining the car but only road experience brings out the ease with which this large, powerful car can be driven. Such ease of handling transcends the control afforded by two-pedal control and disc braking and stems from excellent forward visibility over a low-set steering wheel and the feeling that this isn't such a wide vehicle as some other V.I.P. carriages.

In fact, although there is accommodation for six persons in great comfort in this newest Armstrong Siddeley, the Star Sapphire does not spread itself as do other cars in the same category. The four-door body is relatively close-coupled and there is scarcely any parcel storage between back seat and rear window. Thus there is just a flavour of the sports saloon about this dignified motor car that stems, perhaps, from its great forebear, the Siddeley Special. However, this Star Sapphire makes little concession to modernity, with normal windscreen, long bonnet which masks the near-side wing, thick screen pillars, and a rear window which makes no pretence at wrap-around. Indeed, while slaking our thirst in the bar of a remote country inn at Tangley we were amused to find, on catching sight through the open door of just the vee-radiator grille and bonnet of the modern Armstrong Siddeley in the car park outside, that it reminded us irresistibly of the original Thirty of forty years earlier.

It is the slimness of the front of the car and the view from a driving seat set up like a club armchair, rather than a wide field of vision which would necessitate a brief bonnet and thin screen pillars, that makes a driver feel at home in the Star Sapphire even in heavy traffic. He is also greatly reassured by the smooth functioning of the Borg Warner automatic transmission, the finger-light Burman power steering and the Girling disc brake security, the brakes being vacuum-servo assisted.

The deep hurr walnut fascia contains a huge non-lockable cubby hole, a recessed central switch panel, and three dials before the driver, the last-named consisting of a Smith's 120 m.p.h. speedometer with trip and total mileometers, an extremely accurate clock and a four-in-one dial dealing with oil-pressure, amps, water temperature and fuel contents. A stalk on the right of the steering column controls the flashers, this being the sort with indicator light at its extremity, rather crude for a car of this class. Radio and heater controls for the front compartment are below the central panel. There are nine neat but confusing switches, three of which have pendant finger grips. These latter control the two-speed heater fan, two-speed wipers and lamps, the remainder looking after panel and map-reading lights, petrol reserve, starter and fog and spot lamps. The ignition key is separate from the starter button. A cigar-lighter is provided. Three warning lights to the right of the driver on the fascia warn of full lamps beam, no dynamo charge, and choke control in use. These are flanked by the washers button. The choke control is in the form of a lever sliding across a quadrant. A scuttle ventilator is fitted and the control for the notable separate rear-compartment heating, ventilation and de-misting consists of a knob on the r.h. door pillar.

The gear lever is cranked up to the left of the steering column to give the usual R, L, D, N and P control over Mr. Borg Warner's automation. This lettered quadrant is illuminated permanently when the car is in use, which is excellent in daytime but a bit dazzling after dark.

Instead of a kick-switch or selector lever for obtaining a hold over second gear, the Star Sapphire has its own unique system. An upright quadrant to the left of the speedometer has a lever which can be set to 20, 30, 40, 50 or 65 m.p.h., second gear being held until the selected speed is reached. This is a pleasing idea, but in practice it is likely that while auntie will leave the thing at "20" and the press-on driver will have it permanently at "65," intermediate positions will seldom be used. Indeed, the big 165 b.h.p. 4-litre engine of this Armstrong Siddeley does most of its work in the 3.77 to 1 top gear and although accelerator kick-down control of the gearbox is also provided the action is comparatively stiff, encouraging this effortless top gear motoring.

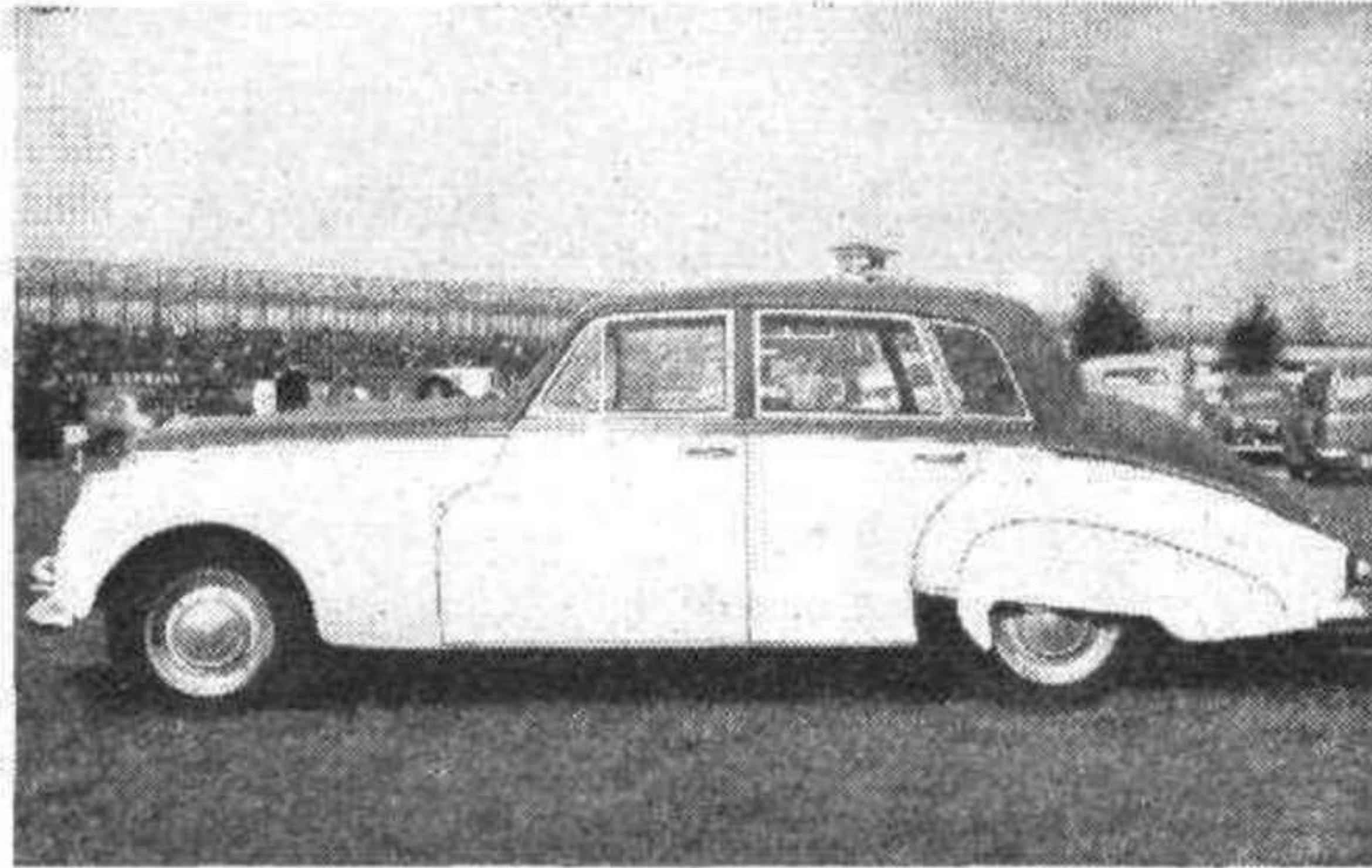
Without interference, upward changes happen at 37 and 63 m.p.h. and thereafter the Star Sapphire will accelerate to fractionally over 100 m.p.h. under ideal conditions. Acceleration is not as brisk as that of some other luxury cars but is adequate.

The Star Sapphire is luxuriously equipped, both front doors having adjustable arm-rests and deep pockets with spring-loaded lids. The front seats are in the form of separate arm-chairs, the passenger's being wider than the driver's so that, with the central arm-rest retracted, three can be carried abreast. The back seat has a very high back and central arm-rest, and the rear quarter-lights open. The doors shut nicely and have effective "keeps," high-quality leather upholstery is used, and there are vestigial running-boards. The back of the front seat squabs contains two spring-loaded pockets and a central ash-tray and the aged are assisted in rising from the back seat by metal grabs on the door pillars. Swivel ashtrays are found in the front-doors and the cubby-hole lid is lined with Formica to provide a small picnic table.

As the car is rather close-coupled the bases of the front seats are cut away to give foot room to back-seat passengers but they are still limited in respect of head space and top hats would have to be removed. There is an interior light operated by opening the doors or using its switch on the off-side pillar. Good carpets enhance the comfort of the occupants. Push-button exterior door handles are used and Triplex toughened glass is fitted to screen and windows. The bonnet naturally terminates in the famous Sphinx mascot. The steering wheel is of small diameter, set low, and in the roof are recessed rigid anti-dazzle vizors, with mirror for the passenger. A good wide rear-view mirror is provided. The front-door window handles take two turns to fully lower the glass, the rear handles likewise. The front quarter-windows are devoid of rain gutters or thief-proof catches.

The test car was in an odd colour combination which drew crude comments from some of our acquaintances. There were Lucas 490 side lamps with tell tales visible to the driver and Lucas spot and fog lamps.

On the road this Armstrong Siddeley Star Sapphire saloon is impressively quiet, its big engine inaudible when idling. The suspension is fairly supple, promoting some up-and-down motion and roll when cornering fast, the latter slightly spoiling the accuracy of the steering. Generally, however, this big car gets round corners satisfactorily but we were disappointed to hear too much protest from the Dunlop Gold Seal tubeless tyres when cornering, even slowly, or braking. This problem was worrying the Armstrong Siddeley directors last October but apparently Dunlop failed to find a solution.



THIS FULL SIDE VIEW of the Star Sapphire emphasises that, in spite of high performance and modern amenities, this fine car retains traditional Armstrong Siddeley appearance.

The servo-assisted Girling front disc brakes call for a mere caress to pull the car up from cruising speed, and the action is pleasantly progressive. There is very powerful retardation in reserve should an emergency intrude on the Star Sapphire's silent, purposeful progression, which enhances the driver's peace of mind. And peaceful is the key-note, inspired by the comfort, luxury appointments, automatic gearbox and extremely light steering. The steering wheel needs four turns, lock-to-lock and effortless control is assisted by quick castor-return action. No shocks are transmitted to the wrists, indeed this is faintly vague steering, excused by the light work it makes of parking manoeuvres.

The driving seat is very generously upholstered and supremely comfortable except for an impression that one was sitting facing slightly inwards. There is an appreciable transmission hump in the front compartment.

Driving reasonably hard, fuel consumption is rather heavy at 14.7 m.p.g. This represents a range of approximately 237 miles. A reserve supply, said to be two gallons, is brought in by a knob on the fascia but we have painful recollections of walking to a garage under a blazing sun because this supply is exhausted after only 15 miles of low-speed driving!

At night the lamps are adequate but fascia lighting is rather dull—the knob first gives fascia illumination, then pulls out further to bring on a centre flood light—a map lamp before the passenger would be

THE ARMSTRONG SIDDELEY STAR SAPPHIRE SALOON

Six cylinders, 97 by 90 mm. (3,990 c.c.). Push-rod-operated inclined overhead valves; 7.5 to 1 compression-ratio; 1,656-h.p. (145 net b.h.p.) at 4,250 r.p.m.

Gear ratios: Borg Warner fully automatic transmission with selective override. First, 8.67 to 1; second, 5.41 to 1; top, 3.77 to 1.

Tyres: 6.70 by 16 Dunlop "Gold Seal" tubeless on bolt-on steel disc wheels.

Weight: Not weighed. Maker's figure: 1 ton 15 cwt. (kerb weight).

Steering ratios: Burman power steering; four turns, lock-to-lock.

Fuel capacity: 16 gallons, including approximately a gallon in reserve (range approximately 237 miles).

Wheelbase: 9 ft. 6 in.

Track: Front, 4 ft. 9½ in.; rear, 4 ft. 9½ in.

Dimensions: 16 ft. 2 in. by 6 ft. 2 in. by 5 ft. 2 in. (high).

Price: £1,763 (£2,498 14s. 2d. inclusive of p.t.).

Makers: Bristol Siddeley Engines Ltd., Parkside, Coventry, England.

better. After 1,000 miles the dip-stick indicated far above the "full" mark. Thinking there must be a special method of wiping the stick we asked for it to be checked when the car was returned to Armstrong Siddeley's Cricklewood Service Depot. They confirmed our reading. While we do not believe that the car incorporates a hidden oil-well, owners need have little fear of heavy oil consumption!

The bonnet has to be propped open to reveal the impressive engine with its ingenious push-rod operation of o.h. valves inclined at 70 dg., twin Stromberg carburettors beneath transverse drum-type air cleaners and two three-branch exhaust manifolds. Not as attractive as the Jaguar twin-cam power unit, this is an interesting engine, the valve gear of which Humber has been pleased to crib.

The boot lid, which is lockable, rises automatically to reveal a rather shallow luggage space, the cases having to occupy a shelf over the spare wheel. Tools are carried in a drawer within the boot. The small petrol filler cap is secured by a chain and lives under a flap in the near-side back wing.

Not offering as good value for money as the Jaguar Mk. IX, less brisk and more thirsty than the Daimler Majestic, the Armstrong Siddeley Star Sapphire shines as a fine car of the old school, sober in appearance and particularly easy to drive. It is priced at £1,763, which purchase tax inflates to £2,498 14s. 2d.—W. B.

NEW LOOK FOR NATIONAL BENZOLE

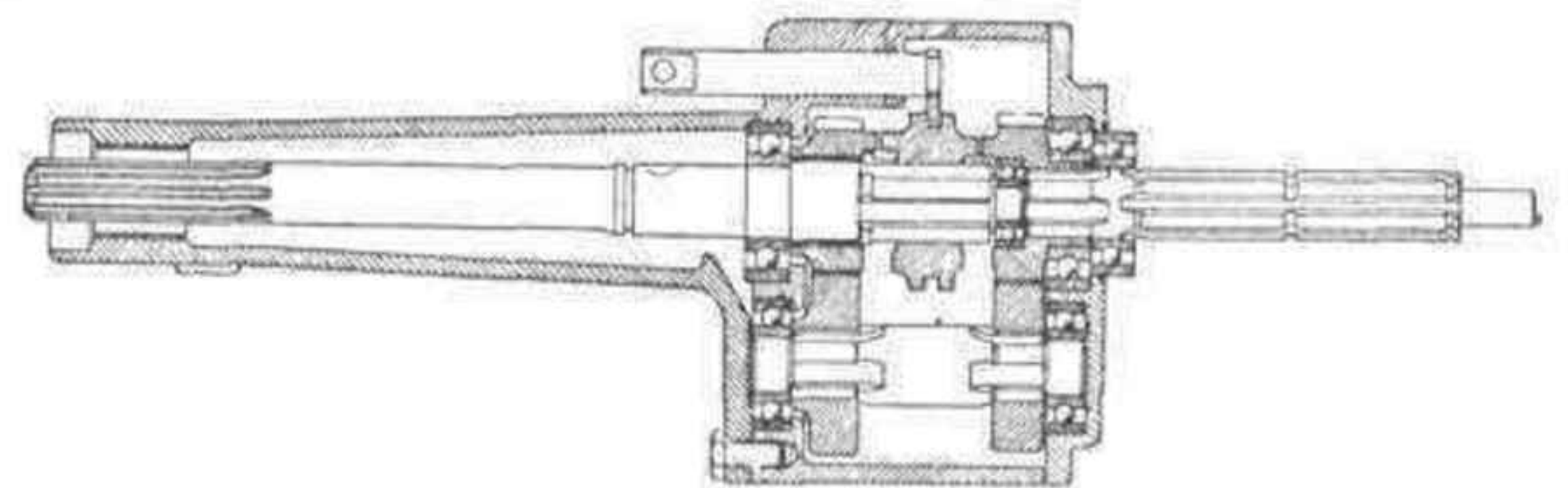
"Mr. Mercury," who for forty years has been the National Benzole symbol, now appears in a "New Look," in conjunction with re-styled solus National Benzole petrol stations. A new yellow, white and blue colour scheme has been adopted for these stations and for easy identification of Power, Derv, National Benzole and Super National pumps the diamond-shaped pump globes have been redesigned.

As appreciable users of and believers in National Benzole petrol in the past we are glad to learn of these steps which have been taken to open new, and newly-styled, National Benzole petrol stations.

The new "Mr. Mercury" has been designed by Reginald Mount and his head tops a pole tested by the National Physics Laboratory to withstand 100 m.p.h. winds. Sir Hugh Casson acted as consultant for the new colour scheme, which replaces the former chrome and black and introduces a gayer aspect into the town and countryside scene. A good example of one of the new National Benzole stations is the Pavillion Service Station in Clapham High Street, London, S.W.4.—W. B.

THE MURRAY OVERDRIVE FOR THE FORD 100E

We were recently able to test a Murray overdrive on a Ford Anglia saloon. This is a constant-mesh helical-gear overdrive with dog-clutch engagement, which can be fitted as an extension behind the gearbox of all Ford 100E models from 1954 onwards. It provides a 22.8 per cent. step-up in all three forward speeds and used in top gear gives 18 m.p.h. per 1,000 r.p.m. It improves petrol consumption on fast runs by some 5 m.p.g., lifts the maximum in middle



Sectional view of the Murray overdrive.

gear from some 40 m.p.h. to 55 m.p.h. and used as a five-speed box improves acceleration. In town use, the Murray overdrive in all gears can give 10 m.p.g. better petrol consumption and as 70 m.p.h. in overdrive top is equivalent to 57 m.p.h. in normal top, wear and tear is much reduced.

The overdrive is selected by a separate lever to the right of the normal Ford lever, which can be moved as quickly as the hand will operate and has a pleasantly positive action. The gears "fizz" somewhat, so that normal top is aurally indistinguishable from o/d top but the noise isn't excessive. The speedometer drive is applied to the rear of the unit so that it reads correctly in any gear. The step-up is not such that the car becomes intractable in o/d second or top and altogether the Ford Anglia was considerably improved by the addition of this simple and compact Murray unit.

The price is £29, carriage and crating free, there is a six month guarantee, and fitting charges at Ford agents cost from £4 to £5. Further details from the Murray Car Co., 336, Prescott Road, Aughton, near Liverpool, Lancs.

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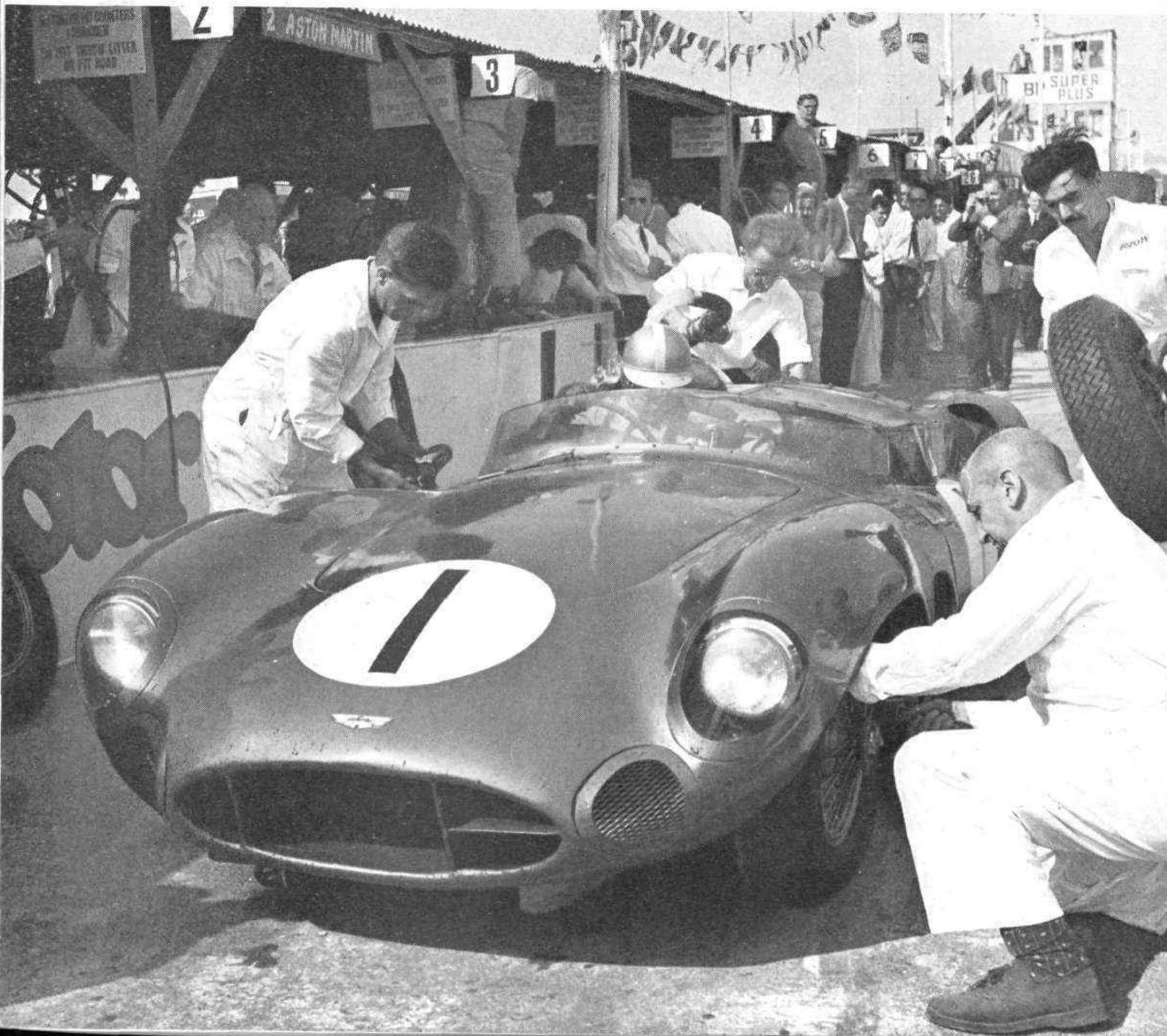
PICTORIAL

Portuguese Grand Prix

R.A.C. Tourist Trophy Goodwood

Bugatti O.C.

HOW TO START A FIRE!—This untouched MOTOR SPORT photograph shows how carelessness on someone's part started the fire which eliminated No. 1 Aston Martin from the Goodwood T.T. race when it came in for its second pit-stop while in the lead. Petrol can be seen gushing from the hose above the driver's head whilst the mechanic holding it is opening the filler cap, and before Salvadori has even begun to hoist himself from the car! The mechanic by the off-side front is attaching the air-line to operate the jacking system. The mechanic at the back is well and truly dousing the off side of the car and its driver with petrol. The near-side front wheel is about to be changed, whilst the fourth mechanic hurries in with the spare wheel.



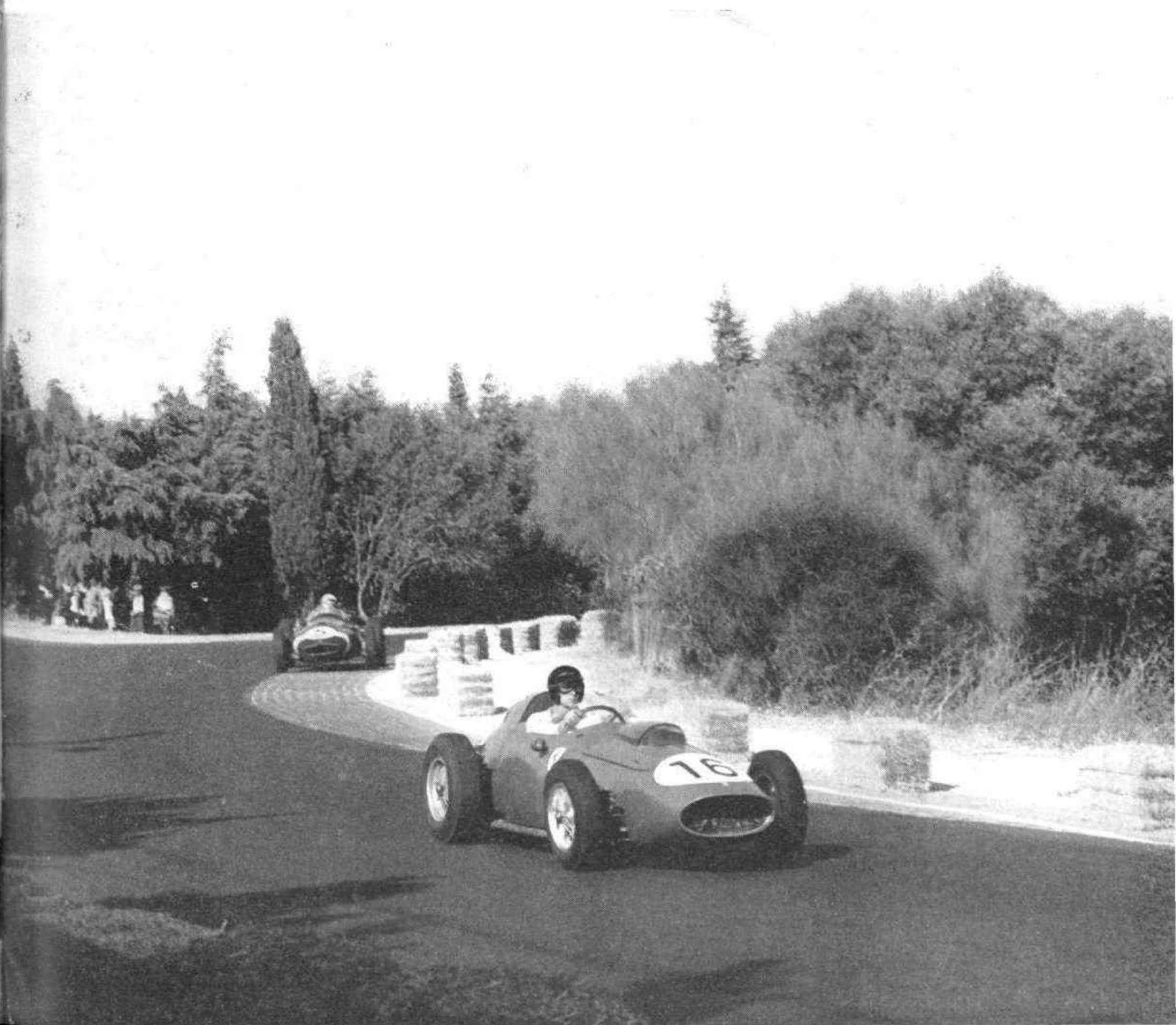
REVIEW

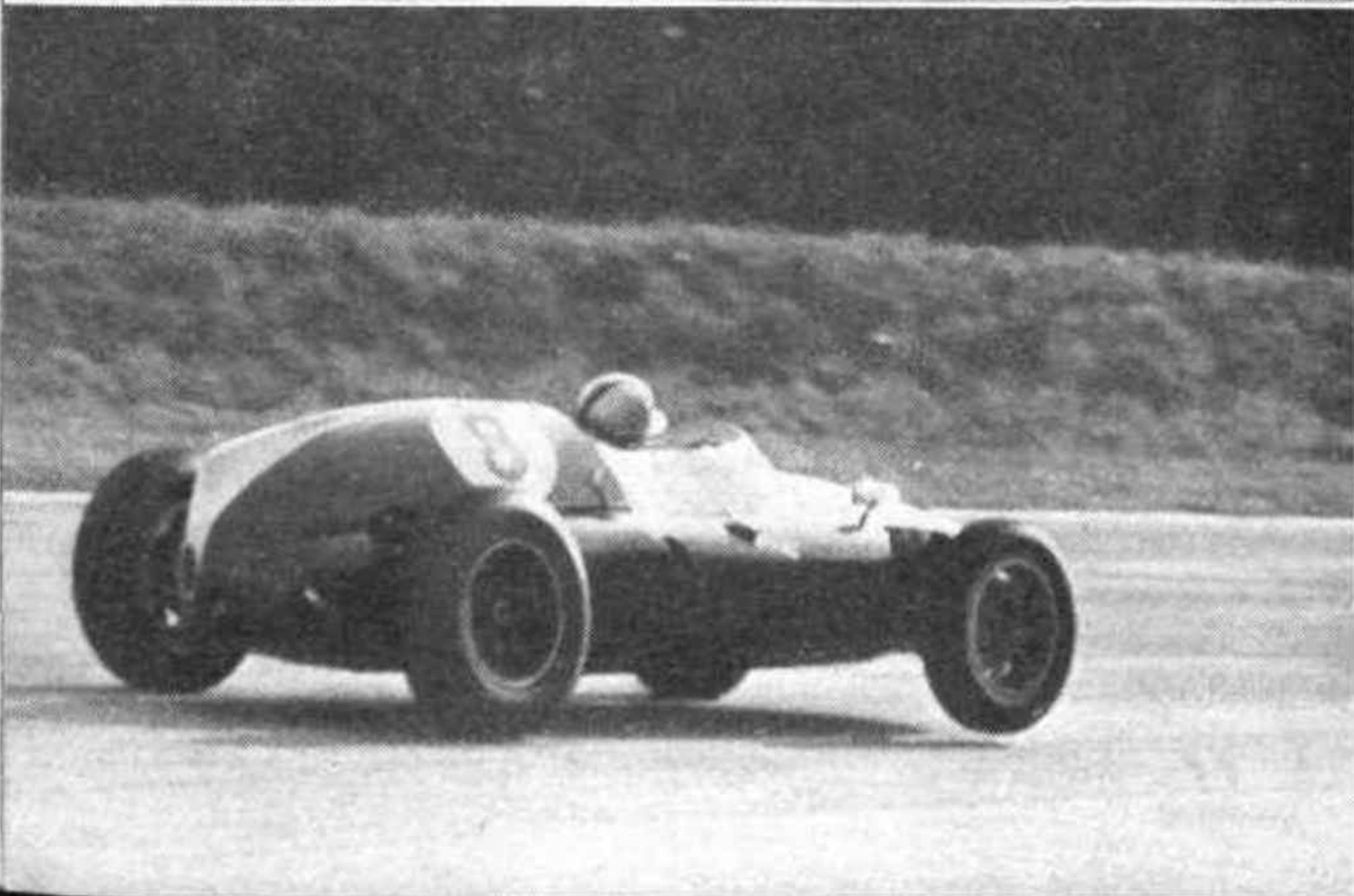
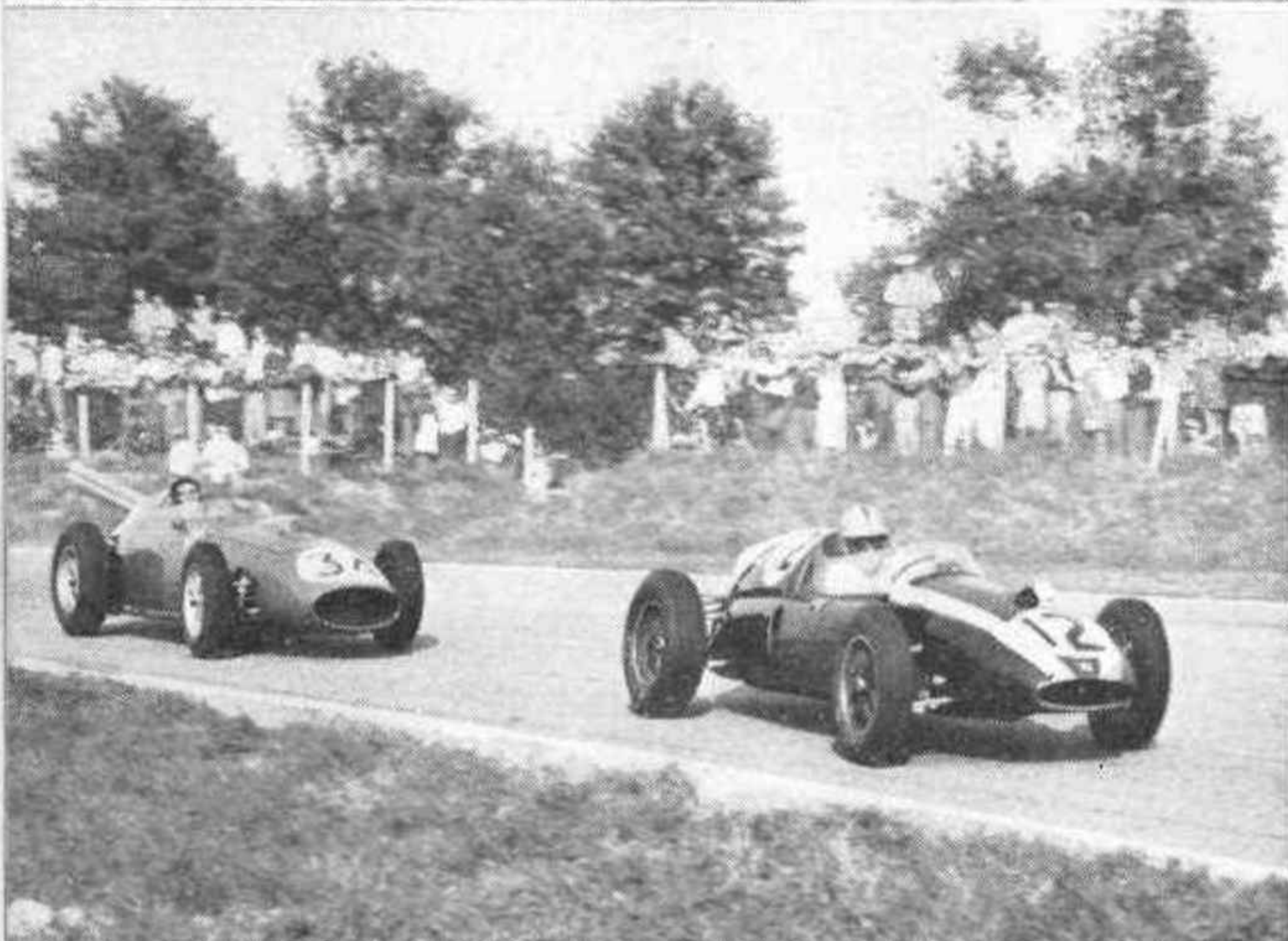
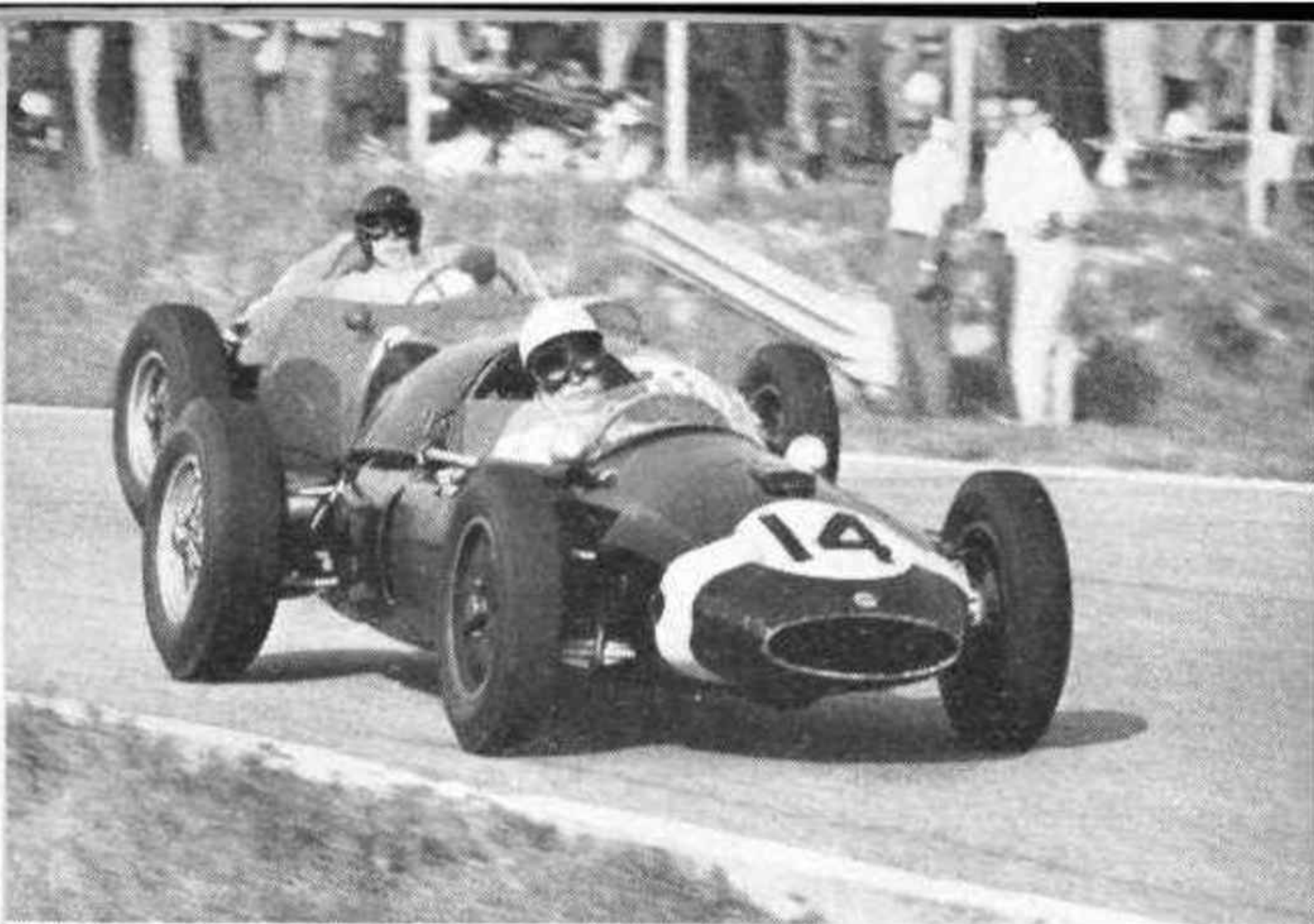
Italian Grand Prix

B.R.S.C.C. Kentish 100 Brands Hatch

Prescott

The Scuderia Ferrari were highly delighted with the performance of their "new boy," the American driver Dan Gurney, in the Portuguese Grand Prix. After making best Ferrari practice time Gurney had a long battle with Trintignant, here seen following the Ferrari out of the woods, finally beating him and finishing third. Note how the insides of the corners on the Monsanto circuit are paved with cobblestones, which made drivers very conscious of getting near the edge of the road.





GENDEBIEN GOES THROUGH THE LESMO.—
With a little more thought for team tactics the Ferrari
team could have been a lot better placed.

GURNEY CHALLENGES Moss in the first-half of the Italian G.P. Although he never got past Moss, the fact that he was breathing down his neck for lap after lap kept Stirling on his toes.

BRABHAM takes it quietly as Allison catches him up and passes him, for the Australian is content to wait until the Ferraris change tyres, which will put him back in second or third position.

OUTCLASSED.—The Aston Martins were hopelessly outclassed at the Italian G.P. Salvadori, who tried very hard, was lying in eighth place when he was forced to retire with engine trouble.

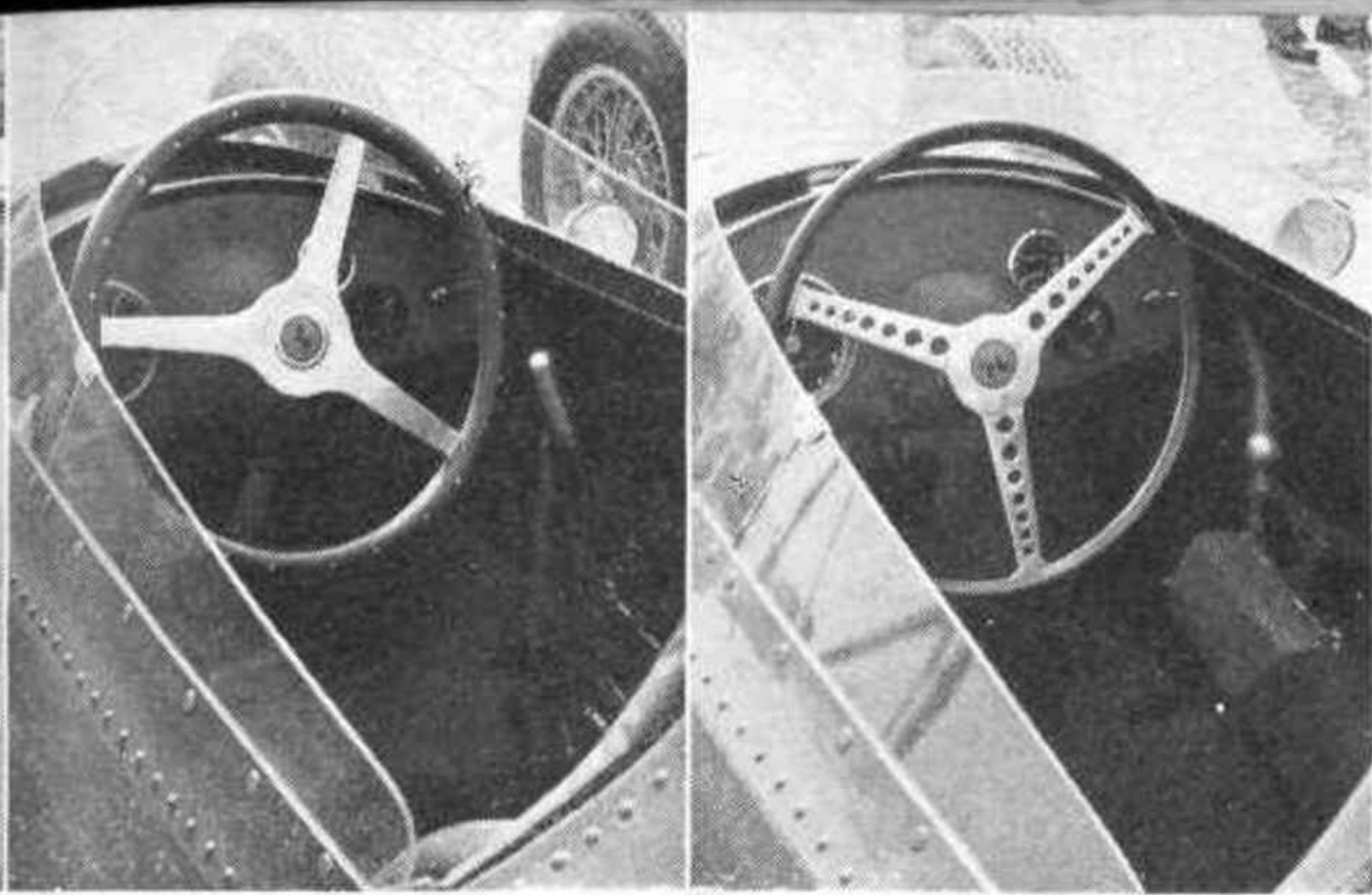
THREE-WHEEL RACE.—The Coopers were all taking the south curve on three wheels, as is demonstrated by Bruce McLaren. This from the most successful G.P. cars for 1959 indicates a defect in design, which could be expected in the "also-rans" but not in the champion car.



FIRST FOR A MOMENT.—Stirling Moss leading in a quiet manner, to try and conserve his tyres, but to keep the lead he was driven at the limit.

FABULOUS SPRINT CAR.—John Broad drives the 250 G.T. V.12 Ferrari, bought from the late Mike Hawthorn at the last Earls Court Show, up Prescott—smoothly, quietly, but not very quickly, in spite of its 240 b.h.p.



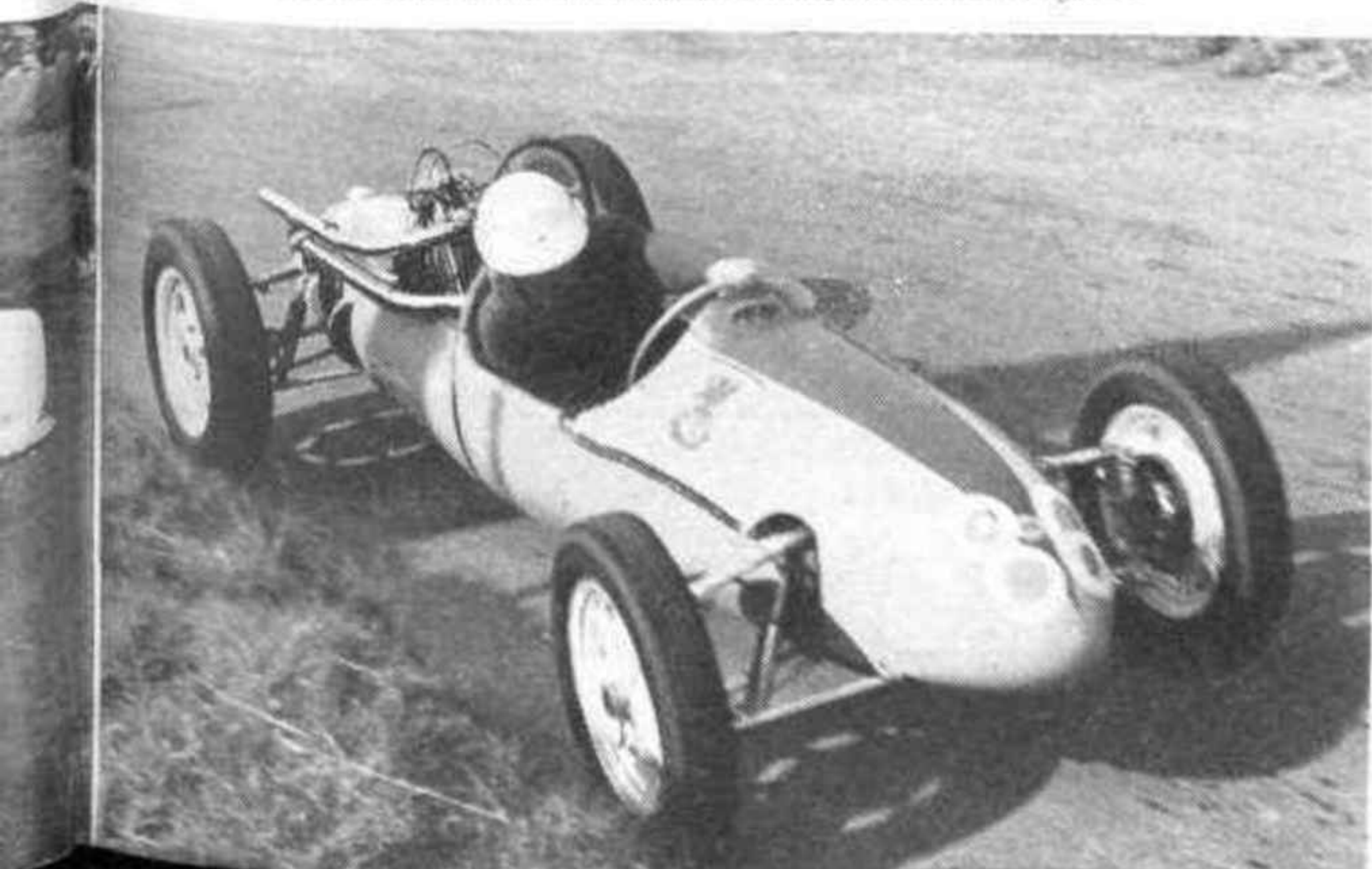


ON THE RIGHT is a normal conventional Ferrari cockpit, but on the left is the cockpit of the large American Dan Gurney. Note the increased height of the screen, large, almost lorry type steering wheel and the huge knob on the gearlever.



Hill through the South turn. Moss drove the whole race in a very up with him and for most of the opening laps ahead of him, the Ferrari t, which meant a tyre change at half way.

FASTEST TIME OF THE DAY of the Bugatti O.C. National Open Speed Hill-Climb on September 13th was made, not unexpectedly, by Boshier-Jones in his Cooper 1,100 in 41.18 sec. He has already captured the R.A.C. Hill-Climb Championship for another year.

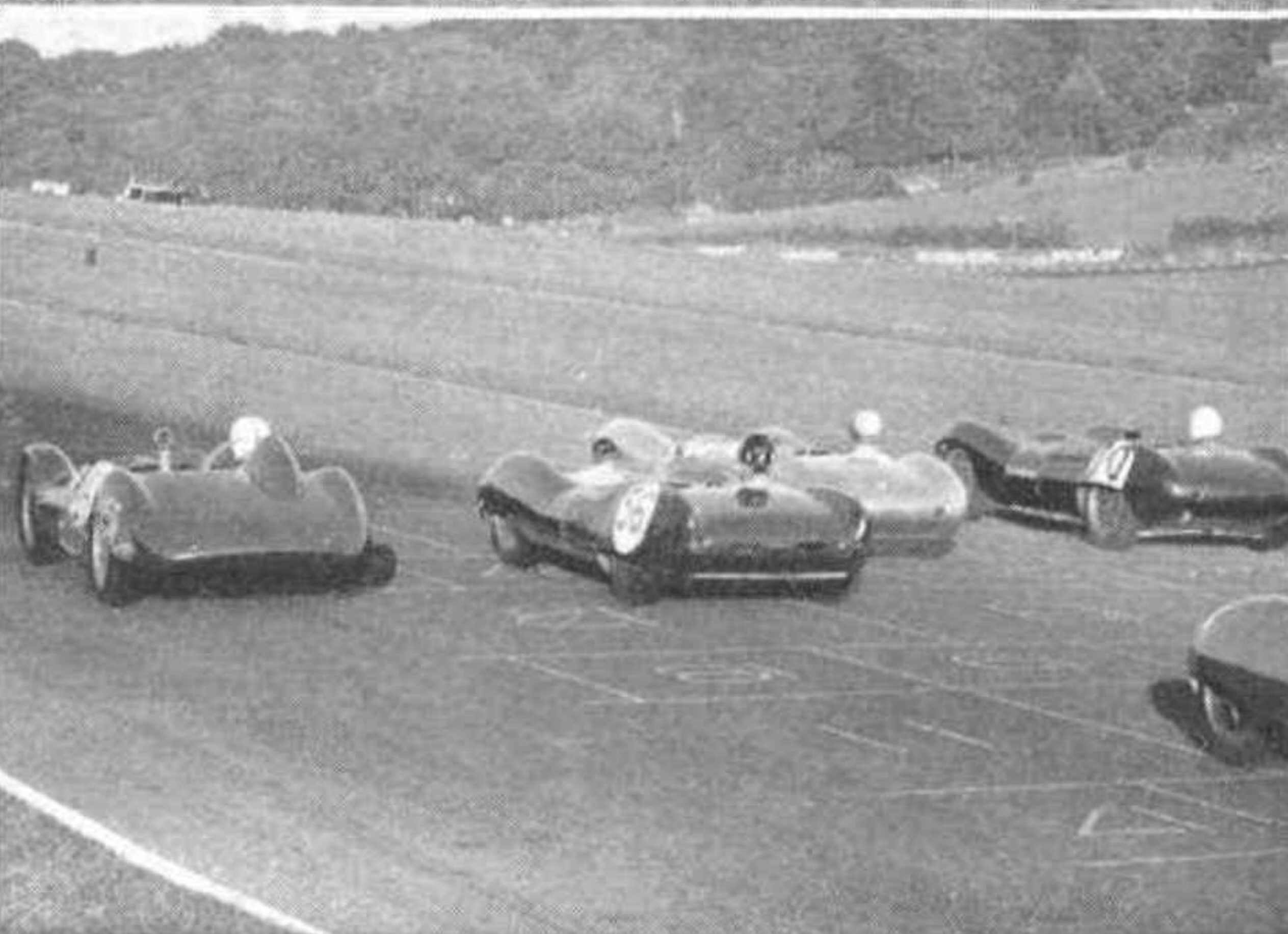
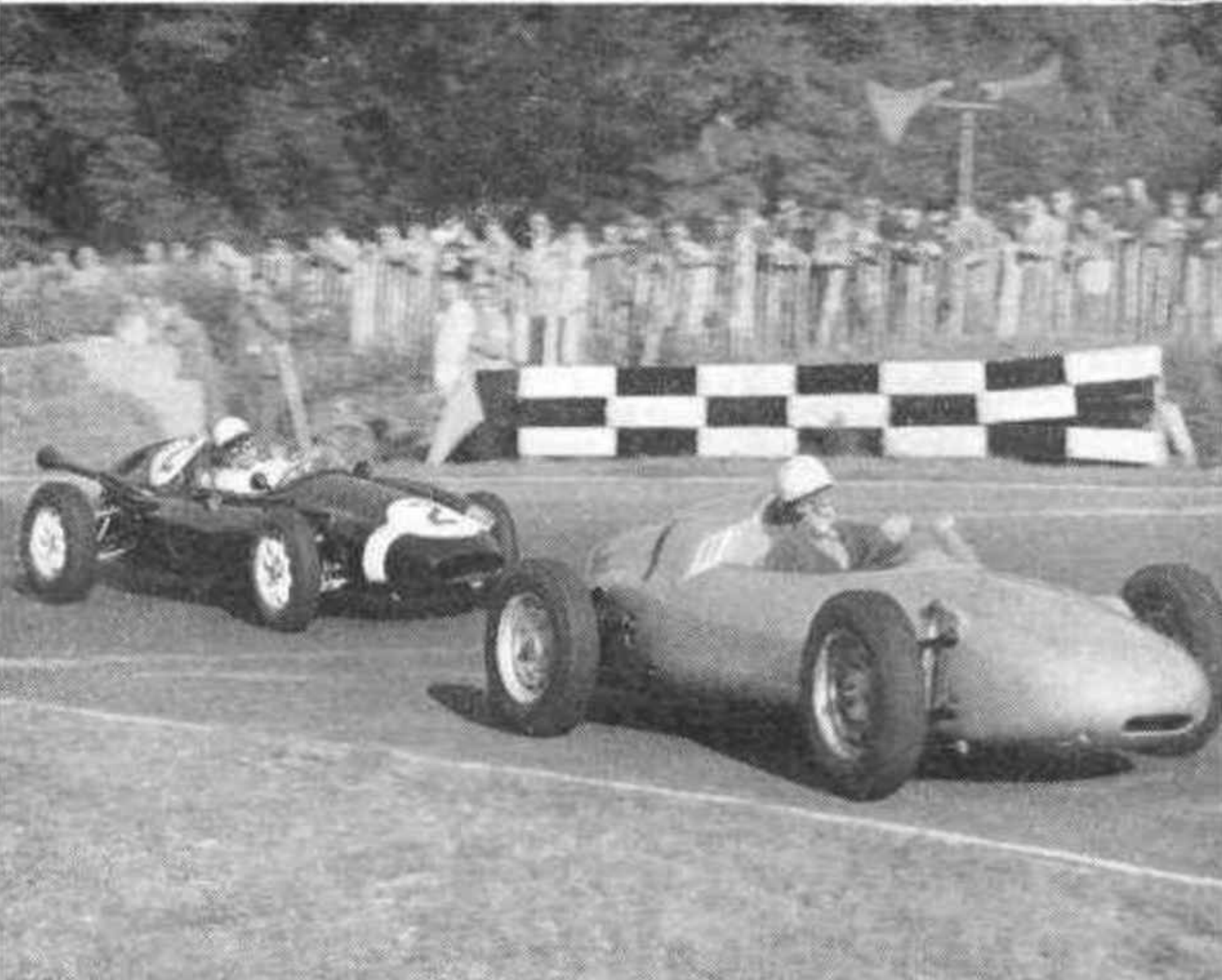
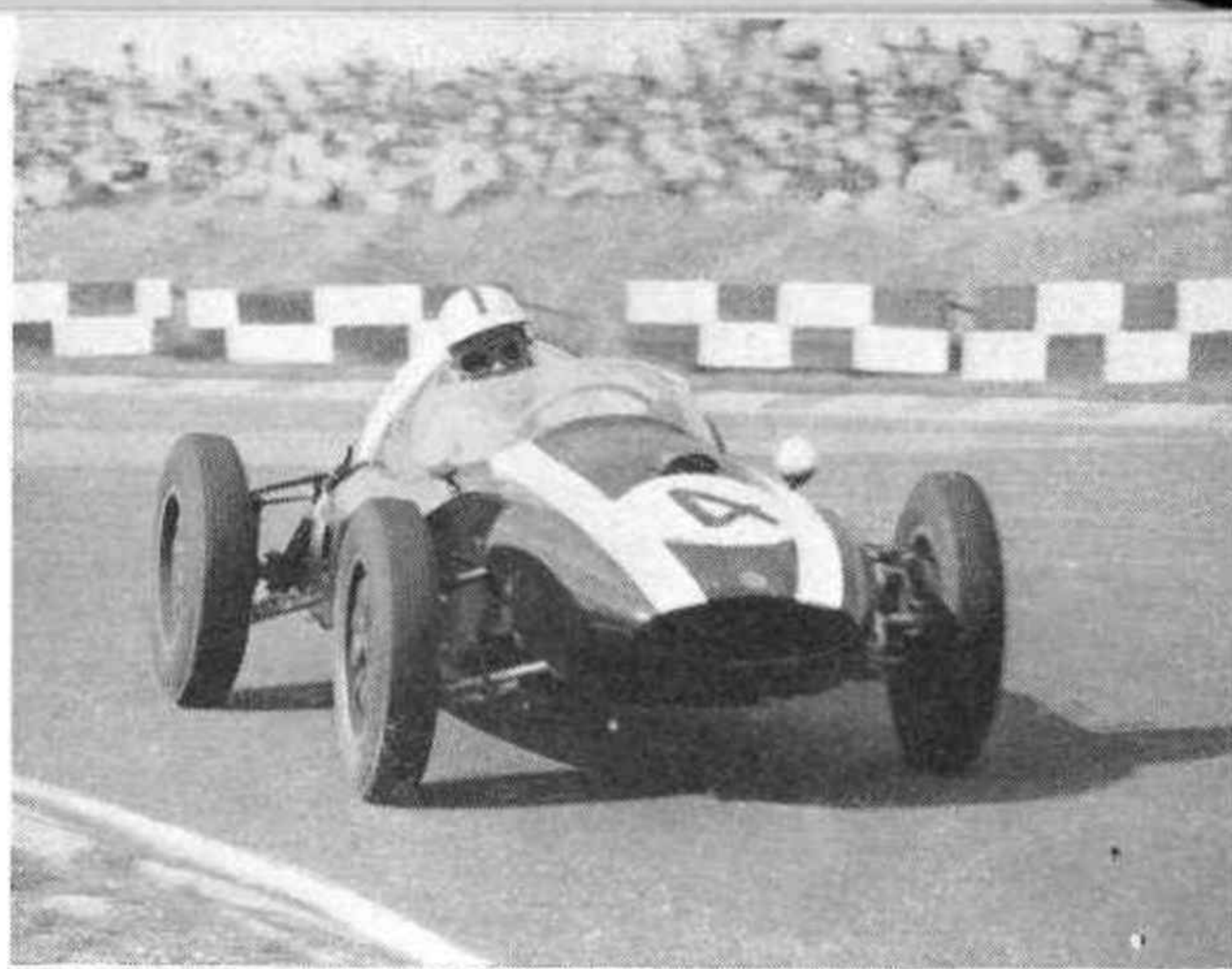


UNCATCHABLE—In the two-part Kentish "100" Trophy race at Brands Hatch, Jack Brabham was on top form in spite of his accident at the Portuguese G.P. the previous week. He won both parts of the Trophy with Graham Hill's Lotus taking second place in both parts.

AHEAD AGAIN—In part two of the Kentish "100" Trophy Brabham already has several yards lead over Moss at Bottom Bend on lap one. Behind Moss are McLaren, Gregory and Graham Hill.

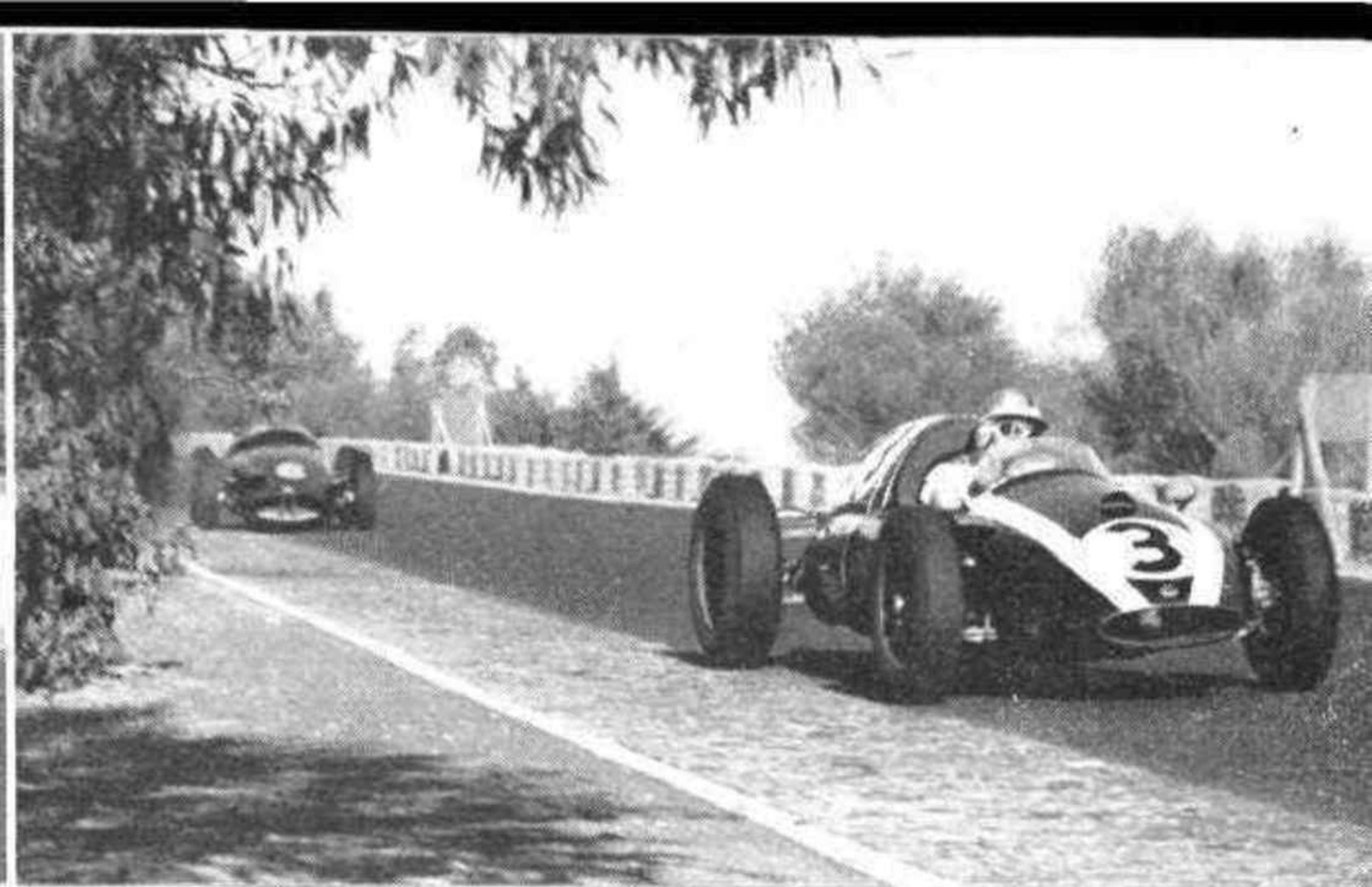
MOVE OVER JO!—Joakim Bonnier drove well in the single-seater Porsche at Brands Hatch and in part two of the Kentish "100" race Moss had a great deal of difficulty in passing him. Soon afterwards Bonnier repassed Moss who was unable to retaliate owing to a misfiring engine.

LOLA LEADS—At the start of the Rochester Trophy for 1,100-c.c. sports cars Peter Ashdown's Lola is on the inside next to Gammon's similar car while Graham Hill (Lotus Seventeen) and rising star Mike McKee (Elva V) are on the outside. Gammon won after Ashdown left the track at Kidney.





FLOCKHART (B.R.M.) drove a very good race in the Portuguese Grand Prix and in this photograph he is seen about to be lapped by the winner Stirling Moss (Cooper). This was no disgrace as even the second place man was lapped by the winner.



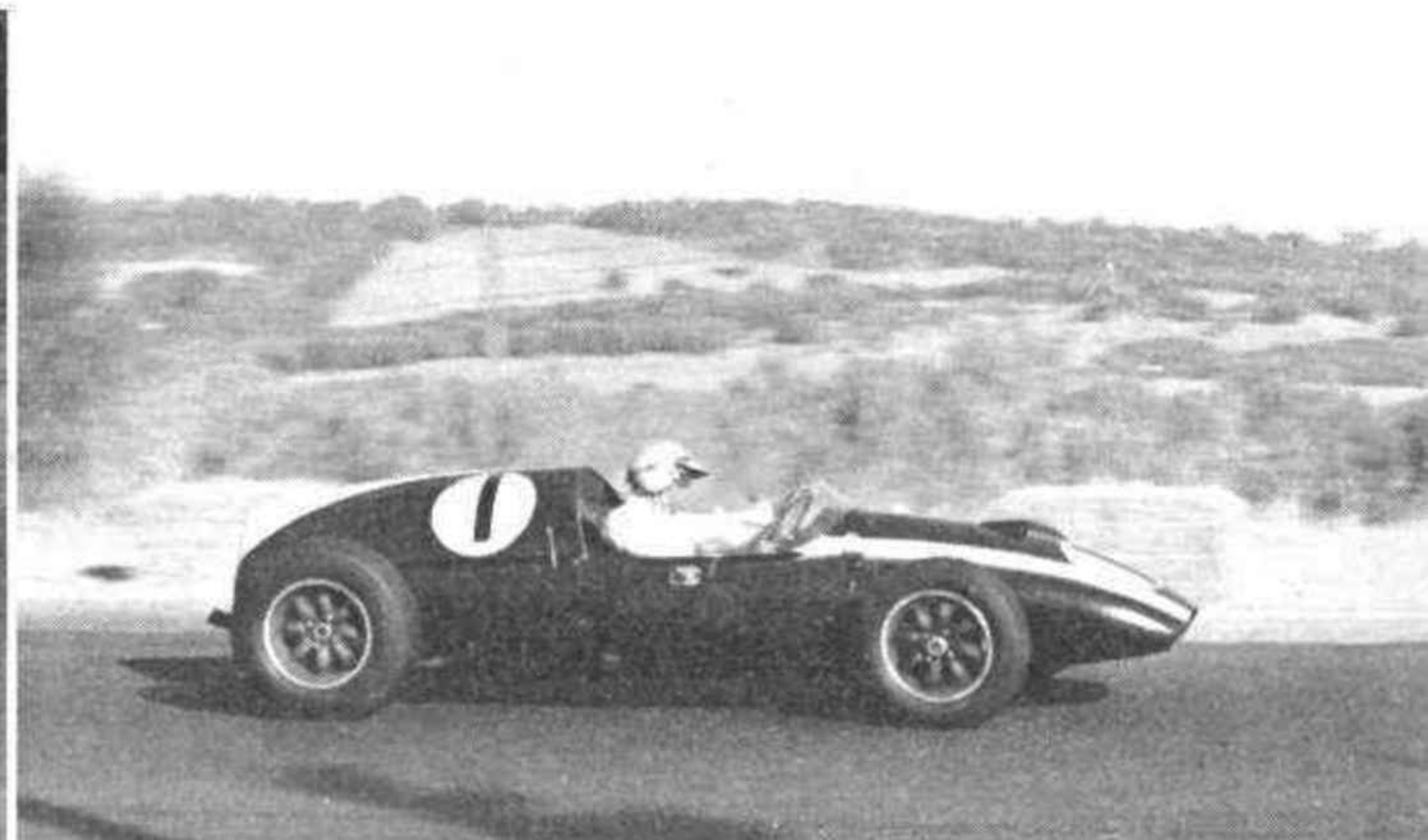
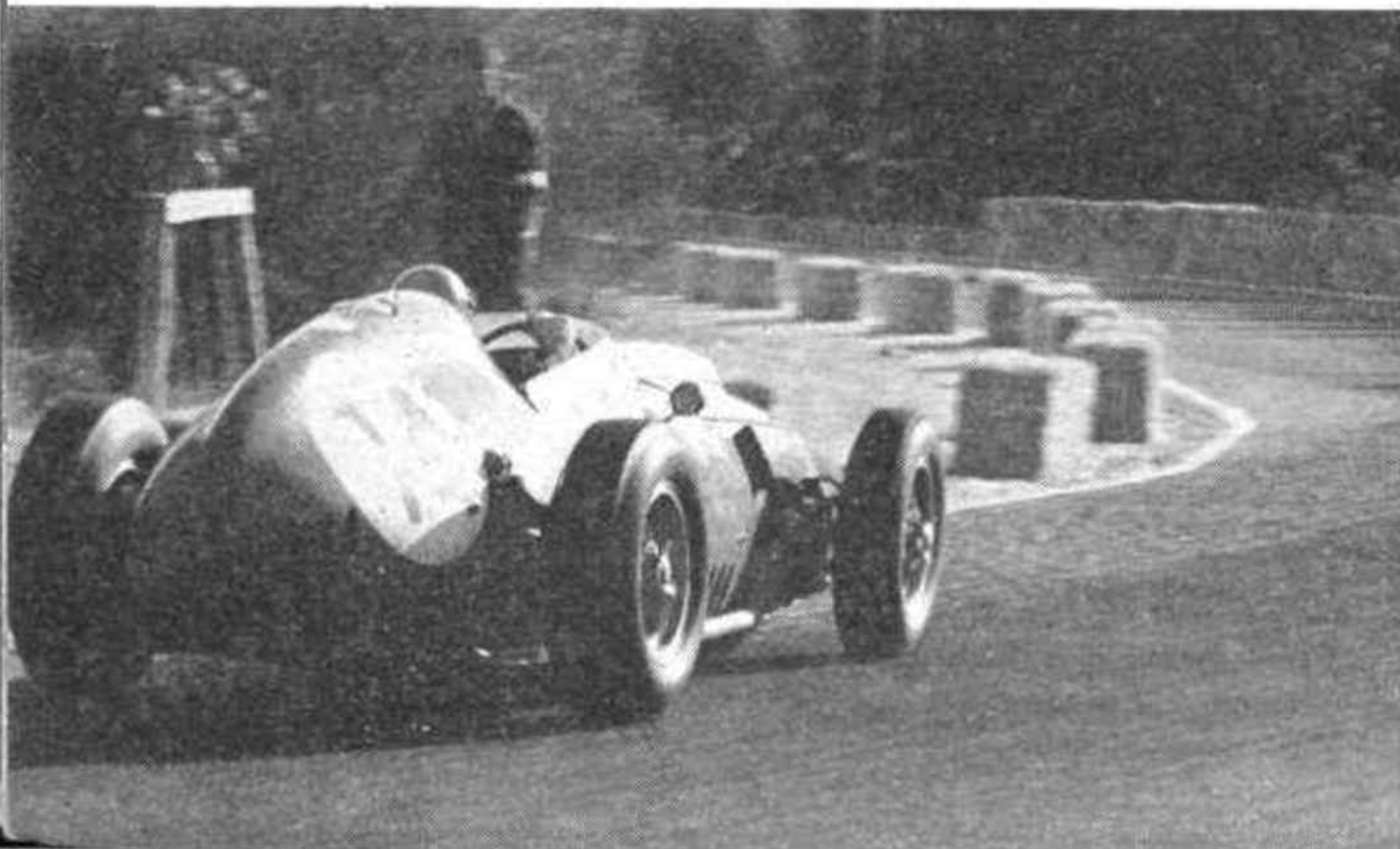
THE DRIVING of Bruce McLaren improves steadily and consistently taking all types of circuits in his stride. His driving in the Portuguese Grand Prix was extremely neat and tidy until he was forced out with transmission trouble. He is seen here having just lapped Schell's B.R.M.



THIS BEAUTIFUL light and shade study of Brooks understeering into a left-hand corner during the Portuguese Grand Prix shows that the Ferrari driver was not hanging about, but even so was completely left behind in the race.

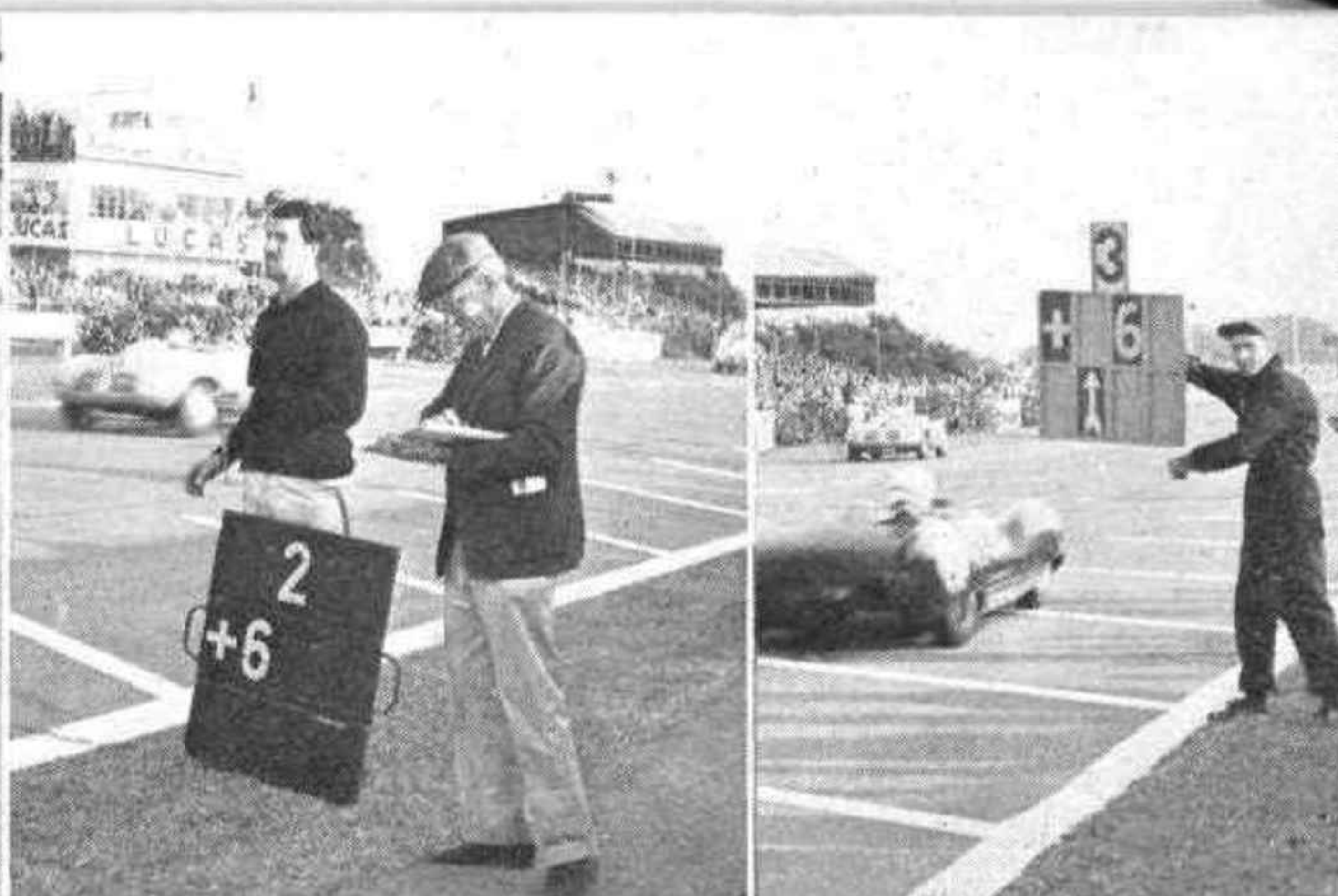
TRINTIGNANT THOROUGHLY ENJOYED the Portuguese Grand Prix, the old-fashioned racing circuit reminding him of the days of real Grand Prix racing when it was also known as road-racing. It called for precise accurate driving and a respect for the small details of the circuit such as changes of surface, camber, bumps and double curves. After a long battle with Gurney he had to give him best when he became overcome by the heat and had to stop for a "shower-bath" at the pits.

THE PORTUGUESE GRAND PRIX was held on the picturesque Monsanto circuit near Lisbon and this view shows Brabham in the works Cooper speeding downhill towards the pits corner. After lying a firm second the Australian had a lucky escape when he crashed.





LOLA SUPERIORITY in the 1,100 c.c. class was again convincingly demonstrated in the T.T., in which three Lolas started and all finished, gaining them the S.M.M.T. Team Award. Here is the Ashdown/Ross car which led the team cutting close in at Woodcote Corner.



BROOKS CONFUSED.—On the right is the Ferrari pit-signal which Tony Brooks said he took to mean that he was six seconds ahead of Trips' Porsche; on the left Bonnier signalling to his co-driver that he is second six seconds ahead of Brooks. Obviously both cannot be right but surely the arrow should have told Brooks he must hurry—he only did so when he saw Trips ahead of him too late!

THE SUBSEQUENT FIRE nearly cost Salvadori his life and but for the efficient work of the Goodwood Estate Firemen would have stopped the race. The mechanics have fled, leaving the spare wheel to be destroyed with the car. The flames were fed by the upsetting of the fuel tank in the pit and finally destroyed Aron's stock of spare tyres.



DRIVEN WITH GREAT VERVE in the T.T. by the up-and-coming (in fact he's here!) Dan Gurney, No. 9 Ferrari wouldn't play for Brooks, who suspected it of steering trouble.

A SPLENDID PERFORMANCE.—The 1,587 c.c. Porsche which was driven by von Trips and Bonnier into second place in the T.T. behind the victorious 3-litre Aston Martin.



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RUMBLINGS

The organisers of the 1960 Coronation Safari, now rechristened the Eighth East African Safari, to be run on April 15-18th, have decided to alter the method of classification of entries. This step has been taken with some reluctance, but it has been considered necessary in view of the international status of the event, and their desire for it to be considered as qualifying for the World Rally Championship.

THE 1960 CORONATION SAFARI

Entries for the Safari have now been divided into two separate categories:

- (1) Normal Series Production Touring Cars.
- (2) Normal and Improved Series Production Grand Touring Cars.

Classification will be by engine capacity, the Normal Series Production Touring Cars to be classed as detailed below:

- Class A: Below or equal to 750 c.c.
- Class B: Above 750 c.c. and below or equal to 1,000 c.c.
- Class C: Above 1,000 c.c. and below or equal to 1,300 c.c.
- Class D: Above 1,300 c.c. and below or equal to 2,000 c.c.
- Class E: Above 2,000 c.c.

Grand Touring Cars may be of any capacity.

The latter will be eligible for certain trophies but not for the outright winner of the Safari nor for cash prizes. There will be great interest, however, to see what these cars can do in competition with the Normal Series Production Touring Cars.

In previous years the entries have been classified according to price range, a method unique in international rallies. Whilst this has been abandoned, it is the intention to preserve continuity and the original character of the event by quoting the Nairobi prices in the programme for the benefit of the East African public. The route of the Safari and the control procedure will remain essentially the same as in 1959, although it has been found necessary to increase entry fees from £20 to £40 per car.

In order to simplify their production programme Rovers have dropped the "60," "75," "90," and "105" models and replaced them with the "80" and the "100," which have the merit of looking like Rovers, whereas the 3-litre is a complete breakaway from the traditional outline of these famous luxury cars. These two new models retain the same basic body shell as used on last year's range, the "80" using a four-cylinder engine and the "100" a short-stroke 2.6-litre version of the six-cylinder engine used in the "3-litre."

The engine used in the "80" has a capacity of 2½-litres and is a direct development of the petrol engine used in the Land-Rover. This engine develops 77 b.h.p. at 4,250 r.p.m., using a compression-ratio of only 7 to 1, and incorporates Rover roller-type tappets. The roller which follows the cam runs in a lead tin-plated bronze shoe which in turn slides in a cast iron tappet guide. In this way high valve lifts are obtained with a minimum of wear on the cams and from our experience the tappets seem remarkably quiet.

Bringing the "80" and "100" into line with the 3-litre model, Rovers are fitting them with Girling type 18 disc brakes on the front wheels in connection with 11 by 2½ in. leading and trailing shoe drum brakes at the rear. The braking system is vacuum-servo-assisted. The other major change is that the Laycock de Normanville overdrive is fitted as standard equipment. This Rover installation operates on top gear only and is brought into use by a steering column mounted switch which can be operated without moving the hand from the wheel. The car can be returned to direct drive by a kick-down switch under the accelerator pedal.

The engine of the "100" has a bore and stroke of 77.3 by 92.075 mm., and a capacity of 2,625 c.c. It has the familiar Rover overhead-inlet valves and inclined side exhaust valves in connection with an aluminium cylinder head. The crankshaft has seven copper-lead-lined steel shell main bearings and is fitted with a harmonic vibration damper. In this short-stroke form the engine develops 104 b.h.p. at 4,750 r.p.m. and its maximum torque of 138 lb. ft. at 1,500 r.p.m.

Apart from the engine, brake and overdrive changes, the cars remain very similar to the previous models, a fact we were able to confirm in the lanes around Warwick recently. An extra leaf has been added to the rear springs and the suspension has been stiffened slightly all round making these heavy saloons surprisingly roll free. They prefer to be cornered with the power on, as the Dunlop or Avon tyres squeal somewhat if the car is cornered with a trailing throttle. The braking is much improved with the Girling discs, although the front wheels can be locked if too much pressure is applied.

These new Rovers retain their traditional silence and air of quality and the useful features such as reserve fuel tank, reversing light, adjustable front seats for height and rake as well as fore-and-aft movement, vanity mirrors, interior tool kits, gaitered rear springs, and only four chassis greasing points are retained. The prices are as follows: "80" £1,365 7s. 6d., "100" £1,538 4s. 2d., "3-litre" £1,715 5s. 10d. Automatic transmission model £1,864 0s. 10d. All these prices include purchase tax. But what a pity the economical Rover 60, a real quality car of low petrol thirst has joined the "out of production" school.

Because of the light weight of the Renault Dauphine it proved difficult in the past to find a type of suspension that was satisfactory both when the car carried a driver only, and when the car was fully laden. The difference in weight between these two conditions could be as much as 600 lb., nearly half the weight of the car. To obviate the suspension being too hard when carrying only a driver, and too soft when carrying four people and luggage, was the problem Renault engineers faced. It was necessary to find the best spring oscillation period and maintain this under all load conditions. Because the period of oscillation depends on both the flexibility of the springs and the weight of the vehicle, it was necessary to find a type of suspension in which the flexibility of the springs would decrease in inverse ratio to the increase in load. The answer was found in the "Aerostable" system.

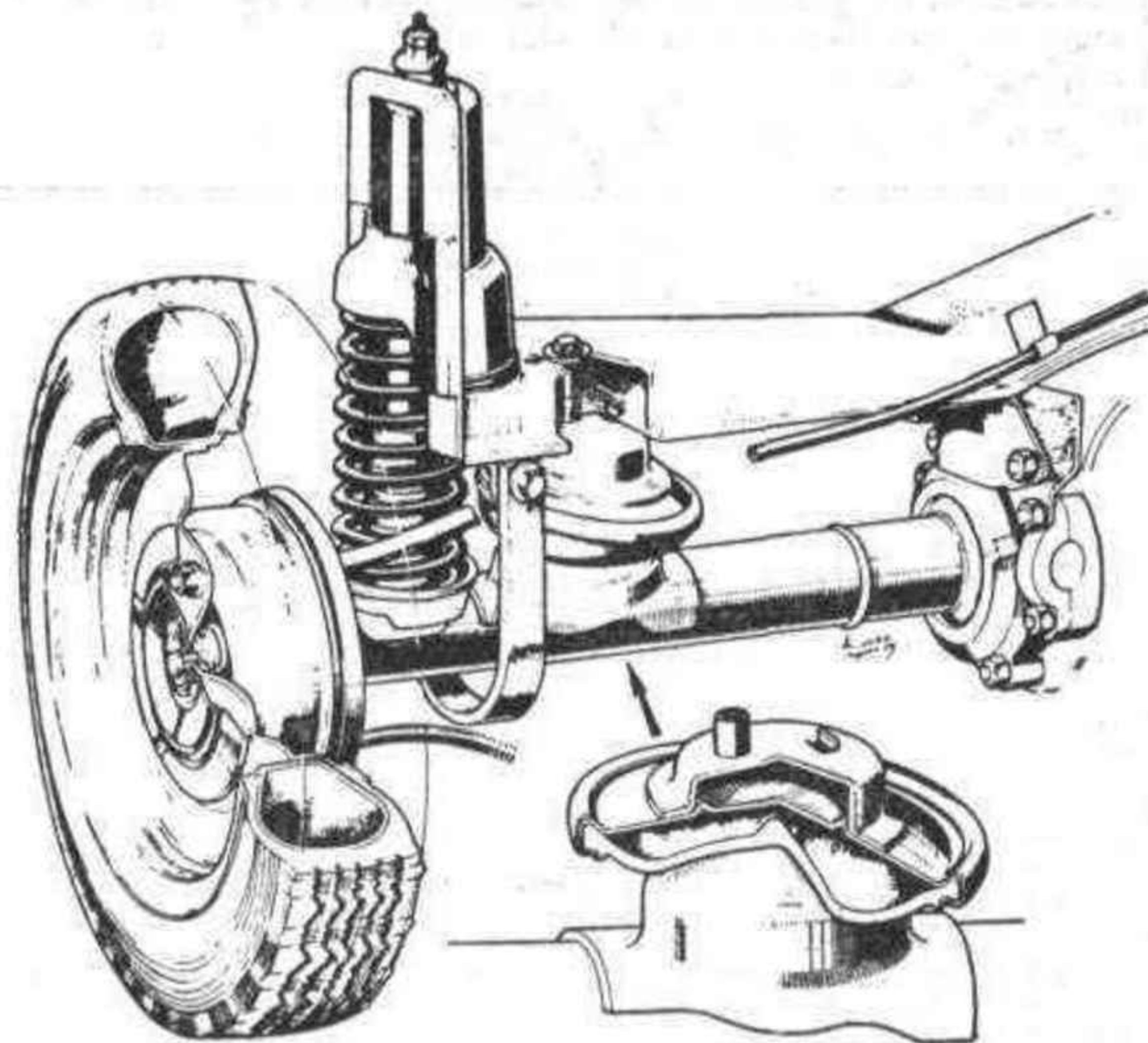
The "Aerostable" system consists of normal all-round independent suspension—coil springs and hydraulic telescopic shock-absorbers—to which is added an extra suspension system. The coil springs have been softened (front wheel deflection 72 mm. per 100 kg. instead of 32 mm., rear 41 mm. instead of 17). Thus when the driver only is in the car, the ride is more comfortable. When the load is increased, the supplementary suspension comes into play. Rubber buffers of special design are used at the front. On the rear, sealed rubber air-filled cushions are fitted above each half axle. These cushions are filled with air at normal atmospheric pressure. Below each cushion, mounted on the half axle, is a metal dome. Thus the dome compresses the air cushion when additional weight is applied.

The flexibility of the air suspension decreases rapidly as the load is increased. The rubber buffers on the front suspension have the same characteristics.

The flexibility curve is such that the frequency of the suspension is kept within very narrow limits, regardless of load conditions. Consequently, whatever the load in the car, there is no lessening of comfort.

Road-holding of the car is also said to be improved. When empty, cars with "Aerostable" suspension are the same height off the ground as cars with the old-type suspension. The weight of the driver alone is sufficient to flex the suspension. This means that cars with "Aerostable" suspension are lower to the ground when moving.

Continued on page 793



The new Renault "Aerostable" front suspension

SMALL-CAR COMPARISONS

ORDERS for the new B.M.C. small cars, which we described in detail last month, are pouring in and enormous enthusiasm is being displayed, so that no excuse is needed for returning to the subject.

In the first place, now that independent road-test reports have appeared (we await our turn impatiently and with keen anticipation), it is pleasing to be able to place on record the honesty of the performance claims made by the B.M.C. for its new infants. Taking the average of figures from two reliable sources, one for the Austin, the other for the Mini-Minor, both in de luxe form, and comparing them with these claims (Table 3), it can be seen how modest were most of the maker's performance predictions. The only real discrepancies concern petrol economy and braking efficiency, and it is possible that the Press had cars still initially stiff, whereas the B.M.C. may have obtained its figures with cars that had travelled farther. The B.M.C.'s acceleration figures from one speed to another appear optimistic, their 0-given m.p.h. recordings pessimistic, but this could be because they timed on a swinging speedometer needle, the journalists from steady speeds. It remains to be seen whether the somewhat disappointing overall fuel consumption of just over 40 m.p.g. will be bettered later in the car's career. However, in the light of the brisk performance, both in respect of acceleration and speed, of the new B.M.C. prodigies, their inability to achieve a regular 50 m.p.g. isn't as unfortunate as it might seem to the unthinking, particularly when compared with figures obtained from a selection of other small cars by MOTOR SPORT (Table 2).

We remarked editorially last month that the B.M.C. claimed to have, in the new Austin 850 and Morris Mini-Minor 850, cars which out-perform the three best-selling small cars of France, Italy and Germany. Clearly they referred to the Renault Dauphine, Fiat 600 and VW. Taking the latest and most favourable road-test figures for these three extremely successful makes, it is obvious how correct the B.M.C. is in respect of this claim (Table 1). It has been impossible to obtain figures for the most recent Fiat 600 but this cannot be so far ahead of the 1955 model for which we quote performance as to affect the issue. It is apparent that the B.M.C. ADO15 design out-performs these European rivals in almost every respect (m.p.g. apart) save that of isolated acceleration bands and speed in second gear when compared to the Volkswagen, and on one acceleration figure by the Renault Dauphine; the VW also has better brakes under light pedal pressures, and all the European small cars give equal or better petrol consumption.

In this country the B.M.C. vehicles undercut so appreciably foreign small cars in respect of price that they must, it would seem, undercut their sales. In Europe prices are more level, with British cars at a reverse disadvantage when import duty is imposed. All in all, however, the genius of Alec Issigonis and his design team looks like being rewarded by record sales of these brilliantly-conceived British baby cars.

TABLE 2

Car	Overall fuel consumption (m.p.g.) recorded by MOTOR SPORT
B.M.E. Isetta	62.0
Citroen 2 c.v. (325 c.c.)	59.9
Fiat 500	54.0
Citroen 2 c.v. (425 c.c.)	53.5
Unicar model-T	49.0
N.S.U. Prinz	48.1
Fiat 600	47.0
Standard Eight	45.0
Renault Dauphine	44.0
Renault 750	42.0
Volkswagen	42.0
Morris Minor 1000	39.0
Austin A30 (803 c.c.)	39.0
Ford Popular	32.6
Ford Prefect	31.0
Ford Anglia	29.1
B.M.C. ADO 15	— (?) (published figures suggest 40.2)

Having written this it would be churlish to disregard certain factors which have made five years' personal driving of a Volkswagen so enjoyable and for this reason, when reviewing the new B.M.C. project last month, I was careful to observe that air-cooling, engine

continued on page 795

TABLE 3

Performance Factor	B.M.C. Claims	Average of Two Independent Road-Tests
Maximum speed (m.p.h.)	73.13	74.7
Speed in first gear (")	24.0	24.5
" second gear (")	38.0	40.5
" third gear (")	60.0	61.5
Acceleration 0-30 m.p.h. (sec.)	7.57	6.3
" 0-40 " (")	12.65	10.1
" 0-50 " (")	18.07	16.9
" 0-60 " (")	28.97	26.8
" s.s. ¼-mile (")	24.15	23.45
" 10-30 m.p.h. top gear (")	12.8	13.9
" 10-30 " third gear (")	8.1	8.7
" 10-30 " second gear (")	5.75	5.7
" 20-40 " top gear (")	12.85	13.4
" 20-40 " third gear (")	8.7	8.9
" 30-50 " top gear (")	13.77	15.3
" 30-50 " third gear (")	10.0	10.5
" 40-60 " top gear (")	17.92	20.8
M.p.g. at steady 30 m.p.h.	65.8	59.1
" " 40 "	59.9	53.4
" " 50 "	51.8	45.0
" " 60 "	43.7	40.2
" at top speed	32.7	29.5
Speedometer at 10 m.p.h. (m.p.h.)	8.86	8.0
" 20 " (")	18.7	18.0
" 30 " (")	28.4	28.5
" 40 " (")	38.5	38.5
" 50 " (")	48.9	48.5
" 60 " (")	58.5	59.0
Brakes: 25 lb. (ft.)	100.0	124.0
" 50 " (")	61.5	64.25
" 75 " (")	41.9	44.75

TABLE 1

Performance Factor	ADO 15	RENAULT DAUPHINE	FIAT 600	VOLKSWAGEN DE LUXE
Maximum speed (m.p.h.)	75.0	69.0	58.9	70.3
Speed in first gear (")	25.0	25.0	—	—
Speed in second gear (")	41.0	51.0	25.0	45.0
Speed in third gear (")	62.0	—	40.0	61.0
Acceleration 0-30 m.p.h. (sec.)	6.4	8.2	9.7	7.2
" 0-40 " (")	10.3	13.9	18.0	11.8
" 0-50 " (")	17.0	25.1	32.5	18.2
" 0-60 " (")	27.1	43.9	—	32.4
" s.s. ¼-mile (")	23.6	25.2	27.7	23.5
" 10-30 m.p.h. top gear (")	14.8	—	23.0	20.2
" 10-30 " third gear (")	8.8	7.2	13.0	9.7
" 20-40 " top gear (")	14.3	15.5	27.2	18.4
" 20-40 " third gear (")	9.2	9.4	15.0	8.9
" 30-50 " top gear (")	16.4	18.5	32.6	18.4
" 30-50 " third gear (")	8.8	15.2	—	11.3
" 40-60 " top gear (")	21.7	29.9	—	27.7
" 40-60 " third gear (")	16.7	—	—	—
Overall m.p.g.	40.3	40.9	44.7	30.8*
Braking efficiency; 75 lb. pedal pressure (feet)	43½	46	59 (at 50 lb.)	44 (at 50 lb.)
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* Road-test figure: private owners, however, return from 38 to 45 m.p.g.

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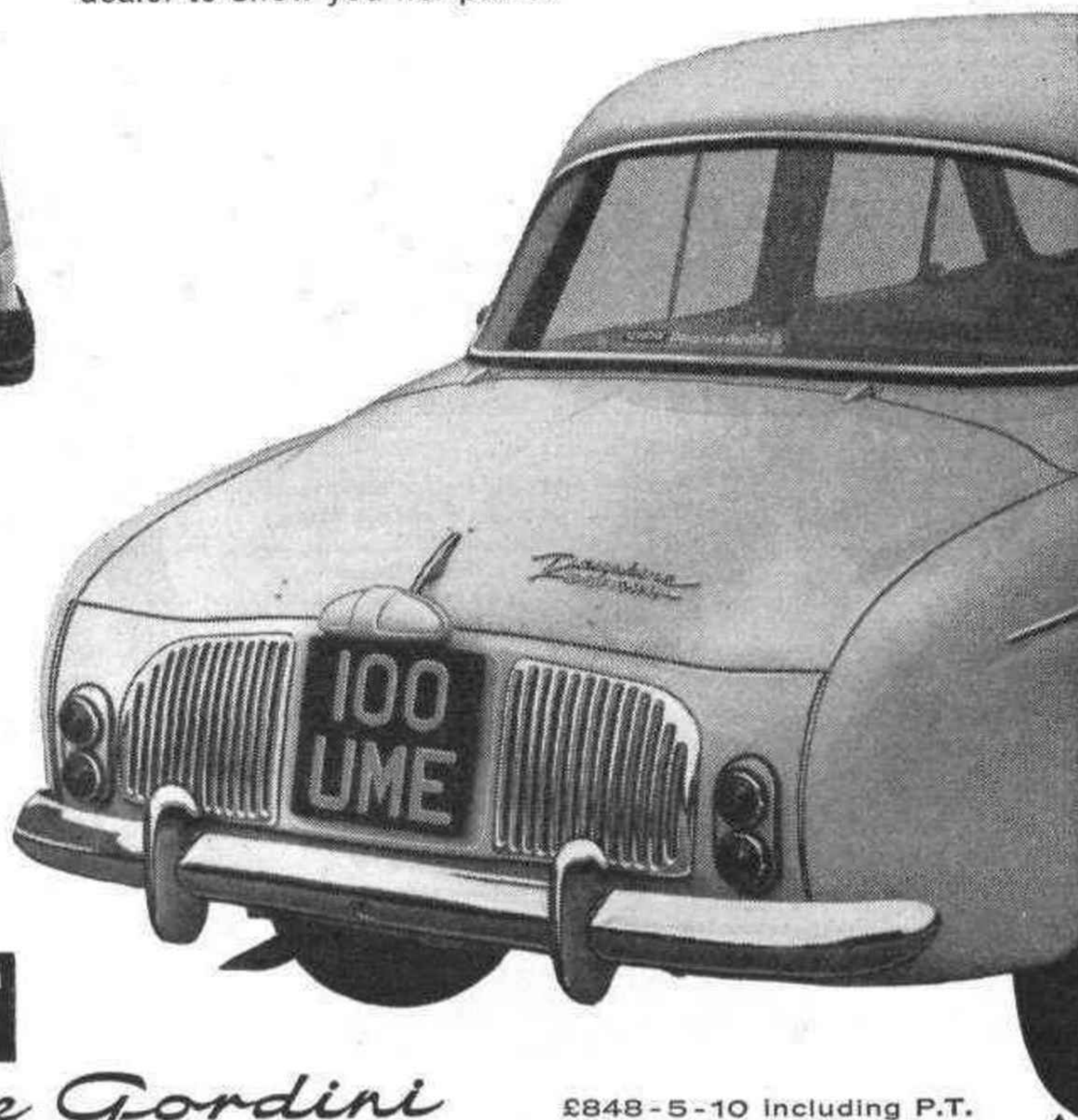
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Practical Motorist
May Issue



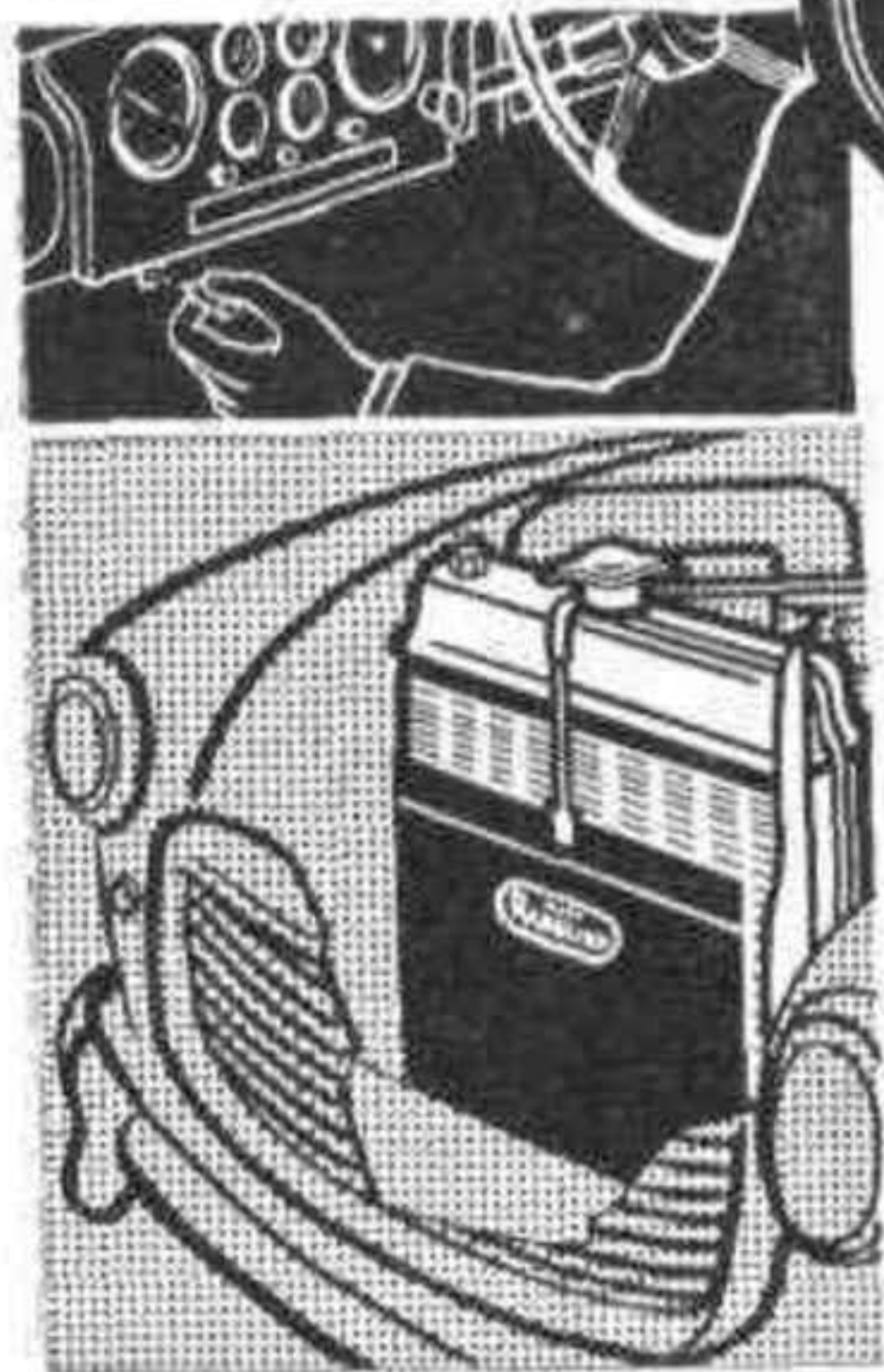
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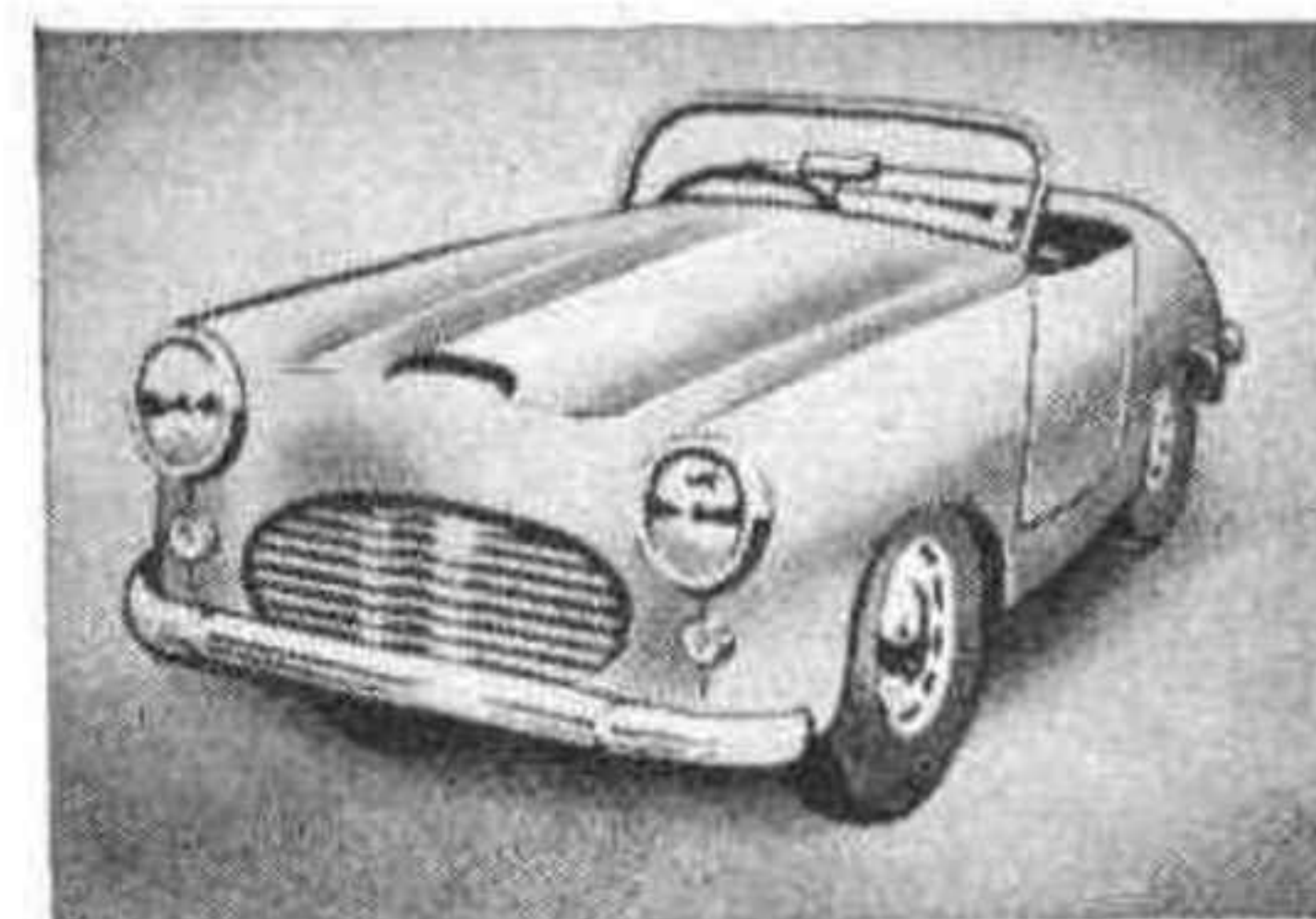
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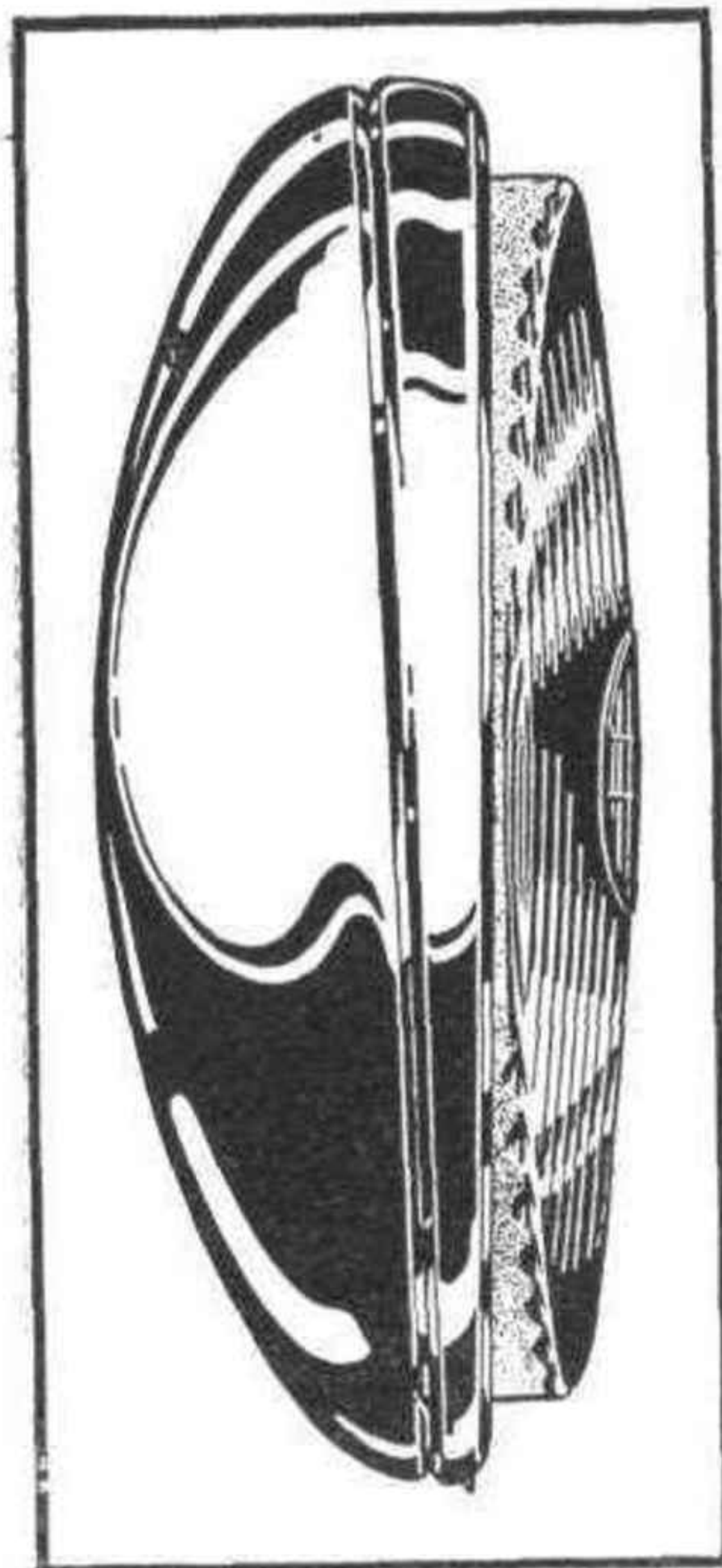
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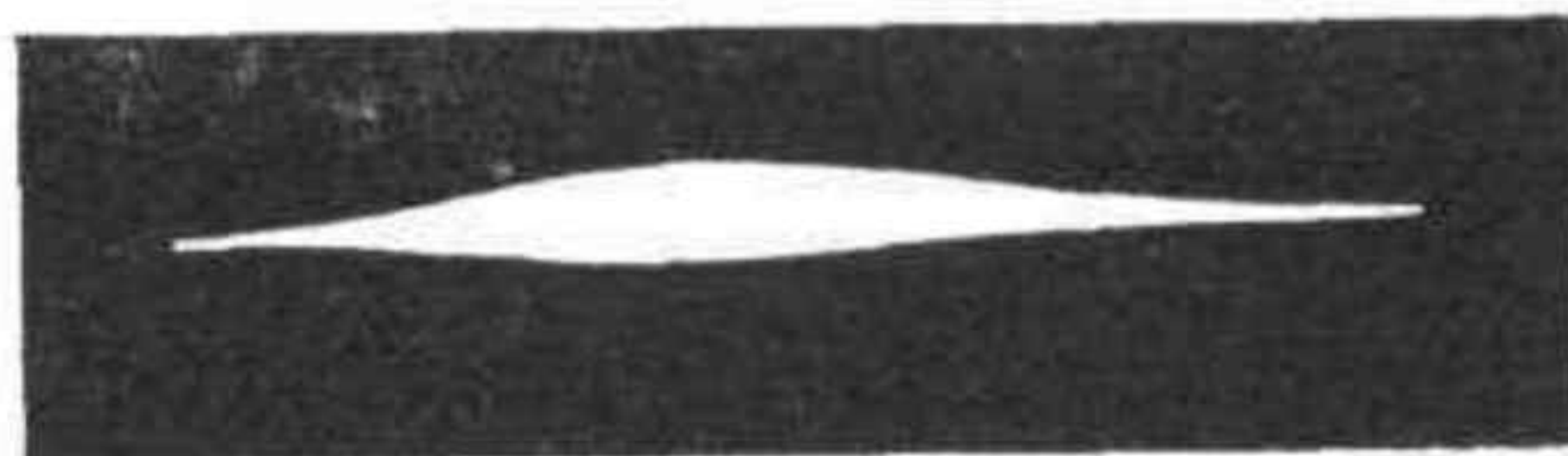
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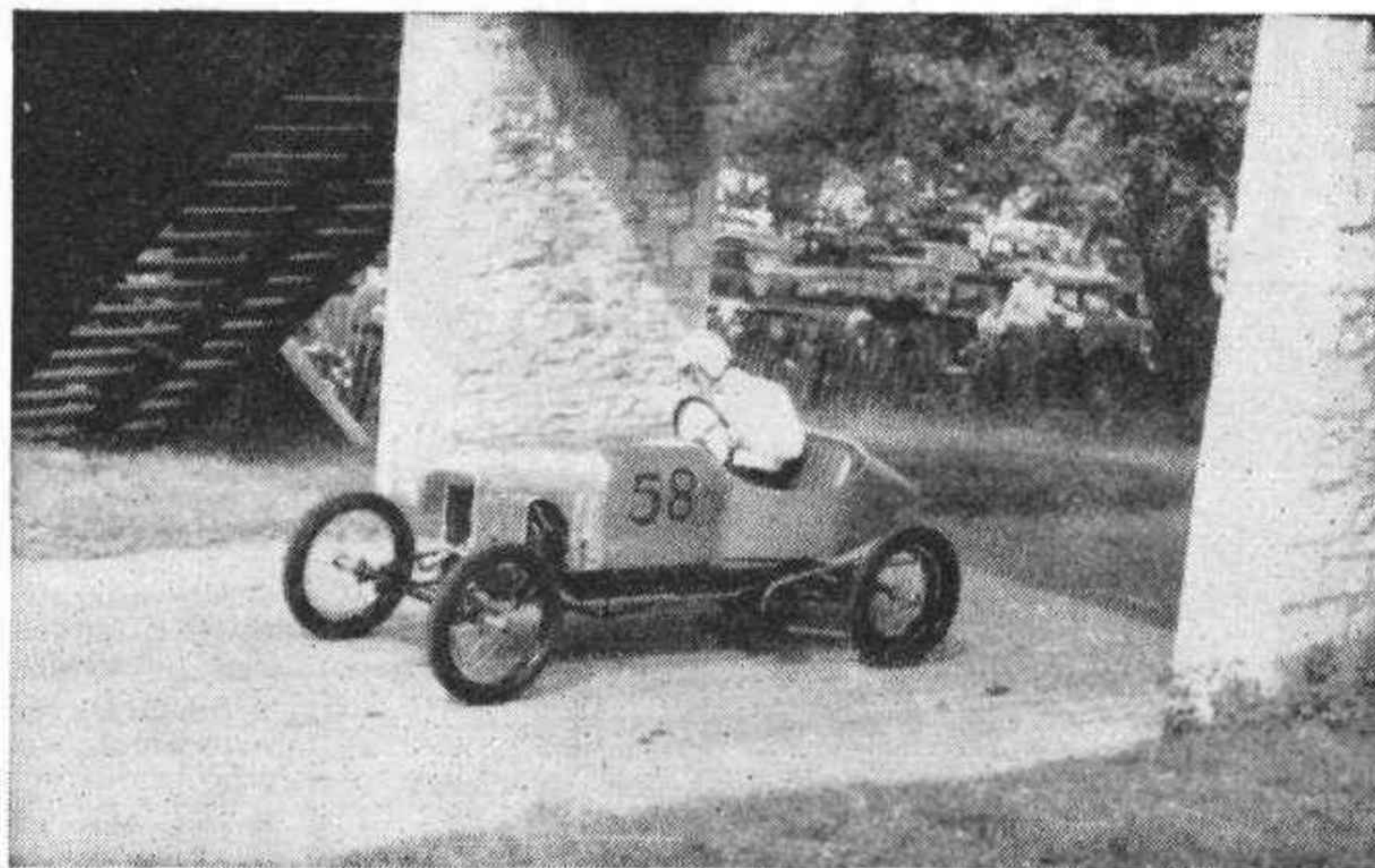
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VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to
Old Car Matters

BELT-DRIVE G.N.—Moore's 1914 model passing under the bridge at the V.S.C.C. Prescott Meeting. It clocked 104.39 sec., compared to 101.16 sec. recorded by Arthur Fisher's cyclecar at the same event last year. Will this belt-drive rivalry continue?



THE V.S.C.C. PRESCOTT SPEED HILL-CLIMB (August 23rd)

A GOOD entry was received for this happy annual fixture, which was run off in sweltering weather typical of the 1959 summer. Douglas Hull excelled himself by making f.t.d. and a new Vintage S.C.C. course record in the 2-litre E.R.A. His first climb took 44.95 sec., which he improved to a rousing 44.17 sec. He used twin rear wheels for the job.

Entries were divided into vintage and p.v.t. and best vintage time seemed likely to go to the intrepid Dr. Taylor. However, although he made his customary pedestrian tour of the lower corners, massaging the road surface with his hands, his 47.54 sec. in the stub-exhaust Caesar Special was beaten by Berry's beautiful 1928 blown 2.3 Bugatti, which clocked 47.05 sec., improving notably on its first run.

After John Morley had opened the meeting by taking President Harry Bowler up in the ex-Birkin blower-4½ Bentley and Carson had followed in his p.v.t. Bentley saloon, French enlivened the 1,100-c.c. sports-car class by spinning completely round at the first corner in the Austin "Simplicity," which had just had a foreign body removed from its gearbox in the Paddock. French's next ascent won both this and the 1,100-c.c. racing-car class. The up-to-1,500-c.c. sports-car class was won very convincingly by Ashley, who made a brave ascent in his 1930 Frazer Nash, which a wheel-locking approach to Orchard Corner by Berrisford's aluminium 12/50 Alvis couldn't beat. Geoghegan (1928 Frazer Nash) was comparatively cautious and Jones' 1934 Frazer Nash was a nice car with a slow driver.

In the Edwardian Handicap Clutton was the only driver to improve on his handicap, in spite of leaving some remarkable black marks on the road as the near-side rear wheel of the great Itala locked and unlocked under retardation. Clarke (1913 Talbot) and Skinner (1914 Alpine Eagle 40/50 Rolls-Royce) came close to beating their handicaps, whereas Moore's very interesting, shining 1914 i.o.e., chain-cum-belt G.N. completed the course only once, the valve gear coming adrift on its initial ascent, taking 104.39 sec., a time which Getley's covetable 1913 1½-litre Swift two-seater couldn't beat!

Clifford's 1938 blown 1½-litre Alta took the up-to-1,500-c.c. racing-car class, Sibbald's G.P. Bugatti, 1927 and also blown, the vintage section.

Vaughan's "Shelsley" single-seater twin-rear-wheeled Frazer Nash sounded very unwell, nor were the E.R.A.s of Hyslop and Cottam a match for the Alta.

Haworth's thinly-disguised 1928 2-litre G.P. Bugatti took both sections of the 3-litre sports-car class, in which such representative makes as O.M., Bentley, Bugatti, Sunbeam, Lancia Lambda, Frazer Nash and Talbot 105 competed. Betty Haig demonstrated her delightful 1935 Blackburne "Shelsley" Frazer Nash two-seater.

The big sports cars were again representative, with high- and low-chassis 4½-litre Invictas, Bentleys, a 30/98 Vauxhall, etc. Symondson made his Bugatti's tyres smoke, Gaudin's Bentley had an exhaust crack like a gun, Charnock's fine Alvis understeered alarmingly at Pardon Hairpin, and Michael got off very well and drove neatly in

the lowered 4½-litre Lagonda. However, none was a match for Harrison's short, Alvis-propelled Frazer Nash Special, and Morris can feel pleased that his big 6½-litre Bentley beat the considerable vintage opposition.

The big racing-car class saw Greer ascend slowly in the 2-litre Aston Martin-engined Attenborough Special with Frazer Nash chassis, Worth being slower still in the rebodied 1924 A.C. Six once raced by Rossiter, while even more lethargic was the Semmence of Ridley, with, surely, a new exhaust stack? Raven's Bugatti (a British Bugatti in contrast to Berry's French Bugatti, someone remarked) was also off form, and clipped the inside edge of Pardon Hairpin.

The sun shone, the cars were of charming variety, many of the prettiest girls wore brief sun-tops. What more could you want?

W. B.

Sports Cars up to 1,100 c.c. :	J. S. French (Austin Seven)	...	51.96 sec.
Sports Cars, 1,101-1,500 c.c. :	R. W. Ashley (Frazer Nash)	...	51.29 "
Sports Cars, 1,101-1,500 c.c.—Vintage :	R. W. Ashley (Frazer Nash)	...	51.29 "
Sports Cars, 1,501-3,000 c.c. :	A. K. Howarth (Bugatti)	...	49.70 "
Sports Cars, 1,501-3,000 c.c.—Vintage :	A. K. Howarth (Bugatti)	...	49.70 "
Sports Cars over 3,000 c.c. :	D. A. Harrison (Frazer Nash-Alvis)	...	49.00 "
Sports Cars over 3,000 c.c.—Vintage :	M. H. Morris (Bentley)	...	52.75 "
Edwardian Handicap :	C. Clutton (Itala)	...	Actual time 55.02 "
Racing Cars up to 1,100 c.c. :	J. S. French (Austin)	...	51.96 "
Racing Cars, 1,101-1,500 c.c. :	H. S. Clifford (Alta)	...	49.27 "
Racing Cars, 1,101-1,500 c.c.—Vintage :	E. J. Sibbald (Bugatti)	...	53.20 "
Racing Cars, 1,501-3,000 c.c. :	D. H. C. Hull (E.R.A.)	...	44.17 "
Racing Cars, 1,501-3,000 c.c.—Vintage :	J. Berry (Bugatti)	...	47.05 "

* F.T.D.

V.S.C.C. LIGHT CAR AND EDWARDIAN RALLY (August 22nd)

First-Class Awards : Clarke (1913 Talbot) and Weeks (Trojan).
Second-Class Award : Nicholson (Humber).
Third-Class Awards : Milner (A.C.) and Leach (Humber).

LYMINGTON CARNIVAL VINTAGE AND VETERAN CAR RALLY (August 26th)

Some unusual cars enlivened this event, including a shabby but original vintage Austin Sixteen saloon with folding rear quarters and a rough but rare side-valve Riley tourer, original save for a Solex in place of a Zenith carburetter. Elegance was present in the form of a D8 Delage drophead and a boat-decked 40/50 Rolls-Royce tourer. The winner was an immaculate 1924 Austin Seven, believed to have the very early 696-c.c. engine—its owner confirmed that it has the 1-in. crankshaft. It was run very close by a 12/25 Humber tourer with original upholstery. The oldest car present was Rootes' 1904 Sunbeam which had come from the nearby Montagu Motor Museum—it has "Sunbeam" stamped on crankcase and cylinder blocks, whereas most Sunbeams of this period have Berliet engines. At present the ignition system is bogus. The owner of the four-carburetter Aston Martin had worked hard to make a new worm wheel after a calamity in that component; he was rewarded by winning the prizes for the longest journey (from N. London) and for having the car with the cleanest engine. The judges included the Editor of MOTOR SPORT and his wife.

AN S.E.5a

On an August afternoon when racing drivers were rushing round the Crystal Palace circuit the Editor drove to the R.A.E., S. Farnborough, to see a 1914/18 S.E.5a aeroplane put through its paces. This welcome invitation emanated from such an unlikely source as the Ministry of Supply.

We had known for some time that the Shuttleworth Trust possessed an S.E.5a and required a V8 Hispano-Suiza engine for it. As this was one of the best aeroplanes for which the Royal Aircraft Factory (now the R.A.E.) was responsible during the First World War they naturally wished to have one in flying order and so it came about that they arranged to rebuild the Shuttleworth machine, keeping it at Farnborough, although it belongs to the Shuttleworth Trust.

This particular machine was built originally by Wolseley and after the 1918 Armistice was used for a sky-writing enterprise. It eventually found its way to a hangar at Baginton and its skeleton was presented by Armstrong Whitworth to the Shuttleworth Trust. It was found that this S.E.5a had been considerably modified and had nosed-over at some time in its career.

When the R.A.E. decided to completely rebuild it every scrap of data relating to the type was salvaged and apprentices and engineers who had worked originally on these machines set to work. As with veteran-car renovation every item was dismantled. Metal parts sand-blasted and the airframe rebuilt in a large channel-iron jig. Most metal fittings, including the bottom spar tubes, were re-usable but none of the original woodwork was serviceable. After the rebuild had been completed many attempts had to be made before the machine was correctly rigged, although the appropriate R.F.C. instructions were available. The R.A.F. Museum at Henlow provided a Vickers machine gun and W./Cdr. Unwin contributed a compass from his own collection, as a gesture by one who flew in S.E.5s. A charger for the Constantinesco gear may have to be machined from the solid, as only a twin-gun valve has been found.

The Science Museum provided the engine—a Peugeot-built 200-h.p. geared V8 Hispano-Suiza which had once been the subject of a German report after it had been captured—even the report was available with the engine but several tons' pressure had to be exerted before the pistons could be freed from the cylinder bores of this old war-time engine. Generally, its condition was good, but new ball races and piston rings were necessary and the reduction gears, so often the Achilles heel of these engines, were found to have different pressure angles and to be in a sorry state, requiring re-grinding and hardening. A local VW agent cut some of the metric threads about the engine, and Delaney Gallay made a new radiator. When tested oil pressure was better than was customary from new engines.

On August 4th, two years and three months after work commenced, Air Commodore Wheeler, Chairman of the Shuttleworth Trust, test flew this sole surviving S.E.5a in operational trim. Apart from overheating, due to a blocked water filter, the old aeroplane flew impeccably.

When it was demonstrated before an appreciative audience on August 22nd, there was the additional pleasure of seeing it started by a model-T Ford Huck's Starter, rebuilt by the London Aeroplane Club in 1952—a charming vehicle with trembler coil ignition, overhead-worm back axle and splendid Spencer Moulton 33 by 5 back tyres! The S.E.5a looked perfect. It has the cockpit headrest, fairings behind the cam-boxes and long exhaust pipes of the majority of these famous Folland-designed fighters and, its actual series number unknown, bears D7000, last number to be used by Wolseley when they built these machines. The two-bladed propeller bears the correct coloured rings indicating that it is the proper one for use, respectively, with a 3:4 geared engine, a h.c. engine, and the small French propeller hub.

Using 73-octane petrol a starting magneto was used to assist in waking the 200-h.p. Hispano engine to life and Cmdr. Hickson, jet pilot of today, then gave a splendid demonstration, including a loop and roll in his repertoire, after which Air Commodore Wheeler took over and did some impressive fly-pasts for the benefit of trigger-happy camera-fans in the crowd. Both pilots made three approaches before putting the rebuilt S.E.5a neatly back on Farnborough grass.

As this historic aeroplane flew over the equally historic aerodrome, adjacent Hunters and rocket-launching pads were forgotten and we were transported back to that far-away age when the drone of an occasional aeroplane formed a peaceful accompaniment to the eternally blue skies of long summer afternoons, there was the smell of warm turf, the girls wore muslin frocks and trouble and strife had no place in the World—the period, in fact, when as a schoolboy eager with anticipation, the writer visited a different aerodrome every half-holiday, waiting patiently for aeroplanes similar to this S.E.5a to be brought from the hangars and prepared for flight . . .

Our congratulations to all concerned in this praiseworthy enterprise and thanks to the Ministry of Supply and its Press Section for a decidedly nostalgic afternoon.—W. B.

Footnote: Other pre-1918 aeroplanes have been similarly restored; those who are interested will find two intriguing articles on this subject in MOTOR SPORT dated December, 1950.

For sentimental reasons, does anyone know the present whereabouts of a 1925 Trojan, Registration ES 7829?

We have received an appeal from someone who, having partially restored a 1925 4-litre C5 Voisin, has had the misfortune to break one of the sleeves. If anybody can help with spares, we shall be glad to forward letters.

This time there is a whole selection of clues about old vehicles which should be worth investigation by those who enjoy locating and restoring such cars. In the first place we hear of a well-kept 1930 Jowett in danger of being scrapped, situated in the Midlands, and there is said to be another Voisin at a scrap-yard in Essex that has not been used since before the war. A complete twin-cam Salmson engine is believed to lie in a breaker's yard near South London, and in a field near Shipston-on-Stour there are reported to be two small traction engines, a Robinson and Avden and a Barrows, and some parts of a Clyno car. From Scotland comes news of three sleeve-valve Willys Knight cars, one without a body, and nearer home we know of two Bullnose Morris chassis which have been serving as light lorries on improvised wooden wheels, but for which the original tyres are said to be available. Continuing, a selection of 1923 Morris Cowley spares exist in West Wales and we are informed of parts available for a 1919 Standard. Returning to Scotland, there is news of a 1922 four-cylinder Humber merely requiring a coat of paint, and from the Torquay area comes news of a derelict Clyno and AF Ford, while farther West we hear of two Morris Commercials and in the Black Country two 1926 Chevrolet lorries and a 1926 model-T Ford lorry. That should be enough to be getting on with; letters can be forwarded to the owners of these vehicles or to those who have informed us of them.

This Month the V.S.C.C. holds its annual Presteigne Rally over the weekend of October 3rd/4th.

At the September V.S.C.C. "Phoenix" evening there was a very full house, with a packed car park. Dominating the scene was an open straight-eight Isotta-Fraschini.

Reverting to derelict ancients we hear of some Trojan vans in the Midlands, of a Reo lorry in the breaker's yard but not necessarily for sale, and of possible Austin Seven, Bullnose Morris and Hotchkiss spares, together with a side-valve Riley chassis, in Surrey.

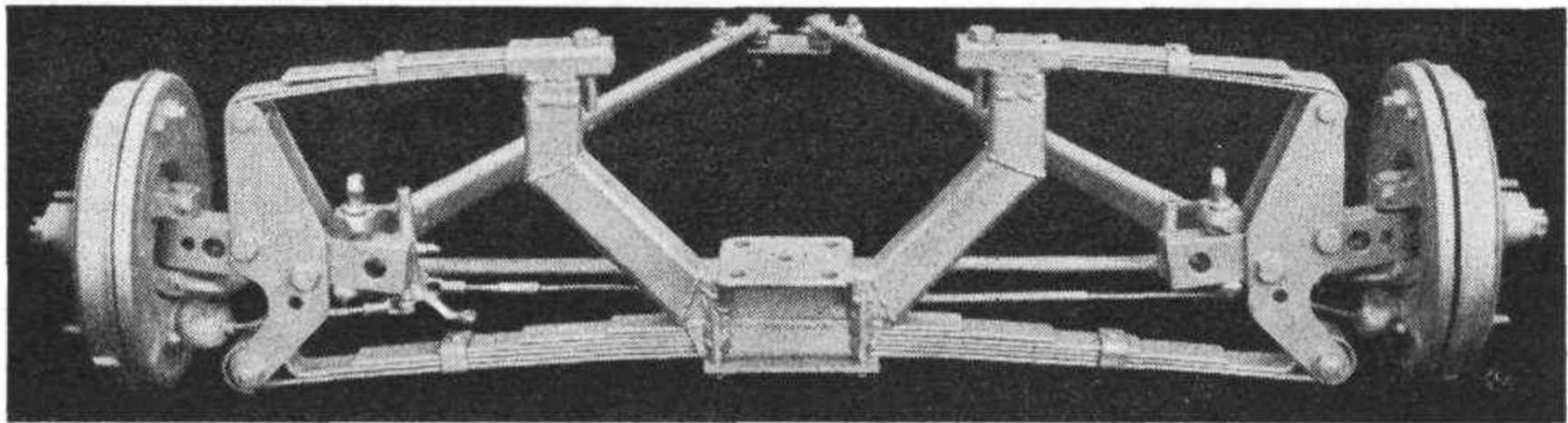
Recent correspondence in the "Daily Mirror" relating to who possesses the oldest car in everyday use resulted in the disclosure of a 1904 Orient Buckboard and a 1904 National three-wheeler purchased new, never used, and still stored in Lancashire.

Correction. We are informed that we were incorrect in stating that W. J. Bowyer's Fiat 509A made best performance in the Humber Register Trial in August and that this award went to Julio Rodrigues driving his Fiat 501 tourer. Mr. Rodrigues acquired this Fiat in Madeira and after refitting it with authentic spares collected from all over the Island he drove this vintage car from Lisbon through Spain and France to Britain in a mere four days.

Over four hundred antique automobiles dating from 1892 to 1929, coming from all over the United States and Canada, competed in the 14th Annual Revival Glidden Tour starting on September 13th at Cincinnati, Ohio. The six-day, 435-mile tour sponsored by the Antique Automobile Club of America visited the Indianapolis Speedway, Indianapolis, Indiana; the Studebaker Packard Plant at South Bend, Indiana; the Ford Museum and Greenfield Village, Dearborn and Detroit, Michigan.

Automobiles whose names are but memories today re-created the early days of American motoring by driving thousands of miles to participate in this Annual Revival Glidden Tour. Participating vehicles included Stanley Steamers, one-cylinder curved-dash Oldsmobiles, Stutz Bearcats, Maxwells, Pierce Arrows, high-wheeled Sears and Roebuck's motorised buggies, Model Ts, and Mercers.

The tour ended at Ford's Greenfield Village at Dearborn, Michigan, where the day following 300 additional antique automobiles joined the tourists at the Ford Company's Old Car Festival on the Village Green.

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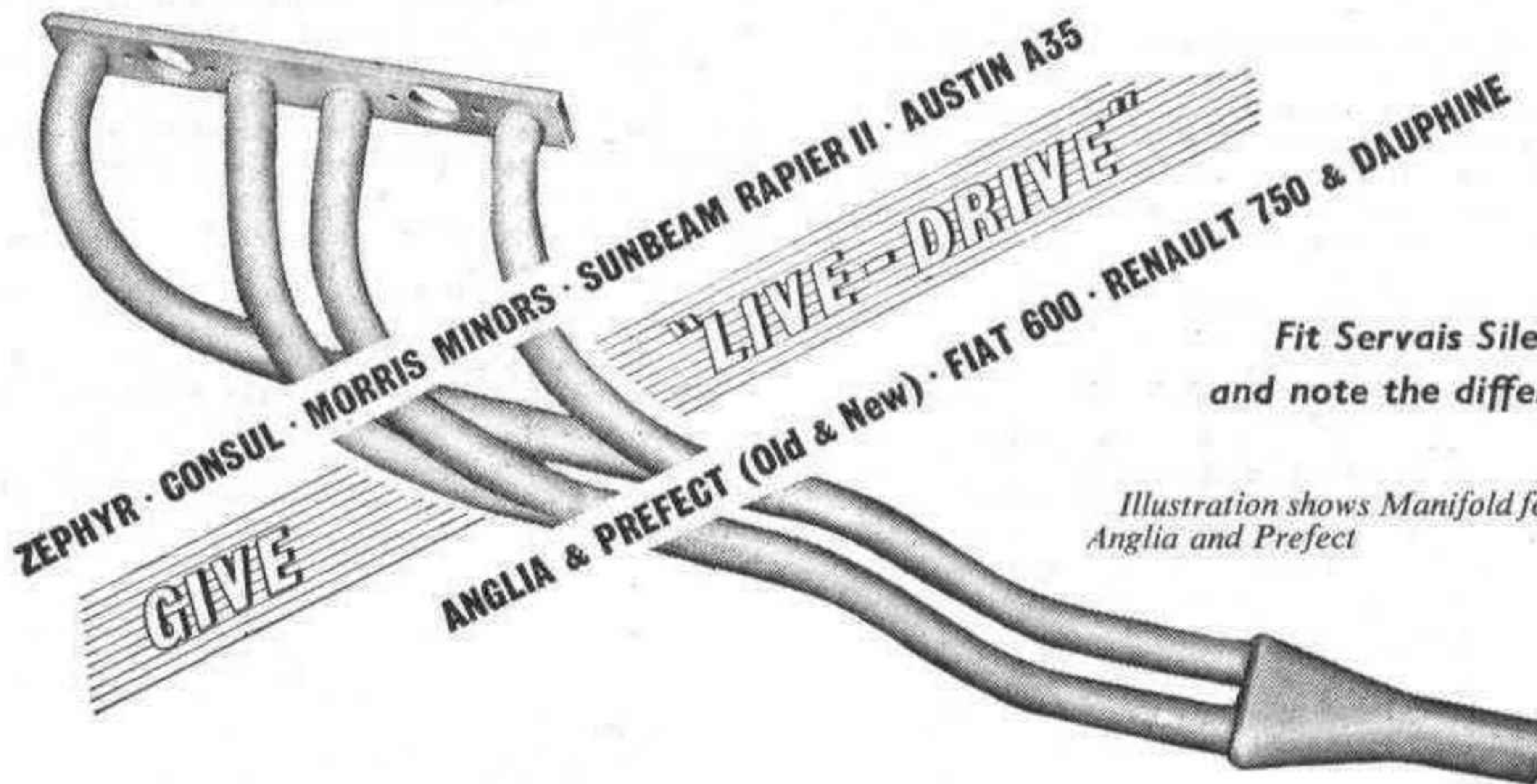
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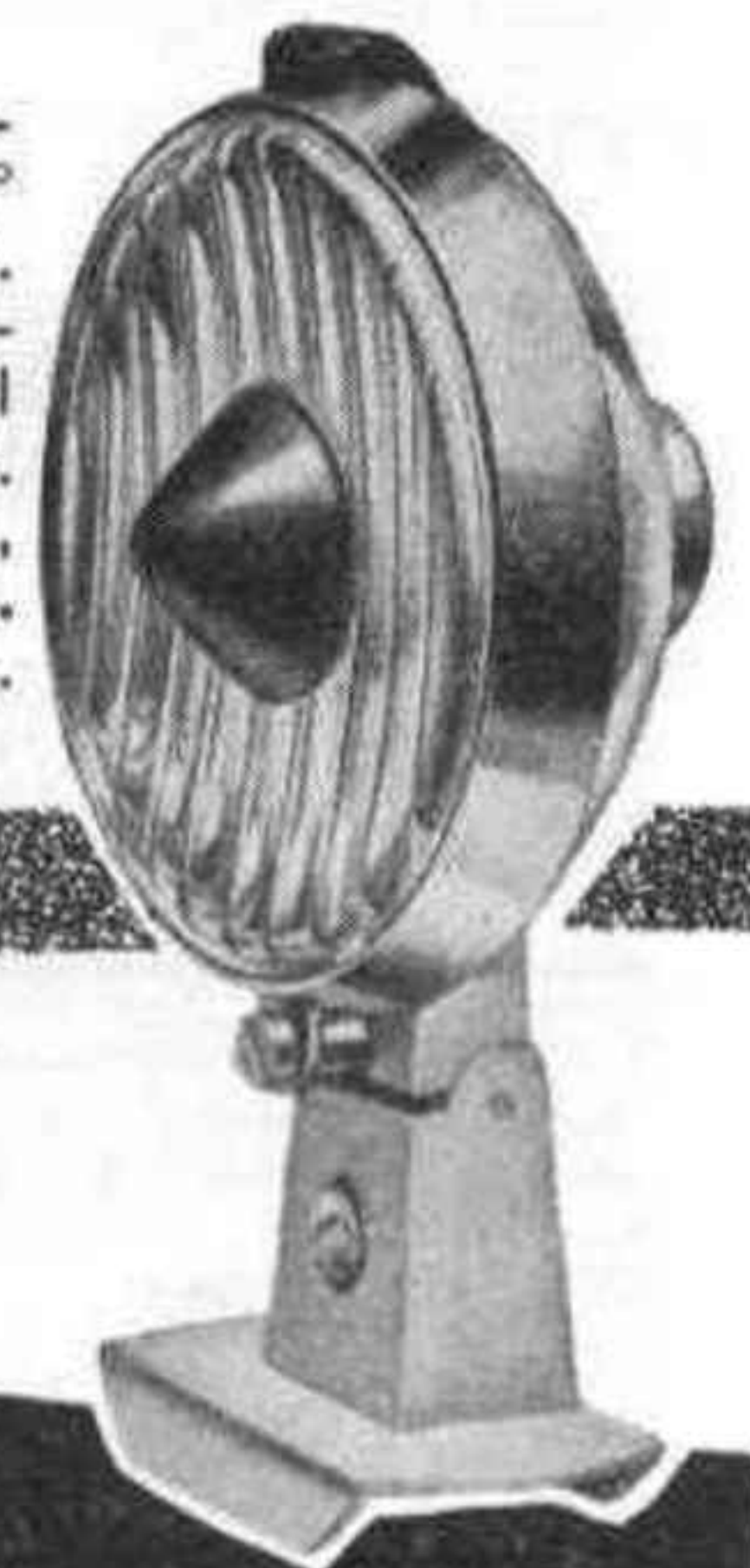
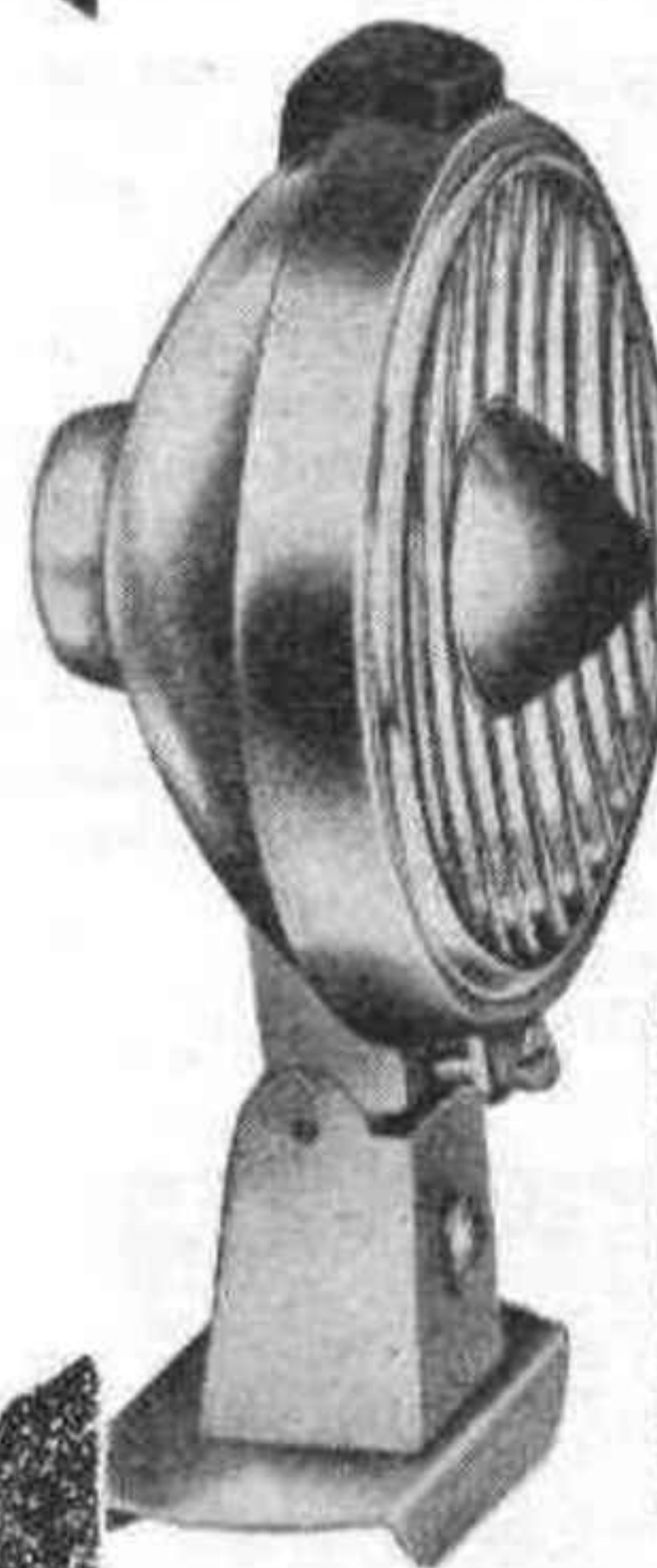
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VINTAGE POSTAGE

Sir,

I should like to add to the Salmson correspondence by mentioning the Type S4 12/24 h.p. car which was made at the end of the vintage period. This had a twin-cam motor closely resembling that of the 1,100-c.c. cars, but enlarged to 65 by 98 mm., not 65 by 90 mm. as quoted in a recent reference book. The engine had a very solid, fully machined crankshaft carried in three main bearings, plain bearings being used throughout. A bevel gear drove a vertical camshaft drive having a cross-shaft halfway up for the magneto, and each camshaft ran in three bronze bearings with no provision for pressure lubrication. The head had four separate exhaust parts, but the inlets were fed from a slot in the side of the casting, the inlet manifold being simply a cast alloy plate carrying a small sidedraught carburetter. Cooling was by thermosiphon using a large radiator, and at this early date a bypass oil filter was fitted as standard, a nice gesture even if it was of very little use. Twelve-volt electrics were fitted, and a vast dynamotor lived on the nose of the crank.

The car was a good deal bigger than the 1,100-c.c. machines, and boasted a differential and a four-speed gearbox, but unfortunately third gear was rather a long way from top and the back axle ratio was low. Comfortable and beautifully finished saloon bodies were often fitted, but the weight of these spoilt the performance and the mechanical noise from engine and gearbox was oppressive in a closed car.

On the credit side, the steering was beautifully light and accurate, and powerful four-wheel brakes were fitted. Road-holding was good, the suspension being the usual Salmson arrangement of half-elliptic front springs and quarter-elliptics at the rear, damped by friction shock absorbers. Performance was well ahead of its less mechanically enterprising competitors in the small saloon class, and the Type S4 only suffers if compared, rather unfairly, with the light sporting Salmsons.

It would be most interesting to hear from anyone who ran one of these cars in the past, or who would like some spares for one today.

I am, Yours, etc.,

Swindon.

A. SKINNER.

* * *

Sir,

Your readers may be interested to hear of a 1927 Morris Oxford Super Sports M.G. two-door saloonette which I have recently purchased. Unfortunately, the car is in a very neglected condition but I hope to restore it in course of time.

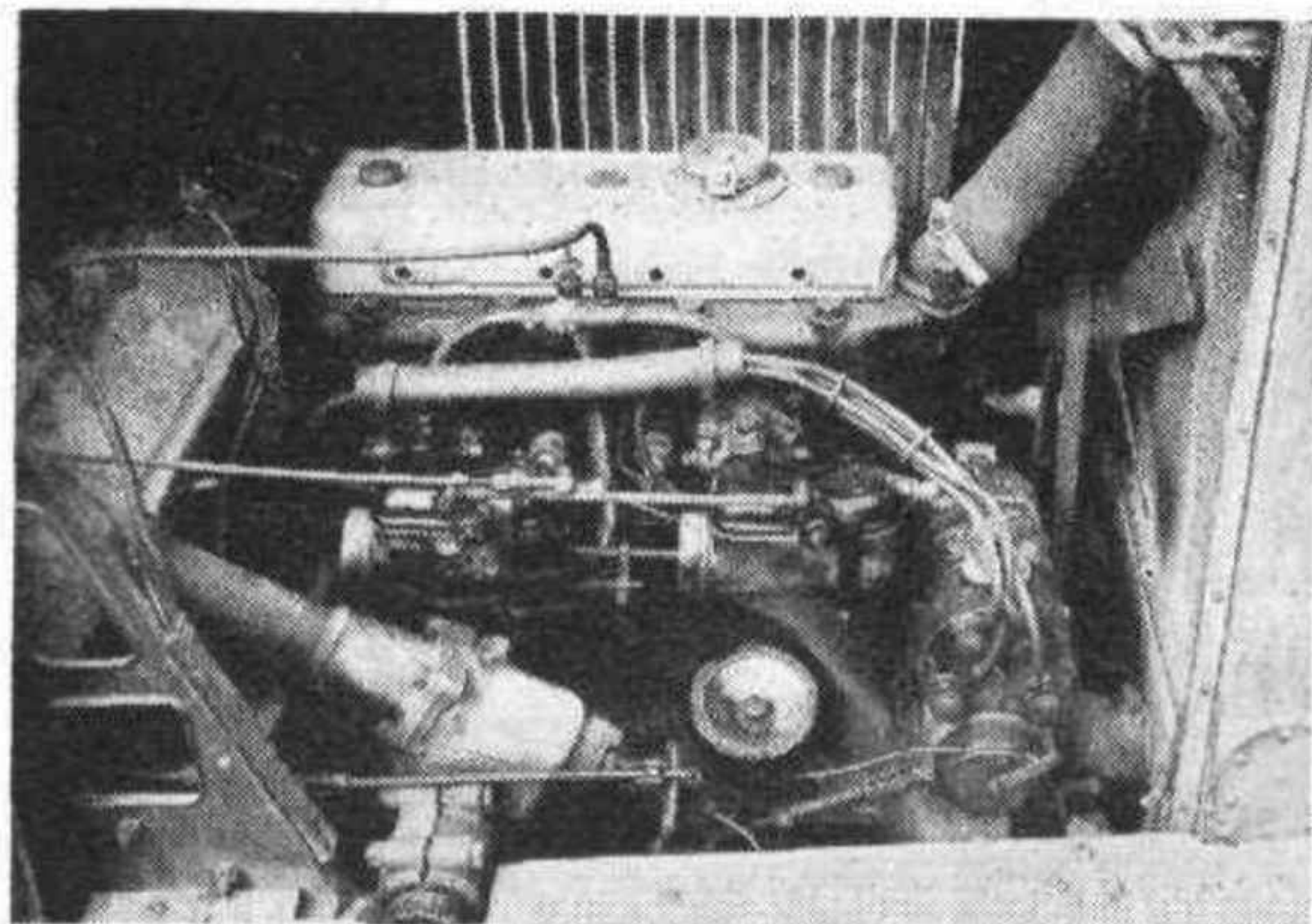
The most singular feature is the push-rod o.h.v. conversion with twin French Zenith carburetters. The conversion was fitted to the standard 13.9 h.p. engine in 1931 by the original owner and was made by the Norman Engineering Company, Leamington. The engine has special pistons and crankshaft, the latter made by David Brown Ltd. Other features of interest are Barker dipping headlamps and Clayton vacuum servo brakes, and rear petrol tank.

I believe there are very few remaining o.h.v. conversions of this type, and I would be very pleased to hear of any similar units and saloonettes still in existence. [See photo below.—ED.]

I am, Yours, etc.,

Cheltenham

DAVID E. BICK.



Sir,

I think it might be of interest to you to know that my brother and myself have purchased for the noble sum of £45 a 1927 14.9 Triumph. Its history is as follows. Constructed in 1927, first registered Feb. 1928. Last registered in 1935 at the end of which year it was put up on blocks in an excellent brick-built garage. Its mileage at that time was 4,226. The car belonged to an elderly Professor at Cambridge who was more often than not out of the country. This, I think, accounts for its small mileage. The chauffeur swears that he drove every mile himself. The longest trip was one up to Scotland. The garage hinges had to be treated with penetrating oil and grease in order to open them.

The tyres, although perished, were pumped up nine days ago and are still up. On inspection the interior was seen to be of leather which was completely unmarked, although a trifle hard. A little saddle soap and cream will fix that. The woodwork is without a single scratch. The windows wind up and down continuously whichever way the winding handles are turned, something modern manufacturers could with advantage follow! The doors were built exactly like railway carriage doors in looks and weight and they close with that double snick of very heavy coachwork.

On looking under the bonnet the engine is remarkably clean and, although a side valve, has a light-alloy cylinder head. The plugs are set in this, over the valves and are fired by a magneto. I have been on holiday and my brother has both the handbook and the spare parts book so I am unable to quote exactly, but I am not so far out. A 12-volt battery was connected up, all the lights worked, and the silent starter turned the engine over. We are going to remove the sump, take out the rods and pistons, remove the petrol tank and clean out the Autovac and hope for the best. The brakes are four-wheel brakes still with the red triangle, and are of the hydraulic external contracting type. The handbrake is internal expanding type and works on the transmission. On the 20-mile tow home we had to change a wheel as the worst tyre was showing signs of breaking up. It took us six minutes. It was the first time the spare had been off the carrier, as we had to break the paint seal and one could see the original grease. The maker's transfers are still on the wheels.

The wheels are of the metal artillery pattern and the tyre size is 31 by 5.25. The engine capacity is 2,169 c.c. There are two horns, bulb and electric, both of which work. The electric one has on it "This horn must only be fitted under the bonnet." The front axle has on it, "made in the U.S.A." The brakes are hydraulic Lockheeds.

Generally I think we have a "find" and the car, if not one of the first water is certainly in first rate condition. I would be grateful if you could tell me of any person who could give me any information on the running of this type of car.

Inside, when the driver's seat is so far back that I can hardly depress the clutch pedal (I am 5 ft. 10 in.), when I get in the back I can only just, by reaching out at that, reach the back of the front seat. The unladen weight is 25 cwt. It has three forward seats.

I am, Yours, etc.,

Braintree.

W. R. COOKE.

* * *

Sir,

As one of my front-drive Bramham three-wheel cars has still a place in the domain of reality and may join the ranks of the undying or shall we say those of protracted age, the following history of the cars may be of interest.

In July, 1914, a patent was granted to Harry Stanhope, a watchmaker of Leeds, for Front Wheel Drive and in 1916 a company, Stanhope Motors (Leeds) was formed to manufacture a two-seater, three-wheel cyclecar at Greenside Works, Lower Wortley, Leeds.

This car was fitted with an 8-h.p. J.A.P. engine driving through a single-plate friction clutch twin expanding pulleys, which were spring operated and designed to give an automatic variable gear, thence by twin Whittle belts to the patented front wheel. Owing to delay in production and the clutch and gear not proving reliable the company ran into grave financial difficulty.

I was 18½ years old at this time and had held a car driving licence for five years, granted after passing a test by, if my memory serves, The Leeds Hackney Carriage Department. I had also served a three-year apprenticeship to the motor trade, was on the Committee of the Leeds Motor Club and driving a Bugatti in local events. Enough to make a young lad think he could do no wrong, and with my parents' help I purchased the property and stock-in-trade of the company.

The stock included cars in varying degrees of completion, these were fitted with an improved clutch and manual control of the variable pulleys, and sent out under the Bramham name, but there were one or two that were fitted with gearboxes and the surviving specimen appears, from your photograph, to be one of these cars.

This batch were followed by cars all having chain drive with either two or three speeds. As you will see in the enclosed catalogue there was a considerable change in appearance and with the sports, J.A.P. engine they became very lively vehicles.

The occasional four-seater had an aluminium and plywood body built for us by Ralph Cawthorne, who manufactured racing sidecars for Norton and raced them in most of the Yorkshire events.

Four single seaters were built, each with a different type of gear. One was fitted with a racing Anzani engine and a close-ratio four-speed box. The body was a complete streamline shell with engine and transmission fully exposed and a cycle type mudguard turning with the front wheel. On one of these cars I made the fastest run I have ever made from Chapelton, Leeds to Scarborough.

The cars were later exhibited at the Motor-Cycle Show and then fitted with four-speed and reverse gear with cam face shock absorber, Rudge-Whitworth wire wheels at rear, kickstart and electric lighting. I enclose photograph of the two-seater sports.

I enjoyed making these cars, but our production costs and money spent on experiments were too high and about a year later I decided to swing over to the food business, and a number of my best men went with me and proved invaluable for the installation and maintenance of plant and electrical gear.

I am, Yours, etc.,
W. K. BRAMHAM.

Bridlington.

THE MONTAGU MOTOR MUSEUM ON SAFARI TO AFRICA

For four months this winter Lord and Lady Montagu of Beaulieu will visit South and Central Africa with several exhibits from the Montagu Motor Museum. Exhibitions of veteran and vintage cars, motor-cycles, and cycles, have been arranged in Cape Town (October 26-31st), in conjunction with the Crankhandle Club; and in Durban (November 16-21st) with the co-operation of the Veteran Car Club of South Africa, of which Lord Montagu is a vice-president. It is hoped that further exhibitions will take place in Johannesburg and Salisbury. The vehicles taken include the 1903 De Dion-Bouton, 1909 8-h.p. Humber, 1920 350-h.p. Sunbeam (World Speed Record Breaker), Viscount Montgomery's Humber Super Snipe "Old Faithful," the 1907 T.T. Norton motor-cycle, and two Royal Humber cycles, while the Rex Hays collection of Grand Prix racing car models will also be on display.

In addition to these exhibitions, there will be a series of lectures by Lord Montagu on veteran and vintage cars, in the course of which he will show films of his museum at Beaulieu, which has had close on 200,000 visitors since the new buildings were opened this Spring.

"I am eagerly looking forward to the African visit," said Lord Montagu. "There is a great and growing interest in the preservation of old vehicles in the African Continent, and it is only right that some of the rarer vehicles in the Montagu Motor Museum should be shown to people overseas. If this tour is successful, it will be followed by visits to other countries in the future." Lord and Lady Montagu sail at 4 p.m. on October 8th from Southampton, in the R.M.S. *Pendennis Castle*.

RUMBLINGS—continued from page 781

Road-holding of the car is improved by two factors. First, the car has a lower centre of gravity. Secondly, the positive camber of the wheels is lessened. Furthermore, with the "rapid return" characteristics of this type of suspension mean it is claimed that on uneven surfaces the wheels are always in contact with the ground. The following advantages are claimed over and above the increased comfort and improved road-holding:

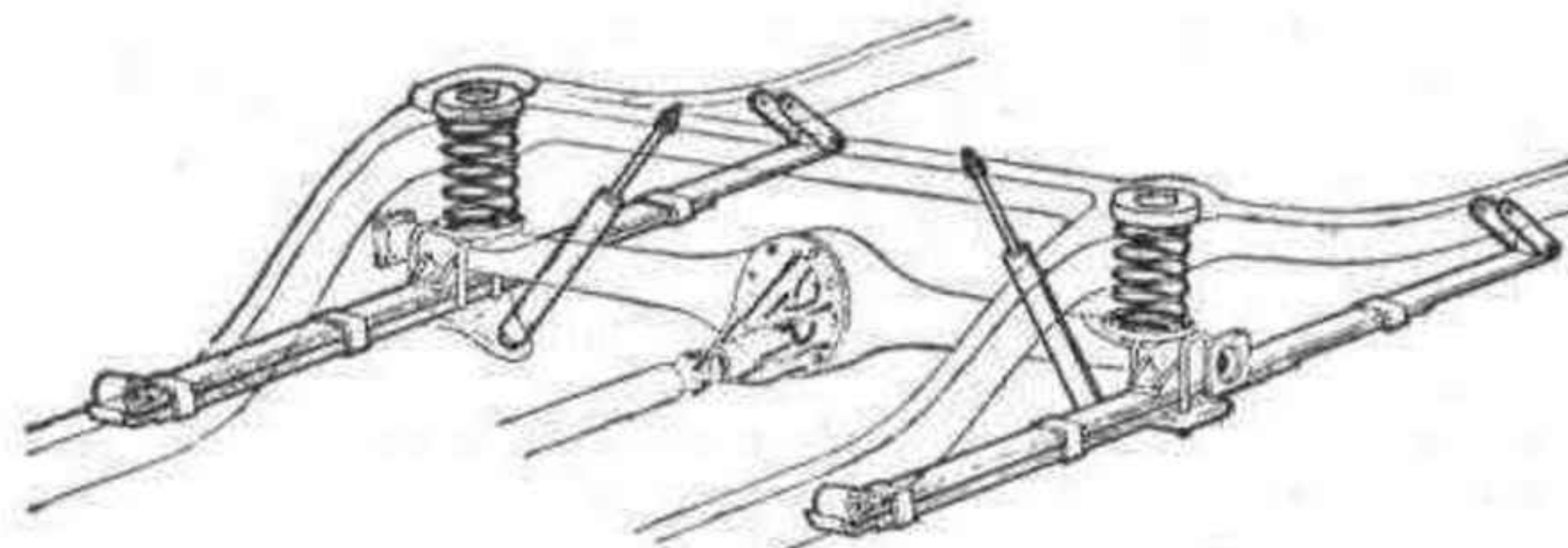
- (a) Simplicity.
- (b) No maintenance.
- (c) At rest the air cushions are not stressed.
- (d) Constant performance in use. (The air, heated by compression is immediately cooled by de-compression.)
- (e) Silent in operation.
- (f) Safety: in the unlikely event of an air cushion needing replacement, the metal springs are sufficient to carry a loaded car without discomfort.
- (g) Cheap and simple replacement. (The rubber of which the cushions are made is not affected by oil.)
- (h) Tests have proved the system suitable at all speeds, loads, air temperatures and road surfaces.

The "Aerostable" system is installed in all Renault Dauphines, Dauphine-Gordinis and Florides.

BEST OF BOTH WORLDS ?

On the 1960 Simca Aronde range the rear suspension will be a combination of leaf and coil springs. The leaf springs are semi-elliptic, having four leaves while above the axle vertical coil springs are fitted. The leaf springs avoid the need for a Panhard rod and the coil springs give progressive stiffening under load. Normal inclined shock-absorbers are fitted to the axle and together with an absence of inter-leaf friction it is claimed that comfort will be improved.

A new model is being introduced in France by Simca and is to be called the Etoile. This is a sparsely finished version of the Aronde which is well known and selling well in this country. The Etoile will sell in France for about £470 using an engine which is of 1,090 c.c. and develops 40 b.h.p. at 4,800 r.p.m. The engines sold in this



country are the "Flash" and "Flash Special" which are of 1,290 c.c. and develop 48 b.h.p. and 60 b.h.p., respectively.

The Aronde series of cars are now assembled at Kew by Chrysler Motors and a heavy advertising campaign is under way which is planned on rather American lines. Chrysler Motors seem to be one of the few manufacturers who consider that the medium of T.V. will sell cars. In one of their advertisements a Simca out accelerates a Meteor jet aircraft in no uncertain manner, although it must be admitted that the Meteor is not very quick off the mark. Another advert tells viewers that if they ring a certain number they can have a demonstration at their own home within a day or two. Judging by the activity at Kew this campaign is bringing results. It is interesting to note that more and more British made components are being used in the Chrysler assembled Simcas, although at present these are restricted to such things as tyres and other non-mechanical items.

SPRITE DOES 12 HOURS AT 138.75 M.P.H.

Whether one agrees with speed records obtained by special cars as compared with track successes, the records set up so far by the aerodynamic-bodied Austin-Healey Sprite (EX 219) at Bonneville Salt Flats are worthy of mention.

In bare facts the car has run for 12 hours at an average speed of 138.75 m.p.h., covering a distance of 1,665 miles and establishing nine international Class G records (750-1,100 c.c.) and forty American class records. The supercharged Sprite engine produces 86 b.h.p. at 6,000 r.p.m. and B.M.C. maintain that similar special engine parts are available from B.M.C. Service Ltd. for competition tuning of production Sprites.

The run has not been without incident—Gus Ehrman, the American member of the team had an enormous spin when the engine cover came open at 135 m.p.h. and spun the car a mile off course. Ed. Leavens, the Canadian driver, also spun for a quarter of a mile when the car's wheels ran over a two-inch crack in the salt. He managed to get under control and continue with the run.

"MOTOR SPORT" SILVERSTONE TROPHY

The Final of the MOTOR SPORT Silverstone Trophy will take place at the North Staffs. M.C. Silverstone race meeting on October 3rd. The first race will start at 12.30 p.m. During the days' racing four drivers will qualify from three heats to be added to the 20 drivers who have already qualified for the Final. The names of those who have already qualified are as follows:— L. R. Durdin (Vauxhall), R. V. C. Hardman (Riley), P. C. L. Moores (Talbot), A. Charnock (Alvis), G. Lee (C-type Jaguar), J. Woolfe (Jensen 541), R. A. A. Lewis (Austin A.35) I. Campbell (Hillman Minx), P. Sargent (C-type Jaguar), Mrs. Gibbs (Lotus Eleven), L. Gibbs (Lotus Eleven), M. V. Mackie (D-type Jaguar), R. F. Taylor (Jaguar XK120), D. J. Uren (Jaguar 3.4), R. G. Peacock (M.G.-A), A. J. Lambert (Jaguar XK150). To these names four more will have been added at the Peterborough M.C. meeting on September 19th and the remaining four at the North Staffs. M.C. meeting. The Secretary of Meeting is Mr. J. H. Greenwood, Minster Mills, Walley Street, Biddulph, Staffs.

BOOK REVIEWS

"Useless If Delayed," by Paul Wyand. 256 pp. (George G. Harrap & Co., Ltd., 182, High Holborn, London, W.C.1. 18s.).

In this extremely entertaining account of his career as a newsreel cameraman, popular portly Paul Wyand packs in an incredible number of worthwhile reminiscences and anecdotes. He was present at all manner of historic events, such as royal tours, Churchill's American visits during the last war, the World War II battlefield, the horrors of Belsen and all kinds of sporting events.

Motor racing interests are looked after because Paul at one time worked at Brooklands with Parry Thomas and filmed record attempts at Pendine. He recalls the races between Fleet Street motor-cycle messengers on fast motor-cycles that this reviewer used to watch each Derby Day from Clapham Common as a schoolboy and he tells of some quite fabulous means whereby rival newsreel operators tried to steal "scoops" or stop other cameras from filming.

Wyand remarks that when he recalled Brooklands in its glory and then looked round at the offensive ugliness into which the place fell after the War, he was near to tears. But he excuses Vickers and does not refer to the late Sir Malcolm Campbell's part in selling the Track over the heads of the motor-racing fraternity.

For his fascinating glimpses of royalty and his on-the-spot description of Belsen, where unbelievable cruelty was perpetrated, "Useless If Delayed"—the label seen on urgent tins of news-film—is alone well worth reading. Congratulations to Paul Wyand on his successful career and for his good memory of life's better and more amusing episodes.—W. B.

"British Civil Aircraft—1919-1959," Vol. 1, by A. J. Jackson. 571 pp. (Putnam & Co., Ltd., 42, Gt. Russell Street, London, W.C.1. 63s.).

This is an absolutely fascinating book, especially to those who like historic aeroplanes or who, as so many of the motor-racing fraternity have been doing, have for many years used transport aeroplanes to travel about the Continent of Europe. That the author only takes his readers to aeroplanes beginning with "D" in a book running to 571 beautifully printed and illustrated pages provides a ready insight into the comprehensive data and incredible collection of pictures contained therein.

We expected to meet again in Mr. Jackson's book such famous transport aeroplanes as the converted de Havillands of the pioneering Hounslow-Paris days, the D.H. Hercules and other nostalgic aircraft but it comes as a pleasant surprise to discover that this monumental reference work covers all registered civil aeroplanes, so that famous and little-remembered light planes, King's Cup racers and similar fascinating types are included; thus the famous record-breaking machines are dealt with, times, and speeds for King's Cup and Aerial Derby victories not being overlooked. At the other extreme the book is right up to date, covering aircraft such as the Britannia, Bristol Freighter, D.H. Comet, etc.

This is essentially a comprehensive work of reference and as such is likely to be widely copied and quoted. It is nice to know that Mr. Jackson has made no attempt at "popular" writing, merely setting down the facts about each type accurately, in an endeavour, as he says in his Foreword, "to go some way towards rectifying omissions restoring a balance and re-establishing historical accuracy."

Not that this prevents "British Civil Aircraft" from being an enthralling book. It is fascinating in the extreme to discover from its pages why certain types come into being, to follow the history and changing fortunes of given aeroplanes and to read of the accidents which eliminated some of them. As one goes through Mr. Jackson's well-balanced and carefully written accounts one captures again the fun and the glory of the early joy-riding exploits, the air circuses, the races and the endeavours of pioneer airlines, which blend to form the golden age of flying.

It is surprising to find how many military types came on the civil register and these are covered as fully as the other machines. It is also amusing to encounter racing-driver owners of "vintage" aeroplanes. For example, G. E. T. Eyston appears with a primitive Caudron G3 which he passed on to L. C. G. M. le Champion and Wigglesworth who flew a war-time B.E.2C is surely the person who used to help Zborowski with the "Chittys."

In this splendid first volume the aeroplanes are dealt with make by make, type by type, from Aeronca C-2, C-3, and 100 to Douglas D6-7C. After the description of each type a table of performance data with different power plants is provided, in many instances three-dimensional plans are provided, and the book contains four appendices covering miscellaneous civil aircraft, military types used for civil purposes, individual aircraft histories and details of the

few civil aircraft for which illustrations cannot be found. This last remark must be qualified by adding that "British Civil Aircraft" contains over 500 photographs, many unique and previously unpublished.

This really is a remarkable work and anyone remotely moved by aviation history or who has flown in some of the types dealt with cannot afford not to invest in it.—W. B.

M. BIBENDUM, THE MICHELIN MAN

Incredible coincidence, and fine testimony to the popularity of that famous advertising personality, tubby cheerful M. Bibendum, with which Michelin have for so long advertised their excellent tyres (and about whose history MOTOR SPORT had something to say in its issue of March, 1954), he is mentioned in the last two non-motoring books we have been reading. One of these references was quoted last month under the heading "Cars In Books." The second comes from "The Mist Procession" by Lord Vansittart (Hutchinson, 1958) in which Sir Winston Churchill, with advancing years, is described as reminding the author "of the rotund advertisement that *le pneu Michelin boit l'obstacle*."

MINIATURES NEWS

The whole point about motor-car miniatures to the enthusiast is that they should represent real makes and consequently it is pleasing to find that all the eight Moco-Lesney miniatures in their Commercial Vehicle Set comply. The vehicles concerned, all most realistic, are a one-ton Trojan Brooke Bond van (No. 47), a London double-decker 'bus (No. 5), a seven-ton Bedford tipper (No. 40), a 12-cwt. Bedford Dunlop van (No. 25), an E.R.F. Marshall horse-box with slide-up door (No. 35), a Morris J2 pick-up truck (No. 60), an E.R.F. six-wheeler Esso petrol tanker (No. 11) and a Bedford Duple luxury coach (No. 21). These fascinating miniatures can be obtained separately and all are beautifully detailed and of a high standard of finish.

Meccano Ltd., apart from their triumph of having a Dinky model of the Triumph Herald saloon out on the day this advanced new British car was announced, have been exhibiting in their Berkeley Square showroom a Meccano model of the Herald chassis which depicts the leading features of these cars.

The Finals of the National Scalextric Model Car Racing Championships organised by Lines Bros. were run off at Gamages on August 21st. The National Trophy and subsidiary prizes were presented by William Boddy, Editor of MOTOR SPORT.

HOW HIGH CAN YOU GO?

A motor dealer (in Sunbury) was recently asking £1,750 for a 1929 Bentley landaulette.

TRICO CONTINENTAL DRIVING GUIDE

The very popular Continental Driving Guide produced annually by Trico-Folberth Limited, is now available as a handy pocket booklet. Motorists touring abroad should not fail to send for this useful little "travelling companion," which is available free on mentioning MOTOR SPORT from Trico-Folberth Limited, Great West Road, Brentford, Middlesex.

OCTOBER SPRINTS AND HILL-CLIMBS

The racing, sprinting and hill-climb season is rapidly drawing to a close but a number of events will take place during October. A popular Hill Climb venue is Harleyford Manor, near Marlow, Bucks. This is a fairly shallow climb which can be designated a sprint as well as a hill-climb although it is far from straight.

On October 4th the North London E.C.C., Herts County A. & Ae. C., Triumph Sports O.C., and Allard O.C. join forces to run a sprint at Harleyford. Proceedings commence at 2 p.m. On October 11th the Jaguar D.C. London and Home Counties branch are also organising an event at Harleyford. This time it is called a Hill-Climb, and will start at 2 p.m. On the same day at Stapleford, near Abridge, Essex, the West Essex C.C. will be running a speed hill-climb commencing at 2.30 p.m.

At Harleyford on October 25th the Singer O.C., Chiltern O.C., Oxford M.C. and Southsea M.C. are organising a speed hill-climb starting at 2 p.m. Details from E. P. Ellis, 23, Elmers Drive, Teddington, Middlesex. The S.E. Centre of the B.A.R.C. will be at Firlie, near Lewes, for a hill-climb on October 4th at 2.30 p.m.

A POOR MAN IN SEARCH OF MOTOR SPORT—

continued from page 768

started a development programme in search of a further 300 revs. but the opportunity of building a new car from scratch and buying new parts with real money was too good to be missed. Also, of course, next season, will be the first full season of Junior Formula Racing, and will be the crucial one. My final score in Ford Ten-engine races was:— Eight Starts, one retirement with a broken hub when running second, one pit stop for water when in the lead, two Seconds and four Wins.

To keep myself from going quite mad with no racing for eight months I am completing my £50 Trials "750" and hope to do about half a dozen trials. If my calculations are correct a well-tuned and really light 750 should be more than able to hold its own with the present 1,172 brigade.

My design of the Junior cars is now finalised, except for the wheels. I had hoped to use Cooper 500 front wheels, but these are apparently not available (not even to Stage IV Trainees!) and the West London Repair Co. have also turned me down.

I have started to build two Juniors, one for my partner Capt. John Harwood to race mainly on the Continent and one for myself to race mainly at home. I also hope to supply drawings to my friend Johnny Streets (now resident in California) so that he can build at least one car to race in the States, so the "Mercury Stable" should be well represented in 1960. The new cars follow exactly the same fundamental layout I have always used, i.e. swing axle i.f.s., with 60/40 weight distribution (asymmetric left to right) and $\frac{1}{4}$ -elliptic rear suspension with torque tube drive, except that this year the torque tube becomes a torque arm, as the A.7 rear axle is being replaced by one from a Morris Minor 1000, mainly in the interest of quick-change rear axle ratios and also to allow an off-centre differential to give the driver a bit more elbow room.

It seems to me that the Junior Formula regulations virtually fix the power-to-weight ratio, so that races will be won by the car with the lowest drag which gets round the corners quickest. The U.2 design has already shown itself to be more than satisfactory in the matter of cornering power, and drag is being kept down by a combination of low frontal area and clean outline, e.g., the track is 44 in., the scuttle height is 24 in., and such items as carburettors, suspension and exhaust system are enclosed as far as possible.

The first chassis frame is already completed and the wheels and axles should be in position soon after this appears in print. Roll on 1960!

* * *

Arthur Mallock served in the R.A.F. during the war, flying Dakotas, and afterwards transferred to the Army, with the rank of major. He is an extremely keen and talented amateur racing driver who, from many years of "special" building, has evolved the U.2-1,172 chassis/body frame. This costs £48 10s. 0d., £75 fully panelled, with floor, bulkhead and bonnet but excluding nose cowl, or £85 in this form with road springs attached. Details are available from Major A. M. R. Mallock, A.M.I.E.E., T.E., The Mercury Stable Motor Racing Team, Mill Cottage, The Grove, Roade, Northants.

SMALL CAR COMPARISONS—continued from page 782

at the back, and low-speed power units have special merits under particular conditions, and I must add the advantages of quality bodywork construction and finish, and a generous relationship of tyre size to car weight. The Volkswagen betters very appreciably the tyre life of the B.M.C. midgets, while an advantage of rear engine location, sometimes overlooked (apart from the obvious merit of good traction over slippery surfaces) is that fumes from an other-than-new power unit, like the noise, are wafted away behind instead of being inhaled by the car's occupants.

With these provisos, however, I salute again B.M.C. initiative—the performance they provide from little four-seaters of a mere 848 c.c. (against VW's 1,192 c.c.) is creditable, the space within the body is incredible, and the excellent and ingenious all-independent-suspension provides road-holding that is quite fantastic. All for under £500!—W. B.

BRIGHTON SPEED TRIALS

THE 54th Brighton Speed Trials attracted 280 entries this year and showed no sign of losing its popularity in spite of the attraction of the T.T. at Goodwood. The weather was perfect all day and apart from a number of false starts and a fire in some canvas screens the long meeting was concluded without incident. Some of the more interesting entries did not materialise or had mechanical troubles, including the Freikaiserwagen, Semmence Special, Jack Brabham's Cooper (he was otherwise engaged at Goodwood), and Sidney Allard's twin-engined sprint car which we described last month.

As usual, the sports cars occupied the morning runs and the main interest lay in the large engined machines. Both Michael Anthony and Ron Brightman had entered their Lister-Corvettes, but only Anthony arrived. These cars have been disappointing in circuit racing this season but in a straight line he managed to cover the standing kilometre in 25.03 sec. at an average speed of 89.3 m.p.h., to break Gillie Tyrer's record which he held in a C-type Jaguar. Not far behind came P. J. Sargent (C-type Jaguar) and P. W. Woolley (Hinton Allard) who tied at 25.76 sec.

In the smaller capacity classes J. Randles broke the 2-litre record in his Lister-Bristol with a run of 28.7 sec., while in the Marque sports car classes the Austin Healeys were slightly faster than the Triumphs (as they should be, of course), while the TRs were generally faster than the Twin-Cam MGs., Rudd's potent Ace-Bristol was beaten by his own and another Austin Healey, while K. S. Richardson's Porsche was over a second faster than Swayne's Twin-Cam M.G.-A.

A new class this year was for ladies driving sports cars. Mrs. Sheila Park won this class in her husband's Aston Martin-engined Tojeiro with a run of 27.74 sec., at an average speed of 80.6 m.p.h. Second was Margaret Hockenbull in a $5\frac{1}{2}$ -litre Cadillac-Allard in 28.28 sec. The Bentley D.C. class went naturally enough to Forrest Lycett's 8-litre which covered the kilometre in 29.45 sec., an average speed of 76 m.p.h. The enormous difference between a standing and a flying kilometre can be gauged from the fact that this car recently covered a flying kilometre at 141.667 m.p.h.

During the racing car classes in the afternoon Arthur Owen proved to have the fastest car present by streaking down the Madeira Drive in 23.50 sec., an average speed of 95.1 m.p.h. But Ken Wharton's record of 23.34 sec., which he made in the supercharged E.R.A. is still intact. Miss Roberta Cowell arrived late with the newly completed Cooper-Connaught but managed to obtain third fastest time in the unlimited class with a run of 27.45 sec. Patsy Burt beat both Alan Brown and Ken Tyrell who had brought along the Formula II Coopers which have been used by Gregory and McLaren this season. They were also beaten by Mike Hatton's 1,100-c.c. Cooper and George Keylock's supercharged F.11 Cooper.

The day was concluded with the motor-cycles runs which once again proved to be the fastest vehicles present. Basil Keys took his Norton-J.A.P. down the kilometre in 21.59 sec.—an average speed of 103.5 m.p.h., breaking the course record previously held by C. W. Rous.—M. L. T.

S.T.D. REGISTER OCTOBER FIXTURES

The S.T.D. Sunbeam Register is taking steps, in conjunction with the Rootes Group, to celebrate both the anniversary of the old Sunbeam Company and the 50th anniversary of Louis Coatalen joining that famous organisation. On October 17th a rally will be held to Rootes Ryton-on-Dunsmore Sunbeam factory, near Coventry, when Rootes will entertain members to a cocktail party, lunch and tea and driving tests will be held in the factory grounds for Wolverhampton Sunbeam, Roesch Talbot and S.T.D. Darracq cars. On the following day the annual Wolverhampton Rally will take place, with a Navigational Run in the morning and a Pride of Ownership Contest in the afternoon (of October 18th) at West Park, following the usual parade of Sunbeams through the town. The prize-giving will be held at a Civic Reception and Afternoon Tea Party given by His Worship the Mayor Alderman of Wolverhampton at 4.30 p.m. in the Town Hall, to which ex-Sunbeam employees, S.T.D. Register members and famous Sunbeam personalities will be invited. It is hoped that Louis Coatalen may be the Guest of Honour.

On October 4th the annual Sandhurst Rally, Concours d'Elegance and Driving Tests will be held, members for gathering for lunch at the Hawley Hotel, Blackwater, Surrey, and arriving at the Royal Military Academy, at 2 p.m. Details and entry forms from Councillor Mrs. Winifred Boddy, Carmel, Fleet, Hampshire.

LETTERS from READERS

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

A SUCCESSOR TO ARDS?

Sir,

How intriguing to join you, if I may, in your "Rumblings" (August issue), ramblings or pipe-dreams, call them what you will.

There is no doubt that Goodwood leaves much to be desired as a Tourist Trophy Circuit, even if almost all the customers pay to watch the race. Equally, almost all your readers could think of at least one, either locally or further afield which public roads would admirably provide, but for an adverse public opinion.

I should like to advance the claims of such a one in the Winchester district, part of which you referred to in your article, namely A 30 from Stockbridge as far as a sharp right-hander (not unlike Thillois) along B 3420, a well surfaced extremely fast Roman road fringed by beech, high forest, joining A 34, which swoops down Three Maid's Hill, nearly ruler straight all the way, westwards at the Harestock crossroads by a link road which would have to be constructed to avoid a residential road, narrow and uneven. At the side of the new track the ideal site for pits and grandstands, thence to connect, two miles N.W. of the town of Winchester, with A 272, with its swerving bends, undulating until it plunges into Stockbridge, where, at an acute angle past some houses, A 30 climbs steeply to the right.

This is a really testing driver's circuit, 17 miles in length. In an Austin-Healey 100-Six amidst Sunday evening traffic which imposed some restraint, I covered it in almost exactly 17 minutes, a 60 m.p.h. average. Your guess is probably better than mine, but I should say that the faster modern sports racing car could attain a two-mile-a-minute average using all the road, a lap time of 8½ minutes, less than that of the Nurburgring, being 14 miles round and testing in a way which precludes sustained high speeds.

This magnificent course would require a field of about 50 cars to maintain spectator interest. It is well provided with escape roads, including one which would take the driver and his car straight over the bridge across the railway, up the broad main street of Stockbridge, flanked by innumerable public houses, reminder of the village's former association with that inferior sport of the turf or kings.

So it only remains to divert the traffic, remove a few keep left signs, after having constructed pits and link road, and we're away to a good start.

Oh, well. . . . See you at Goodwood next September, I suppose (and for evermore?)

I am, Yours, etc.,

Shawford.

L. S. ELLIS.

WHAT ABOUT "DE-TUNING" KIT?

Sir,

One reads much today of tuning kits all with the same idea of getting more power from the engine. To the great mass of users this is unrealistic as more and more cars are being used almost entirely in convoy traffic conditions for at least 90 per cent. of their running.

The mass-produced car being a compromise between the two requirements of flexibility and ease of driving on the one hand and that of high performance on the other, it would seem that there is a need for "de-tuning" kits for those who do not like rowing their cars along with the gear lever in town and suburban traffic conditions.

I visualise, for example in the case of the Morris Minor and Austin A35, boring the block out some 2 or 3 mm., fitting pistons with reduced compression height to bring the c.r. to about 6 to 1, and the fitting of a very small carburetter of say 20-mm. bore.

If manufacturers would cease slavishly following one another they might even design a car specially for such needs, a vehicle weight about 15 cwt. with 1,400-c.c. (4 by 350-c.c. cylinders) engine, valves in head of course with B.M.C.-type combustion chambers, a low compression-ratio and small carburetter. The engine would have a moderate maximum power output, say 30 b.h.p., and be lightly built and untunable.

The normal town-running top gear would be about 625 r.p.m. per 10 m.p.h., with a geared-up highest gear at say 500 r.p.m. per 10 m.p.h. for when the car was out of its normal environment. I believe such a car would satisfy more users than the buzz-boxes being made by most firms, and would be pleasanter and easier to drive in today's traffic conditions.

Incidentally, the Volkswagen conception is rather like the above,

yet no manufacturer has had the courage to take a leaf out of its book in spite of its success.

Concluding, the pre-war Fiat 1,100 had a very low c.r. (6.1 to 1) engine yet gave good petrol consumption, a very flexible performance on its quite high top gear and, in my view (I have had three), was a better car than the post-war B.M.C. and Standard buzz-boxes.

I am, Yours, etc.,

London, N.21.

F. W. CHAMPION.

* * *

REPLIES TO "HARD TO PLEASE"

Sir,

Poor Mr. Atkinson (August MOTOR SPORT) is an unhappy motorist and, as the caption says, hard to please. I think his main trouble is that he doesn't really know what he wants in a car. Certainly anyone who finds himself switching between a moderately-priced family saloon, a low-priced (in Germany) utility car and a sports car, must have a very confused outlook. Now let us consider his letter in detail.

His criticism of the VW is quite unjustified. If he wants Rolls-Royce type silence let him buy such a car, remember that in its own country the VW is a utility vehicle and anyway a bit of experimenting with glass wool can bring about a notable improvement. It is not ugly, its shape is functional and sensible. It is not uncomfortable for the type and size of car; I have driven long journeys in a VW with no undue fatigue. It is certainly not under-powered, it produces exactly the power intended by the designer. Does Mr. Atkinson know that top is in fact an overdrive and that the car should be handled accordingly. As for "vicious oversteering," I would say that "gross overcontrolling by the driver" would be nearer the mark.

Now for the Herald. He certainly seems to have had an unhappy time with this car. I have had a saloon Herald since July 9th and have also covered nearly 2,000 miles. My car has never leaked and its first ten days seemed to be spent in a continuous cloudburst. With the single carburetter engine, my performance figures are better than his. I have had no trouble with the gearbox or lever other than a split rubber boot. My doors don't need to be slammed. I have had squeaks in the suspension, but believe there is a cure. If I couldn't keep straight at 60 m.p.h. I should either check my tyre pressures or go back to a good driving school. In short, your report of the Herald has been confirmed by my own experience. I find it a very well designed car with excellent handling qualities and the ability to achieve very respectable averages without a high maximum speed and in perfect safety.

No, Sir, before Mr. Atkinson makes sweeping condemnations of motor cars, I suggest he examines firstly, his own driving methods and secondly his attitude to cars in general.

I am, Yours, etc.,

Bedford.

G. R. S. MCKAY.

Sir,

I endorse the remarks made by Duncan Roach Atkinson in the current issue, oddly captioned "Hard to Please."

My sister has just left my house after yet another despairing visit in her Herald: the fifth car and the third new car she has owned. Never before have there been so many valid complaints.

Mr. Atkinson's item 6: "The greaseless suspension squeaked." This seems a gross understatement compared with the aviary my sister has acquired, providing greaseless nesting conditions for over 1,000 birds. Item 9: "The doors dropped and were consequently difficult to close." This also is true, although my sister states that she had to have a door repaired to prevent it dropping right off. Other troubles include: The front driver's seat sags as though the car had done 40,000 in lieu of 2,500 miles. The stuffing is dropping out of the head lining. The choke when gently pulled came right off. Numerous other thorns are pricking, but what really gives cause for concern is a peculiar note which the exhaust is using to herald some other tricks that appear to be in store.

I too had a VW for trial after selling my Morris 1000 last March, and again agree *in toto* with Mr. Atkinson, although owing to family needs my final choice was a low-line Ford Consul.

I am, Yours, etc.,

Bromley.

HUBERT R. THOMAS.

Sir,

I thought the heading placed by you over the letter from Mr. Atkinson of Swansea in your August issue rather unfair. I don't think I should describe anyone finding all the faults he did on the new Triumph Herald as "hard to please," rather I think he should be invited to help compile your future road test reports!

The faults he lists are the sort of things which drive any reasonably-minded owner to near distraction. When he finds one thing after another going wrong he very soon forgets things like wonderful petrol consumption, Italian lines and all the rest of the propaganda with which he has been inundated. All he thinks of is that he had paid a lot of money for a lot of junk.

I had a similar experience to your correspondent when in April this year I took delivery of a model which at that time was "The most advanced small car of today," namely the new Austin A40. I kept it two months during which time I found it leaked badly, a new silencer had to be fitted, two replacement gearboxes were fitted, the doors could not be stopped from rattling, the heater controls were not connected. As if this was not enough I found that after two polishings of the paintwork the undercoat started to show through, this being evident under the peak above the rear window and along one wing. It appeared to be caused by rough metal below the paintwork, the paint wearing off the high spots when polished. I also found the road noise unbearable in spite of under-seal and the only time the speedometer needle was steady was when the car was stationary!

The general quality was very poor and after losing £100 on ridding myself of a big disappointment I am now in possession of a Ford Prefect. I know it has still got a side-valve engine and three-speed gearbox but at least the quality of the bodywork is way ahead of anything in its price range and I do feel when I drive it that I am in something neat and substantial.

I am, Yours, etc.,

WILLIAM H. ABBOTT.

Badminton.

Sir,

I feel I cannot let Mr. Duncan Roach Atkinson's tirade against the Triumph Herald go unanswered.

I should imagine that any person of moderate intelligence would understand that a new and revolutionary product must have certain minor teething troubles. Surely the sensible course is to return it to the manufacturer or his agent and give an opportunity to put matters right, rather than to start bleating about it. Had Mr. Atkinson adopted this simple course he would have found that most of his complaints had already been noted and corrective modifications already been arranged for by the makers through their dealers.

I also own a Herald coupé and at 3,000 miles I am delighted with this wonderful little car. It is streets ahead of anything anywhere near its price and is fully worthy of all the praise it has received from MOTOR SPORT and others.

I will now answer your disgruntled correspondent's complaints in order.

1. My car has never leaked even when standing out in a cloudburst. 2. Though I have not yet driven the car flat, the maximum speeds so far recorded are as follows: second gear 32 m.p.h., third gear 63 m.p.h., top 74 m.p.h. 3. Slight vibration of gear lever is evident, but not obtrusive. 4. It has never jumped out of reverse. 5. The windows did, I believe, tend to jump out of their runners on a few early cars, but mine was modified by the dealer on maker's instructions before I took delivery. 6. The suspension does not squeak. 7. I have travelled quite a number of miles with two passengers in rear seat without anything fouling the prop. shaft. 8. Any near side list is compensated by the driver. 9. My doors have not dropped and are easy to close. 10. The independent rear suspension does of course give the Herald infinitely better road-holding than its counterparts. It prevents rear end bounce and tramp and gives a "large car feel." The steering characteristic is approximately neutral; it is both accurate and positive and does not wander at any speed. The suspension has never bottomed even with four up, and the wheels have never rubbed underneath the wings.

I would now refer to Mr. Biske's complaints about the side lights. If he will examine them, he will notice that they have prismatic glasses, the upper surface projecting forward some $\frac{3}{4}$ in. from the body. When the bonnet is raised, this upper surface, passing through some 90 deg. faces forward, and the diffused light therefrom is fully visible at standing height for a half-mile and no doubt far greater distances.

In conclusion I would wish the Triumph Motor Co. the success they undoubtedly deserve with their magnificent departure from ortho-

doxy, and add that I have no connection with them, or any other concern which might be interested in vilifying their products.

I am, Yours, etc.,

J. D. CARTLEDGE-ELLIS.

Petts Wood.

HOW DOES THE VOLVO RATE?

Sir,

Having followed the progress of the Volvo with considerable interest through numerous rallies, Silverstone, and four different road-tests, I am wondering if you can persuade any of your readers, who have been running one of these apparently desirable cars to tell us his experiences. It is often very difficult to obtain this type of appraisal and it would, I feel, be of great interest to many other potential buyers—especially with so many rumours of wonderful new domestic models—without that import duty!

I am, Yours, etc.,

W. B. HORNER.

Barnes.

[Our road-test impressions appeared in the February, 1959, issue—Ed.]

ANOTHER FORD V8 FAN

Sir,

Like Mr. V. Outen in your last issue, I also have a soft spot for the Ford V8. In 1955 a friend and I found ourselves in San Francisco with little money and no transport. We saw the Ford standing on a steep slope in San Francisco's Chinatown. After searching around for a while we finally traced the owner, and for 20 dollars plus an old wrist watch the car became ours. That car took us for 8,000 miles around America. Never were we let down, and the engine was never noisy. Not even in hundred-degree heat did the performance drop.

When we finally arrived in New York we had to leave the car on a dump, no scrap dealer would have it, and we could not even give it away. Nevertheless, we could have turned around and headed for California knowing that we were very sure of reaching there, as far as the car was concerned.

I enclose a photo of the Ford taken in Hollywood. As you can see, my companion was a little ashamed of standing too close to it!

I am, Yours, etc.,

RICHARD LINDY.

Old Tupton.

CYCLE RACING ON THE ROADS

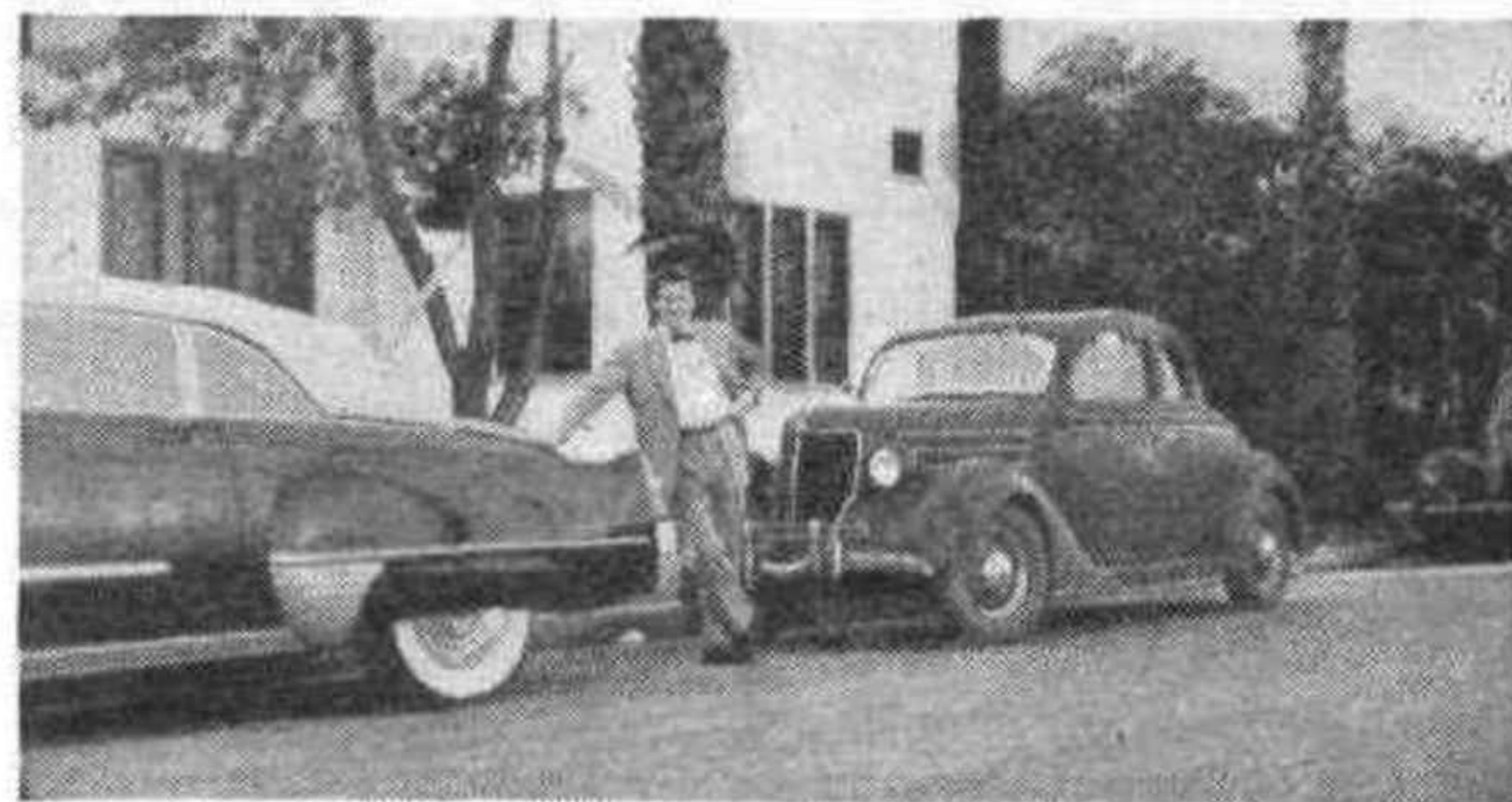
Sir,

While reading the MOTOR SPORT of September I could not help noticing with some indignation your remark concerning racing on the roads of this country, where you stated: "except by cycling clubs?"

As you may know, cycling tracks in this country are extremely few and far between, this means that we enthusiastic followers of a rapidly increasing sport are left no alternative but to race on the roads. Of course some aerodromes have been maintained in order that motor racing enthusiasts may follow their chosen sport. On one occasion last year, a successful cycle racing meeting was held on the Mallory Park circuit, but as far as I know this has not been repeated.

Cycle racing on the roads usually takes two forms, i.e., massed-start road racing and time trialing. Massed-start road races are now rigidly controlled by the police, without whose permission they may not be held. The number of accidents caused by cyclists in these events in which other road-users are injured are negligible. Take for example this year's highly successful Tour of Britain, sponsored by the Milk Marketing Board.

[Continued overleaf]



Another Ford V8—see letter from Mr. Richard Lindy.

Time trials are held in the early mornings (usually starting about 6 a.m.), from my motoring experience I can assure you that they cause little or no inconvenience to other road-users, this is mainly due to the riders starting at one-minute intervals.

I hope this letter will help to show you that until such time as other facilities are available for our sport, e.g., circuits on aerodromes, we have no alternative but to race on the roads. Of course the speeds travelled by racing cyclists rarely exceed 45 m.p.h., when this is compared with the 100 m.p.h. plus of some speed-crazy motorists, I think there can be little objection raised against our racing on the roads.

I am, Yours, etc.,

Wickhambrook.

ALAN J. BAKER,

Member of the British Cycling Federation.

[We did not criticise cycle racing on the road, we merely stated that it is allowed, which Mr. Baker confirms. So shall we "live and (one hopes) let live?"—ED.]

WHERE ARE THE COOPER SCHOOL TEAM DRIVERS?

Sir,

Owing to a letter that appeared in the August issue of MOTOR SPORT, I wrote to the Cooper Racing Training Division and asked for their application form. I pointed out that I was over 25 (which I consider to be the maximum age at which a man should start training for the greatest sport in the world), and that they may consider me too old. They send me an application form, and some duplicated papers.

Now this may have been an automatic process, on the basis of "one letter in, one set of papers out," without having read my letter, so I filled in the application form, putting the date of birth in red, my age in red, and where it said "enclosing the sum of £5 5s. 0d." I crossed this out, and wrote: "as I am 38 I will not send you the lolly unless you consider me a suitable applicant," (or words to that effect).

They sent me a letter, not a duplicated thing, but a letter addressed to me personally, saying that I was suitable, send the lolly. As I had pointed out four times, I am 38!

The Cooper Co. may be able to excuse their lack of drivers by saying that they have not had a suitable person yet. They may answer Mr. Macefield's letter by saying that he was not really suitable, but that they were willing to let him go on trying, at his own expense, although I do not think this is a nice way of doing things. They may say they are not merely out for money, but are really trying to do the sport some good. They may have dozens of excuses that, on the face of it, are fair enough to meet the case. But I wonder what excuse they will have for accepting a man of 38 as a suitable applicant, providing he sends the lolly?

If he is presumed to be a Fangio-in-embryo, he is still too old to train. If he has had enough experience to justify training, he should not need it. And if, on the basis of an application (and they have to take his word for all he tells them), they consider him, at 38, to be so good as not to take his age into the count against him, then they should not be in the race game, but in fortune telling!

I am, Yours, etc.,

Harlow.

H. HAPSTON.

[This is another point of view, but what we should like to see, to augment the letter from Mr. Ian Burgess published last month, is a balance sheet to date and a list of those successful trainees who will be seen at the wheel of Cooper Junior Formula cars "as soon as suitable races are organised for this class of car." Will they include Arthur Mallock, for example?—ED.]

IN DEFENCE OF THE DYNA

Sir,

I, too, was a little ruffled by the unkind things your Continental Correspondent said about the roadholding of the Dyna Panhard in your November 1958 edition. Remembering, however, that "we do not argue with our Continental Correspondent," and having anyway the greatest respect for his views and his driving skill, I have held my peace. But reading the letter from "F.R.C.S." of Portsmouth, has prompted me to back him up.

I will concede that the handling characteristics of the Dyna have to be wooed with a certain amount of perseverance if they are to be fully enjoyed, but this, after all, is true of all women.

Having once got accustomed to the initial roll on the tyres (not the suspension—tyres are Xs at only 18 or 19 p.s.i.) when going into a fast corner, and having learnt not to throttle back on feeling this, cornering became almost as much fun as it was in my 1935 Mk. II Aston Martin. I do not believe the back end will ever break

away and if the front goes—well, at least you go straight on! If you are a little more skilful than I am you can even survive this by nicely balancing power and slip angle to regain control.

Do you think you could persuade "D.S.J." to try again?

I am, Yours, etc.,

Sutton Coldfield.

J. H. E. WEBER.

[It is not so much a question of "D.S.J." trying again as persuading Citroën Cars to let us have a Dyna Panhard for full road-test.—ED.]

CARS IN BOOKS

Sir,

I wonder if it has occurred to many of your readers, as it has to me, that the current school of young novelists belonging to the "Lucky Jim" group—John Braine, Kingsley Amis, John Wain, etc., all are uniformly car-conscious. Whenever a car is mentioned in their novels it is almost invariably the case that the model is named and, frequently, the type.

Perhaps the best example of this is the episode in Braine's "Room at the Top," in which the ambitious Joe Lampton notes (with green envy) an Aston Martin draws up outside a cafe where he is having a cup of tea. To Lampton it is a symbol of all he wants—an expensive but non-flashy, hand crafted object, a "rich man's plaything." But Braine describes it so accurately and lovingly that there is no doubt of the author's interest. Incidentally, from the cycle mudguards and other features Braine notes, it is a pre-war Aston; there must be a number of good examples available in Britain but in the film a Lagonda was substituted. Does any reader know why?

While the Irish author W. J. White is not as cynical as Amis and his followers, his attitude to life is still very much that of a Lucky Jim. In his excellent "The Hard Man" cars have a way of cropping up in the plot, always described in satisfying detail. A Citroën and a Mercedes-Benz play quite important roles; in both cases they are used as symbols of affluence, but here again White's descriptions of them mark him out as an enthusiast. As the driver of a 1929 Riley Nine I was particularly taken by White's account of a trip in an "ancient" Riley at night, in the rain, and with a defective windscreen wiper. I know exactly what he is talking about.

Enthusiasts in New Zealand probably seize on these "Cars in Books" crumbs more avidly than do their counterparts in England, for the sight of something really interesting on our roads is a rarity. Some nice specimens turn out to the Vintage Car rallies in the centres where these clubs operate but most of these are not in constant use. The last time I saw a thoroughbred parked in Auckland's main street (it was a 1930 Invicta) there was a crowd four deep around it. Of the worthwhile pre-war machinery still in daily use perhaps Rileys are most commonly seen; odd Bentleys, Sunbeams, Alvis, M.G.s, etc., are still in use for regular transport but it is a red-letter day when one of these is spotted. As for pre-war Aston Martins, I have never seen one.

I am, Yours, etc.,

Auckland, New Zealand.

D. G. DUBBELT.

PRAISE FOR THE TWIN-CAM M.G.

Sir,

I refer to the letter in your August issue, regarding a "Twin-Cam in Ireland," and as a reader of MOTOR SPORT for the last twenty-four years, I cannot possibly let Mr. Clune's letter go unchallenged.

Mr. Clune and I have only one thing in common—our first car was an M.G. and ever since we have always owned one. The similarity however ends here. Mr. Clune, before rushing into print, should, I suggest, first learn how to drive his car properly. When he mentions that the plugs oil up every 300 miles, perhaps he is unlucky that the plugs happen to come from a bad batch of production. All suffering from the same fault, or does he mean they get wet? He states also that the engine is rough. I do not agree. It is a bit on the noisy side, but not by comparison with the M.G. TD Model. Is there any chance he would not know when it is running on three cylinders or less?

With reference to the numerous other defects he mentions I am at a loss to understand this, because my experience over the years has been that I receive every consideration and help from M.G. Agents, the Assemblers, and the Nuffield Organisation. The Service Departments certainly take an interest in the cars they service.

I recently had the opportunity to borrow a Twin-Cam, and it gave me no trouble whatever. In my opinion, it is a very nice little car. To consider average speeds of 60 m.p.h. on Irish roads confirms this. He should remember that nothing man or machine made is perfect, irrespective of the price we pay. I am an M.G. owner of many years standing, and I have found each successive model satisfactory in its own way, and certainly good value for the money. In fact I like a Twin-Cam so much that I make Mr. Clune the following offer. I will

exchange an Aston Martin DB 11 for his M.G. How about it Mr. Clune? If he takes me up, I can guarantee that he will not be embarrassed by the starter cable of the Aston Martin pulling out.

However much letters like Mr. Clune's annoy me, I will always get enjoyment and much pleasure from reading your excellent Journal.

I am, Yours, etc.,

Dublin.

JOHN J. FLYNN.

FARINA SIMILARITIES

Sir,

I notice in my copy of your excellent journal some pointed comments regarding the new Farina designs perpetrated under various headings by the B.M.C. One of your correspondents goes as far as to say that if one wants an Italian car one should buy Fiat or Ferrari.

Might I suggest that this gentleman arms himself with a large bottle of Marsala or Spumante and goes to have a good look at the Fiat 1800, 2100 or the Alfa 2000. I will guarantee him the whole bottle at a gulp. A series of the aforementioned Fiats were placed on a train here with a mixed bag of B.M.C. Farina types and I swear that there was less difference between the 2100 standard and the A55 than between the Oxford and the A55. The difference between the Alfa and the Wolseley is also insignificant. Once upon a time we used to say that all American cars looked alike, what on earth are they going to say to us!

People here are anxiously awaiting the arrival of the Triumph Herald and the new Martin 850 range and we hope that these cars will be able to hold their own against the continental opposition. The prices are right and the cars look right, lets hope there is a potential Coronation Safari class winner in one of them. Don't the Martins look a little bit like a small Fiat? They seem to in the pictures.

It is unfortunate that in Mombasa the Nuffield and Fiat agents are in the same building with obvious running into each other, I feel that with 1800, Oxford, Mini-Minor and 600 in adjoining windows the public has a fair chance of going cross-eyed.

I am, Yours, etc.,

Mombasa.

W. D. CLEMESHA.

THE "LOW DOWN" ON BANKING

Sir,

In his report of the German Grand Prix race at Avus, your Continental Correspondent made some remarks which impel me to pen, if not a defence of banked tracks for racing, then at least an explanation of some of the odd and misunderstood effects which they involve. I am no racing driver, but I do sometimes have to test-drive cars around bankings at speeds quite high enough to demand concentration on the job in hand.

Early banked tracks such as Brooklands were saucer-like in shape, so that cars going at widely varied speeds could all find a natural "line" which gave them the right angle of bank. Monthéry, a bit younger than Brooklands, has a similar characteristic except that even the inner edge is banked for (speaking from not very recent memory) about 50 m.p.h. instead of being flat. Tracks of this kind are fine for many sorts of car testing, such as keeping going steadily at various speeds while you measure fuel consumption or the temperature of various bits of mechanism, but not for racing between evenly-matched cars. If the right "line" for every car competing in a race is around the steepest part of the banking (i.e., the top edge) the useful part of the track is, in effect, too narrow for cars to overtake one another, and fringed by either a safety fence or a nasty drop over the edge with absolutely no spare room for sorting out a skid.

For racing, if a track is banked to permit high-speed cornering within a limited amount of space, it is better to have banking of a much more constant slope—in the case of Monza track, 39 deg. for the main width of the track. That way, a driver gets about the same amount of help from the banking whether he is high up or low down on the evenly graded slope, so there is width available for one car to overtake another, and a driver can follow a "line" low enough to give him some skid-correcting elbow room without imposing a handicap on himself. Such banking will have only one "hands off" speed, which racing drivers will exceed by a margin depending upon their skill and the quality of their car, but it is not fair for your Continental Correspondent to criticise the Avus North Curve because "a car does not find a natural line round the banking as at Monza or Monthéry"—his statement about Monza is, anyway, only true of fairly slow cars using the lower half of the banking.

Driving fast around a long, steeply-banked corner is at first a most disconcerting experience. The whole world seems suddenly to have got twisted, the track ahead of you curling apparently always upwards and to one side with no horizon that means anything visible. For a while, "the seat of your pants," by which you are supposed to judge cornering, refuses to deliver intelligent messages

to your brain, but merely complains of the extra "g" load it is asked to support. After a while, however, you begin to feel a bit more at home, and find that going faster than the "hands-off" speed is not really very different to cornering at around "the ton" on an unbanked corner of larger radius: really going to the limit when there is not much room to spare if you overstep that limit is something I am happy to leave to the racing drivers, but cornering technique is not really altered drastically by banking. What is apt to be altered is the behaviour of a car.

On banking you get this "g" loading, which on Monza's 39 deg. banking represents 28 per cent. more load on the springs and tyres at the "hands-off" speed of 112 m.p.h., as much as 83 per cent. extra if you use a tyre-to-concrete coefficient of friction of 0.5 to get round at 155 m.p.h. Going beyond the "hands-off" speed, you also get the usual cornering weight transfer from inside to outside wheels (when a touring or sports car on test starts spreading bits of tyre tread around the place, it is always an outside tyre which fails first), but it is the extra load on all four springs and tyres which can really change a car's behaviour—a change exactly similar to that which occurs as you "pull out" from a fast dive through a Salisbury Plain switchback, in case anyone says that track effects are utterly unlike what occurs on the road.

It was Uhlenhaut of Daimler Benz, as experienced a racing engineer as any in the game, who remarked to me after the Behra tragedy: "It's funny, you know, but Porsches are the only cars which have ever gone over the top at Avus"—and Uhlenhaut is a very good friend of the folk at the "other" Stuttgart car factory.

At first glance, this seems very strange. If you want to suppress the oversteer of a tail-heavy car with swing-axle i.r.s., any clued-up Renault or VW owner will tell you to lower the rear suspension so that the wheels lean inwards—and that is just the effect which "g" on a banked corner will produce. At second glance though, one realises that whilst this may make for stability so long as the car does not skid, the tyres carrying the heavier load are still liable to lose adhesion first (that's why ultra-light cars do better than heavy ones on a trials hill)—and the sudden transition from understeer to rear-end breakaway is not funny, which may be one reason why the Porsche factory entries for races held during the last few months have not had swing-axle i.r.s.(?)

Reverting to the original reason for this letter, however, I must repeat that for racing purposes a banked track *should* have a virtually constant slope over much of its width, if cars are not to corner in processional order. An interesting refinement of banking design (by trial and error, not by theory) can be found, of all the unexpected places, at Motor City Speedway, Detroit, U.S.A., where a wide oval track only $\frac{1}{4}$ -mile long has banking which is just a wee bit steeper outside the turns than at their inner edge, enough extra banking to let the man lapping on an inside line and his rival on the outside line clock equal lap times, the outer man going fractionally faster but covering extra yards in every lap.

I am, Yours, etc.,

JOSEPH LOWREY,

Technical Editor, *The Motor*.

London, E.C.

[We are delighted to publish something of Joe Lowrey's again, because he virtually served his journalistic apprenticeship by writing for MOTOR SPORT during the War.—ED.]

TAILPIECE



[Photo by T. W. Tanner]
SMALL-CAR DESIGN.—A solution even Issigonis didn't think of!

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

BENTLEY, 1929, 4½ litre, Professional Drophead Foursome body. Good condition, tyres excellent, new heavy-duty batteries. Photographs. £190. Hay, Redwood, 27, Bath Road, Maidenhead 353. [2174]

G.N. 1922. Original chassis, O.H.V. bronze heads, rebuilt wheels with very good 4.50/17 tyres, Marchal headlamps, two-seater body to R.A.C. competition standard. Ready for road. Photographs. £75, or offer. Hay, Redwood, 27, Bath Road, Maidenhead 353. [2175]

M.G. 18/80, 1931 Saloon. Sound and original condition. Exchange for Lambda or anything interesting, or sell £48. T. W. Sanger, Rock Cottage, Wick Rocks, Wick, nr. Bristol. [2177]

A.C. 2 litre Saloon, 1934. Running order, but tatty. Drinks oil. £35. 31, Western Road, N.22. [2178]

RILEY BROOKLANDS, W. S. Bader wishes to dispose of KD 5340. 1500 c.c., 10-1 C/R, racing camshafts and tappets. Large port head, 4 amals or two S.U.s, Koni shockers, 16 in. knock-on, oil cooler, etc. Offers around £295. Host of spares. 62, Sussex Place, Slough. Tel: 23754. [2179]

AQUAPLANE twin carb set. Ford 1172 or 100E. £12 10s. o.n.o., as new. Keith Lishman, Scruton, Northallerton, Yorkshire. [2180]

ROLLS-BENTLEY, 3½ litre Park Ward Sports Saloon, 1934. £240 o.n.o. Any vintage car taken in part exchange. K. Walton, 192 Tamworth Road, Long Eaton, Nottingham. [2181]

JAGUAR, 2½ litre, 1947 Sports Saloon. Moderate mileage, well maintained. £250. Gulliver, Salucama, Warren Drive, Prestatyn. [2182]

ALVIS T.J. 12/50, 1931 four-seater Tourer. Oaken Lodge, Oaken Lanes, Codsall, Staffordshire. [2186]

A.C. UBSS engine, gearbox, 3 S.U.s, 6-branch, A.V.C. dynamo, 7.5/1 pistons in shortened A.C. chassis with hydraulic brakes. Offers, all or part. Thompson, Burnside, Shadforth, Durham. [2187]

M.G. P.A., Red. Over £200 spent in last 18 months. Everything in immaculate condition. £175. Phone Brentwood 6, evenings. [2188]

M.G. P.A., Red, 2-seater. Taxed. Excellent condition. £115 o.n.o. Sandpits House, Sandpits Road, Petersham, Surrey. [2190]

ALVIS FIREFLY Tourer. Mechanics, hood, instruments sound, body tatty. Indicators, heater, clock, spot, parking, reversing lights. £50 o.n.o. Gayfer, 1, Elmsfield Drive, Cottingham, Yorks. 49486. [2191]

1935 HORNET 14 Special, E.W. Saloon. Mechanically good, body sound, needs tidying. Stork trouble forces sale. £75 o.n.o. Box No. C.192. [2192]

DERRINGTON manifold with twin S.U. carburetors for Morris Oxford (M.O.) side valve. £13. Mason, 29, Mill Lane, Chadwell Heath, Essex. [2193]

FAST 4-SEATER Sports D.H. Hillman Aero-Minx. Excellent tyres, body, hood and sidescreens. Mechanically rebuilt, rewired. Taxed December. Good value. £180 o.n.o. Fiat 1100 c.c. 4-door Pillarless. I.F.S. 70 m.p.h.+. Registered 1952. £250 o.n.o. 108, Deepfield Road, Bracknell. Phone 1708. [2194]

SPECIAL BUILDERS! Ford 8 Saloon, runner. £15. "Motor Sport," 1953-59, offers. Harmer, Jesmondene, Herstmonceux, Hailsham, Sussex. [2195]

127A AUSTIN Concours Tourer, 2-seater with dicky. One owner 32 years. Offers. A. Lees, 381, Hawes Side Lane, Marton, Blackpool. [2196]

BENTLEY, 1934, 3½ litre Dropped Body Coupé. Mechanically sound. Many new parts. Taxed and insured. £175, or highest offer. Alvis, 1934 Speed 20 Saloon. Wings need attention. Reconditioned block. £30. A few "F" type Magna and Hornet parts. Horridge, 29 Knowsley Street, Bury, Lancs. Tel: Bury 4447. [2197]

FOR SALE—continued

WOLSELEY WASP Saloon, O.H.C. Bodily and mechanically sound. £25. Mason, 66, Royal Avenue, Scarborough. [2198]

T.R.2, late 1955, Red. "X" tyres, heater, under-seal. Any trial. Terms arranged. £540. Nicholls, 6, Denley Grove, Ward End, Birmingham. 8. [2199]

SUNBEAM TALBOT 10, 39/40 D.H. Foursome. Ally body, cylinder head, extensive engine recondition 1958. New exhaust valves, springs just fitted. New hood this year. Good brakes, tyres, steering. Excellent appearance inside and out. Taxed, insured. EDG 4716, evenings. [2200]

PAIR REUTIER DRIVING SEATS, new, 26 in. wide, fully reclining. Red. £20 o.n.o. Wilcox Bungalow, Thornton Close, Eastern Green, Coventry. [2217]

AERO MINX Hillman Sports Saloon, 1934. Fair. £50, offers. Box No. D 218. [2218]

AUSTIN SEVEN Special, nearing completion. Modified resleeved engine, I.F.S., Bowden brakes, aluminium body. Owner unable to complete. £60. Box No. D 218. [2218]

RILEY 2½ litre Saloon, 1949. 100 b.h.p. model, well maintained by engineer owner, but needs respraying. Sunshine roof and fabric top professionally recovered. Four nearly new Michelin X tyres costing £42. Well worth £285. Todd, 27, Couchmore Avenue, Esber, Surrey. Emberbrook 4983. [2220]

1172 ROCHDALE G.T., Dec. 1958. Built by qualified engineer, 5,500 miles. Boxed chassis, 4.7 C.W.P., C.R. gears, high compression head, Ballamy wheels, new Michelin tyres. Superbly finished, sprayed cream, well upholstered. £410. Campbell, 19, Kingswood Avenue, Hitchin, Herts. [2221]

1958 ROCHDALE G.T., L.M.B. supersprung, sprayed cherry red. New boxed chassis, tyres, battery, reconditioned 1172 engine. Available after middle of September. H.P. if required. £350. Box No. D 222. [2222]

1935 S.S.I 2½ litre Tourer, Impressive. Excellent bodywork, good hood, brakes relined. Good runner. Little detail attention required. Reasonable at £65. Sear, 150, Stroud Road, Gloucester. [2223]

1952 JOWETT JAVELIN de Luxe. Fine example of an outstanding car. Equipped with radio, heater and other extras. £375. Also nice M.G. J.2. Will accept £85. "The Cottage," 24, Grove Street, Southport, Lanes, Phone 67294. [2225]

TALBOT 105 Rear Transmission complete, 500 x 20 new remould tyre. £9 the lot. Redford, 9, Juland Lane, Windsor. [2226]

M.G. 1½ litre Y.B. Saloon, May 1953, 10 pt. sump. New engine 4,000 miles. Brakes, front coils, tyres, clutch, etc. Fitted heater, temperature gauge, oil-coil, cigarette lighter. Taxed. £450. Consider Rochdale G.T. in P.E. A. Kitchener Jr., 1, South Parade, Settle, Yorks. [2227]

1934 LONG CHASSIS Mk. II ASTON MARTIN. Complete overhaul in last 12 months. Body, hood, tonneau, etc., in good condition. Upholstery tatty. With impressive appearance and performance this car is a bargain at £325. Greatrex, 16, St. Albans Road, Bristol 6. [2228]

Photographs

of the Portuguese G.P., the Italian G.P., the Kentish "100" at Brands Hatch and the R.A.C. T.T. at Goodwood are available at the following prices:

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FOR SALE—continued

ALVIS, 1936, 3½ Sports Saloon. Almost identical to Speed 25. Mechanics excellent, coachwork and interior above average for year. Offered at a considerable loss to make room for company car. £110 o.n.o. 297, Highters Heath Lane, Birmingham 14. [2229]

ALVIS FIREFLY Tourer, 1933. Excellent throughout. Enthusiast maintained. Engine good condition. £130. 11a, Slewins Lane, Hornchurch, Essex. Phone 46763. [2230]

VOLKSWAGEN TYRES, 5.60-15, Michelin Tubeless, as new. £5 each. 2, Tany's Dell, Harlow, Essex. [2231]

TALBOT 18/90, 1936, Sports Saloon. Green. Two owners since new. Bland overhaul 1956. Offers? Ford, HATCH End 3536. [2232]

LAGONDA M.45 Pillarless Saloon, 1933. All round good condition. New batteries, original handbooks. Many extras include concealed holster for driver's pistol! £80. Merifield, 359, Clapham Common Road, S.W.9. [2235]

EYE-CATCHING 1930 HUMBER 16/50. Excellent condition. Brakes relined. £45 o.n.o. Shepherd, 20, Littlecote Drive, Reading. [2236]

1952 BUCKLER Mark Five. £135 o.n.o. Details S.A.E. 84, West Street, Warwick. [2237]

M.G. T.A., Excellent in every respect. £230. "Nigeria," Ypres Road, Allestree, Derby. [2238]

LANCIA APRILIA, 1937. Recond. engine, heater. £165. 10, Bury Old Road, Manchester. CHE 1259. [2240]

M.G. V.A. 1½ litre Tourer, 1938, Red. £30 o.n.o. Hillcrest, Misbourne Avenue, Chalfont St. Peter, Bucks. [2241]

RILEY FALCON, 1935, reasonable condition. Brakes relined, overhauled, new battery. £55. Hoe, 123, Sharp Street, Hull. [2242]

ONE MUST BE SOLD. Either 1950 model 2.4 litre Healey Duncan Sports Saloon, ivory with red interior; exciting and beautiful car; £375. Or 1949 2000 Roadster Triumph, dark green, red interior, chrome rims; exceptional condition; £325. 24, Charlton Road, Shepperton, Middx. [2243]

O.M., 1928, 2 litre aluminium Saloon. Only three owners and 86,000 miles since new. Completely rebuilt, including body, 10,000 miles ago, and meticulously maintained ever since. In concours condition inside and out. Available after 9th September. £145. Harvey, Woking 583. [2244]

TRIUMPH VITESSE 13.9 h.p. Saloon. 9,000 miles since complete engine rebuild. New twin carbs, 1938 model. Valspar finish. New tyres. Lockheed brakes. Good. £55 o.n.o. Bennett, Appleshaw Dene, Nr. Andover, Hants. [2245]

S.S.I, 1935, JAGUAR. Suitable for body rebuild or spares. Mechanically sound. Tyres excellent. Offers please. Cammish, Mapledurwell, Basingstoke. Tel. 923. [2246]

BUGATTI T.40, 1930, aluminium bodied 4-seater. Just completed engine overhaul, including mains, ends, o.h.c. bearings, oil pump, clutch. Hood, screens tatty. Haggle starts £125. Atkins, "Llanberis," Duncroft Avenue, Gedling, Notts. [2247]

DEC. 1953 HEALEY 3 litre Convertible. Two carb. Alvis unit. 3-seater Farina styled alloy body. Engine overhauled. New valves, shockers (Konis on rear), recent new springs, brakes, 16 in. wheels, "X" tyres, rings, clutch, starter, etc. 76,000 miles. Nearly immaculate but over-polished grey cellulose. 24 m.p.g., 105 m.p.h. Little oil £525 o.n.o. Baker, Lampport Hall, Northampton. [2248]

SPEED SIX BENTLEY, less body. Mechanically almost perfect. We have been restoring this car but domestic reasons force our hand. Vast areas rechromed, polished, shot blasted and zinc sprayed. Offers above £120. North East, Box No. D.249. [2249]

LANCIA AURELIA 2500 Gran Turismo Berlina Hardtop Coupé (reg. 1958). Radio, heater, De Dion axle, inboard brakes, racing wheel, "X" tyres, independent all round. Identical to 1955 Monte Carlo winner. Cost over £3,500. Would Part exchange for Vintage Bentley (4½ or larger), or post-Vintage open sports thoroughbred. Photo and details on request. Roberts, 70, Bickerstaffe Street, St. Helens, Lancs. [2250]

M.G. T.C., 1947. Radiator, exhaust, battery renewed. Well shod. 15,000 since rebore, mains, etc. Paintwork, hood, screens poor. £275 o.n.o. R. Murdoch, 12, Clifton Drive, Abingdon. [2251]

1939 RAILTON COBHAM Saloon. Seen Cardiff. Offers. Box No. D.252. [2252]

1172 FIBREGLASS SPECIAL. Sprayed Convair body. Stage IV Aquaplane engine, 4.7 axle, C.R. gears. Very well finished cockpit. Only done 5,000 miles. Never raced. Capable of 70 m.p.h. in 2nd gear. Cost £550. Nearest offer 1400. Lanyon, Stebbing Park, Dunmow, Essex. [2253]

BARGAIN! 1954 RILEY 9 Fibreglass Special. £120. Also unused 2-bearing Merlin crankshaft. Offers. Gibbs, Barleymow, Blewbury, Berks. [2254]

**NOVEMBER ISSUE WILL BE PUBLISHED ON THE 27th OCTOBER
FINAL DATE FOR YOUR ADVERTISEMENT—15th OCTOBER**

FOR SALE—continued

- 1958 FORD 10** Fibreglass Special. Fully balanced tuned engine. C.R. gears, 4.7:1 C.P., 4-branch exhaust, twin S.U.s. £350 o.n.o. Axton, 43, Wood Street, Wootton Bassett, Wilts. [2255]
- DELAGE D8C**, 1931, D.H. Fioni Coupé. Fast, comfortable, reliable. Excellent engine and tyres. Taxed year. Seen Reading or Kingston. Nearest £165. Phone: Sonning 3032. [2256]
- 1172 ROCHDALE G.T.** New stiffened chassis, I.F.S., 15 in. wheels, new X's, C.R. gears, 4.7 C.W.P., works exch. engine, 8.5 "goldtop" head, 7 pt. sump, balanced pistons, etc. New battery, Lucas wipers, Blumel wheel, matched rev. and speedo, remote gear-shift, fly-off brake, the lot. Well finished B.R.G., grey trim. Gave up counting bills well before completion at £500. Bank manager forces sale. Say £460? Green, 88, The Drive, N.W.11, Tel.: MEA 1953. [2257]
- BENTLEY RED LABEL**, 1924, V.D.P. Tourer in original condition. "A" box. £250. BEL 3361 or ARC 1618 (evenings). [2258]
- 1927 DELAGE D.I.S.** Tourer, 14 h.p. £90 o.n.o. 55, High Street, West Molesey, Surrey. [2259]
- ONE OF THE FEW** remaining Raymond Mays Tourers, 1939, 4-seater body, hood, tonneau, tyres excellent. V.8 engine fitted replacement crankshaft, clutch and battery, but needing some attention, hence price. Haggle starts £150. Day, SYD 3510; evenings, BEC 3910. [2260]
- ALVIS SPEED 20/25**, completely overhauled 2-door Saloon. £175. Austin 7 Special, £35 o.n.o. East-house, Chilton, Didcot, Berks. [2261]
- JAGUAR 3½** litre 1939 Saloon. Telecontrol. Andrex shock absorbers all round. Bodywork, chrome upholstery in good order. P.I. headlights, one spot. New floor, Laystall crankshaft. Cracked block, head. £35. offer. Phone: Bourne End 226. [2262]
- AUSTIN HEALEY 100/4 B.N.L.**, 1954. Green. Unmodified, no competitions. Sliding screens, fog-lamp, auto. reverse lamp, screen-washers, detachable external wheel mounting, two extra winter tyres and wheel. Excellent order throughout. Taxed year, 41,000 miles. £565 o.n.o. Battersby, Oakwell, Prestbury 8769, Cheshire. [2263]
- M.G.s** Breaking J., L., F., K.N. All parts available. S.A.E. please. Shepstone, Tickenham, Clevedon. [2264]
- TRIALS CAR**. A.7 chassis, Austin 10 rear axle, Ford 10 twin S.U.s, H.C. head. Professionally built. Two new Eagles on rear. 12 volt. Also 1100 c.c. J.A.P. O.H.V. water-cooled twin to fit in above car, or would part. £150 the two. 86, Kimberley Road, Solihull. [2265]
- SUNBEAM**, 1924, 14/40 Tourer. Body, engine, etc., good. Tranco rings 2,000 miles ago. New hood, unfinished. Five nearly new 5.25 x 21 tyres. Good battery. £80 o.n.o. M. D. Lawdham, 24, Southern Road, London, N 2. [2266]
- STILL SOME BITS LEFT** from my M.G. 21. Magna. Is the part you need among them? 21, High Street, Beighton, Sheffield. [2267]
- VENERABLE BAROUCHE**, 1929 Rolls-Royce 20. Body Park Ward, finished in Lonsdale yellow and black. Impress your friends for only £125. Coulthard, 22, The Lawns, Hatch End, Middlesex, HAT 4588. [2268]
- M.G. T.D.**, 1951. One owner. Arrival of stork forces sale. View after 21st September. £425 o.n.o. 14, Mayfield Avenue, Kenton, Harrow. [2269]
- ALVIS 1250**, 1927, 2-door Saloon. Concours body and mechanics. £135. Brettell, ARN 2053. [2270]
- 65 OLD COPIES** "Motor Sport," 1945 to 1956. S.A.E. for details. Campbell, Faulkners Lane, Moberley, Cheshire. [2271]
- FRAZER-NASH B.M.W.**, 1939 328 Cabriolet. Primrose and black. Plated K.O. wheels. Excellent condition. First £235 cash. Barnet 8834 (after 7 p.m.). 111, Fitzjohn Avenue, Barnet. [2272]
- BENTLEY 4½** litre, 1928. Re-bodied with very smart Sportsman's 4-light Saloon. Polished engine. Zeiss lamps. Feeny and Johnson Servo. Concours condition all round. £265. Harrison, 35, Sutton Road, Southend 68090. [2273]
- VOLKSWAGEN**, registered 1949, actually 1947. Sound, clean and reliable. Reason for sale: house agent needs the money. £250 o.n.o. Tel.: Griffin, Uxbridge 3826, evenings and weekends. [2274]
- ALLARD P-type**, 1951. £205. Front suspension reconditioned by Adlards. Radio and heater. V.G.C. inside and out, but engine now burning some oil, hence price. Belmont, Blaen-y-Pant Place, Malpas, Newport, Mon. [2277]
- H.R.G. Aerodynamic Sports**, 1947. Recent engine overhaul, resprayed, new hood and tyres. Excellent condition. £280. 39, North Park Drive, Blackpool. [2278]
- JAVELIN**, 1951 Saloon, Series 3 engine. Just overhauled. Radio and heater. Tyres good. £295. 39, North Park Drive, Blackpool. [2279]
- LAGONDA**, 1929, 2 litre. Unusual close-coupled Saloon. Recent engine overhaul. Body good. £155. Dyster-Clark, Long Sutton, Hants, Tel. 247. [2280]
- FRAZER-NASH B.M.W. 319/45** 4-seater D.H.C. £125. "Veryan," Selson Close, West End, Woking. [2282]

FOR SALE—continued

- M.G. T.C. SPARES**. 4 VRA mag., pair aero screens and fittings, 19 in. wheel, two tyres and tubes, bare cyl. head, pair 1½ in. S.U.s. Lot £15. or separate. 15, Lonsdale Road, Walsall. [2283]
- 1933 MINERVA 21** h.p. Saloon, Black. In very good condition. One owner only, and 53,000 miles. £175. "Chalon," Parklands Place, Epsom Road, Guildford. Tel. 68787. [2284]
- AQUAPLANE SUPERHEAD** for 100E, with twin Solex manifold, 4-branch exhaust, air cleaners and all linkage. £20 o.n.o. Drake, 75, Sunnymead Avenue, Gillingham, Kent. [2285]
- M.G. P.B.**, 1936. Ivory, red. Excellent throughout. £170. Brown, Hampton Road, Redland, Bristol. [2286]
- ROLLS 20** h.p. Van, Sidewindows, 1928. Well kept, absolutely trouble-free. £120. Terms arranged. State available deposit. Car exchange considered. Smith, Bakers Lane, Knowle, Warwickshire. [2287]
- TALBOT 110** Saloon. Sound. £55 o.v.n.o. Metcalf, 80, Cross Green Lane, Leeds 15. Tel. 648963. [2288]
- 1936 FORD 10**. Ballamy I.F.S., hydraulic brakes. Reasonable body, or make interesting special. £50. Thurley, 26, Beaumont Gardens, West Bridgford, Nottingham. Or phone: Noutm. 23-2809. [2290]
- UNUSUAL BLOWN P.B. M.G.** Ex works car. Engine extensively modified, alloy body, good condition. Ideal club competitions. Goes like the proverbial! £185 o.n.o. Box No. D.291. [2291]
- LOTUS VI** Exceptional condition. Reconditioned 1172, twin S.U.s, etc. Never raced. Stephens Cottage, Oakley Court, Oakley Green, Nr. Windsor, Berks. Maidenhead 2693. [2292]
- M.G. P.A.** Immaculate. Reground crank. £160. Smith, Greystones, Ullesthorpe, Nr. Rugby. Leire 236. [2293]
- CIRCA 1926 CADILLAC V8**, originally Saloon, converted to towing truck. Original two doors undisturbed. Good mechanical order. Goes like Hades. Tyres poor, but v. good ones available (7.00 v 21). £25 complete or will dissect. W. Warnes, The Orchard, Latchingdon, Chelmsford, Essex. [2294]
- 1954 LOTUS VIII** 2-seater streamlined body. Aquaplane mods. B.R.G. New hood, tonneau cover, spoils. Body needs slight attention. £250. Horton, Ashlett Creek, near Fawley, Hants. [2295]
- F. MAGNA M.G.**, fitted Vauxhall 14 engine and hydraulic brakes. Interior needs finishing. £85 o.n.o. Also M.G. P.A. gearbox and steering column and all mechanical parts of 1927 Chummy. J. T. Moreton, Tatton Park, Knutsford, Cheshire. [2296]
- M.G. P.A.** 1,000 since rebuild, respray, re-upholstered, rechromed. Engine, starter, dynamo reconditioned, new C.W.P., battery, exhaust system, etc. £170 o.n.o. 103, Farren Road, Wyken, Coventry. [2297]
- FIAT 110TV**, 1955. Grey/blue. Excellent condition. Fitted Redex. Fast, economical, extras. £500. Lilly, "Minsted," Lower Shiplake, Oxon. [2298]
- APRILIA**, Nov. '38. Respray, X's, extras. Decarbonisation first reasonable offer. 21, College Avenue, Grays, Essex. Grays, Thurrock 3101. [2299]
- M.G. T.C.**, Nov. 1948. Cream. Stage 1 tuned. Resprayed, heater, windtones. Immaculate condition. £295. Johnson, 20, St. Stephen's Road, Cheltenham, Glos. [2300]
- BENTLEY 4½**, 1929. Immaculate. Re-upholstered, retrimmed, good tyres, P.100s and matching pass lights, ribbed drums, copper exhaust. Getting a Tourer. £295. Jackson, Rockingham Cottage, Chew Magna, Somerset. Keynsham 2364. [2301]
- 1954 T.R.II** Two-tone. Many extras, inc. hardtop, w/wheels. Mechanically perfect. £500. F. Purver, 102, Ryefield Avenue, Hillingdon, Middx. UXB 2051. [2302]
- T.R.2**, 1954. Overdrive, twin spotlights, screen washers, etc. 30,000 miles. Faultless and immaculate. £520. Buckeridge, Beechwood, Bartley, Hampshire. Cadnam 3313. [2303]
- XK 120 F.H.C.**, 1953. Wire wheels, X's, twin exhausts, radio and heater, two spots. Far above average condition in all respects. At a sensible price. £580. Gardner, 36, Lichfield Avenue, Morecambe, Lancs. Tel. 2534. [2304]
- 30 M.P.G. ROLLS ROYCE** Phantom Saloon with modern Gardiner 22 h.p. diesel engine. Hitch for trailer or horse box. £190. King, Estate Office, Embley, Nr. Romsey. Tel.: Romsey 2342. [2305]
- ALVIS SPEED 25**, 1937, V.D.P. Saloon. New king-pins and bushes, brakes relined, recently top overhauled. Fast and thoroughly reliable. 17 m.p.g. £180 o.n.o. Shaw, 69, Benefield Road, Oundle, Peterborough. (Oundle 2234.) [2306]
- FORD SPECIAL** 2-seater body (like Mk. 6 Lotus). Hydraulics, 12 volt., Bowden, I.F.S., 15 in. wheels, etc., etc. £185. Phone: Luton 8028 after 6.30. [2307]
- FRAZER-NASH T.T.** Replica, 1934. Jaguar 1½ engine, hydraulics. No reverse. Good condition. £170 o.n.o. Further details: Collings, 20 Swains Avenue, Carlton Road, Nottingham. [2308]

FOR SALE—continued

- M.G. K.I.** open 4-seater, Resprayed, New hood, sidescrims, mechanically sound. £125. Elm Lawn, The Clump, Rickmansworth. Rickmansworth 2788. [2309]
- M.G. T.F.**, 1954. Exceptional condition. Recent long run gave 40 m.p.g. Extras, Best over £525. 36, Kingsway, Wembley, WEM 3253. [2310]
- NEW STYLE FORD ANGLIA**. Four-speed gearbox, E93A engine. Mainly new parts. Registered 1959. Bargain. £325. Mr. M. Chilwell, 100, West Bromwich Street, Walsall, Staffs. [2311]
- WOLSELEY HORNET SPECIAL**, 1934. 2/4-seater. Mechanically sound, good body £80. 48, Myddleton Street, Finsbury, E.C.1. Tel.: TER 2371. [2312]
- SINGER LE MANS**, 1934, good condition. £70 o.n.o. Paine, 2, Ferndale Terrace, Western Road, Jarvis Brook, Crowborough, Sussex. [2313]
- £50—RILEY FALCON**, 1935. Mechanically excellent, interior shabby. Cross, 24, Ludwick Way, Welwyn Garden City. [2314]
- WHAT OFFERS?** Nothing too low, room wanted. 1935 Vauxhall brake, alloy body, engine reliable, pull anything, go anywhere. Suitable camping, etc. McAloy, Church Street, Chorley, Lancs. [2315]
- CITROEN ROADSTER**, 1939, Light Fifteen sports 2-seater. An above-average example of this very rare model. Bills for £140 recently spent. £145, or £25 deposit, balance 18 months. Anderson, 178, Elmbridge Avenue, Surbiton. Tel.: Elmbridge 4492. [2316]
- 1957 M.G.-A** fixed-head coupé, 11,000 miles, midnight blue/grey. £795, or exchange, W.H.Y. 16, The Avenue, Moordown, Bournemouth. [2318]
- S.U. CARB.** and manifold, from Wolseley 1500. Practically new. £5. Tel.: CHI 4918. [2319]
- ALVIS FIREBIRD**: Goes like nobody's business, but requires the services of an enthusiastic amateur body repairer. Best offer received by October 14th will be accepted. Tel.: Fulham 8688, or Box No. D.320. [2320]
- 1936 RUBY** saloon. Ideal enthusiast. Ex. engine, gearbox, clutch, chassis; body good; steering reasonable; rear axle needs attention. Spare diff. available. T. & I. £20 cash. Driveable. Tel.: TID 6042. [2321]
- STANDARD COMPANION OCELOT** seat covers, almost new, cost £12; accept £8 10s. o.n.o. Rudd, 9, Durham Moor Crescent, Durham. [2322]
- H.R.G., 1,500 C.C.**, 2-seater. Blue. Excellent condition, 2,000 miles since engine overhaul, interior re-panelled, new weather equipment, etc.; works maintained over last two years. £450. Moon, Mounthill Avenue, Chelmsford. Tel.: 51087. [2331]
- ZEISS HEADLAMP**—11 in. Original cut glass and mirror reflector. Pilot light. Mounting bracket. £15. Knight, Oak House, Prestbury, Cheshire. [2332]
- FORD V8 SPECIAL**, 1947. Potent, hydraulics, i.f.s. Good nick. £65. Box No. D.333. [2333]
- FIAT 500**, 1938. Excellent, new brakes, pins, bushes. £75. Box No. D.334. [2334]
- ALVIS SPEED TWENTY** saloon, 1935. Tatty interior, hence price, £35. Tel.: HAR 0813. [2335]
- 1926 STAR TOURER**. Rare sports/tourer, excellent condition, complete overhaul. Many recon. units, including engine. Insured year, taxed. £180 o.n.o. Photograph, MOTOR SPORT, July '58, Page 470. Birch, Tel.: Speedwell 1846; Mayfair 8561, 9.0-5.30. [2336]
- AUSTIN SEVEN** saloon, 1928. Chassis, tyres, battery excellent. Fabric body needs attention. £30. Willis, Tel.: Woolwich 0500. [2337]
- M.G. PA SPARES**. Engine, £17 10s.; gearbox, £8 10s.; rad., £2 10s.; O.S. front wing and pair lamps, £3; spare wheel, good tyre, £3; three other wheels, bent, £1; many other bits. Offers. Hodson-Walker, Hill Rise, Cotton-in-the-Elms, Burton-on-Trent. [2338]
- FIAT 501**, 1926, 4-seater tourer. Superb original condition. Cellulosed finish. Well shod. Concours prize winner. Might consider part exchange for other vintagent. £235. Gray, 15, The Green, Marlborough. [2339]
- ALLARD SALOON**, 1940. Lovely condition. Genuine 100 m.p.h. £150, or exchange smaller car. Cash adjustment. One needing repairs will do. Mechanic, Tel.: Brighton 21950. Box No. D.340. [2340]
- LANCHESTER 10.8**, 1936 model Mulliner saloon. Three new tyres, two good. New battery. 30 m.p.g., 400 per pint oil. £40. Tel.: Reading 82668. [2341]
- ROVER SIXTEEN** sportsman's saloon, 1937, in excellent condition (engine, axle, brakes done, etc.). £90 o.n.o. View Sundays. Tel.: Balham 6432. [2342]
- LANCIA APRILIA**, '39. Maintained to perfection. Radio, heater. £235; exchange? Astles, 78, Bowland, Manchester 23. Tel.: DID 6201, ext. 150. [2343]
- 1935 ALVIS 16.95** Silver Eagle, with beautiful Cross and Ellis Light Six saloon body (aluminium). A splendid model—in exceptional condition. £135. 158, Searisbrick New Road, Southport, Lancs. Also spares. [2344]

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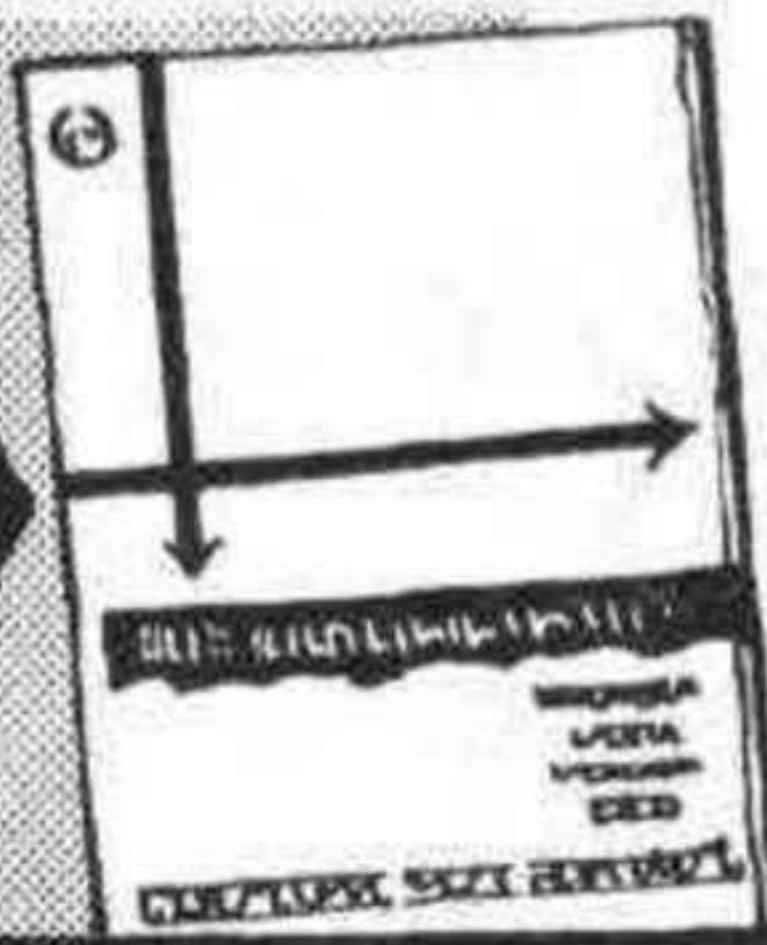
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- M.G. F MAGNA**, engine overhaul, hydraulic brakes, for saloon, or sell, £80. Fletcher, Tel.: Ruislip 8012. [2348]
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- AUSTIN NIPPY**, 1936. Good running order. £85. Tel.: VIG 0296. [2354]
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- CHASSIS—MORRIS EIGHT**, 1937—motor, gearbox and five tyres. Offers. Tel.: Byron 0536, after 6 p.m. [2358]
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- 4½-LITRE INVICTA SALOON**, Lancefield coachwork, good condition, rare specimen. Offers. Paul Andrews, 1, John Street, Maidstone, Kent. Tel.: Maidstone 4475. [2372]
- 1930 SWIFT 10-H.P.** (running). Also stock of "Swift" spares. Reasonable offers accepted. Roy Leese, "Daisy-Bank," Ladderedge, Leek, Staffordshire. [2373]

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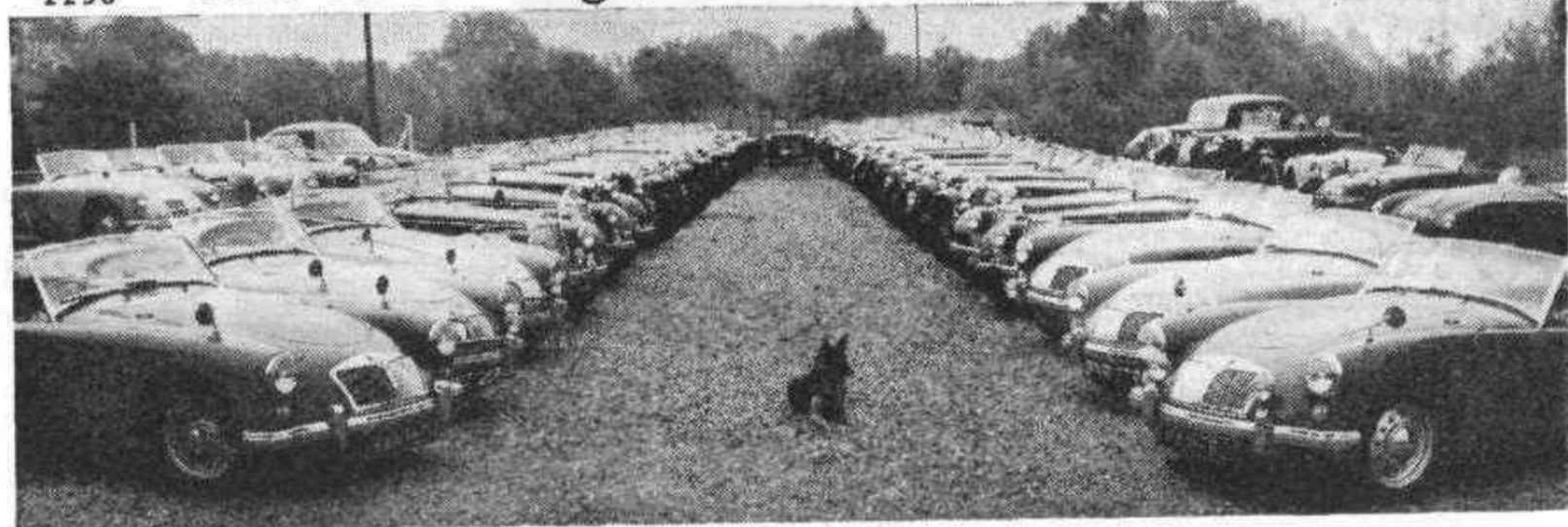
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AQUAPLANE (MINOR 1000) twin carbs., cleaners, inlet, exhaust manifolds, special exhaust system. £19. Howard, 11, Beeches Close, Saffron Walden, Essex. Tel.: 2507. [2377]

A.C. D/H COUPE, 1934. Enthusiast owned. Bills for £130 on engine. New Vynide hood; good tyres. £140 o.n.o. Tel.: Radlett 6752. [2378]

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VINTAGE 1927 MORRIS 2-seater and dickey; cherished for 21 years present owner; taxed. £75. 137, Daws Heath Road, Thundersley, Essex. Tel.: Rayleigh 2508, evenings. Marital reasons sale. [2385]

750 SPECIAL, full mods., needs building; £60. Alvis SD20 sports saloon, 1938; bargain, £50. "The King's Head," Oswestry, Salop. [2386]

ROLLS-ROYCE 20-H.P., 1925, saloon, body about 1934. Good runner. £90 or offer. Brooks, 19, Dawson Place, W.2. Tel.: PAR 2002. [2387]

M.G. MAGNETTE, 1954, full Alexander conversion including axle ratio, undersealed, heater, washers, Fram filter, turbodieses, Servais silencer, new tyres; in perfect order. £650, or exchange small sa.o.n. 565, Warwick Road, Solihull, Warwicks. [2388]

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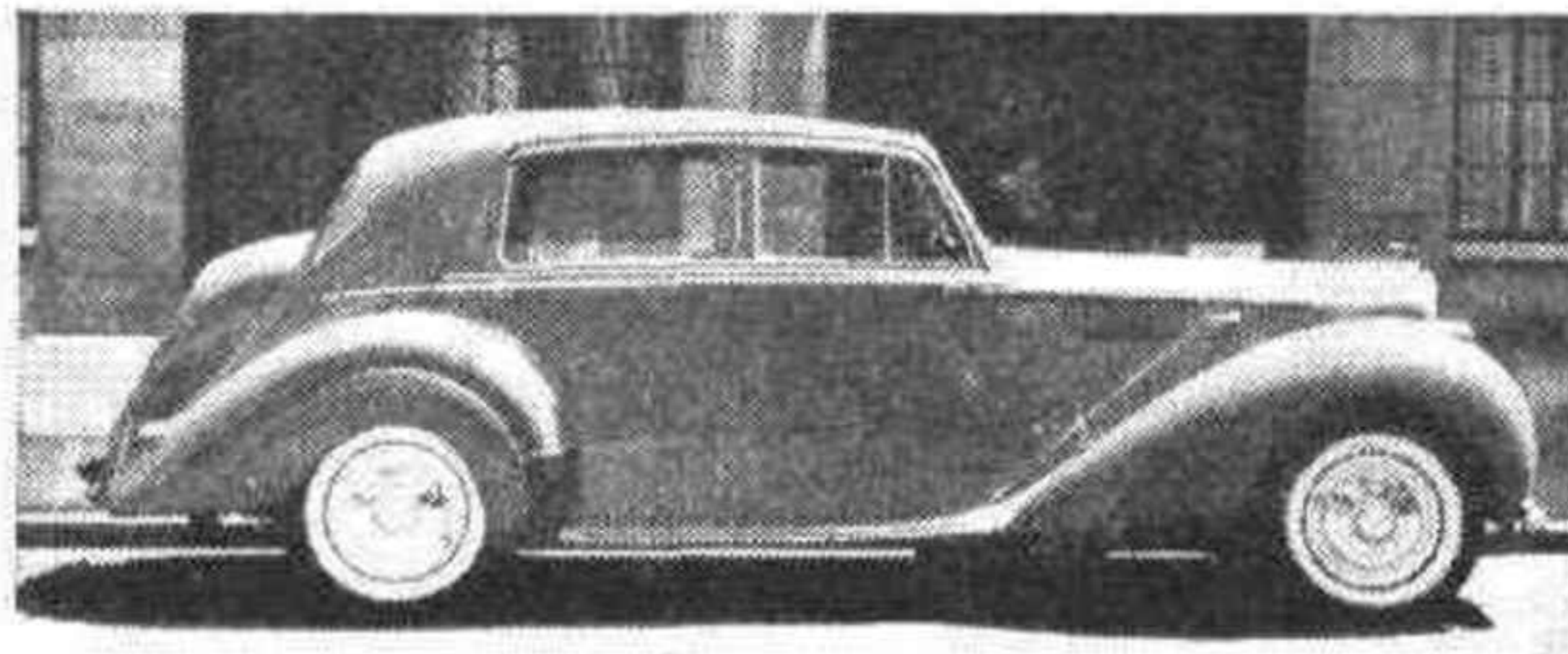
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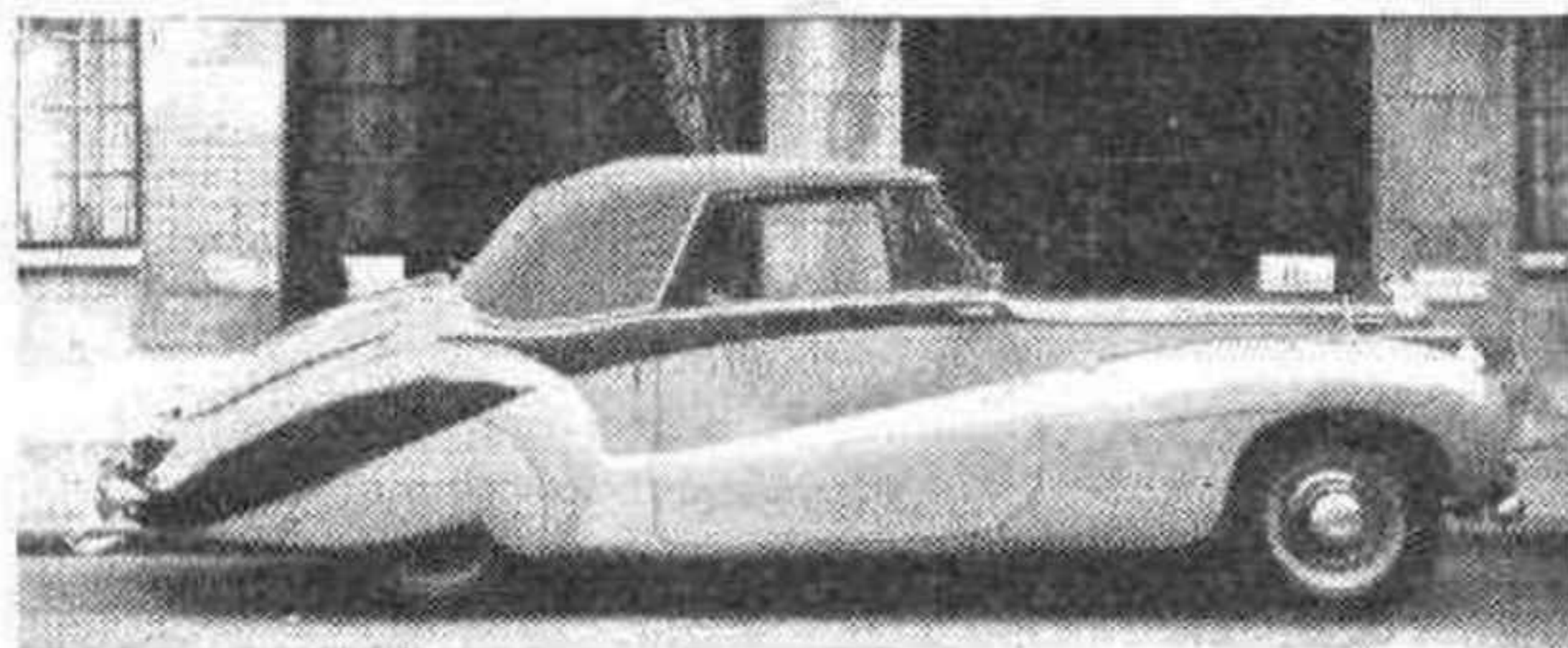
SIMMONS

GROSVENOR 2635



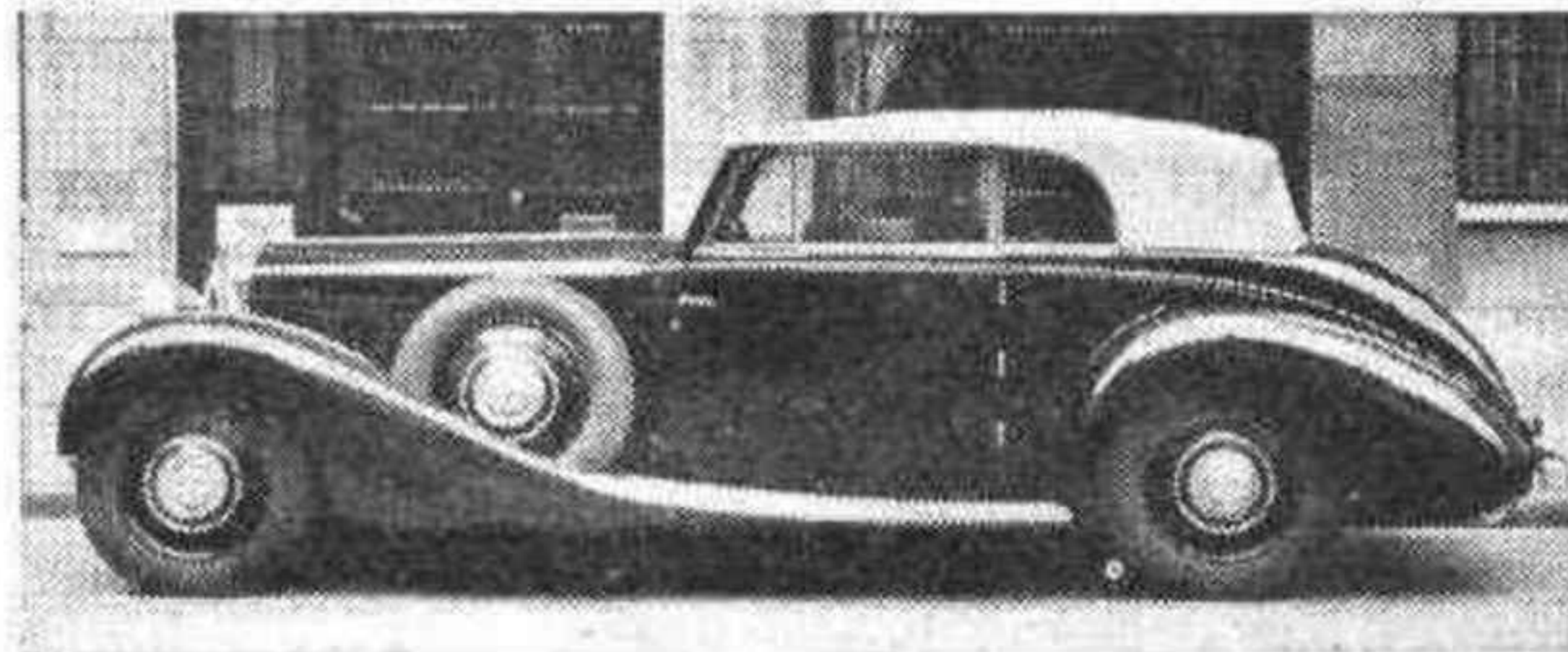
BENTLEY (1950) Mk. VI Standard Steel special equipment saloon. Shell over mid-grey, grey trim. Works full-flow modified unit fitted '58 and all specified modifications. Radio, heater etc. Schedule serviced September. In **£1,070** impeccable order.

A similar model of '48 manufacture, in black with tan trim and with all modifications including the full-flow oil system will be available during the first week of October. **£825**



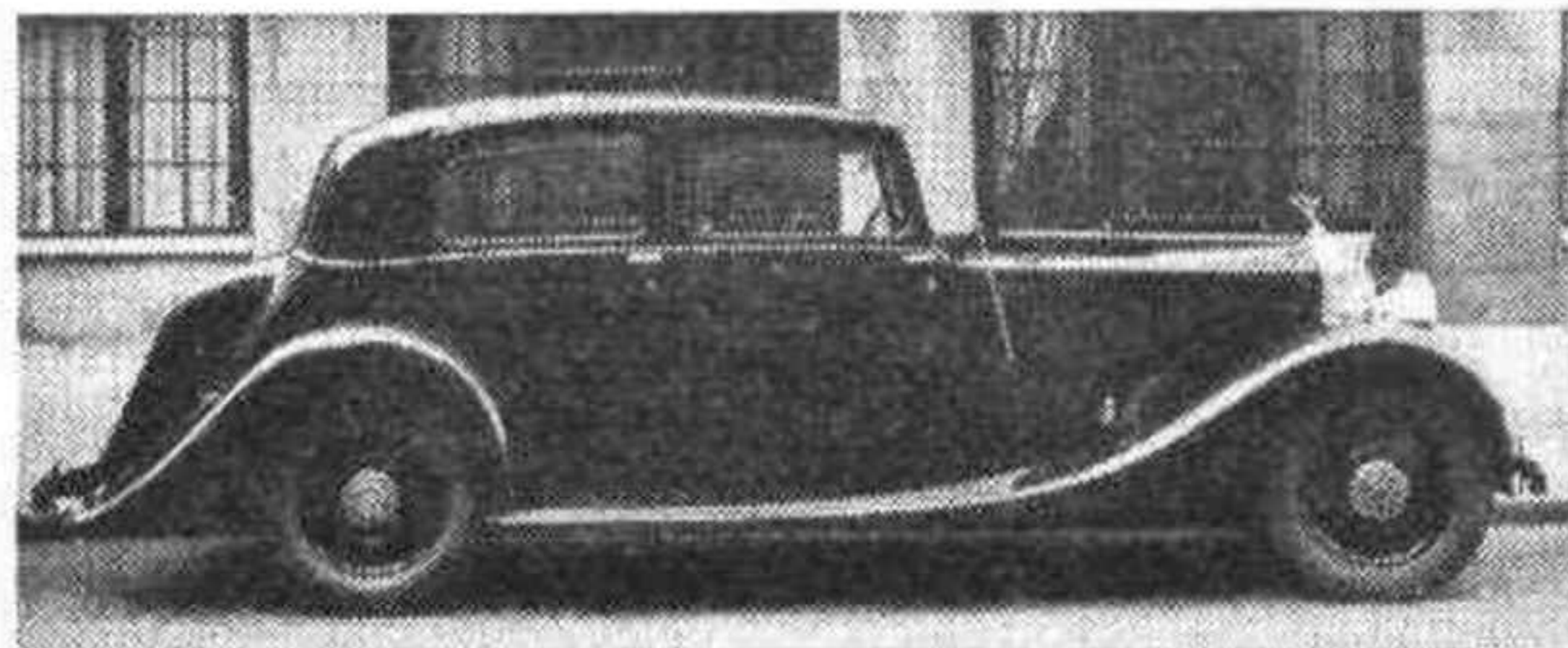
DAIMLER (1952) Barker Special Sports coupe 3/4-seater on the 2½-litre chassis with overdrive. Two-tone grey, matching trim. New hood. Radio, heater etc. New Daimler works unit '57 and specialist overhaul June '59. Beautifully maintained in unmarked condition. **£700**

Another similar to the above, mid and dark fawn. (1951) with overdrive at **£650**



ROLLS-BENTLEY (1937) 4½-litre chassis series KU foursome drophead coupe by James Young. Dark blue, natural pigskin trim. Detailed post-war history including 'bore '56 since when only 15,000 miles has been run. In very good order indeed, and one of the best existing examples currently available. **£485**

Another similar 4½-litre drophead by Park Ward. Black, fawn trim. **£375**



ROLLS-ROYCE (1937) 25/30-h.p. touring saloon by Hooper. Black, fawn trim. Extensively overhauled '58, including 'bore, by R./R. concessionaires. Recently recellulosed. Radio, heater etc. Detailed maintenance record. As good as may be found. **£675**

ROLLS-BENTLEY (1938) 4½-litre LE series sports saloon with fully razor-edged coachwork by Freestone & Webb. Detailed R./R. history from delivery. Two owners. Overhauled extensively Sept. '57 at cost of £378. Radio, heater. Stylish and in outstanding order. Schedule serviced. Workshop test and report sheet available. **£500**

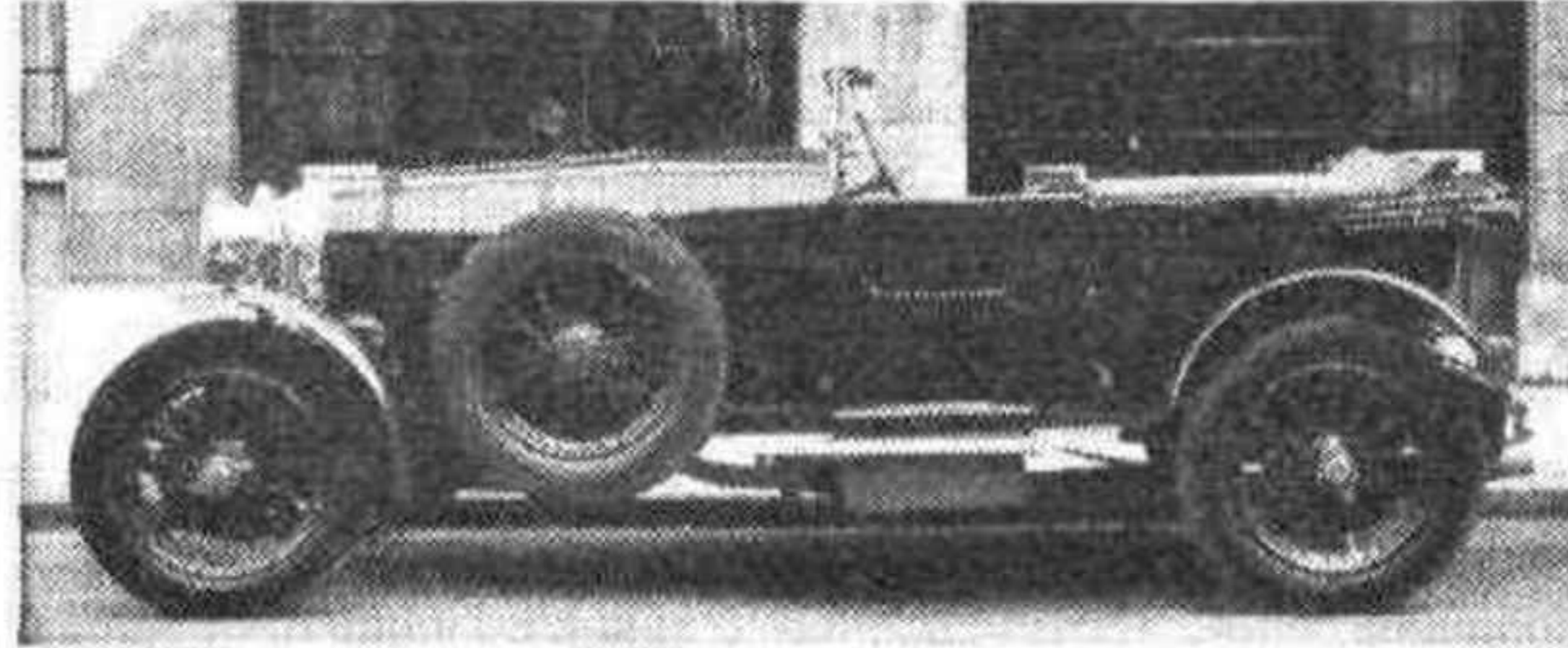
ROLLS-ROYCE (1938) 25/30-h.p. Owner-driver. Sportsman's four-light saloon by Gurney Nutting. Fawn, matching trim. History, with detail of rebuild Feb. '59. Fitted Radio, heater. Elegantly styled coachwork on a first class chassis. **£650**

ROVER 90 (1954). Black, scarlet trim. One owner. 27,000 miles. Radio, heater etc. **£675**

M.G. (1934) J.2. Cream. Taken p/e. September. Thought too good to trade. Workshop test and report. **NO WARRANTY.** **£125**

WE URGENTLY SEEK A GOOD VINTAGE THREE-LITRE BENTLEY, AN EDWARDIAN VETERAN OF BRITISH ORIGIN, AND A MARK VI BENTLEY OR R./R. SILVER WRAITH WITH DROPHEAD OR SEDANCA COACHWORK.

WE WILL PAY AN INTRODUCTORY COMMISSION OF TEN GUINEAS FOR INFORMATION WHICH LEADS TO THE EVENTUAL PURCHASE OF ANY OF THE AFOREMENTIONED VEHICLES.



VINTAGE BENTLEY. 3½-litre rebuild. Manufactured '28 and rebuilt extensively '56/58. Fitted "D" box, steel cage differential and all the "right" bits. Schedule serviced and extensively checked in our workshop. Good weather equipment, and in acceptable condition. **£425**

VINTAGE BENTLEY Speed Six saloon by Harrisons of Yorkshire. Ivory and black. Mechanically exceptional and, whilst not particularly immaculate with regard to the coachwork and interior, this is more than outweighed by a very good chassis, and, in our view, a most reasonable price. Serviced. Workshop test and report sheet available. Warranted in the usual manner. **£185**

ALVIS 3-Litre (1951) three-position drophead coupe by Tickford. Mid-blue, grey trim. Reconditioned works unit '57. Brakes and transmission March '59. Fitted radio heater. Newly recellulosed and re-chromed to our order September. Not particularly rapid. **£475**

SUNBEAM ALPINE Roadster (1954). Mist grey. One owner. Taken p/e. Radio, etc. Further details too late for inclusion but will be forwarded upon request. **£525**

ASTON MARTIN (1956) DB 2/4 drophead coupe. Blue-grey, matching trim. 27,000 miles. One owner. Available second week of October. Further details upon request.

At the time of going to press we are negotiating the purchase of a further '48 Mk. VI Bentley similar to that described above, a '39 LG6 Lagonda Standard Sports saloon, a Bentley 8-litre Sedanca of frightening proportions and in a truly remarkable state of preservation, and a 1913 open-tourer Wolseley in mint order. Particulars of these, and any other vehicles which come to hand will be forwarded upon request.

ALL VEHICLES OFFERED ARE WARRANTED FOR A PERIOD OF THREE MONTHS AGAINST ANY MAJOR DEFECTS OCCURRING UNLESS IT IS EXPRESSLY STATED TO THE CONTRARY.

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FOR SALE—continued

- FOR SALE:** 328 B.M.W. chassis and wishbone dampers; 35 1/4 Riley engine, runs, less dynamo. Buckler-type Ford i.s. unit. £15 each. Nicholson, Tel.: Compton (Berks) 378. [2389]
- AUSTIN SEVEN**, 1934, tourer. Engine good condition. £25. Taxed. Coupland, Lashams Lea, Witley, Surrey. Tel.: Wormley 212. [2390]
- 1932 PHANTOM II**, £150. Boy's 250-c.c. miniature car, £19. M.G. K engine, gearbox, £12. Symmons, 107, Harley Street, W.1. [2391]
- GENUINE M.G.-A-BODIED SPECIAL**. Full weather equipment, k.o. wheels. Ramp inspection or photos available. First offer over £220 secures. Buchanan, 90, Argyle Road, Saltecoats, Ayrshire, Scotland. Tel.: Ardrossan/Saltecoats 372. [2393]
- 1933 RILEY NINE** cabriolet. Strong steel-framed 2-door, 4-seat body, adapted dinghy carrying. New dynamo, c.w.p., pump. Engine willing but tired. With dinghy, £80, or separate. Register member. 37, Reddings, Welwyn Garden City. [2395]
- M.G. PA**. Offers over £100. Good hood, screens, tyres, tonneau, Grid and badge bar. McCormack, "Scarlet Spring," Ducks Hill, Northwood, Middx. Tel.: Northwood 2047. [2396]
- AUSTIN SPECIAL**, nippy, good road-holding. Everything practically new. £80 o.n.o. 90, Jean's Way, Dunstable, Beds. [2397]
- ITALIAN VINTAGE**—Very rare 1930 O.M. 16/65 4-seater sports tourer with fabric-covered body. Nearly £100 recently spent on this fine old car. Many spares, including engine, gearbox, etc. Offers: Seward, High Street, Chatteris, Cambs. Tel.: 40. [2398]
- TACHIMEDION**—Italian average-speed computer (with clock), with fittings for Dauphine (or any other car with inexpensive modifications). Used for less than 1,000 miles. £7 10s. post paid. Hugh A. MacLean, 313, Glenayr Road, Toronto 10, Canada. [2399]
- CLYNO, 1926, 10.8**, in running order, but with a non-original body. Offers to H. Dodd, "Pine-tops," Coniston Road, Plas Newton, Chester. [2400]
- ALVIS FIREBIRD, 13 H.P.**, 1936. Good condition, two new tyres, recon. carb. and radiator. Steering and brakes sound. Recent overhaul throughout. Reason for sale: son gone abroad leaving father holding the baby. Tel.: Upper Warlingham (near Croydon) 2377. [2401]
- 1934 M.G. P-TYPE** engine and chassis. Completely overhauled. All accessories, no body. Can be seen running. £70. Main, 76, Cromwell Road, Rugby. [2402]
- M.G. J2** with factory-reconditioned Ford Ten engine, only 800 miles. Resprayed red, rewired with voltage regulator. Reconditioned wheels. No hood. No room for prams. £175. Begley Farm, Thursley, Godalming, Surrey. Tel.: Wormley 404. [2403]
- HAVE APRILIA—WILL SELL**, posted to Aden in October. One of the fastest in this country. Retrimmed. Bodywork and cellulose expertly (judging by the bill) executed by Harry at Farnham last year. Leather upholstery. Polished head and ports, telecontrols, Michelin X all round, plus two spares. 34.8 m.p.g. £400. Maintained by engineer husband, too upset to advertise. June Dyer, 1, Kiwi Road, Bulford Camp, near Salisbury, Wilts. Tel. (daytime): Bulford Camp 3171, ext. 883. [2407]

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FOR SALE—continued

- CONCOURS CONDITION 1925 14-h.p. Darracq**, open 4-seater sports tourer. Eligible V.S.C.C. events. Complete—even to the instruction manual! Regrettably offered for £250. C. D. Undery, "The Towers," Walton Lane, Shepperton, Middlesex. [2408]
- PB M.G.**, supercharged. Recent engine overhaul. Zoller supercharger and carb., also twin carbs. Twin spots and Marchal fog-lamp. New hood. Wellshod. £190 o.n.o. Urban, 3, Stanhope Road, London, N.6. [2409]
- PORSCHE 1,500S**, 1952, hardtop coupé. Metallic blue, in immaculate condition. Radio. £650. Smith, Flower Lilies, Windley, Derbys. Tel.: Cowers Lane 369. [2411]
- ROLLS-ROYCE 20/25**, 1933, GTZ series, Hooper town saloon. Very elegant and in beautiful condition. Heater, mascot. £365. H.P. considered. 40, Leamead Avenue, Northolt, Middx. [2412]
- BULLNOSE OXFORD**. Immaculate 5-seater open tourer. Engine, brakes, lights, steering, hood, etc., excellent. Collector's piece. Nearest £190. O/Cdt. Lever, B. D., Cadet Coy., Buller Bks., Aldershot. [2413]
- MAGNETOS! MAGNETOS!** For disposal, an interesting quantity of new magnetos; one, two, four, six-cylinders, all makes. Prices from £3. Several unused, mint Scintilla Vertex, four and six-cylinder, from £10. 328, St. Albans Road, Watford. [2414]
- MORGAN PLUS FOUR** sports, 1955. TR engine. Very fast, many extras, in very good condition throughout. Potten, Alan Mount, Alan Drive, Hale, Cheshire. Tel.: Ringway 3142. [2415]
- CITROEN LIGHT FIFTEEN**, 1951. Maroon, twin spots; £350. Also 1953 Excelsior Talisman twin, £40. P. J. A. Evans, 20, Litherland Road, Sale, Cheshire. [2417]
- ALVIS FIREFLY**, 1934, 4-seater tourer. E.N.V. box. Servo brakes. Running order. Body not brilliant. About £60. R. E. M. Thorburn, 1 R.H.F., Redford Barracks, Edinburgh 13. [2418]
- ALVIS S.E.20**, 1934. Black limousine, aluminium body, almost spotless. Partly re-upholstered. Preselector box replaced by "Sixteen" manual. Dual ignition. Magneto, dynamo, starter, carburettors, lights, wiring, all overhauled. Compression raised. New retreads. Recorded mileage 37,000. £120. Also engine from 16.9, rebored, new bearings. Identical above except for block and dual. Offers? Box No. D.419. [2419]
- CITROEN LIGHT FIFTEEN**, 1949, excellent mechanical condition, looks very smart; five good tyres. Real bargain, £225. Tel.: Guildford 61851. [2420]
- LOTUS 6**, reconditioned engine, gearbox, extremely good condition, tyres, etc. Tel.: Maidenhead 2693. Stephen's Cottage, Oakley Court, Oakley Green, near Windsor. [2421]
- COMPLETE ARNOTT SUPERCHARGER** and carburettor installation (1,800 to 2,200-c.c. engine). Just removed Rover 75. Cost £95. Overhauled by makers 1958 and in perfect order. All reasonable offers considered. Box No. D.422. [2422]
- DELAGE D.I.**, 1927; pretty boat-decked tourer. Rebuilt engine, mag. and starter. New tyres. £150 o.n.o. Sambrook, Oakham School, Rutland. [2423]

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 T Model Hoods £6 15s. 0d. Tonneaux, £5 15s. 0d.
 J and P Tonneaux, £5 0s. 0d.
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1938 M.G. VA Tickford, duo-green, new Vynide hood, re-shod. Original condition. Taxed year. £180.

Dismantling: J, P, L, KN, TA, TB and a complete TC except chassis. TB chassis, complete axles.

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THE MILLARD 750 Formula car. Highly-tuned engine, 1½-in. pressure-fed crankshaft, high-lift camshaft, twin S.U.s, c.r. gears. Many other mods. Capable of winning Goodacre Trophy again. £250. Spence, 38, Keynsham Avenue, Woodford Green, Essex. Tel.: Buckhurst 3192. [2430]

ASHLEY 750 SPECIAL. B.R.G. Hardtop. Engine not run-in. 1959 registered. £220 o.n.o. Tel.: COL 2491. Chambers, 53, Meadowbank Road, N.W.9. [2431]

LANCHESTER (1932), distinctly elegant, possibly unique, gentleman's town carriage. Reconditioned 1948 DL. 17.1 engine, new windows and electrics (except beautiful brass lamps); 23 m.p.g., 75 m.p.h. £75 o.n.o., or chop for similar value M.G., Hornet or other sports job with character. Box No. D.432. [2432]

LAGONDA, 1934, M.45 pillarless saloon. Colour, two shades of grey. Mileage nominal since extensive overhaul. Two owners since new. £225. Box No. D.434. [2434]

MERCEDES 170V, 1949, L.H.D. Heater. New battery, tyres. Good condition. £150 o.n.o. Capt. Robinson, Harper Barracks, Ripon, Yorkshire. [2436]

ALEXANDER CONVERSION for Minx or Gazelle III, inlet manifold, twin S.U.s and air cleaners only, £20. J. Pollok-Morris, Carbeth, Rhu, Dunbartonshire. [2437]

RENAULT 750 saloon, 1954, two owners. 50 m.p.g. with sparkling performance. Detailed mechanical history. An immaculate motor car. £365. Photo and full particulars from: Pegler, Long Gore Cottage, Trottschiffe, West Malling, Kent. Tel.: Faiseat 250. [2438]

P-TYPE M.G., recon. engine, rewire, good hood, body, tyres. £115. Bates, 6, Catherine Road, Newbury, Berks. [2440]

1930 AUSTIN SEVEN "Chummy." In exceptional condition and worth preservation. £45. Jones, 46, Park Drive, Sittingbourne. [2441]

"MOTOR SPORT," 1952-58, complete, perfect, except Feb. '58. Buyer collects, Surrey. Offers, Box No. D.442. [2442]

ALVIS SPEED TWENTY-FIVE drophead. Engine just rebuilt. Excellent gearbox, brakes. New radiator. Tyres, hood, almost new. Coachwork, interior sound; trimming would improve. Very rakish! £285 o.n.o., or exchange smaller thoroughbred about same value. Box No. D.443. [2443]

M.G. TC. Red. New Vynide hood, sidescreens, tonneau, spot; immaculate. £310, offers, private terms. 581, Whitton Avenue, Greenford, Middx. Tel.: Byron 2168. [2444]

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LOTUS in Black Morocco or Pigskin 9/6. ALFA ROMEO, ASTON MARTIN, MERCEDES BENZ, PORSCHE, BENTLEY, ROLLS-ROYCE, ROVER, AUSTIN HEALEY, M.G., JAGUAR, RENAULT, TRIUMPH, in Black Morocco 5/6 or Pigskin 6/6. LAGONDA in Pigskin 6/6. DKW, VOLVO, FIAT, SIMCA, in Black Morocco 5/6.

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(Enquiries, with stamped addressed envelope for post-war manuals not listed below are welcomed.)
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MISCELLANEOUS:

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RILEY NINE MANUAL	10/9
RILEY MAINTENANCE MANUAL 1930/56	36/6
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BENTLEY SALOON, 1928, 3-litre Red Label, short chassis, two owners, history, handbook, load of spares, excellent condition. Coachbuilder unknown. £125 o.n.o.; exchange Austin Nippy, Fiat 500, W.H.Y.? D. R. Atkinson, Hunters' Lodge, Bishopston, Swansea. [2446]

LOCKHEED-ALEXANDER BRAKE Booster. Cost £16 18s. 3d. Unused, complete in box, £9 10s. 46, Gillshill Lane, Radlett. [2448]

APRILIA. Mechanically sound, but shabby. £100 o.n.o. Gracie, 128, Fog Lane, Manchester 20. Tel.: DIDSbury 2532. [2449]

1928 ALFA-ROMEO 1,750-C.C., James Young T.T. body. New bearings throughout. Spare gearbox. £175. 7, Withey Close West, Westbury-on-Trym, Bristol. [2450]

M.G. VA, 1939, D.H. coupe. Good all round condition. £90 or offer. 9, Green Crescent, Flackwell Heath, Bucks. [2451]

"MOTOR SPORT" November 1950 to December 1958. Offers to: Bridge, 15, Press Road, Uxbridge, Middlesex. Tel.: 2823. [2452]

M.G. 2-LITRE saloon, 1939 model. V.G.C. Red. Most outstanding machine. Offers around £150. 19, Grange Road, Gillingham, Kent. [2453]

PRINCESS A.135 power-operated drophead, 1951. 57,000. Cromard lined engine, "X" tyres, Laycock o/drive, etc. Cost £4,850. Price £405. Nicoll, 37, Upper Addison Gardens, Kensington, W.14. Tel.: PARK 3495. [2454]

BENTLEY DROPHEAD coupe, 3½-litre, 1934. Very smart undated lines. Engine and chassis engineer maintained. Best offer over £250. Harvey, 418, Upper Wrotham Road, Gravesend. Tel. 2101. [2455]

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3½-LITRE BENTLEY Park Ward saloon. Excellent condition throughout; recent overhauls to engine, clutch, brakes. £295, or exchange Lancia Aprilia. 132, Penns Lane, Sutton Coldfield, Warwickshire. [2457]

RILEY KESTREL 12/6, 1934. Mechanically good. £30, o.n.o. 15, Cambridge Crescent, Totteridge, High Wycombe. [2458]

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M.G. TA SPARES. 19-in. centre-spoked wheels and tyres, reconditioned water pump, starter motor, side-screens. Jackson, 402, Liverpool Road, Southport. [2466]

1933 ASTON MARTIN L/C Le Mans. Good appearance and performance. £225, o.n.o. Jones, Mulberry House, Little Mill, Nr. Pontypool, Mon. [2467]

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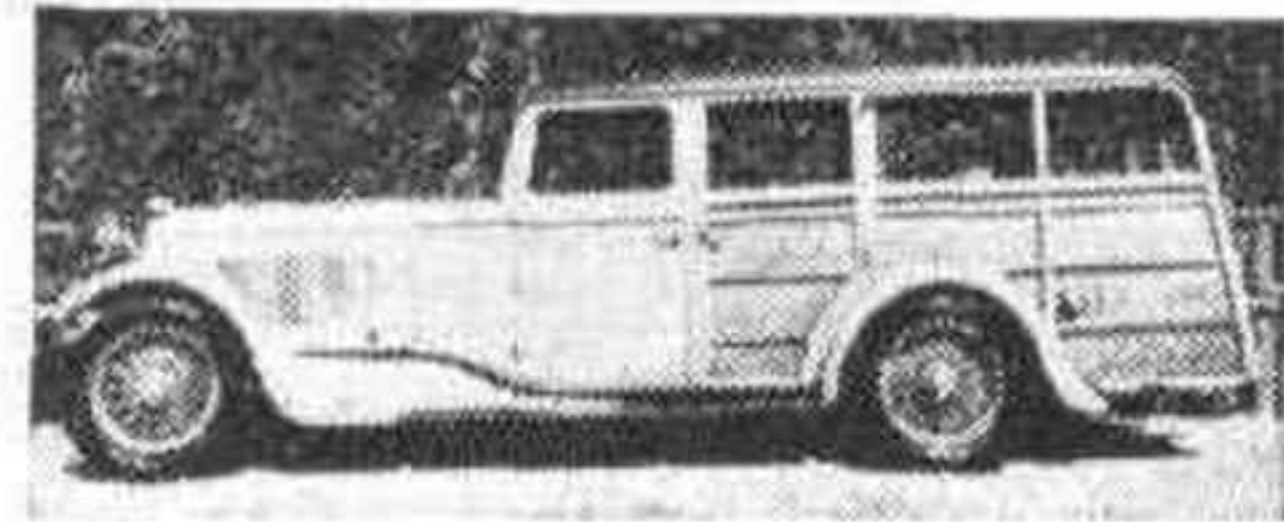
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JAGUAR XK140, 1955, drophead coupe in pale blue; "C"-type unit, radio, heater, twin exhausts, mirrors, washers, etc.	£795
M.G.-A, 1957, 2-seater in blue; fitted: radio, heater, tonneau, "X" tyres, wire wheels, spots, washers	£785
TRIUMPH TR3, 1956, 2-seater in red; fitted: heater, overdrive, radio, tonneau, rack, "X" tyres, mirrors, washers, etc.	£695
M.G.-A, 1956, 2-seater in blue; fitted: spots, heater, rack, tonneau, etc.; an unmarked one-owner car	£695
AUSTIN-HEALEY B.N.I, 1955, 2-seater in red/black; fitted: overdrive, heater, tonneau, wire wheels; an extremely smart example	£655

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SWALLOW Doretti, 1954, 2-seater in red with hard top, soft top, "X" tyres, spotlight, mirrors, heater, badge bar	£645
SUNBEAM ALPINE, 1955, 2-seater in red, with black leather; fitted: radio, heater, twin spots, washers, mirrors, etc.	£635
SWALLOW Doretti, 1954, 2-seater in B.R.G.; fitted wire wheels, overdrive, "X" tyres, heater, tonneau, rack, mirrors, etc.	£635
JAGUAR XK120, 1954, fixed-head coupe in grey/white; fitted: twin exhausts, "X" tyres, washers, heater, spotlight; an extremely fast example	£625
AUSTIN-HEALEY 100M, 1954, 2-seater in red/white hard top, full "Le Mans" mods., spots, heater, tonneau, overdrive, wire wheels, etc.	£595
AUSTIN-HEALEY B.N.I, 1955, 2-seater in ice-blue; fitted: wire wheels, "X" tyres, heater, tonneau, overdrive, special Derrington exhaust	£595
TRIUMPH TR2, 1955, 2-seater in B.R.G.; fitted: "X" tyres, overdrive, spots, washers, mirrors, etc.; a one-owner car	£585
M.G. TF "1,500", 1954, 2-seater in white; fitted: wire wheels, heater, spotlight; a very beautiful example of the marque	£565
TRIUMPH TR2, 1954, 2-seater in B.R.G.; a two-owner car; fitted: "X" tyres, tonneau, heater, mirrors, washers, etc.	£545
LOTUS Mk. VI, 1954, 2-seater in red, fully-tuned 1,172-c.c. Ford unit, full weather equipment, tonneau cover, aero-screens, etc.	£445
FORD Special, 1957, 2-seater in flame red, Mistral body, tubular chassis, with Ford unit, tonneau cover and twin spots	£385
FORD Rochdale G.T., 1958, one owner, 2/4-seater in white, 100E Ford unit with full Aquaplane mods., extremely well finished	£375
M.G. TC, 1949, 2-seater in red; a well-above-average car fitted with tonneau, spots, luggage rack, wing mirrors, etc.	£365

SEE ALSO PAGE 809

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FOR SALE—continued

- FIBREGLASS HARDTOP**, Morris Minor, unpainted, rear window, rubber surround, needs detail fitting, £10. Mould for same, fibreglass, for D.I.Y. enthusiast, £8. 47, Bramble Road, Hatfield, Herts. [2528]
- BREAKING, B.S.A.** roadster, f.w.d., 1939. Good order. Twisted chassis frame. Offers to: King's Head, Dickleburgh, Norfolk. Tel.: 231. [2529]
- GOOD HOME WANTED** for "Rupert" (2½-litre Riley, 1950), red and black saloon, all conceivable extra ironmongery, Michelin "X" tyres. Condition, must be seen and driven to be appreciated. One owner and maintained by same garage since new. Price: £425. F. M. Sutcliffe, The Cottage, Castle Lane, Warwick. [2530]
- 1937 RILEY FALCON** 1½-litre, special series engine, twin carbs., Scintilla mag., Wilson box; red. £60 o.n.o. Tel.: Bevis, CH1 4381, after 6.30 p.m. [2531]
- TRIUMPH 2-LITRE** coupé-de-ville, 1938. Body by Salomon. Three S.U.s; 93 m.p.h. Telecontrol suspension. Extremely good condition. £150 o.n.o. 187, Farley Road, Selsdon, Surrey. Tel.: 6.30-7.30 p.m., Sanderstead 5853. [2532]
- 1949 ROVER 75** with beautiful aluminium drophead bodywork by Tickford. Radio, heater, new tyres. Very pleasing condition. About £450 or exchange for interesting small car. 113, Doncaster Road, Selby, Yorks. [2533]
- M.G. J2**, 1933, red with red upholstery. Good condition, recent overhaul. New hood and tonneau. £125 o.n.o. Apply: Seacombe, 79, Duke Street, Formby, Liverpool. Tel.: Formby 3149. [2534]
- 1933 RILEY KESTREL** Nine. Re-upholstered, good condition. £90 o.n.o. 34, Brierley Road, London, E.11. [2535]
- ALVIS FIREFLY**, 1934, d.h.c., excellent mechanical condition but body needs a few home repairs. £65 o.n.o. Chick, "Ekali," Pipers Close, Cobham, Surrey. [2537]
- TALBOT 105**, 1937, d.h.c., grey. Recent engine overhaul, reconditioned radiator. Good mechanically and bodily. Best offer over £100. Rawson, 52, Hidecote Road, Oadby, Leicester. [2538]
- £15—RILEY** 4-seater open tourer, 1932 Alpine. All-round condition excellent. Engine broken but enough spares to make good. Must sell as new car is imminent. Jarratt, 29, Wolsey Drive, Walton-on-Thames. Tel.: Walton-on-Thames 28851 (day). [2539]
- M.G. TC**, tuned Stage I, exceptional. 16-in. wheels all round; resprayed metallic green; new hood, tonneau; brakes, steering, axle overhauled, engine 15,000 miles; radio, heater, flame-thrower and fog, sealed beams; luggage rack, etc. £358 o.n.o. Tel.: Field End 7047 (Harrow). [2540]
- IMMACULATE JOWETT JAVELIN**, 1951. Recellulosed red and black. Whole car restored completely as new. Series III. Heater, radio, leopard-skin covers, new headlinings, well shod. £365; H.P. possible. 15, Boscombe Spa Road, Bournemouth. [2541]
- ROLLS-ROYCE 21.6** saloon by Rippon Bros. in fabric, 1928. Charming, very pretty car in fine original condition. Mascot. Mechanically excellent and fabric untorn or patched. Leather interior in fine fettle. Wonderful brakes, servo working well. Should give enthusiast many years of distinguished motoring. Tyres very good. Cheap at £185. Spares and all electrics and instruments available for 40/50 h.p. Turner, The Malt House, Bewdley. Tel.: 2301. [2542]
- TRIUMPH 1800 ROADSTER**, recently reconditioned engine, Vynide hood, heater, many extras. £295. Purdy, "Greyroofs," Bruntwood Lane, Cheshire, Tel.: GAT 2504. [2543]
- M.G. M-TYPE**, 1931, original shape open 2-seater. Entirely re-fabricated, repainted, rewired. Engine overhauled. New battery, carpets and floor. Seating slightly scruffy. Bills. £90 o.n.o. Bowley, 55, High Street, Tunbridge Wells. Tel.: 8. [2544]
- AUSTIN ULSTER**, 1927 (or Gordon England Brooklands, 1926), sports 2-seater fitted with 1932/33 2-bearing Austin Seven engine in running order; also original supercharged Ulster engine available with it but dismantled, and many other spare parts. £90 o.n.o.—Wolmer House, Much Wenlock, Shropshire. Tel.: Much Wenlock 277. [2546]
- BRITISH SALMON** rare 12/70 sports tourer T.O.C.S. £100 recently spent on restoration. Ivory, red trim, new hood. Excellent condition throughout. A really impressive motor car. Including contents of enthusiast's garage: engine, gearboxes, springs, axles, carbs., etc. Host of literature. £150 o.n.o. Beer, Hollyden, Well Hill, Cheshfield, Kent. Tel.: Badgers Mount 381, after 7 p.m. [2547]
- STANDARD EIGHT**, h.c. engine, radio, heater; immaculate; £395. Morris Ten, 1949, resprayed, £185. 9, Lawn Close, Datchet, Bucks. Tel.: Datchet 310. [2548]
- NEW 1½-IN. S.U.** and two secondhand 1-in. S.U.s. Exchange for twin-carburettor conversion for Volkswagen or sell. Page, 34, Belgrave Crescent, Donnington, Chichester. [2549]
- 1926 RED LABEL** Bentley. Excellent body on sound chassis. Modern electrics. Many spares. Two unwrapped tyres. Owned by automobile engineer last five years. £260 o.n.o. Tel.: Ealing 7216. [2550]

FOR SALE—continued

- ROLLS-ROYCE TWENTY**, 1936 replica, good running order, good tyres, etc. Very smart car, bodywork excellent. £200. Tel.: Charlbury 218. [2551]
- FORD ROCHDALE 1.172**. Professionally-built. Registered brand new 1956. Woodheads, stabilisers, boxed chassis, 4.7:1 c.w.p. New engine, 4,000 miles. Twin S.U.s, etc. Twin Noteks, electric wipers, wipers. Blue trim, cream weather equipment. Cellulosed red. £395 o.n.o. Tickle, 12, The Croft, Orchard Hills, Walsall, Staffs. [2552]
- RILEY NINE SPECIAL**, 1930, 2-seater saloon, running. New battery, good tyres. Rewiring needs completion. Spares. Offers.—Russell, 32, High Street, Gloucester. [2553]
- M.G. MAGNETTE KN**, 1935, 1½-litre. Twin carburettors; overhead camshaft. Economical. Brakes, tyres, steering, electrical, excellent. £119 o.n.o. Thorburn, 137, Woodland Gardens, Isleworth. [2554]
- LANCIA APRILIA**, 1937, saloon. Mechanically sound, resprayed, body excellent condition. £185 o.n.o. View evenings. 13, Alfred Road, Feltham, Middlesex. [2555]
- LUNIK II** has nothing on my Alta-Minor. 1953 black convertible, excellent condition, reconditioned engine, heater. £385. Shefford, Tel.: CRO 7251 (office hours). [2556]
- MAGNIFICENT JAGUAR XK140**, 1956 series, special equipment f.h.c. Black/silver. H.M.V. radio, heater, comp. clutch and suspension, Koni dampers, spots, etc. Coventry works maintained. Terrific performance; 130+ m.p.h. and up to 26 m.p.g. £925, or terms. Hunt, Chester Road, Hazel Grove, Cheshire. Tel.: Stepping Hill 3620. [2557]
- 1956 MINOR CONVERTIBLE**. Clarendon grey. Heater, screen wash, wing mirrors, new tyres. Good nick. £430. Tel.: Dunstable 1849. 29, Pridley Road, Dunstable, Beds. [2558]
- DELOW**.—Two-tone powder blue, blue upholstery, twin S.U.s; 4-branch. Excellent weather protection, hood with large window and side panels, sliding window sidescrims, new c.w. and pinion, battery, three spare wheels; tyres very good, some new; immaculate. £350, h.p. may be arranged. Tel.: Brentwood 5001 (evenings). 59, Woodland Avenue, Shenfield, Essex. [2559]
- RILEY NINE MERLIN**, 1936. Preselector, K.O.s, twin Solex; 41 m.p.g. on run. Sound. Two new tyres. Recent rebore; steering, brake overhauls. £68. Howden, 5, Farn Estate, Penkridge, Staffs. [2560]
- 1958 O.H.V. HILLMAN**. Engine, gearbox, complete except dynamo. 7,000 miles. Ideal for "special." £40 o.n.o. Lett, Berrington Road, Tenbury, Worcs. [2561]
- ELVA SPACE FRAME** complete with undertray, pedals, etc., front and rear suspension, rear axle, brakes, rack-and-pinion steering, crossflow rad. 100E engine/gearbox unit. All new and unused. £400 the lot, or exchange suitable car to same value. E. L. Hobbs, 181, High Street, Egham. Tel.: 2415. [2562]
- NATIONAL SERVICE COMMITMENTS** force me reluctantly to part with my 1931 A.J.S. 2-seater plus dickey. This car is in truly vintage condition, with aluminium coachwork and new wings. Both halfshafts recently replaced. New Solex carb. fitted, giving genuine 35 m.p.g. In everyday use. £75 o.n.o. Tel.: GREAT Barr 1340. [2563]
- FOR SALE**.—Vintage 1924 Herbert Engineering tourer. Body excellent condition. Colour blue. New pull-over canvas over seats and wheel, new canvas hood. Almost new tyres. Brakes overhauled. Bedford 6-cylinder engine and gearbox. Self-starter. Excellent mechanical condition. Taxed to 1960. Photograph on request. £250 o.n.o. Tel.: Stonham (Suffolk) 283, or Box No. D.564. [2564]
- TRIUMPH DOLOMITE**, 1939, 1½-litre sports saloon, 55,000 miles, extras. Bargain, £85. 28, Cope Road, Banbury. [2565]
- ROLLS 20/25**, 1933, Hooper limousine. Good condition throughout. Offers around £70. Taxed. Booth, 11, Wood Green, Whitwood, Castleford, Yorkshire. [2566]
- MOTORING BOOKS** and magazines for sale. S.A.E. list. Starling, Stoke-Holy-Cross, Norwich. [2567]
- RED M.G. TA**, rear seats, luggage grid, washers, mirrors. Complete overhaul during last 14,000 miles. Outstanding example. £230. "Nigeria," Ypres Road, Allestree, Derby. [2568]
- ROLLS-ROYCE**, 1937, 25/30-h.p. sedanca by Mulliner. Sliding front canopy and division, folding occasional seats, heater, radio. All-aluminium body in dark blue. Magnificent carriage. £595. 30, Kings Road, Barnet, Herts. Tel.: Barnet 6628. [2572]
- "MOTOR SPORT"**, 1949-1956, s.a.e. details. Two 6.00 by 20 covers. "Ekali," Pipers Close, Cobham, Surrey. [2530]
- ALVIS FIREFLY** crash-box saloon. Waterproof, utterly reliable; 75 m.p.h.; 23 m.p.g. But "L" wife/2 c.v. beat me. £85, haggle. Gaffer, 20, London Lane, E.S. Tel.: AMH 9069/GER 6933, Ext. 128. [2571]
- 750 SPECIAL**. Aluminium body, twin carbs., lowered suspension, and numerous other mods. Start hagglng £95. Paterson, 70, Talbot Avenue, Oxhey, Watford (Tel.: 29515). [2573]

FOR SALE—continued

- TRIUMPH GLORIA**, 1935, Southern Cross 2-4 seater sports. Red cellulose with white hood, slab tank, two spare wheels, 1,100-c.c. Coventry-Climax. You will be impressed at £195. Apply R. Higgins, 95, Farleigh Road, Warrington, Surrey. [2574]
- FOR FORD 100E**. Aquaplane twin S.U.s, inlet, exhaust manifolds, £15. Ballamy h.c. head, £5. Anti-roll bar, £3 10s. 5, Lakeside Drive, Brouley, Kent. [2575]
- MORGAN 4/4**, 1939. Ford with spare Climax. Complete. Excellent. Insured May. £125 o.n.o. Wade, 18, Drake Road, Rayners Lane, Harrow, Middlesex. [2576]
- M.G. TD**, 1951 (Dec.). Green/beige interior. Low mileage; tonneau. £415. Box No. D.577. [2577]
- AUSTIN NIPPY**. Good condition. Good tyres. Sealed beam units, flashers, spot, screen-washer. £100 o.n.o. Rix, The Foundry, Foulsham, East Dereham, Norfolk. Tel.: 348. [2578]
- RILEY 1½-LITRE ADELPHI** saloon, 1937. Good condition. Extensive overhauls to engine, clutch, steering. Brakes just relined. Excellent tyres and battery. Taxed. £140. 35, Fairway, New Barnet, Herts. Tel.: BAR 4242. [2579]
- MUCH-ADMIRED 1½-LITRE** Singer Le Mans Speed Model, 1935. Outstanding specimen in beautiful condition. For details write Thompson, 11, Kempton Road, Hull. [2580]
- ROLLS-ROYCE**, 1930, Phantom II Windover fabric-bodied limousine. Good all-round condition. £125. Lees, Udor Cottage, Market Drayton. Tel.: 3169. [2581]
- HOW ABOUT THIS!** Dignified 1928 Clyno 9-h.p. saloon in excellent mechanical and bodily condition. Spare engine. Bargain at £69 13s. 7d. Photographs on request. Joyce, 2, Belgrave Road, Wanstead, E.11. [2582]
- 1936 PA M.G.** Genuine £300 rebuild; photos, details. £250 o.n.o. French, 3, Dennyview Road, Abbot's Leigh, Bristol 8. Tel.: Pill 2384. [2583]
- M.G. J2**. Immaculate condition, engine reconditioned 1,500 miles, new battery, good tyres, luggage rack, spare engine. £110. 1, Grange Avenue, Crosby, Scunthorpe, Lincs. Tel.: 2707. [2584]
- CITROEN LIGHT FIFTEEN**, 1949. Mist green. Very well maintained. Exceptional condition. Many extras. £240 o.n.o. 8, Thomson Avenue, Shortstown, Bedford. [2585]
- VERY HANDSOME** 1931 Beetleback 12/60 Alvis in very original condition. Rebuilt last year. New tyres, twin S.U.s, battery, wiring, king-pins, hood and tonneau cover. 40th o/s. No oil. Some spares. Fast and reliable. £195. Martin, Cricklade Pottery, Cricklade, Wilts. [2586]
- LAGONDA 16/80** saloon, 1934, in good condition. £125. Owner, club member, has purchased 4½ Rapide. Apply: G. Thyer, 28, Raylands Farm, Southwater, Horsham, Sussex. [2587]
- M.G. JS**, Dec. 1934. Swept wings, Vyanide hood, all chrome superb, far above average in B.R.G. £120 o.n.o.—16, Sidgate Avenue, Ipswich. [2588]
- AUSTIN NIPPY**. Immaculate coachwork, two new tyres, battery and pump. £95. Tel.: Hatfield 5083. [2589]
- TR3 OVERDRIVE**, £35. Pair wheels, £5 15s. Sidescrims, £6 15s. Bonnet, £8. Dashboard, £1. Luggage grid, £4 10s. All as new. Vanguard gearbox, £15. Pair 575/16, 400 miles only. £9 10s. Set 5-stud 575/16 wheels, tyres, tubes, £10. S.A.E. 93, Monarch Parade, Mitcham. Tel.: 8563. [2590]
- TR3**, 1956. This car is white and in perfect condition, overdrive on three gears, heater, tonneau, etc. Also available, low-compression plate, luggage grid. £690 o.n.o. Webb, Barrow-on-Trent, Derby. [2591]
- ALLARD KI** Autocross Special, stark, fast. £120. Bostock, 106, Cheyne Walk, Chelsea. [2592]
- M.G. TB**, complete less engine/gearbox. Towable. £90. Sullivan, 106, Cheyne Walk, Chelsea. [2593]
- M.G., 1937, 2-LITRE SA**. New tyres. Haggle around £80. Tel.: Newbury 2078. [2594]
- HEALEY SPRITE**, Nov. '58. Two-tone blue. 3,000 miles. Stage II tuned, many extras. Marriott, Nutfield, Surrey. [2595]
- ALVIS 12/50** tourer, 1926. Runs well. Suitable for enthusiast. £60 o.n.o. Truman, Halton House, Wendover, Bucks. Tel.: Wendover 2334. [2596]
- ALVIS TA14** saloon. Heater. £200 o.n.o. Smitt, 18, Caunthorpe Road, Liverpool 4. [2597]
- DELAGE 2½** sportsman's saloon (2-door). Overdrive, i.f.s., telecontrols. Very impressive car. Any reasonable offer accepted. Tel.: Haslemere 2052. [2598]
- 1933 T.T. REPLICA** Frazer Nash. Brooklands Meadows engine. All Bosch electrics. Original and unspoilt. New tyres. ASA chains. Faultless mechanical condition, good hood, tonneau, plated axle, etc. Whole car in *concours* condition and good. History. £300 o.n.o. Box No. D.599. [2599]
- SUNBEAM-TALBOT 80** coupé, 1950. Bodywork good, engine better. Car must be sold for £275 o.n.o. 35, Seagry Road, Wanstead, E.11. Tel.: WAN 3741. [2600]
- PA M.G.** Sound throughout. £100 o.n.o. Could be done up into superb motor car although quite nice as it is. Details: 19, Cambridge Road, Thornaby-on-Tees, N.R. Yorks. [2601]
- M.G. VA ENGINE**, drv. clutch. Bentley, 2, Finch Close, Liverpool 14. [2602]

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

FOR SALE—continued

- DELAJE, 1927, DIS.** Open 2-seater in very good condition throughout. Engine rebored and crank ground, etc., last November. Sound body, new doors, repainted and retrimmed. Hood, tyres, battery and brakes all in good trim. £100. Stillman, 32, Woodland Way, West Wickham, Kent. Tel.: Springpark 4868. [2602]
- ALVIS SPEED TWENTY, 1935.** Charlesworth sports saloon. Black. Silver Crest head with higher compression and speed (90 plus) than most. Loves 70-75 cruising. Nearest £150. Robinson, 102, Alma Road, Southampton. [2604]
- MORGAN 4/4 CLIMAX, 1937.** Outstanding example in red cellulose. £165 o.n.o. 43, Bricklin Lane, Shepshed, Leicestershire. [2606]
- PLUS FOUR MORGAN, 1952.** Recent replacements include new Vanguard engine, sliding axles, suspension, wheel bearings, exhaust system. Full weather equipment, short and long tonneau, fog, spot and reversing lights. Immaculate condition. £400. Weaver, 15, School Lane, Bromsgrove (Tel.: 2019), Worcs. [2607]
- BENTLEY, 1937, sports saloon** by Thrupp & Maberley. Black with calf trim. 7,000 miles since engine overhaul by Laystalls and Bentleys. History known. A thoroughly sound, clean and attractive specimen. Photo available. £500. 230, Hibson Road, Nelson, Lancs. Tel.: NEL 64409. [2608]
- 1950 JANUARY, RILEY 2½-litre 2/3-seater sports roadster.** One owner only and in original black paintwork. New hood and side-curtains. A rare and desirable car with a perfect history and superb appearance. £445. 28, Imperial Road, Exmouth, Tel.: 3045. [2609]
- 1938 SINGER SUPER TWELVE sports—**an extremely rare model and still in superb condition. Attractive appearance, well maintained. £190. 17, St. John's Crescent, Whitchurch, Cardiff. [2610]
- ALFA-ROMEO 1,750 unblown twin-cam James Young 4-seater drophead.** Fitted new twin S.U.s. Body reconditioned and re-upholstered, new seats, carpets, battery. Steering, suspension, front brakes rebuilt. Recent engine top overhaul. £220. Carr, 9, Lansdown Place West, Bath, Tel.: 61909. [2611]
- ROLLS-ROYCE 20/25, 1936, limousine, radio;** good all round. A gift at £210. Galbraith, 53, Lambs Conduit Street, Holborn, W.C.1. [2612]
- M.G. J2.** Reasonable condition throughout. New battery. £80. Box No. D.613. [2613]
- FIAT 500, 1938.** Red. Engine March '59. Two new tyres last month. Spot, extras. £140, haggle. Tel.: Kempston (Beds) 3150. [2614]
- 1937 MERCEDES 170V cabriolet, l.h.d.** New distributor, carburetter, £45 engine overhaul January. Fog-lamp, heater, sleepseats. £80 o.n.o. Miles, 35, O.M.Q., R.A.F., Finningley, Yorks. [2615]
- 1952 J2X ALLARD.** Fitted special streamlined magnesium alloy saloon body. Mercury V8 engine bored to 4½-litres, h.c. heads, Cotat gearbox, de Dion axle. Heater and radio. This car was described in *Motor Sport* and the 1953 August issue of *Road and Track*. £425. Photograph supplied. A. E. Freezer, Mill Rithe, Hayling Island. Tel.: 77273. [2616]
- SUNBEAM DAWN, 1935.** Body good, engine sound. £80. Bishop, 70, Halsbury Road, Bristol 6. [2617]
- RILEY MERLIN NINE, '36,** complete engine overhaul with mods., excellent condition, black. Bills for £60. Register member. S. F. Hook, Ebley, Stroud, Glos. Tel.: Stonehouse 614. [2618]
- FORD TEN SPECIAL, registered 1957.** Falcon II body, all weather equipment, Eight head, Aquaplane carbs., Buckler i.f.s. £295 or near offer. Bateman, 81, Bell Lane, Broxbourne, Herts (evenings, weekends). [2619]
- 1937 BROUGH SUPERIOR drophead; 22 m.p.g.;** hood renewed. Beautifully furnished, well shod. £70 o.n.o. Box No. D.620. [2620]
- ALLARD, 1949, 2-seater, excellent mechanically,** good bodywork, outstanding performance. £190. Trial in London, Birmingham, Leeds or Warrington. 9, The Dale, Sankley, Warrington. [2621]
- BROUGH SUPERIOR sports saloon car, 1936,** 2,160 c.c. £200 overhaul by Broughs 1953. Atcherley body, whole in good condition. Licensed. £110. Lloyd, Mill Lane, Hartington, Buxton, Derbs. [2622]
- ALVIS SPEED TWENTY, 1935, V.D.P. saloon,** reconditioned engine, good order. £150. 9e, Milman Road, Reading. [2623]
- 1937 RILEY LYNX-SPRITE.** Preselector. Recent engine overhaul. Reconditioned Scintilla magneto and dynamo. Good hood, tyres, screens. £145. Tel.: VALENTINE 7403. [2624]
- 1959 ELVA Mk. IV** Space frame chassis. Rack-and-pinion steering. Independent suspension front and rear. Inboard rear brakes. All brand new, professionally assembled. Complete with five new Continental racing tyres. Offers to Box No. D.625. [2625]
- FIAT 600 convertible, blue, 1950.** Full Rudd conversion. £425. Bower, 14, Garrick Avenue, N.W.11. Tel.: SPE 1047. [2626]
- MERCEDES-BENZ cabriolet, Type 230, 1938/39,** l.h.d. £110. Tel.: Neads, Guildford 60013, evenings. [2627]
- ALTA HEAD CONVERSION** for s.v. Morris Minor. Neale, 46, Beaumont Avenue, St. Albans. [2628]

FOR SALE—continued

- ROESCH TALBOT 105 Van den Plas tourer, 1933.** New hood and screens, new radiator, thermostat and water pump, gearbox and back axle rebuilt by Bland; maker's handbook and tools. Excellent bodily and mechanically. Seen London or Aylesbury. £135 o.n.o. Tel.: Stone (Bucks) 225. [2634]
- 1953 JOWETT JUPITER.** Recent engine and gearbox overhaul. Bodywork and upholstery in good condition. £325. J. Corbett, Belmont, Five Ash, Four Marks, Alton, Hants. Tel.: Medstead 2250. [2641]
- ROLLS-ROYCE 20/25, 1934.** Owner-driver Park Ward saloon. £260. Consider exchange for something smaller. H. G. Martin, 16, St. John's Road, Cambridge. [2642]
- TALBOT 20.9, 1938.** Steering, brakes, tyres, good. Offers. 16, Hillcrest, N.21. Tel.: LAB 2344. [2643]
- MUST SELL** my 1949 A.C. saloon for about £230; new tin-box purchased. An honest and full report will be given if you telephone BAR 4020 (7 p.m. weekdays—1.30 p.m. weekends). [2644]
- TWIN S.U.s Healey 100/4.** Riley 2½ with manifold. A105/6. Offers. Box No. D.645. [2645]
- DISMANTLING 1951 RENAULT 750.** David Morton, 2, Eynham Road, W.12. Tel.: SHE 6126. [2646]
- SHORTAGE OF ROAD** space has now brought on a fresh disease (Sea Fever). My stable is now being shipwrecked. One 1934 3½-litre Bentley saloon, £247 10s.; 20-h.p. 1923 Rolls shooting-brake (body) in good condition, wings rough, engine fair; 4-wheel brakes need treatment; a gift at £135. 29, Kensington Road, Rusholme, Manchester 14. Tel.: Rusholme 3017. [2647]
- FRAZER NASH T.T. Replica, 2½-litre Lea-Francis** works engine, Shelsley front end, hydraulic brakes. Very potent. £350. Tel.: Eversley 3117, 24, Barkham Ride, Wokingham, Berks. [2648]
- 1938 F.N./B.M.W. "315" cabriolet.** Reconditioned engine, new front suspension unit, new hood, bodywork and interior in very good condition. Five good tyres. In daily use. £165 o.n.o. Tel.: HAM 8748, mornings before 9.30 a.m. [2649]
- ALVIS SPARES:** Dismantling 1937 16.9 coupé. Mechanically sound, body poor. Stephens, 9a, High Street, Abbots Langley, Herts. [2650]
- LANCHESTER SPARES:** 1938 14-h.p. pre-selector. Will break or sell as whole. Stephens, 9a, High Street, Abbots Langley, Herts. [2651]
- JAG. SPARES:** 1938 3½-litre, perfect engine and transmission, new front mudguards, P.100 headlamps, body poor. Stephens, 9a, High Street, Abbots Langley, Herts. [2652]
- M.G. PA.** All mechanical parts. S.A.E. please. H. Johnson, Swine, Hull, Yorks. [2653]
- 750 AUSTIN SPECIAL.** Excellent condition. Ulster engine completely overhauled. Tubular chassis. Hydraulics. Cambridge suspension. Aluminium body. Hood. West London wheels. S.U. New battery. £165 o.n.o. Graveley, "Woodcroft," Broad Lane, Hale, Cheshire. Tel.: Ringway 4819. [2654]
- ROLLS-ROYCE, 1935, Phantom II.** One owner. Swept-tail limousine, property of wealthy owner. Superb mechanically, coachwork can only be described as immaculate. Sacrifice at £425. Tel.: Wilkes, Kinner 2724. [2655]
- RILEY LYNX TOURER, 1934.** Engine completely overhauled last October by Guppy's of Yeovil. Seats re-upholstered. Body, paint, chrome, screens, etc., excellent. Chassis parts and tyres first class. Genuine reason for sale. £225 o.n.o. Fuller details and photograph from J. Youldon, North Curry, Taunton. Tel.: N. Curry 398. [2656]
- ALVIS TA14 Tickford coupé, 1948.** Mechanically perfect, bodywork moderate. £280, includes tools, manual and spares catalogue. Cloete, Boundary Hall, Tadley, Basingstoke, Hants. [2657]
- AUSTIN SPECIAL, fibreglass; full weather** protection; new wheels, tyres; hydraulics; complete set mechanical spares; good condition. £165 o.n.o. Smith, 2, Grove Villas, Bourne Avenue, Salisbury. [2658]
- SUNBEAM, 1934, SALOON, 18.2 h.p.;** moderate mileage, original tools, handbook. A class motor car in splendid condition. £40 or offer. Tel.: RIP 3575. [2659]
- SMASHED—1937 LAGONDA 4½-litre.** Spares available, engine, gearbox (centre change), axle, etc. Bennett, 89, Parkgate Road, Coventry. [2660]
- JON DERISLEY'S 1,172 Mk. 7 Lotus.** Holds six 1,172 hill records. All modifications. Lowered chassis. New R.5s. Fully road equipped. Low mileage. Immaculate. £695. Eastwick Coach House, Park Street, Camberley. [2676]
- RILEY NINE MONACO, 1930,** very good original bodywork. Engine, rear axle and clutch overhauled. £30. Tel.: ELM 1022. [2677]
- ONLY £20 o.n.o. secures Morris Minor, 1934;** perfect original condition, excellent mechanics, except damaged front springs, easily repaired. Visible Airlie Gardens, W.8. Box No. D.678. [2678]
- FIAT 500 coupé, 1939.** Very reliable. Excellent tyres, hood. Rust-free bodywork. £90 o.n.o. Write: Robinson, 2, Beverley Road, S.W.13, or Tel. (day): MIN 7144. [2680]
- HUMBER 9/28 tourer** in good order. Further details from Box No. D.681. [2681]

FOR SALE—continued

- TC M.G., B.R.G., '47.** Good condition. Radio, tonneau, new carbs, shockers. £285. Allen, 32, Winchester Road, Hanworth, Middlesex. Tel.: FEL 5236. [2682]
- 1949 ALVIS TA14.** Black/grey. Ex. condition. £410. Barnaby, 4, Dairyfield, Gosspops Green, Crawley. [2683]
- M.G. PA.** Tuned Ford Ten engine, M.G. gearbox. Many extras include tonneau, sealed beams, twin spots, special exhaust, etc. Fast, economical car in excellent condition throughout. Reasonable offer accepted. Snow, Equipment Section, R.A.F., Kenley, Surrey. [2684]
- BENTLEY, 1929, 4½-LITRE 2-seater** (Bentley rebuilt). Hood, sidescreens, large slab tank, two spare wheels. This car is in *concours* condition throughout and mechanically perfect. With A.A. report. Price £425. Lee, Forest Heights, Munster Road, Penn Hill, Parkstone, Dorset. Tel.: Parkstone 5314. [2685]
- ROCHDALE G.T. E93A,** new Popular chassis, regd. July 1959. £285. "Westgate," Wilmslow Road, Handforth, Cheshire. Tel.: Wilmslow 2023. [2686]
- 1928 MORRIS COWLEY saloon.** Worth a little work. Offers. 9, Albert Road, Cheadle Hulme, Cheshire. [2687]
- BOTTOM HALF** of '55 Vauxhall Cresta engine, block, crank, pistons, rods, etc., assembled. £10. Tel.: HOU 3332. [2688]
- M.G. NA 2-seater,** excellent condition. Four new tyres, hood, sidescreens, spot, taxed. (Should be seen. £145 o.n.o. Croydon. Box No. D.680. [2689]
- LAGONDA RAPIER, 1934, 1,104 c.c., 2 o.h.c.,** Abbot tourer in excellent original condition. £185 or near. Richardson, 52, Lulworth Crescent, Whitkirk, Leeds 15. Tel.: 24895 (day), 646915 (night). [2690]
- RILEY NINE LYNX (1933).** Engine completely overhauled 700 miles ago. New tonneau, radio, many spares. £115, no offers. 21, Thurlstone Avenue, Ilford. [2691]
- TUBULAR CHASSIS SPECIAL,** Talbot 90 engine, gearbox, axle; Falcon body. 100 m.p.h. Economical. Requires finishing. Taxed, insured. £250. Wilcox, Bungalow, Thornton Close, Eastern Green, near Coventry. [2692]
- M.G. TA, 1937.** Respray in navy blue. Reconditioned wheels. Many extras. All bills. £240 or best offer. 4, Lissoms Road, Chipstead, Surrey. Tel.: Downlands 3857. [2693]
- FRAZER NASH-B.M.W. 329 2½-seat coupé,** 1937. New battery, tyres; engine rebuilt 9,000 miles. £135 o.n.o. 45, Apley Way, Witney, Oxon. [2694]
- LANCIA APRILIA, 1937.** Mechanically good, body requires attention. Recent top overhaul, brake and clutch relined. £165. Leggatt, Deepdale Cottage, Westerham, Kent. Tel.: Westerham 3236, or City 5627. [2695]
- M.G., 1934.** Originally PA but back-half rebuilt, semi-cycle front wings, Ford Ten engine, Scintilla magneto. Startling performance. No hood. £75 o.n.o. Lewis, 51a, Old Shoreham Road, Brighton. [2696]
- 1959 A.7 SPECIAL.** Road tested but unused. Rebuilt engine/gearbox; sports body; polished aluminium and scarlet; chromium trim; upholstered scarlet and black; smart, matching dashboard; fully instrumented; scarlet-lined, chromium-trimmed cabbies; low suspension; Bowdenex brakes; 15-in. stoved silver wheels; new tyres; scarlet, cut-away steering wheel; boot; separate tool-tray; twin screenwipers; mounted spare wheel; plated bumper. Designed for easy maintenance, beautifully finished and unusually elegant. £300 o.n.o. Frank Wren, Tel.: FULham 6390, evenings, week-ends. [2697]
- RILEY FALCON, original 1937, good condition.** New tyres. 3,500 since brake, clutch and engine overhaul. Owner going abroad. £150. Tel.: Pinner 8895. [2698]
- ROLLS TWENTY, 1928, O/D four-light fabric** saloon. Two new Dunlops, two new retreats. Tatty body, good chassis and interior; handles well. £110. 51, Millmans Street, S.W.10. [2699]
- DELLOW, 1951.** In good condition throughout. Full weather protection. New p.v.c. tonneau. £275 o.n.o. Blake, 287, Greenford Road, Greenford, Middlesex. Tel.: WAXlow 1941. [2700]
- JAG. S.S.100 3½, 1938.** 1,500 miles since £300 rebuild to original condition. New wheels, tyres, tubes, mudguards, doors, spray, trim, hood. Engine and chassis overhaul, etc. £340. Lee, "Kinder," Leafeld Road, Disley, Cheshire. [2702]
- A.A., 1939, sports saloon,** engine rebuilt 1958, potent, aluminium body, excellent condition, completely rewired. Offers. Reason for sale—bought new sports car.—Hickson, Fairseat Cottage, Boston Spa, Yorkshire. Will travel almost anywhere. [2703]
- 1958 BLACK VOLKSWAGEN, 18,000 miles;** exceptional condition. New house forces sale. Best over dealer's offer £580. 68, Canterbury Road, E.10. Tel.: LEY 3282. [2704]
- LANCIA APRILIA, 1939.** Beautiful condition. Instrument panel like aircraft. Twin exhaust system. In fact, spot on. Bargain at £310. Pitt, 312, Norton Road, Stockton-on-Tees. Tel.: 53936. [2705]
- P.V.T. GAMECOCK RILEY Nine T. and I.** £115, o.v.n.o. Usual genuine reasons for sale. 27, Lancing Road, Orpington, Kent. Tel.: 21839. [2717]

FOR SALE—continued

- BEFORE YOU BUILD** a "Special."—Look at this. Ashley-bodied Austin 750, unused. Complete but needs slight attention. Built from all new components. New guaranteed battery, new wheels, flat rear springs, Bowden i.f.s., Bowden brake conversion, high-compression head, double valve springs, four-branch exhaust, new dynamo, twin Zeniths, crossflow radiator, tubular steel chassis reinforcement, hardtop and separate wrap-round windscreen. Well finished inside with carpet and comfortable seating. Cost over £350. Price £250.—Tel.: RODNEY 5235, after 6.30 p.m. [2725]
- 1927 MORGAN AERO:** 1,100 J.A.P., w.c. Sprayed B.R.G. this year. New bearings throughout. Other work done, extensive. £75 o.n.o. Tel.: R. A. Harper, Holborn 4234 (day). [2726]
- 1927 LANCIA LAMBDA** with 8th series engine, beautiful condition. £200 secures, no hagglng please. Peter Hull, 140a, Upper Street, London, N.1. Tel.: CAN 9059. [2727]
- FIBREGLASS HARDTOP** (Peel), £14. Dimensions on request. Ford 6V 3-brush reconditioned dynamo, £2. Hellen, Mitchel Troy, Monmouth. [2728]
- VINTAGE ASTON MARTIN** "International." Rare and extremely pretty "shoe-type" body by Bertelli. Dark blue, scarlet wheels. Full kit side-curtains and brand new hood. Over £100 recently spent, price £165. Scott-Moncrieff, Rock Cottage, Basford Hall, Leek, Staffs. Tel.: Churnet Side 300. [2729]
- LANCIA LAMBDA** 7th series tourer, unshortened and, apart from wings, completely unmodified. Rebores, new pistons, crank ground, new bearings. Now at coachbuilder for general tidy up. Good tyres, new battery. £175. Scott-Moncrieff, Rock Cottage, Basford Hall, Leek, Staffs. Tel.: Churnet Side 300. [2730]
- 1933 20/25 ROLLS-ROYCE** owner-driver saloon with no division and adjustable bucket seats, Park Ward coachwork, engine, chassis, electrics, all far above average condition. Also scruffy 1934 20/25 Thrupp and Maberly which goes like the proverbial dingbat—cheap. Also choice of two twelve-cylinder Hispano-Suiza cars and 1937 25/30 Rolls-Royce with pretty sports saloon by Park Ward. Box No. D.731. [2731]
- ASTON MARTIN INTERNATIONAL**, 1932, immaculate, retrimmed, re-upholstered, repainted, overhauled throughout, chrome axle, stainless steering, hydraulics. Many spares. £300 (o.v.n.o.). 20, Parkgate Road, Chester. Tel.: 24842. [2732]
- JAVELIN DE LUXE**, black, 1950. Radio, heater, spot. Economical and fast. Excellent condition. (Owner emigrating December. £250 for quick sale. 215, Colne Road, Burnley, Lancs. [2734]
- LAGONDA LG.6** (1939) saloon. £150 recently spent on engine and gearbox, new tyres. Excellent coachwork. A magnificent car. £250. Tel.: Gerrards Cross 3993. [2735]
- ALVIS, 1938, SPEED 25** Charlesworth saloon. Recon. engine 10,000 miles. Perspex roof, P.100s, i.f.s., three S.U.s. £120 o.n.o. Brindley, 6, Rodmoor Road, Portishead, Bristol. [2736]
- 1936 ALVIS 16.95** saloon. Superb original condition. Decoked, new valves, servo brakes, telecontrolled shockers. £175.—Plant, 36, Sollershott East, Letchworth, Herts. Tel.: 366 (evenings). [2737]
- ALVIS TJ 12/50**, wide 2-seater with dickey; sound original condition, good tyres, new hood and side-screens, brakes recently relined. Complete spare engine. £70. Kirkpatrick, 49, Romsey Road, Winchester. Tel.: 5151. [2738]
- ALVIS HEALEY 3-LITRE** sports, 1954, with wireless, heater, windscreen washers, Michelin X, twin spotlights, two sets wheels and tyres, recent top overhaul, 100 m.p.h. plus. £625 or near offer. Owner going abroad. Estate Office, Stoneleigh Abbey, Kenilworth 116. [2739]
- 1934 RILEY KESTREL** Nine. Crash box, perfect mechanically, everything overhauled and rebuilt. Body fair. Register member. Offers over £50. Seen Bristol weekends. Smith, 14, Regent Street, Coventry. [2740]
- PEUGEOT 402B**, Cotal box. An interesting vehicle in good condition. £75 o.n.o. 26, Glover Road, Totley Rise, Sheffield. [2741]
- RILEY RMF** saloon, 2½-litre, 1953, model in black with green leather upholstery. Radio, heater, twin spots, wing mirrors. Outstanding condition. £550 o.v.n.o. Bourne Stream, Holford, Bridgwater. Tel.: Holford 292. [2742]
- LAGONDA 2-LITRE** supercharged open tourer. Marvellous condition. Recent £150 engine overhaul (bills), new fabric body. Four new tyres, good twin spares. £210 o.v.n.o. Bourne Stream, Holford, Bridgwater. Tel.: Holford 292. [2743]
- INTERESTING SENSIBLE AMERICAN** car. Willys Overland, 1941, 6-seater saloon. Exceptional condition. Engine as Jeep. 26 m.p.g. L.H.D. but pleasure to drive. Ample spares, new and from duplicate car. Radio, heater, mechanic's manual. Taxed, insured. Ideal for family enthusiast. £110 o.n.o. for car and all spares. Chambers, 4, Manor Road, Longbenton, Newcastle/Tyne 7. [2744]
- DAIMLER FIFTEEN**, 1937 model. Used daily. Extensively reconditioned. £50 spent. Offers around £70. Targett, Hillside, Walford, Ross, Herefordshire. [2746]
- LANCIAS**. Dismantling Augusta and Lambda. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [2747]

FOR SALE—continued

- 750 SPECIAL**, 1,000 miles only. New bearings throughout engine, axles, steering and brakes. Excellent tyres. Professional body with slab tank and cycle guards. Modified engine, chassis, suspension and brakes. 16-in. E.C. wheels. Construction costs £250 plus two years' loving attention. Wife objects. What offers? 27, Ash Grove, Fenton, Stoke-on-Trent. [2745]
- M.G. TA**, 1938, blue. New hood and sidescreens. Five good tyres. Recent engine overhaul. Heater fitted. Good general appearance. Terms available. £190. R. McGhie, 82, Morley Avenue, London, N.22. [2748]
- FORD SPECIAL** (1959). Ashley 1,172 body, ivory. New Popular chassis, fully boxed, new radiator, battery, lights and electrics. Full instruments. Excellent example. £395 o.n.o. Cowling, 52, Tunnard Street, Grimsby. [2749]
- LAGONDA SPARES:** All 16/80 engine parts, cheap. Starter, dynamo, prop-shaft, complete steering assembly, £1 each. Set unused pistons (+60 thou.), £5. Pair reconditioned S.U.s. £5 pair. A. Gordon, 9, Oak Drive, Bramhall, Cheshire. [2750]
- M.G. TD** (1952) in first-class order throughout, metallic bronze. Extras include luggage grid, washers, demister. £380 for quick sale. Box No. D.751. [2751]
- H.R.G. 1,500**, 1950. Standard throughout. Condition perfect. £375 or offers. Woodgate, Weeton, Leeds. Tel.: Huby 203. [2752]
- VERY ATTRACTIVE VINTAGE** Humber, 1926 12/25 tourer. Laid-up 16 years; mechanically sound, coachwork excellent; rear screen, new hood. £110. Morrison, 56, Ranelagh Road, Ealing, W.5. Tel.: Ealing 9135. [2753]
- ALVIS SPEED TWENTY**, 1935, saloon. Reconditioned engine, transmission, steering. New tyres. Body in good order. Enquiries and offers to "Lea Bank," Bingley, Yorks. Tel.: Bingley 2776. [2754]
- SINGER LE MANS**, 1934, 2-seater. Fair condition. Runner. Full weather equipment. Taxed. £50 o.n.o. Goddard, 16, Church Street, Nuneaton, Warwickshire. [2755]
- AUSTIN-HEALEY 100/6**, 1957, ice blue. Hard top, overdrive, reversing light. In immaculate condition. Rollinson, Refined Iron Co., Spring Vale Works, Darwen. Tel.: Darwen 1745, between 9 and 5. [2756]
- 1949 TRIUMPH 2000** Roadster. Specimen. Engine just rebuilt (crankshaft ground, new clutch, etc.). Bodywork and chassis excellent. £375. H.P. possible. Wright, 44, Marmion Road, Southsea, Portsmouth (Tel.: 22492), weekends, or London area by appointment. [2757]
- B.M.W. 326**. Reconditioned engine. New tyres. Needs new overcoat. £120. Pearson, 9, Oakfield Avenue, Upton Heath, Chester. [2758]
- FAST SPEED TWENTY** Special. This car has replica Speed Model Bentley body, and was rebuilt only 3,000 miles ago, to its present immaculate condition. The new interior is red, with polished mahogany, and beautiful 16-instrument dash and many extras. £450 o.n.o. Tel.: Hillside 2163/4. London. [2759]
- RILEY 1½** saloon, 1935. Taxed, insured. Re-trimmed 1959, new tyres (4), batteries and rebore (3,000 miles). Good ally. body. Excellent basis, for keen man. Regret to sell at £150 o.n.o. 73a, Charles Crescent, Taunton. [2760]
- BITS**. New M.G. TC exhaust valves, £1; rear hub races/seals, £2; o/s door hinges, 10s.; s/h. XPAW clutch, £2; Climax clutch, £2; Raydyot screen lamp, 30s. Green, Mossley Vicarage, Congleton, Cheshire. [2761]
- ASHLEY-BODIED AUSTIN** Ruby Special, hardtop, i.f.s., Dante head and sump, hydraulics, o/s rears. Remote gear-change. Red upholstery, grey fitted carpet. Minor details only to finish. T. & I. £175 o.n.o. Agar, 1, Filey Road, Scarborough. [2762]
- RARE AUSTIN SEVEN**. Red, grey, 1936, "Ruby" tourer. Slightly modified engine giving excellent performance. Two new retreads, good body, hood, brakes. Spare gearbox, crown-wheel, pinion. Offers around £50. Mann, Dove-dale Farm, Ramsden Heath, Essex. [2763]
- 30/98 VAUXHALL O/E** Velox tourer. Original late-type 1926 hydraulic brake model, swept alloy wings. Good mechanical condition. £250. Tel.: Yattendon 298 (Berkshire). [2764]
- A.C. DROPHEAD**, 1937, crank reground, new ends. Good condition throughout. Heater. £185. Tel.: Burgh Heath 6465. [2765]
- 1939 M.G. WA** saloon. Very good condition. Engine rebuilt 1,500 miles, new king-pins, springs reset, almost new retreads, brakes relined, etc. Bills available for £200 in last two years. £175 o.n.o. 15, Deanecroft Road, Eastcote, Middlesex. [2766]
- M.G. PB**, sound. Five new tyres, king-pins, bushes, screens, hood, spot. £130. 60, Croft Close, Chislehurst, Kent. Tel.: VIC 8926 (day). [2767]
- A90 ATLANTIC**, 1952. Good condition, radio, heater. Genuine 38,000 miles, two owners. Previous history available. £360 o.n.o. Tel.: Upper Warringham 2875. [2768]
- SUNBEAM-TALBOT Mk. III**, 1956, overdrive, heater; one owner; low mileage. £755 o.n.o. Seen reasonable radius Warrington. Box No. D.769. [2769]

FOR SALE—continued

- ALFA-ROMEO**, 1948, 2.5 6C Super Sports chassis, fitted 2-seater d.h.c. by Farina. Dry-sump engine completely reconditioned, twin-choke carbs: 118 m.p.h., 20-22 m.p.g. "X" tyres. £495 o.n.o. Spares available. Little, 16, Dalveen Avenue, Davyhulme, Lancs. [2770]
- M.G. TC**. Red. New hood, steering, king-pins, brakes, all tonneau, luggage grid, oversize rears. £270 o.n.o. Tel. (office): South Ockendon 3434. Laybourn, 101, Windsor Road, Ilford, Essex. [2771]
- FRAZER NASH/B.M.W. 327** fixed-head coupé. Quite capable but needs loving hands to regain top performance. 2-litre, 6-cylinder, three carbs., 100 m.p.h. Long, low, snarling creature. Offers invited not exceeding £300. Packwood, 9, Faulkner Road, Solihull, Warwick. Tel.: Sheldon 4936. [2772]
- REALLY EXCEPTIONAL RILEY** Lynx 12/4, 1936. Mechanically excellent. Bodywork immaculate. 1½-in. S.U.s. Sprite head and manifold, Scintilla, etc. A genuine 4-seater sports car for the enthusiast. £195. Tel.: Pinner 5507. [2773]
- READ ALL ABOUT** it in the April MOTOR SPORT. Completely standard M45 Lagonda pillarless saloon, black, 1934, 76,000 miles, just nicely run-in. Excellent condition throughout, including batteries, tyres, brakes, etc. A very nice motor car indeed. £100. Catlow, 67, Palace Gardens, Broadway, Royton, Lancs. [2774]
- ALVIS S/E**, 1930, wide 2-seater. Resprayed, chromed, tyred. New hood, tonneau, screens. Exchanges considered. Seen Cheshire. Box No. D.775. [2775]
- SHOWPIECE. 1925 DELAGE** 14-h.p. 2-seater coupé. Engine overhauled, resleeved, new standard size pistons fitted. Not even run-in yet. Magnificent bodywork in French racing colours, blue and grey. Brass lamps. Engineer owner. £350. Box No. D.776. [2776]
- 1932 ALVIS** Silver Eagle Mayfair 6-light saloon. One previous owner. In remarkable condition. Photograph available. Offers £150, or over. J. D. MacMahon, "Hazeldene," Stillington, Stockton-on-Tees. [2777]
- 1935 ROLLS TWENTY-FIVE** saloon. Sound body. Engine kaput! All the rest good. Haggling begins at £120. Gibson, 47, Greenwood Road East, Benchill, Manchester. [2778]
- VOISIN, 1929, TYPE C14** 2.3-litre 6-cylinder sleeve-valve, saloon. In very good condition and regular use. See *Autocar* 16/8/57. £100 o.n.o. Pittuck, 5a, Crescent Road, Kingston Hill, Surrey. Tel.: KIN 9250. [2779]
- ROLLS-ROYCE 20-H.P.**, 1925. Just rebored, big-ends remetalled, good tyres. Attractive owner-driver saloon by Barker. In very good condition. £160. Miller, Tonn, Llandoverly, South Wales. Tel.: Llandoverly 3163. [2780]
- TA M.G.** Completely rebuilt 1957. Sound throughout. Radio, wipers, new batteries. £175. Also complete engine, rear axle, gearbox, dismantled for spares. J. D. Short, 47, Brockwell Lane, Chesterfield. Tel.: 3545. [2781]
- JAVELIN DE LUXE**, 1952, reconditioned engine, radio, all extras, v.g.c. Nearest £355. Tel.: St. Albans 57266. [2782]
- FRAZER NASH/B.M.W. 319/55**, excellent condition in B.R.G. Good tyres, hood, etc. Engine fitted Cromard liners and new bearings throughout. Heater, screen-washers. 100 m.p.h., 40 m.p.g. Infinitely superior to any "TA." £165. Hill, 47, Calbourne Avenue, Elm Park, Hornchurch, Essex. [2783]
- FIAT 500C** saloon, 1951, sound order throughout. Not being given away to dealers but offered at less than current value at £195. Details from Tel.: Sloane 0898, extension 227. [2784]
- M.G. TA**, 1936. Red. Exceptional condition, many extras. £195. Davis, 43, Oakington Road, W.9. [2785]
- A.C. SPORTS** saloon, 1948. 7,000 miles since £125 engine overhaul. Recently recellulosed grey. £300, no offers. Winton House, Littlehempston, Totnes, Devon. Tel. Staverton 203. [2786]
- LANCIA APRILIA**, 1938. Body very sound out and in. Engine just recon. New crank, mains, etc.; needs running-in. New tyres. £275. K. H. Ede, 274, Haydons Road, London, S.W.19. Tel.: Liberty 5327. [2787]
- RILEY 2½-LITRE** saloon, 1947. Excellent all-round condition. £275. 3, Herons Wood, Harlow. Tel.: 26105. [2788]
- LANCIA APRILIA** cabriolet, wonderful condition; engine and gearbox overhauled; resprayed; new hood, tyres, etc. £185. Tel.: Islworth 2351. [2789]
- DISMANTLING 1938 FIAT 500**. New hood and seat covers. 2, Eynham Road, W.12. Tel.: SHE 6126. [2790]
- FRAZER NASH-B.M.W. 319/2** cabriolet. Mechanics good—everything works. Smart appearance. Good leather upholstery. £90. Ashbee, Tel.: Walton-on-Thames 27302. [2791]
- ARMSTRONG SIDDELEY TYPHOON**, 1951. Good condition. £280 for quick sale. Abbott, 37, Laneut Road, Witney, Oxon. [2792]
- LANCIA AUGUSTA**, 1934. Excellent running order. Marshal heads, Weber, heater, etc. £90. Riley Adelphi 15/6, 1937. Good general condition. New tyres, battery. £75. Tel.: Stroud 1448 for details. "Le Cabanon," Church Road, Rändwick, Stroud, Glos. [2793]

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

FOR SALE—continued

- M.G., 1938, VA** tourer. Cherry red with matching trimming. Believed to be the finest specimen currently available. Virtually in new condition. 145. Sundays only: Oak Lodge, Buckwys, Billericay, Essex. [2794]
- M.G. J2** and PA cranks, unground. Pair aero-screens, new. J speed drive gear, and other parts. Box No. D.795. [2795]
- M.G. J2** 2-seater, suitable for spares. Bargain. 1/12 10s. Tel.: Ruislip 8934. [2845]
- LEONARD-M.G.**, ex. Laystall engine, TD. 100+ m.p.h.; glass aerodynamic body; 40 m.p.g. 400. Vanbaars, 44, Greenway, N.14. Tel.: PAL 7581, between 6 and 6.30. [2797]
- ASHLEY-BODIED SPECIAL**, Ford Eight engine, Ford gearbox, Austin chassis and back axle, hard-top, sidescrims. Well finished throughout. 200. Durant, Hundred Acres, Wickham, Fareham. Tel.: Wickham 2251. [2798]
- MUST GO**. 1930 Mercedes 320, overdrive, heater. I wanted 1/15 in March. Settle for above-scrap price. Runs, but some work necessary. Roberts, Tor Haven, Rickman Hill Road, Chipstead, Surrey. Tel.: Downland 2779. [2799]
- RILEY NINE SPECIAL**. Drophead. Resprayed; sound all-aluminium body; excellent brakes, tonneau, battery, lights; numerous spares—wheels, half-shafts, hubs, manifolds, etc.; fast, reliable. 125 o.n.o. R. Seaman, 446, Upper Richmond Road, S.W.15. Tel.: PRO 6343. [2800]
- HOTCHKISS 2-LITRE** saloon, regd. '47. Engine and gearbox dismantled. Suit enthusiast. Best offer. 116, Twickenham Road, Leytonstone, E.11. [2801]
- 1938 4-LITRE BENTLEY L.S.** Series Gurney Nutting razor edge saloon in grey. Radio, heater, etc. Must be seen to be appreciated. 350, o.n.o. Tel.: MACaulay 7837, after 6 p.m. [2848]
- JAGUAR, 1939, 2½** coupé. Recent complete recon. engine, new hood and roof lining. 80, or would consider selling engine and parts for offers. 7, Dawlish Avenue, Wimbledon Park. Tel.: Wimbledon 4464. [2803]
- RILEY KESTREL NINE**, 1935. Excellent condition. Resprayed. Stone-guards. Dynamo, crown-wheel/pinion, single Solex, all new. 110 o.n.o. Evenings: Flat K, Wetherby Mansions, Earls Court Square, S.W.5. [2804]
- 1940 WOLSELEY 25-H.P.** short-chassis special d.h.c. Oil pressure good. Steering, braking and wiring renewed. Beautiful appearance. Maintained regardless cost. Cruise over 60. Licensed. 100 o.n.o. Glover, Bawtry, Yorks. Tel.: 443, after 8 p.m. [2805]
- JAVELIN**, 1949, body damaged, works recond. engine done 4,653 miles. Offers for car or parts. Also a Javelin crankshaft. Bryden, 12, Armley Grange Drive, Leeds 12. Tel.: 638310. [2806]
- ROLLS-ROYCE**, 1935, Freestone & Webb owner-driver saloon. Immaculate condition. Particulars from: Hope, 25, Wimpole Street, Chatteris, Cambs. Tel.: Chatteris 3285. [2807]
- ALVIS SILVER CREST**, 1938. Engine completely rebuilt, new clutch, new radiator, new electric wiper motor, carbs. reconditioned, reset by Wm. Burgess. This car is mechanically faultless. All repairs have been done in the last six months, receipts can be shown. 225. Ring ELTHAM, 2167 for appointment. [2808]
- RILEY IMP**... "crash" gearbox. Rebores, big-ends remetalled, clutch and axle, steering, etc., overhauled in last few months. Very nice order throughout. Excellent chrome, soundly shod, very good paintwork in green, with silver wheels; full weather equipment. A really good example of this type at only 325. Preston, Rose Hill, Isfield, Sussex. Tel.: Isfield 213. [2809]
- S.S.100 2½**. Rebuilt 1949. Good mechanical condition. Gearbox overhauled. New brake linings and battery this year. 325. Greig, 135, Prince George Avenue, London, N.14. Tel.: LAB 4130. [2810]
- ALFA-ROMEO, 1936, 6C** twin-cam. Complete car for spares. Also 21/70 Alfa spares, Aston Martin spares. Write: 10, Delamere Road, Southsea. [2811]
- TALBOT "75"** long-chassis saloon, preselector, in good order. 25. Tel.: LIB 6554. [2812]
- VINTAGE CHRYSLER**, 1930 model 77. Fastest, rarest of small Chryslers. Snappy close-coupled foursome drophead. Sound original condition. Two owners. Excellent mechanically. Original specifications include hydraulic brakes; "Multi-range" 4-speed gearbox; twin spares. Special equipment: wire wheels; hydraulic jacks; radio; fitted tools; seats convert double bed. Aluminium body. New radiator; clutch. Good tyres, battery, hood. Performance in keeping Chrysler Le Mans record. Sensible offers. Peter B. Moore, Tel.: NH2 3980, I, Northwood Way, Northwood, Middlesex. [2813]
- ROESCH TALBOTS**. 1936 B.D.75—full details of work done. 1933 A.W.75—restorable—excellent spares. 90 pair. Separate offers. Exchanges, cash adjustment—anything considered. Pinkard, Questover, Blackfield, Southampton, Hants. Tel.: Fawley 519. [2814]
- 1952 AUSTIN ATLANTIC A90**. Excellent condition. 27 m.p.g. 385. Scott, 34, Hawthorn Walk, Eastfield, Scarborough. [2815]
- LAGONDA, 1935**. 3½ litre special bodied tourer. Cycle-type mudguards, P.100 lamps, folding windscreen. In really excellent condition throughout. Light body, potent engine. 20 m.p.g. 200. Write for photos. Moxham, 161, Westend Road, Southampton. [2817]

FOR SALE—continued

- 1930 M.G. 8-H.P.** Many good engine spares and gearbox. S.A.E. for list. Farrimond, 117, Dicconson Street, Wigan, Lancs. [2816]
- SUNBEAM-TALBOT 90, Mk. 2**. Body, engine, tyres, etc., good. Radio, heater. Black. Foreign travel necessitates sale. 400 o.n.o. Tel.: Richmond 3429 evenings, or Richmond 5424 daytime. [2818]
- ROCHDALE G.T. 1,172** Special, finished Austin cherry red, interior grey with latex foam upholstery, walnut dash, new radiator water pump, reconditioned brakes, steering, new tyres, etc. 325. Lee, 3, Hill Top Walk, Harrogate. [2819]
- 1931 ALVIS 12/50 TJ** tourer. Unusually good engine/gearbox/chassis/brakes. Bodywork slightly tatty. Hood decrepit. Spare gearbox, etc. Recent bills for 60. Haggie circa 80. J. M. Pratt, 19, Fields Park Road, Cardiff. [2820]
- AMILCAR**, 1925 Grand Sport. Excellent condition. Very original, see "History on the Road." Re-painted, re-upholstered. Needs rewiring. Enthusiast's car. 190. D. Jocelyn, "Silverhayes," Horton-cum-Studley, Oxfordshire. [2821]
- AUSTIN SEVEN** tourer, 1929, in running condition. 15 o.n.o. Guest, 12, Grants Avenue, Bourne-moath. [2822]
- R.-R. 20/25**, 1931, by Mulliner. 125,800 since new. 22-24 m.p.g. Overhauled, resprayed, ivory and black. Rechromed. Everything original. One owner to 1955. Photos on request. Bournemouth area. 365. Box No. D.823. [2823]
- M.G. TD 2**, grey; August 1953. Reconditioned engine July 1959 (3,000 miles). Coachwork, tyres and upholstery perfect. About 455. Seen London weekends, or 16, Southmoor Road, Oxford. [2824]
- FRAZER NASH-B.M.W.**, 1938, type 326/80 cabriolet, Bristol head and pump, expensive overhaul. Grey, maroon hood, good condition, potent. 350. 17, Balmoral Road, Birmingham 23. [2825]
- 1954 PREFECT**. Engine, gearbox, overhauled, fitted Servais exhaust, high-compression head. 420. 49, Alexandra Road, Sale, Cheshire. [2826]
- 1957 FORD SPECIAL**. Professionally built. Red Convar fibreglass body, wraparound windscreen. Twin S.U., c.r. gears, etc. New engine just fitted. 325. Must sell. Owner getting married.—P. Beamond, Welton Place Farm, Daventry. [2827]
- BUICK MAJESTIC** cabriolet, 1937. Completely restored, resprayed claret and silver. Exceptional performance and appearance. Photographs. Terms arranged. 185. Catton Grange, Norwich. Tel.: 46862. [2828]
- MARCHAL**. 660/662 lamps, 75s. each; 670/672 lamps, 57s. 6d. each. Brand new. Boxes unopened. Bankrupt stock. Post free. Owen, 63, Elm Grove, Southsea, Hants. [2829]
- 1,172 FORD SPECIAL**, reg. 1959. Markham Peasey Sabre body sprayed red. New chassis, steering-box, 4.7 c/p., king-pins, etc. M.G.-A screen, tonneau cover, hood, Vyanide seats and upholstery with carpets. Offers around 290. Parmenter, "Eastview," Willow Drive, Barnet, Herts. [2830]
- GORGEOUS LITTLE FORD/MARTIN** fibreglass sports. Cherry red. Heater, full weatherproofing. 265, or exchange Minor, etc. 130, Ealing Village, Ealing, W.5. [2831]
- BARGAIN, 2175**—Frazer Nash Colmore, 1932. In good condition. Scott, 37, Welsh Back, Bristol 1. Tel.: Day—22374; evening—682927. [2832]
- INVICTA BLACK PRINCE** Special. 1948 chassis with Triumph Renown body and Ford V8 engine. Excellent condition and appearance. Independent suspension all round, servo braking, hydraulic jacks. 195 or near. 248, Stag Lane, London, N.W.9. Tel.: COLindale 3652. [2843]
- M.G. TA**. Immaculate throughout. Probably best available. H.P. possible. A.A. inspection invited. Nearest 220. Tel.: Ruislip 8934. [2844]
- M.G. PA**. New rings, pistons, coil, etc. 139 o.n.o. 24, Dane Road, Ashford, Middlesex. [2796]
- MORRIS MINOR** tourer, 1949. Very good condition throughout. Much above average. 260. Tel.: Ruislip 8934. [2846]
- 1947 M.G. T.C.** New hood, screens. 205, o.n.o. H.P. 94, Wembley Park Drive, Wembley. [2855]
- 1928 AUSTIN 12/4** saloon. Well maintained in daily use. Owner seeking change offers exchange vintage touring car or sale, 175. Bowker, 76, High Street, Whitwell, Herts. Tel.: 322. [2802]
- HEADLAMPS**. Two pairs P.100, 4 and 5. Pair Biflex, 3. Pair 1931 American, 30s. Two Lucas 9-in. spot lamps, 15s. each. 12-volt Berkshire wiper for fold-flat screen, 30s. Two S.U. carbs. 1½ in. and 1¼ in., 25s. each. 12-volt Run-baken oil coil, 1. 3½ Jaguar rear bumper, as new, 2. Rolls Mascot, 16. Odd Rolls rad caps, 1 each. All pre-war Rolls instruction books, some as new. Tel.: MACaulay 7837, after 6 p.m. [2849]
- 1934 LAGONDA M45**, F.H. coupe, 2-seater, coach-built body; good tyres, good condition; some spares. Offers around 100. Watson, Ryefield, Rosemount, Blairgowrie, Perthshire, Scotland. Tel.: Blairgowrie 148. [2850]
- BENTLEY**: C. box, 10. At 5 each: 3-litre crank, set of high comp. pistons, 2-speed six con. rods. At 50s. each: Half-shafts, dynamo, starter, front and rear drums, 4½ bonnet sills with catches, 4½ prop-shafts 10 ft. 10 in. and 9 ft. 9 in., 3-litre petrol shafts complete. At 1 each: 4½ and 6½ Autovac, handbrake, Ebers, 67, High View Road, London, E.18. Tel.: SNA 3175. [2851]

FOR SALE—continued

- TRIPLE CARB.** or single, special series, Riley 12/6 Kestrel. Immaculate condition, resprayed, photos, spares. Wilbraham, 6, Middleton Road, Manchester, 8. [2852]
- RILEY 12/6** saloon, 1934. 54,000. Maintained. Undamaged engine bored, pistoned, metalled, ground. Second owner. 49, o.n.o. Box No. D.853. [2853]
- A7 ASHLEY SPECIAL**. White, red h/top. All hot engine mods. 15-in. wheels, Dunlop racing tyres. Extremely well finished. Good acceleration. 65/70 top. 200. Bennett, 347, Aldborough Road, Newbury Park, Essex. Tel.: SEV 4931, evenings; RIP 5533, Ex. 55, day. [2854]
- MAGNIFICENT ROCHDALE G.T.** (ref. 2257, page 801). Must sell—hence 390, o.n.o. [2847]
- M.G. M-TYPE SPARES**. Head complete, gearbox, dynamo, wheels, back axle complete. Many other bits and pieces. McLeod, 1, Arlington Close, Sidcup, Kent. [2856]
- M.G. J2**. Swept wings. Ford engine, gearbox; two new tyres, battery. Good hood, twin Wind-tones, spot. Good condition. 125. 86, High-wood Gardens, Ilford, Essex. Tel.: CRE 1579. [2858]
- 1933 MORRIS MINOR**, 15, or break. Also some A7 spares. Offers. Newport, 10, Havelock Road, Wokingham, Berks. [2859]
- LAGONDA**, 1934, pillarless saloon. M.45R engine. General condition fair, engine good. 110, o.n.o. Seen Penge, S.E.26. Tel.: SYD 2698, evenings. [2860]
- 1933 AUSTIN TEN** cabriolet. Powerful engine, pressed steel wheels. Reliable but ideal for stur-iv special. 18, o.n.o. 13, Lawrence Way, Hurst-pierpoint, Sussex. [2861]
- 1953 D.K.W. 700**, 80,000, r.h.d.; excellent condition. Resprayed, new carpet, upholstery. Still under 3 months' guarantee materials and labour. 390, or offer. Negus, 9, Southwick Place, W.2. [2862]
- ALVIS SPEED 20**. Very good Cross and Ellis 4-seater tourer. 1934 model. 70. Engine overhauled, sprayed, brakes relined, king-pins, exhaust system, hood and screens. All new in last 18 months. 195. Holmes, Grandells, Chipperfield Road, Kings Langley, Herts. Tel.: 3898. [2864]
- 1954 TR2**. Mich. "X." new tonneau, TR3 side-screens, bumpers, o/riders, well maintained. Smart. Girl catcher. 400. H.P. arranged. Mr. Tinker, 176, Whitton Road, Twickenham, Middlesex. Tel.: Popesgrove 4185. [2864]
- M.G. TC**. Late 1949. B.R.G. Immaculate. Stage II, competition clutch, heater, etc. 300. 20, Orpin Road, Merstham, Surrey. Tel.: Merstham 403. [2865]
- ODDLY RILEY 35 12/4** saloon. 65, o.n.o. 28, Malden Road, Wallington. Tel.: Wallington 5860. [2866]
- SUPERCHARGER**. Shorrocks kit for Anglia 100E, etc. Everything except actual blower, which I am using again. Cheap buy, 6. Tel.: MAI 9786. [2867]
- A35 COURT GREY**, December 1958, Downton Stage III conversion, never rallied or raced, immaculate condition, mileage under 6,000. Extras: Rev.-counter, temperature gauge ammeter, oil pressure gauge, windscreen washers, special twin fan heater, undersealed, radiator blind, anti-roll bar, etc. Sell 615, or exchange Triumph Herald. Apply: Sterling, 51, Willesden Lane, Kilburn, N.W.6. [2868]
- ALTA MINOR**, one owner, low mileage. New engine, hood, Michelins, shockers, S.U. Servais silencer, sports coil, heater, screen washers. 350. Bard. Tel.: EUSton 1668. [2869]
- AUSTIN NIPPY**. New hood, dynamo. Good condition. Attractive little car. 110, o.n.o. Coe, 184, New Church Road, Hove. Tel.: 47506. [2870]
- FIAT 500** hard top. Completely rebuilt, fantastic condition. Really is a gift at 120. Enthusiast's car. Tel.: FRE 9675 evenings, or write: Banton, 40, Longridge Road, S.W.5. [2871]
- UNIQUE 1926** bullnose Morris Oxford cabriolet. Complete rebuild to original and Concours condition. 275. 3, Avenue Road, N.6. Tel.: MOU 2110. [2872]
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- RILEY KESTREL 15/6**. 80 plus and lovely. Bargain. 130. Hard up, must sell quickly. 77, Warwick Road, Bletchley. [2874]
- FIBREGLASS 1,172 FORD**, reconditioned engine, special manifold, 4.7 axle, 12v., radio, heater, flamethrowers, professionally sprayed red. 320, or exchange post-war saloon. Tel.: PER 3217, evenings. [2875]
- M.G. TC**, 1946 (Oct.). Red. Carefully driven. Perfect condition throughout. Road test and thorough inspection invited. Reason for sale, forthcoming marriage. 320. 38, Roedean Road, Worthing, Sussex. [2876]
- VOLKSWAGEN**, late 1950. R.H.D. Latest engine 1,192 c.c. Approx. 20,000 miles. New battery, radio. Excellent condition. Haggle starts at 375. 10, Glissons, Longham, Wimborne, Dorset. [2877]

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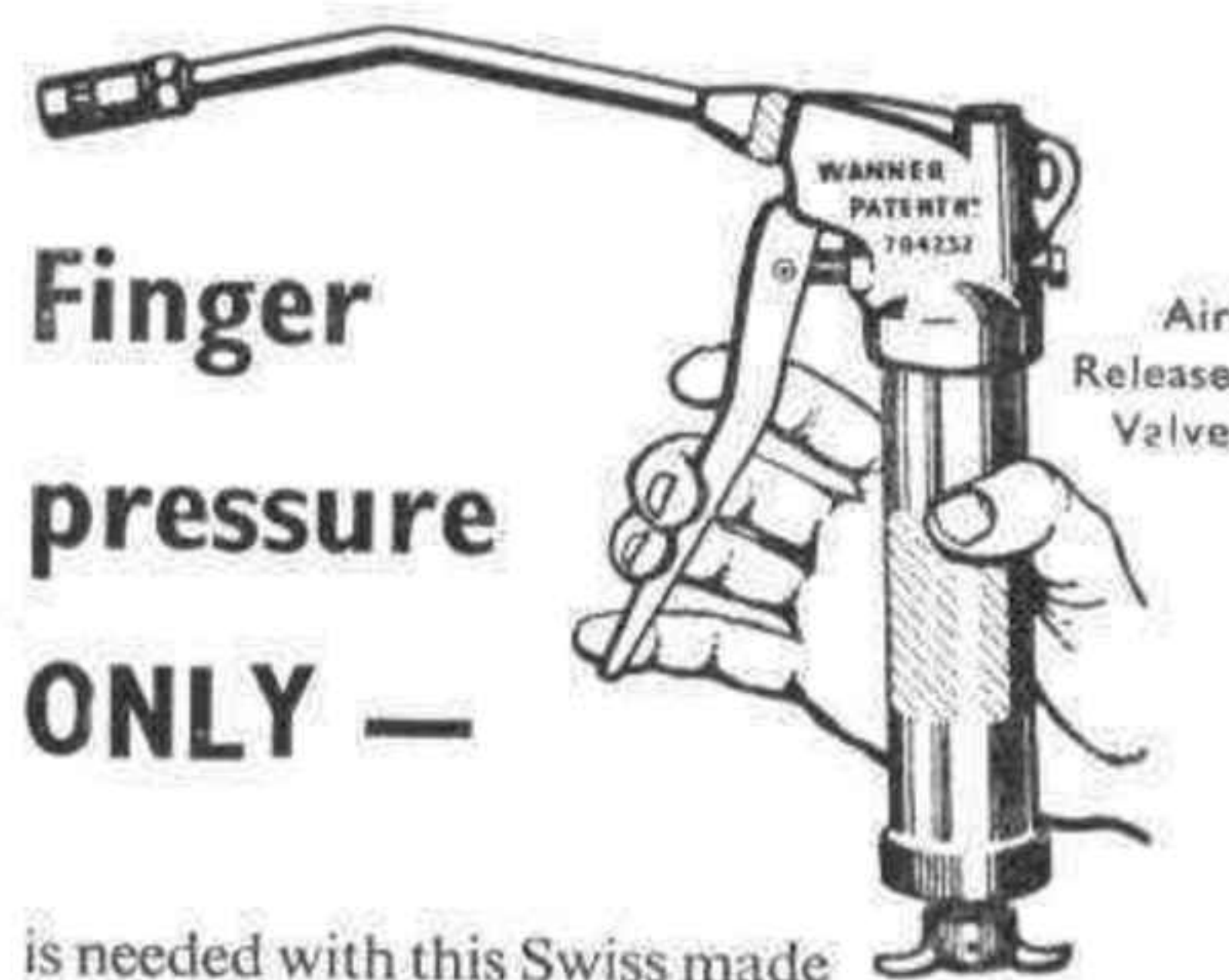
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- M.G. TA, 1939,** first registered 1944. Four tyres, battery and new cranks, shaft, mains, big-ends, etc., during past year. Would benefit from new steering worm. £200. Interested good Minor circa 1950. Wright, Brownhill Court, Wickstreet, Stroud, Glos. Daytime Tel.: Brimscombe 2301. [2879]
- RILEY, 1936, 1½-litre.** £25. 142, Offington Drive, Worthing. Tel.: Swansea 1390. [2880]
- 2-LITRE M.G. sports saloon, 1938.** Almost completely rebuilt. Exchange or offers. 109, Compton Lane, Horsham, Sussex. [2881]
- THOSE INTERESTED** in purchase of M.G. TB advertised August, contact recently deappointed owner. Bradbury, Staff Quarters, Berkeley Power Station, Glos. [2882]
- WANTED**
- 1932 FIAT 514** tourer wants radiator and complete windscreen. Williams, 8, Church Road, Whitechurch, Cardiff. [2463]
- B.S.A. SCOUT.** Serviceable gearbox/diff. wanted. Buckle, 6, Onslow Gardens, Ongar. Tel. 444. [2347]
- WANTED** for O.E. 30/98, body or any original bits, including instruments, lamps. Also hand-brake lever, petrol tank. For 3-litre Bentley "A" box, nearside wheel locking ring. Coates, "Bray," Ember Reach, Thames Ditton. [2460]
- M.G. PA engine** in good condition. Chalkley, 81, Farndale Avenue, London, N.13. Tel.: PAL 1601. [2329]
- HARDTOP** to fit Falcon Mk. II shell, good condition. C. Henwood, No. 2 Second Avenue, Dovercourt, Essex. [2356]
- WANTED.** M.G. PA bonnet, screen, doors, hood supports. Falkiner, Kingsthorpe House, Hereford. [2366]
- AUSTIN J40** single-seater racer pedal car wanted. High price paid, according to condition. 172, Aldridge Road, Streetley, Sutton Coldfield, Warwickshire. [2375]
- 7.00 by 21 in. TYRES.** Also Sunbeam spares for 1935 Twenty-one sports, particularly engine spares or complete engine, 20.9 or 23.8. Please write giving full details, including engine number, and price required. All letters answered. 147, Lent Rise Road, Burnham, Bucks. [2376]
- WANTED.** C.W. & P. for 1935 Sunbeam Dawn. Diff. unit or complete back axle acceptable. Stevenson, 16, Moor Lane, Newby, Scarborough. [2392]
- FOR BUGATTI T.37.** A Grand Prix radiator, also B.M.C. 1,500 c.c. engine and gearbox. Farrington, Branscombe, Sutton Valence (2125), Kent. [2405]
- ROLLS-ROYCE.** Can anyone tell me where I can buy a pre-1914 Silver Ghost? Would consider reasonable Phantom 3. 15, Roseberry Road, Norton-on-Tees. [2410]
- FRAZER NASH,** vintage or early 'thirties. Condition immaterial, but runner preferred. Sambrook, Oakham School, Rutland. [2424]
- OUTSTANDING VINTAGE SPORTS CAR.** Alfa-Romeo, Aston Martin, Bentley, Bugatti, or Invicta only. By private enthusiast for own permanent use. Must be of highest merit. Price secondary. Enclose photo, state price, all details and telephone number. Box No. D.426. [2426]
- VOLKSWAGEN** desperately desired. Cheap, damaged or below par machine considered. Part exchange and H.P. almost essential. Box No. D.427. [2427]
- HARDTOP** for Austin A40 sports (1952). Russell, 15, Swinburn Road, Eaglescliffe, Co. Durham. [2428]
- 12/50 ALVIS ENGINE.** Good condition, cylinder head not essential. State details, year. M. Brodie-Smith, Dacre House, Mobberley, Cheshire. [2435]
- WANTED.** T.R.3 parts, particularly disc brakes, cylinder head, carburetters, gearbox with overdrive. Reasonable price for items in good condition. Box No. D.447. [2447]
- WANTED.** J.A.P. car dirt track twin engine. Also wanted motor-cycle that's different. Box No. D.360. [2360]
- VA M.G.** Good price. Bodywork must be excellent. Capps, 10, Reeds Hill, Bracknell. MAP 169/867, 976. [2462]
- ZEPHYR Mk. 2** special exhaust system, and/or Raymond Mays full conversion. Dean, 12, Glebe Road, Welwyn, Herts. [1791]
- REWARDING** price offered good example 12-h.p. Armstrong-Siddeley 2-seater tourer circa 1930. Box No. D.324. [2324]
- ROLLS-ROYCE 20, 20/25, P.I or II** with sedanca, brougham, landaulette or any other interesting type of coachwork. Must be mechanically sound and moderately priced. Give details and photo. All replies acknowledged. Box No. D.325. [2325]
- PB or NA M.G.** Must be really good. Details with photograph, please. Dunn, 34, Wellington Road, Altrincham, Cheshire. [2327]
- RILEY IMP,** Frazer Nash T.T. Replica, or similar potent thoroughbred, for cash. Alternatively, fully-equipped 750/1,172 Special. Excellent condition essential. Photos returned. Barr, 27, Barrow Hedges Way, Carshalton, Surrey. [2476]

WANTED—continued

- M.G. ENTHUSIAST REQUIRES** first-class P.A.P.B.T.B. within next three months. Cash waiting! Box No. D.509. [2509]
- NO GIRLS WANTED.** Just a 100% S.S.100 2½, please. Repeat, 100%. Box No. D.510. [2510]
- TWO WHEELS, 16 by 6.00 by 42-mm. hub, 1955** Aston Martin, 18, Barton Road, Sheffield. [2511]
- TWIN CARBS.** and manifolds for s.v. Minor, 20, Yeoman Lane, Bearsted, Kent. [2507]
- GEARBOX FOR 1½-LITRE,** preferably 4-speed with overdrive. Also high-ratio c.w./p. for Minor 1000. For sale: XPAG block and pistons, new; best offer over £15. Jepson, Styal, Cheshire. [2508]
- ROLLS-ROYCE SILVER LADY** mascot, circa 1914, height approximately 4½ in. from base to top of head, and inscribed "R.-R. Ltd. 1911. C. Sykes." Will pay very good price for really good example. Box No. D.512. [2512]
- WANTED—M.G.,** Series VA, saloon preferred, suitable for rebuilding. Full details please to: Leach, 22, Ash Grove, Blackheath, Colchester, Essex. [2513]
- WANTED—TR2** or Sportsman engine. 1800 or 2000 roadster radiator. Hibbins, Barclays Bank, Wombwell, Yorks. Tel.: 3345. [2514]
- PORSCHE 1,600:** Up to £1,350 offered. Full details, please, to: Baker, Cambusdoon School, Ayr, Scotland. [2515]
- WANTED—5 C.V. CITROEN,** as near original and complete as possible. Box No. D.516. [2516]
- FOR 3-LITRE BENTLEY:** Bezel switch, also Smith's bezel wind clock; hub caps and two front brake drums, ribbed preferred; pair new or near-new blade-type wings. Full details to Box No. D.569. [2569]
- SIX-BRANCH EXHAUST** manifold for Mk. II Zephyr. Please give price, details, etc.: 25, Ridgeway Avenue, Coventry. [2605]
- RILEY NINE OR TWELVE** saloon required by family enthusiast. Crash box preferred, good body and mechanics essential. Write: Vergo, 13, Moneyfield Avenue, Copnor, Portsmouth. [2628]
- SPARES AND INFORMATION** regarding 1923 Wolseley 15.9-h.p. tourer. Box No. D.629. [2629]
- RILEY NINE** saloon, sound throughout; preferably Monaco. Wright, Beacon Cottage, Corfe Mullen, Dorset. [2630]
- RILEY IMP WANTED.** Good condition. Cash. Details: Fowle, 73, Wades Hill, Winchmore Hill, London, N.21. Tel.: LAB 6423. [2631]
- WANTED.** Vintage light car. Mechanically sound, restore to Concours, no blemishes. No Chummies. Approx. £60 cash. 107a, Guildford Road, Portsmouth. [2632]
- CHEAP** vintage car, preferably unmodified. Saloon or tourer considered. Box No. D.636. [2636]
- SWIFT.** Small 2-seater wanted. Must be mechanically sound and in reasonably good bodily condition. Full details, please. Box No. D.637. [2637]
- BULLNOSE,** 2-seater in need of tidying would probably suit if good mechanically. Box No. D.638. [2638]
- RELIABLE** small vintage saloon wanted, Box No. D.639. [2639]
- ODDMENTS.** Vintage lamps, horns, mascots, and similar paraphernalia wanted—if cheap. Box No. D.640. [2640]
- ALVIS 12/50.** Preferably beetleback. Must be original and good. Blake, 287, Greenford Road, Greenford, Middlesex. Tel.: WAXlow 1941. [2701]
- JUPITER 52 or 53, 1A** required. Series III engine. Full A.A. inspection. Box No. D.706. [2706]
- ROLLS-ROYCE WANTED.** 1930s, Sedanca preferred but others with low windscreen, division and occasional considered. Immaculate body and excellent mechanical condition. Koponen, 18, Addison Gardens, London, W.14. Tel.: Park 9084. [2707]
- WANTED URGENTLY.** Any car with letters CXV in registration; any type, year or condition. Cabbett, 181, Ditchling Road, Brighton. [2708]
- FOR 1926 BUICK.** Rim spreading tool: 21 in. rim; 600 tyre. Other spares. 30, Homewood Road, Northenden, Manchester. WYT. 2816. [2709]
- ALVIS SPEED 25 WANTED** in mint, repeat mint, condition. Over £300 offered. Coleman, 3, Elgin Avenue, Chelmsford. [2710]
- WANTED.** TA M.G. 2-seater. Good body, chassis and suspension. Complete but mechanics unimportant. Plimmer, 26, Alderson Road, Harrogate. [2711]
- RILEY KESTREL 16-h.p.** Big Four in superb mint condition. Worthy of the title "Best in Show." Enthusiast will view anywhere in the British Isles, but doubts such a model exists today. All replies acknowledged. Box No. D.712. [2712]
- ALVIS 12/50** tourer. Private for cash. Pearce, 5, Cargreen Road, London, S.E.25. Tel.: Livingstone 6839. [2713]
- RILEY 2½ '50, '51, '52.** Good condition. South-West most convenient. Full details: Box No. D.714. [2714]
- URGENTLY REQUIRED.** A.C. engine about 1950, details please and price. Wessex Motors, Wharf Hill, Winchester. Tel.: 5386. Good price paid for condition. [2715]
- ALVIS 12/50** tourer. Also "beetle" or "ducks-back." Sound, original condition. Tel.: Gladstone 2465, or Box No. D.721. [2721]
- SILVER GHOST** tourer, original 1915 or earlier. Please write Box No. D.724. [2724]

WANTED—continued

- WANTED.** Rear half of body for model "T" tourer. Holmes, 73, Willoughby Street, Lenton, Nottingham. [2835]
- COLUMBIA** 2-speed rear axle for Allard saloon. Must be in really good condition. Grant, Crown Hotel, Amersham, Bucks. [2833]
- FORD ROCHEDALE** or Ashley G.T. 20, Parkgate Road, Chester. Tel.: Chester 24842. [2733]
- MORGAN THREE-WHEELER.** Ford 10 engine. Morison, Holmwood Lodge, Dorking, Surrey. [2834]
- MISCELLANEOUS**
- CAR BADGES** of distinction, any club, school, regiment, county, etc.; correct colours, crystal fronted for protection, heavily chromed, ready to fit, 32s. 6d. p. and p. Is. Peter Dale, 269, Walworth Road, S.E.17. Tel.: ROD 6204. [2518]
- WEST SUSSEX:** Garage and Filling Station, on A.27, extensive frontage, Showroom and Works, 10,000 sq. ft. Distributors, 100,000 gallons p.a. Good living accommodation. Freehold extends to 2½ acres. For Sale, £35,000. For further details, apply Stride & Son, Southdown House, Chichester. [2626/8]. [2545]
- ITALIAN DESIGNER,** freelance consultant body styling. Gran Turismo, open sports, fibreglass, aluminium. Write: Box No. D.679. [2679]
- HIRE PURCHASE** available for private transactions. Northern Counties Finance, 143, Boughton, Chester. [2722]
- VETERAN,** Vintage and Speed Merchants. "Persons riding in this vehicle do so at their own risk. In event of any loss or injury they cannot claim against the Owner or his Insurance Company." Attractive Plastic Plaques for dashboard display. Send 3s. and S.A.E., Clarke & Co., Coombe Road, Salisbury, Wilts. [2723]
- 35 mm. ENTHUSIASTS.** Have an oil painting of your car—vintage or modern—enlarged from a 35 mm. transparency. Excellent reproduction guaranteed. From 4 gns. For quotation send slide and S.A.E. to: R. D. White, D.A., Springholm, Castle-Douglas. [2716]
- LEARN TO FLY** at our expense through the Air Schools Scholarship. For details, ring Elstree 3070, or write to the Chief Instructor, Elstree Aerodrome, Herts. [2841]

EXCHANGES

- "MOTOR SPORT"** 1956, 1957 bound volumes, plus 19 later issues, for magazines on electronics, physics, the home, or W.H.Y. 25, Powdermill Lane, Whitton, Middlesex. [2394]
- WILL TRADE** 1935 Mercedes 500K cabriolet, r.h.d., excellent condition, for equivalent with l.h.d. Tel.: Chalfont St. Giles 406. [2433]
- ONE MONROTILLER CULTIVATOR.** All geared two-speed model. Excellent condition. £40. For Post 1939 Ford Ten. Booth, 45, Toms Lane, Kings Langley, Herts. [2406]
- POWER-PLUS CONVERSION SET.** Twin S.U.s, air cleaners, exhaust manifold for Morris 1000, A35. Cost £24. Would swap for 8 mm. cine camera. 73, Springfield Road, Sheffield. [2517]
- VINTAGE 1928** Morris Oxford coupe, with Dickey seat. Clean, original. Taxed, insured. Offers or exchange for open vintage car or vintage motorcycle, solo or sidecar. Rhodes, "Cross Gables," East Bierley, Bradford, Yorkshire. Tel.: Dudley Hill 821. [2519]
- FORD SPECIAL** for Austin Chummy, plus cash or sell. £110. 7, Maynard Avenue, Margate, Kent. [2633]
- 24 FT. CABIN-CRUISER.** Built by James Williamson, Glasgow, with tender and outboard. Value £450. Will put in exchange for Jaguar 2.4. Holmes, 73, Willoughby Street, Lenton, Nottingham. [2836]
- 1932 M.G. MAGNA.** Good condition, for A7, Morgan 3-wheeler or offers. Burkinshaw, 19, Southgrove Road, Sheffield, 10. [2837]
- ORIGINAL BENTLEY** short 3-litre V.D.P. in B.R.G. for modern family car up to 1½-litre with cash adjustment. London or near. Box No. D.838. [2838]
- MIN—OR YOURS?** Will exchange 1950 model Morris Minor tourer for Dellow or good special. Hubbard, 21, Walton Road, Sheffield, 11. [2839]
- VERY HANDSOME** Delage D.6.70 4-seater drophead for Minor, VW, A30, Citroen, Lancia, or similar. Immediate cash adjustment for the right car. Box No. D.840 (London). [2840]

SITUATIONS WANTED

- MALE, 19,** good education, bored with motor insurance, requires progressive career nearer real thing, with motor journal or similar publication. Box No. D.234. [2234]
- YOUNG MAN, 22,** wishes to make a career of competition driving. Accept anything to start. Box No. D.439. [2439]
- YOUNG MAN, 20,** public school education, is determined to race and seeks trial. No experience but plenty of ambition. Box No. D.404. [2404]
- TRADE APPRENTICED ENGINEER** finishing National Service November, wishes work connected with motor racing. Experience with most types of machines and m/c tools, fitting and tool-making, also drawing office experience. Box No. D.570. [2570]
- YOUNG ENTHUSIAST, 19,** Advanced and Ordinary Level G.C.E. passes, seeks interesting post, preferably with sports or racing concern. No previous experience but capable, keen and willing to learn. Box No. D.842. [2842]

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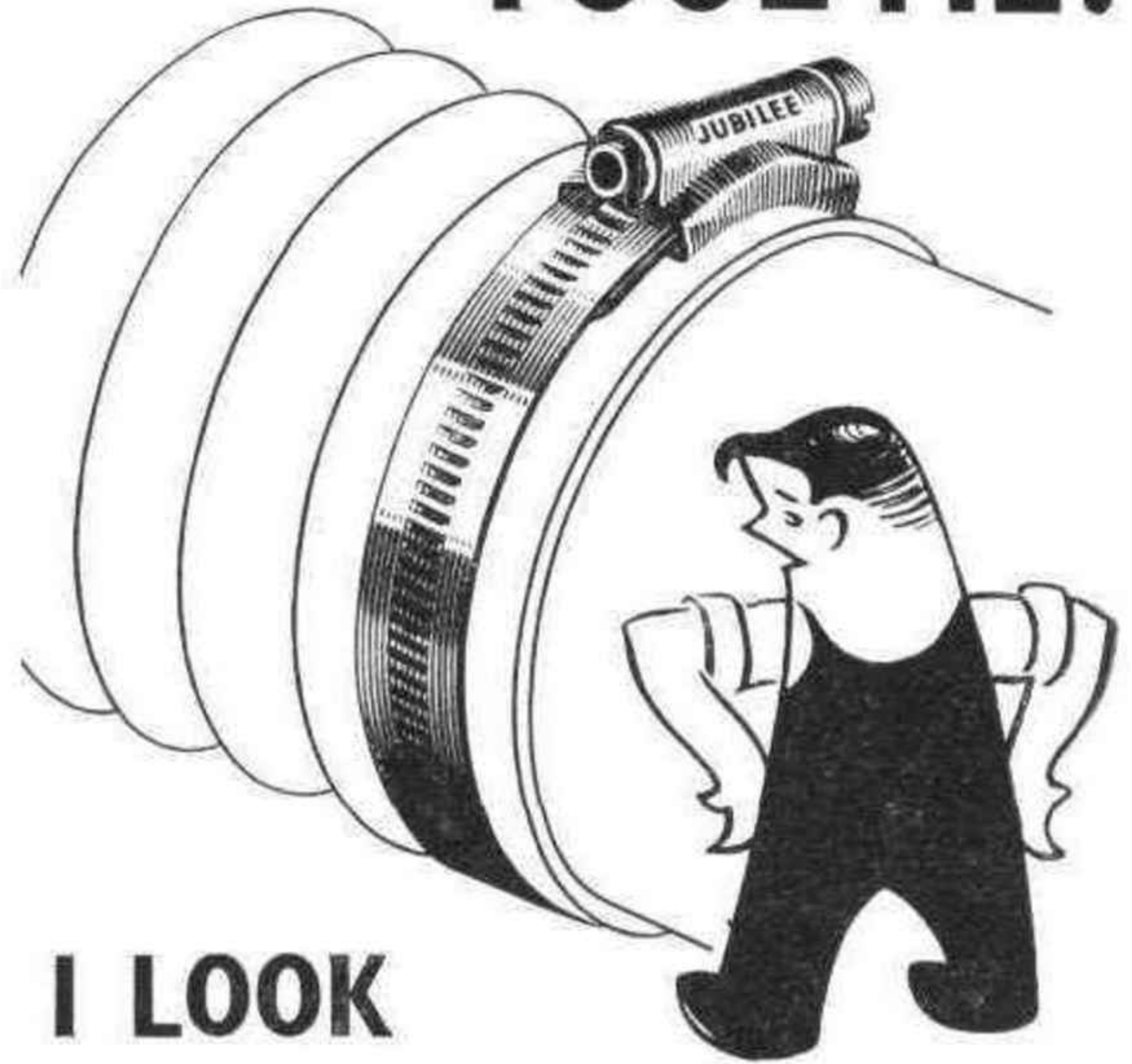
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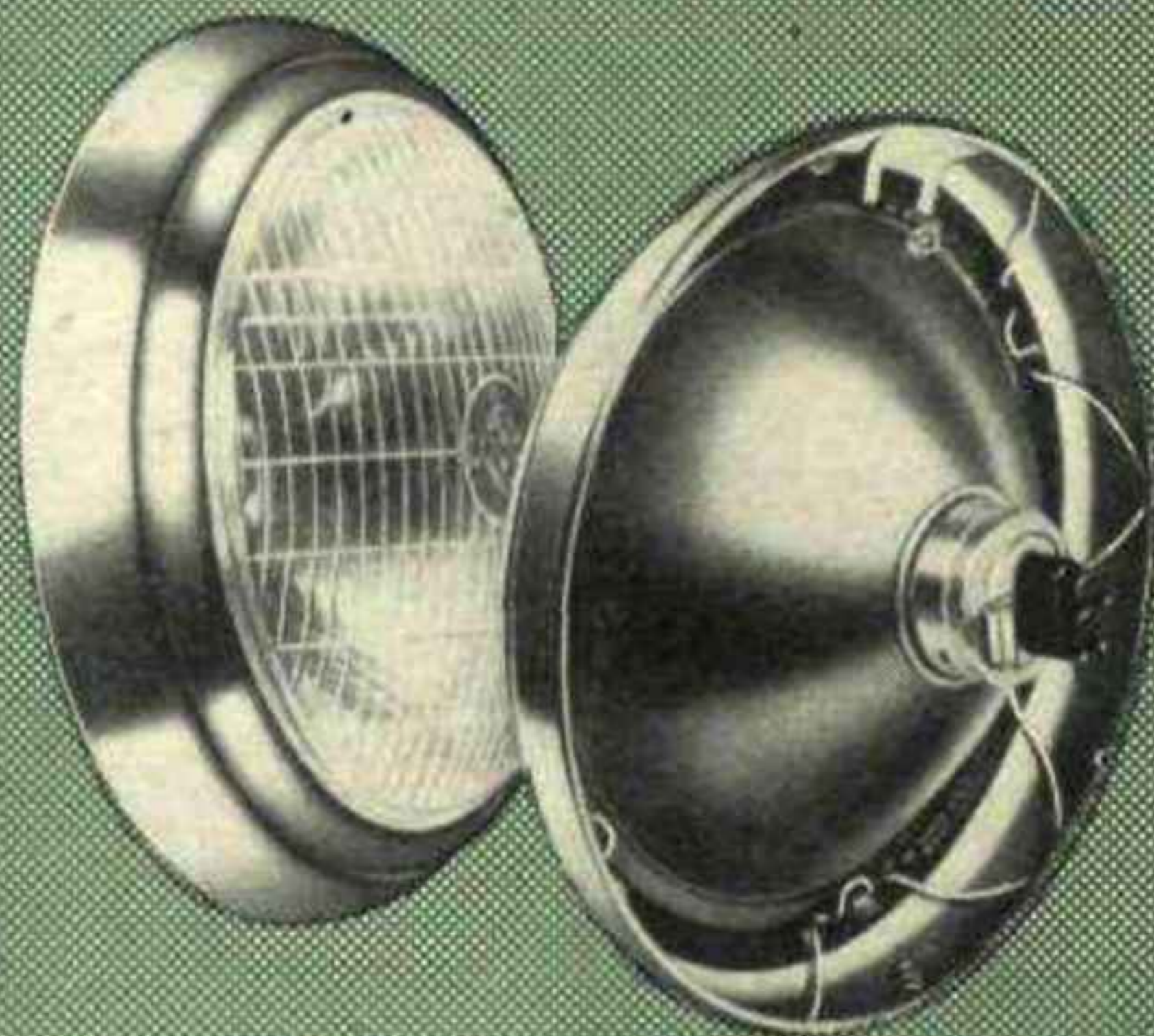
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