Vol. XXXV No. 12 ONE SHILLING AND SIXPENCE December, 1959

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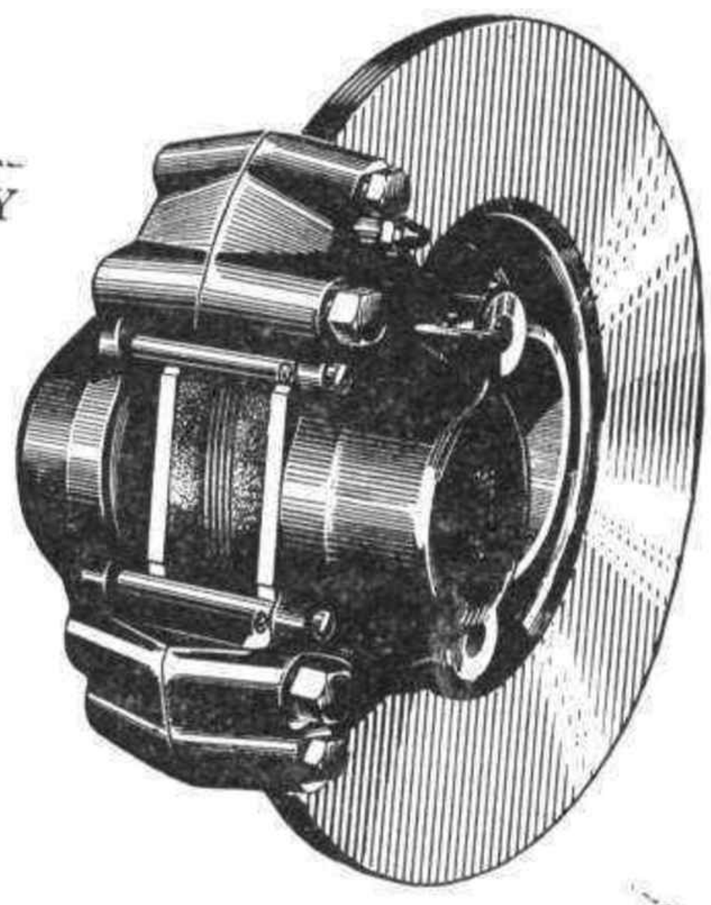
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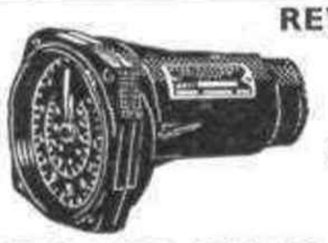
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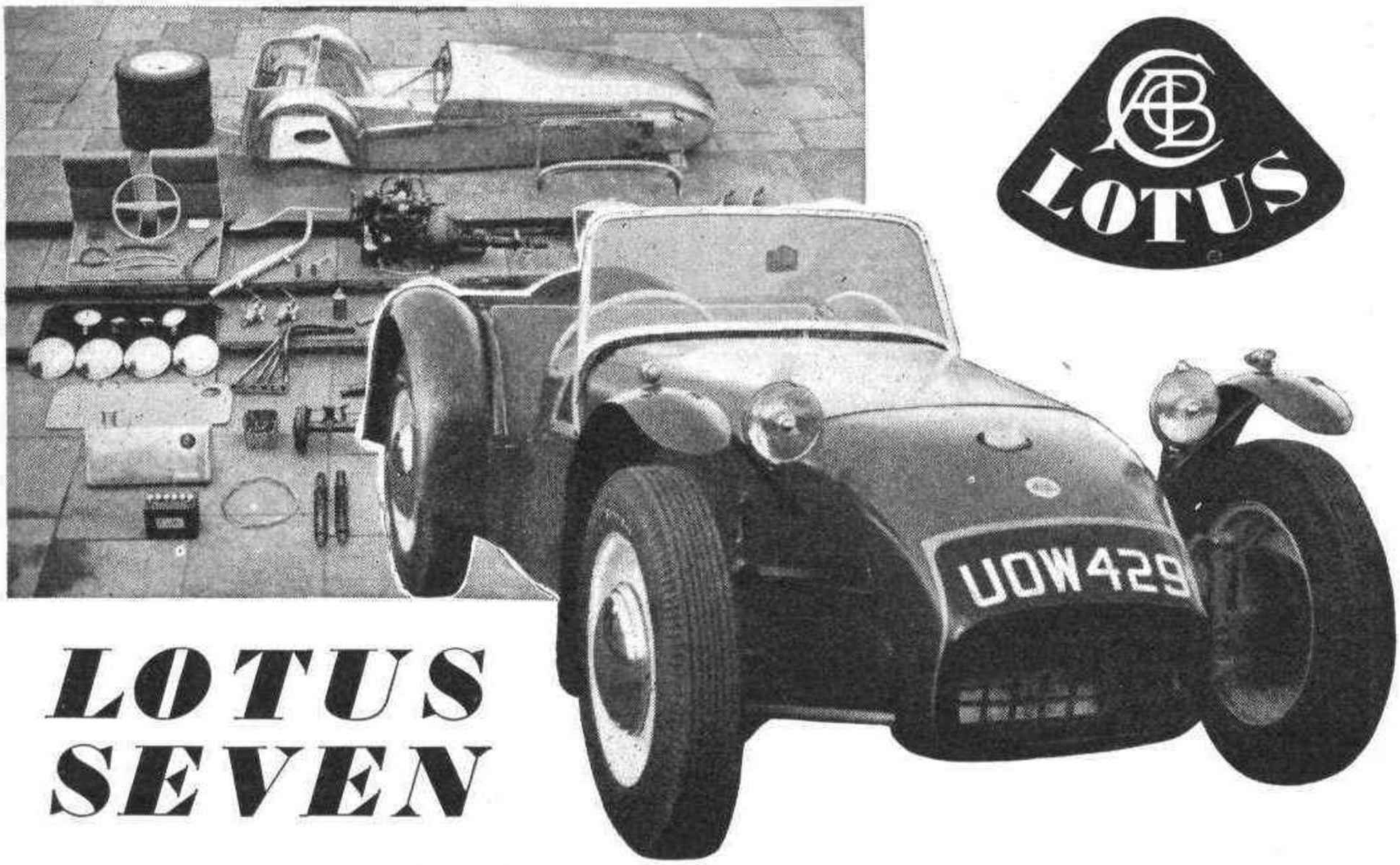
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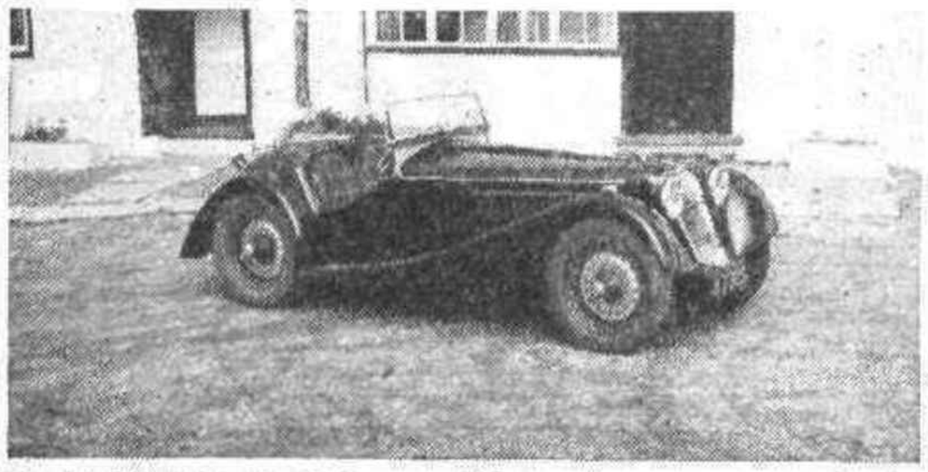
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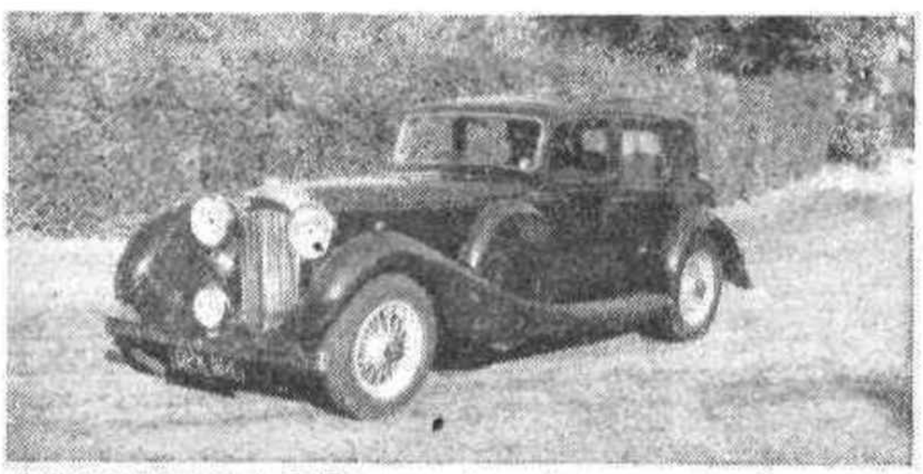
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1937 RILEY 1½-litre Sprite 2-seater. This is an above-average example of a now very rare model. Black with red leather upholstery. Fitted with crash box, original aero-screens, etc. Bills for £180, covering complete engine rebuild this year, are available for inspection. **£295.**

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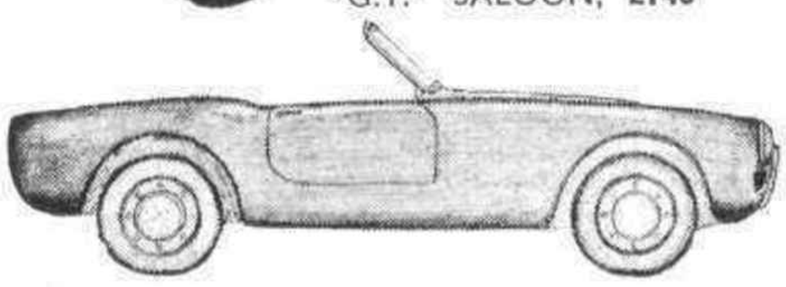
1954 M.G. TF 2-seater, red with red leather upholstery. Fitted with radio. Exceptional condition. **£525.**
1949 M.G. 1½-litre tourer, Works reconditioned engine, new red Vynide hood and screens, heater, screen-washers, etc. **£330.**
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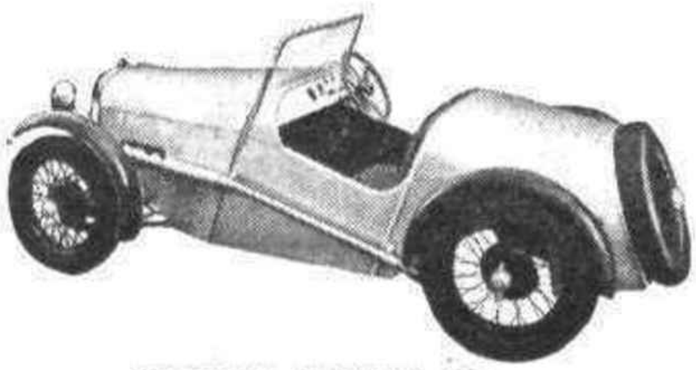
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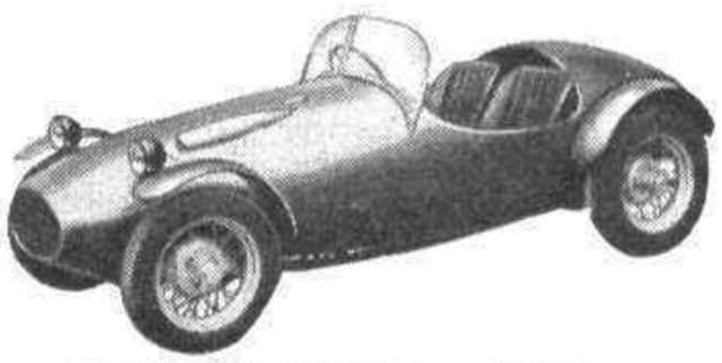
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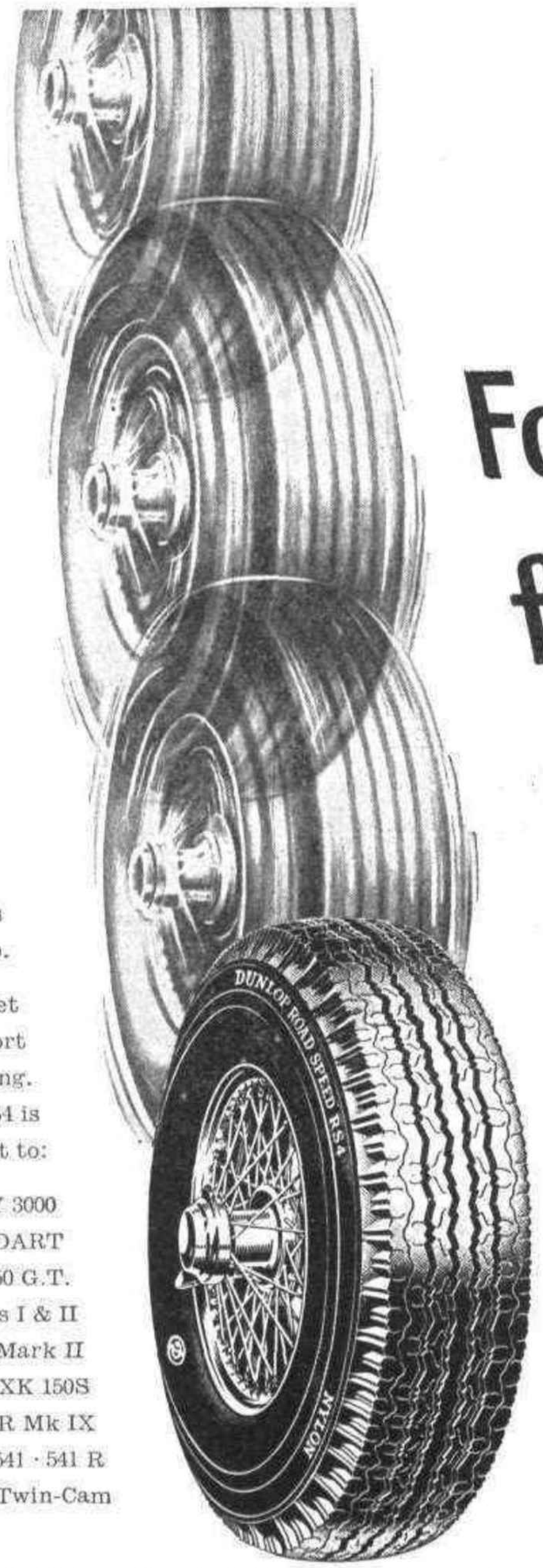
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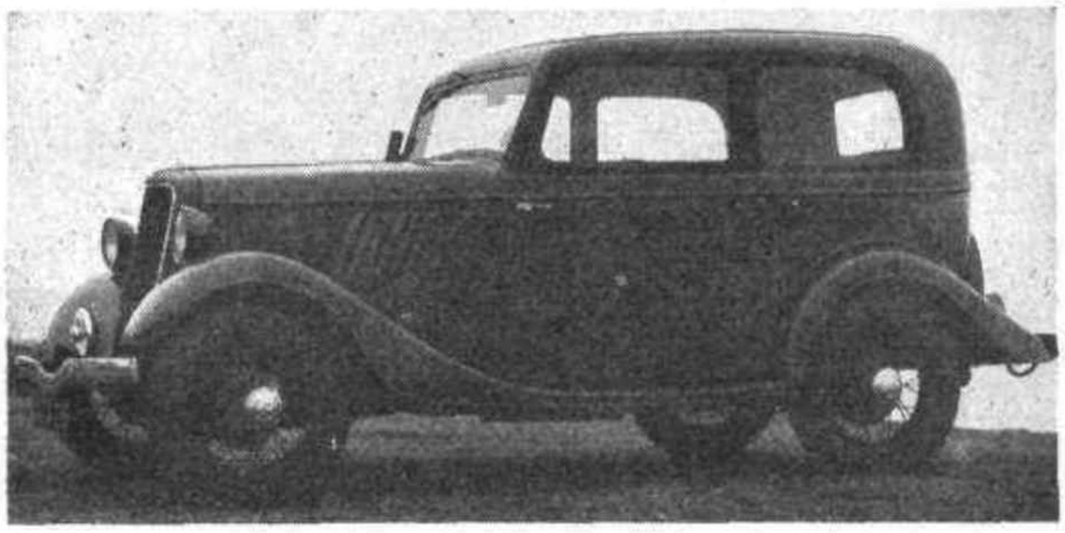
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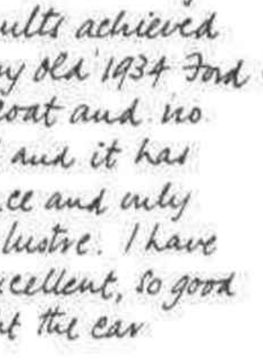
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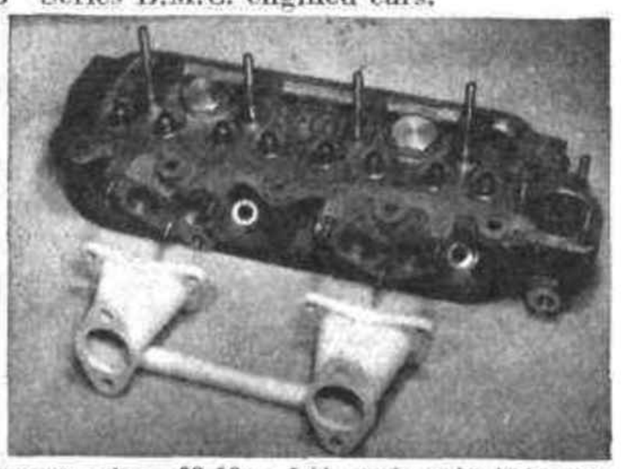
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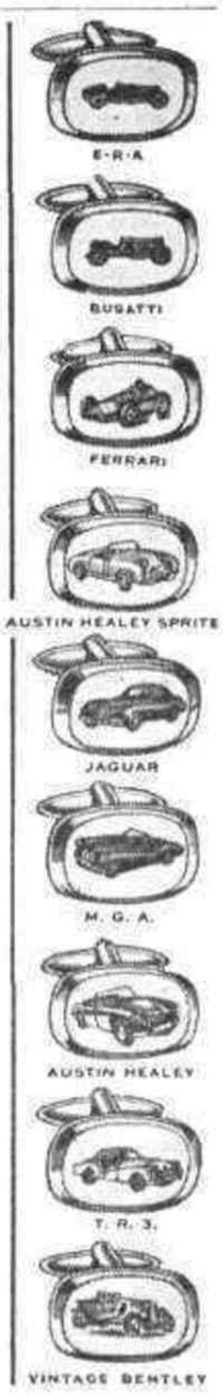
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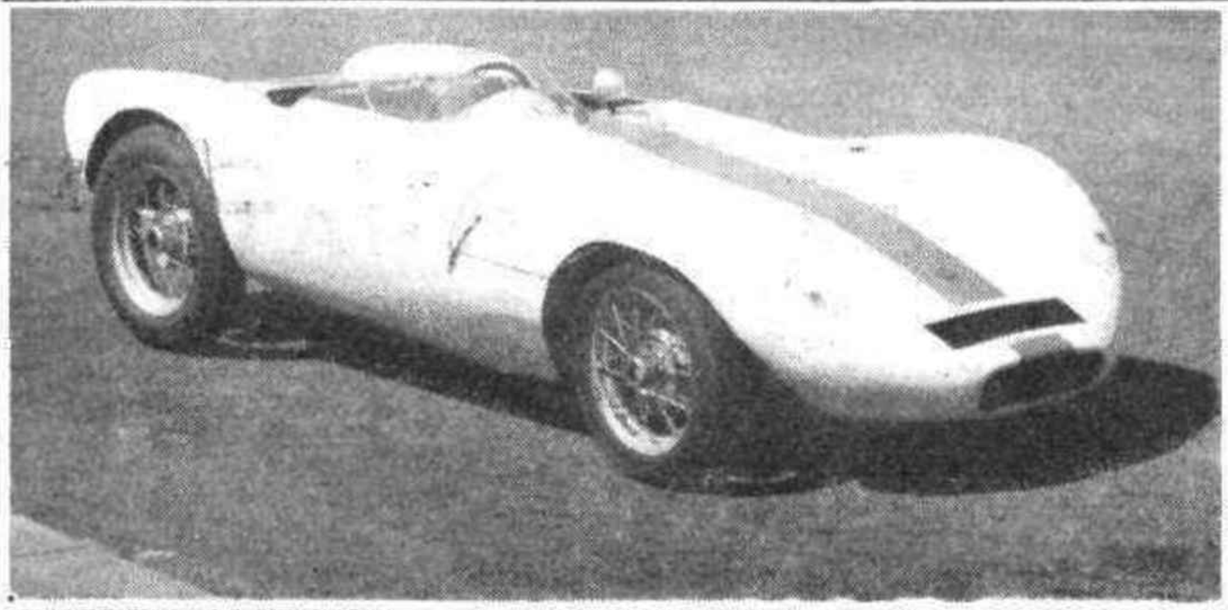
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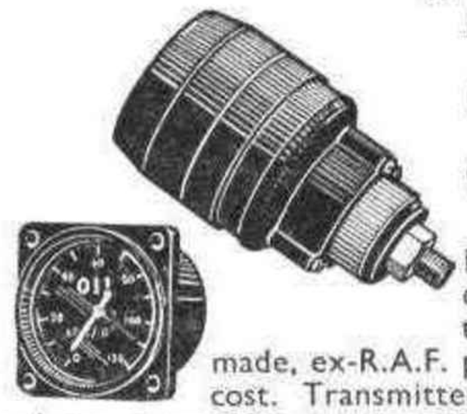
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The Month Ahead

Dec. 10 The London M.C. Gloucester Trial—the last chance for trials drivers to qualify for the R.A.C. Championship event. Finished your Christmas shopping ? If not our review of presents suitable for motorists and enthusiasts will probably solve your problem. **Dec. 10**

Dec. 17 Brabham, Brooks or Moss ? Who will succeed the late Mike Hawthorn as World Champion ? Our on-the-spot illustrated race-report from Sebring will give the full story. For trials enthusiasts—the big event of the year : the R.A.C. Championship Trial. **Dec. 17**

Dec. 24 For your Christmas reading we give you a word-and-picture competition, an appreciation of the new World Champion driver and the Editor's review of his year of car testing. **Dec. 24**

Dec. 31 A complete guide to the B.R.S.C.C. Racing Car Show, with background stories of some of the more interesting exhibits. *Motoring News* staff will pack their turkey sandwiches and head for Brands Hatch on Boxing Day to bring you an illustrated report of the mid-winter race meeting. **Dec. 31**

Jan. 7 Report and pictures from the B.R.S.C.C. Racing Car Show and news from the "summer" race meetings in South Africa and New Zealand. **Jan. 7**

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

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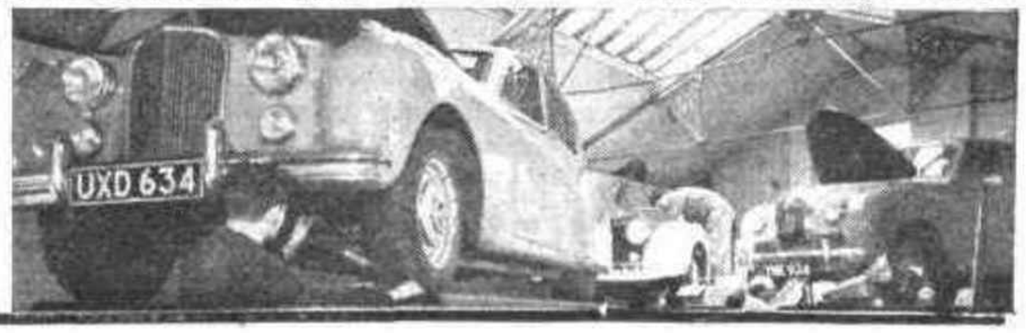
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24 Top-up levels.
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29 Verify tail-lights.
30 Verify horn.
31 Verify oil warning light.
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BE FIRST ON THE ROAD WITH FORD

VOL. XXXV No. 12 FORMULA JUNIOR DECEMBER, 1959

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE NEW MOTORWAY

The new London-Birmingham Motorway is a splendid thing for Britain, not for the entertainment it provides for young and not-so-young rubbernecks on its innumerable bridges—no doubt they will enjoy innocent fun there throughout the whole of next summer—but because it is our first real attempt to relieve congestion and speed-up the traffic on our roads. It was built in 19 months, a feat that can be set alongside the building of Brooklands Motor Course in a similar period over 50 years ago.

But whereas Brooklands is defunct, the Motorway is very much alive and will, we hope, like Brooklands, remain free of speed-limits. We express this hope, not so that owners of fast cars, like a certain lady in a Mercedes-Benz 300SL, can go there to have their accidents, but because any prosperous country needs such roads to speed business and industrial traffic on its way.

Detailed comments on M 1 appear elsewhere in this issue and here we merely wish to comment on some of the muddled thinking which is already threatening to engulf the Motorway. For instance, the *Daily Mail*, usually to the forefront in fostering speed and progress, while generally taking an exceedingly sensible view of M 1 and not for one moment wanting any speed-limit imposed on users of it, *does* suggest that owners of slow lorries and car-delivery firms should not prohibit their drivers from using the road. But surely it is these slow vehicles which have least to lose by staying off M 1. Every slow traveller causes faster drivers to pull out in order to overtake, and the less overtaking the safer will be the Motorway. While it is unnecessary to have to exceed 50 or even 45 m.p.h. to be a reasonable occupant of the left-hand lanes of M 1, vehicles proceeding at 35 m.p.h. and under would surely be better on the old roads? At the other extreme, the *Daily Mail* says that drivers wishing to exceed 100 m.p.h. " would be better off at Silverstone or Le Mans." This may be generally true, but on weekdays modern disc-braked high-performance cars should be able to exceed " the ton " along M 1's right-hand lanes with reasonable impunity, in the hands of drivers accustomed to such speeds. We note with sorrow that John Gordon of the *Sunday Express* hopes for a 70-m.p.h. speed-limit on this road built for speed—does his Rolls-Royce Silver Cloud never exceed 70 safely on less suitable roads?

Somewhere we saw a criticism that the scenery through which M 1 passes has been described as beautiful, the suggestion being that a Motorway isn't the place from which to appreciate fine views. This is to utter an extreme sense of caution—to drive along M 1 needs nothing of the concentration that Moss and Brabham may have to employ when they battle at Sebring later this month. If to enjoy the countryside a driver has to crawl along and wander about the road this expression of caution applies. But to suggest that a drive up the mere 68 miles of our new Motorway calls for such intense concentration—after drinking a cup of coffee in order to stay awake! —that no glances can be spared for the rolling English landscape is not only nonsense but nonsense which will frighten ordinary good safe drivers off the best road their taxes have bought them for many a long day.

Such sad accidents as have already occurred on the Motorway would appear to have been caused by fog and inexperience. In one instance a rescue vehicle appears to have been stationary on a roadway where to stop is forbidden—and this a vehicle which, more than any, should, one would have thought, have obeyed this vital rule. We hope the express 'buses designed for Motorway use, now run on a make of tyre which can be relied upon not to burst under the speed conditions imposed on them.

Such precautions, *and a sensible approach to M 1 particularly by drivers of fast cars*, should give this brief Motorway as good an accident-record as any other road. After which, let us give up publicising a fine but overdue road—at the rate it has been in the news and on the air to date we are in danger of becoming the laughing stock of countries where hundreds of miles of similar road have existed since before the war.

Postscript—Since writing the above Editorial we have gained further experience of M 1, which endorses our opinion that experienced drivers can achieve usefully high average speeds on this road *in complete safety*. A driver who had never seen the Motorway before covered the 57 miles between Watford and A 5 in exactly 30 minutes, an average speed of 114.4 m.p.h. This was between dusk and darkness, but never once did he have to use the brakes hard or blow the horn, no one was inconvenienced, and he caused no concern to anyone. But an appropriate car was used, with suitable tyres—a Dunlop disc-braked Jaguar XK150S coupé on Dunlop Road Speed RS4 nylon tyres. There isn't a bend that cannot be taken at over 100 m.p.h. by a skilful driver in a good car.

Incidentally, while on the subject of Britain's new roads, praise is due for the excellent work being carried out on A 1, once notoriously narrow, but now having many miles of dual-carriage way, with more to come. This has been accomplished quickly without any of the bally-hoo which surrounds M 1.

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Front Cover Picture: BESIDE THE SEASIDE:—The French driver R. P. Ville brings his swift racing 1903 18 h.p. 4 cylinder de Dion Bouton racing model safely to the finish of this year's London-to-Brighton Veteran Car Run. The car is reputed to be a Paris-Madrid model capable of over 60 m.p.h.

WE WISH OUR READERS A HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR

THE FIRST ISSUE OF THE NEW YEAR WILL BE PUBLISHED JANUARY 2nd.

Motor Sport Events for December

★ **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
Dec. 1st ...	Allard O.C.	" Paviours Arms," Page Street	Westminster	Christmas Party	8.00 p.m.
Dec. 4th ...	North Wales C.C.	Imperial Hotel	Llandudno	Awards Dance	7.00 p.m.
Dec. 4/5th ...	Larne M.C. Ltd.	Ballygally, Co. Antrim	Larne	Rally (*R.*)	8.30 p.m.
Dec. 5th ...	Speedbird M.C.	Meadowbank, Cranford	Hounslow, Middlesex	Rally (*C.*)	6.30 p.m.
Dec. 5/6th ...	Leicestershire C.C.	Gresta Garage, Groby Road	Leicester	Night Rally (*R.*)	9.30 p.m.
,, ...	Swansea M.C.	Swansea, Gloucester, Cardiff	—	Rally (*R.*)	6.00 p.m.
,, ...	Farnborough Dist. M.C.	Royal Ascot Hotel	Ascot, Berks	Rally (*R.*)	10.31 p.m.
,, ...	Shenstone & Dist. C.C.	Barker's Café, Streethay	Lichfield	Rally (*C.*)	10.00 p.m.
Dec. 6th ...	Peterborough M.C.	Old Sulehay	Peterborough	Sporting Trial (*C.*)	2.00 p.m.
,, ...	Alvis O.C.	Woodbine Inn, Upshire	Waltham Abbey	Rally (*C.*)	1.00 p.m.
,, ...	Stockport M.C.	Orchard Café, Hoo Green	Knutsford	Rally (*C.*)	9.00 a.m.
,, ...	M.G. C.C.	Pickering	N. Yorks	Rally (*R.*)	10.30 a.m.
,, ...	Falkirk & Dist. M.C.	Ice Rink Car Park	Falkirk	Rally (*R.*)	1.00 p.m.
,, ...	Shell M.C.	Festival Hall Car Park	London, S.E.1	Treasure Hunt (*C.*)	1.30 p.m.
,, ...	Seven-Fifty M.C.	Military Training Ground	Towcester	Trial (*C.*)	11.30 a.m.
Dec. 9th ...	Circle C.C.	Park Lane Hotel	London, W.1	Dinner and Dance	—
,, ...	Westinghouse M.C.	Car Park	Chippenham	Navigation Event (*C.*)	7.30 p.m.
Dec. 12th ...	750 M.C.	Streatham Park Hotel	Streatham	Party and Dance	7.30 p.m.
,, ...	R.A.C.	SHEFFIELD	—	TRIALS CHAMPIONSHIP	8.30 a.m. (*prov.*)
,, ...	Forces' M.C.	Runnymede	Egham	Christmas Children's Rally	2.00 p.m.
Dec. 12/13th...	Manchester Univ. M.C.	Ashby-de-la-Zouche and Manchester	—	Rally (*R.*)	—
,, ...	United Hosps. & Univ. of Ldn. M.C.	Royal Huts Hotel	Hindhead	Rally (*C.*)	—
,, ...	Per Ardua M.C.	Virginia Motor Co.	Virginia Water	Rally (*R.*)	8.31 p.m.
Dec. 13th ...	Vintage S.C.C.	Heston Airport	Heston, Middlesex	Driving Tests (*C.*)	12 noon

CLUB NEWS

The provisional list of World Championship (capital letters), Sports-Car Championship (*italics*) and British International events is as follows :—

Jan. 31st : ARGENTINE GRAND PRIX (F.1).
Feb. 6th : *Buenos Aires* 1,000-*km.* (*Sports*).
Mar. 26th : *Sebring* 12 *hours* (*Sports, Grand Touring*).
April 18th : Goodwood (F.1, F.2, Sports, Touring).
April 30th : Aintree (F.2, Sports, Touring).
May 8th : *Targa Florio* (*Sports, Grand Touring*).
May 14th : Silverstone (F.1, F.2, Sports, Touring).
May 22nd : *Nurburgring* 1,000-*km.* (*Sports, Grand Touring*).
May 29th : MONACO GRAND PRIX (F.1, F.J.).
May 30th : INDIANAPOLIS.
June 5/6th : DUTCH GRAND PRIX (F.1, F.J.).
June 19th : BELGIAN GRAND PRIX (F.1.).
June 25/26th : *Le Mans* 24 *hours* (*Sports, Grand Touring*).
July 3rd : FRENCH GRAND PRIX (F.1).
July 16th : BRITISH GRAND PRIX (F.1).
July 31st : GERMAN GRAND PRIX (F.1, or F.2).
Aug. 14th : PORTUGUESE GRAND PRIX (F.1).
Aug. 20th : *R.A.C. Tourist Trophy* (*Sports, Grand Touring*).
Aug. 27th : Brands Hatch (F.2, Sports, Touring).
Sept. 4th : EUROPEAN GRAND PRIX, ITALY (F.1).
Sept. 17th : Snetterton (F.1, F.2, Sports, Touring).
Sept. 24th : Oulton Park (F.1, F.2, Sports).
Oct. 30th : MOROCCAN GRAND PRIX (F.1).
Nov. 6th or 13th : *Venezuelan Grand Prix* (*Sports, Grand Touring*).
Dec. 10th : AMERICAN GRAND PRIX (F.1).

From this list it will be seen that the Argentine G.P. is listed as a World Championship event once again. If it does take place it will mean that there will be no close season at all since the American G.P. is scheduled for December 12th. Indianapolis is once again included as a Championship event although the rules say that each country can have only one event counting towards the Championship each year. The German G.P. is listed as F.1 or F.2 so may possibly not count for the Championship. There is only a week between the Monaco G.P. and the Dutch G.P. If the Belgian and Moroccan G.P.s do not take place next year they cannot count for the Championship in 1961, unless by reason of *force majeure*. Lack of money is not *force majeure*.

* * *

The F.I.A. have just ratified several new rulings of the C.S.I. The point for the fastest lap is now dropped and in future events will go to the sixth place man . . . Formula 2 which was due to expire this month will now extend to December 1960 . . . No driver participating in a World Drivers' Championship event may take part in another event on the same day. This should spoil things at Silverstone where many of the drivers compete in as many as three races . . . The new regulations for Appendix " C " have also been ratified, which brings in the need for taller windscreens, smaller turning circle, different body dimensions, luggage space and a minimum ground clearance.

The Automobile Club de l'Ouest, who tried to bring in some of these points at last year's Le Mans 24 Hours, have now issued their Regulations for the 1960 event. The maximum capacity limit has been removed although the Championship limit is still 3-litres. Grand Touring cars of any capacity can compete. There will be no ruling on refuelling this year but each class will have a maximum fuel tank capacity which amounts to the same thing except that the more economical cars will have an advantage. A minimum capacity of 1,000 c.c. for G.T. cars and 700 c.c. for sports cars has also been set. Drivers may complete at least 52 laps next year before handing over.

* * *

Regulations for the 35th Exeter Trial which takes place on January 8/9th are now available from L. G. Eckett, 1, Holmdene Avenue, London, N.W.7. The event is open only to members of the Motor Cycling Club details of which can be obtained from J. A. Masters, 22, Norland Square, Kensington, London, W.11.

WAS IT SUPERNATURAL ?

Whilst there are numerous instances of ghostly horsemen, phantom coaches and carriages, there are few supernatural stories about motors. One of the few is described in a recently published book of 39 *strange and unsolved happenings* entitled **STILL A MYSTERY**, written and illustrated by John Huddlestone. These " mysteries " are of absorbing interest and are most capably pictured by Mr. Huddlestone, who is well-known for this type of " cartoon."

Number 38 deals with an allegedly haunted cross-road in the Isle of Thanet, Kent, on the main-road from Ramsgate to Canterbury. In the early 1920s this cross-road, known as Lord o' the Manor Corner, was the scene of numerous accidents involving motor cars and motorcycles. Many of these sometimes fatal accidents were so sudden and inexplicable that the cause was put down to " supernatural influence," which affected the drivers on reaching the cross-roads. The local and National Press investigated this place of ill-repute, but found nothing tangible to account for the numerous accidents. The roads were widened later. The motor accident toll decreased, but local opinion still considers this area is haunted, and you may read all about it and 38 other mysteries in **STILL A MYSTERY,** now on sale at 3s. 6d. A Grenville production, *on order from your bookstall or newsagent, or direct from 15-17, City Road, London, E.C.1.*

AN ENGINEERING VIEW OF THE 1960 CARS

We are indebted to our highly esteemed contemporary, *The Engineer*, for permitting us to reproduce the following Editorial which it published during the Motor Show period. The engineering opinions therein expressed should be of interest to our readers and to the Industry's technicians :—

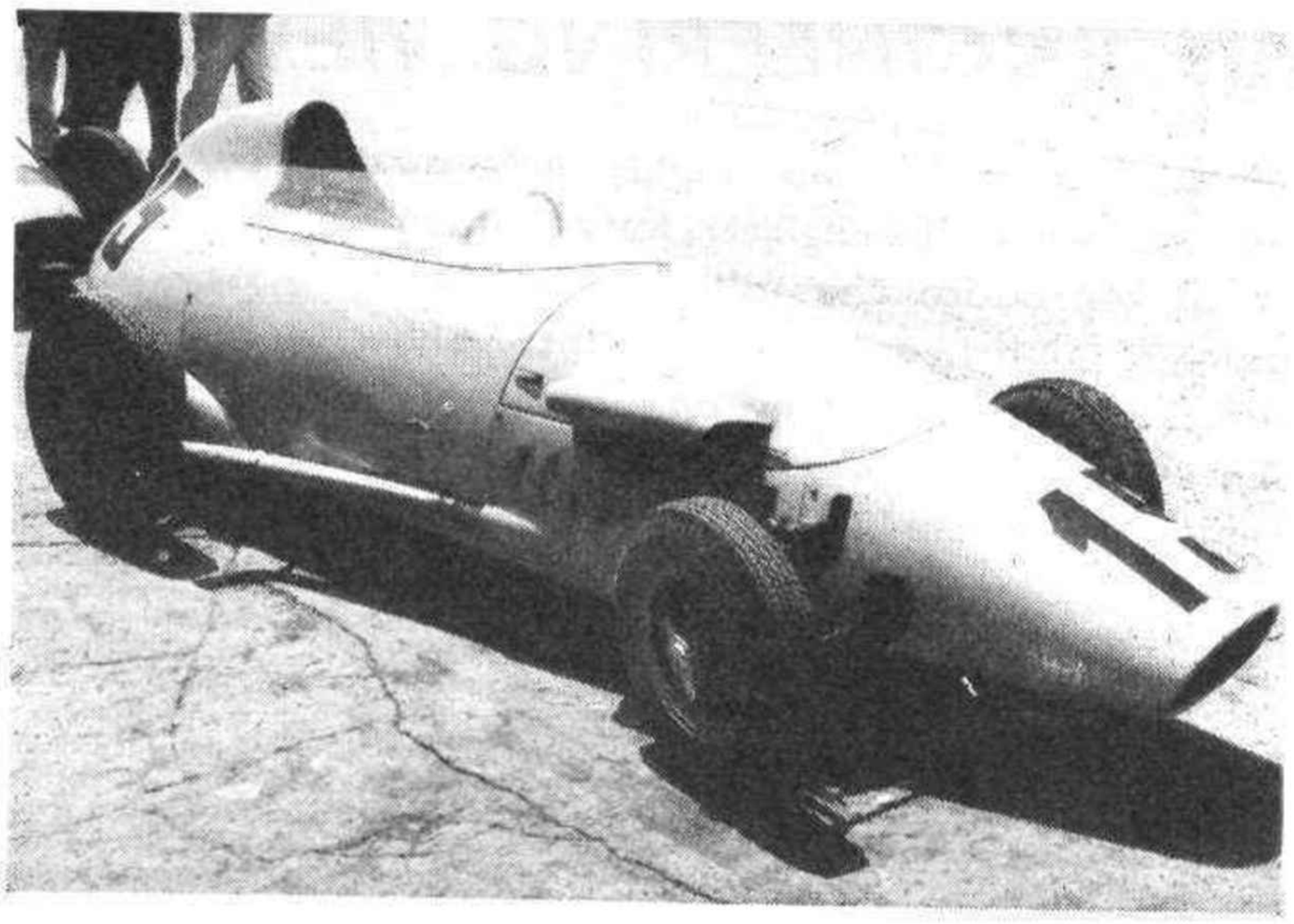
"It may occur to few visitors to Earls Court that the fortieth annual exhibition of the Society of Motor Manufacturers and Traders was held last year in a country unexcelled in Europe for quantity of motor cars produced. At that time there was debate as to whether this pre-eminence was justified by the merits of the products. But our moderate optimism upon the point has proved unjustified. Figures show that the United Kingdom was recently only the third largest producer in Europe; and that despite an expansion in exports it was the largest exporter of cars to only three countries outside the Commonwealth—the United States of America, the Irish Republic, and the Sudan. In the two larger of these markets the British enjoy the advantage of being able to study the user's requirements and disseminate their own submissions without the possibly corrupting influence of an interpreter. Nor can this failure to compete so effectively elsewhere come as a surprise, for the manufacturers in this country seem to have done little satisfactory technical thinking, even if they have acted fast in designing new models and restyling older ones, as was indeed essential if it was intended to continue to compete with foreign producers. A glance back over four years shows that a large investment of technical effort has been made without much apparent return. Attempts to make the synchromesh gearbox, inherently difficult to shift, compatible with two-pedal control entailed large diversions of design, development, production and sales activity on systems originating in England, Germany, and the United States, but have so far yielded little. This waste of effort appears at first sight the less justifiable when one reflects that the free-wheel, now available only on foreign cars, would have solved all the problems that gave rise to such complications as mercury inertia switches. But few drivers, curiously and unfortunately, ever took a liking to a free-wheel, although certain makers persisted for many years in offering the device. Would it, we wonder, be welcomed on a car with two-pedal control and rapidly replaceable friction elements? We cannot but doubt it! It is probably a consequence of this dissipation of effort, to some extent forced on transmission engineers in this country, that there has been widely adopted the Borg-Warner transmission, which in the United States has in many cars been superseded by transmissions more highly adapted to the individual design. Engine design also has shown little sign of interesting development. We have seen one manufacturer discard an engine established in both single and twin overhead-camshaft forms and introduce push-rod designs with bath-tub and hemispherical combustion chambers. Another maker has produced a V8 on contemporary United States lines but, following the habits formed in making aircraft engines that are serviced from below, has placed the sparking plugs where they are accessible only by jacking the vehicle. This arrangement may not trouble the service station, upon which most drivers depend today. But we note that the ignition system is not fully screened or waterproofed! The valve in-line push-rod design that is now a lowest denominator common to all the English car producers designing their own engines, save only the firms that regard racing as the proof of their products, has surely attained a nadir in a far from outstanding car in which the power unit weighs as much as the complete body shell.

"A cherished ambition of the English manufacturer, we thought, is to produce a cheaper car, and the President of the S.M.M.T. last year, it will be recalled, saw a prospect of successes in this respect. He has been even more roughly refuted by events than have we. The minimum price of a factory-built car in England has gone up from about £230 to about £290 even before multiplication by purchase tax and the cost of retailing—which means a 25 per cent. increase in the threshold of the market! This trend to more expensive designs has deprived the exhibition of a British design, the old Ford Popular said to be suitable for under-developed countries, an abuse-resistant car with all the working parts enclosed and a body insensitive to abrasion—evocative, in fact, of a trials special with big wheels and brakes all round and a cabin added. But at the same time British manufacturers have not competed very effectively in the market for the more technically interesting cars. They continue to renounce the attractions of fuel injection for petrol engines, steplessly variable transmissions, and self-levelling or constant-rate suspensions. Although many users and buyers are eager that their cars shall look well, the makers offer neither the catalysed resin finishes popular on the Continent nor the long-lasting scratch-and-chip-resistant enamels favoured in North America. One visiting Earls Court this year for the first time might suspect that a fine summer had convinced the industry that it 'ain't gonna rain' (or at least be foggy) 'no more': windscreens are fixed without semblance of apology and some of the latest models have such restricted side window openings that direct vision forward in fog is available only to the contortionist. But most drivers, we suspect, prefer warmth to vision, don't drive in fog unless they absolutely must, and even then tag on to someone else's tail! So the manufacturers may be right. There is also to be discerned a trend towards electric windscreen wipers. We find it surprising because we doubt if there exists an English overload relay capable of protecting such a delicate device in freezing conditions. But then, of course, opinions differ as to the virtues of alternatives, so that again manufacturers may be right.

"All the above disappointments the more technical and enthusiastic motorist may feel are not wholly to be blamed upon requirements staffs apparently lacking any appreciation of what technology has to offer in the second half of the twentieth century. The buyer must take some of any blame there may be. The pity is that the British buyer has so little opportunity to appreciate what is being produced elsewhere than in Britain that he is not a very satisfactory judge. In fact, engineers cannot draw much technical satisfaction from the exhibits, even though two or three interesting new cars such as the Triumph Herald, the Mini-Minor, a Daimler sports car and others have appeared this year. The largest native manufacturer has confessed, for example, inability to produce an air-cooled engine even equal, let alone superior, to those taken for granted in motorcycles and foreign cars. The stagnation in the power plant state of the art is the more regrettable when we recall that a corresponding state prevails among the smaller British aero engines, and that an engine of really high specific output and thoroughly refined design might well be able to follow the Volkswagen, Porsche, and 1172 Ford into use on aircraft. We note also that the tough task of building a true remote control for a four-speed gearbox on flexible mountings looks like being given up as too difficult.

"In formulating their own requirements for their suppliers, the engineers show themselves little more demanding than their customers in the protected home market: we have seen small cars move up and large cars move down to 7-in. diameter headlamps, presumably to reduce costs. But the glass-envelope mechanically-aimed light unit such as the world's large-production cars use is neglected, and designers in this country tolerate axi-symmetric lenses even when their rate of manufacture is larger than that of some Continental firms which specify shapes to suit their bodies. The greater success of foreign designers of dynamotors also is conspicuous: to start an 800-c.c. twin with a compression of 9.2 without resort to the pendulum principle is a convincing demonstration of the abilities of this device, once used on some British cars but given up, if we remember aright, in the 'thirties. Does it deserve revival? We would, more easily, return to our erstwhile optimism if it were a more regular routine to see a British motor engineer driving a product of other major motor manufacturing nations, with which he could compare his own. Perhaps, however, the major conclusion to be drawn is that while the home market remains protected so that buyers have not the knowledge to demand changes in design it seldom profits makers to put more advanced designs on the market. For they may meet sales resistance—especially if they seem more expensive—just because they are different; and be disliked by service stations for the same reason. Buyers, we fancy, are seldom conservative about styling, but often conservative about technical things."

SOME THOUGHTS ON FORMULA JUNIOR



At the moment the Stanguellini is the most successful Formula Junior car, and this miniature Vanwall is based on Fiat components, using an offset engine and transmission that runs alongside the right of the driver's seat.

DURING the past season there have been more than a dozen major International Formula Junior races on the Continent, but due to limited space and the clashing of some of the races with Formula 1 or Formula 2 events, it has not been possible to report on them all. However, none have been completely overlooked and between following the big Grand Prix events and sports car races a watchful eye has been kept on the growth of Formula Junior. There is no doubt at all that the past season has been a highly successful one, and in its own circle this new Formula has enjoyed a great following. The idea of Formula Junior originated in Italy, with a rather hazy notion that it would encourage new drivers who would eventually blossom out into Grand Prix stars capable of upholding Italian honour in the World Championship races. Consequently, the Formula began in 1958 as a purely national affair, rather like our own 1,172 Formula and 750 Formula, but it was not long before interest in Formula Junior spread to other countries so that for 1959 the F.I.A. gave it a full International status and the rules were modified slightly, and are as laid out in MOTOR SPORT for January of this year. Having begun in Italy it was not surprising that the majority of the races during the past season were dominated by Italian cars, but oddly not by Italian drivers, in fact, the original aim behind this class of racing has failed miserably as far as Italy is concerned, but that has not meant that this type of racing has failed; far from it, for entries of 25 to 30 cars for each race are the normal order of things. While there are many Italians taking part, most of them have had some previous competition experience in G.T. racing, sports car racing, or the faster rallies. Other drivers have come from Switzerland, Argentina, Germany, France and America, for the most part using Italian cars, simply because they were available.

With one year's advantage over everyone else the small Italian constructors have monopolized practically every race this season, and in particular Stanguellini has achieved the greatest number of wins, but Taraschi has beaten the Modena cars more than once, while Moretti have produced some keen opposition. Throughout the season new makes have been joining in, either from small constructors, or one-off home-built "specials," France fielding Renault and Panhard-based cars, Germany the D.K.W. "specials" and from Great Britain the Elva made its debut in Continental events, using B.M.C. products. Although some constructors are entirely new to the racing game, for the most part those building cars for this new type of racing have been at racing car building for some time. Stanguellini, whose immaculate little factory in Modena has supplied some 70 cars this season to various parts of the world, has been building small racing/sports cars for many years, and his single-seater 750-c.c. racers that the Italians combined with Formula 3 when that class of racing died some years ago was a perfect prototype for the Junior car. Moretti have been in the small-car building business since just after the war, selling racing/sports cars, as has Berado Taraschi. Other one-off machines or small productions are the Wainer, de Sanctis, Foglietti and Dagrada. From France has come the Ferry-built Renault from a man with many years' experience of making sports and G.T. Renaults around the 4 c.v. parts, while some of those horrors of design, the D.B. Monomill, have been fitted with 850-c.c. Panhard engines and have joined in.

So far there has been no particular trend in the design of Formula Junior cars, some having front engines, some at the rear, some having independent suspension all round, others having rigid rear axles; there have been de Dions, swing-axles, full i.r.s., front-wheel drive and rear-wheel drive. Some cars sit the driver high above the prop.-shaft, others offset the transmission alongside the driver, while another following has the transmission in the middle and the driver offset. Apart from adapting Monomills to Formula Junior specification, most of the cars have been following Grand Prix practice, though finances have often limited things, but the average field of Formula Junior cars in Continental races have looked and sounded like a collection of miniature Grand Prix cars of the time not so long ago, before the F.I.A. re-designed Grand Prix racing to suit the Cooper. As a result of this variety in design and the variations in shape, the average race has attracted the public, and if the sound of tuned Fiats has become monotonous, at least it is a healthy and sharp crackle, though it is occasionally broken by the scream of a D.K.W. two-stroke.

An interesting result to Formula Junior and its success on the Continent has been that some old circuits have been given a new lease of life. Such circuits as Cadours, Albi, Naples, Messina and Salerno have all been rejuvenated by this new type of racing, the organising clubs being once more financially able to put on a race. Some years ago there were numerous minor circuit races, such as Aix-le-Bain, Angouleme, Bordeaux, Nimes, Roubaix, Comminges and many more in France, Chimay, Mettet, Namur, and others in Belgium, while Switzerland had races at Olten, Berne, Geneva, Lausanne, and Italy was just covered with such events, Garda, Pescara, Bari, Caserta, Reggio Calabria, Rome, Genoa, and San Remo, to quote a few. Nowadays racing abroad is restricted to the Grandes Epreuves of each country, at Reims, Nurburgring, Monza, and so on, with just a few smaller events, and many of those for G.T. cars or small sports cars. At first the problem behind the organisation of small Grand Prix races outside of the World Championship was one of finance pure and simple, for as soon as a driver won a race he wanted more starting money, and for a time this was paid, but then everyone else wanted more money, and then the business managers moved in, which upped the starting money by 10 or 20 per cent. straight away, and finally the Clubs had to cry "enough." One by one the smaller circuits, like Angouleme, Aix-le-Bain, Bari, and San Remo had to give up organising Grand Prix races, for the drivers and their businessmen were killing the golden goose. Then came another problem for the organisers, the fact that cars were getting faster and there were more of them, so that circuits had to be tidied up, and that cost money. Whereas an event could run with a handful of out-dated machines, and one or two current Grand Prix cars, the general pace of racing was quickening all the time, so that last year's car was no longer any use. In the

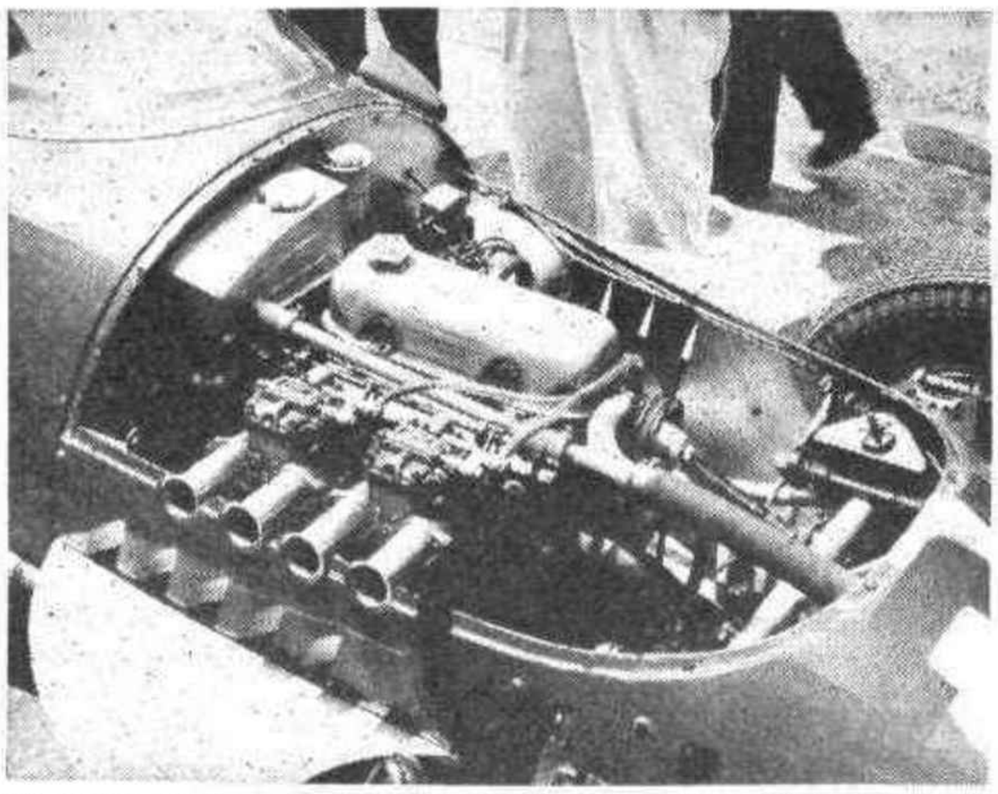


The Scuderia Madunina transporter and trailer are seen on their way to Pau for the Junior race last Whitsun. This double-decker outfit can carry as many as 10 cars, and by this means Giambertone and his organisation relieves drivers of all transport worries.

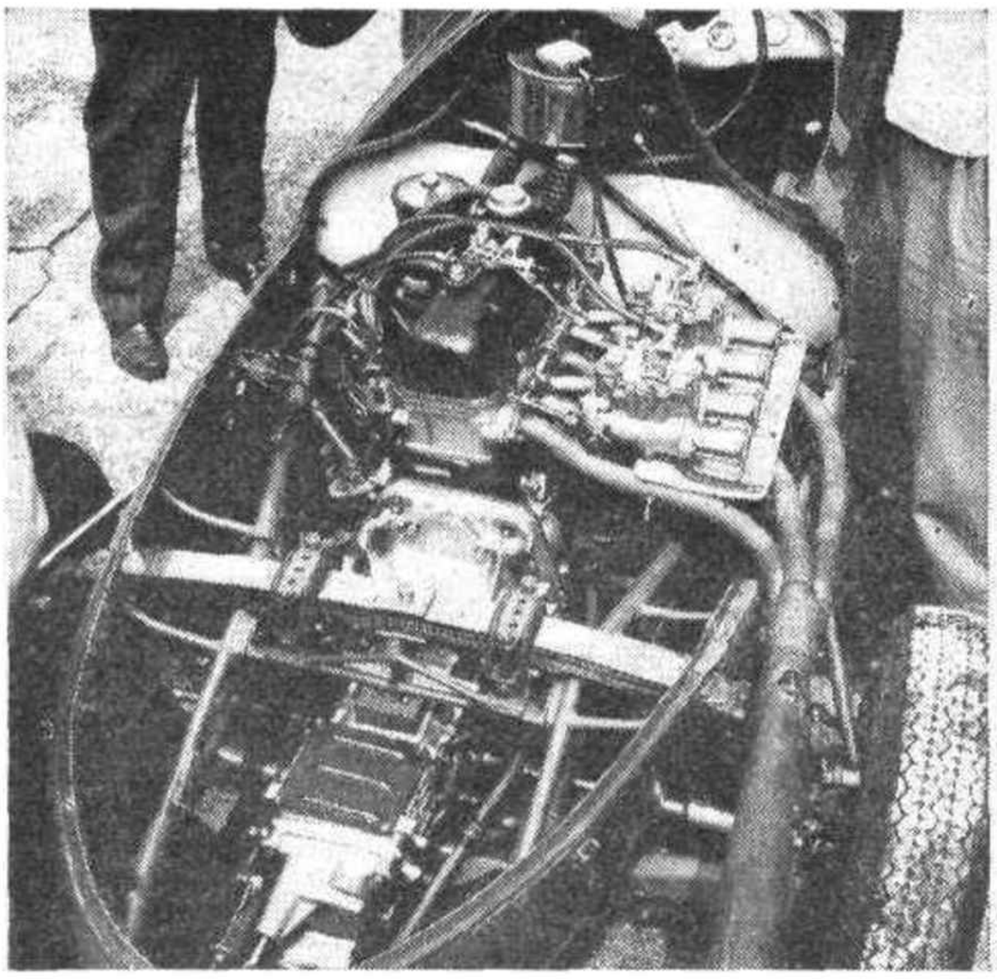
past the private owner usually had to stick to his old car for financial reasons, but gradually the petrol companies were buying and backing drivers, and there was enough money to have new cars every year. This quickening of the general pace meant that racing became more furious, it was becoming much more of a business and much less of a sport, and the whole thing was getting too much for many of the organising clubs, especially those organising events as amateurs rather than businessmen. Then came the disastrous year of 1955, and a tightening up of regulations all over Europe, and with it many circuits were abandoned, either because Government decree banned all racing on public roads, as in Switzerland, or because the new safety requirements asked for the impossible in the way of rebuilding the circuits. The result now is that racing in Italy is confined mainly to Monza and a few isolated events, France has a very limited number of circuits, while Belgium is practically reduced to Spa and Germany to Nurburgring. With the rise in popularity of racing, the financial jugglers began to appear, and while affairs such as Reims, Monza or Nurburgring are organised on a grand scale, the smaller meetings just do not happen any more, not in the friendly club atmosphere that used to exist ten years ago. Nowadays a motor race is a big business venture, where large sums of money are involved, the organisers are elusive committees and the trade and industry are close on hand watching business interests. In the pleasant days before racing became so popular, events were run from the bar of the Cafe de la Paix, the local butcher was the secretary and he called on his chums in the town to help him, the police inspector, the doctor, the watchmaker, the local garage man all joining in to help run the event, which was basically for fun, because they all liked racing cars and motor racing.

All this is a far cry from Formula Junior, but the point is that the past season has seen the revival of one or two of the small circuit races and this is excellent. At the moment those people taking part in Junior races are small-time people prepared to race for the hell of it, accept enough starting money to cover general expenses, and a field of 25 does not strain the local burgher's pockets. If Formula Junior catches on in too big a way and the trade, the oil barons, and the Grand Prix stars get interested, then I predict that it will die a rapid death. At the moment it is a beginner's playground, where they can dice with single-seaters with all the fascination of real Grand Prix racing and all at a relatively low cost. It must be kept a beginner's playground, or it will become pointless.

Drivers who used to race G.T. cars, such as Giuliettas or Porsches, can now play at Grand Prix racers, and there is no doubt that the operating of a single-seater, even if the engine is no hotter than that in a fast production saloon, is vastly more fun to those concerned, and after all, Formula Junior is for fun, any resultant by-product, such as another Stirling Moss is purely incidental. In Italy there are some doubts about the future of the Formula, for many feel that already it has become too much big business, and one thing that many object to is the way in which Marcello Giambertone is operating on Formula Junior. Now this man Giambertone is first and foremost a businessman, secondly is interested in the racing game, and I would say lastly, an enthusiast, but that is quite beside the point. Some years ago he formed the Scuderia Madunina in Milan, a paperwork Scuderia that aimed to assist drivers in their dealings with race organisers and such like. This was run by Giambertone, and he was also business manager to Fangio, and when Formula Junior was mooted he was very outspoken in the right places and gave the idea much encouragement. Now, some people say, he has too much control over Formula Junior, at least as far as Italy is concerned, and those in opposition say that it is a bad thing. The best way of explaining the workings of the Scuderia Madunina and Formula Junior is to quote a concrete example of one of the members. Anyone can join who has a racing car and wants to race, and just such a person was young Peter Carpenter, an American who arrived in Modena, bought a Stanguellini with almost his last dollar and then looked around to start racing. He could not write or argue in Italian, so his approaches to organisers were pretty ineffectual, he wanted to race at Monza, some 100 miles away, and had no means of getting his Stanguellini to the track, and even if he had, he was not a competent mechanic, and could not afford to employ one anyway. On the face of it he was in no financial position to start racing, but his enthusiasm to be a racing driver would not let that deter him. He joined the Scuderia Madunina and straight away entries in races were ensured, and Giambertone took a small percentage of the starting money. The Scuderia had bought an enormous transporter and trailer, and on this Carpenter's Stanguellini went to meetings, along with many others; naturally transport expenses were taken out of the starting money, and for another nominal sum he could hire the services of a mechanic for the period of the race, so that all the chores of getting the car to the circuit from its garage, taking it back after practice, cleaning it and so on, were looked after. By cadging a lift or taking a train Carpenter presented himself ready to race, and at the end of the meeting he received the residue of his starting money, and his winnings if he drove well, which he often did. The result has been that he has enjoyed a season of Formula Junior racing, whereas if he had not joined Giambertone's little scheme he would still be standing outside the Stanguellini factory with a brand new car and no way of racing it. Now, the astute will say that had he done all his own organising, transporting, mechanicing, and so on, he could have made a lot more money. Maybe he could, but money-making was not the object of the exercise, he merely wanted to race and live quietly in Italy at the same time, and that he has accomplished, breaking more or less even at the end of the season. For such people the operations of Scuderia Madunina are most helpful, and naturally very helpful to the man behind it, but at this rate I say good luck to him. Nothing is straightforward in this world, more's the pity, and the snag behind the system being operated in Milan is that if 25 members of the Scuderia Madunina want to race, and the event is limited to 25 then anyone not in the combine will not get a chance of getting an entry. Some years ago Giambertone was running a similar scheme for small Formula 1 races, and certain private owners of 250F Maseratis were squeezed out by such manoeuvres, the situation being that there would be four entries for



The Stanguellini mounts its Fiat engine at the front of a conventional chassis frame of large diameter tubes, using double wishbone and coil-spring front suspension, derived from the new Fiat 1100, and a Fiat rear axle suspended on coil springs. Note the double-choke Weber carburetters.



The de Sanctis, from Rome, uses rear-mounted Fiat 1100 engine coupled to a Fiat 600 gearbox and final drive unit. A similar layout is used by Moretti and almost without exception Italian Junior engines use two double-choke Weber carburetters.

private owners, and Giambertone was handling the entries through Scuderia Madunina, so private owners trying to run on their own had no chance and had the option of joining the Scuderia or going somewhere else, and there was nowhere else to go. Those are the good and bad sides of businessmen in motor racing, and earlier I said how nice it was before they came along, but then enthusiastic youngsters like Carpenter would never have done any racing. Like so many things, this Scuderia business is alright in small doses, and providing it does not get any larger in Formula Junior, then this type of racing should go on in a healthy state.

Even now I can hear the " wide boys " saying amongst themselves, what a nice racket this Formula Junior is going to be. If they do move into Formula Junior then without doubt this type of racing is doomed, for rival Scuderias will soon start bargaining for drivers, and the whole thing will become such big business that it will be as cut-throat and closed-shop as Grand Prix racing, Formula 2 or sports car racing. Where does the remedy lie? In the hands of those who are really interested in Formula Junior, for if drivers keep away from such schemes, then the schemes will be still-born, and racing will go on in the healthy way it has done this past season. Already there are ominous signs surrounding Formula Junior, with advertisements appearing to " Let us design your Junior " or " Let us tune your Junior " or " Let us build your Junior," as soon as we see the small ad. saying " Let us operate your Junior for you " then the deathknell can be sounded.

Now what is happening in this country regarding Formula Junior? At first there was no enthusiasm for it at all, everybody being much too busy on other racing projects to countenance a new one, though Cooper admitted they were thinking about it. During the season Frank Nicholls working quietly away down on the south coast, set about building some single-seater Elvas, and further along, at Rye, Frank Webb, who used to be with H.W.M., was busy tuning B.M.C. A-type engines to put in these Elvas. An event at Snetterton saw little response so that a separate race could not be held, but at Brands Hatch at the end of the season there was a sufficiently large field to warrant a race on its own, and Elvas dominated it, just as Stanguellini dominated the first serious race in Italy. In addition, de Selincourt competed with an Elva at Cadours in South France, and won. This was not the first appearance of a British car in Continental Junior events, for privately-built " specials " using B.M.C. components appeared at Monaco and Solitude, but this Elva appearance was the first success. Now enthusiasm is running high, and everyone is building Junior cars it seems. Cooper have completed their first one, which is a cross between a Cooper F.2 and F.3, using B.M.C. engines and they plan to build these for sale, while they also intend to set up some of their star pupils from the school with a Junior car and limited works backing, thus starting them on the road to fame promised for so long. Chapman has completed a Lotus Junior, with the engine at the back, which is now alright, as B.R.M. took the plunge first in copying Cooper. Graham Warner of the Chequered Flag motor emporium is building and selling the Gemini Junior, which is derived from the Moorland Special, and Eric Broadley is building a Junior Lola. These are the small factory enterprises, no doubt there are many keen types even now working on home-built Junior cars, and it looks as though there will be no shortage of entries next season. It is more than likely that there will be an abundance of entries, so that it will not take long for Formula Junior to turn into a similar rat-race to the present-day state of affairs in Formula 2, and small sports-car racing. What is the answer to that? Frankly I do not know, for it is inevitable when motor racing is made so easy and available to the meanest pocket. However, as a slight deterrent, which may save some people a lot of money and wasted time, I would estimate that £2,000 is needed before you start in your first Formula Junior race, even at Brands Hatch, if you intend buying a Cooper, for example. It seems likely that a good Junior car will cost about £1,200 (approximately the cost of a Stanguellini in Italy), and by the time you have bought a trailer, a towing car, or a van, had the B.M.C. engine highly tuned, acquired a spare engine, gearbox, axle ratios, tyres, wheels and all the paraphernalia that goes with racing cars, there won't be much change out of another £800.

The prospects for the actual competition in Formula Junior are extremely good, for the first aim by any British contestants is to beat the Stanguellinis. This they should do easily on road-holding and suspension, but on power output I am very doubtful, for while the small B.M.C. unit can be made to give 67 b.h.p., the good Fiat engines, using 1959 four-port heads are giving anything up to 75 b.h.p., and as in Formula 3, so in Formula Junior, every single b.h.p. will count.—D. S. J.

THE TAPLIN ENGINE

In " Rumblings " last month we referred to the Taplin two cylinder model marine engine as if it was an E.D. product. In fact, it is made by the Birchington Engineering Co. Ltd., Albion Road, Birchington, Kent. We would like to see one of these realistic engines in a large scale model of a racing or record-breaking car, which should surely be able to establish some imposing long-duration runs.

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Newman Neame Ltd. have issued for the Ford Motor Co. Ltd. and the principal contractors a book about Ford's new paint, trim and assembly building.

* * *

If you are looking for a good motorist's diary, W. H. Smith & Son sell the Knox " Modern Motoring Diary " for 5s. It contains lots of data, maps and motoring information.

CLUB NEWS

The recently formed Volkswagen Club—Wales has received R.A.C. recognition and has been affiliated to the VW Owners' Club (Great Britain). A series of social and competitive events have been arranged for the winter months. Interested VW owners should contact Mr. W. V. Machin, 54, Heathway, Cardiff.

* * *

Another recently formed VW Club is the Midland Centre of the V.W.O.C. Club nights are held on the last Tuesday of each month. The Club Secretary is Mr. A. S. Harrison, 17, Saint Johns Road, Shire Oak, Brownhills, near Walsall, Staffs.

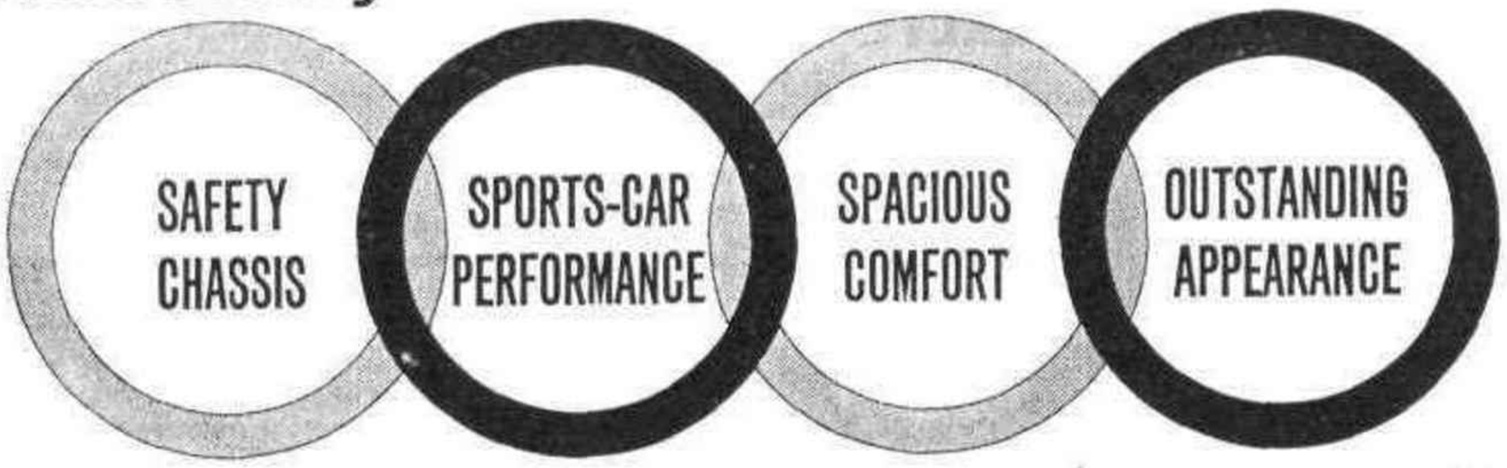
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The British Salmson Owners' Club remind us that they have been in existence for eight years and that membership is now up to about 50 including some American members. The recent correspondence in MOTOR SPORT has shown the interest in the British and French Salmson and the Club Secretary would like to recruit any interested readers into the Club. Annual subscription is 10s., for which one obtains the quarterly Newsletter and much valuable assistance.

* * *

On December 1st the Rolls-Royce Enthusiasts' Club will hear a talk at The Chequers, Cassington, near Oxford, at 7.30 p.m., from Mrs. Phillips, the daughter of the late Mr. Charles Sykes, who designed the flying mascot. She will show the originals of the various models which she helped to finish over a number of years. Club Secretary is Miss G. M. Harris, Paternoster Farm, Yarnton, Oxon.

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REVOLUTIONARY NEW TYRE FROM PIRELLI

Always at the forefront in tyre design, the Italian firm of Pirelli released its new tyres to a somewhat startled gathering of motoring journalists in London recently. This tyre, called the BS3, features replaceable treads instead of the conventional one-piece tyre. The manufacturers claim a number of advantages over existing tyres, including the fact that the treads are entirely separate and easily replaceable without special tools; that special ice studs can be fitted to the normal tyre for extra traction on solid ice; that it is possible to replace worn-out treads at a fraction of the cost of a new tyre; that treads can be changed without removing the tyres from the wheel or the wheel from the car, and that these replaceable treads will last as long as complete tyres of normal construction, while the casing can be used with several sets of treads.

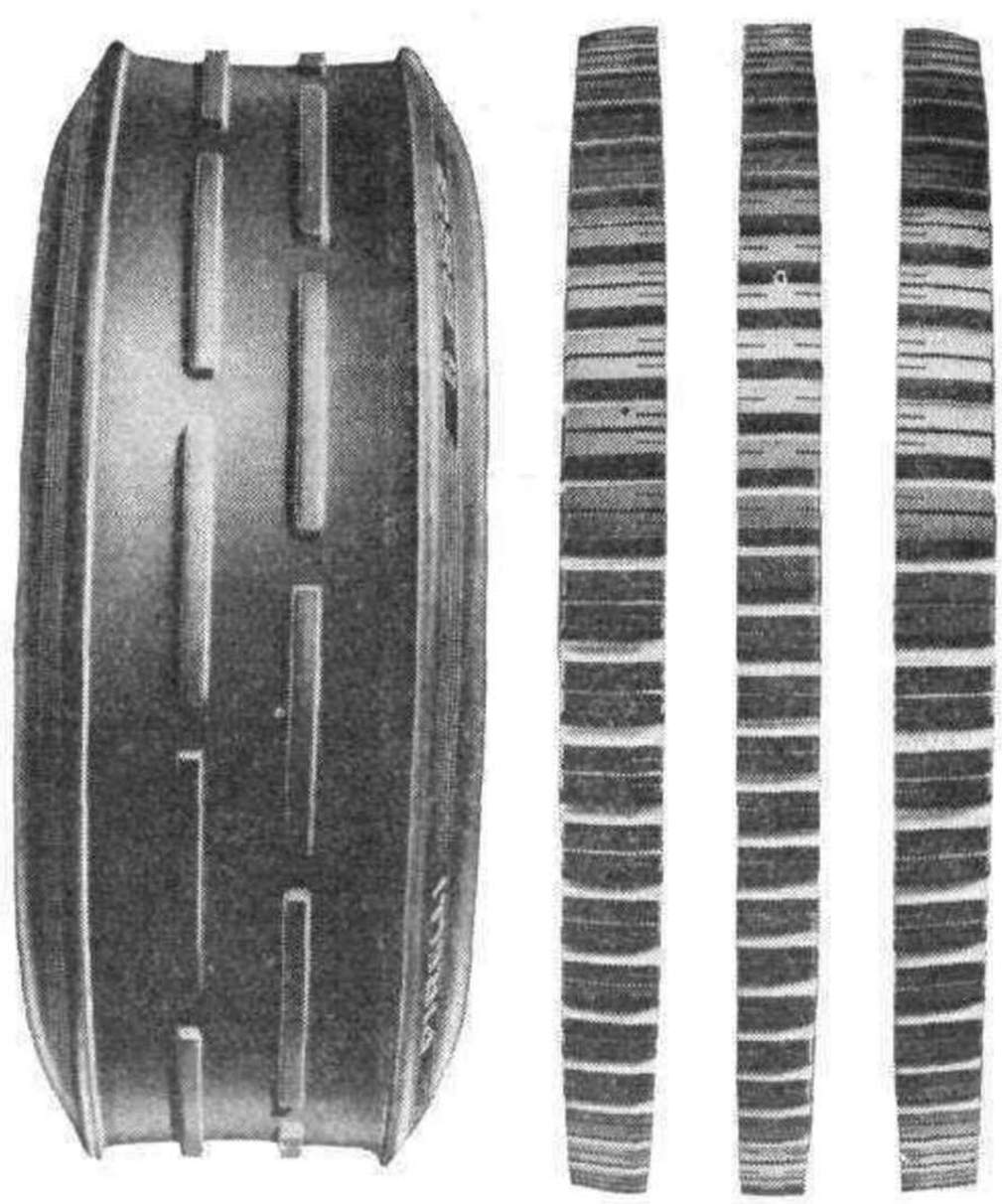
The Pirelli Company from Milan was formed in 1872, when one of their activities was the making of bicycle tyres. In 1899 they turned to the manufacture of motor car tyres and throughout the years have remained one of the world's leading tyre manufacturers. Their contribution to racing has been not inconsiderable since all the World Championships since the war and up to 1957 have been won on Pirelli tyres, but in that year they gave up racing because the speeds of racing cars were becoming too great in the company's opinion, and the conditions under which they raced were becoming too divorced from everyday motoring for the experience gained on the race track to be of any further use in developing tyres for normal production vehicles. The other reason for their retirement was, of course, that they wanted to concentrate their whole resources on development of new passenger-car tyres—the BS3 being the result.

The BS3 consists of a carcase which has ridges all the way round the outside between which the three steel-reinforced tread bands are fixed. The treads are slightly smaller in diameter than the actual carcase, so they are slipped into position when the tyre is deflated. When the tyre is inflated pressure is exerted all round the casing and the tread bands are virtually immovable.

The basic principle is so simple that it is indeed hard to believe that the tyre will work, but Pirelli have been making tyres too long to make mistakes. Assuming that the tyres are perfectly satisfactory in operation their theoretical advantages are tremendous. The most obvious is that the carcase will outlast two or perhaps three treads, in addition to which one or more of the bands can be removed at any time if damaged or worn unevenly, and instead of changing tyres round every few thousand miles one can merely change the treads. For winter motoring the normal treads can be removed and a set of chunky winter treads fitted in their place, while the others can be stored for replacing in the summer. In the event of a puncture the treads will not detach themselves until considerable deflation has occurred. Even if they do come off the carcase can travel for some distance with no tread at all. In addition, sets of tungsten carbide-tipped spikes are available for fitting in between the treads for use under icy conditions. Tests carried out on an ice rink showed that a car so fitted pulled up in a straight line in a distance of 40 ft. when braked from 25 m.p.h., while a car with conventional tyres spun round and ran into the barrier.

Other claimed advantages are that it is very quiet when cornered hard and that the steering is much lighter than with conventional tyres.

Obviously there will be a great demand for this tyre and Pirelli are gearing up for large-volume production. In Britain the BS3 will be made at the Burton-on-Trent factory, where production will initially be concentrated on the popular 15-in. size.



The sensational new Pirelli tyre casing and tread bands.

TOUGH "NOR'WESTER"

Rally enthusiasts seem to judge their enjoyment of various events by the quantity of mud, snow, ice, and rock-strewn narrow lanes encountered. Judged by these standards the London Motor Club's "Nor'wester" Rally, held on October 17/18th, was a first-class event. The reason for our interest in this restricted event is that the organisers issued an invitation to members of the motoring Press to participate in the rally free of charge. This induced a number of entries from the Press, including the MOTOR SPORT Austin Healey Sprite driven by Assistant Editor Michael Twite and navigated by London Motor Club member Bill Creed.

The Sprite had only the day before been fitted with a new set of pistons after indications that one or more of the high-compression pistons were beginning to "pick up," so the 350 miles of the rally were to be used to run-in the new pistons. The starting control was situated at Basingstoke, where rain started to fall as the first cars began to leave.

The first section was a simple 99-mile run to Bridgwater, where the serious motoring was to begin. Since the Sprite had not been used in competition before we used this period to find out how it would behave. Since the fuel tank holds less than the maker's stated six gallons capacity, three cans of fuel were carried on the luggage rack, but they made the rear end of the car rather skittish in the wet and two of them were removed at Bridgwater. The Dunlop Durabands are not happy in the wet if inflated above 18 lb. per sq. in. and to be on the safe side they were let down to 16 lb. all round, which seemed to give the correct handling qualities for the streaming wet roads encountered throughout the night.

Bridgwater was reached safely and after a short break competitors set out on a 15-mile route card section to Control 3. This took drivers into the narrow byways of Devon, where the required 30-m.p.h. average was already becoming difficult to achieve due to fallen trees, torrential rain and near gale-force winds. When the card said . . . turn right at the rock crusher . . . which appeared to be at the bottom of a quarry, we knew we were in for a tough rally! From Control 3 a marked map reference section began, although some of the references were not marked but had to be obtained from a displayed card at the preceding control. We made the fatal mistake at one of these of letting the marshal tell us the reference instead of reading it ourselves, with the result that we landed up in a completely deserted lane!

There were a number of short sections, several of them being only a mile long, and navigation had to be spot-on to cover these short sections in two minutes, although the correct roads were quite fair and non-chassis-breaking. Unfortunately the wrong turning led to the most unlikely places, and on one of these one of our twin exhaust pipes connected rather solidly with a rock, effectively restricting the flow of all gases from three cylinders. This was followed shortly afterwards by an excursion down a respectable-looking road which led us into a sodden field straddled by an electrified fence. After an earnest discussion with other competitors as to what voltage this type of deterrent carried, we decided to retrace our steps, watched by some interested cows.

Continued on page 948

LOOKING ROUND THE SPEED SHOPS

BARWELL MOTORS

Barwell Motors, of Leatherhead Road, Chessington, Surrey, do not specialise in any particular make of car; in fact they either have a standard conversion already in existence for many modern cars or are prepared to carry out a conversion on any car which they feel will benefit from tuning.

The firm's two principals, Mr. Lucas and Mr. Golding, place a great deal of reliance on the gas-flowing of cylinder heads, and they believe they have one of the only two air-flow chambers in the country, the other belonging to Harry Weslake. The device is simply a means of forcing air through the ports of a cylinder head. When a new engine is received the cylinder head is subjected to various tests in this chamber to determine the rate of flow, then modifications are carried out and more tests made until the best results are obtained. Plasticine is used to modify port shapes or if too much metal has been removed.

Naturally the B.M.C. " A " series engine receives a great deal of attention because of its popularity in racing and rallying. Barwells offer four stages of tune for the " A " series engine. Stage 1 consists merely of a modified cylinder head with a 9.0 : 1 compression-ratio, modified and polished combustion chambers and ports, for £12 10s. Stage 2 also concerns the cylinder head but a much higher standard of finish is given to the head, while the compression-ratio goes up to 9.5 : 1 and large inlet valves are fitted. The induction manifold is also carefully matched to the enlarged ports. With special valve springs Stage 2 costs £26 10s. Stage 3 consists of the Stage 2 cylinder head together with a combined inlet and exhaust manifold and twin H2 S.U. carburetters—all for £56 10s. Stage 4 is for the racing man, and for your £140 the engine is removed, the flywheel lightened, crankshaft, con.-rods and pistons balanced, high-compression pistons, high-lift camshaft and special distributor fitted, while the push-rods and valve-gear are lightened. On the induction side twin H4 S.U.s are fitted, and to extract the gas a special exhaust manifold and silencer are used.

Barwell are probably unique in not taking any standing-start acceleration figures for their conversions. Ron Golding, who takes most of the Barwell performance figures, considers that so much depends on the skill of the individual driver that standing-start figures requiring a number of gear-changes can be misleading. All Barwell figures are taken in top gear, and since this merely means pushing the accelerator to the floor there can be little variation. A complete list of acceleration figures can be supplied for all stages of tune of all conversions.

Perhaps the most exciting and certainly the newest development from the Barwell stable is an aluminium cylinder head for the B.M.C. " A " series unit. This head, which weighs only 9 lb., has been exhaustively tested on an Austin Healey Sprite for some months now and has given no trouble. It is designed to replace the existing cast-iron head without modification and could be done by any competent owner in an hour or so. The prototype head was fitted to an otherwise standard Sprite and the figures obtained were very similar to those obtained with the Stage 3 conversion costing £56 10s. The new head will retail at the relatively modest price of £37.

A number of competition cars have been tuned by Barwells, one of the best known being Paul Fletcher's very fast Twin-Cam M.G. The cylinder head was gas-flowed, combustion chambers and ports carefully cleaned up and larger valves fitted, while twin double-choke Weber carburetters are used to boost the power output to 140 b.h.p. Even with twin S.U.s 130 b.h.p. has been seen. This car, which has had over £1,000 spent on development, is now up for sale as Fletcher will be racing a Formula Junior Cooper with a Barwell-tuned Ford 105E engine next season; this also has twin Weber carburetters. Development work on the 105E is well advanced and the cylinder head has been fully modified to racing standards, but there is some doubt as to whether the crankshaft will withstand sustained high r.p.m. Only tests on the track will verify this. Should everything go well several Formula Junior cars will be seen at the Brands Hatch Boxing Day meeting fitted with Barwell-tuned Ford engines.

Apart from their work on conversion measures, Lucas and Golding have done some original design work. They have worked in close collaboration with A.C. Cars for a number of years and, in fact, tune an average of two Bristol engines per week for fitting to A.C. Ace and Aceca models, mainly for export to the U.S.A. Some years ago A.C. designed a twin overhead-camshaft 2.4-litre six-cylinder engine ostensibly to power the Ace, and much of the cylinder-head design work was carried out at Barwell Motors. On paper the engine was giving phenomenal power outputs but the high tooling costs of such a project caused it to be dropped. Now that the Bristol engine has reached the limit of its development the A.C. directors probably wish they had taken the risk.

The Rover is not generally regarded as a tuneable vehicle but the now-out-of-production 90, 105 and 105S have all received the Barwell attention, and for £28 one receives a considerably modified cylinder head with larger valves and highly polished combustion chambers and ports which will increase the top speed of the 105S from 95 to 100 and the top-gear 70-90 m.p.h. time from 16.4 sec. to 12.6 sec. Probably regarded as the ultimate in engine design, the 3.4-litre engine fitted to the XK120, Mk. VII and 3.4 Jaguars is capable of considerable development, and a steady flow of these models come to Chessington for attention. The top speed of the Mk. VII is raised from 102 to 115 m.p.h., while the 80-100 m.p.h. time is reduced from 14.4 to 10 sec. This is all gained with extensive modifications to the cylinder head costing £36 for the XK120 and Mk. VII and £34 for the 3.4.

Other models breathed on by Barwells include the M.G.-A, TR3, Sunbeam Rapier II, Renault Dauphine, Standard Eight, Simca Aronde and Grande Large, Austin A30, Ford Anglia, Consul, Zephyr and Zodiac, Fiat 1100 and Singer Gazelle (o.h.c.), all of which have gas-flowed cylinder heads giving a useful performance increase for around £30-£40.—M. L. T.

V. W. DERRINGTON

The firm of V. W. Derrington Ltd., of London Road, Kingston, Surrey, has been in the tuning business for 36 years, and was established long before tuning became fashionable. The proprietor, Mr. Victor Derrington, has been a racing driver for a good many years; in fact his exploits were described in our April issue. He has become best known for the large number of exhaust pipes and manifolds now produced at the Kingston works, models being made for most modern production cars. The four-branch manifold for the TR3 engine, which costs £20, is fully approved by the factory, and the Morgan company offer the Derrington modifications as optional equipment for the Morgan Plus Four. The modified cylinder head for TR2 and TR3 gives a compression-ratio of 9 or 9.5 : 1, and the combustion chambers are reshaped and polished, as are the inlet and exhaust ports. An exchange head costs £25. The standard inlet manifold obstructs the passage of the gas to quite a considerable extent and the Derrington induction pipe feeds the gases direct into each, giving a much higher gas speed. This manifold costs £12 10s., or with twin H6 S.U. carburetters £40. There are, of course, a number of other mods. for the TR series, including high-lift camshafts, Alfin brake drums, modified driver's seat, anti-roll bars, magnetos, competition springs, and so on which can make it into an extremely potent and more comfortable car.

A great deal of the Derrington business is done by mail order and, rather surprisingly, nearly 40 per cent. of their output is exported to all parts of the world. America is the biggest customer, with large quantities of conversions being supplied for the M.G.-A, Sprite and Austin Healey 100 models, but orders have even come in from such unlikely places as Jerusalem and Greece. In fact, the Greek owner of an M.G.-A fitted the H.R.G.-Derrington cylinder head and made an extremely fine showing in the Acropolis Rally.

Two popular items, both of which are made at the Derrington works, are luggage grids and wooden steering wheels. A large range of grids is made for most modern cars and prices range from about £7 to over £12. Wooden steering wheels are made for such models as TR3, Austin Healey 100 and Sprite, Jaguar 2.4 and 3.4. The manufacture of these wooden wheels, which started as a sideline, now employs eight people practically full time. The bosses have to be cast, the frames cut from stout-gauge Birmabright, and the laminated rims carefully fitted and polished. These are priced at around the £12 mark and are especially popular in the States, several hundred being exported every year.

Derringtons manufacture all the exhaust manifolds for Lotus, Cooper, Vanwall and, indeed, most of the leading racing-car manufacturers. A vast number of manifolds must be kept in stock, which strains the organisation somewhat as the company has outgrown the premises which it has occupied for a number of years. For

Continued on page 976

VETERAN—
EDWARDIAN—
VINTAGE

A Section Devoted to Old Car Matters

TO BRIGHTON ON A BRUSHMOBILE

SINCE before the war I have been riding as a passenger in the London-Brighton Veteran Car Run and this year I was entered by the Montagu Motor Museum to drive their 1904 Brushmobile in this unique and exciting event.

It had been my intention to visit the Museum some days before "Brighton Sunday" in order to sort out the intricacies of driving, in heavy traffic, what is in effect a gas-engine on four wheels. In this I was frustrated, because I was informed that the Brushmobile required a new piston and that this was still being awaited a few days before the Run was due to start. I have dwelt long enough with ancient motor cars to see that it was highly unlikely that the old car would be ready. But I had not counted with R. C. Warne, the Museum's engineer, who reassembled the engine in time, even though he had to turn up new end-pads for the wrist-pin, because the piston was delivered without them.

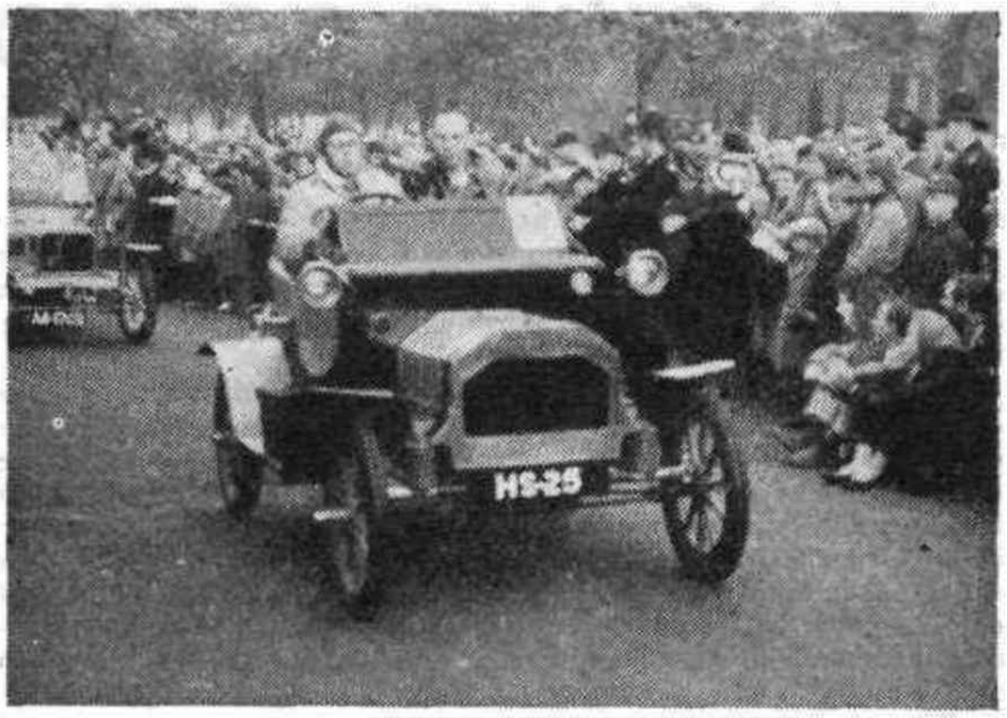
So, on the Saturday before the event I drove in a Ford New Anglia up to Rootes depot at Ladbroke Grove, where Georges Roesch once presided over all things appertaining to London Talbots, for here the Museum's entries were assembled, Rootes having generously looked after their transport up from Beaulieu. I still didn't know whether I had a car or not, but as soon as I entered the garage there was the little blue Brushmobile awaiting me. What is more, I was told it had been running the previous evening.

Beside it stood the immaculate 1904 Sunbeam which Jack Brabham and Peter Harper were to share, the great 1903 Sixty Mercedes on which I rode last year and which Maurice Smith of *The Autocar* was to conduct this time in view of Lord Montagu's absence in South Africa, and a little 1903 Humberette for Barry Campbell of Rootes to drive. At first the Brushmobile didn't wish to start, but some petrol poured into it *via* the automatic inlet valve worked wonders, after which there was merely a water leak to cure, which Rootes' mechanics did very willingly with a new top hose clip. Maurice Smith was less fortunate, for the Harmsworth Mercedes was very evidently unwell and was amongst the 22 non-starters, its magneto which energises the l.t. ignition system refusing duty.

It only remained for me to learn to drive the Brushmobile round the Rootes' factory, where traces remain of the banked track over which Roesch Talbots were tuned years ago, and then, accompanied by my enthusiastic youngest daughter, to brave the rigours of London Saturday lunch-time traffic driving over to the Gore Hotel in South Kensington, where the Museum entries, joined by Warne's Enfield Quad, a newcomer to the Run, were to spend the night.

Driving the Brushmobile proved to be unexpectedly easy, once I had familiarised myself with the disappearance of the hand throttle and spark controls when the tiny wooden steering wheel was turned, these two little levers being mounted above the wheel, which, I was intrigued to discover, juddered about on its long, unsupported column in sympathy with the beats of the big single-cylinder engine in the very best veteran tradition—there is no foot accelerator.

The engine is virtually a single-speed unit and you have to allow time for it to gain and lose revs. It is set horizontally under a small square bonnet, its capacity being 19-c.c. under that of the Ford New Anglia in which I had arrived at the appointed rendezvous! That is to say, the single cylinder measures 101.6 × 120.7 mm., giving a capacity of 978 c.c. I do not propose to be very intelligent about the car's technicalities because most of its mechanism is well hidden, but ignition is by coil, there is a three-speed and reverse



[Photo by Charles Dunn

ON THEIR WAY.—The Editor and Fred Hayward leaving Hyde Park en route *for Brighton in the Montagu Motor Museum* 1904 *Brushmobile.*

gearbox controlled by a right-hand lever working a delightful quadrant change, and final drive is by a distinctly substantial central roller chain. Suspension is by small coil springs all round, which can result in an amusing rocking motion developing in unison with the engine beats. A big conventional-vintage right-hand lever operates a brake on one back wheel, the foot pedal another, and I can say truthfully that never once did these brakes cause any anxiety, either in the traffic of London or along the congested road to Brighton.

The car has a small two-seater body with the most uncomfortable seat ever devised, which would have become a water trough had we encountered rain! Some protection, however, is provided by an adjustable wooden scuttle board.

The history of this 1904 6-h.p. Brushmobile is interesting. The Brush Electrical Company of Loughborough, where the engineering students come from, built motor cars from 1901-05 but these were mainly four-cylinder models. It seems that the single-cylinder Brushmobile was made only in 1904 and the Museum's specimen, presumably the only survivor, was bought in Bristol in a sadly decayed state and rebuilt in their workshops. Apparently the engine, which has such advanced features as a positively-closed exhaust valve and phosphor-bronze big-end, was also used in the single-cylinder Vauxhalls and, indeed, this particular car had been registered in 1913 as a 6-h.p. Vauxhall coupé! Vauxhall Motors made the first batch, after which the last half-dozen were built by Brush under licence, these Loughborough vehicles being identifiable by their wheel, instead of tiller, steering. In 1958 the car successfully completed the Brighton Run, a performance I was hopeful of emulating this year.

So it was up at 4.45 a.m. and away to London in the Volkswagen with the two more-enthusiastic of my three daughters, to take the breakfast which Lord Montagu so thoughtfully provides for his drivers before they embark for Brighton. Here we were received by Major T. McMillan, the Museum's Administrator, and broke our fast in the company of Jack and Betty Brabham, Peter Harper, Alan Brinton, etc. I was introduced to Fred Hayward of the Horseless Carriage Club of America, who had flown over to England to ride with me at Lord Montagu's invitation and who proved to be an ideal and very enthusiastic passenger—he kept a note of our average speed without any prompting, complained but little when his right leg went to sleep at half-distance due to the aforesaid lousy seat, and shook me warmly by the hand as we chugged across the finishing line on Madeira Drive, after a five hours' drive.

This year the R.A.C. had to handle a record entry of 248 veterans but a vastly improved method of starting was in use and with no trouble at all we were on our way by 8.40 a.m., and in possession of a thermos of hot soup (handed to us by Hilary Tindall and Marina Martin, starlets in Edwardian costume from the "Aunt Edwina" comedy at the Fortune Theatre), a present from the H. J. Heinz Company in conjunction with the British Vacuum Flask Co.

The Brushmobile was running well, and soon I was able to ease the gear lever fully forward into the top speed notch and we were surging along at some 15 m.p.h. propelled by the punches from our outsize one-lunger engine. On Brixton Hill I foolishly forgot whether

low speed was forward or back from middle cog, which put out the fire about half-way up this horrifying acclivity. Luckily the engine responded to a single pull up on the enormous and distinctly crude starting handle, which is simply a three-foot tube with a tommy-bar as hand-grip, which you insert through two wooden blocks in the near-side running board. Bottom gear served to re-start us on the gradient and away we chugged, only to be halted for an appreciable time by an unsympathetic constable on point-duty at Streatham Place. Downhill to Streatham Common held no terrors but the long haul up from Croydon, where aeroplanes used to be encountered, was a slow, stern business conducted on the extreme off-side of the road.

This prompts me to remark on how splendidly the police all along the route assisted the veterans on their way and how much better this year drivers of modern cars responded in letting us have the road. At one time, beyond Bolney, the twin-track road was blocked by stationary vehicles for a mile ahead and it seemed that the "Brighton" was to become a fiasco. But somehow those efficient policemen—"specials" aiding the regulars—got the old cars through and if they do as well in the future there is no reason why the presence of two million spectators should debar the veterans from gaining their destination.

The remainder of the story of how No. 178 behaved is soon told. It just went on and on, albeit extremely slowly up the hills, of which I never before realised there were so many between the Metropolis and the Prince of Seaside Resorts! I think we could have ascended faster had I not made such frequent use of bottom gear, but the long-spaced explosions caused so much knocking and rocking when "middle" was put in that it seemed prudent to be slow but sure. It was great fun shutting the tiny throttle lever, allowing the revs. to gradually fall away, then engaging the required gear and flicking up the lever to complete a snatched change! Sometimes this lever would jump out of middle gear and it would be some moments before an alteration in the mingled confusion of sound told me what had happened.

We never understood the drip lubrication system and the spark control appeared to do nothing at all, and as the miles slowly grew fewer the engine seemed to misfire occasionally and to grow rough. We needed small-boy asistance up only one hill, however, halted for merely a few minutes to check the petrol and water levels, and got to Brighton in about five hours, not having done any work on this 55-year-old small car, which had not asked for petrol, oil or water since starting out and whose Dunlop motorcycle tyres had given no anxiety.

All that remained was to park on Madeira Drive and go in search of more Montagu hospitality, the Martini Party in the Royal Pavilion, presided over by Mrs. Broad. I recall little of other competitors' joys and misfortunes, being too occupied in coaxing all I could from the Brushmobile, but I do remember how B. K. Goodman and his lady passenger beat us on some of the hills in the 1900 3½-h.p. Benz Vis-a-Vis (which was, I believe, on its first Brighton), of having fun when the driver of Rootes' splendid yellow solid-tyred Commer 'bus, full of Press representatives, crashed its gears, and of seeing Fotheringham-Parker's 1896 Lutzmann arrive at the finish with Courtenay Edwards as one of the passengers—he had a small child on his knee who must have grown quite a lot during the time they took to cover the 56 miles! I was able to point out the various vintage cars which are a feature of the road on Brighton Sunday to Fred Hayward and later my party greatly appreciated the hospitality which National Benzole so enthusiastically dispense to what must be over 1,000 hungry crews. Sammy Davis, my boyhood hero, got there in his fearsome Bollee, the American-entered 1899 Locomobile steamer was going well and Peter Painter's 1902 Wolseley, a special T.V. entry, was being loaded on to an enormous transporter in the paddock. A very interesting car was the French-entered 1903 racing de Dion Bouton of R. P. Ville, said to be an actual Paris-Madrid car, recently unearthed—it did the journey *sans* mudguards and other legal accoutrements and possessed a long bonnet and bolster fuel tank.

The weather was kind this time, with but a few spots of rain. Of 226 starters only 13 failed to arrive on time—the finishing control closed at 4 p.m.

All the Beaulieu entries were successful, except for the 5-h.p. Humberette which had exhaust valve trouble and the Harmsworth Mercedes, which non-started. I am indebted to the Montagu Motor Museum for allowing me to drive their Brushmobile, an experience I hope to repeat next year—I cannot imagine what my friends meant when they expressed profound surprise at seeing me at the wheel of a car with an engine at one end and the drive at the opposite end! By midnight, having ridden back to London in a useful Thames 'bus, I had retrieved the faithful VW and returned home—another highly enjoyable Brighton Run was over.—W. B.

THE "BOXING NIGHT INFORMAL"

The Editor of MOTOR SPORT again proposes to cover the route of one of the old M.C.C. London-Exeter trials, starting from Staines (Market Place) before midnight on the evening of Boxing Day, Saturday, December 26th, the traditional starting time for the early "Exeters." He invites anyone who wishes to do so to join him, at the wheel of a pre-1931 car complying with the V.S.C.C. definition of a vintage light car.

Last year a number of enthusiasts followed the 1924 Editorial Calthorpe over much of the 1924 "Exeter" route. This year it is proposed to cover much the same ground, but using an additional special requirement from the 1925 "Exeter" regulations and including, besides Peak Hill, another hill to be ascended during the hours of darkness, which figured in the 1928 London-Exeter Trial.

The run is entirely informal—there will be no entry fees, no prizes, no protests, no recriminations, and T.V. and daily paper coverage will be strongly discouraged! The only publicity accruing will be a lighthearted account of what occurs, in the February, 1960, MOTOR SPORT.

Provisionally, the scheme is to leave Staines at a time which will allow the cavalcade to take an early breakfast near Exeter on the morning of Sunday, December 27th, after two "sections" have been climbed in the dark. The run will then return through Honiton to the Sidmouth and Lyme Regis area, where more hills will be attempted, finishing, it is hoped in daylight, at a transport cafe between Salisbury and Lobscombe Corner. Those purists who wish to complete the entire 1925 route, which finished at Staines, are obviously free to do so. This involves an out-and-home mileage of about 330 miles. Because the run in non-competitive normal insurance coverage should be adequate. If you feel you would like to join in, notify the Editor (W. Boddy) by 'phone, either at the office (MON 8944) or at home (Fleet 831), if possible by December 15th, when you will probably receive a route card. Whether the Editor will venture out again in his Calthorpe, in his 10-year-old daughter's Singer Junior saloon (genuine vintage model with magneto ignition and ¼-elliptic back springs), or in some other ancient small car so far undiscovered, no one can yet tell!

VINTAGE POSTBAG

Sir,

As a Ford model-T enthusiast, I was very interested to read the report of the 50th Anniversary Rally at Beaulieu on September 20th in the November MOTOR SPORT.

Regarding Mr. Cobbing's vehicle, it was my privilege to be shown this car in the late autumn of 1956, when it was undergoing bodywork restoration in Norwich.

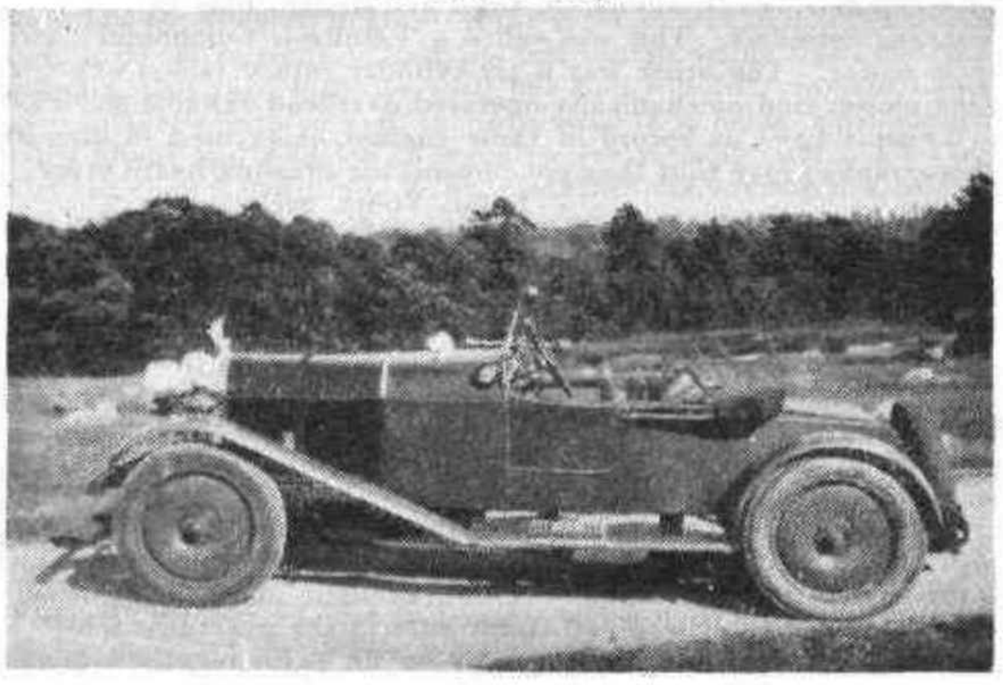
Although, by reason of its coil box mounting (directly over the cylinder head) it might be thought to be of later manufacture, it is 1922 indeed and entirely original, and the coil arrangement anticipated Ford's own modification by some three years, this coming about in October 1925!

Incidentally, though not entirely certain, I would hazard a guess that the handsome bodywork on this car is a Gordon England product.

I am, Yours, etc.,

Beccles. G. M. P. WIGG.

The "Bullnose" Morris Special once owned by R. Baillie—see letter overleaf.



Sir,

May I congratulate Mr. Jarman on his intensely interesting article on the " Bullnose " Morris ?

In view of his mention of certain " specials," the enclosed snapshot may possibly be of interest. I owned this car from 1929 to 1934, when I sold it for £5 and replaced it by a perfectly sound 3-litre Bentley which cost me £45 ! It was generally taken for an M.G. but when I first knew it in 1927 it was a perfectly standard 1922 two-seater Cowley, complete with high-pressure tyres and folding dickey-seat. Subsequent alterations were the fitting of low-pressure tyres, raising the compression and fitting the body, complete with hood and screen from a Belsize Bradshaw. The wings and spare-wheel bracket were made up and rather imposing headlamps were fitted; otherwise it remained quite standard. It was much admired and the performance was well up on standard, though the lack of front-wheel brakes caused me some anxious moments. A short article about it appeared in MOTOR SPORT dated January 1934. Its registered number was ME 1928.

I am, Yours, etc.,

Crowborough. R. BAILLIE.

* * *

Sir,

In his letter in your November issue, Mr. R. F. Lawrence mentions the 13.9-h.p. Renault and suggests that 30 m.p.h. was its happiest speed. My father owned one of these cars in 1924—the first model with the streamlined bonnet, with the radiator in the scuttle sides—and with magnificently efficient Perrot front brakes. I drove this pleasing car over considerable mileages and, although its engine of 2,121 c.c. was of primeval design, the car was capable of speedometer speeds of 60 m.p.h. and would run well at 40 to 50 m.p.h. The typically French open four-seater body was very pretty, with a quasi boat-decked appearance; the instrument board was of engine-turned metal and there was an imposing five-spoked steering wheel.

The car was comfortable and handled well and safely, but I seem to recollect that the engine had aluminium pistons which had an excessive rate of wear. The four-wheel brakes (which no comparable English car had at that date) were so efficient that I doubt whether any car had better braking until comparatively modern times.

All the 1924 Renaults (the four-cylinder 17.9-h.p., for which the makers claimed 70 m.p.h., and the superb 26.9 and 45-h.p. models) had these fine brakes. One of the works drivers at the London Renault depot was so proud of them that, after taking my father for a ride in an open 45-h.p. model, he approached the blank wall of the yard of the depot at high speed, " stood " on the brake pedal and brought the car to a standstill only a few feet from the wall—a trick of which my father, as a Renault owner, seemed proud !

I am, Yours, etc.,

Leek. J. N. H. PURSAILL.

* * *

Sir,

The Lamplough engine referred to by your correspondent John Coombes is described and illustrated in *Flight* for August 27th, 1910. Despite the impressive name, it was not a turbine at all, but an opposed piston, four-cylinder two-stroke, with bores arranged horizontally in diamond formation, two being working and two pumping cylinders. A central shaft carried a pair of swash-plates, one at either end, and each was connected to four pistons.

Lamplough made two other interesting engines at this period. In 1910 he built a V12, each bank comprising two pairs of cylinders with common heads, similar to the Puch design, plus two separate pumping cylinders. This was called a " Multiple Compound " two-cycle motor. The other was a six-cylinder rotary two-stroke with vane blower and mechanically-operated overhead exhaust valves.

Whilst I have no record of these engines being used in aircraft, photographs prove that they got beyond the drawing-board stage.

I am, Yours, etc.,

East Sheen. L. E. SHELLEY.

* * *

Sir,

The delightful article by Mr. Lytton P. Jarman on the old " Bullnose " is one of the high spots of the current issue, and I should like to offer my thanks and congratulations to you and, through you, to the author, and also to express the hope that it will bring forth further information.

I remember the Sports Cowley in its aluminium two-seater form, with aluminium dashboard set at an angle, which, like the copper dashboard fitted to " Imshi " (1920), brought many a blush to a short-skirted damsel who sat at her ease in the passenger seat.

Can Mr. Jarman throw any light on an experimental straight-eight that was built round about 1925-26 ? I remember paying a visit to the Gosford Street Works in the spring of 1926, when a friend of mine, now dead, worked at the Engines Branch, and being shown a " Bullnose " with a very long bonnet in a shed there, which was supposed to be the experimental car.

I am, Yours, etc.,

Billingshurst. STEWART DEWSBERY.

* * *

Sir,

I should be pleased if you could give me some information with regard to the 1904 National three-wheeler car which was recorded in the October issue of MOTOR SPORT.

Rose Brothers, of Gainsborough, Lincolnshire, built National cars, and my father, who is Sales Director of the Northern Manufacturing Co. Ltd., a subsidiary of Rose Brothers, tells me that although production had ceased when he joined the firm in 1912, one model was still used as the works car. It was, however, only trusted as far as the post office and railway station without a mechanic in attendance.

One day my father and his cousin decided to find out how the car worked. They succeeded, but failed to discover how to stop it before contact was made with the end of the Northern shop. Fortunately both were well built !

Apparently no National car has survived in Gainsborough, but one engine, classed as a 40 h.p., has. It was fitted into Rose Brothers' fire engine, which was still in use as reserve during the second World War. When the fire engine was scrapped its engine was mounted on a frame, and is kept by the firm for show purposes.

My father has no knowledge of the firm making any three-wheelers, but then, they may have done in 1904. I should be pleased if anyone could throw any light on whether or not these National cars all originated in Gainsborough.

I am, Yours, etc.,

Lincoln. E. H. MAWER.

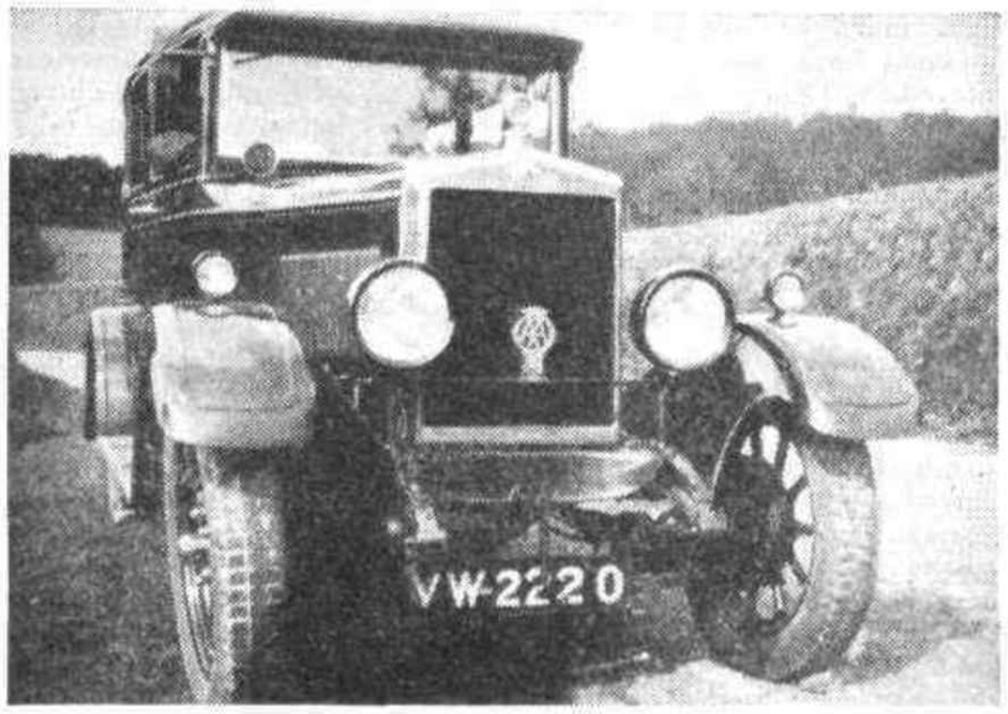
* * *

Sir,

On reading through the excellent article on the " Bullnose " Morris my mind was cast back to my early experiences in the period prior to 1930.

My first encounter with Morris cars was in the period following the " Bullnose " era, when we purchased a square-nose Morris-Oxford steel saloon in the early part of 1928. How well I recall travelling to the Horticultural Hall in Islington to view this glinting and fascinating vehicle which was purchased at the used motor mart, for the sum of £200. My recollections are that a friend was commissioned to drive the car to our home, complete with all the family luxuriating in the new possession. My memory of this vehicle perhaps dwells mostly on its shortcomings, for my father never really mastered the art of driving it, having taken it into various ditches and walls, and once suspended it on a pedestrian island in course of construction during his tutorship. It is not surprising, therefore, that its misuse tended to make it unreliable.

In the six years it was in our possession it broke no less than six half-shafts, no doubt as a result of the island stranding, and we used to scrounge the brakers' yards for spares, which were suspended under the running-boards when not in use. The engine was first class, of course. Knowledgeable types used to aver that it was not



The 1928 Morris-Oxford " flatnose " saloon about which Mr. Buen reminiscences—see letter above.

a Hotchkiss and therefore not as good, but I could not see why; perhaps these types thought those engines were French and therefore better than the native product, which is nonsense. However, it ran upwards of 50,000 miles without attention to the bores or bearings, and the only replacements were to one piston and exhaust valves. Coupled to the engine was that first-class multiplate cork clutch, and it certainly was a dream. I always knew when a cork had worked out; there would be a momentary jerk, a short period of slip, and then the drive would be on.

I learnt to drive on it and had great fun on the uncongested pre-30-m.p.h. roads working off exuberance. The brakes were never relined and the gearbox never gave any trouble that I recall, it used to perform remarkably well and was soundly built and on the whole reliable for its time. However, every journey undertaken was something of an adventure. I well recall an occasion changing a magneto at night in the pouring rain in evening dress. Of the thing catching fire in the City of London. The magneto used to pack up due to radiator leaks. The radiators were never properly supported and were always a great source of trouble. The Lucas dynamotor gave no trouble and was beautifully silent until the engine fired, and then the surrounding neighbourhood was assaulted with the most appalling din imaginable, and on moving off the gearbox contributed its quota, too. The noise was shocking.

A particular idiosyncrasy I remember was its propensity to wheel wobble after hitting a bump. The steering would gyrate back and forth as you wrestled with it, and the faster you were going the greater the gyration. So frequent was this trouble that you got blasé about it and we used to utter a terse "it's off again." The trouble was cured by the simple expedient of letting go the steering wheel, when the wobble would iron itself out. Prior to this we had lost the steering altogether when the box packed up *en route*, but in those days traffic was sparse and we escaped disaster. We could never keep the wheel nuts tight enough and one had the spectacle of seeing a rear wheel precede us down a hill. Another hazard which we were constantly encountering was that it was almost impossible to carry a full load of passengers in the car without one or other of the rear spring shackles settling down flat on the spring with a plonk. This would immediately cause the rear brakes to lock on solid, and there we would be landed in the traffic lane until someone got underneath to slacken off the brake adjustors, as a prelude to jacking the shackle up again with a tyre lever.

We finally decided to get shot of it when a half-shaft decided to come out complete with wheel and brake drum.

The shortcomings were largely due to our failure to understand the mechanics of the thing. For instance, front spring leaves would go off with a resounding crack but it never occurred to us that the shockers may have needed adjusting. The wise may smile and muse that the fault would have been eradicated with proper use of spares and good servicing. So be it, but our motoring in those days was mostly on a shoe-string with very limited means, and it was a question of making do the best way we could. Moreover, technical publications did not circulate freely as they do today and the enthusiastic amateur mechanics were few, and our efforts to repair were based purely on trial and error and hope for the best. The good service apart provided by the car caused me to become a Morris owner again in the later years, and only lately having turned to Riley, but the memory of the first few years is a chapter in itself; remember—" One gallon of R.O.P. at 1s. 3d. a gallon, please."

I enclose a snapshot depicting the car in a country lane at a Cornish cove in 1928. You will notice the ease with which it is parked.

I am, Yours, etc.,

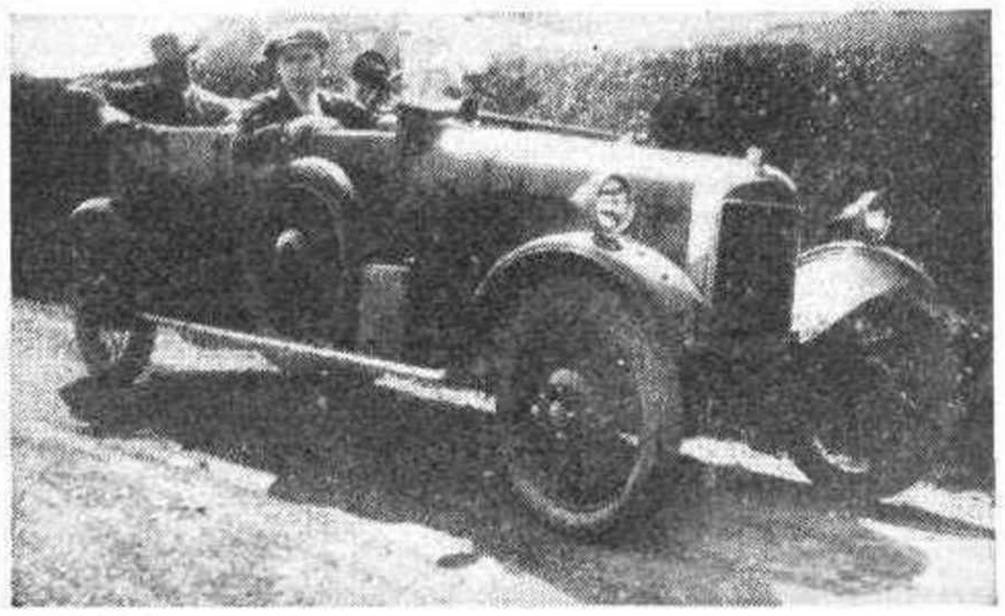
Cardiff. F. H. H. BUEN.

* * *

Sir,

The letter from Lord Montagu prompts me to write of a 1921 G.W.K. I owned ten years ago. As the car had a particularly novel and inefficient transmission system it may be interesting to readers.

The conventional 10-h.p. four-cylinder side-valve engine had no clutch as such, and the prop.-shaft was coupled direct to the flywheel. At the rear end was a de Dion layout with the following arrangement where the crown-wheel and pinion is usually situated. This end of the prop.-shaft was connected to a steel disc about 15 in. or so in diameter, and pressing against it, at right angles to it, was another similar-sized disc with an approximately ¾ in. wide rim of friction material. Pressure was applied by a coil-spring (or springs) pressing against the splined shaft on which the second disc was mounted. This splined shaft had a differential at one end, and each end was coupled to the wheels through double universal-jointed half-shafts. These jointed half-shafts permitted the clutch action, which merely moved the second disc away from the first against the pressure of the spring(s). The ratio of this gearless drive was altered by moving



A G.W.K. once owned by Mr. Corbishley, whose letter is on this page.

the second disc along the splines to a position nearer or farther from the centre of the first disc while the " clutch " pedal was depressed, top gear, or ratio, of course, being on the outer edge of the first disc. Reverse was obtained by moving from the off side to the near side of the first disc. This arrangement was mounted on the chassis and enclosed in a large sheet-metal box. Although virtually any " gear " ratio within the limits could be selected, the gear-lever, with a traditional hand-brake action, was notched to give four suitable ratios and reverse. It is obvious that transmission relied on a fantastically small area of frictional contact, added to which, the outer edge of this must have been constantly slipping, if you think about it.

In brief, here is the rest of what I can remember about the G.W.K., or most of it anyway. Roomy aluminium four-seater body; individual mats for each door on the running-board; wood-rimmed steering wheel; manual screen-wiper; magneto ignition; side-draught Zenith carburetter; two sets of brake shoes at the rear, one for the hand brake and one for the foot brake, the wire-wheel centres being the actual brake drums; ¾-elliptic springs all round; pear-shaped air-tight brass lamps with peculiar pointed double-filament bulbs for side and head; push-pull dashboard switches which I think were C.A.V.; dynamo driven off the prop.-shaft by a built-up leather vee-belt; six-volt electrics; I think a starter motor, because I seem to remember being surprised at this; and brass radiator shell. The Lucas E35 dynamo is still in the shed, in very good condition apart from exterior rust. The number was NC 6428, and I should be interested to hear if anyone has come across it. The registration authorities recently told me that I was the last known registered owner, and since it had not been used since 1949 the registration had been cancelled (possibly as a result of my request for information).

My father bought me the car when I was fifteen or sixteen to tinker with, and its previous history consisted of two owners, about 10,000 miles, and 15 years standing idle. The first owner was, I am told, a specialist at the Devonshire Royal Hospital at Buxton, Derbyshire. The engine started very easily after its 15-year rest, a little warmth to the magneto cap, plugs and plug leads, and Redex down the plug holes making this possible. My father was the one who started it, and whenever the car is mentioned he always likes to tell how it started " fourth swing." It ran very well and did a few miles running up and down the builder's yard, running on " red " petrol of rationing days, and would probably have done more miles were it not for the need to blow up the tyres each time it was moved. It was ideal for restoration, but the restoration vogue was only just beginning, and this, together with five bob a week " spends " and only a builder's yard to keep it in, resulted in it being considerably messed about and sold for £8 some twelve months later. Also, to me at the time I had the G.W.K., a vintage car envisaged a ridiculously small open body on a chassis with an enormous engine and giant centre-lock wheels, certainly not a lightweight. Incidentally, it was sold through an advertisement in MOTOR SPORT, at a friend's suggestion.

I am, Yours, etc.,

Macclesfield. BARRY CORBISHLEY.

* * *

Sir,

I was very interested in reading your article on the " Bullnose " Morris in your November issue, in particular the first paragraph on page 855 mentioning the event between the Oxford University and City Motor Clubs.

I think this event must be one in which I competed driving a G.N. cyclecar. As it is now a long time since this took place my

memory may not be particularly accurate, but I think the event consisted of one kilometre on a road both with a flying and a standing start. Among the competitors was a Bugatti and I think Raymond Mays was there, though I cannot in fact remember whether he drove this car; another competitor was a 30/98 Vauxhall.

We all thought that the result depended on these two cars but, to our surprise, what appeared to be an ordinary " Bullnose " Morris driven by Keen won it with a speed on the flying kilometre of, I think, 93 m.p.h. My own cyclecar, I think, did 65 m.p.h. approximately with the flying start and about 53 m.p.h. with the standing start; not a great maximum speed but a car with good acceleration.

I fitted a Vitesse engine with overhead valves and discarded the magneto originally fitted, as with a 90-deg. engine it seemed impossible to get an even spark on both cylinders, and had fitted an early type of coil ignition.

I am, Yours, etc.,

Crewkerne. H. W. W. Hoskyns.

V.S.C.C. EASTERN RALLY (Nov. 1st)

Results :

Eastern Trophy : G. G. McDonald (1928 Bentley).
First-Class Awards : J. K. Milner (1926 A.C.), S. Berrisford (1925 Alvis) and S. Beckingham (1935 Bentley).
Second-Class Awards: R. Bradshaw (1930 Lea-Francis), A. C. Millar (1927 Sunbeam), T. W. Carson (1935 Bentley) and D. A. Gahagan (1937 Crossley).
Third-Class Awards : S. D. Rodgers (1923 Jowett), F. W. Lowell (1927 Rolls-Royce) and W. G. Court (1926 Sunbeam).

Can anyone supply data about a 1907 Vulcan which is in process of reconstruction in New Zealand ?

* * *

Lord Montagu's South African tour is progressing well. In the first 4½ days at Cape Town 10,000 people went to his exhibition of old cars.

* * *

With more than a tinge of sadness we record that the old Hotchkiss engine works in Coventry, where the Morris engines came from for so many years, is now occupied by the Inland Revenue.

* * *

Further discoveries by Motor Sport's readers include a derelict Sunbeam chassis in a Surrey chalk quarry, a 1919 Austin touring car, minus radiator, about to be broken up near Blackburn, and an F.W.D. lorry which has been in a shed in Wales since 1923.

* * *

Vintage gift. Laurence Mathews has a number of early A.C. oil filters, type XA5V, which can be fitted to many vintage cars. He kindly offers these filters free to callers who mention Motor Sport. Mr. Mathews' address is Victoria Arcade, Southend-on-Sea.

* * *

Forthcoming V.S.C.C. Fixtures are the Heston Driving Tests on December 13th, commencing at 12 noon, at a venue described by the Continental Correspondent as " that dreary, filthy hole," and the 10th Measham Rally on January 2nd/3rd next year.

* * *

Is the rot setting in ? New workshops of Boshier of Norwich Ltd. were opened recently by W. Drummond, of Guy Motors, driving a " veteran " car built from a kit of parts by Boshier. It is to be hoped that such " shammobiles " will be shunned by the V.C.C., V.S.C.C. and other Clubs—see the very pertinent article on the subject by Anthony Bird in the current *V.S.C.C. Bulletin*.

* * *

Some remarkable old vehicles which had been stored for years in a Middlesex factory came up for auction last month. They included a scarcely-used 1925 Rolls-Royce P. I chassis, a sports Gwynne Eight, a brand-new Rosengart chassis, a 1927 Austin Seven saloon, and a supercharged 1½-litre S.C.A.P. engine which had never been run. There was also a 1923 Gwynne Eight four-seater in new condition with automatic transmission, but this is not for sale.

* * *

News of derelict cars received recently includes a reputedly 1907 Leader half buried under a pile of scrap in Derby, a Trojan van lying in a field in Somerset, a 1930 Morris Major saloon and a 1927 Singer saloon (both said to be complete and, under the dust, in very good condition) in a garage in Norfolk, and a de Dion Bouton type FB chain-drive solid-tyred lorry chassis which is keeping the remains of a 16/50 Humber, a vintage Singer Ten saloon and a Morris Isis with truck body company in a yard near Chelmsford.

* * *

In Buckinghamshire a 1929 Standard Nine saloon is looking for a home and there are reputed to exist some 1923 Hotchkiss spares, a fairly complete 1927 model-T Ford lorry about to be broken up, a 1927 Clyno two-seater minus magneto, a 1925 Austin Seven Chummy used as a hen-roost, and the remains of a model-T Ford saloon and various vintage car and motorcycle spares. The same correspondent refers to an early Jowett van lying in a field near the Conway Falls. A Vauxhall and a small vintage saloon have been seen in a barn near Chalfont St. Giles.

* * *

Information is sought about a Galloway tourer discovered by a reader and his girl-friend, which they intend to restore, and about a recently-acquired 1923 Wolseley Fourteen tourer, BY 9929, which is also being restored. The Galloway had been standing on chocks in a wood yard in Sheffield since 1930, some vital parts having been stolen, while the Wolseley, which has the 15.9-h.p. side-valve engine, is at present dismantled. The first seven years of its life are wrapped in mystery but it is said to have been used in the film " The Life and Death of Col. Blimp." If anyone can assist these readers we shall be pleased to forward letters.

ANTIFREEZE

At this time of year we receive many inquiries as to which is the best antifreeze mixture, particularly for use in vintage engines. We understand that the December issue of *Which ?*, journal of the Consumers' Association Ltd., will contain an article dealing with the quality, value and anti-corrosive properties of various commercially-obtainable antifreeze mixtures. The address of the Association is 333, High Holborn, London, W.C.1.

TOUGH NOR'WESTER—continued from page 942

At Control 6 some keen soldiers had set up a timed hill-climb. Unfortunately a competitor approached from the wrong direction and became stuck fast going down the hill, causing the timed climb to be abandoned. It now became obvious from the number of early starters encountered travelling in all directions that there were going to be few clean sheets on this rally. In fact, as it turned out, there were none. At one point we came upon a tree straddling the road, but the competitor in front of us bravely drove into the foliage and as his headlights appeared on the other side we drove into the branches and got through safely. Many early competitors had to lift trees and telegraph poles from the road before they could proceed. This did nothing to help their timekeeping and some hard driving was called for to regain lost time, although the road book reminded drivers that . . . this event is not a race . . .

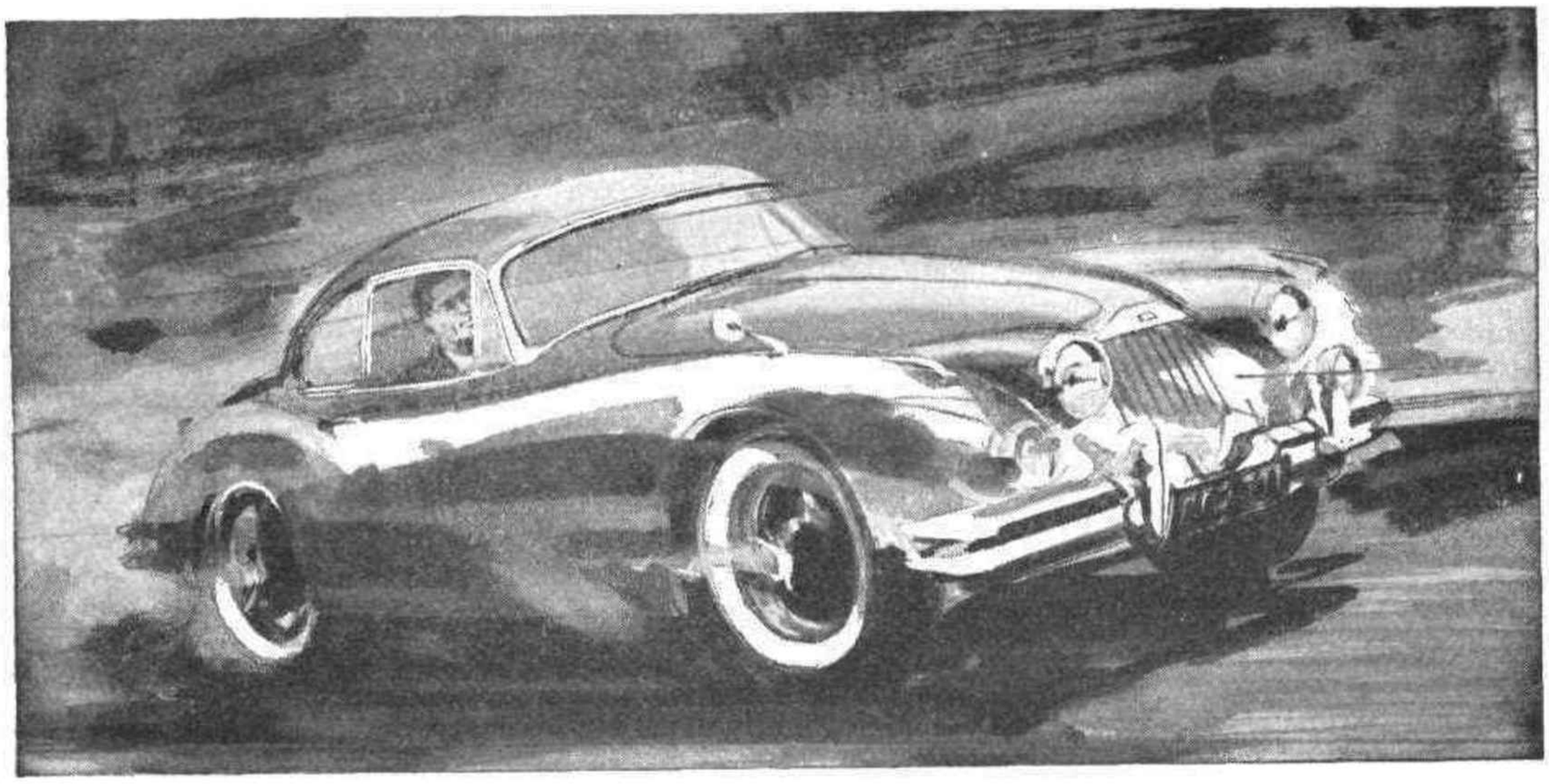
On one particularly rocky section, when we had decided that the road was impassable, a Hillman Minx crewed by American Servicemen roared past, only to lose its exhaust system, break a spring, dent the front and rear ends and generally make a mess of it. After the rally the driver dismissed it with, " I guess we banged it up a little." They get their cars cheap, anyway !

Being late starters we found that after Control 20 many of the marshals had packed up and gone home, so we decided to by-pass several controls and head back to Bridgwater. Afterwards we learned that at Control 29 dozens of cars became stuck fast in a muddy valley with a ford at the bottom. This was a great pity since some of them stood a chance of finishing up to this point.

Back at Bridgwater the hard-luck stories were being told, but fortunately few cars received any lasting damage. Bird's TR2 went straight on at a T-junction and bent the front considerably. He was towed to Bridgwater by an obliging early-morning milk lorry driver. A Sprite went through a fence but regained the road without damage, and Lorkin's Morgan broke its front near-side stub axle on the run back to Basingstoke, throwing the wheel over a hedge and skidding to a stop on the brake drum. Otherwise, all the rest of the field had to show for their labours was a thick coating of mud.

At Basingstoke the results did not take long to calculate since only ten cars, out of 82 starters, qualified as finishers. It was found that " Tiny " Lewis and his Triumph Herald (which gained him a Coupe des Alpes earlier this year) had lost only 28 marks, followed by Stephen Clipston (29 marks lost) in, dare we say it, a VW, and S. D. Silverthorn (42 marks lost) in a Porsche—all having fully independent suspension !

The organisers had spent four months and covered 80,000 miles in planning this rally, in the hope that it will be upgraded to National status next year. Judging by the results and the enjoyment obtained by competitors, it stands a pretty good chance. Although members of the Press did nothing to convince rally competitors that when they write about motoring they know what they are talking about, at least we all seem to have enjoyed ourselves and most of us will be there again next year—if invited.—M. L. T.



You know exactly what your car can do... then suddenly you discover *AROMATICS!*

THIS is the way it often happens. You're driving along merrily, happy in the knowledge that your car couldn't do better. You accelerate, and she pushes forward with just the degree of power you expect. You set her against a hill and she tackles it just the way she's always done. Nothing surprises you: you know exactly what your car can do.

Then, quite by chance, you fill up at a Super National Benzole pump . . .

No, you don't notice the difference *at once*. You may go as much as a tankful before—suddenly you become aware that things are happening, things you never dreamed were possible. For instance . . .

Your engine warms up quicker

Like every early-morning starter you've experienced the frustration of a cool engine. No matter how hard you put your foot down, the engine seems reluctant to pull. This, you've learned, is because the fuel takes longer to vaporize when the engine is still cold. Now the Aromatics in motor benzole are exceptionally volatile; they change into vapour rapidly even on frosty mornings. Your engine warms up faster and you put your choke in sooner. Benzole Aromatics make all the difference between a slow, jerky start and clean, positive drive-off. And because you use your choke less, you cut down wear on your engine and save fuel into the bargain.

Your engine pulls better

Overnight, your engine seems more *powerful*. Acceleration is faster. The car pulls better up hills.

There are two reasons for this. Because the Aromatics in Super National Benzole vaporize easily, the fuel in your carburettor is effectively atomized. This ensures even filling of every cylinder with the correct fuel/air mixture. Every piston is fully employed—you get *all* the power and performance your engine is capable of. The other factor is the high knock resistance of Aromatics. So long as your ignition is right your engine won't knock when you accelerate, even if it's a high-compression engine.

High-compression engines, in fact, *need* Aromatics for their outstanding knock resistance.

You go farther on every gallon

Aromatics are the reason why Super National Benzole packs *more energy per gallon* than any ordinary petrol. This extra energy means you get more miles for your money.

Is this saving important? For a trip down to the grocer's it isn't. But if you drive longish distances; if you have to take in town driving and consequent low-gear manoeuvring; if you use your car every day—then every extra ounce of energy means less strain on your pocket.

Super National Benzole—which is top-grade petrol plus Aromatics—is the most go-ahead fuel you can buy.

People going places →

GO SUPER NATIONAL BENZOLE

THE HIGH OCTANE / HIGH AROMATIC MIXTURE

G.44

2,000 MILES IN THE 80-BORE FORD

A Test Report on the New Anglia—Dagenham's £610 Family Saloon. Excellent All-round Qualities Characterise the o.h.v. 4-speed 105E Model. Restyled Body with Reverse-Angle Rear Window.



AN EXCELLENT SMALL FAMILY SALOON sums up the much-discussed Ford New Anglia seen here against a country background.

AFTER making dreary small cars for too long, Ford of Dagenham announced clever and decidedly worth while new one-litre models just prior to the opening of the London Motor Show. A new, exceedingly "over-square," o.h.v. four-cylinder engine and a four-speed gearbox was announced, of 997 c.c., in a restyled two-door New Anglia saloon with reverse-angle rear window, the same new power unit being available in the existing-style four-door Prefect saloon. For those who cannot aspire to a New Anglia or Prefect there is the old Anglia with the well-tried 100E side valve three-speed power unit at a very competitive price.

However, in this report I am concerned with the New Anglia two-door saloon, which, besides the new engine and gearbox, (generally acclaimed as excellent) and the reverse-angle rear window and new styling (which offer definite advantages but which some people find ugly or at least unusual), has improved rear suspension and other innovations.

Some preliminary remarks about this interesting new British small car appeared last month in MOTOR SPORT and in order to prepare this test report I took over a New Anglia from the Earls Court garage and, in spite of Motor Show commitments, managed to cover 800 miles in it in the first five days, including a mild hill-storming expedition to Devon in a raging gale and some fast motoring on main roads and along tortuous country lanes, as well as the usual doses of London traffic work and odd pattering.

To sum up at the beginning, as it were, the impression left by this exciting new one-litre Ford is that it is an excellent little car, a vast improvement over the former Ford Anglia. It is willing, comfortable and quiet, handles very well, has an engine that feels quite unburstable, possesses adequate acceleration providing the pleasing new gearbox is made use of, and returns some 75 m.p.h. and about 35 m.p.g. as an everyday occurrence. The unusual back window increases rear-passenger headroom, is said to refuse to become covered with snow, frost or raindrops, enhances boot-lid area, and, in conjunction with tail-fins, offers splendid visibility when reversing. A glance behind enables the rear lights to be seen reassuring at night.

In many other ways the Ford New Anglia proves itself an extremely good family small car, for which there is already a waiting list of many months. At its inclusive price in de luxe form (as tested) of £624 9s. 2d. it is exceedingly good value.

A driver new to the car finds the pedals well placed, (the accelerator has no rubber cover), right foot sliding easily from brake to accelerator and *vice versa*, the clutch pedal sufficiently low for the heel to pivot on the floor while operating it. He has good forward and side visibility, because the screen pillars are reasonably thin, both wings in full view and the screen not too far away. Entry is easy through wide doors, which have ingenious but fully effective "keeps." Rear passengers have good leg, head and knee room, entry to the back seat being facilitated by lift-up front seats, which remain up of their own volition. These separate front seats are small, with rather short cushions and curved backs, but notably comfortable; they remain so during a full day spent behind the wheel. The slender but rigid central gear lever, with neat draught excluder at its base, and a pleasantly small polished rubber knob, is nicely placed and the left hand drops easily to a horizontal handbrake lever, with good hand-grip, between the seats. A note of discontent intrudes when it is found that the plated adornments on the steering-wheel spokes and the plated control stalks can set up reflections in the windscreen, while the wipers do not fully sweep the passenger's side of the screen.

Instrumentation and minor controls are praiseworthy. Before the driver, set low down and gently illuminated at night, is an 80 m.p.h. Smiths speedometer incorporating the usual warning lights and a total mileage recorder reading to tenths of a mile. The speedometer needle remains steady, across a straight line of figures every 10 m.p.h. This speedometer-panel contains a temperature gauge and an accurate petrol gauge, the latter having the very worthwhile feature of a needle which, if it rises but slowly to indicate the tank contents, remains steady once it has come into position. The subdued panel lighting can be doused by a small switch on the left side of the instrument box and a knob convenient to the driver's right hand (on r.h.d. cars, of course) brings in the side lamps by turning it and the headlamps by pulling it out, headlamp dipping being done easily with a spring-loaded stalk on the left of the steering column, which is effective, if rather springy and having a somewhat long travel. A headlamp flasher would be appreciated but this control is purely a hand dipper. It is matched by a similar r.h. stalk which controls the self-cancelling very bright flashers, the action being a shade indecisive for signalling l.h. turns unless the lever was pushed fully home. The horn push is set in the end of this r.h. stalk, reasonably convenient but sounding a somewhat feeble high-pitched horn-note. Curiously, the horn is rendered inoperative with the ignition turned off, which could be awkward under conditions of emergency, for instance when someone is backing, into the parked Ford. The dynamo does not charge at idling speed, turning my thoughts to the alternating-current generator used to overcome this shortcoming on the Valiant.

The doors of this New Anglia shut in almost the "expensive" manner and they have nicely-functioning door handles which lift to open the doors, and window-winding handles with rotating finger-grips. The latter need 2½ turns to fully open a window and in wet weather both windows had an unfortunate habit of jamming shut, while the action is too stiff. There are ¼-lights with thief-defeating buttons, but lacking rain gutters so that water drips in, and the rear side windows open slightly at the back to improve ventilation. Each door has an ineffective fixed arm-rest, justifying its presence, however, because it has a hand-hold which constitutes a useful door-pull.

Two control knobs for operation with the left hand concern the choke, which also affects engine idling speed, and the noisy self-parking screen-wipers. Clock and screen-washers are not fitted as standard equipment. Listed as an extra is a heater/demister unit which works astonishingly well, flooding the car with very hot dry air when required—the blower switch is incorporated in the r.h. of the two

vertical control slides. The two-spoke dished steering wheel, with five-star motif in lieu of a horn-push, is utilitarian but has a thin rim, there are dual crash-collapsible anti-dazzle vizors, and an unusual interior lamp is fitted above the wide but slightly shallow rear-view mirror, this being switched on or off merely by moving the lamp itself, while the doors operate the usual courtesy switches. The light is usefully bright. Concealed ashtrays are fitted front and back.

There are no door pockets in this Ford and the reverse-angle rear window eliminates the usual rear parcel shelf (this has the merit of preventing thoughtless passengers obscuring the view in the mirror with their parcels or woolly doggies) but a deep, well-recessed, capacious, lined cubby hole with lockable metal lid, matching the instrument panel, is provided before the front-seat passenger, supplemented by a full-width under-facia shelf, this shelf unhappily possessing a very sharp lip, which is a disappointment in a car otherwise notable for its good finish.

Externally, the bonnet opens from a forward hinge, after a toggle lever on the facia has been pulled, and stays up automatically. By leaning over a wing the engine vitals are easily reached, including plugs and distributor. The dip-stick is within the bend of the water hose, however, which renders it slightly inaccessible. The huge heater unit takes air from a vent at the back of the bonnet lid and the drum-type air cleaner over the carburetter has a protruding intake funnel, while the four-bank inlet manifold is a pleasing feature of the new 80-bore engine. There is a notably small 12-volt battery and the shallow radiator grill, full width on the de-luxe cars, is possible because the radiator is low set.

The trailing doors have excellent push-button external handles, the driver's incorporating a good lock which takes the ignition key, while instead of " Ford " on the front of the car you encounter the name " Anglia." The powerful Lucas 700 headlamps are permanently hooded and the luggage boot has a lockable lid which props and releases automatically. The lid is not quite so shapely as on earlier Anglias. The spare wheel is stowed near-vertically by the front wall of the boot but the luggage capacity is generous. The fuel filler is towards the off-side of the back panel, its bayonet cap unsecured.

Driving Characteristics

The New Anglia's engine is started by turning the ignition key and to prevent it stalling until warm a fair amount of choke is required. There is the feeling that Ford have not yet fully mastered the carburation, because after heavy braking the engine would frequently " put itself out " and prove reluctant to re-start, which is irritating in the extreme. Moreover, the early claims for 43 m.p.g. and later of " up to 50 m.p.g.," which emanated from Dagenham publicity sources, are not met with under road-test conditions, although a light-footed owner should achieve 40 m.p.g.

The remarkable 80-bore o.h.v. engine is, however, a very smooth willing worker, able to exceed 6,000 r.p.m. by a considerable margin, when valve crash sets in; the tuning establishments are going to have the time of their lives with it! It enables absolute speedometer speeds of 28, 48 and 75 m.p.h. to be seen, although the speedometer is optimistic, so that these are not true speeds—an indicated 50 m.p.h. was found to represent 46.6 m.p.h., an indicated 60 m.p.h. was in reality 55.2 m.p.h. and with the needle on " 70 " the Anglia was doing a genuine 63½ m.p.h. It takes a long time to work up to an indicated 75 in third gear, 60 being the normal maximum in this ratio; and 75-78 m.p.h. the maximum in top gear. The car cruises happily with the needle on " 70 " and really useful acceleration is available if full use is made of the new gearbox, which certainly could not be said of the old three-speed Anglia. At a genuine maximum of 62 m.p.h. in third gear the remarkable 80-bore engine with its 0.6 " over square " is exceeding 6,000 r.p.m. but piston speed is still below 1,900 ft. per min.



A full side view of the Ford New Anglia, in which the controversial back-stagger of the rear window shows up clearly.

The gear change is very quick, foolproof, and altogether enjoyable; this is what I call a " mechanical " change, less smooth than a VW or Porsche gear change and not quite so positive as the " mechanical " change of, say, pre-war Lancia Aprilia. But it is a very fine gear change nevertheless, the central lever having short movements and being light to operate, and although it moves out of one ratio with a click and into the next with another small click, the synchromesh is otherwise unbeatable. Bottom gear is sometimes difficult to engage. To select reverse the lever is lifted against a spring to beyond the second-gear location, an easy movement except during driving tests. It is possible to foul first gear when making a snap change from second to third gear. The gears are quiet but the box sets up an irratating " zizzing " even in top gear.

The clutch is light but apt to be fierce, engaging only towards the end of the pedal travel, but it showed no tendency to slip when performance testing. There was, however, an excessive amount of snatch in the transmission. The steering is notably light once the car is moving, but heavier when parking. It enables the wheels to be felt, transmits practically no kick-back and hardly any vibration, and is aided by sensible castor-return action. This recirculatory-ball steering, calling for just over 2½ turns lock-to-lock (ratio 14 to 1) for a 32 ft. turning circle, gives the impression of being lower geared but is accurate, and an improvement on former Anglia steering.

The suspension gives a good, if somewhat lively, ride over bad surfaces but over ridged surfaces the lack of i.r.s. becomes noticeable, the back axle tramping somewhat and tending to rock the car, sending shocks through the body structure, while the back tries to come round under racing starts. Absence of road noise is a very good point about the new Ford; allied to the quiet-running engine, this contributes materially to lack of fatigue on long journeys. Cornering and handling characteristics are dealt with in greater detail later in this report, but it can be said that the road-holding and cornering are of a very high order, this Ford taking bends fast with considerable roll but only slight understeer and with a marked reluctance to break away even on wet roads, while the Goodyear tyres do not protest at the antics of an ambitious driver.

The 8 in. brakes pull the car up adequately and are light and progressive to apply but are not entirely convincing, a " deadness " about the action accentuating this impression.

The body is free from rattles and the new styling will undoubtedly grow on the motoring public as more New Anglias appear on the road. At first glance, in contrasting colours, the unusual rear window seems to amplify the " hard-top " effect. The usual propeller shaft tunnel breaks the flat floor within. The light roof and two-tone upholstery provide a pleasing sense of spaciousness. The rear-view mirror is adequate and it is nice to find powerful electric screen wipers replacing the suction wipers, inoperative at wide throttle openings when they were needed most, which Ford persisted in fitting for so many years.

The test car, although the odometer indicated only 3,500 miles, had probably seen hard service, which could account for the lost motion in the transmission and fierce clutch. This, however, does not excuse a very serious defect, namely, that on a wet day water came in round the screen and dripped on the driver's right trouser leg until there were big puddles on the floor and the contents of the under-facia shelf were soaked. This trouble is not confined to the Anglia we tested and unless speedily rectified may undermine Ford sales in World markets, especially in countries where torrential rain-storms and habitual dust-clouds set a high premium on proper sealing of doors and windows. During the course of the test the o/s side lamp failed, the mat for the front passenger came adrift, and one corner of the heater-intake grille on the bonnet occasionally sprang very slightly out of position.

Regarding petrol consumption, careful checks revealed this to be just under 36½ m.p.g. under average conditions, rising to 34¼ m.p.g. when higher average speeds were achieved and inclusive of performance testing. Driving gently, but including a cold start in the morning, 38½ m.p.g. was obtained. In deference to the 8.9 to 1 compression-ratio good quality (but not 100 octane) petrol was used, on which no pinking or running-on was evident, the engine pulling down to 20 m.p.h. in top gear. It soon sets the temperature gauge with a slight bias towards " H." The tank holds seven gallons, representing an average range of some 255 miles. In our hands the Anglia covered a total of over 2,000 miles in under three weeks and no oil or water was required, which is indeed creditable, this high-revving short-stroke engine clearly not being likely to require sump replenishment between oil-changing. Although the engine stalled repeatedly when hot unless held at an abnormally fast idling speed and was difficult to restart, it commenced easily, given full choke, after a frosty night in the open. It responds willingly to the accelerator and has a crisp exhaust note.



The big window area and prominent tail-fins of the 80-bore Ford New Anglia show up well in this picture.

THE FORD 105E NEW ANGLIA SALOON DE LUXE

Engine : Four cylinders, 80.96 × 48.4 mm. (997 c.c.). Push-rod-operated overhead valves; 8.9 to 1 compression-ratio; 39 (net) b.h.p. at 5,000 r.p.m.
Gear ratios : First, 16.9 to 1; second, 9.8 to 1; third, 5.8 to 1; top, 4.12 to 1.
Tyres : 5.20 × 13 Goodyear All-Weather Rib "Super Cushion" 4-ply on bolt-on steel disc wheels.
Weight : 14 cwt. 3 qr. 0 lb. (Ready for the road, without occupants and with almost empty fuel tank).
Steering ratio : Just over 2½ turns, lock-to-lock.
Fuel capacity : 7 gallons (range approximately 255 miles).
Wheelbase : 7 ft. 6½ in.
Track : Front, 3 ft. 10 in.; rear, 3 ft. 9⅛ in.
Dimensions : 12 ft. 9½ in. × 4 ft. 9⅛ in. × 4 ft. 8⅜ in. (high).
Price : £430 (£610 5s. 10d. inclusive of purchase tax). As tested : £624 9s. 2d.
Makers : Ford Motor Company Ltd., Dagenham, Essex, England.

Performance Data (after speedometer correction) :

Speeds in gears :

First	28 m.p.h.
Second	45 m.p.h.
Third	69 m.p.h.

Acceleration :

0-50 m.p.h.	18.2 sec. (18.6 sec.)
0-60 m.p.h.	31.0 sec. (31.1 sec.)
30-50 m.p.h. in top gear	20.0 sec. (20.3 sec.)
Standing-start ¼-mile	23.0 sec. (23.4 sec.)

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

The adoption of overhead valves by Ford for the New Anglia and New Prefect is but logical and long overdue but the engine itself, with its previously unapproached degree of "oversquare" (3.1 × 1.9 in.) is of great merit. The dimensions may have been adopted with a view to producing future power units of greater capacity which will still be "oversquare" but the present result is an astonishingly smooth engine developing maximum power at 5,000 r.p.m. and able to run smoothly and reliably up to near-racing speeds (7,000 r.p.m. has been mentioned as the limit) while its phenomenally low piston-speed ensures that it is virtually "unburstable" and will give long life and low oil consumption. No doubt these stalwart qualities will soon result in the car being known affectionately by enthusiasts as the "80-bore," like some famous cars of the past. It is necessary to use the new gearbox freely to obtain good performance, which is a delight due to the excellent synchromesh, well-placed lever and sensibly-spaced ratios (albeit second is somewhat low in relation to the very usable third speed), although the new 997 c.c. engine actually gives equal low-speed torque to the 1,172 c.c. 100E unit (52.85 lb./ft. at 2,700 r.p.m.). However, the two upper gear ratios are higher than on the old Anglia and this, coupled with an unfortunate carburation flat-spot low down in the r.p.m. range, make frequent use of the gear-lever desirable.

The rear suspension has been carefully redesigned but on rough roads one is reminded that cart springs and a rigid axle are retained. The engine sump holds four pints of oil, the filter half a pint, there is an external oil pump; the pressurised cooling system holds 10¼ pints of water, the heater a pint, and there is a 9 in. two-bladed cooling fan running at crankshaft speed.

The gearbox holds 1¾ pints of S.A.E. 80 lubricant, the back axle two pints of oil. An unusual point of detail is the location of the cut-out on the under-facia shelf. There are eleven grease points requiring attention every 1,000 miles. A comprehensive, well-illustrated instruction book is issued.

Apart from the foregoing test report I arranged for a technical analysis of the Ford New Anglia to be prepared by the same independent engineer who dealt with the Triumph Herald (MOTOR SPORT, July 1959) and the Morris Mini-Minor (last month's issue). He reports as follows :

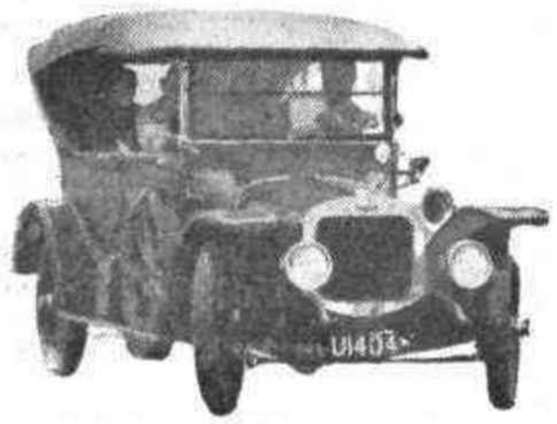
"In nearly all respects the New Anglia surpasses the standards set by the old Anglia, of which it is obviously a logical development. First impressions, however, are not entirely favourable. The driver's seat cannot be moved far enough back even for a man of average height, heel and toe gear-changes are not really possible, and the clutch action is rather awkward, through no inherent fault in the mechanism, but because engagement occurs with the pedal so far from the floor that the whole leg has to be raised into the air. [Our earlier remarks on this aspect apply only when the seat is set comparatively close to the wheel.—ED.] Against this, visibility over the short sloping bonnet is excellent, the gear-lever is well placed and the driving position is quite good although rather of the 'bus-driver' type.

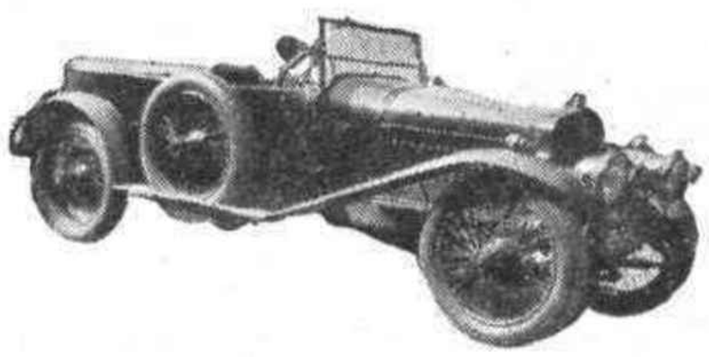
"The excellent road manners of the previous Anglia were marred by the skittish behaviour of the back axle on bumpy corners. An outstanding improvement has been made in this respect and the back axle behaviour is now probably better than any other car without i.r.s. in the cheap family saloon category, although its presence is revealed by occasional hop and accompanying slight wheelspin on acceleration.

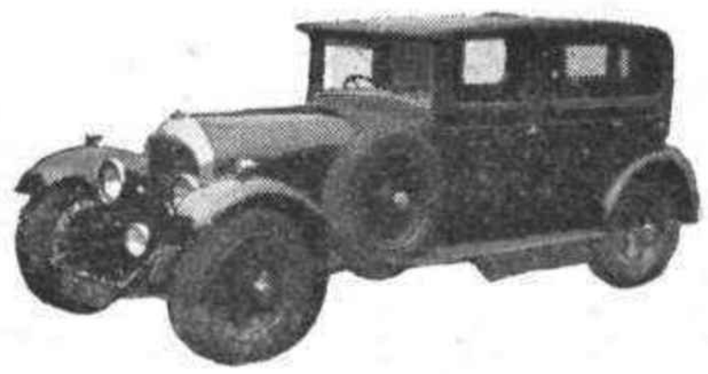
"The steering layout is very similar to its predecessor, but is now lower geared and appreciably lighter. Whilst straight line stability has improved to a very high standard, the steering now feels unduly low-geared around the central position and calls for rather a lot of movement on slightly twisty roads. Contributory to this is the considerable understeer which also results in a marked tendency to lose speed on corners, so that the car was often driven for miles on curving stretches of road without ever changing out of third gear. Taken into a corner too fast the understeer slows the car rapidly to

Continued on page 966

FAMOUS 80-BORE CARS OF THE PAST.—Engines with a bore of 80 mm. were popular before and after the first World War. Here are three such cars, from l. to r., the 12/16 Sunbeam (80 × 150 mm.), the Alfonso Hispano-Suiza (80 × 180 mm.) and the 3-litre Bentley (80 × 149 mm.). It is significant that these were long-stroke engines of around 3-litres, whereas the new Ford uses 80-bore (actually 80.96 mm.) cylinders in an engine of under 1-litre to secure the advantages of a short piston stroke. Nevertheless, the pleasing new Ford Anglia joins other famous 80-bore cars and will no doubt make just as memorable a niche for itself as time goes on.







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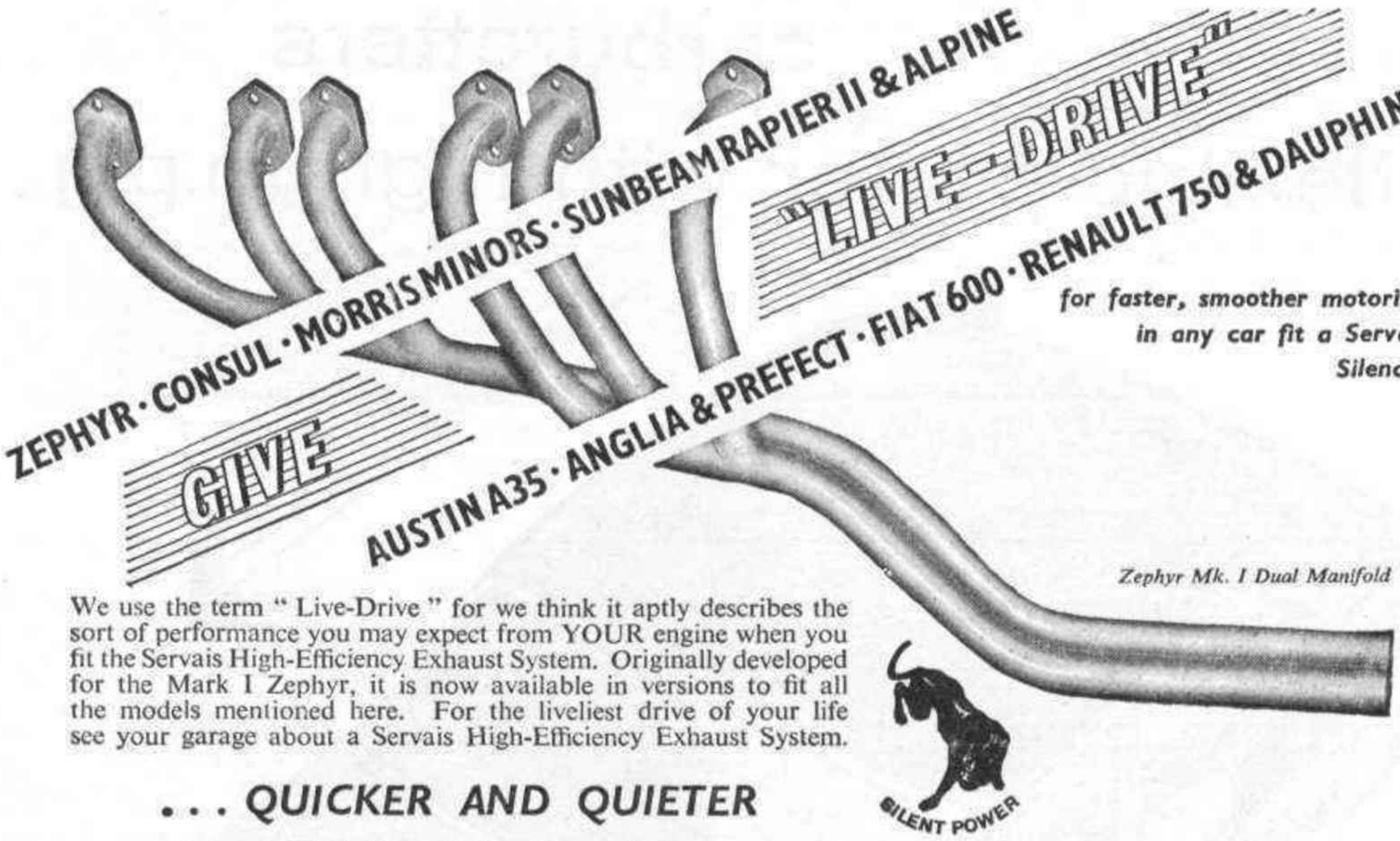
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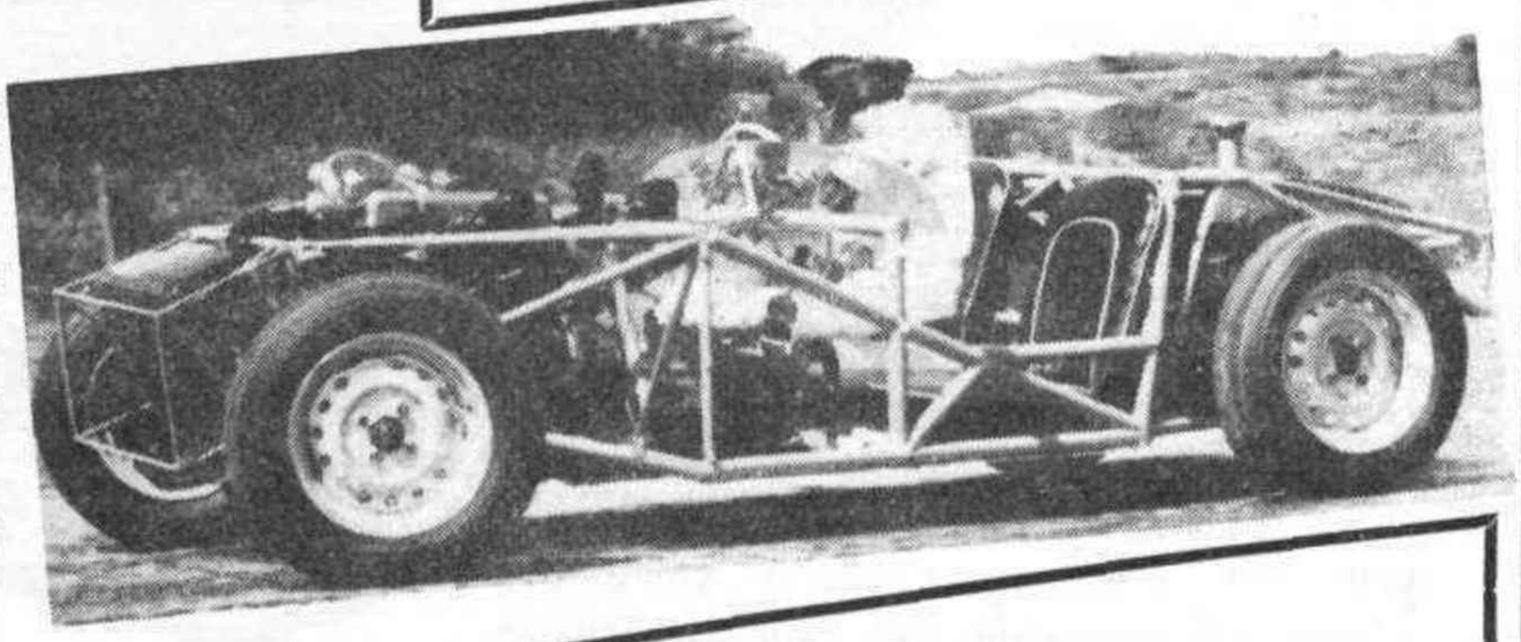
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BOOKS FOR CHRISTMAS

" 'The Motor' Road Tests—1959 Edition." 139 pp., 11½ in. × 8 in., soft covers. (*Temple Press Ltd., Bowling Green Lane, London, E.C.*1. 10*s.* 6*d.*)

" 'The Autocar' Road Tests—Spring 1959." 80 pp., 11½ in. × 8 in., soft covers. (*Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.*1. 6*s.*)

These two indispensible books of road-test facts and figures make a welcome appearance in their latest editions. *The Motor* book covers the whole of 1959 from A.C. Ace-Bristol to Wolseley 6/90 Series III with automatic transmission, 34 cars in all, while *The Autocar* book is an interim edition of their full road-test publication, dealing with 21 cars tested last spring, to give up-to-date coverage. Enthusiasts can wade happily for hours, nay days or months, through the mass of figures and information provided before filing these volumes away for reference, so if you are an enthusiast you should go straight out and blue 16s. 6d. on obtaining them both.

Both books tabulate the performance data for quick reference. *The Motor* book covers such cars as the A.C. Ace-Bristol, Austin Healey 100-Six, Fiat Abarth 750, Jaguar XK150S and M.G.-A 1600, which will please enthusiasts, while the road-test of the controversial Triumph Herald saloon is included. Fastest car tested was the Jaguar XK150S coupé (132 m.p.h.), most accelerative over a ¼-mile the same car (16.2 sec.), most economical the Isetta three-wheeler (54.9 m.p.g.). The spring tests by *The Autocar* include A.C. Ace-Bristol, Berkeley 492-c.c. sports model, Fiat Abarth Zagato, Lancia Flaminia, Mercedes-Benz 220S, etc. Their fastest was the A.C. (118 m.p.h.), most accelerative over the ¼-mile the same car (16.5 sec.), most economical the Frisky coupé (50-61 m.p.g.).

Please excuse me while I get down to some serious study !—W. B.

" The Road Grew No Moss," by Hayman Chaffey. 224 pp., 8 7/10 in. × 5⅜ in. (*Hodder & Stoughton, London, E.C.*4. 21*s.*)

This is an account of how the author, his wife and family of young children, travelled by Land Rover from Mexico to Brazil through every country in Central and South America. Their adventures crossing the Andes, the salt-lakes of Bolivia and the Pan-American Highway, etc., are graphically described and illustrated.

" The Boys' Book of Motors," by K. B. Hopfinger. 144 pp., 10 in. × 7½ in. (*Burke Publishing Co. Ltd.*, 55, *Britton Street, London, E.C.*1. 9*s.* 6*d.*)

" The Boys' Book of Veteran Cars," by Ernest F. Carter. 144 pp., 10 in. × 7½ in. (*Burke Publishing Co. Ltd.* 9*s.* 6*d.*)

Here are two books for the younger generation, in glossy coloured jackets, containing much of interest to father before he takes on the role of Daddy Christmas. Hopfinger has included much technical explanation with exploded views of car mechanisms, such as should enable bright children to teach themselves how a car functions—we did it ourselves from a more lavish book years ago. Which reminds me how we used to treasure the original " Boys' Book of Motors "—a Ward Lock publication several times more elaborate than the present volume. Youngsters will be quick to discover an error as early as the frontispiece picture—a D.B. wrongly captioned as a Porsche. Some of the remaining illustrations are Daimler-Benz, Nuffield are stale hand-out photographs.

Carter contrives to put some interesting car badges and Edwardian radiators (lifted from the ever-indispensible *Autocar* and reproduced far too small to be of value) in his book and it concludes with a list of veteran cars up to 1919, which is a contradiction of terms. It also contains some appalling spelling mistakes and, worse, technical errors, so that it cannot be recommended as good instruction for the rising generation. Perhaps the author should stick to his toy railways. Incidentally, how does he deduce that the little two-cylinder 7-h.p. 1910 Renault seen on the dust jacket is a *racing* car ?

W. B.

" Basic Road Statistics—1959." 63 pp., 8½ in. × 5⅝ in., soft covers. (*British Road Federation*, 26, *Manchester Square, London, W.*1. 1*s.*)

Once again this useful little book of road statistics is with us. It is a means whereby politicians, journalists, lecturers, solicitors, and those merely interested in the broader aspects of motoring can glean innumerable solid facts and figures, such as vehicles in use from 1904-1958, how many tramcars, diesel-engined vehicles and taxis this includes, statistics of road accidents, 1928-1958, data on the transport industry, and a great deal of significant information on roads and the money successive Governments have taken from us in taxation. There is a chapter on Road Transport Legislation, 1930-1959. Spare a bob and stick this one on the bookcase for ready reference.—W. B.

" The Collected Motor Verses of W. H. Charnock." 103 pp., 7½ in. × 5 in. (*Villiers Publications Ltd., Ingestre Road, London, N.W.*5. 10*s.* 6*d.*)

Here are lots of rather indifferent poems by the motoring bard. If this is the kind of thing you like you will like this book (with apologies to *Punch*).

" Automatic Transmission and Two-Pedal Control," by A. G. Douglas Clease, B.Sc., A.M.I.Mech.E. 232 pp., 8 in. × 5½ in. (*George Newnes Ltd., Tower House, Southampton Street, London, W.C.*2. 21*s.*)

Here is a book for those who wish to unravel the mysteries of transmission automation—Rolls-Royce, Borg-Warner, Roverdrive, Hobbs, Newtondrive, Borg & Beck Manumatic, etc. Unfortunately some of these are already defunct, while the Smiths Easidrive and D.A.F. systems are omitted. We think Temple Press Ltd. did this considerably better some time ago.

" Encyclopaedia of Sport." Edited by Charles Harvey. 328 pp., 11 in. × 8½ in. (*Sampson Low, Marston & Co. Ltd., Great Missenden, Bucks.* 12*s.* 6*d.*)

This is really stupendously good value and represents the ideal Christmas present for all who are interested in sport in its many aspects. Copiously illustrated, containing histories, results, statistics and up-to-date information covering every conceivable sport concerning 40,000 contestants, this book is written by acknowledged experts. There is a sports-quiz on every page, 2,000 illustrations, coloured badges and pennants, etc., etc. Motor racing is looked after by the Editor of MOTOR SPORT, Motorcycling by the Editor of *Motor Cycling*, the King's Cup Air Race by the Assistant Compiler of " Jane's All the World's Aircraft," Gliding by the former secretary of the British Gliding Association.

This is a splendid 12s. 6d.-worth which you are well advised to buy for your son or daughter, wife or secretary, and then insist that it is kept within reach so that you can enjoy browsing through its packed pages to brush up your knowledge of sport—in all its forms.—W. B.

" Modified Motoring," by John Sprinzel. 122 pp., 8⅕ in. × 5⅕ in. (*Motor Racing Publications Ltd.*, 62, *Doughty Street, London, W.C.*1. 18*s.*)

Twenty-nine-year-old John Sprinzel knows as much as anybody about making production motor cars go, and in this book he lets you into the secrets of engine and chassis tuning, with emphasis on B.M.C. cars. There are chapters on tuning S.U. and Zenith carburetters, data on instruments for the competition car, chapters on weight saving, preparing for a competition, etc., while the importance of getting engine and chassis into good order before trying to extract more power and speed happily is not overlooked—engine service and clutch service diagnosis charts are included.

This book should sell well and help to prevent waste of time and money by those seeking to obtain increased performance from bread-and-butter vehicles. General data is provided on the Austin Healey Sprite, of which Sprinzel has much experience.—W. B.

" B.P. Book of Motor Racing." Edited by Maxwell Boyd. 101 pp., 9 3/10 in. × 7⅕ in. (*Stanley Paul & Company*, 178/202, *Great Portland Street, London, W.*1. 7*s.* 6*d.*)

The B.P. organisation must surely have subsidised the publisher to make this excellent book possible at such a modest price. Ignore the rather lurid coloured cover, which smacks of a children's annual, and get into the absorbing photographs and text of this worthwhile book. There isn't much of it, but what there is is excellent. Rallies as well as races are covered, there are forewords by Fangio and Moss, and the excellent full-page colour pictures are alone worth the " entry fee." Two captions only appear to have gone astray, a Stanguellini Junior Formula car being described as a Raineri and a stationary Aston Martin being dubbed as at speed at Silverstone, whereas it is stationary at Nurburg. In the text *Frank* Costin is described as *Mike* Costin, the origin of the name Lotus is described as still a mystery, whereas most people know how it arose, while in two instances the combined Monza road cum track circuit is said to have been used for the first time in 1956, whereas this circuit was also in use in 1955, so that the lap record is 135.526 m.p.h., *not* 134 m.p.h. Finally, Casablanca was *not* a World's Championship race in 1957, an error which occurs twice. The Hawthorn chapter makes no reference to Mike's tragic death. Otherwise, a fine book and no over-emphasis of B.P.—W.B.

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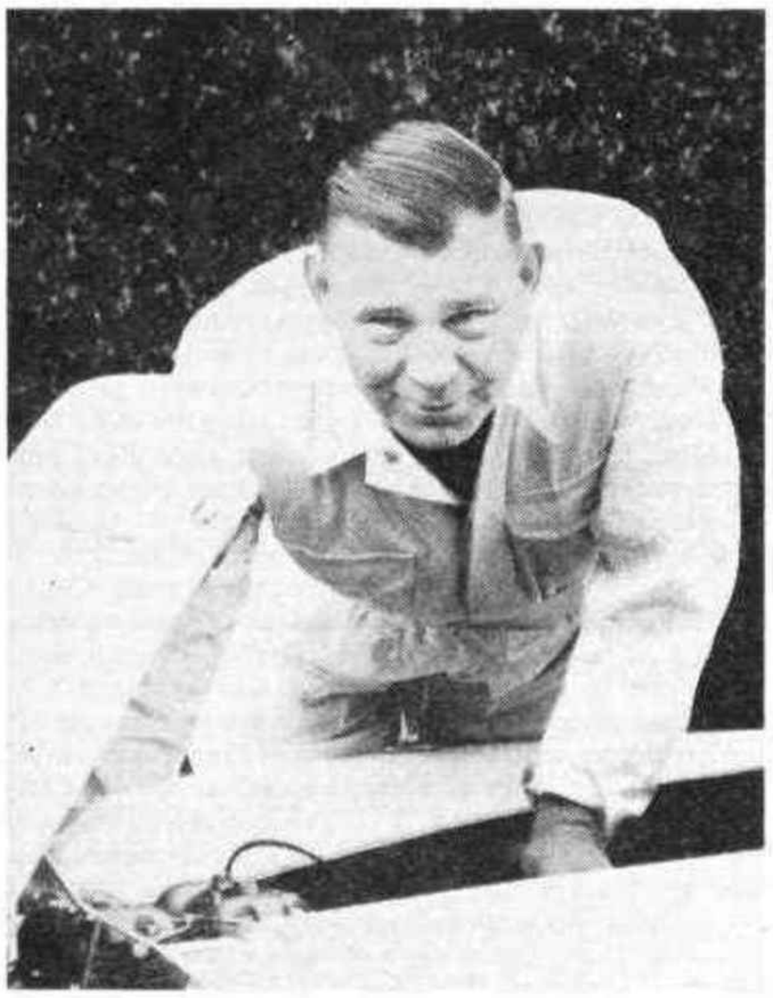


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THE R.A.C. RALLY

Tough 2,000 mile event around Great Britain ruined by protests.



FAST IN THE DARK—In a hurry coming down Wrynose, the Miltons swing their Ford Zephyr round a steep corner at night on this dreaded Lakeland pass, watched by the Editor of MOTOR SPORT.

THIS year's R.A.C. International Rally started from Blackpool with 131 competitors (15 non-starters). A feature of the event was the pains taken by the R.A.C. to avoid interference with the public as the cars passed through built-up areas, but, on the other hand, the crews had to spend three nights out of bed, starting at Blackpool on the Tuesday lunch time and finishing at the Crystal Palace, London, on the Friday evening. Even before the first competitor was flagged away there was considerable drama. In the first place the German ace W. Schluter (Auto Union D.K.W.) was in a very disgruntled mood and stated he would never run in a British rally again because the route book only gave place names, which he felt it impossible to locate, not being familiar with the British Isles. One place was difficult even for experienced competitors to find on their maps, and the R.A.C. had to issue a map reference for it.

Further drama and excitement before the start concerned Piper, who omitted to have his photograph in his competition licence, but was able to rush back to a Blackpool photographer and obtain one in a very short space of time. Then Madame Ewy Rosquist became ill and refused to leave her bed, becoming a non-starter, to the excitement of the daily Press, who seize on such features of rallies. Graham Hill was a surprise arrival by train from London, Jeff. Uren having decided that he could do better for himself and his team if he stood down and looked after the Fords, letting Hill drive in his place.

The first test came very shortly after leaving the starting control, and consisted of a manoeuvring test on the front at Blackpool. Here best time was made by L. O. Sims (Aston Martin DB2/4) in 33.2 sec., a magnificent run. The same time was recorded by D. J. Morley (Austin Healey), but he was penalised for over-shooting the finishing line, where the cars had to brake to a standstill. Other good times were made by J. G. Sears (33.3 sec.) and E. Carlsson (Saab 93B. 33.7 sec.). At the other extreme there was some clumsy driving which produced such times as 46.2 sec. by R. MacIver (Sunbeam Rapier), 47.2 sec. by A. Fraser (Sunbeam Alpine), 48 sec. by P. Bolton (Triumph Herald), and 48.7 sec. by K. C. Chambers (Ford Anglia), while F. J. Powell (M.G.-A Twin Cam) failed the test altogether for over-shooting the first turn. The test consisted of accelerating from the start, turning right round a pylon, driving over the pavement a considerable distance back to another right-hand turn round a pylon and accelerating to the finish, where the brakes were applied. P. G. Walton (Jaguar 3.4) spun his wheels practically all the way, recording 34.9 sec., and Mlle. A. Soisbault (Triumph TR3A) swung too wide at the second turn and had to reverse (38.1 sec.). I. B. McLaughlin (Triumph TR3) also had to reverse at the second turn, an untidy run taking 40.1 sec.; E. Carlsson (Saab 93B) did a very good run indeed, swinging his tail round neatly (33.7 sec.); R. M. Wall (Austin Sprite) appeared to have a rough engine (39.3 sec.) and yet another driver who had to reverse at the second turn, although he appeared to have plenty of room, was H. A. Appleby (Austin Sprite) (39.7 sec.).

A very good attempt was made by C. Molyneaux (Austin Sprite), who slid his car sideways-on round the bends but rather over did things; he also stopped sideways-on at the brake test (38.9 sec.). C. Bobrowski (Citroën ID19) not only crunched the cogs but tried to remove a piece of Blackpool rock from the side of the road (39.1 sec. and penalty). An exceedingly good run was made by J. C. Wallwork (Volvo 122S) (36.0 sec.), while R. W. Richards Riley 1.5 did not put a wheel wrong anywhere (36.4 sec.). P. Hopkirk (Sunbeam Rapier) flung the tail round and turned on a sixpence (35.3 sec.), and another driver who was an expert in the art of throwing the tail round the pylon turns was Dr. J. T. Spare (Singer Gazelle) (37.3 sec.). B. Phipps (Riley 1.5) was really trying, recording 36.5 sec. in a very quick run, but Mrs. Anne Hall (Ford Anglia) surprisingly stopped at the second turn, crashed the gears and nearly stalled, taking 40.7 sec. Perhaps the most clumsy show of all was made by P. Bolton (Triumph Herald), reversing at both turns (48.0 sec.), while R. MacIver (Sunbeam Rapier) also reversed in the second turn, but blamed his car (46.2 sec.).

After a tight section on the Yorkshire Moors competitors were required to cover the Hardnott and Wrynose passes in the Lake District at an average speed of 30 m.p.h. This was no easy matter and it was thought that a very large number of the competitors would be late, as in fact was the case. However, J. C. Wallwork (Volvo 122S) arrived some 2½ minutes early, as did Pat Moss in a Morris 1000 at the expense of slightly dented wheels. Also on time were Christie's Morris 1000, C. Corbishley's Triumph Herald and Miss P. A. Ozanne, the last-mentioned cornering extremely well on the twisty roads in a Morris Mini-Minor. Most dramatic ascent and descent of Wrynose was made by G. Houel (Citroën DS19), who had lost a tyre from the near-side front wheel after clouting a bank and contrived to climb on what was left of this wheel. It was no use putting on a spare as this had already been consumed at an early part of the rally. On this tight section it was virtually impossible for one competitor to pass another unless the man in front gave way, as in fact did J. Casewell (Austin A99) for J. H. Ray (Sunbeam Alpine) to pass. Sydney Allard had apparently already been eliminated, as his Ford Zephyr, shod all round with Weathermasters, failed to appear here.

Observing on this bleak Lakeland pass in the early hours of Wednesday morning, we noted the double near-side fog-lamps of Dr. J. T. Sapre's Singer Gazelle, the brilliant blaze of light from many of the Continental entries, where roof spotlights seemed popular, and we saw D. J. F. Stammer's Sunbeam Rapier sportingly pull in to let P. Hopkirk's Sunbeam Rapier by. At the control, round a right-hand bend found at the foot of Wrynose, M. Sutcliffe's Riley 1.5 rammed the back of K. W. Barrow's Volvo and a short argument ensued, but neither car appeared to suffer much damage.

After leaving the Lake District competitors made for Scotland, where a high-speed test was undertaken at Charterhall. After this they drove to Rest and Be Thankful on the Wednesday morning to make a timed climb on this famous military road above Loch Lomond in driving rain. The Volvos showed up remarkably well, as they have done whenever we have watched them, while the lone Volkswagen from Ireland was driven with considerable verve. The Saab of Carlsson came up fast, making incredible and lovely noises, Morley drove his Austin Healey well, and J. H. Ray tail-slid his Sunbeam Alpine round the top hairpin.

The front of Hodson's TR3A had been slightly modified during the previous night by contact with a sheep, Mlle. Soisbault was unspectacular

in her left-hand-drive TR3A, and Johns cut the hairpin close in his Wolseley 1500, in contrast to whom Grimshaw (TR3A with a show shovel on behind) cornered wide at this point. Quick's Ford Zephyr had clobbered its near-side front wing, and we heard that Sydney Allard had eliminated *his* Zephyr against a wall. Ian Walker turned on the power to get his Zephyr round the hairpin.

After seeing the last competitor climbing Rest and Be Thankful we returned to London due to the exigencies of printing and the human craving for bed. We next joined the Rally in Cheltenham. Arriving at the Queen's Hotel, the first car seen was Houel's Citroën DS19 minus its nearside rear wing; this car had obviously retired. The Rally had taken a distinctly interesting turn on the Wednesday night in Scotland. Heavy snow at Braemar caused some competitors to try and get over the pass, which proved impossible. Fifteen competitors, learning of this, made their way to the control by a devious route and arrived on time. Seemingly, however, they had averaged over 40 m.p.h. in doing so. The problem was, how would the R.A.C. cope with the markings under these conditions? In the end, those who attempted the pass lost 300 marks, the others none. There was considerable feeling that the pass should have been closed by officials of the R.S.A.C. before the first competitor arrived and the German D.K.W. driver, Ray and Wallwork, all put in protests. After a three-hour meeting this was turned down, which can be taken to mean that *the Rally Stewards don't mind how rapidly rally drivers press on over deserted roads.*

Leaving these wintery conditions there were two more speed tests at Aintree and Oulton Park and then the cars went into Wales for some very interesting and tight sections generally appreciated by the more competitively-minded drivers. Then it was on to Cheltenham for breakfast, where amongst the retirements, which arrived at the Hotel but had dropped out of the Rally, were Aldridge's Ford Anglia, which had lost the way at Loch Ness and run over a bank, damaging the gearbox cross member, Langley's Mini-Minor which had missed three controls and Quick's Zephyr with a badly damaged offside front wing. Levy's D.K.W. also had badly damaged its offside front wing, but the clever Germans contrived to build this up with fibre-glass, making the car look, from a distance, as new. Mrs. Maynam's Morgan and a Wolseley 1500 were in need of brake adjustment, the Girling representative standing by, which gives rise to the thought that rallies would be even tougher if the cars were not allowed any servicing along the route. As the weary crews came in to breakfast there were complaints that the Pen-y-bont control had not been manned and much time had been lost by many drivers in searching for officials who had not turned out to do their job. The heroine of the Welsh section was undoubtedly Mlle. Soisbault, known to the British competitors as Miss Sauce-boat, who, when a snow-chain shorted the electrical system of her TR3A, drove the tight sections on side lights only.

As the cars arrived in dry weather but with rain on the road for a timed ascent of Prescott, only 60 cars remained out of the 131 which had taken the Blackpool test. Although these tests were put in only to decide ties and drivers were not necessarily obliged to go hell-for-leather at them, it is interesting to note that the three fastest times here were made by Sears' Austin Healey (53.9 sec.), Peter Morgan's Morgan (55.9 sec.), and Sims' Aston Martin (57.7 sec.). Of these, the first two were obviously trying hard but Sims' climb looked sedate and very neat in comparison. Many of the drivers treated the hill as if this was a normal speed hill-climb, pressing on regardless, but only a few lost control of their cars. These were Lewis (Herald), Miss Ozanne (Mini-Minor) and Pearson (Singer Gazelle), the last-named making slowest time of the day, clocking 80.2 sec. There was a bit of comic opera after the first ten cars had gone up the hill, when a Royal Mail Morris van had to come up with the morning's post, which held up the proceedings for quite a time. Cawsey (TR3A) nearly lost it at the second corner, the tail sliding off the road. Hill was trying very hard (60.1 sec.), Steiner's Simca was going well, Wallwork's Volvo 122S was fast and very neat, Pat Moss, (Morris 1000) put up a particularly good show, rowing all the way up the hill with the gearlever, while the Ford New Anglias understeered their corners, the works cars having a much crisper exhaust note than those of the private entrants.

After Prescott there remained only the special tests at Harley-ford and Brands Hatch before competitors checked in at the finish at the Crystal Palace. Even now, drama had not forsaken this intense Rally—for with a clear lead Gerry Burgess' Ford Zephyr met Sims' Aston Martin coming fast the other way—70 m.p.h. has been mentioned—in the lanes behind Brands Hatch. Both cars suffered damage and Burgess, making temporary repairs to the Ford's o/s front wing with sackcloth and tape, feared penalisation. However, his luck held and he lost no points for damage.

The sun is said to shine as the cars come down into Monte Carlo after the rigours of another great rally; but it doesn't always oblige!



BURGESS' FORD ZEPHYR, declared the Rally winner before the protest was heard, was clobbered in the late stages of the road section by a piece of moving scenery near Brands Hatch known as Linden Sims, hence the battered front wing. The Ford was held to the road by Michelin "X" tyres, its way was lit effectively at night by Lucas and Marchal and, as will be seen, it was repaired with the very best sackcloth. Until the protest is resolved no-one knows whether Burgess will win the Rally, which is a sad fiasco to this tough International contest.

A cheerful English sun, however, lit the way from Kent to London as the R.A.C. Rally cars—only 53 were left—covered the closing miles of their adventurous journey. Miss Ozanne's Mini Minor retired at the Palace—its clutch had been slipping. There remained merely the five-lap races at the Palace to decide ties (there was also a "non-finishers" race) and before these took place on the Saturday Gerry Burgess was provisionally declared outright winner in his Ford Zephyr, proof of his great ability as a rally driver and of the continued superiority of this six-cylinder Ford as a tough, fast long-distance touring car.

After some four hours the Rally Stewards rejected the protest and returned the fees, but this was carried by Levy to the R.A.C. itself. Consequently, no results could be announced and no prizes presented and the issue remains in doubt as we close for Press.

This is an unfortunate ending to a tough rally, nor can the R.A.C. be complaisant about the many corrections to the route book, the unmanned control in Wales and misprints in the programme. It may also care to investigate the story that Burgess was ten minutes late at the Eppynt control, which wasn't noticed because, they say, an argument was in progress over discrepancies in the timing clocks.

The Palace races were efficiently run off by the B.A.R.C. That in which Harper's and Leston's Sunbeam Rapiers were matched against three Volvo 122S was full of thrills. Wallwork's Volvo led away, followed by Harper. Then La Trobe's Volvo passed them both, only to spin at S. Tower on the last lap, enabling Leston to find a way through, at the expense of contact with the bank that wrenched off one end of the Sunbeam's rear bumper. Leston won at 59.21 m.p.h. from Wallwork and Harper, the other Volvos fourth and fifth. In another race Graham Hill put up a truly polished drive in a Ford Zephyr, winning at 59.23 m.p.h., after Viscount Boyne's 2.4 Jaguar had spun off before the pursuing Ford at Ramp Bend! The other race winners were: Peter Morgan (Morgan) 63.66 m.p.h.; Mrs. Mayman (Morgan) 57.73 m.p.h.; K. Ballisat (Triumph Herald) 58.36 m.p.h.; V Levy (D.K.W. 1000) 58.98 m.p.h.; P. J. C. Hughes (Ford Old Anglia) 59.57 m.p.h. and Jack Sears (Austin Healey 3000) 65.60 m.p.h. Bennett won his race convincingly in the Fairthorpe-Climax, but was penalised 60 sec. for moving up from the second row before the flag fell—a harsh decision.—W. B.

Analysis of Finishers

In view of the fact that at the time of going to Press, the Monday after the finish the R.A.C. doesn't know the final results, as the protest is not resolved, we append this Analysis of Finishers, which shows the makes the Rally drivers favour and how many got through:—

Make	*Started*	*Finished*	*Make*	*Started*	*Finished*
Ford	26	14	Riley	3	1
Triumph ...	19	6	D.K.W.	2	1
Austin Healey ...	12	3	Wolseley ...	2	2
Sunbeam... ...	12	6	Hillman	1	1
Morris	9	1	Goggomobil ...	1	0
Austin	8	3	VW	1	0
Volvo	7	3	Saab	1	0
Jaguar	5	2	Simca	1	1
Citroen	4	0	Fairthorpe ...	1	0
Singer	4	2	Fiat-Abarth ...	1	1
Standard... ...	3	1	Renault	1	0
M.G.	3	1	Aston Martin ...	1	1
Morgan	3	3			

PICTORIA

T.V. Trial

R.A.C. Vet



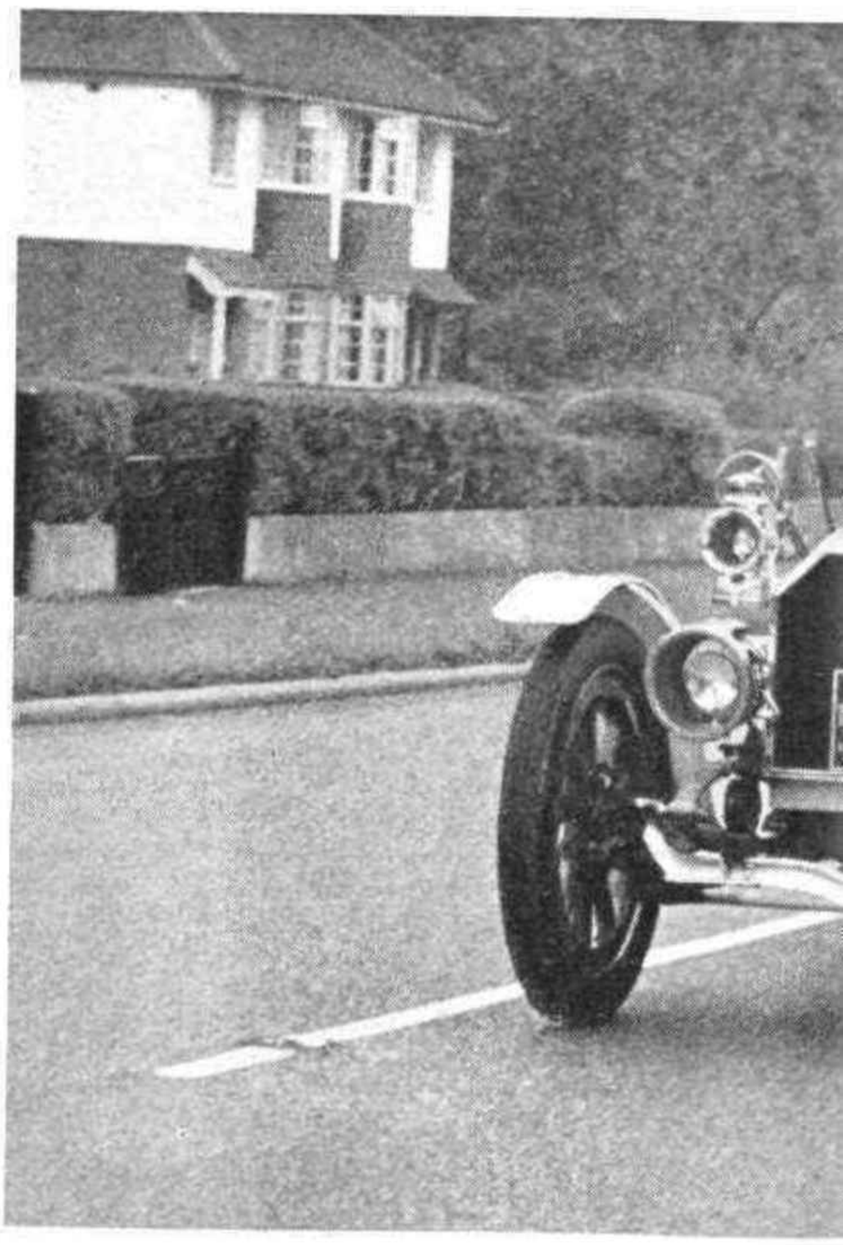
A PAUSE UNDER THE SHADOW OF BIG BEN.—R. S. Miles' 1899 Benz dog-cart "takes a breather" during the Veteran Car Run and is passed by an 1899 3½-h.p. Star.



IT IS ALWAYS NICE TO BE AT BRIGHTON.—The crews of J. Kemsley's 1901 4½-h.p. Renault (left of picture) and E. Sears' 1903 18-h.p. Clement-Talbot congratulate themselves on having finished course of the 1959 R.A.C. Veteran Car Run.



ON THEIR WAY.—A modern car is seen passing young Miss Oakden on her 1902 8-h.p. Peugeot on the Brighton road.



TO BRIGHTON IN STYLE.—Jack Sears going well o just the sort of car which sporting young bloods of the Ed



ANOTHER SUCCESSFUL ARRIVAL.—A. T. Scot's rare 1904 5-h.p. Minerva followed by J. Lowden's 1902 2¼-h.p. Quadrant tricycle.

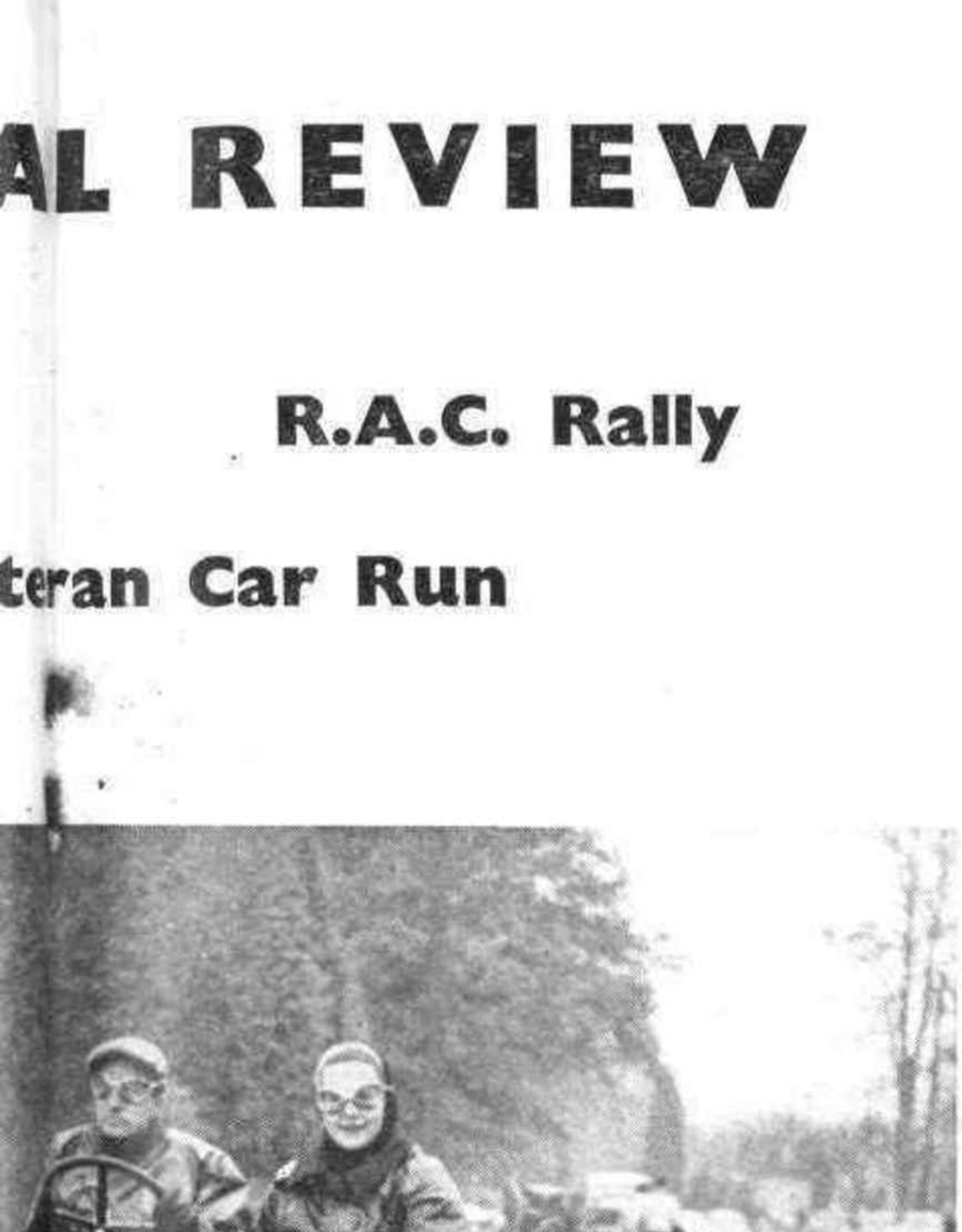
IT HAS JUST TURNED 8.30 a.m. and W. S. Wiant's 1899 locomobile steamer, one of the American entries in this year's Veteran Car Run, steams slowly but surely over Westminster Bridge.



AL REVIEW

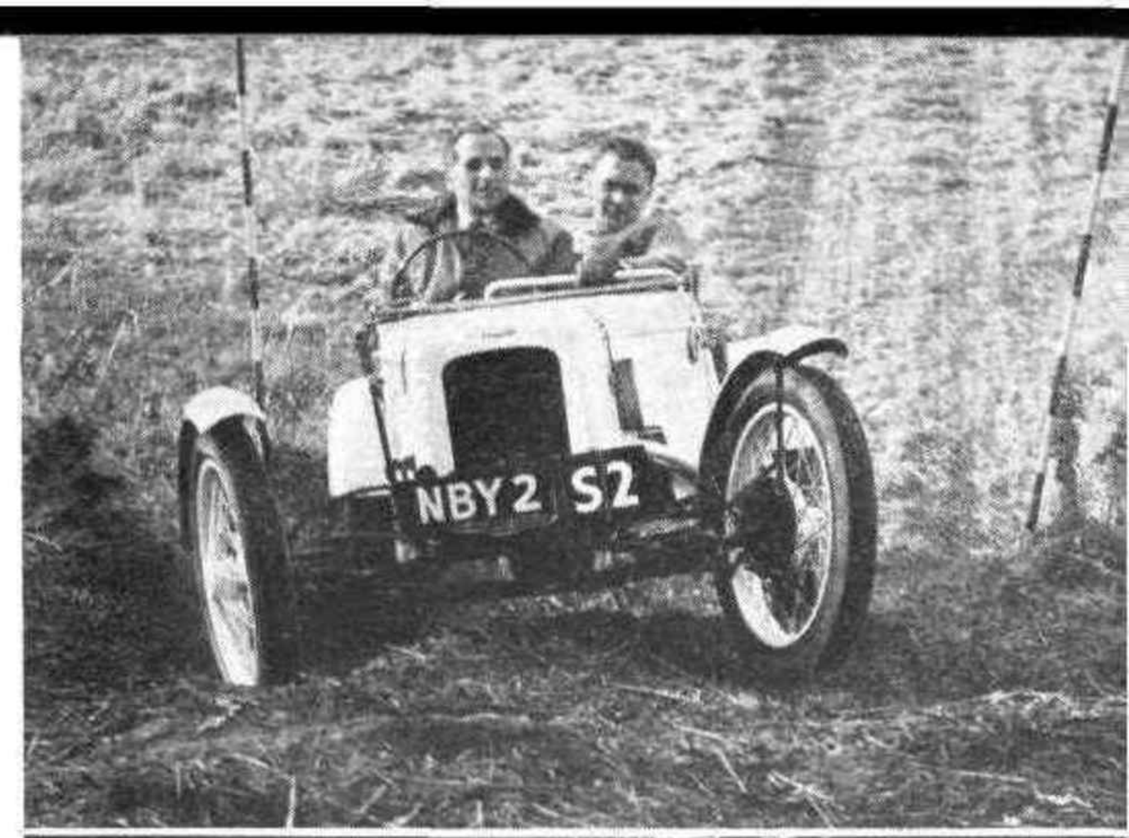
R.A.C. Rally

teran Car Run

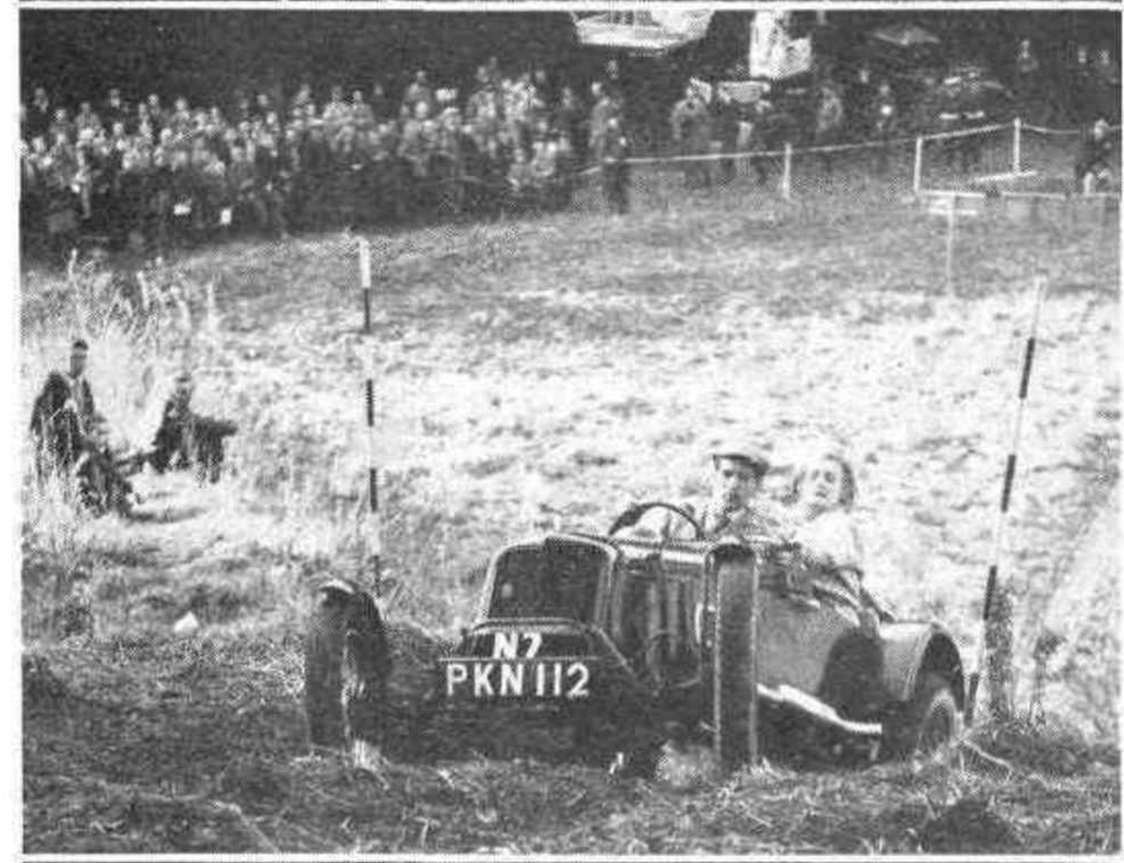


n the 1904 18/28 Mercedes racing two-seater, chains rattling. This is wardian period would have used for a journey from London to the sea.

THE INDIVIDUAL CHAMPIONSHIP of the Television Trophy Trial at Wendover on Saturday, November 7th, was won by M. Lawson in his M.L. Special. C. W. Pollard was his opponent in the deciding run for the car reaching the highest point up Hill 6. After a tie on their first run, Mike Lawson triumphed with a splendid effort on the second climb.



ONE OF THE Harrison "trio of trialists," namely E. Harrison and his passenger look slightly apprehensive on this hill, but he was able to score 35 points during the day and tie with three other competitors, and thereby cause North and South teams to have a deciding run. Rex Chappell eventually winning for the South.



GEOFF NEWMAN carefully negotiates an awkward turn on one of the six hills used for the trial. With the weather being dry and sunny, only a loose surface and exceptional steepness of the going stopped competitors scoring maxima on all the hills. The organisers, The London Motor Club, must be congratulated on a well-organised event with good viewing facilities for the many spectators.



C. W. POLLARD gets ready to start on his deciding run for the Individual Championship, though he failed to beat M. Lawson in the second run off. He performed very well for the Midland team. In the background can be seen the excellent scoreboard provided by the B.B.C., principally for the three T.V. cameras.

TWO VETERAN TYPES ON THEIR WAY TO BRIGHTON.—M. J. M. Clark's 1903 6-h.p. single-cylinder Napoleon keeps close company with its owner, Air Chief Marshall Sir Alec Coryton, K.C.B., K.B.E., M.V.O., D.F.C., who is following in a 1903 10-h.p. four-cylinder Panhard-Levassor.







FIRST AWAY IN THE R.A.C. RALLY.—J. R. Williamson tackles Rest and Be Thankful in an efficient manner in his Austin Healey.



CLOBBERED IN ENGLAND.—This Citroën DS19 suffered considerable damage during the R.A.C. Rally and was driven over Hardnott and Wrynose on a flat near-side front tyre. Perhaps it is just as well the entrant was anonymous—he appeared as "Alec."



RACING DRIVER IN A RALLY CAR.—Lotus exponent, Graham Hill, tastes the joys of rallying, having taken over from Uren in the team Ford Zephyr.

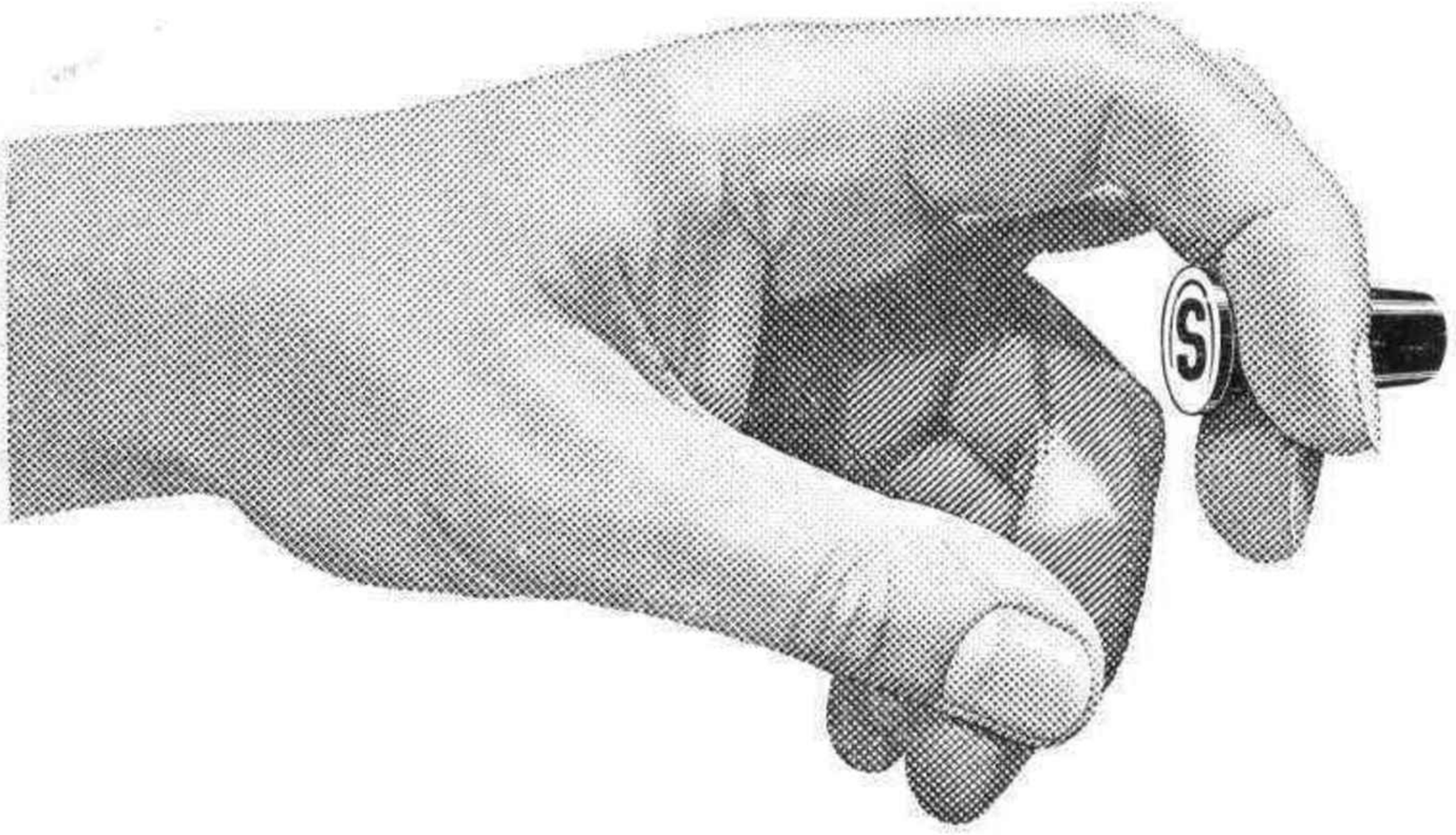
SENSATION OF THE TESTS.—The noise and speed of Carlsson's 748-c.c. Saab 93B was an outstanding feature of this year's R.A.C. Rally. John Sprinzel was the courageous co-driver.

WINNER AGAIN?—Peter Harper, winner of the Rally in 1958, in a hurry in his Sunbeam Rapier. This caption had to be printed before the end of the Rally—did Harper win again?





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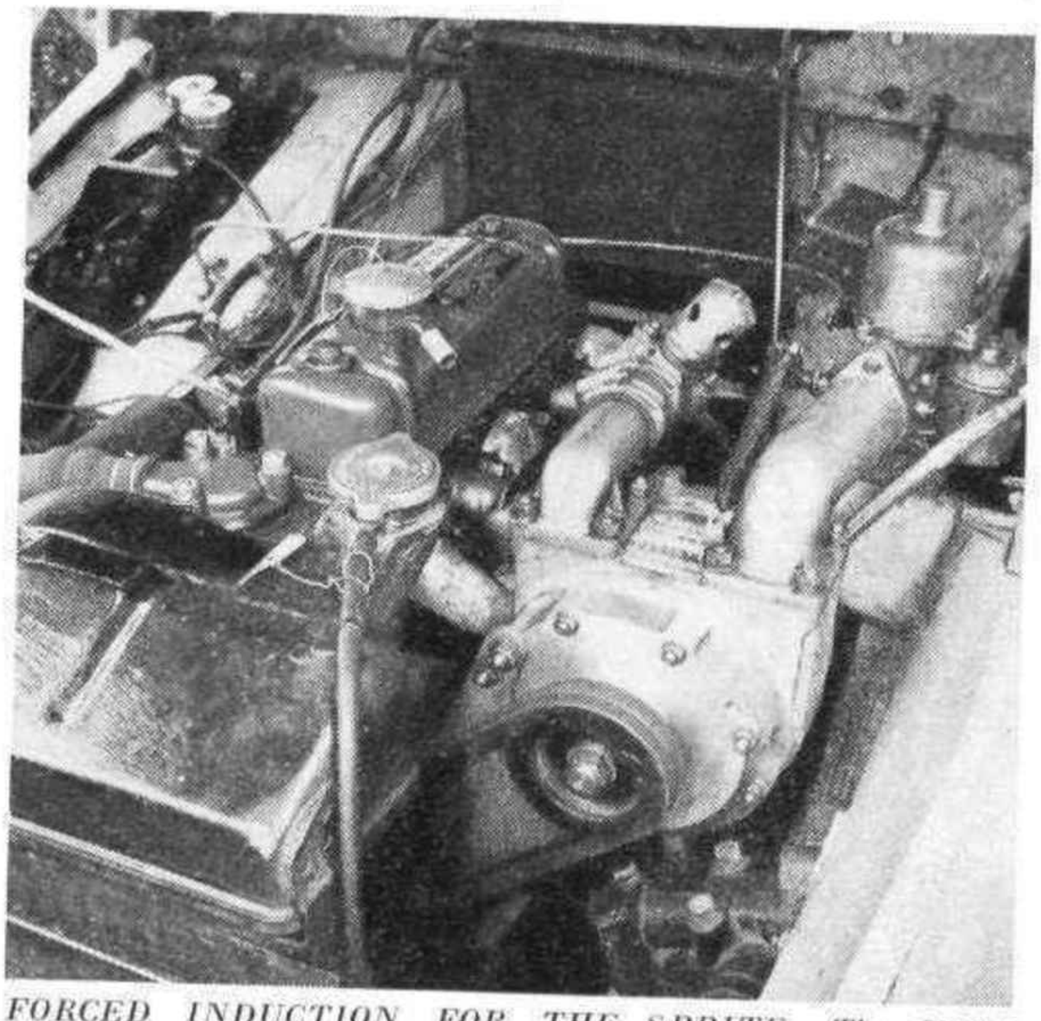
Obtaining Performance Figures for the Shorrock-supercharged Austin Healey Sprite

LAST month we had an opportunity of taking performance figures for the Shorrock-supercharged Austin Healey Sprite, for which the Donald Healey Motor Company, of The Cape, Warwick, are the sole distributors. A C/75/B Shorrock vane-type supercharger blowing at a maximum of 7 lb./sq. in. is driven by a double vee-belt at just below engine speed, and draws through a 1½-in. S.U. carburetter. This puts the power output up to 64 b.h.p. at 5,500 r.p.m.

The car we tried was an extremely nippy little vehicle, equipped with wire wheels having knock-on hubs, Girling disc brakes at the front, one of those eye-catching wooden-rimmed steering wheels and a hard-top, but alas no heater—the sliding side windows could not, by any stretch of imagination, be said to be draught-proof. Incidentally, one has to be prepared, should one leave the car out all night in a frost, to find the windows iced up, which, as the car has internal door handles, means that the proud owner is unable to gain access to his Sprite until the thaw sets in.

With its brisk acceleration and quick steering (2⅛ turns lock-to-lock) there can be few faster cars through traffic than this blown Sprite, especially as the 5.20 × 13 Avon " High Speed " tyres make it an exceedingly sure-footed car on slippery surfaces. The suspension is very hard, which accentuates the many rattles and creaks from the body, and some vicious kicks are imparted through the diminutive steering wheel. The engine goes up remarkably willingly to 6,500 or even 7,000 r.p.m., and the car is clearly under-geared and would be much better with an overdrive or higher axle ratio. As it is, 3,000 r.p.m. in bottom gear equals 11 m.p.h., in second gear 18 m.p.h., in third gear 32 m.p.h. and in top gear 47 m.p.h. These are indicated speeds, the speedometer having about the usual degree of inaccuracy, *i.e.*, at 50 m.p.h. it indicates 53 m.p.h. and at 60 m.p.h. it reads 65 m.p.h.

Correcting the speedometer, at 6,000 r.p.m. (and this or very slightly more sounded quite enough, in our estimate) the maximum speeds are approximately 22, 35 and 59 m.p.h. in the indirect gears, and in top gear 84 m.p.h. Under favourable conditions it is possible to obtain 6,500 r.p.m. in top gear, given a sufficient length of clear road. On the test car there were symptoms of what sounded like impending big-end failure, although oil pressure was normally above 40 lb./sq. in. The normal water temperature was 160 deg. F., rising to about 175 deg. F. in traffic, but refusing to go above 190 deg. F. during performance testing.



FORCED INDUCTION FOR THE SPRITE.—The C/75/B Shorrock supercharger on a special manifold as applied to the B.M.C. engine of the Austin Healey Sprite. It increases the power output to 64 b.h.p. at 5,500 r.p.m.



FUN!—The blown Sprite hard-top as tested.

Having corrected the speedometer we took our usual performance figures, which are quoted in the data panel. The discrepancy between the figures in parentheses and the figures for best times is explained by severe clutch slip, which spoilt some of the runs. Endeavouring to feed the clutch in failed to cure this, but when it was banged home it was possible to obtain normal acceleration. As will be seen, this supercharged Sprite is a brisk little car, but its consumption of fuel is out of all proportion to the performance available. The tank is supposed to hold six gallons but more likely takes only five gallons, the range being a mere 137 miles. Having replenished the empty reservoir we recorded less than 26 m.p.g. driving fast but by no means in a frenzy, and 28.2 m.p.g. driving slowly like Auntie Gwen.

We used good quality, but not 100-octane, petrol; the engine was docile and well behaved and started promptly from cold. As a small sports car the Sprite is great fun and decently economical (38 m.p.g.) in unblown form. The particular one tried had a " short " in the instrument lighting and horn circuit, and the light which flashed in the driver's eyes every time he indicated a turn with the non-self-cancelling indicators would drive any night rally competitor to near-suicide. The two main instruments are before the driver, the Smiths rev.-counter reading up to 7,000 r.p.m. and the speedometer in 20-m.p.h. stages to 120 m.p.h. The needles of both were reasonably steady but the white pointers tended to conflict with the white markings. The gear-change is extremely rapid at the expense of beating the synchromesh, but the lever is rather up in the air.

The cost of the supercharger is £69 17s. 6d. complete, if fitted by the owner. This modified Sprite is great fun if you can afford the fuel bill and it is an essentially safe little car, the Girling disc brakes on the front wheels being particularly reassuring in an emergency (straying ponies on the New Forest road). The standard Sprite with this supercharger costs £872 inclusive of purchase tax. As tested, without occupants but ready for the road with an almost empty tank, the car weighed 13 cwt. 1 qtr. 0 lb.—W. B.

Acceleration Figures

0-50 m.p.h.	...	...	...	10.8 sec. (11.3 sec.)
0-60 m.p.h.	...	...	...	14.7 sec. (15.0 sec.)
s.s. ¼-mile	...	...	...	19.7 sec. (20.0 sec.)

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

THE BRITISH MOTOR RACING MARSHALS CLUB

Training lectures will take place at the usual London venue—" The Clarence " in Whitehall. The first was held on November 18th, when the duties discussed were Course Clearing, Gate, Paddock, Start-line and Pits. On December 9th it will be Medical and Fire duties, February 17th will be Flags and Observing, and March 16th will be a talk on the whole structure of race Organisation. On April 20th the interesting subject of Scrutineering will be dealt with. A number of very well-known motor-racing personalities are among this year's lecturers.

The Southern Region hold their biggest ever social occasion on Thursday, January 21st, 1960, when they invite all the Club members and friends to join them at London's Safari Club, in Northumberland Avenue, W.C.2, to see a selection of new motoring films and to enjoy an extensive buffet supper. A bar will of course be available and tickets, price 12s. 6d., are obtainable from Secretary Douglas Standley, 24, Hersham Road, Walton-on-Thames, Surrey.

RUMBLINGS

It's simply incredible how the Guild of Motoring Writers manages to lay on good weather for its annual Motor Show Test Day at Goodwood—a sort of return party to the Montlhéry test day—which was held this year on October 25th. Admittedly we have had a record summer, but the golden autumn Sunday in Sussex which the Guild placed at the disposal of its guests, the foreign motor journalists, was quite superb.

ANOTHER GUILD DAY AT GOODWOOD

Moreover, on this 12th occasion, they provided 94 British cars for sampling, of which only the Bentley Continental Park Ward drophead coupé and the Fairthorpe Zeta were deemed by their makers to be too delicate to be driven by the pick of Europe's motoring writers—these you had to ride in with a works driver at the wheel. The Rolls-Royce V8 Phantom V was a static exhibit, but at least this prevented Robert Glenton from worrying about the labour involved in changing a plug or replenishing the sump, about which he had written deprecatory words in the current *Sunday Express*.

Otherwise, there were all those cars to be driven for three laps, including such desirable ones as the Aston Martin DB4, two Daimler SP250 sports cars and a Lotus Elite. In fact, queues formed for such delectable motor cars and we contented ourselves with obtaining less exciting vehicles in quick succession—roughly one every 20 minutes for the 4½ hours we spent at Goodwood—rather than hang about for the "racers."

This day of intense motoring passed off almost without incident until someone rolled a Sunbeam Rapier at Woodcote, giving it an even lower roofline than is customary on the lowest of today's cars. We heard that a steering-box had succumbed on an Alexander Minx and that the Rover 100's engine fell out when encouraged by an inopportune change-down at an inappropriate speed. Otherwise, all was well, and if we didn't manage to drive them we heard Paul Frere eulogise over the wonderful road-holding of the Elite and others remark on the remarkable performance of the V8 sports Daimler, which was said to be almost too powerful for its chassis.

Brief impressions by the Editor, as far as it is possible to form any in three hard laps, of the cars tried are as follows :—

The 3-litre Alvis had steering, heavy but accurate, and the gear-change of a real motor car, powerful front disc brakes, went happily to 4,500-5,000 r.p.m. in third, but possessed an irritating rattle from a back window. The Armstrong Siddeley Star Sapphire had that useful hold-selector for third gear, cornered remarkably well for such a heavy car, was silent, smooth and superbly braked.

The Citroën ID19 was outstandingly comfortable, needs more power, 75 in third taking a long time to come up, understeers its corners without ever letting go however hard you try, and has a driver's seat out of which you slide under this sort of cornering. The gear-lever, going *down* from top to third gear, confuses at first.

The Ford New Anglia has lots of "life," is somewhat skittish on corners, but had a crude unrolled sharp edge to its facia shelf. It is about as fast in third as in top gear and the new gearbox is a honey.

I used a Hillman Minx to "play myself in"—it is recalled as undistinguished but extremely comfortable and well appointed. The Twin-Cam M.G. two-seater was fun, handling well, really fast in third, with 95 m.p.h. child's play along the straight, and enough power to bring the tail round on the corners. A rattle in the engine at idling speed apparently didn't matter and there was no running-on when the ignition was cut. In contrast, the M.G. Magnette Mk. III saloon was big, lush, uninspiring as to performance (barely 70 in third), handled reasonably, and, with the driving seat fairly close to the wheel, had a gear-lever set too far back. The Humber Super Snipe has lost nothing of its wonderful engine smoothness with the increase in size to 3-litres; direct-top took it all round the circuit, with insufficient power to break the tail away, quite good steering, and a driving seat which provided no sort of support at all at extreme angles of roll. Spaciousness and luxury abounded, and the quick-lift windows were appreciated.

The Morris Mini-Minor went round all the corners flat-out, understeering phenomenally but refusing to let go, all-out on this car being about 60 m.p.h. on the speedometer—I can't praise the gear-change. I always have a go in a Morgan Plus Four, for old times' sake, and the car tried this year was extremely comfortable in spite of its fixed bench seat, and provided the best fun of the afternoon, reaching on indicated 105 m.p.h. at the end of Lavant Straight, the whole car feeling beautifully taut, and the crisp exhaust note a joy. The bonnet seems longer than ever from the low seat and disc front brakes and a rev.-counter of sorts represent worthwhile additions.

The Rover 3-litre is remembered for a silent engine and refined appointments, but as a heavy car with unpredictable sponginess in its steering. A Sunbeam Rapier saloon provided very forgiving road-holding characteristics when the car was provoked to catch a Sprite, the flick-switch overdrive switch is splendidly placed, and altogether I awarded high marks to this Rootes Group saloon.

The single-carburetter Triumph Herald saloon was a great disappointment—it would barely reach an indicated 57 m.p.h. in third gear, was no faster in top, seemed to suffer from tail-end lightness, and had a quick gear-change but indifferent steering, while considerable vibration was felt through the gear-lever and on the Paddock road tremors were transmitted from the chassis to the body. The Triumph TR3 was refreshing, that *really* stubby gear-lever a delight, but a smell of hot rubber intruded and after I came in the rear tyres were changed for Durabands.

Congratulations to the Guild for an instructive and enjoyable day's "lappery."

* * *

There should be jubilation that the Birmingham Motorway—M 1—opened on time, all 66 miles of it. A great motorway rolling across the land gives a sense of prosperity to a country, besides having other more practical advantages. M 1 is a start in the right direction and its sensible designation implies other great British Motorways to follow.

M 1

In order to gauge what our first decent motor road is like under normal conditions the Editor eschewed the special Press previews when the road was virtually devoid of traffic. Instead, he allowed the Continental Correspondent, who has had wide experience of the European motorways, to drive him the full length of M 1 about half an hour after it was opened on November 2nd. The car used was the Porsche 1600 Super, and the run made a charming contrast to the motoring the Editor had done the day previously, when he drove from London to Brighton in a 1904 Brushmobile.

The Motorway was more crowded than we expected but everyone was on their best behaviour and devouring the fast lane at 4,000 r.p.m., equal to a genuine 80 m.p.h., was entirely safe. Incidentally it kept the A.A. D.H. Rapide that was patrolling overhead in sight.

The Continental Correspondent thought that, compared to Continental motor roads, the surface was nothing to rave about and he noticed the Porsche being deflected by side winds which the cuttings seemed to generate. He considered the road-side signs almostly childishly too large but gave full marks to the markers indicating the approach of junctions where cars may leave the Motorway for lesser roads. The bends are slight, so that there was absolutely no need to lift off at 80 m.p.h. for any of them and the road is ideally wide, even on the two-track stretches. An eyebrow was raised at the presence of "cat's-eyes" between the traffic lanes but not along the outer edge of the carriageway. Some fine bridges cross this imposing new road.

There were still some loose stones on the surface on opening day, which cost one elderly Standard Eight its windscreen, and much mud where work was still going on by the Dunchurch Service Area. At first the surroundings are urban and many pylons intrude but further north rolling English countryside flanks M 1. Some of the link roads to the fly-overs rise and fall rather sharply, which could cause trouble, even danger, under icy conditions.

We were encouraged to see suitable cars really using the Motorway—in the first four miles an Aston Martin DB Mk. III, two Mercedes-Benz 300SLs, Jaguar 150S and XK and an Austin-Healey 100 were noticed, going fast. Only two cars passed the Porsche at its 80 m.p.h. cruising speed—a drophead Aston Martin which soon turned off and a Sunbeam Rapier proceeding at some 85 m.p.h., presumably making good use of its overdrive. Incidentally that the Porsche was well within itself was indicated by the oil thermometer, which showed the Castrol XL to be at 120 deg. C., whereas this oil is safe to considerably higher temperatures.

The Editor had expected to sometime see a major "blow-up" on the Motorway but he hadn't expected the road to take such a big toll on the first day. First car to be seen in trouble was an Austin A40 Farina with its bonnet up. This was followed by a broken-down Ford Consul or Zephyr, an M.G.-A with bonnet open, a Rover with tyre trouble, a Ford Anglia and an old M.G. both stationary, bonnets up on an Austin A55 and Jaguar Mk. IX, a Ford Anglia with a flat front tyre and an emergency flare burning to warn of a van with mechanical failure, while later a lighter van, and a Sunbeam Rapier, was seen to have stopped—and stopping, unless unavoidable, is not allowed on M 1.

At one point a big van appeared to have fallen on its side after driving off the road, the hard-shoulder apparently being too soft,

but otherwise no accidents of any sort were encountered, although the fact that one of the disc-braked Motorway express buses experienced a tyre burst later in the day is regrettable, being a design error which reflects no credit on the company which supplied the tyres.

It is sincerely to be hoped that Mr. Marples will not be too hasty and impose a speed limit on this splendid road which the initiative of his predecessor in office, Mr. Watkinson, brought about.

In Coventry, after the run up, we took lunch with Victor Bridgen's party, which included Italian, Dutch, German and American representatives and journalists who had come up in various cars, including a Ford New Anglia driven by Nancy Mitchell, a Triumph Herald, a Hillman Minx Easidrive, driven by Alan Brinton with Advanced Driver Isles as passenger, Mr. Bridgen's Jaguar Mk. IX, etc. All were warm in their praise of M 1. Incidentally, Victor Britain's hire cars are now equipped with wing mirrors and button-style direction-indicators as a contribution to safety on and off the Motorway.

* * *

ANGLIA *versus* VW

It will be recalled that when the Ford Motor Company of Dagenham released the Ford New Anglia to British journalists at the Crystal Palace (MOTOR SPORT last month, page 886) they saw fit to poke fun at Volkswagen, comparing this famous vehicle with their latest 997-c.c. saloon. We promised to watch this line of thought, so here are our findings.

Ignoring the Ford criticisms of lack of luggage and leg room, a flimsy bonnet lid, and odd weight-distribution of the VW and concentrating on something more definite, we have the figures, as under, quoted on the occasion in question.

	Ford claims for the Anglia	*Their figures for the VW*
M.P.G.	43 m.p.g.	38 m.p.g.
0-60 m.p.h.	30.5 sec.	32.4 sec.
30-50 m.p.h. in top gear ...	16.0 sec.	22.0 sec.

Now since these claims by the Ford publicity boys were made two independent road-test reports of the Ford New Anglia have been published and MOTOR SPORT's own road-test report appears in this issue. Averaging the former's figures we find things work out as follows, with our own figures added for good measure :—

	Average of two independent tests	MOTOR SPORT *test (best run)*
M.P.G.	37.7 m.p.g.	36.4 m.p.g. [38-45 m.p.g.]
0-60 m.p.h.	28.1 sec.	31.0 sec. [33.1 sec.]
30-50 m.p.h. in top gear ...	15.8 sec.	20.0 sec. [—]

(The figures within brackets refer to a three-year-old VW.)

From these figures it appears that the car we had was out of condition but that otherwise the Ford claim to have at last beaten the VW on performance is justified, even if Dagenham exaggerated the petrol economy of the New Anglia.



EDWARDIAN CAR—MODERN GIRLS.—The car is Victor Bridgen's 1910 Renault landaulette, the girls are those charming Renault models, from l. to r., should you be interested, Nesta, Maureen, Jill, Caroline and Sara.

To be fair, however, let us look at the s.s. ¼-mile acceleration figures for the two cars. These read :—

	Average of two independent tests	MOTOR SPORT *test*
s.s. ¼-mile	22.9 sec.	23.0 sec. [23.7 sec.]

(The figure within brackets refers to a three-year-old VW).

Here the Anglia does not walk away from the high-geared beetle quite so rapidly. Ford claimed 46 in. head-room against 42½ in. in the VW but omitted to mention that the New Anglia has a back-seat width of 47 in. compared to the VW's 52-in. wide seat. Study of the figures in general, however, makes us crave a new Ford—after all, we could always retain a Volkswagen for use on wet days to ensure that our feet keep dry. . . .

* * *

RENAULT PROSPERITY

The English branch of the great Regie Renault organisation threw an ambitious party at their Acton factory on October 26th last, to celebrate the opening of a 48,000 sq. ft. factory extension at Western Avenue which has cost some £250,000. This comprises a two-storey office block, a repair bay, and car delivery and storage bays, together with a fine showroom. M. Pierre Dreyfus, Director-General of Renault, performed the opening ceremony, having run the gauntlet of pickets without, the company being in the midst of a strike. M. Dreyfus spoke in a large hall, gaily decorated with lights and magnificent colour posters of French scenes, while Dauphines with their winkers permanently winking added to the gaiety of the room. A splendid buffet lunch was served, the Renault film of the *Daily Mail* Air Race was shown continuously, with exciting shots of Dauphines weaving in and out of the London and Paris traffic, and five charming model-girls—Caroline, Sara, Jill, Nesta and Maureen—all dressed alike in white costumes and shoes, gave each visitor a Ronson gas-lighter and a Corgi miniature Renault Floride. Here we may remark on the splendid colour-printing being put out by Renault these days, matched, perhaps, by Citroën's delightful DS19 colour catalogue.

In the showroom stood a 1912 Renault, while Victor Bridgen's well-known 1910 Renault landaulette awaited its owner without. Guests at the ceremony included His Excellency the French Ambassador and Air Marshal Sir Philip Wigglesworth, C.B., K.B.E., D.F.C., President of Renault in this country. The Renault-Dauphine is now the top-selling imported car in the U.K. and next year sales are expected to exceed 20,000, a ten-fold increase since 1957.

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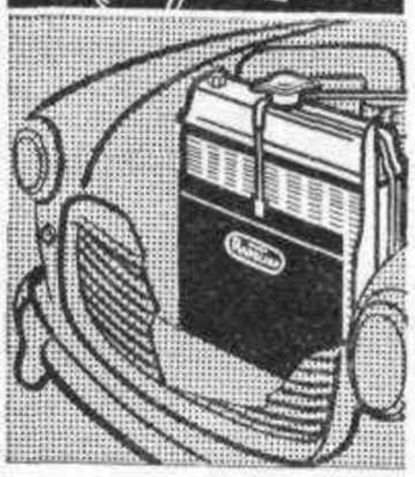
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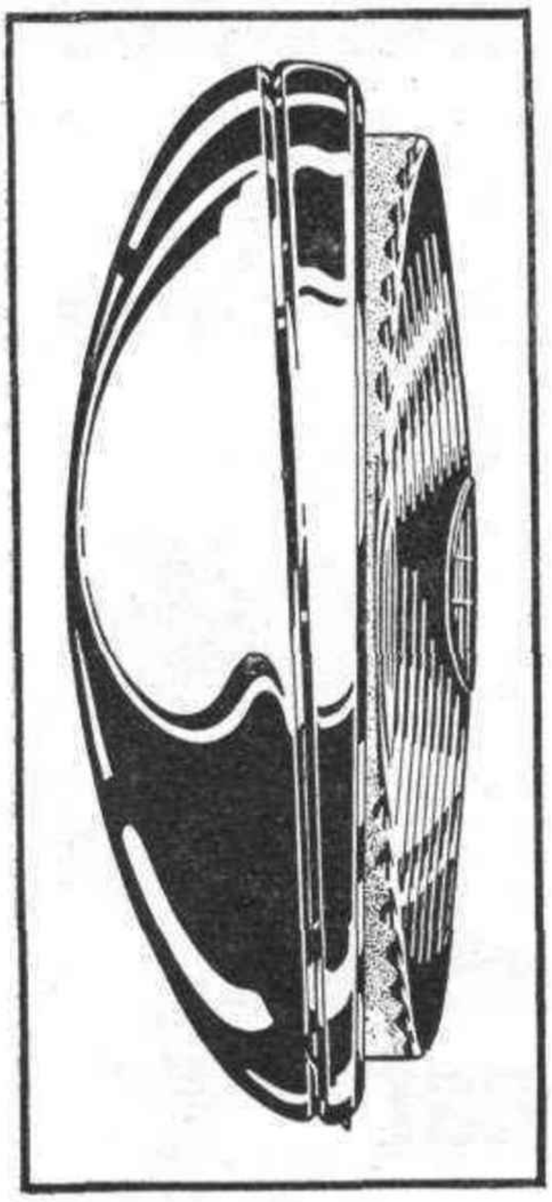
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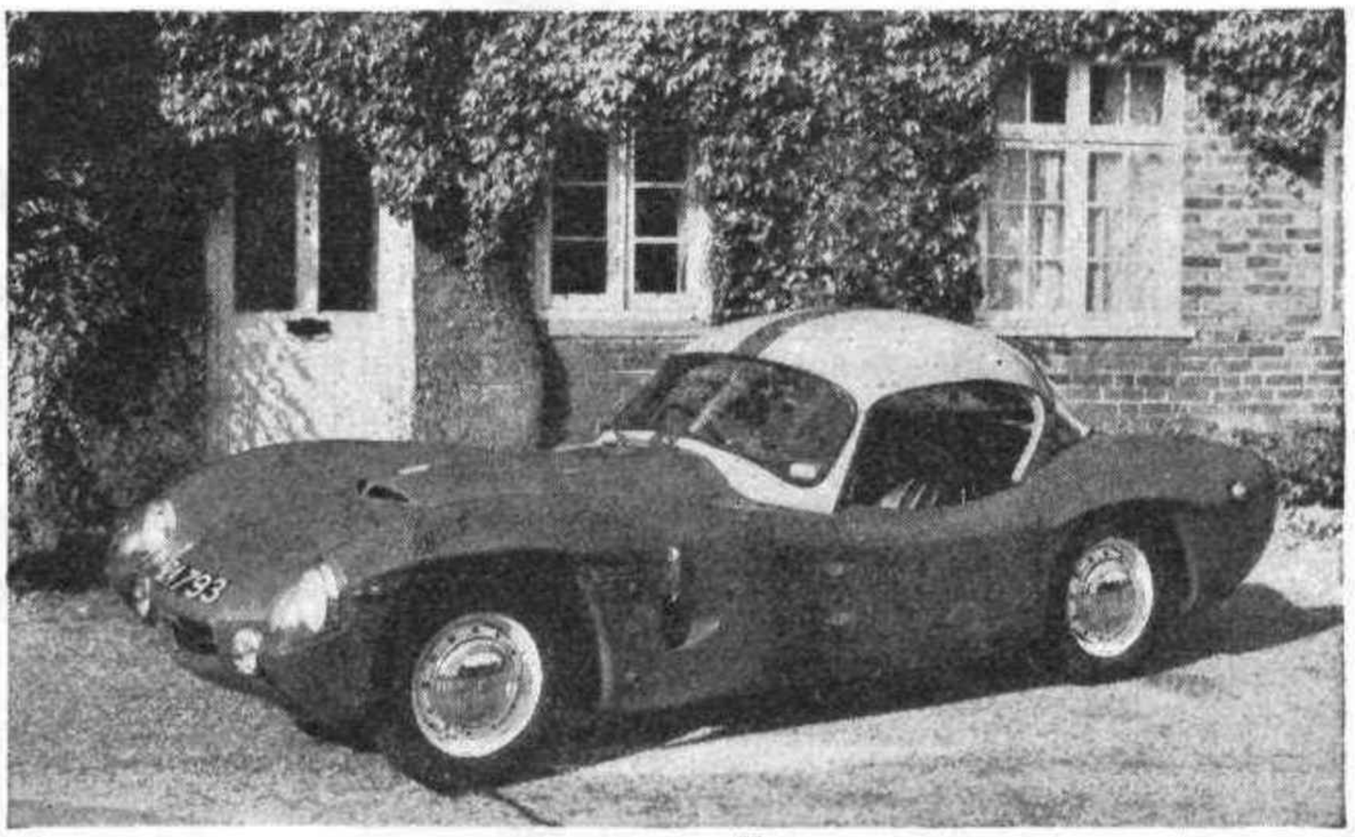
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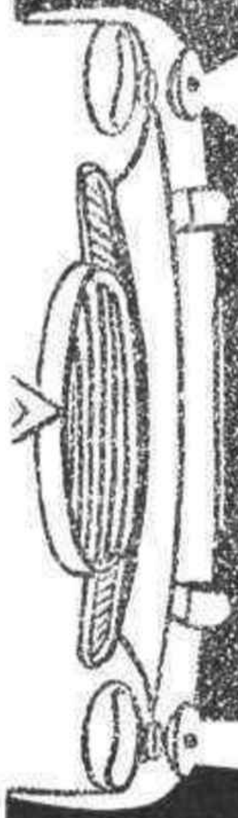
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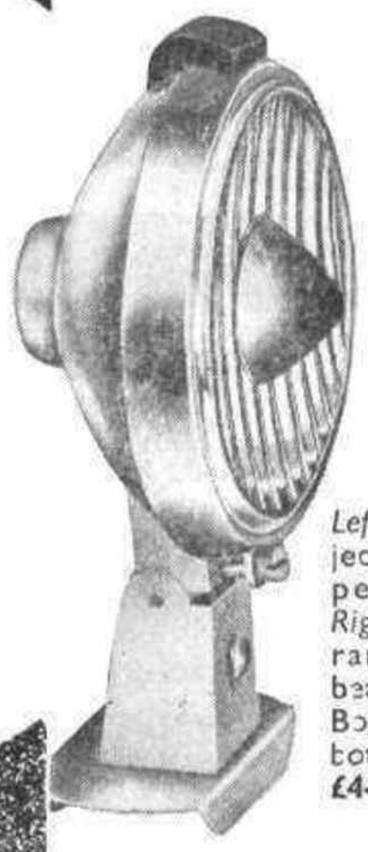
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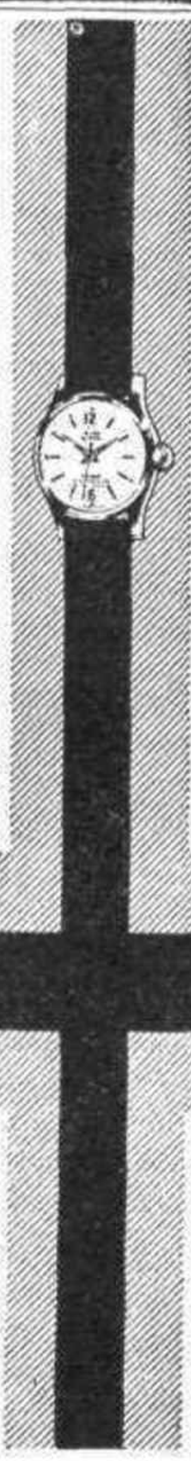
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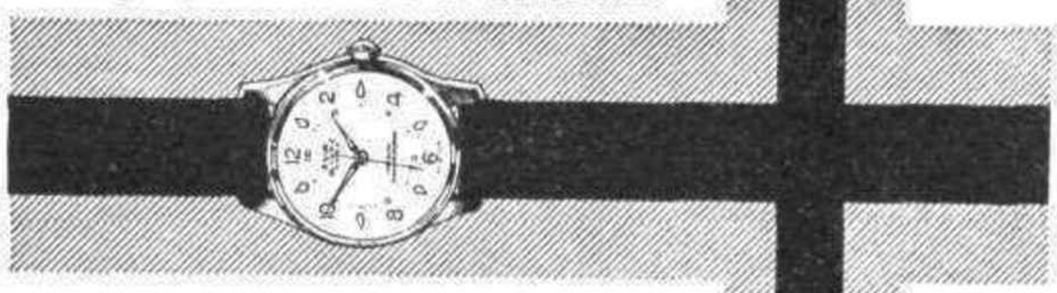
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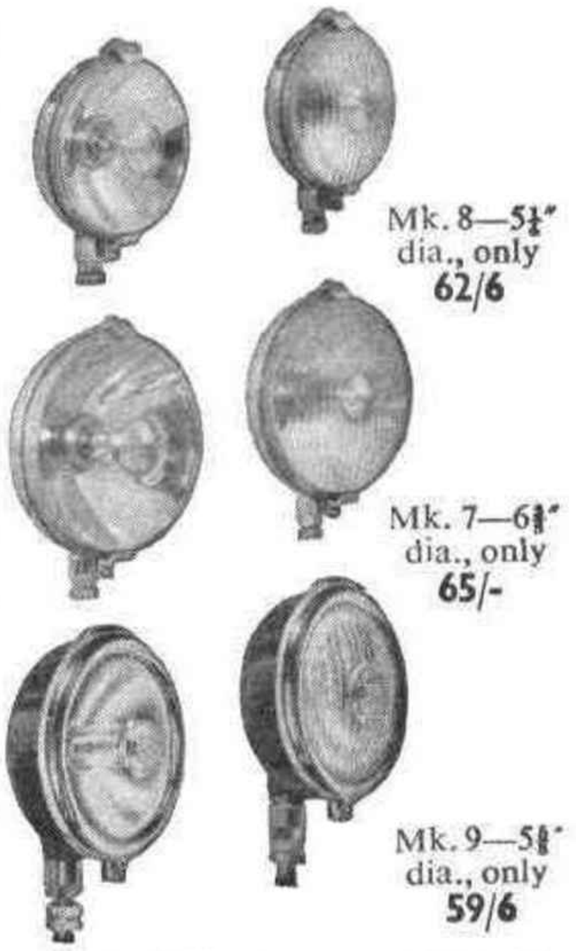
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EACH year the Americans hold a Speed Week on the Bonneville Salt Flats where cars of all makes and sizes are timed for sheer maximum speed. There are categories for all manner of machines, and such is the atmosphere at Bonneville that if anyone was to arrive with a new machine that did not fit into any of the known categories a new class would be formed on the spot and class records begun. Naturally all this high speed activity is essentially national and of particular interest to the Hot-Rodders and Tuners, but even so there is always a big entry of standard cars, including many European sports cars.

When these Speed meetings first began and we heard of blown Ford V8 Hot-Rods doing 150 m.p.h. we were rather sceptical, until one of the Bonneville enthusiasts pointed to a picture of a blown 750-c.c. record-breaking M.G. that had done more than 150 m.p.h., and said " Why should we believe the speed of that thing, when you won't believe the speed of our own blown 4-litre V8's? " To that we could only feebly reply that the M.G. was timed by F.I.A. timing. For a long time now the National Hot-Rod Association has been using a very accurate timing apparatus designed by one Otto Crocker, who also claims to measure distances to a greater degree of accuracy than the F.I.A. officials. Now in its 11th season the National Speed Week has condescendingly been recognised by the F.I.A., not that it worried the Americans very much that it has been unrecognised for the last 10 years. They have their own list of record speeds and classes and quite happily self-contained, but now that the F.I.A. have not only admitted to the existence of the Bonneville Speed Week, but also given it International status, it makes the speeds recorded of even greater interest in Europe. With a slight smile on their faces, having inspected the official F.I.A. timing mechanism for record runs, the Hot-Rod boys submitted the Crocker apparatus to the United States Bureau of Standards for checking and it was proclaimed to be of a higher degree of accuracy than requirements called for by the F.I.A.! So now, once and for all, the speeds at Bonneville week must be accepted by even the most cynical.

Thanks to an informative article by Griff Borgeson in an American contemporary we are able to glean a cross-section of what went on at Bonneville last August. To keep a sense of proportion we see that a Borgward TS clocked 93.560 m.p.h., a 300SL Roadster did 143.51 m.p.h. and a Ford Thunderbird did 134.930 m.p.h. A Vignale-bodied 4.9 Ferrari clocked 151.770 m.p.h. and an American journalist borrowed a Twin-Cam M.G.-A from a dealer's showroom to see just how fast these things are without receiving attention, and clocked 101.010 m.p.h.! A Corvette did 153.327 m.p.h. and a supercharged Corvette, using an enormous GMC blower, did 172.410 m.p.h., and a 5-litre V8 Chevrolet sports car Special (like a Lister) eventually did 191.136 m.p.h. after much detailed tuning. In 1957 there was a man with a 300SL coupé that clocked 150.647 m.p.h. and he came back this year with the Mercedes-Benz engine replaced by a 6½-litre V8 Chrysler engine, suitably souped, and clocked 180.000 m.p.h. In the Specials, or Streamliner category, and many of these cars are as well designed as the M.G. record-breakers, a supercharged Morris Minor-engined car did 111.145 m.p.h. in one direction, records having to be established in two directions. A 4-litre Plymouth-engined streamliner did 258.249 m.p.h., which heralded the appearance of the really serious Bonneville contenders. Last year the Shadoff Special with three Chevrolet V8 engines, fuel injection, free-fuel and every other known tuning device was timed at 272.930 m.p.h. This year it was in new hands and the three Chevrolet motors had been replaced by two supercharged Chrysler engines enlarged to over seven litres each. It was a bit temperamental but on one run was timed at 289.150 m.p.h., and then there was a big bang.

The climax of the week was undoubtedly the tests made by Mickey Thompson with his Land Speed Record car, " Challenger I." Although this car is often described as a back-yard Hot-Rod, with its four Pontiac V8 engines, and four-wheel drive, it is actually a seriously constructed Land Speed Record car. Capt. G. E. T. Eyston, who held the World's Record at one time with his twin-engined Thunderbolt, saw the car and praised its construction and design most highly. Unlike Eyston and Cobb, who sat in front of their engines, Thompson sits well behind his, in what is termed a sling-shot cockpit well behind the rear axle, in the streamlined tail-fin. In a preliminary canter across the Speed Week course he clocked 266 m.p.h., and then he was timed on a long course, and the speeds were as follows :— The first flying ¼-mile : 274; first mile : 286; second mile : 313; and the third flying mile : 332 m.p.h. At the end of the Speed Week he ran again and set the Open record for the Bonneville Nationals to 330.512 m.p.h. and in one direction he recorded a highest speed of 362.318 m.p.h. In September, while B.M.C. were breaking records with their streamliners, Thompson made a try on the Land Speed Record and approached very closely to 370 m.p.h., but could not reach anywhere near his hoped-for 400 m.p.h., that is if you can honestly say that 370 does not approach 400. It seems that all he lacked is sheer b.h.p. and once again Capt. Eyston, who was at Bonneville looking after Castrol oil interests for B.M.C., confirmed that Thompson was no wild Hot-Rodder as depicted in the dailies, but a serious-minded man, and if he can find some more powerful engines for his " Challenger I " then Cobb's record of 394 m.p.h. might well be broken.—D. S. J.

MINIATURES NEWS

The flood of motor-car miniatures continues and at Christmas time they are especially attractive. Playcraft have brought out a Renault Floride (No. 222) in their well-finished " Corgi " series which incorporate glazed windows and sprung wheels. Meccano Ltd. have introduced a " Dinky " VW Karmann Ghia coupé (No. 187), 3¾ in. long, priced at 3s. 6d. inclusive of purchase tax. So there you have two of Europe's most handsome coupés in miniature. Meccano also have a Dinky Supertoys working-model B.B.C. T.V. Extending Mast Vehicle (No. 969—13s. 6d.) and a remarkable Missile Erector Vehicle which erects and fires a scale Corporal missile (No. 666—28s. 9d.), both excellent Christmas gifts.

Lesney not only offer fine gift sets of their " Matchbox " series miniatures such as the Private Owner set, which contains 19 models, several of them sports cars, but have added No. 73, a detailed 10-ton R.A.F. Pressure Refuelling six-wheeler vehicle, to the range. They have also brought out another nostalgic " Model of Yesteryear " in the shape of a scale miniature of the G.W.R. locomotive " Duke of Connaught," the 1897 4-2-2 express engine of the type which made some spectacular runs on the ocean mail specials from Plymouth to Paddington in 1903, attaining a top speed of 102 m.p.h. and averaging 77½ m.p.h. for the 118½ miles between Bristol and London with 120 tons in tow. This is No. 14 amongst these collectors' pieces and is finished in G.W.R. colours with polished dome. It is detailed even to springs, name-plate, tool boxes and number, and all its wheels are spoked, and flanged to run on the track. The scale is 130 : 1.

We have seen a photograph of a large model of the Citroën DS19 but Citroën Cars could not provide any information, while we believe Lines Bros. have introduced a series of miniature cars to supplement their larger, electrically-propelled Triang model-car series but so far no samples have reached us.—W. B.

THE B.M. TORCH—A SENSIBLE PRESENT FOR THE MOTORIST

There is no better present for the motorist, as winter closes in, than a good torch. One of the best torches for use in and out of the car that we have ever encountered is the new B.M., with revolutionary nylon switch concealed within the head. This excellent torch was evolved by the late Stuart Barker, of British Power Boats, and his designer, Mr. V. Meager, in an endeavour to produce a fool-proof portable torch.

To test it they boiled it in a pressure-cooker up to 40 lb. for an hour, submerged it 120 feet in salt water for seven days, operated the switch mechanically on-and-off 500,000 times, kept it for 48 hours in a deep-freeze at —20 deg. F., and dropped it repeatedly on head, side and base from a height of 15 ft. onto a concrete floor, sometimes breaking the bulb but never the torch. After its successful emergence from these arduous tests they felt able to put the B.M. torch on the market and to issue a guarantee with it.

The torch has a simple rotary switch action, providing for flashing a signal as well as giving a steady concentrated searchlight-like beam. The head is of rubber, moulded to stop the torch rolling off a flat surface, the body has a hammered finish in fawn and contains a ring for hanging it up, the nylon switch is non-corrosive (corrosion ends the life of most torches) and is self-cleaning, and the construction is of Rolls-Royce quality. A Mk. II version safety-approved for use in the methane, pentane and hydrogen classes, and with lockable head to deter removal of the batteries, is available. Motorists will go for the Mk. I version, which is water-tight, gas-tight, shock-proof, nylon-insulated, and well balanced, besides being rust-proofed and non-corrosive. It is said to last a man's lifetime and would make an ideal Christmas gift. The B.M. torch is priced at 35s. and is obtainable from most good shops. In case of difficulty write to Bardic Ltd., Northam, Southampton, mentioning MOTOR SPORT.

LETTERS from READERS

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

JUSTICE?

Sir,

In one of your recent editorials you warned motorists of some parts of the country which dealt harshly with motorists in their law courts. I should like to draw your attention to Wiltshire. Some two months ago, when driving from Cornwall to St. Albans, I was caught in that insidious device—the Radar Speed Trap—in the small village of Seend. This was my first motoring offence of any nature in eight years of cars and motorcycles. The savage sentence imposed on me by the Magistrates' Court at Devizes was a £7 fine, plus 5s. costs and my licence endorsed.

I was unable to attend the court due to my work and merely signed the form, pleading guilty. In my local area a policeman has told me that the maximum sentence I would have received here would probably have been £3 for a first offence.

We are told that we receive justice in our British courts, but it seems that an unduly large lump of it was flung at my head.

May I wish you continued success with your excellent magazine.

I am, Yours, etc.,

St. Albans. R. L. Hood.

* * *

LETHAL PROJECTIONS

Sir,

I was interested to read in your report this month of the Sunbeam Alpine, a severe criticism of the "lethal metal projections" waiting to puncture the head of the driver. Why do designers commit such fantastic errors?

Another glaring instance is in the Jaguar XK150 drophead coupé. The fittings for the hood protrude over two inches towards the centre of the driver's forehead. A suggestion that padded sun vizors should be fitted to lessen the impact is met by the extraordinary comment that it is not the policy of the firm to fit vizors on that model! The safety or convenience of the driver seems to be secondary to ease of production and a good balance sheet.

Another disgraceful mistake is the fitting of the battery in the wings of the XK150. After several minutes scraping away of cow manure and underseal a panel can be removed, disclosing the side of a battery that it is almost impossible to top up. If we should be rash enough to want to take the battery out it is not too difficult, if we do not mind taking the wheel off first! Putting the muddy panel back is even more difficult than getting it off. If we are still in the mood, of course, we can then carry on and do the whole job again on the other side of the car for the remaining six volts. This on a car with no starting handle and, in my case, with automatic transmission—very unpushable!!

Going back to the safety angle, I find the handle for the front quarter-light just waiting to catch in the cuff of the glove of the unwary, making a sudden turn to the right an uncertain operation. One remedy is to open the quarter-light, but the sharp corner just cuts chunks out of the back of your hand. The sharp edge on the top of the frame disclosed when the window is down has to be felt to be believed.

Of course, the engine and brakes are wonderful but why spoil a good car by such idiotic boobs in design? And I have only space to mention three out of the many.

I am, Yours, etc.,

Shenton. Peter F. Hall.

* * *

PRAISE FOR THE FIAT 600

Sir,

I'm quite embarrassed with myself for feeling so smug. With hugely expensive newspaper advertisements screaming about exciting new baby—sorry, "light"—cars all over the place, there's me trundling about in a three-year-old model that has 'em all beaten. Independent suspension? Got it. Plenty of room? Stacks of it. Power? Ouch! that pain in my back. Steering lock? Who's for ring-o-roses. Visibility? We grow tomatoes in it. Gearbox? Unbeatable.

The car is, of course, a Fiat 600. Having seen and tried most of the new babies, I'm sure there's nothing to touch it. Motor Sport keeps on telling me that the maximum speed of my model is 60 m.p.h. I get 72 m.p.h., with no more preparation than half a pint of Bardahl added to the sump. There's a heater as standard equipment, and the most purposeful looks and careful finish of them all.

Despite the motoring correspondents (most of whose eulogies for the new cars, you will have noticed, were on pages facing paid-for advertisements), I'm sure no small-car owner ever had it so good as me.

I am, Yours, etc.,

London, W.9. Bruce Marshall.

* * *

SHORT AND LONG STROKES

Sir,

At the risk of re-introducing a hoary subject, I have been intrigued by the advent of the over-square engine pioneered by Dr. Porsche, and now finding more general acceptance. This is said to facilitate high-speed motor road cruising without excessive bore wear.

It was once written in Motor Sport that a long-stroke engine would be lighter for the same power, so if this holds good, these modern engines may not be so efficient. It is suspected that the real reason for shorter bores is simply that production engineers find them cheaper to make.

While the rate of bore wear depends on the usage, the long-stroke engine seems to be able to accommodate much more wear without affecting oil consumption. In fact, with the modern engine oil consumption seems more difficult to keep within reasonable bounds. (For example, certain 1½-litre engines a few years back.)

I have heard it suggested that the last long-stroke Riley 2½-litre engines made by B.M.C. were guaranteed to do 100,000 miles between rebores.

Personal experience with the Riley Nine engine seems to indicate that it would do very well for motor road work, where VW fuel consumptions and negligible oil consumptions could be expected.

Incidentally, I understand this engine was designed by a Hugh Rose, who also was responsible for the Lea-Francis engine of the same configuration, and that, according to your journal, the cylinder and valve gear arrangement was preceded by that of Dorman.

Has anyone any further light to shed on these views and this last statement?

I am, Yours, etc.,

Derby. J. F. Tadman.

* * *

SALUTE TO FERRARI

Sir,

I should like to express my own feeling of intense pleasure at your choice of subject for your November coloured front cover.

You could not have paid a more timely tribute to Ferrari, without whose continued support for so many years Grand Prix motor racing would have lapsed into obscurity—a fate which may well befall it if classic starting grids continue to be cluttered up with "make-it-yourself" entries!

I am, Yours, etc.,

Beckenham. J. H. Capon.

* * *

DAGENHAM OR DETROIT?

Sir,

I am rather puzzled by the claim made in motoring circles that the Ford cars assembled between strikes at Dagenham are British. By what stretch of imagination has this come about? Does it imply that the Yanks have become all brotherly and loving and given us a whacking great factory and all the profits because they were kinda sorry for us and it made 'em feel good right deep down inside; or were they simply fed up with the British shirking man and his pathological dislike of work?

What, Mr. Editor, would be the reactions of yourself and General de Gaulle if I were to stick a brace of Union Jacks on my Bugatti?

I am, Yours, etc.,

Charlton. Joseph Bayley.

* * *

MODEL C.I. ENGINES

Sir,

We were particularly interested to read in "Rumblings" the account of the E.D. range of engines. The fact that you devoted so much space to this would indicate that you considered that your readers would be interested in miniature motors, and we therefore

thought that some slight additional information may be of use to you.

The first point is that these model engines are divided into two distinct categories—compression-ignition and glow plug (this ignores the spark ignition motor, whose use in aircraft is virtually extinct). The former you cover well in your write-up, while the latter are the type of motor which is used with a methanol nitro-methane based fuel. In place of the compression lever of a diesel they have a plug, and to start the motor a 2-volt accumulator is connected to this, causing an internal element to glow. As soon as the motor starts the accumulator is disconnected and the engine will continue to run, the heat from the explosion, plus the catalytic action of the fuel on the plug element allowing ignition to continue.

This type of motor is capable of the highest development and tuning, but quoting r.p.m. or b.h.p. figures gives little idea of their power output. Suffice it to say that speed models flown on 52 ft. length control lines can reach speeds of up to 140 m.p.h. when powered with a 2.5-c.c. motor. To reach these speeds the engine must be turning, in the air, at upwards of 20,000 r.p.m.

Normal production engines cannot hope to reach this output; only a very few specially tuned or one-off, hand-made, motors reach such outputs.

It is not disrespectful to E.D., or for that matter any other large motor manufacturer, to say their products can be likened to the family car. To cater for the out-and-out contest enthusiast there are manufacturers with limited production lines, who specialise in engines with a higher output per c.c. (sports cars), while at the top of the scale are the tuning/rebuild and one-off production people who specialise in the out-and-out racing motor (racing cars).

You will appreciate from these remarks that I have merely scratched the surface of an exceptionally interesting subject, which is, in fact, worth a book in itself. Not only from the motor design point of view, but also on the question of fuels—how many car enthusiasts would consider using 60, 70 or even 80 per cent. nitro-methane in their fuel mixes?

I am, Yours, etc.,
N. J. Butcher,
London, W.1. Editor, *Model Aircraft.*

[In fairness to E.D., they made no attempt to put forward their engines as competition units. We realised we were merely scratching the surface of the subject. The idea was to whet the appetite of motor-racing enthusiasts for model c.i. engines.—Ed.]

* * *

"HOW DOES THE VOLVO RATE?"

Sir,

Perhaps I may be able to help Mr. W. B. Horner by giving my impressions of the Volvo.

I took delivery in December last year and have so far covered 12,500 miles, of which about 1,000 have been on the Continent. I consider it to be an outstandingly fine motor car and am delighted with it in every way. It is tremendous fun to drive—the acceleration and road-holding are truly fantastic, the steering a positive joy, the turning circle of 32 ft. is a godsend for London parking, and an overall petrol consumption of 26 m.p.g. more than reasonable. The four-speed gearbox with synchromesh on all four is a honey—the ratios could not be improved upon, and the gear-lever is ideally placed. The driving position is extremely comfortable and I have never felt tired after a long run.

The only improvements I can imagine would be thinner door pillars, a manually-operated dip-switch (this admittedly being merely a personal preference), and disc brakes.

The brakes are, in fact, perfectly adequate for normal purposes, with no fade, but the Volvo permits—or perhaps I should say encourages—deceptively high cruising speeds and disc brakes would add to the joy of driving this delectable car.

People have said to me, "Yes, that's all very well, but it is the heck of a price, isn't it?" Well, all I can say is that I cannot think of a car that I would rather have for the same price, and I am pretty sure that one is not made that combines all the Volvo's good points at anything like the same price.

Finally, for the record, I would say that I have absolutely no connection with Volvo cars, nor their concessionaires, distributors, agents, etc.

I am, Yours, etc.,
London, W.6. Robin S. Howard.

Sir,

Thank you for giving so much space to the Volvo owners who (for the most part) so enthusiastically wrote their experiences. I found the information most instructive, and hope other readers did also.

It seems a great pity we have to look to Sweden to provide a 1.6-litre car of "Alpine" performance with five seats, four doors and petrol economy, and that your less enchanted Volvo owner-correspondent thought of a German firm in connection with the ideal interior finish. Perhaps the connoisseurs are too few to be catered for domestically.

I am, Yours, etc.,
Barnes. W. B. Horner.

Sir,

I think that many of your readers must be like me in that I am always more than interested in your road-tests and about five years ago, as a result of your comments, plus those of one or two owners whom I knew, I purchased a Volkswagen. This gave me complete satisfaction, a strenuous Continental holiday, and quite a bit of rallying for the 10 months I owned it (approximately 12,000 miles), and I only exchanged it for a new model when the twin-pipe one was introduced, which had greater interior accommodation. Also, I had always regretted not having the sliding roof and the new model had this. It, in turn, gave me 3½ years of absolutely troublefree, economical motoring, covering about 35,000 miles, and again included Continental touring and rallying—in fact, it was worked extremely hard at times and thrived on it. My total for repairs was a clutch spring and a couple of replacement bulbs and overall I got just under 40 to the gallon.

However, with a growing family it was decided that more room was necessary, and we reverted to a British car in the 2¼-2½ litre, over four-figure price category. This resulted in 15 months of purgatory, over which I prefer to draw a veil (but on which I could write a book!) and at considerable financial loss a further change was made. (I should mention this was not a car on which I can remember you reporting.)

Before this change was made I had decided I was going foreign again and the choice was between an ID19 Citroën, in which I had motored a little, and a Volvo 122S, of which I had no experience whatsoever. However, both had been reviewed by you and some of the other motoring journals in highly favourable terms, and the claims for the latter indicated it to be an outstanding vehicle. I spent roughly a fortnight in coming to a decision in which I had several test runs in both cars, studied their respective literature and the various road tests and drew up my own list of "pros" and "cons" covering each car, and in the end my choice was the Volvo. This is in no way disparaging to the Citroën but for my requirements the Volvo seemed the better choice.

My reason for writing is that so far your correspondence columns have carried no comments from your readers about the Volvo and I think some of mine may be of interest. Firstly, I have never for a minute regretted my choice and the more I drive it the more I like it. For saloon car motoring I have just never experienced anything similar in the past and when fully run-in I consider it will give the performance of most sports cars and will, in fact, better many. To date my mileage is just over 2,000, and I am still not trying to use anything like its full performance, but I have no doubt I could safely do so as the engine is bench-tested and partially run-in before delivery and the maker's only instructions are not to use full power except in short bursts to begin with! The gearbox is a delight to use and has beautifully spaced ratios (all synchromesh), the steering is light and precise, the engine accessibility is incredibly good and the paintwork is tops. It is a car in which long runs can obviously be done quickly and comfortably and while, perhaps, one's first impression of the driving seat is that it is rather hard, this proves to be a good fault as over a long distance it supports the back and prevents one sagging. So far, it has returned 36-38 m.p.g., and this has not been at sluggish speeds.

No doubt, you say, there must be snags or faults but as yet those which I have found are minor ones. When motoring in wet weather with the quarter-lights open water drips in, as they have no drain channel, and rain seems to blow in rather noticeably through slightly open windows. While mudflaps are shown all round on the road-test cars they are not included for the rear wheels. Similarly the parking lights mentioned on the test model are omitted (and with six-volt lighting these would perhaps be an advantage). For interior finish one has a choice of cloth and plastic upholstery or all plastic. If the former is chosen you get a centre arm-rest in the rear seat but you then must have a cloth headlining. If all plastic then no centre arm-rest but plastic headlining. I think a plastic headlining, irrespective of upholstery, is a "must" nowadays. Provision is made for safety belts which I would very much like, but at 15 guineas a pair this is surely an excessive charge. One fitting I would like to have seen as standard is a reverse light but this is being added and while jets for a screen washer are fitted the washer

is not. I have added the Lucas electric one—it is most efficient. The fitting I must find fault with is the chrome strip on the steering wheel, and the chrome horn ring—both dazzle badly when the sun comes in from side or rear—I have painted them over a matt finish and would suggest to the makers that they alter this finish in the future.

I could continue much longer in my praise of the car—the immaculate finish of the engine is only one of many features, but I am not a publicity agent for Volvo A/B, so I will not press this theme.

I would, however, finish by commending British manufacturers to study this car very thoroughly because I feel that if it were to be produced in quantities (and I understand that relatively speaking its production is small) and to the present high standards, it would be an extremely serious competitor in foreign markets. Even so, I see over 6,000 sold in U.S.A. alone in four months.

I am, Yours, etc.,

Glasgow. G. D. W. ORGAN.

[This correspondence is now closed.—ED.]

* * *

WET FEET

Sir,

In your review of the new B.M.C. Minicars (September issue) you stated that these models had been exhaustively tested over a long period.

The first Mini-Minor has just arrived in this area and has aroused considerable interest. The first time the new owner took it out in the rain, however, he brought it back to the garage complaining of wet feet!

The car was put on the hoist and sealing compound rubbed into all joints in the hope that this will affect a cure.

I can vouch for the truth of this as I saw the car when it was on the hoist having its seams caulked.

Exhaustive testing, my foot!

I am, Yours, etc.,

Chepstow. S. H. W. PRINCE.

[And when driving the "World's Most Exciting Small Car" I found it to live up to its reputation—part of the excitement being to see which foot got wet first!—ED.]

* * *

COMPARISONS

Sir,

It is interesting to read in the November issue how taken such a stern critic as the Editor is with the new B.M.C. baby cars. It seems to me, however, that comparisons can fairly be made with a well-established model, whose engine is a mere 3 c.c. bigger than the new models. This car has not been tested by you, but is very well known in its country of origin, and I quote figures from tests by the same (English) journal of it and the new Austin Se7en.

The older car has better acceleration (fractionally) in every one of the ranges 0-30, 0-40, 0-50 and 0-60, a maximum speed of 79.9 compared with 72.4 m.p.h., a better fuel consumption at steady speeds, ranging from 68 m.p.g. at 30 m.p.h. compared with 58.5, to 45.5 m.p.g. at 60 m.p.h. compared with 40.0, and a "touring consumption" of 46.5 compared with 43.5. When it is pointed out that the old model is a full 5/6-seater and weighs 16 cwt., compared with 11¾, a true picture of efficiency is shown, I think.

Another comparison shows how ideas of size and relative proportions change: the new Phantom V is said to be the largest car Rolls-Royce have ever made, and is, I suppose, a seven-seater at least, with a wheelbase of 12 ft. Yet until recently I owned a 1934 car with a wheelbase of 11 ft. 6 in. which was a mere two-seater, and was never considered a huge car; and, by the way, when this model was tested in 1932 by *The Autocar* it did 20-30 m.p.h. in top gear in 20 sec. flat, which seems an example of flexibility beyond the powers of present short-stroke engines.

I am, Yours, etc.,

Wetheral. D. A. NISBET.

* * *

A DISSATISFIED CUSTOMER

Sir,

Before buying a Triumph Herald saloon I read D. R. Atkinson's letter with interest, but dismissed it as being written by a person who, as you described, was "hard to please." Now, however, as I have completed 3,000 miles my ideas have changed greatly.

I don't consider myself as unduly hard to please, but the number of faults which have occurred with my Triumph make me wonder if I have spent my money wisely. The following is an account of the running of my car:

(1) On taking delivery of the Triumph the driver's door would not close correctly and the window on the same side came out of its runners when wound up. One windscreen washer did not work and the other pointed to one side of the window.

(2) At approximately 600 miles the rear axle and one wheel bearing went, and had to be replaced. The rubber surround of the boot came loose. At this time I found that the car leaked at the junction of both doors and body—this had to be corrected by inserting a strip of rubber at the junction.

(3) At approximately 1,600 miles both windows came out of their runners and could not be wound up. The rubber around the gear-lever split and is still waiting to be replaced. The rubber tip on the passenger's sun vizor worked loose and was lost. The half-shaft and needle bearing on one side became, as the garage described, chewed up and had to be replaced.

(4) On the same day as the 3,000-mile service was completed the welding holding the top of the radiator came loose, so that the radiator almost fouled the fan. The rubber tube from the overflow pipe had to be removed during the repairs, and when replacement was attempted this tube split along its length due to the fact that the tube had a seam along which the split lengthened.

With regard to other points in Mr. Atkinson's letter, the gear-lever has very occasionally jumped out of reverse and there is a slight squeak from the suspension. But I find that the road-holding is very good, the steering very light and easy to handle, also there is little vibration from the gear-lever at faster speeds. I also like the design and appearance of the car, and I am sure there is no car easier to park and turn round.

As one of your correspondents suggested that Mr. Atkinson should have written to the Triumph Motor Company, I decided to take this step. The reply I received was most unsatisfactory. They could only "regret that the car was causing concern and trust that their dealers would ensure a speedy rectification."

Though all the faults I have mentioned (apart from the rubber around the gear-lever) have been rectified, a lot of pleasure in driving the Herald has now been lost by the ever constant thought, "I wonder what will go wrong next?"

I am, Yours, etc.,

Malvern. G. J. HOBSON.

* * *

SEBRING

Sir,

We were extremely surprised to read in the "Continental Notes" article of MOTOR SPORT's October issue, page 750, the remarks expressed by Mr. Jenkinson, concerning the Grand Prix of the United States F.1 race, scheduled to occur at Sebring on December 12th, 1959.

In particular, we refer to his reference to the event being held on what is claimed to be "an absurd airfield circuit." We are compelled to wonder in what way the circuit is "absurd," and more especially we question whether Mr. Jenkinson, in this instance, can speak with authority. The writer has been privileged to meet Mr. Jenkinson on several occasions—at several circuits, but never at Sebring. Even allowing for this lack of first-hand knowledge, surely Mr. Jenkinson has access to records and data which clearly reveal that the Sebring circuit is, in fact, a true road course for at least half of its distance. It is, of course, recognised as being a circuit which imposes a rigorous test of racing machinery—as in fact does any true road course—but the term "absurd" leaves us bewildered.

Later in the article we find that the C.S.I. are criticised for permitting the event to take place so late in the season. We would respectfully point out that until a matter of a few weeks ago there was a distinct chance that the Morocco race would be run on a date even nearer the end of this year. With the increased world-wide activity and interest in Formula racing the time has passed when the "season" can be confined to the accepted European racing programme, which used to commence in April or May and finish in September. A glance at the recently published International Calendar for 1960 clearly reveals that the Grand Epreuves are spread over the entire year—January through to December. It is true that this year circumstances dictated that there would be a three-month interval between Monza and Sebring. We would, however, remind Mr. Jenkinson that when the C.S.I. approved the Sebring December date our friends in Morocco were expecting to run their G.P. event in October. Had this race taken place the interval would have been much less, and only reasonable time would

have been available for the constructors to ready their cars for the journey to Sebring.

Why will the 1959 Champion Driver of the World have " such a short reign ? " Surely whoever receives this coveted title will " reign " throughout the year 1960.

Everyone is entitled to speak and write their opinions. As organisers of an annual Championship race we often read articles dealing with the races held at Sebring, some convey compliments and praise—others contain criticism, often justified. We especially take notice of the latter and always try to correct our faults. In the case of Mr. Jenkinson's article, we feel that Sebring is unjustly treated, and, similarly, we think the reproach of the C.S.I., " who dropped a clanger of major proportions," was an uncalled-for comment.

Everyone enjoys Mr. Jenkinson's articles—in fact, anyone who takes pleasure in the sport of motor racing realises that he is perhaps the prince of auto journalism. No doubt you will let him read this letter, and it is hoped he will not mind our taking time to defend ourselves for what we regard as being unfair criticism.

With best wishes and congratulations to you, Mr. Boddy, as Editor of the finest auto sports magazine in circulation.

I am, Yours, etc.,

REGINALD S. SMITH,

Florida. Race Secretary, A.R.C. of Florida, Inc.

[We include this letter to show that MOTOR SPORT is not anti-Sebring, but it must be remembered that what Mr. Smith expresses are personal opinions, as were the remarks of our Continental Correspondent.—ED.]

* * *

ONE WHO LIKES RENAULTS

Sir,

D. S. J.'s report " Autumn in Paris " is now doubly interesting in view of the recent lifting of import restrictions on vehicles from France (amongst others). However, I feel that he must be taken to task over certain points connected with Renaults.

Firstly, he may well have felt apprehensive of the Dauphine-Gordini's " flat-out performance " (which can be directly correlated with the ordinary Dauphine's performance), but why on earth pass judgment on a car's general standing almost solely, as it seems to me, on this one trait of performance. Renaults have never pretended that, in this respect, the Dauphine (types) were anything more than an excellent small, economical and comfy saloon; it is almost entirely fortuitous that some people (including Renault's Competition Department, Gordini, Rédélé, Rudd, Downton, Peco and a host of others) have found it to be tunable, lowerable and virtually indestructible. How many major rallies has a Dauphine-type won *outright* and how many class awards has it collected in four short years—Monte Carlo, Alpine, and another recent one where they filled five out of the first six places—need one go on ?

The recent suspension modifications (Aerostable) and even shorter gear-lever travel, produced by new gear-teeth profiles, incorporated since MOTOR SPORT's September comments on the " quickest changes yet encountered on a production saloon " (p. 671)—all at *no extra cost*—should indicate that D. S. J. is setting his sights ridiculously high, especially in this latter department, and is presumably trying to compare in his mind's eye the Renault change with the Porsche one. This may be all very well, critically speaking, but it should be borne most carefully in mind that one pays over twice as much for a Porsche than one does even for the Gordini version of the Dauphine, and if it isn't better in the cog-swapping department then you've bought the wrong mount. It's the old argument of hand-built *versus* mass-produced. I fully agree that the long gear-lever travel is initially disconcerting, but after 15,000 miles in my Renault 750 I just don't notice it and can still make a quicker change than almost anything else on the road even more sporting than me. Anyway, it is infinitely superior to the B.M.C., Ford and Standard steering-column atrocities or the Ford floor lever. The inverting of the Dauphines and Florides is quite unnecessary—reminiscent of irresponsible clots trying to make a good little 'un go as well as a good big 'un. To drive a normal car in such a manner presupposes Porsche performance at Renault prices, not to mention incipient irresponsibility.

Also, D. S. J. makes the Alpine Renault sound like a " hotted " Dauphine or Floride. Whilst he may be aware of the nature of the car, I venture to think that many MOTOR SPORT readers are not. It bears as much resemblance to the Dauphine or Floride as the Monraisse/Feret Dauphine does to a standard one (except in shape). It is a " one-off," polyester resin/fibreglass coachbuilt body, bonded to a strengthened Renault steel " punt," and is available as standard or in various degrees of tune. The one which John Bolster tested for *Autosport* (16/1/59) had an 845-c.c. engine with 903-c.c. liners and suitable accoutrements to 1063 specification, giving 59 b.h.p. at 6,250 r.p.m., and the five-speed Pons-Rédélé unsynchronised box did, he admits, " require a modicum of skill " (*sic* !). With a top speed of 103 m.p.h. plus, I feel D. S. J.'s Porsche would have some difficulty (except on an *Autobahn*) losing one, provided that someone who had learnt how to change gear was driving it.

Finally, this is merely an indication that production Renaults are meant primarily to be transport; what sporting characteristics an owner thinks he sees in them is his business. The castigation which D. S. J. gave them is rather unfair, and even unbalanced when this is taken into account. The Dauphine was a logical development in economical transport from the beloved 750 Renault (which, God wot, is a little left behind now, after a decade of production), and should therefore be considered entirely as such in its various bodily guises. Above all, in towns the Dauphine, with its outstanding lock, cornering powers and docility, coupled with economy, has few equals today, save for the new B.M.C.s and the Herald.

Please continue to print such an excellent magazine, designed expressly (I often think) to give me my monthly meal of pleasurable palpitations and angry apoplexies !

I am, Yours, etc.,

Leytonstone. H. G. MACKENZIE-WINTLE.

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M.G. TC. Absolutely faultless example. Newly resprayed almond green, with red underside. Stage I engine completely overhauled 4,000 miles ago. New brakes, clutch, steering—bills for £100+ available. Extras include twin spots and horns, reversing light, Vyanide full tonneau and hood. Has to be seen to be believed. £345—no hagglers. Forrest, "Holmefield," Healey Lane, Batley, Yorks. Tel.: Batley 512 (after 6 p.m.). [3604

GOLDEN CROSSLEY 3-LITRE saloon, maroon, in immaculate condition, two owners. Chauffeur driven. Two unused tyres, spares, tools and maker's handbook. Taxed. £160 o.n.o. Littlejohns, Hobbs Barracks, Lingfield, Surrey. Tel.: Lingfield 440. [3605

SPARES : Alvis '32 to '37 new and secondhand, extremely low prices. Or complete kit for 4-cyl. Alvis Special, including body. Also 1939 12/70 coupé; smart, running, taxed, £65. Morgan spares, pre-1925, including J.A.P. twin. Owner getting company car. Tel.: Swakeleys (SK7) 2215, Ruislip, Middlesex. [3606

VERY ATTRACTIVE blue Austin 750 alloy-bodied "special." Mods.—h.c. head, lightened flywheel, S.U. carb., block relieved, h.p. oil system, lowered front axle, boxed rad. arms, hydraulic front shocks. Many spares. Sounds and goes well £65 o.n.o. Gould, Nutcombe, Lustleigh, S. Devon. Tel.: Lustleigh 332. [3607

M.G. PA, 1934. Original Creamcracker Number 2, ex Bastock. Excellent condition throughout. B.R.G. Hydraulics, spots; tyres excellent. Recent overhaul. Enthusiast maintained. £200 o.n.o. Gardner, 3, Argyle Road, Southport. [3608

RALLY "EXPRESS" complete conversion set for VW. Value new £38 10s. Accept £25. Box No. G.609. [3609

FRAZER NASH, 1934, T.T. Replica. Regarded one of the best left in the British Isles. Immaculate original condition throughout. Two hoods, tonneau, new chains, etc. Know history and bills. £275 or near offer. Heys, Albany Hotel, Winn Road, Southampton. Tel.: 56428. [3610

FIBREGLASS "CADET" BODYSHELL, 6 ft. 9 in. wheelbase, new, unused, ready to fit, with four wings, £30. Also many Austin Seven spares, all in very good condition. 87, Brecon Drive, Bury, Lancs. [3611

SPEED TWENTY ALVIS, Vanden Plas drophead coupé, 1934; 6,000 miles since £500 overhaul. Excellent running order. £125 or consider exchange. Tel.: Ambassador 2721, or Box No. G.612. [3612

1935 FORD V8, mechanically sound, body rough, £25. Rosedene Nurseries, Chesterfield Road, Brimington, Chesterfield, Derbyshire. [3613

M.G. TA Tickford drophead coupé, 1939. Immaculate throughout, just overhauled, bills shown. Resprayed red, rechromed. New hood, tonneau, carpets, trim, instruments. Woodwork repolished. Crank reground, new pistons, etc., 1,500 miles. Brakes relined, new king-pins, wheel bearings, clutch, batteries and cables. Tyres excellent. Fitted sealed-beams, radio, fog, driving, hand-spot, reversing lights. Chrome windtones, booster, Silver-peak plates. Taxed. Any trial. Photos available. £275. Roger Johnson, The Rowans, Westwood Avenue, Hornsea, E. Yorks. Tel.: 521. [3614

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. [3623

1955 JAGUAR Mk. VIIM, black, 32,000. Radio, heater, overdrive, screen-wash, spots, fogs, wheel trims, wing mirrors. Beige leather. New battery, excellent tyres, tool kit, handbook. Spotless inside and out. £675 o.n.o. Box No. G.624. [3624

1951 (NOVEMBER) SUNBEAM-TALBOT Mk. 2 convertible. Well maintained. Radio, heater. £360. Consider exchange for Fairthorpe. Reader, 135, Sewall Highway, Coventry. [3625

AUSTIN HEAVY 12/4 saloon, 1933. Immaculate, reliable. Taxed. £25. Elmcroft, Vicarage Lane, Horley, Surrey. [3626

BENTLEY 3-LITRE tourer. Good hood, tonneau, sidescreens, battery, tyres. £225. Box No. G.627. [3627

M.G. TD, 1952. Very good condition. Twin Notek spots. Seal-beam units. Factory reconditioned engine 3,000 miles only. New brake shoes. Hood and sidescreens excellent. Tonneau cover. B.R.G. Seat covers. Heater. L.H.D. One previous owner. Owner abroad for two years, R.A.F. Tel.: Walton-on-Thames 25241. View any day, any time. [3628

RILEY MONACO, 1933. Good mechanical order, sound aluminium bodywork and roof. Many spares, including engine and gearbox. Offers over £60 to Herold, 24, Cubbington Road, Leamington Spa. [3629

FOR SALE—*continued*

1935 ALVIS 16.95 SG Silver Eagle saloon, exceptional condition, £115. 158, Scarisbrick New Road, Southport, Lancs. [3630

REG. 1946, GERMAN HANSA 10-h.p. saloon. Talbot 75 drophead, 1936. Supercharger for M.G. Also two 550 × 15 racing covers. Offers or exchange. Manchester: Tel.: Urmston 7191. [3632

JAGUAR 3½-LITRE saloon, 1939. Very good condition throughout. Fast. Four good tyres. £165, exchange considered. 123, Church Road, Urmston, Manchester. [3814

CHUMMY, 1928. Excellent, restored. Good body, brakes, tyres. £55. Tel.: Tudor 1485. [3633

DYNA PANHARD 2/3-seater sports. L.H.D. First reg. 1955. Overhauled Continent 1958. £325 o.n.o. Box No. G.634. [3634

TA M.G. SPARES. Engine, clutch, gearbox, starter, road wheel, etc. £10 or offer. Major, 6, Westbury Road, Southampton. [3635

1955 STANDARD TEN engine, gearbox and rear axle, £35. 1935 Singer Le Mans 2-seater, Speed Model, chassis rebuilt, complete with body, wheels, instruments, £20. Or will take £50 the lot. Speed Model engine and gearbox for above, £5. Eden Brook Cottage, Wenhaston, Halesworth, Suffolk. [3636

MINOR 1000 convertible de luxe, 1959 model. Twin-carb. conversion. Amazing performance with near normal (40) m.p.g. Car owned by engineer and meticulously run-in and maintained. Better than new condition. £575. Terms (private) possible. Consider older Minor part exchange but need cash for private reasons, so must be cheap. Tel.: Hampstead 7871. [3637

1928 ROLLS TWENTY James Young Weymann, £110 or offer. Krall, 51, Milmans Street, S.W.10. Tel.: FLA 7072. [3638

SUNBEAM-TALBOT 90 MK. IIA, Alpine mist, 1954. 25,000 miles. Radio, heater, demister, twin spots, rad. blind, etc. As new. £560. Apply: Sault, 16, Addison Grove, Wednesfield. [3639

LANCIA APRILIA, 1939. Fitted with "Nardi" twin-carb. manifold. Mechanically good. Quiet engine and transmission. Body rough, hence price, £80. Dismantling Augustas and Lambdas. Most spares. Kay, Marsh Lane, Hambleton, Blackpool. [3640

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RILEY 2½-LITRE, 1953, B.R.G. saloon. Immaculate interior; one owner. Heater, radio. Recent engine top overhaul. Fast, excellent car. £500 o.n.o. Tel.: Farnborough 2409. [3641

ROCHDALE G.T. 1172. New boxed chassis. All parts new or reconditioned. 7.6 c.r. Professionally built and beautifully finished in chromatic steel cellulose with red upholstery and carpeting. Just completed, taxed, insured. £525. Box No. G.642. [3642

M.G. 1½ saloon, 1952. Twin carburetters. Good condition. £425 o.n.o. Lee, 166, West Wycombe Road, High Wycombe, Bucks. [3643

JAVELIN, 1949; still goes round the clock and does 35 m.p.g. Original engine (not a c/s breaker) says 29,000—can't be! Not the cleanest car in the world—presumably washable. £240 o. very n.o. The Grange, Kingham, Oxon. Tel.: Kingham 307. [3644

EXCEPTIONAL 3½ BENTLEY Park Ward. Full history. Good in every way. Heater, discs. £325 o.n.o. Box No. G.645. [3645

RILEY NINE, twin S.U.s, manifold, linkage, £5. 75, Stomp Road, Burnham, Bucks. [3646

3½-LITRE (ROLLS) BENTLEY Park Ward saloon. Heater, radio. £245. Box No. G.648. [3648

RILEY NINE SPARES. Approx. 1½ cars. All excellent. Ideal for "special." S.A.E. for details Hewitt, 29a, Cambridge Road, Kings Heath, Birmingham 14. [3649

ALVIS FIREFLY, 1933. Very good condition throughout. £75, Horton, 77, Highgrove Road. Stoke-on-Trent. Tel.: 47103. [3650

EX-PETER GAMMON M.G., 1,497-c.c. XPAG engine. Gas-flowed head, KE 965 valves, branched exhaust, balanced crank, etc. 86 b.h.p., 0-60 10.8 sec. 100+ m.p.h. Absolutely reliable and very potent. 12 m.p.g. in road tune. New alloy body. Innumerable racing successes. £320 o.n.o. Box No. G.651. [3651

VINTAGE ENTHUSIASTS! 1927 Humber 14/40 and 1928 Austin 12/4. Very good runners, rebuilt engines, new hoods. £70 each o.n.o. Oliphant. 75, Purley Road, Cirencester. [3652

1½-LITRE RILEY ADELPHI. Very good condition throughout. Grey, blue leather interior. Must sell, company car provided. £70 o.n.o. Mayes, 10, Kelmscott Close, Watford, Herts. [3653

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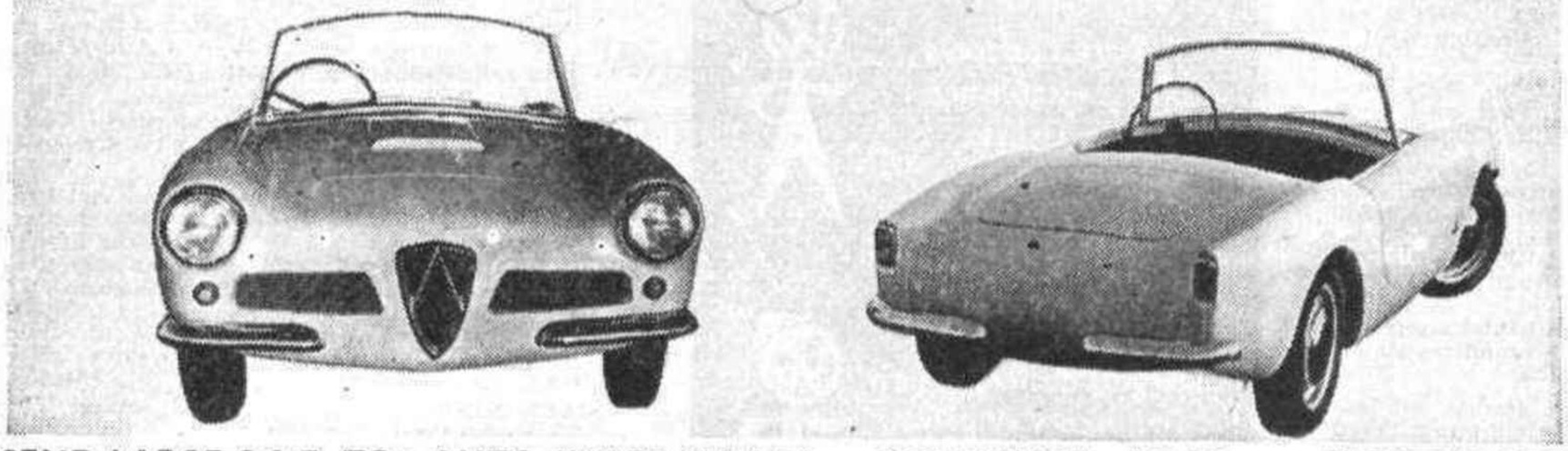
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MILDLY TUNED 1939 Fiat 500 Topolino. Polished *recond. engine, clutch,* etc. New hood, Hardy Spicers. Extra good condition. Bills over £90 £150. Box No. G.654. [3654

A.C. 16/80, 1939. Will sell complete or break for spares. Mechanical parts perfect. Barnett, *Bitterley, Ludlow.* [3655

TR2, 1954, yellow, white hard-top, sliding screens, soft-top, tonneau. Factory replacement engine, back axle. Brakes relined. Extras include heater washers, spots. A well-maintained car. £515. Evans, Summerhill, Market Drayton. Tel.: 2018. [3656

AUSTIN 750 SPECIAL. Bowden brakes, pretty alloy body, well shod, mechanically perfect, all weather equipment. £50. Kelsey, 47, Woodville Road, E.17. [3657

FRAZER NASH, 1928, Boulogne. Original body. £120. 9, Somerset Road, Meadvale, Redhill, Surrey. [3658

RILEY 2½-LITRE, 1952. Michelin X tyres. *Excellent condition. £400, or exchange Mark II* Zephyr with cash adjustment. Frazer, Tel.: Western 6401. [3659

M.G. 2-LITRE saloon, 1938. Almost fully renovated and overhauled, new headlining, chrome, etc. Needs minor attentions to bodywork. £95. 94, Granville Road, N.W.2. Tel.: SPE 7221. [3660

MUCH-ADMIRED MORRIS-COWLEY 11.9 2-seater drophead, 1931. Extremely well preserved and reliable. Three fond owners. Full history, handbook, tools, taxed, insured to March 31st. £65 to good home. Whelpton, 36, Deakin Leas, Tonbridge, Kent. [3661

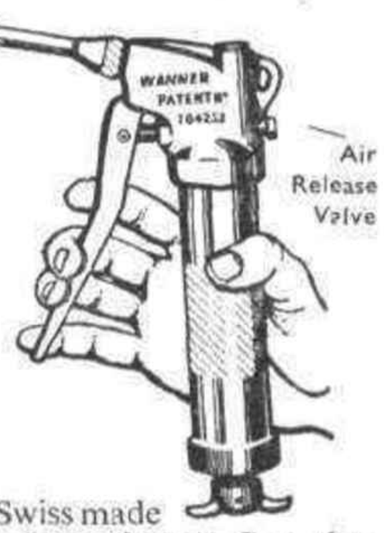
AUSTIN SEVEN SPECIAL. Modifications to engine, etc. Reasonable price. Write for details. Parker, 35, Devonshire Road, Horsham. [3662

COMPANY CAR, so Bentley must go! Dec. 1934 3½-litre. Specialist maintained. One owner past three years. B.D.C. member. Seen London. £325 (H.P. if necessary). Box No. G.663. [3663

ALVIS SILVER CREST, 1938, 19.82 saloon, must sell urgently to make room for another Alvis. Smart (inside and outside), fast and comfortable. £100. Gibbens, 15, Chepstow Villas, W.11. Tel.: Park 2181. [3664

DAUGHTER'S ARRIVAL means must sell 12-h.p. Wolseley Daytona sports. Engine, body, good condition. Hood, doubtful. £70. Tel.: City 5456, T. H. Evans. [3665

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70-M.P.H. RALLY OUTFIT 2-seater sports, completely rebuilt on 1935/6 chassis with new parts. Complies with latest regulations, accepted by insurance company as 1959 vehicle. All weather equipment, radiator muff, snow chains, tools, instruction book, luggage carrier, searchlight, lambswool-lined leather suit, driving mac, leather gauntlets, transparent waterproof map case, 10-in. Marchal headlights, spares, etc. Special hood can be unstowed and erected by navigator without stopping! 46 m.p.g. Hall, 20, Pine Gardens Surbiton, Surrey. Tel.: Elmbridge 3805. £225 o.n.o. [3666

ALVIS FIREFLY, 1934, 4-seater tourer. E.N.V box, good hood and tonneau, body not brilliant, mechanically sound, in running order. *Going abroad. Could be seen Hertfordshire mid-December.* Offers around £50. R. E. M. Thorburn, 1 R.H.F. Redford Barracks, Edinburgh. [3667

1939 FORD EIGHT, crashed, suitable "special." Engine, axle, 15,000. Two new tyres. Offers. 88, Greenway, N.W.9. [3668

FORD ROCHDALE, 1959. New chassis, 80% new parts. Exceptionally good condition. £360. Dodds, Cooks House, Hexham, Northumberland. Tel.: HEX 780. [3669

ASTON-MARTIN LE MANS, 1933, s/chassis, 1½-litre, 2/4-seater. Wonderful appearance and condition. Mechanically good. £300 o.n.o. London. Tel.: CLErkenwell 3293. [3670

ALVIS SPEED TWENTY saloon, 1935. Superb example seeks good home. Beautifully maintained, sound order throughout. £150. Tel.: Woldingham 3292. View more centrally. [3674

ALLARD, 1948, 71K 2-seater sports. Very good condition. Extensive chassis overhaul, including replacement engine, and respray in B.R.G. in 1957. Good weather equipment and tyres. Fog and spot lamps. Well worth £225. Box No. G.675. [3675

JAVELIN DE LUXE, 1952. Recon. engine over Webb crankshaft. Radio, heater. £355 or offers. Tel.: Gerrards Cross 2886. [3676

JOWETT JUPITER, 1953, ivory. Nov. 1957 reconditioned engine. Requires attention. £350 o.n.o. Box No. G.677. [3677

CRASHED RILEY NINE, 1934 Kestrel. All spares available, plus spare engine, etc. Poplar Motor Co., Bingley, Yorks. Tel.: 3385. [3678

VINTAGE HUMBER 12/25. Excellent condition. 1926. All accessories.—Murray, 101, Main Road, Sidcup, Kent. [3679

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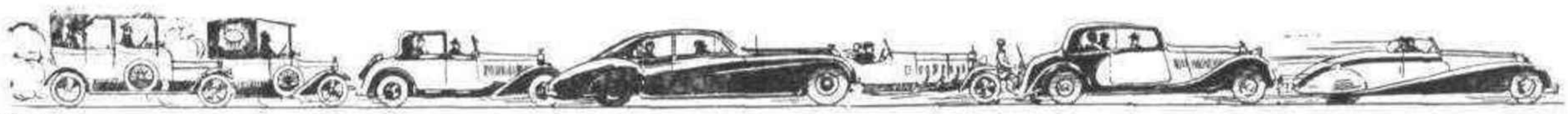
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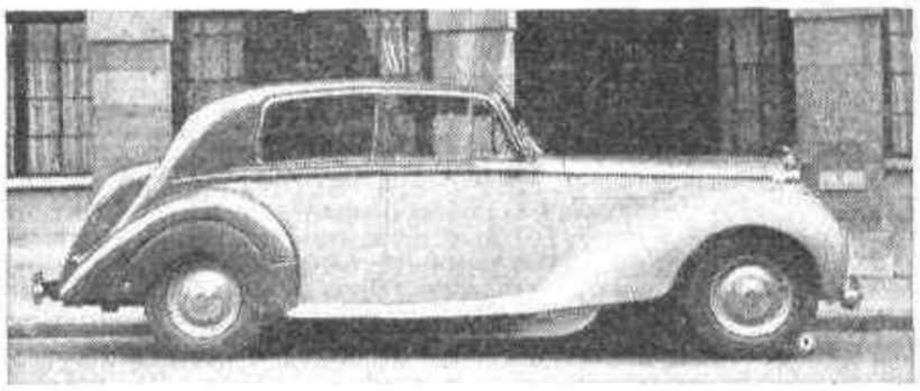
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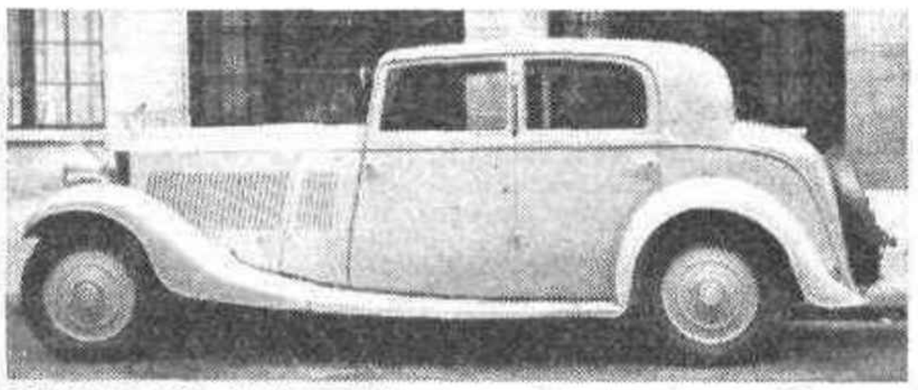


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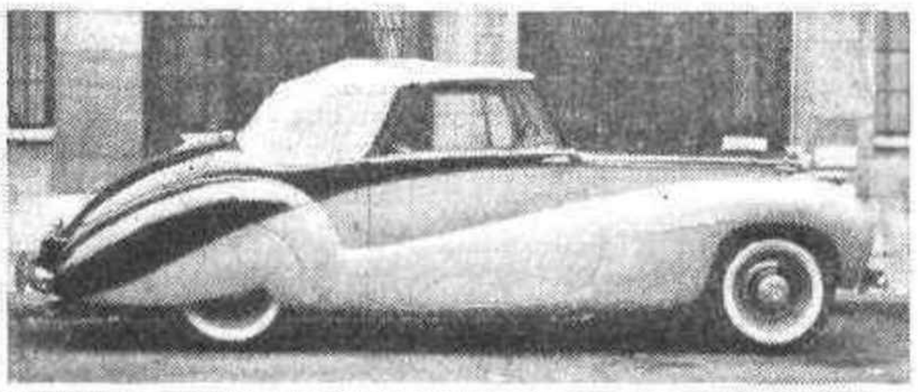
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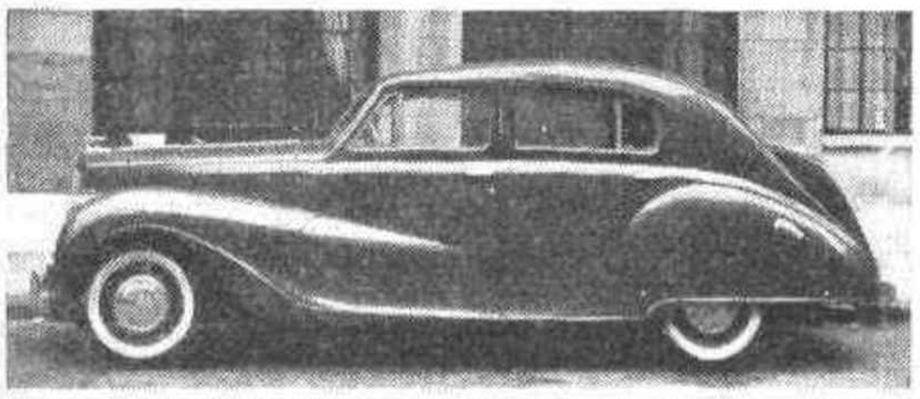
BENTLEY Mk. VI (1949) Standard Steel Special Equipment saloon. Shell over mid grey, grey trim. All modifications, including full-flow oil system. One owner. Schedule serviced. Recently recellulosed. Radio, heater, etc. **£1,000**



ROLLS-ROYCE (1933) 20/25-h.p. sun-roof sports saloon by Thrupp and Maberly. Birch grey, matching trim. Extensive engine overhaul and rebore 13,000 miles back by R.-R. concessionaires. Two owners from delivery. In really outstanding order for this vintage. **£385**



DAIMLER (1951/2) Barker Special sports coupe 3/4-seater on the 2½-litre chassis with overdrive. Black and french grey, natural pigskin trim. Rebored to our order and not yet run. New hood. Radio, heater, etc. In unmarked condition. Six months' warranty. **£685**



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ROLLS-ROYCE 25/30-h.p. (1937) *razor-edged sports saloon, rebodied by* Hooper in 1950. Fawn, matching trim. Details too late for insertion but photograph and history will be forwarded upon request. **£575**

ALFA-ROMEO (1931) 1,750 c.c., twin o.h.c. supercharged, with foursome drophead coachwork by Young of Bromley. Ivory with maroon trim, wheels and hood. A very well-maintained vintage specimen with a history. In exceptionally good order. **£285**

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ROLLS-ROYCE (1934) 20/25-h.p. two-door fixed-head coupe by Gurney-Nutting. Similar to the model advertised and illustrated in the November issue. Birch grey, grey cord trim. Recent major overhaul. An extremely pretty model. **£400**

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ROVER SPEED PILOT, 1934, 14 h.p. Exceptional condition inside and out. £50. Woods, Tierce, Elm Tree Avenue, Tickenham, Clevedon, Soms. [3680

RILEY MERLIN 1½-LITRE special saloon. As original, with twin carburetters, preselector gearbox, etc. In good order. £140. Tel.: FOR 4166. 136, Woolstone Road, S.E.23. [3681

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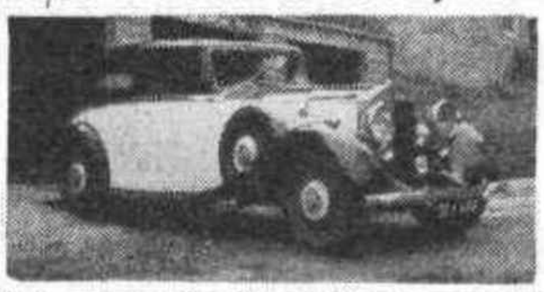
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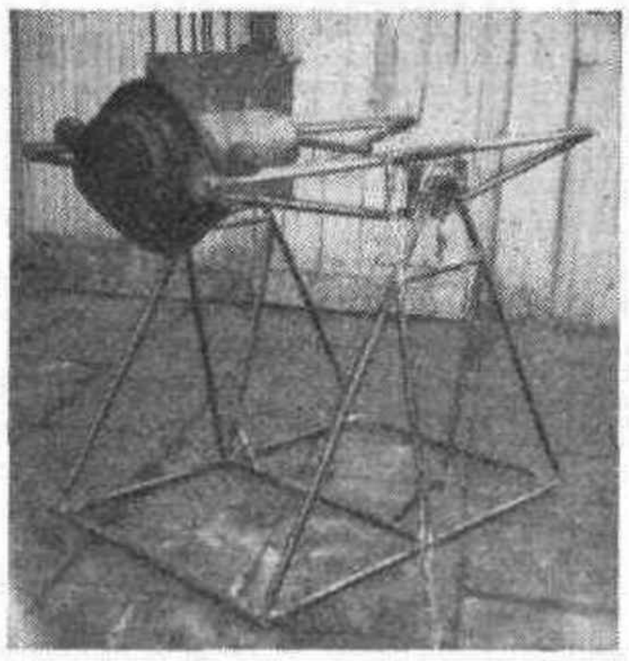
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AUSTIN-HEALEY 100/6, 1958. Unmarked in primrose yellow; fitted radio, heater, 6-port head, spots, "X" tyres, tonneau, washers, etc. ... £925
GUY SPECIAL, 1958, 2-seater in white. One owner from new, coachbuilt throughout, TR3 unit, an unusual and striking car £885
AUSTIN-HEALEY 100/6, 1957, 2-seater in blue/white; fitted radio, heater, overdrive, spotlamp, tonneau cover, and twin exhausts £865
JAGUAR XK140, 1955, fixed head coupe in battleship grey, with radio, heater, spots, overdrive, washers, wing mirrors, twin exhausts £845
FRAZER NASH "Mille Miglia", 1952. streamlined 2-seater in B.R.G., full weather equipment, twin exhausts, F.N.S. unit. A beautiful road car ... £845
M.G.-A, 1957, 2-seater in gleaming black, with radio, heater, "X" tyres, tonneau cover, special Derrington cross-flow head and exhaust £795
JAGUAR XK140, 1955, drop-head coupe in pale blue; C-type unit, radio, heater, wire wheels, twin spots, washers, and wing mirrors £795
M.G.-A, 1957, 2-seater in pearl white, with heater, "X" tyres, wing mirrors, spotlamp, and chromed luggage rack... ... ... £735
M.G.-A, 1956, 2-seater in chariot red, fitted radio, heater, wire wheels, "X" tyres, spots, mirrors, washers, etc. A superb example £715
M.G.-A, 1957 model in Pacific green, with wire wheels, radio, heater, tonneau cover. A really immaculate car £695
M.G.-A, 1956, 2-seater in blue, fitted wire wheels, radio, heater, washers, tonneau, and white wall tyres £695

COOPER-MONACO, 1959, Comp. 2-seater, 2-litre twin-cam Climax engine, Z.F. gearbox, disc brakes. Only just built and unraced ... £2,450
LISTER-JAGUAR, 1959 Works car, 3.8-litre unit, wide-angle head, all-synchro. gearbox, servo discs, Webers, de Dion, etc. £1,985
LOTUS Mk. XV, 1959, Comp. 2-str., 1,500 twin-cam Climax unit, discs, mag. wheels, 5-speed gearbox. An immac. Series III car in maroon £1,585
ASTON MARTIN DB3S, regd. 1956, dark blue; twin-plug head, R.5s, brakes completely relined. An extremely potent ex-Works car ... £1,285
LOTUS Mk. XVII, 1959, Comp. 2-seater, Stage III 1,100 Climax unit, disc brakes, Webers, lightweight fibreglass body £1,285
LOTUS Super Seven, 1958, 1,100 Climax unit, disc brakes, de Dion, M.G.-A gearbox, mag. wheels, etc. The perfect sprint and hill-climb car £1,250
LOTUS Mk. XI, ex-Alan Stacey, Stage III 1,100 Climax, Webers, discs, mag. wheels, de Dion, fibreglass body, probably best extant ... £995
LOTUS Mk. XI, 1959, **"Club,"** 1,100 Climax unit, 400 miles only, fully upholstered and immaculate in Italian red £835
LOTUS Mk. XI, 1956, 2-seater, Series I. An absolutely unmarked car in pale blue, with Stage II 1,100 Climax unit, wire wheels, etc. ... £765
LOTUS Mk. IX, 1955, 2-seater, in B.R.G., 1,100 Climax unit, wire wheels, turbo brakes, de Dion, M.G. gearbox. Ex-Peter Ashdown ... £595
LOTUS Mk. VI, 1954, 2-seater in silver, 1,100 Climax unit, de Dion, M.G. gearbox, alloy wheels, full weather equipment and extremely fast £495
LOTUS Mk. VI, 1954, 2-str., highly modified M.G. 1,500 unit, alloy wheels, hydraulic brakes, M.G. gearbox, tonneau cover. Ex-Peter Gammon £435

AUSTIN-HEALEY "Sprite," 1959, unblemished in dark green, one owner, 6,000 miles only, heater, rev.-counter, tonneau cover £625
AUSTIN-HEALEY "Sprite," 1959 model in dark green, a particularly good example, fitted heater, washers, rev.-counter, mirrors, etc. £625
AUSTIN-HEALEY B.N.1, 1955, 2-seater, spotless white with red side panels, fitted "X" tyres, wire wheels, radio, heater, washers, tonneau ... £625
AUSTIN-HEALEY B.N.1, 1955, 2-seater, in flame red, with hardtop, soft-top tonneau, heater, overdrive, wire wheels, luggage rack, etc.... ... £615
SWALLOW DORETTI, 1955, 2-seater, in sky blue, full length tonneau cover, heater, "X" tyres, washers, a particularly good example £595
AUSTIN-HEALEY B.N.1., 1955, 2-seater, in pillar box red, fitted twin spots, heater, wire wheels, overdrive, tonneau cover, etc. £595
AUSTIN-HEALEY "Sprite," 1958. Pale-blue, with dark-blue cockpit, low mileage, with spotlamp, heater, washers, etc. £595
JAGUAR XK120, 1954, drophead coupe in metallic silver-grey, wire wheels, twin spots, radio, heater, new hood, wing mirrors, luggage rack ... £595
TRIUMPH TR2, 1955, 2-seater, red, fitted radio, heater, overdrive, "X" tyres, tonneau, spots and wing mirrors... ... ... £575
M.G. TF, 1954, 2-seater, in metallic green, a superb car fitted tonneau cover, new hood, luggage rack, twin spots, wing mirrors, etc. £565
TRIUMPH TR2, 1956 model, in B.R.G. with overdrive, "X" tyres, twin spots, heater, mirrors, reversing lamp, rimbellishers, etc. £565
MORGAN "Plus Four," 1955, 2-seater in white, TR2 unit, heater, washers, tonneau cover, twin spares. A very fast car £535
MORGAN 4/4, Nov. 1957, in maroon. Two owners from new and fitted twin spots, tonneau cover, wing mirrors, luggage rack £515
M.G. TD, 1951, 2-seater, a really beautiful and unmarked car, in red. Fitted : luggage rack, demisters, wing mirrors, etc.... ... ... £485
M.G. TD, 1953, 2-seater, in pearl white with luggage rack, wing mirrors, flashing indicators and beige seat covers £465
HEALEY "Silverstone," 1951, 2-seater in British Racing Green, "E" type and a very fine example of the marque £385
ALLARD J2 1950 Super Sports, 2-seater, 4.3 unit, de Dion, etc. Just resprayed in B.R.G. and extremely potent road car £385
BERKELEY, 1958, 2-seater, in red. "X" tyres, leather rimmed wheel, very highly modified unit, reputedly fastest 328-c.c. car in the country ... £345
TRIUMPH 1,800 Roadster, 1947, 2/4-seater in cream. Fitted spotlamp, twin horns, washers, etc. Recently rebored—not run-in £295
BERKELEY, 1957, 2/3-seater in maroon, de luxe model with "X" tyres, wing mirrors, special wheel trims, etc. £295
RILEY Nine Special, built in 1957, an extremely neat and fast two-seater finished in B.R.G., tonneau cover, four-branch exhaust £295
M.G. TC, 1946 2-seater in red, fitted twin spots, mirrors, horns, tonneau cover and luggage rack £265

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FOR SALE—*continued*

LOTUS VI-CLIMAX, hydraulic brakes, alloy wheels, Stage II 1,098-c.c. engine, TC gearbox; maroon; new bucket seat, wooden steering wheel. Has been seen at numerous club meetings this season. Excellent bodywork and mechanical condition. £500 o.n.o. Trailer available. M. Woodley, 2, Essex Road, Rushden, Northants. Tel.: Rushden 3373 (day). [3722

RILEY IMP, 1935, B.R.G. Good condition. £275. 6, Hogarth Avenue, Reading. [3724

TRAILER, low loading, for car wheelbase 10 ft., track 34 to 54 in.; 2-in. double-lock ball joint. £25 J. A. Horne, 64, Stoughton Avenue, Cheam, Surrey. Tel.: Fairlands 4010. [3725

COMPETITION HALDA SPEEDPILOT, perfect condition. £17 o.n.o. Parker, 50, Myddleton Road, London, N.22. [3726

ARMSTRONG 12-H.P. 6-cylinder sedan. Daily use. Very sound motor. £39, or swap, cash adjustment, Morgan J.A.P. Phillips, 80, Shoot-Up Hill, N.W.2. Tel.: GLA 3704. [3727

RILEY GAMECOCK, with many spares, good tyres. Best offer over £55.—Cummings, 27, Hartley Old Road, Purley, Surrey. Tel.: UPL 3226. [3728

"SPECIAL" BUILDER'S GUIDE, 5s. Geoff. Davies, 65, Royston Park Road, Hatch End, Middlesex. [3729

2-LITRE, 6-CYLINDER, SINGER Special. Very fast, immaculate. Highly-modified original Le Mans type. £285. Full details : Box No. G.730. [3730

CITROEN ROADSTER, 1939. Light Fifteen sports 2-seater. £200. One owner. Resprayed. New hood. Good running condition. 46, Broadfields Avenue, Edgware. Tel.: Stonegrove 6627. [3731

HUMBER SUPER SNIPE Tickford drophead, 1950 model. One owner last six years. Just rebored. Lucas P.700s. Condition above average. Seen North London. Best offer over £250. Box No. G.732. [3732

FORD T-MODEL SPARES : Wheels, axles, chassis. Alan Crawford, Castle Bytham, Grantham. [3733

FRAZER NASH/B.M.W. 327/80 sportsman's coupé. Recent overhaul, not yet run-in. Bills for £90. Sound bodywork, original leather upholstery, v.g. tyres. Photograph. £285 o.n.o. Box No. G.734. [3734

ASHLEY BODY and hard-top, new, in B.R.G. Cost £105, accept £75 o.n.o. Four new 15-in. Dunlop wheels for A.7 and 400 tyres, £20. Also Nippy engine, gearbox, axle, chassis, special rad., header tank, etc. Offers ? Rowlands, 3, Park Crescent, London, W.1. [3735

MOTOR RACING BOOKS. Nine of the best known, £5. 23, Graham Road, Harrow, Middlesex. [3736

ROLLS-ROYCE, 1933, sports saloon by James Young. Body sound. Excellent mechanically. £280 o.n.o. Photo, etc. Johns, Blackfriars School, Laxton, Corby, Northants. [3737

SMASHED TR2 (1954) for sale—offers. Can be seen at Quantock Motors Ltd., Devizes Road, Swindon, Wilts. [3738

£20—FIVE Riley wheels in excellent condition, 18-in. wire knock-ons from 1937 Adelphi. Well shod—two brand new tyres, two good tyres, one fair. Also new 12-volt heavy-duty battery, £4. J. B. C. Dallas, "Moorcroft," Cleckheaton, Yorks. Tel.: 4238. [3740

VOLKSWAGEN, 1949. L.H.D. Resprayed, rechromed, fitted with reconditioned engine, five new tyres, radio, leather upholstery, fog-lamps, roof-rack. £250. Mulloy, 4, King's Yard, King's Ride, Ascot, Berks. [3741

1930 ROLLS-ROYCE, 25 H.P. Engine rebored, big- and little-ends, six new exhaust valves, clutch relined and Servais dynamo rewound; cut-out, plugs, points; carburetter retuned. Bargain, only £295. 683, Washwood Heath Road, Birmingham 8. Tel.: ACO 4584. [3742

1930 RILEY NINE 4-seater tourer. New battery, dynamo and hood. Steel body. Engine overhaul 1,400 miles. Interior tatty. Haggle, £70. Jennings, 7, Fairlawn Crescent, East Grinstead. [3743

IDIOTS AND "SPECIAL" builders : I have for disposal E93A engine, £15; twin S.U.s, £3 10s.; 4-branch exhaust with matching twin inlet manifold, £7 10s.; remote-control gear-change, £3 10s. (brand new); 4.7 c.w., £8 10s. 1957 Ford Prefect—special equipment—£425. G. Layton, 48, Bertram Road, Bradford 8. [3744

FORD TEN ENGINE, mounted on new Popular chassis, new cross-flow radiator. Practically complete apart from body. £60. 8, Grove Avenue, Vicars Cross, Chester. [3745

CITROEN, 1935, 13-H.P. Excellent condition throughout. £98 recently spent. Genuine 28/29 m.p.g. £100 o.n.o. K. Wright, Tel.: GRE 3991. [3746

LEA-FRANCIS, 1948, 1½-LITRE sports roadster. New gearbox, radio. £150. West, 2, Lordship Lane, Letchworth. [3747

DISMANTLING M.G. TA. All parts reasonable prices. S.A.E. please. Connell, 62, Barnett Lane, Wordsley, Stourbridge, Worcs. [3751

FOR SALE—*continued*

FINISHED IN THE COLOUR of the year, "Bat's-Back Black," M.G. TC, described by "Wheelspin" as "One of the most beautifully maintained in the country," only 56,000 miles since new. Recent engine and clutch overhaul; tuned Stage I, fitted radiator blind and host extras. A very special car well worth coming to see. £345 o.n.o. Tugwell, Tel.: BAYswater 0230. Box No. G.750. [3750

TR3A, Feb. 1959, 9,000 miles. Pearl grey with black hard and soft tops. Overdrive, radio, heater, "X"s, screen-washers and other extras. Cost £1,200 plus new. One owner, never raced or rallied—used for business. Must sell—getting married. First offer over dealer's price of £925. Tel.: Alderley Edge 3202 (Cheshire). [3752

1927 LANCIA. Shortened chassis modified tourer. Tyres, engine and general condition good. Cycle wings. Attractive looking—photos on request. Hood patched but rainproof. Sidescreens and tonneau. Mass of spares, including chassis, front suspension, rear axle, gearbox, brake linings, etc. Spares alone worth £40. Offers around £170 to : Legge, 16, Trinity Place, Windsor. Tel.: Windsor 3085. [3753

MORRIS SPECIAL, 10 H.P., Series M. New chassis. Fibreglass G.T. "Auto Body." Engineer built. 4,000 miles. £300 o.n.o. 6, Beech Grove, Latchford, Warrington. [3754

M.G. TC, 1946. Excellent condition. Weatherproof. Four almost new tyres. Carefully used by R.A.C. registered driving instructor. Must sell. Wish to build "special." £300 o.n.o. Tel.: Barnet 7158. [3755

BREAKING MORGAN 4/4, 1938. All parts in good condition. Also 5.25 × 16 tyres, as new. J. Medard, 15, Havolock Street, Kettering, Northants. [3756

SUNBEAM SPECIAL, 1934, 2/4-seater sports tourer. 3-litre engine. £85. 824, Stratford Road, Shirley, Solihull. Tel.: SHIrley 1645. [3757

750-ITES ! "Speedex" head, manifold, N.5 plugs, £4. Four-branch exhaust, £2. Alloy inlet manifold, 12s. 6d. Ford carb., 10s. Clayton, Prestbury, Cheshire. [3758

GRAND OLD GENTLEMAN, still full of life, seeks fresh fields to conquer. Hillman tourer, 20.9 h.p., 1934. One owner. Good running order and condition. £40 to right home. McDonnell, Highlands Hall, Monks Eleigh, Nr. Ipswich. [3759

MERCEDES-BENZ 3.8-LITRE, L.H.D., cabriolet, first registered 1941. In excellent order, with overdrive. £275. E. J. Cobb, West Chaldon, Dorchester, Dorset. [3760

THIS IS NOT a misprint. 1938 25/30 Rolls-Royce small limousine, £225. Handbook, tools, mascot. Taxed and insured. Any trial at weekend. Fishpool, School House, Well, Bedale, Yorkshire. [3761

ASTON MARTIN 2-LITRE saloon. Very good condition. £125. Coupe, 44, Bury Old Road, Heywood, Lancs. [3763

J2 M.G. stripped for spares. Brown, 27, Kenilworth Avenue, Hull, East Yorks. [3764

BENTLEY, 1924, 3-LITRE. Sound original tourer body complete with hood, hood cover, tonneau and sidescreens. Mechanics and tyres good. £240. Essex. Tel.: Kelvedon 403 (before 4 p.m.). [3765

JAGUAR, "C" TYPE, disc brakes, Webers. Ex-works Le Mans car, first-class condition. Spares. £1,500. Tel. P. J. Sargent, ADDiscombe 1310 (7-9 p.m.). [3766

1934 LAGONDA 2½-LITRE pillarless saloon. Good condition, five very good tyres. Price £200. G. Newcombe, 20, Holden Road, Wednesbury, Staffs. [3767

RILEY KESTREL 1½. Ivory. Immaculate *concours* condition. Radio, etc. Consider offers near £300. 11, Kynaston Road, Orpington. Tel.: 29167. [3777

MAGNIFICENT 100-M.P.H. ALVIS Speed Twenty saloon in *concours* condition. Complete mechanical and decorative overhaul, 7.2 c.r. recond. engine, new king-pins, steering, electrics, lamps, tyres, batteries; resprayed, new carpets, lining; leather seats resprung. £260. Tel.: Liss 2371. [3778

100E AQUAPLANE SUPERHEAD, twin-carb. manifold, 4-branch exhaust manifold, as new, £16. 101, Holme Lacy Road, Hereford. [3779

TRIUMPH ROADSTER, excellent condition throughout, good m.p.g. £300 o.n.o. Yorks area. Box No. G.780. [3780

1957 M.G. coupé, fitted radio, loose covers, etc. Special engine fitted 2,000 miles ago. £750, or exchange for Porsche or Aston Martin DB2/4, cash either way. Sinfield, "Beechcroft," Crowlees Road, Mirfield, Yorks. [3781

COOPER 1000, fitted special J.A.P. engine. Ideal for hill-climbs or sprints. £250, including numerous spares. Box No. G.782. [3782

M.G. J2. Immaculate bodily, mechanically. Many extras. £110 o.n.o. 195, Scarthoe Road, Grimsby, Lincs. [3784

MORGAN 4/4, 1936, Ford engine. Good condition. Excellent acceleration. £150. 90, Jean's Way, Dunstable, Beds. [3785

FOR SALE—*continued*

G.N.-BASED SPECIAL. Vintage Anzani engine. £20. Breaking Delage D6-70, Cotal, etc. Pair 42-mm. × 16 in. × 4 in. Borranis outbuilt. Tyres, new zig-zags, 16 in. × 5.75 in., £5 each; 19 in. × 5.50 in., good, £3 each. A.C. Moss gearbox. "Arden," Leverstock Green, Hemel Hempstead, Herts. [3786

ROLLS-ROYCE P. II, 1934. Short Continental sports saloon by Thrupp & Maberly. Immaculate. £30 o.n.o. for quick sale. Box No. G.687. [3687

1951 M.G. TC. Many extras. £245. Tournier, 365, Watling Avenue, Edgware, Middlesex. [3788

1950 MORGAN 4/4, B.R.G. Immaculate condition. £285. Tournier, 167, Archway Road, N.6. [3789

1959 ASHLEY 1172 sports. New lights, tyres, battery, cross-flow, windscreen, etc. £215 o.n.o. Garside, Emmanuel College, Cambridge. [3790

1935/6 JOWETT Flying Fox coupé. Good L.P. tyres. Discs. New battery. One owner 22 years. Excellent condition. Goes like bomb. Very attractive even by modern standards. Sure *concours* winner refurbished. Worth £100. Offers. Appointment : 85, St. George's Road, Cheltenham. [3791

1952 DB2 ASTON MARTIN. Just recellulosed British racing green. Complete overhaul. New works rear axle in the last 10,000 miles. Heater, radio. Total mileage 54,000 from new. Complete car in very good condition. £900 for quick sale. Ladds, 123, Higham Road, Rushden, Northants. Tel.: Rushden 2767 (home), 2021 (business). [3792

VINTAGE AUSTIN CHUMMY (1927). Bags of brass and character. Good all round. B.R.G. £60. G. Davies, H.A.A.C., Newport, Shropshire. [3793

1934/35 HUMBER SUPER SNIPE. Complete engine overhaul 1958. 18/23 m.p.g., freewheel. Bodywork perfect, tyres good, 2 new Avons—front. 2 spare wheels. £105. Photographs available. 24, Milverton Terrace, Leamington Spa. Tel: 8068. [3794

1950 DELAGE D6, 3-litre, 44,000 miles only. r.h. drive, dark blue. Handbuilt saloon coachwork by Autobineau of Paris. Unmatched condition, new tyres, every known extra, radio, heater, Marchals. £345, or consider A.35/Morris exchange. The Old School House, Salwarpe, Droitwich. Tel: 3096. [3795

MORGAN 1936 4/4. Owner emigrating. Climax engine overhauled, new radiator, 4 remoulds, rewired, 1958 front suspension, new hood, refloored, upholstery and many others. Almost finished respray; only engine to gearbox shaft required for motivation, therefore sell nearest £100, including every spare. G. Gardner, 91, B'ham Road, Allesley, Coventry. [3796

S.S. AIRLINE. Rebuilt. Reg. 1958. Taxed, new battery. £55 o.n.o. Write : Carwell-Cook, Greasers' Mess, R.M.S. "Queen Elizabeth," Southampton. [3797

RILEY 1½-LITRE 1949 model, performance and mechanical condition really excellent, Michelin X tyres, new battery. £315. Clayton, 57, Dalkeith Road, Harpenden, Herts. Tel: 4884. [3798

XK120, 1954 HARDTOP. Two careful owners only, 19,000 miles, 5 excellent original Michelin X's, heater. This car has been lovingly treated and is in immaculate condition. £695. Bailey, Malt House, Henley. Tel: 480. [3799

ALVIS SPEED 20 saloon, 1934. Good general condition, A.O.C. member. £70 offers. 343, South Lane, New Malden, Surrey. Tel: Mal 4132. [3800

LAGONDA M45 RAPIDE. Excellent example, details of recent works available. 3 new tyres. New tonneau and hood slip in vynide. New radiator just fitted. £255. Wilby, 4, Lancaster Garages, N.W.3. [3801

1955 TR2-3. Resprayed red, sliding sidescreens, excellent hood, new windscreen, overdrive, radio, heater, Michelin X's, spare unused. £590 offers. Tucker, 4, Kempton Road, East Ham, E.6. Tel: Rippleway 0985. [3802

1939 1½-LITRE JAGUAR, nice condition, new tyres. Offers, or exchange for open two-seater. Photograph available. Moss, 11, Thornville Crescent, Leeds, 6. [3803

HEALEY "A" TYPE CHASSIS complete engine, gearbox, 110 m.p.h., 26 m.p.g. £115. R.G.S. fibreglass body to suit; £25; Ladder type tubular chassis suitable Formula Junior or small sports, £35. 402, Woodham Lane, West Byfleet. Tel: 2986. [3804

1930 ROLLS-ROYCE PII Landaulette. Restorable or would break for spares. Write for details. Box No. G.805. [3805

M.G. 1½-LITRE V.A. Sports Tourer, 1938. Good condition. £150 o.n.o. Office : Mr. Jenner. Tel: Clerkenwell 8490. 19, Campbell Road, Croydon, Surrey. [3813

1938 ALVIS 4.3 SALOON. £300. One owner. Bodywork magnificent. Engine fully Alvis reconditioned 1956. Fitted jacks. 158, Scarisbrick New Road, Southport, Lancs. [3631

1929 ROLLS-ROYCE, 21.6 h.p., F.H. coupé, black, 2-seater, decoked, repainted, interior retrim, good tyres, handbook, Solex conversion, 22 m.p.g. radio, good condition. £135 o.n.o. accepted. Box No. G.815. [3815

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

FOR SALE—*continued*

AQUAPLANE TWIN S.U. conversion, with air cleaners for Mk. I Consul. £15. Servais 4-branch Exhaust for same, both little used, 50/-; Twin 1¾-in. S.U.s and manifold for Lea-Francis, unused. £10 or will separate. Smallshaw Brothesr, 40, Glenville Road, Ensbury Park, Bournemouth. Tel:. Winton 339. [3816

RILEY 1½ SPECIAL. Complete engine, transmission overhaul August. New tyres, aluminium body, B.R.G., aero-screens, tonneau. £150 o.n.o. 1947 Rover 12, less body, £10. Major, 146, Rocky Lane, Birmingham 22B. [3818

FOR SALE. Pair of S.U. Carburetters, complete with Inlet/Exhaust manifold for Renault Dauphine or 750, Offers. Box No. G.819. [3819

INVICTA 1932 4½-litre low chassis 4-seater drophead in very good order. Engine rebored 12,000 miles ago. Photo available. £400 or offers. Box No. G.820. [3820

DAIMLER, Model 25/85 saloon. Eight seats, new 6-cyl. engine fitted. This car is immaculate in every detail. Inspection invited. Offers. Tel.: BER. 3637. [3821

RARE GOLDEN CROSSLEY 1932 vintage, needs rewire, otherwise reasonable condition. What offers? Box No. G.822. [3822

ALVIS 12/50, T.J. Atlantic Saloon, 1930. Good mechanically, body reasonable, quite original. £85 or part exchange Beetleback. H. Ledger, 1 Training Battalion, R.E.M.E., Blandford, Dorset. [3824

M.G. J2. Fitted Ford 10 engine. Bowden conversion, M.G. box. Fitted hydraulics, completely rebuilt, new hood, tonneau, screens, upholstery, battery, tyres. £175 or will haggle. Morgan, 82, Fareham Road, Gosport, Hants. [3825

H.R.G. WHEEL and Extension Bracket (16 × 5.50) g.c., tyre poor. £3. Tel.: Cricklade 437. [3826

SINGER LE MANS, 1937. 2-seater, good tyres,. hood, fast engine with twin S.U.'s. Taxed Dec. Photographs available. £75 o.n.o. Write: Brown, 49, Christchurch Street, Ipswich, Suffolk. [3827

LANCIA LAMBDA, 7th Series, short chassis, excellent running order. Exceptionally pretty, original tourer. £200. Flt.-Lt. Orr, R.A.F., Driffield, Yorks. [3828

TRIUMPH VITESSE 14/60, 1936. Good running order. £45. Simmons, Haw Lane, Olveston, Bristol. [3830

ASTON MARTIN Speed Model. Short chassis 2/4 seater. Special camshaft and carburetters, new tyres. Always carefully maintained in excellent original condition. £350. Box No. G.831. [3831

ROLLS-ROYCE PHANTOM saloon, modern Gardiner 22-h.p. diesel engine, 30 m.p.g., hitch for trailer or horse box. £140. King, Estate Office, Embley, Nr. Romsey. Tel.: Romsey 2342. [3832

1,172 SPECIAL, 1950, tubes, i.f.s., hydraulics, rack/pinion steering. Falcon II body sprayed yellow, trimmed black. £310 or offers. Tel.: Rickmansworth (Herts.) 3929. [3833

1939 BRITISH SALMSON D.H. coup', 20/90 model, total mileage 42,000, reconditioned engine, brakes relined, new clutch (Sept. 1959), top speed 100 m.p.h., 20 m.p.g. Immaculate red finish. Tyres retreaded, wireless and accessories. Spares available. Italian bodywork, licensed. Can be seen S.W.1. Tel.: WHI 1340. [3834

FORD V8 CABRIOLET. 78,000 miles since she came off the turntable at the October 1935 Show, at the Albert Hall. £90. Langford, 5c, Lawn Road, Beckenham, Kent. Tel.: BEC. 0928. [3835

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MORGAN 3-WHEEL 980-c.c. s.v. J.A.P., 2-speed. Registered 1947, rebuilt this year; new body, upholstery, lights, carburetter, speedometer, well shod. £90. Jeal, 9, Coniston Road, Tottenham, N.17. Tel.: TOT. 8793. [3837

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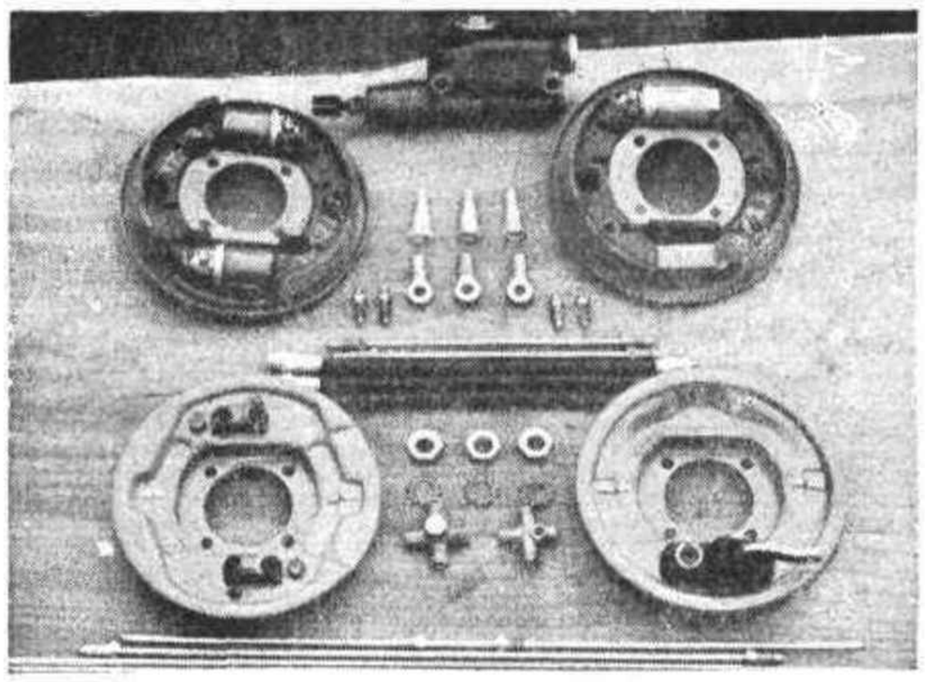
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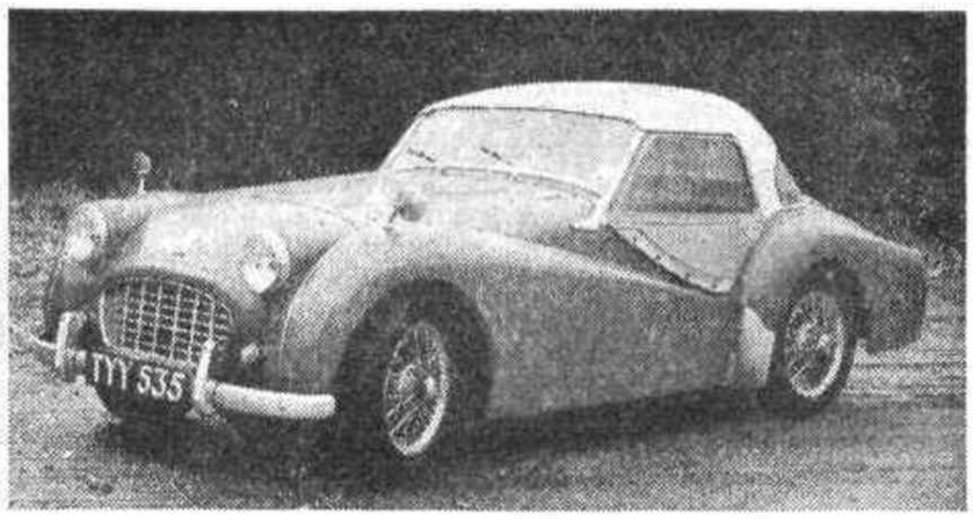
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M.G. TA, 1938. Mechanically sound. 75 m.p.h., 35 m.p.g. New batteries, good tyres, p.v.c. hood. £190. 165, Havering Road, Romford, Essex. [3926

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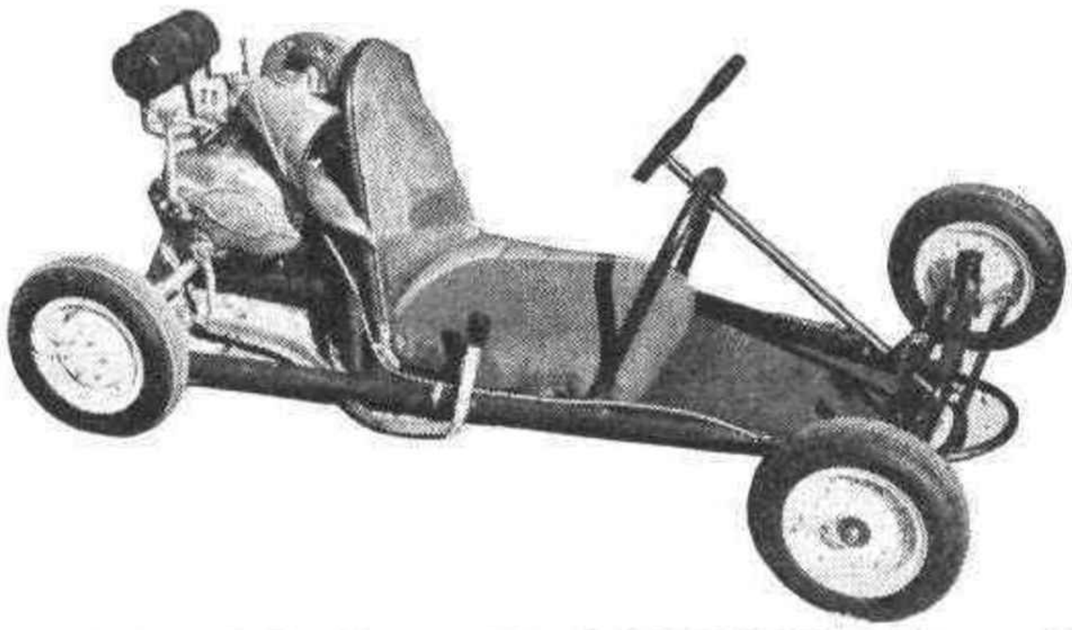
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RILEY NINE MONACO, 1930. New—fabric body, roof, batteries. Very sound—mechanically, tyres, chromium. 36 m.p.g. Taxed. £60. Lawn Cottage, Wellington, Somerset. [3936

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M.G. VA tourer, 1937. Two owners. Superb original condition. £200 o.n.o. Gorringe, 17, Lebanon Court, Twickenham. Tel.: POPesgrove 7353. [3958

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LOTUS 7 BUILDERS? A35 engine, gearbox, unused since factory reconditioned. Metropolitan rear axle new. £100. Winter, 150, Moorside Road, Downham Bromley, Kent. Tel.: HIT 8096. [3978

"750." Nearly finished. Fully mod. chassis, new hood. Offers, Tel.: SPE 5021, after 6 o'clock. [3979

ROCHDALE FORD TEN, B.R.G. Completed May 1959. 12,000 miles. New boxed chassis, h.c. head, c.r. gears, 4.7 crown and pinion. Nicely finished and trimmed. £350. Haggle. Wilson, 38, Aston Clinton Road, Aylesbury. Tel.: 2388 [3980

AVON STANDARD SPECIAL, 10 h.p. £60. Four-seater. Red hood, twin carbs., alloy head, windtones, k.o. wheels. New, engine, tyres, battery, radiator, brakes. £70 worth of bills. 64, Grange Road, Sutton, Surrey. [3981

JAGUAR 1½-LITRE Special Equipment sports saloon, 1947. Excellent condition, inside and out. Recent major overhaul, including rebore. New tyres, battery, wiper motor, trafficators, carburetter. A first-class thoroughbred with amazing petrol economy. New car on the way. £210. Tel.: Wordsworth 9420. [3982

1955 (JULY) CONSUL, black. Heater, spot, Laycock overdrive. Derrington twin S.U. conversion. Lively economical motor. Well shod. £435. Robins, Crossways, Churt, Farnham, Surrey. [3983

1928 MORRIS-COWLEY 2-seater tourer. Good overall condition. Many spares. Folkestone, Box No. G.984. [3984

M.G. TA, 1939. Resprayed red. New hood, sidescreens and spots. Reconditioned engine, shocks, springs, wheels. Rechromed radiator and lamps. £250. R. Hall, 105, Bourne Road, Moredon, Swindon, Wilts. [3985

AUSTIN 750 SPECIAL, stark aluminium body, slab tank, bonnet strap. Most impressive performance; very clean. £70 o.n.o. Also delightful 1929 Chummy, reliable, £50 o.n.o. Crozier, Drymen, Ash Road, Hartley, Dartford. [3986

M.G. CYLINDER HEAD c/w valves and springs (XPAG); thermostat from TD; Alvis half-shafts (new) for 4.3,S.25 and (late) S.20; metal cover for Charlesworth wing-mounted spare wheel. Offers to 7, Westcliffe Road, Southport. [3987

FOR SALE—*continued*

STAGE III FWA Climax engine—fast and reliable—c/w M.G.-A c.r. box. Also many chassis parts 1930 Leaf saloon, Lotus XI Series I chassis frame and body panels. North Star Engineering Co. Ltd., Marton, Near Rugby. [3988

THREE-CARBURETTER CONVERSION for Mk. I Ford Zephyr (S.U.s), also 6-branch exhaust manifold and straight-through silencer. £30, or separate. B. Leeks, 63 Castle Road, Rayleigh, Essex. [3990

CITROEN L.15, 1952. Silver grey with red leather. Exceptional condition. £340. Tel. Hindhead (Surrey) 783. [3991

BRAND NEW unused heavy-quality black TR3 hood, £14. Twin Zenith carburetters, complete manifold, Ford, new, £6. N-type M.G. spares, new, available. Box No. G.992. [3992

P.100 HEADLAMPS, unused, £25 pair o.n.o. Delivered free 50 miles. Rouse, 17, West Avenue, Coventry. [3993

D.K.W., 1955, F.H.C. All extras. New tyres. V.G. condition. £540. "Linton," Guildford Road, Great Bookham, Surrey. Tel.: Bookham 3657 (evenings). [3994

LANCIA DILAMBDA tourer, 1933. Wants some work, but mechanically sound. £45. Cressbrook Hall, Near Buxton, Derbyshire. Tel.: Tideswell 346. [3995

M.G. PA, cream, reconditioned engine, four new tyres, p.v.c. hood, sidescreens and tonneau. Body in good condition. £130, no offers. Apply Tooth, High Tor, Homefield Road, Riverhead, Kent. Tel. Sevenoaks 4797. [3996

ASHLEY FIBREGLASS BODY-SHELL for short-wheelbase A.7. Wheelarches, locks. Almost new. Cost £99—accept £50. Kerr, 6, Guessens Road, Welwyn Garden City. Tel.: Welwyn Garden 5317. [4008

SOME VETERAN lamps, carburetters, oddments. Also very early models of cars. 185, Crystal Palace Road, East Dulwich, London, S.E.22. Tel.: Forest Hill 3220. [4009

TR2, 1955. Overdrive, wire wheels, heater, radio, etc., excellent, fast example. £540 o.n.o. Tel.: Southport 77508. [4010

RILEY 9 MONACO, 1931, original. With spare engine. £15 10s. Francis, Park House, The Avenue, Comge Down, Bath. [4011

MUST PART with my beautiful Citroen 12. £75. Cook, 24, Monument Road, Weybridge, Surrey. [4013

RILEY ENTHUSIASTS—unique opportunity! 3rd place winner '59 Register Concours, 1936 Kestrel (not w/c main), genuinely mint condition throughout. Best offer from good prospective home. Full details and photo. Butcher, 12, Baldry Gardens, S.W.16. Tel.: POLlards 8551. [4014

1946 TC M.G., looks and runs exactly like 1946 model. £220. Weekends, 18, Dulverton Avenue, Coventry. [4015

LEA FRANCIS 1928, Doctor's coupe. Mechanically excellent, new hood. New house reluctantly forces sale. £99. 231, Queens Park Ave, Bournemouth. Tel.: 38098. [4016

BULL NOSE MORRIS COWLEY, 1926. Concours condition, Oxford blue, black wings. £215. Perry, 231, Queens Park Ave., Bournemouth. Tel.: 38098. [4017

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, Bluemel 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 Must sell £375 o.n.o. Green, 88, The Drive, N.W.11. Tel.: MEA 1953. [4018

ALVIS, 1947. Staunch, not beautiful, station wagon has served my family well as leave car, a grand performer, 14 h.p. £165. Box No. G.919. [4019

£230 O.N.O. 1947 H.R.G., 2-seater, aerodynamic body, reconditioned engine, winking lights, screen washers, tyres, steering, brakes, hood—good. Tel.: HIT. 2550. [4020

1935 M.G. MAGNA, L. Sports coupe. Re-wired, mechanically sound. £75. 1932 M.G. F Magna, minus body. To clear £15, or break for spares. Tel.: West Drayton 2880 (evenings). [4021

M.G. PA, 2-seater. Re-cond. motor, Silverstone Cup winner, improved brakes. £125 o.n.o. Jeffree, 16, Norfolk Avenue, Sanderstead, Surrey. Tel.: San 2100 (weekends only). [4022

RAYMOND MAYS cylinder head Mk. I Zephyr. Including carburetters, exhaust system. Good condition. £45 o.n.o. 68, Edgwarebury Lane, Edgware. Tel.: STOnegrove 7110. [4023

HUMBER 14.9, 1929, tourer, £35; Triumph 500 c.c. 1948, £30; Morris Industrial 12/4 engine, identical Cowley, £15. Tel.: Dorking 3443, weekends only. [4024

ROLLS-ROYCE, Phantom II (1931), limousine body, Park Ward. H. H. V. Streim, Moyles Court, Ringwood, Hampshire. Tel.: Ringwood 390. [4025

H.R.G. AERODYNAMIC 1½-litre, 1947. Mechanically good, body fair, green. Good hood, very fast. £185. Alvis—1 brand new set 12/50 timing gears, £10 or nearest offer. Shangri-la, Bank Road, Wellington, Shropshire. [4026

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

FOR SALE—*continued*

1925 FIAT 501 2-seater and dickey. Excellent vintage light car in very sound order. Full history. Seen Eastbourne or Monmouth. £90. Mathew, 2, Arundel Road, Eastbourne. [4027

JAG. 1948, 1½ special equipment. Radio, heater, washer, tele-shocks, front. 3½-litre gearbox. 70 m.p.h. third. New interior trim. First class condition. Offers over £300. 253, Bilton Road, Rugby. [4028

TC M.G., 1947, red, Stage 1, heater, screen washers, Marchal lamps, new hood, tyres. £295. 285, Balmoral Drive, Hayes, Middx. [4029

M.G. PA, 2-seater. Excellent condition. New rear axle, good hood, side screen. B. Webb, 7, Smith Road, Dargets Wood Est., Chatham, Kent. [4030

M.G. SA Saloon, 1939, worth £80, offers. Ayre, 64, Gosforth Road, Seascale, Cumberland. [4031

1959 AUSTIN HEALEY SPRITE, white, 4,000 miles. R. and H., rev. c. £635. Tel.: Wraysbury 3158. [4032

DELAGE D6/70 saloon by Coachcraft, 1938. Cotal box. Taxed and insured. Bodywork needs attention. £65. 59, Woodville Road, New Barnet, Herts. [4033

LOTUS SIX, sell/exchange saloon, reconditioned engine/gearbox, Aquaplane tuning. £315. Tel.: Maidenhead 2693. [4034

SUNDRY SPARES. Talbot 105 front axle complete with hubs, brakes, £10; Ex. 1½-litre Blackburn Invicta—crankshaft, camshaft (as new), cylinder block, crankcase, four rods, 2 carbs., front axle, complete diff., luggage grid, etc., 14-in. Edwardian headlamp, £5. Twin choke AAPI Solex, £4. Gilbert, The Bungalow, Stafford Street, Derby. [4035

JUPITER, 1952, red. Very good throughout, heater. £350. 157, Kiln Lane, St. Helens. [4036

1930 ALVIS 16.95 sports 4-seater. Exceptionally good original condition throughout, fine appearance. 3 S.U.s and "S" gearbox. Fast, reliable, 26 m.p.g. Present owner 6 years. £125. Langford, "Firs Hill," Chipstead, Surrey. Tel.: Downland 3303. [4037

TRIUMPH DOLOMITE, 1939. 1½-litre sports saloon, good condition, recently overhauled, rewired. Spot, de-mister, wheel discs. £55. 28, Cope Road, Banbury. [4038

DELAHAYE 135M 1953, 5/6-seater convertible, black/chrome, all extras, Concours winner. Alloy coachwork, very fast, cost £4,500. Accept £650 or part exchange &/or terms. Tel.: CROydon 6431. Write, de Foulds, 149, Sanderstead Road, South Croydon. [4039

BENTLEY, 1936, 3½ Paddon saloon, good cellulose tyres, interior, engine excellent, 19-21 m.p.g. £275. Tel.: Uplands 7243. Request Keith Harris. [4040

1933 ALVIS SPEED 20. V.D.P. D.H.C. New hood, batteries and 4 remoulds. Engine and clutch extensively overhauled 6 months ago. Insured May, 1960. Member A.O.C. and V.S.C.C. Will not be sold until Dec. 20. £130 o.n.o. M. V. Harley, The Vicarage, Downend, Bristol. [4041

WOW! FORD/MORRIS SPECIAL, aluminium body, Morris Minor chassis, E93A engine extensively modified, hydraulic brakes, twin master cylinders, Silverstone lap 1.29 min. £165. Character and style: 1928 2-litre Lagonda, undergoing complete rebuild, offers around £230. Come and see it, 1932 Sunbeam, saloon, nice condition, around £75. Bentley 1935, 3½-litre sports saloon, Mulliner body, around £175. Enthusiast clearing stable. E. R. Tregarth, 6, Junction Mews, Sale Place, Paddington, W.2. Tel.: VICtoria 1820 (evenings). [4042

RILEY 1937 KESTREL SPRITE 2-seater conversion. Modified suspension, various spares. Sound, reliable. £150. 9, St. George's Drive, S.W.1. Tel.: VIC 4020. [4043

J2 PARTS, incomplete, engine, brakes, £3 lot. 32, Warren Drive, Tolworth, Surrey. [4044

ENTHUSIASTIC OWNER wanted for 1935 Buick straight eight sedan, first class mech. condition, including complete new back axle 1,500 miles ago and new battery. Very good body, interior and tyres. H.P. if needed. Bass, 34, Stepping Lane, Derby. Tel.: 45057. [4045

1936 NIPPY, unmodified; requires attention body, mechanically good. £85. Dr. Brown, Tel.: KINgston 5692. [4046

PANHARD ET LEVASSOR, 1925 Tourer. £35. Hall, Arthurs Seat, Whitehill, Caterham, Surrey. Tel.: Caterham 3120. [4047

SINGER LE MANS, 1935, 2-seater, red, plus spares. £60. 203, Silver Street, Edmonton. [4048

1956 LANCIA, G.T. 2500, black/silver-grey, being imported from Italy December. Works maintained—some modifications. Reasonable price, but dependent import dues. Box No. G.050. [4050

DELLOW, 1950. Red re-spray, 1,172 unit. Excellent hood, side-screens, tyres, upholstery, battery. Spare engine. £260. D. Cornford, White Lodge, Telscombe, Sussex. [4051

A.7, Bowdenex brake conversion; Good Stromberg twin-choke carburetter and Dante inlet manifold for same. £4. 88, Montague Road, Edmonton, N.18. [4052

FORD E93A ENGINE, 4,000 miles, gearbox and all accessories, £15; 1939 Ford 10 axles, wheels, steering, radiator, instruments, clean and good, £15. Will separate. 2, Hillview Crescent, Luton. Tel.: Icknield 325. [4053

FOR SALE—*continued*

ALTA O.H.V., Minor Convertible 1951, in very good condition, perfect hood, extra instruments lamps, engine overhauled 2,000 miles ago. £340. Pearce, 21, Hazelwood Avenue, Morden, Surrey. [4054

LAGONDA RAPIER hardtop. Sound bodywork, mechanically excellent. £130. Bolingbroke, 33, Hazlewell Road, Putney. Tel.: PUTney 9404. [4055

ALFA ROMEO 2.5 6c special low chassis, 2-seater D.H.C. by Farina. Dry-sump engine, 3 twin choke carbs., twin exhaust, fully independent, wire wheels, Mich. "X", impressive road-holding, 118 m.p.h., 22 m.p.g. Many extras. £440. Many spares available, including two engines. 16, Dalveen Avenue, Davyhulme, Lancs. [4056

1927 AUSTIN SEVEN Chummy, 1 owner, completely original, perfect condition, many spares £65 o.n.o. 77, Northcourt, Abingdon, Berks. [4057

FIAT 500 convertible 4-seater model, 1939. Engineer-owner maintained 5 years. Engine, gearbox, suspension overhauled, full history, many spares, good tyres. £125. Morgan, Beech Close, Kinver, Staffs. Tel.: K2385 (evenings). [4058

MORGAN 4/4, 1939. Ford 10 engine, gearbox. Good condition. Funds needed urgently, first reasonable offer secures. Fox, 32, Maida Vale, W.9. [4059

LAGONDA, 1934, 4½. Very good condition, fast and reliable. £140. Tel.: PRO 2467. [4060

PRANGED 3½-LITRE JAGUAR. Excellent for spares. Engine recently rebored. P100 headlights, towable. Offers to: Little, Eskdaill Street, Langholm, Dumfriesshire. [4061

1922 ROVER tourer, unused 1928-1954. Wonderful condition. £125 o.n.o. Sharp, 119, Weedon Road, Northampton. [4062

1913 2-CYLINDER Swift engine, £10. Ivy Cottage, Mears Ashby, Wellingboro, Northants. [4063

100 M.P.H. for £90? 4½ litres of thirsty Invicta require a home. Charlesworth, "Frog Hall," Wokingham, Berks. [4064

M.G. TC. Reg. Nov. 1947. Red. Good condition. £285. Lewis, 7, Park Terrace, Tean Road, Cheadle, Staffs. [4065

BENTLEY 3½, 1934. Elegant drophead body by H. J. Mulliner. Bodily and mechanically good. Tyres excellent, brakes just relined. New battery £265. H. M. Buckley, 54, Egerton Crescent, London, S.W.3. Tel.: KNI 1146. [4067

BENTLEY 3½-LITRE Park Ward saloon, black. Brown leather. In much-better-than-average condition, £275. D. Hodson, Builder, Knapwell, Cambs. [4068

VINTAGE RILEY SPARES. Feb. 1929 9-h.p. All parts cheap. No body. S.A.E. please: C. C. Sharp, The Hollies, Hook Norton (Tel.: 257), Banbury, Oxon. [4069

ROLLS-ROYCE, 1934, 20/25-H.P. biscuit and black saloon. Worth about £260. Tel.: Hitchin 3584, or Box No. G.070. [4070

RILEY SPECIAL saloon, reg. 1950. No first gear, otherwise excellent. £125. Lank, Weston Grove, Weston Lane, Oswestry. [4071

TRIUMPH GLORIA sports saloon, 1934. Very reasonable car at £35 o.n.o. Goodall, Shirley Park, Brailsford, Derby. Tel.: Gt. Cubley 228. [4072

M.G. PA, red, good condition throughout. £100, offers. 56, Arnside Road, Bestwood Estate, Nottingham. [4073

12/50 ALVIS saloon, 1932. Mechanically first class, tidy interior, body fair. Good performance, reliable, economical, taxed. £55. The Manor House, Somerton, Somerset. Tel.: 31. [4074

A.C., 1949. Mechanically and bodily in very good order. £275. Grove End, Cheltenham Road, Stroud. Weekends, Tel.: Elmbridge 2544. [4075

TRIUMPH GLORIA, 1934/5, chassis complete for spares. Good condition. Cheap. Neave, Marple Bridge, Stockport. Tel.: Marple 432. [4076

ALVIS CRESTED EAGLE Charlesworth saloon, 1935. Immaculate throughout. Sayers, 133, McKinlay Crescent, Irvine, Ayrshire. [4077

1938 ASTON MARTIN 2-litre long-chassis 4-seater tourer. Magnificent car—finest original long chassis in existence. Four *concours* awards A.M.O.C. last four years. New hood, springs, tyres, engine just overhauled. Marchal lamps, signpost lamp, electric klaxon, twin windtones, parking light, Lucas spot, Marchal reversing light, winking lights and many other extras. Chrome excellent. Price £375 o.n.o. Would exchange for saloon of character. Barclay, 9, The Crescent, Horwich, Near Bolton, Lancashire. Tel.: Horwich 410 (after 6.30 p.m.). [4078

LAGONDA, 1927, 14/60 saloon. Engine, brakes, tyres, good. Body immaculate. Around £175. Box No. G.079. [4079

JAGUAR, 1938, 1½-LITRE black saloon, runner, sound body, good tyres, not taxed. Needs a little loving care and, £5 only to enthusiast. Apply D. Hayman, 13, Norfolk Road, Plymouth. [4080

AUSTIN HEALEY 100/6 2/4-seater unused hardtop, £55. Lawson, Donner House, Oak Drive, Manchester 14. Tel.: RUS 1953. [4081

1.5 RILEY, May 1959, 8,000 miles. £750. H.P. or consider part exchange. Wood, 34, Lily Lane, Moston, Manchester 9. [4082

RILEY 1½-LITRE saloon, black and maroon, excellent condition throughout. Heater. £500, hire purchase can be arranged. Page, Tara, Quex View Road, Birchington, Kent. Tel.: Thanet 41652. [4084

FOR SALE—*continued*

MORGAN 4/4, 1937. Climax engine. Good condition. B.R.G. £155. P. Henson, 27, Camphill Road, Woolton, Liverpool. Tel.: Hunts Cross 2725. [4085

MORGAN 3-WHEELER I.F.S. unit with brakes and new 4.5 × 16 tyres. Suitable for "special." £10. 71, Park Court, Hampton Wick, Kingston-on-Thames. [4086

FOR SALE: Two unused 1¾ S.U. carbs.—£12. Also two HI 1¼ S.U. carbs., £5. £6, St. Margaret Road, Coventry. [4094

1948 RILEY 2½-LITRE, £285 o.n.o. Consider Ford Special in p.e. Tel.: Crawley (Sussex) 453 or WHI 4366, ext. 18 (office). [4095

KENMAR 4-seater Ford Special, fold-flat windscreen, hood, sidescreens. New boxed chassis. All new or recond. components; I.f.s., H/R axle, H/C head, racing valve springs, etc. Cross-flow rad, electric pump, w/s wipers, Lucas lighting, flashers, fog. Fly-off handbrake, remote gear change, rev.-counter. Well finished with carpets, etc. £385, or h.p. R. W. Dean, 118, Newstead Avenue, Orpington. [4099

PART COMPLETED SPECIAL for sale. Body by R.G.S., open 3-seater. Steering, suspension, brakes and chassis completely overhauled, renewed where necessary. All external fittings new and complete. Only requires engine, instruments and completion of interior. Reason for sale—lack of accommodation. Offers to: Burgess, 121, Bristol Road, Bridgwater. [4100

ALVIS 16-h.p. Silver Crest sports saloon, 1937/8. Coachbuilt (Charlesworth) body in excellent condition. Recon. i.f.s., steering and brakes. 22 m.p.g., 50 p.s.i. oil. £75. Reed. Tel.: MAI 5651 (home); TER 3766 (day). [4101

1172 FALCON Mk. II sports/racing. All mechanical components as new; fibreglass body shell properly fitted (cost £104) and finished in red cellulose, 4 new tyres, battery. Space needed. Accept £175. Reed. Tel.: MAI 5651 (home); TER 3766 (day). [4102

1951 H.R.G. 1500. Condition excellent. £400, o.n.o. Hire purchase could be arranged. Also Austin Ruby 2-seater. Badly damaged body but mechanically sound. Offers? Wanted: Minor tourer o.h.v. Tel.: BUCkhurst 0766. [4107

VOLKSWAGEN latest type engine, unused, for sale. £95. Also front suspension and steering assembly, complete. £20. W. Swettman, 41, Walcott Square, London, S.E.11. [4108

A.C., 1933, 2-litre tourer 2-seater with dicky. New hood. Good all round condition, in everyday use. Family necessitates sale. £125, o.n.o. Feest, Whitton Lodge, Ipswich. [4116

TYPHOON (FORD TEN SPECIAL). Recently completed, owner abroad. Taxed end of year. Tubular chassis, fibreglass body. 4.7 rear axle. £400, or offer. 62, Watford Road, Crossley Green, Herts. Tel.: Rickmansworth 3885. [4136

RILEY 12/6 saloon. Undamaged engine professionally overhauled. 54,000. £39 o.n.o. Spares, gearbox. Box No. G.167. [4167

AUSTIN NIPPY, 1936. Probably the finest Nippy in the country. Completely rebuilt 1958. Speedy engine just fully overhauled, fitted S.U., alloy head. Bowdenex. Small wheels, brand new Michelin tyres. Trafficators, stoneguard, dual wiper, badge bar, etc. Hood, tonneau, battery, upholstery as new. Rechromed, resprayed B.R.G./black. Photos available. £185. Fairways, Prestbury Road, Wilmslow, Cheshire. Tel.: WIO 3916. [4187

TRIUMPH 2000 roadster, 1949. Red cellulose, chrome, tyres excellent. Radio, heater. £325, o.n.o. Tel.: CRO 0222. [4103

TWO RILEYS. 1935 Falcon 15/6, £500. 1937 Kestrel Sprite, good engine, battery, tyres, £100. Foxgloves, Onslow Road, Burwood Park, Walton-on-Thames (Tel.: 26522). [4104

FORD EIGHT de luxe saloon, 1938. Engine, axles, etc., 100%. Body very fair. Ideal start for special builder. £55. Tel.: Worthing 1909. [4105

RILEY 12/4 Adelphi preselector. Good condition. Rebored 1959. £85. Sharpe. Tel.: Hillside 9028. [4106

ALVIS, 1932, SPEED TWENTY. New hood, clutch, core plugs, big-ends, ground crank; 2,000 m. £110. 12, Bazile Road, N.21. Tel.: LAB 3086. [4109

MERCEDES BENZ 170 VA, 1952. Imported 1959. Absolutely unmarked. £450. Tel.: Great Alne 294. [4110

1949 TRIUMPH 2000 roadster. Immaculate red respray, not spray over. New clutch, crank grind, etc., 500 miles. Brakes and electrics overhauled, underbody steam cleaned and painted and springs reset. Trim and carpets good, woodwork repolished, new hood. Needs new steering box at £7, hence offered at £335. Wright, 246, Bushey Mill Lane, Watford, Herts. [4111

SPACE NEEDED. Rolls-Royce 1931 estate wagon, 20/25, famous previous owner, excellent condition, £350. Lancia Astura d/h. foursome, 1939 Show model, Farina body; one of this world's most handsome cars; £200. 1955 Vauxhall Cresta, black, heater; would consider exchange for good pre-war Rolls o.d. saloon or tourer 1934 onwards, or sell £465. One electric motor, flexible drive, polishing and burnishing set, all wire buffers, brushes, etc.; cost over £20, used once only, £10. Bosch 4-cyl. magneto, £2 10s. Exhaust whistle, complete, £5. 7, Wembury Park, Newchapel, Lingfield, Surrey. Tel.: Lingfield 373. [4188

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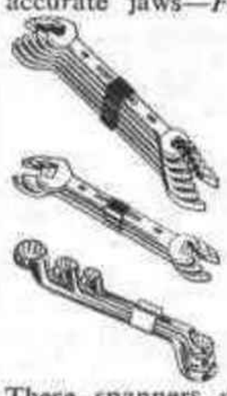
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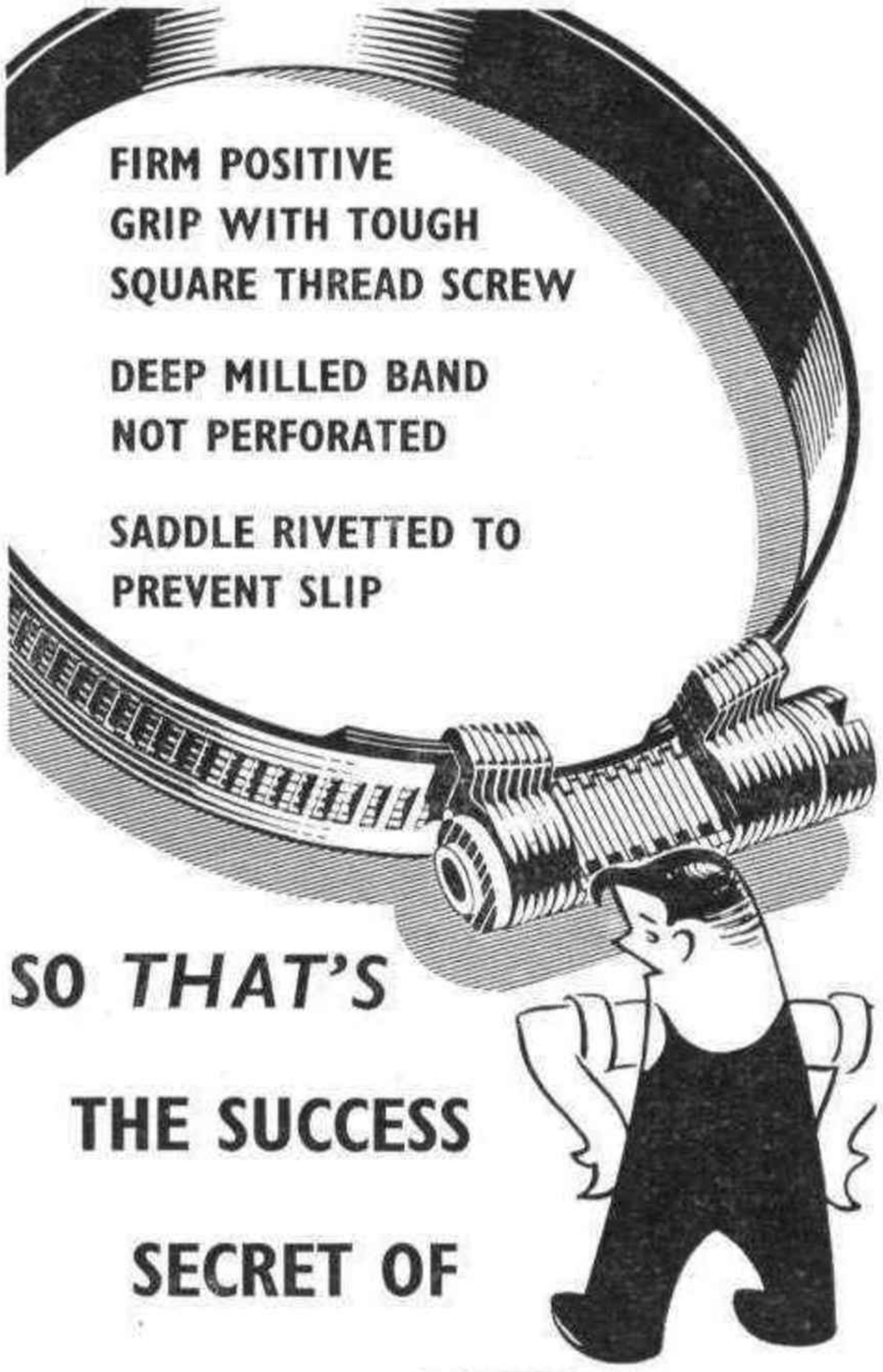
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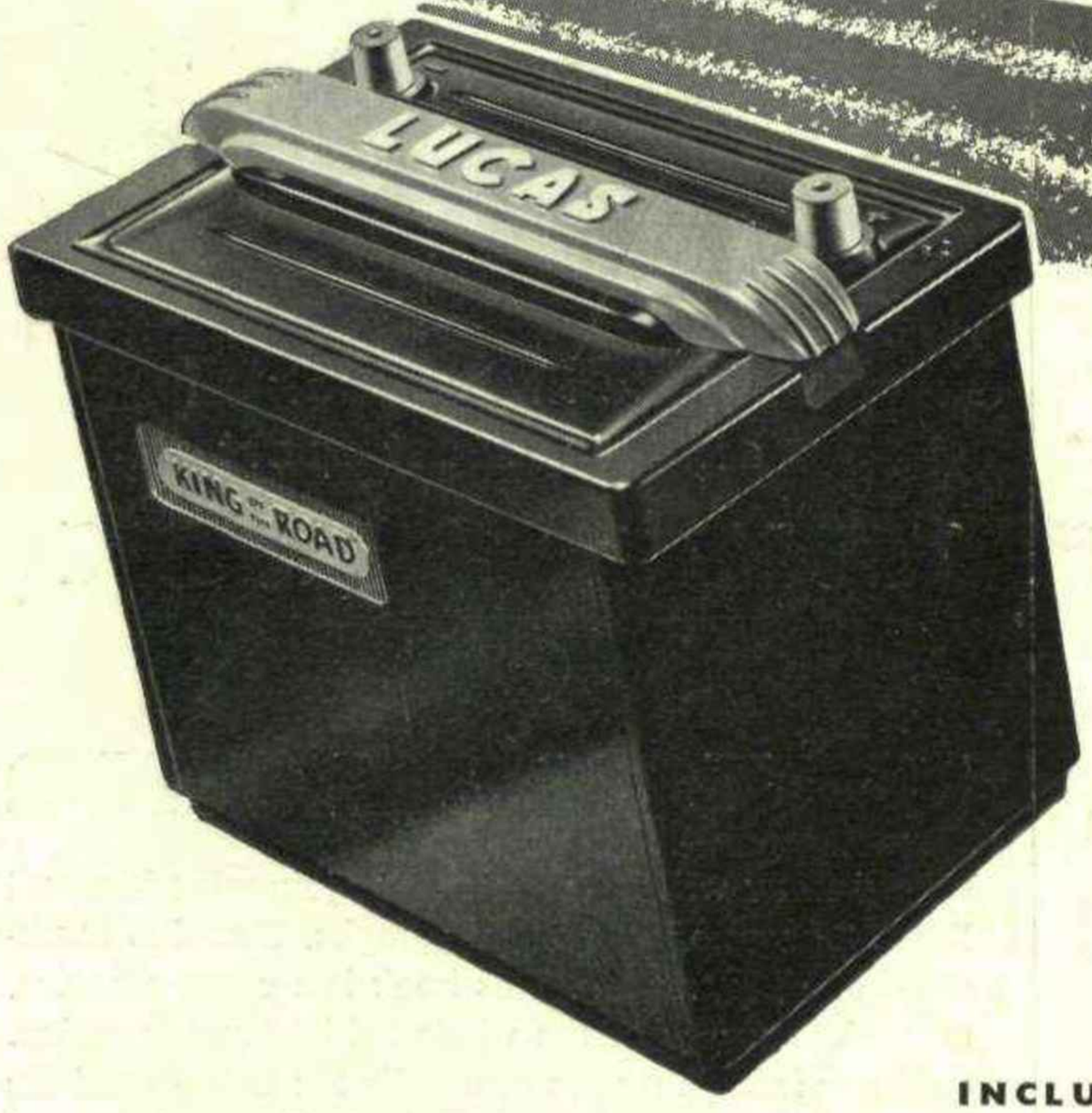
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Patented streamlined top · easy to clean

One piece manifold venting system · easy servicing · no lost plugs

EXCLUSIVE NEW FEATURES

Anti-splash guards prevent acid surging · act as acid level indicator



The New 'S' Range of Batteries provides the ideal replacement for all vehicles using 12 volt 7 or 9 plate batteries.

At any time after the initial twelve months free warranty period and within two years of purchase any garage can exchange your Lucas Car Type Battery irrespective of where it was purchased for a new one at a cost proportionate to the length of service. Ask your local garage for full details.

2 Years
INSURED LIFE

INCLUDING TWELVE MONTHS GUARANTEE

(Applicable to the U.K. only).

LUCAS S RANGE BATTERIES

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