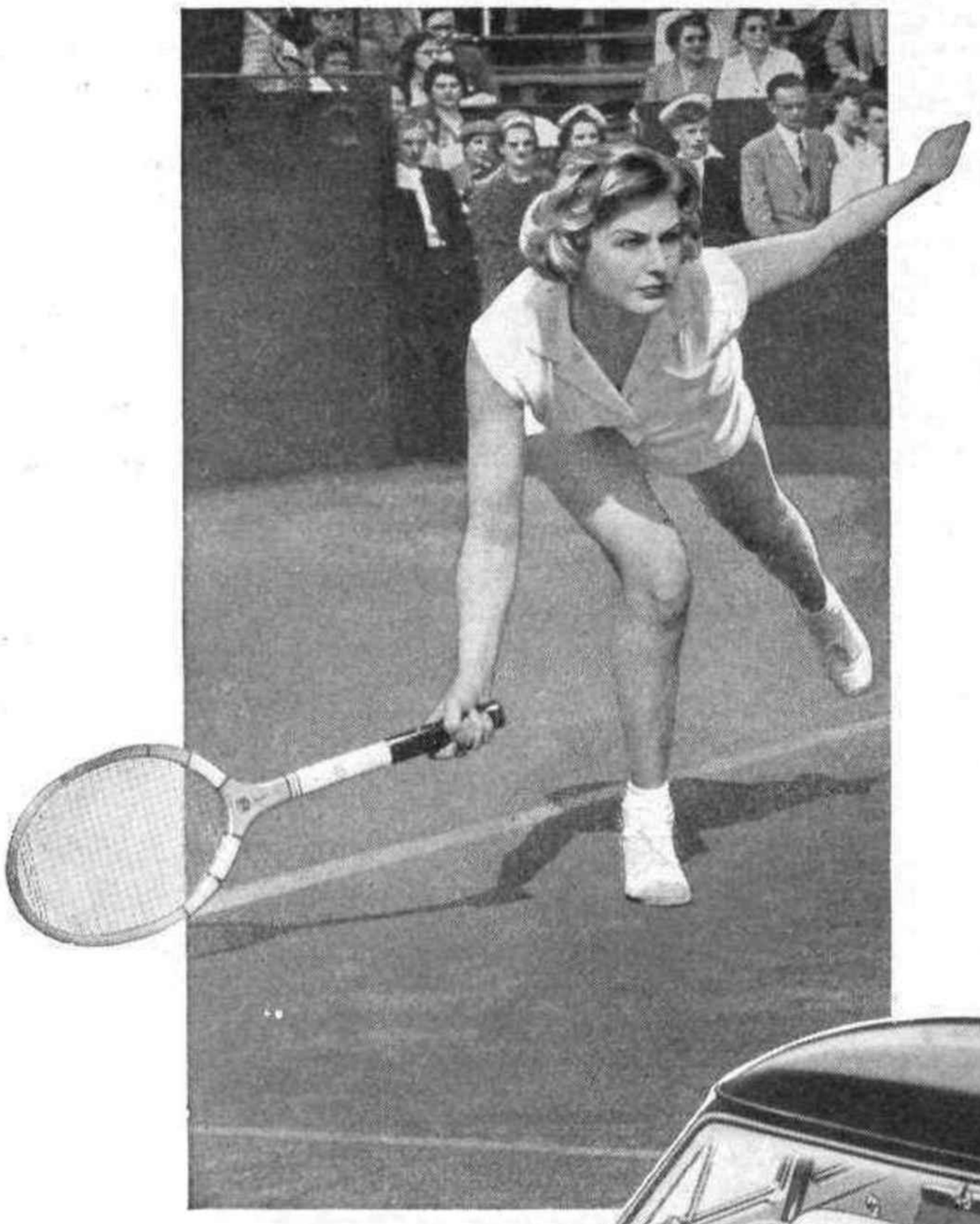
Vol. XXXIV No. 7 ONE SHILLING AND SIXPENCE July, 1958

MOTOR SPORT

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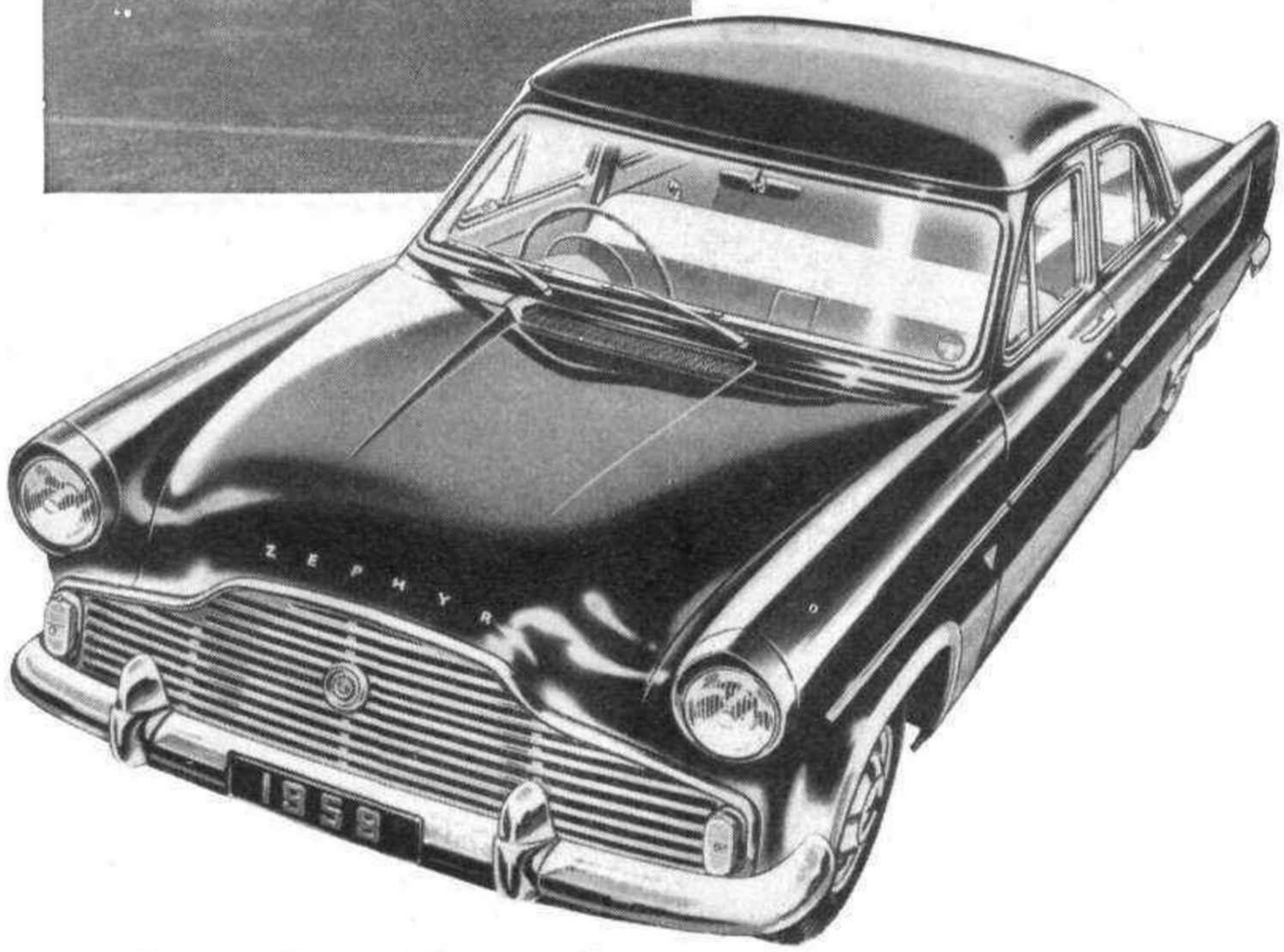


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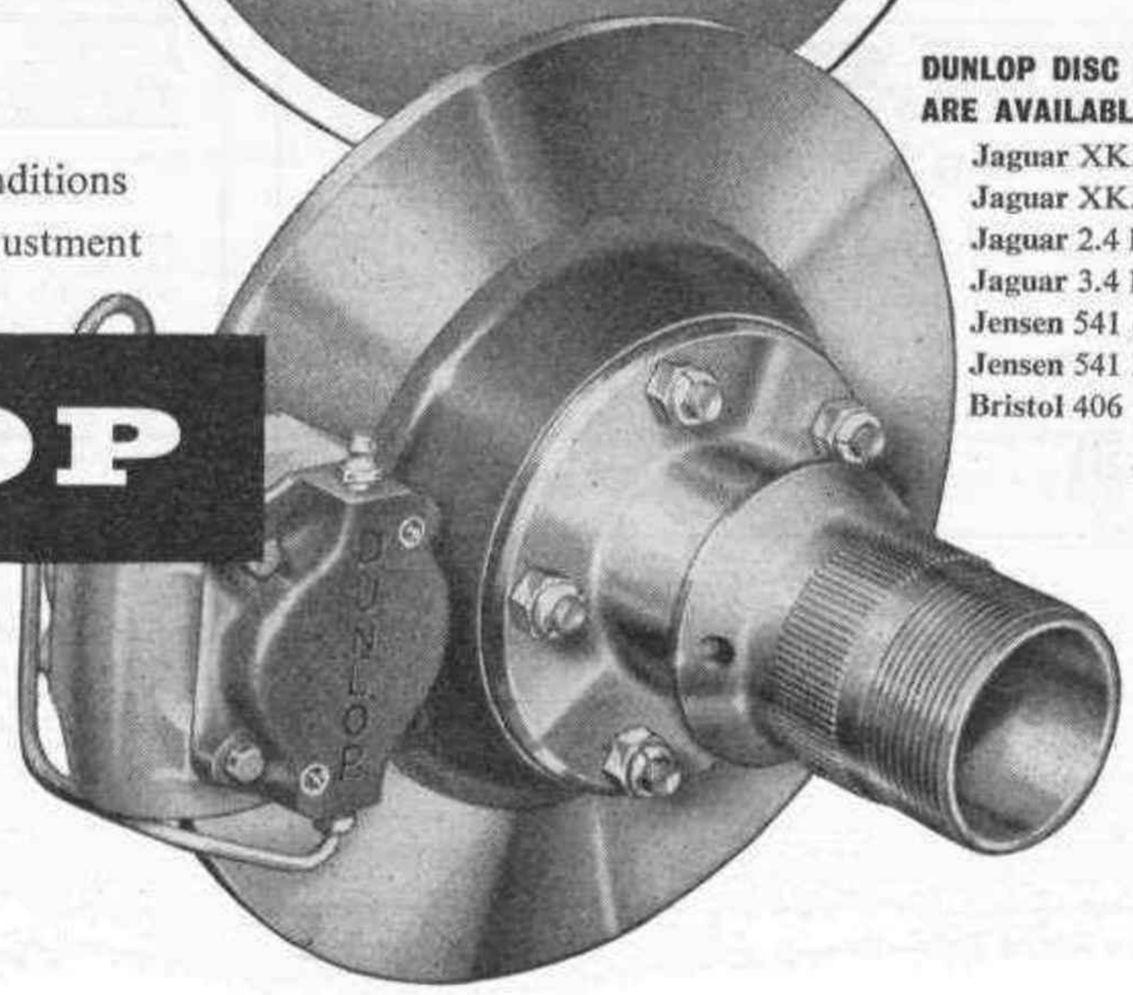
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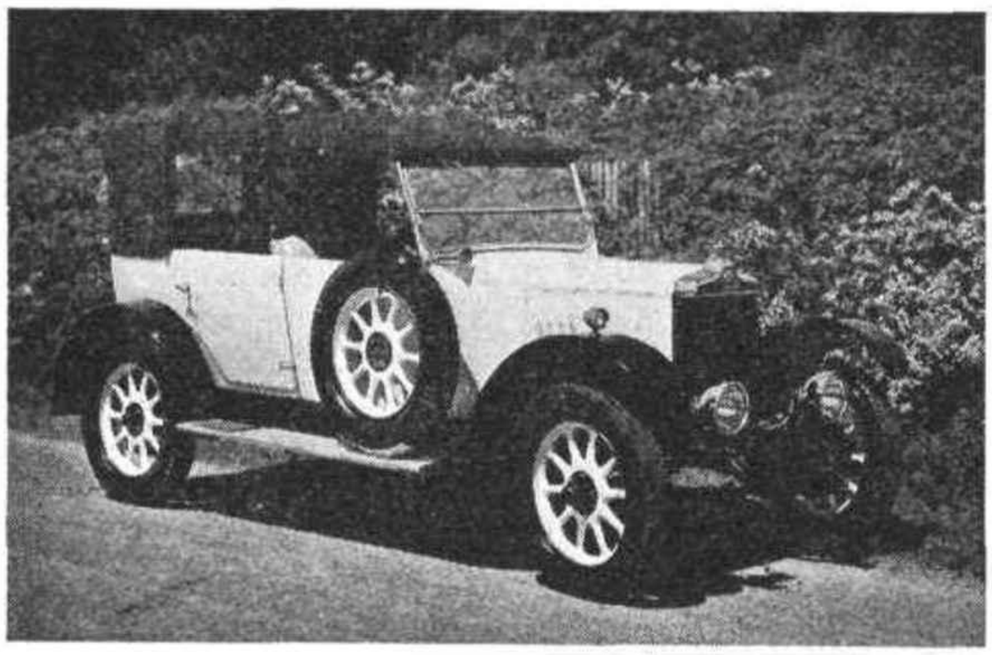
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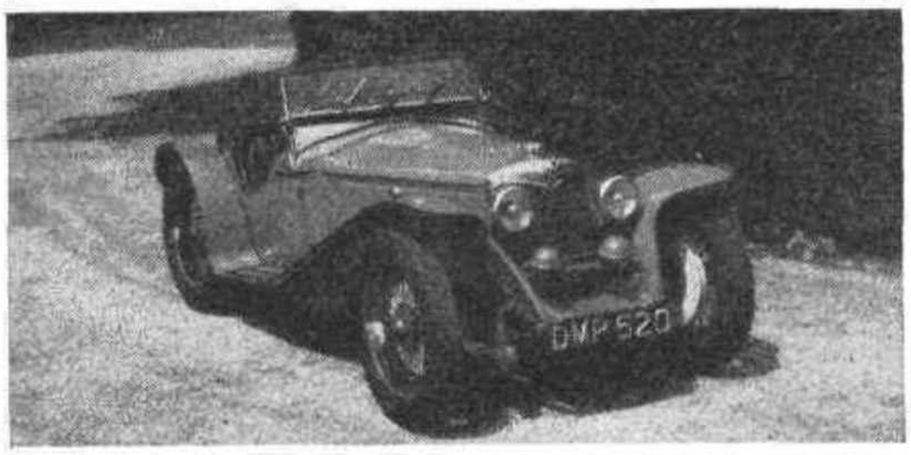
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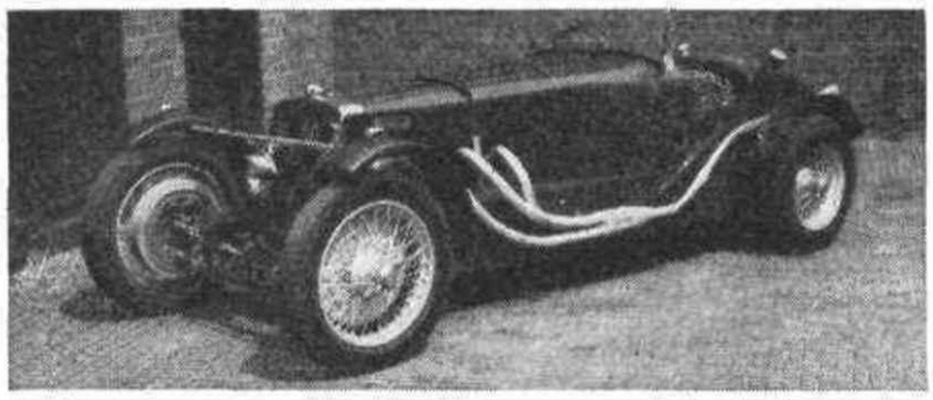
1938 BENTLEY LE Series 4½-litre Park Ward sports saloon. An exceptional car with a comprehensive works history. Black with brown hide upholstery. **£525.**

1927 ROLLS-ROYCE 20, fitted with most attractive 1937 sports saloon coachwork by The Southern Motor Company. Four-speed gearbox and four-wheel Servo-assisted brakes. A really excellent specimen which qualifies for the V.S.C.C., and at the same time gives quite a high degree of comfort. **£275.**

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And if, as we hope, we have given food for thought, why not get in touch with us? You may be surprised by the comprehensive, helpful and friendly service you will receive.

Incidentally, we operate a special scheme for intending purchasers, including British Service personnel going abroad, and who may be entitled to buy free



of Purchase Tax and Import Duty. Another plan is in operation for the especial benefit of American Service personnel stationed in this country.

The 403 saloon may also be inspected and tried at Messrs. J. P. Motors, Great Butt Street, Bedford (telephone 6775).

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SO MUCH MORE
in mileage, silence and grip.

SO MUCH MORE
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SO MUCH MORE
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VOL. XXXIV No. 7 BROOKS (VANWALL) WINS G.P. d'EUROPE JULY, 1958

MOTOR SPORT

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LARGEST CERTIFIED NET SALES THIRTY-FIFTH YEAR OF PUBLICATION

MATTERS OF MOMENT

BRITISH SUPREMACY IN GRAND PRIX RACING

It is immodest to blow one's own trumpet but the supremacy which Britain has attained in Grand Prix racing should be acknowledged. It does not seem so long ago that we were bewailing the fact that no British car had won a classic race since Segrave did so in a Sunbeam at Tours in 1923 and at San Sebastian in 1924.

Then came the unexpected Connaught victory by Brooks at Siracuse in 1955, welcome but isolated. But it pointed the way and the subsequent efforts of Tony Vandervell, following those of Alta, Connaught and H.W.M., resulted in three British victories during the 1957 Grand Prix season. This year British G.P. cars have won in the Argentine, at Aintree, at Monaco, at Zandvoort and at Spa. From never entering races, then entering but eternally retiring, Britain has become the leading exponent of Grand Prix racing. For this, let us rejoice—and give thanks to Tony Vandervell, Alfred Owen, and John and Charles Cooper, to Stirling Moss, Maurice Trintignant and Tony Brooks, to Rob Walker, to Alf Francis, to the team managers, the mechanics, the back-room boys and the components manufacturers, all of whom have contributed to this significant revolution in our racing fortunes.

Enormous praise was bestowed on Continental teams when *they* were in the ascendant. Now Vanwall, Cooper-Climax and B.R.M. have them beaten. Much valuable prestige for Britain results from the widely-publicised successes of our green cars and no doubt the splendid recovery in British car exports is attributable in considerable measure to these G.P. victories. Don't overlook the fact that BRITAIN IS NOW SUPREME IN GRAND PRIX MOTOR RACING!

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Front Cover Picture: STUDY IN STYLE.—Stirling Moss, with characteristic calm, driving the works-entered Aston Martin DBR1/300. The car's racing number denotes the car's final placing in this year's Nurburgring 1,000-km. race.

THE USED-CAR SLUMP

It's a sad sight—the hordes of used cars which stand exposed to the worst the elements have to offer on the dealers' parking plots. The fact is, there is a slump in used cars. This is partly due to the excellent value represented by new cars and partly to the pending compulsory inspections of cars over ten years old. But too-high prices are also to blame.

To state this may seem impertinent, because anyone has a right to put his own value on his own property. However, as those who spend money on advertising cars presumably hope to sell them, the time is opportune to suggest that they would do so far more easily if prices were lowered all round.

Historic vehicles may be beyond price, but it is rather startling to discover that one now has to pay £300 to £700 and more for a veteran or Edwardian—especially as many of those advertised were bought for the proverbial song during or just after the war and have frequently been "done up" with no particular regard to original specification, often with paintwork and upholstery unrealistically "better than new." Vintage cars, too, now seem, with some notable exceptions, to command excessive prices, even humble vintage light cars, which should be obtainable from £10-£50, depending on condition and desirability, being advertised at well above this limit. As for used cars not possessing any nostalgic or historic appeal—in fact, just cars—unless vendors slash their prices by far more than single pounds or tenners, these will continue to be exceedingly difficult to dispose of. After all, most cars wear sadly after the first three years, in future the older vehicles are likely to be more and more hemmed about by troublesome official regulations, and it is now merely a dealers' dream that America pays top prices for our old cars, whether these are good, bad or merely indifferent.

CRASHES AND CANCER

It cannot be proved that old cars cause accidents. But the Government is introducing its compulsory tests.

It cannot be proved that diesel fumes cause cancer, but medical opinion suggests that they may.

Will the Minister of Transport—who so far has not accepted MOTOR SPORT's invitation (May Editorial) to drive with us along the arterial motor roads to see why we criticise his new 40-m.p.h. speed limit—tell us why commercial vehicles should not be tested for smoky exhausts at the same time as pre-1948 cars are being tested for supposedly-dangerous steering, brakes and lamps? In fact, why introduce unnecessary tests in a clumsy attempt to prevent accidents which (*vide* accident statistics) seldom happen, while making no provision for reducing the filthy fumes emitted by the majority of diesel-engined commercial vehicles, which very probably cause cancer? Did you notice how much fresher were London's streets while the 'buses, like their drivers, were idle?

Motor Sport Events for July

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

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N. = National Event. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 1st/3rd	Veteran C.C.	Royal Agricultural Show	Bristol	Concours (*C.*)	10.00 a.m.
July 2nd ...	Chichester M.C.	Oaklands Park	Chichester	Gymkhana	6.00 p.m.
" ...	South Essex M.C.	Bell Inn	Horndon-on-the-Hill	Lecture	8.00 p.m.
July 5th ...	500 M.R.C. Ireland	Kirkistown	Portaferry	Race Meeting (*C.*)	2.15 p.m.
" ...	Royal Scottish A.C.	Rest and Be Thankful	Arrochar	Hill-Climb (*Open*)	2.30 p.m.
" ...	B.R.S.C.C.	CRYSTAL PALACE	LONDON	RACE MEETING (*N.*)	2.00 p.m.
" ...	Lagonda C.C.	Sandtoft Aerodrome	Bawtry	Driving Tests (*C.*)	2.00 p.m.
July 5/6th ...	Tunbridge Wells M.C.	Spa Garage	Tunbridge Wells	Rally (*R.*)	8.00 p.m.
" ...	Congleton & Dist. M.C.	Simister's Service Station	Macclesfield	Rally (*R.*)	10.30 p.m.
" ...	North London E.C.C.	East Herts Club	Hendon	Rally (*C.*)	8.00 p.m.
July 6th ...	Severn Valley M.C.	Shrewsbury	—	Rally (*C.*)	2.30 p.m.
" ...	Border M.R.C.	Charterhall	Berwick	Race Meeting (*C.*)	2.30 p.m.
" ...	M.G. (S.E.)	Brands Hatch	Farningham	Speed Trials	12 noon
" ...	Leicestershire C.C.	Ashby Parva Fields	Leicester	Autocross	2.00 p.m.
" ...	East Anglian M.C.	Snetterton	Thetford	Sprint (*R.*)	12 noon
" ...	Cumberland S.C.C.	Hardwick Circus	Carlisle	Rally (*C.*)	1.30 p.m.
July 7th ...	Huddersfield M.C.	Crown Hotel	Huddersfield	Evening Run	7.00 p.m.
July 8th ...	Allard O.C.	The Anchor Hotel	Shepperton	Concours (*C.*)	8.00 p.m.
July 9th ...	South Essex M.C.	Bell Inn	Horndon-on-the-Hill	Rally	—
July 12th ...	Veteran C.C.	Llandudno	—	Rally	11.00 a.m.
" ...	B.A.R.C.	Goodwood/Chichester	—	Members' Meeting (*C.*)	2.00 p.m.
" ...	B.R.S.C.C.	Full Sutton	York	Race Meeting (*R.*)	2.00 p.m.
" ...	Aston Martin O.C.	Silverstone	Towcester	Race Meeting	—
" ...	Worthing C.C.	Squash Club	Worthing	Rally (*C.*)	11.00 p.m.
July 12/13th...	Newport C.C.	Greyhound Inn	Newport	Rally (*C.*)	9.30 p.m.
July 13th ...	Aston Martin O.C.	—	Banbury	Concours (*C.*)	10.00 a.m.
" ...	Kemsley C.C.	Kemsley House	Manchester	Treasure Hunt (*C.*)	9.30 a.m.
" ...	Charnwood C.C.	—	Nottingham	Treasure Hunt	2.30 p.m.
" ...	Romford E.C.C.	Stapleford	Abridge	Driving Tests (*C.*)	12 noon
" ...	De Lacy M.C., Pontefract	Pollington Airfield	Pontefract	Gymkhana	2.30 p.m.
" ...	Peterborough M.C.	—	Peterborough	Rally (*C.*)	—
" ...	Tynemouth & Dist. M.C.	Cannon Inn	Tynemouth	Treasure Hunt	10.30 a.m.
" ...	Guildford M.C.	Thursley	Godalming	Driving Tests (*R.*)	11.30 a.m.
" ...	Burnham-on-Sea M.C.	Esplanade	Burnham	Run	6.30 p.m.
" ...	Midlands M.E.C.	Honeybourne	Evesham	Driving Tests (*C.*)	3.00 p.m.
" ...	Lea-Francis M.C.	Finsbury Square	London, E.C.2	Rally	1.45 p.m.
" ...	North London M.C.	—	Enfield	Rally (*C.*)	2.30 p.m.
" ...	E.M.I. M.C. & C.C.	Charlton	Shepperton	(*C.*)	10.00 a.m.
July 16th ...	West of England M.C.	Haldon Road House	Exeter	Rally (*R.*)	10.00 a.m.
July 19th ...	M.G. C.C. (Scot.)	Dreghorn	Edinburgh	Hill-Climb (*C.*)	2.00 p.m.
" ...	R.A.C.	SILVERSTONE	TOWCESTER	GRAND PRIX (*INT.*)	10.45 a.m.
July 19/20th...	Bristol M.C. & L.C.C.	Bristol	—	Rally (*R.*)	10.00 p.m.
" ...	Thames Estuary A.C.	Southend	—	Rally (*R.*)	—
" ...	Veteran C.C.	Mill Green	Hatfield	Rally (*C.*)	10.30 a.m.
" ...	Southport M.C.	Monks Heath	Macclesfield	Rally (*C.*)	10.45 p.m.
" ...	Veteran C.C.	Mill Green	Hatfield	Rally and Run	10.30 a.m.
July 20th ...	B.A.R.C. (S.E.)	Ovingdean	Brighton	Driving Tests (*C.*)	11.30 a.m.
" ...	Redcar & Dist. M.C....	Slapworth	Guisborough	Scramble	2.30 p.m.
" ...	Wolverhampton & S. Staffs M.C.	Pendeford	Wolverhampton	Driving Tests (*C.*)	2.00 p.m.
" ...	Falcon M.C.	Walkern	Stevenage	Autocross (*R.*)	12 noon
" ...	Dowty M.C.	Staverton Airport	Gloucester	Sprint (*C.*)	2.00 p.m.
" ...	Shell M.C.	Heston	Hounslow	Driving Tests (*C.*)	2.00 p.m.
" ...	Birmingham Y.C.M.C.	—	Birmingham	Driving Tests	2.30 p.m.
" ...	Sevenoaks & Dist. M.C.	Black Eagle Hotel	Halstead	Rally (*R.*)	9.01 p.m.
July 26th ...	B.A.R.C.	Aintree	Liverpool	Race Meeting (*C.*)	2.00 p.m.
" ...	Culfordians M.C.	Culford School	Bury St. Edmunds	Rally (*C.*)	2.00 p.m.
" ...	Bristol M.C. & L.C.C.	Bristol	—	Gymkhana	2.00 p.m.
July 26/27th...	West Hants & Dorset C.C.	Dear Bros. Ltd.	Bournemouth	Trial (*C.*)	10.00 p.m.
July 27th ...	Bedford M.C.	—	Bedford	Rally (*C.*)	9.00 a.m.
" ...	Berwick & Dist. M.C.	Winfield Aerodrome	Berwick	Sprint	2.00 p.m.
" ...	Pinn Vale C.C.	War Memorial	Ruislip	Rally (*C.*)	2.00 p.m.
" ...	De Lacy M.C., Pontefract	Clubhouse	Pontefract	Rally (*C.*)	2.30 p.m.
" ...	Forces M.C.	Army School	Alton	Driving Tests (*C.*)	1.00 p.m.
" ...	Cemian M.C.	H.W. Motors	Walton-on-Thames	Gymkhana (*C.*)	2.15 p.m.
" ...	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*R.*)	1.30 p.m.
" ...	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (*N.*)	2.00 p.m.
" ...	Renault O.C.	Heston Airport	Hounslow	Driving Tests	2.00 p.m.
July 27/28th...	R.A.S.C.	Bordon	Aldershot	Rally (*C.*)	10.00 a.m.
July 31st ...	Romford E.C.C.	" White Hart "	Collier Row	—	—

LE MANS (June 21st/22nd)—*Italian Domination*

ECURIE ECOSSE attempts at completing the treble were dashed when both their Jaguars retired with piston failure during the first 30 minutes. Moss dominated the race at the start, until the engine of the works Aston Martin broke after 2 hr. 10 min., while Hawthorn and von Trips (Ferraris) and Brooks (Aston Martin) battled for second place. After the first spell of rain and pit-stops for driver changes, Hill (Ferrari) took over from Gendebien and went into the lead, while the Hawthorn/Collins car developed clutch trouble. The dusk-to-midnight period saw many crashes in the rain, " Mary," the French driver, being killed and several others injured. Towards midnight Bueb, in Hamilton's Jaguar, driving well in the wet, closed on the Ferrari and took a narrow lead at midnight. After more pit-stops Hill drew ahead of Hamilton and thereafter the Ferrari was not headed. The Jaguar challenge failed before mid-day, when Hamilton crashed in the wet, and the Ferrari finished 12 laps ahead of the Whitehead DB3S Aston Martin, Porsches impressively taking the next three places in a demonstration finish, headed by the Behra/Herrmann 1600 RSK; earlier this car was ahead of the DB3S but developed brake trouble. The de Tomaso/Davis Osca dominated the 750-c.c. class and won the Index of Performance after a perfectly trouble-free run. Lotuses had a bad race, only one car finishing, in last place.

Results :

*1st :	Hill/Gendebien (Ferrari V12) ...	4,101.930 km.,	305 laps,	170.914 k.p.h.
2nd :	Whitehead / Whitehead (Aston Martin DB3S)	3,940.888	"	293	"	164.204	"
*3rd :	Behra / Herrmann (Porsche 1600 RSK)	3,909.647	"	291	"	162.902	"
*4th :	Frère/Barth (Porsche 1500 RSK)	3,896.188	"	290	"	162.341	"
5th :	de Beaufort/Linge (Porsche 1500 RS)	3,869.264	"	288	"	161.219	"
6th :	Beurlys / de Changy (Ferrari V12)	3,744.613	"	279	"	156.026	"
7th :	Hugus/Eriksen (Ferrari V12) ...	3,733.043	"	278	"	155.543	"
8th :	Bolton/Stoop (A.C.-Bristol) ...	3,449.865	"	257	"	143.744	"
9th :	Pathey/Berger (A.C.-Bristol) ...	3,426.612	"	255	"	142.766	"
10th :	Kerguen/Dewez (Porsche 1500RS)	3,415.169	"	254	"	142.299	"
*11th :	de Tomaso/Davis (Osca 750) ...	3,385.769	"	252	"	141.074	"
12th :	Laureau/Cornet (D.B. 750) ...	3,363.468	"	250	"	140.145	"

** Class winners.*

See review in next month's issue.

LE GRAND PRIX DE BELGIQUE

Brooks Wins at Last

SPA, BELGIUM, *June 15th.*

AFTER spending a great deal of money last year rebuilding the pits and paddock and modifying the circuit considerably, easing corners, removing bumps, widening the road and re-surfacing, all the work was to no avail for financial wrangles prevented the Belgian G.P. being held in 1957. However, this year all was well and the full Grand Prix circus was entered. After the Dutch G.P. at Zandvoort the Vanwall team were favourites, though the V6 Ferraris could not be overlooked, for this being their first race on a really high-speed circuit it was going to give them a chance to show if their high power output claims were really true. Since the last occasion on which Grand Prix cars ran at Spa so many changes have been made to the circuit and the cars that no comparisons are possible, the only figure available as a guide before practice started being the fastest sports-car lap recorded by Gendebien with a 4.1-litre Ferrari in 4 min. 9.8 sec. last August on the modified circuit. With the roads used for the circuit being part of the everyday road system around the area between Francorchamps and Stavelot, practising was limited to a two-hour session for each of the three days preceding the race, and on Thursday evening Vanwall, Ferrari, B.R.M. and Cooper team cars appeared and one lone Maserati.

Vanwall had three cars for Moss, Brooks and Lewis-Evans, the team leader having a car fitted with 17-in. diameter wire-spoke wheels, the other two having 16-in. diameter alloy wheels. Ferrari had four Dino 246 cars out, two with the heavier Formula I chassis frame and two with the lighter Formula II frame, and all had new air intakes for the sets of three downdraught double-choke Weber carburetters. In the past Ferrari has tried a Perspex screen round the carburetters with an opening at the top, a Perspex bubble with an opening at the rear, and now they had aluminium covers with front openings. Hawthorn, Collins and Musso were the drivers and, if all went well, Gendebien was to have the fourth car. B.R.M. had two 1958 cars for Behra and Schell and a 1957 car as spare, for Flockhart's crash at Rouen prevented him making up the full Bourne team. Cooper had two entries but only Salvadori was out on this first evening, for Brabham was suffering from a cold, so he drove both cars, one having a 2.2-litre engine, the other a 1.96-litre engine. Although seven Maseratis were entered by private owners, only Kavanagh turned out on Thursday evening for a few slow laps, and, in fact, practice opened on a very gentle note as drivers " felt " their way round this ultra-high-speed circuit. The B.R.M.s were the first to show any signs of speed when they began lapping in times around 4 min. 20 sec., but it was not long before the Vanwalls began to get wound up, and Brooks got down below 4 min. 10 sec. and finally settled for 4 min. 06 sec., which was something near the sort of lap time everyone expected. The Ferraris had been touring round like the B.R.M.s until the show of speed by the Vanwalls stirred things up and Hawthorn found himself in close company with Moss, whereupon each driver tried to either show how good his car was, or not let the other one see how fast he could really go. While indulging in this little game of hide-and-seek, Hawthorn lapped in 4 min. 06 sec., so everyone really sat up and took notice. When he came in there was no one more surprised at the lap time than Hawthorn himself, so after a pause to let things settle down again he went out and really put the cat among the pigeons, or, more correctly, the Ferrari among the Vanwalls, with a lap in 4 min. 00.6 sec., an average speed of 210.9 k.p.h.

Meanwhile the B.R.M. team were not very happy, for, apart from not having enough speed on the very fast straights to improve on 4 min. 20 sec., Behra had got himself into real trouble. Entering the 145-m.p.h. ess-bend on the Masta straight he got into a slide, due to oil on the rear tyres, and went right through the left-hand curve on full right lock and then through the following right-hand curve sideways on full left-hand lock and, just as it seemed he was going to get away with it, the nose of the car struck a hedge, the cowling and radiator were torn off and he spun to rest, shaken but unhurt. Schell went round in his B.R.M. and collected his team-mate and brought him back to the pits, but there wasn't much enthusiasm for trying to challenge Hawthorn's fastest lap. The Vanwall team, on the other hand, were on their mettle and Moss and Brooks tried hard to approach the Ferrari time but could not. Being the first practice period the handling was not yet 100 per cent. for such speeds, nor were the gear ratios right for chopping off the last few seconds, so Moss had to be content with 4 min. 04.8 sec. and Brooks with 4 min. 05.6 sec., though they were both faster than Musso and Collins, while Lewis-Evans was next, this being his first visit to Francorchamps. Activity on this first evening had not been terrific and seldom is, but Hawthorn's time augured well for the following practice periods.

Friday practice was again from 6 p.m. to 8 p.m. and conditions were warm and dry, and this time Ferraris had painted their fourth car bright yellow, the Belgian racing colour, and it was driven by Gendebien. B.R.M. had not repaired Behra's car, so he was out in the old practice car with little hope of joining in on the top dicing, but Vanwalls were all set for battle, being better geared and prepared to experiment with different size tyres and wheels to try the effects on steering and roadholding. Brabham was out in the 2.2-litre Cooper and Salvadori in the smaller one, while Lotus had arrived with their two single-seaters for Allison and Hill. A long line of Maseratis were in front of the pits, three under the banner of Centro-Sud for Gregory, Seidel and Trintignant, the last actually being Gerini's car on loan, the privately-owned ones of Bonnier, Godia, Kavanagh and Signorina de Fillipis, and another one bearing the letter L in place of a number. This car was a brand new six-cylinder; shorter lighter and smaller than the normal 250F, and while all the Maserati drivers were standing around wishing it were theirs, drivers and engineers from other teams were sniffing around to find out what it was all about. Meanwhile the Maserati factory people, Ugolini and Bertocchi, were trying to look as if it was nothing to do with them, for everyone knows that Maserati have given up racing, officially!

As soon as practice was under way, Hawthorn set the ball rolling with 4 min. 02.5 sec., but though he tried hard he could not approach his time of the day before, for he now had a different rear-axle ratio and though the car was better on the return run from Stavelot to the pits it was not so good on the fast outward run. Collins was at last getting into his stride and beginning to throw the Ferrari about in beautiful controlled slides, and the result was an equalling of Hawthorn's 4 min. 00.6 sec., while Musso was steadily working his way towards some really fast times. Vanwalls made a rather hesitant start, but then Brooks showed that all was going well and did 4 min. 01.7 sec., though Moss was still lapping around 4 min. 07 sec. and not very happy with the handling of his car, and Lewis-Evans was not really in the picture, even though he had made the creditable time of 4 min. 08 sec. Most of the Maseratis seemed to be creeping round, if lap speeds of over 110 m.p.h. can be called " creeping," though they were relative to the really fast boys, who were approaching 130 m.p.h. averages. The only Maserati to get out of the rut was that of Gregory, who was driving the blue-and-white Centro-Sud car, which is by no means the ultimate in Maseratis; he recorded the remarkable time of 4 min. 05.4 sec. Such performances are now becoming expected of this fragile-looking quiet American, for after driving smoothly but uninspiringly all last year he has now added a remarkable degree of speed to his very neat driving methods. With conditions now ideal for high-speed motoring and everyone getting the hang of cornering at around 150 m.p.h., something none of the drivers had done so far this year with the current Grand Prix cars, things began to get stirred up. Moss tried 16-in. wheels on the front of his Vanwall and found less gyroscopic effect and began to approach the 4-min. mark, while Musso, through sheer perseverance, was doing likewise. Collins was creating a great impression and also not far off 4-min. laps, and the real excitement now lay in seeing who

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"Motor Sport" View of the Start at Spa

The fine full-page photograph of the start of the G.P. d'Europe (see centre-spread) shows Moss (Vanwall) narrowly leading Brooks (Vanwall), Gendebien (Ferrari), Behra (B.R.M.), then, from left to right, Schell (B.R.M.), Hawthorn and Collins (Ferraris), followed by Lewis-Evans (Vanwall), Brabham (Cooper), Allison (Lotus), Musso (Ferrari), Bonnier (Maserati), Hill (Lotus), Godia (Maserati), Salvadori (Cooper), Seidel (Maserati), Trintignant (Maserati), de Filippis (Maserati) and, receiving a push, Gregory (Maserati). This shot, taken with a telephoto lens, also shows, on the left, the new pits and control tower, and captures the atmosphere typical of a Continental Grande Epreuve.

was going to be the first to get under 4 min. Collins equalled Hawthorn's best with 4 min. 00.6 sec., and then Musso did 4 min. 00.2 sec., while Moss was hovering on the brink of beating both of them. All this competition rather overshadowed the efforts of the " tiddlers," but Allison was really enjoying himself on this high-speed circuit and was down to 4 min. 10.6 sec. with the 2.2-litre Lotus, and Brabham was 5 sec. slower with the big Cooper, but before he could challenge the Lotus a main bearing broke. Moss now tried 16-in. wheels on the rear of his Vanwall as well as on the front, and the slightly lower gear it afforded, together with the already improved handling, saw him rapidly approach a 4-min. lap, and then he did an electrifying 3 min. 57.6 sec., which really staggered everyone, and followed with another at 3 min. 59.0 sec., then stopped, leaving Ferrari to ponder on the performance of the Vanwall.

In the Maserati pits the new car was still standing unused until near the end of practice Maston Gregory did a few tentative laps in it at around 4 min. 18 sec., but it was very much in the nature of a test-run to make sure everything was working all right. With Moss making such a shattering lap time and Hawthorn, Collins and Musso hovering close to 4 min., any other times seemed slow by comparison, but Gendebien was making a good impression on his first outing in a Dino V6 Ferrari and his best lap, in 4 min. 03.7 sec., was very creditable, while Schell did a worthy 4 min. 07.4 sec. in the 1958 B.R.M. It was now pretty obvious that the circuit had been modified and speeded up until it was potentially faster than the cars' capabilities, so that extreme accuracy of selection of axle ratios was critical, the speed differential between the cars not being very large and the circuit not allowing any marked superiority of driving among the top few to show any great difference on time.

On the Saturday practice was held in the afternoon from 3 p.m. to 5 p.m., so that final carburation and tyre settings could be approximated for race day, the race being scheduled to start at 4 p.m. on Sunday. Everyone was out for a final fling, the starting grid being arranged according to the best times of the three days' practice. Moss and the Vanwall team were so sure that their time of 3 min. 57.6 sec. would not be approached that his car was not taken to practice, the time being spent on making sure it was in 100 per cent. condition for the race. Brooks was soon circulating rapidly, and almost before everyone was under way he did 4 min. 00.5 sec. and then 3 min. 59.1 sec., so now Vanwalls were one and two. Before he could go any faster his gearbox showed signs of seizing so he stopped, and it was left to the Ferrari team to dominate the scene. B.R.M. had repaired Behra's 1958 car and he was going a lot quicker than before, but it was clear that the Bourne machine had insufficient maximum speed or power to approach the leaders. Brabham was pressing along in the Cooper, now with a 1,960-c.c. engine fitted, and Allison was down to 4 min. 07.7 sec., while Hill in the smaller Lotus was keeping ahead of some of the Maseratis but was still learning about really high-speed driving. Hawthorn now led the attack on the apparent Vanwall supremacy, and after a number of laps at close on 4 min. he did 3 min. 57.1 sec., a heroic effort and f.t.d. Brooks could not retaliate as his gearbox was in trouble, and poor Moss had to sit and watch, his car being back in the garage in pieces, only Lewis-Evans having a Vanwall available and he just not being quick enough to worry the Ferraris, his best time being 4 min. 07.2 sec. Having nothing to drive for the time being, Maserati lent Moss a new experimental sports car they had with them, this being a V12-cylinder 3-litre engine in a modified 300S chassis. After a pause all four Ferraris went out again and as if to show that Hawthorn's time was not a fluke, Collins did 3 min. 57.7 sec. and Musso did 3 min. 57.5 sec., and the Vanwall team had to sit by helplessly, unable to defend their positions in the front row of the starting grid. The order now was Hawthorn, Musso, Moss, Collins, Brooks, all well under 4 min., while Gendebien was still working really hard to try and achieve the magic 4-min. lap. Gregory was by far the fastest Maserati driver and while he took the new works Maserati out for a few laps he lent the blue-and-white one to Trintignant. Almost unnoticed, due to the excitement among the top boys, Brabham had recorded a remarkable 4 min. 05.1 sec. with the 2-litre Cooper, beating Gregory's best time with the old Maserati, his best time with the new works car being 4 min. 11.0 sec. Towards the end of the afternoon Gendebien was still trying hard and just before practice ended he did a lap in 4 min. 00.5 sec., and followed this with an excellent 3 min. 59.3 sec., thus getting the fourth Ferrari under the 4-min. mark. While Ferraris were rejoicing at the end of practice and Vanwalls were wondering, Maserati were most unhappy for Kavanagh, after beating Godia, broke a rod and wrecked his engine, Gregory bro' e a valve while doing 7,800 r.p.m. down the straight, and Bonnier had his propeller-shaft break, narrowly missing very serious physical injury. It had been quite an afternoon, and the sun had shone brilliantly all the while.

Overnight Vanwall fitted a new gearbox to Brooks' car, and Maserati repaired Bonnier's car and bodged-up Gregory's engine and hoped that it would at least start, but Kavanagh's engine was beyond repair. Ferrari polished all their cars and went to bed early. As the race was in the nature of a sprint event, being over a mere 24 laps and 338 kilometres (approximately 210 miles), and would probably last less than 1¾ hours if the practice speeds were anything to go by, the Royal Automobile Club of Belgium were faced with a lot of spare time on their hands, especially as the Grand Prix was due to start at 4 p.m. As the F.I.A. had given the race the title of the Grand Prix of Europe, for what that is worth, it would have been nice to have seen a reasonable length of race visualized; instead the day was filled up with a series of carnival acts, first there being a parade of Bugatti cars organised by the B.O.C. of Holland, and then there being a handicap race for touring and grand touring cars open to Belgian drivers and lesser foreign drivers; though amusing for the competitors it did not really have a place at such a meeting. An hour before the start of the Grand Prix the sun was really hot, and then a parade of drivers took place in real Hollywood film-star style, each driver sitting on the back of an open two-seater, such as 190SL, 300SL, Giulietta, etc., with his (or her) name on a huge placard across the front of the car, and they were driven slowly round the circuit for the crowd to applaud. This air of carnival must have got into the Grand Prix organisers, for when the cars were given their positions on the starting grid they were lined up the wrong way round, with fastest time on the left instead of on the right. As the first corner after the start was only a few hundred yards away and it went to the left, Hawthorn pointed out the error, so the front-line positions were reversed but not the rest of the grid, so the start was as follows :—

Moss (*Vanwall*) 3 min. 57.6 sec.	Musso (*Ferrari*) 3 min. 57.5 sec.	Hawthorn (*Ferrari*) 3 min. 57.1 sec.
Collins (*Ferrari*) 3 min. 57.7 sec.	Brooks (*Vanwall*) 3 min. 59.1 sec.	
Gendebien (*Ferrari*) 3 min. 59.3 sec.	Schell (*B.R.M.*) 4 min. 04.5 sec.	Brabham (*Cooper*) 4 min. 05.1 sec.
Gregory (*Maserati*) 4 min. 05.4 sec.	Behra (*B.R.M.*) 4 min. 06.2 sec.	
Lewis-Evans (*Vanwall*) 4 min. 07.2 sec.	Allison (*Lotus*) 4 min. 07.7 sec.	Salvadori (*Cooper*) 4 min. 05.6 sec.
Bonnier (*Maserati*) 4 min. 15.7 sec.	Hill (*Lotus*) 4 min. 17.9 sec.	
Trintignant (*Maserati*) 4 min. 21.7 sec.	Seidel (*Maserati*) 4 min. 21.9 sec.	Godia (*Maserati*) 4 min. 24.5 sec.
de Fillipis (*Maserati*) 4 min. 31.0 sec.		

Under a really hot sun the 19 cars were now ready to start and for once green cars did not dominate the scene, the three red Ferraris and Gendebien's yellow one were well placed and out to save the honour of Italian motor racing. Although the race was to be a short one it obviously was going to be a fierce one, but, unfortunately, incompetent bungling by the starters spoilt all prospects of a good race before it was started. The two-minute signal was given and the Ferrari mechanics waited another minute before starting their cars with the portable starters, and then everyone started up, for 60 seconds is about as long as a Grand Prix car likes to be kept waiting on the line, especially under the sweltering sun. Just as everyone was ready to go the starter signalled another minute to go, but as the last few seconds ticked by Gregory's Maserati was still being pushed up and down, the bodged-up engine being reluctant to fire, and without giving any indication the timekeepers and starters decided to wait another 60 seconds. Nerves were at breaking point, for a driver always anticipates the last 10 seconds and his leg muscles begin to release the clutch, but now they were all straining to go and still the flag was not raised. Water temperatures were rising rapidly and then it happened, Collins' Ferrari began to boil, the water temperature gauge needle was right off the dial and the oil temperature was dangerously high. What could the poor driver do, enveloped in steam; he could not switch off for the start was now 30 seconds away. Mechanics, drivers, team-managers and onlookers all started waving and shouting, and everyone was in a high state of tension; the cars behind the front row began to creep forward while officials waved them back, and all the while the timekeeper and the starter were waiting for the last 20 seconds to pass by. Twenty seconds is not long, but under the prevailing tension and surrounded by the excitement it seemed a lifetime. The Ferrari was spewing out water and steam, and the paint on the bonnet was blistering, and any second the other cars might start boiling, while all the drivers were frantically watching their rising temperature

gauges, the three in the front row conscious of a turmoil behind them but not really knowing what was going on. At 10 seconds the starter hurriedly raised the flag and dropped it, much against the wishes of the timekeeper, and the screaming pack were away. Nerves were all jangled by this time, so it was not surprising that Musso and Hawthorn muffed their starts, the Ferraris being difficult at the best of times, having no special low starting gear as on the Maseratis and Vanwalls, so it was Moss who led away, followed by Brooks. The boiling Ferrari had obscured the fact that Gregory's Maserati had still not fired, and when all the shouting had died down he was left on the line, to be pushed away eventually, banging and misfiring in a very unhappy state. The air of carnival had certainly seeped into the Grand Prix, but unhappily it had serious consequences.

Moss led down through the Malmedy corner and along the Masta straight he had quite a considerable lead, which he increased round the fast Stavelot corner, but then disaster struck and whether it was the result of the starting-line chaos he would not say, but it might well have been. As he accelerated out of Stavelot in fourth gear he reached peak revs. and whipped the gear-lever back into fifth gear, but he mistimed it and it did not go in. It was only a matter of one-hundredth of a second but it was enough, the revs. went up to the sky and valves and pistons met each other with disastrous results, and the field streamed by the stricken Vanwall and its unhappy driver. It was Brooks who led at the end of the first lap, closely pursued by Collins, whose water temperature and oil temperature were still way up in the danger zone; then came Gendebien, much to the delight of the Belgians, followed by Hawthorn, Behra, Evans, Musso, Schell and Allison, the Lotus leading the mini-cars and all the Maseratis, while poor Gregory never re-appeared, his engine failing completely halfway round the opening lap. The next time round Collins was leading, with Brooks right on his tail, while Evans was about to pass Musso and Hawthorn already past Gendebien and in third place. The standing lap had been covered in 4 min. 12 sec., and as the tail-enders had streamed by Moss had pulled into the pits to retire and explain why the car had no compression. Brooks and Collins were really battling now, lapping at 4 min. 02 sec., and as they passed for the third time it was the Vanwall leading, but the Ferrari was so close it was almost obscured under the high green tail of the British car. Lap four the order was reversed, and the gap was still so small it could not be measured on an ordinary stop-watch; but it could not go on, for the Ferrari had overheated too badly on the starting line. As Gendebien braked for the hairpin before the pits at the end of the fourth lap he was struck on a rear wheel by the nose of Lewis-Evans' Vanwall which was close behind, and the result was that the yellow Ferrari spun and bumped its nose against the inside retaining wall of the hairpin and the engine stalled. All the following cars ran round the outside, and when they had gone Gendebien had to manhandle the car backwards up the steep camber until he had enough room to swing round and roll down to the pits to have the nose beaten out so that some air could get to the radiator. He was right at the end of the field when he got away and nearly a lap behind the leader. Meanwhile a third retirement was that of Seidel, whose Maserati's rear suspension was " acting up," and then Brooks went by on his own, followed by Hawthorn a bit later, and Collins coasted into the pits and retired. Neither the water temperature nor the oil temperature had ever shown signs of returning to normality, and when the oil pressure began to sag as a result of the overheating Collins wisely switched off before the engine broke. Behra also came in with the B.R.M. suffering from low pressure, quite probably due to initial overheating at the start, and he retired, while on the next lap, the sixth one, Musso failed to appear, it being reported that a tyre had burst and he had skidded off the road, fortunately with no personal damage.

Only a quarter of the race had been run and already six cars were out and all prospects of a race were now finished, a high-speed procession now developing. There were 11 sec. between Brooks and Hawthorn on lap seven and this increased lap by lap, until it was 37 sec. by half distance, while the gap between Hawthorn and Lewis-Evans, who was in third place, had risen to 47 sec. Running in fourth place was the cheeky little 2.2-litre Lotus driven by Allison, while behind him came Salvadori and Brabham, followed by the private Maseratis, with Gendebien working his way steadily past them. Brooks had set up a lap record on lap five with 4 min. 00.5 sec. and was continuing to lap in about 4 min. 02.0 sec. (approximately 130 m.p.h.), and had already lapped the last five cars, while Hawthorn was doing the same. Just as the Ferrari was about to lap Hill's Lotus the little green car disappeared in a cloud of smoke as a con.-rod came out through the side of the engine, and Hill had to be content to be a spectator from then on. Brabham called in for water and Salvadori enlivened things by passing Allison's Lotus, but he led for only three laps and then the Lotus retook fourth place and the Cooper's clutch began to slip.

With 10 laps to go Brooks had 41 sec. lead and began to take things a little easier, but not for long, for Hawthorn now began to pile on speed in a last do-or-die effort, first of all setting a new lap record in 3 min. 59.3 sec. and then reducing the Vanwall's lead steadily every lap. Brabham retired with head-gasket troubles and then Godia went out with a broken piston, and Brooks retaliated to Hawthorn's challenge with a lap in 3 min. 59.7 sec., not a record but sufficient to stem the Ferrari's onslaught. All this time Lewis-Evans was running in third place, driving quietly and steadily, with no hope of challenging the leaders but way ahead of the fourth car, which was still the Lotus putting up a remarkable run and still not lapped by the leader, all the rest of the 10 runners long since having been lapped, including even Schell in the B.R.M., who was lying fifth. It was now virtually all over, little more than 1½ hours after the start, and as Brooks rounded the Source hairpin for the last time and accelerated down to the chequered flag something tightened up in the Vanwall gearbox and it was fortunate he did not have to do another lap. Less than half a minute later Hawthorn stormed down the hill to the finish, and just before crossing the line a piston broke and a cloud of white smoke shot out of the exhaust, and the Ferrari was flagged second with a ruined engine, but Hawthorn had the satisfaction of setting up a new lap record on that last lap with a time of 3 min. 58.3 sec., and he had not taken the engine over the permitted 8,500 r.p.m. The last lap had not finished reaping havoc for Lewis-Evans arrived in third place going quite slowly for the top right-hand wishbone on the Vanwall had broken! The first car to arrive in a fit and healthy condition after this very high-speed event was Allison's Lotus in fourth place, and if there had been another lap to go it might possibly have been in 1st place, which would have really confounded the experts.

Results :

BELGIAN G.P.—Formula 1—24 Laps—338 Kilometres—Very Hot

1st :	C. A. S. Brooks (Vanwall) ...	1 hr. 37 min. 06.3 sec.—	209.090 k.p.h.
2nd :	J. M. Hawthorn (Ferrari V6) ...	1 hr. 37 min. 27.0 sec.—	208.352 ,,
3rd :	S. Lewis-Evans (Vanwall) ...	1 hr. 40 min. 07.2 sec.—	202.796 ,,
4th :	C. Allison (Lotus 2.2-litre) ...	1 hr. 41 min. 21.8 sec.—	200.309 ,,
5th :	H. Schell (B.R.M.)	1 lap behind	
6th :	O. Gendebien (Ferrari V6) ...	1 lap behind	
7th :	M. Trintignant (Maserati 250F) ...	1 lap behind	
8th :	R. Salvadori (Cooper 1.96-litre) ...	1 lap behind	
9th :	J. Bonnier (Maserati 250F) ...	2 laps behind	
10th :	M. T. de Fillipis (Maserati 250F)...	2 laps behind	

Fastest lap : J. M. Hawthorn (Ferrari), on lap 24, in 3 min. 58.3 sec.—213.008 k.p.h. (*new record*).

Retired : M. Gregory (Maserati), piston, lap one; S. Moss (Vanwall), bent valves, lap one; W. Seidel (Maserati), rear suspension, lap four; P. Collins (Ferrari), overheating, lap five; J. Behra (B.R.M.), oil pressure, lap five; L. Musso (Ferrari), tyre, lap six; G. Hill (Lotus), con.-rod, lap 12; J. Brabham (Cooper), engine, lap 17; F. Godia (Maserati), piston, lap 21.

19 *starters* — 10 *finishers.*

* * *

FRANCORCHAMPS FLIPPANCIES

When it was all over many people wondered when the real race was going to start, feeling that 1 hr. 37 min. could not have seen the running of the Grand Prix of Europe. If the F.I.A. go on encouraging this sort of thing we shall soon have to go to Silverstone Club meetings to watch really arduous racing.

In case anyone missed the " carnival atmosphere " at the start, the programmes were all printed with lap charts giving the race length as 30 laps instead of 24. Many spectators round the circuit thought the race had been stopped prematurely.

Grand Prix racing seems to be coming popular; there were as many visitors from Britain at Francorchamps as one normally sees at Le Mans.

After the broken wishbone at Rouen the Lotus team did not go so far as to redesign the front end on the single-seaters, but at least they scratched the paint off some vital parts to make sure there were no cracks developing.

As a specially-built high-speed racing track, as distinct from a road-racing circuit, Francorchamps is now undoubtedly the finest in Europe. The lap record of over 213 k.p.h. will surely make Raymond Roche file off some of the corners of the Reims circuit, which used to be the fastest.

For the race Moss had wire-spoke wheels on the front and alloy wheels on the rear, while the other two cars had alloy wheels all round.

Many people were surprised at the speed of the Dino Ferraris, but it is the first time they have had a chance to get really wound up in top gear. On the question of roadholding, the case is similar to the Super-Squalo Ferrari of 1955.

Continental Notes

ACCIDENTS are never pleasant things at the best of times and are always to be avoided, but the law of averages in motor racing insists that accidents must happen sometime, so that when they do it is a good thing if we can learn something from them. At the 1,000-kilometre sports-car race at Nurburgring recently there were two accidents that taught us a great deal. The first was in practice when Scarlatti set off on his first lap of the circuit in an RSK Porsche, the very fast and light one. He knew the way round the Nurburgring, but not in a Porsche and just as he accelerated away from the pits Schell went by in another works Porsche so Scarlatti tucked in behind intent on letting his team mate show him the way round. Now Schell was on his second or third lap and was well wound up and when he saw Scarlatti in his mirror he was a little concerned, for the ultra-light Porsche can be quite a handful over the Nurburgring bumps until you become used to it. After a few kilometres of twists and turns Schell could still see the other Porsche in his mirror and he thought : " Take it easy Giorgio, you are going much too fast for your first time here with the RSK Porsche," for Schell was conscious of how fast he was going himself. Down the steep descent to the Fuchsrohe Scarlatti lost control at over 120 m.p.h. and crashed heavily, writing-off the car and putting himself in hospital.

Now, two glaring mistakes had been made, first Scarlatti should not have tried to follow a faster driver before he had become accustomed to the car and the circuit, and certainly not on his first lap, and secondly, and much more important, whoever gave him permission to start practising at the precise moment when Schell was passing by committed a grave error of team managing. On a circuit with a lap time of about 10 minutes it is not difficult to keep a track of the exact position of each of your cars, so that with three cars they need never be closer than a few minutes apart. To allow the situation of having two cars of the same team nose-to-tail is a gross error, especially when the second driver is inexperienced; had the second car been driven by Behra the situation would not have been so serious but it would have still been bad management. If Scarlatti had gone off on his own it is quite certain that he would not have crashed and Porsche would not have lost an RSK. This situation is often to be seen in Grand Prix racing, *especially on short circuits where it is difficult to spread your team* cars around, but it is still a mistake to allow it to happen. One often sees two Vanwalls running nose-to-tail in practice and it is unnecessarily risky, not because Moss or Brooks are going to make a mistake and crash, but because it exposes the team to the risk of a crash caused by somebody else. On a circuit such as Monaco where they were running in close company needlessly in practice it only wanted an inexperienced driver to spin round a blind corner and there would have been two bent Vanwalls instead of one. Close company is a risky business at any time and during the race it is part of the overall risk one must take, but to expose team cars to such dangers during practice is not good management, and in the case of Scarlatti at Nurburgring it was almost criminal negligence. I have seen a certain rotund team manager in the past leap into action with his " come-in " flag the moment he saw two of his drivers indulging in a bit of unnecessary close-company with each other. If two drivers from opposing teams do it that is a different matter. Sometimes you will see two drivers of the same team go out together by mutual consent for one to teach the other, but that is another matter altogether.

The other Nurburgring accident I refer to took place at the end of the race. The driver of a comparatively slow saloon was taking a fast left-hand curve and was keeping close to the apex of the corner and on the left-hand side; in other words taking a normal line through the bend, when Brooks arrived in a DBR 1/300 Aston Martin going a lot faster. Seeing that there was no chance of passing on the left, as per the race rules, Brooks decided to pass on the right, going round the outside of the saloon car, for to try and brake down to the speed of the slower car would have been risky. Just as he was starting to go by a flag marshal saw him and waved his blue flag frantically at the driver of the saloon and he, much against his will, moved over to the right, according to the rules. The result was that Brooks had no option but to go into the ditch, luckily without hurting himself, but he was out of the race.

Now from this incident there are a number of things to learn. Obviously to allow touring saloons and near-Grand Prix cars on the same circuit at the same time is inviting trouble, but if that is permitted then all right, but both drivers in this incident were officially at fault. Brooks should not have been overtaking on the right and the saloon should not have been on the left of the road according to the book of rules but it is here that the racing rules break down. Obviously the driver of the saloon must be allowed to take a normal racing-line through a bend and equally obviously Brooks had no option other than overtaking on the wrong side. Had the saloon kept to its original line Brooks would have gone round the outside and all would have been well, so we can blame the flag marshal for signalling to the driver of the saloon at this critical juncture of the manoeuvre and we can also blame the organisers who positioned the flag marshal in the middle of the bend instead of before it, and we can certainly blame the driver of the saloon for changing his line halfway through the bend. So it seems that everyone was to blame.

Personally I have very little time for flag marshals, for they are so often badly positioned or incompetent that I often think racing would be better off without them and then the drivers would know they were really on their own and would drive more intelligently, but that is another matter. The real lesson to be learnt from this incident is the golden rule of the real racing men that does not appear in the rule books; *once you have started on a certain line through a corner, stick to it.* I learnt this rule when motor-cycle racing and it made a great impression on me for I experienced it from both ends of the scale. When I was racing a solo machine I was invariably lapped by the fast boys and very early on I asked some of the top riders of that era what I should do, being a very new " rabbit." It was a very simple matter for me to anticipate the point at which the leaders were going to lap me so I asked if I should keep well over to the right until they had gone by. They were unanimous in their reply : " On the straights you must obviously keep to the right but in the corners you just keep on your own normal line and get on with your race; we'll find a way by you. When we see you entering a corner we can estimate your speed and the line you are going to follow and alter our own plans accordingly, but if you change your line halfway round we shall hit you for sure." I bore this in mind and many times had first class demonstrations of what they meant. On one occasion I was banked over going round a right-hand bend at my own personal limit, conscious that I was about to be lapped, when the leader nipped by on the inside of me and the second man went round the outside—and they both looked back and grinned at me as they accelerated away. Later on, when riding passenger to the World Sidecar Champion, I was able to appreciate this sort of thing from the point of view of the overtaker and it soon became very obvious what line my driver was going to take through a corner in order to pass a slower outfit and providing the man in front did not change direction suddenly there would be ample room for us all. It became quite surprising how easy it was to estimate the speed differential of the two outfits and to take into account the path of the one in front even if it was in a controlled slide through the bend.

* * *

The day after the Belgian G.P. there was a small gathering at the Nurburgring about which I will not comment, merely record. The big blue and yellow Maserati transporter carrying three cars called in at Nurburgring on its way from Spa to Modena and two of the cars were the experimental ones that appeared briefly during practice for the Belgian S.P., the third being Godia's private car. Team manager Ugolini and chief mechanic Bertocchi were in attendance and Stirling Moss first of all drove the new lightweight single seater 250 F. This car has a space frame made of even smaller diameter tubing than used on the 1957 cars, the wheelbase has been shortened by 1½ inches and weight saved wherever possible. The double wishbones of the front suspension are now fabricated from tube and sheet steel, in place of the previous forgings, and there are telescopic shock-absorbers mounted inside the coil springs, which themselves are of smaller gauge wire. At the rear the suspension is still de Dion to the normal Maserati pattern but weight has been paired wherever possible and telescopic shock-absorbers are used. A new 5-speed gearbox has been built to a similar pattern to the old one, but again, smaller and lighter, while a comparatively small fuel tank forms the tail, the line dropping away sharply from the small semblance of a head fairing, as used on the 1957 cars. A short gear-lever is mounted in an open gate attached to the chassis rails quite high up on the right of the cockpit, while this car had a right-mounted throttle pedal in place of the normal 250 F arrangement of a central throttle pedal. It is a known fact that Moss will not drive a racing car fitted with a central throttle pedal. The six-cylinder engine remains quite unchanged, apart from the new combustion chamber design for petrol and on this car the air from the radiator was ducted out through the top of the nose cowling. In view of the weight saving much thinner front brake drums were used, almost like the old original ones of 1954 and at a glance the

car looked like one of the 1957 works cars as now owned by Godia, Scarlatti or Kavanagh, but closer scrutiny revealed the multitude of detail changes made. The steering layout was similar to the last of the V12-cylinder cars used last year, having the steering box mounted up at the front near the top of the right suspension mountings and coupled to the steering wheel by a universally-jointed shaft running under the three double-choke Weber carburetters.

The second experimental car was the V12-cylinder 3-litre sports car, this having a power unit identical to the Grand Prix engine of last year, except for having coil ignition for the 24 plugs supplied by a pair of normal 12-cylinder distributors and two coils, instead of the special 12 contact-breaker units and 24 separate coils used on the G.P. engine. The reason for this being that this 3-litre unit is not intended to rev as high as the G.P. engine. It was mounted in a shortened 300S chassis, using the 300S-type suspension and gearbox.

After lapping in 9 min. 37 sec. with the new G.P. car Moss took out the V12 sports car but it was not at all happy, suffering from misfiring at high revs and over-steering badly. Meanwhile the G.P. car had the rear shock-absorbers changed and then Moss went out again and finally lapped in 9 min. 25 sec. without taking any chances. The lap record stands at 9 min. 17 sec. put up last year by Fangio with a 1957 Maserati, while next fastest ever at Nurburgring was Hawthorn in 9 min. 23 sec. with a Lancia/Ferrari. Masten Gregory was also in attendance and did a few laps in the G.P. car and as there is a second one of this new type being built it seems likely that he may shortly be seen in races with it, which should stir things up. The Maserati people then packed-up and went on their way to Modena to continue testing the 4.2-litre V8 single-seater they have built for the Monza 500-mile race. I never did believe those newspaper stories about Maserati giving up all racing activity!

* * *

So often one hears of important events clashing and little being done to alleviate the difficulties that arise, but it is refreshing to hear from the organisers of the Tour de France that they have overcome the clashing with the T.T. sports-car race. As planned the Tour de France Automobile, which is organised by the Automobile Clubs of Nice and L'Ovest in conjunction with the French Federation and the French newspaper *L'Equipe*, was due to start in Nice on September 13th, the same Saturday that the T.T. is due to be run at Goodwood. As the Tour attracts many racing drivers this meant that a lot of potential runners would have to choose between one event or the other, so the organisers of the Tour de France have postponed the start by 24 hours, so that it now takes place on Sunday, September 14th. *L'Equipe* have organised a special aeroplane to fly from England to Nice on Saturday evening after the T.T. so that drivers can be in bed before midnight. As the larger capacity classes in the Tour leave last, some time in the afternoon, such racing drivers who want to compete can be assured of adequate rest between events. Naturally *L'Equipe* would like to know as soon as possible how many drivers plan to do both events and use the aeroplane, so if you are driving in the T.T. and want to start in the Tour de France as well, get in touch with the organisers now. To refresh the memory, the Tour de France is a Rally that goes all round France, stopping at practically every circuit in the country for a speed test of some sort, usually short class races. Le Mans, Pau, Reims, Ste. Ettienne, Mont Ventoux, Rouen and La Turbie are among the exciting venues. The Rally part is not very difficult but the racing is and the outright winner needs something like a Ferrari 250 G.T. and his name usually figures in the G.P. lists. *It is quite a dice.*

* * *

Continental road construction is always a source of interest to me, especially as I spend most of the year driving on these roads to get from race to race. The latest development to be finished and which I used recently is the " throughway " across Brussels. This road, which starts in the north of the town, goes up onto a super-elevated three-lane road across the first part of the town, then descends to ground level for allowing cars to turn off into town, and the " throughway " or central lane then goes down into a tunnel under the centre of the city, re-appears for a moment to allow further exit or entrance lanes to join it, and continues through another long curving tunnel, to re-appear on the top of the hill which is the southern part of the town. It is the complete answer to traversing a big city and must surely rank as one of the mid-20th-century engineering wonders of the world. Belgium has always been a progressive little country and since the recent talks about re-numbering the roads of Europe to a uniformity, the road from Ostende to Brussels and on through Liége to the German frontier at Aachen has been re-numbered E 5. During the International talks it was suggested that main European arteries be numbered E 1, E 2, E 3 and so on to facilitate trans-Continental travel, and the Ostende-Brussels-Liége road was envisaged as E 5 to carry on along the German *autobahnen* to Frankfurt, Stuttgart, Munich, Salzburg and into Austria. Without further ado, Belgium has set the ball in motion and every now and then you see a circular green sign with E 5 in white; it denotes European Highway Number 5 and full marks to Belgium for getting on with what is so obviously an excellent idea.

Continued on page 435

TWO INTER ONE-MAKE REGISTER CONTESTS

At Beaulieu on June 1st the Fiat Register held their Navigational Run and Driving Tests, first run in the 1958 Inter-Register Contest between the Alvis 12/50, Fiat, Humber and Sunbeam S.T.D. Registers. There was an entry of 23, made up of eight Fiats, four Alvis, four Humber, five Sunbeam and two Talbot cars. The run involved negotiation of some mud-sections, in which the luckless became bogged.

Results :

Fiat Trophy (best performance) : G. Liston Young (1928 Fiat 509A).
Invited Members' Trophy : V. Rawlings (1930 14/45 Talbot).
Silver Medals : S.T.D. team.
Inter-Register Team Award : Sunbeam team.

The following Sunday the 12/50 Alvis Register had a return match at Woburn Abbey, with a similar competition in the morning and a Concours d'Elegance in the afternoon. To this we drove R. C. Carter's well-known 1921 24-h.p. Sunbeam limousine, which proved to have a very sweet gear-change if the cog-swapping wasn't unduly hurried, or misjudged, steering free from kick-back, if heavy on lock, and sufficiently stiff ½-elliptic back springs to combat roll which the weight and height of the seven-seater Cunard body might otherwise induce. Driving this splendid car *via* Luton to Woburn (where we found the Duke of Bedford's seat infested with public) was a delightful experience, the sun glinting on the brasswork of radiator and lamps as we made our dignified passage past crawling little pressed-steel mobile boxes. On the subject of dignity, it was with pleasure that we drowned, with a fanfare from our Klaxon, the shocking blare emanating from a Vauxhall Victor whose driver, obstructed at the entrance to a narrow tunnel, had pressed the horn button so hard that it refused to release!

At Woburn Park, although conscious that the Duke now rivals Billy Butlin at taking money from the public in exchange for entertainment, we resented being charged admission for one of the cars billed within the grounds as one of Woburn's attractions.

The display was certainly an excellent one, some 27 assorted Alvis, four Sunbeams, two Talbots, six Fiats and six Humbers being present within the roped-off enclosure. Amongst the Alvis cars was a very fine f.w.d. two-seater and J. Berrisford's all-aluminium duck's-back Super Sports 12/50, rather spoilt by its non-original rear fuel tank, etc. Best overall performance was made by M. Armon's 9/20 Humber saloon and the Concours d'Elegance was won by H. Gray's 1931 Talbot 75. Personally we thought the Fiats stole the show. I. Grant's very fine 501 tourer stood beside the only faintly less splendid 501 tourer of P. Griffin, and Hayward's Fiat 503 tourer is so covettable that it is the more to be regretted that it sports a Charrington BBB bitter label beside its Fiat Register badge. Extremely smart was M. Bowyer's Fiat 509A two-seater, with stone guard before its handsome radiator and the very impressive o.h.c. engine. For interest, however, the plum went to G. Longson's l.h.d. Tipo 514 sports Fiat, its tuned engine, spartan two-seater body and decidedly-abbreviated wings lending weight to the belief that it competed in a Mille Miglia race in the early 'thirties. Present also was an early Fiat Balilla saloon, with basically the same s.v. engine. The two 501s, 509A and 514 Fiats leaving the park line-ahead, silhouetted against the lake, incidentally going in a direction forbidden to them, made a fitting finale to an entertaining rally.

Apart from the cars there was a traction engine in steam feeding current to an electric organ, to advertise the Woburn traction engine rally on August Bank Holiday and the stables, in which the Woburn public takes its tea.

This puts the Sunbeam S.T.D. Register in the lead in the Inter-Register Contest, from the 12/50 Alvis Register and Fiat Register. Another round was contested in the Sunbeam S.T.D. Register Driving Tests on June 21st, too late for results to be included in this issue, while the final round will be the Humber Register's Great Witley Trial on July 27th.—W. B.

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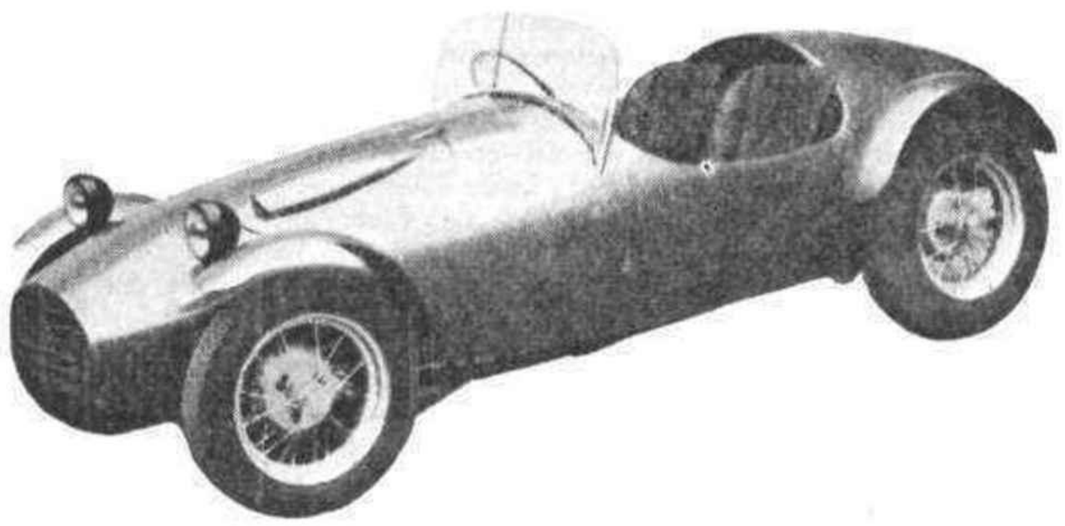
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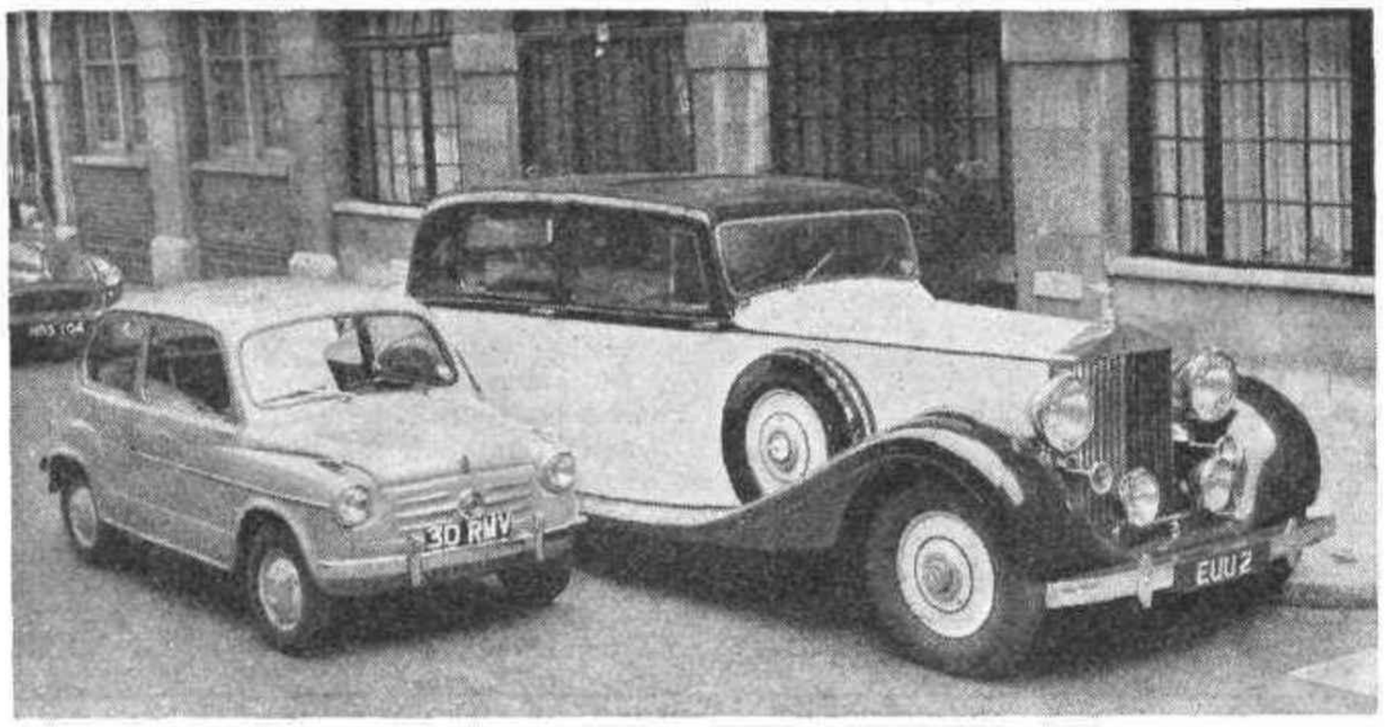
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DIGNITY AND IMPUDENCE

The Editor Experiences another Contrast, Driving in Succession a 1938 Rolls-Royce Phantom III and a 1958 Fiat 600



CONTRAST.—Figures that emphasise the difference between these two cars can be gleaned from the tables on page 435.

LAST month it so happened that on the same day I drove the latest Ford Thunderbird and a model-T Unicar, thus changing at short notice from a car of 5,769 c.c. to one of a modest 328 c.c., as recorded in last month's issue. Not long afterwards I was to experience almost as sharp a contrast, on the day on which I stepped from a very imposing 1938 40/50-h.p. Rolls-Royce Phantom III limousine into a new Fiat 600. On this occasion it was a matter of going from 7,338 c.c. to 633 c.c.

The test of the Rolls-Royce arose because I had for some time decided that I would like to gain first-hand experience of a car which many people regard as the last of the " real " Rolls-Royces. Introduced late in 1935, the Phantom III, with its beautiful 60-deg. vee-twelve engine, massive X-braced chassis, automatically-governed coil-spring i.f.s. and ½-elliptic rear suspension with hydraulic driver-control of shock-absorption, and the famous mechanical brake servo, was, and remains, a very impressive piece of automobile engineering, sought after by Rolls-Royce connoisseurs.

I am in possession of the very beautiful catalogue issued by Rolls-Royce Limited about the Phantom III but I had not driven this model. Consequently, I took the opportunity of rectifying this omission when one of these great motor cars became available to us for a few days through the co-operation of Simmons, the well-known Mayfair Rolls-Royce and Bentley copers.

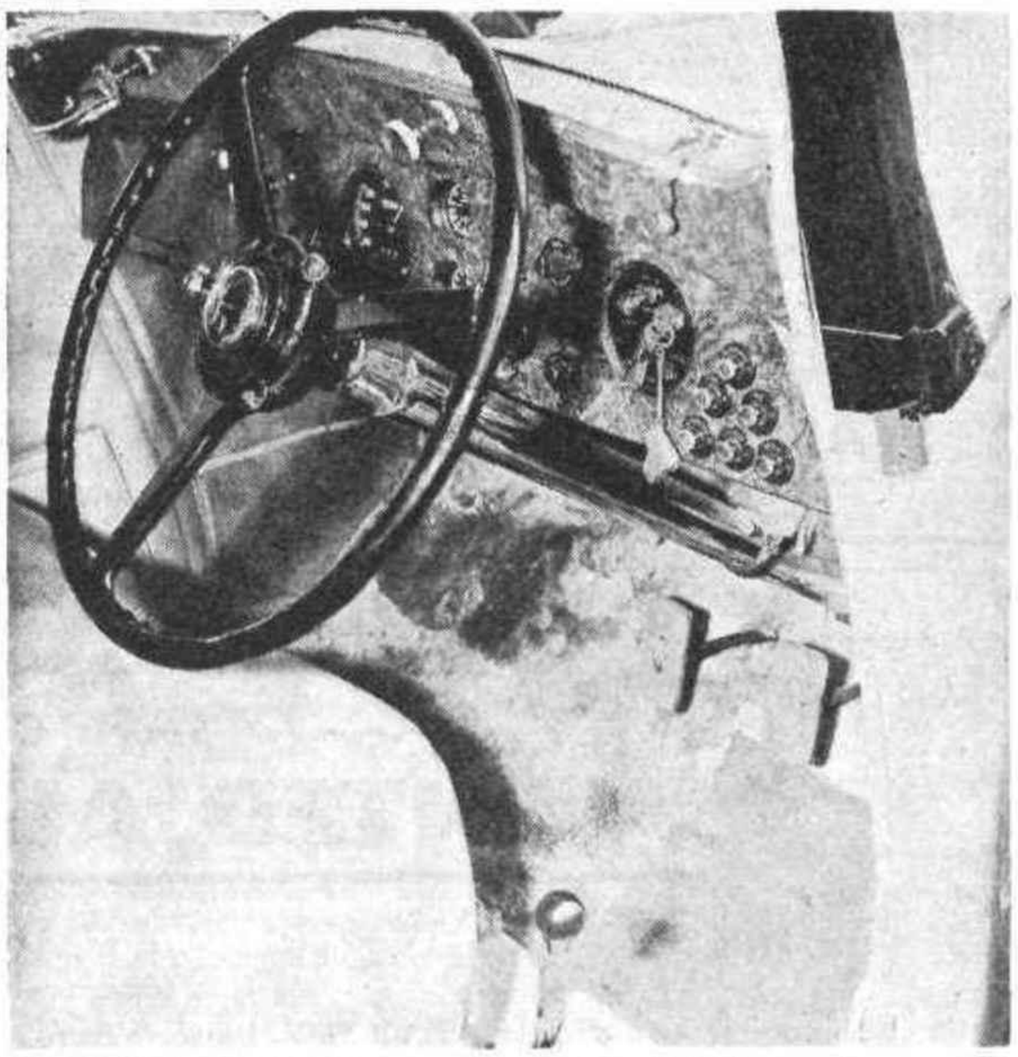
This particular car—3-CM-131— is a 1937/8 3rd series Hooper limousine with electrically raised and lowered division between the front compartment and the elegantly-appointed " boudoir." The latter is sumptuous in the extreme. Upholstery is in soft leather, the floor covered in thick carpets and rug. Companions, concealed behind glass and lit when in use, are let into the rear quarters of the body, the roof has two sunken interior lamps, a Ferranti radio is concealed under the off-side armrest, the folding centre armrest for the back seat contains more make-up equipment, and in the division are stowed two glass-topped tables. There is a telephone with which to speak to the chauffeur and a tiny switch on the near-side seat armrest controls the aforesaid electrically-operated glass division, this rising in ghostly silence at an angle, thus constituting an effective screen should the rear-seat passengers feel draught from the open front screen or sunshine roof, before assuming the vertical and meeting the roof, completely sealing off chauffeur and footman. A small clock and a cigar lighter complete these V.I.P. amenities.

Impressive as these details were, the whole car being in fine condition and bearing the initials " W. P. S." on its doors, I was far more interested in how it would handle and perform. After driving it for more than 300 miles I was even more impressed!

The driving compartment has separate seats, softly upholstered and affording excellent support. Before the driver stretches the long bonnet, terminating in the classic radiator, the shoulders of which stand proud of the bonnet panels. In one's line of vision is the Flying Lady mascot (each one stamped with the magic initials " R.R." and the date in 1911 when this was sculptured by Charles Sykes), without which a Rolls-Royce looks bare and incomplete. The big steering wheel carries those silken minor controls for suspension over-ride, throttle and ignition, the last-named labelled " Early/Late," a pleasing throw-back to a sterner age, when the driving menial could hardly be expected to understand " Advance/Retard "!

The walnut facia carries an imposing yet unobtrusive range of instruments and controls. There is the 110-m.p.h. R.R. speedometer, its white needle swinging steadily round the dial, beyond the red " 30 " digits, as the open road is gained. There is the carburation control, with spoon-lever, for " Start " or " Normal "; the switch to bring in petrol pumps " A " or " B," or both; the lockable circular electrical panel containing those splendid lamps switches, starter button and the switch whereby each ignition system (twin coils, a total of 24 plugs) can be tested separately, aircraft fashion, as the engine is run up. A battery of six matching switches on the extreme right control twin fog-lamps, facia lighting, heater and wipers. There are a really deep cubbyhole with unlockable walnut lid; cigar-lighter and slide-out ashtray; an accurate petrol gauge reading up to 32 gallons (calibrated every three gallons) and starting at three gallons; combined oil gauge and water thermometer; additional heater and facia lighting knobs; an electric plug; warning lights for low fuel content and dynamo charge; reversing lamps switch and a clock. Behind this dashboard, high in his seat, the Flying Lady pressing onward to the whisper of power unleashed by the big vee-twelve o.h.v. engine, which one likes to think is blood-brother to the Battle-of-Britain-winning Merlin, the driver of a Phantom III feels in command of the road.

The windscreen opens and twin roller blinds are fitted in lieu o. sun-vizors. The driver's door possesses a small adjustable armrest



LUXURY.—The driving compartment of the Rolls-Royce Phantom III Hooper limousine, showing the soft carpets, walnut facia and the unobtrusive, precision controls and instruments which confront the driver.

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and a divided, plated knob on the steering-wheel centre operates loud or soft audible warning. The front-seat passenger has a grab-handle! Climbing up to drive this Hooper-bodied Phantom III the feet sink again into soft carpets. A driver of average stature finds that he can just see the front wings, or the faired sidelamp on the near-side one.

The first impression, after the silence of the 7.4-litre engine when *idling, is the extreme heaviness of the steering* when hauling the Rolls-Royce away from the kerb. On the move, however, the steering, which demands just over three turns, lock-to-lock, lightens out and after half an hour's motoring the length and bulk of the car no longer bothers one. But turn it in a cul-de-sac and anyone not in the pink of condition will find himself *panting* from the effort needed on the wheel.

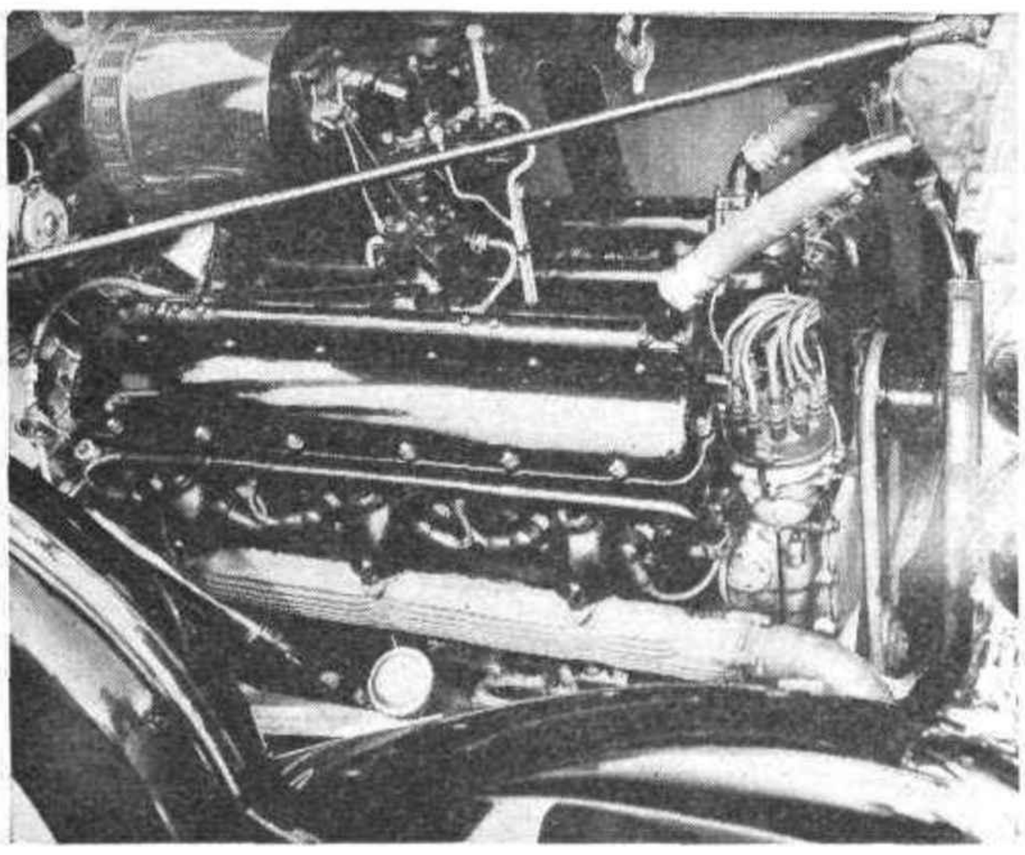
Thanks to the neat, cranked right-hand brake-lever and position of the typically R.-R. right-hand gear-lever entry and egress from the driver's seat can be made with dignity.

It isn't long before an enthusiastic driver becomes enthralled with the performance of the Phantom III. I do not mean so much on account of a maximum speed of some 95 m.p.h. from this very square-rigged 2¾-ton limousine, or on account of useful maxima of over 50 and 70 m.p.h., respectively, in second and third gear, all accomplished in near-silence. What is even more impressive is the top-gear performance, both on account of the car's ability to accelerate effortlessly in this gear from around 10 m.p.h. and because the acceleration from 20 m.p.h. onward is so vivid as to leave noisy, *bouncing sports cars gasping.*

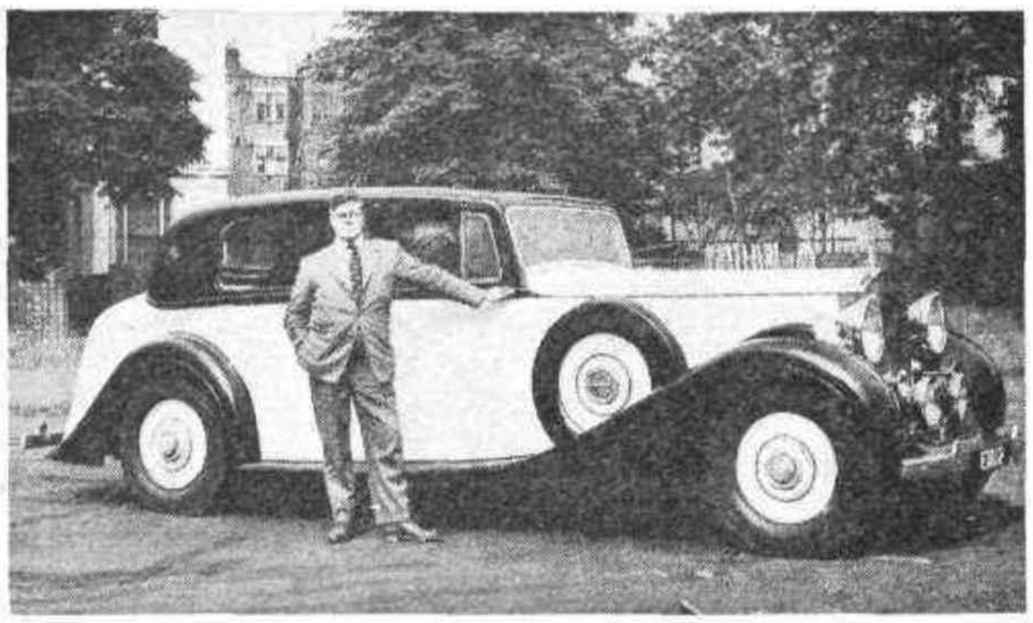
So flexible is the vee-twelve power unit that I soon developed the technique of getting the wheels rolling in second gear and then going " round the corner " into top gear. These two ratios suffice for all normal motoring. It is fun to slip into third for passing real obstructions, like those 60-foot-long transporters with which the R.A.F. playfully litters our main roads, but top-gear pick-up meets all normal situations.

The other surprising feature of the Phantom III is the manner in which it handles. With the suspension over-ride control, which operates on both front and back wheels, on " hard " the car corners fast with no perceptible roll and can be tucked into traffic gaps with all the *sang froid* of a small sports car. The steering transmits vibration rather than kick-back, unless the front wheels hit a pot-hole, when vintage-car shake of both chassis and steering is felt. Only extremely violent swerves cause the heavy body to affect stability, and then only to a mild degree. Because the Phantom III handles so surprisingly well very fine average speeds are possible on congested roads, in spite of the car's bulk. Cornering is assisted by sensibly mild castor-action on the steering.

Apart from a faint exhaust hiss, a few body rattles after twenty years' use (the near-side front door reminded one that cruising speed had reached 80 m.p.h. by a more pronounced rattle) and rather



POWER DEPARTMENT.—An under-bonnet view of the Rolls-Royce Phantom III, showing the 7.4-litre vee-twelve dual-ignition engine, beautifully constructed, and finished in traditional Rolls-Royce style. No official figures were ever quoted but it must develop some 170 *b.h.p.*



IMPRESSED.—The Editor condescends to be photographed with a car which impressed him very much, as a really fast, exceedingly comfortable vehicle, possessing ample performance, sports-car handling and memorable top-gear performance and acceleration.

annoying wind noise round the front-door pillars, this Rolls-Royce travels more silently than a Zephyr, its gears and back axle truly inaudible.

Cruising speed becomes a habitual 80 m.p.h., the Rolls-Royce mechanical servo brakes retarding this heavy car with deceptive efficiency and very light pedal pressure when need arises.

The car I tried had been supplied with a new clutch by Rolls-Royce Limited. This had not bedded in and was somewhat fierce. It is also heavy to hold out in traffic. This brings me to observe that, for all its silent, effortless speed, the Phantom III is essentially a man's motor car. The gear-change, like passing a bodkin through cream cheese if unhurried, can jar the hand if rapid changes are required. Double-de-clutching is called for, up and down, but there is synchromesh to assist the downward changes. Few women below the calibre of Channel-swimmers could park the monster, and, for all its ease of control otherwise, one is conscious of great weight behind the momentum. There is slight front-end shake on bad roads, but no scuttle float to disturb the driver's equanimity.

In traffic water temperature shot up towards 100 deg. C., but soon fell to a normal 75 deg., oil pressure varying between 8 and 28 lb./sq. in. I did not check petrol consumption accurately, but it is certainly at least 10½ m.p.g., possibly improving to about 12 m.p.g. on long runs.

The ride control definitely works, but the engine seemed quite insensitive to ignition advance and retard. The tyres howl quite a lot on slow corners, bearing witness to the weight they carry—with about six gallons of petrol the weight came out at 2 tons 14 cwt. 2 qtr.

Driving a Phantom III turned out to be an even more pleasing experience than I had anticipated, for I never expected the car to handle in keeping with its performance.

Even in the garage this is obviously a possession to delight in and it seems an excellent investment at the £600-£1,000 for which these fine cars are now obtainable. The handsome appearance of the *Hooper limousine under discussion was enhanced by Ace wheel-discs,* the spare wheel being enclosed in a metal cover on the off-side of the car. For night driving the huge Rolls-Royce-Lucas headlamps are truly effective, and the driver has instantaneous control of the rear-window blind from a control above his head. Self-cancelling direction-indicators are operated by a facia-sill lever. Alas, the doors do not trail; front and rear compartment quarter-windows are opened by means of large knobs, and the front-door window-handles need 7½ turns, the back ones just over two turns, from fully up to fully down. Discreet, covered locks are fitted in both the off-side doors, and the petrol filler-cap locks. It is stating the obvious to remark that the doors shut quietly, with coachbuilt precision. There is a scuttle ventilator, controlled by an under-facia knob, which cools the feet; the control for automatic lubrication of the chassis is adjacent.

Opening the bonnet reveals the engine to be a truly beautiful example of engineering in the true Rolls-Royce tradition. The components are driven in-line on the near side, a dual carburetter with air silencer feeds the two banks of cylinders, and the black stove-enamel finish contrasts splendidly with the perfection of the alloy castings. Incidentally, Rolls-Royce's own electrical components are largely used and the Phantom III has the inbuilt jacking system. Starting handle and jack clip to the bulkhead and the radiator possesses thermostatically-controlled shutters which further enhance the appearance of the car.

1938 ROLLS-ROYCE PHANTOM III LIMOUSINE

Engine : Twelve cylinders, 82.5 by 114 mm. (7,338 c.c.) in 60-deg. vee formation. Push-rod-operated o.h. valves. 6.0-to-1 compression-ratio. Approximately 170 b.h.p. at 3,500 r.p.m.
Gear ratios : First, 12.71 to 1; second, 8.44 to 1; third, 5.57 to 1; top, 4.25 to 1.
Tyres : 7.00–18 Dunlop Fort on centre-lock wire wheels; Ace discs.
Weight : 2 tons 14 cwt. 2 qtr., ready for the road, without occupants, but with approximately six gallons of petrol.
Steering ratio : $3\frac{1}{8}$ turns, lock-to-lock.
Fuel capacity : 32 gallons. (Range approximately 352 miles.)
Wheelbase : 11 ft. 10 in.
Track : Front, 5 ft. $0\frac{3}{8}$ in.; rear, 5 ft. $2\frac{3}{8}$ in.
Dimensions : 17 ft. 7 in. by 6 ft. 5 in. (wide).
Used car supplied by : Simmons, 12, Rex Place, London, W.1.

THE FIAT 600 SALOON

Engine : Four cylinders, 60 by 56 mm. (633 c.c.). Push-rod o.h. valves. 7.0-to-1 compression-ratio. 21.5 b.h.p. at 4,600 r.p.m.
Gear ratios : First, 18.2 to 1; second, 10.05 to 1; third, 7.16 to 1; top, 4.82 to 1.
Tyres : 5.20–12 Pirelli Extraflex on bolt-on steel disc wheels.
Weight : 11 cwt. 1 qtr. (ready for the road, without occupants, but with approximately one gallon of petrol).
Steering ratio : $2\frac{3}{4}$ turns, lock-to-lock.
Fuel capacity : 6 gallons. (Range approximately 282 miles.)
Wheelbase : 6 ft. $6\frac{3}{4}$ in.
Track : Front, 3 ft. 9 in.; rear, 3 ft. $8\frac{1}{2}$ in.
Dimensions : 10 ft. $6\frac{1}{2}$ in. by 4 ft. $6\frac{1}{2}$ in. by 4 ft. $4\frac{1}{4}$ in. (high).
Price : (£649 7s. inclusive of purchase tax).
Concessionaires : Fiat (England) Ltd., Water Road, Wembley, Middlesex. (Made in Turin, Italy.)

For this brief, but exhilarating, contact with a good specimen of Rolls-Royce Phantom III I am indebted to Mr. Gerald Shipman, to whom the car had been sold, but who agreed to the loan of it to MOTOR SPORT. He must be pleased with his purchase, particularly because these fine cars, made with watch-like precision—some connoisseurs go so far as to remark that they are as delicate as a watch, and cost more to maintain than the less complex Phantom II—have scarcely depreciated in value since they left Derby. In 1935, for example, the chassis was priced at £1,850 and the complete cars in the region of £2,600.

So interested had I become in Phantom IIIs that I invited myself along to Hythe Road to discuss them with Mr. W. E. Maddocks, Service Manager to Rolls-Royce Limited. A description of " the 12-cylinder Rolls-Royce "appeared in MOTOR SPORT dated November, 1935, from which I find that, massive as the Phantom III chassis appears, it is actually 8 per cent. lighter than the Phantom II frame. The engine has alloy heads, and 14 mm. plugs are used. Power output is 12 per cent. greater than from the Phantom II. The seven-bearing crankshaft is fully balanced and the gearbox is separate from the engine, with synchromesh on all except bottom gear.

Mr. Maddocks told me that the prototype engine was based on an early version of the Merlin aero-engine, from which valuable experience was gained in respect of vee-twelve engine balance, crankcase webbing, etc. Very few modifications were found necessary during the four years the Phantom III was in production, during which time several hundreds were made.

Originally hydraulic tappets were used, in the form of plungers *bearing on arms, which ensured zero-clearance at the eccentrically-*mounted valve rockers. It proved difficult to ensure complete silence, however, so, in 1938, solid tappets were substituted. Four piston-type, single-jet Rolls-Royce carburetters of the kind used on the late-model 20/25 h.p. cars, were used for the 1935 prototype car only, Rolls-Royce going over to downdraught carburation soon afterwards, so that production Phantom IIIs had a single twin-choke Stromberg carburetter. Later versions had the four-port head, with improved inlet manifold, and the last few made, while retaining an 8/34 axle-ratio, had an overdrive top gear, the gear ratios being : 1st : 11.5 to 1; 2nd : 6.15 to 1; 3rd : 4.25 to 1 (direct) and top : 3.53 to 1 (overdrive).

Rolls-Royce never divulge horse-power figures, but those given in the data table are thought to be approximately correct; the earlier gear ratios are also given. It seems possible that with a free exhaust, were noise no objection, over 200 b.h.p. would be available. Mr. Maddocks recalled the excellence of the i.f.s. system, the coil springs enclosed within oil-dampers. A gearbox-driven oil pump provides automatic adjustment of front and back damping in accordance with road-speed, with additional driver control of front and back dampers, while an anti-roll bar is fitted at the back.

After the Phantom III I immediately took over a little Fiat 600 and drove it more than 400 miles in three days. There is no need to describe this bonny little vehicle in detail, because a full road-test *report was published in MOTOR SPORT in January 1956.*

But I wish to congratulate Dr. Dante Giacosa on his very commendable achievements. In designing the Fiat 600 he has contrived to obtain a very level and comfortable ride, a thing difficult to do in a light car but a major technical victory in a vehicle as small as the little Fiat. Apart from riding comfort, this talented Italian engineer has produced a really roomy baby car by placing the cooling element beside the tiny four-cylinder engine, and similar clever expedients; to comfortable suspension he has allied real excellence of control, so that less oversteer is experienced in this rear-engined car than in many front-engined vehicles.

A companion who accompanied me on a long Sunday's motoring in the Fiat 600 remarked that there is more space within it than in a certain well-known 1,172-c.c. saloon and that the ride is better. He further remarked that, driven hard, the car in question does only 28 m.p.g. Making no attempt to conserve petrol, the Fiat 600 gave 47 m.p.g., including a number of stops and starts.

I noted that the Fiat's speedometer indicates a third-gear maximum corresponding to the speed which our dim politicians deem the safe limit on many of Britain's arterial motor roads. In fact, the very smooth little engine will run happily to beyond 40 m.p.h. in third gear, and this, coupled with lively acceleration, a cruising speed of around 60 m.p.h., and very handy overall dimensions, make the Fiat 600 an admirable proposition for our congested roads.

If the Rolls-Royce had a temporarily fierce clutch, that on the Fiat possessed the same shortcoming; I think due to faulty adjustment. Otherwise, no complaints, and the " quick " steering is a joy to use, rendering the Fiat safe when the actions of a traffic clot call for sudden evasive action. The driving position lives up to Fiat's reputation in this respect but the left-hand stalks controlling lamps and direction-flashers could be slightly better placed. These controls are new, likewise wind-up windows in the doors, with anti-draught shields, these shields more effective for rear-seat than front-seat occupants. Five-and-a-quarter turns of the window-handles are needed, from closed to fully open.

The Fiat 600 fulfills a very definite demand in modern motoring. It is probably of only *academic* interest to the majority of readers that it should be possible, after a diligent search, to buy a used Rolls-Royce Phantom III for the Fiat's purchase price in this country of £649 7s. inclusive of purchase tax—such is the difference between a petrol thirst of 11 and 47 m.p.g. !—W. B.

◆◆◆

VI GRAND PRIX ROUEN-LES-ESSARTS (Sports Cars)

An Easy Win for Behra and Porsche

ROUEN, FRANCE, *June 8th.*

ALTHOUGH the meeting at Rouen this year, on the magnificent circuit of Les Essarts, had the air of a Silverstone club meeting, it saw the first direct comparison in the 1,500-c.c. class this season between Porsche, Lotus and Osca, with a most convincing demonstration by the German firm.

The race was run over a period of three hours and there were classes for 1,500-c.c., 1,100-c.c. and 750-c.c. sports cars to the International Annexe C specification, or, in other words, in Le Mans trim, all the groups running collectively but in fact competing for three separate lists of prizes. Practice, in the early hours of the morning the two days before the race, was marred by accidents involving Ashdown (Lotus XI), Flockhart (Lotus Fifteen) and Burgraff (Porsche Spyder), all three drivers being injured and detained in hospital. There was a needle-match for the front row between Lotus, Porsche and Osca cars driven by Allison, Behra and de Tomaso, and the Lotus Fifteen of Flockhart came out on top one-tenth of a second ahead of the works Lotus Fifteen of Allison and seven-tenths of a second ahead of the Porsche, which was a standard 1500 RS belonging to the Porsche Agent in Paris and loaned to Behra for the occasion, while the Oscar was nearly two seconds slower. In addition to the two works Lotus Fifteens of Allison and Hill, similar cars were driven by Frost and Berchem, and during practice Allison tried Frost's car to see if it was going all right—it was, for he lapped only one-tenth second slower than Behra's Porsche so Frost found himself credited with fourth fastest time overall. Among the 1,100-c.c. cars Lotus had it all their own way and that neat little driver Alan Stacey, making his first appearance in a race outside Great Britain, was a full two seconds faster than Ireland and four seconds faster than Ashdown. In the 750-c.c. class the small French firms were trying out Le Mans prototypes, Monopole-Panhard having one car with overhead camshafts and D.B. having a new car with a cockpit and windscreen copied from Lotus and a new ignition system on the flat-twin Panhard-based engine. However, they were all a bit upset by Isabelle Haskell, the American girl, who was driving a 750-c.c. Osca, for she was nearly two seconds faster than the works D.B.

With Flockhart, Ashdown and Burgraff being eliminated from the race, everyone moved up a bit on the crowded starting grid, and Allison took pole position on the right, with Behra alongside and then Frost, while behind were de Tomaso and Graham Hill, so it augured well for a three-cornered battle with the odds very much on Lotus. The third row saw Stacey, Ireland and Vidilles, all in Lotus XIs, so that the result of the 1,100-c.c. class was almost foregone so far as the make of car was concerned, the only opposition coming from a lone Elva, an early Osca and a modified Stanguellini, and two Tojeiro's driven by Utley and Threlfall.

As the field disappeared down the hill on the opening lap the road looked dangerously crowded and there was a fair amount of elbowing going on, but all was well, and up the hill after the hairpin at Nouveau-Monde Behra led from de Tomaso and Allison. Along the back straight Allison sailed past the red Osca but then, when he started to brake for the following hairpin, the Lotus felt as if the front was going to fall off and he went up the escape road hardly daring to use the brakes. Meanwhile, another Lotus Fifteen was in trouble, for Berchem had had a rear radius-arm break and had subsided onto the grass; the works cars had already had this trouble in practice and had been modified. At the back of the field, Chancel, in the o.h.c. Monopole-Panhard, had gone off the road and the car had caught fire and at the end of the opening lap Behra came by way out on his own, followed by de Tomaso, equally lonely, and then Allison and the rest of the field. Stacey already had a commanding lead on the other 1,100-c.c. cars and Mrs. Haskell-Tomaso was way ahead of all the French 750-c.c. cars. As soon as Allison got the hang of not braking heavily he whipped past de Tomaso's Oscar and took second place, but there was no hope of catching Behra, who was touring round serenely in front, lapping the tail of the field after only four laps. In spite of his difficulty, Allison set up fastest lap in 2 min. 40.4 sec. and gradually left the Osca and Hill in the other works Lotus Fifteen a long way behind. Hill was holding fourth place, but only just, for Stacey was in his mirror all the time and while the privately-tuned 1,100 was running perfectly and being driven immaculately, the works 1,500 was jumping out of gear, suffering from poor brakes and leaking gearbox oil. After a bare 10 minutes had passed Utley was in trouble with the steering on his pretty little Tojeiro, while Threlfall in the sister car was a bit worried by high water temperature.

Almost exactly 30 minutes after the start the 1,500 Osca was in trouble and retired at the pits with a broken gearbox, and this let Hill into third place, so the order was Behra (Porsche), Allison (Lotus Fifteen), Hill (Lotus Fifteen), Stacey (Lotus XI), Ireland (Lotus XI), Frost (Lotus Fifteen), Hicks (Lotus XI), Vidilles (Lotus XI), Veuillet (Porsche) and Hall (Elva), while the order in the 750 class was Haskell (Osca), Laureau (D.B.), Hemard (Monopole), so that the overall classification was a Lotus procession unfortunately headed by a Porsche! The 1,500 Osca had hardly been wheeled off the track when Allison failed to appear, for the Lotus had broken a front wishbone and slid off the road, the driver escaping unhurt, thanks only to his own skill. This now put Hill in second place, nearly half a lap behing the Porsche, and there was little incentive to try hard for not only was his car in difficulty with things already mentioned, but every time round he saw one Lotus Fifteen with a broken rear suspension and another with a broken front suspension. The 1,100-c.c. Lotus cars, however, were going beautifully, and Stacey, Ireland and Hicks were running in that order, a credit to private-owners' preparation and tuning. After 1¼ hours the 750-c.c. Osca suddenly fluffed and Mrs. Haskell-Tomaso stopped at the pits to have some dirt removed from the jets, and meanwhile Laureau went by and gained more than a lap lead. The 1,500-c.c. Osca having retired, Alessandro de Tomaso then took over his wife's 750-c.c. Osca and set out to catch the French cars, but his engine was never really runing on four cylinders. After the first hour had passed Behra had lapped second-place man Hill and was touring round in a depressingly reliable sort of way as far as the Hornsey boys were concerned, but fortunately the private Lotuseers in 1,100-c.c. cars were still going perfectly, both Stacey and Ireland more or less keeping up with Hill. However, not all the 1,100 Lotus cars were going well, for Piper's was boiling merrily, as was Videilles', both making frequent stops for water, while Threlfall had retired his Tojeiro long since, its Climax engine having blown its head gasket.

The race continued in a rather uninspiring procession, nobody really racing against anyone else and only de Tomaso having a very definite objective, which was to regain the lead in the 750-c.c. class. At 4.30 p.m. Frost came into the pits with his Lotus Fifteen seemingly with a broken gearbox, but on inspection it was found that the prop.-shaft had come out of its spline at the front end, thus uncoupling the engine from the rear-mounted gearbox. He had been lying a steady third in the 1,500 class and fifth overall, but the delay while the Lotus was rebuilt put him way back. The 750 Osca was now second in its class behind the new works D.B. but then its task of winning was simplified as Laureau came limping into the pits on one cylinder with a broken piston. After 1 hr. 50 min. Behra came into his pit and had a leisurely drink, the Porsche was refuelled, and he went on his way still more than a lap ahead of Hill. Ten minutes later, after the race had been going two hours, and lots of the bored spectators had gone home, the order was Behra, Hill, Stacey, Ireland, Hicks, Veuillet, Vidilles, Hall and Piper, while de Tomaso led the "babies." Soon after the two-hour mark Behra's pit, being operated by his brother, realised that Allison still held fastest lap, so they signalled their driver to do something about it, whereupon he did 2 min. 40.1 sec., and then 2 min. 37.9 sec., and when he saw this on his pit board he eased up and went back to his previous leisurely gait. Unfortunately he and his pit overlooked the fact that the lap record for the circuit with a 1,500-c.c. sports car had been set up in 1957 by Flockhart with an old Lotus single-cam 1,500-c.c. in 2 min. 37.3 sec., so that Behra just missed it, though he had fastest race lap for 1958. The Lotus pit signalled Hill that Behra now held fastest lap for the day, but their driver was not in a position to do anything about it, his car being in rather a secondhand condition.

With 30 minutes still to run both Stacey and Ireland stopped for fuel, for they had plenty of time in hand and it avoided any risk of running dry in the last few minutes of the race. Behra toured in to the finish and with the three hours now completed the rest of the runners were flagged off, Hill running out of fuel just as he approached the finishing line.—D. S. J.

Results :

THREE HOURS OF ROUEN-LES-ESSARTS—Sports Cars—Warm and Dry

1,500 c.c. :

1st :	J. Behra (Porsche 1500 RS) ...	432.168 kilometres—144.062 k.p.h.	
2nd :	G. Hill (Lotus Fifteen)	416.597	..
3rd :	A. Veuillet (Porsche Spyder) ...	384.858	..
4th :	P. Fiami (Osca)	356.121	..
5th :	W. Frost (Lotus Fifteen)	321.025	..

Fastest lap : J. Behra (Porsche), 2 min. 37.9 sec.—149.153 k.p.h.

Retired : A. de Tomaso (Osca), A. Miani (Osca), P. Berchem (Lotus Fifteen), de Ruyter (Osca), C. Allison (Lotus Fifteen), F. Piguard (Osca).

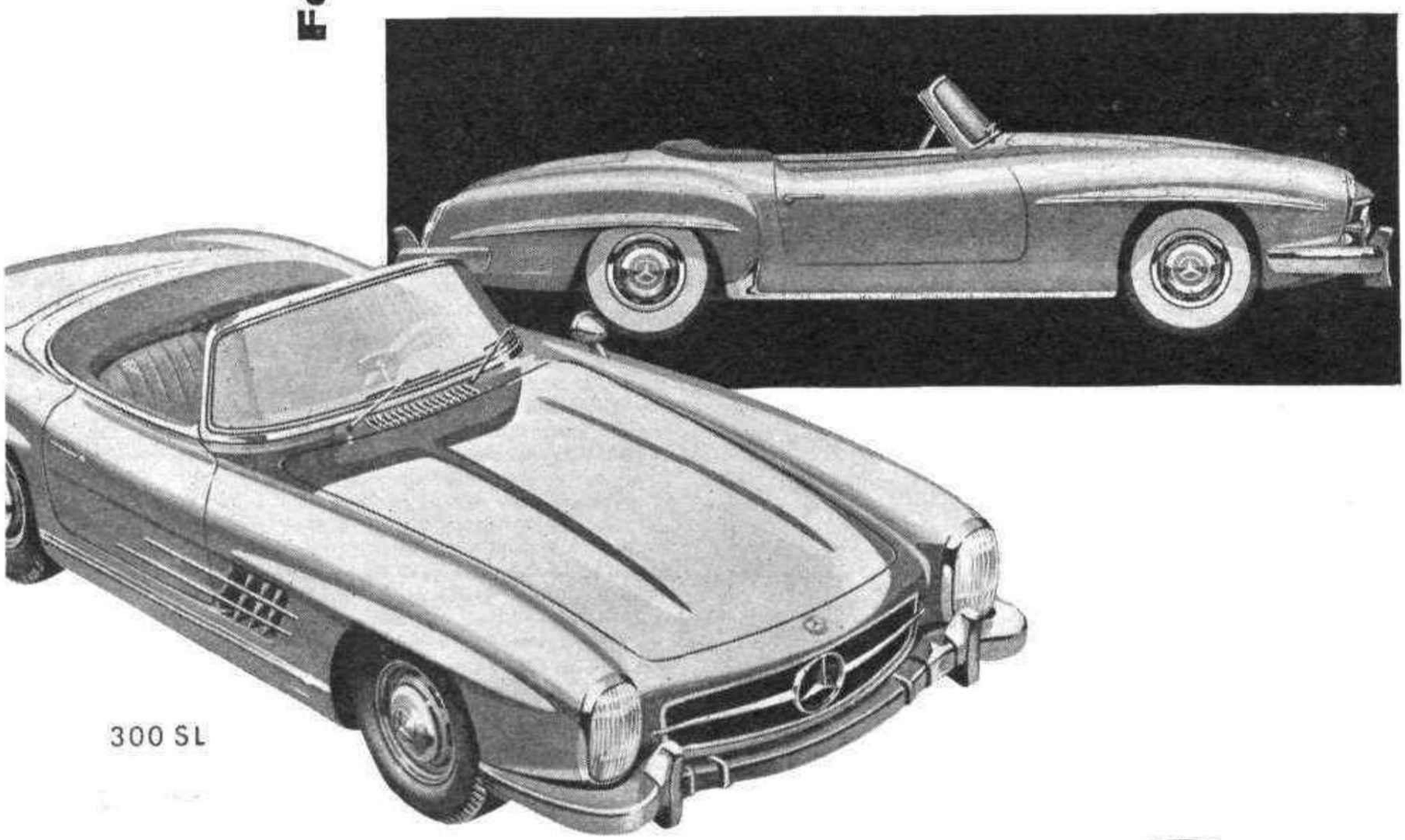
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Non-starters : R. Flockhart (Lotus Fifteen), A. Testut (Porsche), G. Burgraff (Porsche).

1,100 c.c. :

1st :	A. Stacey (Lotus XI)	411.018	kilometres—137.005 k.p.h.
2nd :	I. Ireland (Lotus XI)	408.370	,,
3rd :	R. Hicks (Lotus XI)	398.713	,,
4th :	J. P. Vidilles (Lotus XI)	383.705	,,
5th :	E. Hall (Elva III)	377.184	,,
6th :	D. Piper (Lotus XI)...	374.720	,,
7th :	R. Utley (Tojeiro)	362.000	,,
8th :	R. Sigrand (Stanguellini)	346.925	,,

Fastest lap : A. Stacey (Lotus), 2 min. 46.1 sec.—141.789 k.p.h.
Retired : C. Threlfall (Tojeiro), F. Leroy (Stanguellini), M. Binachon (Osca).
Non-starters : P. Ashdown (Lotus), M. Wayne (Elva), J. Campbell-Jones (Lotus).

750 c.c. :

1st :	Mr. and Mrs. de Tomaso (Osca) ...	377.515	kilometres—125.838 k.p.h.
2nd :	J. Laroche (Osca)	369.492	,,
3rd :	P. Faure (Stanguellini)	351.714	,,
4th :	B. Deviterne (D.B.)	332.092	,,
5th :	P. Foury (Stanguellini)	331.097	,,

Fastest lap : A. de Tomaso (Osca), 2 min. 57.3 sec.—132.832 k.p.h. (*new record*).
Retirements : G. Laureau (D.B.), P. Hemord (Monopole-Panhard), P. Chancel (Monopole-Panhard).
Non-starters : None.

General Classification :
1st : J. Behra (Porsche).
2nd : G. Hill (Lotus Fifteen).
3rd : A. Stacey (Lotus XI).
4th : I. Ireland (Lotus XI).
5th : R. Hicks (Lotus XI).
6th : A. Veuillet (Porsche).

ROUEN RAMBLINGS

One hardly likes to contemplate how far Behra would have been ahead if he had been driving a works RSK Porsche instead of a private RS.

Reports on the practice accident to Flockhart that appeared in many daily papers were a bit wide of the mark. Some said he ran into an ambulance that was going the wrong way round the circuit when, in fact, the ambulance was stationary on the grass verge and Flockhart was in the throes of an accident when he hit it.

Thanks to the quick action of Stacey's mechanic, who was on the scene and hauled Flockhart out of the crashed car when it caught fire, the Scotsman was not badly burnt.

Colin Chapman really must screw his Lotus Fifteens together more firmly; the Lotus XIs seem faultless and the first three in the 1,100 class were perfect at the end of the three hours, with not a trace of oil in the cockpit.

The idea of having a busy day of activities to make up a race meeting seems to have spread from Silverstone to France; first of all Pau and now Rouen—before the sports-car race there was a bicycle race, a motor-cycle race and a "Monomill Circus" race. In spite of glorious weather only 15,000 people turned up to watch.

Seems there will only be one Formula I Grand Prix in France this year, and that will be at Reims. Is France losing interest in real motor racing ?

B.A.R.C. MEMBERS' GOODWOOD MEETING (June 14th)

MORE incidents arising from bad or over-ambitious driving were seen at this meeting than for some time past, commencing in practice when Mrs. Bloxham damaged her Aston Martin DB3S against the *chicane*. Drivers were lucky in escaping injury.

The MOTOR SPORT Brooklands Memorial Trophy Contest also enlivened the afternoon, M. Taylor driving his Lotus-Climax so well that he is now only a point down (13 to 14) on K. A. Greene (Lotus-Climax). July 12th should see a really tremendous battle between these two contestants.

It was Taylor who won the first 10-lap scratch race, at 86.97 m.p.h. from Greene, braking noticeably later into Woodcote. His best lap was at 88.16 m.p.h. Westcott's Lotus-Climax beat Bristow's Elva-Climax to third place. Arundell lost his Lotus-Climax in the *chicane* and, stopping sideways on, for some unaccountable reason, had its shape further altered by McKee's Elva-Climax.

Hicks' fast but unstable Standard Eight won the first saloon race at 60.64 m.p.h. from Vaughan's Volkswagen. The latter has 44,000 miles to its credit, is virtually standard, and its cornering was improved by Continental front, Michelin "X" back tyres. Osbourne's Morris was third. Clarke's Dauphine blew up seriously in a fine smoke cloud.

Fletcher, in the first works A.C. Ace, led the Marque scratch race for seven of the 10 laps, until the transmission sheared at the clutch. Hurrell, trying very hard, was the winner, at 75.06 m.p.h., in his Triumph TR3, comfortably ahead of Sleep's ex-Grant Norton A.C. Ace and Ewer's TR2. Sutton (Austin-Healey 100) would have been second if the cautious no-spinning rule had not disqualified him. He set fastest lap, at 77.28 m.p.h., almost touching Hurrell as they battled for the *chicane* on lap four, Sutton getting by but hitting the wattle coming out. Hurn's TR2 anc Noble's M.G.-A collided at St. Mary's and Arnold was thrown out of his TR2 at the same place. Time for a Tin-Basher's Trophy ?

The next closed-car handicap was hectic, Chamberlain's Jaguar XK140 spinning out of Woodcote and being hit by Foster's M.G. Magnette, putting this much-fancied car out of the race. Brightman won, at 73.17 m.p.h., in his Ferrari-like A.C. Aceca coupé, from Uren's 3.4 Jaguar and Handel's M.G.-A. Fastest lap went to Brightman, too, at 75.66 m.p.h.

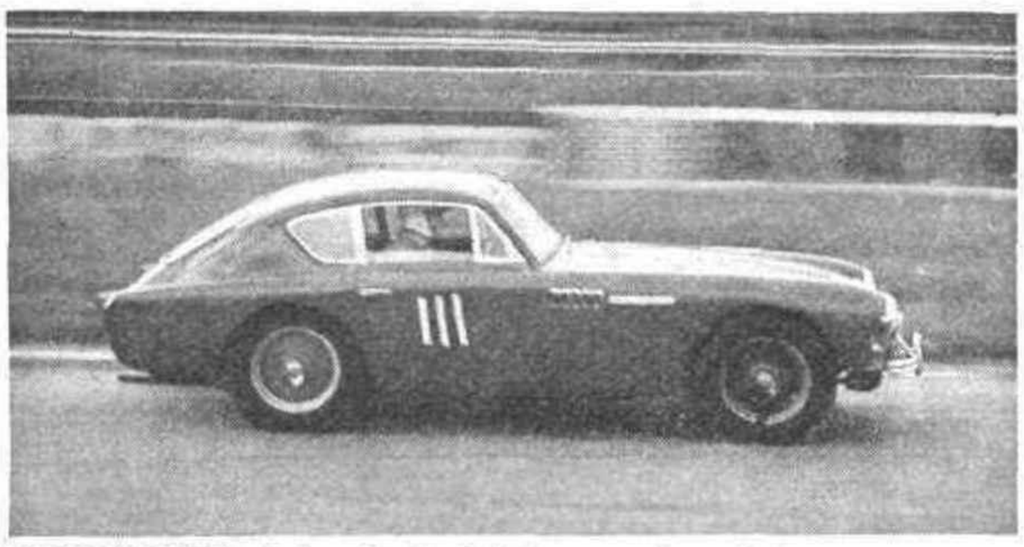
The handicapping was poor and Sutton's Austin-Healey won the next 5-lap handicap out on its own, at 75.34 m.p.h. Eventually Hudson's sister car finished second and another Austin-Healey 100, driven by Mackay, third. Baille's D-Jaguar did fastest lap, at 82.6 m.p.h.

Taylor then won a 5-lap scratch race from Greene, but by a bare three-fifths of a second, at 87.1 m.p.h., these two indulging in side-by-side assaults on Woodcote, until Greene braked first. Greene was credited with the fastest lap, at 88.71 m.p.h. Westcott's Lotus was third, but Graham (Lotus) had closed right up in the *chicane*, braking hard to avoid ramming Westcott, so acceleration differed here.

Brightman's A.C. then won again, a 5-lap handicap, at 75.34 m.p.h. this time, holding off Howard's Cooper-Climax, which Kathleen Howard had driven earlier, and Baille's Jaguar, the last-named, after touching Birch's Cooper-Jaguar during one dicey moment, making fastest lap, at 83.56 m.p.h.

Racing concluded with a final 5-lap handicap, which the handicappers virtually awarded to Ashby's 328-c.c. Berkeley before the start. It averaged 58.08 m.p.h. Entwistle's M.G.-A was second, the irrepressible Hurrell third. Sleep's A.C. made fastest lap, at 76.46 m.p.h.

See you on July 12th ?—W. B.



SUCCESSFUL A.C.—R. A. Brightman, whose A.C. Aceca won the MOTOR SPORT *Trophy Race at the 8-Clubs' Silverstone Meeting (see page 440) and was victorious in two Goodwood handicaps.*



TONY MARSH, Shelsley Walsh course record-holder, in his 1,098-c.c. Cooper-J.A.P.—see page 440.

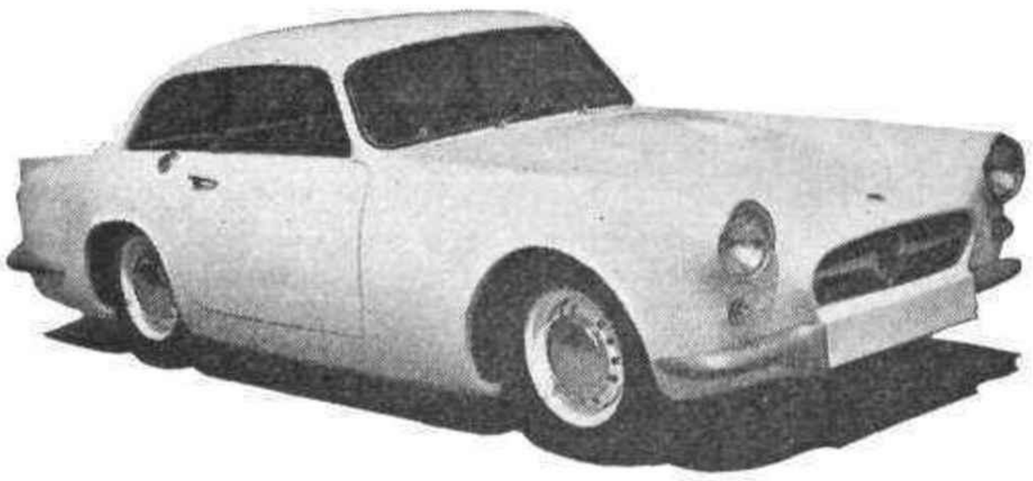
RUMBLINGS

A party was held at the Distillers' Sports Club, East Molesey, on June 10th, for the purpose of displaying the latest Peerless Gran Turismo, this Triumph TR3-engined four-seater saloon with de Dion back axle and disc front brakes now having a handsome and more spacious glass-fibre body by James Whitson. The chassis specification is unchanged, except for a damper leaf incorporated in the ½-elliptic leaf-spring rear suspension.

THE GLASS-FIBRE PEERLESS

John Gordon, of Peerless Cars Ltd., told us that he has adopted glass-fibre construction in place of aluminium alloy largely because the Americans find repair facilities difficult with metal whereas plastics are perfectly acceptable.

The new body is made from Cellobond polyester resin supplied by British Resin Products Ltd. Altogether there are over 50 separate mouldings, produced in the James Whitson factory at West Drayton, where 36,000 out of 90,000 sq. ft. is devoted to polyester/glass construction. Main shell, doors, transmission tunnel, boot lining and lid, and engine access panel are all of this material, sprayed in appropriate colours. Sound-proof, heat-insulated, rust-proof and needing no underseal, polyester/glass has much to commend it for car-body construction.



The 2-litre Peerless Gran Turismo.

To date 28 Peerless cars have been built since the first one was displayed at the Paris Salon last year, and at the aforesaid party the first three of the new plastic-bodied series, one white, one red, one blue, arrived on the scene—somewhat late, and obviously just off the production line. The seats may require modification for fast motoring, and some of those present queried the low ground clearance (6½ in.), with the exhaust pipe close to the road. This is a four-seater with large luggage boot, but the rear seats are separate, divided by the differential casing, which, of course, with de Dion axle, is mounted on the space-frame. An interesting feature is the use of non-rust plastic bumpers, moulded to the body shell.

The plot is to drive each Peerless chassis from Slough ten miles to the body works, making any necessary adjustments on arrival. Mounting the body occupies a mere three or four hours. It is then painted, this taking a couple of days, with a further two days devoted to trimming and finishing. This represents ten days all told, from chassis assembly to completion of the car.

At present the target is ten cars a week, but America wants 20 Peerlesses a week and it is hoped that by December production will be 150 a month. The price remains the same, *i.e.*, £998, or £1,498 7s. with purchase tax.

The Peerless is made by Peerless Cars Ltd., Bath Road, Slough, Bucks, and is aimed at filling a gap, for it is a *four*-seater 2-litre Gran Turismo car. A.C. had a four-seater saloon of like engine capacity on the stocks but that was before the fire at their Thames Ditton factory. The prototype Peerless has been tested on the Continent and the company has a go-ahead outlook, two entries having been put in for Le Mans. The accompanying photograph shows the improved lines of the plastics body—note the filler for one of the two seven-gallon side-mounted petrol tanks, the Peerless motif within the air intake, the plastic bumpers and tail fin.

* * *

Foldex Ltd., 45, Mitchell Street, London, E.C.1, issue useful maps, 3¾ in. by 8 in., of most Continental countries, on stiff paper, for 3s. 6d. each, ex London.

Vintage motoring is so popular these days, being a feature of many village fetes and pageants, besides the more normal club fixtures, that we make no excuse for some further notes on the subject. On June 7th the Bristol M.C. & L.C.C. held its Veteran and Edwardian Rally. This is one of the better events, over an interesting route. This year the best performance in the trial was made by H. R. Timmis' 1903 Gladiator, while in the rally J. M. A. Paterson's 1903 Winton won the Veteran, R. B. Davis' 1909 Arrol Johnston the Edwardian class.

MORE "VINTAGERY"

On the same day a fine selection of old Napier cars, numbering 14, assembled in Regent's Park, London, to commemorate the 150th Anniversary of D. Napier and Son Ltd. They ranged from D. R. Grossmark's 1900 8-h.p. Napier Double Phaeton to the Company's own 1921 40/50 limousine, which has been the subject of an article in MOTOR SPORT. "New" Napiers included Evan Cook's 1907 Sixty tourer which he acquired in 1952, after it had been stored since 1931 but run occasionally on trade plates, and R. Leslie Green's 1907 Sixty tourer which was supplied originally to the Nizam of Hyderabad, who used it up to 1922, after which it was sold to a gentleman in London, who laid it up in 1926 when the cost of taxing it defeated him. H. W. Ardran ran a 1907 40-h.p. Napier which one family owned from 1907 until 1953, but which, supplied originally by S. F. Edge, was "retired" in 1928, while Mrs. Dreyer drove a 1913 15.9-h.p. coupé which is in regular use. Lord Bruce produced a 1912 Napier Fifteen, and A. I. Read's 1909 39-h.p. limousine had belonged to Herr Vicki until he was interned in 1914, when Mr. Read bought the car.

The cars made a short tour of the West End, rather tactlessly, we thought, during the "rush-hour"—and someone seems to have missed a golden opportunity by not sending the cavalcade out through Hyde Park and Bayswater to pass the Napier factory at Acton, where we are certain many Napier employees would have turned out to see the cars.

On June 28th the Morris Bull-Nose Club rallied to Beaulieu Abbey, where tests and a Concours d'Elegance took place. This Club is always glad to learn of bull-nose Morris cars and parts awaiting "discovery" and we will gladly forward letters to the Secretary. One member, a lady of 65, celebrated the 30th birthday of her 1924 Morris-Cowley by taking it on a successful 1,600-mile tour, accompanied by two lady companions. Another member rescued a Morris-Oxford from a scrap-heap, discovered that his grandfather had owned it, and found in one of the doors an unposted letter written to his Great Aunt twenty years earlier!

At Beaulieu on June 15th the Sunbeam M.C.C.'s 12th Annual Veteran and Vintage Rally took place, but this year lacked the afternoon timed run which used to enliven this event—the writer remembers vividly a very hectic drive over crowded and narrow roads in his wife's 1927 Sunbeam Sixteen in the Hog's Back version some years ago. This year an excellent entry of 176 old cars and motor-cycles was received but no results are to hand as we close for Press.

Developing the vintage theme, we encountered a side-valve Aston-Martin coming into Richmond (Surrey) recently; it is always pleasant to see one of these cars but this one had "outsize" back wheels, obviously borrowed to get it home, suggesting that it may be a fresh "discovery" or a car out of hibernation. And the next day we came upon a Comper Swift aeroplane on tow behind a modern Ford.

Finally, the Rempstone Traction Engine Rally on July 19th includes a veteran and vintage car and motor-cycle section. Entries, by July 7th, to C. G. Duce, Wymeswold, Loughborough.

UNOFFICIAL RECORDS

A Ford Anglia, driven by R. Stead and P. Moore, and a Ford Escort, driven by J. Cooke and D. Keeping, attempted to average 50 m.p.h. from London (Westminster Bridge) to Rome, in connection with a display of British cars in the latter city. Such "records" are great fun but are apt to be frowned on if indulged in too frequently and over-publicised. We have not heard if, in fact, these Fords achieved their objective, for which J. Lyons & Co. Ltd., who supplied the drivers with frozen foods, claim a "world motoring record." Apparently it was hoped to beat Ian Appleyard's Rome-London "record" on the return journey.

Another recent stunt, organised by a Vauxhall dealer, concerned nine Vauxhall Victor owners who drove from Sheffield to Luton, checking consumption of B.P. Super on this 143-mile run, for which an average speed of 37 m.p.h. had to be maintained. Coasting was forbidden. The winner achieved 42¼ m.p.g., the runner-up 42.1 m.p.g.

The 8-Clubs Silverstone Race Meeting (June 7th)

THE 8-Clubs' organisation had a big and extremely varied entry for its annual Silverstone Meeting, which included high-speed trials and a dozen races.

The cream of 750 Formula cars was up at Oulton Park, but a big field had been mustered, out of which Cross' Austin led for three of the five laps, hotly pursued by Lewcock's Austin, which ultimately won, aided by late braking, at 56.85 m.p.h., from Fetherstonhaugh and Cross. In the Lagonda Handicap Barnett's Rapier came through to an exciting victory at 50.17 m.p.h., from Crocker's 4½-litre tourer, Howat's Rapier taking third place, after confusion caused because competitors were flagged after an extra lap had been completed. Mrs. Naylor's Rapier chewed up a fibre timing gear and retired.

Green's Electron Minor, with Standard Ten engine, cornered steadily, aided by good driving, to win the next, scratch, race at 58.41 m.p.h., almost lapping Fish's A40 Austin saloon. Osborn took second place, in spite of a spin, in a Thames van and Cornish drove his TC M.G. really well, into third place, followed by Bell's Morris Minor and another Thames van (van driver T. P. Hart)—inexpensive racing, it would seem! Warner's TA M.G. boiled merrily. Adlington's fast Austin A35 saloon stopped with a choked jet.

A 5-lap handicap followed, Mulcrone's 2½-litre Lea-Francis leading, then retiring, giving the lead to Threlfall's Michelin X-shod M.G.-A coupé. Burne's Triumph TR2 had come up to challenge the M.G. and won after a furious tussle, averaging 63.92 m.p.h. Behind this breathtaking finish Eyre's Lotus Seven was third.

Another of these handicaps saw Adlington's Austin A35 win at 56.15 m.p.h. from Ilsley's A.C. and Bell's Morris, the ex-Chapman Lotus 750 misfiring its distaste. Len Gibbs was reputed to be running-in the engine of his Lotus XI but he almost won the next 5-lap scratch race, Lee's C-type Jaguar crossing the line first, however, at 74.46 m.p.h. Massey-Dawson was third, in Lewis' Lotus XI. Another scratch 5-lapper was won by W. E. Beedie's TC M.G., at 64.77 m.p.h., Beedie holding off Mason's 4½-litre Bentley for four laps, after which Reid's series-2 M.G.-A and Derisley's Lotus Seven came up to occupy second and third places. Nancy Mitchell cornered her M.G.-A coupé fast, finding the Dunlop Duraband tyres excellent, but Dixon's M.G.-A and G. Beedie's M.G.-A spun at Becketts a lap from the finish. Cooper's Connaught was a non-starter, having broken its crankshaft in practice, and Bennett's Fairthorpe Electron soon retired.

Mallock enlivened the 10th race, a handicap, by driving his Austin-Ford on the limit, recovering skilfully from a slide at Woodcote. However, Cocker's Austin Special won virtually unchallenged, at 64.32 m.p.h., ahead of Rae's Ford Special and Massey-Dawson's Lotus XI. Yet another handicap followed, Fryer in the Tatra-like, Jowett Jupiter powered, rear-engined Scientific, with preselector gearbox, spoiling his chance by spinning on the last lap, letting Reid's M.G.-A through to win at 65.58 m.p.h. from Bond's fast Le Mans Replica Frazer-Nash and Easterling's Ford-engined Lotus Six, all the leaders bunched in a very close finish. Hart handled his Thames van splendidly but Warner took an odd line round Woodcote in his TA M.G.

The 1,172 Formula race saw Mallock again trying extremely hard, until his engine boiled and he fell back. Turvey gained a well-deserved win in his impeccably-driven Lotus XI, at 70.15 m.p.h. Far behind, Wershat, who had never given Mallock an inch, was second, in Lola, third place going to Boshier-Jones' Lotus XI. Bond got his reward in the final scratch race, his Frazer-Nash, which makes lovely rough noises on the over-run, winning at 71.48 m.p.h. from Brightman's A.C. Aceca-Bristol and Sqd./Ldr. Candy's Halton-Tojeiro, the last-named indulging in a fierce duel with North's Triumph TR2.

So to the MOTOR SPORT Handicap, handicapped so effectively by Charles Bulmer that the last lap caused hardened spectators to turn their heads away from the inevitable traffic jam at the finishing line, although Bulmer watched the race with a delighted smile from his eerie high above the track. Alderton's Singer Nine Special led for three of the five laps, then Ilsley's A.C. took the lead. It wasn't until the last lap that they really bunched up, Brightman's A.C. Aceca-Bristol coming past the chequered flag the winner, at 70.27 m.p.h., hotly pursued by Eyre's Lotus Seven, Hart's Thames van, Bond's Frazer-Nash, Lewis' Lotus XI and Miss Bennett in the Electron Minor. It was a triumph for the handicapper as well as for the winner!

SHELSLEY WALSH (June 7th)

PRACTICE day at Shelsley Walsh for the National Speed Hill-Climb, organised by the Midland A.C., promised well for conditions were dry and A. E. Marsh recorded 35.5 sec., well under the existing record set up in 1954 by the late Ken Wharton in 35.8 sec. However, heavy rain on Saturday morning and again in the afternoon prevented all hope of record runs, even though the sun shone during the Hill-Climb Championship runs at the end of the afternoon. The starting area remained slippery throughout the day and it was here that seconds were lost by most competitors, though many also lost time unnecessarily on the hill itself.

In the up-to-1,500-c.c. racing class Christie drove his Lotus single-seater, but used his old V-twin J.A.P.-Cooper for the major event of the day, for the Championship. Marsh also had two cars running, a single-cam 1,500-c.c. Cooper F. II and his trusty V-twin Cooper, and it was the double-banger that he, too, used for the Championship climb. Apart from the usual collection of V-twin Coopers, some with blowers and some without, there was the usual goodly assembly of home-made vehicles, including the two-stage supercharged Farley Special driven by Summers; Reg Phillips with his Cooper containing a s/c. Climax single-cam engine transversely mounted and driving through a Norton gearbox; the Emeryson-Jaguar, the Norris-Alta, Berry's E.R.A.-engined/H.A.R.-chassised single-seater, while traditional Shelsley veterans were represented by Instone's Djinn, Southon's Becke-Powerplus and, the most lethal of all, Davenport's Spider V-twin with 1-litre pot on each side. To complete the collection of exciting sprint machinery were a good set of E.R.A.s from W. F. Moss with "Remus," who was fastest E.R.A., as one has come to expect, to Jeddere-Fisher making his first appearance with his 2-litre E.R.A., while Norton was still not having any joy with the ex-Mays E.R.A. R4D.

In a sprint hill-climb the sports cars tend to get overlooked, but Scragg with his very quick H.W.M.-Jaguar really made his mark and annexed fastest sports-car time. For the Hill-Climb Championship, those drivers who entered had two runs in addition to their class runs and, coming at the end of the afternoon, conditions were a lot more equal. In his class run Marsh had f.t.d. with 38.74 sec. and on the Championship first run did 39.54 sec., while Boshier-Jones, driving very determinedly, did 38.78 sec. Then Christie did a polished run in his V-twin car and got f.t.d. and best Championship first run with 38.73 sec., and this made Marsh have a real go on his second run, recording 37.97 sec., which put him back at the top of both lists. Perhaps the most outstanding second run, and certainly the bravest, was that of Summers with R. D. Farley's lovely "special," when he recorded 38.60 sec. The only other run under 40 sec. was that of D. R. Good (Cooper 1,100 twin), while Reg Phillips did 40.20 sec., Gaskell (Cooper twin) 40.64 sec. and Moss (E.R.A.) 40.96 sec.

This meeting was to see the retirement of Leslie Wilson after 50 years of service to the M.A.C., having organised Shelsley meetings throughout that time, and though he will no longer be officially part of Shelsley Walsh he will undoubtedly continue to be there at future meetings, for though he is retiring the hill-climb will go on under new secretaryship.

Results :

Class Winners :

Racing Cars, 500 c.c. :	R. B. James (Cooper)	46.46 sec.
Racing Cars, 1,500 c.c. :	M. A. H. Christie (Cooper-J.A.P.) ...	40.20 ,,
Racing Cars, 2,500 c.c. :	P. Emery (Emeryson-Jaguar)	45.97 ,,
Sports Cars, 1,500 c.c. :	E. Lewis (Lotus VII)	43.68 ,,
Sports Cars, 2,500 c.c. :	W. G. Wilson (A.C.-Bristol)	44.03 ,,
Sports Cars, Unlimited :	E. P. Scragg (H.W.M.-Jaguar)	43.09 ,,

Hill-Climb Championship :

1st :	A. E. Marsh (Cooper-J.A.P.)	37.97 sec.
2nd :	D. Boshier-Jones (Cooper-J.A.P.)	38.55 ,,
3rd :	C. G. Summers (Farley Special s/c.)	38.60 ,,
4th :	M. A. H. Christie (Cooper-J.A.P.)	38.73 ,,
5th :	D. R. Good (Cooper-J.A.P.)	39.28 ,,
6th :	R. W. Phillips (Fairley Special s/c.)	40.20 ,,

F.T.D. : A. E. Marsh (Cooper-J.A.P.) : 37.97 sec.

LONDON M.C. RALLY

The London Motor Club has just announced that Ian Mackenzie and Ron Carradine will be joint Clerks of the Course for this year's London Rally.

It is interesting to note that both Mackenzie and Carradine served a five-year apprenticeship with Goff and Nina Imhof who founded this event in 1951, and in five years built it up to the most popular of the National Rallies. The event takes place in September.



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ZANDVOORT, *May 26th* (*Whit Monday*).

THE last time that a Grand Prix was held at Zandvoort was in 1955, the year that Mercedes-Benz conquered all the opposition, and since then the K.N.A.C., who organise the race, felt they could not afford the capital outlay to run a World Championship event. However, this year preliminary work was started early and there was sufficient financial backing to enter the Dutch G.P. once more in the list of races for Formula I to count for the World Championship. Coming as it did just one week after Monaco it meant that the Grand Prix teams had to hustle about to get ready in time, but with the first practice being on Saturday it was not impossible and all the teams from Monaco were present. Three of the four Vanwalls at Monaco were flown back to England from Nice the Monday after the race and were overhauled at the factory and flown out to Calais, by which time the transporters had driven up from the South of France. The B.R.M., Lotus and Cooper teams did not return home, travelling direct from Monte Carlo to Zandvoort, while the Ferrari team went back to Maranello for service, as did the private Maseratis.

The Saturday practice was divided into two sessions, one in the morning and another in the afternoon, so that any faults discovered in the morning could be rectified in the lunch hour and the cars tried again in the afternoon. Moss, Brooks and Lewis-Evans were out in the Vanwalls, finding the smooth surface of the Zandvoort circuit particularly kind to roadholding characteristics, though those of the Vanwalls were not ideally suited to all the corners. Collins, Hawthorn and Musso were finding their V6 Ferraris had too much understeer and though possessing lots of b.h.p. it was coming in rather suddenly, while the change to oversteer was too sudden and too late. B.R.M. were extremely happy and Behra was an obvious favourite, while Schell was going surprisingly quickly, due, it was said, to having received " the gypsy's warning " after his miserable efforts at Monaco. They had the old 1957 car available as a training car, the two 1958 cars forming the mainstay of the team In the Cooper works team Salvadori and Brabham had changed cars since Monaco, the Australian now having the 1,960-c.c.-engined car and Salvadori the 2.2-litre car. Lotus had now produced their larger engine, also of 2.2 litres, from Coventry-Climax, and fitted it to Allison's car, Hill still having the 1,960-c.c. version. The Rob Walker team were present and correct, with Trintignant in the 1958 Cooper, fresh from its Monaco victory, and they were in the happy state of having their 1957 car as a standby. To complete the field there were three Maseratis belonging to Bonnier, Scarlatti and Gould, the Swedish driver's car having had a quick rebuild after its Monaco crash. This made a total of 16, which is usually considered sufficient for a Grand Prix, but as a sop to Holland their number one driver, de Beaufort, was allowed to enter with his Porsche Spyder RS, and it was hoped that he would keep out of the way of the Grand Prix cars.

When the last Grand Prix was run at Zandvoort in 1955 it was the Argentine driver Mieres with a Maserati who set up the lap record with a time of 1 min. 40.9 sec., though in practice that year Fangio had recorded 1 min. 40.0 sec. Now, in 1958, bearing in mind the obvious progress in Grand Prix car design that should have taken place during 1956 and 1957, it was reasonable to suppose that 1 min. 40 sec. would be a simple target to beat, for the track had not been altered in any way since 1955. The Vanwall team soon showed that they had moved on over the years and it was not long before Moss and Brooks were well below 1 min. 40 sec., and as it was Brooks' first visit to the track he did well to be only 1 sec. behind his team leader, who had made 1 min. 38.0 sec. After his talking-to, Schell responded nobly and clocked 1 min. 39.6 sec., while the only other driver/car combination to show the results of two years of learning was Hawthorn, with a time of 1 min. 39.7 sec. The " baby " cars were a little out of their element on the Dutch track and were not approaching the bogey time, the two Lotuses being hopelessly undergeared. The end of the first practice saw Moss leading, closely followed by Brooks, and Lewis-Evans in fifth place, so they decided not to practice in the afternoon. The three B.R.M.s were spot-on so they merely sat in an orderly row while the drivers and mechanics lunched, but both Ferrari and Lotus were juggling about with final-drive ratios. The morning had been overcast and windy, and the afternoon was no better, occasional showers of rain falling, but between these there was plenty of activity. The three Ferrari drivers were trying hard, Musso in particular being keen to put up a good show, his second places in the first two World Championship events having given him a good lead on points. B.R.M. did some more training and Flockhart joined in on the spare car as it was hoped that he could be added to the list of runners as a last-minute entry, and Behra and Schell continued to show that the morning times were not a fluke, the number one driver getting down to 1 min. 38.8 sec. Towards the end of the afternoon Ferrari and B.R.M. packed up and went home and Zandvoort took on the appearance of Brands Hatch with the Lotus team vying with the Cooper team to clock times below 1 min. 40 sec., and Trintignant in the Walker car also joining in the fun. Allison in the 2.2-litre Lotus beat the bogey time, as did Trintignant, the little Frenchman trying really hard, so much so that he spun right round on one lap, and shortly afterwards Allison did the same thing, but luckily there was no damage in either camp. Salvadori and Hill could not better 1 min. 40.0 sec., the former clocking that time exactly and the latter being 0.5 sec. slower, but Brabham pulled a crafty one and got himself credited with 1 min. 38.5 sec., a time he personally achieved but not in his own car. It was Salvadori's turn to have the 2.2-litre and, thanks to some quickly removable plastic numbers, Brabham put his number on the 2.2-litre, recorded 1 min. 38.5 sec. and then put the number back on his own car ! Things were definitely warming up for whereas before lunch there were only four drivers below 1 min. 40.0 sec., there were now nine, being Moss, Brabham, Behra, Brooks, Musso, Schell, Hawthorn, Trintignant and Allison, with only 1.9 sec. between the first and ninth.

Next morning the track was given a rest but at 3 p.m. it all started again and everyone was out, including the three Vanwalls, and though the engines were behaving perfectly there was a certain amount of discord among the drivers for Lewis-Evans had asked to have his alloy front wheels replaced by the older-type wire-spoke wheels and was finding the handling of his car apparently more suited to the circuit. This left Moss and Brooks with the new alloy front wheels and when Lewis-Evans began to approach their lap times they felt it must be something to do with improved steering, so Moss tried the car and found it nearly half a second a lap quicker. Whether there was any sound technical reason for all this or whether it was a simple matter of psychology, is hard to say, but there might have been something to it for undoubtedly the wire-spoke wheel can flex on a corner and give a different slip-angle relative to the steering geometry and the steering wheel, whereas the alloy wheel is fundamentally more rigid and would certainly give a different feel to the steering, all other things being equal. As the tyres on the wire wheels on Lewis-Evans car were not the same as those on the alloy wheels of the day before, all things were not equal, so that most of the controversy that arose could be put down to " cockpit trouble." A simple answer would have been to make a quick change of wheels, but that was not possible as it is a major operation to remove the alloy wheels, the centre fixing nut not only keeping the wheel in place, but also retaining the wheel races, while the brake disc is attached to the alloy wheel by eight nuts and bolts. Even then, when all this is removed, the inner tracks of the wheel races have to be pulled off the stub axle, and then the normal splined hub and its races can be pressed onto the stub axle and the stub axle nut replaced and split-pinned. In spite of all this apparent difficulty and dissension in the Vanwall team the cars were very much faster than all the opposition, which is probably why the three drivers had time to fuss about so much; had the B.R.M.s and Ferraris been going faster they would have been too busy trying to make good times to worry too much about the handling.

Throughout the two hours of practice there was immense activity and more and more cars were getting down below 1 min. 40.0 sec., so that the first three rows of the starting grid were being decided by tenths of seconds or the trembling of a time-keeper's hand. The Lotus cars were looking beautifully steady but were not quite as fast as the Coopers, while Brabham was really enjoying himself and broadsiding many of the corners. Of the three private Maseratis, Bonnier was easily the fastest until Gould lent his car to Masten Gregory, who was " on holiday " in the pits, whereupon Bonnier took a back seat for Gregory drove some beautifully smooth and fast laps and clocked 1 min. 42.0 sec., so that Gould immediately nominated the American as his driver and became a *patron* himself.

This made Bonnier really try hard but he could get no closer than 1 min. 42.3 sec., while Scarlatti was more than two seconds slower, all of which was most amusing as Gould's car is not exactly the ultimate in 250F Maseratis.

The three Vanwalls were complete masters of the practice and before they finished for the afternoon Moss did a remarkable 1 min. 37.2 sec. in the Lewis-Evans car, which was by far the fastest lap of the day, though it did not count, not being in his own car, but then Lewis-Evans got in the car as if to stake his claim on what was obviously a good car, and with apparent ease did 1 min. 37.1 sec. which rather embarrassed Moss, and the Ferrari drivers goaded him on to "do a Fangio" and make a faster lap, but he did not rise to the bait; the Vanwalls were all in the front row and that was good enough for him.

Right at the end of practice there was a momentary hush as Graham Hill spun off the road in a big way in the 1.9-litre Lotus and disappeared backwards over a sharp edge on the sand dunes; fortunately he landed right way up, shaken but undamaged, and at last knowing the ultimate limit of the Lotus' cornering power. Although it had landed from a height of some four feet the car was quite undamaged and after being lifted bodily back onto the road it was driven back to the pits just after practice finished. Whether the third B.R.M. started or not depended on anyone falling out during practice and the Bourne interest in Hornsey for a short time was acute, but to no avail for the Lotus had proved to be stronger than it looked and all was well.

After the time-keepers had apparently put all the times from the three practice periods into a hat and shaken them up the starting-grid positions were announced as follows :—

Brooks (*Vanwall*) 1 min. 38.1 sec.	Moss (*Vanwall*) 1 min. 38.0 sec.	Lewis-Evans (*Vanwall*) 1 min. 37.1 sec.
Brabham (*Cooper*) 1 min. 38.5 sec.	Behra (*B.R.M.*) 1 min. 38.4 sec.	
Trintignant (*Cooper*) 1 min. 39.2 sec.	Schell (*B.R.M.*) 1 min. 39.2 sec.	Hawthorn (*Ferrari*) 1 min. 39.1 sec.
Collins (*Ferrari*) 1 min. 39.3 sec.	Salvadori (*Cooper*) 1 min. 39.2 sec.	
Hill (*Lotus*) 1 min. 39.8 sec.	Musso (*Ferrari*) 1 min. 39.5 sec.	Allison (*Lotus*) 1 min. 39.4 sec.
Bonnier (*Maserati*) 1 min. 42.3 sec.	Gregory (*Maserati*) 1 min. 42.0 sec.	
	de Beaufort (*Porsche*) 1 min. 46.7 sec.	Scarlatti (*Maserati*) 1 min. 44.6 sec.

It was very much a repetition of Monaco, with green cars dominating the field and the first red car in row three, once again driven by Hawthorn, so that no-one could deny the dominance of the British, but there were now 75 non-stop laps to cover, not just one quick one. With thirteen cars under 1 min. 40.0 sec. and only 2.7 sec. between them, no one can say Grand Prix racing is becoming dull from the competition point of view, even if it is not so exciting technically. With the three Vanwalls in the front row and after the way they had set the pace in practice it looked as though they might pull off a 1-2-3, but Behra and Schell in the 1958 B.R.M.s could not be ignored while it was hard to believe that the Ferrari team were really outclassed. Since the "technical exercise" the day before Moss had decided to have his car converted back to the heavy splined front hubs and wire wheels, and as there were only two sets available Brooks had to retain the alloy wheels. All three cars kept the alloy wheels on the rear.

The sky was dull and cloudy and there was a strong cold wind blowing in from the sea, so that when the start was delayed for half an hour because of some difficulties with the fire-brigade on duty round the circuit, the cars and drivers became somewhat chilly. By 2.30 p.m. everything was under control and the flag fell to a perfect start, all seventeen cars getting away in a tight jostling bunch. The Vanwall team were so busy keeping eyes on each other and also seeing that there was no room for Behra to nip through from row two that they overlooked Schell in row three, and he was in amongst them as they went round the first corner. Along behind the pits the order was Moss, Lewis-Evans, Schell, Brooks, with Behra being hounded by Coopers and Ferraris. In this pushing-and-shoving someone bumped the back of Brooks' car and after two laps he thought it was handling oddly so he came into the pits to see if a wheel or something was bent. The order of the race was Moss, Lewis-Evans, Schell, Salvadori, Behra, Brabham, Hawthorn, Collins, Trintignant, Allison, Musso and the rest, and many of the drivers were beginning to find their cars handling in a peculiar fashion on certain parts of the circuit due to the strong cross-wind blowing gustily between the sand dunes. Some, like Moss and Brabham, realised what was happening, while others, like Salvadori and Brooks, thought something was broken on the suspension. After his pit stop Brooks set off right at the back of the field, still not convinced of the handling of his car, and he was lapping much slower than his team-mates. Moss was in grand form and was leaving everyone behind him, driving a smooth, perfect race, and by eight laps there was no-one in sight behind him as he came past the pits looking his typical calm and relaxed self. Behind him Lewis-Evans was holding second position but Schell was closing up rapidly, the B.R.M. with full tanks apparently handling better than the Vanwall with full tanks, and on lap 12 Schell got by on the inside of the hairpin behind the pits and took second place. Both B.R.M.s were sounding very healthy, though Behra was all tangled up in a scrap for fifth place, this consisting of the B.R.M., Hawthorn, Collins, Brabham and Allison, these five lapping in a solid bunch. Salvadori in the 2.2-litre Cooper had got himself firmly in fourth place when Brooks stopped at the pits and while the five cars behind him were getting in each other's way he pulled out a long lead on them. Poor Musso, who had been holding out great hopes for a good place in this race, made a poor start and was having to work his way up from 13th place.

Moss was just going on and on into an unassailable lead and Schell had outdistanced Lewis-Evans, who was equally a long way ahead of Salvadori, so that very early in the race the first four cars were spread out in a high-speed procession. Moss had already lapped the last car, which was de Beaufort's Porsche, and by lap 13 he was not far off lapping Brooks, who was making poor progress since his pit stop, lapping in 1 min. 43.0 sec. compared with 1 min. 39.0 sec. for Moss and 1 min. 40.0 sec. for Lewis-Evans. Before suffering the indignity of being lapped by his team leader Brooks came in and gave up as the handling of his car just wasn't right, causing him great anguish on the fast back swerves on the circuit even at the low speed at which he was lapping. Among the tail-enders Gregory was going extremely well in Gould's Maserati, ahead of Bonnier and Scarlatti and even ahead of Trintignant and Hill, but as the Maserati went past the pits on lap 17 it popped and banged, and disappeared out of sight sounding as if bits were going to fly in all directions. Much to the relief of its owner the trouble was only a defective fuel feed and the Maserati came to rest with no means of getting petrol to the carburetters. The scrap in the centre of the field resolved itself into two parts, with Hawthorn and Behra together and Collins trying to get rid of Brabham and Allison; after getting the Ferrari ahead of the Cooper and the Lotus for a couple of laps, Collins let Allison by again and the Lotus then drew away leaving Brabham to nibble at the Ferrari tail, and a few laps later Musso caught them up and joined in. On lap 15 Behra at last got past Hawthorn, and having a clear track ahead of him for the first time since the start he was able to get motoring and catch up Salvadori, but there was little hope of catching anyone else, especially Moss, who was still forging ahead and some 15 sec. in front of Schell. By 20 laps Behra was right behind Salvadori and in front on lap 21, now in fourth position but not close enough to Lewis-Evans in third place to cause the Vanwall pit any concern. Collins, Brabham and Musso were now nose-to-tail and Moss had them in his sights ready to lap them, which gives a good impression of his rate of progress. At this point Hill failed to go by and later came running into the pits with the tiny Lotus in tow, its engine having gone dead. This was traced to one of the ignition contact points having broken off, and after fitting a new one he rejoined the race right at the back of the field, nine laps behind the leader. Musso was now making progress and got by Brabham and then got by Collins, and all three caught Allison, while Moss was right behind about to lap them. On lap 35, as Moss got past Brabham, Collins spun off due to a gearbox seizure, and Moss then lapped Musso and after that Allison, for there was nobody capable of stopping the meteoric flight of the Vanwall. Schell was 25 sec. behind, followed by Lewis-Evans, Behra, Salvadori and Hawthorn, the Ferrari driver trying really hard to overcome the unsuitable handling of his car. At the back of the field nothing very exciting was happening; Trintignant was leading Bonnier, while Scarlatti retired with rear-end trouble and Hill was in trouble with overheating on the Lotus, eventually retiring when the head gasket broke.

Moss went on piling up his lead, setting a new lap record at 1 min. 38.0 sec., later to improve on this and continually circulating in under 1 min. 40.0 sec., so that by lap 42 he had 28 sec. lead over Schell, 48 sec. over Lewis-Evans and 64 sec. over Behra. Apart from this, of course, there was the truly wonderful sight of four British Grand Prix cars running 1-2-3-4 with Salvadori's 2.2-litre Cooper following, and Hawthorn's was the only red car not to be lapped by the leader. However, this did not last for long and on lap 48 Moss was right behind him. The satisfaction of this was dulled somewhat by Lewis-Evans running into trouble for as he went by the pits on lap 45 there was an ominous puff of smoke from the

Vanwall's exhaust pipe, and when he stopped at the end of the next lap it was found that a valve-spring holder had broken and the valve had dropped onto the piston, and that was that. There were still 30 laps to run and only one Vanwall left, but it was sounding healthy enough and Moss was looking as confident as ever, while the B.R.M.s, now in second and third places, were running superbly, these 1958 models making up for all the faults of the earlier cars. After lapping Hawthorn the leading Vanwall then lapped Salvadori and was not far off lapping Behra, while Schell in second place was also lapping the cars at the end of the field, and as the race entered its last 10 laps he was getting ready to lap Musso, who was in seventh place. With five laps to go Moss had 48 sec. lead over Schell, which amounted to just on half a lap, while he had almost a lap lead on Behra. On lap 70 Schell came up behind Hawthorn to lap the Ferrari but the Farnham driver thought otherwise. To be lapped by Moss in a Vanwall was an indignity he could stomach but to be lapped by Schell in a B.R.M. was more than Hawthorn could stand and he pressed-on madly with Schell trying to get past. Leaving the 180-deg. turn at the end of the straight the B.R.M. got by but took to the grass and the Ferrari went ahead again, three more laps being covered before Hawthorn waved Schell by.

Moss looked as though he could have lapped Behra but there was little point in it and he finished the race a convincing and worthy winner, with only the two B.R.M.s on the same lap. While not being an exciting race it had been a wonderful demonstration of Britain's supremacy in Grand Prix racing and the B.R.M.s had at last proved their worth. While the Acton team were busy battling against the Bourne team their impetus had thoroughly trounced the Maranello team.

Results :

DUTCH GRAND PRIX—Formula I—75 Laps—314 Kilometres—Dull and Windy

1st :	S. Moss (Vanwall)	2 hr. 04 min. 49.2 sec.—151.159 k.p.h
2nd :	H. Schell (B.R.M.)	2 hr. 05 min. 37.1 sec.
3rd :	J. Behra (B.R.M.)	2 hr. 06 min. 31.5 sec.
4th :	R. Salvadori (Cooper 2.2-litre)	1 lap behind
5th :	J. M. Hawthorn (Ferrari V6 " Dino ")	1 lap behind
6th :	C. Allison (Lotus 2.2-litre)	2 laps behind
7th :	L. Musso (Ferrari V6 " Dino ")	2 laps behind
8th :	J. Brabham (Cooper 1.9-litre)	2 laps behind
9th :	M. Trintignant (Cooper 2.0-litre)	3 laps behind
10th :	J. Bonnier (Maserati 250F)	4 laps behind
11th :	C. de Beaufort (Porsche 1500 RS)	8 laps behind

Fastest lap : S. Moss (Vanwall), on lap 7 in 1 min. 37.6 sec.—154.659 k.p.h. (*new record*).

Retired : C. A. S. Brooks (Vanwall), unsatisfactory handling, lap 14; M. Gregory (Maserati), fuel feed, lap 17; P. Collins (Ferrari), seized gearbox, lap 33; G. Hill (Lotus), head gasket, lap 42; S. Lewis-Evans (Vanwall), valve-spring holder lap 47; G. Scarlatti (Maserati), rear axle, lap 51.

* * *

ZANDVOORT ZIDESLIPS

When Graham Hill came running into the pits on lap 22 we thought for a moment that he had the Lotus single-seater under his arm! With the large and heavy Graham in a Lotus and " pea-sized " Lewis-Evans in a Vanwall we wonder if it is not time for British Grand Prix car constructors to think about driver-designs.

The Dutch Grand Prix was a nice tidy race on a nice safe circuit and to help with the neatness of the event certain drivers placed their cars in the results according to their race numbers. Vanwall number one was first, Ferrari number five was fifth, Cooper number eight was eighth and Cooper number nine was ninth.

It was obvious that the time-keepers were out of practice in dealing with Grand Prix cars for training times were often a little suspect, just as they had been at Monaco, which suggests that perhaps the time has come for a reform in timing methods.

Without Hawthorn the Scuderia Ferrari would be in a very sorry state.

It is difficult to decide which is the most gratifying, to start three cars and have only one finish, but in first place, or start two cars and finish second and third.

* * *

NOTES ON THE CARS AT ZANDVOORT

As most of the entry had come direct from Monte Carlo the week before there was little change to be seen, though Vanwalls had reverted to their long tapering noses and Moss drove VW10, Brooks VW7 and Lewis-Evans VW5. The three Ferraris were the same as at Monaco, all with the F.1 chassis frame having large-diameter bottom frame members, Hawthorn's and Collins' cars having the old tubular top wishbones at the front and Musso's the latest forged pattern. Schell and Behra had the same cars as at Monaco, both being 1958 models. The peculiar feeling of the brakes on Behra's car on that occasion being due to a cracked brake pipe at the belled-out end where it joined a T-piece junction, a piece of equipment supplied by a " specialised manufacturer," not a part made at Bourne. The locking brake on Schell's car was traced to a caliper expanding under very heavy loading and allowing the automatic ratchet pad adjustment to click up a notch before any wear had taken place. It was Salvadori's turn to have the 2.2-litre Cooper, while Brabham had the 1.9-litre car. The Monaco gearbox trouble was traced to a selector fork coming loose on the operating rod so that it merely slid in and out without moving the selector. Lotus fitted their new 2.2-litre engine into Allison's car for this race.—D.S.J.

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GRAND PRIX OF SPA (May 18th)

Held on the Francorchamps circuit in Belgium this sports car meeting saw a further clash between Lister, Aston Martin, Ferrari and Jaguar unlimited capacity sports cars. The Ecurie Ecosse entered their modified 3.8-litre Lister-Jaguar and driven by Masten Gregory it easily outpaced the two factory 3.9-litre Aston Martins driven by Paul Frere and Carroll Shelby. The meeting was marred by a fatal accident to Scott-Brown when he crashed the works Lister-Jaguar while engaged in a duel for the lead with Gregory on the sixth lap. The Scuderia Ferrari entered an experimental car of 3-litres capacity driven by Gendebien but it had to retire with gearbox trouble. This was a V12 cylinder with four overhead camshafts, in a new chassis frame with a new four-speed gearbox mounted on the left of the final drive unit and having the hydraulically-operated clutch, and starter motor mounted at the rear of the propeller-shaft. Front suspension was by normal Ferrari sports car double wishbones and coil springs while at the rear a de Dion layout was used with transverse leaf-spring and the cockpit had a right-hand-drive seating arrangement. The engine ran to 9,500 r.p.m. and there was little power below 6,000 r.p.m. which made starting from rest very difficult.

Results :

UNLIMITED SPORTS CARS—15 Laps—211 Kms.—Conditions Damp.

1st :	M. Gregory (Lister-Jaguar)	1 hr. 5 min. 02.5 sec....195.104 k.p.h
2nd :	P. Frere (Aston Martin)	1 hr. 6 min. 06.4 sec.
3rd :	C. Shelby (Aston Martin)	1 hr. 7 min. 13.2 sec.
4th :	J. Bueb (Jaguar D-type)	1 hr. 7 min. 45.7 sec.
5th :	L. Bianch (Farrari V12 TR) ...	1 hr. 8 min. 57.3 sec.

Fastest Lap : M. Gregory (Lister-Jaguar), 4 min. 14.5—199.492 k.p.h.

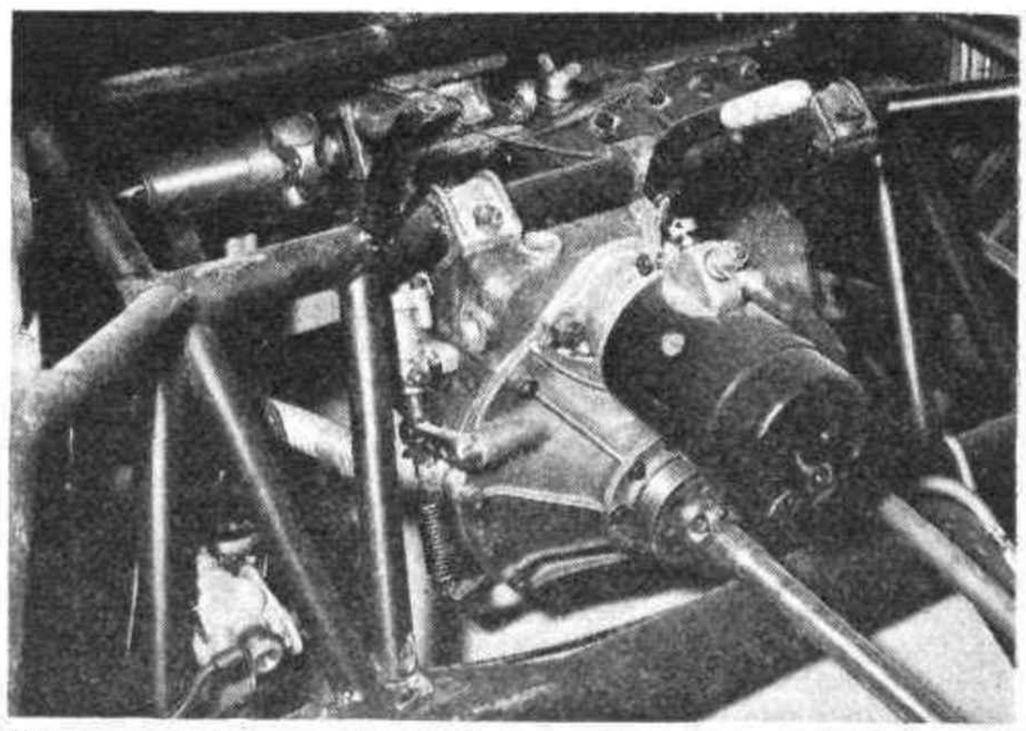
Gran Turismo 2,000 c.c.-3,500 c.c.—15 Laps—211 kms.

1st :	H. da Silva Ramos (Ferrari 250 G.T.)	1 hr. 9 min. 58.1 sec....169.276 k.p.h.
2nd :	W. Seidel (Ferrari 250 G.T.) ...	1 lap behind.
3rd :	A. Guelfi (Ferrari 250 G.T.)	1 lap behind.

Fastest Lap : A. Guelfi (Ferrari), 4 min. 50.1 sec.—174.974 k.p.h.

Up to 2,000 c.c. Gran Turismo—10 Laps—141 kms.

1st :	M. Anthony (A.C. Bristol)	57 min. 56 sec.—146.929 k.p.h
2nd :	E. Whiteaway (A.C. Bristol).	
3rd :	P. Nockin (Porsche 1600S).	



This view of the rear-end of the transmission layout of the experimental works 3-litre V12 four o.h.c. Ferrari shows the small diameter prop.-shaft entering the clutch housing on the front of the gearbox/differential unit. Above the shaft is the starter motor actuated by a direct " press down " lever, and hidden by it is the four-speed gearbox with transverse shafts, mounted to one side of the final drive.



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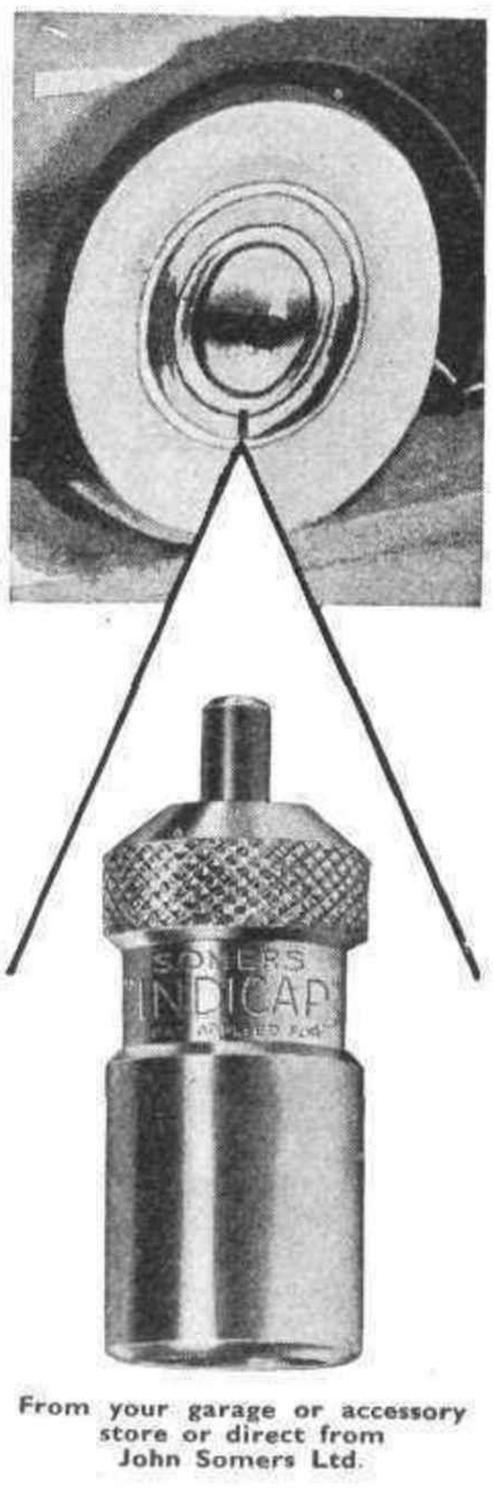
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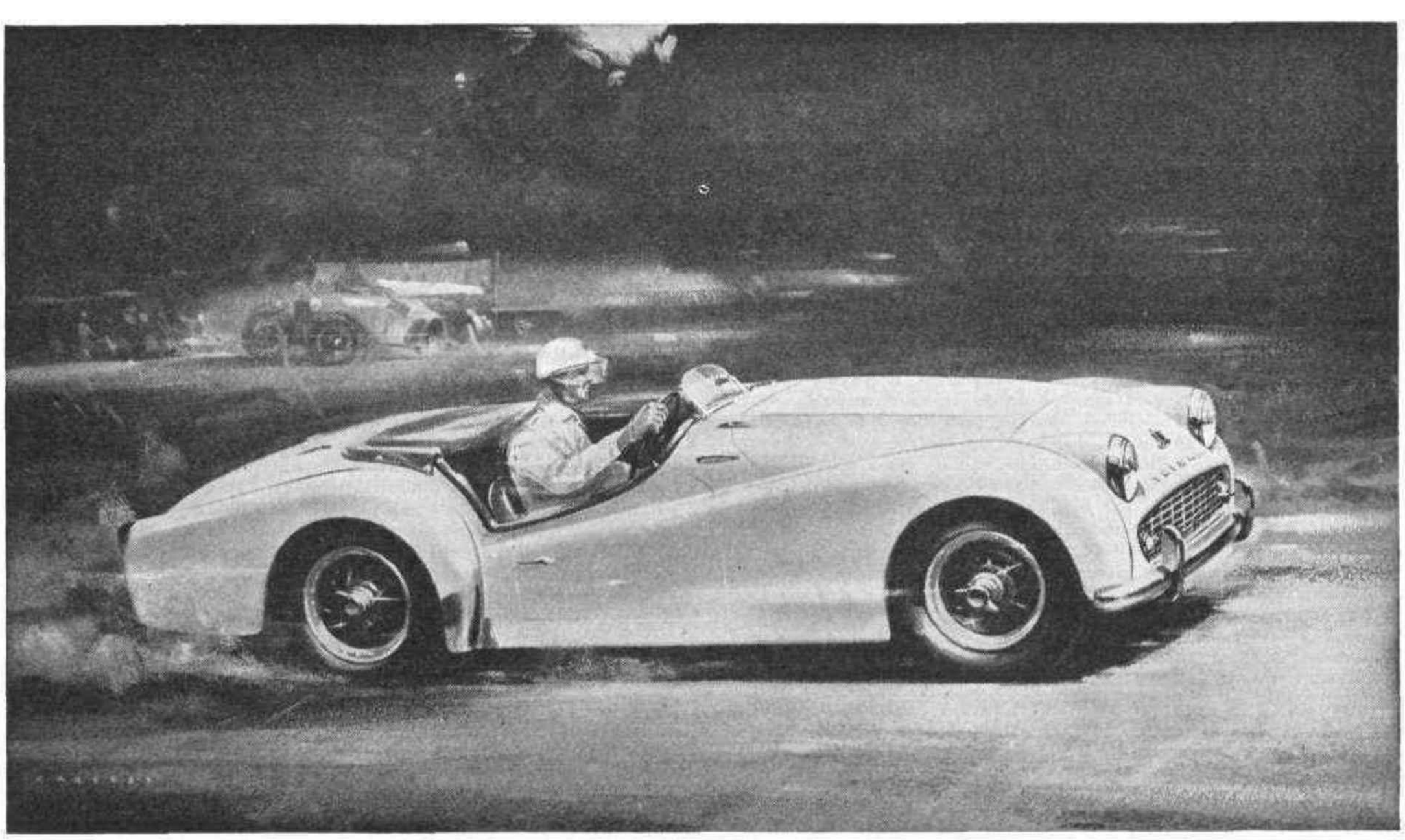
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THE A.D.A.C. 1,000-KILOMETRE RACE—NURBURGRING

Aston Martin Pull off Another Brilliant Win

ADENAU, *June 1st.*

THE annual sports-car race over 44 laps of the tortuous Nurburgring once again counted for points in the Manufacturers' Championship and there was an excellent entry of possible winners, while there was also a strong list of runners in the various classes, the event being open to sports cars, Gran Turismo cars and Special Touring cars. The sports cars were divided into two groups, up to 1,500 c.c. and 1,501-3,000 c.c., and obviously the winner would come from the larger-capacity group. Aston Martin entered three DBR1/300 cars of the type that won the race in 1957 and their drivers were Moss/Brabham, Brooks/Lewis-Evans, Salvadori/Shelby, while Ferrari entered four 12-cylinder cars with drivers Hawthorn/Collins, Musso/Hill, Seidel/Munaron and von Trips/Gendebien. Jaguar were represented by Ecurie Ecosse with three D-types fitted with 3-litre engines driven by Gregory/Flockhart, Fairman/Lawrence, Bueb/Sanderson and the winner could be chosen from these 10 cars. For other positions, even as high as second place, the 1,500-c.c. sports cars could not be overlooked and for once Porsche were not having it all their own way, for the three RSK cars were to be hotly opposed by three factory Borgwards.

Practice went on continually all day Thursday and Friday, and on Saturday morning, and lap times set up counted for the line-up on race day, a Le Mans-type run-and-jump start being used, but unfortunately, time-keeping at the Nurburgring is vague in the extreme and the published times bore no relation to fact. For example, the first day's official bulletin gave Car No. 4, Collins/Hawthorn (Ferrari), 10 min. 15.3 sec., as the fastest time recorded; admittedly Car No. 4 did do that time and it was a Ferrari, but neither Collins nor Hawthorn arrived until long after practice was finished that day. Their car was being used by the other team members, and this shuffling about went on throughout practice with no record being kept of who did what time, each lap time going to the car irrespective of the driver. As a result, the third car in the line-up on Sunday was Ferrari No. 6, driven by Seidel and Munaron, with a time of 9 min. 45.8 sec., whereas in actual fact they were both struggling hard to get below 10 min. 30 sec. This nonsense happens every year at the 1,000-km. race but nothing is ever done about it, which makes one wonder whether the race as a whole can be taken seriously, and, in addition, there were some lamentably slow G.T. Ferraris running and two family saloons, a Peugeot 403 and a Volvo 444, all mixed up with Grand Prix drivers in thinly-disguised G.P. cars with 3-litre engines.

After their second place in the Targa Florio, Porsche were obviously out for a repeat performance on the Nurburgring, their home ground, and on Thursday they had three RSK cars out and an old hack RS. The third new car was identical to the others with the exception of having no tail fins, making it look very short and stumpy, like a Manx cat. During the first day's practice Scarlatti went off the road in one of the earlier RSK cars and demolished it completely, being very lucky to escape with only minor injuries. This meant a reshuffling of cars and drivers in the Porsche team in conjunction with some private owners of RS models. Behra/Barth were in the number one car, Schell/Frere in the second RSK, and Frankenberg/de Beaufort were in the old hack RS fitted with the engine from the crashed RSK. As de Beaufort had entered his own RS car he agreed to let this be driven by the American Arthur Bunker and Schiller a Swiss driver.

In strong opposition to the Porsches were three factory Borgwards, these new cars having four-cylinder engines with twin-overhead camshafts, four valves per cylinder and Bosch fuel injection. The injector pump was driven off the rear of the inlet camshaft and controlled hydraulically from the single large butterfly throttle mounted at the front of the inlet tract, as on the G.P. Mercedes-Benz. On the rear of the exhaust camshaft was a distributor supplying sparks to eight plugs. The chassis was fairly conventional, consisting of large-diameter bottom tubes and a smaller tube superstructure, while the front suspension of wishbones, coil springs and anti-roll bar was made from production Isabella parts. A four-speed gearbox was mounted on the rear of the engine and the differential unit was mounted on the rear of the chassis, rear suspension being of de Dion layout with vertical coil-springs, the cross tube being located by a vast A-bracket running from above each hub to a centre point and with short radius-arms to each side of the chassis from below the hubs. An interesting feature was beautifully finned telescopic rear shock-absorbers, very similar to those that Mercedes-Benz used to use. The two-seater bodies of the Borgwards were simple and devoid of frills, while the cockpits were completely free of pipes, tubes, tanks, batteries and so on, which seem to clutter up most racing/sports cars. The drivers for these cars from Bremen were Herrmann/Bonnier, Schulze/Juttner and Cabianca/Mahle, the lesser-known drivers having served their apprenticeship on the Nurburgring. Schulze made some remarkable times with Porsche Carreras two years ago, Mahle created a fine impression last year with his driving of a Giulietta Sprint Veloce, and Juttner is a works test driver. While Behra made fastest practice lap for Porsche, Herrmann did the same for Borgward, and the difference was only 1.6 sec., the Porsche time being the remarkable one of 9 min. 57.0 sec.

The Aston Martin team had a DB2/4 coupé and a clapped-out 3.7-litre DBR2/370 for their drivers to use for practice, the number of laps done on the DBR1/300 cars being kept to an absolute minimum, which made it rather hard for the new members of the team. Moss and Brooks were going very fast, as did Hawthorn and Collins on Saturday morning, the former making fastest lap of all in 9 min. 43.1 sec. Since last year a certain amount of resurfacing had been done and the circuit was certainly a few seconds faster, but there was no doubt that the 3-litre cars were proving much more manageable than the 4.1-litres of last year, and the better Ferrari drivers were making full use of all the available power, even if the road-holding was a bit old-fashioned. The Jaguars were truly hopeless, leaping and bouncing from corner to corner, and were nowhere near the times of the Ferraris and Aston Martins, nor were they as quick as the Porsches and Borgwards, so that before the race started they could be discounted as potential winners. It was not for lack of drivers, for Gregory was doing terrific things and lapping faster than any works Jaguar has gone round the Nurburgring, and there was no lack of power from the Wilkinson-tuned engines, but as a chassis the D-type really is out of date and it is time Jaguar Cars Ltd. looked to their diminishing prestige. Among the private owners the Austrian Köchert had a brand new 3-litre V12 Testa Rossa Ferrari, of production type with the gearbox attached to the engine, and the German driver Bauer did a lap in 10 min. exactly in this car, which was very good going. Similar cars were being driven by the Belgians Mairesse/de Changy and the Finnish drivers Lincoln/Hietarinta, while Carlsson/Bremer had an old four-cylinder Monza Ferrari that looked as out of place as a 3-litre Bentley would have done. The two Whiteheads had their DB3S ex-works car, and to complete the list of over 1,500-c.c. cars there was a Porsche Carrera with a special 1,600-c.c. engine driven by the factory driver Linge and ex-D.K.W. motor-cycle rider Winkler.

In the small sports class, in addition to the Porsches and Borgwards, there was a new 1,500-c.c. Osca and a motley collection of privately-owned Lotus cars that spent most of the time in the workshops being sorted out. Frost had a brand new Lotus Fifteen with horizontal twin-cam Climax engine, and while it went it was very fast, but being brand new it needed re-assembling every now and then, as did the Berchem Lotus Fifteen. It is one thing to build cars for sale quickly and another thing to put them together properly; it would be a pity if Lotus go the same way as Kieft did some years ago, through lack of good detail workmanship. Frost had Hicks as co-driver so the latter lent his Mark XI to Blumer/Power, and as Jon Fast had no co-driver for his Osca he took Campbell-Jones, whose Mark XI Lotus was then lent to Horridge/Monaco, both of whom turned up on the off-chance of a drive. Piper was sharing his Mark XI with Keith Green and Latchford/Hall the old Halsylec resplendent in a new coat of green paint, while Fowell/Godfrey had an early swing-axle Lotus-Climax and two German drivers completed the list with a Porsche Speedster with Carrera G.T. engine.

The big Gran Turismo class had only four Ferrari 250 G.T. entries, while the 1,600-c.c. class was full of Porsche Carreras and the little class full of Alfa-Romeo Giuliettas, and the only thing to say about them was that even the well-driven ones got in the way of the fast cars and the badly-driven ones should not have been permitted to start. It really is time a rule was made for G.T. cars in such a race—that they only start if they can lap faster than the class below them. If a 250 G.T. Ferrari cannot lap faster than a Giulietta then the driver and/or the car are not qualified to be taking part in a World Championship event, while the admission of the Peugeot and the Volvo was nothing short of criminal.

By 9 a.m. on Sunday morning 54 cars were lined up in echelon in front of the pits and the drivers were on the opposite side of the road. With the cars arranged in practice-time order, scrutiny of the line from top to bottom was both interesting and infuriating. Seidel in third place was an absurdity, while Behra in sixth place with a Porsche was remarkable, as was Herrmann in eighth place with the Borgward. Gregory was in a brave 13th place with the first Jaguar, the next being Bueb in 18th place. Blumer was in an excellent 21st position with the 1,100-c.c. Lotus, ahead of Strahle, who is no mean conductor of a Porsche Carrera. The Finnish Testa Rossa Ferrari should have been embarrassed to be seen in 23rd position, while 25th was Wüsthoff in a Speedster Carrera, second in his group on his first visit to Nurburgring. The first Giulietta was in 36th position, and down towards the end of the line there was actually a Ferrari 250 G.T. that was slower than the Peugeot 403 and another that only just beat it, of which one need say no more.

After the usual scramble to get in the cars it was Moss who shot off into the lead, hotly pursued by Brooks, Schell, Behra, Hawthorn and Salvadori, and then followed a jostling mass of cars of all colours, leaving two lonely Lotuses on the starting grid. Horridge eventually got away and finally Hicks took off in Bill Frost's Lotus Fifteen, hiccupping away in third gear, the lower ones not being available. With a clear road in front of him and knowing that Brabham could not hope to maintain a high pace, Moss really gave the Aston Martin all it had got and finished lap one so far ahead of the rest of the field that it did not seem possible that they had all started together. Following came Hawthorn, Brooks, von Trips, Salvadori, Behra, Mairesse, Musso, Schell, Bauer, Seidel and Gregory, so the order was Aston Martin, Ferrari, Aston Martin, Ferrari, Aston Martin, Porsche, private-Ferrari, Ferrari, Porsche, another private Ferrari, Ferrari and Jaguar, and the battle was on between Feltham and Maranello with Stuttgart holding a watching brief. Borgward were already in trouble for Herrmann was out with a broken de Dion tube and Schulze was only in 16th position. The new-boy Wüsthoff was leading the Carrera Porsches, much to the chagrin of the regulars, and Kessler in Picard's Ferrari was leading the big Gran Turismo cars and the Swiss driver Stern was heading the Giulietta race.

On the next lap Mairesse had a rear tyre burst and had to stop and fit the spare, and Brooks spun and dropped many places, the exhaust pipes which protrude from under the driver's door emitting a sheet of flame which scorched the paint. Moss lapped in 9 min. 47 sec. way out on his own, and after the field had gone by, with Brooks in 14th place, it was noticed that Salvadori was missing, having been delayed by a faulty gear-selector mechanism. Mairesse came in for a new spare wheel, the burst tyre looking like a bundle of hay, and set off in last place with the uneviable task of overtaking all the small cars, for he had been making the Belgian 3-litre Ferrari really motor. With two Aston Martins in trouble, Behra had moved up into fourth place and Gregory was doing terrific things with the D-type Jaguar, lying sixth. Salvadori appeared at the pits to retire, unable to get out of fifth gear, and on lap three Moss set up a new record in 9 min. 43 sec., a time that used to be considered quite something with a Grand Prix car. The class leaders remained unchanged and already the Peugeot saloon had been lapped, while many of the also-rans were about to be overtaken by Moss. The Borgward team were a bit put out by the failure of their number one car and on lap five Schulze drew into the pits and handed over to Herrmann, who had returned by the public roads. By now Moss had lapped 22 cars, so that his " traffic " driving, at which he excells, was really worth watching, and he was continually drawing away from Hawthorn, von Trips, Behra, Musso, Gregory, Brooks, von Frankenberg, Seidel, Schell, Bauer, and the rest strung out behind him. Amongst the small cars, Blumer was keeping ahead of the first Porsche Carrera and Piper was only just in front of the first Alfa-Romeo coupé, while Eugene Hall was making the Halsylec go surprisingly quickly, and Hicks was gradually gaining ground after his bad start.

The procession went on and on lap seven Blumer overturned in the Karussel banked corner, bending the body of the Lotus but not himself, and Cabianca stopped his Borgward at the pits to say all was not as good as it might be. On the next lap Herrmann, in Schulze's Borgward, came in with a seized rear axle and the car was wheeled away on a jack, and on lap nine Cabianca returned once more and Herrmann took over his third Borgward for the day. On the next lap Gregory was lying in seventh position with the Jaguar, leaping and bounding his way round the course, when a Porsche coupé got in his way and he smote the bank with the left side of the car, stopping at the pits at the end of the lap to have the body bent straight and a wheel changed. So meteoric was his pace that all this only cost him two places, von Frankenberg and Seidel being the only two to go by. Having completed 10 laps Moss shot into the



HERMANN AT THE HELM of the third works entered Borgward, the other two, which he also drove, having retired previously. These interesting cars are undoubtedly fast but the tortuous Nurburgring proved that they still possess teething troubles.

Aston Martin pit, leapt out, Brabham leapt in, and the car was back in the race still leading by a huge margin from Hawthorn's Ferrari. Poor Brabham, in his first race with an Aston Martin works car, had an impossible task ahead of him for he had only been allowed three practice laps in the DBR1/300 and the 3.7-litre practice car had been so tired that it taught him little. He now had to learn the circuit and the car while the horde of Ferraris driven by experienced Nurburgring drivers bore down on him. A lesser man would have stopped by the roadside and wept! By the end of the next lap Hawthorn had caught the Aston Martin and as they passed the pits the Ferrari went into the lead. Some of the back-markers stopped for fuel and driver changes, Picard taking over the leading G.T. Ferrari and Frost having a drive in his new Lotus Fifteen, still with no suitable gear for standing starts.

Lap 12 saw the order Hawthorn (Ferrari), Brabham (Aston Martin), Behra (Porsche), Musso (Ferrari), Brooks (Aston Martin), von Frankenberg (Porsche), Seidel (Ferrari), Gregory (Jaguar), Bauer (Ferrari), Graham Whitehead (Aston Martin) and Bunker (Porsche), all the rest of the cars having been lapped by the leader. The leaders of Gran Turismo were still Picard, Wüsthoff and Stern, though second-place men in the two smaller groups were only seconds behind the leaders. At the end of lap 13 Hawthorn went by in the lead and Brabham brought the Aston Martin into the pits; the fuel tank was filled, the rear wheels changed and then the front wheels changed, and just as von Trips, in third place, went by to take second place, Moss roared back into the race, spinning his wheels furiously to scrub the new rear tyres on the rough concrete apron in front of the pits. Seidel came in for fuel and to hand over to Munaron and Brooks was about to pass Musso to take fifth place behind Behra in the RSK Porsche, which was going at a remarkable speed, his best lap being in 9 min. 54 sec., which would have been good in a 3-litre car let alone a 1,500-c.c. car. Moss soon re-passed von Trips and was now after Hawthorn, and at the end of lap 13 Hawthorn was very overdue, eventually to appear and head slowly for the pits, his near-side rear tyre in ribbons, Mr. Englebert having once more let the Scuderia Ferrari down. The car was refuelled and new rear tyres fitted and Collins took over, but not before Moss and von Trips had gone by. Behra stopped for fuel amid loud applause and Barth took over, and Schell handed over to Frere, while the Whiteheads changed over, and Campbell-Jones took over from Fast on the very reliable and sturdy little Osca 1,500. Mairesse handed the Belgian Ferrari over to de Changy, having pulled it up from 51st place to 29th place, and many of the smaller cars made routine stops. On lap 15 Brooks came in for fuel, a change of all four wheels, and Lewis-Evans set off, while Musso took on fuel and changed rear wheels only, and Phil Hill took over the driving. The Behra/Barth Porsche had dropped from fourth to sixth due to its stop, but now went back into fourth place while the others made their stops. In the Gran Turismo category Wüsthoff had lost the lead to Strahle in a Carrera G.T. but Stern was still leading the Giuliettos, hotly pursued by Foitek, and Picard was safely leading the G.T. Ferraris, even though he had been overtaken by the two leading Porsche Carreras.

On lap 16 von Trips came in to hand over to Gendebien and already Collins had gone by into second place, but Moss, in the lead, was drawing right away, completely unchallenged. Witn number seven Ferrari making its first pit stop, Barth now took the Porsche into third place, but not for long, for the stopped at the pits at the end of lap 18 with the engine making a horrid noise; something in the valve gear having broken. Lewis-Evans was feeling sick and could not keep up with Hill, who had taken fifth place from him, but the Ferrari was in trouble on the 18th lap, when a rear tyre burst on

leaving the Karussel. Hill continued to the top of Hohe-Act on the ruined tyre and then stopped and fitted the spare, which was a small front one. He came into the pits very much overdue and having dropped to ninth place, so that with the leading Porsche retirement the order was now: Moss/Brabham (Aston Martin), Hawthorn/Collins (Ferrari), von Trips/Gendebien (Ferrari), Brooks/Lewis-Evans (Aston Martin) and von Frankenberg/de Beaufort (Porsche), only these five still being on the same lap. Flockhart (Jaguar) was next, way ahead of his team-mates and leading the Seidel/Munaron works Ferrari as well as Hill, who was trying to make up time after his tyre trouble; then came Frere, having taken over from Schell, with the second RSK Porsche and the Whitehead Aston Martin, running very regularly, as was the Bunker/Schiller Porsche RS. Herrmann was still going in the last remaining Borgward but was nowhere in the running and had been into the pits to have the steering looked at.

Things settled down as half-distance approached, and at the end of lap 22 Moss had a 2 min. 15 sec. lead over Collins, 5 min. 35 sec. over Gendebien and 6 min. 39 sec. over Lewis-Evans, these four being the only ones on the same lap. It was clear that the luckless Brabham would have to take another spell in the leading car, for a three-hour time limit without a break was in the regulations, so obviously Moss *was building up as big a lead as possible, for Brabham could not be* expected to equal the times of Hawthorn or Collins in the following Ferrari. With more than a lap lead in his class, Picard had gone off the road and bent the front of his Ferrari, and the two Porsche Carreras of Strahle/Walter and Wüsthoff/Wilbourne, the two Americans, were still only seconds apart, while the Stern/Vogel Giulietta was now well ahead of its classmates. At last Herrmann let someone else drive a Borgward and Bonnier took over from him, but not for long as the steering became de-arranged and the car had to be withdrawn. At the end of lap 24 Moss drew into the pits, there was a lightning change of drivers, and Brabham was off again, with little chance of losing the lead, thanks to the terrific driving of Moss. Of the lesser private owners, Fast and Campbell-Jones were keeping the Osca well placed and Piper and Green were doing all right with the Lotus XI, but Godfrey had spun off long ago and Horridge and Monaco were in trouble and way back, as was the Halsylec, which was now last. The Belgian Ferrari retired with a broken rear axle, and on lap 27 Frere spun the works Porsche and dented the nose, but continued; on this lap all three Jaguars refuelled, changed wheels and drivers, and "Wilkie" and his merry Scots had a busy time. At the end of lap 28 Lewis-Evans made a routine stop and Brooks resumed driving again, still in fourth place, and at the end of the next lap Brabham brought the other Aston Martin in. Collins had not been able to catch Brabham but he was not far behind, and there then occurred one of those tense pit-stop scenes that we used to see in Grand Prix racing a few years ago. The leading Aston was being refuelled and the rear wheels were being changed, and Moss was preparing to take over, when the second-place Ferrari arrived in the pits. The Aston Martin and Ferrari pits were adjacent, so that Collins drew up behind the leading Aston Martin, and as the Ferrari needed fuel and the front wheels changing all the mechanics had to work at top speed and make no mistakes, for at this point the leading and second-place car were separated by the length of one pit, after 29 laps of the Nurburgring, or 460 kilometres of racing. Nobody fumbled and Moss was able to set off still in the lead, with Hawthorn in the Ferrari now, only a few seconds behind, but for a moment the outcome of the race hung in the balance in the skilled hands of the mechanics of the two teams.

Barring accidents, it was now all over, for Moss had shown earlier in the race that the Aston Martin had the legs of the Ferrari, even with Hawthorn at the wheel, so all he had to do was to draw away into a steady lead. *However, there were still 15 laps to go, and as* one lap of the Nurburgring represents the average English racer's whole season of racing, anything could happen. After this little drama among the leaders, Gregory in the leading Jaguar had a private accident when his left front brake seized solid going into the north turn and he subsided onto the grass. The damage he caused earlier in the race when he hit the bank had ruined the brake cooling scoop on that side and it had overheated. This was an unfortunate end to an homeric drive, for he had just done a lap in under 10 min., an apparent impossibility with a D-type. The rest of the Ferrari team refuelled and changed drivers, as did the works Porsches, and at 30 laps the order was Moss/Brabham, Hawthorn/Collins, von Trips/Gendebien, Brooks/Lewis-Evans, Musso/Hill, von Frankenberg/de Beaufort, Schell/Frere, Seidel/Munaron, the Whiteheads, Bunker/Schiller, Bueb/Sanderson, Bauer/Köchrt, Fairman/Lawrence, Lincoln/Hietarinta and Fast/Campbell-Jones. The battle in the 1,600-c.c. G.T. class had stopped when the Wüsthoff/Wilbourne Porsche had a rear wheel break off, they dropping to fifth place in the class while they fitted the spare, and the lead in the Giulietta group remained unchanged. However, there was still a long way to go, though no more pit stops or driver changes were scheduled, but there was plenty of time for mistakes to be made or engines to blow-up.

On lap 34 Hawthorn made a slight excursion into the undergrowth and, though it did not lose him his second place, all hope of catching Moss was now gone and the leading Aston Martin could now ease up for the first time since the start. On this same lap the American driver Bunker, who was making his first European appearance, flew off the road, demolished de Beaufort's Porsche he had borrowed and injured himself. Further back in the field the Piper/Green Lotus was touring round with a broken rear hub bearing casting, and was also delayed at one pit stop by the cable falling off the starter motor. The Frost/Hicks Lotus Fifteen had not lasted long for a rear radius-arm had broken, so it looks as though Chapman will have to do some redesigning if he is to beat Porsche anywhere but at Le Mans. At the end of lap 36 Moss was about to lap Brooks and Hawthorn was about to lap Musso, which was something to speculate on as far as both teams were concerned. Then Bueb came into the pits with very erratic road holding, and another Jaguar went out, part of the front suspension having come adrift, and Schell was about to pull into the pits to complain that fuel was still leaking *into the cockpit when it was realised that the Whitehead Aston* Martin was about to take eighth place from the Porsche, so Schell was waved on frantically.

Now the leader's race was really over and, lapping beautifully consistently, Moss brought the DBR1/300 Aston Martin over the line to win the 1,000-km. of Nurburgring for the second year running for the Feltham team. Two wins with the same car and different teams of drivers must surely indicate that the Aston Martin is a first-class car. The Ferraris of Hawthorn/Collins and von Trips/Gendebien finished on the same lap, and Brooks was in fourth place on his penultimate lap when a slow car moved across the road in front of him and forced him into the ditch, where he came to rest unhurt but out of the race, and for once in his life very furious, but with every good reason. This let the Musso/Hill Ferrari into fourth place, followed by Seidel/Munaron and then the two works Porsches. The regulations said that the leader in each class had to complete 44 laps, the full race distance, so as the big cars were flagged off after Moss had crossed the line, the 1,500-c.c. cars had to continue, the leading Porsche of von Frankenberg/de Beaufort and Barth, who had taken a spell at the wheel, still had three more laps to cover, while the G.T. cars were as many as five laps in arrears. This arrangement caused Bauer in Köchert's Testa Rossa Ferrari to think he had not finished for Schell was just in front of him, and while doing an unnecessary extra lap he went off the road while trying to get past the Porsche and died from his injuries, ending the 1958 A.D.A.C. 1,000-kilometre race on a sad note.

Results:

1,000-KILOMETRE RACE—NURBURGRING—44 Laps—Warm and Dry

*1st:	S. Moss/J. Brabham (Aston Martin DBR1/300), 7 hr. 23 min. 33.0 sec.—135.6 k.p.h. (*new race record*).	
2nd:	J. M. Hawthorn/P. Collins (Ferrari V12 TR) ...	7 hr. 27 min. 17.0 sec.
3rd:	W. von Trips/O. Gendebien (Ferrari V12 TR) ...	7 hr. 33 min. 15.0 sec.
4th:	L. Musso/P. Hill (Ferrari V12 TR)	1 lap behind
5th:	W. Seidel/G. Munaron (Ferrari V12 TR)	2 laps behind
*6th:	R. von Frankenberg/G. de Beaufort/E. Barth (Porsche 1,500 RS)	3 laps behind
7th:	H. Schell/P. Frere (Porsche 1,500 RSK)	3 laps behind
8th:	A. G. Whitehead/P. Whitehead (Aston Martin DB3S)	3 laps behind
9th:	J. Fairman/J. Lawrence (Jaguar D-type) ...	4 laps behind
10th:	S. Kochert/E. Bauer (Ferrari V12 TR)	4 laps behind
11th:	J. Fast/J. Campbell-Jones (Osca 1,500)	5 laps behind
12th:	K. Lincoln/H. Hietarinta (Ferrari V12 TR) ...	5 laps behind

Fastest lap: S. Moss (Aston Martin), lap three, in 9 min. 43.0 sec.—140.9 k.p.h.

Starters: 54. *Finishers*: 32.

** Class winners.*

1st in G.T. class over 1,600 c.c.:	Dernier/Beurlys (Ferrari)	111.4 k.p.h.
1st in G.T. class up to 1,600 c.c.:	Strahle/Walter (Porsche) ...	118.6 k.p.h.
1st in G.T. class up to 1,300 c.c.:	Stern/Vogel (Alfa-Romeo) ...	112.4 k.p.h.

* * *

NURBURGRING NATTERS

The Ferrari driven by von Trips/Gendebien was the car used by Hawthorn at Silverstone on May 4th, the V6 Dino engine being replaced by a V12 Testa Rossa engine, still with the gearbox attached to the engine. The other three works cars had the four-speed gearboxes in unit with the differential unit. All cars had de Dion rear ends, while the Dino chassis had Grand Prix front brake drums.

The Scuderia Ferrari started four cars and finished second, third, fourth and fifth. A wonderful demonstration of reliability, but apparently not good enough for the Commandatore.

The second Lotus Fifteen, belonging to the Belgian driver Berchem, spent so much of practice being rebuilt that he had no time to learn the circuit, so he scratched.

Continued on page 465



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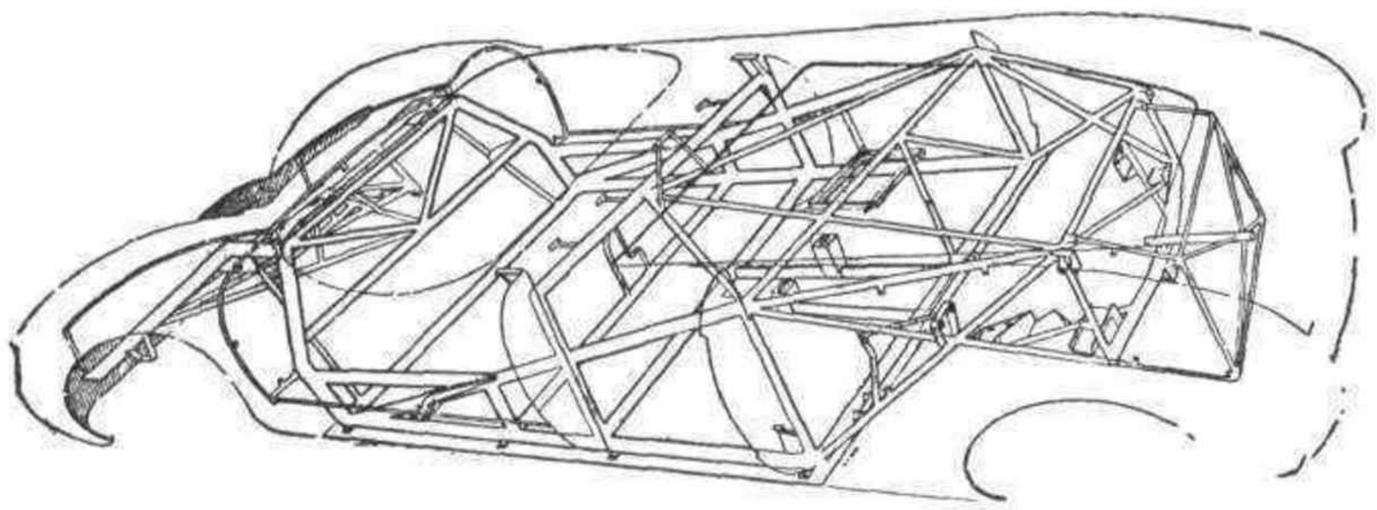


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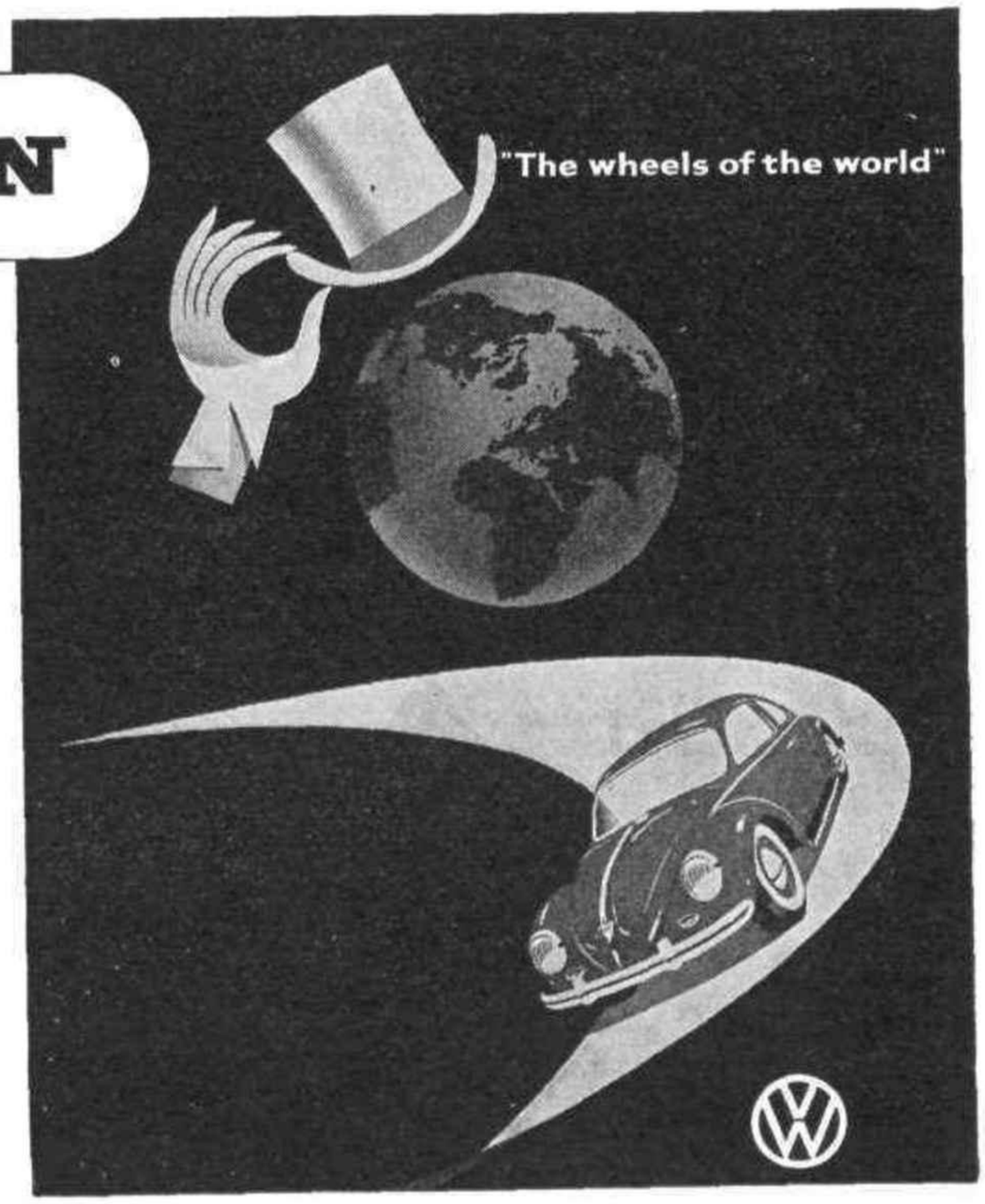
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A TALE OF THREE ALLARDS



ALL-ALLARD STABLE.—Eric Alexander's three Allards photographed outside the Dover House, near Worthing. On the left of the picture is the 1952 Le Mans Cadillac-Allard he uses for sprint racing, in the centre his Cadillac-Allard saloon with Hydramatic transmission, and on the right the hack M-type Allard coupe with tuned Ford V8 engine.

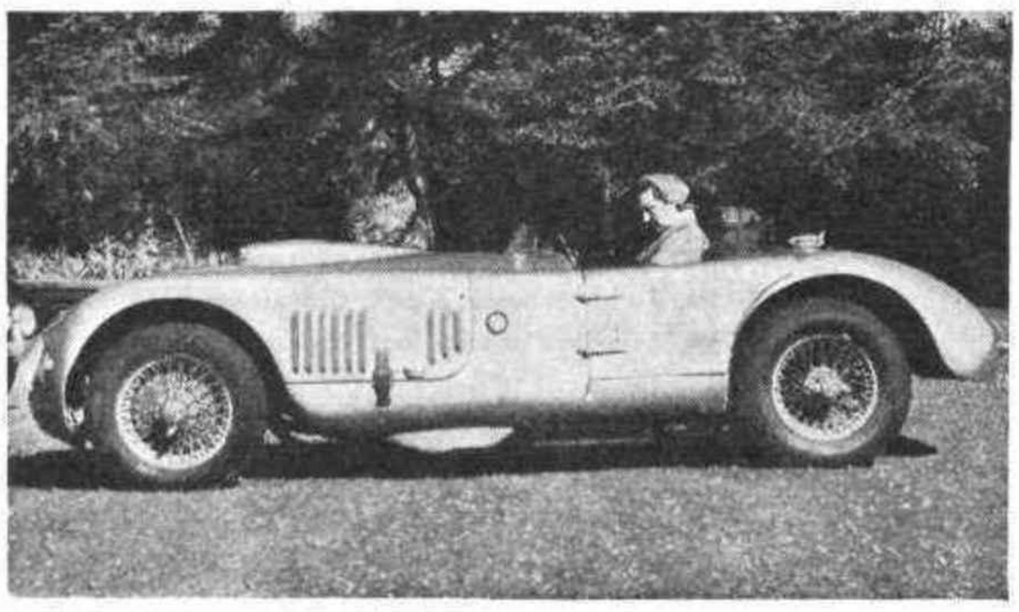
ONE of the most potent Allards in the world and three of the most interesting cars of this make in one stable are the property of Mr. Eric Alexander of Worthing.

The fastest of the trio is a remarkable car, inasmuch as it serves as a shopping runabout, is an extremely fast sports car and competes very successfully in sprint contests, its acceleration matching that of American "dragsters."

This J2X Allard was built for Le Mans. It has a 5,420-c.c. V8 Cadillac engine with Detroit Automotive Company full race equipment, including twin Rochester Quadruple downdraught carburetters, solid tappets, a compression-ratio in the region of 10 to 1 and Buick inner with Cadillac outer valve springs, of 190 lb./sq. in. against the standard engines' 160-lb. valve springs. Ignition is by a Mallory distributor and Mallory "Magspark" high-efficiency coil, and there is food for thought in the ignition advance used—9 deg. before t.d.c. on the hand setting, which increases to 31 deg. maximum advance when the automatic control takes over!

Power from this bonnetful of potent machinery goes, *via* a Cadillac clutch, to a 3-speed and reverse gearbox with central "stick," the gears being Chevrolet, in an Oldsmobile casing. Thus were a desirable set of close ratios obtained. These can be further varied because the de Dion back axle incorporates an Allard quick-change spur-gear train at the end of the open propeller-shaft. With this there are twelve combinations, giving a range of final-drive ratios from 2.0 to 1 to 4.9 to 1. This range of ratios enable effective use to be made of the power available, which is probably in excess of 300 b.h.p., the engine running up to a remarkable 5,000 r.p.m. when at the top of its form.

For example, at Brighton Alexander uses a 3-to-1 ratio. For a s.s. ¼-mile this is altered to 3.78 to 1, and for a s.s. ½-mile sprint, such as at Thorney Island, when the Allard has thrice in succession made fastest-time-of-the-day against racing-car opposition, a 3.20 to 1 ratio is employed. Up Prescott a 3.45 to 1 ratio is found more suitable, while at Shelsley-Walsh the 3.2 axle ratio enables second gear to be used all the way up and over the line, after stepping off in bottom gear.



MOST POTENT OF THE TRIO.—Miss Hockenhull about to "take off" in the Le Mans Allard, which has three times in succession made f.t.d. at Thorney Island Speed Trials, returning as its best time 21.8 sec. for the s.s. ½-mile, and which is capable of covering a s.s. ¼-mile in well under 15 sec. No easy car for a girl to handle, Miss Hockenhull nonchalantly uses the Allard for shopping as well as for sprints.

After running at Le Mans in 1952, this Allard was modified for sprint work, in which sphere it has certainly collected the silverware, as a glance at Mr. Alexander's sideboard proves! Special 100-ton steel half-shafts were machined for the car and the 40-gallon fuel tank was replaced by a 10-gallon tank with its own electric fuel pump feeding to the mechanical fuel pump on the engine. For serious sprinting a two-gallon tank, again with its own electric pump, is fitted on the bulkhead. Plastic fuel-lines have given better results than the original copper piping, as has a ring-pipe round the carburetters feeding both float chambers, instead of separate pipes to each float chamber.

The body, ugly but suggestive of the latent brute-force of this particular Sydney Allard baby, was built by the Allard Motor Co., of 16g. alloy panels. The radiator is normal Allard, the cooling system using a water impeller in the cylinder block, and two 6-volt batteries live under the seat.

The chassis is the usual boxed-in channel-section J2X with cruciform bracing, and Lockheed 12 in. by 2¼ in. brakes with twin master cylinders and ribbed Alfin drums are used, each retaining the external adjuster fitted for the Le Mans race. The linings are Ferodo VG 95. Suspension is by coil-springs all round, with the divided-beam axle at the front.

The power of the modified Cadillac engine has never been measured but it was noticeably improved by raising the compression-ratio and particularly by replacing the three exhaust pipes from each three-port head which merged into a single pipe, with three separate pipes from each head, these running to D-type Jaguar silencers each with twin tail pipes. The Allard now possesses a throaty rumble, good to hear, but take-off is rendered exciting by a somewhat "sudden" clutch and the great urge unleashed when the throttles are opened.

The car's owner is the first to admit that this Allard is no lightweight. It scales some 23½ cwt. at the kerbside. Consequently, its sprint successes are all the more creditable. These include the s.s. ¼-mile against a strong headwind at Eastney in 14.7 sec. (before later modifications), the Thorney Island s.s. ½-mile in 21.8 sec., and best British time in the semi-wet at Brighton (25.67 sec. for the s.s. kilo). That this is a very potent machine is recalled by a bill for £275 which Alexander received from Brighton Corporation, price of a lamp standard he demolished soon after the start of the 1956 Speed Trials. He makes no attempt to excuse this lapse; indeed, a chunk of the damaged post, suitably mounted and inscribed, occupies a prominent place amongst his trophies. At the top end of the Brighton course, where peak revs. are just about reached in top gear, equivalent to some 140 m.p.h., Alexander admits to apprehension as the car tries to slide into the seaside kerb. Incidentally, at Le Mans, with a 2.8-to-1 axle ratio, the car was timed at 148 m.p.h.

Yet the Le Mans Cadillac-Allard is used frequently for shopping expeditions, both by its owner and his business partner, Miss Margaret Hockenhull, who holds members' f.t.d. for Thorney Island, in the excellent time of 23.6 sec.

The car's maxima in the gears are difficult to assess, because the driver has little inclination to line-up the tachometer reading when driving against the watch, but approximately 60 m.p.h. in first, and 95 m.p.h. in second gear are obtainable. At Brighton in 1955, before the more recent mods. were made, the last 88 yards of the course were covered at a timed 128.6 m.p.h., so that a maximum in the region of 140 m.p.h. (in sports-car trim, remember!) seems a reasonable estimate.

The procedure for breaking course records is to keep seven gallons of fuel in the rear tank to aid rear-wheel adhesion. The centre-lock

wire wheels are shod with 6.50 by 16 tyres at the back, 6.00 by 16 at the front, these tyres being Dunlop Racing, all of which are Pneugrippa-ed.

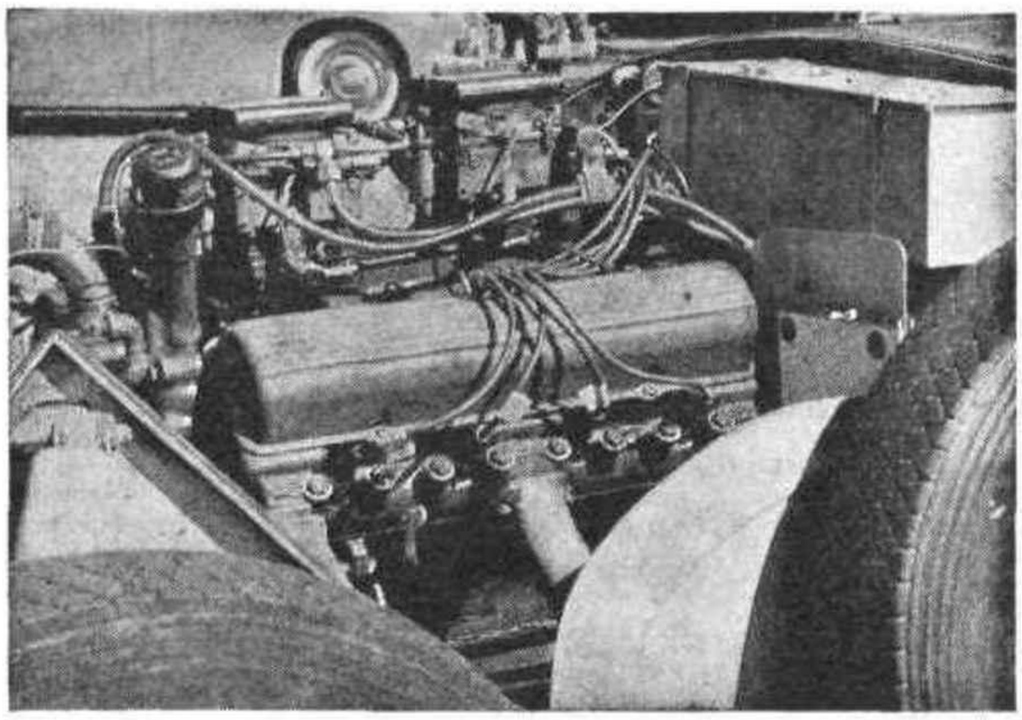
A carburation flat-spot has been cured by using Cleveland Discol petrol. When Allard raced the car Lodge R47 plugs were used but, after experimenting with A.C. 42s, specially imported from the States, Alexander now prefers the softer Champion J6s, sacrificing a set of these, however, after every run. So far as lubricants are concerned, the sump is filled with 50/50 Bardahl and Castrolite, drained after each meeting. Castrol XL with the addition of 25 per cent. Bardahl being used in the gearbox and Castrol Hypoid 90 plus 25 per cent. Bardahl in the back axle.

In spite of its potency this remarkable Allard has been driven some 5,000 miles on the road by its present owner, who gets an excellent 17 m.p.g. when thus commuting. Raced, this rises to around 8 m.p.g., naturally.

Alexander is no newcomer to sprint motoring, for in 1926, riding a 350-c.c. Calthorpe tuned by Fall, he beat the venerable Baragwanarth at Lewes, and subsequently sprinted in the saddles of Brough-Superior, long-stroke Sunbeam and Norton motor-cycles. He then turned his attention to cars, graduating through seven different Austin Sevens, Clynos, Morrises, etc., to the hobby of turning out fine cars to Concours d'Elegance standard. These latter have included Talbot 105, Speed Six Bentley, a beautiful cream drophead 540K Mercedes-Benz (now in America) and his present Allard saloon. He did not return to sprint motoring until recently, with a 1953 T.T. Arden-head Mercury-Allard.

The saloon Allard is another remarkable car, and probably the most expensive ever built by the Allard Company. It was listed at over £2,500. It is a blue P2 1956 Monte Carlo model with another 5.4-litre Cadillac engine under its bonnet. This engine is quite standard (at the time of writing !), with hydraulic tappets and single Carter Quadruple carburetter, and so is the Hydramatic fully automatic transmission. The coil-spring suspension, Lockheed brakes and de Dion back axle (3.5 to 1) are much as on the J2X, but the two-door Allard saloon body is very heavy and this car weighs about 29 cwt. Luxuriously upholstered in leather, this is a fine car, which handles well and is very quiet-running. Naturally, it possesses outstanding acceleration; at M.I.R.A. the Allard Company timed it to do 0 to 60 m.p.h. in 10.2 sec. and the s.s. ¼-mile in 17 sec.

On this occasion there was apparently insufficient space for the car to get into its stride, because the maximum speed of 112 m.p.h. scarcely did it justice. The Hydramatic transmission has an over-ride lever and kick-down, providing two settings, changes into the highest ratio taking place at 30 m.p.h. or at 65/68 m.p.h. according to the driving technique adopted. In view of the appeal of a 5.4-litre fully-automatic Allard it is surprising that this model went out of production. But only six were built. Of these, there



POWER PACK.—The 5.4-litre Cadillac vee-8 engine of Alexander's Le Mans Allard, which now has modifications in the best American dragster tradition.

is a Cadillac-engined example with normal Ford gearbox in Ireland, two others, one with Ford, another with Mercury engine, in this country, the others being exported without power units. So Alexander has a unique Allard in this Cadillac Hydramatic saloon. It has run about 20,000 trouble-free miles, doing 17 m.p.g., and looks very smart, with 6.00 by 16 Dunlop Road Speed Whitewall tyres. Miss Hockenhull has exhibited it at the Brighton Concours d'Elegance, and it has won the closed-car class at Thorney Island Speed Trials. Incidentally, Castrolite is used in the engine and appropriate Castrol lubricants for the transmission and back axle of this car.

After buying these cars Alexander craved hack-transport and seems to have decided on an all-Allard stable, because he purchased, from the Allard Company and for no very fabulous sum of money, his third Allard. This is a 1949 M-type coupé with 30-h.p. Ford V8 engine. The late property of a member of the Competition Department of Amal Ltd., it is by no means as ordinary as it looks. The Ford gearbox has a floor gear-lever, which is rare. The engine boasts alloy heads, a compression-ratio of 8.25 to 1, dual Solex carburetters, a three-branch exhaust manifold and a special eight-lobe distributor. This model had the transverse leaf-spring divided-axle front suspension. This particular Allard has a 3.54-to-1 axle ratio and Michelin " X " tyres all round and is a faster conveyance from A to B than you might suppose !—W. B.

BUGATTI O.C. PRESCOTT HILL-CLIMB RESULTS (June 8th)

General Classification and Awards

	First Run	Second Run	
	Sec.	Sec.	
Sports Cars up to 1,100 c.c., Unsupercharged			
1st : J. G. Tallis (Lotus Mk. VI)	48.74	48.75	
2nd : W. A. Cleave (Morris)...	52.06	52.16	
3rd : P. A. Cross (750 Formula)	59.46	57.89	
Sports Cars (1,101 c.c. to 1,600 c.c.), Unsupercharged			
1st : E. Lewis (*Lotus* Mk. VII)	48.60	47.86	
2nd : Miss I. Robinson (Broadley Special) ...	58.65	57.67	
3rd : B. R. Parsons (Frazer-Nash)...	58.56	57.91	
Sports Cars (1,601 c.c. to 3,000 c.c.), Unsupercharged			
1st : P. H. G. Cottrell (Lotus-Bristol)	48.57	48.64	
2nd : W. G. Wilson (A.C.)	48.61	49.16	
3rd : Sir Clive Edwards (Cooper-Bristol)	49.83	49.67	
Sports Cars over 3,000 c.c.			
1st : P. Scragg (H.W.M. Jaguar)	48.38	47.78	
2nd : F. E. Wall (Bugatti Type 51)	55.60	49.16	
3rd : J. Berry (Bugatti Type 55)	49.61	49.34	
Formula 1. Racing Cars up to 750 c.c., Supercharged or 2,500 c.c., Unsupercharged (with four or more cylinders)			
1st : T. Marsh (Cooper)	44.32	43.99	
2nd : M. A. H. Christie (Lotus)	44.56	44.86	
3rd : E. P. Scragg (M. A. H. Christie) (Lotus) ...	47.15	46.70	
Formula 3. Cars having an engine capacity not exceeding 500 c.c., Unsupercharged			
1st : R. B. James (Cooper Mk. IX)	45.32	44.64	
2nd: Pauline Brock (J. B. Welton) (Cooper Mk.IX	48.37	46.23	
3rd : J. B. Welton (Cooper Mk. IX)	47.70	46.55	
Formula Libre. Cars having an engine capacity exceeding 750 c.c. Supercharged or 2,500 c.c. Unsupercharged (with four or more cylinders)			
1st : R. W. Phillips (Fairley)	45.17	Retired	
2nd : F. A. Norris (Alta Special)	45.18	45.37	
3rd : D. H. C. Hull (A. Jeddere-Fisher) E.R.A. "B"	45.62	45.70	
	First Run	*Second Run*	
Formula Libre. Two or three-cylinder cars having an engine capacity exceeding 500 c.c. Supercharged or Unsupercharged			
1st : T. Marsh (Cooper 1,100)	41.87	41.89	F.t.d.
2nd : D. Boshier-Jones (Cooper 1,100)	42.40	41.93	
3rd : D. R. Good (Cooper 1,100)	43.30	43.47	
Bugatti Handicap for Bugatti cars of any type or capacity			
1st : J. Berry (Bugatti Type 55 2300/S	49.27	49.26	
2nd : Dr. S. G. Bayliss (Bugatti Type 35 B2300/S)	50.15	49.48	
3rd : F. E. Wall (Bugatti Type 51 2270/S) ...	49.45	48.81	
Grand Touring Cars			
1st : R. C. Green (A.C. Aceca)	52.20	51.95	
2nd : G. Howard-Sorrell (Jaguar XK140)... ...	54.21	55.20	
3rd : Miss Rosemary Massey (Jaguar KX150) ...	57.42	55.64	

Fastest Time of the Day (record) : T. Marsh (Cooper 1100), 41.87 sec.

VETERAN C.C.

The next Veteran C.C. event will be the Welsh Rally on July 12th/13th. Headquarters of the run are at Llandudno from where competitors make their way to Colwyn Bay.

ROLLS-ROYCES AND BENTLEYS AT BEAULIEU

Sunday, July 13th is the Bentley Drivers' Club Rally at Beaulieu Manor and Sunday, July 20th is the date of the Rolls-Royce rally at the same venue.

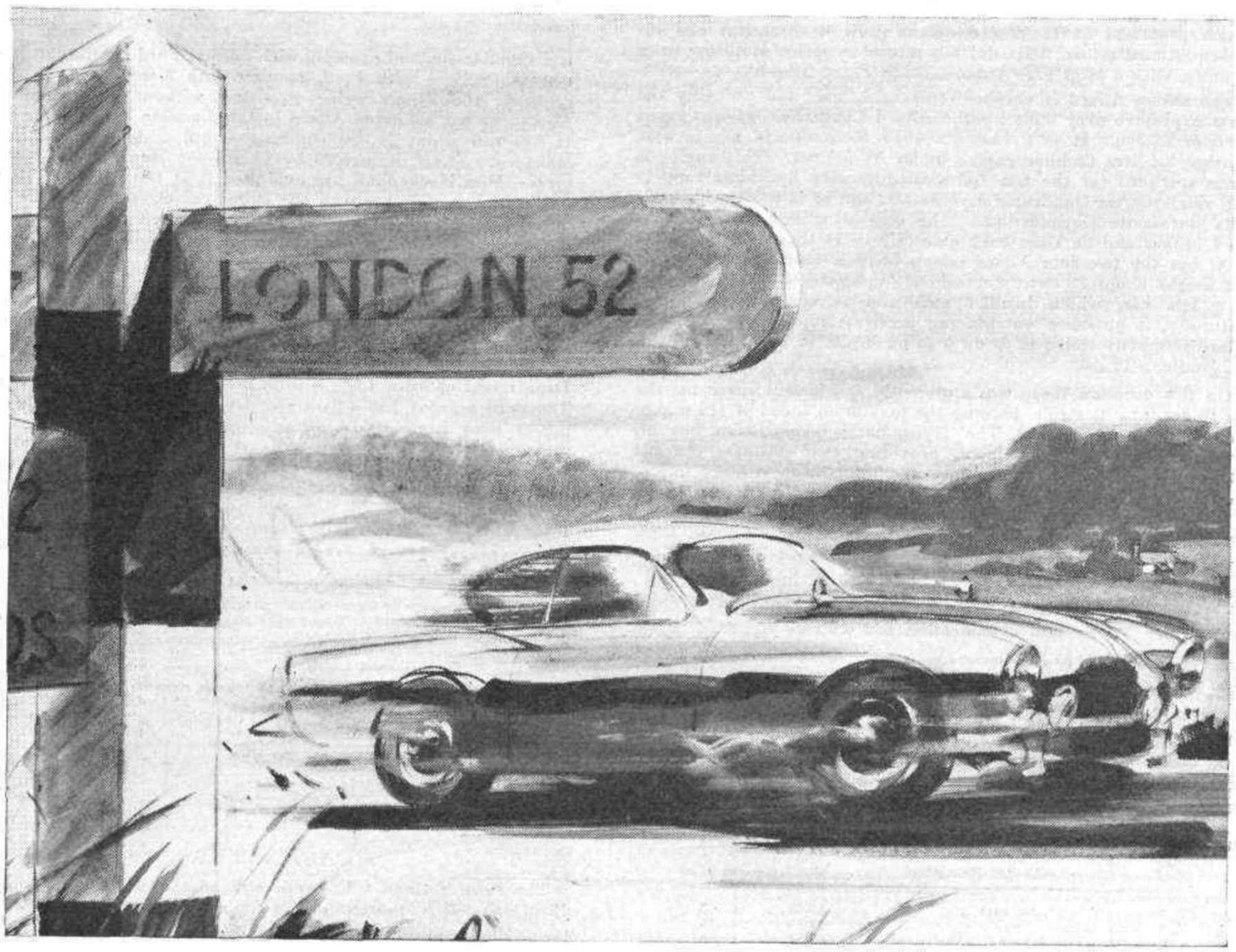
FOR SPECIAL BUILDERS

The Folkestone and East Kent C.C. will shortly be opening a Special Builders section, having acquired a small garage for this purpose. Details are available from the Secretary : L. Camplin, 6, Boscombe Road, Folkestone, Kent.

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PICTORIAL REVIEW

European G.P. (Spa)
Snetterton M.R.C.
Dutch G.P.
1000 Km. Nurburgring
Whit. Goodwood
Crystal Palace

Top : CRITICAL PIT STOP for the two leading cars, the Moss/Brabham Aston Martin and the Hawthorn/Collins Ferrari, occurred at the end of their 29th lap. On the left team-manager Reg Parnell shouts final instructions to Moss as he pulls away from the pits, the DBR1 having been refuelled and re-tyred at the rear. Brabham, his second short spell at the wheel over, watches, hand on hip, from the top of the pit counter. On the right, Collins glances over his shoulder as Hawthorn refuels the Ferrari and the mechanics change all four wheels. The red car remained at the pit for another minute and lost nearly three more on the track by the end of the race.

Bottom : 1,000 KILOMETRES TO GO ! The middle of the field, already well spread out, rushes through the downhill sweep past the Fuchplatz on the opening lap of the World Sports-Car Championship race at the Nurburgring on Sunday, June 1st. Moss is way out of sight in the lead with the Aston Martin DBR1, whilst in the foreground Graham Whitehead (DB3S) chases Kessler (Ferrari G.T. 250), von Frankenberg and Juttner (Porsche Spyder RSKs), Fairman (Ecurie Ecosse Jaguar-D) and Seidel (works Ferrari Testa Rossa).



Grand Prix d'Europe, Spa

(SEE PAGE 425)

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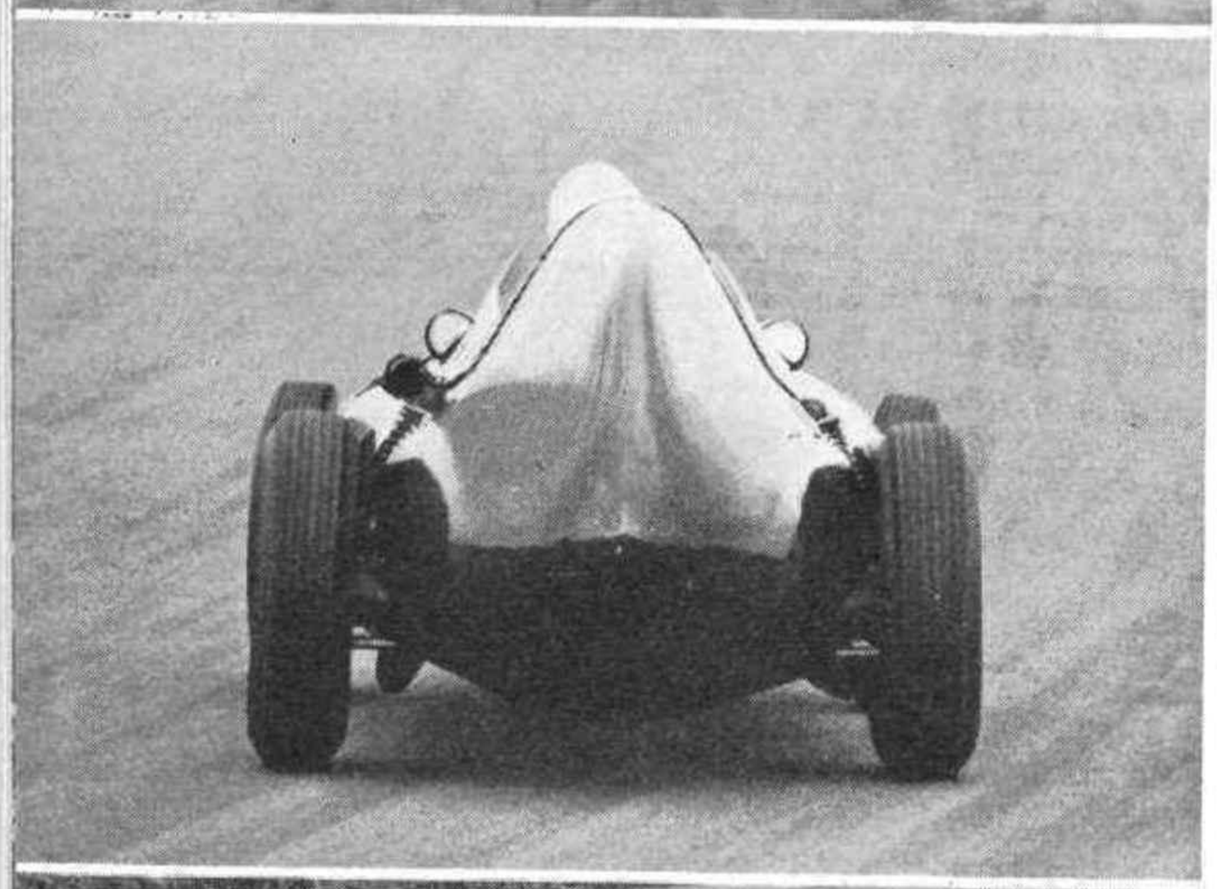
and at 259 Plaistow Road, London E.15. Phone: MARyland 7661/5



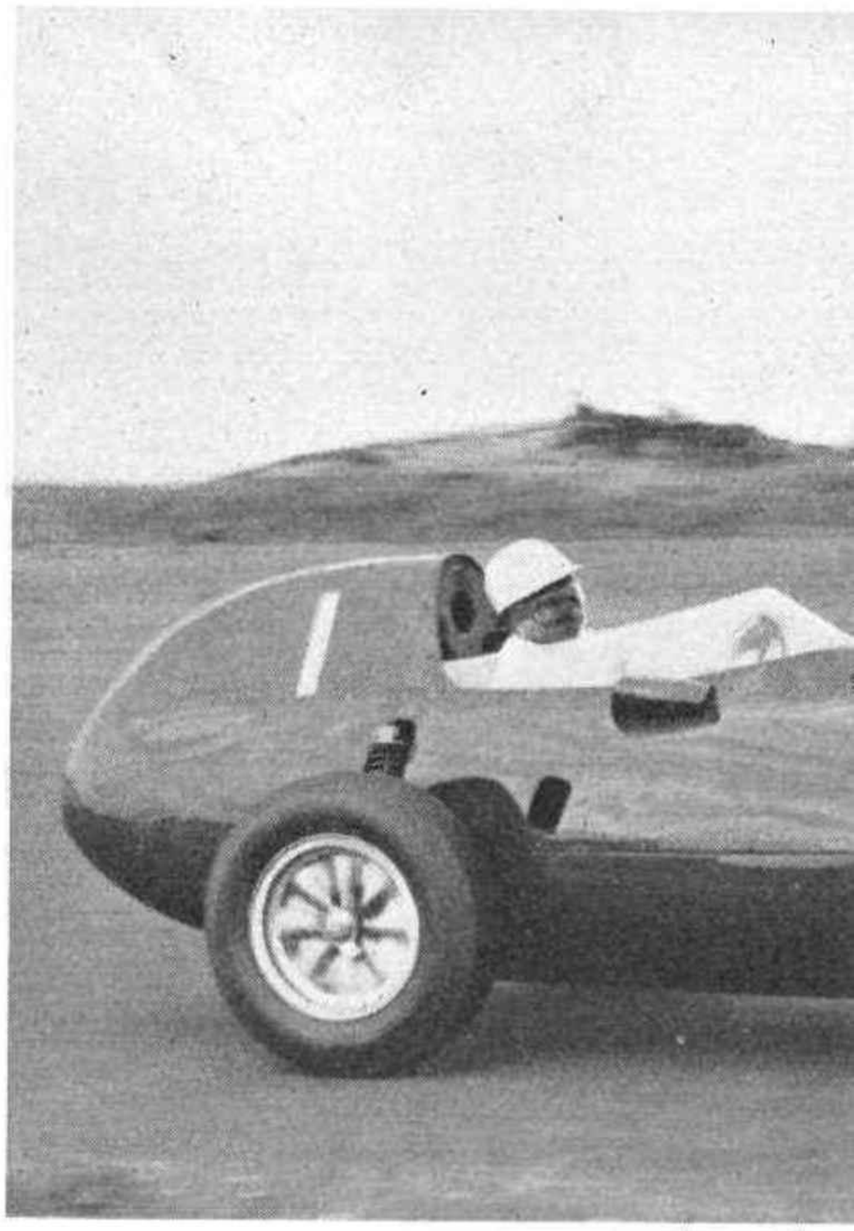


BRAVO B.R.M.—The two 1958 B.R.M. cars showed a wonderful improvement at Zandvoort and ran perfectly throughout the race, taking second and third places. Here Schell, who drove a remarkable race, is seen travelling at speed to finish second in front of team-mate Behra.

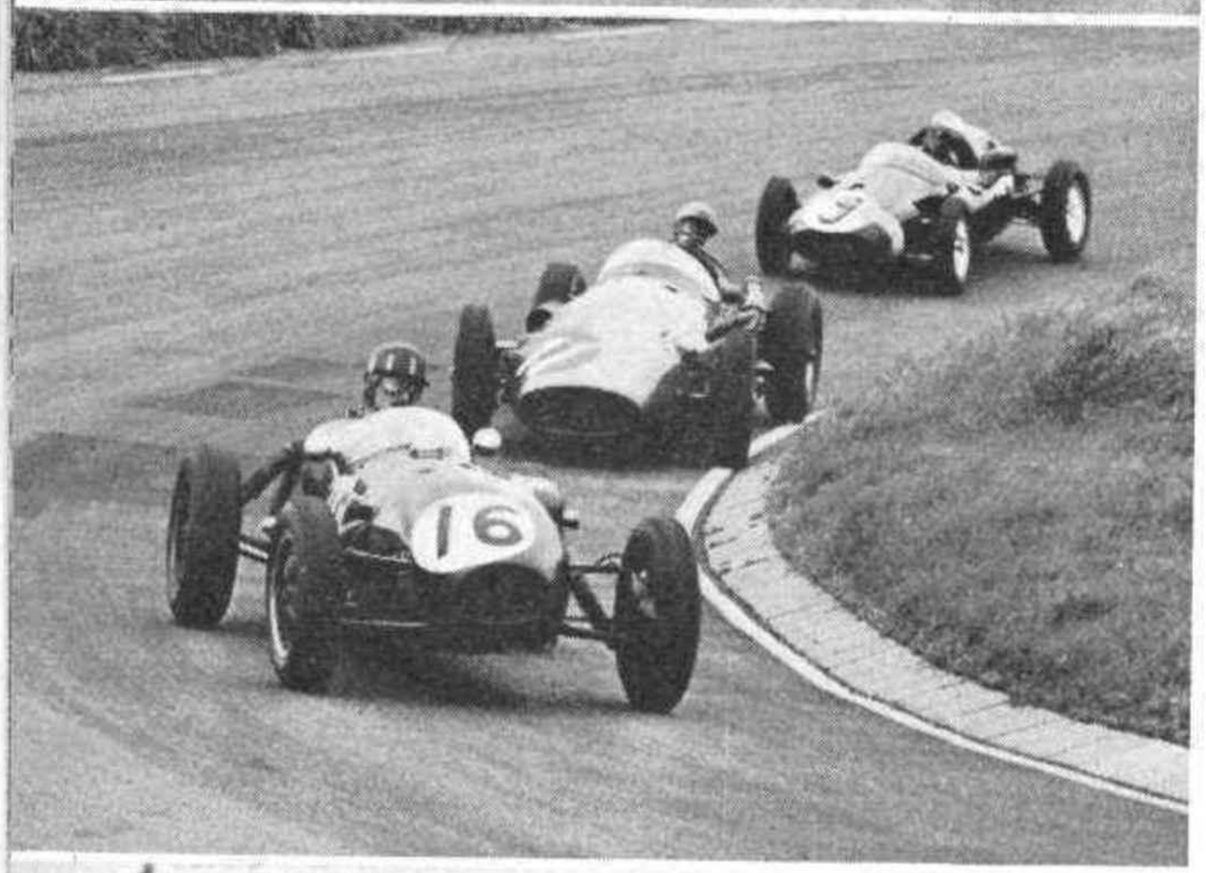
FERRARI STEERING CHARACTERISTICS.—At characteristics and these two photos of Collins taken on the to a violent over-steer in a very short space of time and dis anyway. The photo on the right show



POWER SLIDE.—The Zandvoort circuit with its smooth surface allowed some fine demonstrations of pure roadholding techniques and here Moss is seen in the winning Vanwall power-sliding out of a left-hand corner with a fair degree of right-lock, just visible over the rear wheels.

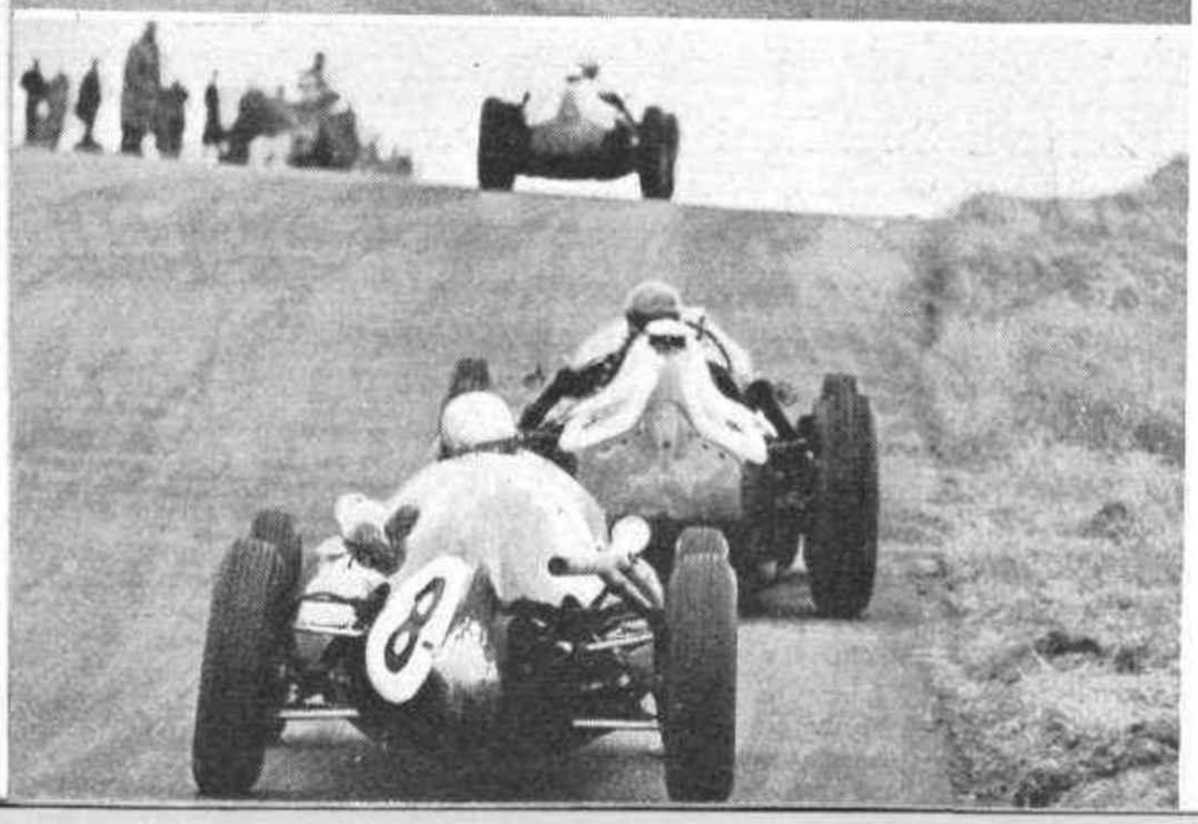


BRITAIN SUPREME.—Stirling Moss drove an impecc seen here into its unusal form with wire-spoke front wheels to their long



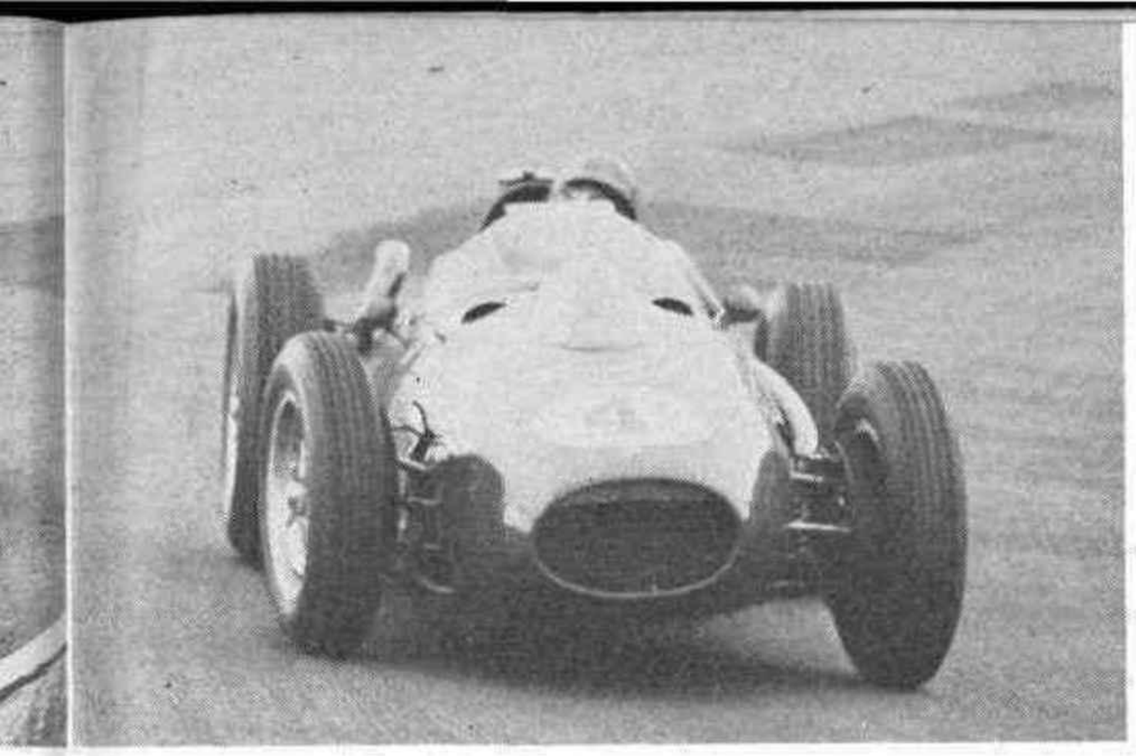
MODERN GRAND PRIX CARS.—This mixed bunch in close formation during the Dutch Grand Prix shows Hill (Lotus 1.96-litre) followed by Bonnier (Maserati 2.5-litre) and Trintignant (Cooper 2.0-litre), three examples of the variations on the design theme for a Grand Prix car.

ANGLES.—This unusual rear view shows Collins (Ferrari) being hotly pursued by Brabham (Cooper). the upright wheel of the Ferrari and its shapely tail contrasting strongly with the heavily leaning wheel of the Cooper and the bulbous rear view.

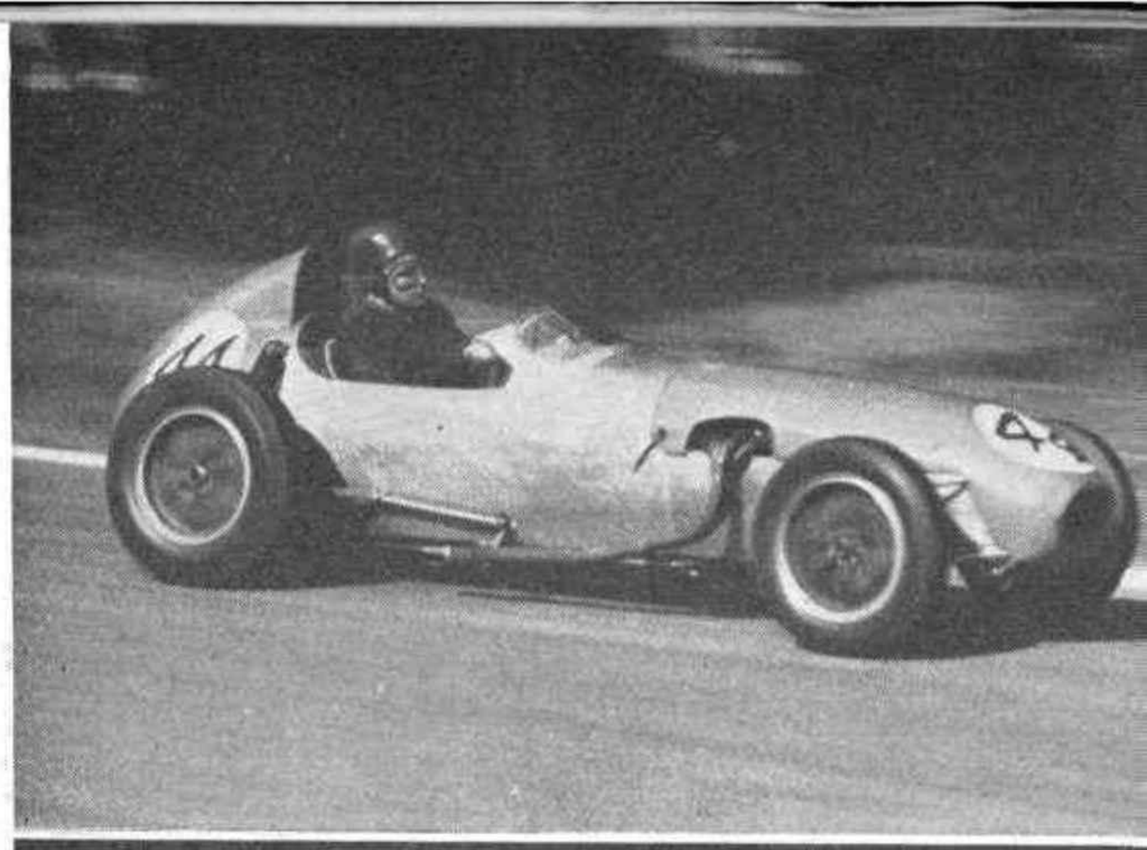


UNAPPROACHABLE in the marque sports-car race at Goodwood on Whit Monday was Jack Sears, at the wheel of this very fast and stable Austin-Healey 100-Six hardtop, seen here taking the chicane.





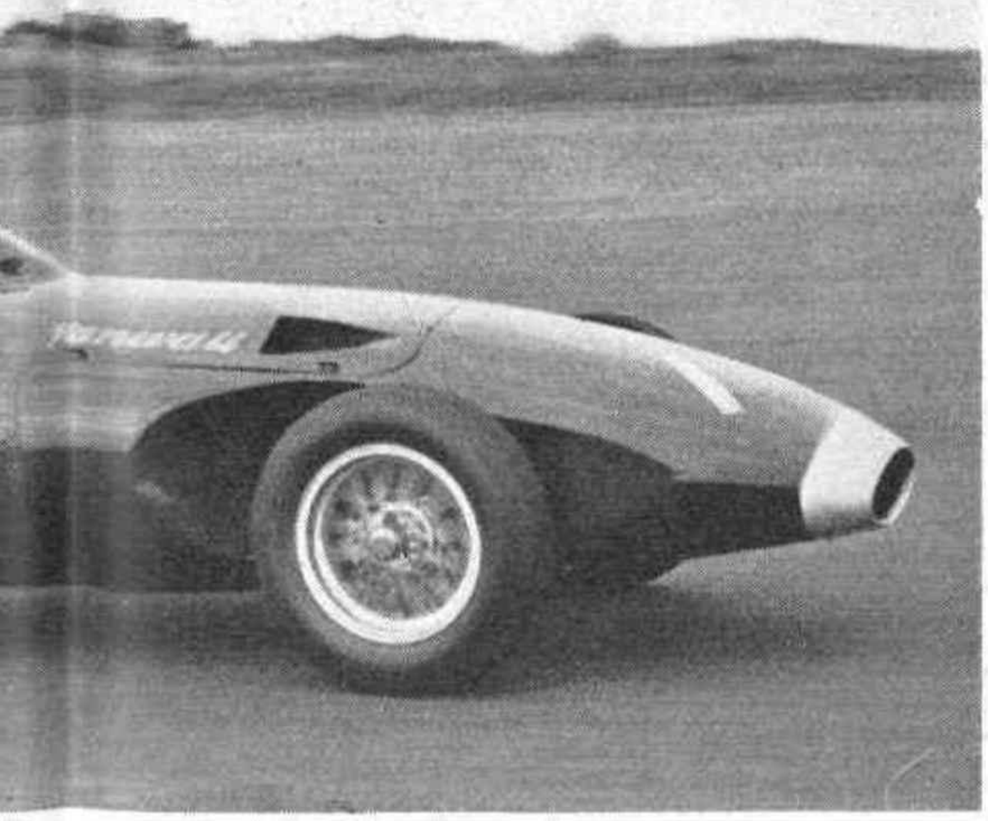
Zandvoort the Ferrari drivers were troubled by unsuitable steering same corner show how the Dino 246 varied from a violent under-steer tance the changeover being much too sudden and too late in the corner s a remarkable degree of roll for a Grand Prix car.



BACK AGAIN.—Ivor Bush driving the F.11 Lotus is here seen at Crystal Palace on Whit Monday. The photo was taken at the Park Curve. Bush finished fourth in the Crystal Palace Trophy.



A COOPER FOR ME.—Kenneth Tyrrell, winner of Heat 2 of the Crystal Palace Trophy, takes the Alan Brown Cooper - Climax up Anerley Ramp towards Maxim Rise at Crystal Palace on Whit Monday.



able race to win the Dutch Grand Prix at Zandvoort with a Vanwall, and magnesium-alloy rear ones. Since Monaco the Vanwalls reverted tapering nose cowlings.

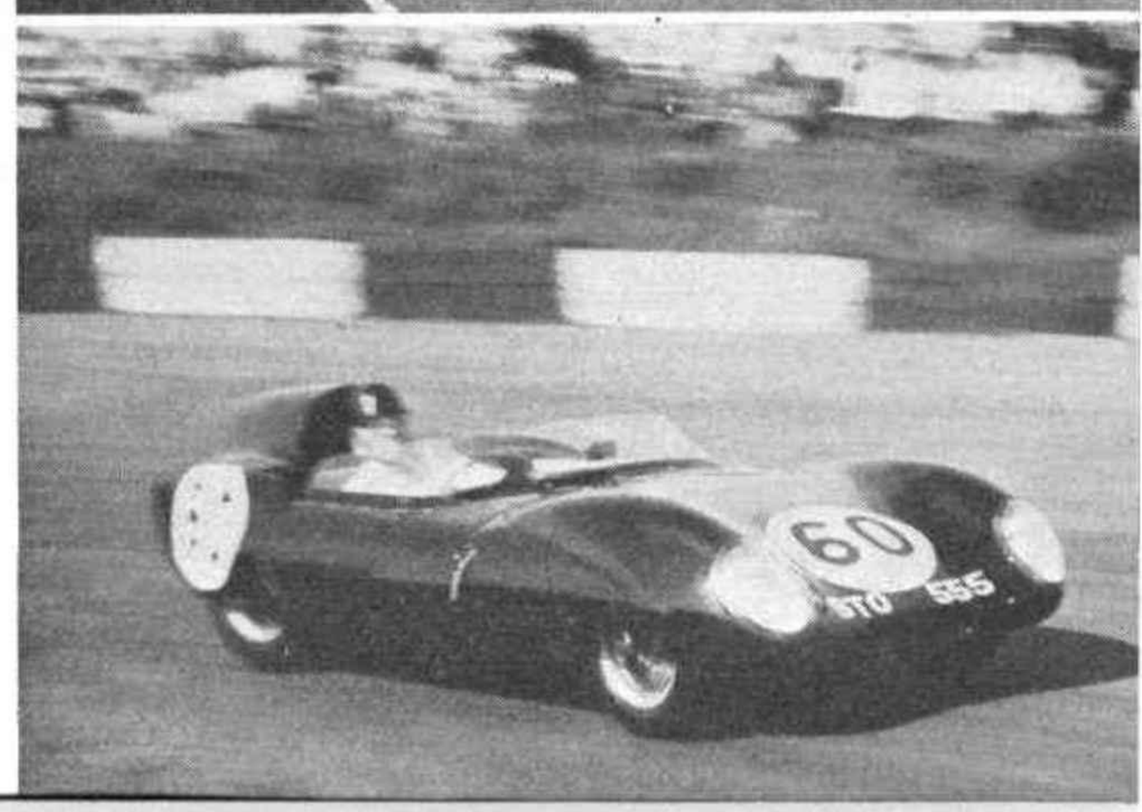


THEY'RE OFF.—The start of the 10-lap Formule Libre scratch race during the Stanley Sears Trophy Meeting at Snetterton on June 1st. The winner, M. J. Neil, is on the extreme right in a Cooper.

BRIEF LEAD is enjoyed by Duncan Hamilton in the Whitsun Trophy race at Goodwood, although the Jaguar is about to be retaken by Bruce Halford (Lister-Jaguar), who was delayed on the previous lap by an off-the-road excursion.

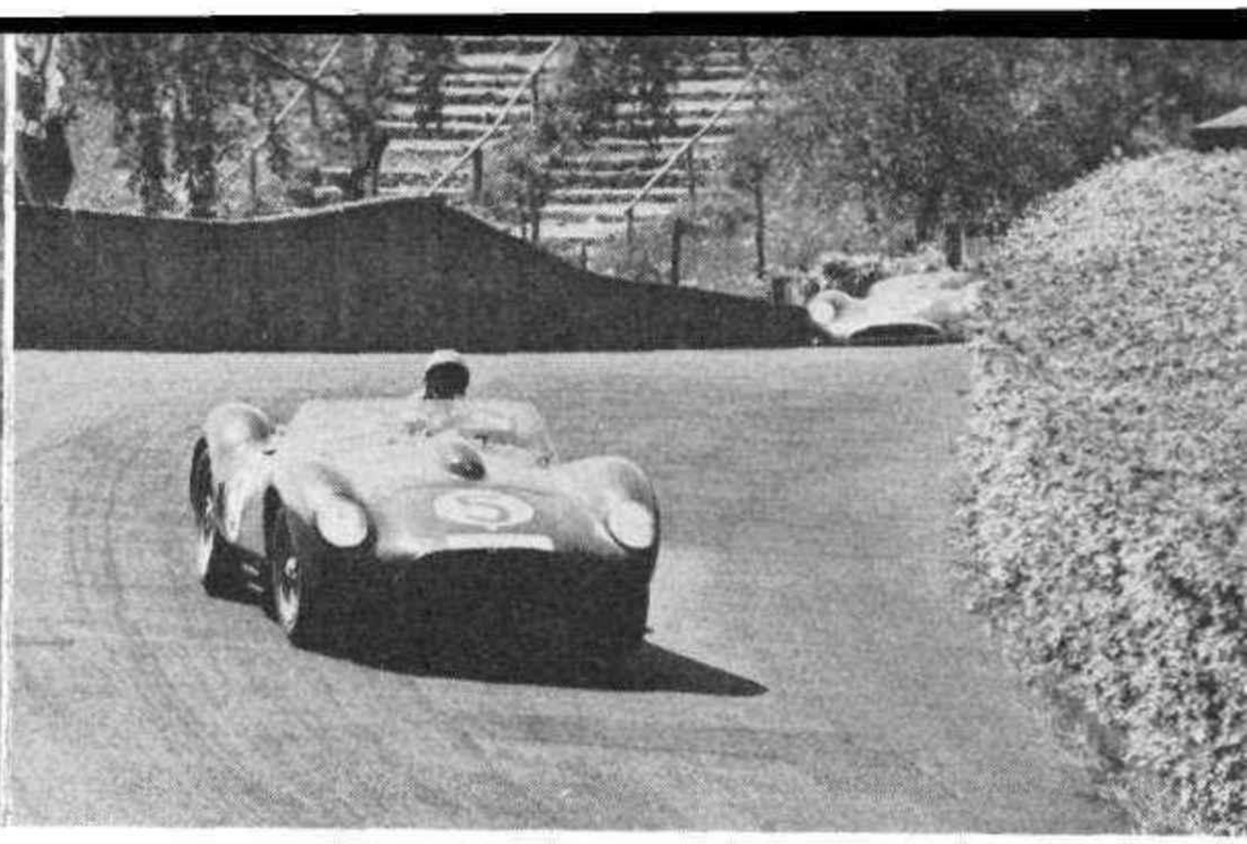
IN THE SUMMER SUN. — Runner-up in the 8-lap scratch race for sports cars was Wagstaff's Lotus which is here seen at the "Esses" during the June 1st Stanley Sears Race Meeting at Snetterton.



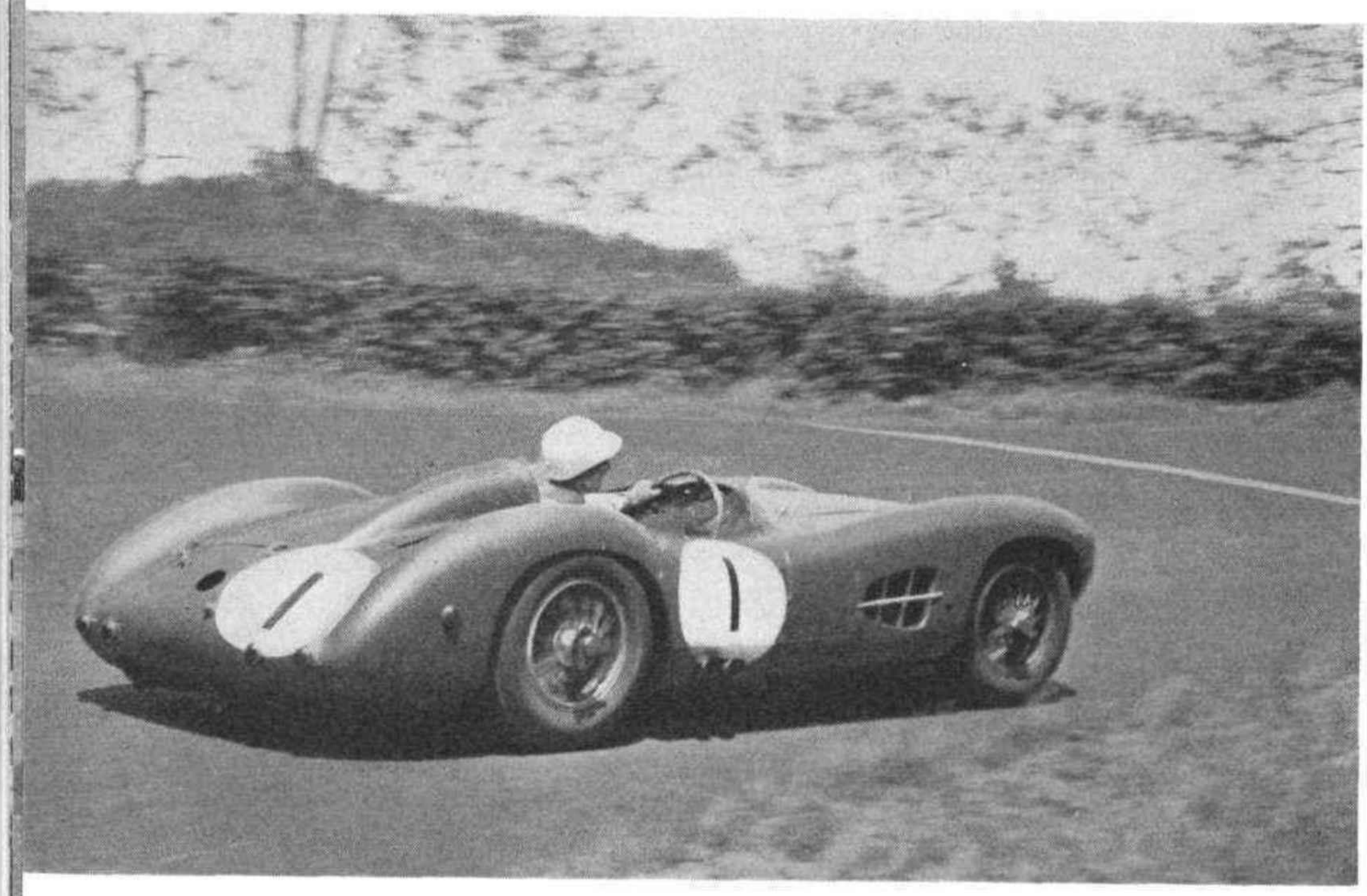




MAN IN A HURRY is Mike Hawthorn, the fastest Ferrari driver during the race, who at this stage was actually leading the field, having overtaken Jack Brabham in the Aston Martin. The Ferrari was shortly to be delayed by a near-side rear tyre blow-out.



OVER THE BRIDGE near Adenau comes the Musso/Hill Ferrari, which finished fourth behind team-mates Hawthorn/Collins and Von Trips/Gendebien, hotly pursued by the Brooks/Lewis Evans Aston Martin.



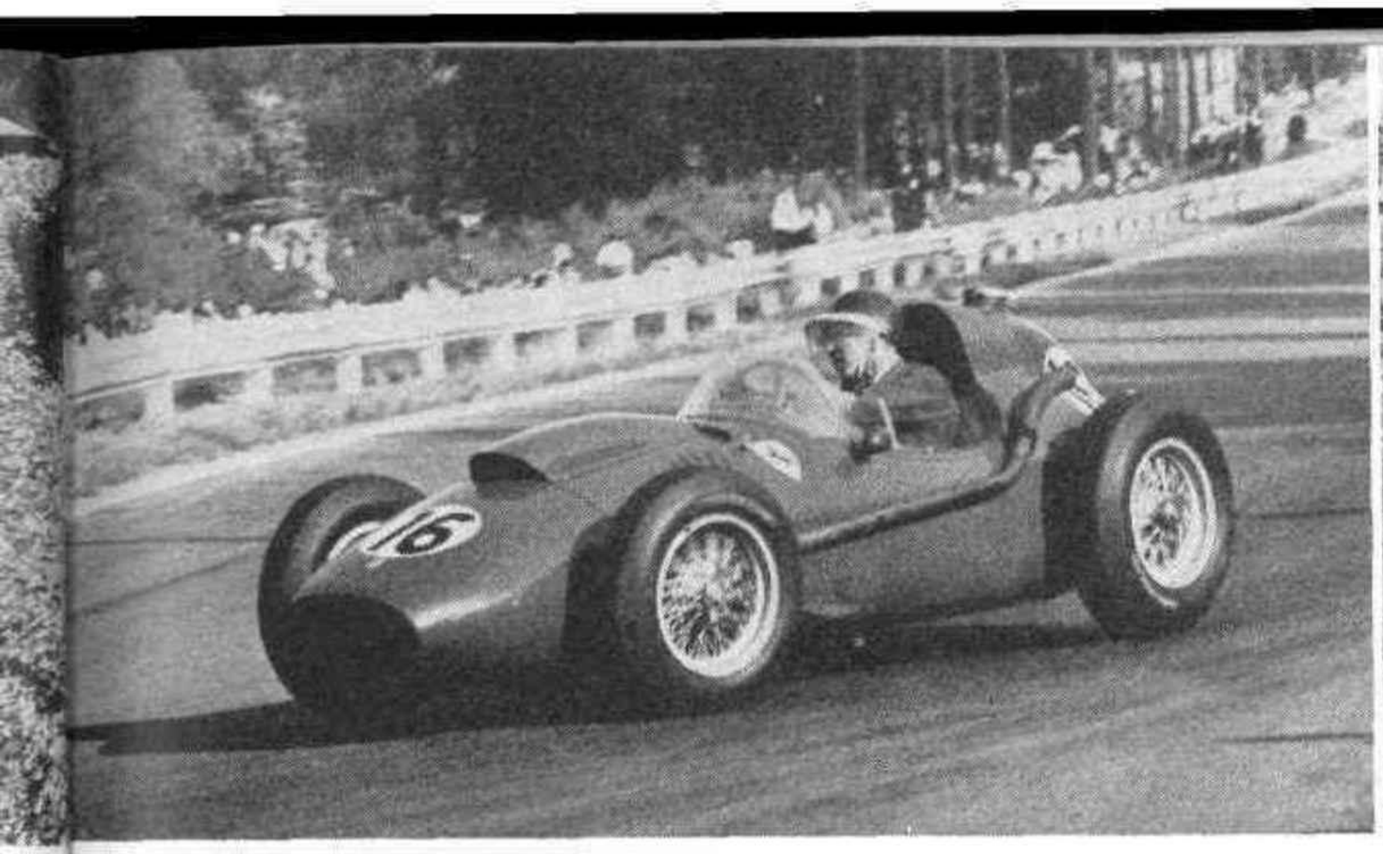
CHARACTERISTIC CALM is shown by Moss as he takes the winning Aston Martin through the right-hander past the Fuchsplatz early in the race, shortly after having set a new Nurburgring sports-car lap record in 9 min. 43 sec.

CLASS LEADER, until put out by valve trouble, was one of the three works-entered Porsche Spyders, seen here with Behra at the wheel. The French champion turned a new 1,500-c.c. record lap in 9 min. 54 sec., and received due acknowledgment from the grandstand crowd when he handed over to Barth.

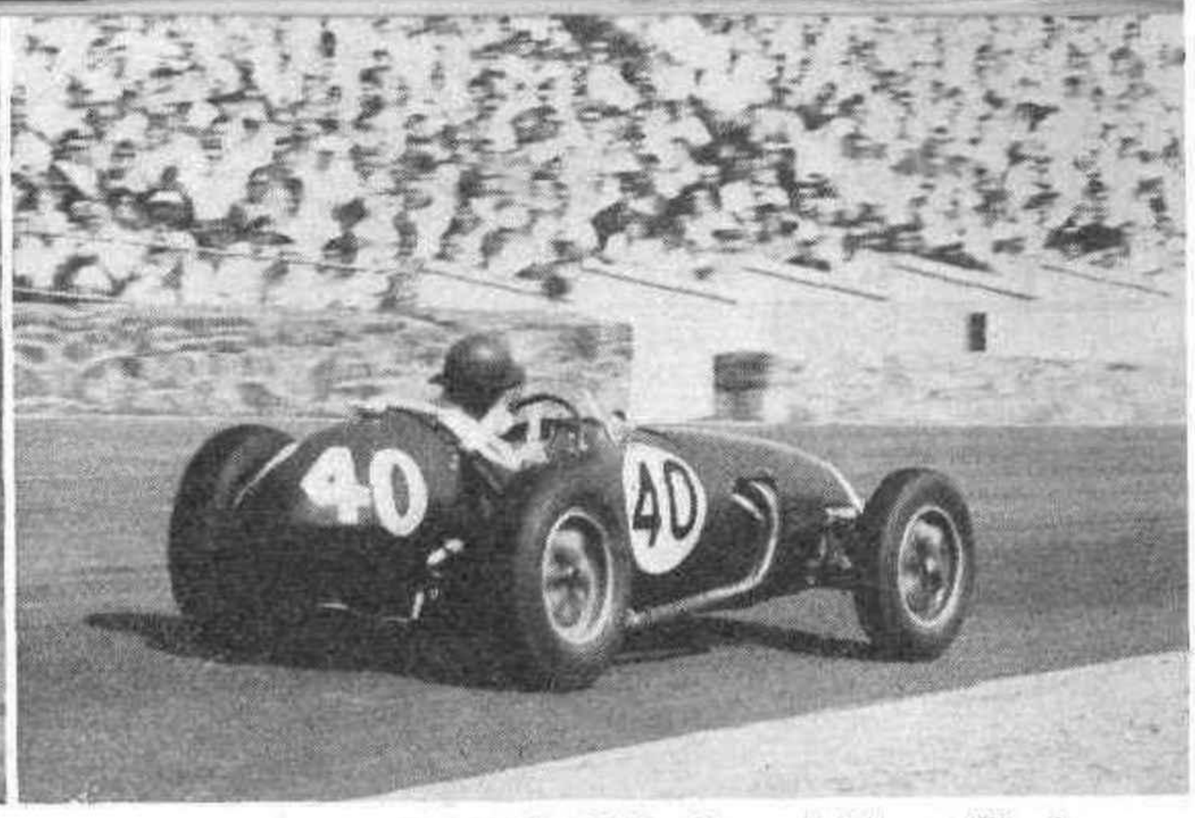
WAR WOUND on the side of the works Aston Martin, seen here driven by Stuart Lewis-Evans, was caused on the second lap when Tony Brooks went off the road. Over-rich mixture caused a fuel blow-back as the car got away again, the flames blistering the paintwork before blowing themselves out again.





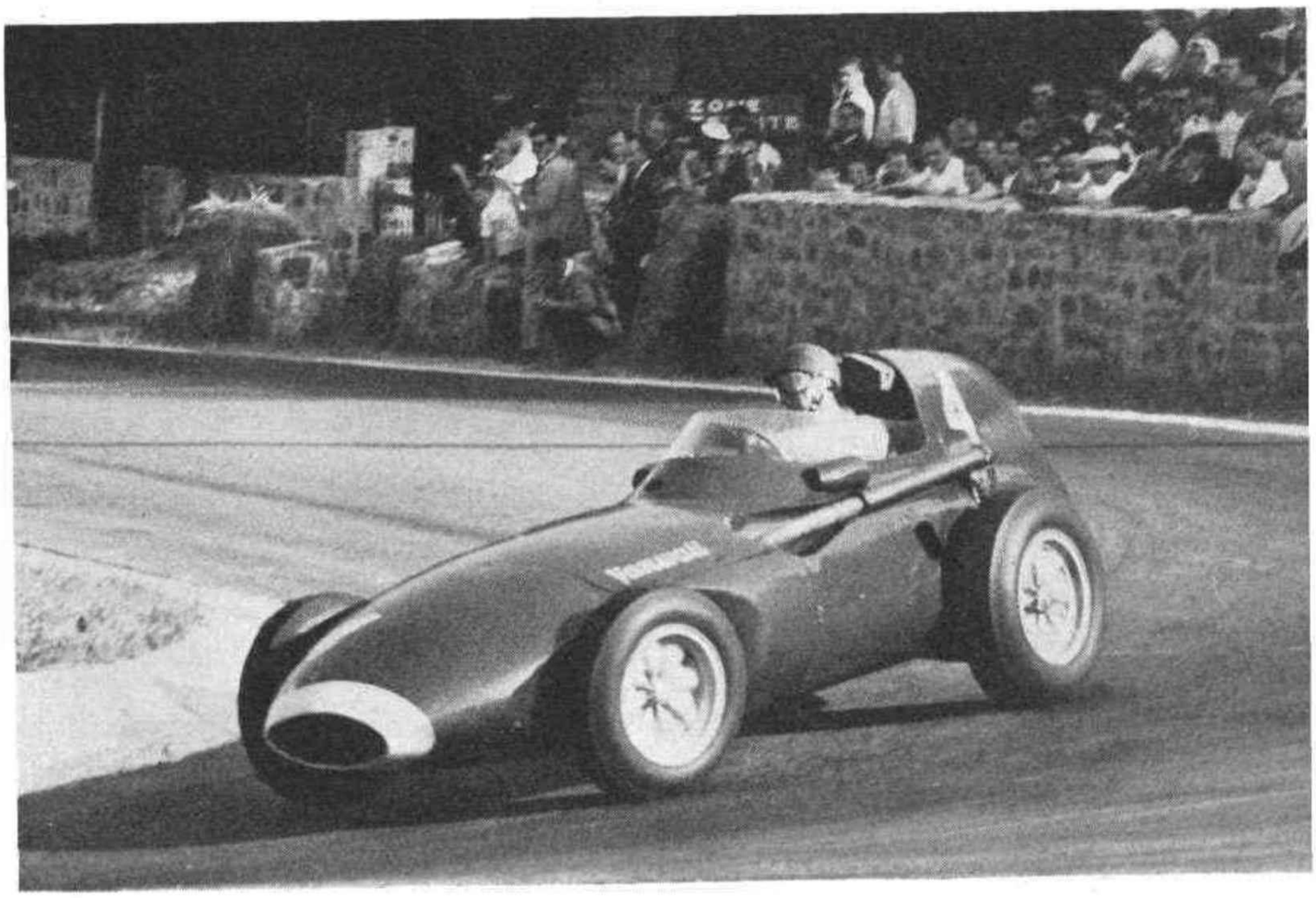


HAWTHORN IN A HURRY locks over for the right-handed La Source hairpin during his pursuit of Tony Brooks' Vanwall. The Ferrari recorded the fastest lap of the day on its final round, setting a new circuit record of 132.36 m.p.h.



FIRST FORMULA II-based car to finish was Allison's 2.2-litre-engined Lotus, seen here climbing away from the Francorchamps bridge towards Malmedy. The last car to complete the full 24 laps, it finished 4½ minutes behind the winner.

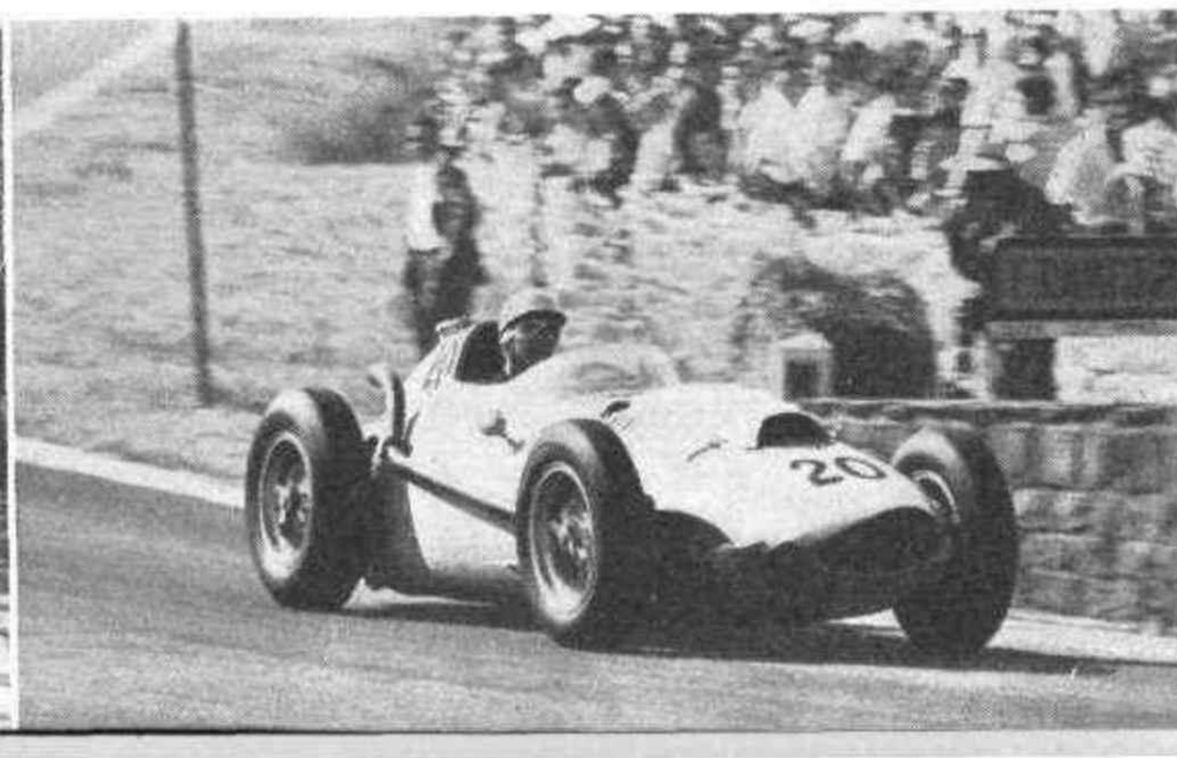
IMMACULATE is the only way to describe the progress of Brooks' Vanwall during the G.P d'Europe, which it led for 21 of the 24 laps. Vanwall's number two driver has invariably shone on this fast circuit, which he knows so well, and it is fitting that it should prove to be the scene of his first victory in a Grande Epreuve.



SANDWICHED between Schell (B.R.M.) and Brooks (Vanwall) near the end of the race, Bonnier's Maserati enters the hairpin two laps in arrears of the ultimate winner and a lap behind the Franco-American: it finished last but one, ahead of de Filippis. The uphill section of the circuit beyond the Francorchamps bridge can be seen in the left distance.

SHUNTED FRONT of Gendebien's Ferrari, seen here crossing the Francorchamps bridge at the bottom of he pits straight, was achieved in the fourth lap, when the driver lost control at the La Source hairpin. After a pit-stop for some quick panel-bending, Gendebien resumed last but one and eventually finished sixth.





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GOODWOOD AT WHITSUN

THE B.A.R.C. Whitsun Goodwood Meeting produced a pleasing variety of racing but rain in the morning emphasised that something really should be done about the Paddock quagmire—and we understand something will be done before the T.T. in September.

The *Autosport* Series Production Scratch Race (12 laps) developed into a grand scrap between Whiteaway's A.C. Bristol and Wilks' Frazer-Nash. Wilks braked later and gained through the corners but the A.C. had greater speed. On the last lap but one Wilks hit the wattle leaving the *chicane* and slid across the course. He held the slide with skill but lost ground, leaving no doubt about the issue. Whiteaway won at 78.36 m.p.h. and made fastest lap at 80.15 m.p.h., Wilks second, Crabb's Austin-Healey 100S third.

On its way to the start of the Historic Racing Car Scratch Race (10 laps) Spero's 3-litre Maserati broke a rod, which severed the crankcase on both sides, setting the engine momentarily on fire. W. F. Moss led all the way in the E.R.A. "Remus," leaving Hull's ex-Wharton 2-litre E.R.A. out of sight. Goodhew finished third in the E.R.A.-Delage, but it was noticeably slow through the corners, although able to hold off Carnegie in the Lago-Talbot, which was hotly pursued by Brewer's ex-Seaman E.R.A. G. Chapman spun out of the *chicane* on lap 1 in the ex-Scribbans' E.R.A. and Waller spun the ex-Sharve Taylor E.R.A. at Madgwick. What more could you ask—Moss prepares his E.R.A. splendidly and drives it immaculately. He averaged 82.14 m.p.h. and made fastest lap at 85.54 m.p.h. Tozer's Amilcar Six won the 1,100-c.c. category.

Main race of the afternoon, the Whitsun Trophy for sports-cars (21 laps) had a Le Mans start. Halford's Lister-Jaguar led for six laps but spun "in the country," putting Duncan Hamilton's D-type Jaguar in the lead. Halford worked his way back to first place on lap 16 only to retire when a throttle connection came adrift. Graham Whitehead had now really got his Lister-Jaguar wound up and it took the Hamilton Jaguar on lap 19 to win comfortably at 84.41 m.p.h. from Duncan, Bristow's 2-litre Hume-Lotus a very creditable third, after passing Dalton's noisy Aston Martin DB3S as they went for the *chicane* three laps from the finish. Whitehead set fastest lap, at 88.52 m.p.h.

After this fast race the Marque Sports Car Scratch Race (10 laps) was very dull, Shale's Austin-Healey 100 Six being flagged in with a trailing exhaust pipe when in the lead. After that Jack Sears was the obvious winner in his rapid and very stable Austin-Healey 100-Six coupé. Fletcher's A.C. Ace was second, North's Triumph TR2 third. Some of the drivers toured round but Sears set fastest lap, at 78.54 m.p.h.

The Production Saloon Car Scratch Race (10 laps) followed and had the spectators enthralled. Duncan Hamilton in Coombs' disc-wheeled 3.4 Jaguar, which he flung round at very advanced angles, beat Sopwith's 3.4 Jaguar comfortably (averaging 78.95 m.p.h.) Baillie's 3.4. Jaguar a more sober third, ahead of Uren's 3.4 Jaguar. Capt. Miller's Ford Zephyr got well away from Foster's M.G. Magnette but the little cars in a group, positions constantly changing, stole the thrills. Until it fell back and retired Marriott's Morris Minor pushed its way through, he and Sprinzel's Austin A35 coming up one each side of Harris' Borgward into the chicane on one lap—the crowd roared. Eventually Sprinzel won his class, and Everley's Hillman Minx beat the Borgward and Clarke's 1.5 Riley in the 1,600-c.c. class. Fastest lap was made by Hamilton at 79.85 m.p.h.

Racing concluded with a 10-lap Handicap which Bruce Halford (Lister-Jaguar) won at 87.33 m.p.h. from Hicks' Lotus-Climax and Hamilton's Jaguar, he and Graham Whitehead's Lister-Jaguar both making fastest lap time, equal to 89.07 m.p.h., some compensation to Brian Lister for his withdrawal of the two works Listers. The Listers which did run had 3.4-litre engines. When the spectators were told that Vanwall had won at Zandvoort, with B.R.M.s second and third, enthusiastic cheers broke out from the grandstands.

1,000 Km. NURBURGRING—continued from page 450

Poor Caroll Shelby spent a long time learning the circuit and then did not get a drive, Salvadori broke the car too early in the race.

The average speed of the Moss/Brabham Aston Martin was almost exactly one lap faster than the Brooks/Cunningham-Reid average of last year. Given the same overall running time, this year's winners would have covered 45 laps against last year's 44 laps.

The Manx-tailed Porsche RSK was found in practice to wander badly on the fast parts of the circuit so the fins from the crashed car were cut off and welded onto the new car, and the wandering tendency disappeared completely.

Campbell-Jones found the Osca a nice car to drive, very fast, but rather tiring.—D. S. J.

MINIATURES NEWS

Two new Dinky Toys car miniatures are available, a Sunbeam Rapier (either in cream and chrome yellow or in two shades of blue) and an Austin A30 (in turquoise blue or stone). The Rapier is the Series 1 version, without tail fins.

There are also two new Corgi miniatures, an effective Riley Pathfinder police car, complete with radio aerial, loud-speaker and police notice (No. 209, 3⅞ in. long, 3s. 6d.) and a fine E.R.F. model 64G earth dumper (No. 458, 3¾ in. long, 5s. 9d.) which is notable for the "hydraulic feel" of the tipper when elevating this to any position.



It's all right chaps, it's a model

Playcraft also tell us that this month they will introduce a Lotus XI Le Mans sports racing car in the Corgi series (No. 151, 3 5/16 in. long, 3s. 6d.). They remind junior readers that the Corgi Magazine is sent to Corgi Model Club members, the subscription to this Club being 1s. for twelve months. You apply for membership to Corgi Model Club, 120, Moorgate, London, E.C.2. The magazine is a "must" if the hobby of collecting Corgi car miniatures is to be enjoyed to the full.—W. B.

THE INDIANAPOLIS "500" (May 30th)

J. Bryan wins at nearly 134 m.p.h.

Qualifying speeds for this year's 500-mile race were remarkably close and there was a speed differential of less than 4 m.p.h. between the first and thirty-third qualifiers. The fastest speed, set up by Dick Rathmann was 145.97 m.p.h., a new record for the Indianapolis track, and the slowest was Magill with the very respectable 142.27 m.p.h. and between them 31 other cars. The start was very chaotic and when the moving starting-grid was eventually given the "Go" the drivers were still in a state of doubt as to whether the race was officially on or not. As the ten rows of three cars swept into the third corner of the opening laps one of the cars spun and there was a multiple crash involving 11 cars, in which Pat O'Connor lost his life.

The "go-slow" signal kept the race speed down for 18 laps while the wreckage was cleared from the track, but then the race got going in earnest with a scrap between Bryan, on the Belond Special, with it's Meyer-Drake engine mounted on it's side, Bettenhausen with a supercharged V8 Novi, and Sachs and Amick with more conventional Indy cars with upright Meyer-Drake engines. After this initial burst of racing the average rose to over 125 m.p.h. and then Bryan drew away into the lead increasing the average to over 131 m.p.h. Pit stops were of a very high order, no more than 40 seconds being needed to refuel and change all four wheels. Lapping consistently around the 140-m.p.h. mark Bryan ran home a comfortable winner, but second man home was George Amick, a newcomer who put in some laps at well over 142 m.p.h. towards the end of the race and finished 27.6 seconds behind the winner, while the third man was also on the same lap as the leader.

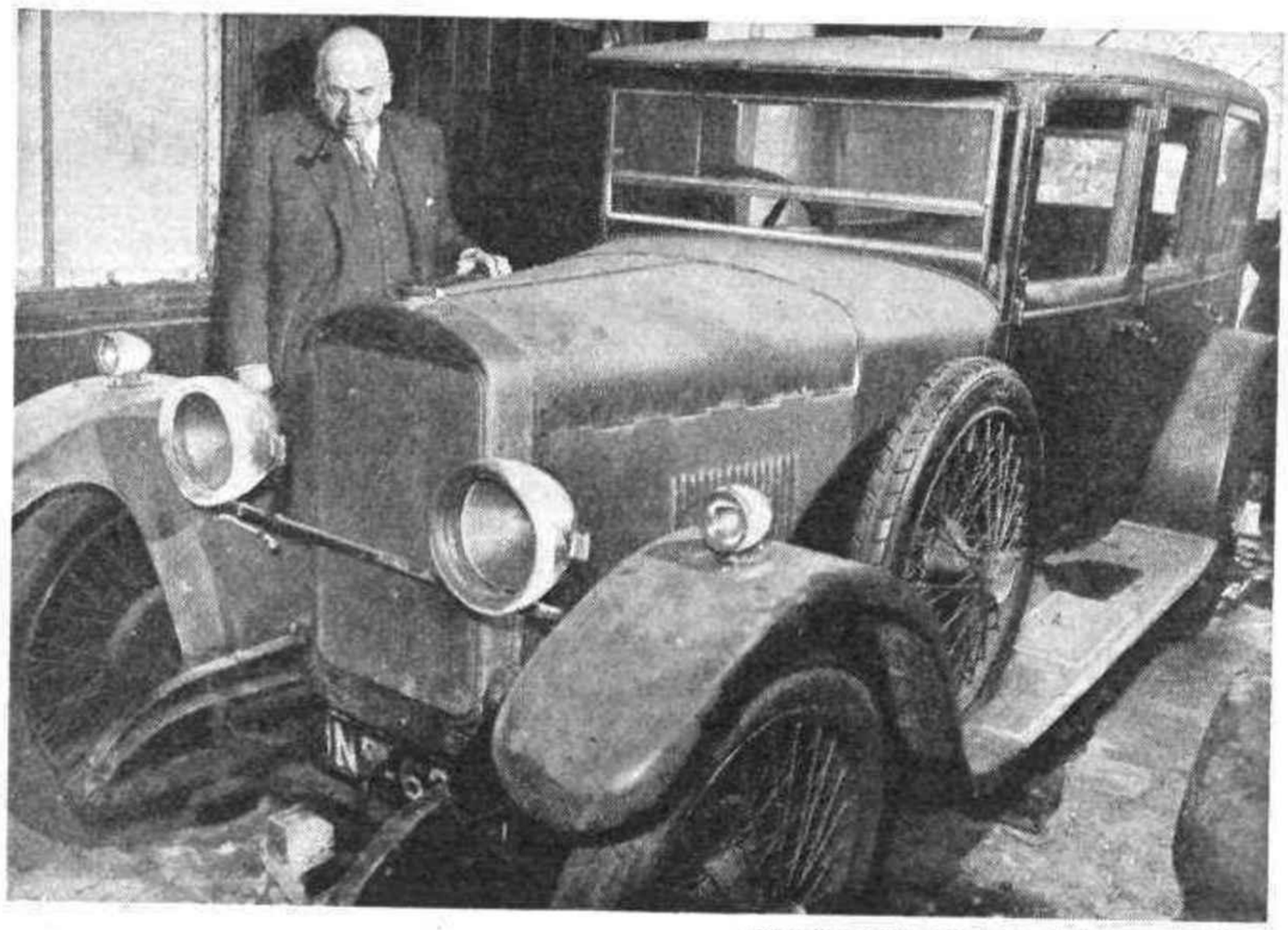
The winning car was the same as won last year, when it was driven by Sam Hanks, and Bryan was the man who won the Monza 500-mile race in 1957.

Results :

1st : J. Bryan (Belond Special) ... ... 133.791 m.p.h.
2nd : G. Amick (Dealer Special)
3rd : J. Boyd (Bowes Seal Fast Special)
4th : T. Bettenhausen (Novi V8)
5th : J. Rathmann (Leader Card Special)
6th : J. Reece (John Zink Special)

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old Car Matters



YET ANOTHER "FIND."—This 1925 14/40 Sunbeam saloon was discovered a few weeks ago in a shed beside a house in Kidderminster, after trees had been chopped down to get the doors open! It had been carefully stored there since 1930 and is believed to have run only 5,000 miles. Standing beside the Sunbeam is Major H. M. Weir, one-time Sales Manager to the old Sunbeam Company, who went along to identify the car after its disinterment.

[Photograph by courtesy of the Express & Star

FIRST Cassandra of the *Daily Mirror* and now Nancy Spain in the B.B.C. "Woman's Hour"—both lauding the old cars. As far as we are concerned, the more the merrier and the better for the vintage movement.

As a matter of fact, Miss Spain's short talk on "My Life with Cars" in the Light Programme on May 22nd was not particularly bright. She recalled how her mother learnt to drive on a "1920-ish D-nosed car" and how she was later undaunted by overturning a dull "navy blue family tourer"—can we guess Morris and Austin Twelve, respectively? She did not have a car of her own until 1940, when she was a Wren driver. Makes were not revealed but this was probably an Austin Seven or a Morris Minor, which a young Naval Officer fitted with a champagne cork when the radiator cap fell off and got lost.

Her partner, Miss Spain told us, had a J2—M.G., obviously. This had twin carburetters, "a very sexy thing." From there onwards Miss Spain's talk was intended to reveal how she knew all about cars of that age, loved big throaty sports cars with "real leather straps round their stomachs," whereas she doesn't know a thing about what goes on under the bonnet of her present all-white monster with electrically-retracted hood. As she talked of a "welded big-end" repair, we wonder . . . But Nancy is forgiven—she referred to the fact that they were "real cars in those days." If we have heard this before, about motor cars of a rather earlier era, it was nevertheless nice to hear Miss Spain reiterating it to her lady listeners

* * *

V.S.C.C. LIGHT CAR TRIAL (June 1st)

The annual Trial of the Light Car Section of the V.S.C.C. is in the nature of a rest-cure, for those who go along to spectate if not for the intrepid drivers who have to cover a 52-mile route and compete in a series of tests. There is something restful about the gathering which takes place in Thame before the Trial starts. Thame has not changed very much with the passage of time, although I fear diesel locomotives have replaced steam for the infrequent two-carriage trains that start from its sleepy country station. The Spread Eagle Hotel, made famous by Fothergill, still spreads its personality and famous sign over the main street of this leisurely, languid town, where there is room aplenty for the assembly of ancient small cars, and the Edwardians that can join in if they wish. Moreover, cars have to check in by noon but are not called upon to start the Trial until 2 p.m., because there is the Concours d'Elegance to judge and drivers and navigators naturally wish to go off to the numerous hotels for a bite and a drink before the ordeal proper. So, all in all, this annual vintage small car fixture is quite a peaceful proceeding.

This year 25 light cars and five Edwardians entered. Not all turned up, however. Kippax's ex-Arnold-Forster 1921 G.N. discarded a push-rod *en route*. The driver of the 1913 Swift had reported sick.

The Barry Clarkes brought their 1925 Austin Seven instead of their 1913 Talbot, in spite of running one of its little big-ends the evening before, necessitating a night of toil. Bendall's 1910 Rolls-Royce non-started. Hughes' delightful 11.4-h.p. Citroën light *cammion* retired when the air burst through its ancient balloon tyres. A pity, for it had obviously come straight from some French market place, bringing with it a breath of the warm sunny south, and a suggestion of garlic and *vino*—and its French owner would certainly go on using those tyres for years to come! But there were enough left to form an impressive array, which the locals, including one or two elderly ladies, inspected with respect.

The Jeddere-Fishers had returned from Fiji only the evening before but, such is enthusiasm, they had immediately set about energising their 1914 Lancia Theta for Mrs. Fisher to drive, Arthur Fisher arriving in his recently acquired Type 57 Bugatti. Other onlookers' vehicles included the inevitable Dennis fire-engine, a very fine Edwardian Mors two-seater (why not a competitor?), two 30/98s, an all-yellow Fiat 509 saloon, a vast Rolls-Royce and Austin Heavy Twelve, the inevitable Bentleys, etc. Someday someone should take a picture from above of Thame looking as if it had reverted really and truly to the nineteen-twenties . . .

The contest involved petrol consumption, condition, ease of starting and proficiency in a timed hill-climb, a hill restart and acceleration test and a brake test. All the cars we saw do the go-stop but stopped entirely safely.

At the hill re-start everyone who arrived seemed to make it except Dunkley's nicely-original disc-wheeled 1928 Singer Junior tourer and Evans' bright yellow ex-Routledge 1916 Morris Cowley 3-door saloon with four-up, both of which ran a few inches backwards, and Sharp's 1929 o.h.c. Morris Minor tourer, which had three-up and week-end luggage and insufficient power, stalling its engine. Hooson's exceedingly smart 1925 A.C. was extremely good, Roger's incredible 1923 Jowett exceedingly sure, getting off with wheelspin, and Stiles' tatty fabric saloon Jowett of seven summers later was very sure, likewise spinning its wheels. Milner's 1926 A.C. was good but slow, likewise Parks' 1927 Singer Junior saloon of the enormous side-lamps, while Jones' neat 1929 Austin Seven Chummy smoked but had no trouble. Mrs. Clarke drove well, holding her very smart Austin Seven on the clutch and going off like billy-oh, but the magneto had had to be rebuilt *en route*. Wood's 1923 Riley Eleven took the test in its stride, and Alexander's rare 1929 12-h.p. Armstrong-Siddeley Six fabric saloon with crash (not Wilson) gearbox and its own version of atomic power station on the dash, was unexpectedly brisk, after indulging in quite violent wheelspin. This in spite of a *vast* rear truck, one purpose of which is to display labels advertising well-known European cities. In contrast, Taylor's 1926 10/23 Talbot two-seater was slow but sure, Weller's 1923 Morris-Cowley tourer with wife and baby as back-seat ballast made a model get-away, and Mrs. Fisher resorted to modest wheelspin in proving that an Edwardian Lancia can do anything a

vintage light car can do. Barraclough's 1926 Morris-Cowley was stately and Saunders' 1910 Renault, with signal-box outside levers, managed exceedingly well. Getley's ex-Wallace 1925 Trojan had difficulty with the first hill and retired, and Davis-Winchester's 1927 Jowett never got to " our " hill. But what *fun* it all is! -W.B

Results :

Best Performance :	J. K. Milner (1926 11.9 A.C.)	335.0	marks
First-class Awards :	B. Dunkley (1928 Singer Junior)	334.0	"
	J. D. Rogers (1923 7-h.p. Jowett) ...	330.5	"
Second-class Awards :	W. Stiles (1930 Jowett " Black Prince ") ...	325.0	"
	N. G. Taylor (1926 10/23 Talbot)	317.0	"

A Salmson owner, J. G. Dancer, asks those who would be interested in a club for owners of Billancourt Salmsons to write to him at 209, Barnwood Road, Gloucester, giving details of their cars.

* * *

Owners of vintage (*i.e.*, 1921-1930) Austin 12/4 cars are asked to write, either to R. J. Wyatt, 82, Coleshill Flats, Pimlico Road, London, S.W.1, or to J. Heaton, 11, Chester Avenue, Duxbury, Chorley, Lancs, if they are interested in forming a club for these fine old cars. A modest subscription of about 5s. is visualised to cover postage, etc., on circulars and we wish this venture success, because there are plenty of good Austin 12/4s in regular use whose owners could benefit from getting together.

* * *

It is always nice to discover an agent for a particular car sufficiently interested to restore to good order a vintage model of the same make and use it for advertising purposes. Consequently we were pleased to see, from the May issue of the Citroën C.C. magazine *The Citroenian*, that Worthing Motors Ltd., Citroën agents, maintain a choice specimen of 7.5-h.p. Citroën 2-seater at their premises in Broadwater Road, Worthing.

* * *

They continue to be discovered! In Scotland three Beardmores, a 2-seater with dickey, a tourer and a landaulette have come to light, together with a very sad 1927 small Humber tourer, a good model-T Ford tourer, and there are rumours of a Standard of the mid-1920s.

* * *

In Bridgnorth a 1912-13 Sunbeam 12/16 tourer is in process of renovation by an engineering student. This car was used by the original purchaser until 1932, after which it was driven into a Dutch barn and forgotten. The guttering fell from the roof of the barn, allowing rainwater to cascade onto the off side of the car, to the deterioration of the running-board, etc. Mechanically, however, the car is sound and the body quite restorable.

* * *

A reader who shares our dislike of old cars being broken up reports a mechanically-sound 1924 Rolls-Royce Twenty saloon for sale at a garage in Holme-on-Spalding Moor, Yorkshire, a 1928 Packard Six saloon owned by one garage for 27 years but now for disposal as the proprietor is selling up (this one two miles from Sleaford on A17) and a rather sad but restorable 14/40 Vauxhall 2-seater in a Hammersmith scrap-yard. Will someone save these ?

* * *

In conjunction with Folkestone Flower Show on July 19th there will be a rally of vintage, veteran and p.v.t. cars, owned by members and friends of the V.C.C. and V.S.C.C. Details from J. Lott, Fairview, Lyminge, Folkestone.

* * *

The County of Wiltshire is believed to harbour a model-T Ford van in full working order, and an Edwardian Jackson light car with de Dion engine. And in Surrey a 1919-20 Talbot Twenty-Five which had served for many years as a garage breakdown crane changed hands recently.

* * *

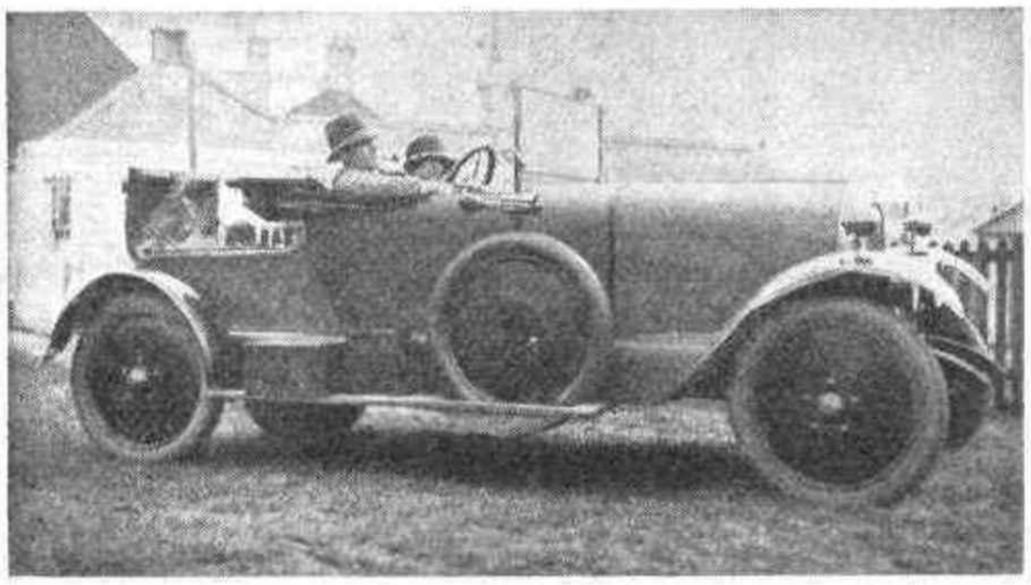
Those who intend to visit Beaulieu Motor Museum this year may like to note that the remaining fixtures there which embrace vintage, veteran or thoroughbred cars are : July 6th—V.C.C. Rally; July 13th—Bentley D.C. Rally; July 20th—Rolls-Royce Rally; Sept. 21st—V.S.C.C. Rally, Oct. 5th—Assn. of Pioneer Motor Cyclists Rally.

* * *

There is a move afoot to revive the Association of Bean Owners, which became moribund in 1953, when it had 15 cars on its books, because the founder went abroad. He now knows of 18 Beans and asks owners to contact him—G. V. Ravenscroft, Burwood Yews, Burwood Park, Walton-on-Thames.

FRAGMENTS ON FORGOTTEN MAKES

No. 5—THE CUBITT



RECENT letters in " Vintage Postbag " about the Cubitt brought in our mail the following amusing letter from the son of the gentleman who was largely responsible for this make of car :

" In reference to the Cubitt. This car was manufactured by my father at his Aylesbury factories. It was no venture of a " hundred off " nature, but one with the aim of mass-producing cars.

" Father's bold entry into motor-car production must have made its contribution to the industry although financially disastrous.

" After the disaster father withdrew to Farringdon, near Exeter. We had there a blue Cubitt with a bench seat in front and ' dickey ' astern, which was used as an estate-car. Smeeth, the chauffeur, who liked to go out and about, one morning allowed me and another boy to come with him when taking the Cubitt ' on test.'

" After a mysterious halt outside the White Horse, Smeeth came back to us and said : ' I am now going to get sixty out of this car.'

" We went to the top of the incline above the pub and Smeeth tore down towards Farringdon Corner (on the road to Exeter from Sidmouth).

" We were spellbound. I can still recall the needle hanging at 48 and finally it made 58 m.p.h. And this is the first time I ever broke silence on this matter. It was the fastest I had ever been.—ERIC PUTNAM."

Realising that Mr. Putnam, Senr., might be able to provide some " fragments " on this long-defunct make we asked his son to make the necessary introduction. This he kindly attended to and we lost no time in motoring down to Bournemouth to keep the appointment.

Mr. Putnam, who now has big publishing interests, told us that during the First World War he had big contracts from the R.F.C. To complete these he took a big factory just outside Aylesbury, on the Bicester Road.

When the Armistice arrived Holland & Hannen & Cubitt Ltd., building contractors who had been making munitions, decided to get in on the expected boom in motor cars and consequently sought a suitable factory in which to mass-produce a medium-power touring car. Mr. Putnam became imbibed with the possibilities and agreed to provide the factory in exchange for shares in the Cubitt car concern.

Cubitt moved their machinery into Mr. Putnam's factory, consisting mostly of lathes, and under Major Dobson, Mr. May and motor-car draughtsmen, the venture commenced.

In the 600-ft. long buildings car production was started. Cubitt also built their own bodies, in a building on the north side of the Aylesbury/Bicester road. It has been rumoured that the factory was, before the war, occupied by the body-shop of Iris Cars.

Herbert machine tools were acquired and mass-production attempted, the Cubitt's cylinders being cast in Belgium. A special lightweight pressed-steel disc wheel was evolved by a Belgian engineer and used for the car, fitted with Dunlop rims. Each car was exhaustively tested and the 16-h.p. four-cylinder worm-drive Cubitt gained an excellent reputation as an ever-lasting car, distinguishable by the lattice work below the radiator. What killed it? Mr. Putnam says late delivery, supplies to the agents being as much as nine months late due to difficulties in obtaining proprietary components. A further setback occurred when Mr. May was killed when his car overturned on a corner as he made his daily journey home from the factory—it was thought perhaps because, a keen smoker, he took his hands from the wheel to light his pipe. This tragedy threw the works into confusion. Mr. Putnam went to

Aylesbury for some weeks to help but he was not an engineer and was unable to direct that side of the company.

Incidentally, Mr. Putnam used regularly a Cubitt two-seater with a special dickey seat. While he had interests in the concern he visited Detroit and on his return was able to cut the cost of manufacture of wooden body framework from pounds to shillings at the Aylesbury factory.

Eventually S. F. Edge, then absorbed in pig-farming, tried to put new life into the Cubitt in association with D. Napier and Sons, the radiator shape being changed, but the make faded into oblivion after 1925. In its time all models, two-seater, tourer and saloon were made in some numbers and one tourer was bought by a Government department in Australia.

Some further letters about the Cubitt have been received and ar appropriately attached.—W. B.

* * *

Sir,

The Cubitts of 1923/4/5 all shared the same engine, a four-cylinder 80 by 100 mm. unit of 2,815 c.c., of *en bloc* construction and an L-head, with thermosyphon cooling, battery ignition, and an inverted cone Ferodo-lined clutch transmitting *via* a four-speed and reverse gearbox to a worm-drive rear axle. All models had detachable steel disc wheels. The 1923 models were known as E. & F. with a wheelbase of 10 ft. 6 in., top gear ratio of 4.5 to 1 and 815 by 105 wheels. Prices were £340 for the chassis, numbered 3,469 onwards, and £360 complete. The chassis number can be found on the front dumb-iron or on a plate on the dash. The 1924 models were known as K, F, L and M with a wheelbase of 10 ft., top gear ratio of 4.7 to 1 and 815 by 105 wheels. Prices were £310 for the chassis and £335-£550 complete. The K4 of 1925 had a 10 ft. 1 in. wheelbase, top gear ratio of 4.125 to 1 and 30 in. by 5.25 in. wheels; this car cost £260 as a chassis and £335 complete. The L4 of the same year had a 10 ft. 7 in. wheelbase, top gear ratio of 4.7 to 1 and 32 in. by 6.20 in. wheels; chassis price was £275 and the complete car cost between £500 and £525. Manufacture was by Cubitts Engineering Co., Ltd., Southern Works, Aylesbury, Bucks., and ceased after 1925; spare parts could be obtained from Gladwell & Kell Ltd., Ampton Street Works, Grays Inn Road, W.C.1.

I am, Yours etc.,

Derby. D. G. GILMAN.

* * *

Sir,

In response to your correspondent who enquired about Cubitt cars—the vicar of the town of Ramelton, Co. Donegal, Eire, possessed a Cubitt and also a Hupmobile, *circa* 1920. I remember both being in regular use.

The local inhabitants were considerably more intrigued by an occasional passenger who appeared at rare intervals and was believed to be the late Mrs. Kate Meyrick of London clubland fame "resting" between enterprises.

I am, Yours, etc.,

Hitchin. C. L. HAMILTON.

* * *

Sir,

I read with considerable interest the letter from D. Murray-Wilson (Vintage Postbag, March) in which he referred to a Cubitt car purchased by him in Birkenhead around 1928.

In the middle 'twenties my brother and I, then small schoolboys, were occasional visitors to the home of the new family at 5, Rose Mount, Oxton, Birkenhead, where a Cubitt was kept. This car was fitted with an aluminium or aluminium painted four/five-seater tourer body, and was *circa* 1923 manufacture. Unfortunately I recall only one other feature with certainty. This was the windscreen wiper, which in my experience was unique, being manually operated *via* a Bowden cable. The spring-loaded action provided a double wipe for a single depression of the operating lever. However, after some discussion my brother and I are left with the impression that the specification included large diameter disc wheels, a radiator shell with a curved top, and a radiator badge displaying the name Cubitt in enamel.

The car was certainly comfortable as we are both able to testify, and since it was usually driven by Mr. New's daughter it had to be reliable and a ready starter on the battery.

I cannot say whether D. Murray-Wilson's car was the last of the Cubitts, but it may well have been the one to which I have referred above for I have reason to suppose that it was disposed of during 1928.

I am, Yours, etc.,

Marston Green. C. H. HUNT.

VINTAGE POSTBAG

Sir,

I was most interested to read of the Gibbons, under the heading of "Fragments on Forgotten Makes," as I did quite a lot of my youthful motoring on one of these cars.

My late father who was a pioneer motorist (he started with a 4½-h.p. de Dion in 1906) purchased a secondhand Gibbons in 1922. I seem to recall that apart from braking and belt difficulties it was quite a good little car, with what appeared then to be a reasonable performance. The engine was excellent, and due to the very light construction of the bodywork, which was, I believe, three-ply wood, the power-to-weight ratio was very satisfactory.

My father's car was identical to the one shown in the picture, but is certainly not the same car, as it was fitted with disc wheels, and the Reg. No. was CY 4461.

It was presumably registered in Swansea, but was purchased in Shepton Mallet, Somerset.

With an addition to the family, the Gibbons was disposed of to a private owner in Birmingham. This was in the latter part of 1923. I have never seen a Gibbons before, or since.

My father's next car was another forgotten make, the friction-driven Richardson.

I am, Yours, etc.,

Weston-super-Mare. JOHN ROWLAND-HOSBONS.

* * *

Sir,

I feel sure you will be interested in the enclosed brochures concerning the Gibbons cyclecars. They describe the original Gibbons of 1917 and the last four-seater model of 1929. These leaflets were kindly loaned to me by Mr. Ernest Gibbons who designed and built the car at his works in Station Road, Chadwell Heath. In all twelve cars were built, Mr. Gibbons' main activities being concerned with Engineers' pattern-making, although as you will note from the 1929 leaflet they embraced even light aircraft!

Mr. Gibbons greatly enjoyed reading Mr. Hopwood's reminiscences in MOTOR SPORT, which I was able to bring to his notice.

I am, Yours, etc.,

Wembley. VICTOR JONSSON

[Study of the leaflets referred to shows that the first Gibbons was built in 1914 and had a barrel-like single-seater body on carvel boat lines, a single-tube chassis with similar coil-sprung centre-pivot front axle as on the later two-seater, and a single-cylinder 3½-h.p. engine on the nose, driving by Whittle belt to a countershaft of a two-speed epicyclic gear, and single rubber belt to one back wheel. By the end of 1916 Mr. Gibbons had apparently covered 3,000 miles in this vehicle, at 85-90 m.p.g., with a speed of 45-50 m.p.h. Wheelbase was 6 ft. 6 in., track 2 ft. 9 in. The two-seater with side-mounted flat-twin engine, illustrated in our May issue, then went into production.

The four-seater Gibbons of 1923 used a side-slung 10/25 V-twin Blackburne engine. Transmission was by chain, through a Sturmey-Archer gearbox, drive still being on one rear wheel only. Wheelbase was 8 ft. 6 in., track 3 ft. 10 in. and weight 4 cwt. Gas lamps, hood, screen, tools, horn, number plates cost £9 extra on the price of £90 15s. Many other extras were available, and £3 was refunded on the delivery crate!—ED.]

* * *

Sir,

As the owner and user of various vintage light cars in succession, I have always enjoyed your editorial zeal on their behalf. But in the interests of accuracy and common sense I would like to protest against your treatment of Mr. Clutton's recent broadcast talk about "collecting old cars."

You write of "Mr. Clutton's opinion that vintage small cars are 'humdrum, uninteresting and drab little cars, simply not worth preserving.'" In the May issue you print the following passage: "He (the editor) then referred to a B.B.C. broadcast by Cecil Clutton in which that gentleman had expressed a very low opinion of vintage small cars. Clutton regarded them as not worth preserving."

The *Veteran and Vintage Magazine* has published an unedited transcript of Mr. Clutton's talk which I have searched closely in an attempt to trace the source of various quotations from it. Mr. Clutton did in fact say, "Even a year or two ago *I should have said* quite brutally that I thought such cars simply weren't worth preserving." The italics are mine, but Mr. Clutton's use of a past conditional is surely clear enough without them. He goes on to say that the growth of the light car section of the V.S.C.C. has caused him to modify his opinion.

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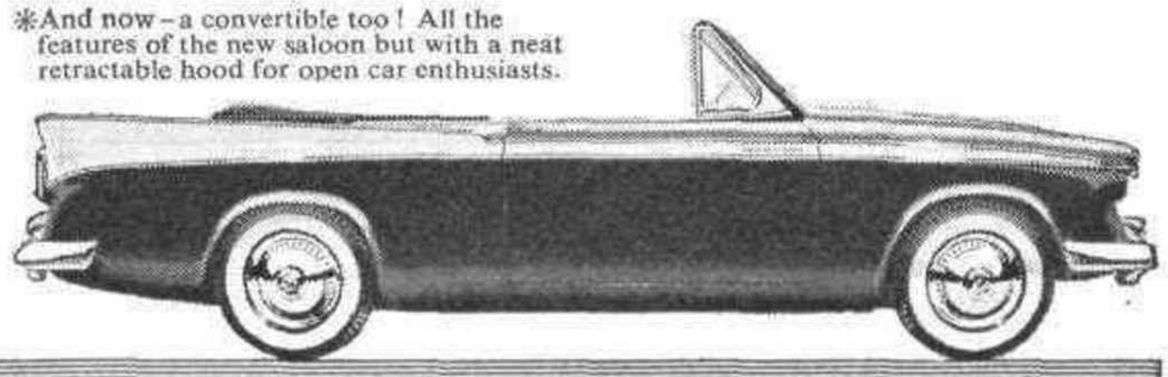
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The light car controversy is of course splendid fun, and apparently gifted with robust perennial qualities. But I imagine that not even the most rabid light car enthusiast would claim, for instance, that a 1929 Singer is a *better* car than a 30/98 Vauxhall or a Frazer-Nash : for his purpose it may be more suitable but that is not quite the same thing. Now if we go one step further we reach the daring position that some cars *are* in fact " better " than others—and that the Vauxhall and Nash are probably among them. Having agreed this, it is surely reasonable to advise—considerations of time and money being equal—that people give preference to the best where possible. Now this is just what Mr. Clutton does do—to take his specific example he suggests that four of the more undistinguished vintage vehicles would provide a less rewarding outlet for an enthusiast's mechanical energies than a single really fine vintage sports car. Mr. Clutton's standards are based on sportsmanship and good taste : they are personal standards for all that. Criticism of his broadcast seems particularly unnecessary in that it never fell into the very common error of neglecting this essential reservation. But he did not, even on the grounds of personal taste, deprecate the running, and loving restoration of, one ordinary vintage light car by those who cannot or do not wish to afford " better." (I beg that the many sensible people who find that *two* vintage light cars solve their transport problems in an economic and amusing manner —one on and one in the wash, as it were—will not immediately take up their pens in umbrage. I am sure no reasonable person would suggest they commute in a Bugatti instead—even those who *do* commute in Bugattis.)

May I quote one other phrase of Mr. Clutton's in its context ? Speaking of youthful newcomers to the field he says, " all they are likely to be able to afford at first is an early vintage light car of *slight technical interest and inconspicuous power*." The italicised phrase seems to have roused instant fury in the breasts of wealthy (or fortunate) possessors of the more interesting, powerful or esoteric sorts of light car—regardless of the fact that Mr. Clutton did not say that *all* light cars have this uninteresting character. The phrase was applied to, and is surely a just description of, the average kind of light car to be picked up by people of limited resources for a modest sum of money. It cannot be read as an indictment of the interesting Belsize-Bradshaw which you illustrated in the April issue—and if the owner (as I doubt) thinks it was, and jumps at the chance of offering me this car at a sum around £30 or £40, I shall of course jump even faster and expect to profit considerably by resale at a vastly inflated price.

We ourselves find our present Austin Seven a cheap, amusing and often useful little car. But I mean no disparagement of its wayward charm when I say that if I had *four* of the damn things I would sell at least three of them and buy (or try to buy) a Frazer-Nash instead. Surely one can enjoy a motor car without thinking it is " worth " anything except the satisfaction derived from it or, at need, the money it will fetch on the market. But newcomers to the field would do well to consider Mr. Clutton's warning : the derelict in the barn may easily cost far more money to restore than can ever be recovered despite its early vintage, unless it is what is generally considered " desirable " by those who should know.

I am, Yours, etc.,

Wilton. B. M. CLARKE.

* * *

Sir,

I was very pleased to see a photo of a Hillman Fourteen in your May issue. I owned a 1930 saloon from 1950 to 1955. I purchased it from a local farmer for £7 10s., for it needed new back axle parts, tyres, and batteries, but the leather seats were almost like new. After two months' work, and one or two other items renewed, *i.e.*, brake and clutch linings, she ran very satisfactorily, cruising on suitable roads up to 50 m.p.h., quite happily. Once any badly worn parts were replaced, the car, with a moderate amount of maintenance, seemed indestructible.

When those new tyres became almost smooth, I sold it to sample a Talbot 65.

At that time I saw three similar Hillmans run by owners in the district, one I believe was a Straight-Eight. Also I saw what appeared to be a 1927 model in St. Albans and I have seen a 1930 model in Calcutta, and a 1931 model in Malta.

Incidentally, I have a surplus Hillman crown wheel which some reader may be interested in, and the ex-Gypsy Major-type B.T.H. magneto makes a very superior replacement for the M.L. without modifications.

I very much enjoy your magazine, and would like to read more about well-built cars like Hillmans.

I am, Yours, etc.,

Calcutta, India. H. E. HALL.

Sir,

Like so many others who are interested in motoring from an historical as well as a present-day point of view, I get the greatest possible enjoyment from MOTOR SPORT; in fact, my newsagent is led a dog's life until I get it each month. Digging through my miscellaneous motoring pieces I came across what must be an interesting badge. It is in good white metal, the shield is blue enamel, the large " C " in yellow and the remainder of the wording on the shield in red. The back of the badge bears the engraved name—Claude Gouldesbrough. It would be very interesting to know a little of the history of that person—perhaps somebody could throw some light on it.

I am, Yours, etc.,

Plymouth. A. RUSSELL LOWREY.

[What do our astute sleuths of motoring history know about this ?—ED.]

* * *

Sir,

I am the enthusiastic owner of a 1912 Talbot 12/16 car and I am endeavouring to collect as much technical and other information as possible on pre-1916 Talbots, built at Barlby Road, Ladbroke Grove, W.10.

May I appeal through the courtesy of your columns to any ex-employees of Clement-Talbot Ltd., or other persons having any connection with these fine old cars, who may in any way have any information of technical interest or otherwise, to contact me in order that this information may be made available to all owners of veteran Talbots ? The whereabouts of any production blue-prints. instruction manuals, etc., would be of the utmost help.

My own 1912 car is a 2.4-litre and fitted with a two-seater touring body. Maximum speed is still over 60 m.p.h. with a petrol consumption of around 20 m.p.g.

I am, Yours, etc.,

Worthing F. M. WILCOCK.

[Letters can be forwarded.—ED.]

* * *

Sir,

The subject of supercharged sports Stars having cropped up again, I enclose a photo of a 1926 12/50 Star which I owned in Belfast a short while ago [*see below*—ED.]

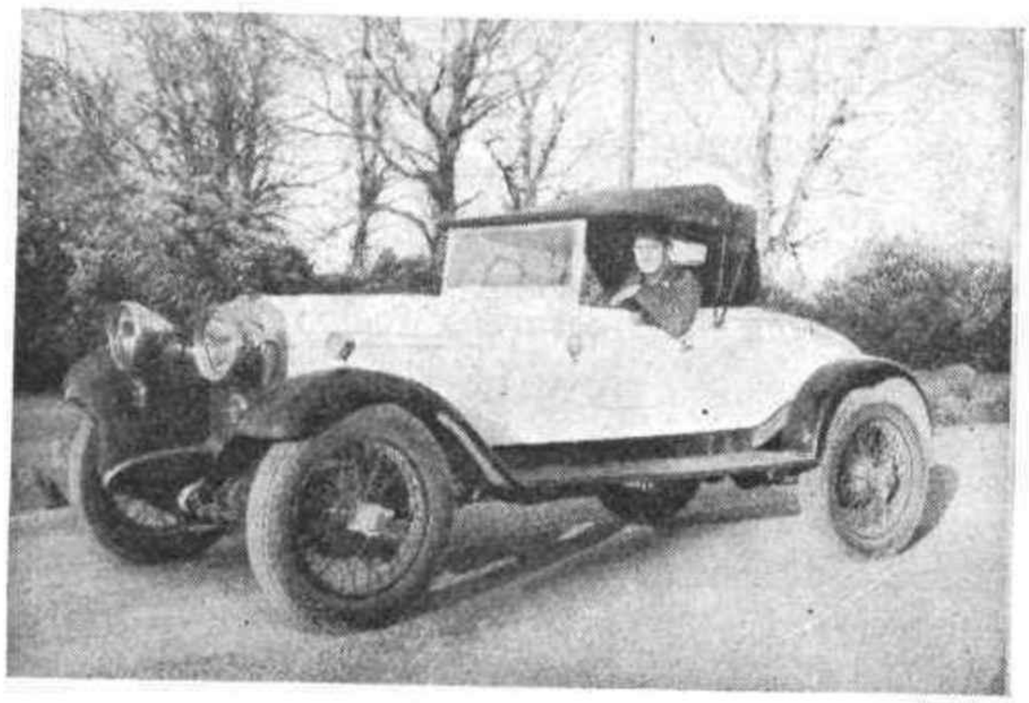
A splendid machine in every way, built like a bus (and somewhat similar to drive), it had a straight-through silencer (probably not original) and an exhaust cut-out (definitely original, and a great asset when engaged in a duel of wits with a TR2).

Also, and this is what prompted my letter, it had a dial (with a pipe at the back going nowhere in particular) on the dashboard calibrated in psi. and inscribed " boost," and an obvious mounting for something at the front of the crankcase. Whatever this something had been was obviously driven from the camshaft, and the whole set up suggests a supercharger. Add this to the fact that the car was well known in Ireland as a winner of many sprints and hill-climbs in its time and we get, perhaps, another supercharged sports Star ?

The vehicle is now owned by a friend of mine living in North London and if anyone would like further details of this " miniature Bentley " I shall be only too glad to supply them.

I am, Yours, etc.,

Bredgar. C. M. WOOD.



Sir,

Whilst looking through a back issue of your very informative magazine, I noticed a letter and answer in the correspondence pages mentioning a few cars which I would like some details of. The cars were (1) Elizalde and (2) a 24-cylinder Pierce Arrow. The former, I believe, was of Spanish origin. The latter was the property of the late Wallace Beery.

The same letter dealt with the largest cars ever built and offered to the public. Barring the 1908 Benz (four cylinders, 185 by 200 mm., 21 litres) and cars of that type, I think the 1918-20 Fageol was the largest, at least as regards engine cubic capacity. This car, called by some the "millionaires' special," had a 130-h.p. Hall Scott aeroplane motor of 13,582 c.c. An interesting feature of this car was its chassis. It consisted of one within the other, the inner one was bottle-shaped and carried the engine, transmission and de Dion-type rear end. The outer carried the body. Connection between the two was flexible. The idea was that if the car met with an accident the engine was not so much affected as with a conventional chassis. The trouble was, of course, this arrangement represented a lot of unsprung weight, which becomes hard to handle at any high speed. The car had quite good lines with a radiator not unlike a Delage.

I am, Yours, etc.,

Wellington, N.Z. C. R. OLSEN.

* * *

Sir,

I was very interested in the letter by Mr. P. K. Shaw and his reference to G.W.K. cars. Although I am unable to help him find one, I remember them very well.

When I was a boy I lived just outside Maidenhead and G.W.K. cars were road-tested on a circuit that took them past my house. It was always a great thrill for me to talk to the drivers of these cars when they stopped nearby to make adjustments.

The G.W.K. cars at that time had a water-cooled twin-cylinder s.v. engine with friction drive mounted in the rear, although more orthodox methods of construction were used in later years. I believe the letters G.W.K. were painted in gold on a blue oval mounted on a wide and rather low radiator.

I am always on the lookout for these cars at vintage events but I have never seen one. Cars have always been one of my main interests, and as the G.W.K. was very likely the first car I ever saw they are not easily forgotten!

I am, Yours, etc.,

Bromley. R. G. EVANS.

In connection with recent references to Trojans we dropped two minor clangers. Miss Woodhouse, who spoke at the Trojan O.C. dinner, tested Trojans not 50 but 30 years ago! In a letter from the late Service Manager of Trojan Ltd. we quoted Trojans hired out to T.A. units as hauling a couple of field-guns. In fact, they used to haul one gun and a limber each, two guns being rather much, even for a Trojan.

* * *

The Singer Owners' Club has introduced a vintage section. Several members have suitable Singers, such as Juniors, Seniors, and Tens, both s.v. and o.h.v.

Veteran cars are invited to compete in a Safe Driving Rally at Bexhill, starting and finishing from the sea-front, on September 20th. Entries close on September 13th. Details from P. Evenden, 39, St. Leonards Road, Bexhill, Sussex.

* * *

Still they are unearthed! In a garage of a large house near Kidderminster a 1925 14/40 Sunbeam saloon has been discovered after trees which had been grown in front of the garage doors where the car has been hibernating since 1930 had been cut down (*see* picture on page 466). And in Durham a reader has found in a barn a Star tourer of *circa* 1921 vintage which he intends to restore to Concours d'Elegance condition. Any advice about these cars, and where spares are obtainable, will be appreciated.

* * *

It seems possible that an early Maxwell and *circa* 1926 Wolseley, once the property of the late Sir Henry Peto, may still be in a shed behind a garage in Somerset, where his Austin Twenty limousine was in use as a taxi at least up to 1953.

* * *

The next V.S.C.C. Silverstone Race Meeting will include a 50-kilo. All Comers' Scratch Race, the entertaining Light Car Handicap and the usual 5-lap races. The date is July 26th.

* * *

Traction Engine enthusiasts will welcome the E. Anglican Rally at Thetford, Norfolk, on July 12th. There should be some splendid engines there, possibly with emphasis on Burrell, of which Thetford was the home.

* * *

On July 5th old cars will form the mainstay of the rally and procession in the Monmouth Festival.

* * *

Trojans? Since our articles on the Trojan was published some of these cars have come to light. They include a chassis in very good mechanical order standing in the open in Sussex, a not-quite-complete tourer in Buckinghamshire, a rather sad tourer in a tumble-down barn near Chipping Norton and a van in Wales. Alas, some of the vendors seem disinclined to agree with our recent suggestion that a tenner is quite enough to pay for a working Trojan.

* * *

The V.C.C. of South Africa is planning perhaps the most ambitious old-car rally yet held. This is scheduled to assume "Monte Carlo" proportions, occupying five days from October 20th-24th. From four starting points competitors, driving cars built before 1931, divided into pre-1910, 1911-17 and 1918-30 classes, will converge on Durban. Here a grand parade will take place in which modern cars will mingle with the old vehicles, after which a Concours d'Elegance will be held on the Beach front. Details from: C. E. M. Hoare, 1-7, Belmont, S. Beach, Durban.

* * *

Beside a Catholic Church in Surrey an Edwardian Perry light car appears to be in process of restoration.

HAIL TO THEE, BLYTHE SPRITE, OR THE CASE OF THE CONVERTIBLE STEERING

An eagle-eyed reader in Hitchin draws our attention to two advertisements which appeared in a contemporary weekly during May. In one of these, inserted by Mintex, a smiling young lady sits at the wheel of her *left-hand-drive* happily-smiling Austin-Healey Sprite, *Reg. No. PBL* 75. On the page opposite, in a Shell advertisement, what could be the ghost of Salvadori is seen going through the motions of fast cornering at the wheel of a *right-hand-drive* Austin-Healey Sprite, *Reg. No. PBL* 75.

Intrigued, we flicked the pages over and came upon the same young lady in a *right-hand-drive* Sprite, advertising Lockheed brakes. Apparently she had taken her number plates along with her, because this Sprite, too, is *PBL* 75. Or is it that when we examined Austin's new poor man's sports car they forgot to tell us that the steering is convertible, to left or right-hand drive at will? We really think it must be, for further research reveals that the young woman who cannot make up her mind on which side of a car she prefers to drive uses l.h.d. in conjunction with a Concentric water pump (those Continental roads?) but goes over to r.h.d. when using B.P. Energol oil and Tecalemit equipment—at all events, we *hope* that is the solution, otherwise the Berkshire County Council will surely want her name and address for using the same Reg. number on two different cars. Come to that we wouldn't mind her address ourselves! Verily, verily, 'tis a case of hail to thee, blythe Sprite, and don't give a damn about the numbers.

FOR CLEAN CARS

Romac Chrome Restorer paste has been specially prepared to clean chrome by removing rust, oxidisation and tarnish, besides which it is claimed to retard further corrosion and it may be used for getting the tar from summer roads off wings and bodywork. It costs 3s. 11d. per large tube. For cleaning and polishing the car itself we have been using Johnson's One-Step wax polish.

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Derby Aviation, Ltd., announce that for the first four months of this year 1,382 hours were flown, an increase of 351 hours on those achieved for the same period in 1957.

WATERTIGHT!

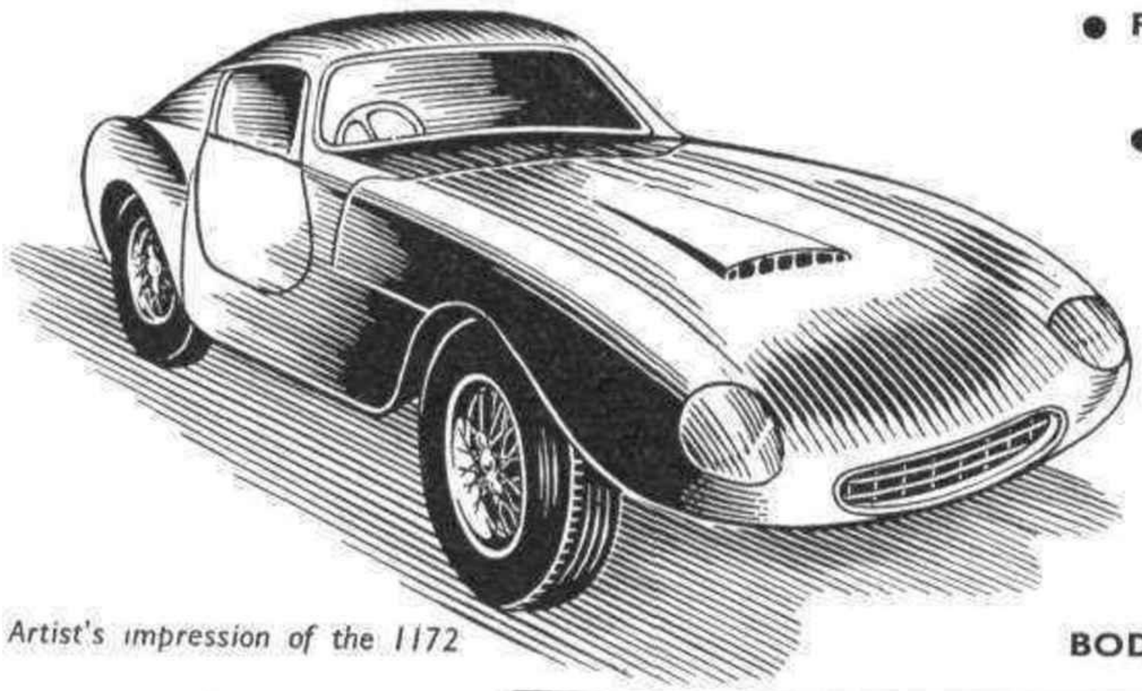
We have for a long time appreciated that the Volkswagen has an air-tight, and therefore dustproof, body. A cutting from *The Winnipeg Tribune*, sent to us by a reader in Ontario, neatly confirms this, by telling of a VW which fell into a river, presumably because a child released the handbrake. The car floated contentedly until an occupant wound down a window to hand a child to her rescuers, who had resorted to a boat!

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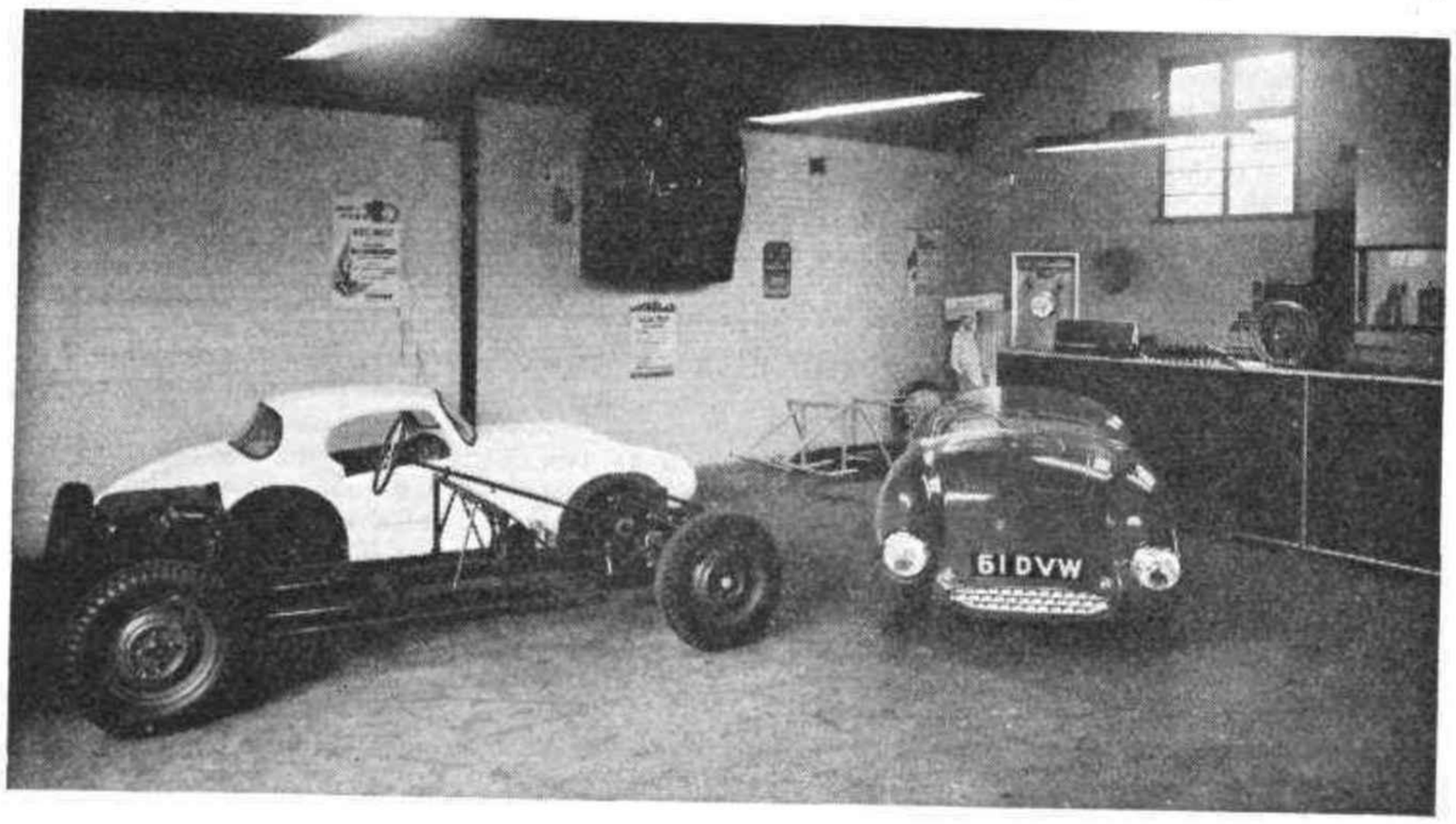
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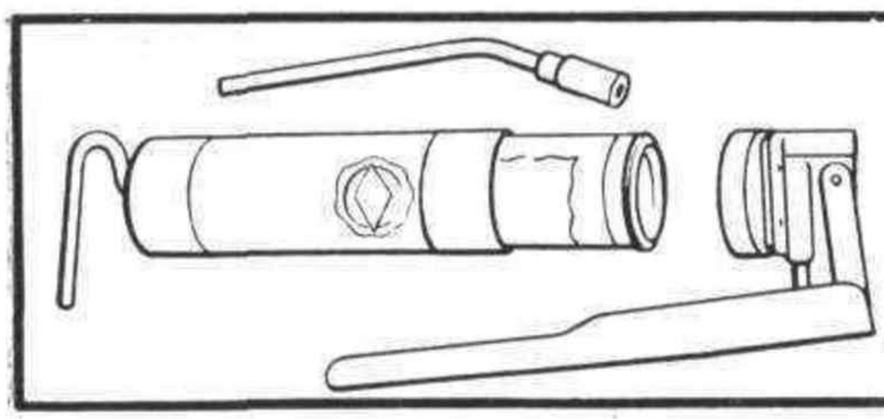


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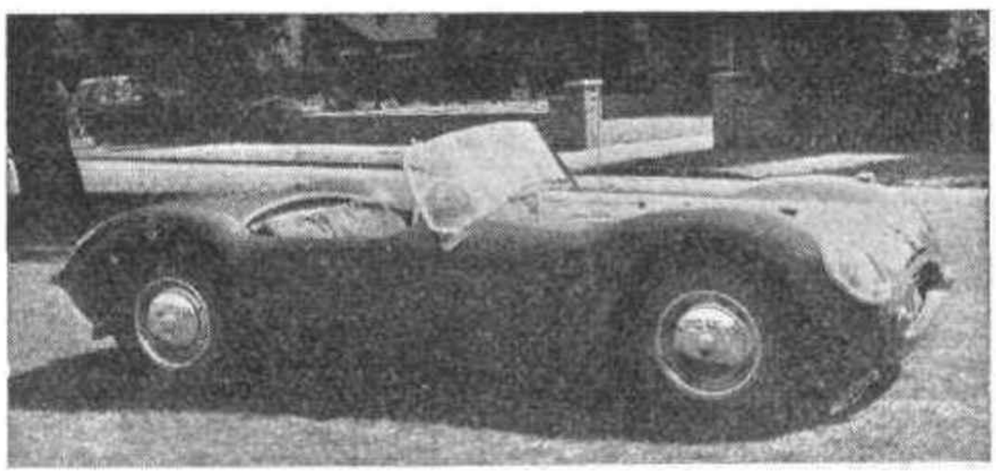
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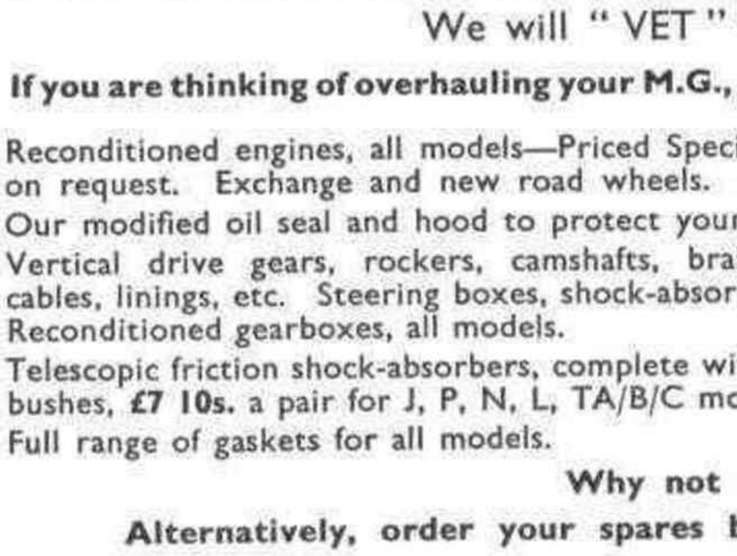
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FAMILY SALOON— Italian Style

An Appraisal of the Fiat Millecento



UNASSUMING BUT NOTABLY EFFICIENT.—By reason of good aerodynamic qualities and a 43-b.h.p. alloy head o.h.v. engine, the latest Fiat 1100 leaves most 1½-litre saloons some way behind.

FROM the vast Fiat industrial empire in Turin comes the Fiat 1100, one of the world's brighter family cars. On the very day when President Giovanni Gronchi and his lady paid their State Visit to London's Guildhall, I was asked by Peter Saabor, of Alan Betts Associates, whether I would like to test the latest example of the Fiat *Millecento*. Soon I was on my way to Wembley to take over this outwardly insignificant little saloon from Mr. Pell, the English Sales Representative.

Making my way home along the tail-end of the North Circular Road and A.30, it took me some time to appreciate the finer qualities of this family Fiat. On first acquaintance the driver seems to sit "up in the roof," the brakes are embarrassingly sudden, and the engine noisy, nor does the ride and "feel" suggest the excellent handling qualities which are appreciated on longer acquaintance. As the miles fly by you come to realise that in other cars you merely sit lower than in the Fiat—soon all feeling of being pent up by the roof and side pillars vanishes and throughout the rest of our test no sense of impaired visibility was experienced. Indeed, forward visibility is excellent, with both front wings in clear view, and another feature which endears this Fiat to the fast driver is the splendid driving position, the thin-rimmed wheel being set well clear of the facia and the bench front seat affording sufficient support as well as a high degree of comfort.

Let me state right away that the Fiat retains a steering-column gear-lever. This, situated on the left of the steering column on right-hand-drive cars, is excused, for two reasons. In the first place, the Fiat does have a bench front seat, which, if only to enable a child to be carried beside the front-seat passenger, justifies a column gear-change. Then, this gear-change on the Fiat 1100 is the finest of its kind. The lever is short and rigid and moves smoothly and with real precision. The lower-gear locations are above top and third, and reverse is easily selected, beyond top-gear position. The lever is spring-loaded to the higher gear positions. I prefer a floor change mainly because muffed changes occur with a column lever due to human inability to make the right movement every time with the hand in the air and the gate less easy to visualise subconsciously than is the case with the lever where the hand drops on to it. But, that explanation apart, I have no criticism to make of the Fiat steering-column gear-shift.

Less well done are the braking arrangements. The Fiat-Baldwin brakes are too sudden for smooth progressive retardation, although powerful foolproof brakes otherwise. After some experience of them it is easier to make progressive stops but every so often anyone less than Fangio will make the tyres squeal a little without having to make an emergency stop. However, the action is notably light. The hand-brake lever is a very ordinary affair, unpleasant on the English version of the car because it has been left on the near side of the propeller-shaft tunnel, where it is much too far away, necessitating bending to reach for it, persuading the driver to "ride the clutch" when halted on hills. Its action and reliability are impeccable.

If the brakes do not gain full marks, the Fiat's minor controls are highly commendable. On the right of the steering column is a long stalk operating the lamps (after these have been "lit" by means of a tiny tumbler switch on the steering-column control box), thus providing for instantaneous flashing or dipping of the headlamps with a minimum of effort. Above this lamps-control is a shorter lever for the self-cancelling direction-flashers. In connection with both these controls, each of which has an excellent action, this small Italian saloon possesses some interesting items. Thus the lamps indicator window shines when the sidelamps are "on," instead of indicating headlamps' full-beam, presumably on the sensible assumption that no-one but a clot will leave a car in the garage with the headlamps alight but many of us might omit to douse the sidelamps. Then, in conjunction with the direction-flashers, the warning light is in the form of a transparent knob, movement of which reduces the intensity of this warning light for night driving. Facia lighting is of sensible intensity but not controllable. Incidentally, the Fiat uses very full flashing equipment, at sides as well as on the rear of the car.

The oval speedometer, with its four indicator windows or gauges, is hooded and placed immediately before the driver. This speedometer is absolutely "up-to-the-minute" in being of ribbon type, the ribbon running from left to right to indicate speeds from zero to 90 m.p.h. This replacement of needle by ribbon is quite attractive, if less easy to read than a conventional speedometer, accentuated on the Fiat because the marks on the scale merely have figures every 20 m.p.h., and line-indications every 10 m.p.h. There is a total mileage recorder but this is devoid of decimals and no trip recorder is provided.

The indicator windows, from left to right, comprise the aforesaid sidelamps-indicator with dynamo-indicator incorporated, oil warning light, a "reserve" fuel warning, intended to draw attention to a low petrol level but rather erratic in action, and a fuel gauge reading merely 0, ½, 4/4, but sensibly pessimistic about its zero warning. The other controls consist of knobs under the facia, controlling, from left to right, the very efficient heater, cold air, choke and hand-throttle. As there are only four, the locations are easily memorised, so the fact that apparently irrelevant letters and unidentifyable symbols are used on these controls is of little consequence. There is a fan, brought in by a small facia switch, to render the heater effective when the car is stationary, but this is not normally needed, so efficient heating is accomplished without noise. Between the knobs is a central, rather seductive, rubber push that operates the screen-washers.

The metal facia of the Fiat contains a somewhat small cubby-hole with non-lockable lid equipped with a simple catch. Below this there is a useful parcel's receptacle, in front of the passenger. On the back of the front-seat squab is a much-appreciated parcels' net, which will take a ladies' umbrella, and there is also the usual useful shelf behind the back seat. So, although in the modern trend door-pockets are lacking, there is adequate stowage. When it comes to real luggage the boot is commendably spacious, notably so for a car of modest size. It has a lid which locks and which props open and releases automatically, while the spare wheel lies under the floor of the boot.

Reverting to the minor controls, the wipers are controlled by a tiny facia switch which is depressed to self-park them. The dash lighting is controlled from a matching switch on the steering-column control box. A knob in the centre of the pleasant two-spoke wheel, labelled "FIAT," sounds a useful horn.

Each of the four doors has an armrest and the designer gains marks for fitting anti-draught plastic screens to all the windows which makes quarter-windows in the front doors unnecessary, but loses marks for not using trailing front doors, although the rear doors trail.

The simple alloy rustproof handles move downwards to lock the doors, a safety-first feature whether intended or incidental, and the driver's door possesses a simple, easily operated lock, with its own key, a second key being provided for ignition, which, turned, actuates the starter.

The front windows need 5½ turns from up to down, the back ones, which only go half-way down, just over 3 turns. The bench front seat adjusts easily, with the locking lever well placed on its right. There is a propeller-shaft tunnel but it is not too pronounced. The front-wheel wells slightly restrict front-passenger leg room. The high seat limits head room but contributes to the sense of control the driver has over the car. There are twin anti-dazzle vizors, matching the roof upholstery, but there is no mirror on the passenger's. Spring-up " pulls " are provided to assist the infirm to leave the back seat, and there are roof lamps in each rear corner, additional to a lamp in the rear view mirror, the latter actuated by opening the front doors. The screen-wipers, by the way, function with the ignition " off," which I like.

The interior finish of Continental cars, even inexpensive ones, is no longer unduly spartan and this applies to the Fiat 1100. There is the aforesaid somewhat restricted centrally-mounted anti-dazzle mirror, incorporating a lamp, and lidded ashtrays for front and rear compartments. The bumpers have ample wrap-round, all glass is Securit safety, and the screw-thread petrol filler cap on the rear near side is lockable. The doors shut rather " tinnily."

The bonnet-lid props automatically but has to be released by hand Over the four-cylinder 43-b.h.p. alloy-head o.h.v. engine, with oil-filler on the valve cover, is a big Fiat air cleaner. The dip-stick is accessible, the Solex carburetter has a drip-tray, there is a rubber cover over the battery, transparent plastic fuel pipes, and the Foredit screen-washer reservoir is easy to replenish. The lubrication system incorporates an Italian Fram filter. A very worth-while point is the fitting of under-bonnet lighting. The steering linkage is unusual and easily studied, as it is located largely under the bonnet forward of the bulkhead. This latest Fiat *Millecento* has been somewhat restyled, the rear lamps quite large and the central spotlamp now omitted from the radiator grille. The car provides ample accommodation for five, with much luggage. Incidentally, the individual item of a transmission parking-brake is retained.

On the road this Fiat exhibits far more " personality " and a better performance than its modest, if handsome, appearance suggests. It used to be said that Turin bred mountain-tested cars of outstanding quality. This remains true.

This particular Italian car has soft suspension (coil-spring i.f.s., ½-elliptic leaf rear springs, anti-roll bar) which permits quite a lot of up-and-down motion, yet the *Millecento* hustles round corners quite impeccably, with just a trace of understeer, roll not being present to any noticeable degree. The steering is extremely light once the wheels are rolling and, although there is some lost motion which rocks the steering wheel at times, this is sensitive, accurate steering, with sensibly mild castor-return, the wheel transmitting scarcely any vibration and no kick-back. It would be even more sensitive had there not been about an inch of free movement at the wheel rim—the car had run about 6,000 miles. The ratio calls for just over three turns, lock-to-lock, for a turning circle of 34½ ft.

To drive the little Fiat fast is a rare pleasure, a combination of good handling, " quick " steering and the excellent driving position making this family saloon a " driver's " car. It was embarrassing to have the slogan " Fiat Leads the Way " displayed in the back window—it made ambitious drivers lean on our rear bumper, and we do not blame them. But usually only much larger cars could do anything about it!

The engine encourages fast motoring. It is noisy by our standards, from a suggestion of a slack tappet at low speeds to power-roar and some exhaust burble as speed rises. But how it gets the car along!

The absolute maximum is somewhat below 80 m.p.h. but the Fiat reaches 70 m.p.h. very quickly and cruises at this speed quite comfortably. In the lower gears speedometer-speeds of 29, 46 and 65 m.p.h. are attainable and although in normal driving rather lower speeds will be used, maxima of well over 40 in second and over 60 m.p.h. in third gear are very acceptable. Yet, lively as the engine is, it offers a surprisingly good top-gear performance, the Fiat running down to 20 m.p.h. in this 4.3-to-1 ratio. Quite appreciable hills can be ascended in top if the revs. are reasonably high as climbing commences, although, naturally, once the revs. drop a change-down is desirable to maintain the very respectable performance.

Measured by stop-watch this performance represents 0-50 m.p.h. in 14 sec., 0-60 m.p.h. in 20.1 sec., and a s.s. ¼-mile in under 23 sec. Such briskness could excusably imply a fuel consumption of around 30 m.p.g. or less. Not a bit of it—the Fiat 1100 returned 36.5 m.p.g. of National Benzole during a check which embraced 50/50 fast driving and local pottering, with several cold starts. This is beyond criticism, especially as the range on a tankful exceeds 300 miles.

THE FIAT 1100 SALOON

Engine : Four cylinders, 68 by 75 mm. (1,089 c.c.). Push-rod-operated o.h. valves. 7.0-to-1 compression-ratio. 43 b.h.p. at 4,800 r.p.m.
Gear ratios : First, 16.59 to 1; second, 10.23 to 1; third, 6.75 to 1; top, 4.30 to 1.
Tyres : 5.20–14 Pirelli " Extraflex " on bolt-on steel disc wheels.
Weight : 17 cwt. 0 qtr. 0 lb. (without occupants but ready for the road, with approximately two gallons of petrol).
Steering ratio : $3\frac{1}{10}$ turns, lock-to-lock.
Fuel capacity : 8¼ gallons. (Range approximately 301 miles.)
Wheelbase : 7 ft. 8 in.
Track : Front, 4 ft. 0 in.; rear, 3 ft. 11¾ in.
Dimensions : 12 ft. 4⅜ in. by 4 ft. 9½ in. by 4 ft. 10½ in. (high).
Price : £578 10s. (£869 2s. inclusive of purchase tax).
Concessionaires : Fiat (England) Ltd., Water Road, Wembley, Middlesex.

The headlamps give a very good beam and are effective when dipped.

The engine finds mid-priced petrol acceptable; it does not " pink " or run-on. It required only a pint of oil in 1,500 miles' running but consumed a surprising quantity of water. It appears to be used to a warm climate, calling for a good deal of choke and warming-up for morning starts in England. No trouble developed, apart from loss of cooling water and some noise from the speedometer drive.

If engine-noise is fairly high, wind-noise is commendably low and very few rattles come from the body. The seating is particularly comfortable, and although the pedals are small they are nicely located, with a treadle accelerator having visible linkage, and ample space for parking one's clutch foot. The clutch action is very light and faintly fierce, with some lost-motion at the pedal. The Pirelli " Extraflex " tyres (English-made) have a prominent tread and howl mildly when direction is changed at quite low speeds or if the brakes are applied not at all fiercely. This no doubt contributes pleasant background music to the Italian scene but does draw attention to the car when such is not merited. The Cavello headlamps are hooded and the test-car had a small label on its screen proclaiming it a " Friend of T.V.," *i.e.*, electrically suppressed.

Nothing else about the Fiat 1100 suffers from suppression, and there will be many drivers who will fall for the excellent performance, economy and subtle charm of the *Millecento*. On 1,089 c.c. it does more than many 1½-litre cars, although it is no lightweight! It is priced at £578 10s., which import duty and purchase tax inflate to £869 2s.—W. B.

HAS YOUR SCHOOL RECEIVED THEM?

In response to the very heavy demand, a further half-million copies of Dunlop's Road Safety game for children have been sent by the Royal Society for the Prevention of Accidents to road safety committees throughout the country for distribution to schools. Over 600,000 copies have already been used since the game was introduced early last year, and it is interesting to note that the number of child road deaths in 1957 dropped to the lowest total yet recorded.

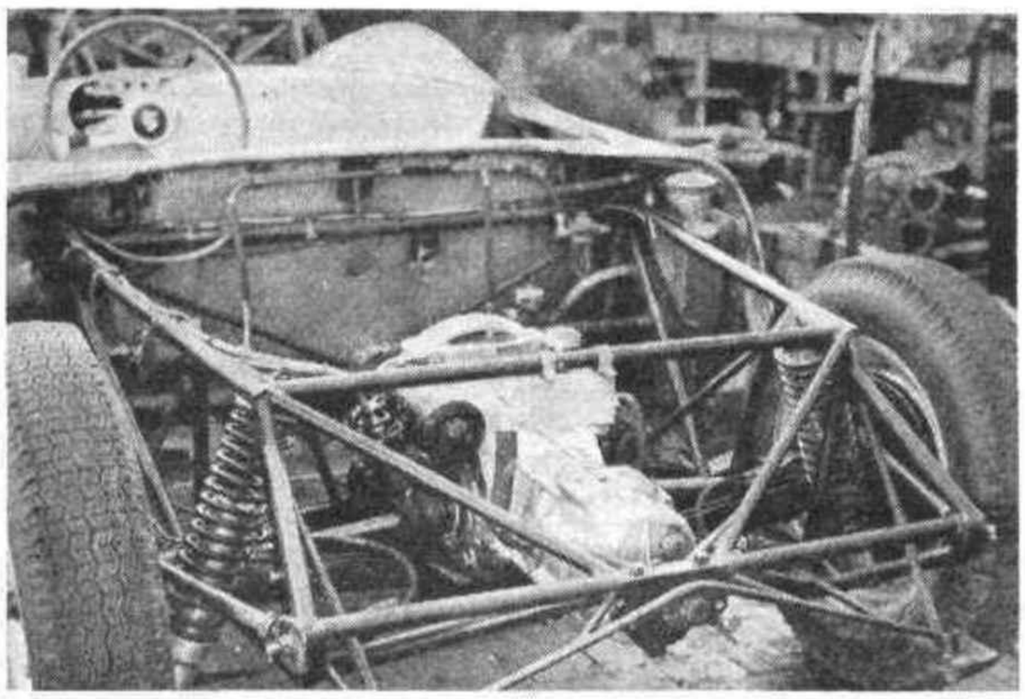
The game is a cut-out plan giving the layout in pictures of a town, with shops, houses and criss-cross streets. There are 24 blank spaces and an equal number of pictures to be cut out and pasted in them telling children of the things they should and should not do. The back cover carries a number of helpful suggestions for group study. We can vouch for the efficiency of the Dunlop game, having just had a peaceful Saturday morning while our youngest daughter studiously completed one.—W. B.

ALVIS DAY RESULTS, CRYSTAL PALACE (May 18th)

Driving Tests
1920-1932 Class : W. E. Edgar (12/60).
1933-1939 Class : N. D. Routledge (Speed Twenty Special).
Post-War Class : R. E. Brealey (TC/2100).
Concours D'Elegance
1920-1932 Class : W. E. Edgar (12/60).
1933-1939 Class : A. R. Buck (Speed Twenty-Five).
Post-War Class : A. R. Buck (TA14).
Inter-Section Shield : South Eastern Section.
Alvis Cup for Best Performance of the Day : W. E. Edgar 12/60)

Some Notes on Porsche Cars

TAKING time off in Stuttgart recently, I called at the Porsche factory and visited the racing department to have a closer look at the RSK Spyder models, for when you see these cars at race meetings they are seldom without their all-enveloping bodywork and it is difficult to study the mechanical details. Before going into details let me recall briefly the Spyder lineage, these being the open two-seater racing Porsches with four-camshaft engines, in all models the engine being ahead of the rear axle line. The early Porsche Spyders had a chassis frame based on two large-diameter tubes and swing-axle rear suspension identical to the production Porsche coupés, as was the front suspension. As racing and development went hand in hand the power output and reliability of the Spyder engine improved, the chassis was strengthened by a superstructure of small-diameter tubing and larger brakes were designed. On all these early Spyder models the complete rear of the body hinged upwards from the back of the chassis and the spare wheel was mounted inside the tail on top of the gearbox. The next edition of the Spyder had a different chassis frame that was almost, but not quite, a pure space frame, the bottom frame rails still being of larger diameter than the rest of the chassis tubing. This model, known as the 1500 RS (Renn-sport) had a new rear axle layout, with a low centre pivot and exposed sliding-spline half-shafts, a pair of fabricated swinging-arms being pivoted under the gearbox with their outer ends located by forward running radius-arm plates coupled to the ends of transverse torsion-bars, as on the production Porsches. The RS model did not have a hinged tail, it being bolted in place with a hinged flap on each side to provide access to carburetter and plugs, while the spare wheel was moved to a position in the nose of the car, ahead of the fuel tank. The gearbox was still of normal Porsche construction, made in two halves split longitudinally into a right- and left-hand part, and it had an extension on the rear which contained a fifth speed, or extra bottom gear, to assist starting from rest when a high top gear was being used. For the Le Mans race in 1957 the RSK (or 718 as it was also named) was produced, and this car incorporated a great many design changes. The front suspension was still by transverse torsion-bars and trailing-arms but the vertical distance between the trailing-arms was greatly increased and the geometry was such that when the wheels were turned they leant in towards the corner a matter of 1½ degrees. Instead of the cross-tubes containing the torsion-bars being parallel the top one was in two pieces, each containing a short torsion-bar, and these sloped down to the centre of the car forming a vee, so that with the bottom cross tube they formed a K lying on its side, hence the nomenclature of RSK. The steering-box was mounted in the centre of this vee, thus providing equal-length track-rods instead of the RS arrangement where the steering-box was mounted on the left. The rear suspension was unchanged from the RS model, though the chassis frame was now a pure space frame of small-diameter tubing. On the Spyder and the RS models an oil cooler was mounted in the nose of the body and air entered through a slot very low down in the bodywork. On the RSK this oil cooler was abandoned and the front body lid covering the fuel tank incorporated rows of tubes in a double skin providing a surface-type oil cooler In consequence of this the spare wheel now took the old position of the oil cooler, lying horizontal in the nose of the car rather as the spare wheel used to lie in the tail of the old Silverstone Healey, and was covered by a detachable lid, so that this new car had no openings in the front of the body, which greatly assisted air-flow. Also the RSK was considerably lower in overall height than the RS and had small fins on the extremities of the rear wheel arches. This car was involved in a crash during the race and was a virtual write-off, and it was not until this year that new RSK models appeared.



The 1958 rear end of the RSK Porsche showing the space frame and coil-spring suspension, with the five-speed gearbox mounted on the chassis. In this view the engine has been removed, but it normally fills the space between the gearbox and the bulkhead behind the driving seat.

In the meantime, Porsche racing, development and production were continuing to work hand in hand and the 1500 GS engine was in full-scale production, this being the flat-four air-cooled 1½-litre unit with four shaft-driven overhead camshafts, identical apart from compression-ratio to the engines used in Spyders and RS models. Other racing items transferred to the production cars were steering-gear, brakes, carburetters, shock-absorbers, front suspension geometry advances, and ignition arrangements.

For 1958 the RSK remained unchanged as far back as the cockpit but from there rearwards the chassis frame was redesigned, and the main reason for this was alterations to the rear suspension. On the RS and original RSK rear suspension the wheel hub did not rise vertically but rotated about the radius of the locating radius-arm plate and on the latest RSK this has all been redesigned and the wheel hub is now located by a Watt-link layout, the bottom tubular link running forwards and the top one backwards exactly as used on the W196 and 300SLR Mercedes-Benz in 1955. Also, the swinging-arms have been redesigned and are now rather like two large tuning forks, the ends of the prongs being pivoted on a shaft under the differential housing. No longer having the radius-arm plates to join to the transverse torsion-bars, a complete change of suspension was incorporated in the new layout and long coil-springs are used, surrounding telescopic shock-absorbers. In addition, on this new RSK a new gearbox/final-drive housing is used which follows production-car practice. The split casing is no longer used, the new casting being in the form of a tube with end plates, the gear clusters and shafts being fed in from one end. Also the exposed half-shafts no longer have sliding spline joints but have a sliding pot-joint on the inner universal joint.

It can readily be appreciated that production Porsches benefit very directly from the factory racing activities, and the Carrera model, named after the Mexican road race in which the four-camshaft engine underwent a lot of its initial testing, continues to be modified in accordance with knowledge gained on the Spyder, RS and RSK models, though as yet there are no production low-pivot swing axles, nor have any production cars been built with the engine ahead of the rear axle line, but perhaps time will tell. The name Carrera was given essentially to the race-bred four-camshaft engine and it could be fitted into the normal coupé, the drophead or the open Speedster model, and was intended primarily for competition purposes. So successful have the Porsche Carreras proved that many are used as purely road transport and never see a competition number. For 1958 the Carrera coupé was offered from production in a special competition form known as the Carrera G.T., and this was simply a production Carrera coupé without any frills. The main body-shell is still of steel but the doors, front cover over the fuel tank and cover over the engine compartment are of aluminium, there is no rear-seat squab, no heating system, and all the side windows are of Plexiglass, while Koni shock-absorbers are fitted. Wider front brakes are available, as used on the RS model and the fuel tank can be extra large, filling most of the front of the car and having a quick-filler protruding through the front cover, while racing-type bucket seats are fitted and sound-proofing of the interior of the body is skimped. An RS exhaust system can be fitted and the result is that the Carrera G.T. is a very potent competition car, looking from a distance like any other Porsche coupé. All these G.T. modifications are also available on the Speedster open two-seater, the one with the hunchback tail.

After looking at the RSK models in preparation fof the 1,000-kilometre race at Nurburgring, I mentioned to von Hanstein, Porsches' competition manager, and Ing. Hilt, the head of the racing department, that it would be interesting for me to try an RSK or

even a simple ordinary RS, but it was not possible as they were all in an incomplete state. However, in one corner of the racing shop stood a Carrera G.T., rather grubby and dirty and bearing the racing number 26, and thereby hung a tale. This car was to normal G.T. specification with all the optional extras fitted, such as the Spyder front brakes, separate oil cooler underneath the car with its own air scoop, twin-choke Weber carburetters, oversize fuel tank, etc., and was devoid of floor coverings and had the plastic steering wheel covered with sweat-absorbing tape. It had been used in the factory team at Sebring back in March, and just recently it had been driven to Athens for the Greek hill-climb and then to the Targa Florio in Sicily, as reported in last month's MOTOR SPORT, where it was illustrated in the centre-spread. After the Targa Florio it was loaded with luggage and Hilt drove it back to Stuttgart, into the racing department, having covered some 7,000 kilometres, including two racing events. As the Porsche factory believe in using competitions to test their cars, the aluminium doors and the aluminium engine compartment cover had been removed and were in the experimental department being measured for distortion, as they felt that the roads of Greece, Yugoslavia, Italy and Sicily had provided a good test. In addition, the Continental Racing tyres had been sent back to the factory for inspection on wear, so a set of old Michelin "X" had been fitted and the car had been pushed in a corner until it was needed again. As there was no RSK available, I suggested borrowing a Carrera G.T. and Hanstein said, "Well, there is the old Targa Florio car, take that; it is just as it arrived back from Sicily." It had been sitting there for a number of days but started instantly and was driven out into the yard behind the experimental shop. "You don't want the doors, do you?" they said, and after warming it up away I went. The only thing that was wrong with the car was that the rev.-counter was not working, but there were marks on the speedometer to indicate 6,500 r.p.m. in each gear. As it had been used for the Targa Florio it had the low axle ratio of 6 by 31 fitted, so that its acceleration was violent to say the least, while it had a maximum of just under 120 m.p.h., which it reached with ease as soon as the *autobahn* was clear, and at that speed ran as steady as one could wish, while there was surprisingly little turbulence in the car in spite of the absence of doors. They had said, "Bring it back for lunch," so, heading for the wonderful Solitude circuit to the south-west of Stuttgart, I really had fun in this really quick little coupé. With its nicely shaped bucket seat the driving position was of the outstretched-arm type, and the gear-lever on these G.T. models, as on all 1958 Porsches, has been moved backwards some six inches. It was noticeable that with the higher r.p.m. of the Carrera engine and subsequent higher rotational speeds in the gear-box it was possible to beat the synchromesh between third and top when wound up to close on 7,000 r.p.m. On the push-rod engines even at 5,500 r.p.m., it is absolutely impossible to beat the synchro., but that extra 1,500 r.p.m. meant fractionally slower changes had to be made. Mind you, they were still jolly fast changes by normal standards, but slow by Porsche standards. One of the joys of the normal Carrera Porsche is the way it charges forward when you change from peak in third into top, making a glorious hard growling noise from behind. On this light G.T. model, with over 125 b.h.p. available as against 110 b.h.p. for the standard car, the growl was really something, and the noise from the Spyder exhaust system really echoed through the trees. The ride on this G.T. car, with comparatively soft suspension and Koni shock-absorbers, was really excellent and, after the rather American-like ride of the 1956 and 1957 Porsches, the latest type is a reversion to real Porsches, for Porsche motoring and the performance of the G.T. was as much as anyone would want on the open road. After spending the morning



The Porsche Carrera G.T. used in the Targa Florio which lapped in 47 min. 40 sec., compared with the 44 min. 17 sec. that Behra did in the RSK. The Porsche racing department have always been "sporting types" and they let "D. S. J." have this car for a "dice" just as it stood, minus doors and in exactly the same state in which it finished the Targa Florio.

in this "fun machine," I realised that what it represented was in reality a production version of the original Spyder Porsche, and though the chassis/body-shell was the same as a standard 1600 model, the mechanical components on the G.T. model were all descended directly from racing, so that of Porsche we can truly say that "racing improves the breed."

After putting the car back in its corner in the racing department, I joined von Hanstein for lunch and he said: "You could buy one exactly like that, if you like, except that it would not be worn out and it would have doors"!

Continuing on their theme of development through racing, an experimental Carrera G.T. was run in the 1,000-kilometre race at Nurburgring using an engine with the bore enlarged to 87.5 mm., giving 1,600 c.c., and having a plain bearing crankshaft instead of the normal Hirth roller-bearing one. As the roller-bearing crank-shafts have now been dropped completely from the production 1600 and 1600 Super engines, this step with Carrera engines was obvious, but as yet it is not ready for production; perhaps by the end of the year. The interesting thought is—when will the low-pivot rear axle be available in production, for all good things on the works cars come to the public in the end. It was not many years ago that Porsche won the Liége-Rome-Liége with a special car having a four-camshaft engine; now you can buy that engine over the counter. Before that the early Porsches had crash-type gearboxes and at one race a factory car appeared with a synchromesh box, and now all Porsches have the all-synchromesh box, and so it goes on—design, racing, development and production. It is not surprising that the end product is an exceptional car for those people who like fast motoring and can drive.—D. S. J.

BOOK REVIEW

"'The Autocar' Road Tests—1958." 127 pp., 11⅝ in. by 8⅝ in. soft covers (*Iliffe & Sons, Ltd., Dorset House, Stamford Street, London, S.E.*1. *7s. 6d.*)

After issuing an interim reprint of their road-tests last winter, *The Autocar* returns with a spring edition containing full reprints of 33 tests of British Continental and American cars. This book, which costs but 7s. 6d., is a most fascinating collection of facts and pictures, forming an invaluable reference work. The tests range from Fiat 500 to Dodge Custom Royal and embrace such fast machinery as the Jaguar Mark VIII, Mercedes-Benz 190SL, Lancia, Aurelia Gran Turismo 2500, and Aston Martin Mark III, while reports on the remarkable Volvo PV444 Sports, Wolseley 1500, Riley One-Point-Five, Sunbeam Rapier, Jensen 541R and Alexander-tuned Hillman Minx are of the greatest interest.

The reports are supplemented by explanatory tables, tabulated data and an index. It is noted that the fastest car of the 33 tested was the Aston Martin, which clocked 120 m.p.h., the most economical the Fiat 500, which returned up to 61 m.p.g. and the most accelerative the Dodge Custom Royal, which was timed to devour a s.s. quarter-mile in 16.6 sec. This is a welcome reference work amongst a welter of lesser publications.—W.B.

So many motoring books are being published that we make no excuse for referring to "Book Design and Production," a quarterly publication (annual subscription 35s.), issued by Printing News, Ltd., 110, Fleet Street, E.C.4. Some publishers of motoring books might do themselves a power of good by studying it!

In answer to many enquiries, we understand that *The Motor* Year Book will not be published for 1958.

LETTERS from READERS

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

'PETROL, PETROL EVERYWHERE . . ."

Sir,

Just reading Editorial re petrol, Oxford, etc.

Agree with sentiments completely but as nothing will ever be done (Jack ! !) remember that you can fill up with juice up to about 11 p.m. in the garage attached to the Randolph.

It is as well to give a slight Hic ! when you ask, so to give the impression that you have recently been a client of the hotel.

I am, Yours, etc.,

Woking. D. EGAN ANDREW.

[We were told of this but not as a *definite* after 9 p.m. service for juice—nor could we manage that Hic.—ED.]

THE BRITISH GRAND PRIX

Sir,

Recently I had reason to write to the competition department of the R.A.C. Having read previously that the British Grand Prix had been cut to 200 miles, I was in no mood to muck about and closed my letter with somewhat pithy remarks to the effect that no doubt in years to come the G.P. would be further reduced to the status of a 10-lap race at Brands Hatch. I also enquired the reason why the race had been reduced to comply with F.I.A. minimum distance regulations. I can do no better than to quote Mr. Basil Tye's remark (he is assistant manager of the competition department). "As no doubt you fully realise the cost of staging a race of this nature is, of course, very high and promoting clubs have to obtain as large a gate as possible.

"Statistics show that the public generally prefer shorter races as opposed to virtually one long major event."

No doubt this reply will stagger you as much as it did me, especially when I remind you that the races we are forced to *endure* in place of a 300-mile G.P. are a touring car race and a 500-c.c. event !

My own opinions with regard to this matter are quite unprintable, but it seems to be high time that someone told the R.A.C. what the *race minded* public want. To my mind they are pandering to the taste of the uneducated masses who throng the course to see the spectacular and do not care a jot about pit work and enduarnce of the cars.

Please draw the R.A.C.'s attention to the complete fiasco they are making of this event.

I am, Yours, etc.,

Ashtead. C. T. HUNTER.

THE FORTHCOMING VEHICLE INSPECTIONS

Sir,

Congratulations on your excellent article in your May issue on the utter folly of the proposed system for the compulsory testing of pre-1948 vehicles.

Your very pertinent comment of the testing of these vehicles by private garages may be reinforced by the enclosed copy of an advertisement from a motor-trade journal—note the motive.

For doing three comparatively simple jobs, well within the range of any competent mechanic or enthusiast, a charge of 14s. plus a levy of 1s. to the Government is made. Fourteen shillings for doing a 20-minute job—8½d. per minute ! ! Fantastic charges by any standards, giving a vast profit to the garages, plus 1s. to a Government which already penalises road-users, particularly private motorists, to the hilt in any case. One wonders just how long successive Governments can go on soaking motorists.

Well may your correspondent, Mr. J. K. Abbott, refer to the whole set-up as a "racket for garages."

You mention that the police have powers to condemn the real "bone-shakers": if it is necessary, strengthen these powers. Motorists who do cause accidents, whatever the age of their vehicle, should be forced to be themselves tested by the driving examiners in the same way as ordinary L-drivers are tested, for I firmly believe that "it's not the car that kills, it's the driver." [Hear, hear—ED.].

I sincerely hope that enough motorists concerned will refuse to submit their vehicles for this compulsory test (the principles and purpose of which I do not disagree with) until a reasonable charge, of say 5s., with no Government levy is laid down.

The extent of lunacy to which certain members of the Government are prepared to go in supporting these tests can be shown by the words of one Lord Bathurst in the House of Lords when he declared, "I am sure your Lordships agree that the driver of an unsafe vehicle is as much a public menace as a criminal at large with a loaded lethal weapon." This is the type of attitude we have to contend with !

I am very glad to see that you have taken up the cudgels for the pre-1948 vehicle owner. I agree with Mr. Abbott that the A.A. and R.A.C. should take a more active part in opposing these grossly unfair anti-motorist proposals, and I sincerely hope that the lead which MOTOR SPORT has given in the matter plus the general feeling among nearly all motorists will eventually force the Government to see commonsense and fair play.

I am, Yours, etc.,

Rugby. G. J. NOON.

[The advertisement to which our correspondent refers, after emphasising that there is only 14s. to be gained for each test, states: "But you can still make a healthy profit if you plan for a smart 'in and out' service. You only need four minutes to test the brakes if you use a —— —— brake tester. Remember that the scheme has come to stay, and it will not be so long before over 4,000,000 cars will have to be tested every year. Look ahead and start off on a production basis which *will double your profits* . . ."

If all garages had refused to undertake the tests the scheme would have collapsed. As it is, we hope all our readers will boycott the "test centres" for repair work and petrol sales, etc., so as not to in any way occupy the time of mechanics engaged in carrying out inspections for the Government .—ED.]

A TOO-FAST A35 ?

Sir,

An item recently published in a motoring periodical states: "John Sprinzel's Speedwell Austin A35 will now reach (and sustain) 7,000 r.p.m. in top gear, a speed of 102 m.p.h." This is an epoch-making sentence.

It means that all these years the designers and engineers of the motor industry have been completely deluded. The total resistance curve for the Austin A35 indicates a requirement of nearly 90 b.h.p. from the engine to attain 102 m.p.h. or, of course, a 37-m.p.h. tail wind and 45 b.h.p. from an indestructible engine.

If Mr. Sprinzel could get a true mean of two ways at 102 m.p.h. under engineering test conditions with his poor little pushrods, those of us who spend our harassed lives struggling in the low eighties with all the engineering resources of the industry at our disposal would cheerfully retire to click stopwatches and applaud the genius of this mighty intellect.

As it is we will sadly deprecate the gullibility of those who put their faith in belt-driven tachometers and battle on at a dicy 6,200.

I am, Yours, etc.,

"IRATE AUTOMOBILE ENGINEER."

PERFORMANCE CONFIRMED

Sir,

A number of unsupported generalities on this subject fill your correspondence columns nearly every month. I wonder if you had a reporter at the B.A.R.C. Firle Hill-climb on June 1st ?

If not you may be interested to know that a Standard (*i.e.*, crash gear-box and mechanical brakes) Volkswagen, running in the modified saloons up to 1,600-c.c. category, achieved the following :—

(*a*) Fastest Saloon, out of a total entry of 51, and new absolute saloon car record for the Hill (previously held by Webb's Jensen 541).

(*b*) Over 1½ seconds faster than the runner-up, which was a 3.4 Jaguar with disc brakes (!)

(*c*) Faster times than at least half the runners in the sports and sports-racing classes. Scanning the programme at random I see that it beat all the M.G.-A.s, three or four TR2 and 3s, an XK 120, a DB2 Aston-Martin, etc., etc.

Furthermore I understand that the car was driven by a novice without any previous competition experience.

The anti-VW set will have to bluster pretty loudly before they can get out of this one !

I am, Yours, etc.,

Hurstbourne Tarrant. E. GRAHAM.

[And I wasn't even there to "will" it along !—ED.]

NOT GOOD ENOUGH

Sir,

Perhaps my recent experience with a new Vauxhall Velox may be of interest to your readers.

The car was delivered to me in March 1958, with rusty chromium and peeling paintwork (I repeat, this was a new vehicle). The locks on two doors were jammed, and the rattles were too numerous to identify and locate.

Immediate arrangements were made to re-finish the car, and this was endorsed by the makers, who also supplied new chrome parts as necessary. However, before the re-finishing process was organised, the car lost its forward gears, due, I discovered, to the fact that the linkage had been tightened only " finger tight." This fault having been rectified, the car was sent in for its first service with a recommendation that the valve clearances should be adjusted as they were audibly uneven. The car was collected after the service with the clearances much as they were, and four nipples on the front suspension not having been greased due to the fact that they were facing the chassis frame.

Finally, the re-spray was effected, and resulted in an improvement, though not still to my satisfaction because it was what the trade call a " blow-over " and it looked rather sloppy.

The new grill was fixed, and various strips were re-attached which had been loose and rattley. But the door locks still gave trouble so back to the dealer, who finally reassembled the offending locks successfully.

At this stage I took stock and discovered that though I had owned the car for five weeks, it had spent two-and-a-half of these weeks in the repair shop. The rattles were still apparent—worst of all being the front seat springs—and the car was not water-tight. Difficulty was experienced in getting the key into the doorlocks which resisted the process by means of a sprung flap. The rear-axle was noisy. Second gear was noisy, and there was a rather disturbing engine knock under full throttle acceleration—this might have been a periodicity of some sort and possibly not important.

So at 1,600 miles I decided that I would rather not own this example of " painstaking workmanship " (quoted from the guarantee) and sold the car at a considerable loss.

In all this, there was a spark of humour when, after the re-spray, the dealer's service manager impressed upon me the necessity of bringing the car in for regular service !

This was probably a singularly bad example of this *marque*, but that affords me very little consolation for the money that I lost and the time and trouble wasted.

In contrast to the foregoing, I should like to relate the events which followed the sale of the Vauxhall, which was replaced with a Simca Montlhéry.

The Simca was delivered in excellent order, and was promptly driven 1,800 miles in the first week-and-a-half without the slightest trouble, however, the car developed an axle whine so I contacted the dealers, Messrs. Platts Garage of Longton. They arranged to have the car in at 9 o'clock on a Monday morning, and thanks to a most efficient staff of mechanics, I drove the car away three hours later after the whole of the final drive had been replaced as a unit. I was assured that this was the second faulty axle in over three hundred Simcas—the first being due to lack of oil.

As for the car itself, I can only say that I find myself using the car unnecessarily in the evenings because of the pleasure that I derive from driving it. In fact, my enthusiasm for this beautifully-constructed vehicle embarrasses my wife, because conversation with friends is monopolised by my discussion of the merits of this car.

I am, Yours, etc.,

Manchester. N. BRADPIECE.

* * *

SALESMANSHIP

Sir,

I recently found myself in the happy position of being able to contemplate buying a new car. After much thought relating to cars in the middle-price range offering good accommodation for two with some luggage space left over, the choice boiled down to four—three British and one German. These were Austin-Healey, Triumph TR3, M.G.A. and VW Karmann-Ghia coupé. I read all I could get about these four, including MOTOR SPORT road-tests of the three British makes, and, with a colleague who is something of an expert on cars, set out to visit the local showrooms to see each model in turn.

The Austin-Healey, TR3 and M.G.A. were in three separate showrooms in this city. In each instance we walked over to the model in question and spent between 15 and 20 minutes taking a really good look, including trying both driver and passenger compartments, studying ground clearance works, luggage space, extras and everything else we could think of. In each case there were numerous flaws in the model—in one case a handbrake which came to pieces on being gently applied. In each case no one took the slightest notice of our presence, and, after this pretty thorough inspection. we left.

With regard to the Karmann-Ghia—at the VW showrooms there was a certain subtle difference. As one would expect no model was available for inspection, but a very able and willing salesman spent a good 20 minutes describing, without blurb the details, and answering many questions regarding the car. Delivery date could not be ascertained exactly after calls to London, but free loan of another vehicle was offered until such delivery could be effected.

Which car do you think I am going to buy ?

I am, Yours, etc.,

Leeds. JOHN A. HOLGATE.

* * *

ANOTHER NEWSPAPER CONTEST

Sir,

The winner of the *Daily Express* competition, putting " ideals " for a sports-racing car in order of merit, won with :—

1. High top speed.
2. Great acceleration.
3. Sturdy chassis.
4. Suitable springing and " shockers."
5. Streamlined body.
6. Good roadholding.
7. Dependable transmission.
8. Efficient cooling and lubricating systems.
9. Firm and precise steering.
10. Powerful brakes.
11. Trouble-free " electrics."
12. Comfortable, convenient driver's seat.

Apparently it doesn't matter if you can't stick on the road, or stop, as long as you can look pretty and scorch along. Personally I'd sooner have an M.G.-A. than the M.G. Ex 181—wouldn't you ?

This isn't sour grapes, as, having seen previous competition results, I didn't enter for this one.

I am, Yours, etc.,

Wigan. JOHN B. SMALLSHAW.

* * *

FOREIGN SPORTS CARS FOR PRESTIGE

Sir,

I think the attached cutting from the personal column of *The Times* today might amuse you.

Perhaps MOTOR SPORT readers may have special notions of the precise make that should be most status-raising. In my own young days parents' cars were definitely most important, though I remember the unfortunate son of a Metallurgique-owning parent, most opulent of Belgian chariots, who lost for all time on the deal since the unfeeling little beasts always referred to it thereafter as the " Metal grid " !

I am, Yours, etc.,

Leighton Buzzard. H. LAIDLAW-DICKSON.

The advertisement referred to reads :—

> SPORTS CAR, preferably foreign, WANTED weekend June 22 by respectable middle-aged civil servant, to raise sons' status at preparatory school where most fathers have Jaguars.—Write Box A.1672, The Times, E.C.4.

* * *

PRAISE FOR THE PEUGEOT

Sir,

As an enthusiastic Peugeot 203 owner (and Volkswagen enthusiast), I felt that I should write with reference to your road test of the 403.

Two details in your description of the car surprised me. Firstly, the 403 has in fact plastic upholstery and not leather as stated, and, a minor detail, it is not fitted with an auxiliary handle for emergency operation of the screen-wipers, as is my 1954 203.

I was also surprised that the gear change was adversely criticised, since you did not comment adversely on that of the 203 tested by MOTOR SPORT in 1955, which is identical to that of the current 403.

I feel sure also that some fault must have been present in the particular car tested to affect the fuel consumption, as I know of one 403 at any rate which manages substantially more than 24 miles per gallon under similar conditions.

I imagine that the majority of 403 owners will agree with me on the last point, but having read your otherwise excellent test report, they may be wondering why their car has no leather upholstery !

I am, Yours, etc.,

Totternhoe. J. S. D. AYERS.

* * *

[The gear change occasionally caught out two different drivers when changing in a hurry, which merits criticism of the faster 403 model. The fuel consumption, we have since been informed that the choke on the test car was sticking. However, a contemporary obtained 26.8 m.p.g., which is far below the 30-40 m.p.g. sometimes claimed for this spacious 1½-litre car.—ED.]

HOW ROVERS ARE MADE

A Visit to Solihull to Study the Manufacturing Methods Applied to a Popular British Quality Car



SINCE we road-tested the Rover 90 (see MOTOR SPORT for September, 1956) and drove a Rover 105S to Monza and back last year *via* France and Switzerland (an account of this journey was published in MOTOR SPORT last November), we have had a high opinion of these British quality cars.

Last month we paid a visit to the factory to study some of the ways in which the Rover Company builds quality into its products.

During what was left of the morning after we had driven up to Solihull along the narrow, lorry-bound A 41 road, Mr. Peter Wilks' assistant took us to see the Rover assembly line. This is notably compact, the assembly factory at Tyseley being far from vast, as car factories go. The line is continuous, in the form of an oval, Rovers gradually taking shape as they move along it, parts and components keeping pace with the cars in trays and containers that move beside the assembly line at the same speed as the cars. The chassis frames arrive from John Thompson Motor Pressings Ltd. for final machining at Solihull, and these frames are lowered onto the line as the first stage in car assembly. Incidentally, so rigid is the Rover frame that six rubber-insulated body mounts are attached each side, the body thus being very largely relieved of having to act as a stiffener for the chassis.

Right from the start of our " tour " we were impressed by Rover thoroughness, for the first thing we saw was the spring-testing machine. On this every coil-spring used in the Rover i.f.s. system is fully compressed to reveal possible flaws, after which the spring is compressed to the space it occupies on the car and its strength read off on a big Avery dial. Each coil-spring must show a minimum of 1,700 lb./sq. in. and springs are paired, so that a slightly stronger spring is fitted on the driver's side of the car compared to that on the opposite side, to ensure a level ride as the springs settle. For example, a 1,722 lb./sq. in. spring would be paired with one of 1,732 lb./sq. in., the latter going on the driver's side. The same method is adopted with the leaf-springs used at the back of the car, a code reference being painted on the springs to ensure such assembly.

We were shown the liberal use of rubber insulation employed in the Rover chassis. The front suspension radius-arms seat on rubber, rubber rings are fitted under the coil-springs, and rubber insulates the back springs. The complete i.f.s. assembly is first lined-up correctly on a special jig and the rear leaf-springs are liberally greased before gaiters are fitted to them.

It is attention to detail that distinguishes the quality car from the mass-production product. On the Rover all nuts and bolts are Parkerised to rust-proof them, brake and fuel lines are, wherever possible, attached to the *top* of the chassis frame, and clutch and brake pedals are mounted on a common spindle, very short and stiff, to obviate rattle and looseness.

When inspecting the Rover chassis the steering idler arm is seen to be a particularly nice alloy casting, with precision-cut splines.

As the chassis nears completion the required engine—60, 75, 90, 105S or 105R, complete with gearbox—arrives on an overhead gantry, to be dropped into place. The control system ensures the correct sequence and number of different type engines for the daily output, and all the operatives have to do is to install the engine to hand.

The single assembly line takes bodies from the paint-shop, these moving along for parts and trim to be added, down one leg and back along a parallel leg, until the body is lifted by crane for dropping on the chassis. About a minute or less, and two operatives, suffice to mate body and chassis. Each body-shell has been washed in paraffin to remove oil and grease, then washed in acid and water before the rubber sound-proofing solution is sprayed on. Five separate coats of primer are applied and rubbed down before two coats of the enamel are applied, wet on wet, and baked. All edges subject to slamming receive an extra coat. Incidentally, as Rover *private cars grow on this single assembly line, completed Land Rovers* receive their final check on an adjacent line.

The seats in the Rover bolt to the chassis, not to the body, and so there is space within the shell, after it has been attached to the chassis, for operatives to fit the remaining mechanical parts. Hand-brake ratchets receive a generous dollop of grease, steering pivot oil reservoirs are filled, likewise the steering box, before the chassis leaves the line. Rovers have, of course, only four grease nipples. Radiators are fitted after the body has been lowered onto the chassis.

The i.o.e. Rover engine has a very imposing alloy cylinder head, the integral water passages and manifolding necessitating a complex casting, which is perhaps the most expensive part of the power unit.

The bodies are supplied by Pressed Steel Ltd., but are painted by Rover in black or in the many duo-colour schemes now available. Incidentally, the darker shade can be had above or below the waist-line, as the customer prefers. Rover do all their own trimming, make the frames of the fully-adjustable front seats, and at final inspection each car is rubbed down, cleaned, and finally Simonised.

We were delighted to note the care taken over finishing the body-shells. Rubber solution is applied to the interior, carpet felt is firmly glued down, and much use is made of Bostik solution to water-seal gutters, valances, fuel-filler door, etc. If specified by the customer the underside of the car can also be undersealed. Careful tests are made to ensure that each part of the body is truly water-proof. The transmission cover is undersealed beneath and carries sound-proofing above. The head-lining of the body is now of wash-able plastic but it is characteristic that Rover were reluctant to abandon a felt head-lining and did not do so until they had satisfied themselves that equally good sound-proofing was obtainable with plastic and that a " cold " effect would not be imparted thereby.

After the steering column has been fitted the seats follow and the cars are then trimmed, the trimming shop being on the opposite side of the road to the assembly shop. The bulkhead of the body is lined with good quality felt, and an interesting detail is that the unusual-shape, rigid, spring-steel gear-lever has slots on its mounting *ring so that it can be moved away from or towards the steering wheel* to meet individual requirements.

Bodywork details show similar ingenuity. The front bumper of a Rover contains some 48 separate parts, and particularly ingenious are the stainless steel rubbing strips, these constituting the broadest part of the body, thus protecting it from paint scratches which careless parking or a mild error of driving judgment would otherwise incur. The door-switches that actuate the interior lighting are beautifully made, by Lucas, but to Rover's own design. The facia is of solid West African walnut and the lower rail of the facia likewise, polished by girls so that an individual grain is discernible on each car. The corner fillets for this facia have to be of alloy to obtain the correct curves, but a wood-veneer is cleverly applied to the metal, matching the real woodwork. The two locker lids are likewise of polished walnut, with concealed hinges in the best cabinet-making manner, and the instrument panel is hinged to a rigid metal frame for easy access to the electrical wiring, etc. The wooden window frames are first strapped to the doors to locate them and then secured with self-tapping screws, a job that obviously has to be done by hand in the best traditions of craftsmanship.

The slide-out rubber-lined tool tray is another instance of wood trim done in the Rover works. The heater controls are made by Smiths, but to Rover's own specification. The radiator grilles are chromium-plated but have contrasting slats of polished, rust-proof alloy, unplated.

Our visit was necessarily brief but in the space of an hour we began to appreciate how seriously Rover build quality and long life into their cars. After lunch, when we learnt something of how each engine and car is tested and of the infinite care taken to test materials and check engine assembly, our admiration reached fresh heights. Here it should be explained that the Tyseley Group of factories, taken over by Rover in 1920, now supply all the mechanical components for the cars. The total floor space is 672,029 sq. ft. and more than 3,620 people are employed there, working a five-day week, the engine-test shops, however, working right round the clock. The Springfield factory manufactures all experimental and development items and also carries out complete reconditioning of the Group's machine tools. The Ryland Road factory supplies steering and suspension parts and makes non-current spare parts. The Perry Barr factory sends finished axles and transmission units to the Solihull assembly shop, while gearboxes are built at the Percy Road factory and sent to the engine factory at Tyseley, from which, also, all planning, jig and tool design, etc., is controlled.

Rover employ a rigid inspection system for raw materials and outside-supplied components. For this purpose they employ a proportion of inspectors to operatives in the region of 20 per cent., have their own laboratory, and insist on test-pieces being taken from castings before they are machined. Castings are bought out, as Rover do not possess their own foundry, but they do all their own machining. Transfer cylinder-block machining is used for Land Rover engines but not for the car engines. Every connecting-rod is inspected for bore size and ovality on an air gauge, to half-a-thousandth of an inch. Starter-ring teeth are hardened by electrically heating each ring to 850 deg. C. and then quenching in water, an operation carried out automatically in a special cabinet. *Gudgeon-pins are graded after machining to* $\frac{1}{10}$-thousandth of an inch, camshafts are hardened both in the furnace and by the new gas carburising process, and components such as rocker-shafts, etc., are crack-tested. Pistons and connecting-rods are checked and graded in special pressurised rooms kept at an even temperature. Sets of six pistons all of identical weight are made up, five grades being recognised, within two drams, and every connecting-rod is balanced and the gudgeon-pin bore checked to within half-a-thousandth of an inch. Every valve seat is individually ground-in, tested by blue-ing, then tested again with petrol under compressed air.

After assembly the oil-gallery of each engine undergoes a pressure check. In these and many other ways is the reliability of the Rover engine ensured.

Perhaps the most interesting aspect of this engine testing is the care taken in balancing all the rotating parts. An ingenious machine, designed by Rovers themselves, enables out-of-balance forces to be measured electronically *via* steel tapes, as a complete engine is mounted on slave mountings in the machine and electrically rotated. The 105R engine is balanced to $\frac{1}{4}$ oz./in., a task which can occupy an hour, as weights are added to clutch and/or crankshaft damper to eliminate out-of-balance forces. Every engine goes through this effective check, $\frac{1}{2}$ oz./in. being required from all types other than the 105R.

Prior to this flywheels have been checked for balance on a Jackson and Bradwell electronic balancer, to an accuracy of 1 dram at 6-in. radius. Gearboxes are meticulously assembled, the gear cutters compensating for changes under heat treatment, and ground and crown-shaved gears being paired up after test. Girls lightly stone each gear tooth to obviate burrs. Each gear-cutter is profile checked at each change of hob, and every day sample checks are made on finished ground and shaved gears. Every gearbox is tested, not in a flash run up, but for five minutes while motored in drive and overrun by a 50-h.p. electric motor.

We had this explained to us by Mr. G. H. Jeans, who then took us to see the final engine tests. Every Rover car engine goes on a Heenan *and Froude water brake*—there are 45 of these—for a period of five hours. Land Rover engines are tested for 2 hr. 20 min. For 4½ hours the engine is run on coal gas, then on petrol. During the entire time upper-cylinder oil is metered into the engine and it is continually supplied with clean oil direct to the oil pump, a slave sump merely acting as a drain. By this method no swarf or dirt from a new sump can be carried into the engine; the oil used is maintained at a constant temperature, so that engines tested on Monday morning receive the same oil as those run on a Friday night.

It is considered best to check power output at 3,000 r.p.m., at which speed reliable figures are obtainable. At this speed the 2-litre Land Rover engines must give 38-40 b.h.p., the diesel version 40-41 b.h.p., the Rover 60 engine 48-51 b.h.p., the 75 a figure of 53-54 b.h.p., the 90 engine 64-67 b.h.p. and the 105 between 71 and 73 b.h.p.

In another shop there are five more water brakes, used for endurance engine testing. Tests of up to 700 hours, or even to destruction, are made at every change in specification material—at the time of our visit a starter ring was being subjected to repeated starts by automatic means.

Finally, comes the road test. This is carried out on Rover's own road circuit and every car and Land Rover is submitted to it. Two independent drivers test each car, and although routine tests cover about two laps in the hands of the first driver and three laps by the other, a total of 12-15 miles, if defects are found anything up to a week may elapse before the car is passed out. Such items as tyres out of balance, noisy clock, loose wheel nuts, etc., etc., are checked, besides the obvious sources of trouble. We did a lap with the senior tester in a 105R which had defaulted in respect of engine vibration and a reluctant automatic transmission change-up.

Only this extremely thorough testing of components, engines and the completed cars satisfy those responsible for maintaining the Rover reputation. Even then every car is put on a " bump machine " in a sound-proofed bay so that squeaks and rattles, if any, can be located and rectified.

In spite of the care taken at each stage of assembly, Rovers have attained a useful output of cars. We have been forbidden to disclose the daily output but, in the last ten years, Rovers claim to have built 200,000 Land Rovers, and at least one car to every three Land Rovers. As we have explained, the five different cars are assembled on the same line and it is common knowledge that the 90 and 105 are the more popular models.

It is pleasing indeed to find Britain still building fine motor cars to the highest standards—at Rovers they obviously consider durability and silence to be as important as performance. Under the circumstances, the fully-equipped Rover 90, for example, at £1,499 17s., inclusive of purchase tax, is not so expensive as it might seem at first sight. *Indeed, we have frequently cited it as offering excellent value-for-money.* After having seen the conscientious care that goes into every facet of Rover manufacture and testing, we readily endorse this opinion!—W. B.

DARLINGTON & DIST. M.C., CATTERICK (June 8th)

Class Awards

	Time
Touring up to 1,000 c.c.	
A. Morley (Morris 948 c.c.)	56.0 sec.
Touring 1,001-1,300 c.c.	
A. Stainforth (Rochdale 1000 948 c.c.)	49.4 sec.
Touring 1,301-1,600 c.c.	
H. Brierley (Sunbeam Rapier)	49.0 sec.
Touring 2,501 and upwards	
P. Walton (Jaguar)	43.5 sec.
Sports up to 1,100 c.c.	
W. Needham (Austin)	47.4 sec.
Sports 1,101-1,500 c.c.	
E. Wadsworth (Porsche)	42.7 sec.
Sports 1,501-2,000 c.c.	
P. Bradley (Morgan 1,991 c.c.)	42.2 sec.
Sports 2,001 c.c. and upwards	
B. McAdam (Austin-Healey 2,660 c.c.)	40.9 sec.
Racing up to 500 c.c., unsupercharged	
M. Graham (Cooper-Norton)	42.0 sec.
Sports/Racing 501 c.c. upwards, Formule Libre	
J. Burgess (Lotus 1,100 c.c.)	29.9 sec.

Fastest time of the day was made by B. Harpin, in a Lotus XI, 1,098 c.c. His first run took 41.1 sec.; his second 39.4 sec.

FORCES M.C. DRIVING TESTS

The Forces Motoring Club will this year be running its highly popular Bordon Driving Tests on July 27th, and not as previously announced July 20th. This is a closed event open only to Forces M.C. members, but spectators will be very welcome and refreshment facilities are available for as many as care to attend. Competitors assemble at 1 p.m. for scrutineering and the driving tests commence at 2.30 p.m. and finish at 4.30 p.m. Awards include a Shell-Mex Trophy and Replica for the winner. Details and supplementary regulations are available from the Secretary of the Meeting, Major E. A. Halford, Army Mechanical Transport School, Bordon, Hants. Closing date for entries July 14th.

THOSE HOODED HEADLAMPS

Sir,

In the May issue of MOTOR SPORT I read with interest the comments of Mr. C. Harrison on the current trend in headlamp hoods, and thought perhaps readers would be interested to hear of my own recent experience with this fitment.

The single screw fixing to the combined rim and hood, on my three-day-old Sunbeam Rapier, dropped out. The wind from the forward motion caught under the hood, rolled it up the short bonnet and crashed it into the windscreen.

I have a few more grey hairs as a result!!

I am, Yours, etc.,

Kuwait. ARTHUR E. LONG.

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

ALVIS SPEED 25 D.H.C.. Possibly the best available. Engine, body, cellulose, tyres, etc., excellent. New hood. £260 o.n.o. Consider part exchange for good 1937-9 Riley 9, 1½, similar. 6, Mere Lane, Wallasey. New Brighton 2637. [1010

M.G. T.C. Immaculate. B.R.G. New hood, tyres, crank. Conversion wheels, headlamps, luggage rack. M. Barron, " Bryngower," Sitwell Grove, Rotherham 4588. £335. o.n.o. [1011

TALBOT 95 DE LUXE SALOON, 1934. Darracq body. One previous owner 1934/56. Excellent condition. £110. BECkenham 0276 evenings, weekends. [1012

JOWETT, 2-seater, 1929. Engine, back axle rebuilt, brakes relined. Spares included. Seen Suffolk. £50 o.n.o. Box No. G.013. [1013

M.G. T.A. 1939. Good condition. 35 m.p.g. New hood, perspex side screens, many extras. £250 or exchange four-seater. Burgh Heath 5122, Surrey. [1014

ALVIS " FIREBIRD," 14 h.p. 1936. Mechanically sound, fully synchromesh. Taxed, insured. £110 o.n.o. R. Martin, 39, Essex Road, Gravesend, Kent. GRA 1843. [1015

M.G. S.A. Coupé. Recent engine overhaul. New battery. Body shabby. £85 or haggle. Huddlestone, 36, Napier Road, Luton. [1016

1938 SCOUT, Two-seat Sports. Rebored. New mains, valves, hood, screens, diff., bearings and seals, etc. Sound body. £135 o.n.o. 98, Fletching Road, London, E.5. [1017

BENTLEY 3½, 1935, Park Ward Sports Saloon. Heater. Two previous owners. Bentley history. Fine specimen of this economical model, in mint condition. £425. 38, Merton Road, Harrow. BYRon 3954. [1019

328 B.M.W. 3.9:1 C.W./P. Fine condition. £20 o.n.o. Oliphant, 65, Hatfield Road, St. Albans, Pogmoor, Barnsley, Yorks. [1020

S.S.II, 1934. 12 h.p. Good brakes, steering, lights. Delightful exhaust note. £50. Peake, Werulbrook, Plwmp, Llandyssul, Cards. [1021

MORRIS, 10/4 M. engine, stripped, less head. Manifold, carburettor. 10 cwt. van 1946. Starter, carburettor, 1932, 10 h.p. Talbot. Front axle, wheels, tyres, splined hubs. 1932 Ford. 2 wheels, spoked Dunlop trolley jack, several pairs springs. S.A.E. Rudge, 116, Coldharbour Road, Bristol, 6. [1022

1940 MORRIS 8 h.p. Fitted shooting brake body. Gearbox needs attention. £40. Telephone Uckfield (Sussex) 471. [1023

F.N. B.M.W. 329 CABRIOLET. Reconditioned engine, good generally. £200 o.n.o. Glover, 24, Risborough Road, Stoke Mandeville, Aylesbury. [1025

RILEY NINE, 1928. Mechanically sound. Home made body. What offers? Will sell as spares. Butler, Little Orchards, Orston, Nottingham. [1026

1939 LAGONDA V.12 Long Saloon. Medium chassis. Overhauled. Darlington, 10, Hawthorn Gardens, Gateshead-on-Tyne. [1028

EARLY SERIES LAMBDA. Engine rebuilt, brakes overhauled, wheels stoved, body needs attention from metal worker. £40. Seen London. Write, Carter, Ninford, Grayswood, Surrey. [1029

1938, 4¼ ROLLS-BENTLEY Sedanca-de-ville. 97,000 miles genuine mileage since new. This car has been stored for two years after a complete mechanical overhaul. One of the smartest Bentleys in the district and over 100,000 miles of trouble free motoring for someone. Please contact Mr. J. P. Johnson of Messrs J. Johnson & Co., Vaughton Street South, Birmingham, 12. Calthorpe 1013. [1051

M.G.A. COUPE, 1957. Michelin ' X ' tyres, heater, other extras, never rallied etc. Seen Darlington. £935. Box No. G.052. [1052

CAN YOU SING? My Wolseley 14 tourer (1936) is going for a song, because it needs a new big end bearing. Good runner otherwise. £15, but I might haggle if I like your face! Phone ELMbridge 3347. [1053

FOR SALE—*continued*

ALVIS 12/50, 1932 Saloon. £45. Pram room required. Booth, Southfield House, Hessle, Hull. [1054

100,000 MILES of motoring ahead without depreciation. 1930 Swift. Rebored, rewired, new tyres and battery. Coupé. £55. Wallington 2874. [1055

AUSTIN A.35 Turner Sports, 1957. 4,000 miles genuine. Enthusiastic owner reluctantly must sell. Amazing performance with extreme economy. Trial run with pleasure. £700. Part exchange and hire purchase might be arranged. Ormandy, The Spinney, Stevington, Bedford. Phone Oakley 441. [1056

WOLSELEY HORNET SPECIAL, 1932. Eustace Watkins body. Mechanically good. Timing gears overhauled, brakes relined 500 miles ago. Body fair. £60. Eve, 86, Kensington Church Street, London, W.8. [1057

BENTLEY, RED LABEL, 1927 Speed Model, open four-seater. Good condition. £175. Taylor, Gorsty Hill, Halesowen, Tel: Blackheath 1389, Birmingham. [1058

RILEY 16/4, Blue Streak, 1938. One previous owner. Overdrive freewheel, water heater. 90 m.p.h., 30 m.p.g. with econimiser. Engine overhauled last year. Bored, ground, remetalled, new pistons, clutch, valves, guides, timing chain, etc. Excellent tyres, interior and exterior. £165. Telephone Sunbury 2690. [1059

SPARES, BENTLEY. Complete back axle £30. Front axle £5. " C " box £7. Various 6½ and 3-litre spares. Amilcar spares G.W.P. £7 10s. Hubs, etc. 10, Delamere Road, Southsea. [1060

£30. 1939 FORD " 8.". S.A.E. details. H.G. Rhodes, University Union, Manchester. [1062

FORD SPECIAL. Peel 1000 coupé body, 4.7 axle, stiffened chassis, otherwise unmodified. Must sell. 7, Skamacre Crescent, Lowestoft. [1063

ALVIS 12/70, 1938 Saloon. Lively and 30 m.p.g. Not worth double but well worth £90. (All faults disclosed). Wardall, 22, Bower Hill, Epping (Epping 2632). [1064

FORD V.8 SPECIAL, 1947. Aluminium coachbuilt body. New engine and gearbox fitted. Hood, tyres good. £125. Leask, 65, Boswall Drive, Edinburgh. 84769. [1065

ALFA-ROMEO 1750, 1934 Cabriolet. Advertised last month. Broken piston, engine dismantled. £200 recent bills, unable to complete. £125. Carriage paid London or equivalent. Waite, Education Offices, Omagh (Tel: 234) N. Ireland. [1066

GOOD HOME and £100 wanted for excellent F Magna M.G. after June 6th. Sherratt, 1, Birley Street, Bury. [1067

SUNBEAM 1931. Paintwork beautiful, new battery, 2 new tyres. Exceptional condition. £150. McIntyre, 1, Harriet Street, Dundee. [1069

RILEY 6-cyl. 1934. Maintained. Fully reconditioned engine NOT centre water. Meagre mileage. Second owner. £75 o.n.o. Box No. G.070. [1070

RILEY 6-CYL. SPARES. Cylinder block, transmission, axles, cranks, flywheels, gearbox, etc. Offers. Box No. G.071. [1071

ASTON-MARTIN, Mark II, Open Tourer. Black. First registered 1935. Chassis/eng. No. K4/515/L. Present owner 12 years. £250. Box No. G.073. [1073

BUGATTI 57, 1934 Saloon, Dual Blue. New clutch, recon. electrics, Scintilla, etc. Any trial. £300. Jenner, Mill House, Ellerby, E. Yorkshire. Phone Skirlaugh 246. [1074

T.R.2. First registered March 1957. 15,000 miles. immaculate all round condition. L.H.D. £540 o.n.o. 138, The Moors, Kidlington, Oxon. Kidlington 2261. [1075

ARMSTRONG SIDDELEY 17 h.p. Tourer, 1935. Sound mechanics, electrics, body, tyres. Thoroughbred reliability. Handbook. £115. Lawson, Emberbrook 2886. [1076

M.G. T.A. 1940. New hood, recon. carbs, relined brakes/clutch. Recent overhaul. Excellent shape. Black. £250. Phone Bourne End 117. [1077

1931 AUSTIN 7. Perfect condition throughout. A specimen of its year. Taxed Dec. 31st. £45 or nearest. " Greenbank," Tanhouse Lane, Cradley, Staffs. [1078

SINGER LE MANS '35. 2/4-seater Sports. £80 o.n.o. Lancia Augusta, reg. 1939, 4-seater Drophead coupé. £175. Both in excellent condition. Or will exchange either for Special, unfinished one considered. 38, Clay Street, Burton-on-Trent. [1079

MOTOR IN LUXURY for £80. 1938 Opel Super Six D/H coupé. Fast, comfortable, utterly reliable. 20 plus m.p.g. Way, VIC 2299. [1080

DISMANTLED 1934 Singer Sports Saloon. No body or chassis. Each component completely rebuilt. Engine fitted with high comp. pistons. Nil miles. The lot £55, or will sell separately. Sweetland, Northay Farm, Whitestaunton, Chard, Somerset. [1081

M.G., J-type engine, less crank, good condition. Apply, Isbister, 730, Clarkston Road, Glasgow, S.4. [1087

FOR SALE—*continued*

RILEY 'LYNX,' 34, 12/6 Scintilla. Recent respray, rechrome. Good hood. Taxed, insured. £200, or exchange good F/glass 1172. Pendock-Wheadon, 122, Tilehurst Road, Reading. [1082

1938 M.G. T.A. Good condition. New hood, tonneau. 453, Howlands, Welwyn Garden City, Herts. £245. [1086

RILEY MARCH SPECIAL. Five new remoulds. New batteries. £80 o.n.o. Vance, 56, Shepherds Close, Hurley, Berks. [1088

RAILTON STRAIGHT EIGHT, 1936 Sun Saloon. Excellent condition. Spare engine, back axle, radiator. Definitely only for an enthusiast. £95. Liberty 2747. [1089

1935 SINGER LE MANS, 2-seater. Extensively overhauled, repainted. New hood. Spares include engine, gearbox. Taxed year. £150. 10, Dickens Road, Radford, Coventry. [1090

1937 SINGER LE MANS Speed Model. Good all round condition. £85. Photo and further information, J. G. Bridge, 15, Craig Avenue, Bury, Lancs. [1091

B.S.A. SCOUT, 1936. Mechanically sound. Body, hood reasonable, tyres good. £50. GUL 2801 evenings. [1092

VINTAGE CONSTRUCTION KIT, 1928. 12/40 Leaf 4-seater tourer. Towable. £40, or swap Austin 7. Humphrys, 102, Eton Road, Orpington, Kent. [1093

S.S. JAGUAR " 100," 3½-litre. Reconditioned engine 5,000 miles ago. Reconditioned gearbox this month. Good average all round. Nearest offer £290. Phone Fleet (Hants) 1443. [1095

M.G. J.2. Sparkling performance. Good engine, Marchals, well shod. Almost complete spare engine. Bargain at £150. Davis, 67, Forest Road, Loughborough. Tel: 341411 after 6.30 p.m. [1106

1930 AUSTIN 16/6 Open. Best offer will secure. Very sound condition. Repainted, electric pump, no eyes. Rivers, Eastbury, Nr. Newbury, Berks. [1107

M.G. F. MAGNA, 1932. 12 h.p. 2-seater in good condition. Back axle recently overhauled. £120. Mogador 2782. [1108

1935 RILEY 12 Tourer. New oil pump, brakes relined, new hood, sidescreens, etc. £100 Brentwood 2853. [1099

STANDARD 8 Saloon, 1939. Engine excellent. £125. Evenings after 7. TUD 7089. [1101

M.G. T.C., 1946. Excellent tyres, hood. Good condition. £285. Phone Bolton 7079. [1103

1936 A.7, 2-seater. Shabby but a runner. Well shod, steering and brakes O.K. £25. Also spare engine and gearbox and other spares. FLAxman 9258. [1104

1935 RILEY 12/4 FALCON. Rewired. Fair. £50 o.n.o. Vincent, 5, Nork Way, Banstead, Surrey. [1105

ALVIS SPEED 20, 4-seater Tourer, 1934. Perfect mechanically. Good body and weather equipment. Fitted extras, electric fan, dual ignition. 20+ m.p.g., no oil. £140 with tax and insurance. Wilson, 91, Chudleigh Road, London, S.E.4. LEE 8002. [1097

ASTON-MARTIN 1½-litre 1936 Saloon. Green with beige interior. Recent mechanical overhaul. Bills. Body perfect. Usual Aston features. Outside exhaust, cycle wings, etc. Very pretty car. Buying house so would accept less ambitious transport in part exchange or £275 o.v.n.o. Arrowsmith, 41, Elmsdale Road, London, E.17. Larkswood 8154. [1109

£115 o.n.o. 1939 M.G. S.A. 2-litre. Body excellent. Shears, Rubbles Edge, Burley, Hampshire [1110

RILEY VICTOR, 1½-litre, 1938. Manual gearbox, chromard liners, rewired, etc. Mechanical history. Body sound. Original cellulose and chrome in good condition. £210. Telephone Huyton 89 after 6, or write Oakwood, St. Agnes Road, Huyton, Lancs. [1111

T.C. M.G. Resprayed Autumn red. Recent recon. engine. Many extras. £375 o.n.o. Greaves, 82, Westfield Avenue, Rushden, Northants. [1112

M.G. P.A. Excellent condition. Crank grind, etc. Good hood, tyres, luggage grid. £105. Trickett, Woodlaithes Cottages, Sunnyside, Rotherham. [1113

1950 RENAULT 760. Resprayed, good condition throughout, near new tyres. £275. Plaidy, Red House Lane, Eccleston, Nr. Chorley. [1116

AUSTIN NIPPY, Red. Bowden brakes, reconditioned engine. 50 m.p.g. Banana exhaust, 37 head, etc. Good hood, sidescreens, tyres. Everything works. Any trial. Taxed, insured. £100 o.n.o. Beer, 37, Victoria Park Road, E.9. Amherst 0780. [1117

SUNBEAM, 1929. 20 h.p. Weymann bodied. £58. 21a, Church Road, Burgess Hill, Sussex. [1119

1927 AUSTIN CHUMMY. Running order. £20. Also 1932 dismantled, cheap. 16, East Grove, Bristol, 6. Tel: 58049. [1122

LAGONDA L.G.6. 1939, 4/5-seater Sports Saloon (black), 4½-litre, 29 h.p. Aluminium body, I.F.S. A most comfortable and reliable car in good condition throughout. 19/20 m.p.g. £375 o.n.o. Photo available. 27, Monton Green, Eccles, Manchester. [1123

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

FOR SALE—*continued*

GOOD CANADIAN MERCURY engine £6. 700 x 21 Rolls wheel tyre tube £4. 2 700 x 18 retreads £4. Ford 10 radiator £2. Alvis Speed 20 crash gearbox £3. Dynamo 30s. Magneto 30s. Carbs 30s. O.H.V. Singer head (pushrod) £4. North magneto 4-cyl. £1. Singer bantam and nine coupé ins ruction book £1. Firebird prop. £1. 1950 V.8 30 engine, perfect £6. 10s. with auxs. Large 6 volt ba:tery £2 perfect. Bridgeways, Conduit Lane, Hoddesdon, Herts. [1121

WOLSELEY SPECIAL, 1934. Free wheel model. Reconditioned engine. Excellent condition. £90. Cooper, Vicarage, Datchet, Bucks. [1124

M.G. P.A. FORD 8. New hood, sidescreens, upholstery, complete engine overhaul, excellent brakes, tyres. £75. Letters, Waldron, 19, The Rows, Stonecross, Marlow. [1125

VINTAGE ENTHUSIAST'S COLLECTION. Bentley, Cadillac, Lea Francis, Alvis, Talbot, Austin, Bedford coach first show model. £300 or separate. All offers considered. Write, Goode, 53, Station Road, Toddington, Beds. [1126

ASTON MARTIN, 1½-litre short chassis Le Mans. Completely overhauled. Resprayed British Racing Green. Rechromed. Brand new hood and tonneau cover. A car in concours condition for vintage enthusiast. £275. Would exchange for Renault 750 or equivalent value. Further details, evenings/weekends only. Butt, 104, Boileau Road, Ealing, W.5. Perivale 4283. [1127

1933 MODEL, M.G. F. MAGNA, 2-seater, runner. Hydraulics, new dash. £60 o.n.o. Bateson, "Riverdale," Higherford, Nelson, Lancs. [1128

M.G. P.A. A sound car mechanically and bodily. Gearbox, clutch and engine had £60 overhaul 3,000 miles ago. Brakes relined, new battery. Price 185 o.n.o. H.P. arranged. Phone Mr. Kerr. COL 7868. Evenings. [1129

1928 SWIFT 10 minus body. A.1 condition. Spare engine, rear axle. £20 or would break. Ostler, 31, Crawford Road, Hatfield. [1131

M.G. N.A., 1935, 4-seater. Fair condition. £95. 19, Spenser Road, Harpenden 4512. [1132

ARMSTRONG SIDDELEY, Aug. 1938, Sports Saloon, Black, 17 h.p. Wire wheels. Two owners. 47,000 miles. £145. Sanderstead 6152. [1133

1954 T.R.2. B.R.G. Recon. engine and gearbox. 2,000. Wire wheels, new Michelin 'X,' heater, washers, large drums, good hood and screens. Nearest £600. Loughton 4277. [1135

BULLNOSE MORRIS OXFORD, 1926 D.H.C. 4 wheel brakes, engine fair, starter and battery. Goes like a bomb. £40 o.n.o. L. M. Austin, Steel Equipment Co. Ltd., Oldbury Road, Greets Green, West Bromwich. [1136

1172 FORMULA SPECIAL, 1954. Professional body. B.R.G. Recent extensive overhaul. New engine 4,000 miles only. 8:1 C.R. four branch exhaust. Twin carbs, etc. 4.7:1 C.W.P. plus spare engine complete. £170 o.n.o. Further "gen" and photo available. Greyfriars Cottage, Redbourn, Herts. [1137

DISMANTLING 16/80 Lagonda. Most spares available including some body fittings. 132, Worrin Road, Shenfield, Essex. [1138

HUMBER 9/28, 1929. Smart, reliable, economical, refined, unbelievably original coupé. 50,000, overhauled, tools, handbook. £90. Dr. Palmer, PRI 5429. [1139

M.G. P.B., 1936, 2-seater. In first class condition. The car for the man with "M.G. blood" in his veins. Engine in perfect order. Almost new hood. Brakes just relined. New cables to rear. In fact it's a bargain at £210. Giles, 25, Larchwood Road, London, S.E.9. [1140

A.C. 1936. D.H.C. Excellent condition mechanically and structurally, including tyres, but paintwork shabby. Aluminium coachwork and well furnished interior. £155. NEW 0152. [1141

CORD 812 D.H.C., 4-seater, R.H.D. Converted to Cadillac engine, gearbox and back axle. Steering column change, new hood, rewired, flashers etc. 22-24 m.p.g., 100+ m.p.h. Photo on request. £180. 169, Russell Avenue, Wood Green, London, N.22. [1142

M.G. N.E. MAGNETTE, Supercharged, 1935 Dorsea Evans Team Car. New body 1953. E.N.V. 75 Scintilla, 110 m.p.h. 0-60 in 12 secs. 25 m.p.g. £275 o.n.o. 28, Chamberlain Crescent, West Wickham, Kent. Sprinkpark 1725. [1144

S.S.1. 2 owners since new. Good condition. £110, or exchange M.G. Dobson, 47, Devon Road, Bedford. [1145

S.S.100 3½-LITRE. 1939. In good condition. New hood and tonneau, good tyres, resprayed tropical blue, rechromed. Best offer over £275. Write or call, 30, Tottenham Road, Portsmouth. [1146

B.M.W. 326, 4-seater cabriolet. One owner. Splendid condition throughout. £260. 1e, Hyde Park Mansions, N.W.1. Paddington 5547. [1147

£100. RILEY 9 SPECIAL. Aluminium body with cycle wings and lowered radiator. 2 almost new tyres, new battery and kingpins. Taxed and insured Seen Midlands area. Box No. G.149. [1149

AUSTIN SIX Shooting Brake, 1934. Ideal for camping. Offers. Frost, Flat C2, Barnsley Hall Drive, Bromsgrove, Worcs. [1155

FOR SALE—*continued*

SALE/EXCHANGE. 1940 Riley 16/4 Black Saloon. Post war engine. In good condition, apart from clutch. Paint like curate's egg. Will cruise 60 plus. Approx. value £150. Exchange Special etc. Hall, 70 Farm Fields, Sanderstead, South Croydon. SAN 2171. [1096

1938 RILEY ADELPHI 12/4. Post war appearance. Manual box overdrive, undersealed. Windtones. Oil 60 lb. hot. £225. Hazel Bank, Parbrook, Billingshurst. [1150

RILEY LYNX 4-seater Tourer. Exceptional throughout. Expert inspection welcomed. Photo available. £135. Must sell. Hayes, 148, Cornwall Avenue, Blackpool. [1153

MY (1952) JUPITER must go. Engine rebuilt August 1957. Green, beige leather, radio, heater and many extras. God, but not perfect, hence £399. Wanted Dellow Trials and/or Diesel car. Chambers. GRE 0823. [1154

VOLKSWAGEN DE LUXE. 1955. L.H.D. works maintained. Perfect to detail. £490 o.n.o. or exchange pre-war Lancia or similar. H.P. arranged. PUT 1568. [1156

ELVA head complete with all fittings for 100E Ford. £40. Shinner, 16, Chestnut Road, Long Ashton, Bristol. [1157

£10. 1934, 9 H.P. SINGER LE MANS. Engine and gearbox complete. 5, Oxcliffe road, Morecambe, Lancs. [1158

HARDTOP for Austin Healey 100/6, Red, brand new. "Offers." 285, Gloucester Road, Cheltenham. [1161

C. TYPE M.G., rebuilt 1955. Fibreglass body. Many mods., including hydraulic brakes, complete blower and hardtop. Photograph if interested. £185, or exchange T.A. or Morgan. Ashdown, 1, Iveshead Road, Shepshed, Leics. [1162

BREAKING Austin Chummy, 1927. All parts, several engines, coil/mag. MIL 3154. [1163

FOR SALE: Brand new Fibreglass body. T.R.2 style. Fit Austin 7, Fiat 500. £25. Apply, 6, Honeysuckle Road, Ramsgate, Kent. [1164

LANCIA APRILIA, 1937. Recent £40 specialist overhaul rear axle. Mechanically good. Bargain at £185. West. Kensington 3319. [1165

1927 AUSTIN CHUMMY. Original in every respect. Perfectly sound throughout. Good hood and sidescreens. £87 10s. 33, Jubilee Street, Luton 4443. [1166

MORGAN SUPER SPORTS, 1931. O.H.V., W.C., J.A.P. Taxed, insured. £50. Orchard, 37, Madeira Park, Tunbridge Wells. Tel: 1704. [1167

M.G. J.2. Fitted Ford 10 unit. £135 o.no. Billington, 55, Chapel Road, Flitwick, Beds. [1168

1928, 18/50 TALBOT-DARRACQ ROESCK. Excellent condition. Rare car in full working order. £225. Brooksbank, 55, Clifton Hill, N.W.8. [1169

SINGER PORLOCK, 1928. 35 m.p.g. Good tyres, aluminium body, good runner. Taxed and insured. Abundance of spares. £40. Evans, 2, Smiths Cottages, Shorne, Nr. Gravesend, Kent. Tel: 368. [1170

M.G. T.C., 1946. Ivory, red wheels, upholstery, 16 in. rears, new tyres. 1,500 miles since £30 spent on engine. 8.5:1 C.R. Radio, heater, twin tone horns. Excellent. £347. Phone Field End 7047 (Harrow). [1171

1936 ALVIS FIREBIRD. 13 h.p. Sports Saloon. Good tyres, good running order, unused last 3 years. Taxed. First reasonable offer secures. Consider any exchange. Phone Cholesbury 360. Write, A. Mulkern, 47, Beechcroft Road, Chesham, Bucks. [1172

DAIMLER 15, 1935/36. Excellent black Mulliner saloon. Perfect mechanical condition. New kingpins and bushes, new valves, brakes relined. 26 m.p.g. £120 o.v.n.o. Kightley, 80, Forest Road, Hartwell, Northants. [1173

ASTON-MARTIN, 1938, 2-litre short chassis 2/4-seater open. 4,000 miles since engine overhaul. New exhaust system, cellulose, chromium, hood (mohair), covers and sidescreens all in excellent condition. Genuine reason for sale. £300 o.n.o. Thorne, 13, Fonnereau Road, Ipswich, Suffolk. [1174

1935 S.S.S.90 JAGUAR sports two-seater in A.1 condition. Over £300 spent in complete overhaul. The following are just a few of the items completely new. Tyres, brake shoes, brake cables, road springs, shock absorbers (friction), shock absorbers (hydraulic and adjustable), battery, hood and seats. Engine reconditioned, gearbox, back axle, prop. shaft, carburettors, petrol pumps. Steering, braking, acceleration truly first class. Offers around £275. Box No. G.175. [1175

RILEY 9 LYNX, 1934, Four-seater Tourer. Twin S.U.s, Scintilla Vertex magneto, steering and suspension overhauled, new front road springs, new hood, good tyres and battery. Body and paintwork good. £100 or nearest offer. J. Duckett, 215, Salisbury Avenue, Barking, Essex. [1176

LAGONDA RAPIER. 1934 Fixed Head 4-seater. Recent engine overhaul by expert. Good condition. £150. Bruce, Lambda Cottage, Goose Green, Finchampstead, Wokingham, Berks. Eversley 3192. [1177

FOR SALE—*continued*

LAGONDA L.G.45, 4½ litre drophead. A beautiful specimen of this famous model. A real eye-catcher. You should see the traffic part when this Lagonda takes the road, in fact just the car to chase a crooked shadow. Taxed year. Marchal fog. P.110s etc. £300. No offers. Hire purchase, part exchange considered. Cooper, "Fern Glen," Wood Road, Longsdon, Stoke-on-Trent. [1178

250 FORMULA space-frame with most parts to complete. Professionally built. New Imperial G.P. motor. £45. 16b, Thorn Lane, Reading 54776. [1179

ALVIS SPEED 25 Sports Saloon. Good condition. 95 m.p.h. Many extras, reliable. £195 o.n.o. London area. Box No. G.180. [1180

1935 MORRIS 12/6, 4-seater Tourer. Very good all round condition, but some oil. £85. S/Lt. Whitlow, H.M.S. Collingwood, Fareham, Hants. [1181

A.C. 2-LITRE Saloon, 1952. Black. Leather, heater, Michelin 'X's,' well maintained. Complete history. Bills shown. £495. Haynes, 217, Baker Street, Enfield 0988. [1182

MERCEDES-BENZ, 1939, 170V Saloon. I.F.S., I.R.S., L.H.D. New battery, brakes overhauled, good interior. Body tatty but restorable. £100. Wheeler, 14, Laburnum Grove, New Malden, Surrey. Malden 5149. [1183

SPECIAL BUILDERS! 1½ litre British Salmson, complete except body. Also fibreglass shell. Both cheap. Wood, 170, Manchester Road, Manchester 16. [1203

LANCIA AUGUSTA, 1935, De Luxe. Complete, and in original condition. Available for enthusiast rebuild or for excellent spares. Many parts renewed. Offers to "Severn Heights," Dowles Road, Bewdley, Worcs 2301. [1204

AUSTIN NIPPY, 1935. Red. Engine, steering brakes (Bowdenex) completely overhauled. Excellent tyres, body, lights. £125. 10, The Lawn, Harlow, Essex. [1205

BENTLEY SPEED SIX, August 1930, Weyman limousine, converted shooting brake 1947. 59,000 miles in only 12 years running. Available for sale shortly. Box No. H.206. [1206

"VINTAGE THOROUGHBRED CAR," September 1953/April 1956. Offers. King, 49, Kenthouse Road, London, S.E.26. [1207

LAGONDA RAPIER. Tatty body. For someone who has the time; I haven't. £40 please. Manley, Claverdon, Nr. Warwick. Claverdon 514. [1208

LANCIA APRILIA Saloon, 1938. Good condition throughout, engine and rear suspension overhauled, new tyres, battery, telecontrols, vynide. £225 o.n.o. Available after 6th June. 25, Trentvale Road, Beeston. [1209

ROLLS 20-25, 1934. Fabric top Saloon by Park Ward. Tip down occasionals. Averages 27 m.p.g. Mechanically perfect, but fastidious enthusiast may want to spend an hour or two on body, hence price. £250. Ashton-under-Lyne 1474. [1210

1930 FRAZER-NASH. ex Aldington. Actual 1930 "Double Twelve" car, works owned until 1934. 4 ED "Brooklands" engine fully overhauled 3,000 miles ago. New hood, tonneau, battery, excellent tyres. To genuine enthusiasts only. £220. Roe, 68, Thorne Road, Doncaster. [1211

1953 T.D. M.G. in B.R.G., fawn hood and leather. £525. Laystall-Lucas alloy head, or standard if desired. High rear axle ratio. Michelin "X" tyres. Badge bar, luggage grid, fog lamp, heater and tonneau. Banister, Whitfield, Northiam, Sussex. Northiam 3161. [1212

PAIR RUDGE WHEELS, 600 x 16. Aero screen(s) fit P-type M.G. Harris, Hadlow House, Sidcup. FOO 3595 (after 7 p.m.). [1216

1933 JOWETT 7 h.p. saloon. V.G. cond. Taxed. £45 o.n.o. Manse, Fleet Hargate, Spalding, Lincs. [1218

A.C. CYLINDER HEAD, brand new, £12. Fry, 18, Barton Road, Sheffield 8. [1219

1922 VINTAGE OAKLAND 3.9 litre Tourer, Artillery wheels. Engine reconditioned. Steering gear overhauled and every pin replaced. Newly painted and floor and running boards renewed. New sidescreens and windscreen wiper. £225. Lobel, 24, Emperor's Gate, London, S.W.7. FREmantle 1712. [1221

INVICTA 1½ twin O.H.C., gearbox, chassis (no body). Completely overhauled, but engine still stripped. No time to re-assemble. £90 o.n.o. 50, Riverway, Christchurch, Hants. [1223

TALBOT 110, 1937, registered August 1936. Special aluminium saloon, Freestone/Webb, black, primrose. Condition extremely good. Mileage approx. 60,000 and still on original pistons and bores. Spare reconditioned engine and all spares except radiator and back axle. New battery just fitted. First £125 o.n.o. for quick sale. Box No. H.224. [1224

M.G. L.1 MAGNA, 1933, rebuilt 1947. Red, cream. Renewed hood, sidescreens, exhaust, brake cables, linings, king pins, valve gear, battery. £125 o.n.o. Hascombe 352. [1229

E.N.V. TYPE 75 p/selector box £5. Rebuilt 17 in. k.o. wire wheels £5 pair. Powerplus supercharger, new condition, suit 1500 c.c. engine, £10. 3½ in. Record vice, new, £1 10s. Box No. H.230. [1230

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

FOR SALE—*continued*

BELSIZE 1923, 9.8 h.p. 2-seater, with dickey. New side-screens, paintwork, brakes, wiring, etc. Recent overhaul. Spare gearbox, etc. Best offer over £75. Stothert, Kenyon Lane, Kenyon, Warrington. Culcheth 3385. [1329

1933 AUSTIN 7. Brakes relined, cables, king pins and bushes replaced. £38 o.n.o. Gerrard 9234, Ext. 153. [1330

RILEY SALOON 12/6, not preselector type. Exceptional condition throughout. Five almost new tyres, fitted carpets. Engine 100%. Any trial. £95. Putney 6808 (day-time). [1331

R-R 20/25 h.p. Thrupp o/driver close-coupled Saloon, 1932. V.G.C. £275 or offer. Would consider H.P. Peacehaven 2454 evenings. [1332

1937 RILEY 12 Falcon Saloon. £70. Archway 5526 evenings after 6 and week-ends. [1333

ASTON MARTIN INTERNATIONAL: Radiator and damaged grill, two rear springs, five 21 in. wheels with tyres. Tel.: Bolton 7632. [1334

1936 MULLINER 2-door 15 h.p. Daimler. Excellent condition. 60,000 miles. £150. Lavcolette, 52, Beech Hill Road, Sheffield 10. [1335

RILEY 9 MERLIN, 1937, being sold to close estate. Well cared for and in excellent condition. £150 o.n.o. Box No. H.340. [1340

BRITISH SALMSON, 1935, 12 h.p. Saloon. New brakes, tyres, batteries, tank. Engine very sound. £60 o.n.o. Mason, Gothic House, Drayton, Berks. [1341

M.G. T.C., 1949. Red. Two-seater. Engine modified; Laystall-Lucas high-compression head, branch exhaust. T.4. S.U. carburettors. Oversize rears, vyanide hood, aero screens, full tonneau, twin windtones, spot light, windscreen washer, luggage rack, spare cylinder head and valves. Magnificent condition throughout. £425. Seen Surrey area. Tel.: Mogador 2218. [1342

SINGER LE MANS, 1934. Bodywork, interior good, mechanics fair. £85. 79, Melford Ave., Barking. [1343

BENTLEY BARGAIN: 1929 4½ litre Tourer. Recent engine overhaul. £120. No offers. Alderton, 7a, Dawson Place, W.2. BAY 6021. [1344

1930 BUICK MARQUETTE. Add to your natural dignity by driving this beautiful imposing and comfortable saloon carriage. Fast, reliable. 120 gns. Lucas, 7a, Dawson Place, W.2. BAY 6021. [1345

1935 ALVIS FIREBIRD. Perfect motor, new hood. Very good condition. £45. 34, St. James's Avenue, Hampton Hill, Middx. [1346

ONE UNUSED DUNLOP FORT retread by Dunlop, 19 x 600, £6. Richmond 1943. [1347

SIDE-SCREENS T.R.2 anodised aluminium and perspex. As new, £8 o.n.o. Telephone: Leicester 77389. [1348

T.R.2, July 1955. 16,000. B.R.G. Immaculate. Washers, tonneau, spot, badge bar, reversing lamp, demister, 4 amber flashers. Taxed for year. One owner. Unraced. £700. Blyde, East Lodge, Rowsley, Derbyshire. [1349

1938 BROUGH SUPERIOR open 4-seater Sports, 16 h.p. engine just fitted. Ideal for real enthusiast. £200. Burden, 150, Ashley Down Road, Horfield, Bristol 7. [1350

1948 R./R. Silver Wraith Park Ward Saloon. Black, with hide upholstery. New big bore engine with full flow oil system, fitted wireless, two heaters, screen washers, non-mist rear window. Five good tyres. This car is in perfect condition. £1,500. Meredith, 26, Stockton Road, West Hartlepool. Tel. 4101, 2534. [1351

1937 RILEY 1½ litre preselector Falcon Saloon. Excellent mechanical condition includes sleeves and bearing overhaul. Good body. Various extras. Set of spares for above comprises dismantled replica chassis complete, including engine, Armstrong box, etc. Inclusive price £195, or separately. Box No. H.352. [1352

AUSTIN PRINCESS engine, 1954, only 16,000 miles. Special head with modified ports and high compression. Three S.U. carburettors. Also standard head and carburettor. Perfect condition. £75. Tomkinson, York Terrace, Hockley Hill, Birmingham, 18. Tel.: NOR 3341. [1354

LAGONDA SPARES: 16/80 engine, back axle, "Z" gearbox, 2 litre engine parts. Also 6-cylinder clockwise "Scintilla" magneto, pair S.U. 1¼ in. carburettors, P-80s, batteries. Primrose 7283 evenings. [1355

FOR IMMEDIATE SALE: Fiat 505 1920 Cabriolet. Less than 10,000 miles since new. In perfect original condition. Only known surviving model of this kind in the country. Club registered. £225 or near offer. Telephone Edward Frater, Fleet 892, before 9 a.m. [1356

BENTLEY 3 litre, 1924. Red Label Speed model, V.D.P. body. Excellent original condition throughout. B.R.G. T. & I. £265 o.n.o. 6, Windermere Avenue, St. Albans 53717. [1357

SET of 16 in. wide rim wheels and tyres, suit A.40, sets of pistons, different compression heights, crown wheels and pinions, etc. Leighton Buzzard 3048 or Box No. H.358. [1358

FOR SALE—*continued*

LAGONDA 4½ V.D.P., 1934. B.R.G. Taxed. New hood, new batteries, good tyres, tonneau, side screens. Good mechanical order. Any trial. New radiator. Apply after 7 p.m. Simey, 222, Hampden Way, Southgate, London, N.14. £120 o.n.o. Tel.: ENT 1154. [1359

TWO 12 volt mechanical Klaxon wind horns, 30s. each, o.n.o. Also illuminated lalique bird radiator mascot, £3 o.n.o. Apply after 7 p.m. Tel.: ENT 1154. Simey, 222, Hampden Way, Southgate, London, N.14. [1360

RILEY FALCON, 1934. Thoroughbred lines, good condition, but engine needs enthusiast's overhaul. New brakes. Several modern accessories. £40. 4, Pond Head Lane, Earley, Reading. [1361

A RARE genuine opportunity to acquire fibreglass hard top Mould. Only three bodies in existence. Similar to Bristol and Jensen. Needless to mention the potential market. Fit 7 ft. 10 in. plus-minus 3 in. wheel-base and 3 ft. 10 in. plus-minus 2 in. track. 2/4-seater, overall length 13 ft. Best offers. Seen by appointment. Write first to 30, Edmonds Road, Warley, Birmingham. [1362

1925 O.M. 2 litre. O.M. Tourer body. Good condition. Any reasonable offer considered. All letters answered with returnable photos. Osborne, Nash Point, Lymington. [1364

ROLLS 20, 1926. Runner. Not original coachwork. Needs renovating. £100 o.n.o. Box No. H.365. [1365

LAGONDA 16/80, 1933. 22 m.p.g. Rare Tourer, 2-seater with dickey. B.R.G. P.100s, good tyres, brakes, steering, lights. Sound mechanically and bodily. £140. Elmbridge 5589 (Surrey). [1366

EARL'S VETERAN SHOWGIRL. Lancia De Lambda Touring Limousine by Farina. Only superficial restoration needed. £60 o.n.o. Hagley 2734. [1367

LANCIA APRILIA, Aug. '39, for sale owing to death of owner. Big engine, Weber carburettor, good tyres, recent overhaul. £150. Lying Cornwall. Please write Major Francis, Bishopscourt, Rochester, Kent. [1368

JAGUAR MASCOT CASTINGS, unfinished brass, c.w.o., 21s. 600 Motor/Autocar unbroken, 30s. 359, City Road, E.C.1. [1369

RILEY SPECIAL 1½ litre. 100 m.p.h., 25 m.p.g. B.R.M. chassis and steering. Body shade similar to Lotus Le Mans. Excellent condition throughout. £150 o.n.o. No. 9, Chestnut Close, Peakirk, Nr. Peterborough, Northants. [1370

RILEY KESTREL 1½ Six-Light Saloon. Bills for £70 engine overhaul last year. Excellent bodywork, retrimmed interior. Whole car much above average. £185. Fairlands 5724 (Surrey). [1371

LANCIA AUGUSTA, 1935, Sports Saloon. In beautiful condition throughout. Complete engine rebuild just completed. Over 30 m.p.g. with fantastic performance. £170. 6, Herlwyn Ave., Ruislip. Tel. 2910. [1372

ALVIS T.L. 12/60 wide 2-seater (with Dickey 4/s) K.V. 45. Well known register car. V.S.C.C. 2nd in class Alvis Day Concours '58. Immaculate condition. Resleeved. Many bills. Reason for sale: too wide for aisle. £200. Box No. H.373. Or Tel.: Beckenham (Kent) 7513. [1373

1954 BORGWARD HANSA (Mercedes) 1800 Diesel De Luxe Saloon. 70 m.p.g. Quiet, speedy, immaculate. £785. Exchange, T.R.2 liked. 70, Kimberley Road, Cardiff. Tel. 44664. [1374

AUSTIN-HEALEY, 1954. Blue/white. Overdrive. Wire wheels, tonneau, spots, new S.U.s, v.g. condition. £650. Replies after 13th July to Baker, 42, Fernshaw Road, Chelsea, S.W.10. [1376

TRIUMPH DOLOMITE Roadster, 1938. Very rare and beautiful model. Recently resprayed off-white. New vynide hood. Five excellent tyres. Exceptional condition throughout. Photographs available to genuine enquirers. £225 o.n.o. Burman, Sun Inn, Saffron Walden, Essex. [1377

ROLLS ROYCE Silver Ghost, chassis only, in excellent mechanical order. New Dunlops. Offers wanted. Guildford 4882 most evenings and week-ends. [1378

ROLLS ROYCE 25/30, 1931, Saloon Limousine. Mint. £185. Guildford 4882 evenings. [1379

1934 SPEED 20 ALVIS D.H.C. Good condition. Reliable Drop-head Coupé by Vanden Plas. £125. Chapman, 43, Lillington Road, Leamington Spa. Telephone Leamington 277. Office Warwick 126. [1380

1935 FRAZER-NASH T.T. Replica, Blackburn. Good paint (Valspar), good tyres, tonneau, hood, new battery. Fitted Borg/Beck clutch. £225, no offers. "Melstock," Castle Avenue, Penarth, Glam. [1381

B.M.W. 328, believed to be most beautiful in existence. E.N.V. gearbox, Electron wheels, usual engine mods. £385. Box No. H.382. [1382

S.U. H.6, new, £6. Aluminium induction manifolds, suit O.H.V., S.V. Minor, Ford, 8/10, 30s. pair. Pair semi-D.D. 1¼ in. S.U., £8. 63, Melbourne Street Garage, Derby. [1383

FOR SALE—*continued*

PHANTOM II owner-driver Sports Saloon. Hooper's actual stand car 1933 show. One owner 23 years, 89,000 miles. Needs re-spray to obliterate present repulsive blue, otherwise good. Sell, or exchange vintage Vauxhall 30/98 preferred. Allsop, 288, Kedleston Road, Derby. Tel. 48783. [1384

1954 (OCT.) FORD ZEPHYR De Luxe Saloon. Tremendous performance due to full Aquaplane conversion, triple carburettors, special manifold, overdrive in all gears, etc. Michelin X tyres. Very fine condition. Reason for sale, bought 3.4 Jaguar. Kean, Meads, Wilton Crescent, Beaconsfield, Bucks. (Tel. 306.) [1385

LAGONDA 4½ litre, 1934, pillarless saloon. Sound engine, good tyres. Owner going abroad. £120. Gibbs, 44, Lawrence Grove, Henleaze, Bristol. [1386

JOWETT JUPITER, 1952, Series III mods, many extras. Immaculate strato green. £400 o.n.o. Rose Cottage, Coppull Moor, Chorley, Lancs. Coppull 300. [1387

1924 ROLLS 20 Limousine by Hooper. £150. 88, Upper Cimla Road, Neath. [1388

1937 FIAT 500 Cabriolet. £115 o.n.o. Or exchange scooter. Edmonds, Colindale 4173. [1389

TRIUMPH MONTE CARLO Sports Tourer, 1934. 2/4-seater Vanden Plas, aluminium bodied, blue. Slab tank, fold-flat windscreen, free wheel. 10.8 h.p. Coventry Climax engine. Well shod, good hood and side-screens, new tonneau. Recent £90 engine overhaul, new clutch, brakes, king-pins. First £155 secures. Codd, 30, Studley Road, Luton. [1390

RILEY FALCON CHASSIS less engine, gearbox, all parts stripped, c.w.p. as new. Set good brake drums, shoes relined, new king-pins, bushes. 1½ litre Crossley engine, ENV type 75 box. R. S. Wild, c/o H. B. Motors Ltd., Oakdean Road, Redhill, Surrey. Redhill 3642. [1392

FAST AND BEAUTIFUL Eustace Watkins aluminium-bodied Hornet Special, with Tickford hood, leather upholstery, twin carbs, oil cooler, sports coil, rev. counter, and new engine, steering, paint, carpets, etc. S.A.E. photograph. £195. Consider exchange. Johns, 30, McKenzie Road, Broxbourne, Herts. HODD 2174. [1393

"MOTOR SPORT," 1951-1957, three missing. Offers. Duckworth, Glenroyd, Ashville Avenue, Norton-on-Tees, Co. Durham. [1394

ALVIS 1937 4.3 litre Charlesworth Saloon. Superb order throughout. Two previous owners only. Taxed year. Photograph to genuine enquirers. £235. Middlesex area. Box No. H.935. [1395

1952 M.G. T.D., green. Heater, spot, extras, raised comp., new tyres and battery. Excellent condition. £445. Crowsley, Mill Hill, Edenbridge, Kent. Edenbridge 2393. [1396

M.G. T.C. HARDTOP, £25 o.n.o. T.C. 19 in. wheel, 35s. Pair Mellowtone horns, £2. 27, Great North Way, N.W.4. SUN 1946. [1397

T.G. 12/50, 1927. Saloon, in above average condition, recently resprayed. £130 o.n.o. Box No. H.398. [1398

CAMBRIDGE 105L exhaust gas analyser. Cost U.S. $297 (£100). As new, £25. 2 German 12-cyl. aero engine fuel injection pumps, £3 each. Gnome Monosoupape rotary aero engine, sectioned, mounted. £50. Box No. H.399. [1399

M.G. T.A., 1939 Excellent condition. New hood, accum., reconditioned steering, blinkers, spot lamps, twin horns, spares, including head. £225. 24, Violet Road, London, E.17. [1400

1924 AUSTIN Heavy 12 Saloon. Clutch thrust gone. Suitable restoration or spares. £15. B. C. Peerless, 127, Marshalswick Lane, St. Albans (55032), Herts. [1401

1926 BRESCIA BUGATTI. Requires some work; towable. Offers. Staunton Arms, Rowlands Castle, Hampshire. Rowlands 219. [1402

ALFA-ROMEO, 1951 regd. post war 6c/2500 Superleggera Saloon. Rebuilt engine, clutch, re-upholstered. 90 m.p.h., 22 m.p.g. Maroon. £400. H.P. possible. Morton, 26, Abbey Road, West Ham, E.15. [1403

1923 WOLSELEY 11/22 h.p. Tourer. Excellent condition. £80. "Autosports," Vol. 1-13 complete. Offers. Box No. H.404. [1404

LEA-FRANCIS AND MEADOWS spares. Valves, gaskets, brake and clutch linings, all rear axle spares, wheels, tyres, etc. Riley, 46, Foxgrove Road, Beckenham. BEC 0565. [1405

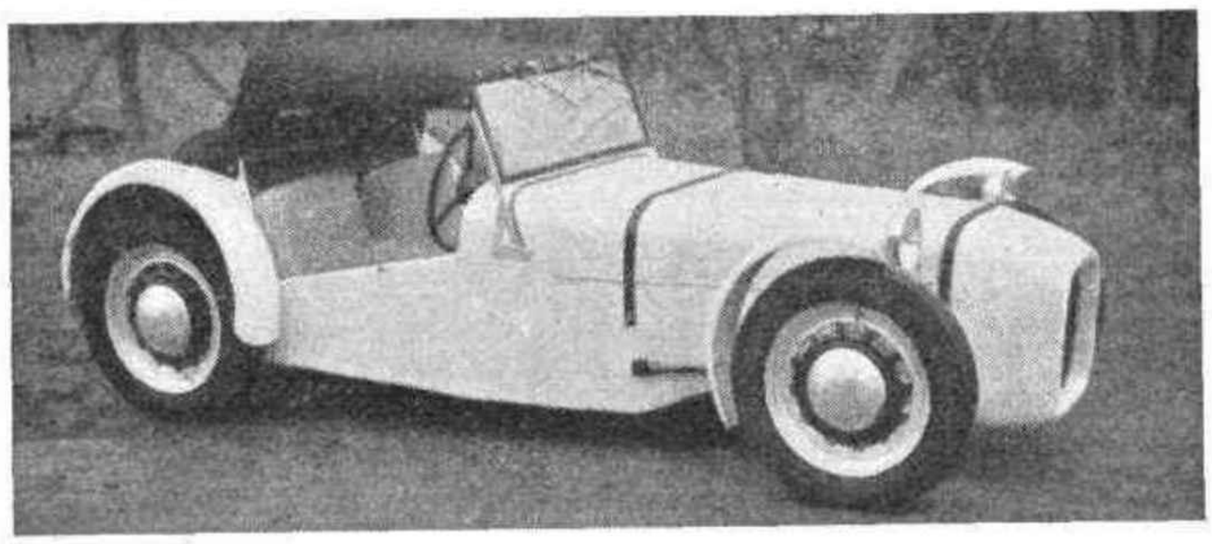
ROLLS 20, Hooper Landaulette, 1927. Engine fair, needs attention. Bodywork sound, but wings cracked. Good tyres. Mascot. £80 o.n.o. Box No. H.406. [1406

AUSTIN NIPPY, 1935. Good tyres, steering, brakes. £120 o.n.o. Cundy, Westminster Bank House, South End, Croydon. Croydon 0600, after 6 p.m. [1407

RAILTON S.8 SALOON, December 1935. Mechanics, tyres, battery, body, interior good. Requires repaint. Highest bidder collects. Russell, Park Lane, Stubbington, Fareham, Hants. [1408

1947 RILEY, 1½. Immaculate, original black, red leather, four new Wyresoles, Servais, perfect motor. Forced sale due to house purchase. £425 o.n.o. H.P. possible. Harriss, 24, Fraser Road, Bracknell, Berkshire. [1409

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VOLKSWAGEN Micro-bus with Devon caravette conversion. 1957. 2,600 miles only. £825. Henry, America Lodge, Torquay 3509. [1321

1934 SINGER 4-seater Sports. Rec. engine, new hood and battery. Cond. excellent. £65. Godstone 233. [1322

JOWETT 8 h.p. Saloon, 1937. Near perfect. One owner. New tyres. Taxed year. £65. BEC 4213. [1323

ALVIS 12/70, 1938 Saloon. Good chassis. Bodywork requires attention. £75. Phone Bideford (Devon) 816, evenings. [1324

AUSTIN 750 SPECIAL. Cambridge mods. Tuned engine, 4-branch outside exhaust. Five new tyres, hood, etc. £95, exchange. Phone Bideford (Devon) 816, evenings. [1325

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FOR SALE—*continued*

LEA-FRANCIS 1928, 1½ Meadows, sister car to that featured page 350 June issue. New hood, battery, tyres. £105 or offers. Battersea 2421, Belgravia 5833 evenings. [1326

SUNBEAM 1949 Saloon. Silver. High compression head, cromard linings, servais, engine and steering reconditioned last year. New carburettor, petrol pump, three tyres, good chrome, sound body. £370 or exchange Allard and cash. Wells, Kingsway, Mildenhall, Suffolk. [1327

RAILTON STRAIGHT EIGHT 2-door Saloon (aluminium by Coachcraft). Engine perfect. New battery. Brakes, steering, instruments, first class. Heater, spotlight, windtones. Photos. £165. Nock, Boldre Hill, Lymington (2061). [1328

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CARPENTER-CUM-MRS. MOPP required for my 1934 Riley 9 Kestrel. Windtones, pre-selector, twin S.U.s, Scintilla Vertex. Resleeved, mains, big ends, starter ring, petrol pump, new tyres. £45. Married now! "Brenley," Jail Lane, Biggin Hill, Kent. [1220

ASTON MARTIN, 1938, 2 litre. Excellent condition throughout. £265 o.n.o. Tanner, 44, Lorne Street, Mossley, Manchester. [1225

4½ LAGONDA, 1934. Lovely long-nosed f.h. coupé by Freestone & Webb. Well cared for but big end requires attention. £75. Staff Officer, R.N.V.R., Kingsway, Hove. [1231

ORIGINAL EDITION: "History of Motor Racing," Gerald Rose. Good condition, but sans cover. Offers. Rivers, 65, Hatfield Road, St. Albans. [1232

TRIALS CAR, Ford engine, has been found 100 per cent. reliable. £100. Write Box No. H.233. [1233

SPEED EQUIPMENT for Mk. II or I Zephyr, including three double choke Solex carbs, Raymond Mays head, with oversize valves and six-branch exhaust. £80. Write Box No. H.234. [1234

M.G. T.A. engine and gearbox with accessories, new bearings and crank grind 6,000 miles ago. Cylinder head cracked. Offers. B. Parr, 19, Palmerston Road, Southport. [1235

LAGONDA M.45 Saloon. Very attractive in green and grey. Twin S.U. carbs and pumps, coil and mag with platinum points. Kigass starting. Andre telecontrols. Mechanically excellent. 22 m.p.g. Very little oil. Offers to Earith, Main Road, Prestbury, Cheshire, or Tel. Macclesfield 2277, lunch hour. [1236

AUSTIN 12/4. Engine, ancilliaries, gearbox and many chassis and body fittings. 20, Old Lodge Lane, Purley. UPL 0326. [1237

HORNET SPECIAL, 1933. Perfect engine, recent rewire, v.g. tyres, spare head. Four-seater. Needs £10 titivation. £50 o.n.o. Goes like hell. Box No. H.238. [1238

ALFA ROMEO 1750, G.T. 1931. Body fair, good hood and tyres, mechanically good. £150. Morris, Old Vicarage, Redditch, Worcs. [1239

M.G. 1934 P.A. Black with blue/grey hood. Luggage grid. Engine and back axle overhauled. New brakes. Bills available. Offers around £160. Lee, 66, Tanys Dell, Harlow 25992. [1240

'38 FORD SALOON, 40 b.h.p. Aquaplaned engine. 75-80 m.p.h. Modified suspension. Chassis, brakes, steering excellent. Giving her away for £130. Getting spliced. Trigg, "Applehayes," Tickenham, Clevedon, Som. [1241

AUSTIN 7, 1929. Dilapidated but sound. Any offers? Tel. PARk 1614. [1242

BREAKING 1938 MORRIS 12 h.p. O.H.V. All *parts. 26, Old Brumby Street, Scunthorpe.* Phone 2730. [1243

RILEY 9 MONACO, 1937 model. Preselector, knock-ons, etc. Clean and reliable. £120. 16, Birdwood Street, Derby. Phone 23023. [1244

FABULOUS RAILTON Touring Special (28.8 h.p.) is being given away for £535. Rebuilt in 1947 at a cost of over £2,000 and £400 spent recently to obtain top performance and condition. Capable of over 100 m.p.h., consumption 21 m.p.g. Complete with all weather equipment, aero windscreens and radio. Photographs supplied on request. Woolcock, 50, Lowick Road, Harrow, Middx. HAR 8759. [1245

SALE: ALVIS 12/50 & S.E. spare parts, S.A.E. for list. Wanted: 12/60 twin carb. manifolds, also 12/50 cars. Hammond, Regal Cinema, Wakefield. [1246

BUGATTI Type 46. Elegant Freestone and Webb sports saloon in original and impeccable condition. About £350. Wallace, 2, Woodlands Drive, Hoddesdon, Herts. Phone 4204. [1247

ROESCH TALBOT, 1936, 75. Sleeved standard, new carb., battery, king pins, starter, generator o/h. Good tyres and body. Register car. £120. Phone Grangewood 6885 or write 43, Essex Road, London, E.12. [1248

MORGAN THREE-WHEELER, 1947. Model F.10 Super. £180. Bargain. Perivale 5366. [1249

AUSTIN ULSTER, Bowdenex brakes, spot, v.g. hood, tyres, body excellent. Sell £115 or preferably swop 1172 Special. Cadman, Hillside, Boon Hill, Bignall End, Stoke-on-Trent. [1250

FOR T.D., certain other M.G.s: Used, 100% sound: Thermostat, fan belt, distributor cap, XPAG head, c/w, valve springs. New: 2 convolute trackrod, "spats," four bonded Ferodo/Lockheed brake-shoes. ? Offers. Sidebotham, 19, Broadoak Road, Bramhall, Cheshire. [1251

1933 SERIES BROOKLANDS RILEY. Excellent condition throughout. Tuned engine, exceptionally fast, recently fitted new Mistral fibreglass body. £395 o.n.o. Box No. H.253. [1253

HEALEY TICKFORD Saloon, 1951. 46,000. Imac. cond. Owner going abroad. £575. Hatchend 4929. [1254

ALFA ROMEO 2.3 8-cylinder supercharged 2-seater drophead by Farina. Elegant car. Sound, unmodified condition. Instruction and data sheets. Owner buying 2.9. Write first to Dr. Nisbet, The Plains, Wetheral, Carlisle. [1255

FOR SALE—*continued*

1927 MORRIS COWLEY 2-seater Tourer with dickey. Completely original, sound, and with spare engine. £80 to Vintagent. London area. Photo supplied. Hayes, Office: Chancery 6341. [1258

M.G. 1937 2 litre Engine complete. £30 o.n.o. Seen Sanderstead Court Garage, Sanderstead, Surrey. Phone Sanderstead 2251. [1259

MORRIS MINOR: Pair Koni shockers and brackets (rear) unused, £7. Also 5 gal. fuel tank, £2. Phone: Ipswich 52460. [1260

RILEY MARCH SPECIAL, 9 h.p. Red. Around £115. Details, 8, Lower Maidstone Road, N.11. [1261

H.R.G. 1500 non-aerodynamic, 1951. £450 o.n.o. Cluse Hay, Simpson Lane, Pott Shrigley, Macclesfield, Cheshire. Phone: Manchester Central 7133. [1262

1908 CLYDE 8 h.p. 2-seater car, just restored. V.C.C. certificate. Unique. Offers. Cox, 1351, Lincoln Road, Peterborough. [1263

FOR SALE: 1928 Wolseley. Body, upholstery, excellent condition. £30 o.n.o. Bennett, 29, Brook Mews North, W.2. [1264

ROLLS ROYCE 20, impressive drophead coupé, 1927; 1939 body. Recent respray, new hood. Decoke January. Owner going abroad. View mid-Cheshire. £160. Box No. H.265. [1265

750 C.C. ASHLEY-BODIED 2-seater Sports. Lowered susp., wrap around glass screen, full set latest Lucas electrics, 19 in. wheels newly shod, S.U. carb., oil cooler sump, etc. £225 o.n.o. Hutley, 5, Eastgate, Lincoln. [1266

RILEY LYNX, 1934, 12/6 and 14/6 spares. Handbook, good Vynide hood and side curtains. (12/6 complete, minus engine.) Duloe Rectory, Liskeard, Cornwall. Looe 59. [1267

AUSTIN NIPPY Sports. Excellent mechanical condition, professionally modified, reconditioned Ford engine. New hood, screens, tonneau, tyres and completely new electrics. Interior refurnished throughout. Heartbreaking to have to sell. £145, offers. High Garth, Markington, Harrogate. [1268

1952 M.G. T.D.2 33,000 miles. B.R.G./green. Laystall balanced engine, cromard liners, luggage carrier, twin spots, Le Mans headlamps, etc. Hood and screens perfect. Never raced, rallied or marked at all. Fastidiously maintained and in perfect condition throughout. Hire purchase through garage. £460. Pat's gun, David Mills, 7, Tope Road, Arborfield Cross 252. [1269

1934 FORD V.8 Coupé. 30 h.p. model 40 2/4-seater, dickey. New hood, battery. Resprayed beige, red interior. Good tyres, 1954 engine 9,000 miles. 90 m.p.h., 25 m.p.g. Garage maintained. Two owners. Excellent condition, no rust, all original. Reason for selling. £115 o.n.o. Harefield 3006. [1270

***MORGAN 4/4,** red, 2-seater, Dec. 1938. £145* o.n.o. Seven Kings 7629 (Essex). [1271

M.G. 2 litre, 1937, Saloon. Generally wholesome but engine poor. £75. Froud, Gulliver 2069. [1274

ALFA ROMEO blown 1750 Zagato 2-seater in excellent condition. £275. Box No. H.275. [1275

1931 STAR Saloon. Needing attention. Offers. R. Barnes, 120, Hall Lane, Upminster, Essex. [1276

ROLLS ROYCE 21.6 2-door close-coupled Fixed Head Sports Coupé (Hooper), 1929. Overhaul comp. 1958. Fast and immac. £300. Box No. H.277. [1277

1937 FIAT 1500 Pillarless, completely overhauled. £120. 17, Garden Row, Sudbury, Suffolk. [1278

ROLLS ROYCE 20 Spares. S.A.E. Timmins, 53, Elms Road, Sutton Coldfield 5770. [1279

FORD 8, £20. Mechanically sound. Body shocking. Ideal for Special builder. Will break if enough orders received. "Croft Orchard," Painswick, Glos. [1280

RILEY 9 ALPINE, 1929. Partly dismantled. Space required. Towable. Offers. 5, Heydon Road, Finstall, Bromsgrove. [1285

BULL NOSE MORRIS COWLEY, 1925. New hood, tyres, dynamotor. £60. Box No. H.286. [1286

£135. FIAT 500, 1938, Coupé. Excellent condition. Phone Iver 632 after 6 p.m. [1287

IF YOU HAVE £19, a sense of humour, and a spare Coventry Climax engine (which I'm told will fit), you can make my '31 Jowett Tourer scream round the countryside at 120 m.p.h., leaving following X.K.120s flat and stunned. REN 7238. [1288

1950 MORGAN 44 regd. Jan. 51. 9.9 o.h.v. 2-seater D.H.C. Excellent throughout. £340. Dix, 64, Chelwood Drive, Odd Down, Bath, Som. [1289

HUMBER 16 Saloon, 1931. Good condition. Still going well. £25. Whitehead, 10, Launde Road, Oadby, Leicester. [1290

FOR 2.4 JAGUAR: Set zipped green cord loose covers. *£5 o.n.o. Pair 3.4 B.R.G. wheel spats,* £7 o.n.o Tidworth 2122 [1292

DELLOW, 1951, green 2-seater, O.S. rears. Modified 1172 c.c.; 8.2 c.r. Excellent hood, screens, tonneau, bodywork, tyres. Fog, reversing lamps. Screen washers. £310 o.n.o. Talbot, H.A.A.C., Newport, Salop. [1295

FOR SALE—*continued*

ASTON MARTIN L/C Le Mans, 1495 c.c., lute rods, Mk. II cam, lightened flywheel. Recent engine overhaul, including re-liner, crank grind, new mains, big ends by Burtonwood. 2/4-seater, excellent body, tyres and interior. £225. 273, Nether Street, N.3. FIN 0600 (evenings). [1291

MORRIS 8 2-seater 1936 Tourer. New battery, king pins, back axle. Good tyres, hood. Reconditioned dynamo, starter. £75 10s. SAN 3559. [1293

NEW DYNAMOS, 12V., as fitted to most post-war cars, £4 10s. each. K. Mellor, 6, Moss Rise, Leeds 17. [1294

M.G. Y.A. 4-seater Tourer. Late 1939. Full weather equipment. Well maintained and in very good condition. £160 o.n.o. Can be seen weekends only. Box No. H.296. [1296

RILEY ADELPHI 15/6, 1936. Works, electrics, body in sound condition. £140. 18, Hillcroft Close, Weston-super-Mare. Tel.: Weston 4665. [1297

RILEY 9 MERLIN, 1936. Mechanically sound, bodywork rough. Reliable runner. £60. Miller, "Iffley," Downe Avenue, Cudham, Kent. [1298

1930 SUPERCHARGED ULSTER AUSTIN. Built by Cambridge Engineering, 1953. Four-speed c.r. box, 2 L.S. Lockheed brakes, lightweight wheels, good tyres, spare dual ignition head, insured. £250 o.n.o. BUC 4971. [1299

MERCEDES BENZ Saloon, Type 200. Exceptionally smart and sound, ready to drive, complete with two spare wheels. All new tyres. Offers around £200. Dillon, Askett, Princes Risborough. Tel.: Princes Risborough 319. [1300

AUSTIN SPECIAL, recently built. Aluminium body, 4-speed box, aero screens. Engine recently overhauled. Spare carburettor. Tonneau cover in preparation. £150 o.n.o. 112, Hounslow Road, Feltham, Middlesex. [1301

SINGER SPORTS, less engine, pinion. Good tyres, battery, hood, etc. 1938 Morris Eight Van, running order. Suff, 48, East Street, Hereford. [1302

M.G. T.A., 1939, Tickford D.H.C. Very smart appearance. Excellent tyres and batteries, chromium luggage rack. Grey. Any trial. £220 o.n.o. The Chestnuts, High Street, Godstone, Surrey. Telephone 203. [1303

ALLARD, 1948, Short Chassis Sports 2-seater. This beautiful and potent machine is in faultless order throughout. Recent complete chassis overhaul, including gearbox, brakes and all steering parts. Replacement engine. New black cyanide hood, screens and tonneau cover. New tyres. Finished in immaculate B.R.G. Excellent chrome. Fog and spot lights. Engineer's inspection welcome. £345. Fletcher, 43, Park Lane, Whitfield, Lancs. WHI 2000. Not available 6th to 18th July. [1304

RILEY FALCON 12/6, 1934. Truly one of the smartest and most immaculate of its year. Excellent engine, perfect chrome. Five new tyres. Original carpets. Must sell. £95 for quick sale. Prospect 5717. [1305

£38 10s. M.G. T.F. ENGINE (1250 c.c.). 6,000 miles only. Minus sump, rocker cover and manifolds. Brown, 126, Marsden Road, Burnley. Tel. 4336 (evenings). [1306

AUSTIN 7 SPECIAL, re-registered 1956. Hood, tonneau, full width body, boot, engine reliable, remote gear control. Good battery, spares. Taxed, insured. Write: Harbidge, 53, Chelmsley Lane, Marston Green, Birmingham. [1307

ASTON MARTIN 2 litre Saloon, 1938. New brakes, clutch, tyres. £200 o.n.o. Taxed. Box No. H.308. [1308

SMITH'S CLOCK, vintage, needs attention, 30s. C.W.P. for Alvis Firebird or S.G. 16.95, £3. Duplex pinion bearing, new, 35s. Firefly handbook 6s. Eagle mascot 35s. Jones, 68, Busheywood Road, Sheffield. [1309

DISMANTLING LANCHESTER 10 h.p. and 18 h.p. All spares available. P. A. Tindall, Roam Villa, Whitewebbs Lane, Enfield, Middx. [1310

M.G. OWNERS. Is anyone interested in obtaining an M.G. Reg. No.? Write Box No. H.311. [1311

£18. HARDTOP. Triumph. Pale red in plastic lined cream, with fittings. 32, Burgh Wood, Banstead, Surrey. Tel.: Burgh Heath 3246. [1312

A.C. 1937 D/C. Mechanism, tyres, hood, excellent. Body outside good, inside poor. £170 or offer. Day, MON 7011, Ext. 309; evening FOO 4216. [1313

ASTON MARTIN. It ain't genuine but only a Vintafanatic need worry, for with tuned A.70, twin S.U.s, brand new radiator, four equally new tyres, P.80s, delightful c/r Vintage Aston gearbox and high ratio Jaguar axle, the performance is somewhat interesting. Sportsmen with £1,000 not welcomed. This is for the knowledgeable gent with £210. Crazy University rules enforce sale. Any trial. Bring the girl-friend. Rickmansworth (Herts) 3800. [1314

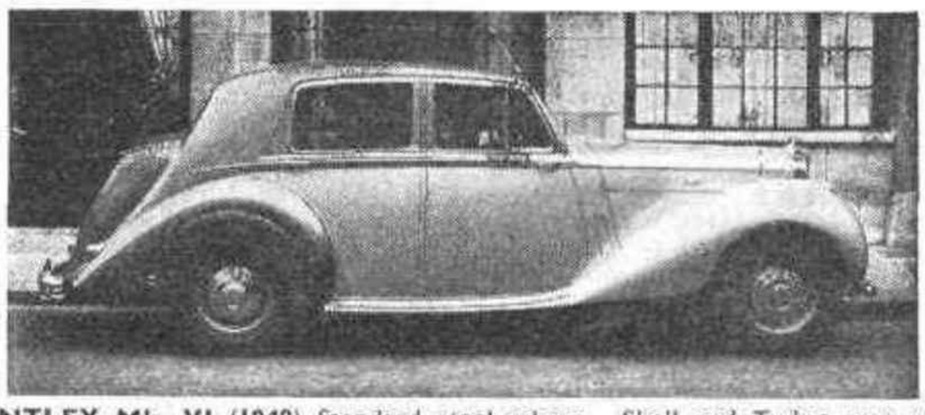
AUSTIN 7 CHUMMY, 1927. Original brass headlamps, windscreen, etc. New hood, sidescreens, cut-out, dynamo. Coachwork excellent. Engine reconditioned, good tyres. Matrimony forces sale. Bargain. £65. Phone ARC 4170 after 7 p.m. [1320

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

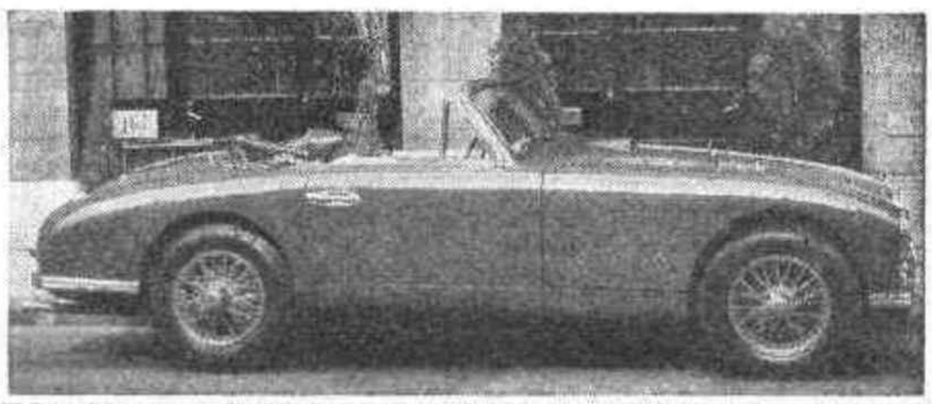
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SIMMONS

GROSVENOR 2635



BENTLEY Mk. VI (1948) Standard steel saloon. Shell and Tudor grey with matching trim. 87,000 miles with works reconditioned unit fitted at 62,000. Recellulosed to our order in June. All manufacturer's specified mods. to date. Radio, heater, etc. Schedule serviced. **£950**



ASTON MARTIN (1953) DB2 drophead coupe. In B.R.G. with matching trim. 2-seater but with provisional seating for two emaciated elves at rear. Complete unit overhaul at Aston Martin Ltd. June '58 to our order and passed A.I. A.M. works test and report. A rare model with astounding performance and delightful handling, in singular condition. **£1,275**

ROLLS-ROYCE WRAITH (1939). Owner driver sports saloon with semi razor-edged coachwork by Park Ward. Black and fawn with natural hide trim. Excellent maintenance history with detail of major overhaul '57. Radio, heater, etc. All accounts to hand. Pristine. **£875**

ROLLS-ROYCE (1936) 25/30-h.p. with sliding head Sedanca-de-Ville coachwork by Thrupp and Maberley. Fawn with matching trim. Newly recellulosed. Taken p/e. June. No apparent history but very good chassis. Workshop test and report to hand. Schedule serviced. In view of obscure ancestry offered at a figure *representing good value to the not so discriminating who seek* a thoroughly sound 25/30. Warranted in the normal manner. **£485**

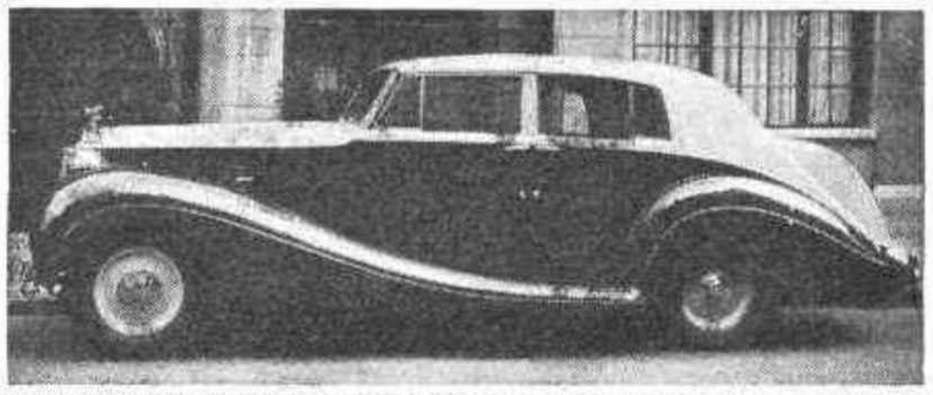
ROLLS-ROYCE (1927) 21.6-h.p. town saloon by Thrupp and Maberley. In excellent order and surprisingly sound condition. Well shod, schedule serviced. Workshop test and report. **£175**

ROLLS-ROYCE (1936) 20/25-h.p. sportsman's saloon by Hooper with large boot. Two-tone fawn with natural hide trim. Excellent history. Further details upon request. **£550**

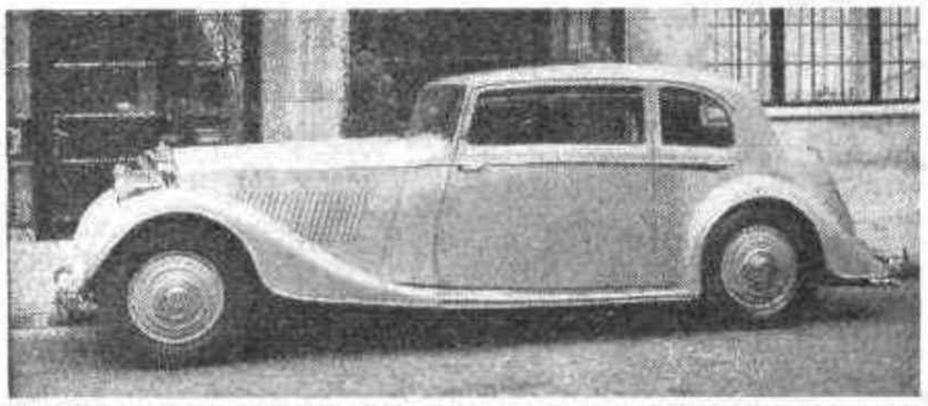
LANCIA LAMBDA (1929). One of the rare eighth series models, with limousine coachwork built by Carroserie Milano to the order of a Maharajah, having had only one other owner. In Burgundy with natural hide trim. A collector's item in mint condition. **£325**

AUBURN (1936) supercharged drophead Phaeton. Boosted Lycoming unit. A much sought U.S. vintage product of outstanding character. Reputedly under 30,000 miles from delivery. Radio, newly shod. In brilliant order. **£325**

RIVER CRAFT. Andrews "Greyhound" slipper stern launch. Gains 18-h.p. "Universal" marine. Fold-back hood. Seat six. Sound. Passed survey Oct. '57. Anti-fouled and varnished '58. Lying Shepperton. **£285** (or thereabouts)



ROLLS-ROYCE (1951) SILVER WRAITH special coachwork touring saloon by James Young. Moss green and suede with matching trim. Recently fitted works full-flow unit by R/R. Ltd. Lavishly and richly appointed to a standard of taste and elegance rarely equalled. In impeccable order. **£2,200**



ROLLS-BENTLEY (1939) 4¼-litre MX overdrive series with 2-door fixed head coupe coachwork by H. J. Mulliner. Dove grey with matching trim. Extensive overhaul '58. Recellulosed to our order in June. Detailed post-war history. An outstanding example of the later series overdrive and one of the most coveted models of any marque ever conceived. **£825**

ROLLS-BENTLEY (1937) 4¼-litre drophead coupe by Hooper. Black and beige with natural hide trim. Details: £170 Bentley Motors Ltd. overhaul '57. Radio, heater, etc. Schedule serviced. Fast, quiet and attractive. **£575**

ROLLS-BENTLEY (1938) 4¼-litre sportsman's four light standard saloon by Park Ward. Mid-grey, blue trim. Detailed history including top overhaul May '58 by West country concessionaires. Radio, heater. A finely conditioned model of definite character. **£600**

VINTAGE BENTLEY (1925) 3-litre Red Label short chassis speed model by Vanden Plas. Well finished B.R.G. Entirely original condition and superbly maintained. In Concours class. **£385**

A further vintage 3-litre in well above average condition will be available during the second week of July.

At the time of going to press we are negotiating the purchase of the following:

Rolls-Royce Phantom III Sedanca-de-Ville by H. J. Mulliner.

Bentley Mk. VI (1949). Special coachwork sports saloon by Hooper. Mileage 37,000

De Dion Bouton (1907) twin-cylinder 2-seater tourer in near mint condition.

Rolls-Royce (1928) Phantom I with Southern Replica Limousine coachwork of 1939 manufacture, in very good order, at around **£200.**

An excellent and very pretty 2-wheel open trap *circa* 1880 from a noted collection. **One hundred guineas.**

Jaguar XK120 (1954) fixed-head coupe. Fitted Borrani wheels, works unit and works modified to 140 standards. Radio, heater, etc. We are instructed to offer this item by a well-known sporting personality, and will forward offers to him. The vehicle is at our premises.

We urgently seek a good veteran, preferably an R./R. Ghost or a Napier and a Speed-Six Bentley with tourer coachwork or a 4½-litre tourer or H.M. rebuild. When required, and in the event of a resulting purchase, we will cover introductory commissions.

A workshop test and report sheet is available on all vehicles advertised.

WE WOULD PARTICULARLY LIKE TO PURCHASE ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY-PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. MR. SIMMONS WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

AS A RESULT OF SELECTIVE BUYING WE ARE ABLE, BY ARRANGEMENT WITH A PRIVATE BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

GROSVENOR 1188 — **12, REX PLACE, W.1** — GROSVENOR 2635

Immediate insurance effected with Lloyd's Brokers. *Export and Shipping.* *Engineers' reports and examination.*
All vehicles and accessories are offered subject to being unsold unless otherwise stated. *E. & O.E.*

FOR SALE—*continued*

JAVELIN ENTHUSIAST reluctantly offers last model. Reg. Sept. 1953. De-luxe. Absolutely immaculate. £450. Oxted 2794. [1410

1938 ALVIS SPEED 25. Charlesworth Saloon. Maintained in excellent condition by member of A.O.C. Hayle, 13, Cobham Road, Kingston. KIN 8375, evenings. [1411

DO IT YOURSELF KIT. 1934 Alvis Speed Twenty. Many new parts; not assembled. Offers around £70 or might break. St. Albans 57889. [1412

1932 ALVIS 11.9 Firefly Tourer. Good condition throughout. Year's insurance. Taxed. £130 o.n.o. Edwards, 7, Grecian Crescent, S.E.19. Tel.: GIP 4312. [1413

BENTLEY Red Label 3-litre, 1926, Park Ward 4-seater body, tonneau cover, hood and side-screens, in first class condition. £250. Nisbet, 14, Rusell Place, Edinburgh. [1414

1954 M.G. T.F. Sports. Well maintained and in excellent condition. New hood and sidescreens. £499 o.n.o. 342, Manchester Road, Bury 3165. [1415

VOLKSWAGEN. Matrimony forces reluctant sale of my 1951 L.H.D. saloon. Clean, sound, well shod. New battery, T. and I. for year. £275. Harrison, 57, Brougham Street, Lower Tranmere, Birkenhead, Cheshire. [1416

H.R.G. '1100.' Unused since engine rebuild. Over £200 spent in last 2 years in restoring to perfect condition. Rich red. Many extras. £395. Write, Savery, Planefield, Evesham, Worcs. [1417

PAIR P.100 headlamps, vintage. Nice complete condition. £15. Munday, 3, Archery Square, Deal. [1418

RILEY LYNX 1934, 9 h.p. Scintilla Vertex. Twin S.U.s, new hood. Good all round condition. £90. Imperial 4587. [1419

T.F. August 1954. 27,000. Carefully used, meticulously maintained in excellent condition, extras. £565. WELbeck 1991. [1420

SIGMA SPECIAL. Professionally built 100 m.p.h. 2-seater touring car. 2-litre (DBI) Aston Martin engine, B.M.W. based frace, I.F.S., wire wheels, 3.6:1 env. rear axle, David Brown gearbox (85 m.p.h. 3rd gear), 12 in. hydraulic brakes, Alfin drums at front. Most attractive coachbuilt aluminium body fully trimmed and upholstered. B.R.G. cellulose. All-weather equipment. An outstanding Special in excellent condition which has covered 30,000 trouble-free miles since first registered in 1954. £550. Jackman, 38, Ferndale Avenue, Chertsey, Surrey. [1421

X.K. 120 Open Sports, 1950. Little used Doctor's car. Kymer House, Hassocks, Sussex. Phone 28. Also viewable London. £550 asked. [1422

RILEY 9, 37 MERLIN. Dark grey, maroon wheels. Running in. Bodywork, interior good. Twin carbs. Single zenith and manifold available. Also 33 Monaco engine dismantled excluding crank. £135. Stubbs, 21, Stobhill Villas, Morpeth, Northumberland. Morpeth 570. [1423

CORD 812 WESTCHESTER SEDAN. A fine example of the marque. Now employing unsupercharged engine. Original Cord mechanically throughout, with normal exciting performance. Good tyres, battery. Excellent cellulose in blue and white. A recognised classic. Some spares included. £195 o.n.o. Peter B. Moore, ARNold 1962. 18, Carlton Avenue East, Wembley Park, Middlesex. [1424

RILEY GAMECOCK. Extensively overhauled, and in excellent condition after over 3 years devoted attention. Very fairly priced at £150 o.n.o. Gange, 39, Mixes Hill Road, Luton, Beds. [1432

M.G. 'P. TYPE.' Professionally fitted Ford Ten engine, Aquaplane mods., M.G. gearbox, 16 in. wheels, windtones, etc. Relined brakes, back axle overhauled, good bodywork. Recently repainted. Excellent condition. £140. Marshall, 63, Warwick Road, Barnet, Herts. Barnet 9479. [1433

LAGONDA 2-LITRE. Low Chassis, 1931. Excellent condition. £185. Swop for 4½ D.H.C. Lagonda, S.S.100, or 3½ D.H.C., or Saloon Jaguar with cash. Galbraith, 53, Lambs Conduit Street, Holborn, W.C.1. [1434

LANCIA APRILIA, 1939, 2nd series. An outstanding example with service record. £275. 153, The Hyde, N.W.9. Colindale 7898. [1435

1950 CITROEN SIX. Bugatti roadholding and steering. Terrific brakes, from 30 in 25 ft. Will clock 100/105 m.p.h. on Oxford Bypass. Cruises all day 70/80 m.p.h., 22/24 m.p.g. Recent new engine, gearbox and halfshafts. Many extras. A beautiful car. £325 o.n.o. Terms arranged. 12, Christchurch Road, Cheltenham. Tel.: 3315. [1436

FRAZER-NASH, 1934, 12 h.p. Sports. A bargain for the enthusiast. £130 o.n.o. Apply, Adjutant, R.A.F., Worksop, Notts. [1438

PROFESSIONAL RESPRAY, your colour. M.G. 1½ Tourer. Complete engine overhaul. £182. Whitehead, Nottingham 247969, Barnard Castle 3266. [1439

FOR SALE—*continued*

TALBOT 14/65, 1934 Saloon. Resleeved block, recored radiator, kingpins, valves, guides, etc., during the last 20,000 miles. Many spares also. S.A.E. photo available. Any reasonable offer considered. Garage required for '33 Talbot 90. Snasdell, 15, Kesteven Road, Stamford, Lincs. [1441

1933 ALVIS FIREFLY Coupé. £40. Offers. Would break. 135, Orts Road, Reading. [1442

FRAZER-NASH B.M.W., Type 55, 2-litre, 2-seater. 3,000 miles since rebore, crank grind. New clutch, etc. Excellent condition. £295. Ring Wolverhampton 22929 before 6 p.m. or write, Corkindale, "Homend," Post Office Road, Seisdon, Nr. Wolverhampton. [1443

TRIUMPH GLORIA. 10.8 h.p. Saloon. Exceptional condition. £90, or exchange, cash adjustment, for 1949-51 car, Javelin preferred. 39, Meadow Road, Watford. [1444

1937 TALBOT AIRLINE 105. Mechanically perfect. Oil consumption practically nil. Will deliver anywhere. £120. Box No. H.445. [1445

AUSTIN 750 SPECIAL. Space frame, Aluminium body, modified suspension and brakes. £70. 10, Bretby Lane, Burton-on-Trent. [1446

SMASHED CAR. 1956 Austin A.30, 4-door Saloon. Only 4,500 miles. Ideal for sports builder. No book. Nearest £100. Phone NEW 3575. 1, Albion Street, New Brighton, Cheshire. [1447

FORD 8 SPECIAL. All-weather equipment. 80 m.p.h., 40 m.p.g. H.C. head. Twin aqua. S.U. carbs. Recond. engine 8,000 miles. New tyres all round. B.R.G. Heater, radio and many extras. £120. 47, Boroughbridge Road, Northallerton, Yorkshire. [1448

INVICTA. 100 m.p.h. low chassis in concours and very good mechanical condition. One of the four vintage low chassis cars. £350. Gardner, 36, Lichfield Avenue, Morecambe, Lancs. Tel.: 2534. [1449

AUSTIN SEVEN TOURER. 1934. Tuned engine, good chassis details, shocking hood. Suit special builder or nature lover. £25. 87, Brecon Drive, Bury, Lancs. [1450

M.G. P.A., '35. Excellent condition. £175 o.n.o. VIG 7855, evening or weekend. [1451

M.G. T.D., late 1951. Green. Vynhide hood and screens. Recon. engine and gearbox. 8,000 miles. Modified head, 1¾ in. H.6 carbs, high ratio axle. £465. No dealers. Phone ORP 29955. [1453

HEALEY SILVERSTONE, Red. Smart, Barwell-modded head, high compression pistons, 120 b.h.p. Michelin 'X,' P.700 and Le Mans lamps, hood, tonneau. Engineer owner going abroad. Price £450 or offer. Williams, Old Rectory, Bursledon, Southampton. Tel.: 393, or during day, Hamble 3191. [1454

"MOTOR SPORT." 146 copies, 1932 to 1958. Offers. Case, 57a, Chepstow Place, London, W.2. [1455

LANCIA APRILIA, May 1939. Radio, Andre's, extras. New battery. £235. Write, Farnell, "Loxwood," Maudlyn Park, Steyning, Sussex. [1456

RILEY 12/6. Engine and manual gearbox, clutch U.S. Also wheel and road spring. Aldington, 24, The Bayle, Folkestone. [1457

TYRES: 5.25 x 20 new, £6 10s. 5.50 x 18 unused retread £5; ditto 4.75 x 16 £3; ditto 5.50 x 16 £4. Several good s/h 16, 17 and 19. Also 165 x 400. Carson, Bishops Green, Newbury. [1458

ROLLS, 20 h.p. 1939 Southern Motors body. Most attractive blue/silver. Must sell, £250. Hart, 10, Brighton Road, Coulsdon, Surrey. Uplands 8236. [1459

1935 TALBOT 65 Sun Saloon. 13.9 coachwork sound engine. Gearbox, axle, brakes. Rebuilt by John Bland last year for £180. Good tyres, new battery and dynamotor. £125 o.n.o. WIM 9020. [1460

GAMECOCK. Rare tatty Riley runner requiring renovation or readily ripped to ribbons if reasonable requests. The White House, Barby, Rugby. [1462

CLEARING GARAGE. Gloria: C.W.P. assembly £4. Halfshafts and bearings £2 each. Radiator block 30s. Fold flat screen £3. Austin 7: Steering column and wheel 15s. 4 speed box 50s. Pair stub axles/hub assemblies £1. Chummy screen 15s. Ford front axle assembly £2. Vintage 2-litre A.C. engine, less head £5. Three 19 in. x 42 mm. Rudge wheels and tyres £1 each. Pair 30 F.H. Solex with numerous chokes and jets 50s. Moorshead, 12, Osborne Mews, St. Leonard's Road, Windsor, Berks. Telephone 945. [1464

"MOTOR SPORT," 1950-1957 complete. "Motor Racing," 1956. Offers. Townley, 87, Queens Road, Felixstowe. [1465

RILEY 1937 KESTREL, 1½. Fast, reliable. New battery. 5 good tyres. £165. 466, Lynmouth Avenue, Morden, Surrey. Derwent 6335. [1466

AUSTIN 7 Saloon, 1933. In running order, suit special builder. £28 o.n.o. Stroud Post Office, Petersfield, Hants. [1467

FOR SALE—*continued*

1956 PREFECT. Elva mods., Buckler gears, rev. counter. Immaculate red/black. Potent. £510. 11, Coronation Avenue, Mile Oak, Tamworth. [1468

1940 ALVIS SPEED 25. Superb condition, garage maintained, open tourer. Hood, new tonneau cover, radio. Brakes relined. Decoked, new valves, etc. June 1958. 95 m.p.h. comfortably. £325 o.n.o. Barber, Haygate Farm, Wellington, Salop. Wellington 151. [1469

1914 HUPMOBILE. Rebuilt completely and ready for use. Too many cars force sale at £375 o.n.o. Langley, 144, Bath Road, Worcester. [1470

1938 AUSTIN RUBY. Good runner, but engine noisy. Suit special builder. Taxed. £50 o.n.o. Box No. H.471. [1471

M.G. T.A. Many extras, garaged, enthusiastically maintained, excellent condition throughout. £275 cash. Royce, Beckenham 7573. [1472

STEYR 1938. £145. Saloon, 8.6 h.p. Resprayed. Excellent condition. Jeffries, 25, Burstock Road, S.W.15. Putney 3173. [1473

LAGONDA M.45, 1934, 4½ Pillarless Saloon. All round good condition. Exhilarating performance with surprising economy and flexibility. Daily use. Southern England this month. Change of transport forces urgent sale. Sacrifice price for quick sale. £100 o.n.o. Box No. H.474. [1474

VINTAGE 1927. 20 h.p. 4-cylinder Austin, 4-door Saloon. Open to any inspection. A really nice car. Good tyres. Box No. H.475. [1475

THREE WHEELER MORGAN, 1950. Ford 10 engine. Carefully used. Enlarged family only reason for sale. £235. Phone Weybridge 2318. [1476

TAPLEY meter performance gauge. As new cost £15, accept £6. Weybridge 2318. [1477

ATALANTA. Le Mans car, beautiful Abbott 2-seater body. 4 wheel trailing link, independent suspension, Cotal electric gearbox. Recent renewals: Reconditioned A.70 engine, twin carbs., clutch, final drive, brakes, kingpins, recellulosed. All spares available. Miles, 402, Woodham Lane, West Byfleet, Surrey. Byfleet 2986. [1478

BROOKLANDS RILEY. Hydraulic brakes. Excellent condition. Eligible Vintage events. Walker, Maxstoke Lane, Coleshill, Warwicks. Telephone: Coleshill 2368. [1487

1951 J.J. SPECIAL, V.8 engine. Excellent condition throughout. £185 o.n.o. Denyer, 58, Shortwood Avenue, Staines. [1488

M.G. T.A. Red. Reconditioned block and clutch 6,000 miles. P.V.C. hood, windtones, etc. £260 o.n.o. Smith, 198, St. Anne's Road, Tottenham, N.15, or phone CAN 1262, Ext. 225. [1489

T.R.2, 1955. White. Heater, sliding screens, spots, tonneau, washers. "X" rear, V.G.C. £600 o.n.o. 24, St. Clements Court, Leigh, Essex. [1490

750 FORMULA SPECIAL. Lowered suspension, Bowdenex brakes, many engine modifications, including twin carburettors, aluminium body, windscreen. £110, M.G. T.C., 1947. Good condition. £310. Stoward, 140, Shooters Hill Road, S.E.3. GRE 4355. [1498

RENAULT-ALLARD, 1951 model 750. Double-choke Solex, 4-branch, Marchals. Resprayed. Excellent condition. £315. 1949 P.I., X's, reconditioned engine, gearbox, steering, etc. £250. Smith, Hazlerigg Hall, Loughborough. Telephone 230211. [1499

COMPETITION mahogany aluminium steering wheels, hand made, £7 10s. L. Wallace, 98, Webber Street, London, S.E.1. [1500

1933 RILEY MENTONE 12/6. Excellent bodywork, good engine. Resprayed, crank ground. £70 o.n.o. 1936 Riley Falcon. Very good mechanically, bodywork rough. £35. Bailey, Elmhurst Cottage, Welby Lane, Melton Mowbray, Leics. [1501

S.S. JAGUAR SPORTS, 2½-litre, 1937. Immaculate. Resprayed, rechromed, P.100s. New battery. Any trial. £220 o.n.o. 31, Westfield Road, Barnehurst, Kent. [1452

HEALEY DUNCAN Sports Saloon. Champagne, with red leather. Twin spots, fogs, wireless. Low mileage. Immaculate. Maintained regardless of cost. £495. Mrs. Tipp, the Flat, Harefield Road, Middleton-on-Sea, Sussex. [1503

RILEY 2½ litre Coupé Roadster, 1948. 100 m.p.h. model. Ivory, whitewall tyres, rechromed. Excellent condition. £325. No dealers. J. P. Blanch, 54, Link Way, Raynes Park, S.W.20. [1504

1930 MORRIS COWLEY. Big ends gone, otherwise mechanically good. Original running boards, trim. Body scruffy but sound. Tow away or will break. Butler, 38, Chapel Lane, Spondon, Derby. [1505

M.G. T.C. Good condition. Luggage rack and extras. £280. McNab, Vinces, Churt, Surrey. Frensham 3249. [1506

S.S.1. 1935, Sports Saloon. Available after 5th July. Very good condition. £115. Also 1933 23.8 Sunbeam, breaking for spares. Stead, 321, Bedfont Lane, Feltham, Middlesex. [1507

LADY, tired of 16 months' search for replacement for cracked block on Armstrong Siddeley 14 h.p., 1937, will sell as "scrap." I. Randall, 14, Westcote Road, Reading. [1508

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

FOR SALE—*continued*

1936 RILEY 1½ litre Adelphi. Excellent condition. New tyres. Exchange for Allard or sell £155. Hainault 6035. [1509

BUGATTI. 1937, Type 57. Elegant Drophead Coupé body in blue. Good mechanical condition. £400. Box No. H.511. [1511

RENAULT 750 c.c., 1954. Chauffeur maintained. Genuine 22,000. Tyres, battery renewed recently. 50 m.p.g. plus. Perfect. £375. 12, Staveley Road, Bingley. [1510

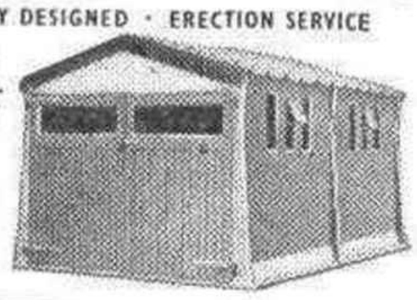
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WOLSELEY M.G. 18/80 engine. Many other Wolseley 1937 parts for sale, cheap. Hall, 51, Hyde Meadow, Bovingdon, Herts. [1515

1939 B.M.W. 328. Recent engine overhaul. Ex. appearance. Good tyres, fully equipped. Regd. 1955. £400. Photo. Box No. H.516. [1516

FORD 10 GEARBOX. reconditioned with £15 worth new gears, bearings, shafts, etc. £7, carriage paid. New petrol pump, 15s. S. Girling, 20, Sotherton Road, Norwich. [1517

LEA-FRANCIS hyper Sports. Very good condition. Reconditioned magneto, engine, good battery, two nearly new tyres. £120 o.n.o. Seen Oxford. Wellesley, Wheatley 419. [1518

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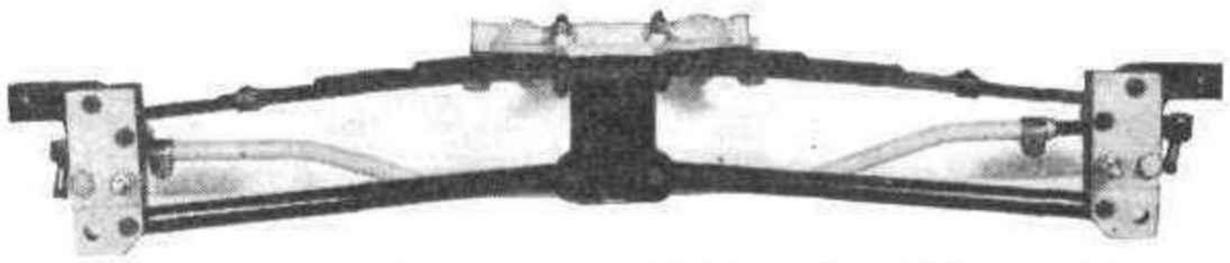
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M.G. V.A. 1½. 1938. Recent engine/gearbox overhaul, new tyres. Stark body. Sell or exchange for T.A. engine. Millinson, 23, Thompson Ave., Wolverhampton. [1714

M.G. P.A. New hood, tyres, battery, rewired, seal-beam headlights, spots, mellowtone horn. £100 or nearest. C/o 474, Birmingham Road, Marlbrook, Bromsgrove, Worcs. Hillside 2018. [1716

VINTAGE BENTLEY. 1931, 4 litre Tourer. Seats six. Photograph available. £230 o.n.o., or exchange stark 3 or 4½ Ring Lt. Morton, Bury St. Edmunds 2394, Ext. 58, or 40. [1717

EX PETER GAMMON M.G., 1497 c.c. XPAG engine, fully prepared for season. Gas-flowed head, arge valves, branched exhaust, balanced crankshaft, etc. Light alloy body. Extremely potent and absolutely reliable. 86 b.h.p. 0-60 — 10 > secs. Maximum 100+ m.p.h. and 32 m.p.g. in road tune. Racing successes too numerous to mention. £300. Further particulars from Swift, "Laureen," Brayton, Selby, Yorkshire. [1718

M.G. V.A. 1938. Excellent condition. Genuine 45,000 miles. £250. Gaskell, 17, Kingsweston Road, Henbury, Bristol. [1719

DIESEL ROLLS-ROYCE P.II Sports Saloon, 1939 replica, with Leyland diesel. £295 o.n.o. Mann, 49, Hallville Road, Liverpool 18. [1720

SINGER FORD. 1936 Le Mans 4-seater. Tuned 1172 unit, Hornet gearbox. 80 m.p.h., 40 m.p.g. V.G.C. £100 o.n.o. Still, 63, The Park, Yeovil, Somerset. [1721

1951 CONVERTIBLE MINX. I.F.S., hydraulics, replacement engine, polished head, exhaust mods., radio, heater, demisters, windtones, mirrors. Immaculate powder blue, maroon leather. £325. "Oakbrook," Senna, Comberbach, Cheshire. [1722

MORRIS COWLEY 1929 Saloon Sound, runner or suitable for spares. Best offer over £25. Each, 63, Brickbridge Lane, Wombourn, Nr. Wolverhampton. [1723

FIBREGLASS SPECIAL, registered 1956. Stage I engine (chromards), lowered reinforced chassis. Complete with Dunlopillo seats, full weather equipment, etc. £235. May, 31, Durrington Road, Clapton, E.5. Or phone Canonbury 5725 between 9 a.m. and 5.30 p.m. [1724

PAIR LUCAS P.100 HEADLAMPS, rechromed, plated, reconditioned Lucas agents, perfect, £25. Rolls standing flying lady, perfect, £6 6s. Pybus-Pattison, Sloane 3720 (London). [1725

1948 ARMSTRONG SIDDELEY Typhoon. Immaculate original condition. Genuine 55,000 miles. Extras New tyres. £255, near offer. Hire purchase. CAN 4950. [1726

BENTLEY "A" GEARBOX, £15, or exchange for "C" box; or "B" box and £10. Ebers, 22, Grove Hill, London, E 18. [1771

AUSTIN HEALEY LE MANS, 1955 model. Black/red. Overdrive, Alfins, heater, spots, seat covers, wood wheel, rad. blind, screen washers, etc. Never raced. Mechanically and bodily faultless. £725. Cavender, Langley Cottage, Fulmer, Bucks. Fulmer 11. [1727

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£25 O.N.O.: 1927 Morgan 3-wheeler. 1100 c.c. J.A.P. w/c. New body last summer. Very powerful and comfortable. Heddle, 44, Burnt Ash Road, Lee, S.E.12. LEE 5880. [1729

BENTLEY SPARES: 4½ front axle, complete with brake drums, hubs, etc. Steering column and wheel complete. Four new tyres. Two rear hubs complete, £30. Gordon, 29, Connaught Square, London, W.2. [1730

1927 AUSTIN 12.8 Tourer, recently completed trouble-free trip to Italy. Re-upholstered professionally. Newish screens, hood, carburettor, batteries, coil conversion. Everything works. Most spares available gratis. Attractive brass/green/black finish. £49. Also excellent Rudge Special for £30. J. Youldon, North Curry, Taunton. Tel.: N. Curry 398. [1731

T.C. M.G., 1948. Black. Good condition. £325. View Romford, Essex. Write A.C. Tunstall, RAF Chicksands, Shefford, Bedfordshire. [1732

EAGLE MASCOT, believed Alvis. Offers over £3. Bell, 38, Kenilworth Drive, Earby, Colne, Lancs. [1733

RECONDITIONED FORD 10 engine complete, gearbox, front and rear axles, steering box, two six volt batteries, five wheels. £60 o.n.o. Austin, 2, Patricks Lane, Deanshanger, Wolverton, Bucks. [1734

1938 MORGAN 4/4 2-seater Sports. Good condition, new tyres. £160. 198, Rushmere Road, Ipswich. [1735

1958 ROCHDALE G.T.-bodied Ford Special. Professionally sprayed Victor blue. Reconditioned 948 c.c. engine just installed. Raymond Mays suspension, new chassis, first class trimmings, including indicators, chrome, carpets and vynide upholstery. Mechanicaly excellent. Inspection invited. Photo available. £450 o.n.o. "Longhurst," Leyland Mill Lane, Wigan, Lancs. Phone 45192. [1736

(1933) 4½ LITRE INVICTA. 100 m.p.h. Low chassis. Specimen car. Best offer secures. A. J. Smith, 89, Westcotes, Coventry. [1737

ENTHUSIAST'S BOMB. M.G. J.2, fitted Ford engine. New paint, battery, windscreen, brakes. £90. 264, Blackwell Road, Carlisle. [1738

1939 SUNBEAM-TALBOT 10 Saloon. Smart body, fast and reliable. £135. Box No. H.739. [1739

M.G. P.A., excellent condition. 2-seater. £185 o.n.o. Richards, 6, The Croft, Northfield, Birmingham. [1740

£350 O.N.O. Superb Lagonda V.12, 1938, Saloon. Mirror finish coachwork. Beautiful example and an eye catcher wherever it goes. Most other drivers only ever see the tail. Stork making its final circuit, so must sell or exchange for A.30, Minor, Consul or similar. Box No. H.741. [1741

ROLLS ROYCE 40/50 Phantom II, 1933, Series M/Y. Grey Continental Sports Saloon by Park Ward. 20,000 miles since rebore, new radiator matrix, servo relined, clutch relined and brakes adjusted. Carburettor re-set by makers. Disc wheels, paintwork very good. Interior excellent. Serviced by R.R. specialists. Many extras. Very smart appearance. £350 o.n.o. See Birmingham. Box No. H.743. [1743

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FOR SALE—*continued*

LAGONDA 2-litre L/C Tourer, 1932. Mechanically good, excellent tyres, hood, sidescreens. £160. Pearson, Sandy Lane, Bearsted, Maidstone. [1742

BENTLEY, 1923, 3 litre. New all-weather touring body, 1954. First class throughout. Almost complete set spares. £275. Photo. Dallow, 104, Waterfall Lane, Old Hill, Staffs. Phone: Blackheath 1224. [1744

ALVIS 1934 SPEED 20. Sound Saloon body. Single Zenith 25 m.p.g. or triple S.U., P.100s, mag, coil, I.F.S., etc. £110. 25, Crowthorne Road, Sandhurst, near Camberley, Surrey. [1745

WANTED: Small, rich, eccentric enthusiast to fit 1931 Austin Swallow (Seven radiator). Overhauled throughout. Offers. Torry, 159, Whirlowdale Road, Sheffield. [1746

1929 LEA-FRANCIS 12/40 Tourer. Poor condition. New battery, two new tyres. Must sell soon, otherwise will scrap. Good for spares or restoration. £30 o.n.o. J. Taylor, 19, Alexandra Park, Redland, Bristol. [1747

ASTON MARTIN. First class example 1934 Mark II. Polished aluminium, red wings. Rebored 4,000 miles ago. £385. Radlett 6994. [1748

RENAULT 1951 750. Excellent body, upholstery, paint. Relinered, new brakes, battery, tyres. Extras. Two owners. £298. Radlett 6994. [1749

1925 FIAT 501 Tourer, 10 h.p. In daily use. Well shod. Handbook, many spares. Taxed, insured. Much brasswork to polish. £75. Box No. H.750. (London.) [1750

"M" TYPE M.G. Sound. Good hood, battery. £55. Russell, 161, Western Road, Haywards Heath, Sussex. [1751

X.K.120 SPORTS, '51. Twin exhausts, magneto ignition. New gearbox, rear springs. Recent *decoke, new exhaust valves, tappets. Cream.* £490. Firth, 5a, Stapleford Court, London Road, Sevenoaks. Tel. 2453. [1752

FIVE DUNLOP 5-stud 15 in. wheels, ex-Healey; suit T.R., etc. £10. Also four little used 15 x 5.50 Pirrelli tyres, £3 each. Longton, 16, Gatesden Road, Fetcham, Surrey. Leatherhead 3740. [1753

M.G. J.2 2-seater. B.R.G. Excellent condition. Numerous extras. With complete spare engine, etc. £150 o.n.o. 8, Cleevemount Close, Cheltenham, Glos. [1754

VERY ATTRACTIVE rare Citroën, 1937, Light 15, fixed head 3-seater roadster, 2 dickey seats. Immaculate condition throughout. Fantastic roadholding, performance, economy. No spares problem. Only £160 or nearest. 7, Wychall Lane, King's Norton, Birmingham. [1755

RILEY 1935 12/4 Falcon Preselector Saloon. Engine, gearbox, chassis, battery, good; rear of body very tatty; excellent potential brake conversion. Quick cash, £40. Clayton, Well Cottage, Gotherlington, Near Cheltenham, Glos. [1756

RILEY 9, 1932. Professionally built (1953) brake body. Noisy but sound. In daily use. £40. Register member (bought Monaco). Starling, Stoke-Holy-Cross, Norwich. [1757

TALBOT 75, 1935. *Block, manual box,* Dynastarter, £10. Sump, propshaft, axle, £5. Quote for other parts, all good, including standard pistons, headlamps, cylinder head and body parts. Ryan, 12, Whitby Road, Nunthorpe, Middlesbrough. [1759

BUGATTI ENGINE type 51A, most parts, including blower and drive. Write in first instance to 39, Witley Avenue, Solihull, Warwickshire. [1758

M.G. 2 litre, late '36 Saloon. Good condition. £65. Green, 123, Portland Street, Lincoln. £1764

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ROLLS TWENTY Tourer, 1923, 2-seater with dickey. Small, economical and very handsome, in above average condition. £195 or offer. Box No. H.765. [1765

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PHANTOM II Hooper landaulette, 1931. **£165.**

TWENTY sun-roof saloon, replica body. **£145.**

20/25 Mann Egerton landaulette. **£125.**

Fur further details of the above cars see last month.

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AUSTIN A.40 Sports, 1952. Dual green, heater, spots, washers. Very nice car, available end July. £385 o.n.o. Private sale, H.P. arranged. Duncan, 9, Brinkley Road, Worcester Park, Surrey. [1762

LANCIA APRILIA, May 1939. Grey, all leather, outstanding appearance, professional engineer maintained. New shafts, Michelin X's, heater, screen washers. Everything works. Grudgingly buying bigger car (family again). £250. 150, Marshalswick Lane, St. Albans 57953. [1763

"E.W." WOLSELEY HORNET Special Tickford D/H Coupé, 1933. This car is in excellent condition, present owner last 22 years. New vynide hood, new tyres all round. Full details on request. £135. Box No. H.766. [1766

BUCKLER 90, 1956-7, 1172 c.c. Immaculate condition. (Red.) Genuine mileage 6,000. Twin carbs, etc. 50 m.p.g. Any trial. £495. Gilson's Bakery, Phone 2044 Colnbrook, Slough. [1767

WOLSELEY HORNET Special, 1933, 2/4-seater. Hydraulic brakes relined. Good hood, all round condition. £70. Biggs, 117, Grand Avenue, Hassocks, Sussex. (Phone Hassocks 702 after 7.15 p.m.) [1768

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BENTLEY RED LABEL 2-seater Tourer. Recent *rewire, respray, refabric. Beautiful condition.* Must sell, due to moving. Nearest to £275 secures. Box No. H.772. London. [1772

BENTLEY RED LABEL, 1927, V.D.P. Tourer. Completely original. Excellent condition throughout. Three owners only. £285 o.v.n.o. Box No. H.773, London. [1773

M.G. P.B. Airline Coupé, 1935. Very few of these 2-seater Saloons ever made. New battery, petrol pump, carpet, headlining and Valspared in green. £145. Wilkinson, 47, Bramble Road, Hatfield, Herts. [1774

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M.G. J.2. Recon. motor, clutch, dynamo. New tyres, hood. £140. Spares. Crank, head and rear axle complete, wheels, oddments. Basden, 12, Albany Park Road, Kingston. [1848

ALVIS *4.3 litre Saloon,* 1938. *Very fast with 20* m.p.g. £65. PAD 1904. [1850

LAGONDA 4½ L.G.43 Drophead Coupé, 1938, in British racing green. One of the most glorious looking cars on the road. Virtually spotless. Does 22 m.p.g. PAD 1904. [1851

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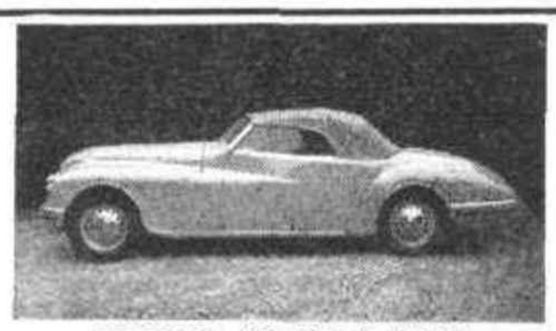
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ROLLS ROYCE Phantom II, 1934, Continental Sports Saloon. No division. Black, with fawn leather upholstery. An imposing car, in good condition. Bargain, £285. Phone for appointment. Wisborough Green (Sussex) 333. [1520

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1929 8TH SERIES LAMBDA Saloon. Generally sound. £100 o.n.o. Symons, 29, Elliott Crescent, Bedford. [1522

MORGAN 4/4, 1950. B.R.G. P.V.C. hood. £225. Pickard, Woodside, Foxhill, Leeds 52180. [1523

RILEY FALCON, 12/4. Mechanically excellent, rest good. £115. Buying Kestrel. London area. Box No. H.524. [1524

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ALVIS SPEED TWENTY Charlesworth Saloon, 1934. I.F.S. Dual ignition. Mechanics good, body reasonable. £70 o.n.o. Wardle, 45, Ravensmere Road, Redditch. Tel.: Redditch 2141. [1530

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A.C. 1951 BUCKLAND Tourer. B.R.G. 2 litre. 4/5-seater. Very sporty. Beautiful to the eye! £465 o.n.o. Box No. H.531. [1531

B.M.W. 327/80, 1939, F/H Coupé. Exceptional condition. Radio, heater. L.H.D. £390. Consider exchange interesting 2/4-seater. Perivale 1346. 14, Kent Gardens, Ealing, W.13. [1532

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RAILTON 10 h.p. Saloon, 1939. Excellent condition. £245. Mulliner, 5, May Cottages, Mugswell, Chipstead, Surrey. Phone Mogador 2971. [1538

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RILEY MONACO, Dec. 1934. Reasonable condition. Owner going University, must sell. Best offer. Lobbenberg, Beechcroft, Berwick Road, Shrewsbury (2308, evenings). [1541

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RILEY SPECIAL. Lightweight tubular chassis. Engine not yet run-in, high lift cams, twin carbs. Complete with new wheels, tyres and many extras. £140 o.n.o. Box No. H.544. [1544

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M.G. K.3. 1½-litre Drophead Coupé. £75 o.n.o. 107 Nine Mile Ride, Finchampstead, Berks. [1547

BENTLEY, Red Label. Underslung chassis, Hardy-Spicer. 20 in. wheels, 2 new tyres, 3 good. Radiator recored, chromed. New twin S.U. carbs. Electric pumps. New body upholstery, fold flat screen, 12 in. 'Grebel' lamps. Around £200. Jim Coates, Edenbridge. Phone 3259. [1548

M.G. T.C., 1947, Stage II. Excellent general condition, but requires tidying up. Must part by 21st July, so will accept nearest £300. Berry, 21, Coleherne Road, S.W.10. (Near Earls Court Tube). [1549

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JAGUAR XK120 1953 series, special equipment Roadster, attractive steel blue, wire wheels, " X " tyres, twin spots, mirrors, etc. **£665**
TRIUMPH TR2 1956 model 2-seater in racing green with red cockpit, fitted : " X " tyres, twin spots, heater, tonneau **£665**
M.G. TF " 1,500 " 1955 2-seater in ivory with red leather and red tonneau, fitted : wire wheels, twin exhausts, large carbs **£645**
TRIUMPH TR2 1955 2-seaters, choice two, both B.R.G. with overdrive and various other extras **£645**
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M.G. TD 1951 2-seaters, choice three above average examples, black, green or red, from : **£445**
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BRITISH SALMSON 20/90 2½-litre 1937 2-seater, twin overhead camshaft unit, two-tone green, enthusiast's car **£195**
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ROLLS-ROYCE. 1930, P.II O.D. Saloon. Excellent condition. £175. Morris, Stowford, Lewdown, Devon. [1776

"XPAG" block and pistons, new. Nearest £20. Jepson, Styal, Cheshire. [177

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£350. Reg. 1951, M.G. T.C. Excellent, superbly maintained. Crump, 2, Chase, Widford, Chelmsford. [1779

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AQUAPLANE inlet and exhaust manifolds, unused, and twin S.U. carbs. to match, for Ford 1172. £15. Tickle, 10, Old Church Road, Water Orton, Warks. [1781

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LAGONDA RAPIER 4-seater Tourer. Very attractive car. £225 o.n.o. Receipts in hand for £80. Reason for sale, illness. Lea-Jackson, CAN 5547, after 6 p.m. [1786

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PERFECT AUSTIN 750, modified "Speedy," 1935. Recon. engine 3,000 miles ago, new hood, excellent body, good tyres. Specimen. £130 for quick sale. WOR 4253. [1790

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RILEY MONACO, 1934. Brakes and clutch relined, dynamo remade. Body good. £55 o.n.o. Esher 2422, evenings and weekends. [1788

JAGUAR 1½-LITRE 1939 Saloon, above average. 185 o.n.o. 6, Cray Avenue, Ashtead. Tel. 2950. [1789

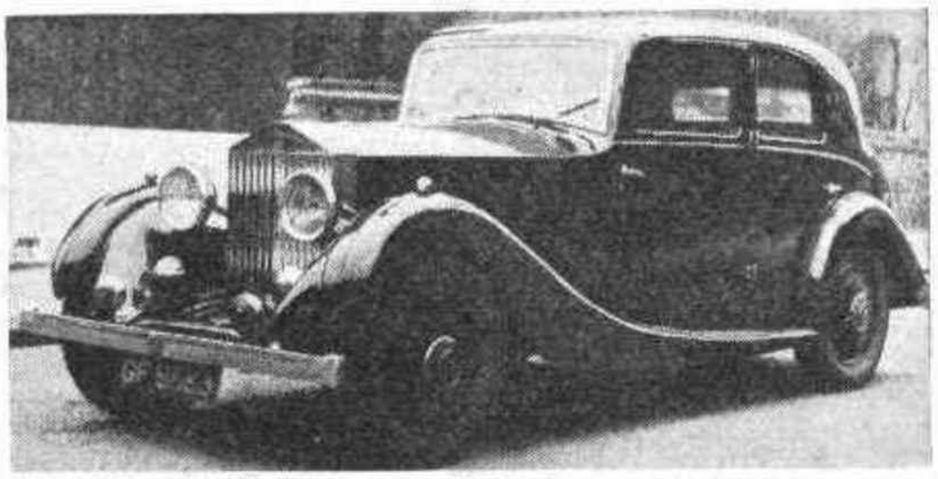
1926 AUSTIN HEAVY 12/4 Open Tourer. Good condition, just repainted. Excellent tyres, hood and side screens. Good battery. Taxed. Brass radiator and head lamps. £60 o.n.o. Bates, Y. B. Blu, Hogs Back, Seale, Farnham, Surrey. Tel. Runfold 225. [1791

TALBOT 105 Vanden Plas Sports Tourer. About 17,000 miles since complete engine overhaul by specialists, including chromard liners, reground and balanced crank, new timing gears. Brakes relined recently. Replacement crown wheel and pinion and complete differential assembly. Wheels respoked. New hood, two brand new Indias, new radiator block by Gallay. Excellent performance with 20 m.p.g. Attractive appearance. Present owner since 1947, now changing to Bentley Saloon. £200. Welbeck 4058, day; Great Missenden 2009, evenings and weekends. [1792

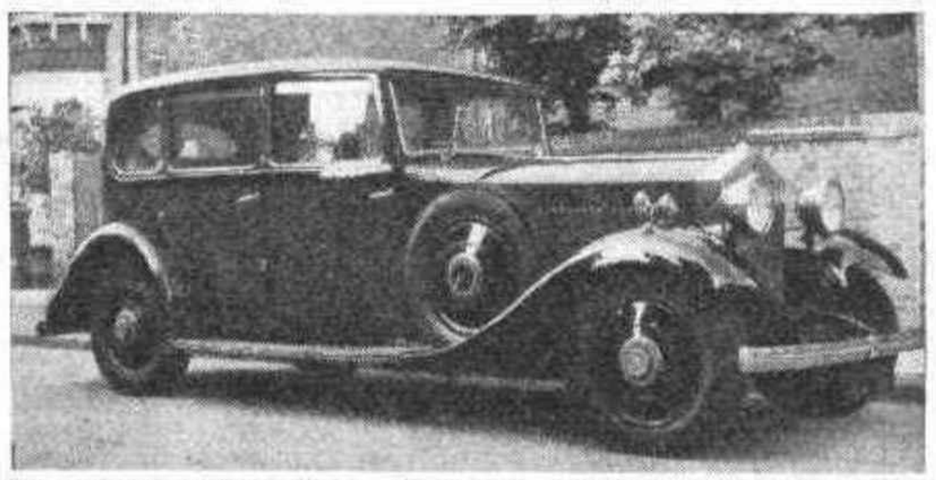
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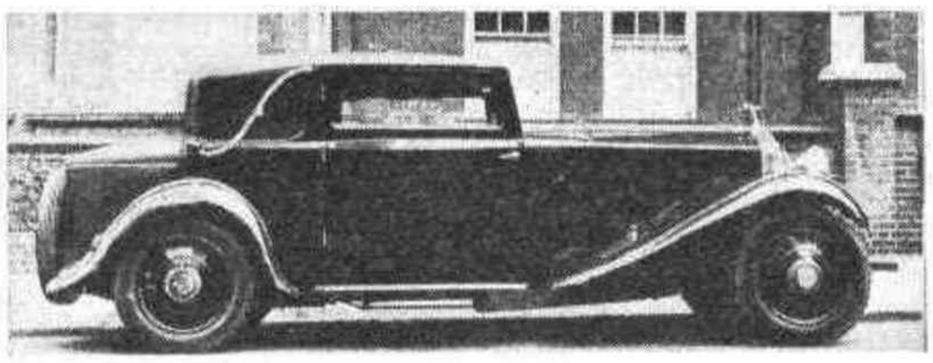
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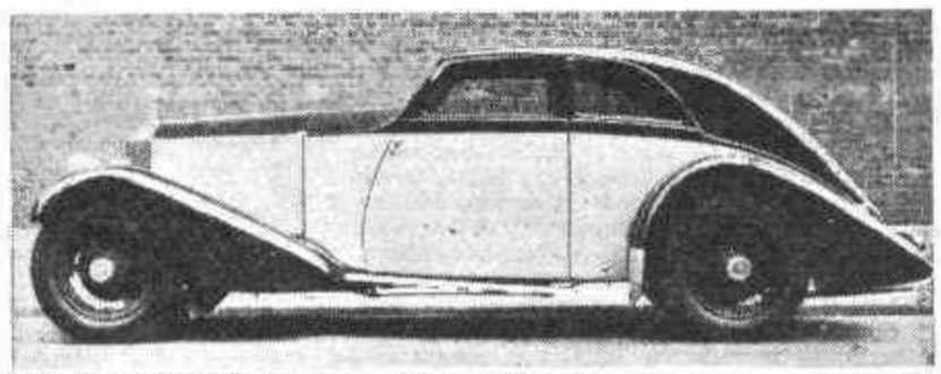
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J.2 M.G., "P" type rear wings, mechanics sound, just resprayed, retrimmed and fitted P.V.C. hood. Box No. H.796. [1796

J2 M.G., engine completely overhauled, new crank, mains, ends, valves, guides, rockers, shafts; new hood, tyres. Bodywork fair. Offers: Allatson, 58, Silfield Road, Wymondham, Norfolk. [1797

AUSTIN 750 SPECIAL. Alloy head, sump, twin S.U.s, sports coil, four-branch exhaust, Cambridge front suspension, Bowdenex brakes, O.S. rears. Tubular steel frame. Alloy body. Full range instruments. £100. Apply evenings, 21, Cliffsea Grove, Leigh-on-Sea, Essex. Leigh 74213. [1798

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M.G. N.A. Magnette. 1934 2-seater. £100 o.n.o. Swindlehurst, Springfield, Ralphs Ride, Bracknell. [1802

ASTON MARTIN MK. II Long Chassis Tourer. 1935. 119, Elgar Avenue, Surbiton. Elmbridge 7012. Price £295. [1803

ALTA. 1937. 1100 c.c. Coventry Climax engine. Broken back axle casing, needs dental treatment. Wire wheels, excellent tyres. 19in. Sell £40 or willing break up and sell parts. Tele. Tunbridge Wells 1172, evenings. 17, Ferndale, Tunbridge Wells. [1804

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1936 ASCOT SALOON 16. Original interior unmarked. E.C. wheels. £70. Also, 1940 Citroen 12.8, exchange sports car, PA or similar, or Special. 10, Princess Avenue, Wellington, Salop. [1805

MERCEDES 170V 1937 Saloon. R.H.D. Radio, one-shot lubrication. £265. Walker, Sgts' Mess, R.A.F. Northolt. WAX 4311, Ext. 378. [1806

1935 AERO MINX Sports 2-Seater. Blue, attractive. New hood, tonneau, sidescreens, windtones, "Cord" rings. 75 m.p.h., 35 m.p.g. Viewed East London or Portsmouth area. Drafted abroad, must sell. £140. Wilkins, 93 Rosedale Road, Romford, Essex. Phone ROM 1161. [1807

UNFINISHED 100+ M.P.H. SPECIAL. All parts including details (less body). Tubular chassis, i.f.s., XPAG M.G. engine and gearbox. Offers. Horsham 2816. [1808

ALVIS SPEED 20 Tourer, 1933. Vanden Plas body. Exceptional condition throughout. Fast and reliable. HAM 5985, evenings. [1809

APRILIA OR CITROEN. Two near 7000 mile 100 m.p.h. Pirelli tyres. Also big 6-volt defroster. Box No. H.810. [1810

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1927 FIAT 509 Convertible. Good runner, clean. £40 o.n.o. GLA 7086. [1812

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

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ROVER 14, 1936. £40. Riley Winchester, 1933. £40. 108, Baldock Road, Letchworth, Herts. [1551

RILEY 1½-LITRE ADELPHI, 1936. Original condition. Chauffeur maintained since new at country house. Mileage 96,000. Price £170. Please write, Foxley Bank, Eaton Road, Malvern Wells, Worcestershire. [1552

M.G. T.D. (Aug. 1953), Grey. 39,000 miles. Carefully used and maintained in excellent condition. £480. Gordon-Smith, 9, Boyd Close, Seafield Park, Fareham, Hants. [1553

RILEY LYNX. Good order, weather equipment, good tyres, photographs. £160 o.n.o. Box No. H.554. [1554

FRAZER-NASH/B.M.W. 1939, "328" F.L.M.9. Blue/Ivory. Specimen. Famous car. Engine and gearbox overhaul 3,700 miles. Full details on request. £395 o.n.o. Box No. H.555. [1555

ASTONMARTIN, 1930 International T.T. Replica Model. £135 o.n.o. J. Parker, Ivy Cottage, Walton-le-Dale. Preston 3521. [1556

1929 MODEL A FORD. Only one previous owner. Little used. £45. Berry, Ridings, Woodland Drive, East Horsley, Surrey. [1557

COLLECTION lapel and radiator badges. Post vintage/vintage, E.G., Alfa, Maserati, Porsche, Pegaso, B.M.W., Lotus, etc. Several foreign club badges, mint, 30s. each. List S.A.E. Vertex, 4-cyl. A/clock £5. Lucas ditto, Clock, new £5. 6 volt S.U. pump 30s. Singer 9 "Fluidrive" engine/gearbox. Offers. Box No. H.558. [1558

RILEY 9 MONACO Saloon, 1938. Manual box with overdrive. 1,500 miles since reground, crank rebore. Clutch, track rod ends, kingpins, battery replated. Bills shown. Beautiful body with original paint. Well shod. £128, no offers. Box No. H.559. [1559

ALVIS SPEED 20 chassis completely rebuilt and fitted with extremely nice Italian aerodynamic sports body, all aluminium. Total cost over £750. 6,000 miles since, all-weather equipment in red vynide. Body in satin silver. Heavy duty battery. Please S.A.E. for full details. 95 m.p.h., 24 m.p.g., untuned. 2/4-seater. Too small for my family of 3 small children, would sell for £395, but prefer to swap for saloon, utility or W.H.Y. Alvis Brake favoured, post or pre-war, but must be first rate. Cash adjustments. Alvis Club members. 29, High Street, Green Street Green, Farnborough, Kent. [1560

LOTUS, MK.VI, Fully road equipped. Ford 10 engine, highly tuned. Prepared for this season's racing, but not used. S.S. ¼ mile 18 secs. £485. 5, Gruneisen Street, Hereford. [1561

ALVIS, pair 20 in. wheels, new condition £5. 39, Hatherleigh Road, Ruislip. 6965 (Middx.). [1562

ROLLS-ROYCE 20-25, 1931, Hooper body, owner-driver, Saloon. Beautiful order. Believed to have been two owners only. Low mileage. £225. Box No. H.563. [1563

COOPER, Mark 9. Used sprints, hillclimbs only, perfect, less engine. £375. Type 8 dry sump J.A.P. 500. £40. Speedway J.A.P. £40. Manx Norton gearbox as new £25. Trailer for Cooper £35. Many spares. Colton, The Quarry, Stanwick, Wellingborough. Rushden 3000, day. [1564

1951/2 ATLANTIC CONVERTIBLE. New tyres, genuine "Ton," 30 m.p.g., Radio, heater, £15 extras. Parting reluctantly. £385 o.n.o. Phone Worksop 3401. [1565

H.R.G. 1100 c.c. 1947 Standard Model. New tyres, battery, clutch. 35 m.p.g., 75 m.p.h. Good brakes, excellent body and mechanism, uses no oil. £310, H.P. possible. All letters answered. Teague, 35c, Queens Road, Richmond. Telephone RIC 2813, 10 p.m.-8 a.m. [1566

SIMCA Aronde Elysee 1300 Saloon, Cream, March 1957. 13,000 miles. £750 o.n.o. Douglas, 137, Glenhurst Avenue, Bexley, Kent. Tel.: Bexleyheath 6303. [1567

LAGONDA 3½-litre Tourer, 1935, Green. Mechanically excellent. Good hood, sidescreens, all-over tonneau, tyres, Alvis all synchromesh gearbox fitted. Original box included. £245. J. N. Gilbey, South Cadbury, Yeovil, Somerset. North Cadbury 362. [1568

IMMACULATE M.G. J.2. Ford Ten, P.A. gearbox, hydraulics, radio, windtones, spot, sealed beams, oversize rears, twin spares. £180. Tilley, 83, High Street, Newhall, Burton-on-Trent. [1536

FOR SALE, family reasons. 1951 4AB Singer Roadster. New bearings, big ends, etc. £300 o.n.o. Wisdom, Phone POPesgrove 0483. [1570

LE MANS SPEED MODEL/36. 9 h.p. One previous owner. Recellulosed pippin red. 2 spare wheels, twin S.U.s, hydraulic brakes, instruction book. Smart and economical. £100 o.n.o. Peel, 8, Crawshaw Gardens, Pudsey, Leeds. Pudsey 5272. [1571

VINTAGE HILLMAN Saloon, 1929. Good condition. £75 o.n.o. Rourke, 12, Clifton Drive, Gatley, Cheadle, Cheshire. [1573

B.S.A. SCOUT 4-seater Sports, 1937. Black. New tyres. £85 o.n.o. Young, 5, Navy Street, S.W.4, after 6 o'clock. [1582

FORD 8 "Y" type. Reliable runner, faithful friend. Tatty tyres, wobbley wings. £22 2s. 2d. Phone: Evenings, South Mimms 2129. [1583

FOR SALE—*continued*

SUNBEAM-TALBOT 14 h.p. Sports Tourer, 1947. Really immaculate. New hood. Price £275. H.P. terms could be arranged. Barnett, 14, Queenstown Road, Battersea. MAC 5602. [1580

INCOMPARABLE RILEY 1½ litre Special. Professionally built, immaculate, and complete in every detail, bodily, mechanically. "Falcon" engine 7,000 miles since £130 rebuild; Riley 4.5 c.w. and p., "Mintex" racing linings, new batteries. Just decoked. Full weather equipment. Perfectly maintained to give all-round performance. £310. Wheatley, 658, Rayleigh Road, Hutton, Essex; or CIT 6087. [1581

1952 JUPITER. £200 overhaul (bills available). Immaculate condition. £525 or exchange Consul, Zephyr, Atlantic, Convertible. 57, Christie Ave., Morecambe, Lancs. [1584

RILEY MERLIN 9, Special series engine, and excellent spare engine, gearbox, 4 wheels, tyres, tubes. T. & I. £85 o.n.o. 78, Bowland Road, Wythenshawe, Manchester 23. [1585

CITROEN LIGHT 15, 1948. £225. Exceptional condition. Bills for £150. Lulworth, Weston Lane, Oswestry, or seen in Manchester. [1586

1924 3 LITRE BENTLEY open 2-seater, short chassis, A box, 3.53 axle. £135. John Ambrose, Maldon Road, Burnham-on-Crouch 2267. [1587

A.7, 1935, 4-speed. New rings. Tourer body, strong wood frame. Good runner. 50 m.p.h. £35. Riley exchanged. Lying Bucks. Macpherson, Fettes, Edinburgh. [1588

1948 JAGUAR 1½ litre Saloon. Resprayed grey. £200 spent in 12 months on mechanical repairs. £275. Whitaker, 25, London Road, Newbury, Berks. Telephone 53 (after business hours). [1589

H.R.G., 1947, Aerodynamic. Scintilla magneto, tele-controls. Engine good. Paint, interior poor. £220 o.n.o. Allison, Pownal Hall Farm, Pownall Park, Wilmslow. Tel. 5172. [1590

M.G. T.F., 1954. Very potent. Immaculate condition. Green/green leather. Reconditioned engine, Laystall head, high-lift cams. New tonneau. Good Michelin X tyres (spare hardly used). Extras include radio, heater, demisters, wire wheels. £595. Bowker, Farnham Common 1064. [1591

1940 TYPE 328 FRAZER NASH-B.M.W. Sports 2-seater. Resprayed last year in silver grey. Rimbellishers, tonneau cover. This really is a pretty one. Mechanically excellent. New pistons, carbs, battery and exhaust system within last 1,000 miles. £345 or exchange '54 or thereabouts Standard 8. Phone Walton-on-Thames 5925. [1592

BENTLEY 4½, 1931, Drophead. Excellent mechanical condition. Body good. £400. Write Ridsdale, Walnut Tree House, Burnham-on-Crouch. Phone 2380. [1593

R.G.S. ATALANTA CAR, Jaguar engined, offered in its present Sports/Racing trim. Fabulous road holding and performance. All fittings and Saloon top available for converting its glassfibre body to Gran Turismo Sports Saloon if required. Racing successes in 1955 proved it to be one of the world's outstanding cars for road holding. Genuine enquiries to R. G. Shattock, Meadow Bank, Maidens Green, Winkfield, Berks. The price, £1,000 or near offer, makes this a bargain for the connoisseur. [1594

DAIMLER, 1929, sleeve-valve Double-Six 31.4 h.p. saloon. No division. Stored 20 years. Had little use. Chassis and body (especially interior) good. Hand (transmission) brake good, but 4-wheel brakes require attention. Engine seized through standing, and "top" part dismantled. Instruction manual. London area. Offers to Box No. H.595. [1595

1951 SINGER Sports Tourer. Ivory. New hood, recond. crank, main and big ends. I.D.S. As new. £325. Exchanges. Hartley, 50, Finkle Street, Cottingham, E. Yorks. Tel. 45876. [1596

COMPLETE CONVERSION for new Prefect or Anglia; Aquaplane head, twin Solex, carbs, racing air cleaners, 4-branch exhaust pipe, all throttle linkage. Ready to fit. £17 10s. Hartley, 50, Finkle Street, Cottingham, E. Yorks. Tel. 45876. [1597

1931 ASTON MARTIN International 2/4-seater. B.R.G. Excellent original condition. Full weather equipment. Taxed year. £145 o.n.o. Write 126, Harwood Court, Upper Richmond Road, Putney, S.W.15. [1598

"RILEY FANS." 1938 Big Four Blue Flash 2½ litre Saloon. Free wheel overdrives. 28 m.p.g. Rechromed. Immaculate. Enthusiastically maintained. Potent 90 m.p.h. vehicle. Photographs. £200 o.n.o. Connell, 25, Vale Drive, Worthing, Sussex. [1599

A.C. BULLNOSED 3-seater, 1926. Original. Fast, elegant. Connoisseur's car. £95. Also Alfa 1500 Tourer dismantled. Clearance. Box No. H.600. [1600

1935 RILEY KESTREL "9." Black with red leather. Twin S.U.s, knock-ons, pre-selector, four good tyres, new rear timbers. Seen London evenings, North Essex week-ends. £70. 115, Riverview Gardens, S.W.13 (by Hammersmith Bridge). [1601

FOR SALE—*continued*

T.C./M.G., 1946. Engine 7,000. Transmission overhauled. New front springs. B.R.G. Radio, special equipment Really immaculate. Inspection invited. £365. 440, Main Road, Dovercourt. [1602

M.G. T.A., 1938. Cream. Wintones, washers, telescopic dampers. Three new tyres. Reconditioned bottom engine 10,000. £215. Hire purchase possible. 20, Stanhope Avenue, Crewe. Business Tel. 4459. [1603

M.G. V.A. 1½ litre, 1940, D.H.C. Good condition. £185 o.n.o. Seen at Morden, Surrey. DERwent 6586. [1604

1937 M.G. T.A. Black. Just had complete engine overhaul. £230. Leigh, 146, Glenarm Road, Clapton, E.5. [1605

AUSTIN NIPPY. Rebuilt during last 5,000 miles. Rebored. New mains, valves, timing gears, electrics, hood, tonneau, seats, etc. Repaint. Bodywork, tyres good. Bowdenex brakes. Spare wheels, springs. Used as 2nd string to M.G. £135. Parkinson, 77, Archer Lane, Sheffield 7. [1606

SUNBEAM TALBOT 90, 1950. New hood, many extras. Good condition. £385. Terms arranged. R. F. Carrington, 47, Alma Road, Enfield, Middlesex. [1607

ALLARD, 1948, 4-seater Tourer. Mechanically excellent. New engine, king pins, brake linings, 6,000 miles. Spare engine, clutch, carburettor. £250. 157, Kiln Lane, St. Helens. [1608

M.G. 18/80 Mk. II, 1933, 2½ litre. Good condition throughout. New hood. Aluminium drophead 4-seater by Carleton. Photograph available genuine enquirer. £110 o.n.o. Jeep wanted. Trahearn, 111, Windmill Ave., Rubery, Birmingham. [1609

SUNBEAM 23.8, 1931, Sports Saloon. Present owner (mechanic) 11 years. Full history. Rebored, king pins, clutch relined, Lockheed brakes. Many spares include 10 tyres, twin spots, wipers. Fitted trunks to boot. Guaranteed to pass Ministry test. £100 o.n.o. Gardner, 85, Caldwell Road, Birmingham 9. [1610

THAT CAR. V.W. Polar Silver, March, 1957. Many extras. One owner, one driver. None cleaner. £635. Write 32, Riley Avenue, Lytham St. Annes. [1611

CITROEN 2-seater, R.H.D. Good condition. Radio, de-mister, spots and w/mirrors. Recon. engine. Taxed year. £120 o.n.o. Ruislip 5347. [1612

VOLKSWAGEN DE LUXE, 1955. Impeccable condition. Sliding roof, radio, heater, seat covers, special V.W. instrument panel, new tyres, underseated. Low mileage. A.A. examination welcomed. £570 o.n.o. Phone: Berkswell 2388 (Nr. Coventry). [1613

ROLLS-ROYCE PHANTOM II, first registered 1932. Thrupp and Maberley. Forward occasionals. Midlands. £180. Box No. H.614. [1614

ROLLS-ROYCE PHANTOM I, 20 UF, with excellent ash-framed station-wagon body. £150. Box No. H.615. [1615

1939 JOWETT. Damaged body, mechanically sound. What offers? Tel. evenings: Parker, Eastergate 3253. [1616

VOLKSWAGEN, 1947. L.H.D. 1,000 miles since engine, clutch overhauled. £260. Reading area. Box No. H.617. [1617

T.R.2, '54. 34,000 miles. Excellent condition throughout. Competition front suspension, heavy duty shockers, polished head and ports, w/washers, w/mirrors, 1/rack, adjustable steering column. Heater and overdrive. £550. Ruislip 8934. [1618

ALVIS SPEED 20, 1934, Saloon. I.F.S., synchromesh. Tyres good, 2 brand new. New magneto, new starter. Brakes recently re-lined. Trifling blemish, hence price. £75. Phone Barnet 9123 day, Bovingdon 3106 night. [1619

FIBREGLASS MOULD, 7 ft. 6 in. x 4 ft. 1 in. max. Highly adaptable. £25. Design and details, Jasper, 46, Cromer Road, Birmingham 12. [1620

TALBOT 75, 1933. Preselector model. Excellent mechanical condition. John Bland bills for £200. Bodywork sound. Amazing performance. Cruises all day at 70, yet economical, and extremely efficient brakes. Only £90. Brailey, 34, Ashley Road, Walton-on-Thames, Surrey. Phone 1771. [1621

ALVIS 1935 SILVER EAGLE, 16.9 h.p. In good running order. Taxed, insured. Very reliable. £70. Palmer, Tuts Castle, Alne Hills, Alcester, Warwickshire. [1622

1937 RILEY MONACO, 9 h.p. special-series engine, twin carbs., preselector. Specialist maintained and mechanically faultless, this roomy saloon gives genuine sports performance and 25 m.p.g. Body (part aluminium) above average for age. New battery. Brakes recently relined. Four v.g. tyres (not retreads). Taxed Dec. Owner (dissatisfied with 75 m.p.h. will accept £150. HUNter 9717 (evenings). [1623

1935 3½ LITRE LAGONDA Pillarless Saloon, complete in reasonable condition, and must be sold. £25. Box No. H.624. [1624

F.N.-B.M.W. 319, Abbott coachbuilt Sports Saloon. 1958 Concours winner. Heater, screenwashers. £140. 104, Hugh Road, Coventry. [1628

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

FOR SALE—*continued*

1930 SWIFT Tourer. Good hood, sidescreens, body engine, lights, new timing gears, fair seats, tyres. £45 o.n.o. New Wood, Rabley Heath, Welwyn, Herts. [1625

VINTAGE 1930 SWIFT Saloon, in good condition. £25. Mill House, Liss, Hants. [1626

BENTLEY 4 litre. Breaking for spares. Most parts available. Ring Northwich 2126. [1627

1938 DAIMLER 16 h.p. In very good condition and completely reliable. Only wants seeing. £130 o.n.o. Gordon, 24, Wentworth Gardens, N.13. Ring Palmers Green 1627. [1629

AUSTIN NIPPY. Very good condition. £110 o.n.o. 4, Aylesford Way, Stapleford, Cambridge. [1630

RILEY 15/6 ADELPHI. 1936. Excellent condition. £75. Riley 9 Kestrel, 1935, £50. Newsham, 11, Rectory Road, Duxford, Cambs. [1631

ALFA-ROMEO, 1930, 1750 Gran Turismo SOHC 4-seater Drophead. Sleeved to standard. New pistons, all new bearings 1,900 miles ago. Body and hood good. Owner posted overseas, leaving 7th July. £140 o.n.o. Northey, "The Chase," Southwell Park Road, Camberley, Surrey. Camberley 2007. [1632

TALBOT, 1928, 14/45 Tourer. Damaged cylinder block. Excellent tyres. For sale entire or in parts. C. R. Wason, 37, Forfar Road, West Hartlepool. [1634

1938 TALBOT 10 Coupé. Good condition. Bargain. £65. Norris, Highfield House, Crick, Rugby. [1635

NIPPY engine, body, tyres, and all-weather equipment. Perfect. £120 o.n.o. Can be seen from July 6th. All letters answered. Buckle, 231, Wanstead Park Road, Ilford. [1636

LAGONDA 16/80, four-seater sports. Cycle wings, good mechanics, upholstery, hood, tonneau, £215. Evenden, 69 Atherley Road, Southampton. [1637

M.G. P.A. Spares. Gearbox, bellhousing, rear engine mounting, back axle casing, rear wings. New "Dagnite" battery, windscreen wiper motor. M.G. J.2. Differential, bucket seats, rear shock absorbers, new Lucas sidelights. K. Scott, 85, Bramley Road, Birmingham, 27. ACO 1511. [1638

RILEY ADELPHI 12/4. All good, except cracked block. S.A.E. details quickly. Owner going abroad. 36, York Square, Wyton, Hunts. [1639

750 SPECIAL. Only axles assembled, 15 in. wheels, tyres, Dante, I.F.S., fitted hydraulics, teles, all unused. 1933 engine, gearboxes transmission and steering complete. Radiator, lots more. £85. Jennings, "Woodfold," Alfrick, Worcester. Tel.: Leigh Sinton 388. [1640

Mrs. AVERIL SCOTT-MONCRIEFF offers her Lotus Mk. VI (1466 c.c. T.F. M.G.), crossflow head. Laystall balanced, stage III camshaft, etc. 4.125 axle, hydraulics. Impeccably maintained. Also 5th series Lambda tourer, original and unmodified, above average condition, and O.H.V. 2.3-litre O.M. tourer. Reason for clearout, bought Cooper Climax. Rock Cottage, Basford Hall, Leek, Staffordshire (Telephone Churnetside 300). [1641

SINGER SPORTS Saloon, 1934, 1.5-litre. Excellent condition. £90 o.n.o. "Little Holme," Church Road, Westoning, Bedford. [1642

M.G. T.C., 1947. Excellent mechanical condition, beautiful appearance. Autumn Red, chrome unmarked. Good weather equipment. P.700's, windtones, oilcoil, etc. About £335. 66, Parkgate Road, Watford. Gadebrook 6566. [1643

FIBREGLASS BUILDERS! Pair unused 7 in. Lucas flush fitting headlamps, complete units. Normally £8, accept £4 15s. pair. 119, Kensington Avenue, Watford. Gadebrook, 6566. [1644

SIX 18 in. K.O. wheels, complete with useful tyres, hubs, shafts, etc., for converting stud wheel Rileys to K.O. £20. Weybridge 3512. [1645

1939 D.K.W. Partly dismantled, body very rough. Towable. £25. Sharratt, 12, Spring Lane, Mapperley Plains, Nottingham. [1646

AUSTIN 750 Special. Done 150 miles since complete rebuild with all mods., and new spares. £125. Reason for selling, want to take up sailing. Evans, 18, Pembroke Avenue, Mare, Morecambe, Lancs. [1647

D TYPE M.G. 4-seater. Resprayed, body sound, mechanically clean. New S.U., dynamo, batteries. £90 o.n.o. Pierson, PER 0042, 7-9 p.m. [1648

SPECIAL P.A. M.G., 1935. A.40 engine. 34,000 miles. Recently fitted polished flowed head, double springs, cromard liners, Laystall balanced crank, S.U. pump, new bearings, pistons, 2 oversize Michelins. New battery, crown and pinion. Generally good condition. 40 m.p.g., 80 m.p.h. £190. Barlow, 38, Beach Road, Southsea. [1649

RILEY NINE, 1931, 4-seat tourer, black. Beautiful condition. Enthusiasts car. Photograph. £85. Cockersole, 5, Fir Grove, New Malden. MALden 5575. [1650

1935 LAGONDA RAPIER, 10 h.p. 2-seater Coupé. Top overhaul January, including reconditioned carbs, new hood, brakes relined. £110. Vickers, 3, Coniston Avenue, Barking, Essex. [1652

ALVIS SPEED 25, 1937. Black. Taxed. New batteries. Owner warned overseas. £85. 4, Oake Court, Portinscale Road, Putney. Vandyke 3047. [1653

FOR SALE—*continued*

SPLENDID MORRIS COWLEY, 2-seater, dickey, 1932. Mechanically Hotchkiss (good). Hydraulic brakes, rewired, good battery. Tummy rustproofed. Good body, fair hood, seat covers, good instruments, few spares. £65, or exchange. Cambridge. Box No. H.651. [1651

M.G. J.2., White. Fitted with stage 4 tuned Ford 933 c.c. engine and hydraulics. Superb appearance and performance. £165. M. J.A.P. type engine spares, J.2 crank, P.A. flywheel housing. S.A.E. Soper, 4, Grosvenor Park, Chapel-Allerton, Leeds, 7. [1654

1932 T.T. REPLICA FRAZER-NASH. Recent rebuild. Original and standard appearance. New Battery. Tyres, upholstery, panelling, plating, etc. New chains and sprockets last 1,000 miles. Fitted 2-litre Triumph engine, Lystallised. £225 o.n.o. Also 4ed. Meadows if required. Grice, Burton Hall, Burton Salmon, Yorks. Knottingley 2740. [1655

M.G. J.2 FORD 10. Hydraulics. Really nice example. £85. Offers. 81, Bevin Crescent, Outwood, Wakefield, Yorks. [1656

ALVIS 12/70, 1939 Sports Saloon. Good condition. Fast and reliable. £155 o.n.o. 4, Briary Wood Lane, Welwyn, Herts. [1657

LAGONDA, 1933 Pillarless Saloon. Very sound in most departments. Ring Morrell, Stepping Hill (Stockport) 3811, business hours. [1658

ALVIS SILVER EAGLE, D.H.C. Very smart and mechanically excellent. £150. Moon, 115, Junction Road, Stockton-on-Tees. [1659

JUPITER, 1952. S/III engine, oval-web crank, bodywork immaculate. £450. Jones, 170, Heaton Moor Road, Stockport. [1660

1936 ALVIS SILVER EAGLE. Recent engine overhaul, brakes relined, good general condition. Bills available. Licensed December. £125. Phone Balham 4591. [1661

AUSTIN 7, Red, 2-seater Sports. Slab tank, oversize rears, sidescreens, new hood. Insured. £70. Veysey, Hill Lodge, Altwood Road, Maidenhead. [1662

DARRACQ, 1929, 17 h.p. Good runner. Tyres, steering, brakes, etc. Fitted station wagon body. £75 o.n.o. Upton, Amersham 489. [1663

1948 ALVIS T.A. 14 Saloon. Recent top overhaul. New pistons, etc. Very good condition. £380 o.n.o. Monks, 8, Kearsley Road, Manchester, 8. [1664

ALVIS, 1934, 16.9 h.p., D.H.C. Recent ovehaul. Taxed and insured. £120. Mozley, Walberton, Arundel. [1665

FIBREGLASS SPECIAL. £250. Racing performance, aerodynamic body. Details, C. Lewis, Hurstgate, Hook Heath, Woking. [1666

1938 FORD 10. Suit Special. £35. Or will break engine £14. Also breaking 1956 A.30, no body. 8, Fairview Avenue, Rainham 5096, Essex. [1667

RILEY 2½ litre Coupé Roadster, 1948. 100 m.p.h. model. Ivory, whitewall tyres, rechromed. Excellent condition. £325. No dealers. J. P. Blanch, 54, Linkway, Raynes Park, S.W.20. [1569

SNIGER LE MANS 2/4. Rustless coachwork. Bills £40 recent engine overhaul, cord-rings, back-axle, dynamo. Pass October test easily. £115 o.n.o. Phone PAD 8569 after 6.30 p.m. [1679

ASTON MARTIN LE MANS, professionally fitted V.8 engine. Excellent hood, tonneau, tyres, performance and chromework. £170 o.n.o. Spare engine and gearbox (V.8). Mr. Brown, 14, Manson Place, S.W.7. After 6, KEN 5268. [1680

1936 INVICTA CHASSIS (no body), fitted V.8 engine, gearbox. Mechanically sound. Tyres as new. Bucket seats. Tank, radiator, etc. What offers? Phone Harrow 0713. [1682

RED DEVIL ALLARD Sports Tourer, 1949/50. Engineer owned, A.M.I.E.T. Probably finest example in existence. Reconditioned engine just fitted. Taxed. £225. Burle, 86, Chalk Farm Road, London, N.W.1. Phone: GULliver 2767. [1683

SPECIAL BROOKLANDS RILEY chassis, T.T. Sprite racing brakes and axles, light-weight torque tube, close-ratio box, Merlin block, two Merlin cranks, rods and pistons, racing head and cams, carbs., radiator, petrol tank, water pump, all parts to complete; requires assembling only. Further details from Square, Gatehouse, Dagnall, Berkhamsted, Herts. [1684

1936 ROLLS BENTLEY, 3½ Sports Saloon. Excellent condition. Recent complete overhaul. £385 o.n.o. Tel. SYD 7644. [1685

M.G. T.C. Beautifully maintained mechanically and bodily. New tyres. Taxed Dec. £345. 3, London Road, Guildford 5960. [1686

M.G. T.D., exchange for 100E Anglia, Minx, O.H.V. Minor. 3, London Road, Guildford 5960. [1687

RILEY 9, 1934. New batteries, carburettor, silencer, distributor. Good body inside and out. Good tyres. Lucas 700 headlamps. Oil and water temp. gauges. £100. Denham 2682. [1688

M.G. ENTHUSIAST, reluctantly parting with practically the finest unraced P.A., with P.B. engine registered 1936. Fast, reliable and immaculate for its age. Completely rust free. Just decoked. Brake cables renewed. 230gns. and worth it o.n.o. Phone Welwyn (Herts.) 81. [1691

FOR SALE—*continued*

LAGONDA 1934 M45 Pillarless Saloon. Good condition, tyres, batteries, excellent. £185. Rompel, 16, Bridle Lane, London, W.1. [1689

JAGUAR 3½, 1947. Fast, good condition, P.100's, spotlamps, etc. £175. Lambretta 150, 1955, 5,000m., one owner. New tyre, pillion, screen, carrier. £95. Exchange both for Rolls (or will purchase). Box H.690. [1690

ALFA ROMEO, 1928 Gransport, 1500 twincam. Rebodied in aluminium (a la XK.120), cellulose, Alfa Red, in 1948. Twintones 700.s heads. Ace discs. Fantastic brakes, clutch, steering. Tyres good. Engine fitted "Scappamento" cams. PB1.s Solex carbs. Full instrumentation. £285, or exchange civilised saloon, will haggle over a noggin. Phone Elmbridge 8074 after 7 p.m. weekdays. [1692

1937 SIX LIGHT KESTREL, excellent body, tyres and battery, sports coil, new regulator, spare engine needs assembling, new pistons, oversize inlets, double springs, polished copperised head, raised C.R., 6 Amals. Only wants seeing. £185 o.n.o. 63, Portland Gardens, Chadwell Heath, Essex. [1693

LAGONDA 14 60 h.p. 2-litre Weyman Saloon, 1931. A 4-cylinder standard O.H. model in outstanding condition throughout. £200 o.n.o. Prestwick Cottage, Old Prestwick, Gerrards X, Bucks. Fulmer 265. [1694

ALVIS 12/70 D.H.C., 1938. Good throughout. Excellent history. £165. Full details from Gayner, Ceechfield, New Barn, Longfield, Kent, 3088. [1695

1932 2-LITRE LAGONDA Tourer. V.G. original condition all round, not Concours but sound. £190 o.n.o. Box No. H.696. [1696

P.B. M.G., good condition, engine recently reconditioned. Requires new hood. £150. Tatham, 3, Priest Avenue, Wokingham. [1697

1953 M.G. T.D. Excellent condition throughout. Reconditioned engine and new tyres. £475 o.n.o. B. Ashworth, Chester House, Abergele Road, Colwyn Bay. Phone 39105. [1698

1937 ASTON MARTIN, black with red upholstery, good tyres, engine fitted with new oil and water pumps. Extras include windscreen washer and luggage grid. Photograph available. £200. Scott, 27, Albany Terrace, Dundee. Telephone 2325. [1699

1938 2-LITRE ASTON MARTIN. Green, silver. Recently resprayed. Very nice car and goes well, 25 m.p.g., but engine deserves attention soon. Well worth renovating. Must sell, financial reasons. Box No. H.700. [1700

ALVIS SPEED 20 Tourer, 1934. £54. New hood. Seen Notts. Box H.701. [1701

ROLLS-ROYCE "TWENTY," 1928, Park Ward Limousine. Economical and very good mechanically, only wings need attention. Seen evenings or weekends. Tresise, 57, Kimberley Road, Cambridge. [1702

FRAZER-NASH, 1934, T.T. Rep. rebuilt 1951, stored five years. Brooklands 4 Ed. Meadows. Shelsley front axle. Hydraulic brakes. Licensed until December. £250. Linton, Fairlaw, Reston, Berwickshire. Phone Reston 242. [1703

RILEY 9 Gamecock. Mechanically perfect, dynamo, mag., crankshaft, bores, brakes, kingpins, recently overhauled; body moderate, tyres good. £80 o.n.o. Morten, 9, Nevill Road, Bramhall, Cheshire. [1704

RILEY NINE Monaco, 1937, preselector, taxed. Wings sound but spotty, otherwise condition excellent. £100 cash, H.P. available. Browne, 41, Beauchamp Avenue, Leamington Spa. Phone 1728. [1705

ALVIS SPEED 20 Charlesworth 4-door Saloon. Good condition, many new parts. Tyres almost new. £160 o.n.o. Baruch, 15, Pasture Lane, Bradford. [1706

RILEY KESTREL 1½-litre, 1937. Black, in good condition. £160 o.n.o. Davis, 43, Chestnut Avenue, West Wickham, Kent. Hurstway 5561. [1707

ALVIS SILVER EAGLE, 1935. Engine, gearbox and transmission recently overhauled. Brakes relined and splined plates renewed, but aluminium body needs some attention. Nearest £65. St. Albans 58054. [1708

12/50 ALVIS Saloon, clutch, brakes, relined, fair condition for 1931. £45 or haggle. A.J.S. 9 h.p. Saloon, 1932, used every day, fitted Jowett rear axle. £17 10s. Morris 8 h.p. O.H.C. 2-seater, 1932, hood horrible, otherwise o.k. £14. These are privately owned, but insurance can be arranged. French, 11, Etchells Road, Cheadle, Cheshire. Gatley 7876. [1709

BERKELEY SPORTS de luxe, fitted discs, spot lamps. Blue, whitewall tyres 9,000 miles. £410. RAV 3133. [1710

WANT A GOOD YANK? 39 Chev in perfect condition. Spotless inside. £110. RAV 3133. [1711

M.G. P.A., 1935, 2-seater. Four new retreads, twin spares, resprayed green. New valves, seats recut. 7.3 : 1 c.r. Brakes relined, drums machined. Engine done 12,000 since overhaul. Oil 60 lb. hot. Full tonneau. Almost perfect engineer-owned car. £185. Telephone: BUCkhurst Hill 0141. [1713

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

FOR SALE—*continued*

1937 RILEY 12/4 Adelphi. Partially stripped for rebuild. Driveable. £40 o.n.o. 20, Beverley Drive, Trinity Fields, Stafford. [1813

FOR SALE, 1937 RED M.G. T.A., with radio, reversing light, luggage rack. £185 o.n.o. View Sunday mornings or write Walter Hardacre, Blencathra, Botheby Wood, Skipton. [1814

LAGONDA 1939 V.12 Drophead 4-seater. Unmarked and 100%, perfect mechanical condition. Privately owned. £600. Lee, 14, Haven Road, Canford Cliffs, Bournemouth. Phone Canford Cliffs 78606. [1815

M.G. MAGNA, F type, open 4-seater Sports, almost complete history known. Believed two owners from new. Stored many years, everything original, condition throughout absolutely perfect, only wants seeing. £125 or exchange anything interesting. Phone Cholesbury 360. Write A. Mulkern, 47, Beechcroft Road, Chesham, Bucks. [1816

RILEY LYNX Sports 4-seater Tourer. 12 h.p. Very good order. Load of engine spares. £120. Hubbard, Windmill Lane, Old Costessey, Norwich. [1829

V.A. M.G. Engine, clutch, suspension and steering recently overhauled by specialist firm. Bills for £180. 80 m.p.h. £200 o.n.o. KIN 3294. [1502

SINGER LE MANS, 1934, 2/4-seater. Globe-trotting brother's parting gift. Cambridge/Oxford colours. New hood. Reconditioned engine. Other assets. Reluctant sale. £95 o.n.o. McPhail. Pinner 7096 after 7 p.m. [1030

1929 VAUXHALL 20/60 Grosvenor Coupé 2/3-seater plus dickey. Stored 12 years. Goes well. New carburettor, fuel pump, carpets, aluminium body good. Handsome car. Lights, steering, brakes good. £95 o.n.o. Telephone Hertford 3895. [1820

M.G. P.B. 2-seater. Red. Good condition. £180. For further details phone Ewell 1424 after 7.15 p.m. [1831

ALVIS: No reasonable offer refused for 1932 "Firefly" van and 1936 "Firebird" saloon. Many spares. Both rough, but towable. Loveston Mill, Kilgetty, Pembrokeshire. Telephone Martletwy 270. [1832

M.G. SPORTS Saloon, 18 h.p. S.A. model. Excellent condition. £125 or near. 10, Laverdene Close, Totley, Sheffield [1833

GOOD HOME REQUIRED for Tam—"most barbarious and bloody Tamburlaine"—1929 Le Mans 3 litre Lagonda. Since November brakes relined, rear axle, steering, clutch, mag, engine overhauled, including regrind (believed first), new mains, big ends. Four very good tyres, P.100s, pass and fog lamps, stoneguard, oil cooler. Unfortunately converted into 2-seater, but chassis unmutilated, and he still looks impressive. Financial exigency compels tearful farewell (new wife likes him). £175. Dick, 8, Kelvin Drive, Glasgow, N.W. [1834

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Offers the following selection of M.G.s, starting with an F-type for as little as £65, up to an M.G.-A, June '57, 6,600 miles, radio, heater, luggage rack, wing mirrors, as new, at £875.

M.G.	**M.G.-A.**	Reg. No.	TYU 707—Blue
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M.G.	**TF.**	,, ,,	TKM 378—Red
M.G.	**TD.**	,, ,,	APV 571—Black
M.G.	**TD.**	,, ,,	AGV 463—Black
M.G.	**TC.**	,, ,,	JRA 253—Black
M.G.	**TC.**	,, ,,	GXJ 248—Black
M.G.	**TC.**	,, ,,	HTE 871—Black
M.G.	**TC.**	,, ,,	KPG 206—Cream
M.G.	**TC.**	,, ,,	BES 730—Cream
M.G.	**TC.**	,, ,,	HPT 482—Green
M.G.	**TC.**	,, ,,	MG7089—Green
M.G.	**TC.**	,, ,,	UML 277—Red
M.G.	**TC.**	,, ,,	GWU 949—Red
M.G.	**TA.**	,, ,,	Z 7833—Red
M.G.	**TA.**	,, ,,	ST 8907—Green
M.G.	**TA.**	,, ,,	RN 4511—Black
M.G.	**NA.**	,, ,,	LG 9343—Red
M.G.	**PB.**	,, ,,	MG 385—Green
M.G.	**PA.**	,, ,,	BGC 42—Blue
M.G.	**L-type.**	,, ,,	JB 1708—Black
M.G.	**L-type.**	,, ,,	BLE 805—Black
M.G.	**F-type.**	,, ,,	WV 425—Black
M.G.	**J2.**	,, ,,	APB 321—Black
M.G.	**J2.**	,, ,,	CG 3407—Red
M.G.	**J2.**	,, ,,	MJ 1061—Green
M.G.	**J2.**	,, ,,	JD 2741—Green
M.G.	**18/80.**	,, ,,	MG 1350—Black
M.G.	**18/80.**	,, ,,	NG 3816—Black

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'47 Reg. AUSTIN Seven Special.
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Uxbridge 2062

FOR SALE—*continued*

M.G. V.A. D.H.C., 1938. 100% serviceable. Sole expense Valspar. Absolute bargain. £140 o.n.o. HIL 4551. [1835

1956 LOWMAX SPECIAL 1200 c.c. aerodynamic, under-shielded. Swing I.F.S. Coils all round. H.C. head, 4.7 c.w.p., 80 m.p.h., 43 m.p.g. Not fully developed. All weather gear. Quantity of spares. £325 o.n.o. 38, Fernhall Lane, Upshire, Nr. Waltham Abbey, Essex. [1836

1924 A.C. ANZANI Coupé with dickey. Laid up since '31, now fully renovated. Extremely pretty car in exceptional, original condition. £120. Can be seen Yorkshire. Bolarn, 62, Church Street, Tewkesbury 2378. [1837

M.G. 1½ litre Saloon, 1938 (Sept.) A sound and very smart car, taxed. £165 o.n.o. Riley Falcon Saloon, 1½ litre, 1935. Mechanically sound. Good body, brakes steering. £55 o.n.o. E. S., 16, West Street, Reigate, Surrey. Tel. REI 2089. [1838

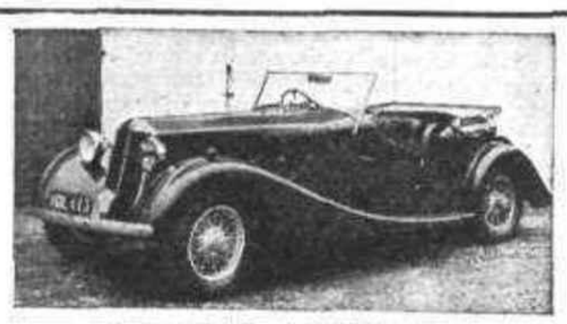
1931 ALVIS 12.50. Wide 2-seater Tourer. Car in daily use. £100 o.n.o. R. A. Parker, 13, Vicarage Gate, London, W.8. BAY 0504. [1839

RILEY SPRITE. Reconditioned. £350, or exchange. 63, Denmark Road, Gloucester. Tel. 26018. [1840

THREE CARBURETTOR CONVERSION, C/W manifold and cleaners for Mk. 1 Zephyr. £25. LAB 6415 after 6.30. [1841

M.G. T.A., 1938. Black, superb. £260 o.n.o. Lett, Berrington Road, Tenbury, Worcs. [1842

1931 AVON STANDARD 2-seat Sports. Complete engine rebuild, clutch relined, gearbox, starter, dynamo and steering overhauled; rewired; new hood and coil. All in last 4,000 miles. £75 bills shown. Brakes and tyres very good. 32+ m.p.g. Bargain £90. Box No. H.844. [1844



LANCIA ASTURA

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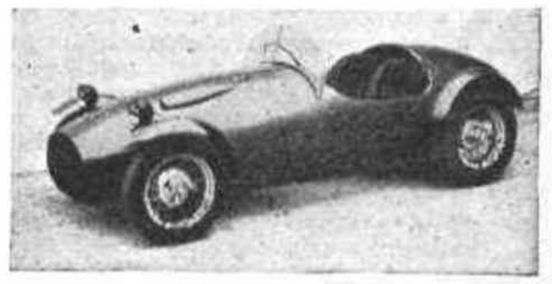
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ALVIS SPEED 20 Low Chassis Aluminium Saloon, 1935. Believed only 56,000 miles from new. £110. Overhauled and in first class order throughout. Tel.: VIC 3258 office hours. [1854

LAGONDA Saloon 16/80 2 litre, '33. £65. 121, Copers Cope Road, BECkenham 9316. [1855

CONNAUGHT, Lea Francis parts, send built: Abbott body. 1767 c.c., 18,000 miles. Immaculate. £800. Wylam, R.A.F. Feltwell, Thetford, Norfolk. [1856

1942 CLOVERLEAF CITROEN 7.5 h.p. Tourer. Sound, attractive car. Offers. Jaeger, 12, Kenilworth Avenue, Harrogate. Tel. 81524. [1858

1937 JAGUAR 1½ litre Saloon. Good condition, carefully maintained. Garaged S.W. London. Box No. H.859. [1859

M.G. T.C., Nov. 1949. Green with perfect chrome, mechanically excellent. Oil coil, demister, reversing light. £385 o.n.o. 105, Sutton Way, Ellesmere Port, Cheshire. [1860

DELAHAYE 135M, 1953, 4-seater D.H. Coupé. English body. Show model, costing over £3,000. Mileage under 31,000. Radio. £750 o.n.o. Macdonald, Warminster. Tel. 3038. [1861

ONE MUST GO: Rolls-Bentley Park Ward Sports Saloon. Radio, heater, new starter, clutch, battery. Bargain at £295. Or Rolls Royce, 1935, Thrupp and Maberly Sedanca. One owner. £700 spent. £495. WAN 0867. [1862

ALVIS 4.3 litre Tourer, 1937. Excellent condition, used daily. £200. Masters, 215, Brighton Road, Worthing, Sussex. [1863

ASTON MARTIN International 1½ litre 2/4-seater. Concours condition, rebuilt to original. Must be seen. Many spares. £265 o.v.n.o. to enthusiast. Consider exchange good Special. 31, Caldecote Gardens, Bushey Heath, Herts. [1864

TRIUMPH GLORIA, 1934, 10 h.p. Saloon. Coventry Climax, freewheel, handbooks. Fair condition. Full history past 21 years. £40 o.n.o. Leech, 121, Ingram Road, Thornton Heath. Livingstone 7726. [1865

M.G. S.A, 2 litre D.H.C., November 1936. Recellulosed cream, new hood. £180 o.n.o. Lyne, 50, Clarendon Road, Hove, Sussex. [1866

FORD SPECIAL. Kenmar body, Nordec I.F.S., 4.7 axle, twin S.U.s, crossflow radiator, rev. counter, full weather equipment. £325 or try offer. F/O Wood, Officers' Mess, Royal Air Force, Bridgnorth, Salop. [1867

1924 BELSIZE Tourer, 14/30. Fair condition, good tyres. Offers. Dey, 385, Bowes Road, New Southgate, N.11. [1868

1952 HEALEY 2/4-s. Saloon. Just overhauled. Very fast. £425. Or 1950 Riley 2½ litre Sports Saloon. In superb condition throughout. £425. Or H.P. terms. Or small car or Special in part exchange. Scott, 5, Sinderland Road, Altrincham. Tel. 4648 or Lymm 187. [1869

SINGER 9 Le Mans Saloon, 1935. Rebore just completed. C.W.P. and shafts new 1956. Twin Solex. Numerous engine spares. £70. Kent, Woodhouse Farm, Chaddesley Corbett (Phone 218 evenings), Kidderminster. [1870

1938 HOTCHKISS Paris-Nice 4-seater Drophead. Excellent condition. 58,000 miles. Outstanding performance. Complete history. £190. Phone: Bosham 2340. [1871

SPARES for 1935 Alvis Speed 20, Riley 12 block, g/box, Gloria (6-cyl.), Rover 14/6, Dolomite back axle, g/box. 17, 19 tyres. Wire wheels for Jaguar, Gloria, 10s. each. Chambers, 29, Grosvenor Road, N.10. Tudor 1778. [1872

BENTLEY 1936 4½ Park Ward Touring Saloon. £350 o.n.o. Gloucester 20977 evenings. [1873

A.C. ACEDES SIX, 1929, polished aluminium two-seater. Good hood, brakes. Including insurance. Photographs. £85. 4, Bromwall Road, Birmingham 14. [1874

VETERAN DARRACQ, January 1921 model Clegg, in beautiful condition. Sell very reasonable. Loads of information and history without obligation. Birmingham. NOR 7742 evenings, 6 to 8. [1875

VINTAGE AUSTIN, 1928, 15.9 Saloon. Original throughout. New tyres, mech. and bodily perfect. Cannot fail to please. Photo available. £120, Whittaker, 7, Laneside Terrace, Altham, Accrington. [1876

LAGONDA 4½ litre, Oct. 1934, Pillarless Saloon. Excellent mechanical order and performance. Six good tyres. £140 o.n.o. Pyper, Millgarth, Charing 578, Kent. [1877

1931 CHAINGANG F.N. "Colmore" 4 E.D. Brooklands. Martlet pistons. Rec. overhauled. £700 spent in last 3 years. Concours con. R. A. Paterson, Craighouse, Beith, Ayrshire. Beith 53. [1878

VOLKSWAGEN, 1948, L.H.D. In excellent condition throughout. £265. Harrow 6303. [1879

1172 FORD/M.G. Special. £120. R. Harris, 22, Reservoir Road, Brockley, S.E.4. [1880

VINTAGE MORRIS COWLEY 11.9. Reconditioned engine, dynomotor, clutch, magneto, rewired throughout, new hood, tyres, many extras and taxed for year. Used every day. Eligible for Vintage Car Club. £120 o.n.o. Tel.: EALing 3285. [1881

M.G. £95. 1933 4-seater Tourer Completely reconditioned. G. Currie, 80, Buckwood Road, Markyate, Herts. Markyate 409 evenings. [1882

FOR SALE—*continued*

1928 SUNBEAM 25 h.p. Tourer. Good condition. £90. 36, Argyle Gardens, Upminster, Essex. Phone 3989. [1883

AUSTIN 750 SPECIAL. Super accessories, aluminium body, Bowdenex brakes, Ulster head, 4-branch exhaust, etc. Seen Yorkshire. Box No. H.884. [1884

1951 RENAULT 750 de luxe. Steering, brakes, clutch, engine overhauled by agents. New battery. Excellent mechanical and bodily condition. Circulatory heater, spot, washers. £300. S/Ldr. Tate, 74, Blenheim Crescent, O.M.Q., R.A.F. Cosford, Wolverhampton. [1885

AUSTIN SEVEN, 1936, 4-seater Tourer, in excellent condition throughout. Inspection and offers over £60, invited at week-ends. Brown, 56, Lumley Road, Horley, Surrey. [1887

VINTAGE LAGONDA, 1928, 2 litre Tourer, in superb condition. Bodywork exceptional. Good hood, sidescreens. Oil pressure 40 lb. hot. Excellent compression. Gearbox, dynamo, water-pump rebuilt. First class brakes, steering. £185 o.n.o. Seen London or Devon. Box No. H.888. [1888

RILEY BROOKLANDS large capacity sump, £4. Pair red leather seats, suitable large car, £4. Fuel tank, approx. 12½ gal., 30s. Details from R. Payne, 98, Wake Green Road, Birmingham 13. [1889

BENTLEY 1937 black Park Ward Sports Saloon. Good condition. £400. Moore, 14, Evans Avenue, Allestree, Derby. [1890

RAILTON ex hillclimb and sprint special 2-seater. Short cassis, road trim, pretty lines, extremely light. £120. Smith, Bakers Lane, Knowle, Solihull. [1891

ALVIS 12/70, 1940 Tourer. New hood, sidescreens. Good mechanically and bodily. £175 o.n.o. Park 8451. [1892

ROLLS 25 swept tail Saloon, engineer owned five years. In very good condition. £350, or exchange large P.III. 7, Henry Road, New Barnet, Herts. BAR 3208. [1893

FORD 10 in rebuild 5 cwt. van under 5,000 miles. Special valves, new steering box, battery, Servais, tailpipe, Buckler 4.7, heavy duty Teleflos, excellent tyres, not retreads, also two wheels Michelin X tyres, 5.50 x 16, spare H.C. head, 4-branch exhaust, single D.D. carb. Slight damage off rear van body, car park. £80. Seen East Midlands. Box No. H.894. [1894

CITROEN LIGHT FIFTEEN, March 1951. Over £50 spent in last eight months. £335 o.n.o. Williams, Heron's Wing, Lightwater, Surrey. [1895

MERCEDES 170 Saloon (reg. 1950). Engine/gearbox reconditioned 7,000 miles. I.F.S./I.R.S. £285 o.n.o. (Part exchange considered.) 87, King's Road, Harrow, Middx. Byron 6793. [1896

WOLSELEY HORNET/FORD. New crown wheel and pinion required, otherwise mechanically good. First person to offer £15 drives away. Apply 15, Grange Close, Hayes, Middlesex. [1897

FORD 10 rear axle, steering box and column, cylinder head, 17in. wheels (4), seat covers. Hood, sidescreens for '38 Tourer. Evans, 10, Northern Road, Swindon. [1898

HUMBER 9/28 Tourer. Coachwork very sound. Reground crank, etc. £45. Tarbet, 91, Hillside, Banstead, Surrey. Burgh Heath 5179. [1899

M.G. J.1, 1933. Green 4-seater. Smart appearance. New tyres. Reliable. £90 o.n.o. Vallis, 5a, Nightingale Road, Carshalton, Surrey. WAL 5789. [1900

1947 3½ JAGUAR ENGINE, with dynamo, starter, carburettors. Sound. Needs rebore. 16, Windermere Gardens, Whickham, Newcastle. [1901

M.G. J.2. Over £220 recondition last 2,500 miles. £150. Also numerous spares. Dr. Evans, Villa, Churchstoke, Montgomeryshire. [1902

VICTOR RILEY'S own Big Four Blue Streak Adelphi in 100% condition, with his modifications. Special head and back axle. Windtones, spots, etc. Available mid-July. Ideal car for fast touring. Ready for immediate use. Guaranteed for 3 months. Original log book with V.R.'s signature available. Offers. Williams, Chorlton 6839. 22, Regent Road, Manchester 21. [1903

1933 AUSTIN 7 Saloon. Sound throughout; in daily use. £30. 97, Highsands Avenue, Rufford, Near Ormskirk, Lancs. [1904

MICHELIN X, 4 off, 400 miles only, 6.40 x 13 in., with tubes. Perfect. £33 lot. (Cost £37.) Ramsbottom, Bow Street, Keighley. [1905

1927 20 H.P. ROLLS with handbook and tools. £50. Details from Fishpool, School House, Well, Bedale, Yorks. [1906

LAGONDA RAPIER Saloon. New engine, tyres, battery. Rebuilt body, mech. perfect. Quite potent. £175. 81, Southfield Avenue, Watford. [1908

JOWETTS, ROLLS. Must sell one due space shortage. 1949 Bradford de luxe utility, £130. 1930 Black Prince 7 h.p. fabric saloon, £30. 1933 20/25 elegant Rippon sports saloon, £375. All completely roadworthy and in regular use. Stiles, 21, Elsley Road, Tilehurst. Phone: Reading 67402 evenings, week-end. [1909

FOR SALE—*continued*

HERBERT ENGINEERING. 2 litre Vintage, three-seat. Rakish. Ultra reliable. Wylams, Holton, Wincanton, Somerset. [1857

£150. P.A. M.G. Red 2-seater. Good condition. Phone ARN 5521 details. [1886

RAILTON, 1934, D.H.C. Straight 8. Black, red leather upholstery. Good order. 20 m.p.g. £80 o.n.o. Byron 2311. [1907

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ASTON-MARTIN Mk. II short chassis. Must be excellent mechanically. Full details, please. Chambers, 44, Leyburne Road, Dover. [1847

CIVIL SERVANT wants Rolls Royce 20/25. Pass A.A. inspection. In exchange for 1937 14 h.p. Wolseley and £12 monthly. Crick, 20, Lorton House, West End Lane, N.W.6. MAI 1238. [1849

INTERESTED in any Touring car that goes well, Vintage or Sports preferred. PAD 1904. [1852

WANTED: Formula One Racing Car or similar, condition immaterial. Pre-war Rolls and Bentleys also 6½ or 8-litre Bentley in poor condition for restoration purposes. Barrington Eastick, Ragus, Bedford Avenue, Slough. [1085

WANTED: A.C. Buckland Tourer, 51-52. Excellent specimen mechanically and bodily only considered. Phone Mr. Kerr. COL 7868. Evenings. [1130

SUPERCHARGER suitable for 'P' type M.G. Pocock, The Haven, Mappleton, Ashbourne, Derbyshire. [1184

WANTED URGENTLY set hydraulic brakes, suitable "F" type M.G. Margand, 16, Gunnersbury Avenue, Ealing, London, W.5. Acorn 6427. [1185

INTERESTING four-seater required. Must be reliable, more than 20 m.p.g., less than £100. Tourer preferred, 71, Mayfield Road, Coventry. [1186

FRONT SEATS, pair, Austin 7 or Ruby. Leather, good condition. Thirlby, 12, Birch Grove, W.3. Acorn 7305. [1187

ALVIS 12/50 Tourer wanted in good running order. Box No. G.188. [1188

LAGONDA RAPIER two-seater sports wanted. Good condition essential. No coupés. Hawes, "Woodville," Lightwater, Surrey. [1189

IMPECUNIOUS ENTHUSIAST desperately needs bronze worm wheel or complete back axle for beloved 1928 Standard 9. Rumbelow, Sunridge, Clennon Avenue, Paignton 59397. [1190

TUNING EQUIPMENT and advice for Riley 2½ engined "Healey Silverstone." All letters answered. Baird, "Riversdale," Bury New Road, Ramsbottom, Lancs. [1191

1932 HORNET SPECIAL windscreen complete. Hood, body parts. Complete body considered. Tabernacle, Daresbury, Warrington. [1193

FORD 10 SUPERCHARGER or any tuning equipment. Langley, Compton Gardens, Parkstone, Dorset. [1194

1932-3 HORNET SPECIAL engine. Good condition essential. Carr, Stretton-on-Dunsmore, Warwickshire. [1195

A.C. COMPETITION car wanted for dismantling or spares for same. Laughton, Starston, Harleston, Norfolk. [1197

CLYNO, 12 h.p. 1929 Olympic Saloon instruction book wanted. Original owner. Wheildon, 21, North Road, Ross-on-Wye. [1159

WANTED: WILLMENT ELVA O.H.I.V. Head Ford 100E. Jack, 12, Jeffrey Avenue, Edinburgh 4; PEG 1565. [1215

RESTORING 1933 M.G. J.2. Want steering wheel, rear wheels, two seat cushions, original type headlamps, spare parts. Splaine, Gatehouse, Syston, Mangotsfield, Bristol. [1252

DROPHEAD ALLARD, in good condition throughout. Wells, Kingsway, Mildenhall, Suffolk. [1327

ROLLS-ROYCE SILVER GHOST chassis. Pre-Kaiser War. Enthusiast will pay good price and will provide appropriate coachwork to make operating motor car. Will try to copy original coachwork or something suitable. Please advise price and condition. Box No. H.226. [1226

ROLLS-ROYCE open coachwork. Age immaterial. 114, Gloucester Road, North Filton, Bristol. [1227

HEALEY SILVERSTONE wanted end August beginning Sept. Preferably good condition. Away July. Box No. H.228. [1228

WANTED: Lagonda V.12 Rapide drophead. Any condition if complete. Would Lagonda registration ATI please reply also. Warrillow, "Hillcote," Lancaster Road, Newcastle, Staffordshire. Tel.: 69644. [1257

LARGE BRASS-FRAMED driving mirror, oil rear lamp. Good condition. Veteran. Bateman, Woods Lane, Cliddesden, Basingstoke. [1272

WANTED: T.R.2 Hardtop, also sliding screens. 254, Hampton Road, Ilford 3425. [1281

ROLLS-ROYCE left-hand drive wanted for continental use. Desire pre-war model in best possible condition. Body style and cost secondary. N. Baker, 53, rue Royale, Orleans, France. [1282

ASTON-MARTIN LE MANS. Good chassis, axles, wheels, steering. Body fair. State of engine, relatively unimportant, as long as it goes. Gardner, 4, Fairview Road, Timperley, Cheshire. RIN 3731. [1283

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

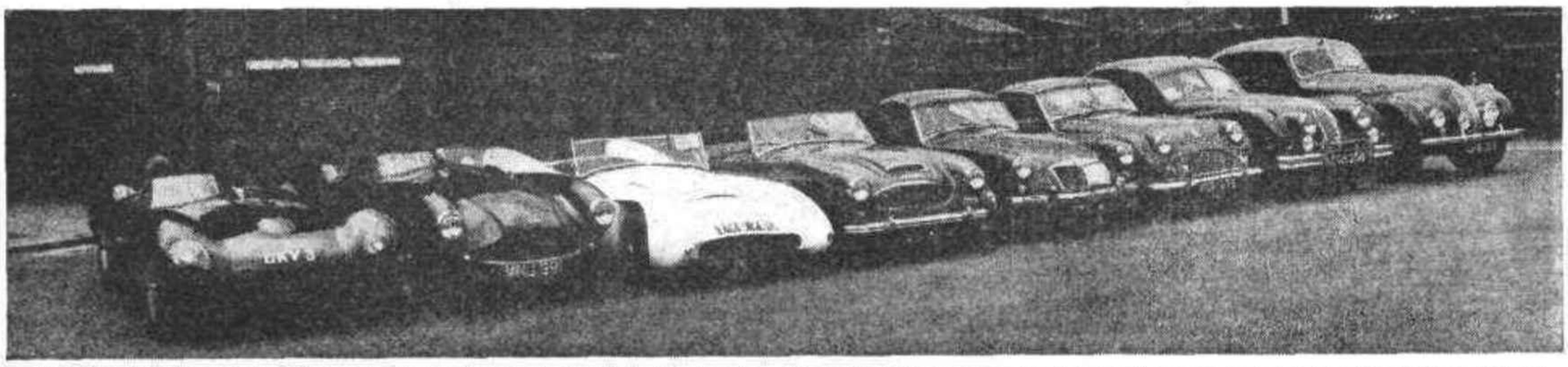
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SPORTS CARS

1950 Alvis sports roadster, ivory/red ... £375
1939 Alvis Speed 25 V.D.P. tourer, black £145
1933 Alfa-Romeo/Nash coupe, presentable £95
1955 DB3S, hardly used, B.R.G. showpiece, never written off (*illustrated*) ... £1,985
1937 Aston Martin 2½-litre drophead, blk. £325

AUSTIN-HEALEY

1958 BN4/6-port, primrose/black, NEW £1,226
1957 BN4/6, red, wire wheels (*illus.*) ... £935
1957 BN4/6, black/red, spotless £955
1956 BN2, hard/soft-top, superb green ... £845
1955 BN1, beautiful sage green, extras ... £715
1955 BN1, sage green, excellent example £695
1955 BN1, spotless ivory/red £685
1954 BN1, hardtop, winding windows, blk. £675
1954 BN1, ice blue/royal blue, specimen ... £645
1954 BN1, hard/soft-top, superb red ... £625

1957 Berkeley, red, 900 miles, extras ... £445
1957 (Nov.) Elva-Climax, 3,000 miles ... £755
1950 Connaught 1,480-c.c. 2-str., B.R.G. £435
1951 Cooper/M.G., ex-Peter Reece, red £445
1949 Daimler Barker sports, overdrive ... £675
1949 Delahaye 135M convertible, extras £425
1957 Zodiac convertible, cost £1,310 incl. power hood, heater, rimbellishers and clock; plus overdrive (£63), radio (£34); unmarked black/white, four Michelin "X" tyres just fitted. One owner (surgeon) £945
1938 F.N.-B.M.W. Type 328 2-str., B.R.G. £375
1951 Healey Abbot coupe, "C" chassis... £345
1951 Healey 2.4 tourer, "C" chassis ... £455
1950 Healey Silverstone, bronze ... £395
1947 Healey 2.4 tourer, B.R.G. £325

JAGUAR

1956 XK140, S/E hardtop, wire wheels, "C" engine, one owner. (*Illus.*) ... £1,165
1955 XK140 d/h., "C" engine, overdrive £1,185
1955 XK140 roadster, 20,000 miles, red ... £895
1954 "D" type, 100% team car, fine record; Webers, discs. (*Illus.*) ... £1,845
1954 XK120, S/E hardtop, ivory/red ... £795
1954 XK120 d/h coupe, spotless grey ... £795
1954 XK120 d/h coupe, one owner, B.R.G. £765
1954 (Nov.) XK120, hardtop, black/red... £745
1954 XK120, S/E, d/h, one owner, grey ... £745
1953 (Oct.) XK120 d/h, maroon showpiece £755
1953 XK120, hardtop, black showpiece ... £725
1953 (Oct.) XK120 roadster, excellent ... £595
1952 XK120 roadster, spotless black ... £525
1951 XK120 roadster, unmarked red ... £575
1951 XK120 roadster, wire wheels, B.R.G. £565
1951 XK120, twin pipes, unmarked red ... £565
1951 XK120, blue, ex-Tyrer, ex-Mortimer £555
1951 XK120 roadster, dove grey/green ... £555
1951 XK120, twin pipes, very fast, B.R.G. £545
1935 S.S.90, red, absolute specimen ... £245

1952 Jupiter, lovely red showpiece ... £445
1952 Jupiter, heater, bronze specimen ... £465
1950 Lago-Talbot Grand Prix d/h, red ... £345
1950 Lincoln convertible, all electric ... £645

LOTUS

1956 Mk. VIII, 1,172 c.c. (very modified) £545
1955 Mk. IX Climax 1,100, de Dion end £765
1955 Mk. VIII/1,500 c.c. M.G., reputed 120 m.p.h., de Dion, white. (*Illus.*) ... £645
1955 Mk. VI/1,250-c.c. M.G., red showp'ce £495
1955 Mk. VI/1,098-c.c. M.G., very fast ... £475

1938 Mercedes-Benz 20-h.p. 2-str., d/h £345
1936 Mercedes-Benz 500K convertible ... £395

M.G.

1958 ZB Magnette, black/green, NEW ... £1,072
1957 M.G.-A, detachable hardtop. (*Illus.*) £865
1956 (Oct.) M.G.-A, nice red example ... £775
1956 M.G.-A, radio, heater, spotless red £765
1955 TF 1,500, black with red hide, extras £655
1955 TF 1,500, green/beige, one owner ... £625
1954 TF 1,250, unmarked ivory example ... £595
1954 TF 1,250, black showpiece, extras ... £595
1954 TF 1,250, black with red hide ... £575
1953 TD, radio, heater, spots; black/red ... £515
1953 TD, lovely B.R.G. specimen £515
1953 TD, original red, one owner £495
1952 TD, best available, black/beige ... £495
1952 TD, green/biscuit, 1957 engine ... £485
1952 TD, nice black car, fitted heater ... £445
1952 TD, fair B.R.G. example, extras ... £445
1951 (Oct.) TD, black/beige, one owner £475
1951 TD, spotless red, Stage II £465
1950 TD, nice black car, extras £425
1949 TC, unmarked B.R.G. specimen ... £395
1949 TC, lovely red showpiece £385
1949 TC, red, reconditioned engine ... £395

1949 TC, unmarked black showpiece ... £375
1949 (Sept.) TC, black with green hide ... £375
1947 TC, absolute specimen, pale blue ... £395
1947 TC, excellent car all round £345
1947 TC, sound, clean example, black ... £325
1946 TC, unmarked black showpiece ... £365
1946 TC, black, supplied by us £345
1946 TC, decent car all round, black ... £325
1946 TC, average condition throughout ... £315
1939 WA 2.6 drophead, grey/red £195
1939 TA Tickford, reconditioned engine... £295
1939 TA Tickford, radio, spotless £285
1939 TA, ivory/red, average condition ... £245
1938 TA, nice red car, extras £265
1938 TA, reconditioned engine late 1957 £235
1937 TA, reconditioned engine, blue ... £265
1935 PA 2-seater, clean B.R.G. £175
1935 PA tourer, red, only fair £115
1934 J2, very clean black example ... £165

MORGAN

1956 TR2-engined 2-seater, red/black ... £645
1955 (Sept.) Plus Four drophead, red ... £555
1955 Plus Four drophead 2-seater, blue ... £545
1950 4/44 2-seater, unmarked red £355
1939 4/44 drophead 2-seater, ivory ... £225

1956 Minor convertible, Dorchester grey £525
1947 Rover 12, concealed hood tourer ... £395
1957 Gazelle convertible, overdrive ... £825
1951 Singer 1,100 tourer, superb grey ... £295
1954 Sunbeam Alpine, best available ... £645
1954 Sunbeam Alpine, blue/grey ... £625

TRIUMPH

1958 (May) TR3A, hardtop, 840 miles, green, as new. (*Illustrated*) £995
1955 (Oct.) TR2, heater, B.R.G., extras ... £695
1955 TR2, absolute specimen, red ... £695
1955 TR2, heater, extra seats, red ... £675
1955 TR2, beautiful B.R.G. specimen ... £665
1955 TR2, wire wheels, spotless ivory ... £645
1955 TR2, unmarked B.R.G. example ... £645
1955 (Sept.) TR2, unmarked pale green ... £635
1954 TR2, overdrive, unmarked red ... £595
1949 2000 roadster, lovely black/red ... £395
1949 2000 roadster, ivory/black £395
1948 1800 roadster, spotless gunmetal ... £355
1947 1800 roadster, maroon showpiece ... £385
1947 1800 roadster, good black example ... £325

SALOON CARS

1949 A.C. 2-litre saloon, green/grey ... £345
1954 Armstrong Sapphire, one owner ... £645
1956 Austin A90, blue, one owner ... £595
1950 Bentley Standard Steel saloon, meticulously maintained showpiece... £1,245
1936 Bentley 4¼ Park Ward saloon ... £455
1935 Bentley 3½ Park Ward saloon ... £295
1930 Bentley Speed 6 saloon, two owners £245
1949 Bristol 400, exceptional. (*Illus.*) ... £595
1952 Chevrolet 2-door saloon, extras ... £445
1957 Consul Mk. II, grey/red, specimen... £725
1956 Zephyr Mk. II, blue, one owner ... £695
1954 Ford Mainline, radio, heater, blue £645
1956 (Oct.) Goggomobile, one owner, red £375
1954 Mk. VII, black with red hide ... £675
1953 Mk. VII, "C"-type head, radio, blk. £695
1952 Mk. VII, black with red hide, radio £595
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MORGAN 4/4. 1938. The following spares, in good condition, wanted for this model. Complete front suspension, steering box, clutch, bell housing. Smith, 141, Canon Cockin Street, Sunderland, Durham. [1315

WANTED: Instruction book 1938 V.12 Lagonda saloon. Gooley, 10, Beanacre, Melksham, Wil s. [1316

ALVIS FIREFLY, Tourer/Coupé. Genuinely good body, engine condition immaterial, reasonable price. Advertiser, c/o 177, West Saville Terrace, Edinburgh. [1317

FORD 1172 Special, G. T. Rochdale body. 794, Bury Road, Bolton. Phone 8046. [1336

VINTAGE FRAZER-NASH. Any model short chassis, with or without engine, reasonable price. Box No. H.337. [1337

PART WORN 500 x 16 Dunlop racing or similar covers. Morgans, 172, Kings Road, Chorlton, Manchester. [1339

CASH AWAITING either Austin 10 or 12, or Riley 9 (manual box) or Morris 8 Series "E" Saloon in reasonable condition. Box No. H.353. [1353

WANTED: Humber 9/20 Saloon in good condition to augment existing stable. Good price paid for right car. Also wanted, Humber 9/20 crown wheel and pinion or complete back axle and gearbox in good condition. Walters, Innisfail, Highwood Hill, London, N.W.7. [1363

MOTOR CARS WANTED. Jaguar 2.4/140/similar. Offer modern freehold S.D. house (2 flats), Blackpool. Possession. Existing mortgage. Trouble free 18% nett returns. Box No. H.375. [1375

INTERESTING but reliable, repeat reliable, motor wanted for up to £150 cash. Box No. H.391. [1391

FOR 1929 P.I. TOURER by Barker, instruction books, etc., and any spares. Box No. H.398. [1398

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WANTED; 500 c.c. Cooper or similar complete chassis. Box No. H.426. [1426

SINGER 4AB/4AD Roadster in very good condition. Any part of the country. No fancy prices. Jayawant, 15, Sutherland Road, Manchester, 16. [1427

WANTED: Handbook sale or loan for 37.2 h.p. Hispano Suiza, 1921 chassis, 1928 modification. Box No. H.428. [1428

WANTED: Complete secondhand twin carburettor set for Austin A.70 or A.90. Box No. H.429. [1429

D.K.W. Late model, small mileage. Also owner's experiences and literature. Box No. H.430. [1430

FRAZER-NASH B.M.W., 1936-39. One needing repairs considered. Crane, Manor Cottage, Hollesley, Suffolk. Shottisham 87. [1431

N.A. MAGNETTE spares wanted. Engine, body, etc. Whitehead, Nottingham 247969, Barnard Castle 3266. [1440

WANTED: Good foursome drophead Vintage or P.V.T. Sunbeam 20, 2-seater D.H. for sale or part exchange. £80. Varley, Raglan, Mon. [1461

ALVIS SPEED 25 Pass Lamps in good or restorable condition. Also set of original Luvax shock absorbers. Interested any good spares from broken 1939 Speed 25. Trendall, Hiccombe Green, Brompton Regis, Dulverton, Somerset. [1479

AROUND £50. Bodiless Ford Special suitable (without alteration) fibreglass. Good engine, chassis, etc. Accept with fibreglass if reasonable. L. Glover, 15, Gransha Park, Belfast. [1480

WANTED: Instruction book (not condensed) for 1925 20 h.p. Rolls-Royce. S. R. Edwards, Ilston, Hooe Meavy, Yelverton, Devon. [1481

RILEY 1935 KESTREL 12/4 synchromesh box essential. Tiltman, Down-Ende, Widegates, Looe. Widegates 246. [1482

ALVIS FIREFLY, 1933. Alvis gearbox and clutch assembley required. Shepherd, 27, Gilmour Road, Edinburgh. [1483

ROCHDALE G.T. F.10 partially completed. Must have boxed chassis. Brooks, 41, Grange Drive, Glenhills, Leicester. [1484

ATTRACTIVE A.7 SPECIAL, weatherproof, or cheap Volkswagen. About £150 or exchange Triumph Thunderbird. 15, Spa Road, Bournemouth [1485

HARDTOP. Almost new black fibreglass hardtop wanted for Austin Healey 100 six. Parsons, 25, Fitzjohn's Avenue, N.W.3. HAMpstead 7923. [1491

ATLANTA Saloon wanted, in perfect condition. Write Box No. H.492. [1492

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VANDEN PLAS or similar fairly large open body. Anything basically sound considered. Buckley, Officers' Mess, R.A.F., Leeming, Yorks. [1572

WANTED—*continued*

WANTED: Bristol 100 engine or B.S.1. Whole or in bits. Box No. H.494. [1494

LAGONDA M.45. Mechanical condition of no importance providing chassis and body sound. Open or D.H.C. preferred. 13, Cadbury Road, Sunbury-on-Thames 3083. [1574

WANTED: Vintage Tourer, Lagonda, O.M., Alvis or Lambda. No rubbish please. Must be original. 9, Neville Road, Shirley, Solihull, Warwicks. [1575

WANTED; Fibreglass bodied Ford Special or similar. About £120 cash. 36, Frank Road, Doncaster, Yorkshire. 1576

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ALVIS SPEED 25 Saloon or Coupé, 1939 or 1940. Must be in excellent order throughout. Would also consider 4.3. Photograph and full details, please, to J. M. Enderby, 55, Spilsby Road, Boston, Lincs. [1633

RED LABEL BENTLEY wanted. Open, A box, late type engine. Under £200. Box No. H.668. [1668

3½ BENTLEY Sports Saloon wanted. Condition not important. Up to £300. Details, Box No. H.669. [1669

BENTLEYS, Rolls, M.G.s, Astons, "Speed Twentys," etc. Situated Yorkshire and Lanes. Booth, 55, Headingley Lane, Leeds. Phone 54795. [1670

F.N./B.M.W., 2-litre, sun and planet gears or differential. 14, Hannon Road, Birmingham, 14. [1671

FIBREGLASS SPECIAL/M.G, T.A. Up to £165. Send photos. C. Geary, 617, Field End Road, South Ruislip, Middx. [1672

1938/9 T.A. M.G. Bodywork must be good. Mechanical condition immaterial. Shone, "Heathfield," Lower Common, Buckley, Flintshire. [1673

WANTED: Citroen 12.8 radiator core, exhaust manifold, 10-12 in. brake shoes, LT.15 petrol pump. P. Brackley, 57, Great Lane, Bierton, Aylesbury. [1674

RILEY 15/6. One standard water pump impeller, and one gearbox filler cap. Quayle, Martins Bank Ltd., Plymouth. [1675

EPCO MORRIS. Set of sockets and flat spanners. I. G. Simpson, 33, Kensington Road, Oldham. 1676

WANTED for 1931/2 Humber 16/50, 2-seater D.H.C. Any reasonable condition. Also gearbox, must be perfect, or parts for same. Box No. H.677. [1677

WANTED URGENTLY: M.G. T.A. Engine with or without gearbox. Millinson, 23, Thompson Avenue, Wolverhampton. [1715

CYLINDER BLOCK and head for 12 h.p. side valve Anzani engine or complete engine. Chubb, 14, The Square, Carshalton. WAL 2772. [1817

T.R.3 OIL COOLER and speed equipment wanted. Kerry, 230, Bradway Road, Sheffield. [1818

WANTED: M.L. C.K.Y 50° TWIN MAGNETO, suit J.A.P. 1100 c.c. engine. D. Welch, 19, Dean's Lane, Elworth, Cheshire. [1819

BROWBEATEN and footsore A.7 owner requires Ford 10 or 8 Special. 19, Rosebery Avenue, West Bridgford, Notts. [1820

SPECIAL, W.H.Y.? Ford preferred. Good essentials. Weather equipment. 11, Bold Street, Altrincham. [1821

WANTED for 1934 Morgan Super Sports: Off-side brake drum plate, shoes and actuating lever. A. Fountain, 17, Millard Way, Hitchin, Herts. [1822

WANTED: Four-seater Saloon or Tourer body for 1948 71L Allard. Paint immaterial. Box No. H.823. [1823

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