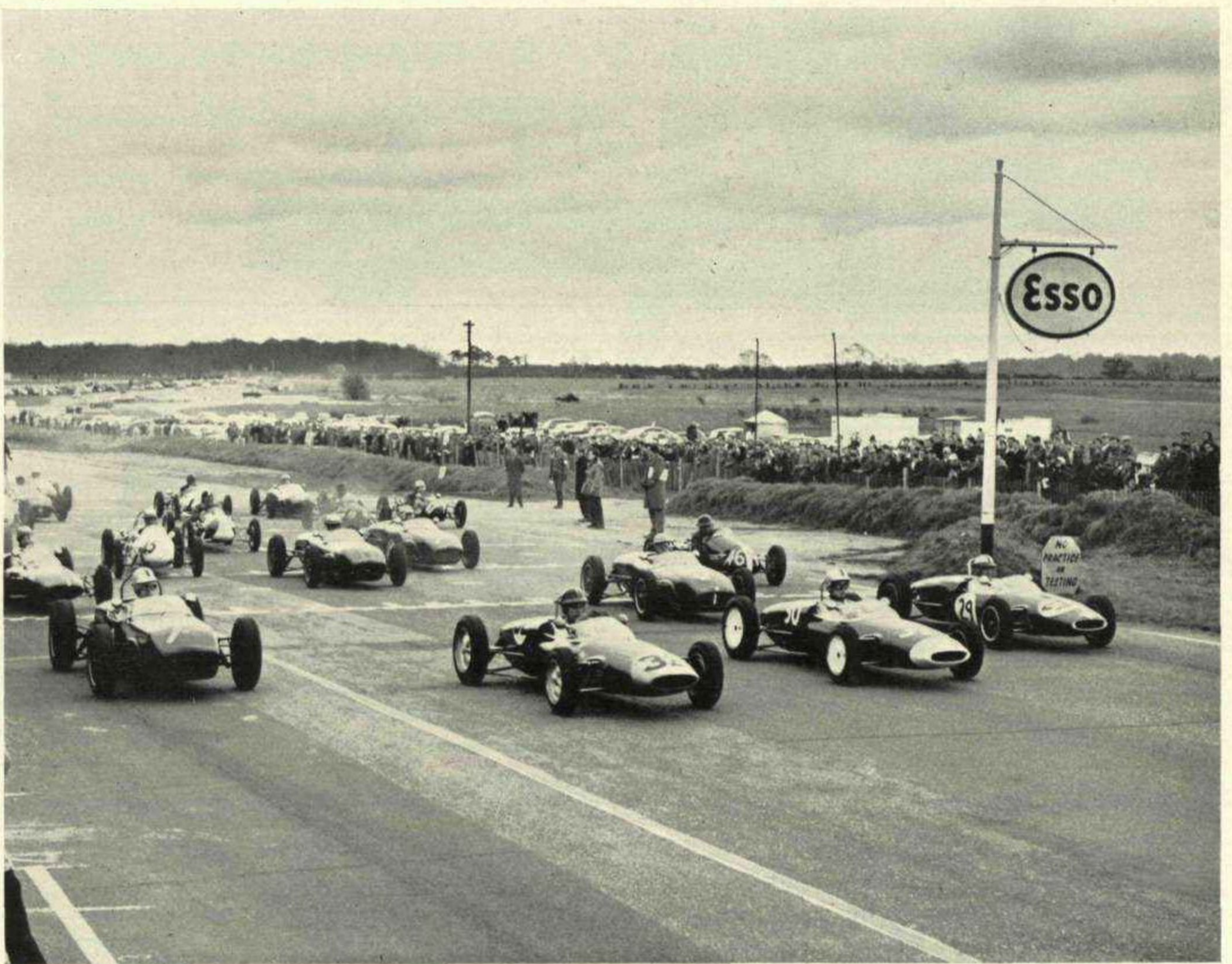


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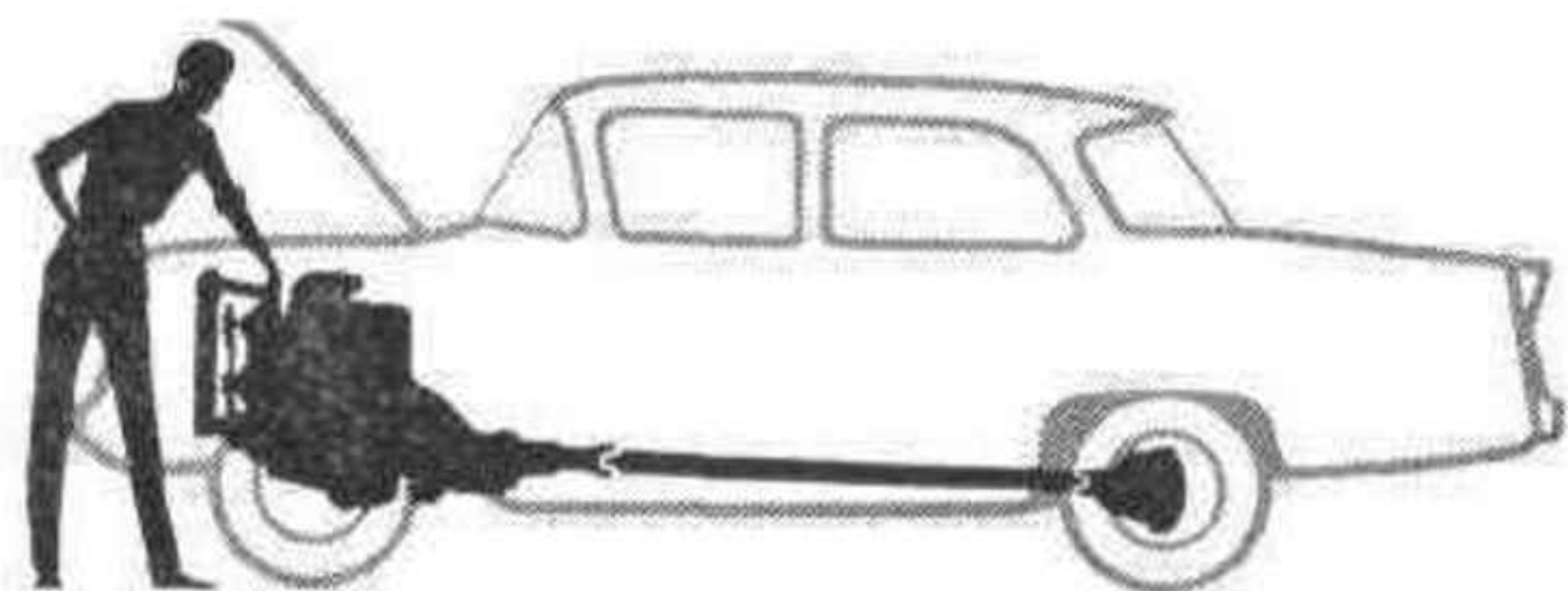
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1961 AUSTIN Mini-van. 14,000 miles. Heater, washers, Silent Travel. Unlettered and in excellent order. £325.

1934 BENTLEY 3½-litre sports saloon by Hooper. Finished in black with brown leather upholstery. An attractive car with recent engine history. £195.

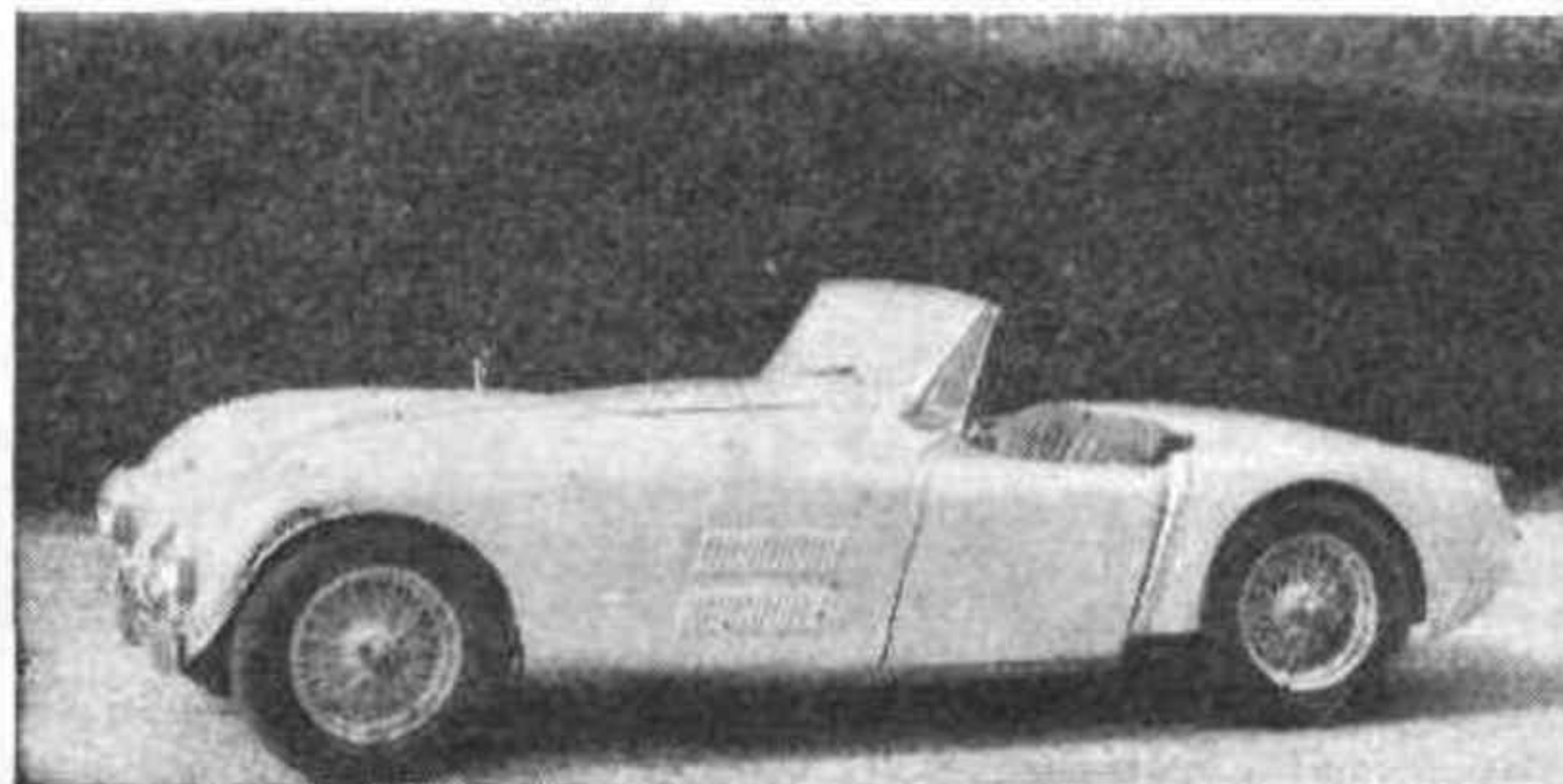
1953 BUCKLER Mark V 2-seater, fitted with 1,172-c.c. Ford engine, twin carbs, close-ratio gears, etc. Good weather equipment. £165.

1959 SUNBEAM Rapier drophead coupe. Radio, heater, overdrive, etc. 15,000 miles in the hands of one careful owner. Available shortly.

1958 VOLKSWAGEN saloon de luxe. Black with red interior. Excellent order throughout, available shortly.

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1958 (November) AUSTIN HEALEY Sprite. Ivory with red upholstery. Reconditioned engine recently fitted. Heater and every extra. Exceptional. £395.

1954 M.G. TF 2-seater. Finished in ivory with red leather upholstery. Reconditioned engine, wire wheels, Michelin "X" tyres, etc. Exceptional. £395.

1957 LOTUS XI. Tuned 1,172-c.c. Ford unit with close-ratio gears. Fully road equipped and fitted with specially made hard-top for road use. Excellent order. £395.

1950 M.G. TD 2-seater. Cream with green interior. Luggage carrier, badge bar, spotlight, etc. £265.

1954 TRIUMPH TR2, with overdrive, heater, occasional rear seat, washers; almost new Michelin "X" tyres. Finished in sky-blue with grey leather interior and new vynide hood. £330.

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AP/985

- April 5 Brussels G.P. — Hopper National Rally. Road Test of Syd. Hurrell's Racing T.R.4.
- April 12 Tuning and Modification Feature — Birmingham Post National Rally — B.A.R.C. Oulton Park National Race Meeting — On the Mobilgas Economy Run with a Vauxhall Victor VX4/90.
- April 19 Snetterton International Race Meeting — V.S.C.C. Meeting.
- April 26 Racing at Goodwood, Mallory Park and Brands Hatch — Road Test of the Jaguar 3.8 Mk. II.

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PUBLICATION DATE FIRST OF THE MONTH

THIRTY-NINTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE NEXT GENERAL ELECTION

As we close for press the overwhelming Liberal majority in the Orpington By-Election is exciting great speculation in political circles. This is a non-political journal, except in so far as motorists' interests are affected by political issues. If the present Government wishes to survive the next General Election it would do well to realise that motorists' votes form a very influential proportion of the poll and that at last road-users may be turning against a party that taxes them almost out of mobility, extracts parking fees wherever possible, persecutes drivers in the Magistrates' Courts and continues to hamper the motor industry.

Vehicle operators are robbed of some £600-million a year through the Road Fund and more than 60% of the price of petrol at the pump goes to the Government. Mr. Marples, like other Ministers of Transport before him (we exempt Lord Brabazon of Tara), appears to put personal publicity before a square deal for vehicle drivers. More and more Marplean restrictions are his aim—loss of licence for three traffic offences in three years, more and more 40-m.p.h. speed limits on urban dual-carriageways, 50-m.p.h. limits every summer week-end, compulsory garage tests of all but brand new cars; all restrictions of a kind on which Mr. Marples thrives, but which have not had very much effect in reducing road accidents, which will remain at the present unhappy level until Britain gets roads appropriate to 20th-century traffic.

A Government that goes along with such ideas is hardly likely to gain motorists' votes. Budget Day is imminent and if Mr. Selwyn Lloyd does not announce substantial reductions in fuel tax (which would benefit all sections of the community), licence duties and car purchase tax, together with a reduction in general taxation so as to revive incentive in this little Island (instead of encouraging people to hope for tax-free gains on the Pools, Premium Bonds or the Stock Exchange) the surprise at Orpington is likely to become the result of the next General Election.

Drawing attention to how anti-motorist the present Government has become—one of its anomalies is exempting diesel oil for railway use from tax while increasing the duty for road vehicles—MOTOR SPORT remarked recently that at the next Election people may go to the polls less conservatively and vote more liberally. In Orpington they have done that ...

"MOTOR SPORT" READERS' CAR SURVEY

The first part of the result of the Readers' Car Survey, based on a questionnaire sent out in February, is published in this issue. We wish to thank all those readers who responded so promptly, by returning the questionnaires full of exceedingly revealing, informative and detailed data. The response represents 25% of the 125,000 forms distributed which was overwhelming and constitutes a record, especially as the time factor ruled out replies from the majority of our overseas subscribers (hundreds, however, have arrived by air mail), of whom MOTOR SPORT has a very large number. However, these will be incorporated into the final results which will be listed at the conclusion of the make-by-make surveys.

It will be several months before we can publish complete results of this unique survey, but a start has been made with readers' experiences with three different cars. These are the B.M.C. Mini-cars, which represent the advanced thinking of a brilliant engineer, the VW, because somehow MOTOR SPORT seems to be associated with this extremely popular car, and the inexpensive but fast Triumph TR sports cars. We shall continue this intimate and revealing analysis next month, when we propose to deal with the Triumph Herald, the small Ford, Austin Healey and Renault.

Careful study of the results of the MOTOR SPORT Readers' Car Survey will prove of immense benefit to prospective car-buyers and will also guide you in which oil, petrol and tyres, etc., are likely to serve you best. Recently great interest was evoked by the Consumers' Association independent car tests, but whereas they are subscribed to by 77,000 members, the findings of the MOTOR SPORT Car Survey are bought by nearly double that number of people and total readership is in the region of half a million. Indeed, Audit Bureau of Circulation figures show MOTOR SPORT to have the second largest circulation among British motoring journals and that we are quickly closing the gap on the best-seller, a weekly trade journal, founded 30 years earlier.

Under the circumstances this Car Survey cannot fail to have an enormous impact on the industry, and its ancillary companies, as well as being of outstanding interest to private motorists. It would not have been possible without our readers' enthusiastic co-operation, for which we thank them sincerely.

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Front Cover Picture: FIRST RACE of the year at Snetterton, during the B.R.S.C.C. closed meeting on March 18th, was a combined FJ and 500-c.c. event, run over 10 laps. The winner was 17-year-old M. Gould (extreme right), from the Jim Russell School.

Motoring Sport Events for April

★ Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list ★
R. = Restricted Event. *C.* = Closed Event. *C.I.* = Closed Invitation Event. *N.B.* = National British. *N.O.* = National Open. *INT.* = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 1st ..	R.A.C. DE BELGIQUE	HEYSEL CIRCUIT	BRUSSELS	BRUSSELS G.P. (INT.)	3.00 p.m.
" ..	Coventry & Warwickshire M.C.	Church Lawford	Rugby/Coventry	Sprint (R.)	2.00 p.m.
" ..	N. Wales C.C.	Slaters' Garage	Abergele	Production Car Trial	10.00 a.m.
" ..	London M.C.	Bordon	Farnham, Hants.	Lawrence Cup Trial	10.30 a.m.
April 6/7th ..	Midland M.C.	Civic Centre	Birmingham	Birmingham Post Rally (N.B.)	8.00 p.m.
April 7th ..	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (N.O.)	1.30 p.m.
" ..	Eastern Counties M.C.	Snetterton	Thetford	Nightlight Sprint	4.30 p.m.
" ..	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb (C.)	2.30 p.m.
" ..	Aston Martin O.C.	Wiscombe Park	Honiton	Hill-Climb (C.)	2.00 p.m.
" ..	Worcestershire M.C.	Talbot Hotel	Knightswick, Worcs.	Spring Rally (C.)	8.00 p.m.
April 7/8th ..	Circle C.C.	Denham Service Stn.	160/037 1/2 866 1/2	'Night Owl' Rally (R.)	9.30 p.m.
" ..	Forces M.C.	Hog's Back	Guildford	Spring Cup Rally (R.)	9.00 p.m.
" ..	Southsea M.C.	Club H.Q.	180/655044	Hunt Trophy Rally (R.)	8.30 p.m.
" ..	M.G. C.C.	Abingdon Service Stn.	158/488968	April Rally (R.)	10.31 p.m.
" ..	English Electric (Stevenage) M.C.	Water's Garage	Baldock, Herts.	Rally (R.)	9.00 p.m.
" ..	Wakefield & Dist. M.S.C.	Pool	Otley	Wakefield Rally	9.30 p.m.
April 8th ..	Darlington & Dist. M.C.	Catterick Camp	Richmond, Yorks.	Hill-Climb (N.B.)	2.30 p.m.
" ..	Lancs. & Cheshire M.C.	Rose & Crown, Allgreave	Macclesfield	21st Derbyshire Trial (R.)†	11.00 a.m.
" ..	Fed. of Police M.C.'s	Seaway Car Park	Southend-on-Sea	Driving Tests (C.)	1.30 p.m.
" ..	Bristol M.C. & L.C.C.	Portlock Area	—	Chappell Cup Trial (R.)	11.00 a.m.
" ..	Cambridge C.C.	Malton Farm	Meldreth, Herts.	Autocross (C.)	1.00 p.m.
" ..	English Electric (Stafford) M.C.	Hopton Heath	Stafford	Pitt Trophy Autocross (C.)	1.30 p.m.
" ..	Allard O.C./N.L.E.C.C.	Brands Hatch	Farnham	Sprint (C.)	2.30 p.m.
April 10th ..	Northampton & Dist. M.C.	Harlestone Road	Northampton	Tankard Trial (C.)	7.00 p.m.
April 14th ..	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (INT.)	2.30 p.m.
" ..	Vintage S.C.C.	Silverstone	—	Race Meeting (C.)	12.15 a.m.
" ..	S.U.N.B.A.C.	Ragley Park	Alcester	Hill-Climb (R.)	2.00 p.m.
April 14/15th ..	Mascot M.S.C.	Marshall's Garage	Addlestone	Spring Rally (C.)	8.01 p.m.
" ..	Rochester, Chatham & Dist. M.C.	Central Hotel	Gillingham	Rally of the Downs (R.)	9.00 p.m.
" ..	Midland M.E.C.C.	Winforton Garage	Hereford	Cambrian Rally (R.)	11.00 p.m.
" ..	Cemian M.C.	Queens Hotel	Farnborough	10th Coronation Rally (R.)	7.00 p.m.
" ..	London M.C.	Elstree Way Hotel	Boreham Wood	11th Little Rally (C.)	5.00 p.m.
April 15th ..	Darlington & Dist. M.C.	Gandale Moor	Catterick	Roderick Gray Trial (R.)†	11.30 a.m.
" ..	W. Essex C.C.	R.A.F. Debden	Saffron Waldon	Speed Trial (N.B.)	12 noon
" ..	Y.S.C.C.	Castle Howard	York/Scarborough	Hill-Climb (R.)	10.30 a.m.
" ..	B.A.R.C. (S.W.)	Brunton	Collingbourne	Hill-Climb (C.)	2.30 p.m.
" ..	Northumbrian M.C.	Burn Closes	Wallsend-on-Tyne	Sprint (Co-promoted)	1.30 p.m.
" ..	750 M.C.	Brands Hatch	Farnham	Practice Day	9.00 a.m.
" ..	Liverpool M.C.	Dunlop Factory	Speke	Driving Tests (C.)	2.00 p.m.
" ..	N.A.L.G.O. (Met.)	E.14 area	London	3 Bridges Rally (C.)	10.45 a.m.
April 20/21st ..	M.C.C.	Kenilworth, London, & Launceston	—	42nd Land's End Trial	7.00 p.m.
April 20/24th ..	ULSTER A.C.	BELFAST/DUBLIN/OMAGH	—	CIRCUIT of IRELAND (INT.)	10.00 p.m.
April 20/23rd ..	Scottish S.C.C.	Carlaw Cars Ltd.,	Glasgow	Highland Rally (R.)	evening
April 21st ..	B.R.S.C.C. (Northern)	Rufforth	York	Race Meeting (C.)	2.00 p.m.
April 23rd ..	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting (N.B.)	1.30 p.m.
" ..	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (INT.)	1.30 p.m.
" ..	B.R.S.C.C.	Brands Hatch	Farnham	Race Meeting (C.)	12.30 p.m.
" ..	Cheltenham M.C.	Little Rissington	Bourton-on-the-Water	Sprint (R.)	2.00 p.m.
April 28th ..	B.A.R.C.	AINTREE	LIVERPOOL	RACE MEETING (INT.)	11.00 a.m.
" ..	Maidstone & Mid-Kent M.C.	Silverstone	Towcester	Race Meeting (N.B.)	12.30 p.m.
" ..	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb (N.B.)	2.30 p.m.
" ..	B.A.R.C. (W. Midland)	Wellesbourne	Stratford-on-Avon	Sprint (C.)	2.30 p.m.
April 29th ..	Taunton M.C.	Merryfield Aerodrome	Taunton	Driving Tests (R.)	11.00 a.m.
" ..	Chelmsford/Romford/ W. Essex M.C.'s	R.A.F. Station	N. Weald	Driving Tests (C.)	11.00 a.m.

† Qualifies for R.A.C. Trials Championship and B.T. & R.D.A. Gold Star.

APOLOGY

In the issue of MOTOR SPORT for June of last year in an article dealing with Grand Prix races in 1961, comments were made which, it has been suggested, could be taken to mean that Mr. Rob Walker's and Mr. Stirling Moss's entries for certain races were not made in good faith and with a sincere intention of winning, and that their object in entering races with cars likely to break down was to collect the starting money. Both the author and the publisher wish to make it quite clear that no such meanings were either contemplated or intended and if the words were in fact read in any such sense then they offer their sincere apologies to Mr. Rob Walker and Mr. Stirling Moss for any distress or embarrassment they may have been caused by the publication; further, they are happy to record, that it seems to them inconceivable that anybody knowing Mr. Walker or Mr. Moss, and their high reputations, could possibly imagine that the suggestion complained of was being made.

WISHFUL THINKING

The punch-line from a B.M.C. advertisement stating incorrectly that they had won the Monte Carlo Rally was a mistake on the part of the Corporation's advertising agents, who assure us that the offending line appeared only in the *Evening News*. It appears that in a desire to give their client service the advertising agency prepared alternative copy to cover various results—they had reckoned without Saab. B.M.C. themselves are completely exonerated.

THE FIAT 1500

So remarkable is the performance of the Fiat 1500 that for some it seems difficult to accept. Nevertheless, our figure of 14.6 sec. for 0-60 m.p.h. is correct. But our figures for 3rd and top were transposed and should have read:-

30-50 m.p.h. in 3rd gear: 6.1 sec.; ditto, top gear: 9.7 sec.;
 50-70 m.p.h. in 3rd gear: 11.5 sec.; ditto, top gear: 13.7 sec.

Apologies.

PARKING METERS IN JEOPARDY

We heard someone remark the other day that if the children of this country suddenly decided to open "home-safe" bank accounts and collected 6d. pieces for them, in no time at all Britain's costly parking meters would be rendered redundant due to scarcity of coinage. The very thought of it keeps us awake at nights!

STOP-PRESS ITEMS

The person rebuilding a pre-war racing Austin Seven, referred to on page 248 as Wally Wotton is, of course, 750 M.C. member Watton. Two complete R.-R. Silver Ghost engines are reported in a yard at Coldhams Lane, Cambridge, in imminent danger of being scrapped. A 1922 3-litre Bentley, chassis No. 45, said to have been owned by H.M. Bentley, with 2-door closed body, is in fine fettle in Liverpool. The Editor thanks Sqdn. Ldr. McDonald for some 1933/4 issues of *The Aeroplane*; they have whetted his desire for older issues, if anyone has any!

Five-upmanship!



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Saab's body is virtually a steel *shell*, heavily reinforced with steel pillars, which will withstand almost any impact. Its suspension, too, has been designed to take the most severe shocks. The Saab pictured, for instance, was given a tremendous three-foot "bounce", but thorough examination afterwards revealed not the slightest damage. Saab's great body-strength is but one of many remarkable features. For full details, and name and address of your nearest distributor or dealer, write to the address below.

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MOTOR SPORT

READERS' CAR SURVEY

The response to our Readers' Car Survey has been quite remarkable, over 25% of our readers taking the trouble to return the form. This is most pleasing for it is obvious that you are as anxious as we are to determine the true facts regarding the reliability factor of modern motor cars. We shall be only too happy if the results of this survey indicate that motor cars are more reliable than recent publicity has led us to believe and with data on many thousands of examples of the more popular cars, we are confident that we shall be able to paint a true picture.

Naturally we have received a good deal of correspondence on the subject and a number of people have pointed out possible flaws in the Survey. The major criticism appears to be that the Survey will tend to draw replies only from those with unsatisfactory experiences with the car of their choice. Having sifted many thousands of the replies we are sure this is not true, but even if it were, the sheer weight of numbers will make some manufacturers take notice. Another criticism is that being readers of a sporting journal our Survey answers will come from people who tend to drive a lot harder and faster than the average. This is possibly true and certainly a compliment to our readers but if this is the case then all the cars will be suffering from the same handicap.

Of course we have had to discard some bogus replies which have been received from these peculiar people who delight in sabotaging anything, but they are easy enough to spot as they are invariably inconsistent, have incorrect chassis numbers and tend to overdo the tales of woe! The replies from those young men who have completed the form in respect of wives or girl friends are amusing but usually too pornographic to publish, whilst those impecunious non-car owning enthusiasts and schoolboys who have taken the opportunity of using the form to write to us on other subjects, thus saving threepence may even get a reply.

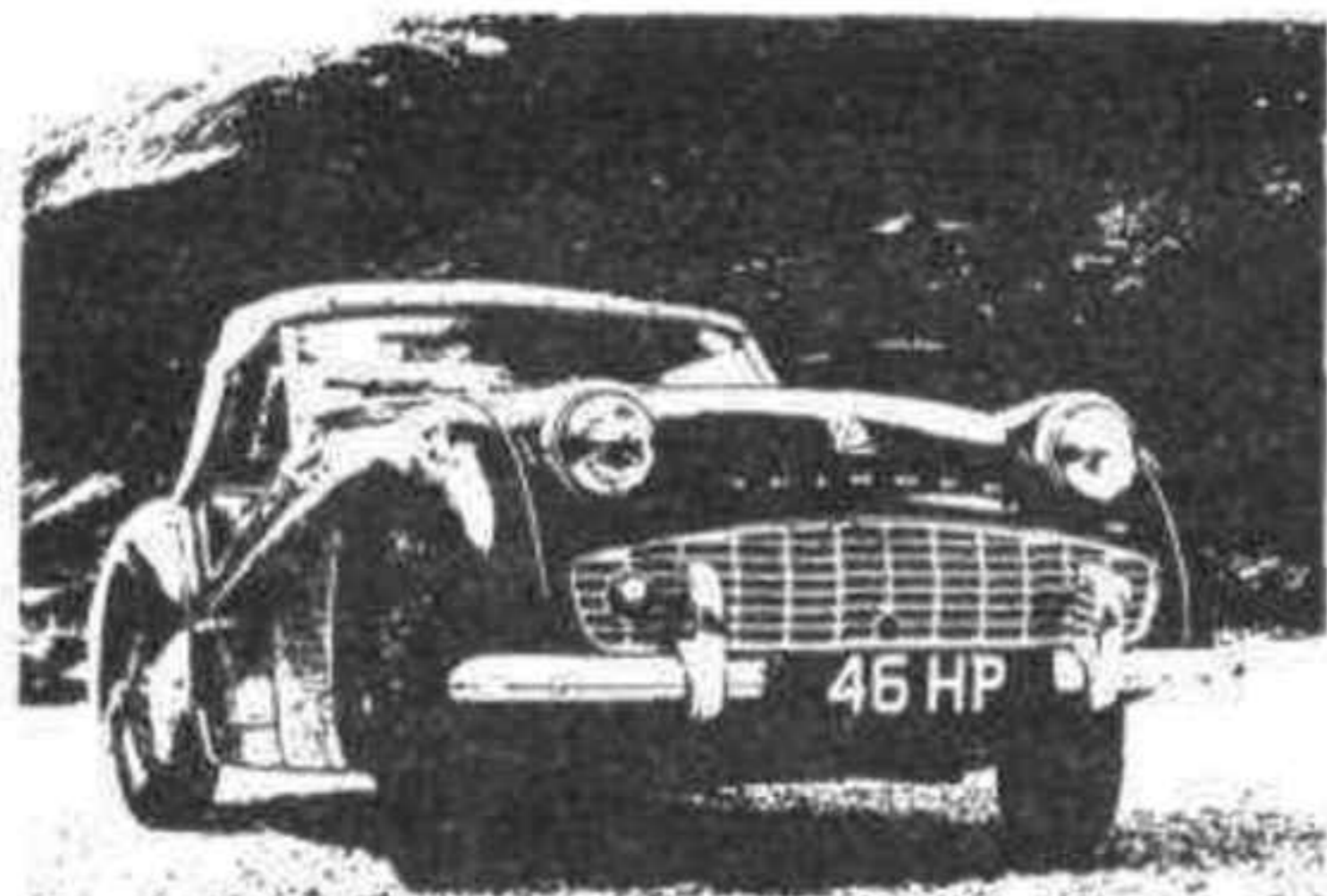
Turning to the cars surveyed this month we have included the Triumph TR2 and TR3, all Volkswagen models except the 1500 and the Mini-Minor and Austin Seven. Next month will be the turn of the Triumph Herald, Ford Anglia, Renault Dauphine, Austin Healey 3000 and Sprite. We hope to keep to this formula for a month or two, putting two or three saloon cars in with a sports model, but there is no significance in the order selected.

The results will be tabulated in the same order as the questions on the Survey form and normally will be listed as percentages of the total number of replies. To forestall mathematicians who may wish to write and point out that the totals do not add-up to 100%, this will often be the case for a person may suffer more than one failure of a component, or have several parts of a component fail, and all these failures have been taken into account.

Some of the more interesting quotes will be found throughout the text in italics and although they are intended to be fairly representative, too much weight should not be attached to these for they are purely personal opinions. Careful reading of the subject matter will reveal quite clearly the components of each model which are suspect and for the used car buyer these figures can be invaluable in choosing his next car. Although we asked only for instances of mechanical failure, large numbers of readers have mentioned particular weaknesses and we have included these comments as a matter of additional interest, which once again should be of use to the potential buyer of that model.

There are of course far too many factors to be taken into account to make this survey as scientific as we would like, for instance it is quite possible that cars from the first few months production run will suffer from more troubles than later models but to delve into such possibilities would take us many months of hard work. Our findings will be presented to the manufacturers concerned and they will be able to examine the survey forms and make any comments for publication in a future issue.

Finally, when reading the results it is as well to bear in mind the length of time a particular model has been in production. For instance in this issue our survey of VW models goes back to 1947, of the TR2 to 1954 and the B.M.C. Mini to 1959. Although we have not attempted to take an average mileage it is fairly obvious that the VW will have a much higher average than the Mini, which is an important point to be borne in mind.—M. L. T.



Triumph
TR2
and
TR3

Is service satisfactory? 53% expressed themselves satisfied with the service offered, 17.9% said they were dissatisfied, 18.5% do their own servicing and 11.2% made no comment under this heading. There was a distinct tendency to criticise the spares service, even from those who expressed satisfaction otherwise. The slowness of the service is the main cause for complaint but a number of readers commented on the high prices of Triumph spares.

"No—all guarantee servicing and rectification carried out very badly and with bad grace. Spares service very poor."

"Spares service unsatisfactory at local Triumph agent."

"No—lack of knowledge on sports cars."

"Main Standard-Triumph agents very good, smaller dealers not worth bothering with."

"Yes, but a month's delay in obtaining a door handle."

If car is modified give brief details. Naturally one would expect a sports car to be modified by its owners and the TR series is no exception. Cylinder-head modifications have been carried out by 14.5%, normally comprising polishing operations and

raised compression-ratio. Modified camshafts have been fitted by 2.6%, as have oil coolers and different carburettors. Exhaust modifications have been carried out by 1.3% and 0.7% have been bored out to 2.2-litres. On the chassis side, anti-roll bars have been fitted by 11.2%, dampers have been exchanged on 5.3%, 3.5% of them being Konis. Of those with drum brakes 0.7% have converted to discs and 1.3% have fitted Alfin drums. Of those who took delivery of their car without overdrive 4.6% fitted it subsequently. A number of people mentioned that they had fitted fibreglass panels to replace rusted wings, etc., as mentioned in the bodywork section.

ENGINE

The four-cylinder TR engine has always had a reputation for ruggedness and the results of the survey seem to bear this out. There is evidence to show that mileages of up to 50,000 on an engine are not infrequent but a remarkable number of TR2's suffered big-end failure at between 50,000 and 60,000 miles, in fact 16% required new bearings around this mileage. Of these, 6% required a reground or new crankshaft. Engine overhauls were carried out on 7% at mileages varying between 35,000 and

TR2 and TR3

"All four big-ends failed within a month of purchase (50,000 miles, 2 owners). Crank, mains, big-ends replaced completely free of charge by dealer."

"Big-ends went on the M1. — 49,000!"

"Blew up on Autobahn at 65,000 miles. Excellent rebuilding job by Frankfurt Triumph concessionaires. Engine replaced by new unit at 70,000 miles."

"Would seem to run indefinitely with very little loss of efficiency."

"One exhaust valve at 85,000 miles, another at 151,000. Rocker shaft securing bolt at 142,000. Engine checked for wear at 109,000 and 151,000 miles — very little apparent. No replacements required."

85,000. One engine has covered 163,000 miles with only minor attention. Other faults mentioned are so trivial as to warrant little attention, only a few burned valves really causing any trouble. This engine is obviously extremely reliable.

CLUTCH

The reliability of the clutch seems to match that of the engine, only 13.2% requiring relining or replaced clutches and of these, mileages from 35,000 to 85,000 have been achieved. TR2's seem to have had no trouble with oil on the clutch but 5.1% of TR3's had this trouble. The master cylinder required overhaul or replacement on 10.2% of TR3's but only 1.2% of TR2's, while the slave cylinder required similar treatment on 7.7% of TR3's and only 1.2% of TR2's.

GEARBOX

Once again there was general approval of the gearbox apart from a few comments on excessive noise and whine whilst one or two people have found that the lever jumps out of gear sometimes. The most troublesome aspect of the box appears to have been the overdrive solenoid, 6.7% requiring replacement. This figure could well be higher if taken as a percentage only of cars fitted with overdrive, but of course, large numbers of readers did not state whether overdrive was fitted. Replacement of one or more gears or the complete box was required on 5.3%, the main culprit being first gear.

BRAKES

Despite a mixture of drum and disc brakes amongst the TR2's and TR3's little trouble has been experienced, the only faults worthy of note being master cylinder replacement on 5.3% and oil leakage trouble on 2%. Lining wear varies considerably according to use and as many of those who replied have raced or rallied their car it is difficult to work out an average. The lowest life mentioned is 12,000 miles but the majority seem to achieve in excess of 30,000 without difficulty.

STEERING

The only items requiring attention in any quantity appear to be bushes which have been changed on 4.6% and the idler arm which has been replaced on 3.3%. A few complaints were made about heaviness but several readers seem to have eased this problem with a molybdenum disulphide based grease. Ball joints accounted for failures on 1.3%, one reader being involved in an accident as a result of a broken ball joint.

"A ball joint broke at 48,000 miles. The car overturned, was written off by my insurance company. I bought back the wreck and have successfully rebuilt it on a new chassis."

SUSPENSION

Ignoring the frequent comments on the hard ride given by this model there have been few mechanical failures. Broken leaf springs were incurred by 3.8%, usually at high mileages, whilst 7.9% replaced one or more shock-absorbers, once again, usually at high mileages. A number of readers have replaced the standard dampers with various other makes. Rubber bush replacements were carried out on 5.3% of the survey cars.

INSTRUMENTS

The most troublesome instrument on the TR series is the speedometer, 27% of which required replacement cables. The rev. counter cable was replaced on 7.2% and the water temperature gauge failed on 7.2%. The fuel contents gauges failed on 1.3% of the survey cars.

ELECTRICAL

The most frequent replacement occurred to the dynamo which was changed on 14.5% whilst the starter motor failed or required overhaul on 7.2%. The dip switch failed on 3.3% and the coil on 2.7%. Battery life varied between 2 and 5 years but few people expressed dissatisfaction. Isolated failures occurred on distributor, horn, condenser and voltage regulator.

REAR AXLE

Apart from 6.6% who complained of excessive noise most drivers seem to find the TR series rear axle satisfactory. Oil seal failures were found on 7.2% and a similar percentage of half-shafts broke or required renewal. Various bearings failures occurred on 16.5%. Universal joint and crown wheel and pinion failures were restricted to a very small percentage.

BODYWORK

The paintwork of both the TR2 and the TR3 came in for a great deal of criticism in fairly equal numbers. No less than 39% of owners remarked on fading paintwork or excessive rusting. The main areas of rusting are found on the wings where rain is trapped, causing fairly rapid deterioration. A number of owners also point out that the floors beneath the passengers seat rust very badly. Water leaks into the body interior are mentioned by 5.3% and rusting of the chromium plating is mentioned by 4.6%. Other body defects referred to include dropping doors, defective door locks and minor rattles.

OTHER SERIOUS DEFECTS

Obviously the reputation of the TR series for ruggedness is not exaggerated for few people chose to make any remark under this heading. The only complaint which occurred in any quantity was the short life of the silencers, reported by 13%.

TYRES

The Michelin "X" tyre is most popular wear on both the TR2 and the TR3, 78.2% of the former using them and 67.2% of the latter. Dunlop tyres are used by 16.5% of TR2 drivers and 29.1% of TR3 owners. Of the remainder, 2.7% of TR2's are fitted with Pirelli tyres, 1.3% with Avon and 1.3% with India. On TR3's, 1.3% use Pirelli, 1.2% use Firestone and 1.2% use Avon. With a hard driven car like this, tyre wear is impossible to average but Michelin "X" tyres appear to last at least 20,000 miles, with 30,000 miles being a reasonable average.

Would you buy this car again? Yes, 77.8%. No, 22.2%.

If not, what will your next car be?

Of those who said they would not buy a TR model again the following cars were named as the successor.

Lotus (Seven & Elite) ..	5.3%	Not certain ..	..	1.3%
Austin-Healey (3000) ..	3.3%	VW ..	..	0.7%
Mini-Cooper ..	..	Morgan ..	..	0.7%
Ford Anglia ..	..	Elva (Courier) ..	..	0.7%
T.V.R. ...	..	A.C. Ace ..	..	0.7%
Sunbeam ..	..	Austin-Healey ..	..	..
Porsche ..	..	(Sprite) ..	..	0.7%



Volkswagen
all models
except
1500

Is service satisfactory? One of our difficulties in analysing this Survey is that few people gave a straight yes or no answer so that each comment had to be read carefully and then placed in its appropriate category. However, 13.5% of those VW owners who answered our questionnaire remarked that service was not satisfactory, rating in degree from rank dissatisfaction to mild criticism. Of course some of those who were dissatisfied founded this criticism on one particular transaction in which the dealer would not meet them on some point or other. The remainder expressed satisfaction but 0.5% were of the opinion that VW service, and spares in particular, are not cheap and 4.8% of the total replies said that the owner carried out his own servicing, some of these being those who were dissatisfied with VW service. A general undercurrent of feeling that VW dealers were too few and far between was apparent whilst several people spoke of their VW dealer losing the agency, causing them inconvenience, although it was noticeable that in most of these cases the reader was not pleased with the service offered, presumably one of the reasons why the dealer lost the agency. In presenting the following more interesting quotes from the questionnaire it should be remembered that 81.2% expressed themselves satisfied with the service offered.



SISTERS UNDER THE SKIN

Formula Junior Lotus and standard Ford Anglia have one thing in common — the engine which powers them. The only significant changes to the 105E engine in the Lotus are the standard tuning modifications, such as modified camshaft, special pistons, valve gear and cylinder head, twin-choke carburettors. The compression ratio is raised from 8.9:1 to 10:1; bhp is boosted from 39 at 5000 rpm to 85 at 8000 rpm. With this power to hand, Team Lotus Formula Junior drivers have won every event bar two for which they

have entered since January 1960! In its standard form the Anglia engine can boast of victory after victory in rallies throughout the world—in 1961 alone production Anglias have carried off prizes in South East Australia, Canada, Africa, Greece and Scandinavia. These magnificent engines and the magnificent cars which house them have stood up to the roughest of treatment and the toughest of conditions—proof of the qualities which have made the Anglia the world's most exciting light car!



ANGLIA

FROM FORD OF BRITAIN

£425+£196.0.7=£621.0.7

(illus.) DE LUXE £445+£205.3.11=£650.3.11

VW Is service satisfactory ?

- "Yes, extremely so, having got to Torquay, 30 miles away."
- "It's 90 miles away, grease it myself."
- "Yes, but 10 days' notice required."
- "Yes very, but VW agents in U.K. rather far apart."
- "Up to British garage standard."
- "Yes, but have the impression that VW Motors Ltd. are now working to the limit of capacity and individual interest which was once apparent is now lacking."
- "Yes, but as main agents for my area should be better equipped."
- "Service generally poor, prices seem to bear no relation to the authorised list of repair prices. Most Agents seem lost when confronted with an older model. Needless to say, I carry out my own repairs."
- "No, definitely not. These dealers are absolute swindlers in every meaning of the word."

If car is modified give brief details. With its reputation for unreliability in a modified state we did not expect many people to have carried out modifications to their VWs but the answers belied this belief. No less than 6.4% of those who answered fitted front anti-roll bars. This does not take into account owners of post-1960 models who have an anti-roll bar as standard equipment. On the power producing side 2.4% have fitted one of the proprietary twin carburetter kits, the Express conversion being most popular. A sour note here was provided by several people who took the conversions off after a while because of mediocre increase in performance and disproportionate worsening of fuel consumption. Other people carried out carburetter mods including 1.1% who changed to another make of single carburetter, the most popular being the Fish; 1.8% altered the jets in the existing carburetter and a further 1% fitted the Mangoletsi manifold modifier. Only 0.3% admitted to putting a supercharger on the engine. On the exhaust system side, 0.4% fitted the Abarth exhaust system and a further 2.1% fitted alternative silencers of varying makes.

On the chassis side 2% had the rear suspension de-cambered and 1.1% fitted alternative makes of shock-absorber, the most popular being the Koni. Harder brake linings were deemed advisable by only 0.9% whilst 1% readers mentioned that they had fitted safety harness, although it is probable that a lot more VWs are so fitted. We did not expect modifications of this type to be mentioned.

ENGINE

VW engine reliability has become something of a legend and the experience of our readers seems to confirm this. The picture presented is one of immense satisfaction tempered to a small degree with stories of serious engine maladies. The main culprit seems to have been the fibre timing pinion (since replaced by a light alloy version), for this was stripped on 2.2% of the engines, sometimes causing further damage to the engine, mainly to the camshaft. Therefore of the 3% who reported damage to the camshaft a good proportion were directly due to failure of the fibre wheel. However, a number of readers reported that the camshaft had actually broken of its own accord; 1% reported a complete or partial engine seizure, usually at relatively low mileages (below 35,000) which resulted in replacement of pistons and no explanation as to the cause. A further 2.6% reported that pistons were replaced usually for reasons of excessive oil consumption, often at low mileage. A broken crankshaft accounted for 1.1% replacement engines but these were mostly in cars which had been modified and driven hard in competition or had covered high mileages. Several were replaced free of charge. Such comments as "broken crankshaft — 70 in third" were not uncommon.

Minor irritations for VW owners seem to be the high fatality rate of silencers, manifolds and heater boxes, due often to corrosion and in the case of the silencers often to the burning of the glass-fibre innards. No less than 8.3% complained of silencer trouble. Contact breaker points apparently require replacement as often as plugs, many readers remarking that they change them as a matter of course along with the plugs. The oil cooler was a source of

trouble until it was modified and owners of the older model still get trouble with leakages and bursting. Noisy and worn push-rods have caused some trouble and seem to have been replaced free of charge if the owner complained. The remainder of troubles experienced seem to have been either minor or isolated instances. The crankshaft oil seal failed on a few cars and the crankshaft pulley broke on 0.8%. Burned or bent exhaust valves were replaced fairly frequently but usually at high mileages.

The reliability factor of the VW engine is illustrated by the experiences of those people who decarbonised their engine and found that there was no need for the job to have been done. The lowest mileage at which a decoke was attempted was 32,000 miles and the highest a staggering 96,000! Engine replacements or overhauls due to wear or defects also bear out the reliability of the VW. Disregarding those engine changes which were carried out at relatively low mileages due to defects it seems from the experiences of drivers that mileages in excess of 50,000 without major replacements are quite common. The best mileage recorded in our selection is 210,000 miles on an engine which is still going strong, whilst a number of units were replaced for the first time at mileages in excess of 100,000 miles. Coupled with the fact that so many of those who replied have had no engine trouble at all it seems certain that VW drivers can continue to expect long trouble-free engine life.

VW Engine

"At 122,638 miles this engine is untouched, has never been decarbonised and runs-on when hot. I shall run it until it blows up and I have been waiting 40,000 miles."

"Camshaft drive sheared at 37,000 miles. Spare engine loaned by garage for 8,000 miles without charge whilst my own engine was being repaired."

At 210,000 miles. "The car is still running on original engine, which has had no major component replaced. A recent compression test showed two cylinders at 130 lb. and the other two at 110 lb. Rather noisy top end but no bottom end noise."

"It starts first time at 5.30 a.m., when I go to the station for papers. All newsagents should have one."

"Engine low on power and using oil at 3,000 miles, with fuel consumption of 35.5 m.p.g. Engine checked by garage and in two hours changed plugs three times, carburetters twice, distributor, coil, fuel pump, and finally removed the engine and fitted a 'loan' one in a further 80 minutes. I tamed this for eight weeks, after which mine was refitted in about 1½ hours, all free of charge, and is now better than normal."

"New crankcase (7,000 miles), new valve gear (7,500 miles), two transmission units, four sets of clutch plates and many other items. All work done under guarantee, that is after writing to Germany on several occasions. All this is perfectly true and should refute VW's ridiculous adverts which you allow in your otherwise fine periodical."

CLUTCH

The life of any clutch depends on the demands made on it so it is no surprise to find that VW clutch life varies from 9,000 miles to over 100,000 miles. The cable-operated VW clutch suffers from judder if not adjusted correctly, and 4.4% complained of clutch judder, whilst a further 2.1% complained of clutch slip. This was not always cured after adjustment. The most persistent fault is cable stretching and eventual breakage, no less than 15.6% of actual cable breakage being recorded, a number of readers suffering this inconvenience two, three or even four times. A number of people went so far as to mention that the clutch ought to be hydraulically operated.

The actual life of a VW clutch is difficult to gauge as a number of clutches have been overhauled or relined due to oil leakage from the crankshaft oil seal, some of them no doubt without the owner's knowledge. A good average life seems to be in the region of 40,000 miles although careful usage indicates a much higher life is possible. Minor faults included broken withdrawal forks (0.3%), seized cross shafts (0.2%), broken return springs (3.3%), release bearing (2.7%). Some people have installed the later ball-bearing type release bearing, while others have fitted a complete clutch from the utility versions of the VW.

GEARBOX

Owners were generally enthusiastic about their gearboxes 76.9% pronouncing themselves perfectly satisfied, having had no trouble. Many others had no mechanical failures but felt strongly enough about various weaknesses in the box to remark on them. Stiffness in the box was the complaint of 6.5%, many stating that it is almost impossible to get 1st and 2nd gears on cold days until the oil is warm. A further 3.4% complained of poor synchronism and 5.1% more felt that their gearboxes were too noisy.

Actual failures were very few, amounting to 3.5% cases of bearing failure, 2.8% replacements of one or more gear wheels, 0.3% complete seizures, 0.2% broken selector rods and 0.1% broken layshaft.

Complete overhauls or replacements because of wear varied considerably from 33,000 miles to 145,000 miles but so few had actually reached the state of requiring overhaul that no average could be taken.

BRAKES

Once again a picture of satisfaction is recorded, for 62.6% had no remarks to make under this section, whilst the majority of the remainder merely recorded the brake lining life. From these results it would seem that a VW has to be driven hard to go less than 30,000 miles on a set of linings and the average appears nearer to 40,000 miles. Many drivers exceeded this figure easily 4.4% of them beating the 60,000-mile mark, whilst the best on one set of linings was 97,000 miles.

Of the intangible faults 1% complained of fade and 0.9% remarked on annoying brake squeal. It appears that ovality of the drums may be an inherent VW fault for a number of people remarked on roughness, grabbing or "pulsing" of the brake pedal and 4.5% actually stated that oval drums had been skimmed or replaced. 0.8% remarked on chafed or corroded brake piping, the more serious aspect being that in 0.2% of these cases the loss of fluid led to accidents, fortunately without serious consequence. Another accident was caused when two wheel cylinders failed on one car. Replacement cylinders were reported by 2.9% but most of them failed to note whether this was the master cylinder or wheel cylinders. Leaking brake fluid was noted by 0.8%. Leaking oil caused brake trouble in 1.7% instances and 1.5% cases of seized pistons were reported. Only 0.4% remarked that adjustment was required too frequently.

STEERING

There were hardly any failures in the steering gear reported, only routine maintenance being carried out in most cases. Wheel bearings are the main item of expenditure but only 5.8% were reported, at mileages varying between 6,000 and 75,000 miles. King-pin replacements were relatively few, only 2.6% replacing one or more of these at mileages between 19,000 and 144,000. Only 1% complete steering overhauls were made. Other replacements included 8.8% track-rod ends, 2.2% link pins, 1.2% bushes, 0.3% steering columns, 0.1% drop arm and 0.1% ball joint; 92.2% readers had no trouble with their steering gear.

SUSPENSION

Little trouble seems to have become evident in the suspension, the main replacements being in shock-absorbers, 7% of which have been replaced at mileages varying between 2,000 and 80,000. Suspension bushes accounted for 2.9% replacements but other troubles did not get into double figures, only 1% cases of torsion bar breakage and a single stub axle replacement being notified.

INSTRUMENTS

This seemed to give most people a good laugh for all VWs except the latest model have only one instrument—the speedometer, although of course the Karmann-Ghia model has had rather more comprehensive instrumentation for some years. Those owners of the latest model with a fuel gauge and no reserve tap nearly always condemned this innovation. However, the speedometer more than made up for its lack of companions because no less than 37.2% of speedometers required replacement cables and 5.2% of speedometer heads were exchanged. Obviously there is a good deal of room for improvement in this Vdo instrument. 0.2% noted failures of the new fuel gauges and a number of failures were noted in the oil pressure switch.

ELECTRICAL

Ignoring the inevitable replacements of bulbs and fuses which were mentioned by nearly everyone. 77.4% readers had no major

electrical bothers. Battery renewals formed the major item of replacements, and the champion battery, an Exide, is still in use after seven years. A good average life seems to be around the four to five-year mark and a number of readers remarked on the excellent service given by the original Exide battery. The wiper motor was replaced on 3.7% cars, the dynamo on 2.9% cars and the starter on 1.6%, whilst the horn and trafficators seem to have been the most troublesome of the smaller accessories, the trafficators switch breaking on 3.7%, whilst the horn failed on 4.6%. The distributor, coil, fuse box, clock, dip switch, ignition switch and flasher unit were given as sources of trouble by very small numbers of owners, below 1% in every case. Although not an actual failure, 2.4% mentioned that the lights were too poor, some of them remarking that the addition of any electrical accessories soon overloaded the 6-volt system.

FINAL DRIVE

There appears to be little real mechanical trouble in the VW final drive, only 1.2% of the crown-wheel and pinions having failed and only 0.2% of the final drives have required total replacement. Various bearing failures occurred on 2.1% of the cars and the axle gaiter was replaced on 2.3%, a further 2% complained of oil leaks but only 0.2% of drive shafts having required replacement. Although there seems to be a good reliability record for the final drive 4.7% complained of excessive noise.

BODYWORK

Obviously the least satisfactory aspect of the VW's external appearance is rusting of the chromium-plated parts. No less than 15.4% complained of rusting, mainly on the bumpers but also on other parts. Of those, 2.3% have replaced bumpers because of serious rusting and 0.5% have had them re-chromed. A number of readers who obviously take pride in the appearance of their cars registered their disgust at the quick deterioration of the bright work even with frequent attention. Rusting of the bodywork was mentioned by 9.9%, although the general opinion of the paintwork was quite favourable. A number of people mentioned that they felt the VW was definitely *not* its own garage! Wings were replaced by 1% because of rusting and 4.3% carried out a complete respray, although many of these were due to age rather than deterioration through rust. Door lock failures were mentioned by 3.2% and 4.7% complained of water leaks both into the interior and into the luggage compartment.

OTHER SERIOUS DEFECTS

Most of the remarks under this heading merely re-iterated statements made under other headings and generally related to minor, but perhaps irritating, failures. Heater and petrol fumes were mentioned by 1.9%, rattles by 1%, whilst a further 1% made adverse comments on the car's handling in cross winds, and 0.6% remarked on the poor headlamps. Otherwise the VW seems to arouse little adverse comment from its owners.

TYRES

The tyres used by owners depend very much on the make which is supplied as standard equipment. In the case of VW the Michelin tyre is supplied as standard equipment in this country and therefore it is no surprise to learn that 83% are so fitted. Continental tyres are fitted to 8.2%, Dunlop to 4.6%, Goodyear 2.1%, Firestone 1.9% and Pirelli 1.4%. Sixteen other makes are mentioned, but are mostly foreign makes used abroad. This total reaches more than 100% but several readers have used more than one set of tyres and changed to another make so these have been included in our totals. It was found impossible to determine a basis on which tyre life could be averaged but a spot check showed that Michelin "X" users seem to find that a minimum life of 30,000 miles can be obtained, whilst mileages in excess of 50,000 are not uncommon.

Would you buy this car again? Yes, 84.7% No, 15.3%
If not, what will your next car be? Of the 15.3% who said they would not buy a VW again some said that this was because they liked a change, however reliable a car had been. Many of those who answered yes to this question qualified this by stating that if they liked a certain new model they would probably change to that. The two cars which cropped up more than any others were the VW 1500 and the Porsche. It is pretty certain that if the Porsche were to be sold in this country for under £1,500 the second-hand VW market would see a glut — and MOTOR SPORT has not even tested a Porsche!

VW (1500 & K.G.) ..	2.5%	Rochdale (Olympic) ..	0.2%
Not certain ..	1.7%	D.K.W. (Junior) ..	0.2%
Austin Mini ..	1.2%	Morris (Minor) ..	0.2%
Citroën (ID & DS) ..	0.9%	Rover (90) ..	0.2%
Triumph (Herald & TR) ..	0.9%	Wolseley (15/60 & 1500) ..	0.2%
Ford (Various) ..	0.8%	Alfa Romeo ..	0.1%
Volvo (122S) ..	0.7%	Daimler (SP250) ..	0.1%
Saab (95 & 96) ..	0.7%	M.G.-A ..	0.1%
Porsche (1600) ..	0.6%	Renault (R4) ..	0.1%
Peugeot (403 & 404) ..	0.6%	Simca ..	0.1%
Lotus (Elite) ..	0.4%	T.V.R. ..	0.1%
Vauxhall (Victor) ..	0.4%	Jensen (541) ..	0.1%
Fiat (1300, 1500, 1100) ..	0.4%	Austin-Healey (3000) ..	0.1%
Hillman (Minx) ..	0.4%	Panhard (PL17) ..	0.1%
Sunbeam (Rapier) ..	0.4%	A.C. Ace ..	0.1%
Jaguar (XK150, 2.4, 3.8) ..	0.3%	Any water-cooled front-engined car! ..	0.1%
Mercedes (190, 220SE) ..	0.3%		



Austin
Seven
Mini
Minor
and
Mini
Cooper

Is service satisfactory? A satisfying 67.6% of Mini-owners reported that they were happy with service offered, 19% were not satisfied, 7% carry out their own servicing, and 6.4% made no comment under this heading.

If car is modified give brief details. With the handling qualities of the Mini it was fairly obvious that a good deal of engine tuning would be carried out. 5.7% carried out cylinder-head modifications, consisting usually of raised compression-ratio, enlarged and polished ports, and a few fitted larger valves. The most popular mod was to the exhaust system, 13.2% fitting different exhaust manifolds or silencers. Carburettor modifications were carried out by 8.8%, normally by fitting twin S.U.s on a special manifold. Stronger valve springs were fitted by 3.3%, high-lift camshaft by 1.8%, and sports coils by 0.6%. Some people did not list their modifications but merely stated that a certain conversion was fitted. 0.8% fitted a Stage I kit, 0.9% a Stage II, 0.2% a Stage III, and 0.4% a Stage IV. A number of other cars have been modified to Appendix J, Group II, regulations.

ENGINE

Having been in production barely 2½ years one would not expect a large number of major overhauls to have become necessary and this is indeed the case, as the Mini series appears to have been remarkably free of major troubles. 61.8% reported that they had experienced no engine trouble at all. However, this picture of reliability is spoiled by stories of irritating minor defects, over forty different faults being reported. A source of irritation has been carburettor flooding and misfiring, often apparent when new cars are delivered. This was reported by 4.1%, a small percentage of these eventually changing carburettors to improve matters. A fault mentioned by 7.6% is shorting of electrics due to ingress of water to distributor and coil. One owner mentioned that the car would stop in a heavy mist! This fault has been corrected on later models by fitting protective caps but no cure appears to have been offered to owners of older models. Another trouble which has afflicted 9.4% is breakage of the exhaust down-pipe, either the joint or the gasket failing. This has happened two or three times to some people. Cylinder head gasket failures have been incurred by 3.4% and water leaks on the engine were mentioned by 4%, many of these leakages being through cylinder-head studs. 3.3% mentioned oil leaks or failures of oil seals. Timing-chain rattle and eventual replacement were reported by 1.8%. Burned valves were replaced by 3.1%, the majority being exhaust valves; pistons were changed by 1.1%, while big-end bearings were replaced by 0.7% and main bearings by 0.2%. Broken crankshafts were the cause of 0.6% of engine rebuilds, while the majority of the 3.6% which required new or rebuilt engines were caused by excessive oil consumption at low mileages. Heavy oil consumption was complained of by 1%. Of the accessories, water pumps failed on 1.1%, petrol pumps on 1.4% and oil pumps on 2.4%. Leakage of the heater tap is complained of by 1.2%, burst radiator hoses by 0.9%, broken fan belts by 4.5%, thermostat by 0.2%, sticking throttle cable by 1.3%, and 1.2%

reported that the engine tie rod required re-bushing. 0.6% required replacement rocker cover gaskets, and 0.4% of manifold gaskets failed.

Although this is by no means the complete list it can be seen that large numbers of minor faults have detracted from what is essentially a reasonably reliable engine. However, the 3.6% who have changed engines seem to have done so at rather low mileages.

CLUTCH

The clutch received more criticism than praise. Replacement clutches have been fitted by 7.2%, some of them several times and one owner getting five new clutches before obtaining satisfaction. The highest mileage we were notified of at which a clutch was changed was 37,000 miles. New plates have been fitted by 3.8% at various mileages. The crankshaft oil seal was mentioned by 5.2% as causing oil to leak on to the plates, giving rise to clutch slip. A further 6.1% mentioned clutch slip without actually stating that oil had been found on the plates. 2.2% mentioned that the clutch tended to jerk or judder and a further 4.5% criticised clutch drag which made it difficult to select 1st gear without making a noise. Minor complaints concerned leaking master cylinders (1.4%) and excessive noise (0.4%).

GEARBOX

Perhaps the most criticised component on the car, the gearbox design was given unfavourable comment by a very large proportion of Mini owners. No less than 43.9% complained of poor synchromesh, many of them mentioning mileages at which the synchromesh effect disappeared altogether. A further 11.8% had taken steps to try and remedy this by having the synchromesh replaced, a large proportion having an entirely new gear train, to no effect apparently. 4.7% complained of the gearbox being noisy and another 3.9% felt that the change action was too stiff; 0.3% suffered a seized gearbox, 0.6% had the gear-lever break off, 0.2% had the selectors jam, and 0.2% mentioned that it slipped out of gear frequently.

"New gearboxes at 6,000 and 11,000 miles."

"First replacement gearbox at 3,000 miles, second at 6,000, third at 11,000 miles."

"Gearbox replaced under warranty at 7,000 miles. Still very poor."

"Seized solid at 1,400 miles. Replaced under guarantee."

"Renewed five times. Main fault is failure of synchromesh."

"New synchro cones fitted 1,500 miles and 8,142 miles. New box fitted 12,415 miles. Second new box fitted 15,854 miles. Second and 3rd gears still hard to engage."

BRAKES

The brakes of the Mini series received general unfavourable comment. 4.5% said that the brakes were good, 5.1% said they were adequate and 10.8% said they were poor, whilst 4.1% remarked that they faded too easily. The short brake-lining life was strongly criticised and 6.3% stated that adjustment was required far too frequently. 27.9% of readers have had their brakes relined, usually at very low mileages ranging from the 10,000 to 20,000-mile mark but seldom very much higher. Many people remarked that a "hard" lining had been fitted at the first change to try and extend lining life. Locking-on of brakes was a complaint of 6.6%, most complaints being against the rear brakes. This fault is usually traceable to the handbrake which apparently suffers from rusting and clogging of the linkage, resulting in the rear brakes locking-on eventually. No less than 11.2% specifically mentioned trouble with a locking handbrake. Hydraulic system troubles were mentioned by 3.4% and 1.4% had troubles with the master cylinder, whilst oil leakage on to drums was reported by 2.3%. The disc-braked Cooper models seem to perform much more satisfactorily.

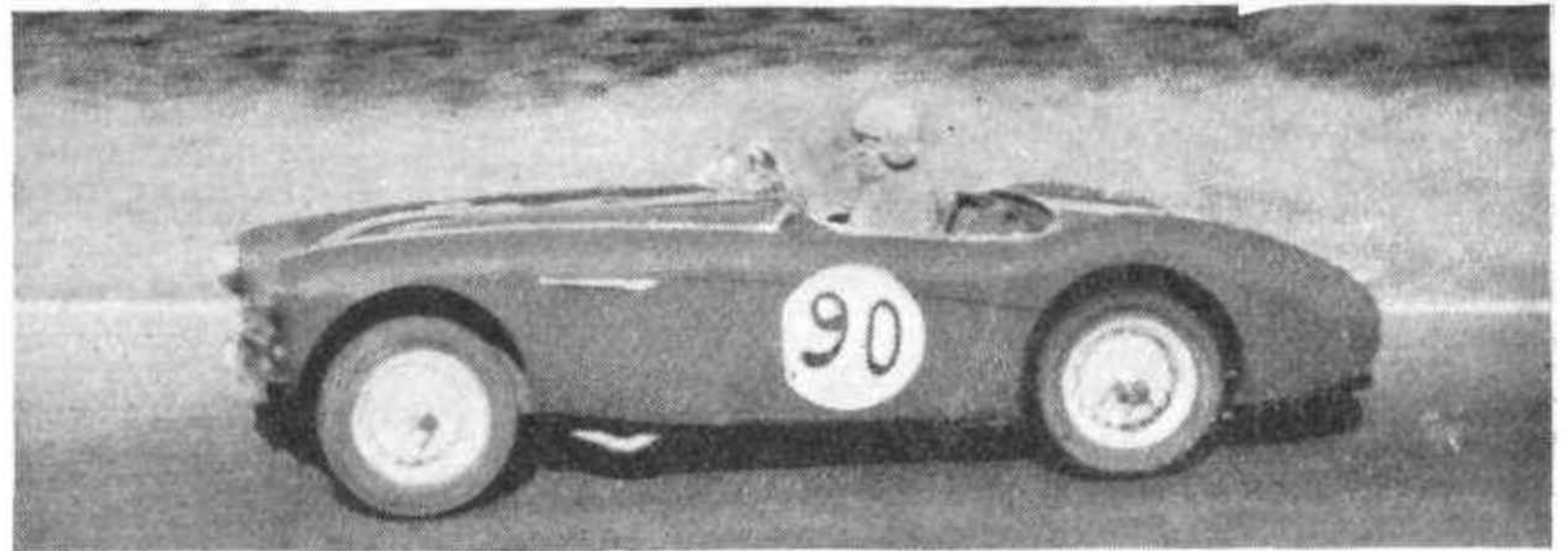
STEERING

Little trouble seems to have become evident in the steering, the vast majority enthusing over the light and accurate rack-and-pinion steering. In fact 50.1% expressed complete satisfaction. The most common complaint which 3.2% mentioned was misalignment of the track, which appeared to be difficult to correct in a number of cases. The felt washer at the top of the steering column was replaced on 2.3% of cars and in one case the owner discovered that

Continued on page 232

CARS I HAVE OWNED

[The last article in this series was by someone who had enjoyable motoring from cars that cost less than £100 each. This article is by M. H. Ryan, who, although only 20 years old, has used sports cars for daily transport, Continental touring and Club racing, each of which has cost in the region of £550 on the used-car market.—ED.]



THE AUTHOR caught by a spectator's camera at speed at Brands Hatch in his 1960 B.N.1 Austin-Healey 100-4.

I HAVE had some 15 cars, 12 of them sports cars, and I have used them for travelling to work, touring on the Continent, and Club racing. My annual mileage is between 30,000 and 40,000. In this article I tend to compare cars of different classes, size, or original cost new. This is because they are all in the same price-range, up to about £550 on the used-car market, and this is where I have had to choose my cars.

Being 20 years old my motoring has only taken place over the last three years, but, like other youngsters whose parents have a house with a long drive and some fields, I was able to start driving when I was about nine. By the time I was 14 I had my own car, a 1932 Morris-Cowley. It held together for nearly a year of racing round fields and tracks. Unfortunately, while I knew that petrol was essential to make a car go, such things as oil and servicing were not yet known to me, and the Morris was sold with a split chassis, cracked block, and no workable transmission for scrap metal; it was good for little else!

A miserable year passed at boarding school and it felt an awful long time before I would be allowed to drive a car on the roads. This turned my attention to two-wheeled horrors. I swapped my shot-gun for my first motorcycle when I was 15½. My parents had stipulated nothing powerful, so I put up with a 1937 150-c.c. New Imperial. It had a 4-stroke engine that gave it an excellent performance and I had little difficulty in beating motor-scooters of similar capacity. I seized the engine solid at least three times, the tyres were stuffed with newspapers, and I never replaced a single part.

After four months of motorcycling I was still alive and had not even had a good prang, so my parents were not all that annoyed when I told them I had bought a 1929 B.S.A. 500 for £4. This was a huge bike and I could barely balance it standing still. In its day it had been capable of 85 m.p.h. but since then it had been fitted with sidecar cogs, giving a top speed of 60 m.p.h. and acceleration that was capable of leaving all passengers on their backsides at the place of departure! The single-cylinder o.h.v. engine looked very fearsome, but it was worn out, and I soon got tired of spending all morning trying to start it up—and then breaking down a mile or two from anywhere. It always did exactly 10 m.p.g.—the only consistent thing about it.

My third and last motorcycle was a 1953 350-c.c. Royal Enfield "Bullet." It had telescopic suspension all round and held the road very well. Once again it had no top speed; 70 m.p.h. was just possible. I got into the bad habit of cruising it flat out and eventually it dropped a valve through the piston. The repairs cost considerably more than a similar blow up I later had in a Jaguar.

Not all my 16th year was spent motorcycling; I even spent a little time on failing General Certificate Examinations. My main interest at this time was preparing for the great age of 17, when the Law would let me loose on the public roads in a car. I had an Austin Seven that I had been driving round the fields and I decided to build this into a "special." I am no engineer and the result proved it. I fitted an aluminium full-width body, a Stage 3 engine, and spent a fortune on bits and pieces that were required to make it perform. It was a complete failure; a trial run of 10 miles made up my mind to sell it and get something safer and faster.

The "special" sold well and I went up a step and got a really well-made Ford Special, constructed round a space-frame copied from a Lotus. The engine had not been modified but the car was very light so the performance was good. I drove this car some 20,000 miles and it never gave any mechanical trouble.

The Ford Special was great fun but it did not have the speed or comfort that I required, so I sold it in the middle of 1959, before prices dropped for the winter.

For two or three weeks I had no car and was back to motorcycling—this ended when I rode over a 30-ft. cliff.

My financial position had improved and I now had £550 to buy a car with. I decided the best value for money was a two-owner 1954 Austin-Healey 100-4 B.N.1 that I discovered in Oxford.

Before buying the car I rang up the previous owners and the garages that had looked after it; it had been very well cared for, a factory reconditioned gearbox had been fitted at 30,000 miles, the car had now done 40,000, and everything was in excellent order. The engine had been carefully balanced and polished by the works and the resulting increase in speed was astounding; a genuine 120 m.p.h. was obtainable on the flat, and with an aero-screen one could get 5 m.p.h. more.

I took this car on my first Continental motoring holiday; even with my 15-stone brother and a lot of luggage I drove from Calais to the Spanish border in one day. The Austin-Healey was really at home on the long straight bumpy roads of France and we cruised for miles with the "clock" between 100 and 110 m.p.h.

A fault of all the big Healeys is their ridiculous ground clearance. I knocked the sump off when the springs bottomed on a French main road. In Spain the roads were terrible and all the exhaust system was knocked off.

Returning to Bordeaux on that fabulous 100 miles of virtually straight road took 70 minutes, and this was on Spanish petrol marked 60-octane!

In the 15,000 miles I did in this car the only replacements were a water pump and new tyres. [And presumably the sump!—ED.]

For want of something faster and more exciting, that could be raced in Club events, I changed from Healey to Jaguar. This was a modified 1951 XK120 roadster that had been owned and raced with success by Peter Sargent.

The XK's engine modifications certainly improved the performance but some over-enthusiastic nit had carved away the valve seats too much, and this caused a blow up, with valves and cotters getting all over the pistons the very first time I took it over 4,500 r.p.m., only a week after I had bought it.

For the small sum of £14 10s. I got new valves and stronger springs, a decoke and tune. Once again the car sounded and went very fast, but I knew the engine had been mucked up and I lost confidence in it; even so I did let it out on a few occasions and one rainy night in January 1960 I took it up to 6,000 r.p.m. in top—over 135 m.p.h. The 9-to-1 compression-ratio caused several broken starter motor pinions when it back-fired whilst starting up. An extra stiff front torsion bar and set of shockers made the car corner very well—as anyone knows who remembers Peter Sargent's driving in it at Goodwood Members' Meetings. It was very noisy, the brakes faded badly at high speeds, and the Lotus-type bucket seats were only designed for one of two great sports! Even so, there was something very nice about it.

I sold the Jaguar after only two months; it just was not reliable enough to start racing in. In one's first year of racing, aged 18, it's better to be a potential finisher than a possible winner, and with this in mind I purchased another B.N.1 Austin-Healey 100-4.

I never appreciated how much faster my first Healey was than a standard one until I bought the second one. Had I known this I would have kept the first one for racing. The latest car was completely standard, acceleration was sluggish, and top speed only around 112 m.p.h. Petrol consumption was 22 m.p.g., exactly the same as my first Healey.

The first time I put it on a circuit the clutch broke, the spokes collapsed and everything became loose and rattled. I spent the

next month in giving the car a complete overhaul.

Probably the worst fault of the B.N.1 and B.N.2. Healeys was the gearbox. In the B.N.1 1st and 2nd gear nearly always break up under any strain; in normal road use they don't often last more than 30,000 miles, if that.

Three sports-car races put paid to my gearbox—and it's quite an expensive job to repair it. Many people maintain the 3-speed two-overdrive gearbox is not pleasant to use. I think this is a matter of opinion, and my own is that it is a slow box to change gear in but that this is counteracted by the very quick change of the two overdrive speeds without using the clutch, a useful thing when approaching a corner such as Paddock Bend at Brands Hatch. For fast long-distance touring the gearbox is ideal, there being one ratio of the five available to suit any road or mountain pass.

In the middle of 1960 I sold the Healey to a friend, and it is still going strong, although he also suffered a broken gearbox after some 10,000 miles.

My next car was a complete change—but a very enjoyable one. It was a 1959 Morris Mini-Minor, and when I bought it it had already done 9,000 miles. From the very first time I drove a Mini I have always thought that it is easily the finest car of its type and size, and owning one convinced me.

The Mini was taken to the Continent, and, believe it or not, it propelled myself, a friend and full camping equipment from Calais to Nice at an average speed of just over 60 m.p.h. In Switzerland I found the gear ratios were ideal, and the suspension very comfortable on loose gravel roads. This car always did 42 m.p.g. It never leaked or gave any of the troubles that some people suffer from. I sold it after 16,000 miles, all on the original tyres, and went back to sports-car motoring.

My return to fast cars was in the form of a 1954 "Special Equipment" Jaguar XK120 drophead coupé. It was in good order except for a trace of piston slap around 3,500 r.p.m. It had already done around 65,000 miles. The drophead coupé is a very comfortable car at any speed. With the quickly folding hood up, one can sit in draught-free comfort and listen to the radio at 100 m.p.h. With the hood down it is as pleasant as any other open car.

This Jaguar had a new set of Michelin "X" tyres. I found they gripped well but if one drove too fast in the wet the car would break into a very abrupt skid which was controlled more by luck than judgment; I personally do not think these tyres are good on XKs unless you keep to touring speeds. At this time I was unemployed and I was claiming my 50s. a week dole to run the Jaguar! For those who think Jags are expensive to run, I averaged over 100 miles a week, and did tuning and servicing, all on the dole. I never had any trouble in the 5,000 miles I did in this car.

A new job meant that I would be doing some 600 miles a week on the usual inadequate wages of an apprentice; this also meant that my Jaguar's 22 m.p.g. would consume all my wages in petrol alone, so I swapped it for an M.G.-A, in the interests of economy only. I regretted this swap as soon as I found the M.G. would do only 3 or 4 m.p.g. more than the Jaguar.

The M.G.-A was red and it looked like new; a factory reconditioned engine had just been fitted, and for the first week I thought it would be ideal for my purpose. Most M.G. owners seem to get fonder of their cars as each mile passes; I felt the exact opposite. The engine roared and to keep up a fair average speed one had to use all the gears, revs, and hard driving possible.

Acceleration was sluggish, top speed only 95+ m.p.h. The hood was a bore to put up and down, it leaked at high speed, and was very draughty. The pedals are too far away, the steering wheel too close, seating is hard and suspension seemed solid at the back but the front rolled! All these small things I disliked and found very annoying. I just cannot raise any enthusiasm for these cars and after several thousand miles I was glad to find something more suited to my taste. The M.G.-A had certainly not been an economical car to run; it had averaged 25 m.p.g., needed tuning every 2,000 miles, a pint of oil lasted about 200 miles—and the very heavy structure scrubbed the tread off the tyres like a Grand Prix car at speed.

I could not sell the M.G. but I was so fed up with it I borrowed £450 to buy a 1954 A.C. Ace. This car really did have some character; to look at, in its performance and in its handling. It had the A.C. o.h.c. 6-cylinder engine developing around 90 b.h.p. With the A.C. engine these are not fast cars, but they give a very good performance at gentle revolutions and with little fuss from the engine. The performance is comparable with the TR2, top speed being around 110 m.p.h., and with a very pleasant 3rd gear that would give a comfortable 80 m.p.h. For an expensive car I



The modified 1951 Jaguar XK120 which was raced effectively by Peter Sargent and later acquired by the author.

thought the finish was very poor, and as the hood was in the early vintage tradition with rods and slots, it took around 10 minutes to put on if one had it waiting in the boot, but by this time the cockpit would be flooded, and my car didn't even have a hole in the floor to let the water out!

I carried out some repairs to the suspension. I found spare parts very expensive, but a telephone call to the works ensured the right part by post the next day. There is one thing that really spoils these fine cars and that is the driving position. The pedals are very close and the steering wheel is far too low and sticks out into your tummy. It just was not the type of driving position I like for really fast motoring.

Strangely enough the 3-carburettor 2-litre engine stayed in tune and did nearly 28 m.p.g.; an improvement all round on the M.G., and it cost me £50 less.

In the middle of last summer I decided the Ace was no car for the approaching winter so I sold it at a profit before people began thinking of frosty mornings.

I had, once again, the problem of finding another car. I wanted a fast car, but it would have to be warm and comfortable for everyday driving and fast enough to enter for Club racing. Five hundred pounds was the price and I started looking at Healeys, TRs, M.G.s, Jaguars, and so on. There is no such thing as a perfect car, but I think I got the one most suitable for my own use and price. In fact, I still have it now, this being the first car I've kept for nine months. I don't want to sell it, because I could not get anything better for the same price. It is a Jaguar XK140 "Special Equipment" drophead coupé. Naturally it has its faults, the worst being the brakes, which need a great deal of pedal pressure to slow the 27 cwt. car up from any speed over 80 m.p.h. This, of course, is a disadvantage for racing, but the excellent acceleration and top speed of 135 m.p.h. more than make up for it. The road-holding is very good when you think how big and heavy this car is for a sports car; the long wheelbase gives ample warning of skids, and the rack-and-pinion steering is very accurate and a delight to use.

For anyone under 6 ft. tall the XK140 drophead has a made-to-measure driving position—straight legs and arms; a cramped driving position has always been a fail in sports Jaguars and it is a pity to see that the E-type is no improvement in this respect.

A good Jaguar, new or used, is wonderful value for money; they are not expensive to run if looked after well and one never has to drive flat out to beat the average sports car, or get from A to B at mile-a-minute speeds.

Supplementing the XK140 I have a 1950 Jaguar XK120 with an all-aluminium body. Stirling Moss won his first T.T. in 1950 driving this car. It was then owned by Tommy Wisdom and prepared by the works. Some time in its life it was fitted with Mk. VII brakes and these are as good as any drum brakes I have tried. Why all XK120s were not fitted with these more powerful brakes off the heavier saloon is something I cannot understand.

For day-to-day motoring I use a Morris Mini-Minor pick-up truck. It is now well run-in and I compliment B.M.C. on this excellent little racer with a 5-cwt. truck body, free from purchase tax.

This summer I am taking the Mini on a 10,000-mile journey to the Middle East—it will be interesting to see how well it compares with those "Beetles" that abide in great numbers in these countries.

Although these cars I have owned have not been in my possession long, I think I have covered enough miles in each of them to form an opinion of their use to me.

For the future I look forward to owning a Bentley Continental, a DB4 and an E-type, that is, of course, when they've dropped to my price!

READERS' CAR SURVEY—continued from page 229

it had never been put on in the first place. Various replacements of bushes were made by 2.2% and track-rod ends were replaced by 0.6%.

SUSPENSION

The main complaints on the suspension are levelled against the shock-absorbers, 18% of the survey cars having had them changed for various reasons, usually at rather low mileages. No reasons have been given in the majority of cases although a number of people mention leakages and rattling. In fact 6.4% mention that the suspension in general is too noisy, while 1.3% reported a suspension collapse. 0.95% mentioned failure of a link arm, 2.1% replaced bushes, and 0.6% of wheel bearings have been changed. 39.8% reported themselves as having no trouble with the suspension. In view of the reliable performance normally given by shock-absorbers it would appear that the suspension characteristics of the Mini and the hard cornering it engenders place rather a strain on these components.

INSTRUMENTS

These seem to have been generally reliable so far. 4.5% have changed speedometer cables, 2.2% have had trouble with the fuel contents gauge, 1.6% have had failure of the windscreen washers, 1.0% of oil pressure warning lights have failed as have 0.2% of water temperature gauges.

ELECTRICAL

A number of failures are reported under this heading with the fuel pump having been changed on 6.5%, the horn on 4.2%, various switches on 3.4%, direction indicators on 2.8%, heater controls on 2.2%, dynamo on 1.8%, battery on 2.1%, headlamps on 1.5%, coil on 0.7%, voltage regulator on 0.6%, ignition switch on 0.6%, starter motor on 0.4%, wiper motor on 1.7%, distributor on 0.6% while 0.4% suffered a complete electrical failure. Battery life cannot be judged yet and the 2.1% which have been changed are probably due to faults rather than being worn out.

FINAL DRIVE

The failures in the final drive are so few as not to require mention. Being in unit with the gearbox the 1.8% complaints of excess noise could well apply to either unit, while the rather large number of gearbox replacements could well include some replacements of the final drive.

BODYWORK

The most prominent complaint, and certainly the most distressing, was the report from 16.9% that water leaked into the body. This complaint is not restricted to owners of the earlier models but spread throughout the whole range. Perhaps most disturbing is the fact that many people have still been offered no cure, many readers stating that their garage had not even found the point of entry. A number of people remarked that water also entered through the window surround.

5.6% complained of poor paintwork, a further 8% reported rusting of the body and 3.5% mentioned rusting of chromium-plated parts, especially the bumpers, many people adding that the bumpers were of little practical use. 4.7% reported loose or broken door locks and window catches and 4.9% had ill-fitting doors and windows. 2.8% mentioned that the door cables broke.

"When new became mobile paddling pool at mere sight of rain. Cured free by dealer. Windscreen leaks now."

"After initially having to wear waders it was rectified within a few days of purchase."

"Going rusty everywhere — paint scraped off bottom of doors. You need to be really strong to shut the doors. Windscreen leaks. Pools of water underfoot."

"Oh! Chrome rusting, water entering through screen and other undiscovered places. Seats losing shape and door pulls broken."

"Water up to 1 in. deep on floor after rain. Garage did its best to help but took 12 months and it is still damp underfoot. Two sets of underfelt fitted."

OTHER SERIOUS DEFECTS

Most of the complaints under this heading referred to the bodywork and have been included in the percentages under that

heading; 0.5% complained of a faulty jack and 2.1% remarked on the poor exhaust system.

TYRES

With Dunlop tyres being fitted as original equipment it is no surprise that this tyre is fitted to 89.2%. Michelin tyres are used on 3.8%, Pirelli by 2.2%, Goodyear by 1.2%, Firestone by 1.1%, and Avon by 0.9%. Tyre life on the Mini series varies considerably with use but if anyone obtains 20,000 miles on a set they appear to have done well. Some of the harder drivers consume a set of Dunlop Gold Seal tyres in under 3,000 miles!

Would you buy this car again? Yes, 64%. No, 36%.

Although 64% said they would buy the car again, many people said that they would only do so if they could be satisfied that the many faults had been ironed out. Others said that they would buy the car again because they could find no other car with a similar combination of good handling and performance characteristics matched with excellent fuel consumption. If such a car appeared having fewer mechanical faults than the Mini they would buy it; some Mini owners felt that the Cooper-Mini might well be a great improvement.

The following cars were named by those who will not buy a Mini again.

VW	6.5%	Peugeot	0.2%
Mini-Cooper	11.2%	Rochdale Olympic	0.2%
Alfa Romeo	0.1%	Hillman	0.5%
Fiat	0.6%	Austin-Healey 3000	0.2%
Porsche	0.3%	D.K.W.	0.3%
Riley	0.5%	Saab	1.1%
Ford	1.6%	Triumph Herald	1.0%
Lancia	0.1%	Heinkel	0.1%
Sunbeam	0.7%	M.G.-A	0.4%
Wolseley	0.4%	Skoda	0.2%
Morris	1.0%	Vauxhall	0.1%
T.V.R.	0.6%	Austin-Healey Sprite	0.4%
Lotus	0.9%	Panhard	0.2%
Jaguar	0.5%	Rover	0.2%
B.M.W.	0.2%	Rolls-Royce	0.1%
Citroën	0.2%	Morgan	0.3%
Triumph TR4	0.2%	Simca	0.1%
Cooper Elf (?)	0.1%	Singer	0.1%
Aston Martin	0.1%	Jensen	0.1%
Renault	0.3%	Not certain	0.9%

PETROL USED BY TR OWNERS

Esso	25.6%	B.P.	6.6%
Shell	15.1%	Regent	6.6%
National Benzole	10.5%	Anything	10.5%
Cleveland	7.2%		

Under 1% : Fina, Mobilgas.

OIL USED BY TR OWNERS

Castrol	57.9%	Esso	6.6%
B.P.	12.5%	Duckhams	2.0%
Shell	8.7%	Anything	1.7%
Mobiloil	7.2%		

Under 1% : Vigzol, C.S.M.A., Sernol.

PETROL USED BY MINI OWNERS

Esso	21.8%	Cleveland	6.1%
Shell	20.0%	Regent	4.9%
Jet	9.2%	Mobilgas	2.9%
B.P.	8.4%	Fina	1.0%
National Benzole	7.3%	Anything	12.6%

Under 1% : Hensens, Isherwoods, Anglo Scottish, Lobitos, V.I.P., Bowen, Power, Caltex, Total.

OIL USED BY MINI OWNERS

Castrol	58.5%	Duckhams	2.2%
Shell	11.7%	Havoline	1.5%
B.P.	9.7%	Snowdrift	1.0%
Esso	4.1%	Anything	3.7%
Mobiloil	2.5%		

Under 1% : Rotellat, United Lubricants, Vigzol, Dalton Silkolene, Snowdon Fina, Veedol, Delco R.P.M., Filtrate, Sernol.

PETROL USED BY VW OWNERS

Esso	22.0%	Regent	4.5%
Jet	13.8%	Mobilgas	2.7%
Shell	9.7%	Fina	1.4%
National Benzole	8.2%	"Cheapest"	1.6%
Cleveland	7.5%	Anything	19.5%

Under 1% : Humble, Lobitos, V.I.P., Bowen, Power, Caltex, Total, Octane Texaco, Aral.

OIL USED BY VW OWNERS

Castrol	52.4%	Mobiloil	4.6%
Shell	13.0%	Havoline	2.7%
B.P.	9.9%	Anything	8.2%
Esso	4.8%		

Under 1% : Gamages, Duckham, Rotellat, Snowdon, Fina, Veedol, Filtrate, C.S.M.A., Sernol, "Private," "Cheapest," Delrac, Sump drainings, Humble, Sunoco.

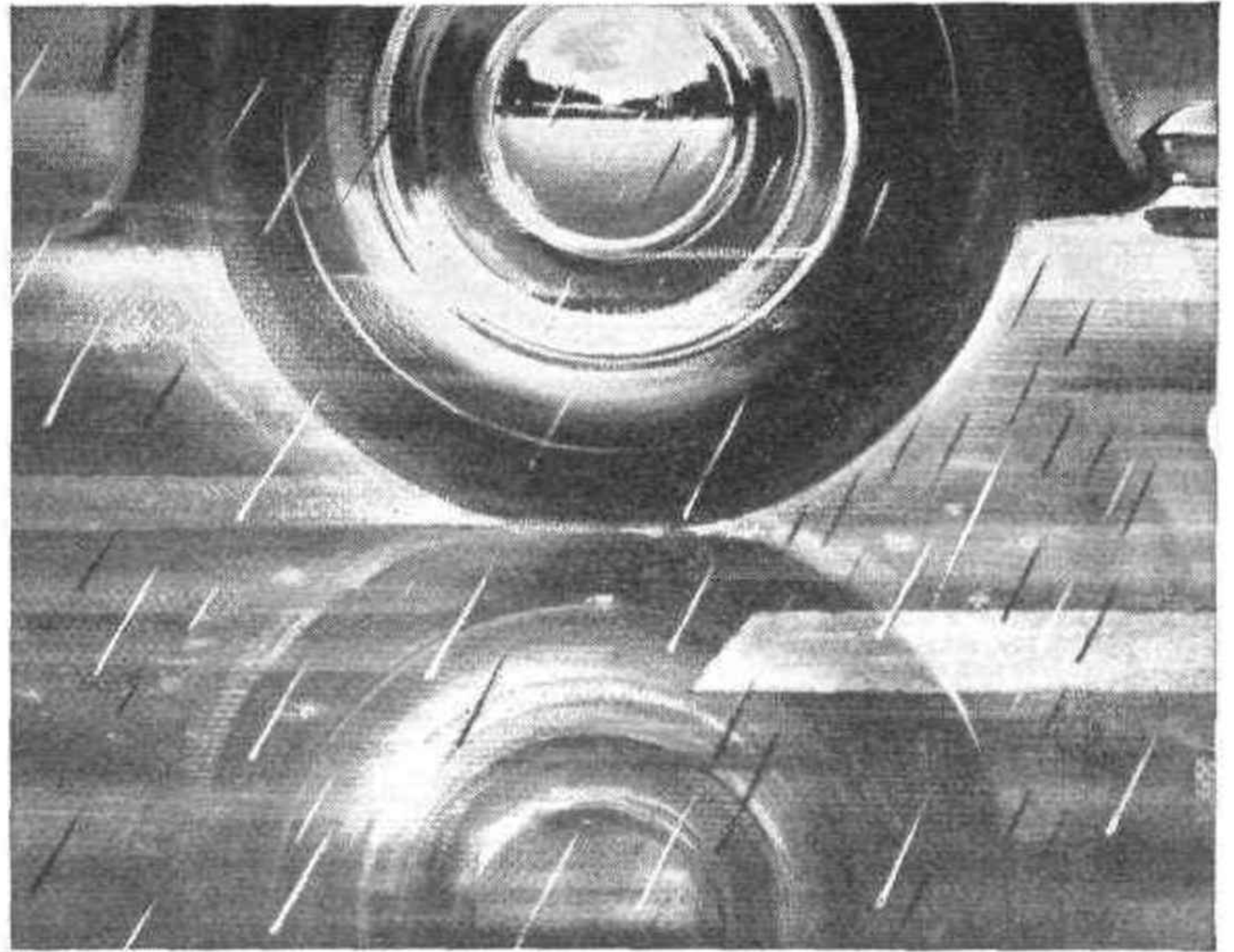
GREATER GRIP **IN THE WET** **AND HIGHER MILEAGE**



AT HIGHER SPEEDS!

NEW Mk 3 TURBOSPEED

Here is the successor to the TURBOSPEED Mark II which used the first-ever twofold tread of CLING and CUSHION rubber. With the same basic construction but with even better CLING and CUSHION rubber, the AVON TURBOSPEED Mark 3 is specially designed for the really fast motorist giving greater grip in the wet than ever before. So ask for Turbospeed — and be safe fast!



AVON

CLING RUBBER

Low-bounce 'dead' rubber which clings like a leech whatever the state of the road or weather. Grips tighter in the wet than ordinary rubber, eliminates tyre squeal in the dry, and gives you higher mileage too!

TURBOSPEED

Mk 3

*In sizes for Aston Martin,
Austin Healey, Jaguar,
M.G.A., Triumph etc.*

THE SKODA OCTAVIA

**A Fully-Equipped, 1,089-c.c.
All-Independently-Sprung
Saloon for £629, Inclusive**



WHEN I was persuaded to try the Czechoslovakian Skoda 440 in October 1958, I found it pretty dreadful, although I have always had a suspicion that the example tested was an ill-used demonstrator. Recently, several readers have written to us praising their new Skoda Octavia and Felicia cars, so I decided the time had come to investigate whether MOTOR SPORT's readership is trending down the years to less discerning drivers or whether, in fact, the Octavia is an appreciable improvement over the earlier Skoda.* I am glad to report that the latter is the explanation.

In order to come to this conclusion I first located the premises of Motor Imports Co. Ltd. in Gresham Road, Brixton, and, descending stone stairs and negotiating a long passage in this rather forbidding building, I signed a note releasing one Skoda automobile. I then drove up Brixton Hill, where centuries ago trailer trams would sometimes break away from their parent cars, to go grinding down out of control, and through some unprepossessing back streets to an enormous shed wherein Skodas are received from Prague and made ready for English motorists.

Here I bid goodbye sadly to the Mini Minor and soon afterwards Comrade Boddy could have been heard crunching his gears and seen executing jerky starts and stops as he strove to control a vivid blue Octavia, for the car had been handed over without an instruction book and it takes even an experienced driver by surprise until the fierceness of clutch and brakes and the peculiarities of the gear-lever have been mastered. This was no immaculate Press car; it was one of the scruffiest test cars ever handed over to me, with 15,500 miles on its odometer.

However, as I proceeded self-consciously down wide streets that had once been the domain of great houses hidden behind tall fences beyond grass verges, each with its gravelled carriage drive, but where the workers' flats now tower into the sky, and made for the poorer quarters of Tooting's *en route* for the Kingston *autoput*, I became acclimatised and found that the Octavia accelerated well through traffic and steered accurately.

There is a deeply upholstered bench front seat with separate, deep squabs, which hinge at an angle for easy access to the rear seat, these squabs being fully-reclining and adjustable for angle by means of handwheels at their base. The car is not particularly wide but three people can be carried on the front seat without undue cramping. The instrumentation consists of Pal dials—90-m.p.h. speedometer with total, non-decimal distance recorder, temperature gauge and fuel gauge. The speedometer incorporates various warning lights, that for ignition remaining on while this circuit is in use. The fuel gauge was accurate at zero but its needle flickered wildly and it had the disconcerting habit of indicating double the amount of fuel when the ignition was off that it did when the ignition was switched on. A radiator blind is provided but normally water temperature did not exceed 80° C.

* Nor should our manufacturers under-rate competition from Iron Curtain countries. This was emphasised in a different field from automobiles when ladies at an afternoon tea-party began to praise the strawberry jam they were eating, remarking that by its excellent flavour and fruit content it must be a tip-top British brand. When the jar from whence it came was examined it was seen to bear the inscription "Roumanian Product, Prodexport Bucuresti," and its price to be about half that of our best jams. Another much-liked plum jam had been exported from Poland by Rolimpex and costs about 6d. less per pound than equivalent British jam. Non-communists may feel that the attention of another political party beginning with "C" should be drawn to this writing on the jars—and cars.

with this fully extended. There is a lidded but unlined and ununlockable cubby-hole and provision for radio behind a fabric-covered aperture, while push-buttons control a fresh-air fan, spot-lamps when fitted, wipers and rear-mounted interior lamp, each identified by an International code symbol. The pull-out starter button needs some effort, there is a pull-out choke, and equipment includes a fairly effective heater with openable doors, cold-air ventilation by fan, which sounds like an air-raid siren, good coat-hooks, electric-razor socket, headlamps flasher, screen-washer, two sun vizors, ash-tray and a comprehensive set of tools.

The gears are changed by a l.h. steering-column lever that is spring-loaded to the upper (3rd and top) locations, so that it has to be pressed down firmly and moved over a considerable distance to select 1st (non-synchromesh but quite reasonable) and 2nd gears. It then springs up and forward into 3rd, any attempt to guide the lever by hand resulting in loud graunching noises—I can see why reader Hart broke the lever off. But once the action is appreciated this is quite a quick, effective gear-change, and reverse, beyond top, is easily engaged. The clutch can be very "sudden" unless engaged with care, but it appears able to withstand abuse. The foot, however, has to be parked under the pedal, which is too close to the gearbox cover.

The brakes need fairly firm pressure and the pedal goes down rather far but they work well and give powerful retardation. The fly-off umbrella handle handbrake is under the fascia on the left but is not nearly so difficult to reach as I had been led to expect. It is rather close to the passenger's knees and unless restrained releases very viciously. Operation is by a cable running over a big under-bonnet pulley and the action is smooth.

The Skoda goes quite well, remembering that it is an average-size small car with the now-rare engine size of 1,100 c.c. It started easily after a night under snow and was soon ready to pull. An indicated 60 will come up in 3rd but the engine has by then become fussy and 50 m.p.h. is a better change-up speed. In fact, in the gears the speedometer will go to 25, 43 and 68 m.p.h., and once the considerable gap between 3rd and top has been bridged the Octavia bowls along at 65-70 m.p.h. in commendable quietness, nor is wind noise evident. The top speed claim of 77 m.p.h. is not optimistic.

The suspension, independent all round, by coil-springs and wishbones at the front, swing axles and transverse leaf-spring at the back, is definitely hard, although actual road-shock is well absorbed, so that the body rattles and vibrations travel up the steering on rough roads, when the ride becomes distinctly choppy.

The swing-axle i.r.s. induces oversteer and the camber of the wheels must contribute to final instability but for normal cornering the road-holding and steering is a marked improvement over that of the 440 I tried. Sometimes the steering, with a small single-spoke wheel having under-rim finger serrations, stiffens up unaccountably and is anyway heavy towards full lock, but normally it is fairly light and precise and the action is positive and pleasant. There is virtually no castor-return action. It is geared 2½ turns, lock-to-lock, plus a little sponge. Over rough ground the Skoda excels and no doubt the designers gave it a backbone chassis and all-round independent suspension with this in mind, rather than for high-speed cornering stability. (Memo.: I must remember to ask Horace Gould why he regards this as a rally car.

Continued on page 237

EXHILARATION
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TWO B.M.C. PRODUCTS

THE WOLSELEY 6/110 and the M.G. MAGNETTE Mk. IV

A GREAT many Continental cars are tested by MOTOR SPORT because our readers are interested in individual cars but we have no desire to ignore British products and I was glad when two improved B.M.C. cars came along for appraisal. These were the Wolseley 6/110 with manual gear-change and the M.G. Magnette Mk. IV.

The big Wolseley, akin to the 20-h.p., 21-60-h.p. and 25-h.p. models of this make in former decades, is a leather-upholstered, polished walnut-trimmed car at a very competitive price—just the vehicle for the homburg-hatted. I last reported on a big Wolseley, the 6/99, in November 1960, and this has been developed into the 6/110 by giving it a new camshaft, stronger (double) valve springs, new bearing material, a larger inlet tract, a twin exhaust system and minor changes, elevating power to 120 b.h.p. at 4,750 r.p.m., and making improvements to the suspension in a car of slightly longer wheelbase, including a near-horizontal shock-absorber mounted on the centre of the back-axle to kill sway.

This big Wolseley is an impressive-looking car, capable of 105 m.p.h., and having all the acceleration to be expected from its Austin-Healey type 3-litre 6-cylinder power unit. It is unusual in having a 3-speed gearbox, the tall central lever of which is cranked towards the driver. However, the transmission is far from convenient, for although overdrive is provided, this is selected by pushing in a toggle protruding from under the facia instead of from a flick-switch, and the car has to be on drive at under 32 m.p.h. before direct top can be regained. Consequently, the widely-spaced ratios of the 3-speed gearbox are insufficiently complemented and overdrive largely wasted, especially as a free-wheel operates in overdrive on the overrun at below 22 m.p.h., which is disconcerting in traffic. Engagement of overdrive takes some time to engage but operates in all forward gears, with the usual kick-down engagement from the accelerator; if the latter is used at high speeds in 1st and 2nd gears, serious damage can result.

It is disappointing, too, to find that practically all the shortcomings of the 6/99 are repeated in the 6/110. The close juxtaposition of half horn-ring and direction-flashers' control (with dazzling indicator light in the switch itself) still make it highly probable that the Wolseley driver will lose one or both of his forefingers. The old-fashioned door handles move forward to open the doors. Although this is a luxury car there is courtesy-action of the interior lighting only from the front doors. The steering wheel is so large that it obstructs forward vision, yet still requires more than four turns, lock-to-lock, without any lost-motion, for steering that is not really light.

The simple instrumentation can be excused by the competitive price, a 120-m.p.h. speedometer inscribed M.P.H. in big letters being matched by a combined-services dial. An under-facia shelf is supplemented by front-door pockets; the apparently big, walnut-lidded cubby-hole, lockable with its own key, is disappointingly shallow when opened. There are, however, pockets on the back of the separate front seats, for back-compartment passengers.

Each front seat has its own centre arm-rest. The twin rotary



heater/demister controls are simple but would benefit from arrows indicating direction of rotation. The heater was virtually non-existent because the engine ran extraordinarily cold, its temperature gauge needle close on "C" throughout the test.

Steering the Wolseley 6/110 has something in common with anticipating the movements of a large liner, its cornering is rather like persuading jelly into a baby's mouth with an egg-spoon, but its Lockheed brakes, disc at the front, servo applied, are extremely powerful, a fine feature of the car, although rather too insensitive in towns and emitting an undignified squeal. The suspension tends towards liveliness; understeer is pronounced but the handling improves as speed increases—which is not to say that high speed feels safe off the Motorway, for the low-g geared steering does not facilitate quick changes of direction.

The test-car had a neat Radiomobile radio. The flick-switches on the deep facia are unidentified but that for the 2-speed wipers is convenient, with screen-wash button above it. The r.h. brake-lever is splendidly located. Noise was confined mainly to occasional very faint gear-lever rattle, mild transmission hum on the overrun, some engine noise and a mysterious "something" that came in momentarily when accelerating. Indeed, when cruising at moderate speeds the clock can be heard, although I suspect that some humorist has specified a suitably loud tick in order that this Rolls-Royce feature can be enjoyed by Wolseley owners. The long gear-lever sometimes bilked at selecting 1st gear; at other times it went in but felt as if it hadn't.

This Pininfarina-styled Wolseley 6/110 is a useful car for moderate drivers and business executives to whom bigness spells impressiveness. It is probably better in automatic form than as tested. In 3-speed form with radio and front safety-belts it costs £1,390 16s. 5d. inclusive of p.t. There is much that should be revised about it but you get plenty of car for your money. Fuel consumption, tested without employing overdrive, and inclusive of driving in London and many cold starts necessitating brief but rather more than average use of the choke, came out at 20.7 m.p.g.; even under these unfavourable circumstances the absolute range was excellent—295 miles; but a pessimistic gauge registered "empty" some 50 miles too soon.

* * *

The M.G. Magnette Mk. IV is one of five basic Pininfarina-styled models that use the B-series B.M.C. 4-cylinder engine, in single-carburettor form for the Austin A60, Morris Oxford Series VI and Wolseley 16/60, and in twin-carburettor form for this M.G. and the Riley 4/72. To recap, the engine in all cases is now of 1,622 c.c., the capacity increase favouring the Borg-Warner Model 35 torque converter, with a 4-speed gearbox as the alternative. The engine has been made more durable than ever and the wheelbase and track have been increased to provide more interior accommodation. Road-holding has been improved by adding stabiliser bars front and back in conjunction with softer springing and lower-g geared cam-and-lever steering is used. The M.G. has twin 1½-in. HS2 S.U. carburettors and develops 68 b.h.p. at 5,000 r.p.m., an increase of some 8 h.p. over the single



TWO B.M.C. CARS IN TYPICAL ENGLISH SETTINGS.—On the left the Wolseley 6/110 photographed before a thatched cottage in Upton Grey and, right, the M.G. Magnette Mk. IV beside the village pump at Preston Candover.

1½-in. carburettor engine. The Morris-Oxford and Austin use a higher axle ratio than the others when endowed with the manual gearbox, the M.G. and Riley gain in performance by having the more powerful engine with this axle ratio, and the Wolseley achieves effortless running by retaining the 4.3 axle with either transmission. The Farina-fins have been considerably reduced on all except the M.G. and Riley, which I prefer; if I were committed to one of these cars, I think the Wolseley 16/60 would suit me best.

The first impression on driving this latest M.G. Magnette is the high seating position, redolent of the old ZB Magnette, with which the leather-cum-leathercloth upholstery and wood facia and fillets are in keeping, and this is followed by the realisation that the enlarged engine is just what the Magnette needed. Previously it was too staid for the "quick" model of the range but now it goes easily to an indicated 60 m.p.h. in 3rd gear and is noticeably more accelerative in this gear and the 4.3 to 1 top ratio. The absolute speedometer readings in the gears are 30, 50 and 75 m.p.h.

The steering wheel is thick-rimmed and too high, so that the otherwise good forward visibility is impaired, while it is a pity that the plating on the half horn-ring reflects in the glass of the neat rigidly-hooded speedometer, especially as this instrument is mounted in a new matt-finish anti-dazzle panel, also accommodating separate oil-pressure gauge, temperature indicator, ammeter and fuel gauge. A separate Smiths clock (which gains) is located centrally, there is an under-facia shelf and a compact but commendably deep lockable cubby-hole, and flick switches look after wipers, lamps and panel lighting, the last two switches difficult to identify after dark. The heater/demister rotary controls are as on the Wolseley but the panel lighting fails to illuminate them. I liked the two-position panel lighting, for speedometer only, for all gauges and the clock and mileage indicators also, augmented by luminous figures on the speedometer dial.

The engine makes a good deal of noise at its task, tended to run-on, and was irritatingly slow to start on cold mornings, seeming to prefer no choke—which is cruel to the battery. The suspension is comfortable without being outstanding and road-holding has improved, with an understeer tendency but roll held in check on fast corners. The stubby central gear-lever is a delight to use, controlling a gear-change that is an outstanding feature of the car, the r.h. brake-lever of the Wolseley is fitted, and the brakes are adequate, although it would be nice to have at least a pair of discs on this fast model of the B.M.C. 1.6-litre range. The steering could well be lighter, pulling as it does against castor action, there is little lost motion, but some sponge about the straight-ahead position detracts from accuracy of control. Vibration rather than reaction is transmitted, and with the new gearing just under three turns, lock-to-lock, are required.

I found the separate bucket front seat satisfactory, for it holds the driver securely and has a firm but not uncomfortable cushion, but passengers were less enthusiastic. The rear seat has separate squabs divided by a wide folding arm-rest, and there are arm-rests on the back doors. There are openable quarter-windows front and back (the driver's prone to air leaks when shut), the interior door handles move upwards to open the doors in contrast to those on the big Wolseley, and if the huge tail-fins with their enormous rear lamps are ugly they provide useful "markers" when reversing. A reversing light is fitted. The screen-washers are of the delay-action sort and the wiper blades proved inefficient.

The absolute full range was 226 miles, suggesting that the maker's tank capacity figure of 10 gallons is optimistic. I do not enthuse over the filler flap that has to be unlocked for refuelling. Fuel consumption, checked over a considerable mileage, embracing a great deal of local running and cold starting but probably aided by the return of winter which kept down speed on longer journeys, come out at 25 m.p.g., so this engine is thirsty for its size. No oil was consumed in 685 miles and no troubles of any kind were experienced. The spare wheel is carried under the roomy luggage boot. The heater gave sufficient warmth for me but would seem insipid in colder climes or to chilly mortals; heat is reflected away from the driver's feet, which made me feel that perhaps that family in the advertisement, the members of which all want to drive the M.G., might not be so competitive had they to take it out on a winter day! The throttle linkage and clutch pedal travel made negotiation of slippery surfaces difficult and wheel spin was very easily provoked on snow and ice.

This M.G. Magnette Mk. IV is a nicely finished family car that feels durable, the test-car being finished in a nice shade of red and having front-seat, safety-belts and a Radiomobile 5-push button radio. At £1,058 10s. 7d. inclusive of p.t., I rate it an attractive purchase for "sporting" family motorists.—W. B.

THE SKODA OCTAVIA—continued from page 234

He might well retort that they finished first and second in their class in the 1961 Monte Carlo Rally.)

I have already commented on the comparatively quiet running, mild rumble being the most intrusive sound, apart from some engine chatter, and road-noise very mild, no doubt because the Skoda is, if anything, over-tyred. Overnight, one of the Barum 5.90×15 tyres deflated; the side jacking functioned effectively but in attacking tight wheel-nuts the brace and tommy bars bent all too easily. The spare wheel is kept above the luggage in the roomy boot and is very easy to remove.

With car thefts on the increase the locking arrangements of the Skoda Octavia should be appreciated. The fuel filler is beneath a flap opened by pulling a release-ring behind the driver's right shoulder and the boot is opened by pulling out a lever hidden in the near-side door pillar. The front quarter-lights have locking catches. The interior door handles move upwards to open the doors, down to lock them, with a very good lock in the off-side door.

From the driving seat only the off-side front wing is seen. There is courtesy action for the interior lamp as well as the facia control, the rear parcels' shelf is usefully deep, a full horn-ring sounds a sensibly subdued horn, the bonnet is self-propping and releasing, the boot-lid stays up automatically but its strut has to be "broken" before closing it, there are well-contrived rod controls to the Jikov carburettor, which has an air-cleaner and cool-air intake by hose from behind the grille, a treadle accelerator, Pal electrics with a very accessible under-bonnet 12-volt Akuma battery, while the small hooded Autopal headlamps give a good driving light but are cut off fairly sharply by the foot-dipper. A 100% convenient long "wand" protruding from the facia to the right of the steering column goes up and down to actuate the (manually-cancelled) flashers and, moved sideways, provides daylight full-beam headlamps flashing, which is a refinement lacking on most British cars. On the Skoda it is possible to flash a warning and signal at turn at one and the same time. A convenient knob under the facia enables the driver to obtain rheostat control of panel lighting with his right hand, but in feeling for this knob he is reminded of the sharp underedge of the scuttle and other parts of the car.

The little 68×75 mm. (1,089 c.c.) engine, developing 43 gross b.h.p. at 4,700 r.p.m., is fan and pump cooled. It gives effective acceleration in 3rd gear and very flexible running in the 4.27-to-1 top gear. I was told to use premium fuel, but there was no pinking on commercial grade. The consumption in everyday cold-weather motoring was 29 m.p.g.

The two trailing doors have convenient exterior handles but shut tinnily (but appear well sealed), there is Thorax safety-glass all round, and rubber flooring. The plastic-edged cloth upholstery holds the occupants almost too firmly.

Comrade Boddy covered 516 miles altogether in this Skoda Octavia, during which distance no oil was needed. Apart from failure of the main bonnet catch (the safety catch proving adequate) nothing fell off or went wrong. For those family motorists whose pre-1955 cars have been rendered redundant by Marpleism and those who want something "different" at a very modest price, the Skoda Octavia, made by Motokov of Prague, cannot fail to be of interest. It is the cheapest car on the British market with a heater outside the Mini class, at £629 9s. 9d., inclusive of purchase tax and export duty. Pride and Clarke in the Stockwell Road or any of the many other agents will no doubt be delighted to demonstrate it to you, brothers.—W. B.

POSTSCRIPT

Sir,

Concerning the Skoda, may I refer you to page 40 of Mr. Harry Welton's book "The Third World War." From this book I get the information that this car is produced and sold under Soviet control and the price at which it is sold need bear no relation to its cost of production as we understand the term. I quote:

"This explains why the Skoda car costs £1,372 in Prague and . . . in Egypt the same car is sold for less than £400. A Jawa motorcycle is priced at £625 in Czechoslovakia. This is four times its price in Cairo."

The price which is asked for the car depends upon the degree of importance the communists place upon the disruption by competition of the home market in the country of sale.

May I recommend the above book to the Editor, and to anyone else who wonders why there are so many strikes in the Car Industry. Usual disclaimer.

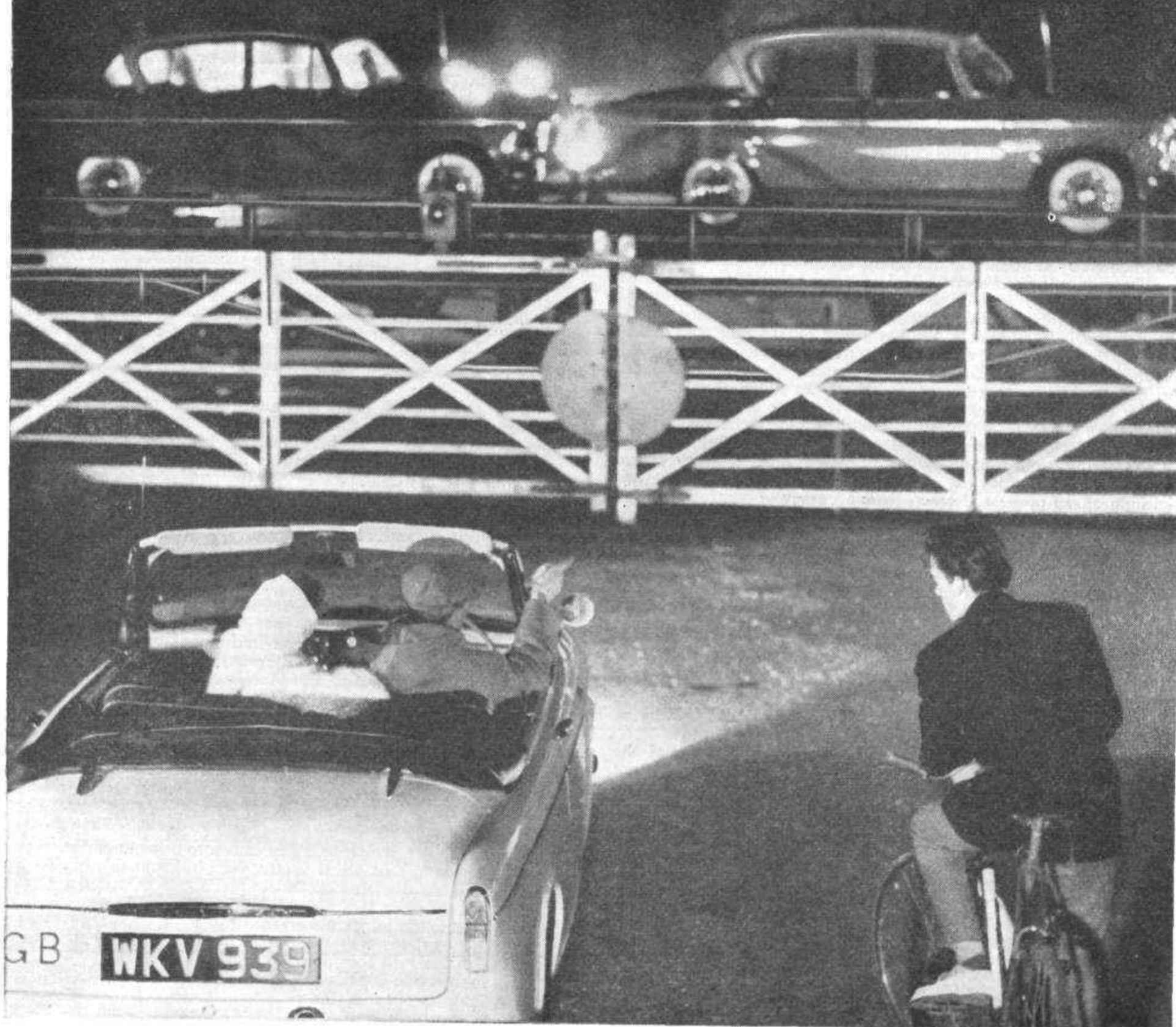
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The Fiat Abarth 850 TC

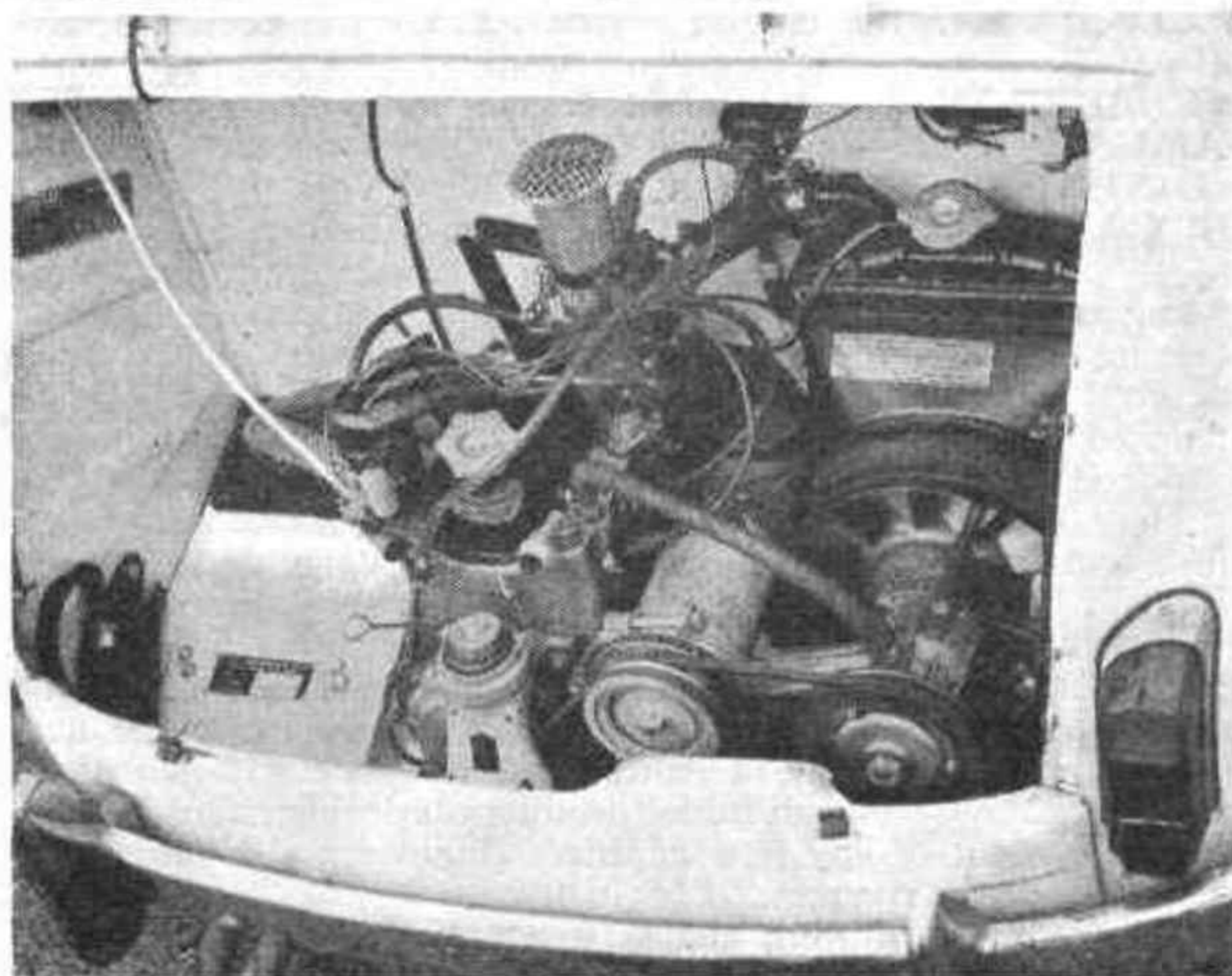


MOST enthusiasts for Minicar motoring would probably name the Cooper-Mini as the most accelerative of the 1,000-c.c. brigade but we have recently been testing a car which is able to out-accelerate the Cooper-Mini with a capacity some 150 c.c. less than the 997 c.c. of the Cooper. This incredible machine is the Fiat Abarth 850 TC, an outwardly normal-looking 600D Fiat with a performance entirely out of character with its homely appearance. In fact the only external signs of its potency are the Abarth badges and insignia and twin tail-pipes protruding from under the rear bumper. Placed side by side with another 600D the difference in height would immediately reveal that suspension modifications have been made to the 850 TC. The suspension is lowered somewhat and Michelin "X" tyres are fitted all round.

Carlo Abarth's modifications to Fiat engines are well known and respected and the installation in the test Fiat, supplied by Anthony Crook Motors Ltd., the British Concessionaires, is no exception. Like the Cooper-Mini engine, this 767-c.c. Fiat unit is fitted with a stronger, short-throw crankshaft which, combined with an increase in bore size to 62.5 mm. gives a capacity of 847 c.c. The light alloy cylinder head is cleaned-up and a single down-draught 32-mm. Solex carburettor with stone-guarded intake trumpet feeds directly into the cylinder head, replacing the standard Weber. A high-lift camshaft and 4-branch exhaust manifold completes the engine modifications.

The gearbox ratios are unchanged but the final-drive gearing is raised and a stronger clutch fitted. To stop this projectile Girling disc brakes are fitted to the front wheels, together with finned drums at the rear.

The *metier* of the 850 TC is obviously acceleration, and this it achieves with the utmost relish, surging forward in a most satis-



VERY FERRARI!—The stone-guarded intake of the down-draught Solex is the only external indication of the Abarth modifications.

fying manner. The engine is delightfully smooth, running up to 7,000 r.p.m. in one glorious rush with no sign of strain. In fact, so easily will the engine reach 7,000 r.p.m. that a large 8,000-r.p.m. Jaeger rev.-counter is placed in front of the driver, for the engine gives no audible sign that it is reaching its rev limit and obviously some limit must be placed for the sake of engine durability. There is a flat spot below 2,000 r.p.m. which calls for the use of the gearbox to keep the revs above this mark, but the Fiat box, fitted in this case with a sturdier gear-lever, is well up to any demands made upon it.

The noise level from the engine is remarkably low, no great mechanical noise being evident, only a pleasant crackle from the twin tail-pipes informing by-standers that the car is not what it seems. A more disturbing amount of noise emanates from the body shell which sets up a severe drumming at speeds between 65 and 70 m.p.h., although above and below these speeds the drumming disappears.

The suspension modifications cause some stiffening of the ride and poor surfaces give the occupants a choppy ride. This is compensated for in enthusiasts' eyes by the almost complete lack of body roll in fast cornering. Handling is most satisfying in normal cornering but wet roads call for some caution for the high rearward weight bias causes the tail to slide at earlier speeds than one would expect. The braced-tread Michelin "X" tyres no doubt play their part in this for they have better cornering properties than normal tyres up to a point but tend to lose adhesion rather more quickly. Having experienced one vicious slide we practised on deserted, wet roads but found that the car gives little warning of impending breakaway. The car is fitted with a fuel tank which completely fills the underbonnet compartment at the front, and with 12 gallons of fuel on board the handling improves somewhat.

This fuel tank reduces the 850 TC to a 2-seater if any luggage is to be carried but this would probably not affect the driver who would buy this type of car.

The brakes are virtually beyond criticism as the Girling discs help to stop this light car in a commendable fashion. One might criticise a lack of feel, which sometimes causes the driver to lock the wheels on wet surfaces, and a handbrake which was virtually out of action at the time of our test due mainly to the need for some maintenance work.

This Fiat is the type of car which makes the driver forget any minor criticisms for the sheer fun of zipping through the gears, to the consternation of other road users. The figures appended below compare favourably with the Cooper-Mini which we tested recently and a top speed of 92 m.p.h. is quite remarkable for such a small engine which shows no ill effects after prolonged bursts of speed in excess of 80 m.p.h. The only tragedy is that after the addition of purchase tax this £950 car costs no less than £1,405.—M. L. T.

	Cooper-Mini	Fiat Abarth 850 TC
0-40 m.p.h.	7.4 sec.	6.8 sec.
0-50 m.p.h.	11.0 sec.	10.7 sec.
0-60 m.p.h.	17.1 sec.	15.3 sec.
Standing-start $\frac{1}{4}$ -mile	20.5 sec.	19.8 sec.
Fuel consumption	36.1 m.p.g.	33 m.p.g.

RUMBLINGS

Announcements of new examples of motor-car miniatures as they come on the market is a regular feature of MOTOR SPORT but

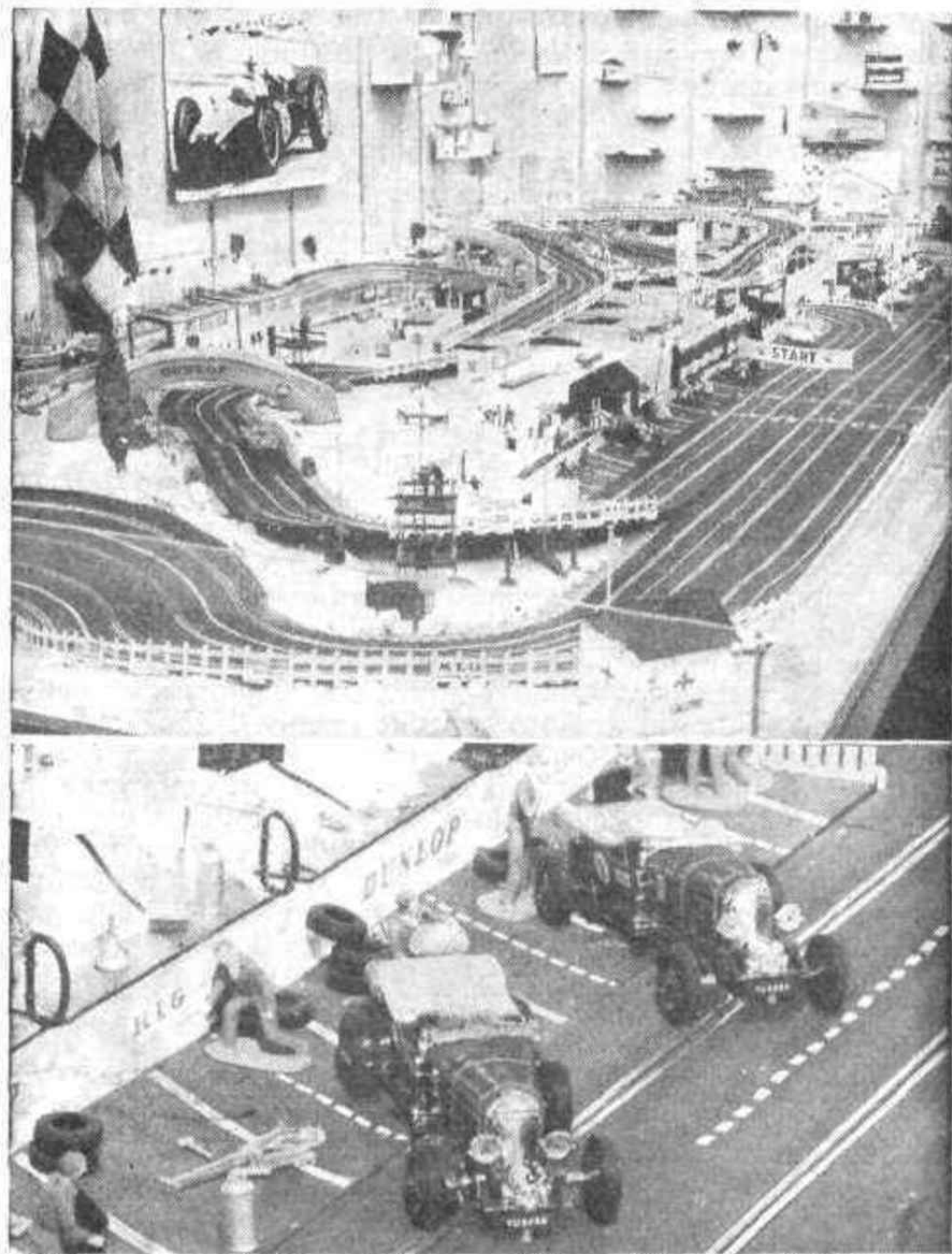
SCALEXTRIC PROGRESS

we have had less to say about electrically-propelled model racing cars and the tracks on which they can literally be driven, by contestants wielding rheostat controllers. Scalextric pioneered the commercial development of such "slot" racing, in which cars slide realistically on the corners, so that they are dependent on the skill of the "driver" to keep on the track and ahead of rivals. In its original form the Scalextric race track enabled two metal-bodied cars, a Ferrari and a Maserati, to compete over a simple oval. Since that day enormous progress has been made, Tri-ang taking over the original patents, and these miniature circuits constitute an important British export, particularly to America.

They say an electric shock is beneficial and certainly we received a Scalextric shock on visiting their latest factory last month. It is larger by far than some of the small-car manufacturers' factories, exceedingly spacious and well lit, and here, at Havant, the workers, mostly young women, are engaged solely on assembling Scalextric car race circuits and their fascinating accessories.

Before you rush off to buy a model railway layout for your son or nephew, let us stake a claim for the Scalextric Miniature Electric Motor Racing, to give it the title its makers have bestowed on it.

The cars and equipment are all to $\frac{1}{32}$ -scale, the former now plastic-bodied and powered with 12-volt motors developed originally for reliable model railway operation. Lotus (front and rear-engined), Vanwall, Cooper, B.R.M. and V6 Ferrari G.P. cars cost £1 9s. 11d. each, with driver, and Jaguar-D, Porsche Spyder, Lister-Jaguar and Aston Martin sports/racing cars are available for the same price, the last two being available with working electric headlamps (for miniature Le Mans racing). Motorcycle sidecar outfits (which call for more manipulative skill than the cars) with realistic riders and passengers cost £1 12s. 6d. each, and now vintage and p.v.t. cars are to be added. The latter will at first be a splendid replica of Harry Rose's "blower 4½"



A Scalextric track layout, above, and two of their model blower-4½ Bentleys, below.

Le Mans Bentley with fold-flat screen, lamps, horns, ribbed blower casing, two carburettors, bonnet straps, scuttle vents, tonneau cover, etc., all faithfully reproduced (even to mud-wings quickly detachable for racing—do you remember Birkin's Bentleys running stripped at Pau and round Brooklands?), and a similarly accurate model of the straight-eight 8C/2300/B sports Alfa Romeo. These models should be available later this year, at £2 9s. 6d. each, and make delightful static replicas, apart from their ability to race. Incidentally, they had to be durable enough to stand accidents arising from over-ambitious "driving"; they were made from measurements and drawings made from the real cars, in the Montagu Motor Museum at Beaulieu.

All the foregoing Scalextric models can be "driven" on a wide variety of track, sold in many different sections so that all manner of circuits can be faithfully reproduced. For example, the following layouts are standardised (figures in brackets are dimensions, followed by the number of "lanes," or cars, that can be run simultaneously): Brands Hatch (15 ft. 6 in. × 8 ft. 3 in.—4); Brussels (11 ft. 3 in. × 10 ft. 10 in.—4); Reims (23 ft. 0 in. × 16 ft. 6 in.—4); Aintree (14 ft. 0 in. × 17 ft. 3 in.—4); Monaco (33 ft. 6 in. × 11 ft. 9 in.—2); Le Mans (30 ft. 3 in. × 14 ft. 6 in.—4); Silverstone (12 ft. 10 in. × 10 ft. 10 in.—2); Sebring (13 ft. 3 in. × 12 ft. 0 in.—4); Monsanto (14 ft. 0 in. × 14 ft. 6 in.—4); Oulton Park (21 ft. 9 in. × 17 ft. 0 in.—4); Monza (12 ft. 3 in. × 6 ft. 6 in.—2). A *chicane*, reducing the track to single-car width, is available for a Goodwood circuit and the other named circuits include the corners found on the real circuits.

On these circuits the cars are speeded up to a scale maximum of 130 m.p.h. by means of the hand-operated controllers. Spares for all parts of the cars and every conceivable track-section are sold separately, so there is tremendous scope, although those who prefer set layouts can purchase these at prices ranging from £6 19s. 6d. to £11 11s., each containing two identical cars. The range of accessories increases almost daily and there is only room to refer to fly-over bridges, pits, TV stand, straw bales, marker drums, control tower, First Aid hut, lap recorder (either manual or electric), trackside lighting, fencing, bushes, hedges and trackside figures, the last-named well-dressed fellows and girls reminiscent of the "Right Crowd and No Crowding" era. But mention must be made of the track-sections providing for Le Mans starts, the cars being lined-up diagonally and accelerating onto the track as their controllers are operated, and similar sections enabling cars to be "driven" from their Paddock bays onto the course.

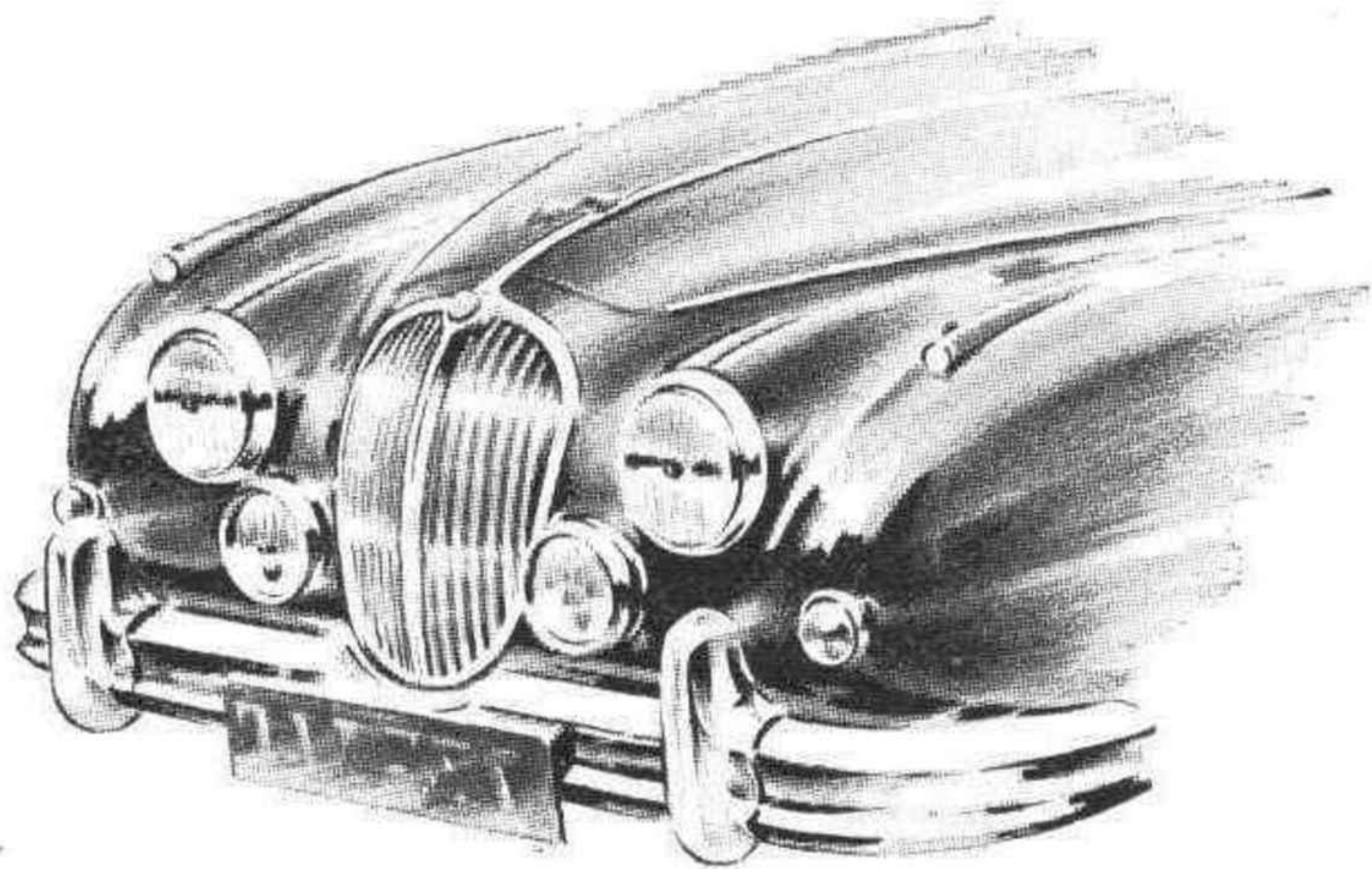
The scope of Scalextric model-car racing is obviously enormous it is many years since we used one of the original sets but this proved durable and we have no hesitation in recommending the latest material, for the Consumers' Association not long ago declared Scalextric as the "Best Buy" of the miniature circuits and cars tested by *Which?* A colour-illustrated catalogue is available for 9d. from any Tri-ang Scalextric dealer and a very complete layout can be inspected at the Scalextric display in London's Haymarket.

* * *

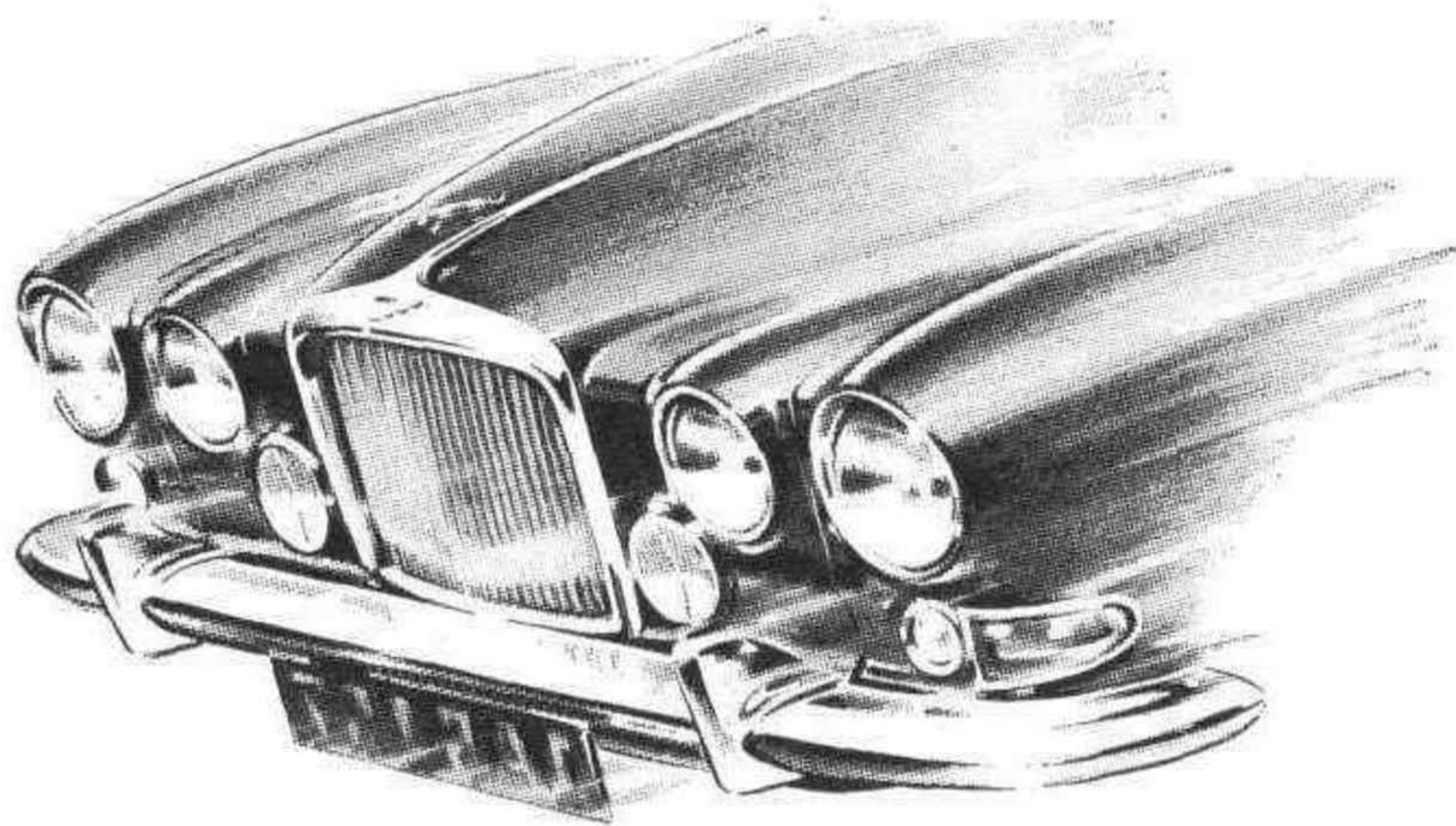
More than one million aluminium engines for passenger cars are now in use in the United States. There has been a steady increase in production since 1959 when aluminium engine components were first produced for the Corvair at the Chevrolet plant, Massena, New York. There they are cast on an around-the-clock basis from molten metal supplied direct from the adjacent smelting plant of Reynolds Metals Company.

During the 1961 model year aluminium engines totalled more than 10% of U.S. domestic engine production. The Corvair accounted for nearly two-thirds of this, but other engines also introduced were the straight-six aluminium engine for the Rambler, V8 aluminium engines by Pontiac, Buick and Oldsmobile and the slant-six engine for Chrysler's Valiant and Lancer. J. Donald Shircliff of Reynolds Metals Company comments that more engines have arrived in greater numbers, more designs and wider applications, at least a year earlier than the most optimistic forecast. At the first meeting on aluminium engines to be held by the American Society of Automobile Engineers it was stated that they had overcome all initial production problems inherent in the development of any new engine. Engineers also reported a trouble-free performance record in use.

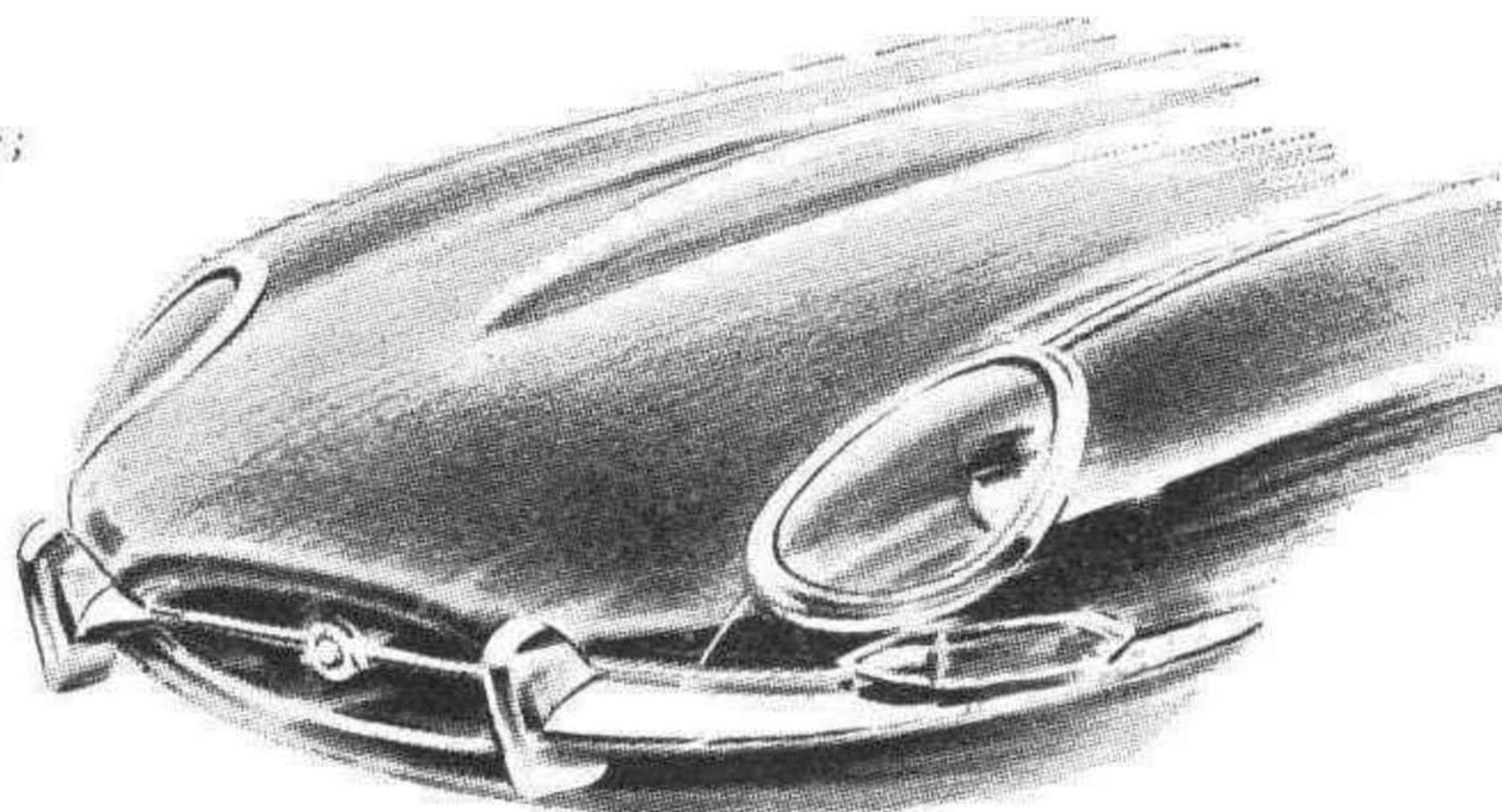
A minimum aluminium engine production of 700,000 is predicted for the current model-year, based on the Industry's estimate of production. This means that about forty million pounds of aluminium will be used for this application alone.



grace...



space...



pace

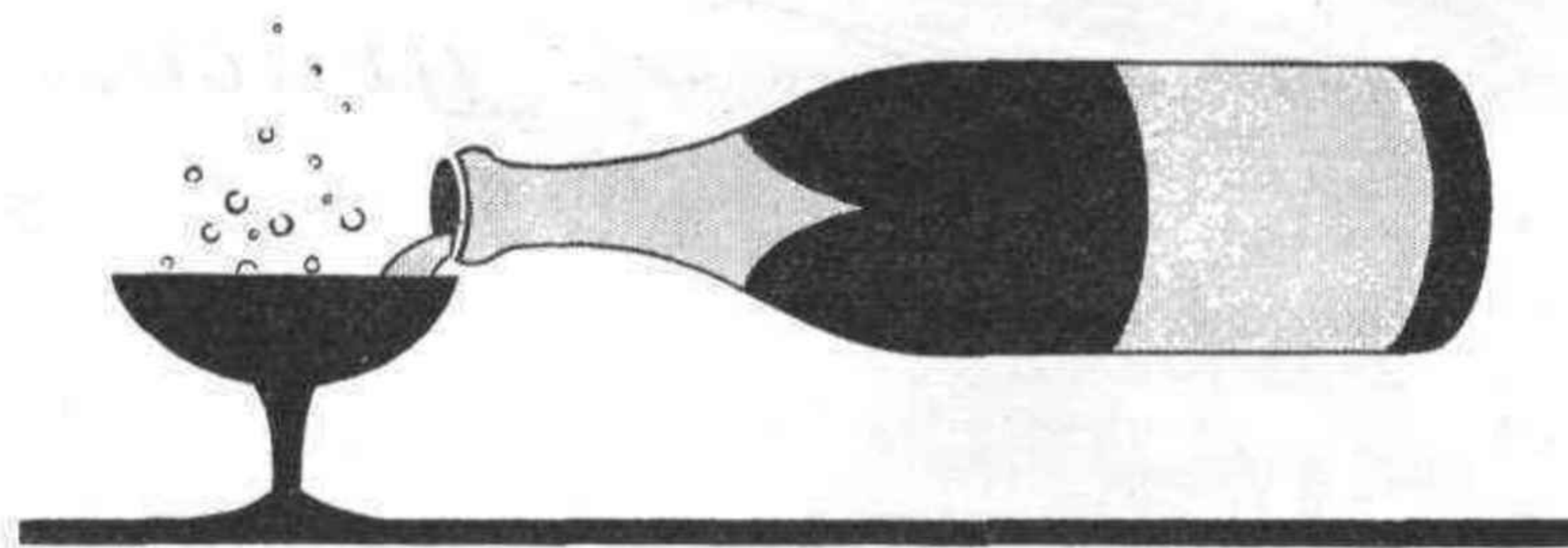
*Three basic models constitute the Jaguar range ;
the Mark 2, the Mark 10 and the "E" Type.
Each is endowed with its own individuality, each is
outstanding in its performance and, together,
they satisfy every requirement of those motorists
who, however diverse their needs, have a common
aspiration—to enjoy a special kind of motoring
which no other car in the world can offer.*

JAGUAR

LONDON SHOWROOMS 88 PICCADILLY W.1.

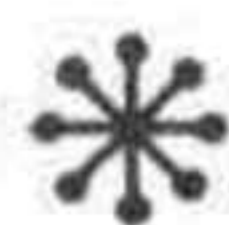
IF YOU REALLY WANT TO GIVE YOUR CAR THAT CHAMPAGNE FEELING

Get magnum



PERFORMANCE

plus extra engine



PROTECTION

from

VEEDOL 10-30

the only multigrade motor oil which gives you
*EPA—and still cuts your running costs

The essential advantages of multigrade oil in a clean, tight engine are well known. Reduced frictional loss, resulting in better power output and utilisation; easy cold starting with less battery drain and instant upper cylinder lubrication eliminating the major cause of wear; constant detergent action to prevent sludge build-up . . . these mean overall economy in the cost of petrol, maintenance and depreciation.

*But Veedol 10-30 gives you more than this—exclusive Veedol EPA: *EXTRA PROTECTION ADDITIVE, a special concen-*

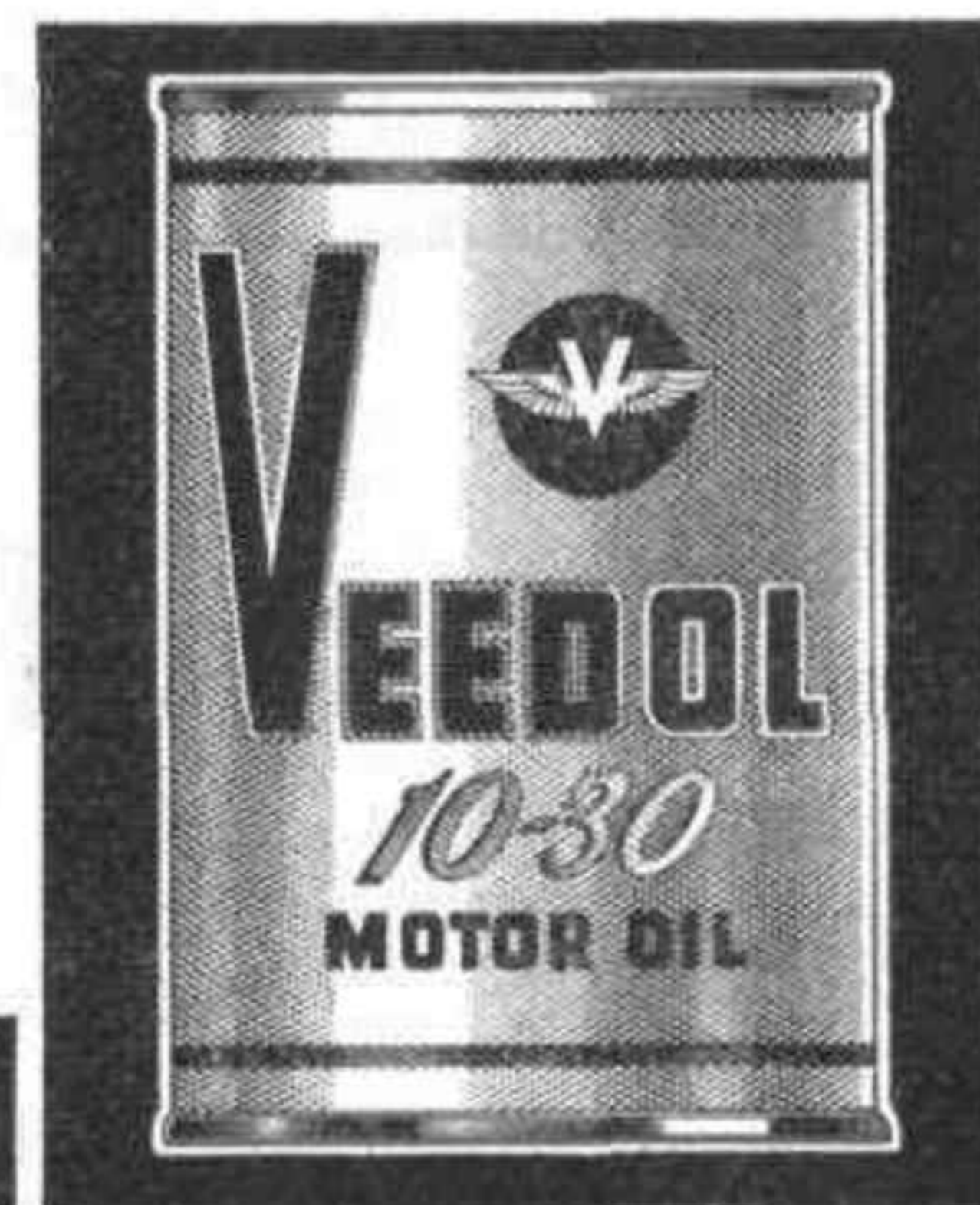
tration of Zinc Dithiophosphate which increases film strength and adhesion, enabling the oil to withstand extremes of temperature and pressure under which ordinary oils break down.

Veedol 10-30 is fully protected against corrosion, oxidation and dilution; and it's marketed in sealed cans for its own and your protection.

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THE WORLD'S
MOST FAMOUS
MOTOR OIL—
IN OVER
80 COUNTRIES



The rest of the world runs on **VEEDOL**

SUCCESS*
*proves Dunlop best
 for you*

- * **SUCCESS** in the Grand Prix motor races of the world: all of them in 1959 and 1960 and since the start of 1961 have been won on Dunlop.
- * **SUCCESS** in winning the Ferodo Gold Trophy for the best British Commonwealth contribution to motor racing in 1960.
- * **SUCCESS** with the British motoring public: far more car owners rely on Dunlop than on any other tyre.
- * **SUCCESS** in developing the most comprehensive tyre-testing and tyre-proving facilities in Europe.

Is yours one of the fastest cars on the road? Then you need the dependability and safety of Dunlop Road Speed RS5—the tyre with special tread rubber that offers powerful roadholding, sure straight running, long mileage and up to 40% more skid resistance in wet conditions. Bred from the famous Dunlop racing tyre, the RS5 is fitted as standard equipment to the following cars:

Aston Martin, Austin Healey 3000, Daimler S.P.250, Jaguar 2.4 Mk. II, 3.4 Mk. II, 3.8 Mk. II, XK 150 and XK 150S, Mk. IX, and 'E' Type, Jensen 541 and 541R.



DUNLOP FOR TOP MILEAGE — TOP SAFETY

Will your car be worth 10% more at the end of the year?



Austin Cambridge



Austin Healey



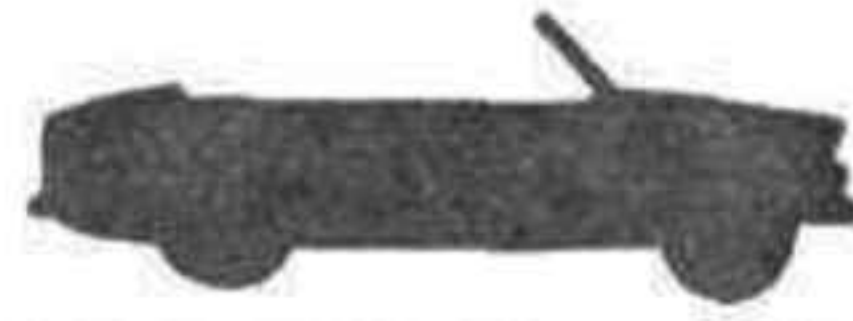
Ford Anglia



Ford Consul



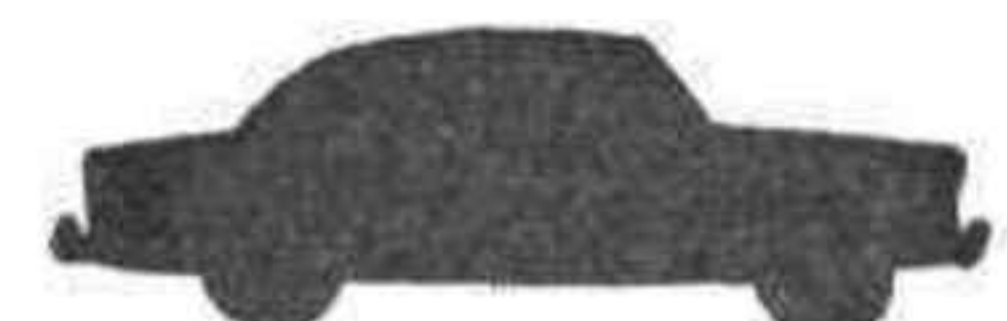
Ford Zephyr



Hillman Minx Convertible



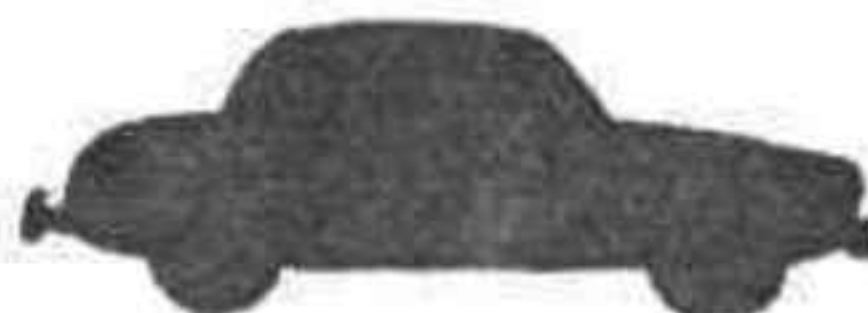
Hillman Husky



Humber Hawk



Morris Minor



Renault Dauphine



Riley 1-5



Riley 4/72



Rover 3 litre



Singer Gazelle



Standard Vanguard



Sunbeam Alpine



Sunbeam Rapier



Triumph Herald



Vauxhall Cresta



Vauxhall Velox

Your car goes here

Cars like these are valuable investments. Investments that need bodywork protection—the solid wax protection of Johnson's One Step and Instant One Step.

Let's take an example.

The standard trade price for your 1960 A55 is £550*. But for a car in above average condition this could rise to as much as £605*. Car care increased the value by 10%*

* Average trade prices at January, 1962.

A product of **JOHNSON'S WAX** research.



One-Step 5/6d and 10/- sizes and Instant One-Step. Available from garages, accessory dealers and Halfords everywhere.

One-Step—the easy to use solid wax/shield *protection*

THE PORSCHE CARRERA 2

The old law of magazine publishing implied that if a manufacturer "took space" in an appropriate journal he would be granted editorial publicity in return. If this applied to MOTOR SPORT there would be some cars our readers would never hear about but fortunately advertising revenue and editorial utterances are kept apart. Even so, some people are never satisfied. For instance, in summing up the cars he drove in 1961 in the issue of last February the Editor remarked that he was unable to assess fully the new 2-litre Porsche Carrera as he drove it only 16 miles but even after this limited encounter he described it as a truly sensational G.T. car, docile in top gear, with a surprisingly quiet and flexible engine, and capable of 100 m.p.h. in 3rd gear. The brakes, which we made it quite clear were of 1600 Super type, were criticised as inadequate for the performance of the Carrera 2.

You might think that this praise would have pleased A.F.N. Limited, the Porsche concessionaires. Not a bit of it! Their Mr. W. H. Aldington has addressed a letter to the Editor asking him to point out that the car driven was a 1960 works "hack" that had done over 20,000 miles, which explains why the brakes are inadequate. We are pleased to make this comment, which may be of interest to anyone contemplating spending some £4,000 on a Porsche Carrera 2, which we believe is roughly what it costs in England. Incidentally, we were not alone in finding the "hack" 1600 Super brakes inadequate. *The Autocar* reported "The chassis was 1960 1600 Super; so were the brakes, which were quite incapable of reining in all the horses of the Carrera 2."

While on the subject, we learn from A.F.N. Limited's advertisement in *Autocar* of January 19th that the overhead camshafts of the Carrera 2 are chain-driven. Anyone who is conversant with former four o.h. camshaft Carrera engines, wherein bevel-driven shafts between the cylinders drive the camshafts, must be wondering how on earth these chains (or chain?) are arranged. Can Mr. Aldington enlighten us?

AN IMPROVED RENAULT FLORIDE

When we tried the handsome Renault Floride last year we liked it very much, both to look at and to drive, but no-one could have called the 845-c.c. version a fast car. Now Renault have considerably revised it, enlarging the engine to 956 c.c., so that it gives 51 b.h.p. at 5,500 r.p.m. This new power unit has push-rod parallel o.h. valves inclined at 45 deg. in wedge-shape combustion chambers (shades of the Bertelli o.h.c. Aston Martin engine), a compression-ratio of 9.5 to 1, a five-bearing crankshaft in a hermetically-sealed crankcase, to prevent emission of oil-fumes, a radiator relocated at the back of the (rear) engine compartment, a sealed cooling system as on the R4, a new Ferodo clutch, and a strengthened gearbox.

The i.r.s. now incorporates tie-rods, gear-lever travel, always a weak point of the Dauphine and its derivations, has been reduced, the rack-and-pinion steering has been revised to give 3.6 turns lock-to-lock, and a revised front suspension eliminates conventional king-pins. Lockheed 10.2 in. disc brakes are used on all wheels. Engine oil changes are recommended at 3,000-mile intervals when eight nipples require greasing, with two more to grease every 6,000 miles, two more and two oil cups to fill every 12,000 miles. The new Floride is offered in 2/4-seater convertible and 4-seater fixed-head coupé forms. Clearly the Regie Renault does not intend to rest on its sales laurels.—W.B.



The new 956-c.c. Renault Floride coupé, recognisable by the changed shape of the roof, elimination of air intakes ahead of the rear wheels, and slotted wheel discs.



A FINE FIAT.—On March 7th the elite of the Motor Trade and Press assembled at the Berkeley Square showrooms of Jack Barclay Ltd., on the occasion of a visit from the Italian Ambassador, His Excellency Pietro Quaroni, and the Italian Commercial Counsellor, Dr. Clemente Boniver. The centre-piece of the showroom, where once Rolls-Royce and Bentley cars reigned supreme, was this Ghia-styled Fiat 2300S coupé, the 6-cylinder engine of which develops 150 S.A.E. h.p. and for which a top speed of over 118 m.p.h. is claimed. There are servo-applied disc brakes on all wheels.

QUERIES ANSWERED

Among the flood of letters received in our office have been requests for addresses of the following clubs: *Riley Register*, c/o Ray T. Peacock, "Pegasus," Marsh Lane, Hemingford Gray, Huntingdonshire. *B.R.S.C.C.*, 6, Buckingham Street, London, W.C.2. *B.A.R.C.*, 55, Park Lane, W.C.2. *VW O.C.*, c/o John F. Wallen, 22, Howitt Close, Hampstead, N.W.3. *Lagonda O.C.*, c/o M. H. Wilby, 4, Lancaster Garages, N.W.3. *Alvis O.C.*, c/o K. R. Day, 55, Motspur Park, New Malden, Surrey. *Lea-Francis O.C.*, c/o Allan Lupton, 197, Icknield Way, Letchworth G.C., Herts. *Triumph Roadster Club*, c/o Barry Cutter, 26, Ravensbourne Avenue, Bromley, Kent.

R.A.C. CONTINENTAL HANDBOOK

The Royal Automobile Club's Continental Handbook contains nearly 700 pages of facts and figures about European motoring.

A special feature of the 1962 edition is a completely new atlas. Printed in colour and layered, it extends into the Balkans to cover a greater area than in previous editions and its easy-to-read features (especially in a moving car) clearly indicate all main roads and Motorways throughout Europe. Among the 4,000 hotels in 20 different countries listed in the Handbook are details of over 400 specially approved, which have been inspected individually and appointed by the R.A.C. This scheme enables the Club to offer more selective guidance relating to hotels and each establishment is considered to offer good standards of service, food and accommodation within its particular price range. A new appendix on touring in Russia is also included which provides details of accommodation, touring charges, routes and visas.

For motorists who have language difficulties, a glossary gives a list of motoring terms and technical expressions in 11 languages; everything from upper-cylinder lubricant and shock-absorber to chemist's shop and fire-extinguisher are mentioned. For quick reference, the glossary, together with various conversion tables, currency rates and first-aid hints, are printed in a special colour section.

Other features include descriptions of main touring centres, lists of motels and golf courses, weather information, tyre pressures in metric equivalents, town plans, details of religious services and British Consular posts abroad.

Bound in an attractively-designed cover, the Handbook represents incredible value at half a guinea (7s. 6d. to R.A.C. members) and, for the first time, it will be on sale to the public from book-stalls throughout the country. It is also available from R.A.C. county offices or the Club's headquarters at 83/85, Pall Mall, London, S.W.1.

Vauxhall's newest. Hold-your-breath design and performance. 1.5 litre 4-cylinder engine. 81 b.h.p. at 5,200 r.p.m. Aluminium cylinder head. Twin carburettors. Special inlet manifold. 4-speed all-synchro gearbox. Short floor-mounted gear lever. Front disc brakes (all brakes power-assisted). Specially tuned suspension for fast, tough driving. All that? Yes, and luxury for 4-5 adults. Comfort. Quiet. Wide windows. Big boot. Many 2-colour schemes. Price £984.3.1 inc. P.T. Ask your dealer for a test run

See! Look into! Admire! Sit in! Drive! Hold your breath!



It's the Vauxhall
VX4/90

In the showrooms now!

BOOK REVIEWS

"Automobile Year—9." Edited by Ami Guichard. 216 pp. 12½ in. × 9½ in. (*Edita S.A., Box 1109, Lausanne 1, Switzerland. Published in English, French, German and Italian. English Edition handled by G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 50s.*)

This beautiful annual appears in its ninth edition, which follows the format of previous editions but this time photogravure printing has been employed to a greater extent and consequently the size of both the black-and-white and colour illustrations has been increased and more full-page and double-spread pictures are included. Indeed, the splendid colour advertisements in "Automobile Year" are as attractive as similar illustrations in the text. Renault, Fiat and Alfa Romeo having striking double-spreads in colour, and Martini, Austin, Eau de Cologne, Pininfarina, Lancia, Volvo, Jaguar, Lucas, Solex, Shell, Bosch and Mercedes-Benz single-page full-colour advertisements.

Of the editorial pages, the 1961 competition season is covered comprehensively by Count Lurani, Michael May looks at three years of F.J. racing, C. Proche recalls fifty years of Indianapolis, the results of the European Rally Championship are given. The vintage aspect of racing is not overlooked in this 1961/62 edition, W. Boddy, Editor of MOTOR SPORT, being given a page on which to describe "The Vintage Scene" of 1961. The future of the World Automobile Industry is covered by *The Economist*, this year's *marque* history is Ford, by M. L. Dees, the "Cars of the Year" are described by G. Wilkins, Monthéry's history is briefly recorded by M. Reichel (whetting the appetite, perhaps, for Cassell's full-length history of the Paris track), and an explanation of coachwork designations, a section devoted to dream cars, prototypes and special bodies and competition cars of 1961, all copiously illustrated, complete the good work, leavened by Brockbank cartoons and a humorous article by J. Ickx. From a table of 1960/1 records we learn that only six International records were broken last year but a new one, the World's Closed Circuit Speed Record, was established on the Daytona Beach Speedway by A. Malone (Mad Dog IV), at 181.57 m.p.h.

If any criticism of "Automobile Year" is justified it concerns the rather too obvious use of stale hand-out illustrations for the historic articles and careless punctuation and proof-reading of the English edition. For instance, in Boddy's article someone has changed Kay Petre's sex, which no-one in his right mind would wish to do, the Alta is rendered as Atlas and litres and their fractions are split up sometimes by stops, too often with commas. But, when all is said and done, "Automobile Year" is a handsome asset to any bookcase.

"Automobile Racing," by Rodney Walkerley. 230 pp. 8½ in. × 5½ in. (*Temple Press Books Ltd., Bowling Green Lane, London, E.C.1. 35s.*)

It is difficult to see where this book fits in. It is a superficial overall history of motor racing, with nice but by no means always original, illustrations, and some unfortunate errors that are a legacy from earlier Walkerley books. The 1912 G.P. Fiat is quoted as having overhead camshafts, suggesting twin o.h.c., whereas it had a single-o.h.c. engine, the 1919/20 350-h.p. V12 Sunbeam is described as being "the first Sunbeam record-breaker," which is wide of the mark (what of the pre-1915 V12 and other Edwardian Brooklands Sunbeams?), and a V12 Lagonda did not win the 1935 Le Mans race, etc.

Writers make mistakes sooner or later, especially when writing "pot-boilers," but this book costs 35s. Even the appendices are superficial, that headed "Pages from the Past" merely giving 1½ pages with results of the 1906 G.P. and 1906 T.T. The dust-jacket calls the book "A History of Motor Sport," which we have certainly never commissioned Walkerley to write. Avoid!

"Automobile Engine Tuning," by P. E. Irving, M.I.Mech.E., M.S.A.E. 214 pp. 8½ in. × 5½ in. (*Temple Press Books Ltd., Bowling Green Lane, London, E.C.1. 25s.*)

Here is a useful and detailed work on engine tuning as it applies to all manner of engines from single-cylinder to multis. There are chapters devoted to F.3 engines, hill-climb and sprint specials, Classes J and K racing cars and karts, gearing and gear ratios, carburation and fuels, lubrication, ignition, 1st, 2nd and 3rd-stage tuning, balancing, induction and exhaust systems, supercharging, testing and safety components and equipment. The author

quotes actual engines and components to develop his theme and impart knowledge.

If you want to go faster than the fellow in a similar vehicle who stops beside you at the traffic-lights or on a starting-grid, this book should be of value. The Foreword is by Jack Brabham and "Automobile Engine Tuning" concludes with a select bibliography and a director of manufacturers and suppliers of tuning equipment.—W. B.

CARS IN BOOKS

There are passing references to Sunbeams and a Daimler in the 1914/1918 War in Ursula Bloom's sordid account of that era in "Youth at the Gate" (Hutchinson, 1959) and some interesting motoring items in the more cheerful account of much the same period in "The Rainbow Comes and Goes," by Lady Diana Cooper (Rupert Hart-Davis, 1958). For instance, the authoress tells us that the first car her family owned, circa 1907, was "a blue-green Renault limousine with a peacock crest on the door. The Trees had been pioneers with Panhards, into which one climbed from the back under the hood and sat on the door's *strapontin* which made a third back seat. A wicker umbrella holder was attached to the outside of the car, which gleamed with brass." Obviously, this was a Panhard-Levassor with rear-entrance tonneau body and we are told of smells, dust, and shying horses, which were endured by the occupants, who "were goggled, dust-coated and hatted with peaked motor caps, attached with a six-inch safety pin."

By 1907, Lady Cooper explains, "cars had become adult and except for occasional breakdowns we travelled in style all over Derbyshire. The Renault took us into Midland towns . . . to antique shops of Sheffield, Manchester and Derby." As anyone who has had the good fortune to ride in an Edwardian Renault knows, this must have been comfortable, dignified travel, well suited to the occupiers of Belvoir Castle, the Coopers' home in Leicestershire. There is also mention of a large Daimler of the same period, owned by Mr. Green who occupied the Traveller's House in York, and of an "open screenless racing car packed with young men and girls — fears and excitements, cries and claspings." The make isn't quoted but the car was owned by Diana Cooper's brother — can anyone tell us whether it really was a racing car or a sports car in the Edwardian style, and of what make? There is another racing car in "The Rainbow Comes and Goes," that was owned by the aviator Gustav Hamel, who was one of the Cooper "ring."

There are further references to motoring as it was before and after the First World War in "Frances Yeats Brown, 1886-1944" by Evelyn Wrench (Eyre & Spottiswoode, 1948). There is a lady friend of the book's subject, who in 1914 took him to Brighton: "The car was long and narrow, low for those days, aluminium bonneted, with a vulpine look, the admiration of all beholders. Good women drivers were still rare; Eve's wash-leather gloves held the wheel in a relaxed and confident way: her eyes sparkled, her teeth flashed: her brilliant complexion glowed against jet hair and a flaming yellow tam-o-shanter. When we punctured on the crest of Hindhead it was she, not I, who knew how to work the jack." A fair picture of the lady driver of 1914, even if the make of car remains a mystery and the route from London to Brighton (later they stopped for Eve to smoke one of her tiny cigars near Petersham Hill) seems rather unusual. The car by the way, belonged to Eve's rich uncle. Other car references in this book concern the Ford car and Fordson tractor used by a Canadian farmer in 1925, the baby Austin Y.B. owned in 1930 and in which he drove T. E. Lawrence on Dartmoor, his well thought of article on Dirt Track Racing when he was on the staff of *The Spectator*, "the large Lincoln cars" which the Soviet Government used in Leningrad in 1932, the Nijni-Novgorod plant, described as "The biggest in the World," for making Ford cars for Russia at that time, and a reminder that even as late as 1934 tram-lines extended along the Uxbridge Road for 20 miles. The following year we find Y.B. covetous of "a white Buick sports coupé, as advertised in the *Saturday Evening Post*."

"Snakes & Ladders" by Marjory Todd (Longmans, 1960), a book depressing to anyone who has ever been close to poverty, has no motoring flavour but from it we learn that Joad, in his young days, drove very badly "in a little open car" (1926), but again its make is not disclosed.—W. B.

VETERAN— EDWARDIAN— VINTAGE

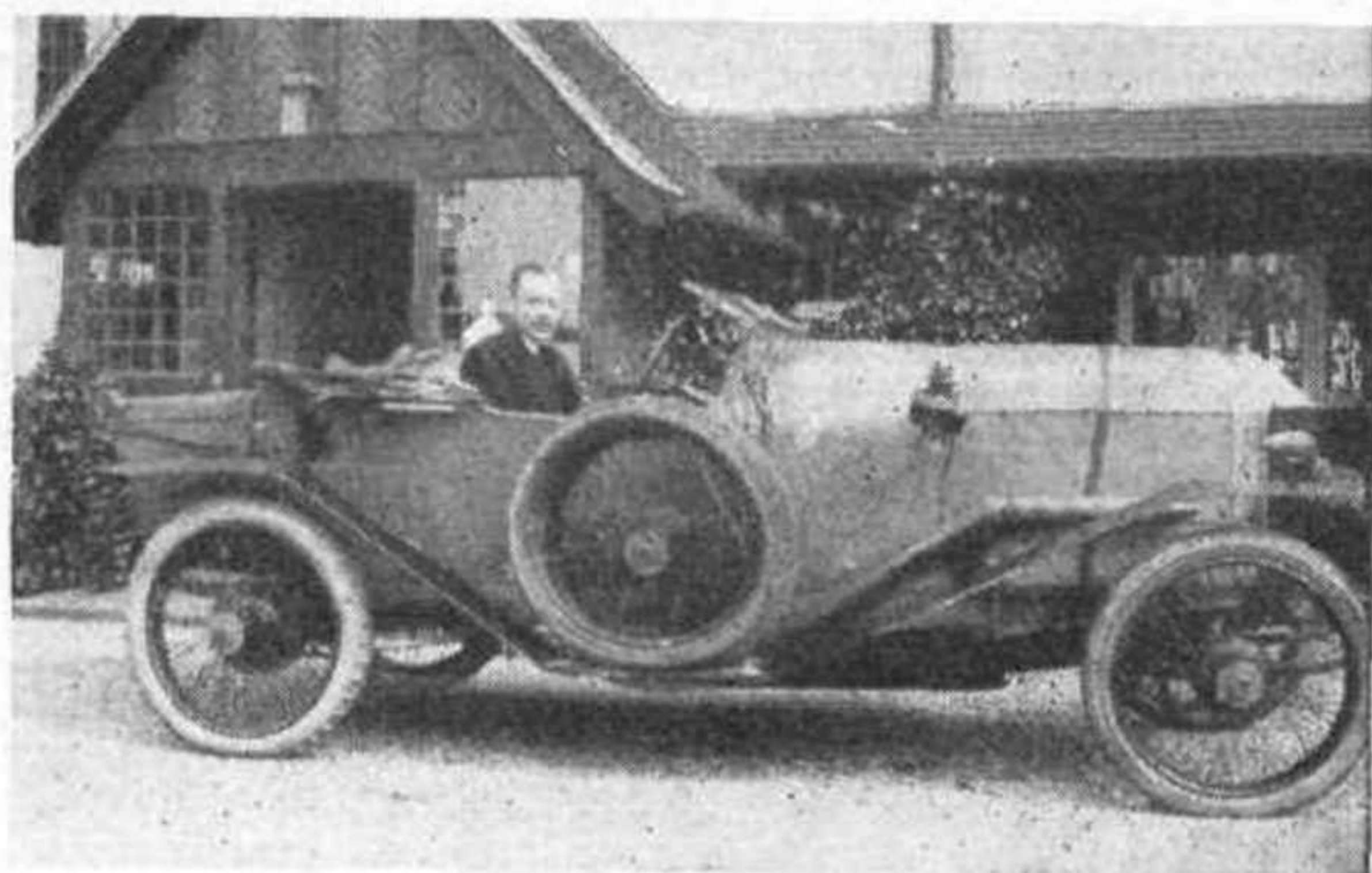
A Section Devoted to Old-Car Matters

THE Vintage S.C.C. opens its 1962 racing season at Silverstone on April 14th. The programme opens with the usual One-Hour High-Speed Trial at 12.15 p.m., and racing includes the 10-lap G.P. Itala Trophy Race for Vintage Racing Cars, the 10-lap Spero and Voiturette Trophies Race for vintage cars up to 1,100 c.c. or 750 c.c. supercharged, a 10-lap All-Comers' Scratch Race for Vintage and Historic Racing Cars, a 5-lap Edwardian Handicap (which also admits the faster cars originally designed with rear wheel brakes only—is this a good idea? It allows in the 1933 Napier Railton for instance, a fast car to mix with pre-1917 vehicles), a 5-lap Scratch Race for Vintage Sports Cars and some 5-lap handicaps, all over the Club circuit.

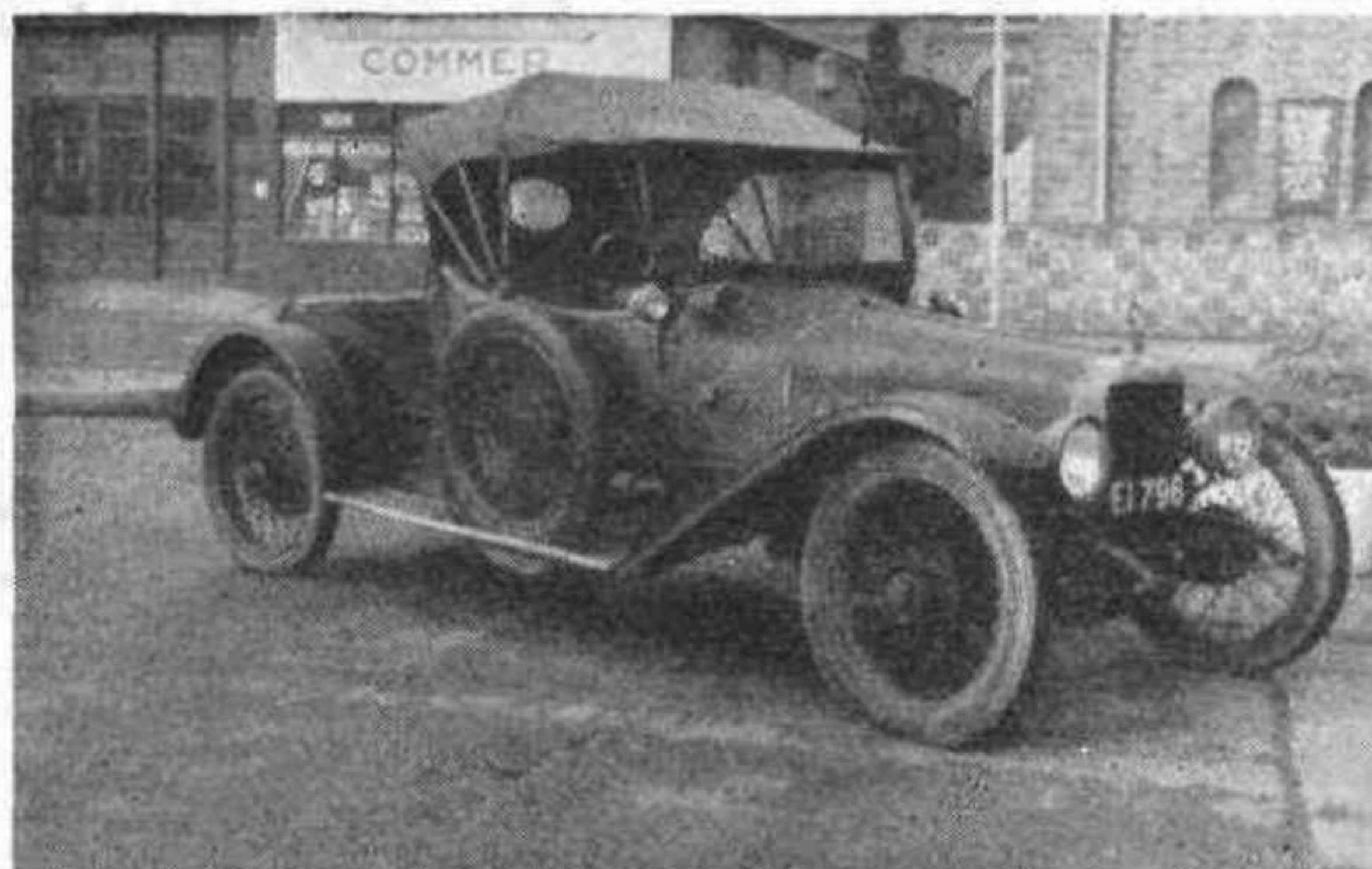
The variety of the entries, and the splendid sounds and smells they make, render these meetings quite different from those for modern cars and no true vintage-car enthusiasts can fail to enjoy them. Although S. Moss will not be present there is no need for girl-friends to dress in Edwardian clothes; knee-length frocks and cloche hats, perhaps? Anyway, note the date, April 14th, and also that admission is by ticket only, one per person. These are available free on application to T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire. Car parking costs 10s. per vehicle but members displaying a concession sticker will get their transport in for 5s.—apply as above.

Don't ask us why this extremely enjoyable event has to clash with Snetterton's F.I. Lombank Trophy Meeting—personally, we shall be at Silverstone. Why has the car-park charge been doubled? The V.S.C.C. say "The idea is not primarily to get in more money but to limit the attendance slightly, making less of a crowd in the Paddock (but are spectators allowed in the Paddock?) and making sure that all those who come are really interested and not just people hoping to see an accident for 5s." After all, most cars will hold five people if you try, especially vintage tourers, and to see and hear historic and vintage cars in action, or just to see them, is surely worth 1s. a head? It sounds like exceedingly economical entertainment, and members should apply for tickets and stickers now.

The Historic Commercial Vehicle Club has merged with the Vintage Passenger Vehicle Society and the London Vintage



This is not a quiz picture; we wonder if any reader can identify the car illustrated and supply any information about it, however?



STILL THEY TURN UP!—Here is the 1914 12/16 Sunbeam mentioned in last month's issue as having been found in a shed in Norfolk. It has been acquired by a member of the Veteran Car Club.

Taxi Club. This raises membership to over 270. The first official London-Brighton Run starts from the Museum of British Transport, Clapham, at 9.30 a.m. on May 13th, arriving in Brighton around noon, with driving tests on Madeira Drive in the afternoon.

Sunbeam S.T.D. Register. Owing to pressure of public engagements, Councillor Mrs. Winifred Boddy has relinquished her position as Secretary. Mrs. Boddy founded the Sunbeam Register twelve years ago and acted as Secretary until last month; she has accepted Chairmanship of the Register. The new Secretary, to whom all correspondence should be addressed, is F. W. Joyce, Tor Hill, Wotton-under-Edge, Glos.

Readers report—three Rolls-Royce Twenty chassis apparently derelict in a field in Berkshire, one being a vertical-radiator-shutter model with home-made van body, the other two early horizontal-shutter cars with light truck bodies. A vintage lorry chassis has been seen near Edenbridge, a 1939 Dodge 15/20 pick-up lies near Oxted, a warehouse in Surrey is said to store a 1935 Austin saloon, a circa 1936 Armstrong Siddeley saloon and pre-war Austin and Morris vans, while in Hampshire a solid-tyred (twin rears) lorry chassis less engine, a 1914 Crossley tender back axle and front axle with wheels, some early motorcycle wheels and an A.C. radiator have come to light. An early Peerless lorry stands in an open farm building in Somerset and a Surrey breaker was asking £30 for a good, circa 1930, Armstrong Siddeley sunshine saloon, and is said to have a bullnose Morris and vintage parts, also two steam-rollers, one an Aveling. Some Clyno chassis and body spares exist in Suffolk, the very rare straight-eight Hampton is in good hands in Bristol (data wanted), nicely kept Rhode and Mathis cars were seen in a Leeds garage, and someone wants to sell a 1914/18 "Old Bill" mascot, a circa 1929 R.A.C. badge and three volumes of an American Cyclopaedia of Automobile Engineering published in 1913.

The Editor wishes to thank J. Milne (who himself seeks a 1904 Somerville Firefly l.t. plug) for some vintage Lodge plugs, B. H. Vanderveen of the Olyslager Organisation for a very small Champion V-6 from an American engine and a Lodge waterproofed plug from a British Army vehicle, and David Boorer for a modified K.L.G. 646 plug that was in Kay Petre's works side-valve Austin Seven when it crashed at Brooklands, for his growing collection of historic sparking plugs. David Boorer has the power unit from the Kay Petre Austin and is building a chassis of pre-1940 parts to accommodate it, in anticipation of racing it in V.S.C.C. Historic Racing Car events. Another historic racing Austin Seven was found recently in the basement of the Longbridge factory. A supercharged side-valve single-seater, it is probably the car Thompson raced at Southport up to 1939. It has been loaned to Wally Wotton for rebuilding.

Battersea College of Technology want a vintage 'bus for use as sports-team transport and as a College mascot. They are prepared to renovate a cheap example. Offers to Neil Forsyth, Chairman of the Omnibus Acquisition Society, at the College Students' Union, London, S.W.11.

THE MODEL-A FORD

[There are so many Rolls-Royce cars about that they are almost commonplace and some of the interest in them is thereby diminished. At the opposite extreme the model-A Ford has become a rarity, and is worth restoring. This article by the model-A authority, Dr Paul R. Woudenberg of Long Beach, explains why and lists changes in specification down the four years this famous Ford was in production—ED.]

THE model-A Ford was in production just over four years and has been largely overshadowed by the legendary model-T. Recently the model-A has found new favour with American restorers and many now believe that it was the finest Ford ever produced.

The model-A was the last Edwardian big four to be produced in America. With a bore of $3\frac{7}{8}$ in., and stroke of $4\frac{1}{2}$ in., it displaced 200.5 cu. in., or just a little over 3.2 litres. The bore/stroke ratio followed Ford's early preference for a nearly "square" engine. Engine flexibility was of a very high order because of the small valves and narrow manifolding coupled with a heavy fly-wheel and a 4.2 to 1 compression ratio. A good engine with a retarded spark can idle below 150 r.p.m. On level ground the car will pull away from rest in top gear without too much fuss and can idle easily in top gear at 5 m.p.h.

In 1927, the engine originally produced 40 h.p., at 2,200 r.p.m. By 1932, in model-B form, output was upped to 50 h.p. This absurdly low figure from 3.2 litres suggests the possibility for development. A good many speed specialists developed overhead valve systems, such as Cragar and Riley. A thoroughly developed model-A could produce in the neighbourhood of 100 h.p., with rev. limits lifted to an incredible 6,000 r.p.m. In recent years with blowers and other modifications outputs have gone still further. In 1961 at Bonneville, a B-engined Special exceeded 190 m.p.h.

It is probably just as well that no more than 40 b.h.p., was pulled from the engine in stock form, for the limiting factor was definitely in the bottom-end. Main bearing diameter was only $1\frac{1}{8}$ in., with rod big ends but $1\frac{1}{2}$ in. Henry Ford liked a limber crankshaft which would follow block distortions. He certainly succeeded, for the crank is very limber at high speeds and has a strong tendency to whip out the babbitt of the centre main bearing. Once the bearing clearance at the centre main opens up, the shaft usually becomes so flexible that breakage generally occurs. This sort of thing would begin to appear at speeds around 65 m.p.h. The modification of the B block in 1932 included larger bearings and counterweights on the shaft, which helped considerably.

The lubrication system included a small pump which lifted the oil to the valve chamber from whence it flowed by gravity through small holes to the main bearings. The rods were lubricated by splash. Sustained high speed running or hill-climbing frequently allowed the bearings to squeeze away the oil cushion and I have drawn up after a good run with loud knocks at the rods. A few seconds idling generally brought things back to normal but sustained pressures would usually bring damage. All attempts at more h.p. begin with a pressure oil system to all crank bearings, the drilling of the shaft for pressure being not unduly difficult.

A stock engine and a light roadster body could show a good turn of speed. A 3.7 axle ratio was used in 1928-29, along with 4.50 x 21 tyres. Top speed when new approached 70 m.p.h. My own 1929 roadster will still do an occasional burst to 65, though the engine has now been bored out for its fourth and final time to 4 in., which adds a bit of urge. Cruising speed is easily around 45 to 50 m.p.h. The 1930-31 model-A generally ran a 4.11 axle ratio along with 19-in. wheels and is a slower car, the engine having to work too hard to bring up a good top speed.

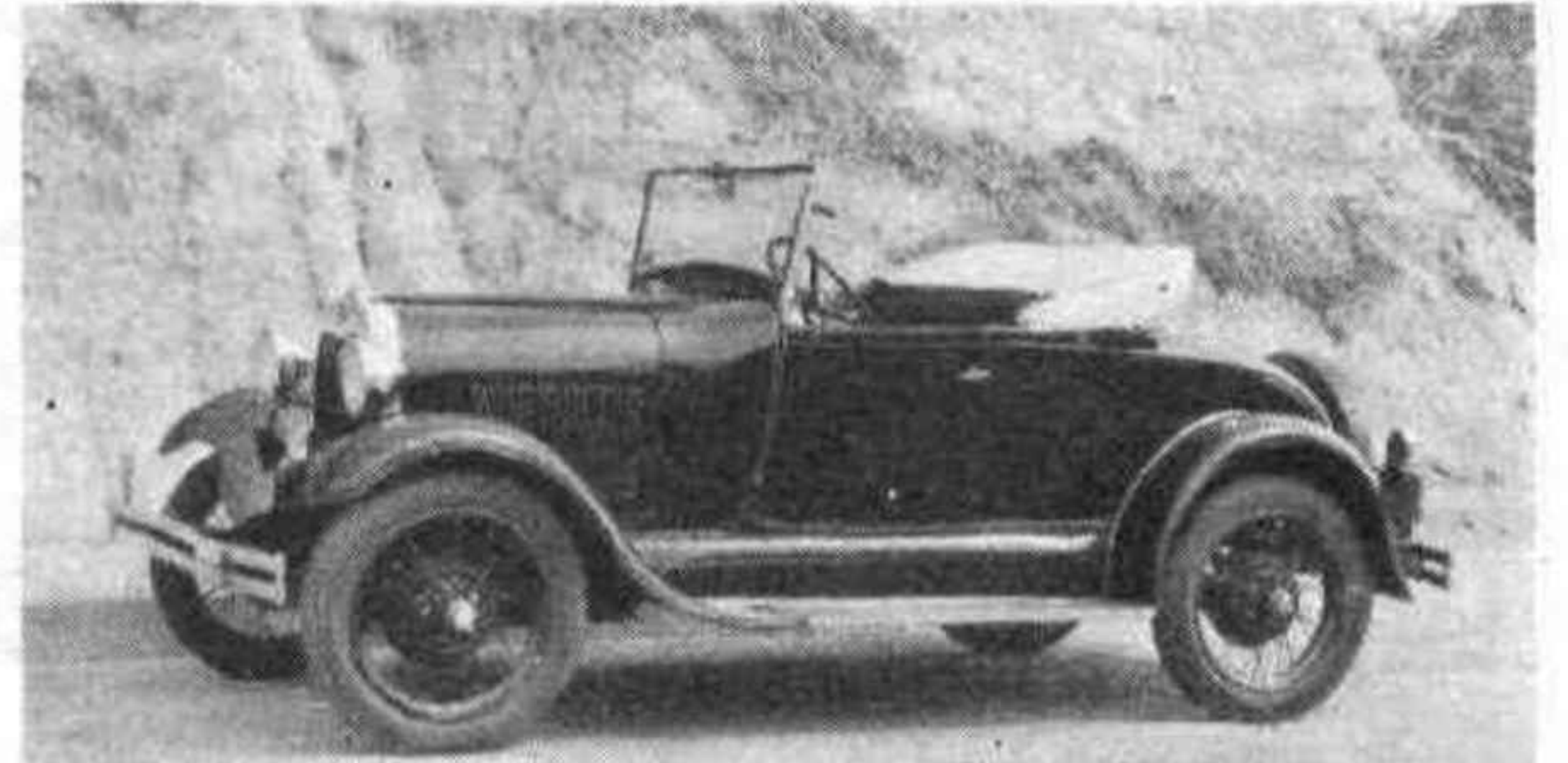
The chassis represents typical vintage practice. The side members have a maximum depth of 4 in., and were tapered toward the front. The frame had no diagonal bracing and it flexed sufficiently for Ford to reduce engine mounts from four to three in late 1928. The springs were typical Ford transverse and were stiff. Houdaille shock-absorbers helped to further tighten the car down. Cornering is good despite a high roll centre. Low polar inertia resulting from an engine well back on the chassis makes the car responsive and it steers relatively neutrally. If the front spring sags the castor angle increases, causing a change in handling something like oversteer.

The model-A steering gave a measure of control unequalled since in American production. The steering ratio of '28-'29 was

only 11 to 1. The dismal decline of Ford handling may be seen in the steady increase of this ratio. In 1930 it went to 13 to 1, in 1934 to 15 to 1, and in 1936 to 17 to 1. In 1936 Ford advertised 50% easier steering. This may have been true but the car was by now all but uncorrectable in any emergency situation. The early model-A's are a delight to drive and steer with a precision and feel unknown to Americans until the large scale introduction of the M.G. after the war.

The transmission of the model-A is extraordinarily robust. Half-shaft failure is almost unknown. The differential design of 1927 persisted without major change through the V8 series to 1948. It was also used in the Lincoln Zephyr and Continental series. By that time it was easily handling three times its original power rating. California dragsters still use these rear ends and run several hundred horsepower through them in brief spurts with no ill effects. The straddle-mounted pinions were absolutely reliable. The transmission used chrome alloy steel for conventional spur gears with ratios typical of Edwardian practice. Second gear was 54% and low gear 32% of high. These gears, sharpened over the years, produce a characteristic model-A transmission noise but they rarely fracture. There have been cases where the bottom of a model-A transmission case opened up in rough usage, allowing the oil to drain away. Apparently the transmission functions perfectly without any oil whatsoever. I know of one model-A which was run for four years with an absolutely dry transmission, due to a hole in the bottom. It was noisy but durable.

The brakes were a sensational improvement over model-T — anything would have been! Brake effort was distributed 40% to



FASTEST MODEL-A FORD was this 1929 roadster, of which a total of 203,866 were built.

front wheels and 60% to rears. They were satisfactory when kept adjusted and in efficient condition.

The bodies of the model-A were designed under the supervision of Edsel Ford, Henry's son. The '28-'29 series show a pleasant resemblance to the L-series Lincoln. Ford pioneered all-steel construction and today the closed bodies show little deterioration with doors closing very smoothly on triple hinges and a rugged latch system. A two-door sedan weighed 2,375 lb.

In 1930 the bodies were changed and the model-A lost its spidery look. Chevrolet competition increased and Ford brought out a wonderful array of body styles, including a two-door sports phaeton, an odd convertible sedan with fixed windows, and a cute close-coupled Victoria, or two-door sedan.

In 1932, the model-B appeared with a synchromesh second gear and new engine mountings. It was a much-improved car and quite smooth but the model-B was over-shadowed by the model-18 V8. Since the price of the "four" was only \$10.00 below the V8, model for model, the model-B sold only in the absence of the V8. Passenger-car production of the model-B continued into 1933 for only about 9,000 units, out of a quarter million. Truck production of the model-B finally ended in 1934.

The model-A was the final statement of simplicity by Henry Ford. Non-adjustable valves, a carburettor assembled with one large bolt, a foolproof ignition system, and a gravity fuel flow all combined to produce an exceptionally reliable car. Of the five million produced, perhaps 10% may still be on the road and until very recent times it remained the last American car produced with an eye to durability, simplicity and economy.

The Model-A Club of America, formed in 1956, now has approximately 3,000 members who are busy restoring and preserving a splendid cross-section of these fine old cars. Model-As can still be purchased for less than \$100.00 in running condition but spectacularly restored specimens have brought prices in the neighbourhood of \$2,000.00. It would appear that once a Ford is able to survive its first 30 years, its chances for the next 30 are immeasurably improved.



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VINTAGE POSTBAG

The Hudlass

Sir,

I have been a regular reader of "Vintage Postbag" for a number of years, but I have never seen any mention therein of the Hudlass car which was manufactured in a small works in Ivy Street, Southport, about the turn of the century.

A scale model of the vehicle exists in the museum at the Botanic Gardens in Southport, and a cutting from an old newspaper is displayed in the Lord Street showroom of a local distributor. The cutting mentions the Hudlass as being probably the first car to be manufactured in Lancashire and states that it was on the road shortly before the abolition of the red flag. It also advises that in 1903 the builder, Mr. Hudlass, left the area and took up an appointment with the R.A.C. as Chief Engineer.

The second car was owned by Mr. R. Bamber, a local gentleman, and I wonder if any of your readers can throw any further light on this make of vehicle, how many were built and when did production cease?

Southport.

G. H. WALKER.

[There has been some correspondence on this make but this additional information is of interest.—ED.]

* * *

The A.B.C. Lorry

Sir,

With reference to vintage lorries, when is someone going to dig up the A.B.C.—All British Car Co., Glasgow? This was 4-cylindered with horizontally-mounted engine cylinders facing forward, 2-speed dog clutch change, silent chain drive and a hinged joint in each connecting rod.

The bonnet was à la ancient Renault and there were two rads, one on each side with fans driven by flat belts.

Sevenoaks.

"OLD TOM."

[This sounds very similar to the Pilgrim.—ED.]

* * *

—And the Kelly

Sir,

With reference to your reader W. H. Dobbs' inquiry about the Kelly, I can well remember seeing a few of these lorries as a boy in the early 1920s.

I believe that their full name was Kelly-Springfield and that they were manufactured in Springfield, Massachusetts.

So far as I can recollect they had a Renault-type bonnet with horizontal louvres at the front and gauze-covered vents on either side, the radiator being behind the engine and forming the major part of a rather meagre bulkhead. They had massive, almost vertical, steering columns, which together with the other controls were exposed to the elements. There was no driver's cab in the accepted sense, the only concession to driver comfort being a canvas "Cape-cart" hood.

Other features I recollect were a high chassis frame above the level of the wheels, some overhang at the front, close-spoked artillery wheels and final drive by chains.

Altogether the Kelly was a tough, rather formidable looking vehicle and I imagine its appearance in this country was due to U.S. Government war surplus disposal.

The last time I ever saw a Kelly was near Bromley in the summer of 1930. It was boiling badly and ejecting quantities of steam and water from its radiator.

There is still an American brand of tyre called Kelly-Springfield but I don't know whether it has any connection with the lorry firm.

Bickley.

B. W. RIVETT.

* * *

A Letter from the Owner of an F.W.D. Truck

Sir,

As a faithful reader, I feel I must add a few words to what other readers have said in January and February MOTOR SPORTS about the type B F.W.D. 3-ton "truck." I have personally owned and consistently driven one of these for 17 years, beginning in 1920 when I bought one at a surplus camp for 5,500 francs (about £120 at the rate of exchange of that period).

One particular your correspondents have omitted—probably because they were in the Army—was the terrible petrol thirst of the F.W.D., which I soon discovered at my expense. On the

trip home, with 4-ton trailer and full load, it drank 120 litres per 100 km., which works out at about 2.4 m.p.g. Petrol was much cheaper in France than it is now, but, on the other hand, there was a rather heavy yearly tax per h.p., and the F.W.D., rated at 30 h.p., was quite expensive.

In order to encourage the development of charcoal gas on vehicles, the French Government let the lorries fitted with a "gazogène" go free of tax. The conditions were, that besides the "gas works" of course, the capacity of the petrol tank was one gallon maximum and the carburetter small enough to just allow for starting and idling on petrol.

So I equipped my F.W.D. according to these specifications. The gas works were huge and the power was small, but I soon found out it was possible to "get the horses back," even with a tiny carburetter by fitting a large jet and using the additional air valve for the charcoal gas. By clever manipulation of two or three valves, you could obtain quite a range of mixtures—and powers—from pure charcoal to pure petrol. The only handicap was the one-gallon tank which called for frequent refills—from a five-gallon can, but the overall economy was satisfactory.

The experience gained during those 17 years was priceless. I later fitted a model-A Ford with a "gazogène" and a special high-compression aluminium head and no carburetter. It was the fastest car on the road during the years of occupation and it went so well I kept it rolling until 1951.

Blessac, France.

C. JORRAND.

* * *

And Other F.W.D. Lorries

Sir,

I have been interested to read the letters about F.W.D. vehicles I had considerable experience of driving another American vehicle which not only drove on all four wheels but steered on all four wheels. It was called a Jeffery Quad and was developed for forestry work, the drive was from a centrally placed differential and universally-jointed shafts ending in a geared drive at each wheel.

I drove this vehicle in London traffic, but it was rather naughty for skidding on wet wood block surfaces and was eventually converted to steer a front wheel only. The Jeffery Quad had a rather high-loading level with a forward driving position alongside a semi-circular engine cover, the appearance of which caused it to be named "The Baked Potato Can."

Another very well designed American vehicle of the 1914-18 War was the Autocar; they were fitted with tanks for carrying water. I could say from memory that they had a weight capacity of 2-3 tons. They were unique in many features, having a flat front, forward drive with a 2-cylinder h.o. w/c. engine under the driving seat. Access to the engine was obtained with a crank handle at one side which by a system of levers and springs raised the driver's seat. The radiator was low slung at the front with a very sturdy bumper. Gear-change was by a right-hand lever and quadrant. A most unusual feature was a handbrake which disengaged the clutch when applied.

My father bought many of these from Slough Disposal Depot and found them to be so good that he bought more from a dump in France; several were cannibalised for spares and the rest gave excellent service for many years.

Sidcup.

A. C. LAND.

* * *

Vintage Police Cars

Sir,

Two articles on Cars in Books have prompted me to write to you about the cars mentioned in "Flying Squad," by George "Jack" Frost. Unfortunately, less is said about the cars of the Flying Squad than one would have hoped for but after references to Crossleys, used with various bodywork disguises, including the first XB 5706, the change to light cars is described. The first was a Lea-Francis, which in accordance with regulations was driven with the hood up and rear sidescreens in position. Experience in driving and controlling this car at speed was gained in a week at Brooklands. Later the need for a heavier but fast car was felt and a 4½-litre Invicta was obtained from Capt. H. Maddin, being the actual winner of a Le Mans event. [No Invicta ever won Le Mans.—ED.] This 30/120 model was again tested at Brooklands at the time when the Invicta engineers were there preparing an identical Invicta chassis for a forthcoming 500-mile event. It gave 10-60 in 9½ sec. I wonder if either of these two cars is still in existence.

Amongst the cars used by crooks there was a 30/98 Vauxhall with a strong tow-bar for pulling out the grilles over jewellers'

windows and fitted with a "racing body" to enable the thieves to scramble in over the sides when making a hurried departure. There was also a circa 1928 Bentley with the rear springs reset to give 2½-in. clearance, which gave 66 in 2nd, 78 in 3rd, 0-60 in 15 sec. and 0-70 in 22 sec. (Any comments?)

Amongst the interesting cars stolen was Col. McClintock's racing Invicta, which was pursued at over 84 m.p.h. down the Bayswater Road and was still accelerating away, and one intriguing model, *marque* not revealed, which gave a lot of trouble when pursued, "a standard model in every way" with a blown 8-cylinder engine. A Page Jowett and a Talbot 105 are also mentioned.

Whilst on the subject of police cars, I wonder how many of the special-bodied, 4-door, 2.6-litre M.G. tourers are still in existence. I believe one was advertised in your magazine a few years ago.
Havant.

G. W. CAMBRIDGE.

A.C. Sociable Memories

Sir,

I read with interest in your last issue, under "Recent Discoveries," that a 1911 A.C. Sociable delivery van had been found. I say with interest because I was at this period trying hard to reach the age of 16 and take out my licence and career around town in one of these vehicles. Regarding the name of this van, I don't think it was known as the A.C. True the chassis was supplied by A.C. but I believe (and I stand to be corrected) that the van was built by Darwick Carriers, whose service depot at least was in Edgware Road, on the right-hand side leaving Marble Arch. They specialised in carrier machines, and made cycles, box tricycles of two types. One of conventional box forward and cycle rear, and another model with a pair of large driving wheels forward, between which the operator sat and pedalled, car type hand-brake, and stirrup type steering through rack and pinion to the rear wheel. All tyres were solid, and I must have pushed one of these machines many hundreds of miles around the West End during 1911/12, not without some fun. I remember coasting down the gradient from Park Lane across Hyde Park Corner, with the intention of proceeding down Grosvenor Place, doing a fair lick, my hand-brake failed, and I finished in the side of a lovely grey Rolls, chauffeur driven, and the passenger was none other than Commander Locker Lampson. The usual names and addresses were taken but I heard no more, and I suffered no harm, being well protected by the two driving wheels. There was of course no one-way traffic at this time and no police traffic control. However, I am getting away from the A.C.

The Warwick Carrier had a roomy box over the two front wheels and the driver sat over the rear wheel. The A.C. tiller steering and two-speed gear were as the Sociable, but the linkage had obviously been modified to suit the rear driver's seat. It interests me to hear of one of these because there must have been many hundreds running about at the time. One of the major users of Warwick vehicles was J. Sainsbury, and the finish was always a chocolate brown. I would be interested to hear from anybody associated with these vehicles during this period 50 years ago.
S. Nutfield.

F. COLLIS.

Miscellany. In Sweden two Royal cars have been in the same shed since 1940. One is a 1917 V8 Cunningham in sorry state, the other a 1923 T.B. 6/21 sleeve-valve Daimler with Knibbs coupé body, which will be restored if anyone can supply a radiator, block and exhaust manifold for it, these having been stolen. Eighty-two-year-old Miss Amy More has joined the Auckland V.&V.C.C. with her 1929 Standard Ten "Teignmouth" saloon, which she has driven over 161,500 miles since new. The head has been off twice—for new rings in 1934, a valve grind in 1957. The car has had six batteries, new clutch plates in 1939, 1945 and 1952, and the front brakes relined in 1946, the rear ones in 1952. The gearbox has never been touched and the horn is original. Miss More learnt to double-declutch on a 1914 Standard tourer.

The Bentley Drivers' Club is organising a unique rally at Easter, their Snowball Run, in which Bentleys of all types and ages will set out along prescribed routes from London, Scotland and the Eastern Region on Good Friday and converge on Oulton Park on Easter Sunday, when the largest one-make assembly ever seen is expected to line the roads of the circuit.

Royal Armoured Corps Tank Museum. If you are motor-ing in Dorset it is worth remembering that this Museum, with 96 tanks and armoured fighting vehicles splendidly displayed in a fine building is open every day between 10.30 a.m. and 12.30 p.m. and 2 p.m. and 4 p.m., including Sundays. Admission and car parking are free and the official guide costs only 6d. There are many ancillary exhibits and models of tanks and appropriate books for sale. Our favourite exhibits are the 1917 solid-tyred Peerless armoured car, the 1920 armoured Rolls-Royce and the tanks in the 1915-18 section. The Museum is at Boving Camp, Wareham, 22 miles from Bournemouth, 120 from London.

Forthcoming vintage fixtures include Coventry Cathedral Festival Grand Cavalcade of Cars and Motorcycles, 1896-1961 (cars 10s. each—T. McElligott, 25, The Hiron, Cheylesmore, Coventry) on June 12th; Varwood, Dorset, Rally (entry forms—M. S. Goodwin, Flintlock Cottage, Westwood Avenue, Ferndown, Wimbourne, Dorset) on June 11th; Bean Register Summer Meeting, Esso House, Abingdon, on June 17th; Enfield & Dist. V.V.Soc. rally at Albany Stud Farm, Epping New Road, Buckhurst Hill, Essex, from 2 p.m. on August 11th, with steam vehicles, lorries, cars, etc., admission 2s.

THE MERCEDES-BENZ 300SE



Having remarked last month that in our opinion Mercedes-Benz make the World's best cars, we are delighted to announce two new models, the 300SE coupé and convertible. The 300SE has a light-alloy 2,996-c.c. Bosch petrol-injection engine developed from the Mercedes-Benz 300SLR sports/racing car, automatic transmission using a hydraulic clutch and 4-speed planetary gearing, with provision for selecting each gear under the driver's control, disc brakes with hydraulic servo on all wheels, power steering, air suspension and an automatic differential lock adapted from the racing Mercedes-Benz. Both 300SE models seat four and have leather upholstery and rare wood interior panelling. The o.h.c. engine develops 185 S.A.E. h.p. at 5,200 r.p.m. and 204.7 lb./ft. torque at 4,000 r.p.m. The pneumatic suspension incorporates triple control valves, and the low-pivot swing axle independent rear axles are retained. The claimed top speed is 109 m.p.h., or 124 m.p.h. in Special Equipment form, with an average fuel consumption of 11½ to 16½ m.p.g. Another extremely fine car, this new Mercedes-Benz 300SE.

—W. B.

BOXER REBELLION?

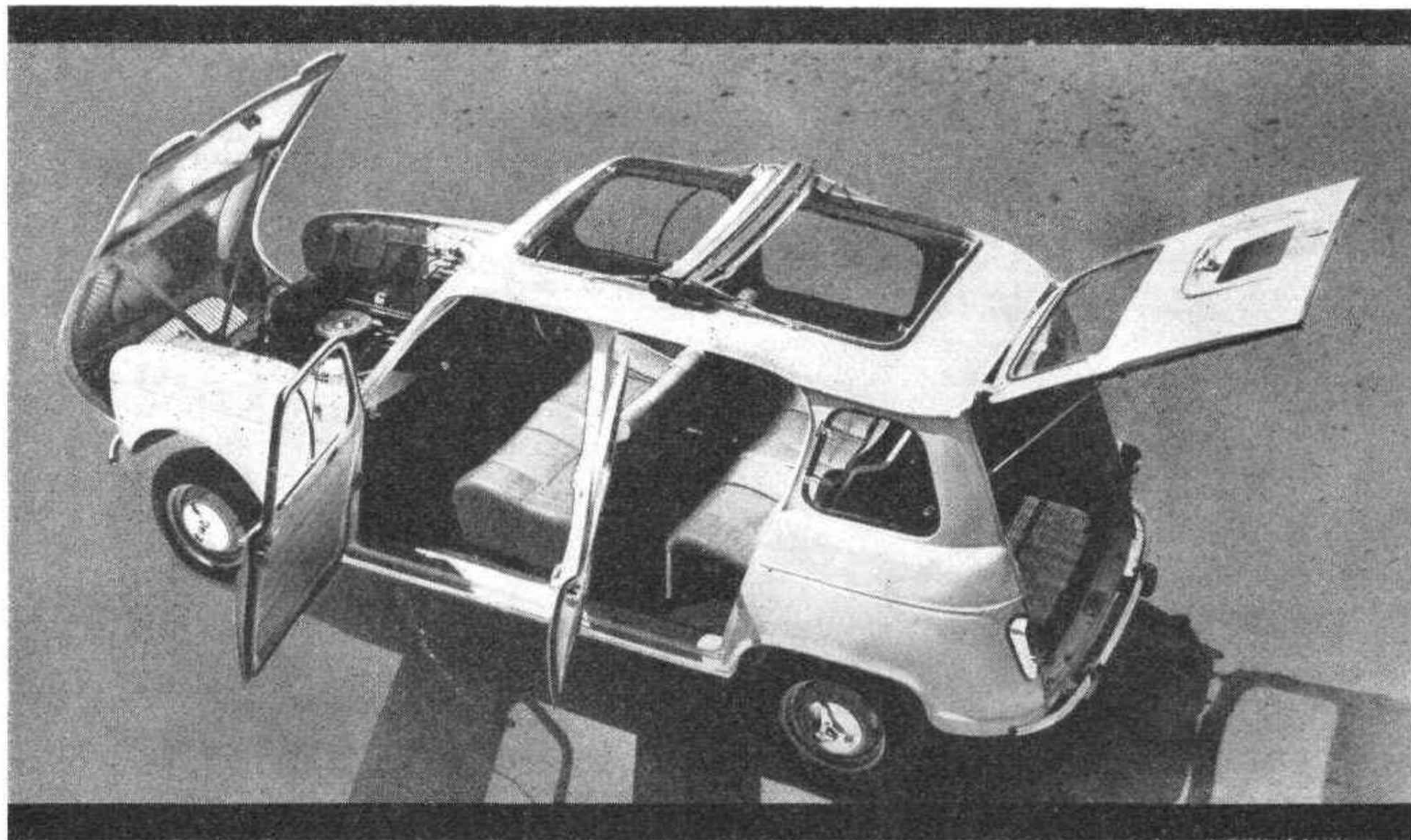
The Los Angeles Herald Examiner reports that in Montebello boxer dogs have been terrorising drivers of small imported cars for more than two months, being especially active against open M.G.s. They don't bother American-made compacts but hate imported jobs, reports a police officer.

A SKODA MOD.

Skoda owners who crave a r.h. brake lever may like to know that Wyton Garage Ltd., of Bilton, near Hull, have carried out this mod., using a Ford piston-type brake, for £2 2s. 3d., less fitting.

MARCH QUIZ PICTURE

Two readers, J. A. Keep of Worthing and H. M. V. Wright of Paull, E. Yorks, correctly identified this as a Bora car driven at Brooklands in 1925/6 by A. Boorer, although only Mr. Keep knew that the car had a Sage engine. Incorrect solutions covered Beardmore, Hampton, A.B.C., Aston Martin and Mercer. A. F. Rivers-Fletcher, for whom we instituted this particular Quiz, did not attempt to solve it.



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REMARKABLE

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MOST REMARKABLE
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THIS IS INDEED THE REMARKABLE RENAULT-4



Now on demonstration at your nearest Renault Showrooms:

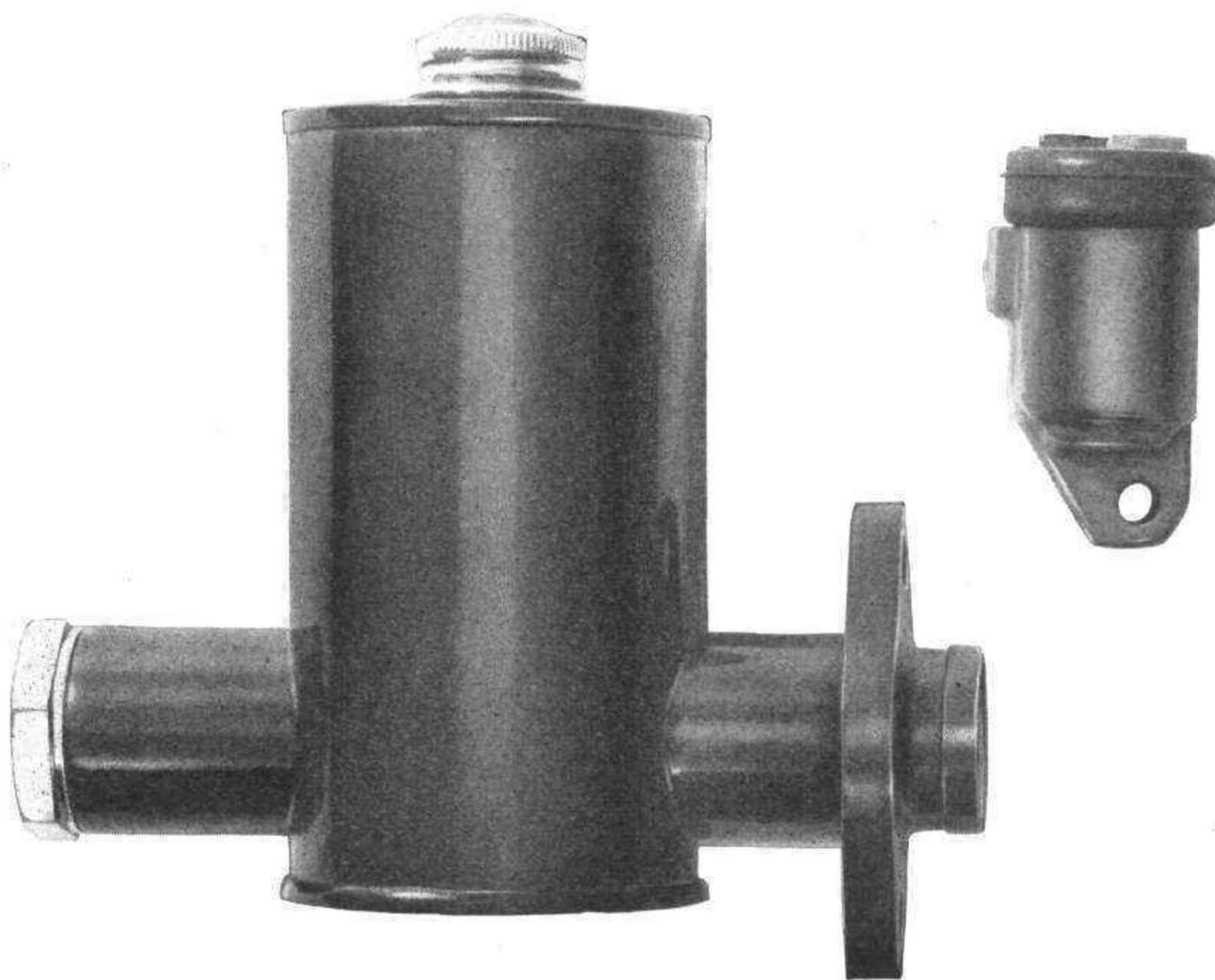
RENAULT-4 (saloon): £583.2.3. (inc.p.t.)

RENAULT-4L (de-luxe): £616.13.1. (inc.p.t.)

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ditionally. So, when they are due for servicing, ask him to replace them with exchange units, factory-built, as-new and guaranteed by Lockheed. Get your car back sooner, safer.

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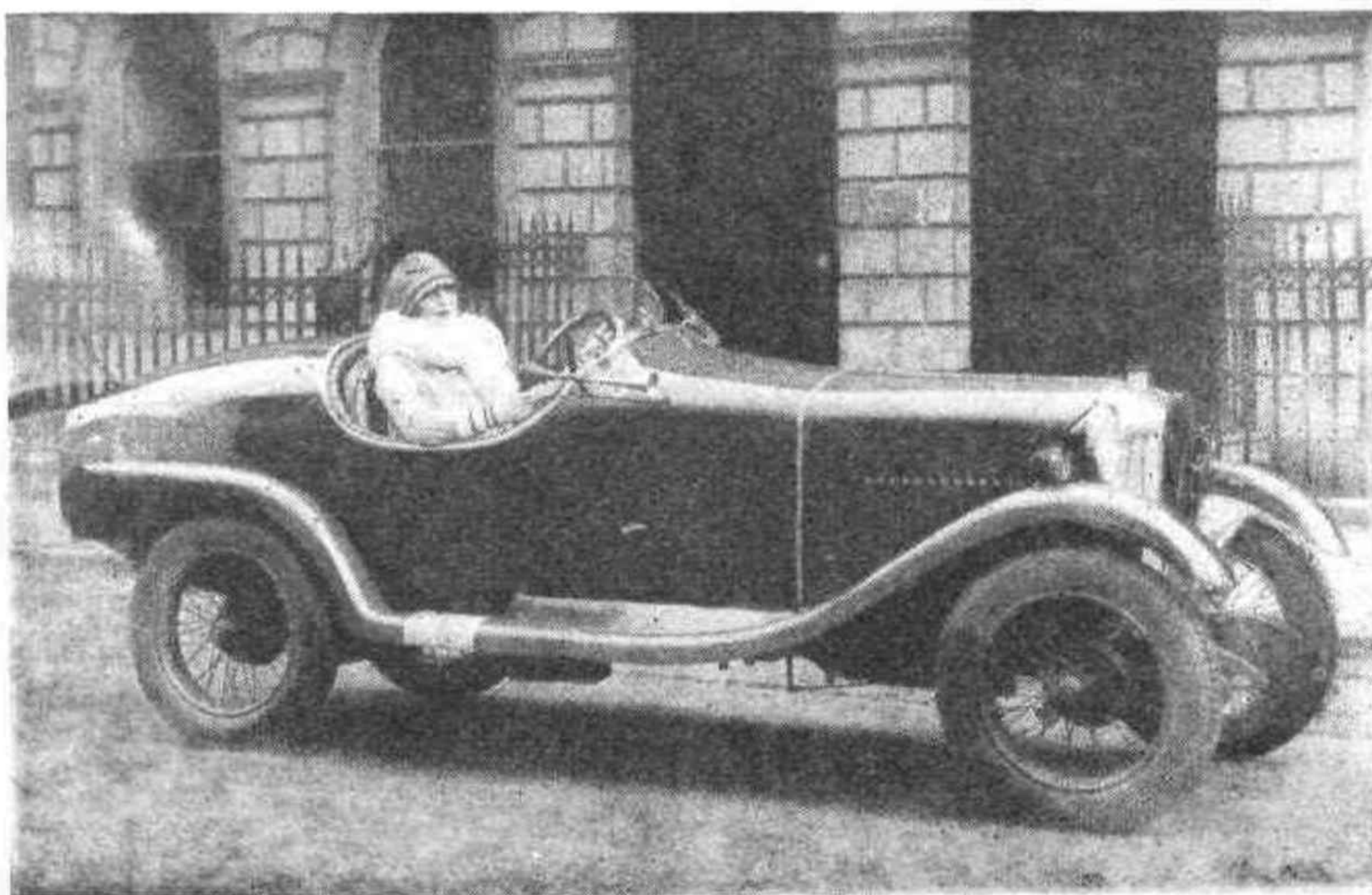
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Vintage Sports and Racing Salmsons

by John McLellan

SALMSON PUBLICITY PORTRAIT of a 1928/29 production Grand Prix model with metal body and balloon tyres.



IT is easy to forget that the vintage period in motoring lasted only a decade and that many of the now legendary *marques* were introduced, flourished, and declined during a shorter period than the production run of some of today's popular models. Although their keenest protagonist would never claim that Salmsons were the stuff of legends, they conformed to this pattern, for their entry in any important competition from 1921 to 1927 was usually viewed with some despondency by other competitors in the same class; but between 1927 and 1930 the twin bogies of the vintage manufacturer, high weight and development costs, made themselves felt and Salmsons slipped into mediocrity.

The make came into being when M. Armand Bovier, a Frenchman domiciled in England, suggested that production of a cyclecar would be a good way for the old-established Société des Moteurs Salmson to absorb some of the profits they had made from the construction of aero engines for the Allies during the Great War. Bovier had been educated at L'ecole Industrielle and had served an apprenticeship with Lacoste. After some years spent working in France and Russia he came to this country for the Th. Schneider company. A keen racing enthusiast, he had competed at Brooklands just before the war with a 5½-litre Schneider. During the war he won the *Croix de Guerre* and was invalided from the Services. He returned to assist the war effort by building Rhone et Gnome aero engines and doing contract work for A.E.C. at his works in Kilburn. The S.M.S. had been producing rotary and radial aero engines of individual design for several years. At the end of the war their plant at Billancourt covered an area of 150 acres and 10,000 work-people were employed there. Bovier knew that S.M.S. were looking for a car to start them off as motor manufacturers. He was convinced that the light-car class would be the most popular in the years to come and realised that a cyclecar, simple and straightforward to make, would be the best machine for an inexperienced organisation to copy. The G.N. was the car which appealed most to him, both on the strength of a successful racing career before the war, and for its simple and sturdy design. It had proved itself to be comparatively practical and controllable as well as fast, outstanding virtues in a member of a group of vehicles which never became famous for these qualities. The G.N. chassis was to form the basis of innumerable "specials" and at least three other *marques*. Fortunately Messrs. Godfrey and Nash were agreeable to the manufacture of their car under licence in France.

So the first Salmson was announced in March 1921. A rakish little machine, it was a straightforward copy of the G.N. "Standard" model. There was a straight channel section frame suspended from four ¼-elliptic springs. The engine was the famous i.o.e. vee-twin eleven-hundred driving from the front of the chassis via the clutch and a long shaft to a bevel-driven layshaft at the rear, which in turn drove the solid bar rear axle by any one of four sliding-dog-engaged chains. Brakes were fitted on the rear axle only and speed selection was by a right-hand lever. Steering was very direct by a crown-wheel and pinion to the tubular front axle. The whole ensemble was really light and owed what per-

formance it had more to this rather than to the modest engine output.

In fact, during a period when most models became regrettably heavier year by year, sporting models of Salmson and Frazer Nash, both based on the G.N., resisted this tendency better than most, and remained comparative lightweights. This was an important factor in the success of the Salmson racing cars.

The Salmson G.N. was made in fairly substantial numbers during 1921 and the ensuing years, and a total of 3,000 were built. They were used not only by sporting owners, but by people who, wanting a cheap economical car, were willing to brave the weather in these spartan little machines. They were even used by the Paris police, one can only guess for what purpose! The standard model was a narrow two-seater with slightly swept wings and long flat running-boards. A hood was supplied and the spare wheel was carried on the short curved tail. An oil tank was carried on the driver's running-board, with the hand primer just beside the gear-lever.

This model was produced in "Type Sport" form, with an even sketchier body than the "Standard," and prototypes were entered in a few events during 1920. For 1921 the team embarked on a full programme of competitions and races. The cars were used in two forms; for minor events the "Type Sport" body was fitted, for more important speed events and races a neat and attractive racing shell was devised. This was a slim two-seater with the mechanic's seat considerably staggered back from the driver's. The two cylinders of the engine could be seen protruding from the slender pointed nose of the body, which swept out to the full width of the chassis at the scuttle and finished in a long high-slab-sided tail. The two spare wheels were fitted transversely behind the seat squabs and there was a small wire mesh aero-screen for the driver. The engines fitted to these cars were mildly tuned, carefully assembled units with slightly inclined overhead valves and hairpin valve springs. Flared wings were provided at the front whilst at the rear two horizontal strips sufficed. These cars were registered for road use, and took part in both sports and racing events. They were driven to and, in most cases, from meetings. At the end of the season the team were declared "Champion de France Tourisme 1921."

However, it was intended that the cyclecars should be superseded by cars built more on light-car lines as soon as possible, and in the summer of 1921 examples of the new cars, to be known as the 7 c.v., were tested. Two engines were designed for the new car; one was an advanced 4-cylinder twin-o.h.c. unit, which was built only as a prototype during 1921, the second was the famous 4-push-rod engine, a simple design intended for immediate production. The chassis layout of the cyclecar was modified, and the new o.h.v. 4-cylinder engine was designed by M. Petit, who was to be responsible for the Salmson designs for very many years, and who was still employed by the company when it became part of the Renault organisation in the middle 'fifties. The engine dimensions were of 62 x 90 mm., (1,087 c.c.). The cylinder block was of cast-iron with a detachable head, mounted on an aluminium crank-

case in which the crankshaft was carried in two plain bronze bearings. The valves were inclined, and the series of eight were operated by four rods and four rocker arms. For the exhaust valve the spring was on the stem in the usual manner, but the inlet was operated by the same rocker and had two small coil springs, anchored at their ends to a cross-pin on the rocker, and to lugs on the cylinder head. Each cam was recessed and it was on the down movement of the push-rod that the inlet was opened. Derived from Salmson aero engine practice, the system worked well enough provided that engine speeds were kept fairly low. The upper part of the engine was lubricated by a pump driven from the front of the crankshaft and the lower half of the engine was splash lubricated. The magneto, of Salmson make, was opposite the dynamo, driven from a cross-shaft at the front of the engine. A Ferodo-faced cone clutch drove the unit gearbox. A neat and compact 3-speed design with short shafts and quite large diameter plain bearings, the ratios were 4 to 1, $6\frac{1}{2}$ to 1, and 16 to 1. Simplicity and lightness was the keynote of the rear axle, of straight-forward design, with a steel torque tube and banjo casing to which were attached light-alloy axle tubes and brake backplates. The straight-cut crown-wheel and pinion dispensed with a differential and the rear-axle shaft was a solid bar. Brakes were on the rear axle only, operated by cables led over pulleys and down inside the radius-arms to the brake levers. The drums were cast-iron. The remainder of the chassis retained the G.N. layout. Light wire wheels, fitted with 700 x 80 tyres, were retained by a primitive centre-locking ring. All Salmsons using this fitment were prone to shed their wheels and eventually a more satisfactory method was devised. The chassis weighed 5 cwt. and the complete car weighed 8 cwt. in standard two-seater form, or 9 cwt. 2 qr. with de luxe equipment and a dickey seat.

There was still a strong family resemblance to the G.N. in the appearance of the model; the spidery effect was enhanced by the well-set-back flat radiator with its "X" motif, representing the cross-bracing of the front wings of the racing models, and by the tiny-section straight-sided tyres. It was available either as a two-seater having a small dickey seat with well-padded backrest, or as a "Type Sport" with the skiff tail which had such a vogue in French light sports coachwork circles in the early 'twenties. The wheelbase was 8 ft. 6 in., and the tyre section was 700 x 80. The spare wheel was now carried set into the driver's running-board and the wings were endowed with adequate valances. A cape-cart hood with canvas sidescreens was supplied, but there was no windscreen wiper; in bad weather the intrepid driver had to peer through the gap between the windscreen, low and sloping, and the hood rail. Standard paint finish was blue, set off by a polished aluminium bonnet, the whole effect completed by the black wings.

Production versions of these models were announced for 1922. By the spring development work on the 7 c.v. model was complete and the factory was ready to swing into full production, intending to turn out 150 cars a week in March, rising to 200 a week during April.

In this country the company embarked on a full sales campaign from the premises in Buckingham Palace Road, and later in Motcomb Place. Cars were loaned for road-test and plenty of descriptions found their way into the pages of the technical Press, enthusiastic owners entered their cars for trials and long-distance runs, and in the Scottish Six Days' Trial a gold medal was won by D. Brown. There was some head-shaking over this entry prior to the event. The feeling was that the gear ratios were not really suited to this kind of motoring. Afterwards *The Autocar* commented that they had doubted the gear ratios, but now, considering that the engine gave 18 b.h.p. and the equipped car weighed 9 cwt., the ratios were better than most; 2 h.p. per cwt. was an excellent ratio for a little touring car able to accept a top gear ratio of 4 to 1 for ordinary roads, besides being able to climb normal slopes really fast on a second of $6\frac{1}{2}$ to 1, whilst a 16 to 1 bottom was a genuine dreadnought for so light a machine with such a good engine. They applauded the makers for sending so standard a car. "A 25% drop in gear ratios would have presented an impressive spectacle, but would have been less honest to their customers."

The 7 c.v. was known in this country as the 9.5 h.p. model and was tested by *The Autocar* in August 1922. The car used was the "English"-bodied 2-seater de luxe with dickey. In the course of an 80-mile run out to Box Hill they took the car to Brooklands, where it was timed at 50.7 m.p.h. for the measured mile. The test hill was climbed from a standing start at an average speed of 10.26 m.p.h. Acceleration figures were 10 to 30 m.p.h. in 12 $\frac{1}{2}$ sec. in top gear, whilst the same test took 9 $\frac{1}{2}$ sec. through the gears. Two people were carried in all these tests. Box Hill was climbed mainly in top and second, first being used only on the hairpins. Later the car demonstrated it had ample power on

Pebblecombe Hill, climbing in first with a good deal in reserve. During all this testing the overall fuel consumption worked out at 40 m.p.g.

The testers found the car comfortable, with good cushions and quite soft springs. There was ample leg room for the tallest driver. The positions of the gear and brake levers were criticised, it being found that the knob of the gear-lever was first on one side and then on the other of the similarly shaped brake lever, Salmsons never really sorted this out and few Salmson owners with standard levers have avoided trying to change gear with the handbrake from time to time. The dickey seat was a little cramped, but offered excellent luggage accommodation.

Their conclusion was that the little Salmson offered a road performance which was really impressive and exhilarating. Indeed, at the price there were few cars in the class to touch it.

The owners of the 9.5 h.p. cars were often enthusiastic. One owner writing in April 1923 of his similar 1922 machine says that he had driven his car for a year, covering 10,000 miles. Durability of the engine, body and chassis was excellent, he had decarbonised the engine twice and all the bearings were tight on each occasion. He had made three return trips of 440 miles from Yorkshire to South Wales within a fortnight, during which time the bonnet was lifted only once, due to a sooted-up plug. The return journey could be covered comfortably in a day, and the longest non-stop run was 165 miles. Tune was well maintained provided that the valve clearances were checked carefully every 2,000 miles, when the crankcase was drained as recommended. The cruising speed was 30/33 m.p.h., and at 40 m.p.h. the car held the road like a large car. Overall petrol consumption worked out at 40 m.p.g. The suspension was very satisfactory when loaded, but rather harsh with only the driver on board, and springs gaiters were considered a worthwhile extra. Average life of a tyre was 7,000 miles.

It was against this background of successful acceptance that development of a larger car was proceeding; a car that would be able to carry the larger bodies, offering better and more comfortable accommodation, that were becoming popular even with the owners of small-engined cars. And the opening of the racing season in 1922 saw the announcement of a remarkable team of Salmson racing cars.

In their original form the chassis and engine layout of the racers was identical to the new 10/15 model, which was to be announced at the 1922 Paris Salon. The high performance of which the cars were capable was still due more to their light weight and clean profile than to the power given by the engine. But the fine, new, little twin o.h.c. unit had a great potential for development, and allowed the team to keep pace with its competitors for some years.

The basis of the model was a long, slender, flexible chassis of tapered channel section which gave a wheelbase of 8 ft. 7 in. and track of 3 ft. 9 in. At various times there were half-hearted attempts to stiffen the chassis by boxing the side members on some cars, but a more typical solution was to fill the chassis with ash strips to reduce vibration and guard against frame fractures. Suspension was by $\frac{1}{2}$ -elliptics at the rear, with $\frac{1}{2}$ -elliptics at the front; these were pivoted at their front ends and slid in primitive trunnions at the rear. Shock-absorbers were not used, but rubber straps guarded against excessive spring movement. There was remarkably little chassis development on this model over the years, but with the addition of front-wheel brakes and with the high speeds achieved the short-comings of the suspension was realised and the springs were carefully bound with cord.

A light front axle was used, consisting of a straight tube with forged end pieces sweated and pinned into each end. At first there were no front-wheel brakes. The rear axle was identical to the smaller 10 h.p. car, with the same small cable brakes.

In 1927 M. Petit said that he considered that a special racing or competition car would be in the hands of the ordinary motorist within two years. In 1922 this certainly was true, for it is difficult to say which came first, the twin o.h.c. racing Salmson, or its touring counterpart, they are so similar.

This compact long-stroke engine, with its hemispherical head and inclined valves, must be one of the outstanding small power units of the 'twenties. The simplicity and the aptness of the design make it a classic, and there are sufficient touches of originality to indicate the mind of a designer of outstanding ability. It is difficult to see why the engine has not received more attention than it has, for it was certainly the first small twin o.h. camshaft engine to be made successfully in large numbers.

The hemispherical combustion chamber combined with twin o.h.c. valve operation was first used by M. Henry in his 1912 G.P. Peugeot design, and later in more developed form in his 1920 G.P. Ballot. The twin-cam Salmson valve gear shows some

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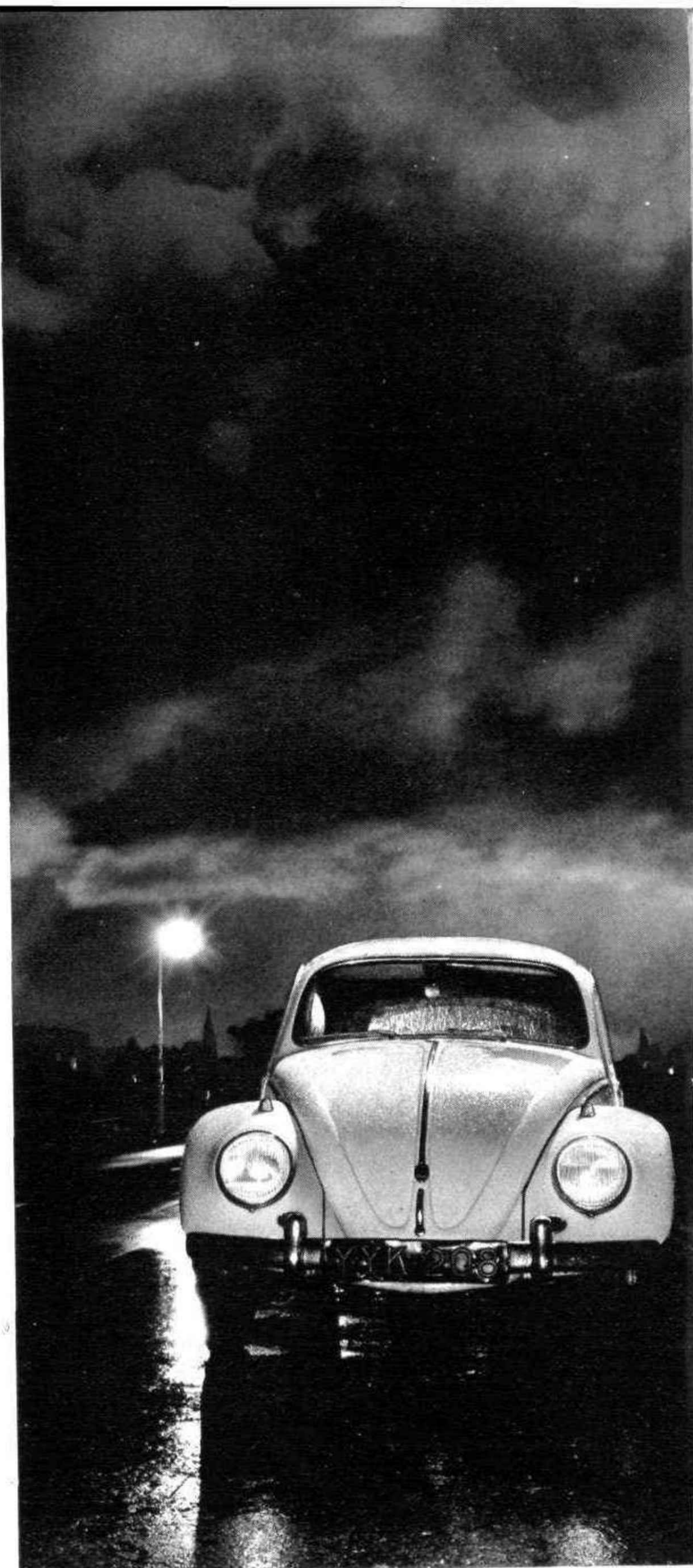
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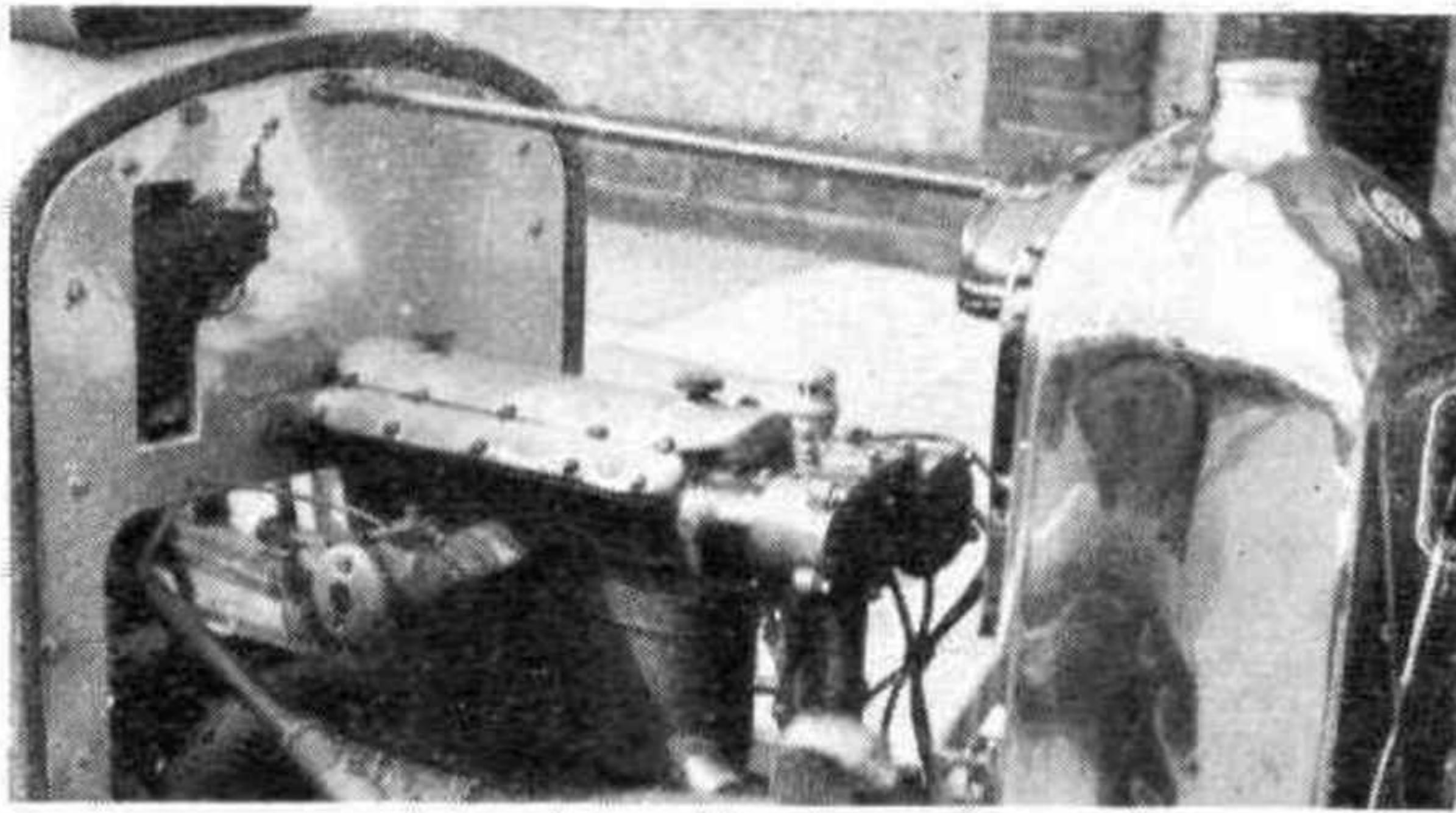
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The famous twin-cam Salomon G.P. engine in a 1928 car.

interesting similarities to M. Henry's designs, and may be considered an intermediate stage. As on the Peugeot the camshaft runs through the valve-operating tappets, but the latter is in the form of a piston moving in a bush in the camshaft housing, thus removing from the valve stem any lateral loads; the bearing area of this arrangement is far greater than that of the earlier car, but the pistons are a considerable reciprocating weight. By contrast the Lallot had small pistons interposed between the cams and the valve stems, which performed the same function with far less weight. This method is used today on most high-performance twin-cam engines. The valves were inclined at 60° to each other.

The four cylinders were of 62 x 90 mm bore and stroke (1,087 c.c.). The block, of unusual design, consisted of top, middle, and bottom plates connected by the cylinders. The water jacket was either welded round the casting, (a method of construction favoured also by Bertarione on the 1922 G.P. Fiat), or on certain later models was removable and sealed by fastening down the detachable cylinder head on two rubber joints of circular section.

A vertical shaft at the front of the engine drove the camshaft by helical gears. At the base of the former a cross-shaft drove the twin magnetos mounted on extensions on either side of the crankcase.

The crankshaft was carried in two roller main bearings, with smaller subsidiary bearings at each end. Lubrication was by the well-tried pump and trough system, with two small crankshaft-driven pumps attending to the top part of the engine. The sump was an aluminium cast tray with finned base. A flat plate, with a gauze oil filter set into it, guarded against oil surge.

In contrast to the chassis, considerable engine development took place. From 1922 to 1925 the engine was used by the Works team in unblown form. The compression ratio was raised from the modest 5.8 to 1 of the standard engine in the early days to almost 7.4 to 1 before the supercharger was fitted. The engine speed rose from 3,500 r.p.m. in 1921 until in 1927 4,500 and even 5,000 r.p.m. were being achieved. To keep pace with these developments the engine was extensively modified season by season. The lubrication, the cooling, the bearings, all received attention. At each stage of development production engines incorporating most of the works features were available to owners who were prepared to pay extra for them.

The early engines, using light alloy pistons and I-section connecting rods, were known as the "Grand Prix" series. They used pump and trough lubrication at first, but adopted a pressure-feed system, using a drilled crankshaft in later seasons. In 1923 the team was using engines with a large centre-roller bearing for the crankshaft, together with long fragile tubular connecting rods. A new lubrication system was used, in which numbers 1 and 4 big-end bearings were fed with oil from the pump directed into two concentric rings on the crankshaft and thence into the bearings. Numbers 2 and 3 bearings were fed with oil passed through an oilway in the centre main bearing, into rings on the crankshaft, and so into the bearings. The system, rather similar to that used by Bugatti on his racing engines, should correctly be described as "semi forced feed lubrication." Another modification was to the valve heads, to allow a longer dwell. Engines made to this specification were known as the "Grand Prix Special" series, and could be distinguished from the "Grand Prix" series only by a small bolt head in the centre of the aluminium crankcase which served to locate the centre main bearing.

In 1925 the engine was supercharged, and by the end of 1926 had become a very highly developed unit indeed. 80 b.h.p. at 4,000 r.p.m. was obtained by the Works, but it was claimed that

more power was available at higher speeds. It was on these engines that the detachable water jacket was employed. Magnesium alloy pistons were used and extremely careful balancing of all the engine components was necessary. The tubular connecting-rods were inclined to "bow" slightly at very high engine speeds and the resulting collision with the wall of the narrow cylinder bore could be disastrous. A Cozette blower was the normal fitment, mounted low on the near side of the crankcase and driven at engine speed by a train of gears from the rear of the crankshaft. This method was claimed to prevent the transmission of crankshaft torsional vibrations to the blower, and to further this aim a flexible coupling was also used on the driving shaft just before the blower. A Roots blower could be obtained for the 1928 models sold in this country. Engines built to this specification were known as the "San Sebastian" series, and could be identified by the 4-branch water-header pipe and the square ends to the cylinder block. Dual ignition was also standard. Typical of the attention to detail on these engines was the small half-bearing which steadied the centre of the camshafts. This had originally been a full bearing made from Dural and attached to the camshaft cover, but it was found that only the top half of the bearing surface was being worn and so the lower half was dispensed with.

The braking system and suspension of these 10/15 models reached their highest point of development with the introduction of the "San Sebastian" model. Early chassis had the rear springs sliding in a trunnion above the axle; on the "San Sebastian" the axle casing was turned upside down so that the spring was under the axle and the chassis lowered by several inches. To balance this the front axle was a new wide-track unit of cast I-section with a deep drop from the king-pin to the spring pad. To this axle Perrot cable-operated 10 in. brakes, working in finned alloy drums with steel liners, were fitted. These brakes were more than the slender front springs could take, and considerable winding up occurred, exaggerating the servo effect of the large "self-wrapping" shoe in the drum. The result was that to achieve powerful snatch-free braking was difficult, the technique being that of merely touching the brakes and letting the front springs do the rest. In contrast with the early models, Hartford type shock-absorbers were now employed. On some Brooklands cars quadruple units were fitted on each axle; the effect on the bumpy surface must have been to convert the car into a four-wheeled toboggan.

The production 10/15 models were endowed with a great variety of bodies, ranging from sports two-seaters to full sedan de ville; the latter was at least catalogued, if not actually made. Unfortunately the chassis was over-bodied with most of these creations. Eventually larger engines were built, but by that time the bodies were even heavier.

But some light, attractive sporting bodies were also made. For the 1922 and 1923 seasons there was a handsome boat-decked 3-seater sports model. The third seat was a cockpit in the canoe tail, surrounded by small motor boat handrails. Equipped with a fully disappearing hood and an adjustable windscreen, the car offered either ¼- or ½-elliptic front springs. The price was £235 and the colours were yellow or white, with black wings. For saloon-car addicts there was an entirely delightful little "Neo Gothic" 2-seater fixed-head coupé. It had the fashionable vertical lines, with both square and oval windows. There was only one door, on the passenger's side, and there was a luggage boot in the short tail. Finished in black the price for this little charmer, "handsomely equipped," was 250 guineas. An additional £14 was needed if a Ducellier self-starter was required. The price of the 9.5-h.p. model in open 2-seater form was £195.

The Olympia Show of 1923 saw the first announcement in this country of the Grand Prix 2-seater. These handsome little vehicles, based on the outline of the team racing cars, were to set the style of the small Continental sports car for some years to come.

They were available in fabric or metal covered form over an ash frame. Very narrow, with polished cowled radiators and long pointed tails, they did not have staggered seats as standard, but most owners used cushions at their backs to bring themselves forward, clear of their passengers. The cockpit interiors resembled those of the light aircraft of the day, with their well-padded sides and small vee-screens.

Weather equipment was usually no more than a diminutive hood fastened to two extending rods just in front of the windscreen. Equipment varied a great deal, but the instruments were usually confined to a rev.-counter, clock and ammeter. The more expensive models had fuller instrumentation. A brass-fronted Ducellier switch-box was mounted in the centre of the fascia panel. An ingenious ignition control, connected to the magneto by a

series of cranks and cams, was usually fitted just behind the steering wheel, matched by the choke lever. At first long swept wings were fitted but later cycle type were available, and neat semi-spatted wings were fitted to the 1928 Olympia "San Sebastian" model. Twin spare wheels were carried on either side of the scuttle, and there was a tiny door on the passenger's side. The cheaper models usually had Salmson centre-lock wire wheels, whilst the "Special" and "San Sebastian" used the Rudge Whitworth wheels. Tyre sizes increased from 710 x 90 in 1923 up to the 715 x 115 "Ballon" in 1927. The electrical equipment was either C.A.V. or Ducellier, and the price range £265 to £285.

Richard Twelvetrees tested the G.P. model for MOTOR SPORT in December 1926. This car had been borrowed from George Newman, who was an agent for Salmsons. Twelvetrees appeared to be under the impression that it was a practice hack, but it seems that the wily Newman had lent him a pretty-well-maintained example, for he had won his class in the Kent Sussex M.C. hill-climb in September with this same car.

Twelvetrees had tested the earlier version of the G.P. the previous year in a muddy London-to-Gloucester Trial and was prepared to be plastered with mud again on this test, but the swept wings had been dropped for semi-cycle type with valances joining them to the chassis, giving good protection. Conditions were very poor and testing was hampered by wheelspin. The steering was much better than on the previous model and only at very low speeds did heaviness make the absence of a differential felt. It was possible to change gear silently if touring changes were sufficient, but more sporting efforts resulted in a certain amount of "clashing" and a firm hand was needed when dealing with the gearbox. The four-speed box offered ratios of 13½ to 1, 7½ to 1, 4½ to 1 and 3¼ to 1. Top speeds in each gear were 30 and 49, with 65 m.p.h. in third; the highest speed achieved was 84.12 m.p.h., which was held for half a mile before slow-moving traffic necessitated slackening speed. Later 4,500 r.p.m. was held for over a mile in first gear; the example this performance set may help to explain why so few Salmsons have survived! [We are not so brutal today!—Ed.] It is obvious that these revolutions were not found in top, so we can only conjecture what speed this 1926 unblown eleven-hundred could achieve when wound up on a circuit like Brooklands. Finally, the car was tested up the ¼-mile Succomb Hill from the Caterham Valley to Upper Warlingham. There was a rough surface, two sharp corners, a maximum gradient of 1 in 3, some gulleys and a small stream running across, but a climb in 60 sec. was made despite wheelspin. The braking powers of the car received favourable comment. All-up weight was 10 cwt., equipped with hood, wind-screen and electrical equipment.

In the 'twenties racing and competition success carried real weight. Often this was the only means by which the motorist of the day could assess the relative merits of the many makes offered to him. This was especially true of the cyclecars, for here design had not yet coalesced and many bizarre little cars were to be seen. Salmsons therefore decided they would court publicity by competing in as many events as possible.

They were successful from the beginning. For six years they won time and time again, first with the 10/15 cars, later with the "San Sebastian" blown models, and not until the advent of the exquisite Amilcar "six" were the Salmson "fours" dislodged. From the initial success in the 1921 Cyclecar G.P. they proceeded to their crowning achievements of the successive class victories in the 1926 and 1927 Targa Florio races in the hands of Geri and Borzacchini.

In this 1921 season three important victories were to set the style for the years to come. First there was the Swiss Six Days' Trial held over an arduous Alpine route crossing the passes of the Grimsell and Furka. Much of the course was on tracks which were often little better than the dry beds of streams. Lombard's "Type Sport" four-push-rod car took first place after a run during which the only involuntary stops were caused by punctures. In July the G.P. des Cyclecars at Boulogne was dominated by the racing-bodied G.N.-based twins. After averaging 49.8 m.p.h. for the 280 miles the Salmson team carried away the *Coupe Pickett*, donated by the British G.N. exponent, who must have been a little irked by this result. Lombard was second and Bueno third. In September Lombard won the 1,100-c.c. race at Le Mans with the prototype twin-cam car, the only Salmson entered. This was a neatly streamlined machine with a short rounded tail and a slightly sloping, flat-fronted radiator cowl. The engine was the 62 x 90 version, fitted with a double Zenith carburetter, one magneto and a cone clutch. The weight was claimed to be only 6 cwt. unladen. The flared front wings were fitted to this model as well as the G.N. Salmsons. Lombard won at an average speed of 54.8 m.p.h., nearly 18 minutes ahead of the second car, despite losing twenty minutes after the mechanic had failed to fill the fuel

tank fully. "This false manoeuvre," commented *La Vie Automobile* drily, "enabled him to show that he had the makings of a 'recordman de course.'" After his stop Lombard covered several laps at more than 60 m.p.h. average. He was less successful later in the year when he brought this car to Brooklands for the J.C.C. 200 Mile Race. After leading the race he damaged two wheels at a pit-stop and had to be content with 2nd place behind Frazer-Nash in his G.N. This was no doubt a consolation to Mr. Pickett, Lombard gained his consolation by taking the 100 miles Class K record at 72.8 m.p.h. during the course of this outer-circuit race.

The first season had been a promising start and for 1922 the team returned to the arena well organised and with the resources of a large engineering organisation behind them. A policy was laid down and was to be followed for the whole period the works raced seriously. For the most important races the works team would enter with their own drivers and cars. For secondary events "Service de Course" cars would be lent to an agent or driver of acceptable ability, often backed by works mechanics, part of the expenses falling on the driver. The remaining events deemed worthy of interest by the works would be supported by a driver using his own car with works advice and, occasionally, assistance.

In February, before the season proper opened, the French Light Car Trial was held over a difficult 152-mile course in the Forest of Marly. Conditions were miserable and it was not easy to maintain the required average speed of 24 m.p.h. Most of the entries were of cars with special lightweight bodies and only the sketchiest of wings, the result being that their drivers rapidly became plastered with mud and finished the course in acute discomfort. Salmson fortunately had entered fairly standard cars with adequate mudguarding, so their drivers Bueno, Hamel and Lombard had a comparatively comfortable ride, finishing in the first three places.

The new team racing cars were fitted with neatly streamlined high slim bodies. The driver and mechanic sat well down in the cockpits, with only their heads in the slipstream. Whilst the latter squeezed himself in as best he could, the driver had adequate space. These bodies were really light and were almost of stressed-skin construction, for the only formers were two hoops, one in front and one behind the cockpit. Almost circular in section, they relied on their curved surfaces to give them stiffness. Full-length undertrays were fitted. Inside the cockpits the cars were very spartan; the seat backs were minimal and supplemented by webbing straps. The weight of the car was 6½ cwt. standing on its 700 x 85 tyres. These bodies offered excellent protection for driver and mechanic. W. F. Bradley commented favourably on the fact that the occupants were completely concealed within the barrel-shaped body should the car overturn. These cars were to be raced regularly until the end of the 1925 season, when they were made obsolescent by the introduction of the blown "San Sebastian" model. It was one of these cars in single-seater form which was to record the first 100 m.p.h. in the 1,100-c.c. class. They had a habit of finishing in team formation, and on more than a dozen occasions took the first three places, occasionally heading the general classification. Salmsons won hundreds of races and it is sufficient to mention only some of the more important or interesting events.

In the 1922 season the superb Robert Benoist, then at the start of his career, led the team to the first two places of the 1,100-c.c.



Bueno and his mechanic Spikins after winning the 1,100-c.c. Class of the 1923 J.C.C. 200-Mile Race at Brooklands.



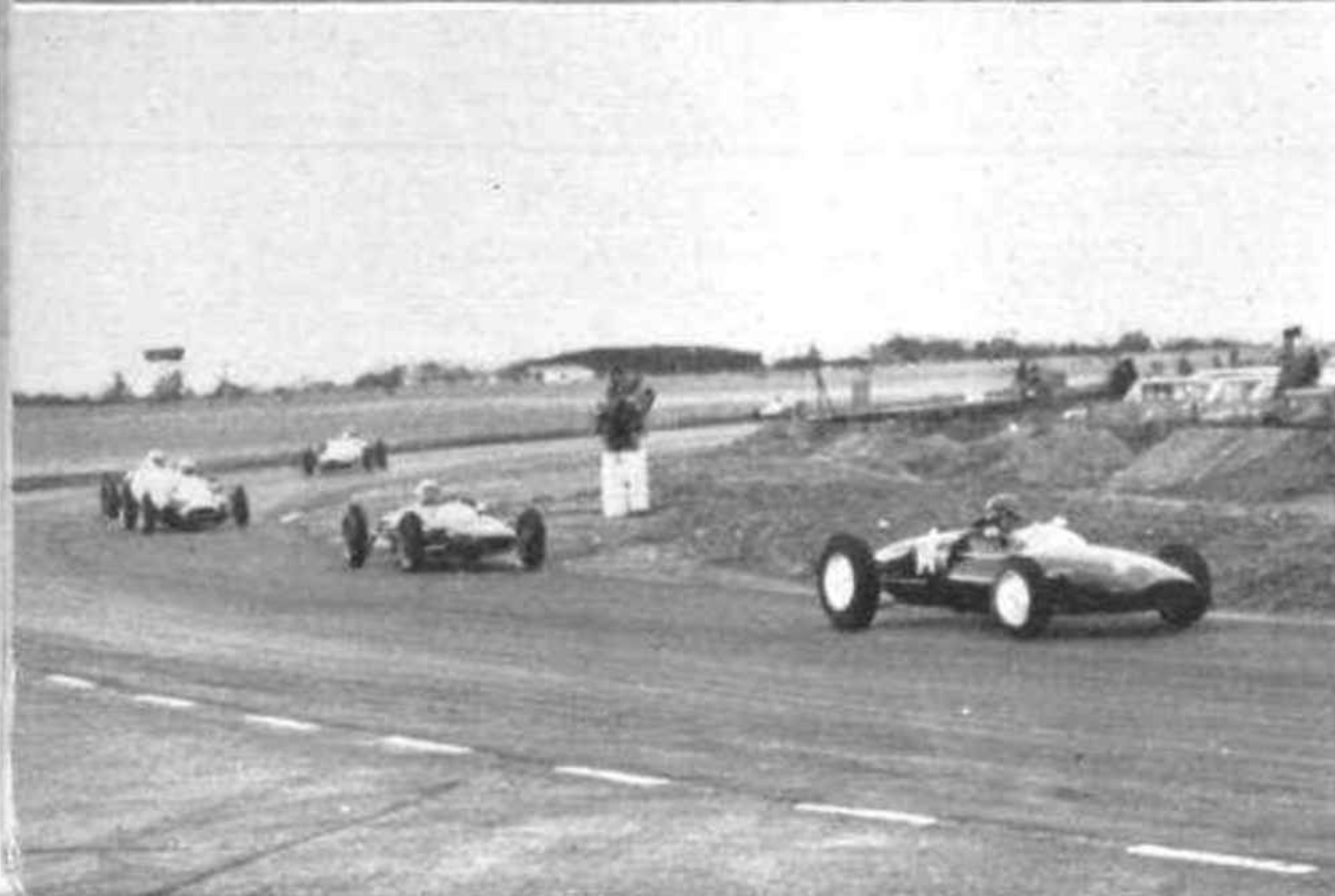
The ex-Mike Salmon D-type Jaguar, now liveried in B.R.G., and owned by P. H. Sutcliffe, had a hard job to keep off D. W. A. Chamberlain's 2-litre Cooper-Monaco for the first four laps of their race during the B.R.S.C.C.'s first 1962 meeting at Snetterton.



M. A. Young's Ford Anglia is closely followed through the Esses by J. C. Merfield's Anglia with a Jaguar following up behind.



Trevor Taylor's sister Anita possesses much of the family ability, going well at both Oulton Park on the Saturday and Snetterton on the following day with a Ford Anglia.



Eventual winner of the second Formula Junior race was Fenning's Lotus Twenty, which is seen here leading Dennis Hulme's Cooper during their exciting battle.

PICTORIA

B.R.S.C.C. Snetterton



R. P. G. Sturgess in the hitherto rarely seen coupé version very fast smaller cars of Gordon Jones (Mar)

Power in hand and winner with ease of the last race, the 10-lap Scratch event, was Bill de Selincourt's Lister-Jaguar. It is worth comparing the driving position and facial expressions of de Selincourt and David Eva in the right-hand picture.



AL. REVIEW

B.A.R.C. Oulton Park



... of the E-type Jaguar leads K. Baker in a second E-type and the ... (cos) and David Hobbs (Elite). Sturgess finally won.

First man to score in the recently introduced Veedol Trophy race was David Eva with the ex-Dick Jacobs' M.G.-A Twin-Cam. He comfortably beat Bob Burnard's A.C.-Bristol.



David Soley's D.R.W.-Ford leads Ken Wiggins' B.M.C.-engined Lotus 7 during the second of the two Veedol races staged at Oulton Park on May 17th.

Les Redmond's Cooper-Monaco was penalised a minute for spinning during the 10-lap Scratch race, but still managed second place behind de Selincourt's Lister-Jaguar in the unlimited class.

Round Old Hall Corner stream the field in the five-lap Marque race, with Tom Entwistle's T.V.R. leading. Entwistle eventually finished third behind David Eva's Twin-Cam M.G.-A and Derrick Astle's rally Healey 3000.

Circulating in very close company during the second five-lap handicap race was Entwistle's T.V.R. and Peter Dickinson's Lola-Climax. Later in the day the Lola suffered mechanical trouble and Dickinson used his wife's similar car for the last race.



class of the G.P. des Voiturettes at Le Mans at 61.3 m.p.h. average for the 264 miles. Desvaux was second. Benoist also won the 1,100-c.c. class of the J.C.C. 200 Mile Race at the respectable average of 81.88 m.p.h., in an unblown two-seater. Desvaux was once more second. The winner was said to have the engine from the single-seater which had taken the A.C.U. Class K flying kilometre record at 91.04 m.p.h., and was lapping at over 90 m.p.h. during one stage in the race. Later, at a sprint meeting in the Bois de Boulogne, Lombard was timed in the "razor blade" single-seater, with wheel discs, at 94.9 m.p.h., for the kilometre, Benoist managed 82.8 m.p.h. in the two-seater.

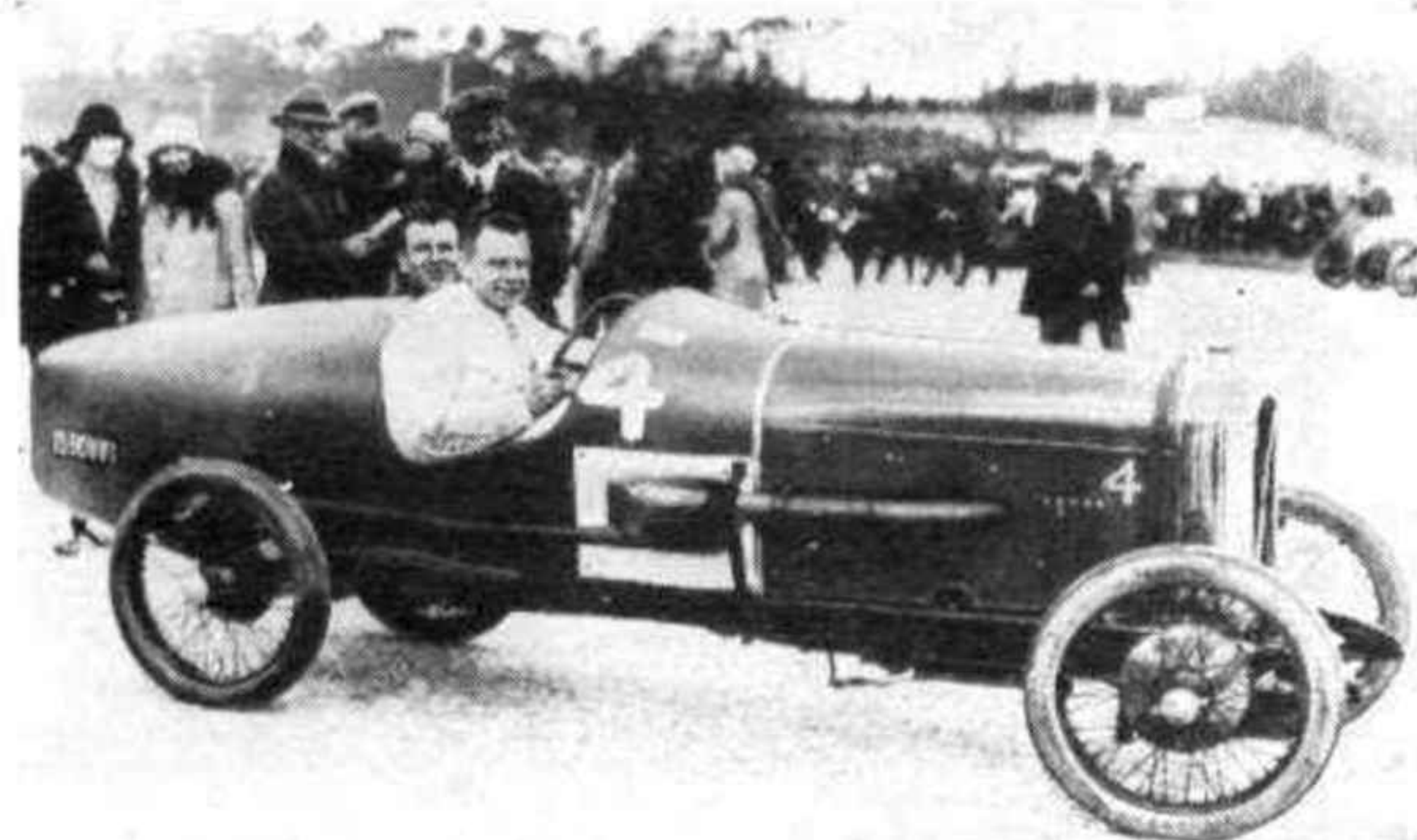
1923 was the year of consolidation. In their class they were as dominant as the "Invincible" Talbot Darracqs were in theirs. Benoist continued his winning ways in the G.P. de Boulogne races, taking the 1,100-c.c. class at 66.3 m.p.h., and finishing second in the general classification. Bueno was second but the third car in the team retired, so the V-twin Frazer Nash team was able to retrieve the Pickett Cup from Salmsons. It was Benoist again at Le Mans, where he won the 1,100-c.c. class of the G.P. des Voiturettes at 65.5 m.p.h. for the 247 miles, with a record lap of 70.4 m.p.h. In this race a 750-c.c. Salmson driven by Lombard won the smallest class at 62.5 m.p.h. for 182 miles. The sports models won both the 24-hour races held. At Le Mans, driven by Desvaux and Casse at 43.8 m.p.h. (12th in General Classification) and followed by Bueno and Benoist (15th in General Classification), and at the Bol d'Or where Desvaux and Benoist staged a dead heat, covering 1,104 miles at 46 m.p.h., with Casse third, after driving single-handed for the 24 hours. The cars ran stripped of wings. An interesting event was the fuel consumption G.P. de Tourisme. The two-seater light cars had to average 47.1 m.p.g. at 50 m.p.h., for 184 miles. Desvaux's Salmson finished third behind two Mathis after Benoist had retired with radiator troubles after leading most of the race.

By 1924 the Salmson was firmly established as a leading light car and the number of soon-to-be famous drivers who used them in their apprenticeship is an impressive list. Salmsons announced their retirement from racing in mid-season but still contrived to win a few races, including the J.C.C. 200 Mile Race with O. Wilson-Jones driving, at 85.7 m.p.h. average. The new blown engine was now being used in the team cars in some races.

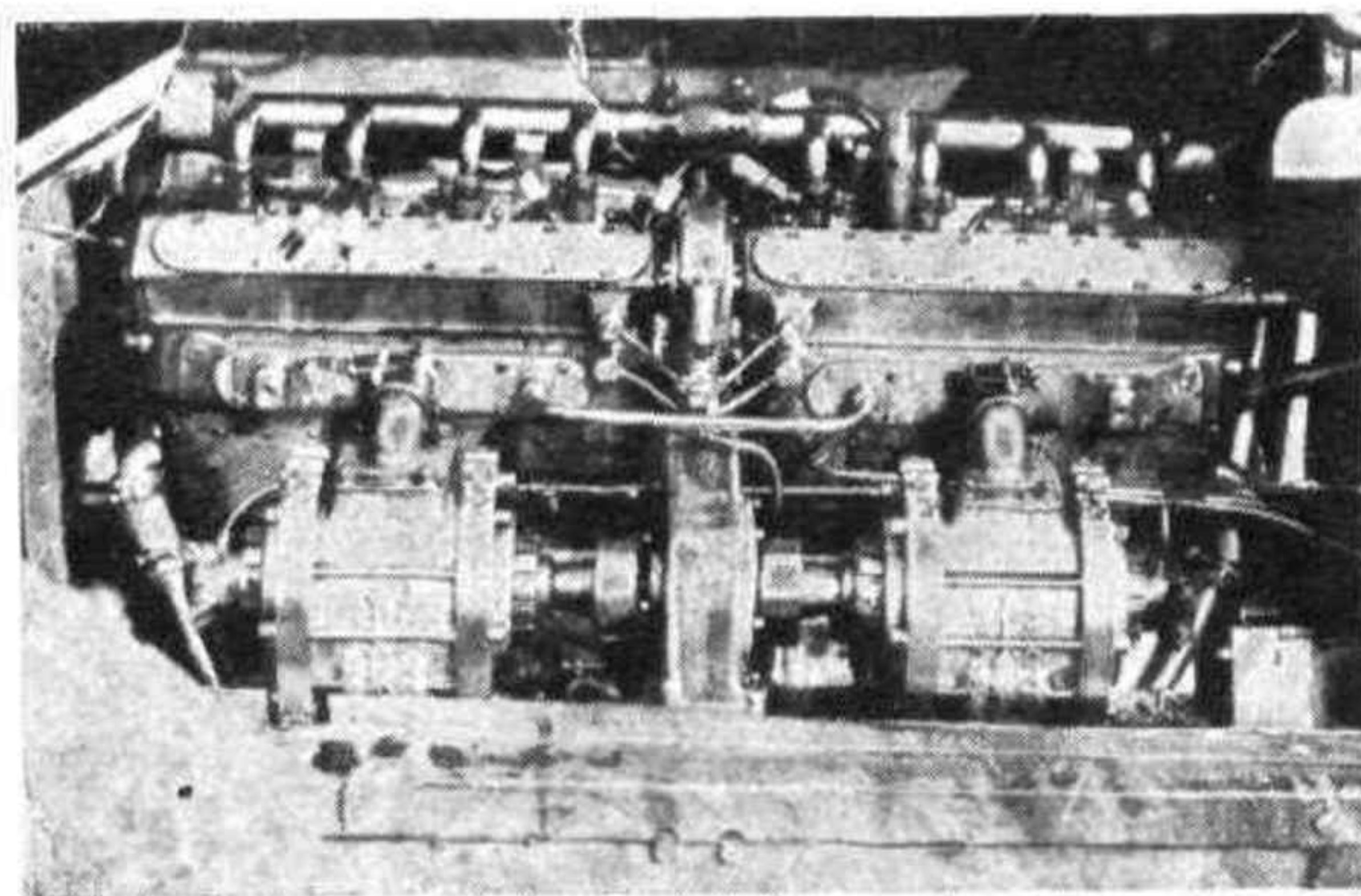
The 1925 San Sebastian G. P. races saw the debut of new racing models and Casse won the 1,100-c.c. class with this car, which was accordingly titled the "San Sebastian." At three sprint meetings 100 m.p.h. was exceeded for the first time by an "eleven-hundred" (Toul-Nancy at 101 m.p.h., Verneuil at 102.25 m.p.h., and by Casse in the single-seater at Arpajon at 109.2 m.p.h. for the kilometre). So Salmson were the first-ever 100-m.p.h. cars in the class and take their place between the 100-m.p.h. A.C. and the 100-m.p.h. M.G.

The racing-car events of 1926 saw the team still successfully using the blown "fours," but their time was nearly up, for the G.6 Amilcar was obviously going to be a challenge. Nonetheless, Casse and Rousseau began the series of runs in the 24-hour race at Le Mans, which ensures the *marque's* place in the record books even today, when they finished ninth in the classification and the first eleven-hundred on distance, qualifying for the *Coupe Biennial*. The works "San Sebastian" team dominated the G.P. de Boulogne where Boudon won the class.

Salmsons were prominent at Brooklands that year. Hazlehurst



The late George Newman at Brooklands in 1926 with his fabric-bodied "San Sebastian" Salmson, a service de course version with large light-alloy front brake drums.



The rare straight-eight 1,100-c.c. Salmson racing engine. Note the two centrally-driven superchargers.

won the J.C.C. Production Car Race outright, at 62.9 m.p.h., in his G.P. car, after his "San Sebastian" had been refused an entry because too few had been built. In the Essex M.C. Six Hours' Sports-Car Race Newman won the 1,100-c.c. class at 50.1 m.p.h., and Goutte had brought the single-seater works car over from France and recorded a lap at 114.9 m.p.h. during a short Brooklands race in April, a performance which has since become, quite rightly, famous.

Far away in Sicily Borzachinni finished first of the eleven-hundreds at 38.38 m.p.h.; this was in its way equally meritorious as a performance. Despite this the new Amilcar finished in the first three places in the J.C.C. 200 Mile Race.

In 1927 the major success was at Le Mans where de Victor and Hasley confirmed the *Coupe Biennial* (Index of Performance) prize at 52.82 m.p.h., followed by Casse and Rousseau. In Sicily Geri brought his Salmson home first eleven-hundred again. In the 1928 Le Mans 24-hour race Casse and Rousseau won the *Coupe Biennial* once again, at 57.177 m.p.h. Private owners continued to win many races but Le Mans 1928 was really the last major event won by the team.

Amilcar produced the "sixes" in answer to the Salmson "fours" and in pursuit of even greater piston area Salmson embarked on the design of a straight-eight of 49.9 x 70 mm. early in 1927. It was intended to run up to 8,000 r.p.m., and developed 100 b.h.p. at 5,800 r.p.m. It has been said that the engine had desmodromic valve operation, but this is probably due to misreading the rather vague contemporary technical reports. Some of the existing cars were modified to accept the new power units but the teething troubles were prolonged. They had a few successes in hill-climbs and speed trials and one car came over to Brooklands and was unofficially timed at 137 m.p.h., but they were not generally satisfactory. [It was entered for three races at the Easter 1928 B.A.R.C. Meeting by A. Bouvier, surely the smallest car to be listed among "Lightning" Handicap entrants, but it failed to appear. Later that season Newman's 4-cylinder car lapped at 103.76 m.p.h.—Ed.] A new version of the car appeared in 1929 and won the Gaillon Hill-Climb in the hands of Yves Giraud Cabantous, who afterwards became famous in Lago-Talbots in the 'forties. This was a very low offset single-seater with the radiator slung between the dumb-irons. The chassis was of double-drop type and there was a tall headrest for the driver, but by this time the factory was concentrating on more sober models and did not persevere with the type, although a similar car raced at Montlhéry in the 'thirties driven by R. Girod. It is difficult to obtain much information on these cars and also on the four-cylinder cars entered for the 1928 Le Mans race, which were described as having roller-bearing big-ends, a feature they shared with Bartlett's Salmson, a successful Brooklands Mountain Circuit car, and one which made these unlike any other Salmsons. [In 1932 Bartlett twice broke the Mountain Circuit lap record, and he did so again in 1933, leaving it at 69.95 m.p.h., until he lost it to Straight's M.G.—Ed.]

That concludes the story of the vintage Grand Prix Salmsons. Very few are left now. Our French Salmson Owners Club lists less than thirty cars and a large proportion of these are no longer original, their fabric bodies having long given best to our damp climate. Nonetheless, it is a proud story and one that certainly justified their British concessionaires' slogan "Salmson—The car that wins."



HILLMAN SUPER MINX
1592 cc, 8.3:1 compression ratio.
Going well on Shell Multigrade
(and good for years to come).



HILLMAN MINX 1957
1290 cc, 8.0:1 compression ratio.
Tens of thousands in use (all
the better for Shell Multigrade).

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The Editor Invites You—

TO MEET THE TWINS

LONG, long ago, when an economy car was a sort of four-wheeled motor-bicycle, the twin-cylinder engine was accepted as a perfectly normal form of power unit. Cyclecar constructors could not afford to be over-particular and usually had to get their engines from proprietary engine manufacturers whose most suitable unit was a vee-twin, which had evolved because it fitted conveniently into the frame of a motorcycle, that was shaped like that of a safety bicycle. If the cyclecar maker wanted to use a simple transmission involving chains and/or belts, he would set up his vee-twin in-line with the chassis frame and suffer from overheating of the rearmost cylinder. If he was more ambitious he would place his power unit across the chassis so that when the vehicle was moving cool air eddying round the barrels and heads, which could poke conveniently out of the bonnet sides, would provide some benefit in dissipating surplus heat.

In 1916, of 32 small cars costing £200 or less that were still available on the British market, 19 had 2-cylinder engines, nine of which were air-cooled.

After the Armistice air-cooling achieved a new uplift, on account of the knowledge gained in building aero engines of advanced horsepower so cooled during the war. Post-war small cars like the flat-twin A.B.C. and Rover Eight and 90° vee-twin Stoneleigh sponsored by Armstrong Siddeley were prominent vehicles that endorsed this new wave of enthusiasm for natural cooling, which was perhaps at its highest ebb in costing departments, where the price of radiators and their ancillaries were fully appreciated. On the other hand, if the twin called for fewer parts than a "four" and had a simple crankshaft, cost was increased by the need for roller bearings for the big-ends, etc. Strikes in the iron-founders industry probably contributed to the cult of the simple power unit, because a water-cooled 4-cylinder called for a comparatively complex casting and subsequent drilling and boring, whereas it was far easier to machine fins on a couple of air-cooled cylinder barrels.

The drawbacks to air-cooling were overheating and noise. By 1919 it was realised that if the valves were placed overhead it was easier to avoid incandescence of the exhaust valve and distortion of the surrounding areas of the cylinder head, and Granville Bradshaw and Hotchkiss put both inlet and exhaust valves "upstairs," respectively in the A.B.C. and Stoneleigh. The Singer design that Rover adopted for their 8-h.p. flat-twin, and others, retained side-by-side valves however, so that, especially as the cylinders were less easy to expose than those of a vee-twin, it was no unusual thing for the heads of this engine to glow cherry-red when climbing hills or idling in what traffic congestion London knew those days, and from the Rover's increase in holding-down studs from three to five one can deduce severe distortion of these inadequately cooled heads.

Godfrey and Nash, when they realised that a 90° twin was preferable to one of 60° and that a heavy flywheel was needed for cyclecar work, designed their own engine for the G.N. This had the inlet valves overhead and the exhaust valves at the side; but for racing both valves were soon placed in the head.

These twin problems of heat and sound could be overcome by enclosing the cylinders in water jackets, as Jowett had demonstrated successfully on a flat-twin engine since 1910, but in the early 'twenties air-cooling had many devotees. Humber, when they introduced the vee-twin Humberette, had offered their engine in both air- and water-cooled versions.

But if a simple twin-cylinder engine had been decided upon it was logical to cool it in the simplest possible way, relying on a good oil to help out. The pros and cons of both methods were freely discussed and Granville Bradshaw threw in oil-cooling for good measure, but as early as 1919 two well-known motoring journalists, Wilfred Gordon Aston and B. H. Davies, were keen advocates of air-cooling. Mr. Davies, writing in *The Autocar* of the C.A.R. which had a radial 3-cylinder air-cooled power unit, said that on the day when President Poincaré visited London it took him half-an-hour to traverse Piccadilly from end to end but the engine showed no signs of overheating; he rather spoilt this testimony by adding that "the motorist who lives in India or who wishes to climb Tornapress on a grilling day will rightly demand sterner tests." However, this allowed Mr. Aston to leap in with a letter of a length never permitted today in weekly motor papers, in which he expounded the splendid theory that as Mr. Davies observed practically every water-cooled engine in

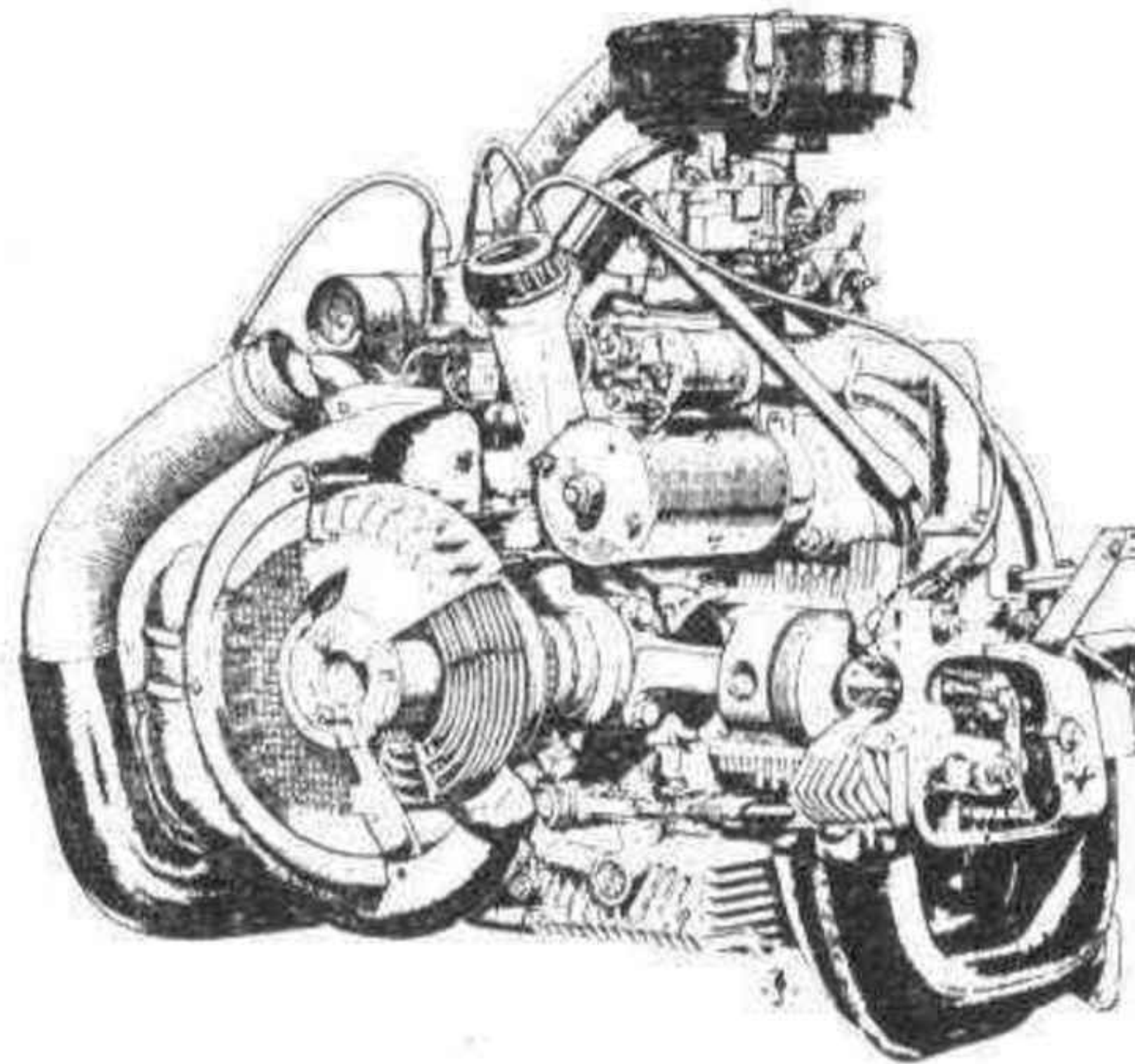
the Piccadilly traffic block he quoted generating steam, while he sat calmly in his C.A.R. car, the case for air-cooling was proved since, the temperature on the day of the President's visit being 45°F., water-cooled engines had a margin of 167°F., which was clearly insufficient—what, asked Mr. Aston, would happen to them "in a country so hot that the atmospheric temperature was 212°F.?" To drive his point home he also reminded readers that at 10,000 ft. the boiling point of water is 93°C., whilst at sea level it is 100°C., so that in the high places of India and South America you clearly required an air-cooled car.

The manufacturers did not all fall for these persuasive arguments but if not every small car was water cooled, a great many of them had but two cylinders. Even Wolsley, who before the war had made the 4-cylinder Stellite light car, brought out a 7-h.p. horizontally-opposed twin even after their o.h.c. 4-cylinder Ten had left the drawing board—and while the twin was a nice little car, the Ten, for all its complexity derived from Hispano Suiza aero-engine practice, was abysmally slow, except when converted for racing by Alastair Miller.

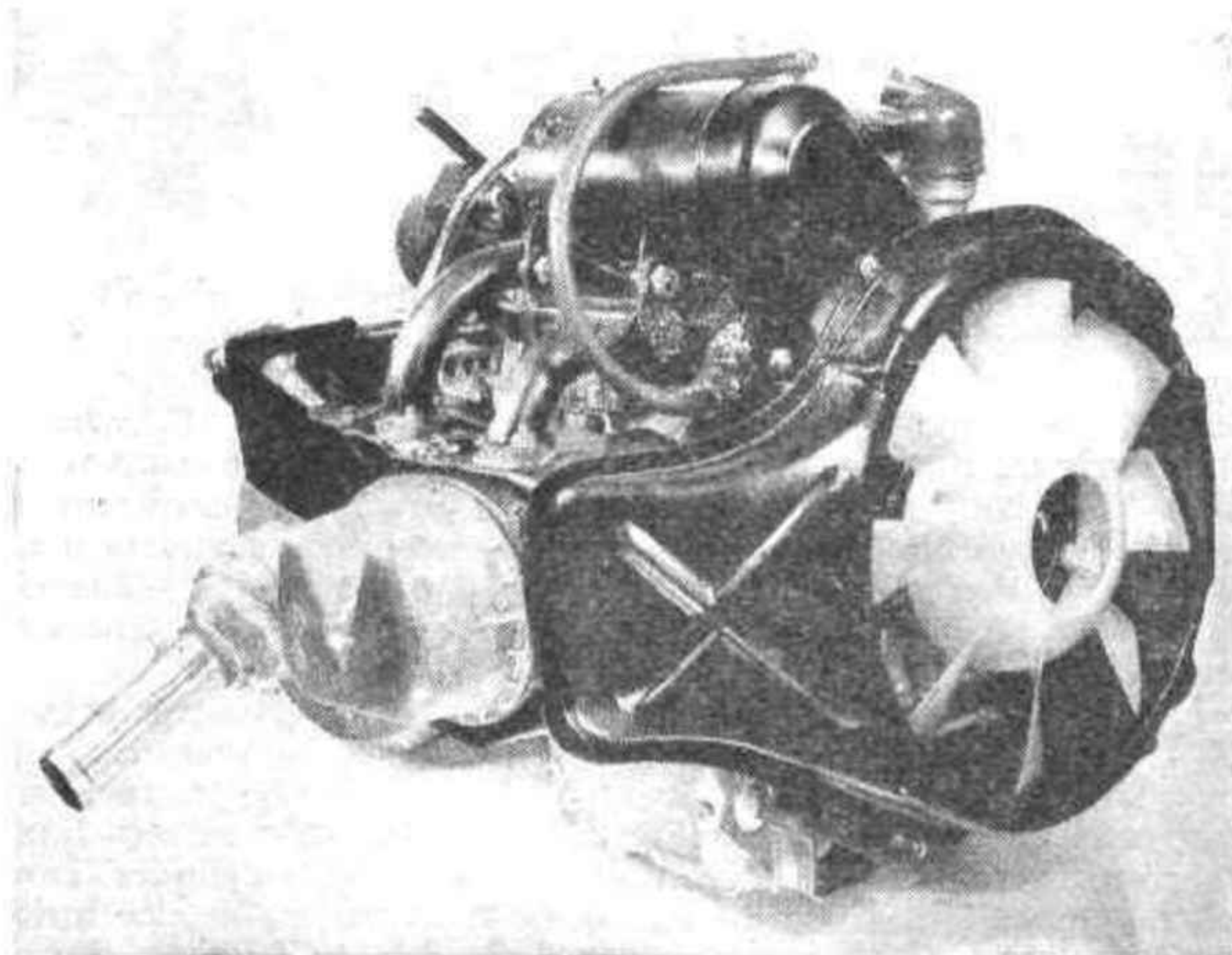
The popularity of the twins was easy to explain. In those days small-car owners invariably did their own servicing and repairs. To the low cost of manufacture the twin added inexpensive maintenance—four valves to grind-in or replace against eight, two sets of piston rings instead of four, only two plugs, four valve springs and guides, etc. Moreover, a head or barrel could be quickly removed or the entire engine carried into the kitchen, but when a four mis-fired the head gasket had to be disturbed and it was less easy to dismount a water-cooled block and cart it indoors. So the twin outlived the cyclecar. The excellent balance of the flat-twin came to be appreciated, even if it was not so easy to carburate (using a single carburetter) as a vee-twin. Eventually, however, the Austin Seven killed-off cyclecars and twin-cylinder small cars alike, except for Jowett, who made a success of their "little engine with the big pull" up to the outbreak of another World War.

The twin had its place in history and it is interesting (but not astonishing if you read on) to find that it has returned, if not to popularity, at least to gain a firm foothold in the field of modern design. This is proved by the table on the next page of twin-cylinder cars available on the British Market today.

Compared to 4-cylinder power units these twins have no need to hide their hot heads in shame, remembering that the 848-c.c. B.M.C. Minis only give 37 maximum b.h.p. at 5,500 r.p.m., which is practically equalled by the N.S.U. vertical twins of under 600 c.c. and the B.M.W. flat-twin of under 700 c.c. (and beaten by 9 b.h.p. in the case of the sports B.M.W. 700 twin); that Renault's 747 c.c. "four" developing 26½ b.h.p. at 4,500 r.p.m. gives away quite a few horses to the D.A.F. twin of virtually identical capacity,



The 746-c.c. D.A.F. air-cooled flat-twin developing 30 b.h.p. at 4,000 r.p.m.



The 602 c.c. Citroën Ami 6 flat-twin, showing the fan, without which air cooling would be impracticable with present day power outputs and traffic conditions.

and that the Panhard Tigre, although giving away 146 c.c. to the Cooper-Minis, produces an extra five horse-power, or, conversely, in "cooking form," forfeits this amount of power to the sporting members of the Mini tribe.

The twins having fully justified themselves on maximum power, how do they fare in respect of torque? Using the same comparisons we have:—

N.S.U. Prinz 4—	32.5 lb./ft. at 3,250 r.p.m.	} B.M.C. Mini—	44 lb./ft. at 2,900 r.p.m.
B.M.W. 700—	37 lb./ft. at 3,400 r.p.m.		Renault R4—	40.5 lb./ft. at 2,000 r.p.m.
D.A.F. 750—	41.95 lb./ft. at 2,500 r.p.m.	} Cooper-Mini—	54.5 lb./ft. at 3,600 r.p.m.
Panhard PL17—	50.6 lb./ft. at 2,500 r.p.m.		

In the matter of torque then, the small "fours" score, but not sufficiently to turn a designer against twins, especially as there are motorists who actually prefer the punch of a twin to the smoothness of a "four."

The air-cooled twin will generally produce more noise than a water-cooled "four" but this is of far less moment in 1962 than it was in 1922, when only a thin piece of plywood isolated the driver from the power plant. Sound-proofing techniques of today mask much of the twins' cacophony, apart from which in many cases they have been banished to the back of the vehicle and, in the case of the Fiat Giardiniera, laid to rest on their side beneath the floor. Rubber engine mountings of a kind unknown in the early 'twenties help to smooth out any irregularities of balance and torque that temperamental twins may try to evoke.

Cooling problems have vanished, even with the engine at the back, now that fan-cooling is practical (which it certainly wasn't with meagre power outputs and restricted manufacturing facilities of the early post-Armistice period) but the many pronounced advantages of air-cooling remain.

The flat-twin is easy to endow with push-rod-operated inclined o.h. valves, which call for an overhead-camshaft or specialised push-rod and rocker layouts in in-line engines. Surprisingly, not every flat-twin designer takes advantage of this (D.A.F. for example), but N.S.U. contrive to actuate inclined valves in their vertical twin with an overhead camshaft driven by silent eccentric links that were formerly the prerogative of those costly cars the Big Six Bentley and Leyland Eight (not forgetting the twin-cam Maudslay).

Having defended the twins and shown why they have the will to live, let us consider the circumstances of their birth. Alec Issigonis, Engineering Director of B.M.C., has told us that before finalising his brilliant Minicar he tried various power units, including air-cooled twins, but discarded them as undesirable. It must, however, be remembered that the extremely good, well-tried 4-cylinder A-series water-cooled engine was already in production and was therefore the obvious one to use after reducing its capacity from 948 to 848 c.c. But, had it not been for Issigonis' adventurous genius in combining the gearbox with the crankcase and setting the unit across the front of the hull, it seems highly likely that a new engine, quite possibly a flat-twin, would have

Make	Model	Dimensions	Power Output	Cylinder Arrangement	Cooling
Citroen	AMI 6	74 x 70 mm. (602 c.c.)	22 b.h.p. at 4,500 r.p.m.	Flat-twin	Air
D.A.F.	750	85.5 x 65 mm. (746 c.c.)	30 b.h.p. at 4,000 r.p.m.	Flat-twin	Air
Fiat	500D	67.4 x 70 mm. (499.5 c.c.)	22 b.h.p. at 4,000 r.p.m.	Vertical twin	Air
Goggomobil	T300	58 x 56 mm. (293 c.c.)	17 b.h.p. at 6,000 r.p.m.	Vertical twin	Air*
"	T400	67 x 56 mm. (392 c.c.)	20 b.h.p. at 5,000 r.p.m.	Vertical twin	Air*
"	T700	78 x 72 mm. (688 c.c.)	30 b.h.p. at 4,900 r.p.m.	Flat-twin	Air
B.M.W.	700	78 x 73 mm. (696 c.c.)	35 b.h.p. at 5,200 r.p.m.	Flat-twin	Air
"	700 Sports	78 x 73 mm. (696 c.c.)	46 b.h.p. at 5,700 r.p.m.	Flat-twin	Air
N.S.U.	Prinz III/30	75 x 66 mm. (583 c.c.)	36 b.h.p. at 5,700 r.p.m.	Vertical twin	Air
"	Prinz 4	76 x 66 mm. (598 c.c.)	36 b.h.p. at 5,500 r.p.m.	Vertical twin	Air
Panhard	PL17	85 x 75 mm. (851 c.c.)	50 b.h.p. at 5,300 r.p.m.	Flat-twin	Air
"	Tigre	85 x 75 mm. (851 c.c.)	60 b.h.p. at 6,300 r.p.m.	Flat-twin	Air

* Two-stroke.

been essential before the Mini's notable compactness could have been achieved.

I am suggesting that the use of water-cooled 4-cylinder engines instead of twins in very small modern cars is attributable to an accident of birth rather than design choice. When Renault laid down the new R4 they had ready to hand a 747-c.c. water-cooled "four" that had powered teeming thousands of 4 c.v. cars, so it was natural to adapt it, with new sealed liquid cooling to cock a snoot at carefree air-cooling. Combining this little in-line engine with front-drive has left no space to spare, and I recall examining an R4 in which the steering column made dip-stick removal all but impossible.

In the case of Fiat it can be assumed that in designing the 600 Dr. Dante Giacosa was influenced by the large number of even-smaller-capacity in-line H₂O-washed "fours" the great Italian manufacturer for whom he worked had built since the inception of the original 570-c.c. "Topolino." Certainly, after venturing a naturally-cooled twin for the Fiat 500 he declared himself so pleased with air-cooling that he wished he had made the Fiat 600 that way.

In all cases where there has been no convenient small "four" to hand, minicar designers have given birth to twins. B.M.W. had long experience of very beautifully made and finished flat-twins for their shaft-drive motorcycles, so naturally they used such a power unit for their front-drive B.M.W. 700 small car. N.S.U., too, drawing on motorcycle experience, and perhaps taking a glance at Fiat's little vertical-twin, installed an o.h.c. engine of this type in the back of the Prinz. Incidentally, the N.S.U. vertical-twin is found in a number of variants, such as the Neckar. Goggomobil commenced with really small, simple cars, so used vertical-twin 2-strokes (shades of the £100 Carden) but decided on a flat-twin 4-stroke for their T700.

M. Boulanger, in planning the original 375-c.c. 2 c.v. Citroën, afterwards enlarged to 425 c.c., had clean paper on his drawing-board, Citroën's former 5 c.v. 850-c.c. 4-cylinder small car having been discarded many years earlier. D.A.F. could hardly put a lorry engine into a belt-drive morons' machine. Both, therefore, used air-cooled flat-twins. From the basic Citroën engine came the Ami 6, the Panhard 848-c.c. flat-twin, and the racing D.B. versions, of which the twin-plug 950-c.c. developed 69 b.h.p.

Modern designers quite rightly tend more and more to place engine and driven wheels together and to do this in the mini-car field they are virtually forced to employ 2-cylinders, whether or not they believe in them. They are, after all, merely following the precept of designers of rather larger small cars—flat-four in rear-engined VW and Porsche, vee-four at the back of the rear-engined Zaporozets, flat-six in the boot of the Corvair, flat-four under the bonnet of the f.w.d. Lancia Flavia, V4 for the coming f.w.d. Ford Cardinal. Although no present-day designer uses the air-cooled radial layout, as C.A.R. and Lafitte did in 3-cylinder form and Enfield-Allday with 5-cylinders in vintage times, D.K.W.—Auto Union achieve a short water-cooled cylinder block with their 3-cylinder in-line 2-stroke engines. Look again at the table above and you will see that all the twins therein are either very compact little parcels or that in the case of Citroën, Panhard, and to

Continued on page 272

LETTERS FROM READERS

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

CIRCUIT IMPROVEMENTS PRE-WAR

Sir,

As I set the questions kindly answered for MOTOR SPORT by race-organisers last month, I am writing myself a letter to show John Eason Gibson that he is to some extent wide of the mark in saying improvements were not made at Brooklands every winter.

Confining myself to the years between the wars and summarising from my "History of Brooklands Motor Course," we have:—

- | | | |
|---------|--|------------------------|
| 1920/21 | New entrances built, including steps for foot-spectators to use from Weybridge Station. | Chap. XI, page 71. |
| 1921/22 | New grandstand built at the Fork. Free admission on Sundays—dancing to band in Members' Room; tea available on Hill. Public allowed to use Track (cars 10s., m/c. 5s.). New Shell petrol station in Paddock. | Chap. XII, page 88. |
| 1922/23 | Large sections of new concrete on Members' banking. Concrete patched on Byfleet banking. Interior of Clubhouse repainted. Bar moved to race-day refreshment room. Visibility where exit road joined Brooklands Road improved. | Chap. XIII, page 107. |
| 1925/26 | New public car park opened. New 16 ft.-wide earth embankments beside Finishing Straight to improve spectators' view. New bridge over Finishing Straight to connect Hill with Paddock. | Chap. XVI, page 162. |
| 1926/27 | Finishing Straight bridge rebuilt as single-span. | Chap. XVII, page 179. |
| 1928/29 | Totalisator provided in Members' enclosure. | Chap. XIX, page 202. |
| 1929/30 | Paddock buildings entirely reconstructed, and offices moved there from London. New members' lounge and promenade balcony. New members' bar. Members' dining-room redecorated and old bar removed. New ladies' lounge. Bathroom and changing rooms added to gentlemen's cloakroom. Paddock luncheon room enlarged. New public snack-bar. New B.M.C.R.C. luncheon-room and bar. New Railway Straight enclosure and access road. New entrance road. New road by-passing Paddock. New timing hut. New Judges' box. New telephone boxes. New loud-speakers. New electric clocks. New beam timing apparatus installed. Distance plaques round Track. New bijou golf-course in Paddock. New Press box. New records-board. (Admission 2s. 6d.) | Chap. XX, page 213. |
| 1930/31 | Annual surface repairs augmented with reinforced concrete. "Tote" in public enclosure. New members' betting room. Museum items exhibited in Clubhouse. New billiards-room. New inquiry office. New pits at Fork. Byfleet footbridge redecked. More telephones, connected to central switchboard. Car parks enlarged (2s. 6d. per car). New railways in Paddock. Braking area marked out. Sleeper safety walls erected. "Overseas" test course built. New Paddock sheds. Wooden river bridge replaced with ferro-concrete bridge. New bridge over Track at Fork. | Chap. XXI, page 229. |
| 1931/32 | Paddock by-pass road resurfaced. New staircase to luncheon room. Car parks enlarged. Additional sleeper safety fencing erected. Safety measures on Members' Hill. New records-board. New Paddock sheds. | Chap. XXII, page 240. |
| 1932/33 | Track extensively resurfaced. New entrance road. New single-span river bridge at Fork. More sleeper safety fencing. 100% increase in decorative flower boxes. Snack bar opened to members. | Chap. XXIII, page 255. |
| 1933/34 | Old aero-shed demolished. New $\frac{1}{8}$ -mile-long hangar erected. New stand at Fork. New tuning bays. Shell bridge covered in. Safety fence extended down Finishing Straight, to pits. | Chap. XXIV, page 270. |
| 1934/35 | New line of sheds replaced old ones in Paddock. Extra Paddock stalls. New ladies' tea-room. Members' banking resurfaced. Two new tuning bays. | Chap. XXV, page 281. |
| 1935/36 | Accommodation of Fork stand doubled. Aerodrome road resurfaced. Swamp filled in to offer more car-park space. Ramps turfed. | Chap. XXVI, page 295. |
| 1936/37 | Campbell road circuit opened (2½ miles × 32 ft.), with new ferro-concrete pits and new footbridge. Old wooden pits removed. Additional earth bank alongside Finishing Straight. River and swamp filled in to give more Paddock space. New river bridge. New railway station entrance. | Chap. XXVII, page 306. |

Apart from the repairs referred to, the 3½-mile × 100-ft. banked Track was patched up *every winter*, a far bigger task, I suggest, than repairing present-day circuits, with their tarmac roads on old runways or perimeter tracks, temporary canvas-covered stands, and often an uncovered Paddock. Mr. Locking King built Brooklands at a cost, by today's currency, of some £½-million, and that it scarcely paid its way is not surprising, remembering the large permanent staff of officials, office workers, gate-keepers, carpenters, gardeners, painters, etc., who had to be retained in order to keep this enormous estate tidy. Before ever a race was run (over half a century ago!) there was a tunnel under the Track and a bridge over it, and a concrete Paddock with 75 covered stalls. It is not so long ago that one couldn't get into or out of Goodwood from the Paddock while racing was in progress (you still can't at Silverstone or Snetterton) and the Paddock was frequently a quagmire. Even today there are no covered bays in the Silverstone Paddock, nor are there at Aintree, Oulton Park or Snetterton. I suppose the public can telephone from Silverstone, they can at Aintree, but can they at Snetterton, Goodwood or Oulton Park? Brooklands was open every day, you could eat there, fly there, buy petrol, weigh your car, put it under cover, dance there in the 'twenties, play tennis there before 1914 . . .

It is significant that, in spite of the enormous post-war interest in motor racing, there is no circuit in England where the Trade can rent premises (apart from the new sheds at Brands Hatch), enthusiasts drop in any day for a meal, the petrol, oil, tyre and accessory people leave their supplies between one meeting and the next. . . .

Let's not cast aspersions at dear old derelict Brooklands!
Fleet. W. BODDY.

[If the above has taken up considerable space at least the annual data may serve those trying to "date" correctly old Brooklands films and photographs.—Ed.]

THAT MYSTERY EX-G.P. CAR

From the Hon. Patrick Lindsay

Sir,

The photograph in the March issue is not Gavin Maxwell's converted single-seater G.P. car nor is it the P3 Alfa Romeo; it is in fact my 1931 2.3 Monza Alfa Romeo. It is an ex-Scuderia Ferrari which came to this country in 1933 when Brian Lewis won the Mannin Moar race.

Gavin Maxwell used to drive about in an ex-Grand Prix Maserati and it was certainly a most formidable road machine. London, S.W.3. PATRICK LINDSAY.

[I should have spotted this, because I drove the converted ex-Shuttleworth *monoposto* P3 Alfa Romeo MPH 374 in road-trim some twelve years ago. It is now somewhere in the North of England. Can anyone throw any light on which G.P. Maserati Gavin Maxwell owned?—Ed.]

CLERGYMEN IN THE MONTE CARLO RALLY

Sir,

As theological students and faithful readers of MOTOR SPORT, we would like to register a strong protest against your statement: "Two young clergymen in a Mini-Austin using the Rally as a gimmick to publicise religion." We feel that this remark was quite unfounded, in very bad taste and certainly not worthy of the apparent fair-mindedness of your magazine.

Your criticism implies that every time a clergyman steps outside his church he is "publicising religion." Rev. Rupert Jones is obviously a first-class sporting driver. B.M.C. cannot have regarded him and his co-driver as thoroughly incompetent to have given them a works car. Anyone who saw Jones blinding round the Monaco circuit would surely endorse B.M.C.'s faith!

So why shouldn't a parson rally—Doc. Shepherd races and no one binds about racing doctors—or do you want us to stick to pulpits—and mopeds?

If anyone would care to lend the M.C. of this theological college a suitably hot Mini, he'll find several future clerics eager for a blind round Monaco or any other circuit—collars, prayer-books 'n all!

ALAN A. DUKE, for

Clifton. The disgruntled members of Tyndale Hall M.C.
[This is the least aggressive of the many letters received, but

all the clergymen who have written have missed the point. I have no objection at all to members of the clerical profession competing in motoring competitions—indeed, I was delighted when the Rev. Hall-Yarr drove his 12/50 Alvis at Brooklands in 1927, or was it 1928?, and cornered so exuberantly that he burst a tyre. Nor have I ever implied that the Rev. Rupert Jones and his co-driver are not extremely capable rally drivers. Much good could result from the appearance of clergymen in modern sports, of which rallies and motor races have a very big following and attract young and impressionable people. But by putting a badge incorporating a clerical collar on their rally car and listing their route to Monte Carlo, concluding with "Heaven," thereon, they rendered participation in a serious motoring contest a gimmick to publicise religion? It was that I was criticising—not the quality of the Reverends' driving or the fact that they were clergymen.—Ed.]

* * *

THE BENEFITS OF SOUND DAMPING

Sir,

In view of your frequent criticisms of the exaggerated claims made for their products by a number of advertisers, I refer you to the inside back cover of your March issue.

On this page a number of claims are made for Interior Silent Travel kits, at least three of which are surely false.

(1) **Easier Starting.**

The insulation provided by the kit covers the bulkhead and underside of the bonnet only. Damp air is as free to circulate in the engine compartment when thus insulated as when it is not. The only advantage of such insulation is minimal is that heat losses from a warm engine garaged overnight may be reduced a few per cent.

(2) **Safer.**

How can an inch-thick layer of felt add to body rigidity? As far as protection goes, I suppose the insulated roof might prevent one's head going right through in a severe accident. If I only had £5 to spend, I'd buy a seat-belt!

(3) **Reduces Rust.**

Condensation does *not* form when cold air meets the warm car floor. The reverse is true! To prevent condensation forming on any surface it is necessary for the surface temperature to be allowed to assume air temperature as quickly as possible. Insulation can only *retard* this process!

Incidentally, the advertisers recommend the use of their kit in the Mini-Coopers. At least, I infer this from their paragraph entitled "Quieter." As I'm sure you're aware, B.M.C. have already provided substantial sound-proofing in these models.

(4) **More Comfortable.**

Since most interior draughts stem from poorly fitting doors and windows, I fail to see how these kits can "seal the draughts off."

Perhaps I should mention that I have no connection with car or accessory manufacturers, and that I did, in fact, fit an Interior Silent Travel kit to an Austin Se7en I owned. Interior noise was certainly reduced, and the bonnet was given a more solid sound when closed. By no stretch of imagination, however, could the car be described as "as quiet as any good production saloon costing up to about £1,800."

Waltham Cross.

DENNIS J. ALLOM.

* * *

DIFFERENT SHADES OF SERVICE

Sir,

You may be interested in an experience of mine.

Whilst heading towards the M1 I found that the bracket holding my dynamo had fractured, and so I headed for the local main agents for my Triumph, S. H. Newsoms, at the Highway Garage, Kenpas Highway, Coventry. Arriving at 2 p.m., I went to the Reception Office, only to find the occupant eating a sandwich and reading the *Daily Mirror*.

He would certainly attend to my dynamo, I was informed, but only after his lunch hour had finished at 2.15 p.m.! Upon hearing this I must have looked rather astonished, as I was then told that "the days when garages gave service at all hours were gone." And this at 2 p.m.!

I think I must have given an impression of not being satisfied, as I was told to go to the Rootes dealer a couple of miles along the highway (with a Triumph car!) and see what he would do.

For the benefit of your readers who might like good service on this highway just before the M1, the Rootes dealer, Martin's Garage, turned round and attended to my dynamo while I waited. Naturally they didn't have Triumph spares and so the broken bracket had to be welded.

I mentioned my incident to the foreman, who said they actually *liked* to give service as one satisfied customer led to another. Perhaps your readers may care to read the above, as I certainly know where I shall fill up with petrol for the M1 in future.

Muston Green.

JOHN M. BELL.

* * *

WHY PAY PURCHASE TAX?

Sir,

There hardly appears an issue of MOTOR SPORT which does not feature one or more letters from readers expressing various

degrees of disgust at one or other of the modern cars.

To a motorist of the pre-war school this is hardly surprising. We were educated to recognise sound design, materials and workmanship. What puzzles me is why anyone pretending to even a smattering of the aforementioned knowledge ever buys a modern car! One can understand Auntie Flo ("We'll have a Wolseley, John . . ., they make such good underwear . . .") writing a cheque or, more popularly, signing a H.P. commitment, for some modern tinware dignified by a defunct engineering title, but what of the so-called cognoscenti who, even after *examining* such products, still pay out good money for them?

Is it to be in the fashion? There can hardly be any other valid reason when it is possible to purchase pre-war Bentleys and Rolls-Royces in first-class mechanical condition for less, very often, than half the cost of a new "tin can." Anyone who can do sums on his fingers can work out the running costs setting, above all, the main item, comparable depreciation figures against each other. There are highly reputable firms who offer many such excellent vehicles for sale and who are, moreover, prepared to become the guides, counsellors and friends of all their customers.

Is it that people are afraid to own these cars for fear they may be thought ostentatious . . . or too prosperous? I am prepared to state from personal experience (and I have owned far too many modern cars . . . worse luck!) that under any circumstance within my knowledge these cars cannot be bettered. They're safe, they're fast, they wear out more slowly than any others, the depreciation is practically nil, they handle like silk and, apart from the largest models, give a petrol consumption varying from 18 to 25 m.p.g. on commercial grade fuel.

In short, the motorist who appreciates both engineering and motoring cannot fail to make them the obvious choice. Why . . . it's not even necessary to garage them! If ordinary precautions are taken they start first pop under any conditions and the coach-work can't rust.

Best of all, they rid their owners of the nagging thought that he might have done better by buying some other make. There is no better make.

La Rochefoucauld (I think it was), on his deathbed, confessed to the attendant priest that his only regret lay in not having committed (through fear or ignorance) all the delightful sins he might have committed!

I'm personally glad to say that, in a motoring sense (and it took me many years to see the light), I'm one up on the gentleman in question. I did take the plunge. I did acquire a real motor car. I've now found out for certain what I always more or less suspected. It's the poor man's car *par excellence*!

Go on. Treat yourself to a decent ride. Whilst there's still time!

On re-reading this it looks as if I were a dealer in Rolls and Bentleys! I have no connection with the "trade." I didn't even buy my car from anyone who specialises in this make. But I advise all my friends to do just that . . . for obvious reasons.

"BENTLEY — ADL 315."

[Name and address supplied.—Ed.]

* * *

FAKE OR FACT?

Sir,

I was intrigued by the VW advert. of the "One that Got Away" (March, page 173) and, judging from the wheel-tracks, it was either driven in and reversed out down the same tracks after the snow or, having stood there during the snow, failed to start and had its front-end (the lighter one) lifted out, and was then push-started.

What is the expert's view?

Rickmansworth.

I. R. W. CHEESE.

[Our photographer also raised this point, suggesting that *model* cars were used. We leave it to Sherlock Holmes' descendants to solve the problem!—Ed.]

* * *

THE PANHARD PL17

Sir,

My experiences with a PL17 may be of interest to you and the readers.

After four years' wonderful motoring with a VW, and wanting a change for a larger car, I looked around at all the cars at £800 to £1,000, but none came up to the Citroën Fifteen I had around 1952, or the VW. All the bread-and-butter cars in this country are to me no better than made in 1940.

You reported, in April 1960, on the Panhard and in May I bought one. As yet I have to experience the leaps and bounds

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SUNBEAM RAPIER

For some people, life goes with a swing. For such people, Rootes build the Sunbeam Rapier. Rakish and sporty in styling, it has a luxuriously comfortable interior. A lively 1.6 litre engine provides the 'go', powerful front disc brakes provide the 'stop'. It handles beautifully — has all the pep, power and performance of a sports car. And is thoroughly reliable — has won the world's toughest rallies, time and again. If you want a car that's a dream to drive, ask any Rootes Dealer for a trial run in the Rapier.

SALOON: £705 PLUS PURCHASE TAX. CONVERTIBLE: £745 PLUS PURCHASE TAX

OPTIONAL EXTRAS: WHITEWALL TYRES, OVERDRIVE ON 3rd AND 4th GEARS



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SUNBEAM-TALBOT LTD., COVENTRY, LONDON SHOWROOMS AND EXPORT
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you spoke of. The nacelle on which the instruments are placed *did* reflect in the screen, but a coat of matt black has put a stop to that, on the hood particularly. Visibility is as good as the VW now I have raised the seat runners 1½ in., at the same time gaining more room to the person's feet in the rear.

After a week with the car one will not be making mistakes with the lamps, horn and flasher stalk.

The flamboyant upholstery: one is not obliged to have that. I have cream with a little white lilac, the car being white lilac. Using underfelt and Molyslip in engine and gearbox, the engine is very silent and the gear-change very sweet. A big improvement was the fitting of a Runbaken oil-coil.

It is a most comfortable car to drive; after a run of over 200 miles one is not tired. Making a note of all petrol bought from May 1960 to date, it works out at 43 m.p.g. (Esso Extra). I have not used any oil between oil changes (Esso).

A good foolproof car with no frills and sharp corners. Almost two years, and no complaints; nothing has fallen off, no water enters, everything works, no rattles. A good heater and demister. When something as good is made in this country I will change; until then the Panhard PL17 will answer my wants.

May I sign off as

"SATISFIED."

[Name and address supplied.—ED.]

* * *

FINISHERS IN THE MONTE CARLO RALLY

Sir,

I trust that you will not fail to point out that during the 1962 Monte Carlo Rally, a supposedly easy rally this year, that only 33½% of the Volkswagens entered managed to complete the course. Or wouldn't it be British to mention this?

Ashtead.

A. TAYLOR.

[It is also British to mention that a VW won last year's British Rally Championship, although not primarily a rally car. And while on the subject, may I mention that in the Monte Carlo Rally eight Vauxhalls started and seven finished, an achievement inadvertently omitted from "M. L. T.'s" table.—ED.]

* * *

LOTUS ELITE EXPERIENCES

Sir,

Recently I have been considering the purchase of a Lotus Elite kit, but the experiences of a friend with this *marque* have given rise to a change of heart on my part. Readers, especially those with, perhaps, similar intentions, may be concerned to learn that these expensive cars are by no means immune from the spate of indifferent service facilities which abound nowadays.

My friend's Elite was returned to the makers for repair following an accident in August 1961, and he did not get it back until nearly six months later, when, after less than a day's use, it had to be abandoned due to serious leakage from the fuel tank into the interior. The car is now back at the makers once again, and no date for its proper completion can even be hinted at.

After "repair," it was discovered that one door aperture was half an inch bigger than the other, with results that can be imagined. The finish of the complete respray is so poor that it will have to be done again, while all the wheels and tyres have been lost and replaced at the maker's expense.

But the prize item (incredible but absolutely true) is the fact that it was impossible to make a new door to fit the car (which, incidentally, is no longer being built) since the only existing set of door moulds have been thrown away!

All this is a revealing contrast to the sales talk which I received at the Motor Show, and one feels that Colin Chapman is far more interested in designing the "ultimate" racing car than providing a proper repair service for the many unsuspecting people who are providing his bread and butter.

Naturally, my friend bitterly regrets having purchased his Elite, and I consider myself fortunate to be able to benefit from his experience. Others also may wish to be convinced of the availability of after-sales service before purchase.

Littlehampton.

A. C. BRIDGLAND.

* * *

PERSECUTION

Sir,

I recently visited a well-known country inn in a small village in Oxfordshire. I was directed to park my car the opposite side of the road to the inn on a wide pavement as the patron's car park was full. The car was parked along with 10 others in such a way as not to cause obstruction to passing traffic or pedestrians.

I came out of the inn to find the Law awaiting me. Having taken the usual particulars, he informed me that he was reporting me

and the 10 other car drivers for obstruction and no lights. I was very polite to him and apologised for any inconvenience caused to pedestrians.

I duly received the expected summons, to which I pleaded guilty by post as I was unable to appear in court. You can imagine my shock on receiving a fine of £9! I was obviously regarded by the magistrate in Oxford as a potential criminal.

I have been driving for seven years and this is my first "offence" and extremely hard up financially at the moment.

The justice in this country as far as motorists are concerned, quite frankly, seems non-existent!

"FREEDOM FIGHTER."

[Name and address supplied.—ED.]

* * *

THE WHITE RILEY

Sir,

In his letter in February *MOTOR SPORT*, Mr. Farrar states that the White Riley was developed from an MPH and was the stepping-stone between the MPH Riley and the E.R.A., but when the MPH was announced towards the end of 1934 Raymond Mays had put aside the White Riley and the E.R.A. had already proved itself a force to be reckoned with.

The White Riley, which first appeared at the August Bank Holiday Meeting at Brooklands in 1933, had a 6-cylinder engine of 1,486 c.c., and for its beginnings we must go back to May 1932 when Riley announced a new Brooklands Riley Six with an engine of 1,486 c.c., which was obtained by reducing the bore of the fourteen-six from 60.3 mm. to 57.5 mm. while keeping the stroke at 95.2 mm. A team of these cars had a try-out in the T.T. of that year and E. McClure finished eighth to win the 1,500-c.c. class, although his speed was nearly 5 m.p.h. less than that of C. R. Whitcroft who won the race in a 1,087-c.c. Riley. It was from this model that the White Riley was developed and not from the MPH which was a 1935 model on the twelve-six chassis with an engine capacity of 1,458 c.c. It does not seem to have been too popular, and for 1936 it was modified slightly and fitted with a 4-cylinder engine of 1,496 c.c. to become the Sprite.

Mr. Farrar is also confused regarding the Shelsley Walsh record. Hans Stuck climbed in 42.8 sec. in 1930 with his Austro-Daimler and this record was unbeaten until September 30th, 1933, when Raymond Mays in the White Riley achieved 42.2 sec. only to be beaten by Whitney Straight (Maserati), who ascended in 41.4 sec. On the second runs Mays failed to improve on his time but Straight set a new record of 41.2 sec.

Billericay.

W. B. HATFIELD.

* * *

ALFA ROMEO HISTORY

Sir,

I was interested to see T. A. S. O. Mathieson's letter in February *MOTOR SPORT* which pointed out the few errors in Sir Anthony Stamer's excellent pre-war Alfa Romeo history.

Surely both these gentlemen have made an error concerning the first post-war appearance of the Tipo 158! Sir Anthony states that this was at Nice at Easter, 1946, while Mr. Mathieson points out that it was not at Nice but at Geneva that the cars made their post-war debut.

In fact the Tipo 158 did not race at Nice and it was at St. Cloud on June 9th, 1946, that the cars put in their first appearance, Farina and Wimille driving. I am surprised that "TASO" is not aware of this as he is reported to have entered this event with a 2.9 Maserati. Both of the Alfas retired, the last time they were defeated until Gonzalez trounced them at Silverstone in 1951.

The cars did indeed appear at Geneva for the G.P. des Nations, but this was six weeks later, on July 21st, 1946. This race was a typical Alfa Romeo demonstration, Farina, Trossi and Wimille finishing first, second and third.

Market Lavington.

V. J. PIGOTT.

* * *

COMMENT

Sir,

I understand that the twelve-month tests are to be introduced before the end of this year.

Is all this testing at 15s. a time really an attempt to reduce the accident rate or does the Government need more money to subsidise the Railways?

London, E.7.

C. R. D. HILL.

* * *

A REPLY TO LORD LUCAS

Sir,

Reading an article in the March edition of *MOTOR SPORT*, I came across something that made my blood boil. It said, and I

quote, "All vehicles over 10 years of age should be scrapped," by Lord Lucas. He must have said it for his own benefit or he bears a grudge to the working-class man.

If he has nothing better to say for the "Old car motorist," I suggest he keeps his opinions to himself.
Christchurch.

D. PITT.

* * *
WHICH OIL?

Sir,

Not for the first time, my attention was recently drawn to a full-page advertisement extolling the virtues of a well-known brand of oil which seems to claim the same viscosity under all temperature conditions; at least the advertisement argued that "a thin winter oil is too thin when hot" and "a thick summer oil is too thick when cold"—so that the brand advertised presumably became neither the one nor the other under similar conditions.

This brought to mind my efforts to retain a decent oil pressure in a highly-tuned Ford 93A engine, fully reconditioned and carefully run-in, which was fitted in a space-frame chassis I owned some little while ago. Using a good grade oil of SAE 30, the normal oil pressure of 30 p.s.i. fell away to less than 15 p.s.i. within half an hour of reasonably hard road motoring. Realising that the sump capacity of just over five pints was proving to be insufficient to transfer heat with the necessary rapidity, the sump was enlarged by welding on "blisters" to increase the capacity to 12 pints. Result on SAE 30 oil—30 p.s.i. on starting, falling away to below 15 p.s.i. within 45 minutes on the open road. The fitting of a non-standard high-capacity oil pump giving 65 p.s.i. on starting effected no improvement—the pressure remaining at that worrisome 15 p.s.i. when hot.

Then I had a brain wave—abnormally high oil temperature being the obvious cause of the trouble, thus unduly thinning the oil, the answer was, of course, to use an oil which "was not thin when hot," not "too thick when cold"—which would surely give some improvement. And so 12 perfectly good pints of SAE 30 were jettisoned, to be replaced by 12 pints of the "new idea in oils." Result—65 p.s.i. on starting, 15 p.s.i. within 30 minutes of fast road work. The fitting at this stage of an oil-temperature gauge showed the temperature at take off to the gallery to be 190° F.—so where do we go from there, so far as special oils are concerned? It will no doubt be argued that there are temperature limitations above and below which static oils cannot be expected to retain their properties—but I have yet to see an advertisement confess the fact.

The fitting of an oil cooler cured the trouble, the oil pressure remaining steady at 25/30 p.s.i. thereafter, both with ordinary SAE 30 oil and with the multi-grade brand, and if this result proves nothing else it is sufficient to convince me that these special oils can also become "too thin when hot." In my youth I recall that one heaved in good old Pratts oil at 1s. per quart, and no special or miraculous claims were made for it, either; but in a score of old bangers driven permanently to their limit I do not remember one bearing failure, other than on a dry-sump Aston Martin when the return hose from the scavenge pump to the oil tank split, so that all the oil ended up in the road instead of back in the tank.

I still think there's a lot of malarkey published about oils today; that they are too expensive at 2s. 1d. or more per pint; and that I always feel I've secured a better bargain when I've paid two bob for my MOTOR SPORT each month.
Brentford.

R. W. BURNELL.

* * *
THANKS

Sir,

Through your journal I would like to express my thanks to the A.A. men who helped me over Shap Fell recently.

They were working under atrocious conditions, and had it not been for them many of us would have had to spend a most uncomfortable night in our cars and lorries.

I am not a member of the A.A. or R.A.C.
Wolverhampton.

K. C. BOWEN.

* * *
15 TO 1

Sir,

Having recently returned from a year in the U.S.A., where my wife and I drove a secondhand VW Microbus 24,000 almost trouble-free miles through 31 different States, I feel that I can throw some light on the reason why VW sell 15 cars in the States for every one that the combined might of the British manufacturers manages to sell.

I tried at first to buy a Ford Thames 'bus in Durham, North Carolina, but none was available. I tried the B.M.C. agent for a Minibus—he had never heard of them. So I went to the attractive, shining VW emporium, where I was offered the choice of six new Microbuses and four used ones. Through a combination of patriotism and a willingness to save a thousand dollars, I bought a secondhand one. Herein lies the difference between Teutonic thoroughness and British apathy. VW really try to sell cars. The British effort is pathetic.

The British, poor trusting souls, try to sell cars through American car dealers. Why should a Cadillac agent care about selling a Morris when he might sell one of his American products and make a fatter profit? VW weren't born yesterday. They have their own, independent, nation-wide chain of showrooms and service stations, selling nothing whatever but VW products on new, efficient, attractive premises. VW have actually discovered that there are people living in the vast, unexplored hinterland between New York and Los Angeles—and they have set about selling cars to them. To do this, they also advertise their willingness to perform this service. They advertise in the local papers, which the British apparently cannot stoop to do. The snob *New Yorker* will only do for them—which is read by perhaps one American in 100. VW advertise their service stations on large boards at the roadside (and very comforting this is, too, when you have just flogged a Microbus 2,000 miles in four days...) showing their precise location. You find VW showrooms in almost every town with a population of 100,000 or more—big, clean, shining showrooms with the windows filled with cars and buses just waiting to be bought—the most effective trap for surplus wealth I have seen in my life. You simply never see a British car in a showroom window anywhere other than in New York, Los Angeles, San Francisco and a few other very large centres of population. The service bays in the VW emporia are clinically clean, staffed by mechanics in white overalls under (as a general rule) a German service manager, with his name written large on his office door. These things, I can assure you, create confidence. Confidence sells cars.

If the British manufacturers wish to regain a foothold in the Stages and get back some of the trade they have lost to VW, I offer them the following advice:

- (1) Band together. Form a completely independent organisation under some such title as "British Cars Inc."
- (2) Build, on the Main Street of every town in which VW Inc. have a showroom, a bigger, brighter and better showroom.
- (3) Cut down on the ridiculous number of models offered. Let each manufacturer offer two models, at most. Fill the showroom windows with them. Look as though you not only want to sell cars, but you have some to sell.
- (4) Advertise. Advertise especially in the town's local paper. Learn that there is no such thing as a National Press in the States. Advertise your presence at the roadside.
- (5) Give first-class service. Make sure no car brought in for service will be off the road for more than a day or two.
- (6) Build the same ruggedness into your products that VW build into theirs. A VW can be driven on full throttle on the American Interstate highways for 24 hours a day, and it stands up to it. I know—I've tried it. Few British cars will stand this sort of treatment.

In short, let the British motor manufacturers copy VW in their enterprise. Chevrolet have copied VW mechanically—why do we not copy their selling methods? Then we might copy their sales.
Oxford.

G. A. MEEK.

* * *
WHO FIRST FITTED A CENTRIFUGAL OIL FILTER?

Sir,

With regard to your note on the Simca 1000, you refer to the centrifugal oil filter as being introduced by Fiat.

Apart from the type which has been made by Glacier for a number of years, I recall that a crankshaft-mounted centrifugal filter was fitted to the engine of a Russian car a considerable time before it was adopted by Fiat.

Monkseaton.

L. B. JACK.

* * *
THE CASE FOR SINGLE-SLEEVE-VALVES

Sir,

I think that the Burt-McCollum single-sleeve-valve system deserves to be dissociated from the condemnation, however cautious, of the Knight twin-sleeve arrangement which these columns recently carried. The single-sleeve layout is vastly

better than the Knight and, for many purposes, rather better than the poppet valve. It is this last fact that may not be very widely realised. I can claim only to be an amateur student of engineering matters, but I have formed this conclusion over a period of some years and it will, I hope, withstand critical examination.

The poppet valve is cheap, simple to make, economical of material quantity, and, in mass-produced motors, it need not be made of especially high quality material. It is less of a one-engine valve than the sleeve—small dimensional differences are possible between engines using the same valves so that 1962's model can be bored-out for '63 without necessarily retooling for valves. The actuating mechanism is fairly simple. Maintenance and replacement is easy. It is possible to have any or all of the following: faster opening and closing, longer dwell, greater overlap, longer valve periods—that is, a wider range of timing and a wider choice of timing characteristics are available. Except with desmodromic drive, gas sealing is a little better than with sleeve valves, but falls off more quickly. (But, ease of starting apart, under running conditions slight leakage is not so important as is generally imagined.) In its more sophisticated forms the poppet valve can have a slightly better orifice coefficient, and so the gases will flow a little more freely than with sleeve valves at a given manifold pressure.

Against this its life is shorter. The exhaust valve is far less thermally robust. Pre-ignition is a much larger risk. The vital cylinder-head temperature is always higher, and thermal stresses in general are far more likely to cause distortion with its consequent train of troubles. Clearance adjustments are required. Maintenance and replacement are more frequently required than with sleeves. In all high-output forms, even desmodromic, mechanical failure can result in piston/valve collisions and great consequential damage. In all reasonably efficient forms the valves and their operating gear result in a taller engine, and in o.h.c. form the camshaft drive is longer and more prone to wear and failure. They are noisier.

The sleeve valve will give a much longer life with greater reliability and a more consistent performance. The operating mechanism is inherently desmodromic. Short valve drives are not only possible but unavoidable. Motors are, in general, more compact and there is a considerable reduction in their height. An uncluttered and ideally shaped combustion space is readily available. Ricardo maintains that with fuel of a given octane rating, one-higher compression ratio can be used than in a poppet-valve motor, which means, conversely, that with two engines of the same c.r. the sleeve-valve one will accept a lower octane fuel. Valve "clearances" are more-or-less self-adjusting. They are quieter and, not to repeat myself, all the poppet-valve disadvantages stated above are absent. The valves are never starved of oil and the oscillatory elliptical movement between sleeve and cylinder wall has been described as the ideal motion between two metal surfaces for lubrication purposes.

Against this they are costlier, a little more exacting to make, and, in general, demand a larger quantity of better materials. The drive is a little more complex. With two similar engines, the sleeve-valve one would be slightly heavier. Maintenance and replacement, when needed, is more difficult and entails greater dismantling of the engine. Carboning-up of the inlet ports is not a troublesome factor with the single-sleeve system, but it must be admitted that the average oil consumption of a sleeve-valve engine is a little greater. This feature does tend to be exaggerated, however; for it must be remembered that by the time such motors develop a real thirst for oil, cylinder wear in their poppet-valve counterparts is such that they are in not much better case. In car use there would perhaps be two "user" disadvantages: They should be allowed to warm-up at least briefly, after a cold-start, before being taken to high revs. The designer would no longer be able, by judiciously allowing valve-bounce to occur, to protect the engine from the insensitive types who want to scream her up in 3rd gear.

The different applications of the two types are thus fairly obvious: Low cost motors will use poppet valves. High-output motors restricted to atmospheric induction will use a refined poppet-valve system, preferably with positive valve-drive. Long-life motor will use sleeve valves. High-output motors, where the designer is limited by no laws but natural ones, will be given sleeve valves and superchargers.

The Rolls-Royce Merlin's 48 poppet valves practically won the War. But its ancestry was in the Kestrel and the R-type and dated back to about 1932. Asked to produce as much power as possible for use in the fairly serious business then afoot, and with little room for error, and with no time for long development programmes—in other words, when the chips were down—the

designers of R.-R. gave us the sleeve-valve Eagle, while those at Napier produced the somewhat similar Sabre. Added to this, Bristol continued their tradition of big sleeve-valve radials with the Hercules and Centaurus and others. These latter had a matchless reputation for absolute reliability and, I think I am right in saying, was officially allowed to perform a greater number of flying-hours between overhauls than any other aero-motor then in service.

The poppet valve, then, has not got everything its own way. But we may as well learn to love it: it will be with us for as long as the piston engine is—and right now that may be anything from ten years to fifty.

Highbridge. K. W. P. WILLIAMS.

AUTO UNION AGAIN ACTIVE IN RACES, RALLIES AND AUTOCROSS

Auto Union will field a strong side in British motor sporting events for 1962. In production saloon car racing, former Mini-exponent John Aley will be driving a D.K.W. 800 tuned by German expert Albrecht Mantzel. The *marque* will also be represented in National rallies, sprint, autocross and driving test events by six well-known drivers.

Ken Piper of Portsmouth will be driving in both rallies and autocross and in some rallies will be competing against his navigator on the R.A.C. Rally, M. G. A. Ford, who has now bought a D.K.W. Junior. Former B.M.C. and Triumph works team member Vic Elford will be driving a D.K.W. 800S in all National and a number of restricted rallies. Leo V. Cruttendon of Brighton, at present unofficial leader in the Rally Championship for the Association of Central Southern Motor Clubs, is also using a D.K.W. 800.

Finally, Terry Lewis will be using a D.K.W. at all major driving test meetings this year, and Charles Russell-Scarr of Auto Union (G.B.) Ltd. will be turning out for most hill-climbs and sprints with a 1,000-c.c.-engined Junior.

SMOKER'S COUGH

Drivers who have been fined or lost their licences for comparatively trivial offences will be enthralled to learn that, according to the *Daily Mail*, when a 40-year-old building contractor was charged with dangerous driving in Stockport after his car had mounted a footpath on the wrong side of the road, injuring a pedestrian, bent a No-Waiting sign, wrecked a shop window, smashed the front of another shop, hit yet another shop, throwing slabs of masonry 14 feet and finally embedded itself in a pub wall, the summons was dismissed by the Chairman of the Court. The reason? The driver had had a transient black-out due to a smoker's cough. In Court it was admitted that he had drunk three bottles of stout on the evening of the accident.

A NEW ALFA ROMEO

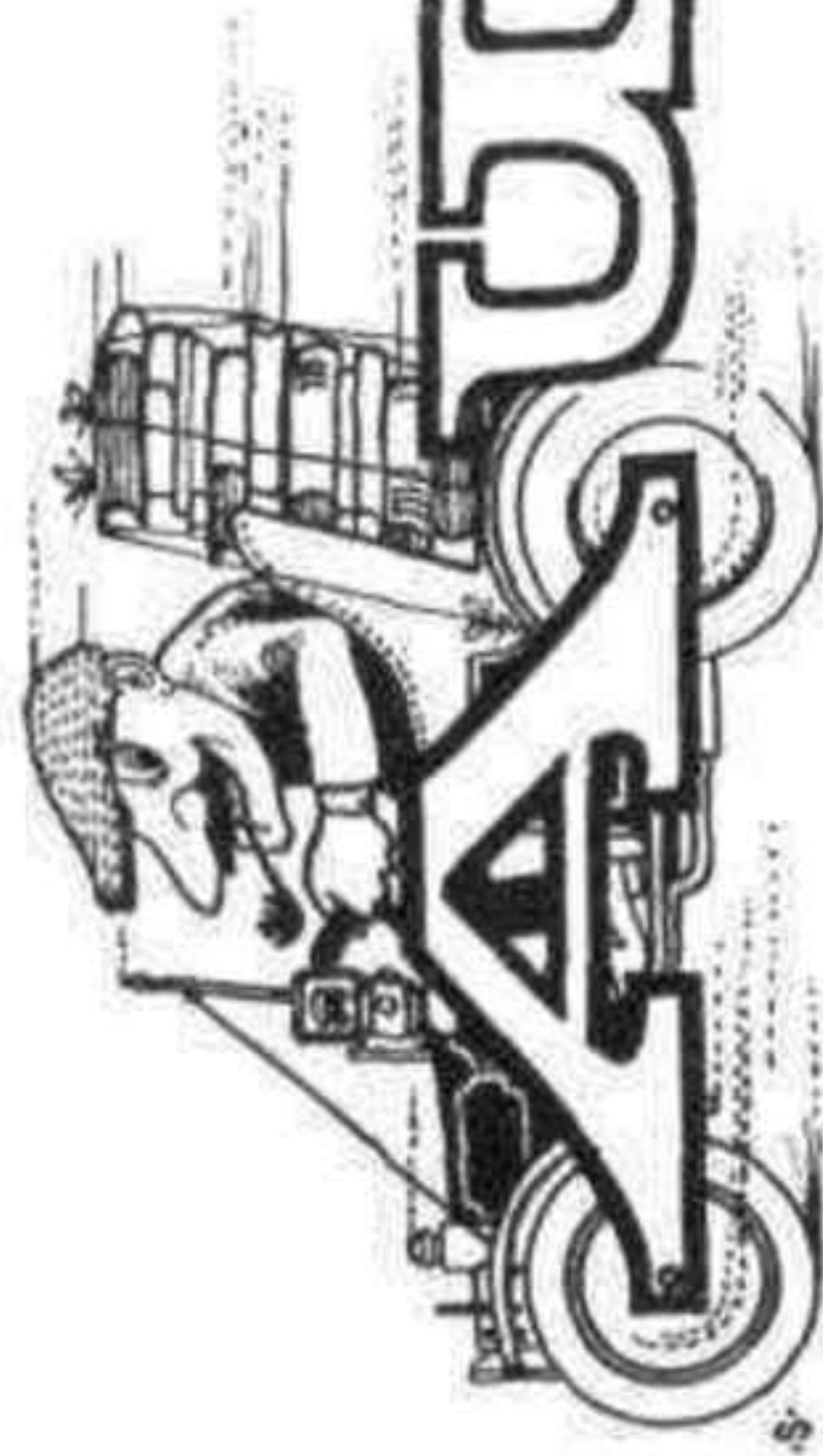
Alfa Romeo have introduced a new twin-cam 83 × 79.6 mm. (2,584 c.c.) with a 5-speed and reverse gearbox and disc front brakes. It will be available in Berlina, Sprint and Spider versions, the last two developing 165 S.A.E. h.p. at 5,900 r.p.m. A cruising speed of 124 m.p.h. is claimed.

MEET THE TWINS—continued from page 266

a lesser extent D.A.F., they provide an exceptional amount of passenger/luggage space, so that a compact engine was called for.

Issigonis alone of modern engineers has found the solution to having the best of both worlds—saving his Corporation money by using an existing 4-cylinder water-cooled engine in a very small yet internally very spacious car. I shall be extremely interested to know what form of power unit Rootes adopt for their forthcoming rear-engined small cars, parts of which are being made, I believe, by Coventry-Climax.

If, as I do, you like twins and appreciate the many benefits of air-cooling, you will be glad that other designers have had to reach back to the Cyclecar Age, dusting up 2-cylinder technique, and providing us, in A.D. 1962, with a choice of at least ten different cars with these engines on the British market alone—I have not even started to think about the Japanese designs! Will someone, I wonder, go further and offer a flat-twin of the once popular 1,100-c.c. capacity? I see no reason why this should not give an unstressed 85 b.h.p. in sports form.—W. B.



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The British Competition Car

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A complete and detailed history of British contributions to the field of Motor Sport, Grand Prix, Sports Car, Voiturette and Record Breaking. All major technical developments and racing successes are covered from the reign of the Napier in 1906 to Cooper's season of 1959 and 1960.

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by R. Walkerley

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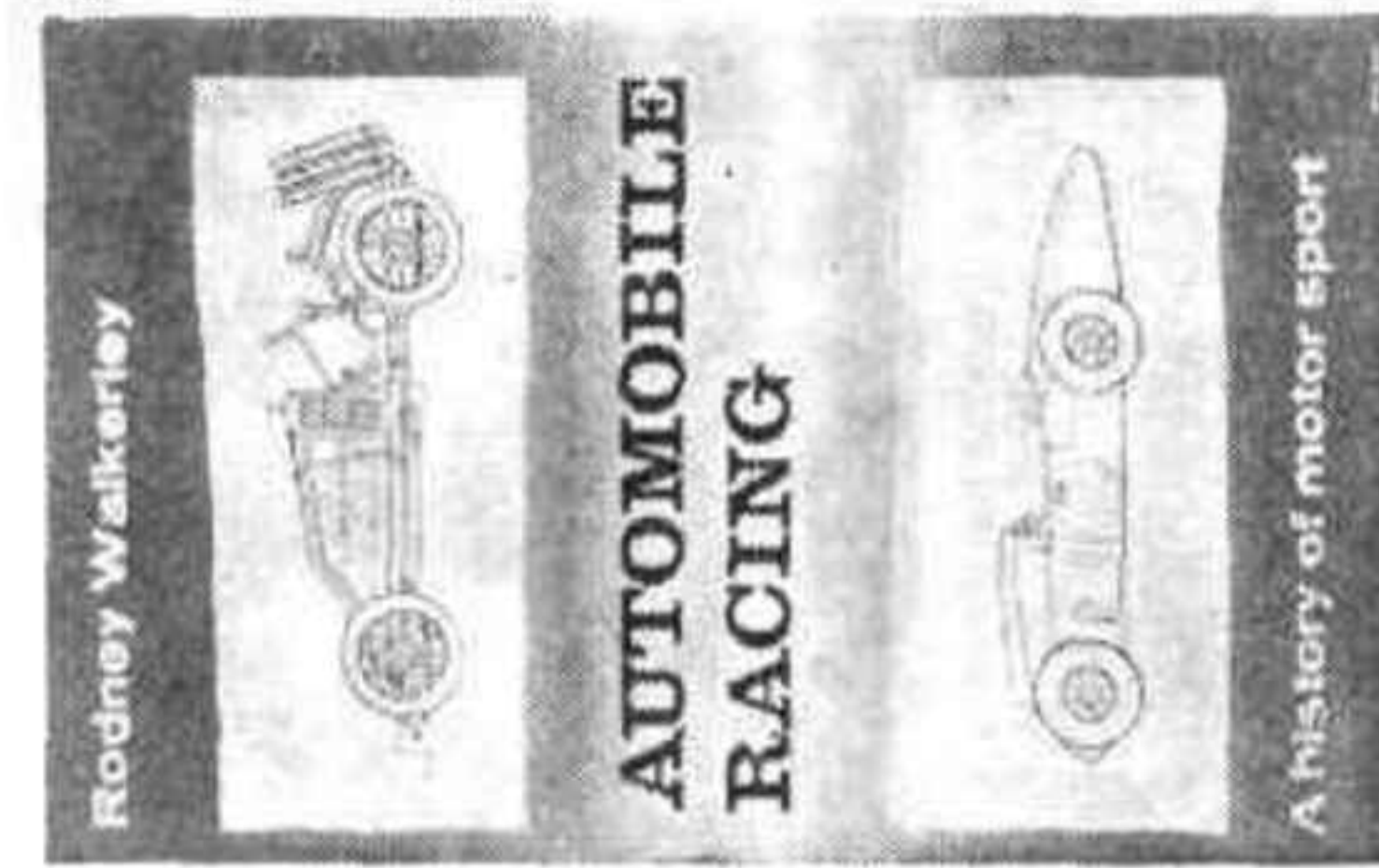
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"SPECIAL" BUILDERS, 1956 Ford Popular engine, works reconditioned, gearbox and back axle. £25. S.A.E. to P. Wright, 118, Brookfield, Glossop. [4349]
ALLARD J2X, De Dion, wire wheels. Rare model. £350 o.n.o. Box No. T.350. [4350]
ALVIS SILVER CREST, 1937. Big-ends gone. Remainder excellent mechanically and bodily. M.O.T. £35. Grimley, Tel.: Normandy (Surrey) 3322. [4351]
20/25, 1935, Mulliner sedanca Rolls, silver and black. R.-R. servicing bills to cover engine and starter motor stripping, new big-end, replaced flywheel, four new Ferodo discs. Clutch relined, new radiator and matrix, all within past four years. Body stripped and repainted 1961. Heater, radio, new tyres, three suitcase detachable trunk; taxed; licensed. Agreed insurance value £800. 18/20 m.p.g. Accept £725 o.n.o. Hare, Howlish, Ambleside Road, Lightwater, Surrey. [4354]

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HALF-TONNEAU FOR M.G. TD, unused, in double duck. 308. Tel.: Draycott (Derby) 305. [4352]
LAGONDA LG6 saloon, 1940 4½-litre, aluminium body, original down to the radio; four new Michelins. Guaranteed for three months. £195. George Rose, Faulkner's End, Hadlow, Kent. Tel.: Hadlow 391. [4332]
1950 3½-LITRE black Hotchkiss saloon. Write: D. Douglas-Menzies, New Hall, Ardleigh, Essex. [4353]
RILEY 1½-LITRE, 1951, black saloon. Heater. Immaculate throughout. Leather upholstery. Veneer dashboard and surrounds. Mileage 27,650. Chauffeur driven. £250. Gracie, 47, Cadogan Square, S.W.1. Car kept near Northampton. [4355]
1951 HEALEY Tickford saloon, 2.4 Riley engine. Mechanically sound, new tyres, heater, twin fog lamps. £225 o.n.o. Siggee, "Enfield," Burrowmoor, March, Cambs. [4356]
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ALVIS TA14 saloon, 1949, damage, all spares. Tel.: Brock 310. 2, Osborne Villa, Garstang Road, Barton, Preston. [4360]
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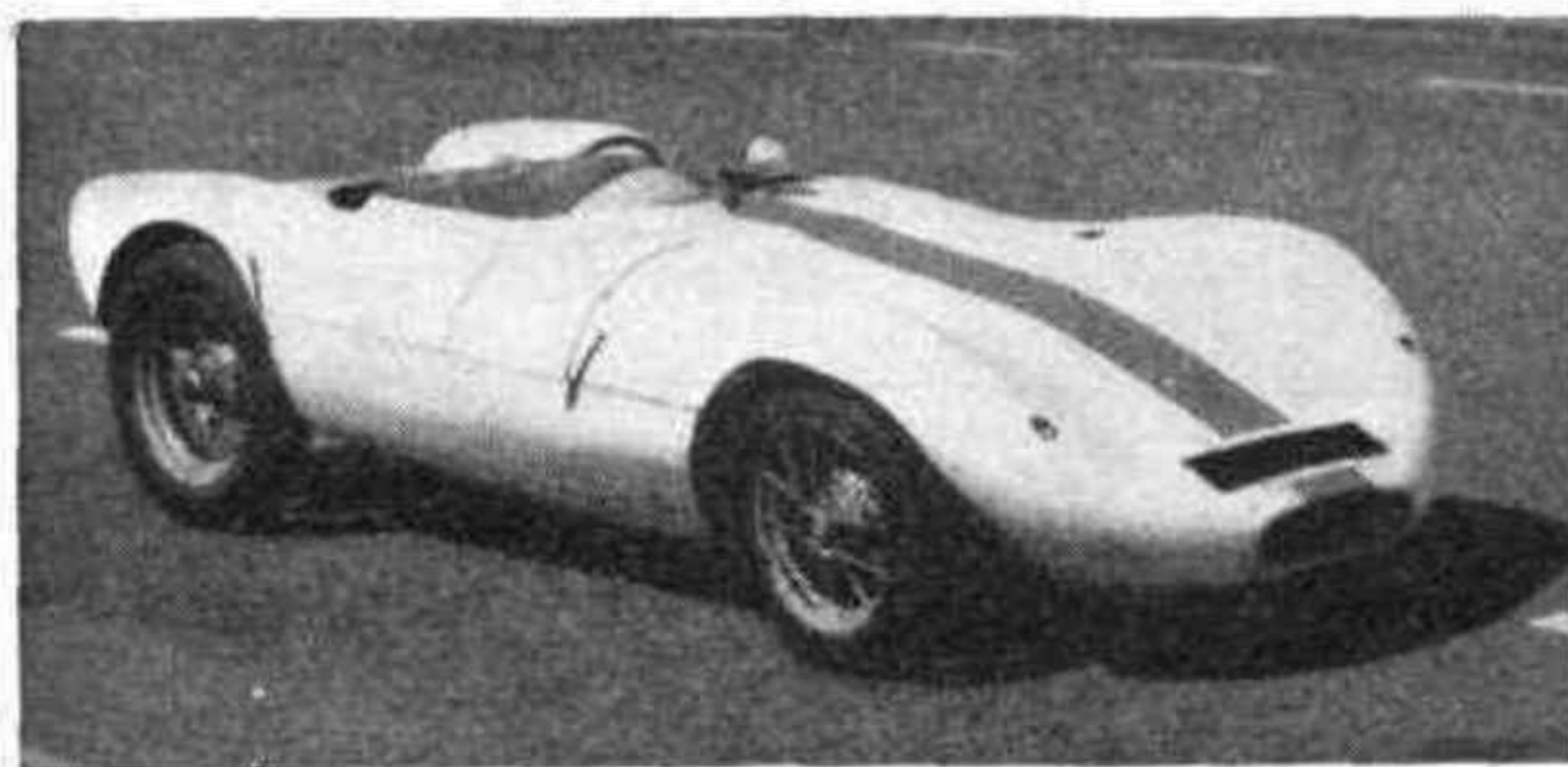
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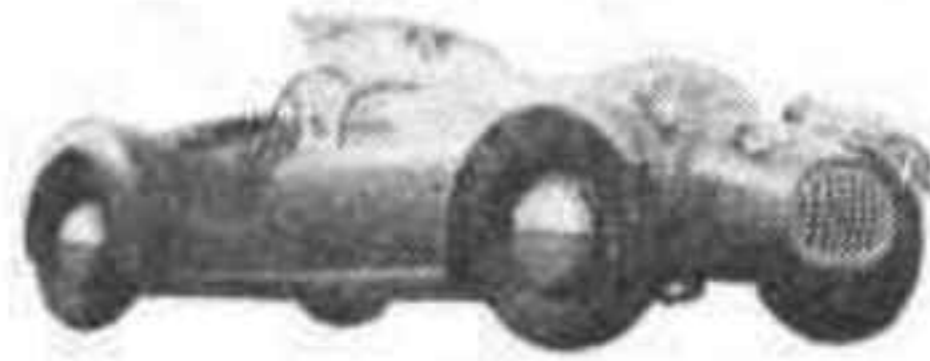
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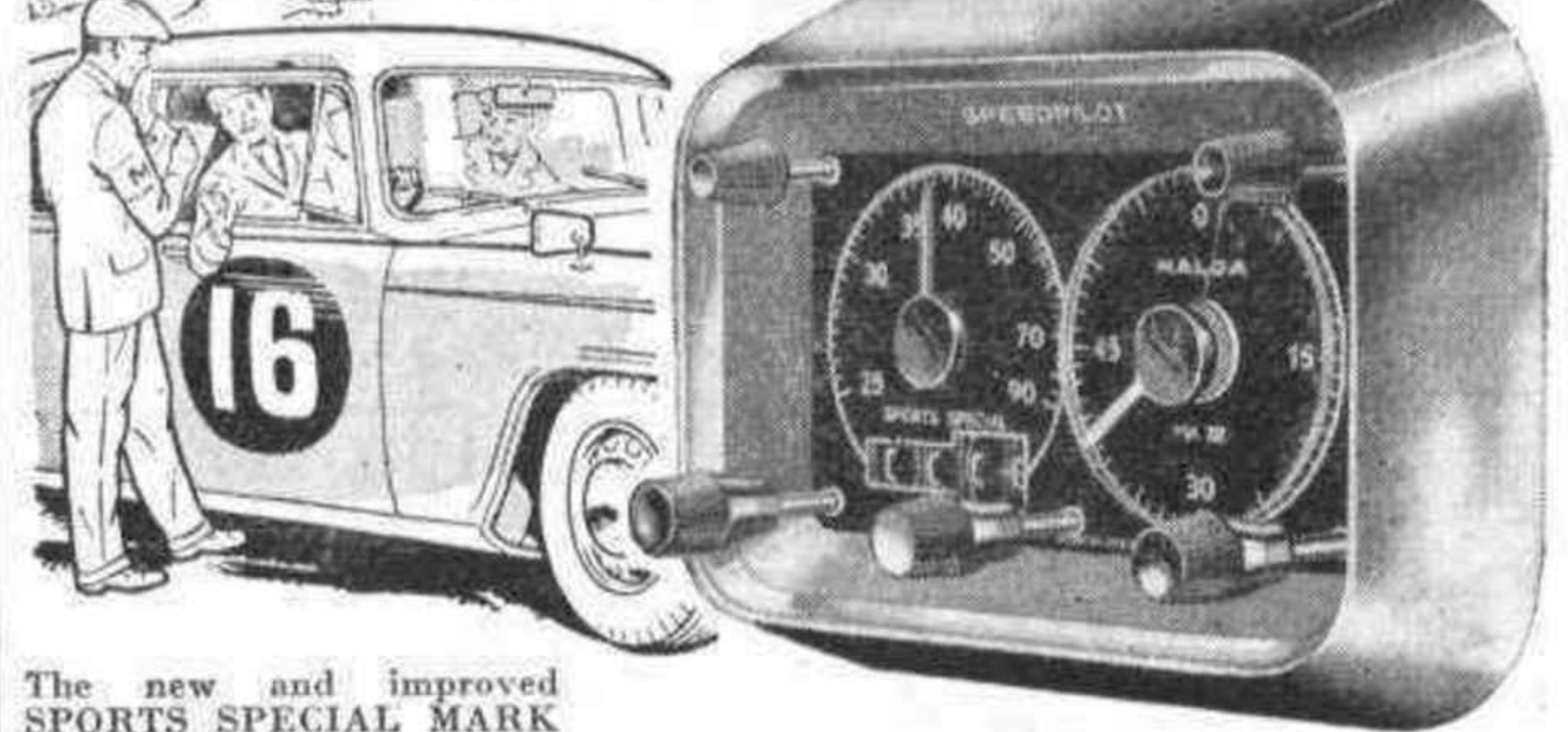
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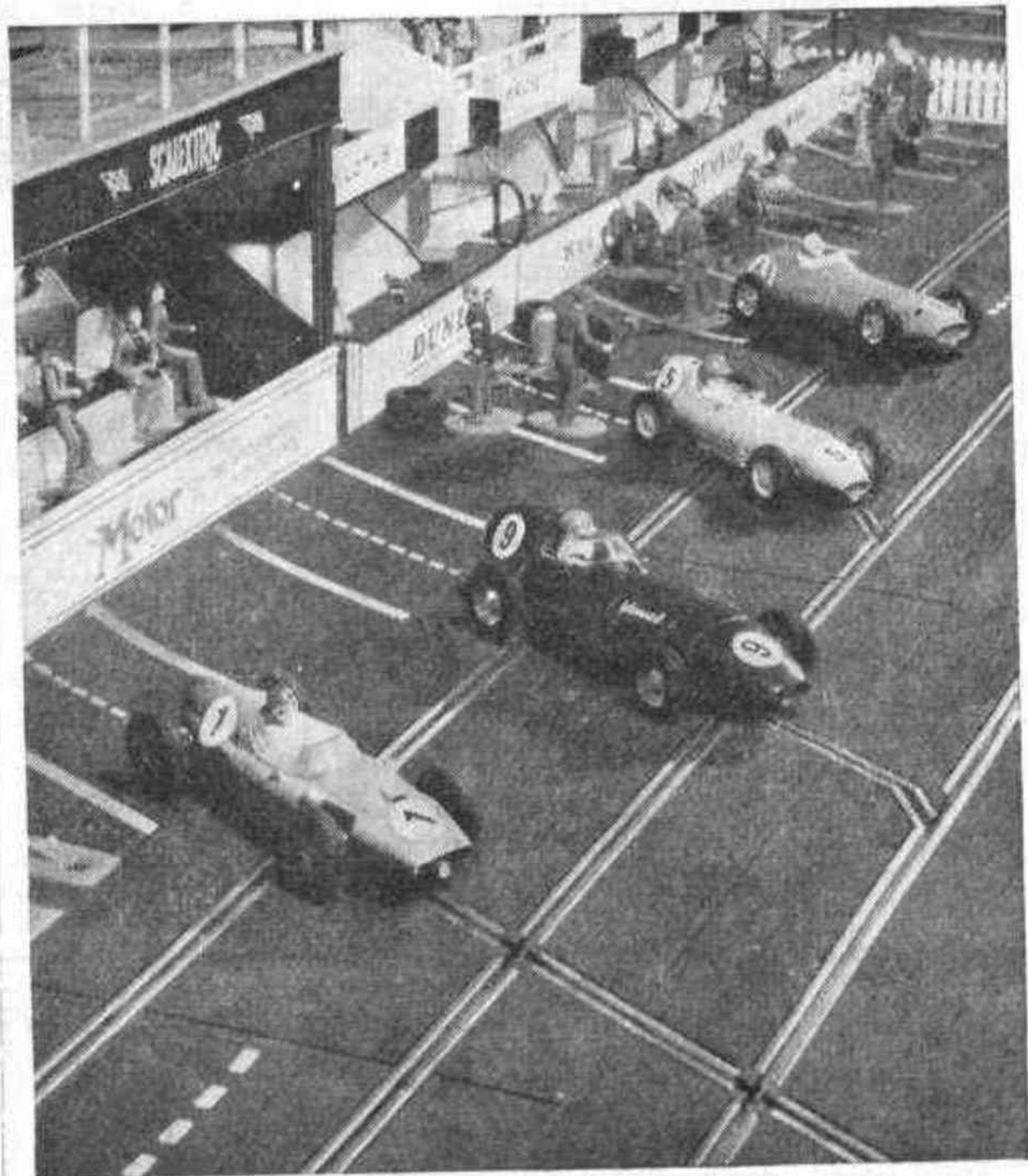


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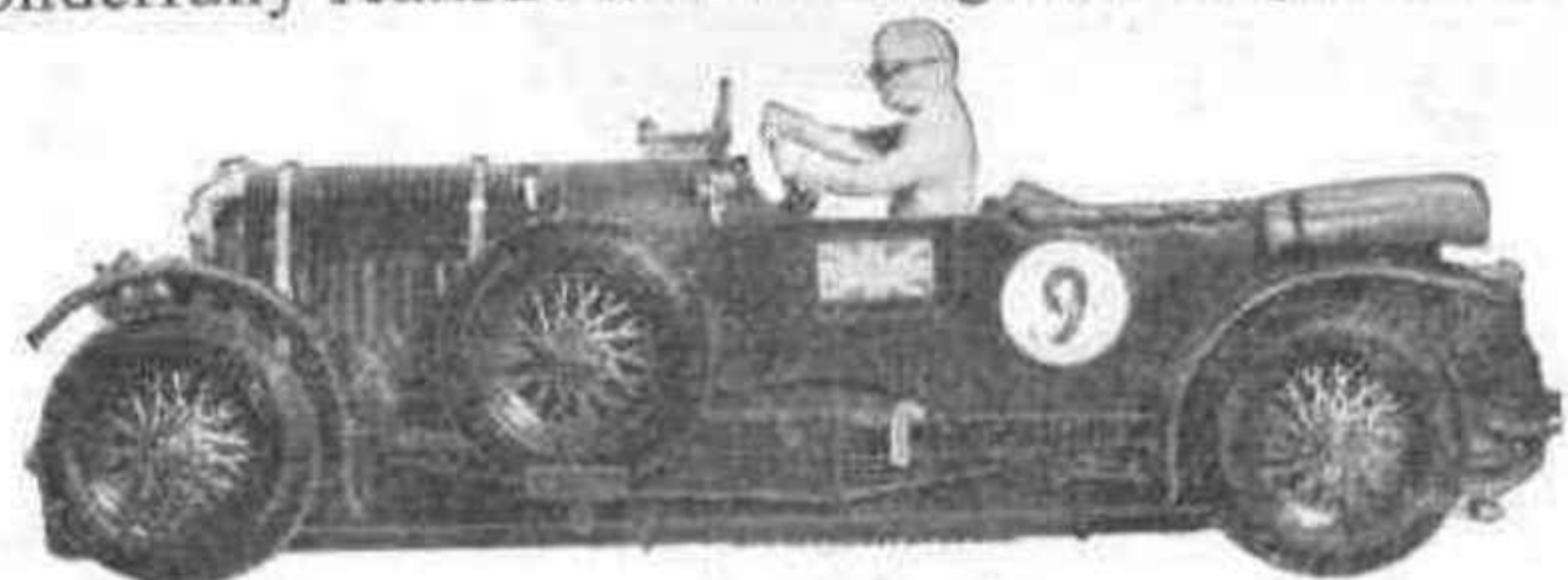
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FOR SALE—continued

M.G. PA, in good condition. Offers, 1934. Brown, 37, George Street, Peterborough, Northants. [4366]
1961 TYPHOON 2/4-seater, E93 engine, 10,000 miles. Tuned manifold, c/ratio gears, i.f.s. Hard-top, tonneau, wood-rimmed wheel, heater, s/washers. 35 m.p.g., 90 m.p.h. £350, H.P. if required. Hayes, 10, Trevanion Road, London, W.14. [4367]
ASHLEY 1172 unused fibreglass body. Reconditioned, unassembled Riley Nine Merlin engine. Offers. Pearce, 15, York Road, Handsworth, Birmingham. [4369]
SALOME, Historic Hill-Climb Special, A.B.C., Morgan, G.N. (see J. Bolster's "Specials"), in excellent condition. £85. Gardner, 36, Lichfield Avenue, Morecambe. Tel.: 2534. [4370]
SPEEDEX 750 SPECIAL, 17-in. wheels. Tyres, tonneau, battery new. Just completed. £100. Burt, Tel.: BUC 5330. [4371]
ROCHDALE FORD SPECIAL, 1961, little used. fibreglass body finished off white, black upholstery. Many extras. Ready for road. Enthusiast's car. £225 o.n.o., H.P. available. Box No. T.372. [4372]
RILEY 1½, 1954. Black. Excellent condition. Licensed till Dec. £345 o.n.o. Tel.: Shrivenham 397. [4373]
1927 AUSTIN tourer. 1924 Bull-nose Morris, £75. 1929 Rolls-Royce, £80. 1958 Renault Special. 1929 Standard, £25. L. Bayliss, Chapel Farm, Normandy, Guildford, Surrey. Tel.: Normandy 3120. [4374]
RILEY 1.5, superb throughout. £485, exchange estate car. 45, Shirehall Park, London, N.W.4. Tel.: Hendon 7755. [4375]
GOOD TYRES: 520 x 10, little used, £2 each; 520 x 10 brand new remoulds, £2 10s. each. Two 520 x 13 brand new Firestone originals (one tubeless), £4 each. Two 820 x 15 Avon originals, tubeless, £5 each. Two 500 x 16 brand new originals, Michelin, £4 5s. each. Two 550 x 19 brand new remoulds, £3 10s. each. One 500 x 20 Pirelli, little used, £2 10s. C.W.O., carriage free. B. Holland, 5, Zetland Road, Malvern, Worcester. Tel.: Malvern 923. [4376]
BERKELEY, 1957, red. Four wheels independent, all weather equipment. Engine reconditioned, brakes relined. Amals. P/E. may be acceptable, offers. Tel.: Wombourne 3182. Nr. Wolverhampton. [4377]

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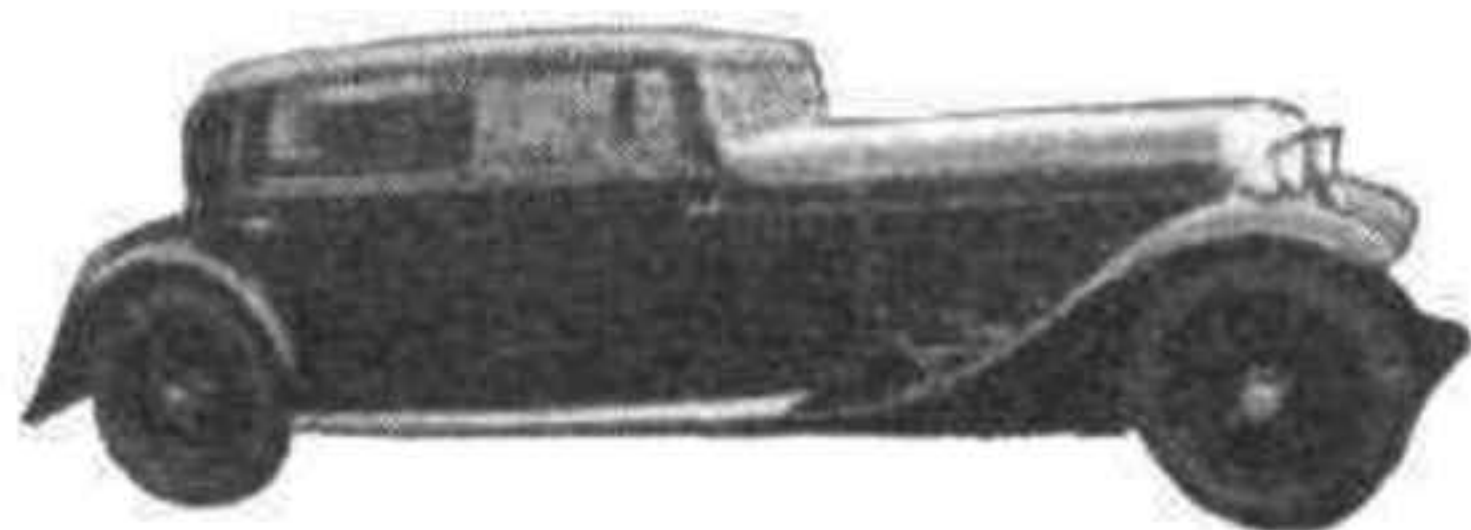
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1952 JUPITER. Resprayed. New hood, brakes relined, Phase 3 crank. Sound and reliable. £198 o.n.o. Evenings, 72, The Gardens, Bedford, Middlesex. [4382]
FULL SET chrome-plated wire wheels and stub axles, etc., for Mark II Jaguar. Hardly used. Tel.: Leicester 26456 (business hours). [4383]
LANCIA APRILIA, 1939. Resprayed. Good condition. £200. Williams, Goose Street, Beckington, Bath. [4384]
IMMACULATE TRIUMPH VITESSE sports saloon, 1937. £80. Williams, Goose Street, Beckington, Bath. [4385]
1937 BENTLEY 4½ Mulliner pillarless saloon, fitted every extras. Perfect condition. Sale or exchange smaller car. £285. Porter, Longthwaite Road, Wigton, Cumberland. Tel.: 2153. [4388]
FIAT 1100 saloon, 1940, in good order. M.O.T. First cheque £30 secures. Car garaged Southampton. 77, Fore Street, Polruan, Cornwall. [4387]

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ALVIS 12/70 saloon, 1937. £45. 20, Church Road, Old Windsor. Tel.: Windsor 1216. [4386]
AUSTIN SEVEN TOURER, 1936. Good condition. Enthusiast owners. Black and lilac. New tyres. M.O.T. cert. £65. 12, Clifton Rise, Windsor, Berks. [4389]
UNMODIFIED FORD 1172 engine in boxed A.7 chassis, i.f.s., hydraulics, 4-speed box, 5.25. B.R.G. Road or autocross. Reasonable offers. Beeton, Roslin Hall Hotel, Torquay. Tel.: 4373. [4390]
M.G., 1929. M.O.T. All original mechanically. £120 spent 1961. £80 o.n.o. Tel.: Great Barr 1617 (evenings). [4391]
SPORTING FAMILY MAN'S car, 1951 Bristol 401. New engine 1960. Fast, well maintained, excellent mechanics. Five seats, huge boot; +28 m.p.g.; radio, heaters, washers. B.R.G. £425. O'Neill, 25, Turnoak Avenue, Woking. [4392]
M.G. PA. Expertly overhauled, many new items. Excellent runner. M.O.T. certificate. Very good condition. £110. Cheeseman, 19, Copthorne Road, Rickmansworth, Herts. [4393]
M.G. TD, 1953. Red. Excellent. Reconditioned engine—gearbox. Extras. £350 o.n.o., H.P. available. Tomlin, 95, Hollycroft, Hinckley, Leics. Tel.: 3637. [4394]
AUTOVIA (RILEY V8), total mileage 51,000, 1957 condition. M.O.T. £65. Rogers, 99, Underdale Road, Shrewsbury. Tel.: 6400. [4395]
SPORTS CAR for Spring? Ashley 1172 G.T. saloon, registered 1960. Tubular chassis, E93A, 7,000 miles. Aquaplane head, twin carbs., etc. Full instruments. Royal blue. 2/4-seater. 100% throughout. Reliability, performance and economy for £285 o.n.o., £57 deposit, balance three years. Genuine bargain, company car arriving. Engineer's report, photograph. 81, Welford Road, Shirley, Warwickshire. Tel.: Shirley 1579. [4396]
RILEY KESTREL, '37, 1½; Lynx, '36, 1½; both near perfect. Hundreds spent. Approx. £150 each. Getting 2-seat Riley. Croham Hurst House, High Beech, S. Croydon. Tel.: MUN 1877. [4397]
A.C. ACECA. A.C. engine, disc brakes, radio. Resprayed red. Reconditioned engine. £725. 31, Caldecote Gardens, Bushy Heath, Rickmansworth. Tel.: 3143 (daytime). [4398]

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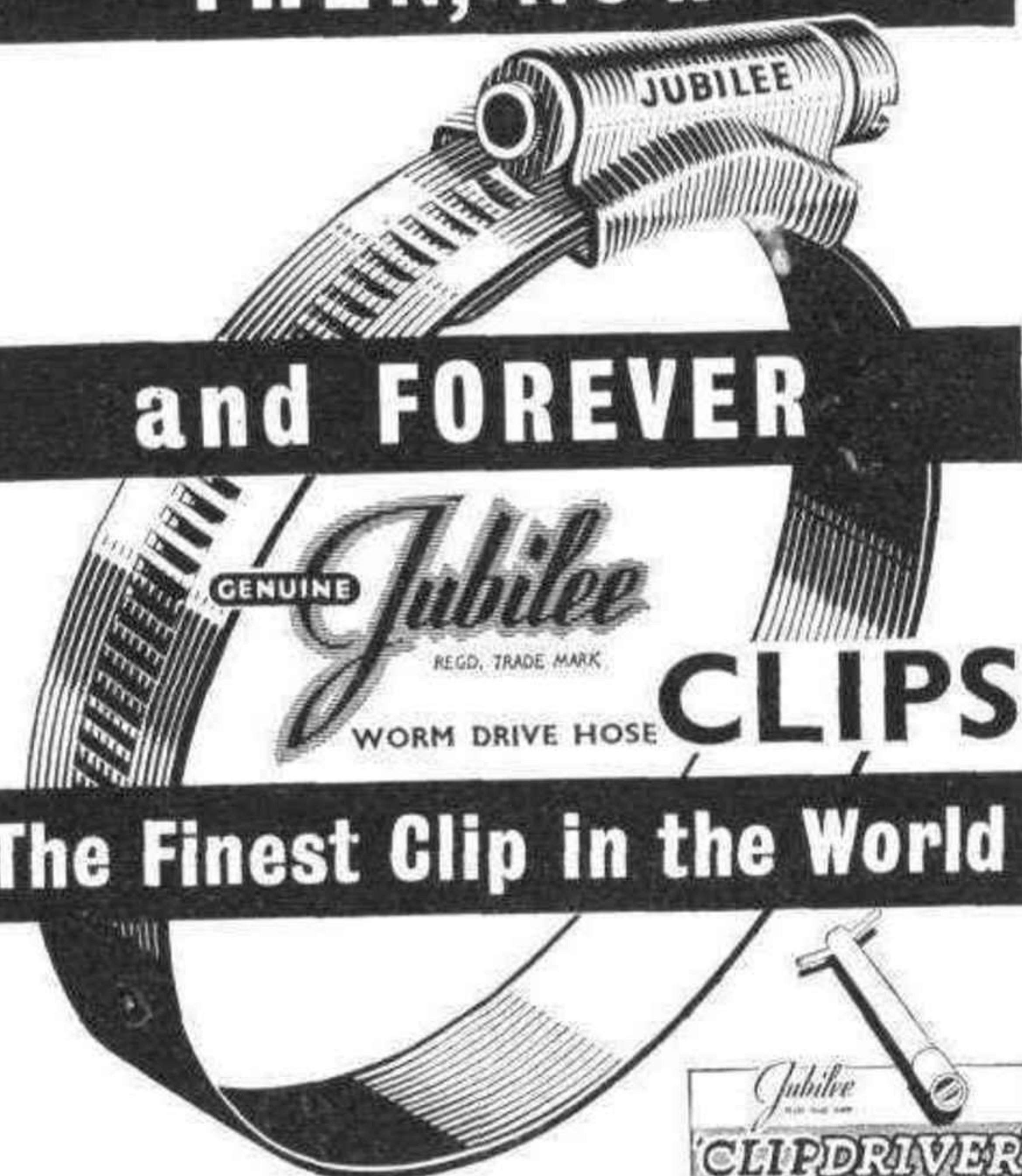
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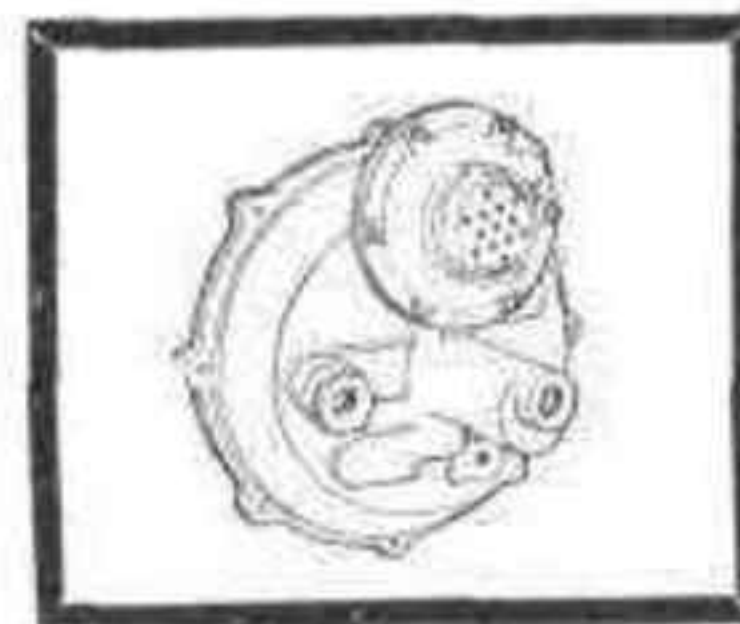


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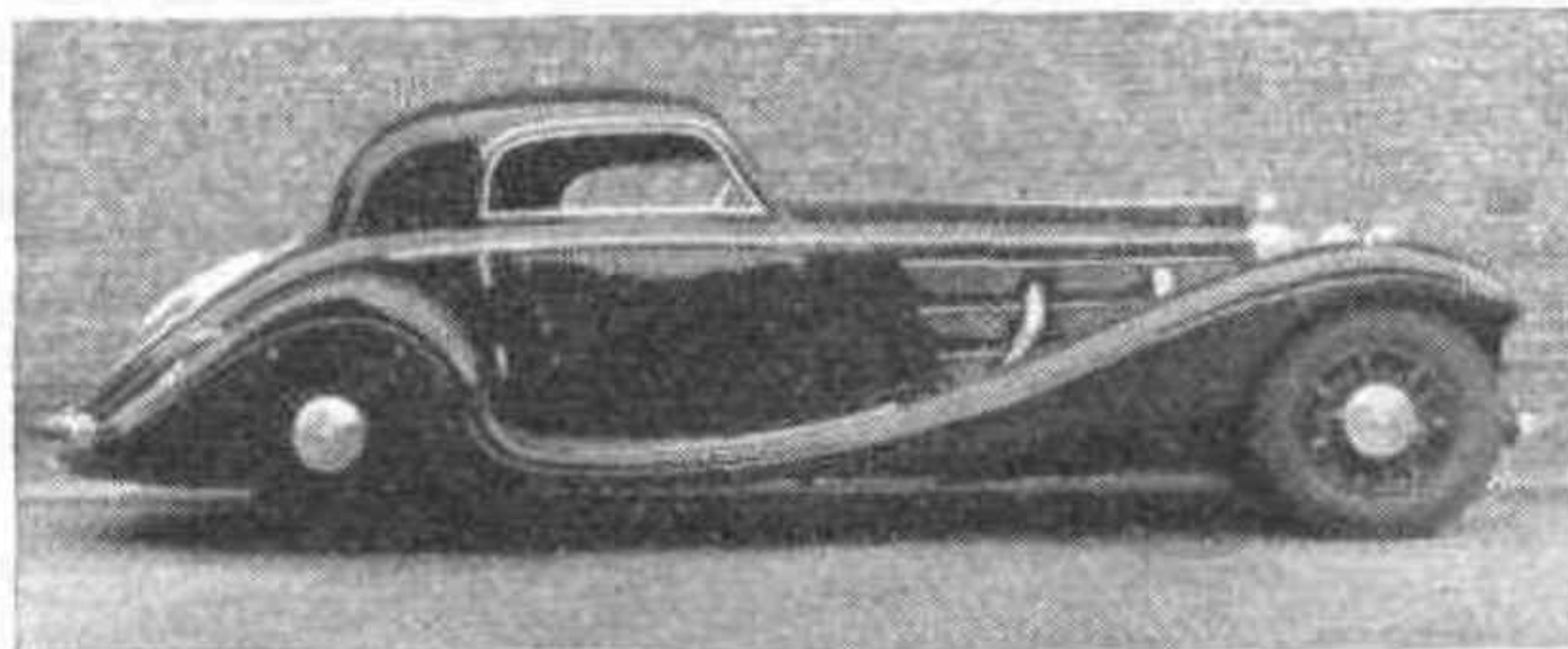
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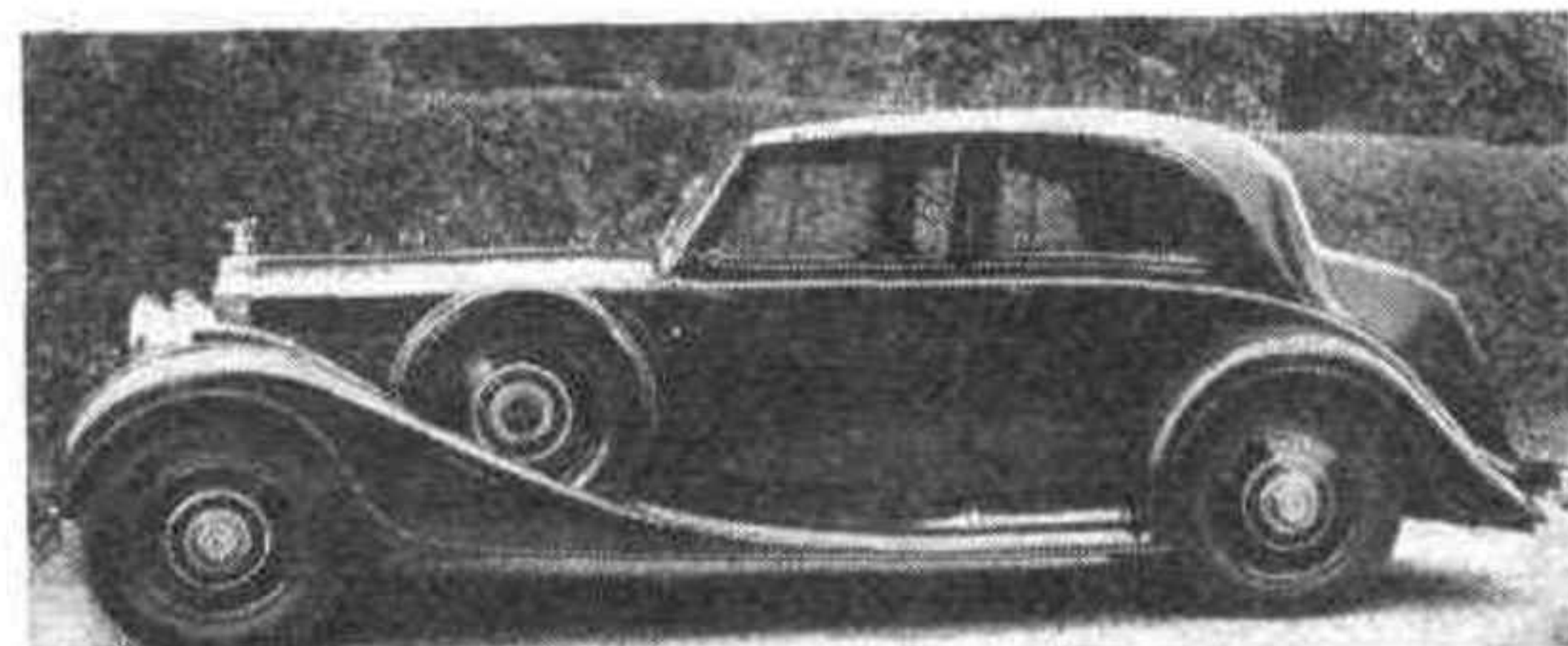
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 - Racing Camshafts, increased lift, racing timing, @ £17/10/0.
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 - Rev Counter Driving Ass'ys. Mk. I, II and III @ £5/19/0. Instruments and cables also available.
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- M.G. TA, 1938.** Red. Rebuilt, sprayed and upholstered in 1959. Hood, screens and tyres good. M.O.T. test. Immaculate condition. £130. Brooker, 69, Cressey Road, High Wycombe, Bucks. [4280]
- VAUXHALL VICTOR** engine with all accessories. Almost unused. Jepson, Styal, Cheshire. [4281]
- 1920 PUBLISHED BY** American Technical Society. Automobile Engineering, set of six, as new. Offers. Tel.: SIL 0374. [4282]
- 1934 ALVIS (SILVER QUEEN)** 6 x 6.77 mm., triple carbs. £26. Buyer collects. Knock-on wheels (5). Near new tyres. Suit M.G., Singer sports. £10. 18, Frederick Avenue, Hereford. [4283]
- 25 M.P.G., 100 M.P.H.** 1953 Mark VII Jaguar. Large family saloon. Numerous extras. Excellent condition. M.O.T. certificate. £180. Tel.: Kennington (Kent) 487. [4284]
- 1925 BULLNOSE M.G.** saloon. Running order. Offers. Beardsmore, 128, Priory Street, Corsham, Wilts. [4285]
- 1928 CLYNO NINE.** Good original condition. Stored for 22 years. £65. Collins, 30, Riggindale Road, S.W.16. Tel.: STR 7912. [4286]
- J2 M.G.** Ford Eight engine, hydraulic brakes, recently rebuilt throughout. Must sell, genuine reason. No reasonable offer refused. Prescott, Dene Avenue, Kingswinford. Tel.: Kingswinford 4045. [4287]
- JAGUAR Mk. VII, 1952.** Recently fitted B-type head, twin exhaust. Improved economy. Excellent condition. Grace, space, pace plus. £170. Weaving. Tel.: Kidderminster 2808 (evenings). [4288]
- JAGUAR XK120 F.H.C., 1954.** An immaculate example in birch grey (original). Interior in unmarked red hide (ocelot covers included). Ace discs, "X"s, heater, spots. New clutch, mechanically perfect. Genuine 48,000 miles. Must be finest available. Demonstration anywhere. £450, o.v.n.o. Tel. (London) UPLands 4743. Carrington, Kenley, Surrey. [4289]
- BENTLEY, 1927, 3-LITRE** Speed model V.D.P. tourer. £450. Tel.: Oxted 4097. [4290]
- PA WHEELS.** Complete. Good treads, 25s. each; 0/s. rears. £2. Cylinder head. Box No. T.291. [4291]
- M.G. PA.** Breaking for spares, complete except engine. R. Weeks, Gloucester Road, Almondsbury, Bristol. [4292]
- MORGAN CONNOISSEURS.** MX4 Super Sports. Recent complete overhaul. Fully modified. Electric starter. High-level pipes. Quick sale, highest over £100. 342, Woodlands View, Gomersal, Leeds. [4294]
- LEICESTER, 1172 motor.** Entirely rebuilt, body incomplete. £115. Specification, Ashton, 84C, Salusbury Road, London, N.W.6. [4295]
- 26-h.p. ROLLS-ROYCE, 1931,** Mulliner saloon. Interior in original condition. New battery. Two spare wheels. Good tyres. Runs well. M.O.T. certificate. £130. Newcombe, "Westgrounds", Clipping, Littlehampton. Tel.: 549. [4296]
- 1954 SUNBEAM 90 Mk. III.** A fine example of this excellent marque in metallic green. Realistically priced, £285. Tel.: Field End 7047. [4297]
- 1172 FORMULA.** Very cheap, owner going to Junior. Two cars, one all enclosed, one open bodywork. Both fully prepared for this season. Highly tuned 100Es, light flywheels, 1½-in. S.U.s, Buckler gears; one 13-in. wheel, one 15-in. £490 the pair, offers; will split, must sell. Thomas, Tel.: Bristol 25997. [4298]
- JOWETT JAVELIN, 1952.** Recond. Mk. III engine; resprayed. Heater. Tested. Good condition. £170. Joy, 15, Wetherby Mansions, S.W.5. Tel.: FRO 3537. [4299]
- RILEY KESTREL 1½-LITRE, 1936.** Near-Sprite specification. Finished coffee/white. Red interior. One of finest in existence. Full details to interested parties on request. M.O.T. certificate. Offered again due to non-completion of transaction at £250. Powell, "West Winds", Monument Lane, Lickey, Nr. Birmingham. Tel.: Rubery 81. [4300]
- SUPERCARGER, MARSHALL, Type A75.** Gauge, fittings, Ford 8-10. £30. 5, Marnham Rise, Gadebridge, Hemel Hempstead, Herts. [4301]
- TOJEIRO-M.G.** Very fast; 105 b.h.p. 9 cwt. Aerodynamic sports/racing car. With/without engine—£265, £199. Also director's 1938 4½ Bentley, v.g.c., rare Gurney Nutting sports saloon, £350. Scrope, 24, Jesus Lane, Cambridge. [4302]
- A.C., 1937, GREYHOUND** sports saloon. £100. Completely rebuilt; new tyres, brakes; engine overhauled, etc. Poppy red. M.O.T. Exceptional. Green, 174, Faversham Road, Kennington, Kent. Tel.: Kennington 276. [4303]
- MORGAN 4/4, 1939,** 4-seats. Excellent condition. £120 o.n.o. Lt. Asquith, R.M.C.S., Shrivenham, Swindon. [4304]

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

FOR SALE—continued

BOG STANDARD SPRITE, 1959, two owners, 25,000. All extras; excellent condition. £410. Tel.: Bradfield (Berkshire) 481. [4305]

JOWETT JAVELIN d/l, 1950. M.O.T., sound, good tyres; all faults declared. £80 o.n.o. 34, Byron Way, Romford, Essex. Tel.: Ingrebourne 44159. [4306]

HEALEY BN1, 1954. Red. Wire wheels, heater, overdrive, twin spots. Excellent condition. Maintained by professional man. £410 or offers. Telephone after 6.30 p.m. Stedman, Upton Lodge, Penrhyn Road, Kingston-on-Thames. Tel.: KIN 0817. [4307]

MORRIS MINOR, 1950. Excellent condition throughout. Highly-tuned engine. Recent M.O.T. £135 (open 4-seater considered as part payment). 22, Peter's Place, Northchurch, Herts. Tel.: Berkhamsted 2467. [4308]

AUGUSTA. Front damaged, all parts excellent. Name your price. Maclagan, 6, Fitzalan Road, N.3. [4309]

1951 CHEVROLET POWERGLIDE. L.H.D. Undersealed, radio, heater, etc. Genuine 22 m.p.g., 95+ m.p.h. Grey/white. Very sound order. Owner abroad. £130 o.n.o. (Dorset.) Box No. T.318. [4318]

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RILEY 1½-LITRE SPARES. A few good parts left: Front suspension, four doors, boot lid, gearbox and various smaller parts. D. C. Read, 111, Regina Road, Southall, Middlesex, or Tel.: Southall 3014. [4324]

1926 TALBOT 18/55 coupé. Elegant vintage car in very good condition. £100. Ideal touring car—Unspoiled 1928 Sunbeam 16.9-h.p. tourer in very good condition; full weather equipment, luggage rack. Some engine spares; handbook. Wonderful value at £200. Chester, 61, High Street, Crowle, Lincs. Tel.: Crowle 385. [4325]

JOWETT JAVELIN, 1949. Engine recond. 1961. New carburettors, radiator, battery, light units. Tyres, body good. 85 m.p.h., 34 m.p.g. Heater. M.O.T. Taxed June '62. No reasonable offer refused. 39, Wychdell, Stevenage. [4326]

LANCHESTER E18, 1938. 65,000. Reborn 2,000 ago. Silent. No rust. Good tyres. Plating as new. All original. Too good to demolish. Any offers. Taxed. Foxon, Hollow Way, Harwell. [4327]

HOTCHKISS, 1952. Show model. Anjou blue grey. Heater, radio. Crankshaft reground. Fast and sure. A beautiful car ... £325

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LAGONDA, 1950, 2.6-litre saloon. Heater, radio. Engine completely rebuilt including crankshaft reground ... £275

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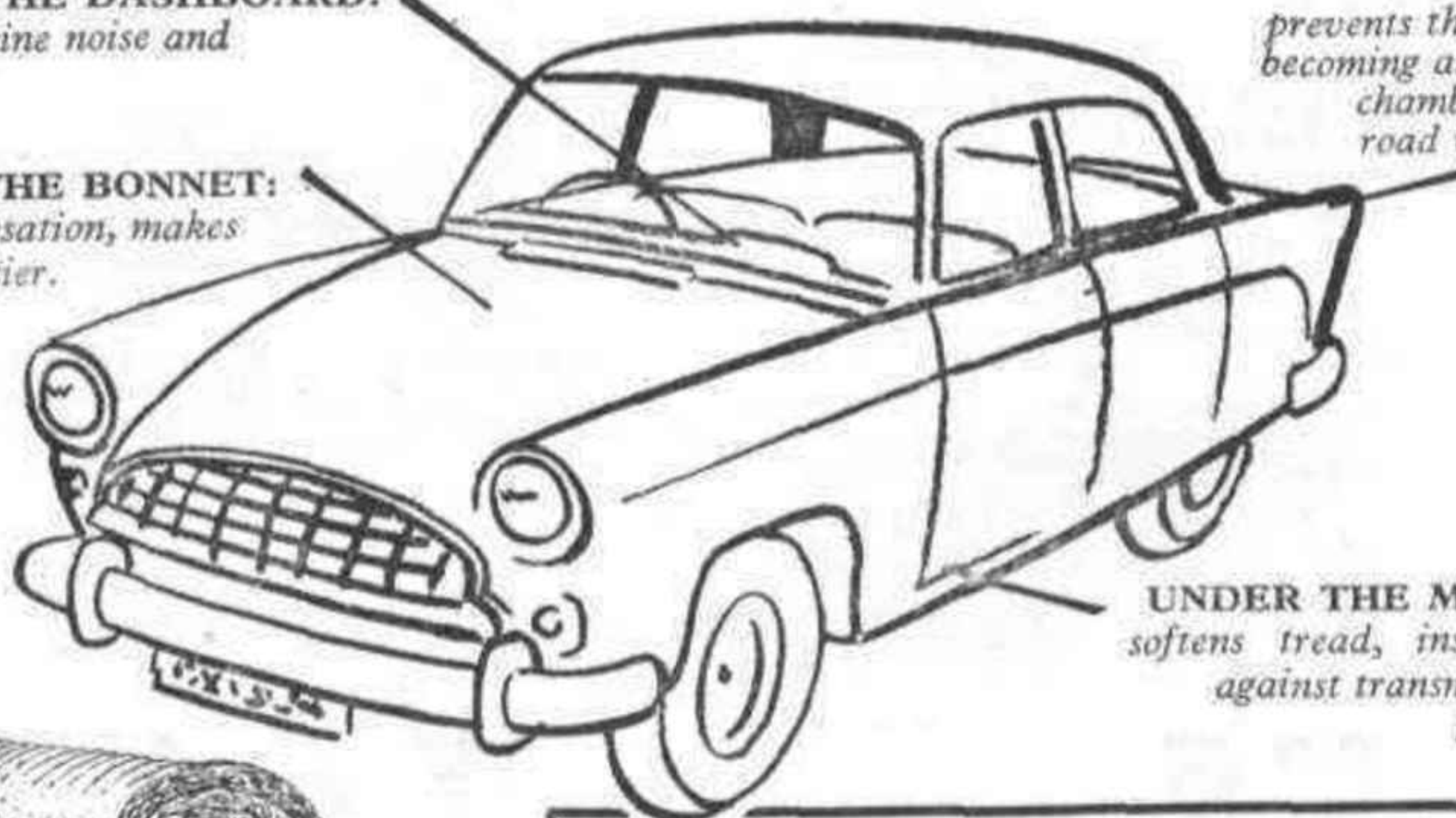
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A.C., 1951, 2-LITRE tourer. Whole car has been rebuilt and is in "as new" condition. The body has been changed at great expense to coupé type with side windows. New tyres, flashers, heater, etc. £300 o.n.o. Robert Strang, Bowes Rigg, Stewarton, Kilmarnock, Ayrshire, Scotland. [4427]

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M.G. YB saloon, 1953. Well kept. Comfy and sporty. £250. 17, Brackleys Way, Solihull. [4429]

MORRIS MINOR CLIMAX. Fitted 1100 Stage 1 Climax. Suspension and brake modifications, etc. £425, or exchange good Mini. Box No. T.430. [4430]

FOR SALE: 1934 S.S.1. In very good condition. M.O.T. certificate. Black with green upholstery. Contact Flt. Lt. Durham, R.A.F., West Raynham, Norfolk. [4431]

MIN SUPERCHARGER KIT. Arnott blower with all fittings. £30. Wilson, Tel.: ADD 3394. [4432]

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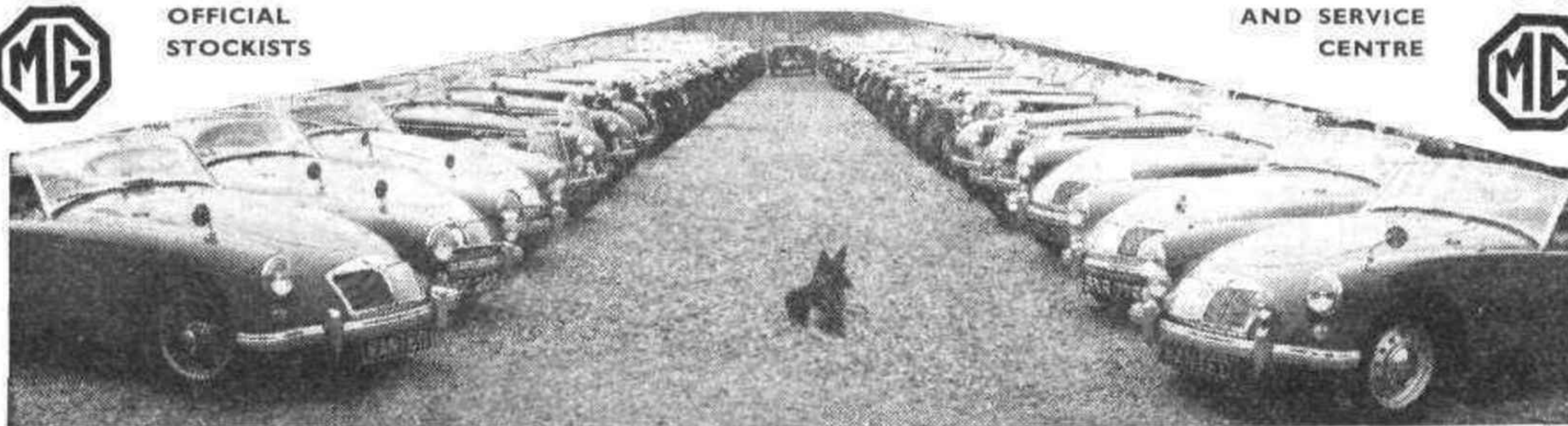
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ROLLS-ROYCE 20/25, Dec. 1934, Hooper saloon. Attractive car in quite exceptional condition in every respect. Seen London. £470 o.n.o. Write, Henry, St. Mary's Farm, Beenham, Berks. [4400]

ALVIS SPEED TWENTY, 1933, tourer. Untaxed '38 to '50. M.O.T. Body and machinery in very good order. Photograph and history available for genuine inquirers. £200 o.n.o. Nops, Embridge Mill, Stoke Fleming, Devon. Tel.: S.F. 348. [4402]

DAIMLER, 1956, CENTURY d/h. coupé. Reconditioned engine, resprayed light blue. New tyres. All accessories. A real traffic-stopper. £450 o.n.o. Tresise, 16, Northumberland Avenue, London, W.C.2. Tel.: WHI 0452. [4404]

DELAGE D6/70, 1938. Grey 4-door sports saloon. Reborn 1961. M.O.T. tested March 1962. Good mechanical order, body fair. £95. Tel.: POPes-grove 8825. [4405]

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BUGATTI TYPE 57 foursome d/h. coupé. Registration No. HTN 290. Ready for the road. £495. L. H. Spring, Tel.: ENT 7667, or after 7 p.m. ELS 2136. [4409]

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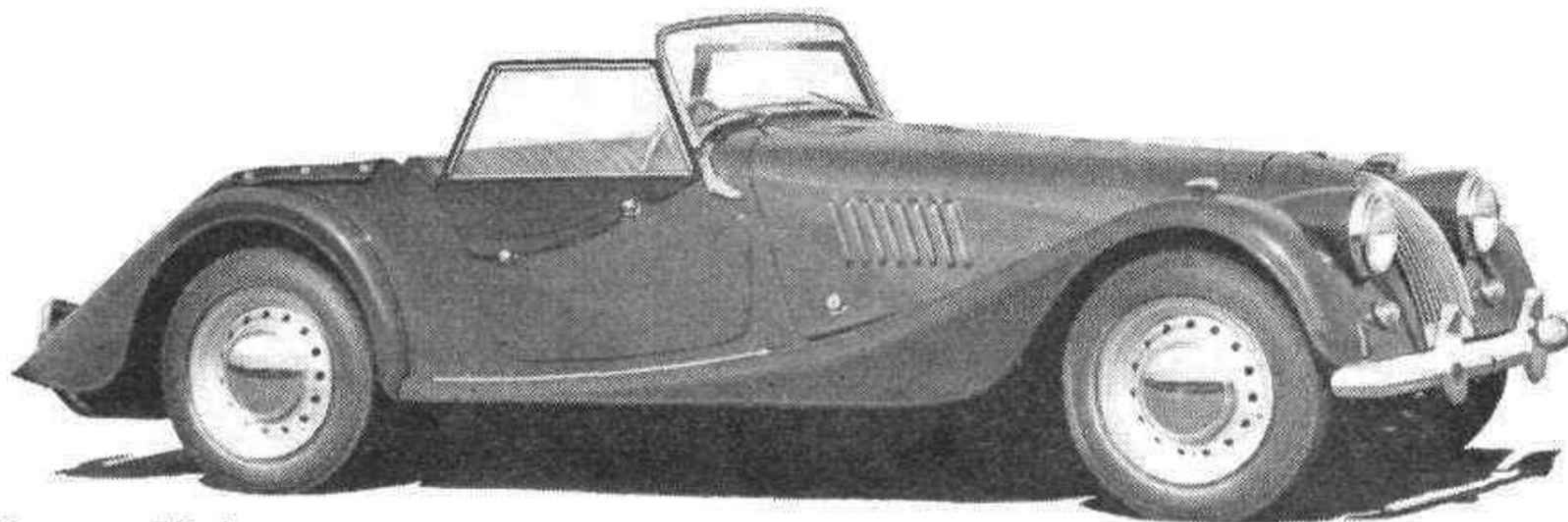
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1954 XK120 f/h. Special equipment, wire wheels. Immaculate and absolutely uncrashed. Low mileage. £395. 1958 Ford Special, looks like Aceca; many mods. £145. Tel.: Vigilant 0860. [4329]
1959 (Aug.) JAGUAR 3.4. Cotswold blue. Overdrive, Koni shock-absorbers, disc brakes all round. One careful owner, not raced or abused. Spotless and beautiful condition. £850. Wilkinson, 4, Stetchworth Road, Walton, Warrington, Lancs. Tel.: Stockton Heath 869. [4330]
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ALVIS SILVER EAGLE, 1935. Reconditioned engine. Body, etc., sound. Many spares. £40. Box No. T.334. [4334]
1947 ALVIS FOURTEEN brake, engine overhauled. Offers. 39, St. Michael's Road, Llandaff, Cardiff. Tel.: 72277. Seen Cirencester. [4336]
PORSCHE CABRIOLET, 1,600 c.c., 1957. Total mileage 55,000. New engine 1960. White—red hide. Radio. Tel.: Ormskirk (Lancs) 2106. [4340]

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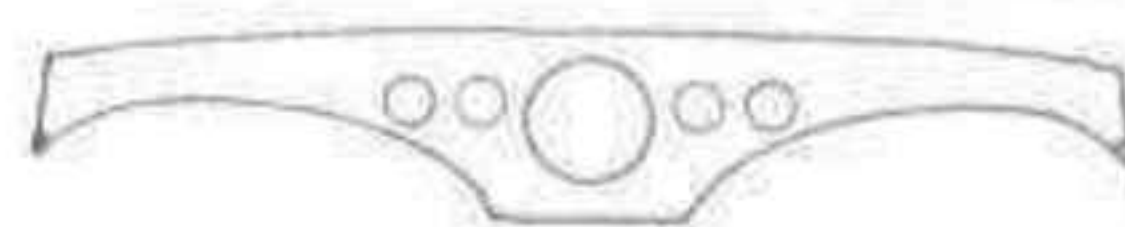
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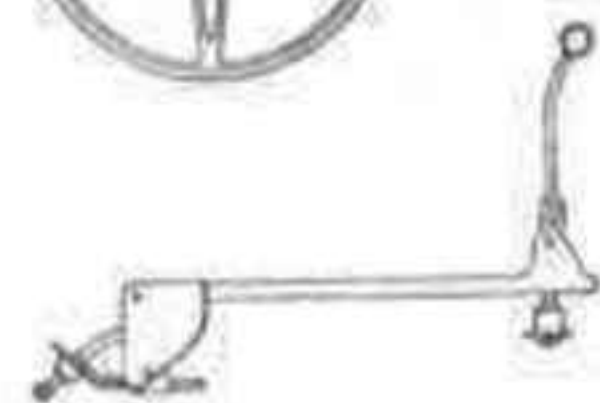
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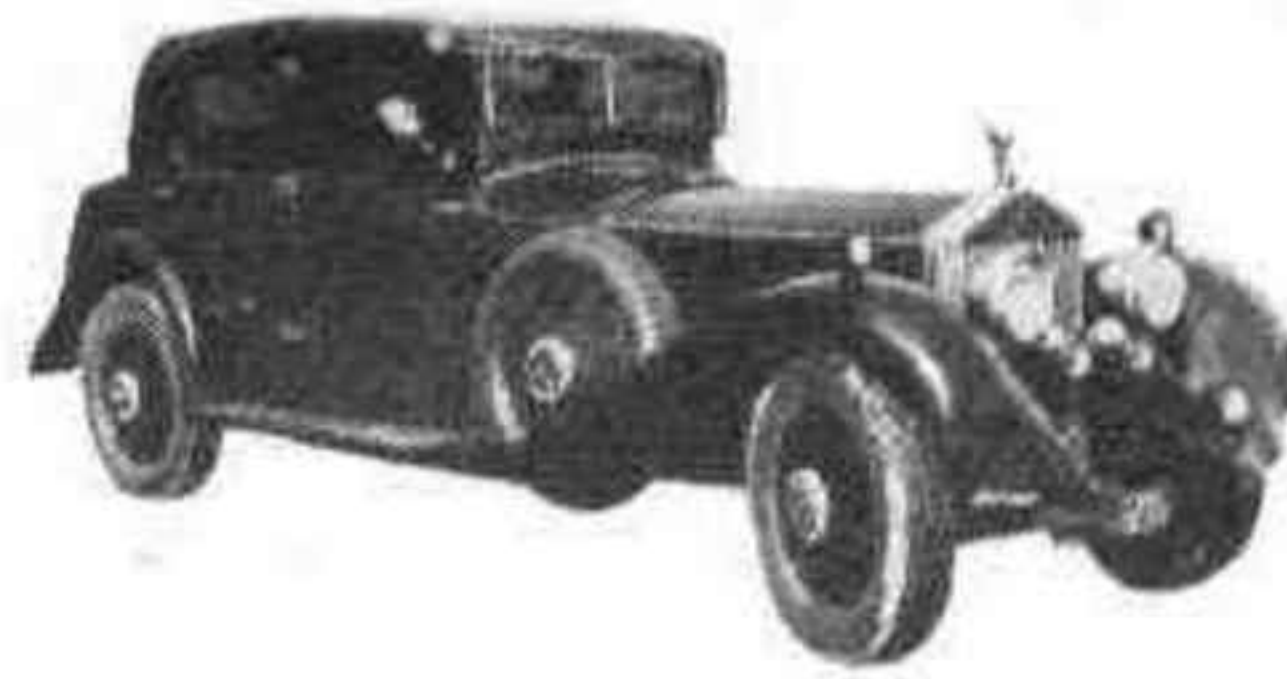
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- TRIUMPH HERALD, 1960.** Radio, seat covers, screen-washers, heater, five new tyres. One owner 21,000 miles. Perfect. £485. Stones, The Old Watch House, Deal. Tel.: 1022. [4450]
- VW TWIN-CARB.** conversion kit by Rally Equipment, complete, 600 miles only. Cost £38 10s., accept £25. Box No. T.451. [4451]
- M.G. TC, 1947.** Very nice mechanical order, very good tyres, weather equipment, new tonneau, bluemell's s/wheel, chrome wheel hubs; respray red with silver wheels; wing mirrors. M.O.T. £210. Would prefer exchange with cash adjustment for mint Alvis or Lagonda Beetleback or small Rolls touring. Meik, Chideock House, Dorset. Tel.: Chideock 242. [4452]
- RILEY LYNX, 12-h.p., 1936.** Sprite mods. Exceptionally good condition; new hood, gearbox, tyres, chrome, etc. £150 o.n.o. Haward, 104, Beverley Way, S.W.20. Tel.: MALden 4988. [4453]
- BUCKLER-FORD**—Space-frame alloy body, twin carbs., 4-branch exhaust. £50, or exchange for Lambretta. Cryer, 31, Oak Road, Quinton, Birmingham, 32. [4454]
- 1953 JOWETT JUPITER, v.g.c.** throughout. Quality car at reasonable price, £225. Small car, preferably vintage, taken in part exchange. Langley, 68, Park Avenue, Worcester. [4455]
- ROLLS-ROYCE** sports saloon 20/25, 1933. Mascot, handbook, history. £240. Tel.: Dartford 25651. [4457]
- M.G. Y** tourer, 1951, export model. R.H.D. Twin S.U. Black, red p.v.c. hood. Well maintained. 18,000 miles on recon. engine. Versatile 4-seater. £240 o.n.o. 22, Wheathampstead Road, Harpenden, Herts. Tel.: 2509 (evenings). [4458]
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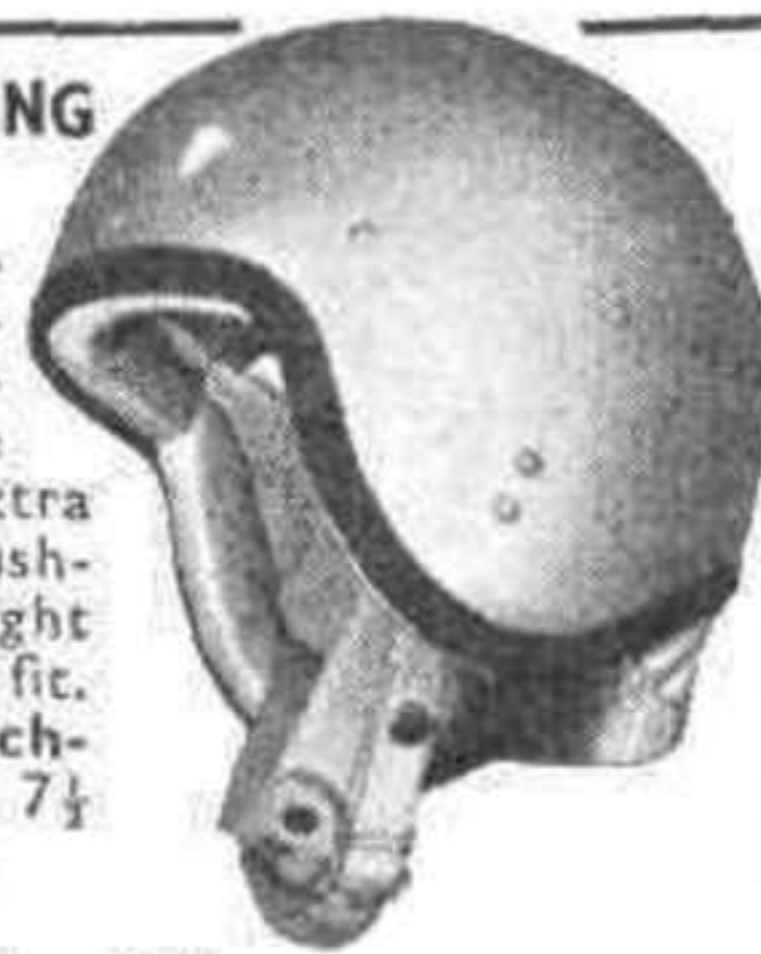
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- M.G. TD, 1953,** black. Showroom condition, excellent mechanically; extras. £350. Marshall, 34, All Saints' Avenue, Westbrook, Margate, Kent. Tel.: Thanet 22900. [4492]
- ALVIS 12/50 saloon, 1932.** M.O.T. Four new tyres. Some spares. £45. Box No. T.493. [4493]
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- £445 **TRIUMPH TR3, 1956.** An extremely well-cared-for car with hosts of extras, including 3-speed overdrive, sliding screens, twin Marchal spots, badge bar, Michelin "X" tyres, etc.
- £425 **AUSTIN-HEALEY Sprite, October 1959.** This one-owner car is finished in off white with red upholstery. Very well maintained from new.
- £385 **M.G., TF 1954, 2-seater sports, 1,250 c.c.** A fine example in metallic green with matching upholstery. Michelin "X" tyres, etc. Very well maintained.
- £365 **JAGUAR XKI40 roadster, 1955.** A fine example in old English white with red upholstery, fitted with various extras. The performance of this car is very good indeed and gives every indication that the car has been well maintained during its life.
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- £345 **M.G. TD, 1953.** This car is in almost mint condition throughout and is one of the finest TDs we have had the pleasure of offering for many months. The bodywork is black with red upholstery. Truly faultless.
- £345 **JAGUAR XKI20 drophead coupé, 1954.** This vehicle is in grey with red upholstery and is in excellent mechanical condition. The full history of the car is available and any inspection is welcomed.
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- MORGAN four/four, 1957 2-seater.** In red with black cockpit, and equipped with Ford 100E engine, tonneau cover, flashers, wing mirrors, etc. ... £295
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- DELAHAYE, 6-CYL., 1952.** Good condition. New tyres and battery. 100 plus. £175. Hill, Tel.: Sibley 574, Leicestershire. [4504]
- DELLOW FOR SALE, 1950.** Six good tyres, new hood. Reconditioned engine. Body perfect. £150. Apply: 8, Rowan Road, Barchley Estate, Redditch. [4508]
- B.M.W. 328 sports 2-seater, £125.** Some surplus spares for M.G. J2, PA, SA; Alfa Romeo 1750; old Sunbeams, Talbot, Alvis; front suspension, Mini Minor, and 1961 A40. Granville Jones, 47, Edmondstown, Tonypany, Glam. [4509]
- ALVIS 12/70, 1939.** Breaking crash victim. Most parts and tyres good. 5, Kirkstall Road, Southport, Tel.: 68383. [4510]
- FORD 933, EB.50 glass-fibre body, B.R.G.,** several extras. Recently completed, photograph available. Walker, 81, Sidney Road, Southport. [4511]
- 1951/2 ALVIS TC21 conversion.** Two owners, genuine 57,000. Radio, heater. Taxed December. Excellent order. £225. Tel.: SYD 5698. [4512]
- 1929 MORGAN THREE-WHEELER, o.h.v.** Anzani, concours condition. Price, details. A. J. Perry-Keene, 23, Lion Street, Stourbridge, Worcs. Tel.: Stourbridge 6423. [4513]
- 2 C.V. CITROEN VAN, June 1959,** one careful private owner. Interior lined; fog and reversing lamps, w/washer, good tyres. Superb ride over roughest roads, +55 m.p.g. Taxed, insured. £185 o.n.o. Carpenter, 12, Sandy Lane, Aspley Heath, Bletchley, Bucks. Tel.: Woburn Sands 2154. [4514]
- ELECTRICAL EQUIPMENT** suitable for "special," including stem fixing chrome P700, 60 W. headlamps. Birmingham or Essex for viewing. 23, Maple Avenue, Upminster, Essex. [4515]
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- VOLKSWAGEN, 1953 (regd. 1955),** standard saloon. Just resprayed and in excellent condition. £245 o.n.o. Graham, Cross House, Ilminster, Somerset. [4517]
- T.V.R. Mk. IIA, Ford Classic engine.** This car is literally as new, 600 miles. Superbly finished in opalescent bronze, fitted with heater, washers, fan, etc. Genuine and reluctant reason for sale. Offers. Box No. T.518. [4518]
- 1926 GRAND SPORT Amilcar,** not fully restored but all original—no engine or gearbox—£75 o.n.o. Adams, Tel.: East Horsley 2293, Surrey. [4519]
- TR2 (Nov. '56),** Good condition. Sliding s/screens, heater, tonneau, rear seat. £390 o.n.o., or exchange Minor 1000. Tel.: Luton 3358. [4520]
- SUNBEAM-TALBOT, Seven-year tested.** Black. Heater; engine overhauled. £275 o.n.o. 87, Lincoln Road, Enfield. Tel.: 5706. [4521]
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- 1948 TRIUMPH ROADSTER 1,800 c.c.** Black. Good condition. Recon. gearbox. New hood. A bargain. £120 o.n.o. 12, Station Road, Borrowash, Nr. Derby. [4536]
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- ASTON MARTIN ULSTER, 1934.** Rebuilt. Running-in. Bennett, St. Margarets Lodge, Ledborough Lane, Beaconsfield. Tel.: 1142. [4540]
- 1934 SPEED TWENTY V.D.P. saloon.** £100 engine overhaul 2,000 miles ago. Very good condition. £150. Box No. T.541. [4541]
- M.G. TC, 1948.** Immaculate. B.R.G. New weather equipment. Recent engine overhaul. Extras. £235. 2, King George's Avenue, Southampton. [4542]

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- MORRIS MINOR 1000,** Stage II. H.C. gas-flowed head, twin S.U.s, free flow exhaust, special valves, springs, pistons and bearings, anti-tramp and roll-bar, "X" 8 all round, 40-60 m.p.h., 9.9 sec., 90 m.p.h., 35 m.p.g. Complete records from new. Green, unmarked. H.P. arranged. £330. 181, Colchester Road, West Bergholt, Colchester. Tel.: 4962 (evenings). [4546]
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- M.G. TF, 1954.** Immaculate, resprayed. All new trimming hood, side screens. Reconditioned engine. 4 new tyres. Brakes relined. All chrome work superb. £415. Tel.: Twyford 209. [4548]
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- RILEY KESTREL.** Fitted 1½-litre engine. Black and chrome. Immaculate condition. £30 worth of spares. £100 o.n.o. Tel.: Dane Hill 314 (Sussex). [4554]
- 1935 TRIUMPH GLORIA.** Excellent condition. Offers. 66, Normanplace Road, Keresley, Coventry. Tel.: Keresley 2748. [4555]

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- DAIMLER CONQUEST CENTURY** saloon, June 1954. Black, one owner, chauffeur driven, low mileage; radio, heater, 2½-litre, 100 b.h.p. engine, taxed June. M.O.T. certificate. Fast, safe, very comfortable and handles well. Would consider exchange with price adjustment or sell. £325. Lord Strathcarron, 55, Cumberland Terrace, Regents Park, N.W.1. Tel.: WELbeck 5913. [4558]
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- ROLLS-ROYCE 20/25, 1936,** 2-door sportsman's saloon. Large boot, sliding roof, heater, twin spares, radio, excellent condition; most attractive model, 18-20 m.p.g. Handbook, mascot, tools. £400. Wolveigh Cottage, Bovey Tracey, Devon. [4562]
- LAGONDA, 1926, 2-LITRE** h/c tourer. Near "Concours" condition. Photos available. £175 o.n.o. Moody, 102, Wellsford Avenue, Sheldon, Birmingham. [4563]
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- AUSTIN-HEALEY 3000.** 1960 2/4-seater. One owner, low mileage only. Quite unmarked condition in white with red upholstery. Fitted wire wheels, overdrive, heater, twin spot-lamps, etc. ... **£795**

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- M.G. TF 1250.** 1954 2-seater. Recently fitted with a reconditioned engine, also equipped with wire wheels, luggage rack, tonneau covers, etc. Finished in pale metallic green with tan upholstery ... **£395**
- TRIUMPH TR2.** 1955 2-seater. Choice of two first-class cars, one in dark green with beige upholstery; and the other in black. Both are fitted with heaters, washers, "X" tyres, and overdrive. ... **From £395**
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- SINGER LE MANS.** Good upholstery, hood, tonneau; fair body, engine. Tel.: RENown 4247. [4721]
- SUNBEAM RAPIER III.** Exhaust system, air cleaner, starting handle, petrol filler, belt, tachometer take-off electric demister — £5. Workshop manual £1. Seat back rest £1. Richards, All-cannings, Devizes. [4731]
- BENTLEY 8-litre.** Short YX Chassis. 3.53-axle. 104,000 miles, full history. Gurney Nutting four light saloon maintained in good order. £895, (two other Bentleys kept). Jim Coates, Eden-bridge. Tel.: 3259 [4733]
- £350 BUYS MY '54 Sunbeam Alpine,** in excellent trim, mechanically sound throughout, fitted various extras. Barker, 9, Barham Road, South Croydon, Surrey. Tel.: CRO 0121. [4734]
- M.G. TD 1953 B.R.G. Hard-** and soft-tops, tonneau, bodily and mechanically excellent. £375. Densley, Tel.: MAR 7261 (day) Brentwood 6 (evenings). [4735]
- SINGER LE MANS Special Speed 9.** £200. Re-build last year. Re-chromed, shod, wired, carpeted, sprayed B.R.G. etc., etc. Engine rebuilt. Hand-book. £175 or W.H.Y. in part exchange? 55, Howard Road, Bournemouth. Tel.: Winton 4097. [4736]
- LOTUS XI front panel,** privately constructed. Rough but serviceable. £17 10s. o.n.o. Bolt, 7, Bellavista Terrace, Perth. [4737]
- M.G. TD 1952,** new hood, screens, tyres, brakes relined. £290 o.n.o. Tilly, 18, Leslie Road, Leytonstone, E.11. [4738]
- ASTON MARTIN TOURER 1935.** Mark II. 1½-litre. Green. Body and mechanical condition very good. New mains, big-ends, pistons and clutch 5,000 miles ago. £300. Slater, 11, Cheam Court, Cheam, Surrey. Tel.: Vigilant 5195. [4739]
- RILEY IMP (RED).** Excellent condition. Tonneau cover, hood, heater, etc., £275. Tel.: Buckhurst 5827. [4740]
- 1959 TR3A.** B.R.G. Hard-top, 3-speed o/d, W/W, "X" tyres, htr., special equipment extras. Superb condition — posting forces sale. £650. Capt. Ingram, Officers' Mess, A.A.C.C., Middle Wallop, Hants. [4741]
- "EXPRESS" 2-CARB.** Conversion, 1962 VW, used 2,000 miles. £29. New lap/diagonal belt, "Britax" 70s. Box No. T. 742. [4742]
- TVR SEPT. '60.** M.G.-A 1600 engine. 13,000 miles. Never raced or rallied. one owner. £640. Tel.: B'ham ERD 4544. [4743]
- AUSTIN "NIPPY" 1935.** Good body, hydraulic brakes, Ford engine. £65. Hindle, 254, Quarmby Road, Huddersfield. [4744]
- PRESLEY MUST GO!** New missis, mortgage and mini necessitate regretful parting with 1953 Alvis TC21. Rebores needed (reringing might do), otherwise good condition. Price £150, possibly even less to really determined haggler. Butler, 7, Orchard Road, Old Windsor, Berks. [4745]
- FAIRTHORPE 1000 c.c.** 1959. Untuned untraced, 40,000 miles. Electron body professionally sprayed ivory, hood blue. £70 extras. Beautiful car, any test, £300 family car. Exchange considered. Thomson, Sydenham, Oxon. [4746]
- 1938 BIG FOUR KESTREL,** black, V.G.C. Offers, Keeley, "Tegfryn," Ruthin Road, Mold, Flint, [4747]
- 1953 JAVELIN.** Well maintained. £275. Alexander, 13, Avon Road, Devizes, Wilts. Tel.: 828. [4748]
- 1926 AUSTIN CHUMMY,** original, near immaculate, M.O.T. £48. Downing, Ty-Newydd, Dinas-Powis, Glam. [4749]
- RARE RILEY ADELPHI 1.5.** Overdrive. Everything sound. Recent overhaul. Certificate. Photo. £80 o.n.o. Northleigh, Silchester, Reading. [4750]
- ROLLS-ROYCE 20/25 convertible (cabriolet type),** 1935. Black with new beige p.v.c. hood. Less than 1,000 miles since new big- and small-ends, etc. Very attractive car in good order. £285. W. H. Good, 10, Church Street, Caversham, Reading. Tel.: Reading 72933. [4751]
- 1928 MARK III RILEY Monaco.** Fabric and interior beautifully preserved. Genuine 55,000 miles. Mechanics excellent. Offers. Fontana, 28, St. John's Road, Writtle (Tel.: 432), Essex. [4752]
- RILEY NINE MONACO, 1937.** Superior body-work, etc. Good mechanically, brakes relined. Spot. M.O.T. to Feb. '63. £60. Tel.: Hatfield 2805. [4753]
- S.S.100 JAGUAR,** professionally fitted Austin-Healey engine, gearbox, overdrive. Heater, new w/e. £195. Dr. Butler, St. Andrew's Hospital, Billericay, Essex. [4754]
- BIFURCATED LADY** wants house, Grey Lady must provide. 1955 Alvis maroon saloon; radio heater, twin spots, etc. Professionally maintained. Coachwork and mechanically believed the finest in existence. £525 or near offer by enthusiast. Paul Edwardes, Tel.: Watford 34797; evenings, Watford 27682. [4755]
- PORSCHE, 1957,** April, silver 1600. Telefunken chrome wheels. Meticulously maintained. £920. 29, Pinetree Avenue, Leicester. Tel.: 66007. [4756]
- LEA-FRANCIS, 1946,** 1,768-c.c. saloon. Engine rebored, gearbox overhauled, Feb. '62. Many spares. Excellent condition. £150 79, Stonehouse Road, Rugeley, Staffs. [4757]

FOR SALE—continued

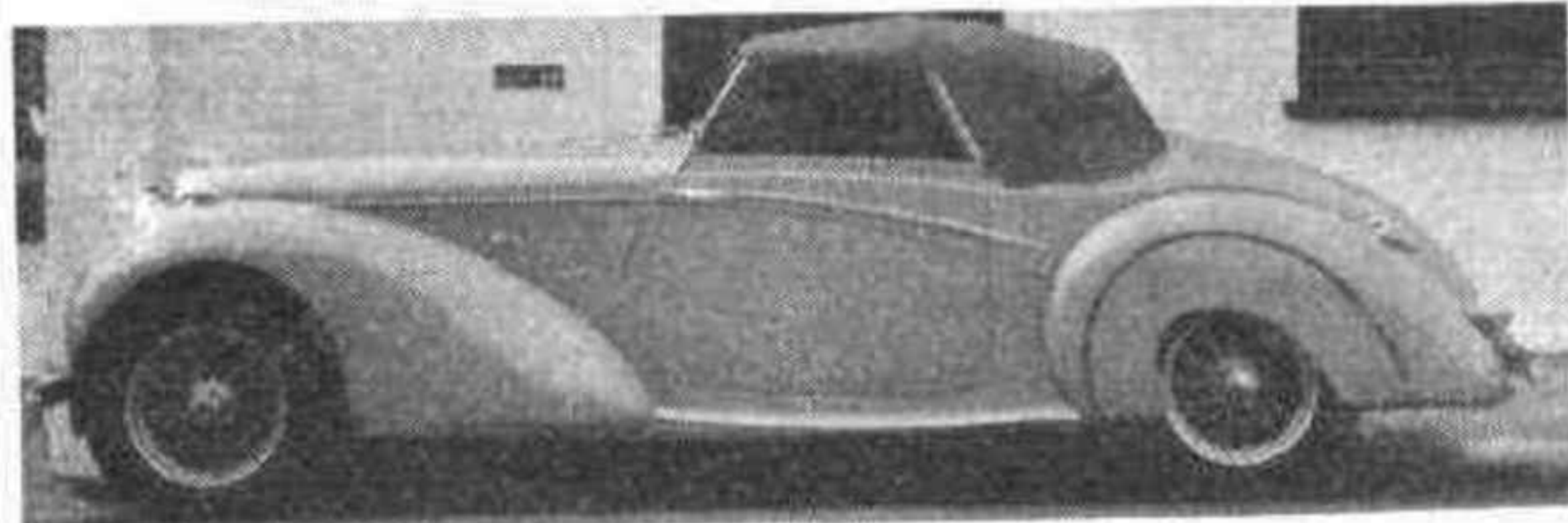
- TR2.** Rebuilt '61. New body, seats, hood, screens. Overdrive, "X"s, heater, washers, etc. £385. Brown, 35, Victoria Road, Selston, Notts. [4758]
- 1925 10-h.p. SWIFT** 2-seater with dickey. Maroon with new fawn hood and sidescreens. Excellent original condition throughout. Numerous spares. This is the actual car illustrated on page 233 of The Vintage Motor-Car Pocket Book. £135. Condon, 12, Basing Close, Thames Ditton. Tel.: Emberbrook 2382. [4759]
- 1951 MORRIS MINOR** convertible. Engine overhauled, new hood, heater; good tyres. 38,000 miles from new. £170 o.n.o. Rider, 294, The Ridgeway, Enfield. [4760]
- 1954 VOLKSWAGEN** de luxe saloon, beige. Under-sealed when new; new engine 12,000 miles; almost new tyres. One owner. £315, H.P. arranged. 65, Old Park Avenue, Enfield, Middlesex. Tel.: Enfield 0204. [4761]
- TALBOTS FOR SALE:** 1936 Model 65 saloon, also 1930 14/45 saloon. Offers. 2, Chestnut Avenue, Liverpool, 23. Tel.: GRE 4038. [4762]
- BENTLEY COUPE, 26 h.p.** One owner. Original registration February 1936. In excellent order throughout with exception frost damage to engine. Price £175 o.n.o. Apply Box No. T.763. [4763]
- BRISTOL 401.** Superleggera body, fitted 100A engine, Scintilla Vertex. Complete overhaul of brakes. £350. Southwater Garage, Horsham, Sussex. Tel.: Southwater 237. [4764]
- 1937 B.M.W. 319/2.** New hood. £40 spent on engine, new tyres, many spares. Sell or exchange 750 Renault. Russell, Farmhouse, St. Luke's Road, Old Windsor. [4765]
- ALPINE, 1953,** red convertible. Resprayed, under-sealed. New engine/back axle. All extras. Fast. £350 o.n.o. Box No. T.766. [4766]
- TURNER, 1959.** Tuned B.M.C. One owner. Heater, tonneau. Not raced. £400 o.n.o. Starr, 63, Balmoral Road, Salisbury. [4767]
- M.G. TD.** Superb B.R.G. Michelin "X" tyres, heater, spots, full tonneau. Powered by TF 1500 engine makes very potent car. Available April 15th. Beautiful condition. £295 will finance my honeymoon. 4, King Alfred Terrace, Winchester. Tel.: 4816. [4768]
- ROLLS TWENTY, 1929.** Ropy but running. Seven-seater. £95. 135, Coroner's Lane, Widnes. Tel.: 3008. [4770]
- ROLLS-ROYCE 20/25, 1933.** Owner-driver saloon. Excellent mechanics, tyres. £175. Abbott, 2, Copthorne Gardens, Shrewsbury. [4771]
- HOTCHKISS, 1937,** £30. A.7, M.O.T., Bowdenex, £5. Or swap—Bugatti Type 23, radiator, engine, 750 Formula equipment. Baldwin, 1A, King Street, Whalley, Lancs. [4772]

FOR SALE—continued

- 1929 MORRIS MINOR** o.h.c. engine, stored 1929-1960, 6,800 miles. Fitted 4-speed gearbox, twin S.U.s, 4-branch exhaust, M-type camshaft. Uses no oil. Run 400 miles with this conversion (by Lotus) and now replaced by blown PB engine. Will fit similar o.h.c. Minor without any modifications necessary. £30. Collect. Also PA gearbox c/w clutch housing, £6. Ian McLeod, 2, Macers Cottage, 24, High Road, Broxbourne, Herts. Tel.: Hoddesdon 2721 (evenings, 8-9). [4773]
- AUSTIN SEVEN SPECIAL,** Falcon body and hard-top. Hydraulics, lowered. Registered '61. £160 or near. Read, 203, Sheepcot Lane, Garston, Watford, Herts. Tel.: GAR 3863. [4774]
- 1961 BERKELEY B65** 4-wheeler, 5,000 miles only. 60 m.p.g., 70 m.p.h. Excellent condition. £300. Wooddin, Ninth House, Derek Road, Maidenhead. Tel.: Maidenhead 4040. [4775]
- 1947 BENTLEY MARK VI,** attractive drophead coupe by Park Ward, recently recellulosed two-tone silver grey. Radio, two heaters, new Exide radiator. Front suspension reconditioned. £595, H.P. possible. Silver Ghost breakdown truck, circa 1920, £150. Vintage and pre-war P.100 headlamps, £7.10s. per pair. Five wheels and tyres, 550 x 17, ex-41 Bentley, £15. Wilcock, Swandean Cottage, Arundel Road, Worthing. [4776]
- ICE BLUE AUSTIN-HEALEY** 100, 1954. Excellent condition. All usual extras. £380 o.n.o. Tel.: Wolverton 3304. [4777]
- S.U. CARBS.** Unused pairs: 1½ in., £5; 1¼ in. and HS2, £6. Como, 16, Stirling Road, Birmingham, 16. [4779]
- JAVELIN, 1949.** Unburstable crankshaft rebuild 5,000 miles. Excellent tyres, interior and body. £165, or 2-berth sailing vessel. 15, Llanover Road, S.E.18. Tel.: Woolwich 4147. [4780]
- 1930 M-TYPE M.G.** Excellent condition, many hours and pounds just spent on rebuilding. M.O.T. cert. £60. Bromley, Kent. Tel.: IMPerial 1848. [4781]
- SWIFT** saloon, 1929. Rebuilt mechanically and bodily, in beautiful condition throughout. Photos available. Sheehan, 20, Rushleigh Road, Majors Green, Shirley, Warwicks. [4782]
- ROLLS-ROYCE TWENTY,** 1938, d/h. coupe by Compton. £175. For details and photograph, Box No. T.783. [4783]
- TR3, LATE 1956.** V.G.C. Must be seen. Many extras. Good reason. Michelin "X." £410 o.n.o. 854, North Circular Road, N.W.2. Tel.: Gladstone 0208. [4784]
- BRISTOL 400.** Resprayed maroon. "X"s, radio and heater. First-class condition. Offers. Ashlow Engineering, 117, Thomas Street, Sheffield, 3. [4785]

FOR SALE—continued

- F.N.-B.M.W. 319** cabriolet, 1937. Restored. Chassis, coachwork sound. Repainted. Reluctant sale. £40 o.n.o. 45, Crowland Road, Stopsley, Luton. [4786]
- "ALTA" O.H.V. MINOR** tourer, 1953. Reconditioned engine, new Countryman tyres, heater. Perfect condition throughout. £240. A. Hardy, 109, Whitehouse Road, Leigh-on-Sea, Essex. [4787]
- ALVIS SPEED TWENTY,** 1934, Charlesworth saloon. P.100s, steering, tyres, good. Engine suitable for reconditioning. Sell complete or break. Room needed for later model. (Essex.) Box No. T.788. [4788]
- LANCIA AURELIA B10.** L.H.D. 1,754 c.c. V6. Superb red bodywork, new whitewall tyres. Excellent mechanics. A wonderful opportunity for nearest £295. Dixon, 52, Keswick Road, Great Bookham, Surrey. [4789]
- M.G. TF, 1954,** 1,250 c.c. Specimen. Ivory, red upholstery. New hood, screens, tonneau. Truly like new. Well worth seeing. £415. Bray Cottage, Fencepiece Road, Chigwell, Essex. Tel.: Hainault 2906. [4790]
- 1959 MORGAN 4/4.** Maroon. Fully Aquaplaned 100E. Murray overdrive. Full tonneau. Good hood, sidescreens. Extras. Bodywork immaculate. Well shod. £425. Blayney, 77, Wellwood Road, Ilford, Essex. [4791]
- RACING FORMULA THREE** Cooper. Magnesium alloy wheels, newish racing tyres, all-independent suspension, fitted racing Norton box. Recently sprayed powder blue and in excellent condition for 95 gns. J.A.P. engine, £25 extra if required. A40 pick-up, 1952, £45. Burns, 12, Crescent Road, Plaistow, London, E.13. Tel.: GRA 5803. [4792]
- M.G. TA.** Good mechanically and bodily. Teles. h.c. head. Very fast. M.O.T. (Feb. '62). £130 o.n.o. Tel.: Yateley 3164. [4793]
- 1935 ALVIS** Speed Twenty saloon, in above-average condition. Paintwork, chrome in good condition. Engine rebored, crank reground 10,000 miles ago. Sound, reliable car. £140. Marsden, 8, St. Michael's Road, Sandhurst, Camberley, Surrey. [4794]
- RILEY, 1951, 2½.** Green. Mint order throughout. Many extras. Enthusiast owned. 68,000 miles. £300 o.n.o. Wright, Kiln Cottage, Honey Lane, Selborne, Alton. Tel.: Bordon 124. [4795]
- 1937 DAIMLER FIFTEEN,** M.O.T. February. Reconditioned steering column; new regulator; immersion heater. Body good, mechanically good. Tools, extras. Bills. £60. 40, The Birches, Winchmore Hill, N.21. Tel.: Laburnam 3340. [4796]



1939 LAGONDA L.G.6 2/3 seater coupe

In immaculate condition, engine, steering, bodywork all completely reconditioned at a cost exceeding £1,100. Exterior moss green, with interior upholstery in green leather. Any Engineer's inspection.



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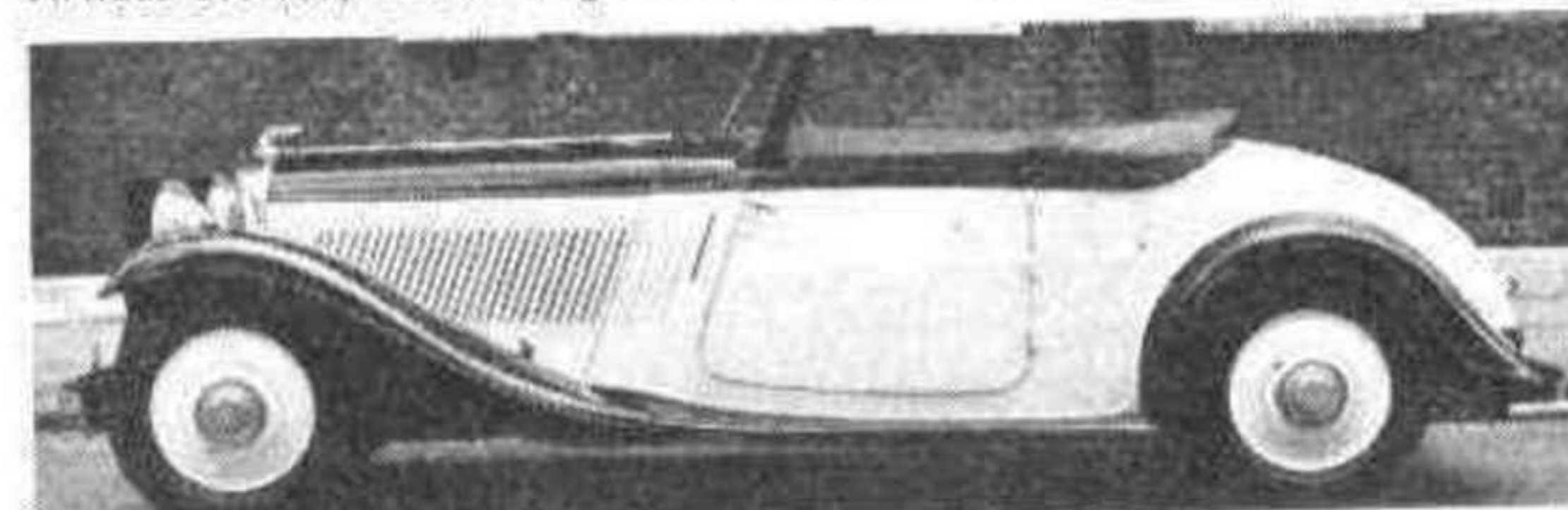
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BUGATTI Type 51 G.P. Special, fitted Ford Zephyr engine with Arnott Blower, rebuilt regardless of cost £595



1935 3½ ROLLS-BENTLEY 2/3-seater drophead coupe, styled by Barker; detailed history; fully restored. Finished china white and black ... £875

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1935 ROLLS-ROYCE 20/25-h.p. sports saloon, Embassy black. Specimen ... £450

1937 ROLLS-ROYCE Phantom III sports saloon, Mint by H. J. M. £1,000

Always a good selection of Rolls-Royce with special coachwork by England's finest craftsmen.

We wish to buy GOOD Rolls-Royce and Bentleys with special coachwork.

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FOR SALE—continued

- SMART TALBOT 105 V.D.P.** tourer. Mechanics and coachwork sound and original, 90 m.p.h., 21 m.p.g. Scintilla, Marchals, tele-controls, rewired, wings resprayed B.R.G. Owned by Talbot mechanic 15 years. £150. Tel.: WIM 9892. [4569]
- M.G. TD, 1950.** Another cautionary tale! Pram won't fit in rear, so must part. New hood and tyres, twin spots, luggage rack. Red. £285. Consider exchange for VW or W.H.Y.? With cash adjustment. Tel.: LEE 4078. [4570]
- ALVIS TJ 12/50** wide 2-seater, 1931. Three owners, 15,000 miles since engine fully reconditioned. Excellent tyres, new battery, brakes relined, repainted; very reliable. M.O.T. £130. 84, Reservoir Road, Birmingham, 29. Tel.: SEL 1904. [4571]
- RILEY, 1936, MONACO.** Engine overhauled, brakes relined. Tyres good. Requires retest April. £60. Tel.: LIV 4858. [4572]
- AUSTIN SEVEN RUBY,** October, 1938. Immaculate. M.O.T. cert. New tyres, brake linings and king-pins. Spare engine, gearbox, etc. One of the finest remaining examples. £70. 9, The Dell, Upper Norwood, S.E.19. Tel.: LIVINGSTONE 3560 (evenings). [4573]
- XK120 D/H COUPE.** 43,000 miles, late 1954. "X"s and Koni's all round. Radio, heater, s/washers. First-class condition. £375. Tel.: Vigilant (Surrey) 8957. [4574]
- AUSTIN NIPPY, 1936.** Superb condition. Excellent hood, chrome and paintwork. Sealed beams. M.O.T. cert. £75 o.n.o. Tel.: Wallington 2188. [4580]
- ASTON MARTIN, 1930,** International. Superb condition. Ocean blue with black upholstery. All work done in last 18 months. Bills available. Medical reason for sale! £300 o.v.n.o. Vernon, Baltonsborough, Glastonbury. Tel.: Balt 381. [4567]
- M.G. J2 AQUAPLANE 1,172.** Hydraulic brakes, rev.-counter. Very rapid. Owner abroad. £60. Tel.: WBS 9235. [4568]
- 1936 SS JAGUAR** Saloon, 2½-litre, very low mileage. One owner, condition exceptional. Genuine inquiries only. All letters acknowledged. Box No. T.581. [4581]
- SPECIAL FORD 1172.** 12v. "X" tyres, hood, new and recond. parts, usual mods, good condition. £135. 92, Macclesfield Road, Whaley Bridge, via Stockport, Cheshire. [4582]
- LOOKING FOR A FIRST CLASS SPECIAL?** Original owner regretfully has to sell his pride and joy. Built and registered 1961 Ford 1172 c.c. Ashley G.T. Saloon, red, Halifax tubular chassis, I.F.S., 15 in. wheels, "X" tyres, high axle ratio, Bowdenex hydraulics, 12v. electrics, Derrington wheel, Masco fullharness belts, fully carpeted. 6,000 careful miles only. Cost over £700, nearest to £450 buys. John, 56, Robson Road, Worthing. Tel.: Goring-by-Sea 43460. [4583]
- MERCEDES BENZ 230** saloon. 1937. Tested. Magnificent R.H.D. £85. 9, Rectory Lane, Cricklade, Wilts. [4584]
- FOR SALE:** Ford Consul, Nov. 1959. Modified cylinder head, twin S.U. carburettors, 4-branch exhaust, power brakes, Michelin "X" tyres, Safety belts, long range headlamps, spot, fog and reversing lamps, rev. counter, ammeter, oil gauge. Performance superior to Zephyr. Only 22,000 miles never raced or rallied. Car bodily and mechanically in 100% condition. £595. (company supplying new car). C. R. Jameson, The Glade, Dukeswood Drive, Gerrards Cross, Bucks. Tel.: GX 5776. [4585]



No matter what Frank Dale says, I have far the finest Continental Phantom II in the world.

This car has only done sixty-four thousand miles since new. It is not only an SK series which has the very late features, including Nitralloy crank, but is one of the extremely rare ones, built to special order, with "soup plate" instruments.

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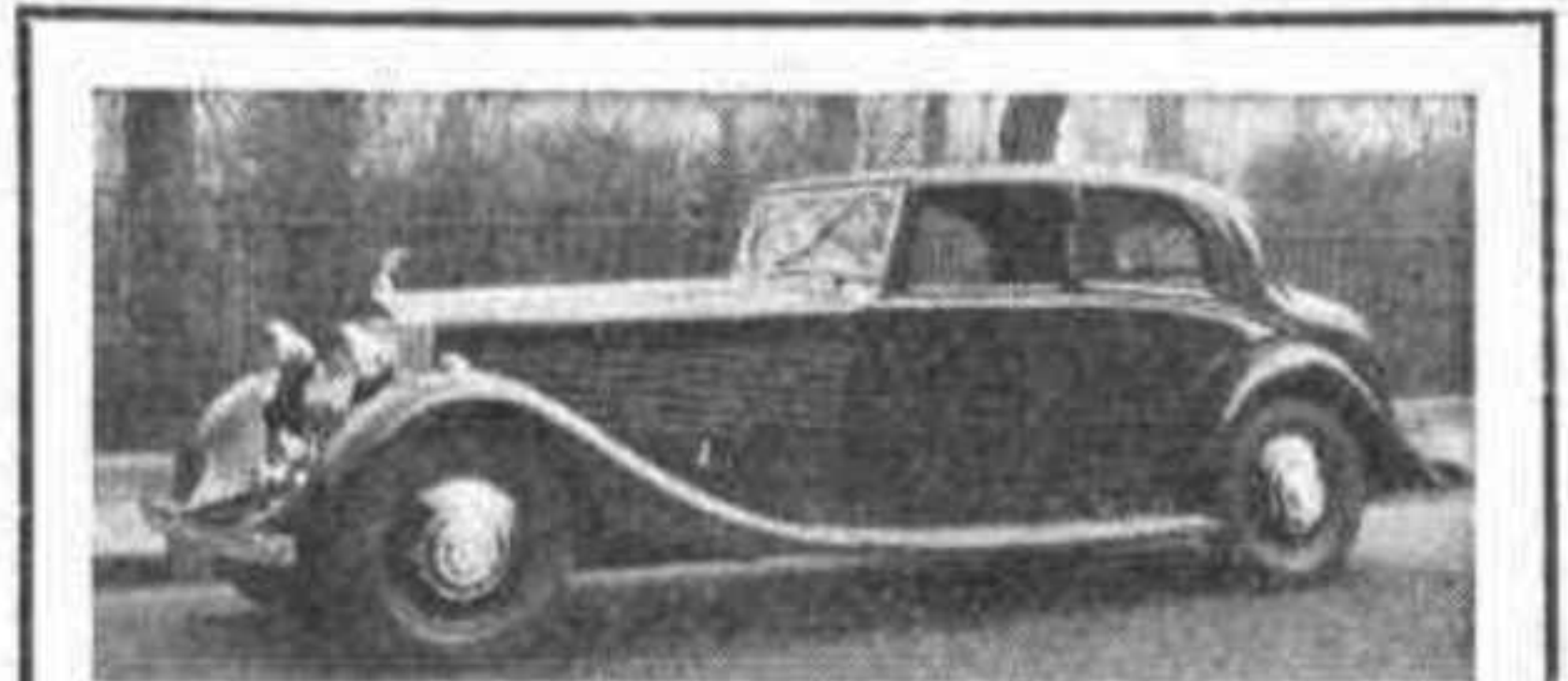
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- AUSTIN-HEALEY 3000,** 1960, one owner; disc brakes, 10,000 miles, overdrive. Superior condition ... £795
- AUSTIN-HEALEY 100/6,** 1958, October. Overdrive, heater; white with maroon interior; tuned and fast £645
- AUSTIN-HEALEY Sprite,** 1959, Derrington mod., complete with hard-top, heater, other extras ... £445
- A.C. Ace 2-seater sports.** Immaculate metallic maroon finish, wire wheels; very, very fast ... £695
- ASTON MARTIN DB2 2-door** fixed-head coupé in special satin bronze, with blue leather interior. Fitted Vantage engine nicely tuned, wire wheels, heater ... £695
- DAIMLER Barker Special sports,** 1952. Occasional 3-seater drophead coupés, two-tone finish, one with complete new weather equipment. All works tested ... £445
- BRISTOL 401 sports saloon,** metallic green, excellent order; Michelin "X" tyres, heater. Unrepeatable ... £395
- JENSEN 541R,** overdrive, power disc brakes, wire wheels. Looks as new throughout. 1958. Now ... £1,195
- JAGUAR 2.4 Mark II.** Opalescent blue. 1960. Very smooth silent car in eye-catching condition ... £1,195
- JAGUAR XK150S Roadster,** 3.4 engine, 1960. Discs, overdrive, chrome wire wheels. Immaculate ... £1,245
- JAGUAR XK150,** 1958, fixed-head coupé. Radio, heater, washers, wire wheels. Maintenance receipts available ... £795
- LANCIA Aurelia GT 2500** fixed-head coupé. R.H.D. Smooth, fast, stable. Michelin "X." As new interior... £695
- M.G. TC, 1949.** Choice three cars—colours ... £295
- M.G. TD, 1953.** Choice two cars. Clean and fast ... £365
- M.G.-A, 1956,** drophead coupé in blue, fitted heater, wire wheels. Looks much later, beautifully clean ... £475
- M.G.-A, 1959 (1600).** One owner only, well looked after and very attractive in red with red interior ... £675
- SINGER Nine, 1951,** roadster. Red. Heater. Immaculate ... £195
- SUNBEAM Alpine.** Wire wheels, overdrive. New ... List
- T.V.R. 1962 Grantura,** M.G.-A 1600 engine, close-ratio gearbox. As brand new, only 7,000 miles. Why build your own at fantastic cost? Only ... £765
- TRIUMPH TR2, TR3, TR3As.** Selection from ... £325
- TRIUMPH 2000** roadster, 1949. Radio-heater, and in concours condition (club members note) ... £295
- Also selection of **FORD Specials** with Fibreglass bodies, from only £95 onwards.
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Immediate Tax and Insurance arrangements.
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All types of car bought for spot cash.
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FOR SALE—continued

- BORGWARD ISABELLA** June 1955. Immaculate and exceptional condition. 1½-litre, i.r.s., radio, heater, twin spots, reversing lights, wheel embellishers, mirrors and many extras, taxed. £345. Bell, 34, Devonshire Park Road, Davenport Park, Stockport, Cheshire. Tel.: Stepping Hill 3384. [4586]
- FRAZER NASH.** Le Mans hard-top. B.S.4 engine and close ratio gearbox. Whole car superb condition. Sensible offers please. Box No. T.587. [4587]
- M.G. VA TOURER.** 1938. Good condition. M.O.T., good engine, tyres, bodywork reasonable. £60 o.n.o. Box No. T.588. [4588]
- 1929 MORRIS COWLEY** saloon, excellent condition throughout, taxed, tested. £50. Laycock, 43, Langholm Crescent, Darlington. [4589]
- LAGONDA 16/80,** 2-litre, 1932, open 4-seater. Excellent tyres. £75. A. Elliott, Tel.: Good Easter 261, or Dominion 1003 during business hours. [4590]
- ROLLS-ROYCE,** 25 h.p. 1929, black saloon. Modern lines, excellent condition, M.O.T. Certificate. £260. Offers. Arman, 11, Trevoise Close, Chandlers Ford, Hants. Tel.: Ch. Ford. 5002. [4591]
- 1961 SPECIAL BODIED HERALD,** fixed-head coupé 2-seater. Ample luggage and child space. Silver grey, blue trim. 50 b.h.p. Fully balanced 948-c.c. engine. Genuine 90 m.p.h. Full instruments, heater, twin fogs, long range headlamps, etc. Immaculate condition throughout. 8,000 miles. £520. Bland, 83, Babbacombe Road, Styvechale, Coventry. [4592]
- ENTHUSIAST,** has Ford Pilot, £55, 1952 Ford Brake, £35. Fiat 500, £25. Standard 8, £20. All M.O.T. Exchange? 29, Centaur Road, Coventry. [4593]
- 750 FORMULA CAR,** ex team Sigma's Molina Austin, all enveloping fibreglass/aluminium body. All the usual mods. Just rebuilt for coming season. £190 o.n.o. Townsend, 22, Oaklands, Hayes Lane, Kenley, Surrey. Tel.: UPLANDS 2336. [4594]
- HORNET SPECIAL.** 1934. M.O.T. Scotland last year. Body terrible. £25 will haggle. Howard, 22, Winchester Avenue, Heston, Middx. [4595]
- BREAKING 1932** Austin seven saloon. All parts available, engine dismantled, plus assorted spares. Knight, 15, Lingfield Road, S.W.19. Tel.: WIM 9371. [4596]
- ROLLS-ROYCE,** 1935 Landaulette, Thrupp and Maberly. Good tyres, body and engine. Exchange modern motorcycle or car. Cash adjustment. Mackintosh, 27, Wellside Place, Falkirk, Stirlingshire. Tel.: 1440. [4597]
- TORNADO TYPHOON SPECIAL** v.g.c. Cost £450. Offers around £185. Resprayed. Tel.: POLLARDS 8525. [4598]
- LAGONDA LG45,** 1936. D.H.C. M.O.T. Excellent condition. £175. Schofield, 12, Harris Road, Waddington, Lincoln. [4599]
- M.G. PB.** Above average, fast. Resprayed white, new p.v.c. tonneau, hood, tyres, spares. £110. Boulton, Grange, Reddings, Cheltenham. [4600]
- ECONOMY FOR CHARACTER.** Immaculate 4-wheel Isetta, white, many extras, (value approx. £175) in exchange for interesting vintage or p.v.t. 4-seater Tower. Must be bodily sound. Riley, Lagonda, Rapier, Austin, 12/50 Alvis or similar. Tel.: Berkswell 2034 (evenings). [4601]
- M.G. SA 1939.** 2-litre. S/saloon. Smart. M.O.T. £65 o.n.o. Ex van, utility. Cash adjustment. Tel.: PAD 9838. [4602]
- 1960 FALCON CARIBBEAN** Ford special. Red, black hard-top, new chassis, 4.7 c.w. and p. Usual mods. £200 o.n.o. Shelton, Ufford, Stamford, Lincs. [4603]
- RILEY NINELYNX, 1934.** Clutch broken, otherwise good. Offers. View Bristol. Williamson, 34, Marina Avenue, New Maldon, Surrey. [4604]
- ASTON MARTIN, 1933.** 1/c new camshaft, exhaust, recond. water pump. Very good condition. £175 o.n.o. Martin, 52, Pembroke Road, Bromley, Kent. [4605]



CONTINENTAL S.K. Phantom II created by Barker of London, Sports Saloon, recorded mileage 54,000, Embassy Black, brown hide trim, complete maker's tools, etc., detailed history. Not to be confused with the tired trash usually offered. £795

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FOR SALE—continued

- LE MANS SINGER 9.** Speed model. Red. 1936. Mechanically perfect and in *concours* condition. New hood and screens. Cwts. of spares. All letters answered promptly. Offers around £135. Apply: Warburton, Crowmarsh, Nr. Wallingford, Berks. Tel.: Wallingford 2100. [4606]
- LAGONDA 2-LITRE** supercharged speed model. 1932. Condition reasonable. £100. Smith, West Surrey Cottage, The Avenue, Chobham. Tel.: Chobham 588 (Surrey). [4607]
- DISMANTLING PA and TA M.G.** 450 x 91 and 500 x 19 tyres. 1, Albert Road, W.S. Tel.: ALP 2203. [4608]
- MERCEDES BENZ 1958.** 180A Regd. July 1959. £695 or very near offer. Box No. T.609. [4609]
- TR2 1955.** Light blue, good condition, complete history from new. "X"s, tonneau cover, radio, heater, safety belts, fog lamp. £360. 11, Ridgmont Road, St. Albans. [4610]
- 1960 SPECIAL SERIES E.** Special chassis. Hydraulics, relined 500 miles. 12v. c.v.c. 2 SUs. 4-branch. Alloy head, block, drums skimmed. Rebores 500 miles. Alloy diff. Track spacers. E.B. body—low mounted. Indigo blue. Derrington mirrors. Cross-flow, heater, reclining seats, alloy wheels. Beautiful interior—full range of matched instruments. Hood, s/screens. 85 m.p.h. Many spares. Not to be confused with the average, admired everywhere. Reason for sale—new house. £250 o.n.o. Genuine inquiries, etc. to, Brown, Lanesfield, Old Road, Barlaston, Stoke-on-Trent. (S-O-T) Staffs. [4611]
- XK120,** December 1950. Excellent. B.R.G. Recent new tyres. Rimblishers. £235. Offer or part-exchange. Tel.: VIGilant 3760 (Surrey). [4612]
- ROLLS-ROYCE 20,** 1928. 7-passenger limousine with V-wind screen and division. Good order throughout and has been well cared for. £185 o.n.o. Jenner, Gt. Shephurst Farm, Marden, Nr. Tonbridge, Kent. [4639]
- PROBABLY THE FINEST** 1172 sports car built. A car of outstanding beauty and performance. All desirable modifications, 4-speed, e/r box. Weather equipment. Must be sold this month owing to unforeseen circumstances. Around £275. Box No. T.624. [4624]
- ALVIS 12/50 TOURER** 1930/31. Original. Recent overhaul. Good hood. Requires tidying. £95 o.n.o. Space wanted. Tel.: Newbrighton 1089. [4625]
- DAIMLER SPORTS COUPE,** 1951 model, 2½-litre, Barker aluminium body, excellent condition. £285 o.n.o. 34, Gayton Avenue, Littleover, Derby. [4626]
- VINTAGE ASTON MARTIN International.** Short-wheel-base model. Very good condition. Offers. Brant, 7, Plymouth Road, Barny Green, Nr. Birmingham. [4628]
- FRAZER NASH B.M.W.** 329 Cabriolet. Complete overhaul—Z-metal bearings, Heplex pistons, new oil and water pumps, new brake cables, brake shoes, new 2nd and 3rd gear pinions, bearings and sleeve, new clutch, half-shaft, silencer system and battery. Complete steering and electric overhaul. Sound and attractive body. All bills and history. £175. Crews, 36, Arnison Road, East Molesey, Surrey. [4629]

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FOR SALE—continued

- 1951 MINOR CONVERTIBLE,** new hood, many extras and new bits. Nearest £145. Seen Bristol/Coventry. Smith, 24, Hanleaze Avenue, Bristol. [4631]
- RILEY 1.5.** 1959. 25,000 u/s, interior silent travel, unmarked. Full service record—T.V.R. Grantura. Box No. T.627. [4627]
- WHAT MORE?** Lea Francis, late 1951, 1,767-c.c. saloon, 70,000 miles. 1.f.s. 2 owners, full history. Heater, radio, etc. Excellent condition. Impeccable manners, rapid, reliable Motoring in luxury. £225. Fuller, Shapcott, Woolhampton Tel.: (2102), Berkshire. [4632]
- M.G. TC.** Very good condition. Many extras. M.O.T. certificate. £245. Coxon, 92, Crowborough Road, Hastings. [4633]
- 1937 ASTON MARTIN 2-litre, s/c.** Excellent order. Much money spent recently. (Surrey) £270. Box No. T.634. [4634]
- 327/80 B.M.W.** 2/4-seat, fixed-head, sports coupé. Maintained regardless of cost. Recent engine rebuild. £250 o.n.o. Tel.: ELM 4376. [4635]
- RILEY MONACO 1937.** First class condition, over £100 spent on mechanical rebuild including re-conditioned engine. About £85. Vickers, 60, Jerrard Drive, Sutton Coldfield. [4637]

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- JAGUAR XK150** fixed-head, 1958 (Dec.). Overdrive, radio, heater, seat belts. Nominal mileage only. Very well maintained... £835
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- LOTUS SEVEN,** 1960 (Dec.) 100E. Twin S.U.s, 4-branch exhaust, etc. Exceptionally well constructed and finished; 9,000-odd miles only. One owner... £398
- TRIUMPH TR3A,** 1959. As new in blue. Fitted hard-top and hood, radio, heater, spotlamps; R.S.5 tyres. 21,000 miles. One owner... £625
- AUSTIN HEALEY "100,"** 1955 (Oct.). Exceptionally fine specimen. Red. All usual refinements—overdrive, wire wheels, heater, zip tonneau, etc... £398
- AUSTIN HEALEY SPRITE,** 1959. Unmarked cherry red. Nominal mileage only. Rev. counter, heater, etc. Certainly one of the better Sprites around... £445
- TRIUMPH TR3,** 1956. Beauty in white. "X" tyres, heater, etc. The whole car bears the hallmark of the most careful ownership and is far above average in every respect... £428
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FOR SALE—continued

- 1939, DOLOMITE SPORTS.** Back bashed. Any offers. Flower, 39, Peiersham Road, Richmond, Surrey. [4663]
- ASTON MARTIN Mk II.** The rare and attractive two-door saloon version in really excellent condition throughout, bar the cellulose, hence only £250. Taxed and insured. Owner shortly departing for Canada. Seen week-ends. J. F. Adamson. Tel.: Little Chalfont 2133. [4638]
- SPRING!** A young man's fancy turns to a real sports car. So why not my Denmark 1172. Exceptionally quick and economical. Must be seen to be believed. £275. 1, Hazelhurst Crescent, Worthing, Sussex. [4623]
- M.G. TC 1947.** Black, good condition. Spot and fog lights, luggage rack, temp. gauge, well shod, M.O.T. and taxed. £215. Burgin, 14, Inglis Road, Colchester, Essex. [4640]
- A/H SPRITE 1959.** Pema fibreglass bonnet, heater, etc. £430 o.n.o. Davies, 31, Riddlesdown Avenue, Purley, Surrey. Tel.: UPLands 0724. [4641]
- 750 SPECIAL.** New carb, light, pump. Special inlet and exhaust system. Offers, 36, Farnol Road, Dartford, Kent. [4642]
- DAUPHINE RED 1957.** 39,000. Twin Weber, 4B. manifold Abarth. Clean and sound condition. £275. 73, Leam Terrace, Leamington Spa. [4643]
- M.G. J2.** First class condition. Engine, body, weather equipment excellent. Recently rebuilt, swept wings. Hydraulics. M.O.T. £95. Tel.: Nottingham 23-2131. [4644]
- BREAKING-UP '38 APRILIA.** Engine, gearbox, front and rear suspension, good condition. Complete sections only. Pellegrotti, High Street, Rothsay. [4646]
- HEALEY SPRITE.** 1958 red. £365. Lovesey, Kelvin House, Mill Road, Cranfield, Beds. [4647]
- 2-LITRE BRISTOL** 405 saloon. Mileage 52,000. White, 1956. 27 m.p.g. 100 m.p.h. New tyres, every extra. Cost £4,000. Nearest £1,000 or exchange. Tel.: (London) Hadley Green 1133. [4648]
- JOWETT JUPITER** 1952 in Gold. Recent Phase III engine. Mint throughout, tonneau, grid, spot, heater, washers, wheeltrims, etc. £275. Tel.: Chiswick 5974. [4649]
- 1933 TALBOT 14/65.** Would be crime to break for spares. Present owner unable to keep immaculate. Wishes to sell to Talbot enthusiast. £75. Used regularly. Tamplin. Tel.: Ealing 3030 (office). [4650]
- TRIUMPH TR2,** heater, radio, overdrive, new hood, side curtains, "X" tyres and a mass of extras. This car is immaculate and offered at £345. Tel.: Frensham, Surrey, 3249. [4651]
- M.G. TA.** Reconditioned engine last year. Electrics good. M.O.T. Must sell, buying Mini. £115 or offers. Irvine, 28, Marquis Avenue, Bury, Lanc. Tel.: 1075. [4652]
- BENTLEY 1934 3½** shooting brake. Mechanically excellent. £80, or break for spares. Cleveland Cottage, Hoarwithy, Hereford. Tel.: Carey 279. [4653]
- BENTLEY 1934.** 3½-litre park ward saloon. Excellent order throughout. M.O.T. Certificate. Available for inspection anywhere between Scotland London, end April. £225 o.n.o. Adamson, Primrose Cottage, East Wemyss, Fife. [4654]

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B.R.G./Red, O/D., W.W., H. & S.T.

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It has, in the opinion of the writer, for far too long been apparent that there is a necessity for a small, compact and responsible organisation, outside the A.A. and R.A.C., to deal with on-the-spot problems occurring to the Vintage, Veteran and Rolls-Royce owner and potential owner, where only highly specialised and authoritative knowledge is of any real and pertinent value.

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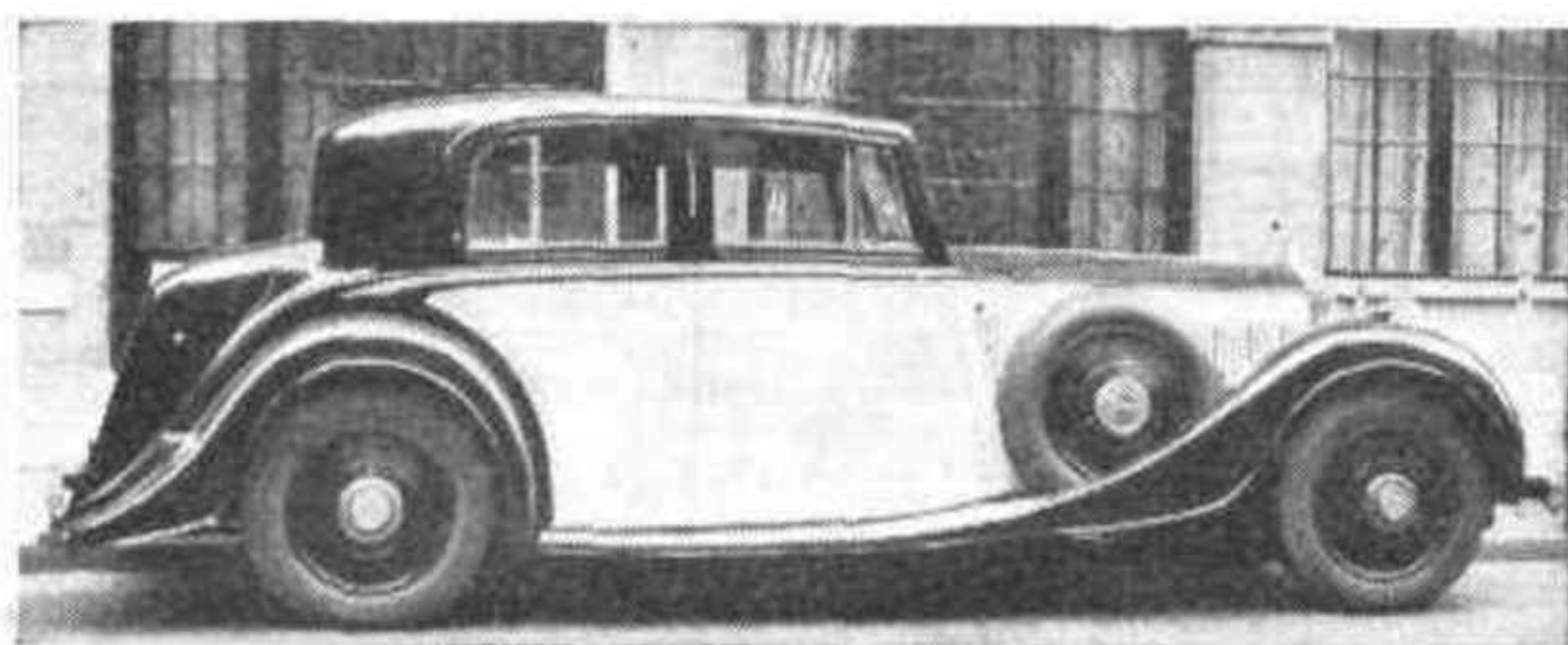
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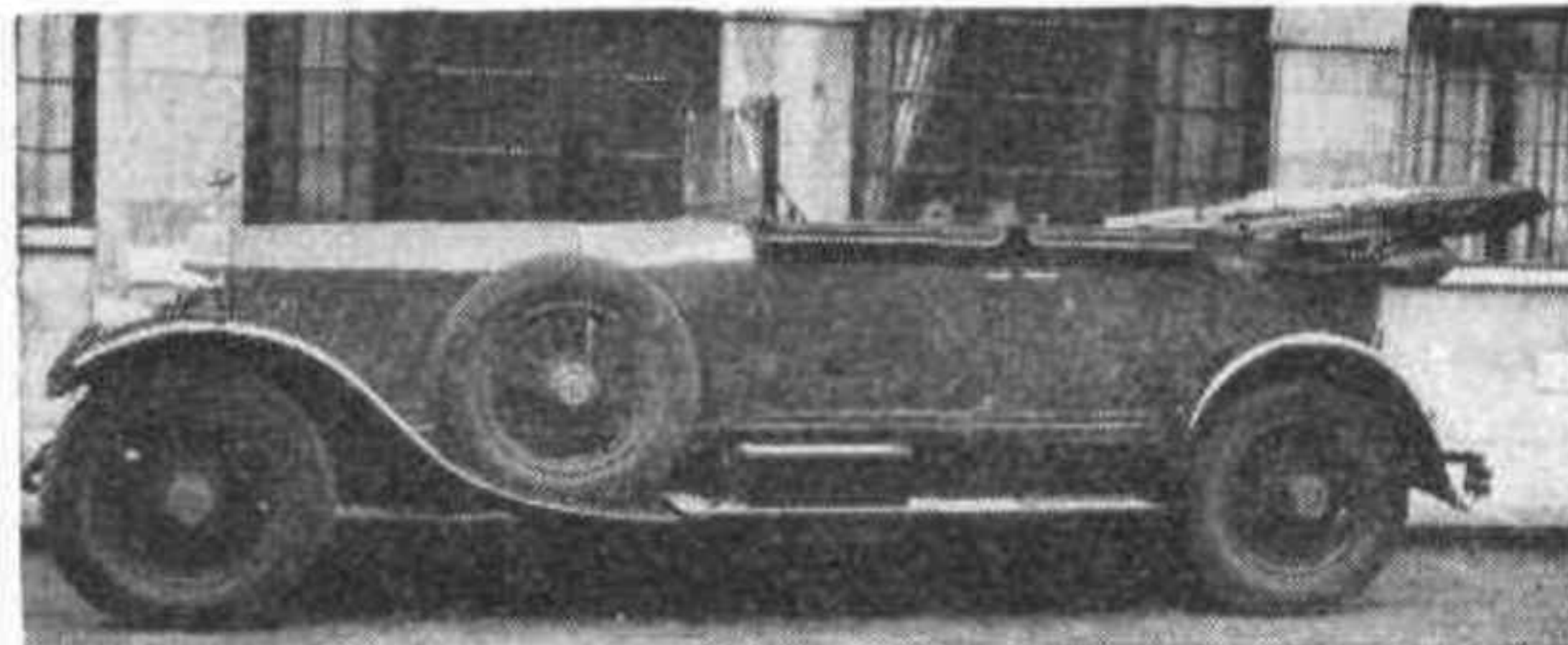
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We shall be grateful for the opportunity of purchasing vehicles, in excellent condition, similar to the above, and will pay our normal commission of ten guineas for information leading to such a purchase.

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ROLLS-ROYCE (1926) Phantom I. "All weather" touring coachwork by Barker. Finished in black and sapphire blue, fitted with full weather equipment. An elegant sporting carriage and potential concours winner with all the luxury and grace of the late vintage period. **£850**

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Rolls-Royce P11 tourer of 1934 vintage.

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ROLLS-ROYCE 20/25 sports saloon. Sound chassis but bodily below par. **£225**

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ALMOST NEW estate car body by Alpe and Saunders; fit P11/111 or similar. Would fit to any chassis provided. **£75**

FOR SALE—continued

TRIUMPH GLORIA 10.8 tourer. Taxed, M.O.T. Recon. engine, excellent tyres, battery, tonneau. Body needs attention. Many spares, tyres, etc. Owner bought saloon. Offers. Seen after 7 p.m. Tel.: WATERLOO 6249. [4797]

RILEY LYNX, 1935, 1½-litre, excellent condition. £120 o.n.o. Hill, Tel.: KIP 4760. [4798]

ASTON MARTIN MK. II, 1934, s/c, tourer. Exceptional all-round condition, engine rebuild 15 months ago. New cellulose, upholstery and chrome. £400. Box No. T.799. [4799]

WOLSELEY 1500, black, Dec. 1957. M.G. Magnette engine. Mileage 45,000 (engine 9,000). Excellent condition. Safety belts, heater, screen-wash. £435. 121/10, Hollybank Road, Birmingham, 14. [4800]

BENTLEY VANDEN PLAS d/h., 1935. An unusual and elegant motor. Immaculate body, good runner but engine needs attention. £250. Fir Mead, Lower Road, Fetcham, Surrey. [4801]

DISTINCTIVE M.G. VA tourer, 1937. Very good condition. Overhauled and engine reconditioned. Many extras. Sliding windows. M.O.T. £75. Hammond, Haddon Court, Hatfield, Herts. [4802]

TALBOT 75. Fair condition, good tyres; new battery required. Owner must sell or give away if no offers forthcoming. All offers considered. 31, Rushington Avenue, Maidenhead. Tel.: 5892. [4803]

M.G. J2, dismantling. Sound engine, gearbox, axle, hydraulics. All parts available. S.A.E., call. Baker, Pevensey, Old Lane, Crowborough, Sussex. [4804]

JOYCE HAS COME, Gert must go. Joyce is a blonde fiancée, Gert is a blue Oct. 1960 Turner. Haggle starts £650. Girling, 44, Beverley Grove, Birmingham, 26. [4805]

HOT 93A ENGINE. H/c. head, twin S.U.s, extractor exhaust, light flywheel, high-pressure oil pump, 12-volt starter. Low mileage. Complete. £35. S. C. Brown, Tel.: Coventry 21212 (office). [4806]

M.G. TC. Very good condition. New hood, flashers. Good tyres. M.O.T. certificate. Owner unfortunately must sell. First offer over £185 secures. Wilks, 20, Almsford Avenue, Harrogate. [4807]

M.G. YB saloon, '53. Specimen condition, B.R.G. H/c. head, twin carbs., as February advert. Now goes to first offer of £250. Johnson, 102, Blenheim Road, Birmingham, 13. [4808]

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FOR SALE—continued

WOLSELEY HORNET SPECIAL, complete or breaking. Many other spares for Hornet enthusiasts. Please write, 1101, Hesse Road, Hull, Yorks. [4810]

ASTON MARTIN 2-LITRE saloon, 1937. Good condition. Offers. 39, Pirrie Close, Shirley, Southampton. Tel.: 72094. [4811]

"MOTOR SPORT," 1940-1961, 209 copies. What offers? Jones, 2, Hampshire Cross, Tidworth, Hants. [4812]

1938 MORRIS EIGHT, dismantled. Under 50,000 miles. Most body as new. Good tyres. Tow within 100 miles. Quinneys, Itchenor, Chichester. [4813]

TORNADO TYPHOON tubular chassis, c/r. radiator, 4.7 c.w.p., completely built. Brand new, ready to accept body. Tel.: STO 5572. [4814]

RILEY FALCON 26F. Faulty steering. Whole or parts. Spares for 1935 15/6. Offers. A 61, South Wakefield. Box No. T.816. [4815]

BRISTOL 400, 1949, exceptional condition. Extras, recent overhaul. M.O.T. Terms available, £275. Muschamp, 41, Ashlyns Road, Berkhamsted, Herts. Tel.: 1980. [4816]

1954 M.G. TF 1250. Radio, heater, rack, "X"s. Bargain at £355 o.n.o. Tel.: Barnet 4551 (Herts). [4817]

AUSTIN-HEALEY 100-4, 1954. Many extras and in immaculate condition. £340. Pim, Lukin Wood, Mortimer (Tel.: 19), Berks. [4818]

750/1172 FORMULA SPECIAL. Ashley fibreglass body, c.r. gearboxes for both engines. £425 spent, best equipment throughout. £285 o.n.o. 177, Ridgeway Road, Sheffield, 12. Tel.: 37150. [4819]

HILL-CLIMB/SPRINT/ROAD Special. A.K.S. red body, white hard-top. New Popular chassis, fluid ride, i.f.s., Mays rear axle, 4.7:1, Bowden hydraulic brakes, clutch. Five Ballam wheels, 6.50x15 "X"s, new. Fully instrumented. E93A, 9:1 Aquaplane head, two S.U.s, special inlet/exhaust manifolds, X-flow rad., 12v. electrics. Under 3,000 miles, performance never fully realised. Change job, bachelor status presses sale. Components cost £500, price £235, includes 1947 Ford Eight van, M.O.T., new steering, brakes, clutch. Northam, Pye Corner, Hambrook, Bristol. [4820]

CITROEN L.15, 1949. Recon. engine, clutch. Body, tyres good. M.O.T. February. £130. Bowers, 28, Walsingham Gardens, Stoneleigh, Ewell, Surrey. Tel.: Ewell 8945. [4821]

D.K.W., 1938, 7-h.p. cabriolet. Exceptional car. Good hood. Spare engine, etc. Year's M.O.T. View Leeds. Tel.: Garforth 2811. [4822]

FOR SALE—continued

SUPERCHARGED 1958 MORRIS 1000 coupé. Other conversions and extras. Very fast. £395, H.P. terms possible. Tel.: Ingrebourne 42848. 33, Hallow Crescent, Romford, Essex. [4823]

RARE M.G., 1933, Small Six saloon, Series L1. Exceptional condition. M.O.T. £150 o.n.o. Walter, 28, Broad Street, Alresford, Hants. [4824]

M.G. WA 2.6 and SA 2-litre. Sell or break. A. Harper, 139, Wickersley Road, Rotherham. [4825]

LAGONDA V12 short-chassis Mulliner saloon, 1938. Only 3,000 miles since complete engine rebuild. Outstanding performance and suspension. 90 in third! M.O.T. £300. Sandeman, Jasmine Cottage, Alrewas, Staffs. Tel.: Alrewas 323. [4826]

ROLLS-ROYCE 20/25, October 1932, with very attractive 4-door 4-light all-aluminium sports saloon coachwork by Freestone and Webb. Two owners only and under 100,000 miles since new. Complete and original including mascot, instruction manual and tools. M.O.T. £325 or reasonable offer. Tel.: Lane End 373, or write, Kensham Farm, Cadmore End, High Wycombe, Bucks. [4827]

1937 BENTLEY 4½ saloon by Park Ward. Black and light grey. One owner, mileage 77,000. An excellent car at £350. Hyde, 12, Alumhurst Road, Westbourne, Bournemouth. Tel.: Bournemouth 23966. [4828]

JAVELIN, '51 Series. Cellulose, chrome very good. Reconditioned engine, relined brakes. M.O.T. Two owners. Taxed. Clutch slips slightly. Seen London, possibly Somerset. Write offers, Bailey, 23, The Ridgeway, London, N.11. [4829]

1953 TD M.G., in above-average condition. Rebuilt engine 1959—numerous extras. Genuine reason for sale. £350 o.n.o. Thomas, 72, Ansty Road, Coventry. [4830]

LAGONDA, 1932, 2-LITRE low-chassis tourer. Full history for last eight years with present owner. £190. Dodwell, Stock Place, Coleshill, Amersham, Bucks. Tel.: Amersham 2606. [4831]

TURNER, ALEXANDER CONVERTED, Sept. 1960, 15,000 miles, never raced. Extras include super sports camshaft, disc brakes, wire wheels, heater, sliding sidescreens. Outstanding. One owner, now married and needs house instead, regrets must sell. £615. Mote, Tel.: Popesgrove 9814. [4832]

1926 BEAN 14-h.p. tourer with spare engine. Excellent condition. M.O.T. tested, taxed May. Daily use, drive away. £160 o.n.o. Clarke, Brook Cottage, Farnbridge Road, Maldon, Essex. [4833]

RILEY 2½, '51. Recent overhaul includes respray and recon. gearbox. Extras include radio and heater. Outstanding condition. £245. Tel.: Chiswick 3862. [4834]

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

FOR SALE—continued

- RILEY BROOKLANDS SPECIAL**, 9 h.p., 1929. Very original and beautiful condition, including masked head and chromed front axle. Seen London or Bristol. Box No. T.836. [4836]
- RILEY 12/4 ADELPHI**, 1936. M.O.T. certificate naturally. Extensive engine overhaul 8,000 miles ago. Other mechanics good. 90% rewired. Sound, well kept bodywork. Interior good average. Six boots, four new, two worth having. Lovingly owned and maintained. At present the cylinder head is off and genuine enthusiasts are welcome to inspect. Reluctant sale, £100. 30, South Riding, Bricket Wood, St. Albans, Herts., or Tel.: Garston 4415 (after 7 p.m.). [4837]
- 1959 SPRITE**, green, 30,000. Excellent condition, R.A.C. report. Nearest £400. 11, Roundwood Park, Harpenden. Tel.: 828. [4838]
- 1931 MORRIS MINOR**. M.O.T., taxed. Two owners, good condition. £40 o.n.o. 23, Solihull Road, Shirley, Solihull, Warwickshire. [4839]
- BOWDEN I.F.S.** for Ford chassis, plus c.r. gearbox, cross-flow radiator, header tank, 4.7 rear axle. All brand new, going cheap. Will sell separately. Jefferson, Gringley Grange, Doncaster. [4840]
- VII M JAGUAR**, 1955, overdrive, B.R.G., all systems "go." Offers over £200, or exchange vintage touring Riley, Morris. Burke, 2, Kentmere Avenue, Seaburn Dene, Sunderland. [4841]
- TR3, 1956**. Fawn/red. 40,000 miles. Almost new "X" tyres. Wheels balanced. Heater, luggage rack, new battery. Hard/soft-top. Two occasional seats. Workshop manual. Alloy pedestals. Washers. Bills £100. Argue from £425. Hall, 42, High Street, Bewdley, Worcs. Tel.: 3311. [4842]
- LANCIA APRILIA**, 1938. New tyres. Electrics and transmission completely overhauled. Bills £65. Taxed August. M.O.T. £125 o.n.o. 37, Granville Road, Wigston Fields, Leicester. [4843]

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61 VW d/l, trim ... £550	54 VW d/l, extras £335
60 VW de luxe ... £545	49 VW, R.H.D. ... £125

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PETER CLARK offers his well-known Studebaker 'Commander Special', as described in this journal. Basically a 1954 2-door fixed-head Raymond Loewy coupé in original custard and blue colour scheme, with 3,811-c.c. overhead valve V8 engine and Borg-Warner automatic gearbox, this car has done a total (to best of owner's belief) of not much over 60,000 miles and has been the subject of much development work.

The cylinder heads have been modified by Barwell and fitted oversize valves, the (power) steering has had ratio raised, the shockers have been duplicated, the brakes have been ventilated.

Almost new Avon Turbospeed tyres front, Dunlop Weathermasters rear; enormous heavy-duty battery recently fitted in boot.

This is an exceptional car of great character, which many consider the most beautiful American ever.

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20/30 Rippon swept-tail 7-passenger limousine 1938 series. Late property of elderly titled lady, 1 of 4 cars in regular but limited use, hence incredible but authentic mileage of under 33,000, substantiated by mechanical and bodily condition, yet reasonably priced at **£675**

25/30 Windover semi-swept tail, full 7-passenger limousine, with pleasing lines and in very fair general order, sensibly priced at **£195**

20/25 Hooper sports saloon, with projecting boot, late 1935. Good chassis and body, and extremely nice lines. **£365**

20/25 James Young sports saloon, with boot, 1933 series. Very sound but modestly priced at **£245**

20/25 Thrupp fixed-head 2-seater coupe with dickey. Sound chassis with unusual and attractive coachwork. Generally in very fair order. **£295**

P.11 TA Series Barker 4-light sedan with projecting boot. Not immaculate but in fair order throughout. **£195**

BENTLEYS

3-litre Red Label, close-coupled 2/4-seater, fabric body, unknown make but good appearance with new hood and weather equipment, mechanically very good. **£285**

3½-litre Hooper sports saloon, 1934, believed 2 owners and mechanically good with sound coachwork. **£165**

4½ Black Label Freestone & Webb 4-light fabric sports saloon, mechanically excellent, coachwork sound but not concours. Entire car completely original. **£295**

ALVIS 4.3 sports saloon, 1937. In very sound order throughout. **£145**

ALVIS Silver Crest, 4-light sports saloon, 1938, but in above-average condition and good value at **£95**

AUSTIN 12 fabric saloon, 1928, in extremely sound and original order. **£75**

BORGWARD TS de luxe, 1957. Silver grey with red interior. 46,000 miles. An extremely well maintained and sound specimen at **£545**

HEALEY-NASH 3-litre 2-seater roadster, 1954 series (the last of the true Healeys). Cream, red trim, very good coachwork and weather equipment, excellent chassis, overdrive. **£295**

JAGUAR XK120 roadster, white with beige interior, 1951 but fitted with late series 3.4 engine (total mileage 56,000). New hood and side curtains, new "X" tyres, heater and radio. Entire car in far above average condition and extremely good value at **£295**

JAGUAR Mk. VII M Automatic, 1956. First-class chassis, good tyres, new battery, needs no mechanical repairs. Good interior and no rust of consequence but requires repaint, hence realistic price of **£175**

LAGONDA LG45 drophead, recent overhaul, first-class chassis and very fair coachwork. **£225**

LAGONDA Rapier fixed-head coupe. Basically sound and tidy coachwork and good chassis. **£110**

ROVER 90, 1955, dual grey, red interior, 2 owners. A specimen car. **£465**

TALBOT 105 sports saloon, 1937. In very fair general order, good tyres and sound coachwork. **£70**

SUPERB VAUXHALL 30/98 'E' type Velox tourer. Just restored to completely original condition even to new B/E tyres, all fittings nickel plated, re-trimmed dark red grained hide throughout, painted maroon with black wings. A very fine example at **£650**

We have several Veterans, including a 1915 **HUMBER 10.4** tourer, in first-class running order, at £375, and a very fine completely restored 12/16 **SUNBEAM** chassis with suitable tourer body not yet fitted.

We regret that no overseas inquiry can be entertained in respect of pre-1917 cars.

All vehicles sold as in running order will carry a M.O.T. certificate.

Hire purchase (with deposits from 25%) and insurance can be arranged on all cars we sell, and part exchanges welcomed.

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FOR SALE—continued

M.G. Y TYPE, November '50. Lively, reliable, viceless, beautiful. £210. Tel.: Whitehall 3541, ext. 13. [4844]

JERUSALEM RETURNS so sadly Rebecca must depart. Rebecca is a unique 1930 Austin 16-6 coupé in excellent order. One owner 1930-62. Taxed. Passed second test in February. £65. Box No. T.845. [4845]

RELUCTANTLY PARTING WITH superb 1939 B.S.A. Scout open 2-seater. Concours winner. Best offer over £70. Details on application. Lucas, "Bigstone," Warmingham Road, Crewe. [4846]

ALPINE 4-BRANCH EXHAUST manifold, suit Rapier III, unused, £7. Lucas signpost lamp, 305. Marchal air horn, 6 or 12v., £5. Tel.: Kuislip 8877. [4847]

SUNBEAM RAPIER convertible, duo-green, Series II, immaculate. Overdrive, rev.-counter, Michelin "X" tyres, new hood, carbs., and extras. Well maintained. £625. Tel.: Wanstead 0967. [4848]

1958 ALFA ROMEO Giulietta Sprint coupé. Available April 23rd. One owner only. Radio, etc. £1,000 o.n.o. Would consider "trade-in" for new station-wagon or possibly something interesting. Swift, Alstonfield, Ashbourne, Derbyshire. Tel.: Alstonfield 284. [4849]

1928 HUMBER 9/20, concours condition, unused since £350 overhaul and repaint 1960. £175. Appleton, Tel.: Godalming 1909. [4850]

SWALLOW DORETTI, carefully used and in very good condition. Extras include quality hard-top. £385. (Leicestershire.) Box No. T.851. [4851]

"CE NEST PAS sans tache" M.G. TF 1250, white, registered 1957, taxed 1962. W/wheels, recon. engine/gearbox/clutch, good hood, screens, full tonneau. £440 o.n.o. Owner requires 4-seater, *il est idiot mais*. Tel.: Belgravia 5713. [4852]

AUSTIN-HEALEY 100/4, 1955. Speedwell blue. "X" tyres, all usual extras, including h.c. pistons. Engine recently reconditioned. £375. 79, Westhurst Drive, Chislehurst, Kent. Tel.: WOO 2044, ext. 1420 (by day). [4853]

CITROEN LIGHT FIFTEEN, 1947. Taxed year. Rebuilt engine and gearbox in last 30,000. Screen-washers. Splendid steering and road-holding. £105 o.n.o. Whitehouse, 11, St. Augustine's Road, Bedford. Tel.: 3780. [4854]

1952 SUNBEAM-TALBOT 90 convertible. Radio and heater. New hood, carpets, battery; resprayed. Excellent mechanical condition. M.O.T. £200. Armstrong, 64, Bousley Rise, Ottershaw, Surrey. Tel.: 317. [4855]

SPORTS CAR GARAGES

OFFER

M.G.-A 1500 sports 2-seater, 1957 (Sept.). Ivory, wire wheels. £85 just spent on engine overhaul; relined brakes, new hood, tonneau... **£475**

SUNBEAM Mk. III sports saloon, 1957 (July). Black. One owner, 37,000 miles. Sun-roof, heater, rev.-counter... **£465**

JAGUAR XK140 F.H. coupe, 1956. Ivory. Overdrive, heater. Bills for recent overhaul. "X" tyres... **£425**

A./SIDDELEY "234" 18-h.p. sports saloon, 1957 (series). Manual gearbox, overdrive, servo brakes, heater... **£325**

DAIMLER Conquest saloon, 1955. Green. 2 owners only, pres-selector gearbox, heater **£325**

ALVISA 21 sports saloon, 1952. Black and silver. sun-roof, heater. Overhauled... **£265**

ROVER "75" saloons, 1953. Black. Choice two. Free-wheel, radio, heater, spots... From **£265**

S./TALBOT "90" Mk. IIA sports convertible, 1953. Black/light blue. Heater. New hood, chrome... **£265**

JAGUAR XK120 sports 2-seater, 1951. Blue. O'hailed, new brakes, hood, tyres, s/a.b.s., dual exhausts, heater, tonneau... **£245**

S./TALBOT "90" Mk. II sports saloon, 1952. Black. Sun-roof, heater. 30 m.p.g. **£235**

LEA-FRANCIS 1½ sports 2-seater, 1949. B.R.G. Bills for engine recon., new hood, screens, tyres, battery. Alloy body... **£225**

JAGUAR Mk. V sports saloon, 1950 series. Black and chrome. Sun-roof, heater, new tyres. 2 owners... **£175**

"1,172" FORD "Celeste" 2/3-seater (fibreglass), 1961. As new... **£175**

A.C. sports saloon, 1949. B.R.G., alloy body. 3 S.U.s, new tyres, recellulosed... **£165**

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FOR SALE—continued

EXPRESS CRUISER, 24 ft. New and registered yacht. Hard chine hull in brightsteel. Built Berry, Lymington. Trials and completion January this year. Four berths and large open cockpit aft. Well equipped. 20 knots. Owner unfortunately unable to use will accept sensible offer or exchange for really good Bentley Speed Six or 4½ tonner, Isotto-Fraschini, Hispano or Rolls P.III drophead coupé in good order. Cash either way. Mortgage available on craft if required. Simmons, 21, Kew Green, Kew, Surrey. Tel.: Richmond 6278. [4645]

M.G. TC 1949. v.g.c. mechanically and bodily. Recent M.O.T. Certificate. £215 o.n.o. Sherman, Tel.: Mus 9472 (office); Per 4479 (home). [4655]

M.G. YB SALOON, 1953. Replacement engine, radio, perfect condition. £260. Reitzik, 301, Fulwood Road, Sheffield. [4656]

1933 RILEY FALCON. 9 h.p. (later type engine) Mechanically sound. M.O.T. Certificate. £45 o.n.o. Must sell. R. R. Boughton, Ashendon, Nr. Aylesbury. Tel.: Waddesdon 245. [4657]

ALVIS CRESTED EAGLE 20 h.p. saloon, stylish swept boot and full-stretch leg room for all. Built on a real chassis. Enthusiast's car. Lovely synchro box. Tested and taxed. £80. Apply Sephton, Manor House, Eaton Socon, Bedfordshire. Not Sunday. [4658]

FOR SALE: Rare four-seater sports tourer, 1935 Rover Speed 14. Engine and body good. Upholstery fair. Believed one of only eight still on road. M.O.T. Certificate. £150. Will haggle. Box No. T.659. [4659]

1930 LEA-FRANCIS. 12/40. 2-seater, mechanically faultless, good body. Many new parts including tyres. M.O.T. and engineers report. V.S.C.C. member. £120. Patchett, 89, Frogmore Park, Blackwater, Hants. [4660]

FOR SALE: 1952 (Reg. 1960) Mercedes 220 saloon in excellent condition. Radio, heater, Webarto roof, safety belts, reclining seats, spot lamps, signpost lamp, cigar lighter, touring bar. £140 spent recently. Fast, entirely reliable car. £250 (MOTOR SPORT Aug '53 to date included). Tel.: Uxbridge 37342. [4661]

ROLLS-ROYCE 1935. 20/25, Park Ward. Sedan-de-ville, black and chocolate brown. In very good order, history, two owners. M.O.T. certificate. £475. Terry, Beech Cottage, Hill Village Road, Four Oaks, Sutton Coldfield. Tel.: Four Oaks 51 (after 7.0 p.m.). [4662]

HOTCHKISS 1949 Paris-Nice saloon. Extensively overhauled. 80 m.p.h. cruising. Resprayed, good condition inside and out. M.O.T. March. £130 o.n.o. Bradford, Broom Villa, Broomhouse Road, S.W.6. [4663]

COMPETITION HALDA, £15. VW Express conversion £12. Allen Magnifier £5. 4, Meaford Avenue, Stone, Staffs. [4664]

HILLMAN AERO MINX. 2-seater sports 1935. Very good condition. Many new parts. M.O.T. Kings Langley. Tel.: 4202. [4665]

NEARLY COMPLETE (No front mudguards). A7 special tourer. Includes 4 new tyres, 2 new batteries £30 o.n.o. Reason—Marriage. 80, Southam Road, Hall Green, Birmingham, 28. Tel.: SPR 4889. [4666]

VINTAGE UNIQUE 11.4 Citroen 1922, complete/stripped. Offers. P.W.T. 1938 Triumph Dolomite, tourer, 4-cyl. excellent mechanically. £100. 1961 Goggomobil, 5,000 miles, as new. Offers/exchange. Box No. T.667. [4667]

M.G. VA 1938 open tourer. All equipment. Good order. £100 o.n.o. Godfrey, Thicket Way, Lt. Baddow Road, Danbury, Essex. Tel.: 2424. [4668]

SUNBEAM TALBOT 1951 Mk II. Convertible. Good condition, all mod. cons., servicing records. £185. Jupiter wanted. Taylor, Manchester. Tel.: Urmston 6307. [4669]

PORSCHE 1600 Standard 1956. Slight frontal damage—repaired, but owner lacks time to complete. Everything ready to fit. £495. Box No. T.677. [4677]

PORSCHE 1600 Super 1958. Finished ivory. Two owners from new. 38,000 miles. New brake-linings and set of Koni's all round. Excellent condition. Will exchange Volkswagen (1960 onwards) plus cash. Box No. T.678. [4678]

MERCEDES 200 ('54). Reg. '58. Old gold and bronze, low mileage, L.H.D. New batteries, and tyres, wing mirrors, st./covers, h.t., spot and fog. Would exchange for good Zephyr II convertible or saloon or v.g. Mk.I. W.H.Y.? Or will sell. £380 o.v.n.o. Hosford, 77, Gordon Street, Burnley. Tel.: 78713. [4717]

M.G.-A, 1959, coupé. Beautiful red, black upholstery, wire wheels, "X"s. Mechanically excellent (unmodified but Crypton tuned); just decoked, 30 m.p.g., radio, heater, rack, etc. £625. Tel.: Redhill 4474. [4718]

BENTLEY, 1929, Mulliner fabric saloon, 4½-litre. Recently restored and in very good condition. £450 o.n.o. King, Runcton Cottage, Chichester. [4719]

MARINE OFFICER wishes to dispose of 1933 Daimler Fifteen coupé. An excellent example of this p.v.t. marque. Grey. M.O.T.T. £50 o.n.o. Norwich Road Service Station, Cromer Norfolk. Tel.: Cromer 2790. [4720]

AUSTIN RUBY de luxe, 1938, mint.: 84,000. Garage maintained. £40. 22, Mildmay Road, Lewes, Sussex. [4679]

FOR SALE—continued

TR3A, 1960. 18,000. Grey, red trim, immaculate. Overdrive, wire wheels, durabands, washers, tonneau, fog, spot, reversing lights. Thief-proofed. £700. View: Jessups Garage, Dunton Green, Kent, or ring owner, Sevenoaks 52536. [4680]

ROLLS-ROYCE 20/25, 1932. Foursome drophead in exceptional condition. £650. Bullough, Brackenfell, Brompton, Cumberland. [4681]

FORMULA JUNIOR LOTUS 20. Henry Taylor's 90 plus b.h.p. car driven by Bob Anderson during 1961 and now completely rebuilt, as new, ready to race; its good performance provided driver with Team Lotus drive for 1962, so not required for this season; trailer and extras. £1,250 o.n.o. Box No. T.682. [4682]

1961 CONCOURS WINNING Super Sports Morgan 1935. 990 c.c. o.h.v. Matchless water-cooled engine. Present owner (engineer) 21 years. Immaculate condition. This is undoubtedly the finest Morgan available anywhere. Every extra, including Lockheed hydraulics, rev-counter, twin carbs, new tyres, new battery, sealed beams, new hood and side curtains, temp. gauge, reversing light, clock, electric wipers. Paintwork, chrome perfect. £300 o.n.o. All details: J. Watson, 12, Marina Avenue, Hardhorn, Blackpool. [4683]

A.C. DROPHEAD COUPE, 1936. Perfect specimen; heater, windscreen-washer, new hood, tyres; o.h.c., 3 carburettors; M.O.T.; crankshaft reground, clutch 18,000 miles ago. Sale reason: afford modern car. £185. Barnett, 33A, Kinner-ton Street, London, S.W.1. Tel. (not weekends): (day) BAYswater 9181; (evening) BELgravia 2859. [4684]

AUSTIN SEVEN tourer, 1937. New hood, battery, 4-speed, 3-bearing crankshaft, roadworthy, 10-year tested. £30. Allen, 5, Eastern Terrace, Southsea, Hants. [4685]

1947 LANCIA APRILIA second series, standard pillarless saloon. Excellent condition. Recent engine overhaul. £250 o.n.o. Bailey, 4, Gilliver Street, Knighton, Leicester. Tel.: 73550. [4686]

'54 (MODEL) SUNBEAM ALPINE. Baby forces sale. Buyer will be third owner. History available. Not raced or rallied. All equipment for good motoring. 380 gns. Tel.: Ashstead (Surrey) 3854. P.S.: Looking for 2.4 or A.95. [4689]

RILEY KESTREL, 1937. M.O.T. tested. Immaculate. £190 o.n.o. Tel.: Ewell 4947. [4690]

BREAKING TWO 1936 Riley Nines. Also 1936 Ford Ten. Tel. (evenings or weekends): Shorne 589. Home Farm, Higham, Rochester. [4691]

1934 ALVIS SILVER EAGLE D.H.C. Well maintained. Present owner since 1955. M.O.T. March, 1962. £55. Eastall, Tot Hill, Stowmarket. Tel.: 631. [4692]

ROLLS-ROYCE, 1934. Phantom II 6S.K., 43.3-h.p. limousine. Coachwork by Youngs, Bromley, and mechanics excellent. M.O.T. cert. and taxed. £360 o.n.o. Photos available. Maynard, Park Terrace, Green Hithe, Kent. Tel.: Greenhithe 3164. [4693]

ALVIS SPEED TWENTY, 1936. Charlesworth saloon. Reasonable condition, reliable. Would repay time spent. £65. M.G. TA in bits. Everything there. £30. For post-war Riley 1½: High-compression (8-1) cylinder head, twin carbs. with manifold and linkages. £22 10s. Skinner, 9, O.C.S., R.A.F., Marham, Norfolk. [4694]

M.G.-A, 1961, grey coupé, 6,000 miles; underseal, wire wheels, heater, radiator blind. New condition. £825. Box No. T.695. [4695]

M.G. TD, 1953. Reconditioned engine, undersealed, heater, screen washers, luggage rack, spot, wing mirrors. £325. Tel.: PERivale 3848. [4696]

ROCHDALE Mk. VI bodysheff for sale. Also Ford E93A engine, transmission, chassis frame, etc. Offers to: Horsley, 4, Dene Court, Birtley, Co. Durham. Tel.: Birtley 3394. [4697]

LANCIA APRILIA rebuilt to original specification. One of the very few good Aprilias left. £265. Batt, Globe Farm, Darby Green, Camberley, Surrey. Tel.: Yateley 2246. [4698]

FORD ANGLIA, 1957. Elva o.h.v. head, overdrive, Servais exhaust manifold, twin carburettors, heater, oversize valves, screen washer, Marchal head and auxiliary lamps, reversing lamp, radiator blind, new tyres, modified front and rear suspension. Mechanically and bodily perfect. Never used in competitions. £300. Tel.: Teddington Lock 1039 (business hours); 1234 (evenings). [4699]

M.G.-A, 1959 twin cam, disc brakes, heater. White, red trim, unmarked. £575. Tel.: Chandlers Ford (Hants) 2661. [4700]

VOLKSWAGEN, 1950, R.H.D. Regd. '55. Good appearance. Sound mechanically. £165. Write: 25, Cardington Road, Bedford. [4701]

A RARE and desirable 6C Gran Sport Alfa Romeo supercharged 1,750 for sale with regret on posting to Cyprus. Body by Touring as illustrated on page 1010 of December MOTOR SPORT. The car is in excellent unspoilt original condition and sensible offers are invited from good, preferably V.S.C.C., homes. Available after April 14. Ayers, 59, Beechwood Road, Sanderstead, Surrey. [4702]

FOR NEW F.W.E. Stage II Climax engine. 2 S.U. H4 carburettors with manifolds. £15. Three bearing camshaft with tappet block, bearings, valves, etc. £26. Timing wheel. £3 10s. o.n.o. Box No. T.704. [4704]

FOR SALE—continued

BUGATTI TYPE 13 front and rear axle and springs, unused, £40. Chummy, 1927, complete and original, £50; wheels, 15s. each; engine, 50s.; gear-box, 30s.; magneto, £1; horns, Bosch as S.S.K., electric trumpet, push klaxon, from 50s. Robert Bosch 4-cylinder magnetos, 35s.; 4 dials and dash pump Metallurgique, £5. Other oddments. Swop Amilcar parts. Fisher, 3, Montpelier Crescent, Brighton. Tel.: 23345. [4703]

CLEARANCE BARGAINS. M.G. TC, Morgan 4/4 spares. Also Magnette E.N.V. g/box. Ford Ten c.w. and pin. and sports manifolds. New tyres all sizes. Also special lightweight D.K.W. coupé. Autocross/Rally winner. Goes like a Saab! 100 m.p.h. Lester M.G. coupé. Road or race car. Healey Tickford sports saloon. The ladies go for this one. S/E for lists and details. All must be sold. H.P. arranged. Old Barn, Millhams Street, Christchurch, Hants. [4705]

ASTON MARTIN, 1933, short chassis. Excellent condition. Race and Concours winner. Offers. Ward, 835, Mansfield Road, Nottingham. Tel.: 268144. [4706]

LAGONDA, 1938, L.G.6 pillarless saloon. A very sound car in good order throughout. 20 m.p.g. and 100 m.p.h. £150 o.n.o. Barrett, 30, Carlyle Road, West Bridgford, Nottingham. [4707]

FAIRTHORPE ELECTRON MINOR, 1960. 19,000. Excellent condition. Pale blue, dark blue. Terms arranged. £375. Thomas, Coppice House, Bradford-on-Avon, Wilts. Tel.: 2283. [4708]

TURNER 950 SPORTS, November, 1957. Blue. One owner. Never raced or rallied. 33,000 miles Excellent condition. Many extras. £300. Courtier-Dutton, Blacklands House, Elstead, Surrey. Tel.: (evenings): Elstead 2398; (daytime) Mansion House 7206. [4709]

1960 FALCON CARIBBEAN for sale. All new parts and well finished. First reasonable offer secures. L. Dickinson, 17A, Blenheim Avenue, Westdale Lane, Mapperley, Nottingham. [4710]

COVENTRY CLIMAX. Stage III 1,220-c.c. Climax. 450 miles road use since complete rebuild. Complete with carburettors, etc. £240. Tel.: Worthing 6595. [4711]

SAAB 96, November, 1960. Mileage 14,000 guaranteed. Never raced or rallied. Colour oatmeal. Taxed Feb., 1963. £690. No panic. Chirnside, Deansgate, Manchester. Tel.: 5607, 3-5.30 p.m. (weekdays). [4712]

SPRITE FIBRE-GLASS hard-top. New, never used. £15 o.n.o. Collis, Reschill, Cheadle, Stoke-on-Trent. Tel.: Cheadle 3125. [4713]

PORSCHE 1600 SUPER, May, 1958. 35,000 miles. Immaculate. £1,100, or consider p/e well souped Mini. Baird, 9, Brookfield Road, Walmersley, Bury. [4714]

TR2, 1955. Red, soft-top, tonneau, washers, radio, "X" types. £350. Must sell, bought TR3A. Viewable Preston, London or almost anywhere by arrangement weekends. Madell, 41, Beech Grove, Ashton, Preston, Lancs. [4715]

FAIRTHORPE ELECTRON MINOR, 1958, unraced, unmodified, high-class respray, new battery, hood, etc. £275. Please tel.: Fleet Street 9701 or Primrose 8338 (evening 85). [4716]

COLLECTOR'S PIECE—Abbott bodied DHC Healey 1952. Rebuilt on F-type chassis utilising 3.5 axle and mostly new parts. Works replacement polished engine. New hood. B.R.G. re-chromed etc. Absolutely immaculate. Above average price, but must be one of the best original Healeys in the country. £325. Carpanini, 79, Athenaeum Road, Whetstone, N.20. Tel.: HILLSide 2449 (evenings). [4722]

M.G. TC 1947. Red with matching upholstery. Very good mechanical condition. Oversize rears. New hood and screens last year. Much above average example. £150. Tel.: Luton 53778. [4723]

B.M.W. 502 2.6 V8 saloon superb unmarked condition. Self-seeking radio, V.H.F. etc., fully reclining seats. This immaculately maintained car cost £3,000, now worth £1,200. Accept nearest £800 or exchange 2-seater. Tel.: Byfleet 45595. [4724]

LANCHESTER 1933. Fine example of a rare car. P.M.O. Excellent Mulliner body. Price £250. Box No. T.725. [4725]

ALVIS 12/70 SALOON, 1938. Smart inside, outside. New battery, springs, linings, two tyres. Best offer over £50. Reluctant abandonment of dignified motoring for VW. Martin, 114, Castelnau, S.W.13. Tel. RIV 8086. [4726]

A.40 FARINA, October 1959, £395. 1960 A.55. £535. 1961 Ford Anglia, July, £540. Merton Engineering Company Ltd., Faggs Road, Feltham, Middlesex. Tel.: Feltham 3045. [4727]

ALLARD 1952 M2X coupé occasional, 4-seater. Black. Wants rebore and respray. £75 o.n.o. Tel.: Leicester 50505. [4728]

PEUGEOT 403, Aug. 1959. One careful country owner. 30,000 miles. Grey, full undercoat, Michelin "X" top rack. Excellent condition. £600. Wayne, "Appledram," North Chailey, Lewes, Sussex. [4729]

AUSTIN-HEALEY 100/6 1957. Good condition, silver blue, matching hard-top, wire wheels, radio, heater, tonneau, £525 o.n.o., or will exchange with cash for modern brake. May, Gaffiards, Hatch Hill, Churt, Farnham, Surrey. [4730]

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

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Track In. 20-50 Clear .016 .428 £45.00
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MM-2 In. 18-59 Clear .012 .305 £27.10
Full Race In. 20-50 Clear .014 .428 £33.00
MM-32 In. 18-59 .014 .428 £33.00
EX-16-20 .018
RPM In. 30-70 .014 .310 £23.00
EX-30-30 .018

- VOLKSWAGEN & PORSCHE
2-0 In. 18-55 Clear .003 .318 £26.00
EX-34-20 .003
2-1 In. 18-55 .010 .335 £26.00
JAGUAR
X-3 In. 17-57 Clear .012 .390 £29.00
EX-37-37 .014
XN-2 In. 17-57 .012 .404 £29.00
EX-37-17 .014
XN-3 In. 17-57 .012 .404 £29.00
EX-47-27 .014
MGA (B Type BMC)
T-1 In. 18-79 Clear .014 .428 £28.00
Full Race In. 20-18 .019
T-12 In. 18-59 .014 .428 £33.00
EX-60-20 .019

- FORD CONSUL & ZEPHYR
Road 4 cyl. In. 20-60 Litr. .490 £35.00
6 cyl. In. 20-60 Litr. .470
Track In. 25-65 Litr. .470
EX-65-25
FORD 100E
For Willen OHV In. 24-64 Litr. .370 £27.10
Road In. 20-60 Litr. .400 £27.10
EX-20-30
Track In. 25-65 Litr. .470 £27.10
EX-25-35

- FORD 105E
A-110 Track In. 27-65 Clear .018 £33.00
EX-65-27 .018
A-51 Road In. 27-58 Litr. £33.00
EX-18-27 .018
Litr. .270*
Super RPM In. 35-65 Litr. £33.00
EX-65-35
Litr. .400*
A-5120 In. 18-62 .018 £33.00
EX-43-12 .018
Litr. .373*
(A special grid with unique profile for speedometer registers)

- SUNBEAM RAPIER/ALPINE
50-2 In. 12-62 Litr. .420* £33.00
EX-62-22
and many others.

Spare Plug Holders

Keep your spare plugs clean and safe wherever you are. A handy attachment that can be easily removed.

Chris Lawrence Gloves



Beautiful quality in the softest pure hid, sewn with 'Tennis' terylene rib proof thread. Slit close fitting wrist. Available in several colours in sizes 7, 7 1/2, 8, 8 1/2, 9, 9 1/2, 10, 10 1/2, 11.

Walpres Mirrors

Continental Speed Mirror with stainless steel back to prevent buffing. Approx 3 1/2" diam. Flat or Convex. Two models available: RACEMASTER approx light 36/9 standard aluminium; SPEEDMASTER 36/9 chromed.

Overseas orders welcome Personal callers welcome

BLACKWELL CALCULATORS

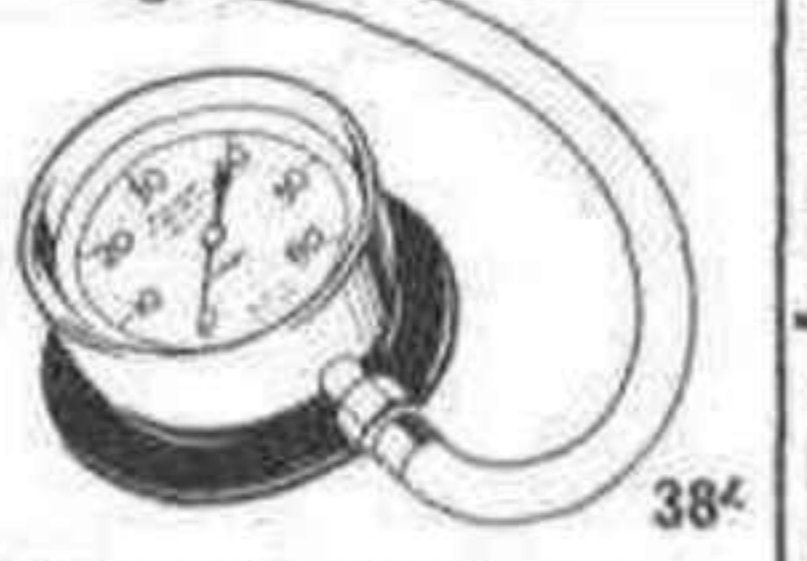
An extremely well known range with undercalculation for manual or advanced Rally and Racing drivers. Now available.

ITALIAN RACING OVERALLS

Made in Italy from finest quality materials. An excellent MASERATI and others. RACING OVERALLS are best popular with zipped ankles, four zipped pockets and elastic cuffs. Pair Blue, Dark Blue, or Bordeaux, 105/4

MASTA tyre gauge

Two piece gauge in poplar has four zipped pockets, button cuffs and elastic ankles fully stated. Pair Blue only, and spare covers, 80/4 126/4 63/4



SUPER ACCURATE - EASY TO READ. Face approx. 3" diameter. Now used by nearly all the racing teams in this country. A great investment in other gauges.

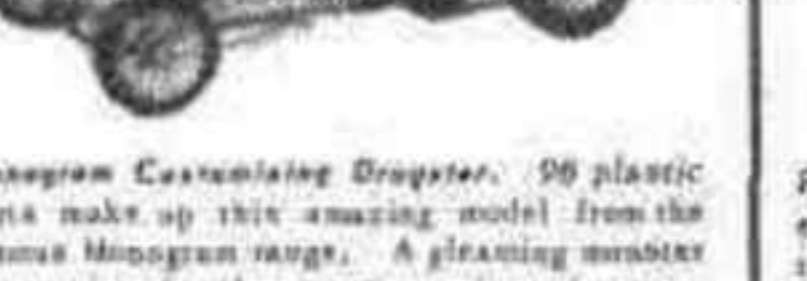
PLASTIC LETTERING 604 GBH

For making numberplates and a host of other jobs. Good quality, easy strip backing paper, easy to fit.

MOTOR BOOKS AND ACCESSORIES

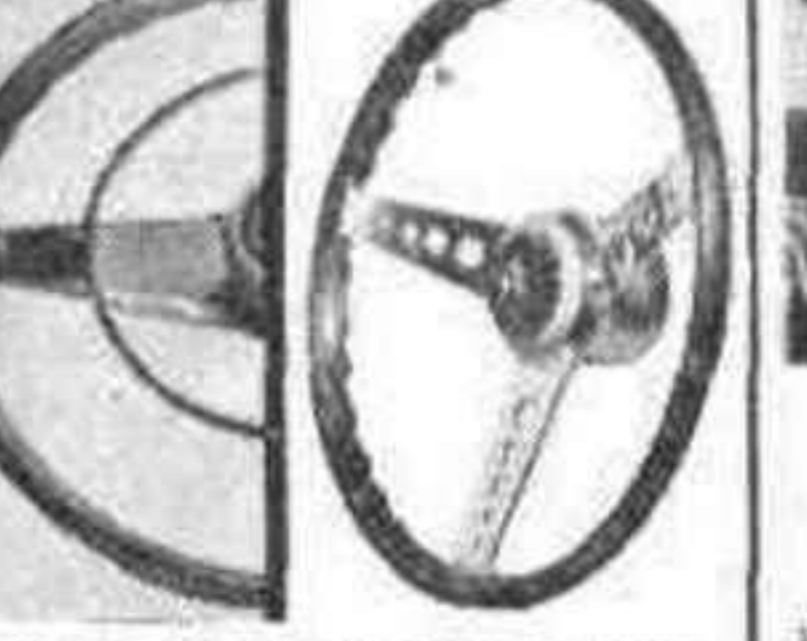
Goods Name & Address

Model DRAGSTER 25'6d



Massam Customizing Dragster. 98 plastic parts make up this amazing model from the famous Massam range. A gleaming monster in amazing detail - can be made up into your choice of six possible models, all necessary parts contained in the one kit.

FORMULA DE LUXE WOODRIMMED STEERING WHEELS



THEY FEEL GOOD, profiled rim with proper finger grips in wood with a fine finish giving the luxury feel and grip in all climates. THEY LOOK GOOD, properly designed wheel and boss to take existing horn button, ring etc. and more up with shrouding without alteration in electronics or self-cancelling devices, with a rim of personally selected West African Mahogany. THEY ARE THE RIGHT PRICE, nowhere in the world will you get such a well designed and good looking wheel at so low a price. THE HIDDEN ASKET, the metal of the frame continues right round the rim and is usually enclosed by the wood which is both bonded and secured in the metal by screws hidden by the black chest line.

- WHEELS NOW AVAILABLE FOR
Austin A40 15" 3 spoke £9.17.6
Austin 7/Mini Mini 15" 3 spoke £9.12.6
A/N Sprite 15" 2 spoke £9.12.6
Jaguar Mk IV (1, 2, 3, 4, 5, 6) and XK 140/150, 16" 3 spoke £10.17.0
Rearview Dupleton 15" 3 spoke £9.12.6
Riley L3 15" 3 spoke £9.12.6
Tri Herald 15" 3 spoke £9.12.6
Sunbeam Alpine 15" 2 spoke £9.17.6
Sunbeam Rapier 16" 2 spoke £9.17.6
Volkswagen 1959-62 (incl. 1300) 15" 3 spoke £10.17.6
MANY OTHER MAKES ALSO COVERED, FORD, HILLMAN, MORRIS, etc.

The HULL Car Compass

Essential for Rally drivers and a most useful accessory for general motoring on unfamiliar grounds. The meters have been established for 25 years and have their own models available.

MODEL 700 in Grey w/ Jet Black with mounting bracket 75/3
MODEL 800 as above but illuminated 88/4

STOP PRESS. NEW BOOKS

- A RACING DRIVERS WORLD, by Rudolf Caracciolo 21/4
THE MOTOR BOOK, Edited by T.R. Nicholson 28/4
OLDTIMERS - Aston van Allen Tappin, 16 colour plates with German text etc. - Merco 1914/ Lancia 1912/American Underwing 1910/ Kiesel 1927/Mercedes SS 1928/Bentley 1924/ Rover 1928/Cord L29 1929/Bentley 45 Blower 1930/Dagmar Type 51 1931/Dagmar Type 52 1934/Underwing SJ 1935/MG K3 Rapier 1951/Bentley Imp 1955. 24/4
SLEEPLESS KNIGHTS, by Sprinzel 22/4

POWERED MODEL MERCEDES W196



Powered by famous American Thunder-Drome engine that gives simulated top speed equivalent to 150 m.p.h. Bonnet opens to give access to buffer adjustment and engine parts. Rear wheel drive by new toughened plastic shaft gives long and fast-working life. Smart looks in red and chrome. It is long, many interesting features. Complete with motor, centre post and driver. Display model now on show and open to inspection from all-converts. £12.19.0.

A.M.T Trophy Series Kits



1929 MODEL-A FORD ROADSTER/'ALA-KART' Double Kit, 25/3. This is a new kit available for the first time in this country. We have previously had the rest of this fabulous series, listed below, but have hesitated to advertise these because we may have had disappointed some of you but we feel we can no longer keep these kits secret. We feel sure that if you are unlucky you will use mind waiting until further supplies arrive. Dragster/Fiat (double kit) 25/3 1940 Ford Coupe 20/- 1959/60 Ford Tudor Sedan 20/- 1952 Ford V8 Coupe 20/- 1952/60 Ford Tudor Sedan 20/- 1956 Ford Coupe 20/- Model-T Ford/Dragster (double kit) 25/3

Heavy Duty Mud Flaps 37" pr.



Fit these CONTINENTAL MUD FLAPS for better external protection in your own car and those following from behind. Flying mud and stones are a menace in all instances. LARGE REFLECTORS serve as extra safety factor. Available in Blue or White heavy duty rubber.

BENDIX ELECTRIC FUEL PUMPS

Without doubt the best fuel pump on the market. Servicing 'New' Now being applied in every British Grand Prix Competitor. Cooper, Lotus, Lola, BRM, Brabham, Argon, and many other makes. Minimum number of working parts, easy to mount. This is for people who want maximum reliability in competition or general motoring.

Weight 1 lb. 13 oz. Max. Delivery 30 gph Price £10.13.0.

FOR SALE—continued

- JAGUAR XK120, 1954**, registered 1955. "C" engine, w/wheels, radio, heater. New hood, twin exhaust system, petrol pump, clutch assembly. Resprayed royal blue 1961. £345 o.n.o., or exchange VW or similar. Burton, 41, Milbourne Lane, Esher, Surrey. Tel.: Esher 3075. [4856]
- BENTLEY 3½, 1935**, Park Ward saloon. Mechanically perfect, body excellent. Brakes relined. M.O.T. cert. £185. Tel.: ORPington 23713. [4875]
- TALBOT 75 saloon, 1937**. Very sound order. £100. Taxed year. Choveaux, 28, Bury Walk, S.W.3. Tel.: Flaxman 7010 (weekends, Horley 4391). [4876]
- TALBOT 105 saloon, 1936**, sound condition. 22, Castle Avenue, London, E.4. Tel.: Larkswood 2667. [4877]
- DAIMLER 7-seater limousine**, costing initially some £10,000 and in superlative condition, lately the property of world-famous member of Royal House, and a car which has no duplicate. Overseas inquiries considered and car will be sold to highest bidder before end of month. Box No. T.878, or Tel.: Evans, Oakwood Hill 322. [4878]
- H.R.G.**, in very good condition, full weather equipment, including tonneau. Tyres as new. Spare engine. M.O.T. £265. Tel.: LANgham 1535, or RELiance 6341 (after 5.30 p.m. and weekends). [4879]
- ALEXANDER-CONVERTED MORRIS Minor**, 1952. Full conversion. New tyres, carbs., hood. Respray white. Exceptional condition. £210 o.n.o. Inston, 14, Church Vale, Birmingham, 20. Tel.: Northern 2328. [4880]
- RILEY 1½-LITRE, 1948**, black. Heater. Recent Gold Seal engine, brakes relined, steering, exhaust overhauled. Bodywork, tyres very good; mechanically excellent. Bills available. M.O.T. certificate. £165. Tel.: Potters Bar 53495. [4881]
- 1959 TR3A**. Immaculate white. £615 o.n.o. Numerous extras, w/w., o/d., etc. Flat 14, 11, Basil Street, S.W.3. Tel.: KEN 1809 (evenings). [4882]
- ROLLS-ROYCE, 1934, 20/25** James Young sports saloon. Excellent tyres, battery, tools, original handbook, heater. Excellent condition. M.O.T. £285. J. Ellinghouse, 111A, St. Mary's Lane, Upminster, Essex. [4883]
- ALLARD sports**. Complete weather equipment. Tested. £100 or nearest. Must go. Hempstead, 9, Dawes Avenue, Hornchurch. [4884]
- TC M.G. GEARBOX**, excellent condition throughout, £12. Pair chrome 12v. windtones, £3. Stevens, Tel.: PAL 8623 (evenings). [4885]
- TALBOT 14/45, model 65, 1935**, six-light saloon. Traffic clutch, preselector gearbox with automatic upward change. Extensively and professionally rebuilt by well-known Sheffield Talbot specialist—bills for over £250 since January '61. Sale includes spare engine, dynamotors, transmission, radiator, etc. Send s.a.c. for details. Offers? Salt, 47A, Westbourne Road, Sheffield, 10. [4886]
- 1934 AUSTIN NIPPY**. Reconditioned engine—Brooklands. M.O.T. Well shod. Mechanics good. Body fair. £75. Tel.: Livingstone 2425. [4887]
- NON-STANDARD TRIUMPH** Yimkin-converted 1960 Herald. 0-60, 17 sec. One owner. Many extras, including ammeter, oil-pressure, water-temperature, fog light, wireless. This fast and exciting car cost £900 and has been scrupulously maintained. £600. Tel.: TOT 5907. [4888]
- 1959 SPRITE**. Slow, unmodified, many extras. All systems "go." One owner. £415, or try haggling. Tel.: Bishops Waltham 385 (weekends). [4889]
- VOLKSWAGEN**, regd. 1960. L.H.D. Good condition. £165 o.n.o. Bretton, Elmstead Market, Colchester. [4890]
- RAILTON, 1949**. Last one made. Drophead coupé, black and silver grey. Excellent condition (M.O.T.). £250. Wyld, 437, White House, Regent's Park, London, N.W.1. [4891]
- DIESEL-ENGINED BLUE LABEL Bentley**, fitted with a P6 and David Brown gearbox and overdrive, giving 30 m.p.g. and 75 m.p.h. at 2,800 r.p.m. Freestone and Webb aluminium saloon in good all-round condition. A well-equipped car, heater, spots, blinkers, screen-washer, with recent new springs, wheel and gearbox bearings, battery starter and dynamo. £350. Tel.: CHI 0746. 34, The Avenue, Chiswick, London, W.4. [4892]
- 1938 RILEY KESTREL**. Engine recently overhauled, new valves, brakes relined, new generator, new tyres, partial rewire; original chrome; bodywork excellent. Passed M.O.T. test. Will haggle from £140. Box No. T.893. [4893]
- JUPITER, 1953**. Heater, almost new hood; 7-year tested. Well maintained. Bargain at £280. Harwood, End House, Heath, Derbyshire. [4894]
- M.G. TD**, ivory, with new p.v.c. hood, screens. Excellent mechanically, undersealed. Radio, heater and screen-washers. Stage II tuned and taxed until June. First £300 cash secures. Short, The Stables, Old Portslade, Hove, Sussex. [4895]
- RARE ROAD-RACING M.G.**, factory J4. Excellent original bodywork, new hood, sidescreens, racing screen, etc.; hydraulic brakes, reconditioned engine, flowed high-compression head, new carbs. Part exchange vintage 3-litre Bentley saloon, tourer, or £170. Cranfield, Saddlers, Hooe, Battle, Sussex. Tel.: Ninfield 542. [4896]

FOR SALE—continued

- VINTAGE 1932 MONACO**. Monte Carlo winner. £65. Warren, 39, Eastview Avenue, London, S.E.18. [4897]
- PORSCHE 1500**, regd. 1960. R.H.D. Excellent condition. New tyres, silencer. Decoked. £575, or exchange for cheaper car. Seen London or Midlands. Tel.: WOO 5095. [4898]
- 1927 COWLEY open 2-seater/dickey**, complete, fair general condition. New remoulds, standard bores, instruction book. Easily restored. Offers around £35. Smith, "Dunster," Bushey Lea, Ongar, Essex. [4899]
- 1,500-c.c. JENSEN G.T. saloon, 1954**. Best offer. Exchange. Vaughan, Tel.: Bedford 67400 (daytime). [4900]
- BUGATTI TYPE 57 Gangloff d.h.c.** Recellulosed, retrimmed. Engine rebuilt. Hydraulic brakes. Superb throughout. Good history. £700; no offers. Box T.901. [4901]
- LOTUS SEVEN**. Tuned 100E, c/r. gears, R55, weather equipment, upholstery. £350 o.n.o. Tel.: Pangbourne (Berks) 244. [4902]
- JOWETT JAVELIN de luxe, 1953**. Two owners. Excellent cond. £150 o.n.o. Griffiths, Kirby Wiske, Thirsk. [4903]
- ASTON MARTIN, 1934**, Mark II saloon. 1,500-c.c. engine completely rebuilt 2,000 miles ago. Body excellent condition. Lesadd, 61, Borrowdale Avenue, Harrow Weald, Middlesex. [4904]
- BENTLEY 3-LITRE, 1923**. Rebuilt, registered 1958. In very good condition. About £300. Holloway, 4, Birdhurst Court, Woodcote Avenue, Wallington. Tel.: Franklin 2353. [4905]
- ASTON 2-LITRE saloon**, excellent mechanically and bodily. £130, offers. Collins, Dorney Cottage, Heathfield Drive, Redhill. Tel.: Ruislip 6448 (weekends). [4906]
- 1956 COOPER CONSUL**. Laystall crankshaft, chrome liners, magnesium alloy wheels, five new Michelin "X" tyres and tubes, G.T. saloon aluminium body. Many extras. 30,000 miles only, one owner. £275. Tel.: Chiswick 1106. [4907]
- TR2, 1955**. Exceptional. Resprayed. Recon. engine. New hood/screens; heater, radio, "X." £350. Tel.: Uplands 1870. [4908]
- "MOTOR SPORT"**, March 1955-March 1962. Complete or volumes. 21, Bloomfield Street, Ipswich. [4909]
- MANY RILEY SPARES**, inc. wheels, axles and radiator. Tel.: Parkhouse, Leatherhead 3800. [4910]
- BENTLEY, 1929, 4½-LITRE** tourer. Fabric body by Cadogan. Bills for £400 since 1959. £450. Tel.: Weybridge 5847. [4911]
- 1960 FIAT 600 saloon**. Excellent condition, 18,500 miles. 50 m.p.g. on cheapest fuel! Engineer owner going abroad. £380 o.v.n.o. 184, Orchard Way, Shirley, Croydon. Tel.: SPR 3157. [4912]
- ALVIS SILVER EAGLE**, handsome open Hooper body, outstanding performance. £225. Tel.: Western 5681 (evenings). [4913]
- BRISTOL 400 2-LITRE saloon**, 96 b.h.p. Engine and all major components renewed last five years, records kept. M.O.T. certified. No insurance "loading." Present owner nine years. £450. Tel.: Richmond 7684 (evenings). [4914]
- BARGAIN: ROCHDALE G.T.** Low mileage. Woodhead Monroe suspension. Lively performance. Very smart throughout; owner built. Ideal tourer/commuter. Given away at £190. Tel.: STR 4248. [4915]
- BENTLEY, 1938, 4½**, attractive Mulliner pillarless aluminium saloon. Black. Superb engine. New tyres. £185. Box No. T.916. [4916]
- SUNBEAM RAPIER, Series II, 1958**. Duo-green. Overdrive, Webasto roof, S.U. carburettors, radio, fog and reverse lights, screen-washers, Koni shock-absorbers, Weathermaster tyres, safety belts. £625 gns. No dealers. Tel.: Sevenoaks 52824 (after 7). [4917]
- 1961 HERALD convertible**, Shorrock supercharged. Radio; soundproofed. £625 o.n.o. Tel.: HAR 4099 (daytime). [4918]
- TURNER-CLIMAX, 1960**. Too fast for old gentleman. 18,000 miles. Hard-top, sliding screens, c/r. gears, discs, w/w., heater, washers. Pure delight. £575. Tel.: Leytonstone 3800 (office). [4919]
- M.G. TD**. New tyres, hood, tonneau. Engine/body good. £350 o.n.o. Tel.: WELbeck 9766 (evenings). [4920]
- TRIUMPH ROADSTER**. A perfect example of a classic *marque*. Owned and little used by a retired gentleman for most of its life. Perfect mechanically, bodily, etc. Plus radio and heater. £220 o.n.o. Please Tel.: Sunbury 3190. [4921]
- S.S.100 JAGUAR**, 2-seater, 2½-litre, 100-m.p.h., 1937 sports model. Restored to mint condition with no expense spared. Resprayed in Alfa red, reupholstered in black throughout, rewired completely. A car which will make modern sports-car owners blush with jealousy. Tel.: WES 1651 (office); ISL 1656 (home). 105, The Grove, Isleworth, Middlesex. [4922]
- HEALEY SILVERSTONE**. Greatly reduced since last month. 1950. Red. Very fast. £200 o.n.o. to Granville Smith, 26, Barons Court Road, W.14. Tel.: SHE 1136. [4923]
- FIAT 600, 1957**. Good condition. £285. 38, Green Road, Birmingham, 28. [4924]

FOR SALE—continued

- R.R.A.** space-frame racing chassis, front suspension, steering assembly, torsion bar rear suspension, Austin-Healey diff. ass., four wheels. Gunn, Birdwood, Huntley, Gloucester. [4924]
- FIAT 500 ENGINE** complete, runner, £10. Gearbox, £5. Rear axle, £5. Sunbeam Stage II head, manifold, carb., £12. TA M.G. head, £4. 27, Cornfield Street, Milnrow, Lancs. [4925]
- MERCEDES 230 cabriolet, 1939**, v.g.c., M.O.T., £115. B.M.W. sports, 1½-litre, 6-cyl., new hood, smart, £155. Box No. T.926A. [4926A]
- SUNBEAM-TALBOT 2½-LITRE, 1957**, respray, 46,000, r. and h., one owner, mint, £500 o.n.o. M.G. VA saloon, 1938/9, reconditioned engine, nice, offers. Box No. T.926. [4926]
- 1949 BENTLEY 4½ Mk. VI saloon**. One owner from new. Immaculate condition, very little use, 45,000 miles. £550. Box No. T.927. [4927]
- FAST MINOR 1000 de luxe convertible**. Excellent condition, 31,000 miles. Twin S.U.s, raised compression, special exhaust, full tonneau. £425. Neale, Home Farm, Hadzor, Droitwich. Tel.: 3246. [4928]
- 1940 ROLLS-ROYCE Wraith semi-razor sports saloon**. Complete engine overhaul 3,000 miles ago. History. M.O.T. certificate. Tyres good. £400. Dr. Harrowes, 8, Learmonth Terrace, Edinburgh. [4929]
- E.R.A. R12B** in Bira's racing colours of blue and yellow. Recent overhaul. A very large collection of valuable spares is included. £775 delivered to Southampton. Import duty does not apply. Further details from Murray, 120, Leicester Road, Loughborough, Tel.: 4060, or the owner, Mr. A. Gillespie, P.O. Box 1601, Salisbury, Southern Rhodesia. [4930]
- M.G.-A ROADSTER, 1958**. Blue. Hard- and soft-tops. Tonneau, luggage rack, heater, w/washers, reversing lights. Many extras. Carefully maintained. Immaculate. £520. Tel.: Isleworth 6303. [4931]
- ROLLS-ROYCE, Nov. 1936**, 25/30 sports saloon. Ivory aluminium streamlined body. Ride control, one-shot lubrication, sliding roof, radio, heater, tools, mascot. M.O.T. certificate. Low mileage. Exceptionally outstanding car. Cintra, Park Road, Cheadle Hulme, Cheshire. Tel.: Hulme Hall 3266. [4933]
- TRIUMPH DOLOMITE, 1939**. Black. Possibly best-kept model in England. Owner chartered mechanical engineer. Heavily rechromed. Total mileage under 90,000. Small oil consumption. Trial. £160. 8, Ercroft Way, Twickenham, Middlesex. [4934]
- HEALEY SILVERSTONE E-TYPE**. Excellent condition mechanically and bodily. £310. Norton, 11, Williams Grove, Corsham, Wilts. [4935]
- JAGUAR 3½ saloon, 1947**. Smart and sound. £75. Williams, 177, South Parade, West Kirby. [4936]
- FORD SPECIAL**, fibreglass body. 1172. New carburettor, battery, crown wheel and pinion, flashers, reversing lamp. £145. 36, Ardsey Road, Worsbro' Dale, Barnsley. [4937]
- NO MEAN PERFORMER: 1934 Riley Nine**, Replica pointed-tail 2-seater. Engine, chassis, brakes, body and hood superb. J. A. C. Smith, 34, Stoke Hill, Bristol, 9. Tel.: 683192. [4938]
- M.G. sports car, £100**. First registered 1939. Professionally rebuilt 1956. Almost spotless. Mechanically very good. Heater. Well worth looking at. A very genuine buy. Details: Hillcrest Mink Farm, Teignmouth. Tel.: 129. [4939]
- BULLNOSE MORRIS COWLEY, 1926**. Almost concours (run-con-rod). £160. Crankshaft, cylinder head, A35, Engine A30. Offers, 26, Kingswood Road, Longbridge, Birmingham. [4940]
- 1959 FAIRTHORPE**. Herald engine. Immaculate, fast and carefully used sports car. Real bargain. Extras. £325. 28, Lowden Avenue, Liverpool, 21. [4941]
- JAGUAR XK120, 1954**, black drophead coupé, excellent condition. M.O.T. tested. (XK150 enforces sale.) H.P. possible. £335. 2, Clatford Lodge, Anna Valley, Andover. Tel.: Andover 3935 (home), 3904 (office). [4942]
- FORD 105 EQUIPMENT**. 1100 F.J. engine, raced once, £200. 1480 engine, used, £210. S/h. standard 105 and 109 engines, £75. 1100 F.J. block, pistons, rods, crankshaft, new, £75. Three used 105 F.J. heads, £25 each. Assorted camshafts, crankshafts, inlet and exhaust manifolds. Four pairs new 40DCOE Webers, £55 pair. Six sets 1½ twin S.U.s, £20 set. Mr. Louig, Tel.: CIT 6011. B.C.M./Fellows, W.C.1. [4943]
- M.G. TC, 1949**. Superb condition. Tonneaux, twin spares, etc. Fully comprehensively insured and taxed. "West Winds," Norlands Lane, Egham. Tel.: Chertsey 2493. [4944]
- DOLOMITE**. M.O.T. Excellent condition generally. Not insured. Genuine bargain. Engine rebuilt. £65. 18, St. Peter Street, Winchester. [4945]
- APRILIA, '37**. One of my pair, for sale. "X" tyres, Big Zenith. 70 m.p.h. cruising. £110. Bish, Tel.: Reigate 5175. [4946]
- ROLLS-ROYCE 25.3-h.p., 1934**, engine, no head, good bottom end; inspection invited. Gearbox, ride control fitted. B/A., prop.-shaft, radiator, chassis; steering column. Tel.: SUT 5389. 20, Anchorage Road, Sutton Coldfield, Warwickshire. [4947]

FOR SALE—continued

- TWO TR2 HARD-TOPS.** One maroon, laminated with sliding sidescreens; one white fibreglass. Drakard, Hartest (Tel.: 204), Suffolk. [4948]
- HILLMAN MINX** estate car, 1958. Blue. Excellent condition. £450. Leigh, Colchester Road, West Mersea, Essex. [4949]
- ROCHDALE-FORD.** 1961 regd. Tube chassis, divided front axle, coil suspension, hydraulics, heater, washers, flashers. Well finished, almost unused. £250 o.n.o. Willis, Hercules Hill, Summerseat, Nr. Bury, Lancs. [4950]
- 1950 2½ RILEY** roadster, 3-seater. New hood. Tested. £150. Mr. Sadler, 28, Atlantic Way, Greenhill Estate, Sheffield, S. [4951]
- TR2.** Fast, economical, immaculate. Balanced engine, w/wheels, hard-top, heater. £330. Tel.: Maidstone 51005. [4952]
- HEALEY SPRITE, 1960.** Wireless, heater, washers, underseal. Excellent condition. H.P. arranged. £465. 34, Linney Road, Bramhall, Stockport. Tel.: Bramhall 736. Or London by arrangement. [4953]
- SPRITE, '58.** Blue. 27,000. Superb condition. Radio, heater, etc. £355. Tel.: Dollis Hill 8422. 57, Braemar Avenue, Neasden, N.W.10. [4954]
- SUNBEAM-TALBOT 80** convertible, exceptional. Just overhauled. Many replacements. £165. Harding, 2, Antrim Grove, N.W.3. [4955]
- RILEY 2½, 1949.** Excellent condition, new engine. "X"s. M.O.T. cert. Radio, heater. Genuine bargain. £200 o.n.o. Tuck, 42, Hardens Mead, Chippenham. [4956]
- 1932 RILEY NINE** Monaco Weymann body saloon. Mint condition inside and out. Under 20,000 since new. Stored most of life. New tyres, battery. Drive away. Full history. Offers. S.A.E. for details. Dunlop, Curraghbinny, Carrigaline, Co. Cork. [4957]
- BENTLEY STANDARD STEEL** saloon. Pet car, hardly used. Mileage 50,000. Written history and authenticated mileage by makers. Perfect Bentley motoring at only £950. Box No. T.958. [4958]
- XK150S 3.8** roadster, red/black. Pet car, hardly used. Mileage 6,000. Maximum revs. 3,000 to date. Still tight. £1,950. Terms, exchanges. Box No. T.959. [4959]
- M.G. PA.** Ford 93A engine, reconditioned 3,000 miles ago; two 1½-in. S.U.s; Aquaplane manifolds. Body sound, but respray required. M.O.T., taxed. £75 o.n.o. Jones, 4, Clarence Square, Cheltenham. [4960]
- ALVIS TA21, 1952,** black. Well maintained, much spent but decock desirable, therefore £160. M.O.T. Brewer, 22, Kington St. Michael, Chippenham. Tel.: Kington Langley 200. [4961]
- SS27K RILEY KESTREL** Sprite. Best offer over £100 secures rare model in excellent condition. Twin S.U., heater, radio; well shod. M.O.T. Box No. T.962. [4962]
- FRAZER NASH-B.M.W.** Very special 328 coupé. Completely reconditioned. Full Bristol mods, including remote gear control. Maintained and serviced by A.F.N. Rewired and converted to 12-volt system. Borrani caps, Carlotti steering wheel, extra instruments and every other conceivable extra. Fullest details to enthusiast. £350. H.P. possible. Tel.: Cardiff 24780, or Caerphilly 2340 (evenings). [4963]
- BERKELEY "FOURSOME," 1960,** four wheels, 4-seater model. Yellow body, kingfisher blue hard-top. Excellent appearance. Machine now surplus to requirements and garage space needed. Approx. £260 to clear. Gillies, 81, Chestnut Copse, Oxted, Surrey. [4964]
- FIAT 600, 1956** model. V.G.C. New engine, battery starter, 1,500 miles ago. Blue. Fast, economical. £205. Terms if required. Birmingham, Tel.: HIG 2445. [4965]
- 1960 GIULIETTA SPRINT,** red. Motorola radio. £1,300. Priory Lodge, Follifoot, Harrogate. Tel.: 82130. [4966]
- LISTER-CLIMAX** coupé body, all aluminium construction, complete with all glass, ideal "special" builder. Also TR3 front apron and grille, as new. Offers. Box No. T.967. [4967]
- ROUGH TA** engine forces sale of v.g. PA (M.O.T.), £50. Wadsworth, "Lincaren," Silver Street, West Huntspill, Highbridge, Som. [4968]
- 1961 TR3A** (60 regd.), white, black soft-top. Heater, luggage rack, safety harness. Genuine 15,000. Tel.: Kirkham 3062. [4969]
- PARTIALLY COMPLETED E.B.** Ford. Boxed Popular chassis, i.f.s.; new or reconditioned parts. Over £170 spent. Henderson, 304, Yarm Road, Darlington. [4970]
- 1928 AUSTIN SEVEN.** Unique foursome body. Completely rebuilt 1957 and sound. Much admired. Passed M.O.T. (coupled brakes 55"). Tel.: BAR 3104. [4971]
- TWIN S.U. SPRITE** carbs., unused, complete. Offers. 62, Robson Avenue, N.W.10. Tel.: WIL 5411. [4972]
- COMPANY OF FRIENDS** purchasing fall-out shelter selling XK120 drophead, 1954, fast enough to escape. £245. Rolls 20/25 owner-driver worthy of dying in, £145. Mercedes 170S '51/52; M.O.T.; looks and runs like a new one; £135. 3½-litre Jaguar, M.O.T., 100 m.p.h. if you're lucky; new tyres; genuinely superb; £65. Also some vans and utilities cheap. Tel.: PUTney 6871. [4974]
- ROLLS-ROYCE.** A most attractive 20/25, 1935. Hooper sports saloon. Mascot. M.O.T. Taxed. £275. Cope, 239, Barton Road, Barton Seagrave, Kettering. [4975]

FOR SALE—continued

- TURNER B.M.C., 1958,** two owners. Low mileage. Extras. Excellent condition. B.R.G. £300. Drew, 5, Walton Road, Aylesbury, Bucks. [4973]
- ASTON MARTIN, 1938,** 2-litre d/h. with dickey. Test certificate. Taxed May. £150. Evenings or weekends. Tel.: Guildford 4465. [4976]
- JAGUAR 2.4,** Aug. 1958, only 22,000 miles from new, Special Equipment model. Disc brakes all round, radio. Maintained and serviced privately. Full workshop manual with car. Whole car as new. Best offer. 27, Dudding Road, Goldthorn Park, Wolverhampton, Staffs. [4977]
- 1932 VAUXHALL CADET** saloon. Passed test; taxed. Nice car. £60. Sheldon, 334, Godstone Road, Kenley, Surrey. [4978]
- ALLARDS.** Two especially good. One owner, L-type sports, £100; K-type sports, £130. New engines/hood, etc. H.P. for enthusiast. Baker, 161, High Street, Teddington, Middlesex. Tel.: TED 2096 or Esher 4032. [4979]
- FAIRTHORPE, '59,** Herald 948 c.c., sensible mods, coachwork improvements. Maintained Peter Butts. Light/dark blue. £325. Roberts, 51, Fordwych Road, N.W.2. [4980]
- RILEY NINE MONACO, 1938.** Sound body. Overhaul, bills available. M.O.T. £40 o.n.o. Tel.: Bennington 605 (Herts). [4981]
- JAVELIN, 1953 (May),** S.III de luxe. Heater, new Gold Seals, headlights, full engine overhaul. M.O.T. A three-owner car. 63,000. Excellent condition. £175. Richardson, "Westdene," Barnham, Bognor Regis. [4982]
- 1938 2½-LITRE JAGUAR** S.S.100, red, for sale. Performs well, 10-year tested. Wants good home. Box No. T.983. [4983]
- 1929 COWLEY** open 2-seater. Very good mechanically and bodily. £75. Also some 1926 Cowley spares, engine, gearbox, axles and chassis. D. Howard, Querns, Windmill End, Ewell, Surrey. [4984]
- BENTLEYS.** Mk. VI, 1952, big-bore engine, pristine condition, £875. 1948, 53,000 miles, first-class car, £550. 1928 3-litre V.D.P., original, £475. Alvis Speed 20-h.p., 1934, M.O.T. certificate, £165. Apply Box No. T.985. [4985]
- 1939 BENTLEY 4½,** MX Park Ward saloon. £375. Box No. T.986. [4986]
- MINOR, 1950** tourer, 16,000 on reconditioned engine. Twin S.U.s. Derrington head, manifold. Makes Series II look sick! Nearest £140 takes. "Neitherfields," Much Hadham, Herts. Tel.: 3370. [4987]
- DELOW.** Available after April 16th. Tyres, hood, mechanics all good. Just right for spring! 1951. £180 o.n.o. P.R. Lt. Ford, Officers' Mess, R.A.F., Leeming, Yorks. Seen London weekends. [4988]
- WHAT BIDS?** M.G. TA reconditioned engine, one big-end gone, otherwise good. Also 1½-litre gearbox, clutch plate, superb, £10. B. Stevens, 2, Phoenix Court, Marine Drive, Bognor, Sussex. [4989]
- AUSTIN-HEALEY 100/4,** 1954, good condition. Radio, heater, spot, reversing, tonneau; new tyres. Mr. How, Tel.: Kingston 7466. [4990]
- M.G. TC, 1946.** Enthusiast rebuilt regardless of cost. As new throughout. Certainly one of the finest models available. Genuine reason for sale. £350. Box No. T.991. [4991]
- ROLLS-ROYCE PHANTOM II** sedanca de ville, 1934, by H. J. Mulliner. One owner 58,000 miles. Excellent condition. Ride control. £325. Full particulars, Major Chichester, Wiscombe Park, Colyton, Devon. Tel.: Farway 252. [4992]
- 1½-LITRE SINGER** 1c Mans Speed Model. Excellent condition. All spares. £210. Haley, 10, Acacia Grove, S.E.21. Tel.: GIP 7654. [4993]
- 1933 TALBOT 65** sports saloon. Coachwork by Darracq. Outstanding original specimen, bodily and mechanically. 55,000 miles only. Rare opportunity for Talbot enthusiast. £200. Tel.: St. Albans 52052. [4994]
- M.G. TD, 1950.** New engine, 11,000 miles ago, new hood, 2 tonneau covers, hard-top, heater, twin spots. M.O.T. cert. £260. Tel.: CLF 2053 (after 6 p.m.). [5034]
- RILEY 2½-LITRE** sports saloon. Black, in good condition, 60,000 miles. Owner posted overseas. Offers. Major Welsh, R.E.M.E., Rose Cottage, Tockington, Bristol. [5038]
- 1951 SUNBEAM TALBOT 90** saloon. One owner. Rootes maintained. No prangs. Alpine close ratios. Latest conversion steering. Anti-roll bar and spring. Utterly reliable. M.O.T. £125. Tel.: Brentwood 1521, after 7 p.m. or weekends. [5051]
- GORDINI.** 9,000 miles, fitted Rudds £110 conversion, lowered suspension, high ratio steering, etc. 90 m.p.h., 40 m.p.g. £575. Tel.: Bridlington 3237. [5054]
- MORRIS MINOR TOURER, 1951.** New tyres, battery, brakes. £150 o.n.o. 2, Larchlands, Penn, Bucks. Tel.: Penn 3019. [5055]
- M.G. TC, 1949.** Red. Overall condition good. New clutch, brake-linings, seat covers. Mechanically perfect (M.O.T.). Extras include twin-tones, luggage-rack, sealed beam headlights, wipers. £235. London, W.1. Tel.: HUNter 2168. [5057]
- LAGONDA RAPIER, 1938,** Ranalagh saloon. Mechanically sound, body poor. £45 o.n.o. Passed M.O.T. 157, Hainault Road, Romford. Tel.: 46573. [5058]
- AUSTIN RUBY BITS** Very Cheap. Penn (Bucks) 3019. [5056]

FOR SALE—continued

- TR:** Gearbox, £20; back axles, £11 and £20; front suspension, £10 a side; windscreen, £8; and various other parts. M.G.-A body, new chassis and front suspension, £100; new Kapien alloy head, complete unit with twin carbs, offers. Box No. T.059. [5059]
- 1952 ALVIS TA21** drophead coupé. Metallic blue finish, grey hood, black hide interior. Engine modified Grey Lady spec. Mechanically, body and interior in very good order. M.O.T. £275; part H.P. Tel.: Tulse Hill 1353. [5060]
- MERCEDES BENZ 180,** 1956, model. R.H.D. Petrol. Brilliant black, ex-diplomatic car. Recent Mercedes check over. A perfect car. £550. Tel.: Archway 3737 (London). [4996]
- MANCHESTER MAGNETTE, 1956, ZA.** Grey. 75 lbs. nil. Radio. Very clean. 48,000. £385 or H.P. 77, Hollin Lane, Middleton, Lancs. Tel.: MID 4328. [4998]
- 750 ASHLEY SPECIAL.** Hard-top. Many mods. to body and chassis. First regd. Feb., 1961. Good condition. Taxed. Quick sale. £160. D. Fincham, Haygreen Farm, Blackmore, Ingatestone, Essex. Tel.: Ingatestone 50 (business hours). [5000]

WANTED

- ROVER, ALVIS, MERCEDES** sports tourer. Maximum 1½-litres. Must be in excellent condition. Barmby, Two Sisters, Odiham, Hants. [4335]
- WOULD ANY KIND** sports enthusiast sell Austin Healey, 100/4 1955 or '56/'57. M.G.A. or 55 TR2 to an enthusiast with slight disablement. No dep. £8 to £10 per month. Box No. T.293. [4293]
- SPRITE/TR2.** Any condition considered. £300 cash. Alderson, 37, Broadway, Darlington, Durham [4370]
- MERCEDES-BENZ** club requires pre-war spares, handbooks, catalogues, photographs. Librarian/spares, Registrar, 14, York Terrace Mews, N.W.1. [4311]
- WANTED:** A good vintage or P.V.T., sports or sports racing car. Reply Box No. T.312. [4312]
- RILEY WANTED:** 1938 16-h.p. or 9-h.p. Kestrel 1934. Must be perfect. Photographs returned. c/o 18, Norman Avenue, Haydock, or Tel.: New Brighton 3978 (week-ends). [4313]
- VOLKSWAGEN REQUIRED.** 1958 or later. Cash for right car. Box No. T.314. [4314]
- WANTED:** ROLLS '20' radiator, horizontal shutter type, lamps to match — must be superb condition. Galloway, 2, Wellfield Rd., Huddersfield. [4315]
- WANTED:** WORKSHOP manual. Jaguar Mk. 5, 1950. Pullen, 10, Blenheim Road, Shirley, Warwickshire. [4316]
- WANTED:** M.G. TD, wings, front apron, and bumper. Dixon, "Woodside," Frimley Road, Ash Vale, Surrey. [4317]
- GOOD PRE-WAR** Rolls-Royce, reasonable price. F. Saunders, Mosewick Cottage, Suckley, Wores. (276) [4342]
- ASTON MARTIN.** DB2-4 bonnet. Austin-Healey 100-6 hard-top, would consider damaged unit in either case. Box No. T.343. [4343]
- PRIVATE BUYER WANTS** Jensen interceptor in July. Reply: Parry, National Provincial Bank House, Chepstow, Mon. [4357]
- ROVER TEN OR TWELVE** (preferably convertible); chassis, body good, above average. Offers. Arrow, 62, Malmain's Way. Tel.: Beckenham 4212. [4362]
- AUSTIN SEVEN CHUMMY.** Good condition London and S.W. England area. Tel.: Farnham 5562. [4368]
- WANTED:** R.-R. Twenty (1932). Set of wings and two rear main leals. Box No. T.379. [4379]
- ALVIS DIFFERENTIAL** 3.84 to 1. Macdonald, 12, Warrender Park Terrace, Edinburgh. [4380]
- BENTLEY 4½ 1937** handbook. Full Edition. Henry, St. Mary's Farm, Beenham, Berks. [4401]
- WANTED:** Pressurised crank shaft for unblown Austin Ulster 1931. Shore, Scalby Mount, Church Lane, Mirfield, Yorks. Tel.: 2267. [4403]
- WANTED:** Two-seater Swallow bodied Wolsley Hornet. Body-need good. Warrillow, Hill-Cote, Lancaster Road, Newcastle, Staffs. Tel.: 69644. [4418]
- ALTA HEAD CONVERSION** for 1950 s.v. Minor. Hickman, 15, College Rise, Maidenhead, Berks. [4419]
- MINOR 1000 CONVERSION.** Jap 4-stud racing engine. New surplus Renold Roller Chain. Box No. T.441. [4441]
- WANTED:** MOTOR SPORT Vol. V. Oct. 1928 to Oct. 29. Bound or unbound. Good price paid. Emmott, Appletree Farm, Chipping Warden, Banbury, Oxon. [4442]
- TRIUMPH ROADSTER 1800/2000.** In first-class condition, London or Home Counties. Apply Box No. T.443. [4443]
- WANTED:** 1929 American-type Z.E.L.S.S. Headlamp glass or complete lamp, also pair or scuttle-type side lamps, also American-type. Newman, "Syringa," High Street, Chobham, Surrey. [4445]
- 1953 JOWETT JUPITER** for light car and cash. 68, Park Avenue, Worcester. [4456]
- 1600 PORSCHE,** no objection to body or mechanical repairs. Wallace, Wier Lodge, Littlebourne. Tel.: 378. [4479]
- MERCEDES DIESEL** 170D or 180D wanted up to about 1957. Must be basically sound. R.H.D. Jones, 2, Brent Mansions, Brent Street, N.W.4. Tel.: Hendon 6174. [4481]
- 2.4 JAGUAR** around £500. Details to Flat 6, 207, Sussex Gardens, London. [4482]

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- 1957 SUNBEAM RAPIER sports saloon. Overdrive, radio, extras, specimen ... £485
- 1957/8 Model ZODIAC convertible, with extras, small mileage, beautiful condition ... £465
- 1953/4 LAGONDA coupé, vantage engine, just reconditioned cost £300, magnificent specimen ... £450
- 1959 DAUPHINE sports saloon, carefully used, super tuned ... £395
- BRISTOL 400 sports saloon. Excellent condition, recently overhauled ... £285
- 1948 M.G. TC sports. Spotless black cellulose, choice of 2 from ... £245
- 1936 LAGONDA 4½-litre pillarless sports saloon. In mint condition. M.O.T. certificate ... £185

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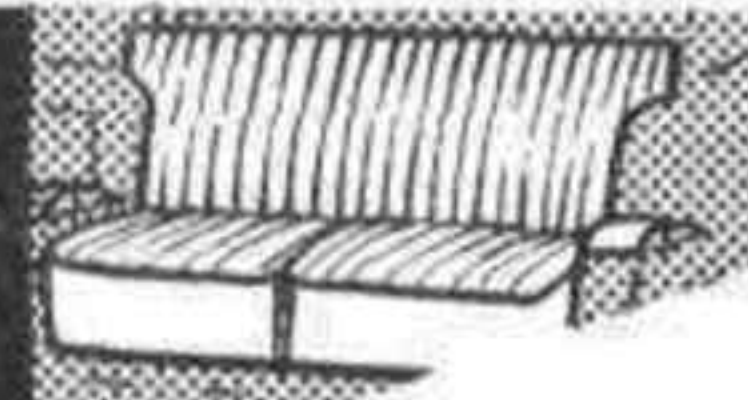
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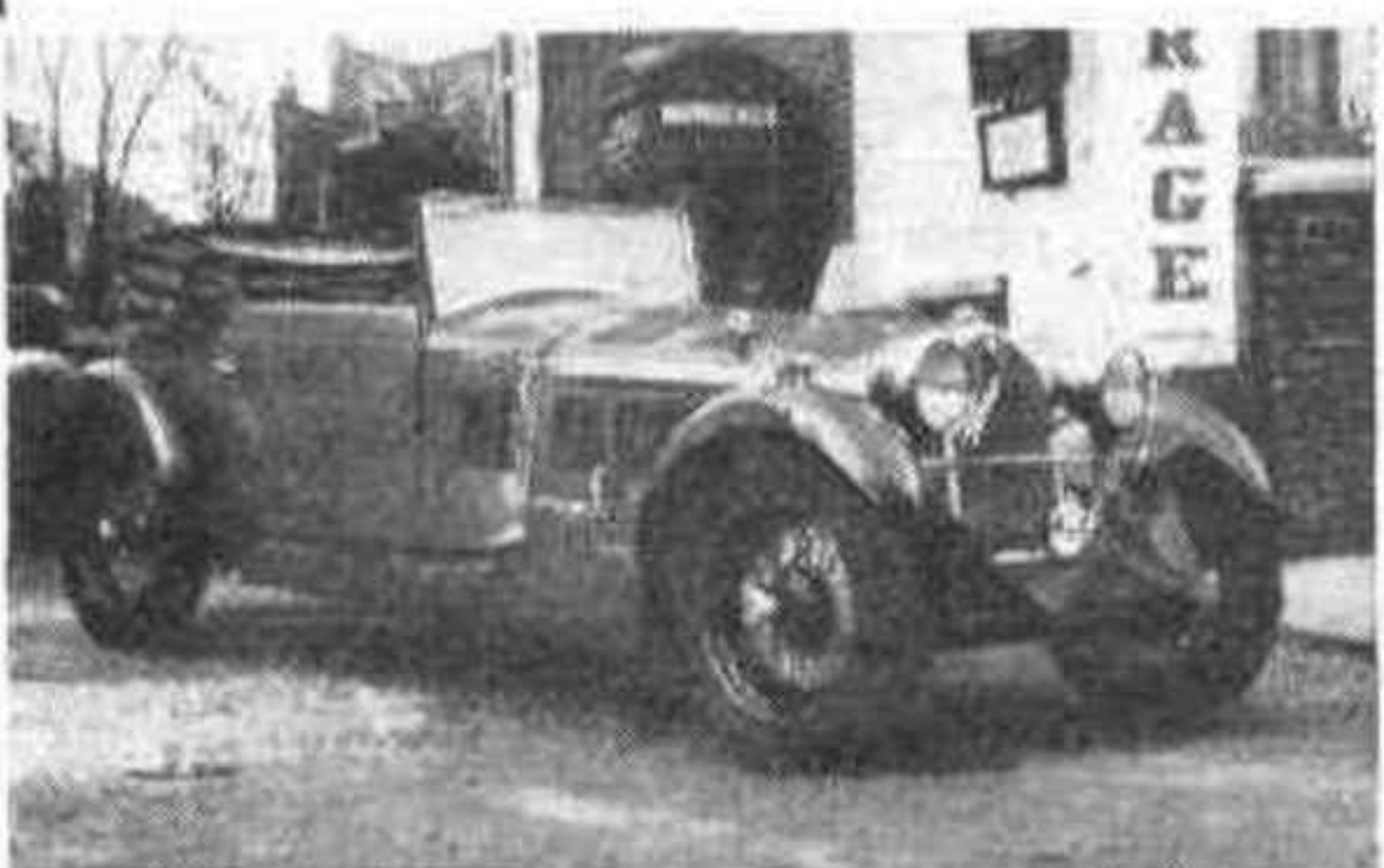
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1954 FIAT V8 2-litre 2-seater G.T. coupé. The only example of this model available in England. Independent suspension all round; 120 m.p.h. Cost over £4,000 new. Engine rebuilt by Laystalls; all spares available £875



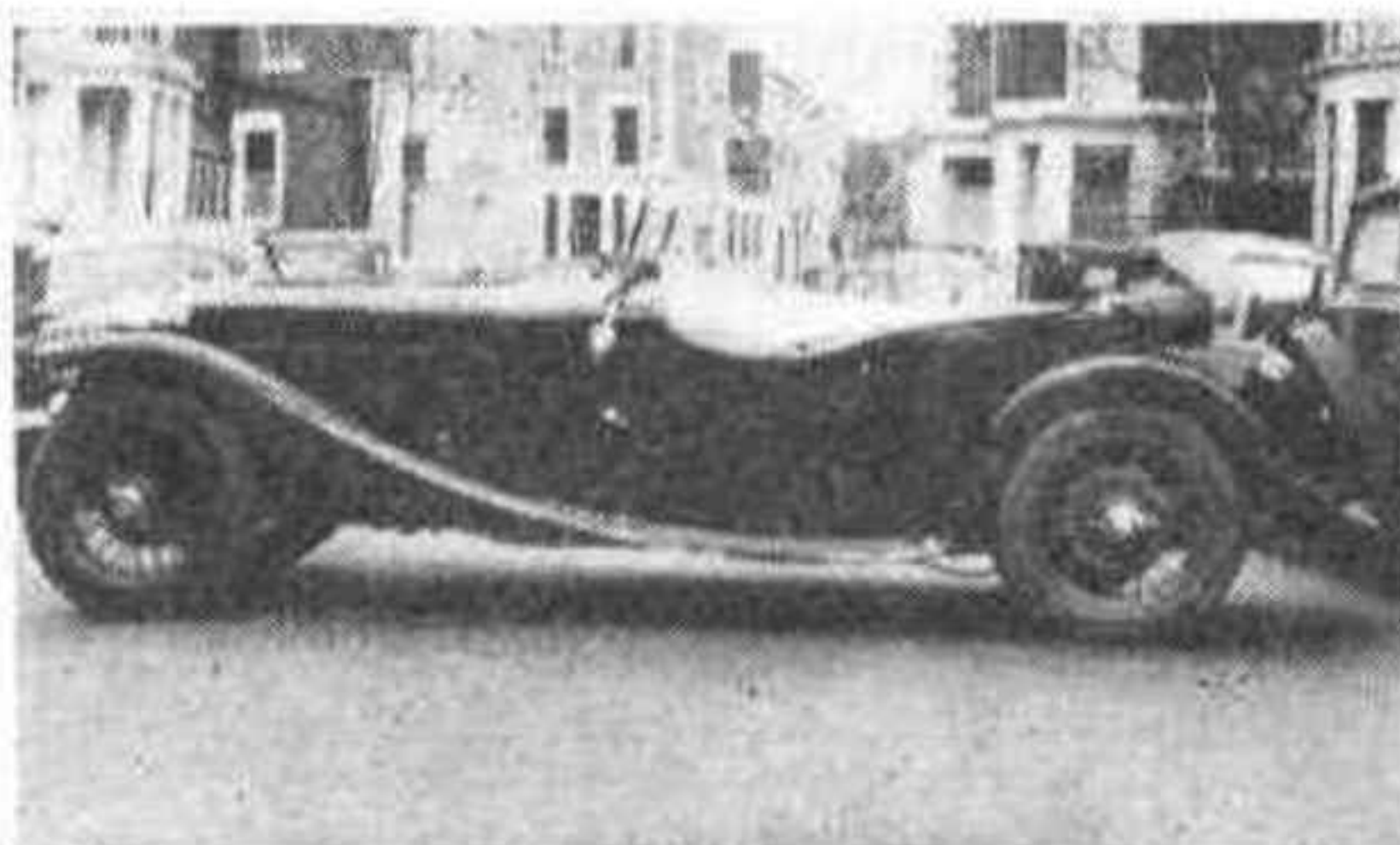
MASERATI

1955 MASERATI A6 C.G.S. sports/racing 2-seater 140 m.p.h. £795



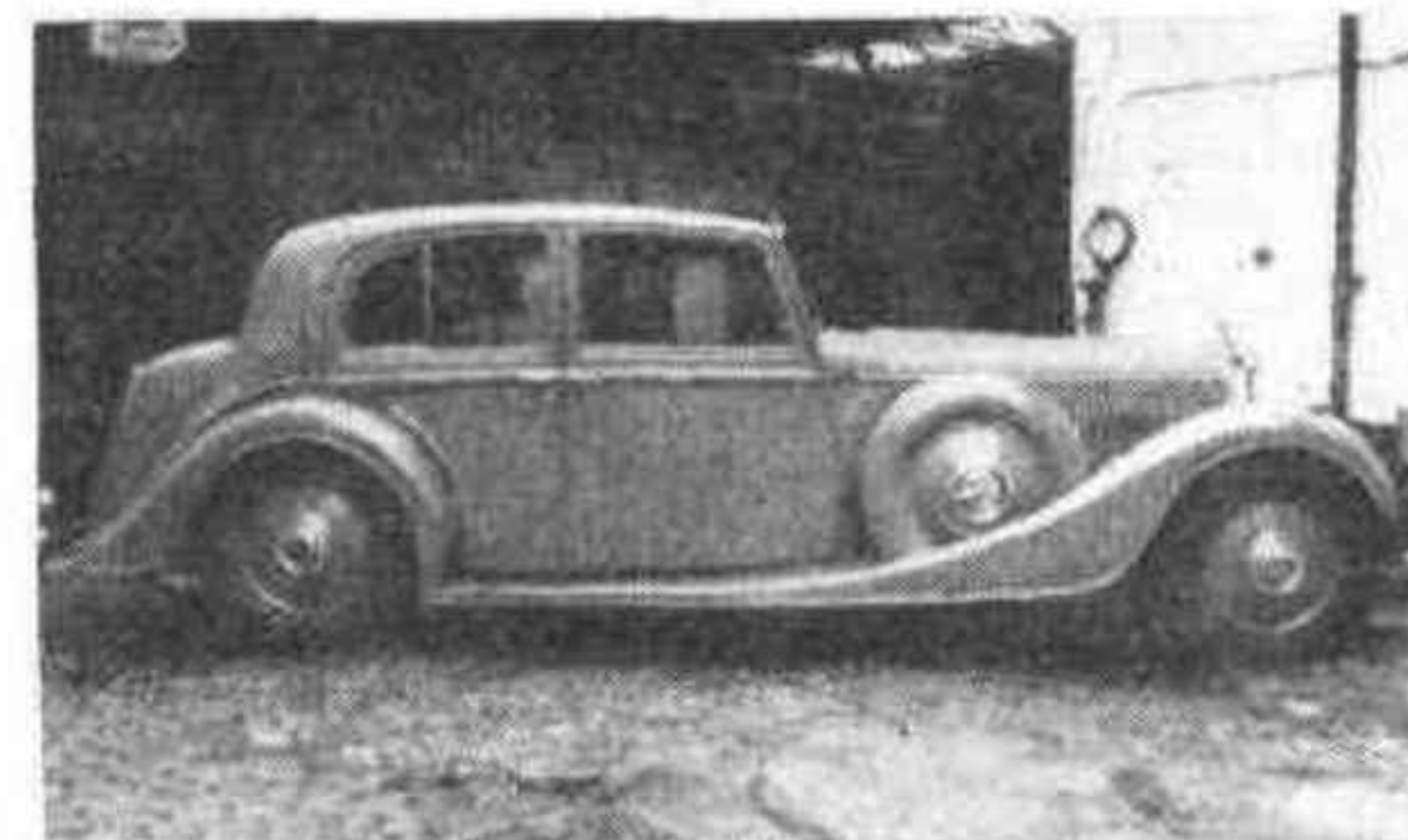
ALFA ROMEO

1930 ALFA ROMEO 1750 c.c. 6-cylinder twin O.H.C., 2/4-seater drophead coupé. In excellent order £325



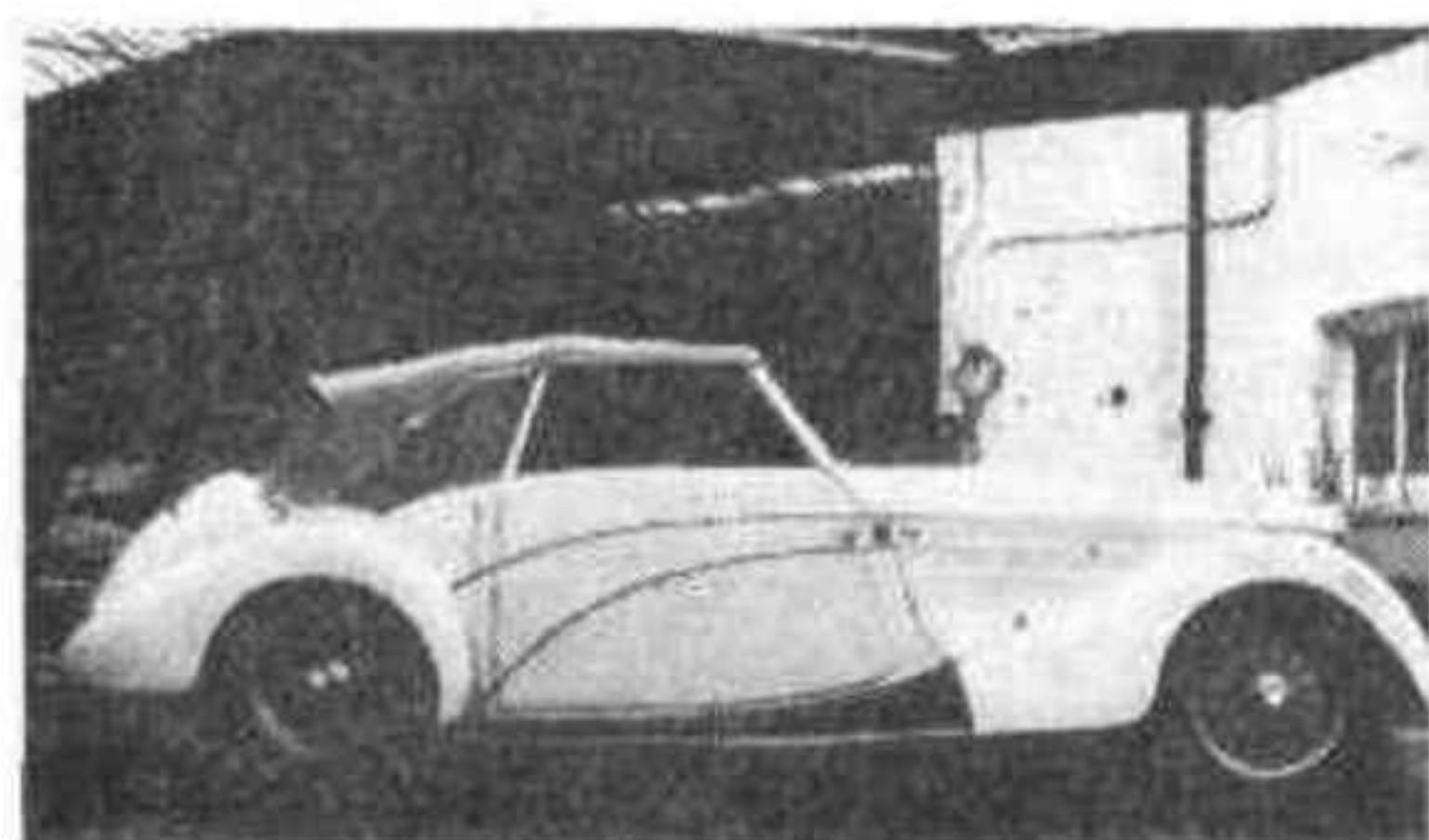
A.C.

1935 A.C. 4-seater tourer; recent complete overhaul. Good weather equipment £225



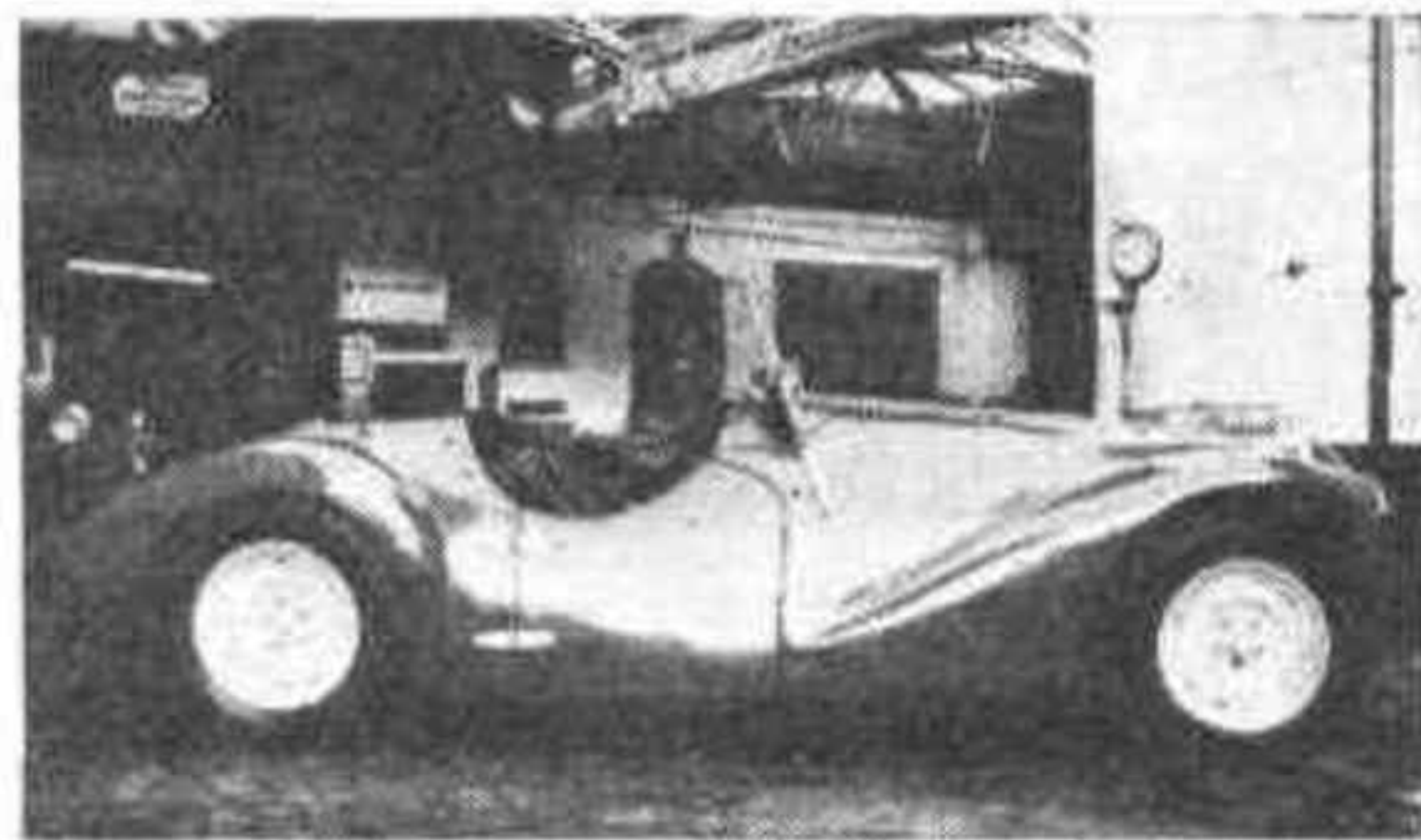
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1940 BENTLEY 4½-litre MX series, overdrive. Van den Plas pillarless saloon, in immaculate condition £565



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1948 CONNAUGHT 1½-litre sports/racing 2-seater. Ex-team car. Engine overhauled and recellulosed £325



LANCIA G.T.

1955 LANCIA B20 series 4, 2½-litre G.T. coupé. Floor change, recellulosed and reconditioned £775

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1935 BENTLEY 3½-litre 4-seater, 4-door tourer by Freestone and Webb with detachable rear wind-screen, retrimmed and recellulosed. A very rare and attractive model £645

1933 ROLLS-ROYCE 20/25 4-seater drophead coupé, excellent chassis with most attractive coachwork. Full details and price on request.

1937 ROLLS-ROYCE Phantom III Mulliner 7-passenger limousine: cocktail cabinets, picnic tables, speaking tube, excellent chassis £395

1934 LAGONDA 16/80 4-seater tourer; recent overhaul, good order throughout £245

1938 MERCEDES-BENZ 230 4-seater drophead coupé, in good original order £175

1926 DARRACQ 20/98 Weymann sports saloon in original condition £275

1936 FIAT Ballila 508S 2-seater; overhauled, full weather equipment £165

SUPERCHARGED ROVER 75 1953 L.H.D. Arnott low pressure supercharger, good bodywork, surprising performance £245

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1953/54 LANCIA B20 series 3 G.T. coupé, floor change, many extras, checked in our workshops £650

1952 LANCIA B20 series 2 G.T. coupé, 2-litre engine, Nardi manifold, recent complete overhaul £545

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WANTED—continued

LAGONDA RAPIER by private buyer. Must be in good, near original condition. Good cash price offered. Open model preferred. Box No. T.483. [4483]

ENTHUSIAST REQUIRES reasonable A.C. 2-litre Saloon. Leighton, 22, Oaks Avenue, London, S.E.19. Tel.: GIP 3184. [4484]

MERCEDES BENZ 500K—540K roadster. 1935 to '37. Mechanical condition not important. Body should be restorable. Consider a 320 coupe if it has the same clipped wing styling, export. Box No. T.485. [4485]

WANTED: Minor S.V. blower kit. Details and price. Hudson, 54, Thoro'fare, Woodbridge, Suffolk. [4486]

ASHLEY FORD 1172 Saloon. Urgently required. Reasonably priced. Room for two children. Box No. T.496. [4496]

FINISHED/UNFINISHED 1172 G.T. or similar. Fullest details. Sensible price. Cash. Surrey. Box No. T.524. [4524]

ALLOY CROSS-FLOW head and conversion equipment. Wanted for Sprite. St. Margaret's, Roslin, Midlothian. [4525]

FAMILY OFF-HAND. Young at heart grandfather therefore seeks Lotus Seven or kit. Selling immaculate Dellow, too stately, £150. Pearce, 25, Brading Avenue, Southsea. Tel.: Portsmouth 31600. [4526]

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CASH AWAITS cheap 3½/4½ Bentley, Rover 14/16, Aston, Alfa or Lancia in running order. Worcs/Glos area. Box No. T.528. [4528]

WANTED FOR MINI. Twin S.U.'s, manifolds, Speedwell exhaust system. Whitehouse, 45, Mill Lane, Knowle, Warwickshire. [4529]

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LAGONDA, blown or ex-blown 2-litre wanted. Excellent M45 Rapide for sale. Evans, Shudehill, Hayfield, Stockport. Tel.: New Mills 2002. [4575]

ENTHUSIAST STILL SEARCHING for really great car. Any condition, crashed or concours. Anything considered, e.g. Alfa, Aston, Frazer-Nash. Also Anzani or Meadow's engine wanted. Tel.: REL 4960. [4576]

VOLKSWAGEN GEARBOX converted to Hardy Spicer half-shafts. Box No. T.577. [4577]

M.G. TA ENGINE wanted very urgently. Preferably in running condition and in the Midland area. Please state specification and condition. Evans, 34, Rodborough Road, Dorridge, Solihull. [4578]

TR 2/3 WANTED. Will purchase best value offered. Details and lowest price please. Jackson, 116, Sunnybank Road, Potters Bar, Middlesex. Tel.: 55109. [4613]

OVERDRIVE, suitable M.G. Magnette ZA. With or without G.B. Tel.: Tewin 267. [4614]

WANTED: Accommodation near London, for one preserved double deck bus. Day, 60, Farm Road, Edgware. [4615]

JENSEN INTERCEPTOR convertible. Any Condition. Strachey, 41, Westbourne Terrace, London, W.2. Tel.: AMBassador 2102. [4616]

TORNADO TYPHOON WANTED. 4-seater. E93A or 100E Twin-Carbs., if possible. Give all details, price required. Tel.: N/C 27719 (9 a.m. to 5 p.m.) Write Brameld, 79, Grainger Street, Newcastle-Upon-Tyne. [4617]

WANTED: Derrington exhaust for Austin-Healey 100/4. For sale. A.-H. 100/4 camshaft, distributor 1½ in. S.U.'s and manifold. Delage D8 C.H. gasket. Stevenson, 102, Nottingham Road, Long Eaton. Tel.: 396. [4618]

IF YOU ARE A YOUNG LADY, interested in T-type M.G.'s resident in Surrey or Sussex and would like male company, please write to Box No. T.619. [4619]

WANTED: Riley Adelphi 12/4 for spares, towable. Also Wolseley Hornet, sound chassis, rest immaterial, cheap but towable. J. S. Tallett, "Ridgeway," Corhill, Abingdon, Berks. [4620]

LOTUS SEVEN in immaculate condition. Please write giving full details and price to Box No. T.671. [4671]

1750 ALFA, 2-seater. Body condition unimportant, mechanically sound. Tel.: Farnham (Surrey) 4040. [4672]

E93A ENGINE, transmission. 15 in. wheels, etc. Details to Wilson, 35, Ainscow Ave. Lostock, Bolton, Lancs. [4673]

M.G. 2/4- or 4-seater. V.G.C. only. View S.W. Details, photos, price. Piper, 25, Sidwell Street, Exeter. [4995]

VINTAGE CAR REQUIRED. Four-seater tourer, not bigger than 1,500 c.c. Jarratt, Appletree Cottage, Avenue Road, Lymington, Hants. [4688]

COMPLETE ENGINE and gearbox assembly for 11.9 Morris Cowley, flat nosed, year 1931. Must be in good running order. H. G. Rant, Old Rink Works, Gold Hill, Gerrards Cross, Bucks. [4769]

A.C. BUCKLAND sports tourer, 1952-54. Good condition. Birmingham area. Box No. T.778. [4778]

CITROEN 2 c.v. Sound body and chassis, cheap. All other considerations immaterial. Box No. T.857. [4857]

WANTED—continued

ROLLS LIMOUSINE. Pay £350 cash for perfect specimen, year unimportant, prefer pre-1935. Box No. T.858. [4858]

SHORROCKS BLOWER KIT for s.v. Minor and/or o.h.i.v. kit. W. Allsopp, Newent, Glos. [4859]

MOTORING BOOKS and manuals required urgently. Send details for a return quote. Box No. T.860. [4860]

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. T.861. [4861]

ALFA ROMEO 8-CYLINDER, open or closed, would consider 1,750 blown. Hodson, Knapwell, Cambs. [4862]

AUSTIN CHUMMY, reasonable condition. J. R. Norris, 117, Cuckfield Road, Hurstpierpoint, Sussex. [4863]

VOLKSWAGEN DE LUXE, 1958 onwards. Cash. Private buyer. 11, Bold Street, Altrincham, Cheshire. [4864]

RILEY 2½ WANTED. Post 1948. Must have reconditioned engine. 14, Benwick Lane, Dodington, Cambs. [4865]

MORRIS SERIES II/1000 alloy or modified head, good condition. State price. Box No. T.866. [4866]

JAGUAR MARK V tourer, good condition. Sensible prices please for private transaction. All replies answered. Box No. T.867. [4867]

FOR MK. I SPRITE. Bonnet—preferably white, four road wheels, steering wheel, hood (black), sidescrims, windscreen and posts. W.H.Y.? Brown, Lanesfield, Old Road, Barlaston, S.-o-T. Staffs. [4868]

HARD-TOP FOR M.G.-A, preferably B.M.C. Also H.R.G. Derrington cylinder head. Tel.: Uddingston 3452. [5022]

TOP CONDITION HIDE interior with, or, bucket seats. Selling good pair Rotax headlamps. McLaren, Tel.: MAY 9496. [5040]

T.V.R. OR ROCHDALE Olympic. Cash plus 1954 Minor offered. 136, Clive Street, Grangetown, Cardiff. [5041]

LAGONDA RAPIER, preferably with special body. Full details please. Box No. T.042. [5042]

FOR BORGWARD HANSA 1500, 1951/2, wheel with or without tyre (6.40 x 15). Also interested in any literature relating. Prout, Boyukdere, Chatham Road, Sandling, Maidstone, Kent. [5043]

BENTLEY DIFF. or complete axle, 3.53 or 3.78. Other parts. Also 4½ or blower for rebuilding. 13, Church Street, Wellesbourne, Warwicks. [5044]

MISCELLANEOUS

INSURANCE QUICKLY ARRANGED sports cars. Comprehensive, third party. Send full details. Dugdale's, 44, Old Bond Street, London, W.1. [4319]

LE MANS, as finale to motoring holiday. Young man seeks companion. Own expenses. Box No. T.321. [4321]

WORKS TR2/3 hard-top. Cost £50. Offers. Reddish, Hazeland House, Kingston-St.-Michael, Chippenham, Wilts. [4345]

GO TOURING is taking its de Luxe Microbus to all Continental Grands Prix in 1962. For details, write to Go Touring, 35, Winchester Street, Salisbury. [4363]

HIRE PURCHASE for private transactions. Northern Counties Finance, 143, Boughton, Chester. [4381]

LUCAS No. 722 "King of the Road" pair of lamps. Offers? 17, Syke Ings, Iver, Bucks. [4421]

PERSONAL ACCIDENT INSURANCE for sports car passengers 15s. per seat. Passenger liability from £5 per £5,000. Full insurance including passenger liability arranged on Cooper Minis (drivers must be over 25). P.G. & Co., Ltd., 34, Cater Road, S.E.26. Tel.: SYD 2695. [4422]

£10 REWARD offered by hire purchase company to first person giving information of whereabouts and leading to recovery of Morris Minor Pick Up registered number 803 B.D.V., chassis number OPLVI/88425, engine number 9M/U/H 306902. Write: Western Finance Limited, 19, Cross Street, Barnstaple. [4423]

GO TO LE MANS this year. Leave London Friday evening, return Monday 9.00 a.m. We offer luxury coach travel. Admission to circuit, sleeping facilities, free cigarettes, etc., plus usual customs concessions. Arranged by enthusiasts for enthusiasts and every seat sold in 1961. Fantastic value for 11 gns. and even less for groups. Brochure from Page Tours, 8, Silverdale Drive, Thurmaston, Leicester. [4487]

LE MANS. By coach/air/rail from London. Two nights Paris. Few seats vacant. Under 18 guineas inclusive. 3d. stamp for details. 58, Collenswood Road, Stevenage, Hertfordshire. [4531]

JOHNSON 40-h.p. outboard. New, in manufacturer's crate. £208 cash. Box No. T.579. [4579]

SPECIAL JET FLIGHTS to most Continental races. Long weekend or day-return. From 12 gns. Grandstand tickets also available. Stamped envelope. Grand Prix Box Office, 29, Windsor Street, Uxbridge. [4621]

WANTED: clamp-on luggage grid, hood stick cover, black, for TR Sale, standard TR steering wheel. 178, Birstall Road, Leicester. Tel.: Leicester 814377. [4670]

FORD V8 REGISTER. Send S.A.E. for free specimen bulletin. Box No. T.675. [4675]

MISCELLANEOUS—continued

TR SOFT-TOP, white p.v.c. complete with frame and stick cover, new 1961, used once. £13. Also aero windscreen, complete. £2 10s. 4, Broomfield Green, Blakebrook, Kidderminster. [4869]

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clarke & Co., Coombe Road, Salisbury, 3s. and s.a.e. [4887]

ENGINEER has small machine shop stood idle. Would welcome one-off jobs, or experimental and prototype work. Turning capacity 3½ in. over bed, 10 in. over gap. Tool post grinding, knurling, drilling, etc. Vintage work welcome. Enquiries please to: Douglas Wood, The Cottage, Royal Oak, Filey, Yorkshire. [4870]

RESPRAYING? Do it yourself with professional equipment. Hiring rates from £3 week. 31, Brunswick Gardens, W.8. [4871]

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership. Hon. Secretary, 22, Howitt Close, Hampstead, N.W.3. [5048]

LONESOME ENTHUSIAST, bachelor, interested racing, rallies, touring off the beaten track, seeks attractive frolicsome girl as partner. Interest other than motoring is equestrian. Photos, pedigrees, etc., please to Box No. T.050. [5050]

PORSCHE 1500 Work-shop manual as new, cost £5. Accept £2 10s. od. [4523]

EXCHANGES

1948 RILEY 1½, nice condition, for the best TA, TB or preferably TC. Fullest details and photograph if possible please; I will do likewise. Griffiths, Tel.: West Coker 305 (Somerset). [4812]

1960 TURNER B.M.C. "A." Grey red trim, w/w extras. £490 + cash for Porsche or G.T. car. 92, Elmwood Way, Basingstoke. [4320]

1953 JOWETT JUPITER Series III. Reconditioned engine, heater, luggage rack, vynide hood. B.R.G. Photograph available. Wanted Morris Traveller, similar estate, or good van. Grint, 322, Oulton Road, Oulton Village, Lowestoft, Suffolk. [4344]

RENAULT DAUPHINE, Nov., 1959. White. Unmarked. Plus cash for M.G.-A fixed-head coupé. Harrison, 336, London Road, Stonegate, Leicester. [4346]

WILL EXCHANGE Jaguar XK120 in sparkling Jaguar red. Excellent chrome and mechanics. Many extras. For £195 and any car. Tel.: York 78447. [4420]

TR2. £170. Extras. Exchange Volkswagen. Consider Renault, Fiat with cash. Paintwork unimportant. Bromley, 21, Oxhey Road, Watford. [4674]

VINTAGE LAGONDA, 1929, 2-litre tourer. £55, or exchange Dellow. W.H.Y.? 50, Bateman Road, Croxley Green, Herts. [4622]

M.G. MORGAN or similar, for my perfectly immaculate little '55 Series II Morris Minor convertible. Just reconditioned engine, gearbox, hood. Cash adjustment. Or sell outright. Rose, 70, Victoria Road, London, N.W.6. [4872]

BENTLEY 3-LITRE, 1923, saloon. Original condition. M.O.T. certificate. Value £200. Exchange for interesting open sports Lotus, Morgan or Special, suitable for young wife. No hairy monsters please, male or mechanical! Auto Union 1000S de luxe coupé, 1960. Perfect, exchange for 700 green'uns, or Karmann Ghia, VW, or similar with sunroof plus cash. Other exchanges for either car considered, after April 1st. Nurseries, Chipping Campden, Glos. Tel.: 564. [5045]

EXCHANGE 7-SEATER Rolls for seven push-bikes. Richardson, 387, Padiham Road, Burnley. [5046]

1956 AUSTIN A90. Excellent condition. Sell or exchange something sporting/interesting. Anything considered if condition good. Napier, East Carlton Hall, Nr. Market Harborough, Leics. Tel.: 224. [5049]

M.G. TD, 1952, for interesting Rolls or rare classic of any type considered. M.G. is excellent. New hood, side-screens, overhauled, black with red interior. Value £315. Cash adjustment. Capt. Lemarr, 698B, Coventry Street, R.A.F., Sculthorpe, Norfolk. Tel.: Fakenham 2251, ext. 3078. [5052]

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TECHNICAL DIRECTOR requires a practical, well-educated assistant to work in Ewell, Surrey. Applicants must be able: 1. To give examples of novel design or inventive work. 2. To draw or be willing to learn to draw sufficiently well to express ideas on paper. 3. To plan and carry out experimental work and to record results accurately. 4. To use hand and some machine tools. 5. To have some grounding in physics or mechanical engineering. Write: R.S.W., 39, Cheam Road, Ewell. [4873]

WANTED. Two capable young ladies to run Filling Station, while boss works on vintage cars. Nr. Burnham-on-Sea, Somerset. Box No. T.676. [4676]

SITUATIONS WANTED

YOUNG MAN, nearly 18, seeks employment with racing or sports concern. 55, South Croxted Road, West Dulwich, S.E.21. [4874]

GRADUATE. Dip.Tech.(Eng.), 24. Wide education. Seeks employment connected with first love. Member A.R.D.A., intends entering racing. Box No. T.647. [5047]

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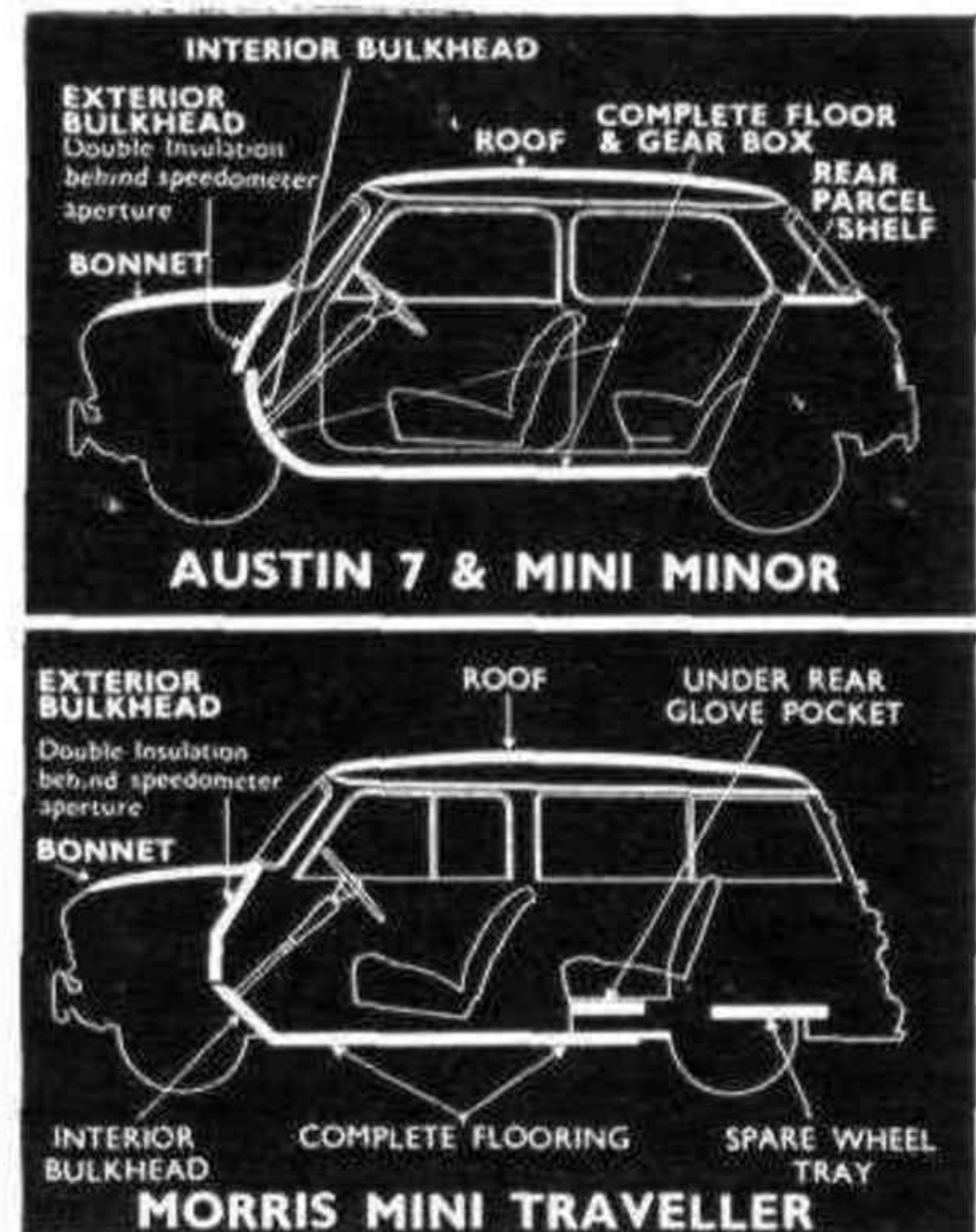
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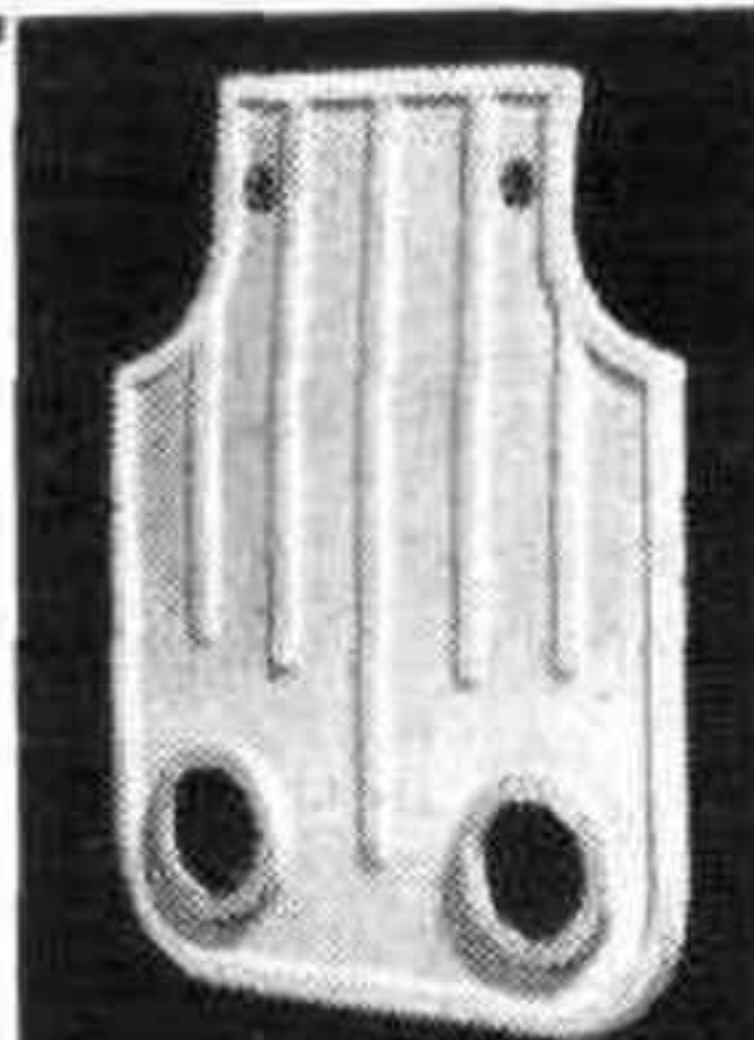
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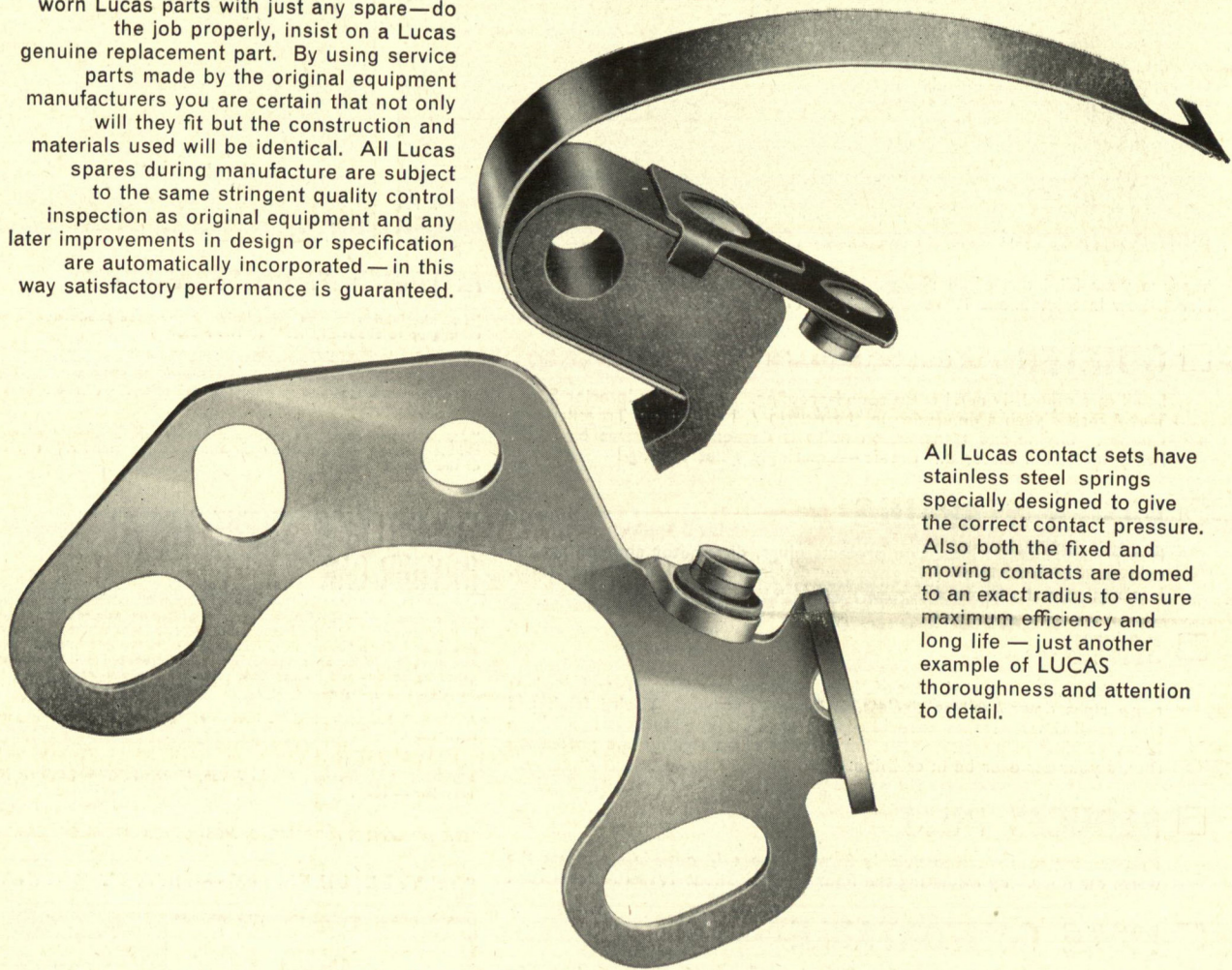
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