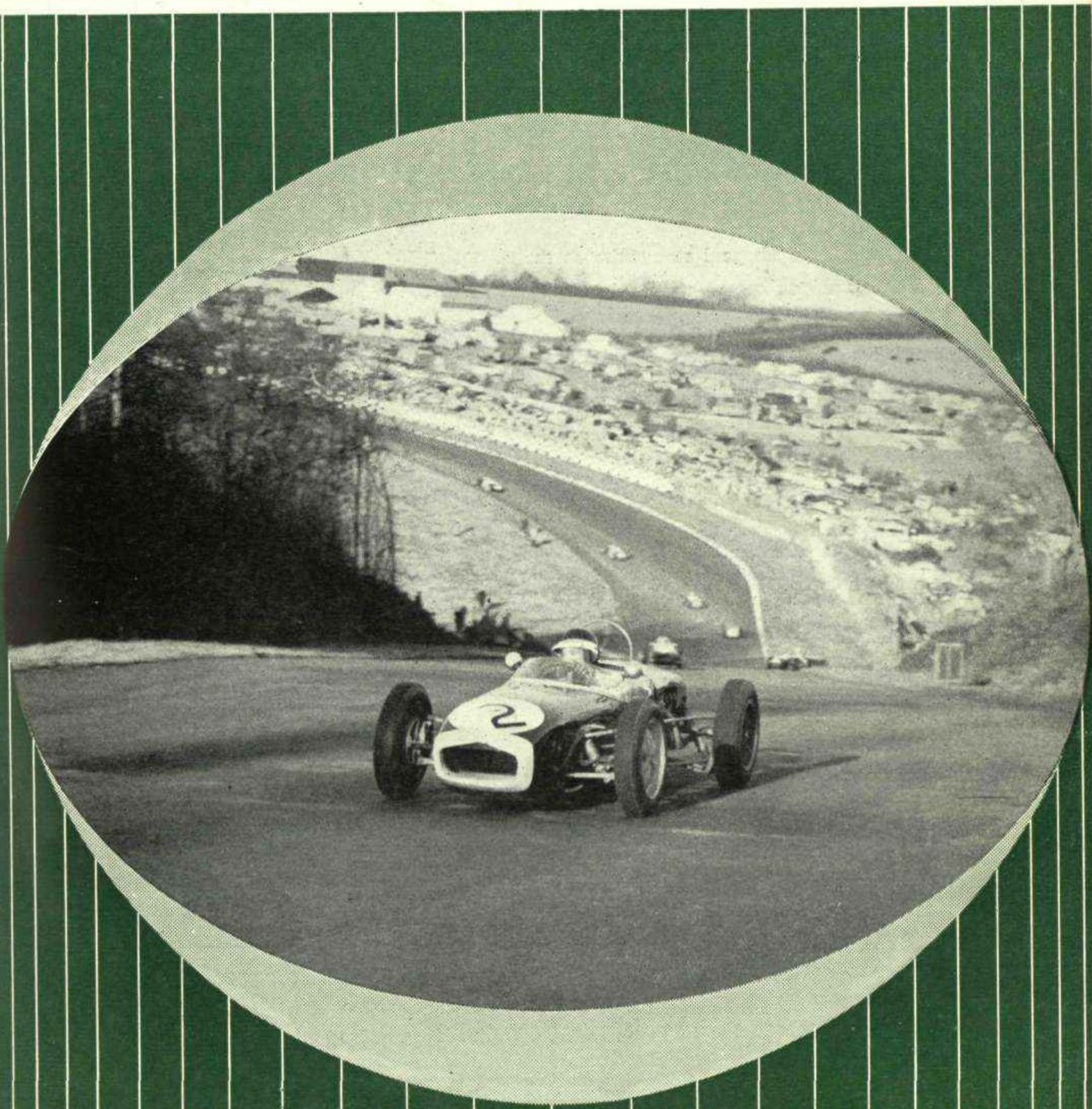
Vol. XXXVII No. 2 ONE SHILLING AND SIXPENCE February 1961

MOTOR SPORT

LARGEST CERTIFIED NET SALES 37th YEAR OF PUBLICATION



ENGINE ENEMY No. 2

Motorists "feel" me . . .

I'M GUMMY RINGS



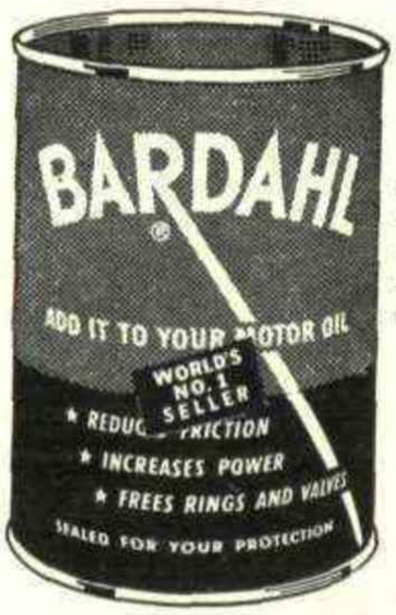
Motorists feel the difference when I start gumming up the works — loss of power, slow get-away, engine lacks life, extra wear on cylinder walls — I really can slow 'em up — but there's one thing I can't take and that's BARDAHL. As soon as I see that black and green can I beat it — *you can't beat BARDAHL.*

BARDAHL — the most advanced oil additive on the market today — does *not* contain molybdenum disulphide or "solids" of any other kind. "All liquid" BARDAHL forms an indestructible film on working surfaces, capable of withstanding extreme pressures and temperatures far beyond the destruction point of conventional oils. Result — Cleaner Plugs, Fewer Decokes, More Power, More Miles per Gallon *and death to Gummy Rings.*

Ask for protection with . . .

BARDAHL

THE *advanced* OIL ADDITIVE



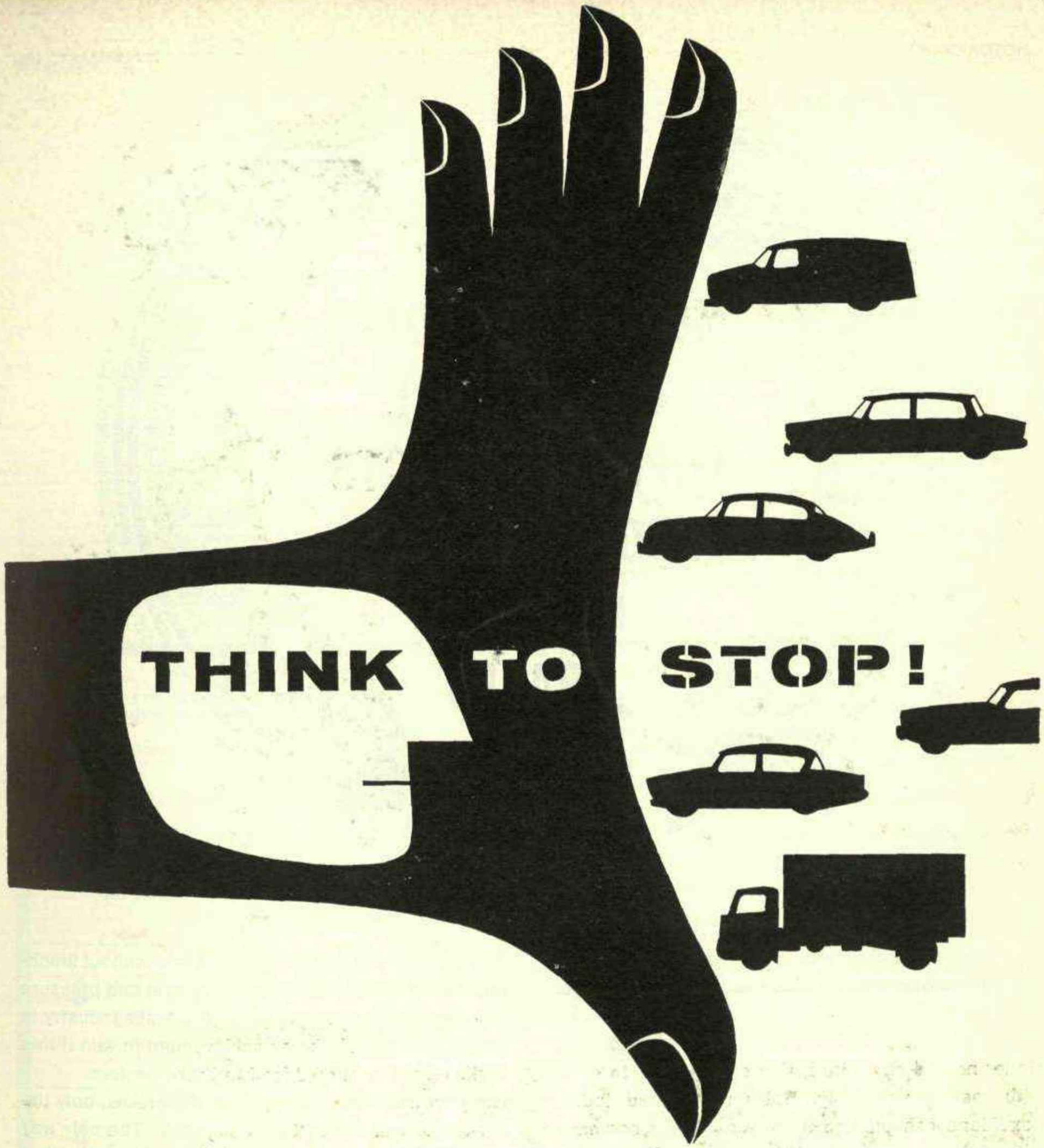
BARDAHL ADDITIVE
The World's No. 1 seller — 16 oz. tins (enough for one gallon of engine oil) cost 12/6d.



BARDAHL T. & D. for gear-boxes, transmissions and differentials — enough for four pints of gear oil — costs 8/4d.

Obtainable through branches of HALFORDS, leading garages and accessory stores, or direct from the manufacturers :

BARDAHL PRODUCTS LTD., 39 CRAVEN ROAD, LONDON, W.2 *Paddington 2213*



In the Interest of Road Safety

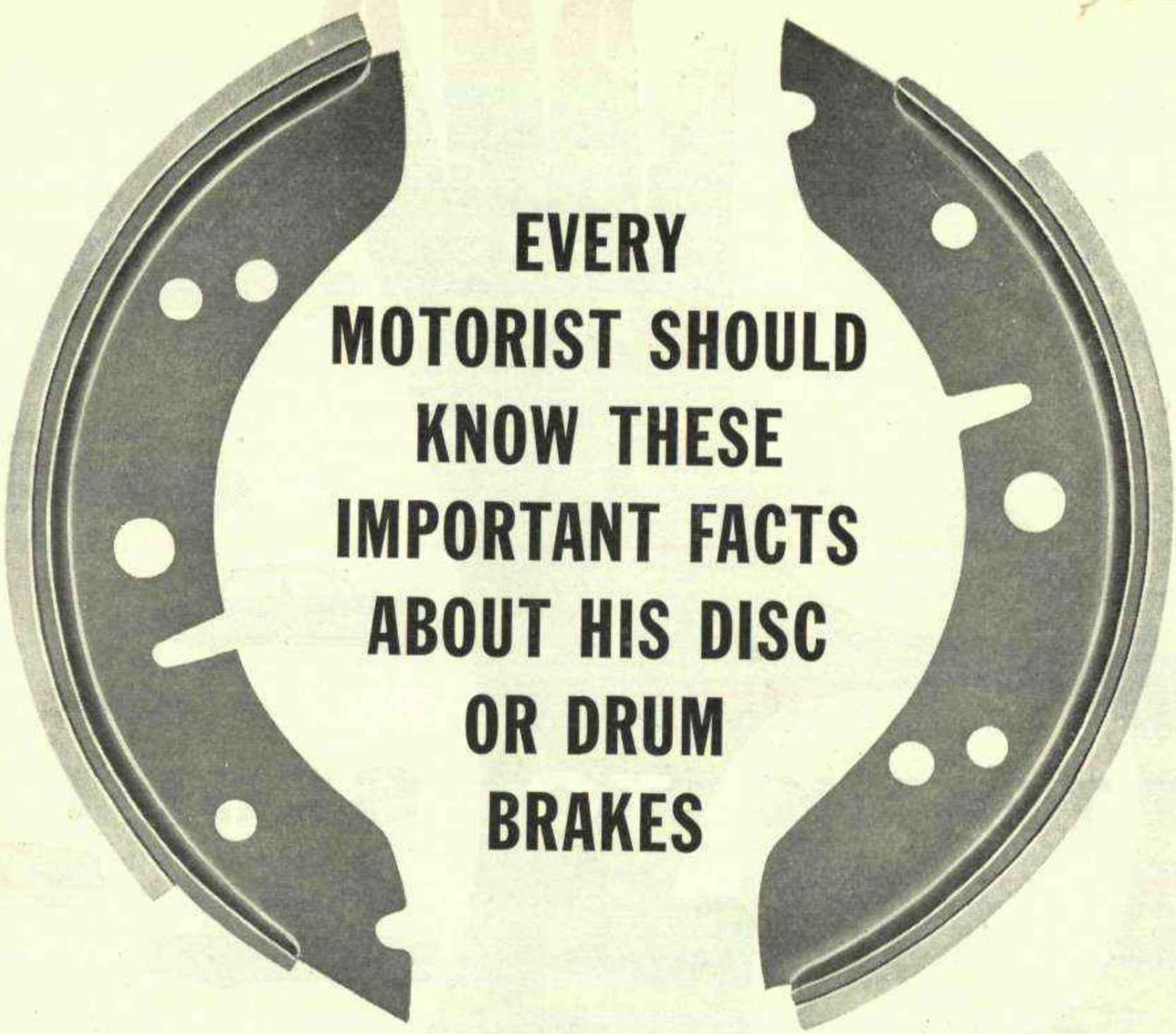
the important message on the next three pages

is presented, on behalf of the British Brake Industry,

by AUTOMOTIVE PRODUCTS COMPANY LTD.

the Service Spares Organisation for

LOCKHEED HYDRAULIC BRAKE CO. LTD.



EVERY MOTORIST SHOULD KNOW THESE IMPORTANT FACTS ABOUT HIS DISC OR DRUM BRAKES

Safe, modern brakes wear so slowly, so gradually, that in fact you never notice the wear taking place. You simply adjust your braking habits to compensate. You do this automatically, without even realising it. Under normal conditions, this enables you to drive with reasonable safety. But on the road today, conditions can change from normal to emergency with frightening speed and suddenness. Then, if you have neglected your brakes, there is no way you can compensate for it.

Tough, long-wearing brakes—that take without flinching their incredible punishment by heat and pressure—are an achievement of which the brake industry is proud. But it would be an achievement in vain if this brake reliability should lead to brake neglect.

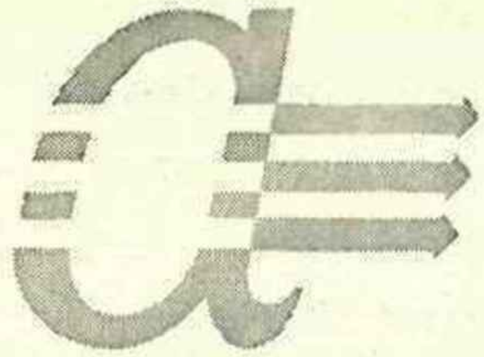
However safe the factory makes the brakes, only the car-owner can see that they *stay* safe. The only way to do this is to have them regularly checked—whether the driver feels any sign of wear or not—and serviced whenever checking shows it to be necessary.

DO YOU KNOW...

The mileage at which your brakes were last checked?
Few motorists do, but a record of brake check-ups is a great help in keeping up regular attention.

The make of brakes on your car?
You should know, in order to make sure that only the correct fluid is used in the system. A wrong fluid can cause serious damage.

The correct interval for brake checking?
This varies according to the kind of driver you are and the kind of driving you do. The 'test' on the opposite page, prepared with the help of experts, will help you find out.



How often should you THINK to STOP?

With modern brakes, you generally just touch the pedal . . . and take a safe stop for granted. You never stop to think . . . or think to stop. Because it's easy to forget the need for brake inspection, you should have it done on a regular basis. How often? It depends on you . . . and your driving. This test will give you the answer.

1 **Do you drive on Motorways, or other high-speed roads?**

(a) Often (b) Seldom (c) Never

2 **Do you drive in heavy, start-stop traffic, as at rush hours?**

(a) Often (b) Seldom (c) Never

3 **How do you use your brakes on cornering?**

(a) Sharply, just as you enter the bend (b) Fairly early, but fairly hard (c) Gently, to slow down well before you turn

4 **On a fairly long run, of say 200 miles, do you plan to average—**

(a) Over 35 miles per hour? (b) 30 miles per hour? (c) 25-28 miles per hour?

5 **Travelling on a busy road at about 50 m.p.h., how many car-lengths would you (not *should* you) leave behind the car ahead of you?**

(a) 2 or less (b) 3 or 4 (c) 5 or more

6 **Driving at 25-30 m.p.h., you notice a green traffic light a street or two ahead of you. Do you**

(a) Speed up (b) Carry on as you are (c) Slacken speed, just in case

7 **How fast do you think it is safe to travel on a good, single-carriageway road (unrestricted, of course) at night with your headlights 'up'?**

(a) 65 m.p.h. or higher (b) 50-60 m.p.h. (c) Not over 50 m.p.h.

8 **Which of the virtues listed below would be most valuable to you in choosing a car for your type of driving?**

(a) Brisk performance (b) General toughness and serviceability (c) Comfort and quietness

HOW TO SCORE: Score 3 points for every (a) answer, 2 for every (b), 1 for every (c)

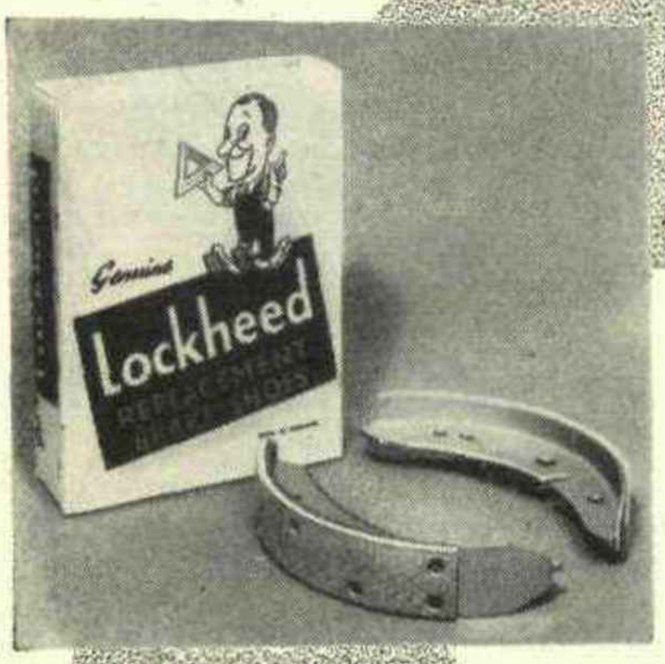
1		5	
2		6	
3		7	
4		8	
		TOTAL	

If your score is	22	*or over you should have your brakes checked every*	1,000	*miles*
If your score is	18 - 21	*you should have your brakes checked every*	2,000	*miles*
If your score is	14 - 17	*you should have your brakes checked every*	2,500	*miles*
If your score is	10 - 13	*you should have your brakes checked every*	3,000	*miles*
If your score is	under 10	*you should have your brakes checked every*	4,000	*miles*

What the Brake Industry has done to help you keep your brakes safe and sure

The brake industry has made important advancements in brake maintenance at the same time as it has been developing ever better brakes for equipping new cars. One of the most important of these advancements is the exchange brake shoe plan, which has been developed to end the expense, time-waste and inaccuracy of old-style 're-lining'.

Low in cost and quick to fit, exchange brake shoes are factory-reconditioned to the highest standard of performance. Your garageman has exchange brake shoes, or can get them at once. With them, he can restore your brakes to factory-new condition . . . at low cost and with no time lost.











Send for the free 'Road Safety' booklet



For Lockheed brakes, *restore factory-new performance with*

GENUINE

LOCKHEED

REGD. TRADE MARK

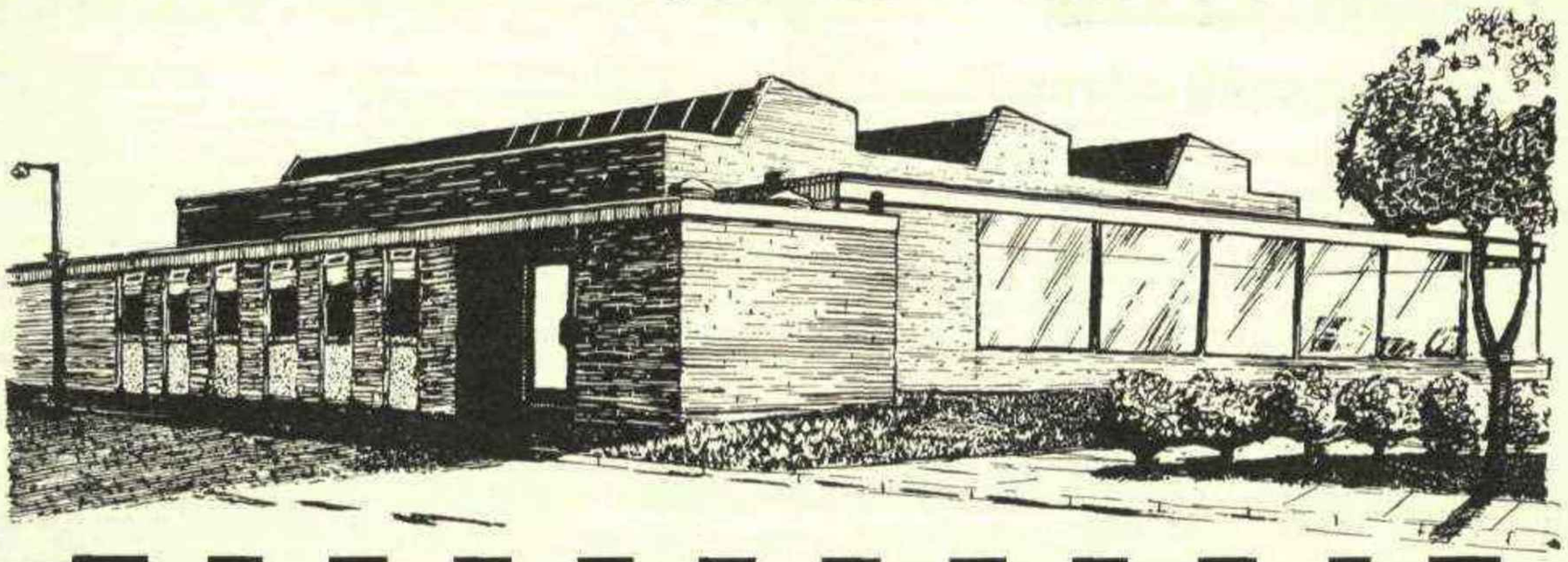
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One of the Automotive Products Group

SUPPLIED BY AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA • EXPORT DIVISION: AUTOMOTIVE HOUSE, GREAT PORTLAND ST., LONDON W1

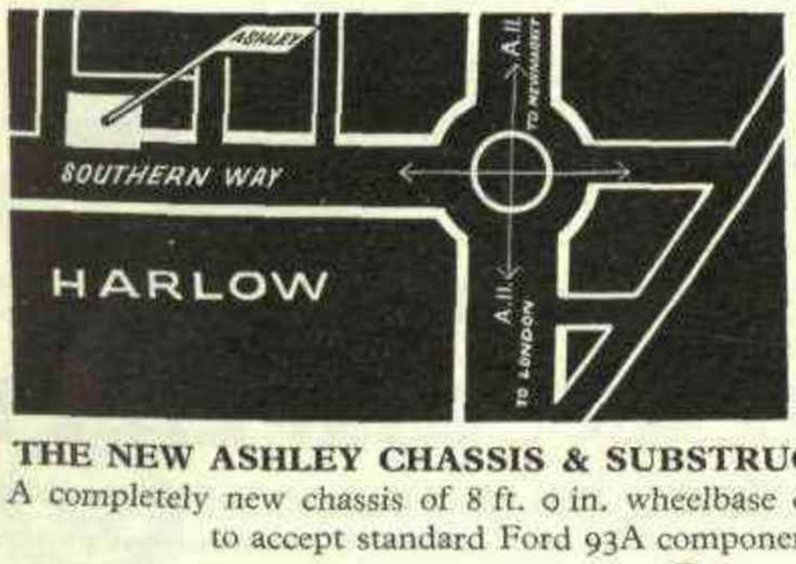
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Town Bus Service 805 to Southern Way
Greenline routes 718 and 720
FOR THE BIRDS (and overseas visitors) : Southend Airport

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A completely new chassis of 8 ft. 0 in. wheelbase designed to accept standard Ford 93A components only.
Features include
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Rear Panhard Rod and Radius Arms.
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Brake and Clutch Pendant Assembly.
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Price **£85** *ex-works.*
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EAST SURREY MOTOR CLUB

MARTINI RALLY 18/19 MARCH

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We are pleased to announce **The East Surrey Motor Club's "Martini Rally,"** which this year is to be held on the 18th/19th March, 1961. As before, this will be a tough and exacting rally on approximately 250 miles of metalled roads, demanding full concentration from both driver and navigator. The navigation will be straight forward, and will include six-figure map references, and route cards of the Tulip style. The only navigational device required for plotting will be a Romer.

The entrance to all Time Controls will be clearly marked by red and yellow reflector boards, and the exit by a yellow flag. All route checks will be visible without leaving the car.

An innovation this year will be the presentation of a special award, with replicas, for the most efficient Control, which you, the competitor, will be asked to judge.

Farnborough, Hants, has been chosen for the Start and Finish, to avoid the heavily " black-spotted " areas of South-East England.

Any special tests, such as Driving Tests, will only be used to determine ties.

Petrol will be available at the Start and Finish, and at a halt not more than 150 miles from the Start.

To make the best use of the hours of darkness, there will be no conventional supper stop with an organised meal. Drivers, however, will be given the opportunity to rest and consume their own victuals after the re-fuelling stop.

The venue for the Start and Finish will be The Queens Hotel, Farnborough, Hants, where an evening meal, prior to the event, can be laid on by previous arrangement with the Hotel.

The East Surrey Motor Club's " Martini Rally " has never failed to attract a full entry, and we would advise you to obtain Regulations now, and take advantage of the reduced fee for early entries.

APPLY TO YOUR CLUB SECRETARY FOR REGULATIONS OR TO SECRETARY OF MEETING
H. E. J. SKINNER, WOOD END, LITTLE WOODCOTE LANE, PURLEY, SURREY. UPLANDS 8493

AWARDS

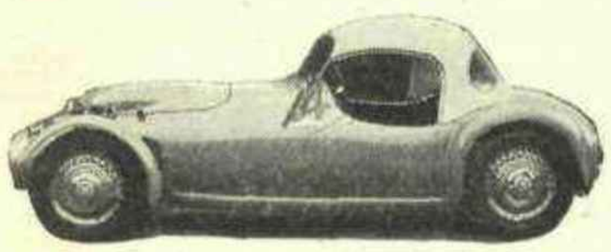
THE WINNING CREW
The MARTINI CHALLENGE TROPHY
Two Silver Replicas
THE SECOND CREW
Two Trophies
THE THIRD CREW
Two Trophies
THE FOURTH CREW
Two Trophies
THE LEADING E.S.M.C. CREW
The E.S.M.C. MARTINI CHALLENGE TROPHY
Two Replicas
THE BEST PERFORMANCE BY A PREVIOUS FINISHER IN A MARTINI RALLY
The MARTINI ROSEBOWL
Two Replicas
AWARDS OF MERIT
a. Two First Class Awards to next 8 in the results
b. Two Second Class Awards to next 8 in the results
FINISHERS AWARDS
To all remaining entrants who finish the event within specified time

TEAM PRIZE

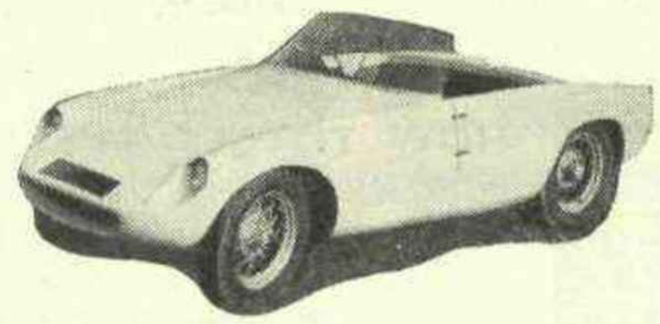
Six Awards
***THE LEADING NOVICE CREW**
Two Trophies
***THE LEADING E.S.M.C. NOVICE CREW**
The E.S.M.C. NOVICE CUP
Two Replicas
***THE LEADING ALL LADIES CREW**
Two Trophies
***THE LEADING MIXED CREW**
Two Trophies
***THE LEADING CREW FROM EACH INVITED CLUB**
Two Trophies
* Subject to not less than 8 entries

MARKHAM-PEASEY • SUPER • FALCON • NICKRI

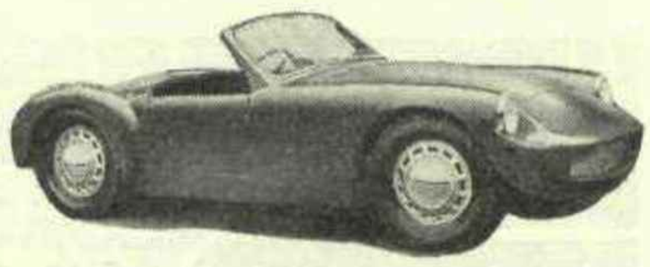
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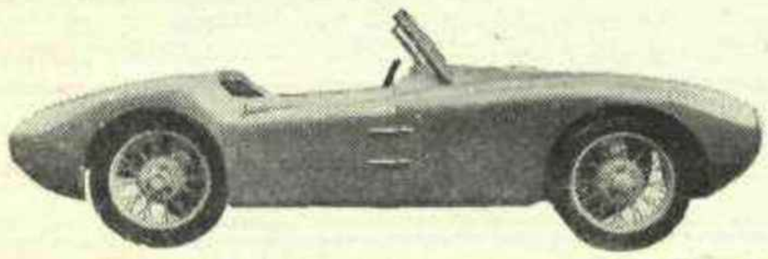
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"CHALLENGER" for Ford, from **£45**



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Heavily mantled in their evergreen trees, the Vosges mountains link Alsace to Lorraine in this eastern part of France, where to linger is such a joy. For some, the magnet will be Gérardmer, magnificent lakeside resort in a sylvan setting—for others, Nancy, enchanting survival of an age of perfect elegance—or Strasbourg, ancient Cathedral City, yet the modern capital of Europe—for others still, the ancient villages, timbered houses and quiet inns of the Wine Road of Alsace. Indeed, the connoisseur will find there a hundred other equally valid reasons for dalliance.

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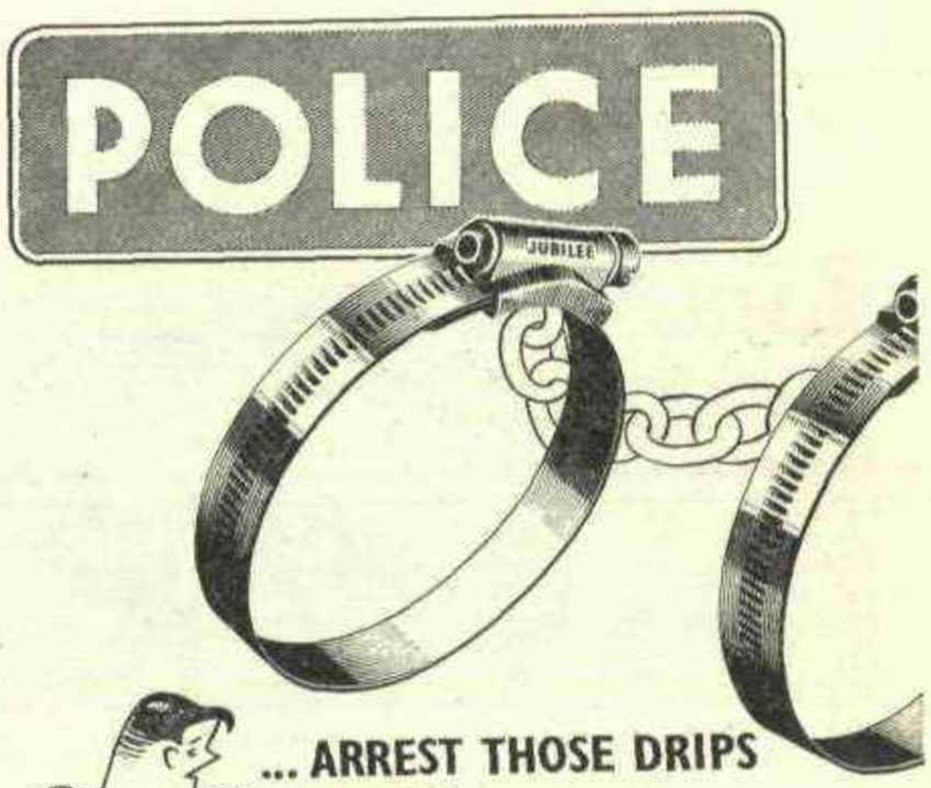
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And, by better we mean plus-performance from your engine in the form of livelier acceleration, increased power and petrol mileage. Originally developed for the Ford Zephyr, the super-efficient SERVAIS Exhaust Manifold is now available to fit all the above-mentioned cars. For full details and prices, enquire of your local garage.

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1954 A.C. ACE 2-seater, fitted with BS2 Bristol engine giving a really tremendous performance with which the Tojeiro-designed chassis is well able to cope. Attractively finished in red with grey leather upholstery and good all-weather equipment, **£650.**

ALFA ROMEO 1750-c.c. James Young foursome drop-head coupe, engine recently overhauled and not yet run-in, a rare model in good condition **£165.**

1935 ALVIS Speed 20 sports saloon, twin spots, wing mirrors, etc. in good running order, **£55 o.n.o.**

1924 BENTLEY 3-litre Red Label short chassis 2-seater with dickey seat. Coachwork by Connaught. In excellent and original condition, **£225.**

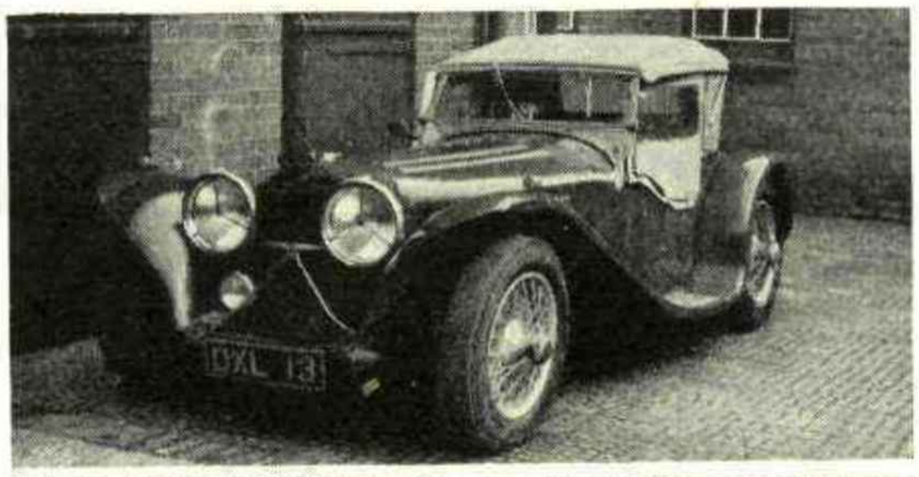
1938 FRAZER NASH-B.M.W. 327/80 drop-head coupe, grey with red leather upholstery. Engine requires running-in after complete rebuild, **£250.**

1936 RILEY Sprite 12-h.p. 2-seater, attractively finished in dark blue, good all-weather equipment including full-length tonneau, exceptionally good condition, **£265.**

1954 (reg.) RAILTON 2-seater, engine completely overhauled, brakes relined, good condition, **£135.**

HIRE PURCHASE AND INSURANCE EFFECTED WITHOUT DELAY. EXCHANGES WELCOMED.

WE ARE ALWAYS INTERESTED IN PURCHASING BOTH PRE- AND POST-WAR SPORTS CARS IN GOOD CONDITION.



1937 SS JAGUAR 100 2½-litre 2-seater. An excellent example of this classic sports car of the pre-war era. Engine completely overhauled in 1959. Good tyres and weather equipment, **£225.**

1952 AUSTIN A.90 Atlantic fixed-head coupe, attractively finished in black and cream, fitted with radio and heater, in much above average condition throughout, **£225.**

1948 BENTLEY Standard Steel saloon, finished in black with fawn leather upholstery. Full-flow engine, radio, heater, etc., Excellent order, **£675.**

1956 BUCKLER 90 1172-c.c. 2-seater. Alloy all-enveloping bodywork finished in red. Fully-tuned engine, close ratio gears, exceptional road-holding and braking and in excellent condition throughout, **£325.**

1950 HEALEY Silverstone D type 2-seater, engine just overhauled, new hood, finished in duo-green, **£325.**

1956 JAGUAR 2.4-litre Special Equipment saloon, finished in British Racing Green, excellent order, **£595.**

1955 MERCEDES BENZ 220A saloon. Capable of carrying five passengers (and their luggage) in comfort, and with comparative economy, this model must appeal to the family man who requires out-of-the-ordinary transport together with vivid performance and all the excellent attributes for which this marque is renowned. Very competitively priced at **£725.**

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REDEX PROTECTION
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FINGERTIPS

REDEX provides the oilier oil needed by the modern internal combustion engine. A chemical compound with an oil base, it is an extreme pressure oil and fuel additive containing carbon softeners, a mild detergent, an anti-oxidant and liquid wax.

REDEX blends with all usual lubricants, including multigrade, and all grades of fuel. It strengthens the oil film and inhibits sludge and gumming. In addition, REDEX provides high temperature lubrication and ensures fast oil circulation when starting from cold.

FOR ALL ENGINES

Suitable for two- and four-stroke engines, motor-cycles, three-wheelers and cars, REDEX improves performance by reducing carbon deposits on cylinder heads, valves, and pistons. Carbon deposits mean loss of power. With less carbon, the periods between decokes are greatly extended, with consequent savings.

REDEX does a great job, giving your engine a protective film of high resistant oil that beats friction and mechanically generated heat. The average dose, costing only a penny, is one shot of REDEX (approx. ½ oz.) to a gallon of petrol. For town runs a double shot is recommended.

The enemy of the efficient engine is oil starvation. As an upper-cylinder lubricant, REDEX enables your engine to reach correct working temperatures without being starved of oil.

REDEX QUICK SERVICE

The REDEX Quick Service is a compact version of the full REDEX treatment to boost performance and give startling economy. This operation can be carried out by any REDEX agent, while you wait.

The recommended charge is only 18s. 6d. for an engine with a four-pint sump, including new oil and all REDEX. For larger sumps the increased cost is 2s. 6d. for each extra pint of REDEX/oil mixture.

WHAT DOES IT DO?

The purpose of the REDEX Quick Service is to achieve a substantial lessening of friction, although, of course, REDEX cannot make up for the wear that has already taken place in your engine. This rapid REDEXing acts as a 'shot in the arm' for tired engines so that greater efficiency results.

AT THE GARAGE

First step in the Quick Service is to drain the old oil from the sump and to replace it with a fresh supply of your usual oil and REDEX. REDEX is added in the proportion of one part to three parts of oil.

Next, with the engine running at a fast tickover, 5 oz. of REDEX are gradually injected through each carburettor and a REDEX Refresher of approx. 5 oz. is added to the fuel in the tank.

For maximum economy and high-level performance the only answer, of course, is the full REDEX treatment which includes an engine tune-up.

THE LUBROCHARGER



The REDEX Lubrocharger fulfils a much needed function, enabling a continuous bleed of REDEX to be fed into your engine at a predetermined rate. It is easily adjusted by means of a simple set screw.

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- **Feb. 2** — The full story of the MONTE CARLO RALLY. This issue will feature an eye-witness account by a *Motoring News* staff writer, who will be one of the competitors starting from Stockholm.
- **Feb. 9 and 16** — The Australian and New Zealand racing season is in full swing. In these two issues we hope to bring you on-the-spot reports and pictures from the races at Christchurch and Sydney.
- **Feb. 23** — Rallying in Canada. *Motoring News* samples Transatlantic sport in the form of the Canadian Winter Rally. A first-hand story and pictures of an event with a difference. Road test of the Sunbeam Alpine with 1.6-litre engine.

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VOL. XXXVII No. 2 MOTORING IN A MOSKVITCH FEBRUARY 1961

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE COMPULSORY OLD-CAR TESTS

After toying with the idea for five years, the Government enforces compulsory testing of old cars from the middle of this month, but at first only of those over 24 years old, an indication that the scheme is expected to be difficult to operate.

There is everything to be said for ensuring that all road vehicles are in a safe condition but Mr. Marples has not been at his best over these tests of the ten-year-olds. The scheme has been introduced at a time when it could be misconstrued as a means of assisting a depressed Industry to sell new cars, while it will certainly remove from the roads, if only temporarily, a considerable number of old cars, with resultant loss of trade and tax-revenue at a time when this is to be deplored. Factory workers and farmers who rely on pre-1952 cars (which must be tested by May 15th) may be hard-hit, for garages are entrusted with conducting these Ministry tests and already we hear of certificates being issued without the vehicles being so much as looked at or, at the other unscrupulous extreme, of cars being rejected for minor defects, such as a spot of chassis rust, which go far beyond the intentions of the M.o.T. Either way, this is unsatisfactory, nor can the Used Car Trade welcome such casual testing methods; cars possessing valid certificates may command slightly higher prices than others but, in general, the public will fight shy of the nuisance of an annual test and sales of all old cars (except those only six or seven years old and thus exempt for a few years) may slump badly, and this could have serious repercussions on new-car sales. Varying test standards are inevitable with private enterprise operating the scheme, but if it renders the roads safer it must be regarded as worthwhile. So we await with interest the accident statistics for 1961; meanwhile, will the M.o.T. please tell us what percentage of private cars and motorcycles *over ten years old* were involved in the very small number of accidents attributed to mechanical defects in past years, for on these figures the decision to introduce the present cumbersome testing scheme (for which, as usual, the motorist pays) must surely have been based?

DUNLOP AWARDED 1960 FERODO TROPHY

At a party at the Dorchester on January 17th the Ferodo Trophy for the outstanding achievement in motor racing during 1960 was awarded to the Dunlop Rubber Co. Ltd., whose tyres were used on the winning G.P. cars in every *grande epreuve* last season, a great technical victory for which we tender our warm congratulations. Mr. Ernest Marples, M.P., made one of his humorous speeches at the presentation, and referred to tyre failures on M1. We would prefer him to forget M1 and think about the opening of M2.

In passing, Ferodo UG 9/51 brake linings exist only in our printer's imagination; this reference, on page 13 last month, should have been to the rally-proven Ferodo VG 95/1 linings.

CONTENTS

	Page
MATTERS OF MOMENT	83
FIXTURES FOR FEBRUARY	84
MOSKVITCH 407 ROAD TEST	85
MINIATURES NEWS	87
WHITE ELEPHANTITIS No. 4: 35/120 DAIMLER	88
VETERAN—EDWARDIAN—VINTAGE	90
GRANVILLE BRADSHAW REPLIES	95
RUMBLINGS	96
BOOK REVIEWS	102
MY YEAR'S MOTORING	104
PICTORIAL REVIEW	108
FORMULA JUNIOR RACE RESULTS 1960	114
LETTERS FROM READERS	118

Front cover picture : LAST DRIVE in Formula Junior for Jim Clark, who is now a Grade I driver. At the Boxing Day Brands Hatch meeting he clinched the John Davy Trophy by winning the Formula Junior race with ease, in a works Lotus-Ford.

BOATS ARE POPULAR

Whereas attendance at the last Earls Court Motor Show was described as " not satisfactory " at 428,537, a fall of 131,776 below the 1959 figure, 323,168 people went to the Boat Show at the same venue, an increase of over 3,000 on the previous attendance. If Government restrictions on and discouragement of private motoring are not eased many people may decide to curtail their road motoring, with serious repercussions to trade and Industry.

THE MONTE CARLO RALLY

The Monte Carlo Rally started as we went to press and finished before this issue was published, so all we can do is express the hope that a British car has won, thus ensuring for this country the sales and prestige that the outright victory by Mercedes-Benz last year gave to the German Industry. Not the toughest of rallies unless the weather is abnormal—the great winter marathon is of enormous importance publicity-wise, if it is not marred by protests, on account of the " bally-hoo " which Press, Radio and TV accords it. It must have been with this in mind that Peter Dimmock of the B.B.C. (so addicted to full coverage of such serious sports as football and cricket) entered a well-used Austin FX3 taxi driven by Grand Prix driver Tony Brooks, with emphasis on the fares-meter, for this is surely " taking the micky out of the Monte," especially in the opinion of those who believe that all rally entrants owe it to the organisers to attempt to complete the full route at the required average speed.

THE B.R.S.C.C. RACING CAR SHOW

It is a measure of the enthusiasm which exists for motor racing in this country that the attendance at the last Racing Car Show rose by 57% over the previous year's figure, 63,278 people passing through the turnstiles. It is also encouraging to those who wield cine-cameras, either privately or professionally, that just over 10,000 people attended the 37 film performances which Antone put on at the Show and more would have attended had the cinema not been full to capacity every time.

Motoring Sport Events for February

★ **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*
Feb. 2nd ..	Queen's University M.C. ..	Drill Hall	Belfast	Rally (*C.*)	7.30 p.m.
Feb. 3rd ..	Oxford University M.D.C. ..	Evenlode Hotel, Eynsham	Oxford	Rally (*C.*)	7.00 p.m.
Feb. 4th ..	Forces' M.C.	Gate Inn, Dunkirk, Kent M.R.173/0925	87 —	Rally (*R.*)	9.00 p.m.
Feb. 4/5th ..	Airedale & Pennine M.C.C. ..	Alvis Motors, Ogden, 96/068305	—	Pyramid Rally (*C.*)	7.00 p.m.
,, ..	Highland C. & M.C.C.	Gordon's Garage	Inverness	Rally (*R.*)	9.30 p.m.
,, ..	THAMES ESTUARY A.C. ..	WOODFORD GREEN, BIGGLESW	ADE & TAUNTON	RALLY (*N.B.*) 4th Feb. from	6.00 p.m.
,, ..	Fylde Motor Sport Group ..	Preston	Rochdale	Rally (*R.*)	—
Feb. 5th ..	M.G. C.C. (N.E.)	Turf Motors, Frizinghall	Bradford	Rally (*C.*)	10.30 a.m.
,, ..	University of Bristol M.C. ..	Queens Building	Bristol	Rally (*C.*)	10.00 a.m.
,, ..	Pressed Steel, Cowley, M.C. ..	Pressed Steel Co. Ltd., 158/558043	Oxford	Rally (*R.*)	8.30 a.m.
,, ..	Eastwood & Dist. M.C. ..	Bramcote Village	Nottingham	Trial (*C.*)	10.00 a.m.
,, ..	Hagley & Dist. L.C.C.	Norton Manor	Presteigne, Radnors.	Trial (*R.*)	10.30 a.m.
,, ..	Welsh Counties C.C.	Coca-Cola, Mardy Road, Rumney	Cardiff	Driving Tests (*C.*)	2.00 p.m.
,, ..	Rolls-Royce M.C.	Shrewsbury	Shrewsbury, Wilts	Rally (*C.*)	2.00 p.m.
Feb. 8th ..	Airedale & Pennine M.C.C. ..	Craiglands Hotel	Ilkley	Annual Dinner and Dance	7.30 p.m.
Feb. 10/11th	Yorkshire S.C.C.	Municipal Car Park	Ilkley	Rally (*R.*) Feb. 10th—	9.00 p.m.
Feb. 11th ..	Newry M.C.	Drumbaragher	Newry	Irish Exports Trial (*R.*)	1.00 p.m.
Feb. 11/12th	Bristol M.C. & L.C.C.	Lulsgate Airport	Bristol	Bristol Rally (*R.*)	10.00 p.m.
,, ..	Dunfermline C.C.	London Cox Motors, Cairneyhill	Dunfermline	Rally (*R.*)	10.30 p.m.
,, ..	Sussex C.C.	Winchester Motor Co., 168/476283	Winchester	Rally (*R.*)	9.00 p.m.
Feb. 12th ..	Leicestershire C.C.	Sturgess Garage, 122/580041, Braunstone	Gate, Leicester	Rally (*C.*)	10.00 a.m.
,, ..	North Midland M.C.	Rowles Farm, Snake Pass	Derbyshire	Trial (*R.*)	10.30 a.m.
,, ..	Austin Apprentices' Assoc. ..	Longbridge	Birmingham	Rally (*C.*)	10.00 a.m.
,, ..	V.S.C.C.	Heston Airport	Heston	Driving Tests (*C.*)	12 noon
,, ..	Cambridge '50 C.C.	Cambridge	Cambridge	Rally (*C.*)	3.45 p.m.
Feb. 18th ..	Anglia & Prefect O.C.	J. Gibbs Ltd.	Bedfont, Middlesex	Aquarius Rally (*R.*)	6.31 p.m.
Feb. 18/19th	Royal Military College of Science	R.M.C. of S., Shrivenham	Swindon	Rallye Militaire (*R.*)	6.00 p.m.
,, ..	Redifon C. & M.C.C.	White Lion Hotel, Lowfield Heath	Crawley	Rally (*R.*)	9.00 p.m.
Feb. 21st ..	Allard O.C.	Horse Shoe Hotel, Tottenham Ct. Rd.	London	Annual Dinner and Dance	—
Feb. 23rd ..	North London E.C.C.	Lisle's Garage, Woolmer Green	Arrington	Rally (*R.*)	—
,, ..	Queen's University M.C. ..	Drill Hall	Belfast	Rally (*C.*)	7.30 p.m.
Feb. 26th ..	Charnwood C.C.	Links Hotel	Skegness	Rally (*C.*), 2.30 p.m. Driving T.	10.30 a.m.
,, ..	Yorkshire S.C.C.	Wilton Park Cafe, Bradford Road	Batley	"White Rose" Trial (*R.*)	11.00 a.m.
,, ..	University of Bristol M.C. ..	Queens Building	Bristol	Rally (*C.*)	2.00 p.m.

BOXING DAY BRANDS HATCH (December 26th)

The opening event of the day for G.T. cars gave another victory to Graham Warner's Lotus Elite from Chris Lawrence's more accelerative Morgan Plus 4 which held the lead for a couple of laps. Colin Hextall moved up into third place in his Thunderbolt while Pat Moss in her first real motor race (although some rallies appear to be thinly disguised races) kept the Sprinzel-Sprite in eighth place.

The principal event of the day, the 15-lap Formule Libre Silver City Trophy saw a motley collection of cars on the grid from which Tony Marsh detached his 1960 F.2 Lotus (now modified to F.1) and went on to an untroubled win from John Campbell-Jones (Cooper) and Dizzy Addicott in his fast Lotus Eleven, with George Wicken fourth in his Cooper from Henry Taylor's Formula Junior Cooper which had failed to start in the John Davy Trophy race. In this race Surtees and Taylor were due to drive Tyrell's two Coopers but Surtees damaged his car in an off-course excursion and as Taylor had blown-up his engine a hasty swop was made, to no avail as it happened, as the engine would not start in the race. He was then moved to the Formule Libre race.

The Formula Junior race which was to decide the John Davy Trophy was split into two races, one for the works boys and quicker private owners and the other left to the people for whom Formula Junior was really designed. Jim Clark in his last F.J. race clinched the John Davy Trophy for 1960 and walked away from the rest of the field. Arundell finished second in front of Parkes and Ashdown, both driving rear engined Geminis. Ashdown made fastest lap at 59.8 sec. In the "Division II" race Hugh Dibley rushed into the lead in his Lola and held it for two laps until Warr passed him in his Lotus and then dropped to third when Mallock in his angular U2 (no connection with spying in Russia) took over second spot.

In the other two races Sir Gawainne Baillie won the saloon car event in his 3.8 Jaguar from the similar car of Parness but John Young's giant-killing Ford Anglia which had held off Parness for some time finished in their place, losing nothing on acceleration to the Jaguars! The sports car race went to young Jock Russell's Lotus Fifteen, after the Lolas of Kerrison and Rees had refused to start. Addicott chased him valiantly, followed by Lee's Lister-Jaguar, in which order they finished.

36th M.C.C. EXETER TRIAL (January 6/7th)

This year's event attracted an entry of 265 cars, motorcycles, sidecars, bubble cars and scooters and showed an increase over previous years, when it seemed that the Motor Cycling Club's annual classic road trial was declining in popularity. Modern cars could climb most of the hills with ease and most of the regular competitors knew all the tricky spots. However, possibly due to restrictions on road rallies the numbers of competitors on the Exeter have increased and with the intrusion of ice and rain during this year's event they found that a "clean sheet" was not a foregone conclusion.

Competitors came from three starting points along ice-bound roads to the converging point at Honiton, then on to the simple Pin Hill test and breakfast in Exeter. The icy roads had taken their toll and although no serious accidents appear to have occurred a number of cars revolved and received minor dents and the ensuing delays made most drivers up to an hour late.

After breakfast competitors tackled a new hill called "Vinnicombe" which featured a water filled gully and some interesting bumps, and managed to defeat a number of motorcyclists and three-wheelers. Fingle Bridge was next in line and its gentle gradients and great length gave little trouble to most competitors although the Austin Sevens and Mini-Minors were very often left standing with their front wheels scrabbling at the dirt. A stop and restart test for the "specials" proved no great obstacle.

At Simms Hill which is extremely short and steep, having an average gradient of about 1 in 2½ to 1 in 3, the cars which were low on power were very often defeated while some failed to appreciate that it was necessary to take the first right-hander at speed in order to "rush" the steep portion. Dauphines and Heralds did not seem to like this hill but VWs, Skodas, Hillmans, Morgans and even the Minis went up with little apparent trouble.

With darkness descending we by-passed Stretes and Harcombe to visit Waterloo Hill. This steep and winding hill proved the downfall of a number of cars and long delays occurred as they were manhandled out of the mire so that darkness had fallen by the time the last car extricated itself and sped for Weymouth and the finish. Not a difficult event by present-day standards but a pleasant and inexpensive way of spending a week-end.

MOTORING AS THE RUSSIANS DO

An Extended Test of the Moskvitch 407



STRANGER IN THE CITY.—The Moskvitch 407, which sells here very fully equipped for less than £760, photographed outside the offices of a London newspaper.

HAVING driven British, French, Italian, German, Swedish and Czechoslovakian cars, I thought it would be interesting to discover what a Russian car is like, so Thomson and Taylor (Brooklands) Ltd., the U.K. concessionaires for Moskvitch and Volga cars, were contacted and a Moskvitch borrowed for test over a considerable distance.

This Moskvitch 407 is a 1,360-c.c. four-speed saloon somewhat akin in appearance to the former Opel, narrow of track, high-set so that it can cock a snoot at difficult cross-country motoring, with four doors and very complete equipment, so that its selling price here of tenpence over £759 inclusive of purchase tax is rather remarkable, the equipment including heater and defroster, a good radio, front seats that let down to form beds, petrol, oil and water-temperature gauges, towing hooks, coat hooks, starting handle, cleanable engine oil filter, and a tool-kit consisting of more than 30 items, including a tyre gauge and an inspection lamp. The car is also claimed to be rust, draught and dust-proof, but unfortunately screen-washers are not standard equipment.

Before attempting a detailed analysis of a car which should prove interesting to design teams in the Industry apart from prospective purchasers seeking a truly individual small family saloon, let us consider special aspects of the Moskvitch which, perhaps, stamp it as a car made in Soviet Russia.

The engine gives nothing away, for it is a compact push-rod o.h.v. unit of almost "square" cylinder dimensions—76 × 75 mm.—with a water-jacketed inlet manifold (with thermostat) below a downdraught carburetter which looks something like a Carter, a four-branch exhaust manifold, both manifolds liberally coated with silver paint, cooling assisted by a four-blade fan, and two tappet inspection covers held by wing-nuts in the valve cover. The short rigid oil dip-stick is reasonably accessible, the 12-volt 42 amp./hr. battery (fitted in this country) is set forward and high up on the near side where it is easy to top-up and keeps cool, and there are double oil filters, one of which can be cleaned by hand-operated plunger after the bonnet has been opened. Coil ignition has the coil mounted on the bulkhead, and uses both centrifugal and vacuum automatic advance and retard, with octane selector. The bonnet lid has to be propped up but the rod is well placed and easy to release.

Where Russian influence does intrude is in the provision of hand-controlled radiator shutters, while an unusual feature is self-parking screen-wipers driven from the engine, so that the faster you drive the faster go the blades. The extensible radio aerial has a base tube and support within the car, which isn't really in the way but *could* ladder a passenger's nylons. Security of possessions was obviously in the designer's mind, because to open the spacious luggage boot a little lever lying flush with the off-side of the back-seat squab has to be pulled out, after opening the door, which releases the boot lid; moreover, the petrol filler is hidden beneath the hinged rear number-plate and this plate is held by the boot-lid, so that until the latter is opened it is not possible to tamper with the fuel filler—the filler cap is secured by a length of chain. The engine is said to develop 45 b.h.p. at 4,500 r.p.m., on a 7-to-1 compression-ratio, and 65.1 lb./ft. torque at 2,500 r.p.m. Its cooling system holds 14 pints of water, the sump 7½ pints of oil, and the fuel tank 7¾ gallons.

Apart from these aspects, and a smell of plastics or glue, the Moskvitch 407 is a conventional small car, with coil spring and double wishbone i.f.s. and underslung leaf rear springs. The three upper ratios of the four-speed box have synchromesh, the propeller-shaft is dynamically balanced, and there are, of course, hydraulic brakes and shock-absorbers. Curiously, engine lubrication is said to be by a combined force-feed and splash system.

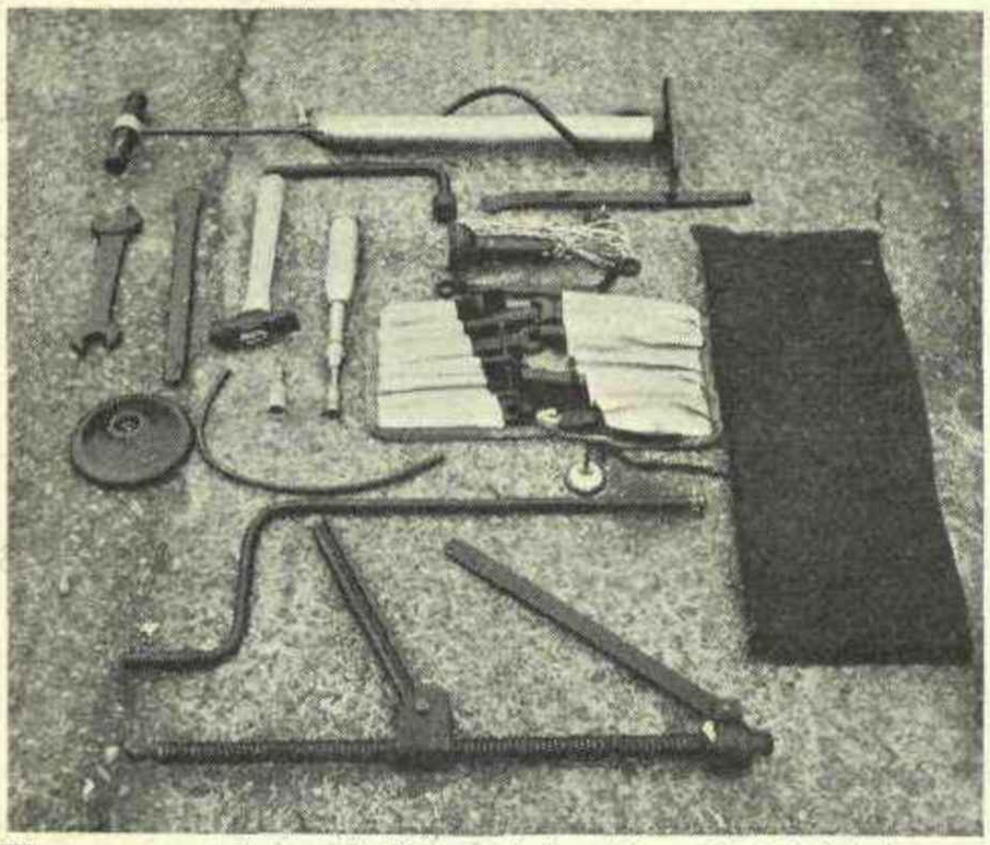
Apart from the Moskvitch 407, there is a 410H version with increased ground clearance and four-wheel-drive (stealing a march on our Ferguson car!) and a modern-styled 423 station wagon.

For this country, Thomson and Taylor fit the tyres and battery themselves and English instruments are provided, but right-hand drive is not available. Before I tested it the Moskvitch had already been reported on in *Ironmongery and Hardware*.

The 407 I tested was driven in London, along Hampshire lanes, and taken for a day to Devon and back. On the last-named occasion, although sheet ice made the roads treacherous for the early part of the journey, nearly 400 miles were completed by one driver without undue fatigue.

Externally there is a two-colour scheme and wrap-round bumpers—nothing to draw attention to the car except the odd names written on it! The make-name goes across the bonnet, the badge has the word "M3MA" on it, the hub caps are lettered mysteriously, the bonnet motif is a silver star on a red background, and "407" occurs on the front wings.

Within the driver sits well on the left, so that three small persons could share the bench front seat for short journeys, especially as the transmission tunnel is very shallow. The seat has separate squabs, which fall back to form a bed. The seat adjustment is crude, wing nuts having to be released and holes in the seat frame dropped over studs, but, once adjusted, the seat remains secure. The seating position is high. Forward visibility is good, both wings visible; the screen pillars are of average thickness. The two-spoke steering wheel has good finger grips on the underside of the rim. There is a half horn ring, sounding a splendid Continental-note horn, beneath the wheel, where it is less likely to be operated inadvertently. The self-cancelling flashers are controlled by a tiny "dried milk" lever on top of the steering-wheel boss, which is awkward to reach through the spokes and cancels far too soon. Before the driver is a neat instrument panel comprising a small hooded speedometer reading to 100 m.p.h.(!) in spacings of 20 m.p.h. and incorporating a total mileage recorder with tenths but no trip. Four small oblong dials flank the speedometer, for amps, oil pressure., water temperature and fuel contents, simply calibrated with letters—D - C; E - F; L - H and H - C. This, with clear white needles, is simple and effective, and the speedometer needle is very steady. The fuel gauge needle



The very complete tool-kit supplied with each Moskvitch 407. There are 30 separate items including a good hammer but we couldn't find a sickle!

oscillates badly, however, when the engine is running.

The steering-column gear-lever extends on the right of the column and is spring-loaded to top and third gears, reverse being beyond third. Perhaps because the locations are natural, like a gear gate on its side, I found no confusion over using this gear-change, but at times the lever vibrated excessively. The pull-out-and-twist handbrake lever protrudes from the facia for operation with the right hand and is both well placed and effective in holding the 407 on hills.

Large unidentified knobs look after the auxiliary services but they are too few to cause confusion; from left to right they look after lamps, wipers, two-speed heater fan (which is quiet and has a light in the knob to show that it is in use) and choke. To render the heating system effective the scuttle ventilator has to be half opened, using a convenient pendant lever under the facia. A toggle lever on the extreme left controls the vertical radiator shutters, another on the right releasing the bonnet. The headlamps are dipped by a foot switch set well clear of the clutch pedal. A white knob below the facia controls heat to screen or to the floor of the car. A single red warning light for the direction flashers is placed unusual on the facia sill on the left of the speedometer and there is a blue high-beam light in the speedometer dial, neither of which is particularly dazzling at night.

The doors all trail, but shut rather tinnily. The driver's door locks by key, the others by their handles, which is convenient. There are non-lockable quarter-lights in the front doors, *sans* rain-drains, fixed quarter-lights in the back doors. The front windows call for just over 2½ turns to wind them fully open; the rear ones just under 2¾ turns; the handles possess rotating finger grips, and door and window handles are well placed. All windows are of toughened glass. All doors have small but useful arm-rests topped by sorbo rubber. The handles pull back to open the doors, an excellent safety feature. No crash padding is used in the car. The exterior door handles are of modern push-button type. Before the front-seat passenger is a non-lockable cubby-hole of very modest dimensions—literally a glove box; a knob controls its metal lid. There is a rather subdued central roof lamp with its own switch but no " courtesy " action. A swivel-out ash-tray lives in the facia, twin swivelling anti-dazzle vizors are fitted (no vanity mirror, though) and the wide rear-view mirror is quite adequate. No under-facia shelf, nor door pockets, are provided, but there is the usual shelf behind the back seat. Leg room in the rear is quite generous but the wheel arches intrude into the cushion space.

Beyond the four control knobs already referred to, between which is the ignition key-cum-starter (with radio-on, ignition-off setting) are two inbuilt knobs for the very good two-band superhet radio, its speaker in the facia. The two press-buttons for this set are lettered to indicate the wavebands they control, a good feature. The anti-thief arrangement for opening the boot lid has been described; the lid is self-propping but has to be released by hand. The boot is exceedingly spacious and contains the spare wheel, held vertically on the off side by a wing nut, and the tools in a tool-roll and large cloth bag, also the screw jack. Interior trim is a trifle crude but looks very durable. There are rubber floor coverings and cellophane side panels in the doors. The exterior door panels seem rather thin. No ash-trays are provided in the back compartment.

What of the Moskvitch 407 on the road? The makers claim 71 m.p.h. with full load but you need a long straight to get this speed. Cruising speed is a steady 60 m.p.h. indicated, when the engine is rather noisy. There was also a good deal of engine roar when accelerating and a loud tappet click when it was idling. In the gears the absolute indicated maxima are 24, 40 and 57 m.p.h. Acceleration is reasonably good but if engine revs die away only recourse to second gear will restore pick-up, even on a level road, the engine being like a two-stroke in this respect and presumably having a very flat power curve. It is an engine which starts readily without choke even in very low temperatures and does not pink or run-on. It runs cool in winter, even with the radiator shutters fully closed, rather surprisingly for a Russian car. This means that the heater is never fully effective, but on very cold



Would you recognise it? A three-quarter front aspect of the rugged Moskvitch 407. In fact the Russian type-name which appears on the bonnet isn't Moskvitch but МОСКВИЧ.

THE MOSKVITCH 407 SALOON



Engine : Four cylinders, 76 × 75 mm. (1,360 c.c.). Push-rod-operated overhead valves. 7.0-to-1 compression-ratio. 45 b.h.p. at 4,500 r.p.m.

Gear ratios : First, 17.60 to 1; second, 11.18 to 1; third, 6.69 to 1; top, 4.62 to 1.

Tyres : 5.60 × 15 Dunlop " Gold Seal " on bolt-on steel disc wheels.

Weight : 19 cwt. 1 qr. 0 lb. (without occupants but ready for the road, with approximately 1½-gallons of petrol).

Steering ratio : Three turns, lock-to-lock.

Fuel capacity : 7¾ gallons. (Range, 169 miles.)

Wheelbase : 7 ft. 9 in.

Track : 4 ft. 0 in.

Dimensions : 13 ft. 3½ in. × 5 ft. 0½ in. × 5 ft. 1½ in. (high).

Price : £535 (£759 0s. 10d. inclusive of purchase tax).

Makers : V/O Avtoexport, 32/34, Smolenskaya Pl., Moscow G200, U.S.S.R.

Concessionaires : Thomson and Taylor (Brooklands) Limited, Canada Road, Oyster Lane, Byfleet, Surrey.

January days in this country the interior temperature could be maintained at a comfortable level without the car getting stuffy, while demisting worked well. In torrential rain only a drop or two of water entered the car.

The engine-driven screen-wipers become terribly frenzied at 60 m.p.h. and the blades, working in opposition, leave an unswept area in the screen centre. The sealed-beam lamps give quite a good light, with not too sharp cut-off when dipped.

The gear-change is rather crude, the lever apt to go in with a clonk, but it was an easy change to become familiar with, although bottom gear sometimes tended to jump out.

It is rather disconcerting to find nearly three-quarters of a turn of free play in the worm and double roller steering, which prevents it from being precise. Against this, the steering is extremely light, has powerful castor-return action and does not transmit kick-back. It is quite high geared, at three turns lock-to-lock (ratio 17 to 1) but the turning circle isn't impressive.

The suspension copes very well with unmade roads but over merely poor surfaces the occupants experience a great deal of up-and-down motion, although this seems to stem largely from generously-sprung seat cushions, as the suspension is well damped. On corners the Moskvitch rolls a good deal but is not unpleasant to corner at the speeds at which it is normally driven. The upholstery, a combination of cloth and plastics, holds the driver securely on the bench seat. The clutch action is not too heavy but slightly fierce. There was some free play in the back axle. The gear ratios are well suited to quick negotiation of traffic.

The starter is noisy but spins the engine fast. Unfortunately its solenoid did not always function and the car chose the most embarrassing places, or times when I was in a fearful hurry, to play the trick of refusing to recommence. The starting handle is easy to engage but rather a bent-wire affair.

The brakes are heavy and spongy for full retardation but extremely effective for emergency stops, progressive for ordinary braking and vice-free except for the faintest, very occasional tendency to squeak. The seats, if not outstanding, produced no real criticism after a long day's motoring, and the high seating position is reminiscent of vintage motoring. There is bright facia lighting rheostat-controlled from the lamps-knob; the control was on the light side, so that in selecting the lamps required the facia lighting was apt to come on—a very minor irritation, however.

Petrol consumption proved disappointingly heavy. It averaged 23.2 m.p.g. over a big mileage of difficult going and 24.1 m.p.g. under less strenuous conditions, an average of 23.6 m.p.g.—the makers claim 43 m.p.g. The absolute range on a tankful was 169 miles. The non-calibrated fuel gauge was appropriately pessimistic. In more than 700 miles the engine used less than a quart of oil.

In conclusion, the Moskvitch is a decidedly old-fashioned car but it appears to be built to wear extremely well and its high build (ground clearance 7¾ in.) should appeal to farmers and others who have to motor off hard roads in the course of business or pleasure. Moreover, for such a fully-equipped family car it is astonishing that it can be sold in Britain for less than £760—this is a matter our production engineers and economists may care to ponder. And for those who crave a car of *real* uncommonness, which will be unlikely to meet its fellow in a month of Sundays, or even then, why, the Moskvitch is IT! If you desire such a car go along to Thomson and Taylors, where you can examine it and also some very nice Alfa Romeos, which are a rather different proposition. Seriously, this inexpensive Russian car is less crude than I had expected and, remember, for higher executives there is the 2½-litre 80-b.h.p. Volga, which you can buy here with similar comprehensive equipment for only £1,113.—W. B.

AN AMBITIOUS NEW CIRCUIT

According to the Bournemouth *Evening Echo*, Mr. G. Vowles is planning a new 4¼-mile race track in Matchams Park near Ringwood, the cost of which is estimated at some £110,000. He estimates that the 30 ft. wide course, with three bridges and strategically-placed grandstand, could be completed in 12 months. Mr. Vowles has held a town planning licence to build the track since 1954. In the past there have been many rumours of new tracks, at Brighton, in the Chilterns, at Birmingham near Cobham, and so on, but none has materialised, but we shall watch the Matchams Park project with interest.

MINIATURES NEWS

Interest in motor car miniatures grows apace and the Miniature Auto Society, to cater for collectors, has been formed, although whether it will operate on a non-profit-making or commercial basis is not clear. The secretary's address is "Bankside," Badgers Mount, Sevenoaks, Kent.

Then that popular journal *Model Maker* has been increased in size in order to incorporate eight extra pages every month devoted to model-car matters, the price remaining unchanged.

New miniatures issued recently include a Lesney "King Size" McCormick International farm tractor (No. 4, 2s. 6d.) to "O" scale, so that the number of makes of model tractors available is increased, and two new "Matchbox" Lesneys, a Lambretta TV175 scooter sidecar outfit (No. 36) to "O" scale and a Chevrolet Impala (No. 57) priced at 1s. 8d. each, in "OO" railway scale. Meccano have an exciting Dinky Alfa Romeo 1900 Super Sprint (No. 185, price 4s. 3d.) and a very splendid Mercedes-Benz 220SE (No. 186, price 5s. 9d.), and in the Dinky "Supertoy" series a very fine 7¾-in.-long snow plough (No. 958, 12s. 6d.) and a detailed model of the American Wayne school-bus (No. 949) with full complement of seats and windows and the various warning notices and lamps found on these imposing vehicles. Playcraft Toys Ltd. have added Lincoln Continental saloon and convertible models to their "Aurora" 3-in-1 plastics assembly kits. Very detailed, each kit costs 12s. 6d.

Coming to powered models, MOTOR SPORT has no enthusiasm for kart racing, as regular readers will have observed, but as vehicles for children to drive round private estates and garden paths there is something to recommend them, either in the electrically-propelled form seen on the Exide stand at the recent Schoolboys' Own Exhibition or as low-powered petrol-engined karts; a race meeting for ladies and children driving the latter is being organised at Nazeing on February 25th—entry forms can be had from the Trokart Sales Division, Lambretta-Trojan, Purley Way, Croydon, Surrey. Better still would be scale model racing cars and fathers who feel like building something on these lines may find the new Trojan-Rice 21-c.c. two-stroke engine which fits into a 6-in. cube box, weighs 3¼ lb., develops ¾ b.h.p. at 6,300 r.p.m. and consumes 1 gallon per 8 hours at full constant load, of interest—although it doesn't seem so long ago that petrol engines of 15-20 c.c. were regarded as models, whereas this little Trojan product is intended for boats and industrial applications. And Triumph now make a good TR pedal car.

Finally, in the field of miniature racing, Formula 152 is supplied by G. & R. Wrenn Ltd., of Basildon. Built to a scale of 1/52nd from data and photographs supplied by MOTOR SPORT, the two cars available, a 1959 Cooper and front-engined Ferrari, are commendably accurate for such a small scale. The Wrenn layout differs from the larger kits available in that up to three cars can be independently controlled on each lane of the circuit, and to enable these cars to pass each other an ingenious deflector can be fitted to any straight section of track which flicks the cars from one lane to another. Also a small lever projecting beneath the cars can be adjusted to alter the performance so that the car can be "tuned" for slow or fast circuits. Having experienced this exciting game we can vouch for the efficiency of the deflector mechanism, which certainly adds to the interest as one can switch to another lane to avoid a crashed car or take the outside lane for a wider line, while a skilled "driver" can tune his car for maximum performance and drift the corners in approved style. A basic kit costs £6 15s. 6d., while additional items for building longer circuits are available at quite modest cost, and an "Owners' Manual" gives all necessary assembly and servicing data.

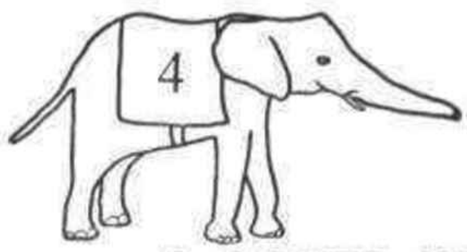
FILLING UP A SUPER SNIPE

Last month we criticised the horizontal fuel filler of the latest Humber Super Snipe, which is disguised as a rear lamp, because it precludes filling the tank from a can. We are told that the makers realise this and provide a specially-shaped funnel in the took-kit. But why not design the thing sensibly in the first place?

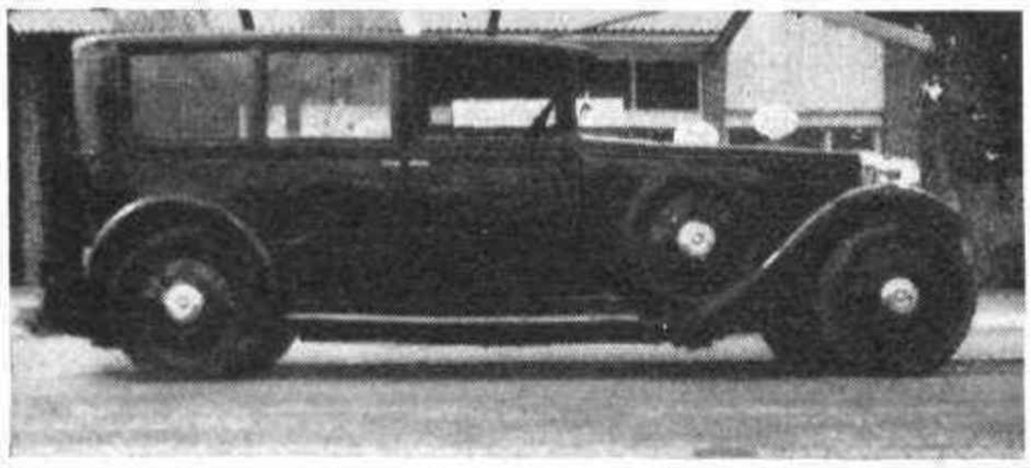
1961 INTER-REGISTER CONTEST

The Inter-Register Contest, between the 12/50 Alvis, S.T.D., Fiat, Humber, Bull-Nose Morris and Austin Twelve Registers, won last year by the Fiat team, is to be resumed this year. The first fixture will be a night rally by the S.T.D. Register, on March 18th, in the Oxon/Bucks area.

WHITE-ELEPHANTITIS—



ENCOUNTER WITH A SILENT KNIGHT



The double-sleeve-valve 35/120 *Daimler Hooper limousine, now a distinctly* rara avis *and thirsty both of oil and petrol, qualifying as a "white elephant".*

THERE is the crack about a Daimler that, unless they are Royalty, most people ride in one only twice in their lives, to their wedding and at their funeral, one the sequentiality of the other. In spite of this unkindness the Daimler was, and is, a *grand marque*, rivalling a Rolls in the affection of Dukes and Duchesses. In the early vintage days any great occasion had Daimlers as well as Rolls-Royces in attendance, but the latter predominated, possibly because, if my lady disliked the faint whirr of a Lanchester Forty as it glided up to the red carpet, she was equally adverse to the faint blue haze that inevitably followed her everywhere as she rode in her Daimler. . . .

Nevertheless, Daimler of Coventry built fine cars (in as astonishingly a variety of models as Sunbeam and Armstrong Siddeley) during the vintage era, all having double-sleeve-valve engines—the "Silent Knight." Ever since King Edward VII ordered his first car in 1900 our Royal Family has remained staunch to Daimlers and cars of this make brought King George V from Balmoral to Buckingham Palace in 1926 at the time of the General Strike and took him to Bognor for convalescence after his illness in 1928.

I had hoped to include a Daimler Double Six in this series but none appears to remain in running order—down the years diesel or Bedford engines have all too often been substituted for the original V12 Knight engines, a modification which has also thinned the ranks of the six-cylinder models. I did discover a 50-h.p. Double Six in Surrey, although only by chance—that I had seen it running about only a few years before and that it was in a town only a few miles from home, shows how elusive vintage cars can be that "go to ground"!—but its sleeves had seized solid. So I had to content myself with going out in a 35/120, which is the biggest of the more recent six-cylinder sleeve-valve Daimlers.



This one was languishing in a Hampshire emporium, mighty relic of an age now past, discreet unidentifiable crests still visible on its doors. It stood on rather sorry Dunlop "Fort 90" 7.00 × 20 tyres, discs covering its wire wheels; the body was a still-presentable Hooper 6-light limousine with folding occasional seats, a little window in the roof, and a discreet microphone for communication with the professional chauffeur away up in front. A just-vintage model, first taxed in 1930, this great Daimler had front brakes, vane-type transverse hydraulic front shock-absorbers, and ½-elliptic suspension front and back, although the rear dumb-irons curved to meet their springs in such a way that one was at once reminded of the ¾-elliptics of earlier cars of the same breed. Moreover, the fuel tank retained those slats which followers of hearses know so well and the petrol filler was a discreet vertical tube on the near side of this huge reservoir.

Under a typically plain untapering broad three-piece bonnet the six separate cylinder barrels of the 97 × 130 mm. (5,764 c.c.) engine rose from the big alloy crankcase, the plug leads vanishing mysteriously into the bowels of each cylinder head. An absurdly small Stromberg carburetter (12 m.p.g.) on the off-side fed via an aluminium six-branch manifold with square-section off-takes, and on the opposite side a ribbed exhaust manifold possessed a muff the hot breath from which actually passed through a inlet tract. A six-branch alloy water off-take pipe united the cylinders, cooling being by pump and fan. Low down on the near-side there should have been a magneto but some vandal had removed this, relying on a modern coil, and a modern petrol pump had replaced the Autovac.

Climbing aboard, I found a quite modern facia layout, with a small 80 m.p.h. Jaeger speedometer, a Rotax panel with a petrol gauge calibrated in litres as well as in gallons (" nothing new," Lord Rootes!), lidded cubby-hole, clock, Ki-gas pump, reserve petrol tap control, nice lights and ignition switches, and very large warning lights for ignition on or low oil pressure. However, Daimler tradition was seen in a five-spoke steering wheel, push-on r.h. brake lever and the unusual gear locations for the 24-in.-long ball-gate central gear-lever, second being above bottom, third below top gear, reverse " round the corner " beyond bottom gear. A big quadrant above the wheel carried levers for hand-throttle, advance and retard and " auxiliary petrol," the last-named meaning mixture strength. Twin horn-buttons were provided on a r.h. extension and the starter button was on the floor. The single-pane screen opened on outriggers, there was a sensible patent glass panel at the base of the driver's window, providing a signalling aperture when required, and surprisingly small, plated headlamps were stayed to the front wings and the 3-ft.-deep fluted radiator. The centre one of three big rubber-covered pedals was the accelerator.

The old car was in poor fettle, emitting quite a smoke screen and tending to come to rest with fuel starvation, but the smooth light clutch, steering and gear-change made it extremely easy to drive, in spite of the back-seat occupants being about as remote as the Kremlin, and separated from their paid-drivers by a glass partition with silk blinds, nor did this huge limousine, bigger than a Phantom Rolls, wallow on slack back springs as ancient white elephants, suffering from old age, usually do.

I am aware that sleeves, both on the road and beach, have gone out of fashion, but I liked this Knight-engined Daimler enough to want to drive another, either earlier or bigger, vintage model. Are there any about?—W. B.

" Sleeves, both on the road and beach, have gone out of fashion."

Previous articles in this series have dealt with a 5-litre Siddeley Special (June 1959), 8-litre Hispano Suiza and 7.3-litre Isotta-Fraschini (September 1959) and 6.8-litre Duesenberg (August 1960).

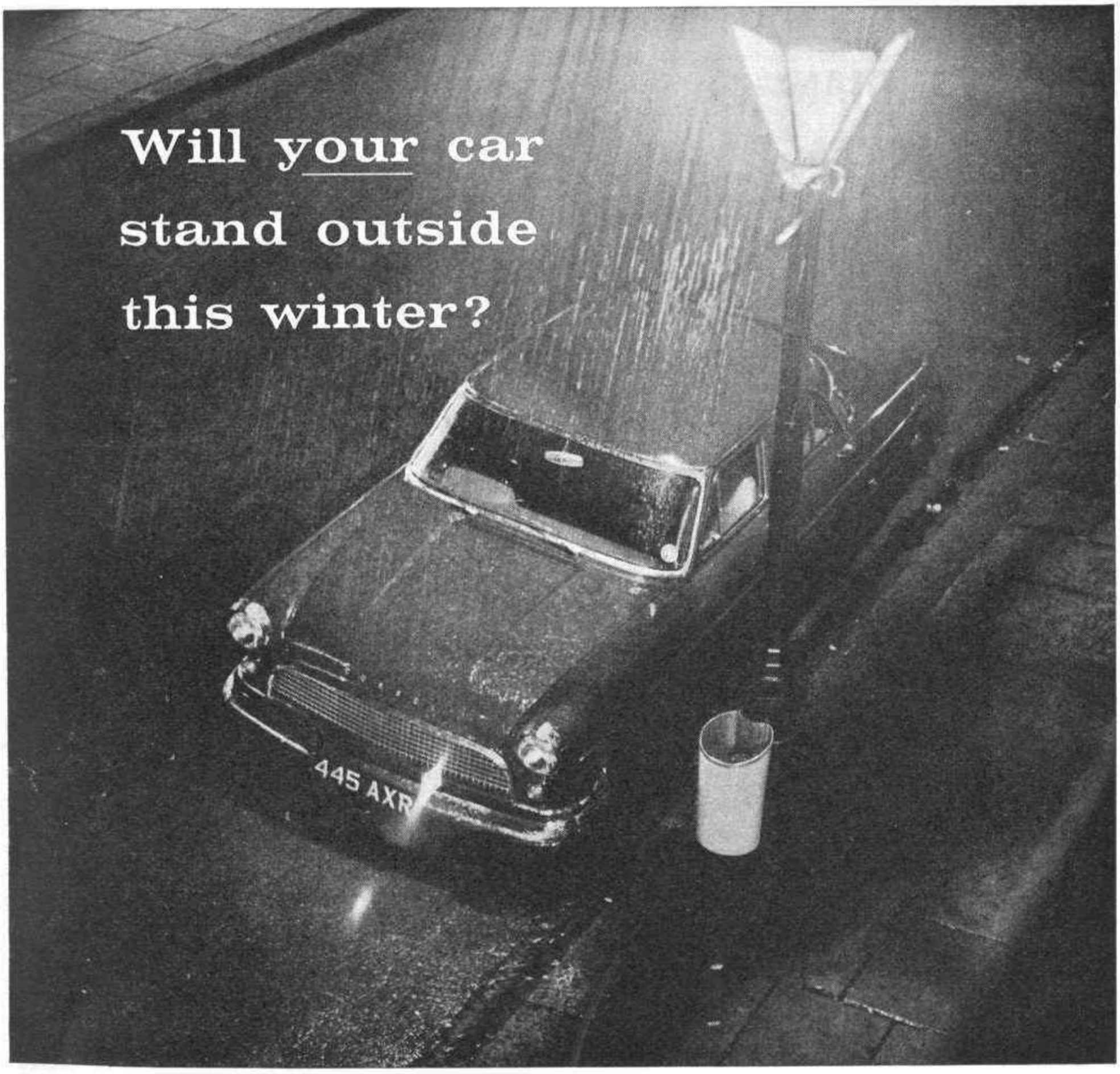
VW NEWS

R.A.C. British Rally Champion Driver of 1960, W. Bengry, started the season with Simcas and then used a 1961-type VW for the rest of the year. Last month *Credit-Trends*, discussing the British Motor Industry's present troubles, stated: " Medium-size saloon cars are expected to continue to lose ground to the American ' compacts,' while small British cars seem to be finding it more and more difficult to compete in the United States and Canada with European small cars, particularly Volkswagen." Last year VW made 891,067 vehicles and exported well over half of them.

JET PETROL

Last month it was stated (not as it happened by the VW-prone Editor) that Jet petrol is of German origin. This is not so; this ambitious selling of cut-price petrol is an all-British venture, about which we hope soon to give details. S. H. Richardson & Sons Ltd. tell us that already they sell some 10,000 gallons a week of British Jet petrol at their Golden Star Garage Pease Pottage, in Sussex, the premises which they bought themselves, at a cost of £50,000.

Jaguar, who are still working full time, have instituted a campaign amongst their workers with the theme that their livelihood depends on quality. How sensible!



one-step

FOR WINTER WAX PROTECTION

A Product of

JOHNSON'S WAX Research

THEN YOU NEED real protection against destructive winter weather . . . wax protection. And there is no better weather-shield than Johnson's One-Step.

One-Step contains tough Carnauba wax . . . the toughest natural wax in the world . . . The wax that winter wet and winter dirt cannot penetrate. And it's blended with super silicones to make it so easy to put on. You get months of protection from the large economy tin which costs just 10/-. (Trial size One-Step is available for only 5/6d.) Protection money well spent.



Available from garages, accessory dealers and Halfords everywhere.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



[Photo by E. Guthrie-Jones]

ADVENTURE, 1960.—S. Bowie's 1927 Austin Seven ascending White Sheet Hill during the "Boxing Night Informal."

"THE BOXING NIGHT INFORMAL"

THE popularity of the "Boxing Night Exeter" has grown since the Editor conceived the idea of driving over the route of the 1922 M.C.C. London-Exeter Trial in 1953 in his 1922 Talbot-Darracq, starting traditionally on Boxing Night. Twenty-four others accompanied his 1924 12/20 Calthorpe in 1959 over the 1925/6 "Exeter" route, and last Boxing Night 36 joined this informal post-Christmas expedition. They deserve hearty congratulations, for to turn out like this with no prospect of prizes or publicity is enthusiasm indeed; moreover, some had come to the start from places as far afield as Leicester, Newark, Tewkesbury, Birchington and Maidstone, while the Amilcar's doctor passenger drove 230 miles to meet his driver. There was also a social side, Sturgeon meeting the Franklin brothers, whom he had known at prep. school, again, after 13 years. The full list of "competitors" was as follows :—

W. Boddy (1921 11.9-h.p. A.C. tourer).
D. Hale (1922 A.B.C. two-seater).
Y. Pearce (1923 11.9-h.p. A.C. two-seater).
B. R. Smith (1923 Morris-Cowley two-seater).
G. B. Brough (1924 Armstrong Siddeley Fourteen tourer).
Dr. Brindle (1925 Amilcar sports two-seater).
B. Gray (1925 Austin Seven Chummy).*
C. J. Hazek (1925 Gwynne Eight tourer).
A. Raine (1925 Austin 12/4 saloon)
J. M. Davis (1926 9/20 Humber two-seater).
E. P. Guthrie-Jones (1926 Austin Seven Chummy).*
P. R. Keeley (1926 A.C. Six two-seater).
R. D. Sweetland (1926 Austin Seven Chummy).*
S. Bowie (1927 Austin Seven saloon).*
B. Abrahams (1928 Singer Junior tourer).
K. J. Benfield (1928 Austin Seven Chummy).
J. R. Davy (1928 Standard Nine Fulham saloon).
I. M. Dexter (1928 14/28 Morris-Oxford saloon).
G. R. Hewitt (1928 Austin 12/4 saloon).
A. H. Salt (1928 12/50 Alvis TG tourer).
R. Crossthneath (1929 Austin Seven tourer).
C. G. Franklin (1929 10/25 Rover sports coupé).
D. Franklin (1929 10/25 Rover sports tourer).
B. H. S. King (1929 Austin Seven saloon).
D. P. Martin (1929 12/50 Lea-Francis tourer).
C. P. Warren (1929 Riley Nine fabric saloon).*
Major Money (1930 Morris Minor saloon).
M. H. Stribley (1930 9/28 Humber saloon).
A. J. G. Sturgeon (1930 Austin Seven saloon).
B. R. Weller (1930 Singer Junior saloon).

* *These were members of the Cambridge University Austin Seven Club and they were tendered by R. T. Shipman's 1928 4½-litre open Vanden Plas Bentley.*

In addition, six more stalwarts joined in *en route*—Hayward's 1927 503B Fiat tourer, J. Wallis' 1923 Morris-Oxford, J. Whittat's Austin Seven, C. Shears' 1929 Singer Junior tourer, N. S. Cox (Morris Minor), and E. Clayden. The last-named was the hardiest of us all, for, joining in at Yeovil, he rode a belt-drive Norton motorcycle on gas lighting, spending much of the night with his feet down on ice and with minimum illumination. A 1932 Austin Seven saloon of the C.U.A.7.C. also completed the route but as a modified non-vintage car it hardly counts. Twenty-one further "entrants" failed to materialise from the Christmas turkey and pudding, of which an 11.9 Lagonda was regretted; many "heavies" had been discouraged by the Editor to prevent this "Informal" from becoming ponderous.

So, at 10 p.m., under an illuminated Christmas tree, these keen enthusiasts dispatched themselves from Staines Market Square, and departed over the river bridge and down A 30 in the crisp, moonlight night. The Editor had borrowed the Montagu Motor Museum's nicely-restored 1921 A.C. Anzani bulbous-back tourer —Lord Montagu, quite rightly, likes his exhibits to take occasional exercise—and was learning how to change gear with the stubby right-hand gear-lever controlling three wide-spaced ratios, with an infinitesimal movement across the gate. This A.C. proved exceedingly comfortable, once the three occupants had entered through the single near-side door and past the button-up side curtains and taken their places within. The ¼-elliptic springing proved excellent and in the splendid isolation of the back seat the Continental Correspondent slept soundly . . . The front seats, occupied by Bob Warne, the Museum engineer, and the Editor, were *not* comfortable, the steering was heavy, the gear-change trying, with the fierce clutch apt to squeak a protest as it came home, while because the dynamo wasn't charging it was desirable to drive on the sidelamps whenever possible, and as these were on the scuttle they shed practically no light. But the broad polished mahogany dashboard contained a fine row of brass-bound dials (oil pressure 15 lb./sq. in.), the drive from back axle to flickering speedometer miraculously worked and the foot pedal operated surprisingly effective rear-wheel brakes, although the disc hand-brake exerted merely a steadying influence. A splendid hood and full complement of side curtains rendered us extremely snug,



ON THE BOXING NIGHT INFORMAL, from left to right : The Editor's Montagu Motor Museum A.C. and Dexter's 14/28 Morris-Oxford on the ice at Honiton, the A.B.C., Davis' Humber, one of the Austin Twelves, the Amilcar and the Gwynne Eight at Beaminster.

although the noise when middle gear had to be used was incredible; the bulb horn was fun to blow, but what possessed the A.C.'s designer to put the advance and retard control out of reach and the petrol filler horizontally above the passenger's lap I do not know . . .

So we progressed at the end of the cavalcade, through sleeping Basingstoke, Whitchurch, Andover and Salisbury to the Little Heath Filling Station at Barford St. Martin, where S. Daniels had kindly volunteered to stay open and where his wife and daughter cheerfully dispensed Bovril laced with sherry, although the hour was now nearing 2 a.m. We had passed a few stationary cars but they all seemed to come safely through, except for the bearded Abrahams, whose Singer Junior had broken a half-shaft in Egham; fortunately he has plenty of spares, so he 'phoned to London for another, fitted it, and resumed his journey.

It was amusing to see an Austin Seven with its sliding roof open on this cold night (but perhaps it doesn't shut) and we could swear the doors opened the wrong way, too, although this may have been a hallucination for which the late hour was responsible! Extremely sporting was Hale, in flying helmet and air-cooled flat-twin A.B.C., a true vintage light car, while two ladies accompanied Hazek in his decently original Gwynne Eight, scorning to put up the hood. J. Davy, of Standard-Triumph Sales Ltd., was driving a Standard Nine Fulham saloon taken out of Coventry Museum for the occasion.

The first excitement was the zig-zag climb up Middledown Hill, where the Bentley's crew kept a watching brief and where the Gwynne, the Riley Nine saloon, Stribley's 9/28 Humber saloon and Weller's Singer Junior saloon failed. The A.C. clawed its way up, howling, in bottom cog.

On through Shaftesbury and Yeovil went this miscellaneous collection of vintage cars, the moon now absent and ice coating the road, so that Chard Hill was a struggle against defeat through wheelspin. The unexpected slipperiness caused the A.C. to skid alarmingly, the Riley Nine saloon to slide into a ditch, from which it was towed by the Bentley, and an Austin Seven to fall on its side, suffering some damage, but everyone eventually got going again and no-one was hurt.

Yarcombe is a winding hill, but the A.C. just managed it in middle gear. Here we encountered Franklin's 10/25 Rover sports tourer *hors de combat* with a fractured half-shaft, and naturally the other Rover dropped out in order to help. A brief pause outside deserted Honiton enabled us to spread the good news that the Norton and Amilcar had joined in. The latter sports car had missed out Middledown Hill for fear of dropping behind; it eventually covered the entire route in spite of a slipping clutch. Weller had lost a nut from the universal joint of his Singer, a trouble that dogged him thereafter, but luckily he had brought plenty of spares; Shears' Singer Junior also had prop.-shaft trouble.

Over distinctly slippery roads the cars drove on through the night to Sidmouth to tackle the steep, long Peak Hill. The A.C. had to shed one passenger and it boiled away some cooling water, a habit to which these cars were prone in contemporary times, so that the wily A.C. Company fed steam from the radiator overflow into the exhaust pipe, to prevent Press reports of trials referring to overheating! Raine's Austin Heavy Twelve saloon came up successfully and thoughtfully returned to see if we needed water, and we heard the Norton motorcycle making a strong ascent.

We had lost time already and wasted more changing to another battery by the light of a friendly telephone kiosk before rejoining the main A 30 road. Consequently, not many cars were caught up with at the Black Horse Café check (breakfast had been taken here in 1959 but this time the proprietor and his wife were taking a well-earned rest). We visualised the others proceeding through the still-dark morning up Marlpits and Salcombe to breakfast at Beaminster. Some of them had done so, but a sudden fall of sleet had turned to a freak layer of black ice as we turned out of Honiton to Marlpits Hill, on which chaos thus prevailed.

Cars were stuck at all angles, and high up the rear lights of a modern Ford Anglia shone out—a car brought along by a keen American reader who wished to lend a hand. It seemed as if no one would get up, until Major Money weaved his little o.h.c. Morris Minor saloon past the medley of stranded vehicles, while the Armstrong Siddeley Fourteen justified its non-light-car status by restarting with very little help. The A.C. was pushed up, past Dexter's 14/28 Morris-Oxford saloon which, first to encounter the ice, had failed halfway up the straight part of the hill. The various crews then walked down to assist in sliding the cars round and down the hill, where some found their way to Salcombe by the main Lyme Regis road. Salt's wife and daughter assisted willingly in these salvage operations. Amid all the confusion Sweetland's yellow 1926 Austin Seven Chummy motored nonchalantly to the top!

Some of the drivers decided to have another try, the 1922 A.B.C. coming up well, as did Raine's Austin 12/4 saloon. Davis' 9/20 Humber had run backwards into the ditch but he deflated the back tyres and tied rope round the driving wheels and eventually made it, at the expense of one "4.50 × 19"; but there was a difficult moment when the big Morris-Oxford slid downwards at the last corner and had to lean on the again-stationary Humber. Luckily no damage was sustained by either car.

It is significant, surely, that while modern cars were indulging in accidents on Britain's icy roads, this not inconsiderable assortment of vintage vehicles, some with back brakes only and high-pressure, small-section tyres, not only had no calamities but mostly managed to get up the hill? It is something to which Ernest Marples, who is so anxious to make the owners of old cars pay to have them proved road-worthy, might devote some thought! Although on 710 × 90 "boots," the A.C. proved surprisingly controllable on black ice.

The Editor had scrubbed the Special Test on Salcombe because he considered it impractical in the dark but the Bentley's crew put in a simple restart test of their own accord, nine of the twelve cars which attempted it succeeding. The failures included Crossthneath's lowered Austin Seven and the Amilcar. Straight climbs were made by the remainder, our A.C. having to shed both passengers, while again it boiled furiously. At the summit, in bright sunshine under a deep blue sky, Keeley methodically dismantled the back-axle oil seals of his A.C. Six (using split pins which Warne had in his toolkit), a job he apparently does regularly every 500 miles. At Salcombe Shears' Singer Junior retired.

Over the undulating roads to Beaminster we lost the A.C.'s second gear, which gave the Editor excellent practise in double-declutching on a very wide-ratio gearbox but which necessitated crawling up the hills with the engine screaming round at 15 m.p.h., the change into top being so slow as to be impossible until level ground was attained once more. So, for us, breakfast at the "White Hart" was more like an early lunch. The chaps in the Bentley had again been a tower of strength, for they had conducted



Abraham's Singer Junior going again after a half-shaft had been replaced, and a group of "competitors" at the breakfast stop at Beaminster on the Tuesday morning.

the timed stop and restart test near the summit of White Sheet Hill long before we arrived. Unfortunately, while they quite rightly wrote down Reg. Nos. the Editor had omitted to list these at the start, so there is no way of tying times to cars. The list appended will, however, be self-explanatory to those concerned. In fact, only two of the 28 cars timed exceeded the obligatory 15 sec., the Amilcar, which had to be helped over the line with slipping clutch, and Sturgeon's Austin Seven saloon, which also suffered from this malady but otherwise covered the entire 370 miles out and home journey uneventfully, cruising at a steady 50 m.p.h. J. Davy's Standard Nine climbed all the hills, needing some help only on icy Marlpits, and Major Money's Morris Minor saloon (bought for £6), with Tom Nicholson as navigator, had no trouble of any sort, covering some 500 miles in 24 hours. The A.C., clutch protesting, took 10.6 sec. but had only just got up the hill and was boiling again! However, it was heavily loaded, carrying the equal of four persons.

That virtually concluded the 1960 "Exeter Informal." We are afraid it took a rather heavy toll of the cars mechanically, but we believe that those who came along enjoyed the experience, and we hope no expensive repairs were required. At the Haven Café beyond Lobscombe Corner the Gwynne and the A.C. Six turned up triumphantly just before we left and we had seen the A.B.C. and Davis' Humber, and Hayward's Fiat accompanied by another Bentley, stationary but apparently intact, before Dorchester. But a mile farther on Martin was working on his Lea-Francis and in flooded Stockbridge the 14/28 Morris-Oxford suffered a stuck-up exhaust valve. The Norton was last seen near Exeter without lights but was reported later to be proceeding, in daylight, towards Beaminster. Towards the end our A.C. had begun to smell like a stove, so that water had to be obtained for it from the river at the picturesque village of Coombe Bissett (where *The Autocar* photographer used to take pictures of competitors going over the bridge, and M.C.C. officials used to operate a secret check, during contemporary "Exeters") after the nuts on the back water jacket cover plate had been tightened, and the Editor having nursed it home in first and top cogs. After we had transferred our kit to the staff VW Warne changed smartly out of bottom into top gear and the drive between engine and back axle vanished abruptly; the car, which had carried us some 250 miles, had to be miserably abandoned and the Museum engineer returned to Beaulieu in the Editorial Mini-Minor . . .

This replica Exeter was no more, if no less, childish than conducting a full road-test of a farm tractor or flying to Le Touquet to drive an electrically-propelled buckboard, which two other motor papers did to provide "copy" for their Christmas Numbers. If we decide to do it again this year an announcement will appear in MOTOR SPORT ten months hence . . .—W. B.

THE WHITE SHEET TEST

MW 7502	R. Crossthneath (1929 Austin Seven)		6.4 sec.
PP 4291	B. Gray (1925 Austin Seven)		7.1 ,,
GE 190	A. Salt (1928 12/50 Alvis)		7.4 ,,
LJ 218	—		7.5 ,,
YV 325	K. Benfield (Austin Seven)		7.7 ,,
RT 7641	A. Raine (1925 Austin 12/4)		7.8 ,,
PD 3372	—		8.2 ,,
PX 4880	R. Sweetland (1926 Austin Seven)		8.6 ,,
VP 3198	G. Hewitt (1928 Austin 12/4)		8.8 ,,
YR 4315	P. Keeley (1926 A.C. Six)		8.8 ,,
UF 5767	—		9.0 ,,
XP 9439	—		9.0 ,,
EC 7530	—		9.2 ,,
KS 2833	G. Brough (1924 Armstrong Siddeley Fourteen)		9.2 ,,
EW 3372	J. Wallace (1923 Morris-Oxford)		9.7 ,,
TO 8605	J. Dexter (1928 14/28 Morris-Oxford)		9.8 ,,
PV 20	J. Whittal (Austin Seven)		10.0 ,,
—	— (belt-drive Norton)		10.5 ,,
—	W. Boddy (1921 A.C.)		10.6 ,,
TA 6850	B. Smith (1923 Morris-Cowley)		10.7 ,,
YE 8655	S. Bowie (1927 Austin Seven)		11.4 ,,
—	D. Hale (1922 A.B.C.)		11.4 ,,
UK 7054	J. Davy (1928 Standard Nine)		11.6 ,,
RT 1616	J. Davis (1926 9/20 Humber)		11.8 ,,
VX 9555	Major Money (1930 Morris Minor)		13.2 ,,

All the above thus qualified as passing the 1926 test, in which 20 yards had to be covered in 15 sec. or less. Those who failed were the Amilcar and Sturgeon's Austin Seven, which had clutch slip and clocked 55.1 and 24.7 sec., respectively.

The O.M. parts available in Sussex to which we referred recently (they include a crown-wheel and pinion) have turned out to be for a Ceirano. Also available from the same source is most of a Gordon England Cup Model Austin Seven body.

* * *

The Montagu Motor Museum has purchased the entire stock of spares of Vintage and Thoroughbred Spares and these will be available to those requiring them if they apply to Beaulieu.

VINTAGE POSTBAG

The Norton on the "Exeter"

Sir,

On the route of the Boxing Night Informal I picked up a rather nice pair of gloves by the roadside. I think it is very probable that these belonged to one of the "competitors" and wondered if it would be possible for you to put a small note in MOTOR SPORT to the effect that I would forward the gloves to the person giving the correct description of them. (Incidentally, I found them most useful as mine were wet!)

I would like to take this opportunity of saying how much I enjoyed the rally—there is so little vintage activity in this part of the country that I look forward to the Informal as the event of the year.

This was my first experience of vintage motorcycling—and, *my last*! For the future I shall stick to four wheels and the comfort of a hot dashboard under my feet! Full marks to the Norton tho' she behaved wonderfully for a 42-year-old and the only trouble she gave was when the oil pump broke free of the tank and a little belt slip up White Sheet forcing me to go up "horse fashion." This was a great relief to me as the bike had not been taxed since 1930 until Christmas Eve this year, when I had a short run to stretch the belt, and I imagined much greater disasters ahead of me when I left Torquay in the sleety darkness of Boxing Night.

However, in spite of the iced-up roads, missing the longed-for breakfast at Beaminster, and having to be forcibly unfolded when I got home—I enjoyed it, and thanks again.

I am, Yours, etc.,

Torquay. EUAN O. CLAYDEN.

* * *

P.& M. Panthette Memories

Sir,

Mr. Walton's letter about the Panthette revived some memories, but I must correct him about the valve operation. The valves were opened by push-rods and rockers, and closed by springs, but the valve-gear was unconventional in two respects—one was that the valve springs, instead of being coils encircling the valve-stems, were short leaf-springs (like tiny ¼-elliptics) which lay parallel to the rocker spindles and closed the valves by pressing on the push-rod end of the rocker-arms; the second feature was that the other end of the rocker, instead of being a pad bearing on the end of the valve-stem, was forked and the two arms encircled a collar which was attached to the threaded valve-stem by locknuts. This provided means for setting the tappet clearance. The advantages claimed for this arrangement were that the stem was not weakened by the cutting of grooves for collets or cotters, that there was no side thrust on the stem, and that opening and closing were positive, or more positive than with the usual layout.

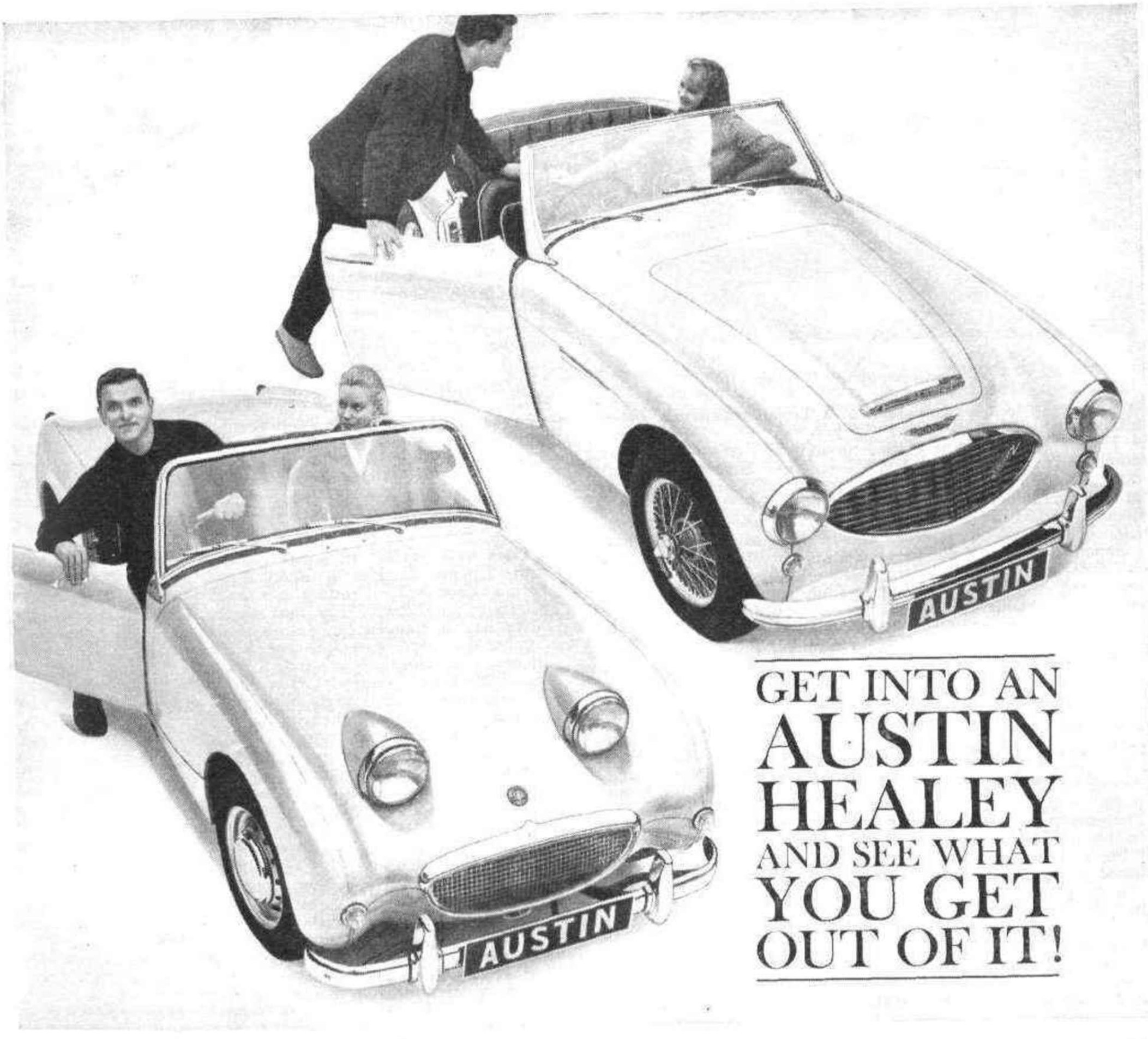
Mr. Walton is absolutely right in saying the Panthette engine was a honey. It was completely enclosed, the only external moving parts being the flexible coupling for the magneto-drive, and the final drive sprocket. Moreover, it was so advanced in design and conception, with barrels well spigoted into the crank-case, and oil contained in the sump, that if shown today it would quite likely be hailed as a masterpiece of clean design—which it was. It was designed as a result of a clamour for a revival of the A.B.C. without the latter's faults, but I am not sure if it ever went into production—I cannot remember ever seeing one on the road. The name "Panthette" arose because it was made by Phelon and Moore, whose other machines were—and still are—"Panthers." They were big singles of 500 or 600 c.c., and this was the first lightweight.

Apart from the engine, the rest of the machine showed Bradshaw's advanced thinking. The top "tube" of the frame was in fact an H-section forging of appropriate shape, the engine-gear unit being slung below this backbone in a duplex cradle of flat steel strips. The model weighed 196 lb., and the performance claimed was 60 m.p.h. and 125 m.p.g.

It is noteworthy that by the time the Panthette appeared in 1926, Bradshaw had already designed the A.B.C.s (motorcycle and light car), the A.B.C. Skootamota, and the Bradshaw oil-cooled engines. Examine any of these today and you will find features of design which were far in advance of their time. Many of these features lapsed, only to be revived more recently in modified and developed form.

I am, Yours, etc.,

Kew. EDWARD STOTT.



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YOU GET
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YEARS AHEAD



A Contemporary Trojan

Sir,

I have enclosed a photograph of a Trojan which may be of interest. [Reproduced above.—Ed.]

The approximate year of this model was 1926 and the new purchase price was £145. My father, W. G. Bryant, purchased this car from a garage in Little Sutton, Wirral, Cheshire, for £20 in 1928 after it had done a mere 13,000 miles. He ran it until 1935, doing a similar mileage, and sold it to a garage in Scunthorpe, Lincolnshire, for the princely sum of £4. My father used to comment that if time was no object this car would go anywhere, as it was very reliable but progress was somewhat slow with its top speed of 35 m.p.h.—when in mint condition. Most hills were taken steadily in top gear, but on the occasion when a particularly steep hill had to be climbed the first and only other gear was used, reducing the speed to a mere, grinding, 5 m.p.h. I remember we were highly indignant at the occupants of other cars which passed us when they turned to grin broadly as they shot by at 25 to 30 m.p.h.

The rear axle was "dead," having no differential, resulting in stiff steering and heavy handling on corners as the wheels strained to straighten. Tyre wear was rapid, 7,000 miles being the average life. On one occasion, after a garage had put in 40 lb. all round instead of the normal 25-30 lb., it was discovered, after about 40 miles, that half the tread had scrubbed from the front tyres. The extra pressure was not noticed in travelling as the springing on this car was excellent.

For a 10-h.p. car the body was large and five adults could be seated in comfort. It was, in those days, considered to be an economical car to run—40 miles to the gallon could be obtained. In spite of its faults we were very fond of our Trojan.

I am, Yours, etc.,
A. G. Bryant.

Ipswich.

* * *

The Sopwith Camel

Sir,

The Sopwith Camel was the finest fighter, at low and medium altitudes, of its time because (1) it was the first single-seater with two Vickers guns in R.F.C. Squadrons, and (2) because of—not in spite of—its peculiar flying characteristics which skilful pilots were able to exploit to their advantage. By using the pronounced gyroscopic and torque reactions, these pilots could perform manoeuvres in close combat which could not be matched by the stationary-engined enemy fighters, often of far higher performance in speed and climb. To get involved in a dog-fight with Camels below 12,000 ft. was usually disastrous for the enemy, as their aces were well aware.

The point to be stressed is that the flying qualities which its detractors labelled as bad and vicious were the very qualities which, in the hands of good and intelligent pilots, made the Camel so successful.

An obvious analogy can be made between the detractors of unconventional aircraft and the detractors of unconventional motor cars. One reads and hears so many reports of the "dangers" of unconventional motor cars, particularly those with engines in the "wrong" places, and I always wonder whether these critics realise that, the louder they complain, the louder they proclaim their own lack of skill and adaptability?

When a devotee of the Camel heard another pilot call it a death-trap, he at once knew that the other pilot was a ham-fisted type incapable of flying it. But he did not bother to argue the point, if he was wise, because he also knew that the ham-fisted type was safer with the humdrum.

I am, Yours, etc.,
R. Neville, R.A.F. (Ret.).

Crowborough.

Vintage cars in the news: A 1929 Austin Seven won the West Hants & Dorset C.C. Christmas Cup Trial last year, "Giles" featured a vintage Vauxhall tourer in his Hogmanay cartoon in the *Sunday Express*, and a 1921 model-T Ford tourer which successfully passed its compulsory test in Reading had been used merely for a three-month summer period by its Bournemouth owner until 1927, when it was laid up.

* * *

A silver scale model of a Mercedes car, thought to have been made to the order of the late Count Zborowski, has turned up in Johannesburg. If any collector is interested, we can forward letters, while taking no responsibility for the authenticity of this unique model.

* * *

After mid-February there will inevitably be a thinning-out of the variety of interesting vehicles on British roads but in the past few weeks we noticed a very original vintage or near-vintage Morris Isis saloon in Hyde Park, a p.v.t. straight-eight Daimler in Chertsey, two model-B Fords in Surrey, an early Triumph Super Seven tourer seen bowling up Western Avenue and a V-twin Family Morgan driven by a girl along Malden Road (her passenger wore a crash-hat!). Let's hope they all survive!

* * *

Cars and parts. In Kuala Lumpur a hybrid Alfa Romeo with 2.3-litre engine in a 1938-type 3-litre chassis with Farina saloon body is rotting in a scrap-yard, and it appears to belong to an R.A.F. officer who bought it three years ago and never had it shipped home; our informant, who quotes the number as SB 871, hopes the owner will get in touch with him and allow it to be saved. A late-type S.S.1 with shooting-brake body seems to have been abandoned at the side of A 30 near London Airport, and a 1922 Raleigh motorcycle, lightly used since new, lives in a farmhouse kitchen in Devon but is *not* for sale. We know of a boa-constrictor horn for sale, and have heard of a 1925 11.6-h.p. Standard Kenilworth tourer needing some renovation and a 1925 13.9-h.p. Standard Warwick, now with van body, both for sale, respectively in Derbyshire and the Manchester area. There is also a 1928 Rover in West Cornwall and a 1925 Dodge landaulette in Exeter, both derelict. A generally sound 1930 Humber Sixteen Six tourer is desperately in need of a home and may be scrapped within a few days. Letters can be forwarded.

* * *

From Devon comes news of a very sound 1926 Austin Twelve saloon bought recently from an elderly gentleman who had cherished it for 30 years, having bought it from a Wiltshire Bank Manager, while a reader whose grandfather covered 200,000 miles between 1913 and 1920 in a square-radiator B.S.A., wonders if any other cars of this make and type survive?

* * *

On the vintage commercial vehicle front we hear that a Burford lorry, *circa* 1922, is preserved in fine condition by a firm in Cardiff, where the Park Coal Co. still operate a few 1922 Walker electric lorries. A 1927 Leyland PLSC Lion is in use as a caravan in Hayle, ex-Southern National but with non-original body, and a rear-braked 1-ton Morris Commercial 'bus exists at the same place, while a model-T Ford lorry chassis and cab languishes in Exmouth. A West Country enthusiast has imported an Austin tractor of early French-made type from Jersey (Customs duty £3 0s. 5d.) and is hoping to obtain a 1930 Leyland TD1 Titan low-bridge double-decker, also from Jersey.

* * *

Meetings of considerable interest to one-make enthusiasts include the Trojan O.C. Trial and A.G.M. (February 25th), Daimler Day in Coventry (April 29th), and the Model-T Register's Ben Nevis Rally (May 12/13th). Also, there may be an Austin Twelve gathering in Longbridge in October to commemorate the 40th anniversary of that famous car, while Alvis Day is likely to happen again this year at the Crystal Palace, and the 750 M.C. will encourage Austin Sevens to attend their Chateau Impney meeting on May 14th.

* * *

We are informed by Mr. Venning that we were misinformed when we stated last December that his Chater-Lea had been bought by a Mr. Getley.

GRANVILLE BRADSHAW REPLIES TO HIS CRITICS

[Mr. Bradshaw is, we understand, engaged in designing a rotary-type i.c. engine which he naturally hopes will be a Wankel-beater.—ED.].

THE numerous critics of my A.B.C. engines are wrong because they refer to production engines none of which I had any hand in. In my 50 years of design creation I have never employed more than half a dozen skilled mechanics working in a small experimental factory. I have always had a mania for trying to achieve some type of engine that is better than existing types and I believe that I have achieved a fair measure of success.

My first aeroplane engine was a four-cylinder vertical water-cooled with steel cylinders and copper water jackets, for a group in Bournemouth with a very small workshop in Redbridge a few miles from Southampton. That was in 1910 and I suggested the name "The All-British (Engine) Co." because prizes were being offered for "All-British" planes. This resulted in the name A.B.C. That engine took the British Duration Record, and with it The Michelin Cup from Cody (the holder) by remaining in the air for 8 hr. 43 min.

Needing publicity in 1910 we decided to go to Brooklands and when I spotted an old Minerva van chassis with chain drive on the scrap heap I decided to put our aeroplane engine on a roller track at the back with a pusher prop., and a spring balance to measure the thrust, and drive it to Brooklands by road. I called it the "Wind Wagon" and am wondering if it is still in existence?

We started early one morning and it was great fun—though a few milkman's horses stood on their hind legs, to the annoyance of their drivers. "Get-a-way" and acceleration were astonishing and when we got to Brooklands to prove the engine by lengthy runs round the track a Weybridge propeller-maker asked to be allowed to test his propellers on it—which, of course, suited our purpose. He "had a go" at the Test Hill and went over the top with ease. He sent for the official time-keeper and broke the Test Hill record at his first attempt—but it was not allowed because we were told that wheel-adhesion played an important part in a car's ability as it involved suspension problems.

We then asked Farnborough if we could try our engine in one of their 'planes but they refused (in writing) on the grounds that "The War Department informs us that there is no military value in the aeroplane." We had taken the only brick-built factory on Brooklands and purchased a few machine tools but we were virtually out of business except for assistance to the many owners of racing cars and motorcycles, who were always wanting pistons eased or cams altered—and I was always keen to help them get records. S. L. Bailey with his Douglas wanted more power, so I designed and made him two new cylinders machined from a steel bar and with overhead valves. He obtained his records immediately. And, with little hope for any aeroplane engine business, I designed a flat-twin A.B.C. motorcycle engine.

I quote from the motor Press at the time: "How many people realise that a 350-c.c. A.B.C. with steel cylinders did 72.6 miles per hour over the flying kilometre in 1912—a record. And, later, "A 500-c.c. A.B.C. was the first machine to put the flying kilo. over the 80 mark." Later still, "A 400-*c.c.* A.B.C. took the much-coveted hour record *in the* 500-*c.c. class* on more than one occasion."

These were all "one-off" engines, built at a cost that must have been infinitesimal compared with present-day motorcycle racing engines. And in those days there were many more firms in the motorcycle racing game than there are today.

I claim to have built the first satisfactory static radial aeroplane engine, which made all others obsolete until the jets arrived and some critics, by searching through back periodicals, mentioned many that few ever saw or heard of. They were certainly not a success because they all overheated and rotating cylinders could be built in larger sizes owing to the increased cooling effect. I successfully overcame the cooling problem by employing extremely thin fins machined on steel cylinders and by heavily copper-coating them, not by copper plating but by de-position to a considerable thickness. Wind tunnel tests that I carried out at 100 m.p.h. showed that the temperature at the back was only 2¼ times that at the front whereas without the copper of high heat conductivity the temperature at the rear of the cylinder was some six times greater—causing cylinder distortion and overheating. It was upon this basis that I ventured upon a static radial with cylinders as large as the "Dragonfly."

I was called to London by Lord Weir (who had seen my smaller "Wasp") and asked to put in hand immediately (with super A1 priority) the largest engine I could design on the same lines and my first "Dragonfly" was built by my six mechanics and was on the test-bed in exactly one month. We had a calibrated prop. from Farnborough and before a crowd of "brass hats" and officials, with myself at the controls, it was started up. It ran perfectly from the start and after ten minutes (never able to resist the desire to know the worst) I had it on full throttle and turning the calibrated prop. at 365 b.h.p. The Americans were there and took drawings away with them. I was also ordered to send complete sets of drawings to 180 firms in this country as Lord Weir said he was immediately going into production.

But the Technicians from The Ministry stepped in, saying that the design must be thoroughly examined by their Technical Experts. I never saw them, or the engine, or the drawings again but I learned later that they had increased the weight by about 70 lb., had reduced the b.h.p. to about 320, and wasted six months in doing this and we all know that the modified engines gave troubles of many kinds.

My own engine had done 72 hours on the test-bed, had beaten The British Height Record and The British Speed Record (details of which were withheld for security reasons) and had made rings round the latest 240-b.h.p. German 'plane that had landed in our territory. I claimed an award and got £43,000 but my small company had financed the building of three "Wasps" and two "Dragonfly" engines as well as sending drawings all over the World.

However, the war was over, giving me further scope for more advanced design work. The A.B.C. car project was bought up by an outside group and I left them to it, after I had built the first three models. I always left production to Production engineers, as their problems did not interest me.

I designed the A.B.C. motorcycle and the first model was built and on the road in 11 days. It took an enormous number of orders at the Olympia Show and the designs and rights were sold to a woodworking aeroplane factory unskilled in this class of work and they went into big production without any preliminary road tests. How could they hope to make a success of a type so revolutionary?

The German B.M.W. firm came to our A.B.C. works and acquired rights and at their request I increased the engine size to 500 c.c. How heartily I was cursed when it came over, and was the first machine of foreign manufacture to win our T.T. race.

Then I was asked to design the P. & M. Panther 500-c.c. motorcycle engine. Here I decided to go one better and to totally enclose the overhead-valve mechanism. This enclosure is now standard practice throughout the World. They were a sound and experienced firm and I am pleased to see in the last Show Report by one of the motorcycle papers on the model at the Show "This machine beyond any shadow of doubt has the longest production history in the motorcycle industry."

Following the A.B.C. motorcycle I was asked by a friend (who had formed a new company) to design him something simple in the lightweight and cheaper type of motorcycle. I designed and built him the first motor-scooter in the world (the A.B.C. Skootamota) and told him that I felt that in the future there would be a growing market for improved designs on these lines. I was not far out, I think.

Next I designed the Belsize Bradshaw and, immediately the first one was built and the engine started, I was told to keep strictly to their trial course so that when things fell off I could be towed back. But, to my mechanic's astonishment, I told him to show me the London Road (it was a cold night and an open chassis) but I went right through and did 1,000 miles without trouble of any kind. Then I took it back and handed it over.

I was then asked to design an engine for Dormans of Stafford and, still out for something better than anything else, I designed them a 2-litre engine (four cylinder) with twin-overhead camshafts (the first in this country, if not in the World). The cams directly attacked small pistons sliding above the valve stems, and this was shown at Olympia. It was copied the following year by two other firms (one of which came and apologised to me for wholesale copying), but it was eventually dropped until the problem of driving the o.h.v. mechanism was satisfactorily solved.

My A.B.C. motorcycle engine was fitted to an English Electric small 'plane and won the low consumption record of 85 m.p.g. and my "Scorpion" engine (a modified A.B.C. car engine) which was used in the first (or second) De Havilland 'plane in the contest, has just been replaced so that both of these have gone to the museums of early aircraft types.

RUMBLINGS

BOATS

We visited the *Daily Express* International Boat Show at Earls Court on Press Pre-View day and found Naval skin-divers braving the filthy water of the Côte d'Azur harbour for the benefit of the cameramen, a young lady all but falling into the same dingy harbour while demonstrating a pair of huge floating shoes to the Press, and the loud-hailer telling the Shop Stewards that they would be meeting at 2.30. Nude dummies stood unconcernedly by the waterside, waiting to be fitted with their arms—and bikinis. A week later we went again and found the Show finished and an encouragingly large crowd looking at the exceedingly covetable exhibits. The harbour water was still dirty-looking but a gay backcloth suggested the Mediterranean and the French Government Tourist Office and the Martini International Club were there to advise and encourage visitors, who could also watch bathing girls parade.

Some boats still look like boats and others look like modern cars. In the former category we liked the appearance of the products of H. Sykes of Broxbourne and the Freebody "Debonair" American-designed high-speed runabout (320 lb.; £275). Then there were the Toby Marine wood-moulded boats, the handsome aluminium-alloy-hulled Albatross sports runabout (600 lb.; £650) with converted Ford 100E engine, and many glass-fibre boats such as C.I. Marine Services' "Barracuda" (£265), and Healey Marines' latest outboard "Sprite" and "Corvette."

Amongst the very simple craft our eye was caught by the "Classic" glass-fibre canoe at £35½ and the well-known Avon inflatable craft ranging from 8 ft. "Redstart" general dinghy to 12 ft. "Redshank" party boat, all suitable for outboard engines, of from 2½ to 5½ h.p., prices ranging from £28½ to £70. Norvall's of Southend also showed an attractive range of sailing dinghys.

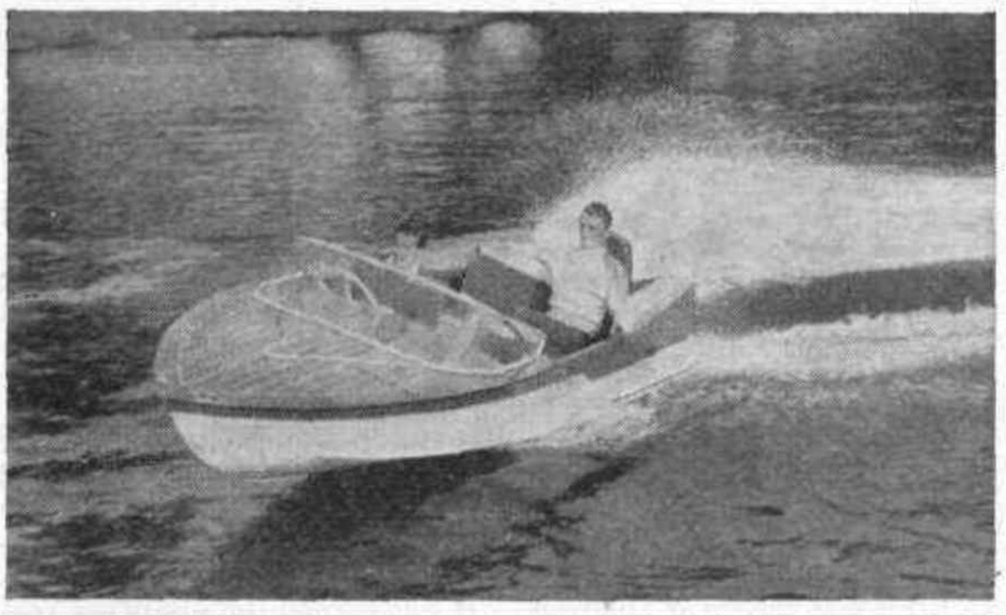
Amongst the outboard motors were the Woodson diesel and the brave new 500-c.c. Bundy from Milan, while the famous firm of Bolinders showed the Volvo-Penta Aquamatic inboard engines with outboard drive

Probably the fastest craft at Earls Court was the three-abreast-seater Ancarrow "Consul," while Albatross claim 41 m.p.h. from their 17-ft. Sunbeam Rapier-powered four-seater, and the Ford Zephyr-powered Simmonds ski-boat does 50-53 m.p.h.

Firms famous in the car world were there, such as Dunlop, Lucas, Pye, Smiths, Simms and Regent, all making specialised equipment or supplies for this extremely popular sport. Amongst the marine-engine exhibits it was, perhaps, typical that Mercedes-Benz should show the biggest of them all—the Type MB839 16-cylinder, 104-litre diesel power unit which develops 2,400 b.h.p. at 1,500 r.p.m. It had a truly "Rolls-Royce" finish. Coventry Victor showed typical horizontally-opposed engines, Stuart Turner some beautifully-made small power plants, while the copper piping on the Kelvin marine engines must have pleased old-car addicts. Reverting to outboards, the famous Mercury, winner of the Paris 6-Hour Race, etc., the Gale, a 35-h.p. version of which recently covered over 1,400 miles in 50 hours on Bedfont Lake, and the long-established British Anzani were there. A vintage touch was provided by Ailsa Craig, who had two of their early engines, a D1 and an F2, on their stand. And VW Motors exhibited a marine version of their well-known flat-four, which develops 34 b.h.p. at 3,600 r.p.m. Up in the gallery the Continental Correspondent would have felt at home on Arthur Beale's stand, where all the (male) staff were bearded . . .

That boats need not be expensive was emphasised by a special display of 37 craft costing under £250 and a further dozen in the £250-£500 bracket. The former included the Aqua-Sport 10-ft. motor-boat, a Catalina Craft 14-ft. runabout and other outboard boats, apart from sailing craft—but, remember, boats are usually sold "engine extra."

With crowded roads, rising prices and growing persecution more and more motorists are turning to water sport—it is rather startling to find that membership of the Royal Yachting Association has risen from 273 to over 10,000 since 1947! One can only hope there is enough water for everyone—there should be, judging by last year's rainfall!—W. B.



Typical of the boats that will provide relaxation for many jaded motorists this year is this £189 Sprite Vengeance 14-ft. outboard runabout, seen here with 35-h.p. Perkins engine. The hull has an "Aquaply" skin on mahogany frames and the boat has been timed to do 11.2 m.p.h. four-up and 21.9 m.p.h. one-up with 16 h.p., 27.6 m.p.h. and 30.5 m.p.h., respectively on 35 h.p., while it is estimated that speeds of up to 40 m.p.h. should be possible with a 60-h.p. American outboard—that boat speeds are now quoted in m.p.h. instead of knots indicates that the Boat Industry is catering for the motorist.

JUSTICE?

We have had our attention drawn to a report which appeared in the *Bristol Evening Post* of a court case at Taunton, which arose because a police constable drove a patrol car "round a bend at 40-45 m.p.h., skidded broadside across double white lines, struck an oncoming car, turned completely round, and finally came to rest on the verge facing the way he had come." Tyre marks from the police car were said to have "extended for 100 yards."

The magistrate stated: "The inescapable facts are such that we have been forced to the conclusion that we should have been *more than justified in prosecuting a civilian who drove in this manner.*" (Our italics.)

What happened to the police driver (he had been "on motor patrol duty for two years and had passed the advanced driving test")? Was he disqualified, as Stirling Moss was, for instance, in rather similar circumstances? No! He pleaded not guilty and the *case was dismissed by the Bench.*

We are all in favour of a little leniency when a driver makes a mistake, for motorists are also humans and it is human to err once or twice in a lifetime, especially at such an exacting task as driving a motor car, but in this case an accident happened, which, as the Bench admitted, would in their view have justified a prosecution in the case of a civilian driver. Obviously, there is one law for the police, another law for civilian motorists. This case will anger a great many civilian drivers and seriously undermine the deteriorating relationship between motorists and the police.

ANY COMMENTS?

The following is attributed to a well-known Chief Constable :—

"As there are 1,760 different ways in which one can contravene the law with a car, motorists should be philosophical about it and pay their fines in much the same way as they pay their income tax, for both are inevitable."

NEWS OF NEW BOOKS

As we pointed out last month, a great many motoring books are pouring from the presses, of which some are worth reading. To be expected by the spring is a biography of Sir Henry Segrave, written in consultation with his relatives and friends, a complete history of Montlhéry, which, unlike Brooklands, is a banked track round which you can still race, and another fascinating Batsford pocket book, this time of sports cars, illustrating some very rare and all the popular fast road cars since the Sport began.

In addition, David Thirlby is engaged on writing a very detailed history of G.N. and Frazer Nash cars which promises to be a paragon amongst one-make histories, T. A. S. O. Mathieson, a Bugatti enthusiast who raced his own cars pre-war, is known to have written a book, and it is extremely good news that H. G. Conway is re-writing and bringing up to date the M.R.P. "Bugatti Book." Lord Montagu is at work on an SS and Jaguar history. Incidentally, for some unaccountable reason our printers made a nonsense of the title of an intriguing travel book published by Hammond, Hammond & Co., and reviewed last month—the correct title is "Brushing Your Teeth With Wine."



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ONE MILLION MINORS

LAST month the B.M.C. staged a simple ceremony at Grosvenor House to celebrate production of the millionth Morris Minor to be made since this popular small car was conceived in 1948. This car was presented to the N.U.J. for use in any way the Union desired, to assist the finances of their Widows' and Orphans' Fund. This is a nice tribute to the help the British Motor Industry and, indeed, all the subsidiary interests have had down the years from the not always well-paid or sufficiently-appreciated hard working journalists. The secretary of the N.U.J. has announced a competition in which this millionth Minor—a saloon 1000—will be the main prize.

This ceremony was of interest because during the evening we were assured that although it has been repeated one million times, the popular Morris Minor 1000 is to continue in production. Alec Issigonis, its instigator, told us he thought up the original Minor when he was middle-aged and planned for it a flat-four engine, independent rear suspension, and springing possibly by rubber. The experienced B.M.C. said "No" and persuaded him to keep to their side-valve engine and other well-tried components. Now, said Issigonis, the B.M.C. range is so wide that even he, as Chief Engineer, finds it difficult to remember all the models for which he is responsible. Under the circumstances an output of one million Minors is all the more remarkable.

All down those years the Morris Minor, whether in side-valve, 800 c.c. o.h.v. or present 1000 form, has been popular with fast drivers, on account of its splendid road-holding and cornering powers. We recall taking over the original tourer for road-test from Cowley, and of running into the house on our return to tell our wife "At last there is a British car which rivals Continental models." Summing up in its road-test report of June 1949 MOTOR SPORT observed: "The new Morris Minor is a thoroughly attractive little motor car and a credit to its makers. It handles as few cars, large or small, do, and to our appreciation of such enjoyable controllability we would couple warm praise for Alec Issigonis—not unknown in motor racing circles!—who designed the chassis."

Today the Morris Minor 1000 continues to represent excellent value for money and the talented Issigonis has been given a free hand with the Minis, which bristle with technical innovations.

—W. B.

KITCHEN SINKS TO BRIGHTON

The other day we engaged in a lighthearted expedition, arranged by Alfred Woolf of John Skinner Associates Ltd., which was planned to give motoring writers their first taste of the ingenious little 500-c.c. Fiat Giardiniera or station wagon. This involved, literally, taking a couple of old kitchen sinks to Brighton. We did not take them all the way, each car travelling two up from the Fiat depot at Wembley to Horsham, where this load was added before we proceeded with the stiffer part of a 100-mile route which had to be covered at an average speed of 36 m.p.h., if possible on two gallons of petrol or less. Woolf's entertaining route to Brighton included going down Box Hill and up Leith Hill and should have taken us over Dunkery Beacon, only here a bridge had inconsiderately stepped aside—or could it be that a typist, like Homer, had nodded and left a vital line out of the instructions?—and so the party of half-a-dozen Giardinieras went astray and in our case we had to resort to our emergency half-gallon of petrol opposite Roedean School as we came down into Brighton. The consumption had worked out at 46 m.p.g. for this fast drive, heavily laden. The little twin-cylinder air-cooled Fiat impressed us with its road-holding, oversteer being expected whereas there seemed an understeer tendency on the part of this rear-engined swing-axle i.r.s. vehicle. It ran well at an indicated 60 m.p.h. without undue fuss and proved as charming as its under-floor power unit is ingenious and those grubby sinks which Fiat put in the back after the coffee stop demonstrated effectively the space and load-carrying capacity of this diminutive Italian car.



The Fiat Giardiniera which averaged 36 m.p.h. and 46 m.p.g. seen after carrying two kitchen sinks up Leith Hill.

Subsequently we heard that others of the party, perhaps more feather-footed, had achieved lower petrol consumptions, the average coming out to 50 m.p.g., very good, but heavier than the 60 m.p.g./60 m.p.h. target we would like present-day very small cars to achieve.

On the Madeira Drive we checked in at Fiat's gaily-painted Service Van, this astonishing forward-control 1,100-c.c. vehicle containing such a complete complement of tools and spares, garage equipment and first-aid kit, micrometers and gauges, etc. —worth a total of £7,000—as to defy description. This is a normal Fiat production, with sliding side doors and ingenious storage drawers and cupboards, which gives notable economy of petrol and tyres when coping with Fiat servicing in far places.

After a late lunch at the "Ship Hotel" the journalists departed by train for London but we were driven back in the silent luxury of a Fiat 2100. Getting onto the wrong Underground line involved a nightmare journey, accompanied by the aftermath of Fiat hospitality, to retrieve the Editorial Mini-Minor from Wembley; nothing could have convinced the writer more firmly of the desirability of personal transport such as the little Giardiniera provides so well.—W. B.

ATTACK ON REAR-ENGINED CARS

According to the Christmas Eve edition of the *Surrey Comet* a coroner's jury sitting at Feltham, at the inquest on a young driver killed in an accident involving a Renault Dauphine, decided that had this person "been driving a standard car instead of one with the engine situated in the back, he might have avoided the accident." Apparently the jury had heard a police constable give evidence in which he said that "the car's luggage compartment at the front was empty, and if the car was swerved suddenly it would have the effect of lifting the front of the car." The jury returned a verdict of accidental death, adding, according to the *Comet* reporter, that with the driver's experience "if it had not been a rear-engined car" they believed he could have held it, after it had been caused to swerve to avoid another car crossing the road; after braking heavily the Renault Dauphine struck a lamp-post.

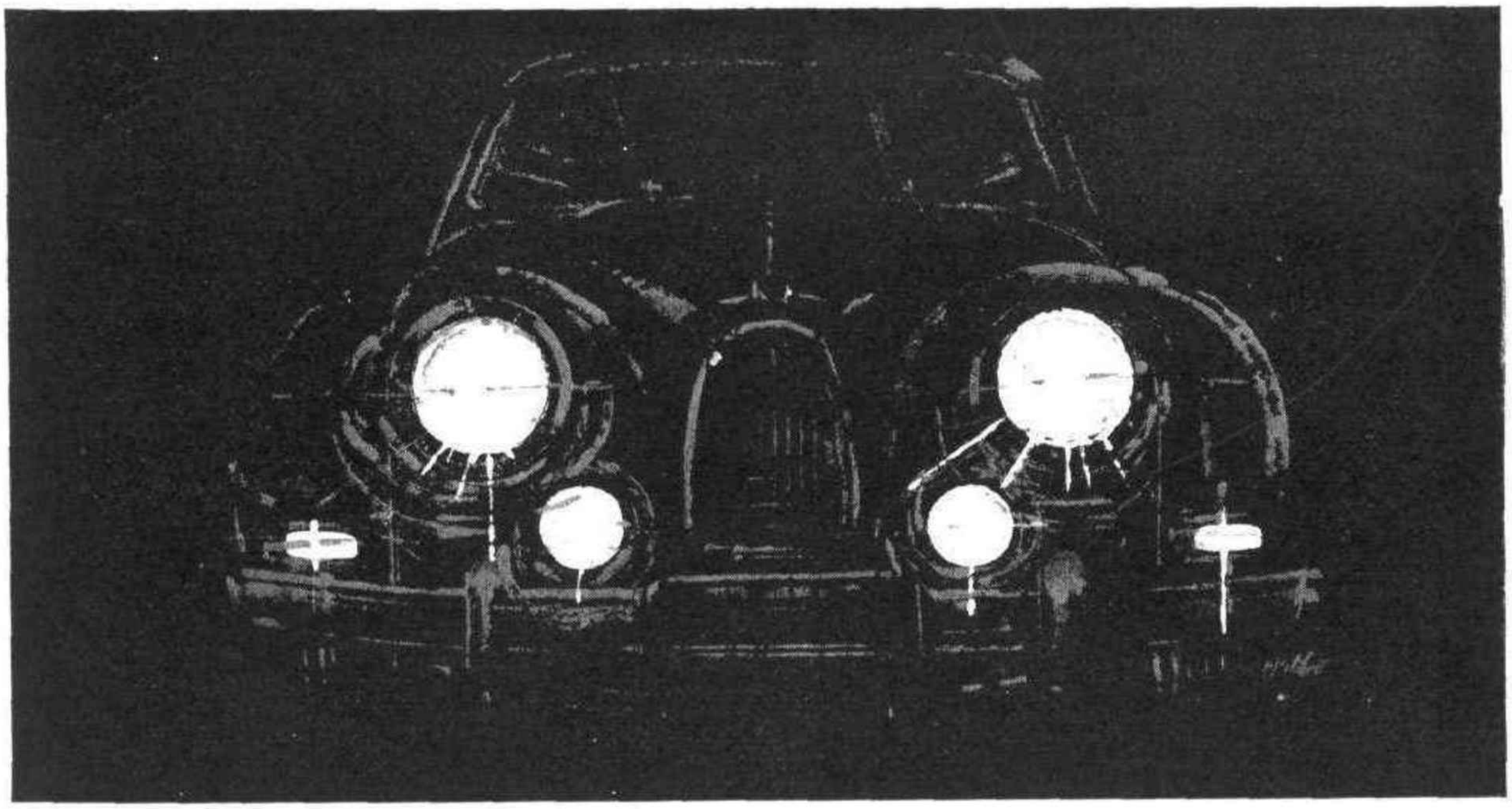
We have heard of rear-engined cars that tended to oversteer and of some that have been inclined to break away at the rear without warning but, as every engineer and most motorists know, it isn't necessary to put luggage in a Dauphine to keep the front wheels on the road no matter how fast it changes direction and this attack on rear-engined cars is surely astonishing?

A GOOD DIARY

If you want a diary, go and buy the Charles Lett's Motor Racing Diary now. It is really comprehensive, with masses of information about motor racing, including an illustrated section on British G.P. cars, maps, all the usual diary features. Bound in Plexide, green, red, blue or brown to choice, with pencil, it retails for 5s. including tax, or in de luxe form, leather bound, for 9s. 6d. Postage is 6d. extra, from Motor Racing Publications, Ltd.

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* 'The Motor'—28th Sept. 1960

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BOOK REVIEWS

"History of the American Steam Fire Engine," by William T. King. 150 pp. 11 3/16 in. × 8 1/2 in. (*Available from Autobooks, 104, Islingword Road, Brighton, Sussex.* 40s.)

This is an indispensable book for students of fire engine history or of American history in general. It is beautifully illustrated with photographic reproductions and drawings and gives much technical data, and a list of makers of these picturesque old fire engines. There is a list of makers, some of whom made motor fire engines in later years.—W. B.

"F. W. Lanchester—The Life of an Engineer," by P. W. Kingsford. 246 pp. 8 7/16 in. × 5 7/16 in. (*Edward Arnold (Publishers) Ltd., 41, Maddox Street, London, W.1.* 30s.)

Here is a complete account of the late Fred W. Lanchester's talented career. The author goes into fascinating detail, recounting hitherto unpublished facts and many rare illustrations in unfolding the life story of this great engineer, who left his stamp so firmly on aeronautical and automobile circles.

Mr. Kingsford was assisted in his task by George Lanchester and Mrs. D. Lanchester and other people who knew Fred Lanchester intimately and his full-length biography has the stamp of authenticity, essential if such a work is to be of lasting value. This is a book with much about motoring that is pleasingly different from the majority of such titles.

Floyd Clymer's recent titles include a "Ferrari Owner's Handbook" (4 dollars), "A Maserati Owner's Handbook" (4 dollars), a "New Revised Volkswagen Complete Owner's Handbook of Repair and Maintenance" (3 dollars) and an interesting book about "Engine Swapping," which tells you how to pop some improbable power-units into formerly-underpowered chassis (2 dollars). The address of Floyd Clymer's Publications is: 1285, S. Alvaredo Street, Los Angeles 6, California.

CARS IN BOOKS

One of the privileges and pleasures of editing MOTOR SPORT is the constant stream of interesting correspondence received from its readers, which is something I appreciate deeply, even though only a very small proportion of the intelligent and ingenious letters sent to me get published, due to the ever-present exigencies of space. However, I can assure all who write that their letters are read with the utmost attention, for a heavy post is not only proof of a magazine's virility but also, to a very large extent, guides the policy of the journal by enabling its Editor to assess accurately prevailing public opinion. Quite apart from letters conveying worthwhile information or intended for publication, my readers are exceedingly generous in presenting "bits and pieces" of historic value for my private motor "museum" and rare books for my now quite extensive motoring library. In expressing my gratitude I can but quote from such books from time to time, so that the interesting material that thus comes to light can be shared with others.

Last year, for example, a reader very thoughtfully sent me two valuable travel books, "The High Roads of the Alps," by C. I. Freeston, F.R.G.S., and "Motoring in the Balkans," by F. Kinsley Hutchinson (Hodder & Stoughton, 1910).

The latter is a particularly interesting account of a journey from Trieste to Vienna *via* the highways of Dalmatia, Montenegro, the Herzegovina and Bosnia, undertaken in 1908, during the months of April and May. I was amused to be given the pleasure of reading this account of such an adventurous journey in Edwardian days because in his so-entertaining book "Lost Causes of Motoring," Lord Montagu remarks, apropos of a gentleman who toured Yugoslavia in a Trojan in 1935, that "before 1939 one did not tour the Balkans—except from the safety of a yacht—unless one was compelled to, or was a Monte Carlo Rally competitor, or both." Clearly, Lord Montagu had not heard of Kinsley Hutchinson, who most certainly toured the Balkans purely for pleasure as long ago as 1908 and then wrote a book about it.

Who comprised the party in the car in which Mr. Hutchinson travelled one cannot tell, because, as was the habit in those days, his fellow travellers are referred to as the Leader, the Enthusiast, the Cautious One, Madame Content, the Gentle Lady, Her Ladyship, and the Chauffeur, and not by name. Indeed, there is also reference to the Persistent One but it seems unlikely that the party consisted of more than four or five people, so the author must have adopted more than one title for single members of the expedition. What *is* obvious is that this party consisted of wealthy Americans, including, it seems, one lady then 80 years of age, as sure then as such citizens are today that to be American is to be welcome anywhere—"The word 'America' always brings a glance of pleased recognition. Is it not the dream of many a boy to some day visit that wonderful country, and, of course, to bring home a fortune?" Or, "*Da America* always brings a light to the eyes (of puzzled onlookers) wherever it is mentioned; for there is sure to be some member of the family, some friend or neighbour, who has been, or is going to, that Eldorado." So the expedition progressed, frequently to the dismay and even disaster, of horses and horse-drawn carriages encountered *en route*; but no matter, the motorists were Americans and so "people speed us on our way with pleasant nods and smiles of friendly sympathy."

What car did they use? The make is never so much as hinted at but it is described as "of 28/32 h.p. with a double phaeton body and a Cape cart hood, and (it) carried 90 litres of gasolene in the tank with two extra tins of 12 litres each strapped on the side." From photographs it was obviously a Mercedes; according to David Scott-Moncrieff the 28/32 was in production only during 1902 and 1903, so it would appear that this adventurous Balkan journey of 1908 was undertaken in a veteran car then five or six years old! We are told that two good-sized trunks were strapped on behind, the hat-boxes slipped within the tyres, and the night things packed in a huge sack which was placed in the tonneau. The occupants dressed in cloth suits and waterproofs. The Leader, aforesaid, "had made arrangements to have tyres forwarded by parcel-post to any point on receipt of a telegram, so we took only three extra ones with us."

Thus this Mercedes was driven, fifty-three years ago, towards the wilds of Dalmatia. The story is really of the places passed through and visited and, being Americans, the party naturally "kodaked" everyone and everything, many good pictures being reproduced. But we learn a little of how well the old car stood up to the decidedly difficult conditions. In all the Mercedes covered 1,483½ miles, passing *en route* through no fewer than 36 towns. It also ascended a number of formidable passes, one of which, the 15-kilometre Vratnik (2,326 ft.) took 59 minutes to climb. It performed admirably, for, a little tyre failure apart, the only trouble was occasional overheating and loss of all the cooling water when a radiator hose split. In fact, it was in use for 21 days, averaging 70 miles a day, the longest day's run being 149.7 miles.

The chauffeur was obviously competent for the passengers felt only passing fear when steep descents had to be made, and the author remarks "with what surety we make the short turns" as they come down the Turia Pass (2,643 ft.), and how the Mercedes "obeys the strong clutch of the brakes." They wonder, will "the tremendous friction set it afire as it has the machine of a friend," but all is well, which makes one wonder if the Mercedes water cooling of the brake drums was of help on these occasions. It seems that the author was one of the two ladies who occupied the tonneau on this long tour and if so she was converted into an enthusiast, as witness the following extract: "We love the motor for itself alone. We climb into its capacious tonneau; sink into its luxurious springy seat, just the right height, with a back which touches just the right places; tuck the fleece-lined leather robes about us tightly, and as the car moves gently off—gradually increasing its speed until it settles down to the steady hum which tells of perfectly adjusted machinery—we look at each other in sheer sensuous joy of the motion, and up to the very last day of our journey we exclaim, 'Isn't it blissful! Is there anything to equal it?'" Which is a very good description of the delights of Edwardian motoring. . . .

In Gacko the "parade"—presumably the famous Austrian Trial that later bred the "Prince Henry" Austro-Daimler—of the Austrian Automobile Club is encountered, our travellers having to run against the competing cars, which numbered seventeen, six of which, one of American make, they pass on the Grabok Saddle (3,640 ft.).

What fun it would be to make this same journey today, with this book in one's possession. Would Trieste still contain but 25 automobiles, as the author found it did in 1908, and are automobiles still owned only by Royalty in Montenegro, and do you still need influential friends to whistle up a government barge on which to ferry the car across the Bocche di Cattaro, between

Kamenari and Lepetane? Maybe someone who knows the Balkans of today will tell me!

Curiously, shortly after receiving the book aforementioned, I was lent another account of an Edwardian Continental journey undertaken in a powerful car of quality; this was not a book but an advertisement brochure issued by Itala Automobiles Ltd. of Wigmore Street, London. Written by a lady, it describes a journey made in 1905 and is titled "To Venice and Back by Road." We are not told who this lady is; she merely explains that "we"—presumably she and her husband—thought they would like to own a high-powered car, so they went to London and tried a 50/70-h.p. Itala. They tried it up the Netherall Gardens hill (which is a steep climb, even now) and found the car "quick, strong and vital." But they had a fancy to try it up Bury Hill, from the village to above Arundel. So on August 22nd, 1905, the car was brought down and they left home at 2 p.m., passing Whiteway Lodge, 1½ miles beyond Arundel, 25 minutes later. The Itala sped down towards Chichester and exhibited its power on "the straight road from Petworth towards Milford." Although she had done this run in Fiats, Napiers, Mercedes and a Serpollet steamer, the author found the Itala the best for ignoring Bury Hill. The matter was discussed, other cars of the same horsepower were tried, but by the end of the week the Itala was decided upon, on account of its vitality, buoyancy and "*joie de vivre.*" Apparently it was a used car, because later we are told it had finished second in the Touring Class at the 1905 Mont Cenis Hill-Climb, covering the 23 kilometres in 24 min. 41 sec., five up, beaten only by a "75-h.p. racing car fitted with a touring body."

The car having been purchased, it was decided to have a new body made for it in Paris but to borrow a body (probably the one already on the chassis) and drive to Brescia "to see the races." A start was made on September 4th, the Itala carrying the owners, two friends, a mechanic, two suitcases, a kitbag, a small trunk, two hand-grips, a bundle of rugs, coats, mackintoshes and dust-coats, but no spare tyres, as these were to be bought in France.

Those who know the route may care to note the times taken. Leaving home (presumably near Bury) at 5.30 p.m., the Itala was driven, again up Bury Hill, to Southampton in 1½ hours. Next day Havre to Rouen occupied 2 hr. 10 min., including three-quarters of an hour to secure a loose mudguard. One stretch of 15 kilometres was covered in 12 min. 2 sec. A French luncheon obviously slowed things up, because the party did not get to Versailles until 10 p.m. Lighting up (of the gas headlamps) had taken much time and at Mantes they got lost. Incidentally, they were using "Taride" maps, whereas the Mercedes party had read "Baedeker." They, too, made good use of their Kodaks, but, not being Americans, spelt the name with a capital "K."

After this first day on the Continent—"like coming into fresh air out of a music hall in summer to get on the French roads after twisting about in Sussex lanes"—it was decided that the "lamps were nearly useless, the borrowed body inhumanly uncomfortable, our general appearance a disgrace."

Next day the Itala got to Dijon, the last bit from St. Seine over the Côte d'Or in pitch darkness taking 41 minutes for the 30 kilometres. And along the banks of the Rhone a level kilometre was covered in 31 sec., equal to 72½ m.p.h.

The third day took them from Dijon to Culoz, after getting lost several times and suffering "a few punctures." Leaving at 6.30 a.m. the next morning, Aix-les-Bains was reached in half an hour, but later the driver misjudged a corner on the Mont Cenis climb and ran well and truly out of road. It took two hours to extricate the Itala, which had to continue with a bent front axle and no starting handle. Its occupants recalled that earlier that year Itala cars had been placed first and second in the Mont Cenis Hill-Climb. Crossing the Col at 5 p.m., Susa was reached in 2½ hours, including half an hour's delay at the frontier. Susa being very jolly and alive but "a trifle smelly and not over clean," the car was restarted with a push and the night run on to Turin was made in four hours. The proprietor of the Grand Hotel was roused from his bed at 2 a.m. and a meal prepared!

The Itala factory repaired the damaged axle and 6.30 p.m. saw the travellers on their way, bound for Milan; unlit carts proved an unexpected danger and the night was spent at Vercelli. Now they really began to worry about missing the races and made Milan in 1½ hours; thereafter a long stop for breakfast and a bad road caused them to arrive in Brescia too late to see Raggio's Itala win the Coppa Florio.

Although the race was over, the party insisted on driving to the grandstand, a terrible journey through clouds of dust as they inched past the cars, "some 500 or 600," returning therefrom. Then the Itala ran out of oil and partially blocked the road, until mechanics from the Itala pit brought replenishments.

After some sightseeing a serious start for home was made on September 17th. A heavy downpour and two punctures halted the journey at Cuneo. Still in rain (with no hood or screen) the Itala averaged over 21 m.p.h. to the Col de Tenda, up a corkscrew gradient of 1 in 6 to 1 in 8. Coming down from the Tenda the driver casually remarked that the brakes were not holding (he descended at a mere 22 m.p.h.). But he now had new lamps, fitted in Turin, and at Nice the brakes were adjusted and the car washed. From Cannes to Aix-en-Provence, *via* Grasse and Draguignan, took six hours, including stopping for *déjeuner*, and for bicycle races to pass; the running time was 25 m.p.h. for 125 miles. Next day Avignon to Orange was done at over 67 m.p.h., but this gave rise to punctures. Another just beyond Lyons in the morning called for a visit to Maison Michelin, makers of good tyres in 1905, just as they are today. With the punctured tyre replaced and new spares strapped on behind the Itala covered the 62 kilometres to Mâcon in 58 minutes, the P.L.M. express making up nothing on the speeding car. From Mâcon to Tourus the average was better than 66 m.p.h.

The outward route was rejoined at Chalons-sur-Saone. Next day a resolution was made to curb the speed, as this had resulted in many punctures. But the road from Troyes to Estissac proved irresistible, 20 kilometres being devoured in 13 minutes, so that the chauffeur soon had another tube to mend. Yet Fontainebleau was reached from Pont sur Yonne in 40 minutes for the 41 kilometres. In a downpour the big Itala ran into Paris and the 18-day tour was over.

Not one iota of trouble had this 1905 car given in 2,000 miles, not an igniter had been adjusted, only the brakes. The only unwarranted stops were for punctures, the only casualties one dog and the author's hat, which had been "strapped in a small box upside down just over the exhaust" and lost its shape in consequence.

These accounts are interesting because they prove that, given a powerful car of renowned make, long-distance tours over difficult roads were quite practical in Edwardian times. The Itala publication is especially interesting because Sam Gibbons, of New Zealand, who lent it to me, suggests that it was written either by Mrs. (late Dame) Ethel Locke King or one of her friends and that her husband was the driver. What evidence is there to support this theory? We know that Mr. Locke King decided to build Brooklands Track after a visit to Brescia to watch the Coppa Florio and that he did, indeed, arrive too late to see the race. Work commenced on Brooklands Track in September, 1906, a year after the journey to Brescia described in the brochure. Moreover, the Locke Kings were known to own a large Itala car in which they made Continental tours. Admittedly from 1907 they lived at Weybridge, but they owned property in Egypt, and had farms in Surrey and Sussex, and if they commenced this journey from a house near Bury they were no doubt living in 1905 at one of their Sussex estates. A further clue lies in the fact that during the Brescia tour they named their Itala "Attila" and that at Brooklands in 1908 Mrs. Locke King drove an Itala of Lord Montagu's (apparently the car which had won the Targa Florio in 1906) called "Bambo," in a Ladies' Race, proof that they liked nicknames for their cars. So it seems as if this rare publication tells of the journey that was the cause of Brooklands being built and I was intrigued to have it in my hands 53 years after the famous Motor Course was opened.

Indeed, there may be even more to it than this. I have always wondered how the Itala factory came to be built at Weybridge, then a quiet, unimportant hamlet, before Brooklands Track was built and assumed that Locke King had a financial interest in this make of Italian car, particularly as he owned more than one of them. However, I asked Lord Montagu of Beaulieu about this last year (Lord Montagu's father was a Committee Member of the B.A.R.C. when the Track was opened in 1907 and had been of great service to Locke King, by publishing strong articles supporting the proposal to build the Track in his beautiful journal *Car Illustrated*) and he promised to put the matter to friends who knew the Locke Kings intimately. He told me recently that, so far as is known, Mr. Locke King had no business connections with the Itala concern. Yet here, it seems, is a publicity story written around a journey made by the Locke Kings and published by the Company, which had a factory on the Locke Kings' Brooklands estate. Moreover, it appears that not only were they able to borrow a body for the secondhand chassis used on this occasion but that either they, or the mechanic who accompanied them, was known to the Itala racing mechanics in Brescia. Surely there was some connection between this wealthy family and the Italian automobile concern?—W. B.

MY YEAR'S MOTORING

The Editor looks back on the cars he drove in 1960



ONE OF THE HIGHLIGHTS OF 1960 *was testing two of the new and controversial American "compacts." Here the well-liked Ford Falcon is seen in rural surroundings not far from Oulton Park circuit.*

LAST year was a particularly busy one, for I drove a pen for more than 200,000 words and forty road-test cars a matter of 18,300 miles; in addition to which I covered a further 17,000 miles in staff and personal vehicles. It was, however, a happy year, because I enjoy motoring and luckily these 35,000 miles, and a great deal of travel as a passenger with friends and colleagues, were accomplished without accident or any sort of brush with the police.

Most of the road-testers have this annual predilection for summarising their year's work, whether their readers welcome it or not, but one of them, on a weekly contemporary, seems to have difficulty in deciding in what order he should recall the cars he has driven; last year he evolved an elaborate system, offered a small prize for the first of his readers who could discover it, then, or so they say, himself forgot how this system functioned!

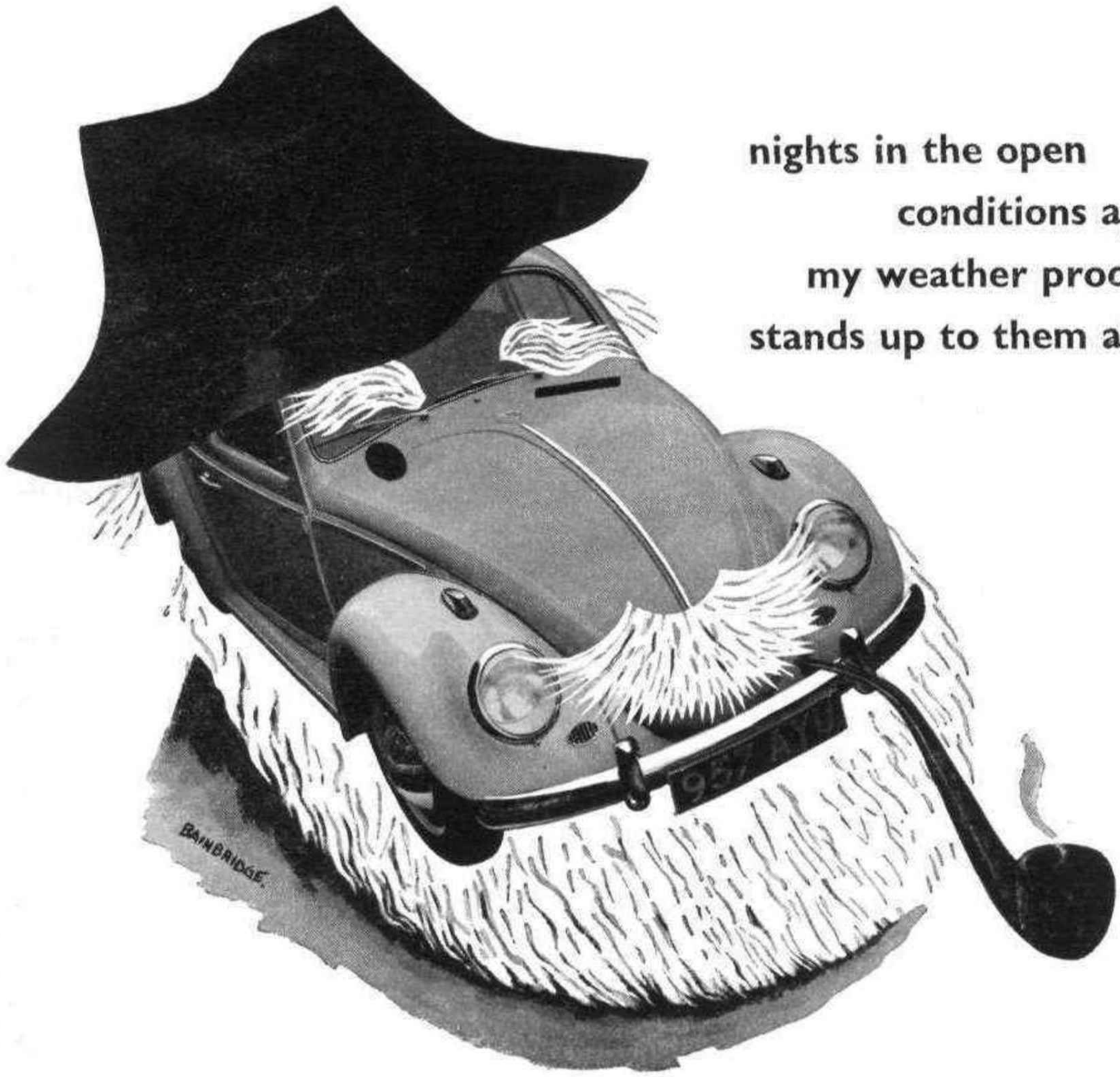
To obviate any such mental effort and anxiety I shall set down my recollections of our 1960 road-tests in roughly the order in which I sampled the cars but first let me say a few words about cars we *didn't* get for test last year, in order to convince those keen MOTOR SPORT readers who wrote, telephoned, and even cabled us from far places about such omissions, that it wasn't due to laxity on our part the vehicles in which they were interested were not covered by our critical and much sought-after reports.

For instance, not a single Renault came my way last year and so I was unable to say whether "Aerostable" had obviated that tendency to dangerous oversteer rumoured to be a Dauphine shortcoming. I was particularly anxious to test the latest race and rally-bred Mercedes-Benz, believing them to be fine cars, but without travelling to Stuttgart (as we did in 1959 to see the factory and test the 190SL) this could not be done, a short-sighted policy, surely, on the part of the great Daimler-Benz concern. Although the products of the Canadian and German Ford Companies were made readily available—and fine cars they proved to be—only one of the then-British Fords from Dagenham was offered for test and then for me to assess the merit of the optional disc front brakes rather than to analyse the Zephyr to which these had been fitted. I had hoped for one of Ford's successful Rally cars, having had a most enjoyable day's fast motoring in a Alpine Zephyr in 1959, but I was told that competition Fords are not for the Press, although a weekly of lesser circulation had at the time been permitted to go all the way to Geneva in a Monte Carlo Rally Zephyr! I even tried in vain to get a Consul convertible, it seems a long time ago since I sampled an Anglia, about which some of our readers complained rather bitterly last year, and I have yet to try a New Popular or the latest Ford Prefect, which some people find superior to the New Anglia. Austins, too, never had the car we wanted to test at the time we wanted to test it and it is far too long since I drove a Morgan or a Triumph TR. As a confirmed Volkswagen addict I craved a go in a rear-engined air-cooled Chevrolet Corvair but neither Vauxhall Motors nor their main distributors could provide one, although both Ford and Chrysler willingly lent me their Falcon and Valiant "compacts" last year. Through a dating muddle I missed trying the air-sprung Borgward but Citröen missed an opportunity of having a test report on the little Bijou published by an avid 2 C.V. enthusiast at a time when MOTOR SPORT was much concerned with truly small motor cars, simply by not having a Press car available.

A.C. and Aston Martin never have co-operated and my plans for testing a modern Rolls-Royce or Bentley and describing how these "top-people" automobiles are made, or if that proved unpalatable to the manufacturers, of telling how carefully they are tested and their chauffeurs taught to drive them, met with a tepid response from the new R.-R. P.R.O. In like fashion, the Daimler SP250 sports model and the magnificent Majestic saloon of this royal make have so far evaded us (Jaguar will be providing the former V8 this month), but what really *has* been a disappointment is that Rover, at one time so helpful, have still not managed to lend me a 3-litre and so I have been unable to ascertain whether or not this latest, cumbersome-looking model from a famous factory has cut its teeth. Then the Lotus people seem to have a happy knack of promising a car and then forgetting all about it, which is why I still have to drive a Lotus Elite. The proposal to take one to Monza and back having misfired, I had no intention of substituting a run round the block for a full-scale Continental test of this controversial car.

I have not made the aforesaid comments in any spirit of bombast or *pique* and as a matter of fact I do not very much care if some makers choose to ignore us while others seem delighted to get the equivalent of several hundred pounds worth of free publicity in return for the loan of a Press car. You see, testing a car is no light task, because every mile of the way you are analysing details and countermanding previous opinions in a conscientious desire to discover the truth, and after the note-book has been filled comes the tedious task of translating the comments into readable form. Moreover, the test-car of the moment does not always fit in with week-end requirements, a cramped sports model inevitably coming along at a time when you have promised to take the entire family to some far-distant locality or a mini-car powered by a noisy and gutless lawn-mower engine presenting itself for test on the very day you are due to go as quickly as possible up to Oulton Park or Aintree. Apart from such inconveniences, which are but part of the job, I have died a thousand deaths driving along Oxford Street or on a "Clearway" with the fuel gauge needle below zero while conducting petrol consumption checks. Then the test-car has to be weighed and photographed, and a dry day is necessary before acceleration figures

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The ladies will love it—the Hillman Minx Easidrive that opened a busy season of road-testing in 1960.

can be taken, necessitating much re-arrangement of driving schedules in bad weather. So, all in all, the arrival of a road-test car is no longer a golden episode in my life. The P.R.O. concerned is doing his job by his firm in providing it and I am doing my job by my paper in testing it, but in middle age I refuse to get unduly excited; if Rolls-Royce lend you nearly £10,000 of limousine it will undoubtedly impress the neighbours but it also represents quite a responsibility to the tester in charge of it. . .

So, while I am sorry when interesting cars are refused or just "go astray" (the more so when prospective buyers ask why MOTOR SPORT hasn't published a particular test report and, being told, probably conclude that the maker has something to hide, so that a sale is lost), I reflect that there will be as many good cars on future assembly lines as ever stood outside the offices of Publicity Departments and that if manufacturers can afford to ignore valuable free publicity the loss is theirs, not mine. I will admit, however, that when I commenced doing road-tests for MOTOR SPORT a quarter of a century ago every fresh car driven was a bright new thrill, not the least of which derived from trying to fit each one to an appropriate girl-friend, not altogether as successfully as in the recent series of Smiths' advertisements, however! No doubt the present recession in the Motor Industry and resultant return to a buyers' market will cause the Public Relations boys to seize every inch of Editorial space they can command, so I expect 1961 to be a very busy year.

Having explained something of the background of road-testing, let me write first of the Morris Mini-Minor which was subjected to a twelve-months' test which concluded last November—since then this willing little vehicle has been purchased as a staff-car and I find myself very reluctant to relinquish it. When I first had it the car was a novelty, but you cannot stifle a good design and now these little vehicles are everywhere. Since my comments on it in the December issue the "Minibric" has given no further trouble, apart from breakage of the speedometer-light switch and the final demise of the never-wholly-satisfactory Smiths clock. Since new pistons were fitted 4,000 miles ago the consumption of Castrol XL has settled down to approximately ½ pint per 1,500 miles. The year's mileage, including that driven by friends (or trade drivers when the car has had to be returned to the factory for vital repairs) was 16,626, of which my share proved eminently enjoyable. These B.M.C. "Miniboxes" are about the safest cars I know on snow and ice and their road-clinging and cornering qualities are, of course, *quite* remarkable. Before the war it was a treat to test a Continental car solely to experience its in-built stability, which was inevitably immensely superior to the wallowing road-holding and vague steering of equivalent British cars. I remember how safe and secure I felt in cars such as the Lancia Aprilia, Fiat Balilla, Fiat 500 and D.K.W. Since the war British design-teams have caught up in respect of road-clinging and no longer are Continental products markedly superior in this respect. Surely, therefore, it is all the more creditable that Alec Issigonis has endowed his little beggers with such truly outstanding road-holding and cornering in this enlightened age? The rubber suspension needs no attention and has not deteriorated one iota on my car; *it now remains to be seen whether Issigonis will be able to get the same remarkable results, perhaps using pneumatic/rubber suspension, from front-drive cars of* 1½- *and* 3-*litres capacity*. I hope we shall know the answer in the not-too-distant future. Incidentally, I used to crave a vintage Austin Seven Chummy merely to use on those occasions when I wished to explore narrow country lanes but the B.M.C. mini-cars represent the ideal substitute, being compact, economical and able to negotiate, triumphantly, muddy fields and unmade roads. I endorse readily the vote of Canadian motoring journalists, that the Austin 850 and Morris Mini-Minor are the "Car of the Year."

Coming to road-test cars, 1960 opened with a Hillman Minx Series IIIA saloon with "Easidrive" fully automatic transmission, which was used to cover the M.C.C. Exeter Trial. I have the greatest admiration for the Minx as a family car but its gear change is not difficult, so this "Easidrive" is really for men whose womenfolk denote, by undignified grating noises, that they are unaware of the relationships of the various cogs in that under-floor box in which an inconsiderate car manufacturer has put the ratios. However, two-pedal transmission is bound to come and, short of such a simple approach as the belt-drive of the D.A.F., Rootes have taken the initiative in supplying gear-shift automation on a 1½-litre car. A bouquet to them! And I certainly look forward to testing the rear-engined small car rumour says Rootes have designed for production in their new Scottish factory!

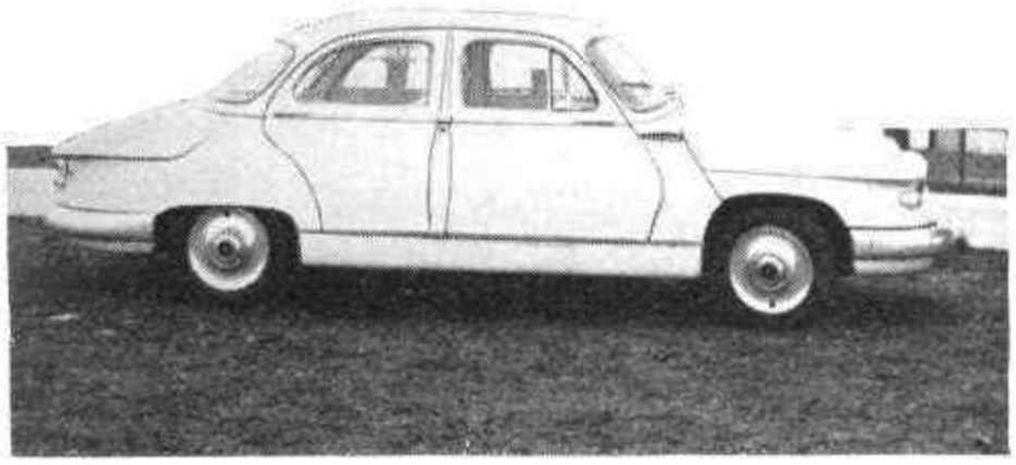
Another Rootes car came along next, in the form of the Sunbeam Rapier Series III saloon. This proved an extremely acceptable 1½-litre two-door sports saloon, immensely improved by disc front brakes, alloy head, and closer gear ratios, although the gear change and road-holding could be improved. I took the Rapier on M 1 to please the children but I shall scream and scream if people go on writing up and talking about this Motor Road, which, after all, is ridiculously short compared to similar roads on the Continent or in America. . . .

Next I re-made acquaintance with the Riley 1.5 and I must say it suited me very well indeed. The spacing of the lower gears is rather dreary, the fuel range pathetic, but four doors are an advantage and I like the small radiator grille and compact dimensions. Driving it fast the Riley 1.5 understeers and rolls round corners and the rigid back axle discloses its presence, but all in all I enjoyed my 890 miles of modern Riley motoring.

A Volkswagen having made me keen on cooling an engine with air and B.M.C. having convinced me that I need front-wheel-drive, and with three growing daughters who demand a sizable car, the Panhard PL17 seemed the answer. I have considerable admiration for this 851-c.c. flat-twin which devoured Salisbury Plain at 70/80 m.p.h. at fractionally under 40 m.p.g. and there is plenty of room within. It is the garish interior *decor* and unhappy driving position that spoils the PL17 but its good acceleration and refreshingly unusual characteristics should endear it to many.



Always acceptable—the Sunbeam Rapier Series III sports saloon with disc front brakes proved an outstanding British car, in a category of its own.





Above, *the extremely individualistic air-cooled, flat-twin Panhard PL17.* On the right, *another front-wheel-drive car, the three-cylinder two-stroke Auto-Union. Both were tested but neither quite appealed to us in all essentials. But these cars prove that design is far from stagnant!*

The only Vauxhall tested last year was a Friary Velox station wagon used to tow home from Kent a 1922 Rover Eight coupé on a trailer, the present of a generous reader. I was impressed with the smooth flow of real power and the unexpected " handiness " of this so-spacious vehicle. The built-in towing attachment is sensible, the seats comfortable, and forward visibility good, although the wrap-round screen is hard on careless knees. In brief, an estate car *par excellence.*

Although no Mercedes-Benz were available to British journalists in this country last year I got hold of two Auto-Union 1000S saloons, now made by Daimler Benz. I didn't like the road-holding or " back-to-front " steering-column gear change, but the acceleration from the " revvable " two-stroke three-cylinder-in-line power unit is impressive, and delivered with notable smoothness. The interior appointments are luxurious but the Auto-Union 1000 has " dated " and is not for me; the Managing Director of MOTOR SPORT, after owning a number of these German cars, has transferred his allegiance to the similar, but more likeable, Swedish Saab 96. *Verb sap!*

One of the " events " of my 1960 road-test carriculum was trying the new Ford Falcon " compact." It came to us in automatic form and left a profound impression. I drove the Falcon 833 miles and was a passenger in it on a very fast run to Oulton Park and back. I know some writers regard it as no improvement over the Zephyr but I do not agree. The transmission is extremely smooth, the lines sleek and compact, the performance excellent. The suspension, it is true, reminds one of the car's country of origin, there is no particular " character " about the Falcon, and I had trouble with a discharged battery. But the 2,365-c.c. six-cylinder engine makes no great call on the suppliers of petrol and oil and holds " 80 " all day as a matter of course.

After this I took time off to drive a ropy 1959 Wolseley 1500 supplied by J. Davy Ltd. in the Press Section of the Mobilgas Economy Run. As co-driver, I took a girl friend who drove as well as I did and enjoyed the splendid hospitality laid on at the overnight hotels by the Mobilgas Company—it is quite irrelevant that she is now on her way to Kenya! We made a mess of it through frequently getting lost, but had fun.

Easter found me in temporary possession of the 3-litre version of the Humber Super Snipe Mk. II but with holiday road safety slogans ringing in my ears, the steering and road-holding didn't seem altogether proper for a 100 m.p.h. saloon and the disc front brakes failed to ensure straight-line retardation. It has a good engine, which, like Peugeot and six-cylinder Fiat, has inclined o.h. valves prodded by cross push-rods.

A Chrysler Valiant disgraced itself, with no generator charge, in front of a critical audience in Kent. If it hadn't been for the kindness of John Sprinzel and the fact that Rootes' London Service Station stays open all night, I'd be there still. Later I became re-acquainted with this exciting American " compact " and found it very good indeed, with the smoothest automatic transmission imaginable, although it seemed shoddily turned out, consumed far too much oil, and wasn't as economical as the Ford Falcon.

Early in 1960 I flew by S.A.S. to Sweden to look at the Volvo and Saab factories and came home convinced that Swedish automobile engineers do not realise just how well made are their products. They take conscientious engineering for granted and elaborate inspection of raw materials and finished parts as an essential of their trade. In consequence, a Volvo not only gives you astonishing performance from a very big 1.6-litre car but an extremely high degree of durability, dependability and finish. The gear change is old-fashioned, the brakes not outstanding, but as a luxury family saloon the 122S is just about unbeatable. When this visit was undertaken I knew Volvo proposed to assemble the handsome new P1800 coupé in Birmingham, but I did not know that the other Swedish motor manufacturer, Saab, was about to invade the English market. This is another conscientiously put-together car and I like to think that our description of the Saab factory, published last June, and Erik Carlsson's convincing R.A.C. Rally victory, have helped to establish the merit of these very rapid two-stroke automobiles. Not that I have heard from either Volvo or Saab since, but after the childish manner in which Britain accepted the Norwegian gift of a Christmas tree for Trafalgar Square, sending the electricity bill for its illumination to the generous donors, *vide* John Gordon in the *Sunday Express*, it would not be surprising to find that Scandinavian countries are not on speaking terms with us! Incidentally, Volvo now fit better seats, leather cloth upholstery and revised gear ratios to the rugged 122S.

Apart from considerable experience of the 750G.T. Saab in its native terrain I was later able to drive over 1,500 miles in England in two separate Saab 96 saloons. They are captivating little cars with astonishing cornering powers and a complete contempt for rough roads, if you don't object to a two-stroke engine lubricated by the messy and inconvenient " petroil " system. It may be that the Saab's rather out-dated appearance, lack of forward visibility and

Continued on page 110



Excitingly styled and possessing an extremely smooth automatic transmission, the Chrysler Valiant was amongst the more interesting cars tested last year.

PICTORI

Boxing Da

M.C.C.



DELLOW'S DELIGHT.—P. J. Gardner's Dellow has just completed a stop and restart test at Fingle Bridge on the Exeter Trial and moves over to the left to line up for the following right-hander.



PRE-WAR QUALITY.—A number of Frazer Nash-B.M.W.s competed in the Exeter with distinction, putting many more modern cars to shame, although one of them managed to break a half-shaft.



POWER COUNTS.—Peter Morgan and his team-mates climbed most of the hills with ease, the TR3 engine rushing them over most obstacles at high speed. The occupants received a rough ride from the stiff suspension.

HILLMAN?—Although unrecognisable as such, W. Harrison's "special" is based on a Hillman, lack of power having been his problem with a previous "special." His car is typical of the "specials" which turn out for the Exeter.





A WOLSELEY HORNET.—This popular pre-war sports cars such as Singer Le Mans, H

FINGLE BRIDGE.—This popular bridge near D teignton, looked bare and desolate in January when petitors on the Exeter Trial reached it. Brearley's Ford Special is seen crossing ov



AL REVIEW

ay Brands Hatch

. Exeter Trial



sports c *can still be seen on Exeter Trials together with other pre-war* *R.G. a* *Morgan. This one belongs to R. H. T. Moore.*

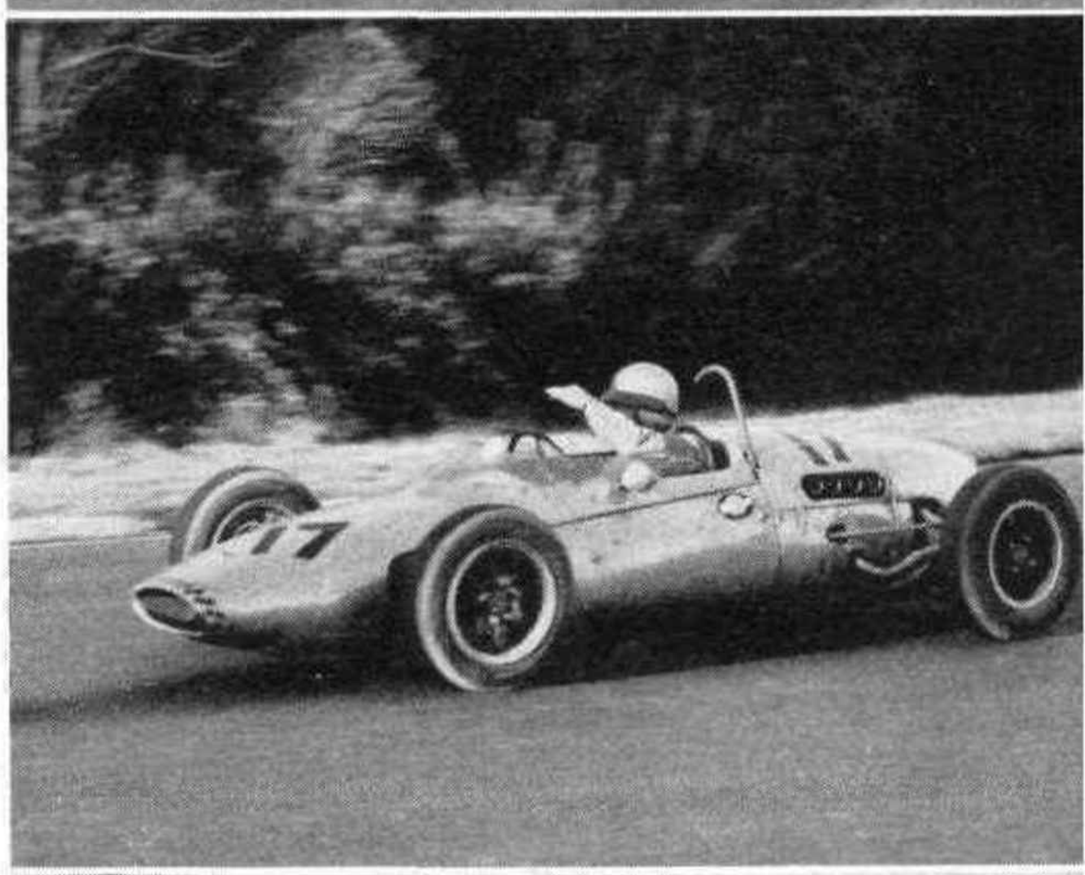
rews- *com-* *. H.* *r.*

SOME OF THE DAUPHINES needed the tow rope (which can be seen on the left of the picture) on the steep Simms Hill, as they appeared to be lacking in torque. This one is H. Mawson's.





CONVINCING WINNER of the Christmas Trophy race at the Boxing Day Brands Hatch meeting was Jock Russell in his ex-Dixon 2-litre Lotus Fifteen at an average speed of 72.30 m.p.h.



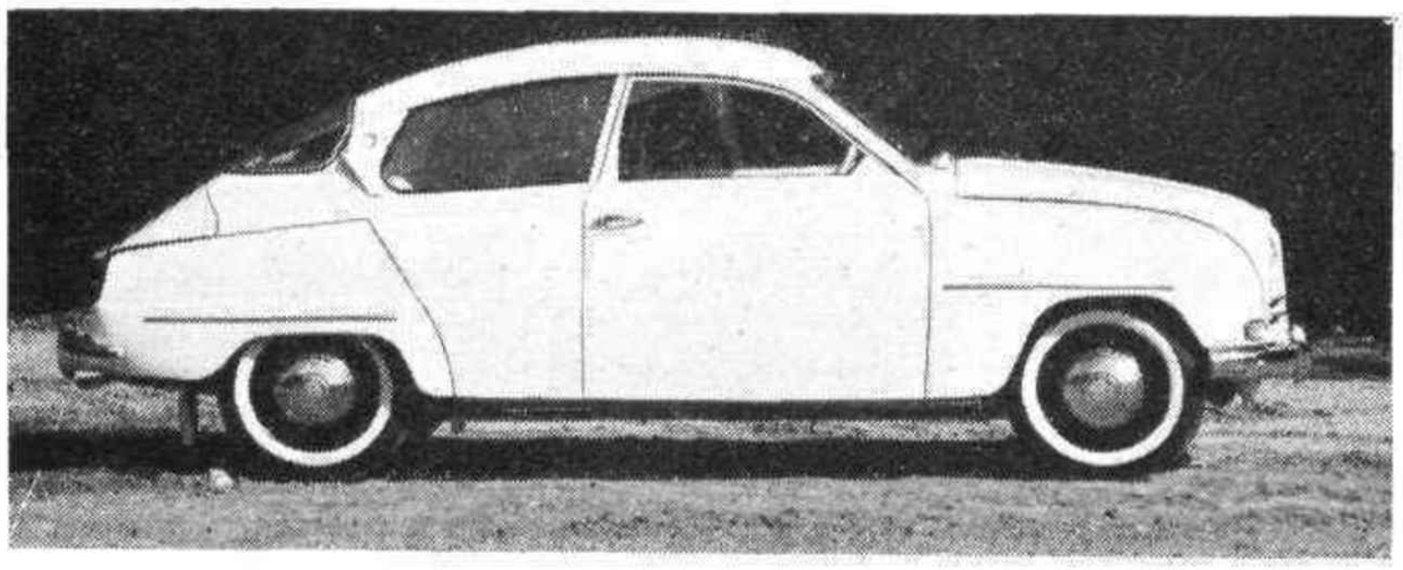
LOW SUN caused some trouble for drivers without tinted goggles at Brands Hatch. Here, Peter Ashdown, in a works rear-engined Gemini, shields his eyes from the sun. Usually seen in a Lola, Ashdown took fourth place in the John Davy Trophy Formula Junior race.

SLIDING SEVEN.— John Whitmore throws his Austin Seven into a slide as he enters the tight Druids Bend at Brands Hatch. He diced successfully with Clare's Mini-Minor for much of the race and eventually finished fourth overall and second in his class to Young's Anglia.



STILL WINNING.— Graham Warner went his winning way on Boxing Day in the Chequered Flag Lotus Elite after an initial tussle with Lawrence's Morgan. In this shot Warner is leaning back to avoid the glare of the sun. No visors in a G.T. car?





THE SAAB 96 has a rather old fashioned appearance but is a fantastic little car when you get to know it. It is significant that after owning Auto-Unions for many years the Managing Director of MOTOR SPORT *has now changed over to one of the Swedish f.w.d. two-strokes.*

MY YEAR'S MOTORING—continued from page 107

only three forward speeds will limit sales in this country. I remember with pleasure, however, a fast evening journey home from Oulton Park after the Gold Cup meeting, this 850 c.c. vehicle passing all and sundry with the greatest of ease, to the accompaniment of a quite shocking exhaust yowl which I assumed must be " standard Carlsson " until it was brought to my notice that the tail pipe needed re-welding to the silencer!

Some of the cars tested during 1960 were " re-caps," like the jolly little N.S.U. Prinz, these reliable " cyclecars " being the greatest fun, spoilt only by reluctant dynastarters, while I can find no superlatives grand enough to do justice to the comfort, stability and spaciousness of the Citroën ID19.

I gave a Ford Taunus 17M estate car some really hard tasks over the Whitsun holiday, when it conveyed some young people and quantities of luggage long distances without fatigue to the passengers, while affording the driver considerable enjoyment, for the stylish Taunus possesses real individuality and runs and handles very nicely. Like the Falcon, it is economical of fuel and oil, but its brakes are not its best feature. I would like to try the four-speed version of this attractive German Ford.

For another of my journeys to Oulton Park I used a smooth, sleek Fiat 2100 saloon, and formed a very high opinion of this six-cylinder Italian saloon. It has a torque curve that spells delightful traffic motoring, the steering column gear change is more acceptable than most of these off-the-floor levers, there is effortless performance and the interior appointments of this Farina-styled Fiat are such that it is a delightful car to discuss with friends while just sitting waiting for your wife to emerge from the shops or for one of Britain's growing traffic jams to evaporate. The 2100 was spoilt for me only because of its " feel " on corners and rather flabby ride but whether incorrect tyre pressures or the unusual rear suspension were responsible, I never ascertained, although Maurice Faulkner of the Cheshire C.C. who has one tells me he has no complaints. The brakes played up a bit, pulling unevenly and I was really angry when all the gears vanished outside my hotel in Chester—as it proved subsequently, due to inadequate servicing.



For those who want a smooth, silent six-cylinder engine in a comprehensively equipped car of distinct " character," and Farina styling not taken to extremes, we found that the Fiat 2100 merits close attention. The valve gear and rear suspension are unusual items of the specification.

Best value of the year and some of the most enjoyable motoring of all time was provided by a 3.8 Jaguar Series II saloon. I have nothing to add to the favourable comments published in the September issue on this comfortable, beautifully-appointed, very fully-equipped car capable of 98 in third, a top speed of 125 m.p.h. and of disposing of the s.s. ¼-mile in just over 16 sec. If the synchromesh can be beaten and a few details criticised, at the price no real complaints can be harboured about this splendid British motor car with that turbine-smooth, very quiet twin-cam six-cylinder engine and extremely well-contrived disc brakes. Sir William Lyons has his reward for marketing such fine cars; at the height of the Coventry recession Jaguar employees are working full time.

Writing of disc brakes reminds me that I drove a Ford Zephyr with these as optional extras, at a competitive price, on its front wheels. They functioned satisfactorily but did not impress me as a similar Girling disc installation on a 1959 Ford Alpine Rally Zephyr had done, while the car itself was too broad in the beam, too prone to wheel spin on wet roads and too undistinguished for me to covet a Zephyr for day in, day out transportation.

Two convertibles came along in spite of the wet summer, a Hillman Minx and an arresting 5.4-litre 225 b.h.p. V8 Ford Galaxie " Sunliner." Both were good, and there is a very real place for such bodywork in our quick-change climate. The Minx hood seeped a little water when the car was standing, but the hood folding arrangements were praiseworthy; its steering and gear change, however, called for considerable effort. The big Ford was an eye-opener in other respects besides appearance. It handled far better than I had expected, had quite passable brakes, and returned 16/17 m.p.g., possessed extremely good dual headlamps, steamed up to " the ton " with absolutely no effort, having a top-gear range of approximately 2-110 m.p.h., and its push button hood operation is the last word in practical open/closed motoring. I award the Ford Galaxie very high marks, its stiff suspension giving good control and its power steering being acceptable; when very large automobiles are going out of fashion, even in America, to own one in overcrowded Britain may seem foolish, but if I had £2,250 to spare I should be sorely tempted to become a Galaxie owner!

An M.G. Magnette Mk. 3 saloon came up for a test after patient waiting and was driven down to Bath to judge for a Concours d'Elegance and to Brands Hatch over the August Bank Holiday weekend. It proved a useful family saloon with more " go " (85 m.p.h.) than is immediately apparent and a nice gear change; vague, heavy steering made the car a sad parody of the Magnettes I used to enjoy. The M.G.-A 1600 was also



" Best value of the year and some of the most enjoyable motoring of all time was provided by a 3.8 Jaguar Series II saloon "—seen here at Goodwood.



A CAR FIT FOR A QUEEN.—The eye-catching Ford Galaxie "Sunliner" with automatic transmission, power steering and electrically operated hood used as a conveyance for some beauty queens. Who drove it—why, the Editor of MOTOR SPORT!

[Photo by R. L. Brown]

sampled over a big mileage and it was pleasant to experience again the good brakes and "all-in-one-piece" feel of the sports M.G. and to obtain real performance from a push-rod power unit able to turn at 6,000 r.p.m. But a cynical friend regarded 20 seconds for the s.s. ¼-mile as in the semi-sports category. Not being a G.P. driver I would be glad to have the M.G. for my fresh-air motoring . . .

What else came up in 1960? Why, the latest Volkswagen, its more powerful engine giving it just the additional acceleration that the earlier models lacked, while the other improvements are well worthwhile and the finish remains impeccable, so that this remarkable car continues to sell strongly in this country and America, to those who seek quality and good engineering in an inexpensive car economical of petrol, oil, tyres and spares. Indeed, last year VW produced 891,067 cars, not far short of a ¼-million more than in 1959, and of these they exported no fewer than 511,759, an improvement of 99,228 over the previous year; America took 37% more Volkswagen than in 1959, whereas registrations of other imported cars fell by 27%. I was sorely tempted to order one and the only reason I didn't was because after five years of VW motoring I felt a change was due and because a Karmann Ghia is really too small for the family. I also thought I should use one of the new British cars for my Editorial outings. But I abandoned VW motoring with real reluctance and shall watch eagerly to see if a new model appears at the Frankfurt Show next September. Going home from the "Boxing Night Exeter" I kept myself awake by driving the staff VW, which has 100,000 miles coming up on the original pistons and barrels and was as taut as to steering, gear change and brakes as when I took delivery of it as a new car six years ago. It is just beginning to use oil but the engine remains quiet, the gear change was a delight compared to that of the Mini-Minor, and after packing in five people, luggage and a four-gallon fuel can, we could refute the mistaken notion that the German "beetle" lacks interior space!

Another convertible tried in 1960 was the elegant Fiat 1500, which proved completely weather-proof in a tropical storm, no mean attribute for a car hailing from a far dryer country than ours The twin-cam engine is a delight, the whole car the personification of smoothness. Patsy Burt is not the only person who is in love with this Italian sports car!

A little Fiat New500 convertible was enormous fun and showed worthwhile improvement over an earlier version I drove. I shall always retain an affection for air-cooled two-cylinder motor cars and this economical Fiat is one of the very best.

The Wolseley 6/99 is a sedate car for the retired colonel or businessman but I quite enjoyed the sense of leisurely dignity it imparted and it was in some ways better contrived than a 3-litre Vanden Plas Princess that I took to Exeter at the time of the floods. The latest Wolseley 1500 proved, to me at any rate, to be a likeable, high-geared, 1½-litre "compact." I became reluctant to return this well contrived and nicely appointed small Wolseley. The powerful, very desirable, Austin Healey 3000 and Humber Super Snipe estate car were dealt with too recently (December 1960 issue) to justify further mention, as was the promising Standard Vanguard Vignale Six with its very smooth and quiet engine.

I went twice to the Scottish Highlands last year, once for the R.A.C. Rally and before that on a test of the ingenious Pirelli BS3 tyres, a journey which gave us quite a high opinion of the modern Morris-Oxford as a rally as well as a family car.

Apart from testing cars on the road I drove a selection of British cars round Goodwood on "Guild Day," the outstanding impressions of which were what a splendidly stable car the Morgan Plus Four is when in tip-top condition and how effective the Weber-carburetted, light-alloy-bodied version based on the Lawrence "racer" is going to be, and what a formidable little ant an Alexander-tuned Mini-Minor is round this many-cornered circuit.

I also drove in the B.A.R.C. Journalists' Race and if this proved disillusioning to those readers who expected the Editor of MOTOR SPORT to be able to at least keep Jack Brabham in sight (given a very long straight!) I must say I loved every minute of it, even though, on arrival at Goodwood, I found they had inadvertently fitted the Austin 850 I drove with a non-





EXTREMES.—Two of the Fiats which the Editor enjoyed driving last year; on the left is the outstandingly smooth, fully-weather-proof, light-to-handle 100-m.p.h. Twin-Cam 1500, on the right of the page the cheeky little Fiat 500 which combines economy with a high degree of practicability and which has a sun roof.

THE 1960 EDITION OF THE

CASTROL SUCCESS STORY



EUROPEAN RALLY CHAMPIONSHIP WON ON CASTROL BY

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*** 5TH YEAR RUNNING ON CASTROL**

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A Morris Mini-Minor served as an Editorial hack for more than 16,600 miles last year and proved a staunch companion and particularly adept in London traffic. After a road test the Mini-Traveller, pictured above, was considered to be an even better proposition.

adjustable driving seat and that it was the only one to have tyre trouble, a Dunlop deflating for no apparent reason as the car stood innocently in the Paddock after practice. On reflection, I wonder whether the fact that not one of the " racers " indulged in a crash was attributable to the skill of the collective journalists or to the genius of Issigonis?

Apart from all this to-ing and fro-ing in present-day motor cars I did not entirely neglect vintage motoring. At the beginning of the year, after a short run in my 1924 12/20 Calthorpe, I purchased a 1929 Standard Nine " Teignmouth " fabric saloon from its original owner. It has since attended several V.S.C.C. socials, has been driven by the Continental Correspondent in V.S.C.C. Driving Tests, went through the same Club's very wet Light Car Rally at Prescott and won the Distance-Awards in both the Fleet Carnival Rally and the Standard Register Coventry Rally. This £10 car, indeed, covered over 1,300 miles during the year, without doing anything more wicked than snapping off a wheel stud because a half-shaft nut had worked loose. Repairs cost 2s. But I don't suppose Ernest Marples would like it.

The 1960 Brighton Run scarcely commenced for me, the Montagu Motor Museum's 1903 Humberette breaking down before we were out of the Royal Parks, but the Museum's 1921 A.C. took me very snugly through a wintry " Boxing Night Informal." These " ancients " apart, I enjoyed exhilarating runs in a 1926 G.P. Bugatti and in Jenkinson's 1924 G.P. Sunbeam, to remind me of what motoring in helmet and goggles is like.

Altogether, a satisfactory and eventful twelve months. Some of the test cars have given trouble but I doubt whether we appreciate sufficiently the abuse and wear and tear to which modern cars are subjected. How long do you spend warming up your engine-oil on a winter's morning, for instance, before slamming off to the office? Have you ever computed the amount of abuse brakes and clutch have to stand in modern traffic?

It is pleasing that today's motor cars still display plenty of individuality. I should be extremely sorry if standardisation of controls at the behest of safety-first pundits came along to diminish the " character " of the better cars. Road-holding, braking and cornering qualities have improved to keep pace with rising performance and increasing road congestion and most of the accidents that cause alarm and despondency are caused by incompetent driving. 1960 closed with a sales recession but matters should improve this year *providing* the Government eases H.P. restrictions and purchase tax, provides adequate roads and does not disqualify drivers for such trivial offences as losing an L-plate or having a temporarily-defective handbrake ratchet. Otherwise, former car owners are likely to seek other forms of relaxation, spending their money on boats, flying, radio-controlled models or stately homes and gardens. This will be fine for we enthusiasts, who will then have more space on the roads, but a blow to Motor Industry employees whose £20+ pay packets have already dwindled considerably. For their sake let us hope that those in authority will do all in their power to foster motoring in 1961.

PETROL AND OIL CONSUMPTION OF CARS TESTED IN 1960

Car	Petrol Consumption	Oil Thirst
Hillman Minx Series IIIA Easi-drive saloon	29.0 m.p.g.	One pint in 940 miles.
Sunbeam Rapier Series III saloon	24.7 m.p.g.	One quart in 1,300 miles.
Riley 1.5 saloon	28.2 m.p.g.	1½ pints in 1,086 miles.
Panhard PL17 saloon	39.0 m.p.g.	—
Auto Union 1000S saloon	25.7 m.p.g.	Mixed with the petrol, 1 pint per 5 gallons.
Ford Falcon saloon	25.3 m.p.g.	None in 1,157 miles.
Chrysler Valiant saloon	20.2 m.p.g.	Two quarts in 750 miles.
Saab 96 saloon	34.5 m.p.g.	Mixed with the petrol, 1 pint per 4 gallons.
N.S.U. Prinz saloon	45.0 m.p.g.	—
Ford Taunus 17M estate car ..	32.3 m.p.g.	None in more than 1,000 miles.
Fiat 2100 saloon	23.5 m.p.g.	None in 775 miles.
Jaguar 3.8 Mk. II saloon	16.75 m.p.g.	Three pints in 1,000 miles.
Fiat 1500 convertible	24.4 m.p.g.	2½ pints in 737 miles.
Fiat New 500 saloon	54.0 m.p.g.	—
Vanden Plas 3-litre Princess saloon	19.2 m.p.g.	None in 750 miles.
Austin Healey 3000 four-seater ..	15.9 m.p.g.	—
3-litre Humber Super Snipe estate car	20.8 m.p.g.	Practically none in 1,400 miles.
Standard Vanguard Vignale Six estate car	21.0 m.p.g.	—
VW de luxe saloon	35.5 m.p.g.	None in 400 miles.
M.G. Magnette Mk. III saloon ..	29.05 m.p.g.	None in 540 miles.
M.G.-A 1600 two-seater	25.5 m.p.g.	One quart in 570 miles.

On that note I look forward to another full year of road-testing, during which I shall endeavour to access the merits and shortcomings of the cars I try critically, but fairly and without bias.

Already the New Year has started well, with a Russian car and a four-speed " Aerostable " Renault Dauphine, and I have been on an amusing competitive drive in a Fiat Giardiniera, which is a diminutive car possessing a quite astonishing ratio of space/swept volume, and effective handling from a rear-engined vehicle in which it is a puzzle to *find* the little air-cooled power unit.—W. B.



Another front-wheel-driven car, the Citroën ID19, caught here parked untidily at Silverstone, found the Editor gasping for superlatives with which to describe the sheer comfort of the oleo-pneumatic ride, the precision of its steering and its " sure-footed " cornering—but he craved more power and less gear shifting.

FORMULA JUNIOR RACE RESULTS OF 1960

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Feb. 28	Havanna Races—150 kms.	Cuba	Melarosa (Stanguellini-Fiat)	Cales (Stanguellini-Fiat)	Russo (Stanguellini-Fiat)	Addition of times for two Heats
Mar. 25	Sebring—106 kms.	Florida	J. Hall (Elva-D.K.W.)	Crawford (Stanguellini-Fiat)	Chamberlain (Lotus-Ford)	141.600
April 2	B.A.R.C. Races—44 kms.	Oulton Park	Clark (Lotus-Ford)	T. Taylor (Lotus-Ford)	McKee (Lotus-Ford)	138.372
„ 18	Cesanatico—96 kms.	Italy	C. Smith (Cooper-Austin)	Pirocchi (Stanguellini-Fiat)	" Geki " (Stanguellini-Fiat)	108.962
„ 18	Easter Meeting—38 kms.	Goodwood	Clark (Lotus-Ford)	T. Taylor (Lotus-Ford)	McKee (Lotus-Ford)	145.610
„ 23	Norfolk Meeting—65 kms.	Snetterton	McKee (Lotus-Ford)	Spence (Cooper-Austin)	J. Smith (Elva-B.M.C.)	141.131
„ 24	Vigorelli Trophy—299 kms.	Monza	Baghetti (Dagrada-Lancia)	Bordeu (Stanguellini-Fiat)	Grandsire (Stanguellini-Fiat)	161.845
„ 24	Spring Cup—72 kms.	Montlhery	Loyer (Elva-D.K.W.)	Bouharde (D.B.)	Houdusse (Stanguellini-Fiat)	105.685
„ 30	Aintree Meeting—82 kms.	Aintree	T. Taylor (Lotus-Ford)	H. Taylor (Cooper-Austin)	Arundell (Lotus-Ford)	134.783
May 14	"Daily Express" Meeting—117 kms	Silverstone	Clark (Lotus-Ford)	Surtees (Cooper-Austin)	McKee (Lotus-Ford)	154.095.
„ 15	Prix de Paris—50 kms.	Montlhery	Mocelek (Stanguellini-Fiat)	Hanson (Elva-D.K.W.)	Delcarte (Ferry-Renault)	109.661
„ 15	Naples Races—50 kms.	Posillipo	Maglione (de Sanctis-Fiat)	" Blanc " (Cooper-D.K.W.)	Sbordone (Stanguellini-Fiat)	99.675
„ 28	Monaco Cup—100 kms.	Monte Carlo	H. Taylor (Cooper-Austin)	Ashdown (Lola-Ford)	T. Taylor (Lotus-Ford)	104.059
June 5	Circuit of Teramo—128 kms.	Italy	Pirocchi (Stanguellini-Fiat)	Maglione (de Sanctis-Fiat)	Nogueira (Stanguellini-Fiat)	85.462
„ 6	Anerley Trophy—56 kms.	Crystal Palace	T. Taylor (Lotus-Ford)	Ouvaroff (Lotus-Ford)	Ellis (Lotus-Ford)	125.529
„ 6	Whitsun Meeting—76 kms.	Mallory Park	Arundell (Lotus-Ford)	McKee (Lotus-Ford)	Parnell (Lotus-B.M.C.)	136.408
„ 6	Whitsun Meeting—54 kms.	Mallory Park	Arundell (Lotus-Ford)	Summers (Lotus-Ford)	Parnell (Lotus-B.M.C.)	133.705
„ 12	Albi G.P.—150 kms.	Albi	H. Taylor (Cooper-B.M.C.)	Raby (Cooper-B.M.C.)	Love (Lola-Ford)	129.380
„ 19	Circuit of Caserta—114 kms.	Italy	Taraschi (Taraschi-Fiat)	Pirocchi (Stanguellini-Fiat)	Lippi (de Sanctis-Fiat)	139.616
„ 29	Lottery G.P.—262 kms.	Monza	Davis (Osca-Fiat)	Grandsire (Stanguellini-Fiat)	Hulme (Cooper-B.M.C.)	163.429
July 3	Coupe de Vitesse—83 kms.	Reims	McKee (Lotus-Ford)	Parnell (Lotus-Ford)	Love (Lola-Ford)	170.065
„ 10	Eifelrennen—155 kms.	South Nurburgring	D. Taylor (Lola-Ford)	Love (Lola-Ford)	Ouvaroff (Lotus-Ford)	112.700
„ 16	British G.P. Meeting—117 kms.	Silverstone	T. Taylor (Lotus-Ford)	Arundell (Lotus-Ford)	McKee (Lotus-Ford)	157.314
„ 24	Solitude Races—137 kms.	Stuttgart	Clark (Lotus-Ford)	Ouvaroff (Lotus-Ford)	T. Taylor (Lotus-Ford)	146.370
„ 24	Salerno Races	Italy	Davis (Osca-Fiat)	Hulme (Cooper-Austin)	Taraschi (Taraschi-Fiat)	117.510
„ 31	Messina Races	Sicily	Davis (Taraschi-Fiat)	Hulme (Cooper-B.M.C.)	Bandini (Stanguellini-Fiat)	146.652
„ 31	Bank Holiday—54 kms.	Mallory Park	Arundell (Lotus Ford)	McKee (Lotus-Ford)	Parnell (Lotus-Ford)	135.620
Aug. 1	John Davy Trophy—85 kms.	Brands Hatch	Clark (Lotus-Ford)	Ashdown (Lola-Ford)	Arundell (Lotus-Ford)	129.778
„ 1	Trophy Race—120 kms.	Aintree	Parnell (Lotus-Ford)	Romanes (Lotus-Ford)	Fenning (Venom-B.M.C.)	127.814
„ 6	Vanwall Trophy Meeting—44 kms.	Snetterton	Prior (Lola-Ford)	McKee (Lotus-Ford)	Ashdown (Lola-Ford)	146.596
„ 15	Pescara Races—180 kms.	Italy	Hulme (Cooper-B.M.C.)	Bordeu (Stanguellini-Fiat)	Love (Cooper-B.M.C.)	135.364
„ 20	B.A.R.C. Meeting—81 kms.	Goodwood	T. Taylor (Lotus-Ford)	Clark (Lotus-Ford)	McKee (Lotus-Ford)	145.935
„ 27	John Davy Trophy—85 kms.	Brands Hatch	T. Taylor (Lotus-Climax)	Clark (Lotus-Climax)	Surtees (Cooper-Climax)	138.227
„ 28	Reggio Calabria—224 kms.	Italy	Davis (Taraschi-Fiat)	Pirocchi (Stanguellini-Fiat)	Watson (Taraschi-Fiat)	117.073
Sept. 17	John Law Trophy—44 kms.	Snetterton	Arundell (Lotus-Ford)	Clark (Lotus-Ford)	Prior (Lola-Ford)	148.173
„ 24	Gold Cup Meeting—168 kms.	Oulton Park	Clark (Lotus-Ford)	T. Taylor (Lotus-Ford)	Arundell (Lotus-Ford)	Addition of times of two Heats
Oct. 1	British Empire Trophy—168 kms.	Silverstone	H. Taylor (Lotus-Ford)	Arundell (Lotus-Ford)	Dietrich (Elva-B.M.C.)	130.003
„ 9	Modena Cup—84 kms.	Modena	Manfredini (Wainer-Fiat)	Davis (Osca-Fiat)	Baghetti (Dagrada-Lancia)	111.042
„ 9	Innsbruck Airfield—51 kms.	Austria	Mitter (Lotus-D.K.W.)	Ahrens (Cooper-Fiat)	Schatz (Lotus-Ford)	99.031
„ 16	Eifel Races—77 kms.	South Nurburgring	Harwood (U2-Ford)	Starke (Cooper-D.K.W.)	Radlein (Melkus-Wartburg)	104.800
„ 23	Siracusa Cup—165 kms.	Sicily	Davis (Osca-Fiat)	Pirocchi (Stanguellini-Fiat)	Cales (Stanguellini-Fiat)	147.783
Nov. 20	Riverside Races—132 kms.	California	Hansgen (Cooper-B.M.C.)	Krause (Lotus-Ford)	Leslie (Lotus-Ford)	140.335

CRESTA wins class D at Phillip Island Victoria, Australia

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The Phillip Island Race

The Armstrong 500-mile race was limited to standard production saloons built or assembled in Australia.

Describing the race, Peter Costigan, motoring correspondent of the "Melbourne Herald" says "The 45 sedan cars that roared off from the Phillip Island grid early in the morning were subjected to greater strains during the next 8½ hours than is the lot of the average family sedan in a lifetime. Tyres, chassis components, brakes and engines were forced to breaking point as the drivers forced the cars through hairpin bends at Geelong-rd. speeds. When the leading cars had gone less than 200 miles, the bitumen surfaces, already subjected to tens of thousands of practice miles, began to break up. For the second half of the race the cars were actually competing in a reliability race far tougher on the machines than the round-Australia trials."

'Melbourne Herald' 21/11/60

A Vauxhall Cresta won Class D (2001-3500 cc) in the Phillip Island race held on November 20th.

Although there was no award for the outright winner, the Cresta was the first car of all classes to complete the required 167 laps.

Congratulations

to drivers Frank Coad and John Roxburgh and to their team of pit mechanics.

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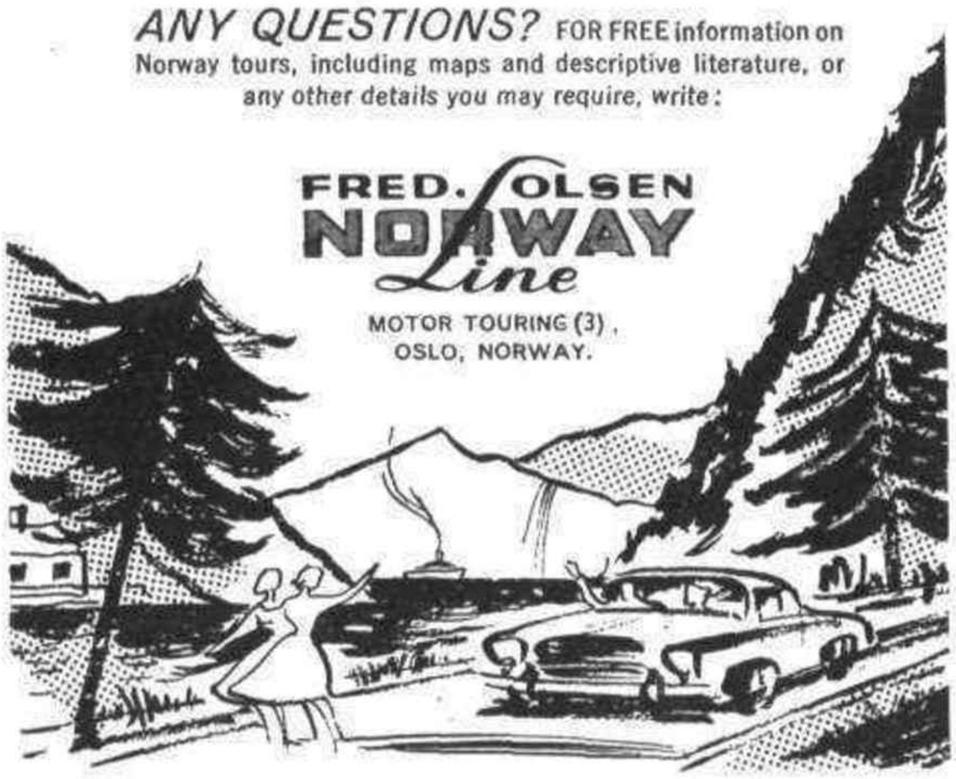


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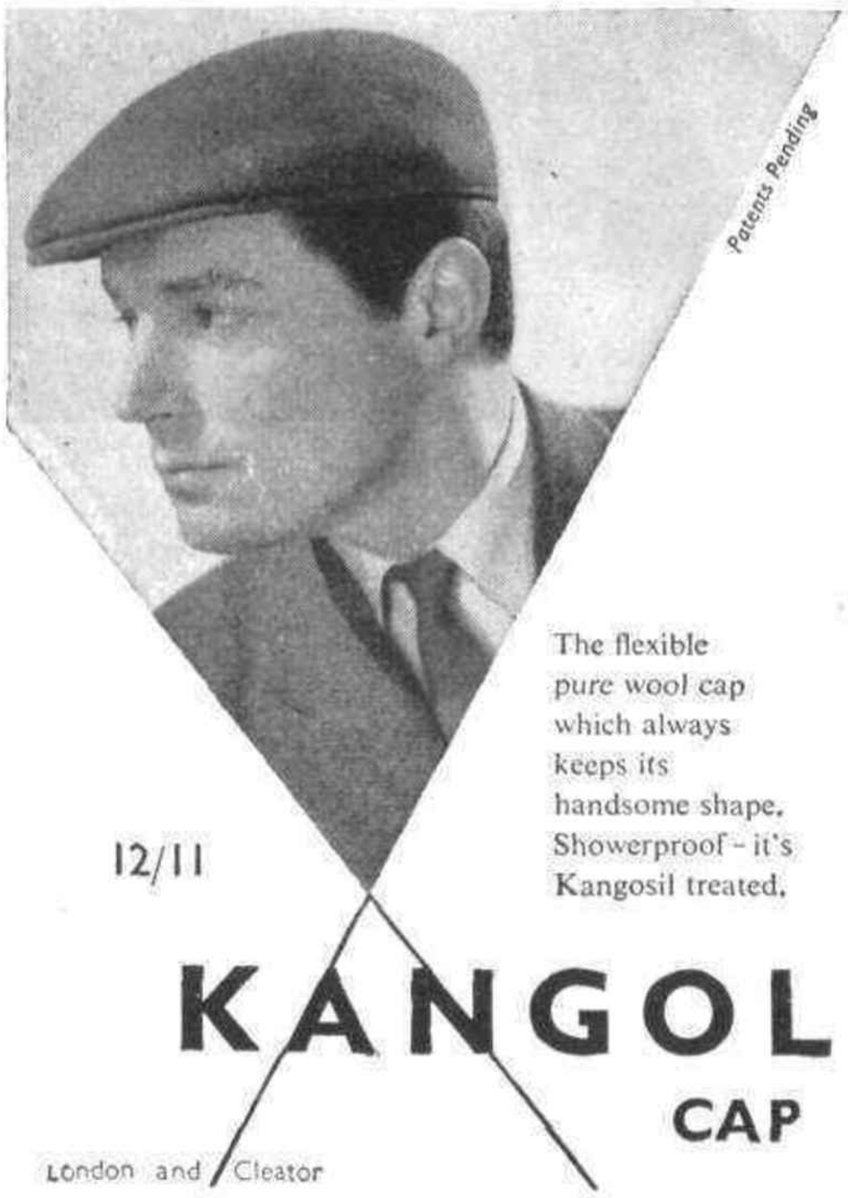
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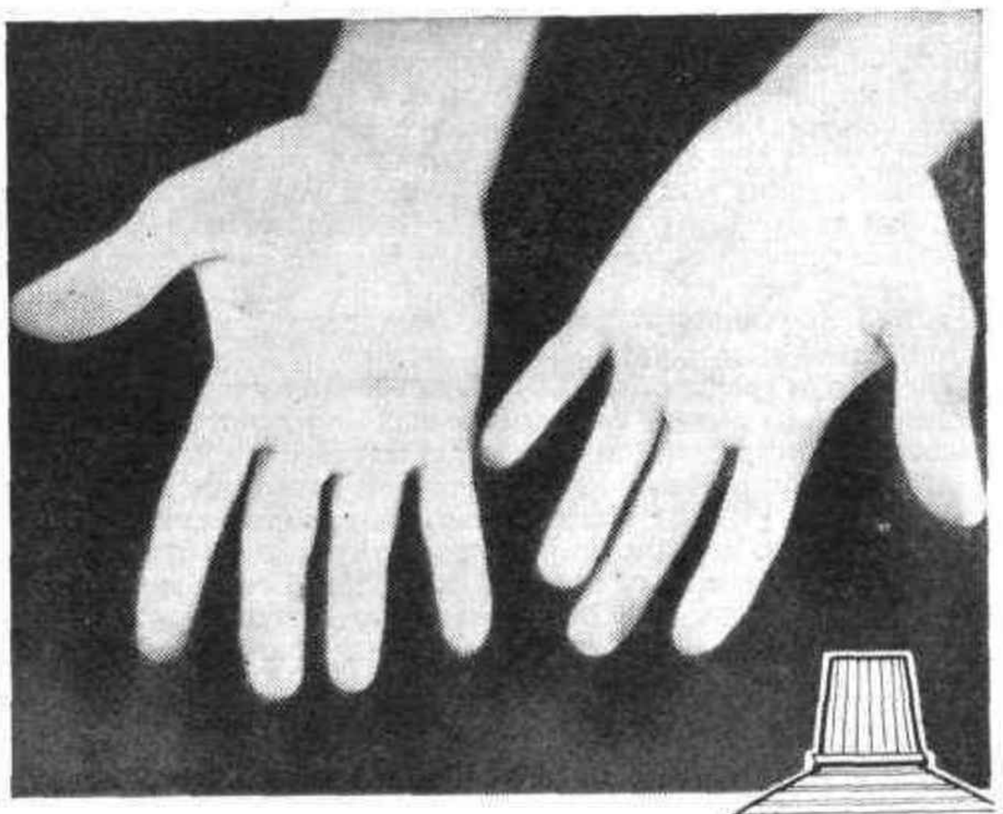


Things aren't exactly what they seem to be! The Vicarage is real enough, but Chip Shop is actually a village, near Tavistock, Devon (N.B. Map Ref: I/S.12). Wherever you drive, fill up with your favourite National petrol at a friendly National station.

M4/6



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This is the way to get hands clean after wheel changing or other jobs on the road. Always keep a tube of Rozalex WSC in your car.

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TGA RWSC 13A

LETTERS FROM READERS

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

OPINIONS . . .

Sir,

Your leader article on the prosperity of the British Motor Industry was of interest, but lukewarm—or alkaline—in tone.

One reason for the ascendancy of Germany—as quoted by Parkinson in his latest work—is the fact that the entire Civil Service in Germany was wiped out in 1945, to the tremendous benefit of the tax-paying classes.

A couple of hundred of our own bowler-hatted, brief-cased baskers parachuted into Berlin could perhaps redress the balance, if left to multiply in their own amoebaic way. In ten years, or less, they could drag the Germans down to our own burdensome level.

I don't know what the drill for "lobbying" is at Westminster at the moment (what dewy-eyed reformer pushed the new gambling bill, I wonder?) but I do think that everyone should press for an investigation of our Civil Service, to be carried out by an independent firm of time and motion study people. If it costs a million pounds, I'll happily contribute to same from my taxes.

As regards the Motor Industry in particular our decline was inevitable from the time—just after the war—when our manufacturers began to copy Detroit, only three years after the event. There seems to be a "Let's not be beastly to the Yanks" movement on parade at the moment but I am not going along with it. "My brother, right or wrong" is a narrow stupid sentiment and even dangerous in a nuclear age.

We can learn from the Americans in the field of production methods. That is their own fetish—the much publicised American know-how. But in the dual fields of original research and design, they are strictly non-starters. Whittle gave them their first jet engine, *in toto*. Their space rockets have progressed only in detail from the original V2 design taken from the Germans. (British inventors and spies please note: If you fancy California or Texas as a country estate, with a thousand or so Hollywood starlets as game-stock, just find out the Russian gimmick that can put several tons into orbit as against an American pay-load measured in pounds!) "But the atom bomb," you may say. "Surely, the atom bomb———."

The man in charge of the Los Alamos project was an American —Opperman by name. Many of the staff under him had been his teachers in Europe. In an elimination test of ability and achievement, he would probably have come about two-thirds of the way down the list. But he was an American national, and, as such, was appointed to head the project for security and prestige reasons. In fact, the majority of the top brains at Los Alamos were European. So let's stop being beastly to ourselves, and re-set our sights on the pre-war British aim of producing a quality article that lasts . . . and lasts . . . and lasts . . .

One final thought for the road. Why is it that a safety razor, costing a few shillings, and living an arduous amphibious life never seems to go rusty—whilst a motor vehicle, costing up to a couple of thousand pounds, gets the "yellow bug" within six months?

I am, Yours, etc.,

Hutton. D. F. BOWDEN.

* * *

WAS IT A "DUD"?

Sir,

To Mr. G. Morgan, of High Wycombe (November's MOTOR SPORT—"The World's Most Exciting Light Car") may I say welcome to the happiest motoring family in the world.

Mind you, we Volkswagen owners have our troubles(?), too, you know. Having completed a fraction under 21,000 miles in my 18-month-old VW, I've just had a "major repair" bill for four new plugs. And about 10 months ago I had to replace the interior lamp bulb, which cost, if I remember correctly, 2s. 9d. Can any VW owner account for these faults, or have I been sold a "dud"?

Still looking on the brighter side, the Volkswagen has the most reliable engine, the most delightful gearbox, the finest suspension and the most beautiful (incorporating resilience) interior and exterior finish of any small car (and many of the big fellows) in the World. Even the tyres (need I say what they are?) are top quality with almost a full tread remaining.

And the car doesn't leak like a sieve, which was rather advantageous when the machine was called upon to do almost one thousand miles in the recent West Country floods, without requiring me to don Wellington boots and other "standard" British equipment.

It is not really necessary to say that my car has never let me down. After all—it is a Volkswagen.

I am, Yours, etc.,

Weymouth. B. SEARLE.

* * *

WHAT THE BRITISH BUY

Sir,

For a long time now we have been hearing about the superiority of one particular small car. Don't you think you are sometimes rather unfair to other cars in the same category?

The car in question *is* good—I have one myself—but so it should be! Was not the late Dr. Porsche one of the greatest automobile engineers of all time? Who else, ordered to design the cheapest car that the World had ever seen, would do it so that it could be developed into one of the leading sports cars, not of its own time, but of a quarter of a century later? And the development it has had! Pre-production models thrashed over vast distances on Autobahns and the awful German secondary roads—the military version, identical mechanically with the car as afterwards made, produced in the most rough and ready way, made to work for its living under every extreme of climate. I doubt if it got very sympathetic treatment then—the German Army was usually in a hurry, one way or the other. Sir, did you never look under yours and see the Russian mud still sticking to the front suspension, or find traces of sand from the Western Desert in the engine compartment? And then we hear about the "gruelling testing" the latest new experience in motoring has had—all four of them, with expert drivers, plenty of preparation and works servicing. . . .

Don't forget, anyway, that the British Motor Industry still suffers from the Average British Motorist, who doesn't read MOTOR SPORT, and uses his car to get to work on a weekday, for shopping on Saturday, and for impressing the neighbours when he polishes it on Sunday before the gentle 30-mile run in the afternoon. Is *he* likely to want a car whose appearance is still much the same as it was in 1937 (they didn't think much of it then!) and whose hidden qualities he will never even know about? *He* wants a nice shiny Shoddy Showoff, even if its engine does wear out in 30,000 miles and its suspension get knock-kneed in half that distance. Blow the export market—he isn't interested in an ugly little beetle with a smelly heater and no top-gear performance to speak of! Besides, cars with engines at the back are dangerous—the British insurance companies say so!

So why moan at British cars because they aren't like it? Why should they be? After all, pistons and tyres are plentiful and cheap!

I am, Yours, etc.,

Bristol. J. M. SLOPER.

* * *

WHY I BOUGHT A SIMCA

Sir,

Your editorial regarding the present drop in demand for British cars at home and abroad prompts me to add a few thoughts on the subject.

This often-repeated excuse about the credit squeeze from the manufacturers is in my opinion only partly the cause.

The car which will sell consistently in large numbers over a long period in the World has got to be an "honest" vehicle; it matters not whether the engine is at the back or the front, or is of one or two litres capacity, providing the overall weight is consistent with engine size to give an easy performance.

I think the tide started to turn against our sales abroad when some of our biggest manufacturers stopped producing honest cars, and by this term I mean a vehicle which does not try to look bigger than it really is, which does not have excessive body overhang back and front, which has good traction, and which the manufacturers intend to produce unchanged for at least five years. The worst offender in this case is undoubtedly B.M.C. The last honest car they produced until recently was the Austin A40 Devon and since that time their 1¼ to 1½-litre models have become progressively over-styled and over-bodied. The only bright spots in this class are the Wolseley 1500 and Riley 1.5, because they are sensibly-bodied and thus able to pull a high top gear.

One would think that the ever-popular Minor would have taught them something but we have to wait for Issigonis to return to produce the Austin Se7en Mini-Minor (why could not it be *one* model only?) to show what type of vehicle will sell in Canada and North America. The sooner he can get his brilliant hands on the B.M.C. 1½-litre Pinin Farina range the better for us all.

Vauxhalls, who were badly hit abroad quite early on, still continue with that ugly dog's-leg windscreen on all models. It is worst on the Victor which is basically an excellent vehicle in all important mechanical respects, and yet they prefer to adorn it with a new grille and a new inferior facia design, instead of spending a bit more on correcting an outmoded and sale-killing design feature.

The same muddled thinking is evident in the latest Velox range. The rear lights have been redesigned, they say, in face of unfavourable customer comment on their excessive size. So, incredibly, instead of merely reducing the actual red glass area and retaining the same housing with neat flasher unit above, which although large was a pleasant cohesive design, they put a tasteless blob of chromium where the flasher was and filled in the rear-light housing with an uninspired combined unit similar to a dozen other makes. And what can one make of those new *narrower* section tyres?

Rootes, who always produce a well-finished vehicle with careful attention to minor details, are still restricting potential sales of their most important model, the Minx, because it is still plagued with heavy, soggy steering, and yet the Husky and Alpine are excellent in this respect. The Minx is a thoroughly honest vehicle and deserves to sell well, but this one poor feature is enough to make a customer look elsewhere after a short trial run.

It is significant that Fords were the last major producer to go on short time and I think the reason is clear.

They are traditional producers of honest cars and get the design right before large-scale production. The initial irritating faults that early Anglia owners suffered were due to faulty assembly more than anything else.

But, and its a big but, why do they still keep making cars with the front seat occupants' toe-board too high in relation to the seat? If there is one factor that influences a sale more than anything else, it is customer reaction when he or she first sits in the driver's seat.

I am taller than most at 6 ft. 3 in. but I remember the misery of town driving in a 1956 Series II Zephyr because of this high floor coupled with awkward pedal movements. After four years this bad feature (which is common to the Consul and Anglia) is still just the same.

I understand Ford engineers keep a close watch on rival products, surely they have tried the Triumph Herald to see how it should be done?

I do not indulge in slavish adulation of Continental products, but much as I would prefer to drive a British product, I now drive a 1958 Simca Elysee. Much of the body details and fittings on this car are inferior to British products, but what other 1,290-c.c. (or even 1½-litre) car in this country has such powerful brakes, intelligent gear ratios, 30/34 m.p.g. economy on the cheapest grade of petrol, an unobstructed boot, automatic choke, and such a sparkling performance coupled with light, precise steering?

On the debit side, the ride is somewhat choppy on minor roads, and the gear-change is poor, but is saved by unbeatable synchromesh.

I tried the latest model recently and was disappointed to find that the excellent twin glove boxes had given way to a single one with a crude lid and handle and even the gear lever now has an uncomfortably shaped knob. The luggage boot now has a deep lip making the removal of heavy objects much more difficult. This is just to show that design changes for the worse can happen in French cars as well.

I am not an admirer of the Renault Dauphine, because of its inherent instability, and have always been mystified by its large sales in this country. Perhaps it is just clever advertising that does it, but the insurance companies appear to have had the last word now. Our biggest rivals for world sales would still appear to be VW, Renault, Opel (an example of utterly conventional design winning through aided by low price and first-class finish), Fiat, Peugeot, Citroën and Mercedes-Benz (who must spend more on research than anyone else).

The latest Ford Taunus could also be a serious contender if produced in sufficient numbers; its body shape is sensible yet refreshingly different.

I hope I am not labouring the point but each one of these manufacturers, whether using a conventional or unconventional design, produces an honest vehicle unchanged over a period of several years, and I think it is this policy which in the long run reaps the richest reward.

I am, Yours, etc.,

Sunningdale. LOUIS R. RUSSELL.

* * *

IN ORDER OF MERIT

Sir,

A point arises in your article "Small Car Topics" which demands some explanation. The relative appraisal to which you refer, issued by Richard Ansdale and myself, does indeed look suspiciously convenient since I happen to be concerned with publicity for N.S.U. cars. This is not true of Ansdale, however. He is an entirely independent engineer with no axe whatever to grind. If I may be permitted to make an observation as a professional publicist (and I am conscious of the fact that the Editor of MOTOR SPORT is no babe when it comes to such matters), it would have been even more convenient for me had the N.S.U. come, say, second or third in the order of merit. After all, the Prinz can hardly expect to compete with the Ford Anglia on this market so that the table would have more apparent verisimilitude if the order of these cars could be reversed. Unfortunately, even supposing that Ansdale were prepared to lend his name to so diabolical a scheme, the figures cannot be played with, except by the omission of certain columns which we believe to be essential to a proper appraisal of cars in this class.

One thing which our classification does do, incidentally, is to provide a ready check on ill-informed assessments such as that contained in Reyner Banham's *New Statesman* article, which you so rightly take to task.

The point is that in every important aspect of performance and passenger amenity, the Volkswagen was at least 25 years in advance of any other car of its class when it was conceived. Even today, when the rest of the motor industry has awakened with a start to the fact that old formulae in the design of economy cars just won't do, the VW attains performance figures which, taken all-round, are better than those of—any other comparable vehicle as a glance at our table shows. Its passenger area is only fractionally less than the top figure in this respect. And any statistical analysis must, of course, neglect such features as coachwork and suspension in which fields the VW has few peers. Perhaps Mr. Banham will take a look at our table and tell us what modifications he would plump for. Meanwhile, I hope that your readers will find our occasional sorties into the "value for money" argument of some use and that those of them who possess a slide rule will satisfy themselves that we could not cook the figures, even if we wished to do so.

I am, Yours, etc.,

London, W.1. VICTOR WINSTONE.
Automotive Technical Advisory Service Ltd.

* * *

THE PAY-PACKET

Sir,

Your Editorial this month—Matters of Moment—touching upon the poor state of the car exports/sales just now, is surely in all our minds. Couple this with a paragraph of Mr. Mackenzie-Wintle's letter dealing with competitive small car prices excluding import duty, and part of the cause of our trouble seems obvious.

Now the reason for the cause—I once gave a lift to a man hitch-hiking from Hastings, as far as London. He told me he was employed at Oxford as a sheet metal press operator on night work. Briefly, his job was to place sheets of metal on his press, depress a pedal, then stack the pressed sheets in a pile. This does not sound like a very skilled job to me, and I would rate it at about £13 10s. per week plus 12½% for night work. My passenger told me that he was not permitted by his Union to earn more than £34 per week, or he would be black-listed. This meant that he could work only two-thirds of his time—he was quite happy to take a nap so long as he earned as near his maximum as he could arrange. Whilst we all like to earn as much as possible, I feel that the car manufacturers could be more competitive if they stopped paying this £1,000 p.a. bonus to press operators and equivalents. Unions would today have less of a headache with their unemployed if they had been fair to the industry, and taken a longer sighted view.

I think British cars have the edge over Continentals where finish is concerned, and if we can get the price down—happy days again.

I am, Yours, etc.,

"N. H. F."

[Name and address suppled.—ED.]

MINI-HAPPY

Sir,

In August you published your impressions of 10,000 miles of Mini-motoring. I have just completed 10,000 miles of Austin Se7en ownership and my experiences may be of interest.

I took delivery of my Austin Se7en standard saloon last March. The performance, economy and incredible handling of these cars have already been described at great length, so on these subjects I will say only that I am getting 44 m.p.g., including daily runs in London, and I have had an indicated 78 m.p.h.

Some points deserve closer attention. The brakes are good but not outstanding, and braking can be rather " dicey " in the wet, as quite a light pedal pressure can lock the rear wheels. This has been partially cured by chamfering the leading edge of the rear linings.

Oil consumption has been a steady 450 miles per pint since new. On the whole the engine runs too cool but this has been cured by backing the grille with brass gauze, which was fitted to prevent a recurrence of a " flame-out " which occurred in a heavy rainstorm. The tyres are about one-third worn despite very hard and enthusiastic cornering. This may be due to following the manufacturers' advice on tyre rotation and also to running at higher pressures than those recommended (viz. 28 lb. front, 25 lb. rear).

The body and chrome show no signs of rust and the paintwork has a good and hard finish. However, alas! The windscreen and both rear quarter-windows (fixed) leaked very badly around the rubber sealing until given drastic treatment with sealing compound. Despite undersealing and the plugging of every apparent source of leaks, the front passenger's foot well still fills with water under the rubber mat. The horn button, the flashing indicators switch, the driver's window catch and the door pulls have all needed minor repairs and attention. The cloth seats of the standard model are very difficult to keep clean.

The wiper motor leaked all its lubricant and was replaced at 6,000 miles under the terms of the guarantee, as were the front dampers, which had no return action whatever. The rear dampers followed suit at 8,000 miles and the off-side damper actually broke away at the lower bush. Incidentally, the car has been driven wholly on metalled roads.

The lock on the boot lid has now broken and a replacement is on order. At 10,000 miles, the distributor needs replacement as the brush has burned out, the rotor arm is badly pitted, " tracking " inside the cap is causing misfiring at high r.p.m., and the whole unit makes very odd noises!

In conclusion, I consider that it is a very fine car but it is spoiled by the detail finish and the entirely unnecessary failure of the various components, most of which are not produced by the British Motor Corporation.

I am, Yours, etc.,

Kingston Hill. H. D. S. VENABLES.

Sir,

As a satisfied owner of a 1960 Austin Se7en, I would like to retaliate against some of the criticisms levied by Mr. Dove and Mr. Mackenzie-Wintle in the December issue.

Firstly, I do not consider the interior trim shoddy or the car to be " crudely made." The trim of my Se7en compared favourably with the tawdry plastic-ware seen around the facia and steering-column of the cheaper Continental cars at the Motor Show.

Secondly, I have suffered little trouble over almost 4,000 miles; apart from the replacement of two bulbs, only the intake of water through the floor has caused concern. After two attempts by the garage this latter defect has been cured for all except flood conditions. Perhaps Mr. Dove, being used to Volkswagens, did not properly run-in his Mini.

Thirdly, I can only assume that Mr. Mackenzie-Wintle is using a deaf-aid of great sensitivity turned to maximum volume. Under no conditions have I found " booming in the ears " or " body-flexing," only wheel patter on coarse surfaces, but this is not excessive. At speeds up to about 50 m.p.h. the top gear is very quiet, and at 60-65 is far from troublesome. (No extra sound-proofing has been added.) I should think, anyway, that slight whine is far more tolerable than the clatter of some of the less-refined two-stroke cars on over-run.

Finally, I would be interested to know why Se7ens are apparently slower than Mini-Minors, as was the case in a recent journalists' race. Mine has a maximum on the level of about 70 m.p.h. indicated, compared with the true 75 m.p.h. often quoted for Minis!

I am, Yours, etc.,

Tunbridge Wells. DAVID J. APPS.

* * *

MINI-SAD

Sir,

I hope you will be interested in the history of my Mini-Minor. It was purchased new in May 1960 and has now covered 10,000 miles.

On the credit side I would list :—

(*a*) Excellent roadholding.
(*b*) Roominess.
(*c*) Performance for a car of 850 c.c.

On the other side :—

(*a*) Within one week of taking delivery an oil leak developed.
(*b*) As a result of above clutch was replaced in October 1960.
(*c*) Clutch is now giving further trouble and car is at present being checked.
(*d*) Water covered floor in July 1960 during heavy rain. Car was returned for correction.
(*e*) Two months later car still leaking and again returned. Although partial cure effected water still penetrates in heavy rain at speed.
(*f*) Petrol gauge replaced in August 1960.
(*g*) Three punctures.

Needless to say I am far from satisfied and propose getting rid of the car early this year.

I am, Yours, etc.,

London, S.W.16. P. S. TWYNAM.

Sir,

I purchased a new Austin Se7en 16 days ago. The following are already rusty :— four hub caps, two small pieces of trim at front, one end edge of rear bumper. The surround of the manufacturer's name on the bonnet is deeply pitted as well. The undercoat of red paint can be clearly seen on the outside of the boot lid. I need hardly say that I am disgusted with this. Is it a typical product of the British Metal Finishing Industry as applied to the Car Industry? If you, or any of your readers, think this is an exaggeration, the vehicle is available for inspection.

I am, Yours, etc.,

Kingsbury. V. BAKER.

* * *

ON OUR SIDE!

Sir,

Having read of your Edinburgh correspondent's unfortunate brush with the Law and the Editorial plea for a better relationship between public and police, I feel that the following incident might be put on the credit side of the ledger.

A motorcyclist friend of mine, also in Edinburgh, was passed and flagged down by a police patrol. The machine was in an advanced state of decay, the owner being an impecunious student and far from mechanically inclined. As well as speeding, the half-dozen faults pointed out included missing front brake and speedometer cables.

However, on this occasion, the Law was more than lenient. The last heard of the matter was the heavy breathing of the two constables as they pushed the old bike to start it—the kick-start was out of order, too!

I am, Yours, etc.,

Castle-Douglas. R. D. WHITE.

[And a friendly warning probably did just as much good as a summons, while costing the country nothing in time and paper-work.—ED.]

* * *

re " DRIVER SUSPENDED "

Sir,

And how right Mr. Firth is (December letters)!

Persecution is age old. The Romans rode herd on the Christians, the Nazis belaboured the Jews, white thugs assault the black man, and the British motorist is savaged by " Justice."

Degrees of detected crime are rewarded in court by the volume of punishment. Teenage hooligans are sentenced " to visit a probation officer every fortnight," public-house brawlers are fined a few bob, owners of dangerous dogs are " warned," and so it goes on. Even the crook who pinches your car is let off with a couple of quid and a telling off.

Now Mr. Firth tells us of a common comparison. Speeding, fine £3; assault on police, fine £5. But I can go one better than this, and both cases appeared in the same copy of a local paper in Northwich, Cheshire, some time ago.

A van driver, backing into a road with his small vehicle, was unfortunate enough to have a rear door swing open and graze the paint of a parked car. He was charged with careless driving, fined £10.

The same paper carried the story of four or five men who broke into a local radio and electrical dealer in the town. While one remained in the get-away vehicle, the others entered the premises. It was late at night, and the police sergeant was cycling home. Seeing the parked car, he dismounted some paces in front of it. The driver, abandoning his mates, drove off straight at the sergeant, who had to throw himself down on the pavement to avoid serious or fatal injury.

The thieves left in the shop were promptly arrested, but the driver was never found. Justice came to these fellows—probation, except for one of them who was fined—£1!

But at least two crimes still carry a generally heavier penalty than being a motorist—Blackmail and Murder.

I am, Yours, etc.,
"TONY."

[Name and address supplied.—ED.]

Sir,

I should like to express, through your columns, a view on the *so-called "Police State" sometimes referred to in your* excellent journal, which I trust will serve as an explanation to the outraged motorists who frequently write to you.

The words "motorist" and "criminal" are, of course, synonymous in this country, and, as everyone knows, the job of the policeman is to catch and convict criminals. The task, therefore, is a somewhat heavy one, by no means easy; and much time and money must be spent in the hounding, restricting, impeding and eventual catching and persecution of the "motorist."

Unfortunately, the motorist is increasing in numbers, daily, making the task all the more difficult; but he is a placid sort of chap who doesn't complain too loudly when he is continually asked to pay, pay, pay.

Sometimes the silly fellow gets a bit upset and writes to the newspapers or one of the motoring journals and complains, and suggests that more roads should be built for him. Who does he think he is? Where does he think the money is coming from? The money he pays in purchase tax, petrol tax and motor tax has to be spent in other fields, and the sooner he realises that he is a scourge to society the better it will be for everyone.

So "crime" is on the increase; could the reason be that the car is fast becoming the cheapest form of transport? Apart from being the most convenient, most comfortable and most satisfying way of travelling these days?

Oh well, roll on 1984, I say.

I am, Yours, etc.,
"CONVICT YYL 562."

* * *

THE CHARITABLE 'SIXTIES

Sir,

I have to relate a sorry tale of the "charitable 'sixties." Returning Londonwards along A 30 from business in the West Country on January 6th, I rounded a sweeping right-hand bend and hit a skating rink of black ice—the first such patch in a sunny, 90-mile journey. My Minor performed a double figure-of-eight and finally buried its tail in the off-side banking. By the grace of God the road was clear for those ten seconds and damage was no more than a buckled bumper. I jumped out of the car and waved down half a dozen following drivers, already swinging into the unseen hazard.

Fifty yards on was a garage, where, as I walked up, three gentlemen stood, hands on hips, having watched my lucky escape. I asked if they might push me clear of the ditch, only to be told by the boss: "You'll 'ave ter wait—got enough on our plate already." I suggested that a temporary warning might be placed before the bend. "Waste of time. People wouldn't take no notice," was the reply. The younger of the two mechanics then said: "Do you think I ought to go down the road and wave 'em down before they hit it?" To this, the Christian-hearted soul in charge retorted: "And just who do you think is going to pay for your time while you're doing that? It's a mug's game."

Holding my wrath in rein, I looked round the garage forecourt and saw why, to this person, cash took precedence over human life: already, by 11.15 a.m., the iced bend had claimed five victims—all expensive "coachwork jobs" . . .

I returned to my car, and started it after some difficulty, by which time the busy trio deigned to push me out of the ditch. At this moment, an A.A. patrol drove up. I hailed the scout and told him of the ice hazard, suggesting that he might put up some temporary warning, or station himself well before the bend to warn drivers. His reply: "Can't do that, sir. We put out our warning on the wireless last night, but drivers just take no notice. We said there'd be icy patches on high ground, and we can't mark them all—can't do anything about it, sir."

With these happy New Year thoughts, I leave you and your readers.

I am, Yours, etc.,
Ealing, W.13. G. D. CHARLES.

* * *

TRANSMISSION NOISE

Sir,

A survey of the motor press, both your own excellent "enthusiasts" publication and the weekly journals, reveals a disturbing consistency of complaints regarding transmission noise. Time and again an owner's otherwise eulogistic report on his model contains a condemnatory comment on gear whine: often the balanced test-reports of staff writers refer in greater or lesser degree to this same annoying, if harmless, characteristic of modern production cars.

My own 1959 rear-engined car, an Italian *marque* with an Abarth conversion, is endowed with a superlative, trouble-free engine, outstanding road-holding throughout its speed range and —a whining gearbox. The makers have on several occasions replaced the transmission unit, finally commenting that the gear-whine is "a characteristic of the model" and passing my specimen as "better than normal"!

From toad-test reports and owner-experience letters it would appear that many '59-'60 models are delivered with this built-in annoyance: surprisingly, it is not confined to mini-cars, cheaper models or even models of similar design-conception. It is an ever-present complaint of our times!

One wonders why, in this day and age of production development to the nth degree, an industry whose designers are capable of winning two World Championships and three Constructor's Championships in a row, can't cure what must inevitably constitute a major customer complaint—gear whine.

To an engineer, mechanical noise indicates broadly one of two things—too much or too little clearance or else faulty surface finish. Modern gear-cutting and shaping machinery can, properly employed, eliminate the latter, and the accuracy of mass-production jigs and fixtures should eliminate the former; that is, unless acceptable tolerances are so wide as to demand selective assembly, a practice abhorred by production experts.

What then, is the answer?

My opinion may be of interest. Apart from a more tolerant inspection, which accepts components to wider limits than the dictates of silence as opposed to satisfactory mechanical assembly demand, I believe this annoying fault can be traced to a primary design condition. That condition is gear (or transmission) case mass.

In the decades now past, when, incidentally, gears *were* silent, shortcomings in foundry technique were overcome by ensuring gearcase stiffness and stability with good, thick walls, webs and bearing housings.

Nowadays, due partly to superior design and partly as a result of improved foundry methods, equal if not greater stiffness and rigidity can be obtained with more complicated castings of much thinner wall and web section, and, consequently, substantially lower overall mass.

The corollary is obvious: less material to absorb and deaden sound—more audible noise!

The answer seems equally obvious. Designers should resist the production engineers' demand to save pence by "adding lightness," at least where gearcases are concerned. Modern engines are now so efficient that they will readily cope with an extra pound or so of casting material; alternatively, an equal weight could quite well be pared off those "sales-appeal" accessories that add little to the functional value of the whole vehicle. Discerning owners will know what *they* are!

I am, Yours, etc.,
Raynes Park. C. N. BROOKER, A.M.S.A.E.

JACK BRABHAM

Sir,

I cannot resist adding a footnote to the prolonged correspondence concerning Jack Brabham.

Stirling Moss, in spite of the fact that he spent a proportion of last season in hospital recovering from injuries, managed to win 13 races in seven different types of cars. Our World Champion, Brabham, has won ten, all in a Cooper-Climax.

Nobody can deny that he earned his Championship last year, but I hope we will see him trying his hand against Moss at Nurburgring and Le Mans in a sports car during the coming season.

I am, Yours, etc.,

Ashtead. N. HART.

[This correspondence is now closed, at all events until the end of the 1961 racing season.—ED.]

* * *

BRAKES BUT NOT BELTS?

Sir,

Your January issue article on Ferodo brake linings was first class, as usual, and it made me wonder why this fabulous concern cannot make a decent fan-belt.

Before leaving for Fort William and beyond to Mallaig, last June, in my Austin Seven 1931 van, with 5 cwt. of camping gear, I decided to give the old car just *one* new item of equipment—a fan belt by Ferodo (6*s*.). This reliable extra lasted as far as Carlisle whereupon I re-fitted my "Balham" 1*s*. 6*d*. standby belt and the latter is still in place. In short, I would not give Ferodo a plate of bird's nest soup for their fan belts!

I am, Yours, etc.,

Haywards Heath. D. MURRAY-WILSON.

* * *

AMENITIES AT BRANDS HATCH

Sir,

As a frequent visitor to Brands Hatch I am sure I speak on behalf of many when I say cannot something be done to improve the so-called "facilities" provided for the public?

One can hardly remain sweet tempered when one's car becomes bogged down in the thick muddy fields laughingly known as car parks immediately one arrives at the track, nor do we split our sides in mirth when we ourselves almost become a part of the landscape as we sink deeper and deeper into the slimy mud which seems to prevail wherever we walk. It might, of course, be hilarious to the unfeeling when someone endeavours to clamber up the incline on and around Druids Hill only to slither face down backwards to the bottom again, but to the unfortunate victim it can hardly be called a joke.

Of course, there are always the stands where one can sit. Here we have a choice. Either we can pay a small fortune to sit on a bench with an icy wind blowing from all directions, seeking us out whether we are sitting on top or underneath the bench, or we can herd ourselves in with the other poor unsuspecting enthusiasts and spend a couple of hours watching racing whilst our blood freezes and our bodies become wet and numb.

Well, you say, go and have a hot meal and a cup of coffee in the Club House. An excellent idea until one remembers that the Club House is a large hut furnished with refectory tables and benches and can hardly be described as warm and welcoming. True, a cup of coffee or tea can be obtained, but it is rather difficult to tell the difference. As for a hot meal . . .!

Lastly, another delightful feature of Brands Hatch is the toilets. Surely in this day and age it is not difficult to install flush toilets. It is not difficult to guess that many germs must be spread because of the lack of hygiene in these quarters.

May I just say, however, that the track itself at Brands Hatch is really an excellent one and the motor racing held there is of the highest degree, but, oh!—that mud!

I am, Yours, etc.,

East Molesey. AVRIL GAMBLE (Mrs.).



The Citroën 2 c.v. in its latest form, with slightly changed body lines. While other small-car manufacturers are attempting to pack as many people as possible into the smallest possible box or merely to make the smallest possible cars, Citroën, in the 2 c.v., keep a long wheelbase and extremely roomy interior, with that lion-hearted 425-c.c. air-cooled flat-twin engine that spells real economy. And the clever suspension, although exceedingly supple, keeps the wheels glued to the road, as we well know, having once been driven fast, mostly on the wheel rims, by the French motoring journalist, Bernard Cahier, from his house above Nice, down the Corniche road to Monte Carlo. It is only for the English that the practical 2 c.v. is clothed in Bijou bodywork. Incidentally, Citroën output for 1960 was approximately 316,000 vehicles, a considerable increase over 1959.

HONESTY EXPOSED

Sir,

My attention has been drawn to a letter published in the September 1960 edition of your journal under the heading "Dishonesty Exposed" and to the Editorial comment which followed. The writer of the letter, who signed himself "Hirer-Had," complained that a car he had hired had been fitted with a governor to restrict performance, and the editorial comment stated that this undesirable practice, referring to it as "The art of grab-grab," had reached its zenith in the City.

My Company, Zenith Motors, are Ford Main Dealers in the City of London and East London, and our advertising in recent years has closely linked our name, "Zenith," with the City of London. Unfortunately a number of people have wrongly thought that perhaps we were connected with the incident.

I wish to make it abundantly clear that Zenith Motors were not connected in any way whatsoever with the incident referred to above.

I am, Yours, etc.,
Managing Director,

London. ZENITH MOTOR & ENGINEERING WORKS LTD.

[We are pleased to publish the above letter from the Managing Director of Zenith Motors, and would apologise if our Editorial comment gave the impression that we were referring to his Company, as this was not intended.—ED.]

TAILPIECE



A well-known motoring journalist was enthusing recently over Le Touquet's electrically-driven Red Bugs. How would he like to drive THIS? And can anyone say what it is?

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FOR SALE

1939 V12 LAGONDA coupé for sale at sacrificial price. This superb car is in excellent condition after recent reconditioning. £295. Pellandine, Tel.: Takeley (Essex) 453. [4610

RILEY TWELVE. Breaking. All parts available. 149, Gurney Court Road, St. Albans, Herts. [4611

1929 MORRIS OXFORD saloon, good condition. Taxed. £25 o.n.o. Pair vintage beaded-edge tyres, 880 × 120, as new, £12. Seaford Scrap Metal Co., 46, Brooklyn Road, Seaford, Sussex. [4612

WOLSELEY TWENTY-FIVE saloon, 1937. Engine reconditioned, general condition very good. £50 o.n.o. Tel.: Chertsey 2903. [4613

1932 WOLVERHAMPTON SUNBEAM, 24-h.p. rally sports saloon. Body not perfect but not bad. Very good inside, mechanically sound. Coachwork by Sunbeam. Offers. Ashman, 31, Portland Street, Leamington Spa. [4617

1939 APRILIA, fair condition, with complete second car less body for spares. Cheap to clear. Holder, 10, Fairview Crescent, Wednesfield, Staffs. [4618

G.P. BUGATTI T35A, 1926. Complete and original. £500. Ward, 835, Mansfield Road, Nottingham. Tel.: 268144. [4619

M.G. TA ENGINE and gearbox. Also TA engine (cracked block). Ford Eight engine and gearbox Offers, s.a.e. please. Box No. A.620. [4620

ASTON MARTIN Mk. II saloon. Good original condition. £250. 26, Crockford Park Road, Addlestone, Surrey. Tel.: Weybridge 5136. [4621

LESTER-M.G., 1,467 c.c. XPAG modified. Barwell head. 92 b.h.p. Tubular frame, coil-spring front, oil cooler, 20-gallon tank. Now fitted fibreglass full-width body with hinged bonnet like DB2/4. Not used for three years. Class winner in 1952 T.T., ex-Hitchings, ex-Peter Reece. £450. H. Rushton, Stanroy, Sandgate Street, Longton, Stoke-on-Trent. Tel.: 39145 (daytime). [4622

ULSTER IMP evicts Imp. Little black beauty must go soon. Riley Sprite pistons from 8 to 1 upwards. Standard bores. From 7 to 16 guineas complete. Vintage M.G. 14/40. Almost complete and original. Another for spares. Further details, Tim Ely, Blair Athol, Oatlands Chase, Weybridge. Tel.: Walton-on-Thames 20942. [4623

RILEY SPRITE, 1936. One of the best in the country. Will deliver or demonstrate to serious inquirer within 200 miles. £350. Mason, Northcliffe House, Thornton, Bradford. [4626

3-LITRE SPECIAL. Based on 1939 Sunbeam Talbot. Aluminium rear body, cycle-type wings. Mechanically excellent; very potent. £110. Cox, Parkfield, Woodend, Styal, Wilmslow, Cheshire. Tel.: Wilmslow 4348. [4628

S.S.100 2½, 1936. Beautiful condition. B.R.G. New hood. Relined brakes. Engine perfect; interior re-upholstered. Passed M.O.T. test. Very handsome 2-seater sports, performance equalling most modern tin-ware. £240. Tel.: LAB 6868. [4630

VINTAGE. No. 8 Cozette, 1½ S.U. fittings, £10. Marchal Aerolux 10-in. double dippers, £6 pair. New Lucas armatures, 238291, 35s. Stanwell, West Kingsdown, Brands Hatch [4631

SHORROCK SUPERCHARGER KIT for Ford 100E, nearly new. £45. Bearman, 3, Daventry Road, Kilsby, Rugby, Warwickshire. [4632

750 DE-LUXE SPECIAL. Heron body with integral floor, laminated screen. Boxed chassis; i.f.s., hydraulics; new 15-in. wheels and tyres. Engine has twin carbs. and every conceivable modification. All instruments fitted, wooden wheel, partially trimmed. All new lights. 95% complete. £325. Rose, 30, Rockingham Road, Corby, Northants. [4633

1931 ROLLS 20/25. Any offers for this complete car, stored five years, requiring work. Stonard, Tel.: Lee Green 7867. [4635

1923 FIAT saloon. Original. Perfect condition throughout. Rewired, re-nickel-plated. £140. Tel.: Reading 50557. [4636

FOR SALE—*continued*

IDEAL BASIS for 1172 or 750 Special: Tubular frame with i.f.s., hydraulics, crossflow rad., special wheels, tyres. Clark, 103, Sandy Lane, Middlestown, Nr. Wakefield, Yorks. [4637

CHEAP. FIBREGLASS BODY on Ford chassis. £45, including new hood, screen, wheels. Marriott, Whitewells, Much Birch, Hereford. Tel.: Wormelow 234. [4638

DS19 CITROEN, 1957, for sale. Excellent condition. Sun roof. Tel.: Grangewood 6661 or Loughton 4806. [4641

FORD EIGHT SPECIAL. 90% finished. Boxed chassis fitted brand new M.G. TD body, windscreen, hood, sidescreens, seats, carpets; fully trimmed inside. New steering, king-pins. Brakes relined; good tyres. £100 cash. A. Rothwell, 8, Trevor Close, Hayes, Bromley, Kent. [4642

M.G. TA, 1938. New 1958-1960: steering box, crown-wheel, pinion, springs, pistons, bearings, valves, walnut facia. Reconditioned: radiator, bores relined, instruments. New trim and hood in grey p.v.c. Resprayed maroon. Looks like new car. Vivid performance with reliability. Good acceleration to 85 m.p.h. Total cost about £400. Selling at £210. D. Roth, 130, The Hornbeams, Harlow, Essex. [4643

CITROEN ID19 cylinder head, manifold, carburetter, 10,000 miles. Offers. 15, Mill Drive, Hove, Sussex. Tel.: Brighton 59793. [4644

FRAZER NASH—1934 T.T. Replica, 4ED Brooklands Meadows successful competition car, good coachwork and chrome. Performance matches condition. Alfin brakes, plated axle. Bosch headlamps with new Marchal interiors. Good hood, two tonneaux. Serious inquiries at £385. Begley, Knowle Bank, Mellor, Stockport, Cheshire. Tel.: Marple 1829. [4649

CITROEN, 1949, Light Fifteen. Good condition throughout. "X" tyres nearly new. £150 o.n.o. Tel.: Uckfield 2954. [4651

RILEY LYNX, Sprite engined, 1938. £250 overhaul just completed. Offers to Dixon, Green Lane, Bursledon, Hants. Tel.: 682. [4652

M.G. TF 1500, blue, 1955. Extras, lamps, demisters. £435. Fisher, Tel.: Elmbridge 5534. [4653

LAGONDA V12 James Young sports saloon. Owned by a very high personage. Exceptionally low mileage. M.O.T. (Hendon) Certificate W.499705. Black, with light tan hide upholstery. Immaculate condition, mechanically perfect. A connoisseur's car. 495 gns. Seen by appointment. Photograph available. Box No. A.654. [4654

SPEEDWELL HEAD, cost £150, for Austin 2,622-c.c. range. Offers. Morris 1000 engine, £30. Pair 1¼-in. S.U.s, £10. 8, Fairview Avenue, Rainham, Tel.: 5006 (Essex). [4656

750 FORMULA CAR, genuine 2-seater, 7½ cwt. Every mod., including Ulster box, Big Seven front axle, etc. Very fast and reliable. £150. Recon. 1932 engine, etc., £10. C. B. Richardson, 557, Kingston Road, Raynes Park, S.W.20. Tel.: LIB 1172. [4657

B.F. ? Not if you purchase my 1933 Ford 14.9-h.p. model B.F. Immaculate condition. Passed 10-year test. £80 buys this rare specimen. Vernon, 11, Belgrave Square, Nottingham. [4659

M.G. TD, 1953. Ivory. 4,000 since recon., engine, new battery, good tyres. Excellent hood, screen Very clean car. Urgent need for 4-seater forces sale. £340. Tel.: LARkswood 1328 [4660

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1960 1¼-in. S/D S.U. carburetter, complete with Aquaplane air filter, £5 10s. 1960 Servais extractor manifold for Minor II and 1000, £7 10s. Tel.: Sevenoaks (Kent) 52488. [4662

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CITROEN L.15 twin Solex set, reconditioned, complete with controls, also Service Manual. Offers. 18, Upwood Road, London, S.E.12. [4664

1954 RILEY 1½. Tuned engine, w.w., fog-lights, heater, reshod, undersealed. First-class condition. £450 o.n.o. 220, Brooklands Road, Weybridge. Tel.: 4124. [4665

1932 WOLSELEY HORNET SPECIAL. New wheels, brakes, tyres, hood. Passed 10-year test. £85. Mercer, 81 Marina Road, Formby. [4666

JOWETT JAVELIN. Brand new. Starters, dynamos, distributors, tele shock-absorbers, brake linings. Most instruments, half price. Part used radiator muff, maroon. £1. Box No. A.667. [4667

FORCES SALE. Lagonda, 1933, 4.5, motor overhauled. M.O.T. certificate. £165 o.n.o. Bland, Manor Cottages, Meonstoke, Southampton, Hants. [4669

DELLOW, 1952. Excellent acceleration, 4-branch exhaust, twin S.U.s. Tel.: ARN 8186. [4670

MOST PART, 1953 M.G. TD2, red. Excellent condition, '59 engine, new hood, tonneau, "X" tyres, etc. Many extras. Must be seen. Nearest offer 420 gns. Richards, Erith 34474, after 7 p.m. [4671

SUNBEAM DAWN, 1934. With engine dismantled. Reground crankshaft. New bearings. Offer. Duke, 90n Maple Road, Surbiton, Surrey. [4672

RILEY KESTREL, 1935, 6-cylinder. Good performer, overhauled, tested. £70 asked. 12, Brim Hill, London, N.2, Tel.: Speedwell 7251./ Chelmsford. [4673

1959 SPRITE. Radio, heater, undersealed. £500. Trebett, Morcombe, Newnham, Basingstoke. Tel.: Hook 14. [4674

COMPETITION HALDA SPEED PILOT. Speeds 12½—90 m.p.h. Trip, 8-day clock. £15. Write: T. Pink, 81, Hollywood Lane, Frindsbury, Rochester, Kent. [4675

1953 MARK VII JAGUAR. Good, clean condition. O/D, radio, all new tyres. £250, o.n.o. Also Citroen rear axle, complete, £5. Tel.: Berkswell (Coventry) 2294. [4676

JAGUAR XK140, 1956. C-type racing engine. Special equipment model, with overdrive. Needs attention. £325. Tel.: Tiptree 446 (Essex). [4677

M.G. TA, 1937. Rewired completely. Reconditioned dynamo, new hood, recent batteries, engine overhauled one month ago, good bodywork. £145. White, call Sundays or write: Porter's Lodge, Shoreditch Training College, Englefield Green, Egham, Surrey. [4678

M.G. TA SPARES including gearbox. All cheap. 260 Gipsy Road, Welling, Kent. [4679

MORRIS EIGHT TOURER, 1938. New tyres, battery. Reconditioned engine, good body. Excellent car. Taxed. £25. Tel.: HILLside 7250. [4880

1960 E.B. SPECIAL hard-top, 15 in. wheels, hydraulics, i.f.s.; twin carbs, four-branch exhaust, etc. Not yet run in, immaculate condition. Photos available. "Brookfields," Percival Drive, Stockton Brook, Staffs. [4681

B.M.W. CABRIOLET, 1939. Needs rebuilding, haven't got time. Bargain, only £30. Barge Farm House, Taplow, Bucks. Tel.: Maidenhead 761. [4682

ALVIS SPEED TWENTY d.h.c., Vanden Plas body, 1934. To clear, a real beauty. £60, o.n.o. Apply: 66, Newton Street, Southport, Lancs. [4683

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M.G. J1, 1933-4 4-seater. Good condition. £50 recently spent on replacement parts. £75. 47, Elmwood, Welwyn Garden City. Tel.: 3619. [4691

£60. RILEY FALCON saloon, 1936. Good engine, bodywork poor. Bagshawe, Sandon, Stafford. Tel.: Sandon 347. [4692

M.G. M-TYPE (Ford engined). Good runner. £35. Finch, Littlemead, Willow Walk, Culverstone, Meopham, Kent. [4693

M.G. J, 1933. Complete set spares. Minus crankshaft. Bargain £30. Will sell separately. Apply Sundays: Baston Vicarage, Peterborough. [4694

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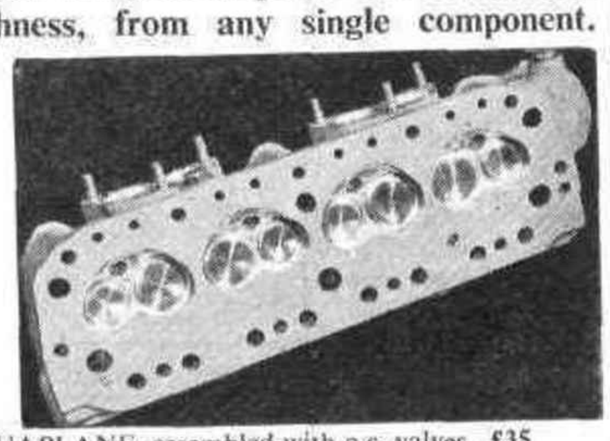
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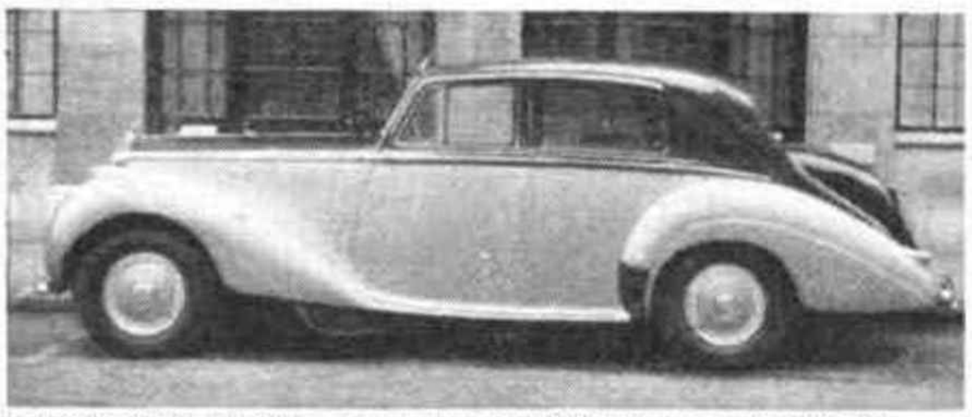
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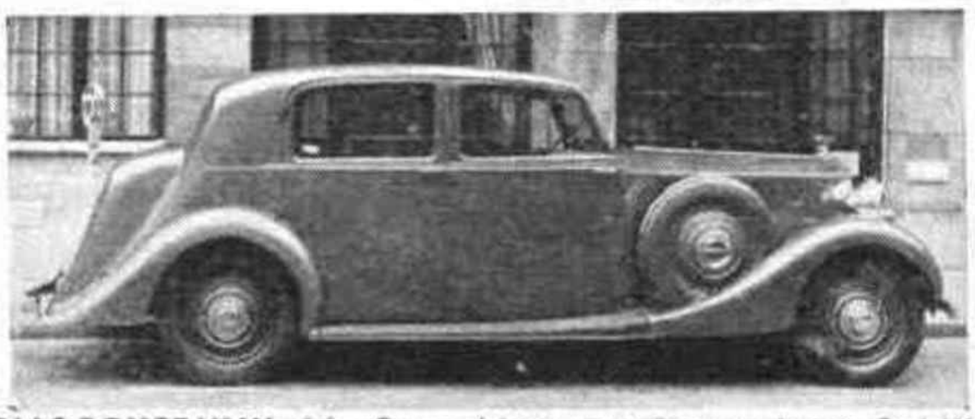
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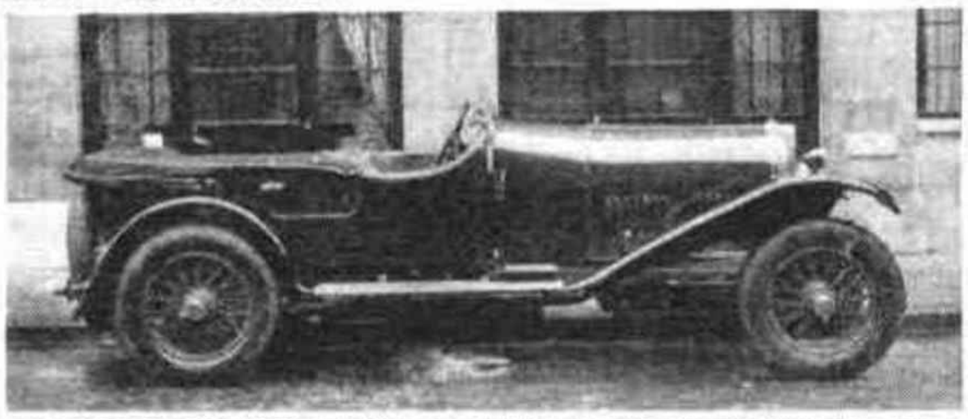
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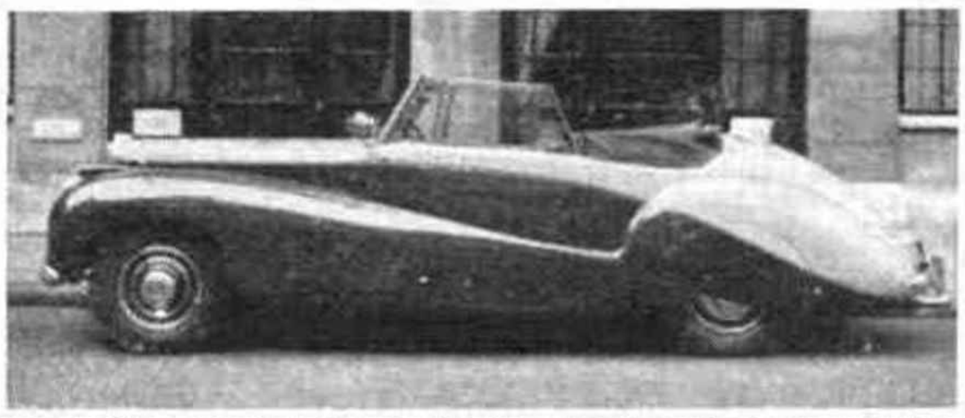
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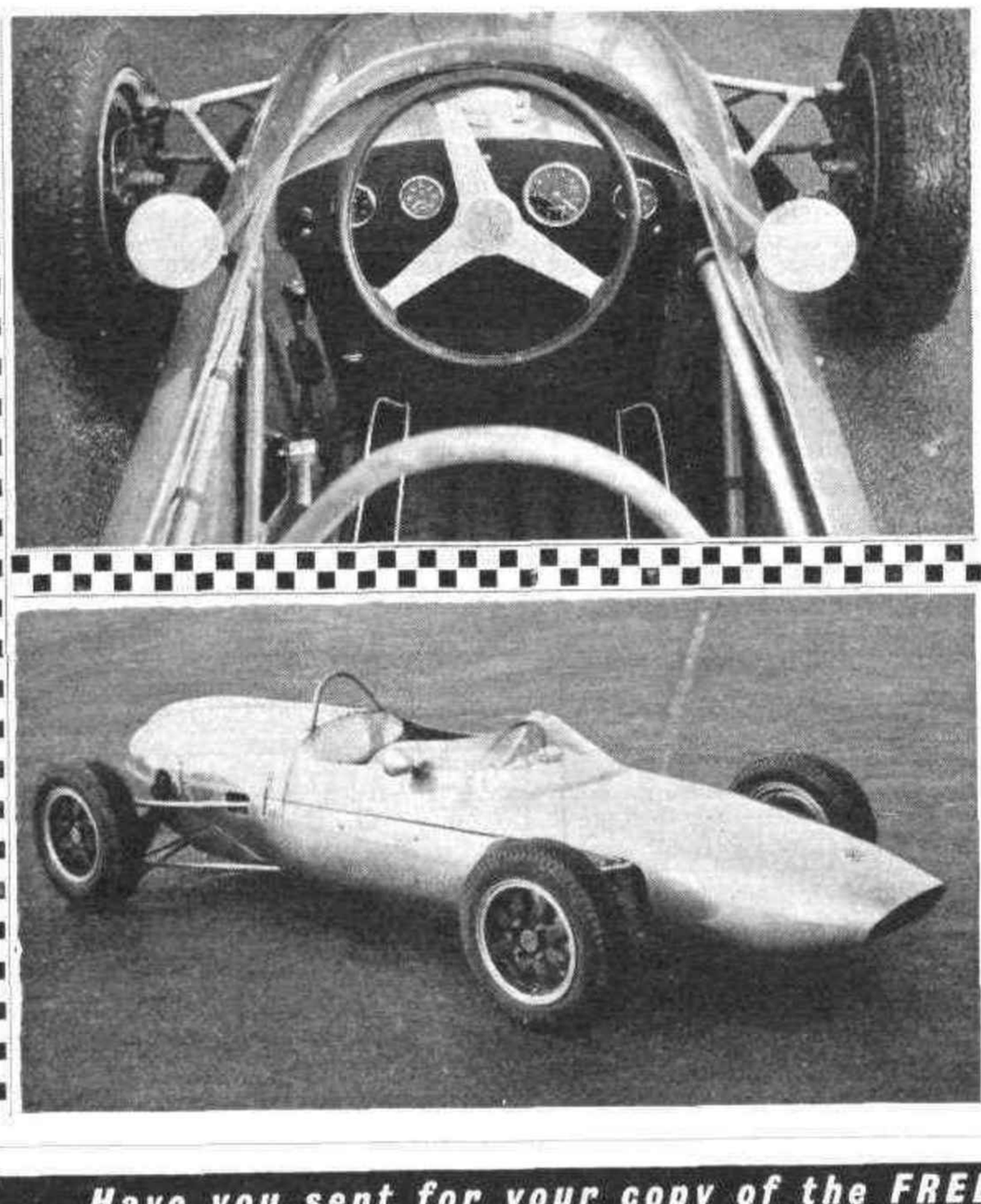
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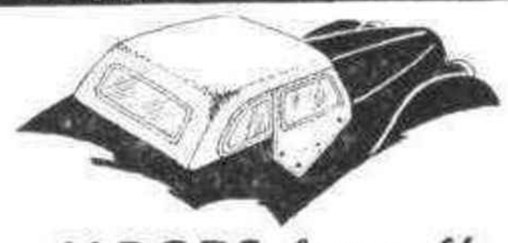
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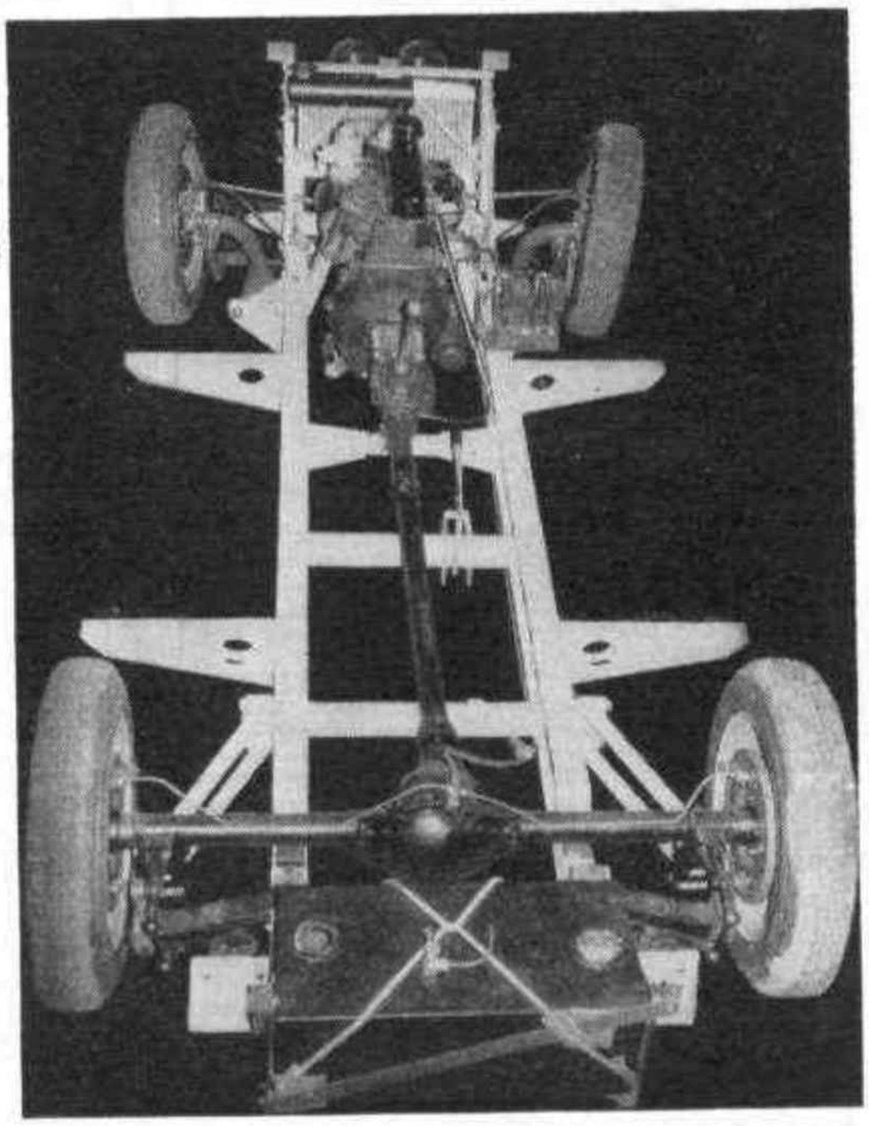
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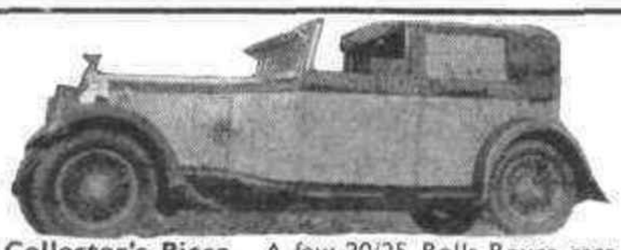
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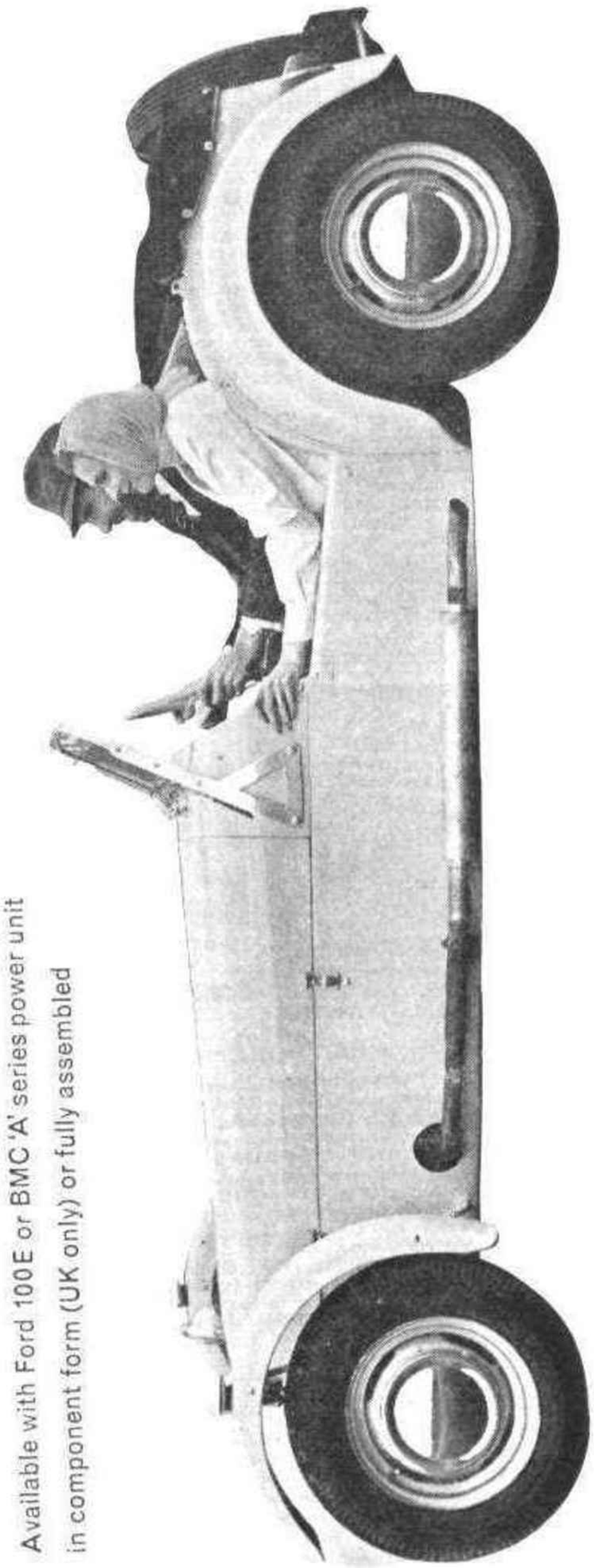
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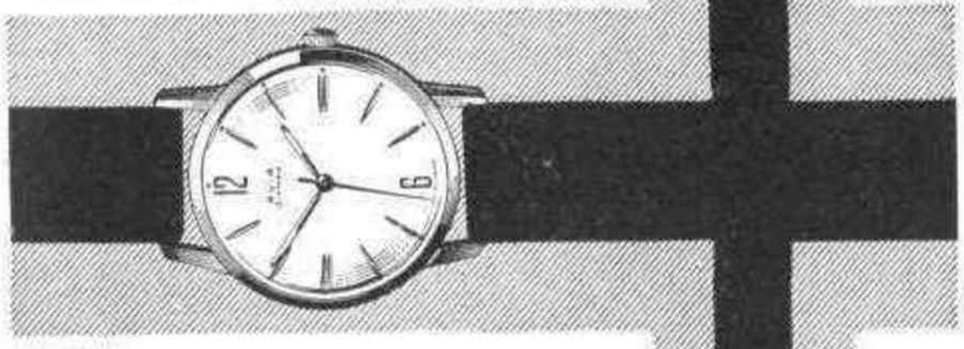
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FIAT MILLICENTO, 1959, saloon. 13,800. Grey/cream. Looks new. £500. Box No. A.943. [4943

FORD 4-BRANCH EXHAUSTS constructed at down-to-earth prices. E93A banana type, £3 10s. 100E equal pipe length extractor type, £3 10s. Above with single or twin inlet manifold, £2 extra. Ring, write or call. Howe, 77, Chester Road, Sidcup, Kent. Tel.: ELTham 6027. [4944

MERCEDES 220, 1953, l.h.d. Grey. Webasto roof, de luxe radio, heater, sleep-seat, and many extras. Exceptional condition. £450. Coggan, Tel.: Marlow 284. [4945

BENTLEY 4½-LITRE saloon, 1931. Major engine refit just completed, including rebore. In perfect condition throughout and only 63,000 miles. Box No. A.947. [4947

NEW TR2 PARTS. Clutch and gearbox housing (£8). Gearbox extension (£2 8s.). Flange mainshaft (13s.). Workshop manual (£2). Spares catalogue (5s.). Offers. Tyler, 5, The Grange, Frensham, Surrey. [4948

MORRIS MINOR Convertible, 1951. New tyres, battery, brakes overhauled, M. of T. Certificate. £200. Pardoe, 16a, Station Road, Askern, Yorks, or Tel.: Barnby Dun 598 (office). [4983

BERKELEY, 1957, 4-wheeler, 328-c.c., twin-carbs., well-shod, enthusiast's sports car, offers. 272, Chester Road, Streetly, Sutton Coldfield, Warks. [4982

A.C. BUCKLAND tourer, 1951. Splendid mechanical condition. New hood and tonneau cover. New tyres. £275. "Queen's Head," Mereworth, Kent. Tel.: Wateringbury 82134. [4949

BREAKING Jr M.G. Engine rebuilt, new c/wheel and pinion. Tyres, wheels, gearbox, chassis, etc., good. S.A.E. please to Eakins, 22, Clevedon Road, Luton. [4950

1927 LANCIA LAMBDA, in regular use. Crank reground and ends remetalled recently. Several spares. £150 o.n.o. Berridge, Gunnery School, Lulworth, Dorset. [4951

SINGER LE MANS. Really immaculate. Engine requires attention. £30. Tel.: Rainham (Essex) 3794. [4952

A.C. COMPETITION 2-seater, 1937. Reground crankshaft, Aceca valves, steering reconditioned, body sound. P. S. Robinson, Icknield Way House, Harwell, Didcot, Berks. [4954

M.G.-RECONDITIONED Engine (200 miles), Twin S.U.s, 4-branch manifold, £15; Two 4-speed Gearboxes, £5 each. All parts suit J2. Numerous accessories. Tel.: Dominion 3144. Box No. A.955. [4955

LANCIA APRILIA, recent rebore, brakes relined, big Zenith, body fair. £60 o.n.o. 57, Chiswick Road, Edmonton, London, N.9. [4956

TR2, 1954. L.H.D. Excellent. Genuine bargain. 295 gns. H.P. arranged. Tel: Ruislip 8934. [4957

ASHLEY 750. Hardtop. Nippy chassis. Just bored 20 thou., new pistons, valves, o/s. inlets, relieved block, flattened cam, deep sump, 4-branch exhaust, crossflow rad., Ford wiring and electrics. S.U. pump, 15-in. wheels, o/s. Michelins, 4-speed box, remote shift. Owner going abroad no offer around £150 refused. Wilson, Dancette, Woodside, Hailsham, Sussex. [4958

LAGONDA, 1930. 2-litre L/C Tourer. Body recovered inside and out, resprayed, etc., new tonneau cover and head bag. Tel.: Beckenham 3255. £225. Or write: 90, Aylesford Avenue, Beckenham, Kent. [4968

BREAKING FOR SPARES-TR2's and TR3's. All spares available, also as new TR3 engine, set of disc brakes, hoods, sidescreens. As new Austin Healey 100/6 gearbox and overdrive. Tel.: LAD 8405. 51, Brewster Gdns., London, W.10. [4969

1932 2-LITRE L/C Lagonda. Rare and imposing open 2-seater. Tyres, mechanics, fabric body, in perfect condition. Only needs detail trimming, chroming, and painting, to complete to *concours* condition. Blower available. Also some spares. Genuine reason for sale. £115 o.n.o. Bysouth, 50, Great North Road, Highgate, N.6. Tel.: CHA 6055 (day). [4970

RILEY 1½, 1951. Black/red interior. Excellent condition. £330. Chigwell, Essex. Tel.: Hainault 5279. [4971

CITROEN LIGHT 15, 1947. Reconditioned engine, "X" tyres, rewired, repainted, steering, suspension, brakes, body perfect. £125 o.n.o. Pepper, Briars Lane, Lathom, Ormskirk, Lancs. [4972

1954 MORGAN Plus 4. Reconditioned engine, new steering, springs, etc. All extras. Excellent condition. £395. 26, Elm Grove, Erith, Kent. [4973

LANCIA AURELIA, B21 saloon, late '54, all extras, excellent condition, terrific performance, regularly serviced by Lancia's. £475. Bone, Weeting Rectory, Brandon, Suffolk. Tel.: 265. [4974

SUNBEAM, 1929, 16-h.p. saloon, one owner, remarkable original condition, easily pass test. £75. Bone, Weeting Rectory, Brandon, Suffolk. Tel.: 265. [4974A

AQUAPLANE 100E exhaust and inlet manifolds, twin 1¼ S.U. carbs.; Superhead 9 : 1 c.r., all as new, £15. Box No. A.975. [4975

DISMANTLING 1948 Riley 1½. 600 × 16 tyres. 2, Eynham Road, W.12. Tel.: SHE 6126. [4976

MARCHAL 91/300 Swivelling Searchlight. 12v. brand new. 95s. Martin, 73, Southdown Avenue, Boston Manor, W.7. [4977

ALVIS TJ 12/50. Clutch and coil gone otherwise excellent condition, towable. Ideal spares or restoration by enthusiast. Smith. Tel.: Wentworth 3311 (after 6). [4978

M.G. TA, 1937. V.G.C., sound performance, 10-year test, many new parts. £150 o.n.o. Week-ends only. Goodman, 10, Gipsy Hill, Norwood, S.E.19. [4979

1935 ROLLS-ROYCE, 20/25, Hooper Limousine, black. Mascot, tools, instruction book. 10-year certificate £300 o.n.o. Box No. A.980. [4980

BENTLEY 4¼, '37. 4-door Saloon, Thrupp & Maberly body, black, aluminium. Red trim, leather seats. Engine, mechanics, wiring, completely reconditioned 10,000 miles ago. Whole car perfect. Sunshine roof, heater, Bray heating unit, 90 m.p.h., photo, history. £375. Gone Vintage, 13, Thornhill Road, Croydon. [4981

1959 CONVAIR FORD 8-h.p. Special. 5,000 since new. Body has been damaged, partially repaired. £110. Tel.: Liberty 5098. [4946

BROOKLANDS RILEY, 1929. Excellent condition throughout. £235 o.v.n.o. Box No. A.984. [4984

AIRLINE COUPE PA M.G. Engine rebuilt. Wheel bearings, king-pins, brakes and cables replaced. Well shod. Paint and upholstery getting untidy. An unusual, enthusiast's model in original condition. £110. Riley 1½-litre, 1948, new roof, offers. 34, Queen's Road, Buckland, Portsmouth. [4985

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

FOR SALE—*continued*

1951 SINGER 4AB, 4-seater roadster. Hood, sidescreens, tonneau. Offers. 388, Carlton Road, Worksop, Notts. [4986

M.G. TC, 1947. Black. Good condition, careful owner. Good tyres, new hood, battery. £235 o.n.o. Smith, 80, Frobisher Road, Coventry. Tel.: 69881. [4987

M.G. TA. Good all round condition, brakes relined, etc. £140 o.n.o. 22, The Crescent, Solihull, Warwicks. Tel.: SOL 0300. [4988

FAIRTHORPE ELECTRON MINOR, May, 1960. Carefully run in. Under 5,000 miles. No competitions. 5 Dunlop RS4s. Sprayed dark blue. Biggs, 63, Onslow Gdns., S.W.7. Tel.: SILverthorne 6830. Seen London or Brighton areas. [4989

VINTAGE M.G.'s: *1930 18/80 Mk. II, outstanding* example of this rare car, perfectly original new tyres, battery, brakes, excellent body. £115; 1930 M-Type M.G. completely rebuilt. £55 o.n.o. Berrisford, 88, Westfields Ave., Barnes, London, S.W.13. (Tel.: Museum 7275—day). [4990

BORGWARD ISABELLA, 1955, bronze, heater, good condition. £425. Terms arranged. Tel.: PAL 2252. [4992

RARE H.S.M.-TRIUMPH, identical to 2.3 Alfa-Corsica, 2-seat coachwork, original engine replaced by 3½ Jag., superb car. £190. Woodland Cottage, Greenwich Lane, Leafield, Oxon. Tel.: Asthall Leigh 682. [4993

AUSTIN SEVEN, 1931. 2-seater, rebuilt, new hood, two new Michelins O/S., good condition, £25; Scintilla Ford Ten, £5; L.M.B. Austin Seven, £7. 1, Wortley Road, Leeds 12. [4994

A750 FALCON Fibreglass Special, usual modifications. Professionally wired, Lucas sealed-beam units, flashers. 95% complete. £85. Getting Company car. Bettis, 18, Sirdarstrand, Riverview Park, Gravesend. [4995

RAILTON, 1935, d.h.c., boot damaged, good bodywork, mechanics. New hood, 12-volt. Must sell. £40. Box No. A.996. [4996

PRANGED SUNBEAM 90, 1950. Suitable for fibreglass conversion, may dismantle for spares. Scully. Tel.: Weston-super-Mare 5352. [4997

1938 MORRIS 25, Series III, o.h.v., roomy saloon, genuine 21 m.p.g. Relined brakes, Servais, new double valve springs, passed test. £30. Tel.: Maidenhead 2518 (after 7.30). [4998

HEALEY ABBOTT 4-seater. 46,000 miles. All extras. Koni shock absorbers. Excellent condition throughout. 110 m.p.h., 26 m.p.g. Best offer over Dealer's £275. 22, Peters Place, Northchurch, Herts. [4999

M.G. PA, engine rebored and reground; reconditioned steering, hydraulics, rear axle, etc. £100. Hurd, 3, Redland Park, Bristol. [5000

2½-LITRE RILEY, *1950, drophead. Black and* silver, red hood and upholstery. 45,000 miles only. Heater, screenwasher, immersion heater, radiator blind. Over £200 spent on car in last year. Excellent mechanical condition and bodywork. *A rare high performance car. £260 or near offer.* Peacocke. Tel.: Leatherhead 2422. [5002

1951 HUMBER SUPER SNIPE drophead coupé in good all round condition. £120. H.P. arranged. 134, Whitley Wood Road, Reading, Berks. Tel.: Reading 84086. [5001

M.G. NA, good condition, new battery, good tyres, very fast. Gift at £35. 62, Eardley Road, Streatham, London. [5003

RAILTON D.H.C., new hood, steering, etc., good throughout. £50. "Cernelea," Church Street, Earl Shilton, Leicestershire. Tel.: 3159. [5005

M.G. TD, in beautiful condition, late 1953. B.R.G., cellulose immaculate. Reconditioned engine, new clutch, new brake linings, good tyres. £350. Tel.: BARnet 7208 (London). [5006

RILEY GAMECOCK, 2-str., 9 h.p., 1932. Extensively restored, splendid performance, twin S.U.s, lightened flywheel, exhaust cams. Register member. £125. Stratford, 45, Seymour Court, Whitehall Road, Chingford, Essex. Tel.: SILverthorn 6909. [5007

LEA-FRANCIS TOURER 14/40, 1929-30 model. Good condition. Reasonable offers. Also Austin Nippy unused for several years. K. Walton, 192, Tamworth Road, Long Eaton, Nottingham. [5008

1936 PACKARD Super Eight Club Saloon, reconditioned to Concours d'elegance standard, no expense spared, truly specimen car for connoisseur only, no sensible offer refused. Box No. A.009. [5009

1931 BENTLEY 4-litre, Park Ward sports sunroof Saloon in beautifully preserved original condition. £275. Box No. A.010. [5010

1936 PACKARD 12-cyl. Sedanca De Ville, hand-built Le Baron body, *7-passenger limousine,* original condition, no sensible offer refused. Box No. A.011. [5011

RILEY SPRITE, 1936. Successful V.S.C.C. car. Laystall balanced. 9 : 1 Martlets, 4-branch exl., 4.1 c.w.p. with spare 5.22, rewired, headlamps converted, wheels rebuilt fitted Dunlop racing. £350 o.n.o. Pocklington. Tel.: Molesey 5607. [5012

1930 RILEY NINE saloon. Test pass, tax and insurance. Woburn Cottage, Ridgmont, Bletchley, Bucks. [5013

M.G. TF, 1,250 c.c., cream. Professionally reconditioned engine, 6,500 miles. New "X"s., radio, heater, spots., woodrim wheel, reversing light, twin exhausts. Nearest £485. H.P. 8, Kingfisher Court, Bridge Road, Moleseley. [5015

FOR SALE—*continued*

M.A.G. SUPERCHARGER, with carb., manifold, etc., for VW, little used £42 10s. o.n.o. Jackson, 12, Mayne Ave., Luton, Beds. [5014

TR2, November, 1955, white, Avon Turbospeeds, turbodiscs, heater, grille, genuine 37,000, recently decarbonised. £455. Wanted TR3A. Tel.: POPesgrove 1605. [5016

ALVIS 12/50 TJ Saloon, 1930. In very good condition throughout. Passed test. £70. Full details from Mr. Kiddy, Hemblington, Norwich. [5017

1922 BELSIZE BRADSHAW. *Rare 2/3-seater* Vintage light car. In excellent condition. One of the three left running. £150. Full details from Mr. Kiddy, Hemblington, Norwich. [5018

TICKFORD-M.G. TA, 1939. White, new hood, *engine sound, average condition.* £125. Berry, Jennings Farm, Woodley, Reading. [5019

1923 FIAT 501 tourer, 4-seater, good condition, new hood, screens, tyres, paint, nickel sound, mechanically. Offers. Box No. A.020. [5020

LOTUS SEVENTEEN body, Fifteen fuel tank, F.2 radiator, Elite windscreen and sidescreens, very highly tuned E93A engine, close ratio "C"-type gears, 4.7 c.w.p., space frame chassis, i.f.s., complete set matched instruments, all wire, aluminium tube, upholstery fabric, etc. to complete a splendid "special." Attn. Capt. East, previous sale fell through. Will accept £230 for the lot, may separate. Tomkinson, Cranborne Road, Hatfield. Tel.: 2872. [5022

VOLKSWAGEN, late 1958, black de luxe, sunroof, immaculate, galaxy extras, genuine slump price. £495. Terms, exchange if not too horrible. Also Fiat 600, Derrington warmed, vivaciously nippy; 1958, £335. Morris. "Owlzawake," Longdon Road, Knowle, Warwickshire. Tel.: 3438. [5023

DELLOW, 1951, B.R.G. Usual modifications, many new parts including engine, clutch, differential to make mechanically perfect. Good weather equipment, body, tyres. £230. Matchett, Sunnymead, Furlong Road, Bourne End, Bucks. [5024

MARRIAGE FORCES SALE Talbot 75. Maintained regardless cost, one owner past 7 years. £165. Tel.: COV 1234 Ext. 259; or Box No. A.025. [5025

SPRITE, July, 1960. 6,000 miles. Heater, tonneau, rev.-counter, etc., Iris blue. Nearest £545. Davis, Tel.: Weybridge 6725 (evenings, week-end). [5026

AUSTIN ULSTER Special. Completely rebuilt and re-registered 1960. All possible mods. All parts renewed. £200 o.n.o. Tel.: Underhill 1321. [5027

1929 MORRIS-COWLEY. Known history, sound bodily and mechanically, needs repainting. £50 o.n.o. *Stanham, Maypole Street, Wombourne,* Staffordshire. [5028

HORNET ENTHUSIASTS. Daytona model. New hood, brakes overhauled, interior, body, gearbox, excellent condition. Engine repairs necessary. £55. o.n.o. 367, Washway Road, Sale, Cheshire. Tel.: Sal 4810. [5029

THE ENGAGEMENT is announced between Vincent Allen Callcut, of Bowden Court, Ladbroke Road, W.11, and Jan Louise Tate, of Sydney, Australia. Mr. Callcut wishes to sell his Alvis Speed Twenty for £70 and Fordson 10-cwt. vanility with grandstand/roofrack for £110. 700 × 21 tyres wanted. Tel.: EUSton 6411 (day). [5030

SUNBEAM-TALBOT, 1937, 3-litre saloon. 10-year tested, 53,000. 1 owner, chauffeur driven, new Michelins. Will above average condition for this rare model. Any offer above £130 considered. Niemeyer, 12, Ravenswood Crescent, Rayners Lane, Harrow. [5031

100M AUSTIN HEALEY, 1954, red, superb condition All BNI extras. Full Le Mans conversion, 110 b.h.p. New tyres, hood, tonneau, Sell £450 or exchange good Sprite or Mini. 22, Carolyn Way, Monkseaton, Northumberland. Tel.: North Shields 4019 (during day). [5032

DELLOW, 1951. Smart appearance and mechanically sound. Extras include: tachometer, engine heater, oil coil and luggage rack. £175. Write first to: Moore, 6, Lancaster Road, Southall, Middx. [5033

TR2, 1954. Black, heater, excellent condition, competition springing. £380 o.n.o R. J. H. Brush, Waterson, Auchterhouse, by Dundee. [5034

M.G. TC. Green, Stage I tuned replacement engine, Windtones, spots., reversing light, tonneau, washers, immaculate in every respect. £240. Fl/o Drew, Wendover, Bucks. Tel.: 2242, Ext. 178 (evenings). [5035

RILEY NINE Gamecock completely reconditioned, *including engine, rear axle, clutch, springs,* shackles, steering, complete rewire, new tyres, resprayed off-white, M.O.T. tested, many spares. Seymour, "Wayside," Crawley, near Witney, Oxon. [5036

1,172-c.c. FORD SPECIAL. Attractive fibreglass body, i.f.s., c/r. gears, 45 m.p.g. £275. Tel.: PROspect 8709. [5037

FORD SPACE FRAME, fit Falcon Mark II body. £10 o.n.o. Apply after 6 p.m.: 88, Prince Street, Deptford, S.E.8. [5038

RILEY KESTREL, 1937. Really beautiful condition. Two owners. Taxed. £185. Goodley, 400A Merton Road, Southfields, S.W.18. [5039

1934 ALVIS Speed Twenty Vanden Plas 4-seater tourer. B.R.G. Brakes relined 1960, just decoked. £120 o.n.o. Tel.: SLO 8945 (evenings). [5040

FOR SALE—*continued*

ROLLS-ROYCE Phantom II 40/50 1935 Park Ward *limousine, good condition* £145. Wind-up division, forward occasionals, one shot lubrication, built-in jacks, boa horn, mascot, 6 good tyres, front windows need attention. A. Armstrong, The Hill, Kidlington, Oxford. [5041

M.G. VA *1938 Saloon.* Good average condition. M.O.T. cert., heater. £75 o.n.o. 419, Baddow Road, Chelmsford, Essex. Tel.: Gt. Baddow 133. [5042

SPECIAL. Mistral F/G Coupé on Hornet Special. Immaculate maroon. Many mods., rebuilt engine 12,000 miles, polished head 8 : 1, stellite cams, etc. Fast, economical. £90 o.n.o. Batley, 22, Tavistock Rd., Chelmsford. [5043

M.G. TA PARTS. S.A.E. details: Beecroft, Colette, Demage Lane, Upton Heath, Chester. [5044

RILEY 12/4. Reconditioned engine done 8,000. M.G.-P. spares. Head, new camshaft, crankshaft, con.-rods, etc. S.A.E. list. Offers. Best, 2, Old Swan Cottages, Church Street, Shoreham-by-Sea. [5045

SINGER LE MANS, 1933, 4-seater. Breaking up. Barnes, 5, Rodborough Road, Dorridge, Solihull, Warwickshire. Tel.: Knowle 2844. [5046

LOTUS IX CLIMAX III. 90 b.h.p., Webers, racing box, new tyres on Borrani wheels, Alfins; glass hard-top, de Dion rear. Around £500. Ian Armour, Compton, nr. Chichester. [5047

FORD SPECIAL BUILDERS. '53 Anglia, 1,172 engine. Excellent mechanically. Body bent. Footitt, Corby Glen, Grantham, Lincs. [5048

1956 MINOR VAN. Windows, extras, recon. not run-in. £250, or exchange hard-top "Special" or W.H.Y. No junk. 65, Salisbury Road, Crawley. [5049

RILEY 1½-LITRE, 1947. Black. Sunshine roof. Good condition—recent brake reline, decarb., new tyres, etc. £200, o.n.o. Smith, 13, Grange Meadow, Banstead. Tel.: Burgh Heath 6250. [5050

M.G., 1932, 8-h.p. saloon. O.H.C. engine. Needs new roof, otherwise fair. £15, o.n.o. Chandlers, Cuckfield Road, Hurstpierpoint Tel.: 2145 Sussex. [5051

PORSCHE VOLKSWAGEN SPORTS. Regd. 1957. Red. £400. Exchange Volkswagen saloon. 14, Bective Road, Northampton. [5052

1100 H.R.G., 1947. Above average condition. Stork forces sale. £260, or will exchange for 4-seater around 1958 with cash. Ford, 51, Ferrier Road, Stevenage, Herts. [5053

AUSTIN NIPPY. Has stood unused in garage for 2 years. Offers. Crumplin, 464, Brighton Road, South Croydon. [5054

M.G. TC, 1949, in M.G.-A white. Bodywork immaculate. £75 respray last May. 67,000, mechanics excellent. Stage I. 0-60, 17 secs. Test certificate. Marchals; reversing light; luggage rack; washers; o/s rears, water/oil temp.; tonneaux; Derrington silencer. T. & I. £325. Detailed history 5 years. Posted Aden. F/O Stedman, Officers' Mess, R.A.F., Wellesbourne, Warwicks. Tel.: 363. [5055

JAGUAR XK150 SPECIAL, June, 1958. British racing green. Fixed head, 45,000 miles. Works maintained. £875. Tel.: Smethwick 1826. [5056

INVICTAS (2) 1½-LITRES. One runner, one spares. £50. 46, Fillcot Road, Solihull, Warwickshire. Tel.: Sheldon (Birmingham) 2297, evenings. [5057

M.G. TD. Immaculate, enthusiast owned car. TD2 engine; heater, "X"s, tonneau and many other extras. Green. £325. Clark, 252, Greynolds Lane, Shirley, Warwickshire. Tel.: 4904 [4904

UNFORESEEN HAPPY EVENT requires sale of my 7-month-old Fiat 500 in mint condition. £440, or p/a. early Volks., Fiat or Thames. 41, Belmont Road, Hastings. [5066

ENTHUSIAST-MAINTAINED immaculate Daimler Barker Special Sports, 1952, 2½-litre, d.h.c., radio/heater, rev.-counter, 3/4-seater, honey/black. Last year of this wonderful *marque,* genuine 40,000 miles; nearest £600. *Finn, 22, Overton Road,* N.14. Tel.: Laburnum 1871; office Grosvenor 3477. [5067

M.G. TF, 1954, 1250, green. New tyres. Excellent condition. £450. I want immaculate M.G.-A *1600, 1960.* The Grasshopper Inn, Moorhouse, Nr. Westerham, Kent. [5068

CHEETAH SHELL and tubular chassis complete with i.f.s. and telescopic dampers. Reconditioned E93A engine unused. New clutch, brake linings, track rods, etc. £250 o.n.o. Coulter, Millhill Street, Stranraer. Tel.: 269. [5069

M.G. TD. Ivory. Perfect appearance/condition. £375. Buckle, 6, Onslow Gardens, Ongar. Tel.: 2444. [5070

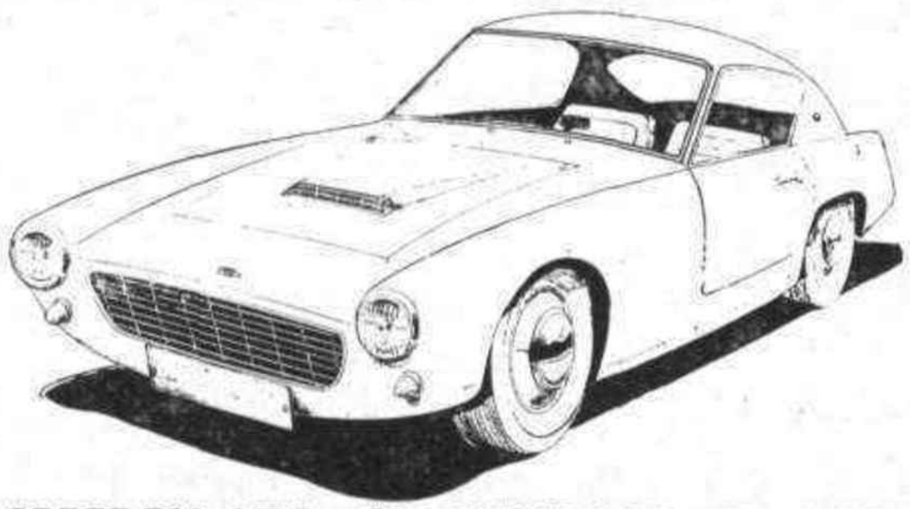
A.7 SPECIAL (unfinished). Fibreglass body, 2I.S hydraulics, lowered suspension, twin Amals. Complete spare M.A.G. engine dismantled. Two 1⅛ in. crankshafts, 4-speed gearbox, block. New tyres, 15-in. wheels. Over £200 spent, many new parts; tachometer. Offers N.E. London. Box No. A.071. [5071

MORGAN 4/4, 1950. Reconditioned engine, new hood. V.G. condition. £230. Lt. J. H. Hall, R.N.C., Greenwich, S.E.10. [5072

ROLLS-BENTLEY 3½. Fitted luxurious post-war d.h. coupé specialist coachbuilders. Heater, radio, washers, etc. Brakes, clutch relined. New hood, good tyres. Decarbonised, new valves. Rolls record. Sell; prefer exchange with cash for Morris 1000 Traveller or similar modern small car. Cheshire. Box No. A.073. [5073

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

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57 Magnette ZB series	£595	59 Minx de luxe ...	£535
58 Metropolitan coupe	£455	55 Jaguar XK140 coupe	£495
55 Sapphire, 2 from ...	£450	55 Sunbeam coupe ...	£475
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51 Jaguar Mk. V coupe	£295	53 Vanguard saloon ...	£285
52 Sunbeam Talbot 90	£285	53 Zephyr saloon ...	£285
52 Mayflower coupe ...	£255	53 Jaguar Mk. VII ...	£285
51 Minor Super sports	£245	52 Minx estate	£255
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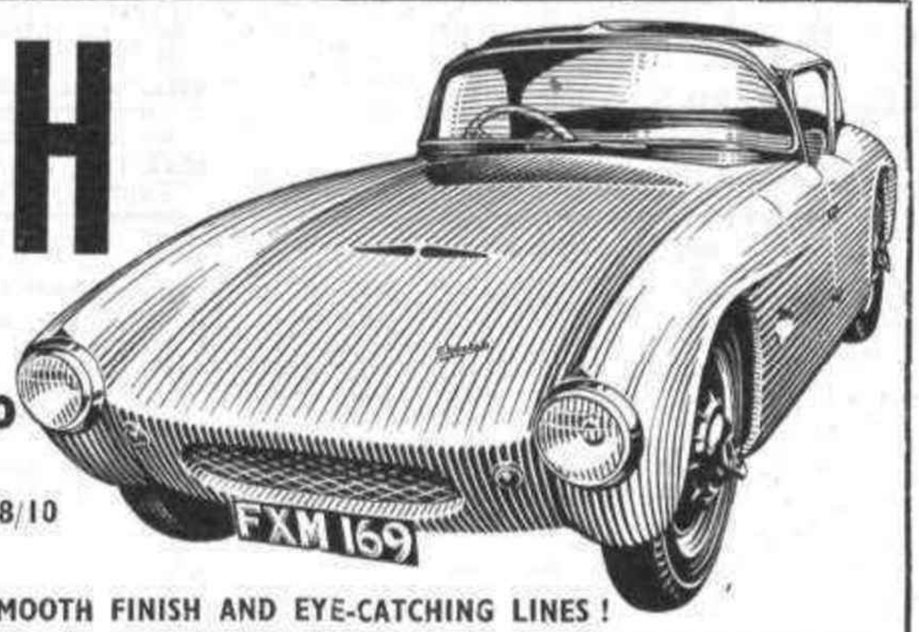
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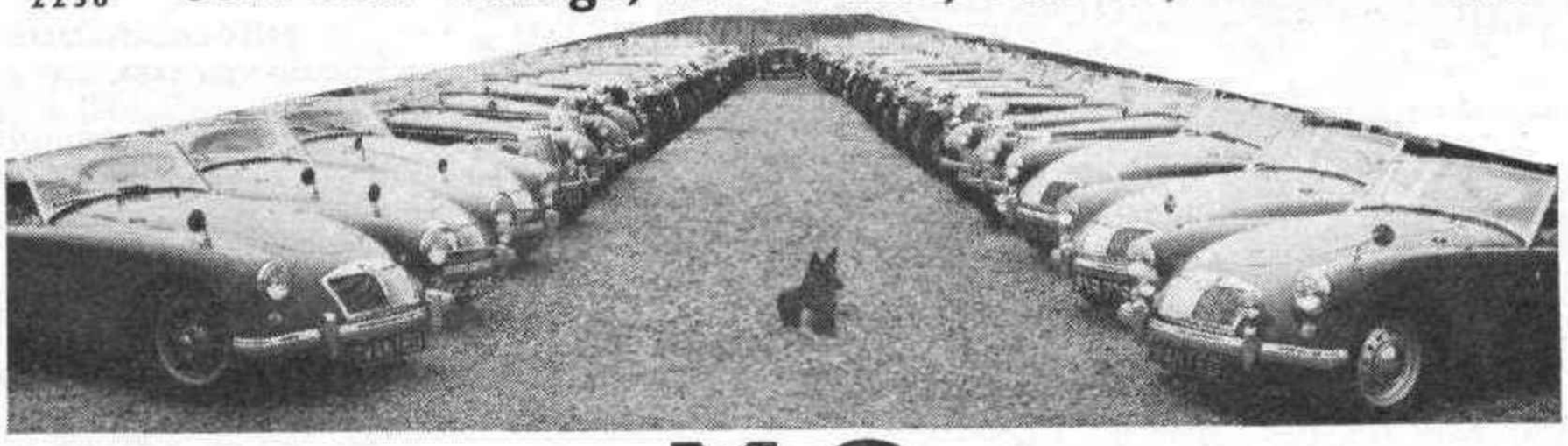
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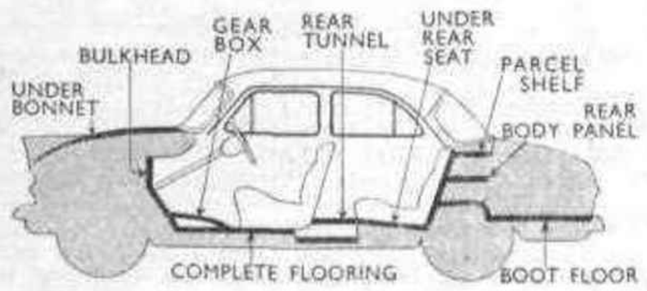
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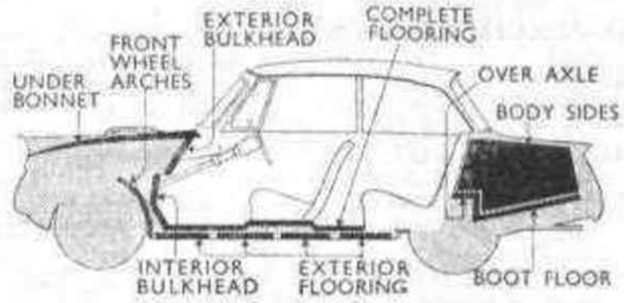
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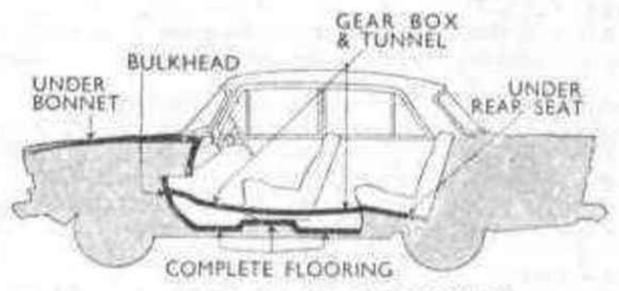
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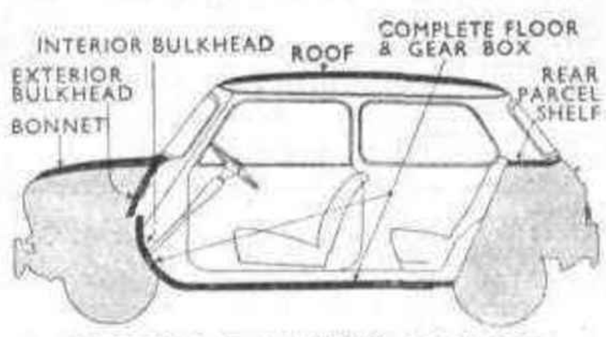


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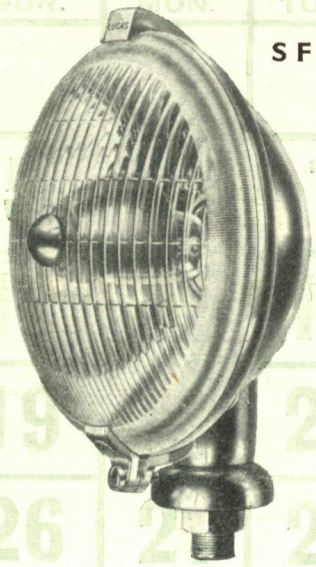
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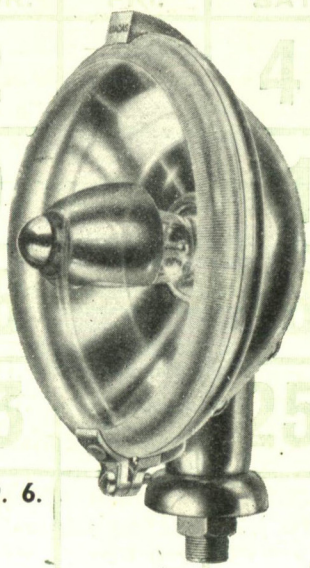
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