Vol. XXXVIII No. 12 TWO SHILLINGS December 1962

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2 NEW MOTORING AIDS-

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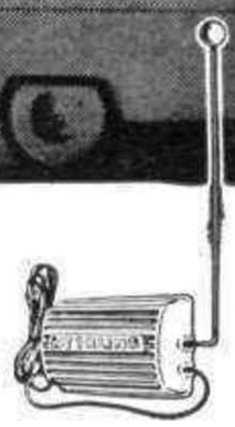

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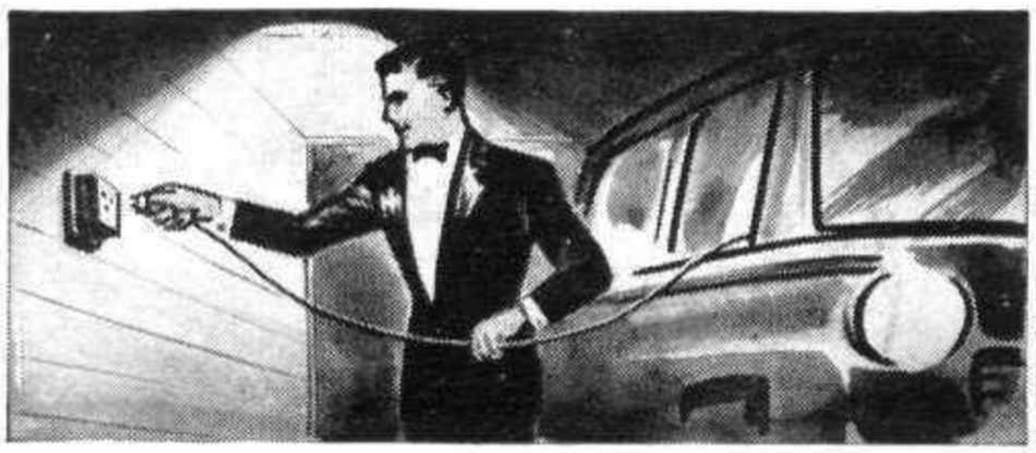

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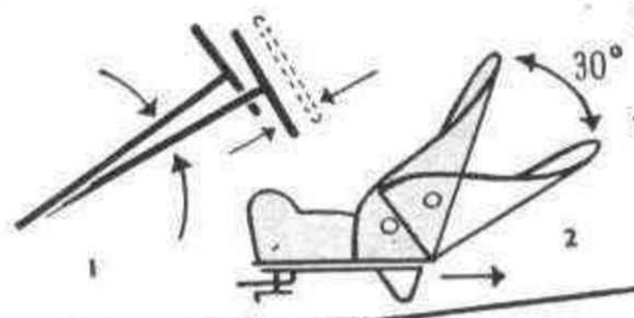

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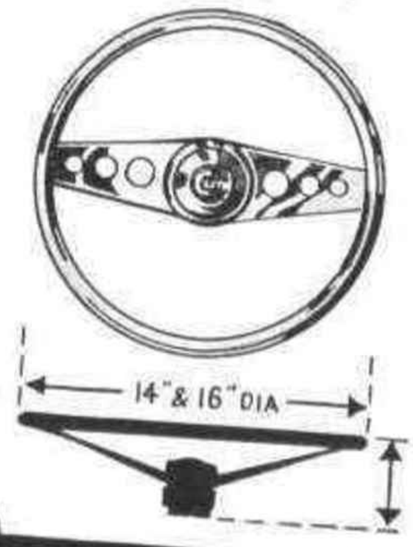

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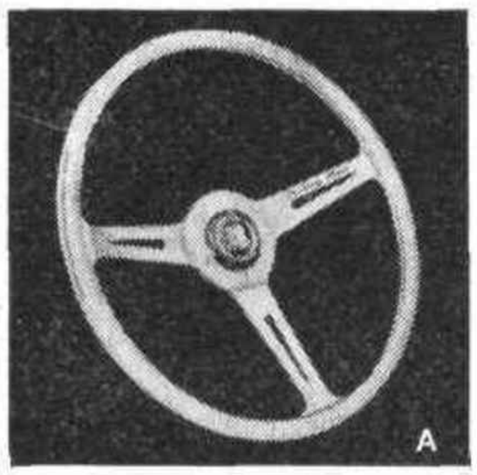

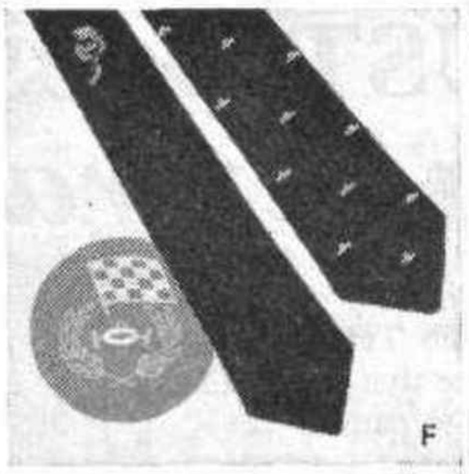

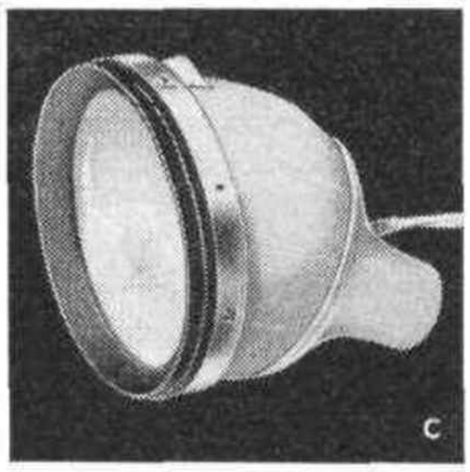

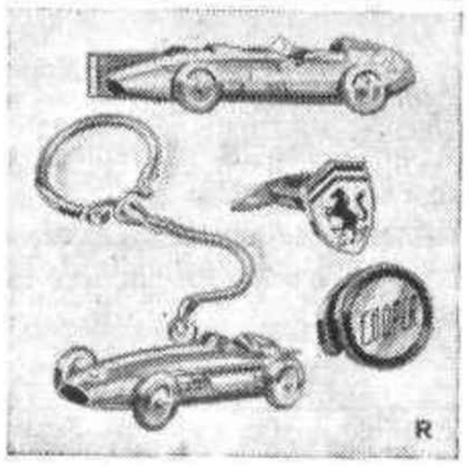

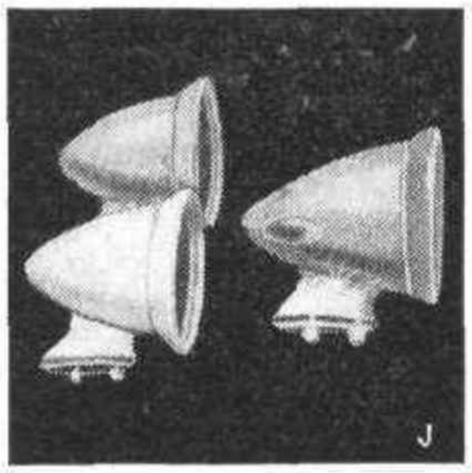

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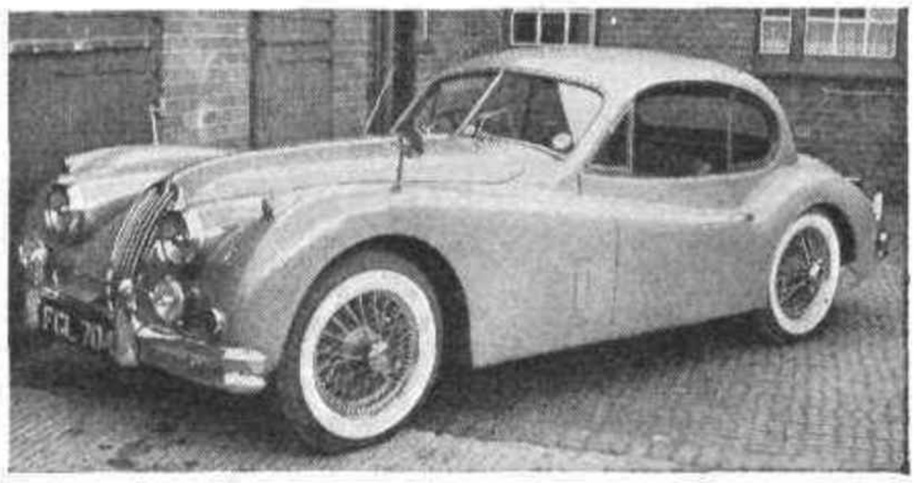

1956 JAGUAR XK140 fixed-head coupé. C-type engine, chrome wire wheels, washers, twin foglights, seat belts, overdrive, etc. Engine maintained in magnificent condition. **£395.**

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1955 TRIUMPH TR2. New hood and screens. Heater, overdrive, etc. A magnificent example. **£300.**

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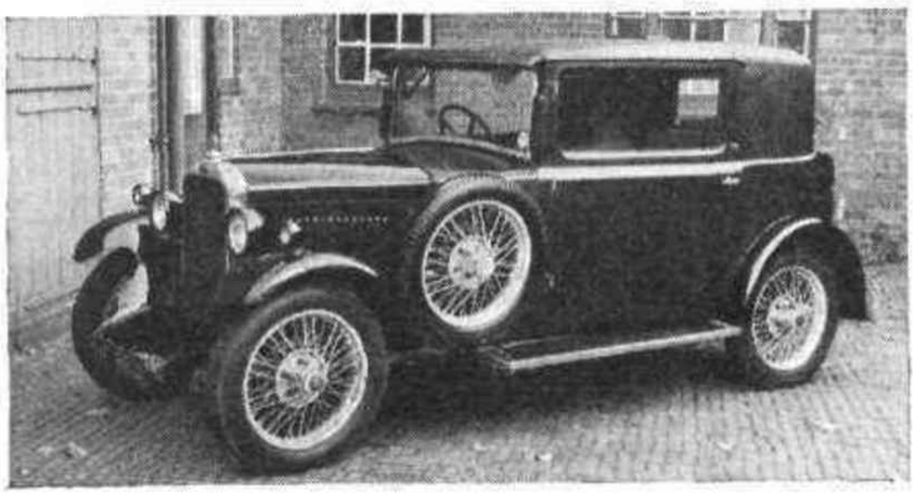

1929 HUMBER 9/28 sportsman's coupé. Coachbuilt body by Charlesworth. Original registration book and handbook. A superb example of a rare vintage model. **£135.**

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1959 SUNBEAM Rapier. Blue and grey. Radio, heater, washers, twin spots, reversing light. "X" tyres, overdrive, etc. Moderate mileage and in exceptional condition throughout. **£535.**

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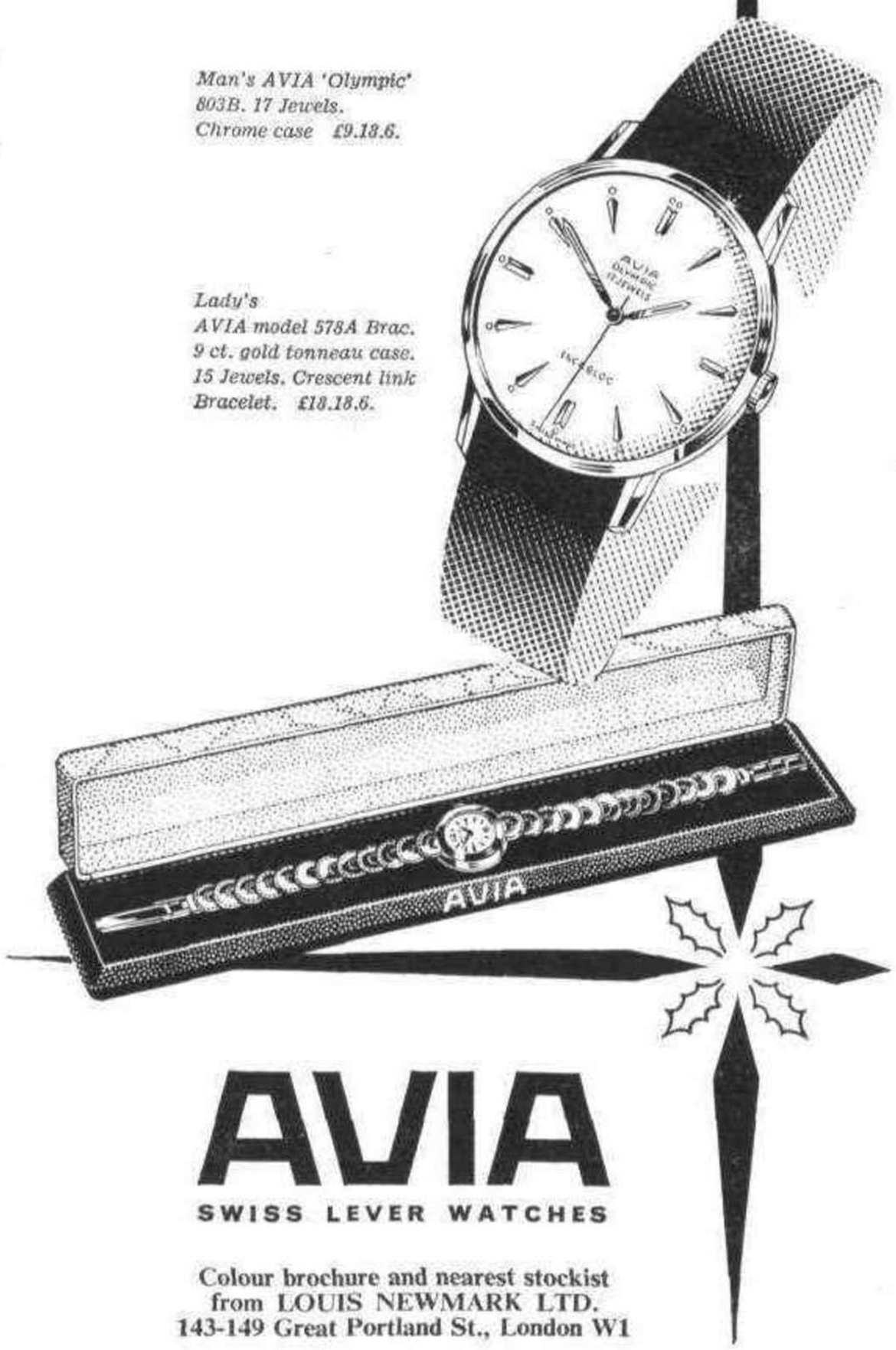

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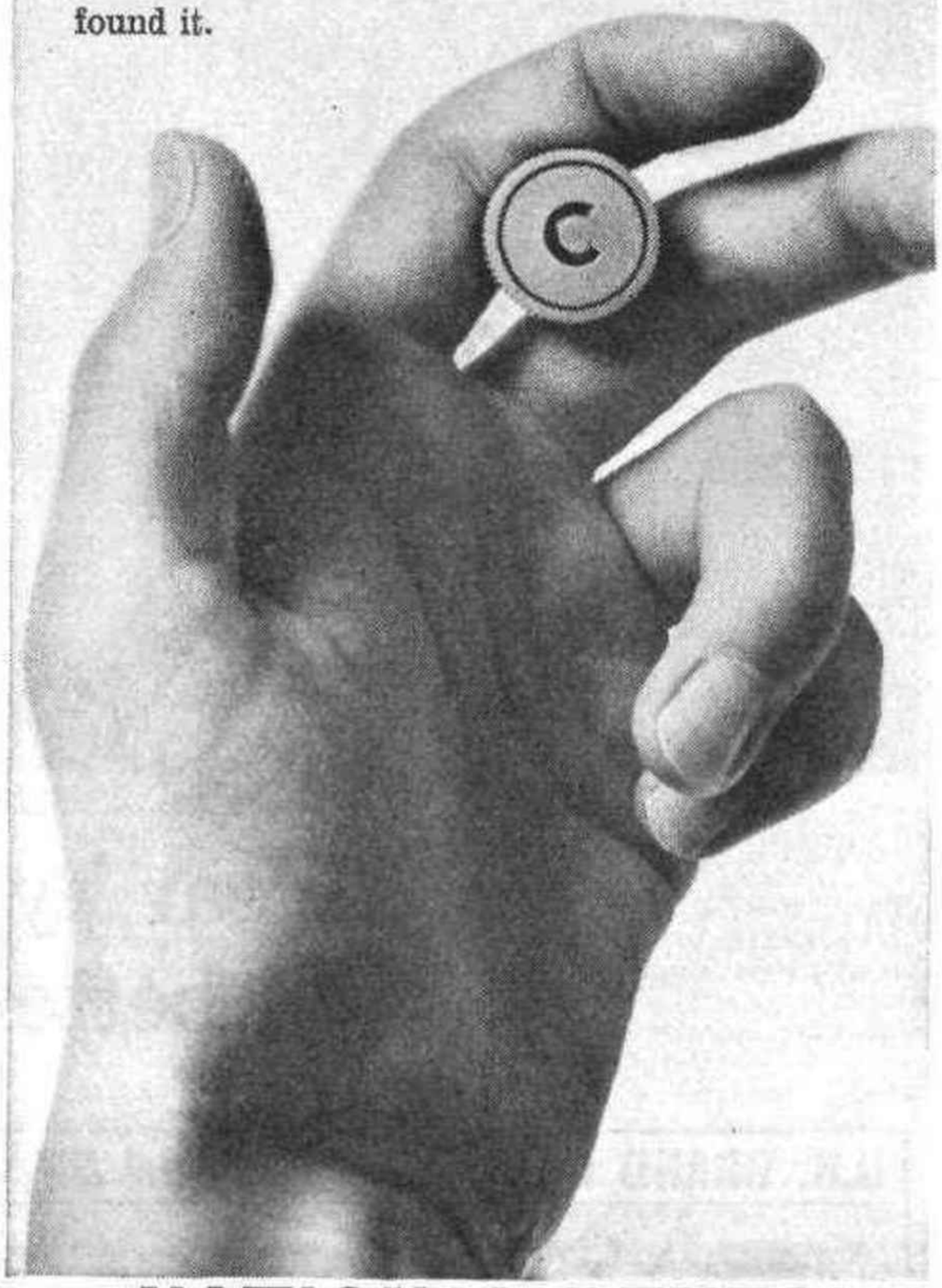

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FOR TOP SAFETY—TOP MILEAGE

GH. H62/139

VOL. XXXVIII No. 12 WIN A V.I.P. VISIT TO THE DAIMLER-BENZ MUSEUM—See page 974 DECEMBER 1962

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

© Teesdale Publishing Company Limited

15-17, CITY ROAD, LONDON, E.C.1

Telephone: MONarch 8944

Subscription Rate 30/- per annum, Canada $4·00, America $4·50, post paid

PUBLICATION DATE FIRST OF THE MONTH THIRTY-NINTH YEAR OF PUBLICATION

MATTERS OF MOMENT

FORD'S INTERNATIONAL CLASS G RECORDS

Record-breaking is a neglected art these days, and all the more enthusiasm should be aroused when fresh records are established. So we offer congratulations to Michael and Tony Brookes of the Ford Sales Division for setting up six new International Class G records at Montlhéry, driving a Don Moore-tuned Ford Anglia.

A distance of 14,000 miles was covered in seven days, the following records being broken: 15,000 km. at 83.39 m.p.h., 20,000 km. at 83.47 m.p.h., 4 days at 83.32 m.p.h., 5 days at 83.49 m.p.h., 6 days at 83.47 m.p.h. and 7 days at 83.40 m.p.h.

The Ford was standard except for the factory improved-performance kit costing £13, a big fuel filler and no radiator grille. The weather was foul, but the only part replaced was a spot-lamp bulb. Six drivers changed at refuelling stops every three hours, and six tyres were changed.

It is a pity that this excellent demonstration of high-speed reliability was marred by the Ford Motor Company's publicity people, advertising the new speeds as *World's* records. Time and again MOTOR SPORT has attempted to make it clear that International Class records are *not* World's records. The *World's* records for the same distances and durations as run by the Anglia were established in 1956, at speeds from 111.4 m.p.h. to 113.62 m.p.h. So it is ridiculous to suggest that a mildly-tuned 997-c.c. Anglia has broken them. They are held by Ford anyway, so the deception hardly seems worth while!

This deception apart, to cover 14,000 miles at over 83 m.p.h. in a Class G car is a most worthy achievement. The Brookes brothers used Castrol oil.

MERCEDES-BENZ SUPREMACY

Following up the men's European Rally Championship of Bohringer, Mercedes-Benz can claim a convincing demonstration of high-speed reliability when their standard 220SE saloon won the recent Argentine Saloon Grand Prix at record speed. Driven by Ewy Rosqvist (who is admired as much for curves displayed as curves successfully negotiated) and Ursula Wirth, the Mercedes-Benz averaged 78.84 m.p.h. for this 2,856-mile race in which 286 cars started but only 43 finished.

Volvo 122S cars were second and third, a Peugeot 403 fourth, another Volvo fifth. The highest-placed British car, a 3.8 Jaguar, was 24th.

This hard drive by the two girls again endorses the prowess of women as competition drivers. It should also bring the sceptics closer to agreeing with us that Mercedes-Benz build the best cars in the world. Further endorsement?—Peter Sellers, who has had 70 cars since 1945, in searching for the ideal car has spent £5,280 on a Mercedes-Benz convertible. . . .

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Front Cover Picture: MR. W. HARRAH IN HIS 1904 KNOX drives along the front at Brighton after competing in his first Veteran Car Run. Mr. Harrah brought the Knox over to England from the U.S.A. specially for this event.

THE LOTUS FUSS

A big fuss has been brewing between Lotus and Richard von Frankenberg of *Das Auto Motor Und Sport.*

This German writer stated that he had proof positive that Team Lotus drivers have been using 1,450-c.c. engines in F.J. races. It seems that Frankenberg claims that Alan Rees refused to sell a Ford engine from his crashed Lotus and takes this as evidence that the engine size was under suspicion. Further, because Frankenberg was told of special Lotus crankshafts (they use steel instead of cast-iron) and of oversize Lotus-Ford engines sold to customers (the 20B version of the Type 20 is of 1,500 c.c., for use in F.1, Formule Libre and sports-car races) he assumes the Nurburgring F.J. engines to have been of this size.

In answer, Lotus claim that "any intelligent observer can detect the difference in exhaust notes even of 1,100- and 1,340-c.c. engines," that their F.J. engines were measured at Goodwood on April 23rd and August 18th this year, and that had the Nurburg authorities done this on September 29/30th no doubts would have arisen.

Frankenberg called this matter "The Greatest Disgrace in International motor sport." Lotus say: "The greatest disgrace in International motor sport is that this libellous attack should ever have been published."

How is the outcome to be settled? Frankenberg has accepted the Lotus challenge to take a car to any circuit of his choice, repeat their race-winning speeds, and have the engine size checked. He will cover all expenses and retract all his allegations if this challenge is accomplished successfully. It is not known definitely at the time of writing whether von Frankenberg will choose Monza or Nurburgring for the test, but probably he will insist on the former where car rather than driver determines lap speeds. He should, presumably, insist on the full race-distance being covered, so that conditions as near as possible match those in the race he has criticised.

Lotus have accepted. We await with interest complete vindica-

Continued on page 952

WE WISH OUR READERS A HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR
THE FIRST ISSUE OF THE NEW YEAR WILL BE PUBLISHED ON JANUARY 4th

Motoring Sport Events for December

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

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N.B. = National British. N.O. = National Open. **Int** *= International Event.*

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Dec. 1st ..	B.R. & S.C.C.	Majestic Cinema	Leeds	Midnight Film Premiere	10.45 p.m.
Dec. 1st/2nd ..	Farnborough & Dist. M.C. ..	Roundabout Garage	Oxford†	Rally (*R.*)	8.00 p.m.
Dec. 2nd ..	London M.C.	Stratton Arms	Cirencester (A417)	Gloucester Sporting Trial (*R.*)*	11.00 a.m.
" ..	Stockport M.C.	Ram's Head	Disley	Film Show	8.15 p.m.
Dec. 7th ..	Guildford M.C.	Astor Cinema	Guildford	Midnight Film Show**	10.30 p.m.
Dec. 8th ..	V.S.C.C.	Silverstone	Towcester	Driving Tests (*C.*)	11.30 a.m.
Dec. 8/9th ..	Shenstone & Dist. M.C. ..	Bryn Howell Hall	Llangollen	Shenstone Rally (*R.*)	11.00 p.m.
" ..	Southport M.C.	Riverside Cafe	Salmesbury	Tobias Rally (*R.*)	11.00 p.m.
Dec. 9th ..	Sevenoaks & Dist. M.C. ..	Gt. Bear Hotel	Tonbridge	Production Trial (*C.*)	10.30 a.m.
" ..	W. Hants & Dorset C.C. ..	Doddings	Bere Regis	Christmas Cup Trial (*C.*)	10.00 a.m.
Dec. 16th ..	Welsh Counties C.C. ..	Weycock Cross Garage	Barry, Glam.	Production Trial (*C.*)	10.00 a.m.
Dec. 26th ..	B.R. & S.C.C.	Brands Hatch	Farningham	Race Meeting (*N.B.*)	12 noon
Dec. 29th ..	**R.A.C.S.A.**	**East London G.P. Circuit**	**East London, S.A.**	**South African G.P. (Int.)**	—

† An additional start will be made from Charles L. Hull Ltd. of Birmingham at 8.00 p.m.
* Last event to qualify for R.A.C. Trials Championship, 1962.
** Tickets (3s.): E. Jones, 60 Hermitage Wood Crescent, St. Johns, Woking.

NOTE: It has been decided that Club rallies and non-spectator events will not be included in this feature unless specifically requested by the Secretary concerned at least three weeks prior to publication date.

TRIALS TOPICS

This year the R.A.C. Trials Championship has been moved from its customary date in December to March 23rd, 1963, thus bringing about a most unusual state of affairs, where competitors will be striving for points in the Championship Sporting Trials during January, February and March, to qualify for the 1963 Championship, whereas the Championship for 1962 has yet to be decided. So far all but one of the qualifying trials have been run, the last of the twenty events being the London M.C.'s Gloucester Trial on December 2nd. To qualify a competitor requires to gain two placings within the first two in any of the qualifying events or three placings within the first six. At the time of going to press the following drivers have qualified to compete in the Championship event, which is down south this time at Vintners' Park, Maidstone, and the surrounding area of Boxley Downs: Peter Highwood (Canhi-Ford), Percy Barden (P.A.B.-Ford), Ivor Portlock (Cannon-Ford), Rex Chappell (Cannon-Ford), Lol Hurt (Ford Special), John Harrison (Harford), Charles Pollard (Cannon-Ford), Geoff Newman (Cannon-Ford), Bernard Dees (Cannon De Luxe!), Edward Harrison (Harford), Cuth Harrison (Harford), Mike Cannon (Cannon-Ford), Gordon Holdrup (Cannon-Ford), Colin Taylor (Cannonball-Ford), Eric Jackson (Cannon-Ford Mk. IV), Tony Marshall (Cannon-Ford), Billy Warr (Warr IV), Ernie Chandler (Chandler-Ford) and David Render (Cannon-Ford). A total of nineteen, an improvement of one over last year's total. In addition it is feasible that by the time this appears Gordon Simpson (Cannon-Ford) and Ken Lindsay (Cannon-Ford) will have qualified.

It is interesting to note that all cars are using the side-valve Ford 100E 1,172 c.c. engine, in either single or dual carburetter versions, thus pin-pointing the supremacy of this rugged little unit for this type of work. Experiments have shown that more costly engines such as the comparatively high revving 1,290c.c. Coventry-Climax engine does not provide sufficient low-down torque and the 1,192 Volkswagen engine mounted in the front of a trials car to comply with the Trials Formula has only met with moderate success in the hands of Northern driver Ken Lees.

Undoubtedly the most successful driver this season has been Rex Chappell, Champion for the last two years. So far he has gained six first places, and has finished within the first four places on four occasions. His nearest rival has been Ivor Portlock who has gained three wins, one second, six thirds, one fifth and two sixth places. With events sometimes attracting over fifty entrants such results must clearly show that some drivers have got "it" and others have not!

Aside from the R.A.C.-sponsored Championship is the British Trials and Rally Drivers' Associations' Gold Star Championship which is based on a driver's consistency throughout a given number of events, rather than the single event which forms the basis of the R.A.C. Championship. In addition another Championship, known as the Junior Trials Championship will be run by the B.T. & R.D.A. the day after the R.A.C. Championship, at the same venue and using the same hills.

Sheep farmer Mike Cannon has inspired the current trials car design trend with his highly successful Cannon-Ford cars, which used the solid Ford Eight or Ten front axle and the old Ford-type rear axle, still retaining the Ford "A" bracket for location but using tremendously large coil springs at the rear with a transverse leaf spring and telescopic dampers at the front. Brakes are the normal Ford drums to which a "fiddle" control has been fitted to operate on either rear wheel according to the driver's wishes.—E. L. W.

VOLKSWAGEN BREAKS ROUND AUSTRALIA RECORD

A Volkswagen has convincingly beaten the round-Australia record, which was held by an Austin Freeway in 9 days, 6 hours, 22 min. Driven by R. Christie and J. Dunlop, the VW 1200 took 7 days, 6 hours, 10 min., an average speed of 46.5 m.p.h., inclusive of stops, for the arduous 8,104 miles. Apart from a clogged oil-filter, which gives a clue to the conditions, the car gave no trouble, although two punctures, collisions with kangaroos and a leak in an auxiliary fuel tank caused minor delays. Following on their Safari Rally victory this achievement should convince any doubters that the Volkswagen is one of the toughest, most dependable cars you can buy.

V.S.C.C. EASTERN RALLY (Nov. 4th)

Eastern Trophy : J. W. Rowley (1927 30/98 Vauxhall). **1st Class Awards:** R. Marston (1930 Riley), E. MacPherson (1929 Lea-Francis), B. Clark (1929 Austin 7), B. Dearden-Briggs (1937 Lagonda). **2nd Class Awards :** J. Warburton (1920 Star), G. Liston Young (M35/6 Fiat). **3rd Class Awards:** S. Charity (1928 Swift), J. Woollard (1927 Lagonda), P. Binns (1927 O.M.), W. Tuckey (1932 Rolls-Royce). **Team Award :** Southern Team. **Light Car Award :** S. Charity.

INTERNATIONAL RACING—continued from facing page

MEXICAN G.P.—Mexico City—November 4th—Formula One—60 laps.

1st : T. Taylor/J. Clark (Lotus-Climax V8 Type 25) 2hr. 05 min. 50.9 sec.—145.340 k.p.h.
2nd: J. Brabham (Brabham-Climax V8) 2 hr. 06 min. 52.8 sec.
3rd : I. Ireland (Lotus-Climax V8) .. .. .. 1 lap behind
4th : J. Hall (Lotus-Climax 4-cyl). .. .. .. 1 lap behind
5th : M. Gregory (Lotus-B.R.M. V8) .. .. 1 lap behind
6th : R. Schroeder (Lotus-Climax V8) .. ..

Fastest lap : J. Clark (Lotus-Climax V8) 1 min. 59.7 sec.—150.376 k.p.h.

The World Wide season continues with the South African races in December, including the Grand Prix on December 29th where nearly everyone in the Grand Prix circus seems to be going, and where Gary Hocking is driving for Rob Walker. Then the scene moves across the Southern Hemisphere to New Zealand for the series of races in January followed by some Australian ones in February. These races are to Formule Libre and the New Zealand G.P. is to be held on a new circuit built at Pukekohe about 30 miles south of Auckland where the New Zealand G.P. has previously been held. Of particular interest in this race is the entry of the Ferguson 4-w/d fitted with 2.7-litre Coventry-Climax engine, and to be driven by Graham Hill. It is being run by the Rob Walker team with a Ferguson technical man in attendance. If Graham Hill makes as good use of the advanced Ferguson as did Moss on its last public appearance, he should return for the 1963 European season with disturbed thoughts about the new B.R.M. cars. D. S. J.

International Racing

SOME time ago the International racing season was fairly cut and dried, starting in March or April and ending in September, leaving the winter months for design and development work. This was when International racing was almost entirely limited to European countries, but that state of affairs has long since finished, and racing is now truly International, events taking place throughout the Americas, South Africa, and Australasia. Due to climatic conditions International racing can be roughly divided into two groups, the European season between March and October and the World Wide season between October and March, and while this leaves no completely free time for the racing teams to get down to development work it has meant benefits in other directions. Motor racing enthusiasts in countries far from Europe can now see the top Grand Prix drivers in action and the current Grand Prix cars, and for many of the active ones it has improved the opportunities for buying fairly up to date racing cars. With the European season still as the most important part of racing, new models invariably make their first appearance in Europe so that by the time they are seen in World Wide racing they are becoming a bit obsolete and teams are only too pleased to take them to far off lands on a one-way ticket, while the locals have not yet started to show signs of not wanting to buy obsolete racing cars.

This change from the old order has been brought about by a number of things, amongst them the natural growth of countries throughout the world, the advent of the long-distance high-speed airliner and in part by the gradual diminution of the Grand Prix car, for this has facilitated transport immeasurably. One can visualise packaging a Lotus 25 onto an airliner, but in the days of 4½-litre Lago-Talbots it was unthinkable. Equally, the modern racing car can be handled in and out of ships, taking less space, more easily than the large heavy Grand Prix cars of the past.

The professional racing driver benefits more than anyone from the new order of things, for it means he can work all the year round and earn good money in the European winter months as well as the summer months. In the past the professional racing driver had to earn enough money during the European racing season to keep himself during the winter months, or else he was faced with the prospect of taking a mundane job to keep the wolf from the door. Fortunately, in those days most of the drivers were young men with private means who came from wealthy families with large business interests behind them, but today the average racing driver is a working class chap who has to live on what he can earn as a professional driver, so that the World Wide season is most welcome. Another important feature of this all-the-year-round racing is the effect it has on the Grand Prix driver as a racing driver, and this is not really appreciated until they race against drivers who restrict their activities to the European season. There is no doubt that a driver who races every week is going to be better than one who races every month, apart from drivers with exceptional ability, and I saw a good example of this a few years ago. An English driver of top class was leading his first Grand Prix of the season until he began to lap the tail-enders, whereupon his rivals caught and passed him. Afterwards he explained that it was his first race for six months, having ended his season at Monza, whereas his rivals had hardly stopped racing and had only recently returned from the Argentine races and Sebring, and while he was a match for them on a clear track he had to get back into the swing of things before he could nip through the traffic.

Today the Grand Prix drivers need hardly pass a single month without racing and in consequence they are bound to get better at a much higher rate and equally they cannot hope to have such a long span of years at the top of the tree. If Stirling Moss ever races again, and I say " if," whereas I used to say " when," this is a problem he is going to be up against, for he has lost not only the 1962 European season but the World Wide season as well, and his rivals are getting better all the time, though naturally few will ever reach his standards, but there are some, and one in particular who I will not mention by name for fear of upsetting the B.R.M. supporters. The present situation amongst the top Grand Prix drivers is very similar to that of a few years ago when the club-room arguments raged over Moss versus Hawthorn and before that it was Fangio versus Ascari, or long ago Nuvolari versus Varzi. In all cases each driver had his special merits and in the Moss versus Hawthorn arguments I always maintained that if they achieved the same result, then Hawthorn was working hard at the job, and it was coming naturally and with ease to Moss. Today's pair of top drivers are very similar, one is an honest hard worker, the other is inspired, and they achieve the same results.

The present World Wide season is a very busy one, the more so as the South African G.P. on December 29th is a World Championship race, and already there has been quite a lot of travelling and racing going on. The European season wound up with the 1,000 km. race at Montlhéry, where Ferrari 250GTO cars waged battle, it seeming impossible for anyone to beat them. The Rodriguez brothers beat Surtees and Parkes, and G.T. cars battled all the way down the scale, the race being open to all groups of G.T. car. During practice the French driver Paul Armagnac crashed and subsequently died from his injuries.

Results:

1,000 KILOMETRES OF PARIS — Montlhery — October 21st — G.T. cars.

1st :	P. Rodriguez/R. Rodriguez (Ferrari 250GTO)	6 hr. 21 min. 58.7 sec—158 k.p.h.
2nd:	J. Surtees/M. Parkes (Ferrari 250GTO)	1 lap behind
3rd:	C. Davis/L. Scarfiotti (Ferrari 250GT Spec.)	2 laps behind
4th :	J. Guichet/P. Noblet (Ferrari 250GTO)	4 laps behind
5th :	A. Simon/G. Berger (Ferrari 250GTO)	8 laps behind
6th :	G. Koch/H. Linge (Porsche Carrera Abarth)	11 laps behind
7th :	B. Pon/R. Slotemaker (Porsche Carrera Abarth)	12 laps behind
8th :	H. Herrmann/M. Bianchi (Arbarth-Simca)	13 laps behind
9th :	J. Wagstaff/G. Baird (Lotus-Elite)	14 laps behind
10th :	J. Rosinski/B. Consten (Lotus-Ford 23)	17 laps behind

Fastest lap : W. Mairesse (Ferrari 250GTO) 2 min. 52.3 sec.—162.647 k.p.h.

On the other side of the Atlantic in Western America, there were two sports-car events that attracted a good entry of Europeans, and both events were won by Roger Penske in an American-built Cooper special that was sailing close to the wind of regulations in the way British cars used to do a few years ago until things were tidied up. Penske's car was a Formula One Cooper with 2.7-litre Climax engine and carrying the bare essentials of sports car equipment. It was fitted with an all-enveloping streamlined body and the driver was seated in the middle; it having a Formula One chassis frame, he had no other option. This race followed on the weekend after the United States Grand Prix at Watkins Glen where Team Lotus more then made up for their debacle at Monza. It was held on the Riverside track, a specially built circuit in California, and the weekend after this saw the Pacific Grand Prix being held on the Laguna Seca circuit, also in California. In typical American defiance of what everyone else knows is right, both these races in California were entitled " Grand Prix " even though they were restricted to sports cars.

Two weeks later a real Grand Prix was held in Mexico and was for Formula One cars, and many of the cars that had run at Watkins Glen stayed on the other side of the Atlantic, to take part in this event. It was marred by the death of Ricardo Rodriguez when he crashed in practice, while driving one of Rob Walker's Lotus-Climax V8 cars. This was his first try at the wheel of a small light and sensitive Grand Prix car having previously only raced Grand Prix Ferraris, which are much heavier and less sensitive. After a nonsense at the start when his Lotus-Climax would not go on the starter, Clark had a push-start and was black-flagged after 11 laps and disqualified. His team-mate Trevor Taylor was called in and Clark took over his Lotus 25 and in spite of the delay put up a terrific display of driving and recaptured the lead. This exciting situation of a number one team driver taking over another car and having a real go is something we do not see nowadays, since the World Driver Championship ruling put a stop to it for scoring points, which seems more important to some people than winning races. In most cases " the good old days " are seldom as good as today, except in misty memories, but Team action such as Lotus employed in Mexico recalled shades of Moss on Vanwalls, and Maserati, Fangio on Ferraris and Alfa Romeos, and Ascari on Ferraris, days when a team number-one driver was really used.

Results :

TIMES GRAND PRIX—Riverside, California, October 14th—Sports Cars—322 kilometres.

1st :	R. Penske (Zerex-Cooper Special 2.7-litre)	2 hr. 05 min. 40.5 sec.
2nd:	J. Hall (Chapparal 6.2-litre)	2 hr. 05 min. 54.5 sec.
3rd:	M. Gregory (Lotus-Climax 2.5-litre)	2 hr. 05 min. 58.5 sec.
4th :	B. McLaren (Cooper-Climax 2.7-litre)	
5th :	I. Ireland (Lotus-Climax 2.0-litre)	
6th :	K. Miles (Maserati 3-litre Tipo 61)	
7th :	A. Pabst (Maserati 5.7-litre V8 Coupé)	

PACIFIC GRAND PRIX—Laguna Seca, California, October 21st—Sports Cars—Two Heats of 160 kilometres each.

1st :	R. Penske (Zerex-Cooper Special)	—Winner on aggregate times of
2nd:	L. Ruby (Lotus-Climax 2.5-litre)	two heats, although he did not
3rd:	B. McLaren (Cooper-Climax 2.7-litre)	win either heat.

The first heat was won by Gurney (Lotus-Climax 2½-litre) who retired in heat 2. The second heat was won by Lloyd Ruby (Lotus-Climax 2½-litre) who had finished 4th in heat 1. The overall winner Roger Penske finished 2nd in both heats.

Continued on facing page

CARLSSON'S SAAB WINS THIRD CONSECUTIVE R.A.C. RALLY

B.M.C.'s Cooper-Minis Win Team Prize. Pat Moss/Pauline Mayman (Austin Healey 3000) Take Ladies' Award

A PEUGEOT 403B saloon rolls to a standstill in the darkened town of Newport, Salop, before the sombre slab of building in the main street which is the Vine Hotel. Three portly bodies, two young, one less so, step out, their elation at the prospect of dinner after travelling from the City of London dashed when they find the hotel closed and discover that on the final depression of the clutch pedal before the car stopped a rod had broken and fallen on to the road.

The occupants were on their way to report the first stages of the R.A.C. International Rally and, after the Peugeot had been driven, clutchless, on to Blackpool and repaired by that firm's rally-mechanic, it gave no further trouble, although it was driven near to flat-out for 1,700 miles and took many of the forest special stages at speed in order not to baulk rally competitors. It proved to have notably comfortable seats, to be spacious, well-braked and economical. The same crew had used another 403B for the same arduous task in 1961 and were pleased to do so again this year. A fine family car, this Peugeot. It can now be bought for under £900. No more need be said. . . .

* * *

The Rally? The formula was much the same as in 1961, a 2,200-mile route through 50 counties of which many miles consisted of timed special stages over 300 miles of Forestry Commission roads, which had to be covered at averages in the order of 50 m.p.h. These special stages took heavy toll of the competing cars. Organisation was excellent, a tribute to Jack Kemsley, but due to trouble with the time-clocks several special stages had to be scrubbed before drivers returned to Blackpool, resulting in some discontentment.

The Rally started from Blackpool, went into Scotland, came back *via* the Lake District to Blackpool, and then into Wales, to finish at Bournemouth, competitors getting one night's sleep between Monday and Thursday afternoons, while apart from the forest roads there was a driving test at Oulton Park. An entry of 160, in six classes, was reduced to 153 when two Mercedes, including Ewy Rosqvist's, a VW, two Fords, two Sunbeams non-started but several reserves were brought in to give 158 starters.

We spent Friday evening driving to Peebles, to await the arrival of competitors for breakfast, the dining lighting at the palatial Hydro Hotel failing during dinner, which, with the clutch withdrawal failure on the Peugeot, constituted our only personal rally incidents. The R.A.C. had pre-rally worries when British Railways lost many of the time-cards—on more than one occasion Press "copy" has vanished when sent to us on Dr. Beeching's trains.

Already, by Tuesday morning, however, Bohringer in No. 1 car, his Mercedes-Benz, had bent things by running out of road on a left-hand bend of the Pickering Forest special stage, the Morley brothers, too, were out, because for some unaccountable reason they rolled their Austin Healey 3000 on the road, and Norman Garrad, breakfasting with Rosemary Smith, looked glum, for Harper's lights had failed, leading his Sunbeam into a tree. Leaving Peebles ahead of the "racers" we did some observing in Loch Ard Forest, a rough, undulating, stony 5-mile timed section. Gunnar Andersson's Volvo, navigated by Douglas Johns, was well ahead of the field. The TR4s were bottoming badly, Soderstrom drove his Mini-Cooper splendidly, Aaltonen's similar, somewhat dented car was very fast, Baxter's Rover slow, Seigle-Morris, strapped in his M.G. 1100, very cautious, but Anne Hall (Ford) and Trana (Morris) showed more fire. Henry Taylor was content to tread gently in his Anglia, Procter's Sunbeam had obviously shed its exhaust, gun-like sounds accompanying the over-run, and Grimshaw actually used his Healey's brakes. Bengry's Rover, too, was touring, whereas Makinen had a tail-slide in his Mini. Wilson-Spratt was cautious in his Ferrari-like Austin Healey Sprite, O'Connor-Rorke nearly stopped in his Porsche and Uren's twin-Weber Cosworth-tuned Ford Cortina, making its rally debut, was emitting a disgustingly loud noise. Sometime that night Anne Hall was seen to be towing it, as it had holed a piston! Elford's Triumph came by very late and then Anne Hall let her Ford Anglia fall into a ditch, when equal sixth with Pat Moss, which held things up. Luckily Jack Welsh was near-by with a Ford service car and got her out, the engine starting promptly although the carburetter was under water. The front suspension was damaged, putting the wheels out of true, and athletic Val Domleo climbed in through the window as her door had jammed.

Driving on, we learned that of the two Reliant Sabres left in—Fisher's back axle had expired in Loch Ard Forest—the Ray/Hopwood car had its screen fall out several times, and the front coil-springs settled and had to be changed and a hub tightened, etc. But always, in most improbable places, and ever-cheerful, Arthur Rustling was to be seen keeping a watchful eye on his brood. On the forest roads the TR4s lost spot-lamps, Seigle-Morris' M.G. 1100 had a leaking fuel tank and retired with suspected piston trouble, Grant complained of fuel tank leaks in his Harrington Alpine, a Sunbeam lost time when its distributor fell off and two of the Rovers had punctures.

That evening we watched the sand on a right-hand corner towards the end of the Culbin Forest stage turn into deep ruts and heard the stones pelting against the cars' undersides. A Rover had to change a wheel on this 12-mile special stage, a Wolseley lost its sump-shield and holed its fuel tank, a Renault R8 had its gearbox plug knocked out, and Procter's Sunbeam lost all its cooling water. "My rally is over," announced Procter, as he peered by torchlight into the radiator filler, and a breakdown truck towed the Rapier away. Yet at Blackpool the following evening it wasn't posted as retired; nor was the Ford Cortina, also seen on a tow-rope! Carlsson had by now taken command but on this stage his best time of 18 min. 56 sec. was well above that stipulated.

Later in the night the luckless Mrs. Hall drove the entire Kingcardine special stage in Devilla Forest on a flat off-side front tyre, Val Domleo nimbly changing the wheel as Anne worked the jack, on reaching hard road again.

A very difficult stage in Dodd Wood provided little excitement, drivers treating one of the final downhill hairpins carefully, so that the two ambulances weren't needed. This Lake District section was very efficiently marshalled, with the help of Civil Defence radio communications. Aaltonen indulged in a tail slide, Henry Taylor ran wide, Sprinzel (TR4) braked, Anne Hall took it fast, Makinen's Mini had an initial tail slide, Mabbs (Austin 850) looked slow, Rosemary Smith flicked her Sunbeam round neatly and Carlsson, if not faster than Lewis' Sunbeam, took his usual excellent line. Otherwise, in spite of much rain, it looked very tame.

So it was back into the comfort of the Peugeot and back to Blackpool, pausing on the way to see the service crews dispensing rejuvenation to badly battered and/or mechanically suffering cars. Anne Hall was driving on knobbly back tyres which she didn't like, the only two left for her, and was heard expressing the opinion that B.M.C. had laid on far better service facilities for its entries than Ford had done.

Back at Blackpool a big board in the foyer of the Imperial Hotel displayed the state of the contest so far, showing Carlsson nicely in the lead. It gave 33 retirements, but these didn't include two Volvos that had gone out with gearbox and transmission failure close to the town, one being towed in. Peter Riley, however, confessed to having driven his Austin Healey into a tree. Over, then, to a colleague who followed the diminishing number of competitors into Wales and on to the finish.—W. B.

Leaving the Oulton Park test which consisted of five laps of the circuit competitors wound their way into Wales for Special Stage 24 in Clocaenog Forest, which was cancelled at the last moment as the track was very muddy and a marshal's car had become inextricably bogged down. Drivers were routed past the forest and on to the next special stage in Gwydry Forest near Blaenau Festiniog. Carlsson was once again quickest on this six-mile stage in 8 min. 33 sec., nearly 1½ minutes above the allowed time. Aaltonen and Paddy Hopkirk kept within three seconds of the Saab on this stage. The next stage in Coed-Y-Brenin Forest saw the end of Anne Hall's rally when her Ford Anglia Super left the road on this muddy section and could not be retrieved. This was a pity as she had been going well in the early stages and had in fact been among the six fastest on three of the special stages. Several other people found this section very difficult and Tommy Gold and Tony Dyke also left the road in their Sprite and were unable to carry on as was the Wilson-Spratt Sprite-Ferrari. Paddy Hopkirk was surprisingly five seconds faster than Carlsson on this stage. After a respite at Cross Foxes where much-needed tyre changes and mechanical work were carried out the convoy moved off to Dovey Forest where Carlsson once again was much faster than anyone else, covering the 17.4-mile stage in 26 min. 08 sec. Aaltonen was second fastest and Pat Moss third from Hopkirk and Tiny Lewis in his works

Rapier whose rear axle was sounding ominously noisy causing him to change gear very carefully.

The route then described a wide circle near the West coast of Wales, taking in another six special stages, one of which, at Coed Sarnau, had to be cancelled because of a very muddy hill. After this the route went to Llandidloes and on to two more special stages in Hafren Forest which closely followed each other. Unfortunately, the timing went haywire on the second of these two stages and also on the following special stage in Myherin Forest so that after the auditors had checked the times at the finish in Bournemouth both stages were cancelled. However Carlsson had already proved his superiority beyond doubt and in the early hours of Friday morning he was well in the lead and had only to finish to be sure of outright victory. The last special stage in Wales was the well-known Eppynt stage on Army firing ranges which has a smoother surface than the forest roads although loose shale makes it tricky. Here, both Paddy Hopkirk and Pat Moss beat Carlsson but his lead was hardly affected.

A long road drive then took competitors out of Wales *via* Monmouth to Gloucester, Bristol, over the Suspension Bridge to Cheddar and on to the South coast at Burton Bradstock. The two final special stages were near Lulworth Cove within sight of the sea on an Army artillery range. The first stage ran uphill on narrow tarmac roads then suddenly ran onto muddy tracks which swept downhill through a " ghost " village and round to the second stage which was run almost entirely over tracks through a tank testing ground. Traction was at a premium on these and the power of the big Healeys was of little use. Carlsson was fastest on both stages followed by Tiny Lewis on the first and Rauno Aaltonen on the second. However, as events proved, the inability of the big Healeys to match the times of the smaller cars on these two stages did not materially affect the results. After the 38th and final special stage the convoy motored gently to the outskirts of Bournemouth and on into the Parc Ferme in the town. Provisional results were available by Friday evening and on Saturday morning the final results were made available, showing that Erik Carlsson had once again demonstrated his mastery of rough conditions and the superb disdain the Saab 96 shows for poor surfaces. At the Rally Ball afterwards he was presented with a plaque commemorating his three successive wins and in his speech he paid tribute to Jack Kemsley, without whom he felt there would be no R.A.C. Rally as it is now known, sentiments with which we heartily concur.

RALLY RIPPLES

Afterwards Rauno Aaltonen reckoned the rally was about the toughest he had ever been on.

Timo Makinen, the Finnish driver, earned his drive in the works Mini-Cooper on the R.A.C. by his fine drive in last year's Monte. He speaks little English and would not allow navigator John Steadman to give him instructions on special stages as it would have distracted him. When his radiator was pouring water out on the way into Blackpool the occupants of a police car kept him

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The following tables show the best six times on each of the special stages.

Cropton Forest (*Cancelled*)

Pickering Forest

	Time
E. Carlsson (Saab)	7 . 13
D. Morley (Austin Healey)	7 . 21
T. Trana (Mini-Cooper)	7 . 22
Miss P. Moss (Austin Healey)	7 . 30
B. Soderstrom (Mini-Cooper)	7 . 35
E. Bohringer (Mercedes)	7 . 36

Staindale Forest

D. Morley (Austin Healey)	32 . 56
E. Carlsson (Saab)	32 . 58
T. Trana (Mini-Cooper)	33 . 09
P. Hopkirk (Austin Healey)	33 . 15
Miss P. Moss (Austin Healey)	34 . 01
B. Soderstrom (Mini-Cooper)	34 . 33

Hansterley Forest

E. Carlsson (Saab)	9 . 10
T. Trana (Mini-Cooper)	9 . 27
Miss P. Moss (Austin Healey)	9 . 49
G. Andersson (Volvo)	9 . 52
B. Soderstrom (Mini-Cooper)	9 . 53
Miss S. Osterberg (Volvo)	9 . 59

Wark Forest

E. Carlsson (Saab)	26 . 14
T. Trana (Mini-Cooper)	27 . 05
P. Hopkirk (Austin Healey)	27 . 40
Miss S. Osterberg (Volvo)	27 . 40
H. Taylor (Ford Anglia Super)	27 . 57
R. Aaltonen (Morris Mini-Cooper)	28 . 05

Kielder Forest

P. Hopkirk (Austin Healey)	6 . 48
E. Carlsson (Saab)	6 . 50
P. Procter (Sunbeam)	6 . 53
H. Taylor (Ford Anglia Super)	6 . 56
Miss P. Moss (Austin Healey)	7 . 02
T. Trana (Mini-Cooper)	7 . 02
Mrs. Hall (Ford Anglia Super)	7 . 02

Redesdale Forest

E. Carlsson (Saab)	4 . 29
D. Grimshaw (Austin Healey)	4 . 34
B. Soderstrom (Mini-Cooper)	4 . 36
Mrs. Hall (Ford Anglia Super)	4 . 37
T. Trana (Mini-Cooper)	4 . 38
O. Dahl (Saab)	4 . 39

Carron Forest

T. Trana (Mini-Cooper)	9 . 16
E. Carlsson (Saab)	9 . 17
B. Soderstrom (Mini-Cooper)	9 . 36
P. Hopkirk (Austin Healey)	9 . 37
Mrs. Hall (Ford Anglia Super)	9 . 41
W. Morrison (Morris)	9 . 42

Loch Ard Forest

	Time
T. Trana (Mini-Cooper)	6 . 49
E. Carlsson (Saab)	6 . 53
R. Aaltonen (Morris Mini-Cooper)	7 . 05
B. Soderstrom (Mini-Cooper)	7 . 06
P. Hopkirk (Austin Healey)	7 . 06
O. Dahl (Saab)	7 . 14

Culbin Forest

E. Carlsson (Saab)	18 . 56
T. Trana (Mini-Cooper)	18 . 58
P. Hopkirk (Austin Healey)	19 . 11
B. Soderstrom (Mini-Cooper)	19 . 12
R. Aaltonen (Morris Mini-Cooper)	19 . 21
H. Taylor (Ford Anglia Super)	20 . 13

Ordiequish Forest

T. Trana (Mini-Cooper)	5 . 51
E. Carlsson (Saab)	6 . 01
W. Morrison (Morris)	6 . 12
H. Taylor (Ford Anglia Super)	6 . 25
J. La Trobe (Rapier)	6 . 29
B. Hadfield (Ford Allardette)	6 . 32

White Ash Hill (*Cancelled*)

Bin Forest

E. Carlsson (Saab)	5 . 26
B. Soderstrom (Mini-Cooper)	5 . 33
T. Trana (Mini-Cooper)	5 . 33
R. Aaltonen (Morris Mini-Cooper)	5 . 39
O. Dahl (Saab)	5 . 49
T. A. Makinen (Morris)	5 . 51

Clashindarroch Forest

T. Trana (Mini-Cooper)	15 . 09
E. Carlsson (Saab)	15 . 25
B. Soderstrom (Mini-Cooper)	15 . 31
P. Hopkirk (Austin Healey)	15 . 33
R. Aaltonen (Morris Mini-Cooper)	16 . 02
Miss P. Moss (Austin Healey)	16 . 33

Drumtochty Forest (*Cancelled*)

Tentsmuir Forest

E. Carlsson (Saab)	11 . 03
T. Trana (Mini-Cooper)	11 . 08
P. Hopkirk (Austin Healey)	11 . 21
R. Aaltonen (Morris Mini-Cooper)	11 . 32
B. Soderstrom (Mini-Cooper)	11 . 35
Miss P. Moss (Austin Healey)	11 . 45

Devilla Forest (*Cancelled*)

Newcastleton Forest

E. Carlsson (Saab)	7 . 37
R. Aaltonen (Morris Mini-Cooper)	7 . 46
B. Soderstrom (Mini-Cooper)	7 . 51
P. Hopkirk (Austin Healey)	7 . 51
P. Procter (Sunbeam)	8 . 03
H. Taylor (Ford Anglia Super)	8 . 04

Graystoke Forest (*Cancelled*)

Whinlatter Forest

	Time
E. Carlsson (Saab)	8 . 32
P. Hopkirk (Austin Healey)	8 . 35
Miss P. Moss (Austin Healey)	8 . 47
M. Sutcliffe (Triumph)	8 . 48
R. Aaltonen (Morris Mini-Cooper)	8 . 50
P. Procter (Sunbeam)	8 . 51

Wythop Forest (*Cancelled*)

Dodo Wood

P. Hopkirk (Austin Healey)	5 . 22
E. Carlsson (Saab)	5 . 30
Miss P. Moss (Austin Healey)	5 . 34
M. Sutcliffe (Triumph)	5 . 40
R. Aaltonen (Morris Mini-Cooper)	5 . 41
I. D. L. Lewis (Sunbeam)	5 . 43

Oulton Park (Touring)

G. Andersson (Volvo)	12 . 05
A. B. Fraser (Sunbeam)	12 . 15
P. Procter (Sunbeam)	12 . 19
E. Carlsson (Saab)	12 . 20
J. H. La Trobe (Sunbeam)	12 . 20
Lennart Gillmo (Volvo)	12 . 28

Oulton Park (G.T.)

Miss P. Moss (Austin Healey)	11 . 02
P. Hopkirk (Austin Healey)	11 . 08
J. J. Thuner (Triumoh)	11 . 42
M. Sutcliffe (Triumph)	11 . 45
J. Sprinzel (Triumph)	12 . 01
T. A. Gold (Austin Healey)	12 . 02

Clocaenog Forest (*Cancelled*)

Gwydyr Forest

E. Carlsson (Saab)	8 . 33
R. Aaltonen (Morris Mini-Cooper)	8 . 35
P. Hopkirk (Austin Healey)	8 . 38
Miss P. Moss (Austin Healey)	8 . 51
P. Procter (Sunbeam)	8 . 55
M. Sutcliffe (Triumph)	9 . 08
J. H. La Trobe (Sunbeam)	9 . 08

Coed-y-Brenir

P. Hopkirk (Austin Healey)	7 . 31
E. Carlsson (Saab)	7 . 36
Miss P. Moss (Austin Healey)	7 . 44
P. Procter (Sunbeam)	7 . 55
I. D. L. Lewis (Sunbeam)	7 . 57
H. C. Taylor (Ford Anglia Super)	7 . 57

Dovey Forest

E. Carlsson (Saab)	26 . 08
R. Aaltonen (Morris Mini-Cooper)	26 . 54
Miss P. Moss (Austin Healey)	27 . 09
P. Hopkirk (Austin Healey)	27 . 13
I. D. L. Lewis (Sunbeam)	28 . 31
M. Sutcliffe (Triumph)	28 . 31

Dyfnant Forest

E. Carlsson (Saab)	10 . 59
P. Hopkirk (Austin Healey)	11 . 23
I. D. L. Lewis (Sunbeam)	11 . 40
T. A. Makinen (Morris)	11 . 45
Miss P. Moss (Austin Healey)	11 . 47
P. Procter (Sunbeam)	11 . 52

Radnor Forest

	Time
E. Carlsson (Saab)	6 . 14
Miss P. Moss (Austin Healey)	6 . 22
P. Hopkirk (Austin Healey)	6 . 33
I. D. L. Lewis (Sunbeam)	6 . 38
J. H. La Trobe (Sunbeam)	6 . 42
R. Aaltonen (Morris Mini-Cooper)	6 . 41

Coed Sarnau (*Cancelled*)

Hafren (Stage 1)

E. Carlsson (Saab)	5 . 32
J. Gay (Austin-Cooper)	5 . 40
P. Hopkirk (Austin Healey)	5 . 42
I. D. L. Lewis (Sunbeam)	5 . 52
Gunnar Andersson (Volvo)	5 . 54
P. Procter (Sunbeam)	5 . 56
I. V. Miller (Austin-Cooper)	5 . 56

Hafren (Stage 2) (*Cancelled*)

Myherin (*Cancelled*)

Brechfa Forest

E. Carlsson (Saab)	7 . 29
I. D. L. Lewis (Sunbeam)	7 . 52
R. Aaltonen (Morris Mini-Cooper)	7 . 58
P. Hopkirk (Austin Healey)	8 . 02
P. Procter (Sunbeam)	8 . 07
Miss P. Moss (Austin Healey)	8 . 12

Crychan Forest

E. Carlsson (Saab)	7 . 34
P. Hopkirk (Austin Healey)	7 . 54
R. Aaltonen (Morris Mini-Cooper)	7 . 56
Miss P. Moss (Austin Healey)	7 . 59
I. D. L. Lewis (Sunbeam)	8 . 00
P. Procter (Sunbeam)	8 . 03

Eppynt

P. Hopkirk (Austin Healey)	21 . 42
Miss P. Moss (Austin Healey)	22 . 08
E. Carlsson (Saab)	22 . 11
H. C. Taylor (Ford)	22 . 24
I. D. L. Lewis (Sunbeam)	22 . 59
G. J. Mabbs (Austin)	23 . 45

Bovington Camp (Stage 1)

E. Carlsson (Saab)	4 . 50
I. D. L. Lewis (Sunbeam)	4 . 52
J. H. La Trobe (Sunbeam)	4 . 56
J. M. Rhodes (M.G.)	4 . 59
R. Aaltonen (Morris Mini-Cooper)	4 . 95
P. Bolton (Volvo)	5 . 00
J. Cuff (Rover)	5 . 00

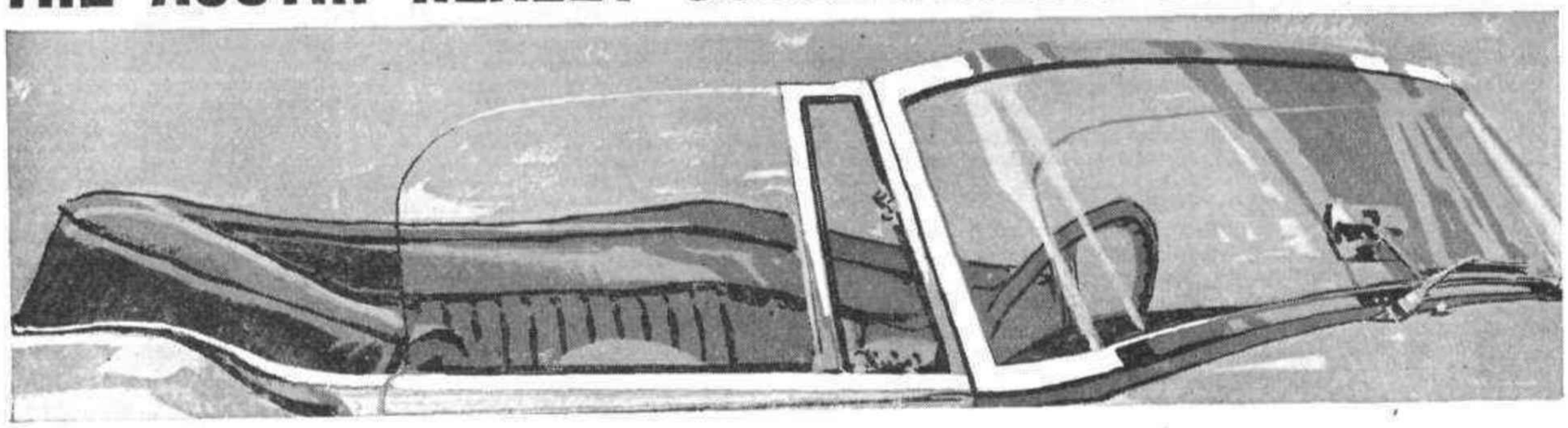
Bovington Camp (Stage 2)

E. Carlsson (Saab)	4 . 30
R. Aaltonen (Morris Mini-Cooper)	4 . 49
I. D. L. Lewis (Sunbeam)	4 . 52
H. C. Taylor (Ford)	4 . 54
Miss P. Moss (Austin Healey)	4 . 55
J. N. Rhodes (M.G.)	4 . 56
F/O. L. Gibson (Morris)	4 . 56

The **AUSTIN HEALEY** 3000

Now the brilliant Austin Healey 3000 is a slicker, more practical 2/4 seater, with a quick-folding convertible top that stows away neatly round the top of the new back seat. We call it the Sports Convertible—and a dream of a sports car it is:—130 b.h.p.; disc front brakes (optionally servo assisted); twin carburettors. All give you—performance plus safety, plus luxurious styling. □ The Austin Healey 3000 was outright winner of the Alpine Rally in both 1961 and 1962. The Sports Convertible costs £1045.15.4 (£865 plus £180.15.4 purchase tax). At a price like that, it's a match for any sports car in the world. See it and drive it—at your Austin Dealer's showroom.

THE AUSTIN HEALEY 3000 SPORTS CONVERTIBLE



THE CARS OF JOHN GODDARD

Described to the Editor in a recent interview.

JOHN (Jumbo to his close friends) Goddard is a versatile motoring enthusiast and competitor in sprint and vintage contests with sufficient wealth for his style to be uncramped.

His father before him was a great enthusiast, who competed in speed hill-climbs of *circa* 1904-1910 with Daimler cars.

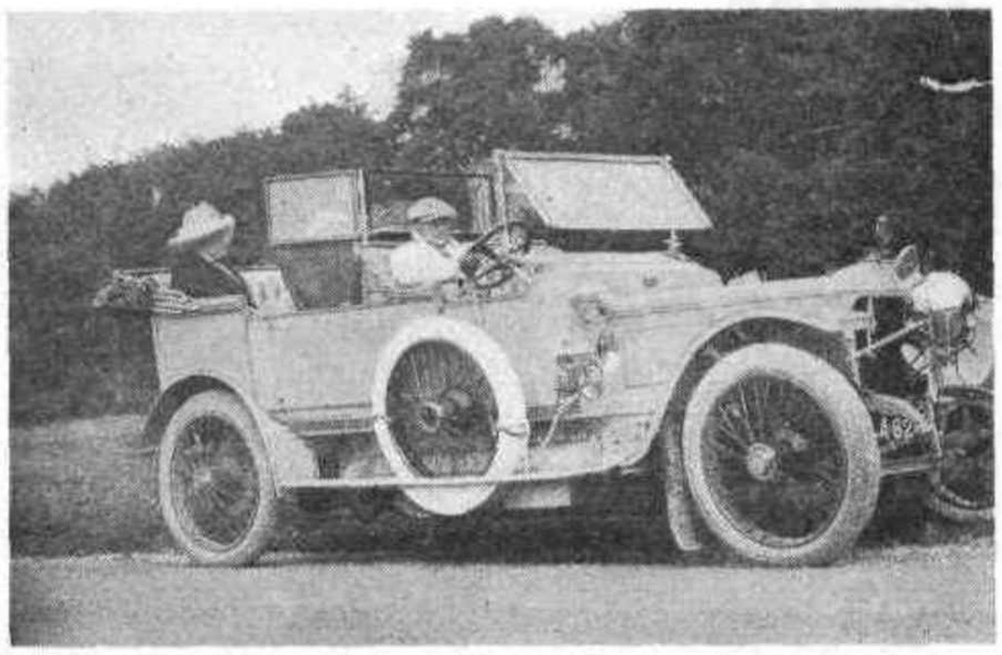
The family seat was at that time at Pease Pottage (the house is now the Tilgate Forest Cottage Hotel) and here six cars were accommodated in a tiled motor-house which had central heating although the house did not. These cars consisted of three chain-driven poppet-valve Daimlers, a 15-h.p. sleeve-valve Daimler and a fine 1911 6-cylinder Knight-engined Daimler carrying an enormous Petro-Radford searchlight in front of its fluted bonnet. The sixth vehicle was an ancient Daimler, believed to have been built before 1900, used as a luggage tender. A staff of four—chauffeur, second chauffeur, mechanic and washer—attended these Daimlers, for the maintenance of which a beautifully-equipped workshop, containing 6-in. Baldwin lathe, drilling and grinding machines, etc., was available. These machine-tools were driven by a 110-volt electric motor for which a 10-h.p. Ruston semi-diesel engine and generator in its sunken power-house, which had polished brass-handrails and the steps of which were whitewashed regularly every week, provided the current. It also lit the house, pumped water and powered an organ. All repairs, including re-metalling bearings, were carried out in this well-equipped home workshop.

Little wonder, then, that young Goddard grew up with a love of cars and all things mechanical. While still at Brighton College he acquired a 2-speed G.P. Morgan-Anzani 3-wheeler, later changed for a Morgan Blackburne which was tuned by Harold Beart of Kingston until eventually it possessed most of the mods. found in Beart's well-known Brooklands record-breaker (*see* page 161 of " The History of Brooklands Motor Course ").

In this trim Goddard's Morgan developed some 60 or 70 b.h.p., weighed 5 cwt. and the back tyre lasted 600 miles. It was driven in such events as the M.C.C. High-Speed Trial at Brooklands but was very unreliable, the engine having to be taken down and rebuilt once a fortnight. The worst trouble lay in the back main bearing, which was an *uncaged* roller bearing in which roller chewed roller with disastrous results. There was at this time a D.O.T.-Bradshaw " oil boiler," but Goddard's parents frowned on two-wheels, so it was for a short time only.

John Goddard's first new car was a 14/40 M.G., engine-turned all over, with red wings. He remembers it as a " gutless wonder." It probably did 60 m.p.h. but driving it home from Stewart and Ardern's in London, by the time the youthful owner had reached Egham (the family was now living in Sunningdale, golf having replaced motoring in esteem for Goddard's father) he was thoroughly disillusioned and the climb up Egham Hill was the anti-climax. Compared to the Morgans. . . .

A solution was sought at a used-car vendor's in East London, where the M.G. was swapped for a 2-litre 6-cylinder Marlborough Grand Sport, the splendid dashboard of which was its own salesman! That, and the quite delightful German-silver radiator. But looks are not the whole story and the car, says Goddard, " was deplorable—wouldn't pull your hat off." This Marlborough was surely one of the very few, perhaps the only one, ever sold ?—Tommy Hann was associated with this T.B. André venture at Brooklands. A friend who accompanied Goddard in the M.G. fell for a Nazzaro, which was even less sensible.



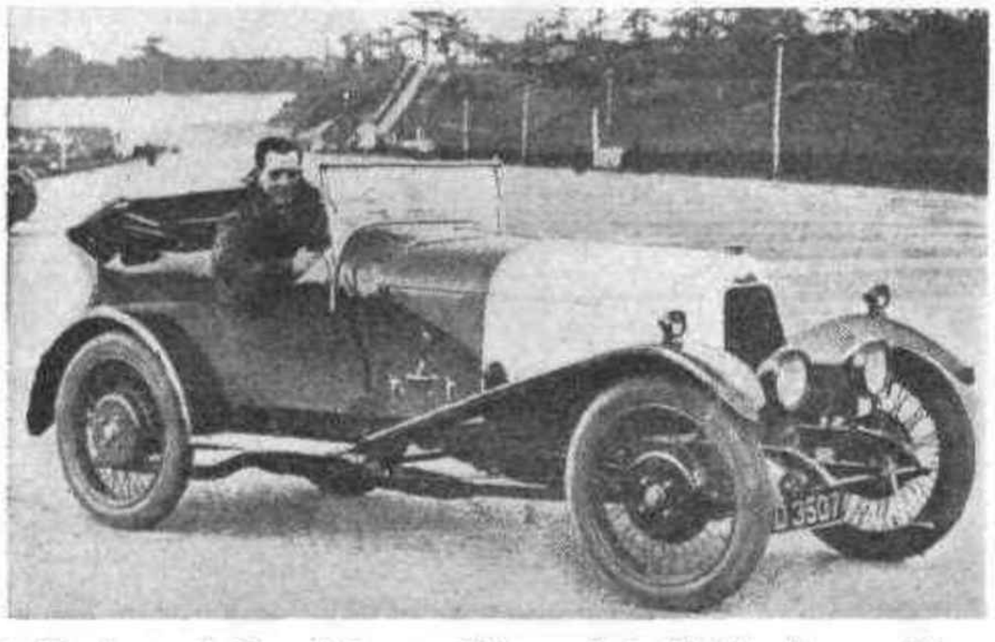
One of the Goddards' fleet of cars, pre-1914. Note the huge head-lamps on this 1911 six-cylinder Daimler! Its chauffeur was Mr. Thompson, ex-foreman-fitter from Daimler's, who is now living in Crawley.

To get over the disappointment over this " fantastically awful " Marlborough, a 3-litre Bentley open 4-seater (HT 9029) was bought—a Red Label but with single Smiths carburetter. This was soon rectified, by fitting twin S.U.s. By now Goddard was serving an apprenticeship at Thornycroft's Woolston shipyard and he converted the Bentley's engine to forced induction, installing, very neatly, a Cozette blower and carburetter. This engine he still has, to remind him of student days.

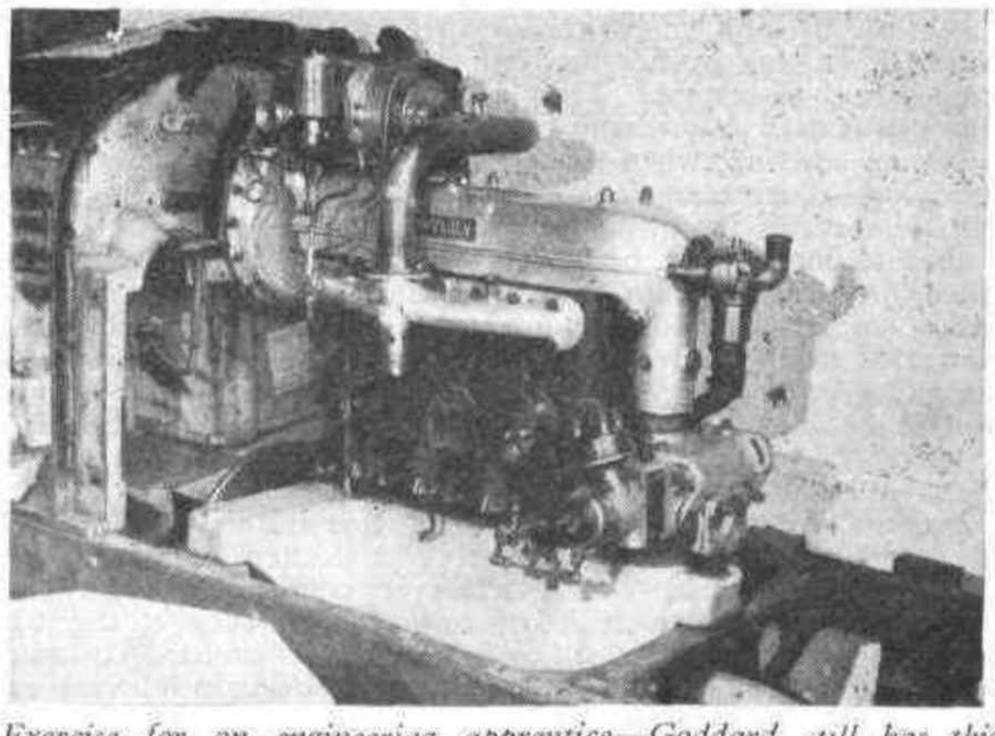
He also has the Bentley—its frame being used for his 8-litre sports car (MOTOR SPORT, October 1962, page 799), which, amongst other successes, clocked 136.15 m.p.h. over a f.s. kilometre at Antwerp last May.

From 1933 until 1938 Goddard was in Australia, where he used Ford V8s. His first had mechanical brakes that used to lock-on when the car hit a bad pothole, this allowing the front axle to move too far downward. This sent the bell-cranks over-centre, so that when the spring returned, the brake-rods were that much

Continued on page 978



A Marlborough Grand Sport, which was John Goddard's second four-wheeler. He didn't keep it long!



Exercise for an engineering apprentice—Goddard still has this 3-litre Bentley engine which he converted to Cozette super-charging. Note the beautiful pipe-bending and tachometer drive from the front of the camshaft.

Small-Car Topics

A Section Devoted When Deemed Necessary to Cars the Engine Capacity of which does not exceed 1,000 c.c.

THE D.A.F. DAFFODIL AT BLACKBUSHE AIRPORT, where three young ladies, aged, respectively, 13, 15 and 16, and a lady who does not hold a driving licence, found no difficulty at all in driving this two-pedal, belt-driven small car from Holland.

A DAFFODIL IN THE WEST COUNTRY

THE D.A.F. with its ingenious and effective belt-and-pulley two-pedal "Variomatic" automatic transmission, built by Van Doorne's Automobielfabriek N.V. at Eindhoven in Holland, has been in production for a number of years and is becoming well known in England as an amusing, fascinating and foolproof-to-drive small car.

I spent a long week-end last month in this modern "cyclecar"—what else can I call a car with a 746-c.c. flat-twin air-cooled engine, no gearbox and belt transmission?—and found it great fun. Sports-car drivers will regard the D.A.F. as a joke but it is a very *good* joke, and indispensable to those ladies and other drivers who are shy of gear-changing and crave something simple in which to pass their Driving Test.

The car I tried was the Daffodil version, with the latest 85.5 × 65 mm. engine and more de luxe equipment than the normal model. Trying not to see the word "Daffodil" on the body sides and the flower motif on the steering wheel—I should feel the same about a Skoda Snowdrop or Pontiac Pansy, I suppose!—I took stock of the D.A.F.'s simple interior, upholstered in two-tone plastic.

On the floor—two pedals, one for go, one for stop. A hefty central handbrake. Two control stalks, that on the left selecting headlamps full beam or flashing these in daylight, that on the right sounding the horn and operating manually-cancelled flashers. Before the driver, an 80-m.p.h. Vdo arc-type speedometer with total distance recorder (*sans* decimals), incorporated in which, from l. to r., are oil, low-fuel, full-beam and ignition warning lights, each with an illustrated symbol (oil can, petrol pump, lamp and lightning zag, respectively!). These lights are, respectively, red, amber, blue and red. On a horizontal sill before the speedometer, reached through the steering wheel, are four press-buttons, also with International symbols. From l. to r. these selected wipers, sidelamps and headlamps, that on the extreme left being spare, for a spot-lamp, etc. With a flasher working two green flashing arrows are illuminated. There is a useful rear-view mirror, a rear parcels' shelf and a very bright interior lamp on the off-side door pillar, with courtesy action.

On the driver's side of the slim transmission tunnel is a small white lever that pushes forward to select forward-drive and is pulled back to reverse. There is a neutral position in the centre but this is used only when servicing operations require the engine to be speeded up, when its use stops the automatic transmission creeping—it isn't needed on the road. After mastering these simple controls the owner of a D.A.F. is ready to go motoring.

Before doing so he, or more likely she, will have observed the superior finish of the little car, both inside and out. The facia has deep, soft crash-padding along its upper edge, and it carries a quadrant lever controlling the heater, a swinging lever below it directing warm air either on to the screen *via* a semi-circular outlet, or into the car. There is a drawer-type ash-tray and a cubby-hole with press-button lid. The window-winders call for 3¼ turns to fully drop the glass and have quarter-lights with rain-gutters. The ignition-key starts the engine and locks the off-side door. Both doors have elastic-topped pockets, and there are twin safety-type sun-vizors. The separate front seats have adjustable squabs, which lift up to give easy access to the back seats; they are rather small and have somewhat hard cushions.

Forward vision is excellent, the two wings being in full view and the brief dropped bonnet invisible. Sideways vision is impeded by the thick screen pillars.

The bonnet has to be propped open but the boot-lid, after being released by a "secret" toggle on the near-side edge of the rear-seat cushion, props automatically. The spare wheel is carried in it, vertically, leaving most of the floor clear. Two lamps illuminate the back number-plate.

Those are the main "static" features of this unconventional but essentially practical Dutchman, which has i.f.s. by transverse leaf-spring, i.r.s. by coil-springs and swing axles, rack-and-pinion steering, 6-volt electrics with an Ava battery, and a brake-lining area of 68 sq. in. The wheelbase is 6 ft. 9 in., the tyres are 5.20 × 12 Michelins, and a self-locking differential is incorporated in the automatic transmission, which gives infinitely-variable ratios ranging from 16.4 to 1 to 3.9 to 1.

The flat-twin engine, of fractionally greater capacity than a pre-1939 Austin Seven, has vertical o.h. valves and a 7.1-to-1 c.r., so is not a high-output power unit. It contrives, however, to develop 30 b.h.p. at 4,000 r.p.m., and thrives on cheap petrol. As the Daffodil has a kerb weight of under 13 cwt. this suffices for cruising at an easy 60, or even at a speedometer 70 m.p.h., accelerating quickly from rest (away from traffic stops a D.A.F., with its absence of cog-swapping, can outwit a Mini), and a true maximum of 65 m.p.h.

So much has been written about the D.A.F. Variomatic belt drive that I do not propose to go over it all again. Suffice it to say that it provides extremely smooth automatic transmission of an entirely foolproof nature. The take-off from rest is positive but free from jerk, and the driver can either accelerate hard, equivalent to "kick-down" on gremlin-inspired automatic transmissions, to the accompaniment of what sounds like belt-slip but isn't, or get going more gently. Having attained the desired cruising speed the accelerator can be backed off, causing the drive-ratio to rise automatically, when engine noise falls and you belt along in noteworthy quietness. The fan-cooled flat-twin only just conveys the impression that it has but two cylinders (when idling, which it does very slowly, it is almost inaudible), there is only a faint rumbling from below, and road noise is below average for a tiny car.

"The D.A.F. is so simple that anyone can drive it. . . ."

A DAFFODIL IN THE SNOW.—The D.A.F. at the top of Middledown hill during our road test.

DEFEATED.—The D.A.F. almost but not quite conquers snow-bound Higher Rill, which was an Observed Section in the 1929 M.C.C. London-Exeter Run.

After its simple two-pedal control, I rate the low noise level of the D.A.F. Daffodil one of its outstanding characteristics. The steering ($2\frac{1}{2}$ turns, lock-to-lock) is as light and smooth as any I have experienced since I ceased reluctantly to be a VW driver, and free from kick-back; there is mild but helpful castor return action. The brakes need a fairly high pedal pressure but are just about adequate (there is a reverse suction control on the facia to give engine braking down steep hills but it has no effect), and the suspension is lively but comfortable. Road-holding and cornering need not be discussed in detail, for this is a utility car—they do not inspire confidence when speed rises above 50 m.p.h.

The Variomatic transmission is great fun, because so much control can be maintained over it by varying the throttle opening. Novices will revel in it, especially as smooth starts are possible on hills and it disengages reassuringly just before the car comes to rest, while walking-pace running is possible without snatch. There is a normal choke knob on the facia and a third facia knob works the powerful screen-washers.

Pottering about locally in this ingenious and likeable little D.A.F. I found the Cibie headlamps excellent, and very effective when dipped. The rear lamps are Hella. The fuel light came on 175 miles after the tank had been filled with Esso Mixture but the absolute range proved to be 216 miles. The engine commenced easily after a night in the open in very low temperatures. To test its simplicity of control I was able, by courtesy of the Manager of Blackbushe Airport (which is owned by Air Vice-Marshal Bennett, manufacturer of Fairthorpe cars), to let three girls under driving-licence age and a lady who has never held anything but provisional licences, try the D.A.F. They drove with complete confidence and were "sold" on the little saloon in next to no time. A D.A.F. is its own best salesman, at all event amongst the fair-sex!

To convince myself that the dual belts have no snags, I took the car over the route of the 1929 M.C.C. London-Exeter Run, using an original route card kindly loaned by "Jackie" Masters. The previous good impressions were now somewhat modified for a foolproof town and main-road car does not necessarily make a trials champion. Although the D.A.F. ascended gradients of 1 in 6 with ease, and got up Devenish Pit observed-section non-stop and took Middledown and later long, steep Peak Hill near Sidmouth (neither were observed in 1929) at a gallop, it came to rest high up Higher Rill with belt-slip, suffered wheelspin on the grassy surface of Harcombe (but successfully climbed the old Harcombe of the 1928 "Exeter") and finally, as dusk closed in, disliked the snow on Meerhay and only got as far as the Halter Path railings up winding, rutted Ibberton.

Perhaps such treatment was unfair to our Daffodil, for long before 1929 people had given up trying to get belt-driven cyclecars through the "Exeter." Reverting to its road-behaviour, it returned 35 m.p.g. of mixture fuel cruising flat-out down the fast A 30 road but the trials-work dropped this to 32.3 m.p.g. But commercial grade was satisfactory. After 575 miles 1 pt. of oil was needed. No trouble of any kind developed, apart from an intermittent "short" in the lamps-flasher. The belts seemed no worse for the slipping they had been subjected to. In normal conditions D.A.F. claim a belt life of 25,000 miles and no chassis greasing is required.

The Daffodil now costs £698 19s. 7d. complete with purchase tax, the least-expensive version £599 17s. 11d. Many extras, such as a sun-roof, Philips radio, whitewall tyres, reversing lamps, etc., are available. The concessionaires for this unique and useful little vehicle are Intercontinental Cars Ltd., New Zealand Road, Walton-on-Thames, Surrey.—W. B.

MINIATURES NEWS

The latest gambit in the race for car miniatures sales is beautifully fitted transparent sliding windows. These are found on a very fine Meccano Dinky Toys model (No. 198—6s. 11d.) of the Rolls-Royce Phantom V, measuring $4\frac{15}{16}$ in. in length. Models of Rolls-Royce cars have always been much sought after since Lines Bros. introduced a big tin-plate version in the '30s, and the demand for the present excellent Dinky Toys version with plated fittings should be heavy. This follows on the Dinky M.G.-B with opening doors, described last month.

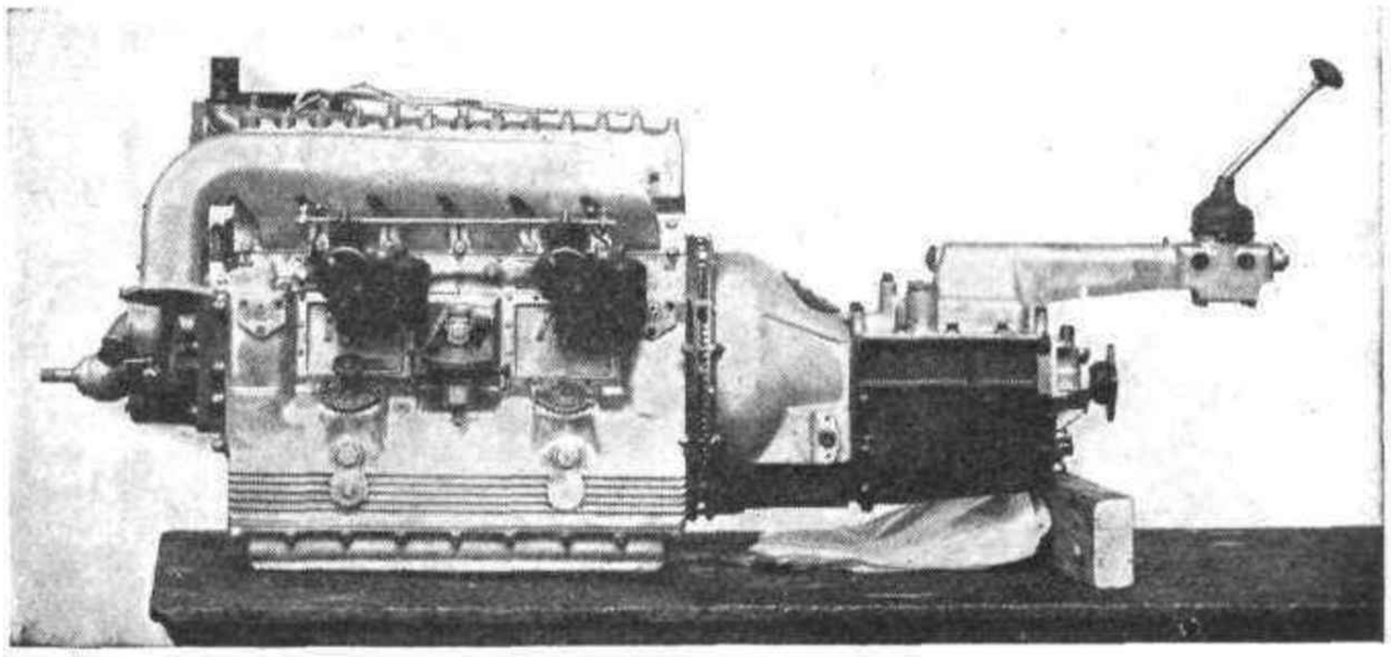
Dinky have also followed Corgi with a Jaguar Mk. X, the boot of which opens to reveal a removable case and valise. This model is $4\frac{3}{16}$ in. long, is No. 142, and costs 5s. 6d. We now await a super model with sliding windows, opening boot, openable bonnet and doors you can open, all on the same miniature! Certainly with their doors and windows Dinky are retrieving lost ground, fast! For their roadways they have added a police-controlled crossing (No. 753).

Corgi have a Cadillac ambulance (No. 437) with real flashing roof-light, battery-fed, and a very elaborate and strong Circus Horse Transporter with six horses, towed by a Bedford tractor unit, in their Corgi Major series (No. 1130). Then, in their Playcraft "Aurora" plastic kit series, there is a very detailed Jaguar E-type coupé for home assembly. It is to $\frac{1}{25}$th-scale, includes cockpit, body and suspension details even to a rear-view mirror, wire wheels, knock-off hubs and detailed engine, and costs 14s. 6d. Christmas is coming . . . !

Finally, for this month, there is the Corgi Major No. 1105 Bedford-Carrimore Car Transporter, no less than $10\frac{3}{8}$ in. long, with seats, steering wheel, mirror, and detachable trailer with working jacks to raise the upper deck, and, of course, "Glidamatic" suspension throughout. This fine model costs 19s. 11d.

W. B.

SCOTT TWO-STROKE CAR ENGINES



SCOTT'S BIGGEST.—A side view of the 1936 2-litre 6-cylinder which found its way into an Aston Martin car. It measured 22¾ in. in height by 22½ in. in length. Note the twin R.A.G. carburetters and bolt-heads on the crankcase for access to the oil pumps.

[Although it is still popular for motor cycles, in the car world the 2-stroke engine is often heartily disliked, except for lightweight runabouts. But it still has its enthusiastic adherents and Saab in Sweden, who won the recent R.A.C. Rally, and the Daimler-Benz owned Auto Union/D.K.W. small cars use 3-cylinder power units of this kind. In the following exclusive article George Stevens, Editor of *Yowl*, the Scott O.C. Magazine, recalls some ambitious pre-war Scott car-type multi-cylinder 2-cycle engines that are of lasting interest to engineers and all 2-stroke advocates.—Ed.]

FOR over half a century the name Scott has been synonymous with high-performance 2-stroke machines, usually motorcycles whose speed and smooth acceleration—coupled with an exciting exhaust cadence—became bywords in the vintage era.

Scott power units, however, were by no means reserved for 2-wheeled thoroughbreds. As long ago as 1915 Alfred Scott cut adrift from the motorcycle factory he had founded six years earlier and devoted his talents to the development of 3-wheel guncars. After the war a civilian version appeared—the Scott Sociable. The "Crab"—as it became nicknamed—incorporated a very interesting 2-stroke engine with rotary inlet valves. The capacity was 578 c.c., and lubrication was by a 1 : 32 petroil mixture.

Commercially, Scott's cyclecar was a failure—mainly due to production and management troubles. The motorcycle Company, too, had its share of problems, culminating in yet another winding-up in the slump of 1930. The Chief Financier sank some more capital and the Company was re-formed as Scott Motors (Saltaire) Ltd.

As most of the old staff had left, he engaged some newcomers. The new Chief Designer was a clever young engineer named William Cull, and he was responsible for most of the interesting power units made at Shipley in the 'thirties.

Motorcycle sales in 1931 were too low to keep the little Shipley works fully occupied and part of the factory was let to a tyre firm. Scotts accepted all sorts of machining subcontracts to pay their way, and Cull was encouraged to find new outlets for the skill and facilities at his disposal: he was given a free hand in experiment and research.

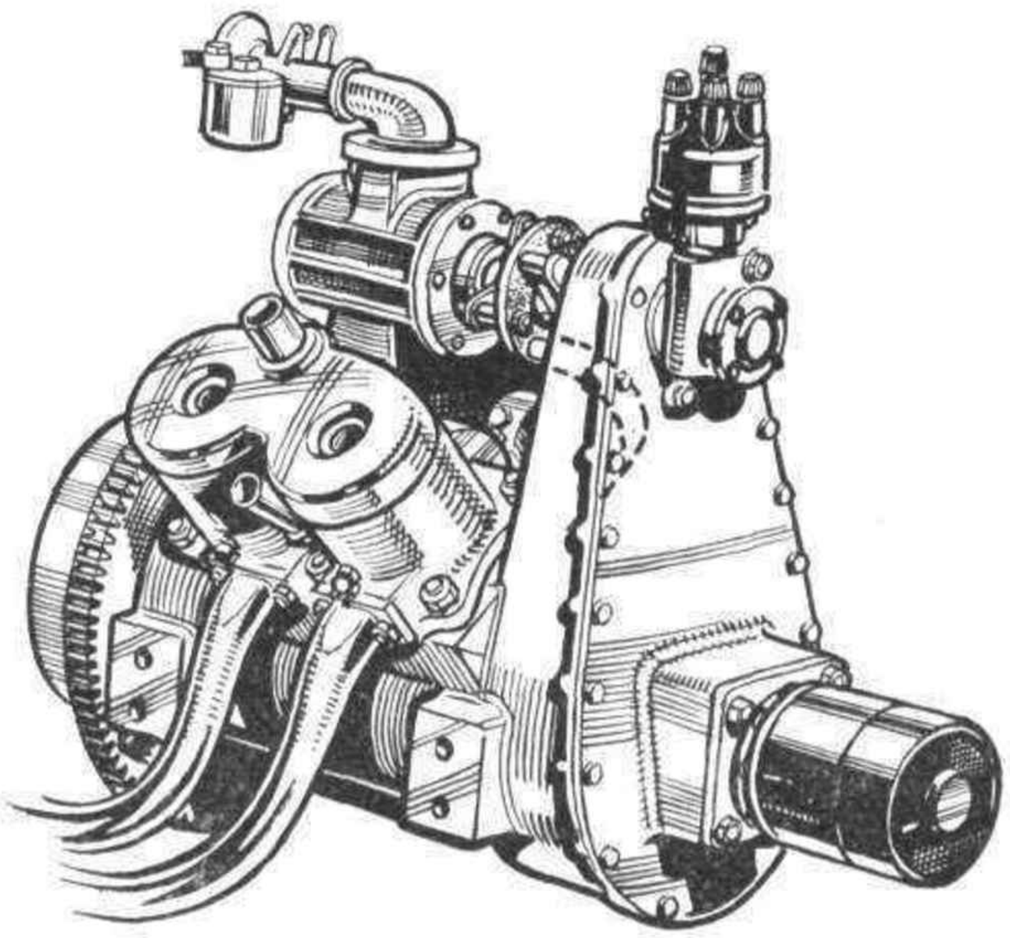
His attention turned to engines which were clearly designed with light sports vehicles in mind; his first brainchild was a supercharged vee-four 2-stroke which utilised two of the T.T.-Replica motorcycle cylinder blocks on a common undivided crankcase and shaft. A rotary blower fed mixture direct to the cylinder inlet ports *via* a rotary valve—a system which avoided crankcase compression and thus made possible a one-piece four-throw crankshaft, splined to a car-type clutch and flywheel. Main- and big-end bearing lubrication was simplified by the separate induction/compression unit, as oil could swill around the common crankcase quite freely without enriching the mixture. Lubrication of the multi-feed rotary distribution valve, however, was a very different problem, and persistent troubles led to abandonment of this interesting unit, which never got beyond the prototype stage.

Cull went back to the well-tried "Day-cycle" and conceived a completely new engine—an in-line 3-cylinder with normal piston-controlled induction and transfer. An experimental 750 c.c. unit was built and installed in a motorcycle frame for road-tests during 1933. The results were sufficiently encouraging to justify limited production of a 73 × 78 mm. 980 c.c. version in a heavyweight motorcycle. This model 35 with 5.8 to 1-c.r. gave 47 b.h.p. at 6,000 r.p.m. and over 60 lb./sq. in. b.m.e.p. Up to 3,000 r.p.m. output was higher than most equivalent o.h.v. units in spite of the low c.r.

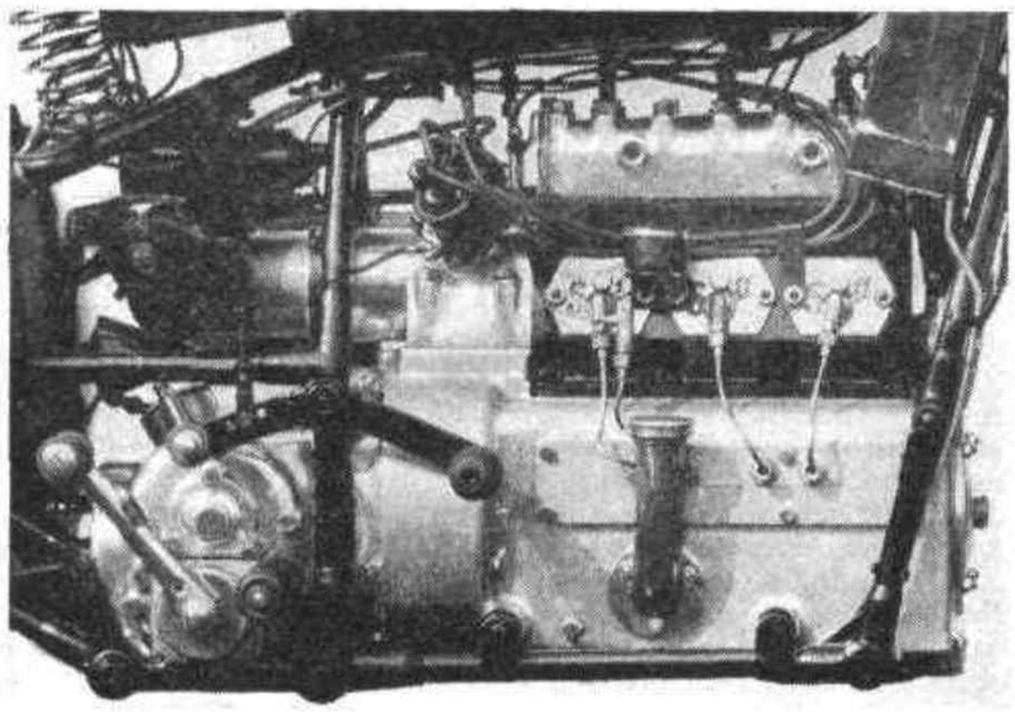
Several of these big 2-strokes machines were sold, and one at least has survived. Another went into a Morgan 4/4 chassis, and was subjected to lengthy tests, during which lubrication and cooling problems were satisfactorily solved. [I tested this car for MOTOR SPORT just after the war. — ED.]

By far the most interesting engine made at the West Riding works, however, was the 2-litre, 6-cylinder unit of 1936. This engine has recently been put on display at the Birmingham Museum of Science & Industry.

The 22½ in. long crankcase (a single alloy casting) surmounted a 2½-gallon sump which was held by no fewer than 26 peripheral studs. Sides and bottom of the sump compartment were finned, and the internal crankchambers higher up were separated by five crankcase webs. These—and the rear and front walls—housed the eight double-row roller bearings which, in turn, were carried in alloy drums that exactly fitted the crankcase webs.



This drawing is of William Cull's experimental 1931 supercharged V4 2-stroke engine, having two off-set T.T. Replica cylinder blocks on an undivided crankcase, mixture distribution being via a rotary valve, which proved troublesome. Note the car-type flywheel and starter ring.



The 1933 750-c.c. prototype Scott 2-stroke engine in a motorcycle frame. Note copper pipes conveying oil from the crankcase to the cylinder walls.

The 6-throw crankshaft was of the built-up type, each pair comprising full discs appropriately machined and splined. The front three throws were as in a conventional 6-cylinder engine, but the rear three were at 120° to each other—number four being at 180° to number one, giving a power stroke at every 60° of crankshaft rotation.

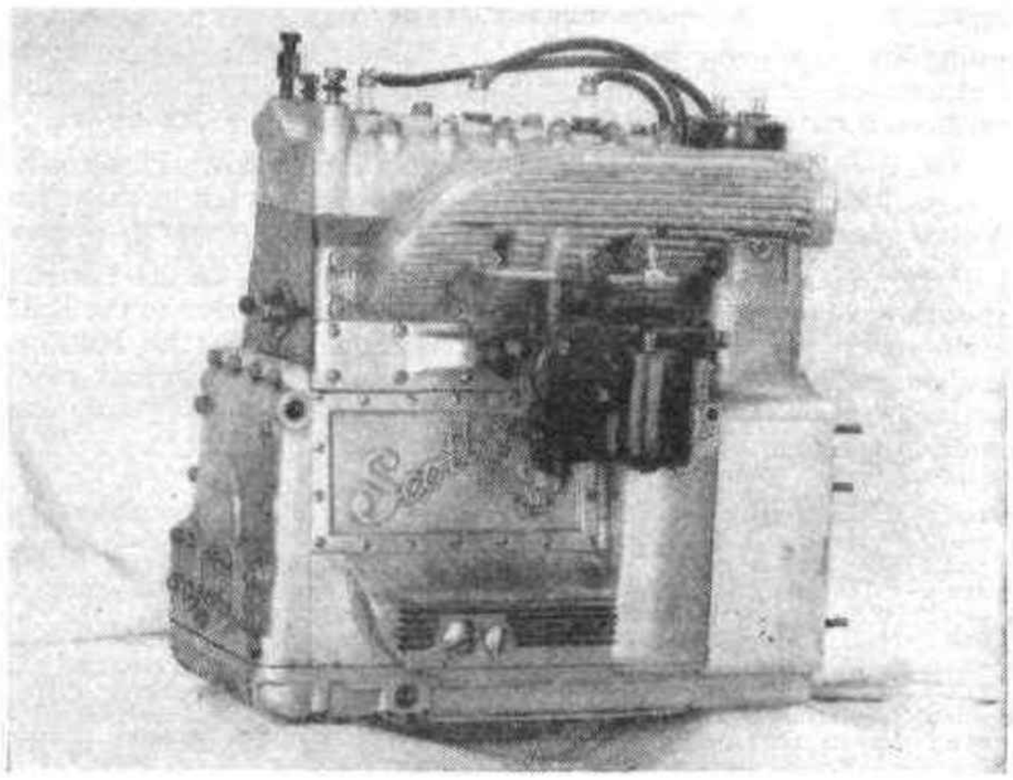
Big-ends were triple-row roller races, and the ribbed connecting rods were similar to the well-known motor-cycle pattern, with partially cut away little-ends. Crankcase compression for each chamber was maintained by the oil film in the mains roller races, which were of a special close-tolerance type, each with a positive oil-feed from one of two metering pumps situated fore and aft of a chain-driven auxiliary shaft. There were actually *four* oilpumps working in the same system: the main primary pump drew lubricant from the sump and fed it under pressure to the intakes of the two metering pumps. A pressure relief valve discharged oil to the auxiliary shaft bearings and chains, and a scavenge pump withdrew surplus oil from each crankchamber and returned it to the sump. The "metering pumps" were operated by swashplates coupled to the throttle linkage: as the opening increased, so did the stroke of the six plungers in each pump body. (One to each main bearing, and one to each cylinder bore.)

Cylinder construction was novel and provisionally patented: the lower section of each bore was formed by a sleeve in which ports were accurately machined, and which was pressed into position up a counter-bore in the cylinder proper—a chromidium iron casting with normal exhaust and transfer ports. The protruding port-sleeves spigoted into the crankcase, while the upper junction of each liner and cylinder was adapted as an oil-groove communicating with a surrounding gallery fed from one of the swashplate pump plungers. Evenly spaced notches admitted the oil to conventional Scott heat-treated Y-alloy deflector pistons, and small cuts around the skirts distributed it evenly around the bore.

The light-alloy cylinder head was secured by 33 *studs* and the usual copper-asbestos gasket interposed between upper and lower machined surfaces. A large water take-off was bolted to the head casting at the front, and sparking plugs were centrally disposed. The lower hose connection was situated directly in line with the six exhaust ports, and specially contoured passages ensured that in coming coolant thoroughly circulated around the hottest point of the engine. Effective water cooling was largely due to the high-capacity vane pump chain-driven from the front of the crankshaft; it had blades at 90° to the rotor, and a drain-tap at the lowest point.

As on nearly all Scott engines, transfer-port covers were detachable. Actually, a pair of 3-cylinder side-plates was used, end-to-end; these had a specially shaped inner aspect which formed a smooth venturi in each passage. Piston and ring inspection was not quite so simple as on the normal Scott twin-engine—these transfer covers were held in place by 42 screws! Immediately beneath these plates was a cast-alloy inspection cover bearing the inimitable "Scott" scroll.

The dynamo was belt-driven in conventional car style—by a "Texrope" belt made in the factory next door. (Frank Wigglesworth Ltd., a firm long established as makers of all-British transmission drives, grew up alongside the old Scott Engineering Co. Ltd.) A Delco-Remy was used and electrical equipment was completed by a starter-motor with the usual Bendix pinion, engaging the toothed flywheel which housed a Borg & Beck clutch. (The gearbox illustrated was not a Shipley product, but a remote-change job of famous origin).



The 1935 980-c.c. Scott engine used a larger "sump," making installation in a motorcycle difficult. MOTOR SPORT *tried this power unit in a Morgan 4/4. Its multi-cylinder oil pumps gave way eventually to petroil lubrication. When the Company went into liquidation in 1950, fifty sets of castings intended for car use existed partly machined.*

Rod linkage actuated two R.A.G. carburetters, fed from a mechanical Amal fuel pump—and thence the swashplate tilt mechanism of the old pumps. (The overriding regulators, with small eccentric dials, may be seen at the front and rear of the nearside view of the crankcase, level with the float chambers).

When put on test, on the Shipley dynamometer this 2-litre engine (73 mm. × 78 mm.) developed 86 b.h.p. in standard, not-run-in condition—not fabulous, but an output which brought fourth praise from both Laurence Pomeroy and Cecil Clutton. It had a safe speed of 6,600 r.p.m., limited only by the flywheel safety factor; but of the specific fuel consumption no record (mercifully ?) has survived. Total weight was 350 lb.

A West Riding motoring enthusiast, Dr. R. Wood of Leeds—saw the engine on test, and had it installed in his own 1928 Aston-Martin. In MOTOR SPORT for December 1943 he wrote :—

> . . . . the conversion was carried out for me by Messrs. F. Hambling & Co. Leeds, in 1937, and it was one of the most attractive vehicles it has every been my good fortune to drive. I saw the engine giving 86 h.p. on the dynamometer after it was first built up, and Mr. Cull, the designer, said that if I did not mind a heavy petrol thirst I could have, by port modifications, 126 h.p. from it; or for sprint work 170 h.p. with a frightful consumption.
>
> This is in all cases unblown. In the last case of 86 h.p. per litre, the engine could never be restored to normal.
>
> The car would readily exceed 80 m.p.h. with the 'touring' layout of engine, and gave marvellous acceleration with '12-cylinder' torque and total absence of vibration. Petrol consumption was around the 25 m.p.g. mark.
>
> Unfortunately, owing to the underslung worm drive of the A-M., I had very little clearance under the rear of the crankcase, and this did not fit in well with Yorkshire trials, so I had the engine removed and was intending to have it fitted in a G.P. 2-litre Bugatti chassis, but financial stringency put a stop to that."

The good Doctor did not even mention oil consumption!

A MOTOR RACING DIARY

A very useful diary containing not only the usual data found in the better diaries, but pictures of racing cars and racing engines and much tabulated motor racing information, is again available from Motor Racing Publications, Ltd., 62, Doughty Street, London, W.C.1. The Editor has been using one all this year. There are three styles for 1963, one with Plexhide binding at 5s. 3d., a standard leather edition at 7s. 3d., and a de-luxe edition in leather at 10s. 9d., postage 6d. in each case.

The Morgan 3-wheeler Club Hon-Secretary is now R. S. Richmond, 117, Park Road, London, N.W.8.

RALLY RIPPLES—continued from page 945

going by supplying jugs of water. The radiator was removed before going into the parc ferme and he drove out in the morning without a radiator!

These Swedes really know all about rough roads. Diminutive Sylvia Osterberg, who is an ice-racing exponent at home, threw her Volvo about very rapidly and finished a staggering tenth overall.

A bunch of enterprising competitors advertised in the Bournemouth local paper for young ladies to accompany them to the Rally Ball. Ten girls applied and were accepted, then the National papers got hold of the story and a reporter from a Sunday paper arrived. He was thrown out of the hotel as some of the young men suddenly remembered they were married.

Results :

1st :	E. Carlsson/D. Stone (Saab 96)	204 marks lost
2nd :	P. Hopkirk/J. W. S. Scott (Austin Healey 3000)	264 ,, ,,
3rd :	Miss P. Moss/Mrs. P. Mayman (Austin Healey 3000)	314 ,, ,,
4th :	I. D. L. Lewis/D. Mabbs (Sunbeam Rapier)	349 ,, ,,
5th :	R. Aaltonen/J. A. Ambrose (Morris Mini-Cooper)	352 ,, ,,
6th :	H. C. Taylor/B. Melia (Ford Anglia Super)	354 ,, ,,
7th :	T. K. Makinen/J. Steadman (Morris Mini-Cooper)	394 ,, ,,
8th :	Gunnar Andersson/D. Johns (Volvo 122S)	397 ,, ,,
9th :	J. J. Thuner/J. M. Gretener (Triumph TR4)	430 ,, ,,
10th :	Mrs. S. Osterberg/Mrs. G. Pattison (Volvo 122S)	442 ,, ,,
The Best Performance by a Privately-owned Car :	L. Gillmo/L. Berdgren (Volvo 122S)	448 marks lost

CLASS AWARDS

Class 1 : Up to 850 c.c. :	E. Carlsson/D. Stone (Saab 96)	204 marks lost
Class 2 : 851 to 1,000 c.c. :	T. A. Makinen/J. Steadman (Morris Mini-Cooper)	394 ,, ,,
Class 3 : 1,001 to 1,600 c.c. :	I. D. L. Lewis/D. Mabbs (Sunbeam Rapier)	349 ,, ,,
Class 4 : Over 1,600 c.c. :	Gunnar Andersson/D. Johns (Volvo 122S)	397 ,, ,,
Class 5 : G.T. up to 1,600 c.c. :	R. Aaltonen/J. A. Ambrose (Morris Mini-Cooper)	352 ,, ,,
Class 6 : G.T. over 1,600 c.c. :	P. Hopkirk/J. W. S. Scott (Austin Healey 3000)	264 ,, ,,
Ladies' Cup :	Miss P. Moss/Mrs. P. Mayman (Austin Healey 3000)	314 ,, ,,

Manufacturers' Team Award : B.M.C. Mini-Coopers (R. Aaltonen/J. A. Ambrose, W. L. Morrison/R. Finlay, and T. A. Makinen/J. Steadman).

WHAT IS A BICYCLE DOING IN MOTOR SPORT?—It is here because it is a very special bicycle, designed by Alex Moulton who devised the rubber-suspension for B.M.C.'s small saloon cars. It has an unusual frame, small wheels, and rubber suspension front and back! One rubber spring is within the head column, the other inside the single backbone frame. Advantages of the Moulton bicycle are quoted as low rolling resistance, no vibration, a comfortable ride, compact dimensions, a low c. of g. for safety, more carrying capacity on low-set carriers, and an open frame suitable equally for men and women. The bicycle can be picked up easily by the frame brace tube, ideally positioned at the centre of balance.

We know vintage car enthusiasts who own vintage bicycles. We heard of a motor-racing enthusiast who purposely rode a Maserati motorcycle. If Honda enter the F.1 field we shall expect many visitors to the circuits to arrive on Honda motorcycles. Meanwhile, those who ride on rubber in B.M.C. minicars and 1100's may wish to continue to do so when they cycle. This ingenious new British product is made by Moulton Bicycles Ltd., Bradford-on-Avon, Wiltshire. There is a Speed Model (the M4—for Mini-Cooper drivers?) and a Stowaway Model which breaks in two and stows in car boot priced at £25 9s. 6d.

WISH I WERE THERE!

MOTOR SPORT could not run to the expense of sending a correspondent to Mexico for the recent Formula One race, so I had to read about the race in various other more wealthy journals who had correspondents out there. The resulting chaos made me wish I were there.

Taking six different journals who reported on the race, I found that they were all agreed that Jimmy Clark won the race after taking over Trevor Taylor's Lotus-Climax V8 but there was discrepancy about when this happened. It varied from lap nine (two journals), 10 laps (one journal), to 11 laps (two journals). Also the time he was behind the leader when he rejoined the race varied, from 57 sec. to 67 sec., with one at 65 sec. thrown in for luck; another opted for "about a minute" and played safe. The time taken for the winner to complete the 60 laps varied from 2 hr. 03 min. 50.9 sec. to 2 hr. 30 min. 50.9 sec., with 2 hr. 05 min. 50.0 sec. thrown in for luck. The time for Jack Brabham in second place had variants as well, these being 2 hr. 04 min. 52.8 sec. and 2 hr. 06 min. 52.0 sec. There was almost accord over the race average, the only variant being one journal who insisted on 90.33 m.p.h. while three others claimed 90.31 m.p.h. As this latter figure ties up with 145.339 k.p.h. quoted by two journals and 145.0 k.p.h. by another, it would seem that 90.31 m.p.h. is the best bet.

One thing that everyone agreed upon was that Clark set up the fastest lap in 1 min. 59.7 sec., but this translated into speed caused a problem: 93.26 m.p.h., 93.44 m.p.h. and 93.90 m.p.h. were all quoted, while two journals agreed on 150.375 k.p.h. As this k.p.h. speed converts into 93.44 m.p.h. I think we have a pretty good idea of the fastest lap speed in the race.

All this was simple stuff, just straight-forward statistics, but when it came to who finished in eighth place there were five variations: Raeder (Cooper), H. Rader (Cooper), A. Holmer-Rader (Cooper-Climax), Rader (Lotus), Homer-Rader (Lotus) and Homer-Rader (Lotus 4-cylinder) were all quoted by people who were "on the spot." One wonders whether perhaps all this confusion was caused by journalists acting as photographers and not paying attention, or photographers trying to be journalists.

Whatever really happened in Mexico on the occasion of the first International Formula One race held in that country, there is little doubt that Clark did some pretty cool driving to catch and pass Brabham when the Brabham-Climax V8 was going well, or was there more to it than that?—D. S. J.

BOXING NIGHT EXETER

At the time of writing, the Editor has made no plans for holding his traditional "Boxing Night Exeter" for vintage light cars as his own car is out of action.

If sufficient people wish to do this run and care to telephone the office, he might be persuaded to make some arrangements, even if less formal than in previous years.

A SNIDE REMARK

Harry Carr, the Queen's jockey, commenting on the fatal accident to Neville Sellwood during a French horse race, is reported as saying "A jockey has got to be more alert to the dangers than a car racing driver. *He* has got brakes—you haven't." The fact that Sellwood's death has been the only fatal accident to a jockey for a considerable time proves that the risks in horse racing are lower than those in motor racing and a racing car out of control is seldom helped by applying its brakes.

TOO DEAR

In the advertisement for anti-mist cream at the foot of page 930 of our November issue the price for the cream was quoted as 7s. 6d. Owing to an error in our production department this was not altered to the correct price. This excellent cream which was used by many competitors in the R.A.C. Rally is priced at 6s. per tube.

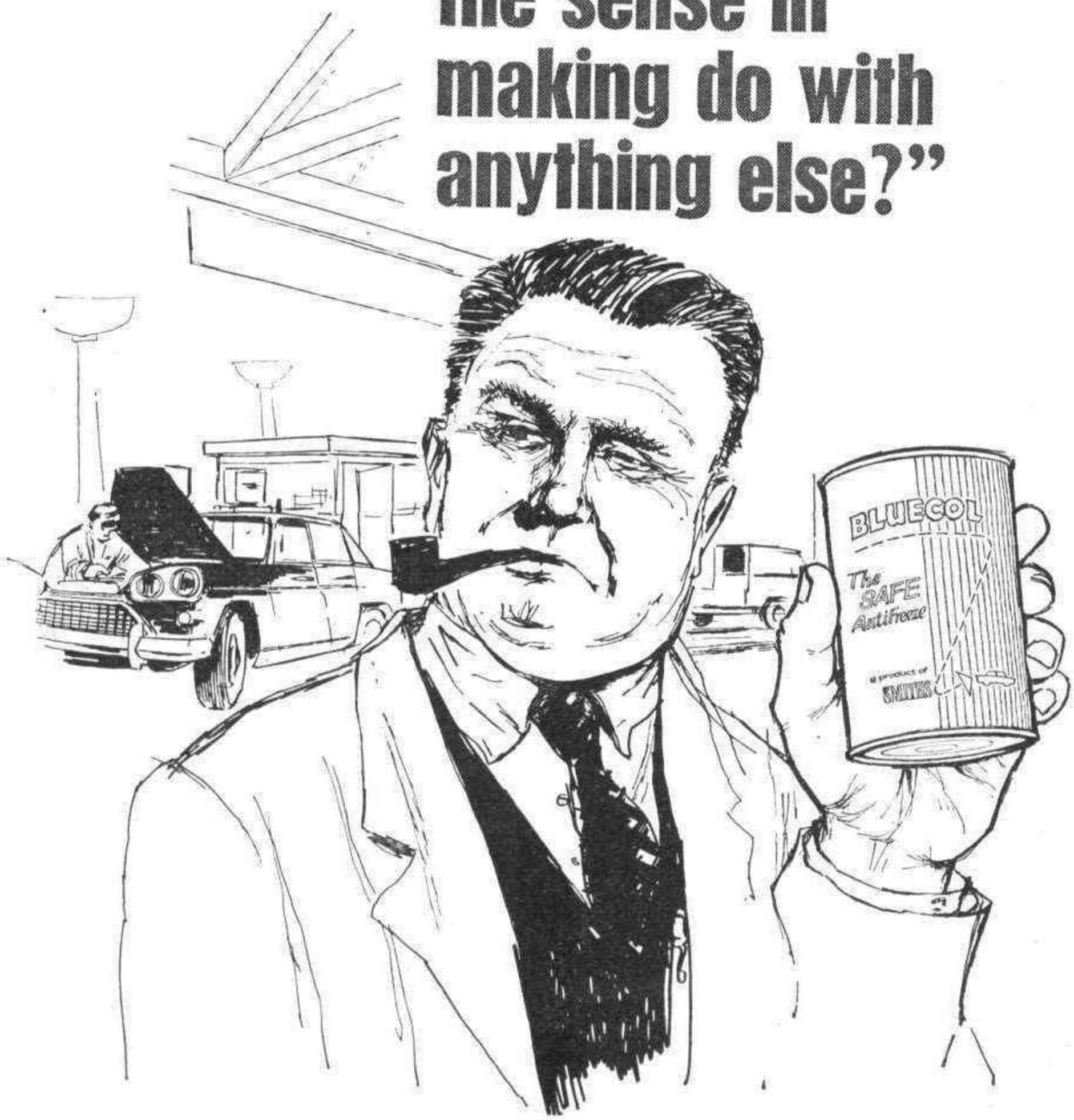
MATTERS OF MOMENT—continued from page 941

tion of the British flag, the Germans having proclaimed that "it will take a long time to overcome the lack of confidence in the English."

USED CAR PRICES TOPPLE

The welcome reduction in purchase tax on new cars, bringing the price of a Fiat 500D down to £411, tax paid, and of a Rolls-Royce P.V limousine to £9,299, has toppled the value of used cars. For example, we notice three cars advertised for a fiver in a current dealer's list—a 1947 Austin Ten, a 1947 Ford Prefect and a 1948 Standard Eight. Quite like old times!

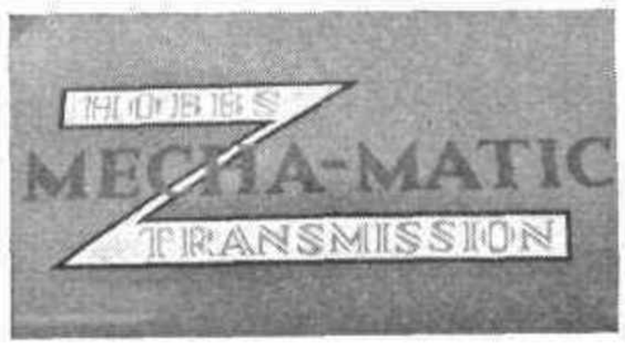
"With Bluecol only five bob a pint–what's the sense in making do with anything else?"



BLUECOL *THE ANTI-FREEZE*

SMITHS MOTOR ACCESSORY DIVISION

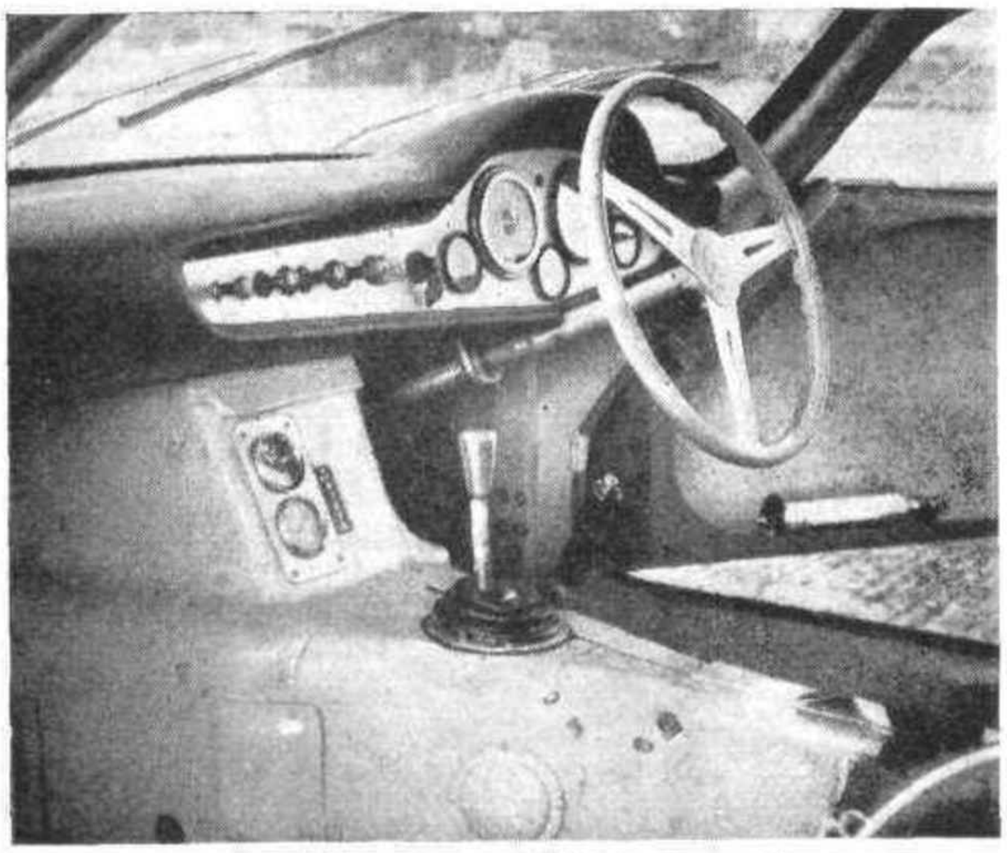
On Road and Track with the



LOTUS ELITE

SOME competition cars which are outwardly similar to others in their class win far more races than their competitors. This is very often due to the car having a superior driver or a more powerful engine, or better "sorted" handling, but very seldom is the success of a car attributed in part to its gearbox. When the gearbox is an automatic one then the chances of success appear to be remote indeed, however good the car or driver may be. In the case of David Hobbs and his Lotus Elite fitted with the Hobbs Mecha-Matic automatic transmission one can merely let the results speak for themselves. Apart from successes in International competition during 1961 and 1962 he has won numerous Club and National events, including a run of 14 successive wins during 1961.

The history of the red and blue Elite 5649 UE began, as far as David Hobbs was concerned, in November 1960 when the car was purchased from the Chequered Flag sports-car garage in Chiswick. The engine was removed and sent to Lotus for Cosworth to bring up to stage III tune, and when it was returned it was giving 108 b.h.p. Meanwhile a standard Hobbs 1015 automatic gearbox as made for the Ford Anglia was prepared for the Elite. The main preparation consisted of removal of the safety jets which limit the r.p.m. at which downward changes occur. On the standard box this ensures that the engine cannot be over-revved, but in competition it is sometimes necessary to get into a low gear really quickly in the event of brake failure or similar contingency. The tow start valve was also removed. Other work on the Elite consisted of stripping out all non-essential trim and sound deadening material, including some of the double skinning of the glass-fibre chassis/body unit in parts where stresses are not high. The sidescreens and rear window were removed and replaced by Perspex ones, although the laminated windscreen was of course retained. The seats were removed and replaced by lightweight glass-fibre seats as used in the Lotus Formula Junior cars, these being fixed in one position and braced at the rear to prevent any movement. The driver's seat was fitted with a shoulder harness safety belt. The battery was removed from the boot to the floor in front of the passenger as the voltage drop along the cables gave the battery little chance of turning over the engine with its 11 : 1 compression ratio. A 15-gallon fuel tank was fitted in anticipation of long-distance racing and a large petrol filler cap was fitted. Twin S.U. electric petrol pumps fitted in the boot above the tank ensure that full fuel pressure is maintained at all times.



STARK interior of the Hobbs Lotus Elite.

In the interior the speedometer was replaced by a Key Leather 9,000-r.p.m. electronic rev.-counter although the standard Smiths rev.-counter was retained. All the switches on the facia were retained but there is no heater or direction indicators and the hooter is now a pip-squeak of a thing from a Mini Minor. On the vertical face of the gearbox tunnel two temperature gauges are fitted, one for the engine oil and one for the transmission oil.

Having carried out all these modifications, David Hobbs entered the car for its first race at Mallory Park on Easter Monday, 1961, with no success at all. This was followed by a Silverstone meeting on the long circuit with no great success, the car doing around 2 min. 12 sec., against the 1 min. 55 sec. of David Buxton's Team Elite car. At the next Mallory Park meeting he was third behind a Team Elite car and Fergusson's very quick Turner. At Snetterton the following week David Hobbs thought he would be clever and put only three gallons of fuel in the 15-gallon tank for a short race, but on the corners the fuel surged away from the pumps and the engine cut out when the car was in the lead. At Brands Hatch throttle linkage trouble forced the car to retire, and at a Silverstone Club meeting the Elite indulged in a dice with Dawson's Lotus XI, Hobbs leading the XI all the way round except on the long straight into Woodcote, Dawson just holding him off at Woodcote to rob him of his first win. He was also second in several other races that day. The next event was the Silverstone International meeting where, because the car was not homologated with the F.I.A. with its automatic gearbox, it was put into the sports-car race, which was won by Stirling Moss' Lotus XIX. He held tenth place in this exalted company until a plug lead fell off, the subsequent pit stop losing him over a minute; but he still finished twelfth. The next day, at the Lords Taverners meeting at Brands Hatch, he got his first big win by defeating Les Leston in another Lotus Elite. This led to his run of 14 successive wins in G.T. races in this country.

The first foreign outing was at the Nurburgring 1,000 kilometres, where the car was protested out of the G.T. class into the sports-car category. Hobbs and co-driver Bill Pinkney limited themselves to 6,500 r.p.m. but managed to lap every other Elite except the Lumsden/Riley car, which beat them, as well as many Porsches and Alfa Romeos. They finished 20th overall and won the 1,600-c.c. sports-car class after Heini Walters' RS61 Porsche had crashed. The car had no less than seven stops for oil which lost it a lot of time. Straight from the Nurburgring Hobbs went to Oulton Park and in the wet, using Michelin "X" tyres, won three races including one for unlimited sports cars. Many other Club races came his way, including the Astley Trophy

83 M.P.H. NON-STOP* FOR 7 DAYS & 7 NIGHTS!

ANGLIA BREAKS 6 WORLD RECORDS!

★ 15,000 KM at 83·39 mph
★ 20,000 KM at 83·47 mph
★ 4 days and nights at 83·32 mph
★ 5 days and nights at 83·49 mph
★ 6 days and nights at 83·47 mph
★ 7 days and nights at 83·40 mph

Results subject to official confirmation

At the famous Montlhéry circuit near Paris, motor-car history has just been made! An Anglia saloon—a specially-prepared production model — has just been driven non-stop for seven days and seven nights at the amazing *average* speed of 83.4 m.p.h. In the process, the Anglia has broken six world records by sensational margins!

This spectacular new achievement adds impressively to Anglia's proud story of success in international rallies and races. To 500,000 Anglia owners all over the world here is further proof of Anglia durability and performance to confirm the rightness of their choice.

**1 minute re-fuelling stop on average every 3 hours—all under RAC supervision.*

Ford MADE WITH CARE BY FORD OF BRITAIN

ANGLIA

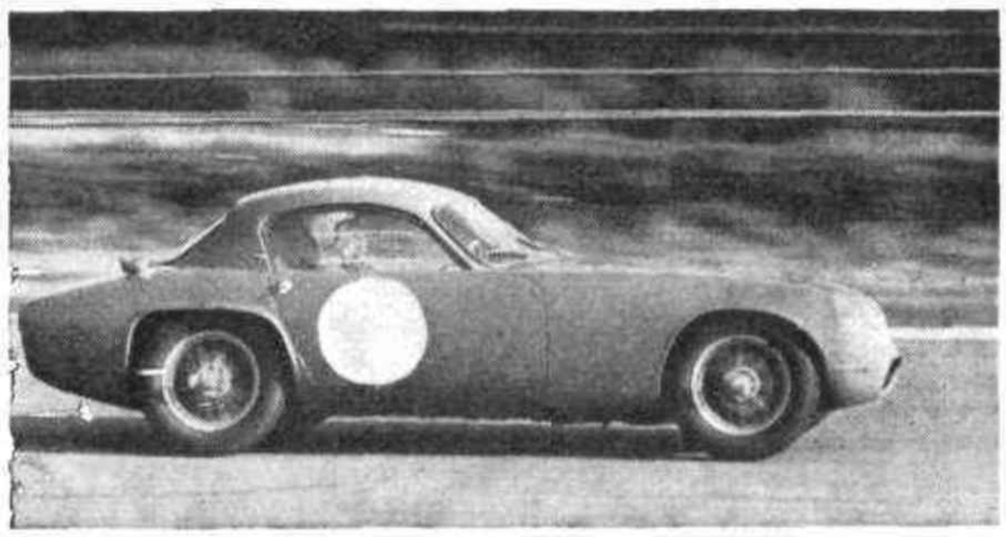
NOW MORE THAN EVER A **PROVEN** SUCCESS!

at Aintree, and at the British Empire Trophy meeting he finished fifth overall in the G.T. race, the cars that beat him being two Ferraris, a Jaguar and an Aston Martin. However, he gained no class award as he was told just before the race that the car did not comply with the rules despite being assured that it was eligible when it was entered. The next foreign trip was to Pescara for the four-hour race. In practice Hobbs and Pinkney were miles faster than the hot Alfas in their class so were moved by the organisers into the 2-litre sports-car class! Pinkney started the race and was out after 1½ laps with a rod through both sides of the block due to a big-end bolt fracture. This was repaired and the car next appeared in a Club Silverstone meeting, where a front wishbone mounting tore out of the glass-fibre body when braking for Woodcote. This is a trouble that the Elite is prone to and after it happened again David Hobbs' mechanic, Ken Taylor, fitted a bar across the car connecting the two wishbone mountings, which seems to have cured the trouble. The other Elite trouble of the chassis-mounted differential twisting and finally tearing away from the body was forestalled by more rigid location of the differential when the car was being prepared by ex-Lotus mechanic Henry Lee in the winter of 1960. The season wound up with the Clubman's Championship, in which David Hobbs finished fourth in the G.T. race despite losing a lot of oil from the gearbox.

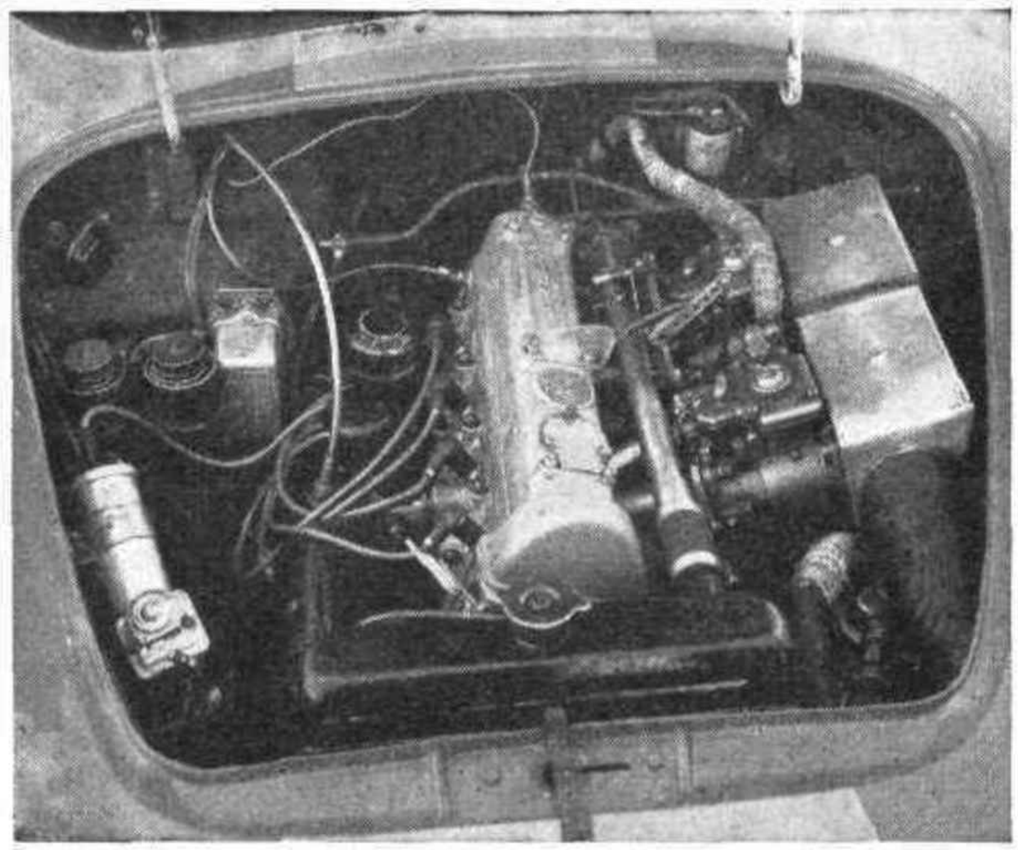
Nineteen sixty-two started with a couple of class wins in Club meetings but as Hobbs was by now in the Peter Berry racing team driving 3.8 and E-type Jaguars he had little time left to drive the Elite, but managed a return trip to the Nurburgring, where he was *ninth* on the first lap in front of works Ferraris and Porsches. They had been put into the 2-litre sports-car class against works flat-eight Porsches. When in 12th position after 5½ hours' racing and having lapped all other Elites the cylinder head cracked due to overheating and they were forced to retire. In this race Hobbs and co-driver Richard Attwood were using 7,000 r.p.m., as against the 6,500 r.p.m. of the previous year. The rest of the season saw little activity for the Elite as its owner was busy in bigger cars, but it was taken out to Clermont-Ferrand for the three-hour race. Unfortunately, when lying seventh overall, a stone became wedged between pad and disc of one of the front brakes, with the result that when the brakes were applied the wheel locked and the car left the road and hit a bank rather hard. The resultant severe damage required a completely new body-shell, although Lotus managed to rustle up one which had been involved in a minor prang, so all the bits and pieces were transferred to this car. This brings us practically up to date; the last outing of the car was at the Guild of Motoring Writers' test day at Goodwood, when dozens of journalists thrashed the car round Goodwood, completely ignoring the owner's pleas not to exceed 6,500 r.p.m.!

This short trip whetted our appetite for more experience with this car and David Hobbs readily agreed to our suggestion to carry out a test on the Elite. On a sunny but cold day in early November we met at Silverstone where the car was to be put through its paces on the Club circuit.

The Elite has a normal looking gear-lever in the usual position but this moves only in a fore and aft plane, and a plate on the gearbox tunnel shows the gear positions. Reverse is obtained by lifting the gearknob and pushing the lever right forward, with neutral being selected by bringing the lever back one notch. The forward gears are then selected by bringing the lever back one further notch for each higher gear. The rearmost position of the



SLEEK.—The profile of the Elite is still one of the most handsome on road or track.



HOT.—The engine is tuned to Stage III with maximum power of 108 b.h.p.

lever selects top gear and is also the position for fully automatic operation of the gearbox. For road use the lever can be left in this position and the gearbox will do all the work. On a light throttle upward changes occur at 15, 30 and 53 m.p.h., but the Hobbs box can have its gear-change speeds adjusted to suit the customer. The 53 m.p.h. at which this particular car changes into top is rather higher than would normally be the case but this is done on the racing Elite to eliminate any chance of plug wetting due to lugging in top gear at low speeds. On the circuit David Hobbs selects the gears manually so that he can hold any gear to any revs he likes, and in moments of stress in Club races he has seen 8,000 r.p.m. in top, although he does not exceed 7,500 r.p.m. normally.

Having warmed the car up on soft plugs a set of hard plugs were inserted, which promptly refused to fire more than two cylinders, so the soft plugs were re-inserted, which meant that high revs could not be indulged in for long periods as the points have a habit of disintegrating. Acceleration and top speed is also adversely affected. David Hobbs took me round for a few laps to show me his technique with the automatic box. Racing starts are made by holding 5,000 r.p.m. on the tachometer with the box in neutral, then pulling the lever back to first gear. After a momentary pause the car screams away up to maximum revs in first, the lever being pulled back into the next higher gear with the throttle flat on the floor, only a mild jerk and a drop in revs indicating that the box has changed gear. Procedure for downward changes follows normal practice to a certain extent as David Hobbs brakes to the required speed, pushes the lever to the lower gear then blips the throttle with his heel, which has the effect of engaging the lower gear slightly quicker than if he waited for it to change itself. Having acquainted myself with the technique, I donned David Hobbs' crash helmet and ventured out on to the Club circuit. Having driven several Elites already I was fully aware of the cornering capabilities of the car, but it is always a pleasure to renew acquaintance with such superb handling. The stiffer suspension gives virtual roll-free cornering and the Dunlop R5 racing tyres are reluctant to break away unless pressed extremely

Continued on page 979

ACCELERATION FROM REST

0- 30 m.p.h.	..	4.3 sec.
0- 40 m.p.h.	..	5.9 sec.
0- 50 m.p.h.	..	7.8 sec.
0- 60 m.p.h.	..	9.9 sec.
0- 70 m.p.h.	..	12.7 sec.
0- 80 m.p.h.	..	16.2 sec.
0- 90 m.p.h.	..	21.9 sec.
0-100 m.p.h.	..	29.1 sec.

SPEEDS IN THE GEARS (m.p.h.)

	Manual	Automatic
First	44	15
Second	62	30
Third	82	53
Top	106	106

6 WORLD RECORDS SMASHED with TOTAL performance petrol!

For their world record breaking success at Montlhery, France, the Brookes brothers team fuelled their Anglia Saloon with TOTAL—the high-performance, top-selling petrol that's bringing new Zing and Zest to British motoring!

A World-Beating Combination! The Anglia romped home with no less than 6 world records (International Class 'G'—up to 1,100 cc). The coveted 15,000 kilometers and 20,000 kilometers, plus the arduous 4, 5, 6 and 7 day-and-night records. *Proof indeed of the technical supremacy of the Anglia and the power and performance of* TOTAL *petrol.* Reason enough for Ford owners and motorists everywhere to fill up with TOTAL!

-the world record breaking petrol!

WATCH OUT FOR THE TOTAL SIGN IN YOUR AREA

PM/1/102

FOREIGN CAR CONCESSIONAIRES (Part 3)

In the third part of our series covering the importers of foreign cars we deal with Fiat, Porsche, Abarth, Skoda, and Alfa Romeo, once again emphasising the spares and service facilities which the Concessionaire makes available to British owners.

FIAT

Fiat (England) Limited, Water Road, Wembley, Middlesex.

Regular imports of Fiat models into England began as early as 1901 and the Fiat showroom in St. Martin's Lane was a well-known centre for enthusiastic motorists in the early days of the century. By 1905 Fiat models were widespread and many provincial towns were served by fleets of Fiat taxis while sports and racing models were regular competitors at Brooklands. The original importers eventually formed a company called Fiat Concessionaires Ltd., and a service department was established in Western Avenue.

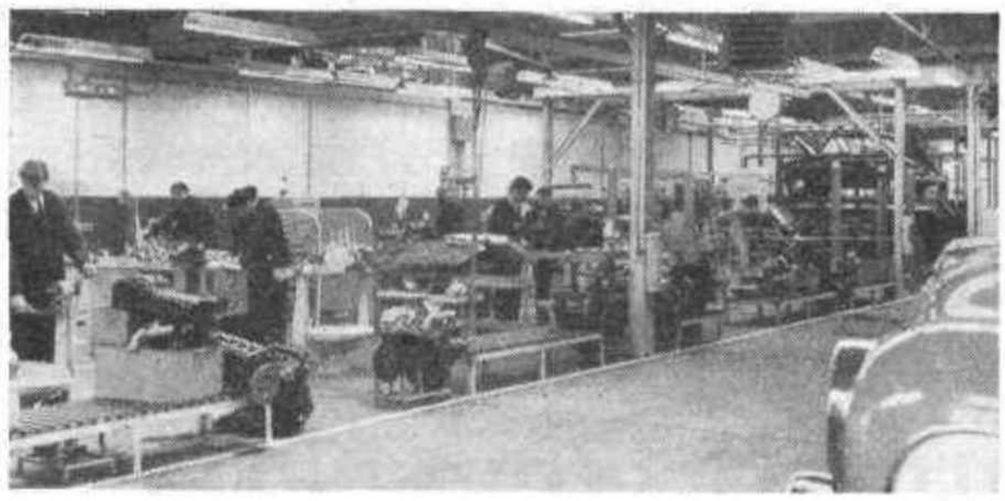
After the 1914-18 war, during which Fiat cars and commercial vehicles were imported into Britain, the sale of Fiat models was considerably expanded, and some local assembly of Fiat models began. A wide range was offered, among them several with bodywork by Short Bros. of Rochester and Weymann's among others. Fiat models were appearing in racing and hill-climbs, the best known being the 21-litre "Mephistopheles" which E. A. D. Eldridge, the famous Brooklands racing driver modified by the installation of a Fiat aero engine, in which he broke the World land speed record at Arpajon in France, at 146 m.p.h. in 1924. This was the last car to break the World land speed record on a public road. In the same year, Fiat (England) Ltd was founded, a separate British company with its own directors.

The early '30's saw a further expansion of Fiat sales. The introduction of the 500 "Topolino" model in 1936, and of the 1100 in 1937 made Fiat among the most numerous of imported cars in Britain. The company moved its headquarters to Water Road in Wembley at this time, returning to the same address in 1955 when operations were resumed after the war. At the same time it undertook responsibility for the import and sale of Simca models as well.

Managing Director of Fiat (England) Limited is Dr. G. Boella, assisted by Mr. S. Donn, who is responsible for sales management. The service Manager is A. Sesia. Public Relations Officer is A. Woolf.

It is difficult to estimate how many Fiat cars are at present on the roads in Britain. Estimates vary from 25-30,000, largely of post-war manufacture. The difficulty of assessing the number on the road accurately is influenced by the fact that substantial numbers have entered the country over the last 15 years in the hands of service and diplomatic personnel. The demand for spares for pre-war models indicates that there is still a substantial number of pre-war models on the road, including some dating back to the early '20s.

Current import figures are in the region of 5-6,000 a year, the level of sales being particularly affected by delivery problems, for although Fiat output at Turin is now approaching 750,000 a year, demand is in excess of supply all over the world. Even in Italy, delivery of all models is subject to a 6-13 weeks delay.



A corner of the Fiat workshops at Wembley. This section is devoted to engine overhauls.

All cars for the British market are loaded into special trains inside the Mirafiori works in Turin and travel direct to Le Touquet or Dunkirk, depending on the number involved and the urgency of the demand. The cars are then either flown by Silver City to Lydd or taken by car-ferry from Dunkirk to Dover. The journey to Wembley is completed by car transporter.

Parts of British origin are used in a number of models; bearings, brakes, and door locks are typical, although the majority of the components in question are manufactured by Fiat or Fiat subsidiaries under license. An example is the overdrive available on the 2300 saloon and station wagons. This is a Laycock-de Normanville unit made by Auto Bianchini for Fiat. Fiat draws extensively upon British sources for production equipment and for components for other products such as aircraft, railway locomotives, marine engines, tractors, and commercial vehicles. Among other interesting production facilities, the plating plants used at Mirafiori were supplied by Electro-Chemical Engineering Ltd. of Sheerwater, Surrey, which has delivered 14 automatic plating plants over the past few years. Cars for the British market are mostly fitted with Pirelli tyres manufactured at Burton-on-Trent and with Exide batteries.

New car preparation is now carried out in a special plant covering some 60,000 sq. ft. in Coronation Road, Wembley. Cars are handled on a line system and the work entailed involves removal of the polythene wax protective finish in which the cars are shipped from Italy, a comprehensive check of all components, and a complete repetition of the final assembly inspection to ensure that no damage has taken place in transit. Finally, each car is tested on the road for a distance that may vary from a mile to 4 miles, and is then washed and polished before collection by the dealer. Dealers are then expected to carry out yet another pre-delivery check.

Theoretically every car in the 22-model range is available in Britain although the effect of import duties bears most heavily on certain models including the 1100 Station Wagon, the 1200 and 1600 Cabriolets, and the 2300 Special limousine, so that these are available to order but are not stocked, a situation which also applies to the Bianchina 500, manufactured by Auto Bianchi.

There are some 50 distributors and 350 dealers in the United Kingdom many of these having dealt with Fiat models for upwards of 30 years. Some are exclusive Fiat dealers. A service school at Water Road is in full-time operation training dealers' fitters and apprentices for the Wembley service organisation. Two service vans, each carrying some £7,000 worth of tools and equipment, offer additional facilities to dealers and distributors on the occasion of service weeks or when a special effort is needed to train the staff of newly appointed dealers or distributors. A high standard of efficiency in terms of spares in stock and special equipment and tools is required of all dealers and distributors.

Some 200 staff are employed at Coronation Road and Water Road. The two premises cover approximately 125,000 sq. ft. but every inch is already fully employed and Fiat is planning to open a second service centre and new car preparation works in the Midlands or North to provide dealers and owners with further backing and to increase the range over which factory trained services is available in support of the dealers.

Spares are available for all current models and the stores can deliver from stock any part, from body-panels to lock washers, to any part of the United Kingdom within 24 hours. A comprehensive but diminishing range of spares for the more popular models dating back to 1937 is also held and in many cases special parts for these models can be obtained from Italy in a comparatively short time.

Over the past three years an effort has been made to increase the availability of standard replacement units such as engines, gearboxes, brake shoes, linings, dynamos, starters, and carburetters, which are offered on an exchange basis. Replacement parts and new spares are obtained from the Fiat spare parts factory in Turin. Supplies of spares are delivered by rail, except where a sudden run on a particular component has resulted in a shortage at the Wembley stores, in which case they are flown from Turin. Scheduled service charges and a service voucher scheme are available to help owners keep costs down.

NEW INDIA 'AUTOSPEED'

TYRES GIVE GREATER-THAN-EVER CAR CONTROL AT 90 PLUS!

India 'Autospeeds' also available with stylish slim white sidewall

For men who can USE them . . .

India's new 'Autospeeds' are specially designed to give greater-than-ever *car control* at sustained speeds up to 120 m.p.h.

'Autospeeds' combine the best features of every high-speed tyre you've ever considered—*plus two new ones*—all working together to give you tyre performance to match your car and your driving.

100% 'CLING RUBBER' works with a multitude of knife cuts to ensure wonderful wet road-holding. India's special *ANTI-WANDER RIB* shoulder features give greater directional stability at speed and put more rubber on the road during fast cornering. Seven-rib tread pattern contributes to amazing cornering and non-skid properties. Buffer bars keep grooves open under side thrusts. Knife cuts make full use of modern acceleration and braking power. Nylon casing gives enormous strength.

Order new India 'Autospeeds' NOW, for greater-than-ever car control at 90 plus!

For performance cars — 'AUTOSPEED'

INDIA TYRES

TESTED **TOUGH** — FOR YOUR SAFETY

No, he's not giving the Fiat 500 Giardiniera an X-ray! This is part of the washing equipment used at Fiat's new preparation plant at Wembley for removing the protective film of wax from new cars. The cars are also checked mechanically in this building.

Another aspect of Fiat service facilities is seen in the fact that Fiat (England) Limited are sole importers into Britain of Weber carburetters. Here again large stocks of carburetters and parts are stocked and expert staff are employed to meet demand for information and advice as well as for the carburetters themselves.

Whether or not Britain enters the Common Market Fiat (England) Ltd. expect to enjoy an increasing share of the British market, basing their expectations on the remarkable degree of loyalty which Fiat owners show towards the make, and the extent to which they remain faithful to their choice of make, as well as on the continuing increase in the number of motorists who are turning to Fiats to suit their need. Moreover, with Fiat output expanding, the possibility of satisfying the demand improves from month to month.

PORSCHE

A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Importation of the Porsche was taken over by A.F.N. Ltd. in 1954, the Company itself having been founded in 1923 when they began manufacturing Frazer Nash cars, and later took on Agencies for several Continental manufacturers such as D.K.W. and B.M.W., the Frazer Nash-B.M.W. being well known in Britain before the war. The Managing Director is H. J. Aldington, and General Manager, J. M. Burn.

A.F.N. estimate that there are approximately 1,200 Porsche cars in Britain at present but imports are limited by the factory to a yearly quota, which for Britain is 220 cars per annum at the moment. The cars are delivered by rail virtually from door to door, being loaded on wagons at Stuttgart and delivered to Isleworth, the special wagons holding six cars each. Alternatively, many customers like to collect their car from the factory at Stuttgart and this can be arranged for British customers.

On arrival at Isleworth the wax protection is removed from the cars and a pre-delivery check is made before handing the cars over to dealers or customers.

With a specialist car like the Porsche which sells in small quantities, the A.F.N. Sales and Service organisation is rather different from that of firms with quantity imports. A.F.N. claim to have a nearly complete coverage of the country for Service facilities but for sales rely on their long connection with the motor trade They have found that firms which have the necessary type of customer for specialist cars cannot officially handle Porsche sales because it would endanger their franchises for English agencies, but they can in many cases represent Porsche as Service Agents.

No British parts are used in the cars. All models in the Porsche catalogue are on sale in Britain. Spares are available at Isleworth for all models back to 1954 although Service Agents are required to maintain a minimum supply of day-to-day spares. Bulk supplies of spares are brought in by surface transport but special orders can be flown in by air at short notice.

Cars with major chassis and body damage have to be returned to Isleworth because the expensive jigs which are required to bring cars up to factory standards are only available at the A.F.N. works. Most mechanical parts can be changed by Agents under the factory exchange unit system. Selected personnel in Britain are trained at the Porsche factory and the factory service engineers visit Britain regularly and are available at short notice if called on by A.F.N. for consultation. A.F.N. also have Field Engineers who periodically visit Service Agents.

Managing Director H. J. Aldington states that he does not anticipate any difference to Porsche sales if the Common Market arrives.

ABARTH

Anthony Crook Motors Ltd., The Roundabout, Hersham, Surrey.

As well as being sole Concessionaires for Abarth, Anthony Crook Motors Ltd. are Concessionaires for Zagato and Viotti coachwork and Distributors for several other makes of high-performance cars. The Company, which is entirely British, was formed in 1947 and has represented Abarth since the first importation in 1957. The Managing Director is ex-racing driver Tony Crook, the Service Manager is D. W. Stock, and the Stores Manager dealing with conversion equipment is D. Wigley.

It is estimated that there are about 130 to 140 fully converted cars in this country either with Abarth bodies or the standard Fiat body. There are many more Fiats with partial conversions running about in Britain, and as Fiat Distributors Anthony Crook Motors supply cars in whatever state of tune customers require.

Complete cars which are tuned at the Abarth factory in Turin are brought to Britain by three different methods. They are sometimes loaded on trains and then shipped across the Channel and driven to Hersham, while other cars are delivered by Abarth transporters to a Continental port, then shipped to Britain. Some cars are driven from Turin to Le Touquet and then flown by Silver City Airways to Lydd and then driven to Hersham. The choice of delivery method depends on the urgency of the order. All engines built at the factory are bench tested and the cars are also road tested. They are tested again at Hersham, or if driven by road are tested *en route*. The protective wax is removed and the car is serviced before being passed on to dealer or customer.

Nearly all parts of the cars are of Italian manufacture, either Fiat or Abarth, with bodies by Abarth or Allemano. Virtually the only British parts are Girling disc brakes, although some British parts are used in basic Fiat cars. All models in the Abarth range are considered suitable for sale in Britain, nearly all of them being made in right-hand-drive form. Naturally the more expensive cars are not in such great demand as the 1000 TC, 1000 Monomile and 1000 Twin Camshaft, which are kept in stock at all times.

The area of the premises at Hersham covers some 130,000 sq. ft., including some 10,000 sq. ft. of space devoted to servicing and conversion of cars to Abarth specification. The Service Department is run by ex-Bristol Service Manager D. W. Stock, assisted by Tony Crook's former chief racing mechanic J. Dennis. They and other key personnel make frequent visits to Turin for service instruction. About 40 people are employed by the U.K. Concessionaires. The vast majority of cars are sold to retail customers

but cars can be supplied through the Motor Trade if required, *bona fide* dealers receiving trade discount.

Most spares for Abarth cars are in stock at Hersham and stocks are kept up to date. Urgently needed spares which are not in stock are flown from Turin to London at 24 hours' notice.

Mr. Crook feels that future prospects for the smaller Abarths are quite bright whether we join the European Common Market or not. He considers that the 1000 Twin Camshaft, being a winner in most Continental races which it enters, has a good future here if raced by a serious driver. The more exotic types of Abarth such as the 2400 Allemano-bodied car bear heavy import duty and will, of course, benefit considerably if Britain enters the E.C.M.

SKODA

Motor Imports Co. Ltd., 7, Gresham Road, London, S.W.9.

Although founded in 1938 the Czechoslovakian Skoda was not represented in the U.K. until the current Octavia model was introduced. After being represented in quick succession by various companies the present Concessionaires took over last year. Motor Imports Co. Ltd. is a separate British company which was founded in 1951. The Company Chairman is A. D. Clarke, Service Manager is M. Smart, Sales Manager is M. A. Findon, and and Public Relations Officer Peter Clark.

Motor Imports Co. Ltd. estimate that there are about 3,000 Skodas in Britain at the moment. The cars are imported under a quota agreement between Britain and Czechoslovakia, the quota for 1962 being 1,000 cars.

The cars are loaded on railcars at Prague which travel across Europe, then on to the cross-Channel train ferry. In England the railcars are taken to Acton Station, from where the cars are collected by transporter, so that they have covered a very small mileage when passed to dealers. No British parts are used on the Skoda, although a certain quantity of British machine tools and so on are used in the manufacture of the car.

On arrival at the Brixton depot a pre-delivery check and check for transit damage is made before passing the car on to the dealer. The Octavia is the only model sold in large quantities as the sports version is not considered suitable for this country.

Approximately 130 main dealers have been appointed in England and Wales, all of whom are bound by an agreement to stock spares and give after-sales service. Motor Imports Co. Ltd. give training to dealers' mechanics at their Brixton premises and employ a staff of 60 themselves. Spares for all models are held in stock and are replenished by sea or air freight if spares are urgently required.

Czechoslovakia is not a member country of the European Common Market and so imports would not be affected by Britain's entry. Sales are strictly governed by a bilateral agreement in which cars are imported on a strict quota agreement in exchange for British cars, the majority of British cars going into Czechoslovakia being supplied by the Rootes group.

ALFA ROMEO

Thomson and Taylor (Brooklands) Ltd., Canada Road, Oyster Lane, Byfleet, Weybridge, Surrey.

The firm of Thomson and Taylor was formed by the late Ken Thomson and the late Ken Taylor in 1926 to tune and build racing cars at Brooklands and under the direction of Reid Railton they built for John Cobb the car which still holds the World Land Speed record at 394.20 m.p.h. The company has also been responsible for many other items of engineering equipment outside the motoring field including mobile compressors, valve processing machines and special equipment for enabling limbless drivers to use certain cars. In 1935 the firm took over the agency for Alfa Romeo and have held it ever since, although it was announced at the Motor Show that Alfa Romeo would be setting up their own sales organisation in Britain during 1963. The Managing Director is R. E. Tongue, Sales Director is J. Fifer and Service Manager, P. Horne.

It is estimated that there are upwards of 2,500 Alfa Romeo cars in the U.K. at present and in the last full year of importing some 95 cars were sold. This rather low figure is mainly due to the fact that six of the present seven-model range are only made in left-hand drive form. During 1963 all models in the range will be fitted with right-hand steering, which should improve the sales position.

The cars are delivered by covered railway wagon from Milan to Dieppe and then across to Newhaven on the train ferry where they are collected and driven to Byfleet. Sometimes cars are railed from Turin to Dunkirk, then by sea to Dover and on to London by rail.

Alfa Romeo cars use quite a large proportion of British parts. On cars using drum brakes Girling parts are used except for the drums and linings, the drums being special finned ones. On models with front disc brakes complete Girling assemblies are used. Handbrake assemblies and linings are also British made. Other British made parts include propellor shafts, engine bearings, shock-absorbers, timing chains, oil seals, steering assemblies and leather trimming materials. All the British parts are fitted on new cars at the factory.

On arrival at Byfleet each car has the preservative wax removed and is washed and polished. The car then undergoes a road, test and any adjustments are made. Any transit damage is rectified and the paintwork is examined for blemishes. Before despatching the car to the dealer or owner a record is built up of the make and type of a number of accessories such as distributor, dynamo, starter, wiper motor, petrol pump, instruments, lamps and so on. Owing to continual changes in specification it is necessary to keep this record so that the Parts department can despatch the correct item for each car.

Thomson and Taylor's service organisation includes five mechanics who specialise on Alfa Romeo cars and they have at their disposal a large range of special tools and jigs. Dealers mechanics have complete access to the Thomson and Taylor service organisation. The parts department is geared to provide a 24-hour service 5½ days a week and a large stock of parts is kept at

A line of Alfa Romeos in front of Thomson and Taylor's Service Department

Byfleet. Spares are stocked for the 1900, 2000 and Giulietta which covers all models since 1951. Some spares are available for the 2500 model and others can be obtained from the factory. No spare parts exist at the factory for pre-1939 cars but Thomson and Taylor hold certain stocks for most cars dating back to 1930 many of which they manufacture themselves. Indeed the Alfa Romeo factory refer all enquiries for pre-war Alfa spares to Thomson and Taylor. Forty-five personnel are employed by Thomson and Taylor and at the moment eight distributors have been appointed to sell and maintain Alfa Romeos.

As regards future prospects the greatest boost to increased sales in 1963 will come from the change over of all models to right-hand drive as a good deal of sales resistance to left-hand drive cars has been encountered. Even if Britain does not enter the Common Market, the recent Purchase Tax reductions and the advent of right-hand drive will, in Thomson and Taylor's opinion, result in tremendously increased sales.

These Vauxhalls are making history—quietly

—every one of them won a medal at Earl's Court

Foreground: new six-cylinder Cresta. *Top left:* Victor de Luxe. *Top centre:* Victor Estate Car. *Top right:* VX4/90.

Five Vauxhalls at the 1962 Motor Show were awarded gold or silver medals in the coachwork competition organised by the Institute of British Carriage and Automobile Manufacturers. In a competition covering good design, finish, comfort and value-for-money the Vauxhall record was *three gold and two silver medals.*

NEW SIX-CYLINDER

CRESTA FIRST

Gold Medal Award in Section 8 (Standard enclosed coachwork. List price £700-£800 excluding purchase tax)

Cresta £760 + £158.17.11 purchase tax ***(£918.17.11)***

VAUXHALL

VICTOR DE LUXE FIRST

Gold Medal Award in Section 6 (Standard enclosed coachwork. List price £500-£600 excluding purchase tax)

Victor de luxe £580 + £121.7.11 purchase tax ***(£701.7.11)***

VICTOR

ESTATE SECOND

Silver Medal Award in Section 18 (Utility coachwork. List price £500-£700 excluding purchase tax)

Victor Estate £590 + £123.9.7 purchase tax ***(£713.9.7)***

VAUXHALL

VX4/90 FIRST

Gold Medal Award in Section 7 (Standard enclosed coachwork. List price £600-£700 excluding purchase tax)

VX4/90 £674 + £140.19.7 purchase tax ***(£814.19.7)***

Also in Section 7 the Silver Medal Award was won by the six-cylinder Vauxhall Velox.

Velox £680 + £142.4.7 purchase tax ***(£822.4.7)***

GOOD DESIGN SPEAKS FOR ITSELF AND FOR VAUXHALL

First Road-Test

Of The Much Discussed

M.G. 1100

A Very Comfortable, Essentially Safe Car That Accelerates Well

SHORTLY after they had got the whole motoring world discussing the revolutionary Morris 1100, the inimitable Mini's big brother, B.M.C. announced the M.G. 1100, which is much the same motor car, but with different facia layout and a twin-S.U. version of the new 1,098 c.c. engine which has had its power output increased on the lines of those specialised methods known to tuning establishments such as Downton Engineering, etc.

The M.G. 1100, with two H2S S.U. carburetters and a compression-ratio of 8.9 to 1, develops 55 b.h.p. at 5,500 r.p.m. and gives a maximum torque of 60 lb./ft. at 2,500 r.p.m., compared to the Morris 1100's 48 b.h.p. at 5,100 r.p.m. with 8.5 to 1 compression ratio but only one of those carburetters. The transverse engine location, combined gearbox and sump, sealed cooling system, front-wheel-drive and all-independent, anti-pitch Hydrolastic suspension are common to both cars and have been described previously.

LOOKING ROUND THE M.G. 1100

The M.G. is recognisable by its typically M.G., rather high, grille and an M.G. motif on the back panel. Within, the circular speedometer and open cubby of the Morris have given way to a lidded cubby-hole, horizontal ribbon-type speedometer and regrouped minor controls. The facia and unlockable cubby lid (on frail-looking hinges) are of what looks like Formica, as found in the kitchen, the mottled tan and white colour, contrasting rather startlingly, on the test car, with the shiny light maroon leathercloth upholstery. Leather is available as an extra and I recommend it. The cubby-hole tapers lengthwise but is decently spacious. There is a drawer-type ash-tray in the facia centre, and the speedometer is calibrated every 10 m.p.h. to 100 m.p.h. and has below it trip recorder with decimals and total mileometer. The trip recorder is zeroed by a knob below the instrument panel. There is also a water thermometer calibrated "C" and "H" and an electric, slow-to-record, petrol gauge marked "E" and "F", the empty being reached when some fuel remains.

On the extreme right the switches and warning lights are grouped together. The top row consists of lights for r.h. flashers, choked oil filter and headlamps full beam, the last-named being a fraction too bright. The middle row comprises wipers flick-switch, ignition key-cum-starter and lamps flick-switch, while the bottom row contains choke, dynamo light and screen washers button. The l.h. flashers light is set over in the centre of the facia above the ash-tray and didn't function during the early part of the test. There was also a slight fault in the wipers' switch.

The Lucas SB700 sealed-beam headlamps have a foot dipper button set rather too close to the clutch pedal. The pedals themselves are rather small. The bonnet is opened by a knob within the under-facia shelf, and has a simple-to-release safety catch; it pops open and releases automatically.

The floor gear-lever is well placed in the centre, nicely to hand, and the hand-brake lever is conventionally placed, horizontally on the floor, also in the centre. A l.h. stalk operates the flashers, and a button on the steering wheel hub, bearing an M.G. badge, sounds the horn. A small switch under the facia sill brings in subdued panel lighting, but the switches remain unseen, so that a stranger to the M.G. might easily switch off the lamps when wanting the wipers.

It will thus be seen that the controls are simple and conventional. There are dual safety-type anti-dazzle vizors but these do not swivel sideways. The rear-view mirror vibrates and this, and slow-to-function screen washers and a poor blade in the driver's wipers were not in the best traditions of "Safety Fast."

The separate front seats are set over a cross-member, so that an unusually high but pleasing driving position is the result. Forward range of vision is excellent, there is a wide back window, but the side pillars of the screen are rather too thick. The front quarter-windows have fumbly catches, *sans* pips, but rain gutters. The doors carry plastic "pulls" (at the front only), window winders and handles (up-to-open). They need a good slam to get them to shut and do so with the modern tin-can sound. The front winders take 3⅛ turns, the back ones 3¼ turns to fully raise the glass. The quarter-windows in the rear doors are fixed. There is courtesy action of the interior lamp on the o/s of the roof only from the front doors. Each front door has a quite good exterior lock and the back doors are locked by pushing down the handles. The rear doors have arm-rests but there are no "pulls" for getting up out of the seat, Grandma having to haul on the safety belts.

Interior *decor* includes full-length floor carpeting with rubber matting for the driver, but the finish and construction of the facia sill cannot be called anything but crude. There is plenty of useful stowage for parcels and oddments in the M.G. 1100, B.M.C. having for several years given this much thought in their small cars. Both front doors have exceedingly useful, capacious rigid parcels wells. The back shelf is more than normally deep. In addition there is the aforesaid cubby-hole and a full-width shelf below the facia, a bit low set but able to swallow a lot of small objects. It is bisected only by the steering column bracket and a supporting lug and is open behind those, and it is extra deep at each end. There is crash-padding, along the lower edge and the test car had front-seat safety belts. Below the shelf, lower still, are the two quadrant levers, clearly labelled, a 2-speed fan switch, for the fresh-air heater. This is very powerful, if somewhat insensitive.

The lines of the M.G. 1100 are those of a squat, purposeful car. The luggage boot does not overhang, yet it contains a surprisingly useful quantity of luggage. The lid locks and is self-supporting when open; it goes up far enough to render loading very easy. The spare wheel lives below the floor.

There is a chain-secured but very small fuel filler cap on the n/s of the body.

The initial impression on driving the new small M.G. saloon is of the high seating position, cheerful area of glass to light the interior, and of a seat which is quite comfortable but might have a better shaped squab. The clutch is moderately heavy, the engine responsive, and the gear-change fully up to the standards set by earlier M.G.s, with excellent new synchromesh designed by Alec Issigonis. This is not applied to bottom gear but engagement is easier than it was with earlier B.M.C. gearboxes.

SUSPENSION CHARACTERISTICS

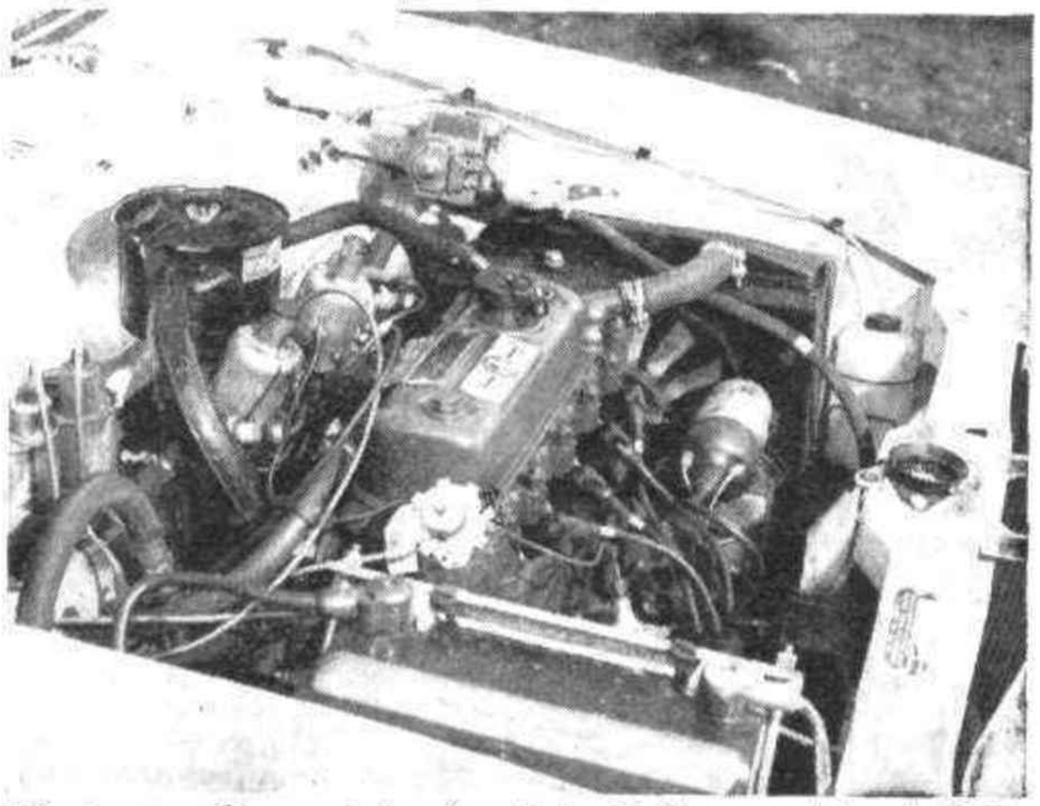
Probably the most discussed feature is the new, coupled suspension. This provides a pitch-free ride at the expense of a short, sharp up and down motion, giving a rather choppy ride. It must be remembered, however, that Alec Issigonis and Alex Moulton have retained a very high degree of controllability and to defeat roll on corners have purposely kept the suspension quite hard. Moreover, such a revolutionary system is bound to call

forth very high expectations with consequent slight disappointment. The Citroën DS19 with a far more complex system was being criticised soon after its introduction as capable of being "caught out" under certain conditions—if a humpback bridge was taken at speed the car reacted much as any other vehicle. Yet over the years it has come to be accepted that no car is so comfortably sprung as this Citroën.

In the same way the Morris 1100 and M.G. 1100 will soon be recognised to have such fine yet simple suspension that we shall all wonder how we could have tolerated anything less efficient. The Lancia Flavia and the big Citroëns are superior in riding comfort but their price is considerably elevated! The B.M.C. cars do not iron-out bad corrugations, the notorious Sunningdale "level"-crossing, for instance, as does Citroën suspension, but generally they do give a very shock-free ride without sacrifice of the outstanding, one might say unique, cornering safety of the B.M.C. Minis. Some of the criticism of a harder ride than was expected may well stem from the *aural* impression of the wheels meeting obstructions—the expected shock is absorbed almost to zero before it affects the occupants but such a high standard is expected, because the car has Hydrolastic suspension, that the very fact of shock-absorption having taken place may offend. This very clever rubber suspension does give a unique feeling of being out of contact with the road, possibly because the body shell is literally rubber-insulated from the wheels, and this almost sensual smoothness is an outstanding aspect of these Hydrolastically sprung cars.

Over really bad, pot-holed roads this suspension copes well but does not give a floating entirely shock-free ride. The bounce frequency is deliberately quite high, Alex Moulton quoting figures in *The Automobile Engineer* of 90-92 c/min. bounce and 65 c/min. pitch.

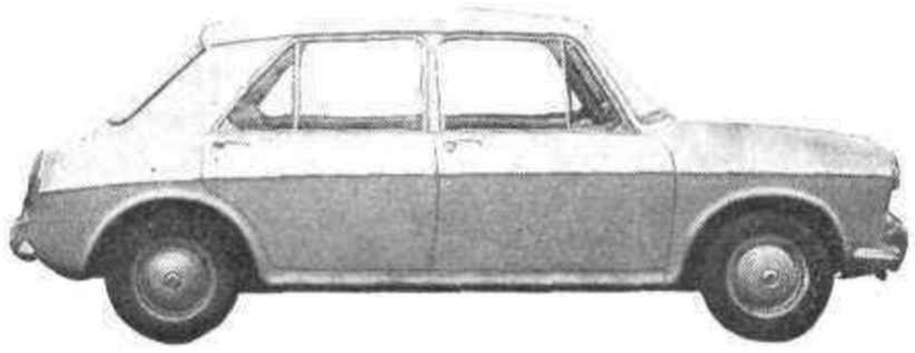
It is difficult to put into words the excellence of this Moulton suspension and the best way of assessing it is to drive the car yourself. I can safely say that it represents an astonishingly good compromise between achieving a high degree of comfort, at the same time sacrificing little if any of the "dodgeability" and precision control at high cornering speeds that has endeared the B.M.C. Mini-family to so many fast drivers. If the hand-brake is used to hold the car on a gradient the tail rises until the car restarts, the car thus hinting that its suspension is unusual and different.



The transversely-mounted engine of the M.G. 1100 with twin S.U. H2S carburetters.

DRIVING THE M.G. 1100

So far as handling qualities are concerned, a driver accustomed to the Mini-Minor feels that there is more car following the driven front wheels and also that to hurl the M.G. 1100 round corners is not quite so satisfying because there is no definable change from under to oversteer with variation of throttle opening. The fact remains that the M.G. 1100 can be cornered extremely fast, as on a race circuit, with no vices and complete safety. Normally, the steering is almost entirely neutral but ultimately uniform understeer causes the car to slide outwards. The 12 in. Dunlop C41s do not squeal and roll is well controlled. The delightfully light and precise rack-and-pinion steering takes 3½ turns, lock-to-lock, which is just a shade low-geared; kick-back



THE M.G. 1100 4-DOOR SALOON

Engine : Four cylinders, 64.6 × 83.7 mm. (1,098 c.c.). Push-rod-operated overhead valves. 8.9 to 1 compression-ratio. 55 (net) b.h.p. at 5,500 r.p.m.
Gear ratios : First, 14.99 to 1; second, 8.98 to 1; third, 5.83 to 1; top, 4.133 to 1.
Tyres : 5.50 × 12 Dunlop C41 tubeless, on bolt-on steel disc wheels.
Weight : Not weighed. (Maker's figure : 16 cwt. 2 qt. 4 lb.)
Steering ratio : 3½ turns, lock-to-lock.
Fuel capacity : 8½ gallons.
Wheelbase : 7 ft. 9½ in.
Track : Front, 4 ft. 3½ in.; rear 4 ft. 2⅞ in.
Dimensions : 12 ft. 2¾ in. × 5 ft. 0¾ in. × 4 ft 4¾ in. (high)
Price : £590 (£713-9-5 inclusive of purchase tax).
Makers : M.G. Car Company, Ltd., Abingdon-on-Thames, Berkshire, England.

and vibration are almost negligible and there is gentle castor-return action. This M.G. 1100, then, is an essentially safe car, whether rushing through open bends or taking evasive action to avoid accidents. The Lockheed brakes, disc at the front, are adequate without being outstandingly powerful. They are light to apply and progressive and the only fault was an intermittent faint squeal from one of the discs.

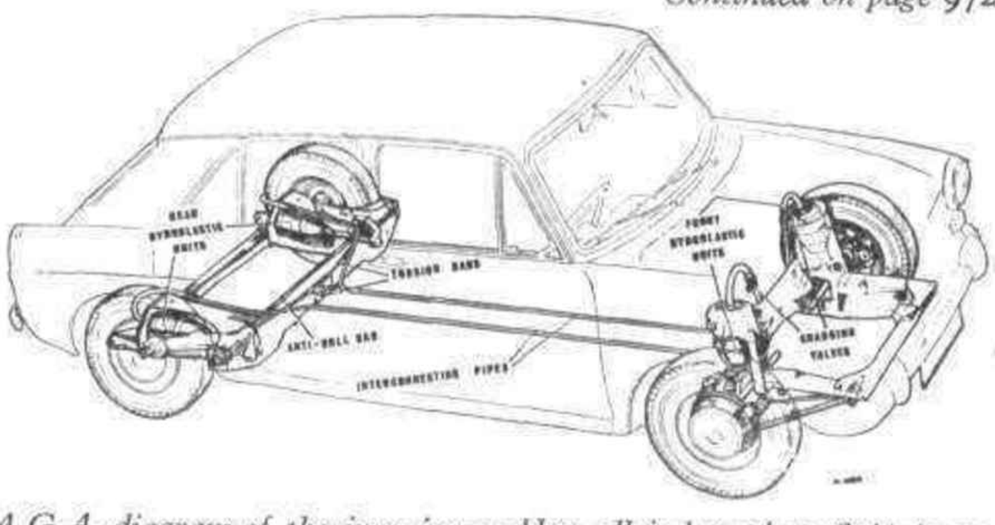
Performance-wise this little M.G. goes well. In the gears genuine maxima of 26, 44 and 70 m.p.h. are attainable if the engine is taken up to valve-crash speeds. It will be seen that 1st and 2nd gears are rather low. The ribbon speedometer has about the average degree of optimism. As to acceleration, the following times are the mean of several two-way runs, after speedometer-error correction, the best time being within brackets, and corresponding times for a Morris 1100 tested on the same road with the same equipment but a different driver are given for comparison :—

M.G. 1100	MORRIS 1100
0-30 m.p.h.: 5.7 sec. (5.6 sec.)	0-30 m.p.h.: 6.4 sec.
0-40 m.p.h.: 8.8 sec. (8.7 sec.)	0-40 m.p.h.: 10.3 sec.
0-50 m.p.h.: 14.5 sec. (13.8 sec.)	0-50 m.p.h.: 16.5 sec.
0-60 m.p.h.: 19.2 sec. (18.6 sec.)	0-60 m.p.h.: 25.6 sec.
0-70 m.p.h.: 28.0 sec. (27.4 sec.)	

The notably smooth-running engine becomes rather noisy from about 65 m.p.h. onwards, although very pleasantly quiet at lower speeds, and there is some resonance on the over-run. On certain surfaces road-noise is transmitted, but is more subdued than on a Mini. The body structure is generally free from shake but some rattles and squeaks intrude, and the gear-lever transmits vibration. The car seats four comfortably and five normal-size persons with not too much of a squeeze.

The engine took much punishment during the timed tests without running-on or pinking. It starts easily with a minimum of choke and warms up quickly. It calls for 100-octane fuel, as

Continued on page 972



A G.A. diagram of the ingenious rubber all-independent fluid inter-connected suspension found only on M.G. 1100 and Morris 1100 cars. Its characteristics are described in the text.

VETERAN–EDWARDIAN–VINTAGE

A Section Devoted to Old-Car Matters

THE EDITOR GOES TO BRIGHTON.—William Boddy driving Lord Montagu's 1903 De Dion Bouton in the R.A.C. Veteran Car Run, accompanied by Michael Sedgwick, the Montagu Motor Museum's Curator.

TO BRIGHTON ON A MODEL-Q DE DION BOUTON

THROUGH the generous co-operation of Lord Montagu of Beaulieu I have driven four times in the R.A.C. London-Brighton Veteran Car Run and have successfully arrived on three of these occasions. On two of these I drove the Montagu Motor Museum's 1904 6-h.p. Brushmobile. In 1960 I got but a mile or so because a 1905 5-h.p. Humber had a defective coil and this year I had a great run down at the wheel of Lord Montagu's 1903 6-h.p. De Dion Bouton. Lady Montagu was entered to drive the De Dion but she was indisposed—her ill-fortune was my good fortune but I apologise to all those spectators who waved and cheered No. 130 on its way and were no doubt disappointed at what they saw in control of it! I fear much film has been wasted. . . .

Whereas the Brushmobile was very easy to handle, with its slogging long-stroke 978-c.c. single-cylinder engine that will go on pulling down to almost zero revs., its 3-speed gearbox and effective brakes the Humber, although I scarcely got to know it, seemed underpowered and somewhat delicate, with its " square " 613-c.c. engine and frail frame.

The De Dion, on the other hand, was by far the most difficult veteran to drive, but this is no disparagement of a car that was quite outstanding in its time. It is merely that to a driver accustomed to a footbrake and a foot clutch the little car is a tricky proposition in the sort of traffic you encounter on " Brighton Sunday." For these reasons : the model-Q De Dion Bouton has the famous vertical single-cylinder 90 × 110 mm. (698 c.c.) engine under its shapely little bonnet, a 2-speed gearbox, and that famous De Dion back axle over which far faster drivers than I have sat! Ignition is by coil, energised on this occasion by a new Lucas battery I brought for the purpose. The carburetter lives on the near-side, feeding the automatic inlet valve through a long copper pipe. The engine is cooled by a gilled radiator slung at starting-handle level, the water tank living behind the cylinder, with the oil tank incorporated with it. Petrol tank and battery live under the bench seat, behind which is a capacious locker. Suspension is by ½-elliptic front springs and the famous De Dion back axle is sprung on ¾-elliptics.

It is the controls that render the De Dion difficult to drive on traffic-filled roads, because you need more than a pair of hands. From the steering column below the small wood-rimmed wheel protrudes a gear-lever that also works the clutches that engage top and bottom gear. Pull this lever back and you go into first-speed, push it well forward (it works through rather more than 90°) and you engage top. Somewhere between is neutral. This is simplicity itself and ensures completely crashless gear engagement that today's engineers resort to such complex methods to achieve. But until the lever *is* in neutral, the drive remains connected. True, there are two foot pedals, one selecting reverse if the gear-lever is in the top-speed position, another that simultaneously puts the engine on half-compression and applies a feeble transmission brake. But if you need to stop suddenly it is necessary to push forward the outside handbrake lever that applies band brakes on the back wheels. As this occupies the right hand, and the left hand is looking for neutral, no hands are available for the tasks of steering and keeping the engine idling by adjusting spark and throttle, which are controlled by a couple of tiny levers normally operated by the right hand. The only other lever is a half-compression control, while there is a fine bulb-horn sticking through the dashboard and a useful brass-bound rear-view mirror. There is also a plunger oil pump on the floor, with positions for sending oil to the differential as well as the engine, but the care of this I left to my passenger. . . .

But let me make it clear that only in crowded modern traffic is this at all difficult. I had to concentrate all the way on November 4th (which may be why one spectator called to me to cheer up!), but on less busy roads, and way back in 1903, control of a De Dion Bouton would be simplicity itself, the clutches engaging the constant-mesh gears smoothly and progressively, while the engine, the first high-speed power unit in the days of 800-r.p.m. sloggers, simply asks to be given its head.

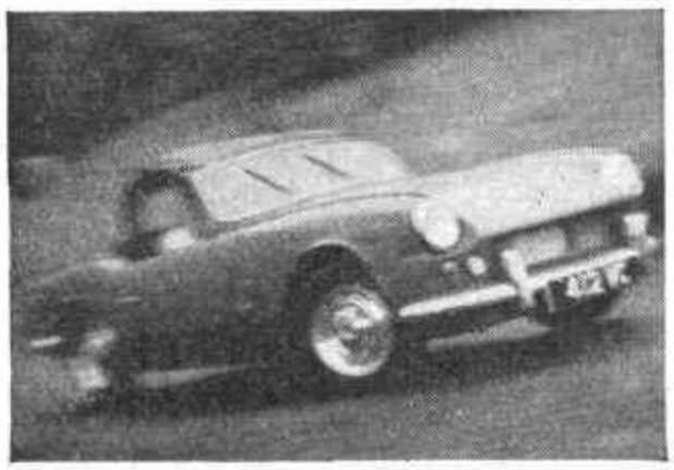
On " the day "—a Sunday of typically English and inimitable entertainment alike for the many spectators and the crews—we were up at 4.30 a.m. and four hours later were waiting in Hyde Park with other De Dions at the head of our group of starters. This bright green model-Q with red upholstery—AA 20—is a very well-known veteran, being the first exhibit Lord Montagu selected for his Museum, after it had been in use on his father's estate since before the First World War. It has been seen on the Albert Hall stage and in countless television shows and was to have been driven on this occasion, as I have said, by Lady Montagu. Instead, it was crewed by myself and Michael Sedgwick, the Montagu Motor Museum's Curator.

In splendid weather we set the little car on its adventurous journey, determined not to over-drive it, but to get to Brighton by 4 p.m. at all costs. Early in the run lots of stationary veterans were observed but the De Dion, developing perhaps 6 b.h.p. at 1,500 r.p.m., got along splendidly, as, with greater experience (previously I had driven it only on the wide runways of Hendon Aerodrome) I gained confidence in controlling it.

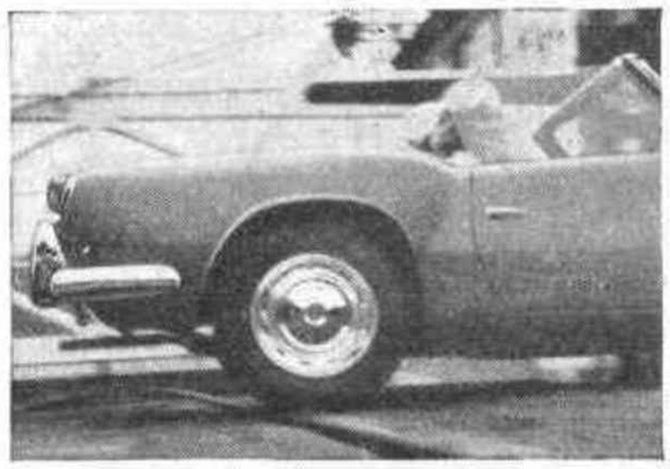
After we had taken Brixton Hill without coming off top-speed I felt that nothing could stop us—and nothing except traffic hold-ups did. The little car with its heavy load (we both wore many layers of clothing) would pull away from Oldsmobile and similar long-stroke one-lungers up hill and was satisfactorily fast on the level, to the accompaniment of the merry snorting of its automatic inlet valve. So effective is the De Dion " single " that crawling up the hills, even re-starting on them, presented no anxiety, while there is quite noticeable acceleration when throttle and spark levers are moved forward. The engine idles fast, vibrating the handsome mudguards and brass oil-lamps, but it never missed a beat and picked up obligingly when lack of extra hands caught me on high-speed with the spark advanced.

So we ran comfortably down to Brighton, filmed by TV cameras, with the crowds waving and touching their forelocks just as if Lady Montagu had been at the wheel. The Brighton

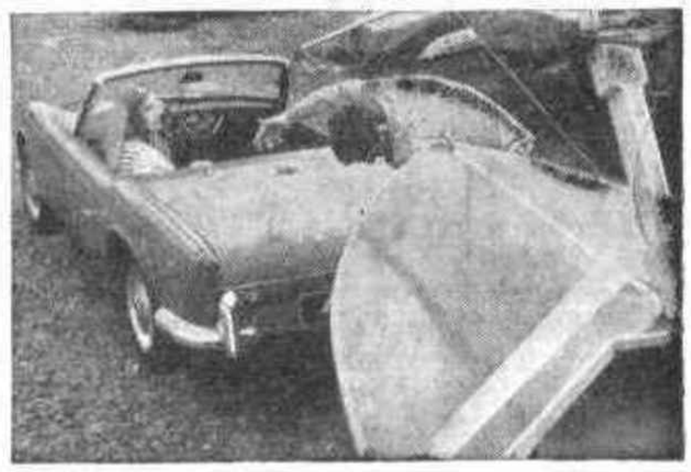
New Triumph Spitfire 4 takes the lead among light sports cars



FASTER Top speed 92 mph. Standing ¼ mile 19·5 seconds.



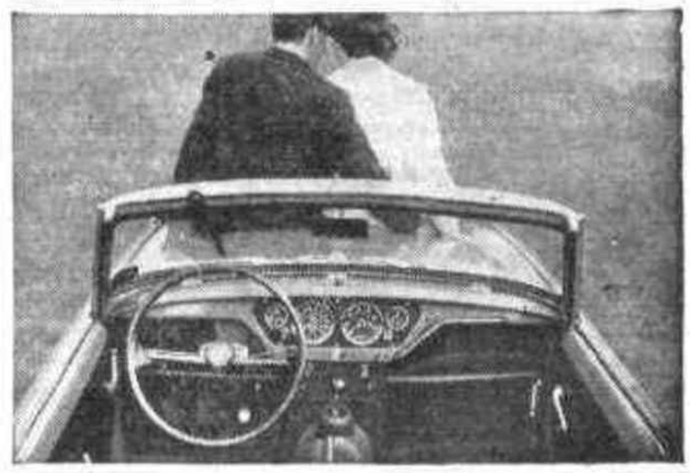
INDEPENDENT SUSPENSION On all four wheels for safer, surer cornering.



STRONGER Tough steel-girder chassis for lifelong strength.

DISC BRAKES On the front wheels. Safer under all conditions.

TIGHTER TURNING 24-ft turning circle for nimble parking.



MORE LUXURY Wind-up windows, king-size cockpit, tailored hood.

With one stride, Triumph take the lead in the light sports car field. In fact, the only thing that keeps the new Spitfire out of the luxury sports car class is its price, £640.19.7 inc. p.t.

STANDARD TRIUMPH

A member of the Leyland Motors Group

Run would be less fun without the enthusiastic spectators, and the Police, too, are simply wonderful in their good-tempered control of the traffic through which they somehow contrive to get the veterans—and there were 239 taking part—out of the knots and on their way.

We kept close company for a time with Lord Strathcarron's very handsome 1903 Georges-Richard until it went ahead for its pre-arranged stop near Bolney for Lady Strathcarron to step out of this landaulette and let another lady member of the family ride in state to the Madeira Drive. Bensted-Smith came by in the Montagu Motor Museum's 1902 7-h.p. Panhard-Levassor and we gave free passage to Peter Hampton in his 1903 60-h.p. Mercedes racer and to the Shuttleworth Trust's 1903 "Paris-Madrid" Dietrich, which used to thrill me as a schoolboy.

About half-way we were troubled that we might be ahead of time and as the R.A.C. in its wisdom has set a top average of 20 m.p.h., we stopped in order to waste time. On lifting the bonnet to choke the carburetter for re-starting we noticed a thin spurt of water issuing from the top of the tank, where a seam had opened up, so we resumed the road promptly and pulled into a garage. The leak had now ceased and the water level had scarcely dropped, and it was not even necessary to replenish.

Having ascertained that we were not ahead of time, we drove gently on towards our destination, the only other pause coming when the petrol tank ran dry. Luckily this is so much a part of road-test curriculum that I had a can with me; helpful spectators assisted me with replenishing the De Dion's tank. She re-started easily, although the energetic engine kicks like Stanley Matthews unless fully retarded, and around 12.30 p.m. we phuttered happily to the finish.

With their usual generosity National Benzole had laid on much-needed sustenance and Lord Montagu and Mr. F. C. Glover entertained their friends to a cocktail party at the Brighton Motor Museum. I am indebted to Lord Montagu for these interesting November experiences. All the Montagu Motor Museum's entries and the Brighton Museum's Brushmobile got in safely, although Lord Montagu's 1903 Sixty Mercedes had been delayed for a while with electrical trouble. It only remained to see the De Dion on to the truck in which it was travelling back to Beaulieu in company with Lord Strathcarron's Georges-Richard and to take Sedgwick back there in the M.G. 1100 that had acted as my tender-car.

The Brighton Run is quite unique. The maximum permitted entry of 250 pre-1905 cars was over-subscribed and entries came in from France, Italy, the U.S.A., Holland, Belgium and Denmark. Space precludes listing the successful arrivals, who gained the simple but entirely suitable Commemoration Medal, but for the record the 19 unfortunates who fell by the wayside this year are listed below. Incidentally, I started with gastric 'flu which was cured *en route*—a fine testimony to fresh air—and exercise!—W. B.

RETIREMENTS

The President, Automobile-Club de l'Ouest (1896 Panhard-Levassor); W. E. Offley (1899 Bassett Phaeton); R. E. Hayes (1899 Hurtu); S. J. Mitchell (1900 De Dion Bouton); R. I. Slater (1900 English Mechanic); A. H. Grundy (1900 Progress); P. J. Wellington (1901 De Dion Bouton); P. R. Hill (1902 Napier); H. Taylor (1902 Peugeot); Mrs. E. M. Jarvis (1903 De Dion Bouton); B. G. L. Jackman (1903 Phoenix Trimo); S. J. Mitchell (1903 Phoenix Trimo); Dr. A. T. Robinson (1903 Phoenix Trimo); A. T. Betteridge (1903 White Steamer); H. F. Welham (1904 Cadillac); G. McGregor-Craig (1904 De Dion Bouton); G. Evan Cook (1904 Rexette); M. Estler (1904 Siddeley); A. F. Reeves (1904 Wolseley).

QUERIES ANSWERED

The quest for Club addresses continues. Amongst this month's postbag are letters asking for the following: **Bentley D.C.,** Miss B. Gunstone, 76A, High Street, Long Crendon, Aylesbury, Bucks. **Aston Martin O.C.,** 22, The Mall, London, S.W.14. **Rolls-Royce M.C.,** G. White, Pym's Lane, Crewe. **Lancia M.C.,** F. C. Berkway, 10, Arthur Road, Motspur Park, New Malden, Surrey. **Riley Register** (nearest to Scotland), Bill Watson, 35, Remus Avenue, Haddon-on-the-Wall, Northumberland. **Wolseley Hornet Special Club,** M. K. Johnson, 102, Blenheim Road, Moseley, Birmingham 13.

Discoveries reported by readers include a *circa* 1926 Bean tourer in a shed near Reading and possibly useful for spares, a 1925 l.h.d. 10 c.v. Type 181D Peugeot d.h. and a 1923/24 11.4-h.p. Type B2 Citroën tourer, also l.h.d., both for sale in France, and, rotting in a Birmingham scrapyard, a rear-engined Trojan and various other vintage cars. Riley 9 fans may care to know of a fabric-bodied car in a Manchester scrapyard, and three or four engines and gearboxes reported from a yard near Welshpool, together with odd spares. Another Bean, an 11.9, *circa* 1923, lies in a blacksmith's near Manchester. Early Morris Minors, a straight-8 Daimler, a good 1930 Armstrong Siddeley saloon, a vintage M.G., a 1926 Panhard-Levassor and a solid-tyred lorry are said to exist in yards in Surrey, Middlesex and Herts.

* * *

Odd Items. Two International tractors, claimed to be of 1914 vintage, are still at work in N. Wales. As we expected, a reader has supplied the identity of Stockport Corporation's breakdown vehicle — it is a 4-cylinder petrol engined Karrier, now in "semi-retirement." A bull-nose Morris with truck body works on a Norfolk golf-course. A N.Z. reader who owns 1929 Type AF and 1930 Type AK Minerva cars and a 1919 30 h.p. for spares wants a Minerva mascot. He also runs a 1926 model-T Ford coupé. A 1934 Jowett saloon is seeking a home before hooligans break it up. A reader sends a photograph (not reproduced) of a Collingham & Owen cyclecar with 90° V-twin J.A.P. engine. Does anyone remember it, the make isn't in Doyle's?

* * *

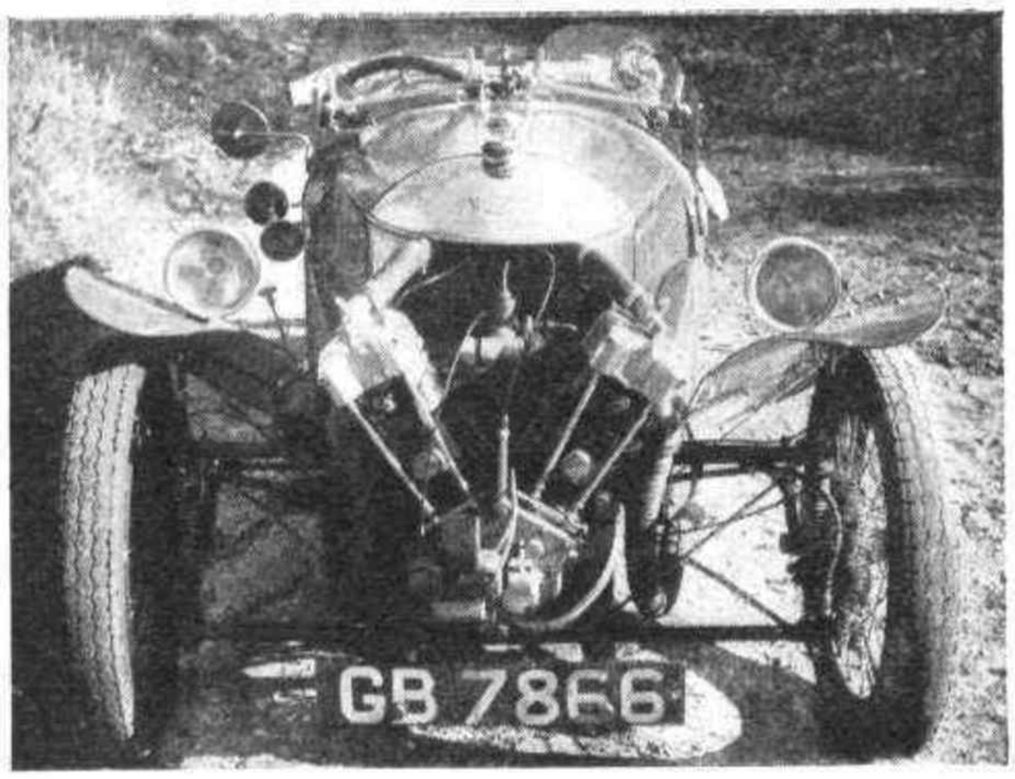
Autobooks of Brighton are offering the Sword Auction catalogue, with a nicely printed pithy report on the sale, giving prices realised for each car and comments on their condition, etc., by Kenneth Ball, for 15s. the two, post free.

VINTAGE POSTBAG

Travels of a Vintage Morgan

Sir,

Some of your cyclecar enthusiast readers might be interested in a few further details of my recent experiences with a Morgan three-wheeler, mentioned in the October MOTOR SPORT. The car is a 1925 Aero-Blackburne o.h.v. w.c. 1,096 c.c. 2-speeder, with front wheel brakes and geared steering. Last year, in company with a vintage Austin Seven, we crossed some 14 major Alpine passes, including the Furka, Stelvio and Grossglockner. This year we added another 14 over 4,000 ft., including the Grand St. Bernard, Galibier and, highest of all, the Iseran.

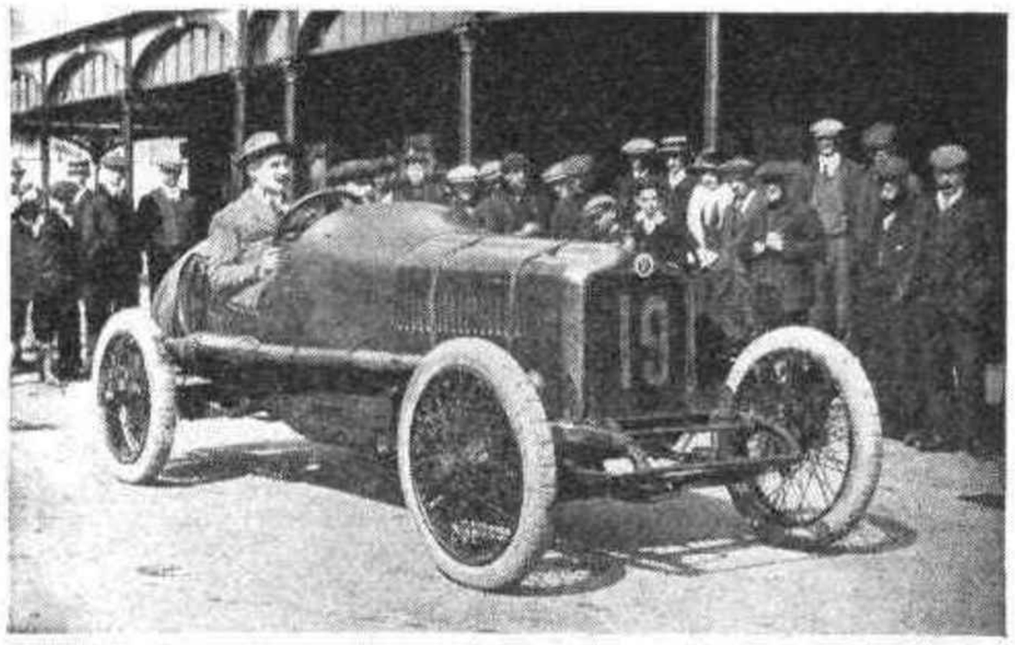


Being two up, with camping gear, I used sprockets from a Family Morgan, giving ratios of 5 and 10 to 1. There was always ample power, even at 9,000 ft., where I myself was getting a bit breathless hauling it round the last few hairpins. We did have some mechanical troubles, but only little things like a couple of inches falling off the front-end of the frame, under the stress of holding up the number plate—and what nicer spot could you pick to construct and fit a new head gasket than the Promenade des Anglais at Nice? Spoke troubles, however, did drive us to a French garage mechanic, who announced, after two hours wrestling with a

Continued on page 972

FRAGMENTS ON FORGOTTEN MAKES

No. 20 : THE MINERVA



Rieken at the wheel of one of the 1914 T.T. Minerva racing cars.

THE Minerva is not altogether a forgotten make, especially since MOTOR SPORT wrote up last May a 1930 32/34-h.p. Victor Broome limousine of this make. But the fact remains that less than a dozen Minervas are thought to have survived in this country and of these, only a couple appear to be in regular use. So some further information on " The Rolls-Royce of Belgium " is called for and this was kindly provided by an interview with Mr. Hooper, who was with the Company in London from 1918 until it closed down in 1938. (For this interview we naturally arrived in a Minerva, of which pictorial evidence is provided.)

It seems that Minerva came into being in about 1902 as manufacturers of motorcycles and made their first cars in 1904. They supplied their well-known motorcycle engines to many of the leading British manufacturers when the movement was in the adolescent stage. It is well known that the Company adopted the Knight double sleeve-valve engine before the 1914/18 War and a team of these cars, emitting the usual smoke-haze, finished second, third and fifth in the 1914 T.T., driven respectively by C. Rieken, L. Molon and C. Porporato.

Two brothers named de Jong, from Amsterdam, founded the Company, and in England Mr. Citroen began importing their motorcycle engines from premises at 40, Holborn Viaduct. Later a move was made to Charlotte Street, W.1, and then to Chenies Street, off the Tottenham Court Road, where William Holloway and his brother Sydney built Minerva House, some years before the 1914/18 War—today, Minerva House is occupied by A. E. Gould, Ford agents, but the statue of Minerva can still be seen there. When war came car production in Antwerp ceased and the English Company also went over to the manufacture of shells and fuses.

When Mr. Hooper joined them as a boy in June 1918 the only Minervas in the works were two old sleeve-valve vans, one a 26 h.p., the other a 38 h.p. Soon, however, cars that had been in storage for the duration of hostilities started coming in for overhaul. The Chairman and Director at that time was a Dutchman, Mr. David Citroen, Mr. Everett was the Secretary, Mr. Stanley Charles Holloway the Works Manager, and Stanley Matthews the Store-keeper. The pre-war machinery was all worn, so new machine tools were installed. As production had not started in Belgium some adaptation was necessary and Mr. Hooper recalls spending three weeks filing sleeve castings obtained from Daimler, whose engine fortunately had the same 140-mm. bore as the Minerva engine. The pre-war engines had half-junk sealing rings and fully-skirted c.i. pistons. It took three weeks to assemble an engine, checking sleeve/piston/cylinder clearances with feelers after the pistons had been boiled in hot-water coppers to assess their rate of expansion. A new engine would be motored round from the overhead belting in the shops and tow-started after assembly in its chassis, so stiff was a newly built-up unit. The English Minerva Company bought castings and other parts here whenever possible, to avoid import duty. After his fearful task of filing sleeves Mr. Hooper remembers being " promoted " to filing phosphor-bronze gear gate blanks for fitting to the overhauled chassis!

By 1921 new cars began to arrive, with the new shapely radiator replacing the flat radiator of the pre-war Minervas. Two models were available, the 20-h.p. 4-cylinder and 30-h.p. 6-cylinder. The cars came over shod with Englebert tyres but this did not meet with the approval of a well-known English tyre manufacturer, who arranged to supply their tyres at very competitive prices. During hostilities Belgians skilled in machine-shop work and fitting had been in what in World War Two were termed " reserved occupations " in the factories. Some of them came to Minerva in England and cars were exhibited at the 1920 Motor Show, which earned praise from King George V. The Antwerp factory had survived the German invasion, machine tools having been shipped to Holland when war broke out, while, rather as Bugatti hid racing cars in a cellar, two Minerva chassis had been saved by hauling them up into one of the factory chimneys.

The aged works lorries were supplemented by a model-T Ford lorry and Minerva were back in the car business at Minerva House.

The 1921/22 cars suffered trouble with their cone clutches and every one had to be changed, but the quality of pre-war Minervas was remembered and the demand was substantial. The 20-h.p. and 30-h.p. cars of the immediate post-war period were replaced by new models (see accompanying table), of which the most successful was the 6-cylinder 32/34-h.p. car with very light steel sleeves and lightweight slipper pistons that had a very small rubbing area in contact with the sleeves. This model pioneered the use of Tecalemit chassis lubrication and Scintilla electrical equipment in this country. It had some notable design features, such as the ingenious mounting of the cantilever rear springs, the U-bracket on the torque-tube that was ball-jointed onto a cross-member, and other items mentioned in the " White Elephantitis " article last May. Very little trouble was experienced, although some German wheel rims proved faulty and broke up, resulting in loss of wheels—there is the story of a Minerva negotiating a London Square, a wheel from which landed up on the operating table of a London nursing home, just before the patient was brought in. Cars were recalled from all over the country for these dangerous wheels to be replaced. The later Scintilla combined magneto and dynamo, was badly lubricated and many had to be replaced, while some trouble was experienced through water seeping past the water pump gland and washing

MINERVA MODELS — 1921 TO 1931

	Model	H.P.	Cylinders	Bore and Stroke
1921	NN	20	4	90 × 140 mm.
	OO	30	6	90 × 140 mm.
1922	PP	15	4	75 × 112 mm.
	RR	20	4	90 × 140 mm.
	MM	30	6	90 × 140 mm.
1923	TT	15	4	75 × 112 mm.
	RR	20	4	90 × 140 mm.
	UU	20	6	75 × 112 mm.
	MM	30	6	90 × 140 mm.
1924	TT	15	4	75 × 112 mm.
	RR	20	4	90 × 140 mm.
	WW	20	6	80 × 112 mm.
	AC	30	6	90 × 140 mm.
1925	TT	15	4	75 × 112 mm.
	AD	16	4	80 × 112 mm.
	AB	20	6	80 × 112 mm.
	AC	30	6	90 × 140 mm.
1926	AG	16	4	80 × 112 mm.
	AE	20	6	80 × 112 mm.
	AF	30	6	90 × 140 mm.
1927	AH	12/14	6	68 × 92 mm.
	AG	16	4	80 × 112 mm.
	AE	20	6	80 × 112 mm.
	AF	30	6	90 × 140 mm.
1928	AH	12/18	6	68 × 92 mm.
	AE	20/24	6	80 × 112 mm.
	AK	32/34	6	95 × 140 mm.
1929	AN	18	6	68 × 92 mm.
	AE	20/24	6	80 × 112 mm.
	AK	32/34	6	95 × 140 mm.
1930	AN	18	6	68 × 92 mm.
	AE	20/24	6	80 × 112 mm.
	AK	32/34	6	95 × 140 mm.
	AKS	6-litre	6	95 × 140 mm.
	AL	40	8	90 × 130 mm.
1931	AK	32/34	6	95 × 140 mm.
	AP	22/28	8	75 × 112 mm.
	AL	40	8	90 × 130 mm.

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One of Minerva's own hire cars.

oil off the timing chain, which rapidly wore out. The timing chain had no adjustment on the 32/34, but a spring-loaded jockey sprocket was introduced on the 40-h.p. straight-eight, whereupon the chain sometimes jumped and slipped the timing. Brass baffles cured the water seepage. Rapid wear of the sleeves was caused if the Ki-gas wasn't screwed down, allowing petrol to get sucked into the engine which diluted the oil-film on the sleeves. The multi-plate clutch was apt to wear indents in the hub which stopped the plates from sliding freely.

Otherwise, this was a well-designed and magnificently built car that was endowed with some of the most beautiful coachwork in the World, by all the leading specialists in such work, although Minerva also made their own bodies. Perhaps the peak year was 1925, when the five delivery drivers were each bringing in a car or chassis a day from Harwich, where imports from Antwerp were unloaded at Parkstone Quay. Bleriot and Harry Hawker owned pre-1914 Minervas, the saloon body from the latter's later gracing a twin-rear-wheeled 40/50-h.p. Rolls-Royce chassis, and Royal patrons using Minervas included H.M. The King of the Belgians, H.H. Prince Leopold of Belgium, H.H. Prince Charles of Belgium, H.H. The Princess Stephanie of Belgium, H.M. The King of Norway, H.M. The King of Sweden, H.H. The Grand Duchess of Luxembourg, H.H. The Consort Prince of Holland, H.M. The King of Roumania, H.H. The Maharajah of Pithapuram, H.M. The King of Afghanistan, H.E. Admiral Horthy, Regent of Hungary, H.M. The King of Morocco, H.M. The King of Siam, H.M. The Shah of Persia, H.H. The Princess Nazli Helmi of Egypt, H.H. The Rajah Mida of Selancor, H.H. The Prince Chandaburi of Siam, H.H. The Sultan de Marakech, etc., etc. H.M. The Queen Mother, before her marriage, had expressed interest but the prevailing "Buy British" movement probably influenced her decision not to own a Minerva. The Under-Secretary of Air of those days had a 30/32-h.p. open tourer which slipped into the water while being loaded for shipment to Fishguard. Minervas were unquestionably popular and even the 22/28-h.p. straight-eight sold well, but the 40-h.p. straight-eight was a very large car appealing only to the wealthiest clients. The last one was sold to Mr. Bernstein of the Granada group.

Apart from cars, 4-cylinder sleeve-valve commercial vehicle chassis were imported, Convoys of Deptford and Keith & Boyle having fleets of Minervas, the latter with coach bodies.

Urgent spares were ordered by cable and flown to Croydon. This reminded Mr. Hooper of an amusing incident. A steering assembly was wanted quickly and he cabled for it. Perhaps his ignorance of Flemish had something to do with it, but the lorry to which it was fitted was found to go in the direction opposite to that in which its steering-wheel was turned! On another occasion some spares were needed in Perth, Scotland. They were duly dispatched but failed to arrive—"N.B." had been omitted from the address on the parcel and they subsequently turned up in Perth, Australia. . . .

The growing challenge of Packard from America and the "Buy British" campaign is blamed by Mr. Hooper for the drop in Minerva sales that started in 1930. Before this the Company had expanded satisfactorily; had, indeed, outgrown the Tottenham Court Road premises, so that a service station was opened at Park Royal—Minerva Road is there to this day. Minerva Motors Ltd., so termed since 1918, had become a public company, Minerva Motors (England) Ltd., in 1927, the shares selling out at once. The prospectus quoted profits for the year ending mid-1923 as £41,985, rising to £89,432 in 1924/25 and as £50,855 for 1926/27. The Company instituted its own Hire Service, on the lines of Daimler Hire, with uniformed chauffeurs, but this was not as successful as anticipated and Harrods of Knightsbridge took it over. The Royal Arsenal Co-operative Society also had a fleet of Minerva hire and funeral cars. Evidence exists to show that one of these 32/34-h.p. Minerva hire cars cost only £10 a year for repairs and tyres for the seven years it was in service, although no doubt it only ran a small mileage.

A Mr. Pickett had obtained control of Minerva shares in Europe and it is said that by stepping up Minerva imports to France he put De Dion Bouton out of business. He was associated with control of Minerva Motors (England) Ltd. in conjunction with well-known stage celebrities. Alas for these ambitions, the Company failed in February 1932, Mr. J. C. Pidgeon being appointed Liquidator. Maximillian Fabri, of the F.N. Company, took over, reforming the Company as Minerva Automobiles Ltd. Minerva House being too expensive, he moved to premises in Headfort Place, Halkin Street, formerly occupied by Victor Broome, the coachbuilders. Access was up a driveway at the back of a block of flats and the men, who came in at 8 a.m., were not permitted to begin work until 9 a.m. as the flat-dwellers objected to the noise. Coupled to this difficulty was the fact that no customers were attracted by the showrooms opened in Stratton Street, and the bailiffs walked in and wound up the English branch of Minerva in October 1938. Mr. B. W. King of the Hyde Park Garage took all the spares.

After the failure of Minerva Motors (England) Ltd. Mr. S. C. Holloway started his own motor business behind the Ladies' Carlton Club in Halkin Street; Mr. William Holloway married Mr. Citroen's daughter.

Minerva took practically no part in competition motoring after their good showing in the 1914 T.T. but at Brooklands the private entrant G. L. Baker did very well with his boat-bodied 32/34-h.p. car, presumably a Type AKS. Between 1931 and 1933 he won two races and gained three "seconds" and three "thirds," his best race lap-speed being 96.15 m.p.h. It is rumoured that some of the car's success was attributable to Baker having had a special crown-wheel and pinion cut, to raise the axle-ratio.

In Belgium Minerva had imported front-drive Adler Trumps and Trump Juniors from Germany, attempting to sell them as Minerva-Imperias, without much success. The old Antwerp factory is now occupied by a firm making food machinery, but during the war Minerva made motorcycles and Land-Rovers under licence. It is interesting that in its hey-day three different mascots, each featuring the head of Minerva, were used, the best-known being the one on the 32/34-h.p. car. Pd. Soete sculptured a different head for the Type AL straight-eight and yet another style was used for the earlier 20-h.p. cars. Like the R.-R. "Flying Lady" these beautiful mascots were all too easily stolen but Mr. Hooper preserves one of each.

That is the story of this fine motor car. Perhaps the nicest tribute to it came from a doctor who, believing it to be every bit as good as a Rolls-Royce, had an R.-R. bonnet and radiator fitted to his Minerva coupé.—W. B.

Mr. Hooper is confronted by a Minerva for the first time since 1938!

VINTAGE LETTERS—continued from page 968

split rim wheel, " La voiture de la Belle Epoque, ca m'en merde! " The Italians were very thrilled with the car, and most helpful. A mechanic in a small village constructed and fitted a new cone clutch lining in half a day, for about 10s.; of course, any good blacksmith holds a large stock of Morgan spares.

We found some very vintage passes. I strongly recommend the Col de la Finestre (6,400 ft.) in Italy, from Fenestrelle to Susa, to anyone who rejoices at the thought of 25 miles single track dust road, with a 3,000 ft. lift by means of numerous hairpins, with unfenced drops and fabulous scenery: or the Col du Champex—a theoretical short cut on the Grand St. Bernard. This was the only occasion that I've done five miles the wrong way up a one-way street. I was so intent on getting a good run at the first hairpin that I missed the sign, saying that traffic might only ascend during even hours!

One slightly depressing thing we have noticed, in the course of over 6,000 miles of Continental motoring, is the decreasing response to a cheerful wave to another " G.B. " car. Admittedly roads in the North of France frequently have more British cars than French, but to receive the usual cold glance in the deepest Alps is rather chilling—Jaguars, as usual, being the most stuck-up of all. Surely they can't all be long-suffering motoring correspondents forced by their wicked employers to slave at driving E-types to Monte Carlo and back in a day or so.

However, I shall continue to take vintage cars abroad, to show the light to the heathen, and to enjoy some real vintage motoring, on decent uncluttered roads, far away from Marpledom.

Parkstone. ROGER S. RICHMOND.

* * *

The Belhaven and Other Vintage Lorries

Sir,

In letters referring to lorries I have never seen mention of the name Belhaven. I only ever met one and that was around 1927, and the poor thing was pretty ancient then I should say, and often did.

Still I loved the old 'bus and it provided me with a certain amount of fun and excitement. I was only 15 at the time!

Quite illegally my job was driving this one and only of ours and she taught me a trick or two.

Built to carry about 40/50 cwt., it was chain-driven, had wooden wheels and solid tyres. A very Rolls-like bonnet complete with lines of rivets all blued steel and about 5 ft. long, a brass radiator (a cross between Rolls and 1914 Darracq) and lovely long ½-elliptic springs.

She ran like a Rolls and rode like one, quietly and smoothly, and when travelling along roads in nearby villages which were merely rock foundations filled in with ashes one watched the wide front mudguards move up and down as she rolled quietly from side to side in and out of the terrific holes and over the immense stones.

The lorry platform was about a foot wider than the cab which had doors only about a foot high. As the brakes were non-existent, these projecting body corners were very handy to keep a 56 lb. weight on for the use of the second man, when one had one. Hurried stops were dealt with in the following manner. Travelling at 18-20 m.p.h. one changed from top (4th) gear down to first at one change, having a box full of " dogs " was very handy for this as this being so one *couldn't* miss the change, a clonk of chains, a terrible groan and down you were to 5 m.p.h., then the second man came into his own rapidly baling out together with the 56 lb. weight which he slung under the back wheels and there one was, stopped!

It had another trick which was a little disconcerting till one got used to it, once or twice a week the steering would jam and refuse to go on more than half lock, this could be quite exciting.

One evening, having dropped off my second man, I was gaily swinging round a sharpish bend when I suddenly woke up to the fact that this was one I was *not* going to make. Having but two choices, a wall or four lovely tall poplar trees I chose the trees (how I missed the second man and his niftiness with the 56 lb. weight), I flattened all four of those tall trees and the owner was very annoyed but the old girl hadn't a scratch, as usual, when I got her out of the man's garden. On these occasions ditches could be quite a nuisance to get her out of.

In spite of repeated stripping down, etc., of the steering we never even found the trouble let alone cured it.

She was a grand old 'bus though, smooth as silk and beautifully built, in Scotland I believe; perhaps somebody knows amongst your readers.

Together with several more Leyland, Maudslay, Fiat, Karrier, Garford, Peerless, Maxwell, Model-T Ford, Austin (shaft to each rear wheel, diff. under seat, radiator in cab) we also had a Seldon, a good one that, though it had a habit of dropping its prop.-shaft in the road with a clang which effectively broke up one's day dreams.

The Maudslay, with o.h.c., I remember as a five tonner fit for a lady to drive. The Karrier I remember at 12 having to use both feet to push the clutch out and then gingerly take one off to push the gear-lever through into reverse.

Much more fun learning to drive in those days of peaceful roads, even if they were apt to be dusty.

F. C. H.

[Name and address supplied—ED.]

* * *

Vintage Prices Justified ?

Sir,

I was intrigued to read the remarks of W. B. in the November issue of MOTOR SPORT, concerning the present inflated prices being asked for vehicles of pre-1931 vintage.

Whilst I do sympathise to some extent with his attitude, as it is certainly frustrating to see a vehicle of this age priced at around £500, when one's father or grandfather disposed of an identical model some 30 years ago for a " fiver," I feel it should be pointed out, that the very existence of vintage motoring as we know it depends on the fact that vintage cars are so highly priced.

Consider the situation of the enthusiast whose rare 1921 model tourer has broken its crankshaft. Is he going to spend around £40 to have a new one made, if the resulting vehicle is only going to be worth £5 or so ? Frankly I doubt it, and if such were the case, many of the beautifully restored specimens we see today would long since have passed into oblivion!

The care and running of a true vintage car is, of necessity, a fairly wealthy man's sport, and if one cannot find the purchase price of one, how on earth can one hope to care for it ?

If vintage cars changed owners for fivers, how many would fall into unscrupulous hands to be used as learners' machines, etc., ruined beyond repair and relegated to the scrapheap ? This is the fate of many 10-to-25-year-old cars at present and should be confined to them exclusively.

If W. B. obtains a derelict vintage car, such as are mentioned from time to time in this section, he could close the deal for a few pounds. Subsequent time, energy, and cash expended on its complete restoration, would produce a vehicle of which he could be justly proud. If he sold it at a later date, it would rightly command a high price—and wouldn't he expect it to do so ?

A great deal of pleasure can be obtained, at fairly low cost, from the restoration and care of one of the lower quality and less rare pre-1931 models. Being an impecunious semi-student myself at present, I have derived immense satisfaction from a 1929 Austin Chummy, but look forward to a more ambitious vintage car in the future, which might be a rally winner !

To sum up, I think it is right that our hobby should have dignity and respect from all, and this will only be the case while prices are high. Lovers of the arts will pay fantastic prices for pictures and instruments, etc., whose actual monetary value is small, merely because they are rare, and should be preserved for posterity.

Long may vintage motoring flourish.

Stoke-on-Trent. J. M. RIGBY.

M.G. 1100—continued from page 965

a note on the gauge reminded us. This it consumed at the rate of 31.36 m.p.g. in normal fast motoring and a journey across London. Actual range wasn't checked but the tank is said to hold 8½ gallons, so it should be in the region of 265 miles. Top speed along the average length of straight was 82 m.p.h. but this should build up higher on a motorway.

To sum-up, this M.G. is, like some people, very smooth but lacking in character. It provides very comfortable, safe and quick transport, has the merit of being technically advanced and feels essentially dependable, but it may be found that it differs too little from the Morris 1100 it so closely resembles to appeal to the more staunch M.G. exponents; it costs over £100 more than the Morris, by the way. Our test of an early model revealed complete immunity from water leaks in heavy rain and no troubles in a distance of 750 miles, after which a quart of oil restored the sump level. There is, of course, no gearbox or radiator to replenish and lubrication is confined to four points every 3,000 miles.

Unquestionably, at the new price of £713-9-5 the M.G. 1100 is outstanding value-for-money — W. B.

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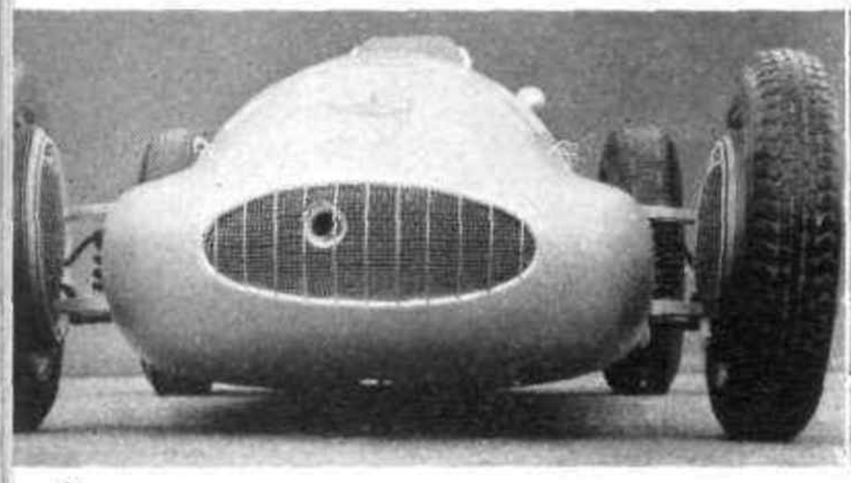
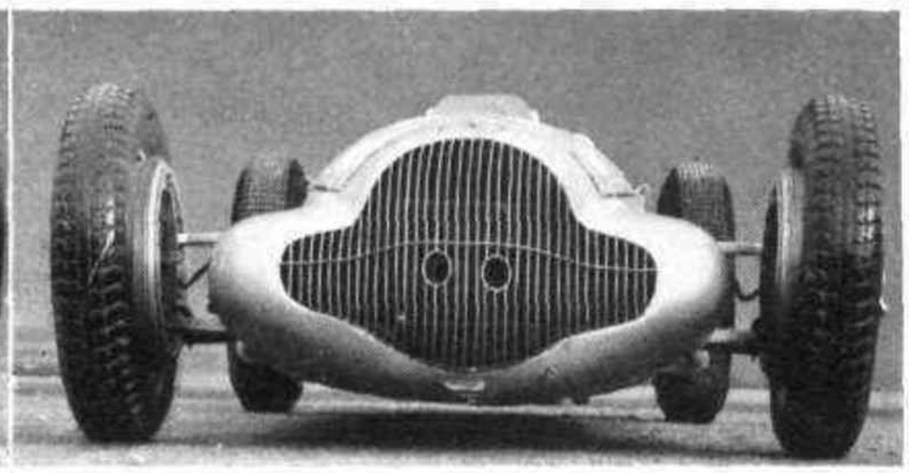
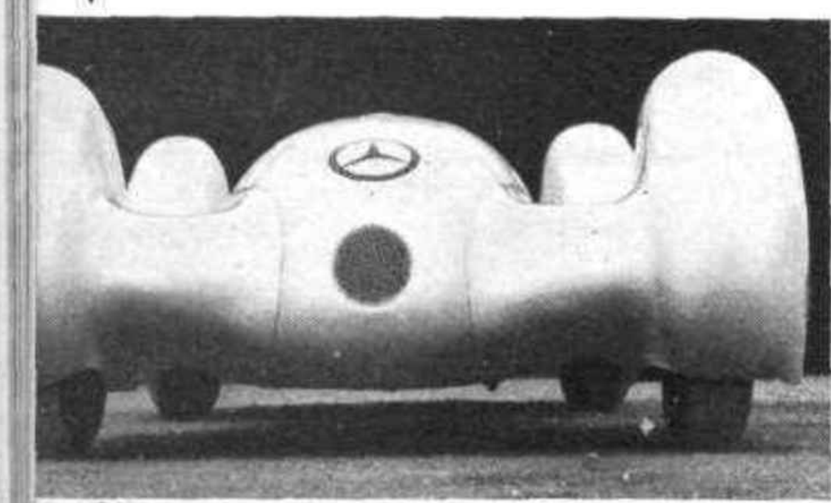
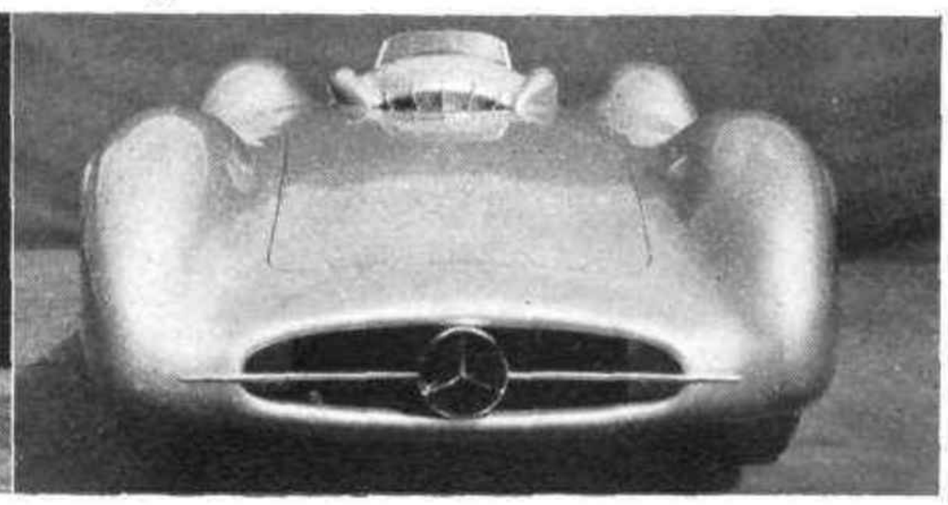
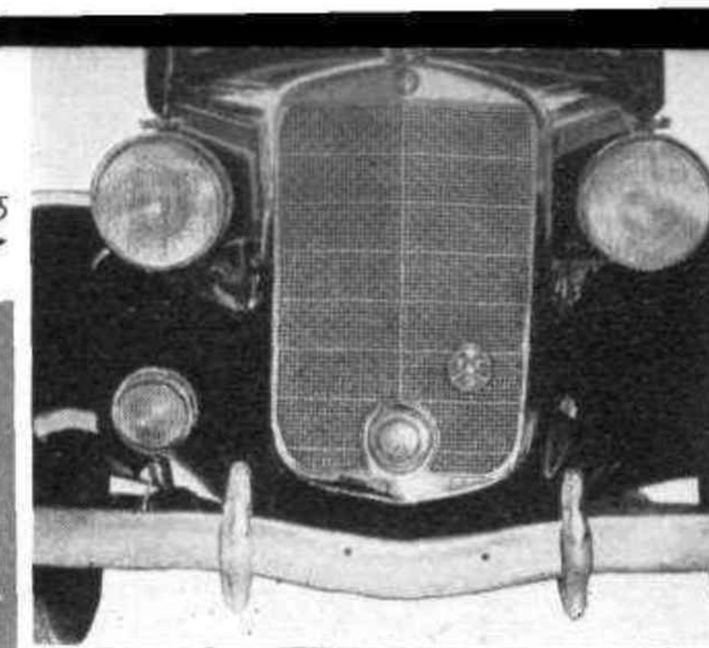


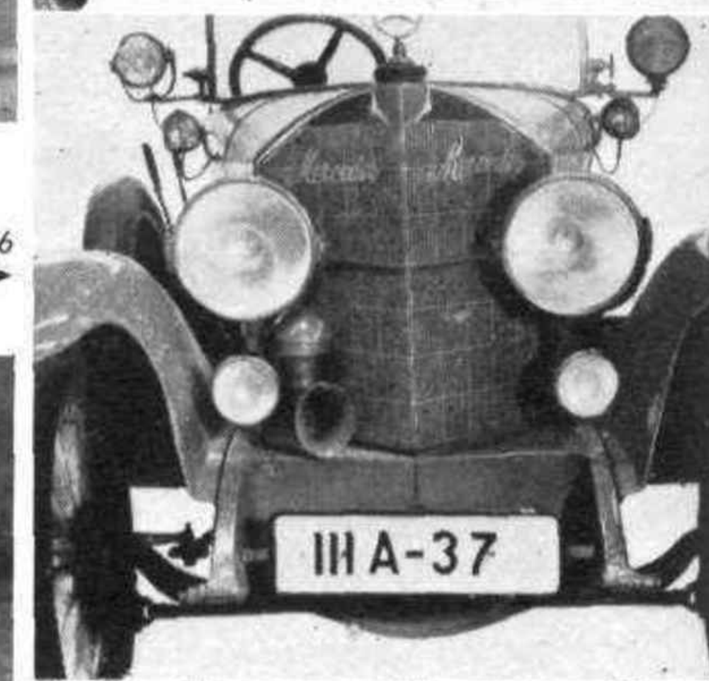


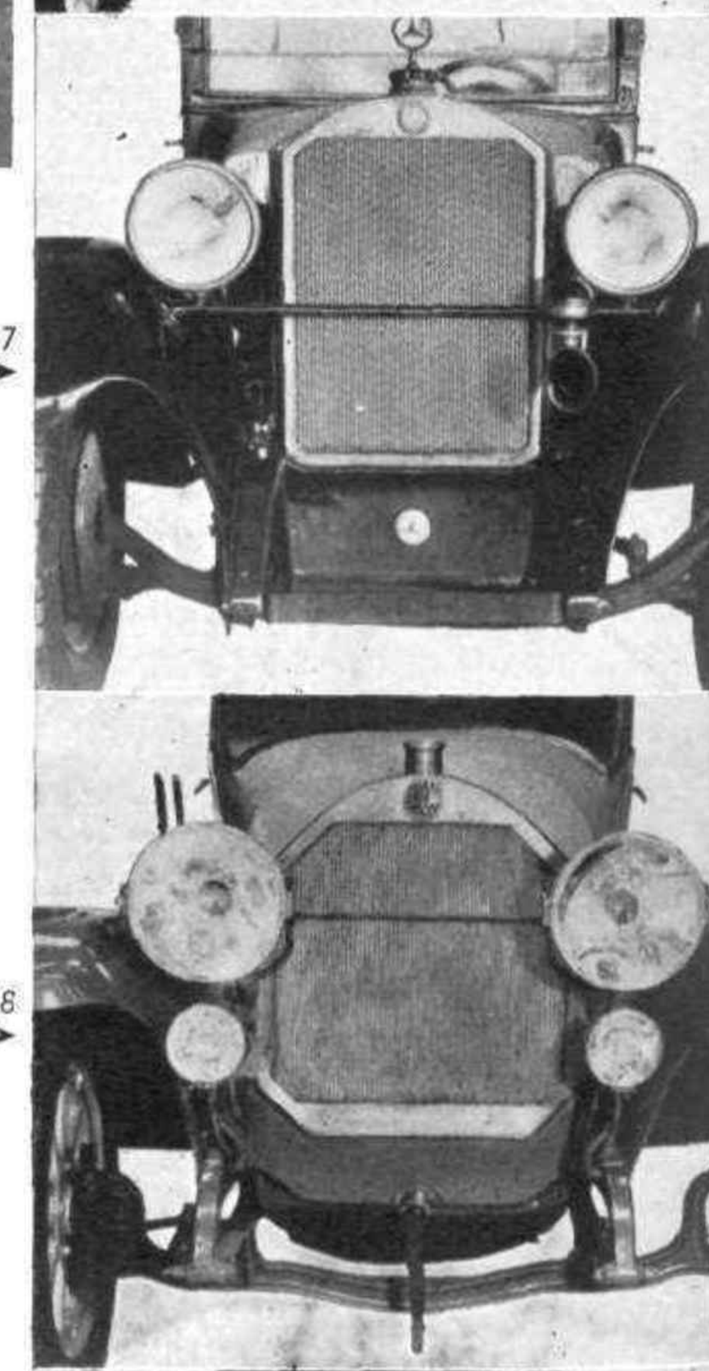
Mercedes-Benz Museum Competition

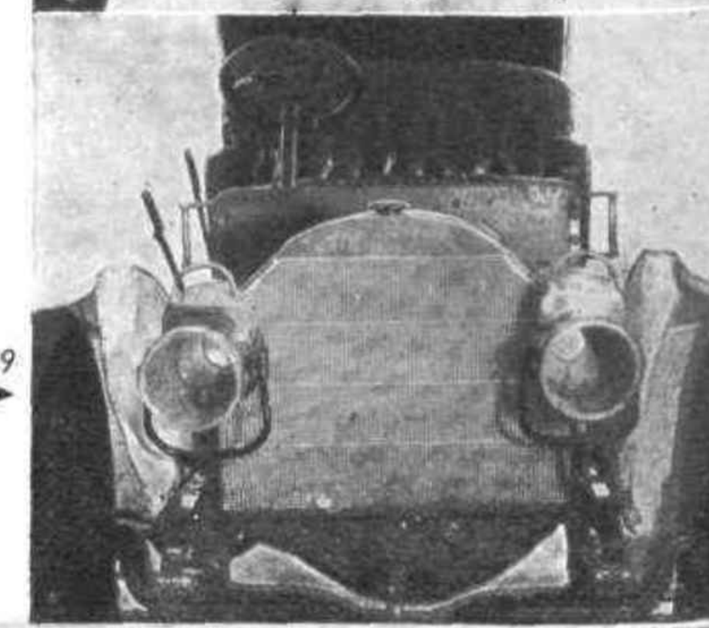












RULES

In conjunction with Mercedes-Benz (Great Britain) Ltd. MOTOR SPORT has pleasure in announcing this competition. The prize is a free visit from England to the Daimler-Benz Museum at Stuttgart and back for a gentleman and his lady (or *vice versa* if the winner is a lady) by air or road to choice, at V.I.P. level, by Mercedes-Benz Ltd., this journey to occupy a mutually-convenient long week-end. It will be awarded to the first person complying with the undermentioned rules and identifying correctly the Mercedes and Benz cars to which the radiators illustrated apply, giving year and h.p. or type number of each car.

The rules are :—

(1) Employees of Daimler-Benz A.G., Mercedes-Benz (Great Britain) Ltd. and MOTOR SPORT and their families are not eligible.

(2) The prize will be awarded for the first correct entry seen by the Editor on or before December 10th. If no correct entry is received, the nearest will count. The persons accepting the prize do so at their own risk and no liability is recognised by any of the instigators of this competition for any accidents or loss that may occur while these persons are in their company.

(3) Entries should be sent to M.B. Comp., MOTOR SPORT, 15, City Road, London, E.C.1. Put year and h.p. or type number, whichever was more normally used by Mercedes-Benz, against number of each picture, viz : 12 = 1903 60 h.p., 13 = 1936 Type W143. Please write clearly on one full side of a postcard or sheet of paper, and *print* your full name and address on the same side.

(4) The Editor's decision as to the winner and the conduct of the competition is final and no correspondence can be entered into relating to this competition.

(5) The name of the winner and the correct solution will be published in the January 1963 issue of MOTOR SPORT. Contact will be made with the winner as soon as possible after December 10th, by Mercedes-Benz (Great Britain) Ltd., so that arrangements can be made for the visit to Stuttgart to take place.

PICTORIAL REVIEW

R.A.C. RALLY

R.A.C. VETERAN RUN

HAT TRICK.—Erik Carlsson scored his third successive victory in the R.A.C. Rally, accompanied this time by David Stone. In appreciation of this effort the R.A.C. presented Carlsson with a special plaque at the Rally Ball.

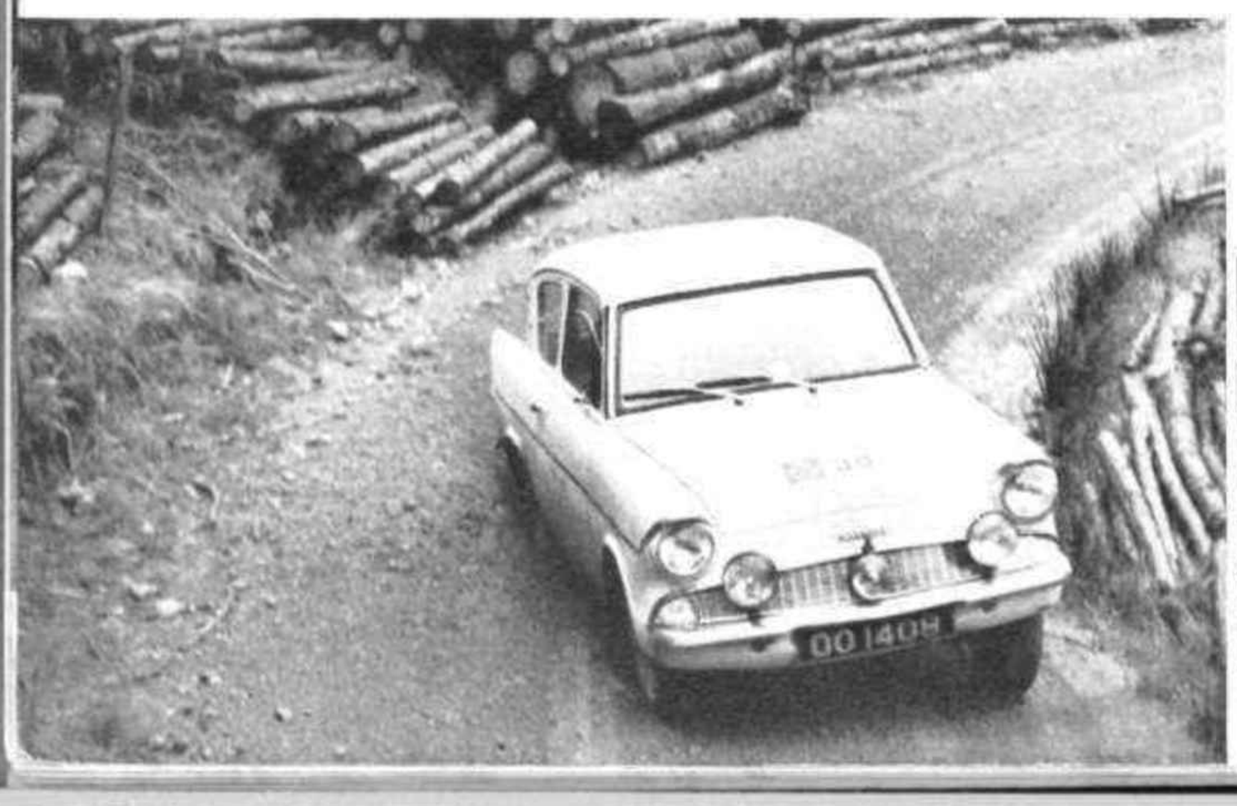
BEST MINI.—After the early challenge of Trana and Soderstrom in Mini-Coopers faded when they retired, Rauno Aaltonen took up the running with his works Mini-Cooper and finished fifth overall. Aaltonen rated the R.A.C. as the roughest rally he has ever competed in.

LES GIRLS.—Pat Moss once again put up a terrific performance on her last drive in the B.M.C. works team, finishing third overall and winning the ladies' prize.

R.A.C. Rally

SECOND.—Paddy Hopkirk has quickly adapted himself to the Austin Healey 3000, and although no match for Erik Carlsson's Saab he was well clear of the rest of the opposition at the finish.

EX-GRAND PRIX driver Henry Taylor motored very quickly in his Ford Anglia Super and although making no spectacular times he was very consistent and finished a creditable sixth overall.



ANNE HALL went into a pond on the Loch Ard stage and bent the front suspension of her Anglia Super after having made some good times on previous special stages. She later retired in Wales after crashing on a special stage.

SERVICE.—The roughly surfaced special stages took their toll of cars and the service vans were much in evidence. Here the Dunlop van supplies tyres for some Fords.

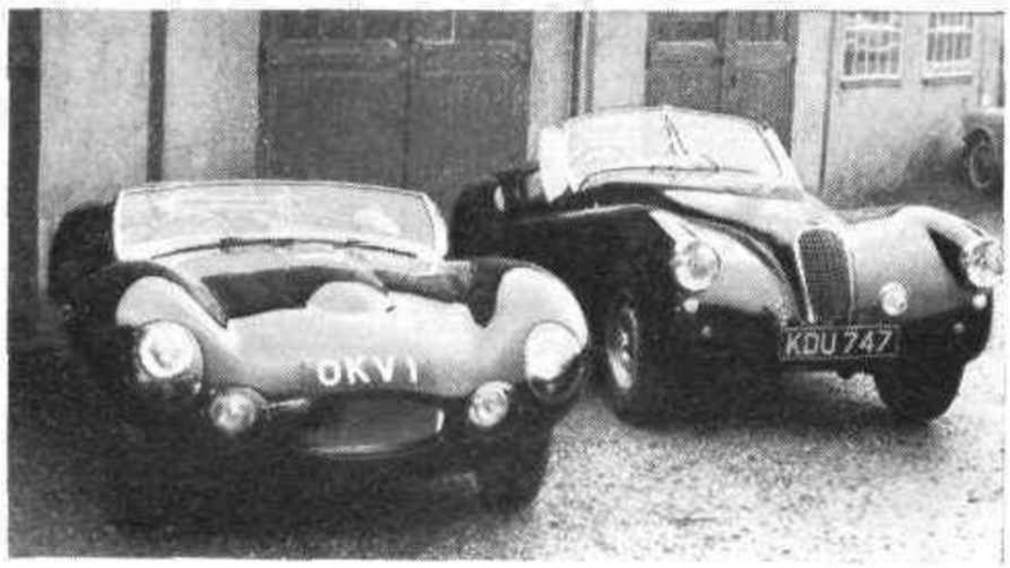
ROADSIDE HALT is made by some of the competing cars for Lucas to attend to electrical troubles, Girling to find some brakes, and all the other accessory manufacturers to repair the ravages of the forests. We thought the regulations said something about no outside assistance!

R.A.C. Rally and Veteran Run

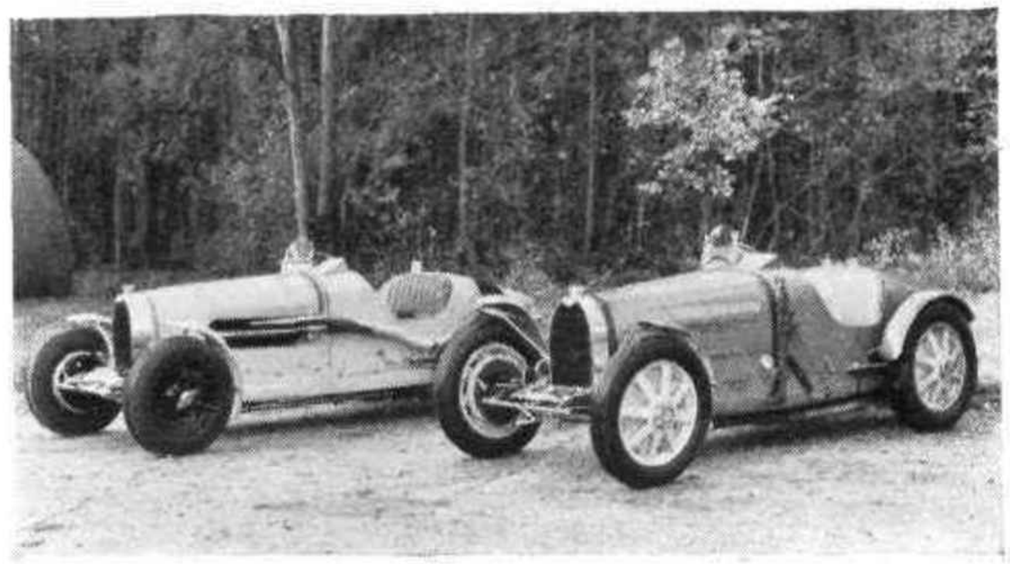
FORECAR AND TONNEAU.—G. W. Goodall's 1901 2¾-h.p. Royal Enfield with passenger ahead of driver, leads C. W. Ward's 8-h.p. 1902 De Dion at the finish.

LOFTY LANDAULETTE.—Lord Strathcarron's 1903 10-h.p. 2-seater Georges-Richard provides a useful wind-break for following cyclists as it enters Brighton.

MADEIRA DRIVE, Brighton, marks the successful end of the 1962 Veteran Run for D. J. Wakely's 1904 Beeston Humberette and others.



A PAIR OF JAGUARS.—Jaguars are good modern cars, so John Goddard maintains a couple. On the left of the picture is the ex-Le Mans D-type, now road-equipped, on the right his KX120 to full C-type engine specification, etc.



A PAIR OF BUGATTIS.—No stable is complete without at least one Bugatti; John Goddard has two. On the left is his Type 35C, on the right of the picture his Type 51, both now at the Shuttleworth Trust Museum at Biggleswade.

THE CARS OF JOHN GODDARD—continued from page 947

shorter and the front brakes were locked on—cure : jack up and hammer the bell-cranks back over-centre. Eventually a permanent cure was effected by putting a heavy leather strap round the axle and a cross-member! His 1937 Ford V8 was the last soft-top utility to be made, and eminently satisfactory. Even when it rolled over after hitting a hidden tree-stump in the desert they winched it upright with equipment carried in the vehicle and it was none the worse.

Back in England just before the war Goddard bought a blower-4½ Bentley drophead for £60. His comment : " What a bundle of trouble." In addition, that is, to an 8-m.p.g. petrol thirst.

During the war, when he was attached to the Admiralty to Engineer-in-Chief's Department, doing experimental boat work—like putting four Bristol Hercules engines in a 110 ft. D-type Fairmile hull—he made do with a Fiat 500, which was an exasperatingly temperamental starter, and several different Morrises.

After hostilities were over, his real motoring began. First there was an open 1½-litre Aston Martin—" but it wanted 150 b.h.p. on account of its weight if it was to *go*, and the brakes were non-existent." So a 328 B.M.W., with alloy body and " those very comfortable black leather seats," replaced the A.M. Too few holding-down nuts for the alloy head caused lots of gasket trouble and the tappets continually slackened-off because the head moved.

But the seed was sown and Goddard invested next in another modern sports car, the ex-Whitehead Jaguar XK120, which he still has. It has been considerably modified, with full C-type engine and gearbox, Dunlop disc brakes as on an XK150, new upholstery and a well-stocked dural instrument panel. The 3.54-to-1 axle ratio is retained.

To keep this special XK120 company there is a genuine D-type Jaguar team-car, OKV 1, in which Rolt and Hamilton finished second at Le Mans in 1954. This has been modified only in respect of road-equipment, the head-rest being removed, a full-width screen fitted, together with a door and second seat.

Craving an Edwardian, Goddard found his 1911 60-h.p. chain-drive Cottin et Desgouttes at Woodbridge in very sorry condition. After partial restoration, it was run on Delage wheels, but has since been fully rebuilt by Humphries Garage at Bracknell and Jack Playford of Thornton Heath and formed the subject of " Veteran Types—No. XXXVIII " in MOTOR SPORT for November 1957.

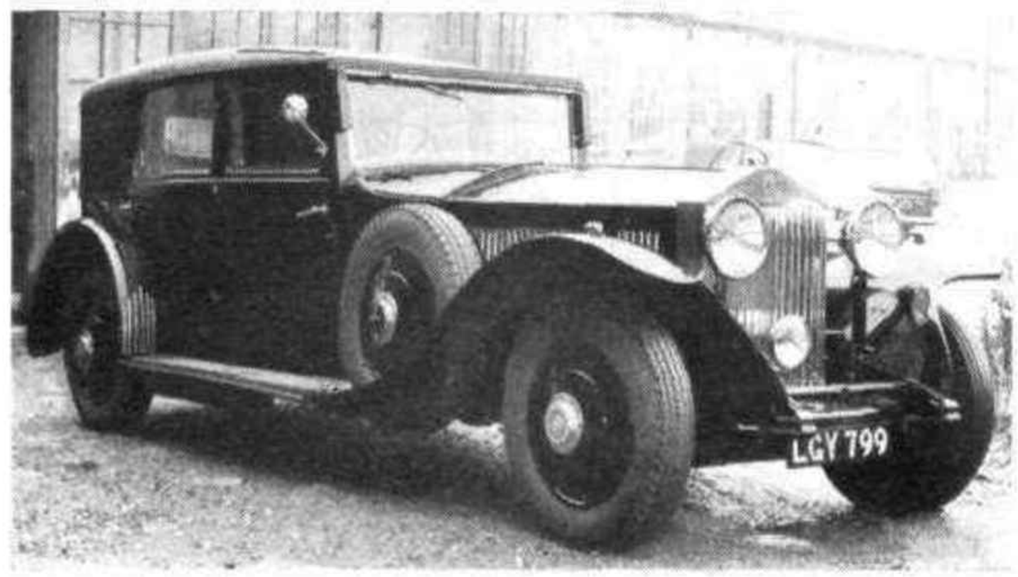
It now seemed desirable to add a G.P. Bugatti to the collection and in Braintree, where he keeps his Burrell traction engine, Goddard heard of a Type 35C and bought it for £100. The car is non-standard, having an E.N.V. pre-selector gearbox, a Type 37A radiator, and 16-in. wire wheels, shod with Michelin " X " tyres. For a while it was in Wales; how it got into a junkyard in Essex is a mystery. Goddard had the engine rebuilt by Kemp Place and the chassis restored by Crisps of Braintree.

Having lots of young nephews and nieces to entertain while in England, Goddard thought it would be nice to be able to take them all out together and the car for the task was Rolls-Royce Phantom II Barker Sedanca de Ville. Bought from the executors on the death of a friend of the family, this fine carriage was rebuilt and endowed with twin S.U.s and the compression ratio raised to about 7 to 1. " It goes well," says its owner.

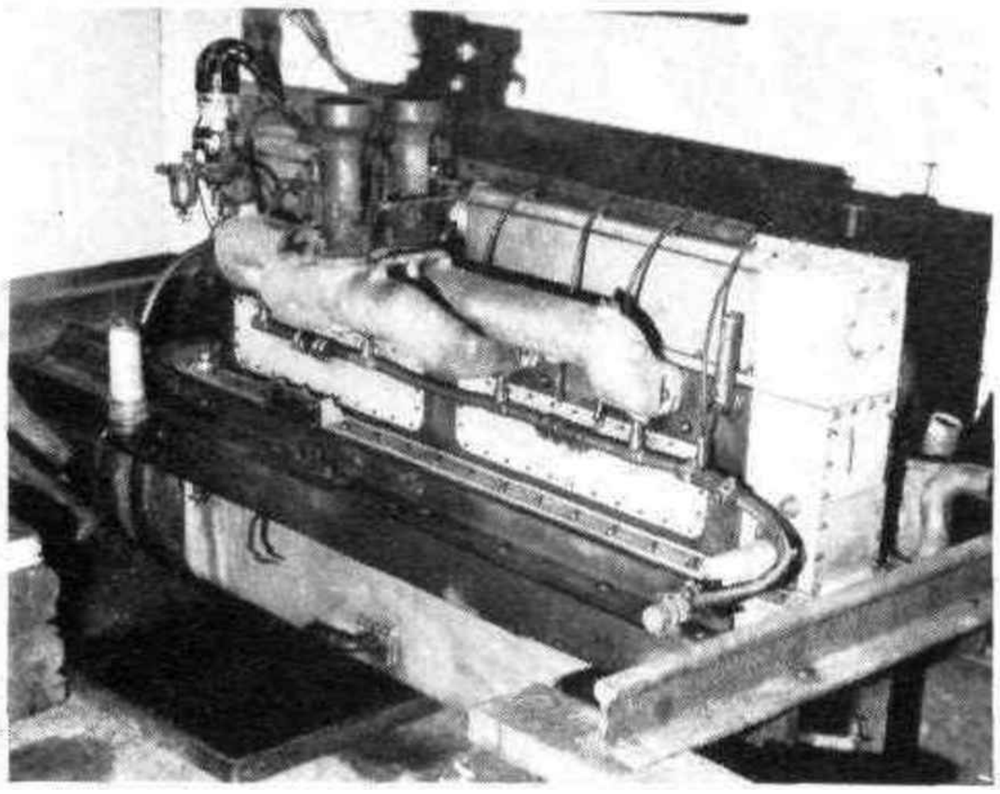
Wanting a vintage-style sprint car, Goddard had caused a 6½-litre Bentley engine to be put into his 3-litre Bentley chassis, with other mods. previously described in MOTOR SPORT. The 6½-litre, a 2-seater with dickey, Goddard had owned for many years, using it during the summer of 1932. Finding in a Salisbury breaker's an 8-litre Bentley with the rare Y-series engine he bought it for £100, sold its tyres and P100 lamps for £50, and had the basis of the 8-litre engine which Don McKenzie prepared for the 3-litre chassis.

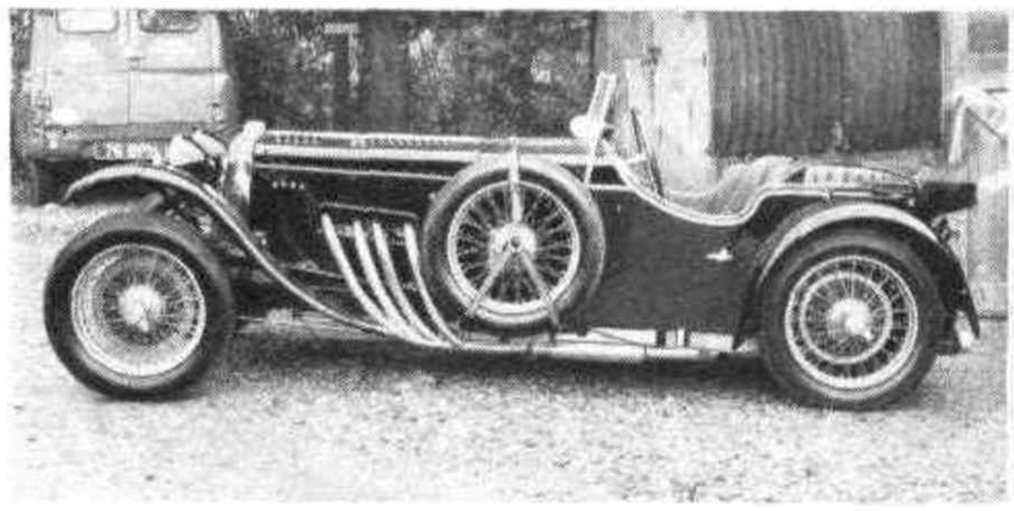
" What," I asked, " will become of the 8-litre *sans* its engine ? " " Oh," replied Goddard, " it's hanging up on the wall at the

A gentleman should possess an Edwardian—here is John Goddard's 1911 Cottin et Desgouttes, a make favoured in this country in contemporary times by Lord Carbery.



For state occasions and the conveyance of nephews and nieces—John Goddard's very elegant Rolls-Royce Phantom II Barker Sedanca de Ville, with mildly " hotted-up " engine.





TWO MORE FROM A FABULOUS COLLECTION.—On the left the 12-litre Bugatti railcar engine; on the right, not fast enough at present, the 1934 T.T. Replica Frazer Nash intended for use in sprint contests.

moment but I've imported from the French Railways a Bugatti Royale engine to put into it." I can only comment "What a man!" And what a fine white-elephant the completed car will make!

For a while Goddard ran a Type 57 Bugatti with Gangloff body that had spent the war years in the open. First, of course, he had it fully restored but the conversion to hydraulic brakes was only half completed when it was sold to Mr. Thomas of Maidenhead. "It had great personality but bad brakes," is the comment. "It put up excellent average speeds without fuss and without exceeding 70."

This Bugatti was sold to make room for the ex-Shuttleworth, ex-Pacey Type 51 G.P. Bugatti. This will be in original trim, with alloy wheels, when the pre-selector box is replaced by the rebuilt crash gearbox; some oil leaks are also being cured. The car has already performed well in B.O.C. sprints.

Goddard had intended to use his 1934 T.T. Replica Frazer Nash with Gough engine for hill-climbs but although the o.h.c. engine has been rebuilt by McKenzie the impossibility of materially raising the compression-ratio makes it "rather disappointing," so it has been laid up pending an opportunity to supercharge it.

Finally, in this collection of a connoisseur, there is a 1924 f.w.b. Rolls-Royce chassis, from which a hearse body will be removed, while personal motoring in England has been supplemented by a Shorrock-blown Morris Mini Traveller with its engine bored out to 1,050 c.c. by Pippbrook Garage and a full set of instruments fitted.—W. B.

HOBBS LOTUS ELITE—continued from page 956.

hard indeed. On open bends handling is near neutral but at Becketts some understeer becomes apparent, although David Hobbs creates oversteer by twitching the car into corners slightly faster than they can safely be taken! In the Elite Copse corner is taken in 3rd, at around 6,000 r.p.m., Maggotts in top at maximum revs, the drift to the right of the track being halted in time to swing over and brake really hard for Becketts, which is taken in 2nd gear. Maximum revs in top are reached halfway down the straight, my self-imposed maximum on the first outing being 7,000 r.p.m. For Woodcote the brakes go hard on just before the 100-yard board and 3rd gear selected, although David Hobbs goes down to 2nd to give better acceleration out of the corner. However by using 2nd the revs are dangerously high, so as I was due to take the car away for road-test afterwards I settled for 3rd gear. After about 10 laps in this exhilarating car I pulled in and handed over to David Hobbs, who soon settled down and lapped in 1 min. 13.1 sec. in five laps or so. After his spell I got back in and by using 7,500 r.p.m. my previous best time of 1 min. 18 sec. was lowered first to 1 min. 16.3 sec., then to 1 min. 15 sec., and finally to 1 min. 14.1 sec. Since the best Elite time ever recorded on the Club circuit is around 1 min. 11 sec. and that by a car with a special body/chassis unit which is so light that, in David Hobbs' words, "I don't know how it stays together," it can be seen that the combination of this well-maintained Elite and the Hobbs transmission form a combination which a driver of average ability can take round a circuit in very creditable times. Far from detracting from the performance the Hobbs box obviously consumes very little power and the time saved by eliminating the clutch is reflected in the excellent lap times.

Having enjoyed the car on the circuit we prepared to enjoy it on the road. The preparation consisted of taking off the short exhaust system and replacing it with a longer pipe with a small silencer which reduces the noise level to acceptable limits for town use but also reduces performance somewhat. To give a softer ride on the road the wheels were changed for a set fitted with Michelin "X" tyres. As David Hobbs has proved, they also give better handling in the wet on the circuit but cannot match racing tyres in the dry.

Without a crash helmet the noise inside the Elite is cacophonous, the noises of gearbox, final drive, engine, suspension and exhaust combining to make a fearsome racket at high speed. However, outside the noise is not quite so apparent and the Elite could be trickled past policemen on point duty without attracting their attention at all. Many road users recognised the car and some tried to keep up with it, but the superb handling and useful turn of speed allowed it to pass virtually anything with ease. We took a set of performance figures just to see what a well-tuned Elite would do and despite our inability to make a good getaway from rest it reached 80 m.p.h. in 16.2 sec., which is not hanging around by any standard, while 100 m.p.h. is available in under half a minute from a standstill. In deference to the soft plugs which are used on the road we did not exceed 7,500 r.p.m. and at this figure we obtained speeds of 44, 62, 82 and 106 m.p.h. in the gears. A higher axle ratio would give more impressive speeds in the gears but the present ratio is most suitable for short circuit work.

The gearbox behaved in a most impressive fashion in conditions ranging from flat-out cruising to trickling through town traffic. The engine temperature never exceeded 90° C. at any time, while the transmission oil temperature never went above 70° C. even during performance testing. By leaving the lever in "Automatic" the car could be driven in a most relaxed manner, the only snag on this particular installation being that top gear will not engage until 5,000 r.p.m. is reached. This means that in 40-m.p.h. limits the car is in 3rd gear all the time. Changes take place with only a moderate jerk both up and down, and on engines with a better torque curve these jerks are claimed to be much less severe. Of course the great advantage that this transmission has over other automatic types is that any gear can be selected at will and held until the lever is moved again. Putting the lever in a particular gear does not mean that it sticks in this gear, and if speed drops to such an extent that a lower gear is necessary it will change automatically, so that the lever can be left in the 3rd-gear position and the car allowed to come to rest, then accelerate away again until 3rd gear is attained once more.

The fitting of the Hobbs gearbox in a racing Elite is probably one of the most difficult applications that an automatic transmission can have. I am happy to report that it is completely successful in every way. Fitted in a more conventional car it must be many people's idea of the perfect car. Stirling Moss thinks so, for his personal Elite is fitted with a Hobbs gearbox.—M. L. T.

CASTROL WINS

in R.A.C. RALLY

LADIES CUP

Pat Moss and Pauline Mayman (Austin-Healey 3000)

MANUFACTURERS TEAM PRIZE

Morris Mini-Cooper

and 1962 LADIES EUROPEAN RALLY CHAMPION

Pat Moss

(Subject to official confirmation)

For carefree winter motoring you need Castrolite–for a start

Castrol

MOTOR BOOKS FOR CHRISTMAS

"*Autocar* **Road Tests, Autumn 1962.**" 112 pp., 11⅝ in. × 8¾ in. (*Iliffe Books Limited, Dorset House, Stamford Street, London, S.E.1.* 7*s.* 6*d.*)

The Autocar has gone, its place taken by *Autocar*, and this very welcome soft-cover volume of road-tests reports emphasises this by presenting these in their new five-page form, this extended and improved format embracing more comprehensive specifications laid out for easier understanding, and performance figures presented in graphs. Standardised layout of performance data makes for easy comparison between the various cars tested.

The number of pages of this uniquely valuable reference work has been increased but its price remains at a modest 7s. 6d.—postage 10d. extra.

All who enjoy discussing the merits and demerits of various cars will find this book a source of information to occupy many hours of close study; it is also a splendid quick reference for salesmen, design staff, dealers and students. In fact, it deserves the support of all true enthusiasts.

The cars covered range wide, from Aston Martin DB4 G.T. Zagato to Wolseleys 6/110 and 16/60. In price the vehicles tested range from £688 to £5,157. Fastest was the 152.3-m.p.h. Aston Martin, most accelerative the same car (s.s. ¼-mile in 14.5 sec.), most economical the Citroën Ami 6, with 44½ m.p.g. I dislike the advertisements that clutter up this book but if the alternative is discontinued production we must just ignore them!—W. B.

"*The Motor* **Road Tests—1962 Series.**" 175 pp., 11½ in. × 8⅝ in. (*Temple Press Books, Bowling Green Lane, London, E.C.1.* 12*s.* 6*d.*)

This book is complementary to that reviewed above and most of our readers will want both. We note that *The Motor* is content to retain the title it has had since 1903 and its road-tests, 43 of them, that are reproduced in this fascinating soft-cover volume, retain the format they adopted some years ago. Each one provides comprehensive data on specification, equipment and servicing. There are over 200 illustrations.

No longer is any explanation of testing methods deemed necessary but the book concludes with the usual tabulated information. The cars dealt with include Gilbern Mk. 1, Lancia Flavia, Lotus Super 7, M.G. Midget, Morgan 4/4 Mk. IV, Morris Mini-Cooper, Panhard PL17 Tigre, Reliant Sabre, Sunbeam Harrington Le Mans, Sunbeam Rapier IIIA, Triumph TR4, Vauxhall VX 4/90 and Volkswagen 1500, as well as many more ordinary cars. Fastest is the Bristol 407 with 125.2 m.p.h., most accelerative the Lotus Super 7 (s.s. ¼-mile in 16.2 sec.), and most sparing of fuel the Renault R4L, which gave 43.2 m.p.g. overall.

In this autumn edition, the 14th, the ad-men have contrived to take some of the space.—W. B.

"**Ecurie Ecosse,**" by David Murray. 184 pp., 8½ in. × 5 11/16 in. (*Stanley Paul & Co., 178-202, Great Portland Street, London, W.1.* 21*s.*)

I enjoyed this book, because it is written in an honest, enthusiastic and straight-forward fashion. David Murray might be accused of bias in favour of the Scots team whose history he outlines—he would be sub-human if he wasn't. But this in no way spoils his story.

Time passes quickly, so it is useful to be able to re-cap on the racing David Murray did himself before a serious crash in a Maserati decided this cheerful, friendly, quietly confident Scotsman to form Ecurie Ecosse ten years ago.

In places his account dwells rather a lot on larking about and fun and games, but one feels that this stems from modesty and a desire to introduce his drivers to the reader. There is no doubt, though, that if they had fun and were at times particularly light-hearted, Ecurie Ecosse achieved everything they set out to do—perhaps more, when their two consecutive Le Mans victories are taken into account.

The team was undoubtedly at its best when it truly represented Scotland, the cars prepared in Edinburgh and driven by Scotsmen, whereas now they are based at Bourne during the racing season and English drivers have been taken on, but the author makes it clear that in spirit the team is still entirely Scottish. If he "sells" Ecurie Ecosse several times over, this stems from Murray's great enthusiasm, patriotism and, above all, from his sincere love of motor racing.

This book will be especially welcome in Scotland, but it is also another gap in racing history filled in—in the text, and in appendices giving Ecurie Ecosse successes from 1952 to 1961 (68 first places, 43 seconds and 39 thirds at 125 meetings), their drivers, 40 in all, every event in which they have competed and the products used in their Jaguar, Cooper, Lister, Tojeiro and Connaught cars, headed by Esso fuel and oil, Dunlop tyres and Lucas electrics. Yes, I enjoyed this one.—W. B.

"**B.R.M.,**" by Raymond Mays and Peter Roberts. 240 pp., 8¾ in. × 5⅝ in. (*Cassell & Co. Ltd., 35, Red Lion Square, London, W.C.1.* 30*s.*)

This is another very welcome book, filling in gaps in motor-racing history, and its appearance this year is especially opportune, because in 1962 the luckless and oft-despised B.R.M. cars have at last shown race-winning form, in a big way.

Naturally, Raymond Mays, whose memories and explanations have been sorted out by that prolific scribe Peter Roberts, is on the side of B.R.M., which is only natural, as he was its sponsor. So the many set-backs and continual failures of the original, and fabulous, V16 B.R.M.s are excused as far as possible. But the development story that runs through the book is fascinating and technical specifications of the Type 15 1½-litre V16 (you could have bought them for £500 each at one time!), the Type 25 and Project 48 2½-litre cars and the present Project 56 1½-litre V8s are contained in an appendix, including output figures between 4,000 and 12,000 r.p.m. Another appendix lists every race in which B.R.M.s competed, from 1950 to this year's Italian G.P., and the placings achieved. Some little known facts also emerge from the text, such as a proposal that a V16 B.R.M. should try for the Land Speed Record.

Cassell are to be congratulated on bringing out so quickly such an up-to-date book. The last chapter deals in detail with this year's races, when some fine results were achieved after Tony Rudd had taken over from Peter Berthon as Chief Engineer.

The opening chapters re-cap on Raymond Mays' early motor-racing exploits with Hillman, Bugatti, A.C., Vauxhall Villiers, E.R.A. and other cars, as described so well in his earlier book "Split Seconds," published some years ago, and tell of how the B.R.M. organisation came into being and, with few punches held, of the early humiliations and vicissitudes. Some interesting items emerge—before the unhappy drive-shaft failure that left Sommer on the starting grid at Silverstone Mays claims to have tested the transmission by dropping in the clutch at 10,000 r.p.m., and the handling qualities of the V16 are neatly described by publication of Stirling Moss' report after trying out the car.

Much later in the book the testing of the current B.R.M. V8 racing engine is quoted in much detail. For technical snippets such as these, a consecutive history of a great British team, or the many very clear illustrations, all B.R.M. supporters and many other motor-racing followers will want this book. There is a useful index.—W. B.

"**The Fast Ones,**" by Peter Miller. 240 pp., 8½ in. × 5 11/16 in. (*Stanley Paul & Co. Ltd., 178-202, Great Portland Street, London, W.1.* 21*s.*)

Most personal accounts of close association with motor cars and competition motoring are fascinating and this autobiography by Peter Miller, who spent some years in Rootes' Competition Department and went on to become Assistant Racing Manager of the Aston Martin team when it was competing in sports-car races, is no exception. It is not an important contribution to motor-racing history but it depicts realistically how motor-racing personalities and hangers-on are occupied, or spend their time, often in somewhat playboy pursuits.

Much of the pleasure of going motor racing along with Peter Miller, however, is spoiled on account of his obsession with crashes. There was no need for his opening chapter to deal in gory detail with the sad accident at Le Mans in 1955, and it is no credit to author and publisher that they include three ghastly pictures of this accident. And polite words failed me when I discovered that 21 pages are devoted to racing and rally drivers killed since the war, complete with details, the author asking if

readers can furnish him "with further information on dead drivers listed or other fatalities of which he has not heard." As if this isn't sufficiently morbid, chapter 24 is devoted to drivers' accounts of accidents in which they have been involved—Tony Brooks, Les Leston, Bruce Halford, Mike Parkes, Pat Griffiths, Henry Taylor, all told at considerable length. Clearly, Peter Miller has an obsession with destruction and death.

There is a number of rather unfortunate errors of fact in the book and many spelling mistakes, especially where the names of foreign drivers are concerned; responsibility for the latter must be shared by Bob Morley, Barbara Gow, Jean Gray and Marion Wilson, who read the proofs. There is an index and 35 illustrations, six devoted to crashes.—W. B.

"The Triumph Companion," by Kenneth Ullyett. 168 pp., 8½ in. × 5¾ in. (*Stanley Paul & Co.*, 178-202, *Great Portland Street, London, W.*1. 18*s.*)

These books on well-known makes of cars, in which history, servicing data, tuning information and a mixed bag of good and appropriate pictures and diagrams are cleverly blended, have proved deservedly popular. That on Triumph cars, covering mainly the TR models, is no exception. Some exceptionally pithy pieces on Leyland taking over Standard-Triumph and the youthful days of Ken Richardson are included; it is this "different" approach that makes Kenneth Ullyett's books so acceptable.

He quotes the first Triumph car as the 10/20 and does not appear to recall the Triumph Fifteen, with *contracting* front brakes, of which one or two survive. He, like Peter Miller, feels it necessary to describe the 1955 Le Mans accident; the words he quotes were not *wired* by our Continental Correspondent!—W. B.

"A History of Coachbuilding," by George A. Oliver. 216 pp., 8¾ in. × 5¾ in. (*Cassell & Co. Ltd.*, 35, *Red Lion Square, London, W.*1. 42*s.*)

Congratulations to George Oliver as much for thinking of a fresh subject for a motoring book as for writing such an interesting work for the fourth title in the new series of Montagu Motor Books (the others being Lord Montagu of Beaulieu's "Lost Causes" and "Jaguar" and Boddy's "History of Montlhéry Autodrome").

"A History of Coachbuilding" traces the evolution of carriagework from the days of horse-drawn vehicles, sorts out the great variety of types named in Edwardian and vintage times and discusses styling trends, the last-named naturally being based largely, one might almost say inevitably, on the personal opinions and preferences of the author.

If any disappointment is felt, it is that constructional details seem to concern Mr. Oliver less than styling and evolution. The many and diverse illustrations are grouped together at the end of the book—they include many examples of production bodywork, instead of being a selection of the more handsome and/or exotic works of the specialist coachbuilder's art.

This book breaks fresh ground in the saturated field of motoring literature but I am not sure that Mr. Oliver has had the last word on the subject with which it deals.—W. B.

"Famous Racing Cars," by David Hodges. 89 pp., 5 in. × 7½ in. (*Temple Press Books, Bowling Green Lane, London, E.C.*1. 10*s.* 6*d.*)

This little landscape volume describes, illustrates in line-drawing and photographic reproduction, and provides potted specifications of 44 racing cars, from the G.P. Fiat of 1912 to present-day F.1 cars. The Belond AP Special is there, and the W125 Mercedes-Benz and C-type Auto-Union are included.

In the space available not much can be said about each car, but the pictures benefit from good paper, model makers should find the scale drawings useful, and altogether this book is recommended as a Christmas present.—W. B.

"Coleman's Drive," by John Coleman. 260 pp., 8¾ in. × 5 9/16 in. (*Faber & Faber*, 24, *Russell Square, London, W.C.*1. 21*s.*)

Here is a good tale of high adventure. To travel by motor car from Buenos Aires to New York would be an ambitious undertaking but to do so in a 1925 Austin Seven Chummy. . . . This is what John Coleman writes about, entertainingly and in worthwhile detail. His car received final preparation at the Montagu Motor Museum, which sponsored the journey. The much-travelled Austin is still in the Museum, not, presumably, because Coleman got tired of it after his successful marathon, but as some return for the Museum's help. This is one of the best travel books of recent times and the reader cannot fail to be impressed by how well the little vintage car stood up to the mighty Andes, the terrible Atacoma Desert in Chile, and to traversing the Inca Kindom of Peru, the jungle of primitive Ecuador and dealing with more civilised hazards of the U.S.A.

After hearing all too often of motoring adventures on the M 1 this book makes a refreshing change.—W. B.

"The Boys' Book of Racing and Sports Cars," by Michael Marriott. 144 pp., 10 in. × 7½ in. (*Burke Publishing Co. Ltd.*, 14, *John Street, London, W.C.*1. 10*s.* 6*d.*)

This book would be an excellent present for boys interested in motor racing and fast cars. It covers history, racing-car design, race rules, different circuits, Formula Junior, team management and racing drivers. There are inevitably errors, of spelling and fact, and evidence that the book has been hastily written. But the book is packed with good pictures, the Ferguson and sports/racing cars get chapters to themselves, and most boys will lap it up and learn something of racing without doing themselves much harm. A pity the picture of poor old Brooklands is published upside down!—W. B.

"Racing Cars Today," by Rodney Walkerley. 127 pp., 9 in. × 5¾ in. (*Arthur Barker*, 20, *New Bond Street, London, W.*1. 15*s.*)

It really is time Walkerley gave up dashing off motor-racing books that mislead his readers. His "Facts & Figures" was full of errors, many of which occur again in this little book. Statements and figures on one page are frequently contradicted on another. A Mercedes-Benz W154 is captioned as a W163, the Connaught's debut is given as 1951 instead of 1949/50, the power output of the 1954 Mercedes-Benz is over-stated by at least 6 b.h.p., the G.P. Lancia of that era is wrongly described, Connaught won at Syracuse in 1955, not 1956, the new rear-engined Lotus appeared early in 1960, not in 1959, the 1961-64 G.P. Formula specified a weight of 500 kg., not 450 kg. at first, and the latter weight is casually given as half-a-ton on page 34 but as 992 lb. by page 46! Then the Coventry-Climax engine of 1961 is described as a Mk. 2 FWA on page 36, but captioned as a FPF Mk. II on page 56. Its power is quoted as some 175 b.h.p. at 8,300 r.p.m. in the text, but as 155 b.h.p. at 7,500 r.p.m. in the caption.

A Ferrari 1½-litre V12 engine with *three* superchargers is mentioned, and the reader is left to guess the actual top output of the F.1/120° Ferrari engine, 185 b.h.p. at 9,500 r.p.m., 190 b.h.p. at 9,000 r.p.m. and 200 b.h.p. at 10,000 r.p.m. being quoted in different places. The Fiat 500 is docked of 70 c.c., a Cooper given swing axle rear suspension whereas it used wishbone i.r.s., the V8 Coventry-Climax racing engine is variously quoted as developing 175 b.h.p. at 8,300 r.p.m., elsewhere at 8,600 r.p.m.

There are serious errors in chassis descriptions, doubts about the B.R.M.'s power output, the rear-engined B.R.M. appeared in 1959 not 1958, the racing f.w.d. Alvis appeared in the 'twenties not the 'thirties, Ferry not Ferdinand Porsche designed the Cisitalia, and in a special chapter on the Ferguson its fine performance in the British G.P. is entirely omitted. The chassis specification of the flat-8 Porsche is out of date, and Walkerley states that "no new engine can be expected to perform 100 per cent. in its first racing year," which rather overlooks the 1961 120° V12 Ferrari and the pre-war 1½-litre V8 Mercedes-Benz. The suspension of the 1961 Lotus 20 is incorrectly described and, an unforgivable mistake, the World Champion of 1950 is given as Fangio, whereas that year it was Farina. So, you see, we must advise you that we cannot recommend "Racing Cars Today."

* * *

Motorists can be caught out by so many different laws that they should welcome a very useful little book, "The Law for Motorists," published by Consumers' Association Ltd., 14, Buckingham Street, London, W.C.2, at 6s. post free. It deals calmly and logically with the Law as it affects road-users and dispenses information and advice about insurance, what to do if involved in an accident and procedure in Court. There is a useful glossary of legal terms.

* * *

Batsford Ltd. have published "The Racing Driver" and "Starting Grid to Chequered Flag" in their 5s. paperback edition. The latter has been considerably enlarged and brought up to date.

CARS IN BOOKS

In "The Sleepless Moon," by H. E. Bates (Michael Joseph, 1956), a novel of the nineteen-twenties, we read of the Talbot owned by Agnes Twelvetrees. As this is in 1924 or so, and someone says in conversation, ". . . here's to the health of your new baby," and as we discover it to be a 4-seater, presumably a 10/23 is implied. I like, too, the description of the country doctor's open Renault, probably a pre-1914 model: "The doctor fixed the starting handle into its socket under the bonnet and gave it a preliminary turn . . . leaned over the driving seat and switched on the ignition. Then he turned the starting handle. It was again a preliminary turn and the engine did not fire. Then he wrenched the handle quickly and sharply on the half-turn and the engine started with a roar. . . . He suddenly put off the handbrake, let in the clutch and drove the car away." Which is about the best fictional description of starting an old car you could wish for.

There is another big car in the same book that requires starting on the handle and proves more difficult than the doctor's Renault. H. E. Bates obviously understands ancient motor cars. One of his characters in "The Sleepless Moon" is called Twelvetrees and Richard Twelvetrees was Editor of MOTOR SPORT in 1925—could it be that Mr. Bates was a reader and the name came to him involuntarily as he was thinking of appropriate cars of that era to put into his novel?

There is much intensely interesting motoring material to be gleaned from "The Inky Way," by Alice M. Williamson (Chapman & Hall, 1931). A. M. Williamson, with her husband C. N. Williamson, wrote "The Lightning Conductor" (which delightful motoring novel I want to see filmed), and "The Inky Way" is largely about how she came to write this and her subsequent motoring novels and other books and articles. I was recommended to read it by Dennis C. Field, the knowledgeable V.C.C. historian.

The Williamsons moved in high society at the turn of the century and the stories of Monte Carlo and surrounding areas of the French Riviera I find of enthralling interest. Their first car, a Benz Ideal, is referred to and illustrated, but the mechanical villain of "The Lightning Conductor" is disguised as the Harvey car, and the "Loathly Worm." But there is an illustration of it, in which it is seen "stranded as usual," from which, Mr. Field assures me, it can be identified as an Orient Express of 1899/1900. It is also made clear in this book that the Williamsons never actually owned a Napier, although this make is the mechanical hero of "The Lightning Conductor," but that they were accused of deliberately advertising Napier cars, and Hudson's soap. Indeed, Alice Williamson comments: "All we ever got out of the Napier firm was a photograph" (they paid to have it taken!) but "in America the firm was 'lifting' quotations from 'The Lightning Conductor' for their advertisements."

After their unhappy experiences in Europe with the Orient Express, the co-authors of the motoring best-seller written about their trip decided not to have another car—they had bought it for £100 and the aforesaid Benz and got back only £50 after shipping it home. As a matter of fact they would probably have had a Cadillac, had not a horse eaten Alice's cherry-decorated Leghorn hat when, during a trial run, the car stopped in a traffic hold-up in Piccadilly!

Incidentally, the Benz cost £125, discount off, and is described as "much lower-geared than the Cadillac, a Dachshund among cars; it resembled a tin-bath or an open Gladstone bag"—which may or may not please those V.C.C. members who own such Benz cars today.

Later, when serial stories for magazines were earning Alice Williamson some £1,000 a year in 1900 currency, they bought a 12-h.p. Daimler, in which to travel in Germany. I am not able to identify the car they used subsequently in Algeria, but two pictures of it are included, so perhaps Mr. Field will tell us? By now "The Lightning Conductor" was doing exceedingly well—King Edward VII motored over to visit the Williamsons at Hampton Court because he had so much enjoyed reading it and said that if he had not read it he wasn't sure that he would now possess a car; in any case, reading the story had certainly led him to buy automobiles sooner than he would have done otherwise. I shall be interested to see whether this is commented upon in the promised book on royal cars. The King of Spain, and others of high rank, also praised the book. There is in "The Inky Way" a picture of Princess Alexis Dolgorouki, with a Lanchester in the background, but whether it was hers, or the Williamsons', is stated.

I should be interested to know if Hill Farm at St. George's Hill, near Cobham, the Chalet du Pin and La Dragonniere at Cap Martin, and La Pause near Roquebrune, not to mention Peaslake Place in Surrey and Nell Gwynne's temple at Hampton Court, where C. N. and A. M. Williamson lived, at different times, still exist, and whether this talented lady novelist, whose last book, "The Lightning Conductor Comes Back," was published in 1933, is still alive.—W. B.

THE BEST-MADE CARS IN THE WORLD

John R. Bond, publisher of the excellent American monthly *Road & Track*, has named the seven best-made cars in the World as Rolls-Royce, Mercedes-Benz, Lancia, Lincoln-Continental, Peugeot 403, Porsche and Rover. To these, we would add the all-Swedish Volvos.

AN ATTACK ON BRITISH CARS

Paul Frere, writing in *The Motor* about the prospects of British car sales in the Belgian "test-market," packed some heavy punches, such as his admission that Rootes' service facilities "have not been developed enough throughout Europe to ensure satisfaction, so that would-be buyers of Hillman Super Minxes usually turn to Peugeot and Renault, and that the Morris 1100 is underpowered in competition with such cars as the Ford Classic 1500 and Taunus 17M which in Europe are in the same price-class.

Frere slates most of the British cars—the Vauxhall Victor for some lack of performance and too-soft suspension, Rootes cars (except for the Alpine) for being too expensive and out-performed, with a sly dig at the styling of the Singer Vogue, the Triumph Vitesse for lack of urge, refinement, comfort and outstanding handling, the Vauxhall VX 4/90 for having noticeably less performance for about 11% more cost than the Fiat 1500, in a class in which the Peugeot 404 is essentially more refined and better ventilated, and both the Fiat and Peugeot better equipped. He thinks the styling of the Ford Zephyr 4 and 6 wrong for the Continent, but has kind things to say of the Vauxhall Velox, if it is put together more carefully than its predecessors. All, however, including several Continental cars, are beaten in this class, Frere thinks, by the latest Citroën ID19.

In this hard-hitting discourse we note that although the Belgian journalist is critical of most British cars, he joins the current theme that you mustn't be beastly to the Cortina. He has only good to say of this Ford, apart from engine vibration in top gear below about 25 m.p.h. and a rather sharp increase in fuel consumption at speed.

It is amusing to find that *The Motor* countered Frere's criticism of Rootes' alleged poor European service facilities by remarking Editorially that they "did not believe that criticism should rest only on that one firm." They went on to remark that whereas a Rover executive claimed that his Company could supply 96% of spares "off the shelf," when *The Motor* discussed this comment with an export executive of another Company (presumably B.M.C.), he said *his* Company could hardly make such a claim, that present sales in Germany, for example, do not justify better spare parts stocking, and that Rover's 96% implied spares at the factory, not in the possession of European concessionaires. *The Motor* then reminded its readers that "a number of knowledgeable journalists [which journalists?—they are not named.—ED.] have predicted that its new model [Implying the Morris 1100.—ED.] will fail (in Europe) for lack of service.

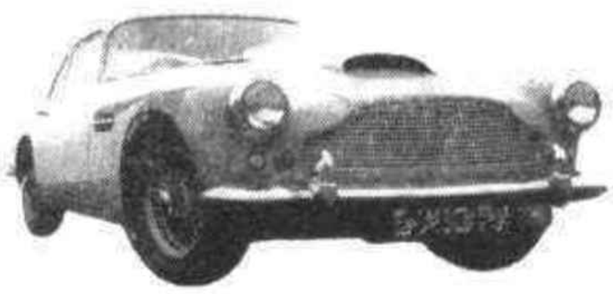
All of which is very depressing to those of us who hoped to see the new legions of British cars defending this little island if a European Common Market comes about. *The Motor* ended by remarking that "the only comment which seems necessary is that the most successful exporter in Europe [Volkswagen.—ED.] has laid down a policy of service *before* sales are begun in any new field." Which is a line of sound common sense that MOTOR SPORT has been preaching at our manufacturers for the past eight or nine years.

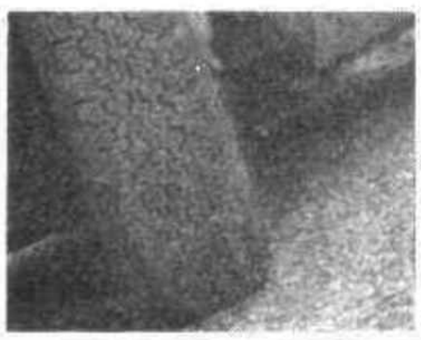
CAN ANYONE HELP?

We have had requests for the addresses of the following Clubs: Peugeot O.C., Railton O.C. and Swallow Doretti Club. Should anyone know the whereabouts of these organisations we would be pleased to hear from them.

"You go round corners on rails—so absolutely safe and relaxed" ..... **Ken Rudd**

"I find that Cinturas in the wet are very, very impressive" ..... **John Sprinzel**

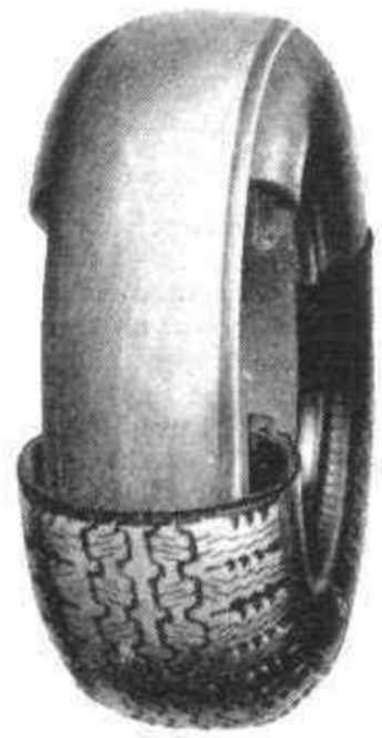




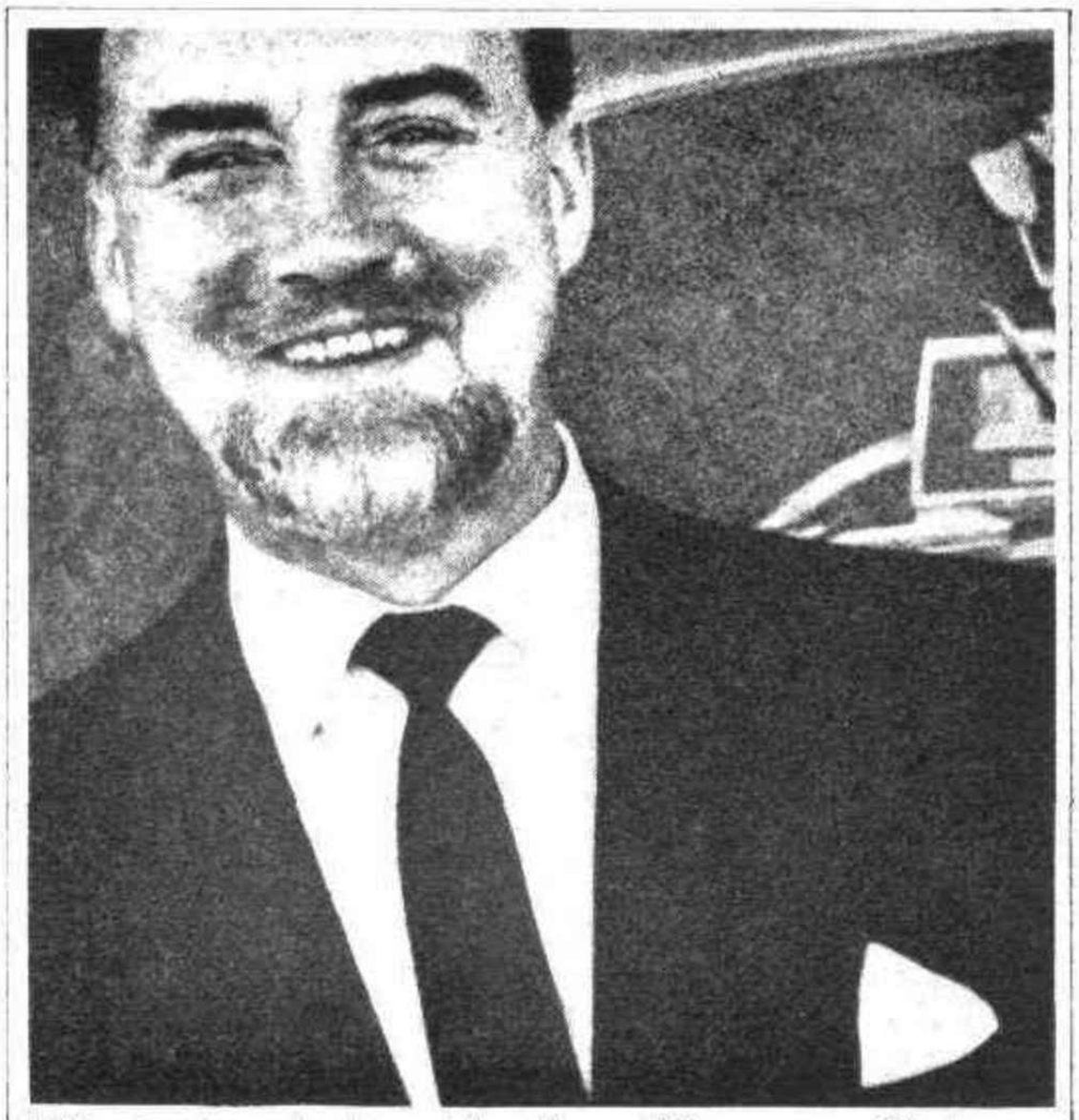
The 'safety belt' of the Cintura stiffens the tread against the cornering forces which tend to deform it transversely; consequently the thrust generated in the axial direction is considerably higher than in a conventional tyre. The slip angle is thus reduced considerably and cornering is made more precise – and therefore much safer.

Wet weather has almost no effect at all on Cintura road-holding. For the built-in 'safety belt' not only guarantees that the tyre maintains a more square and uniform contact area with the road; it also prevents any distortion of the tread pattern, so that the tread delivers maximum adhesion under all conditions.

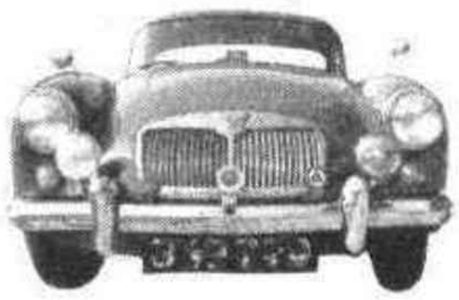
THE CINTURA SUCCESS STORY Amongst enthusiast drivers the trend towards the Cintura has begun in a big way. No other tyre so perfectly meets the needs of the man who has a high-performance car—and likes to drive it briskly and safely. And the proof of this is in the driving. No sales talk needed. That is why Cintura advertising is based on the objective, tape-recorded reports of top drivers. We invite you to send for your free copy of the full reports—and to read what a remarkable experience it is to drive Cintura.



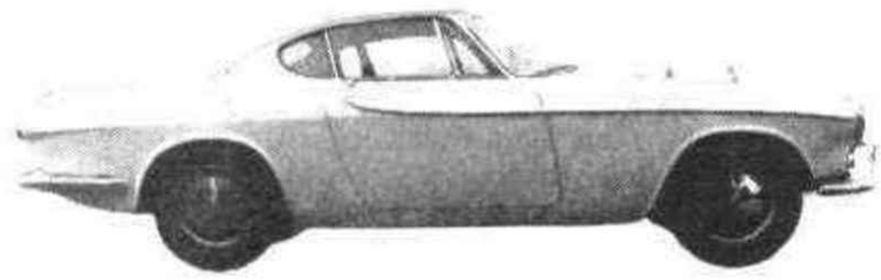
"Cinturas are as much at home in a high street as on an international rally" **Nancy Mitchell**



"It's just unbelievable the difference Cinturas make to road-holding" **Johnny Wallwork**



The Cintura tyre is composed of carcass plies of textile cords that are laid at an angle of 90 degrees to the beads – and a 'safety belt' laid circumferentially under the tread. The tread and belt are rather like the rim of a wheel – and the radial cords like the spokes. Hence the Cintura's unique road-holding qualities.



The Cintura uniquely combines superb road-holding characteristics with a comfortable ride due to the fact that the 'safety belt' is made from textile cord plies. Whilst it is virtually inextensible in its length, it still remains fairly flexible and can absorb bumps from the road. Contraction is avoided by tension – not by rigidity in the belt.

PIRELLI CINTURA

The fabulous tyre with the built-in safety belt

The Pirelli Performance Bureau, 343-345 Euston Road, London N.W.1
Please send me a free copy of the following Cintura Road Test Report(s) (tick where required)

Ken Rudd ☐
John Sprinzel ☐
Nancy Mitchell ☐
Johnny Wallwork ☐

Name _____

Address _____

_____ Make of car _____

P/A

LETTERS FROM READERS

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

POMEROY DEFENDS CORTINA

Sir,

As you have been kind enough to refer your readers to an article I have written about the new British and German Ford may I expand upon this for the benefit of any who do not read *The Motor*; and also in the light of road-test figures which were not available at the time when I wrote it?

May I make it clear that, although I am retained as a Consultant by The British Motor Corporation, the Editor asked me to write an article for *The Motor* evaluating the two Ford cars and they were kind enough to give me the information which made this possible. I was therefore only concerned with the two differing designs, and I am interested to see that you call the Cortina "dreary, old-fashioned with uninspired specification" and the Taunus "technically outstanding."

You are entitled to your opinion but what are the facts? In the important relationship between passenger space and wheelbase the Taunus has 63% and the Cortina 64%, and the seating width on the Taunus is 80% of the total width and on the Cortina 78.5%. Although they are of almost identical dimension the British model is lighter by 6%, so that this would seem the better of the two from the structural viewpoint.

Both models have rear axles suspended by leaf-springs and the British has coil-springs at the front and the German a single transverse leaf which necessitates reaction points attached to the engine so that the engine mountings become part of the suspension system.

Taking the car on the road, using the mean maximum of the Taunus on the one hand, and choosing a Cortina with correctly set ignition on the other, I observe that the Cortina is 2% slower than the Taunus and 8% inferior in m.p.g. On the other hand it is 3% faster in covering a standing quarter-mile; 13% faster in reaching 50 m.p.h. from rest, and no less than 53% quicker in going from 30 to 50 m.p.h. in top gear.

A 50-lb. pedal pressure on the Taunus makes the stopping distance 7% better than the Cortina and the portion of the weight carried on the driving wheels is 15% more.

Thus there seems to be little advantage in the end-product which is "technically outstanding" over one which is "dreary and old-fashioned."

That is not to say that advanced design allied to an almost fanatical devotion to development cannot produce exceptional results . . . but I must not be too vociferous.

LAURENCE POMEROY,
Director, Technical Relations Ltd.

London, W.1.

[I am rather disappointed in my friend Mr. Pomeroy on this occasion. He seeks to defend the "dreary and old-fashioned" on the grounds of 1% better passenger space/wheelbase ratio, 1½% greater seating width/total width, and 6% less weight. The Ford Cortina is slightly slower and more thirsty than a 12M but has much better acceleration. I took the figures I quoted from the magazine in which Mr. Pomeroy's article appeared and they were for Press cars. Surely the great Ford Motor Company must know the correct ignition setting for its cars? As more or less any village garage can tell whether a car is too far retarded or too far advanced I cannot be expected to believe that carefully prepared Press cars about to undergo road-test would be mal-adjusted! However, accepting Mr. Pomeroy's revised figures, the Cortina still returns inferior braking and traction to the Taunus 12M.

The crux of the argument, which goes in my favour, is surely whether the World's motorists care so very dearly about the foregoing percentages or whether they are more concerned about a comfortable ride and good handling characteristics having a direct bearing on safety—and Mr. Pomeroy avoids any reference to these qualities, which are difficult to measure as percentages but very evident to driver and passengers.

Finally, Mr. Pomeroy must think me and my readers very gullible to try to get away with the statement that "both models have their back axles suspended on leaf-springs." Of course we know that, but what he omits to tell us is that the Cortina's is a live and therefore heavy axle containing crown-wheel and pinion, drive shafts, bearings and lubricant and supporting a propeller shaft, whereas, because the Taunus 12M is front-wheel-driven, its back axle is very light indeed, formed, in fact, of a top-hat-section steel beam, located by an anti-roll bar. Which is a very different proposition! The f.w.d. Lancia Flavia has a similar back axle and suspension and gives one of the flatest, most comfortable rides of any car.

The Cortina may be an acceptable vehicle for the easily-satisfied masses, although a road-test report of it I saw in a weekly paper on November 1st damned it with praise that wasn't so much faint as comatose. But technicians must accept many aspects, not least the suspension, of cars like the 12M and Morris/M.G. 1100s, as infinitely superior. Frankly, I am astonished that Laurence Pomeroy is not one of them.—ED.]

* * *

POLICE AND MOTORISTS

From Sir John Whitmore, Bart.

Sir,

For some time now MOTOR SPORT has carried readers' letters and editorials about the injustices of magistrates and police alike, in dealings with motoring cases. This, though admirable in warning those of your readers, if any, who have not already suffered, is less effective in dealing with the problem as a whole. The reason is obvious; few magistrates have ever read MOTOR SPORT and certainly not Ernest Marples himself. (Incidentally, Mr. Marples' talent has been so wasted; he would have made a wonderful postman with his cycling and postmaster's experience.)

Might it not be possible, with sufficient enthusiasm and responsible people, to form a motorists' defence league? I say responsible people because most of these Anti-. . . . . organisations become a laughing stock as they tend to be supported by cranks and beatnicks and consequently become powerless. This proposed league, supported by contributions from those who are aware of, or have suffered from, these injustices, should consider certain cases and pay the costs of fighting for justice up to House of Lords level and organising national publicity for these cases. In this way, one would be able to reach a very large section of the community, who might eventually move the authorities.

I am convinced that many wronged motorists could have received justice, had he been able to afford a specialist barrister or Q.C., rather than a local solicitor. Many may say that the A.A. and R.A.C. offer some protection. May I suggest that they are powerless, useless and hidebound by their relations with the police. When a recent White Paper was published after an investigation of the motorists' cause by some lawyers who found serious inadequacies in the system, the official R.A.C./A.A. view was given in the Press as "we find no evidence to support these allegations." Just how apathetic can one be!

I would be very interested to see the reaction from your readers to this suggestion, and may I finish with a little story to whet their appetites :—

A breakdown truck, rushing to a garage, towing a wrecked car in which a woman was trapped screaming was stopped for exceeding 30 m.p.h. Rather than clear the road with its bell and flashing light to assist the rescue, the police car made every endeavour to hinder the truck all the way to the garage though the policemen were aware of the injured woman. The police stood by as the woman was cut from the wreck and rushed to hospital, and then took particulars. The truck driver was subsequently fined for speeding but the woman's life was saved in the nick of time.

Letchworth. JOHN WHITMORE.

[I hope Sir John Whitmore has referred the matter of the zealous police and the injured lady to his M.P. and insists on getting a question asked about it.—ED.]

* * *

CHANGING THE AXLE OIL

Sir,

As one of the "shy little oil company P.R.O.s" referred to by Mr. J. H. Shields of Fivehead in his letter in your September number, may I essay a brief reply to his point on changing axle oil?

To say that the carrying out of this recommendation (made, incidentally, by the car makers—not the oil companies) is expensive is absurd. Today, a typical axle drain period would be 6,000 miles and the average cost of a refill of oil is around 7s. (three pints). Since 6,000 miles represents more than six months' running for the average car, the sum involved in relation to the

overall cost of motoring today is really very small indeed. Even for a 30,000-mile-a-year man, the annual cost is under £2.

As to those car makers who no longer make provision for draining axles, this is purely a matter of policy on their part. As I have said, it is they who specify the recommended drain periods.

LAURENCE SULTAN,
London, N.W. Group Public Relations Officer, Castrol Limited.

* * *

A MATTER OF IDENTITY

Sir,

Congratulations to the sharp-eyed enthusiast Police Officer in the patrol-car on the Lytham-Blackpool road.

At the approach of my husband's 1940 S.S. 3½ " 100 " drop-head coupé travelling in the opposite direction, his jubilant cry of recognition rang out for all to hear over the live hailer : " JAGUAR "!

Obviously more accurate at spotting than the Alvis boys, who still salute us as one of their breed.

Stockport. MARY WOOLLASTON.

* * *

A MATTER OF NOMENCLATURE

Sir,

Mr. Boddy says that the Morris Minor 1000 will have to be re-named following the fitting of a larger engine. Not so. For some time, B.M.C. have chosen to misname this vehicle—Nine-Fifty would have been more accurate. Whereas in the past, people like myself have felt that somewhere they have been cheated out of 52 c.c., perhaps they may now have an 86-c.c. bonus. Furthermore, if the car is to continue looking exactly the same as the older model, I want the people that I overtake to think that the extra little bit of performance comes from some fiendish modification of my own.

Southport. PETER BROOKS.

* * *

FOUR OF THE BEST

Sir,

Very sporting of you to print my letter taking you somewhat to task over this " Best car in the World " business.

May I say how refreshing it is to read a paper whose Editor, unlike many of his cautious, stuffy, contemporary colleagues, isn't afraid to express positive, forthright opinions . . . even though he may, occasionally, stick out his neck!

Your opinion of the Volkswagen, as attested by many of your readers is, I feel sure, correct. There is little doubt that, for the man whose motoring is a daily necessity, this is the best value in the world.

There are many reasons why people impoverish themselves by buying motor cars but if they *have* to do this I would, after forty years of very varied motoring, venture to suggest three cars which will *not* disappoint them : as a necessity, the Volkswagen; for sporting purposes, the Mercedes; as a hobby, including day-to-day motoring, the pre-war Rolls or Bentley.

But when summer clouds roll lightly across the sky I still pine for my old " camshaft " Norton. Feet on the backrests, chin on the pad, and away after it! Nothing can compare with this. Only by the grace of God am I still alive to tell the tale!

Birkenhead. JOHN C. HISCOCK.

* * *

SUGGESTIONS FOR B.M.C./R.-R.

Sir,

I would guess that you are wrong in your suggestion that the 3-litre 6-cylinder B.M.C. power unit will be used for the B.M.C. Rolls-Royce.

Surely, the logical development of the " East-West " engine them, for which the 6-cylinder engine is too long, is V8s.

You would then have the following range of motor cars :

(1) The Minis in all their forms, with 4-cylinder " East-West " engines developing 34 b.h.p.
(2) The 1100 Morris with 4-cylinder " East-West " engine developing 48 b.h.p.
(3) The 1100 Morris fitted with a V8 " East-West " 2.2-litre engine developing 95 b.h.p.
(4) A new 6-seater car fitted with a 4-cylinder " East-West " 1,500/1,600-c.c. engine developing 70 b.h.p.
(5) The 1,500/1,600 car fitted with a V8 3-litre or 3.2-litre " East-West engine developing 140 b.h.p. The engine and transmission of this car would be designed and manufactured by Rolls-Royce.

The clue to this theory is the unnecessary space left in front (to the north) of the engine in the Morris 1100.

Ufford. R. G. STADDON.

ROLLS-ROYCE STYLING

Sir,

Let us all mourn the passing of Rolls-Royce into the ranks of mediocrity. Never before has this august company changed the type designation of its products for a few minor changes in body styling. Indeed, in their halcyon days, they never even thought about styling at all, preferring to leave this in the excellent hands of specialist coachbuilders, so many of whom, alas, have passed away or been engulfed by the money-spinning mass-producers, their glorious names being attached to pressed metal conveyances produced within the organisation which devoured them.

Why on earth does any car need four headlamps ? Are these components so bad these days that two of them cannot cope ? Or is it another step in the one-upmanship of out-dazzling the other fellow ? Really, of course, it is just another fashion gimmick from the land of status symbols. Fancy Rolls-Royce falling for that! I suppose the Mk. IV will have dummy wire-wheel discs.

Like you, I dread the appearance of a super de luxe Austin 110 with a facsimile of the famous radiator and a couple of hundred or so on the price (the b.h.p., of course, being a closely guarded secret).

Penkridge. G. W. SAMSON.

* * *

NOT A MARPLES' FAN!

Sir,

I, like thousands of other ordinary motorists, regard Mr. Marples' latest idea, *i.e.*, of tests for one-year-old cars, as a monstrous imposition on the public, and a slur on the Motor Car Industry as a whole.

His recent activities in London, more especially in the West End, have left it like a small racing circuit.

I feel that something should be done whilst this new suggestion is still in embryo form. What does Mr. Marples know about cars anyway ? He goes everywhere on a push-bike!

Pinner. JOHN HAYES.

* * *

THE HEALEY SILVERSTONE

Sir,

Please draw the attention of Mr. A. Walker (" Mystery ") to the road-test report by yourselves (November 1949) of the Healey Silverstone. Viz.: 0-60 m.p.h., 11.0 sec.; 100.4 m.p.h., stop-watch, under unfavourable conditions.

Since the test car was not fitted with a mileometer your testers were unable to quote an accurate fuel consumption; my experience of the past three years with one of these exhilarating rising 13-year-old cars indicates 22-23 m.p.g. consistent with motorway cruising of 90 m.p.h. at 4,000 r.p.m., which are good figures for even this day and age.

Ashton Magna. STEPHEN WHALEY.

* * *

CLAYTON DEWANDRE " MOT-A-VAC "

Sir,

Early this year I bought a VW caravan (Mr. White's Caravette) and what a lovable, lumbering vehicle it is. Even a Mini can't dazzle you through that high rear window—but you have to be careful not to trip over them and remember to pull out when passing them; oh yes, I have passed seven Minis this year (is this a record ?). I carve notches in the dash, to keep count!

Soon after I had it I found the brake pedal pressure too high for comfort and about twice that on my Fiat 600 Multipla, which made changing cars rather dangerous. In March, this year, therefore, I ordered and fitted a Clayton Dewandre " Mot-a-Vac " servo to the VW. With it came a tailor-made kit of plumbing but no detailed fitting instructions. After one or two dummy runs I found that you were supposed to salvage the existing rear, 3-way, union to fit at the front, when everything went fine. The mixture of metric and pipe threads in the C-D kit has to be seen to be believed; the fitting took about three hours, all told. I fitted the unit inside the rear blanket locker, rather than in the engine compartment, since it was higher and easier to bleed (and I rather like the wistful noise it makes), and ran the vaccum pipe horizontally to the adaptor on the inlet manifold.

All went well for about 1,000 miles, when I was driving a party of American friends down a steep pass in North Wales and the servo-assistance went! Being an innate optimist I was delighted to find that the brakes were still there—even if the old, high, pedal pressure was back, and I found this experience reassuring. What was most distressing, however, was my impending departure in two days' time for three weeks in the Alps! How did one get " queer " spares in a hurry ? This was Sunday and next morning

I rang Clayton's London office, who referred me to their Mot-a-Vac Manager at Pinner who was just leaving for Coventry; he listened to my story and said his wife would make the required arrangements.

I had stripped down the unit and found the main, power, rubber diaphragm split; I suggested that a new one of these would do me very well if I could get it that day and offered to meet any train from the works (at Lincoln). However, I was promised that something would be delivered to me, at my office, by lunch-time. Nothing arrived up to 2 p.m., so I went home to start packing for the morning ferry. The things that happened afterwards were an object lesson to other manufacturers. At 4 p.m. one of C-D's engineers rang me at home, having got my number from my office, found where I lived and drove over. By 6 p.m. he had fitted a complete new unit, added a right-angle adaptor to the vacuum tapping on the inlet manifold and re-routed the pipe with an initial, vertical run of about a foot. It seems that the pulsation, at low revs., in the VW manifold had managed to pump petrol vapour into the servo which had attacked the rubber. Their engineer, Mr. G. A. Johnson, was most concerned that this could happen and did all possible to make sure we got away for our holiday in time. He refused all payment since the unit was still under guarantee, and after a cup of tea left for his home, 30 miles away, at 7 p.m. He fitted a plastic vacuum pipe in place of the original rubber one so that staining by migration of petrol could be seen—if it continued—and gave me an additional spare power diaphragm just in case we ran into trouble in Austria!

This was all six months and 6,000 miles ago and the unit is now working perfectly, slight yellow staining of the pipe shows that petrol vapour is reaching the first two inches of the vertical pipe and is over four feet away from the unit itself. If any of your readers are thinking of fitting this excellent brake servo to a VW then I hope this tip will be of help. The local VW people, Royal Berks Motors, in Reading, continue to be amazed at the way the caravan stands on its nose now. I would also like to think that a firm like Clayton Dewandre, to whom I am just a retail customer, know how much this sort of service is appreciated and what an object lesson it is to some other manufacturers. (I won't bore you with my experiences on tyres—you have heard it all before!)

Cold Ash. W. H. BOSSONS.

* * *

CORTINA *v.* APRILIA

Sir,

In your "Annual Discourse on Topical Aspects of the Motoring Scene" I found it interesting to note a general comparison between the Ford Cortina and the 26-year-old Lancia Aprilia.

Taking figures from your November 1962 issue for the Ford Cortina and from my July 1938 copy of *The Autocar* for the Lancia Aprilia, being exactly the same specification as the 1937 model, we get :

	Top Speed	0-50 *m.p.h.*	0-60 *m.p.h.*	*Overall m.p.g.*
Lancia Aprilia ..	81.82 m.p.h.	15.3 sec.	22.8 sec.	28-32
Ford Cortina ..	79.6 m.p.h.	16.6 sec.	25.4 sec.	27.2

One might also consider that the Lancia Aprilia's make-up includes independent suspension all round, inboard rear brakes, a pillarless, integral body (not dated and still an eye-catcher), turning circle 28 feet and a square, V4 engine.

Perhaps Fords will now take note and do better next time. In the meanwhile I shall keep my Lancia Aprilia stable.

Sheringham. NORMAN G. WILSON.

[The Lancia Aprilia was a comparatively expensive car when sold here before the war, but still. . . .—ED.]

* * *

THE V16 CADILLAC

Sir,

I have been an avid reader of MOTOR SPORT since 1947 and still regard the arrival of your magazine as one of the highlights of the month. I am a vintage car enthusiast with a penchant for big, hairy machinery, and thus especially enjoy your current series on "White Elephantitis." I own three Rolls-Royce Silver Ghosts and a 1918 V8 Cunningham tourer, the last mentioned of which might, when fully restored, perhaps be eligible for inclusion in your series thanks to 142 in. of wheelbase and 7.2-litres of engine.

I read with particular interest your latest instalment concerning the V16 Cadillac and notice that uncertainty seems to reign on the question whether or not other species of the breed still exist in Europe. I can answer this question in the affirmative as I know of the existence of two V16 Cadillacs in Sweden. One is a 1930 limousine in wonderful condition which was recently discovered stored since many years in a remote hamlet in Lapland, near the Polar Circle. It is now owned by an enthusiast friend of mine, Mr. Sten Boström of Skolgatan 57, Umea (where the Monte Carlo Rally used to start pre-war). It is to be completely restored.

The other V16 Cadillac still belongs to its original owner, Mr. Sophus Petterson of Malmö, a publisher. This car is fitted with a very elaborate landaulet-de-ville body by the Swedish coach-builder Nordberg & Son of Stockholm and reputedly cost in the region of £3,000 when new in 1931. It is still in beautiful original condition and is used each summer by its aged but satisfied owner for short tours.

Spare parts for these cars are of course still available from the U.S., particularly through the Cadillac-La Salle Club, 710 Symes, Royal Oak, Michigan, att. Mr. Norman Uhlir. I am certain that Mr. Rolfe will be able to find the missing parts for his car, radiator cap, distributor head, etc., through this Club as I know that they have been most helpful to Mr. Boström, finding for him a missing rear lamp and sundry other spares.

Please carry on your wonderful work of editing MOTOR SPORT along its traditional lines! *Vivat* Brooklands! *Vivat* MOTOR SPORT!

Vevey, Switzerland. TOM BRAHMER.

* * *

A CURE FOR DEPRESSION

Sir,

I was interested to read the article concerning the present depressing state of motoring.

Fortunately a way still exists for those who wish to sample the thrill of real motoring without being able to afford a Berlinetta, Maserati G.T., or an E-Type. A large motorcycle is still fun to ride being endowed with the performance and "feel" of the best cars, whilst requiring a high degree of skill from the rider. Although we own a chromium-plated Luton mediocrity, both my wife and I obtain an increasing amount of pleasure from motorcycles.

Like many of your readers we are often puzzled by the police and officialdom, to whom, conditioned no doubt by the sensational Press, the word "motorcycle" produces an even greater opposition reflex than does "sports cars."

Indeed the aim of Mr. Marples and his kind seems to be to grind down the motorist by taxes and legislation, to an anonymous conformity; the enthusiast being an unsuitable social type who must be eliminated.

Many thanks for your excellent, outspoken magazine.

Hebden Bridge. G. W. BARKER.

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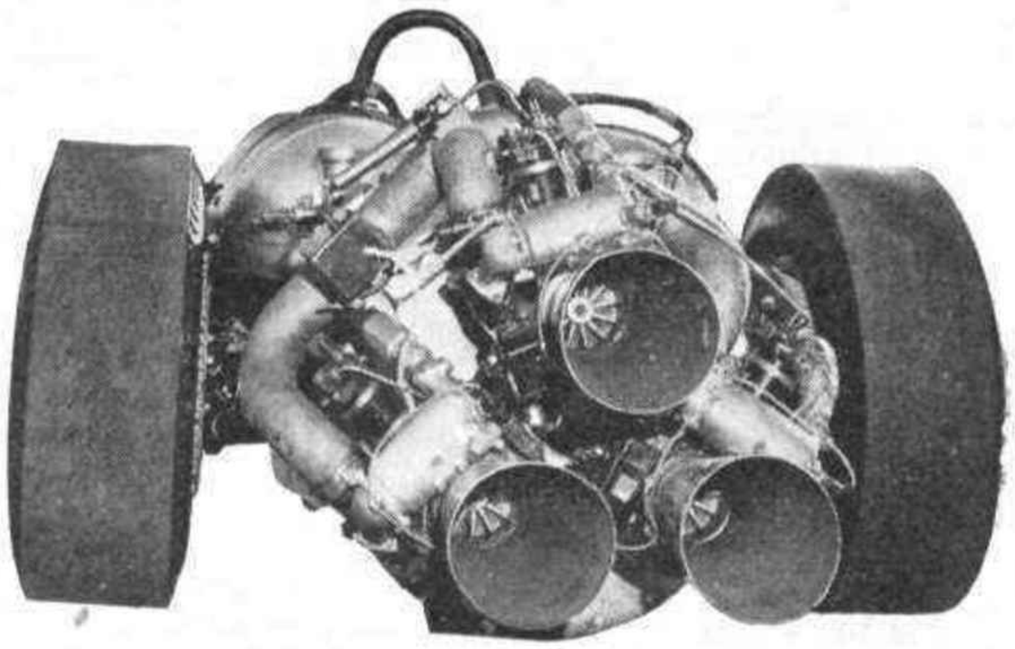

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1933 ALVIS FIREFLY saloon. Excellent condition. Many spares. M.O.T. test to April, 1963. £70 o.n.o. Shackleton, 12, Lonsdale Street, Burnley, Lancs. [9989

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AURELIA G.T. 2.5 B.20, 1954, model, third series. In red, floor change. £450. Exchange and H.P. 185, New Line, Greengates, Bradford. [1001

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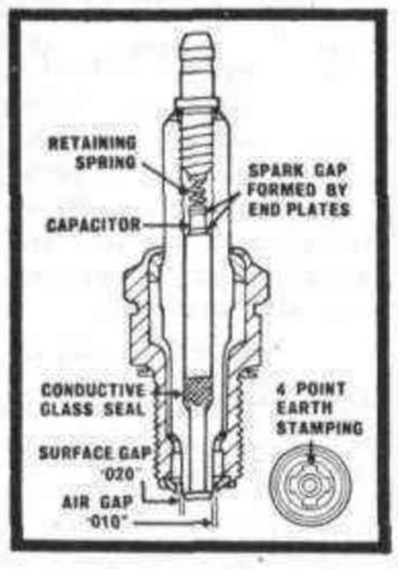

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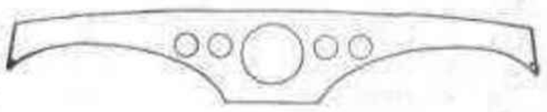

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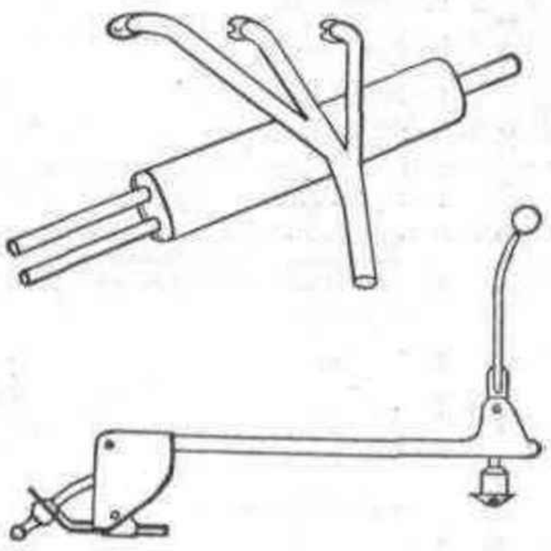

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Christmas in October

Write a Christmas column they said, but it was only October — such are the problems of mail order bookselling. As I write, trying to nurture a Christmas spirit, to imagine holly and parcels (containing books !) hanging from Christmas trees, I look out of my office window and see the cloudless sky of this Indian Summer. Not a hundred yards from here the sea is a calm and inviting blue. However, advertising datelines must be met so here goes.

But whilst I have the space at my disposal I would like to take the opportunity of mentioning that I am restoring a 1914 Vauxhall which has registration number LX 4502 and chassis number C 127. This is no ordinary Vauxhall but one of the Prince Henry models; further it is no ordinary Prince Henry model but a short-chassis of Brooklands type. If anyone can trace the first owner(s) of this car, tell me of its exploits or produce photographs I will be delighted and promise him or her an enlightening ride in it next summer. The Prince Henry Vauxhall is acknowledged to be the Very First British Sports Car and with four litres pulling under one ton it should be quite a veteran car. Also required are a pair of large bell-shaped CAV headlamps with side-lamps to match, an 820 × 120 rim, petrol tin clamp (for running-board), Workshop Manual (shame !), and any technical literature. If restoration goes as planned we hope to enter the Vauxhall in the big V.C.C./V.S.C.C. International Rally in May 1963. This is a three-day event of considerable importance and will probably attract entries from many overseas countries.

Which reminds me that the International Rally starts from Brighton — isn't it remarkable how Brighton figures so prominently in the world of motoring. There are the Brighton Speed Trials, numerous Rallies finish with tests on Madeira Drive, the Motor Museum, Autobooks, and, of course, the Veteran Brighton Run. Only ten days to now and the Autobooks entry, a Beeston of 1896, will be popping its way from Hyde Park to good old Brighton. Last year it was our comparatively modern Beeston of 1899 that arrived at 12.15 closely behind Jack Brabham. This year, who knows ?

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BREAKING 1949 JAVELIN, reasonable prices Swanborough, 13, Crompton Street, Chelmsford. Tel.: 51586. [1153

SUNBEAM-TALBOT 90 Mk. III coupé, 1955. £225. Swanborough, 13, Crompton Street, Chelmsford. Tel.: 51586. [1153A

SAAB 96, August 1961, 11,000 miles, one owner, not raced or rallied; unmarked red. £660 Chilton, 2, Castlefields Drive, Cheltenham. [1156

LAGONDA 2.6 saloon, 1952. Aluminium body. Excellent condition exterior, interior; engine perfect. Bills from Lagonda for over £300 1961. Floor change £350 o.n.o., or exchange 2-seater or tourer, Aston, Bentley, S.S., etc., in same condition. Box No. D.157. [1157

4AD SINGER 1500 Roadster, 1954 Geneva Show car. L.H.D. Lowered suspension, high-ratio axle, 1956 engine, new Vynide hood, tonneau and seats. Spares. £250 or offers. B. R. Terry, 23, Arden Croft, Solihull. Tel.: Sheldon 4135. [1158

M.G. J-TYPE 2/4-seater, fitted 45-b.h.p. 1172. Dual exhaust, p.v.c. hood, PA box, 12-in. hydraulics, swept wings, s/beams, Klaxtons. Also interchangeable original engine, gearbox. £105 o.n.o. Strange, The Beeches, Lydiard Millicent, Swindon, Wilts. [1159

1939 M.G. TB, 10,000 miles since engine recon., Stage 1 with polished head. Very quick! M.G. registration. Many parts new, bodywork immaculate. £170 o.n.o. Tel.: Watford 32473. [1160

1926 JOWETT L.C. tourer, excellent, 1922 rebuilt engine. View, Mr. Golding, Tel.: Silverthorn 2200 (Essex), or write: Kendrick, Staff College, Love Lane, Wakefield. £100 o.n.o. Consider exchange larger car. [1161

ROLLS-ROYCE 20-h.p., 1927, saloon, large boot, full tools. M.O.T. £120 o.n.o. 31, Saltash Road, Hainault. [1162

M.G. TA, 1938. M.O.T. Aug. 1963. Taxed Dec. 1962. Engine overhauled, oil pressure 60 hot. Black/white chequered radiator grille, resprayed white. D/d. headlamps, Bluemells s/wheel. Good tyres, battery, new hood. Getting married. £85 o.n.o. Caley, 81, Grantham Road, Sleaford, Lincs. [1163

SPRITE, 1959. If you want a well tuned, reliable, economical (35 m.p.g.), immaculate (yellow) sports car this is it. Must sell, bought another car. Any crazy offers. H.P. possible. Wallace, 98, Webber Street, S.E.1. Tel.: Waterloo 5228. [1164

CITROEN 2 c.v., 375 c.c. New tyres and battery. Utterly reliable, painfully slow, awful body. 60 m.p.g. Taxed and insured nine months. £69. Tel.: COLindale 0722. [1165

ALVIS SP. 20, 1936, Charlesworth saloon. £250 bills last two years. Body and mechanics all good. Offers over £100. Emery, Tel.: Radnage 3102. [1166

JOY 500—S6—SF8: The ex-Cliff Davis Cooper-M.G. fitted Falcon fibreglass body. Recent engine overhaul, including new crankshaft and pistons. Terrific performance—ideal club racer. £375 o.n.o. Further details from Box No. D.167. [1167

AUSTIN A40 sports, 50-b.h.p. engine/gearbox; excellent condition; dynamo, starter, etc. Derrington manifold, polished rocker cover. £15 collect. Fleetwood, 1, Stanway Road, Shirley, Solihull, Warwicks. [1168

M.G. 1½-LITRE, reg. 1948. Excellent all round condition; four new tyres, good weather gear. Beautiful exhaust note. £120 o.n.o. Clinton, "Nautpur," Felstead, Essex. [1170

FOR SALE—*continued*

1929 AUSTIN HEAVY 12/4. Good condition. M.O.T. Taxed. Nearest £50. Exchange part complete "special." Tel.: Nelson 65900. [1171

1934 ROLLS-ROYCE 20/25 Barker saloon, good condition. 1947 Rover drophead, spare engine. Offers. Cannon, 64, Manor Road, Lancing, Sussex. Tel.: Lancing 3102. [1172

1952 ASTON MARTIN 3-litre DB/3, ex-team car Chassis No. D.B./3/2. Restored at cost of over £500. Car suitable for every-day use or *concours*. Resprayed blue; black upholstery. Full weather equipment, hard- and soft-tops. Triple Weber carburetters and the large valve head. New tyres new battery. One of the finest in its class available. Mr. J. Campbell, "Aros," 42, North Road, Bellshill, Lanarkshire, Scotland. Tel.: Bellshill 3221. [1178

FORD FIELD, regd. 1959. Open 2-seater sports, first-class condition throughout. For outright sale or part exchange, anything considered. Rogers, Hall Court, Bishops Frome, Worcester. [1179

A.H. SPRITE, 1961, 7,000 miles. Full conv. w/w. discs, al./f.gl. body/hard-top. 95+ m.p.h., has the lot! Unbent, must sell, genuine reason. £525 o.n.o. A. M. Campbell, 4, West Maitland Street, Edinburgh, or Tel.: FOU 6547 (after 6 p.m.). [1180

1924 BASS BOTTLE on 30-h.p. Daimler chassis, only two in country (other in Montagu Motor Museum). Bodywork and mechanics very good. Original labels, etc. New tyres. £145 o.n.o. Pratt, Long Meadow, Eastcote High Road, Pinner, Middlesex. Tel.: 3279. [1181

RILEY 1.5, 1954, R.M.A. V.G. condition. Radio, many extras. £325. Getting married. Tel.: Woolwich 4180. [1182

M.G. VA, 1938, 12 h.p., 4-seater. New hood and sidescreens. M.O.T. £65. Tel.: Dunstable 61480. [1183

12/4 RILEY SPECIAL, 2/4-seater, similar March Special. Fitted with Sprite pistons, 4-branch exhaust, twin S.U.s, reconditioned preselect gearbox, hydraulic brakes. Colour, midnight blue. M.O.T. cert. Only 8,000 miles since completion. £175 o.n.o. Barber, 3, Long Cutt, Redbourn, Herts. [1184

£40 BUYS IMMACULATE Riley Falcon. Needs no, repeat no, attention. Also fast but scruffy A.7 Special, £30, and Morgan 3-wheeler with Ford 10 engine, £20. Tel.: Burgess Hill 3236, or s.a.e. to J. B. Courage, Bedelands Farm, B.H., Sussex. [1185

ASTON MARTIN, 1955, DB2-4 3-litre saloon. Good condition, new tyres, radio, heater. £625. Birmingham. Tel.: Sheldon 4446. [1186

M.G. PA. Must be sold. Register No. 84. Preference to M.G. C.C. members. Send s.a.e. for details. M.G.-A tonneau cover, black Vynide, hardly used, £5 10s. Pattullo, 3, Stow Park Circle, Newport, Monmouthshire. [1187

STORK FORCES SALE of superb professionally rebuilt 1934 Alvis tourer, 25 h.p., suitable V.S.C.C. racing and everyday use, absolutely reliable, full weather equipment, etc. £300 o.n.o. Box No. D.188. [1188

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ALVIS 12/50 BEETLE-BACK, 1927. Eighteen months ago this car had a rebuild costing £350. Owing to owner's changed plans is now on sale at £295. Saunders, Hey House, Lapworth, Warwicks. Tel.: Lapworth 326. [1190

ASTON MARTIN ULSTER, 1934. Completely rebuilt, 5,000 miles. Excellent condition. £580. Bennett, St. Margaret's, Ledborough Lane, Beaconsfield, Bucks. Tel.: 1142. [1191

BENTLEY SPORTS, 1935, 4-door, 4-seat f/h. coupé. Enthusiast's car, fast, safe, comfortable. Regret selling. Best offer buys. Stone, Cardiff. Tel.: 25903. [1192

M.G. J2. Hydraulics. Body rebuilt 1960. Engine and transmission completely overhauled 1962. Flashers, headlamp conversions, hood and tonneau cover all new. M.O.T. tested. £110 o.n.o. Baines, 30, West End Avenue, Gatley, Cheshire. [1193

ROLLS-ROYCE cabriolet, 1926, 20 h.p. Repainted, colour crimson and black. In good condition throughout. Nearest £250. Miller, Milburn, Millbridge, Kinross, Scotland. Tel.: 3269. [1194

STAR COMET, 1930, 18-h.p. saloon. Colour black. In good condition. Nearest offer to £100. Miller, Milburn, Millbridge, Kinross, Scotland. Tel.: 3269. [1195

M.G. J2, 1932. M.O.T., taxed. New hood, tonneau, flashers, hydraulic brakes, good tyres. £75. Clough, 8, Spring Street, Farnworth, Bolton, Lancs. [1197

LANCIA G.T. 2500, 1953/4, imported 1959. £200 engine overhaul at Lancia's. 30,000 miles. New "X"s, new brakes, clutch, respray 12 months. Right-hand drive, floor change, wood-rim wheel. £550. Sellars, Tel.: DRO 1145 (office), BRA 767 (evenings). (Cheshire.) [1198

A.C. 2-LITRE sports, 1936. Laid up 1944-1960. Rebuilt 1960. £280 o.n.o. Hawker, Corner Cottage, Shottermill, Haslemere, Surrey. Tel.: 2550. [1199

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ROLLS-ROYCE 20/25, 1929, fixed-head Barker coupé. Full history, excellent condition, very good tyres. £250. Williams, The Green, Derryboye, Belfast. [1200

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M.G. TC, 1947. White. Perfect mechanically, new engine, gearbox. £145 o.n.o. Miss Rodda. Tel.: WES 9496, 5.30-8 p.m. [1210

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VINTAGE MORRIS OXFORD, 1927. Rare flat radiator. Re-upholstered and re-cellulosed, new battery, taxed and tested until June 1963. Lack of garage space forces sale. £120 or offers. Nicholas, 26, Hatton Court, Lubbock Road, Chislehurst, Kent. Tel.: Imperial 6947. [1212

SUPERB ROCHDALE G.T. Tubular chassis, all mods., 6,000 miles. Reg. July 1961. £315. Details: Crawford, 33, Marina Road, Formby, Lancs. [1213

£190. 1952 SUNBEAM TALBOT Mk. 11A. Good condition. M.O.T. tested. Tel.: Boxmore 3977. [1214

1953 TD2, excellent condition. £220. Tel.: after 6, SHE 0061. No dealers. [1215

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

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£37 ALLARD P-type, 1961. Tested, reasonable condition, used daily. Radio. Tomlinson, 41, Whittington Road, Benhall, Cheltenham. [1085

1958 SERIES II Singer Gazelle convertible o.h.c. Overdrive. Excellent condition. £375 o.n.o. 1953 Jaguar Mk. VII. 4,000 miles since new pistons and bearings fitted, new front shockers. £95 only. 28, Hayes Road, Midsomer Norton, Nr. Bath, Som. [1113

1947 ROVER 12-h.p. tourer. Rough, needs respray and general tidying. Absurd figure of £65 asked for quiet rare car. Also unfinished Triumph Gloria special tubular frame. Wire wheels, hydraulic brakes. Must be worth £45. A. E. Birch, 38, The Avenue, Hatch End, Pinner, Middx. [1114

ROVER 16, 1937. Really fine condition for year. M.O.T. tested to August, 1963. £60 o.n.o. Evans, 26, Franklynn Road, Haywards Heath, Sussex. [1115

ALVIS 12/50 Cross & Ellis wide 2-seater, 1930. Excellent mechanics, immaculate coachwork. £160. Salmon, 50A, Falmouth Gardens, Ilford, Essex. Tel.: CRE 1622. [1116

ROLLS-ROYCE, 1934, 20/25. Good condition. Offers. Tel.: Western 9168. Box No. D.117. [1117

M.G. TC, 1946. Sound but needs attention for M.O.T. test. New hood, s/screens, s/wheel. £140. All offers considered. Trenow, 15, Churchfields, Broxbourne, Herts. Tel.: Hoddesdon 3380. [1118

M.G. TF 1250. Metallic green. Immaculate—repeat immaculate—body and interior. 2 owners only. Engine reconditioned 10,000 miles. New shockers and coil springs. Owner gone abroad. £375. Tel.: FIT 1077 (evenings). [1119

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VINTAGE ROVER Light Six, 1930. Fabric sports saloon—sunshine roof—handbooks, spares, M.O.T. Certificate, v.g.c. throughout. £90 o.n.o. Fowler, 49, March Street, Deebles. [1135

1924 MORRIS TEN/Four Two-seater tourer with dickey. Four brand new tyres, new hood, speedo, back axle. King-pins need attention. A very rare motor car which uses standard ten/four parts. Bargain at £30 o.n.o. Anthony Jackson, Marlow Place, Marlow, Bucks. Tel.: Marlow 3904. [1136

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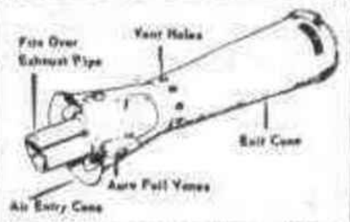

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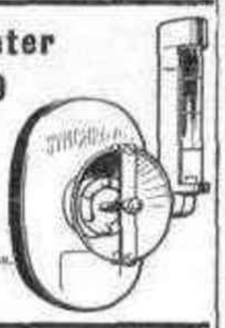

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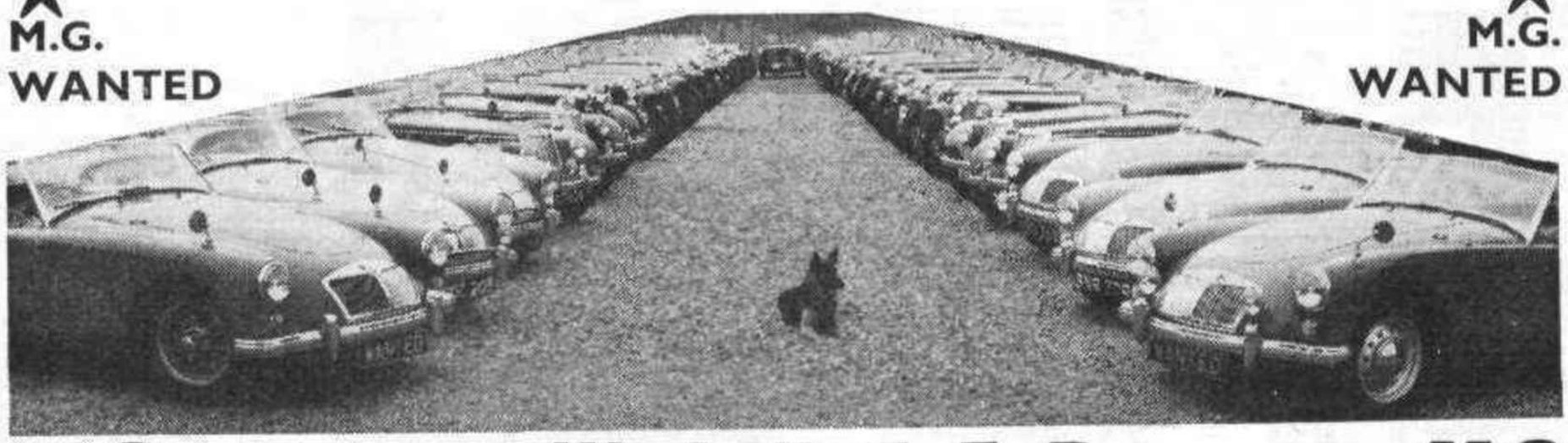

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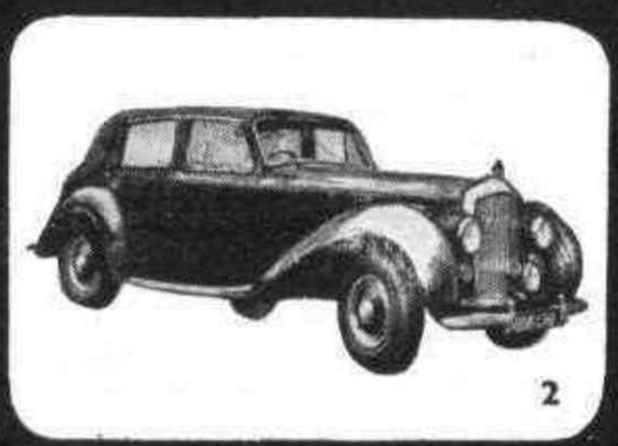
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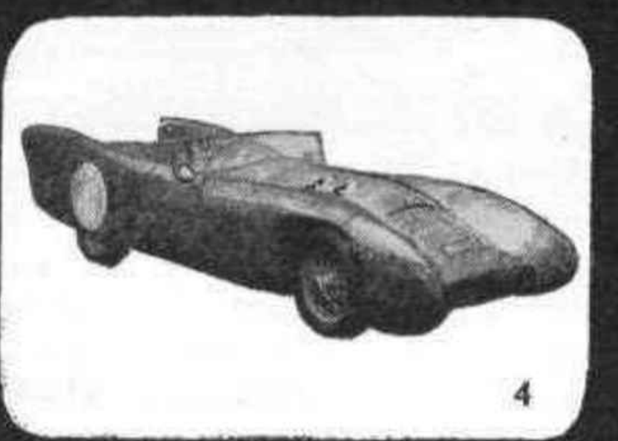
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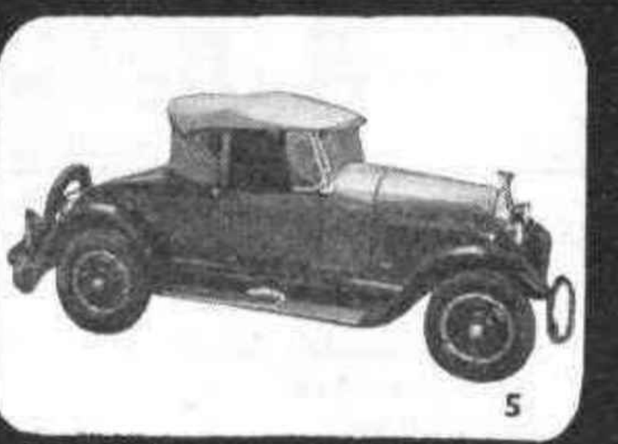
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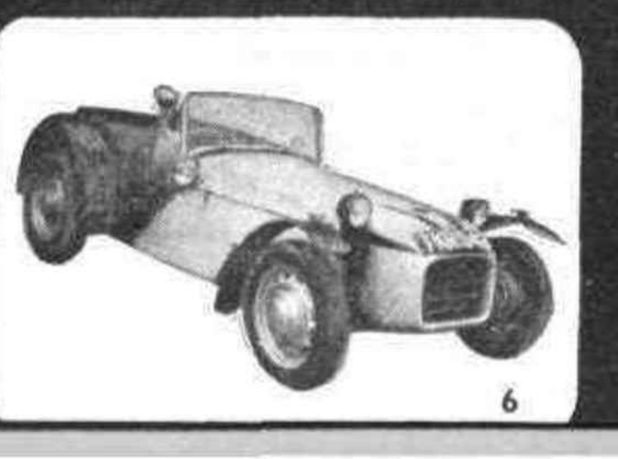
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£445 **AUSTIN HEALEY Sprite,** 1961. This car is in mint condition throughout with a recorded mileage of 9,000 only. Extras include radio, heater, sliding sidescreens, etc. Bodywork in apple green with dark green upholstery.

£445 **VOLKSWAGEN de luxe,** 1959. A low-mileage example finished in beige with red interior. Webasco sun roof, radio, etc.

£445 **M.G.-A** fixed-head coupé, late 1958 model. This fine example is finished in Old English white cellulose with red hide. Fitted with various extras, including heater.

£445 **T.V.R. Grantura.** Fitted with Ford 1172 unit and Elva o.h.i.v. conversion. Excellent example coupled with superb roadholding. Bodywork in red with black upholstery.

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£365 **M.G. TF 1500** 2-seater sports, 1955. An excellent example of this most popular model with bodywork in birch grey with green upholstery. Previously owned by qualified mechanic and in consequence in excellent fettle throughout.

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£365 **AUSTIN HEALEY Sprite,** 1959. In cherry red. Fitted with Ashley bonnet. Modified reconditioned engine, heater, etc. Another in green.

£345 **M.G. TF 1250,** 1954. A superb car in sparkling black cellulose with red upholstery. New hood recently fitted.

£345 **SIMCA Elysee,** 1960. One owner from new. 18,000 miles only. Superb performance and economy.

£325 **ALFA ROMEO** 4-door limousine **(Photo 3).** 2.6-litre engine. Ex-Embassy car which has been maintained regardless of cost.

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£295 **LOTUS VII,** 1960. Fitted with Ford 100E unit and Elva overhead inlet valve. Full weather equipment, etc.

£295 **STUDEBAKER Big Six** tourer, 1928 **(Photo 5).** Total mileage from new 28,000. Completely restored to original. Must be seen.

£265 **M.G. TD,** 1952. In black with beige upholstery. First-class condition.

£245 **TRIUMPH TR2,** 1955 model. Fitted with overdrive, hard-top, TR3A front. Excellent mechanical condition.

£225 **FAIRTHORPE Electron,** 1961. Fitted with Herald engine. One owner from new. Excellent mechanically but requires titivating.

£215 **M.G. TC.** A fine example in most rare condition with bodywork in sky blue and beige upholstery. One of the finest we have had for a long time.

£215 **TRIUMPH TR2,** 1954. A fine example in red with beige upholstery. Recent engine overhaul. Fine value.

£175 **BENTLEY, 1936, 3½-litre** sports saloon. This fine example has bodywork in bronze and black and is most handsome throughout.

£175 **LOTUS Mark VI (Photo 6).** Fitted with Ford 1172 unit. An exhilarating vehicle with bodywork in primrose and black. Full weather equipment.

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£125 **FORD Nimrod Special.** Two-seater aluminium aerodynamic body. Built on tubular chassis. Riley 4-speed gearbox.

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FOR SALE—*continued*

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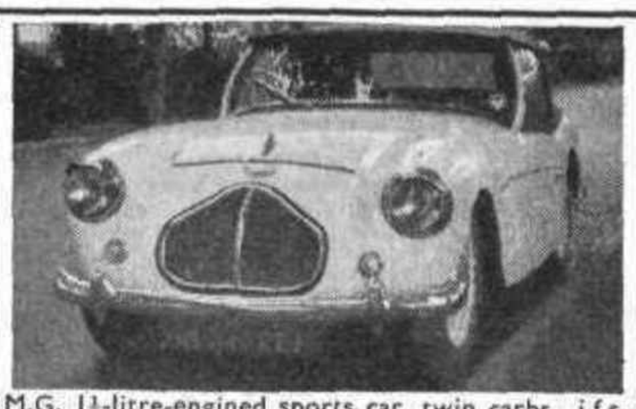

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A.C. 2-litre saloon, 1950, blue with blue leather interior, heater, set new tyres, etc. ... **£215**
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A/HEALEY Sprite Mark II, 1962 ... **£565**
A/HEALEY Sprite, 1960, immac., l/mlge **£365**
A/HEALEY 100/4, 1954, duo-tone ... **£275**
A/HEALEY 100/4, 1956, o/d., w/wh'ls, htr. **£345**
A/HEALEY 3000, o/drive, htr., low mlge **£595**
AUSTIN Mini Cooper, 1962 model, green/white, grey leather int., htr., low mileage **£525**
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FORD Consul, 1958, convertible coupé with twin-carb. engine, Continental mods. ... **£445**
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JAGUAR 2.4, 1960 Mk. II, o/d., htr., B.R.G. **£995**
JAGUAR 3.4, 1958 Sept., auto, radio, htr. **£625**
JAGUAR XK150S, 1960 model, o/d. ... **£895**
JAGUAR XK150, 1958, o/d., radio ... **£625**
JAGUAR XK140 d/head coupé, 1955... **£375**
JAGUAR XK120, 1950, Monza red, Roadster, heater **£245**
JOWETT Jupiter, 1952, 2-str. sports; immaculate car, spotless engine **£245**
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LOTUS 7A, 1961, Climax eng., race or road **£495**
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M.G. TC, 1959, 16-in. rears, s'led-beam units **£145**
M.G. TD, 1951 onwards, choice 4 cars from **£245**
M.G. TF, 1956 regd., immac. specimen, B.R.G., black as new hood, sidescreens, tyres ... **£395**
M.G.-A regd. 1962, R.H.D., radio; white **£345**
M.G.-A, 1955-8, choice from 6 cars from **£295**
MORGAN Plus 4, Vanguard eng., 2-str.... **£245**
MORGAN Plus 4, 1958 model, TR unit, htr., beaut. kept, blue with black leather int. **£395**
MORGAN 4/4, 1959, radio, htr., spots, etc. **£415**
RENAULT Gordini, 1960, 1 owner, 4-speed box, heater, 'X' tyres, white, red int., l/mileage **£395**
RILEY Pathfinder, 1954, 2 owners, B.R.G. **£265**
SUNBEAM Alpine, 1955, o'drive ... **£345**
SUNBEAM Alpine, 1960 Sept., p/brakes, 1 owner, 4 spots, o'drive, htr., green, black **£645**
SUNBEAM Alpine, 1962, h/top, s/top, htr., o'drive, w/mirrors, washers; 700 mls only **£895**
SUNBEAM-TALBOT, 1957, Mk. III 'S' type, 1 owner, o'drive, Speed Pilot, floor change **£445**
TRIUMPH TR2, regd. 1959, grn/blk, htr. **£325**
TRIUMPH TR2, 1956, radio, htr., o'drive **£345**
TRIUMPH TR3, 1957, disc brakes, h/top, s/top, radio, htr., duo-tone finish, 'X' tyres ... **£395**
TRIUMPH TR3A, 1959, Monza red... **£545**
T.V.R. Grantura, 1961, c.r. box, M.G.-A **£595**
T.V.R. Grantura, Cov.-Climax Stage II ... **£495**
T.V.R. Grantura, 1960, tuned 1172, green **£425**

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ALFA ROMEO GIULIETTA SPRINT (1960 May). Alfa-red, Motorola radio, seat belts, new Cintura tyres, special rear seats, absolutely as brand-new throughout, maintained regardless of cost by Alfa enthusiast, mechanically guaranteed, delivery of 2,600 Sprint only reason for sale. £1,125. Tel.: Leeds 24986 or Harrogate 82130 (evenings). Priory Lodge, Follifoot, Harrogate. [1237

DELICIOUS LITTLE MOTOR. 1933 M.G. J2, black with red trimmings. Ford Ten engine; hydraulic brakes, new hood. M.O.T. Seen London or Wiltshire. Morris, 16, Redfield Lane, S.W.5. [1238

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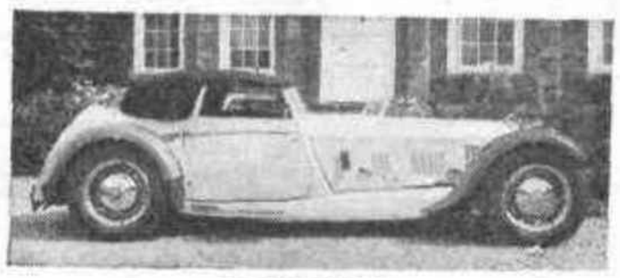

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FOR SALE—*continued*

JOWETT JUPITER, 1953, red. Used to good home (one family since birth). Must go to make way for Junior. Recently resprayed. Chrome good. Heater, spotlamp, flashing indicators, reversing lights, leather upholstery, good tyres. £185. Buckland, 38, Redden Court Road, Harold Wood, Essex. Tel.: Ingrebourne 42240. [1329

ROLLS-ROYCE SILVER DAWN type Standard Steel, stripped to chassis and rebuilt with Bentley manual gearbox. 3,000 miles on Rolls reconditioned full-flow engine. A collector's unique motor car. £1,000. Tel.: Richmond 7200. [1330

SINGER "JUNIOR," 1929, 4-seater tourer, excellent condition, with another for spares. £60. Squire, 85, Hillyfield Road, Exeter. [1331

1936 ROLLS-ROYCE 20/25 h.p. Four-light, owner-driver saloon by Barker. Further details and price: Gardner, Tel.: Leamington Spa 25223. [1335

AUSTIN NIPPY, 1932. Reconditioned throughout. Excellent bodywork. Four new tyres and battery, good hood, sidescreens. Reconditioned engine 3,000 miles. 50 m.p.g. Taxed, tested. £110. Lane, Well Cottage, Wellhouse Lane, Burgess Hill, Sussex. Tel.: 3075. [1336

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RILEY LYNX, 1933. Special 2-seater body. Recently cellulosed. Good mechanical condition. M.O.T. Unique sports car. Start haggling at £130. Tel.: Byfleet 46311. [1339

ROLLS 20/25, 1932, limousine. Wonderful condition. Only two owners. £275. Greenacres, Brimstone Hill, Meopham, Kent. Tel.: Meopham 3283. [1340

GOGGOMOBIL, 1958, coupé 400. Good condition but gearbox (electric) requires attention. Offers. Tims, Tel.: Footscray (Kent) 6132. [1341

1953 TD/2. Very well cared for car. Original paint, B.R.G., in excellent condition. New hood. Full tonneau. Only 34,000 miles since new. £275 o.v.n.o. Tel.: FOO 5102. [1342

CALLING CONSUL OWNERS. Raymond Mays conversion for Mk. 2, as new, £50. Complete set "Karobe" brushed nylon quilted seat covers, grey/green, for Mk. 2, £10. Lincoln, 220, Farleigh Road, Warlingham, Surrey. [1343

AUSTIN SPRITE, 1960. Heater, radio, tonneau. Excellent condition. Will visit anywhere within reasonable distance. £350 o.n.o. P. Cash, Rauhala, Binton, Stratford/Avon. [1344

1960 MODEL (Nov. 1959) Auto Union D.K.W. 1000S coupé de luxe, R.H.D. Low mileage, excellent condition. Almost identical with model at this year's Motor Show. £525 o.n.o. Tel.: SILverthorn 3321. [1345

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RILEY NINE KESTREL, 1933/4, B.R.G. Twin S.U.s, k.o. wheels, cycle wings. Above average condition. £65 o.n.o. 1937 Triumph Gloria, sports saloon, average condition, M.O.T. £35 o.n.o. 24, Clarendon Road, Broadstone (Tel.: 31), Dorset. [1347

CITROEN 2 c.v. VAN, 1960. Excellent condition, low mileage. 50 m.p.g. £190 o.n.o. Willetts, 4, Victoria Avenue, Mumbles, Swansea. Tel.: 68993 (after 5.30). [1348

DELLOW, 1953, nearest to £150. Genuine reason for sale. View weekends. Wilks, 30, Cromwell Road, Southend-on-Sea, Essex. [1349

VOLKSWAGEN, JULY 1961, de luxe saloon. Beryl green, immaculate. Tel.: Byron 7340. [1350

M.G. TC, 1947, green, excellent condition. Engine rebuilt July 1962. 16-in. rears, good hood, sidescreens. Stored Leatherhead. £185. Bell Enterprises, Box 158, Dartmouth, Nova Scotia, Canada. [1351

1931 2-LITRE LAGONDA, high chassis. Unused since steering rebushed. Resprayed. Spare set 19-in. wheels and many spares. All at £200. Jenner, 18, Mount Carmel Chambers, Kensington, W.8. [1352

1959 SPRITE, leaf green. Serviced every 1,000 miles. "X" tyres, heater, rev.-counter, screen-washers, ammeter, sliding sidescreens. £395 o.v.n.o. Tel.: LEY 3487. [1353

WINTER BARGAIN: 1951 white XK120. Within last 4,000 miles all new bearings, flywheel/crank "Laystalled," new competition clutch, completely new suspension, new brake shoes, two new tyres. Resprayed. M.O.T. Spares include engine, gearbox, etc. Offers over £200 the lot. Johnson, 17, Totternhoe Close, Kenton, Middlesex. Tel.: Wordsworth 2687. [1354

S.S. SPORTS CAR (red), £30. Write to 3, Woodland Road, Nailsea, Bristol. [1355

1956 M.G.-A. Excellent order throughout. Extras. £325 o.n.o. London area. Box No. D.357. [1357

FOR SALE—*continued*

1957 M.G.-A, red. Radio, tonneau, "X"s. £400. Lieut. Hall, R.N.C., Greenwich. Tel.: GRE 2154 (evenings). [1356

DAIMLER (1936) drophead coupé. Constructed to specific order of titled lady. Mint condition. £190. Apply: Brownroyd Garage, Bradford, Yorkshire. Tel.: Bradford 41831. [1358

VOLKSWAGEN, 1958 series de luxe. Blue. Wonderful condition. Radio, seat covers. £365. Fisher, 163, Oakwood Hill, Loughton, Essex. Tel.: LOU 7093. [1359

MORGAN, 1933, S.S., V.G. condition. Also complete Morgan in spares. The lot £110, will sell separately. Slack, Yan Cottage, Panorama, Ilkley, Yorkshire. Tel.: 1810. [1360

2-LITRE LAGONDA. All spares except body and back axle. Pearson, 12, Cleevelands Avenue, Cheltenham. [1361

COOPER-MINI, NOVEMBER 1962, as new. Exchange Lotus Super Seven or sell, £525. Hunt, Woodside, Eastwood, Notts. [1362

1960 AUSTIN A40. Speedwell engine, power brakes, anti-roll bar, undersealed, Silent Travel, heater, screen-wash, seat covers. Immaculate. £425. Tel.: Balham 8912. [1364

LANCIA AURELIA G.T. 2-litre Farina 4-seater. £320, no offers, no time-wasters. 49, Khama Road, S.W.17. [1365

SUPERCHARGED, 1931, 2-LITRE Lagonda, £170. Weston, 55, St. Andrew's Road, Henley-on-Thames. Tel.: Henley 155. [1366

M.G.-A 1600, SEPT. 1960. Red, black soft-top. 25,000 miles. Pirellis, washers, etc. Meticulously maintained. Never rallied. £570 o.n.o. Guyer, "Oaklands," Whittingham Lane, Broughton, Preston, Lancs. [1367

1939 SUNBEAM-TALBOT 10. Bodywork good, engine worn out. Offers. 96, Monica Grove, Levenshulme, Manchester. [1368

M.G. PB, 1936. Excellent all round condition. Reconditioned (M.G.) engine. M.O.T. Tonneau, hood. £100, no offers. Tel.: HIT 3336 (evenings) (London). [1369

FORMULA JUNIOR TERRIER, c.r. box, all-independent, R5s, suitable for 1172 or sprints, etc. Car complete except for engine and rear body panel. £135, or exchange, W.H.Y.? Tel.: PER 8111. [1370

1954 AUSTIN HEALEY BN1. Heater, overdrive, etc. Nearest £250. Tel.: Romford 47579. [1371

1955 1500 SINGER roadster, in perfect order. Recent £250 overhaul. Virtually one owner. £175. 6, Meadway, Barnet. Tel.: Barnet 7561. [1372

TWIN 1½-in. S.U. carbs., brand new, £12, c/w. air cleaners. Standard Sprite Mk. I camshaft, £2. Weekes, 50, Royal Oak Road, Bexleyheath, Kent. [1373

ASTON MARTIN, 1953, Le Mans S.C. sports. Complete mechanical rebuild 3,000 miles ago. Superb condition. Must sell! £380 o.n.o. Tel.: FRE 6601, or Box No. D.374. [1374

HEALEY SILVERSTONE, 1951, red. Good tyres, mechanically sound. £175 o.n.o. Tait, 5, Lordswood Road, Southampton. [1375

SPEEDWELL CLUBMAN "60" A40! Many modifications, including oil cooler, new RS5 tyres, rev.-counter, roll bar, twin S.U.s. Unraced, unrallied. £385. Tel.: Colindale 4343 (home), Park 5408 (work). [1376

JAVELIN DE LUXE, black, 1951. Moderate mileage, excellent condition throughout; oval crank, etc. M.O.T. Realistic price—£100. Aldcroft, 119, Tolcarne Drive, Pinner, Middlesex. Tel.: PIN 6793. [1377

TR3. 27,000 MILES. Wire wheels, discs, overdrive, heater, hard/soft-tops, Michelin "X" and screen-washers. Finance available. No dealers. £425. Box No. D.378. [1378

MERLIN NINE RADIATOR, chrome perfect, £5; windscreen, £2. Felce, 13, Shelley Road, Kettering, Northants. [1379

1937 HILLMAN WINGHAM cabriolet, 3-litre. Martin Walter body. Excellent condition. M.O.T. 1963. £40 o.n.o. 84, The Downs, Harlow. [1380

LANCIA APRILIA. Good all round. £120 o.n.o. 31, Minterne Road, Mudeford, Hants. [1381

HARD-TOP AND PERSPEX sidescreens for TR2/3, in good condition, £30. Apply: J. Stewart, 412, Walton Road, West Molesey, Surrey. Tel.: MOL 6925. [1382

ALVIS MASCOT, Sitting Hare, £5. Riley 1½/2½ manual, £1. 33, Phillipps Avenue, Exmouth. [1383

1952 HUMBER PULLMAN estate car, 7-seater, coachbuilt body. Excellent condition. £45. Tel.: Cambridge 59904. [1385

M.G.-A, 1957, f.h.c. Good condition, resprayed, trouble free. £360. Senter, 30, Moat Lane, Solihull, Warwickshire. [1386

MINI-COOPER GOODIES: Two Microcell seats, green/grey, 2,000 miles only, £25. Four wheels, "X" tyres, new and unused, £25. Four Cooper wheel trims, k/o. caps, £4. One fibreglass petrol tank, unused, £5. One Morris-Cooper radiator grille, £5. One Austin Mini radiator grille, £2 10s. One Cooper cylinder head, £10. D. F. Lovejoy, 37, Culver Lane, Earley, Reading, Berkshire. [1387

1953 SUNBEAM ALPINE sports 2-seater, all extras. Quick sale, £175. Mrs. Smith, 40, Blair Athol Road, Eccelsall, Sheffield 11. [1388

FOR SALE—*continued*

M.G.-A, 1957, black, v.g.c. Undersealed, heater, safety belt, fog-lamp. 40,000 miles. £400. Brockman Villa, Marden, Kent. [1389

SELL SEPARATELY or together: Falcon Mk. II bodyshell, unused. Boxed Ford Ten chassis, 15-in. wheels, tyres; Ford engine tuned, water pump, etc. Offers? Law, 44, Butter Hill, Wallington, Surrey. [1390

UNUSUAL AUSTIN 16/6. Rare 1937 "Eaton" 2-seater d.h.c. and dickey. Sound, tidy, everything works. Taxed three months. M.O.T. to May 1963. £40 o.n.o. Tel.: Leicester 857682. [1391

RILEY R.M.E., 1954, 1½. Black/silver green. New battery, brakes and seals. Radio, heater, etc. Excellent condition. New M.O.T. £285 o.n.o. 69, Naishcombe Hill, Wick, Bristol. [1392

M.G. TC. Excellent order. £205. Photographs, details from: Cox, The Laurels, Acre End Street, Eynsham, Oxford. [1393

BREAKING UP 1947 Hudson Six—reconditioned engine and six new pistons, +0.020, also available. James, 24, Sherwood Court, Seymour Place, W.1. [1394

JUDSON SUPERCHARGER KIT for Volkswagen, with boost gauge, £40. Hay, 544, Uxbridge Road, Pinner, Middlesex. [1395

F.3 500-c.c. RACING car, J.A.P. engine, good condition, ready to race, etc. £110 o.n.o. Box No. D.396. [1396

ASHLEY 750 BODY, hard-top, Ford engine, M.G. gearbox, i.f.s., 15-in. wheels, tyres, seats, instruments, etc. £120. Also 1956 de luxe Isetta, £100. 44, Beechcroft Road, Ipswich. [1397

M.G. TC. Red. Immaculate condition. Reconditioned engine, gearbox, clutch, 1961. New hood, king-pins, bushes, shock-absorbers, silencer, battery, tyres. £225. Miss Butler, Mulberry House, Watlington, Oxford. Tel.: Watlington 316. [1398

ROLLS-ROYCE 20, 1928, Park Ward limousine. Original, perpendicular architecture, vee-screen, mascot. Good condition. M.O.T. Taxed. £185 o.n.o. Box No. D.399. [1399

SHORROCKS SUPERCHARGER, 4,000 miles. Full fitting instructions for Mini. £45. Wetherell, Corn Market, Penrith, Cumberland. [1400

1933 ALVIS FIREFLY Twelve, 82,000 miles only from new. £50. Tel.: Thurlestone (Devon) 332 or 319 (after 6.30 p.m.). [1401

1920 ROLLS-ROYCE Silver Ghost radiator, honeycomb core, £18 o.n.o. Pepperell, Barclays Bank House, Biggleswade, Bedfordshire. [1402

FOR SALE: 1962 Auto Union 1000 engine. Little used, as new. Complete with carb., plugs, coils, and clutch; in fact, complete and perfect. Will fit previous D.K.W.s 3–6, etc. £55 o.n.o. Tel.: DOL 8142, or write, Wells, 200, Neasden Lane, London, N.W.10. [1403

1939 2½ S.S. Mechanically, bodily, reasonable. P.100s. New brakes, clutch. Good tyres. M.O.T. Offers. Rogers, 75, Stanley Avenue, Dagenham, Essex. [1405

TD, 1953. Reconditioned engine, new hood, relined brakes, good tyres, spot, winkers, tonneau. £260, or offer for quick sale. Stone, 17, Westbourne Crescent, Southampton 55143. [1407

1929 CLYNO 8.9 saloon. Best offer. Elliott, 60 Unthank Road, Norwich. Tel.: 22649. [1408

1800 TRIUMPH ROADSTER. Hard-top, all extras; new tyres, battery, brakes. Immaculate condition. £140. Chalmers, 313, Hillington Road, Glasgow, S.W.2. [1409

M.G.-A 1600 Mk. II, 1962. 6,000 miles. Detachable hard-top, heater and most other extras. Immaculate. £725 o.n.o. Roy, Tel.: Watford 27707/8 (9 a.m.-5 p.m. weekdays). View, 7, Carisbrooke Avenue, Watford (evenings). [1410

1937 RILEY MONACO Nine, Special Series. Engine good, never falters; 40 lb. oil pressure. Dynamo reconditioned; preselector box overhauled. Rest of car indifferent. M.O.T. Taxed, insured. £25. 11, Croftdown Road, N.W.5. [1411

LANCIA APRILIA, 1948, very good condition. Four new "X" twin spots, Weber carb. Recent head service tune. Roof rack, dual-tone horns. £265. Cleaves, 35, West Heath Drive, N.W.11. Tel.: MEA 1136 (after 8 p.m.). [1412

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XK120 JAGUAR, 1953. M.O.T. Recent new rear tyres, coil, water pump, batteries, big-ends, clutch. £200 or nearest offer. M-type M.G. spares. J2 head and carbs. 7, Haig Avenue, Great Sankey, Warrington. [1414

MUST SELL EXCELLENT 1956 M.G.-A. Reasonable offers considered. Ross, 17, Rokesly Avenue, London, N.8. Tel.: Mountview 4849. [1313

LANCIA LAMBDA 8th Tourer, unique car with flared wings and high running board, 30 gallon tank. Now fitted Land-Rover engine in unaltered frame. £300. Tufnell, Grape House, Grantchester, Cambridge. [1314

FOR SALE—*continued*

RILEY ADELPHI, 1937. Good condition. M.O. tested. £50. Tel.: HOP 1160 (weekday), Mr. A. Miller, or ORP 25133. [1415

A PAIR OF reconditioned, rechromed P.100s. Perfect. £25. London. Box No. D.417. [1417

1957 BENTLEY saloon "S" series. Black, beige upholstery. Mileage 61,400. One owner. Chauffeur driven. First class condition. £1,900. Box No. D.418. [1418

ASTON MARTIN DB3, 1958 model, B.R.G., immaculate throughout. Genuine 30,000 miles. Any test or inspection invited. Can be seen at Rossleigh Ltd., Northumberland Road, Newcastle upon Tyne. Tel.: 26211. Price £1,240 or nearest. [1419

BUGATTI 1939 Type 57 Galibier lightweight saloon (illustrated Bugatti Book, page 157), black with green leather, last series chassis with hydraulic brakes. Well maintained and in good condition. £410. Thornton, Pinewood, Ottershaw (Tel.: 284), Surrey. [1420

AUSTIN CHUMMY 1927. With many modifications. Hydraulic brakes; h.c. alloy head; hot engine. £120. Davis, Highgate House, Hawkhurst, Kent. [1421

£150!!—1937/8 Rolls-Bentley, 4¼-litre, Park Ward saloon in black. Full equipment, radio, etc. This car was the property of the Duke of Northumberland for 15 years and has had little use for the last 3/4 years. Mechanical condition is 150%; 5 excellent tyres. There is no need to spend a penny on this motor car. Taxed. H.P. available. Polistor Ltd., Midhurst, Sussex. Tel.: 481/2. [1422

ASTON MARTIN Mk. II S/C 1½ litre. Dark blue and black; chrome and body excellent. Re-wired, brakes relined, full weather equipment. M.O.T. £450 o.n.o. Roberts, 9, Quarry Road, Totley, Sheffield. Tel.: 364557. [1423

LAGONDA 2.6 grey saloon. Engine, body and interior first class. Rebuilding LG45. £340 or near offer. Church Farm, Burton Dassett, Leamington Spa, Warwicks. Tel.: Fenny Compton 259. [1424

ROLLS TWENTY TOURER 1926. Mechanically excellent, hood requires renovation. £275. Bradbury, 35, Dyke Road Avenue, Hove. [1425

VW 1954 (December). One owner. Undersealed since new. Good for years yet. First £225. 40, The Orchard, London, N.21. Tel.: LABurnum 1949. [1426

1932 ROLLS-ROYCE 20/25 sports saloon. Windover body. Midnight blue. Mechanically good. Tools, handbook, etc. £125. Tatlow, Southgate House, Eckington, Sheffield. [1427

LOTUS MK. VIII. Modified 1500 M.G. 85 b.h.p. de Dion rear end, Alfin drums. Very attractive aerodynamic Costin designed body in B.R.G. Beautiful condition and a rare example of its type. £315. Cheam, Surrey. Tel.: VIGilant 9780. [1428

VOLKSWAGEN 1955. Pale blue. 49,500 miles. M.O.T. certificate. Taxed April 1963. £240, offers. Fazackerley, 6, Chatburn Street, Blackburn. [1429

BENTLEY 1934, 3½ D.H.C. £200 spent making rare beauty my love. Buying house, reluctant sale. £350, photograph. Business tel.: REGent 8600. [1430

BUCKLER 90 100E. Immaculate. Strikingly sprayed in black and white, with matching upholstery. Professionally built of new parts throughout at cost of over £500. Mileage 21,000 since new; reliable daily transport or 1172 car. Fantastic road-holding, weather equipment; very warm car. New baby forces reluctant sale. £260. Lamb, West Wickham, Cambridge. Tel.: West Wratting 273. [1431

VOLKSWAGEN 1960, standard model. 30,000 miles. £385. Oliver 11, Denny Close, Portishead, Somerset. [1432

VOLKSWAGEN DE LUXE. Late 1958. One owner. Excellent condition; available Christmas. £350, terms possible. Rowley, 91, Mountmessing Road, Billericay, Essex. Tel.: Billericay 1832. [1433

TR2, 1955. Green, good condition. Overdrive; heater; lowered competition suspension; radiator blind; 60 watt sealed beam; headlights, reversing interior and boot lights; exterior door handles; TR3 grille; "X"s; 35 m.p.g. £290. Ridiculous reason for sale obtainable from my bank manager. A. Dean, Mill Farm, Great Bromley, Colchester, Essex. Gt. Bentley 485. [1434

SWIFT, 1931. Ideal for spares. £15 o.n.o. M. G. Earle, Alpine Cottage, Seymour Plain, Marlow, Bucks. [1435

JAGUAR XK150. f/h. Registered December 1960. Low mileage; special equipment model. White/red leather; new R.S.5s; one owner; excellent condition. £890 o.n.o. Davies, The Green, Lea, Near Matlock, Derbyshire. [1436

1929 Morris Cowley saloon. Excellent all-round condition, with numerous spares. £85 o.n.o. Tel.: POP 6534. [1437

SHORROCK SUPERCHARGER for sale. For B.M.C. "A" Type engine. £30. Tel.: Chester 20724. [1438

1951 RILEY 2½-LITRE saloon. Good condition. J. Stroud, The Anchor, Froyle, Alton, Hants. [1439

TR3A, 1960. Red; 22,000 miles; one careful owner. "X"s. Heater. £585. Box No. D.443. [1443

FOR SALE—*continued*

1935 M.G. KN 4-seater. Mods. include gears, diff., dynamo, brakes, lights. Good tyres, chrome, new trim, including tonneau. Berry, 215, Wattville Road, Handsworth, Birmingham, 21. [1440

LOTUS VI. September 1955. Ford E93A engine. H.L. camshaft. Twin S.U. carburettors. Four branch exhaust. C.R. gearbox. 4.3 rear axle. New weather equipment. M.O.T. Excellent condition throughout. £225. Tel.: Windsor 3478. [1441

XK120 JAGUAR Roadster, 1951. Red; mechanically sound. Twin exhausts. M.O.T. Available again due to default of purchaser last month. Bargain at £145. Tel.: Windsor 3478. [1442

VINTAGE "BABY" ROLLS. Unusual attractive (Barker), outstandingly good. Offers. Required Grand Prix Bugatti, similar irrespective condition. Box No. D.444. [1444

M.G. TC 1949. Excellent all round. M.O.T. August. £50 bills 1962. £180. Watts, 41A, Whitton Road, Hounslow, Middlesex. [1446

"MOTOR SPORT" 1956–1961 complete. 25s. per volume—no single copies available. Tel.: PROspect 2177. [1447

TALBOT '38, 10 h.p. In running order. Body and tyres good. M.O.T. £60. Douglas, Appleacre, Liss, Hants. Tel.: Liss 3318. [1448

LANCIA, 1957 G.T. Aurelia coupé in extremely good condition, including tyres. Floor change, Britax straps, loose covers, wireless. 52,000 miles and two English owners only. £1,000 o.n.o. Tel.: Plympton 3382. [1449

ROLLS TWENTY. Distinctive owner-driver sports salooon body, identical 20/25, virtually faultless. £185. Consider exchange. Box No. D.450. [1450

TR4, SEPTEMBER 1962. 1,600 miles; hard-top, heater, rear seat, powder blue with black top, unmarked. Worth £880 but will consider and reply to all enquiries sending S.A.E. to Box No. D.451. [1451

SPRITE, 1959. New "X"s, battery; sliding screens. Good condition. Highest offer, H.P. arranged. Clason, 36, Jackson Avenue, Grangemouth, Scotland. [1452

FORD SPECIAL. Fibreglass body. Red. New hood. Tonneau cover. Aquaplane h.c. head. Twin Zeniths. Lovely looking sports job. £100 o.n.o. Hoyland, 30, Gilman Avenue, Milton, Stoke-on-Trent. [1453

FORD SPECIAL space frame i.f.s. Good body. £35. Ferguson, Horsley, Stroud, Gloucester. [1475

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JAGUAR 3.4. Overdrive saloon, 1959. White/red interior, late property of well known celebrity, cannot be faulted, many extras **£775**

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TRIUMPH TR3, 1957. Disc brakes, heater, hard and soft-tops, Michelin "X" tyres. A really attractive example in unblemished condition, extras ... **£425**

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1930 HILLMAN, 2-litre Tourer. Immaculate, with all-metal body. Hood sidescreens, hood envelope tonneau cover. Fitted servo brakes. 1,000 miles since clutch relined. Handbook. M.O.T. Sole reason for sale require smaller car for everyday use. £125. Murphy, Hazelbury, Middle Street, Nazeing, Essex. Tel.: 3234. [1455

LUXURIFAST! Mk. III Sunbeam Talbot, 1956. Two owners only. Light grey, sunshine roof, screen washers, heater. Beautiful condition. 95 m.p.h., 25 m.p.g. What more could you want with Rolls comfort? £250 o.n.o. Tel.: Hughes, Woodstock 458. Seen anywhere. [1456

JAGUAR XK140, fixed head coupé, 1956. First class condition throughout. Overdrive. Reconditioned engine. Undersealed. New Michelin "X" tyres. New G.Q. full-safety harness. Radio, heater. Luggage rack. British Racing Green finish. This is a specimen XK140 and no expense has been spared in maintenance and renovation. Price £550. Smyth, Yarnton Manor, Near Oxford. Tel.: Kidlington 2249. [1474

ALVIS FOURTEEN, 1949 saloon, perfect mechanically, very good body, upholstery and tyres; M.O.T. Any trial. £100, offers considered. 15, Allcott Lane, Marston Green, Birmingham. [1476

1962 ASHLEY FORD 1172 G.T. saloon, twin S.U.s, branch exhaust, i.f.s., h.c. head, 4.7 c.w.p.; light flywheel, 12 volts. Other parts new. Best offer over £200 secures or exchange 4/5-seater. W.H.Y.? Alner, Icknield Way House, Harwell, Berkshire. [1477

BENTLEY, 1935 3½ d/h coupé James Young. Good condition; engine completely rebuilt; new clutch; suspension overhauled; new hood; part rechromed; full details and photos available. About £485. Box No. D.478. [1478

1959 PEERLESS Phase II, red with black trim, overdrive, new "X"s, one owner, immaculate. Greenwood, Hillbeck, Keswick, Cumberland. [1479

POSTED! Overseas duty forces reluctant sale of Mini Cooper, 1962. 7,000 miles. Underseal. Safety belts. £450 o.n.o. Sgt. Hatcher, Sgts.' Mess, R.A.F. Hullavington, Wiltshire. [1480

ASTON MARTIN, 1938. 2-litre sports. Bargain. £75. Cadman, 7, Woodcroft, Wood Lane, Stoke-on-Trent. [1481

NEW BOOTS 590×15 RS5 whitewall, 4 (2,000), 1 (new). Cost £44, sell £35 o.n.o. or exchange 650/670/16. S.A.E. please. Lucas, 8, Hollywell Road, Sheldon, Birmingham, 26. [1482

BUCKLER SPECIAL 4-seater convertible. Cost £1,000. Built 1960. Reconditioned engine. Excellent condition, £475. Tel.: BEC 7836. Box No. D.483. [1483

CRASHED 1958 A.C. Aceca. Engine, chassis, etc. 100%. Cockpit intact. Tail damage mostly. Body a write-off. Offers considered. Box No. D.484. [1484

INVICTA 3-LITRE TOURER, 1929. Good condition. Also fitted suitcase (boot) and tonneau cover for Alpine Series II (as new). Offers, Flt.-Lt. Wightman, R.A.F. Bridgnorth, Shropshire. [1485

HEALEY 2.4 SALOON, October '47. Excellent mechanical condition. £70 o.n.o. Dawson, c/o Phoenix House, Queen Street, Newcastle upon Tyne. [1486

M.G. Y, 1950 1½-litre sports saloon. Very good condition both bodily and mechanically. Replacement engine and gearbox fitted recently. Fast but comfortable and economical. House purchase pending. Offers around £165. Tel.: BER 1012. [1487

SPECIAL 1,172, reasonable condition. Requires some work. £50. Tel.: Beckenham 4998. [1488

HEALEY ELLIOT. This coachbuilt car in good condition, resprayed. £28 radio fitted, 105 m.p.h. 24 m.p.g. Nearest £169. Tel.: Grangewood 5803. 12, Crescent Road, Plaistow, E.13. [1489

M.G. TC. B.R.G. Recent works replacement engine. V.G.C. throughout. Test Cert. Sealed beam lights, Vynide hood. Registered July '52. £185. du Boulay, 6, Miles Lane, Cobham. Tel.: 3513. [1490

JAGUAR 54 XK120, f/h. Black. Exceptional throughout. Supreme elegance/performance. £345. Tel.: Evenings BAY 0782. [1491

RAILTON, 1946 SALOON. Black. Very good coachwork. Really quiet engine which will go for years. New battery fitted. Recently owned by an enthusiast. Bargain motoring for £99. Tel.: HOP 3923 (London) [1492

AUSTIN HEALEY, 1955, Sports two-door saloon, overdrive. Dismantled but mechanically sound and all parts available. Respray required. Ideal for enthusiast. Open to sensible offer. Apply Box 362, Reynell's, 44, Chancery Lane, W.C.2. [1493

M.G.-A., 1958, ROADSTER. Light blue. Must sell. First offer around £300.' Tel.: Tulse Hill 2046 evenings. [1494

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T.V.R., 1962, **MK. III** Gran Turismo, absolutely as brand new in white with black leather piped in white. Fitted M.G.-A 1600 unit, close-ratio gears, wire wheels, disc brakes, heater, wood-rim wheel, etc. **£1,150**

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TR3A, 1960. White, o/drive. h/top, s/top, t/cover, extras, taxed Aug. '63. Ex-cond. Sale due medical advice. H.P. avail. £585 o.n.o. London. Tel.: Acorn 3836. [1239

T.V.R. GRANTURA. Immaculate. June 1960. Dark blue. 105E Fordspeed conversion. Safety straps, heater, wing mirrors, screenclean, leather trim and upholstery. £535. Tel.: AMH 1603 BUC 0446 (evening). [1240

RILEY MERLIN 9, 1936 engine, gearbox rebuilt 2,000 miles. Body and all mechanics very good, new battery, M.O.T. £65. 17, Nickleby Road, Clanfield, Portsmouth. [1241

SUNBEAM RAPIER CONVERTIBLE, 1962, Series III. White with brown hood. Low mileage, heater, Taxed. £615. Poate, Tel.: Chichester 7103. [1246

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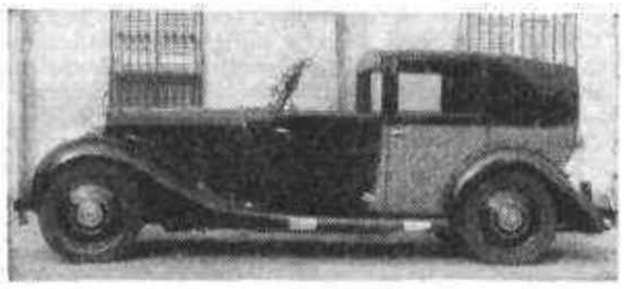

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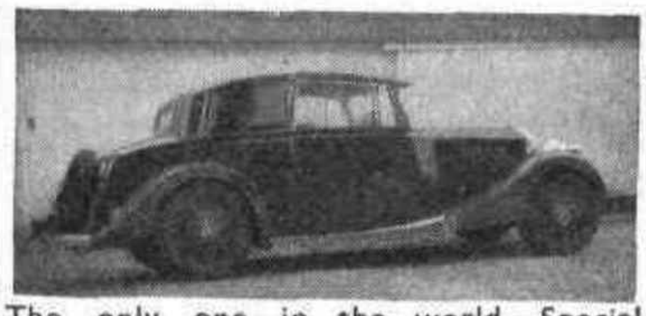

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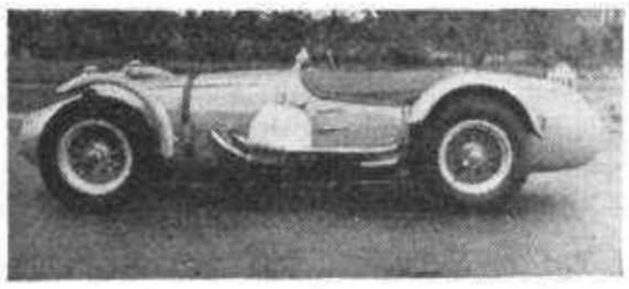

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FOR SALE—*continued*

M.G. TC Beautiful. Metallic blue, black leather. Many spares and extras. Best over £175. Box No. D.514. [1514

1961 SUNBEAM RAPIER. O/D., undersealed, Cinturas (new). In perfect condition. £710 o.n.o. H.P. arranged. Tel.: Barnley Dun 541 (Doncaster). [1515

1,172 SPECIAL. M.O.T.—Best offer—must go! Walker, 34, Warwick Road, Beaconsfield, Bucks. [1516

M.G.-A, 1959. Red., f.h.c., radio, heater, wire wheels, "X"s Superb condition. £475. Tel.: Redhill 4474. [1517

SHORROCKS SUPERCHARGER, 105E, £39. Alpine full tonneau, perfect, £6. Mini fibreglass petrol tank, extra 5½ gallons, £7. Compressor horns, twin, Italian, 12v., new, £9. Vacuum horn, loud, £1. Exhaust cutout, new, £2. Trico screen-washer, 27s 6d. Smiths combined oil/water thermometer, £3 10s. Ditto, water only 32s. lucas demister, 12v., £1. Large, ditto, 30s. Wanted, pair 1½ in. S.U.s. Ramsbottom, Westfield, Steeton, Keighley. [1518

1927 ALVIS 12/50 tourer. Good all round except hood. Plus complete car dismantled for spares. £88. Taylor, 32, Newington Green, N.16. [1519

RARE 1938 TRIUMPH Dolomite 14/60 d/h. coupé. Engine sound, body fair. Offers? Tel.: Derby 50563. [1520

1955 TR2 HARD-TOP. Red. Good condition. Four new Michelin "X," many extras. Very reasonable price to good home. 23, Beechwood Avenue, Fulwood, Preston, Lancs. [1521

STORK ON THE WAY. Must dispose of 1958 Volkswagen. £370 o.n.o. or exchange W.H.Y. plus cash. Tel.: Maghull (Lancs.) 3504. [1522

M.G. TD AUG. '52. Red. New engine and clutch 1960. Many extras, very good condition, but visit abroad forces unwilling sale. £245 or offer. Box No. D.538. [1538

FOR SALE—*continued*

V12 LAGONDA, 1938 sports saloon. B.R.G. Aluminium alloy body, beautiful condition. Post-war style without running boards. Torsion bar, i.f.s. £150 engine recondition March. Twin spots, washers, excellent chrome. New batteries and tyres. Photograph on request to genuine enquiries. £500. Tel.: Southminster 423. [1547

A40 SPORTS. Green. Engine just reconditioned. New battery, tyres; brakes relined, steering overhauled; floor change. M.O.T. Bargain £160. Thornton, Garden Cottage, Ide Hill, Sevenoaks. Tel.: Greenwich 6351 (office). [1548

UNIQUE RILEY GAMECOCK. Tested. New hood. Reasonable price. Vaughan. Tel.: Chancery 4076. (daytime). [1568

MINI-COOPER, 1962. Immaculate condition. Fresh air heater, washers, safety harness. Offers around £495. 169c, Haverstock Hill, Hampstead, London. Tel.: PRImrose 1158. [1584

M.G. TA, 1937. £85. Overhaul 12,000 miles ago, cost over £100. M.O.T. Dunster, "Red Gables," Hardenhuish Lane, Chippenham, Wilts. Tel.: 2469. [1523

LAGONDA, 1928, 2L. Recond. engine, new hood. V.S.C.C. registered. £180 o.n.o. Walsh, 26, Normanton Road, Croydon. Tel.: CRO 6435. [1524

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1937 Park Ward saloon
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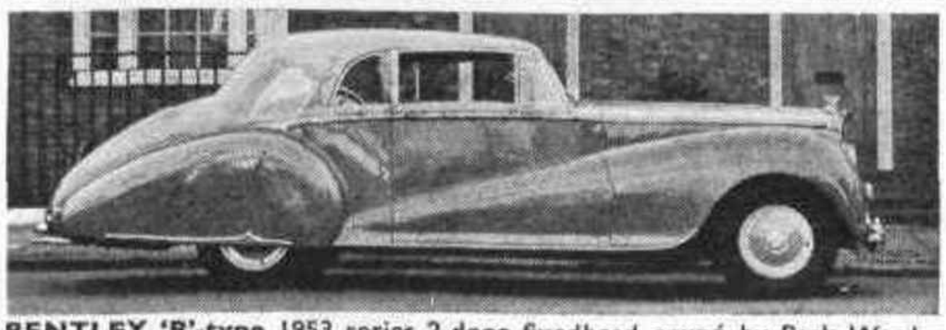

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ALFA ROMEO 1,750 G.T. Young d.h.c. 3,000 miles since rebuild. Body and mechanical condition excellent. £250. Three tyres, tubes 5.50 × 13, new £20. Walder, 1, Apsley Road, Bristol, 8. Tel.: 33544. [1276

1929 COWLEY SALOON Oxford engine, completely overhauled. New front suspension, drag link, battery, roof, five good tyres, rewired, tested. All bills. £75 o.n.o. Dobson, S.W.1. Tel.: 5080. [1280

DAIMLER, 15, 1933. Beautiful Martin Walter coupé. Excellent excepting repairable water-jacket. £25. Many spares, tyres. Dick. Tel.: Esher 3876, evenings. [1281

PAIR P.100 HEADLAMPS latest type dipping. Good condition. £10. Tel.: Crowthorne 2538. [1282

R.-R., 1926. 20 h.p. Arthur Mulliner F. H. Coupé. £300 o.n.o. Box No. D.283. [1283

RILEY 9, 1935 spares. Good engine, two good preselector gearboxes, many others. 39, Acacia Drive, Thorpe Bay, Essex. Tel.: Southend 82323. [1284

ARMSTRONG 17, 1935. Breaking. 4,000 miles since engine rebore and recondition. New radiator. Offers S.A.P. Steptoe and Son eagerly await. Platt, 65, Bramble Rise, Brighton or Tel.: REG. 2848. [1285

M.G. MAGNA, 1932. One owner, 12 h.p., 2/occasional 4-seater black convt. Beautiful condition. Tested Nov. '63. Near complete set of "A.1." spares. "For next 30 years." £120 o.n.o. A. J. Moorhouse, 27, Vanbrugh Hill, Blackheath, S.E.3. Tel.: GRE 1183. [1286

"MOTOR SPORT" Aug. 1954 to Aug. 1962. Offers. White, 24, Royston Way, Slough, Bucks. [1287

S.S. ONE. sports Jaguar. Mechanical overhaul including: rebore, crank-regrind, bearings, clutch, half-shafts and brakes, 5,000 miles ago. A fine example of this 2/4-seater. £100. Write: C. G. Hermon-Taylor, 9, Cambridge Gate, Regents Park, London, N.W.1. [1288

ASTON-MARTIN 2-litre, 1937. saloon. Sound but engine partly dismantled. £30. Webb, "Europa," St. Mary's Road, Wrotham, Kent. [1289

A40 SPORTS. Excellent condition. Untaxed. First £100. Norman, 13, Hamilton Road, Redditch, Worcestershire. [1290

ÆTHELRED, 1933 ALVIS Firefly. D.H.C. A motor car of character. Daily use. M.O.T. Very fair condition. Sacrifice £50. A. Isdell-Carpenter, 88, Woodstock Road, Oxford. [1291

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GRANNY, PASSED BY E-TYPE, reacts by ordering DB4, therefore wishes to sell her 1959 DB 2/4 Mk. III, with overdrive, Peony red/black upholstery. 35,000 full throttle miles and thriving on it. £1,200 or possibly less to good home, try offer. Box No. D.292. [1292

£155: JOWETT JAVELIN, 1954. Heater, leather, 49,000. Replaced within last 5,000. Engine (Laystall Crank) 3 tyres. Reason—new car. Manchester Tel.: Ringway 2617. [1293

SUPERCHARGER. ROOTS TYPE, recently fitted to Rapier. Complete with 1¾ S.U., pressure gauge, pulley, Manifolding. £15. Bowden, Quantocks, Dunster, Som. [1294

PII WHEEL DISCS £6 set. 7.00-20 unused remould £11. MOTOR SPORT 1959-62 10s. each year. Buyer collects. Brown, 69, Grange Road, Sanderstead, Surrey. [1295

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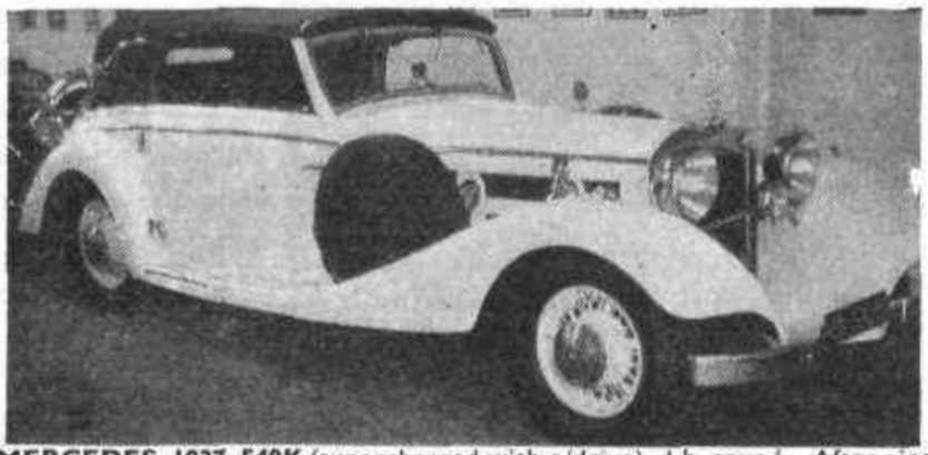
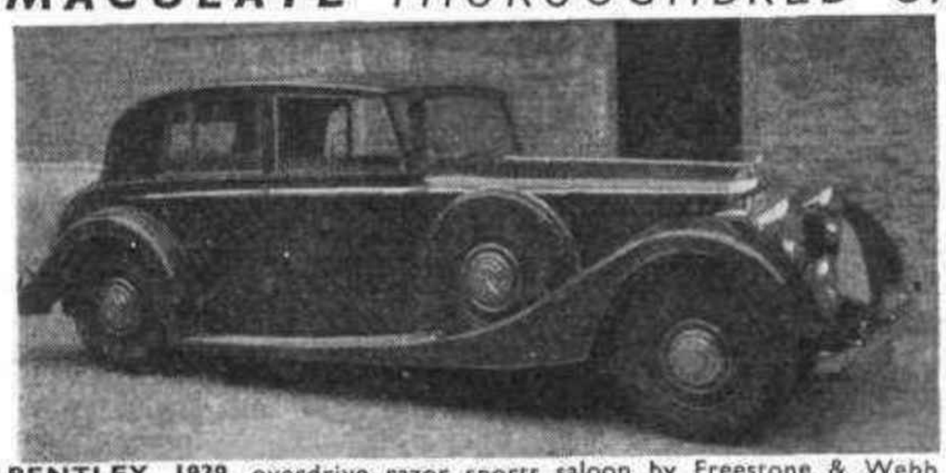


MERCEDES, 1937, 540K (supercharged with o/drive), d.h. coupé. After nine months of work we have at last just finished restoring this fabulous car. The colour is ivory with black hood. One owner, 50,000 miles only since new. Fitted suitcases, etc. Without a doubt the finest 540K offered for sale this month. Full history, etc. This would make an ideal Christmas present for the wife! **£1,285.**

ALFA ROMEO, 1933, 17/50 supercharged open 2-seater by Zagato. This Alfa has been driven only 300 miles since a complete rebuild at a cost of £2,000! This must be one of the best of its type in the world. Full history, etc.



BENTLEY, 1939, overdrive razor sports saloon by Freestone & Webb. 49,000 miles only recorded since new. All new tyres. Complete tool kit, heater, etc. This car is as new and there can be few better. History, etc. **£785.** (Another similar in stock but coachwork by Park Ward.)

ROLLS, 1934, 20/25 sports saloon by H. J. Mulliner, fitted very pretty small and low-built coachwork. Immaculate in every way. (Also a choice of two other **20/25** sports saloons in similar condition.)

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ROLLS PIII, 1938, sports saloon by Hooper.
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Delage D.8, 1932, d.h. coupé.
HUMBER, 1909, open 2-seater.

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ELVA 1100, Falcon body. Willment conversion, o.h.i.v., 100 m.p.h. +, c.r. gears, R.3's successful in sprints, hill-climbs. £300 or p/e. Tel.: Carlisle 26018. [1297

BENTLEY, 1939. M.R. overdrive drophead by Vanden Plas in medium grey. Mechanics, body, tyres, etc., faultless. New hood. £450. Williams, Tel.: Emsworth 2495. [1300

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AUSTIN 7 CHUMMY, 1928. Exc. condition, new hood, curtains, upholstery, king-pins, c.w. and p., dynamo. V.S.C.C. approved. Lockheed hydraulics, genuine vintage, spare gearbox and 5 wheels. M.O.T. Cert., licensed Sep. '63. £110 o.v.n.o. Duckworth, Ring O' Bells, Chagford, Devon. Tel.: 2166. [1301

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ARMSTRONG SIDDELEY, 1932. 12 h.p. superior specimen. Price includes spare engine, gearbox, etc. £60. Tel.: B. W. Evans, 9.00 a.m.-4.0 p.m., Priory 2191 Birmingham. [1303

ASTON MARTIN DB 2/4 Mk. I, 1954. Red, silver wheels, beige interior, reconditioned 3-litre Vantage engine. Spotless paint and chrome, new tyres and carpets, first rate condition. Offers in the region of £645, cash only. George Rose, Metham Hall, Howden, Yorkshire. Tel.: 201 or SHEpherds Bush 5294. [1304

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DIESEL ENGINED LAGONDA, 1939 saloon, good condition. £250. 4, Palmar Crescent, Bexleyheath. Tel.: 7171. [1306

GRENVILLE MORGAN, 1938. Aluminium body. Blown Climax, new hood, 4 new tyres, leather upholstery. £190. Comben, Mayfield, Bisley Road, Stroud. Tel.: 475. [1307

ALVIS, 1937, 3½-litre Crested Eagle saloon, taxed, good runner, fair offer required. Morement & Bridges, The Square, Calne, Wilts. Tel.: Calne 2259. [1308

RILEY TOURING SALOON, 1938. Fair condition. Offers. Marshall, 12, St. Mary's Street, Newport, Salop. [1309

CLEARANCE. RILEY 2½-litre (1949) engine. Gearbox, front suspension, steering, and other parts. Sunbeam Talbot "90" Mk. I front and rear axles, clutch, dynamo starter, etc. Baker, Pevensey, Old Lane, Crowborough, Sussex. [1310

RILEY 1½, 1950/56. Mint condition. Evans, 5, Hamlin Crescent, Pinner, Middlesex. (Tel.: PIN 4530). [1311

FIAT 600, 1955. With later mods. Well shod and good starter. Trained for wifely shopping and school rota run. £160. Tel.: Bookham (Surrey) 3439. [1312

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1959 FERRARI 250 G.T. Berlinetta, lightweight Scaglietti body. Under 10,000 miles. Beautiful order **£3,150**

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1955 MASERATI A6CGS 2-litre, twin o.h.c. sports/racing 2-seater. Overhauled at Maserati works **£725**

1951 FRAZER NASH. Le Mans replica chassis. Fitted with attractive 2-seater drophead coupé coachwork. 125-b.h.p. Bristol engine. Capable of 115 m.p.h. with excellent road-holding **£450**

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1948 ALLARD trials/sprint car. V8 Mercury engine. Bills for recent under £130 overhaul **£145**

1957 VOLVO PV444 saloon. Many modifications. 100 m.p.h. Left-hand drive **£275**

1958 RENAULT Dauphine saloon, one owner, 28,000 miles; grey with red interior **£245**

1939 BENTLEY 4¼-litre, MX Series, sports saloon, recently recellulosed **£375**

1939 ASTON MARTIN "C"-Type 2-litre, 2-seater, full weather equipment. Engine undergoing overhaul **£375**

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1926 O.M. 15/60 sports 2-seater. Very original **£245**

1927 AUSTIN Chummy with Ford 10 engine, J2 gearbox, and many modifications. Quite outstanding **£175**

1936 BUICK Road Master, 38-h.p. saloon, 68,000 miles. Radio, heater, new tyres. Original order **£60**

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FOR SALE—*continued*

IMMACULATE 2/4-SEAT FALCON Caribbean Special, duo-tone, royal blue/black hard-top. New E93A engine, gearbox, back axle, tyres and chassis. All usual mods and many more. Considered to be one of the smartest cars built. 95 m.p.h., 40 m.p.g. Cost over £500. Accept around £300 or exchange Mini. Short, 9, Swanmore Avenue, Sholing, Southampton. [1525

VINTAGE BARGAIN! 1930 Austin 12/4, M.O.T., taxed, good throughout, only £29. Any offer considered. Laight, 33, Granville Road, Barnet, Herts. [1526

WOLSELEY HORNET, 1932. Complete engine, clutch, gearbox, £17 o.n.o. Tel.: Guildford (Surrey) 68313. [1527

LAGONDA, 1950, 2.6 saloon. Good runner, needs tidying. £95. Tel.: Solihull 5955. [1528

ELVA Mk. 4 space frame. W/wheels, Alfins, i.f.r.s., r. and p., new racing tyres, c/f. rad., etc. 105E mountings. £135 o.n.o. Tel.: Solihull 5955. [1529

AUSTIN NIPPY, big-end gone, many new parts. Tel.: KENsington 3052 (after 6). [1530

1961 AUSTIN SEVEN d/l. Excellent. 46.8 m.p.g. Any trial. £360, terms possible. 25, Chertsey Street, London, S.W.17. Tel.: Balham 3118. [1532

HUMBER (1928) 14/40 doctor's coupé. Rare model. I.O.E. engine. One owner since almost new. In good order. New hood. M.O.T. £110. Sheppard, 130, Shinfield Road, Reading. Tel.: 81574 for appointment to view. [1533

HILLMAN 16, 6-CYL., 1935. Everything works. Heater. M.O.T. Sept. £25. Watson, 43, Hermitage Road, Bridlington, Yorks. [1534

1929 RILEY NINE Mark IV tourer, with hood, sidescreens. Reconditioned Merlin series engine. New crown-wheel, pinion. Rewired, reconditioned dynamo, battery. Brakes relined. M.O.T.T. until March 1963. Daily use for 18 months, so not *concours* but very sound body and mechanics. £70. Chamberlain, Oakmount, Guildford Road, Lightwater, Surrey. [1535

TURNER Mk. II, Series II, August 1962. Mileage, 2,800. Engine, Ford 109E (70 b.h.p.). Finished in iris blue. Full instruments, even oil-temp. gauge. Luxurious internal appointments (fully carpeted, etc.). Wire wheels, tonneau, hood, etc. Still under manufacturer's guarantee. Built by an engineer. Taxed for 12 months. Over 35 m.p.g. and 100 m.p.h. performance. Any test welcomed. £595 o.n.o. Bransford Court, Nr. Worcester. Tel.: Powick 233. [1536

IT WOULD BE FOLLY for anyone contemplating an XK140 not to inspect my exquisite silver/black 1955 model. Condition superb but only 26,349 miles since new speaks for itself. £465 o.n.o. Recordon, Linville, Priory Road, Malvern, Worcs. Tel.: MAL 2629. [1537

AUSTIN HEALEY, 1955. Red/white. Overdrive, heater. £325 o.n.o. Tel.: Wallington 1079. [1539

£250. CHRISTMAS PRESENT. Triumph TR2. "X" tyres, heater. Mechanically faultless and excellent appearance. 50, Rowney Croft, Birmingham 28. Tel.: SHI 4883. [1540

1927 MORRIS OXFORD tourer. Good condition. £105. Redman, Tel.: BEL (London) 8330. [1541

HIGH PERFORMANCE—LOW cost, for 1951 Healey Tickford 2½-litre saloon. M.O.T. Good general condition. £130. 14, West Street, Titchfield, Hants. [1542

ROVER 12 sports saloon, 1947. Sound throughout. Enthusiast or family car. £75 o.n.o. 19, Doddington Avenue, Lincoln. [1543

MORGAN SPARES!! Decided dismantle Four/4: Bradman, 25C, Eastern Place, Brighton. [1544

A 393. THIS REGISTRATION number belongs to a magnificent 1937 25-h.p. Armstrong Siddeley partition saloon, in excellent order. Passed M.O.T. April. £40. Tel.: ACO 1782. [1545

TWO RILEYS, 1933 Nines. All complete except one each body, wheel, big-end. One new rear axle. Offers (or exchange runnable vintage). Carnwath, Bengeo Old House, Hertford. [1546

CITROEN LIGHT 15, 1950. Good condition. M.O.T. Oct 1963. £110 o.n.o. D. W. Williams, R.A.F., Wyton, Huntingdon. [1549

M.G. PB. M.O.T. £80. Brett, Tel.: Popesgrove 0298 or Museum 1531 (office). [1550

SUNBEAM, 1955, Mk. III saloon. Excellent throughout. Overdrive, radio, heater, floor change, safety belts, spots, rev.-counter, etc. £295, H.P. Exchange considered. Morgan, Martley Villas, Stanley Road, Lymington. Tel.: 3827. [1551

HOTCHKISS, 1950 MODEL. Reputed 1949 Show car. Black with beige leather upholstery. M.O.T. Taxed. Complete with tools. Outstanding condition. Negotiate at around £125. 74, Ryefield Avenue, Hillingdon, Middlesex. Tel.: Uxbridge 33610. [1552

LAGONDA, 1931, BLOWN 2-litre, excellent condition, fast, reliable, good weather equipment. £200. 33, Little Marlow Road, Marlow. [1553

FOR SALE—*continued*

ALVIS TA21, 1953. Good home wanted. Mechanically first class but body has seen better days. Any offer around £100 will be successful. Gidman, 14, The Willows, Windsor. Tel.: Windsor 1785 (most evenings). [1554

75-B.H.P. 1,172-c.c. RACING engine, o.h.i.v. Just run-in after complete rebuild. £50. Shorrock C75B supercharger, special shaft-drive. £35. Four-speed c.r. gearbox for 1172, £8. Must sell immediately. Box No. D.555. [1555

3-LITRE BENTLEY tourer, 1924, Blue Label. Original body. Engine overhauled by Rolls' mechanics. £500. Box No. D.556. [1556

1949 BENTLEY Mk. VI, dark green. Very good condition. Full overhaul 30,000 miles. Radio, etc. £350. 9, Westminster Road, Macclesfield, Ches. Tel.: Macclesfield 5676 (7 to 8 p.m.). [1557

M.G. F MAGNA, runner, requires attention. £15 o.n.o., or will break. 3, Bellsend Road, Walton, Burton-on-Trent. [1558

105E SPARES: c/head, crankshaft, camshaft, pistons, carburetter/manifold, clutch, etc. Tel.: Erith 32781. [1559

RILEY ENTHUSIASTS. 1948 2½-litre, two-tone, black/pale grey, with red interior. Heater, wing mirrors, etc. Overhauled and new rings fitted. M.O.T. to July 1963. Licence to April 1963. A fast and attractive car. A gift at £75. W. H. Crossland, Walton Hall, Chesterfield. Tel.: 3841. [1560

RILEY VICTOR 1½, 1938 (overdrive model). Original cellulose still spotless. New dynamo, tyres. Excellent throughout. Owner buying RME. £70 o.n.o. 18, Lind Street, St. John's, London, S.E.8. Tel.: TIDeway 3831. [1562

SPRITE, 1958. B.R.G. Underseal, heater, washers, mirrors. Excellent. 40 m.p.g. 80 m.p.h. £335. Tel.: BUCkhurst 3241. [1563

GOLIATH 700E. 686 c.c., twin-cylinder, fuel injection, 2-stroke, F.W.D. 4-seater, 2-door saloon. Transverse engine, 4-speed gearbox. First registered 1959. £250, or exchange sports 2-seater (no "specials"). Box No. D.564. [1564

TR3A, 1958. One owner. Usual extras. B.R.G. "X" tyres. Mechanically excellent. £425 only as body needs slight attention. Harrison, Haydown Farm, Nether Wallop, Hants. Tel.: Wallop 437. [1565

TR2, 1955. Hard-, soft-tops. Resprayed metallic-chrome blue. New "X"s. Superb mechanically. £285. Tel.: Farnborough 54858. [1566

AUSTIN HEALEY 3000. Ruddspeed conversion, 180 b.h.p. Wire wheels, Michelins, wood-rimmed wheel, overdrive, heater. Absolutely immaculate in red. £575, offers; part exchange. Andrews, 5, Bower Street, Harrogate. Tel.: 5992. [1567

M.G. TC 1949. V.G.C. Extras: Spots, horns, rack. M.O.T. May. New: Big ends, battery, sidescreens. Steering overhaul (£40 July). £230 o.n.o. Meyrick, 70, Kent Road, Harrogate. (Tel.: 69310). [1569

MISTRAL SHELL £25. Redleaded 1946 Ford chassis (with all components) £25. Or fitted (with flooring, wiring, instruments and new low radiator) £50. POL 4528. [1570

RILEY KESTREL 12/4, 1936. Excellent throughout. Reconditioned engine, brakes, dynamo. £80. Davis, Finchley. (Tel.: 8441). Business. [1572

ALVIS, 1931 TK. Beetleback. Engine running; body needs attention. £35. Austin, 1928 16/6 saloon. M.O.T. Good condition. New tyres, timing chain. £55. Hunt, 23, Constance Road, Whitton, Middlesex. Tel.: POP 6769. [1573

BRISTOL 400. Mechanically excellent; everything works; heater, radio. £285. Whitemore. Tel.: Viking 2435 (Middlesex). [1574

AUSTIN HEALEY SPRITE, 1960. Ashley bonnet, "X"s, spot, heater, etc. Immaculate condition. Hard top available. Genuine reason for sale to first offer over £310. Watson, "Woodbine," Main Street, Lowdham, Notts. Tel.: 3136. [1575

AERO MINX, 4-SEATER Tourer, 1933. M.O.T. Wardroper, 37, Randolph Crescent, W.9. Tel.: CUN. 9452. [1576

1960 SPRITE. Sebring bonnet, pearl grey. Safety belts, radio, heater, tonneau, underseal, windscreen washer, spot, reverse and map lights, new battery and tyres. £420. B.M.C. hard-top. £20 extra. Markby, St. Thomas' Hospital, S.E.1. Tel.: WAT 6425. [1577

FALCON 750, I.F.S., hydraulics; 15-inch wheels, many spares. £75. Will haggle, or break, if offer made for body. 41, Mill Road, Pelsall, Walsall. [1578

LOTUS SUPER SEVEN, 1962. Cosworth-classic engine. C/R gears. Never raced. £525. Box No. D.579. [1579

1960 SEBRING SPRITE. Body and engine modifications. Wire wheels and disc brakes. Luxury interior trim. Never raced or rallied. Excellent condition throughout. Best offer over £400 secures. Tel.: ABBey 7581 (evenings). [1580

SUNBEAM 25, 1933. Alum.C.B. body. Excellent condition. 4 new tyres. Hand, 23, Cedar Road, Brockworth, Gloucestershire. [1581

FOR SALE—*continued*

ELVA COURIER SPYDER, 1960. 2 tone, fawn/red. Low mileage. Magalloy wheels. Large brakes, Alfins. Special suspension. Engine mods., too many to mention here. 120 m.p.h. Concours. Must be seen. Cost over £1,000. Accept £665. 39, Woodend Road, Walthamstow, E.17. [1582

ARMSTRONG SIDDELEY, 17 h.p., 1938. Black saloon. M.O.T. to June 63. Good condition and in regular use. £40 o.n.o. Oliver, Tel.: Slough 21579. [1583

EVER SEEN THE fabulous Hotckiss Paris-Nice saloon? If you see mine in blue and white, looking as if it had been delivered yesterday from the Paris Motor Show, you'll buy it. If you appreciate 100 m.p.h. and 25 m.p.g. with grand prix road-holding, you'll go down on your knees to buy it at £155. Tel.: PUT 6871. [1585

AUSTIN ATLANTIC A90, 1950. M.O.T. certificate to July 1963. £49. "Wincanton," Brook Lane, Ferring, Sussex. Tel.: Goring 43119. [1586

FORD 100E ENGINE, clutch, gearbox (originals). Solex 32PB15. GN Exhaust Manifold. New R/brakes, drums, cable, C.W. & P., E93A C. W. & P. Flat 1 101, West Coker Road, Yeovil. [1587

FOUR NEW ARMSTRONG coil spring/damper units, 240 lb./inch. £10. Castramon, Stony Lane, Christchurch. [1588

MODS. FOR MINOR 1000, Downton stage II head (exchange), inlet manifold with twin 1¾inch. S.U.s, exhaust system complete. £24. Speedwell anti-roll bar £3. Crypton revcounter £5. Twin 1¾ in. S.U.s, £5. Anti tramp bracket 15s. Set of shock absorbers £2. Raven, 6, Kirby Road, Leicester. Tel.: 22143. [1589

1948 1½ RILEY, Black; daily use. Good all-round condition. Hume Arms, South Kyme, Lincs. Tel.: South Kyme 220. [1591

1937 ROLLS ROYCE 30 h.p. saloon. Complete engine rebuild just completed. Not yet run in. Heater, etc. Magnificent condition. £490 o.v.n.o. Lester, 42, Headley Way, Oxford. [1592

ALLARD, 1949 DROPHEAD 4-seater with winding windows. Excellent condition throughout. Good tyres; floor gear change. Much time and money spent. £85. Harvey, Woking. Tel.: 583. [1593

1956 EXPORT AUSTIN Healey BN2. All extras. Meticulous condition. £310. H.P. available. 100, Edge Lane, Liverpool. Tel.: Hunts Cross 3563. [1594

FIBREGLASS HARD-TOP A/H. BN2. Sliding side screens. Rally Light. £32. "Shonan," Halewood, Liverpool. [1595

AUSTIN SPECIAL, LOTUS-TYPE aluminium body, Bowden I.F.S., oversize valves, double valve springs, twin Amals, 4-branch exhaust manifold, cross-flow radiator, water pump. Tel.: Malden 0942. [1596

ROLLS 20/25 LIMOUSINE, 1935. Mechanics excellent; coachwork fair; mascot, handbook, tools. £175. Box No. D.598. [1598

OXFORD ENG., Alvis gearbox and pistons. Ruby spares. Zenith VI2 Carb, etc. Tel.: VIK 3095 (evenings). [1599

MINT YEAR VOLKSWAGEN, Beige, 1955. Voucher serviced, fanatically maintained. Sensible extras. Offers around £300. Tel.: Burton Latimer 660 or call at 3, Gotch Close, Barton Seagrave, Kettering. [1600

100E ESTATE, FITTED 105E engine; gearbox; Michelin X. £195. 120, Arlington Drive, Carshalton. [1601

ROLLS-ROYCE 25/30, 1937, by Park Ward. Touring limousine; black. Magnificent vehicle. Maintained in perfect order. Photograph available. 450 gns. To view. Henderson, 14, The Avenue, Highams Park, E.4. Tel.: Larkswood 1782. [1602

B.M.C. A SERIES full Ardern conversion, previously fitted A40; head, manifolds, pair 1¾ in. S.U.s. Silencer, etc. £25. Goodwin. Tel.: Streatham 1726. [1603

T.R.2, 1955, BRG. Wire wheels. O/D. Good Michelin X. Many extras. £320 o.n.o. Tel.: Cobham 221 (Kent). [1604

SINGER NINE, 1935. I.F.S. saloon. Alloy body. M.O.T. Excellent throughout. £55. 212, Oving Road, Chichester, Sussex. [1605

CHUMMY, 1927 VINTAGE, recently restored to fair "nick." Details: Preen, 15, Hemyock Road, Birmingham, 29. [1606

ALVIS, 1938 12/70 saloon. Grey. Mechanically excellent, body and upholstery good. Two new tyres. Taxed, tested. £110. Mills, 10, Radley Mews, W.8. Tel.: Western 7551. [1607

ALVIS SILVER CREST, 1939. Running order; tidy, tested. £15. Maries, Hillfoot Road, Totley, (Tel.: 361839), Sheffield. [1608

BENTLEY, 1934, 3½, 2-door D.H.C. Radio, heater, new tyres, battery. M.O.T. Taxed January. £175. Tel.: Oxford 61432. [1609

1929 O.M. Open Tourer; body only with upholstery. Dash, hood frame, wiper, screen, mudguards. £15. 4 wheels, fitted, good 21 × 5.00 tyres, £4 each. London. Tel.: Ffestiniog 751. [1610

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

FOR SALE—*continued*

PENNY FARTHING BICYCLE. £25. Tel.: Ffestiniog 751. [1611

1939 SUNBEAM TALBOT 105. Engine reconditioned by enthusiast, very rare body. £55. Spicer, 68, Harnfair Road, Charlton, S.E.7. Tel.: GRE 4119. [1612

M.G. TD, 1952, exceptional condition. Garage maintained. Heater, luggage carrier, badge bar, Vynide hood. £275. Clarke, Homestead, Bagshot, Surrey. Tel.: Bagshot 3077 (evenings). [1613

MORGAN PLUS FOUR 4-seater 1952 Tourer. Black and cream. Fair condition. £145. Clarke, 112A Glapstone Avenue, N.22. Tel.: Bowes Park 4274 (evenings 6 to 9). [1614

1930 AVON STANDARD SPECIAL. Competitor V.S.C.C. Silverstone meetings. £60. Walker, "Laughingdogs," Smallfield, Surrey. [1615

1935 BENTLEY 4½-LITRE for spares. Whole car or will separate. Tel.: Staunton Court 232 (Glos.). [1616

LAGONDA LG45, 1937 saloon. Sanction 3 G10 test certificate. Body needs attention. Offers around £75. 257, Springfield Road, Sutton Coldfield, Warwickshire. [1617

HARD-TOP FOR XK120 complete with side-screens. Unique, outstanding. Excellent condition. Cost £130, accept £20. Broomfield, 66, Rock Hill, Bromsgrove, Worcestershire. Tel.: Bromsgrove 3427. [1618

"1932" ROLLS 20/25. Owner/driver. Windover limousine, excellent condition, buying vintage, £195. Bissett, 3, Barns Street, Ayr. [1619

ROCHDALE OLYMPIC, July 1962, Riley 1.5 engine. Heater. Engineer assembled. Too fast for wife. £650. Box No. D.620. [1620

M.G. TF, 1954. Excellent condition. Resprayed. New hood. Recent overhaul. New battery. Re-upholstered. Immaculate. £395. Davidson. Tel.: MAYfair 6201 (day). FLAxman 3810 (evenings). [1621

ROLLS 25-H.P., 1933. Syncromesh. Saloon. Occasionals. Boa horn. Perpendicular. Price £145. Bentley 4¼, 1936. Resprayed brown/black. Good condition. Horizontal. Price £105. Tel.: Worthington Crondall 231. [1636

M.G. TA: Wheels, 19 in. and 17 in.; radiator; s/motor; dynamo; horns; distributor; rear and front axle; differential; tyres; gearbox, less selector. Bone, 125, Winchester Road, Basingstoke, Hants. [1638

HARD-TOP SHELL to suit M.G.-A, £7 10s. 12, Jamaica Street, Bristol. Tel.: 23882. [1639

DAIMLER (1951) 2½-LITRE Special Sports coupé (photographs). Really nice condition in/out. 25 m.p.g. All new tyres, hood/tonneau covers; radio front, rear; heater. Transmission, braking overhauled. All for £275, or exchange motorised van. Davies, 3, Chili Road, Illogan Highway, Redruth, Cornwall. [1640

1938 TRIUMPH DOLOMITE. Rebored, new big-ends. Radio, spots. Millar, 19, Dickens Drive, Addlestone, Surrey. [1641

AUSTIN HEALEY 100 "S," ex-Team, Le Mans, etc. Very little used and all renewed in last two years. Ideal racing/road. Discs, hood, tonneau. B.R.G. £500 o.n.o. M. Ryan, Tel.: Goring-on-Thames 84. [1642

FORD SPECIAL. Aluminium body on tubular space-frame, i.f.s., hydraulic brakes. Reconditioned 1,172-c.c. engine. Twin S.U.s; full weather equipment. £100, will haggle. 61, Rosemary Hill Road, Streetley, Sutton Coldfield, Warwicks. Tel.: STR 2019. [1645

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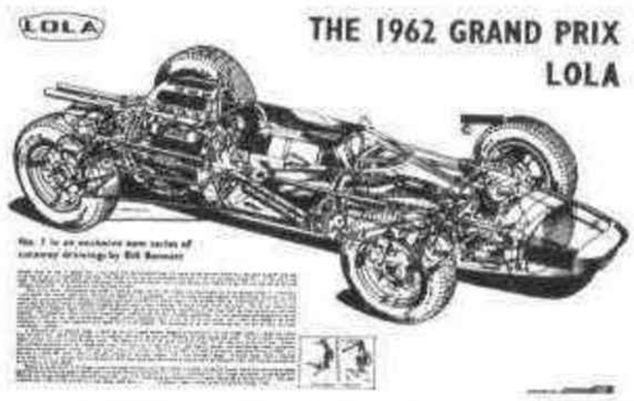

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MODEL-B FORD. Excellent condition, original paintwork and interior. £65. K. Walton, 192, Tamworth Road, Long Eaton, Nottingham. [1644

MINOR 1000, NMO 933. White, excellent condition. Balanced crankshaft, lightened flywheel, c.r. gearbox, competition clutch, etc. Engine just overhauled. Reuter seat, full instruments, every extra. Till recently B.M.C. owned, maintained. For two years Pat Moss's successful favourite mount. £330. Going abroad. Howard (week-ends), 45, Old Road, Oxford (Tel.: 63078); otherwise Leamington Spa 24733 (after 6 p.m.) [1646

TALBOT 105 V.D.P. Manual gearbox noisy. Used daily. £100 o.n.o. Slater, 3, Shaftesbury Road, Earlsdon, Coventry. [1647

COOPER-CLIMAX, sports/racing car (Manx-tailed type), 1,100 c.c., stage III. R58. Good condition, with trailer. £360. Tel.: Reading 67310. [1648

1947 RILEY 2½. M.O.T. Good mechanics and body. £50?—offers? Apply, 16, Chauncy House, Stevenage, Herts. [1649

AUSTIN HEALEY 100S: Engine block, plus; crankshaft; big sump; cross-flow alloy cylinder head; three pistons and two con.-rods. Seen any time. A. W. Clark, "Greenfields," Kirkgunzeon (Tel.: 205), by Dumfries, Scotland. [1650

WANTED

WANTED FOR M.G.-A: Close-ratio gearbox, Webers (40DCOE), pressed wheels, racing tyres. Box No. D.637. [1637

WANTED: BUGATTI Type 35, 37, 51, or Brescia. Good condition preferred but not essential; must be complete and standard. Clarke, Oldhouse, Ewhurst, Cranleigh, Surrey. [1651

BROLT DYNAMO, crank pulley, split rims (31×4 S.S. tyres), outside exhaust manifold and pipe. For 1924 SB 12/50 Alvis. Can anybody help with DB body dimensions? Woodman, Lombard Street, Newark. [9994

TYRES: 5.50×15 and two 710×15. Must be in V.G.C. Pullen, 24, Lakeside Road, N.13. [1005

VINTAGE ALL ROUND competition car, preferably small. Brescia Bugatti, Frazer Nash or similar. Sensible price offered. Samson, 12, Mayfield Avenue, Penkridge, Staffs. [1105

1935 ARMSTRONG SIDDELEY 17-h.p.—gearbox wanted. Pudsey, 9, Apsley Road, Oxford. [1006

21-in. TYRES, 4.75 to 5.50. Also 820×120 including tubes. Box No. C.010. [1010

L2 6-CYLINDER M.G. Complete car, engine or block only. Also late-type inlet manifold. Clive Jones, Valeswood, Little Ness, Salop. [1011

WANTED, MEADOWS LG45 Sanction 3 engine or bottom half only. Gue, 122, Home Park Road, S.W.19. Tel.: WAT 3544 (day); WIM 4563 (evenings). [1012

PURCHASER FOR R.-R. 20/25. See "For Sale" columns. Cox, Writtle. [1025

DAFT OVER DERBY products. Desire late pre-war Rolls or Bentley. Prefer drophead or tourer. Consider elegant or sporting closed coachwork. Send full particulars and photos. Box No. D.027. [1027

JOWETT JUPITER or Javelin Series III engine/gearbox. Box No. D.031. [1031

WANTED. 3 beaded-edge tyres 28×3. New or retread. Th. van Wijk, 331, Bloemendaalseweg, Overveen, Haarlem, Holland. [1122

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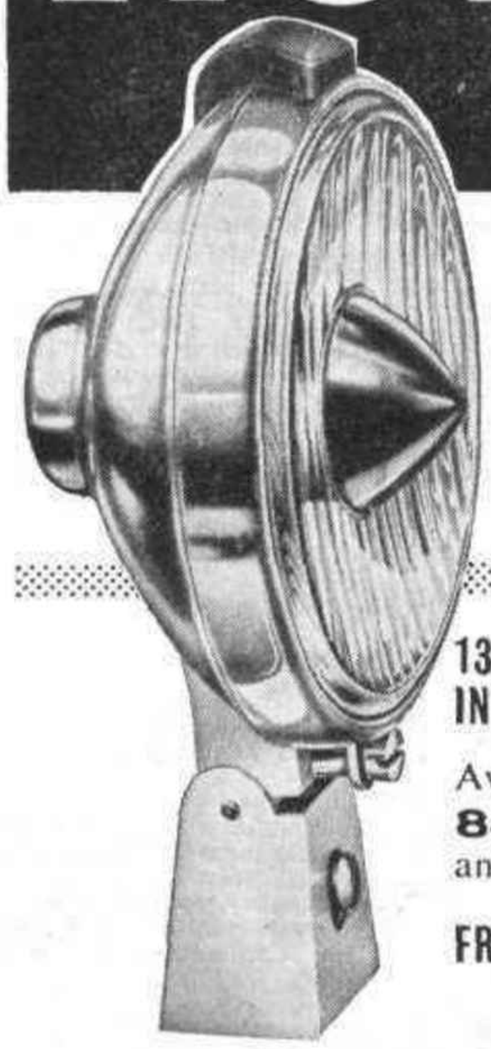

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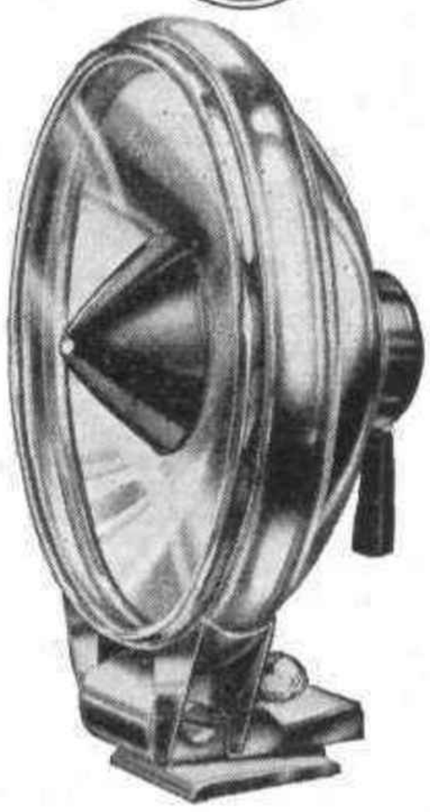

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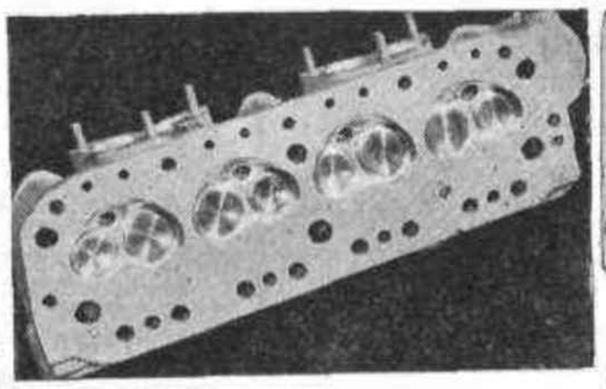

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For FORD 93A, MORRIS 8 & MINOR, MINX side valve, from	£9.10

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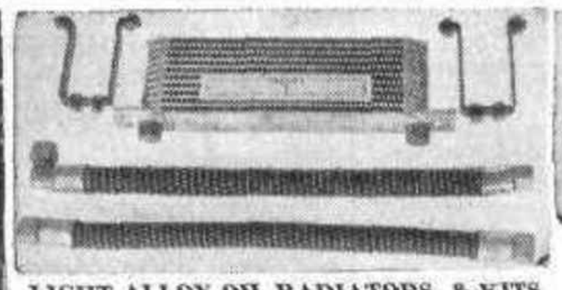
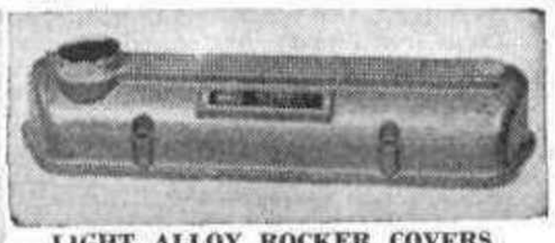


LIGHT ALLOY OIL RADIATORS & KITS
Radiators, 12" × 3" × 2", **£9.10.**
Complete kits, including brackets, H.P. hoses, unions and adaptors, for MINIS, **£12.10**; for "A" & "B" ser., FORD 105E, TR2, 3 & 4, from **£15.10.** *Postage* 4/-.



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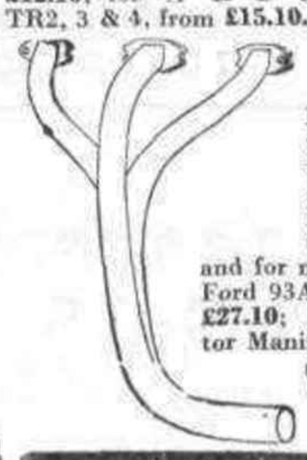

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	FOR MINIS, "A" & "B" ser. B.M.C.	
Fully modified H/C cylinder head (exch.)	"A" £17.10	"B" £20
Twin S.U. carburetter units (except Sprite)	" £17.10	" £21
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Light alloy tubular push rods (set)	" £4	" £6
High-lift overlap camshafts (exch.) from	" £7	" £10
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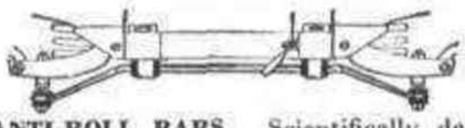

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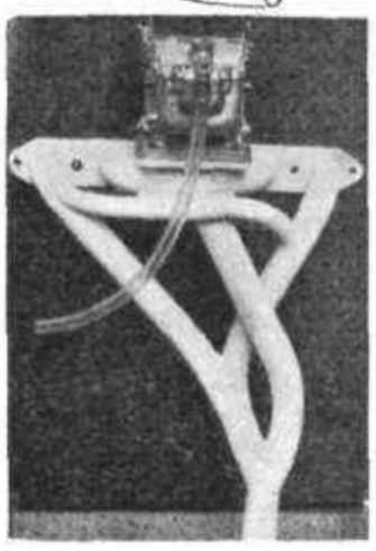

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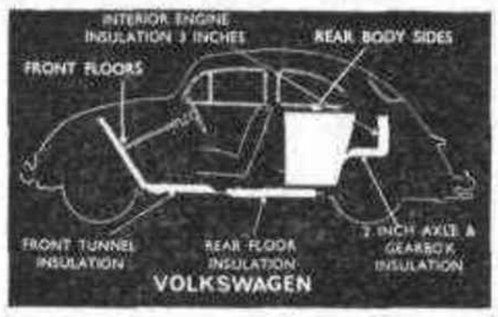

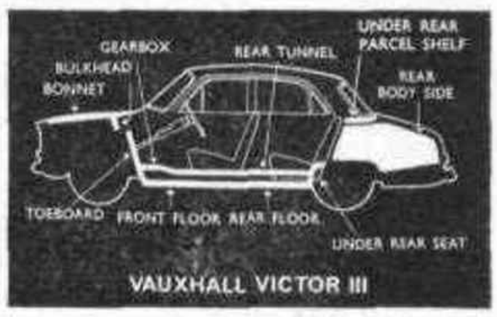

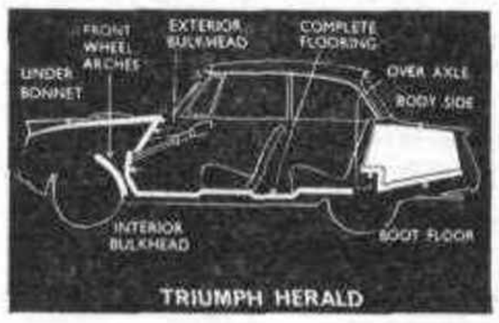

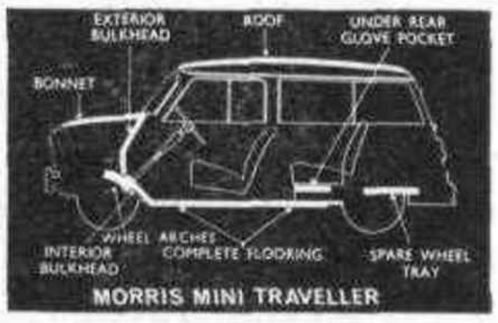

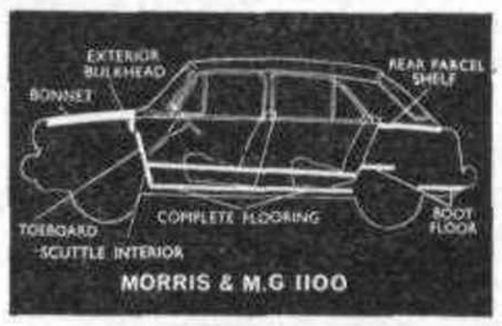

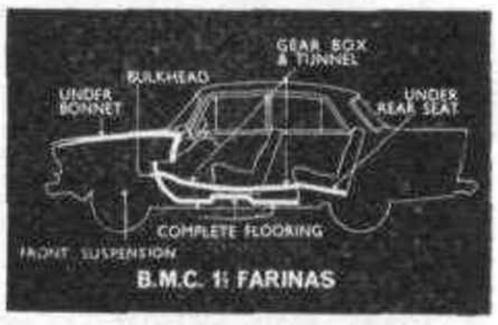

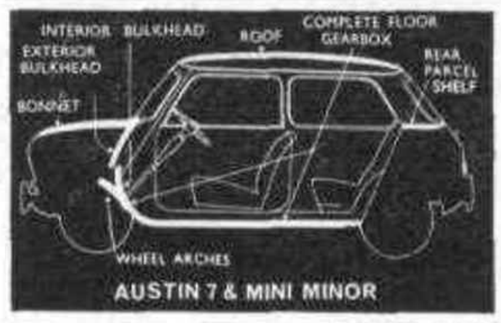

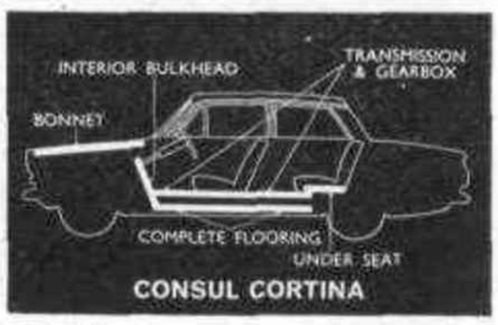

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VETERAN CAR REQUIRED, around 1900 would consider anything genuine up to 1918. Would also be interested in old cycle or motorcycle, would be interested in anything requiring rebuilding. Mr. R. D. Smith, 273, Nottingham Road, Derby. Tel.: 41155; evenings 44248. [1033

M.G. P-TYPE BISHOP cam steering box, column, drop-arm, mounting cross tube. Box No. D.050. [1050

AUSTIN HEALEY 6-PORT cyl. head to fit 1957 100X6. Will consider complete engine c/w. 6-port head, any condition. A. J. Stilwell, 460, Southchurch Road, Southend, Essex. [1060

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EARLY AUSTIN SEVEN—1928 or preferably earlier. Must be in mint or at least very good condition and in running order. Box No. D.077. [1077

WANTED : 1933 INTERNATIONAL Aston Martin engine or block. Gray, "The Dimples," Garstang, Lancs. Tel.: Garstang 3147. [1088

3-LITRE BENTLEY, any, yes any, condition. Could pay with 1926 12/50 Alvis tourer value £125. Tel.: East Horsley 2293 (Surrey). [1093

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HARD-TOP FOR SUNBEAM Alpine. Artus, 4, Corsend Road, Hartpury, Glos. [1138

A40 SPORTS HARD-TOP, also any good body parts. Cash; collect. Fleetwood, 1, Stanway Road, Shirley, Solihull, Warwicks. [1169

LAGONDA 4½-LITRE d.h.c. or tourer wanted. LG6, or 1937 LG45 (G10 and Sanction III). Full details, photograph if available, to : Box No. D.173. [1173

WANTED, FOR RECONDITIONING : XPAG engine and gearbox for 1950 1¼-litre Y-type M.G. Mr. G. Hunt, 3, Lechmere Crescent, Hallow Road, Worcester. [1174

M.G. K3 ENGINE and gearbox. Any K3 parts of interest, even a complete car. Bo Gilius Frick, Smedsbacksgatan 10, Stockholm NO, Sweden. [1175

BUGATTI 55 or other sports model. Please write full details, enclosing photo. Box No. D.176. [1176

RAD. CAP, NAMEPLATE, petrol cap, for 1928 9/20 Humber. 1927 Austin Seven sidescreens. Anderson, 3, Beechwood Avenue, Burnside, Glasgow. [1177

M.G. MIDGET. State mileage, extras, modifications, any competition record and price. High mileage not objected to. Pattullo, 3, Stow Park Circle, Newport, Monmouthshire. [1187A

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MORGAN +4, TR2/3. Enthusiast requires outstanding motor at sensible price—or rich widow. Box No. D.235. [1235

ROLLS-ROYCE OR BENTLEY, open tourer or drophead; age, horsepower, immaterial. Price and details for immediate purchase. Box No. D.242. [1242

BUGATTI—AMILCAR—M.G., or small older race/sports car, 1920-30, fit for repair, wanted for exhibition purposes. Offers, Box No. D.243. [1243

WANTED : SMALL LUXURIOUS Rolls-Royce. Not older than 1935. Box No. D.244. [1244

AUSTIN SEVEN, 1924-7, front wings and running-boards. W.H.Y.? Rowley, 98, Renfrew Road, Paisley, Renfrewshire. [1277

ALPINE/RAPIER HEAD c/w. valves, rocker assembly and manifolds suitable 1½-in. S.U.s. Also wood-rimmed wheel suitable Minx. Box No. D.278. [1278

"MOTOR SPORT," May 1958; May, June, July, 1959. Please reply airmail. Seymour, Bloomfield Apt., Middle Road, Paget, Bermuda. [1279

VINTAGE CAR; also rustless Aprilia. Details to Sims, Russell Cottage, Littleton Panell, Devizes. [1323

H.R.G. ALLOY cross-flow head for B.M.C. "B" series with Webers and/or S.U. manifold. Reasonable. Ruffell, 30, Chestnut Avenue, Grays, Essex. [1324

ESSEX SUPER SIX, 1929, d.h.c. or roadster wanted by Essex enthusiast. Any condition, distance no object. P. Macey, Byne Cottage, Chart Sutton, Maidstone, Kent. [1325

TYRES, 15×50 or 14×50, Lambda. D. H. S. Autos, 41A, Hornsey Park Road, London, N.8. Tel.: BOW 9450. [1328

WANTED—*continued*

WANTED : 8-CYL. ALFA ROMEO 2.3 or 2.9-litre car, engine, or spares. Box No. D.332. [1332

JAGUAR Mk. II 3.4 or 3.8 Automatic. Box No. D.333. [1333

ALTA HEAD for side-valve Minor. Campion, 43, Pembroke Road, Bristol 8. [1384

BENTLEY ENTHUSIAST would exchange superbly reconditioned pair of P.100s for comprehensive works data and spare parts book for 1939 overdrive Bentley, or cash for loan of same for photo copying. London. Box No. D.416. [1416

GRAND PRIX BUGATTI, similar considered irrespective condition, reasonably priced! The Bungalow, Tibberton, Droitwich. [1445

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WANTED : VOLKSWAGEN ENGINE and/or gearbox (synchro.), any condition, cheap. Mr. T. Miles, 21, Bird Nest Avenue, Leicester. [1458

M.G. PA ENGINE, reasonable condition, about £15. Tel.: Weybridge 4119. [1459

WANTED FOR 1½-LITRE Singer Le Mans, engine complete, radiator and front brake drum. Garton, The Crescent, Nettleham, Lincoln. [1460

HARD-TOP, SIDESCREENS for Mk. I A.H. Sprite. Mitchell, 7, Chatelherault Avenue, Cambuslang, Glasgow. [1461

IMPOVERISHED ENGINEER WANTS body for Rolls 20, or better still 3-litre Bentley to restore, any condition. Bassett, Elm Cottage, Madingley, Cambs. [1462

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WEBER. Pair twin-choke 40DCOE carburetters suitable 105E Junior. 9, Dyrham Close, Westbury, Bristol. [1466

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WANTED : HOOD for 1949 2½-litre Riley open 2/3-seater. Condition immaterial if frame is sound. W. H. Crossland, Walton Hall, Chesterfield. Tel.: 3841. [1561

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WANTED : AUSTIN HEALEY 100/6. 2/4-seater, one owner, low mileage, hard-top; good condition essential. 5, Chesterton Road, Cambridge. [1624

TWO SPRITE SEATS required. "Lucastra," Valentines Hill, Northchapel, Sussex. [1625

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LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. D.627. [1627

REASONABLY-PRICED 6-BRANCH manifold for Mark II Zephyr. Cork, 15, High View, Pinner, Middlesex. [1628

M.G.-A, 1960, immac., with wire wheels. Cash K. Hickling, 72, Gorseway, Romford. [1629

19-in. ROAD-WHEEL and Lucas headlamp rim for 1929 Lea-Francis. Tel.: Welwyn Garden 23547. [1630

MISCELLANEOUS

ROLLS-ROYCE 20/25. H. K. Mulliner touring saloon with boot, 1934. Excellent engine, chassis with attractive body—cellulose, leather, woodwork unmarked. Quite exceptional for a pre-war Rolls-Royce. Concealed heater, demister, fog lamp, mascot. Present owner 8 years, going overseas. £450 o.n.o. Forrest, Officers' Mess, R.A.F. Odiham, Basingstoke. [1016

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VINTAGE AUTOMOBILE PHOTOGRAPHS. Majority original settings. Send 1s. 3d. for list and example. 35A, Bridge Street, Evesham, Worcs. [1018

MISCELLANEOUS—*continued*

VINTAGE LITERATURE. Handbooks, magazines, etc. S.A.E. for list. 1923 *et seq.* *Autocars* 5s. each. *Motor*, 1911 bound £7 10s. Box No. D.208. [1208

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clark & Co., Coombe Road, Salisbury. 3s. and s.a.e. [1334

TR CRANKSHAFT, Conrods, pistons, liners, camshaft inlet and exhaust manifolds. Vanguard inlet and exhaust manifolds, Solex carb. Air filters, by-pass oil filters, must clear. Offers. Wanted TR 4 branch exhaust and Hiport head. Tel.: Blackpool 32841. [1363

LE MANS MOTOR RACE GAME, imported from France. 59/6d. Ideal Xmas present. G.P. Box Office, 254, High Street, Uxbridge. [1469

HEALEY 3000 BODY, damaged front, chrome luggage rack, manual. Swop new 560×14 "X" for "S.D.S.," W.H.Y., or sell. Box No. D.472. [1472

RESPRAY? DO-IT-YOURSELF and save at least £40. Professional equipment for the amateur for hire from £3 week. Advice free—paint extra. 31, Brunswick Gardens, W.8. Tel.: Fremantle 9323 (12-6), otherwise Bayswater 6910. [1473

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HAVE "TURNER"—WILL RACE. Fourth and Fifth syndicate members required. Millionaires or blondes preferred, but others considered. Based St. Albans area. Please write Box No. D.634. [1634

OBSOLETE SPARES, special parts, and castings made to order—estimate by return. D. C. Howard, Querns, Windmill End, Ewell, Surrey. [1632

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SPRITE, 1961 JULY (13,000 A1). For Mini Van or Utility. Tel.: Colindale 5168. [1014

IMMAC. SEPT. 1961 white Zephyr saloon. Discs. radio, 16,000 miles. Part exchange for immac. 1958/9 3.4 Jaguar or interesting low mileage sports/saloon. W.H.Y. Box No. C.015. [1015

1947 LANCHESTER 10 saloon in lovely condition, plus small amount of cash for sports 2-seater, M.G. preferred. Box No. D.070. [1070

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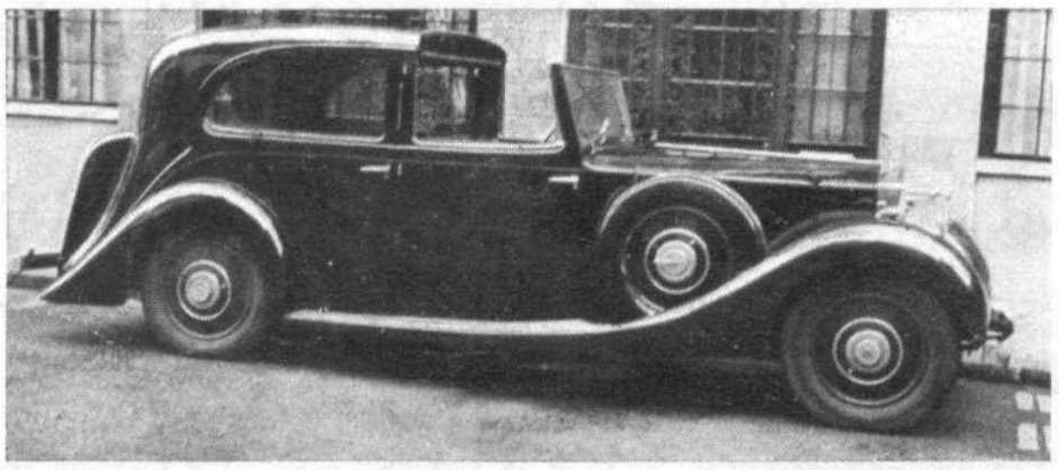

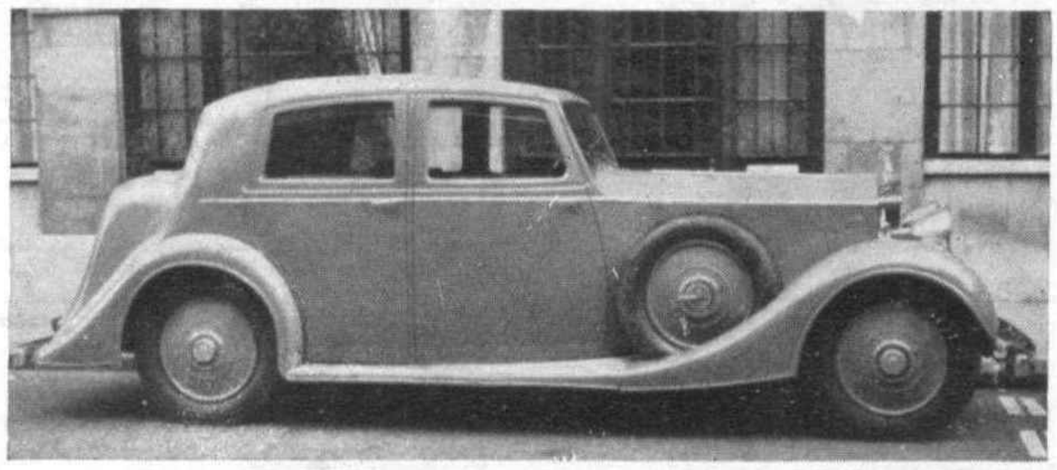

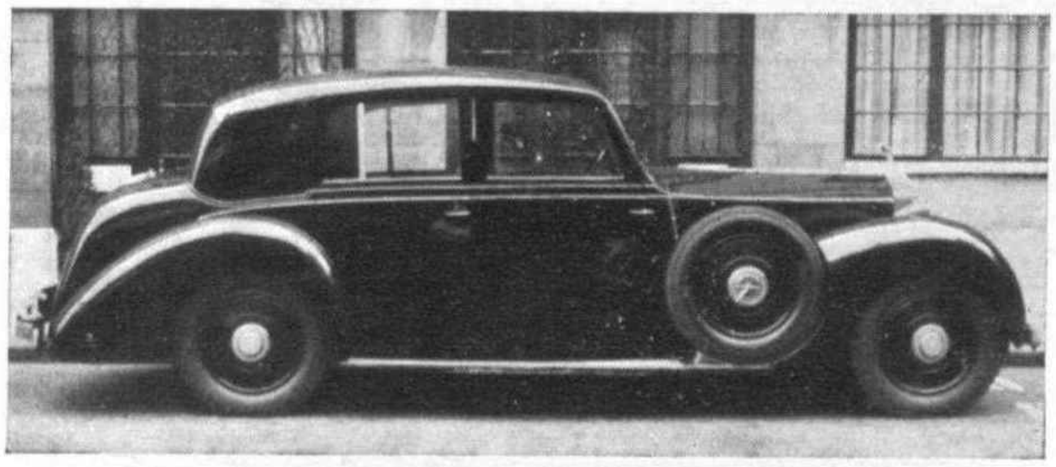

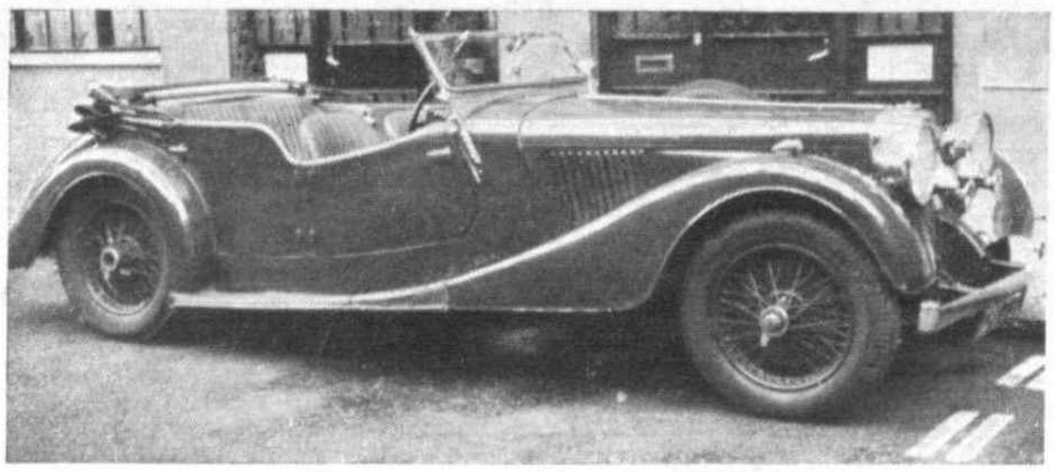

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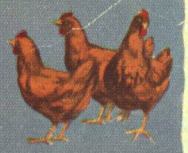

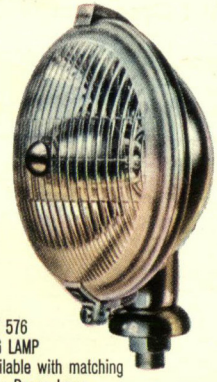

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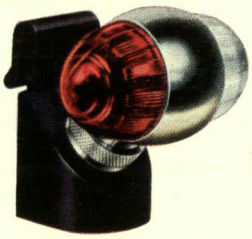

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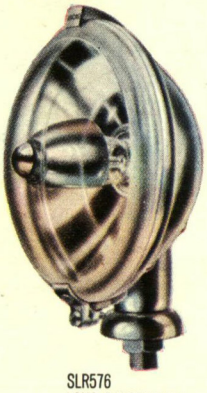

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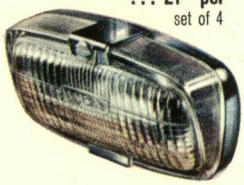

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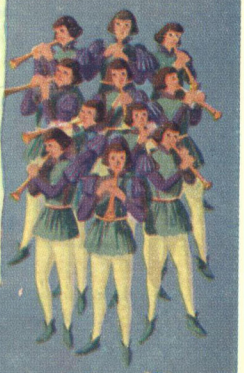

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