

Vol. XXXIX No. 12

TWO SHILLINGS

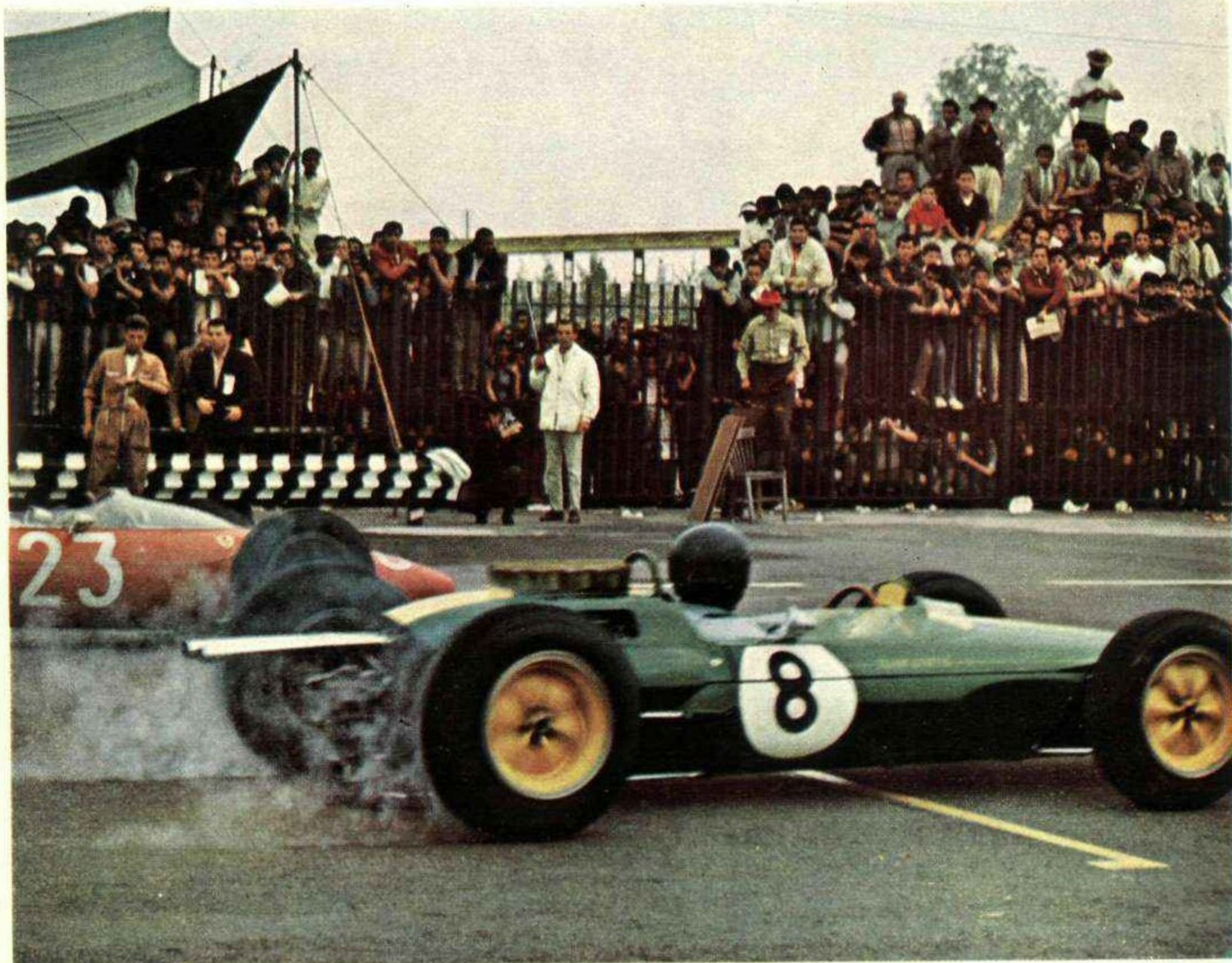
December 1963

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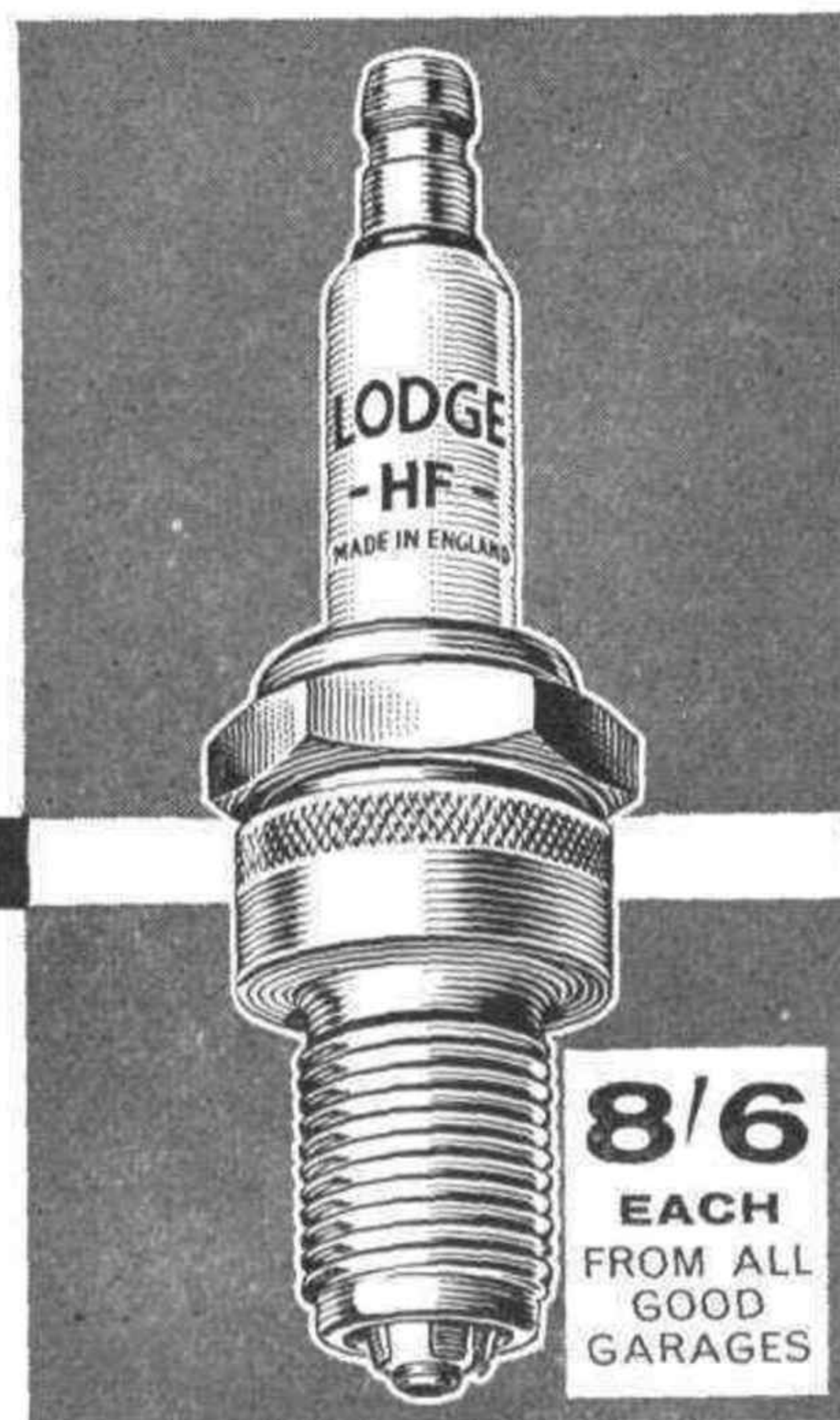
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FROM ALL
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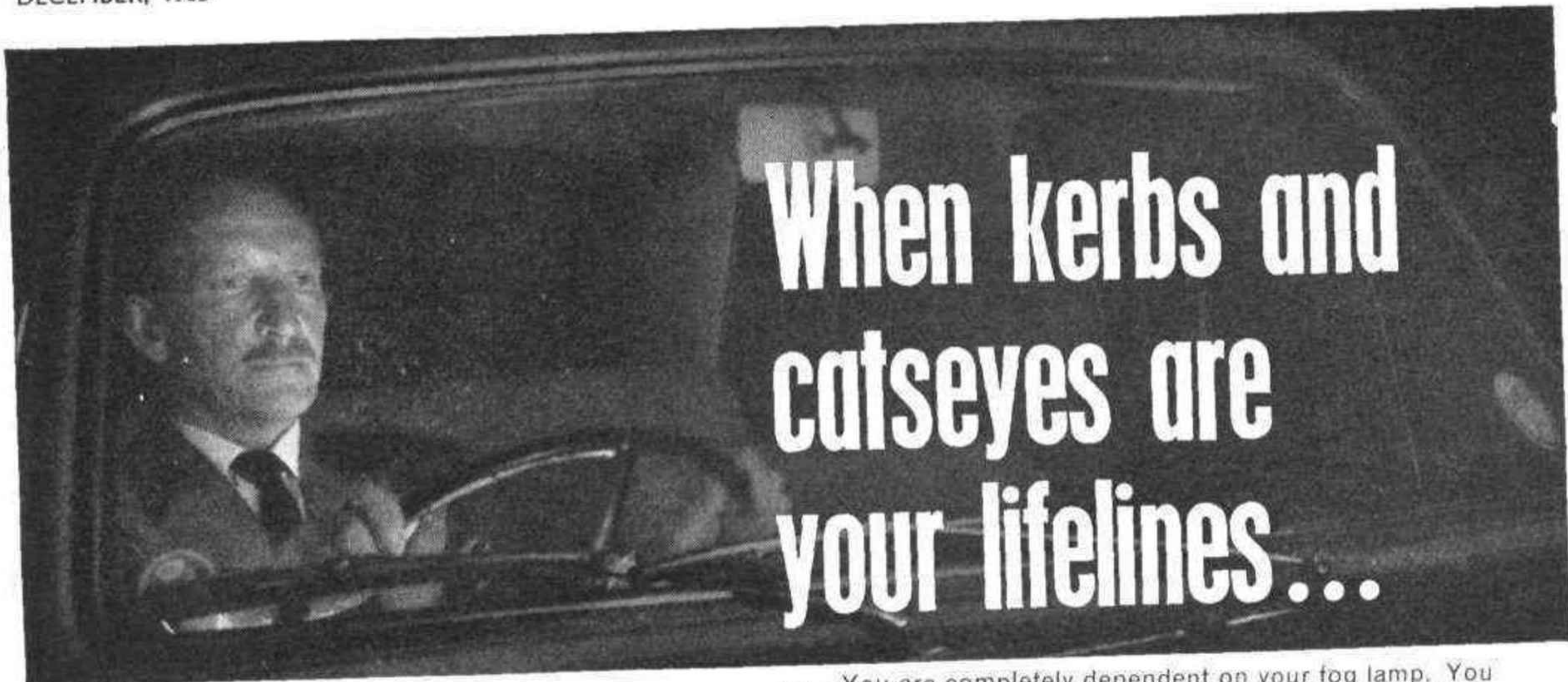
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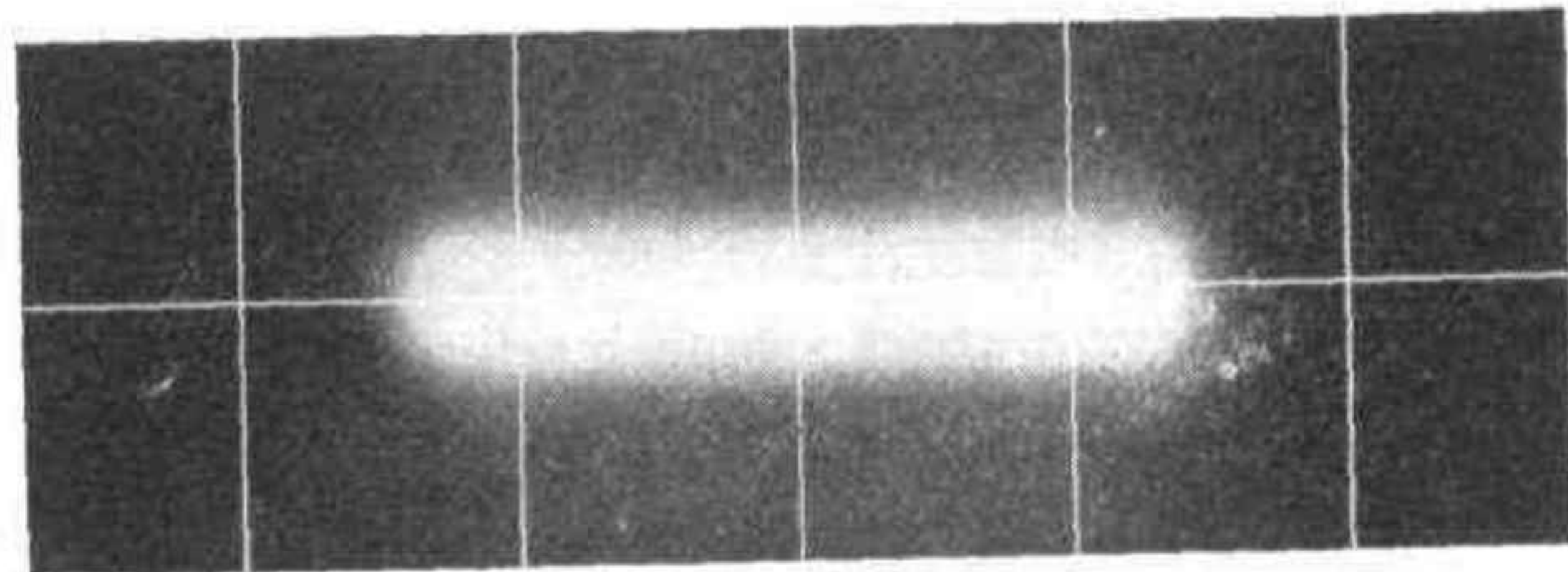
NOTEK put safety first. Your safety. Scientific tests have proved the effectiveness of Notek beam characteristics under every driving condition. In heavy fog or mist, the Notek 23° flat-topped Nearlite, or the 46° Foglite—both with exceptional cut-off and negligible back-glare—enable motorists to drive with maximum possible safety. At night, in poorly lit or unlit areas, the Notek asymmetrically-beamed Passlite gives crystal clear vision up to 400 feet; and for absolute safety at high speed the 700 ft. pencil beam of the Farlite is essential. All Notek lamps have positive, precision beam adjustment, and brackets are available for fixing to all makes of vehicle.

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- That a white beam has more penetration than a coloured one.
- That tinted lenses diffuse light.
- That above 36 watts the strength of the light defeats itself by throwing up back-glare. Optical precision of reflector and lens are more important than high candlepower.

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1934 ALVIS Speed 20 Charlesworth saloon. Very well maintained by engineer owner. New P.100s, etc. £65.

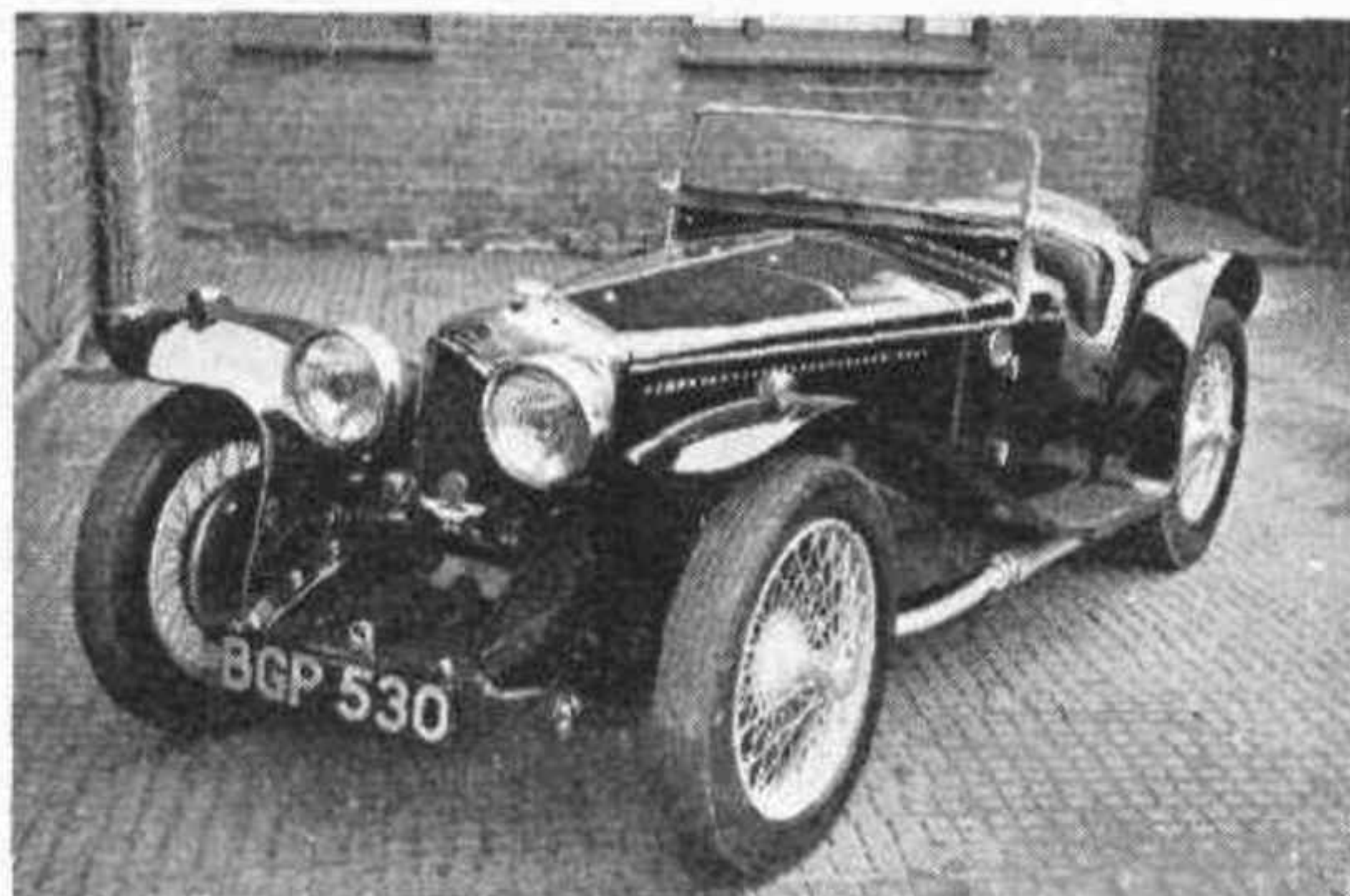
1962 MINI-COOPER. Full Alexander conversion. Wood-rim wheel. One careful owner, 10,000 miles. £475.

1961 TRIUMPH Herald-Climax coupé. Disc brakes. New Cinturas. Very fast. £525.

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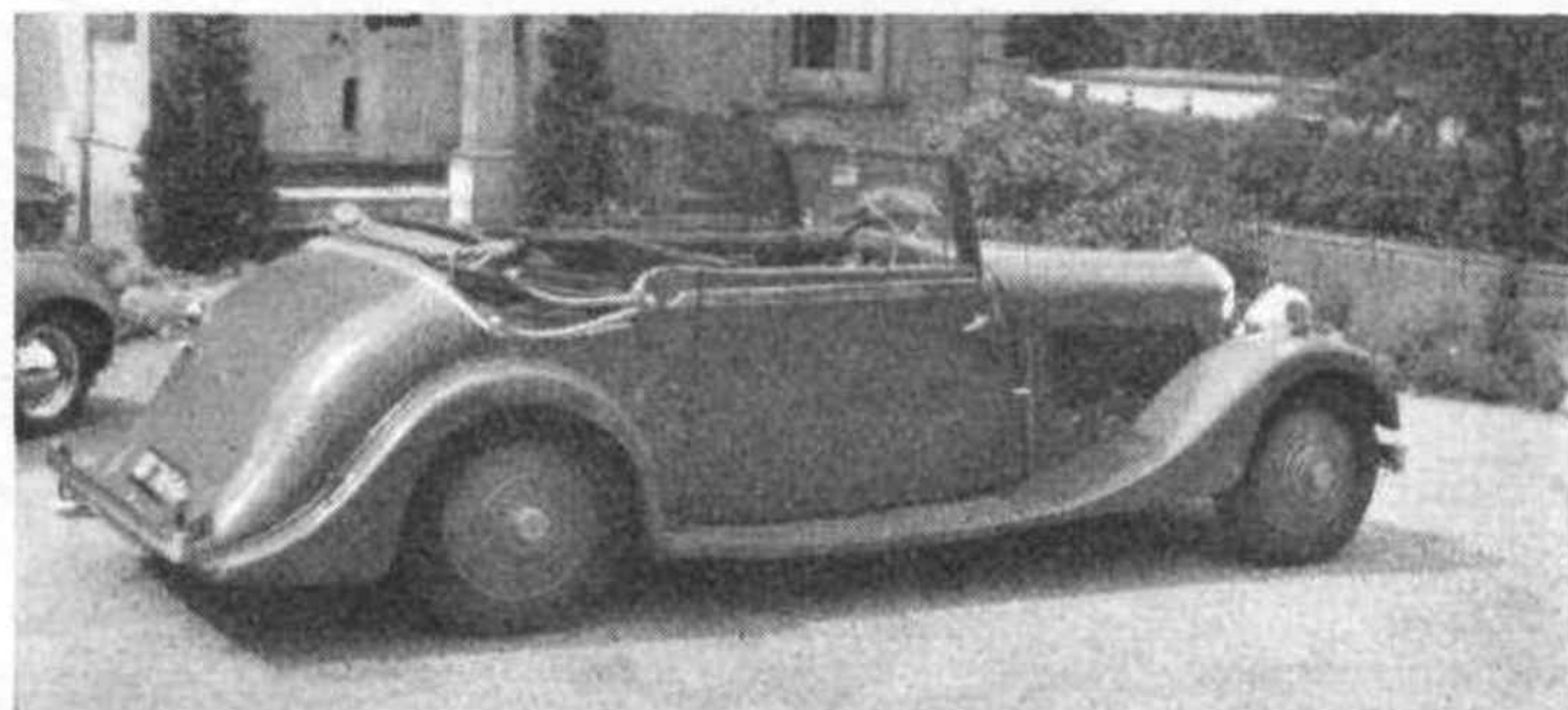
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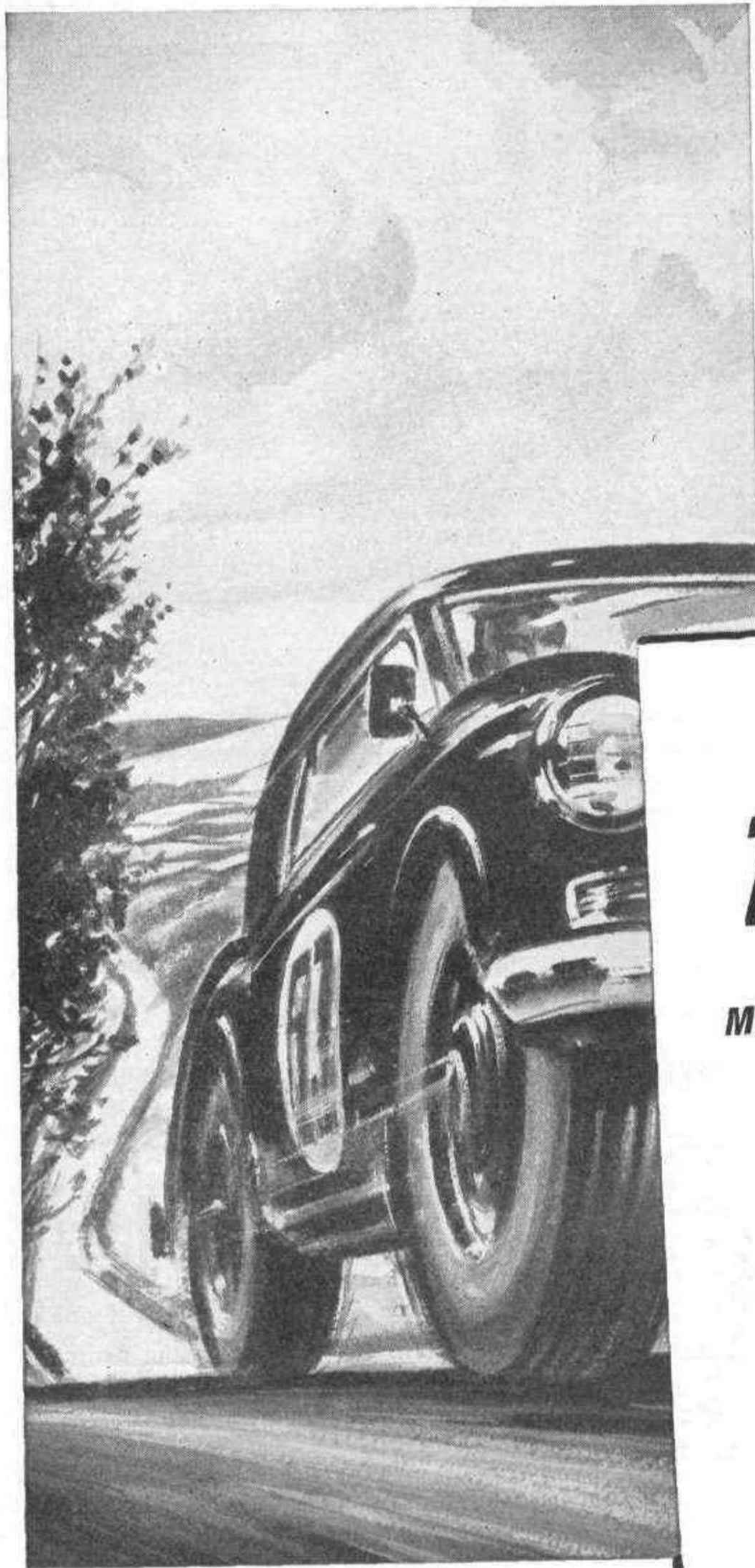
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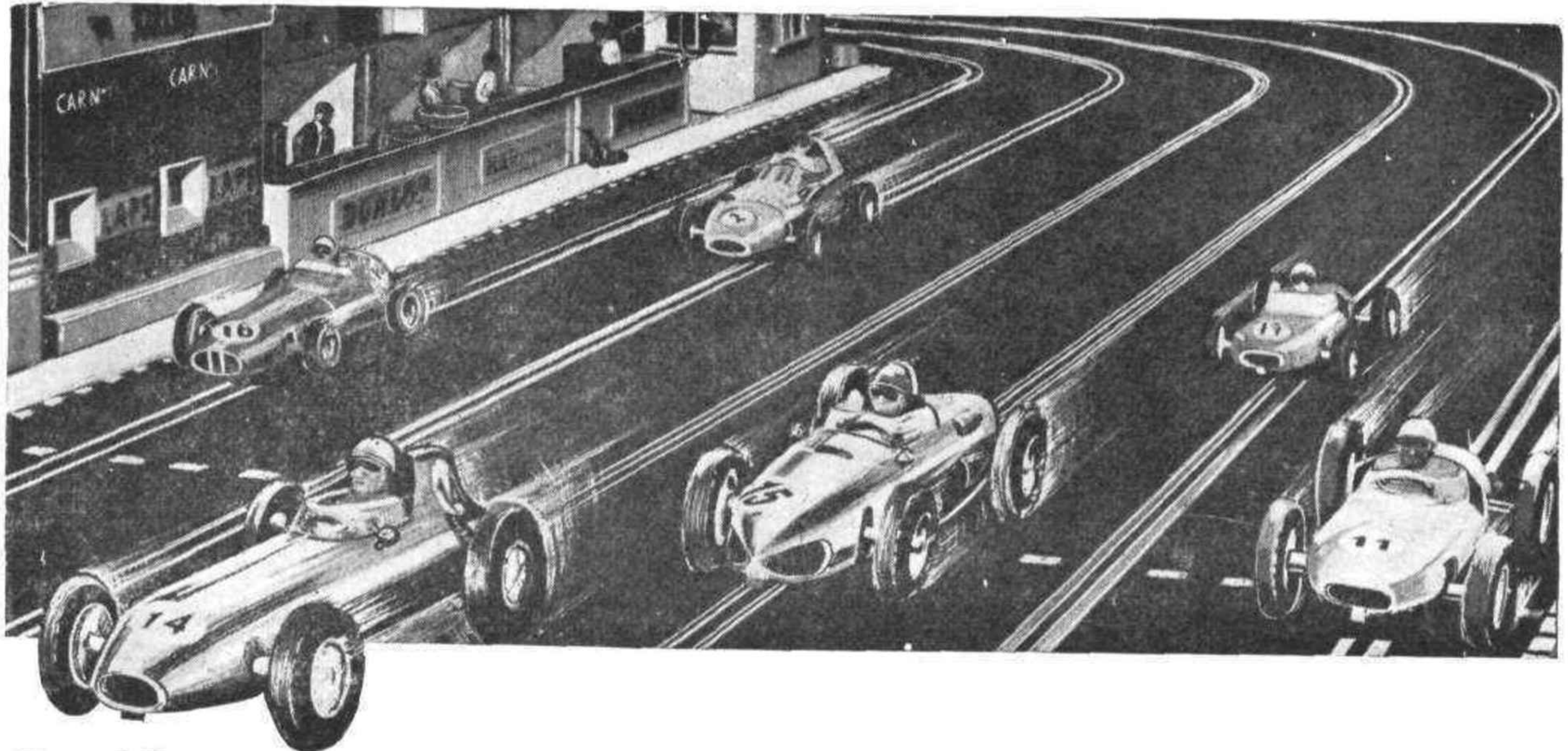
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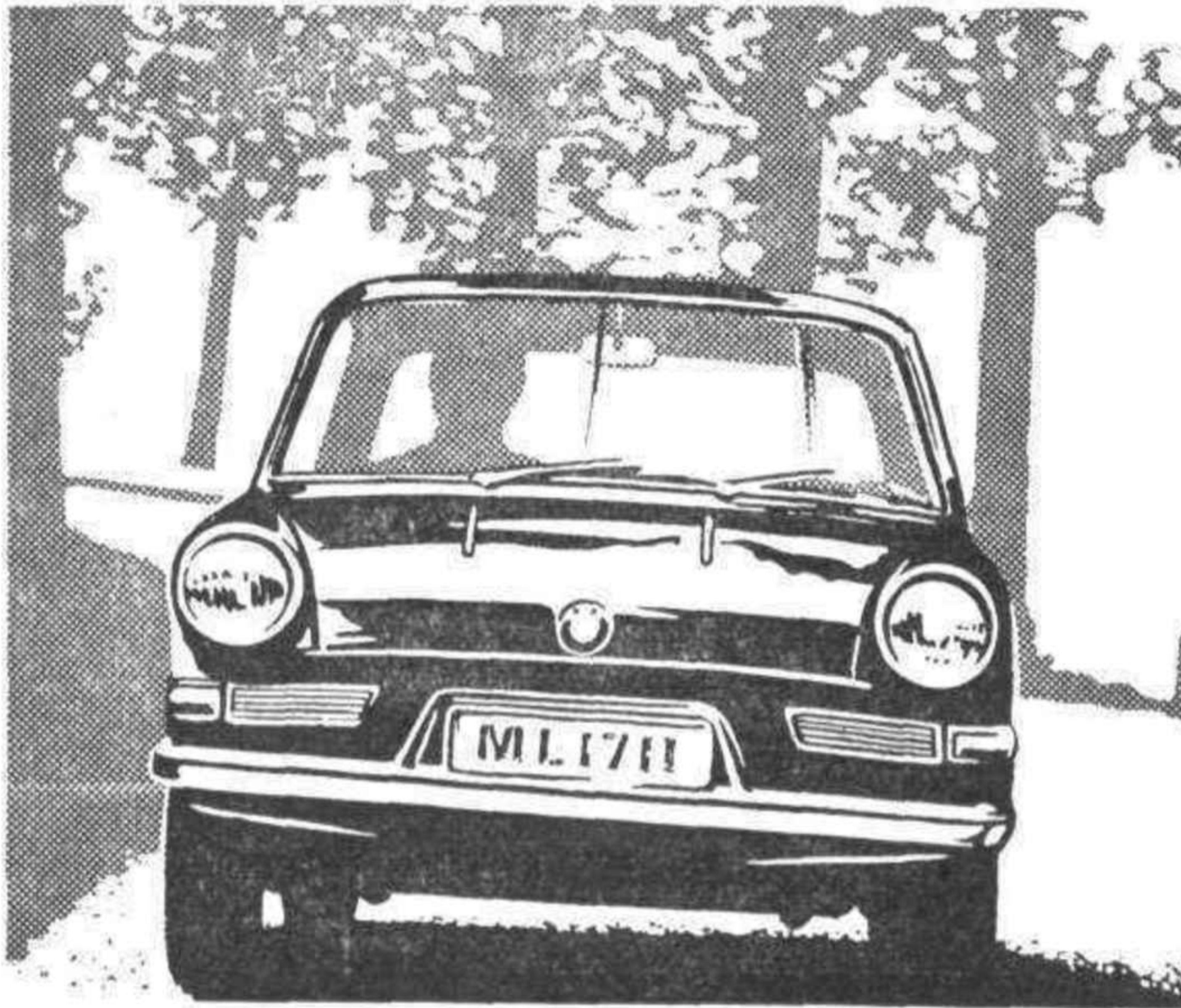
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MAKE OF CAR, MODEL AND YEAR

MS6

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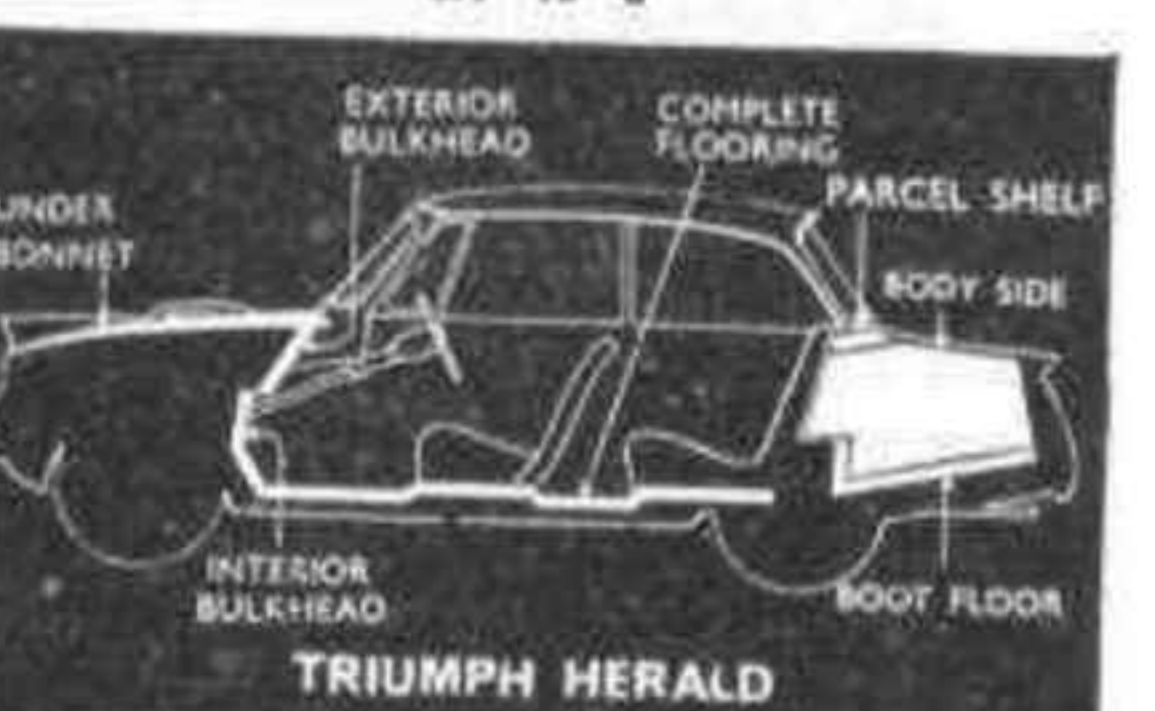
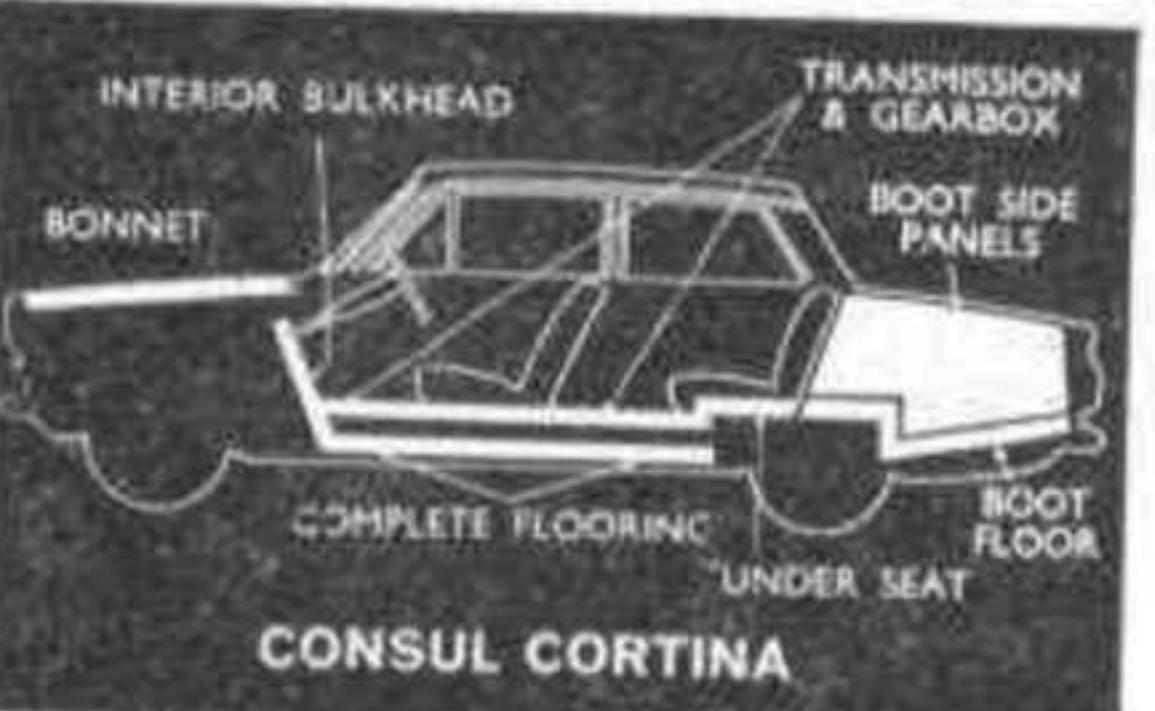
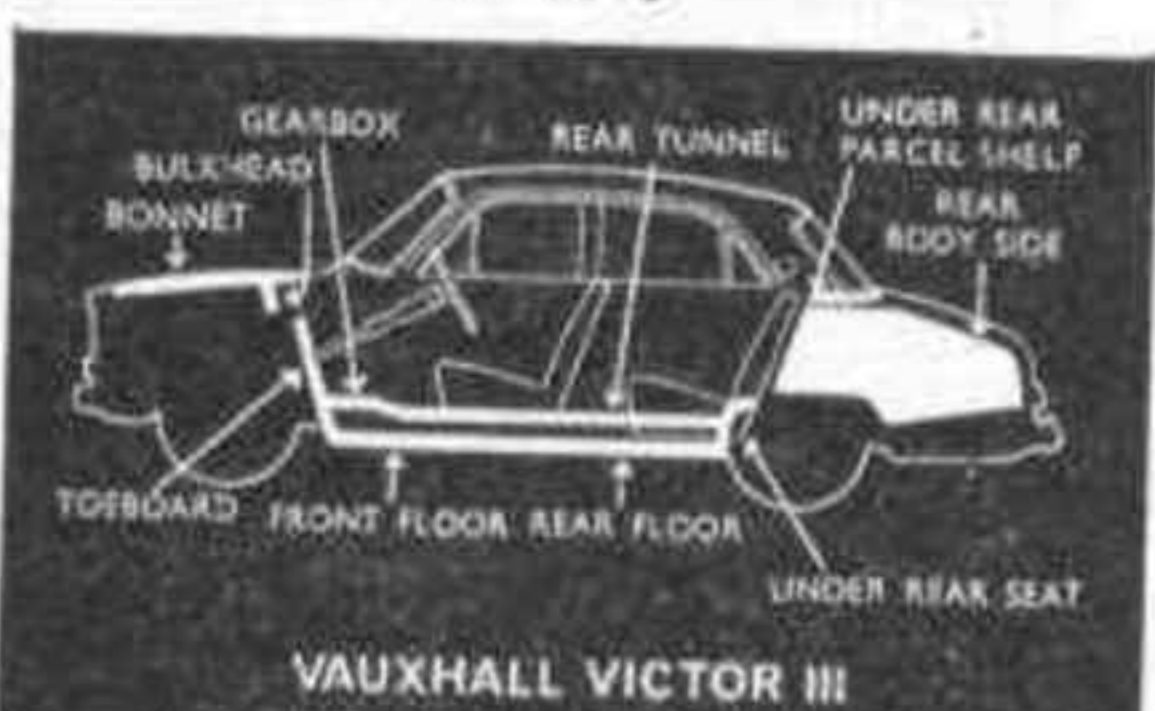
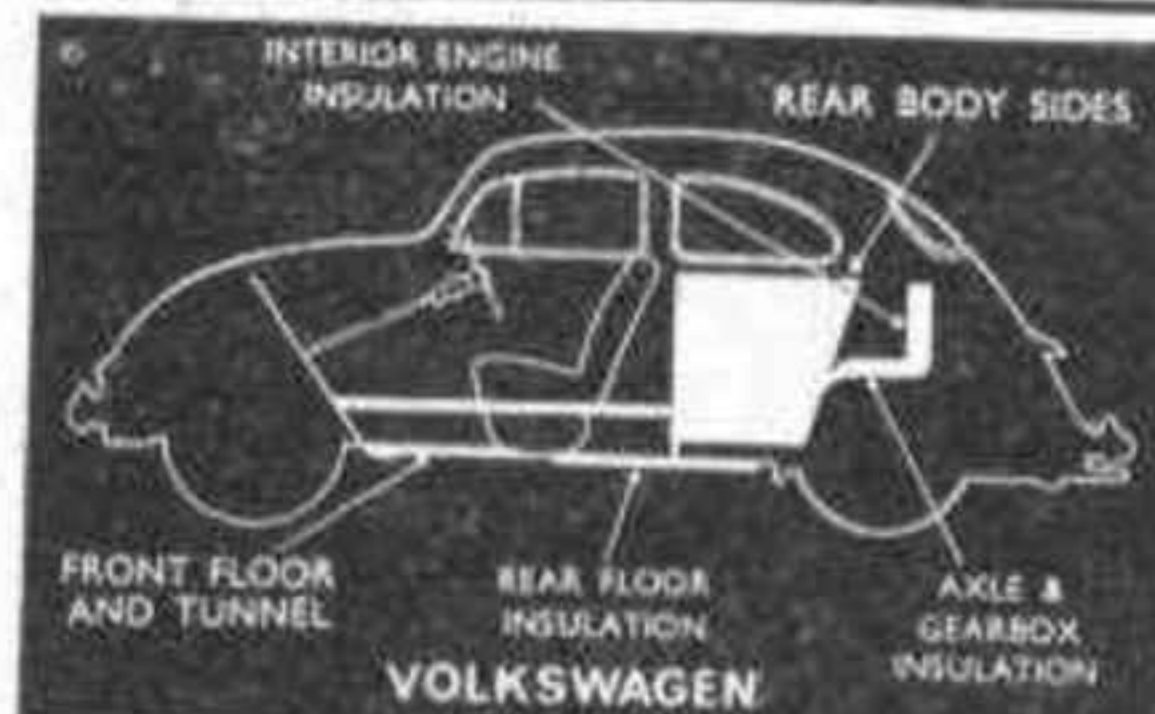
CORSAIR GT



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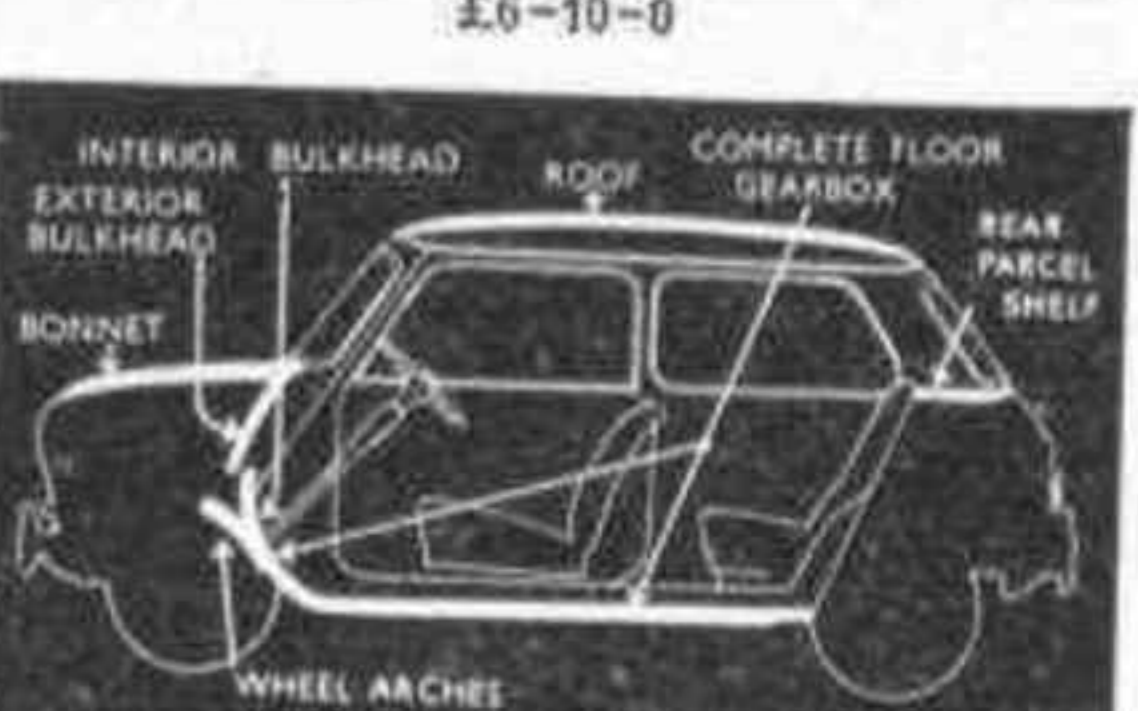
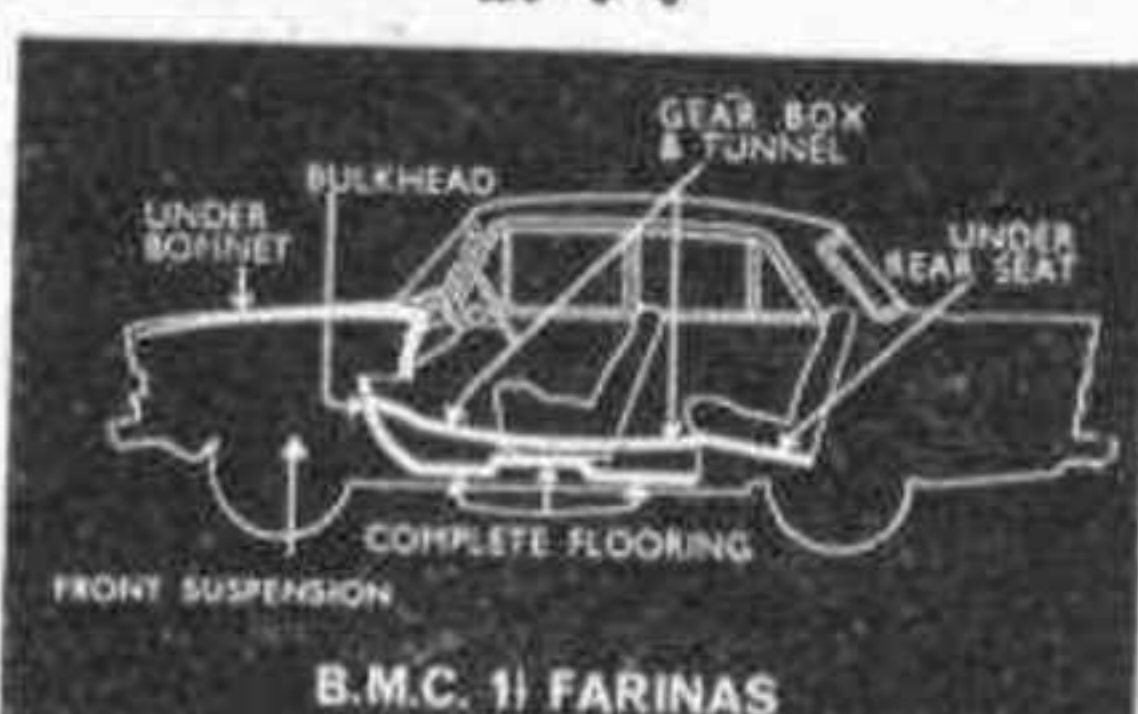
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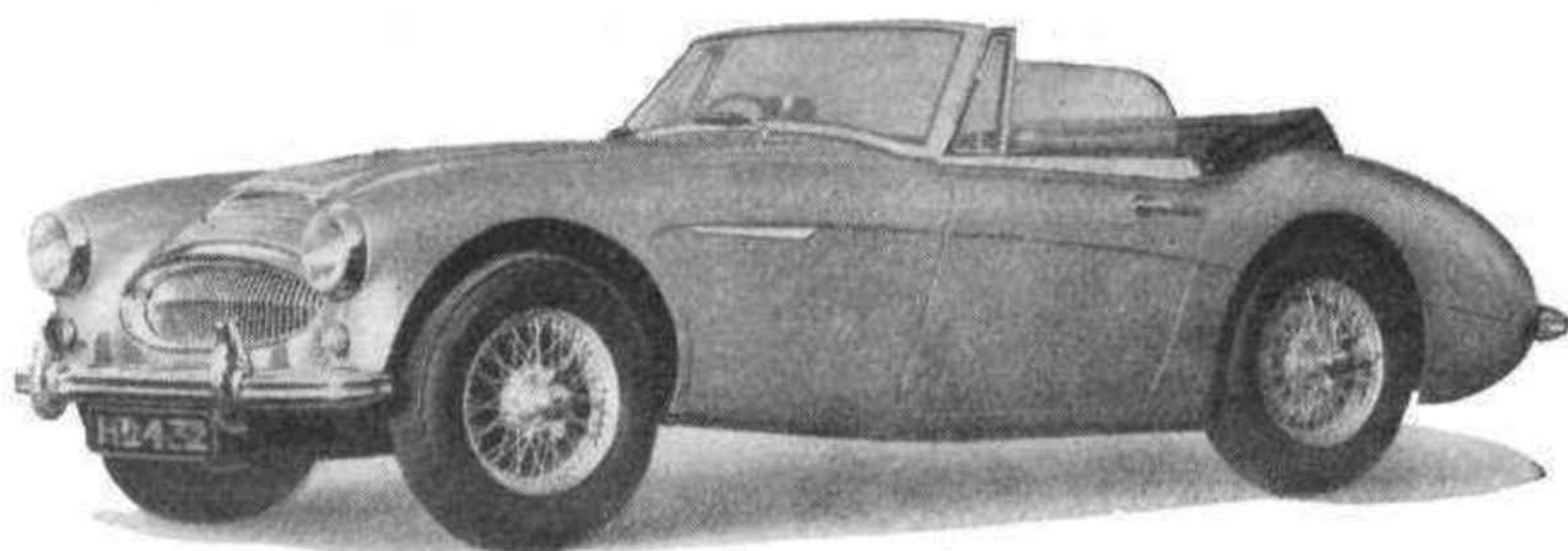
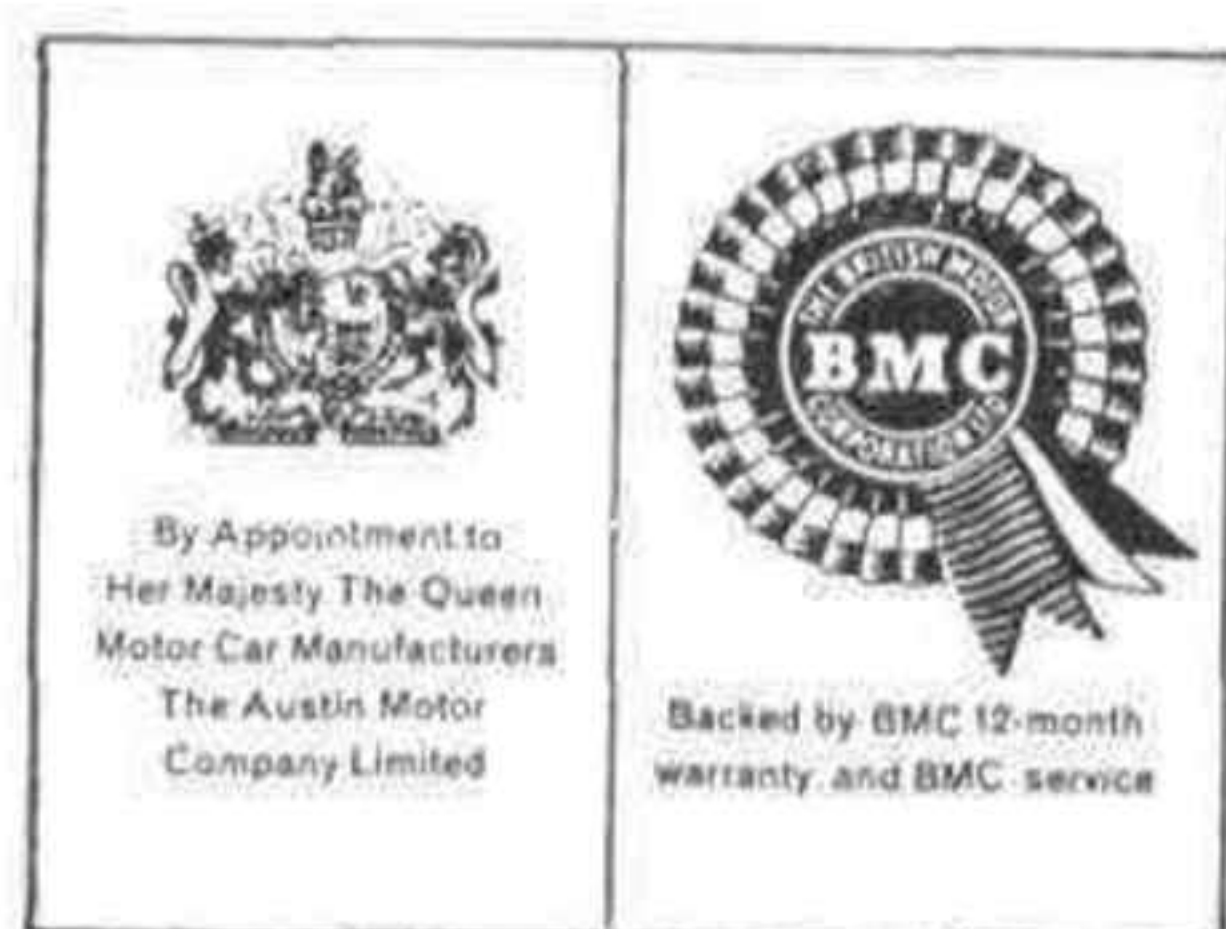
The go-ahead
CHALLENGE
that is
ROYAL NAVY



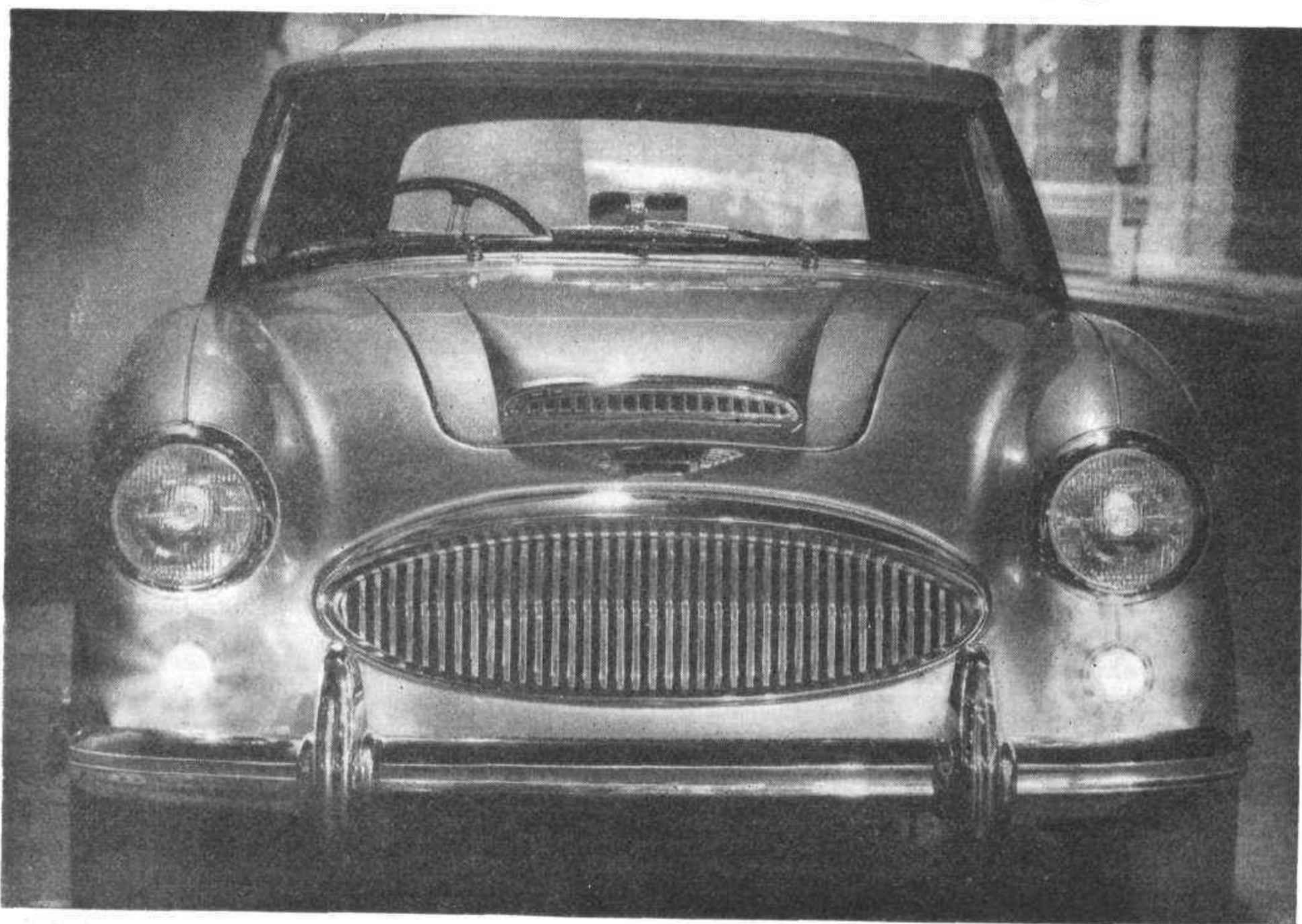
A WASP gas-turbine helicopter about to land on H.M.S. NUBIAN

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brakes (optionally servo-assisted) give it a performance in keeping with that look of powerful elegance that turns the heads in the street. But, above all, the price—*£865 plus £180.15.4 P.T. makes powerful sense: it's a price no comparable car can beat!

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PUBLICATION DATE FIRST OF THE MONTH

FORTIETH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE QUALITY OF CARS

MOTOR SPORT has repeatedly exposed unreliability in cars for, however fast, controllable and comfortable a car is, it is worthless if it refuses to start promptly, or, having started, grinds to a halt, runs fitfully or sheds vital parts. [Not that domestic appliances set any better standard than cars, although from this accusation I exempt our English Electric refrigerator, Pye and Ultra portable radios, and our Bardic BM electric torches.—Ed.]

Although our readers aspire to cars in the Ferrari, Jaguar, Maserati, and Mercedes-Benz category, the majority of them have to shop in the market catered for by Britain's Big Five and smaller concerns. It is, therefore, depressing to find a gloomy view of the quality to be expected from volume-production vehicles in a clever new book, "The Car Makers," by Graham Turner. "Many manufacturers," says the author after investigation of the Motor Industry, "have demonstrated quite clearly that they have accelerated the process of mass-production rather than spent sufficient time and money in the fight for quality"; car workers concerned only with the pay-pocket "gold-rush" wage "total war for the sake of higher earnings . . . and for the moment it is motor cars which have to suffer."

All praise, therefore, to Vauxhall for building prototypes on a line simulating mass-production assembly and to Jaguar for having a "paint-hospital" in which rejected bodies can be rebaked at suitably low temperatures.

Having earned a reputation for publicising the high quality of foreign cars, it is nice to see our views endorsed in the aforesaid book. Turner remarks that he did not see signs reading "Quality is Your Life" at the VW plant at Wolfsburg—signs which when displayed in British factories are regarded cynically by the "bash 'em out" boys. "Sheer carelessness is the thing which appals VW workers most when they see what goes on in British plants. . . . The West Germans are polite when they discuss our assembly methods, but just beneath the surface is a certainty that their standards are higher," says Turner. Cramped conditions, even in factories built quite recently, are blamed, compared to "the soaring vaults of the VW plant." [And I have such respect for the reliability and accuracy of MotoMeter clocks that I would almost buy a Rover 2000 for this item alone!—Ed.]

Nevertheless, we have not lost faith in British cars, and, providing quality as well as quantity remains the aim, we believe that never before has this country had cars better suited to compete with the giants from the Continent, of which George Harriman, B.M.C.'s Chairman, has said "If VW has all the reputation, don't lose sight of Fiat," while Ford's Chief Engineer, Victor Raviolo, has an equally healthy respect for the Italians.

MOTOR SPORT recognises the excellent design of certain British volume-production cars and especially of our inexpensive sports cars. The impeccable road-holding of the B.M.C. f.w.d. small cars emanating from the brain of Alec Issigonis has been continually emphasised in our columns. We have paid tribute to Ford's policy of offering Weber-carburetted high-output engines in its race-winning GT versions of the Cortina and Corsair saloons, which develop far more power than any other 1½-litre mass-produced engine and give performance normally obtainable only by the use of proprietary tuning-kits, without any guarantee-invalidity, high insurance rates or loss of dependability that these kits often entail. We published the first full road-tests of the M.G. 1100 and Vauxhall Viva and have accorded warm praise to the Rover 2000. We have commended Standard-Triumph for ridding its family cars of back axle beams.

The criterion on which the new British cars will be judged is, primarily, quality and reliability. We feel sure the two biggest volume-producers in Britain, B.M.C. whose small cars lead

in respect of road-holding, ride-comfort and compactness, Ford whose automobiles have good engines and gearboxes and who offer effective sporting versions of its ordinary family saloons, both have this foremost in their minds.

It is, incidentally, interesting that the author of the book from which we have quoted summarises Issigonis as :—

" . . . the archetype of the artist in Industry. He is donnish in his humour, Oxford in his accent, superficially diffident and nervous in manner, tense and jerky in his movements and gestures. . . . he wore a casual green suit as uncomfortably as it is possible to wear a casual suit, his high, square shoulders sticking out of it as if he had once shrugged them and then forgotten to relax again. In repose he looks for all the world like an eagle sitting on its haunches. . . . Yet this is the man who leads Britain in the field of car design. . . . He is not a plagiarist cannibalizing other people's ideas and his 'revolutionary' cars are genuine revolutionary. Harriman has developed a remarkable production

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Front Cover Picture : SIXTH WORLD CHAMPIONSHIP WIN.—J. Clark (Lotus) moves off the line in the Mexican G.P. with his tyres smoking and already in a lead which was never challenged.

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	Maidstone & Mid-Kent M.C.	Rochester Airport	Rochester	Tyrwhitt Drake Trial (C.)	10.30 a.m.
Dec. 1st	Bristol M.C. & L.C.C.	Aerodrome Garage (A 46)	Nailsworth	Production Trial (R.)	10.30 a.m.
Dec. 1st	Bristol M.C. & L.C.C.	Aerodrome Garage	Lasborough (A 46)	Production Car Trial (C.)	10.30 a.m.
Dec. 1st	Austin Healey Club	Lancs Cricket Club	Old Trafford	Driving Tests (C.)	1.30 p.m.
Dec. 1st	Sporting VW Club	Canada Heights	Swanley	Production Trial (R.)	11.00 a.m.
Dec. 1st	London M.C.	Stratton Arms Hotel	Cirencester	Gloucester Trial (R.)*	11.00 a.m.
Dec. 6th	S. Yorks C.E.C.	Art Centre Cinema	Doncaster	Midnight Film Show	11.45 p.m.
Dec. 7th	V.S.C.C.	Silverstone	Towcester	Driving Tests (C.)	11.30 a.m.
Dec. 7th	Riley M.C.	Yelverton Hotel	Yelverton	Rally (R.)	7.30 p.m.
Dec. 7/8th	N. Devon M.C.	County Garage	Barnstaple	Ilfracombe Rally (R.)	9.00 p.m.
Dec. 7/8th	Southport M.C.	Riverside Café	Salisbury	Rally (R.)	11.00 p.m.
Dec. 7/8th	Shenstone & Dist. M.C.	Barker's Café (A 38)	Streethay	Shenstone Rally (R.)	9.30 p.m.
Dec. 7/8th	R.A.F. M.S.A.	R.A.F., Henlow	Henlow, Beds	North Star Rally (R.)	10.00 p.m.
Dec. 8th	750 M.C.	Silverstone	Towcester	Sporting Trial (C.)	10.30 a.m.
Dec. 8th	Chiltern C.C.	Studley Green	High Wycombe	Production Trial (R.)	11.00 a.m.
Dec. 8th	N. Midland M.C.	Kennings Garage	Bamford	Kitching Trophy Trial (R.)*	11.00 a.m.
Dec. 13th	B.R. & S.C.C.	Cinephone Cinema	Birmingham	Midnight Film Show (7s. 6d.)	11.30 p.m.
Dec. 13/14th	Larne M.C.	Woodbourne Hotel	Dunmurry	Starlight Rally (R.)	8.01 p.m.
Dec. 14/15th	Bournemouth M.C.	Sturminster Newton	Haddenham	December Rally (C.)	10.00 p.m.
Dec. 14/15th	S. Bucks M.C.	Alexander Engineering	Cardiff	Midnight Rally (R.)	Midnight
Dec. 26th	Welsh Counties M.C.	Radyr	Northampton	Christmas Trials (C.)	10.00 a.m.
Dec. 26th	Farnborough & Dist. M.C.	Aldershot	Farnham	Boxing Day Driving Tests (C.)	2.00 p.m.
Dec. 26th	Weedon M.C.	Sywell Airport	Hinckley	Autocross (C.)	12.00 p.m.
Dec. 26th	B.R. & S.C.C.	Brands Hatch	East London (S.A.)	Race Meeting (N.B.)	12.30 p.m.
Dec. 26th	B.R. & S.C.C.	Mallory Park	Basingstoke	Race Meeting (C.)	12.30 p.m.
Dec. 28th	S. African A.C.	East London		South African G.P. (INT.)	2.00 p.m.
Dec. 29th	Hants & Berks M.C.	Beach Arms Hotel		Point-to-Point	11.00 a.m.

* Qualifies for R.A.C. Trials Championship.

MATTERS OF MOMENT—continued from previous page

machine: Issigonis has matched it with brilliant innovations in design: will B.M.C.'s salesmen be as successful?"

Of Raviolo, "The Car Makers" says:—

"His dress is neat, self-effacing, standard American pattern. His office is vast and luxurious, but bare of individuality, vast enough indeed to swallow individuality altogether, a room intended for a committee rather than one man. Raviolo himself is stocky, solid and easy going, with a square, wide humorous face and thinning blond hair which his hands whimsically explore. . . . This is the engineer as a servant, not the engineer as artist. In Raviolo's mind, the engineer is an impeccable, but faceless, technician, to whom the observable demand of the market is the guide to design."

These are the engineers who head our biggest car-producers, Companies which are expected to survive even if the European Common Market materialises, which one Ford director thinks will eliminate the smaller firms—"Ford and General Motors will continue, B.M.C. is big enough to hold its own, though it doesn't make much money and will have to improve its efficiency. Routes?—I would only give it a few years."

However accurate this dismal forecast, quality is essential to sustained car sales in the future.

MOTOR SPORT has called the modern Mercedes-Benz the best car in the World. This is judging by the standards formerly applied to the Rolls-Royce—when the Continental Phantom II justifiably held this title it wasn't necessarily faster, more economical, or possessed of better road-holding or steering than its rivals, but popular opinion labelled it the World's best car. On the same terms today, Daimler-Benz surely leads; so far as our oft-expressed praise of their organisation is concerned, this, too, is endorsed by Stirling Moss who, writing in "The Design and Construction of the Racing Car," says: ". . . better than anything I had known or even imagined up until then; better than anything I have experienced since."

Indeed, just lately, there has been so much endorsement of opinions held by this journal that we might almost say "That was the month, that was!"—the superiority of Mercedes-Benz was emphasised by their walkover in the tough Argentine road-race, Ford's interest in competition motoring paid off with records broken at Daytona by a team of 4.7-litre V8 Lincoln-Mercury Comet saloons, culminating in a run of 100,000 miles at over 105 m.p.h. (not so long ago Jaguar became excited and claimed erroneous World's records, after doing 107 m.p.h. for a mere 10,000 miles), and in the R.A.C. Rally Carlsson's Saab was outperformed by a Volvo 544 and the new 1500S Volkswagen, with the Team Prize going to the Ford Consul Cortinas.

V.S.C.C. EASTERN RALLY (Nov. 10th)

Eastern Trophy: P. A. Boulton (1926 Sunbeam).
First Class Awards: D. Dew-Hughes (1927 Austin), D. T. R. Dighton (1928 Humber), J. C. Woollard (1927 Lagonda), F. E. Day (1937 Alvis) and J. R. Hamilton (1937 Riley).
Second Class Awards: M. J. Cole (1930 Lancia), J. K. Milner (1926 A.C.), A. D. Jones (1923 Vauxhall), A. C. M. Millar (1927 Vauxhall), J. Whyman (1932 Rolls-Royce) and I. S. Willars (1935 Riley).
Third Class Awards: S. E. Charity (1923 Fiat), R. J. L. McCowen (1929 Austin), N. Arnold-Forster (1925 Frazer Nash), J. W. Rowley (1927 Vauxhall), P. M. G. Perrow (1934 Rolls-Royce) and T. R. W. Burke (1937 Frazer Nash).
Light Car Award: D. T. R. Dighton (1928 Humber).
Team Award: South-West—I. R. Cardy (1923 Alvis), J. K. Milner (1926 A.C.) and N. Arnold-Forster (1925 Frazer Nash).

1964 R.A.C. HILL-CLIMB CHAMPIONSHIP

Below are listed the provisional dates for the 1964 R.A.C. Hill-Climb Championship qualifying events:—

April 25/26th	Severn Valley M.C.	Loton Park
May 2nd/3rd	Bugatti O.C.	Prescott
May 17/18th	W. Hants & Dorset C.C.	Wiscombe Park
May 23rd	Westmorland M.C.	Barbon Manor
June 13/14th	Midland A.C.	Shelsley Walsh
June 20th	Lothian C.C.	Bo'ness
June 27th	R. Scottish A.C.	Rest-and-Be-Thankful
July 23rd	Jersey M.C. & L.C.C.	Bouley Bay
Aug. 8th	Hants & Berks M.C.	Great Auclum
Aug. 15th	Ulster A.C.	Craigantlet
Aug. 29/30th	Midland A.C.	Shelsley Walsh
Sept. 5/6th	Bugatti O.C.	Prescott
Sept. 12/13th	B.A.R.C. (Yorks)	Harewood
Sept. 19th	Bristol M.C. & L.C.C.	Dyrham Park

R.A.C. RALLY FINISHERS TABLE

(See Report opposite)

	Starters		Finishers	
	Starters	Finishers	Starters	Finishers
B.M.C. Mini	40	21	Ford Zodiac	1
Ford Cortina	19	11	M.G. Midget	1
Sunbeam Rapier	12	5	Renault Dauphine	1
Saab	11	8	Morgan Plus Four	1
Rover 3-litre	5	5	Standard Ensign	1
VW 1500S	5	5	Humber Sceptre	1
Triumph TR4	5	2	Hillman Minx	1
Austin Healey 3000	5	2	Fiat 1500	1
VW 1200	5	2	M.G.-B	1
Reliant Sabre	4	2	Morris 1100	1
Vauxhall VX 4/90	4	2	Peugeot 404	1
Simca 1000	4	2	Vauxhall Velox	1
Triumph Vitesse	4	2	Austin Healey Sprite	1
Ford Anglia	4	2	Citroen DS19	1
Volvo 544 B18	3	2	Humber Super Snipe	1
M.G. 1100	3	2	Sunbeam Alpine	1
Volvo 122S	3	1	Jaguar 3.8	1
Ford Falcon V8	3	0	Tornado Talisman	1
Ford Allardette	2	1		
Renault R8	2	1		
Hillman Imp	2	1		
			Total	163
				91

The R.A.C. Rally

VOLVO—1st

VOLKSWAGEN—2nd

SAAB—3rd

TRYING HARD but with insufficient power in its comparatively standard form, Carlsson's Saab was vanquished in this year's R.A.C. Rally by a Volvo 544 and a VW 1500-S.



THIS year's R.A.C. Rally followed the pattern set by Jack Kemsley in 1961 of relatively easy road sections interspersed with flat-out motor racing on Forestry Commission roads plus a test on Oulton Park circuit and a hill-climb at Porlock. As the competitors arrived in Blackpool for the start they were met with teeming rain and large signs informing them that Police radar speed traps awaited the unwary. In fact the police chief told the rally organisers that a radar trap would be set up on the route out of Blackpool, so Tiny Lewis and John la Trobe added a radar-warning device to their rally equipment. Scrutineering passed off quite amicably but one or two people, including Paddy Hopkirk's Mini-Cooper S failed the exhaust noise test and had to change silencers.

As the time for the start on Blackpool promenade drew near on Monday evening competitors were informed of the gloomy weather forecast for the Lake District and Scotland of torrential rain, howling gales, snow, trees blown down and other horrors likely to cheer the rally driver. The Mayor of Blackpool flagged off the first few cars, then retreated to the warmth of his Mayoral Vanden Plas Princess and left the remainder of the 165 starters to their fate. After creeping out of Blackpool to avoid the radar speed trap, competitors headed straight for the Lake District and within an hour or so of the start were facing the first of the special stages in Grisedale Forest.

The old hands had decided to work up their speed on the special stages gradually rather than try to go quickly in the dark, and the wisdom of this strategy was soon apparent for people were going off the road in all directions. The honour of first to go out was given to Lucien Bianchi in a works Citroën DS19, whose lights failed on this stage. He struggled on for a few more stages but the electrics failed again and he retired after Stage 5. Next to go was Swedish driver Jansson in one of the Swedish entered VW 1500s, which were tuned to give about 75 b.h.p. He turned the car on its side but a group of spectators righted it and he did well to complete the stage in 21 min. 22 sec. against the 12 min. 26 sec. of the fastest, Tom Trana. Raymond Baxter burst a tyre on his works Reliant Sabre Six and left the road. He got going again and took 50 min. to complete the stage, but Baxter had hurt his shoulder and they retired. The Reliants were fitted with Ford Zephyr engines with Raymond Mays cylinder heads and three carburettors, and looked to be quite fast. Rauno Aaltonen driving one of the works 200-b.h.p. Austin Healey 3000s blew a tyre and drove to the finish on the spokes of the wheel, as did Peter Proctor in his works Rapier and Logan Morrison in his works Mini-Cooper S. Swedish driver Olle Bromark rolled his Saab on the first stage and had to retire from the rally, while racing driver Jimmy Blumer looped the loop in his Ford Cortina GT and finished up immersed in a deep pond, which put an end to his rally. The Saab driven by Andrew Mylius and Bill Rogers also went off the road but more spectators helped it back onto the road. Brian Culcheth lost 2nd gear in his Mini-Cooper and carried on by over-revving in 1st and changing straight to 3rd. Despite this fearsome handicap he kept going for a long while and put up some fine times until the gearbox finally broke completely. "Tiny" Lewis, driving a

"manx-tailed" Sunbeam Alpine, holed his petrol tank and retired after S.S.2.

Having learned their lesson, competitors moved on to the next four special stages, which were all close to each other in the Lake District. Tom Trana in the old-fashioned looking Volvo 544 was fastest on all of the five initial stages, while other fast times were being put up by Timo Makinen, the Finnish B.M.C. works driver, in an Austin Healey 3000, A. Andersson in a Saab, Harry Kallstrom (VW 1500), Rauno Aaltonen (Austin Healey 3000) and, of course, Erik Carlsson who was not going as quickly as expected in his Saab. The competitors were seeded so that the fastest drivers had a crack at the special stages first and this seemed to work satisfactorily, but one or two very fast drivers were well down the field and the Swedish driver Larsson was doing wonders and going very fast while running at No. 143. This meant that he was driving through the mud churned up by the preceding competitors and he often had to pass other cars on special stages.

The system of marking on special stages was to give a set time to cover the distance, usually at an average speed of around 50 m.p.h., then anyone who beat or equalled this time lost no marks at all while anyone who was slower lost marks on a sliding scale up to a maximum of 100 marks. This seemed to be generally satisfactory but some people grumbled that after doing badly on one stage their efforts to catch up on later stages were sometimes nullified because these stages were easier and several people beat the bogey time. These people felt that a marking system geared to the time of the fastest on each stage and marking slower drivers on a percentage basis would be fairer to all concerned. But most people were happy enough to be motor racing round England that they weren't really bothered about marks.

Potential winners were the Ford Falcons fitted with V8 4.3-litre engines, but American driver Denise McCluggage went off the road on the second stage and the big Falcon was irretrievable. Bo Ljungfeldt in another Falcon was going very rapidly in the early stages and really throwing the big car round on the narrow forest roads, while the third team car driven by Jopp and Leston was driven much slower. Jopp's car dropped out with mechanical trouble on Tuesday morning and Ljungfeldt went off the road on a very muddy special stage and the huge car could not be dragged back on the road. These cars are obviously very fast and if a team of drivers of Ljungfeldt's calibre can be found they could shake up the 1964 rallies.

It was interesting to study the driving techniques of the faster drivers for some of them looked to be working very hard while others looked positively slow. Makinen and Aaltonen really motored their big Healeys on the limit, hurling the car into bends not knowing what was following and then sorting things out with the throttle and steering. In contrast the Morley brothers' Healey looked quite stately, being braked heavily into the bends, but their times were not far behind those of the Scandinavians. Pat Moss was flinging her Cortina about in lurid slides but this paid off for she was visibly faster than the male Cortina drivers, including ex-G.P. driver Henry Taylor in a Lotus-Cortina. Erik Carlsson was as usual exciting to watch but



TERRY HUNTER rushes his well-lit Mini-Cooper through typical forest scenery.

he did not like the mud which he had to plough through. Trana's Volvo was thrown about with abandon, as were the VWs, but they looked surprisingly safe.

After Special Stage 5 David Seigle-Morris was in trouble with the fuel pump on his works GT Cortina and he eventually retired due to this trouble. Richard Martin-Hurst lost the headlights of his 3-litre Rover on this stage but got them working again, while the Malkin/Ryder Mini-Cooper clouted something with the back end and needed some new bulbs at the rear. Moving up into Scotland, Stage 6 claimed Dan Margulies, who ran out of road in his Cortina GT having previously run out of petrol. Special Stage 9 at Carron Valley was cancelled a week before the rally as army manoeuvres were taking place; however, the manoeuvres were cancelled a couple of days before the rally but it was too late to re-instate the stage. On the next stage, Loch Ard, both Geoff Mabbs, running at No. 1 in his Mini-Cooper S, and Bill Bengry in a works Rover 3-litre left the road but got going again, while a particularly nasty bend also claimed the Morley brothers, Alan Allard and Brian Culcheth. They lost very little time. At the end of this stage Henry Taylor's Lotus Cortina rear suspension was leaning drunkenly and the works mechanics quickly gave him a new rear end, an operation which was repeated during the rally.

On the Tulloch stage Timo Makinen made an off course excursion which cost him a good number of marks, while Ken James burst a tyre on his Rover 3-litre, but he drove to the finish in good time and changed the wheel. The Rover factory had issued a statement before the rally that no service cars would be around to help Rover drivers, and although the odd 2000 lurked around they kept their word. In fact very little service was needed apart from the odd tyre change, which was accomplished very rapidly with hydraulic jacks. Mrs. Barbara Johansson broke the front suspension of her Swedish-entered Mini-Cooper S on Tulloch but it was quickly fixed and she was soon back making the good times that all Swedes seem capable of. The Reliant Sabre of L. Griffiths burst both near-side tyres and had to wait for a service car, while Olle Dahl bent a rear wheel badly. Soderstrom's Swedish-entered Ford Cortina went onto two cylinders and soon retired.

The rally now moved across from the West of Scotland over to the East, with Tom Trana firmly established as the leader, as he was almost always fastest on the stages, being beaten only occasionally by Rauno Aaltonen or Harry Kallstrom. His Volvo had the larger and more powerful B.18 engine and it was obviously giving a lot of power for he was as quick as Aaltonen on the dry and fast Drumtochty section. On this stage Sir Peter Moon heard a noise from a front wheel and when he removed it found a part of the brake disc embedded in the wheel. However, he continued but on the Greystoke stage the disc broke up completely and when he applied the brakes the inevitable happened, and he was out. He had already had to weld up his front suspension which broke on Tulliallan, which lost him 10 min. at Peebles. Bobby Parkes' Reliant Sabre ran its bearings but they were changed quickly.

Still heading North the route led to Bin Forest and as darkness fell to herald the second night on the road Rauno Aaltonen put himself well and truly out of the rally. He was doing over 100 m.p.h. when he arrived at a particularly nasty T-junction and he went straight off the road into some trees. Neither he nor co-driver Tony Ambrose was injured and the tail of the red Healey sticking out from the trees served to save one or two

others from the same fate. The McInnes/Parker Vauxhall VX 4/90 broke its axle on this stage, but got back in the rally by missing several stages, but was later forced to retire.

The White Ash stage was the most northerly of the sections and this was the slimy muddy lane which saw the end of Ljungfeldt's Falcon. The Lossie stage saw Ken James leave the road in his Rover but he got going again having lost 100 marks. A longish road section followed which brought competitors back South to Perth for the Tentsmuir stage just after midnight. Here Pauline Mayman tipped her works Mini-Cooper S on its side but got going again with little loss of time. Once more in daylight, the competitors headed for three more stages in quick succession, Redesdale Forest having been cancelled. Keilder Forest proved to be quite comfortably "clean" for all but the slowest drivers or the sick cars, but the Vic Elford/David Stone works TR4 succumbed to head gasket or cylinder liner trouble, and as it would have made them hopelessly late to have continued after fixing the trouble they retired.

Two stages in Wark Forest followed and the second one claimed Carl Magnus Skogh, who landed heavily on a rock with his works Volvo 544 and broke the prop.-shaft. As he was well up with the leaders this was most unfortunate.

With the prospect of a night in bed at Blackpool the now depleted line of mud-spattered cars crossed England once more to the Lake District, where they tackled the first five stages in the reverse direction. This was in fact reduced to four as the Dodd stage was cancelled due to flooding. On Greystoke both Geoff Mabbs and Isobel Robinson (Simca 1000) left the road but got going again, while Erik Carlsson suffered a puncture but he still made joint fifth fastest time. It was here that Sir Peter Moon finally retired. George Humble hit a tree in his Cortina and had to retire eventually. As he is an insurance broker he probably didn't lose his no-claims bonus!

The last stage before Blackpool was Wythop and here the second works TR4 went out when Roy Fidler rolled the car. He and co-driver Don Grimshaw had been using an inter-com. system to pass instructions and no doubt some very terse instructions were passed back and forth as they lay upside down! Barbara Johansson retired her Mini-Cooper S finally when the suspension gave way again. Swedish driver Orrenius had been going very quickly in his Mini-Cooper S and a broken tie rod delayed him very little.

With the rain still pelting down competitors headed back to Blackpool and a well-earned night's rest, where it was found that Tom Trana was well in the lead, followed by Harry Kallstrom, Erik Carlsson, Paddy Hopkirk, Timo Makinen and Pat Moss.

The next morning this reporter headed the Speedwell Riley Elf down the M 6 Motorway to Oulton Park and thankfully handed over the task of covering the second half of the rally to the Editor.—M. L. T.

The task of covering the rally was split up this year, which is how I found myself driving a Ford Consul Corsair GT to Tarporley on the Wednesday afternoon, to stay at "The Swan" preparatory to picking up the photographer at Oulton Park the next morning.

Competitors had to do seven laps of the circuit, in heavy rain. I was unable to watch much of this, for the photographer was anxious to get trigger-happy elsewhere. Conditions could hardly have been worse, the Longines clock at the start was losing badly and when Andersson's newly-washed Volvo was dispatched it baulked Carlsson on his run down into Old Hall Corner. For



SOLE SURVIVOR of the works Triumph TR4s at the finish was the Thuner/Gretener car.

The fastest six on the special stages

Driver	Car	Time
Special Stage No. 1—Grisedale		
1. T. Trana	Volvo	12.26
2. T. Mäkinen	Austin Healey	12.55
3. E. Carlsson	Saab	12.55
4. H. Kallstrom	VW	12.57
5. A. Andersson	Saab	13.10
6. P. Hopkirk	Morris-Cooper S	13.14
Special Stage No. 2—Greystone		
1. T. Trana	Volvo	7.15
2. T. Mäkinen	Austin Healey	7.24
3. A. Andersson	Saab	7.24
4. R. Aaltonen	Austin Healey	7.26
5. H. Kallstrom	VW	7.26
6. B. G. Jansson	VW	7.29
Special Stage No. 3—Dodd		
1. T. Trana	Volvo	5.31
2. A. Andersson	Saab	5.47
3. R. Aaltonen	Austin Healey	5.52
4. C. M. Skogh	Volvo	5.52
5. B. Ljungfeldt	Ford Falcon	5.52
6. T. Mäkinen	Austin Healey	5.54
Special Stage No. 4—Wythop		
1. T. Trana	Volvo	6.00
2. A. Andersson	Saab	6.10
3. E. Carlsson	Saab	6.12
4. B. G. Jansson	VW	6.13
5. C. Orrenius	Morris-Cooper S	6.14
6. T. Mäkinen	Austin Healey	6.16
Special Stage No. 5—Whinlatter		
1. T. Trana	Volvo	7.59
2. C. M. Skogh	Volvo	8.19
3. A. Andersson	Saab	8.20
4. E. Carlsson	Saab	8.21
5. H. Kallstrom	VW	8.22
6. P. Hopkirk	Morris-Cooper S	8.26
Special Stage No. 6—Cairn Edward I		
1. T. Trana	Volvo	15.55
2. T. Mäkinen	Austin Healey	15.56
3. E. Carlsson	Saab	16.20
4. R. Aaltonen	Austin Healey	16.30
5. A. Andersson	Saab	16.39
6. B. G. Jansson	VW	16.45
Special Stage No. 7—Cairn Edward II		
1. R. Aaltonen	Austin Healey	8.34
2. T. Trana	Volvo	8.37
3. T. Mäkinen	Austin Healey	8.42
4. H. Kallstrom	VW	8.42
5. E. Carlsson	Saab	8.43
6. B. Soderstrom	VW	8.49
Special Stage No. 8—Glentroof		
1. H. Kallstrom	VW	9.14
2. T. Trana	Volvo	9.21
3. T. Mäkinen	Austin Healey	9.24
4. R. Aaltonen	Austin Healey	9.26
5. B. Soderstrom	VW	9.32
6. E. Carlsson	Saab	9.34
Special Stage No. 9—CANCELLED		
Special Stage No. 10—Loch Ard		
1. T. Trana	Volvo	6.35
2. E. Carlsson	Saab	6.37
3. B. G. Jansson	VW	6.42
4. T. Mäkinen	Austin Healey	6.43
5. R. Aaltonen	Austin Healey	6.45
6. A. Andersson	Saab	6.49
Special Stage No. 11—Tulloch		
1. R. Aaltonen	Austin Healey	7.33
2. H. Kallstrom	VW	7.36
3. E. Carlsson	Saab	7.39
4. T. Trana	Volvo	7.39
5. B. G. Jansson	VW	7.41
6. A. Andersson	Saab	7.46
Special Stage No. 12—Drumtochy		
1. R. Aaltonen	Austin Healey	6.55
2. T. Trana	Volvo	6.55
3. T. Mäkinen	Austin Healey	7.06
4. E. Carlsson	Saab	7.17
5. B. G. Jansson	VW	7.18
6. P. Hopkirk	Morris-Cooper S	7.21
7. H. Kallstrom	VW	7.21

Driver	Car	Time
Special Stage No. 13—Clashindarroch		
1. T. Trana	Volvo	10.00
2. R. Larsson	VW	10.22
3. P. Hopkirk	Morris-Cooper S	10.33
4. C. M. Skogh	Volvo	10.42
5. R. Aaltonen	Austin Healey	10.42
6. A. Andersson	Saab	10.43
Special Stage No. 14—Bin Forest		
1. T. Trana	Volvo	6.56
2. P. Hopkirk	Morris-Cooper S	7.07
3. A. Andersson	Saab	7.08
4. H. Kallstrom	VW	7.14
5. R. Larsson	VW	7.15
6. E. Carlsson	Saab	7.22
7. B. Ljungfeldt	Ford Falcon	7.22
8. C. Orrenius	Morris-Cooper S	7.22
Special Stage No. 15—White Ash		
1. B. G. Jansson	VW	11.22
2. T. Trana	Volvo	11.23
3. H. Kallstrom	VW	11.24
4. E. Carlsson	Saab	11.33
5. Miss P. Moss	Ford Cortina	12.06
6. B. Soderstrom	VW	12.10
Special Stage No. 16—Lossie		
1. T. Trana	Volvo	7.34
2. P. Hopkirk	Morris-Cooper S	7.38
3. B. G. Jansson	VW	7.47
4. B. Soderstrom	VW	7.48
5. G. Andersson	Morris-Cooper S	7.51
6. H. Kallstrom	VW	7.51
Special Stage No. 17—Tentsmuir		
1. H. Kallstrom	VW	10.53
2. C. M. Skogh	Volvo	11.01
3. E. Carlsson	Saab	11.07
4. T. Trana	Volvo	11.09
5. T. Mäkinen	Austin Healey	11.10
6. B. G. Jansson	VW	11.15
Special Stage No. 18—Tulliallan		
1. T. Mäkinen	Austin Healey	5.02
2. E. Carlsson	Saab	5.05
3. A. Andersson	Saab	5.05
4. H. Kallstrom	VW	5.06
5. P. Hopkirk	Morris-Cooper S	5.08
6. Miss P. Moss	Ford Cortina	5.09
7. G. Andersson	Volvo	5.09
Special Stage No. 19—CANCELLED		
Special Stage No. 20—Keilder Forest		
1. T. Mäkinen	Austin Healey	7.05
2. C. M. Skogh	Volvo	7.08
3. H. Taylor	Ford Cortina	7.24
4. T. Trana	Volvo	7.28
5. H. Kallstrom	VW	7.31
6. Mrs. S. Osterburg	Volvo	7.34
Special Stage No. 21—Ward Forest I		
1. T. Trana	Volvo	5.38
2. T. Mäkinen	Austin Healey	5.45
3. E. Carlsson	Saab	5.47
4. C. M. Skogh	Volvo	5.48
5. H. Kallstrom	VW	5.53
6. H. Taylor	Ford Cortina	5.54
Special Stage No. 22—Wark Forest II		
1. T. Trana	Volvo	14.07
2. E. Carlsson	Saab	14.40
3. H. Kallstrom	VW	14.48
4. T. Mäkinen	Austin Healey	14.49
5. A. Andersson	Saab	14.57
6. D. J. Morley	Austin Healey	14.58

Driver	Car	Time
Special Stage No. 23—Greystoke		
1. T. Trana	Volvo	6.54
2. T. Mäkinen	Austin Healey	7.04
3. H. Kallstrom	VW	7.09
4. O. Andersson	Morris-Cooper S	7.22
5. E. Carlsson	Saab	7.23
6. P. Procter	Sunbeam	7.23
7. A. Andersson	Rapier 3B	7.23
8. A. Andersson	Saab	7.23
Special Stage No. 24—Whinlatter		
1. T. Trana	Volvo	7.48
2. E. Carlsson	Saab	7.55
3. T. Mäkinen	Austin Healey	7.55
4. H. Kallstrom	VW	7.55
5. Miss P. Moss	Ford Cortina	8.00
6. A. Andersson	Saab	8.02
Special Stage No. 25—Wythop		
1. T. Trana	Volvo	4.55
2. T. Mäkinen	Austin Healey	5.00
3. E. Carlsson	Saab	5.02
4. A. Andersson	Saab	5.05
5. Miss P. Moss	Ford Cortina	5.09
6. B. Soderstrom	VW	5.09
Special Stage No. 26—CANCELLED		
Special Stage No. 27—Oulton		
1. T. Mäkinen	Austin Healey	16.10
2. D. J. Morley	Austin Healey	16.12
3. H. Taylor	Ford Cortina	16.24
4. G. H. F. Parkes	Reliant Sabre 6	16.50
5. P. Hopkirk	Morris-Cooper S	16.59
6. J. J. Thuner	Triumph TR4	17.00
Special Stage No. 28—Dyfnant		
1. T. Trana	Volvo	9.59
2. T. Mäkinen	Austin Healey	10.09
3. A. Andersson	Saab	10.19
4. E. Carlsson	Saab	10.25
5. Olle Dahl	Saab	10.30
6. B. Soderstrom	VW	10.34
Special Stage No. 29—Gwydyr		
1. T. Trana	Volvo	11.30
2. E. Carlsson	Saab	12.10
3. A. Andersson	Saab	12.19
4. D. J. Morley	Austin Healey	12.33
5. T. Mäkinen	Volvo	12.35
6. Olle Dahl	Saab	12.35
Special Stage No. 30—Coed-y-Brenin		
1. T. Trana	Volvo	7.09
2. H. Taylor	Ford Cortina	7.14
3. E. Carlsson	Saab	7.16
4. H. Kallstrom	VW	7.19
5. R. Larsson	VW	7.27
6. Olle Dahl	Saab	7.31
Special Stage No. 31—Dovey		
1. E. Carlsson	Saab	25.14
2. A. Andersson	Saab	25.25
3. D. J. Morley	Austin Healey	25.38
4. T. Trana	Volvo	25.38
5. H. Kallstrom	VW	25.53
6. P. Hopkirk	Morris-Cooper S	25.59
Special Stage No. 32—Haffren I		
1. T. Trana	Volvo	5.35
2. A. Andersson	Saab	5.43
3. T. Mäkinen	Austin Healey	5.45
4. D. J. Morley	Austin Healey	5.48
5. P. Hopkirk	Morris-Cooper S	5.49
6. H. Taylor	Ford Cortina	5.51
Special Stage No. 33—Haffren II		
1. T. Trana	Volvo	9.53
2. D. J. Morley	Austin Healey	10.07
3. H. Taylor	Ford Cortina	10.13
4. T. Mäkinen	Austin Healey	10.14
5. P. Hopkirk	Morris-Cooper S	10.23
6. E. Carlsson	Saab	10.25

Driver	Car	Time
Special Stage No. 34—Brechfa		
1. T. Trana	Volvo	5.17
2. T. Mäkinen	Austin Healey	5.26
3. A. Andersson	Saab	5.27
4. Olle Dahl	Saab	5.31
5. P. Hopkirk	Morris-Cooper S	5.35
6. E. Carlsson	Saab	5.36
Special Stage No. 35—Crychan		
1. T. Mäkinen	Austin Healey	6.43
2. A. Andersson	Saab	6.56
3. T. Trana	Volvo	6.56
4. E. Carlsson	Saab	7.04
5. G. Andersson	Volvo	7.04
6. D. J. Morley	Austin Healey	7.09
Special Stage No. 36—Eppynt		
1. T. Mäkinen	Austin Healey	20.36
2. D. J. Morley	Austin Healey	20.51
3. T. Trana	Volvo	20.53
4. P. Hopkirk	Morris-Cooper S	21.23
5. H. Taylor	Ford Cortina	21.28
6. A. Andersson	Saab	21.48
Special Stage No. 37—Coed Sarnau		
1. T. Mäkinen	Austin Healey	4.30
2. A. Andersson	Saab	4.41
3. E. Carlsson	Saab	4.42
4. H. Kallstrom	VW	4.44
5. D. J. Morley	Austin Healey	4.45
6. T. Trana	Volvo	4.45
Special Stage No. 38—Radnor		
1. T. Mäkinen	Austin Healey	6.14
2. E. Carlsson	Saab	6.17
3. M. Sutcliffe	Ford Zodiac	6.18
4. Miss P. Moss	Ford Cortina	6.19
5. H. Taylor	Ford Cortina	6.26
6. T. Trana	Volvo	6.26
Special Stage No. 39—Quantecks		
1. H. Kallstrom	VW	6.43
2. E. Carlsson	Saab	6.50
3. T. Mäkinen	Austin Healey	6.50
4. T. Trana	Volvo	7.04
5. Miss P. Moss	Ford Cortina	7.05
6. C. Orrenius	Morris-Cooper S	7.07
Special Stage No. 40—Porlock		
1. T. Mäkinen	Austin Healey	4.46
2. D. J. Morley	Austin Healey	4.59
3. P. Hopkirk	Morris-Cooper S	4.59
4. H. Taylor	Ford Cortina	4.59
5. J. J. Thuner	Triumph TR4	5.04
6. T. Trana	Volvo	5.08
Special Stage No. 41—Lulworth		
1. T. Mäkinen	Austin Healey	4.21
2. Miss P. Moss	Ford Cortina	4.27
3. P. Hopkirk	Morris-Cooper S	4.27
4. E. Carlsson	Saab	4.30
5. A. Andersson	Saab	4.30
6. T. Trana	Volvo	4.31
Special Stage No. 42—Lulworth		
1. H. Kallstrom	VW	3.56
2. Miss P. Moss	Ford Cortina	3.59
3. A. Andersson	Saab	3.59
4. T. Mäkinen	Austin Healey	3.59
5. E. Carlsson	Saab	4.04
6. P. Hopkirk	Morris-Cooper S	4.04
Special Stage No. 43—Wareham		
1. T. Mäkinen	Austin Healey	4.15
2. E. Carlsson	Saab	4.22
3. G. Andersson	Volvo	4.26
4. Miss P. Moss	Ford Cortina	4.27
5. P. Hopkirk	Morris-Cooper S	4.28
6. B. G. Jansson	VW	4.33
7. H. Kallstrom	VW	4.33

several laps Mabbs kept his Austin-Cooper S ahead of Morley's big Austin Healey and Carlsson's Saab was unable to catch the aforesaid Volvo. Procter's Sunbeam Rapier 3B bore the mud of the forests which the rain hadn't shifted, and Peter Riley's Ford Cortina GT had a crackling exhaust. Both Trana and Tony Cox (Rover) did eight laps and were penalised, while Paddy Hopkirk spun.

From Oulton Park we penetrated into North Wales, observing for a while at one of the forestry sections near Lake Bala, rain still pelting down. The start was uphill, immediately off the road so that a Rapier made a poor getaway, Sprinzel's 3-litre Rover was slow but Kallstrom's VW 1500-S, aided by rear-engine wheel adhesion, got away punchily, showing the performance that was to take it on to second place behind the winning Volvo, to the astonishment of Carlsson, whose Saab was unable to hold it on the muddy forest roads or up the hills.

After dinner we went along to the very rough 3.2-mile forest section, which included a sharp hairpin, near Abbeycwmhir, marshalled in a very efficient manner by the Coventry Godiva M.C. Rain was soon falling again in torrents and as no excitement seemed likely, after Carlsson had gone through well ahead of the other competitors, we set off for the breakfast halt at Bristol Airport, after pausing at Cross Gates, which was alive with spectators and service-crews, the latter a facility the 3-litre Rover team had decided to forgo. Here, Tom Trana changed the rear axle of his Volvo. Sydney Allard had come down in his Thames caravan to await the arrival of his son's GT Allardette, and the actual Control, at obliging Cross Gates Motors, was a hive of fascinated humanity, under the eyes of the tolerant Welsh Police. Here we learned that Harper's gearbox seized at Gwydyr, Procter's Rapier broke its transmission at Dovey, Tom Paton's Mini went off on Coed-y-Brenin, while Olle Dahl rolled his Saab at Crychan.

At intervals along the route parked cars, some with their white lights facing towards oncoming traffic, indicated a service crew waiting for its driver, and before the breakfast stop Swedish mechanics were changing wheels and replacing a sidelamp on Carlsson's Saab—there were rumours that it had been on its roof but no body damage was evident.

After breakfast we took up a position towards the top of the 4-mile timed ascent of the Porlock toll-road, which will make a very fine speed course if this ever comes about. First up was the

Morleys' Austin Healey, making a punchy climb. Andersson made a quick, tyre-bending ascent in his Volvo, Carlsson never lifted off but his Saab's triple cylinders were misfiring, and his wife had a slight tail slide in her Cortina GT. A long pause, then Parkes' noisy, dirty Reliant Sabre 6 blipped its way up. Paddy Hopkirk really had his Morris-Cooper S going, holding it close in round the corners, Soderstrom's VW 1500-S came up very neatly, with no fuss, as a rally-car should, its quiet exhaust betraying rumours of its power output, and Peter Riley's Ford Cortina was extremely fast. Sprinzel took a line for the top bend but was sedate, then, after another long pause, peace descending on Porlock Weir far below, A. Andersson's Saab came up well, less noisy than Carlsson's. Trana, the Rally winner, made a splendid ascent, giving the Volvo a few tiny blips on the throttle, and Mäkinen (Austin Healey GT) came whistling up, followed by Thuner's very racy TR4, looking a bit "lifty," reminder of shock-absorber troubles. By common consent Henry Taylor's Cortina was given f.t.d. to date, Mabbs came *walking down*, proclaiming a fractured fuel line as cause of his Austin-Cooper S retiring (he was No. 1 in the Rally), and Fisher's similar car was very fast and steady, likewise Pauline Mayman's Cooper-S while Morrison's Mini-Cooper, *not* in the G.T. category, looked even faster.

Anne Hall hung her Cortina's tail out a shade, Hunter's Mini-Cooper had a very crisp exhaust note, but Jansson, who had been off the road earlier, looked slow in his VW. Rosemary Smith didn't hang about, her Rapier lifting its inside front wheel on the corners, Bengry went fast considering the bulk of his Rover, whereas Peter Bolton's VX 4/90 Vauxhall was slower, and lifting off. After watching Kallstrom give a demonstration of how it should be done, the photographer began to fret about getting his precious films to the office, so we left, the Corsair GT making light of the long run from Porlock to London.—W. B.

Results :

R.A.C. RALLY

1st	T. Trana/S. Linstrom	Volvo 544
2nd	H. Kallstrom/G. Haggbom	Volkswagen 1500S
3rd	E. Carlsson/G. Palm	Saab 96
4th	P. Hopkirk/H. Liddon	Morris-Cooper S
5th	T. Mäkinen/J. M. Wood	Austin Healey 3000
6th	H. Taylor/B. Melia	Ford Cortina-Lotus
7th	Miss P. Moss/Miss J. Nadin	Ford Cortina GT
8th	G. Andersson/D. Johns	Volvo 544
9th	D. J. Morley/E. Morley	Austin Healey 3000
10th	C. Orrenius/R. Dohlgren	Morris-Cooper S

FOLLOWING THE RALLY IN A FORD CONSUL CORSAIR GT

The ordinary Ford Corsair was written-up, not very favourably, by "M. L. T." last month, but, not having driven this latest Ford model, I was eager to take the GT version over part of the Rally route. Certainly with the Weber-carburetted, hotted-up, 78 (net) b.h.p. 122E GT 5-bearing engine, it becomes a very acceptable car, as I said last month, a logical development of the popular Cortina, pleasant to drive and with excellent torque characteristics in 3rd and top gears, so that very good acceleration is available for overtaking. The unfortunate gap between the two lower and the two higher forward gears remains, however. Although the back axle still tramps on rough roads, the Corsair GT sat down and handled noticeably better than a Cortina GT I had been driving, presumably because of the 100 lb. weight increase and 3 in. longer wheelbase although the spring rates front and back have been slightly changed; both Fords had Firestone tyres. The Corsair has excellent brakes but didn't seem quite so accelerative as the Cortina GT, either on account of the greater weight or because it had only run some 2,000 miles. The front seats, while not perfect, are more comfortable and give better support than those of the Cortina, and there are other small improvements, such as lamps-flashing from the former horn-push (the Corsair having a horn-ring), variable-speed wipers, thief-proof "pips" on the quarter-light catches, rubber inserts on the bumpers, coat-hooks, and "pulls" for the back-seat occupants. One becomes used to the adjacent turn and lamps controls on the r.h. stalk but while I prefer hand dipping to a foot dipper, this layout is inconvenient because the right hand has to be moved from the steering wheel to operate it.

The passenger found the handle on the cubby-hole lid painfully vulnerable to his knees, Ford have reverted to a fuel filler concealed behind a sprung-back number-plate for the Corsair, and it is curious that the safety interior door-handles, hidden beneath the arm-rests, that were a much publicised feature of the short-lived Consul Classic*, have been superseded by ordinary pull-up handles on the Corsair! The key has to be used to lock both front

doors, whereas on the Cortina the passenger's can be locked from inside. Facia lighting cannot be switched off independently of the lamps.

The older Zephyr-style plated-metal twist-and-pull-out hand-brake is used, less easy to release than the Cortina slide-out brake. A 110-m.p.h. horizontal-scale speedometer is flanked by fuel-gauge and thermometer, but the ammeter (deleted from the new all-on-the-facia wooden Cortina GT panel) and oil-gauge remain low down on the central console, as on the earlier Cortina GT, in this roomy Corsair GT saloon. Interior stowage on a deep under-facia shelf, in the shallow but deep cubby-hole, on the shallow back shelf (incorporating the radio speaker) and in that useful central locker behind the console, was put to good use, swallowing much personal "clobber," while the very spacious, self-locking boot proved very useful. The cubby-hole exposes a bare hand to some sharp projections, however.

An engine that goes willingly to 6,000 r.p.m. and beyond, coupled to a very nice floor gear-change in which 1st gear usually goes in easily in spite of synchromesh, and road-holding which is good by family-car standards, renders long-distance driving in a Corsair no hardship and in nearly 900 hard miles the only trouble was a blown rear-lamp bulb, replaced at a cost of 4s. 1d. Petrol consumption (the fuel need not be 100-octane) averaged 27.6 m.p.g. and the sump took 1/2-of-a-pint of oil. Whether Roy Brown has been successful in his desire to incorporate both male and female features in the Corsair's styling is a matter of opinion; I dislike the curiously-shaped full horn-ring (and found it difficult to use) and the 5-star decor on the steering-wheel spoke. But the excellent performance and powerful disc front brakes made this a good car in which to follow the rally, the roughest forest roads failing to show up any shortcomings in a conventional suspension system which nevertheless has roll on fast corners nicely suppressed. Good value, this Corsair in 4-door, so-called GT form, at £840 7s. 1d.—W. B.

*The excuse for the Classic is that it was only intended for a short run anyway, made shorter because it went into production late, and that at the end of its run it had exceeded Ford's sales target of 250 a day.

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BOOKS FOR CHRISTMAS

"The Story of the British Light Aeroplane," by Terence Boughton. 320 pp., 10 in. x 6½ in. (John Murray, 50, Albemarle Street, London, W.1. 42s.)

This is a simply splendid book, for those in whose breasts there beats even the faintest degree of enthusiasm for light aeroplanes and private flying. The author, who learned to fly with the Brooklands Flying Club and dedicates his book "To my understanding parents for happy memories of the Brooklands days," has done an excellent job. He has written his long story of the British light aeroplane so well that it never becomes boring, although practically nothing is left out and the book is, indeed, a very comprehensive history indeed, being both an account of how private flying developed over this green and pleasant land and a comprehensive catalogue of all the many small aeroplanes built between 1918 and last year. Appendices give the specifications of the entrants for the undermentioned competitions, of the Moth types from 1925 to 1928, of light aeroplanes built from 1926-62, details of record-breaking flights, Club statistics and a list of the existing flying Clubs. There is a bibliography and a good index.

There are detailed chapters describing the gliding meeting at Itford in 1922, the fascinating motor-glider competition at Lympe in 1923, the 2-seater light plane contest of 1924, and the subsequent Lympe competitions of 1925 and 1926. In these very welcome chapters the author not only describes the rather light-hearted happenings but goes into some detail about the competing machines, drawing what conclusions he feels necessary and putting each in its right perspective, as, indeed, he does for all the British light aeroplanes that came after.

Reading these chapters, which are supported by entry lists and maps, you enjoy again the pungent wit of the late C. G. Grey, then-Editor of *The Aeroplane*, who was obviously read eagerly by Boughton, as was certainly the case with this reviewer—for example, of one of those 1922 gliders, *The Aeroplane* is quoted as saying that "To make it lighter it has its ironwork painted with aluminium" and that "Viewed as a mechanical proposition it seems to be several hundred per cent. better than standing in a clothes basket and lifting oneself by the handles." Would that motoring journalism could attain such standards!

"The Story of the British Light Aeroplane" goes into considerable detail about a form of high adventure and sport which has vanished forever—the long-distance, often solo, endurance and speed records across half the globe by pilots of pre-war light aeroplanes. These chapters, recalling the astounding feats of men and women of the calibre of Hinkler, Lady Heath, Lady Bailey, Jim Mollison, Amy Johnson, Jean Batten, Sir Charles Kingsford Smith, Mrs. Victor Bruce, and particularly the very gallant Francis Chichester, again accompanied by maps and appendices, are exciting, nostalgic reading. As the author remarks: "Except perhaps in the fields of mountaineering and single-handed sailing, the particular flavour of the performances of the long-distance solo pilots has almost been entirely lost today, and it has certainly long since vanished from aviation. The first travellers into space need qualities of a different kind, for they stand at the summit of a fantastically complex pyramid of expensive communal effort which can leave little room for personal idiosyncrasy. Whatever their achievements, it will never be possible to regard them in quite the same light as the men and women who climbed into their own small aeroplanes in the dark of the morning to fly to the ends of the earth."

Certainly Mr. Boughton vividly, but without laboured wordage, recalls the flights of these lone pilots of Moths, Avians and Bluebirds, Desoutters and Vega Gulls, etc., and anyone who, as I do, perhaps because I am a coward, admires bravery above almost any other human quality, must buy the book for these fine chapters alone.

But this volume offers much more—the story of how the flying Clubs came to be formed and how they managed to expand, how engines like the Cirrus, Hermes and Gipsy were improved stage-by-stage, the various Mk. being described, of the Hanworth Air Park and Heston Airport ventures, of the attempts to popularise amateur flying, and a pungent review of the present position, which in England means many controls and restrictions and all too few British light aeroplanes. Naturally, the D.H. Moth gets

a chapter to itself and this excellent book leaves almost no gaps in an absorbing and important story, except an account of home-built light planes, a couple or so of which can be found in isolated back numbers of *MOTOR SPORT*.* All manner of memories come crowding back as the pages are turned, even for this reviewer, who never owned an aeroplane or held a pilot's licence. There is an account of the 1930 King's Cup Race which exactly catches the aviation atmosphere of those times and reminds me of how I once drove through the night to Bristol in a borrowed Austin Seven to cover happenings at the Bristol Control for *The Aeroplane*, as a very "green" aeronautical journalist; just as the account of Amy Johnson's flight from England to Australia recalls my surprise, on returning from Brooklands by train, at finding Streatham High Road almost uncrossable on account of the crowds waiting to welcome her on her drive from Croydon to Park Lane.

The remarkable Flying Flea era gets fair treatment, but I notice that in the chapter on "Flying for All?" there is no reference to the Community Flying Club of Reading formed by my friend Jill Donisthorpe, nor of the later, now defunct, Vintage Aeroplane Club. But almost everything else that matters seems to be there, delightfully described and explained, in this most attractive book, which is very nicely illustrated with beautifully-reproduced half-page photographs. John Murray must be glad to have beaten other publishers to Terence Boughton's valuable mss.! The pre-war Civil Air Guard scheme is explained and I am thereby reminded that I let this golden opportunity of training to become a pilot slip away, when I had all the time in the World for it, ironically because my weekly mentor, C. G. Grey, wrote scathingly against it! It enabled flying training costs to start at 2s. 6d. an hour—the cost of hiring an R.A.F. ambulance helicopter today, although not directly comparative, seems very costly at £38 an hour, or at the £91 12s. an hour charged recently by R.A.F., Anglesey!

Even if you are earthbound, any enthusiasm you express for transport history will not be justified unless you spend Christmas browsing through this nostalgic study of private flying and light aeroplanes innumerable. For, as the author says, "We can only look back with regret on the years when the light aeroplane was still the key to high adventure, when even commercial flying had about it something of the feeling of the pioneering days, and when the military pilot had not yet become primarily the agent of mass destruction on an unimaginable scale." Anyone who shares Boughton's regret that there now exists "a popular notion, fostered perhaps by the immense expenditure on such vast undertakings as the invasion of Europe and the atom bomb, that any technical goal is capable of achievement in more or less automatic and soulless fashion provided only that the necessary millions of money and man-hours can be allotted to it, and provided also (the cynic must add) that the objective to be achieved is sufficiently inimical to the interests of mankind as a whole" will hardly be able to resist returning with him to the realms of leather coats and flying helmets, open cockpits, Castrol "R" and the challenge of the Timor Sea.—W. B.

* . . . that nothing failed them—Testing Aeroplanes in War," by Air Commodore Allen Wheeler, C.B.E., M.A., F.R.A.E.S. 243 pp., 9 in. x 5½ in. (G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 35s.)

Air Commodore Wheeler is associated in the minds of the lighter-hearted aviation enthusiasts with the restoration and flying of historic First World War aeroplanes. He wrote a very fascinating article for me, under the title of "Veteran Types With a Difference," about where such old aeroplanes were discovered and how they were restored, which was published in *MOTOR SPORT* for December 1950.

His present book is sterner stuff. The theme is unique, because this is not autobiography so much as an account of how experimental establishments set about ensuring that the aircraft of the wartime R.A.F. were in every way superior to enemy machines, written by a test pilot who took over command of the Performance Testing Squadron at the Aeroplane and Armament Experimental Establishment at Boscombe Down in 1941, later became Commanding Officer of the R.A.E. at Farnborough, and in 1944 took command of Airborne Operations on the Rhine.

* Like the high-wing monoplane S. L. Buckle built for £17, using D.H.10 longerons, a Sopwith Snipe wing, a 45-h.p. 6-cyl. Anzani radial engine that cost £4; a cut-down propeller from a 1912 Short tractor biplane and undercarriage parts from a Sopwith Camel, and an Avro 504 petrol tank and joy-stick. The machine had flown 3½ hours, piloted by J. S. Tanner, when it was described and illustrated in *MOTOR SPORT* for June 1930.—Ed.

Although it may now be mainly of academic interest to study the many wartime reports, published in full, and read Air Commodore Wheeler's own reminiscences of how he and those test pilots who worked with him ensured for the R.A.F. "that nothing failed them," it does make extremely interesting, often highly exciting reading, especially to those who worked on or flew some of the 50 types of aeroplane from Airacobra to Whitley, not forgetting the Tiger Moth, Gloster Whittle E28/39 and four gliders, with which this unusual, very welcome book is concerned.

Such matters as flying into balloon cables, testing captured German fighters against British fighters, photographic reconnaissance, test flying the first jet, investigating airborne forces work, bomber strikes and glider operation by going on full-scale operations, including gliders to Sicily and the D-Day and Arnhem operations, are all covered in absorbing detail, assisted by the aforesaid complete reports, and leavened by the author's dry wit.

This is a book which will command respect for the experimental flying establishments and their personnel and be read with intense interest by a great many people who served with the R.A.F. and R.A.E. during the war years. The concluding chapter deals with the author's flight from Portreath to Gibraltar in just under record time, in a Spitfire XI, in October 1944, when Air Commodore Wheeler was posted to India. It is followed by a long Appendix on Coastal Command reports.

Air Commodore Wheeler has flown over 300 different types of aeroplane from 1909 Bleriot to the supersonic Hawker Hunter, and is a trustee of the Shuttleworth Trust. Let us persuade him to write one day a pure autobiography about his experiences in these aeroplanes. Meanwhile I can recommend highly his present book and shall have even more respect for this versatile pilot when next I see him climbing out of the cockpit of an S.E.5 or Sopwith Pup.—W. B.

"The Messerschmitt 109 Fighter," by Heinz J. Nowarra. 184 pp., 11½ in. × 8½ in. (Harleyford Publications Ltd., Letchworth, Herts. 60s.)

This is another of the famous Harleyford historical aeronautical publications so avidly sought after in their specialised field. The anticipated three-view 1/72-scale tone paintings, 23 in number, the hundreds of unique photographs, many of which are published for the first time, the tabulated data on every conceivable aspect of the Bf 109, and the beautiful colour frontispiece painted by J. D. Carrick, come fully up to expectations.

Produced by D. A. Russell, M.I.MECH.E., and published also in America, this fine book covers the operation of the German fighter which our Spitfire and Hurricane pilots had to engage, in every theatre of war, including the African, Russian, Greek and Yugoslavian campaigns. The account opens with the "M"-line aircraft which led up to the Bf 108 "Taifun" and goes on to deal with the various experimental versions of the Messerschmitt 109 until, in 1937, the B-2 appeared in Spain with the Condor Legion.

How this experience led to the so-called 109R is explained and then the reader is in the thick of the fight, at the height of the Battle of Britain. Technical progress of the 109, 109T, tropical E and F versions is certainly not neglected; indeed, Herr Nowarra goes on to describe further developments, such as the G, H, and Z versions and the Me209 and 309 prototypes.

Not the least interesting part of the book is that which discusses how Hitler's interference caused difficulties for the Luftwaffe Commanders. The final operational mark, the 109K, is discussed, as are the 2-seater training version, the 109 in its night-fighter role, and its use by Axis allies, Hungary, Czechoslovakia, Bulgaria and Finland. The demise of German fighter strength through a breakdown in pilot strength and aircraft production is not shirked by this well-known German aeronautical historian. Experimental 109 derivatives and projected designs are included, together with models constructed in Spain and Czechoslovakia after 1945. This is a great book!—W. B.

"Autocar Road-Tests, Autumn 1963." 144 pp., soft covers. 11½ in. × 8½ in. (Hiffe Books Ltd., Dorset House, Stamford Street, London, S.E.1. 7s. 6d.)

Students of modern car performance and everyone who cares to keep abreast of current trends will welcome this inexpensive collection of recent *Autocar* road-test reports, 25 in number, which collectively provide a great amount of instructive information, useful reading and many diagrams and illustrations. The cars dealt with range from the 155 m.p.h., s.s. ¼-mile in 15.1 sec.,

18.6 m.p.g. Jaguar E-type to the 71.8 m.p.h., s.s. ¼-mile in 23.6 sec., 36.6 m.p.g. Austin Mini Super de luxe. "First-time" tests embrace those of the Austin Mini Cooper S, Hillman Imp, Doré GTR4, and Humber Sceptre. Interesting models reported on include the excellent Daimler Major Majestic limousine, the high-performance Jensen CV-8, the Rover 3-litre coupé, now rather overshadowed by the new Rover 2000 and the smooth-running 2½-litre Daimler V8 that looks like the Jaguar 3.8, which is tested in automatic transmission Mk. 2 form. Good value!—W. B.

"My Life on Wheels," by Maurice Wiggin. 142 pp., 7½ in. × 5½ in. (John Baker, 5, Royal Opera Arcade, Pall Mall, London, S.W.1. 16s.)

Maurice Wiggin has a flair for writing and is able to interest the reader in any subject to which he sets his pen, so that although there is nothing particularly outstanding about "My Life on Wheels," which is a sort of "Cars I Have Owned" padded out to fill a small book illustrated with moderately accurate thumb-nail sketches by Will Nickless, it is nevertheless difficult to put down.

A reader having recommended me to read Wiggins' account of a youthful escapade on an Allon two-stroke which appeared in "In Spite of the Price of Hay" but that book being unobtainable, I was glad to find it reproduced in full in the present work, and I found the author's memories of other vintage motorcycles, the family model-T Ford, his personal pioneering with Morgan 3-wheelers, Austin Sevens, Singer, Standard Avon and the like, not forgetting a 1921 Morris-Oxford part-owned during Wiggin's last year at Oxford, bought for £2 in 1933 and abandoned in a farmer's stockyard between Worcester and Pershore, entertaining.

This motoring Wiggins is right up to date, covering as it does his later 3.8 Jaguar Mk. II, in which he never once exceeded 100 m.p.h. because he was obviously fearful of it, exchanging it indeed for a Sherwood green 2.4 Automatic which he liked far better, as being better balanced, "really rather a sweet car . . . despite the fact that it had about as much sheer poke as an air-pistol." Apparently it was faster than his Riley Farina 4/68, which Wiggin describes as "without doubt one of the most characterless and undistinguished cars I ever ran for 3,000 miles. There was nothing actually *wrong* with it, except that mine just wouldn't go."

As with some of our "Cars I Have Owned" articles, the cars enthusiastic motorists of long standing enthuse over in their later years are often pathetic and better left out. Wiggin's early reminiscences are fun, if rather laboured, but one could have done with a shorter book, sparing us his drooling over his A.C.-Bristol, bought after he and his wife had dismissed the Daimler 250SP as "hideous" and the *Sunday Times* TV Critic had been out more than once in a Porsche "to persuade myself that it was as noisy as an old sewing machine, dreadful to get into and out of, and not all that hot on the road anyway."

After the A.C., Wiggin took unto himself an Alfa Romeo Giulietta Sprint Bertone coupé. You might say he was growing old sensibly, but no—of this Alfa Romeo he writes: "I never had the slightest feeling for it, except perhaps disdain." So, after considering a 2.6-litre Alfa Romeo, a Ferrari, a Bentley, an Aston Martin and an Alvis, Wiggin settled for—an Austin 850, which he calls a Seven, and a £60 Land-Rover. I am afraid they are called, respectively, "Smiff" and "Nellie"; we are told in the blurb that he lives in an isolated old cottage in Sussex, is fond of his wife and cats, his food and drink, his growing collection of Leica camera gear, his friends and his freedom, which is summed up as a rum and enviable life.

It is rather surprising to find a *Sunday Times* critic calling an engine a mill and a Jaguar a Jag., incidentally.

As light reading over the holiday, this little book can be recommended, except that at 16s. it is terribly expensive; *MOTOR SPORT*, in which more than fifty "Cars I Have Owned" articles have appeared, costs 2s. and contains much more besides. These articles have never been as long or as wordy as Wiggins' wheeled reminiscences but such accounts are often the better for that!—W. B.

"The Enzo Ferrari Memoirs," by Enzo Ferrari. 164 pp. (Hamish Hamilton Ltd., 90, Great Russell Street, London, W.C.1. 30s.)

This is one of the more important of the many recent motor-racing titles. "My Terrible Joys"—or should it be "My

"Terrible Toys"?—has been translated in the English edition by Ivan Scott. What Ferrari has to say, even if he writes as a sentimental old gentleman continually regretting the demise of his only son Dino, to whom the book is dedicated, is of outstanding interest, especially as Enzo Ferrari does not attempt to conceal his opinions, as his disregard for Ricard, who took over from him as manager of the Alfa Romeo racing division in 1939 and his outspoken comment on the Tipo 512 Alfa, the Alfa Romeo radial aero-engine and the Pegaso, for all of which this Spaniard was responsible.

It must not be forgotten that Ferrari, today at Modena the manufacturer of the World's outstanding G.T. cars and until a few seasons ago of World Championship G.P. racing cars, was once a racing driver. He tells in these memoirs of how, after testing war-disposal trucks such as the Lancia Zeta in Turin, he began to drive racing cars for C.M.N. of Milan, under Ugo Sivocci, killed at Monza in 1923 while practising in an Alfa Romeo. Ferrari quotes his racing career as fourth in the 3-litre class in the first Parma-Berceto race, ninth in the 1919 Targa Florio, both times in a C.M.N., second in the 1920 Targa Florio in a 4½-litre 4-cylinder Alfa Romeo, under Giorgio Rimini, firsts at Ravenna, Rovigo and Pescara in 1924 with an Alfa Romeo RL, leading to his first big victory, in the Acerbo Cup, when Campari retired but Ferrari's Alfa Romeo went on to beat the Mercedes team.

There is a pleasing attention to detail about Ferrari's writing—he remembers that the President of Italy used a De Dion Bouton limousine (a V8?) to attend the first post-war Targa Florio, and of how Rimini sold him his first racing car, a 6-litre Alfa Romeo GI without ever delivering it!

In this part of the book the reader encounters many illustrious motor-racing personalities—men like Merosi, designer of the first racing Alfa Romeos, Luigi Bazzi, Vittorio Jano, who were with Ferrari when he formed his famous Scuderia Ferrari racing team, Ing. Quaroni, General Manager of Alfa Romeo, a position held earlier by Ugo Gobbato, Gioacchino Colombo, designer of the Alfa Romeo Tipo 158, the draughtsmen Nasi and Federico Gilberti, of the Alfa Romeo technical staff and still with Ferrari today.

Ferrari has seen some of the greatest racing drivers in action and known them intimately, both in his Scuderia Ferrari and Ferrari Company roles, so naturally his opinions of them are of more than passing interest. They will be found in Chapter 2—personal recollections and prowess-estimates of Antonio Ascari, Giuseppe Campari, Tazio Nuvolari, Archille Varzi, Guy Moll, Fagioli, Nino Farina, Tonino Brivio, Count Carlo Felice Trossi, Franco Cortese, Gigi Villorosi, Taruffi—what music there is in their names, what memories they stir!—Alberto Ascari, Eugenio Castellotti, Luigi Musso, Mike Hawthorn, Juan Manuel Fangio, Peter Collins, Froilan Gonzales, Wolfgang von Trips, Phil Hill, Baghetti, Bandini, Mairesse, Olivier Gendebien, Ricardo Rodriguez, Moss and the present G.P. drivers. The way in which Enzo Ferrari deals with criticisms made about his organisation by Fangio in his memoirs is worthy of the best of the slanging matches sometimes indulged in between retired Army Generals when they write books of this nature! I do not believe the stories Ferrari relates of his drivers. For instance, if Campari really did as described while practising for the 1928 Mille Miglia he must have had an abnormally big bladder and been rather special in the biological department, while my eyebrows haven't yet descended after reading of Nuvolari's concern for some newly-hatched quail, immediately after wrecking a valuable Alfa Romeo and nearly killing Campari and himself in a Targa Florio—unless a blow on the head was responsible!

Little matters of poetic licence of this sort, however, should not deter the reader, and the text may well be different in its Italian form. Certainly Ferrari on the personality of the late Marquis de Portago, on Dunlop versus Pirelli as makes of racing tyres, and of the customers he has received at Maranello, from royalty downwards, for Enzo Ferrari has met even Benito Mussolini and Italo Balbo and other great political figures, and contrives to mention his impressions of them in his book, along with those of actors, actresses and other personalities. He classes his customers as falling into three main categories: sportsmen, fifty-year-olds (80% of Ferrari owners are 50 years of age or older) and exhibitionists, of whom the Marzotto brothers and Prince Bernhard being representative of the two first-named categories.

On the whole, this is an informative and controversial book, well but not generously illustrated with good pictures of cars and personalities. There is a Foreword by—guess who?—Stirling Moss.—W. B.

"A History of the World's Classic Cars," by Richard Hough and Michael Frostick. 190 pp., 10 in. × 7½ in. (George Allen & Unwin Ltd., Ruskin House, 40, Museum Street, London, W.C.1. 42s.)

Undeniably the great cars out of the dignified past hold many people enthralled, even though to drive such cars today can be to suffer partial disillusionment, for steering described as extremely accurate, brakes depicted as light and powerful when such vehicles were new may seem sadly lacking in top-bracket qualities in 1963. However this may secretly affect those who own and restore such cars, authors who drool about them are exempt from having to confess to the great cars of the 'twenties and 'thirties having any shortcomings, unless they are exceptionally honest historians.

So this book by Hough and Frostick, recalling as it does the great British, Continental and American automobiles of the vintage and p.v.t. periods, makes fascinating reading and provides some nice pictures, nearly 200, in colour as well as black-and-white, to look at.

The serious historian, however, will find very little that is new information and quite a few fascinating items left out. The authors have cribbed a great deal of already published information, acknowledging most of it, and the use of the words "Classic Cars" in the title is surely a sop to the book-buying public across the Atlantic?

I am not saying that this is an unappetising book but I deem it a somewhat unnecessary one, remembering that "Cars of the Connoisseur," which goes into greater detail in respect of the more important makes, was published only three years ago. The author's choice of subjects, too, seems rather odd. For instance, Lagonda gets no individual attention, whereas the 4.3 Alvis has a chapter to itself and the Sunbeam model described is the Twin-Cam 3-litre, whereas the larger Sunbeam sixes, if not the straight-eights, might have been more appropriate amongst the Rolls-Royce, Bentley, Cadillac, Daimler Double-Six and other staid but dignified cars in other chapters. Quite why Lanchester is ignored but the Siddeley Special given a place to itself is obscure, but it is interesting to find the 40/50 Napier and the Roesch Talbots included.

The many pictures, including reproductions of contemporary colour-plates, advertisements and makers' badges, together with the authors' lively writing, just saves the situation, otherwise "A History of the World's Classic Cars" would have to be written-off as another unnecessary motoring book. American "classics" are well covered, the Voisin, 8/40 Minerva, Renault 45, Lago-Talbot, D8 Delage and, of course, the Bugatti Royale (featured on the coloured dust-jacket) get in from the Continent, but the 22/90 Alfa Romeo is surely more sporting than classic? A superficial book, especially the "Coachwork Miscellany," but a fascinating one. I am amused to see that in the opinion of its authors anyone who dares to suggest that any other automobile has ever equalled the Rolls-Royce is foolish and irresponsible!

W. B.

"The Car Makers," by Graham Turner. 262 pp., 8½ in. × 5½ in. (Eyre & Spottiswoode (Publishers) Ltd., 22, Henrietta Street, Strand, London, W.C.2. 25s.)

The initial impression of "The Car Makers" might be that it is a dull book, of little interest to those to whom the motor car itself and to some extent how it is produced and tested (hence MOTOR SPORT's special articles on visits to many British and Continental factories, which we have published in recent years) is what matters and to whom industrial relationships, the complex structure of accessories suppliers, the politician and domestic aspect of the factories are of no moment.

In fact, this is one of the most interesting books I have read for some very considerable time. For it not only pinpoints what a vast and complicated Big Business the modern Motor Industry is, but goes a long way to discuss why the strikes that so frequently afflict Ford and B.M.C. come about and explains why so many basic faults are found in new cars.

The author, who came to the B.B.C. from *The Sunday Times*, is concerned primarily with the Big Five, devoting a chapter to the happy management/worker relations existing at Luton, the "turnip patch," for which Vauxhall's Management Advisory Committee, created in 1941 by Sir Charles Bartlett, is responsible, and another to the very tricky situation at "the blasted heath" of Dagenham, a soulless town around the soulless Ford empire. But he is also extremely interesting about such matters as how General Motors in America has as many people (4,500) developing shock-absorbers as Rolls-Royce has producing cars—one every

two or three months, says Turner.

"The Car Makers" is right up to date, so that the new Rootes' factory in Scotland and the new factories at Liverpool and Llanelli are discussed, and it is also frank to a degree, witness the statement "Several of the assemblers were not happy with Hardy Spicer," which led to Ford and Rootes encouraging GKN to set up the firm of B.R.D. in Birmingham.

The early Vauxhall Victor is called a "bad model," causing trade to slump, and the early faults of the Mini and Herald are referred to. Particularly interesting, in the chapter headed "The Hazards of Car Production," are the comparisons of test-methods in the different factories, and the ratio of inspectors to production workers. Space precludes a summary of the former; the latter is quoted as Jaguar 1 in 9, Rover 1 in 3, Rootes 1 in 15, Standard-Triumph 1 in 10, while Ford's SQUAP inspection system, formed in 1961, and Rootes' C.I.D. system, are explained. "Vauxhall," says Turner, "has taken perhaps the most drastic steps of all," with its Reliability Division, also introduced in 1961.

The author draws attention to the critical *Which?* reports, but *MOTOR SPORT's* Readers' Survey of last year, which did not suffer from taking but one example of each car, also did a great deal to emphasise the poor quality of modern volume-production cars and, in fairness, told what the makers were doing to rectify customer complaints. But this book is unquestionably thorough, even the connection between the large fleet of Rootes' cars operated by Shell Petroleum and the significance of the endorsement of Shell oil found on every Rootes' filler-cap not escaping Turner's attention.

His interviews to car-factory workers, their move out of the working class towards the American-pattern blue collar middle class, their insistence on having as much as possible of the best in their homes, cars and holidays, necessitating great dependence on overtime working, and the constitution of the many Trade Unions operating within the Motor Industry may not appeal to young sportsmen about to lap Brands Hatch in a Lotus, or to those who can appreciate the subtle qualities of a Ferrari, but these chapters do make more interesting the all-to-frequent newspaper headlines "Stoppage at Fords" and show how the factory workers on whom we are dependent for our cars and our National prosperity tick.

Graham Turner's comparison with strike-free happy Luton and the conditions prevailing at Ford's Dagenham plant are absorbing, and his description of the latter town—"Road upon road of drab grey houses have been set down there with uniform benevolence

and appalling monotony by the L.C.C. Dagenham is houses, council houses, acres and acres of them. . . . The only relief amid the vistas of identical houses is the occasional mild rash of shops, garnishing the burial mounds thrown up to allow the District Line tube to pass beneath them. Wet or fine, the wind blows down the broad avenues across the litter-laden open spaces. It carries the smoke and the smells from the factories by the river and deposits them among the houses. On a Sunday morning there are dustbins at the front doors and men in blue suits strolling about like miners in some northern town, dressed up for their day-off"—is worthy of Sir Hugh Casson himself. He says that "stronger than this straight-jacket, there hangs over this fossilized community a towering sense of insecurity," which should cure us of any Christmas envy we may otherwise have felt for the car-workers and their £30-a-week pay packets.

Very interesting to a wide section of *MOTOR SPORT* readers is the chapter "Why the Quality of Our Cars Suffers," and this unusual, well-timed and instructive book concludes with a chapter on the leaders of this great industry, with its 850,000 workers, its great export prizes, making products from which the Government extracts over £700-million a year in taxation. Here we meet Harriman and Issigonis of B.M.C. ("B.M.C. distrusts eggheads, Issigonis apart: Ford collects them"), Barber and Raviolo of Ford, the Rootes brothers and Peter Ware, Swallow of Vauxhall, Markland of Standard-Triumph, Sir William Lyons of Jaguar.

Volkswagen, Fiat and Renault have a chapter to themselves, future markets are discussed, and Peter Ware of Rootes contributes an appendix on the difficulties to be faced by a car designer.

If you have any interest at all in the many fascinating, vital, complex and "impossible" factors behind the modern car itself, this book is recommended with sincerity.—W. B.

American Robert Daley's pseudo-Hemmingway approach to Grand Prix racing, which attempts to prove that motor racing is a cruel sport, has appeared in an English edition of "Cars at Speed" (Foulis, 22s. 6d.). It is not important.

Oxfam will benefit if you buy the illustrated paperback edition of "Fangio" published by Trust Books at 3s. 6d. All publishing profits of this Lourain Trust go towards their target of £20,000 a year for Oxfam; other titles include "Lawrence of Arabia," thrillers and TV titles. Details from Lourain Landsborough Ltd., Trust Books, Dorset House, 13A, Old Burlington Street, London, W.1.

HOT AIR

ON November 8th, when I.T.V. fans were looking at "Pie in the Sky" or gaping at the smooth wisdom of Boyd, Q.C., the B.B.C. had Christopher Brasher looking at motor-car styling, in a programme called "Blueprints and Dreams."

After we had seen an Aston Martin GT ("selling three a week") and a Jaguar E-type ("they buy ten each week") speeding out of reach, Mr. S. H. Grylls, M.A., was interviewed from the lofty eminence of the back seat of one of the Rolls-Royce cars he engineers, and strongly denied that these automobiles are a status symbol. He likes, does Mr. Grylls, to build cars "as no-one else can possibly afford to do," which Brasher got him to elucidate as elimination of noise from the road and rotating parts and giving a nice feel to the switches. "We use two relays in the starter circuit," explained Mr. Grylls, "to get the right feel"—which caused Brasher to question whether the feel of the average starter-key is so desperately in need of improvement! Nothing, you note, was said about road-holding, ride, performance or braking, but Mr. Grylls did refer to Rolls-Royces built to individual order, "one with zebra upholstery, another with a set of duplicate instruments in the back compartment, and an altimeter."

Next it was the turn of Roy Brown, Ford's Chief Stylist. He felt that a car cannot be just a wheeled box but must reflect the owner's possibly suppressed desires, of importance, self-expression, etc. He then drooled a lot of obscurities, explaining why he would prefer looking at Gina Lollobrigida rather than at Brasher—something to do with curves—and explaining that a car must embody male and female implications—"whereas some stylists are so male they can only design steam locomotives, some so female they should concentrate on flowery hats." Brown quoted the Ford Products Committee as taking two years to define a new model—which was wasted on the Consul Classic!—and regarded simplicity of line as his triumph with the Corsair which, he said,

has its male aspect in its thrusting profile, the female in its curved doors.

Perhaps this was making Brasher as sick as the viewers, because he then cruelly showed some film of the 1948 Ford Edsel, telling us that it was intended for smart coming-up executives, that it was christened only after 18,000 names had been suggested (including Drof, which is Ford spelled backwards!) but that this Roy Brown brain-child flopped and cost Ford £100-million; although 3-million people sat in it very few bought Edsels. Brown said he was very distressed and disappointed and went out and got sloshed. . . .

It looked as if the Edsel was filmed in England and no doubt the Classic American C.C. of G.B. is already inquiring if it is still here!

Next it was Alec Issigonis' turn, he and Brasher being introduced playing with small model locomotives, presumably on the floor of Issigonis' mother's flat—I believe he has built successful steam-powered models in OO-gauge. Issigonis brushed aside market research, said sex doesn't, in his opinion, come into car styling, but that he believes the philosophy of life has to be understood in order that those who work with and under the designer will go along with his ideas. Brasher tried to get Issigonis to draw a car smaller than the Mini, which has become a status symbol, as suitable camera-shots of royalty emphasised, but Alec explained that the engine is the snag—he could build it smaller still but the carburetter, air-cleaner and dynamo would not scale-down. "People want radio in cars, which is terrible, and will soon demand TV in them," quoth Alec, "so you can't dispense with a decent dynamo."

The Rover engineer came on, looking at a 2000, on a rather remote, take it or leave it, level, pointing, however, to the psychological approach of dummy spokes drawn on the new car's wheel discs, and Mr. Fogg of the Motor Industry research centre played down the stylist who, he said, could produce a dangerously weak structure in pursuit of pretty lines.—W. B.

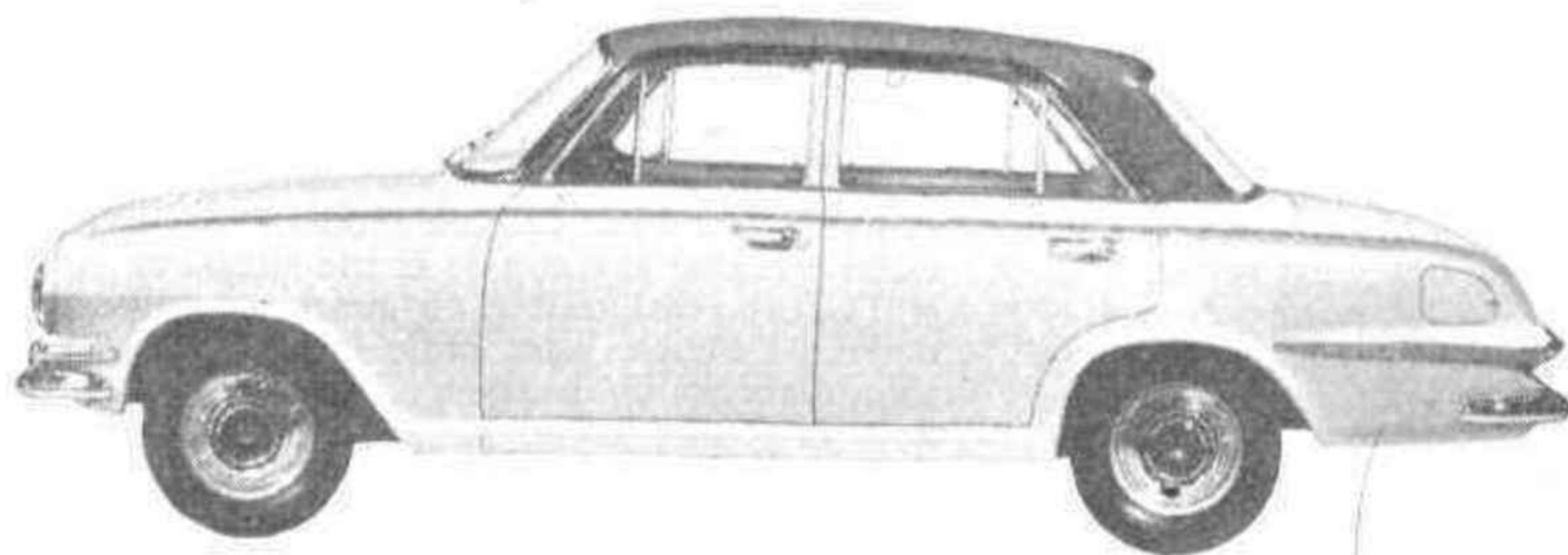
Vauxhall wins top awards at Earls Court

Every one of the eight cars entered by Vauxhall won an award in the coachwork competition organised by the Institute of British Carriage and Automobile Manufacturers at the London Motor Show.



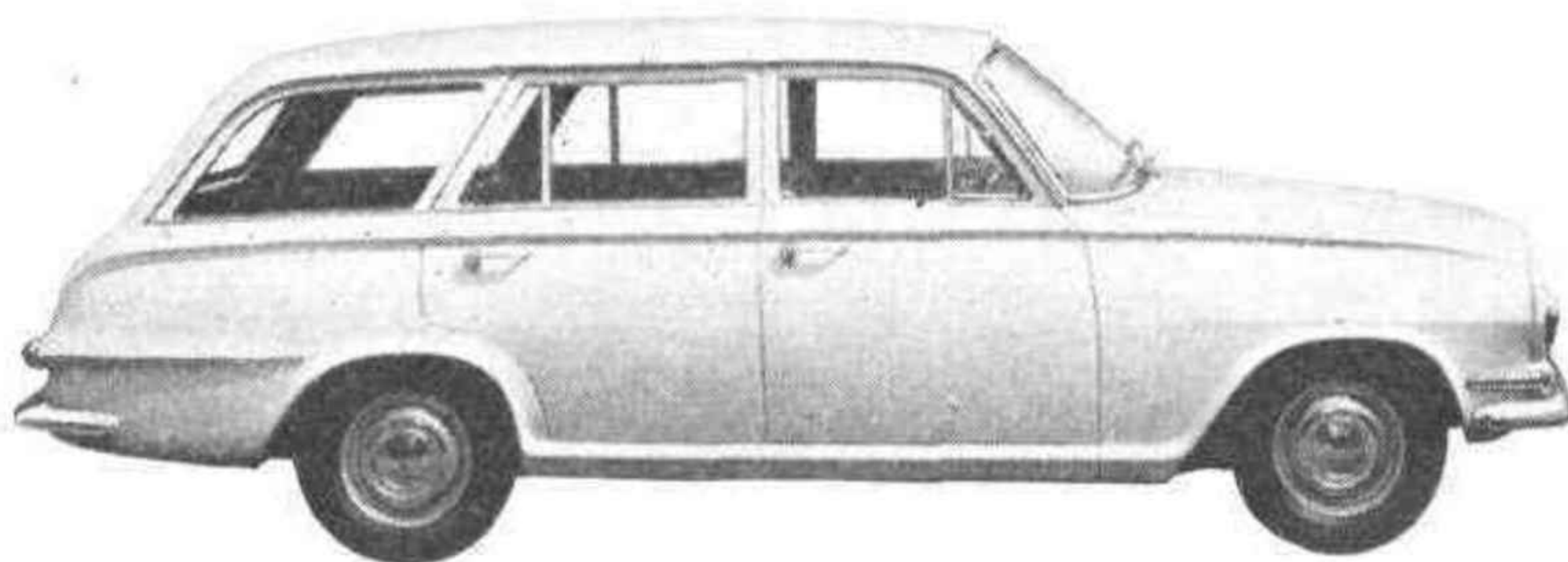
GOLD MEDAL
Viva de Luxe

First place in
Section 5,
for saloon cars
between £425 and
£500, excluding PT.

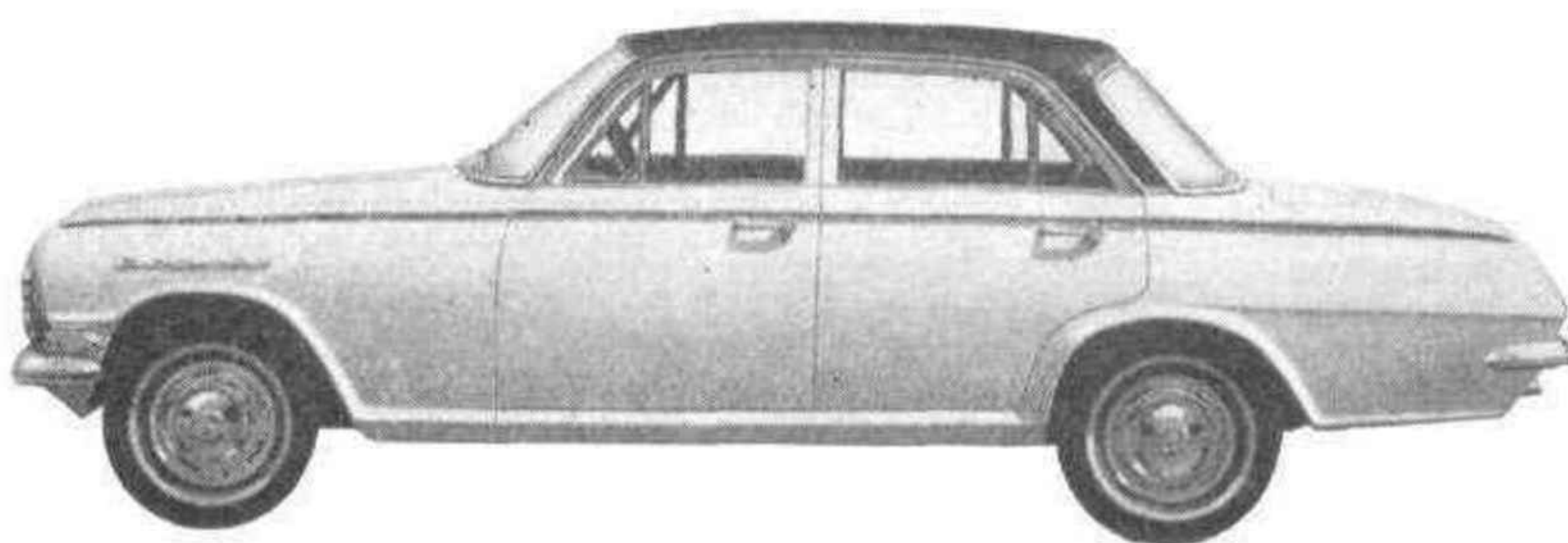


GOLD MEDAL
Victor de Luxe

First place in
Section 7,
for saloon cars
between £575 and
£650, excluding PT.

**GOLD MEDAL****Victor Estate Car**

First place in Section 19, for utility cars between £500 and £700, excluding PT.

**GOLD MEDAL****Cresta**

First place in Section 9, for saloon cars between £725 and £825, excluding PT.

SILVER MEDAL for *Viva*. Second place in Section 5 for saloon cars between £425 and £500, excluding PT.
(Gold medal award in this class to *Viva de Luxe*.)

SILVER MEDAL for *Victor Super*. Second place in Section 6 for saloon cars between £500 and £575, excluding PT.

SILVER MEDAL for *VX 4/90*. Second place in Section 8 for saloon cars between £650 and £725, excluding PT.

BRONZE MEDAL for *Velox*. Third place in Section 8 for saloon cars between £650 and £725, excluding PT.

Good design speaks for itself

Viva - £436 + £91.7.11 PT

Viva de Luxe - £468 + £98.1.3 PT

Victor Super - £552 + £115.11.3 PT

Victor de Luxe - £608 + £127.4.7 PT

Victor Estate Car - £610 + £127.12.11 PT

VX 4/90 - £695 + £145.7.1 PT

Velox - £695 + £145.7.1 PT

Cresta - £780 + £163.1.3 PT

Vauxhall Motors Ltd., Luton, Beds.

11 Gran Premio de Mexico

An Easy Win for Clark

MEXICO CITY, 27th October.

IN 1962 the Mexican Automobile Club invited some G.P. drivers to participate in a Formula One race on the circuit at Mexico City. This year, with F.I.A. approval, the race counts in the World Championship series and therefore attracted a big entry.

The circuit is situated in a 600-acre sports arena which consists of 48 football pitches, 55 baseball grounds, 100 basket-ball pitches four Olympic-size swimming pools, innumerable changing and locker rooms, children's playgrounds, and the 5-kilometre race track. The area in which the track is built is perfectly flat, as is all Mexico City, this area being a dried-up lake bed. The land belonged to an Indian tribe and when it was confiscated the Indians were promised that their sacred burial ground would not be built on. So, behind the pits is a walled-off area in which there can be seen many weird grave markers.

One of the most impressive things at this circuit are the pits. Without a doubt, they are the best in the world for Grand Prix racing. Each pit garage is 30 ft. long by 15 ft. wide. At one end is the pit counter with a drop-down lockable flap; at the other end strong wire mesh doors, which can be locked. Right down one wall there is a long work bench with power points. At the entrance is a compressed air line and a water tap. In one pit they were working on three cars at once and it wasn't overcrowded. As there is a pit for each car, mechanics had plenty of room to lay out all their paraphernalia. The doors at the back open out into a large paddock where cars can be push-started, etc., and into which no private cars or members of the public are allowed, however much they are willing to pay.

The 5-kilometre circuit consists of, from the start-finish line, a straight with a tricky right followed immediately by a left, a short straight, another left-right, then a straight to a hairpin. From the hairpin a succession of four left and right slow curves lead to a short straight and the slightly banked 180° sweep before the pits. The section from the hairpin through the slow curves became known during the race as the "Mickey Mouse" section.

Another extraordinary feature at this circuit is the barometric pressure. The city of Mexico stands 7,400 ft. above sea level, and the normal barometer reading of 29.90 in. at sea level drops to 23.09 at this height. The main problem teams had to face was the mixture control. Last year when all the entries were on carburettors it was fairly simple to change jets until by a "suck-and-see" method a correct mixture was obtained. This year, however, most cars were using fuel injection and to weaken the mixture enough it was necessary to re-shape the metering cam. Other than the cars, the altitude had its effect on the drivers and mechanics; all effort made the heart beat faster and left one very short of breath. The local people explained that the system adjusted itself in four to seven days but by that time most participants were on their way home.

An excellent entry had been received. Coopers had two cars for McLaren and Maggs. The fuel trouble McLaren had suffered at Watkins Glen was due to the almost seized fuel pressure pump, so this had been replaced. Team Lotus had three cars. For Clark there was the car he has driven all season, Taylor was in the latest model still with the Hewland gearbox, while Pedro Rodriguez was to drive the carburettor model.

The Ferrari team had four cars, the three that had been at Watkins Glen, i.e., a monocoque and two older cars, and a brand new monocoque flown straight from Modena. The new car was for Bandini, and outwardly there was no change from the first monocoque although minute alterations had been made to the geometry of both front and rear suspension. Surtees had decided to drive the older monocoque and the two older cars were for practice, or use if necessary.

B.R.M.s had their two victorious cars from Watkins Glen for Hill and Ginter. The engines had both been swapped but, other than that, the cars were the same. Jack Brabham had his two cars for himself and Gurney. Jack's car was using a flat crank engine while Gurney's had the ordinary one. The mechanics had been unable to find the fuel trouble which had slowed Gurney at Watkins Glen but they had welded up the front wishbone mounting which had cracked in the United States Grand Prix.

Reg. Parnell had three cars, a Lola-Climax for Masten Gregory, a Lotus-B.R.M. for young Chris Amon, who had almost com-

pletely recovered from his Monza accident seven weeks previously. The third car, a Lotus-B.R.M., was for Hap Sharp to drive. A.T.S. had brought the two cars they had at Watkins Glen, one with the gearbox hanging out the back, for Phil Hill, and the other with the inboard gearbox for Baghetti. The two engines had been sent back to Italy and arrived on the eve of practice, necessitating a night session before practice for the whole team. The engine fitting was made more difficult by the fact that a tremendous tropical thunderstorm had cut off the electricity and the whole job had to be performed by torch and headlights.

This completed the main teams, the rest were all single runners. B.R.P. had a Lotus-B.R.M. for Hall. Rob Walker had his Cooper-Climax for Bonnier; the flat-crank engine used at Watkins Glen had been replaced by a normal engine as the timing gears on the latter were not 100%. Siffert had his Lotus-B.R.M., the damaged drop gears having been replaced and the box rebuilt. De Beaufort had his old but reliable Porsche. Centro Sud had arrived with their red B.R.M., complete with spare engine, spares and English B.R.M. mechanic. The car was for Moises Solana, a local Mexican driver who, although almost unknown outside Mexico, none the less turned out to be quite a good driver, although not half as good as he thought himself. Last of the 22 entries was an American, Frank Dochnal. He had entered an old 4-cylinder Cooper-Climax, this being Maggs' car before he drove a V8 car.

Before practice B.R.M. team mechanics had fitted new metering cams to all the private entrant cars using their engines. Practice began at 1 p.m. on Friday with everybody present and ready to go out. First away was Clark who, as holder of the lap record, 1 min. 59.7 sec., set up last year, had a target to aim at. The only difference in the circuit was that the banked curve before the start-finish line had been flattened and smoothed off, but this was not expected to affect the times very much. Clark was followed by Bonnier, McLaren, Bandini and Taylor. As they were finishing their first lap and the rest were pulling out of the pits, officials slowed the cars down as a dog was reported on the track.

Clark was soon in his stride and in a few laps was down to 2 min. 05 sec. Then he came into the pits complaining that he was unable to get maximum revs. Taylor followed him in, his car being unable to go over 9,400 revs., even in low gears. One by one the cars returned to the pits with similar troubles and work of further mixture weakening went on in every pit. Brabham passed Dochnal's old Cooper in front of the pits waving and



pointing for the American to use his mirrors; one lap later the Cooper spun and damaged its rear suspension on the far side of the circuit, where it remained until the end of practice. While Clark's car was being worked on, he went out in Taylor's car for some laps, which was not noticed by the timekeepers.

A.T.S. were in trouble. Hill's car was not revving very well and changing the jets in the Webers improved this, but when it did rev., the driver's shoulder was sprayed with hot oil from the breather. After very few laps, for which no times were given, Hill's car was moved away to be worked on, and a little while later Baghetti's car followed with oil circulation troubles. Both B.R.M.s were going well with times of around 2 min. 02 sec., although Hill complained that his car was down on power, but this was remedied to a certain extent when it was found that two wires on the Lucas ignition system were crossed. Later, after the mixture had been properly balanced, Hill got down to nearly 2 min. dead. Graham was not feeling very well due to his front sinuses being filled with sea water from ski-ing falls at the lovely seaside resort of Acapulco.

Rodriguez had only done a few laps when the timing chain in his Climax engine broke, causing a lot of damage. Unfortunately, Lotus had no spare carburettor engine, so the mechanics started stripping the engine down to see if it could be repaired from U.S. G.P. engines held by other teams, but not wanted for this race. Taylor's Lotus had found some more revs. but was wheeled away to have the gear ratios changed.

The B.R.P. car had developed a water weep from the chassis and was welded up during practice. Both Brabhams were going fairly well with Gurney somewhat faster than Brabham. Coopers were working on the mixture for a long time but in the end McLaren got down to 2 min. 02.3 sec. The Ferrari team were not very happy, as they were finding it difficult to get the right mixture, and it was a long time before Surtees really got going and then he was unable to get below 2 min.

Clark's car was brought out again halfway through practice and he proceeded to do some very quick laps, culminating in 1 min. 58.8 sec., a speed of 151.51 k.p.h. Of the private entries, Bonnier, Siffert and Solana had 1 sec. between them. Amon was not able to get back into the swing of things very quickly, as his engine was playing up, while Gregory was complaining that the oil pressure on the Lola was still surging as it had done at Watkins Glen. On close examination it was found that an oilpipe on the tank which had been made up after the Monza crash was missing, so the mechanics set about fitting it for the next day.

An hour from the official end of practice light rain began to fall and most cars were pushed away to be prepared for Saturday's 4-hour training session. At 5 p.m. the track was cleared and the first practice was over.

Overnight a lot of activity went on in the garages. Lotus mechanics had managed to obtain a length of Renolds' bicycle chain from a shop in town and they set about rebuilding the damaged engine. After replacing the four exhaust valves and re-assembling, the car was to have started just before practice but unfortunately the timing was 180° out so nothing happened and the timing had to be reset. Ferrari changed Surtees' engine overnight, as the fuel pump was not working properly. Frank Dochnal tried to repair his 4-cylinder Cooper-Climax but when he hit the bank he did more damage than could easily be repaired with a hammer and welding torch. Dochnal blamed the Goodyear tyres for the cause of the accident, saying they had no grip in the rain at all.

A.T.S. worked all night again tearing the cars to pieces. They found that in the few laps Hill had done the bearings were beginning to break up. The same trouble was found on Baghetti's car. After Monza, two extra scavenge pumps were fitted because excess oil in the sump was losing power. The sump was also dropped 8 mm. Since this modification was done there had been consistent trouble with bearings and oil-pressure pumps. Overnight the two extra pumps were removed in the hope that the cars would keep going. Maggs' Cooper had cracked the clutch housing, a trouble not new this year. A welded-up spare carried for such emergencies was fitted.

As time for practice to begin drew near, the rain began to fall, and with the exception of two quarter-hour breaks and half an hour at the end, it poured all afternoon. For 15 minutes after the track was opened no-one moved, then Solana went out in the Centro Sud B.R.M. and one lap later he was joined by P. Hill and Baghetti. The pace was slow as parts of the track had large, deep puddles lying in awkward places. Ginther was next out, half an hour after the start, and consistently improved on a 2½-min. first lap, down to almost 2 min. 20 sec.

As the rain eased to an English drizzle, Amon, Graham Hill and Surtees went out. After only two laps Graham Hill's car suddenly slowed violently in front of the pits and he came in at the end of the lap muttering about dogs on the track. This dog trouble cropped up several times during practice, which caused drivers some concern. While the rain was falling heavily, Solano, due to the large number of laps he did, was fastest in the first hour. Several times while he was thrashing round, the pit signalled him in but he ignored all signals.

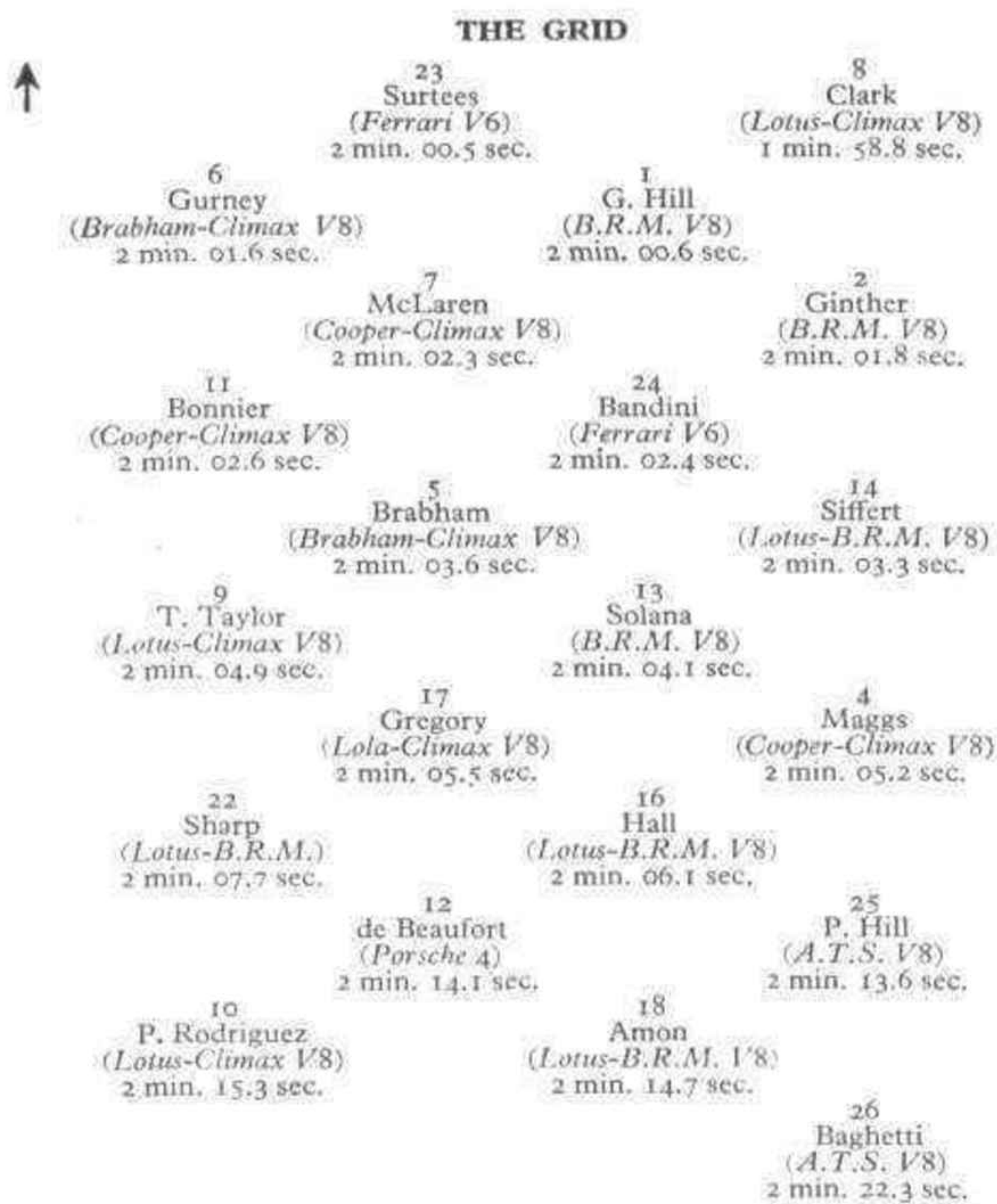
The A.T.S. was sounding a bit crisper than it did on the first practice but now Phil Hill was having gear-shift trouble. As he changed down the change from 3rd to 2nd could only be made after much shaking of the lever. During the next ease-up of the rain Clark made a short appearance and in only a few laps was 4 sec. faster than anyone else, with a time of 2 min. 10.6 sec. Taylor did a few laps, getting down to 2 min. 18 sec., when a knock in 1st gear, which he used at the hairpin, brought him in, to find that one tooth on 1st gear had broken off and to discover that there was no spare.

Both Hall in the B.R.P. Lotus-Climax and Gurney in the Brabham were in the garages with gearbox trouble and it was nearly the end of practice before they emerged. Rodriguez' engine was started but no oil pressure came up on the pressure gauge, so the engine was removed and the oil-pump drive was found to be broken. This engine, which is a long-stroke Climax as compared to Clark's and Taylor's, should rev. at 1,000 revs. down on the short-stroke units in the other two Team Lotus cars. Unfortunately Rodriguez didn't believe his instructions, thinking he was being deliberately slowed down and therefore, until he retired at Watkins Glen, he consistently over-revved, which was no doubt the cause of his troubles in Mexico.

As practice was coming to an end parts of the track began to dry up and there was a general exodus from the pits to make the most of the last few minutes. Absent from this bunch was Clark, who was suffering from the same trouble that Graham Hill had had the previous day. The two Coopers had not been out until the end of practice and after only a few laps Maggs failed to turn up, due to a broken oil-pump drive, which meant some hours' night work for the mechanics. Fastest during this second practice period was Jack Brabham, who was the only driver to improve on his previous day's time, with a time of 2 min. 03.6 sec.

PRACTICE TIMES				
No.	Driver	Car	Friday	Saturday
1	G. Hill	B.R.M. V8	2. 00.6	2. 05.7
2	R. Ginther	B.R.M. V8	2. 01.8	2. 14.4
3	B. McLaren	Cooper-Climax V8	2. 02.3	2. 08.7
4	T. Maggs	Cooper-Climax V8	2. 05.2	2. 09.3
5	J. Brabham	Brabham-Climax V8	2. 04.3	2. 03.6
6	D. Gurney	Brabham-Climax V8	2. 01.6	2. 07.6
7	F. Dochnal	Cooper-Climax 4		
8	J. Clark	Lotus-Climax V8	1. 58.8	2. 07.3
9	T. Taylor	Lotus-Climax V8	2. 04.9	2. 17.0
10	P. Rodriguez	Lotus-Climax V8	2. 15.3	
11	J. Bonnier	Cooper-Climax V8	2. 02.6	2. 10.5
12	G. de Beaufort	Porsche 4	2. 14.1	2. 23.6
13	M. Solana	B.R.M. V8	2. 04.1	2. 20.6
14	J. Siffert	Lotus-B.R.M. V8	2. 03.3	2. 29.4
16	J. Hall	Lotus-B.R.M. V8	2. 06.1	2. 18.4
17	M. Gregory	Lola-Climax V8	2. 05.5	2. 11.7
18	C. Amon	Lotus-B.R.M. V8	2. 14.7	2. 24.0
22	H. Sharp	Lotus-B.R.M. V8	2. 07.7	2. 23.2
23	J. Surtees	Ferrari V6	2. 00.5	2. 05.4
24	L. Bandini	Ferrari V6	2. 02.4	2. 11.3
25	P. Hill	A.T.S. V8		2. 13.6
26	G. Baghetti	A.T.S. V8	2. 22.3	3. 00.5

Race day was overcast but not actually raining. Clark's gearbox had been stripped and rebuilt to stop it jumping out of 2nd gear. Taylor was not going to use 1st gear due to the loss of the tooth. The Rodriguez Lotus became a runner at 4 a.m. on race morning. Maggs had borrowed Walker's flat-crank engine, which was already a little tired since it ran the whole of the United States Grand Prix. Ferrari warmed up one of the practice cars and put number 23 on the side but a water leak on the monocoque was cured and the older car was pushed away. The cars were wheeled out to the line and the drivers did a lap in the courtesy Fords they were using. On arriving back at the pits they all shook hands with the President of Mexico and then most of them did a warming-up lap. The rain that was forecast tried to start but it never developed.



into more than a few spots.

On the line Surtees asked for his tyre pressures to be lowered but Foghlieri said "No" and Surtees had no time to argue. The flag dropped at 2.30 p.m. and the 2nd Mexican Grand Prix was under way. Clark leapt into an immediate lead, while behind him Hill's B.R.M. jumped out of gear and he lost valuable time re-engaging 1st gear. At the end of the first lap the order was Clark, Surtees, Gurney, McLaren, Ginther, Brabham, Bandini, Hill, Gurney and Rodriguez, the latter having moved up from 20th place on the grid to 10th place. In getting there he went sideways in front of Siffert, who spun and went over the rough grass, which pulled the lead off the fuel pump, which meant a pit stop at the end of his first lap.

On the next lap the gap started to open between Clark and the rest of the field. Gurney moved into second place with Surtees dropping behind him. Ginther passed McLaren into fourth place, and the field behind was already beginning to open up. On lap three the first three were unchanged, but Brabham moved past McLaren into fifth place, and two laps later he passed Ginther into fourth position. On lap three Baghetti came into the pits with a badly misfiring engine and after a few adjustments he went out again. Whatever the trouble was with his carburettors the mechanics could not cure it and he came in again on the eighth lap and was pushed into the paddock. A short while later he re-appeared and continued for one lap, made a pit stop, and was finally told to retire on his 11th lap by the organisers who said he could not re-appear once he had gone to the paddock.

At the front things were beginning to settle down. Clark had a reasonable lead over Gurney who was well ahead of Surtees. Then came a longish gap with Brabham, Ginther and McLaren close together. Behind these three came Graham Hill, just leading Bandini, then another short gap with Rodriguez, Bonnier and Maggs, with a small gap between each. Next came Gregory and Solana, the latter getting past Gregory on the fourth lap and being re-passed on the next lap.

For several laps the lead remained constant but on the eighth lap Maggs pulled into the pits to retire when the bearings went on his borrowed engine. On the next lap Amon pulled into the pits and retired. His engine was losing so much power it would only just pull 4th gear on the straight. After the first two laps Graham Hill got past Bandini but the Ferrari driver never let the B.R.M. get away and on the 12th lap he passed and started to pull away. Also on lap 12 Bonnier limped into the pits with a puncture in his left-hand rear tyre, and this dropped him from 10th to 16th place, just behind Phil Hill, whom he passed by on the next lap.

Surtees, lying third, did not seem very happy. On the long

fast curve before the pits he was understeering to such an extent that blue smoke was pouring from his left front tyre for almost 200 yards towards the end of the bend. With this type of handling he was unable to stop Brabham passing him on the 15th lap. Four laps later the Ferrari came into the pits to have the rear tyres let down; after air had been let out, Surtees found the starter would not work. As the car was being push-started officials stepped in and refused to let him leave the pit area, so after a few more tries at starting, the car was wheeled away. The reason for the bad handling was that the front suspension was slowly collapsing and the car was hitting the stops all round the circuit.

On the same lap as Surtees went out, Taylor retired, not with the gearbox trouble he expected but with a broken cam follower and big-end bearings rattling badly. G. Hill passed Bandini on the 26th lap and remained ahead. On lap 23 Masten Gregory, who had been lying ninth and 10th for some laps, came into the pits with a rear radius arm dangling on the ground. The bolt fixing it to the chassis had broken and it could not be replaced.

In the lead Clark was still keeping up the tremendous pace he started with, consistently lapping in 1 min. 59 sec. On the 26th lap he was 25 sec. ahead of Gurney, who was 13 sec. ahead of Brabham. Next, 1 min. behind Clark, came Ginther and McLaren, and 4 sec. behind them came Hill and Bandini. Eighth on the 26th lap was Rodriguez, who pulled into the pits with smoke pouring from the back of his car. The upper link and shock-absorber mounting had broken away from the monocoque, letting the whole car twist to a peculiar angle. This is the oldest monocoque and it is the first time there has been a failure of this sort on these cars.

As the race moved towards the half-way stage McLaren began to slow and G. Hill and Bandini both swept past him. Next lap the Cooper pulled into the pits and it was out with a broken camshaft having completed 30 laps. The field was now reduced to 13 cars. Last was still Siffert who had lost so much time in the early stages, with de Beaufort in front of him. Siffert lost a bit more time by spinning wildly on the last curve of the Mickey Mouse section, but he kept his engine running and was soon off again. Phil Hill was lying 10th and sounding very rough. Sharp and Hall were in eighth and ninth places, the latter sounding a little rough on occasions. Solana was in seventh place and driving very consistently. The first six places were still the same, Hill using all the road to keep ahead of Bandini and at the same time he was having to hold the gear lever in position or else it jumped straight out of gear.

At the half-way stage Gurney began to have his usual trouble of fuel starvation; the fuel pressure dropped from 60 to 40 lb. and as he began to misfire Brabham gained slowly on him and on the 34th lap passed into second place. Two laps later Bandini suddenly went on to five cylinders, sounding exactly the same as Surtees had at Watkins Glen. He pulled into the pits and retired on his 36th lap. Bonnier, who had slowly been catching up after his pit stop, passed Hall on the 33rd lap, Sharp on the 38th lap and Solana on the 42nd lap, putting him in sixth place. On the same lap Ginther caught Gurney's sick Brabham and passed into third place, and the B.R.M. driver, like his team-mate, was having to hold the car in gear.

Phil Hill, who was popping and banging lower down in the field, failed to turn up on his 41st lap. A lower rear wishbone mounting broke away from the chassis, with the resultant retirement in the "Mickey Mouse" section.

On lap 45 Gurney came into the pits with fuel all over his feet. To try to stop the misfiring he had turned on the spare fuel tank but no tank was fitted so the fuel ran out of the main tanks over his feet. Having got the taped-up tap on he was unable to turn it off, and had to come in for this to be done.

Siffert's progress at the back of the field had brought him up to de Beaufort, whom he passed on the 48th lap. On the 56th lap Solana's engine went sick and Senor Dei nearly had a fit when his B.R.M. limped past the pits with oil and smoke pouring from it. Next lap it crept into the pits with the tappets broken up and retired, to the disgust of Solana's family, who wanted it to creep on to the finish. This now brought the race almost to its conclusion. Bonnier caught Gurney and passed him into fifth place.

Hill spun on lap 59 just after the hairpin and lost 16 sec. on that lap, which enabled Clark to close up to lap him.

When Clark took the chequered flag only three cars were on the same lap. Brabham was second, 1 min. 40 sec. behind, with Ginther 13 sec. behind him. Fourth was Graham Hill, who was just lapped by 3 sec. The race was won at a speed of 150.125 k.p.h. and Clark also made the fastest lap, 1 min. 58.1 sec., a speed of 152.413 k.p.h.

Continued on page 985



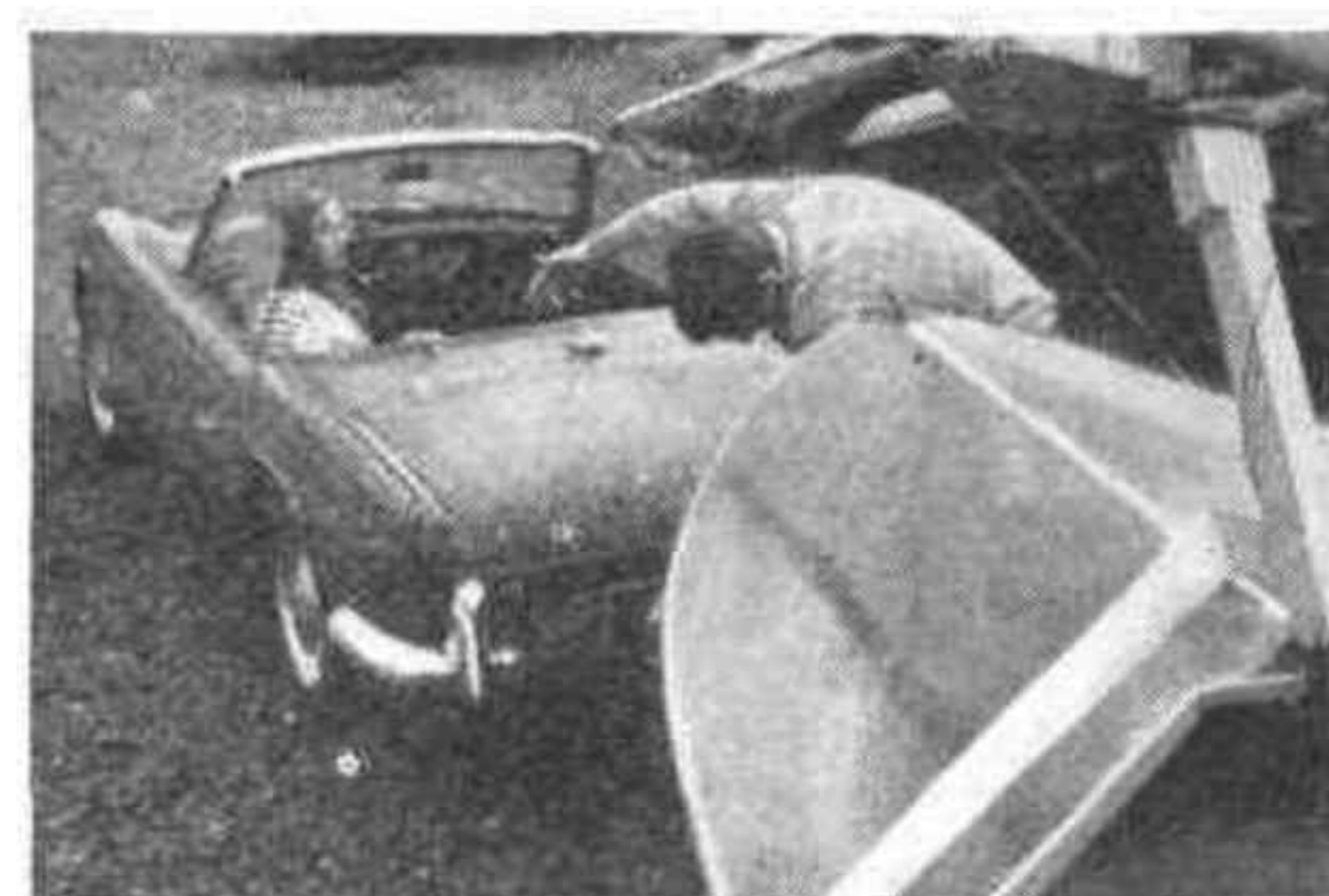
New Triumph Spitfire 4 takes the lead among light sports cars



FASTER Top speed 92 mph. Standing $\frac{1}{4}$ mile 19.5 seconds.



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THE WESTINGHOUSE HOBBS FORD CORTINA

WE have written so many words about the Hobbs Mecha-Matic transmission that readers may suspect we are biased. In this particular instance we are, for this automatic gearbox has been proved to our satisfaction to be the best clutchless transmission we have used. You may reasonably ask "If it's so good why doesn't a manufacturer fit it?" A good question which neither we nor Messrs. Hobbs can fully answer for motor manufacturers seldom reveal reasons why they do not select items of proprietary equipment and of course there is no real reason why they should. You may remember that Borgward took up the Hobbs box for the Borgward Isabella under the name of Hansamatic, but their bankruptcy came before Hobbs had begun serious production.

Many other manufacturers have tested the Mecha-Matic in numerous cars but to a man they have rejected it. The most prominent have been Ford of Dagenham who have tested the transmission in numerous cars in recent years. Their engineers approved the transmission and it was due to be listed as optional equipment for the Classic, Capri and Cortina and later in the Corsair. In fact the floor pressings around the gearbox tunnel were modified to accept the Hobbs box at a reputed cost of £80,000. Ford told Hobbs that they would have to produce in really large quantities (500 a day), way above the capacity of their factory at Leamington Spa but as Hobbs had recently sold a 50% share in the business to the big Westinghouse Company, who were prepared to build a large new factory in Manchester, there was no problem there. The factory was duly completed and a batch of production gearboxes made for Ford. Unfortunately, owing to the lack of appreciation by some of the operatives of the fine tolerances required for the box to perform properly these were not very good. Hobbs quickly put things right and production gearboxes were soon up to the standard of the hand-built prototypes. However, Ford decided not to proceed with the Hobbs box and Westinghouse were left with a large factory producing nothing at all. It is difficult to say why Ford abandoned the Hobbs transmission but it is significant that they have recently announced that the Borg-Warner three-speed type 35 transmission will be optional equipment on the Corsair.

Since then numerous other manufacturers, mainly the quality Continental manufacturers like Volvo, Saab, Lancia and B.M.W., have tested the box and although approving of it and in most cases being delighted with it they are all holding back mainly on the assumption that if the giant Ford empire has dropped it there must be a snag with the transmission which they haven't yet discovered.

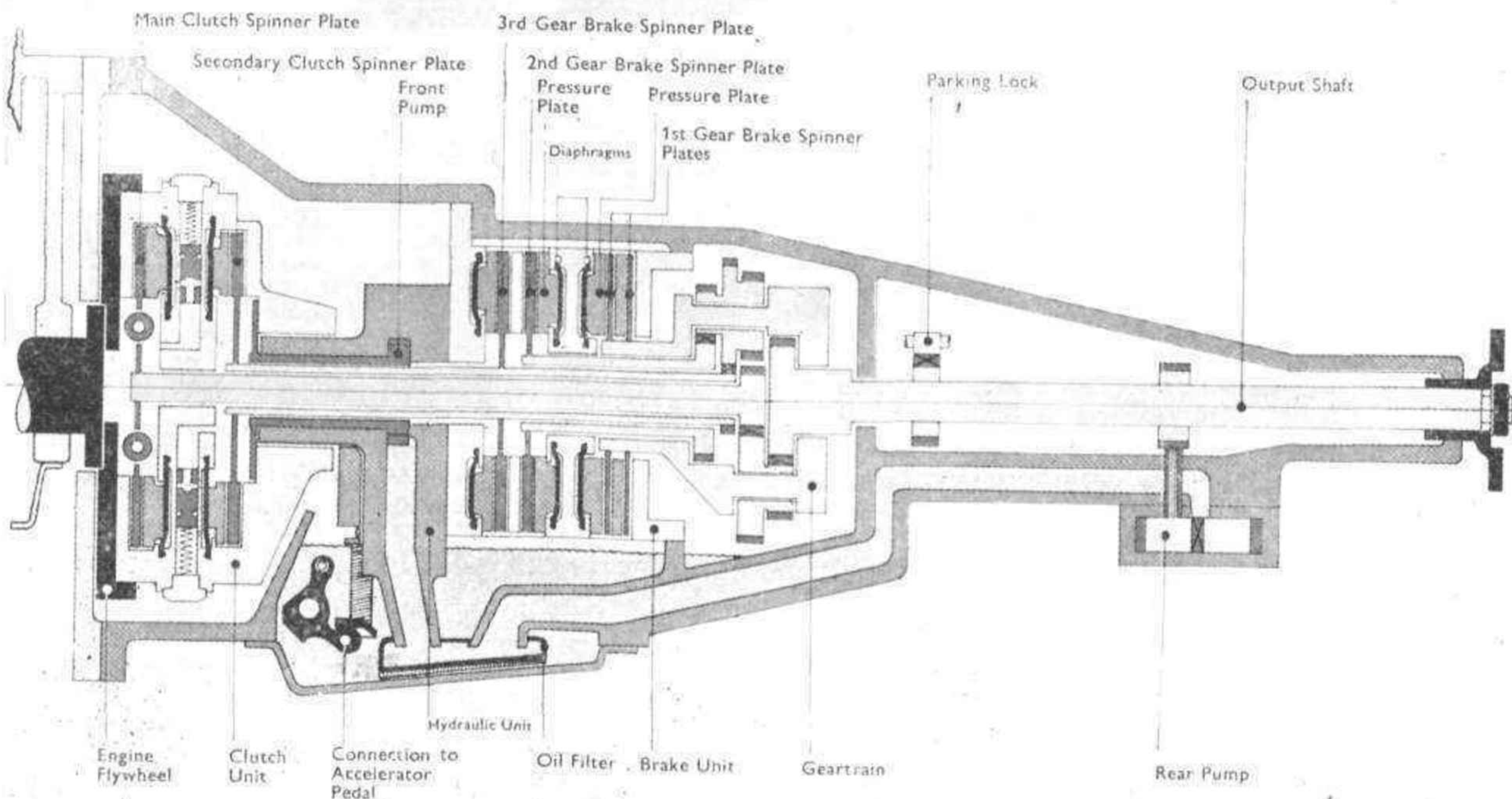
Other projects under way by Hobbs include a front-wheel-drive automatic unit which is interesting Ford of Cologne for their Taunus 12M model while other f.w.d. adherents like Lancia, Saab and Renault are very interested. Unfortunately, this particular layout could not be adapted for the B.M.C. range of front-wheel-drive cars because their gearbox is in the sump. In any case B.M.C. have shown little interest.

A gearbox capable of withstanding the torque of powerful large-capacity engines is in a very advanced stage and this may well appeal to manufacturers of larger cars or to the builders of competition cars whose drivers find themselves busy enough controlling all that power without having to bother with pressing the clutch pedal as well. Colin Chapman has been testing a five-speed version of the Hobbs box with a view to using it in the Lotus 25, but so far no decision has been made.

At present two versions of this transmission are available to manufacturers, the 1015 for cars up to 1½-litres and the 1523 for 1½-2½-litre cars. These will shortly be joined by the larger model, giving a complete coverage of the capacity range.

Of course Hobbs and Westinghouse cannot live forever on building prototypes and although they both have other industrial contracts they felt it necessary to begin supplying the transmission to the general public. The obvious outlet was found in the models in the Ford range which have already been modified to accept the 1015 transmission, and this is now offered as a conversion for the startlingly low price of £85. At the moment this is only offered on new cars so that only the Capri, Cortina and Corsair can be modified but it may be that if demand is great enough Hobbs could be persuaded to carry out the work on used cars which would allow the Classic to be modified as well as existing Capris, Cortinas and Corsairs.

All four forward ratios and reverse on the Westinghouse Hobbs automatic transmission are obtained from a compound planetary gear train, and consequently all gearing is in constant mesh. The main clutch provides for completely automatic take-up of drive from a standstill, and the indirect ratios are engaged simply by the application of hydraulically-actuated "disc" brakes acting on parts of the gearing, while for top gear a secondary clutch is engaged which locks the gear train to provide direct drive. An oil pump, housed in the hydraulic unit and driven off the engine through the clutch unit, provides the pressure for operating both clutches and brakes, and simple valves control the distribution. A second oil pump, driven off the output shaft of the gearbox, is sensitive to road speed. This works in conjunction with a valve connected to the throttle pedal, and hence sensitive to driving conditions, to provide for fully automatic gear changing.



Westinghouse-Hobbs do not deal direct with customers but are appointing Ford Main dealers to sell the transmission. So far 35 dealers have been appointed, each one having a demonstration car and a mechanic who has been to the factory Service School. Factory Field Service engineers are also available to owners. When a customer orders a Ford to be fitted with the Hobbs box the dealer sends the order to Fords who then despatch a complete car to the right specification to the Westinghouse factory in Manchester by transporter. Already there are enough orders coming in to require at least one transporter to travel between Dagenham and Manchester every week. Once the car is at the factory the normal four-speed gearbox is removed and the automatic gearbox substituted, this operation taking about three days. The car is then tested and delivered to the dealer. An allowance is made on the manual gearbox or the customer can retain this if required as Hobbs have found that people like to retain the Mecha-Matic and transfer it from car to car. The dealers who have taken up dealerships have become very enthusiastic and one of the largest Distributors in London will supply only the Hobbs box if a customer wants an automatic Capri, Cortina or Corsair.

Although we have driven various cars fitted with the Hobbs transmission it was a pleasure to renew acquaintance with it again, this time fitted in a two-door Cortina 1500. It was not quite such a pleasure to renew acquaintance with the Cortina but 250,000 people have bought them so we must be wrong!

The only noticeable difference from a normal Cortina is that the central gear shift is of the remote control type similar to that used on the GT Cortina and the hole where the lever used to sprout from is covered with a circular patch having the Westinghouse-Hobbs insignia. The shift pattern is identical to that on David Hobbs' Lotus Elite (see December 1962 issue), the lever moving in a fore-and-aft plane over six positions, the positions being marked on the gear knob. Furthest forward is reverse, the lever then being pulled backwards successively for neutral, first, second, third and top which is also the fully automatic position. The test car also had a Park position which is engaged by pulling the lever to the right while in neutral but production gearboxes are not fitted with the parking pawl as it is not considered necessary on the lightweight Ford cars.

The car can only be started in neutral, after which the lever can be pulled backwards into any of the forward gear positions or lifted forward for reverse. Some creep was noticed when warming up on the choke but as soon as the car reached normal running temperature the car would remain perfectly stationary in any gear. For running fully automatically the lever can be left in the top gear position and the gear changing will look after itself. Some of our staff felt that the Hobbs box was no better than the hydraulic torque converter types when being used fully automatically, but, of course, the driver still has four gears against the three of existing hydraulic types, while the box is consuming far less power so that acceleration is hardly affected and fuel consumption is only marginally worse. In fact under some conditions the Hobbs Cortina can be more economical than its manual change counterpart.

At full throttle in automatic the upward gear changes occur at 19, 33 and 59 m.p.h. and with smaller throttle openings the changes occur at suitable speeds. A kick-down switch is fitted and the kick-down operates on all gears, a feature not common to automatic transmissions. This has its disadvantages especially in heavy traffic for if the driver trickles away slowly and the box changes into second when the driver gives full throttle the box will change down to first with a violent jerk. One soon learns not to do this and in any case first gear can be selected for use in heavy traffic so that no changes occur. The only other criticisms which could be made about the box in its fully automatic form are the jerks which occur on upward changes at certain throttle openings and the sluggish engagement of top gear. The first is easy to live with and can be minimised with experience, while the second fault was found to

be peculiar to our test car and can be adjusted out. We later confirmed this by driving a Corsair which had a very smooth and rapid top gear engagement. There is some engine braking available in automatic which is a useful feature but not even the Hobbs box can obviate that bugbear of automatics of changing up at the wrong moment so that when you are accelerating hard in third and want to ease off because of traffic or for a bend it will change into top. Fortunately the Hobbs box is provided with the means for the driver to select his own gears which is probably its main attraction where keen drivers are concerned. All that is necessary is to push the lever to the required position and the box will select it for you. If you are travelling in top gear and want to go down to first the lever is flicked forward to the first gear position and the car will progressively slow and change down until first is reached without over-revving or any other dramatics. Reverse can be engaged while travelling forwards at under 5 m.p.h. but if it is engaged while travelling at high speed the box merely selects neutral. Any of the indirect gears can be selected in this way and if left there the box will select lower gears if the speed drops below the useful range of that gear but it will not select any higher gear.

By using the gear lever for upward changes the driver can hold the engine to maximum revs if required but as we discovered when taking performance figures this results in only slightly improved acceleration and is obviously not worth the trouble unless absolute maximum performance is required. The changes are smoothest when a good deal of throttle is applied and it is best not to lift the foot at all when going up through the gears for absolute smoothness.

The main joy of driving the Mecha-Matic is in the way that gears can be selected at will so that driving hard on twisting roads becomes a pleasure rather than purgatory as it is with the average torque converter automatic gearbox. Changes can be made far quicker than with a manual box and the driver can concentrate entirely on steering and braking. Unfortunately in its standard form the Cortina is not the sort of car that one wants to fling around but the Lotus-Cortina or a normal model with suitably modified suspension will be made much more enjoyable by the fitting of the Hobbs transmission. It also has the advantage of slightly better gear ratios than the rather widely spaced ratios of the manual Ford gearbox.

It is a pity in a way that the Mecha-Matic is available only for Ford as their gearbox is at least pleasant to use and we could think of plenty of other cars on which it would be more suitable. However, this may come in time. In the meantime we can thoroughly recommend the Westinghouse-Hobbs gearbox to Ford owners. Full details can be obtained from Ford Main dealers or Westinghouse Hobbs Ltd., Walkden, Nr. Manchester.—M. L. T.

PERFORMANCE FIGURES

	Fully Automatic	Manual Changing	Cortina GT
0-30 m.p.h.	5.2 sec.	5.1 sec.	3.8 sec.
0-40 " " " " . . .	8.5 " "	8.1 " "	6.4 " "
0-50 " " " " . . .	13.1 " "	12.7 " "	10.4 " "
0-60 " " " " . . .	20.0 " "	19.1 " "	14.0 " "
0-70 " " " " . . .	32.0 " "	31.8 " "	19.0 " "
Standing start 1/4-mile	21.2 sec.	21.2 sec.	(Not taken)
Speeds in Gears			
First	19 m.p.h.	28 m.p.h.	30 m.p.h.
Second	33 " "	43 " "	44 " "
Third	59 " "	66 " "	76 " "

(N.B.—We have not tested a normal Cortina 1500 so in the last column we list the figures obtained on the GT Cortina tested in our July 1963 issue, which indicates that this model only begins to draw away from the Mecha-Matic 1500 at speeds over 50 m.p.h.)

MEXICAN G.P.—continued from page 982

A satisfactory race, although not exciting, but a race which produced a host of technical difficulties not found in any other Grand Epreuve.—M. J. T.

Results:

II GRAN PREMIO DE MEXICO—Formula One—65 Laps
326.6 Kilometres—Dry and Cloudy

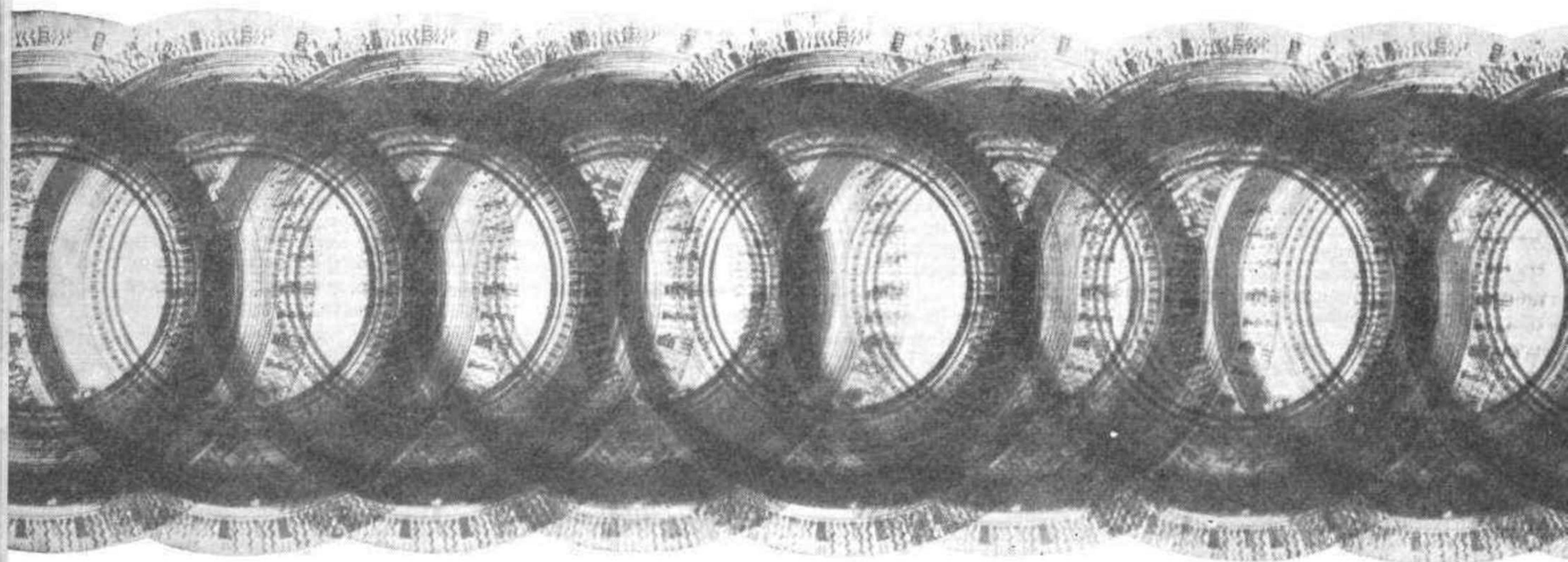
- 1st : J. Clark (Lotus-Climax V8) . . . 2 hr. 09 min. 52.1 sec.—150.125 k.p.h.
- 2nd : J. Brabham (Brabham-Climax V8) . . . 2 hr. 11 min. 33.2 sec.
- 3rd : R. Ginther (B.R.M. V8) . . . 2 hr. 11 min. 46.8 sec.
- 4th : G. Hill (B.R.M. V8) 1 lap behind
- 5th : J. Bonnier (Cooper-Climax V8) 3 laps behind
- 6th : D. Gurney (Brabham-Climax V8) 3 laps behind

- 7th : H. Sharp (Lotus-B.R.M. V8) 4 laps behind
- 8th : J. Hall (Lotus-B.R.M. V8) 4 laps behind
- 9th : J. Siffert (Lotus-B.R.M. V8) 6 laps behind
- 10th : G. de Beaufort (Porsche 4) 7 laps behind
- *11th : M. Solana (B.R.M. V8) 8 laps behind

Fastest lap : J. Clark (Lotus-Climax V8), 1 min. 58.1 sec.—152.413 k.p.h.

Retired : T. Maggs (Cooper-Climax V8) lap 8, engine; C. Amon (Lotus-B.R.M. V8) lap 9, engine; G. Baghetti (A.T.S. V8) lap 11, carburation; J. Surtees (Ferrari V6) lap 19, wouldn't restart; T. Taylor (Lotus-Climax V8) lap 19, engine; M. Gregory (Lola-Climax V8) lap 23, broken radius arm bolt; P. Rodriguez (Lotus-Climax V8) lap 26, chassis mounting broke; B. McLaren (Cooper-Climax V8) lap 30, engine; L. Bandini (Ferrari V6) lap 36, engine; P. Hill (A.T.S. V8) lap 40, chassis mounting broke; M. Solana (B.R.M. V8) lap 57, engine.

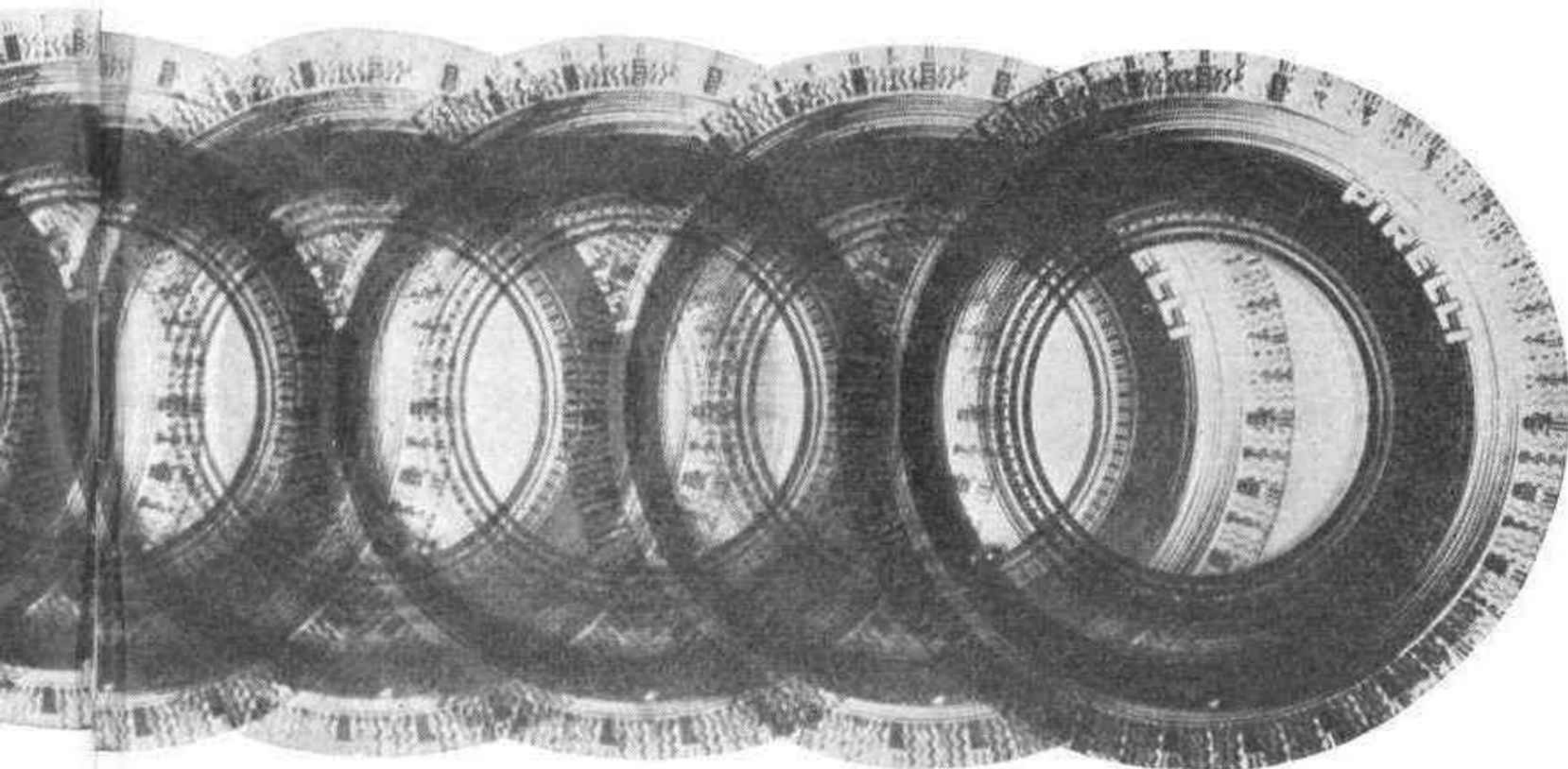
* Classified having completed more than 36 laps.



Cintura to...

Cintura to where? To countries all over the world—the Pirelli factories in Europe have been exporting this fabulous tyre everywhere. Pirelli have recently expanded their factory here in Britain, but the only trouble is that while we call this tyre the Cintura, everywhere else it's

called the **Cinturato**. So to avoid confusion when Britain sells this tyre in world markets, Pirelli in England have decided to standardise its name to **Cinturato**. Remember the new name: Pirelli **Cinturato**—the fabulous tyre with the built-in safety belt.

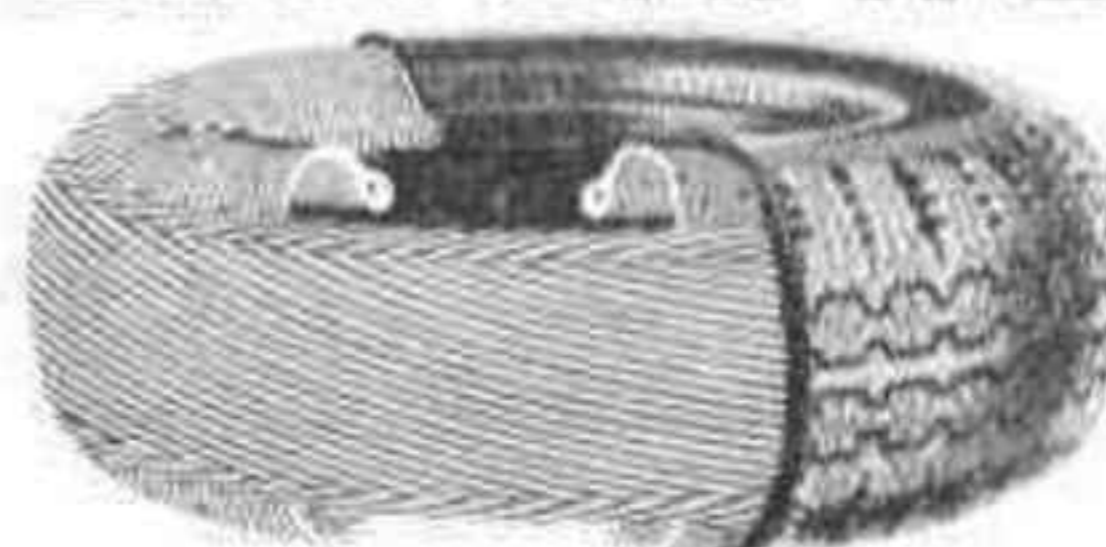


Cinturato.

(only the name has changed)

Cinturato—the tyre that Britain's top professional drivers have been praising to the skies. **Cinturato**—the tyre that's been acclaimed by motoring enthusiasts everywhere. **Cinturato**—the tyre that does so much to improve a car's safety and performance.

PIRELLI
CINTURATO



THE FABULOUS TYRE WITH
THE BUILT-IN SAFETY BELT

To: The Pirelli Performance Bureau,
343-345 Euston Road, London NW1

Please send me a copy of the Cinturato Book
(here too only the name has changed) and the latest
list of cars to which Cinturatos can be fitted.

Name _____

Address _____

Make of car _____

Usual garage _____

TOURING TOPICS

THE picture at the top of this page shows the bridge at Newbridge-on-Wye, which, replacing a timber structure of great antiquity, was built of ferro-concrete and masonry, the work being started in August 1910 and the bridge formally opened by Mrs. Venables Llewelyn and her son George on March 29th, 1911. I gather that no motor cars attended this ceremony. Indeed, it has taken fifty years for road transport to dispose of the railway in this district, for the picturesque single-line Builth Wells-Rhayader line wasn't closed until last year; the sleepers are still being removed. What has this bridge to do with motoring sport? Simply that the engineers for ferro-concrete were L. G. Mouchel & Partners of Westminster, the contractors the Yorkshire Hennebique Contracting Co. of Leeds, the same team which was responsible for spanning the rivey Wey with the banking of the Brooklands Motor Course in 1906-7.

* * *

Farther along this pleasant river valley, well known to fishermen, towards Llyswen, there are other bridges which are rather fun. You can cross the Wye on a suspension bridge that is wooden-floored and very definitely only wide enough for one car at a time, the limits imposed being a combined axle-weight of 5 tons and the impossibly low speed-limit of 4 m.p.h. After which you cross a derelict railway by an iron bridge of like weight restrictions. Its notice is that of the Cambrian Railway Co. but at the level crossing a few miles along the line this has changed to the G.W.R.

* * *

I see that the approaches to Slough Safety Town are heralded by big signs—what a diversity the modern driver has to contend with!—requesting you to drive through this well-lit town on dipped headlamp beams. Personally I am against this, because I think the exact location of a vehicle on sidelamps only is easier to judge and because I like to look in my rear-view mirror through towns. As most of the cars encountered in properly-lit built-up areas seem to use sidelamps only, do we want another motoring requirement which will render us law-breakers if we forget to observe it? It is courtesy to switch off headlamps when you stop at traffic junctions. If they become compulsory in towns they are likely to remain on, at traffic lights and then inadvertently when the car is parked. There should be a big demand for new batteries in the Slough area in the winter days that lie ahead!



These premises, at Chertsey in Surrey, may soon be demolished to allow for road widening. If so, another motor-racing landmark will disappear. For it was here that J. S. Worters prepared the motor-cycles and cars raced by the late Chris Staniland at nearby Brooklands Track, and built the 2.9-litre Alfa Romeo-engined Multi-Union which so nearly broke the absolute lap record, going round at 142.3 m.p.h. at the last meeting before the Track closed in 1939, although rumoured to be on only seven of its eight cylinders.



The ferro-concrete bridge at Newbridge-on-Wye, see accompanying paragraph.

Across England, roughly in a direct line from Fawley to London Airport and the Midlands, there are barren scars, beneath which lies the Pipeline. New fences guard it and new boundary stones, bearing not the initials of a county council or military establishment but the name ESSO, have appeared beside them.

I had expected much champagne for the Press to flow with the paraffin when the other Press (contractor) people had departed and the fuel oil began to come through this costly and ambitious delivery system. If it has, none came my way, and I feel free to express my regret that this innovation has left some ugly gashes in the countryside, so that one feels faintly annoyed with Esso and only too glad to applaud Shell who, in text and picture, have done much to publicise the beauty of Britain. Earth-moving machinery may constitute a fascinating subject for Lesney and Corgi miniatures but it does untold harm to the appearance of this compact little Island.

CARS IN BOOKS

From "Essex Schooldays," by Simon Dewes (Hutchinson, 1960), we learn that Sir William Hyde-Parker, who resided at Melford Hall, had a "very old, high-off-the-ground Ford saloon . . . driven by a chauffeur who was a good deal older than Sir William and had been promoted—although he did not look at it that way—from horses. It travelled very slowly and sedately with much sounding of the horn. The interior was upholstered in a kind of chintz that had been left over when the couch and chairs in the study were covered." This Ford, I assume, was a model-T, unless it was a very early model-A.

Mr. Dewes tells us also of Mr. Topham who "had had one of the first motor cars in Suffolk, somewhere about the turn of the century, and, however depressed he became, he had always kept up this interest in motors, one monster succeeding another and all of them being open tourers of anything between 40 and 60 h.p." At one time Rector of Melford, and later, between fits of depression, moving to Boxford, Mr. Topham apparently retired to Twineham on the South Downs. In earlier years, "In these enormous vehicles, Mr. and Mrs. Topham, still dressed in the clothes of pioneer motorists—veils and goggles and leather coats with fur collars—had travelled over most of Europe, going to Spain and Italy and Greece and, before the Revolution, to Russia, sending all their friends picture postcards of these places, for their whole interest lay in the length of the day's run or how steep a gradient they had climbed in top gear, or other things which would be of moment only to equally mechanically-minded people."

Can anyone enlarge on this and tell us what cars the Rev. Topham and his motoring-minded wife used?—W. B.

OH DEAR!

We all make mistakes but our readers' eyebrows seem to have been raised higher than usual when *The Times* of October 16th last described the Rolls-Royce Silver Cloud III as incorporating "all the refinements of a 6-cylinder V8 engine" and when the *Daily Express* wrote that the quick response of the Rover 2000 is "made possible by the . . . simple robust 5-crankshaft engine."



Your car has a sister in Shell's test fleet with only Shell oil to protect her from the world's worst drivers

MAYBE 'world's worst drivers' is a libel on a fine body of men. For Shell's test team are all *good* bad drivers. They tease and torture cars, but they do it deliberately with studied application. They do it on behalf of all the other drivers in the world who are kindness itself behind the wheel.

Shell oil stands up to anything

The point is that when Shell's test drivers deliberately strain engines, gears and transmissions, they make demands on the cars (and the oil) far beyond anything encountered in normal

motoring. If the Shell oil stands up to that sort of beating, the oil (and the car) will stand up to anything. And that's the whole idea.

Shell care for your car

There are test cars in Shell research centres all over the world. So the chances are that your car, however unusual, has a sister in the Shell fleet. Which goes to show how seriously Shell take your engine's welfare. They have to be certain that the Shell X-100 oil specified for your car will stand up to far more punishment than you would even know how to give it.



VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old-Car Matters

BODDY MUST GO, but in this case he only got as far as Redhill. The Editor leaving the start of this year's R.A.C. London to Brighton Veteran Car Run at the tiller of the Midland Motor Museum's 1898 3½-h.p. twin-cylinder Decauville voiturelle. The spartan hatless passenger is the coach-driver who was given the chance of riding on a veteran by Lord Montagu because he brought a record number of visitors to the Montagu Motor Museum. He is seen holding the ignition control in the fully-advanced position.



THE 67th LONDON-BRIGHTON VETERAN CAR RUN, (Nov. 3rd)

—or a Disappointing Day with a Decauville

ONCE again I was able to drive in that unique event, the R.A.C. London to Brighton Commemoration Run, through the generosity of Lord Montagu of Beaulieu and the co-operation of the Midland Motor Museum at Measham. For the 1963 Run I was lent an 1898 3½-h.p. Decauville Voiturelle, formerly owned by Major H. Fairhurst, recently redated a year earlier than the original estimate, valued at £1,250, and to be seen in the Midland Motor Museum, whose property it now is.

The Société Decauville, locomotive builders, turned to horseless-carriage manufacture in the very year this interesting vehicle saw the light of day, or, some authorities have it, in the previous year. It was made at Petit-Bourg, as the inscription on its brass hub caps suggests, and compared with such "primitives" as the Benz Ideal, Leon Bolleé tricycle, Hurtu and Star of the same period, is a commendably advanced piece of engineering.

This particular Decauville Voiturelle had been sold to the Wills family and was carefully used, until Major Fairhurst bought it, as the third owner. He made very good use of the car in V.C.C. rallies and many Brighton Runs, preparation being in the hands of Mr. Leech of Norman Reeves of High Wycombe, before disposing of it to the Museum at Measham.

I was glad to have the opportunity of driving this Decauville, because, advanced as the conception was in 1898, it is still one of the genuine veterans, more difficult to master and certainly far more temperamental than the 1903 De Dion Bouton, 1903 Humberette and 1904 Brushmobile that Lord Montagu had kindly arranged for me to drive in recent Brighton Runs.

The Société Decauville did two very commendable things when they set about building their first automobiles. First of all, they made use of the high-speed de Dion engine at a time when many manufacturers were wedded to the "turf-turf" form of power unit that was scarcely different from a stationary gas-engine. Secondly, they pioneered unit construction of engine, gearbox and final drive. Having decided on the de Dion engine, these French engineers insisted on having two cylinders. So they made their own crankcase and mounted thereon two 66 × 70 mm. de Dion air-cooled tricycle-engine cylinders, of the kind which have both automatic inlet valve and mechanically-opened exhaust valve in a pocket beside the cylinder, whereas later de Dion Bouton engines had the suction-actuated inlet valve in the head. The result was a 479-c.c. power unit capable of the then very high crankshaft speed of 1,200 r.p.m. A substantial

flywheel rather reminiscent of that on a Douglas, only thicker, was fitted at the back.

Having produced this fast and throaty engine, Decauville proceeded to place it under the seat, where very little cooling air reaches it, and with no fan to assist in stirring any breezes that do reach the cylinders. The only saving grace is that the riser of the seat possesses wickerwork apertures and that in its passage the unburnt mixture has to pass over the exhaust valves.

So far as the unit construction is concerned, excellent as this is, the constructors felt that, having contrived this, they had done sufficient, and the gears of the 2-speed transmission and the final-drive crown-wheel and pinion are as naked as the day they were machined! Lubricating them is a task for the oil-can, although Mr. Leech improved on this somewhat by taking pipes from the breathers to spray a little oil mist onto the gears, when he was servicing the car for Major Fairhurst. Not only is this unit construction of tiny vertical-twin engine, cone clutch, 2-speed exposed gears and exposed, straight-tooth final-drive crude, but to accommodate it no rear springs are used! In fact, the ride is comfortable enough without them.

The frame is tubular, and a very significant item is the use of sliding pillar i.f.s., the sliding steering pivots damped by a quite flexible transverse leaf-spring.

Steering is by a cross-tiller on a vertical column, with a grip for the driver's right hand, and he sits on the off-side.

Carburation is by a surface carburetter consisting of two large brass tanks slung each side of the engine. That on the near-side is the tank proper, filled through a ridiculously small filler accessible on removing the seat cushion. The feed goes by gravity to the carburation tank on the other side, the flow controlled nowadays by an adapted Ford float. The exhaust pipe passes through this off-side tank to warm the petrol, and an air valve, controlled by a lever working in a big quadrant on the side of the body, is the main means of controlling the mixture and thus the engine speed. Two tiny brass levers under the driver's legs on the seat riser look after ignition setting and throttle opening, and there is a sliding ignition switch, with locking screw, on the tiller arm.

Ignition is by a trembler-coil and 6-volt battery carried under the rearward-hinging front seat. Two pedals, entirely devoid of foot-plates, rise innocently from the floor, for clutch and brake actuation, and a rather inaccessible push-on hand-brake lever is found on the right, close to the seat. One set of brakes works on the transmission; the foot-brake operates strips that close onto very small, exposed drums on the back axle. This axle, incidentally, revolves in four bearings which call for further attention with the oil-can every 30 miles or so, bicycle-fashion.

The most prominent control of all is the gear-lever, an agri-

cultural affair rising from the centre of the floor and moving from low speed, through neutral, to top speed over a notched quadrant, so that a ratchet has to be operated to free the lever.

Under the circumstances I felt that I had better become early acquainted with the Decauville. Unfortunately the problems of transport from Measham to High Wycombe, where Mr. Leech was to look it over, a disaster with the car's own, yellow-hued trailer, and torrential rain, combined to defeat my object, and by 8 a.m. on November 3rd, as I was given starting orders along with Sammy Davis' 1897 Leon Bolleé and other primitives in Hyde Park, I had driven the car a few feet in Norman Reeves' workshop and a few yards in the vicinity of the Albert Hall.

Consequently, I didn't feel at all confident that I and my passenger, a Hants and Dorset coach-driver whose reward this was for having conveyed the greatest number of passengers to Beaulieu during the summer(!), would see the seaside that day. An ill-omen seemed to be contained in my unshaven face, the result of over-sleeping in a fashionable South Kensington hotel that had omitted to call several of the Brighton Run personnel, who make a habit of using its much-advertised facilities. Dressing with ten minutes to spare and gulping down one's breakfast are not the best introduction to driving a strange, temperamental 64-year-old car on crowded Sunday roads. But stay, I shall be accused of making excuses. . . .

At all events, the engine, which must develop all of 3 h.p. when performing properly, started easily when I wound furiously on the almost-upright, chest-level, starting wheel, which rotates the crankshaft through the medium of a free-wheel, and the early morning air was rent by a crackle of exhaust quite surprisingly lusty for so small and ancient an engine. Moreover, our pleasingly-patterned 28x3 Goodyear tyres were fully inflated, the bulb-horn worked and the clutch engagement proved to be unexpectedly light and progressive. The brakes?—well, adequate, if you steered for gaps as you applied them, although the hand lever has no ratchet.

Indeed, we were more fortunate than Count Lucio Labia, who had hoped to drive his enormously impressive 24-h.p. De Dietrich in the Run, a vast car, quite as exciting as most Edwardians, and as large, whether you are regarding its massive cylinder blocks or its vast tonneau body with towering cape cart hood over the rear compartment. Alas, this car, one of two the Count's father abandoned in a London warehouse when he left England for South Africa before the First World War, since located and restored, was last seen exploding into the distance, Bob Warne at the wheel—and was a non-starter, due to coils that were reluctant to emulate onlookers in close proximity to the great machine, and tremble. However, from the same garage, Lord Montagu and Lady Montagu, driving, respectively, the Midland Museum's 1901 8-h.p. Dürkopp and the Montagu Museum's 1903 model-Q De Dion Bouton on which I had such a good run last year, departed, to complete the journey successfully.

As for ourselves, the first few miles were fine. The Decauville took top speed, the exhaust bark dropped to a splendid "phutter-phutter," and I estimated we were bowling along at some 20 m.p.h., the tiller-steering not particularly difficult. Leaving the Park to pass Big Ben I put bottom speed in too casually and stalled the engine, but it restarted easily. We had a bit of a ding-dong with E. P. Sharman, alone on his fearsome 1897 Leon Bolleé, a *voiturette* the allegedly copyright type-name of which caused Decauville to term our car a *voiturelle*, and for a time kept station behind Rockcliffe and Johnson's 1898 Benz dog-cart. But before long the mixture began to play up, a hold-up at the Kennington traffic lights (where the police stood looking on, apparently not allowed to wave us over against the red this year, although farther along the route they did this, extending all their customary, much appreciated, good-humoured help) got the engine pretty hot, and although we got up Brixton Hill, we never thereafter regained any speed.

It was a case of getting along at a pace which enabled youthful cyclists to pass us with ease, shouting "Get a bike" and similar biased bits of philosophy, before passing rapidly out of sight. I stalled the engine again, before learning to ease the clutch in, and now top speed was out of the question for more than a few yards, so it was fortunate that I had discovered how to get the low speed in quietly. The engine seizures became more frequent. We got down, increased the oil drips, lubricated the pinion and exhaust-valve stems, drove into a garage at Thornton Heath to top up the carburettor tank, into another one near Redhill to drain off the old fuel and refill both tanks with fresh spirit. "This has done it," I thought, for whereas before the engine wouldn't accept any air, now the air-control could be pushed right forward. But not for long. Soon we were seizing up at frequent intervals,

again, and although more Castrol was put into the oil tank, a check made that the lubricant was flowing and the main drip-feed opened right up, it was of no avail. Cars with numbers in the 200s were coming past, so we were very late, and when an 1896 Lutzmann overtook us easily I knew we should never get in by the zero hour of 4 p.m.

Early on I had merely thought the road from Streatham onwards must climb imperceptibly and that after Purley we should encounter some downhill going, get top, cool off, and might just average the required minimum 7 m.p.h. Now I knew we never would get any speed and would certainly never climb those fearsome gradients beyond Crawley, which seem never-ending and cruelly steep to drivers of cars built before the turn of the century. The traffic was by now impossibly thick, and although the police and modern drivers alike gave us every help, the engine, recovering somewhat after the enforced pauses, never had a chance to keep cool. It seemed wrong to go on driving a piece of machinery in this condition and when the Decauville refused to climb as far as the Redhill traffic lights and, exploring every avenue, I checked the trembler coil and found it had ceased to feed both plugs, I had to accept defeat, remove the clothing that gives me a strong resemblance to Mon. Bibendum, get my passenger a lift, put the car in the garage and call it a day.

At the time I felt that a museum was the best place for this particular veteran. But this is unfair, for the design was ahead of its time, and it wasn't this model, but the 1902 10-h.p. Decauville, that caused Sir Henry Royce so much trouble that he set about evolving the best car in the World. . . .

It could have been much worse. We might have broken something. We could well have been drenched to the skin as well as disappointed. And British Railways, a London taxi and a Cortina GT contrived to have me home half-an-hour before the last veteran was due at the Madeira Drive, and long before my wife returned from Lord Montagu's cocktail party at Brighton Motor Museum and the generous hospitality laid on by National Benzole. I hope next year I may be given another chance of trying to master the Decauville or some other "early primitive."

W. B.

Those who fell by the wayside: W. Boddy (1868 Decauville), N. H. Mann (1899 Daimler), F. G. Smith (1900 De Dion Bouton), G. Sanders (1900 New Orleans), A. W. Emson (1900 Pieper), J. A. Wilson (1900 Pieper), J. S. Corry (1902 Benz), E. Jarvis (1903 De Dion Bouton), H. Barnard (1903 Oldsmobile), S. J. Mitchell (1903 Phoenix-Trimco), J. Leppard (1903 Tony Huber), D. R. Heyworth (1903 Wolseley), D. G. Blackford (1903 White steamer), M. Beaumont (1904 Imperial), D. N. Parkinson (1904 Peugeot) and A. E. Redsell (1904 Wolseley).

There were 244 entries, De Dion Bouton predominating, 219 starters, 203 finishers.

Singer queries.—A Hampshire reader asks whether his 1929 Singer Porlock is the only one of its kind in daily use. It was bought new by his parents and has been run regularly, apart from one year's rest, ever since, including during the war years. A Lancaster reader seeks the history of what he believes to be the sole surviving Singer Le Mans team-car, a 1934 model, AVC 484, chassis 62799, engine 59745, first registered June 1935. It is alloy-bodied, with long tail containing a 40-gallon tank, there is a tachometer but no speedometer, the back axle has splendidly noisy straight-cut gears and it is thought to have been driven at Shelsley Walsh, etc., by A. McDonald. Any clues or comments?



WHAT IS IT? A reader offers this picture of himself in this sporting-looking car, taken in the winter of 1915/16, and asks if anyone can identify it. It had exposed timing gears, a 4-in. bore, and chain-drive.

A Chat with H. G. Munton

The other day I had a chat with H. G. Munton, Works Manager of Boon & Porter Ltd., who was racing mechanic to the late B. S. Marshall in the "good old days."

Fortunately Mr. Munton has kept his collection of Press photographs of those days, as an aid to memory refreshment. There are fine pictures of most of the cars Marshall—he of the black overalls and helmet—drove at Boulogne, Le Mans, on Brooklands and in sprint contests. There is the little Mathis, for example, built for the 1914 season, commandeered by the Germans during the war, recovered by its makers, and driven from Strasbourg to London by Munton for Marshall, who was a Mathis agent and had appeared in J.C.C. events with an 8-h.p. sports model of this make, to race at the Track.

This Mathis had a chain-drive o.h.c. engine and virtually no body—just a bolster petrol tank and two seats. Mr. Munton showed me one amusing photograph of it, the car leaning forward on oval wheels, as the plate cameras of those days depicted racing cars at speed, the Mathis with Marshall and himself on board right over the broad finishing line painted across the Finishing straight. There is an interesting story attached to this picture. Apparently the great French driver Chassagne was in the same race, driving the 5-litre Ballot, and he claimed to have won. The race was, however, awarded to the Mathis, by $\frac{1}{2}$ sec., and this photograph, although not developed immediately as in a modern "photo-finish," is there to prove the judge correct.

Later the little Mathis was repainted black, given a bigger exhaust pipe, the large steering wheel favoured by Marshall, and Houdaille shock-absorbers. A dodge adopted to fox handicapper Ebblewhite was to substitute 760 x 90 back tyres for the customary 710 x 90 tyres, which gave a small increase in speed without perceptible alteration to the car!

Incidentally, in several pictures I noted that Marshall favoured treaded tyres used diagonally in conjunction with plain racing treads, a treaded Englebert on the n/s front and o/s rear wheel only, for instance. This was thought to give good adhesion while saving drag on two of the wheels.

For the Le Mans light car race of 1922 Marshall had an Anzani-engined Crouch with a body made by Ewart's, the geyser people. It was prepared by Munton in a mere five days, its first test run being from London to Southampton to catch the night boat to Le Havre. Yet it gave no trouble, finishing fourth in the race behind the team of "Invincible" Talbot-Darracqs, although by the end of the race the teeth of the 2nd-speed pinions were worn to knife-edges.

Marshall also drove the special racing Hampton, prepared by the makers, but the 2-bearing crankshaft of its Dorman type KNO engine was the limiting factor, at more than 89 m.p.h. on Brooklands. In fact, on one occasion Munton was driving away from the Track with an engineer from Dorman's, who had come down to see whether the engine could be improved, beside him when, at Thames Ditton, a queer noise intruded. Opening the bonnet, Munton noticed a bent rocker, so he removed it, cut-out the plug to that cylinder, and drove on to London on three. In fact, when the engine was stripped, he found that the crankshaft had broken and was in two pieces, still, by a fluke, revolving as one! The Hampton gained one victory and two "seconds" at B.A.R.C. meetings during 1922, its best lap being at 82.86 m.p.h.

Marshall, whose cars were prepared at Basil Street and in a small works in Foley Street next door to which Henlys had their origin, also raced the famous side-valve Aston Martin "Bunny" (so called because at Le Mans a mechanic had pushed a rabbit's tail through one of the drillings in the rear cross-member). But he is remembered mainly for his fine performances at the wheel of his Brescia Bugattis. For the J.C.C. 200-Mile Race a streamlined body and radiator cowl made under Hawker licence by Compton's of Hersham was fitted. At Boulogne in 1923 this same Bugatti suffered severe tyre trouble, Munton making sixteen changes, badly hampered by the spare (which, the rules specified, had to be used first) being difficult of access in the tail of the special body. This Bugatti, in which Marshall lapped in B.A.R.C. races at nearly 88 m.p.h., was sold to Lancaster.

For 1924 Munton built up a Bugatti from parts of three different Brescia models, using a wheelbase of 7 ft. 2 in. instead of the normal 6 ft. 6 in. To get it within the 500 kg. *voiturette* class he removed one of the twin magnetos, but thought it worthwhile to fit front-wheel brakes with quite large drums, although this was done against the advice of Ettore Bugatti, who thought the chassis insufficiently strong. These brakes were genuine Perrot,

purchased in Paris; not the Whitehead cable f.w.b. used on Raymond Mays' Bugattis. Marshall's car also had a wire-mesh radiator guard and aero-screens, and, because the roads in the T.T. and at Boulogne were appalling and it usually rained, Munton rigged up his light flared mud deflectors, also seen later on Miss Cynthia Turner's Brescia Bugatti. The aero-screens were a sensible safeguard from serious injury from flying objects, as Munton appreciated after a pheasant had hit the radiator guard and grazed his head as it shot over the car—yet many drivers and mechanics went bare-headed, without any kind of screen. This Bugatti, XN 2191, was a Crossley-Bugatti, but did not have the round Maltese-cross badge I have in my collection, which, perhaps, never got as far as being used on a radiator. It weighed under 10 cwt., causing Mon. Violet to protest, until it was weighed, after Marshall had won the race, as he did again in 1925.

In the T.T. the engine misfired. One of the contemporary Press reports preserved by Mr. Munton puts this down to a defective plug but he recalls that the trouble was a bent valve, cured by removing the tappet-inspection disc, bending the valve, which I should not have thought possible, and proceeding with it permanently shut. Happy days!—W. B.

Vintage miscellany.—A reader is in desperate need of a 4.08-to-1 crown wheel or a complete axle for a 14/40 Delage. F. J. Gornall of Pilling, near Fleetwood, who died recently, was a pioneer carburettor designer who claimed to have built a car in 1890 and was the inventor of the vulcaniser. The Austin Twelve ice-cream van illustrated recently is a 1930 model and still in use. More hand-operated petrol pumps are reported between St. Columb Major and Newquay. A reader who has a Morgan-Blackburn asks the owner of a similar Morgan he encountered recently in a traffic jam near Victoria Station to ring him again at HAM 0380 and leave an address. Michael Sedgwick, Curator of the Montagu Motor Museum, has been commissioned by Cassell to write a book on the history of the Fiat Company and requests the loan of any information, old photographs or cuttings, etc. Eleven cars of the Amilcar and Salmson Registers took part in the Joint Rally on the Sussex coast last September. Batno's Amilcar-Riley from Shropshire won the arrival award, Mrs. Rippon, on b.e. tyres from Solihull, being the runner-up. The tests were won by D. Peacock's Amilcar.

An Australian reader has an 8 h.p. two-cylinder G.W.K. and seeks photos and data, and someone else wants details of the Ensign car. A 1923 Fordson tractor with vintage Junior mid-mounted mower, converted to magneto ignition, is still in use at Melton Mowbray. Another early B.M.W. sports 2-seater, similar to an Austin 7, was seen recently at Cambrils. J. N. D. Scarf is not only running a 3-litre Bentley and the ex-Hawthorn Mille Miglia Frazer Nash, but has saved a 6½-litre Bentley from a henhouse in Wales, where it had lain since 1951 and has the Attenborough Special. The last-named, when found, had a 3.4 Jaguar engine but the original Aston Martin "Atom" engine has been rescued and will be re-installed.

Recent discoveries.—Readers report as follows: A 1933 model-B Ford 4-door saloon is in danger of being scrapped, and a 1934 Armstrong Siddeley Long 15 saloon is seeking a home, both cars in London. An Edwardian Adler chassis lies rotting in a field in Bedfordshire. A 1937 A.C. Six, a Rolls-Royce-Bentley, an S.S. II and a Marmon, together with several other vintage and p.v.t. saloons, including Rolls-Royce and Talbot, are said to be derelict in Surrey and possibly for sale.

A Fiat Tipo 52 is reported lying in a rubble dump somewhere in Kent.

The Beaulieu car airfield having been broken up and the Montagu Motor Museum has laid down 3,500 sq. yds. of hard standing for club driving tests; this will be available at a moderate charge. Applications should be made to the Museum.

A new exhibit at the Montagu Motor Museum is Count Lucio Labia's 1903 24-h.p. de Dietrich one of two he has restored.

Betty Haig has acquired a p.v.t. in the form of a 328 B.M.W., and Barbara Marshall is working on the first Anzani Frazer Nash that she owned some years ago.



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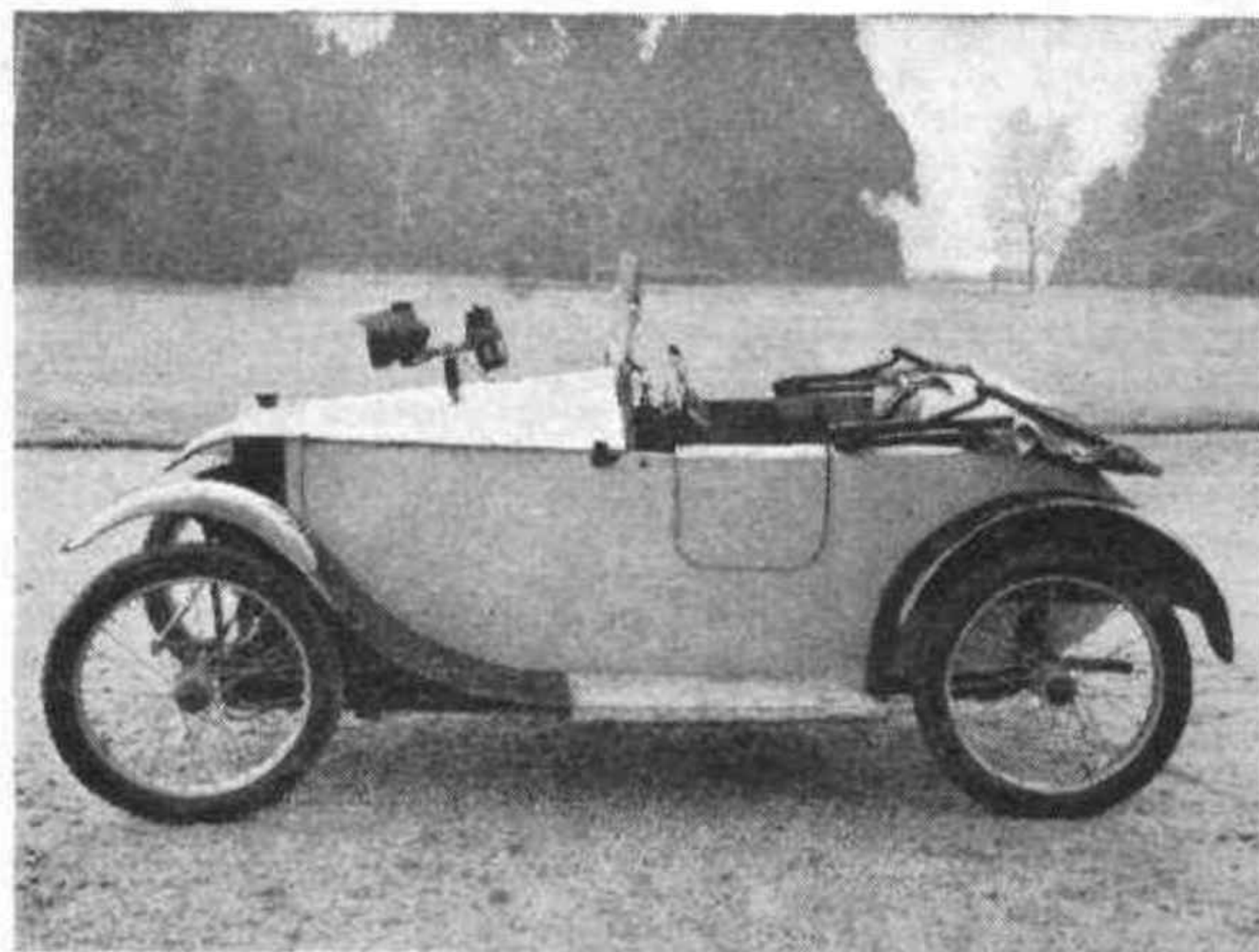
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FRAGMENTS ON FORGOTTEN MAKES

No. 24—THE BLERIOT-WHIPPET



[Photograph by courtesy of B. J. Jordan and the Montagu Motor Museum
The sole surviving Bleriot-Whippet? This 1921 model can be seen in the Brighton Motor Museum.

THE Bleriot-Whippet was one of the better-looking and more practical of the cyclecars which flourished for a brief period between 1910 and the early 'twenties, and when I heard that Mr. G. H. Jones, whose brain-child this was, was living in retirement in Shrewsbury I drove to this medieval town of drinking houses and betting shops, past the old Sentinel steam wagon works (now occupied by Rolls-Royce) to interview him.

During the 1914/18 War, Jones and W. D. Marchant had been at the Zenith motorcycle factory at Hampton Court. Zenith had, before the war, built those exciting vee-twin machines with variable-speed belt drive, contrived by an expanding and contracting engine pulley and a sliding back wheel, controlled by a "tram driver's" handle beside the tank. So successful were the Zenith Graduas that they were barred from the pre-war public-road speed trials, as unfair competition to other makes, and in consequence they adopted as their trademark the "barred gate" insignia.

Jones and Marchant conceived the idea of incorporating this type of variable belt drive in a cyclecar, the "stick and string" four-wheel movement having achieved a great following in the years immediately before the outbreak of war. Zenith were very co-operative, both over the use of their belt-drive system and in letting the collaborators work in the factory in their spare time, so in due course the prototype cyclecar was built, being finished at Marchant's house at Weybridge.

The engine was a 6-h.p. J.A.P. air-cooled vee-twin, set in line with the frame, driving to the sliding belt-pulley countershaft by a primary chain kept in tension as the countershaft moved by a cam-controlled third sprocket, the countershaft being carried in the rear engine-mounting plates. As Mr. Jones says now, the belt should have been used for the high-speed end of the transmission but in those days neither he, nor Marchant, nor Freddie Barnes who designed and raced Zeniths, realised this.

Anyway, the Jones-Marchant cyclecar was completed around 1919, with its variable-speed belt final drive, with 18 positions, and chassis consisting of deep wooden planks set on edge and bent to the contours of the wide 2-seater body, which was constructed of 3-ply covered with leathercloth and varnished, rather like the Gordon England and Weymann flexible fabric bodies that appeared in later years.

The next project was to find someone to manufacture the little vehicle. Now in 1917 the Government, having taken over the Bleriot Flying School on Brooklands Aerodrome, built for the Bleriot Aeroplane Co. a large and modern factory in the village of

Addlestone, where, as the Air and Navigation Company, they built Bleriot trainers and Spad scouts. This factory is said to have cost in the region of £75,000, an instance of the rising costs caused by the war, for the entire Brooklands Track had been built for £150,000 ten years before, the complicated ferro-concrete banking/bridge over the Wey being constructed for only £4,666. When the Bleriot trainers became obsolete the factory contracted to build Avro 504s and S.E.5s.

The aviation slump in the days immediately after the Armistice caused the Company, now known as the Air Navigation and Engineering Co. Ltd., to cast about for something to produce. Jones and Marchant saw their opportunity and persuaded the Works Manager of the war years, a Frenchman called Norbert Chereau, to adopt their cyclecar, which was named the Bleriot-Whippet.

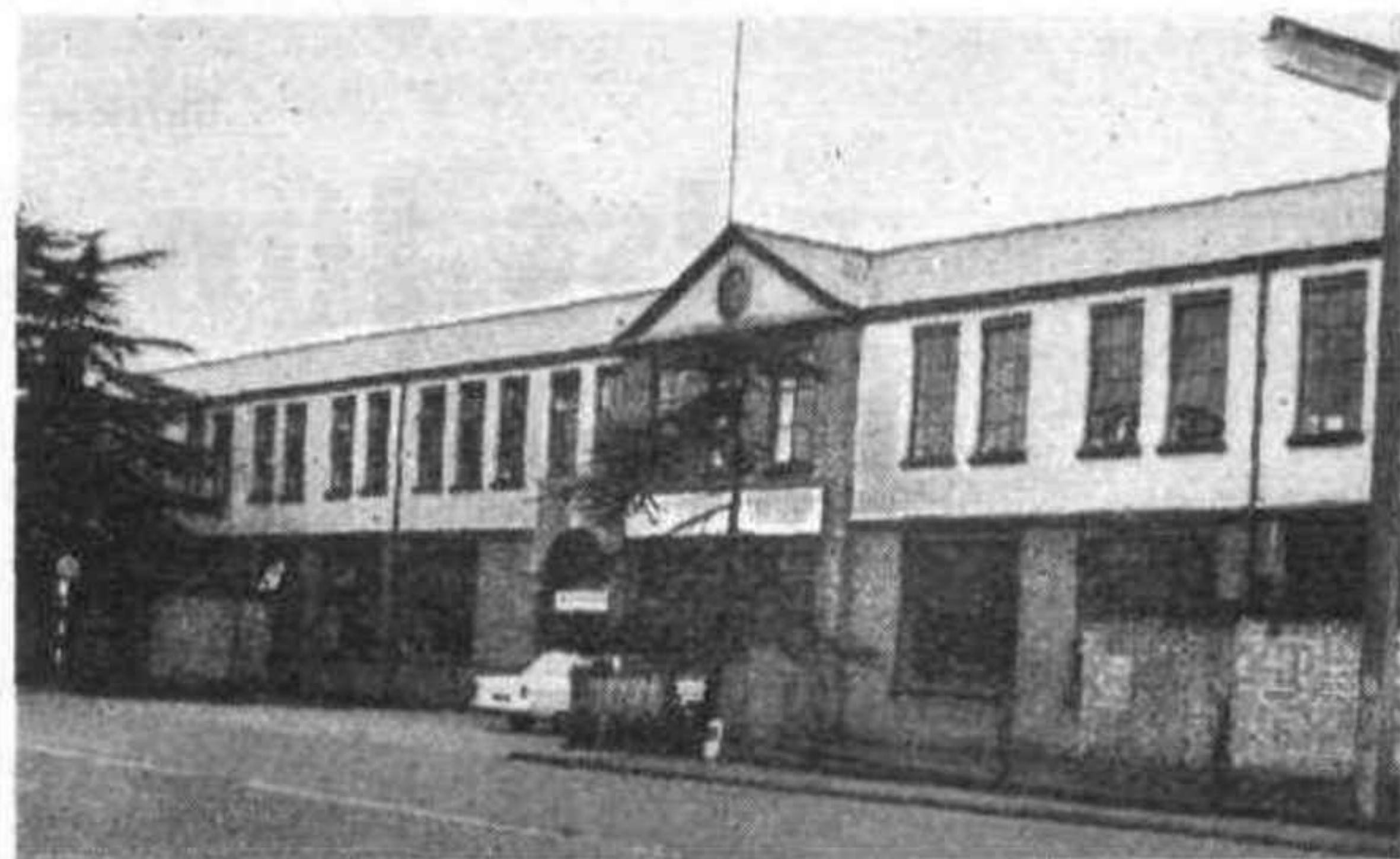
As the Company had business connections with the Burney & Blackburne engine company of Tongham, they insisted on using these engines, which were of nearly 1,000 c.c. This was quite acceptable to Mr. Jones, but during tests in North Wales and elsewhere a lot of trouble was experienced with big-end seizure of the forked connecting rods, so Jones and Marchant revamped the bottom of the engine, using roller big-ends.

The Bleriot-Whippet thus went into production at Addlestone, as a handsome little 2-seater, notably wide and comfortable when some cyclecars, like the Tamplin, were tandem-seaters, others, like the A.V., capable of carrying only one person.

The air-cooled side-valve Blackburne engine of 85×85 mm. (998 c.c.) had Ricardo slipper pistons and drove by a $\frac{1}{2}$ in. × $\frac{1}{8}$ in. primary chain to the $1\frac{1}{8}$ -in. belt-transmission, which used a John Bull (or sometimes a Dunlop or Lycett) belt giving a high gear of 4.11 or 4.84 to 1 to choice. The wire wheels were shod with 700×80 tyres, springing was by undamped $\frac{1}{4}$ -elliptic springs, and the footbrake worked on the inside of the belt pulley on the back axle, which, in spite of its considerable width, eschewed a differential. The handbrake applied an internal expanding brake on the belt countershaft.

Steering was by a two-start quick-thread worm on the column, which engaged an internally-threaded sleeve linked to the track rod by pegs and a cranked arm. The dummy radiator had a slight R.-R. air about it, there were proper running-boards on which to mount a spare petrol can, and the Bleriot-Whippet was claimed to do 50 m.p.g. and 45 m.p.h. It was listed in three types, the Standard 2-seater at £250, the De Luxe model at £350, and the Sporting Model, which cost £250 and had the option of a 17- or 20-tooth engine sprocket, 3 in. extra ground clearance, a torpedo body and special steering, although, as Mr. Jones remarks, "everything was 'special' in those days!" Later the price was reduced to £210.

London Motors of Holborn Viaduct were appointed sole London agents, delivery was promised in two months, and extras were listed as a Stewart speedometer for 7 gns., a spare wheel for £7 14s., and Lucas lighting and ignition for £22. A kick-starter



The one-time Bleriot aeroplane factory at Addlestone, in Surrey, built by Gaze's of Kingston under Government contract in 1916/17. It was here that the Bleriot-Whippet cyclecars were made after the Armistice, and the later Eric-Longden small cars. Various post-1918 aeroplanes, including the 1923 Wren motor-glider, were also produced in this factory, which then became the British depot of Weymann fabric bodies when they moved from Putney and is now the flourishing Weymann's body-building concern, making "bus and commercial-vehicle bodies."

was fitted, later replaced by a long outside starting handle. Only one colour was offered—plum. Happy days!

Marchant drove a Bleriot-Whippet in events such as the J.C.C. London-Manchester Trial of 1920 and in J.C.C. Meetings at Brooklands, with good results, and Ballards Motors were enthusiastic about the sales prospects. Unless the picture has been touched-up, the one-time Bleriot and Spad aeroplane factory now proudly bore the inscription "Bleriot-Whippet Light Cars" across its stonework and 50 cars were photographed in May 1920 awaiting delivery to eager customers, with Mon. Chereau at the head of the line-up, and his lady secretary at the wheel of the first car. Delivery seems to have commenced around April 1920, the early cars being praised for excellent springing but being very difficult to kick-start on account of the absence of a valve lifter. The starting trouble seems to have been overcome, the springing was undoubtedly a very good feature, but the air-cooled engine enclosed under a bonnet tended to overheat in cross winds and owners complained that the only stowage space was under the driver's seat, the passenger's being taken up with battery stowage.

Naturally, with Brooklands so close at hand, this cyclecar was raced at the Track. For the 1921 J.C.C. 200-Mile Race Marchant drove a car with the engine-stroke of 96.8 mm., giving a swept volume of 1,096 c.c., and a 3-speed gearbox and all-chain drive, the variable belt transmission having been discarded for 1921, after Jones had left to work with Granville Bradshaw on his oil-cooled motorcycle engines. It retired after 17 laps. For the 1922 200-Mile Race L. F. Peaty, who trained on a pogo-stick, entered a Bleriot-Whippet with standard engine dimensions but again it failed to finish.

This wasn't the end of the Bleriot-Whippet at Brooklands, however, because in 1923 Capt. Peaty drove a green and aluminium example with 85×97 mm. (1,098 c.c.) engine. It retired in the Whitsun Small Car Handicap after a standing lap at 62.6 m.p.h., failing to justify its scratch start. It did not appear again in

B.A.R.C. racing, nor had a Bleriot-Whippet with proper racing body built on the aforesaid plywood and fabric principle and having an o.h.v. Blackburne engine, built in 1920 for W. S. Shackleton who later designed the 1923 A.N.E.C., light aeroplane built for the Lympne Competitions, do any better, but this one served as an eye-catching exhibit at the 1920 Motor Show. Although playing virtually "at home," the Bleriot-Whippet was not a success at Brooklands.

Mr. Jones says that the advent of the flat-twin Rover Eight finally killed it off, but Doyle gives it as surviving to as late as 1927. For 1923 a new model, selling for £155, with its engine set across the frame and shaft-drive, was introduced, and the older version was reduced in price to £170. Towards the end of that year the new Jukes gearbox was adopted, and the price was down to £125. In 1924 another £10 was lopped off but the make was not at the Show that year. The only known existing example is a 1921 model in the Brighton Motor Museum. These gearbox models had a more accessible magneto, stronger stub axles, and sold for £198.

The Addlestone factory went on to make the Eric-Longden small car, and several ultra-light aeroplanes such as the A.N.E.C.s and Missel Thrush were built there. A member of Callender's Cables then bought it from the Government for £16,000 with the idea of setting up his own cable factory but, unable to import the necessary machinery from Germany, sold the premises without using them, for some £21,000. Eventually Weymann, the famous French constructor of flexible fabric bodywork, used it as their British depot—is there, I wonder, any connection here with the body construction of the Bleriot-Whippet cyclecar? When Weymann's took over, one of the original hangars behind the main aeroplane bays was used as a paint-store. Today the building, apart from modern extensions, looks much as it did in 1917 and is the commercial body-building works of Weymann's.

W. B.

VINTAGE POSTBAG

A Versatile Hudson Straight-Eight

Sir,

Reading your article on Hudson Essex cars brought back many memories of journeys and adventures in numerous Hudson, Essex, Railtons I have owned or driven over very many years.

About three years ago I bought a 1934 straight-eight Hudson, Reg. No. OW 5789, for a mere song and have used it practically every day since.

I have also towed my friend Jim Tiller's well-known J-2 Allard to many hill-climbs, Firle, Wiscombe, Shelsley, etc., usually carrying about four or five people and loads of equipment and even towing, it takes a very steep hill to reduce it to bottom gear.

My son, aged 18, and I also use it as a "Competition" car, having entered it in driving tests, gymkhanas, Auto-cross, etc. (photograph below).



It still does about 85 m.p.h., has very good acceleration and excellent brakes (Bendix).

Apart from jumping out of second gear, cured with a bit of angle iron, the car gives no trouble at all. Who said American cars don't last? I love 'em!

Southampton.

WILFRED L. CRIPPS.

The Marmon Little Eight

Sir,

You mention twice in your article on the American Car Rally at Beaulieu last month that the Marmon Roosevelt was the first eight to sell for under \$1,000. Actually this rather doubtful distinction is reserved for the Marmon Little Eight of 1926/27, an o.h.v. job of about 3-litres (190 c.i.) which, if it wasn't a dud, was certainly a flop. Cecil Bendall had one in his emporium a year or two ago, a rumble seat roadster in good shape for which £175 was asked. I don't know exactly what the basic price of a Roosevelt was, but I imagine it was around \$1,300, to compete with the confections of Chandler, Elcar and Gardner. The Roosevelt is a 1930 model year car; in the previous year the Model 68 was offered at \$1,465 for the sedan or coupé, for which you got a motor of $\frac{1}{16}$ in. greater bore giving 211 c.i., 25.3 h.p., a handbrake operating on all four wheels, 5.50×19 tyres and a slightly posher interior with courtesy lights, a vanity case (?), a sun visor and, yes, a "water temperature indicator."

On the Roosevelt they cut a few corners by using the same 114 in. wheelbase chassis and stock bodies by Hayes, Grand Rapids, Michigan but reduced the bore to 2 $\frac{1}{4}$ in. (202 c.i., 24.2 h.p.), the handbrake works on the transmission, the tyres are 500×19 and the fitments listed above are omitted. Gates' car—which until recently belonged to Peter Newman of Chobham Motors whose brother John has the award-winning Stutz—is identical to mine in every respect save the radiator shell which is painted (I am assured this is original) and of a more rounded shape. It is billed as a Marmon on the rad. badge and has Ms instead of Rs on the wheelnuts. Both his car and mine were constructed and first registered in 1929. The engine numbers are very close at S-20893 and S-20649 respectively.

I am informed that the Roosevelt was named after Theodore, and that almost all the cars bear his profile on the name plate except the first few—of which mine must be one—as they were not sure of the political implications!

As a motor car it is of rather mixed appeal: it is dreadfully under-geared with a 4.7:1 back axle, uncomfortable for a tall driver as the front bench seat is not adjustable, rolls like a pop-singer round corners, the gears are very tricky but one was not supposed to need them very often—"never shift till it stalls!" screamed the ads.—and the steering is distinctly heavy though the handbook proclaims that "The new Roosevelt steering gear confers a lightness and ease of operation hitherto unknown." On the credit side it always starts on the button, and with the rod-

operated brakes it will stop. Servicing is simple and everything is beautifully accessible. Castrol, God bless 'em, produced a large Roosevelt chassis lubrication chart—by return of post. How's that for service?

Finally, if anybody is interested, I am repainting my bulkhead, or firewall as they have it, a tasteful shade of *flat matt black*, in the near future.
Betchworth.

A. T. N. BOOTH.

* * *

Links with the Past

Sir,

I was most interested to see photographed in your report of the American Car Rally at Beaulieu an Overland tourer owned by Mr. C. T. Allcorn bearing the Pembrokeshire registration number DE 2259.

Would Mr. C. T. Allcorn disclose to us the past owners of this interesting vehicle.

There were two or three of the Overland vehicles of this era in the immediate area. I wonder, has one succeeded in evading the scrap graveyard which claimed so many during the war years?

I am friendly with a retired electrical engineer who now resides at Solva, and was a native of this area. His vast knowledge of the introduction of motoring into this area is outstanding. Relative makes, owners, and years when they arrived, flow from this gentleman as a chronicler of old. His knowledge of the old traction engines is every bit as interesting.

Another friend of mine is a retired coachbuilder at Fishguard. He was in coachbuilding during the transition to the horseless carriage and has most vivid recollections of various incidents and experiences. It includes delivering as a boy with his father a single-cylinder Wolseley to my grandfather's brother at Llanrhian.

How sad all these old vehicles have disappeared as scrap. But my!, what a privilege to speak at first hand to such fascinating gentlemen with such a tremendous wealth of knowledge.

Please could these good people in all parts who have such knowledge write it down for posterity. A local farmer has a complete set of Essex wooden wheels and axles on a farm wagon.
Haverfordwest.

J. E. GRIFFITHS.

* * *

Abroad with a 1936 Austin 18

Sir,

You may be interested to hear of the performance of a 1936 Austin 18 station wagon which this summer travelled to Greece and back, a total of 4,500 miles, in a fortnight.

The car carried five people and all their kit for camping as well as sufficient tools and spares in case of repairs. During the whole trip only two gallons of oil were burnt, and in order to reach Boulogne on time on return the car was driven almost non-stop (only two or three stops taken for coffee) for 41½ hours, and half of this time we were constantly climbing in Northern Italy.

Throughout the whole trip we did not suffer one puncture (for your tyre experts, we had second-hand Michelin "X"s on the front and Michelin Ultra Grip on the rear) and the only trouble entailed replacing the universal joint cross in Athens. This item was fitted to the joint, which we had removed from the car, in under 20 minutes by the B.M.C. agents. Can you get service like that in London?
Morden.

P. A. FREEMAN.

* * *

History Wanted

Sir,

I am anxious to trace the history of my "Works" Riley 9 Brooklands. I wonder if any of your readers could assist?

The car ran at Le Mans in 1933, driven by Sibleau and De la Roche but von de Becke says that it did not finish although he cannot remember why.

The car was in the works team up to 1936, when it passed to Capt. (?) Briggs. At the Easter Meeting at Brooklands that year it achieved what must constitute a record of some sort by winning two races with identical fastest laps at 101.64 m.p.h., but driven first by Mrs. Briggs and then by her husband.

Ian Cunningham then took the car to Scotland and I believe had some successes.

I am particularly interested in the works history. Painted blue with cream wheels up to 1936, it was registered for Le Mans in 1933. Reg. No. KV 5392, Chassis No. 8093 and the Engine No. 47000 (I suspect this is a later racing engine than the original).

I should be delighted to hear from any of the people mentioned or from anyone who can tell me of their whereabouts or who can give me any information on the car's works history.
Bideford,

G. F. Hennings.

Another Roamer-Duesenberg . . .

Sir,

My attention was drawn to the article in the September MOTOR SPORT on the Roamer-Duesenberg. Mr. Jones does not own the only touring car, for there is another flat radiator tourer owned by a Mr. Baker of Battle Creek, Michigan, which is reputed to have a Duesenberg engine. There is also my car, which fortunately does not look like a Rolls-Royce.

I have a few comments to make on your article.

According to your photographs, the wheels of Mr. Jones' Roamer are Hayes, which have a ratchet-lock on the solid nickel wheel-nut engaging a ring of slots inside the wheel. Six pins on the hub engage corresponding holes in the wheel. The true centre-lock wire wheels are those used on Rolls-Royce, Hispano-Suiza, etc. The Hayes wire wheels differ from the Houk only in the wheel-nut thread which is coarser. The pull-out Buffalo wire wheels used on many of the better American cars during the 'twenties and early 'thirties are also centre lock.

On my car the spare wheels are on side mounts. The rocker cover is different, having a small cover removable for clearance adjustment. Incidentally, the rockers have an effective length of just over 14 in. The coupling between the generator and the Dixie magneto is bolted fabric. The carburetter is a Stromberg 03. The original headlamps are single beam U-mounted barrel type, with Paterson lenses.

I would question the manufacture of the gearbox. About this time Duesenberg was starting small scale production of his own 8-cylinder A model, which was fitted with a 3-speed box. It seems unlikely that he was making a 4-speed overdrive unit for someone else. Perhaps it was made by Brown-Lipe, quoted as makers of the clutch.

I would venture to suggest that more damage might be likely to result from lugging the engine at 45 m.p.h. in overdrive than from driving the car without "deference to its two bearing crankshaft." The crankshaft is short, rigid, and beautifully counterbalanced. The big-end journals are 2 1/8 in. diameter, compared with 2 1/4 in. on the SX Stutz Bearcat. It is well to remember that the engine was designed as a racing engine about 1913. Any defects would have been remedied by 1920, or the design discarded. The engine was used by Roamer until 1924, and by Revere until 1926. It had no reputation for being fragile. In fact, the only reputation it did have was for being very fast.

A 105 m.p.h. racing Roamer is mentioned. The car was a stock car with a Duesenberg engine, in all probability.

My car did a two-way run over a measured mile on the Geelong road, timed and supervised by the R.A.C.V. The average was 103.2 m.p.h., and one run was made at 105 m.p.h. The car held the Broken Hill-Adelaide record. In an attempt on the Adelaide-Melbourne record, the car was 1½ hours ahead of the record held by an E-type 30/98 Vauxhall, when at Mortlake, with 150 of the 465 miles still to go, the ninth of twelve tyres blew out, and no replacement could be found. The tyres were experimental Dunlops, and subsequently were not released to the public.

Mr. Eric Scott, the original owner of the car, says that the only defect in the car was weakness in the front springs, which caused the car to "plunge" at very high speed. They attempted to remedy this by fitting an extra pair of Hartford shock-absorbers to the front axle.

The cost of my car, which was probably specially imported, was £1,350 landed in Melbourne. It is probably a 1922 or 1923 machine. Its appearance has a passing similarity to a Metallurgique. It is right hand drive, and was built as such.

With regard to oil consumption, there are no oil rings. There are oil return slots and holes in the pistons, below the third compression rings.

The differential is offset to the left. There appears to be a step-up gearing onto the pinion. The footbrake operates contracting bands on drums at the rear wheels. The handbrake bands are expanding inside the same drums. The double cantilever springs are above and below the back axle, and there is therefore no torque reaction member. There does not seem to be any provision for shock-absorbers.

My car has been in the open for the last 20 years, and all the wooden framework of the body has rotted. The motor was last run on racing oil, and was seized, but I have taken it apart, and it does not even need new rings. The total mileage is less than 20,000.

Lastly, I question the stated capacity. My car is 4½ × 6, which is just on 5½-litres. An engine with 4-inch bore is a shade under 5-litres, and I fail to see how a 5-litre engine can be 5.6-litres.

Thank you for the valve clearance.
Victoria.

IVAN SAXTON.



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Through and through, a Volkswagen.

VOLKSWAGEN 1500 S TYPE



LINKS WITH THE PAST.—Not to be outdone by "Touring Topics" the Vintage Section offers these photographs of old road signs seen in recent months, for three of which we must thank observant, camera-carrying readers. Bottom right.—This faded sign in a Welsh town led to the discovery that the hire car referred to still stands in the near-by garage—a pre-1914 sleeve-valve B.S.A. tourer. It is not for sale but is likely to be put into running order (it has a broken sleeve) next year. Top right.—This notice, addressed as much to horse-drawn as to steam wagon drivers, is something of a mystery, because it replaced the original one at the top of Port Hill, Bengo, early this year, yet Herts C.C. apparently deny all knowledge of it! (Photo by J. W. Smoker of Hertford). Bottom left.—A warning from the age-of-steam, which is still to be seen on the Kirkmichael-Persie road, about ten miles from Blairgowrie. (Photo by A. Sinclair of Edinburgh.) Bottom centre.—A reminder that it is not only makes of cars that go out of production! This sign was seen at Rickmansworth by Harry Bowler, who remarks that he believes the ironmonger who displays it is now out of stock! [We would be pleased to receive similar photographs, for possible publication.—ED.]



... and another

Sir,

We read with great interest your article regarding the Rochester Duesenberg. First, I would like to say that Harrah's Automobile Collection also has a Rochester with a Rochester Duesenberg engine. It is a 1920 Model-475 touring car, as I note that your article says the only other one is owned by Art Austria of California.

Secondly, Mr. Harrah noted with interest the list of cars that were built using the Rochester Duesenberg engine. Two of these makes are completely unfamiliar to us, and we could not find a listing of them in "The World's Automobiles" by G. R. Doyle. These two makes are the Fremocar and the Shadwyck. [They were listed in an American source of reference.—Ed.] Here at the museum we all enjoy reading your fine magazine, and look forward to each issue.

Reno, Nevada. HARRY JOHNSON, Research Supervisor, Harrah's Automobile Collection.

... and still others

Sir,

Reference is made to an article, "White Elephantitis" that appeared in your September issue. The car in question was the Roamer made here in Kalamazoo, Michigan. Perhaps I can contribute a few notes that will improve the accuracy of your description. It is quite true that the Roamer was never as common as the Rolls-Royce; to find one in England is an unexpected pleasure. On the other hand, they are not quite as rare in the States as you indicate. I personally know of six Roamers right here in Michigan; three of these have Rochester-Duesenberg engines; the others have Continental engines.

The record established at Daytona in 1921 was not by a racing car, but by a stock car. It may also be of interest that the A.A.A. officials allowed the 105 m.p.h. record, although on one trial this car did 118 m.p.h. in one direction on the beach, but on the return trip the timing equipment failed; as a result this entire run was thrown out.

Mention is made of the Wolverine using this same engine. This is true; and this was really a rare item; only one car was ever built.

The original fuel system for this car used a Stewart vacuum tank. The 4-speed transmission was Brown-Lipe, not Duesenberg. The car was also available with a 3-speed, Warner box.

You are overly concerned about the two-bearing crankshaft. Both bearings were silver babbitt, and they were very large; I'd guess each bearing must have been 6 in. to 8 in. long, although it's been a long time since I've seen one. In any case, stop worrying about these bearings, they've taken a lot more punishment than Mr. Jones, the present owner, is likely to give them.

The Roamer with the Rochester-Duesenberg engine cost \$1,000 more than with the 6-cylinder Continental engine.

Mr. Jones has apparently done a beautiful job of restoring this fine, old car. In this connection a couple of points intended helpfully: the paint striping was only on horizontal lines; there were no vertical stripes. Also the stripe was a rather fine pin-stripe. The original car did not have lights on the front fender.

You are absolutely correct, appearance is where the resemblance between the Roamer and Rolls Silver Ghost stops; the Roamer with that 4-cylinder Duesenberg engine was probably the noisiest car on wheels, but it would out-accelerate and reach a higher top speed than most other cars, including the Rolls.

Stand tall, Mr. Jones, your Roamer is not a freak; it's a real going monster, and many of us in the States would give our left you-know-what for it.

Michigan.

BRUCE S. LANE.

VETERAN TAILPIECE



Graham Hill, who was Lord Montagu's passenger in the Veteran Car Run on the Midland Motor Museum's 1901 Dürkopp, watches Mrs. Holland's 1901 De Dion Bouton arriving at Brighton.

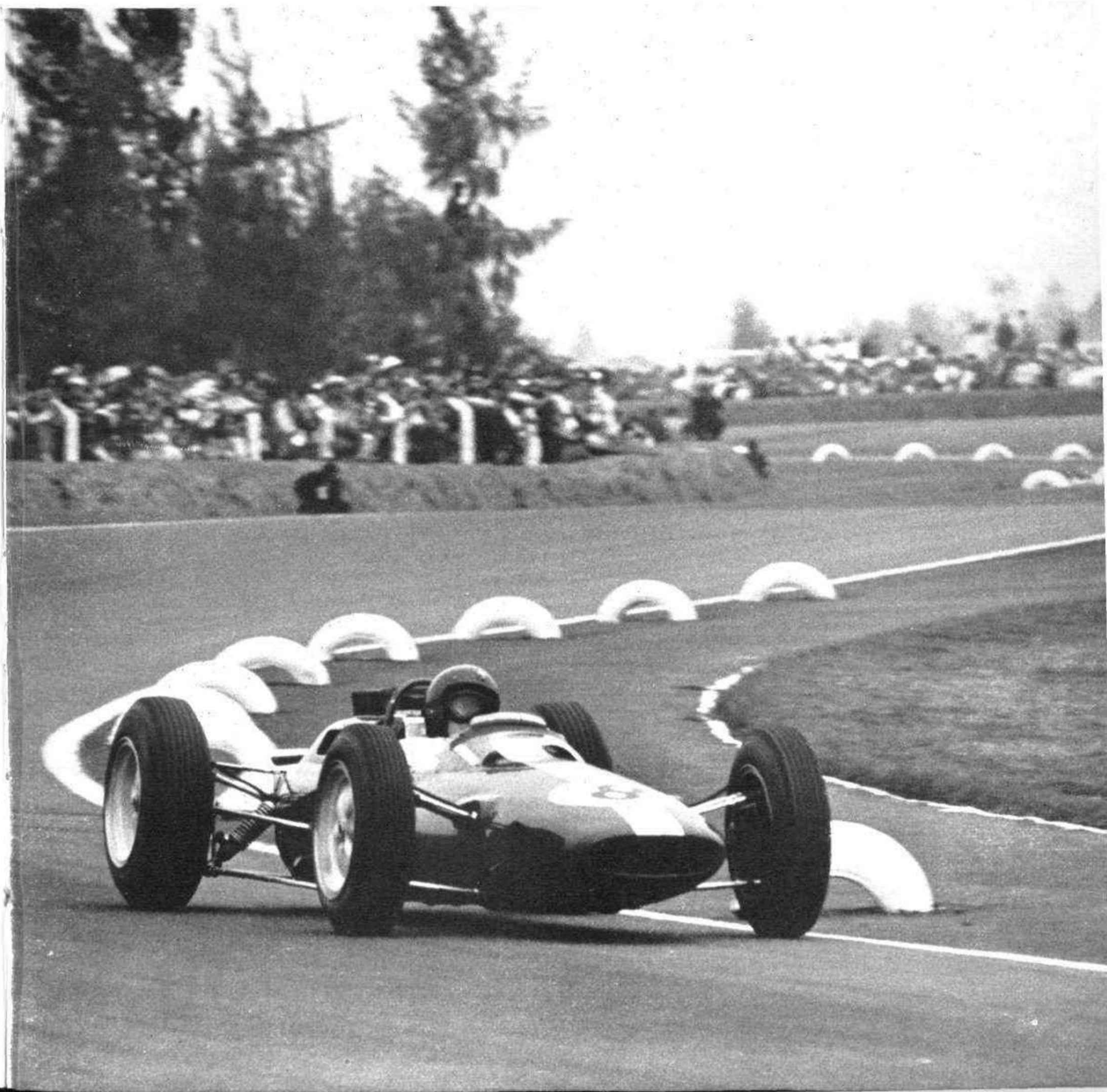
PICTORIAL REVIEW

MEXICAN GRAND PRIX

R.A.C. VETERAN RUN

R.A.C. RALLY

SIXTH WIN.—By winning the Mexican Grand Prix Jimmy Clark equalled the records set by Fangio and Ascari, winning six Grands Epreuve in one year. With the South African G.P. still to come the No. 1 Lotus driver has a good chance of bringing this total to seven wins.

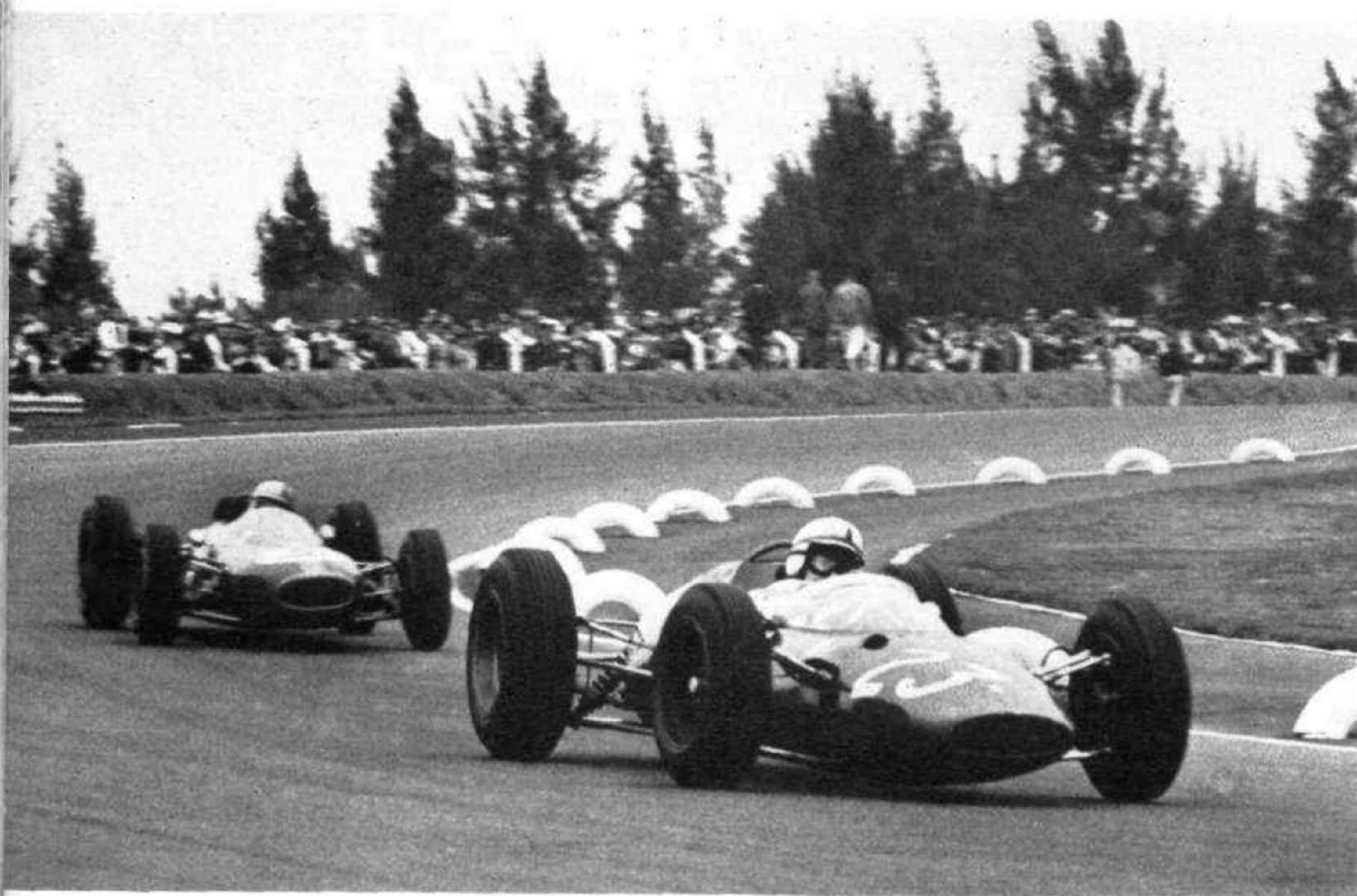




UNLUCKY 13.—Mexico is one of the few places in the world where number 13 can be seen on a competing car. Maises Solona in the Centro Sud B.R.M. didn't seem to mind though. Behind him are Sharp and Bonnier, all accelerating away after the drop of the flag.



WHEEL LIFTING.—Rodriguez' (Lotus) inside front wheel lifting as the opposite rear suspension begins to break. The Mexican finally stopped when oil smoke from the distorted gearbox mounting brought him into the pits.

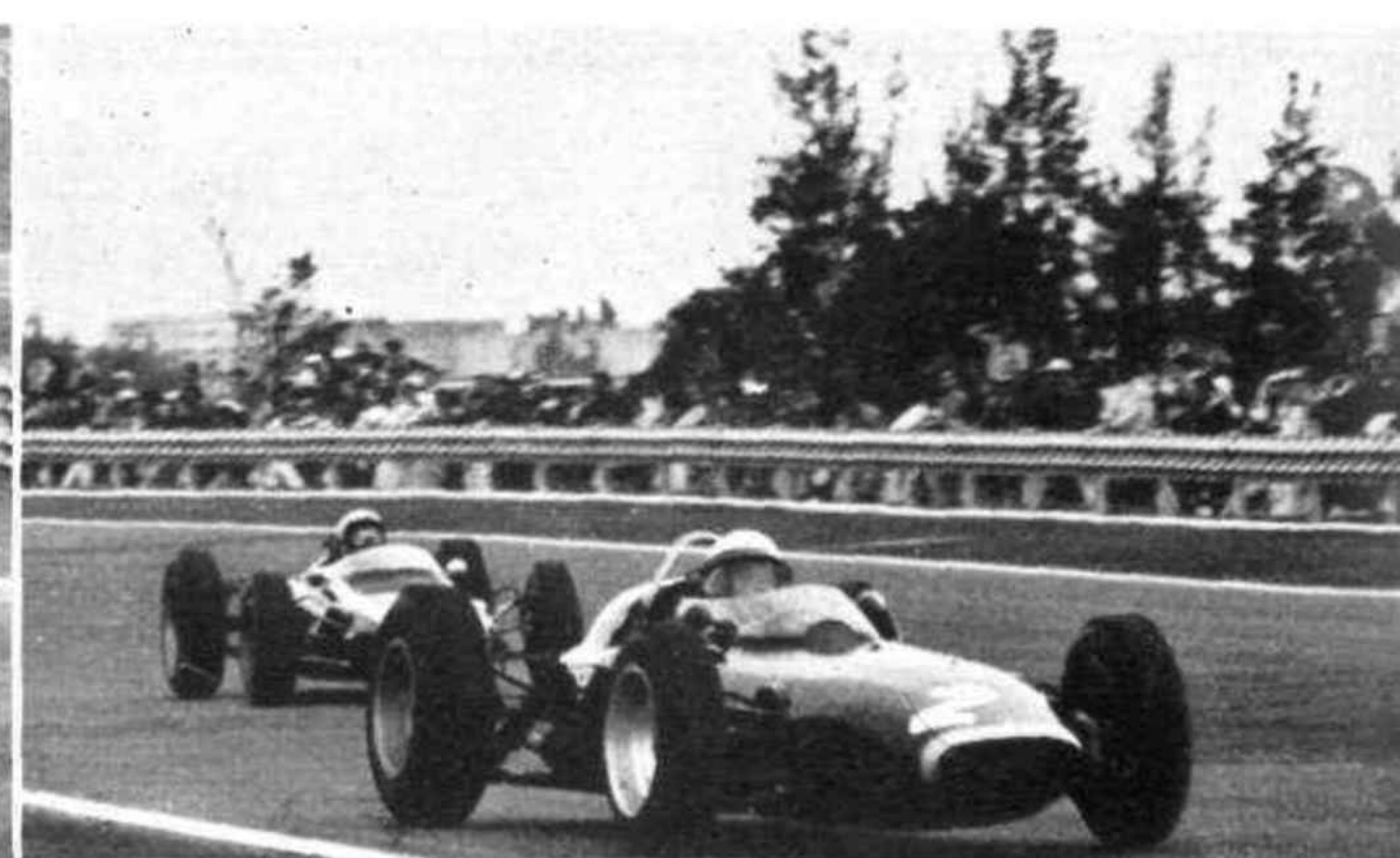
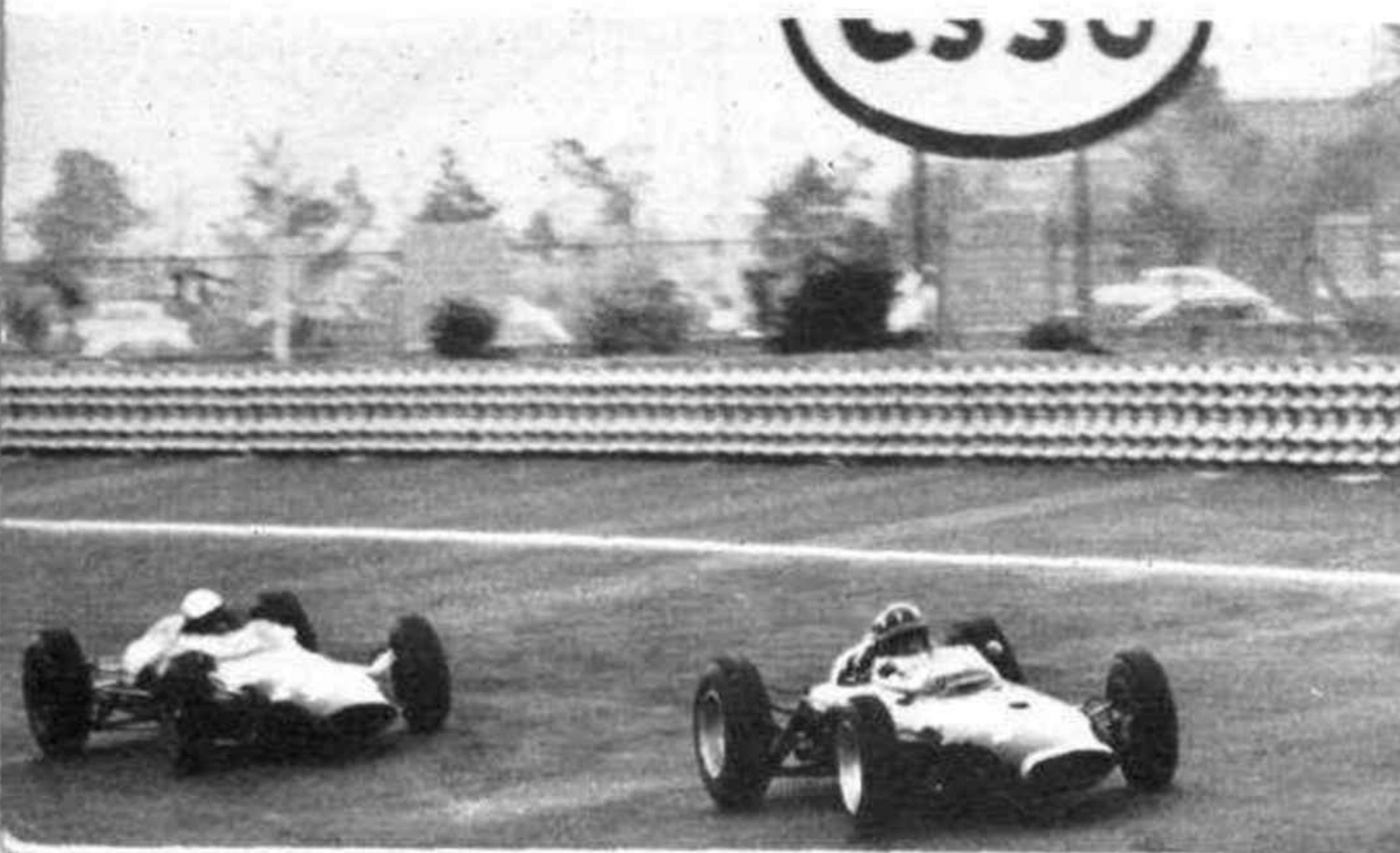


Mexican Grand Prix

FERRARI AND BRABHAM.—Jack Brabham about to overtake Surtees Monocoque Ferrari which was suffering from a collapsing front suspension which occasioned violent understeer.

DUEL I.—Graham Hill (B.R.M.) and Lorenzo Bandini (Ferrari) raced close together for many laps until Bandini retired when his engine went sick.

DUEL II.—Richie Ginther (B.R.M.) leading Bruce McLaren (Cooper). These two kept together for many laps until the Cooper retired.





DOING IT IN COMFORT.—Even had the threatened Brighton Run rain materialised, J. Hamilton-Fish and his lady passenger couldn't have cared less, thanks to the coupé body of their 1901 single-cylinder 8 h.p. Coventry-built M.M.C.



OLD HANDS AT THE GAME.—Mr. and Mrs. Hutton-Stott's long experience of veteran car motoring reflects confidence, as their faithful 1903 12 h.p. Lanchester carries them on yet another Brighton run.

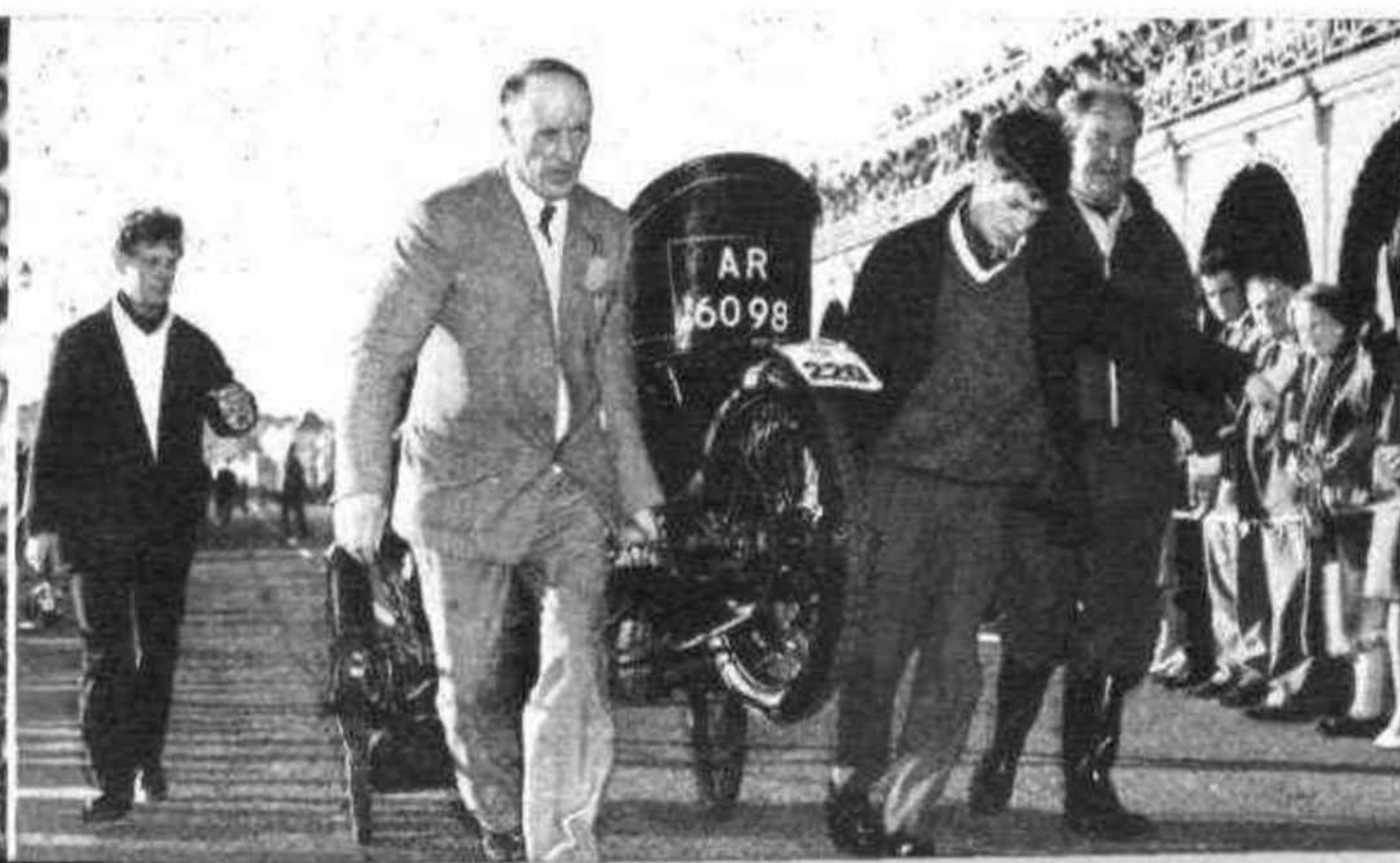
R.A.C. Veteran Car Run

ONE OF THE FAST ONES.—L. A. Jackson completing another easy run to Brighton in the Shuttleworth Trust 1903 24 h.p. racing-bodied De Dietrich, thereby keeping bright the memory of the late Richard Shuttleworth, whose car this was.



LADY MONTAGU had a successful drive in the R.A.C. Veteran Car Run in this 1903 model R de Dion Bouton, which was used on the Beaulieu estates for many years. It carries the badge of the Guild of Lady Drivers, was the Montagu Motor Museum's first exhibit and has the same type of back axle as a Rover 2000.

THE EDITOR wasn't the only one in trouble. This is how A. J. B. Bailey's 1904 4½ h.p. Phoenix Tricar basket forecar finished the Veteran Car Run from London to Brighton last month.





SWEDISH DRIVER Harry Kallstrom put up some very fast times on the special stages in his Volkswagen 1500S and he and co-driver Gunnar Haggbom finished a fine second overall.



PADDY HOPKIRK drove his Mini-Cooper S extremely well but he could not match the speed of the Swedish drivers who seem to excel on rough going whatever car they are driving.

R.A.C. Rally

CONSISTENTLY the fastest on many of the special stages, former B.M.C. driver Tom Trana led the rally almost from the start to finish in his works Volvo 554. But even he had to have the rear axle changed due to the battering it had received.



PAT MOSS really got the bit between her teeth on the special stages and threw her works Ford Cortina GT around with great skill. She won the ladies' prize and finished seventh overall, and the Ford team won the team prize.

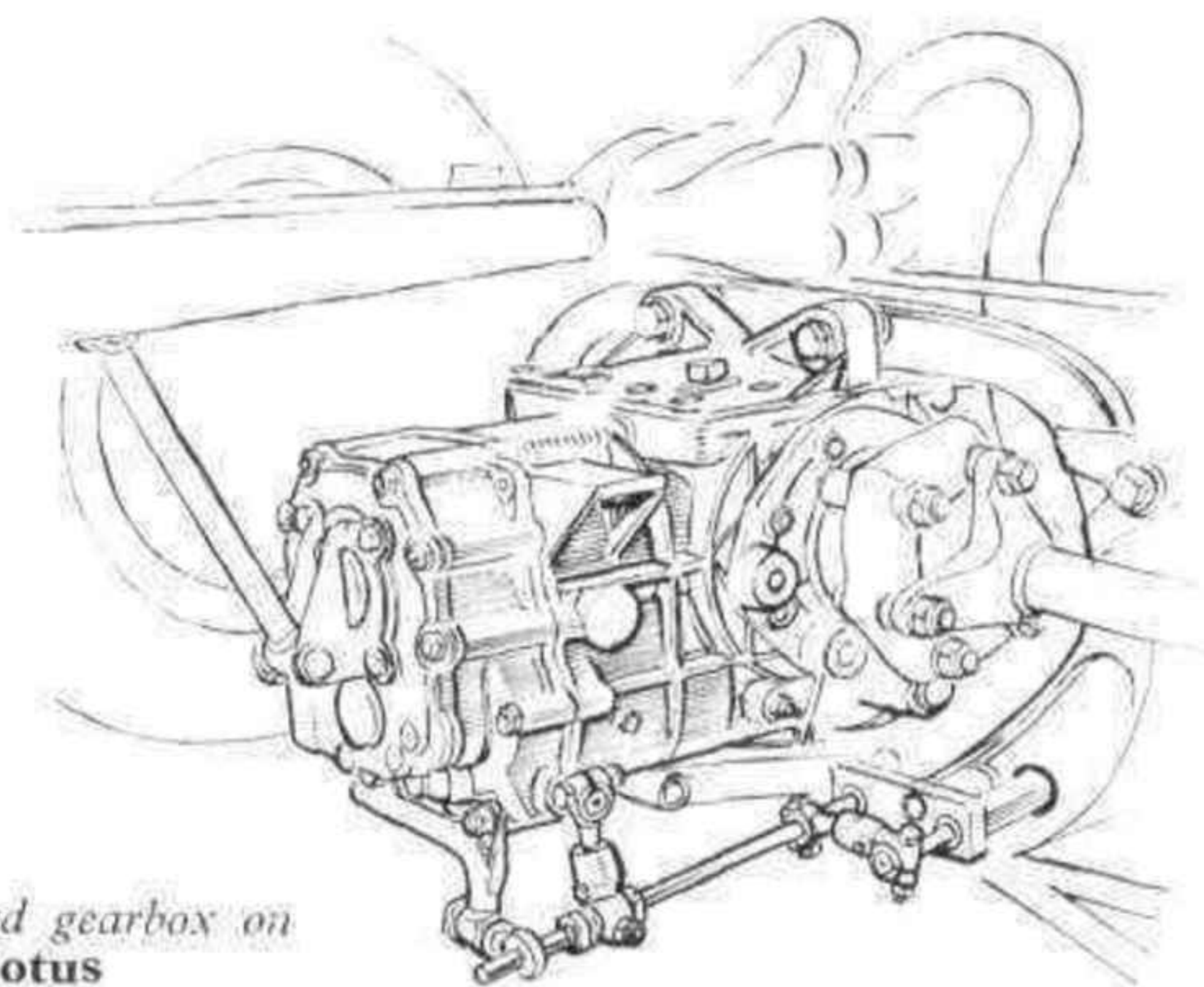
ANOTHER of the very fast Volkswagens, which reputedly had 73 b.h.p. in the tail, was driven by Swedish driver Jansson. Despite one or two off-course excursions he and co-driver Pettersson finished well up and helped the VW team to take second place in the team award.



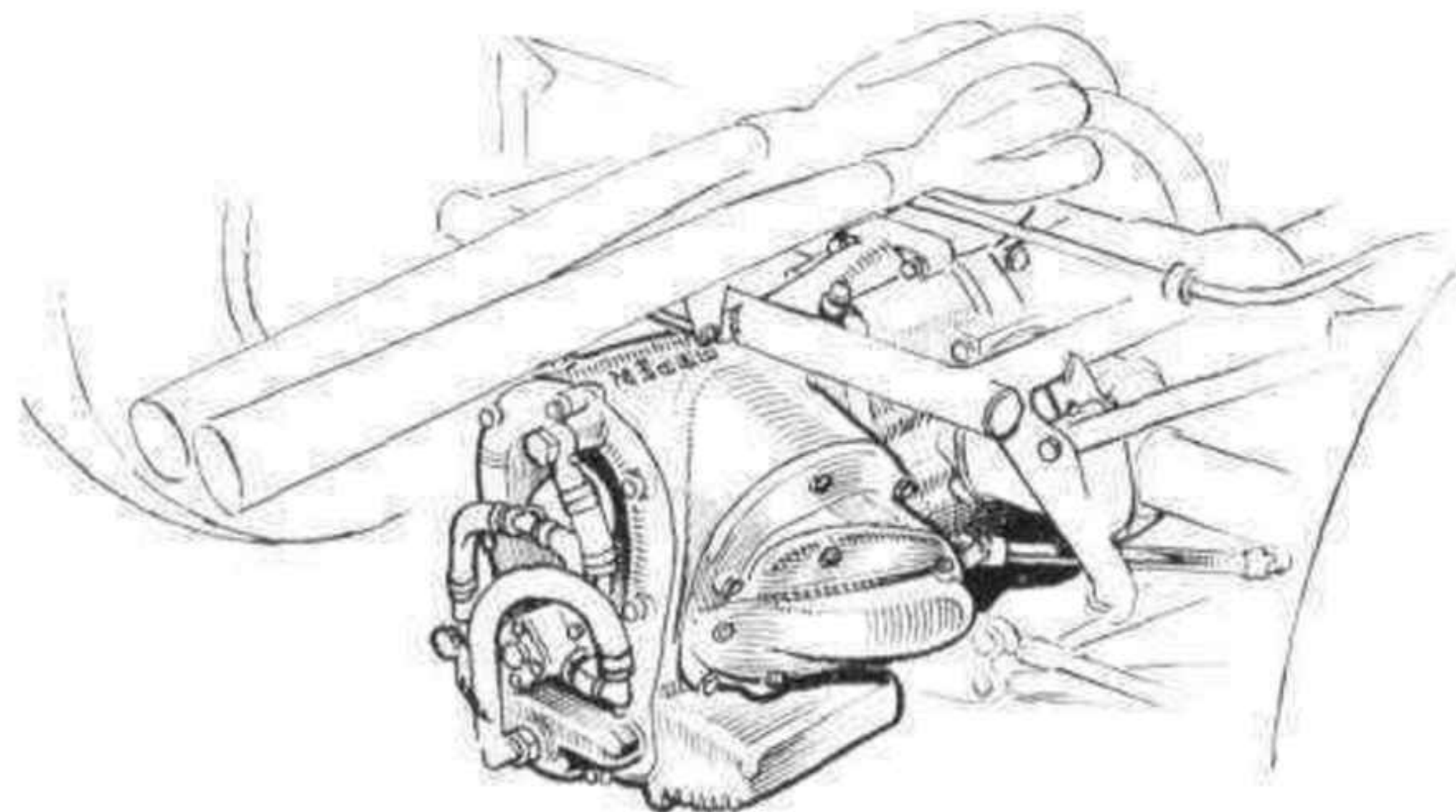
GRAND PRIX DESIGN

With present-day high-revving vee-type engines the need for 5- or 6-speed gearboxes is essential, in order that the driver can keep the engine working in the narrow power band of r.p.m. Some manufacturers build their own gearboxes others have them built by outside firms, while another way out is to adapt a proprietary gearbox. In all the examples illustrated, the gearboxes are mounted at the rear of the cars, behind the back-axle centre line, and it is interesting to study some of the gearchange linkages designed to connect the gearbox to the gearlever.

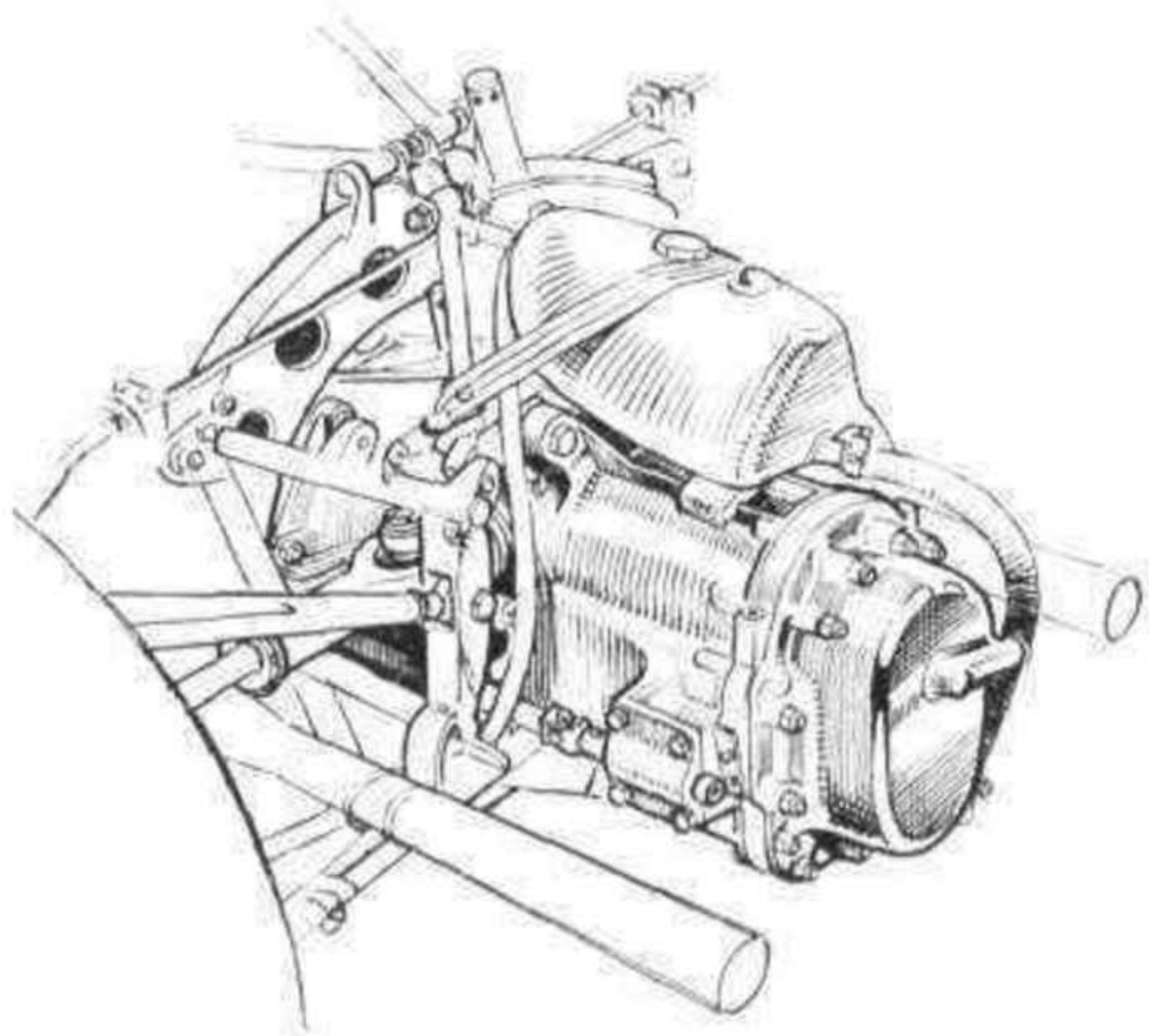
In all cases the gearboxes are mounted overhung, while in the case of the 1963 stressed-skin Ferrari the gearbox is mounted on the rear of the engine only, the engine/gearbox aggregate forming the rear of the chassis structure. Lotus use a German-built ZF gearbox, Cooper an English-built Jack Knight gearbox, B.R.M. one of their own construction, Brabham an English-built Hewland gearbox using a Volkswagen casing, Ferrari one of his own construction, and A.T.S. an Italian-built Colotti gearbox.—D. S. J.



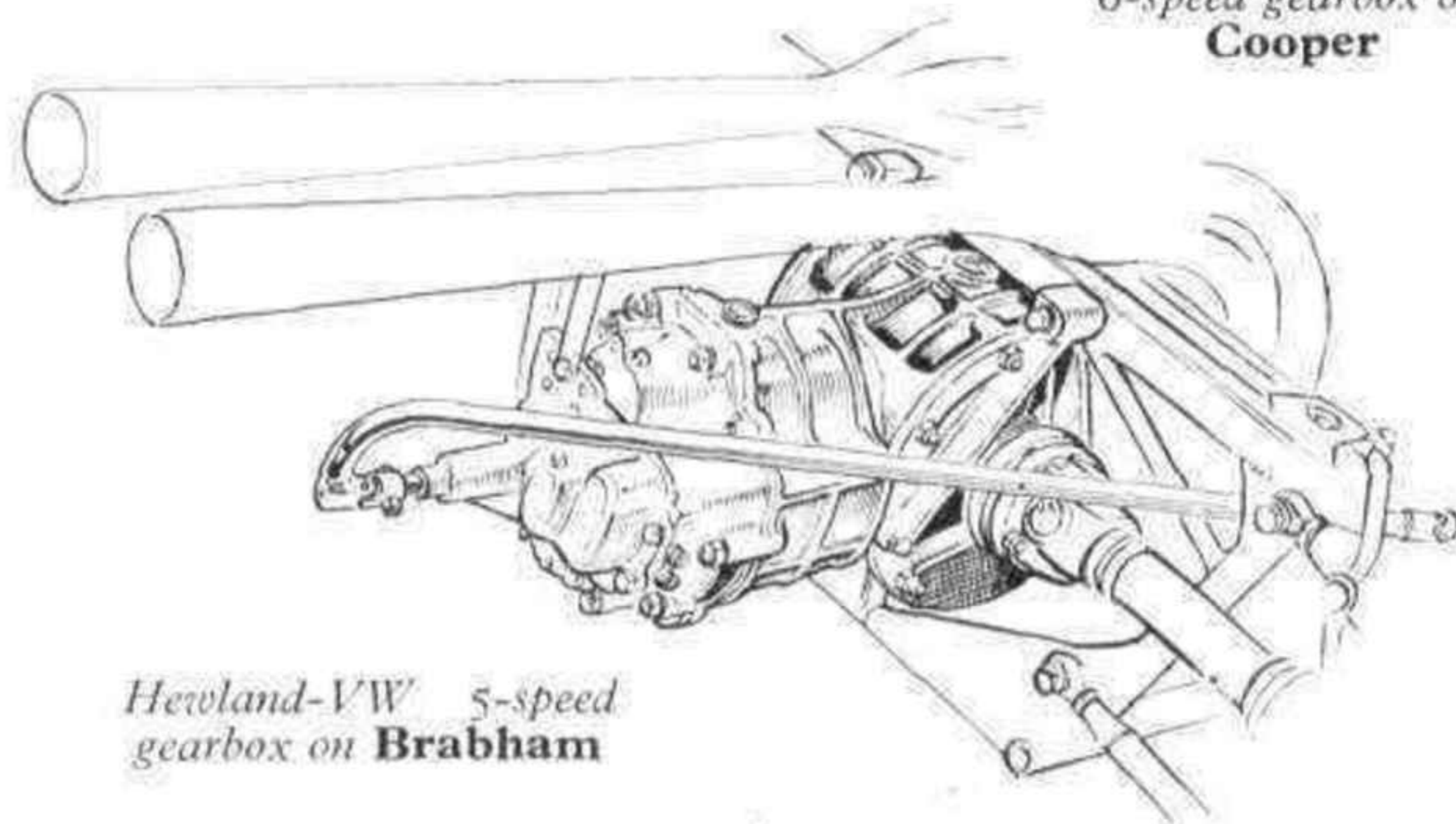
ZF 5-speed gearbox on Lotus



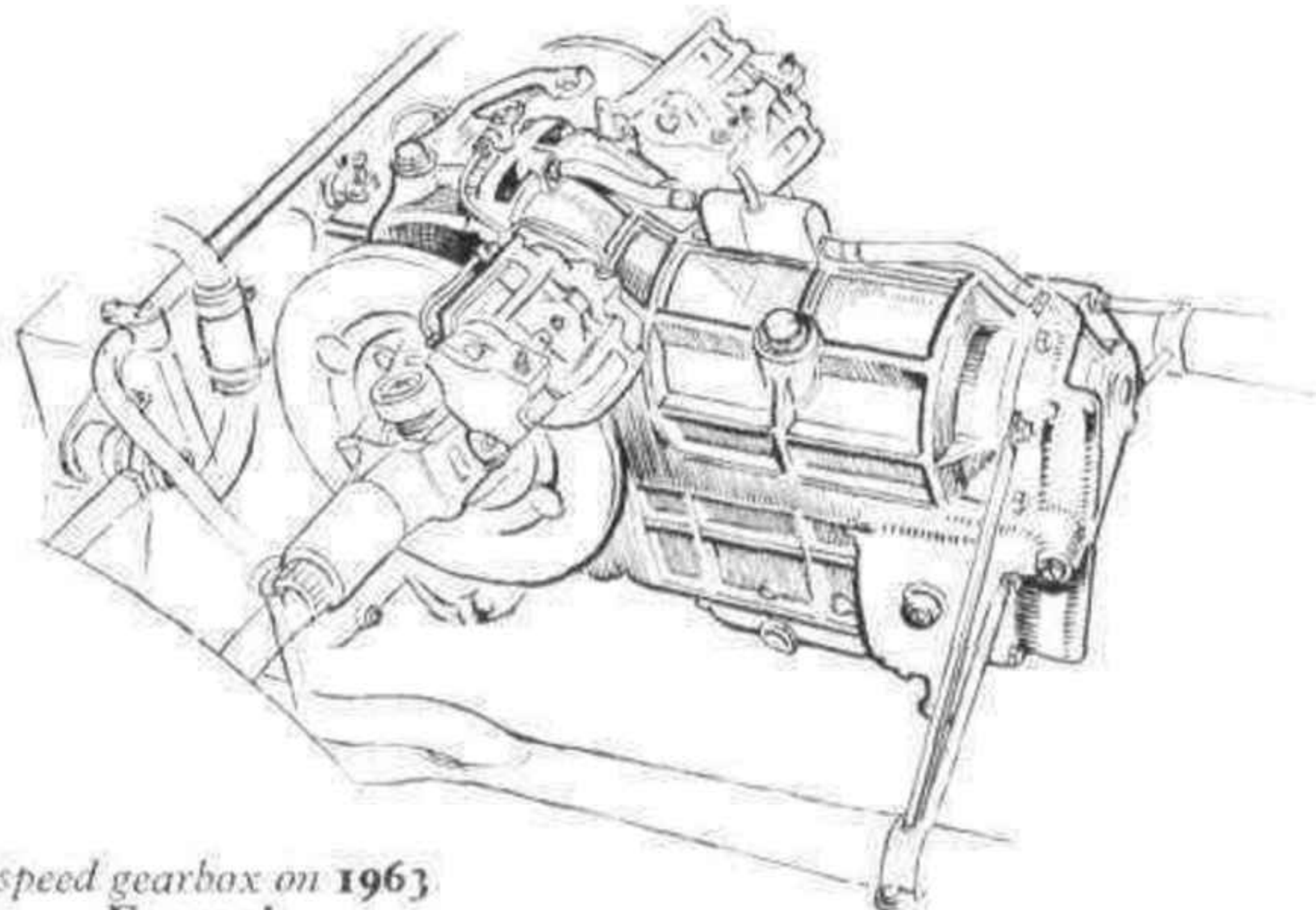
6-speed gearbox on Cooper



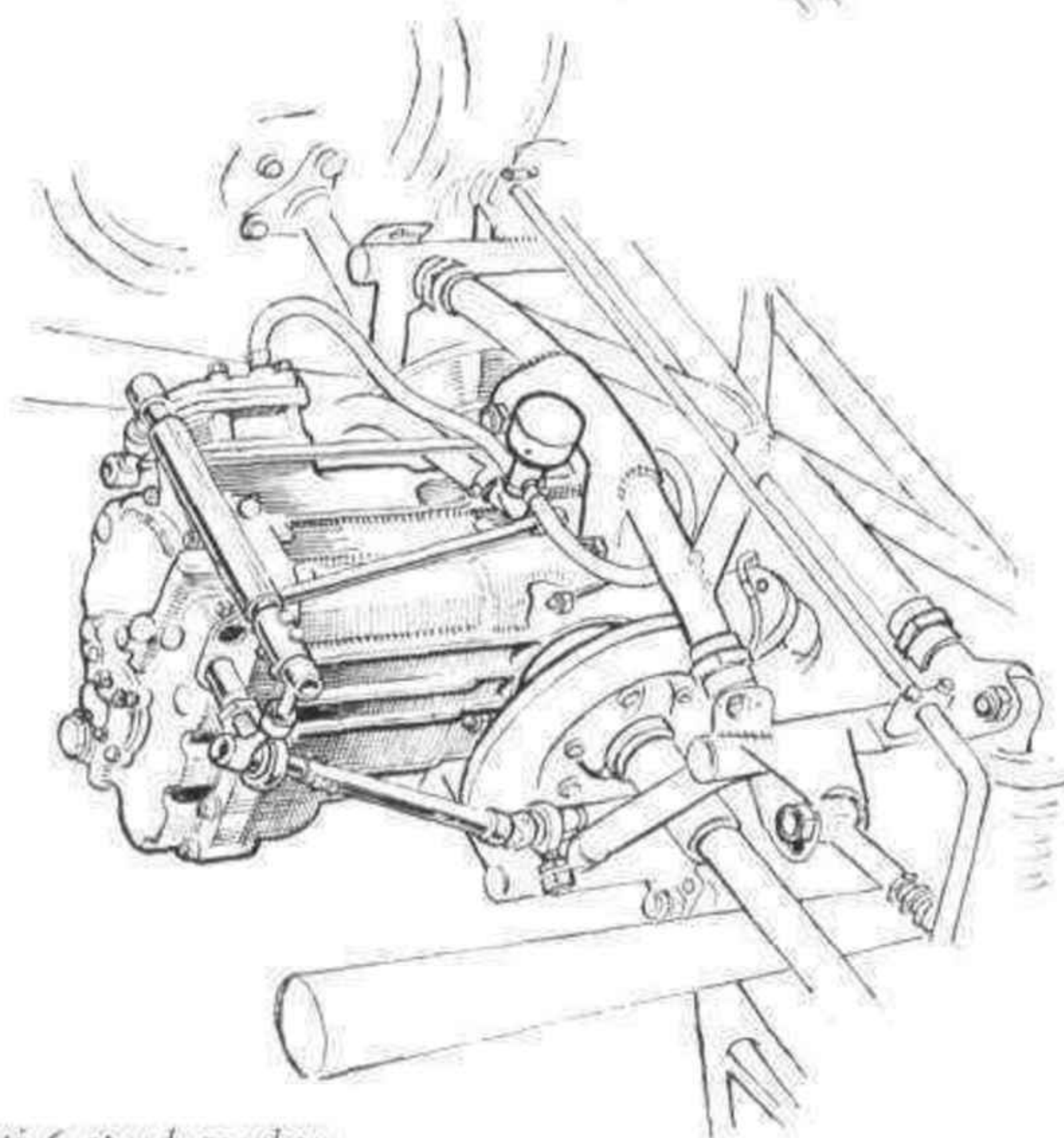
6-speed gearbox on 1962 B.R.M. Chassis



Hewland-VW 5-speed gearbox on Brabham



5-speed gearbox on 1963 Ferrari



Colotti 6-speed gearbox on A.T.S., late 1963.

CASTROL WINS IN R.A.C RALLY LADIES CUP

Pat Moss & Jennifer Nadin (Ford Cortina)

MANUFACTURERS' TEAM PRIZE

FORD CORTINA

also 3 class wins

CLASS 2

1ST L. Morrison/R. Finlay
(MORRIS COOPER)

2ND T. Hunter/J. King
(MORRIS COOPER)

CLASS 6

1ST P. Moss/J. Nadin
(FORD CORTINA)

2ND P. Riley/T. Nash
(FORD CORTINA)

CLASS 7

1ST T. Makinen/M. Wood
(AUSTIN HEALEY 3000)

2ND D. Morley/E. Morley
(AUSTIN HEALEY 3000)

3RD B. Parks/R. Dixon
(RELIANT SABRE)

(Subject to official confirmation)



**Follow the experts – refill regularly
with fresh clean Castrol**

CONTINENTAL NOTES

THE South African Grand Prix, which takes place at the end of this month, should have seen the end of the present Formula for Grand Prix racing, for the 1½-litre Formula was laid down to run from 1961 to 1963. However, after seeing how it progressed the F.I.A. decided to continue it for another two years, which is to say, for the years 1964 and 1965, and even now they are considering proposals for the new Formula to begin in 1966. It will not do any harm to look back on the beginning of this Formula, or even to the winter of 1958/59 when it was announced, and received with positive antagonism by the British drivers and constructors. Regardless of this the F.I.A. were unmoved and the 1½-litre Formula was with us whether we liked it or not, and the only manufacturer who kept his word and did not climb down was Mr. Vandervell. After cries of "We'll not support the 1½-litre Formula," the rest of the racing-car constructors and engine builders got on with the job. Tony Vandervell made it quite clear that he was not interested in 1½-litre engines and played no further part in Grand Prix racing. Likewise a lot of drivers vowed they would not take part in 1½-litre racing, but few of them retired as a result, and Stirling Moss said he hoped he would have retired by the time 1½-litre Grand Prix racing came into being. He missed out by just one year, not by design but by accident!

When all this fuss was going on about the 1½-litre Formula a lot of people had their heads in the sand and seemed unable to look very far ahead. Their idea of a 1½-litre racing car was the then current 1958 Formula Two Cooper which used a 4-cylinder 1½-litre Coventry-Climax engine, and they visualised Grand Prix racing being for this type of car. They seemed quite oblivious of the fact that though the Formula was announced at the end of 1958, it was not until the beginning of 1961 that it was due to begin, and equally they could not appreciate that considerable strides in design and technical features would take place before the new Formula came into being. When you look at a 1958 Cooper-Climax and compare it with a 1963 Grand Prix car it makes you wince, to think that drivers were brave enough to drive such a dreadful thing, and imagine trying to sell such a car today! I am not suggesting that the 1½-litre Formula is the best thing, for personally I think Grand Prix racing received two mortal blows when the supercharger was eased out, and the petrol Barons forced the use of hydrocarbon fuels and did away with alcohol, nitro-benzene, nitro-methane, and who knows what in this year of 1963 had fuel developments continued. The 1½-litre Formula, during the three years it has run, has not been so dull and boring as was prophesied, there have been some very good races, cars have developed, new makes have appeared, and in spite of all the gloomy prognostications it has been sufficiently successful to be continued for another two years without everyone getting hot under the collar. Quite the contrary, in fact, for a number of English people want to continue the 1½-litre Formula beyond 1965, though that suggestion does not sound like clear thinking to me. People who do not like the 1½-litre Formula for Grand Prix racing often cite the fact that the cost has become too great and that some manufacturers may have to withdraw, but they have obviously forgotten that Alta, H.W.M., Connaught, Maserati and Gordini all withdrew from Grand Prix racing because the cost became too great, and that was many years ago. Among the "too expensive" critics have been certain Grand Prix drivers, presumably speaking on behalf of the manufacturers who own the cars they drive, and this is really amusing.

Grand Prix racing has always been expensive and will always be expensive, and a proper 1½-litre Grand Prix car was bound to cost a lot more than a modified 1958 Formula Two car, but drivers seem to have overlooked an important point. When the 1½-litre Grand Prix cars grew up and became more complex they naturally cost more to build and operate, and the constructors asked for higher rates of starting money, to cover the additional costs. Now the majority of Grand Prix drivers employed by teams get 50% of the starting money, so when the manufacturer got more money the driver automatically got a rise, without having any additional expenses, or doing more work, so he was on a good thing. It was not so long ago since a British Grand Prix car was lucky to get £400 starting money, of which the driver got £200. Today a good British Grand Prix car gets £800 starting money, of which the driver takes £400, and while we can appreciate that the manufacturer needs more money to pay for £5,000 engines from Coventry-Climax, for example, it is not so easy to

see why the driver should receive more money for doing the same job. In actual fact he is not doing so much work, for Grand Prix races only last two hours today, whereas they used to last for three hours; and think when Grand Prix races lasted for 10 hours! It would be interesting if a manufacturer was brave enough to say to his team drivers, "You will only get 20% of the starting money, as the team needs more money for development and to pay for the cars you crashed." I can't help feeling the Grand Prix Drivers' Association would call for a general strike, but it is an interesting thought and would be a way of reducing the cost of racing.

I have rather wandered away from the original thoughts, which were connected with the fact that the present Formula would have expired at the end of this month, had it not been given two extra years' lease of life. When the Formula began people could only think in terms of 150 b.h.p. from 1½-litres, and now we have 200-b.h.p. engines, and promise of more to come. At the beginning it was assumed that 5.50×15 in. tyres would suffice on the rear wheels, but now most people use 7.00×15 in. tyres, in an attempt to get the power to the road, and it is all too easy to provoke violent wheelspin at the start of a Grand Prix even with such large tyres. It will be interesting to look back in December 1966 and view the Grand Prix cars of today, but I will not go so far as to make any predictions, but certainly 200 b.h.p. will not win any races in the last year of the present Formula.

Naturally there are many thoughts and suggestions on the subject of the 1966 Formula, and one that some people advocate is the use of large capacity "standard production" engines. This idea makes me weep, for it shows a lamentable appreciation of the reasons for Grand Prix racing, and I can do no better than to suggest that everyone reads the letter that appeared in the correspondence columns of the weeklies in mid-November. It was written by Walter Hassan, Chief Engineer of Coventry-Climax, and is full of good common sense. I take the liberty of quoting his last paragraph: "If, however, the formula is manipulated to produce cars and engines made from ordinary production units, and the free use of their (the engine manufacturers') skills and knowledge is precluded, it is unlikely that the challenge will then be worthwhile, and the support from the industries must fade, when G.P. racing will become just another circus act. It is hoped this will not be allowed to occur." To which I would add "hear, hear." However, I feel confident that while the F.I.A. are in control of the destiny of Grand Prix racing all will be well, for though they may be a lot of old fuddy-duddys at times, they, as an International body, have not made too many mistakes about Grand Prix Formulae since they started in 1906.

Another aspect of this idea for using proprietary engines is that it might encourage American firms to join in Grand Prix racing, and the Lotus 29 that raced at Indianapolis is quoted as an example of what might be the outcome. The advocates for large woolly engines seem to think that the Lotus used a standard Ford V8 Galaxie engine, or "stock" unit as the Americans call them. The Hot Rod boys sorted this nonsense out years ago with their question "How stock is stock?". The Ford Motor Company have also sorted out that question with the appearance of their 1964 Lotus-powered-by-Ford for Indianapolis. It was on test recently and seen to have four overhead camshafts, fuel-injection and transistorised ignition. So much for racing standard production units. In the highest realms of motor racing there must be a completely free hand for designers and manufacturers to build whatever they think most suitable for the basic Formula, any other sort of control would only lower the standards and bring about the "circus acts" that Wally Hassan suggests. It is worth remembering that there are no protests in Grand Prix racing, whereas in saloon-car racing, G.T. racing, G.T. Prototype racing, all of which are knee-deep in regulations which require close scrutiny, there are continual protests and bickerings. Save Grand Prix racing from that sort of thing, I say. It has been suggested and statistically proved at Brands Hatch and Mallory Park that "the public" want saloon-car racing; if that is so then I say let's keep Grand Prix racing away from those circuits and those people, and confine it to places where it is appreciated, such as Spa, Nurburgring, Monza, Solitude, etc.

* * *

If Grand Prix racing is going to die, as the gloomy ones tell us (and I think they are wrong), then the only thing for those of

us who like Grand Prix racing to do is to retire and read about it. With the winter lull upon Europe I have been reading a most interesting book about motor racing and Grand Prix racing, which has recently been published by William Kimber.* This is called "Design and Behaviour of the Racing Car" and is by Stirling Moss and Laurence Pomeroy, and between them they discuss and analyse all the racing cars that Moss has driven during his career, and by racing cars they refer to single-seaters, mostly Grand Prix cars, but also 500-c.c. cars, Formula Two and so on. The book falls down on only one count and that is that Ferrari cars do not feature in it at all, so that you get the impression that Ferrari never made any Grand Prix or single-seater racing cars. This is brought about by the fact that Moss never raced any Grand Prix Ferraris, so he has no knowledge of them, which is a great pity for it makes the book incomplete as he has driven almost every other successful single-seater racing car, and a lot of unsuccessful ones. This omission in his racing education was caused by Enzo Ferrari not taking kindly to Moss' refusal to join the Ferrari team in the early days of his career. Moss was prepared to race Grand Prix for Ferrari, but insisted on sticking to Jaguar for sports-car races, and Mr. Ferrari did not take kindly to that and held it against Moss ever after and always refused to let him drive his cars, even though he knew that Moss could have been World Champion many times had he been driving Ferrari cars. If you are prepared to accept this omission this new book is first class, and the racing knowledge of Moss is balanced by the technical knowledge of Pomeroy, and greatly added to by the wit of Pomeroy, while they each take delight in debunking their co-author. Pomeroy will go into a long technical treatise as to why a particular car was a good Grand Prix car, and in a few short words Moss will sum it up as a practical racing car. Pomeroy goes to great length to prove that the V16-cylinder B.R.M. was a masterpiece of design, and is most convincing, especially as regards the merits of the highly supercharged engine, but Moss deflates the reader with these words: "I came to it expecting it to be Awful and left it knowing it to be Dreadful."

Similarly, Moss goes into paeans of praise about Coopers, and Pomeroy deflates him with a few terse and well-chosen words. Of one thing they do agree and that is that Daimler-Benz A.G. had the finest racing department ever known, and that the W196 was a first-class racing car, while they agree in the excellence of the 2½-litre Vanwall Grand Prix car, and have a kindly affection for the 250F Maserati. Throughout the book Moss unwittingly gives away some absolute gems of information about why he was such a good driver. These come up in discussing particular cars, such as when he is talking about the 1961 German Grand Prix, when he ran rings round the entire Ferrari team and the Lotus Team, driving an obsolete Lotus-Climax 4-cylinder. He was using "rain tyres" which were said to wear rapidly on dry roads, and he says "I had to use my wits to seek out wet or oily patches, which everyone else would avoid like the plague, in order to conserve my tyres, just like the Argentine race in 1959." Another quotation I would like to give is Moss saying "Neither I, nor any other experienced driver today, now waits for the car to signal what it wants to do in the middle of a corner because some long distance, and some time, ahead I have already decided what it is going to do." Later he goes on to say "all this talk about reacting to signals that the car gives you is utter nonsense. If you are in this condition you really had better not be playing at modern motor racing." And that applies to a lot of people who are racing today.

In the Foreword it is explained that this book is a joint effort and the reader may wonder who has written what, but apart from where it is necessary to distinguish and Moss writes in the first person, while Pomeroy writes in the third person, the only clue is *le style c'est l'homme*, as they "jointly" put it. For regular readers of Pomeroy it is easy to see that he has written most of the book, and he not infrequently puts well-chosen words into the mouth of Moss. I am happy to say that at no time does Moss do the same for Pomeroy, with some of his ill-chosen American slang. This is a large book, running to 285 pages, with numerous photographs, drawings, graphs and tables, and mistakes are surprisingly few for such a tome, though some have crept in such as Spa being the first appearance of the Lotus 25, whereas it was Zandvoort, and Geoffrey Taylor building his first independently sprung Alta in 1939, whereas it was actually in 1936, and the 328 B.M.W. was built in Munich in 1936, not 1938.

In the final chapter Pomeroy sums up and among the many interesting things he has to say is this: "Not only would 1958

cars be considerably faster than they were if they were running on 1963 tyres, but 1963 cars would lose at least two, and possibly as much as 5 m.p.h., on their lap times (he means lap speed) if they were sent off with 1958 tyres." In case anyone doubts that Moss was a genius at the wheel of a racing car, Pomeroy does a great deal of analysis to prove this, and one outstanding example is when Moss did six consecutive laps of the Nurburgring, during the 1961 race, with a variation of only 0.44%. Pomeroy produces a touring-car analogy to show just how remarkable this was. It is equivalent to covering fifty miles in the hour, in a touring car, without varying the distance covered in any fifteen minutes by more than twenty-five yards, or say five car lengths! A master driver indeed. I could go on like this for a long time, for this is a fascinating book and had it not been forced to omit all reference to Grand Prix Ferrari cars it would undoubtedly rank as a classic, both as a book to read and a text-book on Grand Prix cars. As it is it is certainly a classic among books to read.

During the summer I wrote a short article of appreciation of Stirling Moss, when he officially announced his retirement from racing, and I suggested that many people would write books on Stirling Moss, "some qualified and some unqualified." This joint effort by Moss and Pomeroy definitely comes under the heading of "qualified" and is for those of us who want to know more about Stirling Moss than the colour of his underpants or the problems of his sex-life.

* * *

While still on the subject of single-seater racing cars I would like to turn to another aspect. Some time ago, in British Club racing circles, it was suggested that the 1,172-c.c. Formula racing as run by the 750 Club was reaching the limits of its usefulness and many clubmen wanted another outlet for their enthusiasm for building and racing home-built "specials." A scheme for encouraging single-seater cars, or monopostos, was put forward and I gave this my support for I thought how much nicer it would be if the amateur Clubman built himself a single-seater racing car instead of the so-called sports car or 2-seater, especially as very few of them ever carried two people or were used on the road. In order not to clash with the 1172 Formula interests, which insists on the use of a 1,172-c.c. side-valve Ford engine, the Monoposto Formula gave a free choice of engine but insisted that it should be a production unit. In opposition to my earlier paragraph, where I deprecate the use of proprietary engines for Grand Prix racing, Club racing does not intend to improve, develop, or prove anything, but is merely a way of providing an amusing activity for the Clubman. At this time Formula Junior reared its head and rather squashed the Monoposto idea, many Clubmen going over to the more sophisticated Formula Junior. However, the Monoposto enthusiasts carried on in their small way, and last year took a big stride forward when they limited engines to the 1,172-c.c. side-valve Ford. Since then they have had many good races and the number of cars built have increased, and are still on the increase, the comparative simplicity of the Ford 10 engine encouraging more people to join in.

After a successful season of racing this year, the Monoposto Register arranged a Test Day at Brands Hatch and invited a select group of journalists to try some of these single-seater cars. There were six cars present, and no two could be considered identical for they were all products of the owner's inventiveness and building ingenuity. The two outstanding ones were Terry Hardy's Project X, with which he won the Monoposto Championship this year, and John Moore's Warwick II, which won the Championship in 1962. Hardy's car is built on early conventional lines, not unlike a Vanwall, with the front-mounted Ford 10 engine mated to a B.M.C. gearbox and driving to an Elva reduction gear and final-drive unit. The chassis is tubular, all wheels are independently sprung, and the general finish is truly superb. The Warwick II is completely different, having a rear-mounted engine and being on Cooper lines as regards the chassis, but the Ford 10 engine is mounted transversely, just behind the driver, and behind that is a B.M.C.-Mini gearbox unit turned on its side. An exposed chain drives from the Ford clutch to the Mini box, and the Mini universal takes the drive out to the rear wheels. This car is inventiveness at its best, and the gearbox department is literally the bottom half of a Mini unit, which is the sump and gearbox combined. Both these cars were great fun to drive, fast enough not to be dull, and you had all the pleasure of driving a single-seater, with its attendant noises, smells, view of the front wheels and so on. It is quite normal to get 60 b.h.p. from the side-valve Ford 10 engine in racing trim, Hardy's engine actually giving a consistent 64 b.h.p. at 5,500 r.p.m., so that in a small light single-seater car the performance is satisfying, but apart from this there is the undeniable satisfaction from driving a single-seater

* "Design and Behaviour of the Racing Car," by Stirling Moss and Laurence Pomeroy. 285 pp., 9½ in. x 6½ in. (William Kimber, 46, Wilton Place, London, S.W.1. 50s.)

racing car, whether you have the gearbox between your legs as in Hardy's car, or you sit up the front as in Moore's car. As these cars cost between £200 and £500 to build, it can be seen that this is an attractive proposition for the enthusiastic Clubman who enjoys designing and building as well as driving.

In a letter to the Monoposto Register, Terry Hardy summed up the matter rather well when he said "I don't care how good your 1,172-c.c. Formula car (sports) or your 750 Special (also sports), both of them may be faster than your single-seater, you will not experience the same thrill as sitting in the middle of a car with all four wheels in view. If you are going to go racing, race a racing car. The difference is very subtle, but difference there is."

Although many aspirants to the new Formula Two and Formula Three may consider they are amateurs, if they stay in that form of racing they are almost certain to become professionals. In Club racing, which means events on the Silverstone Club circuit, and those such as are run by the 750 Club, the Monoposto races provide an outlet for the true amateur. The day at Brands Hatch was greatly appreciated and I know that those journalists who took part had the greatest admiration for the owners who allowed us to drive their cars round the track. It's one thing for a big factory to lend cars to journalists, but a very different thing for owners to lend them their pride and joy. Frank Tiedeman, the Secretary of the movement, did a fine job of Press Relations by providing us all with copious information about the cars, the owners and their activities. Such enthusiasm deserves to succeed.

* * *

Finally, as 1964 is fast approaching, a word or two on next year's International Calendar. The Monaco race will open the season of Grandes Epreuves, followed by Zandvoort and Spa, while the French Grand Prix will be at Rouen and the British Grand Prix will be at Brands Hatch. For what it is worth, this last event takes the title of the Grand Prix of Europe. Nurburgring and Monza close the European Season of major races, with the addition of the Austrian Grand Prix. The Austrian event has been promoted to Championship status, but not Grande Epreuve, a subtle distinction, and it stands alongside the American, Mexican and South African Grand Prix races. In all we have thirteen Grand Prix races to count for the Manufacturers' and Drivers' Championships, so 1964 will be a busy year.

The future of the new Formula Two and Formula Three is as yet undecided, but it looks as though there will be many Formula Two races in Europe, at places like Pau, Rome, Monza, Reims, Clermont-Ferrand, Pergusa, Karlskoga and Montlhéry. Organisers who in the past have put on major Formula Junior events, or minor Formula One events, seem to be interested in Formula Two, as being more interesting than Juniors and not so expensive as Formula One, while some of the smaller organisers who ran Junior races only have plumped for Formula Three. A lot of the smaller British meetings, that never had an International entry anyway, have been dropped from the International Calendar, which is a good thing, for in spite of this the 1964 International scene is bigger than ever with a great many more events in America now ranking as International.

MINIATURE NEWS

The most exciting news this month is that Lesney have brought out another "Model of Yesteryear." No. Y-10, it is a 1928 36/220 Mercedes-Benz 4-seater complete with twin spare wheels, the traditional plated outside exhaust pipes, and even a tiny three-pointed star radiator badge. To a scale of 50:1, this very covetable miniature is 3¼ in. long and sells at the competitive price of 4s. retail in this country.

Lesney also have a Tippax refuse-truck which, although only 2½ in. long, is authentically coloured and has fully-adjustable tipping action of the body, which stays in any position and possesses an opening tailgate. This is No. 15 in their "Matchbox" series and costs 1s. 9d. retail.

Dinky Toys scored something of a sensation with their Triumph 2000 miniature, introduced on the day the real car was released. An article in the November issue of the *Meccano Magazine* tells how the secret was kept and this model of a new British car which will not be sold until next month is Dinky Toy No. 135 and can be bought now, for 5s. 11d. It has the usual Dinky Toy windows, opening bonnet and boot (with luggage), two-tone blue and white finish, and is 4⅜ in. long. There is also a Dinky Hillman Imp (No. 138), 3⅜ in. long, priced at 4s. 11d.—W. B.

The Daytona Speed Track are holding a 2,000-kilometre race on February 16th for large G.T. cars, and the following week the fantastic 500-mile race on the banked track is to be held. This is the 160-m.p.h. dice for American saloons with 7-litres of overhead-valve V8 engine, and the ever-active B.R.S.C.C. are organising a round-trip flight to see this race for the sum of £77, which must take the prize for the most expensive race visit. In the detailed handout about this trip there is a picture captioned, "A typical Daytona racer" and the car is a GTO Ferrari!

The European scene follows accepted trends in most cases, except that Pau have relinquished their traditional Easter Monday date and taken the following weekend. This race has always clashed with the Goodwood Easter meeting and resulted in Formula One forces being split, often to the embarrassment of the B.A.R.C., but now they should both be able to have a good entry, though Pau are planning Formula One and Formula Two races. Having solved this particular deadlock another has arisen in the new Calendar in that the Bruxelles Grand Prix for Formula One is on the same date as the Targa Florio. While this will only affect Ferrari as a team, it will affect a number of Grand Prix drivers who enjoy the Targa Florio, and also a number of race-reporters. I append a brief list of the more important events for 1964, the full list running to thirteen pages of close typewriting, and the Editor would not wear that.—D. S. J.

Races for Formula One and Championships

May 10th ..	Grand Prix of Monaco	..	Monte Carlo
May 24th ..	Grand Prix of Holland	..	Zandvoort
June 14th ..	Grand Prix of Belgium	..	Spa-Francorchamps
June 28th ..	Grand Prix of France	..	Rouen
July 11th ..	Grand Prix of Britain	..	Brands Hatch
Aug. 2nd ..	Grand Prix of Germany	..	Nurburgring
Aug. 23rd ..	Grand Prix of Austria	..	Zeltweg
Sept. 6th ..	Grand Prix of Italy	..	Monza
Oct. 4th ..	Grand Prix of U.S.A.	..	Watkins Glen
Oct. 25th ..	Grand Prix of Mexico	..	Mexico City
Dec. 26th ..	Grand Prix of South Africa	..	East London

Other Formula One Races

Mar. 14th.	Snetterton
Mar. 30th.	Goodwood
April 5th.	Pau
April 12th.	Syracuse
April 18th.	Aintree
April 26th.	Bruxelles
May 2nd.	Silverstone
May 17th.	Rome
May 24th.	Avus
July 5th.	Reims
July 19th.	Solitude
Aug. 16th.	Enna
Sept. 13th.	Pescara
Sept. 19th.	Oulton Park

G.T. and Prototype G.T. Races

Feb. 16th.	Daytona 2,000 kms.
Mar. 20th.	Sebring 12 hrs.
April 26th.	Targa Florio
May 31st.	Nurburgring 1,000 kms.
June 20th.	Le Mans 24 hrs.
Aug. 29th.	Tourist Trophy

The Secretaryship of the Rolls-Royce Enthusiasts' Club has now been filled by Lt.-Col. E. B. Barrass, 5, Halland Road, Leckhampton, Cheltenham, Glos. Telephone: Cheltenham 24525.

Castrol have introduced four new motoring films which will soon be available for loan to motor clubs. These are "Works Entry," which deals with the fortunes of the B.M.C. and Ford Rally teams on the 1963 Coupe des Alpes, and the Scottish Six Days' Motorcycle Trials. A rather uninspiring film called "Journey Without Incident" shows that even the I.A.M.'s Director of Tests has time to admire ancient monuments as he drives along a city street! The fourth film is a documentary dealing with hovercraft entitled "Look, No Wings." Further details are available from Castrol at Marylebone Road, London, N.W.1.

Mr. F. Wilson McComb now holds the office of Secretary of the M.G. Car Club and all correspondence should be addressed to him at the M.G. Car Company Ltd., Abingdon-on-Thames, Berkshire.

Another Club that recently underwent a change of Secretary is the VW O.C., who now have J. C. Sambrook Smith in place of J. Wallen. Correspondence regarding the VW O.C. should be addressed to Mr. Sambrook Smith at 109, Sheppard Road, Basingstoke, Hants.

ROAD TEST—

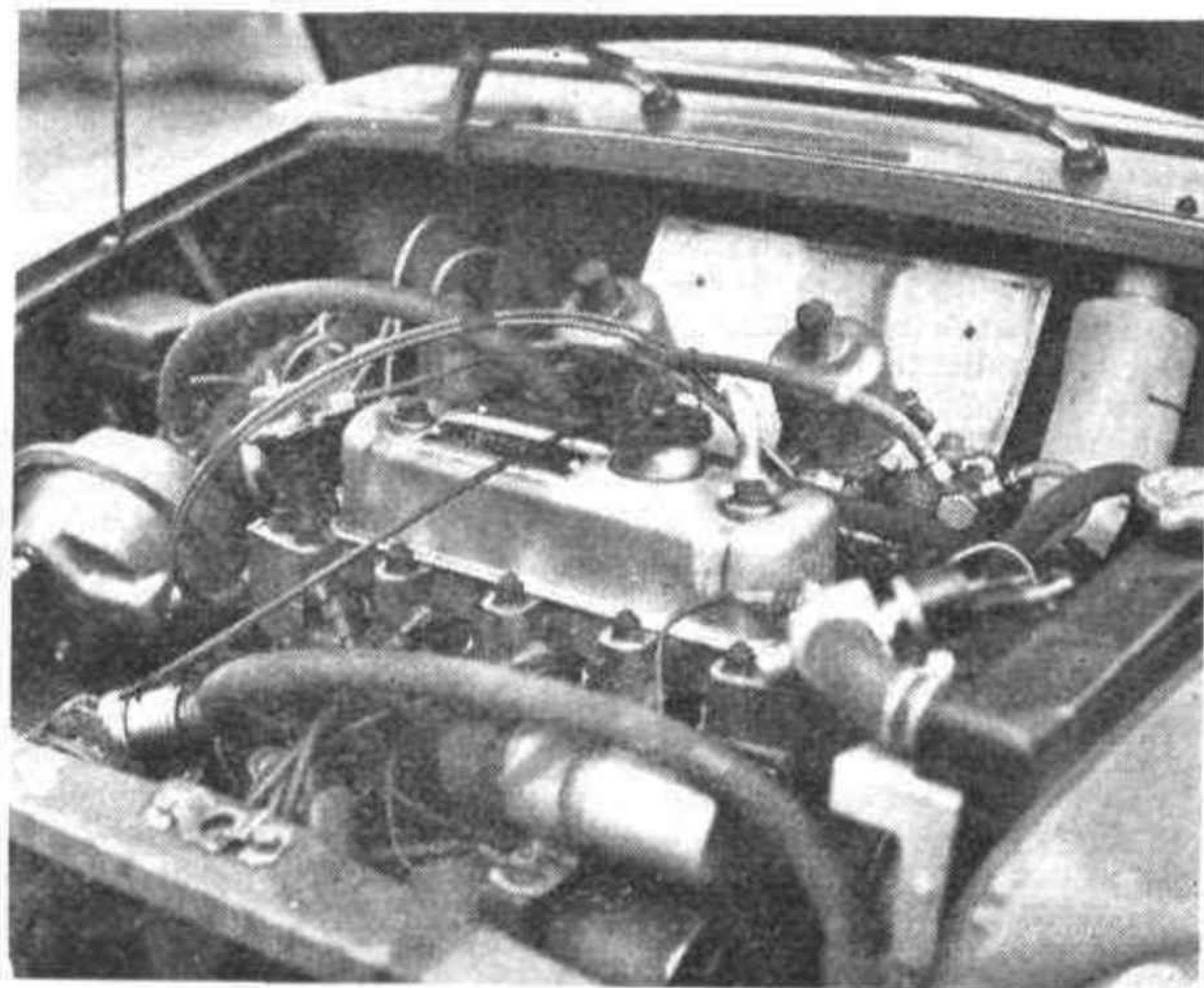
DRIVING A 107 m.p.h. RILEY ELF

EVERY so often we test a modified car which offers fantastic performance for its capacity. Such a car is the Speedwell-modified Riley Elf which we have been testing recently. Although on the face of it the Elf is one of the least likely of the Mini range to benefit from tuning treatment, Speedwell decided to market the car as the "Executive Riley," aimed at the man who wants outstanding performance but also prefers the better appointments and slightly larger boot of the Elf. This particular car is only offered as a complete package and costs £825, although of course anyone who already owns an Elf could have much of the work done by Speedwell, but it would probably be more expensive.

Most of the cost of the conversion goes on the engine, for this is modified from its standard power output of 38 b.h.p. at 5,250 r.p.m. to give no less than 93 b.h.p. at 7,400 r.p.m. This necessitates stripping the engine, balancing the rotating parts, increasing the engine capacity from 998 c.c. to 1,150 c.c., fitting the Speedwell aluminium cylinder head with 11-to-1 compression ratio, twin S.U. carburettors, high-lift camshaft and so on. This is only about 5 b.h.p. less than Speedwell's Formula Junior engine specification, the absolute maximum top-end power being sacrificed for better torque lower down the rev. range. It actually produces 78 lb. ft. of torque at 5,500 r.p.m., against 52 lb. ft. at 2,700 r.p.m. of the standard Elf.

This power results in the most fantastic performance on the road for the Speedwell Elf will accelerate clearly up to 7,500 r.p.m. in the lower gears, but for performance testing we contented ourselves with using 7,000 r.p.m. as a gear-change point. An extra on the test car, costing £17 10s., was an electronic rev.-counter made for Speedwell by Weston's which has a single slim red line marked at 7,500 r.p.m. So easily did the engine rev. to this figure in 1st and 2nd that we would recommend the rev.-counter as a safety factor to avoid over-revving. Due to the large amount of wood in the Elf fascia panel the rev.-counter had to be fitted in the lid of the glove locker in front of the driver, which might upset the lovers of wooden facias, but otherwise a special bracket would have to be made up.

At 7,000 r.p.m. in the gears the Elf gives speeds of 29, 49, 75 and 104 m.p.h. In fact when testing for maximum speed we found that the Elf would achieve 7,200 r.p.m. on the flat in top gear, a speed of 107 m.p.h., but this took a long while to come up, and only on a long downgrade could 7,500 r.p.m. or 112 m.p.h. be seen. However, its maximum speed is not so important as its ability to cruise along at 6,000 r.p.m. in top (90 m.p.h.) for hour after hour if need be and still have some acceleration in hand to pass the odd Bentley or Jaguar. Perhaps the most pleasant aspect



93 b.h.p. at 7,400 r.p.m. The aluminium cylinder head, twin S.U.s and brake servo can be seen in this picture.



"Q-car par excellence." The Speedwell Elf does 107 m.p.h. on the flat and out-accelerates many sports cars.

of driving the Speedwell Elf is to study the expressions on drivers' faces as the Elf goes past. These range from downright anger to incredulity, and from those with a sense of humour, amusement. A few drivers speed up to try and stay with the Elf but few keep up the pace for very long. The test car was fitted with a headlamp flasher, costing 18s. 6d., which is a worthwhile investment as the Elf passes a lot of cars and the lights need to be flashed quite a lot. The hooter is the standard one, which is not very effective.

Having had experience of other highly-tuned B.M.C. engines we expected the Speedwell unit to be temperamental, and the sight of a spare set of plugs in the door pocket did nothing to reassure us. However, this engine proved to be very tractable and gave no trouble at all. In heavy traffic it would fluff occasionally but a blip on the throttle always cleared the plug immediately. The oil pressure stayed between 50 and 75 p.s.i. according to road speed, and the needle of the water-temperature gauge seldom moved more than halfway across the dial, always staying in the "normal" position. The engine had a "lumpy" idle but never stalled and was certainly no noisier than most standard Mini engines. If the throttle was depressed too rapidly a smell of petrol invaded the car but this could be avoided quite easily. The carburettors of the test car had no air cleaners, which no doubt aggravated the problem.

It could not be expected that the Speedwell Elf would be as tractable as the standard version but it will trickle along at 30 m.p.h. in top gear and accelerate away quite cleanly, although with the performance available in 2nd gear there is little point in doing this. The Elf is of course a superb car for traffic driving as it can be flicked in and out of the traffic and has the acceleration available to get the driver out of trouble in many situations. The performance figures in the data table show just how quick the Speedwell Elf is, compared with some other fast cars, but even these figures could be bettered by a considerable amount as we had to take the figures on a soaking-wet track. The car was fitted with the standard C41 Dunlop tyres and violent wheelspin occurred all the time in 1st gear. By letting in the clutch at 3,000 r.p.m. in 1st the car just stood still while the rev.-counter whistled round the dial, and it was only by dropping to 2,000 r.p.m. that we were able to get the car moving at all. In dry conditions with Dunlop SP tyres it should be possible to knock 2 sec. off most of the figures above 50 m.p.h. In any case a figure of 12.4 sec. for 0-60 m.p.h. will still manage to dispose of most other vehicles.

With this sort of performance the brakes of the Elf obviously needed modification and the Executive Riley is fitted with hard competition linings and a vacuum brake servo as standard equipment. The pedal pressure required is quite high for power-assisted brakes but the Elf pulls up well with no sign of fade from high speeds and there is none of the snatch or squeal sometimes associated with hard linings.

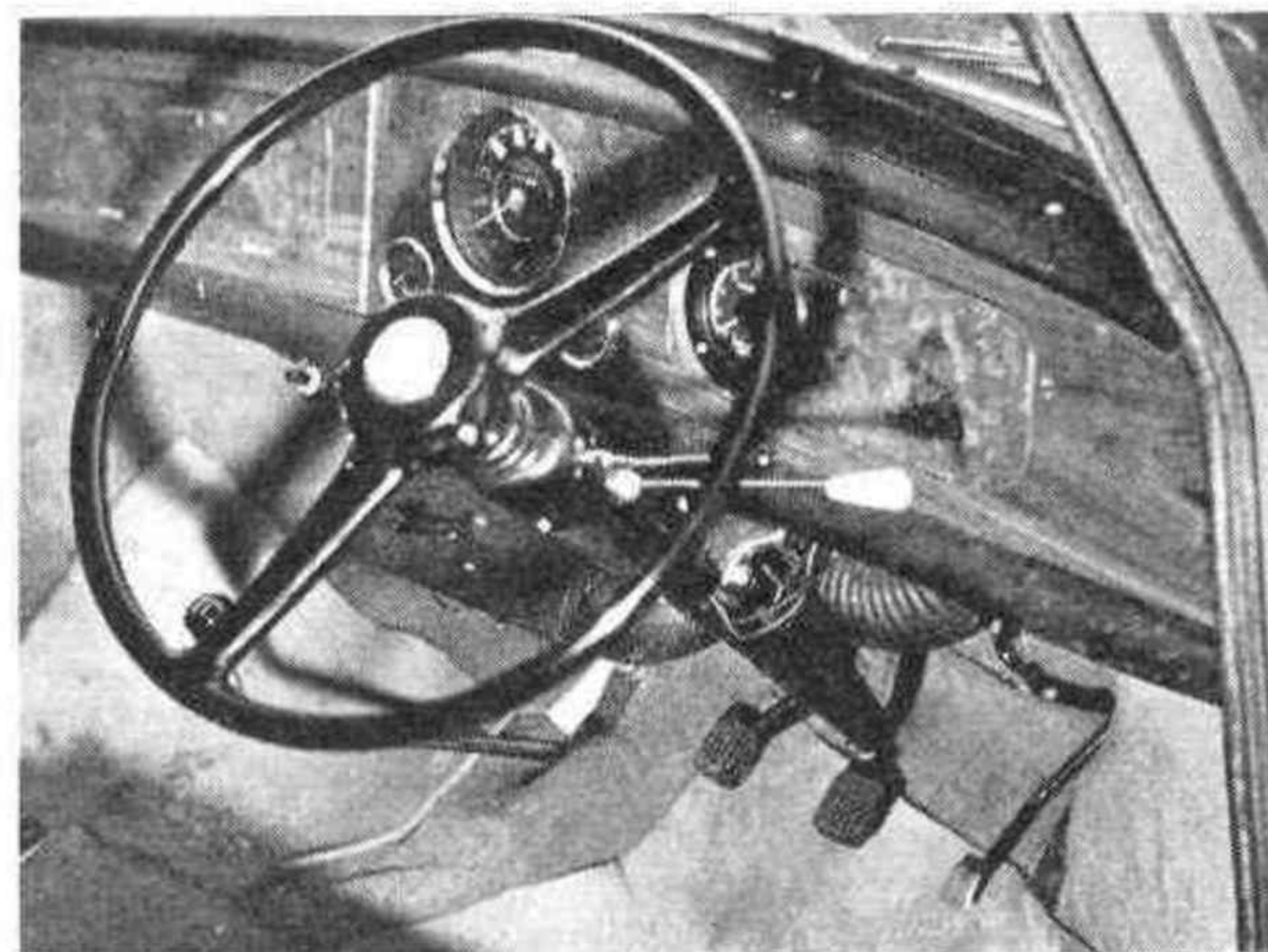
The handling of the Mini range is too well known to require detailed discussion but the Speedwell Elf differed from standard in having a rear anti-roll bar costing £7. It is difficult to evaluate the results imparted by the roll bar as the whole of our test was conducted on wet roads and the C41 tyres proved inadequate for high-speed cornering in the wet, so that we were unable to explore the limits of the Elf's road-holding. In addition the shock-absorbers gradually weakened during our test until at the end they were almost totally out of action, having covered only 3,000 miles from new. In conditions like these one begins to appreciate the hard work done by shock-absorbers for without them the Elf floated about like an American car and was almost uncontrollable on bumpy roads.

The test car also had a couple of other interesting extras which added to our enjoyment of the test car. These were a Golde

sunshine roof costing £60 and a pair of Restall de luxe reclining front seats costing £25 each. The sunshine roof, fitted by the Allard Motor Co., is released by a roof handle and then slid backwards. A transparent plastic wind break can then be swung upwards to deflect air over the top of the car. The P.V.C. covering of the sunshine roof was finished in white to match the white roof. We regret that the weather during the test precluded its use for more than a few minutes but at least we were able to discover that it was completely waterproof.

The Restall seats are not of the bucket type, but with deep foam cushions and reclining backrests they proved to be much more comfortable than the standard Mini seats, which are decidedly uncomfortable. The backrest is lowered by means of a large knurled wheel which is rather difficult to turn and the fully reclining position cannot be reached owing to the proximity of the rear bench seat.

This Speedwell Elf shows that a highly-modified car need not be intractable, noisy or uncomfortable, and we can see this car appealing to many other people as well as "Executives." As well as its 100-m.p.h. plus performance the Elf has a remarkably good fuel consumption, our overall average working out at 32.8 m.p.h., although the small 5½-gallon tank means that the range is not much over 170 miles. £825 is a lot of money for a car which costs £575 in standard form but we can see many people placing orders for the "Executive Riley."—M. L. T.



OPULENT.—The luxury interior of the Elf is unchanged except for the addition of a rev.-counter and a light flasher.

PERFORMANCE FIGURES									
	Alfa Romeo 2600 Sprint	M.G.-B	Standard Mini-Minor	Standard Cooper Mini	Nerus St. III Mini	Cortina GT	Mk. 10 Jaguar	Spitfire 4	SPEEDWELL RILEY ELF
0-30 m.p.h.	3.8 sec.	3.3 sec.	7.0 sec.	5.2 sec.	5.4 sec.	3.8 sec.	4.3 sec.	4.85 sec.	3.9 sec.
0-40 "	5.7 "	6.1 "	10.6 "	7.4 "	8.4 "	6.4 "	6.0 "	7.55 "	6.3 "
0-50 "	8.4 "	8.8 "	17.5 "	11.0 "	13.0 "	10.4 "	8.5 "	11.20 "	8.7 "
0-60 "	11.0 "	12.8 "	27.6 "	17.1 "	20.0 "	14.0 "	11.7 "	15.60 "	12.4 "
0-70 "	14.3 "	16.9 "	—	28.0 "	—	19.0 "	14.3 "	21.70 "	17.3 "
0-80 "	18.7 "	22.5 "	—	—	—	27.6 "	17.8 "	—	24.6 "
0-90 "	23.6 "	—	—	—	—	—	23.7 "	—	—
s.s. 1-mile	17.8 sec.	18.5 sec.	23.5 sec.	20.5 sec.	21.3 sec.	—	17.5 sec.	19.55 sec.	18.8 sec.

R.A.C. HILL-CLIMB CHAMPIONSHIP 1963

OUR last article on the 1963 Hill-Climb Championship series in the September issue brought the position up to the Ulster A.C.'s Craigantlet Hill-Climb, where Peter Westbury with the 2.6-litre supercharged Felday-Daimler was leading the Championship with 77 points from Tony Marsh, who had accumulated 71 points with his 1.5-litre supercharged Marsh-Climax, the 2.5-litre B.R.M. and, in some of the latter events, the Marsh powered by a carbureted 2-litre, 4-cylinder, twin-cam Climax engine.

The closing stages of the Championship series took in the Shelsley Walsh Hill-Climb on August 25th, Prescott on September 15th, and Dyrham Park on September 21st. Shelsley Walsh took place in appalling weather conditions and marked a brilliant win for Peter Boshier-Jones in the 1.3-litre supercharged Lotus 22-Climax, from David Good's 2.6-litre Cooper-Daimler and Marsh's Marsh-Climax, the leading pair being the only drivers to break the 40-sec. barrier with 39.16 sec. and 39.91 sec., respectively. With Westbury being absent from the meeting, Marsh, by virtue of his third place, improved his score to 77, two behind Westbury, whilst Boshier-Jones assured himself of third place in the overall Championship. Fourth fastest at Shelsley Walsh was Ray Fielding's 2.2-litre Lotus 21-Climax with 41.08 sec. The only other drivers to score points were Peter Gaskell with a 1.1-litre Martin-modified Ford-engined Kieft and J. T. Butterworth in a Lotus 23—some indication of the prevailing weather conditions. Phil Scragg, who started the season so well with a 2.5-litre B.R.M., made his first appearance with his 5.3-litre Chapperal but only put in one run at 43.59 sec. before putting it away in disgust.

Boshier-Jones had another chance to show his form at the Bugatti O.C.'s Prescott event, when he snatched first place in the Championship class from Peter Westbury. Westbury, however, had the honour of making fastest time of day in the class runs but spun the Felday coming out of the Esses in the Championship class, and had to be content with second place. Ray Fielding was placed third with the Lotus, Mac Daghorn (Cooper-J.A.P.) fourth, and David Good, who spoilt one Championship run by leaving the road at Ettore's Hairpin, fifth. Tony Griffiths scored his first Championship points by taking the ex-Phil Scragg B.R.M. into sixth place. Marsh was never in the picture with

the Marsh and after taking second place to Westbury in the class runs the Marsh went from bad to worse, finishing last at 52.61 sec., nearly three seconds slower than Boshier-Jones' winning time of 49.17 sec. Ian McLaughlin, usually seen in a Cooper-J.A.P., entered his new Clenel Special which uses two twin J.A.P. motors but failed to start in the Championship class.

And so with the final round at Dyrham Park the position stood with Westbury leading with 80 points to Marsh's 79, Boshier-Jones 70, Fielding 57 and Good 56. Either Marsh or Westbury could win by breaking the course record and winning the Championship class. In practice the odds looked in favour of Marsh but the class runs saw Boshier-Jones beating both the leaders. Drama came when Westbury broke his crown-wheel on his second ascent and had to change gearboxes, finishing the job with only minutes to spare before the Championship class and just qualifying as one of the slowest. However, Westbury put up a fantastic first ascent in 31.60 sec. which neither Boshier-Jones at 32.01 or Marsh at 32.19 could touch. Westbury's second run ended at the Hairpin when the Felday spun and collided with the straw bales. Nevertheless the Championship was safely in Westbury's grasp with a total of 83 points from Marsh, who could not improve his score any further at 79, and Peter Boshier-Jones. Ray Fielding clinched fourth place by placing fourth at Dyrham Park (32.25 sec.) with 64 points, and David Good fifth at Dyrham Park (32.25 sec.) in the Championship with 57 points. Phil Scragg's 40 points, scored earlier in the season with the B.R.M. left him still in a very creditable sixth place. Thus, for the first time in the Championship's history, the title went to a genuine hill-climb "special" with another "special" second.

At this stage last year the future of hill-climbing augered well and next year promises even better with new cars on the way for Westbury and Marsh, the ex-Chris Summers Cooper-Chevrolet taking to the hills in the hands of Tommy Norton, the other Summers' Chevrolet-powered Cooper Monaco going to Phil Scragg (who is contemplating fitting the Chapperal engine), the McLaughlin Clenel Special changing to V8 power (American style), the 2.5 Cooper-Climax of Gray and Agnes Mickel beginning to challenge, Boshier-Jones unknown quantity, and the Ferguson four-wheel-drive project lurking just round the corner. Not to mention another "midget" car from one Tico Martini.

E. L. W.

The Nerus Modified Austin Healey Sprite Mk. II

As we mentioned in our road test of the Nerus modified Mini (August 1963) the Nerus organisation concentrates mainly on cylinder head gas-flowing and polishing rather than complete conversions. This is done in three stages ranging from a mild increase of power to a quite considerable increase. However the Stage III head really needs to be accompanied by other tuning operations to achieve a really notable power output and in the case of the 1,100 c.c. Austin Healey Sprite we tested recently this is what Nerus had done. The cylinder head was the Stage III version with 10.5:1 compression ratio, larger inlet and exhaust valves, double valve springs and the usual port and combustion chamber shaping and polishing. The standard S.U. carburettors were replaced by two 1½ in. S.U.s on a modified inlet manifold which incorporated a heat shield to deflect heat from the modified exhaust manifold which runs into a new down pipe. The total cost of this equipment is £70 15s. Fitting is extra but this particular kit is easy to fit as the work entailed is merely that of removing the old components and replacing the new, which should not take the amateur mechanic more than three or four hours to fit. This will operate well without changes to ignition settings but obviously careful adjustments will enable maximum power to be achieved. A Crypton electronic tune-up might be a good investment when fairly radical engine modifications have been made. Naturally more power would be achieved with a high-lift camshaft and although one is not included in this conversion three different camshaft grinds are available on an exchange basis costing from £8 to £11 10s.

The test car was a standard 1100 Sprite except for the conversion and apart from a deeper exhaust note and its Nerus badge it was indistinguishable from the normal model. Acceleration seemed to be improved quite considerably although as the figures in the data table indicate the test car was not a lot quicker against the stop watch than the standard 1100 model from a standing start and undoubtedly the improved torque in the middle of the rev range accounted for the good acceleration in the 40 to 60 m.p.h. range. The engine was no noisier than standard but in really heavy

traffic the water temperature reached 200°C. and the engine occasionally fluffed or stalled. The engine will rev to 7,000 r.p.m. in the lower gears but performance figures do not benefit greatly from going to this figure and with gear changes made at 6,500 r.p.m. speeds in the gears are 32, 54 and 74 m.p.h. while the maximum speed on the flat is 96 m.p.h. A slight downhill run will see 100 m.p.h. come up and the rev counter is showing 6,800 r.p.m. at this speed.

The virtues and faults of the Sprite have been discussed many times in these columns so suffice it to say that the Nerus car follows the pattern, having good handling, a firm but not uncomfortable ride, dependable brakes, light steering, an acceptable gearbox, a rather cramped cockpit and a miniature boot. The 10½ compression ratio requires 100 octane fuel and the Nerus car consumed this at the rate of 33.2 m.p.g. and required a negligible amount of oil. Details from Nerus Engineering Co., Rye, Sussex.—M. L. T.

PERFORMANCE FIGURES		
	Standard M.G. Midget Mk. II	Nerus Austin Healey Sprite Mk. II
0-30 m.p.h.	4.85 sec.	4.25 sec.
0-40 " " " " " "	7.90 "	7.25 "
0-50 " " " " " "	11.25 "	10.40 "
0-60 " " " " " "	16.20 "	14.70 "
0-70 " " " " " "	23.00 "	21.40 "
0-80 " " " " " "	—	32.90 "
Standing start ¼-mile	20.10 sec.	19.50 sec.
Speeds in Gears		
First (6,500 r.p.m.) ...	32 m.p.h.	32 m.p.h.
Second " " " " " "	54 "	54 "
Third " " " " " "	74 "	74 "
Top " " " " " "	92 "	96 "

(N.B.—The figures quoted for the standard model are for the M.G. Midget tested in our April 1963 issue)



A Clever Parking Light

For some reason best known to itself, authority sometimes insists on parked cars being lit even in illuminated city streets, with resultant police action when car owners omit to turn on their lamps. For conserving tired batteries the Parkalite is worth consideration. In the past pre-set clockwork mechanisms for switching on the side or parking lamps at lighting-up time existed, but they were mechanical in action and you had to remember to pre-set them. The pleasure at seeing, or contemplating, the look on the face of the policeman who was confronted a minute before lighting-up time with an empty unlit car and the next moment with the same car legally illuminated

was clouded by the thought that the device might not have been wound-up or correctly re-set or might fail to function for some other reason.

The Parkalite achieves the same end far more simply. It consists of a clip-on parking light for 6 or 12-volt operation, incorporating a photo-electric switch that puts it on automatically when the degree of daylight falls below a certain level.

Even those with good batteries may hesitate to leave a parking lamp alight for 24 hours, and providing the Parkalite functions in the darker areas of lit streets it would seem to offer automatic freedom from flat batteries and parking convictions for all save those who live directly under street lamps. The makers are D. C. Marsh & Sons, Ltd., Gosport Street, Lymington, Hampshire.—W. B.

LETTERS FROM READERS

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

LONG-LIFE OIL

Sir,

On reading your correspondence on long-life oil, I find I must have been using this for nearly thirty years.

After taking delivery of a new car, I run it in rather carefully, using a liberal amount of Redex in the petrol, for 1,000 miles. Then I have the oil changed to flush out any turnings, nuts and bolts, etc., left in by the makers, after which the oil is not changed again by me. I generally change cars at approximately 40 to 45,000 miles, but my present one (1960 Hillman Minx) has just turned the 60,000 miles this week. On its 40,000 miles' birthday I treated it to a new set of plugs and contact points, but, apart from this extravagance, the engine hasn't been touched—the valve cover hasn't even been off. The car hasn't been nursed, as I find it less tiring to rest the clog on the footboards. I don't know the name of my long-life oil, as I ask for it by price, 1s. 4d. per pint (alas, it used to be 8d.). My present car is doing about 650 to 700 to the pint.

I might add that my TR3 gets the same treatment, but it doesn't do the mileage as I only use it for pleasure.

Sutton Coldfield.

D. WHEELER.

[When I was motoring on 15s. a week in a series of pre-war Austin Sevens I, too, enjoyed long life from what passed as oil in the shallow tin sumps of these dependable cars; and, in 1963, I know someone whose Volvo runs on similar long-life lubricant.—Ed.]

Sir,

What is all this about "Long Life"?

I have been drinking it for years and I can vouch that it is good!
Broughton.

D. E. LAWTON.

18,000 MILES IN A MORRIS 1100

Sir,

This is the first time I have written to a motoring journal, or indeed to any journal, but after completing 18,000 miles in a Morris 1100, my experiences might be interesting. As I travel over a very wide area west and south of a line from Portsmouth to Birmingham to Aberystwyth, you will see that I encounter all types and classes of terrain and roads. On top of this I drive, given the opportunity, with foot well down! In the 18,800 miles completed to date the car has drunk 540 gallons of B.P. Super Plus or Shell Super, an overall average of 34.8 m.p.g. She has been meticulously serviced every 3,000 miles, using B.P. Visco-static plus Molyslip in the sump. In between services she has consumed 34 pints of said oil—about 550 m.p.pt. At about 10,000 miles the thirst for oil increased alarmingly due to a leaking oil pressure switch, but this was cured under guarantee with no further trouble.

Troubles encountered are few and far between: at about 1,800 the Morris was apparently run-in and as this was the beginning of February the engine water temp. would not rise above about 100°, which was cured by blanking off part of the grille. At 2,800 a new thermostat was necessary in the wiper motor (didn't know they had one!) At 7,500 a new Hardy Spicer drive shaft and timing gears were fitted under guarantee as they had both become noisy, and at 15,000 a crack developed in exhaust below manifold due to the exceptional stresses with a "sideways engine," and this was replaced with a flexible section welded in (not guaranteed). Since then, no trouble at all.

I bear out everything that has been said about the exceptional handling of the 1100, and I have found that cars with conventional suspension go through alarming manoeuvres in their efforts to keep me in sight on average British roads! The suspension ensures that your average does not drop very much even over the snow-covered potholes met last "freeze-up." Tyres have still plenty of tread despite my driving. A timed top speed of 83 m.p.h. was recorded at 16,000 miles, which seems to bear out the Molyslip claim, and I regularly cruise comfortably with 85 on the clock on the M 5 from Tewkesbury to Birmingham with no complaint from the engine.

As you will observe, I love the 1100, despite the fact that I have driven most contemporary makes, and will always have another, at least until something supersedes it, which is going to take a lot of doing.

Usual disclaimers with regard to the products mentioned.

Thank you for your most entertaining and enlightening magazine, which is avidly read every month.

Bristol.

N. J. V. COWNIE.

A FIAT 1500 FAN

Sir,

Knowing the impartial manner in which you present your Road Tests I was very impressed with your report on the Fiat 1500.

Some three months ago I bought a secondhand 1500 which has now done 15,000 miles, and, like Mr. David Griffiths, I find it an excellent vehicle. None of the irritating faults of the mass-produced British car are present and the performance lifts it way out of the bread-and-butter range of cars. It was obviously assembled with care, as for example, the engine and transmission is still completely clean and oil-tight.

In the past 12 years I have owned and driven a great number of cars but apart from a Citroën Light 15 the Fiat is the only one which I consider to be value for money.

A visit to the Pirelli Stand at the Motor Show confirmed a "tip-off" that they were producing a Cintura tyre for the Fiat, and this should eliminate the slight skittishness at low speed in the wet.

Whilst I am not "anti-British" I feel that I cannot afford to run a Home-produced car until such time as the legion of faults in manufacture and assembly are rectified. Needless to say I have no connections with Fiat other than as a very satisfied owner.
Lee.

KENNETH BARTON.

CORRECTION

Sir,

I would appreciate it if you could correct an error that occurred in the article on "Those Dragster Duels." The "big Pontiac sedan cut down to form an impressive pick-up" was in fact a re-worked 1959 Plymouth Suburban Estate on loan from the British Hot Rod Association and was used to push-start Dante Duce's Mooneyes dragster and not Mickey Thompson's Aluminium Special. This pick-up was supplied free of charge at all the tracks during the time the American dragsters were in this country.

Lee Green.

V. OUTEN, *Press Secretary,*
British Hot Rod Association.

FAIR PLAY FOR POLICEMEN

Sir,

May I, through you, address a brief comment to your readers, all of whom no doubt consider themselves sportsmen in the true sense of the word.

I persistently read adverse comment concerning the Police as a body because an individual reader has transgressed, albeit technically, and as a result has fallen foul of an individual policeman.

This is a very one-sided state of affairs; your readers have the "freedom of the Press," whereas all policemen are forbidden by regulation from any form of public address. Any policeman who fails to report an offence is liable to be reported himself for neglect of duty. This aspect weighs more with some than others, but who are you to condemn members of the Police Service for doing as they are expressly directed by Statutes enacted by your own elected representatives.

Please, before stabbing any more policemen in the back with your pen, consider his side of the problem. He is denied the opportunity of defending his actions and is expected to be perpetually loyal, chivalrous, polite, understanding, helpful, blind in one eye and silent—rather a tall order for a perfectly ordinary family man!

"TRANSGRESSOR."

[Name and address supplied.—Ed.]

BLISTERS

Sir,

I have experienced, after 10,000 and 15,000 miles respectively, large blisters on the walls of two Dunlop Gold Seal C41 tyres on

my M.G. 1100. My son had the same trouble with the same type of tyre on his Morris Mini-Minor.

Let us hope that Dunlop racing tyres and those used by Donald Campbell are not made in such a shoddy fashion. Surely one neck is as good as another?
Berkhamsted.

K. WARD.

BUILDING A LOTUS 7

Sir,

Whilst reading the November edition I came across a full-page advertisement for the Lotus 7. The inference is that a 0-60 in 6.5 sec., 100-m.p.h., unbeatable car can be yours for as little as £499. Perhaps my experiences will be of interest to you and any potential buyer of the Lotus.

My kit was delivered early in April (I doubt if I would have it now, if I had not chased Lotus two or three times a week for a month over finance arrangements, insurance, etc.). The car was assembled after considerable trouble in five weekends (25 man-hours?). Some of the minor snags that I came across during assembly were as follows:—

The holes in the chassis frame to receive the engine mounts were fully $\frac{3}{8}$ in. from their true position; I had to elongate the holes at both ends of the near-side engine mounting bracket, thus weakening it. Lotus ultimately replaced this mounting with a modified type which improved the situation. The silencer would not look at the chassis fixings and much graunching ensued to fit the exhaust system. When complete, it was not possible to select reverse gear; this was traced to a wrongly ground selector spigot in the remote-control assembly—my father-in-law spotted this one and a file had to be used once more. Ghastly engine misfire was caused by the rear inlet manifold, whose mounting flange had a 0.040 in. taper on it and admitted vast quantities of air, with a disastrous effect on the mixture. (Of course, such snags are nothing to an "Unspeakable individualist," I suppose!)

Now for the car's history to date (I should point out that my car is only a 105E-powered version at £516, sidescreens and flared wings extra). After very careful running-in the engine started to rattle at 800 miles, by 1,300 miles the noise was really bad, and Ford, through a local agent, changed all the rods and small- and big-end bearings (free of charge). I then drove the car gently for 2,000 miles whilst on holiday and formed the impression that the performance was generally sluggish, so at 3,500 miles I recorded some performance figures—the car will stagger to 50 m.p.h. in 12.4 sec. and the absolute maximum speed is just 80 m.p.h. indicated. Imagine my feelings when a Morgan 4/4 played with me on the M 1 and then pulled away, a rapidly dwindling dot on the horizon; even an apparently standard 105E Anglia passed me (he has a higher back-axle ratio!).

The road-holding and steering are very good, it's true, providing the road surface is smooth, but they fall off badly on a bumpy surface. The car has now covered 4,500 miles with no improvement in performance, and the small-ends appear to be rattling again.

My opinion of the Lotus 7 has suffered because of these experiences and I regret selling my archaic but lusty thoroughbred—a Morgan 4/4.
Addiscombe.

R. G. FORMAGGIA.

CASTROL REPLIES TO CRITICS

Sir,

Dear, oh dear! I write a letter presenting, so I thought, a reasonably objective and balanced expression of my company's views on the subject of long-life oils, and I find myself accused by Mr. Tyssen-Heape of "beating a shining breastplate of self-righteousness." He really cannot be allowed to get away with this!

May I make it clear straight away that Castrol have *not* "launched" an oil of this type in Norway. The truth is that a total of 240 quart tins of a grade known as Castrolite E.D.I. was shipped to that country, some six months ago, made to a particular specification requested by one of our distributors there. There has been no publicity for this grade, nor will there be, and we have not claimed, nor will we claim, that this oil may be used for longer than the period specified by any car maker.

Mr. Tyssen-Heape asks what we would expect from an oil marked E.D.I. The initials originate from the United States where they are commonly used and, as he rightly says, stand for "Extended Drain Interval"—extended, that is, on the car makers' recommendations from every 1,000 or 2,000 miles to today's 5,000 or 6,000 miles. Castrolite and Castrol XL in the U.K. are

already E.D.I. oils in this universally accepted sense. So far as we know, no company in America claims for its E.D.I. oil that it may be used for longer than any car maker recommends.

Mr. Tyssen-Heape also suggests that Castrolite is not a "normal multi-grade oil." Surely he must be aware that the S.A.E. definition of multigrade specifically includes oils within the 20W/30 group? 20W/30 is a sufficiently wide range to cope satisfactorily with the climatic conditions in this country. At the risk of being accused of re-assuming my breastplate of self-righteousness, dare I observe that we do not believe in asking the motorists to pay for something he does not need? As to the current trend to lubrication servicing every 30,000 miles; yes, we had noticed this. But this refers neither to oil changing nor to several other routine attentions which every car maker specifies at far more frequent intervals.

It would be quite impossible to deal adequately here with the subject of test data. It must suffice to say that any suggestion that information regarding Castrol is not available is quite untrue. Over the years, we have published a mass of technical data covering tests of every kind.

Finally, may I address a brief word to another of your correspondents, Mr. O. L. Uren, although I do not believe he really intends to change his brand of oil because of what I said. The phrase I used was "lubrication procedures" which was intended to refer, perhaps rather pompously, to the frequency of sump draining—not the choice of oil. Rootes do *recommend* one brand only, in this they are unique among British car manufacturers, but they *approve* the use of other reputable makes, including Castrol. Your Rapier is quite safe, Mr. Uren!

London, N.W.1.

LAURENCE SULTAN,
Group Public Relations Officer,
Castrol Limited.

CHAMPAGNE FOR LOTUS?

Sir,

You may have noticed a recent Lotus advertisement claiming that Lotus have won more races than any other car, ever. Intrigued by this claim, I contacted the advertising agents in question to get details, eventually challenging them to substantiate the claim!

Admiring as we do the brilliant successes of Lotus, we cannot yield Bugatti's pre-eminence without a struggle. He *won* 151 Grands Prix up to 1939, and obviously countless smaller events.

I will bet Lotus a bottle of champagne they can't equal that.
London, W.2.

H. G. CONWAY.
Bugatti O.C.

SAFER ON THE ROAD

Sir,

In the annual Reports of the Road Research Board and the Director of Road Research for 1962 it is suggested that motor vehicles travelled over 78,000 million miles in 1962. There were about 7,000 deaths on the roads so that for every death about 10,000,000 miles were covered. Statistically it is probably true that one is safer on the roads than in a house!

Prestwood.

J. K. ROBERTS.

[I have always maintained that road-users should receive praise for the enormous mileages they cover on our inadequate roads with comparatively few accidents.—ED.]

ASSESSMENT OF THE VW 1500

Sir,

I was extremely interested to read your September account of the VW 1500 Estate Car and to compare your impressions with my own, having had one of these vehicles since March.

May I endorse some of your criticisms:—

1. The brake and clutch pedals are certainly awkward; in particular, I dislike their long travel and have to raise my knee sideways to avoid the edge of the low-set steering wheel.
2. The gear-change is distinctly woolly (especially compared with my 1956 Beetle) although the synchromesh is faultless and the ratios appropriate. Mine has also developed a rubbery squeak somewhere in the remote control that takes the pleasure out of changing.
3. I had no idea that I was in such good company in having my safety catch shear and the bonnet blow up—it could have been dangerous, but at least there was no quibble about the warranty.
4. I, too, find the brakes hard and almost inadequate, especially when fully loaded, and have been wondering whether to fit a vacuum servo.
5. In principle, I admire the compact switch unit (though not as much as the trafficator/headlamp lever) but find it *very* fumbly at night, and the loose bundle of wires underneath it seems rather out of character.

6. The seats were rather hard when new, but are bedding down now. I suspect that the pain you experienced in your leg may have come from the awkward action in operating the pedals. Incidentally, there is nowhere to rest one's left foot.
7. The tendency to stall (for which I suspect heat in the confined engine room) is more than occasional and the gremlins always contrive to arrange it at the most inconvenient times. One is then left cursing the device that insists on having the ignition switched off before one can re-start.
8. The "characteristic clutch squeal" was very persistent and particularly annoying when coupled with the squeak in the gear-change. Plaistow have just installed a new clutch, which seems to have done the trick.

In addition to these endorsements, I should like to pass on some criticisms of my own:—

1. The throttle control is stiff and "lumpy," especially in the early movement, which makes it difficult to achieve a smooth take-off.
2. There has been a fair crop of electrical trouble—bulbs and fuses blowing, trafficators slowing to a stop, lights not properly earthed, etc.
3. The steering developed a partial bind in the turn, until the horn gave out—a loop of wire passing the universal joint had been fouling the adjacent panel. (Oh, for the simple carbon brush on my first Beetle.)
4. The front suspension has displayed some nasty noises at times and had me standing on my head in the rain, trying to find the cause. They went away after a good greasing—one wonders whether 3,000 miles between servicing is all that clever.
5. In order to obtain rear windows that open, I was obliged to take the higher payload version. In a very short time, the "extra rear spring" broke, causing more odd noises that took some tracing. This was replaced on warranty, but its plungers sometimes cause a curious squeak, especially on light load. (Is this spring really worth having in a family car?)
6. The knobs on those rear windows came off, as some grub screws had not been tightened up, and a part was lost in the process. Unless the knobs are wound up very tight indeed, they do not keep the windows open.
7. One of the neat little recess fittings of the door handles fell off one day, owing to loose screws.
8. The safety lock on the seat-back requires occasional adjustment, or it will stay locked.
9. The interior mirror is excellent, but creates a bad blind spot when one turns a left-hand corner.
10. The paintwork has an orange peel finish that would pass for many a British car, but I gather that all the Dutch-built VWs are like this. The parts that have been resprayed at Plaistow are much better.

With this list of faults, it may begin to sound as though I regret my choice. They have been annoying—or rather, I should say, disappointing; as if one has been let down by an old friend, whom one thought trustworthy. I am left with the impression (which others seem to support) that the modern VW, coming to us from Holland, lacks the flawless reliability and finish of the Wolfsburg product in its vintage years. It is reasonable to question what, if the car is not completely reliable, is left to make it worth having.

What is left? Is the VW 1500 Estate a sound proposition? There are comparable estate cars on the market which are cheaper and may be roomier or faster, so why choose this one?

Despairing of waiting for the arrival of the 1500, and finding my Beetle rather cramped for the family, I had a Hillman Husky for a year. I cannot deny that it served us very well and gave no trouble, but I could never feel proud of it, and there were many little things that were nasty in one way or another.

I liked the look of the Victor, but people I know with these seem to be afflicted with petty troubles, which are not so petty as mine, and I am convinced that my car will still look fresh and up-to-date when theirs are tired and *passé*.

Before the final choice of the VW, I was persuaded to try the Saab. In a few ways I quite liked it, and will concede that it has something to commend it, but it all felt too strange to be worth the effort. Moreover, the Saab Estate must be one of the ugliest cars in production.

On the day that I took delivery of the VW, the Ford Consul Cortina Estate was released; this somehow typifies the choice. It is cheaper, at first sight attractive in appearance, possibly slightly roomier, and might be faster for all I know or care. Look, however, at the details and finish on these two cars and make an honest comparison. If you value quality of feel and a sense of fitness for purpose, I doubt if you would hesitate.

Put yourself in my position—a young to middling man, who has tasted the VW flavour, but has to accommodate three small children, a golden retriever and occasional in-laws—and what do you choose? An estate car, roomy but compact, fast but economical, sporting but reliable, a hack that you are proud to call your own. I looked for a car that came nearest to having all these conflicting qualities and I believe that I found it. The VW 1500 Estate has its faults (mine certainly has) and may seem expensive, but I put my faith in getting five years' pleasant motoring out of it. The result should cost no more per annum than one of the other candidates, which I would have kept for about half the time. It is also incredibly compact without being small and (I must say it again) has that essence of quality and fitness which I consider as important as speed or economy.

It was an interesting coincidence to see the Peugeot in the same article. We had already anticipated this as the next replacement,

when the growth of the children had its effect in say five years' time; your enthusiastic report is encouraging. Until then, we have four and a half years to go with the VW. Let's hope the teething troubles are over and that my confidence has not been misplaced.

London, S.W.4.

G. M. MACLEAN.

A SLIPPERY BUSINESS

Sir,

Good for Mr. D. M. Squires! I too looked at the Slip Group's advertisement in MOTOR SPORT of September and was unable to make much of it, though clearly the small photograph was that of a Mini.

I think that this type of pseudo-technical advertisement should be curbed and I myself took this firm to task for stating in their glossy booklet that "approximately 72% of petrol you buy is wasted overcoming friction and heat losses," which of course is an over-all figure including the thermal efficiency of internal combustion engines, which tends to mislead people as to the possible gain in efficiency. I also queried them as to whether their product might adversely affect the operation of gearboxes' synchromesh mechanism, but did not receive a conclusive reply.

It would be interesting to hear from the Group Public Relations Officer of Castrol, whose letter also appears in the October issue, why oil manufacturers do not add these "modern patent medicines" for the automobile engine to their lubricating oils, as according to the suppliers of some of these products, a very substantial improvement would be obtained!

Cullercoats.

J. R. B. ROBERTSON.

A REMARKABLE COINCIDENCE

Sir,

Whilst holidaying at Portsonachan in Argyllshire this summer we returned from fishing one evening to our hotel on the banks of Loch Awe and found, to our amazement, another Volvo 122S.

Although a different colour to ours it bore the registration number 179 BPX and ours is 178 BPX. We bought our car from Rudds of Worthing and had the "Ruddspeed" conversion carried out. 179 BPX had received identical treatment!

We were off fishing again early next morning and never discovered the owners of 179 BPX but surely this was a most extraordinary coincidence because Portsonachan is a very tiny hamlet. Chislehurst.

GORDYN G. SCOTT.

M.G. 1100 OR FORD CORTINA GT?

Sir,

I have been following the correspondence in your columns regarding the merits or otherwise of M.G. 1100 (or Morris) and Ford Cortina. This has been of special interest to me as I have owned both cars in the last six months—a January 1963 M.G. 1100 and September 1963 Cortina GT. My experiences may be of some interest to readers who are contemplating the purchase of either of these vehicles.

The M.G. was delivered in the middle of the very cold spell at the beginning of the year and nasty shocks were immediately the order of the day. The battery was very low and this, combined with a choke control which would not pull out properly, made starting impossible on the day after delivery, so I went to work by bus, leaving the battery on charge. A replacement choke control cable, plus the properly charged battery, made starting instantaneous the following morning. However, Middlesbrough Corporation Transport got another unexpected passenger that day because I found it impossible to engage any gear at all—the clutch would not disengage. The distributor came and towed the car away, re-positioned the clutch, and by the next morning it was actually possible to get in the car and drive it away. I found this to be a very chilly operation as no heat was coming from the heater. A quick roadside investigation revealed that the heater control cables were not connected up, and I was able to effect a cure on the spot.

The next few months of M.G. 1100 motoring were a mixed bag of satisfaction and downright stupefaction. Two large screws securing the facia were only halfway in and the cubby-hole lid refused to stay shut, its magnetic catch displaying a regrettable lack of cling. Strong-arm stuff on the screws finally got them home and henceforth the cubby-hole lid actually stayed shut.

The bonnet lid was an atrocious fit and after a few weeks' use it was impossible to open it by pulling on the release knob, situated in a cunningly inaccessible position in a recess under the

facia. I got over this by inventing an ingenious little gadget which I once contemplated patenting for the convenience of other M.G. 1100 owners. This was simply a short length of strong rope with a loop at each end. One loop was dropped over the release knob and a strong piece of broom handle inserted in the other. A good two-handed tug on the toggle thus formed and the bonnet lid would spring open with a fearsome clang.

At two months old the rear brakes bound on, and at three months the trafficator switch disintegrated. I was informed that "they all did this, there's a new design switch been brought out; we've had them on order for four months but can't get them." I settled for a switch from a Mini van installed under the facia. This functioned splendidly but there was not, of course, any self-cancelling.

The car was a delight to handle, especially on ice and snow where f.w.d. gave it wonderful traction. Performance was nothing to enthuse over, "just about adequate" being a fair summing-up, anything over 65-70 m.p.h. making the engine sound definitely hard worked. The gear-change was poor and the screen-washers never worked at all. The suspension was easily the best I have ever experienced over bad surfaces, and cornering was exceptional at all speeds that the average motorist is likely to use. However, I must in all fairness sound a discordant note in all the praise that has been lavished on the Moulton suspension. In my opinion it leaves a bit to be desired as far as really hard driving is concerned, any shutting off of power on a bend causing a quite appreciable swerve. Also I think it fair to say that if one overdoes it a bit on a fast corner recovery is easier with good conventional suspension. Perhaps this is why one so very rarely sees a Morris or M.G. 1100 being raced?

As will be apparent from the foregoing, I was not really satisfied with the M.G., and when an opportunity arrived to part with it I did so, and bought a Cortina GT. I haven't had this car long enough to give an exhaustive opinion about it but so far I am more than satisfied. I have just completed the running-in at 1,500 miles and very few faults indeed have been apparent. The performance is, of course, very much superior to the M.G.'s, acceleration in particular being delightful. Handling is good, the steering being very light and positive, and the car can be taken through bends very rapidly. Over bad surfaces the suspension is definitely lively and not a patch on the M.G.'s. The biggest drawback is the very small fuel capacity and consequent short cruising range. [Well over 200 miles, surely?—ED.] The interior is a bit austere, but the seating arrangements are very much more comfortable than the M.G.'s; the latter's front seats evidently having been designed for people with 24-in. legs. I miss the M.G.'s very compact dimensions when parking, although the GT's steering is much lighter for close manoeuvring.

Both cars have a fascination, but the M.G. lacked the sense of honest strength apparent in the Cortina. In my opinion much of the brilliance of Issigonis' design has been wasted on the 1100 range by sheer downright bad workmanship and abysmal inspection. And, really, it is nice to be handling a real gear-change again! Linthorpe.

H. DUKES.

A SUGGESTION FOR LOCKHEED

Sir,
The Automotive Products advertisement in your October issue shows a photograph of Lockheed hydraulic brake and clutch reservoirs. This picture illustrates clearly my personal findings; that these containers are very difficult to keep clean because of the flat tops and deep rims which collect surplus fluid and dirt and because of the projecting cylinders that hamper wiping. The dirt is picked up by the cap as it is unscrewed and is liable to fall into the reservoir or to collect around its mouth.

I feel that the company should add to their "Servicing Revolution" and to safety by streamlining each assembly so that it is easy to keep them clean and free from grit, the menace of any such hydraulic system.

Kingston-on-Thames.

DAVID J. APPS.

THE "CIRCUS ACT"

Sir,
I read with interest your editorial in the August edition entitled "Variety in Modern Motor Racing," particularly the last few lines.

We have in Melbourne, as you know, a world class circuit at Sandown Park. They have several good meetings during the year and crowds of 20,000 to 30,000 are not uncommon. All enthusiasts look forward to these meetings and they are widely advertised. Despite their own publicity and all the free publicity (such

as drivers appearing on TV shows), the promoters feel they need a few gimmicks to get the crowds in.

At one meeting early this year, among other spectacular sights, we were promised a long-distance football kicking contest by League Football Stars, and the arrival by helicopter of Gerry Gee, a ventriloquist's doll which appears on a Children's TV show.

I cannot imagine parents of the children who do not like motor racing taking their kids out to see Gerry Gee land, nor can I imagine football fans paying 10s. to see two or three footballers kick a football for a couple of minutes, when they can see 100 minutes of football for 4s. every Saturday.

You state in your editorial you hope it doesn't come to two-wheel balancing acts—well, look what we have to put up with here. The next coming attraction at Sandown features Miss Moomba (a beauty queen) driving in the ladies' race, and Craig Breedlove "The Fastest Man on Wheels."

Of course I think the organisers are missing out on a wonderful stunt here, they could get Mr. Breedlove to do a lap in a Jetex-powered car.

Melbourne, Australia.

R. B. MORROW.

THE BEST?

Sir,

With regards to your current "Best Car in the World" campaign, I offer a suggestion that might cause you to reassess your opinion as to whether Mercedes-Benz is suitable to carry this famous title.

Choose a corrugated or ripple surfaced road and follow the first loaded, late-model, Merc. Watch the violent contortions, for a mile or so, of the rear suspension. If you can bear it so long without biting your finger nails you will notice that geometry becomes absent, that fore and aft alignment varies measurably with track variations and that only the inside inch or so of tyre face takes the load. In brief, like an exaggeration of my Beetle.

You will probably make the following conclusions:

1. German tyre manufacturers make good tyres.
2. Mercedes make admirable universal joints.
3. That when driving Mercedes what the eye doesn't see the heart doesn't grieve.
4. That for aspiring "Best Car in the World" manufacturers *true i.r.s.* means—no swing axles, however botched up with compensators.
5. If R.-R. isn't the answer what about Chrysler or Cadillac?

Brandsley,

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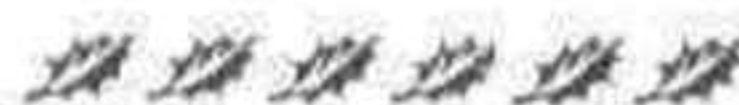
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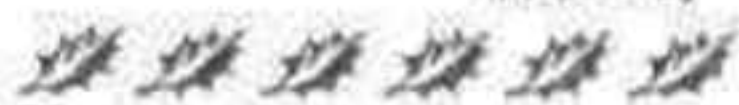
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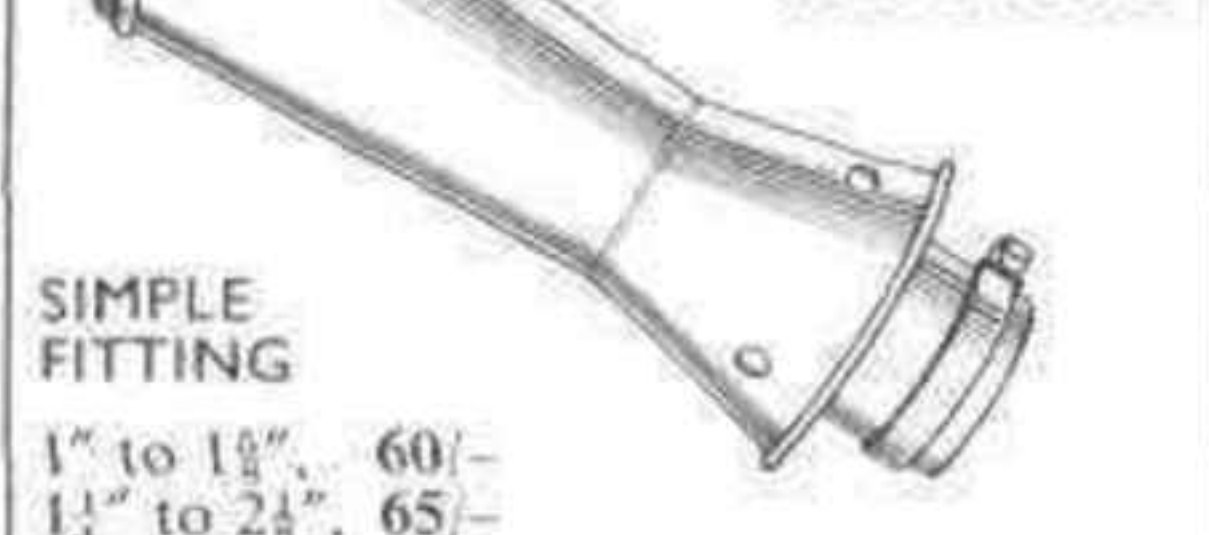


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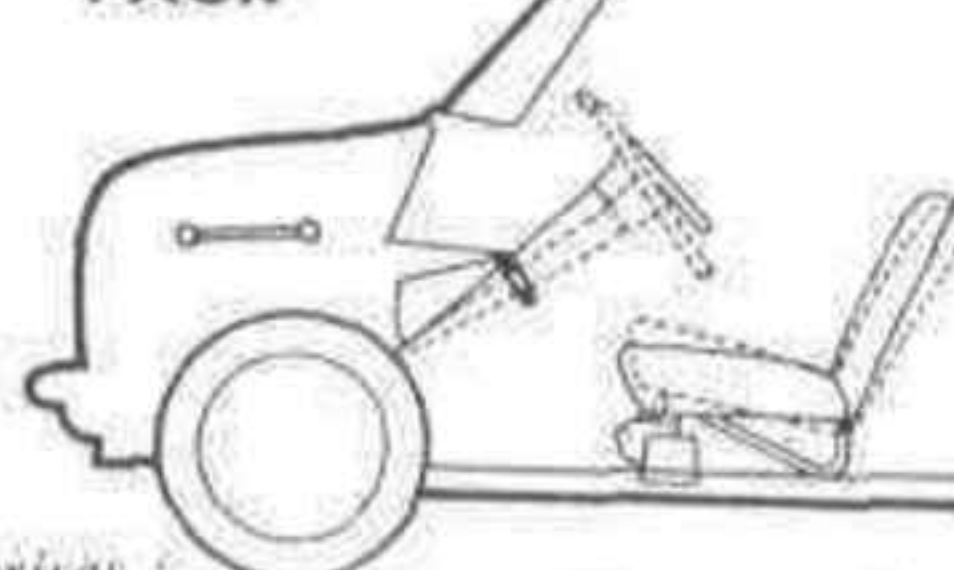
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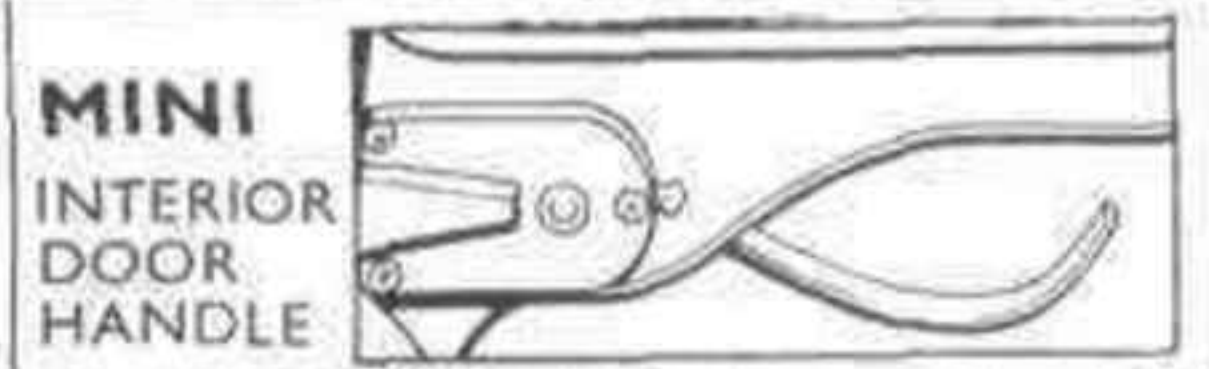
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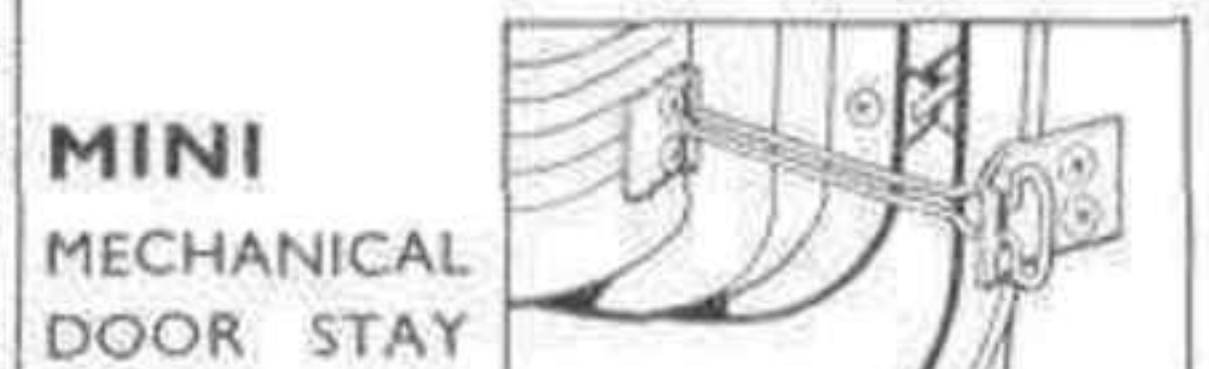
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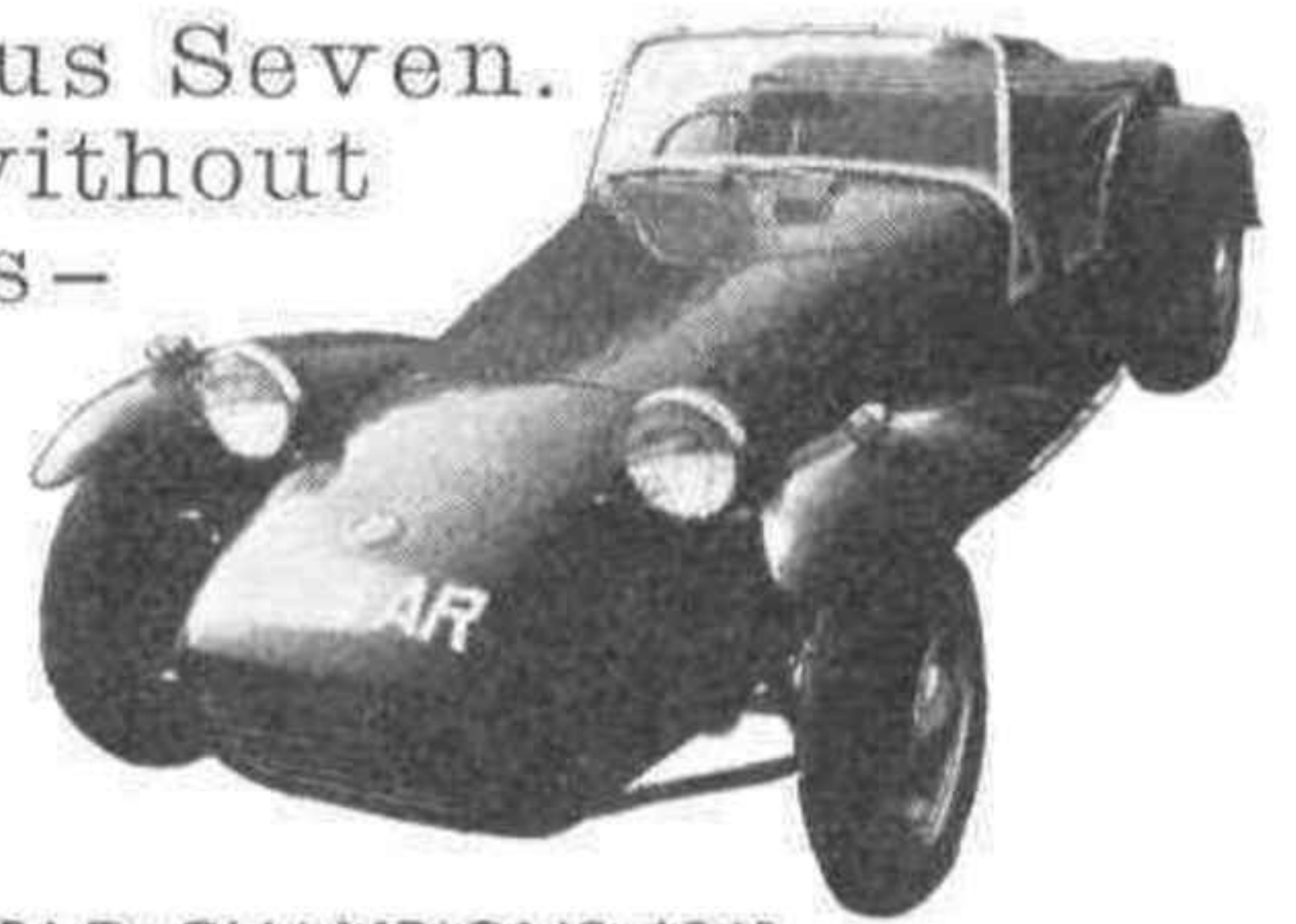
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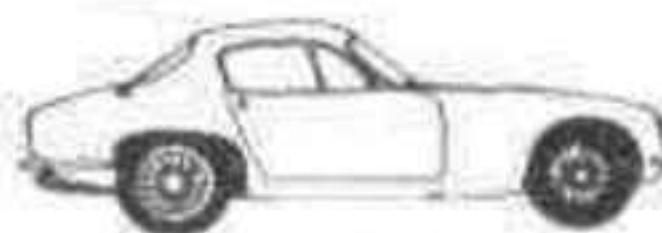


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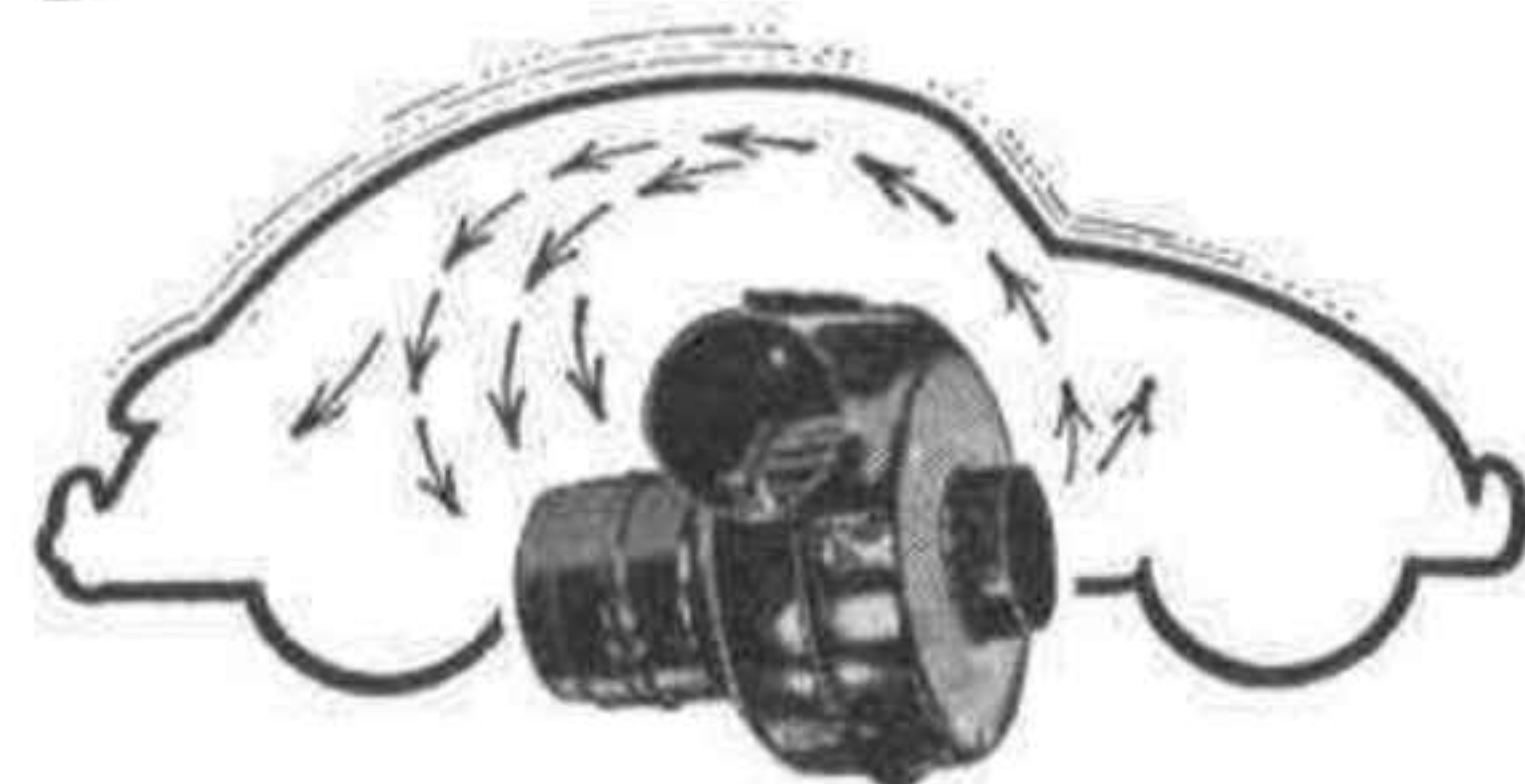
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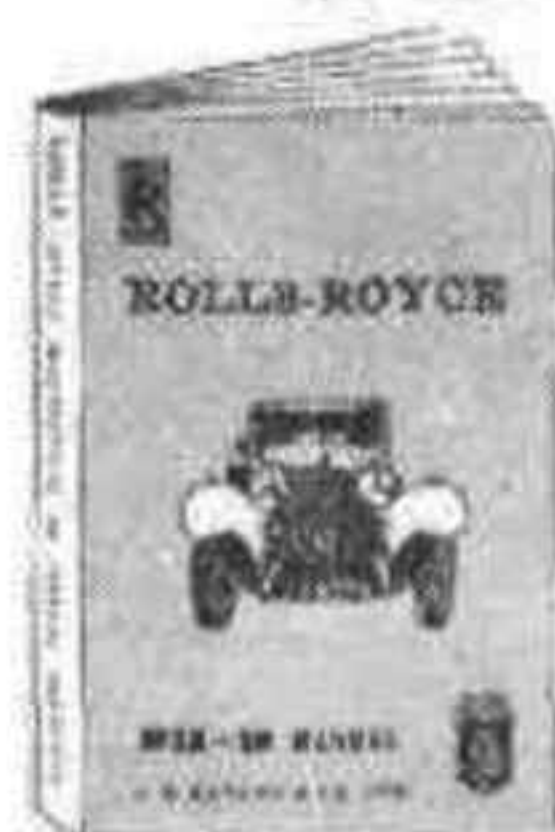
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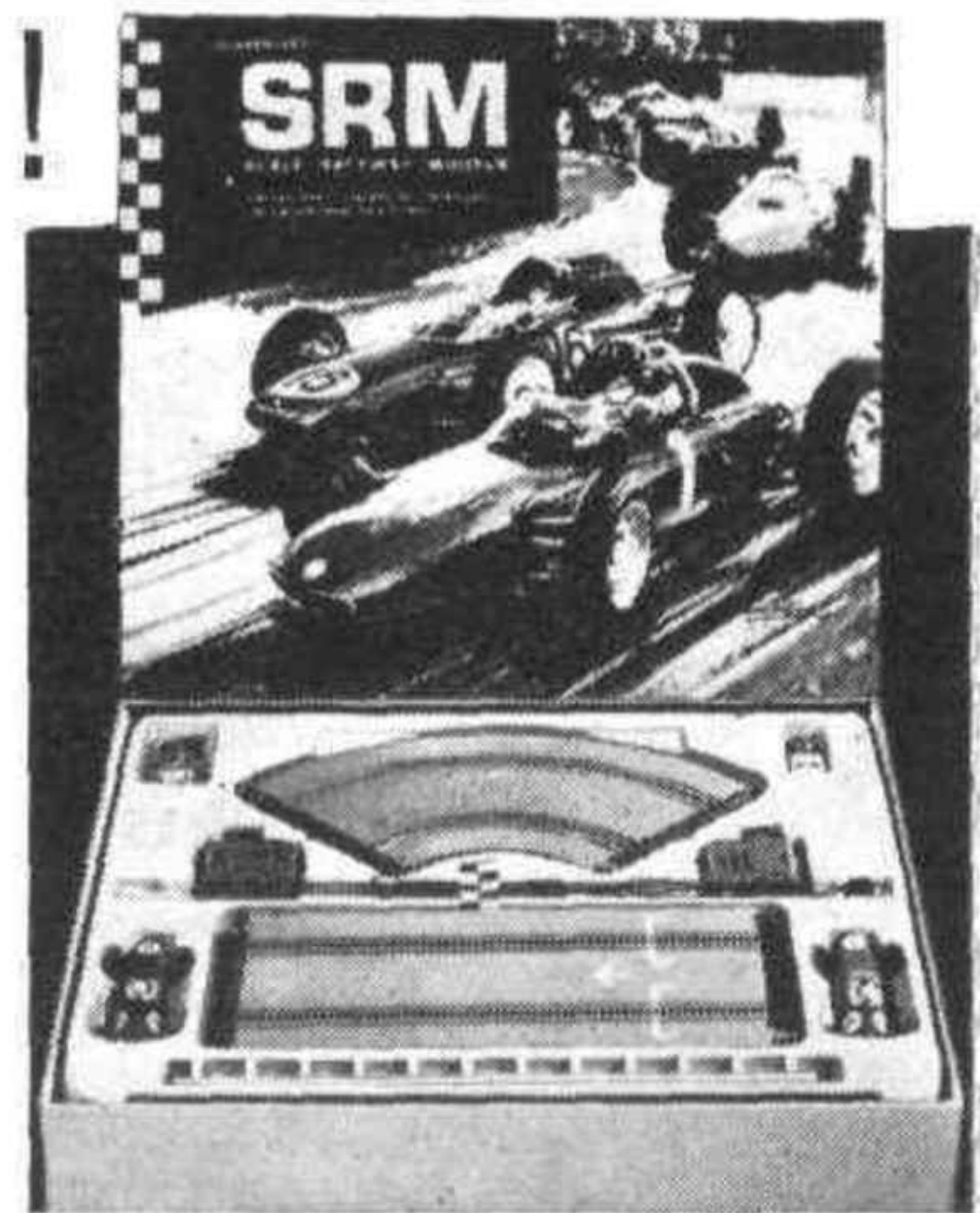
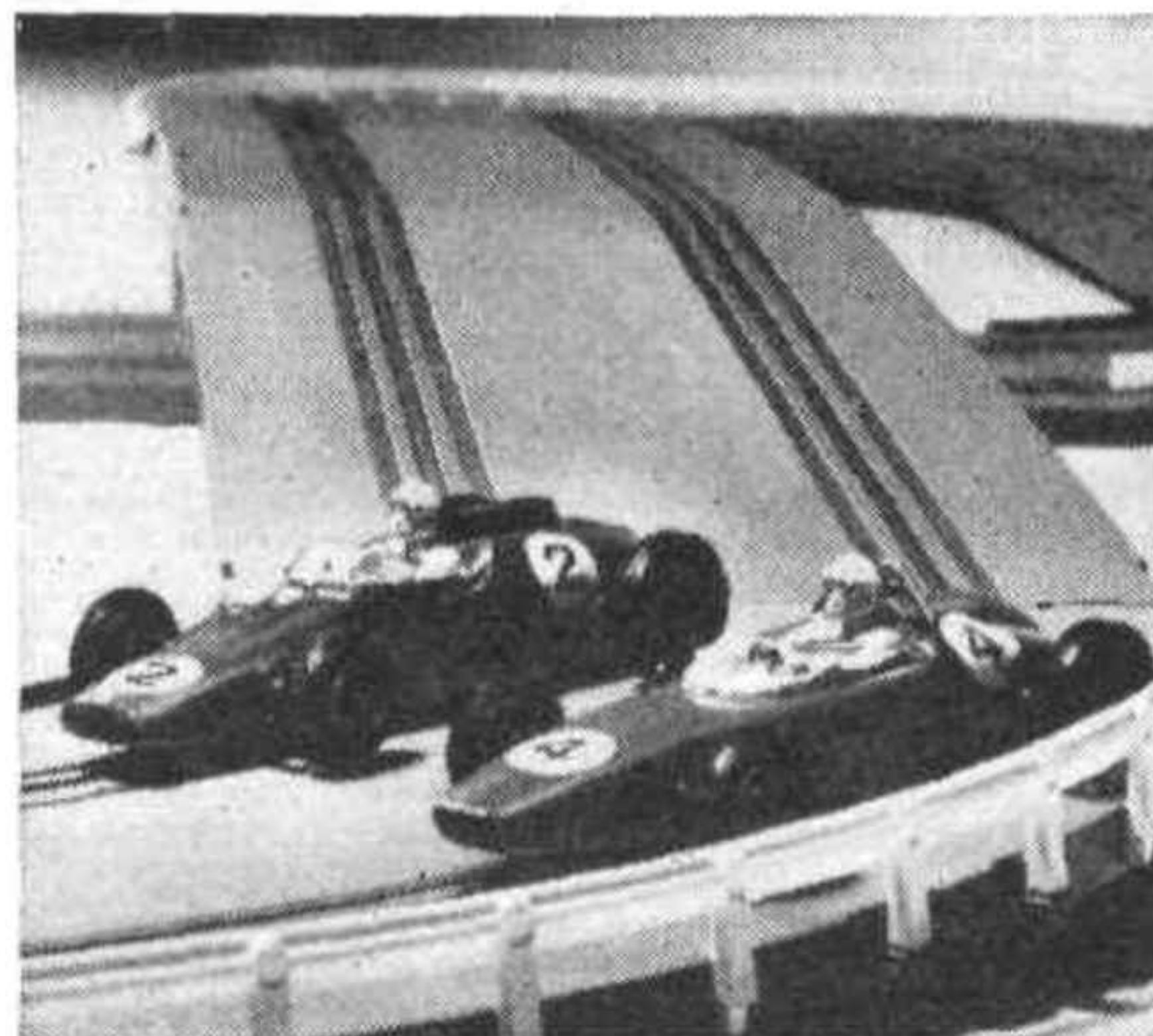
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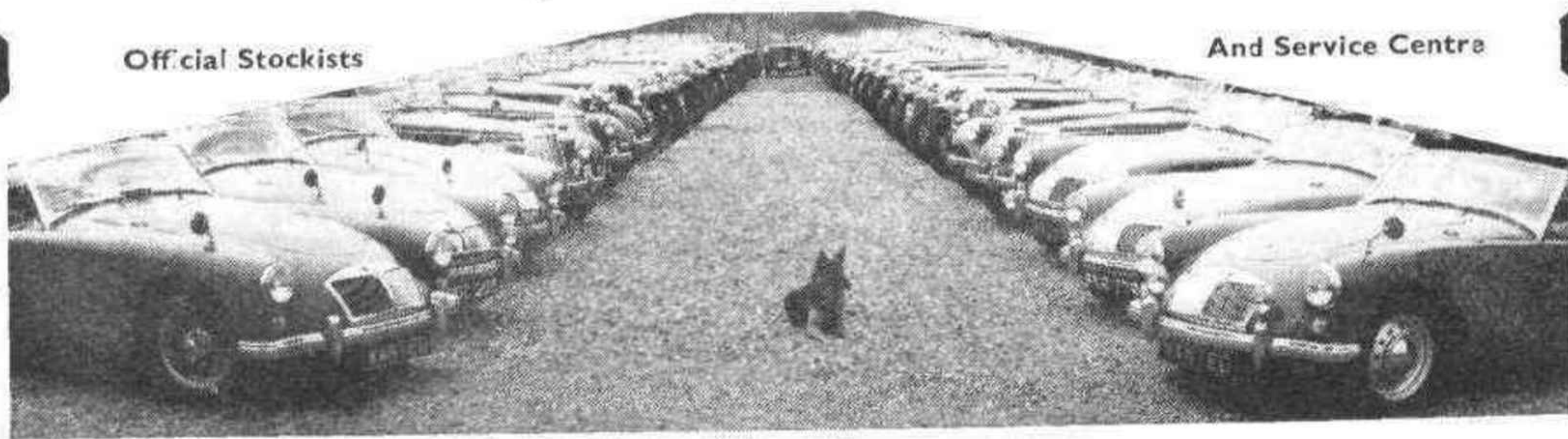
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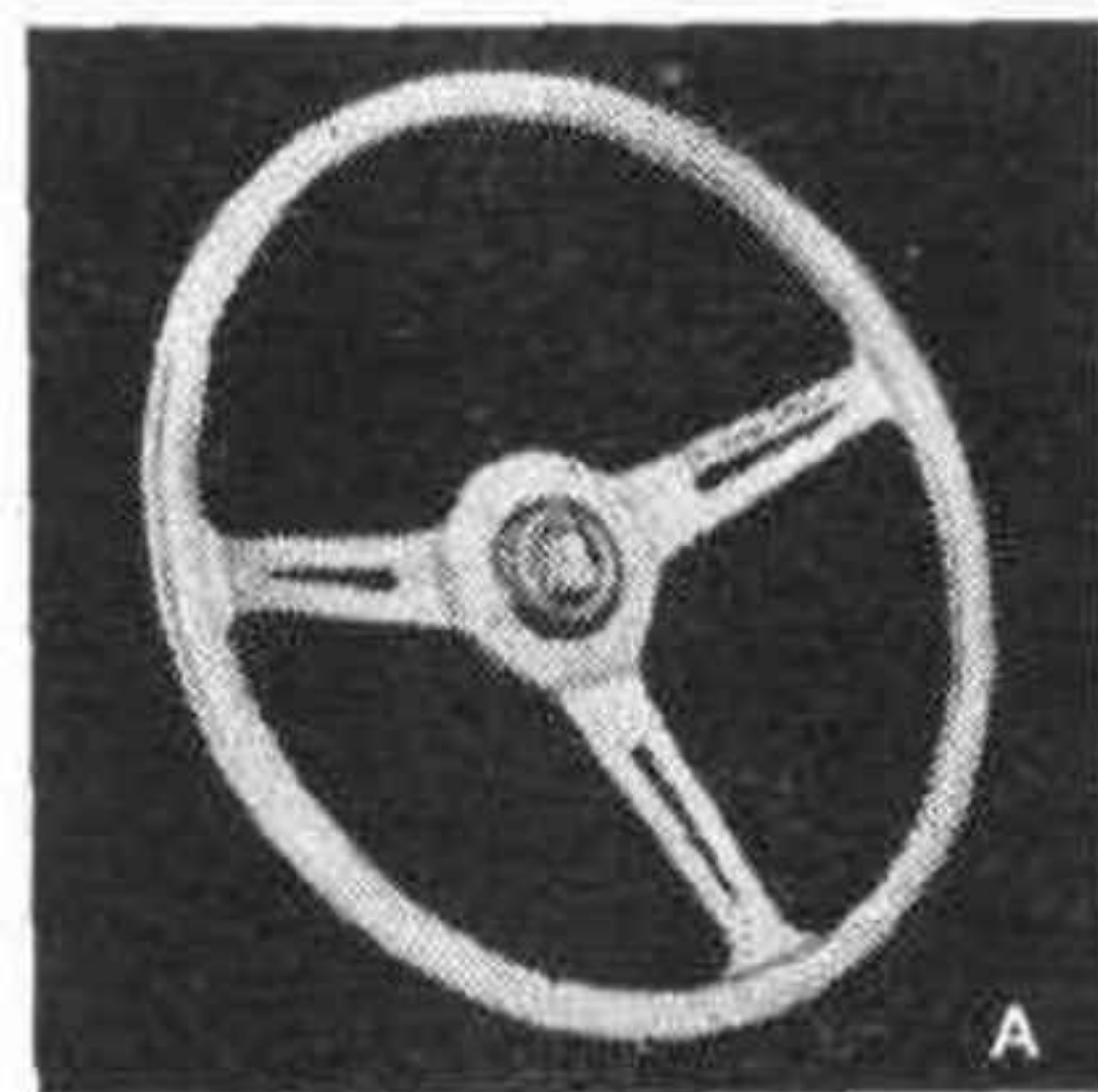
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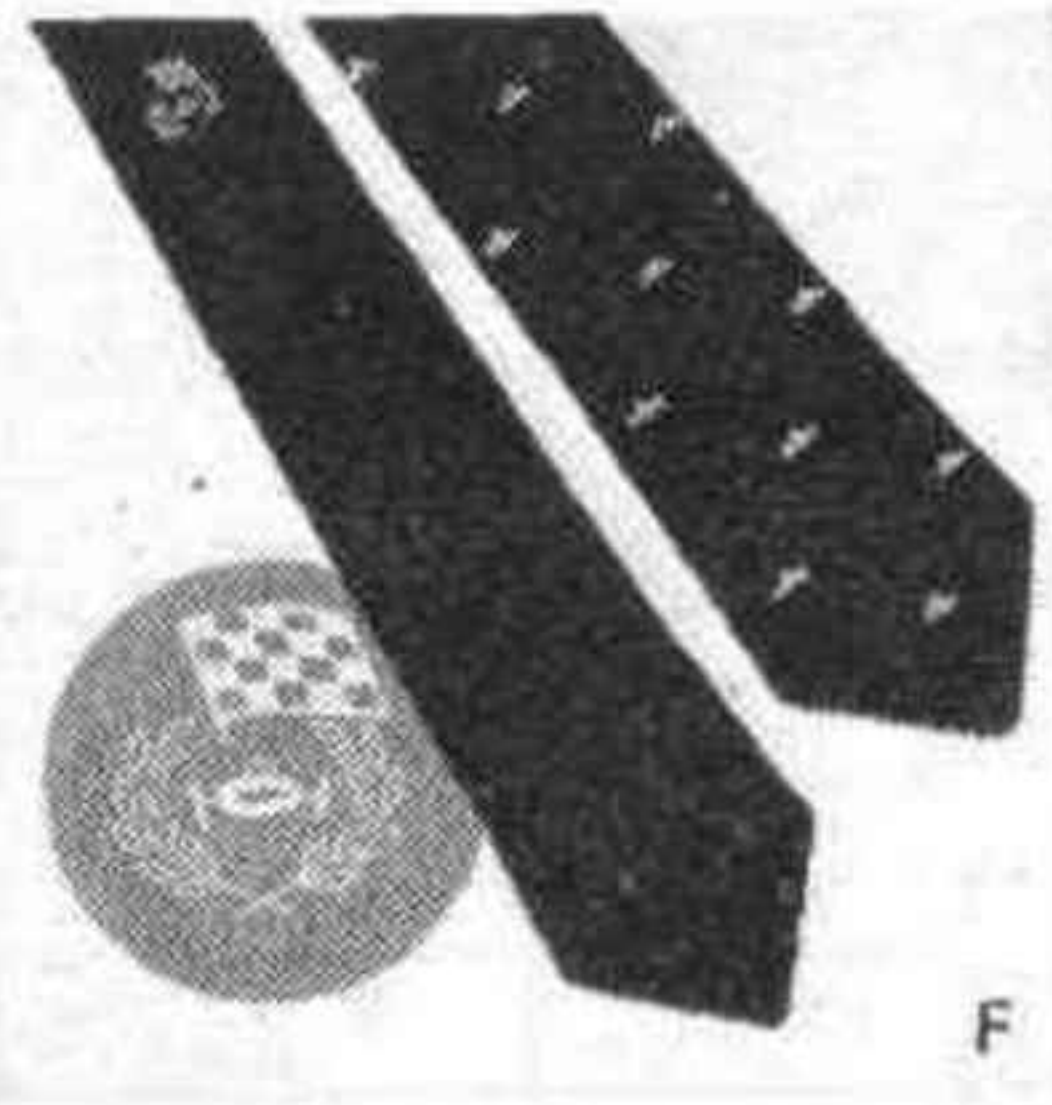
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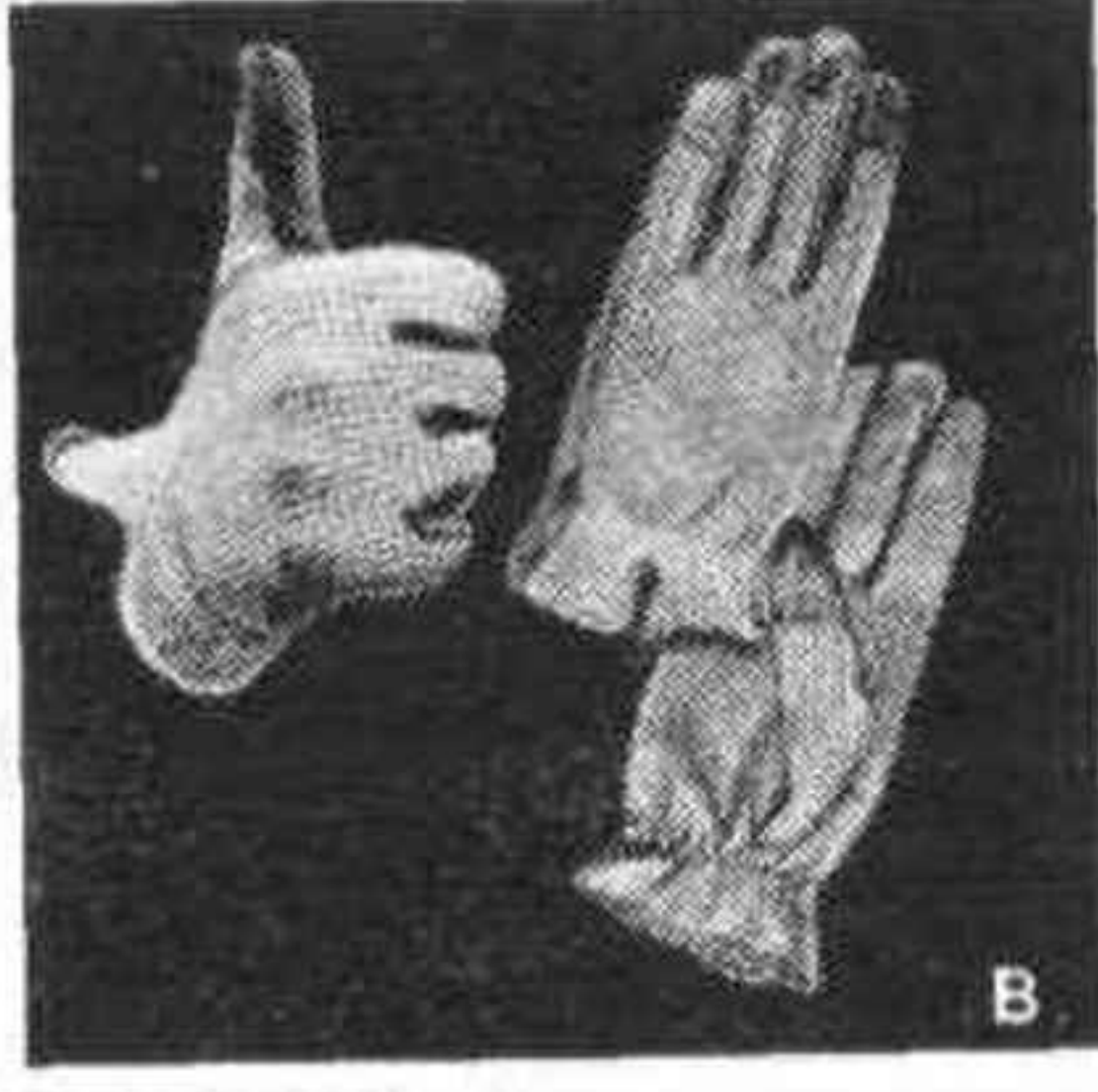
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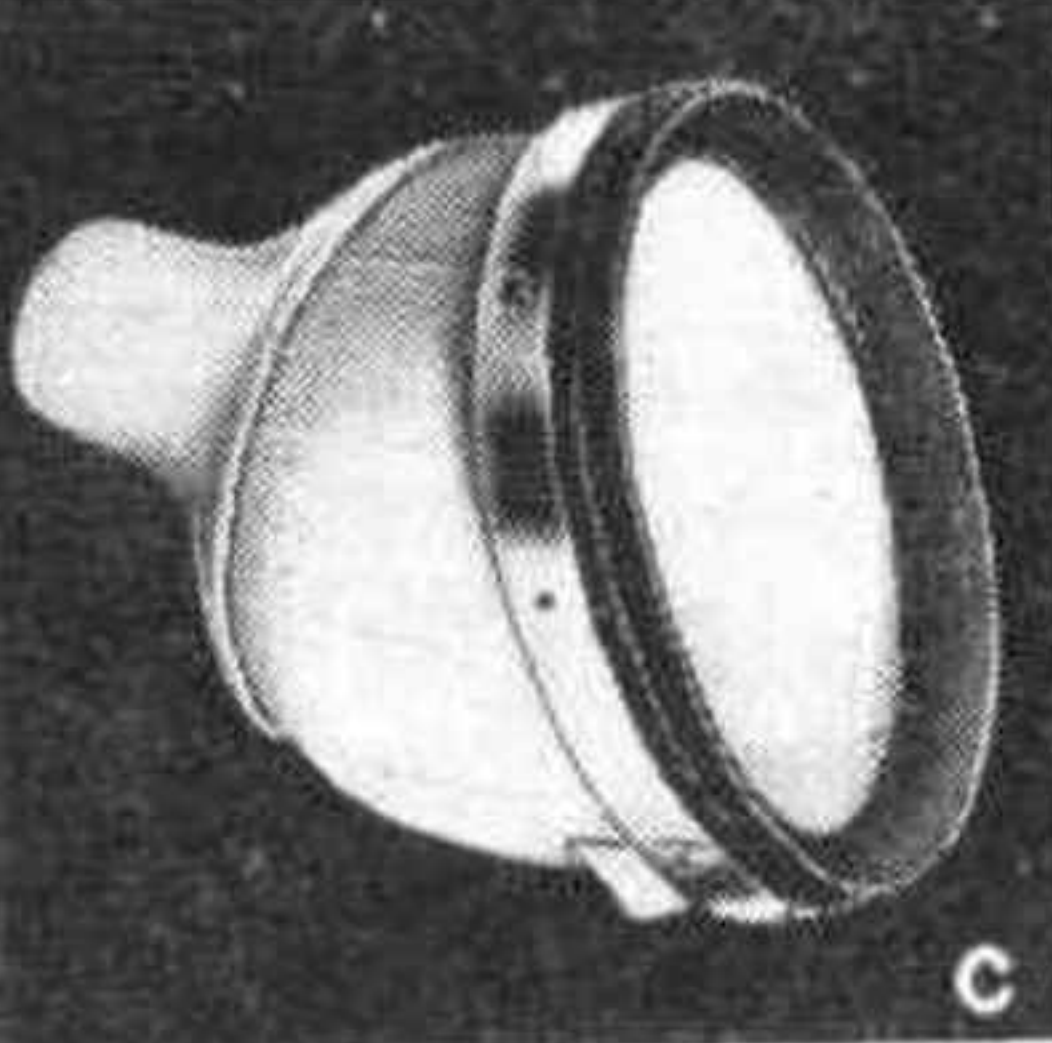
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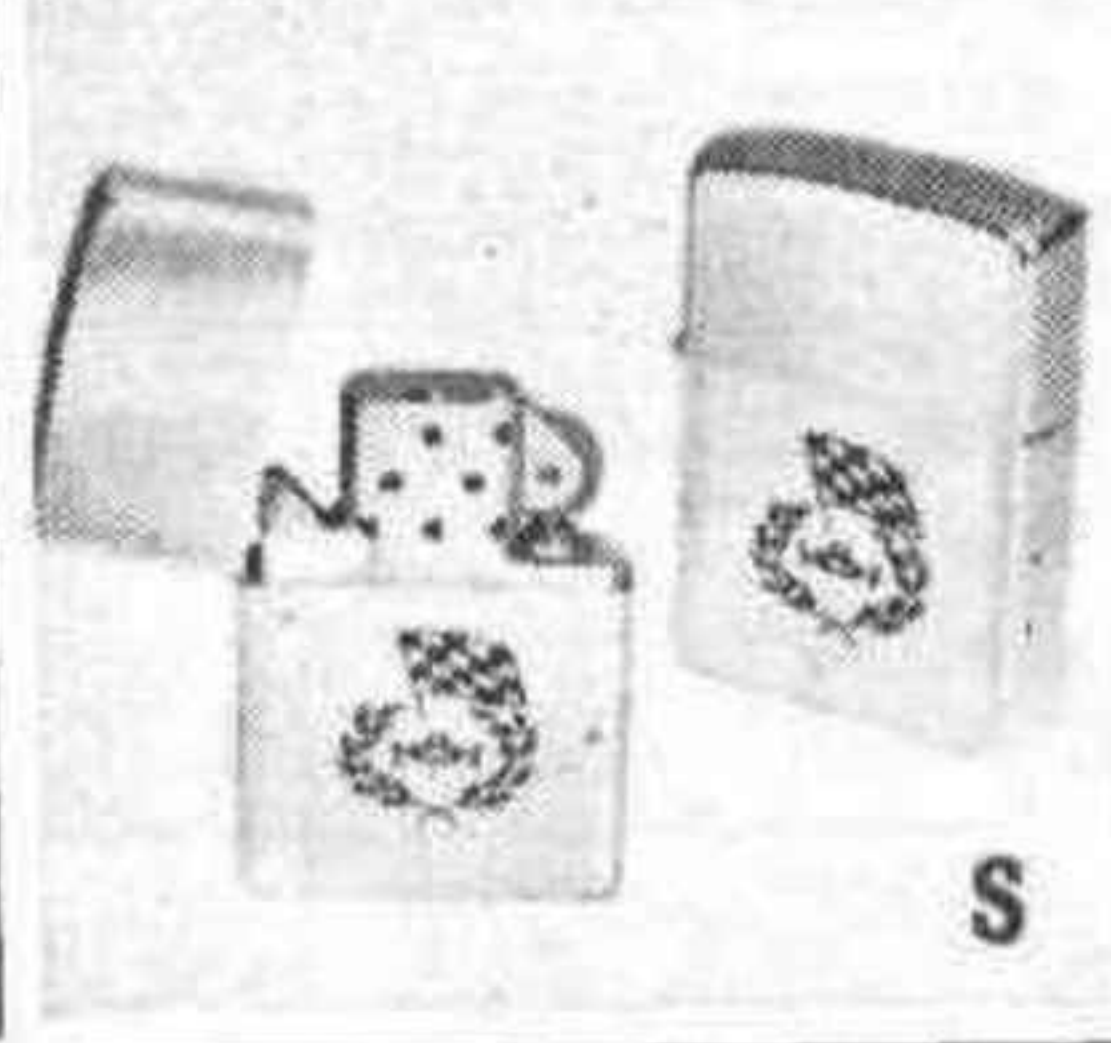
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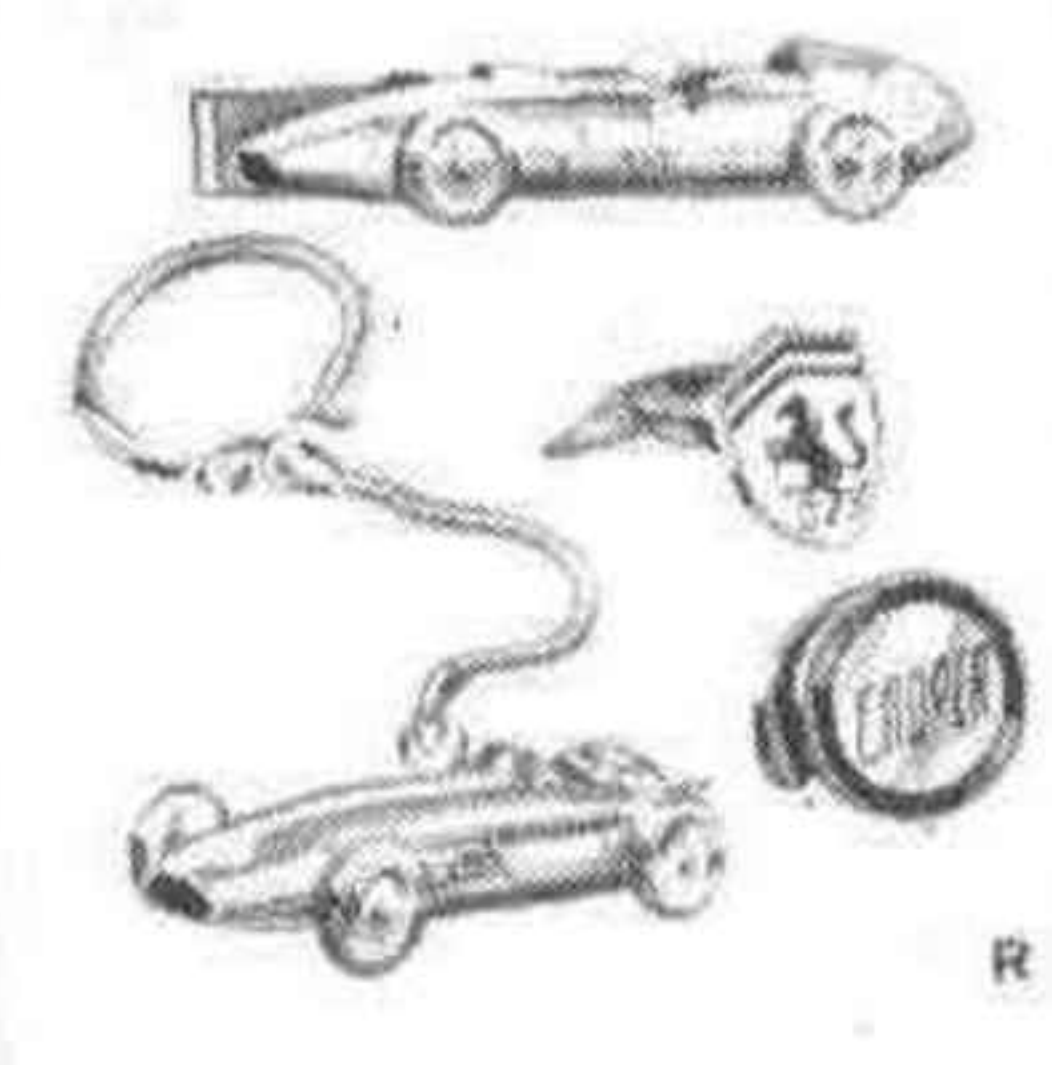
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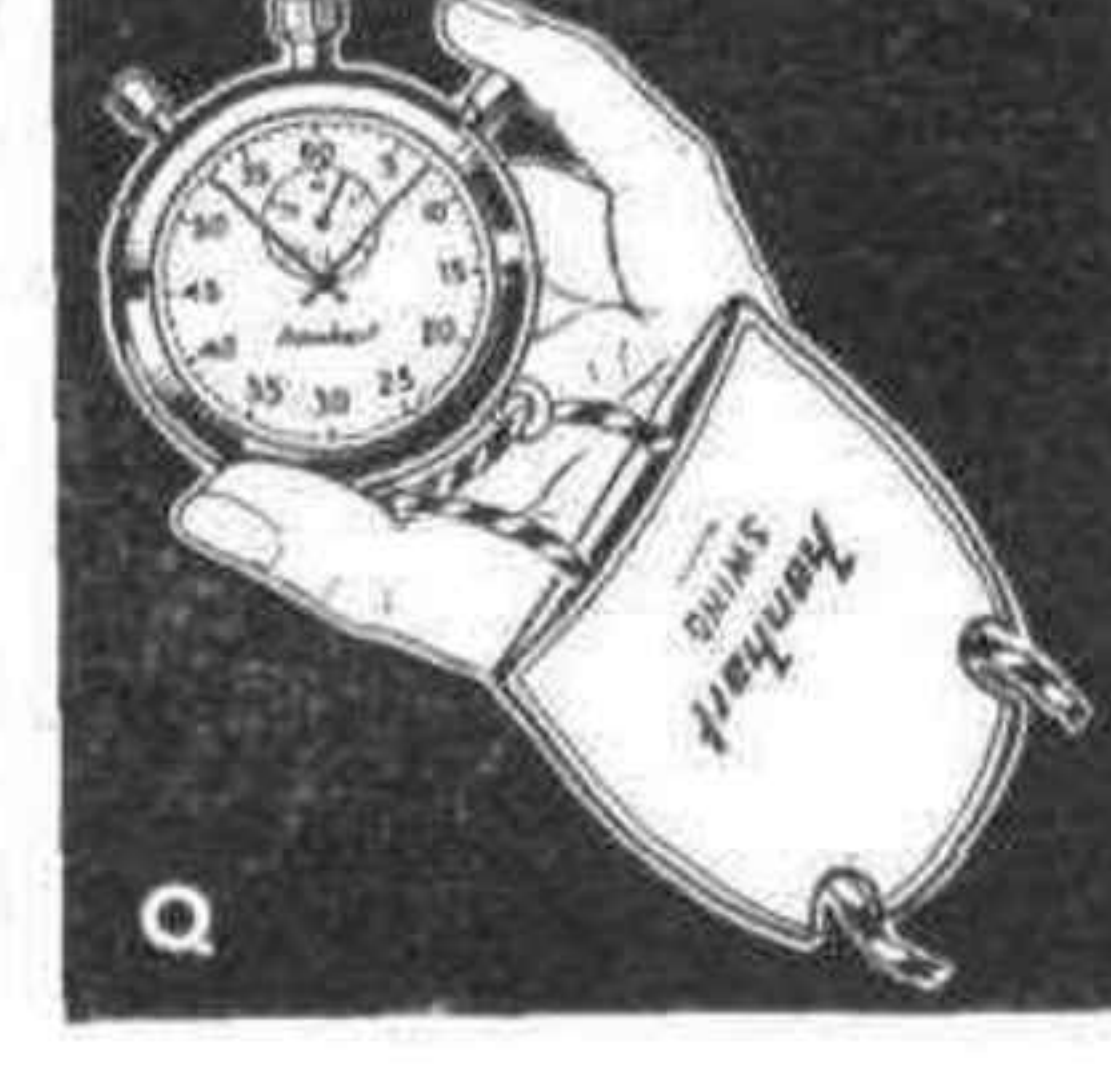
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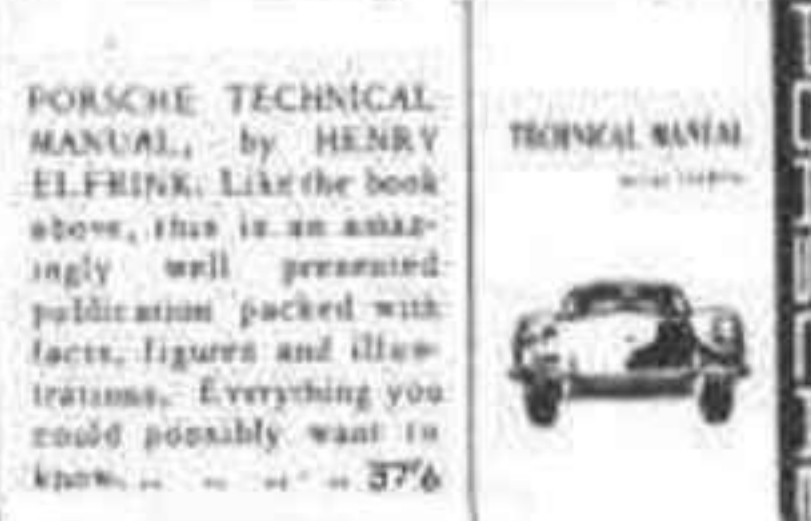
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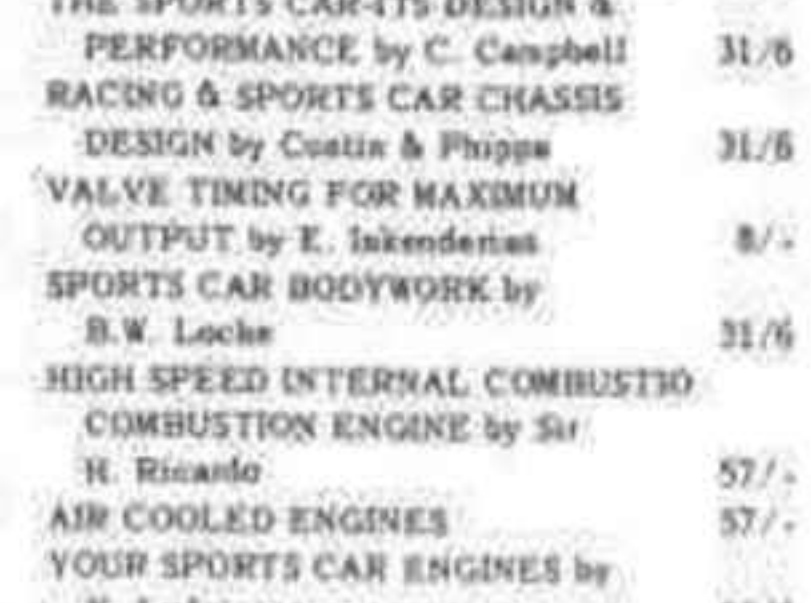
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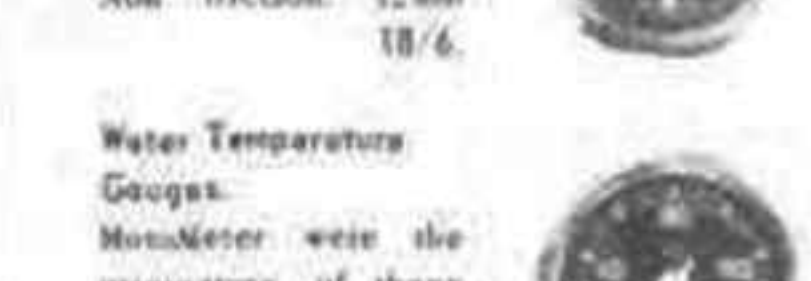
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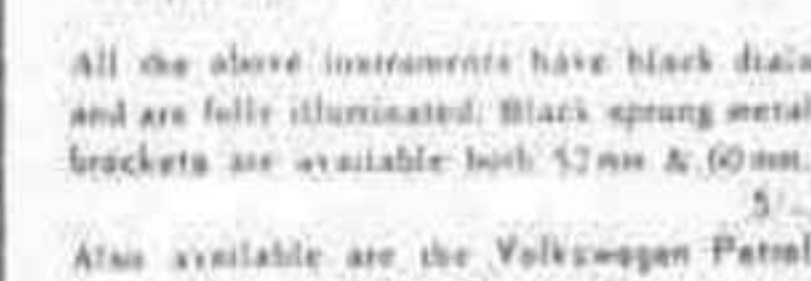
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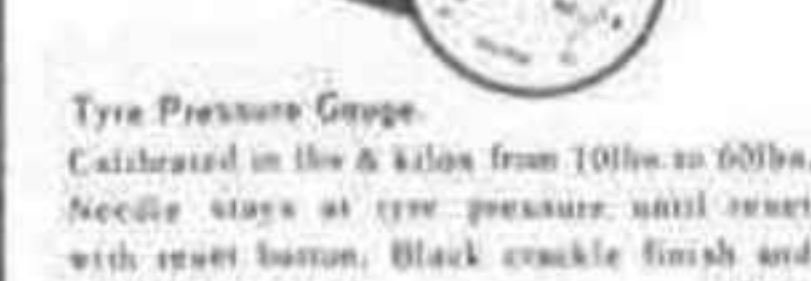
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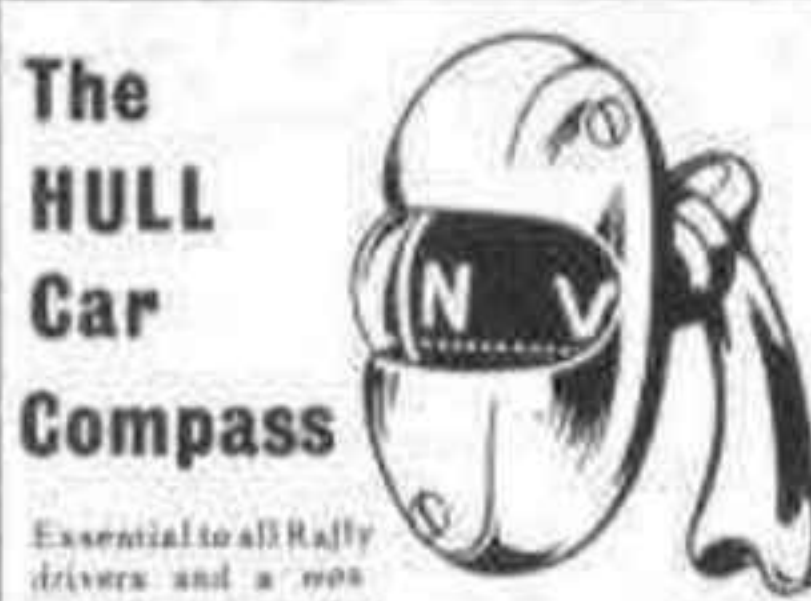
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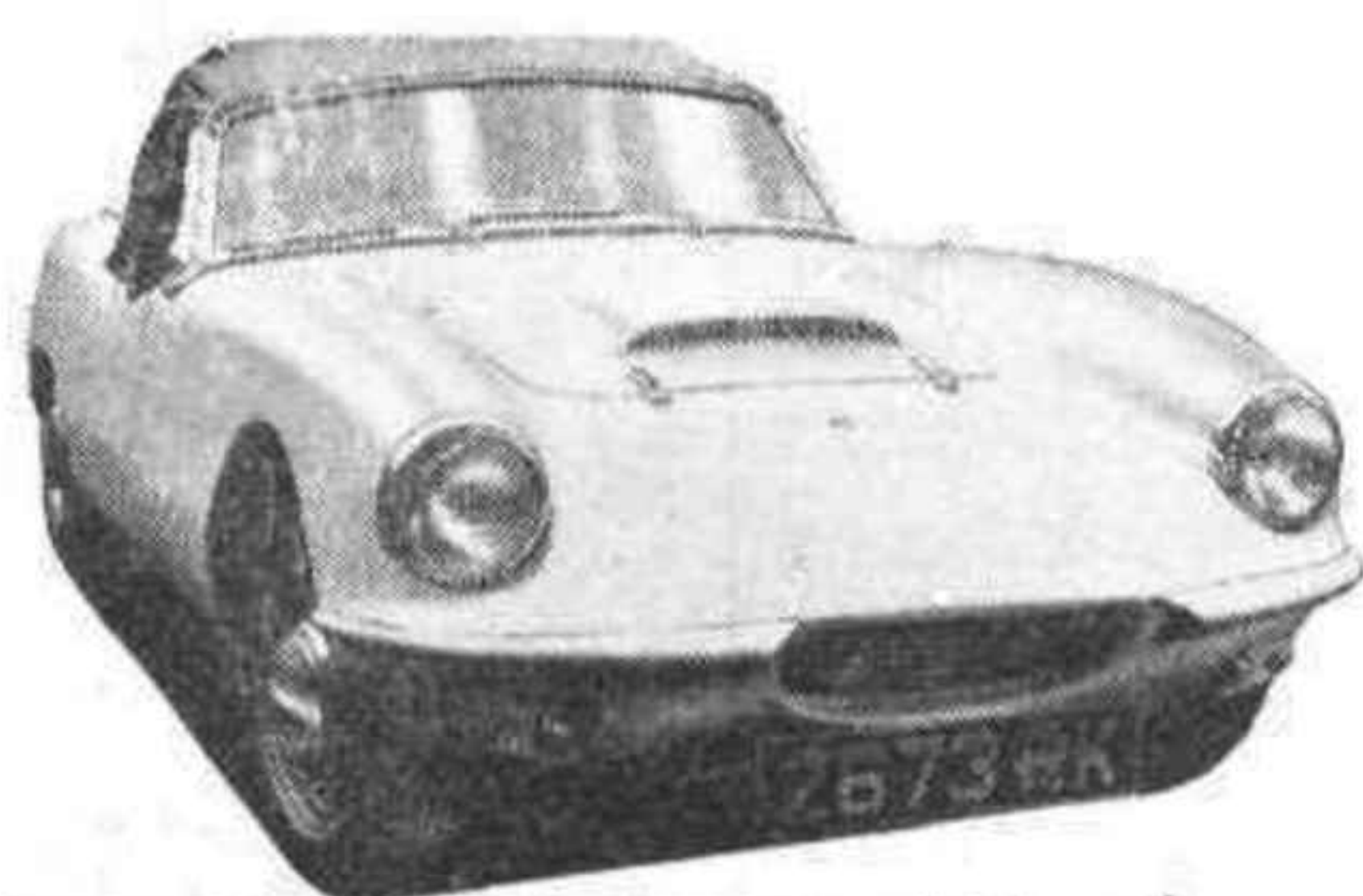


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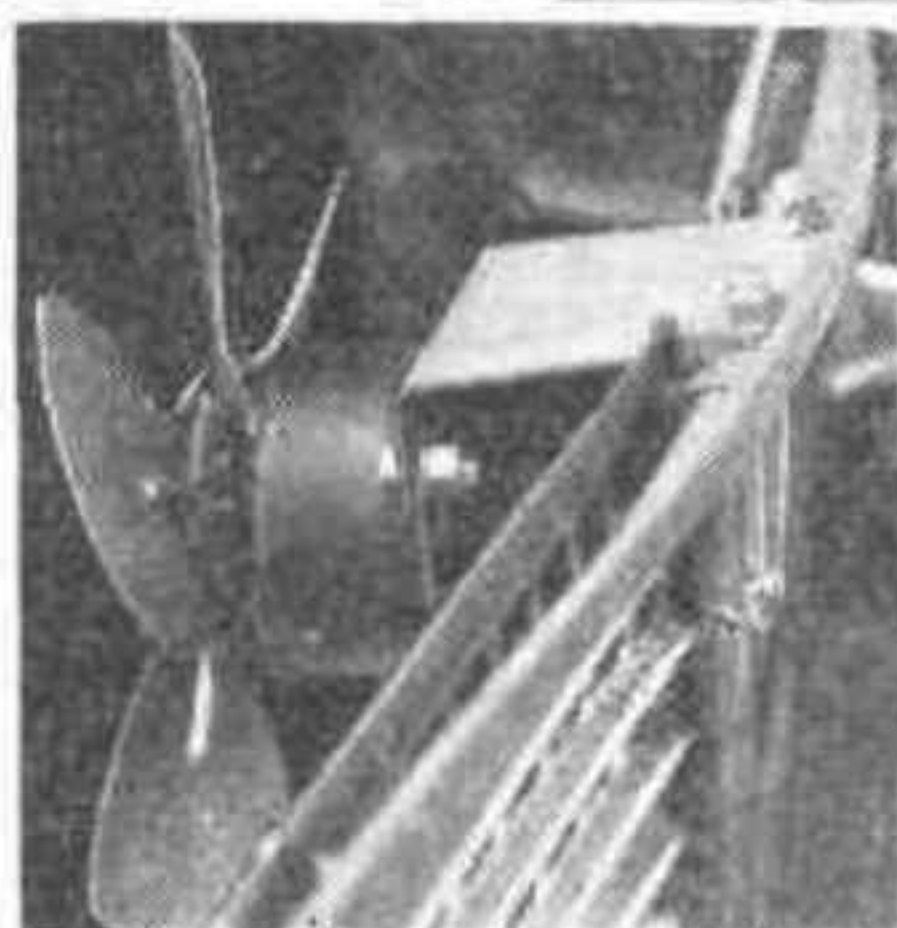
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- SUNBEAM** Rapier sln, '63, grey monotone, only 3,000m. and as brand new, nicely run-in... £795
- BORGWARD** coupé; a 1960 example in red, beige trim, 1 owner, heater, mirrors, modest mileage (2 more) ... £695
- BRISTOL** 401, '51, in silv. grey, rad./htr, nicer-than-usual uphol. and bodywk, gd engine £295
- BRISTOL** 403, '53, in B.R.G., beige trim, rad./htr, records 70,000 miles, goes very well ... £495
- ROVER** 3-litre coupé, manual transm., brand new, immediate delivery from stock ... LIST
- JAGUAR** 3.8 sln, '62, with o/d., rec. front seats, radio, p/assisted steering, immaculate ... £1,245
- JAGUAR** 3.8 sln, '61, grey, o/d., blue lthr, speedo, 19,000, virtually unused last 12 months... £995
- JAGUAR** 3.8 sln, '61, B.R.G., Automatic, p/steering, Radiomobile p/button, s/belts, etc.... £1,095
- JAGUAR** 3.8 sln, '60 ser., Cotswold blue, grey lthr, Automatic trans., s/belts, mirrors, etc. £825
- JAGUAR** 3.4 sln, '61 (Sept.), in ivory, red lthr, o/d., shwrm cond., looks and runs like '63 £1,045
- JAGUAR** 3.4 sln, '59 ser., white with grey lthr, d/brakes, representing finest value at £575
- JAGUAR** 2.4 sln, '58, Automatic, d/brakes-all rd, w/whls, mirrors, 1/mileage, B.R. green ... £525
- TRIUMPH** Vitesse sln, '63, olive grn, 2,000m., seat flimsies just removed, Cont. mirrors £695
- LAGONDA** 3-litre Tickford sln, '56, metallic sea blue, magnificent car, extras, very nice... £645
- FORD** Capri coupé, '63, in blue and grey, 1/mig, genuinely immac., fitted radio and htr... £695
- FORD** Capri coupé, '62, racing green, fawn int., flawless examp., to be mistaken for new £625
- HILLMAN** Super Minx convert., Oct. '62, in red, blk hood, red trim, 1/mig, specimen £695
- M.G.-A** 1600, '61 in red, d/brakes, 1/mig, 1 onr, immaculate car (5 others in stock) ... £595
- M.G.-A** 1500, '57, in grn, htr, mirrors, etc., beautifully kept, excel. appearance/perfnce ... £345
- DAIMLER** SP250, '60, h/top, in red, tan trim, an unusually fine car, unblem. (2 others)... £695
- TRIUMPH** TR3A, '60, in pale blue, rad./htr, spotlights, scr/wsh, lug. grid, mirrors... £495
- TRIUMPH** TR4, '60, spts rdstr in B.R.G., black trim, htr., 1/mig (1 other in stock) ... £795
- AUSTIN HEALEY** Sprite, '59, sports with new hood, 1 engineer owner, engine fully overhauled (6 others) ... £325
- AUSTIN HEALEY** 3000, '60, with hard-top, 4-seater, low mileage, specimen example, history known (3 others)... £575
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- MORGAN** 4/4, '62 reg., 109E eng., d/brks, 2-str, ftd htr, sufficiently 'hairy' but well-grmd £545
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- JAGUAR XK140**; a '57 ser. f.h. coupé in blue with o/d., rear sts, HMV radio (2 more) £345

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FOR SALE—continued

- FORD GALAXIE** saloon, 1960. Radio, heater, power steering and brakes. Taxed. Exceptional. £845. Wickens, Fourways, Upton St. Leonards, Glos. Tel.: 67153. [8972]
- M.G. TC.** Just rewired; recently new tyres; above average condition and garage maintained. Only selling because of scholarship abroad. £180. Peter Tregenza, 2, Haldane Terrace, Newcastle/Tyne, 2. [8973]
- ARMSTRONG SIDDELEY TWELVE** coachbuilt saloon in good general condition, 1935. New tyres, radiator, exhaust system. M.O.T. £50 o.n.o., or P.E. 2 c.v. 32, Lanes End, Heath and Reach, Leighton Buzzard, Beds. [8974]
- ASTON MARTIN DB2**, regd. Dec. 1952. Engine just completely rebuilt at cost of £250. Run-in 3,000 miles. Metallic blue, blue interior. Coachwork needs small repairs. Heater, radio. £530 o.n.o. Fraser, Rout's Green Farm, Bledlow Ridge, Bucks. [8995]
- DIRECTORS 1961 M.G.A.** 1600 Plus. Car with a difference. Must be the fastest M.G. on the road and has never been raced. Looks a picture in pure white with red interior, and is unmarked. Fitted with cross-flow head, two Weber carbs. and manifold, close-ratio gearbox, high axle ratio; new brakes, new lighting system and exhaust system. Wooden dashboard and wheel Sub Hand with accessories. Bills for over £400. £775 o.n.o. P. J. Gell, 7, Coventry Road, Ilford, Essex. Tel.: VAL 5549. [8921]
- BRISTOL-SUPERLEGGERA.** Light body by Touring, Milan 100A, Scintilla, "X"s, low mileage. £300, or suggestions. North London. Box No. U.977. [8977]
- A40 SPORTS, 1952.** Immaculate alloy body. Twin S.U.s. New hood. Excellent condition. M.O.T. Heater, washers. £135. Tel.: Tonbridge 4680. [8978]
- JAGUAR S.S.100, 1937, 2½-litre.** £595. o.n.o. Box No. U.979. [8979]
- MORRIS-COOPER, 1962, 19,000.** £70 extras. Immaculate. Must sell, genuine reason, £440 o.n.o. 69, Station Road, Countesthorpe, Leicester. Tel.: Wigston 3393. [8980]
- LAGONDA M45, 1934, 4½-litre drophead coupé.** M.O.T. Some spares. £125. Reynell, St. Lucia Lodge, Farnham Road, Borden, Hants. [8933]
- MINI-BITS:** Vast clear out racing and other parts. List: Stanforth, 1, Throstle Nest View, Horsforth (Tel.: 3726), Leeds. [8934]
- 1932 D-TYPE M.G.,** good condition, recent overhaul. £40 o.n.o. Marshall, 14, Onchan Drive, Carlton, Nottingham. [8935]
- SACRIFICE INCOMPLETE FORD** Special, Warwicks. Around £50. Details, Box No. U.986. [8936]
- HERALD CLIMAX** coupé, 1961. Black/white. Discs, heater, belts, washers, etc. New Cintaras, 23,000 miles. Immaculate—really goes! £500, or TR2/3 part-exchange. Ivin, Tel.: Wilstead 366 (Bedford 67466, works). [8937]
- TRIUMPH SPITFIRE** front suspension, complete less springs, not used. £10. 17, Kingswood Close, Lapworth (Tel.: 2022), Solihull, Warwickshire. [8988]
- INVICTA FRONT** and back axle, also radiator. G. Arthurs, 122, Moat Avenue, Coventry. [8983]
- LANCIA APRILIA, 1938.** Excellent mechanically, many extras, good tyres, spare engine, gearbox, axle, etc. Taxed and tested. £80. Holder 7, Heywood Terrace, Cinderford, Glos. [8992]
- SUNBEAM-TALBOT** convertible, 2-litre, 1947. Reliable, rustless, rapid. M.O.T. to July 1964. £85. Hoseson, "Waterdell," Burlington Road, Buxton, Derbys. [8992]
- ROLLS-ROYCE, 1938, 25/30** Hooper sports saloon. Complete tool set, handbook, mascot. Recent engine overhaul. Very good attractive coachwork. £475 o.n.o. Poag, 45, Overhill Way, Beckenham, Kent. Tel.: BEC 1424. [8993]
- SHORROCKS SUPERCHARGER KIT** complete for 1,500 c.c. Classic, £45. Meadows, 135, Fore Street, Ipswich. Tel.: 58428. [8994]
- AUSTIN HEALEY 3000, 1960 (late), 4-seater.** Blue/blue. Genuine 23,000 miles. Hard-top, soft-top, tonneau, heater, many extras. Immaculate condition. £585. Brown, 49, Walleys Drive, Barford, Newcastle, Staffs. Tel.: 66609. [8933]
- WOLSELEY HORNET SWALLOW, 1931, 2-seater, 12 h.p., 6-cylinder, twin carbs.** 1934 remote control, fixed, free, 4-speed gearbox. This very pretty car (photo of actual car in world book of sports cars) will be sold for the best offer over £80. Many spares include eight wheels, carburetter and manifold, petrol tank, engine parts, etc. Mr. R. Dennis, "Oakhurst," Rough Close, Stoke-on-Trent, Staffs. Tel.: Blythe Bridge 3152. [8997]
- DISMANTLING TR2, 1955.** O.S. front damaged. Reconditioned engine, oil cooler, four new "X"s. Will consider selling complete. Tel.: Crescent 8975. [8999]
- M.G. BARGAINS.** Enthusiast clearing garage. J2, 1934, excellent bodily and mechanically; hydraulic brakes, hood, screens, good; M.O.T.; £45. Supercharger and fittings, TC, TD, £25. Many other T-type accessories. M.G.-A 1500 engine, any inspection, £30. M, NA and P-type engines, axles, springs, etc., cheap. 52, Maryport Road, Luton. Tel.: 53778. [9000]
- 1952 ALLARD** drophead. Present owner eight years. Factory maintained regardless of cost. Reconditioned Ford V3, new Lincoln gearbox, clutch and rear shockers all under 4,000 miles, H.M.V. radio, heater, spot, fog and signal lamps, P.700 headlamps, seat covers. Good hood and hood bag. Brakes relined, new batteries; five good tyres; also spare set of five road wheels with w/wall tyres under 4,000—all wheels balanced and fitted with chrome trims. £175 o.n.o. Osborne, 38, Park Road, Wembley. [9001]
- ALTA CONVERSION** for s.v. Minor, complete, A.1, £30 S.A.E. details. Ford, 18, Wilton Gardens, Walton-on-Thames. [9002]
- RARE MODEL HEALEY,** Alvis engine, 1953. New tyres, complete wiring, steering and brake overhaul; rechromed, resprayed, retrimmed. Radio, heater, twin spots. Taxed Aug. 1964. Bills close on £400 spent July. Room wanted. Photographs available. Offers wanted. 29, Manor Drive, Southgate, N.14. Tel.: Enterprise 4796. [9003]
- "SPECIAL,"** partly built on 500-c.c. Marwyn chassis, 1.1.s. Unused, rear-mounted E93A 1172. Drive through Burman gearbox. No body. £70 o.n.o. McLaren, 43, Regent's Park Road, Southampton. Tel.: 72693 (evenings). [9005]
- BENTLEY, 1937, Park Ward saloon.** Black. Good condition, new battery; well shod. £200. Box No. U.006. [9006]
- JULY 1963 MINI D/L.** Carefully used second car, 4,000, unrallied, uncrashed, unmarked. £435. Tel.: Ingrebourne 46150. [9009]
- M.G. TC, 1948.** Reconditioned engine 3,000 miles ago. New battery, wiper motor, sidescreens. Good hood. 33 m.p.g. oil usage negligible. M.O.T. £170 o.n.o. 15 Victoria Road, Barrow-in-Furness, Lancs. [9010]
- TURNER-CLIMAX** sports, 1,100-c.c. Stage I tuned. 8,000 miles. Wire wheels, disc brakes. Engine and ivory finish superb. All weather equipment. Not raced. 41 m.p.g. £490. Tel.: Bristol 684424. [9011]

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FOR SALE—continued

M.G. TC, 1948. Excellent mechanics and body, four new tyres. 180 gns. 9, Ightham Road, Erith (Tel.: 34485), Kent. [9012]

BRISTOL 400. 85c engine, triple Solex, Michelins, loose covers. 5,000 miles since complete overhaul. £225 o.n.o. R.A.C. Formula Trials Car 1172, £65 o.n.o. Duckworth, 136 Olton Boulevard East, Birmingham, 27. [9015]

FORD, 1938, V8, Model 91A, drophead coupé with rumble seat. 67,000 miles only and one owner until recently. Just fitted first new hood. Hydraulic brakes overhauled, new battery and silencer. Beautiful original specimen. Accept £235. Tel.: Cherrywood 4464 (day), Reigate 45619 (evening). [9017]

1930 HUMBER saloon, 16/50. One owner from new. In original and immaculate condition. Still in daily use. £100 or near offer. Slater-Cook, 11a, Carpenters Lane, West Kirby, Cheshire. [9019]

M.G. TC, 1949. Completely rebuilt engine, etc.: needs respray, otherwise o.k. £150. R. B. Finlay, Gibb House, Church Lane, New Romney, Kent. [9020]

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28,000 miles from new.
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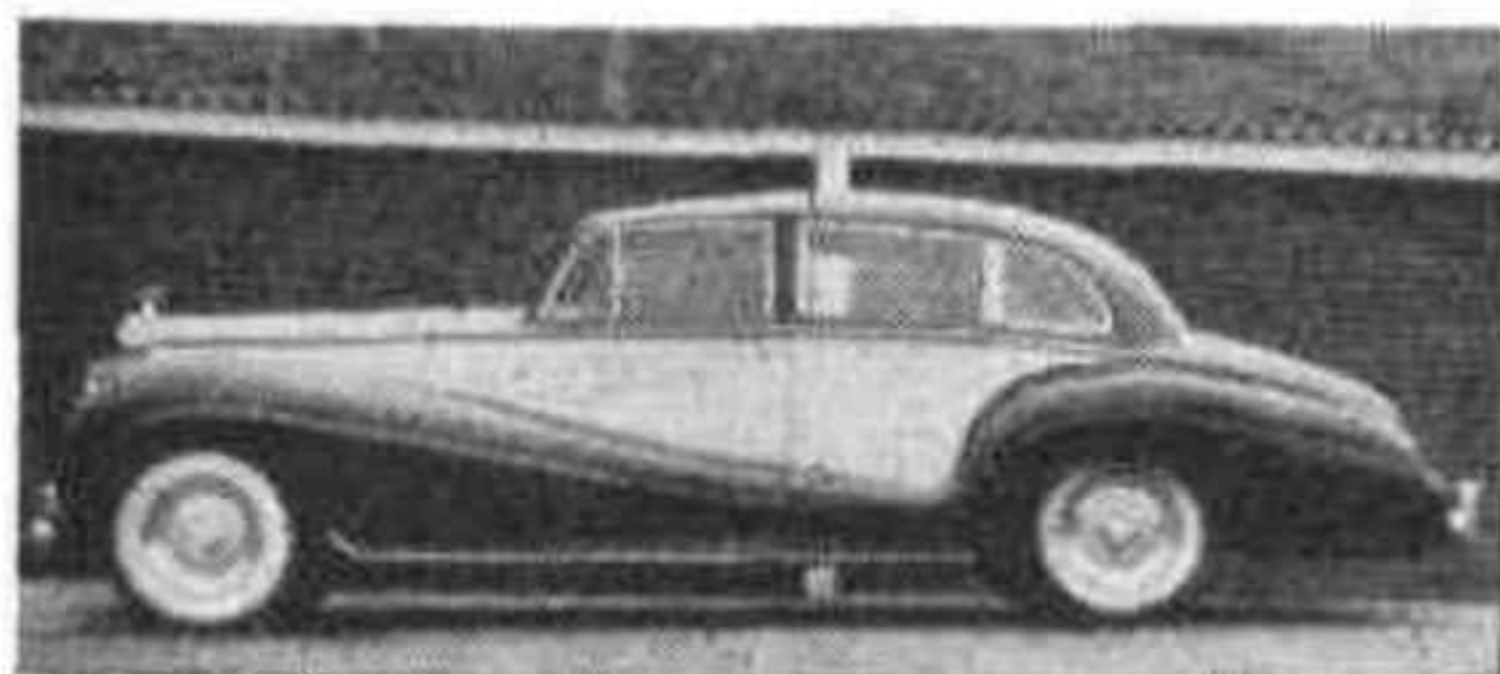
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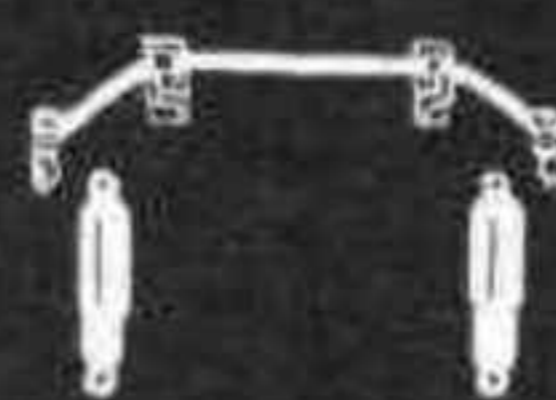
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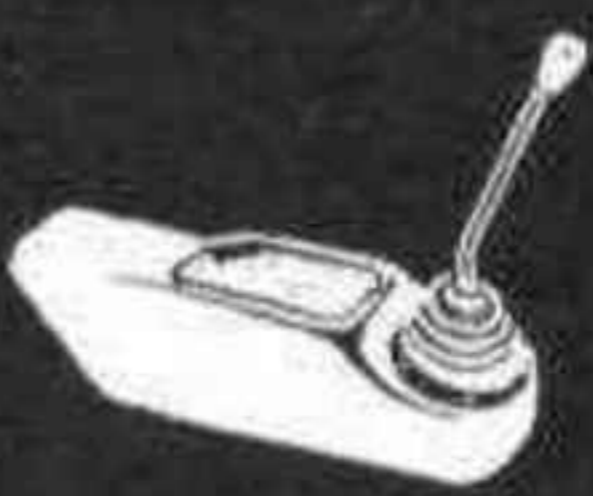
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SUNBEAM ALPINE Mk. 1, 1960. Red. Overdrive, wire wheels, heater. 32,000 miles. New Michelins. Excellent condition. £485 o.n.o. Exchanges? Tel.: Goring-on-Thames 2884. [9022]

GO-KART. Independent suspension, 4-wheel brakes. This interesting vehicle was built with intention of licensing for use on public roads. Price circa £45. J. R. Veale, Downing College, Cambridge. [9023]

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- E-TYPE SILVERSTONE HEALEY**, completely rebuilt, tuned engine, wonderful condition. £265. M. Horn, 120, Eden Way Eckenham, Kent. Tel.: BEC 5382. [9072]
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- ROLLS-ROYCE 20/25, 1934**, Mann Egerton. Black. 87,000 miles. One owner from new. Very pretty swept-tailed body with large boot. Sunshine roof. This car is in truly fabulous condition having been chauffeur kept and driven from new. It is completely original and immaculate. Full set of original tools and many extras. Instruction book. Full Rolls servicing history. £650. (London.) Box No. U.083. [9083]
- 100E ANGLIA**, Wilment o.h.i.v. head, engine completely rebuilt and just run-in. Warwick improved suspension; brakes just relined; two new unused Michelin "X" and tubes; heater, screen-washers, safety belt. M.O.T. £170 o.n.c. W. Percy, "Vellan," Park Road, Oxted. Tel.: 3026. [9084]
- 1963 VW 1.192-c.c.** engine, complete with dyno, carb., distributor, clutch, etc.: 1,106 miles' use; £85. Also transmission, £40 (all synchro.), and set white seats, £17 10s. All as new. Rosedene, 42, George Street, Kingsclere (Tel.: 381), Nr. Newbury. [9085]
- TRIUMPH 2000, 1949**, White. Good condition; twin spots, radio; recon. engine. £120 o.n.o. Tel.: Romford 48752. [9086]
- M.G. MIDGET Mk. I "plus"**, 1962, red, black hood, etc. Immaculate condition with a host of modifications and extras. £485. Full details from Clare, Kimberley, St. Nicolas Avenue, Cranleigh, Surrey. Tel.: 497. [9087]
- SPRITE Mk. I FIBREGLASS** hard-top, Continental type, complete and in new condition, lined. £25. Jackson, 291, Bexley Road, Erith, Kent. [9088]
- BRIDGES SPRAY GUN**, and compressor, perfect. 70s. Temple, 2, Southborough Road, Surbiton. [9089]
- RARE FORD 14.9, 1934**, cabriolet, immaculate order. Re-sprayed. Five v.g. tyres. Offers over £75. Tel.: Croydon 6598. [9090]
- M.G. 1½ YB saloon**, Excellent running order. Emigration forces reluctant parting. £140. Dr. Conway, Banstead Hospital, Sutton, Surrey. [9091]
- SUNBEAM-TALBOT 90 Mk. II, 1951**, extremely reliable. £80. 22, Honeybots Road, Woking, Surrey. Tel.: Mayford 63693. [9093]
- RILEY 1½, 1953, R.M.E.**, maroon, Radio, fresh-air heater. In excellent order throughout. £185. Neale, weekends, Glendale, Littlewick Road, Knaphill, Tel.: Brookwood 2087; office, Havant 2121, ext. 342 (Portsmouth). [9094]
- 1932 MORRIS MINOR** 2-seat tourer. Red with green leather upholstery. Rebuilt, Hydraulic brakes, shocks. New hood. Excellent condition and mechanically sound. M.O.T. Haggle below £50. Hayter, Cobb's Hall, Broadwater Road, West Malling, Kent; or Tel.: Chatham 44400, ext. 370 (daytime). [9095]
- H.R.G. 1500**, Extensively reconditioned without modification. Extras include heater. Also spares. Must sell for larger car. 65, Streetsbrook Road, Solihull, Warwickshire. [9096]
- S.U. CARBS**, Unused pairs, 1½ in., £5; 1¼ in., £6; 1 in., £8. Letters only. Como, 9, Waterworks Road, Birmingham. [9097]
- M.G. Y-TYPE SALOON, 1949**, Red. Twin spots, radio, heater, two new tyres. In good shape. Reluctant to sell, £125 o.v.n.o. to respectful purchaser. Thorp, 5, East Parade, Leeds, 1. [9098]
- VINTAGE ROVER TEN** Weymann body saloon, first registered 12.2.31; exceptional original condition; one lady owner from new. £165 o.n.o. D. Bowles, 33, R. L. Stevenson Avenue, Tel.: Westbourne 63344 (Bournemouth); or Northbourne 3864 (evenings). [9099]
- M.G. TC, 1948**, Red. Excellent everywhere. £170 o.n.o. Phillips, 46, The Avenue, Beckenham. Tel.: LON 2700, ext. 235 (office). [9102]
- AUSTIN NIPPY, 1936**, Original body excellent condition. Resprayed; new hood, battery, plugs. Reconditioned gearbox, good tyres. M.O.T. Good spare engine. Timing needs attention, hence haggle £70. Tel.: VAL 7049. [9104]
- £125. MORRIS COWLEY** 2-seater, 1929. Repainted, rebored, new good windscreen. Taxed, M.O.T. Spares, axle, etc. Randall, Robin Bank, Diltons Road, Polegate, Sussex. Tel.: Polegate 92. [9105]

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- M.G. TA**, Red. Engine just rebuilt, needs running-in. Full-length tonneau. New hood, silencer, etc. £85. View Sundays. 49, The Green, Mountsorrel, Leics. [9107]
- SPRITE, 1960**, only 18,000 miles from new. In fabulous condition throughout. Many extras include radio, heater, tachometer, tonneau, alarm, carpets, etc. About £350. Tel.: SOU 1626. [9108]
- 1962 ROCHDALE OLYMPIC**, 105E. Red. Heater and many other extras. 13,000 miles. £415. Box No. U.109. [9109]
- ASTON MARTIN, 1934**, Le Mans s.c., excellent condition, engine just rebuilt; o.s. inlet valves, lightened flywheel, good tyres, full weather equipment. Very reliable. £495. Harris, 32, Ling Road, Walton, Chesterfield. Tel.: 76628. [9110]
- ARMSTRONG SIDDELEY 12, 1934**, In daily use. Offers please. Horn, 120, Eden Way, Beckenham, Kent. Tel.: BEC 5382. [9073]
- VOLKSWAGEN, 1960 reg.**, 1961, L.H.D. d/blue. 50,000 miles. A bit scruffy (no prangs), hence realistic price. £325. M. Davies, Moorland's, Northfield-Way, Retford, Notts. [9111]
- AUSTIN HEALEY 100/4, 1955**, Overdrive, wire wheels, etc. Excellent condition throughout. The heater, sliding side-screens and detachable hard-top give first-rate weather protection to this thoroughbred sports car. £250. Abbott, 59, William Way, Letchworth, Herts. Tel.: Elstree 4351 (business), or Letchworth 2923 (evenings). [9112]
- SINGER 4AB** roadster, 1951, 1,100 c.c., 4-seater. Excellent condition. £120 o.n.o. Halder, 55a, Onslow Road, Richmond, Surrey. Tel.: Richmond 7682. [9114]
- 1934 AUSTIN 12.8 taxi**, Jones landaulette body. Needs some restoration. Stanford, 33, The Drive, Morden, Surrey. Tel.: Mitcham 8517. [9115]
- MAKER'S STEEL HARD-TOP** for TR2/3, recently resprayed metallic burgundy, excellent condition. £23. Schofield, 33, Cecil Road, Hale, Cheshire. [9116]
- MX 4 MORGAN, 1934**, Super Sports. Many extras. Good condition. £85 o.n.o. Pannell, Warren Lodge, Handcross, Sussex. [9117]
- SHORROCKS SUPERCHARGER** (plus fittings) (low pressure). Perfect condition. £30. Hoifer, 10, Timbers Square, Cardiff. Tel.: 35282. [9118]
- BEAUTIFUL BENTLEY, 1939**, 4½-litre MX (overdrive) saloon. Resprayed, brakes relined. Must be sold. Childs, 110, Oxford Gardens, W.10. Tel.: LAD 3876. [9119]
- BEAUTIFUL M.G. 2-LITRE SA** saloon, Nov. 1936. Exceptional car which should be seen. Used daily; 20 m.p.g./3,000 m.p.g. overall. £95 o.n.o. R. H. Hodson, 8, Ansdell Road North, Lytham St. Annes. Tel.: Lytham 5146 (evenings). [9120]
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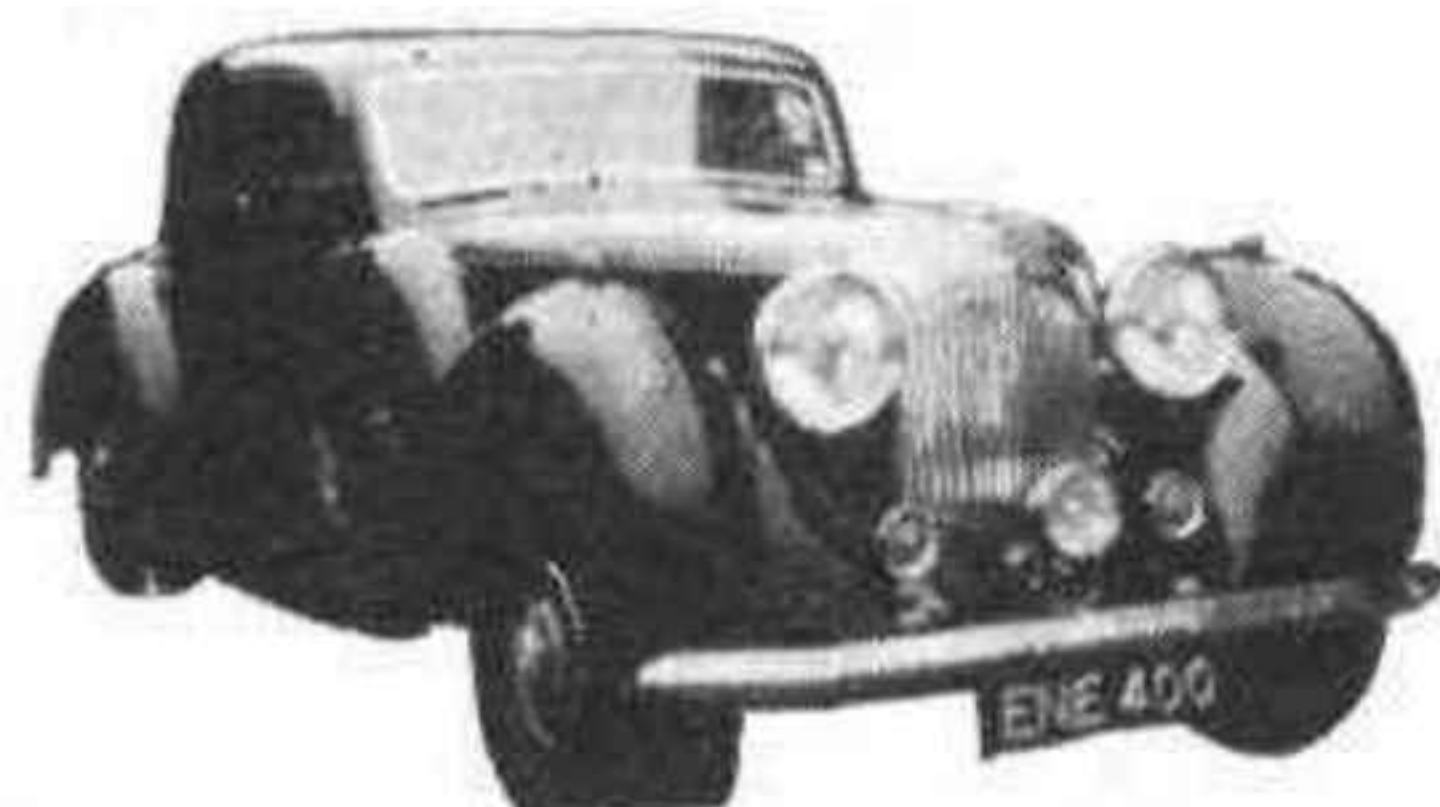
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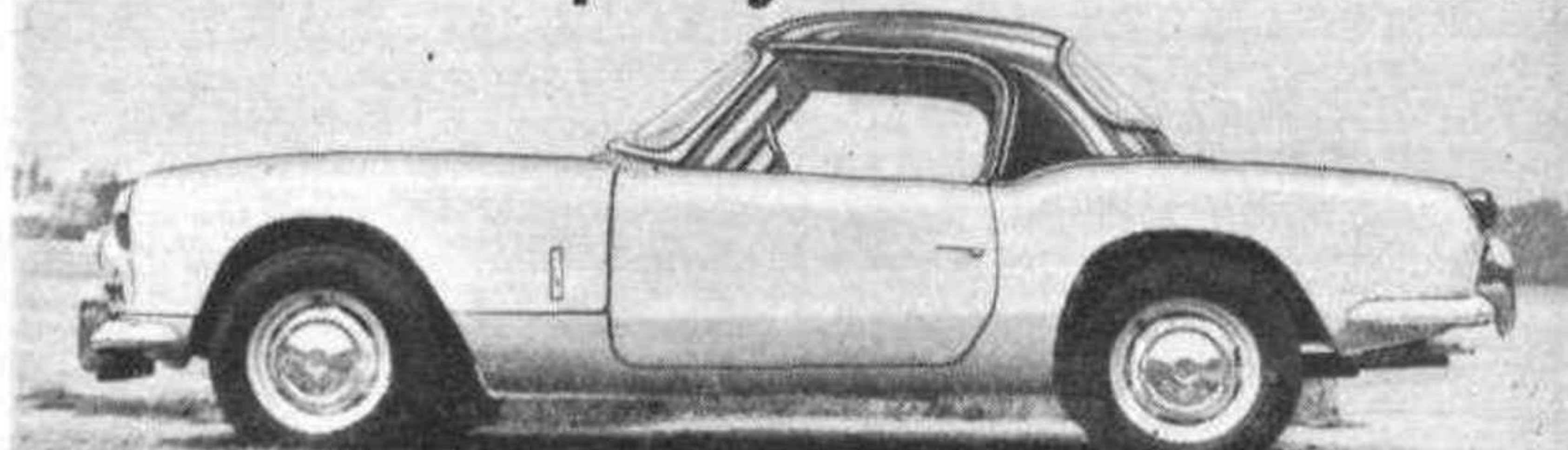
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FOR SALE—continued

- ROLLS-ROYCE, 1934, 26/75** Rippon small saloon. Good condition throughout. M.O.T. Taxed. Insured. £130. Tel.: Rugby 3735. [9146]
- MORGAN 4/4, 1948**, superb appearance and mechanically excellent with many new parts. £160. Tel.: PRCspect 5831, or write 58, Mortlake Road, Kew, Surrey. [9147]
- MARK VII, 1954**, M.O.T. Mechanically perfect, bodywork poor; four new C41s. £90 o.n.o. Stanton, Tel.: PRI 1025. [9148]
- LAGONDA 16/80 d.h. coupé, 1933** Engine rebuild 600 miles ago. V.D.P. body in B.R.G./black. £120 o.n.o. Wood, 264b, Manchester Road, Warrington, Tel.: 25825. [9149]
- LAGONDA V12** short-chassis sports saloon, 1939. Immaculate (concourse), original condition. Owner going abroad. Nearest £500. Box No. U.150. [9150]
- AMILCAR, circa 1922**, less body, new tyres; break or sell complete. Also M.G. spares L. and F. Professional compressor, 1 h.p., A.C., moisture separator and regulator, A.I.D. gun, £25. Please write stating requirements. Box No. U.151. [9151]
- TR4, 1962, 16,000 miles**. Red. Le Mans headlights, fog lamps, soft-top and hard-top (worth £60). Comp. engine, excellent condition throughout. Genuine at £725 o.n.o. H.P. arranged. Tel.: HULme Hall 3421 (business hours only). Berger, 25, Stratton Road, Cheadle Hulme, Stockport, Cheshire. [9152]
- FILEY MONACO, 1937**. Taxed, M.O.T. up to Aug. 1964. Irrelevant condition. £30. 253, Blythe Way, Solihull, Tel.: 0868 (weekends only). [9153]
- HORROCKS SUPERCHARGER**. Every nut and bolt for Mini, 8,000 miles only. £25. Elsdon, 9, Sifton Paddeock, Stoke Poges, Bucks. [9154]
- S.S.100 3, 1937**. Excellent condition. Metallic grey, red wheels, re-upholstered grey, red leather. Engine and mechanics rebuilt Jan. 1963. Spare original 2½ engine, wheels, tyres. Price £650. Tel.: Shipley 53862 (evenings). Wilkison, 11, Coach Road, Balldon, Yorks. [9155]
- M.G.-A TWIN-CAM, 1959, 1.6 coupé**. White, red upholstery. 22,000 miles. Radio, heater, spots. C. Crandon, 12, Brooklands Road, Weston-super-Mare, Somerset. [9156]
- M.G. TC, 1947 model**. New tonneau; fog, spotlamps, flashers. Superb throughout. £125 o.n.o. 146, Northampton Road, Ercington, Kettering, Northants. Tel.: Broughton 383. [9159]
- JAGUAR 3.4 AUTOMATIC**. Superb condition. £425. Exchange small car or estate. 45, Shirehall Park, London N.W.4. Tel.: Hendon 7755. [9160]
- VW ENGINE**, transmission complete, for sale cheap. Wanted: Sunbeam Alpine hard-top. Allinson, Tel.: Newbury 3350 (Berks). [9161]
- MINI-COOPER ENGINE**, new. £45, or separate parts. Wanted: Cooper gearbox. 9, Mansfield Street, Sherwood, Nottingham. [9165]
- B.M.W.** First registered 1958. Two-seater, 1,493 c.c. 6-cylinder reconditioned engine, new clutch, carb., etc. Streamlined body, completely rebuilt, professional respray in white, and re-upholstered in blue with white piping; rechromed and new tyres. A really beautiful car for £185 o.n.o. with exciting performance and economy. Tel.: Fleet (Hants) 796. [9166]
- HORROCKS SUPERCHARGER** for Ford 109E, £49. Ekco transistor radio, £9. MG V bakelite steering wheel, £4. Horns, musical, £10. O.N.O. The lot £59 inclusive. Tel.: Staines 55971. [9167]
- TRIUMPH VITSESE** saloon, July 1962, 12,000 miles. Excellent condition. Accepting £20 under current market value for arranged sale January 24th. Rose, Tel.: Lee-on-Solent 7094. [9170]
- JAVELIN, 1949**. Reconditioned with oval crank. £75. Also Jupiter engine, completely reconditioned, offers. Tel.: COLindale 3321. [9168]
- M.G.-A Mk. II 1,622-c.c. r. adster, 1961**. 14,000 miles only since new and immaculate throughout. Undersealed, heater, full equipment. Meticulously serviced and carefully run-in. This sale is a reluctant economy measure. Price £580, or owner would consider a first-class TC in part exchange. Box No. U.171. [9171]
- ALVIS 3-LITRE, 1952 (twin carbs.)**. Late property consultant surgeon. Gleaming cellulose, excellent condition. M.O.T. £95. 18, Lind Street, St. John's, London, S.E.8. Tel.: TIDEway 3831. [9172]
- RILEY KESTREL 9, 1935**. M.O.T. tested. Excellent running condition. Any offer over £15 eagerly grabbed. Rust, Watcote, Alcester, Warwick. [9174]
- TR2 (1955)**. Resprayed in Farina grey, with red trim. 100% mechanical condition, fitted overdrive, heater, "X" tyres. New M.O.T. cert. £240. Tel.: Poulton-le-Fyde 4308 (lat-evenings). [9175]
- 1954 (SEPT.) TR2**, tested, taxed; £140. 1955 (June) Doretti, tested; £150. 1958 (June) A95 Countryman, superb; £275. Consider exchange. Sharpe, 134, London Road, Gloucester. Tel.: 24313. [9176]
- JAGUAR CONNOISSEUR, 1937**, with unique d.h.c. body, M.O.T., garage maintained since manufacture. £125 o.n.o. Baxter, Valroy, London Road, Camberley. [9177]
- ROCHDALE OLYMPIC**, Nov. 1962, 12,000 miles. Modified 1.5 Riley, upholstered. Best over £445. Exchange Cooper-Mini. Box No. U.178. [9178]
- M.G. MIDGET, June 1962**. Superb condition, dove grey, 17,000 miles, no rallying, etc. Stork forces sale. T. C. Trench, Old Cottage, Stoke Row, Henley. [9179]
- M.G. TC, 1947**. Sound but not exceptional. £135 o.n.o. Jeffrey, 56, Bateman Street, Cambridge. [9180]
- STOP!** Immaculate green Downton Sprite, 1959. Many extras, heater, tonneau, "X"s, etc. £325. Leonard, 23, Charlton Road, Weston-super-Mare. [9181]
- FILEY 1, 1950**. Remarkable overall condition, new roof, radio, heater, good tyres. £175. Tel.: Sheffield 35803. [9182]
- LOVELY 1960 red/white Mini de Luxe**, 28,000 miles. Good tyres, soundproofed; many extras, including whitewalls. Fastidious care makes this an exceptional car, well worth inspection. £320. 21, Kingsley Road, Horley, Surrey. [9183]
- ROLLS-ROYCE 20** with modern drophead body; black, red leather upholstery; rebuilt engine, new radiator, new hood. Can be seen near Oxford. Offers: Box No. U.184. [9184]
- 1959 RED TR3** with black soft-top, heater, wireless, overdrive; one owner, 60,000 miles, excellent condition. Block, Hefson's Farm, Hanworth, Norwich. [9185]
- 1936 RILEY MERLIN 12/4**. Thoroughly and conscientiously maintained—tyres good, new battery, twin spots: One careful lady owner for past 12 years. Reason for sale—bought Kestrel. £100. 82, Evelyn Avenue, Ruislip, Middlesex. [9186]
- M.G. Y MODEL** saloon, 1949. First registered in this country 1957. R.H.D. Very good body, finished in black with blue interior. Just fitted reconditioned engine and new clutch. M.O.T. Taxed March 1964. £110, p.x. considered. Tel.: Manchester CHOrlton 1840. [9187]
- MORGAN 3-WHEELER, 1935**. Supersports, 1,200-c.c. J.A.P. Mechanics very good. Hydraulic brakes. £30 spent on engine, not yet run-in. Not taxed. £45. Robey, 217, Chipinghouse Road, Sheffield, 7. [9189]
- GINETTA G4, May 1963**. Taxed. 8,000 miles. 105E, Weber, valve springs, full weather equipment, carpeted. Further details: Fanshawe, Holloway House, Heybridge, Maldon, Essex. [9193]

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- ALFA ROMEO Giulietta Sprint Veloce, 1957**. Quite unmarked in Alfa red, with spotless upholstery. Meticulously maintained in faultless mechanical order. Radio, heater, Michelin "X". Unquestionably the finest specimen of this superb marque currently offered. £698
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- AUSTIN HEALEY 100 BNI, 1954**. Overdrive, wire wheels, hard-top, Michelin "X". First-rate example. £265
- JOWETT Javelin de luxe, 1952 (Dec.)**. Mk. 1 better than average, in immaculate black. £120

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FOR SALE—continued

- SIX TYRES, 6.50/19**. One new, one new remould, four part-worn. Two new tubes. £25 cash. Cartwright, 79, Long Street, Middleton, Lancs. [9190]
- FILEY 2, 1948**. Truly magnificent condition throughout. Many extras. £160. Kings, Tel.: Valentine 1900 (London). [9192]
- ALVIS SILVER EAGLE, 1938, 4.3-litre**. Two owners only; 75,000 mileage; excellent condition, maroon, all leather upholstery. £200 o.n.o. Tel.: Hermitage 292 to see. Box No. U.194. [9194]
- M.G. TYPE Y saloon, black, 1948**. Excellent condition; heater; 30 m.p.g. Owner going abroad. £100 o.n.o. Box No. U.195. [9195]
- JOWETT JAVELIN, 1952**. Good condition. £110 o.n.o. 55, Summerhouse Drive, Bexley, Kent. [9196]
- ROLLS-ROYCE 20/25, 1934**. Close-coupled, three-position drophead coupé by Ranaiah. Restored to original magnificent condition. Complete engine and transmission overhaul. Resprayed dark blue, new matching hood, black wings. Owner going abroad, will accept £750. Photographs on request. Rothwell, "Bank o' Trees," Ramsdale Road, Bramhall, Cheshire. Tel.: Bramhall 2839. [9198]
- AUSTIN LIGHT 12/4, 1931, M.O.T.**. A thoroughly reliable car, in very original condition. Handbooks, etc. Two owners only. £50. Lisney, 53, West Street, Corfe Castle, Dorset. Tel.: 503. [9199]
- ASTON MARTIN INTERNATIONAL, 1931**. A70 engine, Jaguar axle. Needs some work, or would split for spares. Farnworth, 11, Shardlow Road, Alvaston, Derby. Tel.: 21270. [9200]
- SPRITE (1961) Mk. I**. Excellent condition. New tyres and battery. Wood-rim 5/wheel, undersealed, sliding screens, laminated windscreen, heater, radiator blind, tachometer, ammeter, luggage rack, tonneau cover, washers, flap, anti-theft device. £330. Chapman, 347, Porters Avenue, Dagenham, Essex. [9201]
- MERCEDES-BENZ 220A, 1955 (1956 model)**. Very regrettably offered for sale due to posting. L.H.D. Sunshine roof, heater; all normal Mercedes extras; 21-31 m.p.g., 100 m.p.h.; no oil. Dark green. £375 o.n.o. Seen London. Box No. U.202. [9202]
- M.G. TD II, 1953**. Black with red p.v.c. hood. Engine overhauled, bodywork excellent. Heater, radio, many other extras. Can be seen London if necessary. £250. 142, Kingsway, Heysham, Lancs. Tel.: Heysham 945. [9203]
- RARE 1947 ROVER 12 d.h.c.** £100 o.n.o. Enthusiast maintained. Must sell, garage space urgently required. Any questions answered. Photo available. R. Fisher, 3, Gibson Park Gardens, Belfast. [9204]
- LAGONDA, 1957, 3-LITRE 4-door Tickford saloon**. Only 8,000 since Distributor's overhaul. Magnificent engine performance and all in mint condition. Handles marvelously. £775 o.n.o. Cotheridge Court, Nr. Worcester. Tel.: Cotheridge 250. [9205]
- VW DE LUXE, 1954**. Late engine, extras, good. Plus spare engine and all auxiliaries. £215 o.n.o., or separate. Condie, Y.M.C.A., Southfield, Shear Bank Road, Blackburn. [9207]
- 1952 DAIMLER Barker Special Sports**. Attractive, luxurious car, cost nearly £3,000; for quick sale, £195. Consider sports car exchange. Lewis, 9, Headlands Drive, Heaste, Yorks. [9208]
- THREE S.U. CARB.** conversion and manifolds for Zephyr or Zodiac Mk. II. Perfect. £20. Scotney, Swineshead, Boston, Lincs. [9209]
- BUCKLER 90** with Convalr body and hard-top, works reconditioned engine, new 15-in. wheels with "X". Superior performance. Needs interior trim and sidescrims. £150. Court House, Mountfields, Shrewsbury. Tel.: 2203. [9211]
- SNOW CHAINS**. 5.00-5.20x14, as new, £3 pair. Lucas SLR700 spotlights, with brackets, £5 pair. 15, Croft Road, Bromley, Kent. Tel.: RAV 7334. [9213]
- DELOW Mk. I**. Attractive, reliable and in excellent condition. Reconditioned engine, full weather equipment, good tyres. M.O.T. 35 m.p.g. £130 o.n.o. Tel.: Caldwell, NATIONAL 1200, ext. 943 (9 a.m.-5 p.m.). [9214]
- MORGAN S.S., 1937**. Rebuilt last three years, engine alone cost over £40. Large number of new parts, including hydraulics, front suspension, hood, etc. Fine copper, brass, nickel. Paintwork, interior first class. Bills to show. Car in concours order. £165. Reason for sale: new car. R. Morris, 58, Denbigh Street, S.W.1. Tel.: VICTORIA 7861. [9215]
- JOWETT JUPITER, 90 m.p.h.** Wonderful condition, new tyres and hood; everything goes. Offers £100. Mr. Morgan, 15, Buckthorn Avenue, Stevenage, Herts. [9216]
- DISMANTLING 1929 4; BENTLEY**. Pakeman, 56, Cricket Lane, Lichfield, Staffs. Tel.: Lichfield 3323. [9217]
- M.G. MIDGET, 1962, black**. Wonderful condition, value £495. Exchange saloon or sell highest offer. Mattin, 103, Green-croft Gardens, N.W.6. Tel.: MAI 7165. [9218]
- ALVIS, 1935, Silver Eagle drophead**. M.O.T. test. £60 o.n.o., clear. Tel.: Runfold 2345. [9219]
- PAIR NEW WEBER 40 DCOE 2 carburettors—£30 o.n.o.** Tel.: Feltham 5231. [9221]
- ALVIS SHORT-CHASSIS 4.3-litre tourer, black, immaculate**. Lockheed hydraulic brakes, many extras. Box No. U.222 [9222]
- M.G. TD, 1953, black**. Exceptional bodywork and engine; new hood. Full history. £295. Tel.: Harpenden 5000 (evenings). [9223]
- RILEY ADELPHI, 1937**. Good running order. Nearest £40. Cripps, 99, Willans Avenue, Rothwell, Leeds. [9224]
- RARE, HANDSOME M.G. WA, 1939, 2.6 Tickford saloon**. Engine, bodywork, wizard. Interesting history. £120. Box No. U.225. [9225]
- M.G. TF 1500, 1965**. Perfect condition. "X"s, tonneau, luggage rack, Stage 1 tuned. £350. Griffin, Gracedieu Road, Thrapstone, Coalville, Leics. Tel.: Osgathorpe 345. [9226]
- M.G. TC, 1946, blue**. Stage 1. Hood poor, otherwise v'good order. Twin spare wheels, spare head; new battery, tyres. M.G. C.C. owner, £160 o.n.o. Willmer, 11, Park Terrace, Cambridge. [9227]
- 1935 MORRIS OXFORD 20 saloon**. Perfect running order. One owner from new. Luggage trunk, three fitting suitcases. Taxed and tested. No reasonable offer refused. 11 good home. "Milton," Sturges Road, Bognor Regis. [9228]
- ARMSTRONG SIDDELEY WHITLEY saloon, 1951**. One fastidious owner; this car has been maintained regardless of cost. Under 60,000 miles. Taxed. Excellent condition. Offers: Box No. U.229. [9229]
- BENTLEYS, 3, 1935**: One open sports tourer; one fixed-head coupé. Inquiries invited. Rosner, 20, Radley Mews, W.8. Tel.: WES 5691. [9231]
- BUMPS, FRESH AIR, Jun. M.G. PA, B.R.G. M.O.T.** Many miles. £75. Martin, 34, Blackboy Road, Exeter. [9234]
- AUSTIN A70 CHASSIS**, as new, strengthened and complete with new components: suspension, brakes, etc. Michelin "X" tyres. Laystall A70 engine, fibre-glass body section. Chassis suitable for completing as R.G.S. G.T. fibre-glass "special" or coachbuilt body. Host of A70 finished components and spares, offers. 11, Alban Avenue, Townsend, St. Albans. [9237]
- AUSTIN 750 SPECIAL**, incomplete. Van load of spares. Genuine bargain, £25 to clear. Box No. U.356. [9235]

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

FOR SALE—continued

- AUSTIN HEALEY SPRITE**, 1959. Red. Radio, heater safety belts, hard, soft-tops, tonneau. £300. Tel.: Popes-croft 9684. [9358]
- ALVIS TA14**, 1950, d.h.c. Tickford conversion to hard-top. Good overall condition, in daily use. Best offer £100 plus. Bentley 5, Church Street, Stapleford, Cambs. Tel.: Shellford 3448. [9359]
- ALVIS 3-LITRE TC21** saloon. Good body; long list of recent renewals. Offers. 55, Molspur Park, New Malden. Tel.: MAL 4142. [9360]
- PHANTABULOUS! ROLLS-ROYCE** Phantom III sedanca-de-ville. Stored two years. Offers or exchange. (Manchester.) Tel.: Didsbury 2050. [9361]
- FEELSS G.T.**, best 1959 in existence; all extras; re-sprayed. £475. Part exchange considered. Rossiter, Tel.: Crondall (Hants) 380 (daytime). [9362]
- J2 M.C.**, 1933. Complete, original. Reconditioned engine, new tyres. Paint stripped for respray. £40. Braddell, Blundells Avenue, Tiverton, Devon. [9365]
- EX-LESTON VOLVO PV444**, tuned 1225 engine. £200 o.n.o. Lockwood, Hunningham Hill, Nr. Leamington Spa. [9366]
- M.G.-A 1600 Mk. II**, 1961 August, 14,000 miles; two owners; present owner 400 miles. Perfect condition; sale owing to illness. £550. Featherstone, 271, London Road, Stoneygate, Leicester. Tel.: 78071. [9367]
- MORGAN SUPER SPORTS**, 1934, w/c. 1,100-c.c. J.A.P., completely rebuilt body and engine. 8-in. hydraulics all round; re-upholstered, rewired; sealed beams, wipers, twin coils, new clutch; many mods. Must be seen. M.O.T. £195 o.n.o. 31, The Moorlands, Coleorton, Leics. [9368]
- M.G. TD**, in Ireland. Reliable car in daily use. Owner leaving country. Offers: Moran, Adair Arms Hotel, Ballymena. [9369]
- 1950 (DEC.) RILEY** drophead, 2-door, 2½-litre, black. Radio, heater, new tyres, new hood and tonneau cover. M.O.T. £125. J. Smith, Moss Road Garage, Birkdale, Southport, Lancs. Tel.: 67235. [9370]
- BENTLEY**, 1939, 4-LITRE William Arnold sports saloon. Aluminium body good, mechanicals excellent. Garaged Sussex. Box No. U.372. [9372]
- 750 SPECIAL**. Ashley body, hard-top. Usual modifications. Cobden, 25, Wansford Road, Woodford Green, Essex. [9373]
- ALVIS** Tickford drophead, 3-litre, 1951. New £45 leather hood. Unmarked body, perfect mechanically, new tyres, radio, heater. One owner. £225 o.n.o. Tel.: Slough 42069. [9374]
- ROVER SPEED 20**, 1937. 89,000 miles. Reliable and sound. Excellent mechanically and no rust. Offers. Leys House, Leys Road, Oxshott, Surrey. Tel.: Oxshott 2060. [9375]
- INVICTA**, 1932. Prototype 1½-litre supercharged test car. Scruffy and equipped with Ford V8 engine. Five good tyres. Offers: Hancock, "Hartrow", Oldfield Road, Bickley, Kent. Tel.: Imperial 1381. [9376]
- ROVER 75**, 1949. Exceptional mechanically and coachwork. Genuine mileage 70,000. Engine overhauled at 63,000. New springs and brakes 1963. Tyres front 75%; rear and spare brand new. Battery March 1963. £125 or offer. Wanted: 20/25 or 25/30 saloon Rolfs in similar condition. Rose, 20, Boston Grove, Ruislip. Tel.: Ruislip 4901. [9377]
- AUSTIN MINI** de luxe (Nov. 1962). 24,000 miles. Safety belt, Silent Travel, reversing light, switch panel. Immaculate condition. £340. Apply Richards, Tel.: Chieveley 342 (Nr. Newbury), Berks. [9378]
- A.C. 4-SEATER BUCKLAND** tourer, white, 1952. Tested. New clutch, steering box. Owner reluctantly parting due to forthcoming family. £170 o.n.o. Beale, 136, Cowper Crescent, Bengeo, Hertford. Tel.: LON 1501 (office). [9379]
- FORD MODEL-A** saloon, 1930, good body, well shod; best offer over £50. Austin Swallow saloon, 1930, mint condition, resprayed pale blue; £130 o.n.o. Piggott, 56, Britanny Road, Horsham, Sussex. [9380]
- TR2, C.T. 1955**. Excellent condition throughout. Hard/soft-tops, tonneau, disc brakes, "X"s, seat belts, two spare wheels, anti-roll bar, etc. £225 o.n.o. Tel.: SEL 2776 (Birmingham) (evenings). [9381]
- QUICK SALE, £90 only—M.G. TC21**. Mechanically sound, new diff., crankshaft, pistons, etc. Hood and sidescreen require attention. Tel.: Congleton 2846 (Jim Brown—8.30-5.15). [9390]
- AUSTIN HEALEY 100/4**, 1955. Metallic grey. Immaculate. Many expensive extras; hard-top, soft-top, etc. M.O.T. tested. Carefully used. Short leave each three months by seagoing engineer now emigrated. £295. Apply "Valescourt", Halewood Road, Liverpool. Tel.: GAT 3716. [9391]
- MORGAN DROPHEAD COUPE**, 1961. Plus Four fitted new 2.2 TR4 engine, fully balanced with h.c. flowed cylinder head and 4-branch exhaust. Discs, Konis and wire wheels with SP tyres. Dark green low-mileage car in exceptional condition. £625; consider small saloon/estate in part exchange. Wall, Sutton, Wansford, Peterborough. Tel.: Wansford 486. [9392]
- JOWETT JAVELIN**, 1949. In very good condition. Engine rebuilt, including new pistons, liners, new type crankshaft and bearings. Also new battery, good tyres, heater and immersion heaters in water system. The whole car in very good condition inside and out. Must sell at £85 o.n.o. Alexander, 56, Hatherley Road, Sidcup, Kent. [9393]
- VINTAGE 20/25**. 1930 Mulliner f.h.c. Attractive and sound throughout, well shod. Original accessories include klaxon, visor, signpost lamp, mascot, handbook, tools. 195 ons. Greasley Old Cottage, Wolverhampton. [9394]
- EWY 1, B.M.W. 328**, 1946. Excellent, some spares. £300. Graham, 31, Raleigh Road, Exeter. [9395]
- 1934 SINGER LE MANS**. Enthusiast's immaculate 2½-seater. New hood. Rewired. Spares. M.O.T. Taxed. £110. Tel.: Beckenham 4758. [9396]
- 3.4 JAGUAR**. 9-to-1 c.r., 2-in. S.U. carbs. C-type exhaust. H.R. steering, Konis, Marchal headlights. Auto., 1957. Very fast and reliable. £375. Harrison, Woodlands, Bury, Sussex. Tel.: Bury 177. [9399]
- CONSUL FARNHAM ESTATE**, September 1961. Immaculate condition. 18,000 miles, "genuine". Many extras. Offers around £650. G. R. Sansome, 8, Hales Lane, Smethwick, Staffs. Tel.: SME 0957. [9397]
- CONNAUGHT** 2-seater, ex-team car. Hood and electrics. Recent engine overhaul, brakes refined, cost over £120. Car cost over £300 plus overhaul. Bargain. £195. Exchange considered. Pattenden, 420, Untham Road, Norwich. Tel.: 51039. [9398]
- 1961 3.4 JAGUAR Mk. II**, bronze, one owner, 24,500. Kenlowe, Woodrim wheel, Cintaras, radio, etc. £975. Consider Mini, 1000 or Herald, plus cash. Tel.: Barnstable 2927 (after 7 p.m.). P. E. Arnold, Hawkstone, Landkey Road, Barnstable. [9399]
- INTERESTING COLLECTOR'S PIECE**, rare 1939 4-wheel 2-seater estate/invalid? 350-c.c. car. Running order. £60. Box No. U.401. [9401]
- "SPECIAL" BUILDERS**. Unfinished A.750, mostly "Sprex" Formula. Offers. Taylor, 53, Grassmere Road, Bradford, Yorks. [9402]
- M.G.-A, 1957**. Pale blue. Reconditioned engine. Seven Michelin "X"s, soft-top and tonneau, heater, sliding screens. Excellent condition all round. Private, bargain at £305. Tel.: Walton-on-Thames 25169 (after 5). [9403]

FOR SALE—continued

- COVENTRY-CLIMAX 1,100-c.c.** engine for sale. 3,000 miles. Complete with carbs. and competition clutch. £150 o.n.o. Will deliver reasonable distance. Lanny, 84, Bolckow Road, Grangetown, Middlesbrough, Yorkshire. Tel.: South Bank 58330. [9401]
- A.C. ACECA**, 1956, maroon. Overdrive, four new Cintaras, belts, heater, etc. Immaculate. £430. Follows, 60, Tachbrook Street, London, S.W.1. Tel.: TAT 6806. [9405]
- 1961 AUSTIN HEALEY 3000 2/4**, red/black; o.d., extras. Lovely condition. £620 o.n.o. Box No. U.406. [9406]
- AQUAPLANE INLET** and exhaust manifolds with twin Solex carbs. Also 100E engine, suitable for reconditioning, good crankshaft. £25 the lot. 51, Sandbeck House, Cleveland Street, Doncaster. [9407]
- 1947 MORGAN 4/4**, 4-seater (main bearings gone). £37. Consider breaking. 5, Millway, Dunton, Northampton. [9408]
- 1936 2-LITRE A.C. Aero coupé** (dicky), mechanically excellent, bodywork sound, 53,000 miles only. New hood. Works maintained, bills for £150; one family since new. £100. Tel.: Hurley (Berkshire) 363 (working hours). [9409]
- ROLLS-ROYCES**: 1937 25/30 Hooper sports saloon. £400. 1933 20/25 Park Ward limousine. £120. Swallow, "Stoney-croft", Golcar, Huddersfield. Tel.: Milnsbridge 594. [9410]
- JAVELIN**, 1951. Radio, spares. M.O.T. Complete/break. Nearest £45 secures. Three artillery wheels/tyres, 21x4.75, 5-stud; offers. 32, Ratcliffe Drive, Huncote, Leicester. [9411]
- SHORROCKS BLOWER** and fittings for Triumph Herald 1200. As new condition after 3,000 miles only. £50. Lewis, Wall Hill Cottage, Acton Bridge, Cheshire. Tel.: Weaverham 2273. [9412]
- RILEY 2½, 1951**, maroon saloon. M.O.T. One careful owner. £150. Tel.: Hinchley 4121. [9413]
- M.G. TD II, 1953**. Excellent overall condition. New hood and sidescreens. "X" tyres wing mirrors, heater, matching fog and spot, windtones, wheel embellishers, badge bar (no badges). £210, cash. 16, Reynards Way, Bricklet Wood, St. Albans, Herts. Tel.: Garston 4688. [9414]
- RILEY 1½ ADELPHI**, grey, leather blue. V.G.C. Well shod, twin S.U.s. M.O.T. £55. 20, Ravenstone Street, S.W.12. Tel.: BAL 7234. [9415]
- BREAKING FOR SPARES**, Triumph Herald and TR3As, and TR4. Hoods and tonneaux; also Spitfire tonneau. Tel.: LAD 8495 (after 7 o'clock). K. Munford, 51, Brewster Gardens, London, W.10. [9416]
- ROLLS-ROYCE**, 1936, 20/25 Thrupp and Maberly sports saloon. Attractive sweeping lines. £140 spent June 1962. Very good condition. About £250. Tel.: Orpington (Kent) 31062 (evenings). [9417]
- TRIUMPH HERALD coupé**, 1960, 948 c.c. Equipped for rallying. 1,500 miles only since complete overhaul. £120 of extras. Offers around £370. Tel.: Sevenoaks 54391. [9418]
- M.G. TF 1500**. Good condition. New tyres/hood. £350. 4, St. James' Square, Chichester. [9419]
- RILEY 2½, 1952**. Excellent condition. Heater, good tyres. M.O.T. £140. Tel.: Luion 2255. [9420]
- 1935 RILEY IMP**, concours condition. £450. Apply Cottis, 204, London Road, East Grinstead, Sussex. [9421]
- 1928 ROLLS-ROYCE 20-h.p.** owner-driver Hooper aluminium-bodied saloon. Mascot, handbook. Taxed. M.O.T.; in daily use. Good condition. Mr. P. J. Bloor, 28 Mornington Road, Sneyd Green, Hanley, Stoke-on-Trent. [9422]
- TWIN-CAM M.G.-A**, 1959, maroon. Heater, "X"s, tonneau, spot, luggage carrier, discs, new batteries. Excellent condition. £375. 82, Southway, Totteridge, N.20. Tel.: HIL 8294. [9423]
- SUPERCHARGERS**: Large Marshall K200C, as used by hill-climb champions; Centric 260; reconditioned; S.U. carbs.; pair 1½ in., ex-105E; pair 1½ in., ex-Jag. 140. Offers. Foster, 16, Manor Road, Sealand, Chester. [9424]
- MOTOR SPORT**, 1952-63, £3; exchange car radio, cash adjustment. Messent, Tel.: Clendon 67 (evenings). [9425]
- WOLSELEY 25 d/h**, 1938. Mechanically excellent, body fair; spare gearbox, etc. Offers. Grimwood, Haldon Chaleit, Kennford (Tel.: 505), Exeter. [9426]
- BENTLEY**, 1935, 3½ Park Ward. New clutch and resprayed silver grey. Not mint condition, so £100! Tel.: RUI 6820. [9427]
- 1927 SUNBEAM 16.9-h.p.** tourer. One owner from new. Absolutely original. Mechanically excellent; 150,000 miles only. Uses no oil. Paintwork fair. Six almost new tyres; original handbook and spares list. Also complete spare car minus body. £120 o.n.o. A. Smith, "Stamford House", Tadworth, Surrey. Tel.: Headley 355 (daytime). [9428]
- CITROEN BIG SIX**, 1953. Taxed. Good condition and tyres. £90 o.n.o. Baker, 4, Beaumont Close, Gidea Park, Romford, Essex. [9429]
- COVENTRY-CLIMAX FWE 1220** engine, rebuilt as new. Must sell, going overseas. £100. Box No. U.430. [9430]
- M.G. TA, 1937**. Taxed, M.O.T. Cycle-type front wings, recon. starter, handbrake, refined brakes, oversize rear. £100. Maylin, Tel.: VAN 8435. [9431]
- TURNER 950, 1960**. Radio, w/w. 32,000 miles. £275. 15, Auckland Close, Derby. [9432]
- M.G.-A, 1956**. Red, black hard-top. Hood, wire wheels, gas-flowed head, h.c. pistons, oil cooler, heater, luggage rack and many other extras. A superb example in immaculate condition. £290. Tel.: SIL 5583. Sandley, 62, Leadale Avenue, Chingford, E.4. [9433]
- 1949 BENTLEY Mk. VI** drophead coupé by Mulliner, dark blue. New engine and clutch, full-flow conversion. A superb car. £975. Pope, "Halcyon", Handon Wood Lane, London, N.W.7. Tel.: Finchley 0113 (day). [9434]
- AUTO UNION D.K.W.** Sonderklasse, 1956. New engine, clutch and exhaust. Michelin "X" tyres. £225 secures! Tel.: Sheffield 35864. [9435]
- JAVELIN**, 1952, Series III. "X"s. £55. Mayer, 14, Dalkeith Avenue, Kingswood, Bristol. [9436]
- M.G. TD2, 1953**. B.R.G. Mileage believed less than 50,000. Body very good condition with original paint. Over £100 spent on engine in October, including new 100-ton crank—Laystall balanced, liners, polished rods, etc. New tyres. This is a genuine car which has never been bent. £290. Tel.: FOO 5102. [9387]
- ALVIS TJ 12/50**, Jan. 7th, 1931. Wide 2-seater with dicky hood, tyres fair, new spare. M.O.T. Aug. 1964. Offers over £70. Harris, 18, Golden Manor, W.7. Tel.: GEO 4087. [9388]
- 1928 ALVIS 12/50 TG** v-windscreen saloon, v.p.c., £120. 1936 Silver Eagle Charlesworth saloon, towable or break, £25. Precious, 14, Lynton Avenue, Chanterlands Avenue, Hull. Tel.: 43648. [9389]
- SPRITE 1100**. Disc brakes, heater, tonneau, belts, racing mirrors. B.R.G. 12 months old, one lady owner. Superb condition. Must sell—new Sprite on order. £525. Tel.: Laidon 2647 (evenings and weekends). [9437]
- SWALLOW DORETTI**, dark blue. New tyres, battery, hood. £245. Martin, Shottery House, Stratford-on-Avon. [9438]
- 1926 AMILCAR**, very near original, in show-piece condition. 300 miles completed since complete engine and chassis recon. Purchaser must be genuine enthusiast. Box No. U.440. [9440]

FOR SALE—continued

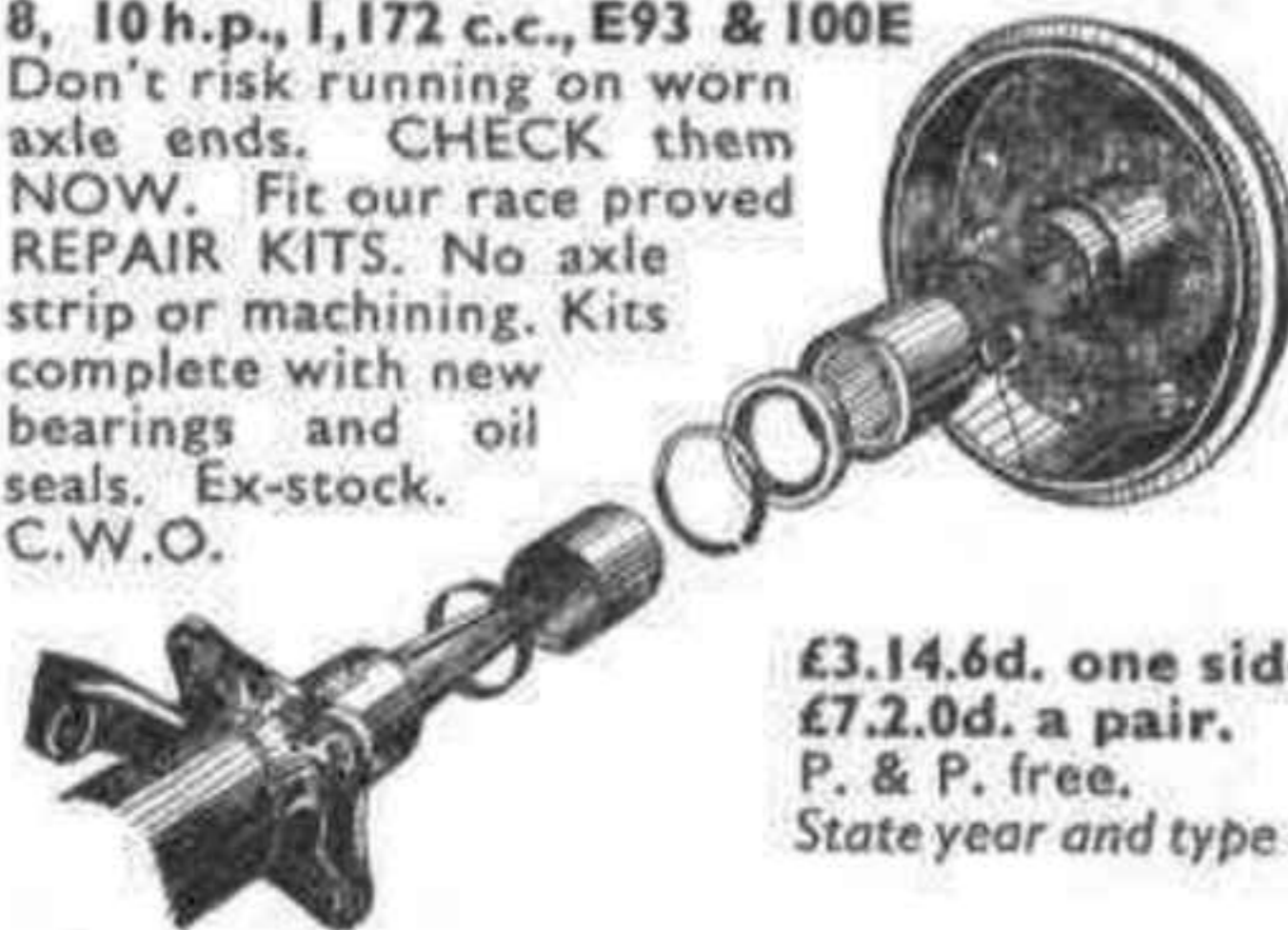
- BENTLEY 4-LITRE**, 1929. Colour B.R.G. Excellent condition. Very fast. Two-seater. Photo on request. £1,450 or near offer. Box No. U.441. [9441]
- BEHOLD THE INSCRUTABLE** smile on my Armstrong Siddeley, 1932, 12-h.p. open tourer. M.O.T. Only example surviving in Europe. £55 o.n.o. Saw, 5, Park Street, Southend. [9443]
- XK140 D.H.C.** Good condition throughout but needs tidying up to make truly perfect. Many extras. Come and inspect. £245 o.n.o. 29, Hampden Road, Harrow Weald, Middlesex. [9449]
- JAGUAR 2.4, 1956**, S/E., superb B.R.G. Heater, radio, recon. engine, clutch, new battery, good tyres, cutaway spax. M.O.T. £315 o.n.o. Chalfont, 5, Northway, Pinner, Middlesex. Tel.: PIN 0811. [9450]
- ROLLS-ROYCE**, 1936, 20/25. Chassis No. GOH 12. Breaking for spares. Mascot. Near Leicester. Tel.: Sutton Elms 291 (after 6 p.m.) or Box No. U.451. [9451]
- MILLE MIGLIA FRAZER NASH** 2-seater sports, fitted Bristol engine. Ex-New York Motor Show. Recently checked by the manufacturers. Classic hand-built example for £795. Tel.: Renown 4777. 30, Southfields, East Molesey, Surrey. [9452]
- 1960 M.G.-A 1600**. H.P. can be arranged. £450 o.n.o. Tel.: TUD 7430 (day). FRO 1158 (evenings). [9453]
- RILEY 2½, 1950**. Rebuilt 1963. Excellent body, battery, tyres, interior. Reconditioned engine. Crank-grind. Heater, wipers, spot. Taxed, tested. £85. Riley 2½, 1953: 100 m.p.h. Laystall overhaul 1963; including crank, camshaft mains. Body, tyres interior as new. Heater, spot, power brakes. New H.D. battery. Really beautiful chariot. Taxed, tested. £175. Sell either—can't afford to run both. Also have very soon, 1935 Kestrel 9. Gift at £20. Stee, 59, Patterson Street, Birkenhead. [9454]
- TWO FRAZER NASH** chain-drive sports cars: One vintage and one P.V.T. Both in very good condition and original specification. Suitable for competition/concours. Not particularly cheap but good value. Box No. U.455. [9455]
- RARE MORRIS 10/4** tourer, 1933. 80,000 miles only. Two previous owners. Body condition excellent. £60 o.n.o. Tel.: Leeds 859226. [9456]
- JAGUAR XK140**, 1955, f.h.c., good condition throughout. £295 o.n.o. Aldershot area. Box No. U.458. [9458]
- MORGAN 4** tourer, 1951. Spots, tonneau, heater. Engine overhauled. Taxed February. M.O.T. April. £145. 39, Reedway, Northampton. [9459]
- SUNBEAM ALPINE**, June 1961, red, showroom condition; 18,000 miles. Hard/soft-tops, overdrive, four new "X"s, radio, heater, undersealed; new battery. £600. Stockdale, Tel.: RODney 4221. [9460]
- TRIUMPH TR2**, 1954. Wire wheels, heater. Excellent condition. M.O.T. £195 o.n.o. Jowett Javelin spares, all new. Wexford House, Craven Street, Melton Mowbray, Leics. Tel.: 2205. [9461]
- ALVIS TA21**. 100 m.p.h., 22 m.p.g. Reconditioned engine. Body, interior, tyres excellent. Many extras. £225. 10, Brock Hill Drive, Oadby, Leics. Tel.: Oadby 5454. [9462]
- RILEY CONTINENTAL**, 1936, good condition. Monaco. 1937, half rebuilt. Offers. A. Bishop, 42, The Avenue, Harrow Weald, Middlesex. [9463]
- M.G. TC, 1947**. Mechanically good, generally sound. £130 o.n.o. Tel.: Cowfold 406 (near Horsham). [9464]
- 1933 M.G. J2**. Original condition. Good tyres, hood, luggage rack. M.G. plates. Many spares. Broken crankshaft. Viewed Sussex. Offers. Box No. U.465. [9465]
- M.G. TC**, red. New springs, tyres, steering; rewired. Many extras, flashers. Excellent condition. £160 o.n.o. Billington, 32, Ainswood Road, Tadley, Basingstoke. [9466]
- 1928 HUMBER 9/20** tourer. Concours order, fully renovated. Property of motoring writer. £140. Hoppe, 77, Eccleston Square Mews, S.W.1. Tel.: VICTORIA 7261. [9467]
- AUSTIN HEALEY 3000 Mk. II**, 2/4-seater, May 1962. Ice blue. Every extra. Cost £1,500. Offers to: Porter, Yorkley Timber, Ross, Herefordshire. [9468]
- 2-LITRE BENTLEY** light 2-seater, rebuilt 1950, engine stripped this year. "A" box, 3.53 axle with new differential, etc. Hydraulic brakes, S.U. pumps/carburettors, mag/coil ignition, etc. £350. Tel.: Stoaue 0969 (evenings). [9469]
- JAGUAR 3.8**, 1961 series, registered October 1960. Green. Radio, overdrive, chromium wire wheels, wing mirrors, seat belts. Mileage 15,000; chauffeur-kept in absolute mint condition, one owner. Taxed to May 1964. £995. Sir John Grandy, Springfield, Great Kingshill, High Wycombe, Bucks. Tel.: Holmer Green 3161. [9470]
- 1938 170V MERCEDES-BENZ** cabriolet, duo-green with green leather. Taxed and M.O.T. £40. Hanbury, Lower Park, Bevedley (Tel.: 3395), Worcs. [9471]
- HALEY-ALVIS** sports convertible, 1954. Tuned 3-litre. 110 m.p.h. £225, or exchange smaller sports with cash adjustment at valuation. Beechwood House, Pontefract. [9472]
- 1952 A40 SPORTS**. Above average condition. £150 o.n.o. K. Jones, 345, Addiscombe Road, Croydon. [9473]
- 1935 HOOPER-DESIGNED 3½** Bentley (one of six made) sports saloon. Aluminium body, two-tone grey, in immaculate condition. Mechanically sound throughout. £275, including original set of tools. H. Ganz, 514, Etruria Road, Basford, Stoke-on-Trent. [9474]
- JAGUAR 3.4**, August 1957. Exceptional condition; resprayed bronze. New battery, good tyres; Red hide. Spots, overdrive. Recent steering overhaul, cost £40. Taxed February. Full details on request. Nearest offer £450. (Birmingham area) Box No. U.475. [9475]
- MORGAN 4**, 1952, immaculate. £200. T. Fenton, "Herons-mere", Westgate, Hornsea, E. Yorks. [9476]
- BRISTOL 400**. Solex carburettors. New. £10 the set. 104, Capri Road, Addiscombe, Croydon. [9477]
- TALBOT 17-h.p. coupé**, 1936. Original and immaculate. Complete restoration just finished. Send for details, photo and Press report. Box No. U.478. [9478]
- UNIQUE 4-LITRE PRINCESS** power convertible by Mead, 1951. Overdrive. Tel.: Emsworth 3119. [9479]
- SPEED 25 ALVIS**, 1939 (Oct.); stored (throughout war); 54,300 miles. Fitted Charlesworth sports saloon. First-class condition in all respects. £285. Tel.: Rowstock 286. [9480]
- 100+ M.P.H. SPRITE**; 4,250 miles since £250 conversion. Absolutely faultless, performance unused. White, 1960, one owner second car. All extras; complete history. Marriage, etc. £450 o.n.o. Mack, 67, West Hill, Hednesford, Sta.7. Tel.: EAS1 (Birmingham) 2682 (day). [9481]
- "MOTOR SPORTS"**. "Autosports, Motor Racings, Sports" Motorists, cheap 1957-62. Details: 169, Darnley Road, Gravesend. [9482]
- RARE 1934 S.S.2**. £50 o.n.o. Reconditioned throughout. Tel.: POL 3969 (after 6 p.m.). [9483]
- RILEY KESTREL SPITE**, genuine 65,000 miles. Engine reconditioned. 1962. Seen London Christmas. £150 or exchange open Riley. Details, photo: Lawrence Brewery House, Midcalder, Midlothian. [9484]
- MULLINER LANCHESTER 10.8**. Mint condition, 1936. One owner genuine 37,000. £230. Curtis, 157, Worcester Road, West Hagley, Worcestershire. [9485]

FOR SALE—continued

- A UNIQUE SPRITE, B.R.G.** Extras include fibreglass bonnet hard-top, soft-top, tonneau. Lightened balanced flywheel, redcrank competition clutch, high-compression head and pistons, Speedwell carbs., 3-branch exhaust, belts, Colotti wheel, carpets radio, heater, etc. Very powerful. 1959, 28,000. £340, offer. Hocking, 5, West Hill Hall, Harrow Hill, Middlesex. Tel.: BYR0n 9248. [9040]
- M.G. MODEL M** 2-seater sports, in original condition. £75. (Kent.) Box No. U.043. [9043]
- CRASHED ALLARD** (Palm Beach). Shell somewhat dented; chassis, engine etc., believed o.k. Four new tyres. Ideal cheap rebuild. £45 o.n.o. Davey, Old Wit, Launceston, Cornwall. [9045]
- A40 SPORTS, 1952.** Heater, spot, fog. Reconditioned engine, new hood. Excellent performance and condition. First £100 buys. Genuine. 2, Hutchinson Avenue, Broughton, Kettering, Northants. [9046]
- A.C. 2-LITRE saloon, 1948.** Good condition. M.O.T. £60 or offer. 6, Beaufort Drive, Kittle, Swansea. [9047]
- JENSEN 3-LITRE, 1937.** New hood, battery. Colombia 2-speed axle, servo brakes, heater. M.O.T. Sept. 1964. £100 buys this fine example of a sportsman's carriage. Crabbe, 76, Pevensey Avenue, Enfield. Tel.: ENF 6753. [9048]
- BRISTOL 403, Sept. 1953, maroon.** Replacement engine, gearbox, 35,000 miles ago. Recent clutch, engine and back axle overhaul. £375. Box No. U.049. [9049]
- 1934 McAUGHLIN BUICK saloon.** Outstanding condition. Straight-eight o.h.v., servo brakes, i.f.s. Completely original £95. Sparth House, Clayton-Je-Moors, Nr. Accrington, Lancs. Tel.: 31746. [9050]
- ALVIS 12/50 TJ wide 2-seater, complete, original, good condition.** Wellesley, Old Hall, Wellington, Salop. [9051]
- NEAR VINTAGE MORRIS Isis (1932).** Fantastic condition. Used daily, Coachbuilt saloon. O.H.C. Leather re-upholstered throughout. £195. Tel.: Bristol 43941. [9053]

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FOR SALE—continued

- DAIMLER 3½-LITRE, 1938, 7-seater limousine,** in exceptionally good condition. £125. Tel.: Mitcham 5838. [9054]
- 1938 4½ BENTLEY K.U. chassis with black Thrupp & Maberly sports saloon body, sliding head. Radio and heater. Apply 215, Watville Road, Handsworth, Birmingham, 21. [9055]**
- MORGAN 4/4, 1950.** Engine rebuilt; available at rebuilder's garage, Arums, Putney. Owner at University. £180 o.n.o. Tel.: Vandyke 1616. [9057]
- DAUPHINE, JULY 1961, mileage 7,500, in superb condition and used only as second string. Nearest £325, terms possible. A. Rowley, 81, Mountnessing Road, Billericay. Tel.: Billericay 1832. [9058]**
- TR3A, 1960 MODEL.** Immaculate condition. Low mileage. Black. H/top, s/top, tonneau, o/drive, heater, radio; new "X"s; mod. suspension, etc., etc. Reluctant sale but now have firm's car. £490 o.n.o. Tel.: UNDERhill 1321. [9060]

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- 1948 Silver Wraith Mulliner touring saloon £795
- 1938 Phantom III touring saloon. Recent maker's overhaul (solid tappets) £675
- 1936 20/25 Park Ward sedan de ville ... £450
- 1934 20/25 Mann Egerton owner-driver saloon, in particularly good order £275
- 1933 20/25 Park Ward sports saloon, in good mechanical condition but needs interior renovation £175

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- 1949 4½-litre Park Ward d.h.c. Power-operated hood. Full-flow engine and in beautiful condition £895
- 1952 4½-litre sports saloon. Low mileage ... £685
- 1949 4½-litre sports saloon. Recent Bentley replacement full-flow engine and exceptional coachwork £495
- 1939 4½-litre overdrive sports saloon ... £425
- 1936 3½-litre Hooper drophead coupé with excellent history and well preserved £395
- 1947 4½-litre Mark VI, in sound order ... £325
- 1935 3½-litre Fisoni sports saloon £325
- 1938 4½-litre Park Ward sports saloon ... £250

FOR SALE—continued

- XK120 SUPER SPORTS, December 1950, sound condition throughout. Fast, unmodded. Tonneau, hood, hard-top, Cinturas. Raced this year. £210, including spare engine. Urgently wanted: Don Parker or similar trailer. Nash, 21, Florence Park, Bristol, 6. [9061]**
- ROLLS-ROYCE, 1949, Silver Wraith owner-driver saloon. Truly fantastic performance. Believed only two owners; speedometer reading 50,000 miles. Aluminium body. Offers around £550. Tel.: MIL 5172. 47, Westend Lane, N.W.6. [9062]**
- FAIRLEY-MERCURY, well-known sprint/hill-climb racing car. 4,225-c.c. V8 engine in tubular chassis—alarming performance. Suitable for syndicate of young enthusiasts to begin competition driving. New, highly-modified engine just installed; car completely prepared for next season. £130, with trailer, spares. Send for full details. Reeves, 5, Westbourne Road, Birmingham, 15. Tel.: EDGaston 1933. [9063]**
- COOPER 500 J.A.P. Good condition, trailer. £135. Bettinson, 2, Ampton Road, Birmingham, 15. Tel.: CALthorpe 2819. [9064]**
- 1931 STRAIGHT-8 LANCHESTER limousine, in excellent running order and really remarkable state of preservation. £295. 1927 Straight-8 Sunbeam, fitted with shooting brake body. £265. These are two very rare cars, both in exceptional condition, and would not be offered for sale except that space is badly needed. Reply to Holland, Argyle House, Southport. Tel.: 56719. [9065]**

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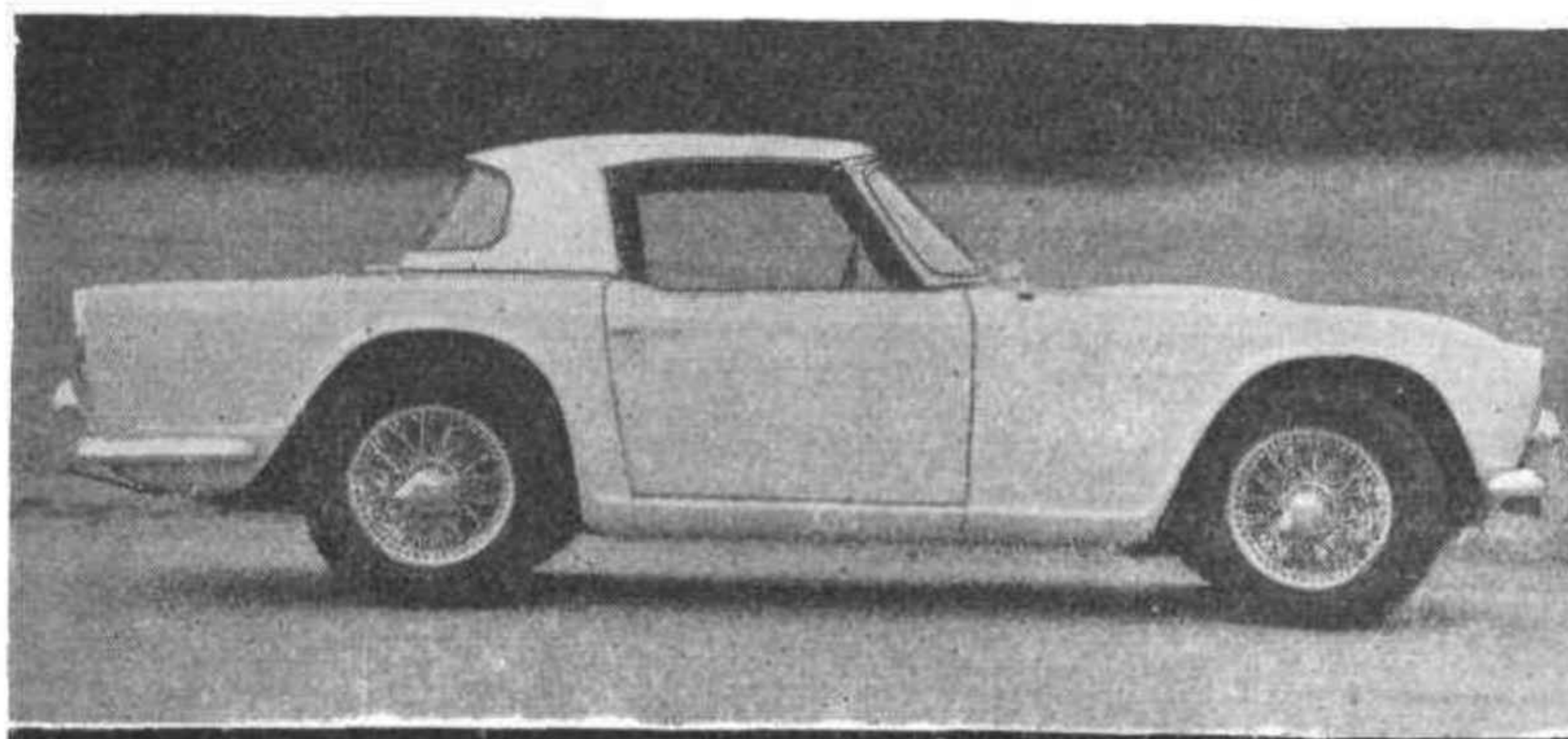
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Map reference: I-in. O.S. Sheet 170—2766924

FOR SALE—continued

RILEY 1 1/2, 1948. Reconditioned engine. Very good condition for year. £100. Brant, 176, Crown Street, Peterborough. [9066]

JOWETT SPARES from 1920 to 1954. New and second-hand. Braddock, Top Lock House, Marple. Tel.: 1614. [9067]

"PATIENCE." This famous I.F.S. Meadows-engined Frazer Nash for sale owing to other commitments. Mechanically and bodily immaculate; as raced 1963 and of course unique. Owing to its light weight and superior road-holding this car is one of the fastest 1,500-c.c. "Nashes" racing today. Further engine development with which assistance will be given will without doubt make it the fastest. Fully road equipped and accepted by V.S.C.C. as a P.V.T. £450. Contact R. W. Ashley, Forest House, Silverstone, Nr. Towcester, Northants. [9068]

ALVIS TA21, 1951. Good condition. During past eighteen months engine overhauled. New: Crankshaft, clutch, exhaust system, brakes, tyres. Resprayed. Enthusiast maintained. £125. Barry, 99, Wymondley Road, Hitchin. [9069]

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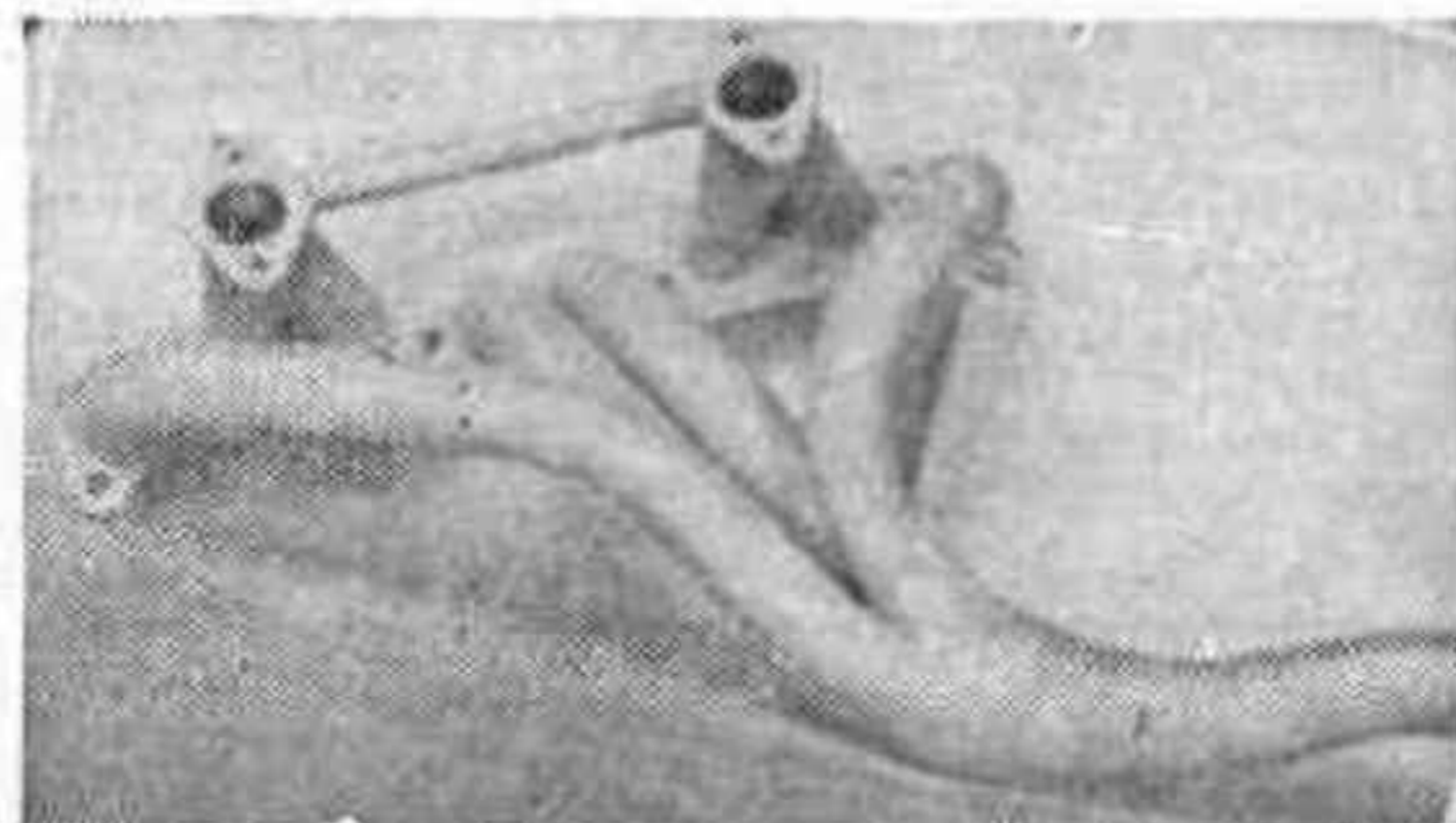
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FOR SALE—continued

RILEY R.M.A., August 1950. M.O.T. cert. immaculate throughout. Rudd, Tel.: King's Lynn 3182. [9070]

LANCIA LAMBDA, 1929, tourer, good condition, excellent performance. £200. M. Horn, 120, Eden Way, Beckenham, Kent. Tel.: BEC 5382. [9071]

LANCIA AURELIA, 1955. Recently resprayed dark green. New "X"s. Beautiful condition throughout. £425. Skinner Tel.: Hampstead 1494 (daytime), otherwise Baywater 8439. [9075]

FABULOUS ROLLS-ROYCE, vintage limousine. Lovely. £95. Exchanges. Spares available. Tel.: Bramley 3542 (Surrey). [9076]

BANISH HANGOVERS and cobwebs! Buy my excellent 1957 Morgan Plus 4 (TR2 works replacement engine). Many new parts, including recent respray. Full details. Offers around £310, to R. Fletcher, 27, Handley Road, Bramhall, Cheshire. [9077]

"MOTOR SPORT", 1947-1963, £5. Welding set, B.O.C. gas, £7.10s. Pierce, 23, Richmond Road, Wimbledon, S.W.20. [9073]

DIRECTOR'S B.M.W. 501. L.H.D. saloon (6-cyl.), 1957, registered March 1961. Fitted heater, Becker Autoradio, Webasto roof. 26 m.p.g.; taxed. Colour photograph 3s. 6d., returnable to buyer. Best offer over £275, o.x. considered. Can arrange finance. Also TR2, £185. Not dealer. Ashton, 98a, Stanley Road, Cheadle Hulme, Cheshire. Tel.: HUL 3040. [9079]

M.G. MIDGET, 1962, white, showroom condition, genuine 6,500 miles. £475. John Cooper, Tanglewood, Tolleshunt Major, Maldon, Essex. Tel.: Tolleshunt D'Arcy 350. [9080]

B.M.C. "A" / MINI AQUAPLANE alloy head. Overhauled valve gear, studs, washers, new K.L.G. plugs. £19.10s. S.U. fast-flat suction assembly (HS2), 35s. V. Branch, 99, Shooters Hill Road, Blackheath, S.E.3. [9081]

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M.G.-A 1600 Roadster, 1960, beige with red trim; heater, tonneau, Michelin 'X', lug, carrier... £475
M.G.-A 1500 fixed-head coupé, 1959, light green, fitted with many extras... £425
M.G.-A 1500 Roadster, 1956, red with red trim; last owner 5 years, well maintained... £310
M.G. TF 2-seater, 1954, red with red, fitted radio, heater, tonneau; excellent... £345
M.G. TD 2-seater. Choice of 3, all exceptional cars, fitted with many extras. From... £245
AUSTIN HEALEY 3000 convertible, 1963, 7,000 miles only, as new. A great saving... £895
AUSTIN HEALEY Sprite Mk. II, 1962, white, 1 lady owner, 10,000 miles. Mich. 'X', tonneau... £465
AUSTIN HEALEY Sprite, 1959, B.R. Green, htr.; tonneau, twin spots; engine overhauled... £295
DAIMLER SP250 Dart, 1960, one owner from new. Beautifully maintained car; extras... £625
MORGAN + 4 tourer, 1961 Series, with disc brakes, wire wheels, radio, tonneau; superb... £495
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JAGUAR XK150 fixed-head coupé, S type, 1959, wire wheels, overdrive, radio, etc... £645
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TRIUMPH TR3, 1957, yellow with black trim; modified to TR3A appearance, superb; extras... £395
TRIUMPH TR2, 1955, red, fitted hard- and soft-tops, wire wheels, heater, Michelin 'X'... £295
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ALVIS FIREBIRD drophead, Nov. 1934, with rebuilt 19-in. wheels and P.100 lamps. Three owners only; enthusiast maintained last 12 years. Complete car less body for spares, plus three new Dunlop 600x19 remoulds and reconditioned Vertex mag. £140. Chaffin, 2, Burton Close, Carlton, Nottingham. [9232]

APRILIA, 1939. Excellent; extras. Tested, taxed, £110 o.n.o. Tel.: BY4 1896. [9233]

ASTON MARTIN INTERNATIONAL, 1931, 1½ M.G. engine. £120 o.n.o. Scott, Church Road, Belbroughton, Worcester-shire. [9234]

ALVIS, 1933, SPEED 20 : 1935 engine, special 2-seater, cycle wings. Recent engine overhaul : all new valves. Mechanically good; tyres very good. Offers over £75. Hodson : Kelsale Court, Saxmundham, Suffolk. Tel.: Saxmundham 2083. [9236]

RILEY CONNOISSEURS : 1953 2½-litre green R.M.F. saloon. As new condition throughout, engineer maintained; radio, heater, washers, etc. £230. Tel.: UPLands 7989 (Surrey). [9237]

120-M.P.H. TR2, 1954, good condition. Special 4-speed over-drive. Extras. £225 o.n.o. Penny, George & Dragon Hotel, Baldock, Herts. [9238]

ALPINE Mk. I, 1954, completely rebuilt. £275 o.n.o. Kemp, 56, Langley Road, Staines, Middlesex. [9239]

RILEY, 1936, 1½ six-light Kestrel. Body, tyres, good. Interior very good; mechanics perfect. Reground crank, twin S.U.s, £95. Tel.: Hindhead 671. [9240]

M.G. TD. Red. New weather equipment, bumpers, exhaust, etc. Heater, oversize "X"s; fog, spot lamps, mirrors, luggage rack, etc.; eight s/absorbers; workshop manual. £215. Baggaley, Bleasby (Tel.: 210), Nottingham. [9241]

RILEY GAMECOCK 1932 vintage, perfect order, M.O.T. £265. Mr. de Vit, 34, Duke Street, Kidderminster, Worcs. Tel.: Kidderminster 3639. [9243]

LAGONDAS : 4½ Rapide chassis, £50. 4½ d.h.c., £35. 3½ 2-seater "special," £100. 3½ chassis, not run-in, £65. 3½ chassis, £20. Rapier chassis, £20. Vintage 3-litre saloon, £25. 4½ (LG6) chassis (Invictas : Bentley head, twin Vertex), £50. All offers considered. 121, Copers Cope Road, Beckenham. Tel.: 9316. [9244]

LANCIA AUGUSTA, 1936, sporting saloon de luxe model. Considered best in existence. Wire wheels, Michelins. Immaculate original condition. Bodywork perfect. Engine requires slight attention. £140. Jackson, 12, Broad Street, Stratford-on-Avon, Warwicks. [9245]

SHUNTED AUSTIN A30, 1954 saloon. Rear-end damage to body. Mechanically undamaged. £35. Terry Wood, Tel.: Kingston-upon-Thames 4766. [9246]

MORGAN +4, 1953, 4-seater. Body very sound and rust free. Engine relieved last December. New hood, many extras including heater. £185 o.n.o. J. Brasted, Tel.: STA 6691 (office), Tewin 408 (home). [9247]

1932 LAGONDA 16/80 sports saloon (Club reg.). Immaculate appearance and perfect mechanical order following £400 rebuild. New tyres and batteries. Gift for enthusiast at £175, taxed. Tel.: Uxbridge 37342. [9249]

RENAULT DAUPHINE, Sept. 1961, duo-grey. Seat belts, Konis, new tyres, Vulcan conversion. Moderate mileage, immaculate condition. £360. Tel.: ELTham 2200. [9250]

VERY SMART RELIABLE Jaguar 3½ saloon, 1949. P.100s-spots, fogs, radio, heater, s/roof; good tyres, battery, mechanics. M.O.T. July. £75 o.n.o. 223, Chatsworth Avenue, Cosham, Portsmouth. [9251]

MICHELIN SDS 5.60x15, four ex-VW, 8,000 miles. Three 5.20x13, Sprite. Offers. Davis, 9, Wheat Hill, Orchard Hills, Walsall. Tel.: 24090. [9257]

FOR SALE—continued

ALVIS 12/70, 1938, f.h.c. Good condition. £60. Spalton, Southview Road, Headley Down, Bordon. [9252]

1932 RILEY 9 "Plus Ultra Gamecock" sports 2-seater. Polished aluminium body, slab petrol tank, aero-screens, Brooklands engine and gearbox. Superb car, concours prize winner. £150. Exchanges. 39a, The Green, Southall, Middlesex. Tel.: SOU 7423. [9253]

WEBER CARBURETTOR on cast manifold for 105E Anglia/109E Classic/113E Cortina, £12. Anti-roll bar for 105E, £3. Large driving lamp, £1. Tel.: Walton-on-Thames 20784. [9254]

RILEY 2½, 1952. B.R.G. Excellent condition. New Cinturas. Overhauled throughout. Good performance. Heater, many sensible extras. £150. Will haggle Tel.: Farnborough (Kent) 55730. [9258]

M.G.-TC, EXCELLENT. New crankshaft, rings, bearings, battery, 16in. rear, tonneau, gd tyres, mod. rear lights. £165. 2, Model Cottages, Swanley Village, Swanley, Kent. [9259]

B.M.W. 328, chassis and engine. Resprayed, slight body rust, towable. Offers. Tel.: Hurstway 4019. [9260]

RILEY GAMECOCK. Bodily good, mechanically excellent. £110. Horner, 56, Sussex Gardens, London W.2. [9261]

M.G. SPARES : A s/h. M.G.-A hard-top, a s/h. Twin-Cam cylinder head, a s/h. T-type Tickford body, a s/h. P-type body, a s/h. J2 chassis frame, few s/h. spot and headlamps, few s/h. tonneau covers, a s/h. spoked steering wheel—fit J, P or TA, a pair of s/h. swept wings—fit J2, a set (4) of 12" brake assemblies—fit J2; callers only please. Also available : rebuilt exchange steering boxes, speedometer, 19" road wheels, hub caps, radiator grilles. New items for pre-War models : Brake linings, crown wheel and pinion, gasket sets, silencers, half-shafts, king-pin sets. "M.G. SPARES," Brighton Road, Peas Pottage, Sussex. Tel.: Crawley 24223

FOR SALE—continued

ROLLS-ROYCE 20/25 SPARES. Many parts still available—starter £5 engine (less head) £25, wheels £2 10s. each, etc. 17, Harpes Road, Oxford. [9262]

WOOD STEERING WHEEL for Alpine, also rear seat cushions and Manual, Kitchener, Woodlands Avenue, Ems-worth, Hants. [9263]

SHAME ! Elderly family servant must go. Move to mountainous district would be undue cruelty to specimen 1934 Austin 10 Cabriolet. Umpteen thousand miles but still going strong. Bodywork excellent. Some improvement in mechanics possible, so only £55 to a good home. Box No. U 264. [9264]

ALFA ROMEO 1900 c.c. Super Sprint G.T., Weber carbs, all-synchro gearbox, wire wheels, immaculate black interior, red outside. 112 m.p.h. or 32 m.p.g. £265, or exchange Mini or small estate. Box No. U.265. [9265]

ROLLS-ROYCE. Director's 2-door, 4-seater 20/25; possible the finest both mechanically and structurally, on the road today. Black and primrose. Not for export. £375, no silly offers. Might exchange good Mini or 105E. Box No. U.266. [9266]

ALEXANDERISED TRIUMPH HERALD 1200 convertible, 1961. 60 m.p.h./16 secs. £495. Tel.: Walton-on-Thames 25684. [9267]

RILEY 1½-LITRE, 1950. New hood, 800 miles per pint oil. Average condition. £115. Spencer, 10, Friars Close, Wellingborough, Northants. [9268]

AUSTIN HEALEY SPRITE, Mk. I. Insurance age forces sale, must go by mid Dec. A lovely little car with hard-top, soft-top, tonneau, woodrim s/wheel, heater, spot, reversing light, luggage rack, Sebring bonnet conversion, "X"s, new, modified engine with high comp. head. Downton camshaft, steel liners, twin Amais, etc. Shorrock's supercharger available to fit on separate. Ready for shopping or racing. Any reasonable offer for heart-breaking sale to: Peter Hennell, 24 Reddings Welwyn Garden City, (tel.: 23121, work 21121), Herts. [9269]

1938 ROLLS-ROYCE 25/30 Hooper sports saloon. Sunroof. Engine rebuilt. Interior renovated. Excellent overall condition. £450. Potter, Ham Mill, Newbury. Tel.: 1346. [9270]

AUSTIN-STILLETTO 750 SPECIAL. Tubular chassis; hydraulic brakes; reconditioned engine; l.f.s.; new tyres; batteries; hard-top; spares. Offers over £100. Darling, 42, Shirley Road, Histon, Cambridge. [9271]

ALVIS 1950 TA14 saloon in excellent condition. Recent major engine overhaul and new clutch. Seatbelts, heater and many other extras. Also 1948 saloon for spares. Any sensible offer considered. Anderson, Little Orchard, Acton Trussell, Stafford. [9272]

VOLKSWAGEN, 1952. £145. Hydraulic brakes, sunroof, crash gearbox, new battery, good tyres, 36 m.p.h., tested, condition average. Goes well. Hugo Tippet, St. Pirans, Maidenhead, Berks. [9273]

ALVIS 3½-LITRE 1936 D.H.C., and Riley 16 h.p., 1938. Both well maintained mechanically, bodily and internally. £120 o.n.o. and £70 o.n.o. respectively. 56, Portal Close, West End Road, Ruislip. Tel.: Viking 2300, Ext. 444. [9274]

1932 ROVER SPEED TWENTY 2-litre tourer. Paint, side-screens, hood, excellent. Bentley-type all-aluminium body. Photo's. £120. Tel.: Kings Lynn 3669. [9275]

M.G. TF, 1955. Heater, new hood, sidescreens. New M.O.T. certificate. Runs extremely well. £295 o.n.o. Tel.: Chiswick 4070 evenings, weekends. [9276]

BENTLEY Mk. VI; full flow engine. £235. Also Jaguar, 1960, Mk. IX. Automatic; excellent throughout. £460. Exchanges considered. 9, Park Drive, Romford, Essex. [9277]

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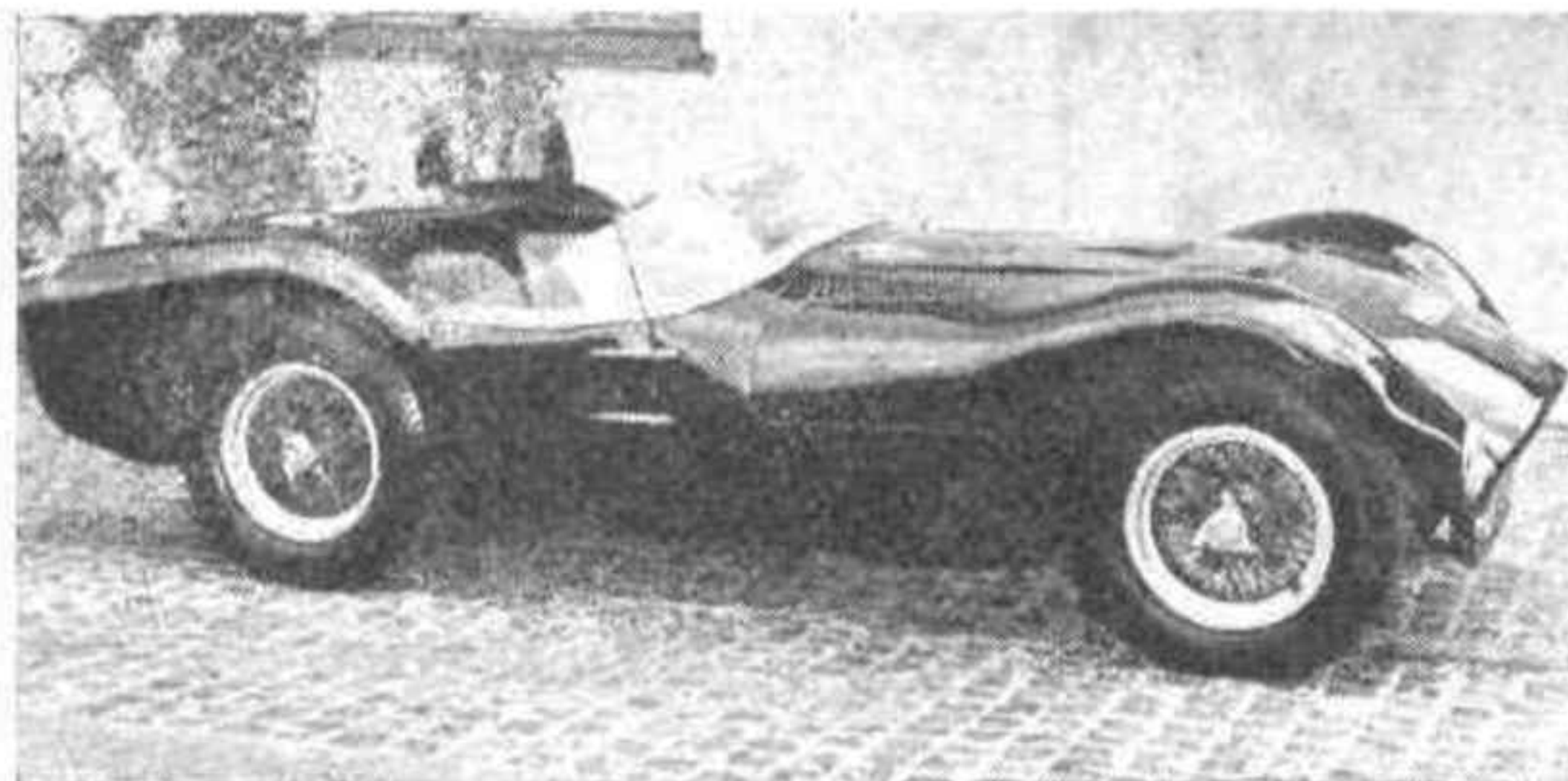
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- PORSCHE, 1956, 1600** coupé. Exceptional example. Fitted Konis, Michelin "X", radio ... **Price £595**
- LANCIA, 1955, Series B.20** G.T. coupé. Good example ... **Price £445**
- LANCIA Augusta** saloon, 1934. Extensively overhauled, excellent bodywork. **Price £100**

- BENTLEY, 1929, Speed Six.** Short-chassis 4-seater tourer. Extensively rebuilt with new body this year. Magnificent condition ... **Price £995**
- BENTLEY, 1929, Speed Six, 2-seater.** Built for vintage racing. Hydraulic brakes and other modifications. Very stark and potent ... **Price £795**
- BENTLEY, 1929, 4½-litre, 10' 10"** chassis. Tourer. Original throughout. Extensive work in progress ... **Price about £700 when completed**
- ROLLS-ROYCE, 1929, 20,** 4-door tourer by Connaught. Stored for 22 years. Restored to near concours standards. Probably best example available. Ready by Christmas ... **Price around £1,400**

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1954 SUNBEAM 19 Mk. IIA saloon. Good running order. M.O.T. ...	Price £115
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1934 A.C. 15/60 coupé, original. Requires tidying. M.O.T. ...	Price £45
1948 ALVIS TA sports saloon. Excellent. M.O.T. ...	Price £95
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FOR SALE—continued

- JAVELIN DE-LUXE, LATE 1949.** Exceptional condition. Recent complete overhaul, oval web crank, numerous spares. £100 o.v.n.o. 12, Shelley Crescent, Southall, Middx. [9278]
- EXCEPTIONAL TC, TWO OWNERS.** Gold Seal engine, heater, hard-top. £185. 51, Meadowcroft (Tel.: Hatfield 5277) Herts. [9279]
- LOTUS ENTHUSIASTS:** XVII fibreglass front half. £35. XI aluminium rear half. £20. Shepherd, 17, Shortlands Green, Welwyn Garden City. [9280]
- 1934 ALFA ROMEO-TYPE** 6-cyl. 2300 Gran Turismo; coach-built aluminium body, similar Alfard. New electrics, chrome, carpets, perfect engine, steering, brakes, tyres, all extras. Fast. £170. Shepherd, 17, Shortlands, Green, Welwyn Garden City. [9280a]
- WHEELS AND TYRES,** 15x135 and all pieces for Ford Special, including plastic body. Picton, "Egerton," Ounsdale Road, Wombourne, Wolverhampton. [9281]
- '39 APRILIA DE-LUXE,** M.O.T. Standard bore tele's. "X," good runner and looker. £55. 140 Christchurch Avenue, Kenton, Harrow. [9282]
- SPRITE, MK. II DE-LUXE.** Blue, radio, heater. One careful lady owner, 21,000 miles. Brakes relined and tyres just replaced ("X"s). £410 o.n.o. Symon, Oakdene, Lower Penns Road, Preston, Paignton. Tel.: Paignton 82912. [9283]
- CHRISTMAS BARGAIN:** 1954 XK 120 l.h.c. blue, "C" head and cams, 9.1 pistons, wire wheels, 3.5 back axle, fast and hairy. Bodywork fair. £110 o.v.n.o. J. E. James, 3, Gladstone Villas, Durham City. [9285]
- AUSTIN HEALEY BNI, 1954.** Red with black h/top, tonneau s/top, RS5 tyres, s/belts, etc. No offers. £245. Tel.: Alsage 870. [9286]
- 1959 ROCHDALE G.T.-TYPE.** Requires mechanical attention. Body A.1. Ideal buy for someone building own car. Offers. D. Rutherford, 32, Main Street, Doune, Perthshire. [9287]
- HISTORIC RACING CAR.** A unique opportunity to acquire one of the only original and genuine racing Austin 7's left. 1927/9 single-seater, supercharged Ulster Austin 7. Completely rebuilt and ready for racing. A host of spares available, including blown Ulster engines, blowers, axles, racing tyres and wheels; to be offered first to buyer of car. £225 o.n.o. Write P. Brewer, "Rosslyn," Woodford Road, Woodford, Cheshire; or Tel.: Prestbury 88157 daytime. [9288]
- 1946 ROVER 75.** Excellent condition. Maintained since new by Rover specialists. Full history. Luxury fast touring car for £135. Owner going abroad. Tel.: Pinner 5126 evenings. [9289]
- VOLVO 122S (1583 c.c.),** June '61, Janspeed Group 3; engine recently overhauled, new set brakes shoes just fitted, mounted on Cinturas, also are three spare wheels, Konis, 0-60 in 10.5 sec., won numerous hill climbs and sprints. Box No. U.290 [9290]
- MORRIS COWLEY SALOON,** 1929. M.O.T. tested, four new tyres; seen at Northgate Garage (Bridgnorth) Ltd., Bridgnorth. [9291]
- ROLLS-ROYCES:** 1937 Hooper 25/30 fixed-head sports coupe, 2-door 4/5-seater, projecting trunk, sunroof, black paintwork, Maroon hide upholstery as new, woodwork repolished. No faults. Two owners. £750. 1936 Mulliner 20/25 informal style sedanca, unused 14 years, authentic mileage 37,000. Hide front seats and paintwork—dark green; rear upholstery—beige cloth. Unmarked original Concours condition throughout. Two owners. £1,200. Photos. 23, West Park, Harrogate, Yorkshire. Tel.: 5834 after 7 pm. [9292]

FOR SALE—continued

- M.G.-A HOOD,** with frame, slide side screens, tonneau. All new. £12 10s. Tel.: Tamworth-in-Arden 218. [9293]
- MORGAN 4/4 DROPHEAD COUPE,** 1947. Completely rebuilt and must be seen to be appreciated. Mechanical overhaul, re-wired, re-trimmed, re-sprayed B.R.G., etc., etc. £130. 12, Milton Road, Bentley Heath, Solihull. Tel.: Knowle 3816. [9294]
- ASTON MARTIN, 1934,** s/c Le Mans, engine completely rebuilt, re-upholstered, re-chromed, M.O.T. tested, re-wired, immaculate. £400 o.n.o. Mr. R. Weatherby, 59, Ladygate Lane, Ruislip. Tel.: Ruislip 5127. [9295]
- M.G.-A, 1956,** perfect, new tyres, tonneau, heater, etc., M.O.T. £215. 1, Birchway Avenue, Blackpool. Tel.: 33639. [9296]
- JAGUAR 2.4 S.E., 1959 MODEL.** First registered Nov. 1958. Two owners. B.R.G., with green upholstery. Radio, good condition. Will demonstrate West Riding Yorks. £395. Tel.: Morley 3491. [9298]
- VW DE LUXE, 1958,** bronze, immaculate all-round condition, meticulously maintained. "X" tyres, extras too numerous to list. £340. Feaver, 8, Barn Meadow Lane, Great Bookham, Surrey. Tel.: Bookham 4178. [9300]

FOR SALE—continued

- POWERDRIVE THREE-WHEELER, 1955.** Fine model of type much modified, good hood, 12-volt system, hydraulic brakes, almost new tyres. Regret 320 c.c. engine unable to cope with Derbyshire peaks. Offers. Also B.S.A. three-wheeler spares. Tel.: Buxton 649. [9297]
- BENTLEY, 1929, 4-LITRE saloon.** Good mechanically throughout, very attractive and original fabric body, believed Weymann. £350. Neilson. Tel.: ENfield (Middx.) 7051 (office) or 6983 (evenings). [9301]
- 1962 LOTUS ELITE.** White, beige trim; 15,000 miles; diaphragm clutch, Brabham balanced engine, heater, Pirelli Cinturas, seat belts, never raced or rallied; one owner. £875. Darwall Smith, Riggs, Seaford. Tel.: 2748. [9302]
- 1949 M.G. TC.** First class, fast. £75 spent on engine and clutch; many accessories. Quick sale. £185. Pilot Officer P. Carter, Officer's Mess, R.A.F. Hullavington, Wilts. [9303]
- IMMACULATE POST-VINTAGE SPORTS.** Faultless Wolseley Hornet Special, 1932. Superb racing lines and performance. Scrupulously overhauled—every nut and bolt examined. Entire engine rebuilt. New tyres, battery, Sprite buckets, anti-fade brakes, M.O.T. £110 o.n.o. Wells, East Deerwood, Woodlands Road, Bickley, Kent. Tel.: IMP 3073 after 6.30 p.m. or weekends. [9304]
- ALVIS FIREFLY, 1933 d.h.c.** Excellent engine and p/s box with everything duplicated for spares. Good runner. £25 o.n.o. or split. R. Hood, 163a, Nine Mile Ride, California, Wokingham, Berks. [9305]
- MOTOR SPORT, 1931-1962.** Only 1937 and few other copies missing. Offers to Box No. U.306. [9306]
- RILEY IMP, 1935.** 10,000 miles since complete rebuild, manual box, rod brakes, full weather equipment, aero screens. £425. Dick, "Redlands," Barnet By-Pass, North Mymms, Herts. Tel.: South Mymms 2129. [9307]
- 1933 AUSTIN 10 TOURER** with dickey, M.O.T., mechanically perfect, body reasonable, offers. Sweet, 28b, Norfolk Street, Peterborough. [9308]
- 1952 RILEY 1½.** One previous owner; taxed until March 1964. Recent extensive coachwork overhaul. Green. Chrome as new. "X"s, adjustable suspension. Numerous spares. Inside immaculate. Numerous new parts, brakes, tyres, U.J.s, elect. rev-counter, lights. Registered 1961. L.H.D. £185 o.n.o. Dave, 15, Cunliffe Road, Stoneleigh, Epsom, Surrey. Tel.: Ewell 1596. [9309]
- J2 M.G. "FORD" engine conversion,** 100%. M.O.T. Offers. 107, Valence Road, Lewes. Tel.: 4280. [9310]
- 1927 BENTLEY RED LABEL** Vanden Plas tourer in excellent condition with most spares, new tyres, etc. Much work done and money recently spent. £650. Box No. U.311. [9311]
- M.G. TC.** Complete transmission, fuel tank, windscreen, stub axles and brake assembly (front). 6, Ashburnham Crescent, Linslade, Leighton Buzzard. Tel.: 2296. [9312]
- 1952 JOWETT JAVELIN.** New tyres, reground crank, owner going abroad. £65 o.n.o. 27, Cumberland Road, Devonport, Plymouth, Devon. [9313]
- M.G. MIDGET, OCTOBER 1961.** Blue, heater, tonneau, rad. blind, new "X"s. Immaculate throughout. £410. Lee, 76, Kimberley Road, Solihull, Warwicks. Tel.: SHE 2615 (evenings). [9314]
- M.G. TC** Black, red vinyl hood, well shod. Bargain. £295. 8, Hillborough House, Hartshill Road, Olton, Solihull, Warks. (Still not sold). [9315]
- MORRIS MINI-COOPER, 1962.** Must sell; belts heater. '63 mods. £425 o.n.o. Tel.: Newcastle-upon-Tyne 810238 (evenings). [9316]

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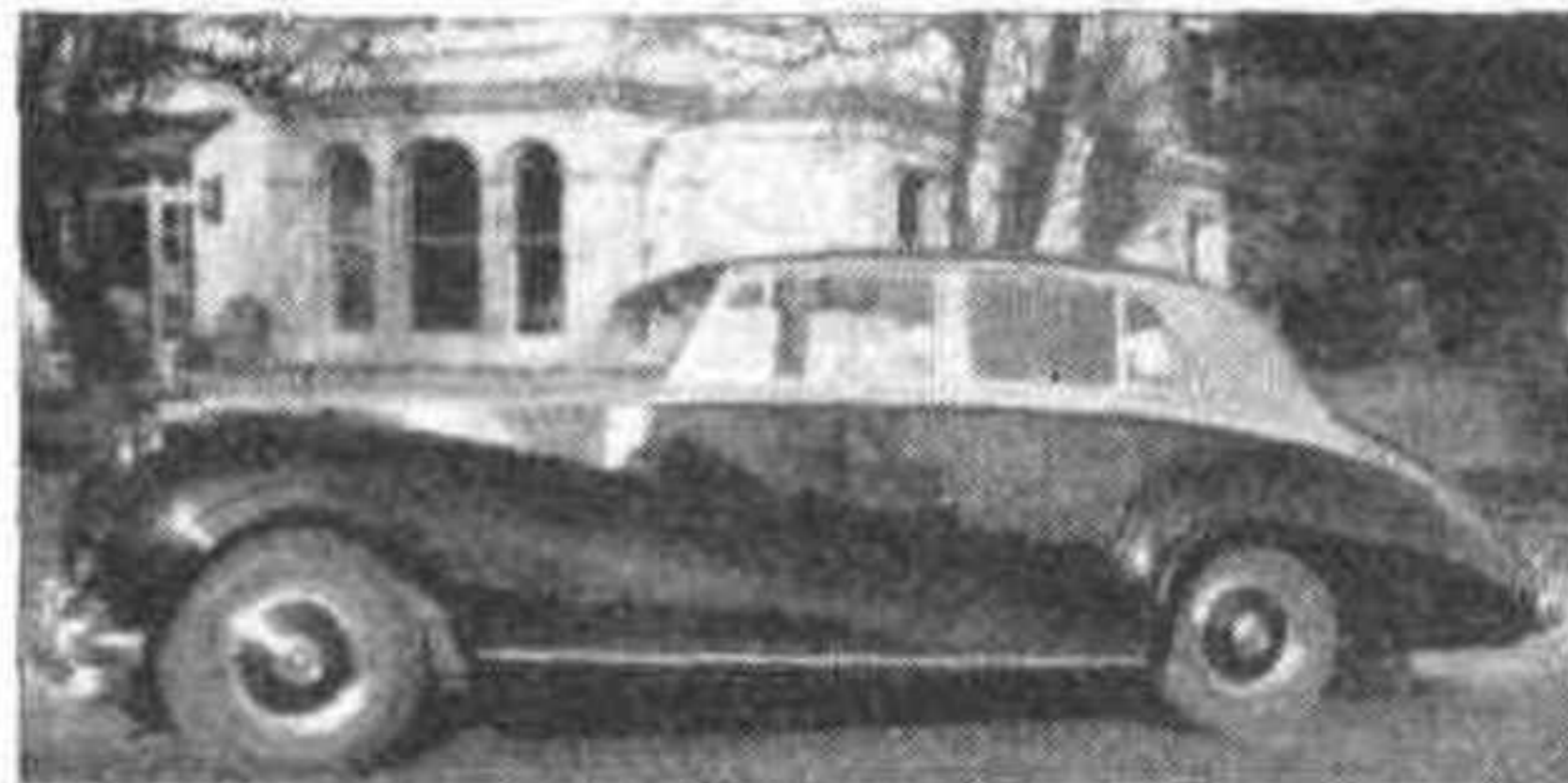
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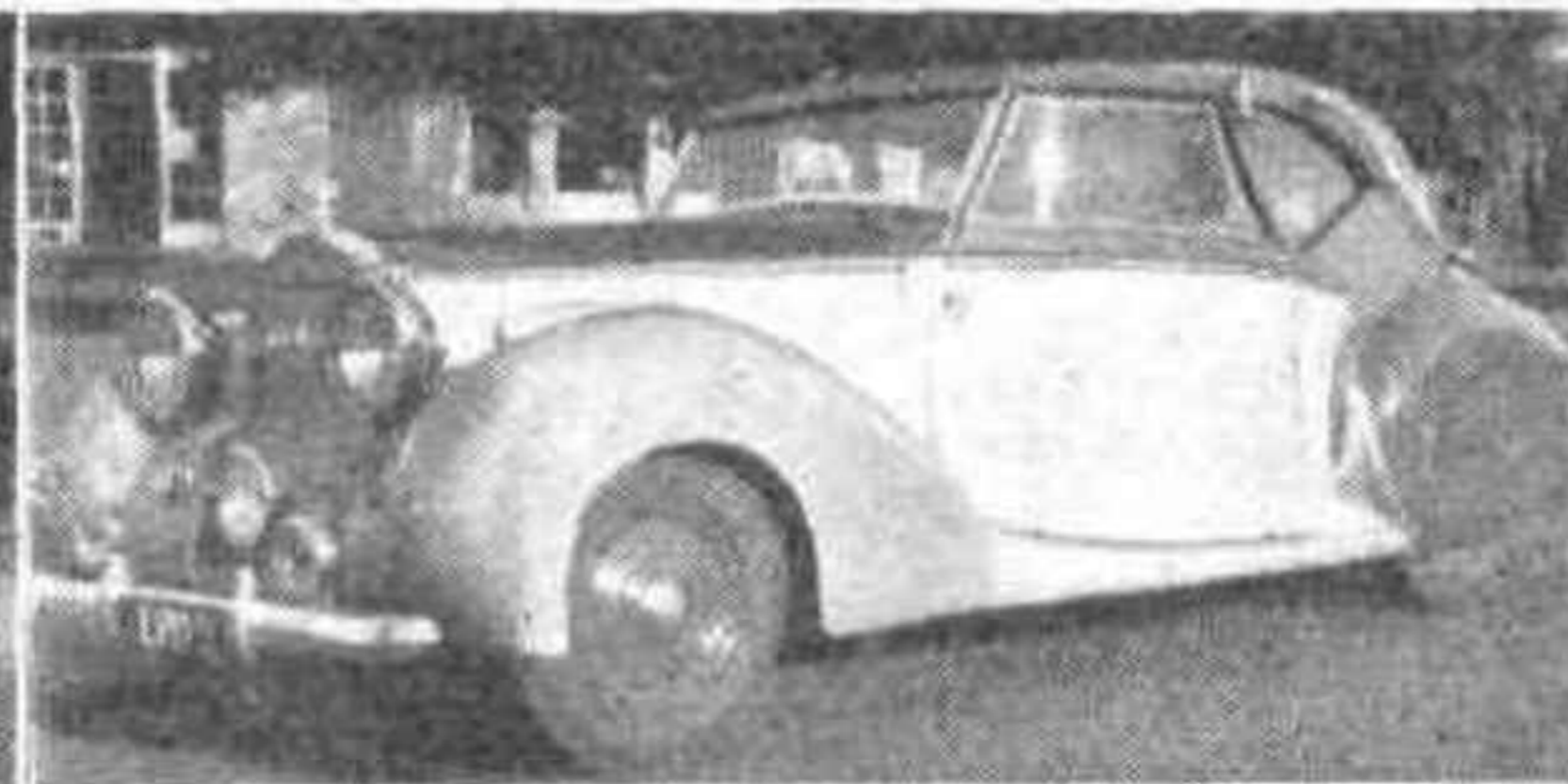
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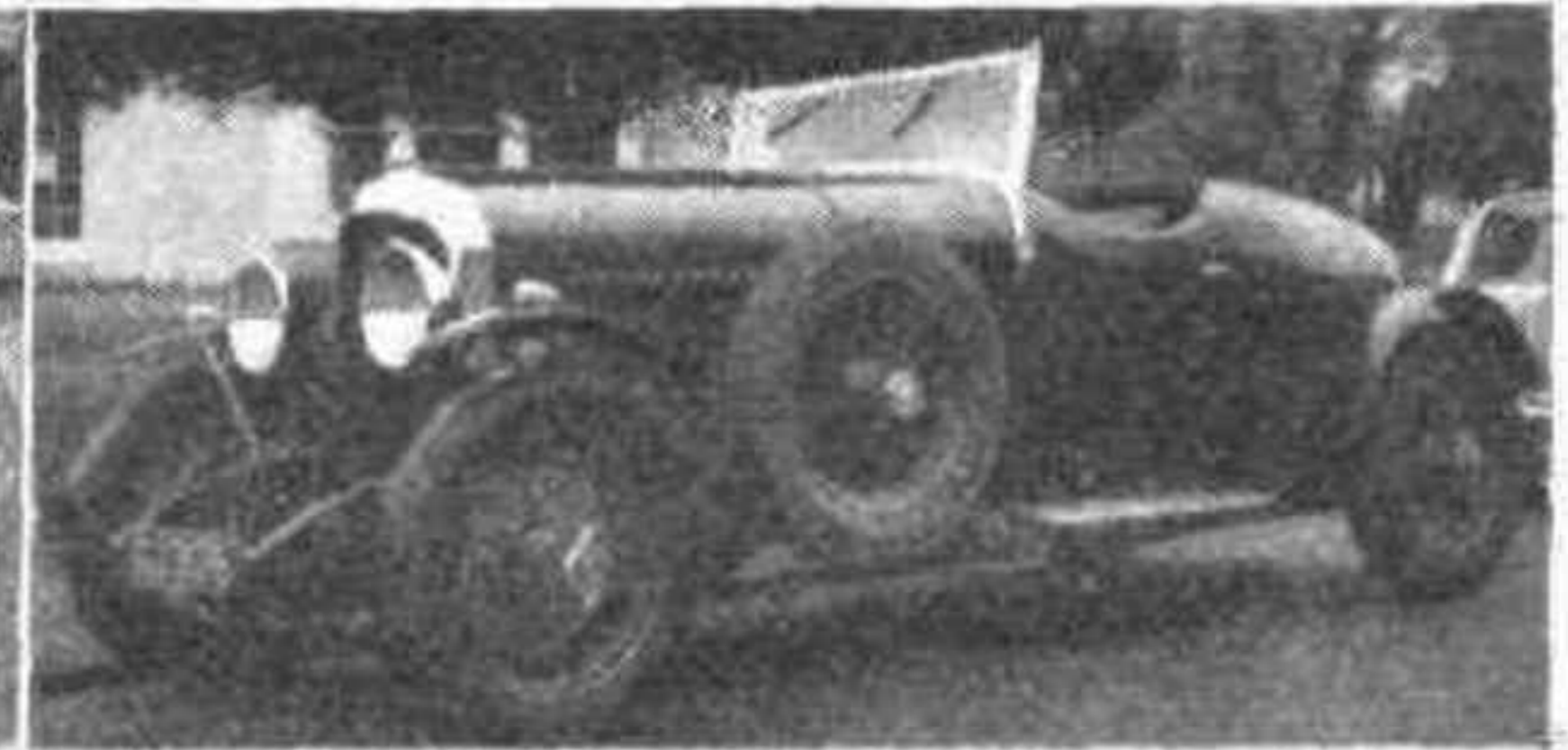
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ROLLS-ROYCE Silver Wraith, 1952. James Young sports saloon, easily mistaken for 1955/6, 4½-litre engine. Grey on black, grey interior. Indicated mileage of 79,000, possibly genuine. Outstanding appearance and first-class order throughout, both bodily and mechanically. £1,375



ROLLS-ROYCE Silver Wraith, 1947, fixed-head 4-seater sun-roof coupe by Saoutchik of Paris. Sable on sand with beige and red hide interior. Indicated mileage 89,000, full-flow engine fitted approximately 9,000 miles ago. Recently re-painted. A striking and unique piece of coachwork on a really first-class chassis. £950



BENTLEY 4½-litre round-tail 2-seater by Vanden Plas. Space in tail for luggage or third seat. F.S. Series, "heavy crank" engine, "D"-type gearbox. Work on brakes, clutch shackles, etc., recently done by us. Excellent weather equipment and trim. A thoroughly sound 4½-litre. £700

- ROLLS-ROYCE P.III H. J. Mulliner razor-edge owner/driver sports saloon,** 1937. First-class order throughout. £750
- ROLLS-ROYCE P.III, 1939 (early D.L. Series)** Hooper full 7-passenger limousine, projecting rear boot. Recorded mileage 70,000, one titled owner. Immaculate coachwork, first-class mechanical order. £695
- BENTLEY 8-litre Park Ward limousine.** A Concours specimen throughout. £950
- BENTLEY 4½-litre M.X. Series (overdrive)** 1940 Park Ward pillarless razor-edge saloon. Gun-metal paintwork, outstanding interior in red hide. Radio, etc. Excellent chassis and coachwork. Considerable history known. £495
- BENTLEY Mk. VI,** standard steel, 1948. Some rust, but reasonable interior and no mechanical defects. Only a fair car, but realistically priced at £175
- AUSTIN HEALEY B.N.I.** Black with red trim. Overdrive, radio; 1954 but in 1960 condition. £275
- FORD TEN SPECIAL,** built 1959. Standard components throughout. Fibreglass body, excellent weather equipment. A very sound and tidy car. £145
- JAGUAR XK 120 roadster,** 1952, but extremely sound and tidy specimen in B.R.G. with detachable hard-top. Far above average for an early XK. £195
- LAGONDA L.G. 45 sports saloon,** 1936. Sound, but a bit scruffy, hence price. £95
- M.G. TA, 1938.** Sound and tidy, good weather equipment. £110

M.G.-A 1500, 1958. Pale green, radio. Completely standard, but in immaculate condition. £365

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- DAIMLER Consort, 1951.** Radio and heater. Complete, but non-runner.
- OPEL Kapitän saloon,** circa 1954, l.h.d.
- SUNBEAM 25 h.p. fabric limousine,** 1930. Highly original and requires only minor attention to coachwork.
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- Hire-purchase re-possession as seen:—
- H.R.G., 1947,** 1500 c.c. Singer engine, aero-dynamic 2-seater.
- RILEY 2½-litre saloon,** 1951. Frost casualty.
- RILEY 1½-litre saloon,** 1951. Sound coachwork, fair running order.

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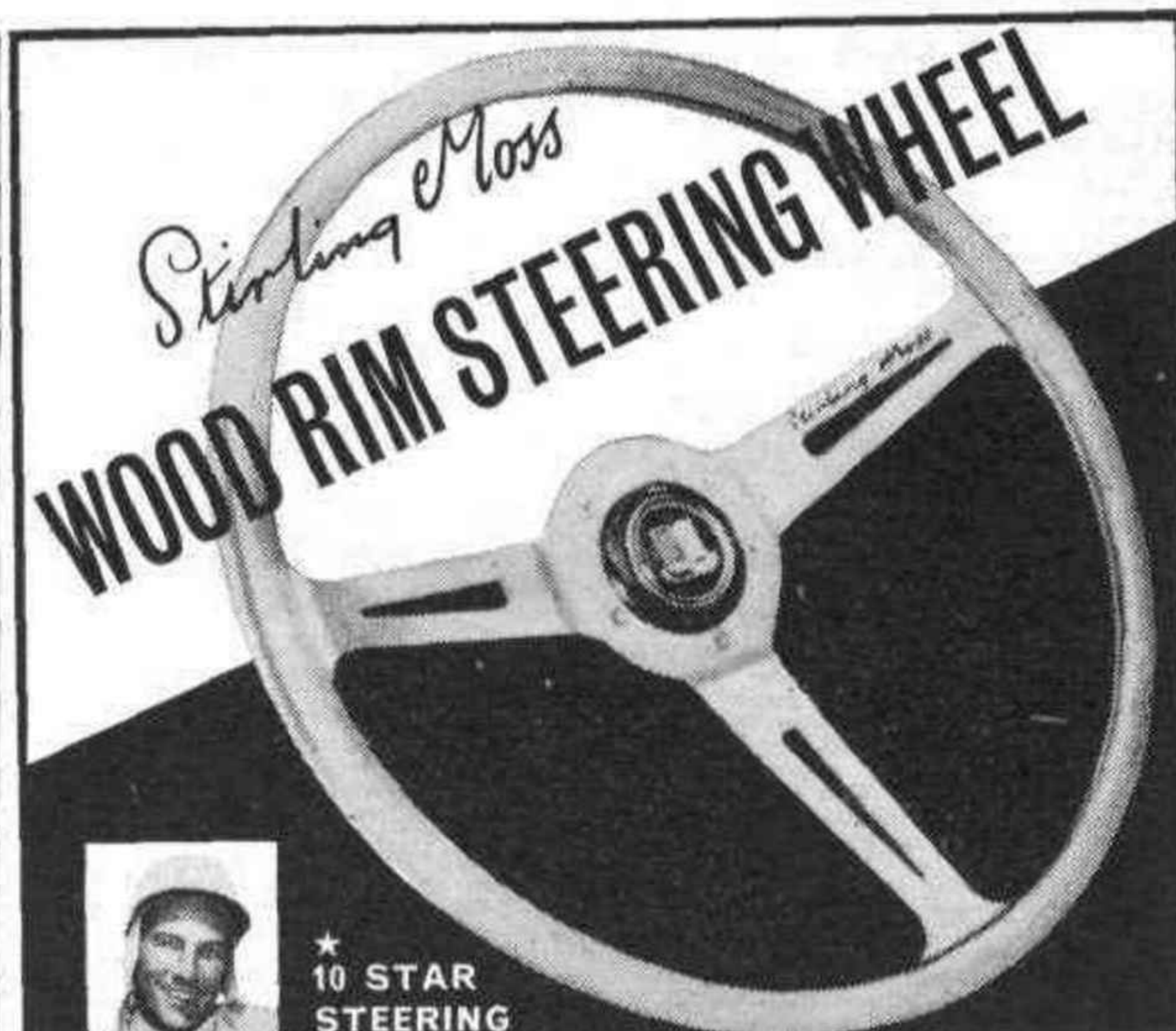
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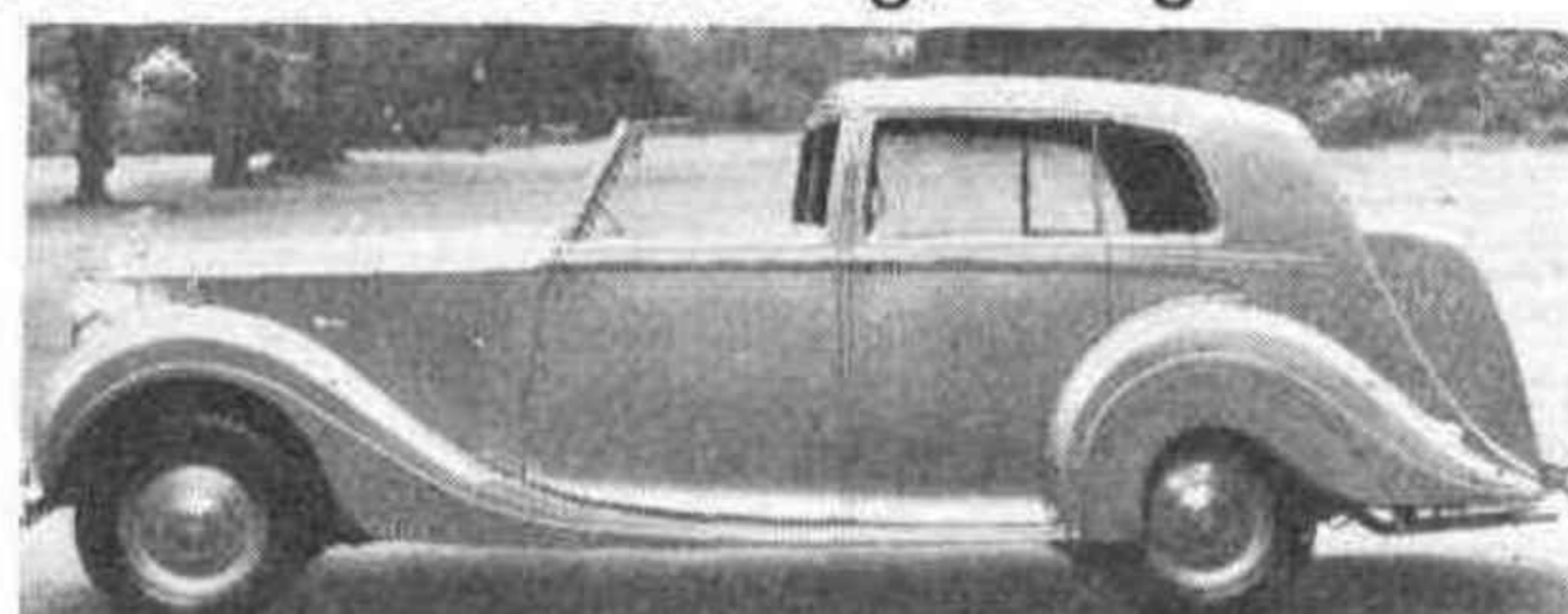


BENTLEY (1949) Special foursome d.h. coupé. Power hood, etc. Specialist maintained; detailed history. Shell grey/black hide £1,250

ROLLS-ROYCE (1958) Silver Cloud, one owner, small mileage. Maintained by maker's agents regardless; new condition, painted black, champagne hide. Detailed history £2,700

1935 ROLLS-ROYCE 20/25-h.p. sportsman saloon by Hooper. Large luggage boot, sun-roof. Recently repainted shell grey, blue hide; in very fine order; works scheduled £495

1939 BENTLEY overdrive sports saloon, High Vision model; detailed works history, well maintained. (Choice of three from £425) £675



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MERCEDES (1937) Type 230 foursome drophead coupé, nice running order. Well worth restoring. Now offered at £245

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- AUSTIN MINI DELUXE**, 1961, 13,000 miles, £80 just spent improving performance, Weber carburettor, new exhaust system, Dunlop S.P. tyres, additional instruments, etc. Perfect throughout. £360. Sweny, Brackenhurst, The Heath, Chaldron, Surrey. Tel.: Caterham 42174. [9320]
- M.G.-A 1600 FRONT SUSPENSION**, disc brakes. Condition as new. Offers. Wolfe, 7, The Green, Westerham. Tel.: 2398. [9321]
- 1960 TURNER "950"** White, immaculate, 24,000 miles, 45 m.p.g. One owner, taxed April 1964. £340 o.n.o., must sell. Box No. U.322. [9322]
- PORSCHE 1600 SUPER**, 1959, f.h.c., 53,000, radio, new "X" tyres, just completely resprayed old English white. Checked, serviced in Germany month ago (£55), never raced or rallied, first-class condition, any examination. £895. Wulff, Valast Hill, Pembroke. [9323]
- ALVIS 12/50**. 1932 tourer by Cross and Ellis. Mechanically and bodily good but scruffy. New mains and big-ends. Good tyres. £50. 27, Sivilla Road, Kilnhurst, Nr. Rotherham, Yorks., or Tel.: Mexborough 2715. [9324]
- BENTLEY Mk. VI**, 1948 standard steel saloon. Grey/blue. Retlined brakes, new Cinturas. £350. Box No. U.325. [9325]
- 1960 SUNBEAM ALPINE**, reconditioned engine, Alexander converted. Hard-top, radio, heater, washers, twin lamps, tonneau cover, safety belts, excellent condition. £550, terms available; seen Manchester. Box No. U.326. [9326]
- TALBOT 14/45**. Good home wanted for rare 1929 model Weymann body sunshine coupé. Two owners. Offers, after 8 p.m., to BELGRAVIA 3164. [9327]
- EMIGRATING, MUST SELL**. TR2. Powder blue, hard/soft tops, tonneau, belts, washers, w/mirrors, "X"s, twin spots, heater, a/rollbar, sump guard, overdrive, hand lamp, immaculate cond., 70 lb. p.s.i. £300 o.n.o. JERW, 131, Earlbank Avenue, Glasgow, W.4. [9329]
- ACE BRISTOL**, 1957, 39,000 142 b.h.p., Rudd engine mods., Brabham balanced, oil cooler, discs, sprint clutch, immaculate. £925, H.P. available. Tel.: Newcastle-upon-Tyne 814475. [9332]
- 1961 M.G.-A**. New Cinturas, heater, radio, soft- and hard-tops, perfect condition. Black. £545. Sealy, 18, Regent Close, Bramhall, Cheshire. Tel.: BRA 2199. [9333]
- KESTREL**. Sprite cross flow head, 1937. Reasonable condition. £55. Just taxed, tested. 78, Tobyfield Road, Bishops Cleeve, Cheltenham. [9334]
- ROLLS-ROYCE 20/25, 1934**. Hooper lim., recent top overhaul. Body, paint and tyres good; heater. Taxed, tested. £250 o.n.o. Burnett, 57, Downs Court Road, Purley, Surrey. Tel.: UPL 8468. [9335]
- M.G.-A 1600 ROADSTER**, Oct. '59. A most striking car in ebony black with red trim. One truly careful owner. Radio, heater, R.S.5 tyres. £385. Tel.: WESTERN 9060. [9336]
- RILEY 2½-LITRE SALOON**, 1952, 80,000, good "X"s, heater, towing hitch, workshop manual. £125 o.n.o. Tel.: ISLEWORTH 7406 (evenings). [9337]
- M.G. PB**. Almost perfect; two years spent rebuilding, many bits. Going to America, forces sale. £130 o.n.o. Tel.: Springpark 3607 (after 8 p.m.). [9338]
- 1928 R.-R. 20**, Thrupp & Maberly landaulette, in good order. £170. Webb, Nag's Head Corner, West Hayes, Lynton, Hants. Tel.: 3553. [9339]
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- TRIUMPH SPECIAL (NEW)**. Requires a little finishing. Exchange for other car of any make. H. Peter, The Hatchery, Mintlaw Station, Aberdeenshire. [9342]
- A.-H. SPRITE**, 1959. Leaf green. Laminated windscreen, sliding windows, tonneau cover, heater, rev.-counter, radio, electric clock, twin spots, reversing lights; other extras; excellent tyres. Never rallied, never raced; original owner. Seen Dorset. £335. Box No. U.343. [9334]
- ALVIS 12/50, 1932**, TJ open tourer. Sound, attractive body by Cross & Ellis. Engine fitted new mains and big-ends but requires slight attention. Scruffy interior, well shod, road-worthy. Suitable for complete restoration. £50. 27, Sivilla Road, Kilnhurst, Nr. Rotherham. [9344]
- SAAB, 841 c.c.**, single carburettor, Group 2, tuned engine, 9.5:1 head, G.T. crankshaft, c/w G.T. exhaust system; 90 m.p.h.+, 4,000 miles only, ready for immediate use. £150. Tel.: Park 7790. [9345]
- ALVIS TC 21/100, 1955**, saloon. Original engine 58,000 miles. One owner; chauffeur maintained. Unusually good condition. £350. Seen Colchester. Box No. U.348. [9348]
- RILEY ENGINE, 2½-LITRE**, 1949. Properly run-in after complete overhaul by, and available at, Wesbell Motors, Balfour Road, Hounslow, Middlesex. 2 min. Central Station (Piccadilly Line). £25. [9350]
- LANCIA G.T. 1,991-c.c.**, Series 3, 2-litre. Sharp appearance. Sliding head. Twin Webers. Fast. £380 or v.n.o. Box No. U.352. [9352]
- 1937 STRAIGHT-EIGHT BUICK** sedan, v.g.c. Hide upholstery. Radio, heater. Original head and spotlights. £135. Cramb, 15, Goodyers Avenue, Radlett, Herts. Tel.: Radlett 5543. [9355]

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- REGISTRATION NUMBER ESG** or EG 1 or low number. Good price paid. Also parcels shelf Karmann Ghia. Gibbs, 465 Walsgrave Road, Coventry. [8866]
- SUPERCHARGER** for Experimental 1½-litre. Any type considered. Price must be realistic. Cree, Trym House, Westbury-on-Trym, Bristol. [8966]
- PARTS FOR 1933 ROLLS-ROYCE 20/25**: radiator, bonnet, scuttle, instruments, head lamps, etc. Please furnish details first letter. Also interested open coachwork body. Box No. U.882. [8882]
- EDWARDIAN OR EARLY VINTAGE** car wanted by enthusiast. Tourer or saloon. Anything considered, restored or not restored. Box No. U.883. [8883]
- IF ANYONE CAN** supply a complete Bullnose open tourer in restorable condition, please write to Graham, 246, Cavendish Road, London, S.W.12. [8884]
- COPIES OF "AUTOMOBILE ENGINEER"**, old or as available. Box No. U.886. [8886]
- PRE-1934 MORGAN** 3-wheeler required. Must have M.O.T. Preference given to originality and J.A.P. engine. £60 available. Photo and details to P. A. N., 174, Ringland Circle, Newport, Mon. [8898]
- PACKARD SEDAN** of mid-Twenties. Dennis Kelly, 3, South Hill Park, N.W.3. [9004]
- GOGGOMOBIL 293 c.c. ENGINE**, cash, must be p.m.o. Box No. U.904. [8904]
- WANTED**: Left hand drive sports car or right hand drive TR2. Approx. £250 cash. J. Koddermann, Royal Station Hotel (Staff), Hull. [8908]
- HARD-TOP FOR ALPINE**, Series II wanted. Reasonable price please. Tel.: Burgess Hill 5579. Snelling, 93, Station Road, Burgess Hill, Sussex. [8933]

WANTED—continued

- PRE-1934 ROLLS** fixed-head coupe or Bentley tourer—history and photographs helpful. Galloway, 2, Wellfield Road, Marsh, Huddersfield. [8936]
- HARD-TOP FOR SPRITE**, Mk. II. Temple, 2, Southborough Road, Surbiton. Tel.: Elmbridge 0492. [8948]
- WANTED**: Original sales catalogues and other sales literature on Rolls-Royce Phantom II. Please describe fully and give price. No owner's manuals needed. Leslie Reggel, 3245, Beechwood Boulevard, Pittsburgh 17, Pennsylvania, U.S.A. [8953]
- PHANTOM I, II or III**, or other large open car, tourer preferred. Any condition, but must be complete. Mail photo, detailed description and price to James Hempen, R.R.2., Haubstadt, Indiana, U.S.A. All replies answered and photos returned. [8954]
- WANTED**: JAGUAR SS.100—3½-litre, 1938/39; near original cond., mechanically sound. History please—reasonable and fair price for right vehicle. Please send full details, price and photos to, Genuine Inquirer, 27, New Street, Blaby, Leics. All letters answered. [8957]
- SILVER WRAITH WANTED**. Any condition, style or year considered. BM/4BAR, London, W.C.1. [8975]
- AUSTIN SEVEN CHUMMY**, circa 1928. Must be mint. Bullett, "March Hare," Bellémere Road, Hampton-in-Arden, Warwickshire. Tel.: 2375. [8981]
- HARD-TOP FOR TR2**. Reasonable price paid. 7, Woodland Close, Pedmore, Stourbridge, Worcs. [8982]
- WANTED**: LANCIA AURELIA write-off or dilapidated reasonable example. Condition unimportant. Alternatively Lancia Aurelia engine considered. Box No. U.995. [8995]
- WANTED**: M.G.-A, '57/'58—cash waiting for immaculate red or white roadster. Tel.: Welwyn (Herts.) 4412 evenings. [8998]
- ALVIS T.J. 12/50** cylinder head. Box No. U.007. [9007]
- B.M.C. "B" SERIES ENGINE** and floor change gearbox. M.G.-A, Riley 1.5, or ZB Magnette preferred, others considered. Also 9/41 crown wheel and pinion for M.G. TD. Whitcher, East End, Newbury, Berks. [9014]
- TRIUMPH SPITFIRE BONNET** in mint condition. Jonquil preferred, but colour immaterial. 16, Shortlands, Gardens Bromley, Kent. Tel.: RAV 4984. [9016]
- WANTED**: 1994 MORRIS MINOR spares: radiator, engine, g/box, etc. J. Barnett, 22, Carlisle Avenue, Derby. [9018]
- WANTED**: FRAZER NASH and G.N. parts. Anzani and A.C. engine spares. 16in. K.O. wheels and part worn racing tyres. Single-seater historic or vintage racing car required. Box No. U.041. [9041]
- LOTUS 7 or 11**, good condition, reasonable prices please, state condition and mods. G. Winfield, 4, Barnsbury Avenue, Aylesbury, Bucks. [9042]
- MODEL A FORD**, 1928/31 drop-head coupe or phaeton. Capt. H. M. Saint, 10, Rodney Road, Hartford, Hunts. [9044]
- WANTED**: SP250, hard-top, tonneau, suitable radio. McCullum, Eastbank, Langbank, Renfrewshire. [9052]
- COLLECTOR WISHES TO PURCHASE** a pre-1914 motor car. It must be of British manufacture, propelled by internal combustion engine, be dignified and have weather equipment, hood, windscreen, etc. Car purchased will not be exported and will receive the best of attention. Vehicle needing restoration will be acceptable. Please send full details and photos to Box No. U.100. [9100]
- CON RODS FOR 1920** Rover Eight, complete engine preferred, any spares considered. Collection arranged. R. Aps Esq., 248, Lower Addiscombe Road, Addiscombe, Croydon, Surrey. [9103]
- VINTAGE TOURER**, 1500 c.c. or over, preferably M.O.T. Little Honington House, Shipston-on-Stour. Tel.: 214. [9133]
- LAGONDA RAPIER**: Eagle or special body preferred, but any tourer considered. Near Concours or one suitable for rebuilding. Box No. U.155. [9155]
- VINTAGE BENTLEY 4½ TOURER** in restorable condition, must be reasonable price, please give details. Pike, 27, Walford Drive, Solihull, Warwickshire. [9157]
- HARD-TOP FOR MINOR 1000**. Cheap. 18, Milton Road, Cheltenham. [9162]
- 1955 RILEY 1½-LITRE** wanted. Buy or part exchange 1952 similar. Crone, 39, Blenheim Road, East Ham, E.6. [9173]
- OPEN VINTAGE BENTLEY** wanted. Any model if good or restorable. Excellent price paid. Full details please. Booth, Wolfstones Heights Farm, Holmfirth, Yorkshire. Tel.: Holmfirth 445. [9188]
- CHANGANG NASH/G.N.** Any type, condition. Price under £200. Would assemble parts bought separately, w.h.y. p/e immaculate 1933 Riley Lynx or cash. Dalton, 74, Scraptoft Lane, Leicester. [9197]
- WANTED**: 1955 SUNBEAM ALPINE Mk. III. Good body, mechanically sound. Write A. M. C. Rich, R.N.E.C., Manadon, Plymouth. [9092]
- WANTED**: Bonnet with port doors and tyre cover for Rolls-Royce Phantom III. Tel.: Ruislip 2264, ext. 10. [9212]
- WANTED**: PAIR OIL SIDE LAMPS, square type, 1911-12. T Ford. Good price paid: axle, engine, other parts part exchange. Lymer, "The Chalet," Stallington Road, Blythe Bridge (Tel.: 2193) Stoke-on-Trent. [9220]
- WANTED**: FIBREGLASS HARD-TOP for TR2. State price. Durbin, 12, Tynning Road, Lower Knowle, Bristol 3. [9242]
- HEALEY ABBOT D.H.C.** in good all-round condition. Andrews, 25, Durnford Avenue, Wimbledon, S.W.19. [9248]
- HERALD OR STANDARD 10 ENGINE**, good condition essential. Tel.: Boxmoor 6242, evenings. [9255]
- BENTLEY 4½, 1928/9**, original open touring body. Must be in good condition throughout. Good price for right car. Jones, Tel.: Hyde Park 4830. [9328]
- WANTED, URGENTLY**: hard-top for Healey Sprite Mk. I, any colour (Midlands). Box No. U.331. [9331]
- J.A.P. 500 c.c. RACING ENGINE**. Complete or incomplete, also pair front Reutter seats. Box No. U.340. [9340]
- S.U. CARB.**, 1½ in. or parts. Also parts for K3/Q M.G.s 72. Kingswood Road, Manchester 14. [9347]
- TWIN S.U. CONVERSION** for VX 4/90. Complete Mangolets or Lawrence tone kit preferred. Box No. U.349. [9349]
- HARD-TOP FOR TR3A**, must be good condition. 31, Foundry Mill Street, Leeds 14. Tel.: 645870. [9354]
- DB4 ASTON MARTIN**: Front end panels/body, rack and pinion, trim, instruments and r.h. suspension required. W.h.y? Campbell, 168, Southend Road, Rainham, Essex. [9363]
- ALFA-ROMEO**: engine/parts and coil springs required. W.h.y? Post-1956. Box No. U.364. [9364]
- 1936-39 DROPHEAD ROLLS**, preferably Park Ward. Good condition essential. Please state price required and enclose photo if possible which will be returned. J. F. Denton, 325, Wellington Road, Rushden, Northants. [9382]
- DELLOW Mk. 1 OR 2** wanted. Details to R. Lowery, c/o 21, St. Mary's, York. [9383]
- WANTED**: HARD-TOP FOR Mk. I Sprite. A. Wilson, 108, Woodseats Road, Sheffield 8, Yorks. Tel.: 52255. [9385]
- ANY INFORMATION APPRECIATED** on Holbrook Rileys and GG 5904. Broughton, Banks Crescent, Bingham, Nottingham. [9386]

WANTED—continued

- MORGAN PLUS 4** drophead wanted with TR engine. Might consider A.C. engine Acaca or something else interesting. Malthouse, Wilton, Marlborough. Tel.: Great Bedwyn 212 [9442]
- BRISTOL 1000 ENGINE** and 2 in. crank. Haigh, 81, Heathcroft Road, Sutton Coldfield. [9443]
- FOR 1904 DE BION**: four wooden wheels or spokes and rims, with or without tyres. 710x90. Any other spares also. Seaton, 34, Queens Road, Bournemouth. [9444]
- WANTED**: SPORTS CAR, 1935-1950. Up to 2-litres. Must pass M.O.T. test and be cheap. Box No. U.445. [9445]
- WANTED**: sidescrims and wheel covers for XK 120. Capt. Morrison, Staff College, Camberley. [9447]

EXCHANGES

- VITESSE, 1963**, overdrive, many extras, for Cortina GT. Saunders, 38, Beckford Road, Croydon. [8910]
- FOUR-BERTH RIVER** or canal cruiser—value £1,000. Exchange Edwardian, veteran car—viewed Nottingham. Williams, Bains Drive, Borrowash. Tel.: Derby 62551. [9038]
- MASCOTS**. Genuine Vulcan Blacksmith and Alvis Hare. Offered in exchange for Crossley or Standard mascot. Box No. U.991. [8991]
- 1959 SUNBEAM RAPIER**, Series II. low mileage, very good all round; value £400; for Vintage or P.V.T. sports or racing. Cash adjustment offers. Box No. U.034A. [9034A]
- "MOTOR SPORT"**, 1957 to date complete. Swap for Mini-Cooper or cash! Tel.: Footscray 4939. [9113]
- EXCHANGE CITROEN D19**, immaculate condition, for Alpine G.T. Box No. U.134. [9134]
- ALVIS SPEED 20 V.D.P.** tourer, 1934. Just completed professional rebuild costing nearly £500 and fitted Speed 25 engine. Sensible offers or Mini, VW or W.H.Y.? taken in p/exchange. Box No. U.164. [9164]
- 1936 4-LITRE ROLLS-BENTLEY** alloy-bodied P.W. sports saloon, beautifully maintained throughout. New tyres, etc. £250 or exchange any interesting quality car, cash either way. (One needing repairs considered.) Brooklands Lodge, Holywell Green, Halifax. Tel.: Stainland 2460. [9169]
- 1963 (MAY) MORRIS-COOPER**, u/sealed, 5,000 miles, absolutely as new, for good low-mileage TR3A. Box No. U.191. [9191]
- CIRCUMSTANCES CHANGED**, will exchange 1963 Standard Ensign saloon, 12,000 miles, overdrive, discs, servo, radio, Michelin "X", many other extras including seat belts. Ideal family/caravan car. For TR or possibly XK. Cash either way. Box No. U.210. [9210]
- SPRITE Mk. II de luxe**, blue; radio, heater. One careful lady owner, 21,000 miles. Brakes refined and tyres just replaced ("X"s). Exchange VW similar value. Symon, Oakdene, Lower Penns Road, Preston, Paignton. Tel.: Paignton 82912. [9284]
- T.V.R., 1961, Mk. IIA**. Stage III Climax, Webers, ZF gearbox, oil cooler, woodrim wheel, discs. For Lotus VII 1,500 cc. or £595. 6, The Spinney, Wetherby, Yorks. Tel.: 2152. [9299]
- LANCIA AURELIA 2-LITRE G.T.**, series 3 for smaller car preferably Volkswagen for lady learner. Box No. U.351. [9351]
- M.G. MAGNETTE, 1956**. Mechanically, bodily immaculate; works reconditioned engine 8,000 miles. £310. Exchange for Morgan +4 4-seater. Pilgrim, Snowdrop Valley, Crich, Derbyshire. [9346]

MISCELLANEOUS

- THE SPORTING VW CLUB** offers a varied programme—trials, autocross, d/tests, etc., for VW drivers in the S.E. For details apply R. Wilkinson, Southaven, Main Road, Westerham Hill, Kent. [9009]
- VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN)**. VW owners are cordially invited to apply for membership to P.R.O., 25, Bramley Avenue, Coulsdon, Surrey. [9346]
- FOR SALE**: M.G. TA engine, un bored, with 7:1 head, and clutch. £12 o.n.o. Jerw, 131, Earlbank Avenue, Glasgow, W.4. [9330]
- ARMSTRONG SIDDELEY 17-h.p.**, 1937: Self-change gearbox off 17-in. wheel chassis A.S. 69874. Perfectly sound. £6. Dr. H. G. Martin, Lawn Cottage, Church Lane, Whittlesford, Cambridge. Tel.: Sawston 3214. [9235]
- CITROEN AND PANHARD** owners! Inquiries welcome re membership of Citroen Car Club. Monthly magazine, technical information, social activities. Apply Hon. Sec., R. A. Howe, 32, Lower Road, Fetcham, Surrey. [9074]
- TRAIN FOR A CAREER** as a pilot in civil aviation. Prospectus from The London School of Flying, Elstree Aerodrome, Herts. Tel.: Elstree 3148. [9039]

SITUATIONS WANTED

- YOUNG MAN, 21**, G.C.E. 10 'O', 3 'A' level seeks entry any form competition motoring. Suggestions. Box No. U.056. [9056]
- EX-MECH. ENG. STUDENT** (20), clean licence, travel anywhere, seeks position in motoring sport or any position in motor trade with competition bias. Box No. U.901. [8901]
- ENGINEER, 23**, single, requires position as test driver or similar in Birmingham-Coventry area. Clean licence after 70,000 miles. Box No. U.384. [9384]
- YOUNG MAN, 18**, public school, seeks interesting post with performance cars. Willing to study and travel, commencing September 1964. Box No. U.353. [9353]
- GIRL, 24, EDUCATED**, five years' business, seeks worthwhile job connected cars, racing. Good driver, car fanatic. Box No. U.256. [9256]

SITUATIONS VACANT

- TECHNICAL ASSISTANT** required for diesel fuel injection development work by major specialist and manufacturer in this field. Candidates should be of H.N.C. standard with preferably several years' development and testing work on diesel engines. Please write, giving details of age, experience and qualifications, which will be regarded as confidential, to Personnel Manager, Simms Motor Units Ltd., Oak Lane, East Finchley, N.2. [8887]
- ENGINE FITTER/TESTERS** are required for Research and Development Engine Laboratory. Should have good knowledge and experience of diesel engines and injection equipment. Write with details of age, previous jobs, etc., to Personnel Officer, Simms Motor Units Ltd., Oak Lane, East Finchley, London, N.2. [8888]
- MANAGER/SECRETARY** required for Motor Racing Circuit and Sports Centre with flying facilities now being developed near Darlington. Exceptional woman considered. Reply in writing giving details of experience and salary required, to R. B. B. Ropner, 142, Coniscliffe Road, Darlington, Co. Durham. [9101]


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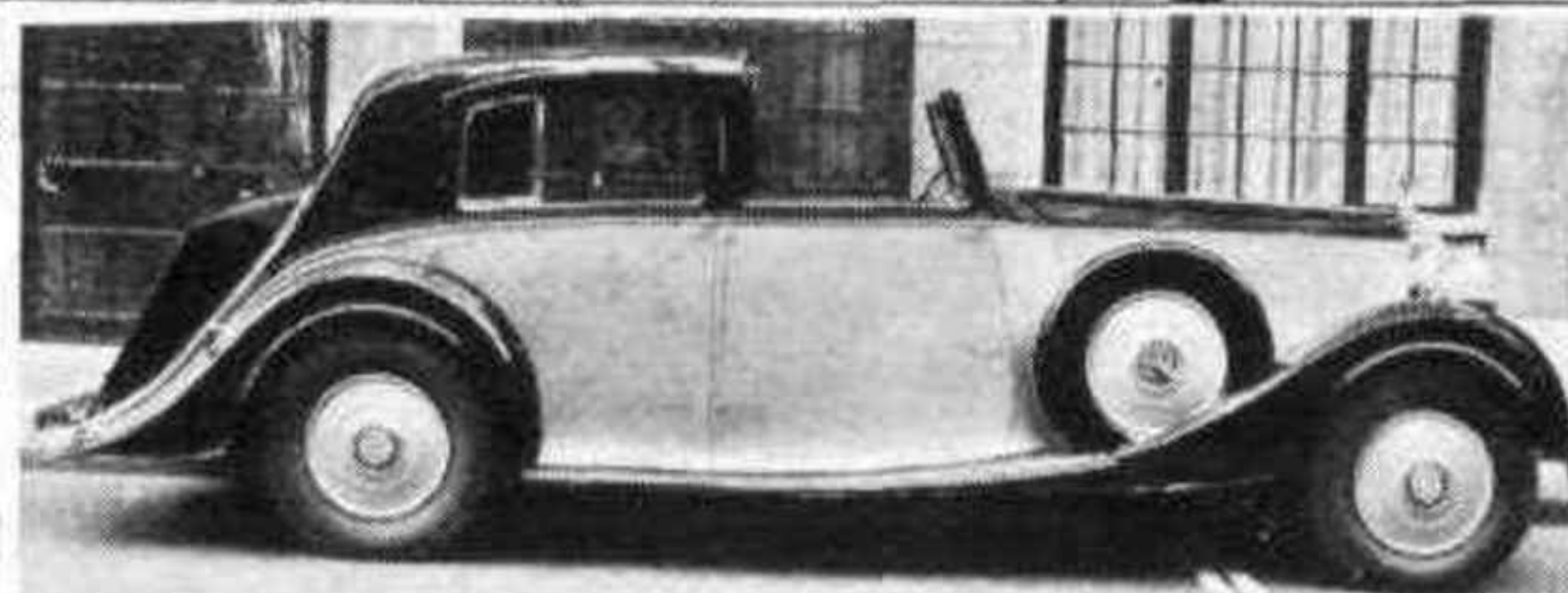
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