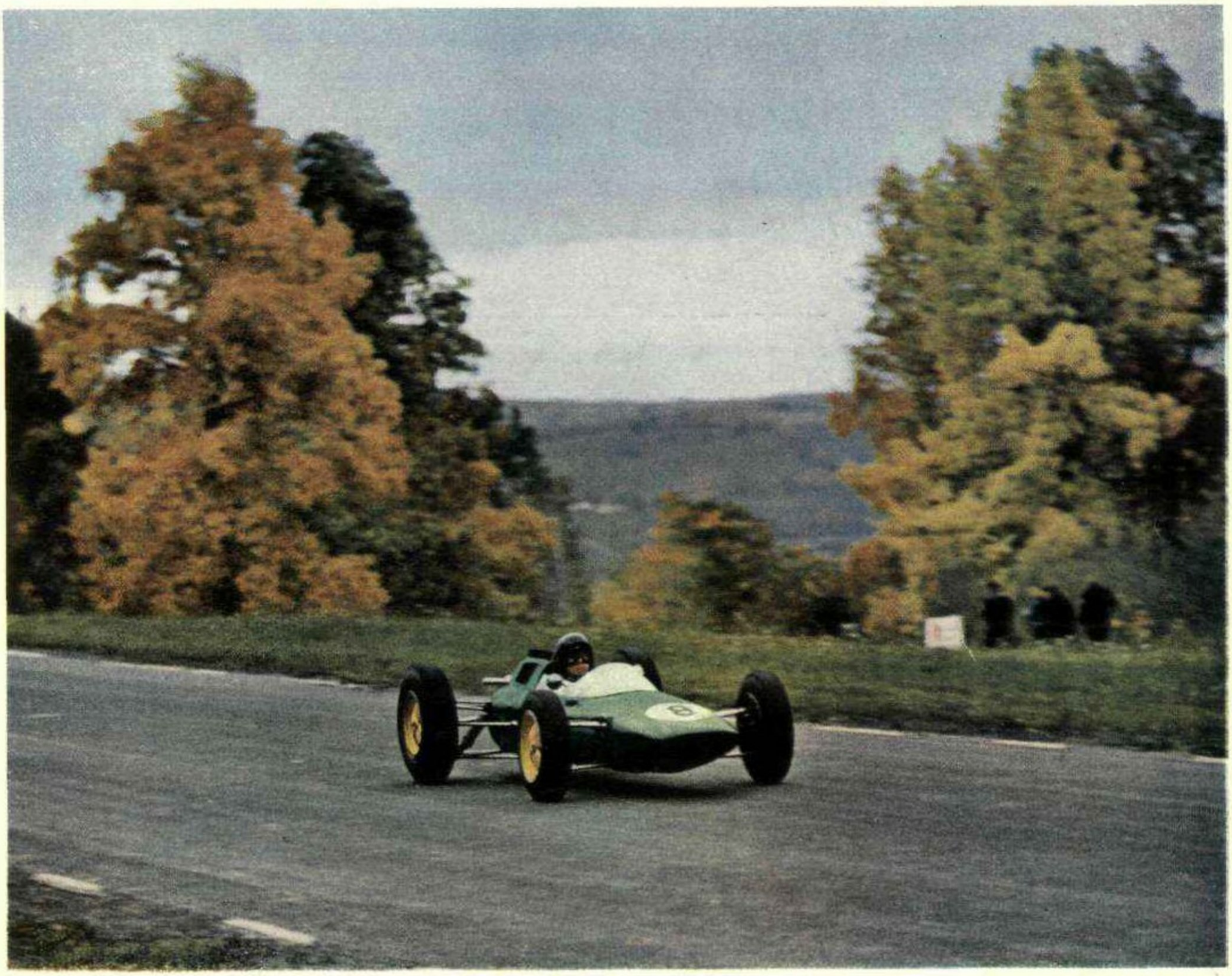
Vol. XXXVIII No. 11 TWO SHILLINGS November 1962

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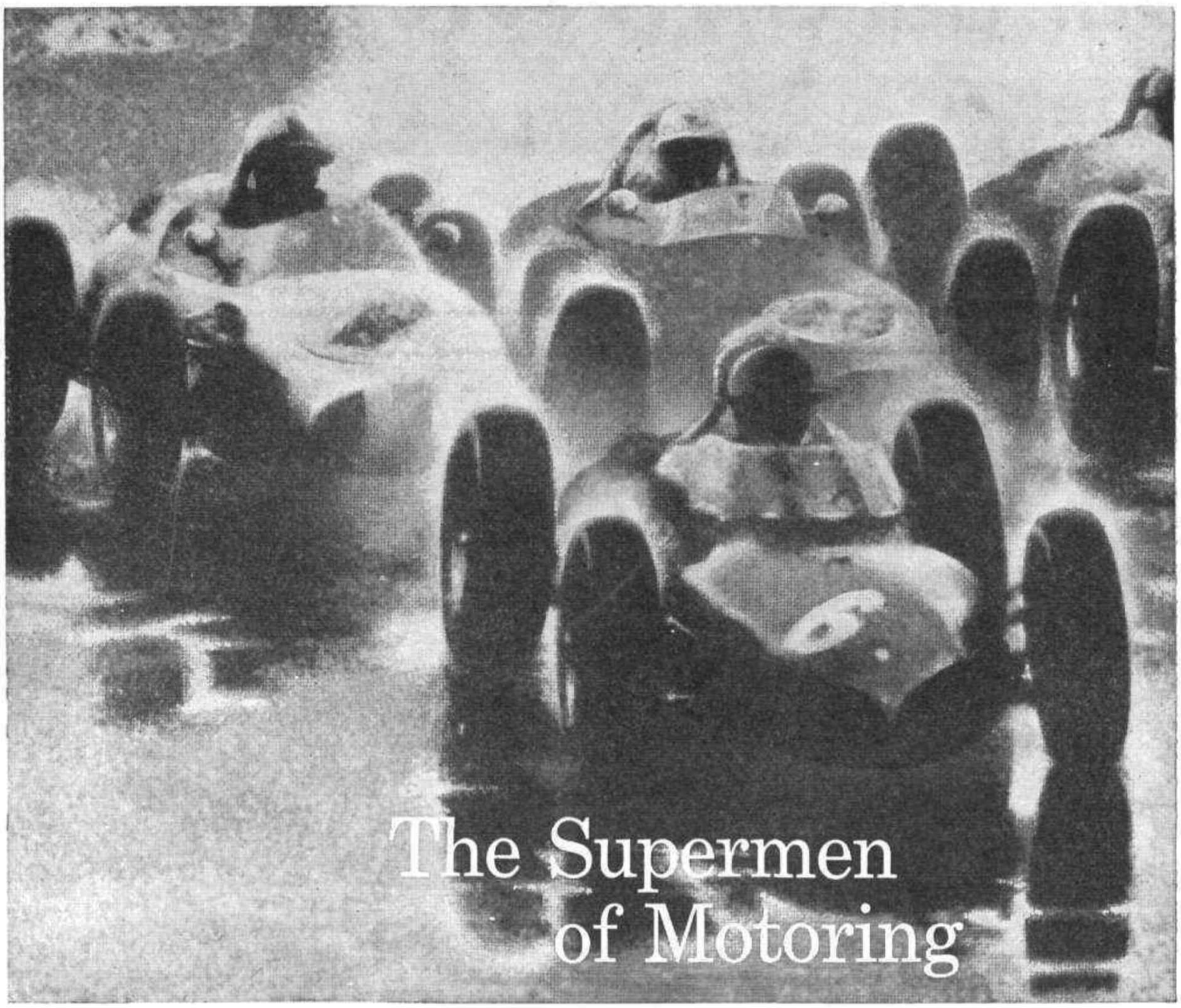
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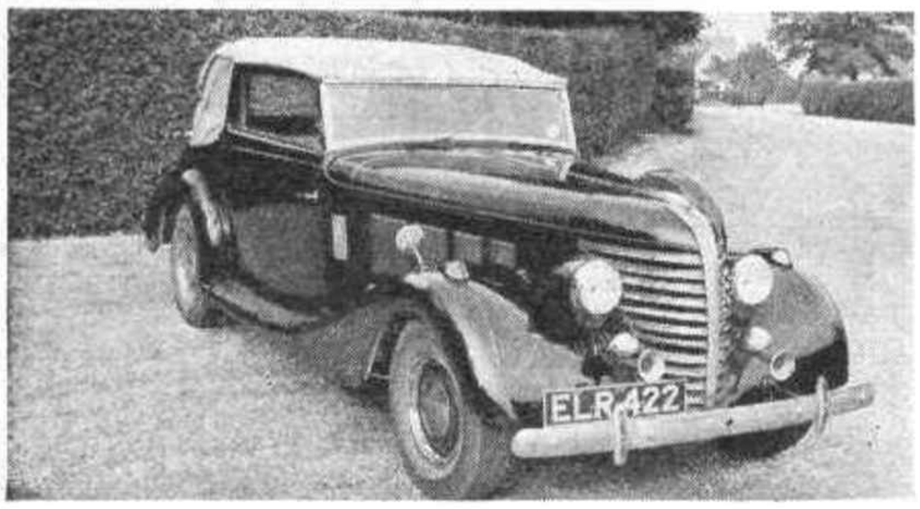
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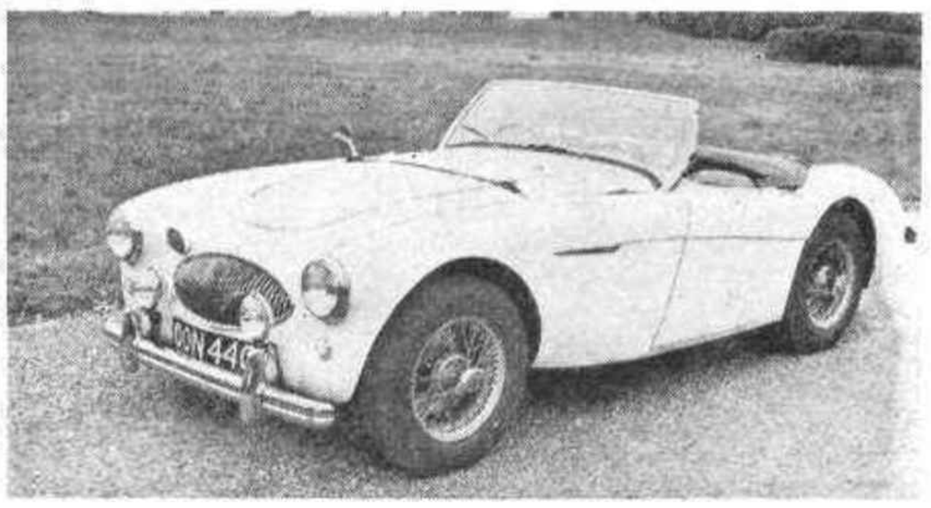
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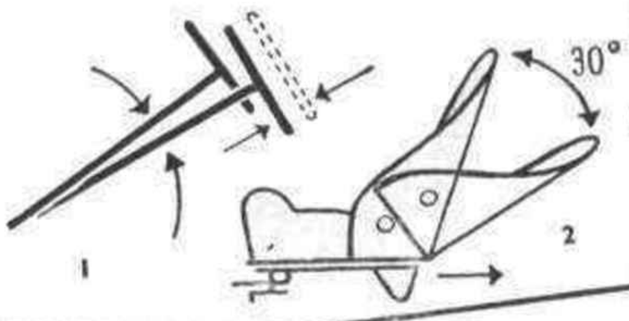
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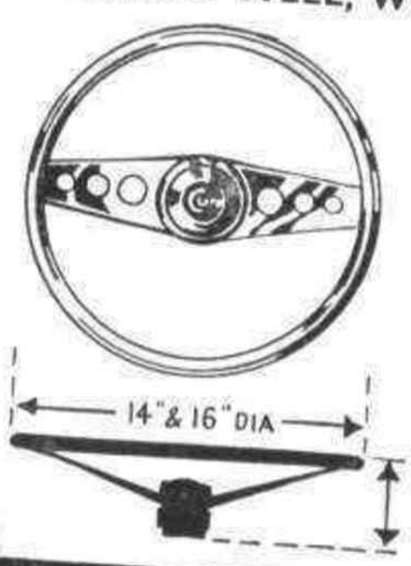
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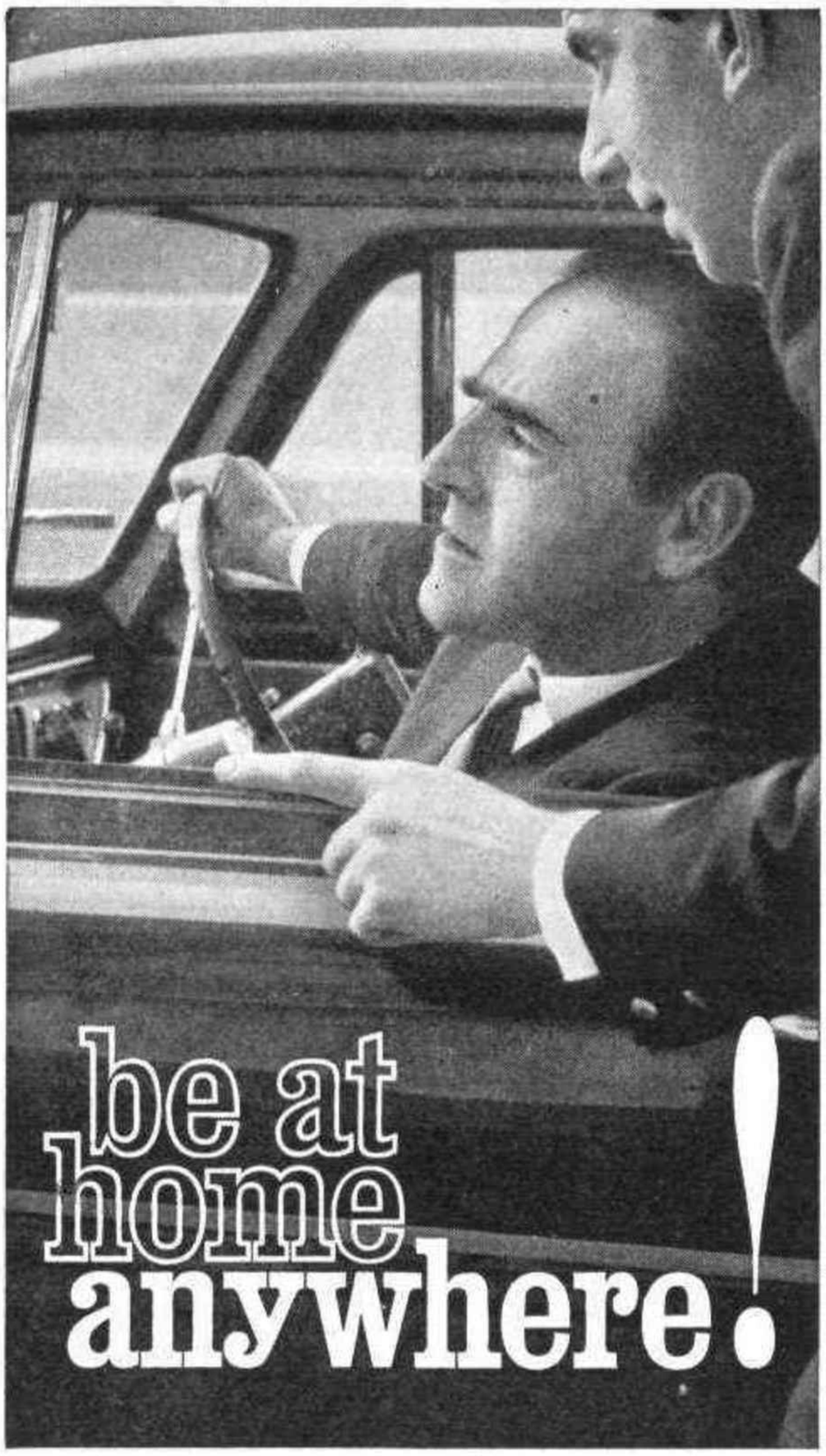
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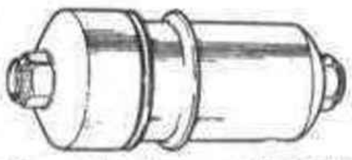
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VOL. XXXVIII No. 11 **FREE VISIT (FOR 2) TO THE MERCEDES-BENZ MUSEUM-See page 881** NOVEMBER 1962

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

THE SURVIVAL OF THE SPORTS CAR

In a World of increasing automation and a softening human race it is a relief to know that the sports car shows no evidence of dying out. Indeed, some promising new sports cars were a feature of the London Motor Show, which should be a cause for congratulation to those who enjoy fresh air, recognise that, properly driven, such responsive cars represent the safest as well as the most exhilarating form of road travel, and who appreciate how successfully British sports cars have been exported to the U.S.A., since the demand there, immediately after the war, for M.G.s

Although sports cars no longer have fold-flat windscreens calling for flying helmets and goggles, indeed, often have wind-up windows to supplement fixed screens, and invariably possess heaters, in essence they remain the exciting and desirable cars they always were.

In this field you seem to get what you pay for, with the B.M.C. Sprites and Midgets costing well under £700 with 1,098 c.c. engines, disc front brakes but rigid back axles. The all-independently sprung Triumph Spitfire 4, priced at £730 with Italian-styled, very attractive bodywork, less than £1,000 buying the new M.G.-B or a Morgan Plus Four, the Triumph TR4 available at £1,032 and £1,499 covering a Lotus Elan with twin o.h.c. Ford 5-bearing engine, a revolutionary design of chassis and independent suspension and disc braking on each wheel, even if the body has to be of fibre-glass.

Moreover, Ford in America has the prototype Mustang, demonstrated at Watkins Glen by Dan Gurney, which uses a 1½-litre version of the ingenious V4 Taunus 12M engine at the rear and the Lotus-like wheels of which imply that Colin Chapman has a foot firmly entrenched in the Ford empire—which could do them a power of good.

Altogether, the future of the small sports car is bright, providing Insurance Companies do not push them off the road with ridiculously inflated premiums.

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Front Cover Picture : INDIAN COUNTRY.—Jimmy Clark speeds round the Watkins Glen circuit to win the fourth U.S. G.P. The beautiful autumn tints in these woods once acted as camouflage for the local Redskins.

SEEDS OF THE POLICE STATE

A Police State is something to be dreaded and from which British citizens are immune. Take note, however, of a recent motoring case in which the young driver of a Mini-Cooper, whose job and prospects depend on driving, was banned for a year and fined £30 with £3 18s. costs, at Guildford Borough Court because two witnesses, one a non-motorist, considered he was driving too fast and reported the matter to the police, *vide* the *Surrey Advertiser*.

The driver explained that his car being more noisy at low speeds than at 55 m.p.h. and above and its special tyres squealing readily, his pace could easily be misjudged. He estimated it at "not much more than 32 m.p.h." In any case, no accident had happened, and no one appears to have been inconvenienced. The driver, an insurance representative, aged 19, was merely accused of driving too fast and turning into a side road too quickly without signalling. *He was accused on the evidence of a couple of young male nurses and, although his Council said that even a minor offence could not be upheld on such evidence he lost his licence and was fined £30.*

It is not for us to question the Court's verdict but dislike and fear of Britain ever becoming in any way a Police State makes it necessary for us to express surprise and disapproval that the self-appointed witnesses, namely a Mr. Dale Clayton Spencer and a Mr. Reginald Rawlinson (who were engaged on a spot of window cleaning when they saw the Mini-Cooper) were thanked by the two Magistrates who heard the case.

The seeds of a Police State are planted by encouraging non-uniformed civilians to turn informer. In most schools, and surely in the schools attended by those who now govern this country, "telling tales" is regarded as the lowest and most despicable form of behaviour. If it is to be encouraged by magistrates who hear motoring cases, no-one's driving licence is going to be safe; far cry from the days when the Police wisely listened with extreme caution, or not at all, to self-appointed informers and when sober motorists never anticipated losing their licences for minor offences, real or alleged.

B.M.C. OPTIMISTIC

Mr. G. W. Harriman, Chairman of The British Motor Corporation, speaking to the Press at Grosvenor House on the eve of the London Motor Show said that B.M.C. regard the whole World as their Common Market. There are 206 countries in the World. They trade in 190 of them and have their tentacles in the remaining 16. B.M.C., said Mr. Harriman, have exported their first 100 cars to New Zealand and 40 or 50 to Fiji, exports that, being

Motoring Sport Events for November

★ **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*
Nov. 2nd ..	Romford Enthusiasts' C.C. ..	Odeon Cinema	Hornchurch	Midnight Film Matinee	11.30 p.m.
Nov. 3rd ..	Scottish S.C.C.	Davieland	Rouken Glen	Anniversary Run (*C.*)	2.00 p.m.
,, ..	Maidstone & Mid-Kent M.C.	Robin Hood Café	Maidstone	Harold Sharp Rally (*R.*)	7.31 p.m.
Nov. 3rd/4th	Forces M.C.	Hereford/Chepstow/Swindon and Witney	—	Cotswold-Continental Rally (*R.*)	8.00 p.m.
,, ..	Stockport M.C.	R.A.F., Wilmslow	Wilmslow	4th Regent Rally (*R.*)	11.00 p.m.
,, ..	Oxford M.C.	Corston Garage, Corston	Malmesbury	Boanerges Rally (*R.*)	10.30 p.m.
,, ..	Falcon M.C.	London / Taunton / Southampton / Cambridge	—	Guy Fawkes Trial (*R.*)	Midnight
,, ..	Kodak C.C.	Flamstead	St. Albans	Autumn Cup Rally (*R.*)	7.31 p.m.
,, ..	Thames Estuary A.C. ..	Lynfield Café	Witham	Kitten's Eyes Rally (*C.*)	10.01 p.m.
Nov. 4th ..	R.A.C.	Hyde Park	London	Annual Brighton Run	8.00 a.m.
,, ..	Cambridge University A.C. ..	Snetterton	Thetford	Grand Slalom (*R.*)	12 noon
,, ..	Shenstone & Dist. C.C. ..	Draycott-in-the-Clay	Lichfield	Chase Trophy Trial (*R.*)*	10.30 a.m.
,, ..	V.S.C.C.	Haycock Hotel	Wansford (A 1)	Eastern Road Rally (*C.*)	1.30 p.m.
,, ..	W. Hants & Dorset C.C. ..	Rockley Sands	Poole	Sprint (*C.*)	12.30 p.m.
Nov. 10/11th	J.D.C./Polish M.C.	Henleys Ltd.	Hendon, N.W.9	Independence Rally (*R.*)	10.01 p.m.
,, ..	Northampton & Dist. C.C. ..	S. & W. Motors	Northampton	New Cedos Night Trial (*C.*)	9.00 p.m.
Nov. 11th ..	Nuneaton M.C./Godiva C.C.	Bramcote Airfield	Nuneaton	Autocross (*C.*)	2.00 p.m.
,, ..	N. Midland M.C.	Miners' Standard Hotel, Winster	Matlock	Production Trial (*R.*)	10.30 a.m.
,, ..	Bristol M.C. & L.C.C. ..	Lulsgate Airfield	Bristol	Roy Fedden Trophy Trial*	10.30 a.m.
,, ..	Y.S.C.C.	Pack Horse Hotel, S'owram	Halifax	Sporting Trial (*C.*)	11.15 a.m.
,, ..	Newburgh C.C.	Thanecroft	Cupar	Driving Tests (*C.*)	12 noon
Nov. 12/17th	**R.A.C.**	**Talbot Road**	**Blackpool 11th R.A.C.**	**Rally of G.B. (INT)**	4.00 p.m.
Nov. 17/18th	Welsh Counties C.C./VW O.C.	Howell's Garage	Cardiff	Rally (*C.*)	8.30 p.m.
Nov. 18th ..	Yeovil C.C.	Johnson Park	Yeovil	Trial (*C.*)	9.45 a.m.
,, ..	Airedale & Pennine C.C. ..	Greengates	Bradford	Production Trial (*R.*)	1.30 p.m.
,, ..	932 M.C.	Ground's Garage	Lichfield	Cotswold Trophy Rally (*C.*)	10.00 a.m.
Nov. 24th ..	V.S.C.C.	Bolton Abbey	Ilkley	Northern Sporting Trial (*C.*)	9.45 a.m.
Nov. 24/25th	Ashford (Kent) M.C. ..	172/430007	Ashford	Rally (*R.*)	8.00 p.m.
,, ..	Leeds University M.C. ..	Crescent Hotel	Ilkley	Rally (*R.*)	10.30 p.m.
Nov. 25th ..	Hagley & Dist. L.C.C. ..	Cook Hill	Alcester	Production Trial (*R.*)	10.30 a.m.
,, ..	Kentish Border C.C. ..	Vintners Park	Maidstone	Kentish Border Trial (*R.*)*	10.00 a.m.

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

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

outside the British quota do not affect U.K. exports but contribute to the Australian economy.

B.M.C.'s exports to W. Europe have increased to August this year by 33% and the 1962 total should be 100,000 cars, or well over three times as many as Europeans can sell in the U.K. With improved sports cars, the Minis so well-established, the rally-winning Mini-Coopers and the brilliantly conceived Morris and M.G. 1100s, B.M.C.'s optimism is justified. Alas, lack of a positive policy from the Treasury and the Bank of England towards the financing of exports and overseas investments clouds an otherwise bright outlook.

WHO WON?

In recent weeks the results of three British races have been in doubt—those of the Three Hours Race at Snetterton, sponsored by *Autosport*, of the 750 M.C. Six Hour Relay Race at Silverstone and of the B.R.S.C.C. International Six Hour Saloon Car Race at Brands Hatch promoted by *The Motor*. This isn't good enough. It detracts from the reputation motor racing has earned as a sport with a very large and enthusiastic following. Let's hope it won't happen again in 1963.

* * *

Best wishes to Pat Moss, who, after serving B.M.C. so well as a rally driver, has been signed-on by Ford in their determined bid to win outright one of next year's International rallies.

JUSTICE?

More queer quirks of Justice where motorists are concerned have been brought to our notice by readers. It seems that if you are a policeman driving when off duty, you need not trouble about obeying the Law, judging by some recent cases. An off-duty Dundee policeman, after driving a van dangerously, was found to be unfit to have proper control of a motor vehicle as a result of taking alcohol, by a Police Surgeon, by a Police Constable called to apprehend him and by the Inspector at his Station. The last-named ordered him to be charged. Sheriff Inglis of Dundee Sheriff's Court found the man not guilty (*Dundee Evening Telegraph*). A policeman involved in a cross-roads crash that overturned a lorry was found not guilty in Surrey (*Aldershot News*). A Huddersfield detective-constable was found not guilty after the Police estate-car he was driving hit a trolley pole, mounted the pavement for 100 ft., hit another pole and a wall and finally crashed into a tree stump (*Huddersfield Daily Examiner*). In the last-mentioned case the excuse was that the driver saw a child he thought might run off the pavement. Case dismissed.

We are all for a little leniency towards *sober* drivers who get into difficulties, but would civilian drivers have fared so fortunately? However, if you are convicted, don't forget to induce artificial tears, like the actors do, when you appear in the dock. When a lorry driver, fined 10s. for speeding, broke down and sobbed the Chairman of Usk Magistrates' Court said, "Don't worry, we will pay your fine." And there is the case of a milk roundsman who pleaded guilty of causing the death of a motor-cyclist by dangerous driving. Mr. Justice Thesiger offered him the option of a year's disqualification and one month in prison or a nominal fine and a 4-year disqualification (*South Wales Echo*). The correspondent who sent the latter clippings says if ever he wishes to commit murder he will run the victim down, expecting that British Justice will offer him the choice of paying a fine and using public transport for a few years in lieu of imprisonment.

APOLOGIES

In our October issue in the report of the Goodwood Members Meeting we said that Shaw's Austin-Cooper nearly spun on the cooling down lap. This Mr. Shaw denies and further points out that he finished second not third as we stated. The problems of race reporting!

* * *

The latest windscreen washer kit from Tudor Accessories incorporates a flat, hot water bottle type, water container suitable for fitting to Mini Minors and other cars short of under bonnet space. Designated the "353," the kit consists of the water bottle, a double jet unit, pump mechanism and simple fitting brackets. At 30s. complete, a good investment for the winter months.

* * *

Tickets for the British Racing Mechanics Dinner, which is being held at the Criterion Restaurant, on November 23rd, are now available from Eddie Bowler, 7, Douglas Avenue, Wembley, Middlesex, at £2 each.

* * *

Film show: as in previous years the Sevenoaks and District Motor Club are presenting their annual film show at the Odeon Theatre, Bromley on November 23rd, starting at 11.30 p.m. Tickets price 5s. each can be obtained from Stephen Clipston, Plant Clifford & Co., 28, Widmore Road, Bromley, Kent.

CAR TESTS AT GOODWOOD

THE Guild of Motoring Writers Test Day provides an opportunity for foreign journalists to sample the newest British cars while they are here for the London Show. It also enables our motoring writers to refresh their memories of cars already tested and try briefly the latest models. The whole thing is admirably staged at Goodwood, by kind consent of the Duke of Richmond and Gordon and beautiful October weather is invariably laid on. This year there were 113 vehicles to sample, from Jaguar E-type to a Land-Rover open truck—all British built. All were using Shell or B.P. fuel.

This excellent Show-time institution has been held 15 times; each time one is a year older, and one's top speed down Lavant straight seems to drop a few m.p.h. as a reminder . . . Cars are obtained for these bijou 7.2-mile tests by applying for the appropriate number-disc at the Paddock office; as with women, you do not always get the one you desire. What follows are impressions of those cars which came the way of the Editor and his assistant :—

The first car I sampled was a **Morris 1100**, to play myself in. I had a nice smooth run in it, one of the safest, most responsive cars on the circuit. Next I bagged a **Ford Consul Cortina** in which I rolled round the corners with tyres protesting. The engine was impressively lively. A **Triumph Herald 1200** convertible ran nice and smoothly and handled well. The pedals were noticeably off-set after the other two cars and the very new engine fluffed a bit on pick-up once or twice.

The **Triumph TR4** hard-top with its big wheels and " power bulge " before the driver is an impressive sports car, but the driving seat wouldn't adjust to my liking, the steering is a bit spongy and this is a car which took more getting used to than 3 laps of Goodwood provided. 5,000 r.p.m. came up in 3rd gear. I followed this with an **Austin Mini-Cooper**, now with de luxe interior, and the greatest fun to drive. The controls and steering are so light and responsive, of which I was glad when a Volvo P.1800 got in the way of a Jaguar E-type in front of me at St. Mary's.

The Lawrence-tuned **Morgan Plus Four** super sports hard-top is a real motor-car! Stiff suspension and high-geared steering is its recipe for very safe handling and the gear-change (Moss cogs) is man's stuff. Performance—more than I cared to use, although it left a Police Zephyr behind! This put me in a mood for sports cars, so I took out an **M.G. Midget**. It proved disappointing, for the steering kicked excessively (could the new disc front brakes affect it or did the wheels need balancing ?), there was bonnet flexion and the car tended to weave. So to a **Morgan 4/4 Series IV** with Cosworth-tuned Ford Classic engine. It proved light on the controls, smooth and docile, went extremely well and was essentially safe. I would like a tachometer and a normal, instead of pull-push gear lever. After these sports cars a **Vauxhall VX 4/90** felt soggy, with vague steering and roll oversteer. But it has a nice air of luxury and did 5,500 r.p.m. in 3rd free of vibration. The **Daimler SP250** hard-top was spoilt by heavy, " dead " steering, a gear change that was horrid and harsh unless the clutch pedal was pressed down about a mile, and vibration up the chassis on the over run. It also smelt of fibre-glass. But there was lots of very real urge from the peppy V8 engine.

We are still waiting for the promised road test **M.G. 1100,** so I thought a little drive in one was indicated. What a very pleasant car it is! The facia panel and big lidded cubby hole distinguish it from its companion Morris 1100 and the interior is dignified and practical. The ribbon speedometer indicated 70 in 3rd and cornering and comfort are superb. The bonnet flexed, however, so that I thought it hadn't been shut properly. Even better, with more performance, was the **Downton Morris 1100.** It was on chunky Dunlop SP tyres and had twin H2 S.U.s, 9.5 to 1 c.r., a balanced engine with flowed head, and a special exhaust system. These Downton " goodies " make it go but have not spoilt the quiet, smooth running, which is an outstanding characteristic of the Morris 1100. The rev.-limit was six-eight. Enormous fun!

I concluded a baker's dozen with a **Triumph Vitesse** convertible, that felt a bit high and narrow, had a wooden facia, a very easy gear change with usable high 3rd gear, but steering that became heavy against a pronounced understeer. — W. B.

The Downton tuned **Morris 1100** was my first car of the day and a very safe one to start with. Daniel Richmond had worked his magic on the Morris 1100 with twin S.U.s modified cylinder head and one or two other bits and pieces which cost £84 in all and as we discovered gave an unruffled indicated 70 m.p.h. in 3rd gear and an unknown top speed because the needle went off the end of the scale of the standard speedometer on Lavant Straight. Mr. Richmond tells us that it will do 95 m.p.h. and it does this in comparitive silence. The handling is everything we have come to expect of the Morris 1100 improved somewhat by Dunlop SP braced tread tyres which are now to be sold in the U.K. Why buy an M.G. 1100 ?

Next on my list was the **Triumph Vitesse.** The idea of a 6-cylinder engine in the Herald-type chassis seems to work well. Although the engine does not have as much power as one would expect, the Vitesse will show an indicated 80 m.p.h. in 3rd and go up to over 90 in top gear. The test car may have hit a kerb during its previous runs or had out of balance wheels but the car pulled to the left quite strongly. The handling needs careful watching on the circuit and when we entered St. Mary's quickly in 3rd gear on one occasion the rear end came round rather sharply and when normal counter steering was applied the rear wheels tucked under and juddered across the smooth tarmac, but the slide was halted without too much drama. The larger engine restricts foot room on the driver's side so that the feet are biased to the right but one soon becomes accustomed to this.

Another Daniel Richmond tuned car came along next, this being the **Cooper-Mini** with the full " works." In recent tests Mr. Richmond claims to have timed the car at 118 m.p.h. with a 0-60 m.p.h. time of 6.5 sec. Its performance on the circuit was spoiled by clutch slip,a perennial problem on highly tuned ADO 15 engines, but even with a slipping clutch the Cooper-Mini wound itself up to over 100 m.p.h. on Lavant straight and Daniel Richmond seemed unconcerned at a 6,800 r.p.m. rev. limit although he admits that much above this speed will eventually cause the crankshaft to disintigrate.

The performance of the **Jaguar E-type** can really be put to use on the circuit, the major portion of each lap being covered in 3rd gear which will encompass 110 m.p.h. at its 5,500 r.p.m. rev. limit. The handling of the E-type is a joy, the braking sure and the steering light and accurate. What more could anyone ask ?

A pretty yellow **Riley Elf** caught my eye in the Paddock and as it had been worked over by Frank Webb of Nerus Engineering it looked as if it might be more interesting than usual. In actual fact it had only a carefully modified cylinder head with an 8.9 : 1 compression ratio against the standard 8.3 : 1. This modification which can be obtained for £21 15s. is just about enough to bring the performance of the heavier Elf back up to normal Mini standards with a claimed 0-60 m.p.h. in 22.8 sec. and a top speed of 74 m.p.h. although we could only get an indicated 70 m.p.h. on Lavant Straight. The gearbox of this car seemed to be a great improvement over previous Minis we have tried.

The sumptuous **Mk. X Jaguar** in a beautiful shade of blue attracted many a stare and on the circuit it proved to be no disapointment although the Borg Warner transmission stifled much of the performance. By using the intermediate hold switch good acceleration can be obtained in the middle of the three gears but the automatic transmission was not really suited for circuit work and in any case no one would be cruel enough to use the Mk. X on the track would they ? A fair amount of roll is apparent but the Mk. X handles well and the independent rear suspension will obviously prove beneficial on poor surfaces.

The **Daimler 2½-litre saloon** is of course the Jaguar Mk. II fitted with the SP 250 Daimler V8 engine. This is mated to the Borg Warner Type 35 automatic transmission which does not endear itself to the enthusiast as for maximum performance one must start in " Low " then change to " Drive " then back to " Low " to hold the middle gear. This can be held to around 70 m.p.h. before one must change back to " Drive " again. With its lighter weight the V8 engine suits the Jaguar chassis and endows it with remarkably fine road-holding. This marriage of Daimler and Jaguar seems to be a happy one; what fun it would be with the Daimler 4-speed transmission!

The **Vantage Aston Martin DB4** has the 331 b.h.p. G.T. engine in the DB4 four-seater body and the performance reflects this. With an easy 100 m.p.h. in 3rd and 120 m.p.h. in top gear before shutting off for Woodcote the Aston certainly kept us concentrating. Compared with the E-type the Aston perhaps does not handle as well and has heavier steering but it scores on its superior seats (and has four of them !) and general air of high quality which is of course reflected in the price. A very desirable car indeed.

Next on our list was M.G.s successor to the M.G.-A. The **M.G.-B** handles in a very similar fashion to the M.G.-A and one feels at home immediately, being able to throw the car at corners without wondering if the back end will come round. It corners flatly, has good brakes, accelerates briskly, looks good and is great fun to drive. As " *Which ?*" might say, " highly recommended."

Continued on 864

WHERE ARE WE?

The Editor's Annual Discourse on Topical Aspects of the Motoring Scene

Do many motorists, in these days of powerful 4-cylinder cars, ever regret their earlier mounts? Personally, I still remember, with affection, a light, single-cylinder car, which served me well: a small Renault, fitted with a 9-h.p. de Dion engine. Reliability and small upkeep-cost were its features. With a little care, outer covers lasted quite twelve months. The consumption of petrol was reasonable, frequently thirty miles on a gallon; a small reservoir of lubricating oil sufficed for a hundred miles. Its automatic inlet-valve never got clogged; the exhaust-valve never required grinding. With but one plug to clean, the penalty for over-lubrication was a light one. Road stops were infrequent, and seldom took more than a few minutes. A trifle noisy, maybe, especially on the 1st and 2nd speeds, but a willing worker—never failing to carry four people over all sorts of country; geared to touch thirty miles on the level, its average, with a full load, was invariably just round twenty miles an hour. That car never had a day's illness, and one was hardly aware of the existence of the clutch, gearbox, and back axle.

The time came, of course, when, despising the trusty, handy single-cylinder, one passed quickly through the 2-cylinder stage, and became the proud possessor of the fashionable 4-cylinder. Remembering how economical and easy to keep in order the little car was, sometimes one doubts whether the bigger car has many material advantages, especially in the case of the man who has no chauffeur. The even turning movement of four pistons does admittedly attract. Just a flutter, as of many sparrows, is all that comes from the bonnet, but there is not much else; eight mechanically operated valves require keeping clean; there are four plugs to cause trouble; sometimes there is a difficulty in getting the four cylinders to fire in time; engine troubles take longer to locate; running expenses are, of course, much heavier; while one goes a little faster, the tyres wear out so much sooner that road delays, due to the capricious pneumatic, are more frequent.

The unfashionable single-cylinder was harder to drive; the little available power necessitated care. Jumping in the clutch meant another turn of the starting handle. To climb well required careful use of the gas-tap as you approached the gradient. The advance spark wanted judgment. In fact, one was always on the *qui vive* to help your little engine with just the right amount of gas, spark advance, and lubricating oil. But that necessity for judgment gave to driving half its charm. Nowadays, the lazy man and the unskilful man may sit at the wheel of the big 4-cylinder. A gear-driven lubricator, once adjusted, requires no attention; the magneto, doubtless the coming form of ignition, has, on the most up-to-date models, no advance—the rising and falling voltage of the spark automatically regulating the time of the explosion. On the car I have at present there is no gas-tap either, an automatic carburetter regulating its own air. The driver, in fact, has nothing to do but open or close the throttle.

Theoretically, of course, it is right; there is no room for mistake, everything is automatic—the human element has been largely eliminated. But things automatic tend to become uninteresting. The automatic perfection that is now approaching may seriously diminish the pleasure that many motorists derive from being at the wheel. The next year or two will inevitably produce a practically perfect car. Nothing will be allowed to go wrong; there will be positively nothing to do. The engine will start itself, time its own spark to perfection, oil itself without fear of any mistake, and regulate its mixture correctly. There is already a device for making the motor pump up the tyres; if some inventor will arrange for the engine to repair punctures, correct skids, grind in valves, operate the brakes by compressed air, and indicate the presence of a police trap, the motor millennium will have arrived. But this perfection will rob the wheel of half its charm. It will be too easy; there will be no scope for talent. Driving and sitting in the tonneau will be much the same thing.

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THE comments which head this article were brought to my attention by a reader; they appeared in *The Bystander* over the name of Alfred C. Hunter as long ago as 1905. If that writer was troubled about motoring becoming soft and driving ceasing to be sport 57 years ago I feel I have every reason to express similar concern in A.D. 1962.

Cars Worth Driving

The Bystander's correspondent did not envisage servo brakes, power steering, automatic transmissions, push-button window lifts and trafficators operated by moving a switch, so that signals could be given with the car's windows closed. Yet he was aware that modern improvements were taking the joy out of motoring and was prepared to forsake four cylinders for his ancient "one-lunger" and travel more slowly and infinitely more crudely in the name of sport.

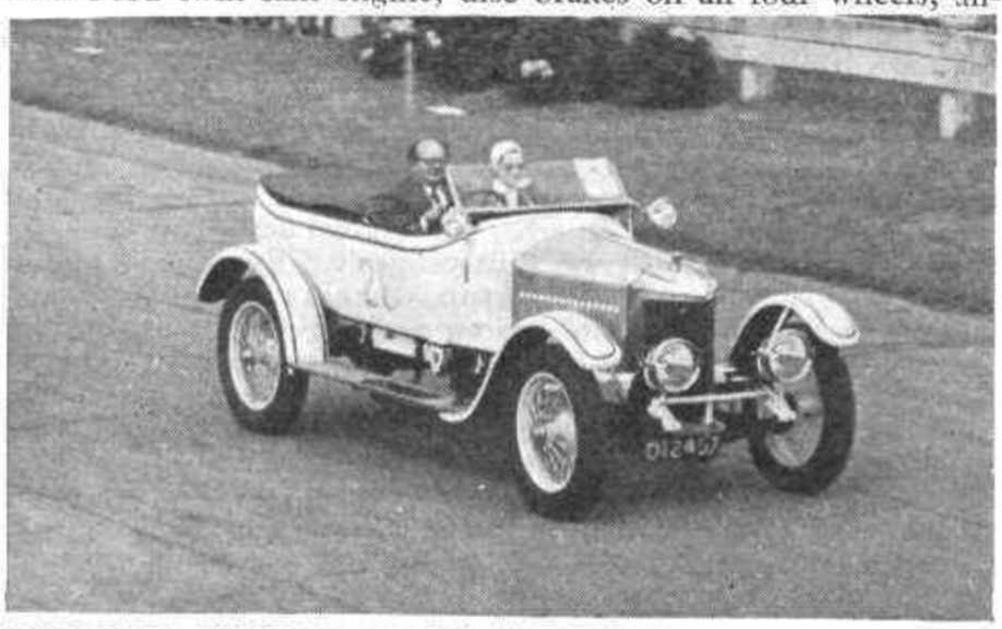
Present-day enthusiasts are a good deal more fortunate, because there are cars which are not only far more fun to drive than ordinary bread-and-dripping vehicles but which are also faster and a good deal safer, so that, by owning them, you enjoy the best of all possible automotive attainments.

With this in mind I had a short session with the Continental Correspondent and we came to the conclusion that the only cars worth driving, cars which respond to skilful handling, which can even be dangerous in the possession of incompetents, but which offer the heights of performance, safety and controllability to those who understand what they are doing, are very few in number. In fact, our choice was: Abarth G.T., A.C. Cobra, Alfa Romeo Giulietta Zagato, Aston Martin G.T., Daimler SP250, Ferrari 250 G.T.O., Jaguar E-type, Lancia Flaminia Zagato, Lotus Elan, Maserati G.T., Mercedes-Benz 300SL and 2-litre Porsche Carrera.

Not everyone can aspire to own, or get the best from, such cars; MOTOR SPORT's staff cars include Porsche (two), Saab, Austin-Healey Sprite, Lotus and Mini Minor, which is a long way below the ideal but not, I think, entirely discreditable.

New Sports Cars

It could be argued that "motoring" implies an open car, because, after all, a closed car with the heater on is as closely akin to remaining at home in a centrally-heated study or lounge as makes no matter, except that it is safer in the car, the bulk of human disasters, they tell us, happening indoors. So I was glad to see a number of promising new sports cars making their debut at Earls Court—the M.G.-B with its 1.8-litre engine and unitary construction, the Triumph Spitfire with its smart Italian-styled body and all-round-independent suspension, and the Lotus Elan with Ford twin-cam engine, disc brakes on all four wheels, all-



DRIVING WHICH ISN'T "SITTING IN THE TONNEAU."—Laurence Pomeroy owns a 1950 Rolls-Royce Silver Wraith and has much to do with modern B.M.C. cars but to get in some really interesting motoring he is often seen at the wheel of this 1914 Prince Henry Vauxhall, designed by his famous father.





AMERICA IS TURNING TO FAST CARS.—On the left the Chevrolet Corvette Sting Ray; on the right the exhaust-turbo-supercharged Chevrolet Corvair Monza in G.T. form.

round-independent suspension, a backbone chassis endowed with significant race-bred features, and retractable headlamps. This Lotus was announced amid all the glamour of the Ford showrooms in Regent Street, W.1, and is surely the fastest car ever to have been seen in these plush surroundings?

In America, too, they are turning to exciting sports cars. The Chevrolet Corvette Sting Ray has been given independent rear suspension and with a 5.3-litre V8 engine developing 360 b.h.p. at 6,000 r.p.m. on the astonishingly high compression-ratio of 11¼ to 1 (reminder that the U.S.A. is a land of plenty, with very good petrol), an axle ratio of 3.7 to 1, a close-ratio gearbox with manual shift from a stubby remote floor gear-lever, and a wheelbase of 8 ft. 2 in., is definitely a sports car.

Then there is the Studebaker Avanti with supercharged 4.2-litre V8 engine giving some 275 b.h.p. and Dunlop-Bendix disc front brakes which is, in Raymond Loewy-styled coupé form, more of a G.T. car, but there is no mistaking the sports-car demeanour of Carroll Shelby's A.C. Cobra with its 260-b.h.p. 4.2-litre Ford V8 engine, 3.54-to-1 axle-ratio, and independent springing and Girling disc brakes front and back. Providing the chassis mods. prevent it from handling, in Shelby's own picturesque phrase, "like a blivot," this will be one of the best of machines in which to overcome the blight that the aforesaid Mr. Alfred Hunter forecast in 1905. There are, too, the exhaust-turbo-supercharged alloy-V8 Oldsmobile Jetfire and the air-cooled, rear-engined exhaust-turbo-blown Chevrolet Corvair Monza Spyder, also available in G.T. form.

To indicate that these American cars really *go*, here are some figures :

	Top Speed	0-60 m.p.h.	0-80 m.p.h.	0-100 m.p.h.	s.s. ¼-mile
Studebaker Avanti s/c. ..	117 m.p.h.	7.3 sec.	13.2 sec.	22.3 sec.	16.2 sec.
Chevrolet Corvette Sting Ray	142 m.p.h.	5.9 sec.	10.2 sec.	16.5 sec.	14.9 sec.
A.C. Cobra	153 m.p.h.	4.2 sec.	6.8 sec.	10.8 sec.	13.8 sec.

(I admit very willingly to borrowing this data from that excellent American monthly *Road & Track*, the fortunes of which have changed since the days, just after the war, when its Editor-publisher John Bond was obliged to pay contributors in sweat shirts because dollars were in short supply.)

In order to benefit from developments undertaken by the World's more progressive manufacturers, and to set an example to those customers who will otherwise be content to go along with cart-springs, rigid rear axles, drum brakes and liquid-cooled iron cylinder blocks until the dawn of another century, it is important that discerning motorists buy cars of the most advanced design available in the price-category they can afford.

Advanced Design

I am not saying dogmatically that independent rear suspension is essential; indeed, badly-designed i.r.s. can be infinitely inferior to a well-engineered rigid-axle assembly. But it at least behoves present-day designers, if they cannot achieve i.r.s. to Daimler-Benz and Jaguar standards, either due to technical inability or on account of financial considerations, to use a lightweight axle correctly located by radius arms and anti-roll bars and sprung on coil-springs or torsion-bars instead of antiquated leaf-springs of the kind found on bath-chairs and donkey carts.

There are manufacturers who do this—Alfa Romeo, Peugeot, Volvo, Opel Kadet, etc., and while the ultimate must be either a front engine driving the front wheels, or a rear engine driving the rear ones (until the Ferguson convinces everyone that all four wheels should be driven, maybe with the power unit amidships), it *does* behove those who choose cars with propeller shafts to at least pick those that handle decently because they have a sensible springing medium and a back axle properly constrained from wagging the tail of the chassis.

Designers who work for mass-producers of motor vehicles may try to tell you that in their opinion, backed perhaps by the particular variety of Market Research to which they do lip-service, independent suspension is a lot of rot. *Let us not forget, however, that we have been called a Nation of Shop-keepers; the real fact is that where bigger profits accrue from making old-fashioned cars it is convenient to pretend that new complications are unnecessary and unjustified.* How any engineer worth his salary has the nerve to say i.r.s. is too expensive for family cars when even French peasants in their Citroën 2 c.v.s have the benefit not only of all-round-independent suspension but of inter-coupled springing into the bargain, I just do not understand. . . .

Do not fall into the trap that such things as air-cooling, i.r.s., torsion-bar suspension and so on are "*unconventional*" and therefore to be regarded with suspicion and reserve. With 5,000,000 Volkswagens roaming the Globe, supported by vast outputs of "unconventional" cars from the Renault and Fiat factories, it is the Dagenham Fords and the larger B.M.C. models, the Rootes Group products and the Luton Vauxhalls whose specifications must, reluctantly, be regarded both as old-fashoned and, in this day and age, as "unconventional."

With the demand for VWs as unsatiable as ever, with Renault offering an 80-m.p.h. 5-bearing under-1-litre car with disc brakes back and front, Fiat making a 1½-litre saloon which, performance-wise, puts many sports cars behind it, Opel restyling the Kadet with high-camshaft valve gear, torque-tube transmission and two-leaf rear springs, with the advent of the brilliant Taunus 12M in Cologne and with that modern cyclecar, the belt-drive D.A.F. from Holland, cocking-a-snoot at fully automatic transmission for small-engined cars with its foolproof two-pedal control of the simplest kind, I can only say "*Thank St. Christopher*" for Alec Issigonis, Alex Moulton, and to the British Motor Corporation for giving them *carte blanche* to design really revolutionary small cars for Britain to make and sell round the World.

Rivals in a Common Market

It is no concern of a motor journal whether the Government in power is Communist, Conservative, Labour or Liberal, or whether or not Britain goes into the Common Market. Yet, with discussion at white heat as to whether or not Protestant Britain should join with predominantly Roman Catholic Europe, is it not ironical that from Europe comes the technically-outstanding new Ford Taunus 12M and from England the dreary, old-fashioned Ford Consul Cortina with its uninspired specification?

I see that my old friend Laurence Pomeroy, usually a valuable and

vociferous spokesman for B.M.C., has done his best to justify the Ford Cortina in an erudite and clever article he wrote for *The Motor*. I note, too, that many motoring papers, inspired perhaps by a generous allocation of colour advertising (which you won't find in MOTOR SPORT!), have published carefully-worded test-reports on this latest offering from Dagenham.

Yet I cannot see how this Ford can for one moment compete with the front-drive, transverse-engine, disc-braked Morris 1100 which, with the M.G. 1100, has the most advanced suspension system of any small car in the World. Ford have reverted to drum brakes and a normal-angle back window for the Cortina. It has a rigid back axle sprung on, and located by, donkey-cart springs, although it is amusing to find that, the chill wind of non-metallic axle-less suspensions having blown around the Dagenham drawing-office, Ford admits to having taken steps to reduce friction between the spring leaves and to find out the best place at which to anchor their rigid axle to these springs. In this, I would think that they have gone only half as far as Opel has in the new Kadet.

When I drove an early Cortina and noted its plain interior, watched rain penetrating its quarter-lights, and felt it roll and hop on corners, I thought it would get by only at a competitively low selling price. In fact, in 2-door de luxe form *the Cortina is a mere £5 8s. 9d. less expensive than the equivalent Morris* 1100, *yet the Morris is the most revolutionary small car it is possible to buy.**

The performance figures of these two cars can be compared, as follows :

	Top Speed	0-50 m.p.h.	0-60 m.p.h.	s.s. ¼-mile	Overall Fuel Consumption
1,098-c.c. Morris 1100	81.4 m.p.h.	15.2 sec.	22.7 sec.	22.6 sec.	35.1 m.p.g.
1,198-c.c. Ford Cortina	79.6 m.p.h.	16.6 sec.	25.4 sec.	23.0 sec.	27.2 m.p.g.

On this basis it is easy to see which is the better car, and in less tangible qualities of handling and control the B.M.C. product is obviously immeasurably superior.

So I cannot see how anyone in his or her right mind is going to purchase an American-sponsored Cortina when for less than £6 more they can "float-on-fluid," brake on discs and enjoy other unique advantages of the economical British-built Morris or M.G. 1100.

As to whether the dreary Cortina will be outsold by the brilliant Taunus 12M is another matter. The latter, with its 60° vee-four power unit driving the front wheels, the engine's inherent primary out-of-balance forces courageously countered by means of a crankshaft-driven balance-shaft, its ingenious sealed split-circuit silent heater, and the use of a transverse front leaf-spring and ½-elliptic rear springs to suspend a lightweight dead axle-beam, which, if they give a ride anything like that of a similar arrangement on the front-drive flat-four Lancia Flavia, are eminently satisfactory, is a car all discerning car-buyers would prefer. Alas, car-buyers are not always in right mind by technical standards, so I shall expect Consuls, Cortina and Classic, to go on selling in large numbers, as Consuls always have, to working-class motorists ("following in the excellent tradition of the model-T," *pace* Mr. Pomeroy). But, if Cortina outsells 12M, this must not be misconstrued as a design triumph for the out-dated model; it will merely mean that Ford's U.K. plant is better geared for mass-production and mass sales than its Cologne factory, which in 1960 produced 188,000 private cars compared to an output of 381,000 Fords in the U.K. Although the 12M gives away 15 c.c. to the Cortina that it has much the same performance and is more economical is seen by the following figures :

	Top Speed	0-50 m.p.h.	0-60 m.p.h.	s.s. ¼-mile	Overall Fuel Consumption
1,183-c.c. Ford Taunus 12M	83.3 m.p.h.	16.9 sec.	24.8 sec.	23.1 sec.	31.9 m.p.g.
1,198-c.c. Ford Cortina	79.6 m.p.h.	16.6 sec.	25.4 sec.	23.0 sec.	27.2 m.p.g.

Whatever happens, the small-car battle in Europe in the next decade is going to be a bitter one, with the issue very much between front-wheel-drive (B.M.C., Auto Union, Citroën, D.K.W., Ford, Lancia, Panhard and Saab) and rear-engine location (B.M.W., Chevrolet, Fiat, N.S.U., Porsche, Simca and Volkswagen), with Renault enjoying the best of both these worlds. Volkswagen, Renault and Fiat have been rear-engine advocates for many years, Simca has recently followed suit, but Rootes have left the introduction, some people say, of their rear-engined small car too late; which is, perhaps, poetic justice, remembering that engineers from Humber Ltd., sent to report on the VW just after the war, pronounced it a worthless vehicle incapable of satisfactory development, thereby losing Britain her chance of acquiring Volkswagenwerk as war reparations!

B.M.C. has convinced some 400,000 people in the past three years of the superior handling properties bestowed by front-wheel-drive, and few people who have to negotiate wet fields, muddy car parks and icy gradients will argue against having the weight of the power unit and transmission over the driving wheels, whether the designer has left it "conventionally" in front or whether he sits you with your back to the engine.

Certainly no one who is sane can argue that automobile design is stagnating. At Earls Court there was ample variety in almost every department of engine and chassis, whereas of the cars introduced forty years ago, for 1923, 4-cylinder engines were found in 74½% of them, 61½% had side valves, 95¾% were water-

* Morris 1100 2-door de luxe £681 12 9
Heater 13 15 0
Total .. £695 7 9

Ford Cortina 2-door de luxe £666 10 3
Heater 17 3 9
Screen-washer .. 1 15 0
Over-riders .. 4 10 0
Total .. £689 19 0

NOTE.—Screen-washer and over-riders are standard on de luxe Morris.



A CAR WORTH DRIVING.—The 320 b.h.p. 3-litre V12 Ferarri 250 G.T.O. Berlinetta coupé.



AND ANOTHER.—The 325 b.h.p. 5-litre V8 Maserati Allemano G.T. coupé.



FASTEST-EVER A.C.—The 260 b.h.p. 4.3-litre Ford V8-engined Cobra, which should provide Real Motoring!

cooled, 52½% had 4-speed gearboxes but synchromesh and automation were virtually unknown, novel transmissions being confined to a mere 2%, 79% had ½-elliptic front springs, and only 2% of the 1923 cars had anything other than leaf rear springs. Spiral-bevel final drive ruled supreme in 75% of the back axles. The only component where variety was rampant, in comparison with the cars of 1963, was the wheel—34% of manufacturers preferred steel spoke wheels, 27% fitted discs, 25% the elegant, classic but horrid-to-clean wire wheel, while 14% still thought wood the best material. Not only has automobile engineering progressed, but today there is wider variety of design.

Meeting Competition

Variety of design is excellent, because it stimulates competition and brings individuality to bear on car purchase. But if Britain is to succeed in competition with Europe it is essential not only that she produces cars of advanced technical thinking but that these products are well made, call for a minimum of maintenance, and are sold and serviced with enthusiasm. Once upon a time quality cars like the 3-litre Bentley came with a 5-year guarantee. General Motors of America have just announced a warranty extending over two years or 24,000 miles, whichever shall first occur, with no labour charges for replacing defective parts. To the current trend towards fewer greasing points and simplified servicing British companies should add more generous guarantees.

Two of the biggest dangers we face in this country are lack of incentive for executives and technicians to give of their best, and frequent strikes on the part of the workers. Before the First World War factory executives were worth anything from £8,000 to £15,000 a year by today's values after paying their income tax and Laurence Pomeroy's father, when Chief Engineer to Vauxhall Motors, was accustomed to taking home at the age of 30 a *net* income of £120 a week in terms of 1962 pounds. This incentive to work well and hard has diminished seriously under the depressing onslaught of our savage system of taxation, where money earned is immediately practically halved, whereas that gained from gambling on horses, dogs, or the football pools, on stock-exchange gambles or in the Government's own Premium Bonds lottery, goes tax-free. Those wage-earners who adopt motoring as their hobby pay again, in purchase tax, licence fees, compulsory insurance and fuel tax, motor taxation alone topping £650,000,000 a year. Why, they even make B.M.C. put something distasteful in the suspension fluid of the Morris 1100, in case someone drains the system (thereby ruining his car) and then drinks perhaps 3½-pints of duty-free alcohol. . . .!

It is pay, pay, pay the tax offices all the time and unless the existing Government faces up to the fact that motorists have votes, removes Marples, and reduces taxation generally, it is debatable whether it will survive another Election. It is a sober fact that one employed person in eleven is working in the Road Transport Industry. They should remember that since 1910 motor taxation has provided £4,500-million in excess of total road expenditure. . . .

The World of Today

Indeed, this old World is a depressing place. The food we eat is, I hear, being poisoned by chemicals sprayed on the crops and over the soil, and if this makes us ill and we consult a doctor he is likely to prescribe some wonderful new drug that will make us a damn sight worse. While astronauts heroically circle the Globe the earthly traveller inevitably finds himself bogged down in a traffic jam and if eventually the open road is attained, there is a 40-m.p.h. or 50-m.p.h. speed-limit and every likelihood of being fined up to £50 for going too fast, going too slowly, not stopping, stopping in the wrong place or wearing the wrong spectacles, etc., etc. Or you may lose your licence altogether because thrice in three years you have been caught, perhaps by radar, exceeding by a couple of miles-per-hour the city speed limit on wide deserted roads. You could, of course, sell the car and go by train but the odds are that in England they won't be running. There is one consolation about this, because the only time we are Marples' Golden Boys is when there is a 'bus or rail stoppage. . . .

The most apt comment on the state of motoring in this country comes from a letter written by a lady, *who is a non-motorist*, to the *East Anglian Times*. The spirit in England today, this correspondent observes, is to "coddle the deliberately wicked, crack down on the mistaken, and crack twice as hard if he happens to be in a car." What an attitude to one of the most-heavily taxed sections of this tight-packed community!

Insurance tycoons whose motoring is probably confined to the back-seat of a chauffeur-driven Princess continue to regard sports cars as highly unsafe, whereas we all know that they are more stable, better braked and quicker out of trouble than even the better family cars. Rural England is being stealthily ruined by money-loving speculative builders, major holders of shares in cement and concrete, and those who worship in the Light of Neon. Bulldozers noisily obliterate anything green. . . .

Our children are being shown the lamentable example that if you want to get more pay for less work the way to go about it is not to work at all. . . .

The lust of grab-all pervades the land. Dr. Beeching takes home £460 a week in an unproductive job; if you manage to save anything from *your* salary the bankers insult you with a pitiful rate of interest, which is promptly taxed. Invest in property and you will be heavily rated (with an extra dollop for each garage) and robbed under Schedule A. And it doesn't stop at taxation. I confess to being depressed at finding that in the last two years I have paid my Accountant ten times as much as I have ever spent on a personal motor car. . . . If I ever retire I rather think I shall turn my back on England. . . .

The World has, indeed, deteriorated from metal and nuts-and-bolts to an age of plastics and adhesives. Over all hangs the horror of nuclear destruction, the scientists' cruellest gift to mankind. . . .

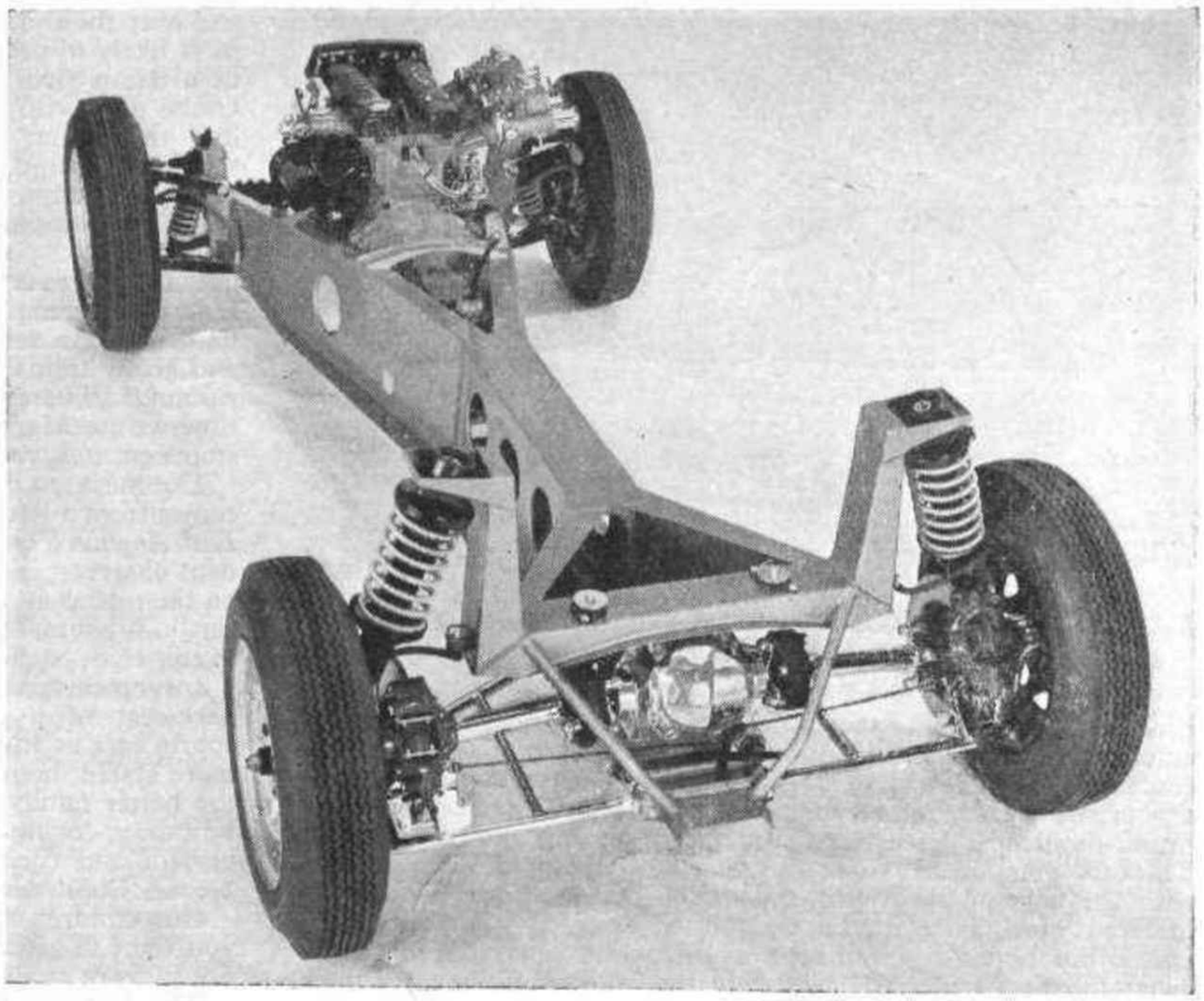
Motoring for Sport

The best antidote to this chronic state of affairs is still the motor car and once again I make this annual appeal to enthusiasts to invest in worthwhile cars of advanced design, leaving the retrograde and unprogressive makes and models to auntie and uncle. Otherwise, in this Shopkeeping Nation run by Shop-Stewards, all cars sooner or later will become so mediocre that "driving and sitting in the tonneau will be much the same thing."

In this spirit, let me wish you good Motoring in 1963; I must see my Managing Director about a Ferrari. You know what he will say? So do I.—W. B.

◆◆◆

A New Lotus Sports Car



The interesting Lotus Elan backbone chassis, of welded steel construction, with all-round independent suspension by wishbones and coil springs, with disc-brakes all round.

THE little Lotus factory at Cheshunt in Hertfordshire, is never inactive, and while Colin Chapman and Team Lotus are away winning Grand Prix races, the Lotus design staff are busy on new projects. One that has kept them occupied for the last year or more, is the design of a new production sports car, to fit between the sporty Lotus Super Seven and the sophisticated Lotus Elite. This new model is called the Elan, and has little or no connection with any previous Lotus model, breaking entirely new ground for the Cheshunt cars by having a backbone chassis frame, built up from sheet steel. This backbone is like a tuning fork, with the engine/gearbox unit mounted between the prongs and the propshaft running down the backbone. (For older readers who are unable to comprehend design trends in 1962, this is like the R-type M.G. Midget of 1935, but there the similarity ends). The 1½-litre engine for this new Lotus is the 5-bearing Ford 116E fitted with the Lotus designed twin-cam cylinder head, using two double choke Weber carburetters. This power unit has been race tested during the past season in a Lotus 23 rear engined sports car driven by Jim Clark, but the Elan has the engine at the front. Ford gearbox, propshaft and final drive unit are used, so that mechanically this new Lotus is much more of a serious conception than previous models which have used a bit from this manufacturer and a bit from that, and then adapted them to fit together. The all-round independent suspension is Lotus designed, the backbone fork at the front necessitating short wishbones, while at the rear very long wide-base wishbones indicate Formula 1 parentage, while Chapman-struts are used here. Drive from the chassis-mounted differential unit to the wheels is via tubular shafts with rubber universal joints as used all this year on the works Formula 1 cars.



The neat little Lotus Elan 1500 roadster, with headlamps in the retractable position. The glass-fibre and polyester resin body is built by S. Bourne & Co. (Plastics) Ltd., of Nottingham.

The open 2-seater body for the Elan is in glass-fibre and is a new step forward in this type of construction as it is in one piece, with no joints. The body is fixed to the chassis at 14 points, and the backbone is so rigid, particularly in torsion, that the fibreglass body takes little or no strain. The lines of the body are smooth and sleek, and of the roadster or Spyder type, with lidded boot and a cut-off tail not unlike the Elite. The front drops down to a small radiator opening and in order not to ruin the lines by mounting the headlamps at regulation height, as was done on the Austin Healey Sprite when it first appeared, the Elan has the headlamps sunk into the body when not in use. When the lighting switch is operated the lamps hinge upwards and backwards to regulation height, operated by a vacuum unit. As the body designers say, this arrangement of retractable headlamps gives clean lines to the body in daylight and at night you can't see the lines of the car so raised headlamps will not matter. A great deal of thought has gone into the collapsible hood, so that when it is raised it forms a rigid hard-top in conjunction with slide-up side windows. Apart from two grease nipples on the Hardy Spicer propshaft joints there is no chassis servicing called for and doors and bonnet are hinged on nylon bushes.

In standard form the engine gives 100 b.h.p. at 5,500 r.p.m. and Fords are shortly to make close-ratio gears for the 4-speed gearbox. Disc brakes are fitted to all four wheels, pressed steel disc wheels are specially made for Lotus and the retaining nuts are covered by neat Lotus knave-plates. This new model whose full title is the Lotus Elan 1500, is very much a complete Lotus design and a one-piece production, rather than an assembly of proprietary parts, which previous Lotus production cars have been. With this new model, Lotus take a big stride forward into becoming a complete manufacturer of production sports cars, and the neat little Elan should be in production by the time these words are in print. The engine, gearbox and final drive are all made by Ford, and throughout the project there is every indication that Ford of Dagenham are taking more than a passing interest.

The wheelbase is 7 ft., the overall length 12 ft. 1¼ in., the height to the base of the windscreen is a mere 2 ft. 6 in., and the height to the top of the hood is 3 ft. 7½ in. The price? £1,499 complete or £1,095 in a " kit form."

This will ensure not only serious production methods, but also serious development methods and the Elan should benefit, while Lotus Cars certainly will.—D.S.J.

Random Reflections on—

EARLS COURT 1962

A PLEASING aspect of this year's London Show was the number of smaller car manufacturers exhibiting there—Abarth, A.C., Elva, Lotus, Morgan, Reliant, Sabra and T.V.R., while Fairthorpe relinquished their Stand under unhappy circumstances. However, those who would otherwise have been able to sit in a Rockette were allowed by the Exhibition authorities to sit on chairs. This is proof that amongst Very Big Business the smaller firms are surviving. Another pleasing thing was the effect the outburst in the Press has had over the S.M.M.T.'s former ban on racing-car exhibits. This year B.R.M., Cooper and Lotus F.1 cars were a big draw, while Saab showed their Monte Carlo Rally winner and Panhard their victorious CD Le Mans Index of Performance coupé.

Saab's "High Performance Course" saloon with a B.S.M. badge caught us for a moment—it did not imply a new *equipe*, merely that Carlsson is consultant to the British School of Motoring's High Speed Course at Brands Hatch, if that is any consolation to you.

The outstanding small car exhibit was B.M.C.'s Morris 1100 and compact as the ADO16 is, it was interesting that both this and the M.G. 1100 looked impressively big little cars. No doubt conscious that the public may be cautious about the new Hydrolastic suspension, B.M.C. played it down, although proclaiming that it makes all roads into motorways, which is kind to some sections of M 1. Any doubts the customers have should surely be dispelled by the reliability of the Minis' rubber suspenders.

The opinion in some quarters seemed to be that the Morris 1100 isn't quite so spacious within as a Mini but possibly the people sitting in the back of the 1100 were specially bulky ones imported by Ford for the purpose. Those who thought B.M.C. were making too complicated an engine range were pleased to discover that the 1,089-c.c. ADO16 power unit is now used in the A40, Morris 1000 (which will have to be re-named) and the Sprite and Midget sports cars. This will endow them with improved performance, the "Spridgets" now having disc front brakes to cope with it.

Ford of Dagenham-America had easily the largest Stand but we were frightened away by the presence thereon of a Police Z-car; anyway, a day after the Show opened Ford production came to a halt due to strike action.

A very fast small car, the Abarth Twin Camshaft 1000 coupé with engine cover removed caught the eye, and the imagination, for it gives 105 b.h.p. at 7,100 r.p.m. from 982 c.c. Aston Martin showed a G.T. engine as in their Vantage model—302 b.h.p. at 6,000 r.p.m. from 3,670 c.c. There was a Singer Vogue labelled "New" but looking very old-fashioned. Dual head lamps do *not* suit Bentley and R.-R. There was a VW on its roof which even we thought funny. Actually it was done to show the clean underparts and location of the machinery. On this Stand they were cashing in on the car that went to a watery grave in the Channel by asking, as a caption to its picture: "Why Does a Volkswagen float?", the answer being, "Because it is Well Made," and if a car is that water-proof it will be dust-proof, too, which is of interest to many foreign visitors. Alfa Romeo had only one open car, a Michelin "X"-shod Giulia Spider.

Triumph were rightly making much of the Spitfire (but why a l.h.d. example?) and there was also one of those elusive Triumph Vitesse Sixes and a Goodyear-shod TR4. The TR4 has been out a year but we still await one for road-test.



The most advanced car at Earls Court in fully-openable "Decapotable" form (£2,892).

It was nice to see a couple of T.V.R.s at Earls Court, on a Stand roughly the size of their factory—this is another one we want to road-test.

The Peugeot 404 cabriolet had petrol injection and opens completely, like the new Citroën Decapotable, which was on a turntable facing the very different Jaguar Mk. X saloon. The A.C. Cobra V8, like the Studebakers and most of the Maseratis, was absent on Press Day but was anticipated by a board giving acceleration figures taken by a magazine we had never heard of, but exactly the same as those in *Road & Track*, quoted elsewhere!

What else? Well, the body had popped off an Elf up into space, Renault and Simca showed engines at both ends of their cars, there was a TR4 with its sunshine Surrey Top, which sounds delightfully Victorian, and at last all the Panhards doors *trail*; for some reason the Tigre was called a Relmax S Tigre, which means de luxe.

Lancia included, for lovers of fresh air, a Flavia Vignale convertible with floor gear-lever amongst their always dignified exhibits—cars in the best of taste.

Daimler had a 140-b.h.p. V8 engine on their Stand and Coventry-Climax their V8 racing engine (174 b.h.p. at 8,200 r.p.m. from 1,494 c.c.) on view for the first time, which was rather pointless as they were on the point of withdrawing it from production. What is going to happen to Formula One in 1963 or 4? Lucas had a B.R.M. V8 G.P. engine on Stand 211 to remind you that Graham Hill's successes have been assisted by P.I. and E.I. equipment.

It was nice to see Ogle in the Coachbuilding Section but sad that Zagato wasn't there. The Ogle SX1000 appeared in party trim but the attraction was the Ogle SX250 based on the V8 Daimler SP250. This fine car has long awaited better bodywork. The Ogle glass-fibre version has no-nonsense grouping of the instruments on square panels, the shortest remote gear-lever ever, and dual headlamps behind Perspex panels. Cars, it seems, now either sprout extra headlamps or coyly hide them away, as on the exciting new Lotus Elan (see page 862)—an idea B.M.C. contrived for the original A.H. Sprite, but abandoned. Chapman ingenuity—the Elan rotated on a turntable, with its lamps section retracted and extended, flashing, as it went round.

The star of the Mercedes-Benz exhibits was the 300SE—three-pointed, if you took note of its self-levelling air suspension, fuel injection and 4-wheel disc brakes. Auto Union showed the 1000S roadster, claimed to cruise at a top speed of 90 m.p.h., for the first time in England. Undoubtedly the most alluring exhibits to enthusiasts were the Ferrari 250 G.T. Berlinetta Scaglietti competition coupé and the 5-litre V8 4-o.h.c. Lucas fuel injection Maserati G.T., backed up by a 4-litre Ferrari 400/SA Superamerica special coupé on the Pininfarina Stand. The other design by this talented Italian designer whose work is so well-known in England, was metallic green Austin Healey 3000. Reliant showed their high-performance Ford Zodiac-powered Sabre G.T. coupé, lots of engine in a familiar chassis, strengthened and with disc front brakes, that should spell plenty of exciting "go." Several girls were noticed with "Cleanslip" on them. Nice to know that visitors to Motor Shows are so hygienic.

The Car of the Show?—Pat Moss says it was the latest 300-b.h.p. Ford Thunderbird, with electric window lifts, a steering column moving sideways to provide easy entry but locking in place as a gear is engaged, etc. The car on the Stand was sold by the third day.—W. B.

HEARD AT THE SHOW—



"Look, lamps like our Humber—is it a Rolls-Royce Super Snipe?"



"Mummy, there's one of those Chinese cars!"

UP THE STAIRS

MOST enthusiasts are usually worn out after touring the car stands at Earls Court and seldom go up the stairs to the Accessory Stands where much of the major development in the Motor Industry takes place. On Press Day we took a trip round the incomplete stands and found much of interest. On the **Armstrong** stand was the interesting Selectaride shock-absorber system which gives electrical control over the dampers, operated by a dashboard switch, to give variations in riding and handling qualities. **Borg and Beck** proudly illustrate the diaphragm spring clutch which has been used on all the British Formula One cars this season while another supporter of motor racing **Dunlop** show the SP braced tread tyre formerly made in Germany and now to be built in England to replace the Duraband. They also show their disc brakes and the Moulton Hydrolastic suspension units which they manufacture. A new product from Dunlop is a safety braking device which can be fitted on most cars for under £5. Another braking device is shown by **Peco**, this being a twin master cylinder conversion, one cylinder operating the front brakes and one the rear. Kits will be available for most cars. Peco also show a transistor ignition kit and a warning device for police radar traps! **David Brown** and **E.N.V.** show examples of their excellent transmissions, E.N.V. showing a new limited slip differential. **Fram Filters**, an American backed Company show typical American enterprise by instituting gift schemes for motorists who use their filters, the first offer being a pair of driving gloves which are sold at 14s. a pair to anyone buying a Fram filter.

Of the various automatic and overdrive transmissions **Laycock, Borg-Warner,** and **Hobbs** show their respective products, the excellent Hobbs automatic transmission, which has manual selection of all four gears, still being without a major manufacturer to offer it as optional equipment. **Lucas** show a B.R.M. engine with their electronic ignition and fuel injection systems as well as their vast range of electrical equipment. **Universal Dampers** show their new Telaflo shock-absorber for the Mini-Minor while **Woodhead-Monroe** have their complete range of replacement dampers on their stand.

No less than 14 safety belt manufacturers displayed their wares at Earls Court including several examples of the new inertia reel harness. A pity that some of the safety belt people cannot get on with the job of making belts instead of advertising how inefficient other people's are. Judging by the Six hour saloon car race in which a number of cars rolled and no one who was wearing a belt was injured safety belts are a pretty good investment. Sidney **Allard** shows his new handsome exhaust systems as do **Servais** and **Burgess** while for the enthusiast, **Microcell** show their comfortable bucket seats Postland Engineering their **Koni** shock absorbers and **Exhaust Ejector** their tail pipe fittings to make the cars noisier and sound proofing kits to quieten them again! Enthusiasts are also probably wondering if the new **Stromberg** constant vacuum carburetter has competition possibilities. The sparking plug "war" seems to be as hot as the safety belt one with the 8s. 6d. Golden Lodge with claimed longer life fighting it out against the normal 5s. offerings from other manufacturers or the 3s. 6d. replacement plugs sold by Wipac.

A visit to the Accessory stands at the Motor Show always repays the time spent as it gives an opportunity to see competitive equipment in one place and talk to the experts at the same time.

WISCOMBE PARK HILL-CLIMB, OCTOBER 14th

The 750 Club organised the last meeting of the season at that excellent West country Hill-Climb at Wiscombe Park, and received a first-class entry of interesting and fast cars. Making his first visit to this exacting hill, Chris Summers took the powerful Cooper-Chevrolet up in a new record time on his first official run. The sight and sound of this exciting combination of car and driver made most people come out of the beer tent, into the autumn sunshine, and the new time of 44.64 sec. sent them back in again for something stronger. This comfortably beat the record established at the last meeting by David Good and Peter Westbury.

The entry was notable for an almost complete lack of dull motorcars, each climb being well worth watching, especially that of Bloomfield with Sim's little "Tunex Ltd." Diva coupé. His second run of 49.78 sec. was outstanding for a 997 c.c. G.T. car and was within fractions of the time put up by Fry with his Ferrari 250 G.T., which does not hang about. The White brothers drove their Petty Special, which started life as a Formula Three car, built by motorcycle tuner Ray Petty, and now has a V-twin JAP installed. C. J. White was by far the fastest member of the family, and made that regular West country hill-climber Wally Cuff really try in order to regain third place overall. Second to Summers with the Cooper-Chevrolet was David Good with his Cooper-Climax special, his second run being a rousing 44.88 sec. — D. S. J.

Results :

F.T.D.	C. Summers (Cooper-Chevrolet 4,750 c.c.) ..	44.64 secs.	*New record*
2nd:	D. Good (Cooper-Climax Spec. 1,475 c.c.) ..	44.88	,,
3rd :	W. Cuff (Cooper-JAP 1,100 c.c.)	46.03	,,
4th :	C. J. White (Petty JAP 994 c.c.)	46.16	,,
5th :	H. M. Bennett (Cooper-Norton 499 c.c.) ..	47.39	,,
6th :	F. Floyd (Cooper-JAP 1,100 c.c.)	47.47	,,
7th :	J. A. White (Petty-JAP 994 c.c.)	48.89	,,
8th :	D. Hitches (Lola-Junior 1,089 c.c.)	48.92	,,
9th :	Miss P. Burt (Cooper-Climax 1,460 c.c.) ..	49.08	,,
10th :	D. Haigh (Cooper-Nor-JAP 1,132 c.c.) ..	49.12	,,
11th :	R. Fry (Ferrari 250 G.T.)	49.75	,,
12th :	J. Bloomfield (Diva G.T. 997 c.c.)	49.78	,,

Nobody else got below 70 secs.

Fastest Vintage and P.V.T.— Maj. C. Lambton (Alta 1½-litre) 51.94 secs.

CAR TESTS AT GOODWOOD—continued from page 857

The **Lotus Elite with Hobbs Mech-a-matic** automatic gearbox which is familiar on the race tracks of Britain and the Continent, is quite fantastic. An out and out competition car with 100 b.h.p. Climax engine is not normally the easiest car to drive with ordinary four-speed transmission but the Hobbs gearbox tames the peaky engine without robbing it of power and enables the veriest novice to drive the Elite. The gear lever can be left in the fully automatic position if desired or as is more probable with the enthusiastic driver he can select any of the four ratios at will by means of the central lever. Changes go through with only a light jerk, saving quite a lot of time over the normal "clutch out, change gear, clutch in" routine on normal transmissions. Our three laps in the Hobbs Elite were fascinating to say the least and unless there is some hidden snag which we are too dim to see it is quite inconceivable to us why this automatic gearbox has not been adopted by manufacturers.

The **Triumph Spitfire** is obviously going to hit at the Sprite/Midget market as it offers independent suspension, front disc brakes and 64 b.h.p. for £729. The Michelotti styling is attractive and as several million dollars worth have been ordered for the United States its success is assured. It accelerates reasonably briskly, has a pleasant gearbox, good brakes and handles well, although breaking away fairly early, albeit in a controllable fashion.

My last car of the day turned out to be the **Speedwell Sprite** with 80 b.h.p. 1100 c.c. engine. This engine is meticulously built and in consequence costs some £200. However, it will rev. to 7,000 r.p.m. in complete smoothness, giving the Speedwell car most un-Sprite like performance, the speedometer registering over 100 m.p.h. with comparitive ease. Some modifications have been made to the steering to make it even lighter and this leads to a slight tendency to directional instability. All in all a pleasant busman's holiday for journalists which was concluded in appropriate fashion when a journalist managed to spin the Rolls-Royce at Madgwick! Rather like a battleship in a heavy sea! — M. L. T.

FIRST B.O.C. SPRINT

Turning their hand to sprinting the B.O.C. held their first Wellesbourne Sprint on October 13th, attracting a varied if not large entry, most sprint and hill-climb exponents being attracted to the Wiscombe Park hill-climb taking place on the Sunday. In all five Bugattis were entered including a Type 51, 55, 35 and Kenneth Neve's Type 35B as well as the inevitable Bill Bloomfields Type 46 which won the Bugatti Handicap.

Provisional Results :

F.T.D.: Reg Phillips (Fairley-Climax) 12.20 sec.

Sports/Racing (up to 1,600 c.c.) : 1st D. W. Embley (Lotus 7) 15.57 sec.

Sports Racing (over 1,600 c.c.) : 1st T. D. L. Rose (Aston-Martin DB3S) 14.40 sec.; 2nd D. A. Wilcox (Aston Martin DB3S) 14. 45 secs.; 3rd J. Godderd (8-litre Bentley) 15.46 sec.

Formule Libre : 1st G. March (Djinn) 13.27 sec.; 2nd B. Eccles (Cooper-J.A.P MK XI) 13.34 sec.; 3rd H. Livingstone (Cooper) 13.58 sec.

Racing Cars up to 1,500 c.c. : 1st R. Phillips (Fairley) 12.70 sec.; 2nd T. Norton (Lotus Special) 13.01 sec.; 3rd A. L. Dealey (Lotus Special) 13.74 sec.

Formula Junior : 1st F. C. Ward (Brabham-Ford) 14.07 sec.; 2nd C. A. N. May (Lotus) 14.60 sec.; 3rd J. Welton (Elva-D.K.W.) 14.75 sec.

Bugatti Handicap : 1st W. H. Bloomfield (Type 46) 12.46 sec.*; 2nd K. Neve (Type 35B) 13.22 sec.*; 3rd J. Horton (Type 35) 13.83 sec.*

* *Net times.*

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Bardsley Bros. (M/C) Ltd., Brunswiek Buildings, Castle Square. (Tel. 3060).
CUMBERLAND
CARLISLE
Blair & Palmer Ltd., East Tower Street Bus Station. (Tel. 22470) (Area—Dumfries, N. Cumberland and N. Westmoreland).
DEVONSHIRE
BARNSTAPLE
Bob Ray Ltd., Newport Road. (Tel. Barnstaple 4341). (Area—N. Devon and N. W. Somerset).
PAIGNTON
Modern Motoring, 240 Torquay Road, Preston. (Tel. Paignton 82828). (Area—S. Devon).
PLYMOUTH
Green Bank Service Station Ltd., 1, Woodland Terrace, Greenbank. (Tel. Plymouth 65639).
EXETER
Westland Cycles & Motors, Summerland Street. (Tel. 74510).
CO. DURHAM
DARLINGTON
St. Andrews Motors Ltd., Park Gate. (Tel. Darlington 4272).
ESSEX
HADLEIGH
Browns Auto Sales (Southend) Ltd., 290 & 370, London Road. (Tel. Southend 557318). (Area—S. Essex west to Brentwood).
COLCHESTER
G.B.R. Motors Ltd., 1 & 2, East Hill. (Tel.Colchester 6131).
ROMFORD
Kingsway Motors Ltd., 142, Rush Green Road. (Tel. Romford 48652)
F. King & Co. Ltd., 3 & 5 West Gate, Harlow.
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SWANSEA
Halfway Garage Ltd., Blackpill. (Tel. Swansea 23451). (Area—Pembs., Carmarthens., and W. Glamorganshire).
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FRAMPTON COTTERELL
Western Garage, Bristol Road. (Tel. Winterbourne 2175).
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SOUTHSEA
Seals of Southsea Ltd., Highland Road. (Tel. Portsmouth 32222).
SOUTHAMPTON
Lawton & Wilson, The Malt House, 264, Millbrook Road.
HEREFORDSHIRE
HEREFORD
E. C. Byford Ltd., Bath Street Garage, Bath Street.
HERTFORDSHIRE
BALDOCK
Baldock Motor Co. Ltd., 18, High Street.
ST. ALBANS
Mount Garage (St. Albans) Ltd., Park Street Roundabout. (Tel. Park Street 3242).
ISLE OF WIGHT
BEMBRIDGE
G. E. Motors, Foreland Road. (Tel. Bembridge 388).
ISLE OF MAN
DOUGLAS
Hamill's Garage Ltd., Derby Square. (Tel. Douglas 2189).
KENT
BROMLEY
Johnson & Brown, 268-270, High Street. (Tel. Ravensbourne 8841).
DARTFORD
B. T. J. Dimond, 144, The Brent. (Tel. Dartford 20372).
HAWKHURST
Hawkhurst Motors. (Tel. Hawkhurst 3251).
SIDCUP
Vaughan Motors, 297, Main Road. (Tel. Footscray 3518).
FOLKESTONE
C. L. & H. L. Blundell, Christchurch Road, Folkestone. (Tel. 51988).
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Tunmotors Ltd., 21 & 24, London Road. (Tel. 1620 & 416).
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BLACKPOOL
John Hall & Son (Blackpool) Ltd., 102/6, Devonshire Road.
BARROW IN FURNESS
Cameron & Maddrick, 120-126, Rawlinson Street. (Tel. 1245). (Area—S. Cumberland).
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A. Smith (Garages) Ltd., Blackburn Road. (Tel. Bolton 24957).
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J. H. Brown (Manchester) Ltd., 257, Upper Brook Street, 13. (Tel. Ardwick 1635). (Area—South Lancs. and Cheshire).
Capital Garage & Eng. Co. Ltd., 14, Princess Road, Moss Side, 14. (Tel. Moss Side 3466).
LANCASTER
Midland Garage (Lancaster) Ltd., Parliament Street. (Tel. 2378).
LIVERPOOL
Allison Bros. (Car Sales) Ltd., 99, Renshaw Street.
PRESTON
W. A. Beesley & Sons, County Garage, Bow Lane. (Tel. Preston 5365).
COLNE
Appleby Bros., Skipton Road Garage.
LINCOLNSHIRE
STAMFORD
St. Michaels Motors (Stamford) Ltd., 35, Broad Street. (Tel. 3232).
SPALDING
Porters Motors (Spalding) Ltd., 24, Commercial Road.
CLEETHORPES
Lincolnshire Scooters Ltd., 459a, Grimsby Road. (Tel. 63023).
LONDON
W.6.
Empress Service Garage, 282, King Street, Hammersmith. (Tel. Riverside 7737 & 1998).
S.W.19.
Elm Auto Sales Ltd., 66-68, Hartfield Road,Wimbledon. (Tel. Cherrywood 1615).
W.3.
Speedway Cars (Acton) Ltd., 310-314, Uxbridge Road, Acton.
W.13.
Empire Motors (Ealing) Ltd., St. James Avenue,West Ealing.
S.W.9.
Pride & Clarke Ltd., 158, Stockwell Road.
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GREAT YARMOUTH
Toby Marine Ltd., Main Cross Road. (Tel. Gt. Yarmouth 3273).
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NEWCASTLE UPON TYNE
St. Andrews Motors, Leazes Lane. (Tel. 28333).
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Moto Baldet Ltd., Kingsley Park Garage, Kingsley Park Terraces. (Tel. Northampton 33487).
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Henstocks, 126-128, Chesterfield Road North.
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OXFORD
John Avery & Son Ltd., 228, Banbury Rd. (Tel. Oxford 57362).
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Sorbrook Motors Ltd., Aynho Turn. (Tel. Adderbury 270).
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R. U. Holoway & Son, 32-34, St. John's Road, Bathwick (Tel. 5084).
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STOKE ON TRENT
Stoke Motor Cycle Sales Ltd., Liverpool Road. (Tel. Stoke on Trent 47747).
SURREY
RICHMOND
H. A. Fox (Distributors) Ltd., Lichfield Garage, Sheen Road, Richmond. (Tel. RIC 4466).
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Guildford Motors Ltd., 8, North Street. (Tel. Guildford 68001). (Area—W. Surrey).
Weston & Phillips, Woodbridge Road.
DORKING
Edwardes Motors (Dorking) Ltd., 59, South Street.
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Godfreys Ltd., 427, Brighton Road. (Tel. Croydon 3641).
WARWICKSHIRE
BIRMINGHAM
Continental Cars (Midlands) Ltd., Island Service Station, Holyhead Road, Handsworth, 21. (Tel. Northern 0061).
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Monkspath Garage Ltd., 824-6, Stratford Road, Shirley.
WORCESTERSHIRE
HARVINGTON
Black & White Garages (Harvington) Ltd., Nr. Evesham. (Tel. 331).
MALVERN
Ranford Garage, Barnards Green. (Tel. Malvern 324). (Area—Herefordshire and West Worcs.).
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Eric Williams Ltd.
YORKSHIRE
BRADFORD
Service Motors (Leeds) Ltd., Thornton Road. (Tel. Bradford 27302). (Area—Yorkshire and North Lancs.).
HULL
Browns (Witham) Ltd., 47-49, Witham.
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R. Ewbank & Son Ltd. (Tel. 2040).
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Dan Smith & Son, 164, Barnsley Road, Darfield, Nr. Barnsley.
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R. Mallaby & Co. Ltd., 144, Micklegate.

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INVERNESS
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MUSSELBURGH
Eric Peterson, 35, High Street.
STIRLINGSHIRE
FALKIRK
Blackadder Motor Co., County Garage, High Station Road. (Tel. 235).

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RUMBLINGS

ELVA AT EPSOM

The Elva Press-party was a disaster. Not for the assembled journalists, for they had a good lunch in the slightly-decayed dining room of the R.A.C. Country Club at Woodcote Park. But for the Lambretta-Trojan Group, which is manufacturing the new range of Elva sports cars, and whose spokesman found it necessary to excuse the criticisms of those who drove the cars by saying that the release had been called early to avoid a clash with other Paris and London Motor Show parties and that Trojan Ltd., with 1,000 keen workers, would be able to put right the faults in a very short time, when the journalists would be able to try the cars over a greater distance. He went on to say that they were aiming to introduce an individual car in an age of increasing standardisation, using well-proved B.M.C. engine and transmission units, and reminded us that some 700 Elvas have already been sold, mainly to the U.S.A., and that their long list of competition victories should ensure a ready market. A competition car successful on the circuits in the hands of skilled drivers does not always imply a car palatable to road-users of average skill, however.

There should have been four Elva Courier Mk. IIIs to try, but only two materialised, and the coupé with reverse-angle rear window and disc brakes all round, inboard at the back, was not expected until late in the afternoon.

Obviously the cars had been too hurriedly prepared. The beam-axle Courier Mk. III coupé driven by the Editor had a gear-lever set high and so stiff it could only be shifted with considerable force, pedals set far too close together, a driving seat that refused to adjust, so that effective operation of the clutch and brake pedals was impossible, unconvincing brakes, a petrol gauge reading permanently empty, a thermometer permanently at "C," an ignition warning light that never went out, a rear-view mirror partially obscured by an enormous "box" behind the seats, and something rattling in the boot.

The steering is extremely light but there is pronounced over-steer and the car is very "tail-happy" both vertically and laterally, while ground clearance is virtually nil. The doors have sliding windows and fixed quarter-lights and the transmission tunnel is the widest I have ever seen, effectively isolating driver from passenger. This 1,622-c.c. M.G.-engined fibre-glass coupé would have been excusable if built from a kit by a lad of 18.

However, there is no accounting for tastes, and at lunch Bob Danvers-Walker, a Radio and TV commentator, announced quite emphatically that he considers the latest Elva to be far nicer than an M.G.-A, ordered one for cash, and expressed regret that he hasn't shares in Trojan Ltd.

It remains to be seen whether Trojan can eradicate the errors incorporated in the prototypes. Even so, the price of £965 10s. for the 2-seater is higher than that asked by B.M.C. for the new M.G.-B 2-seater. Mk. IV versions of the ladder-frame Elva, with i.r.s. based on the Triumph Herald, will not be available for a few months and will cost over £1,000.



ONE NEW ELVA SOLD! See "Elva at Epsom" on this page and note the remarkable number plate.

* * *

EVEN-KEEL

In our description of the new Morris 1100 in the September issue we referred to its rubber Hydrolastic inter-coupled all-independent suspension as self-levelling. This is virtually correct, because as the front wheels ride over uneven ground the back of the car rises under the influence of fluid passing along the coupling pipes, and *vice versa*, so that a pitch-free ride ensues.

It should, however, be made clear that such self-levelling or pitch-free travel is not the same as more complex constant level suspension in which a car maintains an even-keel even when weight is applied to one end or the other. Citroën achieve this by hydro-pneumatic means, and it is found also in the Mercedes-Benz 300SE and was a feature of the big air-sprung Borgward. Such automatic height control involves the extra complication of engine-driven air or oil pumps, and storage reservoirs.

B.M.C.'s Dunlop/Moulton even-keel suspension, using rubber units with hydraulic inter-connection, is self-contained and ingeniously simple. Inter-connection was pioneered by mechanical linkage in 1950 on the Citroën 2 c.v. (which retains it and has handed it on to the Ami 6) and was followed in 1955 by a similar system on the big Packard Clipper.

* * *

ALLARD'S KILO.

Congratulations to Sydney Allard on setting up the fastest s.s. kilometre achieved by a four-wheeled vehicle in this country—20.86 sec., at Church Fenton. Allard also did a s.s. ¼-mile in 11.54 sec. and he crossed the line at 145.77 m.p.h. at the end of the longer distance, which rather disposes of previous claims in the 170-190 m.p.h. bracket. By way of contrast, the figures for Peter Sutcliffe's Jaguar-D were 23.93 sec. and 141.84 m.p.h. Allard turned the tables on George Brown, who beat him at Brighton, as at Church Fenton his figures on the Vincent were 21.69 sec. and 148.84 m.p.h. It appears that before the end of the Brighton kilometre the Allard dragster had burst the pipe between supercharger and engine, a common problem with such an installation and the reason why the Americans bolt their blowers on the engine, eliminating a long induction pipe.

This is not anything like as fast as American "sling-shots" have gone but sets a fine target for English sprint exponents.

Incidentally, there is no truth in the rumour that Allard welcomed the recent railway strike as a chance to "get the cement to set"—he is, however, a leading advocate of the railways-into-roads movement.

COPS AND ROBBERS

Remarkable things happen on the roads of Britain, apart from private motorists being apprehended for doing 32 m.p.h. in deserted towns and 43 m.p.h. along dual-carriageway arterial highways. For instance, according to the *Daily Mail* two prisoners were being conveyed in a hired Austin Princess when a halt was called by the three prison officers in charge of them at the Homestead Café near Salisbury. The driver carelessly left the ignition-key in place and while he and the three officers poured themselves tea the prisoners went to the lavatory, then emerged and, although hand-cuffed together, managed to start the car, having locked its doors.

Quick to respond, and gallantly foresaking the cup that cheers, the driver and officers rushed to the Princess and held on to it. Not surprisingly, it pulled itself clear. Luckily the café proprietor offered his car and drove the officers in pursuit. The *Daily Mail* reports the Princess as doing 125 m.p.h., driven by its hand-cuffed driver, and the following car over 100 m.p.h.—the hire firm concerned is to be congratulated on knowing how to tune a Princess!

However, even Fangio was never asked to display his skill while hand-cuffed, and at a bend the Princess crashed. Yet, with a burst front tyre, one wing hanging off and smoke pouring from under the bonnet, the prisoners got it going again, only to have another prang down a lane. This time they hit a tree and really wrote off their Princess. But, having found the officers' keys, they had undone the hand-cuffs and one swam a river before being re-captured with his mate. Ah well, as we are always reminding you, there are many forms of motor sport!

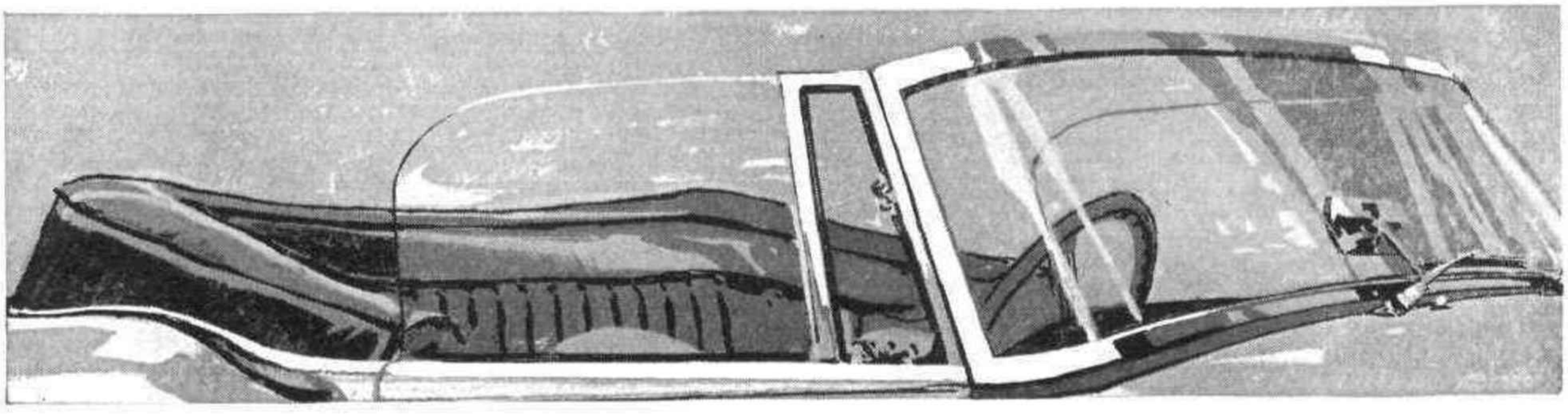
If the prisoners ever come out we suggest they apply for a job in TV crime films. But really, with the police reminding all motorists to lock their cars, these prison officers seem to have been singularly careless; and who pays for the Princess and its tuning equipment, we wonder. . . .—W. B.

The AUSTIN HEALEY 3000



Now the brilliant Austin Healey 3000 is a slicker, more practical 2/4 seater, with a quick-folding convertible top that stows away neatly round the top of the new back seat. We call it the Sports Convertible—and a dream of a sports car it is:—130 b.h.p.; disc front brakes (optionally servo assisted); twin carburettors. All give you—performance plus safety, plus luxurious styling. □ The Austin Healey 3000 was outright winner of the Alpine Rally in both 1961 and 1962. The Sports Convertible costs £1190.7.9 (£865 plus £325.7.9 purchase tax). At a price like that, it's a match for any sports car in the world. See it and drive it—at your Austin Dealer's showroom.

THE AUSTIN HEALEY 3000 SPORTS CONVERTIBLE



4th United States Grand Prix

Clark Wins at Record Speed

WATKINS GLEN, *October 7th*

THE success of last year's race guaranteed the return this year to Watkins Glen of the Fourth U.S. Grand Prix. Whereas last year the Drivers' Championship had been settled before the race started, this year's race could still mean a change in the final result.

Watkins Glen, situated in North-West New York State, is the area known as the Fingers Lakes Region and is on the southern tip of Lake Seneca. Many circuits are situated in beautiful surroundings but, at this time of the year, few can be as lovely as these woods with the magnificent colouring that Autumn gives the trees, some green and others going through shades of brown to pinks and reds.

The 2.3-mile circuit is situated 5 miles south of the town, high above the lake, and the weather, which is beginning to get temperamental at this time of the year, can be very different in the two places.

The 20 entries lacked the red cars from Maranello, and the excuse this year seemed to be a repetition of last year and that was that strikes made it impossible to prepare the cars in time. So, once again, World Champion, Phil Hill, was robbed of the chance to show his fellow countrymen how well he can drive. To cap his disappointment, he was told from a reliable source that Enzo Ferrari had sacked him.

The cars that were here were from all the other major teams. B.R.M. had three cars for G. Hill and R. Ginther—the former driving " old faithful " as the mechanics call the first of this year's cars which was tried at Monza in 1961 and which won at Monza three weeks ago. Ginther's car was the spare one from Monza whilst the " T " car here was driven by him into second place in the Italian G.P.

Team Lotus had two " monocoque " 25s for Clark and Taylor, these being the same two ill-fated cars that had so much trouble in Italy. Since the Italian G.P., Z.F. had rebuilt the gearboxes so the troubles that haunted the team at Monza, it was hoped, would remain there. Porsche brought two flat-8s for Gurney and Bonnier. The binding tape over the rear wishbones had been removed from Gurney's car while still remaining on Bonnier's. The free-wheeling of the cooling fan at high speeds described in the Italian G.P. report was not on the cars as it had proved unsatisfactory.

U.D.T.-Laystall had brought three cars, two entered by themselves for Ireland and Gregory—the Climax-engined car for the former and the B.R.M.-engined car for the American. The only change was that the exhaust pipes of the B.R.M. engine now go down and backwards as on the works car instead of up as they were at Monza. The third car was on loan to Dupont Team Zerex who had entered it for Roger Penske, the up-and-coming American boy. This car was painted the colour of a tin of Zerex Anti-Freeze, which is a sort of mustard.

Surtees and Salvadori were both entered by Bowmaker in Lolas. Surtees' car was the old one while Salvadori's was his usual car. John Cooper had two cars in Monza trim except that Maggs was driving the car with the long-range fuel tanks whilst McLaren had swapped to the normal car.

R. R. C. Walker had two cars here, one entered by himself for Trintignant which was the one Vaccarella used at Monza whilst Trintignant's Monza car was on loan to John Mecom Jnr., the young oil millionaire who had entered the re-sprayed (pale blue) Lotus V8 for his friend Bob Schroeder—a completely unknown driver from Texas.

Making up the private entries were de Beaufort with his orange Porsche, as raced at Monza, Brabham with his turquoise-coloured Brabham which was basically as it had been raced before but now the front disc brakes were enlarged and the springing had been changed to improve road-holding. Tim Mayer was entered, according to the programme, by the Cooper Car Company. The car was the ex-Roger Penske 1961 Cooper with the Tommy Atkins' Mark II 4-cylinder Climax engine. Hap Sharp had entered his 1960 Cooper with Mk. II 4-cylinder engine, which was the spare car taken to Indianapolis by Coopers while Jim Hall had entered his ex-Jack Brabham Lotus 21 and this rounded off the 20 entries.

First practice was from one to five p.m. on Friday and though it had rained a lot in the morning, the track had just about dried out by the time the first cars moved off. The targets as far as times were concerned were last year's fastest lap 1 min. 18.2 sec., fastest practice lap 1 min. 17 sec. and the outright record in a Formula Libre car held by Moss at 1 min. 16 sec.

First out were McLaren, Clark and Taylor, followed shortly by Ginther, Gurney, Penske, Mayer and Surtees. The Lola in which Surtees was practising had new bearings and was therefore being run-in for a large part of the day. Ginther, who was racing here for the first time, started setting the pace with 1 min. 23 sec. but it wasn't long before Hill (B.R.M.) had equalled his team-mate. Clark's Lotus was clocking 1 min. 25 sec. while Gurney started to have a go in the Porsche. This eventually resulted in a time of 1 min. 21.8 sec.

After an hour, the times were getting under 1 min 20 sec., still with the American driver's B.R.M. leading the way. By half-way through the first session, the two B.R.M.s had clocked 1 min. 17.9 sec. while 0.1 sec. behind came Clark's Lotus and Brabham in his own car. Gurney's Porsche was very close to these fastest times but Bonnier, who was suffering from a bad back, was 1.0 sec. behind his team-mate. The two Lolas were still slower than 1 min. 20 sec. while U.D.T. were having engine trouble with Ireland's car, one of the tappets having broken up, which meant Innes never bettered 1 min 24 sec. Gregory who was going quite well at this stage in practice, with a time of 1 min. 18.3 sec., later dropped to 1 min. 17.9 sec. and then decided the B.R.M. engine was down on power.

Still to go out after two hours' practice were Sharp, Hall, and Schroeder, although their cars were in the pits. McLaren's Cooper had its gear ratios changed while de Beaufort's mechanic was cleaning filth from the Porsche's carburetter. Several cars were having spring and damper settings adjusted, anti-roll bars were being changed and disconnected for the track is bumpy all the way round with odd cambers on some of the corners. B.R.M. changed the rear camber on Hill's car while Graham practised in the " T " car.

In the second half of this four-hour session things began to warm up. Ginther got below 1 min. 17 sec. followed quickly by Hill. Then Gurney also bettered last year's best practice lap with a 1 min. 16.9 sec., but Bonnier, in the other Porsche, was going slower as he felt less comfortable with his back. The next

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
4	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Usual car
5	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Italian G.P. " T " car
6	M. Trintignant	R. R. C. Walker	Lotus 24	Climax V8	Colotti 6-sp.	Lotus 1962	Dark blue and white	Vaccarella's Italian G P. car
8	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	" Monocoque " No. 2
9	T. Taylor	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	" Monocoque " No. 3
10	D. Gurney	Porsche Eng.	Porsche	Porsche flat-8	Porsche 6-sp.	Porsche 1962	Silver	Usual car
11	J. Bonnier	Porsche Eng.	Porsche	Porsche flat-8	Porsche 6-sp.	Porsche 1962	Silver	Usual car
12	G. de Beaufort	Ec. Maarsbergen	Porsche	Porsche 4-cyl.	Porsche 6-sp.	Porsche 1960	Orange	Usual car
14	R. Penske	Team Zerex	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Mustard	U.D.T. spare car on loan
15	I. Ireland	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	—
16	M. Gregory	U.D.T.-Laystall	Lotus 24	B.R.M. V8	Colotti 5-sp.	Lotus 1962	Pale green	Exhausts now down swept
17	J. Brabham	Brabham Racing	Brabham	Climax V8	Colotti 6-sp.	Brabham 1962	Turquoise and gold	Larger brakes
18	J. Surtees	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	Crashed in practice
19	R. Salvadori	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	Raced by Surtees
21	B. McLaren	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Maggs' Italian car
22	A. Maggs	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Oversize fuel tanks
23	T. Mayer	Cooper Cars	Cooper	Climax 4-cyl. Mk. II	Cooper 6-sp.	Cooper 1961	Red	Penske's old car, Mk. II engine
24	H. Sharp	H. Sharp	Cooper	Climax 4-cyl. Mk. II	Cooper 5-sp.	Cooper 1960	White	Indianapolis spare
25	J. Hall	J. Hall	Lotus 21	Climax 4-cyl. Mk. II	Colotti 5-sp.	Lotus 1961	White	Ex-Jack Brabham
26	R. Schroeder	J. Mecom	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale blue	Team Walker's rebuilt car, on loan

to get under 1 min. 17 sec. was Jack Brabham, which proved that he had sorted out many of the original " bugs " from his car. McLaren and Maggs were both trying hard but were unable to get below 1 min. 17 sec. as was Taylor in the Lotus. Clark went out towards the end of practice, and after only a few laps proved that the Lotus 25 is the fastest F.1 car by clocking 1 min. 15.8 sec., faster by 0.2 sec. than the outright record and fastest practice time of the day. Among the private entrants Tim Mayer's Cooper was fastest with 1 min. 20.7 sec. de Beaufort was a bit behind at 1 min. 21.8 sec. while the unknown Schroeder, in the potentially fastest of the privately entered cars, could only get down to 1 min. 24 sec. As practice came to its close, Surtees was out putting in some faster laps when, at the far loop, a steering arm broke by the ball joint and the car went off on the outside of the course plunging into the bushes at the same place as Ireland did last year. Unlike Ireland, however, Surtees hit a big tree, completely wrecking the front of his car. John was, fortunately, only shaken up and walked back to the pits but Bowmaker were left with only one car.

On Saturday, the rain which had held off during the first session, poured down and when practice was due to start most drivers and cars kept well under cover. An hour after practice had officially started, the rain eased a little and the two B.R.M. drivers and Jimmy Clark got in some wet practice. Hill managed to get down to 1 min. 26.5 sec. but the Lotus, which is not as stable as the B.R.M. in wet conditions, could only record 1 min. 31.2 sec.

As the rain cleared, more cars turned up, but the Lotus of Jim Hall and the Cooper of Hap Sharp failed to turn up at all. U.D.T. were very late arriving as they had changed engines overnight. Ireland arrived an hour from the end, and Gregory just got in a few laps after official practice had closed.

With the track so wet cars were continually spinning in front of the pits as they came out of the sharp right-hander outside the pit road. Salvadori handed his car over for Surtees to practise in and to race the next day, but biggest surprise of all came when Phil Hill, who was walking about with a very long face, suddenly appeared in the flat-8 Porsche which Bonnier had been driving. The Swede's back was still troubling him and he handed over to Phil to get a practice time in case he was unable to start on the Sunday. Practice ended with most of the first day's times counting for the grid, and the contest between Hill and Clark seemed more certain as on the drying track they had both recorded 1 min. 22.1 sec., a very equal contest and one on which the Drivers' Championship was hinged.

PRACTICE TIMES

No.	Driver	Friday	Saturday
4	G. Hill	1. 16.7	1. 22.1
5	R. Ginther	1. 16.6	1. 24.0
6	M. Trintignant	1. 25.8	1. 28.5
8	J. Clark	1. 15.8	1. 22.1
9	T. Taylor	1. 18.0	1. 28.7
10	D. Gurney	1. 16.9	1. 24.2
11	J. Bonnier	1. 19.0	1. 28.4
12	C. de Beaufort	1. 21.8	1. 26.3
14	R. Penske	1. 21.3	1. 28.9
15	I. Ireland	1. 24.0	1. 25.8
16	M. Gregory	1. 17.9	—
17	J. Brabham	1. 16.9	1. 27.8
18	J. Surtees	1. 18.1	1. 29.2
19	R. Salvadori	1. 19.8	1. 33.5*
21	B. McLaren	1. 17.1	1. 24.5
22	A. Maggs	1. 19.7	1. 30.8
23	T. Mayer	1. 20.7	1. 29.2
24	H. Sharp	1. 22.4	—
25	J. Hall	1. 24.7	—
26	R. Schroeder	1. 24.0	1. 28.8
T	G. Hill	No Time	1. 22.2
9	J. Clark	—	1. 26.8
11	P. Hill	—	1. 32.6

* Using same car on Saturday

Race day was dry and cloudy. A large crowd from Canada and surrounding States had begun arriving during the night, and by the time the race started it was estimated at between 40 and 45 thousand. Jim Hall, who missed the second practice, had withdrawn as on the first day a valve guide had broken and he was unable to get it repaired in time. Also missing, of course, was the Surtees Lola, but John was to drive Salvadori's car, which had certain parts swapped from his crashed car. Bonnier had recovered enough to drive, so Phil Hill had to spectate.

The drivers were called to the usual pre-race meeting where the lavender-suited starter explained his repertoire, and then they were off on the warming-up lap. The grid was formed at the Glen in two's, the two contenders for the Championship one behind the other at the front and Surtees at the back, the reason for John's position being that he only practised for a short time in the wet in Salvadori's car. With a great flourish from the starter and the crescendo of sound which is part of racing, the field swept away through the right-hander, up the hill and on to the first lap. As they went over the hill, Clark was leading from Hill's B.R.M. McLaren, just behind, slightly over-revved his engine in this first burst of speed, which took the edge off it for the rest of the race.

STARTING GRID

5 Ginther (*B.R.M. V8*) 1 min. 16.6 sec.		8 Clark (*Lotus-Climax V8*) 1 min. 15.8 sec.
10 Gurney (*Porsche Flat 8*) 1 min. 16.9 sec.	4 G. Hill (*B.R.M. V8*) 1 min. 16.7 sec.	
21 McLaren (*Cooper-Climax V8*) 1 min. 17.3 sec.		17 Brabham (*Brabham-Climax V8*) 1 min. 16.9 sec.
9 T. Taylor (*Lotus-Climax V8*) 1 min. 18.0 sec.	16 Gregory (*Lotus-B.R.M. V8*) 1 min. 17.9 sec.	
22 Maggs (*Cooper-Climax V8*) 1 min. 19.7 sec.		11 Bonnier (*Porsche-Flat 8*) 1 min. 19.0 sec.
14 Penske (*Lotus-Climax V8*) 1 min. 21.3 sec.	23 Mayer (*Cooper 4-cyl.*) 1 min. 20.7 sec.	
24 Sharp (*Cooper 4-cyl.*) 1 min. 22.4 sec.		12 de Beaufort (*Porsche 4-cyl.*) 1 min. 21.8 sec.
26 Schroeder (*Lotus-Climax V8*) 1 min. 24.0 sec.	15 Ireland (*Lotus-Climax V8*) 1 min. 24.0 sec.	
18 Surtees (*Lola-Climax V8*) 1 min. 29.2 sec.		6 Trintignant (*Lotus-Climax V8*) 1 min. 25.8 sec.

As the cars roared past after the first lap, Clark led by a few yards from Hill, with Ginther, Brabham, Gurney and McLaren in a group a short way behind. Another gap separated Bonnier, Taylor, Ireland and Gregory, while at the back came Mayer, Schroeder, Surtees, Sharp, Trintignant and de Beaufort. The two leaders soon began to draw away from the rest of the field and Clark opened up a few yards between his Lotus and the B.R.M. As the cars settled into the swing of things, Surtees passed some of the tail-enders to move up from 15th to 11th place by lap six. The pace at the front was such that the F.1 lap record was lowered from the third lap onwards.

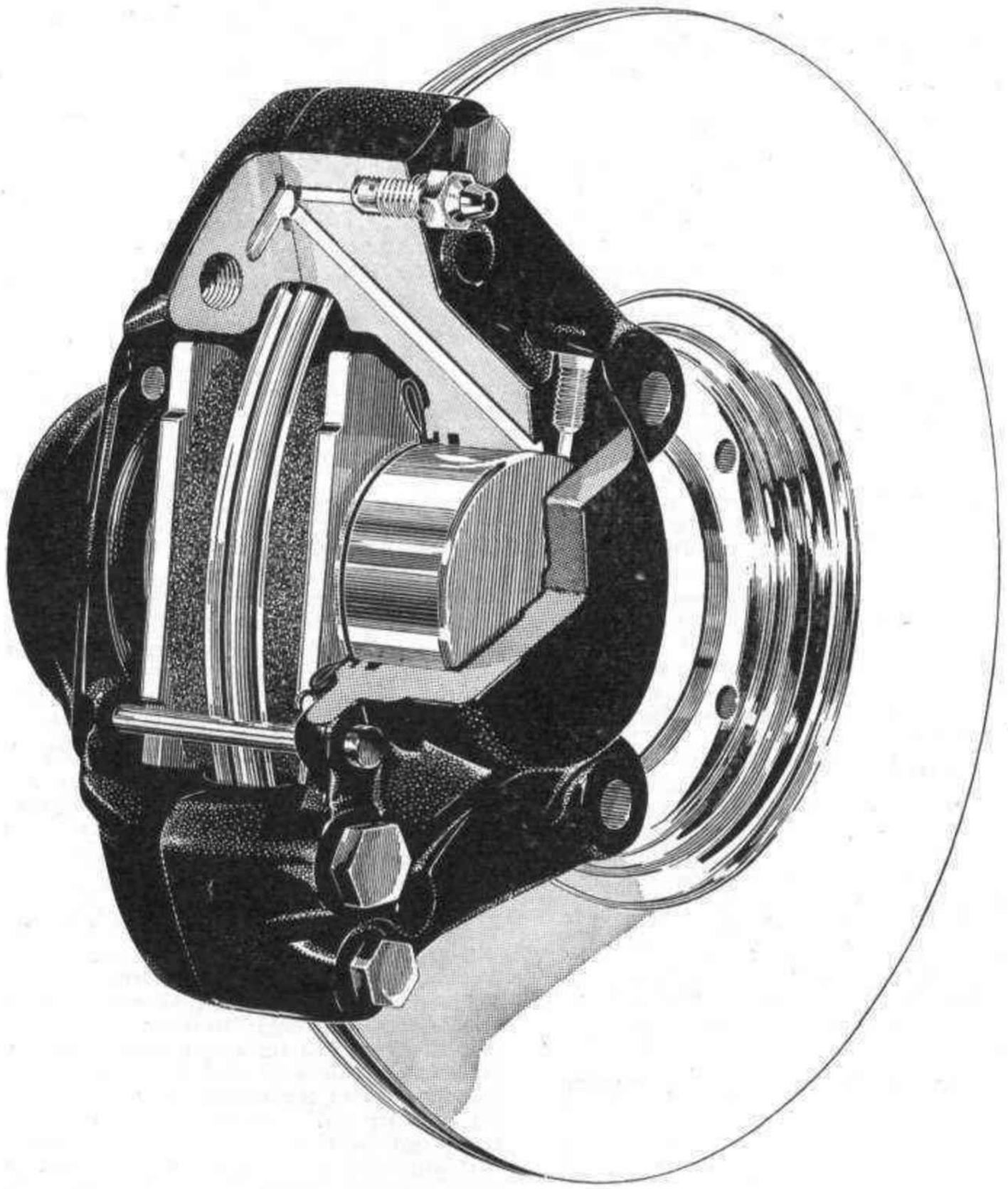
Gurney moved through the second batch of cars from fifth to third, passing Brabham on one lap and Ginther's B.R.M. the next. Here he stayed with Ginther breathing hard down his neck until the tenth lap when the B.R.M.'s driver regained his third place.

The leaders were now well away from the rest of the field. Ireland made a brief pit stop after he found he was selecting 3rd instead of 5th gear on occasions, putting him to the back of the field. On the eighth lap, Taylor also made a pit stop with oil pressure trouble; oil was poured in and he went out again, but the trouble persisted all through the race although it didn't affect the engine. On the tenth lap, de Beaufort came in very slowly with the rear suspension of his Porsche broken from sharp contact with a guard rail, and his left-hand rear wheel was waving through about 30 degrees. At the same point and at the same time, Bonnier's Porsche spun and hit the same guard rail, which caused gear selector trouble for the rest of the race.

The duel for first place took a turn on the 12th lap. Clark had difficulty passing a back-marker on two occasions and Hill took the opportunity to first close the gap and then to pass into a reasonable lead. The four cars in the second group were still very closely bunched in the order Ginther, Gurney, Brabham and McLaren. With cars now being lapped continuously, the spectators away from the loudspeakers were getting confused about the middle of the field but as far as the first six places were concerned there was no mistaking what was happening.

Clark put the pressure on, and his times came down to 1 min. 15.4 sec. as he began to overhaul the B.R.M., and on the 19th lap he shot past into the lead, which he held to the end. Ginther, lying third, began having difficulty changing gear and although it didn't seem to affect him much to start with he dropped two places on the 26th lap due to this trouble. Back in seventh place, Gregory was leading Maggs, who had a rough car, while behind them Roger Penske was ahead of Ireland's U.D.T. Lotus.

Continued on page 872



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BOOK REVIEWS

" Move Over!" by Russell Brockbank. 64 pp. 9⅞ in. × 7⅛ in. (*Temple Press Books, Bowling Green Lane, London, E.C.1.* 10*s.* 6*d.*)

This is the fifth of the inimitable Brockbank's books of motoring cartoons, of which his first and third ("Round the Bend" and " Over the Line ") have gone into second impressions and his second (" Up The Straight ") into five impressions. The cartoons, with one exception, come from *The Motor* and *Punch*, but those who enjoy the weekly doses of technicalities and humour which these two journals provide are unlikely to grudge half-a-quid to have some of Brockbank's best cartoons together in one volume.—W. B.

" Reconnaissance & Bomber Aircraft of the 1914-1918 War " compiled by W. M. Lamberton, Edited by E. F. Cheesman, Produced by D. A. Russell, M.I.Mech.E. 231 pp. 11⅛ in. × 8⅛ in. (*Harleyford Publications Ltd., Letchworth, Herts.* 50*s.*)

This is a companion volume, beautifully printed on art-paper and copiously illustrated, to the other great Harleyford aviation titles such as " Fighter Aircraft of the 1914-1918 War," " Air Aces of the 1914-1918 War," " von Richthofen," etc., the full list of which is available in the publisher's new free 20-page catalogue.

Aviation historians will find this latest volume a treasure indeed, inexpensive at the price at which Harleyford contrive to publish it. The main section of this unique work describes 72 major reconnaissance and bomber aeroplanes, each one of which is illustrated with five photographs and a ½-scale 3-view line drawing, the latter comprising three fuselage and one wing-section. As if this is not enough, no less than 21 of these drawings (a model-maker's dream!) are of double or treble page size.

The end of each National section has half-page write-ups of less-important aeroplanes, covering in all 40 additional machines, each with a couple of photographs. An 18-page table of dimensions, weights and performance data concludes a work that has individual chapters explaining the functions of the aeroplanes dealt with, such as photographs, artillery-observation, etc.; bomb-sights, guns, gun-mountings and similar details from that far-away age of the 1914-1918 war are covered, in text and with many photographs. Much of the information, based on intensive research, is new, including that obtained from the U.S.S.R. There is even a camouflage and markings section, by Bruce Robertson. The drawings are by J. D. Carrick and F. A. Yeoman. The frontispiece and dust-jacket cover are in colour.

Some subject—some book! Aviation enthusiasts are not ashamed of their avid love of ancient history. When will the motoring world be enhanced by such painstaking publications? —W. B.

" The Motorist's Bedside Book " Edited by Anthony Harding. 264 pp. 8⅞ in × 6 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1.* 30*s.*)

This is a companion to Batsford's " Weekend Book " and consists of essays of their own choosing by 28 well-known authorities, about a great variety of motoring and motor racing subjects. There are serious chapters, humorous chapters, scandalous chapters, even informative chapters.

The whole thing is got up in sumptuous style, illustrated with cartoons and fine photographs and its pages of text leavened with quips and quotes.

Some of the contributions seem hardly suitable for a bedside book — they will keep you awake all night! Others are delightfully libellous, like Michael Frostick's " One-up and all that Jazz!", and which new car could D. B. Tubbs have had in mind when, in a sizzling piece on Ad-men, he wrote : " Put enough blue sky around it and a girl water ski-ing behind and they forget the dreary old three-speed gearbox and the back-axle with donkey-cart springs ?"

There is nostalgia aplenty—William Boddy on the drivers from the golden age of motor racing, with fascinating items on where and how they lived, Cyril Posthumus on the brothers Maserati, S. C. H. Davis with random reminiscences and Konsbrock recalling things Avious Voisin did and why. Anthony Bird traces the social decline of motoring (the Austin 12/4 Register will quail at his several references to the Heavy Twelve; the Austin 12 as introduced in 1921 was classed as a light car). Cecil Clutton is sensible about the present stage of the old-car movement, Gregor Grant remembers racing-car " lost causes," Michael Sedgwick tells of pitfalls awaiting future generations of motoring historians (as if there are not enough already) and Wilson McComb writes realistically of what it feels like to do a spot of Club racing at Silverstone.

To mention each chapter is impossible, but there is enjoyment in them all, from Bolster's discourse on " The Frenchman and his Car " to Scott-Moncrieff's " Purveyor of Horseless Carriages in the Balkans." Pomeroy contributes " Troubles of my Times," Eason-Gibson considers what makes great racing drivers tick (but in saying a G.P. driver must never lose his temper, does he overlook the value of being able to " tiger," as described in another book ?). Everything in the text is original except the items by Busch, Katherine Whitehorn and Paul Frère, which are reprints from magazines or books, though inevitably, some of the writers are more refreshingly original than others. Denis Jenkinson, putting away thoughts of " tiger," explains what an electronically-driven racing car would be like and . . . well, buy it and see for yourself.

" London Pubs," by Alan Reeve-Jones. 200 pp. 7½ in. × 5 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1.* 12*s.* 6*d.*)

Motorists shouldn't drink but do. In the hope that MOTOR SPORT readers who do will be prudent enough to do so in London, where a car isn't necessary to go from one hostelry to another, and knowing that beer-drinking ranks equally important with courting and driving with many of them, we draw attention to this amusing, yet informative, little tome, describing 106 London taverns between Hampstead and Greenwich, Wimbledon and Hackney—opening and closing times, name of brewer, what they give you to drink and eat, how to find 'em and so on, done with the greatest of good humour. And if good dust jackets sell books you have bought this one.—W. B.

* * *

Those who want their wives and girl-friends to pass the driving test but haven't time to explain the mysteries of automobilism to them may care to give them " Car Driving in 2 weeks " by Lawrence Nathan (Elliot Right Way Books, Kingswood, Surrey 3s. 6d.) which covers every aspect of driving.

* * *

Journalists and others who want to know about motor insurance from the point of view of the insurance companies are catered for by " A Guide to Motor Insurance," a duplicated work by the British Insurance Association. It does not explain why a driver with a long accident-free record who buys an old car or a fast car frightens the brokers so much, or why Jaguars, Sprites and rear-engined cars are thought to be so dangerous, but it is a good general guide to the way the mind of the insurance tycoon works. Copies are obtainable free, from the Association, at Aldermary House, Queen Street, London, E.C.4., on mentioning MOTOR SPORT.

* * *

Trojan Ltd. announce manuals applicable to the Trojan 200 three-wheeler. These are a 53-page Workshop Manual costing one guinea, a 16-page Owners' Manual (3s 6d.), and a Spare Parts List (8s. 6d.), available from any Trojan dealer.

BOOK NEWS

New motoring books expected shortly include Peter Hull's Alfa Romeo history, Raymond Mays' " B.R.M. Story," T. A. S. O. Mathieson's long-awaited " Pictorial History of Racing Cars " and Lord Montagu's Gordon Bennett Race history. Books on historic racing cars seem to be rather too popular, for, apart from Mathieson's picture book, David Hodges has another and Posthumus one on great racing *marques*, while there is yet another —" Racing Cars in Colour." There is also a book about Royal cars in the offing. Further off, we can expect a Life of the Hon. C. S. Rolls, a History of the V.S.C.C. by Cecil Clutton and T. W. Carson, and perhaps " Lost Causes " books covering those of France, Italy and Germany in separate volumes. Those inexpensive and popular pocket reference books by Batsford will be joined by one on racing cars by Denis Jenkinson and Boddy's Sports Car Pocketbook is going into a new, revised edition. " Montlhéry, A History of the Paris Autodrome," by William Boddy, is available in an American paperback edition (Clymer) and, in view of the new museums opening in France which contain some of the actual racing cars with which this book deals and others of the makes referred to therein, " Montlhéry " has become a

sought-after work here and in the States. The very much overdue book on Post-Vintage Thoroughbreds, from Batsford, should appear pretty soon.

CARS IN BOOKS

This feature has been going on so long that surprise must be occasioned that so many cars figure by make in so many books. It is understandable, now that the topic of conversation in almost every bar, club, pub and coffee-house, at stag-parties and housewives' coffee-parties is motoring, that modern biography should name makes of cars and current novels include accurately-pictured vehicles. But this feature ranges wide and has very frequently quoted motor-car references in books published in Edwardian times and in the " gay-'twenties." Remarkable!

For instance, reading " Goodbye To All That," by Robert Graves (Cassell, 1929), which I should have done long ago but only recently got round to, I hadn't got further than page 37 when I came upon mention of a boy at Charterhouse School named Raymond Rodakowski. This could be an association with Brooklands, I thought. I was therefore pleased to learn, on the next page, that " Raymond's mother was Scottish; his father an Austrian Pole, a founder of the Brooklands Racing Track." In fact, although it may not be entirely correct to call Rodakowski a founder of Brooklands, he was a member of the first Committee and Clerk-of-the-Course in 1907 and 1908. His son Raymond was killed at Cambrai in 1917.

There are few motoring items in " Goodbye To All That " but we learn that Robert Graves was a contemporary of " Woolf Barnato, the Surrey cricketer (and millionaire racing motorist), also only an average player " at Charterhouse; indeed, they were in the same house, but " had not a word to exchange for the four years we were together." Graves discloses that it was another Carthusian who flew the first of our new heavy bombers across the Channel to make a perfect landing—unfortunately behind the German lines—his name was Sturgess. He also tells us that Sir Walter Raleigh, author of the official history of the war in the air, used to go up as often as he needed, to gain practical flying experience, in R.A.F. machines, but died of typhoid fever caught on a flight out East. There is a reference to a racing car in Egypt, the story being that a Government clerk allowed himself to get run over by one, only to discover that it was driven by the eldest son of the Minister of Justice. The make isn't given, and it could very well have been a sports car. Graves bought a Morris-Oxford and shipped it with him to Egypt and sold it there on his return home in 1926. Could it be still running in Heliopolis to this day?

In " Mistress of Myself " (J. M. Dent, 1959), the author, Mrs. Robert Henrey, explains that her women friends in Normandy have a theory that it requires less strength to drive a small car than a large one, " and this explains the small Renault and the even smaller Citroën, essentially feminine cars in which the young wife goes to and from market, to and from school with her children "—which is nicer than saying that the French drive small cars because their income tax inspectors frown on large ones! Later in the book we read : " The men then talked about motor cars. This also was the inevitable rule," which has a familiar ring to it! There is also a highly improbable story of a famous Paris actress who drove over 100 miles in bottom gear with the handbrake on, averaging 12½ m.p.h., and ruining her brand-new car.—W. B.

MINIATURES NEWS

Meccano Limited were very quick off the mark in bringing out Dinky Toy No. 113, an M.G.-B, simultaneously with the announcement of the real car. Moreover, it has opening doors—surely the first British car model to this scale to have them? Seats, steering wheel, gear-lever, etc., are fitted and the U.K. price is 5s. 9d. Dinky Toys also include a fine example of the most luxurious of modern American cars, the Cadillac 62, enamelled in polychromatic kingfisher blue. This is No. 147, measuring 4½ in. in length and selling for 4s. 11d. In their Dinky Supertoys series Meccano offer No. 908, an extremely imposing model of a Thornycroft Mighty Antar tractor with its detachable semi-trailer, complete with hinged ramps, carrying safety markings, cab windows, spare wheel, driver, etc. The trailer is loaded with a realistic Alsthorn transformer. Unfortunately, although the model runs on ten wheels, the double-tyres of the real vehicle have been skimped. The model is 13¼ in. long and costs 21s. Just the job for forming miniature road-blocks and hold-ups on your model roadway!

Airfix have brought out a plastic kit for building a $\frac{1}{32}$-scale 1904 4-litre Mercedes of the type once raced at Brooklands and now owned by Stanley Sears. There are 59 parts, including driving chains, the price is 2s., and a daughter of 13 assembled this sporting Mercedes without any difficulty.—W. B.

AMERICAN G.P.—continued from page 869

Schroeder was lapping on his own in 11th place, while behind him came Sharp, Mayer, Trintignant, Taylor and Bonnier. Surtees had retired the Lola on the 20th lap with a broken oil pipe. Just after the 30th lap three cars retired in quick succession. First Tim Mayer's Cooper went on to three cylinders, then died altogether. One lap later Trintignant retired with no brake fluid, having lost two laps earlier with an excursion into the woods when the trouble started. On the 35th lap Ginther, who was lying third until then, pulled into the pits and retired. The official reason given was loss of oil, this no doubt due to the rod which had come through the side of the engine.

The race had now settled into a pattern and the position over the next 15 laps remained unaltered, but even though positions didn't change there was no let-up on the speed of the leading cars. Gurney, who was in third place at this point, was being overhauled slowly by McLaren's Cooper and on lap 57, after holding him off as long as he could, the Porsche driver dropped back to fourth place. His team-mate, Bonnier, was still calling into the pits fairly regularly and was now 19 laps behind the leader. Farther back in the race Ireland had caught Penske and on the 54th lap the U.D.T. driver moved up from ninth to eighth place, two laps behind the flying Scotsman, who was ensuring Lotus of their second United States G.P. victory in two years. Gurney's Porsche was tiring and it wasn't long before the gap between him and Brabham lying in fifth place began to shrink, until on the 68th lap Jack passed into fourth place, where he stayed until the end. At the front the Lotus and B.R.M. were still being kept at the same terrific pressure, 17 sec. apart. On the 70th lap, Clark set a new all-time lap record of 1 min. 15 sec., a speed of 177.667 k.p.h., and Graham was not losing much ground, so it can be seen that both cars were well inside their best practice times. Gurney and Brabham were still in close company but the sickening Porsche was only just able to hold the Brabham.

For the last thirty laps Hill's B.R.M. was the only car on the same lap as the leader and although Hill closed the gap slightly in the remaining laps, the chequered flag heralded Clark's Lotus the winner of the 4th United States G.P. at record speed, while 9.2 sec. behind came the B.R.M. One lap down were McLaren (Cooper), Brabham (Brabham), Gurney (Porsche), and Gregory (Lotus B.R.M.), the first five places going to five different cars. Seventh came Maggs (Cooper), three laps down, while eighth and ninth were Ireland and Penske. The unknown Schroeder was 10th, seven laps behind, with Hap Sharp two laps behind him. Taylor's Lotus completed 85 laps and Bonnier 79 laps. The other seven cars which had started had retired.

The points' situation at the end of this race for the World Drivers' Championship are that if Clark wins the South African G.P. he is Champion. If he doesn't win, Hill is World Champion.

M. J. T.

Results :

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 7 min. 13.0 sec.—174.786 k.p.h.
2nd:	G. Hill (B.R.M. V8)	2 hr. 7 min. 22.2 sec.
3rd :	B. McLaren (Cooper-Climax V8)	2 hr. 7 min. 46.0 sec. (1 lap behind)
4th :	J. Brabham (Brabham-Climax V8)	.. .. 1 lap behind
5th :	D. Gurney (Porsche Flat 8) ..	.. .. 1 lap behind
6th :	M. Gregory (Lotus-B.R.M. V8)	.. .. 1 lap behind
7th :	A. Maggs (Cooper-Climax V8) ..	.. .. 3 laps behind
8th :	I. Ireland (Lotus-Climax V8) ..	.. .. 4 laps behind
9th :	R. Penske (Lotus-Climax V8) ..	.. .. 4 laps behind
10th :	R. Schroeder (Lotus-Climax V8)	.. .. 7 laps behind
11th :	H. Sharp (Cooper 4-cyl.) ..	.. .. 9 laps behind
12th :	T. Taylor (Lotus-Climax V8) ..	.. .. 15 laps behind
13th :	J. Bonnier (Porsche Flat 8) ..	.. .. 21 laps behind

Fastest lap : J. Clark (Lotus-Climax V8) on lap 70 in 1 min. 15 sec.—177.667 k.p.h.

Retired : G. de Beaufort (Porsche 4-cyl.) lap 9, broken suspension; J. Surtees (Lola-Climax V8) lap 19 oil leak; T. Mayer (Cooper 4-cyl.) lap 31, engine; M. Trintignant (Lotus-Climax V8) lap 32, brake fluid leak; R. Ginther (B.R.M. V8), lap 35, engine.

WATKINS WARBLES

Tony Rudd said after the race that B.R.M. must get rid of some weight before the South African G.P.

* * *

England must be one of the only countries where police in the pit area don't needguns. The Watkins Glen variety have revolvers in open holsters.

* * *

Team shambles? Not this time!

THE SILVERSTONE CLUBMEN'S CHAMPIONSHIP (October 6th)

THE 2nd Clubmen's Championship was held on the full Silverstone circuit and this alone produced excitements. Organisation was in the hands of the Aston Martin O.C., Eight Clubs and 750 M.C., who came in for criticism because no timekeepers attended for practice and so grid-positions meant nothing, an unfair start to races of a mere 5 to 10 laps' duration. This was hardly good enough for a public meeting billed as a Championship—so many champions these days!

The first race attracted an excellent field of historic and vintage cars but the handicap was so complicated that no-one except the officials knew what was happening. In spite of some real motoring by Ashley's Frazer Nash, the victor was J. A. Williamson in his 3-litre Bentley, from Sinclair Kerr in the ex-Powys Lybbe 12/50 Alvis, Riseley's Aston Martin being third. Day set a new Historic Car lap record of 92.11 m.p.h. in his E.R.A.

The expected duel between the Lotus 23s of Beckwith and Bloor hardly materialised in the next event, for the former driver remained comfortably ahead, leading from the first lap. The rest of the fast boys gradually overtook Pendleton's Lister-Jaguar, Oliver's D.R.W. finishing third, ahead of Nicholson's Lola. The smaller cars outclassed the over-1,100-c.c. class, Beckwith's fastest lap being at 98.85 m.p.h., compared to Pendleton's best of 93.09 m.p.h. Three Terriers ran, Miller's leading Mears' home. This race was rather a procession.

Attwood demonstrated his mastery of F.J. racing by leading all the way in the next race in the Midland Racing Partnership Cooper. There was a terrific tussle for second place, Bradley's Cooper from the same *equipe* failing to catch Fenning's Ron Harris Lola by less than a length, the next two across the line, Prophet's Alexis, recovered from a practice shunt, and Olthoff's Alexis, after a very delayed start, also being in exceedingly close company. Future slides at Copse were forecast when Hawker's Cooper spun through 180° and Hine's Lola gyrated in the middle of the course. Dibley's Lola was amongst those which retired—in this case, into the Scuderia Light Blue's Daimler ex-ambulance, used as a transporter.

The G.T. and Production Sports Car Race was led for two of its ten laps by Beck's ancient but highly-modified, alloy-bodied Jaguar but its brakes were no match for those of Sturgess' E-type coupé, which went ahead to win easily, whereas Beck ultimately retired. The outstanding performance, however, was that of Jones' gull-wing Marcos coupé, which kept at bay the Elites of Nathan and Taylor, to finish second in the entire contest. What could have been a nasty incident happened when Llewellyn's ex-Protheroe Jaguar took to the grass at Copse and flick-rolled. The driver was pinned under it, as smoke began to curl from the engine, the marshals unable to get to it for some time, as cars were coming by in close succession. Eventually it was lifted up sufficiently for the driver to be removed. Luckily the fire never developed. A Land-Rover crossed the track to deal with it and everyone was relieved that nothing too serious developed. Hemming's Triumph spun beyond the overturned Jaguar later on, going nose-on into the ditch, Unett's Sunbeam Alpine gyrated in front of the pits and two Lotus cars spun at Copse. Lively!

The 750 and 1172 Formula cars had a combined 5-lap race, won respectively by Small's Austin and Mallock's U2. Unfortunately there was a pretty bad shunt by the farm, one car catching fire and the driver being taken to hospital.

The 10-lap Saloon Car Race was tremendously exciting—10 laps seemed quite enough, let alone six hours! For six hectic laps Powell's lowered Mk. 1 Jaguar duelled with Craft's 1½-litre Ford Anglia, but they both slid off together at Club corner, the lead then being taken by the Anglias of Peer and M. A. Young, John Young's brother, who were having an equally desperate battle. On the last lap Young took his rival to win by 1.2 sec., at 86.67 m.p.h. Both Fords had engines tuned by Superspeed Conversions Ltd. Peer's was a 1½-litre; Young's was given as 997 c.c. but no-one believed it! These two Anglias held off the 3.8-litre Jaguars of Woodroffe and Morgan, T. M. Young's Superspeed Ford Anglia being fifth, after a duel with Hextall's Tornado-Classic. There was lots of action, the 3.4 Jaguars of Marston and Hadoulis spinning in company at Copse, demolishing the wall, Williams' 3.4 Jaguar gyrating at Stowe and falling back. Lancaster-Brown lost his Saab at Copse on lap four, doing it no good at all, the bonnet ripping off as it hit the bank, while Embley's Mini Minor caught fire.

The Lotus Elites of Ecurie R.C.S. were in full command of the second G.T. and Production Sports Car 10-lapper, finishing in the order, Alderson, Bennett, with never a wheel out of place. The Earl of Denbigh's Jaguar E shook off some Lotuses to finish third, ahead of Welch's Lotus, a contest that put Danby's Lotus in the ditch after a wild spin out of Copse on the last lap. Lap two saw Ward's Lotus spin at Copse; John Gott's Austin Healey 3000 hit it, with some damage and much more to the Lotus, from which a seemingly dazed Ward climbed slowly out and limped away.

The final race was for Formule Libre cars, ranging from a 997-c.c. Terrier to Summers' 4.7-litre 320-b.h.p. Cooper-Chevrolet that was described in MOTOR SPORT last month. Summers was hopeful of beating the lap record of 111.86 m.p.h. held by Ireland's Lotus. He streaked away from the field but, just as the throaty V8 engine was getting nicely warm, the gearbox expressed disapproval and he had to be content with a lap at 107.3 m.p.h. After his retirement on lap four Attwood's F.J. Cooper took the lead, holding off Hart's Lotus for three laps, until the luckless Hart was seen to be pushing his car home, so that Olthoff's Brabham took a well-deserved second place, ahead of Prophet's Alexis, which fought off Beckwith's Lotus. Syd Day ran his E.R.A. for fun, nor was it disgraced, for although it only beat two cars, one of these was Sievwright's 4-cylinder 2½-litre ex-Portago Ferrari, which, in spite of its driver encouraging it by wearing the traditional blue overalls, only managed eight laps, and had been lapped by Summers in four. The other car beaten by Day was Mrs. Gibbs' Lola; both did nine laps. The old E.R.A., which had the honour of being on the programme cover, was lapped by the winner on its last time round.

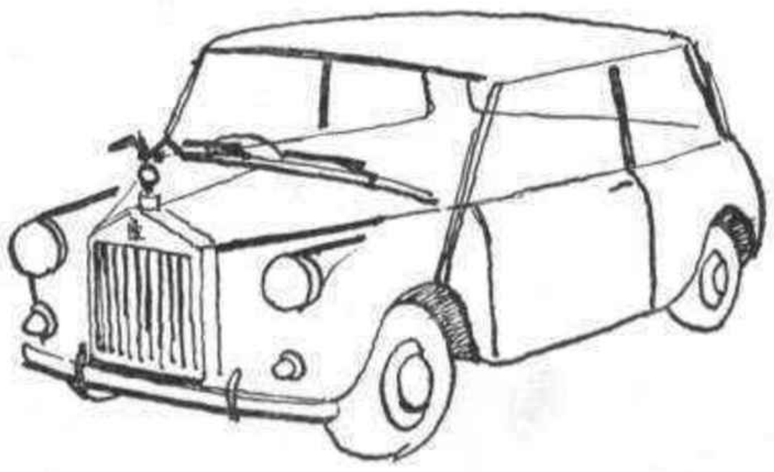
The P.A. people, K. Douglas and P. Scott-Russell, are to be congratulated on a no-nonsense commentary, although badly neglected by Race Control. The results, which were very delayed, show the main winners as :

Historic Racing Cars : J. A. Williamson (Bentley).		
Sports/Racing Cars : M. H. Beckwith (Lotus)	97.62	m.p.h.
Formula Junior : R. Attwood (Cooper)	101.15	,,
G.T. and Production Sports Cars (1) : R. Sturgess (Jaguar)	88.51	,,
G.T. and Production Sports Cars (2) : D. C. Alderson (Lotus)	89.60	,,
750 Formula : B. Small (Austin)	74.20	,,
1172 Formula : A. M. R. Mallock (U2)	87.81	,,
Saloon Cars : M. A. Young (Ford)	86.67	,,
Formule Libre : R. Attwood (Cooper)	100.58	,,

Fastest lap of the day : C. Summers (Cooper-Chevrolet), 107.30 m.p.h.

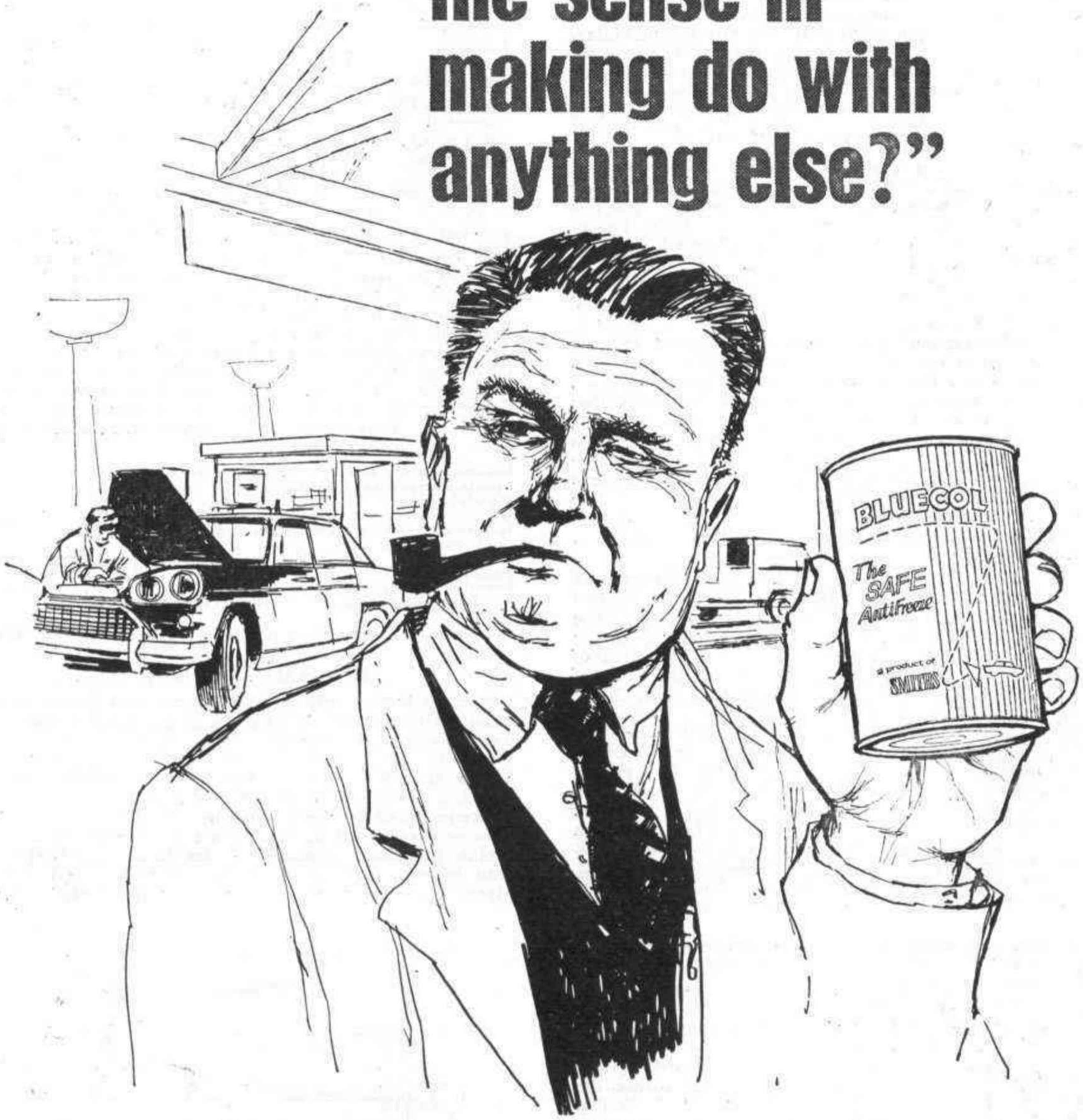
THE B.M.C. ROLLS-ROYCE

Apparently the British Motor Corporation is serious about a link-up with Rolls-Royce Ltd. and an inexpensive B.M.C.-R.-R., for, according to Alexander Thomson, writing in the *Sunday Express* of September 30th, " The first trial model of a 'baby' Rolls is already being road-tested in a heavily camouflaged form. The new Rolls is also intended as a challenger to Germany's Mercedes, which reigns supreme on the Continent." Mr. Thomson confirms that this car is a result of B.M.C. and R.-R. pooling their joint experience (" But do not buy B.M.C. shares until the past year's results are out," he advises) and reference to Mercedes suggests that it could use the 3-litre B.M.C. power unit.



So far none of our eagle-eyed readers has sent us a photograph of this " heavily camouflaged " prototype but, remembering how one of them spotted the prototype ADO16, we live in hopes!

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



BLUECOL *THE ANTI-FREEZE*

SMITHS MOTOR ACCESSORY DIVISION

"MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY GOES TO TONY HEGBOURNE

THE pleasant, unruffled atmosphere which prevails at Goodwood normally was upset on September 22nd, when the final races counting towards the MOTOR SPORT Trophy were run off. At the commencement of proceedings Tony Hegbourne (Lola) and David Eva (M.G. Twin-cam) were level with 23 points, followed by Veedol Trophy winner Bob Burnard (A.C. Ace) on 17 points, these three drivers each having two races during the afternoon, Eva and Burnard meeting in two races for production sports cars while Hegbourne was up against some stiff opposition in the sports/racing category, because a number of drivers who are normally seen only at Trade-supported meetings were in action at Goodwood.

During morning practice a Mini was rolled with no injury to the driver but later on C. J. Hicks ran off the road in Renny's Lotus XI at Woodcote, the car overturning and inflicting such severe injuries to the driver that he succumbed shortly afterwards.

Enough Formula Junior cars turned up for this meeting so they had a race of their own instead of being lumped in with the sports racers. Bill Bradley led off in his Cooper-Ford pursued by Griffin's Lotus-Ford, Brooke's Lotus-Ford and Fenning's Lola-Ford. On lap two Bradley still led but Griffin stopped at the *chicane* with something trailing under the car and Fenning moved up to pass Brooke and set off after Bradley. He closed up gradually until the cars were almost touching until, on the penultimate lap, the Cooper hit the *chicane* fencing and Bradley wisely slowed down with bits of fencing sticking out of the bodywork, leaving Fenning a comfortable winner.

The 1,100-c.c. sports car race looked to be a Lotus 23 benefit but Tony Hegbourne drives his Lola incredibly fast and on the first lap coming into Woodcote he was fourth behind Mike Beckwith, Peter Boshier-Jones and S. A. Fox's Lola. He passed the Lola going into the corner and Fox spun at high speed, receiving the usual B.A.R.C. one-minute penalty. By lap three Hegbourne had caught Boshier-Jones and he set about catching Beckwith, a task which proved to be beyond even Hegbourne, although he broke the class lap record at 94.32 m.p.h. However, second place gave him three points towards the MOTOR SPORT Trophy.

A five-lap scratch race for Lotus Sevens and the like saw a good scrap between Manfield's D.R.W. and McArthur's Lotus Seven which Manfield won when McArthur spun at Madgwick. He restarted and finished fourth but the one-minute penalty dropped him well back. In the *marque* scratch race Burnard and Eva came together, this race losing some of its interest because of the recent R.A.C. ban on Le Mans-type starts. Burnard got away well in his white Ace-Bristol but Eva was engaged in a furious dice with Tom Entwistle's T.V.R. It took Eva four laps to dispose of the quick T.V.R. by which time Burnard was well in the lead. However, Eva had already expressed the intention of opting for a safe second behind Burnard and it looked as if this was how it would finish, but on lap nine Burnard's clutch gave out, giving Eva a comfortable victory from D. S. Jones' TR3 and Gill's Morgan. The Daimler SP250s were very slow but looked safe whereas J. Dangerfield's Ace-Bristol was slow and looked dangerous, the driver managing to spin it going into the *chicane*.

The position on the MOTOR SPORT Trophy was still open at this point with Eva having 27 points and Hegbourne 26 with the Lola driver looking to have a difficult race in the next 10-lapper against the big sports cars. Beckwith's Lotus 23 led again and Hegbourne quickly disposed of Boshier-Jones again to get second place but Dizzy Addicott, driving his Buick-compact-engined Lotus started from the back of the grid, threaded his way through to fourth place on lap one, third on lap three and past Hegbourne into second on lap seven. He gained rapidly on Beckwith but could not quite catch him. Both he and Beckwith broke their respective class lap records, something which is not often done at a Club meeting.

The first of the handicap races saw Bunce's 100E-engined Tornado leading for four of the five laps but Doc. Merfield came thundering through the field in his 1½-litre Anglia, brushing aside Jaguars, Lotus Elites and Rapiers in his rapid rush to the finish line. Cave's hot A40 was second in front of Bunce.

David Eva appeared for the next handicap, muttering dire threats about the ancestry of handicappers as he was on scratch mark, having to thread his way through eighteen cars to win the race. R. D. Nathan got into the lead on lap two in his Lotus Elite and increased it all the way. Eva was completely outhandicapped but he threw the twin-cam around in brilliant style moving up from eleventh on lap three to eighth on lap four and in a final rush to the line he just snatched sixth place after a splendid drive which unfortunately for him netted no points in the MOTOR SPORT Trophy, although he needed but two points to beat Hegbourne. Therefore, Tony Hegbourne became the latest in a long line of distinguished recipients of the MOTOR SPORT Trophy and after the last handicap race, which was won by Hodgson's Lotus XI, Dixon Cade who is leaving the B.A.R.C. this season presented Tony Hegbourne with the Trophy and the cheque for £75 while David Eva had the consolation of the £50 second prize and the unfortunate Bob Burnard received the third prize of £25. Tony Hegbourne will have to do very well in the seasons to come to improve on the performances of some of the previous recipients of the Trophy such as Mike Hawthorn, Innes Ireland, Peter Lumsden, George Abecassis and so on, but he has shown that he drives the Lola with great skill, and with the Lola being sold during the winter who knows what 1963 will bring.—M. L. T.

Results

10-lap race (Formula Junior): 1st J. Fenning (Lola) 15 min. 05.6 sec. (95.41 m.p.h.); **2nd** W. Bradley (Cooper); **3rd** J. B. L. Brooke (Lotus). **Fastest lap:** J. Fenning (Lola) 1 min. 28.4 sec. (97.74 m.p.h.).

5-lap race (for sports cars up to 1,000 c.c.): 1st J. E. Manfield (D.R.W. Ford) 7 min. 47.4 sec. (92.43 m.p.h.); **2nd** A. V. Hegbourne (Lola); **3rd** P. Boshier-Jones (Lotus 23). **Fastest lap:** A. V. Hegbourne (Lola) 1 min. 31.6 sec. (94.32 m.p.h.).

5-lap race (for sports cars up to 1,200 c.c.): 1st J. E. Manfield (D.R.W. Ford) 8 min. 33.8 sec. (84.08 m.p.h.); **2nd** J. Heskett (Lotus Ford); **3rd** P. Arnold (Lotus-Ford). **Fastest lap:** C. L. Lacey, 1 min. 38.4 sec. (87.80 m.p.h.).

10-lap Marque Scratch Race: 1st D. Eva (M.G.-A Twin-cam) 17 min. 24.6 sec. (82.71 m.p.h.); **2nd** D. S. Jones (Triumph TR3); **3rd** D. H. Gill (Morgan Plus 4). **Fastest lap :** D. Eva, 1 min. 43.0 sec. (83.88 m.p.h.).

10-lap scratch race (for sports and G.T. cars—Unlimited): 1st M. G. Beckwith (Lotus 23) 15 min. 26.6 sec. (93.24 m.p.h.); **2nd** D. G. Addicott (Lotus Buick); **3rd** A. V. Hegbourne (Lola). **Fastest lap :** D. G. Addicott, 1 min. 30.0 sec. (96.00 m.p.h.).

5-lap handicap race (A) (for Closed Cars): 1st D. P. Merfield (Anglia) 9 min. 41.0 sec. (82.13 m.p.h.); **2nd** M. H. Cave (A40); **3rd** A. H. Bunce (Tornado-Ford s/c). **Fastest lap :** D. P. Merfield (Anglia) 1 min. 43.2 sec. (83.72 m.p.h.).

5-lap handicap race (B) : 1st R. D. Nathan (Elite) 9 min. 21.6 sec. (79.76 m.p.h.); **2nd** J. Bransfield (G.S.M. Delta); **3rd** Lord Cross (Daimler SP250). **Fastest lap :** D. Eva, 1 min. 41.2 sec. (85.37 m.p.h.).

5-lap Handicap race (C): 1st C. A. C. Hodgson (Lotus-Climax) 8 min. 39.2 sec. (89.22 m.p.h.); **2nd** Mrs. R. B. Gibbs (Lola-Climax); **3rd** J. D. A. Bromilow (Lotus-Ford). **Fastest lap :** C. A. C. Hodgson, 1 min. 34.2 sec. (91.72 m.p.h.).

AS OTHERS SEE US

When a reader of *Cine Camera* wrote suggesting that this magazine should institute test reports on cameras as critical as those of cars in MOTOR SPORT his letter was published with the following footnote :

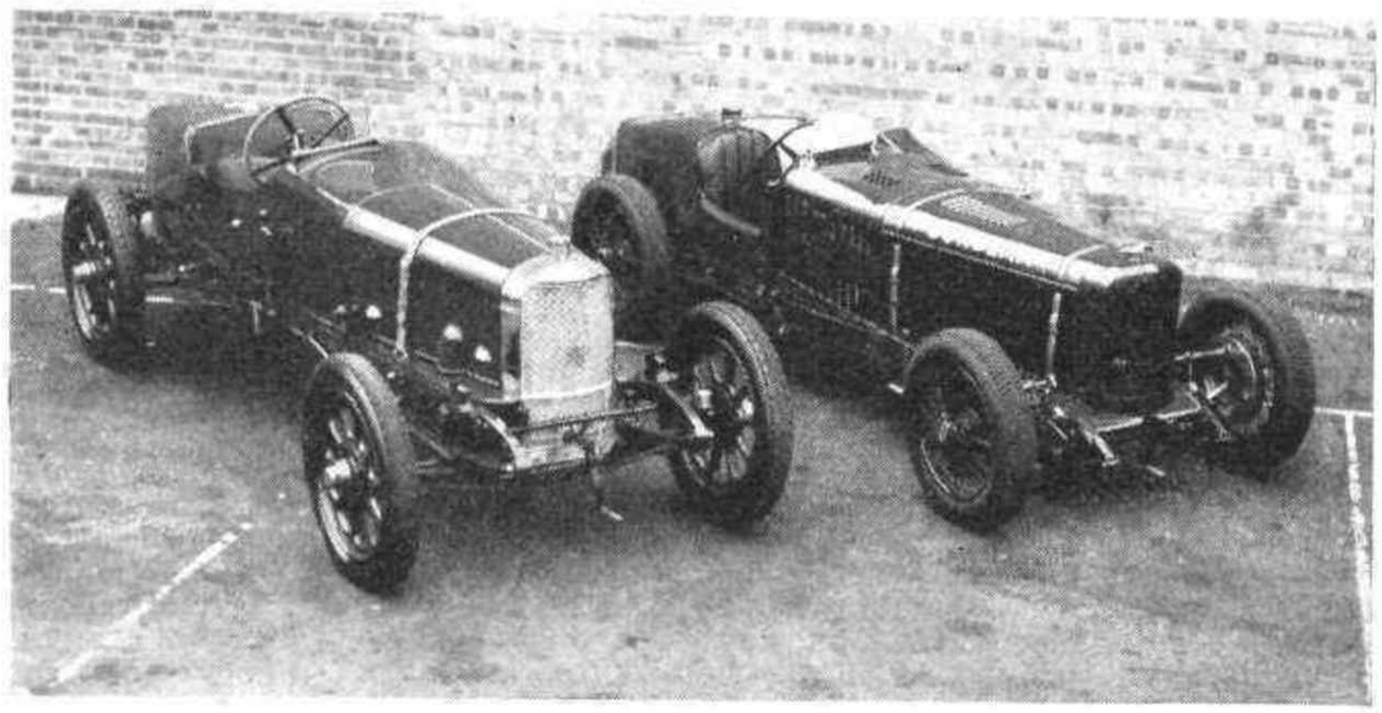
> "*Cine Camera* is proud to be compared to MOTOR SPORT, who fearlessly tilt at every windmill in the motoring world, and have had their circulation carried high (120,000 plus a month) by their policy. The country's top auto-makers tried to break the magazine by withdrawing advertising support, have been forced to return by the booming circulation. Editor is a modest, bespectacled genius named Boddy who unblushingly reviews his own books, inevitably finds them to his taste, though usually unearthing a couple of mistakes in them."

FINES FOR CYCLISTS

It used to be a common dictum of journalism that when a dog bites a man this isn't worth mentioning but that if a man bites a dog it is news. So much additional money is extracted from heavily-taxed motorists in the form of fines for minor offences that one would have thought that this was of no more interest than dog biting man. Yet local newspapers report in some detail every such case that comes to their notice. It is, therefore, nice to come upon one case where a cyclist and not a motorist was held to blame for an accident. According to the *Southend Standard* a woman who rode out of Rochford General Hospital into the path of a car, causing it to brake so hard on a wet road that another car ran into the back of it, was fined £3 and £5 2s. 5½d. costs, although pleading not guilty.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



RESTORED BY ROOTES.—This 1912 *Coupe de* l'Auto *Sunbeam, alas with non-original tail, and* 1924 *supercharged 2-litre G.P. Sunbeam were taken out of the Montagu Motor Museum and tidied-up for display with other racing cars in Paris.*

VINTAGE CAR PRICES

THE prices asked for pre-1931 cars, and indeed, many p.v.t. models, have been falling, but are still far too high. The Sword auction sale of last summer realised £49,000 for the sale of 119 cars and commercials and a few motorcycles, ranging from 1896 to 1947, top price being £3,100 for a 1910 Rolls-Royce shooting-brake. This for cars the majority of which were probably bought for the proverbial " tenner."

Auction sales are the least economical way of buying, so it is encouraging to discover that even at the much-publicised Sword sale at Balgray 22 vehicles were sold for £100 or under, down to £10 for a 1928 cyclecar, and a few others quite close to this top limit. None of the ancient motorcycles fetched more than £90 (for a 1925 Sunbeam valued by the experts as worth a " tenner ") and a 1909 Minerva changed hands for £10.

So there is still plenty of hope for impecunious enthusiasts who wish to enjoy vintage car ownership. It should be kept in mind that very often the high prices asked in advertisements are never obtained and that something closer to half the figure in " folding money " frequently clinches the deal.

We echo the sentiments of the Editor of *Vintage Commercial*, who, commenting on the rising prices asked for steam traction engines, wrote : " Let us all be realistic enough to admit that the *monetary* value of any vintage or veteran vehicle is simply its value as scrap metal and, whether sellers or buyers, refrain from ' deals ' in which that fact is not kept firmly in mind. Heavens above, this is supposed to be a relaxation—not an extension of the daily rat race." Particularly should buyers remember this—*if you pay absurd prices when they are asked you not only waste good money but make it more difficult for others, less wealthy, to enjoy a vintage car.*—W. B.

SUNBEAMS AT SANDHURST (Sept. 30th)

The S.T.D. Register held its annual driving tests and pride-of-ownership competition at the Royal Military Academy, Camberley on the last day of September, but whereas in former years Officer Cadets of the R.M.A. Motor Club had acted as energetic marshals, this year the Register provided its own, the Editor of MOTOR SPORT being seen wielding a stop-watch and moving markers.

An entry of 27 drove from Blackwater to the spacious square in which the tests took place. A. D. Forshaw brought three Sunbeams, his ex-Barker Brooklands Twin-Cam 3-litre, now *sans* supercharger, a 21 Sports saloon and a Dawn. A. E. Alexander's very original 14/40 sports-tourer came up from Devizes, Talbots were represented by two very fine 14/45 tourers, C. J. Brett's AD-model emitting a musical whine from its back axle, and A. Rawlings' AG-model, and J. Gray driving Peter Moores' sporting Talbot 105. Gray's father drove Moores' 1921 Sunbeam limousine as Moores was busy with organisation. A lone but very nice 12/32 Darracq tourer was driven by R. J. Brookes and was notably well handled in the tests.

R. Dowell dashed about in his high and mighty Sunbeam 25 " racer," R. Carter's close-coupled Sunbeam Speed 20 tourer (one of the last of the type) was much admired, and R. D. M. Evans came all the way from Abergavenny in a scruffy but serviceable Sunbeam 16 saloon.

The pride-of-ownership was judged by Georges Roesch (who came in a Fiat 600), Dudley Gahagan (who came in a Volvo) and Dick Cawthorne (who came in a Renault Dauphine). The Register's President, Mrs. Winifred Boddy, thanked Judges and organisers and Mr. Roesch presented the prizes, as follows :

Pride of Ownership :	**1st** :	C. F. South (1913 12/16 Sunbeam tourer).
	2nd :	F. W. Joyce (1934 Sunbeam Speed 20 saloon).
	3rd :	F. Gray (1921 Sunbeam 24-h.p. limousine).
Driving Tests :	**1st** :	H. Tennant (Sunbeam Speed 20 coupé).
	2nd :	A. E. Alexander (Sunbeam 14/40 sports-tourer).
	3rd :	C. J. Brett (Talbot AD14/45 tourer).

* * *

A fourth Prince Henry.—Kenneth Ball of Autobooks, Brighton, confirms that the 1914 Vauxhall he bought in September is a Prince Henry model. The only others known to exist in this country are owned by Laurence Pomeroy (son of the designer), Lord Montagu and Vauxhall Motors Ltd., although another is thought to exist in the Isle of Wight. It sounds rather like " coals to Newcastle," but Mr. Ball is seeking original catalogues, booklets or manuals relating to his car, to aid its restoration.

* * *

The *Meccano Magazine* **for October** contained details of a Meccano model of an electrically-driven Edwardian coupé motor car complete with working clutch, 3-speed and reverse gearbox, differential and steering gear.

* * *

The Early Standard Car Register reports a member who has already rebuilt a 1929 Standard Nine " Teignmouth " fabric saloon is now restoring a Standard Nine " Selby " tourer of the same vintage, found in Kidlington. A 1922 Standard 11.6-h.p. SLO-model awaits restoration in the Tannat Valley in Wales. The Standard-Triumph Company's own 1929 " Teignmouth " saloon covered the greatest distance to last summer's R.A.S.C. Veteran and Vintage Rally from Glasgow to Bridge of Allan, a run of 550 miles. Turning homeward, it put in 140 miles at a 30-m.p.h. average and had used only ½-a-pint of oil when the differential gave trouble after a sudden stop had been necessitated by an accident between two modern cars. The old Standard avoided being involved and was soon repaired.

* * *

Odds and Ends.—A reader in Sussex has a 1925 Austin Seven which appears to have been one of the now very rare early sports models made by the Austin Motor Co., although since modified. Indeed, it could be the only surviving example and it is hoped to restore the body to original appearance, from photographs. Someone else is rebuilding a 1927 type 30 Diatto. Rumour has it that Sir Malcolm Campbell's " Sascha " Austro-Daimler racing car is still in existence, somewhere in this country. At a recent meeting of the Disabled Drivers' M.C. at Croydon, B. H. Austin competed in his 1923 Brescia Bugatti, of which he took delivery direct from Molsheim when it was a new car and with which he won a disabled drivers' handicap at Brooklands, *circa* 1924.

* * *

For Your Information.—Another Railway Preservation Society has been formed, its object being to prevent complete closing of the 4¾-mile Keighley and Worth Valley branch line, in Yorkshire, that was opened in 1862, came into service in 1867 and was taken over by the L.M. & S.R. in 1923. Details from A. J. Thompson, 10, Bromley Road, Bingley, Yorkshire. Last month saw old-style Flying Displays at Fairoaks and Elstree and on October 6th Blackbushe celebrated its return as an Airport

with a similar display; it is adjacent to the Hartford Bridge Flats above Camberley, Surrey, the scene of racing-car testing between 1905 and 1914 but now a concrete-flanked highway. Stockport Corporation still employ a 1926 solid-tyred lorry for towing in broken-down 'buses, although it is now in semi-retirement. It was pictured in the *Stockport County Express* in September—make unknown but no doubt a keen reader will soon tell us? Another 32/34 Minerva has come to light, in running order.

* * *

Historic commercial vehicle enthusiasts are now catered for by a new monthly, *Vintage Commercial*. This magazine, scarcely more than the size of a Club journal, is well produced on art-paper with many rare illustrations. It provides just enough reading matter to whet the appetite for more and has the refreshing distinction of not being cluttered up with advertisements, which is not to suggest that these would not be welcomed by the publishers, who are North London Artists, 18A, High Street, East Finchley, London, N.2.

The September issue contained, amongst other good things, an article on Austin farm tractors, the October issue a description of the model-J Thornycroft of 1913-26, and the current issue a discourse by R. J. Wyatt on the Austin twin-prop.-shaft lorries. A subsequent issue will carry an article on Foden steam-wagons in the 1914-18 war, by the Editor of MOTOR SPORT. Single issues cost 2s. 6d.; the annual subscription is 32s. 6d.

* * *

The Vintage Motor Cycle Club is a flourishing organisation with over 1,500 members, which those who find the vintage-car movement beyond their means might well support. There are 19 active regional sections and an excellent printed magazine appears promptly every month. The Hon. Secretary is Frank Bussey, 38, Station Road, Kenilworth, Warwicks. Incidentally, does anyone want to make a corner in those big vee-twin family sidecar outfits that were a feature of the 'twenties? The cyclecar killed them off but more than a few survive, which is rather surprising. For example, those advertised for sale in *The Vintage Motor Cycle*, official organ of the V.M.C.C., in the past year or so have included 1927 Royal Enfield, 1926 Ariel twin (valued at 50s.), 1921 Matchless model-H (£15), 1924 1,000-c.c. Matchless-J.A.P. (£17 10s.), 1928 1,000-c.c. B.S.A., 1923 A.J.S. (£12 10s.), 1923 976-c.c. Royal Enfield, Clyno, etc. While on the subject of historic motorcycles, we hear that a McEvoy-J.A.P., once ridden at Brooklands by Le Vack, is safe and sound somewhere in Sussex.

* * *

The Bentley D.C. issues a very comprehensive journal, its *Review*, every quarter, that covers almost every facet of Bentley activity and history—the new Editor is Cameron Jarvis, 9, Clock House, Forty Hill, Enfield, who would no doubt appreciate any appropriate photographs and news items. The Veteran C.C. has "face-lifted" its *Gazette*, and the new Editor is J. C. Munro, 60, Coronation Road, East Grinstead. While looking for a new Secretary the V.C.C.'s Acting Secretary is Mrs. M. Simpson. The next big fixture is the Brighton Run for pre-1905 cars, in conjunction with the R.A.C., on November 4th.

* * *

The Vintage Austin Register now embraces vintage Austin Sevens. Monthly meetings are held at the "Coach & Horses" in London—next one is on Nov. 30th. The current issue of the Club's magazine reveals that four really early (1919/20) Austin Twenties are in existence, one in Tokio. The Hon. Secretary is R. J. Wyatt, 82, Coleshill Flats, Pimlico Road, London, S.W.1.

* * *

Last month's V.S.C.C. night at "The Phoenix," Hartley Wintney, saw a fine assembly of very well-turned-out vintage cars, including a very original 4½-litre Bentley open tourer, a 3-litre Bentley and Barker's well-known Lancia Dilambda coupé de ville, in the closed part of which rode Louis Giron and his wife. Dames-Longworth came in a splendid 30/98 Vauxhall Velox in lieu of his 30/98 2-seater, the Chain Gang was well represented, and an enormous Sunbeam 25 saloon and the 4.7-litres of Jenkinson/Boddy Siddeley Special helped to fill the yard, in which a very stark A.C. Six, a sports 2-litre Alta, a 1750 Alfa Romeo 4-seater, a 9/15 Humber tourer, a smart latish Rolls-Royce 20/25 saloon, and a twin-cam Rapier were to be seen. In such company an A.C. Ace and an Elva stood out like exhibits at a far-distant motor show.

* * *

Recent discoveries reported by readers embrace a 1923 Coventry-Premier engine (with radiator) and 1926 Swift and Singer engines, some old magnetos, carburetters and a magdyno for sale cheaply in Kent; a 1928 Austin 12/4 "Windsor" saloon, generally sound but with a cracked block, offered for £25 in Berkshire; a Star saloon, possibly *sans* engine, languishing behind a café in Dorset; a Sunbeam 20 with poor body in a Glasgow breaker's; and two 250-c.c. Sunbeams (presumably vintage) and a Grazeley adjustable s/c. chassis in Devon. A complete G.W.K. engine and two vintage motorcycles are for sale cheaply near Kidderminster. A very early milk-float was seen at an auction ground in Ambergate, while someone else knows of a Talbot 75 chassis, an Austin 12/4 converted into a pick-up and a pre-war Merryweather fire-engine, in Dorset. A 27×4.40 Clincher Balloon tyre is offered free to anyone who has a use for it.

As to wants, a young enthusiast seeks a car to take a 1910 de Dion engine and drawings or photographs are requested to enable a 1914-18 ex-Army Vickers-Wolseley lorry to be provided with a body, the chassis, which is in Essex, being in first-rate order. Letters can be forwarded.

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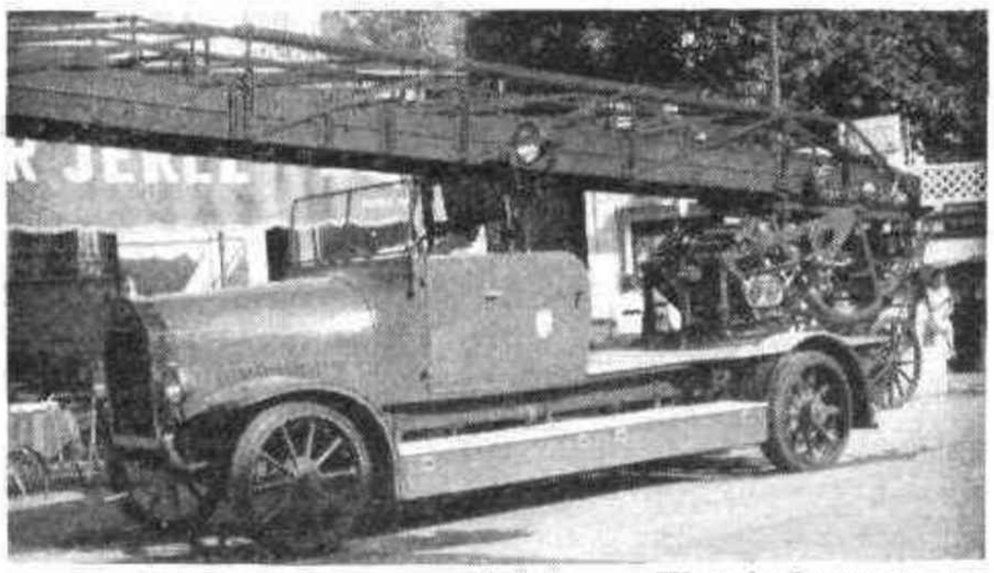
V.S.C.C. MADRESFIELD RALLY (Sept. 9th)

Concours d'Elegance,		
Vintage Class winner:		C. P. Marsh (1925 Austin Seven).
P.V.T. Class winner:		S. R. Terry (1938 Rolls-Royce).
Driving Tests,		
Vintage touring cars:	**1st:**	K. M. Hill (1930 A.J.S.).
	2nd:	I. R. Cardy (1925 Austin).
	3rd:	C. P. Marsh (1925 Austin).
Vintage standard sports cars:	**1st:**	N. R. Buckle (1928/9 Lagonda).
	2nd:	P. J. E. Binns (1927 O.M.).
	3rd:	D. R. Marsh (1927 M.G.).
Vintage sports cars:	**1st:**	B. M. Clarke (1924/9 Austin).
P.V.T. cars:	**1st:**	A. R. Buck (1935/38 Alvis).
	2nd:	B. Sismey (1934 Alvis).
	3rd:	S. R. Waine (1939 Alvis).
Ladies' Award:		Mrs. Cardy (1925 Austin Seven).
Frazer Nash Award:		Dr. Stretton (1929 model).
Light Car Award:		I. C. M. Hill (1930 A.J.S.).
Inter-Section Contest:	**1st:**	South-West Section.
	2nd:	Midland Section.
	3rd:	Southern Section.

VETERAN CAR TYRES

There has recently been a recurrence of the persistent rumour that Dunlop intends to abandon the manufacture of those tyres, principally the beaded-edge type, which are fitted to veteran cars. The rumour probably has its foundation in the considerable difficulty surrounding the manufacture of these tyres. Because they are required in comparatively small quantities, and because of their obsolete design, the cost of modern plant cannot be justified and they must continue to be made in plant which is very old and by processes which have long since been superseded for modern tyres. Their construction requires special, scarce skills, and they take up valuable factory space. As any company must have regard to sound economic principles in its operations, the position of these tyres in the range is regularly reviewed. However, the Dunlop Company is alive to the importance of the veteran car movement and regards the manufacture of tyres for these cars as a sound investment, in present conditions. No plans have been made to discontinue the range, nor one contemplated.

The Company cannot make promises which would limit its future freedom of action, and must reaffirm its position, made clear on several previous occasions, that where plant becomes irreparably unserviceable it will not normally be possible to replace it; but in the light of all the facts at present available it is able to say that there is no reason to fear any imminent interruption to the supply of Dunlop beaded-edge car tyres.



[Photo by Patrick Gardner

This old Benz fire-engine is still the pride and joy of the Torremolinus Fire Brigade in Spain.



NEW TRIUMPH SPITFIRE 4

5-point lead among light sports cars

FASTER GETAWAY Standing ¼ mile, 19.5 seconds. Top speed, 92 mph. These performance figures put the new Spitfire way ahead. All from the Herald 1147 cc engine with twin carburettors. And the Spitfire has all the Herald mechanical wizardry, too.

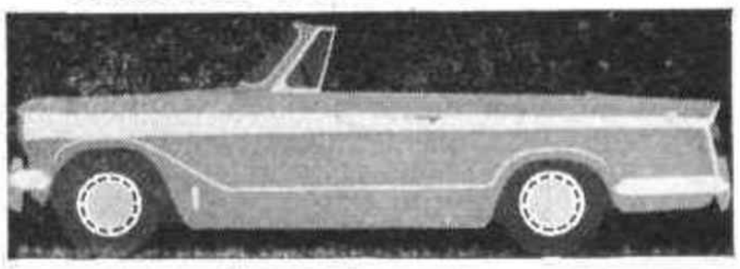
INDEPENDENT SUSPENSION Each wheel is separately sprung. That's why the Spitfire corners at speed with a sureness most cars only give on the straight. (And don't forget the steel-girder chassis, braced at every stress-point.)

TIGHTER TURNING Whip the Spitfire round in one go (24 ft is all you need) while other cars are making the 3-point turns! Ideal for town parking, and a winner your club's driving tests.

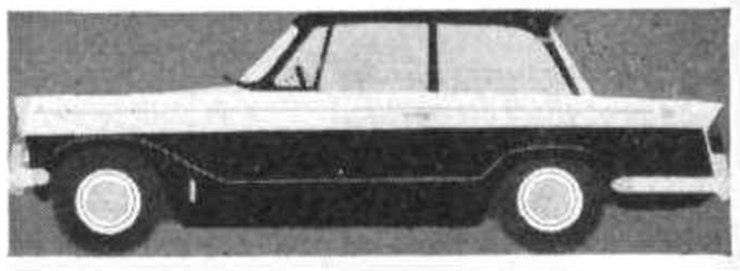
DISC BRAKES No risk of brake fade with these fron wheel anchors—however hard or often you use ther Unaffected by rain; self-adjusting. One more reason wh the Spitfire is such an impressively *safe* sports car.

LUXURIOUS AS A COCOON Deeply upholstered sea cushion you in luxury. Wind-up windows seal out th wind. Tailored hood shields you from rain in second (Makes you wonder why sports cars ever have to spartan!) All for only £729.15.3 including p.t.

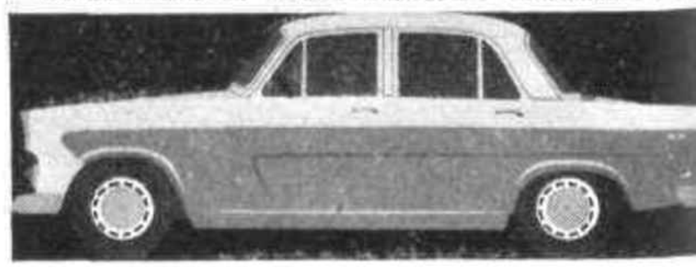
TRIUMPH VITESSE CONVERTIBLE



TRIUMPH HERALD 1200 SALOON



STANDARD VANGUARD LUXURY





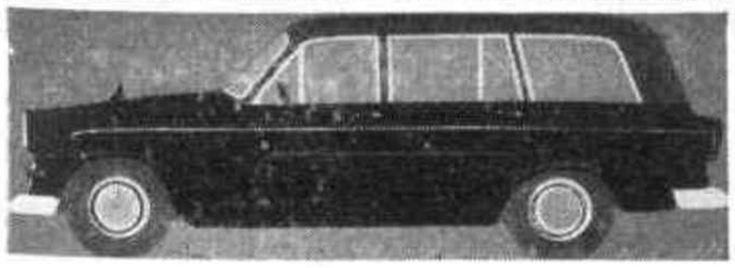
faster down the straight–first through the bends

TRIUMPH TR4 Tough 110-mph sports car with a racing pedigree and all the comfort of an expensive saloon (wind-up windows, full-height doors, spacious cockpit). 2138 cc engine, 4-cylinder. Front disc brakes; 4-speed gearbox, all synchromesh. £1,032.5.3. Hard top model £1,080.7.9. Prices include p.t.

STANDARD TRIUMPH

A member of the Leyland Motors Group

STANDARD ENSIGN DE LUXE ESTATE





VINTAGE POSTBAG

Country 'Buses

Sir,

I was naturally most interested to read Mr. Roy Taylor's memories regarding Stoke-on-Trent 'buses during the 'twenties (MOTOR SPORT, September 1962) and, for the sake of the record, I have checked on some of the details.

Pre-Great War road transport began, it seems, with a Straker steamer in 1901, which had a short and not very effective life. The next attempt by the Tramway to motorise itself took the form of three very odd-looking little double-deckers, built in their entirety by the Brush Company in 1904—Brush were intimately connected with the British Electric Traction Group which also controlled the Potteries Electric Traction. These also were not much of a success—photographs show them to have a very flimsy appearance and no doubt the roads of the Five Towns were quite as nasty as those anywhere else. The first useful 'bus service by the P.E.T. came with the four 40-h.p. Daimler single-deckers purchased in 1913.

As a result of a minor rash of narrow-gauge railway construction at the beginning of the century the Leek & Manifold Railway was built. This came under the influence of the North Staffordshire Railway, which operated their two Straker single-decked steamers in conjunction with the N.G. line. Terribly noisy and most uncomfortable, the Strakers soon went, being rebodied as vans.

In the post-war era, the tramway company did indeed run S.O.S. vehicles. These were built by the Birmingham Midland Motor Omnibus Co., the famed Midland "Red," and were so successful that several of the Midland "Red" associates ran them. The initials were popularly supposed to signify "Shires Own Specification," a Mr. Shire being the Chief Engineer of the day. The first S.O.S.s went to the P.E.T. in 1925 and were 31-seat, normal controlled, the 37-seaters were forward control and arrived in 1927.

Incidentally, Gilford is the correct rendering, not Guildford [The printers ignored my correction!—ED.], and, contrary to popular belief, had no connection with the Dennis Bros. concern. The resemblance between Talbots and W. & G.s of the period seems to be due to some sort of managerial connection—can anyone throw any further light on this point?

Leyland P.L.S.C. "Lions" were not the first forward control chassis by any means but it would be fair to say that they were the first in quantity in the Provinces. From personal experience I can heartily agree that the "Lioness" version was indeed a delightful motor, both to drive, maintain, or simply to look at! "Lions," by the way, never carried double-decked bodywork and the vehicle referred to by Mr. Taylor was probably a "Titan."

Coming to more recent times, the Associated group sold out in 1944 and Stoke-on-Trent Motors in 1951. Even today there are a considerable number of independent operators in the area which, indeed, is a stronghold of the smaller concerns.

ALAN L. THOMAS,
London, N.2. Editor, *Vintage Commercial.*

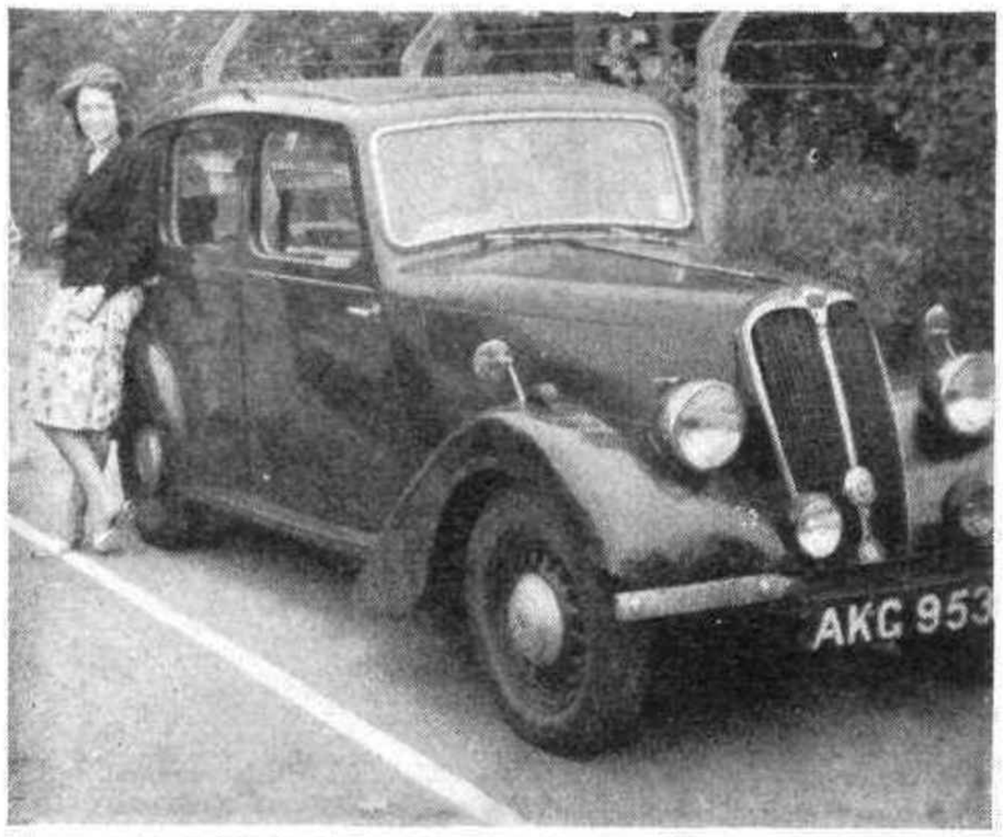
* * *

Pre-War Jowetts

Sir,

My father bought his first Jowett, a 1930 7-h.p. fabric saloon, well before the war when the arrival of my brother made the phrase "close-coupled" peculiarly apt and applicable to father's 1920's Morgan. This roomy car served us well, especially after the war when, as well as being in daily use, it took the family plus camping gear on a four-weeks holiday to the West Country. I well remember the occasion when we had to stop and re-distribute the weight by strapping bundles to the front mud-guards to prevent the rear differential hitting the tool tray under the back seat. I cannot remember a mechanical fault ever delaying our journey. Soon after we bought a trailer, which enabled us to take even more luggage, father changed to a 1936 7-h.p. Flying Fox model which again served us with steady reliability until 1956 and is now the proud possession of a friend—still a friend. This car worked even harder in the summer towing a Rice caravan, which must have neared the ton mark when fully loaded. On these occasions it sometimes suffered from overheating and clutch-slip. We would have to jump out and take the weight of the van while the clutch was persuaded to grip.

For the last two years I have been running a late-1937 model which was rescued in a shocking condition and restored on a shoe-string budget. Wood-worm and a rare fungus accompanied



Mr. A. J. Perkins' 1937 Jowett—see letter on this page.

the usual rust and grime. Nevertheless, a sound chassis made it worthwhile and the final touch was to re-cover the seats with a 30s. job-lot of leather from a breaker's yard, giving the best armchair driving position I have ever met. Since then the car has only failed me once, when the condenser packed up. Of course I have been in and under it a lot; the reconditioning of a car of its age and state takes time. In two years it has done 14,000 miles, mostly heavily laden or in a hurry. It will cruise at 45; top 60 in safety downhill; and climb a 1-in-6 easily. With five occupants on an outing from Cirencester to Bourton-on-the-Water, Fosse-bridge Hill was climbed in both directions—admittedly the clutch slipped on the outward run and had to be treated with petrol. Perhaps the greatest compliment was received on this trip when one of the passengers, a visitor from New York, experiencing an old car for the first time, said: "But how comfortable it is." I have lost count of the number of passengers who have only slept while travelling when in my car. I average over 30 m.p.h. on long journeys, sometimes when loaded to the roof (literally), and her 956 c.c./18¾ cwt. ratio still yields over 40 m.p.g.

The main disadvantage is the lack of acceleration and these cars fail to thrill the speed enthusiast, but they are a *must* to the driving enthusiast. Every hill and incline is a challenge, every corner must be judged to retain the maximum speed with the maximum safety—a student cannot afford to prang. There is enjoyment and skill in this motoring, where the car can be driven at its optimum on almost any unrestricted road! [Ideal for Marples' 50-m.p.h. roads.—ED.]

The Jowett is remembered for its engine's longest continuous run of production, but what of that back window—always as wide as possible, before the advent of curved glass; the dynamo driven off the timing chain, and with two of its three securing bolts through slot holes, thus allowing tension adjustment; the needle oil-float instead of those messy and inaccessible dip-sticks; the practical full-width lid under the back seat allowing complete access to the rear axle, brakes, etc.

Finally, may I record the passing of two rare models here in Leicester and the rebirth of one at Chingford?—a 1936(?) transition model with normal back but streamlined bonnet, with 4-cylinder, twin-carb. engine, vast air filter, enclosed flywheel, and free-wheel gearbox, and a 1940 8-h.p. saloon with a similar body to the 1938-39s but a protruding rear boot and separate spare-wheel locker incorporating number-plate. This had apparently a standard twin engine, but for aluminium heads. Thirdly, the Jowett agent at the Royal Forest Garage, Chingford, runs a 1935 streamlined saloon converted to a twin which he will not part with at any price!

Leicester. ALAN J. PERKINS.

[This letter, although not strictly about vintage vehicles, is published as dealing with a worthy "lost cause."—ED.]

* * *

Drewry Rail Cars

Sir,

I came across a Drewry car at Longmoor during the last War. In 1941, leave started at reveille and at about 7 a.m. a Drewry

car carried the lucky ones from Longmoor to Liss, to join the Southern Railway. This later version was a 4-wheeled railcar of unlovely appearance—almost a mobile shed.

Alternative down transport was by toastrack-style Wickham cars—very fast with V8 engines. At least one Sapper-driver was in trouble for speeding with one—and being found out!

I believe the Drewry Car Company still exists, but no doubt some of your readers who also take the *Railway Gazette* will have better information than I on this.

Leighton Buzzard. NORMAN P. TUCKER.

* * *

Bethlehem Motor Lorries

Sir,

Mr. Stuart Taylor inquires if anybody has heard of the Bethlehem lorry.

I can remember it quite well. It was an American vehicle and it was one of several makes that appeared on the English market during the dark days of 1914-18. There was nothing special about them but they could stand up to a lot of hard work. Other American makes at the same time included the Traffic, Seabrook, A A Riker, Republic, Selden and others, all advertised widely in the motor journals during the War, when British vehicles were hard to get hold of.

The Archangel fire-engine he mentions, I have never heard of. Perhaps it was just a fancy name somebody had put on it, or it may have been another very remote American chassis.

Knaresborough. G. A. SHAW.

[Bethlehem lorries were imported up to 1923, in 25, 30 and 45-h.p. versions, the largest chassis carrying 3½ tons and costing £1,175.—ED.]

B.A.R.C. MEMBERS MEETING

After 26 years as Secretary of the B.A.R.C. (previously, of course, The Junior Car Club), John Morgan witnessed his last race meeting in this capacity at Goodwood on October 6th.

And a very good meeting it was, too; unusually warm weather for the time of year, and close racing with a minimum of unnecessary incident. This last fact probably came about due to most of the Club Championships having previously been resolved! One Championship still had to be finalised, however, at this the 55th B.A.R.C. Sports-Car Meeting (why " Sports Car "?); this was the Cibié Cup Competition, points for which are based on selected handicap saloon-car races throughout the year. Although Austin A40s took the first three places, D. P. (Doc.) Merfield brought his 1¼-litre Anglia through to fourth place from scratch and, in doing so, sealed his overall victory in the competition.

Despite 75% Lotus success, the racing was more interesting than the results perhaps suggest. Banting and Berrow-Johnson did battle, using similar cars, in both the F.J. and Formule Libre races, their Lotuses taking alternate honours. It was a pity that Grier-Rees' 2-litre Alta and Lovell's 500-c.c. Grenfell reduced interest in the latter event by non-starting. It was the last straw to enthusiasts for motor racing of the early post-war years when Bateman's Connaught, from the 2½-litre Formula days, failed to fire, its driver sitting with his hand up as the field left the grid.

In the race for Grand Touring cars, Johnson's Elite gained a fairly safe victory over de Selincourt (Jaguar E-type) and Braithwaite (Morgan Plus Four), who were very close at the finish. Hodgson's win in the large sports-car race was a much easier one, but Belcher's Terrier was closing on Porter's Lotus 7 rapidly in the up-to-1,000-c.c. event.

Similarly, faulty handicapping allowed Konig's Lotus Elite to win its race by nearly half a minute, whereas Braithwaite's very fast Morgan gained the lead from Ashby's 3½-litre Healey Silverstone only in the last few moments of the third handicap.—A. W.

The Winners :

Cibie Cup—Outright Winner : D. P. Merfield (Anglia).
F.J. (10 laps scratch) : R. Banting (Lotus-Ford) .. .. 92.32 m.p.h.
Fastest lap : Banting, Berrow-Johnson, Dunn (all on Lotus), 93.91 m.p.h.
Formule Libre (10 laps scratch) : B. E. Berrow-Johnson (Lotus-Ford) .. .. 91.90 m.p.h.
Fastest lap : Rollinson (Cooper-Ford), 93.30 m.p.h.
G.T. (10 laps scratch) : M. B. Johnson (Lotus Elite) .. .. 84.12 m.p.h.
Fastest lap : Johnson, 86.06 m.p.h.
Sports Cars (10 laps scratch) : C. A. C. Hodgson (Lotus-Climax) .. .. 87.90 m.p.h.
Fastest lap : Hodgson, 90.00 m.p.h.
1,150-c.c. Class Winner : M. P. Renny (Lotus 23).
Up to 1,000 c.c. (10 laps scratch) : D. B. Porter (Lotus-Ford) 85.86 m.p.h.
Fastest lap : Porter, 88.16 m.p.h.
G.T. Class Winner : J. R. Bloomfield (Diva-Ford).
Cibié Saloon Car Race (5 laps handicap) : A. G. Payne (Austin A40) .. .. 76.30 m.p.h.
Fastest lap : Merfield (Anglia), 84.71 m.p.h.
Closed Car Race (5 laps handicap) : M. L. P. C. Konig (Lotus Elite) .. .. 77.75 m.p.h.
Fastest lap : Merfield (Anglia), 84.87 m.p.h.
Sports/G.T. Race (5 laps handicap) : H. R. Braithwaite (Morgan) .. .. 83.26 m.p.h.
Fastest lap : A. P. Belcher (Terrier-Ford), 86.75 m.p.h.

V.S.C.C. WELSH RALLY, PRESTEIGNE (October 6/7th)

Presteigne Trophy : H. Spence (1930 Lea-Francis).
Road Section and Trial : First Class : D. G. Marchant (1928 Austin Seven), D. P. Harris (1926 Frazer Nash), J. Miles (1928 Austin Seven), H. F. Moffat (1923 Bugatti), A. D. Jones (1923 Vauxhall 30/98). **Second Class :** K. M. Hill (1930 A.J.S.), G. K. Davie (1926 Alvis 12/50), F. Lockhart (1924/9 Peugeot-J.A.P.), W. S. May (1926 Frazer Nash), J. C. H. Longden (1928 Frazer Nash). **Third Class :** J. K. Milner (1922 Vauxhall 30/98), G. R. Footit (1928 Riley), R. L. Heath (1929 Alvis 12/50), M. Croome (1928 Trojan).
Road Section and Concours : First Class : F. W. Gilbert (1925 Alvis 12/50), A. D. Johns (1907 Mercedes). **Second Class :** W. F. Lakin-Smith (1927 Lagonda 2-litre). **Third Class :** E. Riddle (1921 G.N.).
Light Car Trophy : K. M. Hill (1930 A.J.S.).

WIN A TRIP TO THE DAIMLER-BENZ MUSEUM

In the next issue we will be inviting readers to take part in a quiz, the prize for which is a weekend trip for two to the famous Daimler-Benz Museum at Unterturkheim. This Mecca for motoring enthusiasts houses not only the world's first automobiles, but examples of many other historic Mercedes racing cars from the pre-1914 Blitzen Benz to the W.196 all enveloping and Monoposto Formula 1 cars of 1955. Daimler-Benz A.G. and Mercedes-Benz (Great Britain) Ltd., will ensure that the winner and his lady (or *vice versa* if the winner is a lady) will be transported to Stuttgart and back and given a V.I.P.-style conducted tour of the Museum.

The contest will be a simple picture-identification one and will be published, together with details of where to send entries, in the next issue of MOTOR SPORT. Employees of MOTOR SPORT and of Mercedes-Benz and their families may not take part and the winner will be deemed to be the first correct entry to be opened; the contest is confined, for obvious reasons, to residents in Great Britain. The Editor's decision is final and no correspondence will be entered into about the result.

CLUB ODDMENTS

A reader seeks the address of the Peugeot O.C. . . . Roy Begent, 36, Vaughan Road, Chorlton, Manchester 21, is interested in hearing from owners of vintage Triumphs, including Glorias, Dolomites and Vitesse. . . . The V.S.C.C. are holding a film show at the Little Abbey Hotel, Great Missenden, Bucks, on November 14th; details from G. H. Dovid, Flint Cottage, Little Kingshill, Great Missenden, Bucks. . . . The B.T. & R.D.A. is sponsoring a Junior Trials Championship on March 24th, open to all trials formula drivers who have not qualified for the R.A.C. National Championship. . . . John B. Allaway is in the process of forming a Swift Register; letters should be addressed to him at " Challow," Shortheath Lane, Sulhampstead, Reading.

QUERIES ANSWERED

A few more addresses this month : **Chiltern C.C.,** c/o David Dixon, Woolmer House, Priory Close, Stanmore, Middlesex. **O.R.M.A. (B.R.M.),** c/o Mrs. Molly Wheeler, O.R.M.A., Kent House, Market Place, Oxford Circus, London, W.1. **Rover Sports Register,** c/o T. L. Bentley, 11, Woodall Drive, Pinner, Middlesex. **B.S.A. Front-Wheel Drive Club,** c/o C. H. Bryce, 90, Greenvale Road, Eltham, London, S.E.9. **Rolls-Royce Enthusiasts' Club,** c/o Miss G. M. Harris, Paternaster Farm, Yarnton, Oxon. **Standard Car Register,** c/o J. R. Davy, Esq., Standard-Triumph Sales Ltd., Coventry. **Fiat C.C.,** c/o Mrs. Maxwell, The Mount, Lea, Gainsborough, Lincs. **Mini-Se7en Club,** c/o Eaton Cottage, Elevenacre Rise, Loughton, Essex.

NEW
INDIA 'AUTOSPEED'
TYRES GIVE GREATER-THAN-EVER CAR CONTROL AT 90 PLUS!



India 'Autospeeds' also available with stylish slim white sidewall

For men who can USE them . . .

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

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

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

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

For performance cars — 'AUTOSPEED'

INDIA TYRES

TESTED **TOUGH** — FOR YOUR SAFETY

FOREIGN CAR CONCESSIONAIRES (Part 2)

In this second part of our feature covering the concessionaires of foreign cars sold in this country we survey several more foreign makes, with especial emphasis on spares and service facilities, factors which will become increasingly important should Britain enter the European Common Market. In Part 1 of this series Volvo made the statement that they are the third highest selling import in Britain. This is challenged by Fiat, who, while regretfully relinquishing first and second places to VW and Renault respectively, point out that their import figures are well in advance of those claimed by Volvo. There are, as far as we know, no figures available from independent sources to substantiate either claim, and of course all the import figures given in this series are the estimates made by the importers.

VOLKSWAGEN

VW Motors Ltd., 32-34, St. John's Wood Road, London, N.W.8.

Although designed before the war VW did not go into serious production until the late '40s and was not imported seriously into Britain until 1953. *Before that time Colborne Garages Ltd. of Ripley had begun overhauling used cars and carrying stocks of spares, while some cars were imported into Ireland. In* 1953 *VW Motors Ltd. was formed, being a* 100% *British Company, a subsidiary of Thomas Tilling Ltd. The Managing Director is J. J. Graydon; Wholesale Sales Manager, P. W. Bingham; Export Sales Manager, C. R. Caridia; Service Manager, H. C. Amor; and Public Relations Manager, H. S. Hewitt.*

Like so many other Continental car concessionaires VW Motors Ltd. do not have an accurate assessment of the number of VWs in this country owing to the numbers brought in privately by servicemen but there are now nearly 100,000 Volkswagen vehicles in this country and present annual import figures are around 19,000 vehicles.

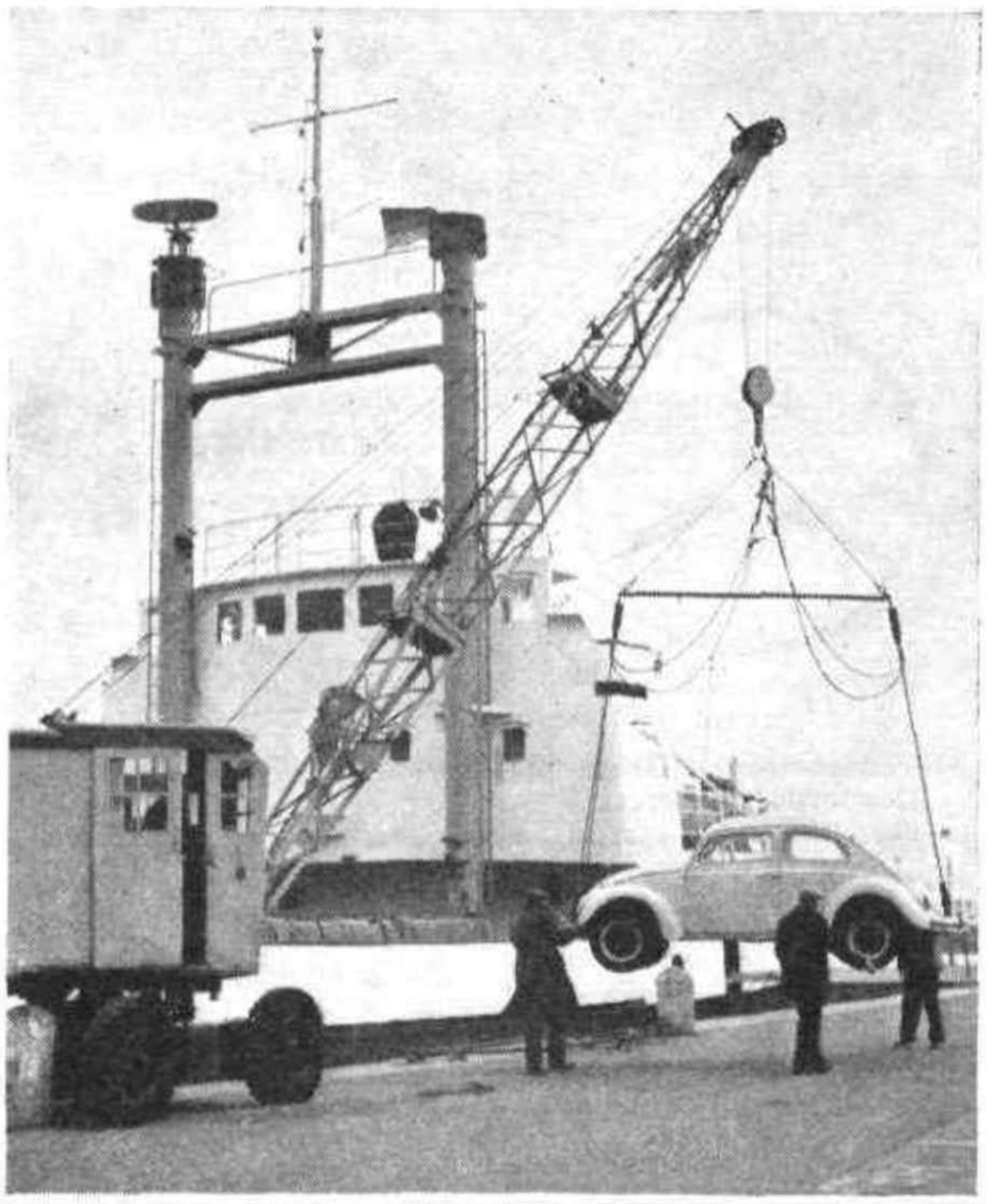
To bring this large number of cars, vans, commercial vehicles and spares into the country, VW Motors charter ships to bring them into Ramsgate harbour from Bremerhaven, the cars having been railed from Wolfsburg. Previously cars had been brought into the Port of London but the change to Ramsgate has allowed VW to build their own premises close to the docks where the cars are washed with high pressure jets of water which remove the protective wax. The cars are then inspected for damage and stored awaiting collection. They are then either railed from the nearby sidings, collected by dealers' drivers or delivered by transporter if consignments are large enough. On arrival at the dealers the cars are inspected again for damage before they are handed over to customers. The only cars to go to the London premises are those for sale in London and some of the tourist vehicles which are normally left-hand-drive cars for foreign tourists, usually American, who use the cars on holiday then take them home. These cars are not normally brought over on the ships but are flown over as and when required.

All models in the VW range are considered suitable for sale in this country, although some of the more specialised commercial vehicles obviously have little appeal here. At the moment few British parts are used in the VW, although Michelin tyres made in Britain are fitted to cars coming into this country. These tyres are exported from Britain on the ships which bring the cars in, are fitted in Germany, then returned to Britain. British batteries of various types are fitted at Ramsgate but very few British-made parts are fitted to the whole production. Glacier bearings are used on cars going all over the world but although Wolfsburg is anxious to use many more British-made parts, the difficulty is in finding suppliers who can guarantee to supply sufficient quantities to keep pace with the huge production. A team of VW engineers is visiting Britain shortly to visit several accessory suppliers to discuss the possibility of using some British components.

The sales and service organisation throughout Britain consists of 31 distributors and 280 dealers who are backed by field representatives, service managers, mechanics and sales staff from VW Motors. An advisory service is available to dealers for the planning of buildings, organisation of spare parts, etc. All agents are required to maintain a specified minimum spares and tools stock and are inspected regularly by representatives from service, sales and spares departments as well as from the factory, and if not up to the required standard a garage can lose the VW agency. Training courses are held every month in London for salesmen connected with the VW organisation, sixteen salesmen attending each course.

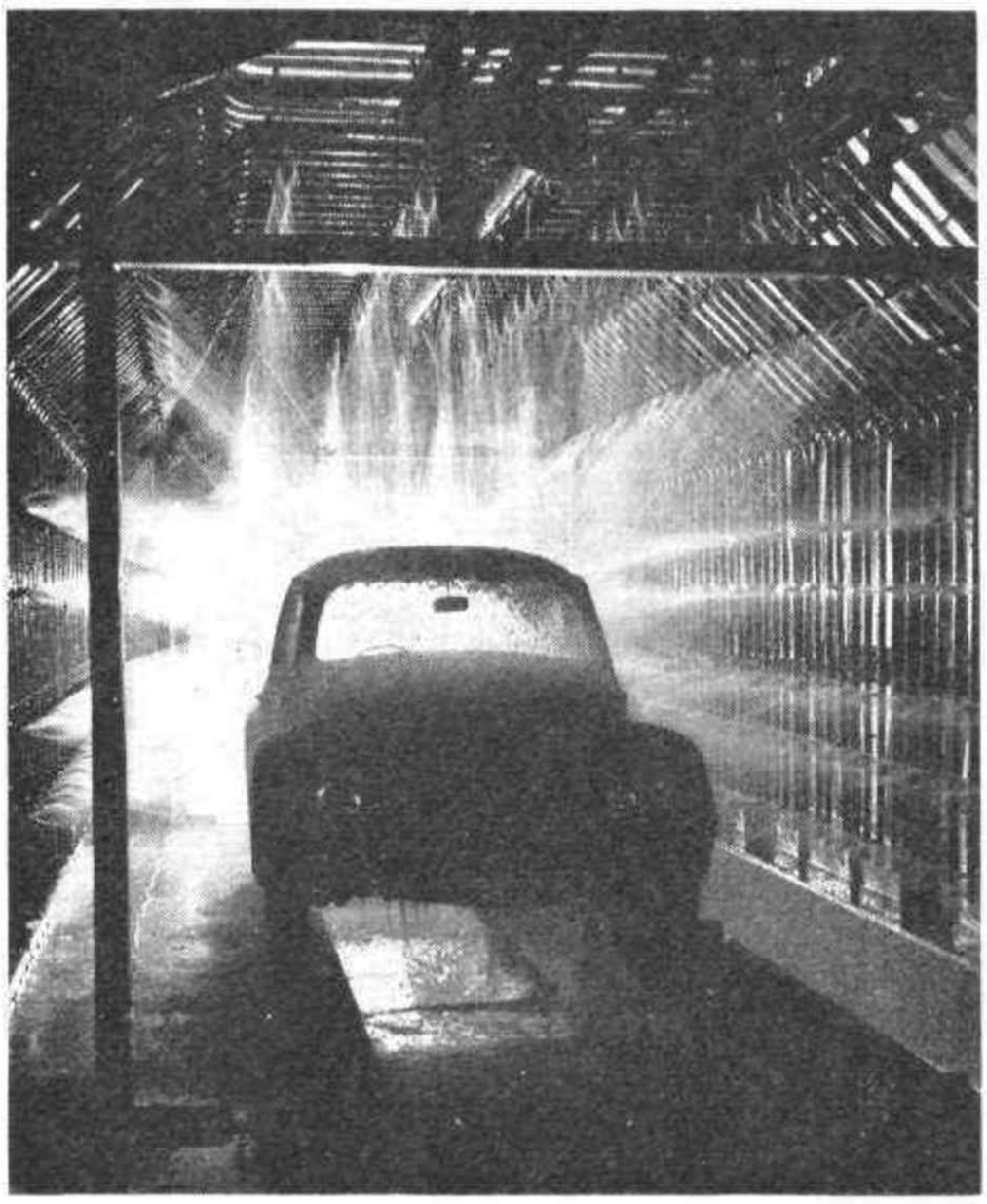
The mechanics' school consists of a permanent base in London plus a mobile school which tours the British Isles visiting all distributors and dealers. Mechanics' courses are split up into four parts including a primary course, an advanced week on engines, advanced week on transmissions and a special course for service advisers.

Service facilities at VW Motors London premises are available to anyone but are mainly intended for those London dealers who have limited amounts of space for workshop accommodation. VW Motors employs approximately 350 people. Spares are available for all models in the VW range, these being imported on the ships which bring the cars. Spares are taken to the company's spares depot at Slough for distribution through the dealer network.



A VW being unloaded at Ramsgate.

The VW is unquestionably the largest selling import and VW Motors feel that the future of the VW is already assured in Britian even if we do not enter the Common Market as the car has obviously overcome its price disadvantage. If we do enter the Common Market the VW can expect increased sales due to the anticipated decrease in price and due to the fact that vehicles from Common Market countries will be more acceptable to British buyers generally. This applies particularly to commercial vehicles.



De-greasing of VWs imported into Great Britain is carried out at Ramsgate.

MERCEDES BENZ

Mercedes-Benz (Great Britain) Ltd., Great West Road, Brentford, Middlesex.

The history of importation of Daimler-Benz cars began in 1899 when the firm of Milnes Daimler Ltd. opened premises in Balderton Street, W.1, moving in 1902 to Tottenham Court Road, by which time the cars were called Mercedes. Various changes in premises were made during the ensuing years until in 1928 the factory took control and installed the Company in Camberwell, opening showrooms in Park Lane in 1936 with a full staff of German salesmen, all to cope with the sale of 50 cars a year! By the time the war came the works were at Grosvenor Road, the Government taking over for the manufacture of radar components. After the war the Company Solicitor tried to hand the Company back to the factory but they did not want it, so it was run for some time by the Solicitor and was eventually taken over by Thomas Tilling's, a wholly owned British Company, in June 1960. The Managing Director is W. J. Argent; Sales Manager, L. A. Bryar; Service Manager, J. M. B. Rees; and Public Relations Officer, E. Johnson.

It is estimated that there are approximately 7,000 Mercedes cars in the U.K. although, like so many other makes, there are obviously a number in Britain which have been brought in by returning servicemen. Mercedes are unwilling to supply present yearly import figures.

The majority of Mercedes cars are brought in by air, being flown to Lydd Airport, where they are either collected by delivery drivers or taken to Brentford on transporters. Approximately 25% of Mercedes imports are brought in by sea via Zeebrugge-Harwich and then railed from Harwich to East Acton Station. The cars have a protective wax finish and adhesive strips over chromium-plated parts which is removed at Brentford. The car is then cleaned, serviced and road-tested before delivering to the dealers, who carry out a further pre-delivery check before handing the car over to the customer. Few British components are used in Mercedes cars but Dunlop disc brakes are manufactured under licence in Germany by ATE and Lockheed brakes and Solex carburetters are used on some models. Firestone tyres are exported from Britain, fitted in Germany, then returned on the cars to Britain.

At the Brentford headquarters is a large workshop which can tackle all the necessary jobs on any Mercedes-Benz model, a separate shop carrying out all dismantling and overhaul work on engines, transmission, fuel injection, etc. Bodywork and spray-painting shops are also installed. Extensive use is made of Crypton electronic tuning equipment and a chassis dynamometer is installed. Cars at the factory are tested on chassis dynamometers and the figures are made available to engineers at Brentford so that customers' cars can be tested on the dynamometer to see if they are giving the correct amount of power to the wheels. This is shortly being moved to a new sound-proofed bay where the noise level will not disturb other workers. There is also a separate bay at Brentford where all sports cars are serviced; thus the 190SL and 300SL owner can be assured of individual attention.

Due to their connections with Auto Union (G.B.) Ltd., as both organisations are in the Thomas Tilling Group, a certain amount of integration has taken place and Mercedes spares are now housed in a more spacious building in the Auto Union premises on the opposite side of the road, and in return Auto Union cars are serviced in a new workshop recently added to the Mercedes head-quarters. Very large stocks of spares are held at Brentford for all models, including commercial vehicles, the spares coming in by sea. Urgent spares can be summoned from Stuttgart by air within 24 hours over the Telex system which is installed at Brentford.

Regular Sales and Service courses are held at Brentford and Bradford for dealers' mechanics, salesmen and apprentices, the classes being sufficiently small in number so that each student can

Continued on page 888



Chassis dynamometer power testing facilities are available at the Mercedes-Benz Brentford workshops.

These Vauxhalls are making history—quietly

In the past year, Vauxhall have introduced the new Victor and Victor Estate Car, the new VX4/90, and now the new Velox and Cresta. One after another these models have set high standards with their clean good looks, their intelligent engineering, their space, comfort and safety and their exceptionally easy maintenance.
Quietly and without fuss the new Vauxhalls are making history—and friends—all over the world. If you haven't driven one recently have a word with your Vauxhall dealer.



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

NEW SIX-CYLINDER
CRESTA £1,046.0.3

Ample room for six. Lightly stressed 2.6 litre engine. Power-assisted brakes (discs at front). All-synchro gearbox with optional overdrive, or Hydra-matic* transmission. *The six-cylinder Velox £936.0.3 shares the same spacious comfort and refined performance. The Cresta has luxury features with leather upholstery.*

VAUXHALL
VICTOR £702.5.3

Victor Super £736.12.9. Victor de Luxe £798.10.3. 1.5 litres, four cylinders. All-synchro 3 or 4-speed gearbox.

VICTOR
ESTATE £812.5.3

46½ cu. ft. load space with rear seat folded. 21½ cu. ft. with five adults. Heavy-duty tyres and springs. Low axle ratio.

VAUXHALL
VX4/90 £927.15.3

1.5 litres, four cylinders, 81 bhp. Twin carburetters. Power-assisted brakes (discs at front). 4-speed all-synchro gears, floor-mounted lever.

Your Vauxhall dealer can arrange a trial run in a Victor, Victor Estate Car or VX 4/90 immediately; and in the new Velox or Cresta as soon as he has a demonstration model.

prices include tax ** Hydra-matic is a registered trade mark*

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THE OWEN ORGANISATION

A LINKED FAMILY OF MORE THAN FIFTY COMPANIES

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Research and development in all fields is assisted by our motor racing and record breaking activities. For example, in motoring, we manufacture component parts and assemblies for nearly every make of car and commercial vehicle.

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* 1962 VICTORIES
Glover Trophy, Goodwood, 1st. G. Hill
International Trophy, Silverstone, 1st. G. HILL
European Grand Prix, 1st. G. Hill
German Grand Prix, 1st. G. Hill
Italian Grand Prix, 1st. G. Hill, 2nd. R. Ginther

* GRAHAM HILL
leading the Drivers' Championship

* RUBERY OWEN & CO. LTD.
leading the Constructors' Championship

BY APPOINTMENT TO
HER MAJESTY QUEEN ELIZABETH II
MANUFACTURERS OF MOTOR CARS AND LAND-ROVERS
THE ROVER COMPANY LIMITED

Rover use the word engineering to cover the development and construction of the whole car from bumper to bumper. Rover engineering led to the Land-Rover, the world's toughest and most versatile vehicle. It led to the development of the world's first gas turbine car. Most recently, it has led to the new Rover 3-Litre Coupé and to the 3-Litre Saloon Mark II; the new six-cylinder Rover 110 and Rover 95—four superb cars built for swift and silent motoring on the motorways of the world.

New Rover 3-Litre Coupé — passport to a new world of faster motoring



ONE OF THE WORLD'S BEST ENGINEERED CARS

The Rover Company Limited, Solihull, Warwickshire
London Office and Showroom: Devonshire House, Piccadilly
MAKERS OF FINE CARS AND THE WORLD-FAMOUS LAND-ROVER

receive individual tuition. In addition a mobile school tours the country giving instruction on dealers' premises. A field service representative also tours the country inspecting garages and acting in an advisory capacity when required. The Spares Department also has a representative who visits dealers to inspect stocks of spare parts.

Mercedes-Benz (Great Britain) Ltd. state that their policy in the last three years has been to build up the service side of the organisation before developing sales to any great extent. The stage has now been reached when with the sum of £350,000 invested in spares and a great deal of time taken in training mechanics that a greater emphasis can be placed on sales promotion. The Company has been recently undertaking a market research investigation over the whole country and examining ways in which it is possible for them to help dealers improve their sales position. The Company believes that its share of the market for luxurious high-performance cars will increase irrespective of whether Great Britain goes into the European Common Market.



All sports-car servicing is carried out in a special bay at Brentford.



In a corner of the Auto Union workshops a couple of competition cars are worked on while the first drophead 1000SP to arrive in Britain is prepared for the Motor Show.

AUTO UNION

Auto Union (G.B.) Ltd., Great West Road, Brentford, Middx.

Imports of the little fabric bodied two-cylinder, two-stroke D.K.W began before the war and some 500 of these were imported by a subsidiary of Henleys before war broke out. In 1954 when imports re-commenced they were handled by A.F.N. Ltd., until in 1959 the Thomas Tilling Group acquired the Agency. The Managing Director is W. J. Argent, Sales manager, H. A. Ball, Service manager V. Gossington and Public Relations Officer, E. Johnson.

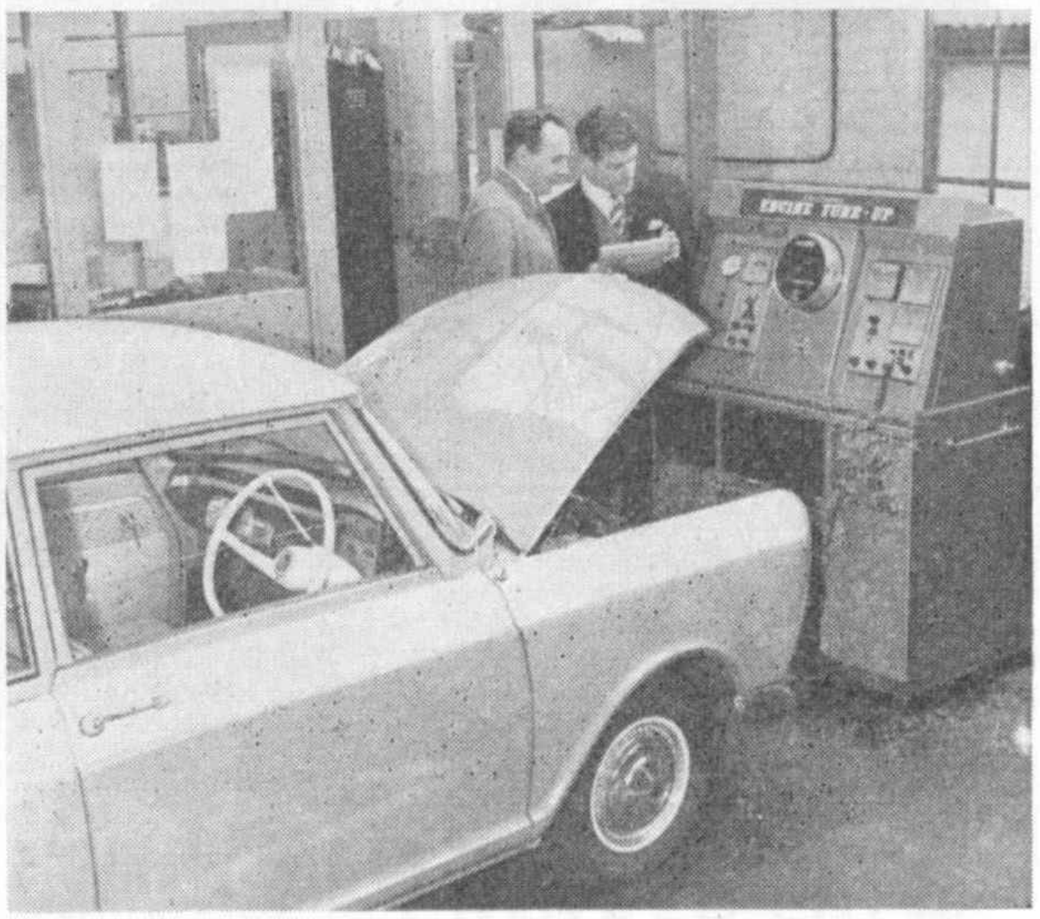
There are approximately 2,000 Auto Unions and D.K.W.s in the U.K. at present with imports running at some 400 cars a year. The cars are brought to England by sea, the most usual route being the Ostend-Dover run. The cars are then driven up from Dover or loaded onto transporters and brought to Brentford where the preservatives are removed and the cars checked over and passed on to dealers who also carry out their own pre-delivery check. Customers can collect their own cars if they want a trip to the factory. They get a V.I.P. trip round the works and a free Dinner!

Few British made parts are used in Auto Union and D.K.W. cars although Solex carburetters and fuel pumps are used and British tyres are sent to the Ingoldstaat factory for fitting to cars supplied to Britain.

A complete range of spare parts is held in stock at Brentford for all current models as well as a wide selection of the more frequently demanded spares for older models including the pre-war two-cylinder cars, such items as complete spare engines being available from stock for this model. For spares not in stock a Telex system is installed at Brentford by which means emergency parts can be obtained in 24 hours. The value of spare parts alone amounts to £81,000.

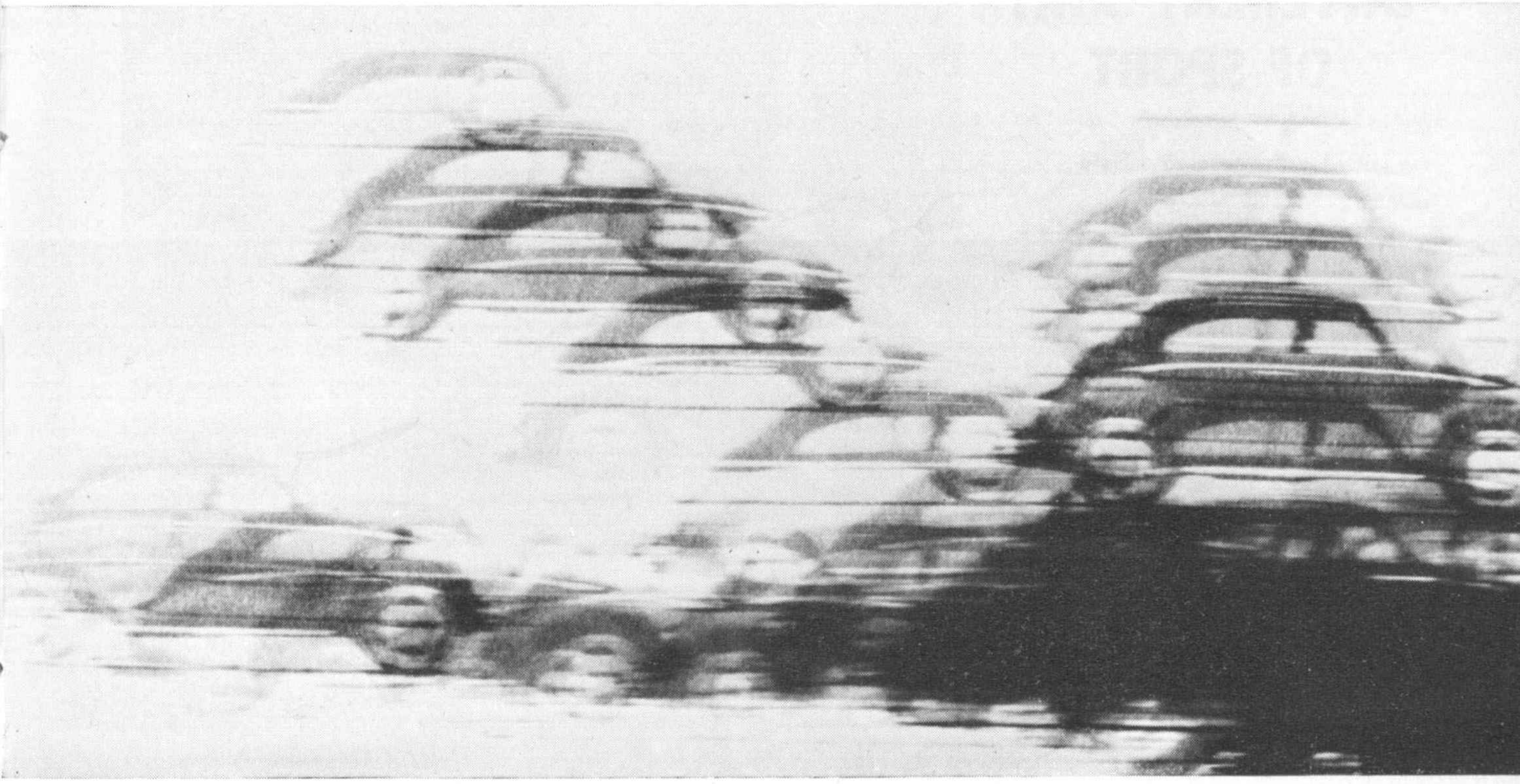
With the closer integration of Mercedes-Benz and Auto Union technical facilities Auto Union have access to chassis dynamometer and Crypton tuning equipment, the latter having been adapted for use with three-cylinder engines. Auto Union give three free services on new cars, covering the first 3,000 miles. Service courses are held at Brentford and Bradford and in addition a technical training representative tours the country in a fully equipped Auto Union 1000 estate car inspecting service agents and acting in an advisory capacity when required. The Spares Dept. also has a representative who inspects dealers' stock of spares. There are approximately 50 people employed by Auto Union (G.B.) Ltd. Some 125 distributors and dealers sell Auto Union and D.K.W. vehicles in the U.K.

Auto Union feel that their cars have a unique appeal to the enthusiast with family responsibilities. Experience over the last three years has shown that sales can be achieved despite the high tariff barrier and they are confident that even if Britain does not enter the European Common Market that the future for Auto Union and D.K.W. in this country is a bright one.



Crypton electronic tuning is used on Auto Unions, the equipment having been adapted for use on 3-cylinder cars.

...and now—5 million cars later...



There's nothing experimental in today's Volkswagen.

It has taken years of constant development, and over 3000 improvements, to produce what is unquestionably the world's most highly developed car.

So if you like trouble-free motoring—year after year—you'll like the Volkswagen. You'll like the speed with which it's serviced—by mechanics who know every inch—and stock every part.

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A DIFFERENT SORT OF SPORT





AN accelerative G.T. car devouring a good road at over 100 m.p.h., or a responsive sports car accelerating up through the gears, lifts motoring out of the rut of A to B transportation and turns it into a sport. But motoring has many facets and the words that follow, and the pictures on this page, are about a different sort of sport.

Traction engine rallies are now an accepted aspect of the English summer; the first one was held in aid of charity in a field at Appleford in 1952 at the instigation of G. J. Romanes, an ophthalmic surgeon. This year there have been two dozen such rallies, at which steam traction engines, wagons and rollers have given demonstrations and indulged in races. This sport is administered to by the National Traction Engine Club (founded in 1953), whose Chairman is Major Rev. Philip Wright, M.B.E. (Hon. Sec.: E. A. Fillimore, 34, Northwick Park Road, Harrow, Middlesex), the Road Locomotive Society and a number of local clubs. The National Traction Engine Club publishes a printed magazine called *Steaming*.

Traction engines cavorting round a field are fun, but to follow them along the road, their natural habitat (unless they are ploughing engines) gives even greater satisfaction. Consequently, when I heard that John Goddard and Dan Crittall were setting off to bring three engines back to Braintree from a rally at Ickleton I contrived to be present.

To get to this rural part of Essex from my home in Hampshire





"THERE'S ANOTHER ONE."—The second Burrell, having paused to change gear, goes carefully down the steep hill leading out of olde-world Thaxted.

THE THINGS THEY GET UP TO IN ESSEX!—Top: *Peter McGrath from Australia steers Dan Crittall's Burrell traction engine on a journey from Ickleton to Braintree.* Below: *John Goddard's* 1903 *Burrell compound, with a smaller Marshall in tow, taking the acute corner in Thaxted; it will be seen that its steersman is respecting the white line, which is more than can be said of many motorists!*

I had to accept the miseries of the wild-fowler, breaking open the warm bed-clothes while Sunday was still dark and a chill mist hung in the early-morning air. We were up at 5, away by 6 a.m., intent on shooting, not wildfowl but a camera at road locos from the distant past. . . .

Continued on page 902

PICTORIAL REVIEW

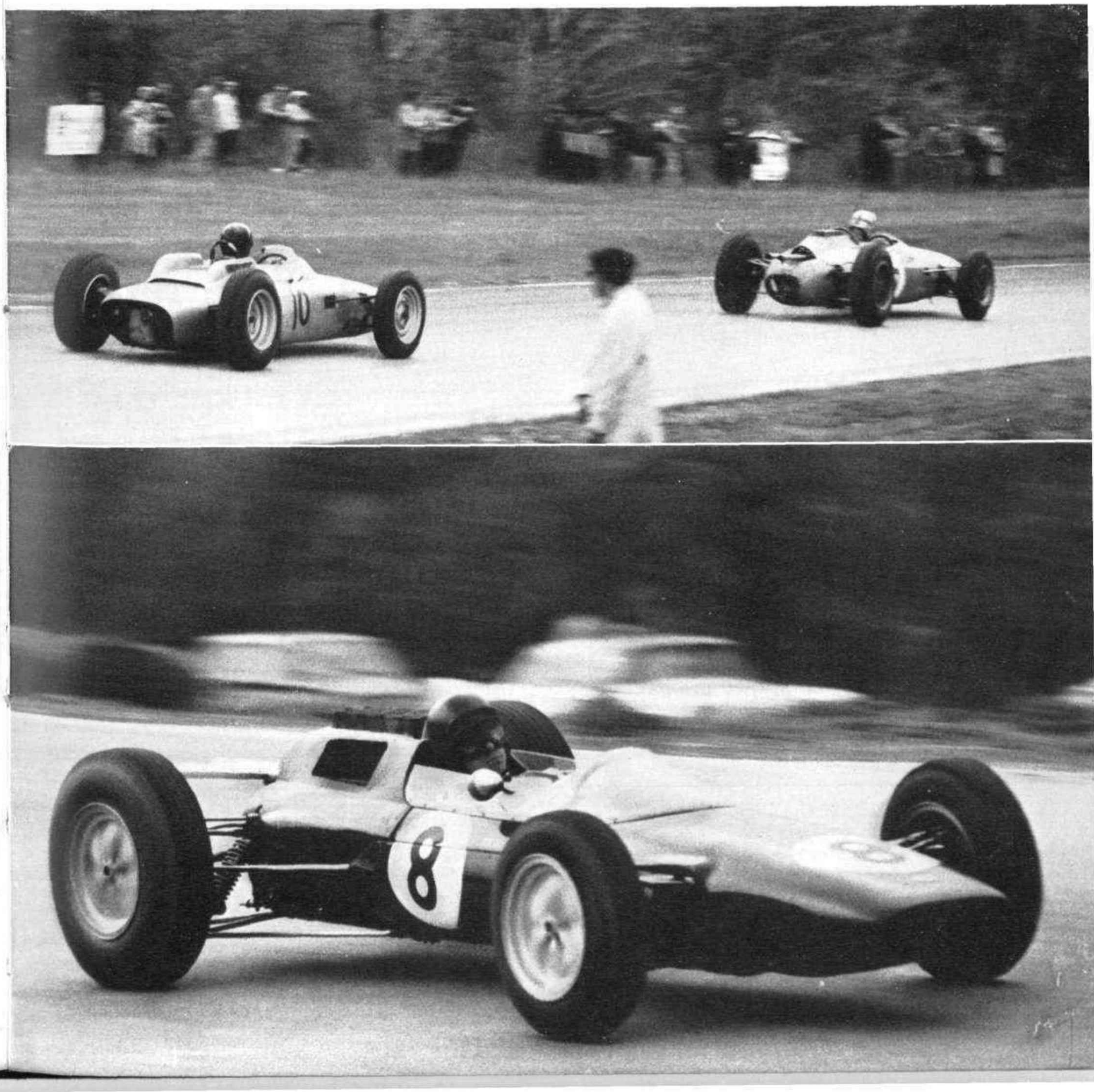
U.S. Grand Prix

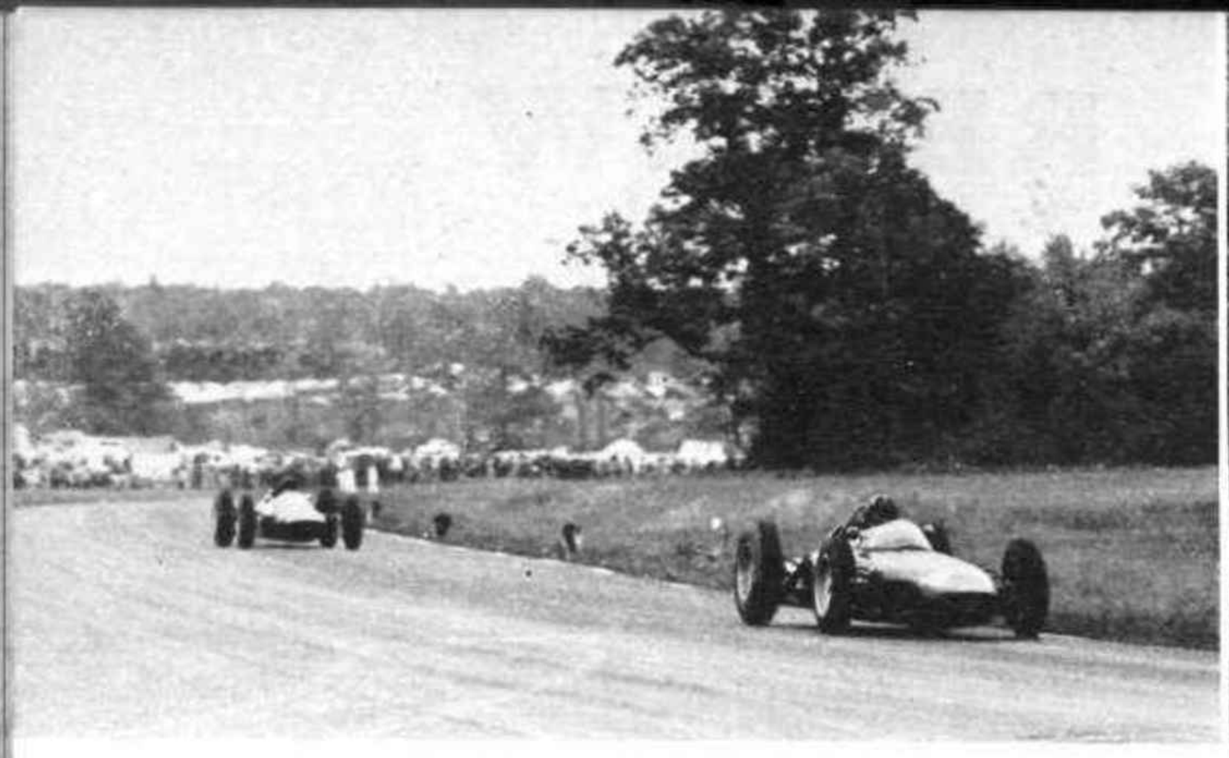
B.A.R.C. Goodwood

6-hr Brands Hatch

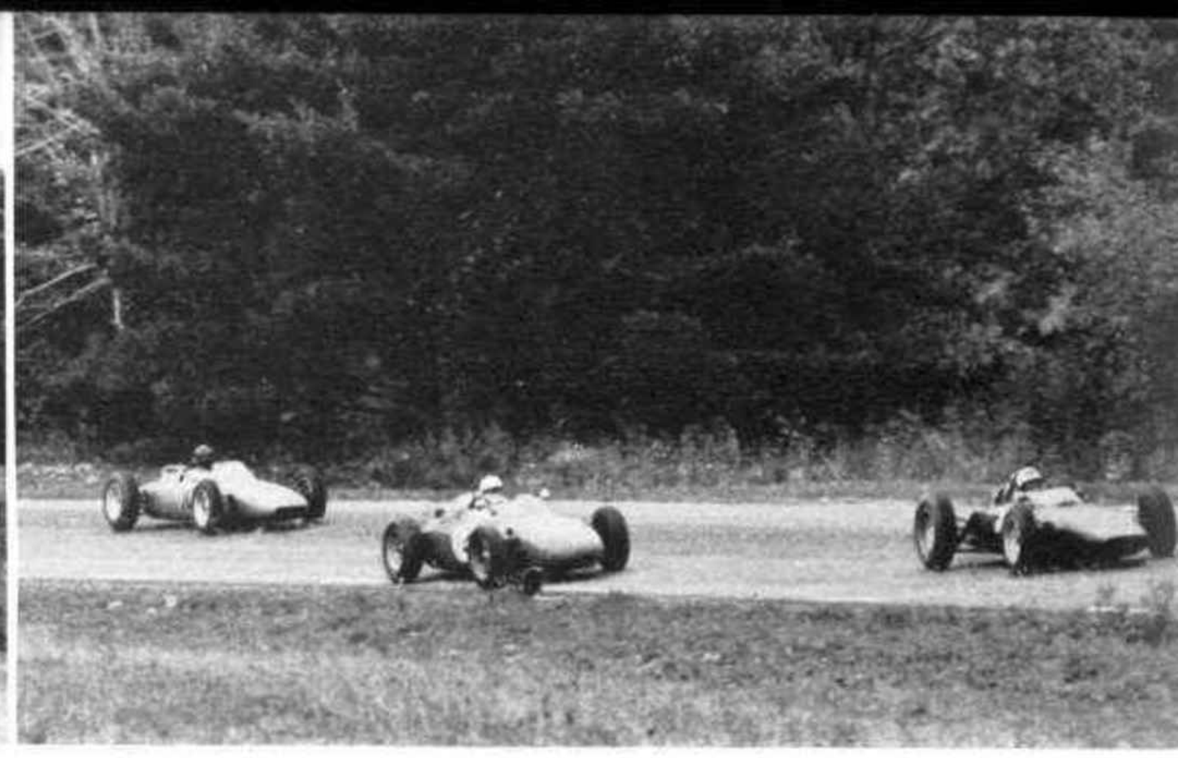
Top : JACK BRABHAM in his own car leading Gurney in the Porsche Flat-8 during the closing laps of the U.S. G.P. The Porsche was sounding a little off tune and was having great difficulty holding the Brabham.

Bottom : WORLD CHAMPION ? ?—Jimmy Clark has only to drive his Lotus 25 like this at the South African G.P. to win the Championship, for 1st place there will give him the 9 points he requires.





HILL'S B.R.M. leading Jimmy Clark in the U.S. G.P. This state of affairs lasted for only a few laps, then the Lotus driver went into the lead, where he stayed.



RAPID AMERICANS.—Ginther (B.R.M.) and Gurney (Porsche) about to lap de Beaufort's old Porsche. Ginther retired early, as did de Beaufort, but Gurney finished fifth.

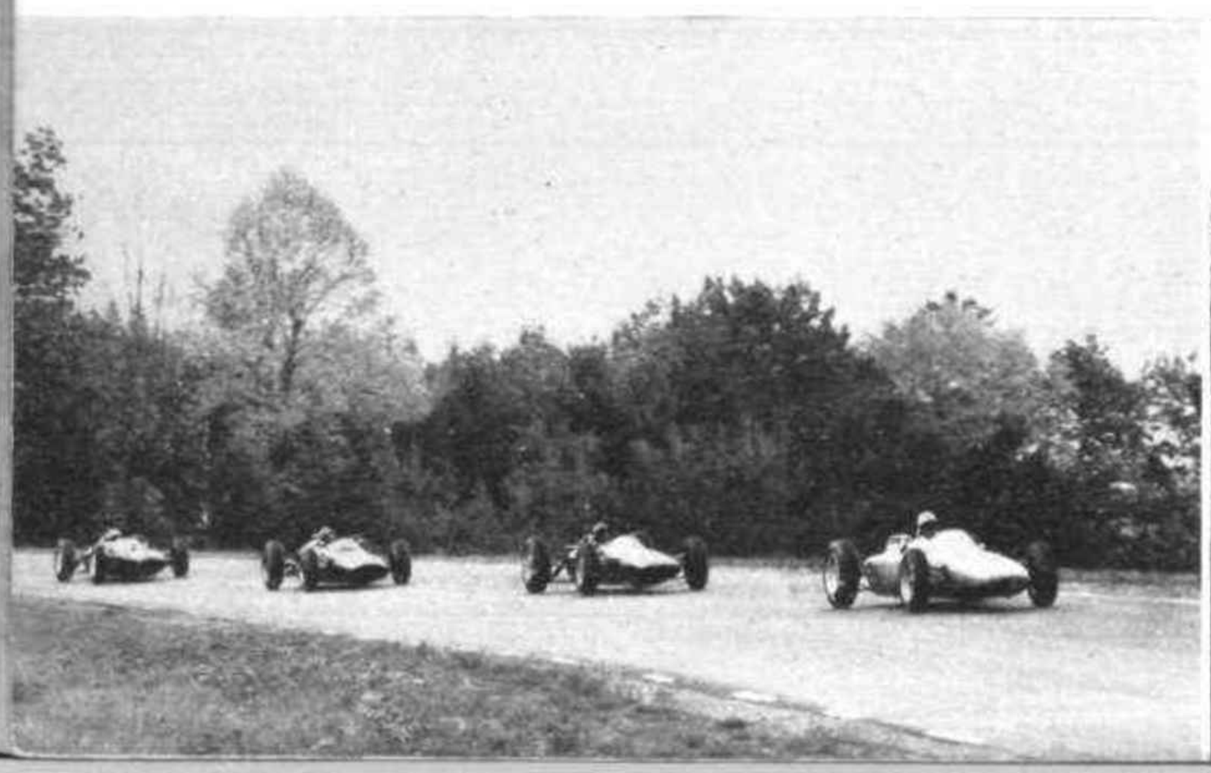
U.S. Grand Prix

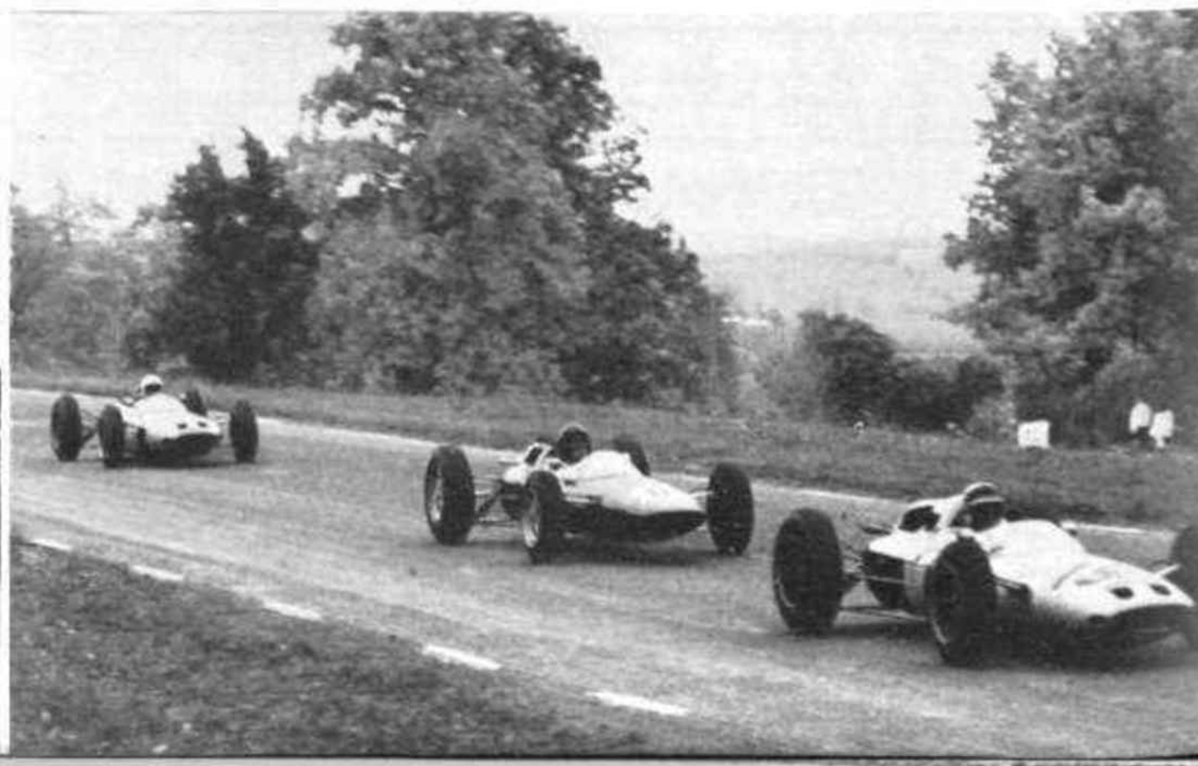


LEADING FIVE.—On the opening lap Clark led G. Hill, Ginther, Gurney and Brabham. Here they are going into the right-hander before the pits. The white line in the foreground is the start of the pit road which cuts the corner and is separated by a greensward and safty fence.

FOLLOW MY LEADER THROUGH THE WOODS!—Bonnier's Porsche leads T. Taylor's Lotus 25, Maggs' Cooper and Surtees' Lola in the U.S. G.P. at Watkins Glen.

25 AMONGST THE 24s.—Clark's "Monocoque" Lotus sandwiched between Ireland's U.D.T. Lotus-Climax and behind Gregory's U.D.T. Lotus-B.R.M.







THE ALEY/HULME Mini-Cooper slips inside the Rapiers of Harper and Jopp.



SECOND JAGUAR.—The consistently driven 3.8 of Germans Lindner/Nocker passes the wheel-less Ford Super Anglia of Mike Costin.

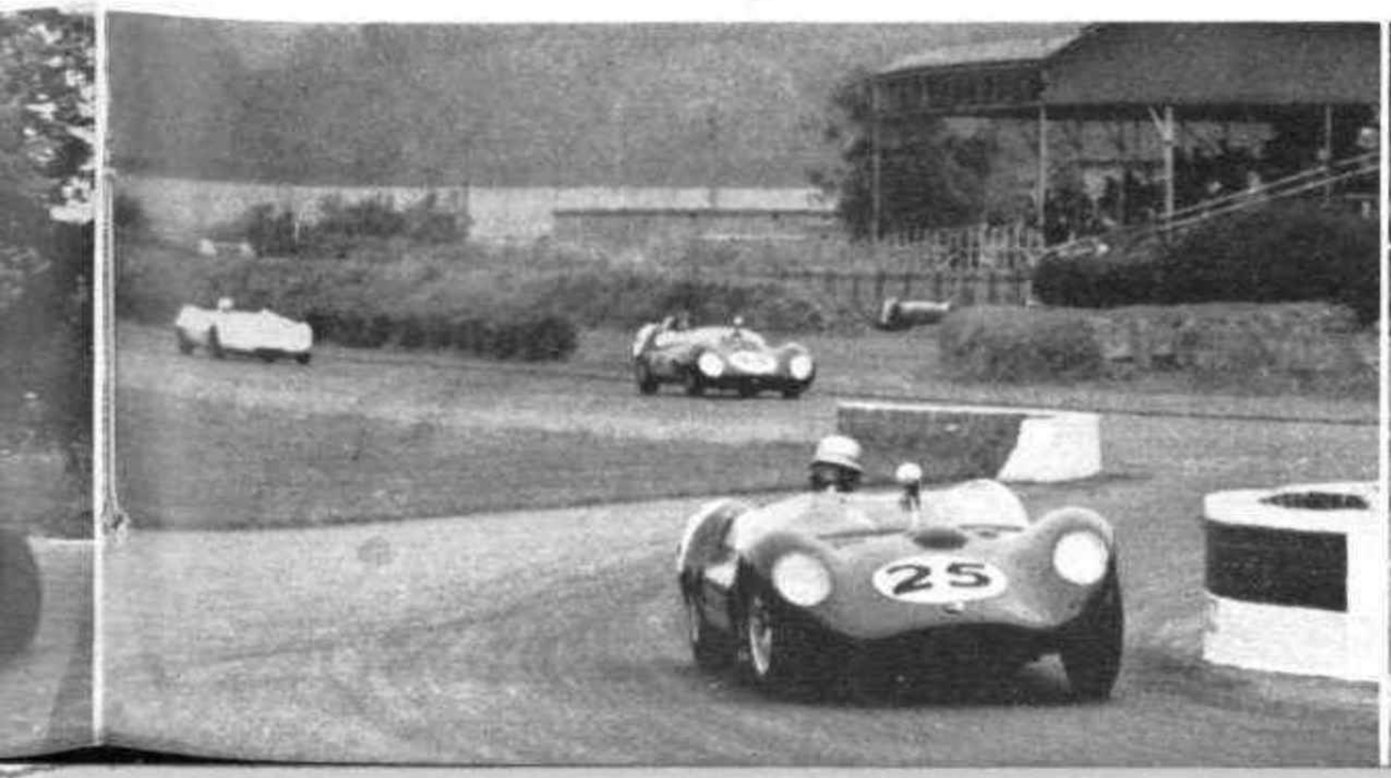
6-hr Brands and B.A.R.C. Goodwood



MOTOR SPORT *Brooklands Memorial Trophy winner Tony Hegbourne holds the Trophy and £75 cheque which he has just received from Dixon Cade (right). Also in the picture are Bob Burnard (third), David Eva (second), and* MOTOR SPORT's *Michael Twite.*

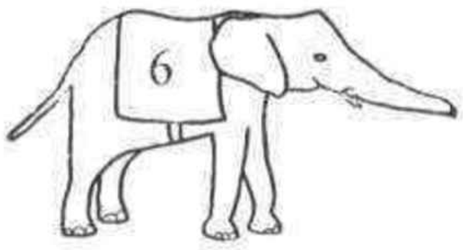
WINNER of the MOTOR SPORT *Trophy, Tony Hegbourne holds off Addicott's Lotus-Buick.*

SECOND in the MOTOR SPORT *Trophy, David Eva has now settled down to some fast and consistent driving.*

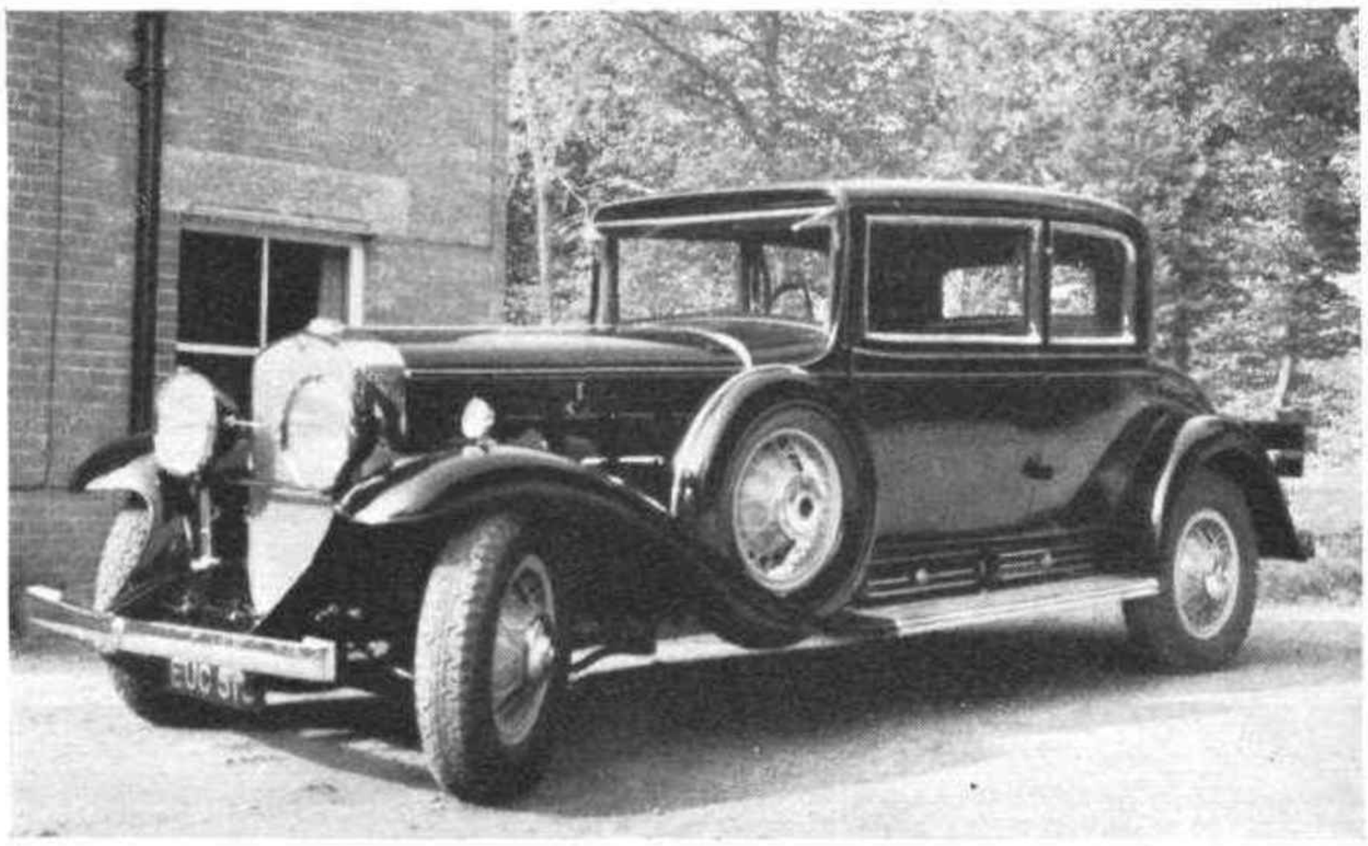




WHITE ELEPHANTITIS—



SIXTEEN CYLINDERS AND EIGHT MILES A GALLON



YOU may think that elephants are found in Africa and India but those dealt with in this series have come from Coventry, Milan, Barcelona, Indianapolis and Antwerp, so obviously white ones are different, especially if they are automobiles.

The other day I tracked down an exceedingly rare species to its lair in darkest Sussex. It was none other than a V16 Cadillac, as difficult to run to earth as a Duesenberg J, a working Double Six Daimler or a Bugatti Royale.

I found it in a pretty decent state of health, thanks to John Rolfe, who, in a career embracing various aspects of the Motor Trade, has acquired a liking for and exclusive knowledge of automobiles from America. The white elephant of which he is keeper and which he exercised for my edification, is an example of a car of which only one other is thought to live in England, or possibly in Europe—the one sold at the recent Sword Auction for £375.

That was a 1935 limousine in very good condition. The Cadillac with which we are now concerned is thought to be earlier, probably 1930/31; its engine number is 3,026, which *might* imply the 26th built in 1930.

The car now carries a three-letter London registration, but this is explained by its fond owner from Texas bringing it to this country in 1938 to use on his holiday. When the Hitler-clouds floated over England in 1939 he returned home in something of a hurry, leaving behind his handsome Cadillac. It languished in London until 1956, when it was discovered by a dealer. His efforts to get it running again proved unsuccessful and Mr. Rolfe was able to acquire it for a modest sum, its complicated power unit partly dismantled and the body in sorry condition. He towed the big car to Sussex and has spent the last six years painstakingly rebuilding it. When it was brought out of captivity for my inspection its hibernation was over by a mere three weeks and much remains to be done.

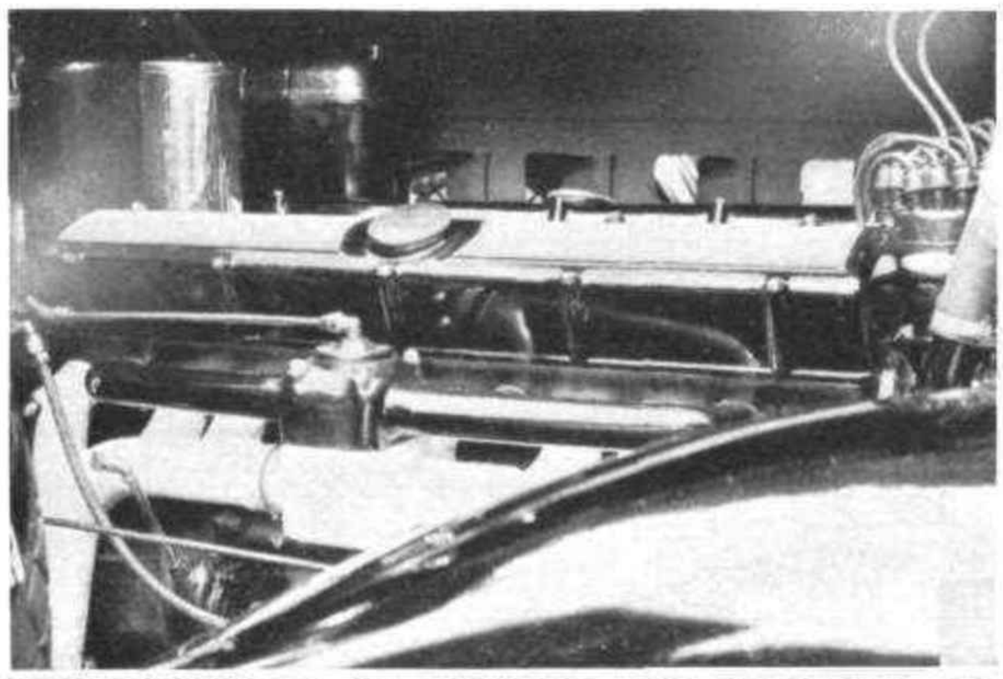
The Cadillac, without dispute America's best car, had been made in V8 and V12 form when, in 1930, their great V16 burst upon an astonished World. Several were seen in Cologne that year and a chassis came to Olympia that autumn, endowed with English coachwork. The chassis cost £1,500, the limousine £2,450, a measure of the quality of Cadillac coachwork.

The design appears to have been started in 1926 and developed over a period of three years. Clearly, the V16 Cadillac from Detroit was constructed regardless of cost.

The engine has a bore and stroke of 76.2 × 101.6 mm., giving a capacity of 7,406 c.c. and an R.A.C. rating of 57.5 h.p. The iron cylinder blocks spigot deeply into the crankcase, which, like the rocker covers, is of light alloy. The cast-iron pistons each have three wide rings with radial grooves on their working faces. The o.h. valves are push-rod operated, their rockers, in common with non-working parts of the power unit, being copperised. The camshaft is driven by a self-tensioning chain and the tappets are of zero-lash hydraulic type, but adjustable.

On the outside of each of the narrow-angle cylinder blocks is a Cadillac carburetter feeding the ports through manifolds hot-spotted from the exhaust tracts which are also on the outside of the blocks. Each carburetter has an accelerator pump with a well the size of a minicar's brake cylinder and a single jet with spring-operated clack valves to control air flow over it. The

Continued on page 898



CYLINDRICALLY, AS IT WERE, THE MOSTEST.—The Cadillac engine with sixteen cylinders in narrow-vee formaton. Note the massive distributor and, on left, the cylindrical oil-filter.



ELEPHANTINE RUMP.—From the back the Cadillac is typically American.

SOME OF THE NEW CARS

A NEW small-capacity sports car to challenge the Sprite and Midget market is something of an event. Standard/Triumph have succeeded in extracting another variation from the Herald backbone chassis with the new Spitfire, a striking-looking addition to the sports-car ranks. Although the car has the Herald backbone shortened by 8½ inches it does not require the large outriggers for its smaller body, which is an all-welded steel



The Triumph Spitfire 4.

shell. The chassis specification is very similar with wishbone front suspension and transverse leaf independent rear end. Disc brakes of 9 in. diameter are fitted at the front in conjunction with 7-in. rear drums. The engine is the Herald 1200 unit with twin S.U. carburetters and 9 : 1 compression ratio, which gives a claimed 63 b.h.p. at 5,750 r.p.m.

We had an opportunity to try the first two cars off the production line for an hour or two round Coventry recently but owing to torrential rain could come to no useful conclusions on handling and braking. However the car accelerated briskly if not as quickly as one might expect with 63 b.h.p. pulling a total weight of 14 cwt., while the Herald 1200 gearbox has good synchromesh and nicely spaced ratios. The wind-up windows are a great boon and the hood allowed no rain to enter. There is 6.7 cu. ft. of luggage space in the boot which is supplemented by a space behind the two bucket seats. The suspension appears to be rather stiffer than one would expect on an all-independent layout and this led to some scuttle shake over rough roads. We did not see more than an indicated 80 m.p.h. but Triumph claim 93 m.p.h. and a 0-60 m.p.h. time of 16.5 sec., with a standing start ¼-mile in 19.5 sec. It is not expected to start exports until the end of the year and as journalists have not yet been allowed to test the same company's Vitesse it looks as if some time will elapse before independent performance figures are available. At a total price of £729 15s. 3d. the Spitfire is dearer than the M.G. Midget but its more advanced specification may sway those enthusiasts who are tired of the rigid axle.



The Pininfarina Austin-Healey.

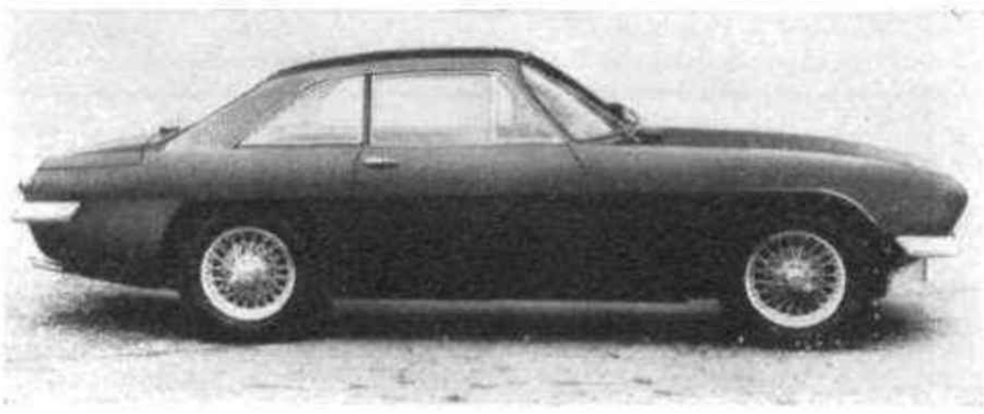
This car, built by Pininfarina at Turin, was actually designed by three German students at Ulm University, who entered the design in a competition sponsored by the Swiss motoring year book "Automobile Year." An international panel of motoring journalists chose this design as the winner, part of the prize being that a prototype would be built by Pininfarina. Built in steel on the standard Austin Healey 3000 chassis, the bodywork is carried out in steel and looks very attractive in metallic green. The pointed nose has horizontal slats for cooling purposes and the head-lamps are faired in behind Perspex covers. The rear end has a large window which can be opened up for ventilation or for reaching objects inside. Another excellent feature is the recessed edge of the doors for opening and closing. At the moment there are no plans to put the car on the market but with B.M.C. one never knows.



Jaguar? No, Daimler V8.

When Jaguar took over Daimlers in 1960 Daimler distributors were told that no new designs had been taken over with the Company and no new Daimler models could be expected for five years. This naturally did not meet with general approval so Jaguar found a fairly simple solution of providing Daimler dealers with a reasonably priced car by fitting the 2½-litre Daimler V8 in the Mk. II Jaguar chassis. The 140 b.h.p. 2,548 c.c. engine has been mated to the lightweight type 35 Borg Warner automatic transmission which has required some modification in its Daimler installation. A heat exchanger is installed in conjunction with the radiator to cope with the great heat generated in the gearbox by the 2½-litre. Previously this unit has only been used on 1½-litre engines. A fluted version of the Jaguar grille is the main external difference from the Jaguar Mk. II range but Daimler hub caps and so on are used. Top speed of 114 m.p.h. is claimed, which makes the car quicker than the Jaguar 2.4 but slower than the 3.4 or 3.8. The price is £1,785 15s. 3d.

Daimler seem to be attracting a rather larger share of Motor Show publicity than in previous years. David Ogle Ltd., of Letchworth, revealed their attractive design on the SP250 chassis

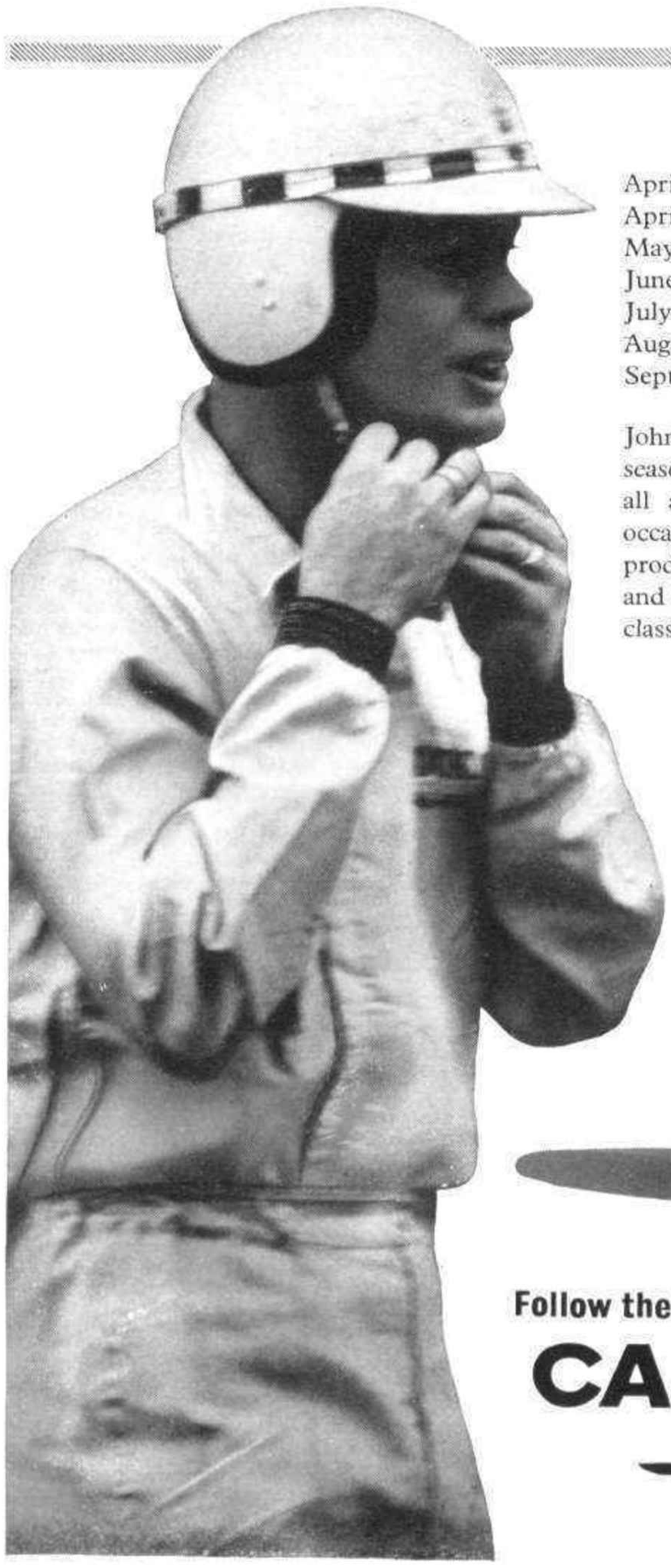


Ogle-bodied Daimler.

on Press Day attracting a good deal of attention from the Press while even Signor Pinin Farina came over from his nearby stand and ran an appraising eye over the sleek glass-fibre coupé. Practically anything could look better than the standard sports body on the SP250 but the Ogle body is very attractive indeed. The car is a two-door coupé with two reclining seats and two children's seats. The interior is fully sound insulated and is more luxuriously trimmed than in standard form while the instruments are fitted in a re-styled facia. The body is finished with twelve coats of cellulose. Mechanically the car is virtually identical to the standard model and the initial production batch will be for six cars. No prices are yet available.

CHAMPIONS CHOOSE CASTROL

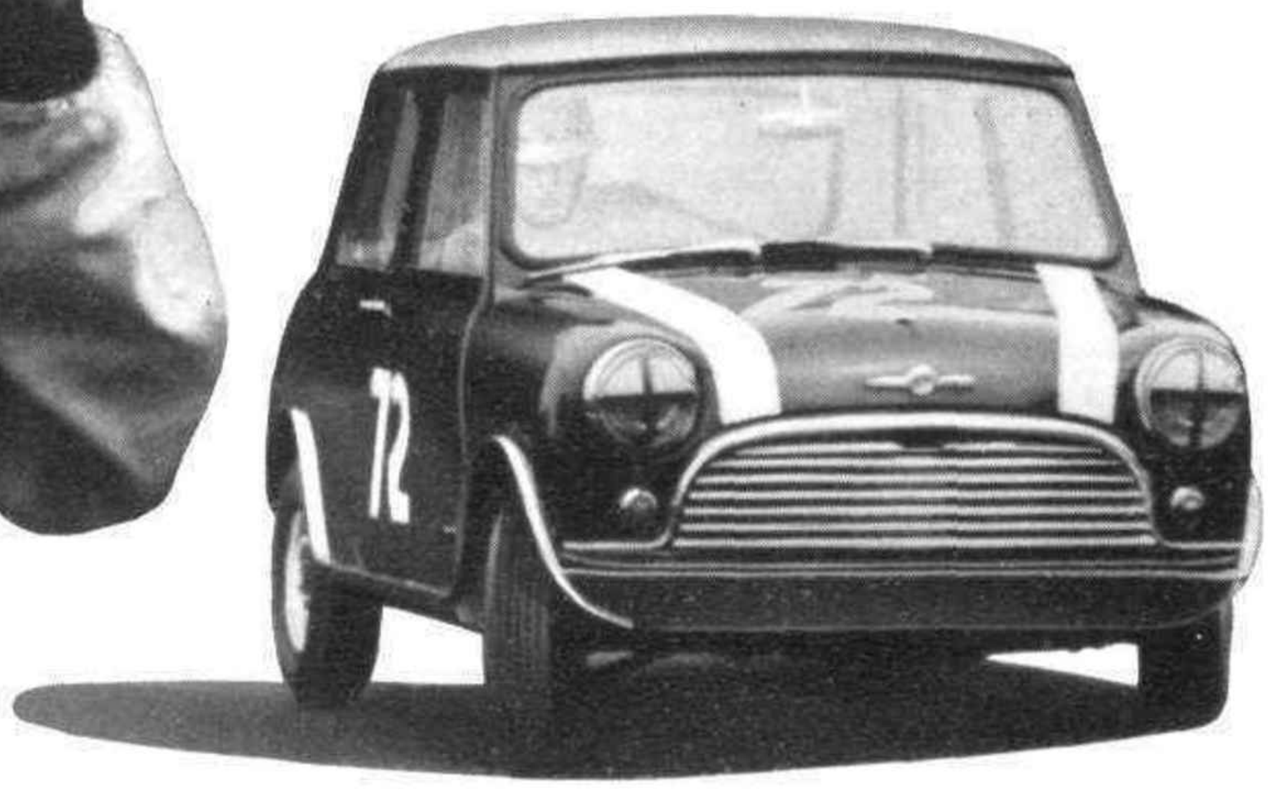
CONGRATULATIONS TO JOHN LOVE—1962 B.R.S.C.C. SALOON CAR CHAMPION



CHAMPIONSHIP SUCCESSES

April 14th	Snetterton	1st. in his class & fastest lap
April 28th	Aintree	1st. in his class
May 12th	Silverstone	1st. in his class & fastest lap
June 11th	Crystal Palace	1st. in his class
July 21st	Aintree	1st. in his class & fastest lap
August 6th	Brands Hatch	1st. in his class
Sept. 1st	Oulton Park	1st. in his class & fastest lap

John Love and his invincible Mini-Cooper have had a brilliant season and his 7 victories in the B.R.S.C.C.Championship—all achieved on Castrol—have been enhanced on several occasions by "fastest lap" performances. Racing standard production cars puts a big strain on engine and transmission, and the use of Castrol has obviously helped keep the car in first class racing trim through the season.



Follow the experts—always ask for

CASTROL

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Castrol
MOTOR OIL

Parkes/Blumer (Jaguar 3.8) Win the Six-Hour Saloon Car Race

Brands Hatch, October 6th

AT the drivers' briefing before the start of the Six-Hour Race B.R.S.C.C. Secretary Nick Syrett cast a doleful eye towards the empty car parks and said to the assembled drivers : " Enjoy yourselves boys and girls because it looks like the first and last time you'll have the chance." This may have been unduly pessimistic as the crowd did fill out during the day, but the final figures could have done little to convince the B.R.S.C.C. that long-distance racing is wanted by the British public.

As the race catered for Appendix J, Group 2, cars the field was dominated by those cars which have been contesting saloon-car races all over Britain this season, with a sprinkling of Continental invaders plus one American car. The Continental cars included two works Lancia Flaminia coupés, three 220SE Mercedes-Benz, two of which withdrew because they were in need of a great deal of mechanical work after a hard rally season, a Swiss-entered Volvo PV544, an Alfa Romeo Giulietta TI, also from Switzerland, a VW from Germany which withdrew after lapping 7 sec. a lap slower than the M.G. 1100 in its class, Gunnar Karlsson's extremely noisy Saab 96, and two B.M.W. 700s, one very quick one from Herbert Linge and a team of lady drivers from Luxembourg. Due to withdrawals the Equipe National Belge 122S Volvo came on to the starting grid but mercifully the Simca 1000 was too low down the reserve list to qualify. Although officially only one British works car was entered, a Rapier for Harper/Procter, the competition departments of Ford, B.M.C., Rootes, Jaguar and Standard/Triumph were all represented, and in some cases the competition managers were taking a hand in race tactics.

Naturally, barring accidents, a Jaguar win was inevitable and as the flag dropped at noon on a misty Saturday morning Mike Parkes in the Equipe Endeavour 3.8 stormed off into the lead from five other 3.8s, while the rest of the field sorted itself out down Paddock Hill. After a few laps' dicing most drivers settled down to steady pre-determined lap times, with Parkes leading from Mike Salmon, with three other Jaguars, Bruce Johnstone's Ford Zodiac, the two Lancias and Jeff Uren's Zodiac being next in line. The Triumph Vitesse, driven rather gingerly by John Sprinzel, came into the pits after only a few minutes with punctured carburetter floats and left after a longish stop.

After an hour Parkes still led from the rest of the Jaguars while Peter Harper's Rapier was sixth overall behind the Jaguars and just about holding off Dennis Hulme's Mini-Cooper which was leading the Zodiacs and Flaminias. Shepherd-Barron's Chevrolet Corvair looked unstable when cornering and he eventually spun at Clearways, while Peter Procter also spun in the Rapier he took over from Harper. Most of the cars stopped during the second hour and placings fluctuated wildly according to the duration of pit stops. However, Parkes made a quick stop, keeping at the wheel, and building up a lead of over a lap after two hours. The Lancias were looking remarkably stable on the corners although slower than the Zodiacs, but this was paying off in reduced tyre wear, and at two hours Frescobaldi was leading the 3-litre class while the Foster/Hedges M.G. 1100 was leading the 1,300-c.c. class from the Alfa and Miss Taylor's Ford Super Anglia. Ackerman's 122S Volvo lost a wheel at Druid's and rolled spectacularly while the Hopkirk/Hutcheson Riley 1.5 and the Halford/Pierpoint 3.8 Jaguar had already lost wheels.

Parkes handed over to Jimmy Blumer after a near 3-hour spell, but a very long stop dropped the car behind the Salmon/Sutcliffe car. Shepherd-Barron had by now retired the Corvair with a broken rear hub and Christabel Carlisle had stopped at the pits to change a punctured tyre in her Mini-Cooper. During the next hour two more cars had wheel trouble, Linge's quick B.M.W. which had been third to the Mini-Coopers in the 1,000-c.c. class losing a front wheel at Druid's and Sprinzel's Triumph Vitesse was down to its last two studs on a rear wheel and wisely retired, while Pauline Mayman had experienced a loud bang from the engine of her Mini-Cooper at Paddock, and retired with a suspected broken crankshaft.

Another spate of lost wheels occurred between 4 and 5 p.m. First the Heylen/Cuff-Miller Rapier lost a wheel and rolled at South Bank Bend while the Byrne/McLaren Mercedes spun at Paddock and was contacted lightly by Aley's Mini-Cooper; both continued. Next to lose a wheel was Mike Costin, who rolled into the ditch at Clearways when his Super Anglia lost a rear wheel. The Dodd/Fowler Jaguar lost a wheel at South Bank Bend but came to rest against the bank without overturning.

Jimmy Blumer gradually overhauled the Salmon/Sutcliffe car and the two cars drew into the pits together at around 5 p.m., but the Salmon/Sutcliffe car had collapsed front wheel bearings and could go no further, presenting the race to Parkes, who went out to complete the last hour. The consistent Germans, old hands at long-distance saloon-car racing, were now in second place in their 3.8, while the Aley/Hulme Mini-Cooper had proved to be more reliable as well as quicker than a lot of bigger cars and was in third place, ahead of the quick Don Moore-tuned Mini-Cooper of Belgians Vernaeve and Harris. However, Harris did it all wrong at Paddock with only a few minutes to go and rolled spectacularly. This let the Harper/Procter works Rapier into fourth place ahead of the Frescobaldi/Fiorio Lancia and Christabel Carlisle/Peter Galliford (Mini-Cooper). Bruce Halford took out his Jaguar with only overdrive top gear left to try to cover a lap within five minutes to qualify the Jaguar team for the Team Prize.

Make	Starters	Finishers
Jaguar	6	3
Morris-Cooper	5	3
Ford	4	3
Sunbeam	3	2
B.M.W. 700	2	1
Lancia	2	2
Riley 1.5	2	0
Vauxhall	2	2
Volvo	2	1
Alfa Romeo	1	1
Chevrolet	1	0
Mercedes-Benz	1	1
M.G. 1100	1	1
Morris 1100	1	1
Saab 96	1	1
Triumph	1	0
Totals	35	22

Continued at foot of next page

ONE HOUR	TWO HOURS	THREE HOURS	FOUR HOURS	FIVE HOURS	SIX HOURS
Overall Positions : *Laps*	**Overall Positions :** *Laps*	**Overall Positions :** *Laps*	**Overall Positions :** *Laps*	**Overall Positions :** *Laps*	*Laps*
1. Jaguar 3.8 (Parkes/Blumer) .. 29	1. Jaguar 3.8 (Parkes/Blumer) .. 58	1. Jaguar 3.8 (Salmon/Sutcliffe) .. 86	1. Jaguar 3.1 (Salmon/Sutcliffe) .. 116	1. Jaguar 3.8 (Parkes/Blumer) .. 144	1. Jaguar 3.8 (Parkes/Blumer) .. 171
2. Jaguar 3.8 (Salmon/Sutcliffe) .. 29	2. Jaguar 3.8 (Salmon/Sutcliffe) .. 57	2. Jaguar 3.8 (Parkes/Blumer) .. 84	2. Jaguar 3.8 (Parkes/Blumer) .. 114	2. Jaguar 3.8 (Salmon/Sutcliffe) .. 143	2. Jaguar 3.8 (Lindner/Nocker) .. 167
3. Jaguar 3.8 (Dodd/Fowler) 28	3. Jaguar 3.8 (Dodd/Fowler) 56	3. Jaguar 3.8 (Dodd/Fowler) 84	3. Jaguar 3.8 (Lindner/Nocker) .. 112	3. Jaguar 3.8 (Lindner/Nocker) .. 138	3. Austin-Cooper (Aley/Hulme) .. 164
1,600 c.c. to 3,000 c.c. :	**1,600 c.c. to 3,000 c.c. :**	**1,600 c.c. to 3,000 c.c. :**	**1,600 c.c. to 3,000 c.c. :**	**1,601 c.c. to 3,000 c.c. :**	**1,601 c.c. to 3,000 c.c. :**
1. Ford Zodiac (Hawkins/Johnstone) .. 27	1. Lancia Flaminia (Frescobaldi/Fiorio) 53	1. Ford Zodiac (Uren/Haynes) 80	1. Lancia Flaminia (Frescobaldi/Fiorio) 107	1. Lancia Flaminia (Frescobaldi/Fiorio) 134	1. Lancia Flaminia (Frescobaldi/Fiorio) 161
1,301 c.c. to 1,600 c.c. :	**1,301 c.c. to 1,600 c.c. :**	**1,301 c.c. to 1,600 c.c. :**	**1,300 c.c. to 1,600 c.c. :**	**1,301 c.c. to 1,600 c.c. :**	**1,301 c.c. to 1,600 c.c. :**
1. Sunbeam Rapier (Harper/Procter) 27	1. Sunbeam Rapier (Jopp/Pilsworth) .. 54	1. Sunbeam Rapier (Harper/Procter) .. 80	1. Sunbeam Rapier (Harper/Procter) 106	1. Sunbeam Rapier (Harper/Procter) 134	1. Sunbeam Rapier (Harper/Procter) 162
1,001 c.c. to 1,300 c.c. :	**1,001 c.c. to 1,300 c.c. :**	**1,001 c.c. to 1,300 c.c. :**	**1,001 c.c. to 1,300 c.c. :**	**1,001 c.c. to 1,300 c.c. :**	**1,001 c.c. to 1,300 c.c. :**
1. Alfa Romeo (Burchler/Lanz) .. 26	1. M.G. 1100 (Foster/Hedges) .. 52	1. Ford Anglia (Miss Taylor/Costin) .. 77	1. Ford Anglia (Mann/Hegbourne) 103	1. Ford Anglia (Miss Taylor/Costin) .. 129	1. M.G. 1100 (Foster/Hedges) .. 157
Up to 1,000 c.c. :	**Up to 1,000 c.c. :**	**Up to 1,000 c.c. :**	**Up to 1,000 c.c. :**	**Up to 1,000 c.c. :**	**Up to 1,000 c.c. :**
1. Austin-Cooper (Aley/Hulme) .. 26	1. Austin-Cooper (Vernaeve/Harris) 54	1. Austin-Cooper (Aley/Hulme) .. 80	1. Austin-Cooper (Aley/Hulme) 108	1. Austin-Cooper (Aley/Hulme) .. 135	1. Austin-Cooper (Aley/Hulme) 164



What are *these things? They keep passing me; I gather they are some sort of motor vehicle.*

WHITE ELEPHANTITIS—continued from page 894

sump, which contains perhaps 3 gallons of oil, has a float level-indicator on the near-side, labelled " FULL, FILL, MT," the last-named being Detroit shorthand for empty!

Cooling is assisted by a 6-blade belt-driven fan before a typically Cadillac radiator having thermostatically-controlled shutters and a detachable stoneguard. The coolant flow goes *via* a pump on the off-side, driven by a long shaft extending from the dynamo, into the blocks, a plated connecting pipe passing across behind the blocks, up to the heads, and to the header tank through vertical off-take pipes, one per head, at the front. The radiator cap is sealed and the overflow pipe leads into a big chassis-mounted reservoir—which seems to pre-date the Renault R4's sealed water system by quite a few years!

There are three more unusual features of this imposing but neat and dignified power unit, for which the makers claimed 185 b.h.p. at 3,400 r.p.m. on a 4.9-to-1 c.r. The crankcase has a breather system whereby air is drawn, thermostatically controlled, through plated pipes extending towards the radiator, into the valve chests and out through vertical plated down-pipes.

There are two Autovacs, one for each carburetter, these and the brake servo being assisted by a permanent vacuum provided by a tiny single-cylinder valveless compressor driven from the rear of the camshaft. The other remarkable thing is that the twin ignition coils—I know you won't believe me, but it's true!—are buried in the radiator header tank, in order to maintain them at a steady temperature and ensure a stable spark. The ignition system is Delco, using two contact-breakers but a single distributor with double-track cap swept by a double-ended rotor.

Lubrication is of full-flow type, with a big filter very accessibly mounted centrally on the bulkhead.

This fascinating engine is installed in a conventional but high-grade chassis, which weighs in the near neighbourhood of 3 tons. It is sprung on metal-gaitered ½-elliptic springs and retarded by four-wheel-brakes, with Perrot operation at the front. The brake drums fill the wheels. The split-rim wheels are each retained by ten studs to a separate flange outboard of the brake drum. The hypoid-bevel back axle has half-shafts that would do justice to a de luxe 10-ton lorry. . . .

The steering is l.h.d. and the near-side front spring incorporates the anti-shimmy spring-loaded trunnion between dumb-iron and spring; on r.h.d. cars this was on the off-side. The tyres are 7.50 × 19 Goodyears; the spare wheels used to have locks but these have not survived the passing years.

One would expect such a fine 7½-litre chassis to carry ungainly coachwork but this particular V16 Cadillac is graced by a compact and very American 2-door 4-seater Fleetwood " Madam X " body with protruding, carpeted boot. It is thought, though we forgot to measure, that the wheelbase is shorter than the customary 12 ft. 4 in.—perhaps 11 ft. 10 in.

Over lunch the white elephant's keeper told me of the great task of restoration. Of how he has spent 250 hours on the engine alone, the pistons of which had first to be unseized and new Hepolite rings fitted. Of how the wooden body framework was found to be intact when the steel panels had been removed and how these were treated in the finest traditions of coachpainting, with a total of some 30 coats, before being re-fitted, so that they have a proud lustre and are of the correct hue and lining. Of how ¼ in.-thick Bedford cloth upholstery was used for the seats and cavalry-twill for the new roof lining. And of how experts were mystified for a long time by the ignition, lack of sparks being traced to the distributor cap and l.t. bushes having actually changed their composition while the car was standing idle, so that they had become conductive to current. If anyone has a spare V16 distributor cap. . . . The repaint alone took 18 months; it was done in Eastbourne. Parker's garage at Vines Cross helped with other problems.

After lunch we emerged into the pale October sunshine to trot sedately round the lanes in this unique Cadillac. I was interested to find chrome window frames, a stainless-steel instrument panel carrying neat petrol, oil and temperature gauges and an ammeter, all with round dials, and a 120-m.p.h. A.C. speedometer—alas, a gaping hole shows theft of the clock. This metal panel is flanked by engine-turned panelling; above, the dash has inlaid wood panels with a tiny Cadillac badge between them.

The expected long central gear-lever is locked in neutral with the ignition key. It controls a 3-speed gearbox in which double synchromesh of baulk-ring type is supplemented by oil damping of the selector plates, to make crunching out of the question—Jaguar please copy! Top gear is 3.9 to 1. There is an anti-glare glass panel above the screen and the interior anti-dazzle vizors are set curiously far back along the roof. At one time the screen could be wound up a few inches by a handle near the roof, when air was caught by the scuttle frame and circulated within the car, but, alas, *anno domini* has put paid to the zinc gearing.

The running-board valances have lockable, double-skinned tool-boxes on the near-side, the matching covers on the opposite side normally concealing a 6-volt battery. Unfortunately a little battery was temporarily residing on the running-board, and I had to enter through the driver's door, which lacks a handle.

The big wheel, controlling light, low-geared steering, has four slender spokes and throttle and lamp controls in its hub. Down on the bulkhead there is some impressive brake servo plumbing. The driver's seat is separate from the passenger's and of different construction. The huge Tiltray Guide headlamps set off the imposing lines of the car; a nice touch is courtesy lamps to illuminate the running-boards.

To date this Cadillac has run 56,000 miles but it was too stiff after its overhaul to be extended, which was disappointing. But we trundled with extreme effortlessness at 40 m.p.h., starting in middle speed, which suffices for 1-in-6 hairpins, oil pressure at 30 lb./sq. in., temperature rising to 180° F. as a little water slopped out of the radiator, where the cap is missing. Fuel consumption is around 8 m.p.g., the tank holding 25 gallons. Extreme silence and flexibility is the beauty of this monster from Detroit; save for a taut hum when on 2nd gear, engine, transmission and back axle are well-nigh inaudible.

It is interesting that the roof fabric and tyres are original, although four of the Goodyears have been retreaded. This unique example of American luxury car isn't quite complete but perhaps someone knows where the missing parts can be found?—W. B.

SIX-HOUR SALOON CAR RACE—continued from previous page

At 6 p.m., in gathering darkness, the flag fell and the Parkes/Blumer Jaguar was flagged in the winner from Lindner/Nocker and the fleet Aley/Hulme Mini-Cooper.

The anti-climax came when the winning car was stripped down after the race for verification and was found to have non-standard front hub carriers. At a meeting of the stewards some 10 days after the race it was decided that the provisional results would stand, leaving Parkes and Blumer as the winners.—M. L. T.

Results :

1st :	Jaguar 3.8 (Parkes/Blumer)	171 laps 75.37	m.p.h.
2nd:	Jaguar 3.8 (Lindner/Nocker)	167 laps 73.63	,,
3rd :	Austin-Cooper (Aley/Hulme)	164 laps 72.00	,,
4th :	Sunbeam Rapier (Harper/Procter)	162 laps 71.36	,,
5th :	Lancia Flaminia (Frescobaldi/Fiorio)	161 laps 71.05	,,
6th :	Morris-Cooper (Miss Carlisle/Galliford) ..	161 laps 71.04	m.p.h.
7th :	Sunbeam Rapier (Jopp/Pilsworth)	161 laps 70.75	,,
8th :	Ford Zodiac (Uren/Haynes)	159 laps 70.06	,,
9th :	Morris-Cooper (Sir J. Whitmore/Blydenstein)	159 laps 69.91	,,
10th :	Vauxhall VX 4/90 (Aston/Addicott)	159 laps 69.79	,,

BRANDS BLEATS

It's nice to see that 1,000 examples of the M.G. 1100, Triumph Vitesse and Ford Super Anglia have been produced. All the more mysterious why the manufacturers of the M.G. and Triumph have been unable to find *one* car for the Press to road test.

* * *

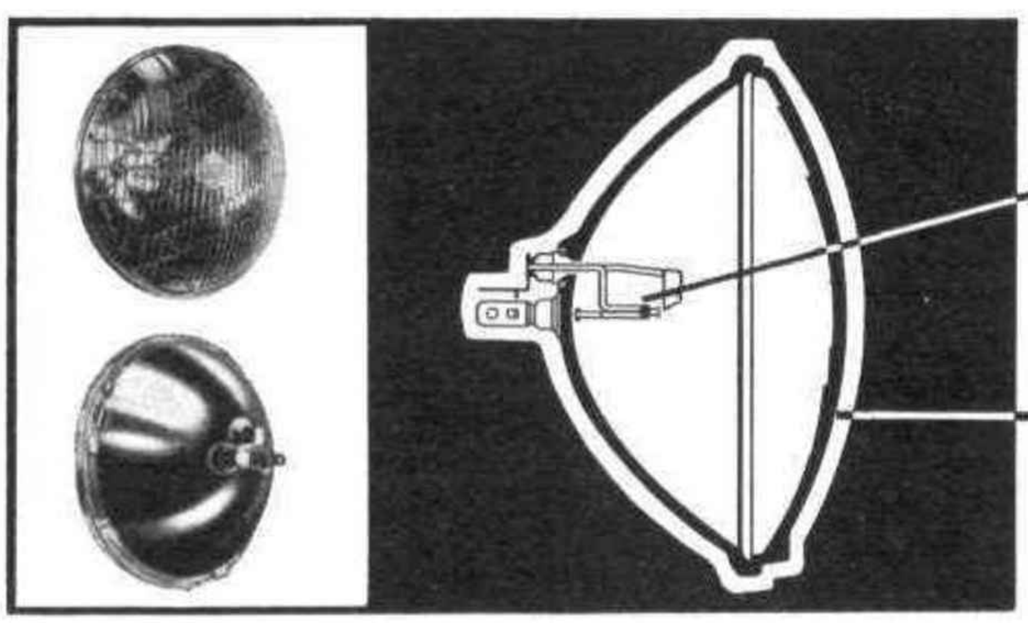
Seven cars lost wheels, A Jaguar, a Triumph Vitesse, a Sunbeam Rapier, a Riley 1.5, a B.M.W. 700, a Ford Super Anglia and a Volvo 122S. Several others had wheel bearing trouble.

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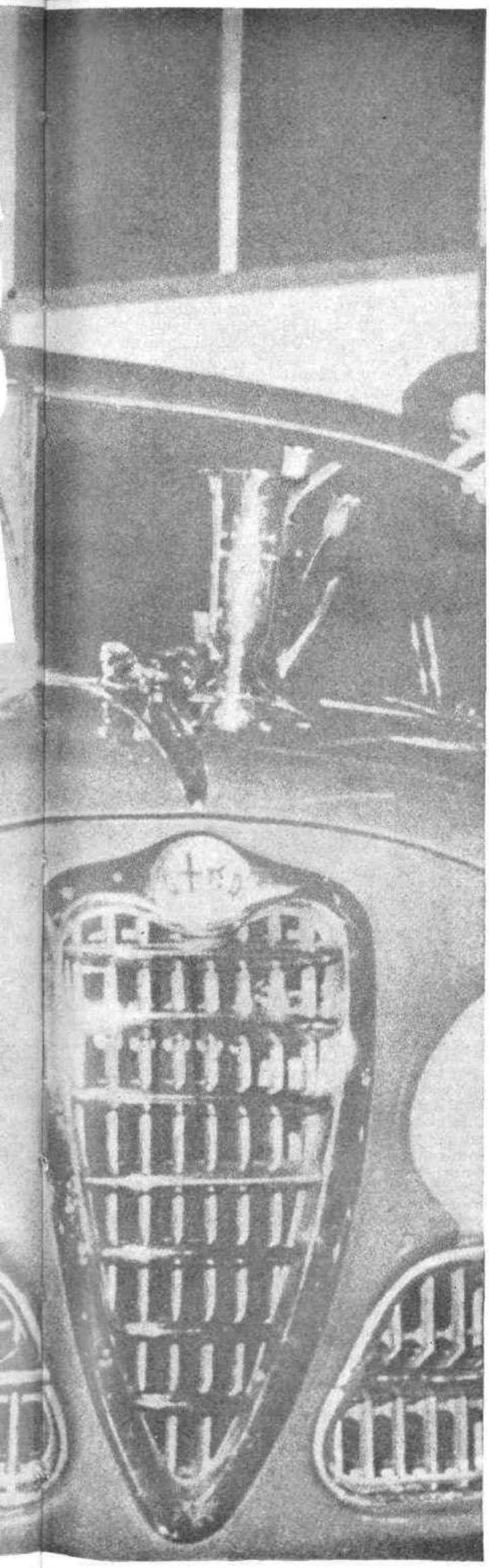
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WALLWORK DRIVES CINTURA



WALLWORK DRIVES CINTURA

Johnny Wallwork runs a large garage in Manchester where he specialises in preparing cars for racing at Oulton Park, Silverstone and Aintree. And he has himself had eight years' successful experience in international rallies. We asked him to test the Cintura and he did so in typically tough and thorough fashion. Here are some key passages from a long tape-recorded interview with him after the test.

THE TEST "I drove on Cinturas in the recent Dutch International Tulip Rally – 2,500 miles that included racing at Nurburgring and Francorchamps Spa as well as mountain work in the Hautes Maritimes, Haute Savoie and the Massif Central. We had some appalling weather conditions including torrential rain at Spa."

" Incidentally, I also drove on Cinturas in the 1961 R.A.C. International Rally which included racing at Charterhall, Oulton Park and Brands Hatch. And I noticed that whereas the other competitors had to change their tyres to cater for the varying conditions, my Cinturas allowed me to do all types of driving under all weather conditions."

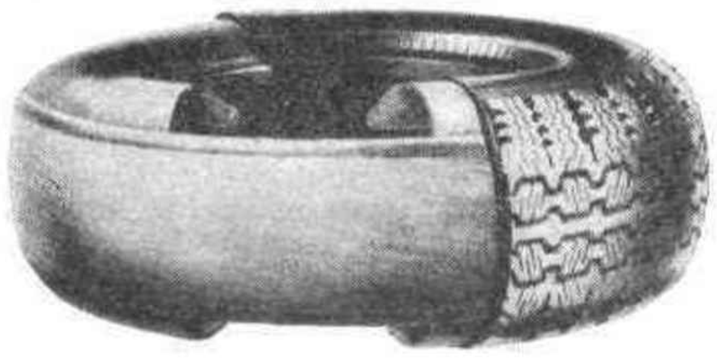
HIGH SPEED "At high speed you notice the absolute stability and quietness of the tyre. Then the fact that its belt construction and its remarkable tread give you the kind of adhesion which is essential for high performance motoring. After all, there is no point in having another 20 b.h.p. out of your engine or reducing the weight by 3 cwt. if you can't transmit that improved power-to-weight ratio to the road. With Cinturas, you can!"

TYRE HEATING " Yes, tyre heating is a serious problem. It is certainly one of the reasons for wheel-wobble and a lot of other steering defects. And it can result in the tread leaving the casing. Now you just don't experience these troubles with the Cintura. You see, the Cintura in action is rather like the caterpillar track of a tank: virtually the casing is laid down and the wheel runs over it, instead of the wheel spinning the rubber round on the road and creating friction and heat. And for the same reason, incidentally, you get at least 25% more wear from Cinturas – or so I've found."

ROAD-HOLDING " It's just unbelievable the difference Cinturas make to road-holding and steering. It's interesting to know that Volvo called in Pirelli as tyre and wheel consultants for their P.1800 coupé, and it has proved to be the finest road-holding car I've ever driven.
I attribute a lot of it to the Cinturas. My general experience, too, is that Cinturas give you safe cornering at speeds quite 20% higher than on any other tyre I've used in the past."

SUMMARY " I use Cinturas on my Alfa-Romeo 1900 Super which is my personal family car, as well as on the Volvo P.1800. And I'd use them on whatever car I had. They cater for all kinds of weather, all kinds of conditions: fast motoring, slow motoring, country, M1, town driving, wet or dry. They never vary. Cinturas give you a wonderful feeling of stability and confidence. And in competition work you can drive on the limit without hesitating, knowing that Cinturas will never break away suddenly or let you down."

THE TYRE The basic fact about the Cintura is that it has an inextensible textile belt which runs right round the circumference of the tyre under the tread. This ' safety belt ' holds the tyre profile virtually unchanged under all conditions. As Johnny Wallwork put it: " The very structure of the tyre reduces friction to a minimum and gives you tremendous advantages over the ordinary tyre. Rolling resistance is less, heat build-up is less, tyre wear is less. Apart from that, the tread construction is marvellous — perfect for every kind of road. The tread and the belt, it's those two features which make the Cintura, in my opinion, the best tyre in the world today."
On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send now for your copy of the Cintura book.



PIRELLI

CINTURA

The fabulous tyre with the built-in safety belt



The Burrell makes light work of touring the Marshall general-purpose engine.

A DIFFERENT SORT OF SPORT—continued from page 890

Dawn developed into a beautiful morning but there was a pit-fall in store. Due to my casual interpretation of instructions, 9 a.m. found me in a big field at Kelvedon, keeping company with half-a-dozen engines that had taken part in a rally on the previous day, but which now slept peacefully after their exertions under neat tarpaulins, sheeted up with their water cold. From amongst these somnambulant giants emerged the owner of the sideshows, set up to entertain the departed spectators. Clear-eyed, his white moustache neatly trimmed, a shapeless black hat thrust onto his head, he expressed an interest in steam, having owned, he said, his own engine, way back. " I've had a licence since 1917 and never had it endorsed." His opinion of present-day driving standards and the attitude of the modern copper tallied with our own. . . .

Presently a car arrived and its two male occupants approached a huge Burrell Showman's Locomotive, attacking its firebox tubes with a long rod, and brushing soot out through its smoke-box door with a stove-brush, so that soon dense and acrid black smoke drifted from its tall funnel and water vapour sizzled round its safety valve. Alas, one of the children contrived to fall into the small pile of soot, the only dirt in the expanse of the 100-acre field. . . .

Impatient for our own taste of traction-engine adventure we found a telephone, and so learned that we were many miles from the intended rendezvous.

Although we now drove the minibric rally-fashion towards Saffron Walden, no engines could we find. Sight-seers in the lovely village of Finchingfield hadn't seen them, neither had some youths at Radwinter.

Resignedly we lunched under black oak beams at the " Saracen's Head " at Great Dunmow, and we were about to return home when news was received that the engines had not passed through Saffron Walden until nearly noon. Now traction engines do not average more than about 4 m.p.h., so there was still a chance of locating them.

Frenziedly we retraced our route, positioning ourselves above them, before turning back towards Braintree. It wasn't long before my teen-age daughter drew attention to a trail, a faint track, on the tarmac, as if some monster from an earlier decade had passed that way. Sure enough, in another mile or two we came upon Dan Crittall's 8-n.h.p. 13-ton Burrell steaming strongly, towing one of those pneumatic-tyred 4-wheeled trailers that accompany most engines to rallies to carry the coal, etc. And a little farther ahead, there was John Goddard's 1903 double-crank 15-ton Burrell compound, driven by Jack Shuttlewood, with an 11-ton Marshall single-crank general-purpose engine attached to it by a stout tow-bar.

Due to our late arrival we were unable to witness the firing-up procedure or to drive, but the mere passage of these engines was impressive, the ground literally trembling as the first two monsters rattled on their homeward way. The route from Ickleton to Braintree *via* the charming village of Thaxted is hilly, so four stops to take on water from wayside streams were necessary, despite a tank capacity of 350-400 gallons. Nevertheless, the 59-year-old Burrell got up quite severe gradients, hauling the Marshall, a combined weight of some 26 tons, without requiring a change of gear; and gear-changing on a traction engine usually means coming to rest. In Thaxted the passage of the Burrells past the timbered houses and shops was an added attraction for American sight-seers and Christening parties at the old spired church.

Progress was slow, normal speed being about 8 m.p.h., although Dan Crittall, who drove such engines years ago, pushed along at some 15 m.p.h. at times. Peter McGrath steered the second Burrell for part of the distance, being delighted to have this experience, on a brief holiday from Australia. John Goddard, connoisseur of good cars and anything steam (he served his apprenticeship in steam, at Thornycroft's), also took his turn winding his Burrell round the bends; otherwise he kept the convoy together, driving his Shorrock-supercharged Mini.

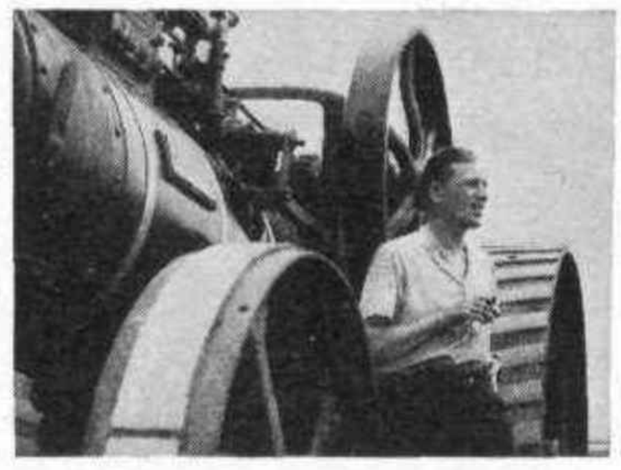
Having had a long day, we put the camera away when the engines were some miles from Dunmow. They then had about 14 miles to go to their destination at Silver End; it was around 3.30 p.m. and the anxiety was whether they could get in before dark. As even a vintage light-car could have done this distance comfortably in half-an-hour, this underlines the low speed of traction-engine travel.

We heard subsequently that a safe landfall was accomplished at 5.45 p.m.; this makes the overall average just over 5 m.p.h.!

It is all the greatest fun, and on deserted rural roads these engines cause very little inconvenience, because their steersman sitting so high, can see over hedges and can thus wave-on cars, even round corners. With one person screwing-on the brakes, another steering, a third driving, and remembering their very low speed, these juggernauts are safer than badly-handled cars. They are the greatest fun, a throw-back to an age that has vanished long since; we shall hope to accompany others on their leisurely journeys and meanwhile it would be interesting to hear of longer distances covered in a day by steam vehicles, either in contemporary times or by those who scorn transporters on which to take their engines to rallies.—W. B.

Postscript :

There may be readers who will say traction engines have no connection with motoring—but, stay, the picture on the right came to us from none other than the Ford Motor Co. Ltd. It shows a Marshall owned by Hamish Orr-Ewing and, we gather, helped him with the styling and performance of the Cortina, in which he had a hand.



RADAR IN AYRSHIRE

A correspondent writing to the *Glasgow Herald* protests against the " infamous, arbitrary, anti-speed radar device which is much in evidence in Ayrshire and Renfrewshire." He quotes in evidence a case when a funeral caused a traffic hold-up in Girvan, the police, the correspondent alleges, being far more concerned with their radar-trap than with controlling the traffic. He recalls the " most underhand manner " in which one or two Monte Carlo Rally competitors were trapped in a small village in South Ayrshire, and quotes the case of his young daughter and girl-friend who were " accosted by two officious Ayrshire policemen and held for questioning," although they had committed no offence whatsoever and were merely travelling from the Edinburgh Festival to Girvan in the small hours of the morning.

Those planning 1963 holidays in Britain may feel that it would be wise to avoid going to Ayrshire and Renfrewshire.

THAT MAN MARPLES

During the recent rail stoppage, Mr. Marples, quite sensibly, rode his bicycle in London.

Being a publicity lover he had his picture in the Press and on T.V. He was seen facing the wrong way up a One-Way Street. In such matters the Minister of Transport should be careful to set a good example even if he is exempt from the Law.

LETTERS FROM READERS

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

NO MORE FORDS

Sir,

I note that the majority of London motorists favour a Ford car and I wonder if they realise the risk they are taking, or do Londoners get better service than we provincials, in running a Dagenham-built car? I have had three reasonably good Fords in the last three years but have recently had an unpleasant experience, which has resulted in me vowing never again to run a Ford car.

I operate a Consul, owned by my employers, which was delivered on April 13th, 1961. On the 15th February this year, after 23,600 miles, a con-rod detached itself and broke through the side of the cylinder block. The car, up to this time, had given very little trouble with the exception of a clutch which had been replaced a fortnight earlier and a petrol pump which had been replaced, under warranty, about six months earlier. The car had been regularly serviced by Ford Agents and the cylinder head had never been removed.

Following the breakdown the car was towed to Messrs. A. E. Harris Ltd., Cardiff, where I had an account, and a replacement engine was fitted in about eight working hours, a Saturday afternoon and Sunday intervening. This was very satisfactory but a number of parts were fitted which I consider were not necessary. These included a new clutch assembly, for which I was charged £5 15s. as against £3 17s. 6d. a fortnight earlier. On querying this I was told that if I hadn't wanted it I should have said so as it is supplied as standard with a replacement engine. A new petrol pump was fitted; the only explanation I can obtain for this was that they thought it was necessary. A week later, after spending the night at a hotel with the car standing outside, Idiscovered that the cooling system was solid—plain water having been returned to the engine although there was anti-freeze in it originally. The garage were "sorry" about this—I wonder what they would have done if another block had been cracked. The whole job, including the tow, cost £82 18s. 4d. plus fresh anti-freeze and the loss of a morning's work while the engine was thawed out. The "broken" engine was returned to Fords for examination with a claim for reimbursement due to supply of faulty material. After four months I have received a credit note from Fords for £25, but no explanation of the fault. All efforts to get any more recompense have been met with the reply that it is considered that I have been treated very reasonably considering that the car was out of the warranty period and the mileage done.

I don't consider that I have been reasonably treated. Fortunately for me the vast majority of the bill is paid by my employers but if I was a private motorist the £57 I would have had to find would have put me off the road. If this is the sort of service offered by Ford of Dagenham and their agents then I don't want to know them and I would advise anyone considering buying a Ford to think twice before doing so if they want it to do more than 25,000 miles.

Bridgend. A. J. Morgan.

[A copy of this letter was sent to the Ford Motor Company for their comments; they did not have the courtesy to reply.—Ed.]

* * *

HOW MANY BRIGHTON SPRINTS?

Sir,

Your report of the Brighton Speed Trials refers to them as the 57th of the series.

This implies that the first event was held in 1906 and run every year thereafter without a break for the first or second World Wars, or that the original speed trial at Brighton was held in 1900 and subsequently every year apart for a break of six years from 1914 to 1919 inclusive. Obviously these sprints could not have taken place throughout the Second World War, and I always thought they commenced in 1905, so how do you justify their 57th appearance?

Camberley. J. Castle.

[Having no idea of how many times the Prince of Watering Places has been the scene of Speed Trials, I gave instructions for the report to be headed "A Day at Brighton." However, "E. L. W." ignored this, so it is only fair he should explain. He replies: "The 1962 Brighton Speed Trials, listed in the official programme as 'the 57th Brighton Speed Trials,' in fact celebrates the 57th anniversary of the Speed Trials. Perusal of the 1961 programme points out that that year was the anniversary of the 56th. However, the person compiling this year's programme, in addition to mis-spelling two competitors' names, failed to clarify this point.—E. L. W." Well, that's his get-out; it does show you shouldn't trust a programme. In fact, the first Speed Trial along the famous Madeira Drive was held in 1905, when Earp's 90-h.p. Napier clocked 47.6 sec. over the s.s. mile and 92.88 m.p.h. over a f.s. kilometre. On account of objections by local residents the next event wasn't held until 1923 (F.T.D. by J. A. Joyce's A.C.). The event was repeated in 1924, when Norris' Morgan 3-wheeler made F.T.D. in 16.4 sec. for the s.s. ¼-mile, and, at a second fixture the same year, Joyce's A.C. was fastest, in 28.0 sec. for a s.s. ½-mile. Nothing more seems to have happened until the event was resumed in 1932, up to 1938. After the war the Speed Trials commenced again in 1946, so I made this year's fixture the 28th and I am only sorry our reporter is too young, and Brighton living too much in the Regency age, for either of them to remember that, local objections apart, two World Wars have occurred to interrupt the series since the first one in 1905! Having reminded them of that fact, may I say that I hope these excellent fixtures will continue successfully for another 28 years, by which time the "sling-shots" will no doubt be taking off and making their landfalls at Newhaven.—Ed.]

* * *

THE *MODERN* CORTINA!

Sir,

Reading Vivien Batchelor's exposition in the *Evening Standard* of "what goes on under the bonnet" of the new Ford Cortina, I was not vastly impressed by the news that the front wheels have independent suspension, that the downdraught carburetter has a separate choke control, or that each cylinder has separate inlet and exhaust ports! None of these suggested radical re-thinking of design. What has persuaded me to part with my model-T is the brave news that "the camshaft is operated by a *mechanical diaphragm pump*"! Perhaps someone should look under Mr. Batchelor's bonnet.

London, N.2. Stephen Wood.

* * *

FISH AND CHIPS OR TEST-STATIONS?

Sir,

With reference to Mr. Marples' recent announcement that tests for one-year-old cars are soon to be thrust upon us, I am intrigued to know how the major British car manufacturers regard this open suspicion of the serviceability of their current models. Surely this new move shows them in an extremely bad light!

Whilst it is appreciated that a very small percentage of motorists *do* treat new cars so badly as to render them "M.O.T. test pieces" within the course of twelve months, one cannot help but feel that the great Marples Ministry is as good as suspecting a new car before it leaves the factory. As readers' letters on these pages point out, "duds" do escape from the factory, but not to the degree implied by this latest announcement.

Uncle Ernie's latest fad will simply serve to increase the flow of gold into the, already well filled, coffers of garage proprietors. Perhaps, at the present rate, we shall soon see all cars on British G.P. grids carrying "M.O.T.-tested" stickers?

I have heard it said that the most lucrative business one might have is a "Fish and Chip" shop, now one wonders about Vehicle Testing Stations . . .?

Sale. R. J. Smith.

* * *

MARPLES' AID FOR BRITISH FACTORIES!

Sir,

Mr. Marples is suggesting that 12-month-old cars be tested for road worthiness.

If the present trend continues, then ultimately cars will be Ministry of Transport tested before leaving their place of manufacture. Is this Mr. Marples' answer to foreign competition?

Datchet. D. A. Girdler.

THE TWIN-CAM M.G.

Sir,

I am very pleased to see that at last the opportunity has arisen to air experiences of the M.G.-A Twin-Cam in your correspondence columns. May I add that I am the owner of a 1959 model—engine No. 1342—and I am exceptionally pleased with it. Although a relatively early car in the series, the engine unit was completely rebuilt at the M.G.-A Works at Abingdon during November 1960 and fitted with 8.3 compression pistons (B.M.C. Part No. AEH690). These pistons have a stepped lower compression ring, the undercap being fitted towards the bottom of the pistons; this acts as a scraper and reduces oil consumption. The top ring is plain high tensile cast iron, not chrome plated. The latest distributor, AEJ41, was also fitted, the ignition static setting now being 8° b.t.d.c.

With the above modifications the result is a very much smoother engine, b.h.p. still being 100-plus, and the car is quite suitable for London traffic crawling.

The slightly lower compression ratio has solved the problem of driving on the Continent, especially in some countries where 100 octane fuel is unavailable, although whenever possible it is advisable to use the best fuel.

I have found that Champion spark plugs No. 4 give me very satisfactory results for pottering about and cruising, while for continuous hard driving, for example on *autobahnen*, etc., Champion No.3 are more suitable.

In conclusion, may I point out to Mr. Russell that the M.G.-A Technical Service Department, and in particular Mr. P. O. Edwards, have been most helpful in answering all my queries.

London, S.W.7. D. THEODOROU.

* * *

VW STILL SUPREME

Sir,

So we have yet another challenger for the VW; it must do the Wolfsburg people a great deal of good. I don't think the "VW challengers" will do much good, particularly if they have cart springs and a water-cooled engine. About the only thing the rivals have over the VW is performance.

The basic concept of the VW is just A-to-B transportation with reliability aided by a nice slow-running engine. I fail to see the virtue of a small engine revving at 5,000. Bore wear is independent of piston speed but it is undeniable that engines wear out faster at high speeds. Advances in metallurgy and fuel quality have made high engine speeds less of a problem, but why use compression ratios that preclude the use of cheaper low octane petrols? The VW can use fuel that would make the rivals detonate like mad; this is of course a tremendous advantage in some of the poorer countries.

VW rivals! there just are not any, to my mind, the lesson of the VW has not yet been learned; the manufacturers are afraid to take a chance on making a real competitor. Is the possibility of cornering a World Market not sufficient incentive to produce such a car?

Liverpool. S. MASON.

———

Sir,

I have been rather amused by the recent articles in the Press to the effect that our new car models are going to knock the bonnet off the ugly little Volkswagen. Surely this is being too, too presumptive?

New British cars, of course, have been going to create havoc with VW sales during the five years or so that I have been a "fan," but results to date have been unimpressive. On the other hand, my three and a half years as a VW owner have provided me with 44,000 miles of wonderfully carefree motoring. What? No new tyres, or engine overhaul?

It has been stated, somewhat critically, that the Volkswagen has remained basically the same for more than a quarter of a century. Surely the critics can appreciate that this is the very reason why the VW is so successful. Volkswagenwerk, in their wisdom, have not deemed it necessary to introduce a new model each year, but merely to improve their existing "Beetle" to bring it to a pitch of perfection (mechanically), unsurpassed in the annals of the mass-produced motor car.

High-pressure salesmanship has never been needed to sell the VW in such fantastic numbers, and so long as Volkswagenwerk produce such a beautifully finished and incredibly reliable machine, it will never be needed, for VW owners simply "spread the gospel."

Watch the meeting of two Volkswagens on any of our roads. See the owners' friendly wave and smile to each other as they purr contentedly along. And this in an age when the lack of courtesy and goodwill on our roads is absolutely appalling.

One day, perhaps, if our Motor Industry were injected with some anti-strike serum, we might produce a car to compare with the incredible Volkswagen. Then I might be found clamouring at the gates of the nearest distributor to try a sample.

Meanwhile, however, I shall remain a happy and contented "Beetler."

Weymouth. B. SEARLE.

———

Sir,

After reading your editorial in the September issue, I was rather surprised to see that you have been "carried away" by the Morris 1100 and have avoided any references to your "old love" the beetle.

Such is the success of the VW 1200 that many new cars come and go and it is still with us in ever increasing numbers. Before we can say (if ever) that the beetle has found its match in the new B.M.C. car, we shall have to wait many years.

The success of the VW might never be repeated again in motoring history. Even though the production rate is over a million a year, the demand cannot be satisfied.

I, for one, would buy another VW 1200 in preference to the Morris 1100. Here are some of my reasons.

In comparison to the B.M.C. product the VW is stronger and yet lighter. It has full-size fittings (large seats, wheels, bumpers, pedals, etc.). It has proved rugged, reliable, long lasting. It has the advantages of a light alloy engine and air cooling. It does not need an overdrive, has more traction, and it never tires even when driven flat out over long distances. The service is unequalled and the finish superior. It has a chassis, a twin exhaust system, and it comes complete. I also prefer rear engines and twin boots for balance.

Such value for money cannot be equalled anywhere, even when the car suffers from a heavy import duty.

This is why the Morris product cannot possibly compete with the VW 1200 unless it is cheaper, which will only be the case in a few countries (mostly Commonwealth).

Nevertheless the ADO16 formula is a big step forward for the British car industry and it is as good as some of the latest Continental light cars (such as the Renault R-8). Given further development (such as a light alloy air-cooled engine), better workmanship and a price reduction, it should give Wolfsburg some very healthy competition and we might yet see a VW 1200 in new guise.

[I confess I miss my beetling days very much. I regard the VW as still the finest value in the World.—ED.]

Albrighton. A. L. GLADWELL.

* * *

FORD CORTINA *v.* MORRIS 1100

Sir,

Congratulations to Ford on the new Cortina. What a pity that the Morris 1100 is years ahead of it in all basic engineering points. We are told that the Cortina was originally conceived nine years ago, which perhaps explains why it is so antiquated in its power pack, transmission and suspension designs. As far as I can see, the only feature of the Cortina which is "one-up" on the Morris is the luggage boot, being much larger.

In a recent TV programme we were told that the addition of synchromesh to bottom gear on the smaller Ford box cost £1 million in tooling costs, etc. If this is true Fords must be tearing their hair, what with having to re-carburate the Anglia twice in three years to get rid of the flat spot (and still not succeeding), having to re-engine the Classic and Capri after only one year due to rotten performance compared with other cars of similar size, and then, to crown it all, launching a car which is outdated from the start.

If B.M.C. can produce enough 1100s to satisfy everyone's orders I should think that they will have a monopoly of the 1100 size car market. I wish B.M.C. success with their new venture and can only express my sympathy with the Ford Motor Company on being unable to obtain the services of a forward-looking designer like Alec Issigonis.

Overbury. MICHAEL JOHNSON.

* * *

MINI IN AUSTRALIA

Sir,

After continually reading of the many complaints made by people owning Mini-Minors, I am of the opinion that Australian workmanship is far superior to the British B.M.C. counterpart. I have now owned a Mini for eight months (9,000 miles) and have replaced the following under guarantee:

(1) One thermostat (stamped Smiths : England).
(2) One throttle cable.
(3) Two window catches.
(4) Two suspension rubbers (lower arm inner pivot bushes).

A relatively small amount of trouble for the mileage covered on our shocking Australian roads.

The car has never leaked water at any point even after being driven through water level with the bottoms of the doors. Examining under the bonnet after having done this, water was found in the recess around the wingnut on top of the air-cleaner, where it was deposited by the build-up of water in front of the car. From this it is apparent that water was right over the motor and it hesitated but once.

The only major irritation suffered (since cured) was rattling windows after being shaken about on many miles of gravel roads. Dust sealing throughout is quite adequate. This is an important factor with any car in Australia.

A trip of 2,200 miles was undertaken at Easter, the first leg being 1,060 miles to be covered in the shortest possible time. This was done at an average speed of 53 m.p.h., observing 30 m.p.h. through towns, and a fuel consumption of 41 m.p.g. Two drivers of course.

At our destination many more rough mountain climbing miles were covered (with four occupants above 5,000 ft.), and we were told on leaving that the Mini had been places where only Land-Rovers had been. Fair enough! It's tough enough for Australia.

The only damage sustained was a few stone chips in the paint and a flattened hydraulic line. Both fuel and brake lines are now protected by an armouring provided from another car in a breaker's yard. Many other short trips (200 miles or so) have been made, all at 60 m.p.h. on a calibrated speedometer.

A point of interest about speedometers : I was told by an instrument repairer that all Smiths speedos are not lubricated from new, hence their early failure.

Close observation was kept on tyre wear. The Dunlops were discarded as soon as Michelins arrived here. Other little modifications or extras are a larger accelerator pedal pad, long-range driving light, seat belts, a walnut dash and an HA needle in the carburetter.

Rust is non-existent. Rust preventing paint was purchased to put in those cunning little rust-traps that car manufacturers thoughtfully provide, but those on the Australian Mini are either heavily painted or covered with undersealing compound. Please don't get the impression that it doesn't rain here, one inch of rain in one hour is not uncommon.

Another strong complaint one reads about is noise. It's true it is a little noisy, but the car has not yet been made that can provide the comfort and silence of a Rover or a Mercedes-Benz with the economy and price and fun of a motor-scooter.

The car uses exclusively Mobiloil and Mobilgas and is maintained regularly to the service schedule, and with this I hope to get many more trouble-free and happy miles of motoring.

Brisbane. R. H. NEILSEN.

* * *

RETROGRADE BROOKLANDS?

Sir,

I am in the process of reading the Editor's excellent book about Brooklands. But I was struck by the Foreword by the late John Cobb. May I quote : " . . . when Brooklands was sold, an event which, . . ., may well cause a decline in British Motor Racing from which it may never recover." I was not alive in those days, but may I be so bold as to say, with no disregard to John Cobb, that Brooklands caused our stationary attitude (apart from Bentleys) to Continental road racing. As far as I can gather a great number of people built racing cars with the sole object of driving them at Brooklands; whereas, now, post-war, this country has taken over the number-one rôle in road racing; because the Motor Industry needed racing for publicity and testing and so turned to road racing. My conclusion is that the Campbell Circuit should have been built earlier, or even something larger (I have not forgotten Donington Park, but that was too late as well).

Sherborne. S. F. W. MOORE.

[John Cobb wrote the Foreword referred to in 1948, when he could hardly foresee the great contribution to British success in G.P. motor racing that would be made by Cooper, B.R.M., Lotus, Vanwall, and others. But if Mr. Moore takes the trouble to read motor-racing history he will see that British firms such as Napier, Sunbeam, Vauxhall, Calthorpe, Hillman, Morgan and several others competed in Continental competitions before the First World War, and any success they achieved was to a considerable extent due to tests they were able to conduct on Brooklands Track.

Far from Brooklands developing the sports/racing Bentleys, these were winning at Le Mans before the idea of long-distance sports-car races at the Weybridge Track was borrowed from the A.C. de l'Ouest by the Essex M.C. (Six-Hour Race) and the J.C.C. (" Double Twelve ").

So hands off the memory of Brooklands. Let what Vickers Armstrongs have allowed to remain of the old Motor Course rest in peace, its reputation unsullied.—ED.]

* * *

THE BEST

Sir,

I see that, in the Editorial column of your current issue, you reiterate your no doubt sincerely held belief that the present-day Mercedes is " the best car in the world," and in support of this contention you quote its recent rally successes. No one, sir, would quarrel with your verdict had current Rolls-Royce or Bentley cars competed in such contests and fair comparison were then possible.

We all respect the fact that Mercedes have always made a very fine car and have maintained a progressive attitude towards design and performance, but, in spite of all this, I am not by any means alone in thinking that you have been a trifle precipitate in making such a categorical statement without the evidence of direct comparison.

Have you, sir, in fact, given a thorough and expertly conducted test to any of the recent products of the Crewe factory? It will be no excuse to say, as you once hinted, that, owing to a former prejudicial report, they no longer offer you this privilege.

The unwelcome news that, owing to the machinations of the Department of Inland Revenue, such magnificent *English* cars may go out of production fills most of us with sadness at the possibility of the passing of what we still feel to be the best car in the world.

Even when such a sad event does come to pass we have an idea that a " foreign " firm named " Cadillac " may have something to say about this " best car in the world " business.

But perhaps you haven't yet been granted *carte blanche* to test their cars, either!

Birkenhead. JOHN C. HISCOCK.

[No.—ED.]

* * *

JOWETT SERVICE

Sir,

As a most keen reader of your excellent unbiased magazine for the past eight years, I must say I have enjoyed the various readers' letters immensely, but as yet never having taken an active part by way of a letter.

Some months ago I found a cracked piston in my Jowett Javelin, and on the advice of the manufacturer returned it. Following is the last paragraph of the letter I received from them within a week of sending the old piston.

" We do, therefore, feel it would have been better if all pistons were changed and we are arranging for four replacement pistons to be despatched under separate cover, on a *free-of-charge* basis. These pistons will be of the revised crown thickness and should be in your possession within the next day or so. We should also like to point out that this action is being taken purely as a mark of assistance and goodwill, entirely without prejudice."

In days of mass production it is a rewarding thought to know that firms like Hepworth and Grandage still take a personal interest.

High Wycombe. E. HANCOX.

[Not bad, not bad at all—an object lesson for manufacturers still in business!—ED.]

* * *

DUNLOP *v.* MICHELIN

Sir,

I have followed with interest comments which various readers have made concerning what is evidently their dissatisfaction with Dunlop Gold Seal tyres. Much of this comment has been from owners of fairly large and potent vehicles and perhaps there is some substance in Mr. Sinclair's assumption of " sporting types " owning them. However, Mr. Sinclair must realise that if a particular tyre will stand a towsing from " sporting types " it will undoubtedly stand Grandma's tootling at 30 m.p.h. Nevertheless, the merits of Michelin " X " are not confined to large, hairy motor cars.

During late 1957 I purchased a Wolseley 1500 whilst living in France and, a few months after, a Peugeot 403. The Wolseley was shod with Dunlop Gold Seal and the Peugeot, of course, with Michelin. Both cars were meticulously run-in, but after this period were made to conform with the fast-flowing Continental traffic. At 10,000 miles I replaced the bald Gold Seals with English-made " X "s (size not being available in France). The fitting of " X "s coincided with fitting four shock-absorbers, four exhaust valves and innumerable bulbs. I gratefully sold this Wolseley a further 10,000 miles later, when it needed another set of shock-absorbers and a further top overhaul, and its appetite for bulbs was unappeased; the tyres were unmarked. During this time, the Peugeot, with 18,000 miles to its credit, was precisely as it left the factory. Nothing had been replaced or repaired. At 35,000 miles I removed the " X "s. The only other item I replaced in this period was a throttle cable. I sold this eminently satisfactory vehicle shortly after this and purchased an " X "-shod Peugeot, a 403B.

Perhaps I drove the Wolseley hard; certainly no harder than my 403. Maybe the Gold Seals were a poor set, in which case my colleague in France had the same trouble on his 1500 Wolseley. It is possible that the Wolseley was a " wolf " for tyres. Then why was its appetite satisfied with " X "s?

No, Mr. Sinclair, please face-up to the fact that the Michelin " X " is a superior article.

Ten thousand miles per set of tyres is as ridiculous as it is expensive, and, in view of my experience, I have no intention of ever buying a Dunlop tyre again. It is therefore unlikely that I shall be able to use the discarded covers, as Mr. Marshall suggests, as boat fenders.

Chippenham. ROY C. AXTEN (Flt.-Lt., R.A.F.).

* * *

THE BEST SMALL CAR

Sir,

I note that the Baden-Baden Motor Rally has been won by a Mini-Cooper, with the Mercedes and Porsche second and third respectively.

Bearing in mind the observations in last month's " Matters of Moment," presumably one is justified in regarding the Mini-Cooper as " The Best Car in the World "—just for this week?

Petts Wood. W. F. HARMS.

[Best Small Car in the World—perhaps. But the Mini-Cooper hasn't won the European Rally Championship as Mercedes-Benz has and it is a car intended for rallying, not for luxury touring. In any case we base our contention that the modern Mercedes-Benz is the Best Car in the World on all-round perfection, not solely on rally victories.—ED.]

* * *

THE DRIVERS' WORLD CHAMPIONSHIP

Sir,

In your October issue you invite comment on the Drivers' World Championship. As I see it the position is this:

Grand Prix motor racing relies for its existence on the financial assistance of the fans who turn up in their tens and hundreds of thousands. Most of them are not enthusiasts in the MOTOR SPORT meaning of the word, and certainly not purists as referred to recently by " D. S. J." They come for a thrill and more particularly to watch their hero of the moment; in fact they need feeding with personalities, not technicalities. The World Championship in its present form provides personalities as the annual battle for points is waged, and as such does motor racing a considerable service by bringing in the paying customers. Complication of the marking system would reduce the mass appeal and drawing power of the Championship.

Perhaps the Editor and " D. S. J." would regard the World Championship in a slightly kinder light if they look on it as advertising for the Sport, directed at the masses, rather than as a serious part of motor racing for the converted.

Lancaster. W. G. BRITTON.

* * *

MYSTERY

Sir,

I have, for the past few days, been completely baffled—the source of my bewilderment being the mystery car of Mr. Blades mentioned in the October 1962 edition of your excellent journal.

A stop-watch " ton," 24 m.p.g. under favourable conditions and a 0-60 time of 11 sec. or less, would appear to be totally incompatible with a car of 1949 vintage.

My own records only extend to 1951 and I append brief performance details of some of the more spritely cars tested during that year by a well-known and reliable weekly journal.

It can be seen that only the Ferrari 212 satisfies the performance requirements whilst falling far short in terms of fuel consumption. A noisy clock at 55 m.p.h. would hardly be noticed against the background of fruity noises which usually accompany this type of machinery!

Make	*Capacity (litres)*	*0-60 m.p.h. (sec.)*	*Top Speed (m.p.h.)*	*Fuel Consumption Range (m.p.g.)*
Morgan Plus Four	2.088	17.9	86	22-26
Ferrari 212	2.562	10.5	120	14-16
Aston Martin DB2 ..	2.580	12.4	110	17-20
Jaguar XK120	3.442	12.0	115	13-17
Mk. VI Bentley ..	4.257	19.8	86	16-18
Packard 200	4.720	18.2	90	13-16

To conclude; please, Mr. Blades, tell us your secret and reveal the denomination of your refined and sophisticated " goer."

Harlington. A. WALKER.

* * *

WHIPPY

Sir,

Body whip on E-type Jaguars. Bah!!

Mr. G. R. Batt (Jaguar *v.* Lancia, October 1962) must know very little about Jaguar E-types racing. Although I have only once seen them racing, even I know that the boot lid is intentionally left open to facilitate better brake cooling. Perhaps, before criticising a fine car, Mr. Batt should learn more about it.

I greatly admire your excellent magazine and seize it as soon as it arrives. It is then sent to my brother in America, where it is passed round to all his friends. Keep up the good work.

Willenhall. F. G. COOPER.

[In racing, yes, but the boot-lid of the road-test Jaguar-E sprung open at high speed when we had every reason to want it to remain shut.—ED.]

* * *

HOW FAR IN 24 HOURS?

Sir,

Mr. Eagle will be interested to hear that in 1936 J. O. C. Samuel also completed 1,000 miles in 24 hours. The car used was a 1½-litre Blackburne-engined Frazer Nash, and the route Folkestone-Edinburgh-Folkestone, under R.A.C. observation. This exploit was sponsored by Cleveland Discol.

The car, DMK 183, is owned by a member of the Frazer Nash section of the V.S.C.C.

Farnham. JOHN TEAGUE.

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FOR SALE

TR3A, 1959, B.R.G. Perfect, 25,000 miles only. Heater, washers, Marchals, etc. Haggle around £590. Hardy, 31, Regent Terrace, Cambridge. Tel.: 56730 (evenings). [9144

HEATER FOR SALE—unused, brand new Delaney Gallay heater, cost £14. Suitable sports cars. £8. Lt. Banfield, R.N., R.N.A.S., Lossiemouth. [9209

BENTLEY SPEED SIX, 1929, fixed-head. Dismantled 100%. Fastidiously rebuilt 1951-4. An absolute check 1962. One previous owner. £800. Details, Woodcock, 59, Hundred-Acre Road, Streetly, Staffordshire; R. Corbett, 34, Collenswood Road, Bandley Hill, Stevenage. [9210

RILEY NINE SPECIAL. Excellent 2-seater aluminium body on welded steel frame. Hood, screens, heater. Engine recently overhauled. First class near-vintage sports car. View Cheshire, Birmingham or S.E. London. £100 o.v.n.o. Birtwisle, 69, Albert Road, Stechford, Birmingham, 33. [9211

1936 LANCHESTER 12.6. In immaculate condition. Offers. Freeman, 8, Holly Grove, Sidemoor, Bromsgrove, Worcestershire. Tel.: Bromsgrove 2967. [9213

RILEY FALCON, 1936, immaculate. Resprayed body, new tyres, reconditioned engine, spares, M.O.T. £65 o.n.o. Hurley, 1, Church Hill Aldershot, Hants. [9215

SPRITE MK. II engine complete, 200 miles only; set five wheels; standard brake assembly. Available due Climax conversion, etc., on initial delivery. £85 the lot or separately. Tel.: Uxbridge 33896 [9216

RILEY ROADSTER, 1949. Exceptional condition. 100% weatherproof hood. New tyres, new chrome, new heater. M.O.T. to July 1963. £185. Tel.: Leicester 814913. [9217

FAIRTHORPE ELECTRON MINOR. Outstanding example, engineer built, one owner. £225. Tel.: Knaresborough 3102. [9218

1928 RILEY NINE, open tourer, exceptional condition; rare low body. Lively performance. £150. 76, Tannsfeld Road, London, S.E.26. Tel.: SYD 5591. [9219

1958 FORD SPECIAL. Ashley fibreglass body, detachable hard-top. Excellent condition. £65 o.n.o. Tel.: Pinner (Middlesex) 9328. [9220

RARE 1940 TRIUMPH Dolomite 14/60 d/h. coupé. New hood, batteries. Good tyres. Taxed. Further details : Woof, 79, Manor Road, Mitcham. [9221

VOLKSWAGEN, 1960 model, 27,500 miles. Jupiter grey. £440. Oliver, 6, Denny Close, Portishead, Somerset. [9223

1929 RILEY NINE coachbuilt 2788. Extensively rebuilt throughout. Due for completion in October. Offers over £150 to : Young, 197, Barrack Road, Christchurch, Hants. [9224

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M.G. J2. Ford Ten engine, good tyres. £60; Breaking J2 engine. Pieri, 3, Maybank Avenue, Woodford, E18. [9226

ALFA ROMEO 1750 Zagato: 2.3 engine. Excellent body, chassis, etc. New black leather upholstery and tonneau. £425. Write/ring for appointment. Kerr, Corscombe (Tel.: 202), Dorchester, Dorset. [9229

VINTAGE 1929, MORRIS Cowley 11.9-h.p. saloon. Splendid condition, tested. £15 on windscreen. Sacrifice £65. 51, Seward Road, London, W.7. [9230

MORGAN 3-WHEELER, 1933, J.A.P. 1,100 c.c. V.G.C. £90. Wedman, 6, Yearsley Grove, York. [9231

1935 BENTLEY 3½-LITRE 2-door sports saloon by Bertelli. Recently resprayed. Two owners only. Offers. Wright, Uplands, Crockey Hill, York. Tel.: York 77475. [9232

FOR SALE—*continued*

SPORTS/RACING WOLSELEY Hornet, 1934, 1.3-litre. Twin carbs. Immaculate. Red, dark blue. Cheap insurance. £140 o.n.o. From Oct. 15th. Smith, 30, The Glade, Stoneleigh, Surrey. Tel.: Ewell 5266. [9233

M.G. 18/80 MK. I, 4-seater open tourer, 7,000 miles since rebuild. Body not to specification but impressive. M.O.T. Spares. Seen W. Herts. Box No. B.234. [9234

ROLLS-ROYCE 20/25, 1934, GED 65, sports saloon by Mulliner. New battery, k/pins and bushes. M.O.T. tested. Good condition. £275 o.n.o. Worsley, Hill House, Dawneys Hill, Pirbright, Surrey. Tel.: Brookwood 2158. [9236

1956 TR3. White. First-class condition. New Michelin "X"s. Heater, etc. £290. Salter, 15, Marion Close, Bushey. Tel.: EDGware 5201 (9-5 p.m.). [9237

M.G. VA tourer, 1939. Excellent condition. 26 m.p.g. New steering box, pump, etc. Taxed, M.O.T. tested until June. £65 o.n.o. D. Woodington, 81, Raynton Drive, Hayes, Middlesex. Tel.: HAY 5324. [9238

RILEY 1½, 1954. Black/ivory. Heater. Well shod £285. 8, Woodford Avenue. Castle Bromwich. Tel.: 4079. [9239

CARIBBEAN. Eight head, twin carbs., 4.7, Buckler gears. Completely overhauled. 12v., sealed beams. Best offer. McEwan, 86, Ardgowan Street, Glasgow, C.5. [9240

M.G. TA, 1937. Since March engine, gearbox overhauled; rewired; new petrol tank, brakes, windscreen, batteries. Taxed April 1963. £140. Lloyd, Colts, Kingwood, Henley-on-Thames. [9241

SUPERB AUSTIN-HEALEY 100/6. Immaculate B.R.G. Overdrive, wire wheels, peak tuned. Occasional 4-seater. £675. Tel.: Iver 1523. [9242

LANCIA APRILIA, 1947. Body fair. Needs attention to engine, otherwise good. Sell £50 or break for spares. 63, Saltwill Place, Bensham, Gateshead, 8. [9243

1937 RILEY ADELPHI, 12/4. Offers around £75. Tel.: (Liverpool) HUN 2444. [9244

VW, 1957, as September, now £350. 3, Warwick Road, Long Eaton. [9246

H.R.G. 1100, 1947, £160. Goodish order, must sell. 38, Earlsdon Avenue, Coventry. [9247

VOLKSWAGEN, £125, 1952. 5,000 miles since complete overhaul and respray. L.H.D. Tough, economical; shabby inside. Tel.: Nutfield Ridge 3222. [9248

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RILEY FALCON 1½, 1935. New brake linings, kingpins, steering joints. M.O.T. July. £35 o.n.o. Gardner, 17, Lancaster Park Road, Harrogate. [9282

M.G. SA, 1939, tourer. Exceptional condition. M.O.T. £65. Chalstrey, "Grobylawn," Groby Road, Altrincham, Cheshire. Tel.: 4710. [9283

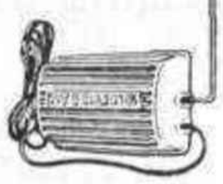
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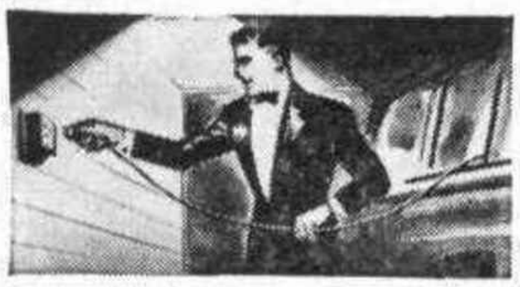




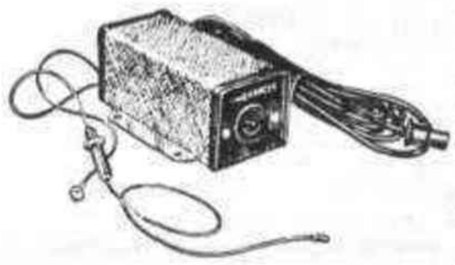


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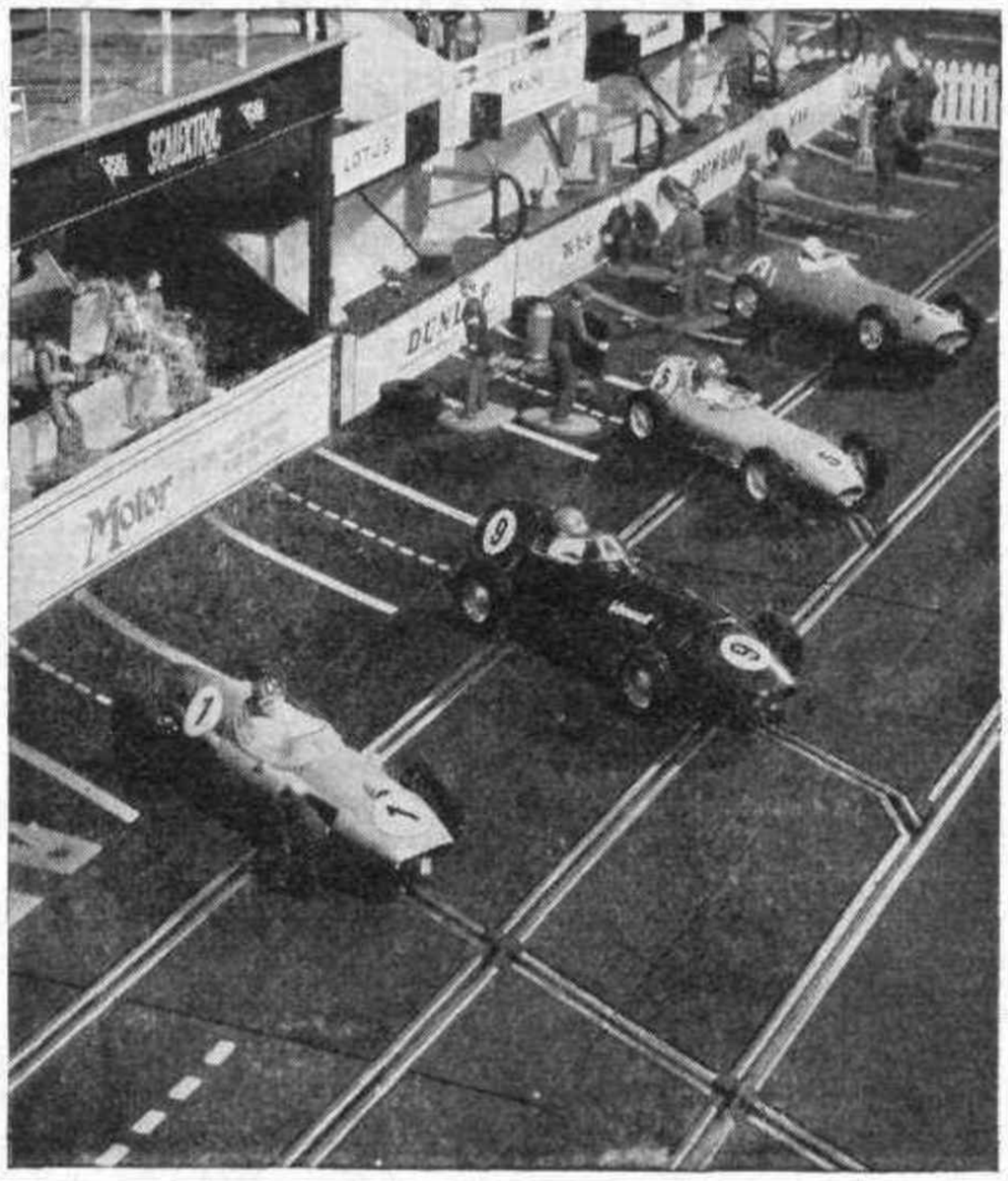
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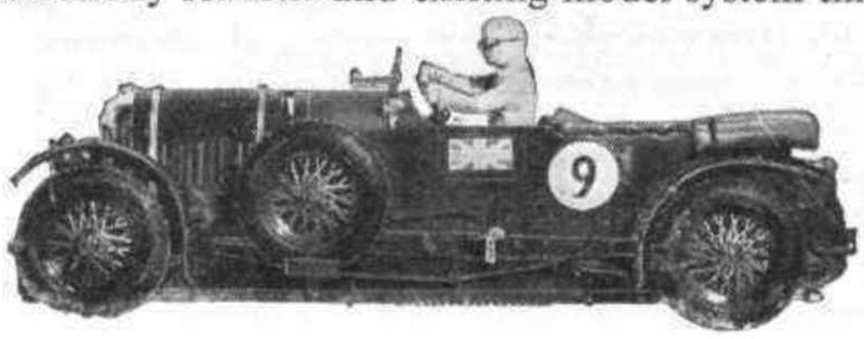
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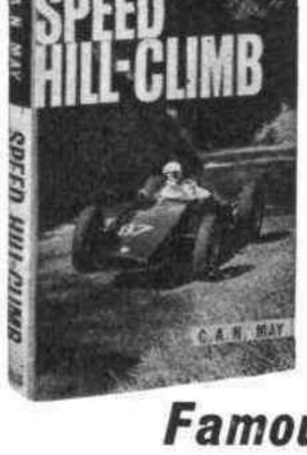
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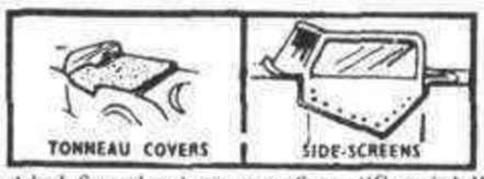
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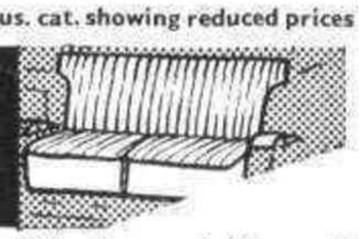
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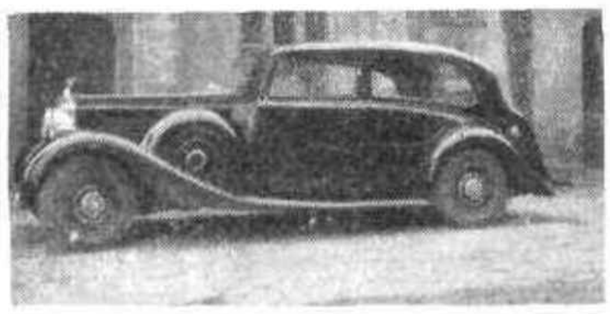
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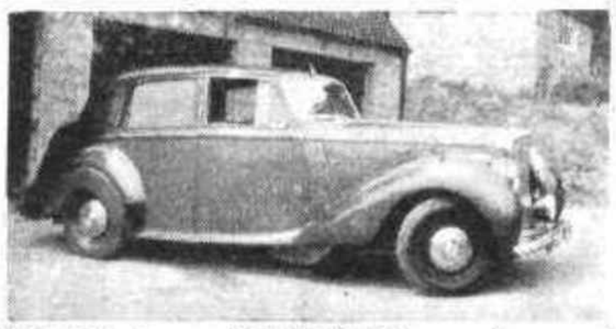
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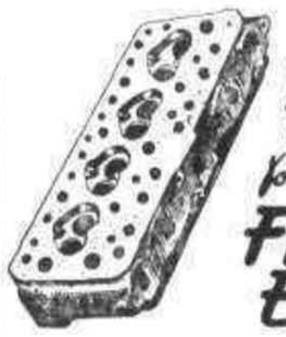
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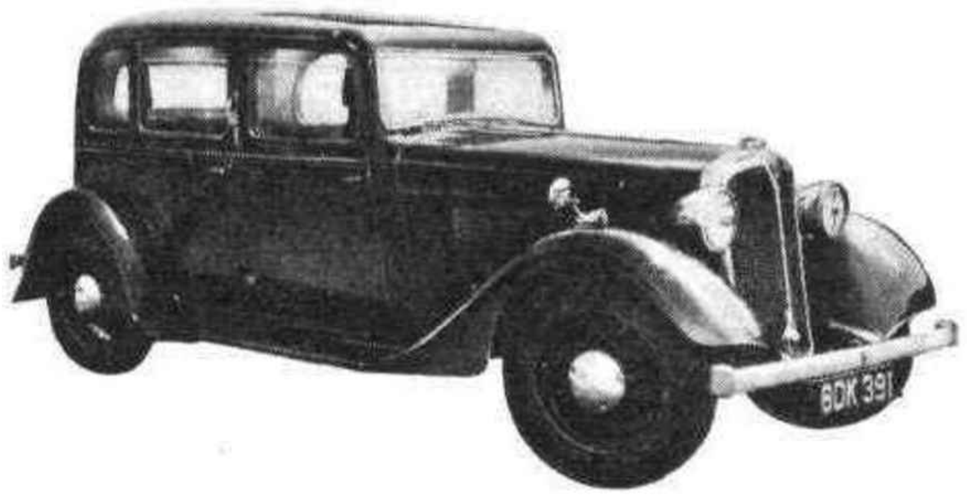
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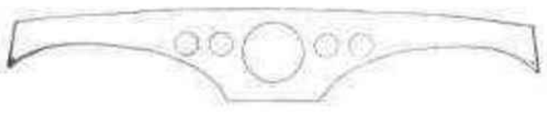
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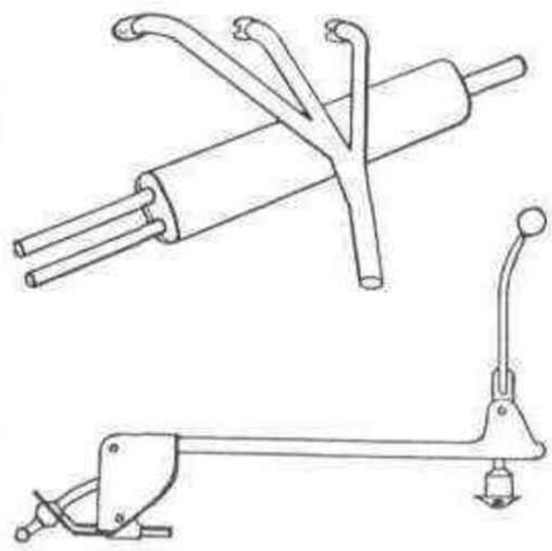
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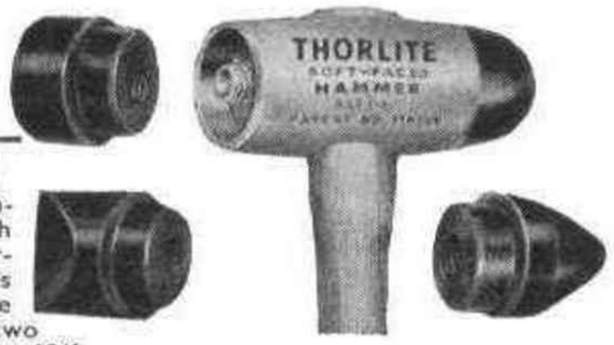
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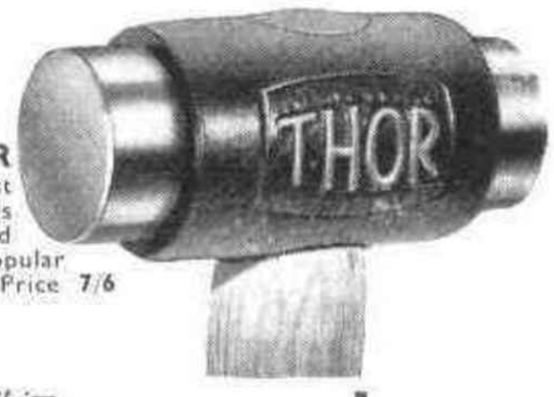


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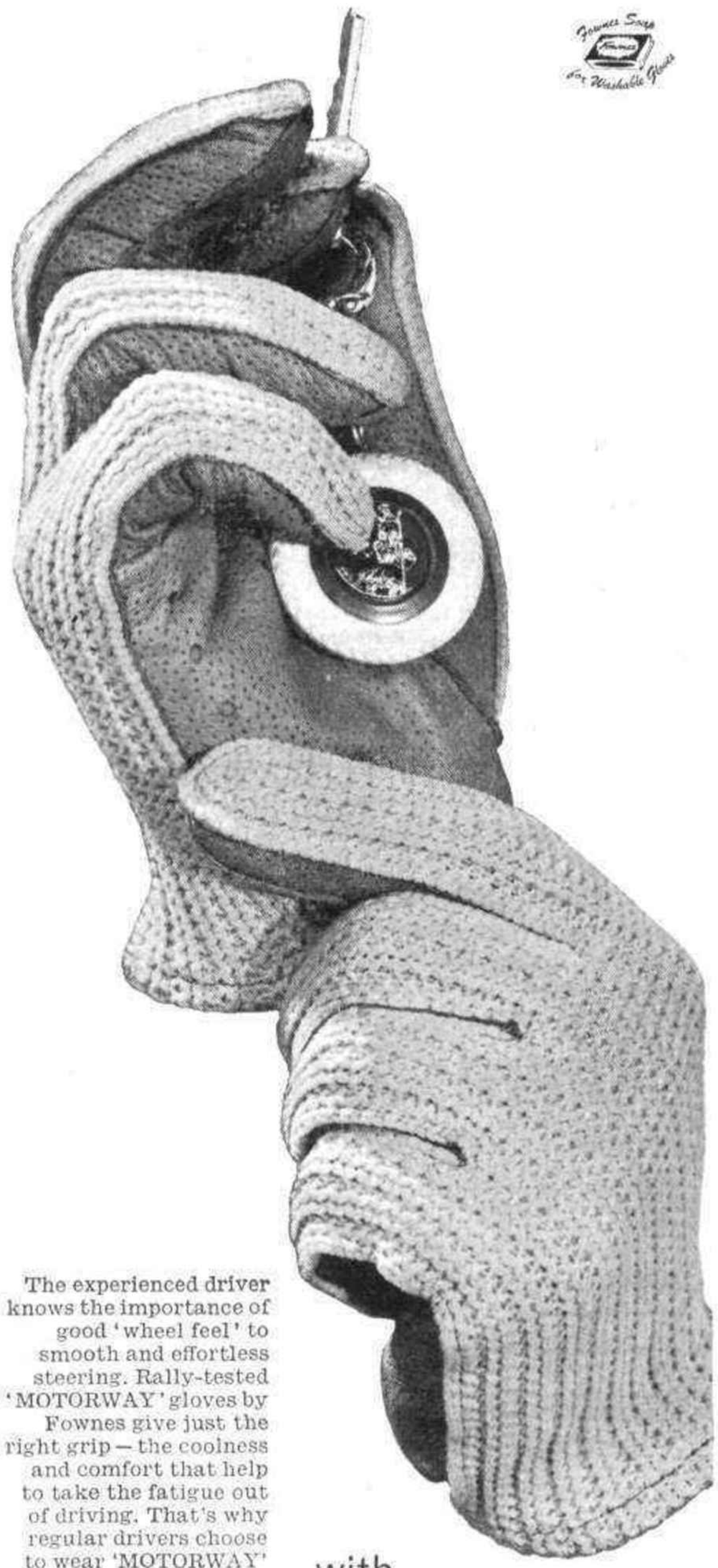
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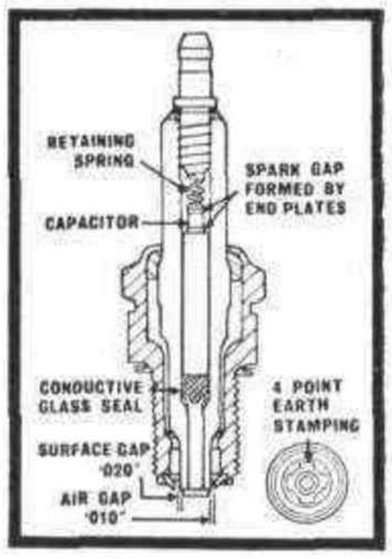
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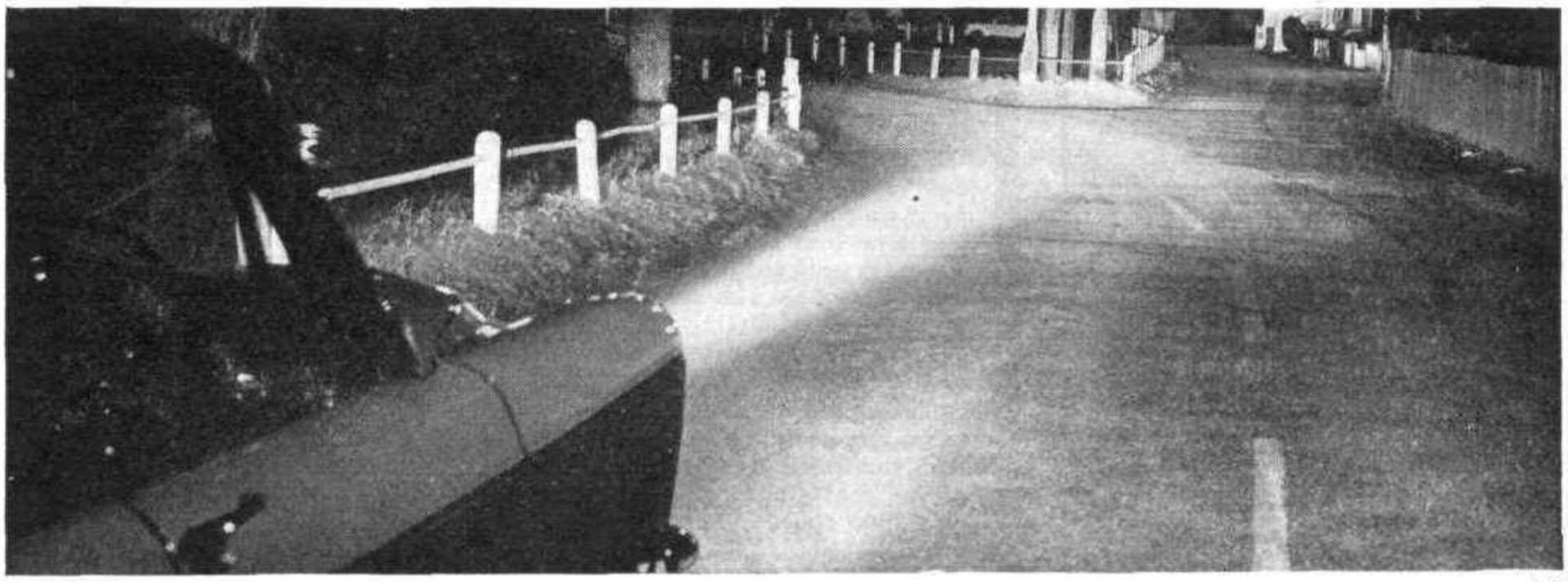
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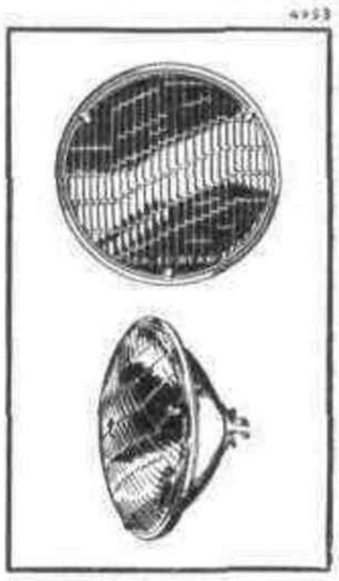
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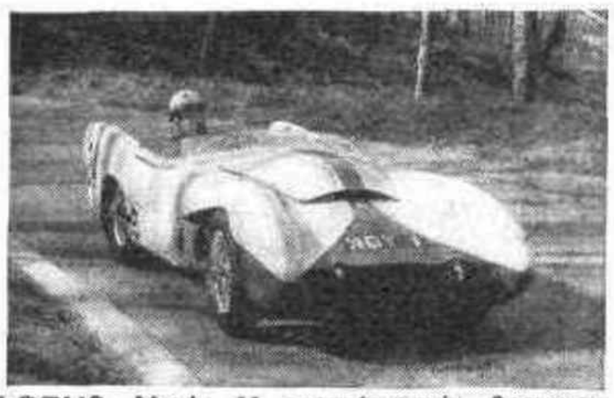
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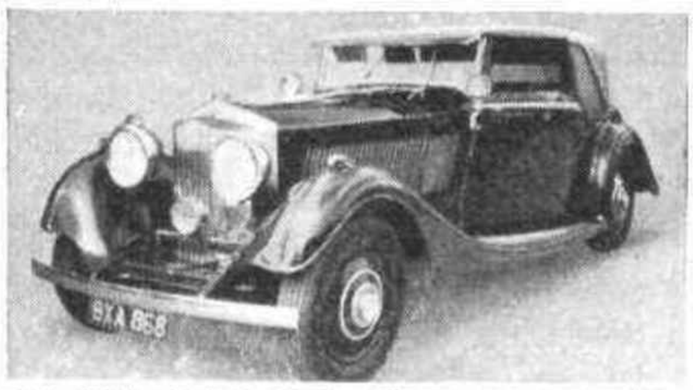
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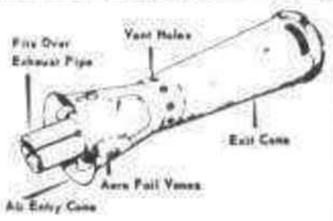
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ALVIS, 1953, TA21, 3-litre saloon. Heater, radio, tax paid, good battery, good tyres, wonderful mechanical condition. £225. Write :— Owner, 10, Harewood Place, Boscombe East, (Tel.: Bournemouth 48011). [9476

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ASTON MARTIN, 1955, convertible. 3-litre sports engine. Excellent condition. Radio, new hood, tyres, tonneau cover, etc. £1,050. 6, Alvanley Gardens, London, N.W.6. Tel.: HAM 1335. [9478

750 c.c. AUSTIN SPECIAL, immaculately maintained by owner mechanic. Full range tuning except twin carbs., i.f.s., 5 new tyres. Rebuilt. Re-registered 1961. D/hard-top. Fibreglass body, reupholstered, resprayed. Enthusiast send for returnable photos. Bargain £125 o.n.o. Levics, 37, Middle Leigh, Street, Somerset. [9479

TR2. NOV. 1955. 3-gear overdrive. Brand-new hood/side screens. Tonneau, heater, w/w etc. 8,000 miles since overhaul. 30 m.p.g. Absolutely mint in B.R.G./beige. New tyres, two new available. Taxed April. £365 o.n.o. Cooper, 39, West Avenue, Clarendon Park, Leicester. Tel.: 77277 after 6. H.P. available. [9480

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FOR SALE—*continued*

ROLLS-ROYCE P.II, 1934, saloon by Mulliner. Black and white, with division. Large boot and fitted tools. M.O.T. Impeccable mechanically. £775. Collard, Hartnell's House Clifton College, Bristol, 8. Tel. : 38141. [9680

£425 OR NEAREST. M.G. TF 1500. Engine overhauled. New gearbox, 5 new tyres, heater, luggage grid and re-sprayed. This car is immaculate. Only reason for sale are business reasons. Mr. R. Cass, 43, Inver Road, Bispham, Blackpool, Lancs. [9681

MERCEDES-BENZ 540K 1939 Freestone & Webb sports saloon. Ex-Nazi Embassy. Speedo 34,000. Mechanically, bodily excellent. £795 o.n.o. Parry-Jones, Trefelwy, Mount Road, St. Asaph, Flints. [9682

M.G. TC, '49, model. Cream/green. Many extras. Reqs. detail att. £125. 56, Beverley Road, Offerton, Stockport, Ches. [9683

1961 TURNER 950. Beautiful white, w/w., heater, washers, soft-top and tonneau. Interior Silent Travelled, unmodified Sprite engine, 12,000 miles. Enthusiast maintained £500. Greenwood, 54, Church Road, Tupsley, Hereford. [9684

M.G. TC, 1949. £50. Maintenance. M.O.T. August. H.P. arranged. £200. Tel. : ENT 2641. [9685

ROCHDALE G.T. FORD EIGHT engine, 40 m.p.g. Connaught green. Sell for cost of body. £140 o.n.o., or exchange something interesting. Barnes, 43, Adelaide Road, Sheffield 7. Tel. : 52361. [9686

1960 M.G.-A 1600. Excellent condition. 20,000, radio, heater, tonneau, alarm. £600. Tel. : SOUthall 6683. [9687

S.S. 100, 1937, 2½-litre. B.R.G. Good condition, £325. c/o Parklands Garage. Tel. : Stow-on-the-Wold 337. [9690

1950 MORGAN 3-WHEELER. F.4 Ford 10 engine. Good condition. New tyres. What offers? Avann Senlac Petrol Station, Battle, Sussex. [9691

FORD ROCHDALE G.T. Superior. £280 o.v.n.o. H.P available. Details from: White, 20, Parkgate Road, Chester. Tel. : 24842. [9692

PORSCHE 1,500-c.c. super cabriolet in excellent condition. Red with white leather. Late model. Bearing crank fitted. £575. Part exchange late model VW or W.H.Y. 152, Wellington Road, Birmingham, 20. Tel. : BIR 4125. [9693

PORSCHE, 1957, 1600. Sliding hood. Damaged on n/s. Repairable. £375. Will dismantle. Engine and transmission fully reconditioned. Perfect brakes, doors and upholstery. Also spare 1500 unit. 152, Wellington Road, Perry Barr, Birmingham, 20. [9694

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M.G.-A sports 2-str. f.h.c., 1958; 2 owners; extras **£445**

BENTLEY S.S. sports saloon, 1947. Radio, heater, sun-roof **£339**

TR2 sports 2-str., 1955. New hood, tonneau... **£310**

TR2 overdrive sports 2-str., 1955. New hood, heater **£335**

LAGONDA V12 d.h.c., 1938. Immaculate ... **£295**

K2 ALLARD competition/sports 2-str., 1951 **£275**

JUPITER 1½-litre 2/3-str. d.h.c. spots, 1953... **£245**

BUCKLER sports/racing 2-str., 1959 ... **£250**

FAIRTHORPE sports 2/3-str., 1958 (Herald engine) **£225**

JUPITER 1½-litre 2/3-str. d.h.c. sports, 1955, reg. **£225**

A/SIDDELEY 2-litre d.h.c. 4-str., 1953. Manual gearbox **£165**

MORGAN 4/4 10-h.p. sports 2-str., 1950. New tyres, hood **£155**

DELAGE D6 d.h.c. 4-str., 1950 series ... **£145**

ALLARD sports d.h.c. 4-str., 1948. New hood **£98**

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A MOST EXCEPTIONAL 25/30, 1938 Series Mulliner Sedanca with sliding metal head, raked pillars, rounded back and small occasionals. 2 owners and very comprehensive history, hence mileage of 56,000 undoubtedly genuine. **£695**

25/30 MULLINER full 7-passenger limousine (leather throughout), 1936. Serviced by us for two years, a very sound and tidy car. **£195**

20/25 BARKER small Sedanca, no occasionals, 1930. Sound coachwork only in need of minor renovation but cracked block, hence realistic price of **£90**

SILVER GHOST, 1923 Windover Limousine converted to hearse, (re-conversion reasonably easy) in good running order and original save for coach-work mods. **£275**

P.II, 1935 series Barker Sedanca. Basically very sound mechanically and bodily but needs general tidying up. **£195**

BENTLEYS

1952 STANDARD STEEL "Big bore" 4½-litre, midnight blue, beige interior. two owners, 96,000 miles, history available—a first-class specimen in every way. **£695**

4¼-litre, 1936 series, re-reg'd. 1951 and fitted with attractive 4-door Estate coachwork. Generally in very fair order. **£165**

4½-litre Freestone & Webb sports 2-seater with dickey. Heavy crank engine—for further details see last month.

3-litre RED LABEL short chassis Speed Model Vanden Plas 4-seater, 1925. Substantially original bodily save for cycle type wings; we have carried out a great deal of work on engine and chassis; first-class tyres and new hood. **£400**

A-C 2-litre 2-seater. D.H.C. with dickey, 1936. Almost *concours* cond., recent engine overhaul. **£165**

ASTON MARTIN 1½-litre Mk. II, 1935, d.h.c. Very sound in every way. **£195**

HEALEY-NASH convertible, 3,800 c.c. o.h.v. unit, overdrive. Extensive work on transmission and chassis carried out by us, and car in very good order throughout. **£265**

JAGUAR XK120 Roadster, 1950, but in far above average cond., with many mods. and extras. **£235**

JAGUAR 2.4, 1956 series with overdrive, moderate mileage and exceptional general condition. Complete engine overhaul and minor body renovations just completed. **£495**

M.G. MAGNETTE ZA, 1956. Well above average with many extras. **£365**

SUNBEAM Mk. III saloon, 1955. Good chassis and coachwork, moderate mileage, engine overhaul just completed. **£295**

TALBOT 95, 1934, 6-light saloon, good bodily and mechanically. **£95**

HISPANO-SUIZA, believed a **30/120,** approx. 1936, 6-cyl. O.H.V. with sports saloon coachwork by Van Vooren, projecting boot and original roof trunk. Mechanically good and with all original lamps, instruments, mascot, etc., but needs repaint and some plating work, hence realistic price of **£350**

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HUMBER 14/40 Tourer, 1927, fair coachwork but block cracked externally.

HUMBER 9/20 Chassis, 1926, in running order. Period 2-str., body available.

TALBOT 105, 1937 sports saloon. Sound but only fair coachwork.

DELAGE d. 6/75 Saloon, 1938. Very sound but suspect u/s. rear axle (spare axle available).

ROVER 14/45 Saloon, 1925. The rare o.h.c. model, complete and original but u/s. c.wh. & p.

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We are negotiating for a very fine **1915 FORD MODEL-T SEDAN.**

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

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TR2, 1954 MODEL. 1st Registered 1961. Very good condition. New Michelin "X"s. £245. Willowcroft, Dorney Reach, Taplow, Bucks. [9688

ASTON MARTIN, 1938, 2-litre, s/c. d.h.c. 5,000 miles since complete engine overhaul. Respray B.R.G. Daily use. M.O.T. £265. Tel. : Chesham 287. [9695

RILEY KESTREL 12/4, 1936. Sound car all round. Reconditioned engine, brakes, dynamo. £100. Davis. Tel. : Finchley 8441 (business). [9696

M.G. TD2, 1953. B.R.G., p.v.c. hood, two new tyres, two spots, heater, v.g.c. Offers over £300. Call (after 7 p.m.) or write: Emery, 13A, Bishops Road, N.6. [9697

LAGONDA 2½-LITRE saloon, 1951. Excellent condition. Bills for £400 overhaul. £350. Box No. C.698. [9698

1936 12-h.p. RILEY FALCON. Aluminium body, sun-roof, excellent tyres. Reliable, daily use last five years. Nice condition throughout. £35. London. Box No. C.699. [9699

1935 TRIUMPH GLORIA saloon 10.8-h.p. Lack of room forces sale. Mechanical and body condition very good. Twin carbs. Many extras. M.O.T. £80 o.n.o. Tel. : Banbury 3364. [9700

MINI PARTS, including rear sub-assembly less brakes, £25; radiator exchange crossflow or £7, tank, etc. 1932 Austin Seven with spare engine, towable, £12, buyer collects St. Albans. Pair superb Zeiss parabolic mirror headlamps, suit P.V.T. Offers. Nash, 3, Julian Road, Bristol, 9. [9701

SPECIAL BUILDERS. Why not buy my attractive "Silverstone" bodied A7 Special? Hood, upholstered, full instruments, hydaulics, 15-in. wheels, tuned engine. Must sell. Bargain. £130. Cairnsmore, Preston New Road, Samlesbury, Preston, Lancs. [9702

TR2, 1955. Red. Black hard-top, "X"s, heater. M.O.T. Immaculate. £285. 36, Arklow Road, Intake, Doncaster. [9703

ASTON MARTIN INTERNATIONAL, 1930. Very good condition throughout. £235 o.n.o. Box No. C.704. [9704

M.G. ENTHUSIAST sought to purchase completely restored PA chassis. Work includes reconditioned engine, new steering, brakes, tyres, wheels, bearings, springs, chrome, wiring, diff., half-shafts, etc. I cannot break 18 months' work, and £250 expense, but will supply genuine enquirers with full details of work done. £100 or offer required. Wings, bonnet, tank and extras also. Godfrey, Pinehurst, Milford-on-Sea, Hants. [9705

BENTLEY DROPHEAD BODY, 1951. Franay, Paris. £50. Tybjerg, 104, Vvoldgade, Copenhagen. [9706

TR2, 1954. Red. Good condition, including hood and tonneau. Heater, luggage rack, wing mirrors. M.O.T. certificate. Engine, gearbox good except low oil pressure, hence price. £200 or offer. Bacon, Tatsfield (near Westerham). Tel. : 405. [9707

HEALEY SILVERSTONE E95. V.G. cond., new Turbospeeds, buckets, full weather, recon. engine, damaged wing; repairable. £225. Drummond, 2, Crescent Road, Kingston, Surrey. [9708

1959 CITROEN ID19. 24,000 miles. Avion blue/red. Safety straps. Excellent condition throughout. Overseas commitment forces regretful sale. £680. Ashforth, "Fiveacres," Staunton, Gloucester. [9709

CITROEN LIGHT FIFTEEN, 1948. Red. Smart appearance. Good performance and road-holding. Michelin "X" tyres. Repairs and replacements cost £200. Reasonable price. Tel. : FINchley 5972/PALmers Green 6078. [9710

TONY MARSH SPECIAL (T.M.S. II). Trials/driving test car. Immaculate condition. Modified 1,172 c.c. engine. All-over tonneau. Taxed. £125. Part exchange considered. D. R. Atkinson, 26, Oxford Street, Swansea. Tel. : 54647 (9-5.30). [9711

RED HEALEY DUNCAN saloon. Recent factory overhaul, owner going abroad. £295. Dunmore, Lanchester Hall, Cranfield, Bletchley, Bucks. [9740

M.G.

1½-litre engined sports car, twin carbs., i.f.s., new tyres and registered July, 1959. Professionally built including the beautiful aluminium body, finished in blue and ivory. Used as second car, Immaculate throughout, low mileage. Will consider offers around **£285.**

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LOTUS ELITE, 1962. Specially coloured in Cambridge blue with white roof. Fitted with ZF full synchromesh gearbox, radio. One owner, moderate mileage and superb condition... ... ... **£1,195**

LOTUS ELITE, 1962. Special equipment model finished in pale yellow with black upholstery. Fitted heater, seat belts, etc. **£1,275**

FACEL VEGA HK500. Silver grey with black roof and pale grey hide interior. A most desirable example. Fitted disc brakes, electrically-operated windows, wire wheels. All synchromesh gearbox and a push button radio. A most superb car offered at a fraction of original cost **£1,695**

E-TYPE JAGUAR roadster, 1962. In British Racing Green with tan upholstery and hood. Indistinguishable from new, fitted chrome wire wheels, Dunlop RS5 tyres, push button radio, anti-thief device, seat belts **£1,795**

DAIMLER SP250. A current specification model in mountain blue, pale grey leather interior, hard- and soft-tops, heater, rimbellishers, chrome wire wheels. One owner. Very low mileage ... **£1,175**

FRAZER-NASH "Le Mans" fixed-head coupé. specially built at tremendous cost to a fine specification. Powered by the magnificent Bristol 2-litre unit with BS4 mods. Equipment includes disc brakes, wire wheels, Dunlop RS5 tyres, wood rim steering wheel, etc. Coachwork in maroon with tan leather interior. A superb road car for the man who wants something different **£845**

MORRIS COOPER, Dec., 1961, in light blue, white roof, transistor radio, heater, screen-washer. A one-owner car with mileage under 4,000 and exceptionally clean throughout **£565**

JENSEN 541, 1958 series, with disc brakes, overdrive, wire wheels twin exhaust, Michelin "X" tyres, heater. A very fine performer and incredibly comfortable to drive. Finished in maroon with beige leather upholstery **£895**

JAGUAR XK150S. A beautiful 3.4 fixed-head coupe. Equipped with every possible extra including wire wheels, push button radio, overdrive, spotlamps, etc. Finished in British Racing Green with red upholstery **£945**

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MORGAN PLUS FOUR, 1959 sports 2-seater roadster. A splendid example of these rugged race-bred motor cars. Very brightly finished in red with rockpit trimming in black. Fitted with the 1,991-c.c. Triumph TR3 unit. Radio, twin spotlights. Two owners from new **£495**

AUSTIN-HEALEY SPRITES, 1958-1961. At time of going to press we are offering six cars in various colours—red, blue, green, white. All have extras. Sprites are one of the easiest sports cars to insure and certainly most economical to run. Prices range from **£345**

JAGUAR XK120 drophead coupé, 1954. Most attractive in dove grey with grey leather interior. Recently owned by a policeman who recently had the engine overhauled, complete brake overhaul new rear springs, etc. Michelin "X" tyres, radio (sometimes works), heater. Twin exhaust system that emits that distinctive Jaguar growl! A well above average car **£325**

TRIUMPH TR3, 1957 sports 2-seater, in red and fitted with the following extras: overdrive, tonneau, push button radio, map light extraordinary! heater, fog and spot lights. Although three owners from new the condition shows careful ownership and is recommended at **£425**

ELVA (SHE GOES) COURIER sports 2-seater, 1959. Powered by the M.G.-A 1,600 c.c. unit/gearbox. Recently resprayed in Jaguar indigo blue, and trimmed in blue and grey. Deceptively fast and most pleasant and comfortable to drive. Full weather equipment **£465**

M.G.-A 1500 roadster, 1958. With hard-top, heater, luggage rack, mirrors, windscreen washers. Blue bodywork with black hard-top and interior in grey **£465**

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SUNBEAM ALPINE, 1960, 2/4-seater, in pearl grey, fitted with detachable hard-top, soft-top. Wind-up windows, heater, etc. Most comfortable for touring and a delight to handle. Interior very attractive in red. Two owners from new and beautifully maintained... ... ... **£675**

SINGER 4-seater tourer 1,500 c.c. The last of the Singer sports range and powered by the Hunter unit. This particular car has been extremely well cared for and is coloured in red with maroon trimming. Comprehensive weather protection includes full length tonneau and glass sliding side-screens. Nippy performance and lots of room **£235**

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AUSTIN-HEALEY 3000 2/4-seater, 1961. An outstanding car specially supplied new in white with midnight blue side panels and hard-top. Numerous extras include: overdrive, wire wheels, soft-top and sliding side-screens, tonneau, Michelin "X", tyres, radio, heater, luggage-rack, twin exhaust, twin spotlights, wood-rim steering wheel, safety belts, etc. Bought new last year by its one owner for £1,535 and superbly maintained. Fabulous value at **£995**

M.G.-A 1,600-c.c. roadster, 1960, in pale blue and black trim. A very attractive car both in looks and performance. Has luggage rack, twin spotlights, adjustable steering column. Michelin "X" tyres. Favourably priced at **£595**

JAGUAR XK140 fixed-head coupé, 1955. Equipped with overdrive, heater, adjustable steering column, etc. Colour Cambridge blue and interior in grey leather. A really genuine example ... **£495**

A.C. ACECA BRISTOL, 1957. In Italian red with matching leather interior in fine order. Recent rear suspension and transmission overhaul at works. Numerous extras, include disc brakes, radio, heater, wire wheels, reversing light, etc. A really good example of these most desirable and handsome cars. Originally costing over £2,000 ... ... **£785**

AUSTIN-HEALEY 100 SIX, 1957, 2/4-seater. Most outstanding in primrose with black side panels and black upholstery. Many sensible extras include: overdrive, wire wheels, radio, heater, adjustable steering column, Dunlop RS5 tyres and twin exhaust system **£495**

TURNER 950 sports roadster, 1961. Certainly a car which has to be driven to appreciate the superb handling qualities. This one-owner example is in white with red trim and has modified exhaust, heater, driver's safety belt, one spotlight screen-washers. Moderate mileage and obviously well maintained **395**

AUSTIN-HEALEY SPRITE, 1960, with the lot! Radio, heater, seat belts, woodrim steering wheel, anti-roll bar, radiator blind, Michelin "X" tyres, sliding side-screens, tonneau, etc. Dove grey with red interior. A splendid little car that has been maintained very carefully from new by one owner **£425**

LOTUS SUPER SEVEN, 1960. Climax 1,098 c.c. unit. M.G. close-ratio gearbox, de Dion rear-end, disc brakes all round, rack and pinion steering, wire wheels, tonneau. This specification can only be described as fabulous! and the car is offered at a very small part of its original cost **£545**

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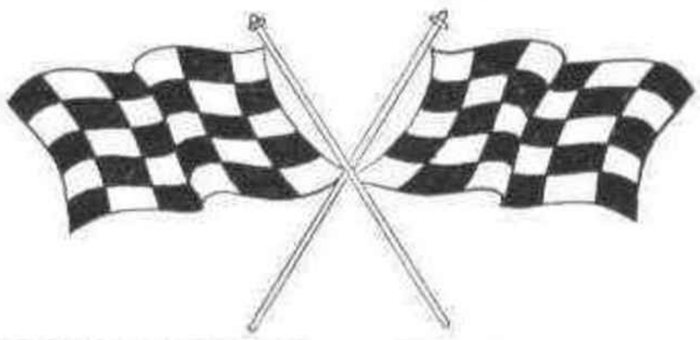
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M.G. 1953. TDII, just resprayed black. Rack, tonneau, 2 new "X"s, recon. 18,000 miles ago. Immaculate. £310. Tel.: PAD 9891 (evenings). [9482

ALVIS SILVER EAGLE Special, good condition, very fast. £100. 10, West drive, Cheam, Surrey. Tel.: Vigilant 2764. [9483

AUSTIN 12/6 Four-door tourer. 1932. Completely reliable. Body, mechanics, excellent. New M.O.T., batteries, tyres. £45 o.n.o. 19, Wades Hill, N.21. [9484

BRISTOL 401, 1953. 404 modifications including camshaft, carbs., distributor head, rev.-counter. 115/120 b.h.p. at 5,500. Oil cooler. Armstrong shockers. New brake drums and shoes (Mintex 232K2). Superb condition—one of finest in Country. Dark green with cream hide. £595. 23, Blackwood Road, Streetly, Staffs. [9485

ALVIS, NOV. 1951. £250 o.n.o. Tel.: Seven Kings 5147. [9486

£450 ROLLS-ROYCE. Quite exceptional 1935 Barker 20-25 black and biscuit limousine. This car has the lot—full history, good mechanical condition, beautifully maintained body, superb paintwork, generous and comfortable forward facing occasionals. Photographs and history on request. R. P. Letcher, Moortown House, Ringwood. [9487

SPEED EQUIPMENT for Minor 1,000. Twin S.U.s on Sprite manifold; Aquaplane exhaust manifold, pipes, silencer; Alexander head complete with special valves, springs; Sprite dynamo/rev.-counter set; Servais banana exhaust/inlet manifold; instruments; roof rack; Workshop Manuals for Minor 1000, Sprite, M.G.-A. Isis; 1" Ordnance maps; Bridges ¼" drill. Emigrating, best offers secure. Tel.: Bramhall 3413 (Cheshire), or Box No. C488. [9488

ASTON MARTIN ULSTER, 1934. Completely rebuilt. 5,000 miles. Excellent condition. £580. Bennett, St. Margarets, Ledborough Lane, Beaconsfield, Bucks. Tel.: 1142. [9489

HUMBER 1932. Olympia Show Model. 16 h.p. Red-black saloon. Chrome like new, excellent condition, leather upholstery, new running boards, windows, battery, wipers, exhaust, oil pump, etc. Over £80 spent. Family grown up, too large for 2. Taxed, M.O.T. tested. £150. Tel.: Southend 544466 for further details after 6 p.m. [9490

1934, 3-LITRE LAGONDA tourer. Mechanics and special engine good. No weather equipment. Sale due to lack of garage. £80. Bird, "Dryleaze" Siddington, Cirencester, Glos. Tel.: South Cerney 206 [9491

S.U. CARBS. Unused Pairs, 1⅛" £5; 1¼" and H.S.2, £6; 1½" £8; 1¾" £12; write Como, 16, Stirling Road, Birmingham, 16. [9492

£270. TR2. Super condition, red, "X" tyres, reconditioned engine, Molysliped. Terms arranged. 50, Rowney Croft, Birmingham, 28. Tel.: SHI 4883. [9493

CITROEN 1953. 6-cyl. Sliding roof, radio, twin carbs, Scintilla, impressive performance and appearance. Many spares. £250. Davis, 40, Fir Tree Road, Banstead. Tel.: Burgh Heath 2038. [9495

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JAGUAR XK140 fixed-head, 1955 (Sept.) specimen in powder blue. 3.54 axle, wire wheels, "X" tyres, seat belts, screen-washers, loose covers. Fine, very anti-Marples G.T. car. Superbly maintained in mint condition. Two owners only **£448**

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VOLKSWAGEN DE LUXE, 1957, extras, 37,000 miles, undersealed, excellent condition. £435. Cole, 19 Stonor Road, Hall Green, Birmingham. [9497

1925 TALBOT 10/23 saloon. Sound but untidy—offers. Bruce, 96 Manor Road, Guildford [9498

ROLLS-ROYCE 20/25, Barker Sedanca de Ville, 1933, M.O.T. Certificate. £180. Also 1960 Austin Mini. £350. Willson, Porthpean, Nash Lane, Yeovil. Tel.: West Coker 371. [9499

'57 M.G.-A. F.H.C. Red with black top. Spotlamp, reverse lamp, sealed beams, ammeter, new crankshaft, unused luggage grid, adjustable column, Turbospeed tyres, very good condition. £510. or, would exchange for interesting car having "that third seat" e.g., Peerless, Bristol 401-3, etc. Also, J.2 M.G. block, resleeved to standard. £8. P.A. M.G. crankshaft—0.020" £5. Phillips, 152, Essex Way, South Benfleet, Essex. [9500

BENTLEY SPEED MODEL, 1925, d.h. coupé. Servo brakes, used daily. Oil negligible, open 3-litre wanted. First £150. No haggling. Tel.: Burnham, Bucks, 170 or 30 High Street. [9501

SCINTILLA N.V.4. £5. Pair 1¾" downdraught S.U.s. Solenoid choke 55/-. Oval "Notek" Fogmaster 25/-. Various instruments. Ludford-Brooks, Gt. Bentley, Colchester. [9502

RACING ON H.P. Finance Company will sell Formula Junior Saxon, ready to race, complete with trailer, at fraction of cost for only £325. Day, Tel.: HOL 4011, evenings GLA 4869 or Box No. C.503. [9503

MERCEDES-BENZ engineer owned, 230 model coupé, airbrakes, r.h.d. excellent condition throughout. M.O.T. tested. Masses of spares. £115 o.n.o. Tel.: Prospect 5150. [9504

FORD Mk. I ZEPHYR. Brand new polished high compression cylinder head c/w three new S.U. carbs. £30 o.n.o. Tel.: Prospect 5150. [9505

SPECIAL BUILDERS. Falcon Mark II body shell. Fitted lights front and rear, good condition. £50. Parsons, 9, Acre Lane, Branscombe, Devon. [9506

1955 A/HEALEY B.N.I. Everything excellent. Overdrive, hard-top, heater. £370/offer. 64, St. James Road, Southampton. [9507

750 BUILDERS—One Speedex body complete. Brand new, still in crate. Cost new £49, will sell for £30. Also new radiator and header tank, water pump and bracket, suspension mods. All for Speedex 750 special. J. Walker, Top Farm, Wyham, North Thorseby, Grimsby. Tel.: North Thorseby 395. [9508

BUGATTI CRANK, 8-cyl, 2-litre plain bearing, with rods, suit T35A, perfect cond. Offers, few other bits. Box No. C509. [9509

OPEL ESTATE, R.H.D., June 1959. 32,000 miles. First-class one owner car. Also good 1934 Nippy plus spares. 11, Mortimer Road, Buntingsdale Park, Market Drayton, Salop. [9510

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1928 AUSTIN 16/6 D.H.C. with dickey. Extensive overhaul including rebore 2,000 miles back. Excellent and original. 20+ m.p.g. No oil. £110. M. Hawkes, Garden Cottage, Shrewley, Nr. Warwick. Tel.: Claverdon 429. [9511

BENTLEY, 1927. 3-litre fabric saloon unused for several years after extensive mechanical re-build. Now in perfect order. Very impressive appearance. £295. Owner bought veteran. 8A, Holmstall Parade, Edgware. Tel.: COLindale 0507. [9512

1961 FORD/CONVAIR fibreglass special scarlet. 1172 c.c. unit, 5,000 miles since new, boxed Popular chassis, Bellamy i.f.s. remote control, twin S.U.s, four-branch manifold, h.c. head, oversize valves, p.v.c. hood and sidescreens, immaculate. £180. Hamilton, 16, Nicholls Avenue, Hillingdon, Middlesex. [9513

BENTLEY 3½, 1935. Sports saloon. New tyres. Excellent condition. Bargain £165. 3, Mudeford Quay, Christchurch. Tel.: 853. [9514

AUSTIN MINI DE LUXE, Aug. 1960. Downton stage one mods, underseal, seat belt, heater, etc. Carefully maintained by one engineer owner. Available mid-November. £400. Ainslie, Dean Cottage, Nr. Bishops Waltham, Hants. Tel.: Bishops Waltham 2164. [9515

1923 FOUR-SEATER MORGAN, oldest left running, *Concours* condition. M.A.G. engine. £225. o.n.o. Chalcraft, Greensleeves, Spoil Lane, Tongham, Farnham, Surrey. Tel.: Runfold 2019. [9516

SPRITE Mk. I. 20,000 miles. New gearbox, clutch. Radio, tonneau, seat-belts, anti-roll bar. Peasemarsh bonnet, reversing light. £395. Tel.: BAY 0149, after 6.15. [9689

M.G. MAGNETTE. Z.A. 1955. 16,000 on new engine. M.O.T. sound, fast car. Bargain £275 o.n.o. 8, Clee Avenue, Manchester, 13. [9529

RILEY KESTREL NINE. Complete less body. Good tyres. 2, Coniston Road, Tettenhall, Wolverhampton, Staffs. [9530

SPECIAL SPECIAL. Unique conversion of original Ford chassis. Ford 933 c.c. motor, clothed in professional aerodynamic, Aluminium body, B.R.G., extremely low, cycle mudguards, light and fast. £145 o.n.o. For further details and photographs. G. H. Walker, 81, Sidney Road, Southport. [9531

1958 FORD ANGLIA. Fitted U8 Mercury Aston DB2 gearbox, 0-60 10 secs. Top speed 115 m.p.h., 25 m.p.g. Excellent order. Only £270. 1954 Triumph TR2 9.6 : 1 compression. Webers, Alfins, overdrive. Extremely fast. £270. Exchanges considered—cash either way. Require good vintage P.V.T. sports or tourer. Watts, Manor Close, Cossington, Bridgwater, Somerset. Tel.: Chilton Polden 491. [9532

ROCHDALE OLYMPIC, registered July 1962 Riley 1.5 unit, 2,000 miles, heater, safety belts, extra tank, red, taxed 12 months. Or exchange recent Mini, Riley Elf with cash adjustment. 179, May Lane, Birmingham, 14. [9533

1939 TRIUMPH DOLOMITE. Mechanically good, body fair. M.O.T. Haggle from £50. Newman, Amberley Orchard Drive, Wye, Kent. [9534

TR3A—JULY, 1958—26,000 miles. "X"s, 2 new, 3 original 50% worn, overdrive, heater, new tonneau. Excellent condition. Genuine reason for sale. £535. Whitehead, 6, Vicarage Road, Strood, Rochester, Kent. [9535

SPRITE, 1959. Blue. One owner, many extras. Offers. H.P. available. Also cream works hard-top. 28, Ormsby Road, Chesterfield. [9536

M.G. TF. Ivory, new hood and screens. Reconditioned engine, Lockheed Power brakes. Heater, radio, luggage grid. £350. 34, Allman Road, Birmingham, 24. Tel.: ERD 5044. [9537

JOWETT JAVELIN, de luxe, 1953, Series III, PE-type. 40,000 miles only, green with beige leather Excellent all round condition, good tyres. £175. 29, Panketh Road, Great Sankey, Warrington. Lancs. Tel.: Penketh 3012. [9538

RAILTON S8 Sports saloon, 1936. New tyres, brakes, etc. M.O.T. £90. Box No. C539. [9539

1959 VOLKSWAGEN de luxe. Light Blue. Sunshine roof, radio, Interior Silent Travel. Sensible extras. Excellent condition. Schedule serviced by VWs 28,000. Marriage forces sale at £480 o.n.o. 10, Beeches Court, Avondale Road, Bromley, Kent. [9540

1931 SWIFT, good condition, spares. Offers. Fulford, 68, St. Ronan's Road, Portsmouth. Tel.: 31530. [9541

HORNET ENTHUSIASTS. Original 1932 E.W. foursome coupé, No. 161. This one's unique. Engine and 1932 Special for spares. Haggle £110. 232, The Vale, Chesham. [9542

JOWETT, TWIN SALOON, 1937. Original, reliable. M.O.T. £30. Edmunds, Honeysuckles, Hemnall Street, Epping. Tel.: 2041. [9543

MORGAN PLUS FOUR, 1954, immaculate, blue, radio, heater, many extras. £260. "Norm," 90, Crowshott Avenue, Stanmore, Middlesex. Tel.: Wordsworth 1953. [9544

948 c.c. PADDY GASTON B.M.C. cyl. head. Twin H2 S.U.s, inlet manifold and air filters. £17. Collis, 5, Fordbridge Close, Chertsey, Surrey. [9545

FOR SALE—*continued*

1951 LAGONDA, 1954. Vantage engine. Attractive special maker's body. £200. Tel.: Pinner 0603. [9546

1936 IMMACULATE NIPPY. Pressurised engine. Bills for £100 in last year alone! Marriage sacrifice. £100. Tel.: Pinner 6725 after 6 p.m. [9547

1933 SUNBEAM 16. Sound, reliable car. £45. Details Tel.: AMB 4780. [9548

M.G. TDII. Black. Mint condition throughout Reconditioned engine. Spots, luggage grid. Perfect £300. See wanted column. Smyth, Yarnton Manor, Nr. Oxford. Tel.: Kidlington 2249. [9550

AUSTIN NIPPY, 1932. Excellent condition throughout. Reconditioned engine. 50 m.p.g. Taxed, M.O.T. tested. £110 o.n.o. Lane, Well Cottage, Burgess Hill, Sussex. Tel.: 3075. [9551

RILEY, 1949, 1½-litre. Superb original condition. Black with brown cloth and leather interior. Heater, radio, washers. 1,400 miles since complete engine recondition. New Varifio shockers. New front, excellent rear tyres. £200. Also propeller for Sopwith Pup. Perfect condition. Offers. Mayhew, 16, Medway Road, Gillingham, Kent. Tel.: Gillingham 50865. [9552

M.G.-TA, above average condition. Many extras. Tested. £150. Ash, 19, Halldene Close, Guildford. [9553

BENTLEY, 1931, 4-litre. Immaculate. Dark green touring coachwork. All new canvas. Over £200 spent recently. £300 o.n.o. Box No. C554. [9554

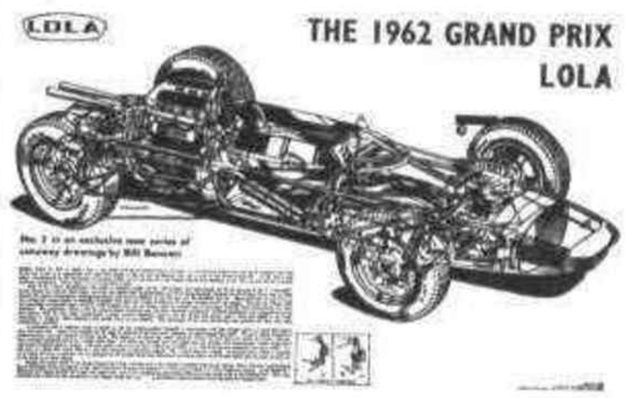
M.G. TB. Excellent all round condition. Black, p.v.c. hood, side-screens, half tonneau. Many extras, wireless, twin spots, etc. Well above average, better than most TCs, carefully driven. £195 o.n.o. Tel.: or call. Laugharne, 53, Woodlands Road, Birmingham, 11. Tel.: South 3476 or Midland 2389 (daytime). [9555

RILEY 2½, 1953. Reconditioned engine. Brakes, radio, heater, etc. Excellent condition. £240. Pearce, 32, Eskdale Avenue, Chesham, Bucks. Weekends preferably. [9556

ALLARD P.1 SALOON, 1950. M.O.T., taxed. Good tyres, batteries, chrome. Good runner. £75. Could arrange H.P. for £20 deposit. Also Triumph Southern Cross sports, 1932, Climax engine. Good tyres, hydraulic brakes, runner. Needs enthusiastic worker to tidy. £15, or swop tape recorder or £5 rest H.P. Tel.: Balham 4284. [9557

MORGAN 4/4 4-seater. 1950. Engine completely overhauled. M.O.T. £150. Dougharty, 33, Queenswood Avenue, Wallington, Surrey. Tel.: WAL 8745. [9558

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LAGONDA 2.6-LITRE foursome drop-head coupé, 1952. Blue, new hood, just run-in after complete engine overhauled by specialists. Absolute bargain. £295. Part exchange considered. Tel.: Nottingham 82327. [9560

ALVIS SILVER EAGLE, 1930. Engine recently overhauled. All good tyres, handbooks. Offers invited. Tel.: Brentwood 5706. [9561

TWIN 1½" S.U. Carburetters with Mangoletsi inlet manifold. £12 10s. Speedwell rear axle assembly £12 10s. Syncrotest Carburetter balancer £2. Lucas twin windtones £3. As new condition, for Riley 1.5. 14, Turton Close, Brighton. [9562

SUNBEAM ALPINE, 1961. Series II, red, heater, tonneau, washers. Beautiful car, realistic price, £815. 12, Byrd Walk, Baldock, Herts. [9563

£145. Alvis T14 D/H coupé, 1948. Excellent mechanical condition. 4 nearly new tyres, heater, radio, extinguisher. Taxed, instruction manual. M.O.T. Needs new hood. Evans, Place Farm, Ockley, Dorking, Surrey. Tel.: Oakwood Hill 322. [9569

ROLLS MASCOT with cap, £9. Rudge wheel drawer, large, £2 10s.; small, £2. Evans, Place Farm, Ockley, Dorking, Surrey. Tel.: Oakwood Hill 322. [9570

3.4 JAGUAR-ENGINED SPECIAL for sale. Tubular space frame i.r.s. Requires body. Tel. or rail: c/o Jack O'Lantern Garage, Ringwood Road, Ower, Hants, for demonstration. Tel.: Ower 255. [9571

HUMBER, 1928, 9/20 tourer. Reasonable condition. Handbook, tonneau, hood envelope. M.O.T. £80. Cairns, 24, Kingsmead Avenue, Sunbury-on-Thames, Middlesex. Tel.: SUN 3829. [9572

ARNOTT 500 J.A.P. with trailer. £135 o.n.o. Stretten, 41, Blenheim Road, London, E.6. Tel.: Grangewood 8012. [9573

1955 ASTON MARTIN. New spares. Dual pump, coil, breaker assembly. Parish, Oak Cottage, Marytavy, Devon. [9574

1930 BENTLEY 4½-litre, short tail 2-seater sports. In immaculate condition, full weather protection. £550. Consider small veteran in exchange. Calderbanks, 47, Church Street, Orrell, Wigan. [9575

1930 ROLLS-ROYCE 25-h.p. cabriolet by Barker. Very good condition, recent M.O.T. certificate. Details and photograph available. £300 or very near offer. Timmings, Tel.: Ottery St. Mary (Devon.) 366. [9577

SHOWPIECE. 1957 TR3. Carmen red/black, "Monza" whitewalls, chromium exhaust, washers. Never raced/rallied. £420 o.n.o. 119, Southwick Square, Southwick, Brighton. [9578

PACKARD SIX SALOON. R.H.D., heater, screenwash, 67,700 miles only. Maintained regardless. Immaculate. M.O.T. April, 1963. £60 o.n.o. Full details from: 5, Park Drive, Bradford, 9. Tel.: Bradford 47175. [9579

M.G.-A COUPE, 1959. Orient red, wire wheels, heater, "X"s, 41,000 miles. One meticulous owner who has kept full servicing records. Growing family forces sale. £490. Flt. Lt. Feakes, R.A.F., Leeming, Northallerton, Yorks. [9580

30/98 VAUXHALL, 1921, 2/3-seater sports by Grosvenor Carriage Co. Absolutely original and in superb condition. Genuine 30,000 miles from new. £750. Seen Pope's of Finchley, 39, Ballards Lane, London, N.3. Tel.: FIN 0113. [9581

MORGAN 4/4 CLIMAX. Twin S.U.s. Beautiful condition. Details: Nora Pontefract, Woodland Road, Dodford, Bromsgrove. [9582

ROLLS-ROYCE (1936) 25/30 saloon by Mayfair Coach Co. In amazingly original condition. Recording 97,000 miles only. Finished in dark blue with dark blue interior. £375 or sensible cash offer. Exchanges considered. Gardiner. Tel.: Teddington Lock 3022 (day); Molesey 4530 (evenings). [9583

BUCKLER DD2. Professional aluminium body similar Elva Courier; professional tonneau, side-screens, hood, recent respray, tuned 100E, Handa overdrive, "X"s, etc., etc. £325. Wilkinson, 32 Welbeck Avenue, Southampton. [9584

H.R.S. AERODYNAMIC, 1947, Singer 1500. Reliable but requires attention. £95. Wright, "Queensway" Hotel, Egham Hill, Egham, Surrey. Tel.: Egham 3541, 6-7 p.m. [9589

VETERAN TYRES. 4 Spencer Moulton 30×3, new and original. Offers. G. Summerton, Highcroft, Fox Road, Seisdon, near Wolverhampton. Tel.: Wombourne 2081. [9586

ROLLS-ROYCE 20/25 late 1935 sedanca. Excellent condition; privately-owned, London. £385. Box No. C.587. [9587

1929 MORRIS COWLEY saloon. Reroofed, repainted. M.O.T. Taxed. £80. Austin Seven saloon. Taxed January, '63. M.O.T. Both in running order. E. A. Randall, Robin Bank, Dittons Road, Polegate, Sussex. Tel.: Polegate 92. [9588

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

FOR SALE —*continued*

1954 M.G. TF. £330. Good condition. J. Humphries, Royal Air Force, Scampton, Lincolnshire. [9741

RILEY ULSTER IMP exhaust manifold and other 4-cyl. Riley spares. M.G. TC pistons 8½ to 1 for std. bores, unused. £6. Tim Ely, Blair Alhol, Oatlands Chase, Weybridge. Tel. : Walton-on-Thames 20942. [9712

1932 ALVIS SPEED TWENTY V.D.P. tourer. Original example in superb condition. £200. Holt, 8, St. Andrews Road South, St. Annes, Lancs. Tel. : St. Annes 21422. [9715

LOTUS ZEPHYR 155 b.h.p. Zephyr engine with Raymond Mays alloy head, triple 1¾ in. S.U.s, 4-speed c.r. Moss box in Lotus space frame, de Dion rear suspension, very pretty alloy body. Extremely potent 11½ cwt. hill-climb car. £475 o.n.o. Box No. C.716. [9716

SPRITE Mk. I bodyshell, bonnet, seats, wheels, tyres, brakes, hubs, suspensions, springs, windscreen, hood, rack and pinion, steering wheel, etc. All new or reconditioned. £200. Box No. C.717. [9717

FOR SALE. 1955, July, Austin-Healey 100/4. Overdrive, hard-top fitted, boot rack, etc. Good mechanical condition. M.O.T. cert. £290 o.n.o. G. Gooper, 35, Calcot Row, Nr. Reading. Tel. : Reading 67209. [9718

TURNER 105E, 1962. 7,000 miles, silver blue, 90 m.p.h., as new. Offers. Liverpool. Tel.: Royal 4231; Sefton Park 4990. [9719

MERCEDES-BENZ, 1952, 220 cabriolet. L.H.D. Reg. 1959. Excellent condition throughout, 25 m.p.g. Every extra. "Blaupunkt" radio. Real quality car. £250. Nuttall, "Riverside" Cottage," Glynceiriog, Nr. Wrexham. [9720

1961 PEERLESS PHASE II G.T. saloon. Sports car performance with armchair comfort for four. Immaculate Italian red, grey leather, black carpets. Anti-roll and o.d. Box No. C.721. [9721

ROVER TWELVE SPORTS tourer, 1947. Sound good car. Test certificate. Spare set new shock-absorbers. Enthusiast maintained. £100 cash. Gibbs, "Berries," Farm Lane, Leckhampton, Cheltenham. Tel. : Shurdington 251 (evenings). [9722

RILEY TOURING SALOON, 1937. Beautiful lines, recent decoke, king-pins, M.O.T. Good all round vehicle. £60. View by appointment. 84, Southchurch Avenue, Southend-on-Sea. Tel. : 64873. [9723

ALVIS FOURTEEN, 1949, drophead. Heater. Suggest £99. Henning. Tel. : Braintree 717 (office), or Shalford Green 315 (evenings). [9724

AUSTIN-HEALEY, 1955. Red. Immaculate with many extras. £375 o.n.o. 48, Gloucester Way, E.C.1. [9744

SHORROCK'S SUPERCHARGER KIT for Ford Anglia 105E. 1,530 miles only since fitted to new Anglia, and carefully run-in. Engine re-standardised for family reasons. £50. W. G. Jackson, 72, Muir Street, Hamilton. Tel. : 237. [9755

1960 ASHLEY FORD SPECIAL. Hard-top. 12v electrics, R. and P. steering, M.G. gearbox, hydraulics, i.f.s., twin S.U.s, 4-branch exhaust, 4.7 c.w.p., 15-in. wheels. £225. Banks, 4, Wyndcliffe View, St. Arvans, Chepstow, Mon. [9756

ROLLS-ROYCE 20/25 4-seater drophead. Mascot, tools, history, handbook. Body and mechanics outstanding. Box No. C.757. [9757

1953 M.G. TD. White. New engine, gearbox, dynamo and starter reconditioned. Excellent tyres. Radiator blind, full length tonneau. £300. H.P. arranged. Strowlger, 4, Brocks Hill Drive, Oadby, Leicester. [9758

RILEY. Breaking 1954 2½ roadster. 1½ special head, 4 amals, etc., £10. Twin manifold with two 1¼in S.U.s, £5. Scintila vertex, £8. Blocks, cams, water pump, dynamos, etc., A.C. 2-litre engine, 1952, complete, £25. Buyers collect. 8, Bridgelea Road, Manchester, 20. Tel. : DID 5325. [9759

1936 BENTLEY 3½. Engine rough but much work done on body and interior. £85 o.n.o. Manchester. Box No. C.760. [9760

KARMANN-GHIA COUPE. 50,000 miles. £450. Rolls 25/30 Park Ward sun saloon, rebuilt throughout. £395. P.III Windover sedanca, 1937, 56,000 miles. £650. 1930 James Young foursome drophead Sunbeam. 78, Banbury Road, Oxford. [9761

BLOWN 1960 SPRITE. Wire wheels, discs, oil cooler, twin pipes, special front, oversize "X"s. Many other extras. Goes like the proverbial clappers. Williams, The Firs, Ashby-Parva, Rugby. Tel. : Leire 312. [9762

ABSOLUTELY UNIQUE. 1930 M.G. M-type. Impeccable. Complete restoration past three years. Everything renewed. 75 m.p.h., 40 m.p.g. Must be seen to be believed. Sensible offers. Tel. : Orsett (Essex) 409, evenings/weekends. [9763

VW TWIN CARB kit. 30-h.p. engine. 0-60 (Speedo 65) 22 secs. £12. Tel. : ADD 3394. [9764

1938 RILEY VICTOR. M.O.T. Good engine. £65 or offers. Tel. : DER 1750. [9765

ALEXANDER-TURNER, 1960. four new "X"s, radio, super-sports camshaft, rev.-counter, tonneau, etc. £450. Tel. : Erith 38343. [9766

1928 MORRIS OXFORD doctor's coupé. Five good tyres. M.O.T. till Oct., 1963. Offers. 59, Fircroft Avenue, Lancing. Tel. : 3058. [9767

FOR SALE—*continued*

1962 VAUXHALL VX4/90. Grey, as new, still under guarantee. £825 o.n.o. 20, Annefield, Gresford, Denbighshire. Tel. : Gresford 664. [9768

RAPID (VERY) Austin Mini de luxe 1961, in red. Not raced or rallied. Mileage 20,000. Price £400, haggleable. C. Hawkins, 30, The Broadway, Bedford. Tel. : 2686. [9769

M.G. TA SPARES. Front/rear axles complete, prop-shaft, wheels, springs, brakes, four doors, tank, windscreen, seats, etc. Rennie, 53, Delius Street, Coventry. [9770

TWO SETS new wheel bearings from uncompleted Special. Fit Fords, Rootes. Half price. Sell separately. Box No. C.771. [9771

M.G. TA. In excellent original condition. Finish in B.R.G. Good hood and side-screens. 12 months' M.O.T. Well above average. £85. 52, Maryport Road, Luton. Tel. : Luton 53778. [9772

TR2, 1955. Red, overdrive, hard/soft tops, heater, "X"s., etc. £300 o.n.o. 1, Clifford Lodge, Cannington, Bridgwater, Somerset. [9773

AUSTIN RUBY 2-seater, 1938. Much better than average condition. £75. May be seen Mayfair. Tel. : GROsvenor 4941. [9774

AUSTIN-HEALEY 100/6, 1957. Green/ivory, radio, o/drive, tonneau, sound condition. £425 o.n.o. Dovey. Tel. : Datchet 239. [9775

AUSTIN-HEALEY SPRITE, 1959. Ashley bonnet, moderately tuned. Good condition. £335. Morris Mini, Nov., 1961 (1962 model) as new, under 10,000 miles. £445. Townsend, Longcroft, Oxton (Notts.) Tel. : 275. [9776

VOLKSWAGEN D/L, 1961. "A beauty." Extras. £560, or P/E earlier VW. H.P. arranged. Tel. : Aston Clinton 495. [9777

HISTORIC RACING CAR. 1932 T.T. Vernon Crossley. Body requires completion. Spares. Offers. Box No. C.778. [9778

RILEY 2½, 1948. Heater, washers. Excellent condition. £90 o.n.o. M.O.T. Taxed. Shears. Tel. : FLA 0862. Box No. C.779. [9779

ENTHUSIAST FOR Gloria Triumph, 1935. Coventry Climax engine, Zenith carb., hydraulic brakes relined, new spot, number plates and back lights, demister, sports coil, free wheel, sports steering wheel and spare, retractable indicators, rechromed bumpers. Good tyres. Good appearance, engine throughout. Many spares. M.O.T. £50. Used as second car. K. Rice, 54, Lewins Way, Cippenham, Slough, Bucks. [9780

1926 AUSTIN SEVEN CHUMMY in *concours* condition. Taxed. Used weekends. Runs well. Price £80. Anne Manson, Roundway Cottage, Burchetts Green Lane, Maidenhead. Tel. : Littlewick Green 42. [9781

HEALEY 2.4, 1951, saloon. Excellent condition. Michelin tyres. Attractive Tickford aluminium body. Original trim. 24+ m.p.g., 100+ m.p.h. Colour dark green. Photograph available. £250. 6, Long Cutt, Redbourn, St. Albans, Herts. [9782

BRISTOL 401 2-LITRE saloon, Michelin "X." £300 o.n.o. Milford House, Chobham, Surrey. [9783

LANCIA AUGUSTA coupé, 1935. Bodily good. M.O.T., but engine needing rebuild. 10, Gwalia Grove, Rhydyfelin, Pontypridd, Glam. [9784

"WORKS PROTOTYPE," with fibreglass moulds. All new parts. Full details, photographs, etc. 29, Northumberland Road, Bristol. [9785

1172 SPECIAL. Ballamy, chassis, 15-in. wheels and hydraulic brakes. Falcon Competition body. New: engine, close-ratio gearbox, 4.4 : 1 rear axle. £295. Tel.: MOLesey 7125. [9786

LAGONDA 3½-LITRE, 1933, pillarless saloon. Excellent condition throughout. Fitted heater. Drive away—offers. D. Jennings, 46, Broadway, Earlsdon, Coventry. [9787

SPRITE, NOVEMBER 1958. One owner, 30,000 miles only. Excellent condition. Undersealed. All extras, including heater, tonneau and sliding windows. New roof, interior flooring. Brakes relined. Cherry red. Unappreciative infant forces sale. £310. Dr. H. Davies, 22, Lon-y-Rhyd, Rhiwbina, Cardiff. Tel.: 62094. [9788

ALVIS TA14 saloon, 1949. Recent respray dark blue. Unable complete minor work for M.O.T. test due absence abroad. Good body and engine; interior poor. Can be seen Oxford. Little, 80, Stiles Road, Dublin 3. [9789

1936 RILEY 1½-LITRE Six-Light Kestrel. Offers please. Also 1936 Merlin, towable, or break for spares. 100, Upper Horsebridge, Hellingley (Tel.: 443), Sussex. [9790

1946 M.G. TC. M.O.T. (expires May). New big-ends, piston, piston rings. (April) Dynamo, starter motor overhauled. Hand-painted black and interior re-upholstered (Sept.). Bucket seats; two new tyres, new sidescreens. Reason for sale: returning to college, cannot afford to tax and insure again. Photographs available. £185 o.n.o. Mr. L. J. Neal, 94, Jubilee Road, Shelton Lock, Derby. Tel.: Chellaston 2265. [9791

1936 ROLLS 20/25, 1950 Park Ward estate body. £100 o.n.o. Welch, 44, Abbey Road, Sandbach, Cheshire. [9792

JAGUAR 3½-LITRE, 1948, beautiful condition. £60 for quick sale. Tel.: Bewdley 2177. [9793

FOR SALE—*continued*

REBUILDABLE 27/28 COWLEY, perpendicular saloon. Rare original part wood/metal bodywork. (Towable.) First £25. The Bungalow, Tibberton, Droitwich. [9794

M.G. TC, 1947. Immaculate condition. M.O.T. Oct. 1963. As new inside. Oil, 60 lb. Thoroughly reliable, so must be cheap at £185. Bosworth, 17, Beestonfields Drive, Beeston, Nottingham. [9796

T.V.R. CLIMAX, 1960. Works built, absolutely immaculate. Offers over £700 or exchange Mini-Cooper similar condition. Rothera, Ibbotroyd House, Hebden Bridge. Tel.: 480. [9797

M.G. TD/2 GEARBOX, recently reconditioned, excellent. £10. 185, West Princes Street, Glasgow. [9798

COMPANY CAR PROVIDED, must sell 1959 Simca Elysee, £375. Heaters, windscreen washers. Immaculate condition. Corke, 26, Uridge Road, Tonbridge. Tel.: Tonbridge 4507. [9799

ALVIS 12/50 ENGINE, 1927. £7, or separate. 57, Park Road, Sale, Cheshire. [9800

ASTON MARK II, 1934. Beautiful condition. B.R.G. Well maintained; unused since overhaul. C/w. all-weather equipment, etc. Photos available. Best offer accepted. Box No. C.801. [9801

TR2, Reg. JAN., 1956. Ivory/red trim. Heater/demister, tonneau, Marchal headlamps, Marchal fog/spot, screen-washers, mirrors. Excellent condition. £350. Apply: 67, Thirkleby Way, Osbaldwick, York. [9802

1959 M.G.-A, 1,489 c.c. Very fast works replacement engine. 31 m.p.g., burning no oil. Mechanically/bodily impeccable. Anti-thief device, leopard covers, tonneau, safety harness. £475 o.n.o. 169c, Haverstock Hill, Hampstead, London. Tel.: PRImrose 1158. [9803

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M.G. TD, exceptional condition, garage maintained. Heater, luggage carrier, badge bar, Vynide hood. £275. Clarke, Homestead, Bagshot, Surrey. Tel.: Bagshot 3077 (evenings). [9805

GEARBOX, M.G. TA. Best over £3. Crouch, Moullin Hostel, Mount Park Road, Ealing. [9806

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1924 TRIUMPH 3-h.p. m/c., chain-drive unit construction. Unused since 1930, one owner; original log book. Only requires minor attention. £25. Hay, Tel.: FROdsham 2227. [9826

SPRITE MK. I ENGINE c/w. gearbox and bonnet. Offers. Tel.: ARC 5561 (after 6.30). [9832

A.C. SPORTS saloon, 1953. Exceptional, 45,000 miles; recent overhaul. £230. Humber tourer 15/40, 1925, exceptional, 83,000 miles. £150. Sutherland, Masonic Villa, Ratho, Midlothian. [9833

AUSTIN HEALEY, 1955, sports 2-door saloon. Overdrive. Dismantled but mechanically sound and all parts available. Respray required. Ideal for enthusiast. Open to sensible offer. Apply Box No. 362, Reynell's, 44, Chancery Lane, W.C.2 [9834

M.G. TC, 1949. M.O.T. Blue. V.G.C. Re-sprayed, £100 spent last two years. £195 o.n.o. Saunders, 13, The Drive, Hounsdown, Totton, Southampton. [9835

HARD-TOP FOR M.G. TF, sliding screens, p.v.c. covered, good condition. £25 for quick sale. Criddle, Westview Cottage, Ampleforth, York. [9836

MARAUDER—Coachbuilt 1951 Rover 75 drophead 2/3-seater. No reasonable offer refused. Baker, Eastfields, Kings Bromley, Nr. Burton, Staffs. [9837

M.G. ENTHUSIASTS. Breaking F, J2, PA, VA cars. Engines, £5-£15. Gearboxes, £2-£5. Tyres, £1-£2. Steering boxes, £1. Springs, 10s. Windscreens, £2. Rear axles, £2. Diff. units, £2 10s. Carbs., £1 10s. Front axles, £1 10s. Rads./cowls, £2 10s. All other components at reasonable prices, owner will haggle. P. Toms, "Firs," Ombersley Road, Droitwich, Worcs. [9838

LEA-FRANCIS. Breaking a 2½-litre 1950 saloon. All parts available at reasonable prices. Owner will haggle. P. Toms, "Firs," Ombersley Road, Droitwich, Worcs. [9839

1934 AUSTIN SEVEN saloon, rebuilt this year. Lowered suspension, 15-in. wheels, Girling-Bowdenex brakes, retrimmed in black. New Mini-Minor seats and headlamps. Numerous engine mods. Professionally painted. Needs to be seen. £75. Tel.: TIDdington Lock 1234 (evenings). [9840

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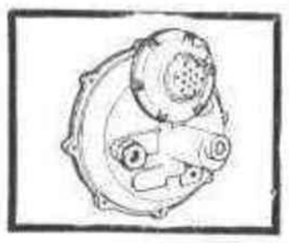
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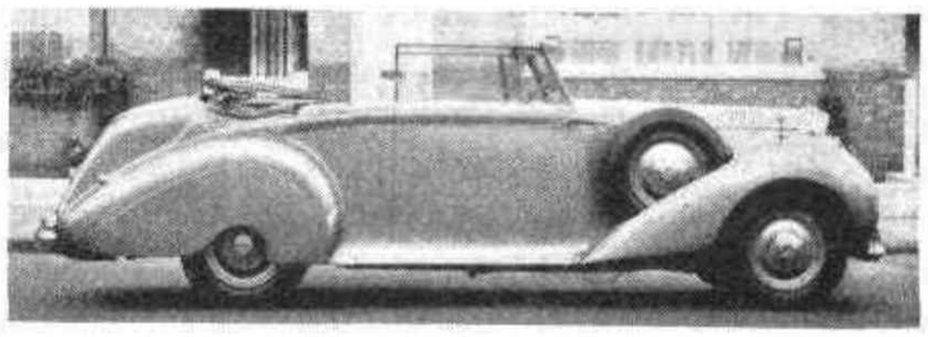


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1953 'R'-type BENTLEY saloon, shell grey and blue trim, 76,000 miles. History. New condition in every way **£1,095**

Continental PHANTOM II sports saloon by Barker—SK series (1935), 56,000 miles recorded only. History. Impeccable condition ... **£895**

ROLLS-ROYCE 20/25-h.p. (1932) 4-door **touring car** by Barker, rear screen, full all-weather equipment. Fine original order **£875**

1938 ROLLS-ROYCE Phantom III sports saloon by Gurney Nutting; engine overhauled. Fine example of this famous *marque*. **Mint** ... **£795**

1947 BENTLEY Mk. VI S.S. saloon, fully modified, in 1960 condition. Black, red trim. Must be seen. Offered at **£525**

1938 ROLLS-ROYCE 25/30-h.p. sports saloon by Thrupp & Maberly, grey and blue trim; full history. Potential *concours* entry. **Mint** ... **£725**

1933 ROLLS-ROYCE 20/25-h.p. sports saloon by Hooper, large boot. Ideal second car. Recent retrim **£350**

1962 M.G. Midget, white and black, 7,000 miles only; many extras; one owner only. As new in every way **£550**

1935 BENTLEY 3½-litre sports saloon by H. J. Mulliner; recent full overhaul; red with grey trim; unmarked coachwork; hide interior ... **£375**

1937 BENTLEY 4¼-litre 4-door **phaeton** by Thrupp & Maberly, unique coachwork, black, blue trim. Specimen **£675**

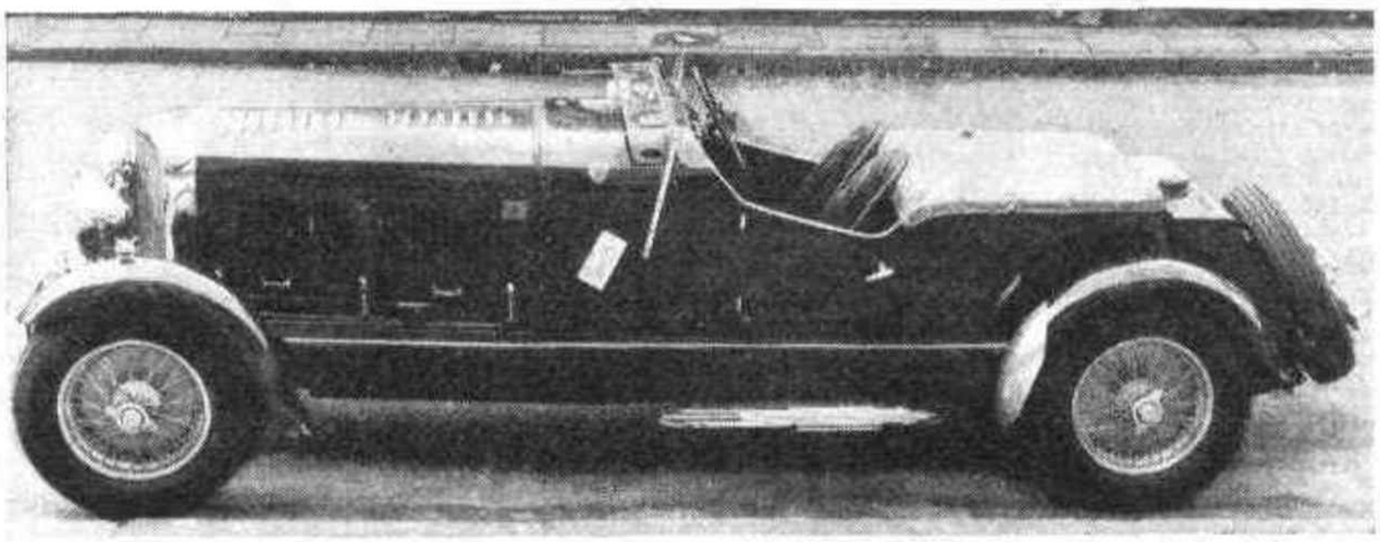
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BENTLEY, 1927, 3-litre Red Label. Completely rebuilt last year with open Le Mans type 2/4-seater coachwork.

BENTLEY, 1924, 3-litre Red Label. Completely rebuilt last year with very attractive open 2-seater coachwork.

BENTLEY, 1925, 3-litre Red Label. V.D.P. tourer. Very fine original condition.

BENTLEY, 1948, Mk. VI S.S. saloon, 13,000 miles since a new full-flow engine was fitted. Immaculate coachwork in dove grey.

BENTLEY, 1926, 3-litre Red Label. Rebodied by Corcia in 1935 with very pretty drop-head coupé coachwork. Recently repainted and fitted new hood and covers etc.

BENTLEY, 1937 4¼ 4-door d.h. coupé by T. and M. When hood is down it is turned into an all weather tourer. Very pretty and in mint condition.

ROLLS 25, 1935. Sports saloon by Hooper. Over £1,000 spent on renovation. Just resprayed dove grey.

LAGONDA, 1934, 4¼ open 4-seater. £500 just spent on coachwork, etc. Fitted outside exhausts, fold flat screen, etc. This Lag. must be finest example of its type.

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750 FALCON BODY. H/top. I.F.S. Hydraulics. 15-in. wheels, spare engine, gears, axle. About £90. 41, Mill Road, Pelsall, Walsall. [9589

1½-LITRE RILEY sports car pretty 2-seater. Professional alloy body, good condition. Excellent performance, reliable. £110 o.n.o. Tel. : FOO 1314 (Kent). [9590

A.C. (ACEDES), 1935 coupé. 16-h.p. Aluminium body. M.O.T. tested Sept., 1963. Very good condition. £75. 18, Hawthorn Road, Sutton, Surrey. [9591

1961 VW. One owner, 15,000 miles, genuine reason for sale. Tel. : Markyate 368. [9592

1938 D.K.W. Rebuilt, rebored, re-upholstered, refabriced. Hill, 216, Mowcop Road, Mowcop, Stoke-on-Trent. Tel. : Biddulph 3152. [9593

M.G. TD, 1951. Genuinely excellent condition. Reconditioned, engine stage I plus new carbs, front suspension, gearbox, back axle, brakes. No body rust whatever. Extras—twin spots, horns, and reversing light. £300 o.n.o. Peek, 34, Park Road, Walsall. Tel. : GRE 1625. [9594

SERIES II APRILIA. Plus spare engine and gearbox. Paint poor, knock in engine in car. No rust, recent brake overhaul. M.O.T. Seen Cotswolds. £120. Box No. C.595. [9595

TR3A. Black, works, hard-top. £25. Williamson, 14, Edge Lane, Manchester, 21. [9596

LAGONDA L.G.45 pillarless saloons. Spares. Dismantled. Doors, wings, seating and interior woodwork, steering and brake gear, etc. Tel. : Wentworth 2162. [9597

1924 BULLNOSE MORRIS COWLEY. Perfect. Entirely renovated and in *Concours* condition, new hood, side-screens, upholstery, tyres, nickel, etc. £240. Taxed, insured, M.O.T. Genuine sale, owner requires Bentley or similar. K. Evans, Treetops, Penllyne, Cowbridge, Glam. Tel.: Cowbridge 691. [9598:

BENTLEY, 1938, 4¼ Park Ward sports saloon, black. M.O.T. Taxed. Heater, oil cleaner. Excellent. condition all round. £285 o.n.o. Holmes, Fairleigh, Swan Bottom, Great Missenden, Bucks. Tel. : The Lee 371. [9599

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RILEY 1½-LITRE, 1948. Black, heater, engine reconditioned. 127, Patchinghall Lane, Chelmsford. [9602

AUSTIN HEALEY 100-6, 1957. Immac. in blue and cream. Mechanically excellent. Wire wheels, overdrive, R.S. 5 tyres. £465. Tel. : Field End 7047. [9603

1961 SPEEDWELL MINIVAN. All G.T. extras, Weber carbs., etc. £340. H.P. arranged. Tel. : ENField 9669. [9604

MISTRAL SHELL, £25. Red leaded 1946 Ford chassis (complete engine, gearbox, etc.), £25; or fitted (with flooring wiring instruments and new low radiator), £50. Tel. : POL 4528. [9605

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DARRACQ, 1927, 15/40 sports tourer. 4-cylinders 2.3-litres. Restored. £300. Howard, 25, Fairfax Road, N.W.6. Tel. : MAI 2132. [9607

BRISTOL 400, 1949. V.G.C. inside and out, B.R.G., radio, heater. £350. Keen. Tel. : WIMbledon 6646 day, Sunbury 2719. [9608

ALVIS SPEED 20, 1935, Charlesworth saloon. Black. Body fair. Big-end knock; otherwise mechanically good. £45 o.n.o. Talbot. Tel. : Townley 5304. [9611

1933 ALVIS FIREFLY drophead coupé. Good condition. £75 o.n.o. Balch, Moor Lane, Haxby, York. [9609

MORGAN, 1948, 4/4 coupé. £115. Details from: Maccleary, 8, Fulford, York. [9610

500-c.c. RACING CAR. Rudge bronze head, Arnott frame, magnesium wheels, fitted new tyres. £125 o.n.o. Tel. Byron 1911. [9612

M.G. VA Tickford D.H.C. Excellent all round condition. Recent complete engine overhaul. New vynide hood. Bills for £60. M.O.T. Seen Reading, London. Owner abroad. £115 o.n.o. Brookes, 64, Teignmouth Road, London, N.W.2. Tel. : GLA 3960. [9613

B.S.A. ENTHUSIASTS. 1934 1,075 c.c. 4-cylinder three-wheeler. Reconditioned engine and f.w.d. New drive-shafts, hubs. New battery. Nearest £50. Good appearance. Etherington, "Endeavour," Binscombe Lane, Godalming, Surrey. [9614

TR2, late '55. Far better than average. B.R.G. with red interior; 3A hood and screens, recarpeted, heater, w/washers, anxillary lamp, Le Mans headlamp. M.O.T.C. £345. Clements, 32, Milton Street, Kingsley, Northampton. Tel. : Wollaston 327 (office). [9616

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1954 TR2, 3 engine, 3A front, new hood and respay. Black. Excellent. £290 or exchange Mini. Sant Brookside, Nantwich Road, Middlewich, Cheshire. Tel. : 3168. [9615

UNIQUE OPPORTUNITY to acquire something cheap and good. 1937 TA M.G. At present being professionally vetted, motor rebuilt 2,000 miles ago. Complete rewire. New battery. New tonneau. Luggage rack. New bucket seats. £110 o.n.o. Tel. : Rainham 82647. [9617

ALVIS SPEED 25. Special professionally fitted on original 4-seat tourer body, *circa* 1929 rewired, rechomed, resprayed, etc. Full weather equipment, 700×18 rears, etc. Superb. Photo. £275 o.n.o. Hoskins, 28, Baigate, Grimsby. Tel. : 3837. [9618

£435. DAUPHINE, 1961. One owner. Lovingly maintained. Under 16,000 miles. 4-speed box. S.U. carburetter, modified inlet exhaust system. 50 m.p.g. Safety straps. Heater. Michelin "X" tyres. Quick little motor. Box No. C.619. [9619

1928 MORGAN SUPER RACER. Good condition, 1,100 c.c. J.A.P. w/c. Overhauled "0" miles. £120 o.n.o. French, "Kenwick," Fairlands, Guildford, Surrey. [9620

RAPIER-ENGINE and clutch, 1,494 c.c. Suit 1956/61 Hillman (12,000 miles). Complete with all electrics and carburation. £49. Fidler, Stanton Avenue, Manchester, 20. Tel. : DID 6390, after 7 p.m. [9621

MORGAN PLUS FOUR, 1958. Immaculate in dark blue, new "X"s. £425, or exchange good Mini. Available mid-November. Rae, School House, Hailey, Witney, Oxon. Tel. : Witney 786. [9622

ALVIS TA14 coupé. M.O.T. Offers. 2A Burchel Road, London, E.10. Tel. : Leytonstone 4582. [9644

1933 M.G. BLOWN J4. Rebuilt engine, aluminium body, sprayed white. Restoration incomplete. Needs expert attention. Ex-record holder. Over £200 spent so far. Price £120 o.n.o. Seen Scampson Garage, Cambridge Gardens, North Kensington, W.10. Tel. : LAD 0495. [9654

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Heavy-duty string back, **non-slip** supple leather palms. Fleecy lined for the cooler months. Gent's. **27/6**
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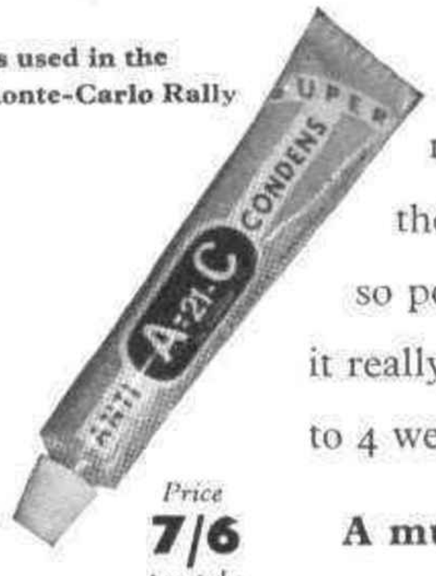
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FOR SALE—*continued*

PAIR OF 1933 SUNBEAM saloons. One in daily use. Nearest to £50. Booth, 47, London Road, Stanway. Tel. : Colchester 4219. [9646

TR 3A, 1961. Many extras. Immaculate throughout. Offers around £700. Brewer, "Rosslyn," Woodford Road, Woodford, Cheshire. [9647

3½-LITRE BENTLEY lightweight saloon. Park Ward. All alloy body. Original throughout. Specification, tools and performance as ex-factory. 22 m.p.g. Exchange considered. Chapman, "Mill-Cottage," Coton, Nr. Whitchurch, Salop. Tel. : Prees 426. [9649

ROCHDALE G.T. Blue, 4.7 axle, 12 volts. Fully trimmed. Built 1957. Five new tyres. Best in Midlands. £180. Hulme, 33, Burton Old Road, Lichfield. [9650

SINGER NINE, 1934. Reliable example. Recon. engine. Many spares. £50 o.n.o. Lewis, Beech Lodge, Burscough Road, Ormskirk, Lancs. [9651

JAGUAR XK120, 1954, fixed-head coupé. In original immaculate showroom condition. Mechanically perfect, carefully used and maintained. Power brakes, radio. £400. Write: Farey, 8, Westbourne Crescent, Southampton. [9652

RILEY NINE "GAMECOCK" sports 2-seater. Twin S.U. carburetters, magneto ignition. "Silent Third" gearbox, complete range of spares. £185 or near offer. Robinson, "Broomfield," The Park, Buxton. [9653

TR SPARES. Engine, carbs, clutch. Complete. Excellent. £40. Gearbox with overdrive 7,000 miles. £57. Gearbox, £25. Seats, other parts. Offers. Griffiths, Sgts Mess, R.A.F., Driffield, E. Yorks. [9654

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FOR SALE—*continued*

BUGATTI TYPE 57 James Young d/head coupé. Suitable for restoration, towable. Nr. London. Offers invited. Box No. C.658. [9658

XK120 F.H.C., 1954. Genuine 56,000 miles. Finest specimen available. Immaculate condition. £400 o.n.o. Must sell. Binnie. Tel. : Harpenden 3431 (week); Uplands 0671 (weekend). [9659

1957 TR3. Disc brakes, overdrive, low mileage, clean throughout. £275. Myrtle Grove, Glebe Road, Purley, Berks. Tel. : Pangbourne 291. [9660

UNUSUAL RILEY saloon 29S. Good mechanics, body and tyres. Big-ends Feb. New battery. M.O.T. Oct, '63. £80 o.n.o. Pearson. Tel. : BIS 9896 to 12 p.m.; MIL 4426 after. [9657

JAVELIN, 1953, SERIES III. Black. New oval crank and bearings, heater, radio, 4 new Michelins, manual. Tested. Fast, roomy, economical. £175. Tel. : Horsham 4910. [9656

BUGATTI, 1924, T23. Excellent and original condition. All new tyres. Starts on button. Repainted. £290. Tel. : Ffestiniog 751. [9655

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ALVIS-HEALEY CONVERTIBLE (£2,500). Hosts of extras. Complete with duplicates of all parts. inc. tyres, transmission suspension, heater, radio, etc. "X" tyres, Konis, complete engine overhaul and replacement clutch last month. A superb motor in excellent order. 24 m.p.g. with 105 m.p.h. Any examination. Offers. Old Rectory, Newton Blossomville, Bedford. Tel.: Turvey 367. [9661

ASTON MARTIN, 1939, 2-litre 2/4 coupé. B.R.G. Aston Martin saloon for spares. £290 o.n.o. M.G.P.A, £60. Box No. C.662. [9662

JAGUAR XK140 fixed-head, 1955. Gunmetal, "C" head, wire wheels, radio, heater, good tyres, brakes relined. Above average. £440. Tel. : Elmbridge 5589 (Surrey). [9663

M.G. TA. Blue. Good condition, well shod. M.O.T. blessing. £135 o.n.o. Taylor, 37 Second Avenue, Sheerness, Kent. [9664

1955 ALFA ROMEO 6C 2,500 Farina sedan. Excellent condition, paint a bit shabby. Exchange for "traditional" sports or open touring car, or anything of interest, or sell outright. Raymond R. Spencer, 6910th R.G.M., Box 799, A.P.O.175 U.S. Forces, Germany. [9665

1½-LITRE, 1948, JAGUAR S.E. Radio, heater, spots. Engine overhauled. Wire wheels. M.O.T. £95. 131, Norse Road, Glasgow, W.4. Tel. : SCO 3854. [9666

LANCIA APPIA SERIES I. Well looked after. Illness reason for selling. £350. Tel. : St. Albans 57402, after 6 p.m. [9667

A.C. ACEDES, 1937, D.H.C. 2-seater with dicky. A handsome p.v.t. in good all-round condition. £250 o.n.o. Miss S. Peplow, c/o Bombon House, Abberton, Pershare, Worcs. [9668

VINTAGE SUNBEAM 20-h.p. aluminium bodied 2-seater with dicky. Well equipped, bodily and mechanically good. M.O.T., taxed and insured. offers to : Anstiss, Nepicar Oast, Wrotham, Kent. [9669

1933 LAGONDA 16/80 tourer. V.G.C. Taxed. M.O.T. £200 o.n.o. B. J. Edwards, Danycraig, Llantrisant, Glam. [9670

ALVIS 4-CYL. SALOON, 1936. Good order throughout. Bills available. Genuine disposal at £110 o.n.o. (lack of space). M.O.T.'d. Stopford. Tel. : Burley 3125 (Hants), any evening after 8 o'clock. [9671

ROLLS-ROYCE, 1928, 2-seater 20-h.p. £150. Gavin, Ginger Bread Hall, Nantwich. [9672

ALVIS 12/50 2-seater tourer with dickey, 1928. One owner until 1961. Under 100 miles since £400 spent on complete restoration. Faultless, original condition! Box No. C.673. [9673

RARE OPPORTUNITY. Ford Special nearly completed, tuned engine, Buckler gears. L.M.B. wheels, Michelin "X," i.f.s., Debonair body. Superbly built. Photos available. 6, Highland Road, Birmingham, 23. Tel. : ERD 5612. [9674

SINGER LE MANS, 1934. Rebuilt 1959. Re-registered. Good condition. New hood, tyres, spare engine, gearbox, etc. £90 o.n.o. 8, Holden Way, Upminster, Essex. Tel. : Upminster 7133. [9675

£415. XK140 F/H coupé, Oct., 1956. Maroon. Carefully maintained. Recent attention to brakes, steering and exhaust. Top overhaul. 55, North Parade, Grantham, Lincs. Tel. : Grantham 236. [9676

VOLKSWAGEN DE LUXE, 1958. Immaculate mist green coachwork. Superb mechanics. Petrol gauge. New rear "X"s. £450 o.n.o. The Flat, "Rounton," Nascot Wood Road, Watford. Tel. : Garston 4000, Ext. 99 (office). [9677

VOLKSWAGEN STANDARD SALOON, late 1959. Excellent. 32,000 miles. £425. Tel. : Congleton 2204. [9678

1950 ALVIS 14 saloon. Good condition. What offers around £160? All letters answered. Box No. C.679. [6679

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ASTON MARTIN Mk. II saloon. Excellent condition all round. Complete overhaul this year. New tyres, batteries, seat covers. Rewired and re-sprayed blue. £275 o.n.o. Tel.: Pendleton 5343, extension 59 (weekdays). [9843

TR2 BLACK TONNEAU cover, perfect, £8. Also Derrington modified camshaft, 500 miles from new, £12. 36, Bracken Drive, Chigwell, Essex. Tel.: Hainault 6258. [9844

DEFINITELY THE CAR to be one-up with. Not only the immense long bonnet and rakish low-slung lines and the acceleration but, compared to the impact it makes, it can be had for a song : Allard 1948 K1 2/4-seater roadster, in splendid condition, good hood, four new tyres, brakes and steering well above M.O.T. standard. M.O.T. certificate. £75. 6, St. Mark's Road, W.11. Tel.: PARk 7225. [9845

MORGAN COMPETITION 4/4, 1958. New clutch and gearbox. Engine has done 11,000 miles. Aquaplane head, twin S.U.s. Bodywork as new. Twin spots, screen-washers, heater; good tyres. Genuine reason for sale. £365 o.n.o. Tel.: HOL 5811, ext. 18; evenings, BAY 7174. [9846

SPRITE, OCTOBER 1959, 30,000 miles. Excellent condition. Extras include heater, safety belts, screen-washers. £390. Owner going overseas. Car available for inspection in England between November 8th and 14th (Tel.: Bexhill 5684), otherwise contact Flight-Lieutenant Grant, R.A.F., Jurby, Isle of Man. [9847

ATALANTA, 1939, 2-seater saloon by Abbott. Completely overhauled, resprayed blue and yellow. Now fitted reconditioned V8 engine, ex-Jensen, with alloy heads and twin S.U.s, i.f.s. and i.r.s.; 2LS Lockheeds at front; new dash and radiator; E.N.V. axle, 3.6 to 1. Mileage since rebuild 1,000. Too small for growing family. Haggle commences at £285. Peck, Imperial Grill, Ferring, Sussex. Tel.: Goring-by-Sea 41857. [9848

FIAT 500 ENGINE, clutch, gearbox, radiator. Late 1938. Just overhauled. All engine electrics. Offers. Hughes, 14, Roman Road, Shrewsbury. Tel.: 3196. [9849

M.G. TD. Metallic green. Reconditioned engine Respray. New hood, sidescreens. M.O.T. June. Fog lamp. Interior, bodywork excellent. £325 o.n.o. 2, Connaught Avenue, Grays, Essex. Tel.: Grays Thurrock 4058. [9850

ASTON MARTIN DB2, 1953, Vantage engine, excellent condition. White with red leather interior. Chance to purchase at very realistic figure of £465. Must be sold, hence low price. No silly offers entertained. Tel.: Seven Kings 7487. [9851

MINI-COOPER, 1962. Absolutely showroom mint condition. £585 o.n.o. 169C, Haverstock Hill, Hampstead, London. Tel.: PRImrose 1158. [9853

ROLLS-ROYCE 20/25 Sportsman's saloon, 1935, excellent condition. £550, or would exchange smaller car. 139, Westhall Road, Warlingham Surrey. Tel.: UAO 3608. [9854

A.C. 16/80 2-seater sports, 1936. M.O.T. Just rebuilt. Fast, reliable. Photos available. £115 o.n.o. Simmonds, 49, Stamford Road, Oakham, Rutland. Tel.: Oakham 2514. [9855

LAGONDI. 1954 DB3 saloon, new cellulose two-tone maroon; recent major overhaul by Aston Martin Lagonda; full history; £500 o.n.o. 1937 special-bodied LG45 saloon, good mechanics and coachwork; fitted luggage, etc.; £175 o.n.o. 109A, High Street, West Wickham, Kent. Tel.: Springpark 4477. [9856

LAGONDA M45 saloon, displaced by DB 2.6, requires good home. Condition much above average. Tel.: VIGilant 9828. [9857

ROLLS-ROYCE, 1936, 20/25. Taxed. M.O.T. Fundamentally sound. £90, haggle. No. 1, Grange Drive, Whetstone, Leicester. [9858

COMPLETE RAYMOND MAYS Ford Zephyr conversion unit and Servais-Nolos booster exhaust system. Hardly used. £85. 180, Tooting High Street, London, S.W.17. Tel.: Balham 4631. [9859

LEA-FRANCIS saloon, 14 h.p., 1947. Good condition. M.O.T. £75. Tel.: Boxmoor 212 (Herts). [9860

M.G. TA TICKFORD, late 1939. Extensive mechanical overhaul, modified exhaust, carbs., valve gear, good body and hood, new tyres, heater, luggage rack, spares. M.O.T. £175. Button, 5, Mountview Road, N.W.9. [9861

115 M.P.H. LANCIA AURELIA 2½-litre, 1955, G.T. £400 Turin overhaul. New engine 16,000 miles only. Brilliant red, black upholstery. Owner wishes to ensure this genuine car is purchased by Lancia enthusiast. Reasonable price. Telephone agents, Stockport 4642. [9862

ROLLS-ROYCE 20/25, 1933, Hooper o/d. touring saloon. New tyres and clutch. Seven-league boot with spare wheel attached. P.100s. M.O.T. Taxed. Extra wheels and tyre. £195. Smith, 43, Fairfield Road, Hoddesdon, Herts. [9863

RILEY 1½. M.O.T.; used daily. Engine requires attention, otherwise good mechanical condition. £25 o.n.o. Tel.: Elmbridge 9276. [9864

FOR SALE—*continued*

RILEY NINE SPECIAL, Zagato 1500 2-seater bodywork, red. New tonneau. Superb condition throughout, unlike 99% "specials." Engine 40 p.s.i., hot. Scintilla spares. M.O.T. Want Brooklands. Offers. Tel.: PIN 2766. [9865

RILEY MONACO, 1932, saloon. Good condition. £55 o.n.o. Faulkner, 21, Ashford Road, Feltham. [9866

BRISTOL 401, 1951 model. £180 recently spent on recon. engine/clutch/gearbox. All extras, including wireless. £475 o.n.o. Box No. C.867. [9867

AUSTIN 750 SPEEDEX Silverstone body, hood and screen. Bowdenex brakes. Spares. Gibson, York House, South Woodham, Chelmsford. [9868

1934 LAGONDA 16/80 drophead. Grey and maroon. Good condition throughout. 120 gns. Wilcox, Tel.: PAR 6649. [9869

M.G. VA drophead. Sound all round. Well shod. New battery. Taxed, tested, February. £50. Tel.: Ascot 1503. [9870

PEERLESS, 1959. R. and HXs. Good condition. Very fast. Red with grey interior. £645 o.n.o. Tel.: Willesden 3075 (evenings). [9871

VINTAGE RILEY, 1929, Mk. IV fabric tourer, 95% original. Sound and reliable, body excellent. New hood, bag, tonneau and side-curtains. £75 o.n.o. Hubble, 97, Seymour Avenue, Morden, Surrey. Tel.: DERwent 4874. [9872

T.V.R. GRANTURA, February 1962. 7,000 miles only. M.G.-A 1,622-c.c. engine. Close-ratio gears, spots, r/mirrors. Maroon with black upholstery. £765. Speed, 25, Eagle Hill, Upper Norwood, S.E.19. [9873

CITROEN LIGHT FIFTEEN, green/beige, 1955 model. Spots, washers, windtones, radiator blind, sliding roof, "X"s. Well maintained; brakes, drive shafts recently renewed. £215. Lyefield House, Cheltenham. Tel.: 55175. [9874

RILEY KESTREL 15/6, 1935. Preselector, built-in jacks, centre-lock wire wheels, Girling mechanical brakes, excellent tyres. M.O.T., taxed. Delightful thoroughbred. Mere £50. Tel.: Weybridge 5712. [9875

2-O.H.C. S4C BRITISH Salmson, complete less body, towable. £15 o.n.o. Fisher, 3, Montpelier Crescent, Brighton, Sussex. [9876

RILEY NINE, 1934, Monaco radiator, rebuilt, rechromed. Perfect condition. £5. Other parts. Fisher, 3, Montpelier Crescent, Brighton. [9877

VINTAGE CAR TRUNK, £7 10s. Brass horn, less bulb, £2. Amilcar spares, inc. chassis. Fisher, 3, Montpelier Crescent, Brighton. [9878

TR3, 1956. Above average condition, new tyres, etc. Bills available. £380 o.n.o. Tel.: Guildford 4467 or 66488. 2, Vicarage Gate, Onslow Village, Guildford, Surrey. [9879

1913 HUMBERETTE complete, restorable. Tel.: Brimscombe (Glos.) 2027. [9880

MERCEDES 230 (2,229 c.c.). Rare 3-seater cabriolet convertible, 1938 model, but built in 1946, imported into U.K. in 1958. L.H.D. Unmarked black cellulose, excellent lined hood, very good mechanically, independent suspension. Rad. and wheel hubs need rechroming. Bargain at £135. Jack A. Levy. 71, Chichester Drive West, Saltdean, Brighton, Sussex. Tel. : Rottingdean 5321 or LAN 7452 (working hours). [9881

FORD 1,172 c.c. with 1956 Popular body undersealed, Ballamy suspension, steering damper 4.7 c/w. E93A engine refined and balanced, Cromard liners, hard big-end bearings. Bosch coil electric petrol pump and wipers, 30VIG carburetter, well instrumented. Rebuilt and modified by craftsmen. Excellent condition. £165 o.n.o. Hands. Tel. : MONarch 0391. [9882

ROCHDALE OLYMPIC B.R.G. 1,622 M.G.-A engine. 5,000 miles. Electric fan, "X"s, fully trimmed. Cost over £800. What offers? H.P. may be arranged. Wallace, Henshaw House, Bardon Mill, Hexham. Tel. : Bardon Mill 272 (Northumberland). [9883

RILEY 2½, 1950. Very good condition. Engine rebore/regrind, not run-in. Strip-free roof. "X"s. M.O.T. Engine and other spares. Engineer-owner maintained four years. Suit intending enthusiast. First reasonable offer secures. 37, Wilford Avenue, Sale, Cheshire. Tel. : SAL 8166. [9884

RILEY 1½-LITRE, 1951. Immaculate satin-bronze cellulose. Mechanically exceptional, engine reconditioned 4,000 miles. Tyres and battery excellent. Built-in heater, radiator blind, fog lamps, screen-washers, boomerang mirrors, workshop manual. M.O.T. certificate. Taxed. £245 or offer. H.P. available. Tel. : Southampton 69244 (evenings). [9885

M.G. TA, 1939. Good condition throughout. New hood, heater, flashers, sealed beams, mechanic owned. £150 o.n.o. Reynolds, The Motor House, Evesham. [9886

M.G. TA. Reconditioned TD engine fitted. Good body, new hood, brakes relined, etc. £120. 44, Towngate, Leyland. Tel. : Leyland 21737. [9887

1951 JAGUAR XK120 roadster, with 1954 engine, works reconditioned 8,000 miles ago. £200. Tel. : Reading 82428, 9 to 6. [9889

TR2, 1954. Pale grey. Good condition, never rallied. Heater, tonneau, Michelin "X"s, etc. £250. Tel. : FLA 8417. [9890

FOR SALE—*continued*

ALFA ROMEO SPARES 1,750 d.o.h.c. Crankshaft, £5. 1931 radiator with stoneguard, reblocked, £20. Front axle, £2. New Fordwell bearing re-metalling outfit, £30. Over 300 new vintage valves Citroën, Renault, Humber, etc. One lot £15. Pair Lucas 10-in. Biflex, Smith's Jackall set, klaxon wiper set ex-P.II, Scintilla PN4 magneto, set of three 1½ in. S.U. ex-Alvis. All plus postage and packing. Wanted. Bosch curved deep-note horn UK12 and 1,750 diff. unit c.w. and p. not required. Box No. C.888. [9888

RILEY MERLIN NINE, 1936. Mechanically perfect, body excellent, new battery, good tyres. M.O.T. £145, will haggle. 40, Ennerdale Avenue, Stanmore. Tel. : Wordsworth 1488. [9891

1926 BULLNOSE MORRIS OXFORD de luxe cabriolet for sale, a unique and original model. Immaculate. £275. 57, Manor Road, Enfield, Middlesex. [9892

MERCEDES, 1953, TYPE 170 black saloon. Good running order. Excellent upholstery and paintwork. Room needed. To first offer of £150. Weller, Broadcarr, Shoreham Lane, Halstead, Kent. Tel. : Badgers Mount 374. [9893

RILEY ADELPHI 12/4, 1936. Reconditioned engine, gearbox and brakes, new tyres, good cellulose. Excellent interior. £75 o.n.o. M.O.T. R. V. Pratt, 10, The Greenway, Enfield, Middlesex, Tel.: WS 23188. [9894

IMMACULATE, 1953, M.G. YB saloon (black). Mint condition. £250. 24, Mercury Close, Rochester, Kent. [9895

EYE CATCHING Austin Special. Above average, fully equipped, spare engines, etc. Will haggle. Tel. : Burgh Heath 4683. [9896

1947 RILEY 1½-LITRE. Bills for £200 during last three years; about £125 or exchange larger car. Tel. : Knebworth 3312 (Hertfordshire). [9897

BENTLEY, 1938, 4¼. B.R.G. Excellent inside and out. Best offer. Tel. : LIV 4577 (day) Roy Newton. [9898

VOLKSWAGEN SALOON, '59. One owner. 42,000 genuine miles. £460. 63, Athlone Road, S.W.2. Tel. : TUL 0781. [9899

RILEY NINE sports special. Hydraulic brakes, all vital parts as new, weatherproof, comfortable, very sound, taxed. £125 o.n.o. Burdon, 27, Lois Drive, Shepperton. Tel. : Walton-on-Thames 25513. [9900

1938 LANCIA APRILIA. Engine re-sleeved. Very good condition. M.O.T. Page, Whitehouse, High Street, Sandhurst. Tel. : Yateley 2226. [9901

VW DE LUXE, 1962. Only 4,500 miles. No dealers. £655. Box No. C.902. [9902

HEALEY ELLIOTT engine and c.r. box. Box No. C.903. [9903

AUSTIN GRASSHOOPER 2-seater sports, 1935; believed only example left in private ownership of 11 originally built; original and near perfect condition; b.r.g., unimpaired performance. £250 o.n.o. to save from export. S. Midlands. Box No. C.904. [9904

1939 APRILIA. Offside damaged, suitable spares, towable. Buyer collects. Offers. Colman, "Manesty," Saltburn, Yorks. [9905

TR3, 1956 HARD-TOP. Discs, overdrive, wire wheels, tonneau, heater, washers. £400. Parsons, Officers' Mess, Leuchars, Fife. Tel. : Leuchars 333. [9906

DAIMLER, 1935, 15-h.p. sports saloon. Engine recently overhauled. Very good tyres, battery, brakes and steering. Two-tone grey, grey leatherwork, 40,000 miles. Uses no oil. Parking meters force sale. M.O.T. £60. Butler, 17/18, John Street, Bedford Row, London, W.C.1. Tel. : Holborn 4260/5133. [9907

JAGUAR XK120 roadster, 1951. Red. Twin exhausts. M.O.T. Mechanically excellent. A bargain at £145. Tel.: Windsor 3478. [9908

750 SPECIAL advertised page 750 September issue. Must go. Taxed January. M.O.T. cert. 82, Arlington Road, Birmingham, 14. [9909

MUST TRAVEL. Will sell special "Special"! Owner-built 1961. 17,000 miles. Herald coupé engine 10 : 1 comp., twin carbs. Herald steering, ladder chassis, while "Silverstone" body fully weatherproofed. New tyres and battery. Excellent performance and condition. £225. Forgie, 11, Shaftesbury Avenue, Whitley Bay, Northumberland. Tel. : 20271. [9910

1959 M.G.-A TWIN-CAM roadster, 34,000 miles. Middle-aged owner. Recently brought to latest specification. £525. Bell, Prospect House, Wilmslow, Cheshire. [9911

SUNBEAM-TALBOT, 1946, 10-h.p. tourer. Good condition. M.O.T. Offers. 24, Turner Road, Malden, Surrey. Tel. : Derwent 1660. [9912

1926 FIAT 501 all-weather tourer. Mechanically sound. Body fair. Numerous spares, including engine, gearbox. £40. 57, Ketts Hill, Norwich. [9913

1933 ROLLS 20/25 sportsman's saloon. Good mechanical condition and pleasant lines. Owner posted overseas. £225 o.n.o. Guthrie, 6, Ramslade Road, Bracknell, Berks. Tel. : Bracknell 1473. [9914

HARD-TOP FOR Sunbeam Alpine. Black. As new. £40. Ward, 30, Gravel Hill, Addington, Surrey. [9915

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

FOR SALE—*continued*

RILEY NINE "MONACO" saloon, 1934, in original unscratched condition. Special series engine, twin S.U.s, Scintilla, all good tyres (one original). Crash box. Box No. C.916. [9916

E-TYPE JAGUAR convertible as new. £1,550 o.n.o. Any interesting car in part exchange. H.P. possible. Tel. : Hoylake 3573. Box No. C.917 [9917

BENTLEY 3-LITRE, 1925. Body off, chassis cleaned, resprayed undercoat only; professionally rebuilt rear axle, no time to finish. £150 or exchange for recently completed rebuild 3 or 4½ or good XK. Cash adjustment. Gordon, 104, Crouch Hill, London, N.8. Tel. : MOUntview 4713. [9918

SUPERB LOTUS SEVEN, 1,172 winner 1960. Illustrated Lotus book, racing car show. 1962 mods., 105E g/box, Jeffrey cam, oil cooler, 8½ lb. battery. Spares. Tel. : Maidstone 87297. [9919

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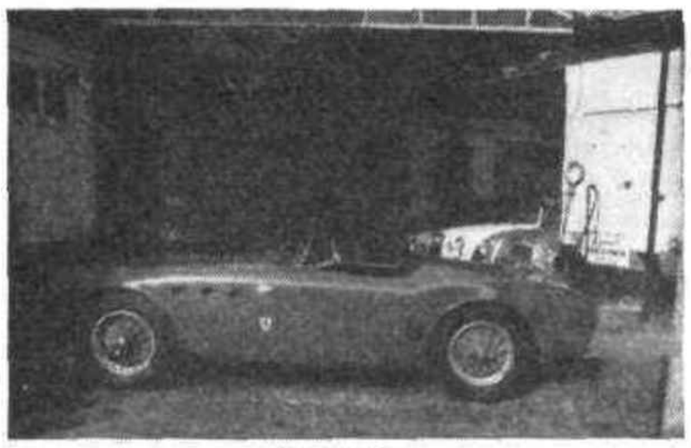
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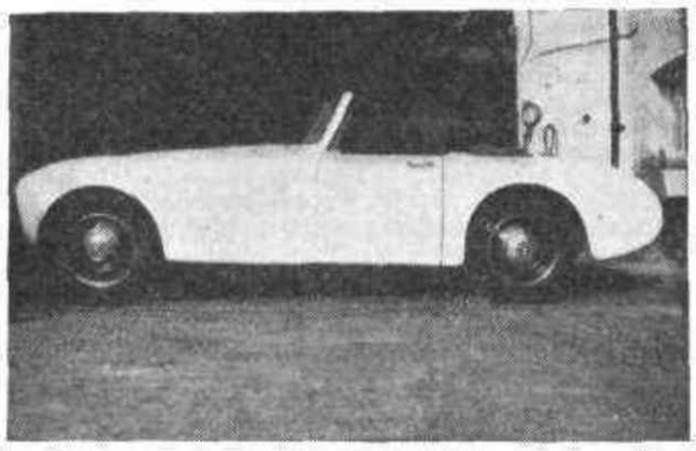
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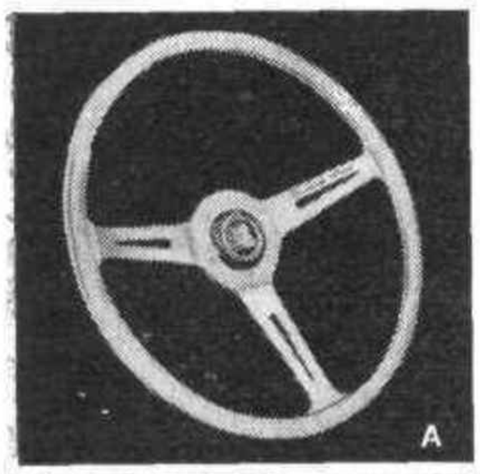
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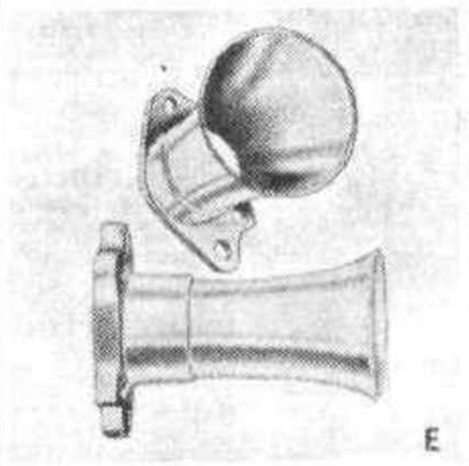
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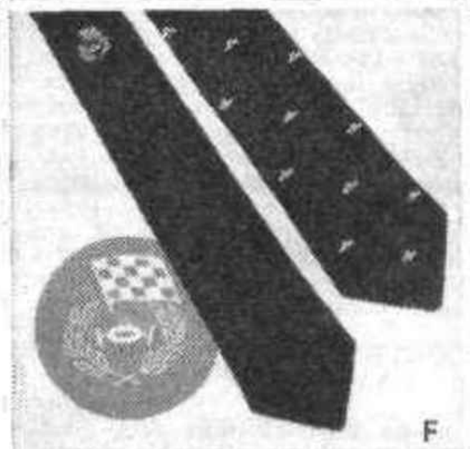
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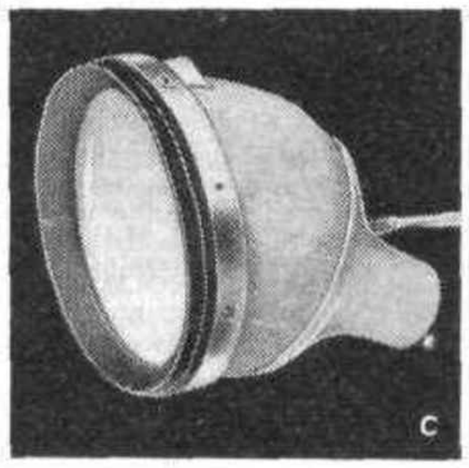
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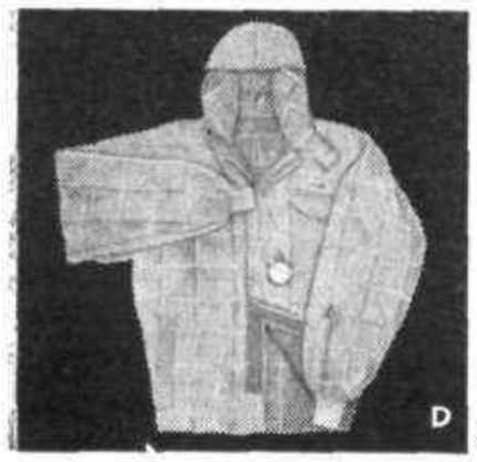


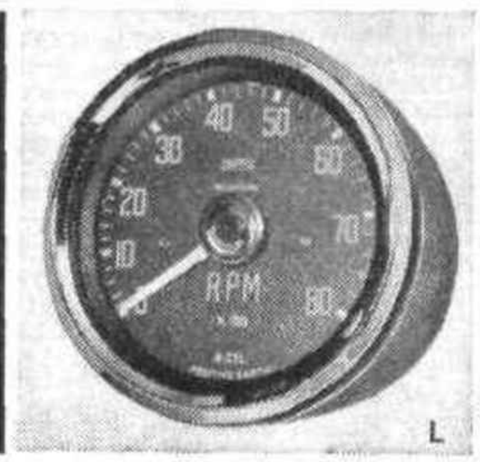


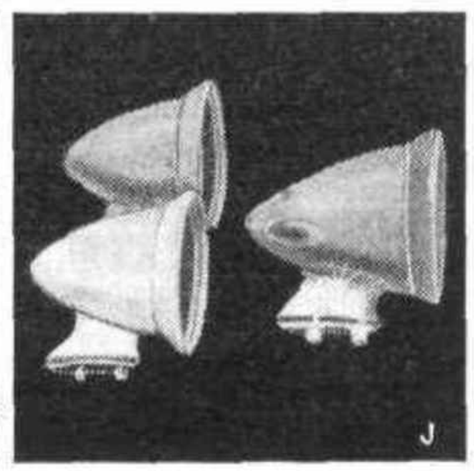












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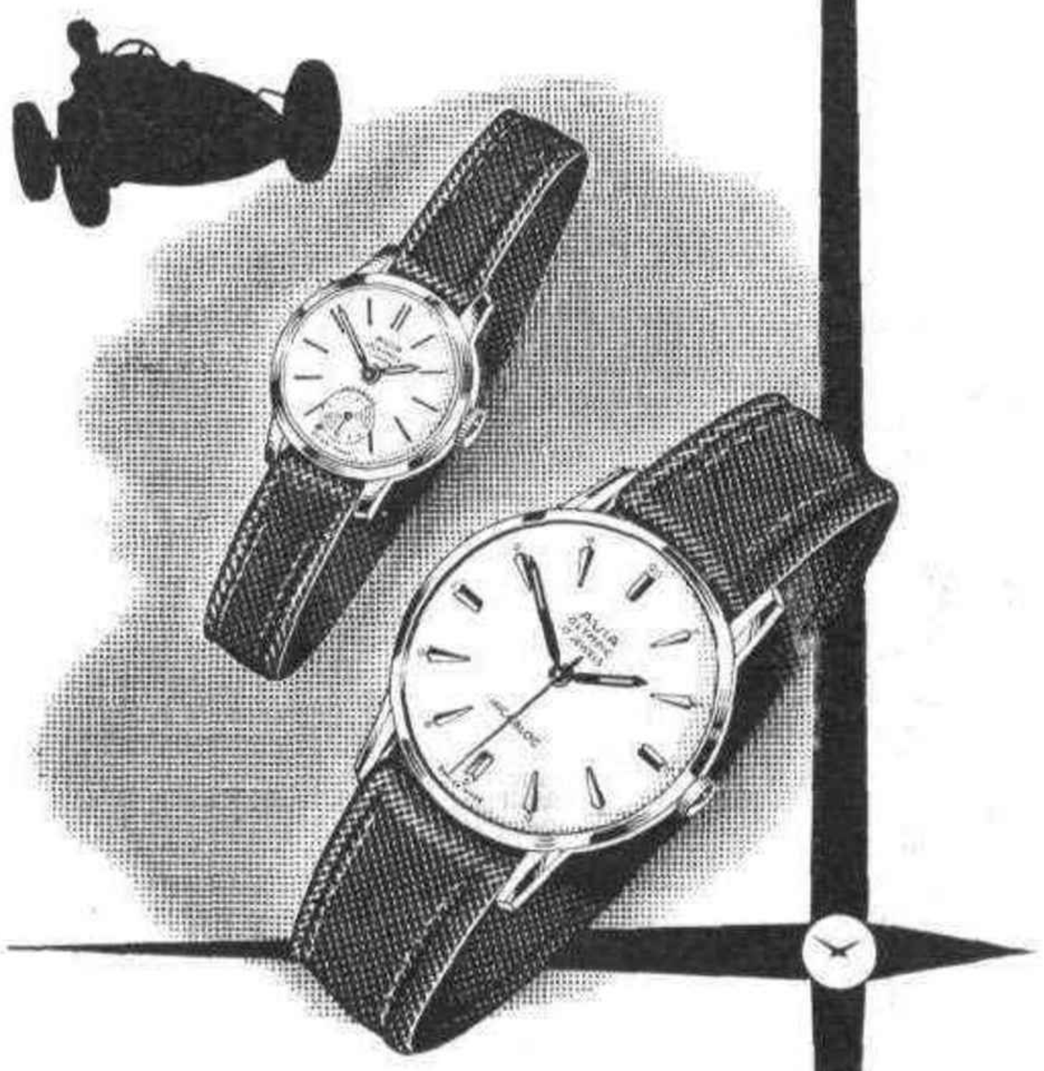
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HARD-TOP AND PERSPEX sidescreens for 1954 B.N.1 Austin-Healey. Faultless, 2, Bush Street, Darlaston, Staffs. [9468

TR3A FRONT APRON and hard-top. L. Fullwood, 56, Goose Lane, Wickersley, Rotherham, Yorks. [9469

LANCIA AUGUSTA. Late model saloon. A higher than average price would be paid for a better than average car. Please write in first instance and send recent photo. I shall not buy until I have seen all likely cars. Write fully, be honest, and let's not waste each other's time. D. R. Setright. 8, The Ridings, London, W.5. [9517

LAGONDA 3-LITRE tourer, 1929-32. Thomas, 66, Avenue Road, Tottenham, N.15. [9521

R.M.F. RILEY, mint condition only. £350 offered for a car in unmarked original condition. Details to Box No. C.522. [9522

M.G. TF WANTED. Good condition, cash sale. No exchange. Details: 11, Woodthorpe Park Drive, Sandal, Wakefield, Yorks. [9523

CYCLE WINGS FOR ALVIS Silver Eagle. 20" wheels. Chambers, Longdon Post Office, Nr. Tewkesbury, Glos. [9524

M.G.-A HARD-TOP wanted. 16, Southwold Road, Watford. [9525

VOLKSWAGEN WANTED. 1958 or later. Cash available. Full details please. Box No. C.526. [9526

A.C. ACE OR ACECA, any model considered. Colbeck, Northwoodville, St. Margarets Road, Altrincham. Tel.: 0185. [9520

SPRITE TUNING EQUIPMENT, fibreglass bonnet, hard-top and extras. Tel.: ARC 5561 after 6.30. [9528

WANTED: ALVIS SPEED 25 d.h.c or tourer, (first-class saloon considered). Good condition essential. Prepared to exchange immaculate M.G. TDII (reconditioned engine) with cash adjustment if necessary. All replies answered by return. Smyth, Yarnton Manor, Nr. Oxford. Tel.: Kidlington 2249. [9549

WANTED, VINTAGE BENTLEY, 1926-29, 3 or 4½-litre, Vanden Plas, long wings. Good price for good condition. Walters, 85, Weston Road, Meir, Stoke-on-Trent. Tel.: 39898. [9564

BEADED EDGE RIMS. 895 × 135 and 820 × 120 wire wheel rims required, and anything connected with Napier cars. Parts, literature, sundries, etc. Also 12-volt C.A.V. heavy-duty shaft-drive early starter. Grossmark, Mill Hill, Shoreham-by-Sea. [9565

VINTAGE OR P.V.T. car, preferably open, requiring rebuild. Bentley, Alfa Romeo, Bugatti, etc. Box No. C.566. [9566

D1 SERIES DELAGE. Must be original. Reasonable price offered. Lewis, Woolverton Grange, Woolverton, Bath. [9567

RILEY 1½-LITRE wanted. 1950 onwards. Details. M. A. Kidd, "Seend Close," Seend, Melksham, Wilts. [9568

LARGE TOURER HOOD frame. Any condition, will arrange collection anywhere. Two Rolls-Royce steel artillery wheels, vintage type, would consider complete chassis. Calderbank, 47, Church Street, Orrell, Wigan. [9576

ROLLS 20/25 O/D. saloon, 1936/5. Though first-class original condition (nearest) is keynote however, no offer ignored, regardless year. Genuine good price/home assured. Details please. Box No. C.623 [9623

ALVIS 4.3 Short chassis, Vanden Plas tourer. Full details and Photos to Box No. C.624. [9624

WANTED: VANGUARD Luxury Six engine/gearbox, absolutely complete (or Vitesse). 5, Torridge Close, Plympton, Plymouth. Tel: Plympton 2179. [9625

URGENTLY NEEDED A40 Sports body parts; crashed or damaged or good condition complete vehicle purchased. Will inspect or collect any area. Engine/transmission not important but no body-rot if possible. Also Urgently required, one Daimler SP.250 V8 engine and box in good condition; also anyone possessing an Austin Gypsy chassis for disposal is invited to contact me with view to inspection and purchase. Cash. Letters please: Fleetwood, 1, Stanway Road, Shirley, Solihull, Warwicks. [9626

WANTED—TWO SPEEDEX Alloy 15" wheels. Also 4-speed gearbox for Ford Y.W. or, M.G. gearbox. Suitable for conversion. 116, Brettell Lane, Brierley Hill, Staffs. [9627

BRITISH SALMSON S.4.D. Complete or parts Box No. C.628. [9628

SPRITE HARD-TOP and/or sliding sidescreens. Details to 50, Harrogate Crescent, Linthorpe, Middlesbrough. [9630

WANTED—*continued*

ATALANTA WANTED. Open model required. Send full particulars, together with photograph if possible. Box No. C.629. [9629

M.G. N-TYPE ENGINE wanted. T. Komaromy, 328, Wickham Road, Shirley, Croydon, Surrey. Tel.: SPR 3904. [9633

WANTED : VINTAGE or Historic Racing, sports/racing car. Large sum of cash waiting. Box No. C.648. [9648

RACING RILEY. Any condition or spares for building same. V.S.C.C. Member. Box No. C.713. [9713

BRAKE SERVO and/or Lucas roof light for Mini. Richardson, The Manor, Bedhampton, Havant, Hants. [9725

SUPERCHARGER KIT for Citroen I.D. J. H. Parkinson, 44, High Street, Hoddesdon, Herts. [9726

TUNING EQUIPMENT for Ford 105E wanted. Please Tel.: GIB 1755 (London). [9727

K3 M.G. BODY. Also body/chassis parts. 44, Flower Lane, N.W.7. Tel.: MIL 4740. [9729

YOUNG LADY REQUIRED to rectify uneven wear of M.G. TC seat covers. Tall Sussex owner will otherwise change to buckets. W.H.Y.? Photograph and/or brief history to Box No. C.730. [9730

HARD-TOP FOR XK120, any colour. c/o Campbell, and Isherwood Ltd., R.A.F. Neatishead, Wroxham, Norfolk. [9731

WANTED FOR TR2. Complete rear half of body. Front near side suspension and brake. Front wings. 4-wheels, windscreen. 25, Tudor Hill, Sutton Coldfield, Warwickshire. [9732

WANTED TWO OR SINGLE SEATER car. Ex-racing car or one needing attention considered. Box No. C.733. [9733

WANTED: HARD-TOP for Sprite. State make, type, colour and price required. Box No. C.734. [9734

J.A.P. RACING ENGINE, any spares, new surplus Renold chain, ball races, motorcycle spares. Box No. C.738. [9738

M.G. TD. Needing slight attention to make excellent. Lees, 145, Southport Road, Ormskirk, Lancs. [9739

LAGONDA WANTED FOR Spares. Any model, condition, or location, if cheap. Box No. C.808. [9808

WANTED. 1,000-c.c. J.A.P. racing engine. Good condition. Reasonable price. 13, Forest Drive, Sale, Cheshire. [9810

M.G. TC. Details and price to : 24, Lebanon Court, Twickenham. Tel. : POPesgrove 2787. [9811

7th OR 8th SERIES LAMBDA, any condition. Good stabling assured. Drewe, 8, Padnell Road, Cowplain, Hants. [9812

WANTED. Cylinder head. Z.B. Magnette. Consider alloy or complete engine. Cave, Hill Cottage, Chale, I.O.W. [9813

GEARBOX FOR Armstrong Siddeley 234. Fullwood, 56, Goose Lane, Wickersley, Rotherham, Yorks. [9814

VINTAGE AERO MORGAN regd, suitable rebuild. Bland, 5, Thorp Street, Whitefield, Manchester. [9815

HARD-TOP for Sunbeam Alpine Series II. Walthall, "Hillend," Springhead, Oldham. Tel. : MAIn 4713. [9816

RILEY 2½ SPORTS SALOON, Good price for the right carriage. Must be in mint condition. Details to : Box No. C.817. [9817

VINTAGE BUGATTI/BENTLEY. Irrespective condition. Reasonably priced! The Bungalow, Tibberton, Droitwich. [9795

SMASHED/TATTY TR2/3/3A? Wire wheels and overdrive. Cheap. 99, Hobmoor Road, Small Heath, Birmingham, 10. [9818

WANTED. Workshop manual, 1956. Daimler Century. Whiteley, 11A, Cassiobury Park Avenue, Watford. [9819

ROLLS-ROYCE. Late pre- or early post-war. 1948 Bentley s/s saloon part exchange. Hughes, 14, Roman Road, Shrewsbury. [9820

TR3A SPARES WANTED. Side-screens, petrol filler cap, seat runners. Extol Engineering (Scotland) Ltd., Inverallan Road, Bridge of Allan, Stirlingshire. Tel. : Bridge of Allan 3326. [9821

MISCELLANEOUS

RESPRAYING'S A CINCH. Equipment for hire from £3 week. Cellulose, etc. extra but advice free. Tel.: Fremantle 9323 otherwise Bayswater 6910. 31, Brunswick Gardens, W.8. [9447

S.S. AND JAGUAR CARS : Mark V and prior models, join only international club devoted to these models. Monthly technical publication plus many services. For information send year, model. Richard Trenk, President. Classic Jaguar Association, 1450 Boeger, Westchester, Illinois, U.S.A. [9449

M.G./TC gearbox, adapted Ford 100E/93A. £25. Field, 4, Princes Buildings, Bath. Tel.: 64132. [9632

LE MANS MOTOR RACE GAME, imported from France. 59/6d. Ideal Xmas present. G.P. Box Office, 254, High Street, Uxbridge. [9737

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership. To P.R.O., 25, Bramley Avenue, Coulsdon, Surrey. [9742

MISCELLANEOUS—*continued*

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clark & Co., Coombe Road, Salisbury. 3s. and s.a.e. [9743

HIRE PURCHASE for private transactions. Northern Counties Finance, 143, Boughton, Chester. [9376

M.G. ENTHUSIAST M to TF. Hants area, interested in joining local M.G. Club. Write: Box No. C.823. [9823

D.K.W. OWNERS' CLUB. Owners are invited to join. Secretary, 74, Hesketh Crescent, Erdington, Birmingham. [9827

ORIGINAL CHRISTMAS PRESENT. A scarf to match the car. Designs of any car and badge, etc. Hand painted on silk squares. 27 in., 37/6; 30 in., 2 gns. 12 beautiful colours. Washable. Send colour sample and cash with order. Ailsa Decor, Acres Down, York Lane, Nomansland Wilts. [9828

ANYONE SHUNTED FRONT or Mistral stilletto body, leaving rear-end in good condition? Offers: Willard, Connaught Hall, Swaythling, Southampton. [9830

FOR SALE.—Two 700 × 18 light alloy Rudge wheels. Two 17 in. twin rear wheels, suitable for E.R.A., etc. Two 16 in. Rudge wheels, suitable Riley. Box. No. C.852. [9852

EXCHANGES

LANCIA AURELIA G.T., R.H.D. 2,500 c.c. excellent condition. Sell/exchange good L.H.D. British sports car to take abroad. Cash either way. Box No. C.340. [9340

1958 MORRIS 1000 VAN. Extras include twin carbs., etc. For reliable, economical open two-seater. W.H.Y. or sell. Tel.: Warrington 31861 (day) Grappenhall 1060 (evening). [9527

XK140, 1957, in excellent order. Exchange for saloon. H. Peter, Mintlaw Station, Aberdeenshire. Tel.: 285. [9370

ALVIS TOURER, 1933, all systems go. Value £100 for smaller sports, saloon or W.H.Y. or sell. Mattey, 62, High Park Crescent, Bradford, 9. Tel.: Bradford 48305. [9494

ROCHDALE, 1960 84. Twin S.U.s, off white. Exchange W.H.Y. up to 1,500 c.c. Tel.: Nottingham 72829 evenings. [9631

EXCHANGE 12V PYE transistor car radio for 6V. ditto. Wanted: Mini rear axle assembly. Brackley, 57, Great Lane, Bierton, Aylesbury. [9736

EXCHANGE AUSTIN A55, 1958, immaculate, for Triumph TR2 or 3. Tel.: Kimbolton 416, Huntingdonshire. [9735

JENSEN INTERCEPTOR D.H.C. too powerful for wife. Exchange for Austin/Morris Mini, or sell. Box No. C.728. [9728

RILEY SPRITE in original order is unnecessarily comfortable as second car. Exchange T.T. Sprite, Brooklands, etc., or sell. Tim Ely, Blair Athol, Oatlands Chase, Weybridge. Tel.: Walton-on-Thames 20942. [9714

T.V.R. MARK I 1,600 c.c. Red, black upholstery. Pirellis, beautiful condition. £525 or exchange Mini. 14, Devonia Gardens, N.18. [9822

LARGER CAR urgently required in exchange for new cooper Mini. Cash adjustment. Box No. C.824. [9824

M.G.-A 100 m.p.h. 1,498 c.c. Black, red, "X"s, heater; July, '56 but 34,000 miles only and near new condition. Exchange really good Mini or A40 Farina. Hay. Tel. : FROdsham 2227. [9825

1958 CONSUL Mk.II. 41,000 miles, faultless. Any trial/inspection invited. Want M.G. TF. Somerset area but have car—will travel. Box No. C.829. [9829

JAGUAR 2.4. Special equipment with overdrive, disc brakes, etc. Guaranteed 25,000 miles only. Immaculate in dark green. R.A.C. inspection invited. Exchange Rapier, or Vitesse in similar condition. Drophead considered. Box No. C.809. [9809

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YOUNG MAN 22 at present studying motor engineering seeks employment with sport or trade. Keen and hardworking. Clean licence. Anything considered, anywhere. Box No. C.371. [9371

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EXPERIENCED MEN to procure, ship needed spares, for SS and early Jaguar cars. Generous commission for your part time services. Send report, experiences and references. Classic Jaguar Association, 1450, Boeger, Westchester, Illinois, U.S.A. [9450

DESIGN ENGINEERS required for new development in petrol injection systems. Enquiries giving details of qualifications, experience, age, etc., should be addressed to the Personnel Manager, Simms Motor Units Ltd., Oak Lane, East Finchley, London, N.2. [9380

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

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ROLLS-ROYCE (1934) 20/25 sports saloon by Freestone and Webb. Sun roof. Finished in black with green leather trimming. **£425** (*second picture*).

ROLLS-BENTLEY (1937) 4¼-litre foursome convertible coupé by Park Ward. Details of recent engine overhaul available. **£475** (*third picture*)

DAIMLER (1951) 2½-litre 2/3-seater special sports by Barker. Finished in black and fawn with leather trim. Details of recent overhaul available. **£375** (*bottom picture*).

ROLLS-ROYCE (1937) 25/30 top-hat coupé by Freestone & Webb. Finished in black, with claret-coloured leather trim. A very attractive car which few can equal for appearance. **£675**

ROLLS-ROYCE (1937) Phantom III sports saloon by Freestone and Webb. Two owners from new and 80,000 miles. No division and bucket seats. Finished in black and metalescent blue, with blue leather upholstery. Complete engine rebuild including conversion to solid tappets.

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BENTLEY (1929) Speed Six foursome tourer B.R.G. This exceptional car has travelled only thirty(! ! !) miles since a complete mechanical rebuild, including re-ground crankshaft and re-bored block. The car has also been refinished and fitted with new hood, tonneau and seats. Now offered at less than the cost of the rebuild. **£1,050**

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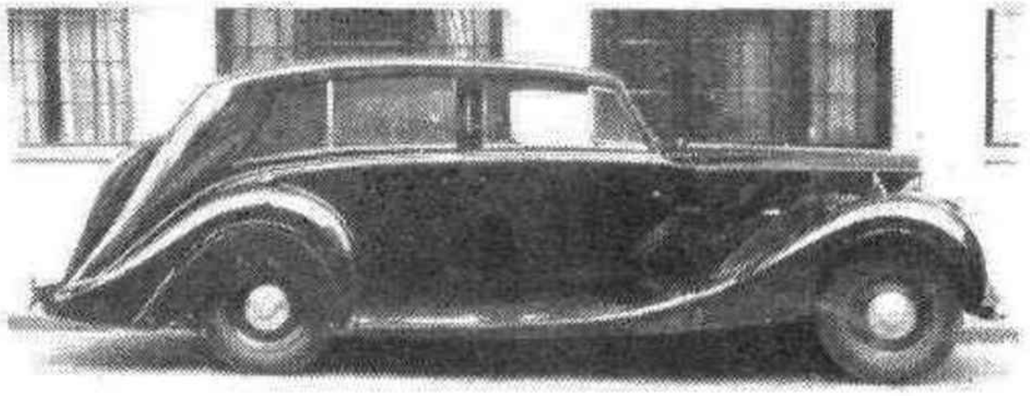
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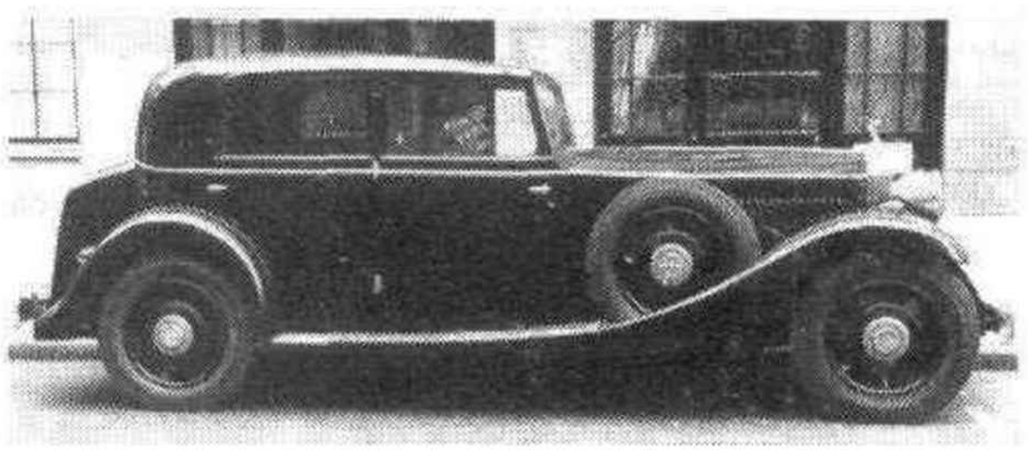
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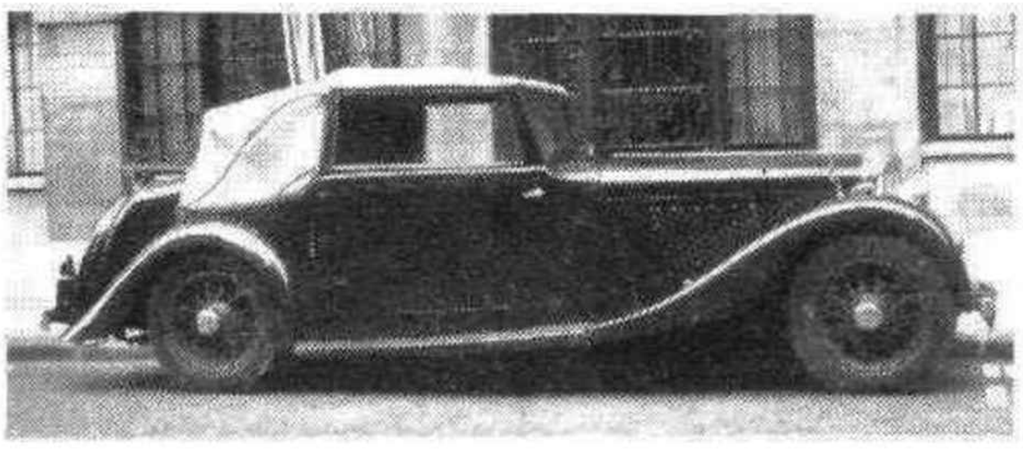
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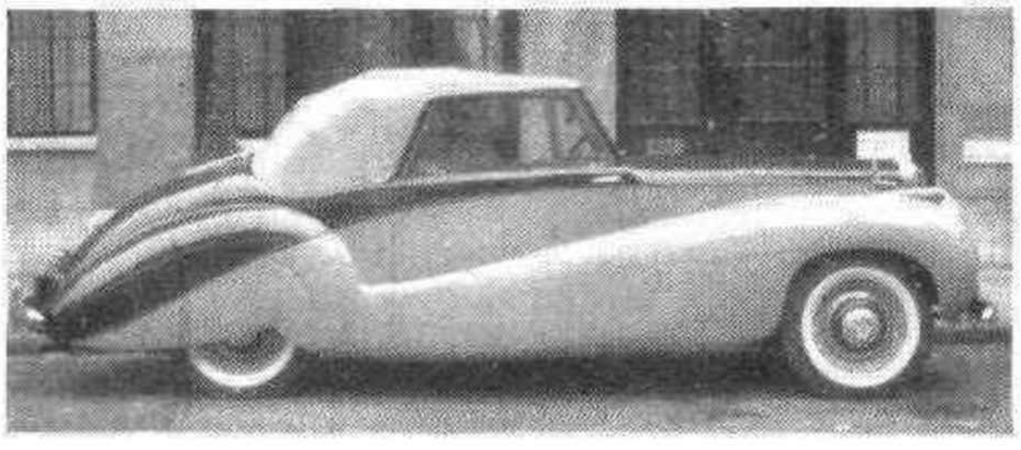
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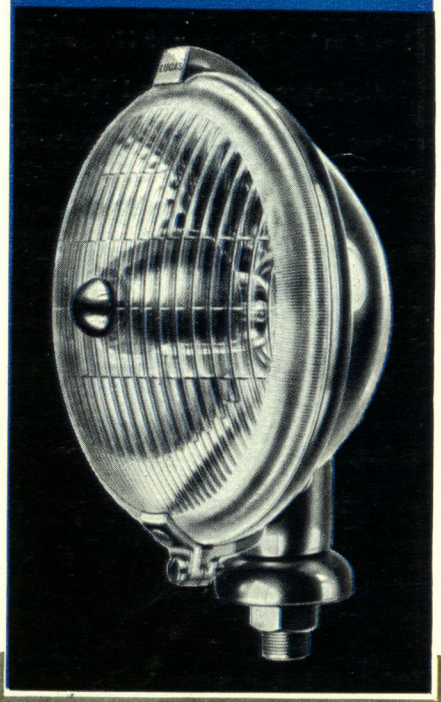








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