Vol. XXXVIII No. 3 TWO SHILLINGS March 1962

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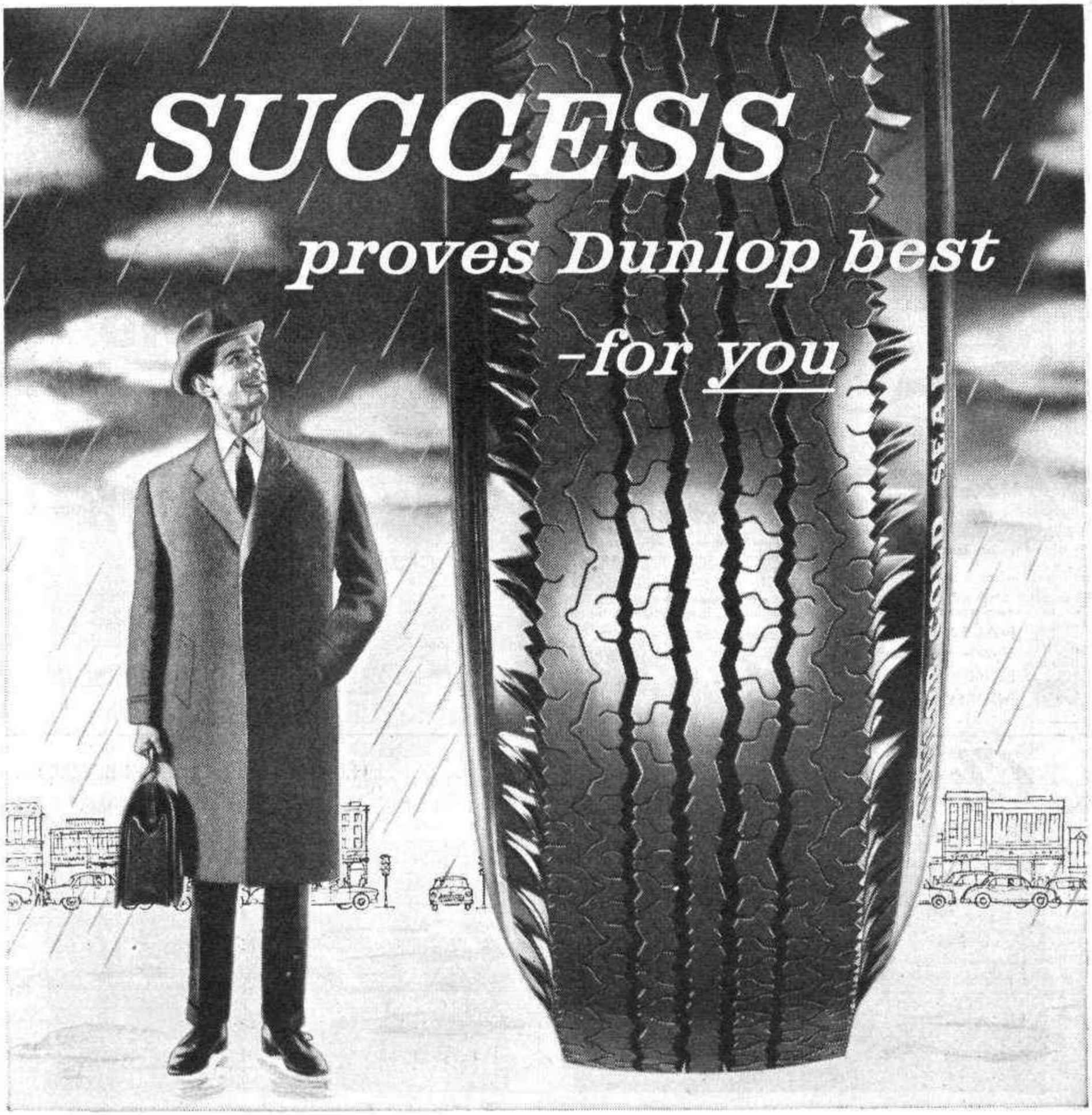
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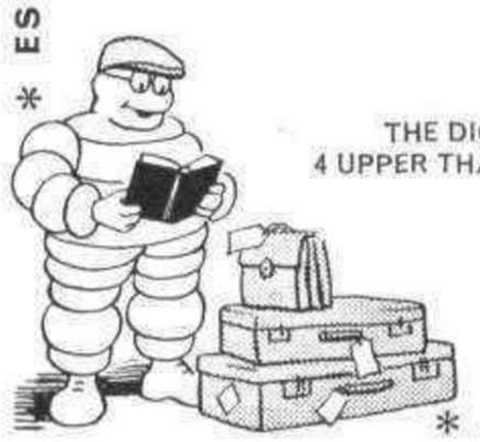


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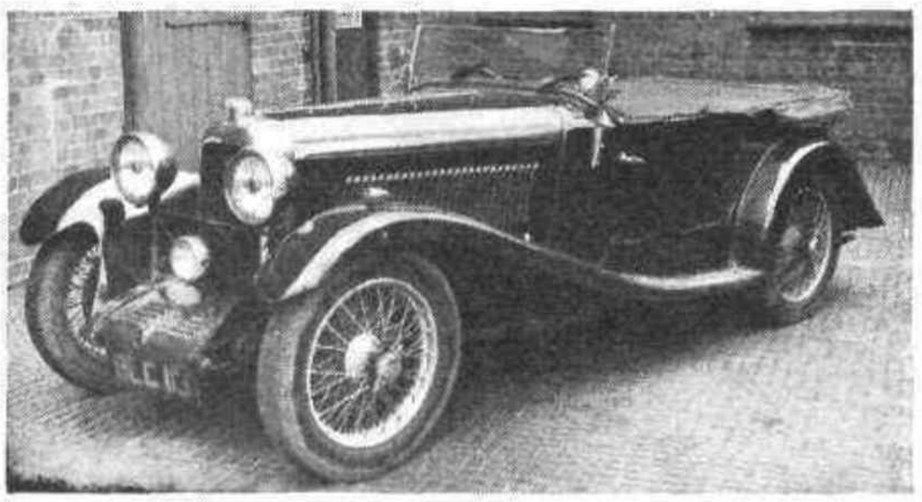
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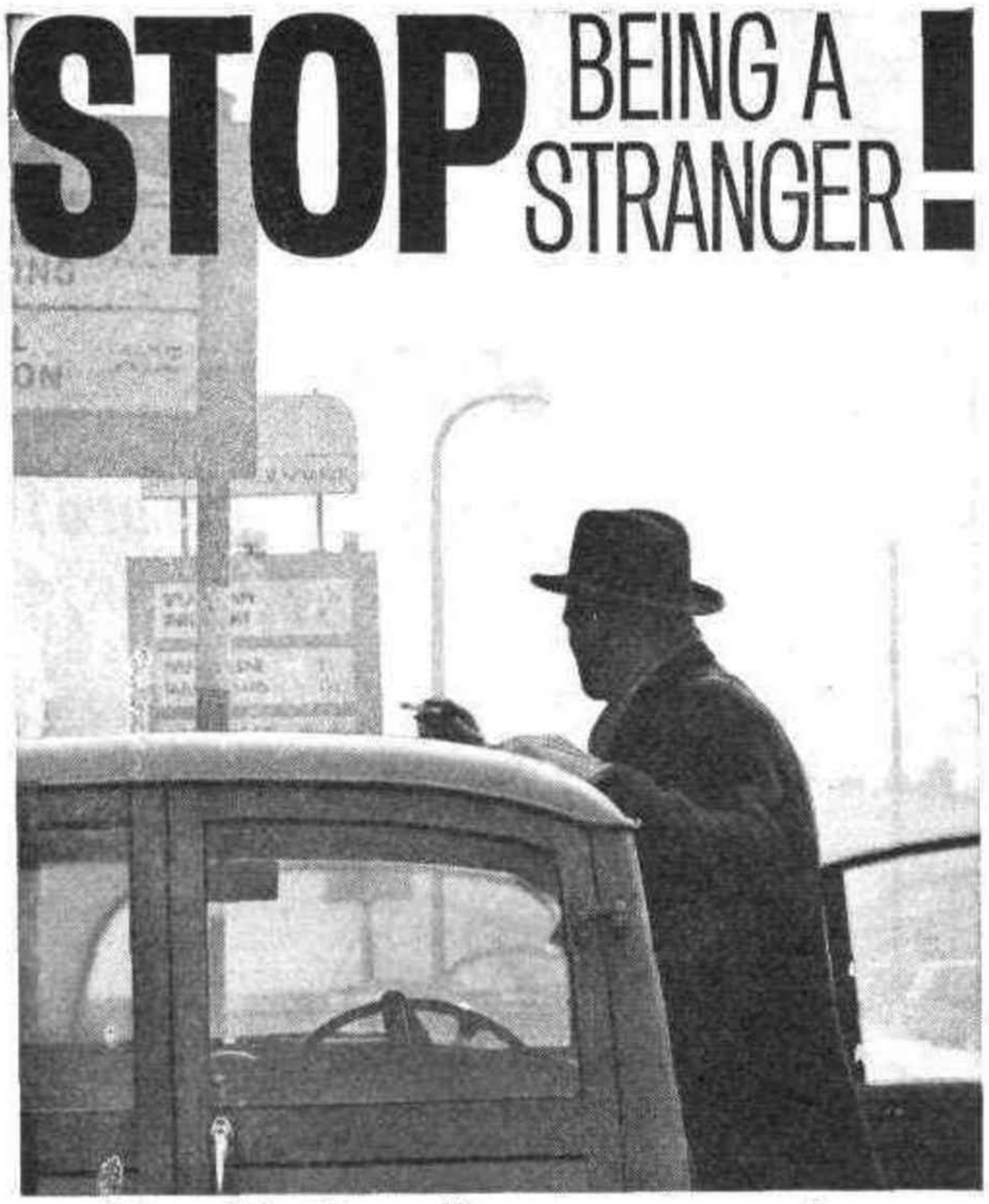
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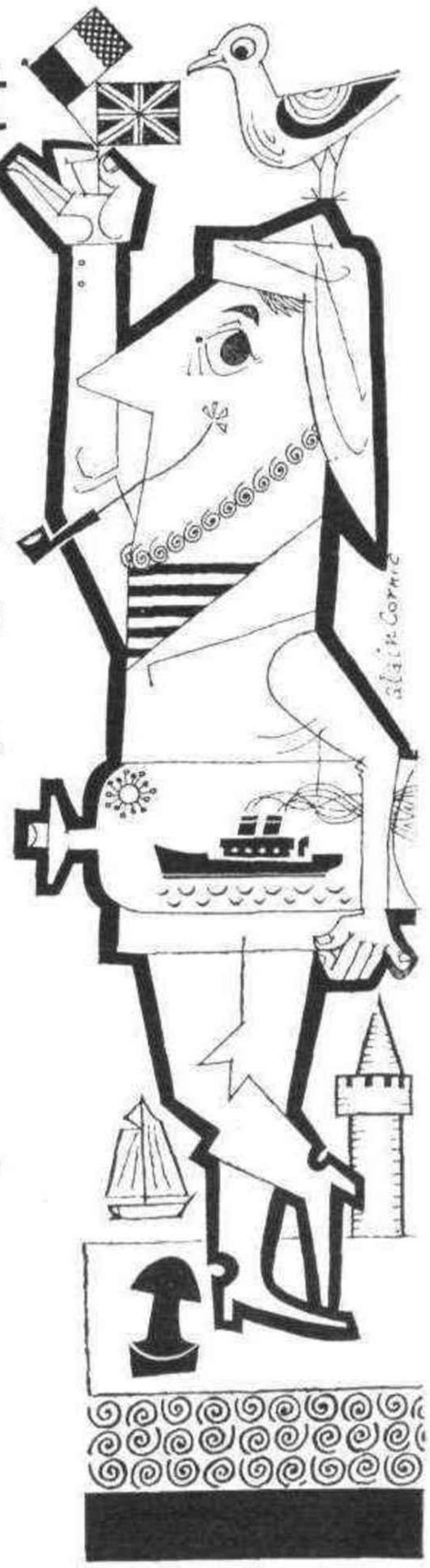
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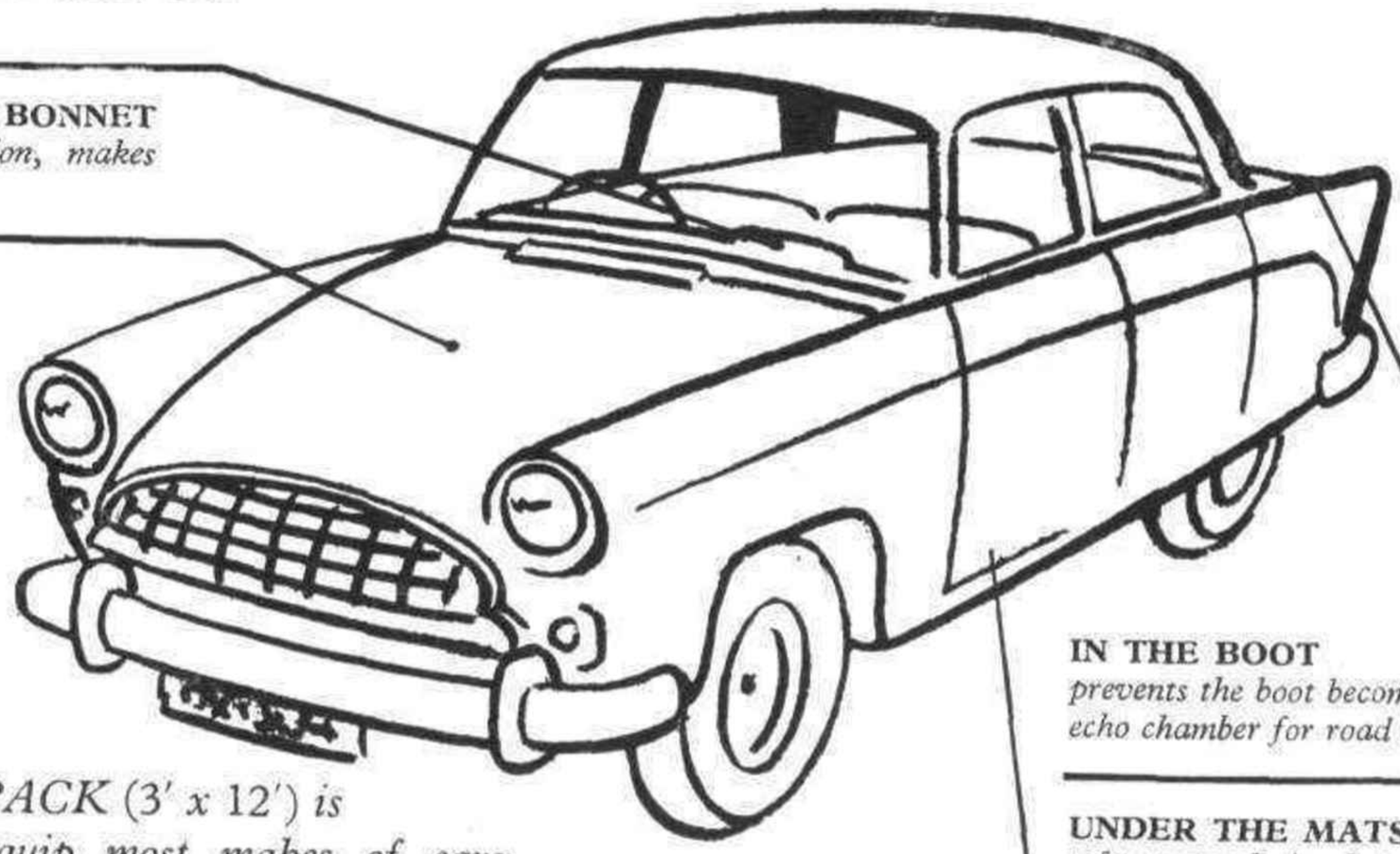
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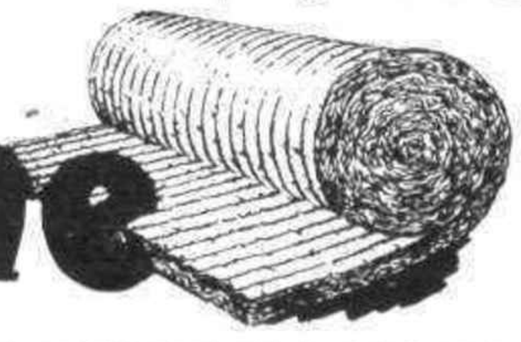
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THE MONTH AHEAD :

- **March 1** Welsh Marches Rally — Colmore Trial.
- **March 8** Targa Rusticana — Lotus Racing Team (third in a series).
- **March 15** Road Test of the Ford Consul Capri — Y.S.C.C. 4/44 National P.D. Trial — Full report of the Syracuse G.P.
- **March 22** Express and Star Rally — Tuning and Modification Feature.
- **March 29** Sebring 12-Hour — Snetterton International Race Meeting. Road Test of the Vauxhall Victor.

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VOL. XXXVIII No. 3 **TWO OUTSTANDING CARS: FIAT 1500/MERCEDES-BENZ 190** MARCH 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 MONTE CARLO RALLY

The rather dull Monte Carlo Rally is now fading into history but before it becomes entirely an event of the past we must congratulate Carlsson on winning outright in a 2-stroke front-drive Saab and Bohringer and Lang for getting a seemingly-unwieldy Mercedes-Benz 220SE through to second place, results that endorse MOTOR SPORT's good opinions of both these cars.

High praise is due to Rootes for taking the Team Prize with their Sunbeam Rapiers, which one hopes will aid sales for a Group which last year put up a noble stand against strike action, and to those indomitable girls, Pat Moss and Ann Wisdom, for winning the Ladies' Prize with one of the new Cooper Minis, which emphasises that this small car has road-holding and braking fully in keeping with its high performance.

So the 1962 Monte Carlo Rally was won and lost, steel-spike tyres causing more trouble than they were worth, the D.K.W. Owners' Club complaining again that the British entry was "seeded" by the R.A.C. to exclude foreign cars, two young clergymen in a Mini Austin using the Rally as a gimmick to publicise religion (it is said they opened their prayer books at the Controls—but the Saab still won!), Fords, in spite of 12 works entries, finishing nowhere, a 3-cylinder 841-c.c. Swedish car beating 312 other starters, and five Sunbeams and an Austin-Healey were the only British cars amongst the first twenty, the other proud names of which are Saab, Mercedes-Benz, D.K.W., Volvo, Citroën and Lancia.

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Front Cover Picture: For the third time in the Monte Carlo Rally Pat Moss and Ann Wisdom won the Coupe des Dames prize, this time driving a Cooper-Mini. Although the Rally was easier than usual it was not without its exciting moments and on the Col de Turini Pat Moss slid off the road into a snow bank, but continued unabashed, blowing on her fingertips as she straightened the car out!

RACING RECOMMENCES

To gardeners the first primrose (is it?) marks the end of winter but motoring enthusiasts look forward to the resumption of racing, which starts again this month at Oulton Park on the 17th at Snetterton on the 18th, and at Goodwood on the 24th, the latter meeting being the first round of the 1962 MOTOR SPORT Brooklands Memorial Trophy Contest.

In this issue we publish interviews with the leading organisers of motor racing in this country, in order that the customers shall know what kind of races will be held and when, the improvements they can expect at British circuits and how those who largely control the destiny of the Sport in this country view such controversial topics as long or short races, supporting events to the main race of the day, marshalling, starting money and so on.

We hope that this information, together with the fixture list giving rendezvous and time of start which is published in MOTOR SPORT every month, will enable you to decide which races to attend—and that attendances will be at record levels this year, for in the Atomic Age it is not prudent to postpone pleasure! And few experiences are more enjoyable than attending a motor race, commencing with the journey to the venue, such as Goodwood under the Sussex hills, Oulton Park in Cheshire parkland or Silverstone in the heart of England—perhaps with a girl-friend (whom Stirling Moss has pledged to wear those fashionable skin-tight pants)—and embracing inspection of the astonishing variety of intriguing cars that assemble in the car parks apart from the pleasure of watching highly-tuned machinery skilfully handled out on the circuit.

So get out those diaries and plan your holidays, to take in the race meetings you fancy. . . .

PERSECUTION

What was described as a unique case was heard before Aldershot Magistrates' Court last month when 13 students were charged by the Police in respect of a 147-c.c. Villiers-engined bedstead driven in a Rag procession without licence or L-plates, insurance or legal brakes. The 18-year-old builder pleaded guilty to all charges, although his solicitor submitted that the bedstead had adequate brakes for its walking-pace speed and that it was thought the Rag insurance covered the vehicle.

The Police issued a warning through a third party two days before the procession, which was ignored. Youth is often carefree and irresponsible and should be taught that the Law must be observed, so a fine was to be expected but £13 and the inevitable driving disqualification seems severe—certainly when compared with a recent case at Midhurst when a titled but negligent Mini driver who pleaded guilty to driving without care and attention, causing an accident in which a motorcyclist was seriously hurt, received a £5 fine and an apology for the magistrates' statutory obligation to endorse (not confiscate) his licence, especially remembering that the student's mechanical bedstead injured no-one and that this Rag contributed several hundred pounds to an Old People's charity.

Curious bicycles, of abnormal length or ridden by riders whose view is obstructed, get away with it on jolly Carnival occasions but if an engine is involved the Police close in. So if you are English and have a motorised bedstead make sure it is 100% legal

Continued at foot of next page

Motoring Sport Events for March

★ **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
Mar. 3rd/4th	Edinburgh Combined Clubs	Ferranti Factory	Crewe Toll	Rally (*R.*)	10.30 p.m.
,,	Polish M.C.	R.A.F. Station	Kenley	Night Fighters' Rally (*R.*)	9.30 p.m.
,,	A.C.A. M.C.	96/294404	—	" Pete's Pot " Rally	9.30 p.m.
,,	N. Wales C.C.	M & K Garage	Old Colwyn	Rally (*R.*)	11.00 a.m.
,,	W. Essex C.C.	Barn Restaurant	Braintree	Cloverleaf Rally (*R.*)	8.30 p.m.
Mar. 4th	Mid-Cheshire M.C.	" Egerton Arms "	Broxton, Cheshire	Wilshire Trial (*R.*)†	11.00 a.m.
,,	Morgan 4/4 Club	Honeybourne Aerodrome	Evesham	Driving Tests (*R.*)	9.30 a.m.
,,	Hants & Berks M.C.	Blackbushe Aerodrome	Camberley	Production Car Trial	2.00 p.m.
Mar. 6th	Maidstone & Mid-Kent M.C.	Corn Exchange	Maidstone	Film Show	7.30 p.m.
Mar. 10/11th	U.H.U. & U. of London M.C.	Beedens Garage	Northampton	Rosette Rally (*R.*)	9.00 p.m.
,,	Leicester C.C.	Batchelor Bowles Ltd.	Leicester	Rally (*C.*)	10.30 p.m.
,,	Glossop & Dist. M.C.	109/325689	Queensferry	" Hob Hey " Rally (*R.*)	11.00 p.m.
Mar. 11th	Falcon M.C.	Waterhouse Street	Hemel Hempstead	March Hare Trial (*R.*)	12 noon
,,	M.G. C.C. (S.E.)	Brands Hatch	Farningham	Sprint (*R.*)	1.00 p.m.
,,	Y.S.C.C.	Packhorse Hotel	S. Owram, Halifax	4/44 Trial (*R.*)†	10.30 a.m.
,,	S. Wales A.C.	Castel Farm Hill	Llangynwynd	Hill-Climb (*C.*)	2.00 p.m.
,,	Torbay M.C.	Oddicombe	Torquay	Hill-Climb (*C.*)	9.30 a.m.
,,	Cambridge Univ. A.C.	Snetterton	Thetford	Sprint (*R.*)	12 noon
,,	N.A.L.G.O. (Met.)	Public Baths	Cheam	Rally (*C.*)	10.01 p.m.
Mar. 17th	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (*C.*)	2.00 p.m.
,,	Bournemouth M.C.	De Havilands	Christchurch	March Hare Rally (*C.*)	8.00 p.m.
,,	Hagley & Dist. L.C.C.	Wellesbourne Airfield	Stratford-on-Avon	Sprint (*C.*)	2.00 p.m.
,,	Guildford/Farnborough/Haslemere M.C.s.	Tilthams Garage	Ash	Rally (*C.*)	7.30 p.m.
Mar. 17/18th	Mid-Surrey A.C.	170/254500	Reigate	Spring Rally (*C.*)	7.30 p.m.
,,	WOLVERH'PTON & S. STAFFS M.C.	STAFFS MOTOR TYRE CO.	WOLVERH'PTON	RALLY (*N.B.*)	9.30 p.m.
,,	Huddersfield M.C.	96/068305	Halifax	Pyramid Rally	10.00 p.m.
Mar. 18th	VW O.C.	Ascot Service Station	Ascot	Rally (*C.*)	11.00 a.m.
,,	N.L.E.C.C.	Braziers Yard	Ware, Herts	Jacobean Trial†	10.30 p.m.
,,	London M.C.	Finmere Circuit	Buckingham	Slalom	1.30 p.m.
,,	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (*C.*)	2.30 p.m.
,,	Romford Enthusiasts' C.C.	N. Weald	Epping	Driving Tests (*C.*)	1.00 p.m.
Mar. 23rd	Circle C.C.	Essoldo Cinema	Harrow	Midnight Film Matinée	11.40 p.m.
Mar. 24th	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
,,	V.S.C.C.	Silverstone	Towcester	Pomeroy Trials (*C.*)	11.00 a.m.
Mar. 24/25th	Burnham-on-Sea M.C.	165/305½349	Bridgwater	Wessex Rally (*R.*)	10.30 p.m.
,,	Coventry & Warwickshire M.C.	Berry Hill	Ross-on-Wye	Three Spires Rally (*R.*)	9.45 p.m.
,,	M.G. C.C. (N.W. & N.E.)	J. Cockshot Ltd.	Ashton-under-Lyne	Cockshot Cup Rally (*R.*)	10.30 p.m.
Mar. 25th	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
,,	Tunbridge Wells M.C.	Brands Hatch	Farningham	Sprint (*R.*)*	1.00 p.m.
,,	Jaguar D.C. (Northern)	Esplanade	Southport	Driving Tests (*C.*)	9a.m. & 1p.m.
,,	Ford Sports M.C.	Warley Barracks	Brentwood, Essex	Driving Tests (*C.*)	2.00 p.m.
,,	Sevenoaks & Dist. M.C.	Biggin Hill	Bromley	Driving Tests (*R.*)	10.30 a.m.
Mar. 31st	B.R.S.C.C. (Midland)	Silverstone	Towcester	Race Meeting (*C.*)	2.00 p.m.

* *Includes classes for vintage cars.*
† *Qualifies for R.A.C. Trials Championship and B.T. & R.D.A. Gold Star.*
NOTE : Will Club Secretaries ensure that details of April events are in this office **not later than** March 15th.

MATTERS OF MOMENT—continued from previous page

before using it, or, better, emigrate with it to France or somewhere similar where the Law is less discriminating. . . . Whether this young student will be so anxious to aid charitable activities in future is open to question; it seems evident that many authorities have grown so old or absent-minded that they have forgotten the time when young people of a former generation were encouraged to drive far more precarious vehicles than this harmless bedstead and whose Hurricanes and Spitfires were not insured against a safe return. . . . *We seem to recall that they did this in the cause of freedom.*

The remaining young " criminals " who appeared in Court (a total of 52 police charges!) were members of the Rag Committee, some of whom could hardly have known about the bedstead; they were acquitted, but were required to pay £9 12s. costs.

This is but one motoring case out of thousands that occupy our Courts. If a Rail Strike occurs this month, motorists will again be regarded as Good Boys while it lasts, out on parole as it were, encouraged to give lifts (like a scooter we saw in the City, inappropriately labelled " Minicab—Girls Only "—with a delightful brunette on the pillion), to park in any space available, to drive about towns as swiftly as possible, waved on frantically by worried traffic officers. But when it is all over, the persecution will be resumed. . . .

Britain must not trend towards the Police State; why, the majority of her citizens feel distaste even for Traffic Wardens, who not only impose £2 fines if car-owners return a few minutes late to their parking meters but prowl about meterless roads reporting motorists who have found a little free parking space for a while. On Black Monday, when the London Tubes stopped, motorists were parking in such streets without trouble (one wonders who instructed a Police Car to broadcast to drivers advising them to abandon their cars in Shepherd's Bush that morning? The journey across London was practical if slow and few motorists, unused to walking, would have survived a hike to the West End, apart from the immediate parking chaos had anyone obeyed this panic advice). Later it took us nearly 2½ hours to drive seven miles across the Metropolis at 4.30 p.m. that day but by the following Monday, *when there was no Tube strike*, free parking and a revised traffic flow worked beautifully, proving that if freedom replaced persecution, not only motorists but the Country as a whole would benefit.

We recommend the idea to Mr. Marples—freedom all the time, not just in times of crisis, and an end to petty persecution of road users, from bedstead drivers to owners of fast cars. Let us echo the opinions of Mr. J. J. Leeming, County Surveyor of Dorset, who advocates fewer restrictions on motorists and more money spent where it does most good, on better roads; his view being that to leave dangerous places on our roads and throw the whole blame for accidents on motorists is " a perfect example of our notorious national hypocrisy."

" MOTOR SPORT'S " READERS' CAR SURVEY

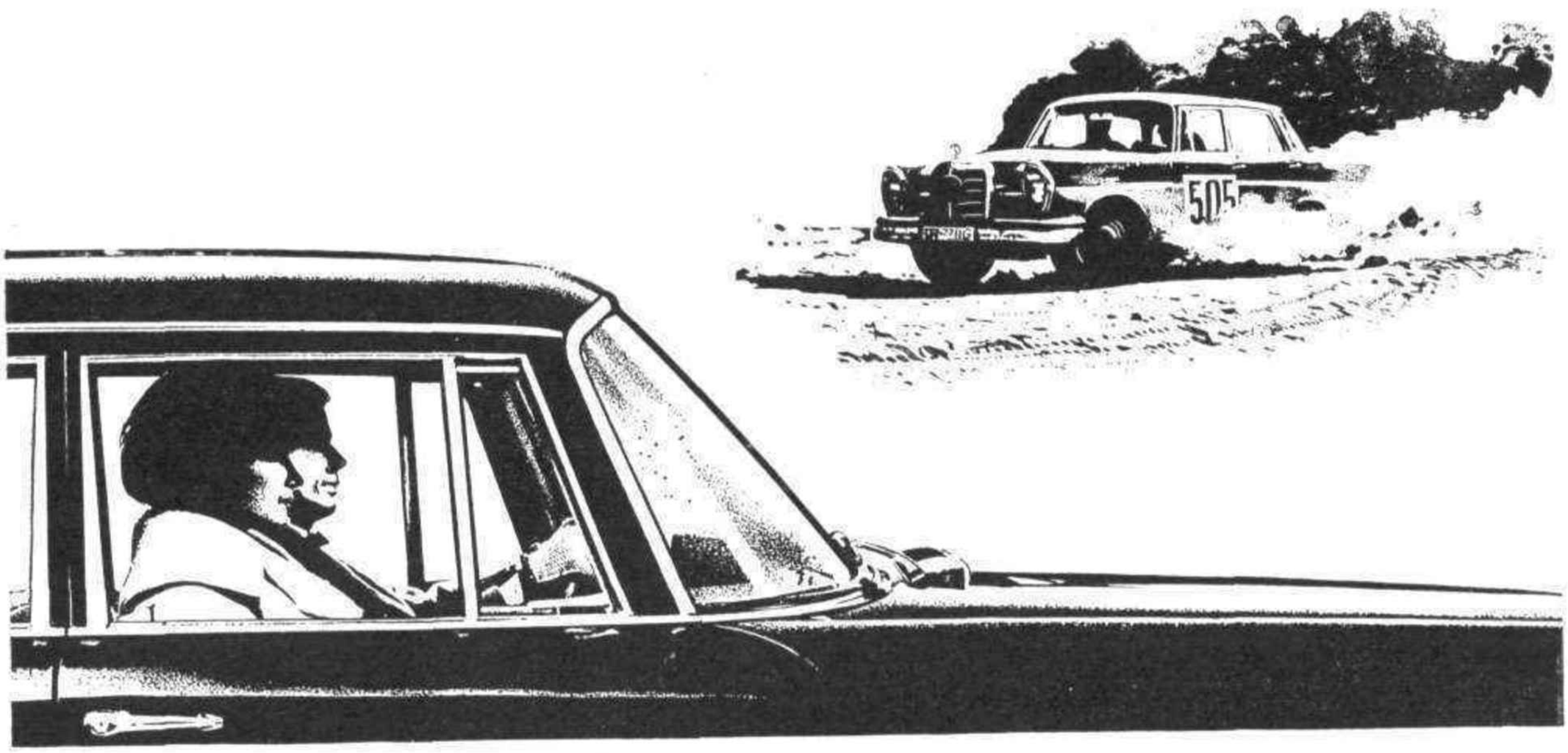
These have been arriving in their thousands and next month we hope to commence publishing a summary showing what cars our readers own (they don't *all* own VWs), which petrol, oil and tyres they favour, and what troubles they have experienced. As they say in the exclusive journals—place your order NOW.

FIFTY FAMOUS RACERS

" Famous Racing Motorcycles," by John Griffith. 106 pp. 5 in. × 7⅝ in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.*1. 10*s.* 6*d.*)

This landscape book covers two dozen different makes of racing motorcycle, ranging from a 1907 vee-twin Norton to George Brown's formidable 1959 Vincent Special " Nero," and in engine capacity from 125 to 1,000 c.c. A whole host of T.T. machines down the years is included, each machine has a full-page illustration and many engines a separate portrait, and in all 50 bicycles are covered, many of them still in existence. Another nostalgic reference work for the student's library, but (p. 13) what was the 8-litre Ducati?—W. B.

Conclusive Proof



Results are the proof of true performance and 1961 was not sparing in her share of successes for Mercedes-Benz production cars. Among other international motoring events they achieved major victories in the Algiers-Central African Rally, the East African Safari and the Production Car Grand Prix in Argentina. In addition to this a further 90 class awards in national and international competitions featured on the Mercedes-Benz list of winners. To pass these stringent tests with flying colours is conclusive proof of outstanding performance. You'll find the same technical performance, quality, safety and dependability in every Mercedes-Benz which leaves our works.

MERCEDES-BENZ

1304 SA

THE COMING RACING SEASON

In a few short weeks we will once again be thrust into another racing season, probably the busiest the sport has ever known. With this in mind we posed the following questions to four of Britain's major race organisers, Nick Syrett of the British Racing and Sports Car Club, John Morgan of the British Automobile Racing Club, Oliver Sear of the Snetterton Motor Racing Club, and John Eason Gibson of the British Racing Drivers' Club.—M.L.T.

Question 1. Remembering that in the old days changes were made almost every winter at Brooklands, will there be any improvements at your circuit this season?

Question 2. What are your major fixtures this season and which do you regard as your most important 1962 meeting?

Question 3. What type of racing do you find attracts the public most? Do you favour one big race and one supporting race or a number of shorter events?

Question 4. Have you any views on the starting money required by teams and drivers or the lack of starting money as alleged by some drivers?

Question 5. Where do you find your marshals and other officials?

Question 6. Are any of your meetings sponsored by newspapers or other backers and what are your views on this subject?

Question 7. Do you expect crowds to be as big as last year?

Question 8. Do you expect entries to be as good as last year?

Question 9. Any other comments to make as a race organiser?

From Nick Syrett, B.R.S.C.C.

Question 1

The following alterations are being made at Brands Hatch.

1. Erection of a 300-seat public restaurant close to the main grandstand.
2. Completion of a 100-seat restaurant in the paddock, for the exclusive use of competitors and trade officials.
3. Erection, as soon as adequate extra water supplies are available, of large modern toilet blocks to supplement, and in many cases replace, those now in use.
4. Erection of a start line control tower, prize presentation balcony and photographers' high point.
5. Erection of a permanent, brick-built television tower.
6. Complete surfacing of the paddock area and extension of the trade servicing area.
7. Establishment of a surfaced paddock testing circuit in the field below the paddock.
8. Erection of a battery of 12 lock-up workshops to be rented on an annual basis to teams and others wishing to have a permanent circuit testing and development base.
9. Erection of a battery of six lock-up shops offering accessories, souvenirs, films, magazines, etc., to the public.
10. Fortifying and heightening all safety banks to a standard unsurpassed in Britain.

Question 2

The two most important fixtures for Brands Hatch this season are the International meetings on August 6th and October 6th.

1962 B.R.S.C.C. MEETINGS

Mar.	18th	Closed	Snetterton
„	31st	Closed, Midland Centre	Silverstone
April	21st	Closed, Northern Centre	Rufforth
„	23rd	Closed	Brands Hatch
May	6th	Closed	Brands Hatch
„	20th	Closed	Cadwell Park
„	27th	NATIONAL BRITISH	BRANDS HATCH
June	9th	Restricted, Northern Centre	Rufforth
„	9th	Closed	Castle Combe
„	30th	Restricted, North-Western Centre	Oulton Park
July	1st	Closed	Mallory Park
„	7th	Closed	Castle Combe
„	8th	Restricted, Northern Centre	Linton-on-Ouse
„	22nd	Closed	Brands Hatch
„	28th	Restricted, North-Western Centre	Oulton Park
Aug.	6th	INTERNATIONAL	BRANDS HATCH
„	19th	Closed	Cadwell Park
„	26th	Closed	Brands Hatch
Sept.	1st	NATIONAL BRITISH	CRYSTAL PALACE
„	2nd	Closed, Midland Centre	Mallory Park
„	8th	Restricted, Northern Centre	Rufforth
„	8th	Closed	Castle Combe
„	16th	Closed	Snetterton
Oct.	6th	INTERNATIONAL	BRANDS HATCH
Dec.	26th	NATIONAL BRITISH	BRANDS HATCH

Question 3

We find that virtually any type of meeting on a Bank Holiday attracts a big gate but to attract large crowds on any other day a good field of star drivers in the current Formula One machines is necessary. We favour one main race and two or three shorter supporting races.

I personally favour large-engined single-seater racing cars and I fought a long battle for my own proposed Formula Senior as did other people for Intercontinental, Formula 366 and what have you, but I am afraid we have lost as there will probably be no races for these formulae this season. Since it is impossible to get the Formula One cars back from the German G.P. in time for our meeting on August 6th we are holding a race for large capacity sports cars. We hope to attract some really potent machinery from the major manufacturers in this field and possibly from America, so that this event should be a good substitute for the Intercontinental race. At the meeting on October 6th we are running a six-hour saloon-car race for Group II cars. With an entry limited to 30 cars we will almost certainly have works entries from the major manufacturers in Europe and we already have an entry from America.

Question 4

It takes an awful lot of money to assemble a first-class field of single-seaters, and our Formula One field on June 3rd last year cost us £8,225 in starting money. With starting and prize monies for other events our bill for this item alone was £10,345 not counting all the other organising expenses. For the Intercontinental race on August 7th the starting money bill came to £10,450 and the total paid out in prize money and starting money reached £14,925. However, being a Bank Holiday meeting our gate was over three times as large as the June event. The huge bill for the big names leaves less than we would like for the other categories but the expenses of Formula One are tremendous and we therefore feel the expenditure is justified. Formula Junior racing was envisaged as an inexpensive Formula and we can hardly be blamed for the rat race which has developed in the search for horsepower and bearing in mind its limited spectator appeal we feel our starting money offers in this category are quite fair.

Question 5

All marshals are found from volunteers within the Club.

Question 6

We do have sponsored meetings such as the Guards Trophy last year. They provided a sum of money which covered prizes and some of the starting money and this helped us to make a profit for the Club. They have since pronounced themselves pleased with results and will sponsor the big sports-car race this season. We are naturally very grateful for any sponsorship as it helps us to balance a sometimes precarious budget and as long as the advertising does not become too blatant we are quite happy.

Question 7

There are more meetings being held every year and naturally only the hard core of enthusiasts attend most of them so crowds are being more evenly distributed. The influence of Television certainly can detract from our crowds and if one of our meetings is being televised at any great length we reckon to lose a fair proportion of the gate. An example was the Boxing Day meeting which was televised on a bitterly cold day, so that a lot of people stayed at home and watched. However, we were fairly happy with a 14,000 crowd.

Question 8

Entries will almost certainly be as good as last year and probably much better. We are re-opening Castle Combe for three Club meetings and expect to get good entries there as well as at our other 22 meetings.

From John Morgan, B.A.R.C.

Question 1

The surface of the Goodwood track has been relaid during the winter and a new enclosure provided at St. Mary's Corner so that members can drive from the paddock area to spectate at this corner. A temporary stand has also been provided and may become a permanent fixture if it proves popular on Easter Monday. New earth bankings have been provided in some places to give a better view and the airstrip is now able to accommodate aircraft of the Bristol Freighter type.

Question 2

This season the B.A.R.C. will hold 20 race meetings, four of them Internationals and four Nationals. The major fixtures will be the British G.P. at Aintree, the Aintree "200," the Easter Monday Goodwood Meeting and the Tourist Trophy. To celebrate the Club's Golden Jubilee there will be a Festival of Motoring at Goodwood on July 14th.

1962 B.A.R.C. MEETINGS

Mar.	17th	Oulton Park Members' Meeting
„	24th	Goodwood Members' Meeting
April	7th	OULTON PARK NATIONAL OPEN MEETING
„	23rd	GOODWOOD EASTER MONDAY INTERNATIONAL MEETING
„	28th	AINTREE "200" INTERNATIONAL MEETING
May	26th	Goodwood Members' Meeting
June	11th	CRYSTAL PALACE NATIONAL OPEN MEETING
„	11th	GOODWOOD NATIONAL BRITISH MEETING
„	23rd	Goodwood Members' Meeting
„	27th	Aintree Members' Meeting
July	7th	Goodwood Members' Meeting
„	21st	BRITISH GRAND PRIX (AINTREE)
Aug.	6th	AINTREE NATIONAL BRITISH MEETING
„	11th	Oulton Park Members' Meeting
„	18th	TOURIST TROPHY RACE MEETING (GOODWOOD)
Sept.	1st	Goodwood Members' Meeting
„	22nd	Goodwood Members' Meeting
„	29th	Oulton Park Members' Meeting
Oct.	6th	Goodwood Members' Meeting

Question 3

The greatest attraction is undoubtedly single-seater racing, whatever the engine capacity. We find that the most popular type of programme consists of a not-too-long race for single-seaters with several shorter supporting races. At Goodwood on Easter Monday there will be five races, and supporting the Aintree "200" F.1 race there will be three other events, while the British G.P. will be supported by one other race, probably for saloon cars this year.

Question 4

We do not own a circuit ourselves but merely undertake to promote races for a fee at various circuits such as Goodwood, where the owners are the Goodwood Road Racing Co. Ltd. Therefore we discuss with the owners of the circuit in question the amount of money they are prepared to allocate for starting and prize money, then we distribute this as we think fit amongst the various races. Formula One racing is extremely expensive and we expect to pay a good deal of money to assemble a first-class field of F.1 cars. This can often exceed £15,000, so that we cannot be as generous with some of the other categories as we would sometimes like to be.

Question 5

Marshals are recruited from a band of around 300 B.A.R.C. members, who also supply flag marshals, observers and so on. Other key jobs are filled by permanent staff members from the B.A.R.C. headquarters and other skilled professionals in their particular sphere.

Question 6

We receive support from several backers for which we are extremely grateful for it helps us to provide a better spectacle. The *Daily Telegraph* put up £1,000 for the Double Twelve Race at Brooklands before the war and they still support us. United Lubricants provide prizes at our Easter Monday meeting, and the *Daily Mirror* sponsor the Aintree "200" and the British G.P. The support given by sponsors is much appreciated and in the case of newspapers is twofold for the publicity given to the event in the editorial columns helps to swell the gate. The public also appreciate additional events such as the World Sky-Diving Championships which will be sponsored by the *Daily Telegraph* at Goodwood on the morning of the Easter Monday meeting.

Question 7

We expect crowds to be as good as last year.

Question 8

Entries will almost certainly be as good if not better than last year. In this respect we are lucky in having such competitions as your own Brooklands Memorial Trophy and the recently instituted Veedol competition which are both aimed at the amateur driver, for whom our sports-car meetings cater.

Question 9

We owe a great debt of gratitude to the petrol and oil companies and the various accessory suppliers, for without them racing would not run on the same scale as it does today. On the subject of television, this has introduced a large number of people to the sport, but the TV companies seem to get an afternoon's entertainment very cheaply and a TV programme can take away some of the gate. Goodwood will be with I.T.V. this year, but of course that is negotiated by the track owners.

From Oliver Sear, S.M.R.C.

Question 1

At Snetterton we do not carry out changes or improvements at any particular time but have a programme scheduled over the next five years which includes extensive re-surfacing and additional Spectator/Competitor facilities. This winter we have built a Drivers' Changing Room, and carried out some further re-surfacing. We have also improved the spectator safety facilities, and a lot of new fencing. Obviously improvements can only be undertaken as the money is available, and keeping a high standard of racing is a very expensive thing today, and there is not often sufficient gold in the kitty to do what we want.

Question 2

We have three main events of the year—the International Lombank Trophy on April 14th; The Scott-Brown Memorial Trophy on July 15th and The Molyslip Trophy and *Autosport* Three Hours on September 29th. I suppose the International Lombank Trophy on April 14th would be called our main event of the year.

1962 SNETTERTON MEETINGS

Mar.	18th	B.R.S.C.C. Motor Racing
„	25th	S.M.R.C. Motor Racing
April	14th	INTERNATIONAL LOMBANK TROPHY RACE MEETING
May	6th	S.M.R.C. Race Meeting (Vintage and Historic Car Race)
„	26th	Jaguar Drivers' Club. Club Race Meeting
June	3rd	S.M.R.C. Motor Racing
July	1st	E.C.M.C. NATIONAL MOTOR RACE MEETING
„	8th	London Motor Club Motor Race Meeting
„	15th	NATIONAL SCOTT-BROWN MEMORIAL TROPHY
Aug.	19th	West Essex Car Club Race Meeting
Sept.	2nd	S.M.R.C. Motor Racing
„	16th	B.R.S.C.C. Motor Racing
„	29th	NATIONAL OPEN MOLYSLIP TROPHY, VANWALL TROPHY AND "AUTOSPORT" 3-HOURS

Question 3

I am certain that Formula One racing has an overwhelming public attraction, and I think one major event (100 to 200 miles) with two to four supporting short races is the most popular type of programme. By "short" I mean 10-12 laps.

Question 4

This subject of starting money is a very thorny question. Our experience has been that large crowds follow a handful of famous drivers, preferably driving Formula One cars. Drivers and team managers are well aware of this, and expect to take the lion's share of the starting money. The morals of this we cannot discuss in answer to your question. But these are the facts, and we find in order to attract a large crowd you have got to fork out!

After paying the star names there are just the scrapings from the bottom of the barrel to go round. It is not that we would not be very happy to distribute the funds we have more evenly, but we must face the facts, and they are that 30,000 plus people will turn up to see Moss, Brabham, Surtees, Salvadori, Clark, Ireland, McLaren, etc., and if you do not have a fair selection of these chaps the crowd will drop back to about 10,000. This is well known to all and, of course, Team Managers have every right to expect that they should take their proportion of this increased revenue. Sad as this may seem to the struggling private entrant it applies to all entertainment in post-war Britain for have we not plumped 100% for the American "Star" system? Speaking for myself, I would like to see much more publicity given to the sport and the overall positions of the race and not, as is usual, to one or two famous drivers, brilliant as their performance may be. But this, of course, is a pipe dream, and is not in line with modern journalism.

Question 5

All Marshals and Officials at Snetterton Motor Racing Club Meetings are provided by this Club and, I should think, 90% are members of the Club. The Marshals' Club can also be a great help.

Question 6

We receive partial sponsorship for our three major meetings in the form of limited financial assistance, but in none of these cases do our patrons try to tie our hands or direct us into channels we would not normally follow. We are most grateful for their financial help and their interest in Motor Racing. I cannot see anything wrong in this type of sponsorship, but where heavy conditions are laid down and the effective control of the meetings could fall into the hands of a sponsor not interested in the future of Motor Racing and using it for example as a temporary sales gimmick, the overall effect could be injurious to the true sport of Motor Racing, though I feel at the moment there are no grounds to worry about the sport's future on this count.

Question 7

We do expect crowds as big as last year, in fact larger. In East Anglia we are always a bit behind. We will reach our peak in 1999.

Question 8

We hope that we shall enjoy the splendid entries we have had in the past, and I see no reason why this should not be so. We work in the friendliest possible way with all drivers and entrants, and although we cannot often pay them the starting money they richly deserve they support our meetings all the same.

Question 9

Trade Support

Without trade support Motor Racing would be very poor, and I think a big debt of gratitude is owed by us all to the Petrol Companies and firms like Dunlop, Lucas, Castrol, etc.

Television

On balance I would think Television has harmed Motor Racing, for it is very rare that a camera captures the real magic of this sport. Let's face it—it looks desperately dull. On the other hand, of course, "catch the camera" banners bring honest gold into that greedy fund for track maintenance and improvement. One or two lucky circuits find this a major source of revenue I am sure.

From John Eason Gibson, B.R.D.C.

Question 1

I cannot agree that in the old days changes were made almost every winter at Brooklands. At Silverstone improvements and modifications are not necessarily carried out each winter, but have gone on steadily throughout the year, as B.R.D.C. policy insists that profits from race organising be ploughed back into the circuit. The most recent improvement carried out was for the sake of the paying public and consisted of the construction of six permanent toilets, four of which were in the cheaper public enclosures, Emplacements have been provided at Flag Marshal and Observer points where these officials are exposed to any danger.

Question 2

Our major event this year is the 14th International Trophy meeting due to be held on May 12th.

1962 SILVERSTONE MEETINGS

Mar.	31st	B.R. & S.C.C.
April	14th	V.S.C.C.
"	28th	Maidstone & Mid-Kent Motor Club
May	5th	A.M.O.C.
"	12th	*B.R.D.C. (INTERNATIONAL TROPHY)
"	26th	M.G. Car Club
June	2nd	Eight Clubs
"	16th	Nottingham Sports Car Club
"	23rd	M.M.E.C.
"	30th	M.C.C.
July	14th	A.M.O.C.
"	21st	V.S.C.C.
Aug.	4th	Bentley Drivers' Club/Jaguar Drivers' Club
"	11th	750 Motor Club
Sept.	1st	S.U.N.B.A.C.
"	8th	Jaguar Drivers' Club
"	15th	Peterborough Motor Club
"	29th	North Staffs. Motor Club
Oct.	6th	*B.R.D.C. (Championship of Clubs)

** On full Grand Prix Circuit.*

Question 3

It is our opinion that to attract a really large crowd as distinct from the true enthusiast, it is essential to provide a full day's racing. Over the years we have not organised any International Trophy meeting or even a British Grand Prix meeting with less than five events and the programme normally lasts from approximately 10.15 a.m. to 5.30 p.m. We are convinced that this is what the public wants.

Question 4

In most cases the starting money required by teams and drivers is fair, bearing in mind the fantastic expenses in which competitors are involved in today's motor racing. It has to be remembered, however, that it is not compulsory to go in for motor racing and some competitors' demands are perhaps a little unrealistic. I can only assume that the allegation regarding the lack of starting money offered by some organisers emanates from some Formula Junior drivers. It should be understood, I think, that this Formula was designed for amateur drivers anxious to promote themselves eventually to the top class and some limitation of starting money was considered essential by some organisers to prevent the instrusion of very professional drivers.

Question 5

Almost all our Flag Marshals, Observers and Senior Officials are members of the B.R.D.C. but all other officials are provided by the members of the 15 clubs which have supported us by organising club meetings at Silverstone. Needless to say many of these officials are also members of the British Motor Racing Marshals Club.

Question 6

Since 1958 none of our meetings have been sponsored by any newspaper or other backer. Until 1958 we were sponsored and supported by the *Daily Express* and there is no doubt in our mind that it was the association of the *Daily Express* with Silverstone in obtaining previously unheard of crowds that assisted in putting British motor racing properly on the map in post-war years.

Question 7

We expect spectator attendance to be as good as last year. The general pattern of attendance at Silverstone after many years, does not confirm that crowds at major meetings are diminishing. I think it is possible that because there are so many meetings in the country now on what one can only describe as a medium scale that spectators are becoming more selective.

Question 8

We expect entries to be as good as last year.

XXIe RALLYE MONTE CARLO

REALISING that the Monte Carlo Rally would not last much longer if last year's fiasco was repeated, the Automobile Club de Monaco modified their rather unfortunate factor of comparison for the 1962 event to equalise the chances of the 313 entries which ranged from 746 c.c. of D.A.F. to 3,670 c.c. of Aston Martin DB4. The rather too obvious runaway win for Panhard last year could not be allowed to happen again, although there is little evidence to suppose that Panhard sales increased immensely because of this win. Sydney Allard found that, despite the fantastic and disproportionate amount of publicity showered on this rally, sales of his Allard did not increase as a result of his victory with an Allard in 1952.

However, other manufacturers realised that much of the reason for the Panhard victory lay in the fact that the winning car, the Panhard Tiger, with a high-performance version of the twin-cylinder engine, was homologated with the F.I.A. whereas last year the modified versions of most other manufacturers' products had to go into Group II or even Group III, giving them a very unsatisfactory factor of comparison. So during 1961 we saw manufacturer after manufacturer announce modified versions of their popular rally cars. B.M.C. announced the Cooper-Minis, Ford came out with the Anglia tuning kit, Standard-Triumph brought out a tuning kit and a disc brake set for the Herald, then shortly afterwards the Leyland régime disbanded the Competitions Department, leaving only six private entrants to contest the Monte Carlo Rally. That they have had second thoughts on the subject is indicated by the fact that Graham Robson has been given the job of organising a team of TR4s for the Tulip Rally. The excellent showing of the Swiss private owners Thuner and Gretener, who got a TR4 into second place in their class, seems to have caused this change of heart. Finally, Renault introduced a hot version of the Dauphine, known as the Rallye 1093, at the end of last year and managed to get it homologated very quickly, although it was rumoured that B.M.C. only received confirmation of homologation of the Cooper-Mini a short while before the start of the Rally. With all these new models about, Category 1, Class 1, for production touring cars between 500 and 1,000 c.c., promised to be the most hard fought of the event and, as we now know, was to provide the overall winner.

The event followed the pattern set down last year of eight starting points, converging this year, after a long main-road haul, on Chambery, from which pleasant town the final 550 miles to Monaco carried competitors over the mountains *via* five special stages which decided the Rally. Certainly there was a good deal of criticism from competitors that they were subjected to a dreary 2,000-mile drag round Europe at low average speeds for about 85 miles of real hard driving on the five special stages. Much of this criticism stemmed from the fact that the weather was uncommonly kind, giving only a few miles of ice-bound roads over the whole route, which is something for which the organisers could hardly be blamed.

However, there was sufficient hard going on the special stages to sort out the drivers from those who had chosen the hard way to get a winter holiday in Monte Carlo, and there were far too many of those. On the first special stage, soon after leaving Chambery, drivers had to cross the two mountain passes of the Col du Granier and the Col du Cucheron in darkness. The Granier was covered in ice at the top and those who chose to go without studded tyres soon began to regret the decision for they were visiting the scenery pretty regularly. Many people outside of the works teams did not fit studded tyres for the simple reason that a set of Dunlop Durabands so fitted would have set them back at least £75! But a set of Pirelli BS3s with studs is much cheaper and can be used after the Rally! Prominent people who didn't fit studded tyres were Graham Hill and Peter Harper and their times suffered on the icy bits. Eric Carlsson made fastest time on this 28-mile stage in 40 min. 27 sec. in his Saab, followed by Bohringer's 220SE Mercedes-Benz in 41 min. 20 sec., with Paddy Hopkirk's Rapier doing 41 min. 56 sec., these times indicating that handling was more important than power on this stage. Peter Procter was all set for fastest time on this stage but he punctured and mounted the parapet of a bridge, breaking his spot-lamps. Fortunately some locals lifted the Rapier down and he completed the section in 44 min. 45 sec., having lost five minutes with the puncture.

Whilst some of the driving was extremely skilful and the cars of the top drivers were really being flung round quite tortuous and icy bends, there were any number of cars being driven pathetically slowly, many of them regrettably being British entries. Driving a very ordinary 1,000-c.c. family saloon, the MOTOR SPORT reporting crew were forced to pass a number of competitors in order to avoid baulking the really fast drivers. Unfortunately some people seem to treat a drive on the Monte Carlo Rally as a social attainment, the main object being to display the Rally plates for as long as possible and to wear a long string of lapel badges. There is an obvious need for some method of selection being made even if this means a reduction in the entries. This year all the British entries were accepted regardless of merit.

From the Col du Cucheron the route went south towards Mont Ventoux *via* a number of tightish sections which caught out some competitors. The timed stage on Mont Ventoux covered only a 10-mile section and as this was dry the faster cars held the advantage. Hans Walter was fastest in his Porsche in 10 min. 3 sec., followed by David Seigle-Morris' 10 min. 15 sec. in his works Austin-Healey 3000, Donald Morley (M.G.-A) 10 min. 55 sec. and Bohringer 11 min. 2 sec. Carlsson was not far behind, however, and recorded 11 min. 33 sec., although Pat Moss in her standard Cooper-Mini did 11 min. 32 sec. Showing that power wasn't everything, Lyndon Sims' Aston Martin DB4 recorded 11 min. 39 sec. and Merrick's E-type Jaguar did 12 min. 5 sec.

With daylight breaking, the early starters reached the southern edge of the Alps and two special stages, which followed each other in quick succession near Thorenc. These were on fairly narrow roads twisting and turning through tree-lined hillsides, virtually dry and free from ice except for the odd patch here and there. These called for high speeds and careful judgment from drivers who had been out of bed for three clear days already, but incidents were few, only a couple of Citroëns putting themselves out of the Rally on these sections. German driver Kuhne was fastest on the first stage in his 220SE in an astonishing 10 min. 58 sec., next best being Walter's Porsche in 11 min. 53 sec., while Bohringer did 12 min. 8 sec. to the 12 min. 29 sec. of Carlsson's Saab. This and the next section were a gift to those who could afford the time and the money to do a reconnaisance of the route and make notes on the severity of the bends, for they could be taken very fast indeed if the road was familiar. One or two of the petrol and oil companies provide route notes for those who use their products and cannot do a "recce," and in fact we used the Castrol notes prepared by John Sprinzel. They certainly helped us to go faster, but in some cases we disagreed with his grading of the severity of a bend, and it requires some bravery to go blinding into a bend on someone else's say-so.

Continued on page 164

THE BRITISH MOTOR CORPORATION LTD
BIRMINGHAM AND OXFORD
B·M·C WINS MONTE CARLO RALLY

Surprised? So were we. This is a reproduction of the "punch-line" in a B.M.C. evening paper advertisement. We thought so highly of our ladies' win in the Mini that we gave them pride of place on the front cover. Saab, however, won the Rally, and this form of advertising can only misguide and definitely discredits the B.M.C.

WINTER RACING

SOUTH AFRICA

The South African season of International races, held in December and January, had a small number of European contestants doing the " tour " of four events. The races were limited to 1,500-c.c. cars so can count as Formula One events, except that whereas the F.I.A. Formula puts a bottom limit of 1,300 c.c. the South African races allowed Formula Junior cars to participate.

RAND G.P.—December 9th, 1961—Kyalami Circuit, near Johannesburg

75 laps—307 km.—Run in heat wave

1st : J. Clark (Lotus-Climax) .. .. .. 145.726 k.p.h.
2nd: T. Taylor (Lotus-Climax)
3rd : J. Bonnier (Porsche 4-cyl.)
4th : E. Barth (Porsche 4-cyl.)

Clark had a brand new 1961-type works Lotus, while Taylor drove the ex-Ireland Watkins Glen winning car. The two Porsches were late in arriving and, due to the last-minute flap, joined the race after it had officially started. Tony Maggs drove a Bowmaker-Yeoman Cooper-Climax but retired with overheating.

* * *

NATAL G.P.—December 17th, 1961—Westmead Circuit, near Durban

89 laps—322 km.

1st : J. Clark (Lotus-Climax) .. .. .. 144.181 k.p.h.
2nd: S. Moss (Lotus-Climax)
3rd: J. Bonnier (Porsche)
4th : E. Barth (Porsche)

Run on an entirely new circuit, only just finished in time for the race, Clark, Taylor and Bonnier were on the front row of the grid; Moss was on the back row with U.D.T.-Laystall's 1960 Lotus, having arrived too late for official practice, while Masten Gregory was in the second U.D.T. car. Maggs and Bruce-Johnstone drove Bowmaker-Yeoman Coopers, the former retiring with a broken gear-lever, while Taylor in the works Lotus retired with broken rear suspension while lying second.

* * *

SOUTH AFRICAN G.P.—December 26th, 1961 East London Circuit

80 laps—314 km.

1st : J. Clark (Lotus-Climax) .. .. .. 148.382 k.p.h.
2nd: S. Moss (Lotus-Climax)
3rd: J. Bonnier (Porsche)
4th : M. Gregory (Lotus-Climax)

Once again Moss was driving a U.D.T.-Laystall Lotus car, but he was unable to deal with Jim Clark in the latest works Lotus, and nor was Bonnier with the old 4-cylinder Porsche any match for the Scot. Trevor Taylor was lying second when he spun off the road and damaged the radiator of his works Lotus.

* * *

CAPE G.P.—January 1st, 1962—Killarney Circuit

60 laps—193 km.

1st : T. Taylor (Lotus-Climax) .. .. 131.162 k.p.h.
2nd: J. Clark (Lotus-Climax)
3rd : J. Bonnier (Persche)
4th : M. Gregory (Lotus-Climax)

Clark led for most of the race but spun towards the end, which let Taylor into the lead.

NEW ZEALAND

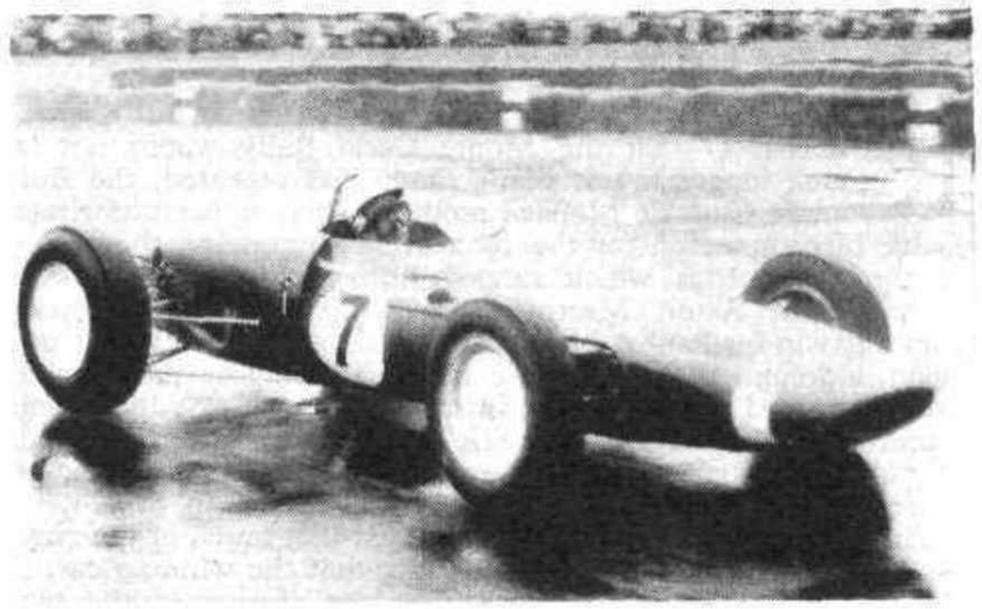
Starting on the first week-end in January, the New Zealand motor-racing season of Formule Libre events was troubled by terrible weather conditions, most unusual as it is their summer-time.

NEW ZEALAND G.P.—January 6th, 1962—Ardmore Airfield, Auckland

75 laps—241 km.

1st : S. Moss (Lotus-Climax 2½-litre) 1 hr. 23 min. 14.8 sec.—116.356 k.p.h.
2nd: J. Surtees (Cooper-Climax 2.7-litre) .. 1 hr. 24 min. 53.7 sec.
3rd: B. McLaren (Cooper-Climax 2.7-litre) .. 1 hr. 25 min. 45.6 sec.
4th : R. Salvadori (Cooper-Climax 2.5-litre) .. 1 hr. 26 min. 20.3 sec.
Fastest lap : S. Moss (Lotus-Climax), in 1 min. 32.8 sec.—78.0 m.p.h.

Tropical storms swept the airfield and caused the race to be abandoned after 50 laps, at which time Moss was leading the race,



Stirling Moss driving Rob Walker's new 1961-pattern Lotus-Climax with 4-cylinder 2½-litre Coventry-Climax engine.

complete master of the wet circuit. He was driving Rob Walker's brand new 1961-type Lotus and heading Surtees, who was in a Bowmaker-Yeoman Cooper with enlarged engine. Salvadori had the other Bowmaker-Yeoman Cooper, with normal 2½-litre engine, while McLaren was driving Tommy Atkins' Cooper with enlarged Climax engine. Other European entries were two Centro-Sud Maserati-engined Coopers, Lorenzo Bandini driving one and John Mansel the other, both cars having 2.8-litre 4-cylinder Maserati engines. First New Zealander home was Pat Hoare in his front-engined Dino Ferrari with V12-cylinder 3-litre engine. Brabham retired with his own 2½-litre Cooper.

* * *

HUDSON TROPHY—January 13th, 1962—Levin, Wellington

28 laps—60 km.

1st : J. Brabham (Cooper-Climax 2½-litre)
2nd: S. Moss (Cooper-Climax 2½-litre)
3rd : J. Surtees (Cooper-Climax 2.7-litre)
4th : B. McLaren (Cooper-Climax 2.7-litre)

Torrential rains continued to ruin New Zealand racing and the Levin meeting was washed out, the main event over 28 laps of the tiny 2.1-kilometre circuit was brought to a stop by worried officials after only eight laps. For this race Moss had the Walker 1961 Cooper-Climax used last year in Inter-Continental Formula races, keeping the new Lotus for more serious events. This meeting contrived to have 19 races in the programme, so that it was a wet speed-fiesta rather than a Grand Prix.

* * *

LADY WIGRAM TROPHY—January 20th, 1962 Wigram Airfield, Christchurch

71 laps—241 km.

1st : S. Moss (Lotus-Climax 2½-litre) .. 1 hr. 36 min. 38.7 sec.
2nd: J. Brabham (Cooper-Climax 2½-litre) .. 1 hr. 36 min. 55.0 sec.
3rd : J. Surtees (Cooper-Climax 2.7-litre) .. 1 hr. 36 min. 56.4 sec.
4th : B. McLaren (Cooper-Climax 2.7-litre) .. 1 hr. 37 min. 33.5 sec.

After the two wet meetings this third event was blessed with sunshine that turned into a heat wave, and Moss showed that intense heat has as little effect on him as intense rain. He led a whole string of Coopers home, driving the new Walker Lotus.

* * *

INVERCARGILL TROPHY—January 27th, 1962 Christchurch

50 laps—120 km.

1st : B. McLaren (Cooper-Climax 2.7-litre) .. 1 hr. 07 min. 16.0 sec.
2nd: S. Moss (Lotus-Climax 2½-litre) .. 1 hr. 07 min. 56.0 sec.
3rd : J. Brabham (Cooper-Climax 2½-litre) .. 1 hr. 08 min. 34.0 sec.
4th : J. Palmer (Lotus-Climax)

Driving Tommy Atkins' green Cooper, Bruce McLaren at last had a win in his home country.

* * *

DUNEDIN TROPHY—February 3rd, 1962—Dunedin

30 laps—83 km.

1st : P. Hoare (Ferrari V12) .. .. 48 min. 35.8 sec.—102.380 k.p.h.
2nd: J. Palmer (Lotus-Ford) .. 1 lap behind
3rd : B. Cottle (Lola-Climax sports) .. 3 laps behind

With all the stars having left for Australia, to race at Warwick Farm on the Sunday, the Saturday race in New Zealand, the last of the season, was left to the locals, and was won by Hoare in his special Ferrari.

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"MOTOR SPORT" Tests

THE FIAT 1500—A FAST ITALIAN FAMILY CAR OF EXCEPTIONAL MERIT

Ingenious Valve Gear, Disc Front Brakes, Modern Instrumentation, Quiet Running, Excellent Suspension, 93 m.p.h. and Sports-Car Acceleration, Comprehensive Equipment and Modest Price are features of this astonishingly good new model



The high-performance Fiat 1500 on historic ground in Surrey. The name of the road is appropriate, because the late John Cobb, who still holds the World's Land Speed Record and will for ever hold the Brooklands lap record, won his first race at the wheel of a Fiat car.

WHEN Fiat of Turin introduced their new 6-cylinder cars early reports suggested that these were outstanding vehicles, and when I was able to road-test a Fiat 2100 in 1960 I found it to be a very smooth, quiet and effortless car possessing a number of individualistic details that endeared it to me. The early cars used an unusual form of coil-spring and ¼-elliptic leaf-spring rear suspension which did not provide altogether ideal road-holding but when this was replaced by normal ½-elliptic springs the new 6-cylinder automobiles from Turin were pretty close to the ideal of many motorists and were remarkably modestly priced for such a modern luxury product.

The latest Fiat 1300 and 1500 cars can be described as scaled-down versions of the Sixes, with 4-cylinder power units having push-rods actuating inclined o.h. valves from a base camshaft and with 3-pad disc front brakes. They were obviously going to offer something pretty exceptional in the way of performance and road-holding, so naturally I was interested when the Wembley depot of Fiat (England) Ltd. placed a 1500 saloon at my disposal.

The Fiat 1500 is not only a splendid performer, it is a well-planned, very completely equipped 4-door saloon selling in this country, where price is inflated by protective import duty, for as little as 8d. over £1,146.

Somewhat high off the ground, with chunky lines of the kind rendered popular by the Chevrolet Corvair, this latest Fiat cannot fail to sell strongly throughout the World. It combines the Italian flair and eagerness of the well-tried Fiat 1100, magnified, of course, by the larger 77 × 79.5 mm., 1,481-c.c. high-compression engine with its clever valve gear, with modern appointments and quiet running. The engine develops 72 gross b.h.p. at 5,200 r.p.m., or 80 S.A.E. h.p.

The details of the control arrangements are dealt with under the diagram of the facia layout, but it can be said that the steering wheel is well placed, slightly higher than drivers of average height might like, although its rim in no way impedes the line of sight. The front seats have squabs that drop to just short of the fully reclining position, the driver's squab having a little free movement when upright, and which have hard cushions but are otherwise comfortable, the durable-looking leathercloth upholstery holding the occupants securely, and suggesting that it and the trim would stand up well to the ravages of dogs and young children. The seating position is high, forward visibility very good, aided by fast-functioning wipers that cope efficiently with heavy rain, supplemented by a highly commendable foot switch that brings in wipers and washers together, ensuring instant clearing of an obscured screen—I could fall for the Fiat on the strength of this one valuable accessory alone. The wiper blades work in opposition and overlap, thus cleaning a big area of glass. The wipers are wired independently of the ignition, which I like. The driver looks over a short dropping bonnet and although the front wings are swollen to contain dual headlamps, these nacelles are flat to line up with the level of the bonnet. The screen pillars are rather thick but slope backwards, the only lack of visibility being when negotiating a right-hand bend.

The controls are well arranged, with left-hand stalks for lamps and direction indicators, a full horn-ring, and press-buttons, but the light switch arrangements, unusual to English motorists, can at first result in the Fiat being parked inadvertently unlit. Stiff crash padding outlines the facia, but the unlined glove locker is too shallow and has a "tinny" unlockable lid.

Although the car hails from a hot country the fresh-air heater and screen demister is highly efficient, it being possible to open up "the stove" to direct hot air into the body or push up this tray to concentrate warmth onto the screen. The simple horizontal quadrant controls are easy to operate if somewhat insensitive, and a great volume of heat is generated even before the engine is really warm, but not much warm air reaches the driver's feet.

The front quarter-lights, *sans* gutters, have awkward unlockable catches and the rubber fillet was detaching itself from the off-side window, causing wind-whistle. The front main windows can be wound down without setting up draughts, all doors possess arm-rests-cum-pulls and tight-lipped pockets—a refreshing change from the pocket-less doors now common. A tall driver might find the rigidly-mounted rear-view mirror, which incorporates a map-light and is of anti-dazzle type, restricted by the top of the back window.

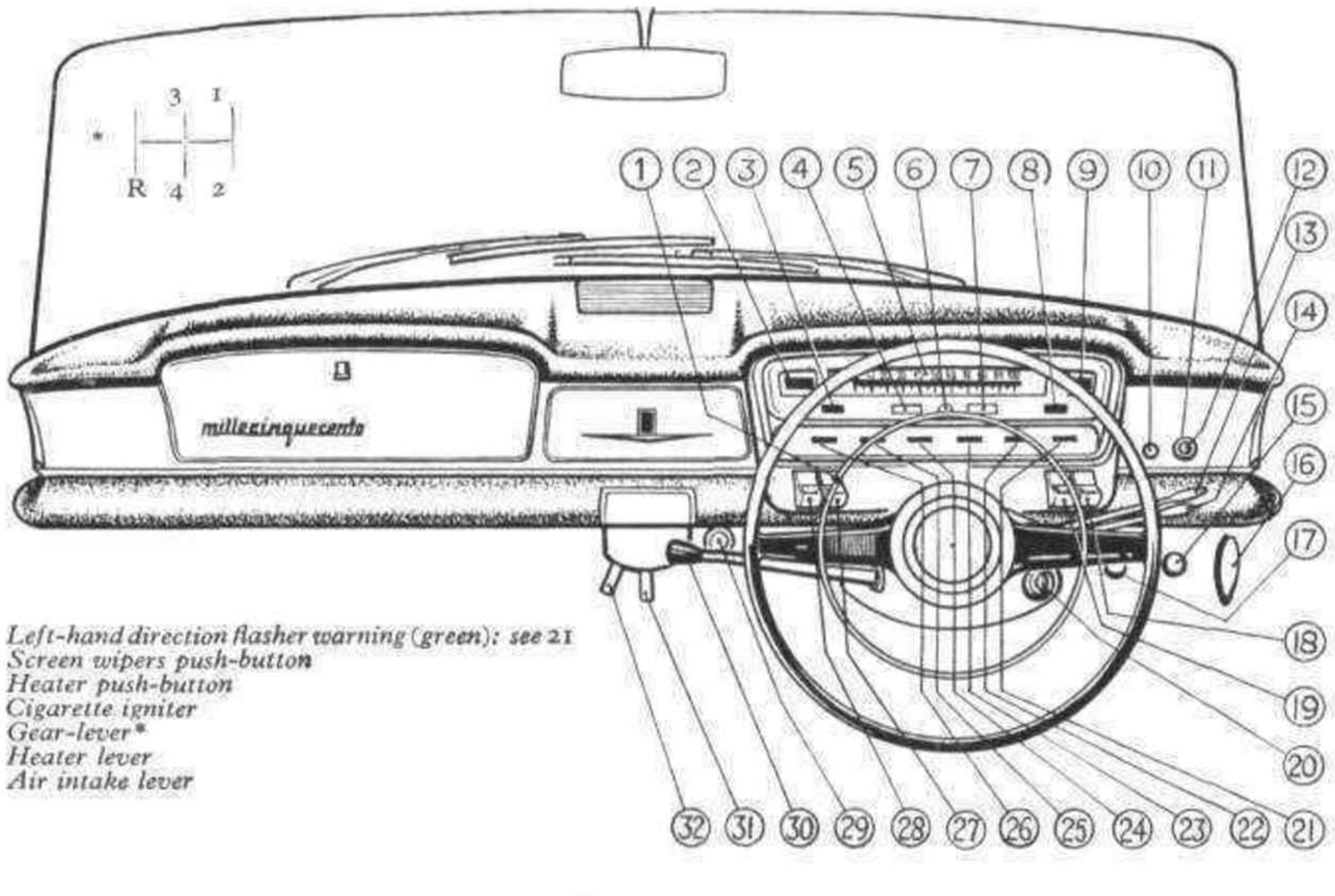
Gear-changing is effected by a left-hand column lever, spring-loaded towards the higher gears, which functions very positively rather than smoothly, is rigid, and selects reverse easily. There is synchromesh on all four forward gears. The handbrake lever, working on the rear wheels, is on the outside of the transmission tunnel on r.h.d. cars, which necessitates reaching down, and where it is a menace to nylons. Unless it is fully released a light flashes on the facia—a sensible arrangement with a brake of low power.

The clutch showed no desire to slip and was quite smooth. Rather stiff handles need 2⅛ turns front, 2½ rear, to fully open the windows. The rear quarter-lights are fixed. There is the usual shelf behind the back seat, somewhat restricted by the curve of the big wrap-round back window. The seat is comfortably wide for two, but hardly so for three large people. The name "Millecinquecento" on the lid of the glove locker is fun but, externally, the car relies for identification on the English tag of "Fiat 1500."

Before considering how the Fiat performs, credit must be paid to the very full and convenient equipment supplied as standard. This includes the aforesaid fresh-air heater; lamps that automatically illuminate glove locker, luggage boot and engine compartment; an inspection lamp behind the facia; reversing lamp; the previously mentioned reclining front-seat squabs and cushions of good anti-bounce characteristics; swivelling vizors with vanity mirror; a very full complement of indicator lamps, and a cigarette-lighter under the facia. Dual headlamps are a feature of the modern styling, there is a full set of electrical fuses, and the minor controls include a hand-throttle.

KEY TO DIAGRAM

1. *Horn ring*
2. *Water temperature gauge*
3. *Oil pressure light (red)*
4. *Total mileage*
5. *Speedometer*
6. *Trip reset*
7. *Trip mileage*
8. *Fuel low warning (red)*
9. *Fuel gauge*
10. *Handbrake in use (red flashes)*
11. *Sidelamps indicator light rheostat*
12. *Instrument lighting rheostat*
13. *Lamp selector (moves up from sidelamps through dim to full beam)*
14. *Direction flashers selector (self-cancelling)*
15. *Hand throttle*
16. *Bonnet release*
17. *Choke*
18. *Instrument lighting push-button*
19. *Lamps push-button (see text)*
20. *Ignition/starter key*
21. *Right-hand direction flasher warning (green) (this is automatically dimmed when sidelamps are in use)*
22. *High beam warning (blue)*
23. *Choke in use (amber)*
24. *Sidelamps on warning (green)*
25. *Dynamo warning (red) (comes in at engine speeds below 740 r.p.m.)*
26. *Left-hand direction flasher warning (green): see 21*
27. *Screen wipers push-button*
28. *Heater push-button*
29. *Cigarette igniter*
30. *Gear-lever**
31. *Heater lever*
32. *Air intake lever*



FIAT 1500 CONTROLS AND FACIA LAYOUT

NOTES.—The somewhat unusual light-switch arrangements are referred to in the text. If the ignition key is removed normally the lights go out, even when the facia press-button is "on"; the key has to be turned to the left to leave the sidelamps on. This ensures no tampering and an indicator light goes out as a reminder the lights are out—even so, we tended to park unlit. Besides this indicator light, the Fiat has the usual complement of such lights, all large and rectangular but not dazzling, supplemented by a lamp to show when the choke is in use and the flashing light to indicate the handbrake is on. Hand throttle, choke and bonnet release are well placed on the driver's right. A single knob incorporates rheostats for dimming separately instrument illumination and the sidelamps indicator light. The four press-buttons are close-paired and slightly too far inboard, and those on the left are obstructed by the gear-lever. These switches and the control knobs have international pictorial indications of their functions.

Fiat are fond of large indicator lamps and at night when the blue full-beam warning, green sidelamps warning, and red fuel level reminder are all alight together, supplemented by a green direction-indicator arrow, one is reminded of a pin-table! Nevertheless, the object is achieved without dazzle, although the colours must be memorised, as no other identification is provided.

The luggage boot is truly canaverous and its lockable lid stays up automatically, but the high sill can be awkward when loading very heavy objects. The forward-hinged bonnet is notably light, has no second catch, and props up on its own. The engine, with its unusual exhaust manifold in which the off-takes from Nos. 1 and 4, and Nos. 2 and 3 cylinders are linked before entering the forward off-take, and 28-36D Weber dual-downdraught carburetter below a large air-cleaner, has an accessible oil filler and the Exide battery is very well placed on the off-side front of the under-bonnet compartment.

The engine runs very smoothly and quietly, apart from some power-roar when accelerating. The 110-m.p.h. horizontal-ribbon speedometer marks maxima in the indirect gears of 24, 40 and 60 m.p.h., allowing for speedometer correction, but these limits can be ignored, to provide, for instance, top speeds of 46 m.p.h. in the somewhat low second gear and 74 m.p.h. in third gear. Such speeds are obtained very quickly indeed for a family saloon, as the performance data in the table shows, and to this good pick-up, third-gear acceleration being particularly useful, is coupled a top speed of 93 m.p.h. on the 4.1-to-1 top gear, a mean maximum timed run giving better than 91 m.p.h. So the Fiat 1500, refined, fully-equipped and sensibly priced, is a genuine 90-m.p.h. family saloon. Indeed, it is faster than the 2100 and out-accelerates such cars as the post-war sports H.R.G. and Series III Sunbeam Rapier and gallops away from Peugeots, Consuls and similar saloons, as well as disposing of sports M.G. Midgets and Austin-Healey Sprites.

The engine has a comparatively high compression-ratio (8.8 to 1) with octane-selector ignition adjustment. It calls for 100-octane fuel, the overall consumption in very varied driving coming out to 29.01 m.p.g., while over part of the test distance, involving fast motoring in rain and gales, 28.4 m.p.g. was returned. After 740 miles the oddly-shaped but accessible dip-stick showed that no Castrolite had been consumed. The horizontal petrol filler is protected by a substantial locked cap on the near side at the back of the car, balancing the reversing lamp. The engine did not pink or run-on, and, with choke, commenced promptly from cold.

Coming to aspects of handling and control, the Fiat 1500 has light, reasonably high-geared, accurate and responsive steering, which becomes faintly heavier towards full lock but needs real effort only for zero-speed manoeuvring. It is free from kick-back, has mild but useful castor-return action, transmits but very faint vibration and is geared 3 turns lock-to-lock plus ½ a turn of sponge which is not particularly noticeable when driving the car.

The suspension is able to cope admirably with rough roads taken at speed, without producing excessive roll when cornering normally, and directional stability in gale-force cross winds could hardly be better. The rear-end tends to break away early on wet roads, giving a sense of insecurity when accelerating hard or braking heavily on slippery surfaces, but the quick steering catches this very well and catching mild tail liveliness with the steering can be actually enjoyable to an experienced driver. Cornering at really high speeds accentuates roll and results in loss of directional stability, road-holding under extreme conditions being the least impressive aspect of this very fast family saloon. No tremors are set up when negotiating bad roads and the body is notably free from rattles and squeaks. The Pirelli tyres do not howl on fast corners and the suspension is damped so that a potentially lively motion is subdued to a near-level ride over most surfaces.

The pads of the front disc brakes are applied by three wheel cylinders and a Baldwin booster is incorporated. This results in very low pedal pressures, the pedal having considerable movement and feeling spongy. But there is no question but that these brakes are very effective, being powerful under firmer pressure, progressive, and completely silent. They can be applied hard on a wet road without fear of locking the wheels, and give the driver enhanced confidence when the very considerable performance of the Fiat 1500 is being fully employed.

Reverting to details, the fuel tank provides a useful absolute range of over 290 miles, although the warning light will induce refilling at nearer 260 miles. The doors shut nicely, all the passengers have highly-practical roof-level grab-handles, the spare wheel and tool roll are under the floor of the boot, the road wheels are held by set-bolts, dowel located, and there is side

Continued on page 158

Five-upmanship!



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BOOK REVIEWS

"The Fighter Aircraft Pocketbook," by Roy Cross. 256 pp. 5⅜ in. × 4 5/16 in. (*B. T. Batsford, 4, Fitzhardinge Street, Portman Square, London, W.1. 9s. 6d.*)

There are a number of aircraft reference books of recent issue which are altogether outstanding in the comprehensive data and illustrations they provide; these include Owen Thetford's "Aircraft of the R.A.F., 1914/18," J. M. Bruce's "British Aeroplanes, 1914/18" and Francis K. Mason's "Hawker Aircraft Since 1920," published by Putnam, and the excellent Harborough books about Spitfire, Fokker and other 1912-1961 aircraft. It could be said, therefore, that nothing further on the same subject is called for. This would be true if it were not that the aforementioned books are unavoidably costly, although excellent value, whereas Roy Cross' "Fighter Aircraft Pocketbook" packs in a lot of information for a mere 9s. 6d.

Running from the Sopwith Tabloid of 1913-14 to the Hawker P.1127 of 1961, this intriguing little work follows the lines of Batsford's successful Vintage Car and Sports Car Pocketbooks in illustrating each of the types described and appending a specification (which in this case includes performance figures—some of them quite staggering, like the maximum speed of 1,500 m.p.h. of the English Electric Lightning F Mk. I). Unusual for a small book of this sort, a comprehensive index, under both nationalities and makes, concludes a very useful little reference work.—W. B.

"The Special Builders' Guide." Compiled by the 750 M.C. 199 pp. 8¾ in. × 6 3/16 in. Soft covers. (*The 750 M.C., Fernlea, Westerham Hill, Biggin Hill, Kent. 14s. post free.*)

This useful publication consists of articles that have appeared in past issues of the 750 *Bulletin* over a period of 5½ years, clearly reproduced by photo-litho. The book is in two sections, one devoted to Austin Seven Specials, the other to 1,172-c.c. Specials, races for both categories being one of the main purposes of the 750 M.C., which was formed before the war following a suggestion by the Editor of MOTOR SPORT.

These articles, by such authorities as Birkett, Moon, French, Colin Chapman, Mallock, Broadley and many others, form an invaluable source of reference for those engaged in the construction of 750 and 1172 Specials, as well as being a useful guide to persons who only want to improve the controllability of, for instance, an Austin Seven Chummy or mildly tickle-up a Ford Ten engine. Indeed, wiring diagrams and body construction drawings are amongst the illustrations, which include the occasional photograph.

This book is a far better guide to the subject than the professional publications and it is available to 750 Club members for 10s., the others for 12s. 6d., plus 1s. 6d. for postage and packing. W. B.

"Sports Cars Today," by Rodney Walkerley. 120 pp. 9 in. × 5⅝ in. (*Arthur Barker Limited, 20, New Bond Street, London, W.1. 13s. 6d.*)

This is a quick reference to sports cars, in the same "Sports Today" series as Innes Ireland's "Motor Racing Today." It introduces many sports cars from various countries (even to the rare Enzmann), giving in some cases rather superficial specifications, and the different categories of sports cars are discussed. It is a pity that newcomers to the subject and youngsters who might find this book amongst their birthday presents should be misled by inexcusable errors, such as a picture of a Big Six Bentley at Le Mans captioned as a 4-cylinder 4½-litre, while Walkerley seems wedded to the idea that Le Mans was won in 1935 by a V12 Lagonda, whereas this model did not appear for several years, the 1935 4½-litre having the Meadows 6-cylinder engine, also employed for marine work, about which an erudite article on its origin, development and tuning appeared in MOTOR SPORT not so long ago. One wonders, too, whether the Cooper-Monaco was quite the happiest choice for a picture of Britain's fastest *catalogued* car, or why cyclecars and the Monte Carlo Rally are included in a book about sports cars.

Superficial, not entirely accurate, for young students only, sums up this latest Walkerley offering.—B. J.

"The Porsche and Volkswagen Companion," by Kenneth Ullyett. 164 pp. 8½ in. × 5½ in. (*Stanley Paul & Co., Ltd., 178-202, Great Portland Street, London, W.1. 15s.*)

This another of Kenneth Ullyett's comprehensive publications which combine history, specification, servicing data and tuning notes in one volume; his previous "Companions" dealt with M.G. and Jaguar cars.

Although the Volkswagen story has been told previously (notably in "Beyond Expectations" by Hopfinger, which, surprisingly, does not figure in Ullyett's bibliography) and there is a comprehensive book about Porsche by Richard von Frankenberg, Ullyett manages to get some fresh facts into *his* book and unfolds an account of two of the World's most famous and sought-after cars in a manner which should interest, fascinate and instruct all who own, or hope to own, one or the other.

We are reminded of just how anti-Nazi was Dr. Nordhoff, chief of Volkswagenwerk, and that due to strikes and disputes VW in this country were obliged to give up importing VWs through the London Docks and have since brought them into Ramsgate. There is an interesting fragment of history in the mention of the late Dr. Porsche ordering an air-cooled Rover engine from England for study at the period when he was engaged in designing his Project 12 small car in 1931—presumably this would have been a Rover Scarab, although it is described as the "Coventry-built Rover Eight," suggesting the 1919 flat-twin, which stemmed from a Singer design but was surely built in Birmingham, if originating in Singer's Coventry drawing office.

Most of the illustrations in this useful "Companion" are hand-out pictures, the index is superficial and there are errors of proof-reading but at the price this is not serious criticism. There are many pages of data ranging from VW and Porsche production statistics and an English/German glossary to performance figures, mods. lists and addresses of VW depots and suppliers of "souping" equipment. Yes, definitely useful, to interested parties.—W. B.

"International Auto-Parade, 1962," is a big volume in which all the World's cars are illustrated, the sports cars and many others in colour, and their specifications given in four languages. Special bodywork versions are included and Japanese, Russian and other cars rare to us are included, mainly alphabetically. The blocks of Lancia Flavia and Appia have become inadvertently transposed. In addition there are colour plates and descriptions of "dream" cars, historical articles, a discourse on suspension, another on sports cars, a short account of a year's rallies (ending, however, in June 1961), road-test reports (including one on the Jaguar E-type by Stirling Moss) and a comparative analysis of small cars by the A.T.A.S. of London. This Swiss publication is distinctly attractive to prospective new-car buyers. It is available for 50s. from the publisher, Arthur Barker Ltd., 20, New Bond Street, London, W.1, or from Autobooks of Brighton.

CARS IN BOOKS

There is a number of fascinating references to cars in "Edwardian Daughter," by Sonia Keppel (Hamish Hamilton, 1958), a book which so aptly captures the atmosphere of the late Edwardian era and the early 'twenties, with its descriptions of life in great country houses at Melbury, Guidenham, Critchel and at Portman Square. This mode of life the author sums up as "... smooth lawns running down to a lake, on which swans were majestically sailing. Inside the house ... mellow family portraits and the furniture ... a handing-down through the reigns of Queen Anne and the Georges to the last solid bits of Regency furniture in the bedrooms. .... plenty of retrievers and an odd cocker spaniel or two and, away in the background, some large, well-fed horses in the stable. .... the sound of the gardener's rake raking over the gravel in the drive and rooks cawing in the tree tops as the sun went down."

The cars of this golden age of the English aristocracy which figure in the book commence with an electric brougham, make unspecified, in which the author and her sister, with Nannie, used to squeeze and "ping through Hyde Park behind much the same alluring sound which now heralds Wall's ice-cream van ... all thoughts of car-sickness banished from my mind by Mamma's convincing remark: 'No one has ever been sick in an *electric* brougham'."

Later, the author and her sister shared a Studebaker, Sonia Keppel driving this herself. It went to Ascot in 1919 with the family chauffeur, Hyde, in attendance. When the author became engaged to Roland Cubitt and it became necessary to go down to the family seat, Denbies, near Dorking, to meet his family, her fiancé drove her there in "an old-fashioned limousine Panhard, very high off the ground. .... Jock Gilmour sat beside Rolie on the box while he drove us." This Panhard had been handed over by the boy's father, and, as this was 1920, it was pretty

obviously an Edwardian (still in the Denbies' motor house?). Incidentally, the reference to the front seats of the car as " the box " occurs again when mention is made of the Rolls-Royce in which Mrs. Ronald Grenville had driven the two miles between Denbies and Polesden in the summer of 1920 to tell Lord Ashcombe that she did not consider his son good enough for her granddaughter—she refused to go into the house and this painful interview took place beside the car " . . . chauffeur and footman on the box of the Rolls, and Maggie inside it, formally dressed for the occasion."

There are also, in " Edwardian Daughter," descriptions of bob-sleigh races in 1919 (" a well-driven bob-sleigh could achieve a speed of 70 miles an hour . . . a good boblet speed reached about sixty ") and of an accident involving the author which is a reminder that motor racing is not the only risky sport.

Having become accustomed to encountering cars referred to by make in books of all kinds, I suppose I should not have been as surprised as I was to find two so mentioned on the very first page of Denisa, Lady Newborough's frank, sexy " Fire In My Blood " (Elek Books, 1958). These are a Packard roadster given to the authoress for services rendered to Ivar Kreuger, the match millionaire, and the real silver-topped Citroën (Reg. No. 2857 RD2) which she received from M. André Citroën and subsequently bought for use around Paris.

Later in this outspoken book we encountered a white Mercedes coupé " with silver exhausts snouting out from its long bonnet " belonging to a sabre-scarred German boy-friend, the " huge black Lorraine-Dietrich " of Paul Schwing, a director of Houbigants the perfumers," which broke its back axle in the Black Forest when its owner was driving from Paris to Budapest, spares taking such a long time to come from France, and the Delage that Denisa bought herself while that gentleman was keeping her, afterwards replaced by a Peugeot. Opel, the car king, is a friend, who had a chalet near St. Moritz, bob-sleigh racing is described more racily but less satisfyingly than in " Edwardian Daughter," and in an old taxi, make not mentioned, Denisa sets out at a moment's notice to ride 400 miles from Paris to Biarritz. Then there is a spy recruiter in Vienna who had a Mercedes, " which is usually sufficient guarantee of a man's means if not his morals," the aforesaid Citroën, made with its roof of burnished silver some time in the mid-'thirties, and " the long cream Delahaye " belonging to Mikael Grunwald—that was in 1938.

In literature, verily, cars are everywhere.—W. B.

AN EXCELLENT TYRE PUMP

Maintaining tyres at correct pressures is important to ordinary motorists because this attention prolongs tyre life and it is additionally important to fast drivers, because correct and equalised pressures ensure efficient road-holding. Consequently, MOTOR SPORT approached many of the leading manufacturers of tyre pumps and jacks with the idea of preparing an article on these vital accessories.

We received a great many catalogues, price lists and sales literature but only one of the makers had sufficient faith in their products to submit a sample. As paperwork does not enable us to carry out tests, the article has been abandoned. But if you are looking for a really good foot-pump we can recommend the Dunlop FP/5 " Champion." This powerful foot-pump, of which a test sample *was* sent to us, has a precision drawn brass barrel and a black and oxydised finish, and measures 13 in. × 3½ in. × 2¾ in. folded. The hose is 24 in. long and has a lever-type connector. The Dunlop " Champion " costs £1 18s. 6d. and if you still pant over the finnicky hand-pump that is part of your car's toolkit, why not invest in this efficient foot-pump tomorrow?

THE FIAT 1500—continued from page 155

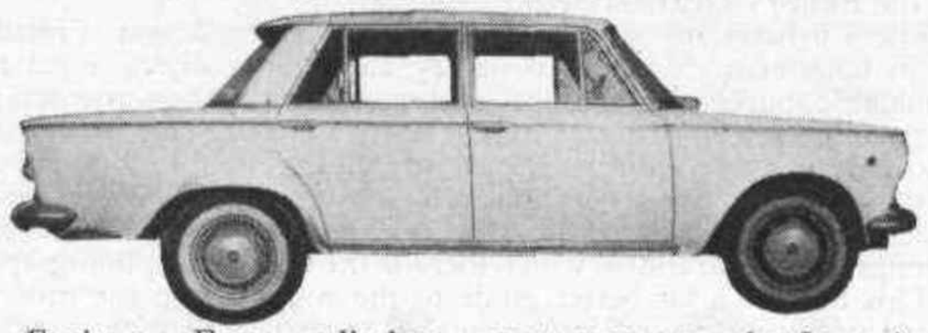
jacking; no starting handle is provided. Ash-trays in facia and rear doors are very neat and compact.

The use of the Fiat centrifugal oil filter and a by-pass filter should ensure engine durability. The test car was just over 5,000 miles old; in bad conditions a little rain entered the near-side front door. The noise level is commendably low, road noise higher than wind or mechanical noise (apart from power-roar), but still not obtrusive, while gearbox and back axle are inaudible. The starter is, by comparison, rather noisy. The dual Fiem headlamps are disappointing, for while the main beam lighting is excellent, the low beams are pale and too sharply cut-off. For this reason it is regrettable that day-time headlamp flashing is confined to the low beam. Only the battery charge, ignition, starting and (if fitted) radio circuits are unfused. There are 12 points requiring grease every 1,500 miles, three more to be attended to every 3,000 miles, when oil-changing is recommended.

The engine is surprisingly flexible for a high-compression 4-cylinder. The doors have very neat lift-up external catches and lock easily, with sill interior locks. There are two substantial keys, one for ignition-cum-starter, the other for doors, boot and fuel filler cap. The front doors give courtesy action of the mirror lamp; there is a lamp in each rear corner of the body with its own switch and courtesy action when the back doors are opened. The internal door handles consist of lift-up handles under the arm-rests; these have been criticised as dangerous should a passenger grab them when alarmed by a sticky situation, but on the Fiat they are some distance below the arm-rests, so this is less likely to occur.

To conclude, the Fiat 1500 is an exceedingly attractive car offering as it does a considerable degree of luxury and exceptional performance from an interesting engine design, besides being very generously equipped at the " loaded " but competitive price at which it sells in this country. It runs eagerly, smoothly and quietly, and responds quickly in the manner one has come to expect of an Italian car. I expect soon to see a great many of these meritorious Fiats on the highways of the World. To many of those seeking a disc-braked family car of notably high power output and refreshing individuality, the refined, accelerative Fiat 1500 will surely prove irresistible; it is the poor man's Flavia—except that it out-accelerates this costly Lancia. Truly, the *millecinquecento* is some car! Which is only to be expected when Aurelio Lampredi, late of Ferrari, is Fiat's engine designer.—W. B.

THE FIAT 1500 TIPO 115 SALOON



Engine : Four cylinders, 77 × 79.5 mm. (1,481 c.c.). Inclined overhead valves, push-rod operated. 8.8-to-1 compression-ratio. 72 (gross) b.h.p. at 5,200 r.p.m.
Gear ratios : 1st, 15.37 to 1; 2nd, 9.43 to 1; 3rd, 6.1 to 1; top, 4.1 to 1.
Tyres : 5.60 × 13 Pirelli nylon 4-ply Sempioni whitewall, on bolt-on steel disc wheels.
Weight : 19 cwt. 2 qtr. 0 lb. (without occupants but ready for the road, with approximately 2 gallons of petrol).
Steering ratio : 3 turns, lock-to-lock.
Fuel capacity (maker's figure) : 11.8 gallons. (Range 293 miles.)
Wheelbase : 7 ft. 11¼ in.
Track : Front, 4 ft. 3 in.; rear, 4 ft. 2 1/10 in.
Dimensions : 13 ft. 2⅜ in. × 5 ft. 1 in. × 4 ft. 8 in. (high).
Price : £785 (£1,146 0s. 8d. inclusive of purchase tax).
Makers : S.A. Fiat, Turin, Italy.
Concessionaires : Fiat (England) Ltd., Water Road, Wembley, Middlesex.

Performance Data

Maximum speed :

1st gear	*2nd gear*	*3rd gear*	*Top gear*
28 m.p.h.	46 m.p.h.	74 m.p.h.	93 m.p.h.

Acceleration :

0-30 m.p.h. ..	4.3 sec.
0-40 m.p.h. ..	6.7 sec.
0-50 m.p.h. ..	10.1 sec.
0-60 m.p.h. ..	14.6 sec.
0-70 m.p.h. ..	21.9 sec.
0-80 m.p.h. ..	32.2 sec.
standing-start ¼-mile ..	19.6 sec.

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

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The Editor's Impressions of a—

WEEK-END WITH A MERCEDES-BENZ



GOOD CAR, GOOD COUNTRY.—The Mercedes-Benz 190 photographed outside a Wiltshire manor house.

LAST year I was able to assess the all-round excellence of the Mercedes-Benz 220SE on the roads of Europe and last month I was able to spend an all-too-brief week-end motoring in the less expensive and even more economical Mercedes-Benz 190.

As I waited to take over the car at the Brentford depot of Mercedes-Benz (Great Britain) Ltd., and watched proud owners collecting their 190SLs and 300SLs, I was reminded of how I once stood, an enthralled schoolboy, in the London showrooms and saw through the windows great 36/220s and 38/250s arriving from and departing to far-flung destinations. The awe and magic imparted by the products of Daimler-Benz is as alive today as it was then, all those long years ago. . . .

Soon I was sitting high in that well-shaped and generously proportioned seat and looking over the smooth bonnet to the shining three-pointed star that rides steady and reassuringly above every Mercedes-Benz radiator. So well sited are the minor controls, so precise the steering-column gear-change, so entirely vice-free and light the steering, that in no time at all a driver new to the 190 feels securely at home in it. At the first set of red traffic lights on the Great West Road the big saloon rolled smoothly to a standstill and I thought the engine had stalled, so quiet is it at idling speed.

Then the lights changed, silence was exchanged for the subdued sound of high-grade machinery exerting itself, and as I went up through the gears other struggling cars—a sports Sprite, a zizzing Zephyr—fell far astern. The Mercedes-Benz 190 is that kind of car—in spite of having the ample body shell of a 220 (which means seating space for four in the back, three in front if the " bolsters " that are an available accessory are placed between the separate seats, as well as an enormous luggage boot) and an engine of only 1,897 c.c., the engineers of Daimler-Benz Aktiengesellschaft have contrived to get 90 b.h.p. from this efficient overhead camshaft power unit, so that acceleration is extremely impressive and top speed, which is also cruising speed, in the region of 90 m.p.h.

This, in itself, would be a notable achievement, but to extract this power from an engine that runs so smoothly and quietly that it can easily be mistaken for a 6-cylinder instead of a modest-sized " four " is a truly creditable accomplishment. It is significant that the outstanding Fiat 1500 owes much to ex-Ferrari engineer Lampradi, and the Mercedes-Benz to Rudolf Uhlenhaut, a Chief Engineer who is thoroughly at home in a G.P. racing car.

Experimenting with the impressive acceleration I had to brake hard as the next set of traffic signals jumped to red. The Mercedes-Benz came to rest easily, in calm contrast to a family car of popular make that arrived beside me, tyres squealing, and overshot the stop-line.

It did not take long to appreciate how very restful travel in the latest Mercedes-Benz is—even in the 190 with its " little " 1.9-litre engine. There is no discernible road-noise from the big 7.00 × 13 Continental tubeless tyres, the aforesaid quietness of the engine is matched by that of gearbox and final drive, and wind-noise at speed is but a whisper, which dies away as the quarter-lights are wound tight-shut with the knurled knobs provided, the very well planned and effective heating and ventilating system enabling the occupants to remain comfortable with all the windows closed.

This Mercedes-Benz ran smoothly, too, undulations ignored by a suspension system that seemed too supple, until I came to the rather sporting roundabout at the approach to Staines and that ridiculously " tight " one in the middle of the Staines By-Pass, when it was apparent that roll is effectively suppressed and that this big car can be held close in round fast corners without effort, directional stability unimpaired. This impeccable cornering ability was to be enjoyed time and again during the week-end, on wet roads and dry, but on first acquaintance with it I became baulked in a corner by a 3-litre British car of good breeding, until the 190 proved willing and able to take it on the outside. . . .

I will remark, as did the late Charles Faroux, that I am not a bloody fool (only he was speaking of vintage Bentleys) and that those who tell me that independent rear suspension isn't necessary presumably have never driven a modern Mercedes-Benz. This excellent controllability enabled Bohringer and Lang in their big 220SE to finish second to the Saab in this year's Monte Carlo Rally—had there been no handicap they would have won outright.

Coming off the much-publicised By-Pass round Staines on to the older semi-circular one that avoids Egham, the 190 settled down to cope with the cluttered homeward-bound traffic of this Friday evening. The penetration of the Hella headlamps, both on full-beam or dimmed, and the accuracy of the steering enabled this big saloon to keep up with the Minis, which are notorious for getting through gaps where none exist. In driving of this kind the 190's gear ratios are found to have been plotted with discernment, suiting admirably an engine able to run up to 6,000 r.p.m. (although peaking at 5,000 r.p.m.) and giving maxima in the indirects of 26, 42 and 69 m.p.h. without exceeding Stuttgart's recommendations.

In details as well as in performance and handling characteristics a Mercedes-Benz displays, albeit discreetly, its unchallengeable superiority. The doors shut nicely and their pull-out interior handles operate as easily as squeezing the sensitive trigger of a craftsman-made sporting gun. It is nice to discover that the window-winding mechanism is equally well contrived and to hear your wife remark that she has never found a seat more easy to adjust. Bonnet and boot-lid open readily, the horn-ring is ideally placed, for the passengers there are rigid grips on the roof incorporating neat sliding coat hooks, and the cubby-hole in the dignified dark-veneered facia just holds a camera and its light-meter, which so many don't. Interior stowage is limited otherwise to a deep rear parcels-shelf, Mercedes-Benz believing that loose objects are better in the boot. The Vdo vertical ribbon-

speedometer, flanked by discreet temperature, oil-pressure and fuel-level gauges and indicator lights (including one for choke in use), is none too easy to read but as its ribbon changes colour at 31 m.p.h., again at 37 m.p.h., yet again above that speed, it is adequate for a quick check in restricted areas. The clock also suffers from reflections in its glass. A left-hand stalk not only actuates the direction flashers but provides for *high-beam* headlamps flashing in daylight. The ignition key turns anti-clockwise to start the engine and separate keys lock doors and boot, rendering luggage secure in public garages. The interior door-locks are of sill-pattern. A neat turn-button controls all the lamps, including parking lamps, and, with the wipers switch, comes immediately to hand. The only other knobs are for choke and cigar-igniter; they work with the anticipated precision. The facia has aircraft-style air vents and a rather stiff toggle under it operates a powerful screen-wash; I prefer the foot-operated washer of the larger models. Crash padding is thorough, even to protection on the hub of the steering wheel.

Because the steering wheel is set low visibility is unimpaired. The clutch action is notably light and the pedals well placed. Incidentally, there is nothing ostentatious about the latest Mercedes-Benz, which derives dignity from its proud three-pointed star instead of drawing attention by garish chromium trim and gimmicks. Beneath the bonnet this theme is carried out, for Daimler-Benz eschew even a polished valve cover, preferring stark efficiency to be the keynote of their 85 × 83.6-mm. o.h.c. engine.

In the short drive from the outskirts of London, where Mercedes-Benz have extensive premises flanking both sides of the Great West Road, to my home in Hampshire I had decided that the 190 is a very remarkable motor car, its performance far greater than study of its imposing dimensions and small engine suggest.

In due course, driving it fast about deserted B-roads in Wiltshire, down to the Sussex coast and about Hampshire country lanes, I had no reason to change these first good opinions. This is a big-dimensioned car that contrives to feel compact (its turning-circle endorses this) and one that imparts a great sense of securit', for its brakes, with turbo-fins on the front drums, kill speed effectively at the expense of harshness when applied to some purpose (probably on account of hard fade-free linings) and are fully in keeping with the facility with which steering and suspension heed the driver's intentions. After 237 miles a light indicated that petrol would soon be needed. The absolute range was 277 miles, which is useful. Fuel consumption worked out at 25¼ m.p.g., the 8.7-to-1 compression-ratio not calling for 100-octane petrol. No oil was required in 435 miles, and in that two-day distance nothing went wrong apart from the rubber seal at the base of the gear-lever having to be pushed into place, and there was nothing to criticise except a mild rattle from the region of the bonnet on the over-run, no doubt peculiar to this hard-used demonstration car, which was not a specially-prepared Press car.

Silent, smooth travel among luxury appointments sums up this beautiful motor car. Do not, however, run away with the idea that this is expensive luxury. The Mercedes-Benz I tried is one of the small models of a versatile range; just as Rolls-Royce once made a 20/25-h.p. car to supplement their 40/50, so the Mercedes-Benz 190 is an economical version of the more powerful 2.2-litre cars. The 190's basic price is £1,362, making it a commercial traveller's vehicle in its native country. In Britain the Government protects our Motor Industry by adding Import Duty and, all on, you have to pay £1,987 9s. 9d., which isn't expensive by the high standard the car sets. (If you are actually poor, there is the 180, and if the thought of petrol bills worries you, diesel engines are available for both these models.) Anyone who can afford one of these cars is not likely to regard the outlay as in any way wasted. A number of worthwhile extras in keeping with the car's demeanour, such as six fitted suitcases and a steel sliding roof, are available if required. Incidentally, a sensible detail is a plate listing tyre pressures under varying conditions on the back of the rear number-plate, which hinges down to reveal the fuel filler.

I returned the 190 with genuine reluctance. Mercedes-Benz do not claim to make the Best Car in the World—which would be presumptuous—but, in my opinion, on all-round merit, this description can be fairly applied to the products of present-day Stuttgart.—W. B.

JACK BRABHAM'S IDEAL CAR

Writing in the *Sunday Pictorial* of December 31st last year, Jack Brabham, commenting on a drive of 480 miles in a Mercedes-Benz 220SE, described it as coming nearer to being his ideal car than anything he had driven previously.

THE REMARKABLE FIAT 1500

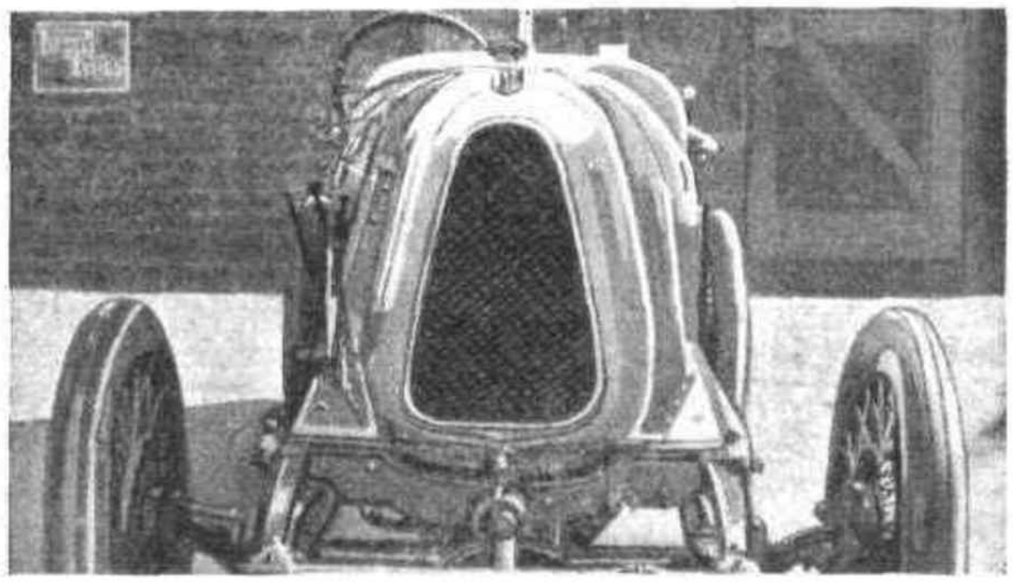
The road-test report in this issue of MOTOR SPORT emphasises the quite fantastic performance of the Fiat 1500. In Italy it is regarded as a quite normal sort of 4-seater family saloon and its basic price in this country is only £785.

But its maximum speed and acceleration are quite remarkable. This seemingly modest 1½-litre car is quicker by 1.6 sec. from 0-50 m.p.h. than the Sunbeam Rapier Series III sports saloon of equivalent capacity, for example, and beats that car by two seconds to 60 m.p.h. and its s.s. ¼-mile time by no less than 1.3 sec.



The Fiat 1500, a road-test report of which appears on page 154, has the fashionable four headlamps and the body styling follows that instituted for the Chevrolet Corvair and since copied also by N.S.U. and Simca.

Thus history repeats itself, for some years ago we noted that the Fiat 1100 had better performance than the current Sunbeam Rapier. This new Fiat 1500 is, indeed, very little inferior to the Series III sports Sunbeam Alpine of greater engine size to 50 m.p.h. or over the s.s. ¼-mile. The eagerly-anticipated Vauxhall VX 4/90 looks like being a sluggard beside the outstanding newcomer from Turin, judging by the only performance figures we have seen so far for the Lutonian. These show the VX 4/90 to be over a second slower to 50 m.p.h., 7.8 sec. more sluggish in top gear from 50 to 70 m.p.h. and to need 1½ sec. longer to cover a s.s. ¼-mile. On top speed the Vauxhall seems likely to be some 6 m.p.h. slower than the 1,481-c.c. Fiat. Verily, I can see enthusiasts beating a hasty path along the North Circular Road to the Sales Office door of Fiat's Wembley depot. . . . Incidentally, the famous firm of Jack Barclay Ltd. is now an agent for Fiat cars.—W. B.



WHAT IS IT?—When sending in his solution to our January Quiz, which he won, A. F. Rivers-Fletcher remarked, "Now let's have a real one dating back to between 1924 and 1928 for us old men who used to enjoy Brooklands when we were still young." So here it is. Can you name the make, make of its engine, and who drove it and when? Solutions by March 15th, please.

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


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Hillman Minx Convertible


Hillman Husky


Humber Hawk


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Rover 3 litre


Singer Gazelle


Standard Vanguard


Sunbeam Alpine


Sunbeam Rapier


Triumph Herald


Vauxhall Cresta


Vauxhall Velox

Your car goes here

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

Let's take an example.

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

**Average trade prices at January, 1962.*

A product of JOHNSON/S WAX research.

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

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

RUMBLINGS

SOUPED SUPER

The Alexander Engineering Co. Ltd. of Haddenham, that picturesque Buckinghamshire village not far from the old-world town of Thame, specialises in making slow cars faster and good cars better. One notable aspect of their work is that they provide tuning kits for makes other than the inevitable B.M.C. and Ford products, although they cater for owners of these cars also. One of their latest kits is a two-carburetter conversion for the new Hillman Super Minx and Singer Vogue, which adds up to a Super Super, as it were.

The conversion embraces a completely reshaped and highly polished cylinder head, the ports of which are modified and air-flowed, and twin 1½ in. semi-downdraught S.U. carburetters on a special air-flowed manifold, replacing the single Zenith carburetter of the normal Super Minx or Vogue. The compression-ratio is raised from 8.3 to 8.97 to 1, but 100-octane petrol is not required. The exhaust system is unchanged, apart from a funnel on the tail-pipe.

We were able recently to cover an appreciable mileage in an Alexander Super Minx so converted, and found it to be fool-proof as well as quicker-than-standard. The test was additionally interesting because the car had an Alexander Laycock over-drive, Lockheed power brakes, and adjustable Variflo shock-absorbers.

Dealing first with the increased performance, figures were taken, using a fifth-wheel electric speedometer, for acceleration, the following results being obtained as the average of several two-way runs, two-up. For comparison, figures for a standard Hillman Super Minx tested with the same watch and speedometer are appended :—

	Standard Super Minx	*Alexander Super Minx*
0-40 m.p.h.	10.2 sec.	8.2 sec. (best run .. 8.1 sec.)
0-50 m.p.h.	14.7 sec.	13.3 sec. (best run .. 13.1 sec.)
0-60 m.p.h.	19.6 sec.	18.2 sec. (best run .. 17.8 sec.)
0-70 m.p.h.	28.0 sec.	25.7 sec. (best run .. 25.2 sec.)
s.s. ¼-mile	21.8 sec.	20.7 sec. (best run .. 20.5 sec.)

As to maximum speed, the Alexander Super Minx achieved 28, 44 and 70 m.p.h. in the lower gears, virtually the same as for the untuned car. The absolute speed in o/d top gear was 87 m.p.h. but Mr. Christie of Alexander Engineering tells us that the o/d is a step-up of 25% to give a really high Motorway cruising ratio, which renders the car faster in normal top gear, when, he says, it will very comfortably exceed 90 m.p.h.

The engine showed no sign of having been modified, being docile, a quick starter, and entirely trouble-free. The clutch, however, slipped slightly under maximum acceleration. This could be cured by backing off momentarily but affected the acceleration figures.

On the first day of the London Underground strike we drove the car from the City across the West End at the height of the chaos, averaging perhaps 2 m.p.h. for a journey taking 2½ hours. Had the " souped " engine of the Super Minx had any dislike of heavy traffic this sort of treatment must have exposed it, but no plug-oiling, overheating or other snags developed.

A fuel consumption check, after performance testing, gave 24.5 m.p.g. Without running the tank dry the range was 216 miles.

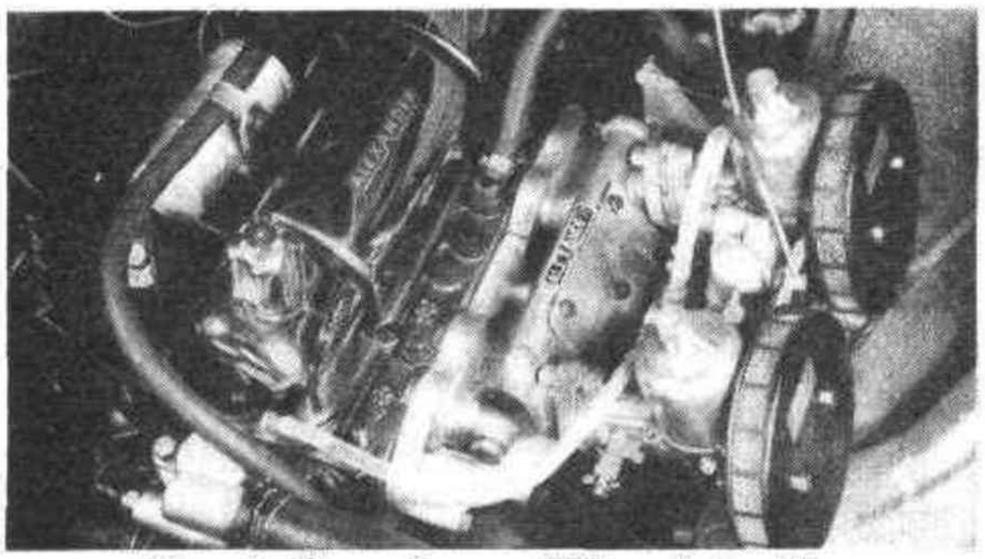
The Lockheed Power brakes were a valuable complement to the increased performance, providing good retardation under light pedal pressure; one downhill application from 85 m.p.h. gave rise to a trace of fade, which a change of linings in the 9-in. drum brakes would probably eliminate. The Alexander Laycock overdrive operates in 3rd and top, controlled by a convenient r.h. flick-stalk, and puts the new Hillman in the same category as the Sunbeam Rapier, for which Rootes themselves supply an overdrive.

Road-holding was good but the ride was inclined to be lively; the Variflow dampers had not been long in use, and were at a comparatively mild setting. It is nice to be able to adjust the degree of damping if you are sufficiently enthusiastic to crawl under the car or put it on a hoist.

The cost of these conversions is as follows :

Engine kit, £57 10s. and exchange of displaced cylinder head, carburetter and ancillary parts.
Power brake conversion, £13.
Overdrive kit, £71 18s. 6d.
Variflow shock-absorbers, 55s. each.

Fitting is extra but if desired Alexander can supply a Super Minx ready converted, in which case, as tested, the price is £1,007 5s. 9d. It is interesting that these modifications do not invalidate the guarantee and these Alexander converted cars can be obtained through Rootes dealers anywhere in the World.



Alexander Conversion on a Hillman Super Minx.

What of the Super Minx itself? This is not the place for full road-test impressions but it can be set down as a roomy, well-appointed car rather in the vintage tradition. The steering is soggy and not exactly light, there is much power roar when accelerating and the central floor gear lever is man-sized but precise. The pedals are off-set to such an extent to clear the wide transmission cover that the driver seems in danger of developing permanently bent legs. The heater was a sadly insipid affair, unable to de-mist screen and windows unless the blower was switched on, when it runs with a noise like surf breaking on Chesil Beach, and Rootes provide an under-facia shelf but no cubby-hole or door pockets. Light switches are on the facia with no provision for flashing, the fuel filler refused to shut until its washer was removed and during our test the " overdrive " motif fell in halves and a wiper blade became detached. Incidentally, much praise has been bestowed on the Rootes Group for calibrating their instruments in metric as well as English readings: it is nice, also, to find the sump contents marked on the very accessible dip-stick.

* * *

TOYS AT BRIGHTON

It seems a splendid inspiration on the part of the toy manufacturers to hold their annual British Toy Fair in Brighton, with enthralling exhibits displayed in various hotels and other buildings in the famous Sussex seaside resort.

One of the best of these exhibits was that of Playcraft Toys Ltd., in the Ambassadors Room of the Metropole Hotel. This is not the place in which to describe non-motoring toys but remembering the thrill of childhood, what Christmas presents (and the Toy Fair is intended to stimulate Christmas 1962 trade) a working Hoover washing machine in miniature, a real working model Petite typewriter, a tiny kitchen sink unit with real running water, a City Heliport with helicopter which flies off the roof, reached by a working lift, or a huge model of the " Emergency Ward 10 " hospital would make! All Playcraft offerings to thrice lucky children . . .

We were captivated by Playcraft's 00-gauge " Highways " railways, with a London-Paris car-sleeper train on a fine track and 1 local goods train drawn by a tank loco on another layout in which sports cars halted at open level-crossings (if the operator were alert!) to let it go by. Playcraft had new " Corgi " car miniatures specially for the Fair, such as a delightful Jaguar E-type with detachable hard-top, a long wheelbase Land Rover and, of course, the beautiful Mercedes-Benz 220SE coupé with a boot-lid that lifts up to reveal a removable spare wheel! And the little Ford Thames Airborne caravan with real foam rubber for its bunk cushions . . . What will the leading manufacturers of car miniatures think up next?—" Corgi " claim to have pioneered jewelled headlamps, bonnet lifting to reveal a detailed engine, windows, venetian sun-blinds, the opening boot, ruby rear lights, self-adhesive accessories, self-centring castor steering and " Glidamatic " suspension on the well-known precision die-cast miniature motor cars which are manufactured like real cars in the Swansea factory. Incidentally, TV's " Candid Camera " claims to " have us all covered " and the same seems true of Playcraft, for the tiny figures of mechanics, drivers, officials and Pressmen for use with their Silverstone circuit kit-buildings are definitely recognisable as familiar personalities! The latest of these buildings is a very fine one of the Silverstone B.R.D.C. time-keepers' and lap-scorers' box, while we were pleased to see MOTOR SPORT advertised on their scale model of the pits!

Model electric racing circuits are all the rage. A new one at the Toy

Continued on page 167

XXIe RALLYE MONTE CARLO—continued from page 151

Seigle-Morris in the big Healey was fastest on the next 15-mile special section in 20 min. 31 sec., with the ever-present Carlsson next in 20 min. 35 sec., while Bohringer could only manage 20 min. 47 sec. on a stage made for the Merc. The Rally was now nearing its end and only the final special section over the Col de Turini remained. Last year this was covered in snow and ice but this year the ascent was completely dry except for one patch of ice which had been shielded from the sun by some towering rocks. The faster drivers were really getting in the groove by the time they reached this patch of ice on an open left-hander, and car after car cannoned off the rock face on the outside of the bend, to the huge delight of a bunch of girls from a hostel at the summit of the Col. Here, Rene Trautmann, who was driving extremely fast in his DS19, hit the wall head on and lost a lot of time in prising a wing off the tyre. As well as losing him time the damage cost him 10 penalty marks which dropped him from 9th to 12th position in the provisional results. Carlsson flew round this bend and lost control but he was going so fast that he only clipped the rock with the back end of the Saab and with his foot still flat on the floor he carried on quite unabashed, to make third best time over this last stage, in 31 min. 26 sec. Fastest was Walter in 30 min. 31 sec., with Bohringer on 31 min. 18 sec. On the final run down to the end of this section on dry roads, the Mabbs/Aaltonen Cooper-Mini hit a protruding rock and rolled a number of times, catching fire in the process. Both were saved from injury by their safety belts and Mabbs was able to drag Aaltonen out. Aaltonen had been driving on the special stages and Mabbs reckoned to have seen 7,900 r.p.m. on the rev.-counter in top gear shortly before the accident! This accident was a great pity for they would have been excellently placed in the results.

Next day when the provisional results were announced it was no surprise to find Carlsson in the lead, a merited win for his aggregate time over the special stages was five seconds faster than Bohringer's. The races on the following day proved to be of more than usual importance, for the A.C. de Monaco decided that the factor of comparison would not apply in this case, just as they decided to change the system of marking last year. However, Bohringer had to make up 11 seconds a lap on Carlsson, which was really not possible on the twisty G.P. circuit, and the big Swede went fast enough to keep out of trouble. Other people were able to better their positions, however, none more ridiculous than the case of Kuhne who was able to leap from 49th place to eighth as a result of five quick laps of a racing circuit. This nearly threatened the team prize of the Sunbeam Rapier team which would have been a great pity, for the Rapier drivers, Hopkirk, Procter, Graham Hill, Harper and Tiny Lewis got their 3rd, 4th, 10th, 12th and 17th places through sheer driving ability supported by a first-class sports saloon, even though it was rumoured that each works Rapier costs some £1,700 to prepare and enter for the Monte. B.M.C. had the satisfaction of getting some class wins although against rather limited opposition, but Pat Moss showed the possibilities of the standard Cooper-Mini by finishing 26th and winning the Coupe des Dames for the third time. It is a great pity that the B.M.C. advertising department should try and blow up these creditable placings into an outright win by blatantly stating "B.M.C. wins Monte Carlo Rally" in their national press success adverts, although it was noticed that the wording was modified to "B.M.C. wins *in the* Monte Carlo Rally" in their adverts in the technical press—an entirely different thing. Fortunately, the new Parliamentary Bill, proposing heavy fines for misleading advertising, should take care of instances like this in future years.

There was less for competitors to moan about in this year's Monte, which is a blessing, but it is by no means perfect yet. The right man won this year, although the cynics were betting on the new Simca 1000 or the 1093 Dauphine, but there is an awful lot of dreary motoring to be done for an hour or two of real dicing. It has been suggested that there should be only one starting point in future years, but most of the glamour of this event lies in the fact that the masses who are not motoring enthusiasts believe that the Rally is a race from the capitals of Europe to Monte Carlo. With only one starting point the Monte would soon attract the same attention as all the other International rallies—none. What this writer would like to see is a much shorter run-in stage with perhaps a two-day mountain dice, with drivers having a night in bed in between, for several nights out of bed only proves who takes the best or the most "wakey-wakey" pills. The route should be absolutely secret on each day's run, and should be varied enough to equalise the chances of saloon and G.T. cars without the need for a factor of comparison, studded tyres should be banned, and only the occupants of the car to be allowed to work on the car. This would even up the chances of works drivers and private owners, and if the Rally were to be run on these lines I might be convinced that the winning car is the one for me.

M. L. T.

* * *

MONTE MUMBLES

A number of new models were making their debut in the Monte, including the Simca 1000, Vauxhall Victor, Ford Classic and Capri, Fiat 1500, D.A.F. Daffodil, Cooper-Mini, M.G. Midget, Volvo B18, Lancia Flavia, N.S.U. Prinz 4, Triumph TR4, and D.K.W. 800S. The D.K.W. finished fifth, the Flavia ninth, the Cooper-Mini 25th, the TR4 35th, the Midget 33rd, but the others didn't figure very highly.

* * *

Wouldn't mind a drive in the Walker/Steiner Ford Anglia, which had a Cosworth engine. It out-accelerated a DS19 up the hill on the G.P. circuit. In Group III trim it almost won its class, being pipped on the circuit races by Peter Riley's Midget.

* * *

Our chests swelled with British pride when Lyndon Sims' immaculate green Aston Martin DB4 stormed round the Grand Prix circuit miles faster than any other car.

* * *

Which Grand Prix drivers bounced off the wall at Tobacconist's Corner during the races?

* * *

Last year's winner Maurice Martin, still driving a Panhard, finished 47th.

* * *

	Starters	*Finishers*		*Starters*	*Finishers*
Ford	38	33	Fiat	5	5
Sunbeam ..	25	19	Mercedes ..	5	5
Volvo	21	20	Riley	5	3
Citroën	21	18	Austin-Healey ..	4	3
Austin	18	13	Peugeot ..	4	3
Alfa Romeo ..	17	16	F.S.O. Syrena ..	4	2
Skoda	16	13	M.G.	4	2
Auto Union ..	13	10	Lancia	3	3
Renault ..	13	7	Volkswagen ..	3	1
Morris	12	8	Lotus	2	2
B.M.W. ..	11	7	N.S.U.	2	1
Saab	10	6	Aston Martin ..	1	1
Porsche ..	9	7	Fairthorpe ..	1	1
D.A.F.	7	6	Facel Vega ..	1	1
Panhard ..	6	5	Singer	1	1
Triumph ..	6	5	Hillman ..	1	0
Simca	6	4			

Results:

1st: E. Carlsson/G. Haggbom (Saab). **2nd:** E. Bohringer/P. Lang (Mercedes-Benz). **3rd:** P. Hopkirk/J. Scott (Sunbeam). **4th:** P. Procter/C. Robson (Sunbeam). **5th:** P. Gele/A. Guilhaudin (D.K.W.). **6th:** G. Andersson/V. Karlssen (Volvo). **7th:** R. Neyret/J. Terramorsi (Citroën). **8th:** H. Kuhne/H. Wencher (Mercedes-Benz). **9th:** P. Frescobaldi/M. de Luca (Lancia). **10th:** G. Hill/P. Jopp (Sunbeam). **11th:** P. Ruby/M. Moritz (D.K.W.). **12th:** P. Harper/R. Baxter (Sunbeam). **13th:** J. Guichet/J. Clement (Citroën). **14th:** R. Trautmann/Mme. C. Bouchet (Citroën). **15th:** R. Ott/R. Knoll (Mercedes-Benz). **16th:** C. Skogh K. Svensson (Saab). **17th:** I. Lewis/Ian Hall (Sunbeam). **18th:** D. Seigle-Morris/T. Ambrose (Austin-Healey). **19th:** W. Levy/A. Kling (D.K.W.). **20th:** R. de Lageneste/C. du Genestoux (Citroën).

SKID PAN FOR CLUBS

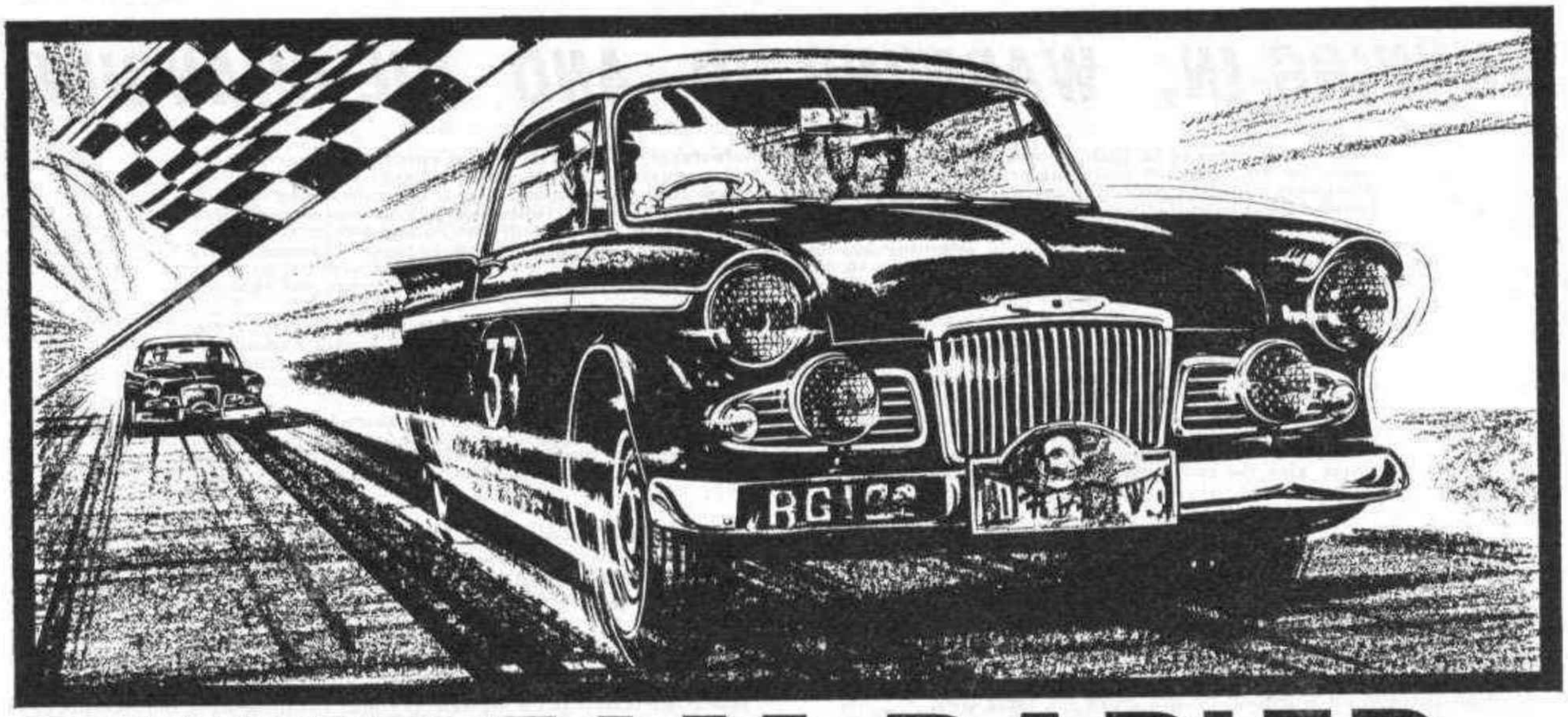
The West Herts School of Motoring, of Two Waters Road, Hemel Hempstead, Herts, which claims to have the first privately-owned skid pan in this country, is now making the skid pan available to motoring clubs. The circular skid track is situated on the outskirts of Bovingdon Airport and is suitable for speeds up to around 25 m.p.h. The car club hire charges will be 25s. per hour with an instructor, or 15s. per hour without an instructor, the idea being for clubs to make up parties to reduce the overall cost to members. Club members will normally take their own cars to receive instruction in the car they normally use on the road.

Two staff members tried the skid pan, using an A40, and although claiming themselves to be skilled drivers found they still had something to learn when it came to driving on slippery surfaces. Both voted it a worthwhile experience. A special compound is used which does not adhere to the tyres or bodywork so there is little risk of damage to the car.

* * *

Quotes and comment: "In Paris last week, I saw . . . Austin-Healeys, M.G.s and Minicars dashing along the boulevards. They outnumbered Volkswagens."—Alexander Thomson in the *Sunday Express*. 3 to 1?

MONTE CARLO RALLY 1962



SUNBEAM RAPIER WINS TEAM PRIZES

"CHARLES FAROUX" TROPHY

(best nominated team of three cars of the same make)

Drivers: P.Hopkirk J.Scott · P.Procter G.Robson · P.Harper R.Baxter

CHALLENGE "L'EQUIPE"

(best team of three cars, same make)

Drivers: P.Hopkirk J.Scott · P.Procter G.Robson · G.Hill P.Jopp

ALSO

1ST 2ND 5TH 6TH 7TH 8TH SERIES PRODUCTION TOURING CARS 1,300-1,600 c.c.

First five British cars—all Sunbeam Rapiers. In addition to winning the coveted team awards and sweeping their class, Rapiers were placed 3rd and 4th overall. In every Monte since the war, Sunbeam has won major awards for Britain. Here is undeniable proof of performance and reliability. (RESULTS SUBJECT TO OFFICIAL CONFIRMATION)

1ST SUNBEAM ALPINE MANOEUVRING & SPEED TEST

RUNNING-IN, WARMING-UP AND OIL-CHANGING

There still seems to be little unanimity amongst motor manufacturers on the subjects of running-in, warming-up and oil-changing. The motoring press still receives letters from readers citing cases of new cars being delivered at, what they consider, excessive speeds. In very few cases are these complaints groundless if the running-in instructions of most manufacturers are heeded, for only Auto Union, D.K.W., Daimler, Rolls-Royce, Volkswagen and Volvo, of those who answered our questions on the subject, state that their products require no running-in at all. There is no agreement on the advisability of warming-up, some manufacturers advising drivers to move off immediately the car is started while others deem it necessary to warm-up whilst stationary. The stereotyped wording in many handbooks seems to indicate that there has been little research on these two subjects in recent years and that the instructions are copied from the handbook on a preceding model.

Oil-changing is another subject on which there is little agreement, manufacturers' recommendations varying from 1,500-mile intervals for various Fiat models and the Renault Dauphine, to 5,000 miles on the Ford Anglia, Consul and Zephyr. In between these limits comes B.M.C. who advise 3,000-mile oil changes, as do Vauxhall, Volvo and VW, while Citroen recommend 2,000-mile intervals for the Bijou, 2,500 miles for the DS19 and ID19 but 1,875 miles for the Panhard PL17! On the 2,000-mile mark come Peugeot and the Rootes Group.

These widely varying intervals, very often on engines which are basically similar, show that there is still a lot to be done in this field. Ford are to be congratulated on extending their oil changes to 5,000-mile intervals, for this is something which carries weight with the private motorist who wishes to cut his motoring costs. The following notes give the recommendations of a number of prominent manufacturers.

A.C.

Cars fitted with A.C. engines : Engine should not exceed 2,500 r.p.m. for first 1,000 miles.

Cars fitted with Bristol engines : Engine speed should not exceed 3,000 r.p.m. for the first 1,000 miles.

Cars fitted with Ford Zephyr engines : Engine speed should not exceed 2,700 r.p.m. for first 1,000 miles.

No instructions on warming-up are given for these cars.

ASTON MARTIN and LAGONDA

Engines are run-in on the test-bed before fitting to cars but it is advised that the following rev. limits be adhered to :

Up to 1,000 miles	.. ..	3,000 r.p.m.
Up to 2,000 miles	.. ..	4,000 r.p.m.
Up to 2,500 miles	.. ..	4,500 r.p.m.

Warming-up instructions are that the engine should be allowed to run at a fast idle (1,000 to 1,500 r.p.m.) for a minute or so before driving the car.

AUSTIN and AUSTIN-HEALEY

A speed of 45 m.p.h. should not be exceeded during the first 500 miles. The engine should not be allowed to labour and only light throttle should be used. On completion of the first 500 miles speed may be progressively increased but full power should not be used until 1,500 miles have been covered, and even then for only short periods. No engine can be considered fully run-in until 2,000 miles have been covered.

On the subject of warming-up B.M.C. state that allowing the engine to idle is harmful as is racing of the engine when cold. It is recommended that the engine be warmed up by running fairly fast (about 1,000 r.p.m.) or driving away immediately the engine will pull but avoiding heavy loads until the engine is warm.

AUTO UNION and D.K.W.

Running-in instructions are not laid down by the factory as they are not considered necessary for Auto Union cars.

Warming up whilst stationary is not recommended and the car should be driven off immediately it has been started.

BRISTOL 407 (with V8 Chrysler engine)

Avoid high engine r.p.m. and limit revs in any gear to 1,250 r.p.m. (approximately 30 m.p.h. in top gear) until the engine is warm. Maximum speed whilst running-in should be 50 m.p.h. but after 1,000 miles this can be gradually increased.

Full throttle and high speeds should be avoided until engine is thoroughly warmed up.

CITROEN

Bijou

For maximum engine life the running-in period should be extended to 3,000 miles. During this period the following speeds should not be exceeded : 1st gear, 10 m.p.h. ; 2nd gear, 22 m.p.h. 3rd gear, 34 m.p.h. For the first 300 miles speeds should be kept slightly below these figures.

ID19 and DS19

During the first 300 miles the following speeds should not be exceeded : 1st gear, 10 m.p.h.; 2nd gear, 30 m.p.h.; 3rd gear : 45 m.p.h.; 4th gear, 60 m.p.h. From 300 to 1,500 miles the car should be driven carefully, making sure that the engine is not allowed to labour. After 1,500 miles the following speeds are advised : 1st gear, 25 m.p.h.; 2nd gear, 50 m.p.h.; 3rd gear, 70 m.p.h.; 4th gear, 85 m.p.h.

When starting it is advised to warm up, pushing the choke in gradually and allowing three or four minutes to let the car take up its normal running height.

DAIMLER

The engine and transmission of all Daimler models are bench and road-tested prior to delivery and running-in is neither necessary nor desirable. Continuous full throttle should be avoided for the first 1,000 miles.

The engine should be started on the manual choke, releasing the choke knob as soon as practicable. Light throttle openings should be used until the engine reaches normal running temperature.

FERRARI

All Ferrari engines, gearboxes and final-drive units are bench-run before fitting and the engine is run for at least 18 hours on the bench. Nevertheless, it is recommended that 4,000 r.p.m. should not be exceeded for 625 miles (1,000 kilometres), and 5,000 r.p.m. from this mileage to approximately 1,300 miles. It is further advised that these r.p.m. be maintained only for short periods and that the car is run on a light throttle.

In warm weather the engine should be run for one minute at 2,000 r.p.m. before driving off, and in cold weather for two or three minutes at the same r.p.m.

FIAT

Each Fiat car has a windscreen sticker giving speeds not to be exceeded in each gear. The running-in period is split into three phases, usually up to 300 miles, from 300 to 900 miles and from 900 to 1,800 miles. Additionally, all Fiat engines are filled with a special running-in oil which is replaced by normal oil at 900 miles.

It is strongly recommended that the engine should be warmed up gradually without racing the engine.

FORD

Ford owners are given careful running-in instructions, typical instructions being those for the Anglia. It is advised not to exceed the following speeds during the first 500 miles : 1st gear, 10 m.p.h.; 2nd gear, 20 m.p.h.; 3rd gear, 30 m.p.h.; 4th gear, 45 m.p.h. No instructions are given for mileages above 500 miles.

Fords advise drivers to move away as soon as the engine is running as fuel will be wasted and no advantage gained by allowing it to idle. It is not, on the other hand, advisable to let the engine race immediately after starting from cold and time should be allowed for the oil to circulate.

HILLMAN, HUMBER, SINGER and SUNBEAM

Although running-in instructions differ in detail on Rootes Group cars the basic information is similar. On the Sunbeam Alpine it is recommended that the following speeds be adhered to during the first 500 miles : 1st gear, 10 m.p.h.; 2nd gear, 15 m.p.h.; 3rd gear, 25 m.p.h.; 4th gear, 40 m.p.h. On completion of the first 500 miles speed in top gear can be increased to 55 m.p.h., with corresponding increases in the intermediate gears, these speeds being maintained until 1,000 miles have been reached. The point is made that the engine should not be allowed to labour.

No specific recommendations are made on the subject of warming up except that the choke should be pushed home as soon as the engine will run smoothly without it.

JAGUAR

The engine must not be allowed to labour and the following speeds should not be exceeded. During the first 1,000 miles, 2,500 r.p.m.; from 1,000 to 2,000 miles, 3,000 r.p.m. On the 2.4 model the shorter stroke allows slightly higher r.p.m. to be used.

On the 3.4, 3.8 and Mk. X models which use automatic chokes allow time for the oil to circulate, then drive off, using light throttle openings until normal running temperature is reached. In very cold weather run the engine at 1,500 r.p.m. until a rise in temperature is recorded on the gauge. On the E-type and 2.4 models with manual chokes the car should be driven away as soon as possible, pushing the choke home as soon as practicable.

LANCIA

On the Flavia model 3,900 r.p.m. should not be exceeded during the first 1,000 miles and 4,500 r.p.m. during the second 1,000 miles. On the Flaminia model 3,500 r.p.m. should not be exceeded in the first 1,000 miles and 4,200 r.p.m. during the second 1,000 miles.

Before driving the car let the engine run at about 1,500 r.p.m. for 30 seconds in summer and two minutes in winter. Avoid hard acceleration during the first few minutes of running.

MERCEDES-BENZ

On the 300SL Roadster 4,000 r.p.m. should not be exceeded during the first 900 miles. On the other models in the range fixed speeds are given for each phase of running-in, a typical example being those for the 220SE, which limits speeds in the first 300 miles to: 1st gear, 15 m.p.h.; 2nd gear, 25 m.p.h.; 3rd gear, 35 m.p.h.; 4th gear, 50 m.p.h. From 300 to 900 miles these speeds can be increased by 5 m.p.h. in each gear, and from 900 to 1,200 miles speed can be gradually increased to maximum.

Starting and warming-up instructions vary between models, especially those fitted with fuel injection. On the 180, 190 and 220 models the choke should be released to about half-way when the car has started, then it should be driven off, releasing the choke when the engine warms up.

N.S.U.

N.S.U. recommend that the engine should not be allowed to labour during the first 800 miles, gradually increasing speeds throughout this period.

Warming-up whilst stationary is not recommended by N.S.U. and the car should be driven immediately it has been started.

PANHARD PL17

Up to 50 miles speed should not exceed 40 m.p.h. in top gear, up to 300 miles the maximum is 45 m.p.h., and up to 1,200 miles 55 m.p.h. should not be exceeded.

Full throttle should be avoided during warming-up period and the car should be driven slowly until normal running temperature is reached.

PORSCHE

During the first 600 miles the 1600 model should not exceed 3,500 r.p.m. and the Super 90 should not exceed 4,500 r.p.m. During the next 300 miles the rev limits can be increased by 500 r.p.m., but full throttle for long periods is not recommended.

Warming up whilst stationary is not recommended and the car should be driven off as soon as possible without using high revs.

RENAULT

On the 3-speed Dauphine maximum recommended speeds in the gears for the first 600 miles are 12 m.p.h., 28 m.p.h. and 43 m.p.h., and on the 4-speed model are 12 m.p.h., 20 m.p.h., 30 m.p.h. and 47 m.p.h. Speed should be gradually increased to about the 1,200-mile mark, at which point peak performance can be expected.

ROLLS-ROYCE

All engines are run-in on test-beds before installation and the only precaution suggested to owners is that high-speed driving should be avoided in the first 100 miles to give time for the walls of the new tyres to become fully flexed.

The car can be driven immediately it has been started but high speeds should be avoided until normal running temperature is reached.

SIMCA

Up to 300 miles the maximum recommended speeds in the gears are 10 m.p.h., 20 m.p.h., 25 m.p.h. and 40 m.p.h. From 300 to 1,000 miles these can be increased by 5 m.p.h., and from 1,000 to 2,000 miles by a further 5 m.p.h. in 1st and 2nd gears, by 10 m.p.h. in 3rd, and 15 m.p.h. in top.

Warming up is obtained more quickly by driving away as soon as the engine is running, avoiding high speeds while the engine is cold.

SAAB

During the first 2,000 miles the suggested maximum speed is 45 m.p.h. to give the chromium-plated piston rings time to bed down. The oil content should be 4% instead of 3% during this period.

No warming up is required on the Saab.

VAUXHALL

During the first 500 miles on the Victor the following speeds should be adhered to in the gears: 15 m.p.h., 25 m.p.h., 35 m.p.h. and 50 m.p.h. Speeds can then be gradually increased until the 1,000-mile mark is reached. The same procedure applies to the VX 4/90 model.

The car should be driven off as soon as the engine is running.

VOLKSWAGEN

No running-in is considered necessary on any VW models.

The car can be driven as soon as the engine starts but do not race the engine while it is cold.

VOLVO

No running-in procedure is laid down for Volvo cars. The only recommendation is that full throttle is not used for the first 2,000 miles.

Warming up whilst stationary is not advised, the car should be driven away, the choke being released gradually as the engine warms. A radiator blind is recommended during cold weather.

RUMBLINGS—continued from page 163

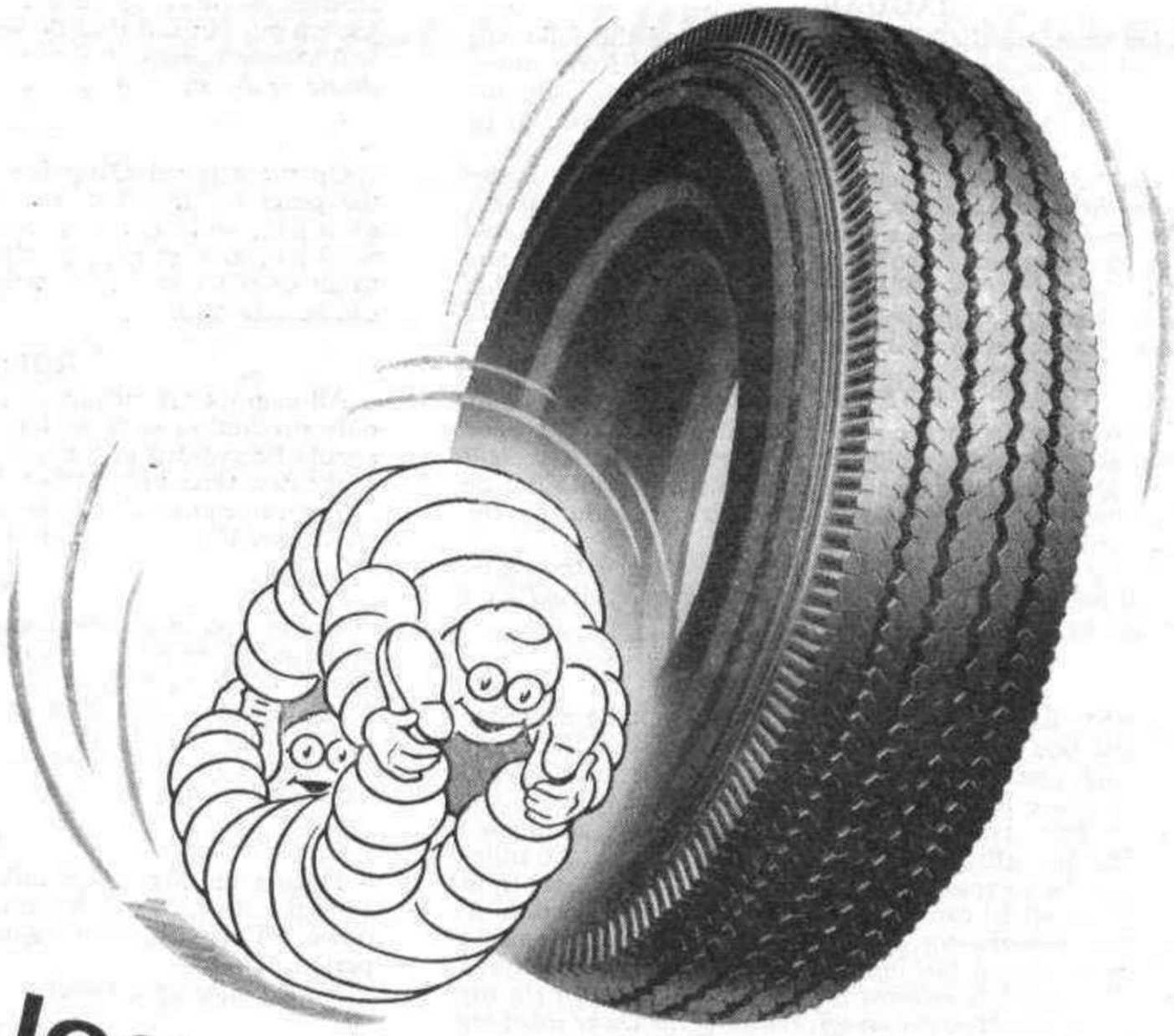
Fair was the Airfix $\frac{1}{32}$-scale race track, said to undercut all others in price, the cars being Cooper and Ferrari and the scale applicable to all "Airfix" kit-cars, of which 2s. kits for assembling Dauphine, Rapier and Sprite and seven old-car kits from 1911 Rolls-Royce to bull-nose Morris were on show. On another stand a precision-built model i.c. engine with a barrel-throttle carburetter and slow running and mixture adjuster screws, so that it throttles down to around 1,400 r.p.m. instead of screaming its head off at 14,000, was of interest to model-car folk. V.I.P. had their very substantial $\frac{1}{32}$-scale track and Playcraft their "Highways" roadway system.

A real Lotus was outside the Metropole, beside the 1904 Brushmobile which the Editor of MOTOR SPORT drove in the last Brighton Run, its owner, Lord Montagu, being present at the invitation of Revell, noted for their veteran car and ancient aeroplane plastic kits. Alas, Charbens referred to *their* kits as of "old crock cars" . . .

Lesney were, of course, represented with new 1905 Spyker car and 1914 v-twin Sunbeam motorcycle combination in their "Models of Yesteryear" series, in this welter of models most fascinating. Oh, to be a boy again . . . .

Writing of Brighton's Metropole Hotel, it is pleasing to find that in a town where Regency buildings abound, this hotel is being modernised to bring it into line with the newest hotels in cities such as Coventry, Burnley, etc. Pleasing, that is, to those who think that Britain should go all-out for tourist trade. Continental visitors should feel at home in the modernised Metropole and lunching or dining in the roof-top starlit room overlooking nothing but the sea (and claimed to be the only hotel roof-top restaurant in Britain) is an inviting experience—even if, when you order something as simple as fruit salad to round off an excellent lunch, they have to make it specially and when it arrives it is a disappointingly plain salad.

It is likely that private beaches will become as much a part of Brighton as they are on the Med. if the big hotel owners have their way—but what they can do about the shingle and the climate constitutes the big question-mark. Adjacent to the Metropole rise a new block of flats, wherein business executives will be able to entertain their clients and the rich idle away their days, strolling into the hotel when a little more expansion-room seems desirable. Rents? Rumour murmurs around £80 a week!



They've less rolling resistance!

MICHELIN X TYRES

not only give **greater grip, better roadholding, greater comfort and more mileage,**

they also **save fuel**

because rolling resistance is reduced

All these advantages are due to unique manufacturing quality and special tyre construction.
Under R.A.C. surveillance, fuel consumption tests with cars, lorries and coaches have shown in every case an improvement of 5% to 15% more miles per gallon with Michelin 'X'.

MICHELIN TYRE CO. LTD., Factories: STOKE-ON-TRENT (Head Office) and BURNLEY IB62/12/M

CONTINENTAL NOTES

IF all goes according to plan the European season of Grand Prix racing will start on March 11th with the Siracusa G.P. This well-known road-racing circuit in the far corner of Sicily is famous for many things, in particular the incredible Connaught victory in 1955, the terrific lap record set by Stirling Moss in the Vanwall in 1957, and the remarkable victory of Baghetti last year, when this newcomer wiped the floor with all the acknowledged aces. With the season starting so early it is high time to review the teams and cars for the coming season.

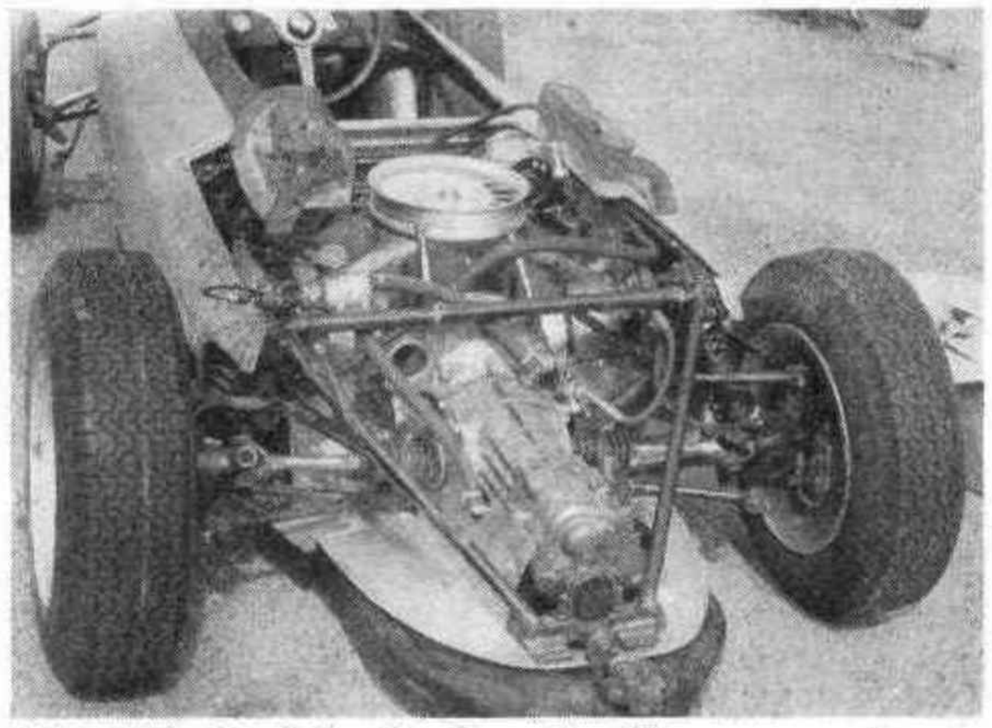
In spite of all the fuss and furore last September when Ferrari was announced by the inexperienced to have withdrawn from racing, we can expect to see the 120-degree V6 cars starting the season, no doubt modified here and there to improve yet further the steering and cornering, while the engine should not be far off 200 b.h.p. Usually Ferrari does his withdrawal act and announcement in August, but in 1961 it was a little late, but took place nevertheless! His team for this year will be World Champion Phil Hill, Giancarlo Baghetti, and Lorenzo Bandini, with Willy Mairesse and Ricardo Rodriguez joining them for G.T. and sports-car races, or to increase the number of G.P. cars if required. It is unlikely that Phil Hill will start racing for the Scuderia before the Targa Florio, which is due on May 6th, so that we can expect to see Baghetti at Siracusa and any other pre-Targa events that Ferrari decides to support. No doubt he will be supported by Bandini, unless the F.I.S.A. have discovered another "Baghetti" and have persuaded the Commendatore to lend them a car like last year.

The fact that Bandini is joining the Scuderia is due to Signor Dei withdrawing his Scuderia Centro-Sud team from Grand Prix racing, in protest of some shady dealings meted out to his team last year by the Italian Federation. By one of the most "open" fiddles Baghetti was made Italian Champion in place of Bandini, and Signor Dei was justifiably incensed. However, having no bad feelings against Enzo Ferrari, he agreed to cancel Bandini's 1962 contract and release him to join the Ferrari team.

No doubt for long-distance G.T. or sports-car events, we shall see various assorted drivers joining the Scuderia Ferrari for individual races, such as Michael Parkes for Le Mans, and some of the better "amateur" G.T. drivers such as Noblet or Tavano. The fact that many of the Ferrari organisation walked-out on the Commendatore is not likely to have any effect, for after all, Enzo Ferrari has been running a racing team for many years. There has been a long list of engineers coming and going, Colombo, Lampredi, Jano, Bellantani and so on, and team managers such as Ugolini and Sculatti, and yet Ferrari has gone on undisturbed, and it is my guess that he will continue in the same way.

German Grand Prix hopes rest on Porsche, for a Wankel-engined Mercedes-Benz is rather too much to hope for, but with Bonnier and Gurney as the mainstay of the team, things should be all right. They will be supported by Barth when a third car is deemed desirable, and Gurney's performances last year with the old 4-cylinder cars were outstanding; when the new 8-cylinder Porsche gets on the starting line, American Dan Gurney will certainly make good use of it. It now seems that the first appearance of the 8-cylinder will be in 2-litre form in one of the long-chassis sports cars used last year, either the Targa Florio type or the beautiful Le Mans coupé. The 2-litre 8-cylinder was performing well on the test-bed last year, which made the unsatisfactory performance of the 1½-litre Grand Prix version all the more infuriating to the designers. At the end of last summer the 2-litre 8-cylinder was giving more power than was anticipated.

In England all hopes lie with two 8-cylinder engines, both vee-formation, whereas the Porsche engine is horizontally opposed. The B.R.M. firm are in the happy position of being completely self-contained to get on with chassis and engine development concurrently, the V8 B.R.M. so obviously being a complete design, rather than a compromise. With Graham Hill and American Ritchie Ginther as drivers the Bourne cars should be well to the fore, and we can expect to see them racing as soon as the season gets under way, whereas the various versions of Cooper, Lotus and Lola, are all dependent on the whims of Coventry-Climax and if the V8 engines are not ready they will have to make do with old 4-cylinder Coventry-Climax engines. The B.R.M. team will be supplemented by a third V8 car running under a private team formed by H. & L. Motors of Stroud, and The Western Sporting Press, Cardiff, these two firms forming the Ecurie Gallois. With young Jack Lewis as driver they will be running a 1961 rear-engined V8 B.R.M., which might well cause the works B.R.M. boys to hustle along a bit.



Although the 8-cylinder Porsche engine did not appear in 1961, some of the design features were tried out, such as this horizontal cooling fan, driven by bevel gears and shafts from the crankshaft. Its advantages over the normal vertical fan are higher efficiency, lower power-losses, lighter and more compact, and it is seen on a 4-cylinder Porsche.

Of the chassis-building firms, Cooper have Bruce McLaren and Tony Maggs as drivers, their cars being similar to the 1961 models, using Coventry-Climax V8 engines or 4-cylinders as the situation permits or demands. Lotus are also running a two-man team, with Jim Clark and Trevor Taylor, and just as the 1960 Lotus seemed to be Chapman's last word, so did the 1961 car, but undoubtedly he already has an improved 1962 under way. This is indicated by the fact that the 1961 Lotus is considered obsolete and available to anyone not running on Esso fuel, such as Team Walker who use B.P. In 1961 there was a veto on the sale of the latest works cars to anyone not using Esso fuel like the Team Lotus cars were doing. This was because Esso pay for most of Lotus development and were getting tired of doing this and then having Moss win all the Lotus victories on B.P. fuel. Such is the "keen rivalry" in motor racing—stinks of petrol and oil to me.

So far Team Lotus have not raced a V8 Coventry-Climax, and have been doing quite well with the old 4-cylinder Coventry-Climax, but this obviously cannot go on, and we can expect to see them with V8 engines for the first Grande Epreuve, if not before. Stirling Moss will continue to drive for Rob Walker, with whatever cars that they can buy, and with the Ferguson 4-wheel-drive, if Ferguson Research decide to go on racing. There is also rumour of a Moss/Walker/Maserati tie-up with a new rear-engined Grand Prix Maserati. If Maserati are returning to Grand Prix racing I know I shall not be alone in being overjoyed, and the partnership of Moss and Maserati is one that has been very successful in the past. But these are early days, and for the start of the season we can expect to see Moss in a dark blue 1961 Lotus for most of the races, either with a 4-cylinder Coventry-Climax, or a V8.

A new name that is going to appear in Grand Prix racing is that of Lola, the design of Eric Broadley, well known in club racing, and national racing, but as yet to make a mark in the top class. This effort is being financed by the Hire Purchase world in force, for what was last year known as Yeoman Credit, has now been joined by Bowmakers, and the team is now called Bowmaker-Yeoman. Reg Parnell continues to look after the team and retains his first-class pair of runners, namely John Surtees and Roy Salvadori, and the Lola cars will use 4-cylinder Coventry-Climax engines, and V8 Climaxes when they are ready, at all times using a Colotti gearbox. In the winter racing Surtees has not won anything, but he has been running close behind Moss and Brabham, and that isn't bad by any standards.

In case one had the impression that Bowmaker-Yeoman have a monopoly on Hire Purchase we must remember that United Dominions Trust is probably bigger than both of them, and the U.D.T., in conjunction with Laystall, will continue to run their team. They have as drivers Innes Ireland and Masten Gregory, and for the lesser races Stirling Moss will drive one of their cars. However, their big handicap is going to be that they are only

Continued on page 181

If it's Individuality you want

THE PANHARD PL17 TIGRE MERITS CAREFUL CONSIDERATION

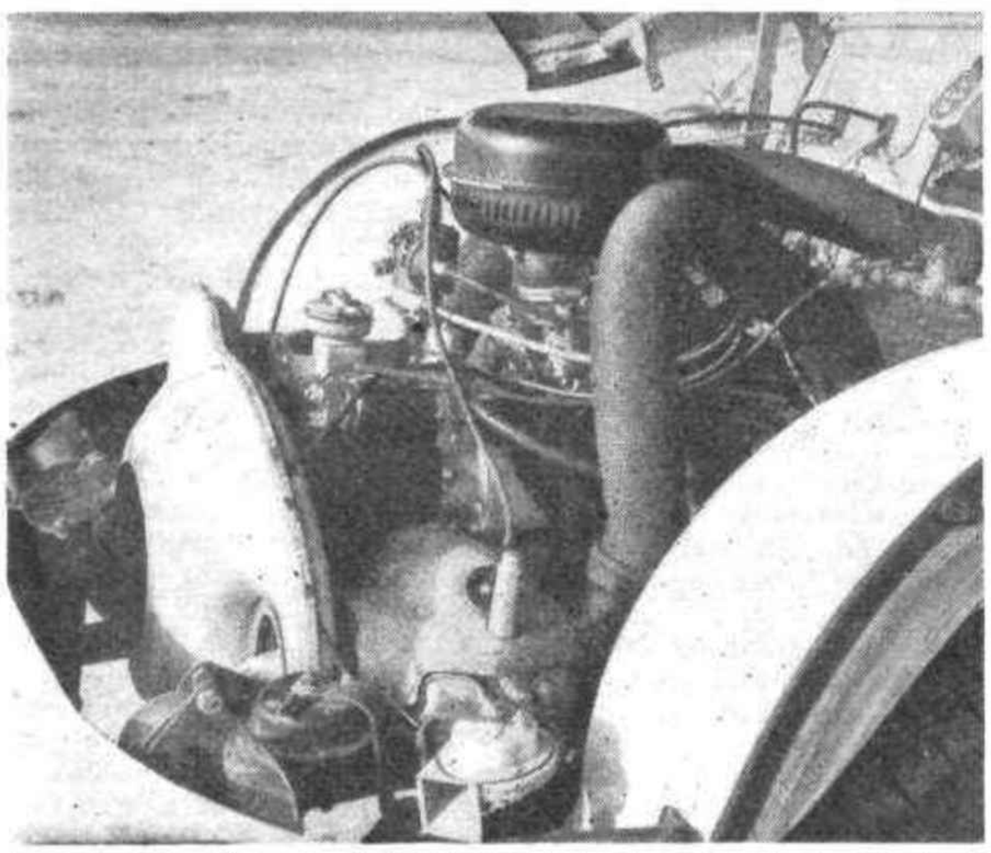


IT is remarkable that around 1919 the respective merits of air and water-cooling were a subject for vigorous debate, due to the introduction of the air-cooled flat-twin Rover and A.B.C. cars, and that this form of power unit is still in use today, 43 years later, by several leading manufacturers.

The Panhard PL17 has such an engine, a lusty horizontally-opposed twin developing 60 (gross) b.h.p. at 5,800 r.p.m. in Tigre form. Coupled with front-wheel-drive, unusual detail arrangements, and one of the roomiest saloon bodies to be found in the 848-c.c. class, this adds up to considerable character and renders the 1961 Monte Carlo Rally winner a car for individualists.

I dealt with the normal PL17 in April 1960 and do not propose to repeat myself here, for this full test report can be obtained from the back-numbers or photostat-copy department (for the same reason other old articles are never reprinted). The Tigre differs mainly in having a less startling finish to the plastic " binnacle " surrounding the steering column, all its doors trailing, and a tiny Jaeger tachometer on the facia under a soft plastic hood; plus, of course, much more power.

Otherwise it is the same spacious 6-seater 4-door saloon, with controls that call for acclimatisation and such unusual sounds and shudders from its machinery that on first acquaintance it is apt to be linked with the hippopotamus, which the old lady, confronted with it for the first time, refused to believe. . . .



A picture showing the well contrived ducting round the Panhards air-cooled cylinders and the forward mounting of the engine.

The Trojan-noises when accelerating, the " gobble-gobble " of the twin cylinders when idling, and the lurching get-away eventually became acceptable and the excellent acceleration of the Tigre (that leaves a standard Mini standing) and its easy cruising gait of 80 m.p.h. at 5,000 r.p.m. soon endeared me to this refreshingly " different " car.

Like a 2-stroke, the engine scarcely picks up at all below 3,000 r.p.m., but keep it, as the makers recommend, between 4,000 and 6,000 r.p.m. and things happen very satisfactorily indeed. The noise level is fairly high but in this age of smoothness and softness it is nice to find a true sports saloon that asks to be revved and isn't finnicky about quietness or refinement. Taken on those terms, the Panhard Tigre is great fun. And how it revs!

The engine goes on and on, to 6,500 r.p.m. and beyond, without distress. The Panhard has a top speed of 86 m.p.h., goes to 75 in third gear and yet, on a fast run involving 80-m.p.h. cruising, it returned exactly 32 m.p.g. of super, but not 100-octane, fuel.

The interior is well upholstered even if the colours clash horribly (start to feel sick and nothing would save you!), and the seats are comfortable, apart from too steeply angled cushions. Four pockets about the front compartment provide useful stowage, the boot is big and the back seat can be removed if more room is required.

The steering is heavy and not exactly precise but the Tigre's acceleration, narrow width, and very powerful 9-in. brakes—the best Bendix I have encountered—give a high degree of confidence in tricky traffic and few, if any, cars of similar size and comfort are faster in such conditions. This really is the car in which to grapple safely with accelerative Zephyrs and troublesome Minis. . . .

The f.w.d. has no vices apart from judder under violent take off and on fast corners the PL17 understeers less than a Mini but rolls somewhat whereas a Mini doesn't. It copes, even if, like a " Chain Gang " Frazer Nash, it makes the driver work and doesn't exactly corner on a chosen line. Michelin " X " tyres are standard.

The suspension is on the hard side and the Panhard rides rather like a small boat on a choppy sea, the heater eventually warms the interior but takes its time, the rear-door interior handles can be reached from the front seat for locking the doors, the ignition key locks the front doors easily and is needed to open the boot, and additional thief-frustration is provided by a simple master-switch. Once the alligator (or hippo's-mouth) bonnet is up, accessibility is 100%.

The engine has excellent air-ducting round the cylinders, starts promptly, and used no oil in 650 miles. The l.h. steering-column gear-lever has big movements and is slightly sticky, but does not spoil the pleasure of taming the Tigre, and the clutch, harsh rather than fierce, feels sturdy. High arm-rests on the

Continued on page 181

Another marathon engine performance on BP 'Visco-static'



139,494 miles without taking the head off

Independent engineer stripped engine and found no part needed attention

THIS MORRIS OXFORD belongs to Mr. A. W. Barton of 21 Sunny Grove, Chaddesden, Derby. Since he bought it in late 1954 the car has done 139,494 miles without any more attention to the engine than normal servicing. Not even a decoke. Not even a valve regrind. In fact, the head has never been removed. And oil consumption at the end of this enormous mileage was about 350 miles to the pint. The only time the car was off the road during its life was when there was fire damage to the back seating.

When Mr. Barton wrote to BP about this remarkable performance they arranged to have the engine stripped down and examined by an independent consulting engineer.

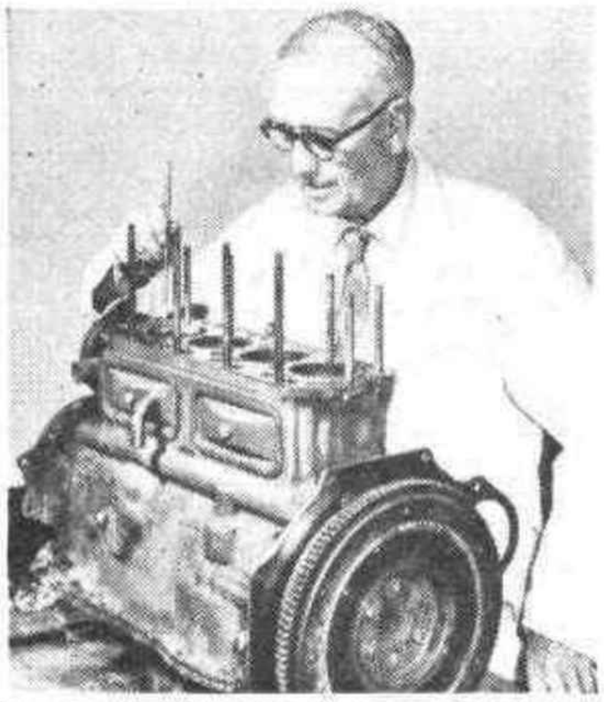
The engineer, Mr. P. Geldard, M.I.Mech.E., examined and measured every part of the engine subject to wear. His final report said "The examination of this engine revealed a remarkably small amount of wear. No part showed sufficient wear to have warranted attention, and it was obvious that the engine could have continued to give satisfactory service for many more thousands of miles."

Mr. Barton's car is only one of an impressive list of cars using BP 'Visco-static' with over 100,000 miles on the clock.

Why BP 'Visco-static' gives longer engine life

BP 'Visco-static' gives lowest engine wear ever. So engines give much better mileages before overhaul. The reason is that BP 'Visco-static' gives your engine complete protection from freezing cold to full engine heat. No 'single grade' oil can do this. A thin winter oil is too thin when hot. A thick summer oil is too thick when cold.

But BP 'Visco-static' is never too thick never too thin. Even on the coldest mornings BP 'Visco-static' still flows freely and so gives full oil circulation. And this same oil at full engine heat has ample body to protect your engine.



Mr. P. Geldard, M.I.Mech.E., independent consulting engineer, measures the diameter of the cylinder bores of Mr. Barton's car. He found remarkably little wear.

Read what other users say about BP 'Visco-static'

Never had such performance

"My 1957 A.35 was filled with BP 'Visco-static' at the first oil change and has now covered 86,500 miles and is still going strong. I am writing this because I am an engineer and motorist of over 30 years' standing. I have never had such performance out of any car of this size before."

W. G. Blackwell,
Hindhead.

One pint of oil in 2,100 miles

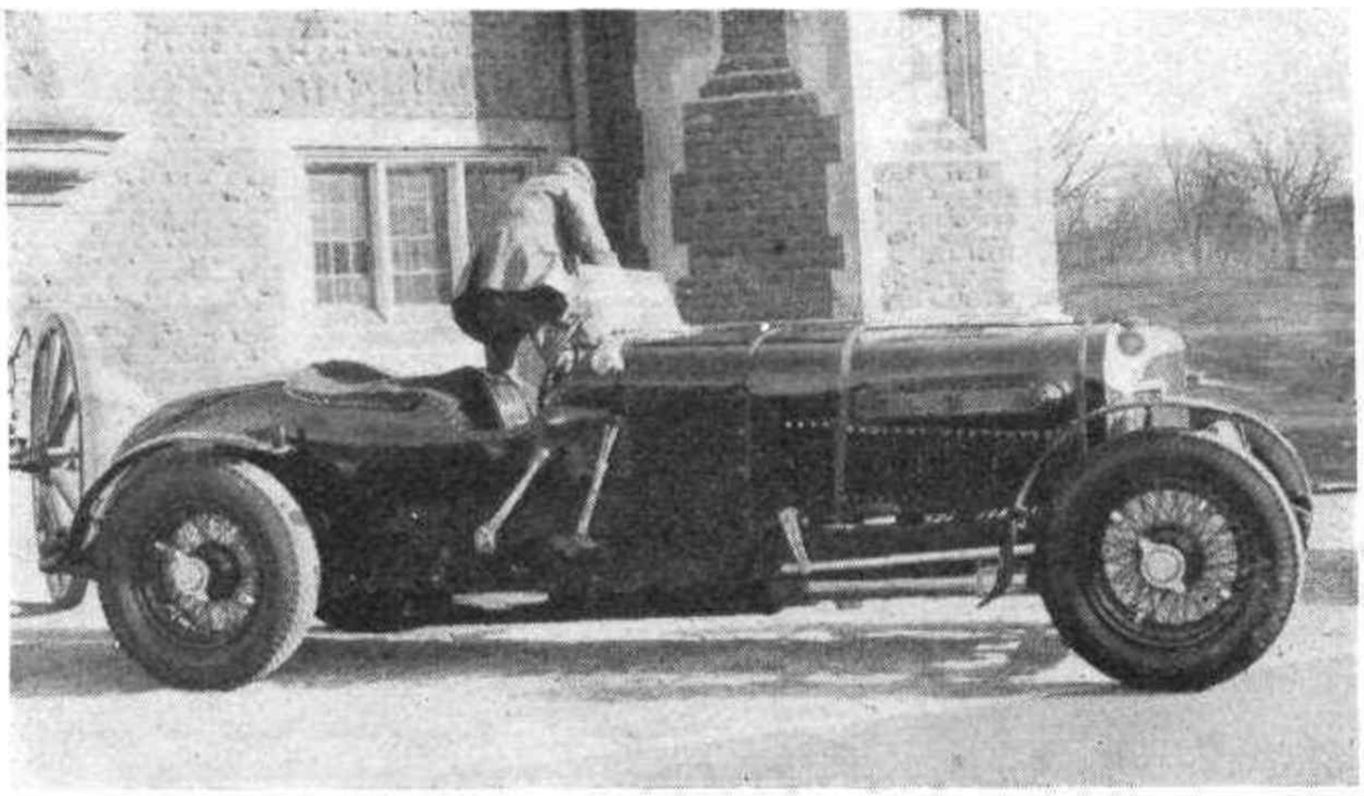
"My Austin A.55 has been on BP 'Visco-static' from new. With 36,000 miles on the clock I have just completed a tour of Germany and Austria totalling 2,100 miles, which included fast motoring on the Autobahn from the Ruhr to Munich, and negotiation of several Alpine Passes including the Grossglockner, the Loibl, the Wurzen, the Thurn and the Brenner, with a load of four (large) people and our luggage. Only one pint of engine oil was required during the trip and the engine appears to be as efficient and silent as when it was new."

David Shaw,
22 Ringwood Drive, Leeds, 14.

Things go better with BP 'Visco-static'

VETERAN–EDWARDIAN–VINTAGE

A Section Devoted to Old-Car Matters



THE 8-LITRE AGAIN.—Stanley Sears jumping from the famous ex-Lycett Bentley, which he now owns, after driving it in the first tests at Charterhouse on February 11th.

THE V.S.C.C. CHARTERHOUSE DRIVING TESTS
(February 11th)

FOLLOWING their Marshals' Dinner at Pimms Restaurant in Bishopsgate on the Saturday, the active Vintage S.C.C. held driving tests in the pleasant setting of Charterhouse School on the Sunday.

Although entries were restricted to 60, some interesting " new " cars were present, and a notable feature of the meeting was the reappearance of the late Forrest Lycett's 8-litre Bentley in the appreciative hands of Stanley Sears, its magnificent and immaculate engine stiff from an extensive overhaul. The first test was held up a long hill, and was in two parts, a Le Mans start and a half-way stop-and-restart. Riddle's splendid 1921 G.N., now with i.o.e. engine, left long black marks as it slid to rest at the finishing line but beat the Austin Seven and 14/45 Talbot that preceded it. Milling's Lancia Lambda was even faster, wobbly exhaust notwithstanding, Ann's 1927 Anzani-A.C. was dazzingly white (Persil?) and displayed a modern B.A.R.C. badge to those following it, and Wallis' 1930 Phantom Rolls was fast and neatly driven.

The day was bitterly cold, Tarring's 14/40 Humber having its radiator muff unfurled, Park's Singer Junior, reminiscent of a heavily decorated travelling hen-coop, made heavy weather of the climb, Barker came up really fast in his fine Lancia Dilambda coupé de ville, but Fidgen's Sunbeam 14 tourer sounded overgeared. Page's smart little Calthorpe overshot the final line, Rowley's 30/98 Vauxhall clocked a lusty 15.8 sec., and Clutton's extremely presentable Bugatti did a creditable 19.1 sec. Knight's O.M. overshot the finish, Bugler introduced a novelty in the form of a 2-cylinder 2-litre Lagonda, Haynes' Aston Martin was another afflicted with dubious plugs, while Ferrari's white 36/220 Mercedes-Benz, having stopped, reluctantly refused to re-commence until attacked with an enormous starting crank. Barry Clarke showed that Edwardian motoring need not be dull, by bringing his very sporting 25-h.p. Talbot up in 21.9 sec. but Taylor's 2-seater 2-litre Lagonda was only just equal to the re-start.

A zig-zag dice enabled Barker's Dilambda to open the driver's door and fling out its owner's intimate possessions, while there were many other impressive *tours*, from Miles' Ulster Austin to Wood in Jack Barclay's 1910 Rolls-Royce.

After this frolic the competitors rushed in and out of a pair of garages far faster than most of us go about inserting tanners into parking meters, Riddle (G.N.) being extremely adept, Marsh earning applause for motoring his Austin Seven metal saloon on three wheels and Wallis demolishing a marker with his very long Rolls-Royce, which positively rocked on its springs in anguish. Hayward bent the tyres of his Fiat 503B on the run-in, in the best motor racing style, Clements in his 1926 Austin 12 was steady and faultless, Fidgen drove his quiet Sunbeam neatly, Wood did a good job in the big Edwardian R-R, but had to reverse, Rowley's 21.4 sec. earned approval from the onlookers, Binns did well in the O.M., an Alvis smote a drum really hard, Whitelegge's 4½-litre Bentley holed first go whereas Bourne's 4½-litre Invicta had to reverse, and Wood found the going-backwards cog elusive on a similar car. Crocker did the test splendidly in his 4½-litre Lagonda and Charnock in his 4.3 Alvis was exceedingly good (23.2 sec.). Ferrari provided light, if loud, relief when his Mercedes-Benz Supercharged again refused, backfired and had to be pushed away.

Altogether a highly enjoyable day, fully up to standard, with many interesting spectators' cars present, from a down-at-heel l.h.d. 11.4 Citroën tourer to a rare 32/34-h.p. sleeve-valve Minerva.—W. B.

Results:

Vintage Touring Cars. First-Class Awards: R. Barker (Lancia) and K. Fidgen (Sunbeam). **Second-Class Award:** C. Marsh (Austin). **Third-Class Awards:** I. Cardy (Austin) and A. Rawlings (Talbot).

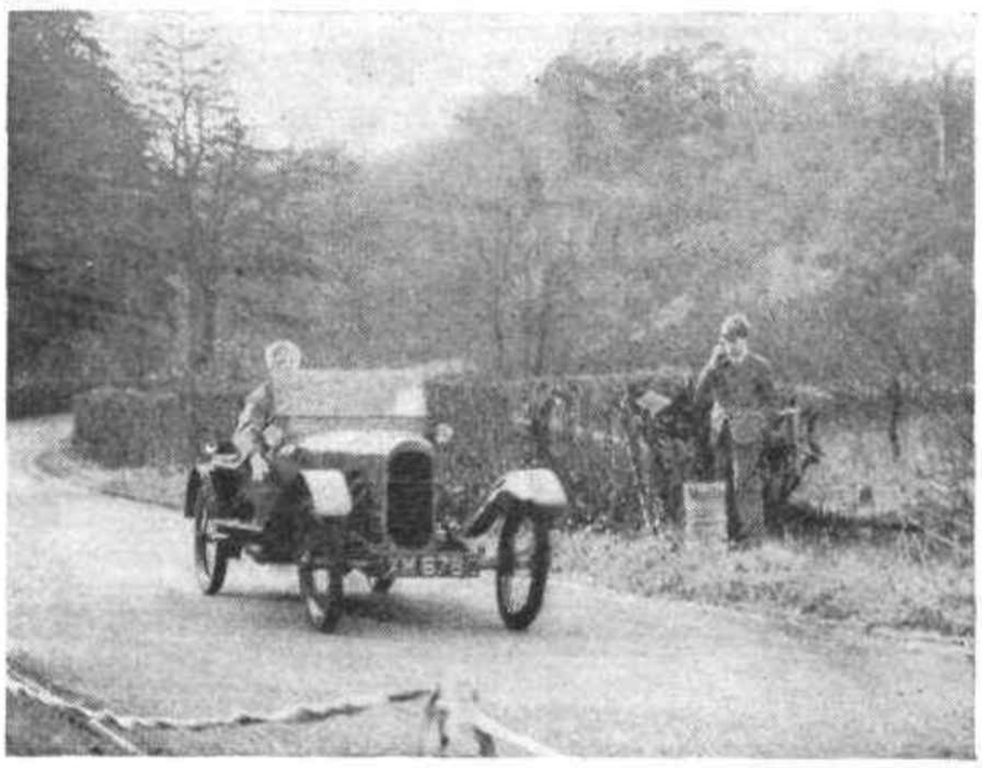
Vintage Sports Cars. First-Class Awards: A. Jones (Vauxhall), J. Miles (Austin), C. Clutton (Bugatti) and D. Berridge (M.G.). **Second-Class Awards:** D. Gahagan (Bugatti), B. Clarke (Talbot) and B. Kain (Bugatti). **Third-Class Awards :** J. Sullivan (Alvis), J. Borthwick (Lancia) and J. Hill (Bugatti).

P.V.T. First-Class Awards: Crocker (Lagonda) and A. Charnock (Alvis). **Third-Class Award:** R. Scates (Aston Martin).

False alarm! The Leyland lorry pictured in our January issue was not derelict after all! It belongs to Bob Gregory of 1904 Darracq fame, and he also uses on his farm a vintage Vulcan lorry bought unused after years in store. On the subject of old commercial vehicles, at an Animals' Private Hotel in Surrey there is a Ford lorry, not later than 1932, and nearby a 1929 Morris van of the private-car type, both in presentable condition.

* * *

On the agenda of the V.C.C.'s A.G.M. was a proposal that any car made before 1917 is a veteran.



A G.N. on Charterhouse Hill. This picture could have been taken any time between 1921 and 1962. In fact, the Editor took it last month, when E. Riddle was competing in the V.S.C.C. driving tests.

the One that got away



Snow and ice. Cold frosty mornings. They'll mean nothing to you if you are a Volkswagen owner. A turn of the key and you're off.

You can leave a VW anywhere. It's made for the open. There's no water to freeze, no water to boil—the engine is air cooled and just as happy in low or high temperatures. If you had to dig your VW out of a snow bank you could still expect an instant start.

If you have no garage — with a VW you have no worries — three coats of baked enamel do your garaging for you, and they maintain your VW in showroom condition through the roughest winter.

You'll enjoy many advantages as a VW owner. Not least of all, you'll be in the care of the most personal and advanced service organisation in the world. VW dealers all over the country not only employ factory-trained mechanics, but can provide a parts service to keep your car on the road.

The VW is the most persistently reliable car in 120 countries. But it's all part of the VW service and one of the reasons why the VW enjoys the highest resale value. **Ask any one of the 5 million owners.**

VOLKSWAGEN

West End Showrooms: 34 DOVER STREET, LONDON, W.1. 'Phone: HYD 1881
Head Office: 32/34 ST. JOHN'S WOOD ROAD, LONDON, N.W.8. 'Phone: CUN 8000

The Bean Register, whose members own 25 of this stolid British make, including a 30-cwt. truck, plus a Fiat 501 with Bean body, has issued its first duplicated news letter. We gather that the correct way of describing an assembly of these cars is a *pod* of Beans.

* * *

The Armstrong Siddeley Owners' Club has also come out with its first duplicated magazine, the *Sphinx*, and has also formed a Southern Section. In the past we have noticed, as a refreshing change from the high prices mostly asked these days for vintage cars, many bargains in the Riley Register Magazine and it seems the same is true of the Armstrong Siddeley O.C.—cars advertised in their magazine range in price from £25 to £80, the latter price covering a 1938 25-h.p. saloon and an open Vanden Plas-Siddeley Special. Amongst new members' cars is a 1927 Fourteen owned by the same family since 1928 and which took part in the R.A.C. Diamond Jubilee Cavalcade. General Sec.: G. R. Cryer, 15, Albert Road, Saltaire, Shipley, Yorkshire. Southern Sec.: B. Balcombe, 49, Swinburne Road, Broadstairs, Kent.

* * *

The V. & V.C. of Johannesburg's news letters naturally take time to reach us. From the latest one we learn that last year's R.A.C. Diamond Jubilee Rally from Port Elizabeth to Capetown was won by a 1928 Dodge Victory Six and that the Gordon Watson Team Award was taken by a Bentley team comprising two 4½-litres and a 3-litre. The Club enjoyed a film show of a 1928 Chevrolet expedition (one sedan, one 20-cwt. van) that went from Capetown to Stockholm between March and December of that year. This successful expedition was led by C. V. H. Lacey, whose younger son made the 5-reel Shell film available.

* * *

Thanks : The Editor acknowledges gratefully further contributions to his "museum"—three early Oléo sparking plugs generously donated by a 1929 4½-litre Bentley, UL 663!

* * *

Unusual cars are less common on our roads as time rolls on, especially since Mr. Marples regards all vehicles before 1955 with grave suspicion. Nevertheless, on Strike Monday in London a vintage Swift Ten tourer was noticed making light work on the traffic congestion. In Brighton we spotted an early Crossley Ten saloon and an immaculate pre-war Armstrong Siddeley, probably a Seventeen, in use, an early Austin Twelve tourer was seen in action in Buckinghamshire, while in Bournemouth there is a Morris-Commercial van, *circa* 1932 or earlier, probably recently laid up, and a big vintage Daimler under a tarpaulin can be seen at Milford, Surrey.

* * *

Bugatti enthusiasts may care to know that someone in Sweden who owns a Zagato-bodied Type 43 has made a fine job of copying a 1931 German-issue Bugatti catalogue, covering Types 35B to 51, the original type and colour tones being painstakingly reproduced. To off-set the heavy costs he seeks buyers at £1, or 3 dollars, per catalogue, post free, and if sufficient support is forthcoming intends to reproduce similarly the very first 1911 Bugatti catalogue. Letters can be forwarded.

* * *

IV Coppa Monza. This keenly anticipated International event for veteran and vintage cars is scheduled for May 26th-27th. The rally is centred on Monza, where on the Saturday cars will arrive at 3 p.m., and the Pavilion of the Italian Federation of Veteran Car Clubs will be officially declared open. On the Sunday there will be a *Concours d'Elegance* and speed tests on Monza track, also driving tests and "informal drinking." Details from the Hon. Sec., Club Milanese Automotoveicoli/d'epoca, Palazzo Visconti, via Cerva 44, Milan, Italy.

* * *

For those seeking a far-less-expensive introduction to the World's automobiles there are two new A.B.C. booklets, both by M. J. Wilson, respectively covering British and Continental cars, with illustrations, specifications and recognition data. They cost 2s. 6d. each and are published by Ian Allan Ltd., Hampton Court, Surrey.

* * *

Conclusion.—According to a local paper report, the owner of the oft-rumoured field full of vintage cars near Gloucester, who died last year, left over £26,586 gross. It seems that none of the cars is likely to be saved, although when demolition of the property was in progress last month it appeared that some of them—Chrysler, Willys-Knights, Minervas and Daimlers—still remained.

Quite astonishing—the manner in which old cars keep coming to light. The latest to be discovered is a 1914 Coupé de *l'Auto* replica Sunbeam 2-seater, laid up in a private garage in Norfolk in 1930 by a gentleman who had run it since 1922. It was found keeping a 1931 Austin Sixteen company and has been acquired by a director of a motor company who is also a V.C.C. member.

* * *

Recent rumours tell of a flat-twin Wolseley light car, an early Alvis and a Silver Ghost Rolls-Royce laid up in Wiltshire, while a breaker near Amesbury who recently destroyed a very fine one-owner 1924 Armstrong Siddeley 14 has a 1924 B.S.A. motorcycle, a 1929 Austin 16 saloon and some 5.00 × 20, 4.75 × 21 and 19 in. tyres for disposal.

* * *

Among "wants" is information that might lead to a Doble steam car or pre-1914 racing car; data about Clyno cars and motorcycles by the Archivist of the parent Company, De La Rue, who sponsored this make until it went into liquidation in September 1920; information is requested about the Sopwith PV8 aeroplane with a view to building a replica; the Senghenydd Senior Youth Club is rebuilding a 1931 M-type M.G. and need an inlet manifold; a set of 5-stud 710 × 90 wheels is required for a 1923 10/23 Talbot; data about the C.I.M.E. engine used in E.H.P. cars is sought; an open body is wanted for an 8-litre Bentley and a reader seeks information *re* the Britannia car built in Colchester *circa* 1910. Letters can be forwarded.

* * *

Stop Press. A vintage Citroën is in an Essex breakers; someone is contemplating buying a two-owner 1928 straight-eight Graham Paige brought here by a titled lady from America, since when it has run 250,000 miles, and data is required; a 1923 Rolls-Royce 20 is for sale in Scotland; a 2-litre A.C. less body lies in a Cornish field ; a 1927 Rolls-Royce 20 is still used as a taxi in Exmouth; an Aston Martin saloon is in danger of being broken up in Parkstone; two bull-nose Morris cars, one a Cowley, the other an Oxford, lie in a N. London boat-yard; a 1914 7-h.p. 4-cylinder de Dion engine is offered to anyone having a car to put it in; a 1911 model-T Ford is for sale in Ireland.

* * *

The Historic Racing Car Association was formed on February 6th. If it does nothing more than sort out the authentic histories of such cars much good will be done. Its aim is to further the cause of this kind of racing. Sec. : J. Jeffcoat, The Lodge, South Park, Penshurst, Kent.

* * *

Lord Lucas in the Lords has suggested that all vehicles over ten years of age be scrapped, vide *Good Motoring*, which says "the situation needs to be watched carefully."

* * *

The Newcastle & D.M.C. intends to revive its Edinburgh Run, a pre-1914 classic, on April 6/7th. Old cars need only do the run in one direction. Details from J. H. Lawson, 1, Lovaine Crescent, Newcastle-upon-Tyne, 1. The event is open to all-comers.

* * *

The Tunbridge Wells M.C. sprint at Brands Hatch on March 25th includes a vintage car class.

* * *

The V.S.C.C. of Italy's official organ *La Manovella*, a nicely produced journal will, in its fourth issue, contain short summaries in English and French, as so much interest in it has been displayed abroad.

* * *

Vintage cars often figure in advertisements; a big picture of a 1928 9/20 Humber tourer appeared in a display for can manufacturers in the *Sunday Express* of February 11th. It cost its owner £10 and was restored—with polish from a can!

* * *

Sheffield-built cars have recently figured in the *Sheffield Telegraph*, sparked off by an illustrated article on the Richardson cyclecar. They covered the Y.E.C., Charron-Laycock, Sheffield-Simplex, Stringer-Winco, Fairley and Times.

* * *

Good news indeed! The Hon. Patrick Lindsay, who drove his E.R.A. so well last year, has acquired the 24-litre Napier-Railton which holds the Brooklands lap-record and which, in capturing it, covered a kilometre at nearly 152 m.p.h. He hopes to drive it in historic racing car events this season.

VINTAGE POSTBAG

The Cars of My Father

Sir,

Before sending MOTOR SPORT to my son in British Honduras each month, I gain particular pleasure from reading "Vintage Postbag," as my motoring memory dates from 1915. In that year a White steam car turned our pony trap out of its shed, but that was the swan-song of the old "steamer" as my father did not succeed in getting it on the road again, but the back seat made a very comfortable sofa in the nursery. We eventually joined the motoring public in a 2-seater Bedford with the petrol tank under the dickey seat, and as the petrol was gravity fed to the carburetter we toured the hilly Somerset country largely in reverse.

A French Zebra (11.5 h.p.), gay with much brass, served us for many miles, but we usually returned home with the Stepney attached, as the roads were atrocious and tyres poor; it was not uncommon to have two or three punctures on an outing. As far as I can remember, a Stepney was a tyre on a rim which was clamped to the punctured wheel, a noisy, flapping affair which did not improve the steering if it was a front wheel in trouble.

Then, believe it or not, my father bought a Briton (12.9 h.p.) from a gentleman named Julius Caesar! We felt frightfully sporty in what then seemed to be a long low car, and it was painted in the pastel shade of duck-egg green later used by Lagondas.

A series of unlovable cars followed, among them a Belsize, a Cluley and a Bean which we positively hated—sorry Bean enthusiasts. An Ariel which was a pretty little car proved to be too frail for our treatment. The Buick which followed could have been tough enough had it not already exhausted its strength. The F.I.A.T. was popular with the family but I remember better the Wolseley 2-seater which suffered from big-end trouble—so often an outing ended with the nasty tell-tale knock in the engine.

Then in 1925 we saw our first Windsor (10-h.p. tourer) in a garage in Lyndhurst; it was a case of love at first sight, and we toured thousands of carefree miles in this perfect little car. The story is that a foreman of Rolls-Royce set up on his own and produced the Windsor with a radiator resembling a small Rolls. Later we had a second Windsor but somehow the inspired engineering was missing.

During the era of the Windsors there was also a little Citroën (7 h.p.?) in our old stables. It did some very fast and economical journeys but as a strict 2-seater was unsuitable for a family of four; my brother did try riding in the hole in the back on one occasion but suffered sorely from bruises and car sickness. A Dutch Spyker (15.9 h.p.) did not stay with us long, as any stiffish incline raised its temperature to boiling point.

I must say I have a specially soft spot for the French(?) D.F.P. (12.1 h.p.), as I learned to drive in it, but the steering was pretty sloppy and the lights were unreliable. We covered quite a number of miles blind on night jaunts—somehow one could get away with it in those days. We found a pair of Napier lamps in a break-up yard and with its long oval bonnet the car attained quite a Napier-like appearance.

A Morris-Oxford 2-seater carried us from the late 'twenties into the 'thirties; about that time a Bignan was offered to us and showed off its paces at 70 m.p.h. up Southampton Avenue. My father, probably wisely, would not be persuaded by the salesman or me to buy. Two Talbots and a much-loved Alvis followed and then the 1935 Rover Twelve finally captured my father's allegiance to one make of car for all time.

I hope you will have survived my dissertation on cars my father has owned.

Winchester. MOLLIE ASHENDEN (Mrs.).

* * *

That Lorry

Sir,

I was most interested in your recent correspondence concerning the so-called "Liberty" lorry. The vehicle in question illustrated in the January issue is not a Liberty but is in fact a Halley, built in Yoker, Glasgow, *circa* 1923-24. It was known as the S-type and featured a 4-cylinder engine with two sets of cylinders on a common crankcase. The gearbox was separated from the clutch by a short shaft and the power drove to a worm-drive rear axle. The lot was mounted on a chassis of rolled steel channel with cast dumb-irons.

Halley's Industrial Motors was founded by my grandfather, George Halley, whose untimely death in 1921 precipitated the end of the original firm in 1926. It was reconstituted and for some five years produced in a small way until about 1934.

For this information I am indebted to my great-uncle and to my father, both on the staff of the original firm.

Incidentally, my family are very anxious to acquire a Halley vehicle (preferably pre-1926 for sentimental reasons) and would be extremely grateful for any information received.

Milngavie. MICHAEL D. HALLEY.

———

Sir,

Having just read Mr. Hussey's letter in the current MOTOR SPORT, I would like to support his contentions that Mr. L. W. Barr's photograph of the Pratts' lorry is probably a "W. & G.," most likely built in the late 'twenties, as it is fitted with pneumatics instead of solids.

"W. & G." used to build a very fine line of dust carts, coaches and, of course, L.C.C. ambulances on both their own chassis and on the Roesch Talbot chassis, with reduction gearing at each back wheel hub. The coaches were about 32-seaters and for their day very low in floor level.

On one occasion they built 12 coaches, six fitted with the old 25 Talbot 4-cylinder engines and six had 6-cylinder Lycoming engines. When ready for delivery to a South Coast resort a convoy was made up, with the supposedly slower Talbots in front. The Talbot drivers had finished lunch by the time the "Lyco" drivers had arrived.

W. & G. were also responsible for the old yellow cabs, and were sole agents for Panhard-Levassor in the early 'thirties.

As a student I spent a year at W. & G.'s—one of these days I will send you some memories of that time.

Radlett. J. SANGER.

———

Sir,

With reference to the photo of the lorry, it is certainly not a Liberty, but looks a little like a Halley, made in Scotland, I believe, up to the 'thirties. I know a small amount about the former make because, as a boy in the 1920s, I had to fit new solid tyres to these lorries, and A.E.C., and chain-sleeve Albions as well.

They were beautifully made, as strong as a battleship, and having roller-bearing axles, at the time we were still using phosphor-bronze sleeves. This work took place at Maltby's Motor Works in Sandgate, Kent, where the M.M.S. lorries, and char-a-bancs, were made from pre-1914 till about 1925. They were made largely in the works, with a channel girder frame and various fittings made by the blacksmith. A White and Poppe engine was usually used, T-headed of course, and often likely to catch fire. They had a chain-drive gearbox and hand throttle, and were exceptionally quiet. One monster char-a-banc was made with a 6-cylinder engine, and reputed to do 60 m.p.h. It was used at times to take parties to the Derby. These M.M.S. buses were used by two local firms, one lot painted yellow and the other green, and I remember seeing them advertised in the summer, with *wireless*, while taking circular tours, and this in 1927 or so.

The proprietor, Mr. Maltby, had a twin-cam Dorman engine fitted to a 2-seater bull-nose Morris-Oxford, and caused a certain amount of interest with it.

Beddington. F. L. UDEN.

———

Sir,

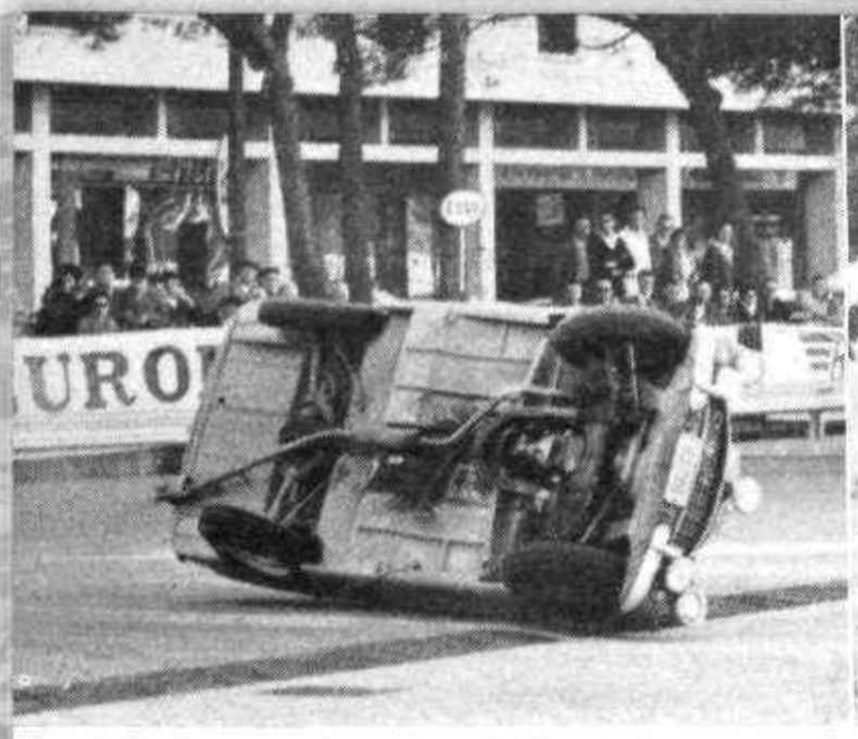
Regarding the interesting photo of a Pratts' spirit lorry on page 27 of MOTOR SPORT for January 1962, sent by your correspondent Mr. L. W. Barr of Chelmsford, this, in my opinion, is definitely not a Liberty.

The high-curving front dumb-irons, starting handle position, cab, lamps and mudguards, and most of all the set-back position of the radiator, all mark it as a vehicle of British manufacture. I would say it was a W. & G. made by Messrs. W. & G. du Cros, Ltd., of Acton, London; a firm once associated with Clement-Talbot, who had a small output of high-grade lorry and bus chassis soon after the 1914-18 war. They also made some early taxicabs and, I believe, a particularly good ambulance chassis for the L.C.C. which remained in production till the 1930 depression. The radiator in the photo looks typically W. & G.

If this is wrong, my next guess is that it is a McCurd, made at Hayes, Middlesex, in a workshop which is now part of the H.M.V.

Continued on page 179

1962 RALLYE



↑ *Skodas have a habit of overturning during the driving tests at Monte Carlo and this year was no exception.*



Alan Fraser's Sunbeam Rapier takes to the hills on the Col de Turini. ↑

↓ *Out of the running for a leading p nose of his Citroën deep in this b*



↓ *Car and the man. The big Swe International Rally*



↑ *Bohringer tried hard in his 220SE to snatch first place from Carlsson during the races but he could not make up much time on the twisting Monaco circuit.*

Get out of it! Pat Moss bumps her Cooper-Mini into a Dauphine 1093 *which had been baulking her during the circuit races.* ↓





1962 MONTE-CARLO





A Skoda also takes to the hills, but one of them won the 1,300 c.c. class.

A burst tyre on the first special stage cost Peter Procter and Graham Robson five minutes and probable fastest time.

position goes Rene Trautmann when he buried the bank, losing time and incurring damage penalties.



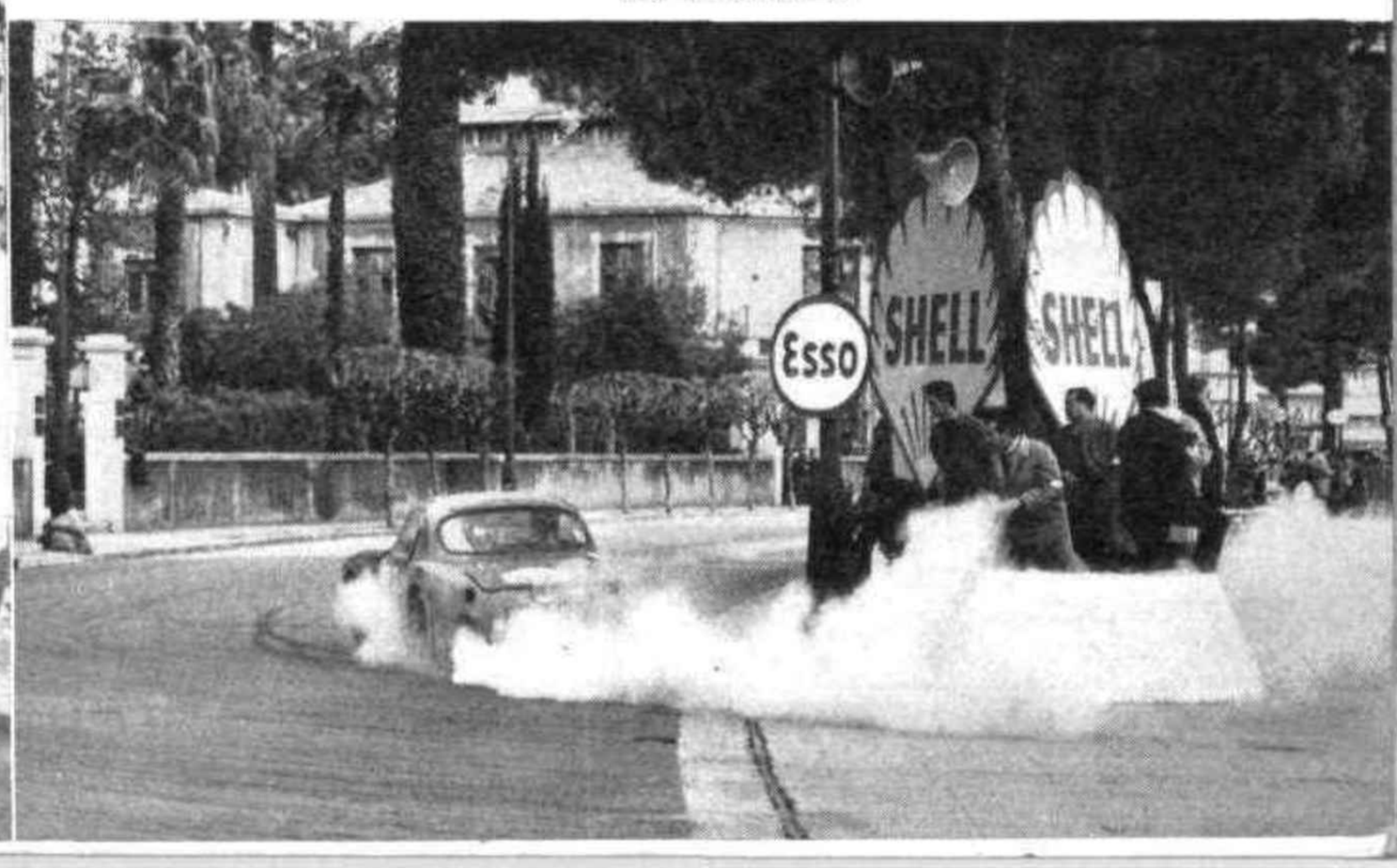


ede, Eric Carlsson, gained his second successive victory, both of them very popular.

Third place and a share in the team prize was Paddy Hopkirk's reward for a well-sustained drive on the special stages.



Blown gasket? Well no, actually the crankshaft broke! John Sprinzel's Sprite lasted a lap in this state.





THE NEW DKW 800 S, THE CAR WITH LUBRIMAT FUEL CONTROL

MORE space, more comfort and an enormous boot. **MORE** economy, tough, trouble-free engine; routine service only every 4,500 miles. **MORE** engine life—up to 100,000 miles before major engine overhaul. **MORE** power from brilliant engine design—three cylinders do the work of six. **MORE** average m.p.h. plus the DKWs fantastic cornering and acceleration. **MORE** finish—up to the exacting standards set by Mercedes-Benz and Auto Union. All Auto Union and DKW cars now carry a 12-month warranty. Contact **AUTO UNION (G.B.) LTD., GREAT WEST ROAD, BRENTFORD, MIDDLESEX. TEL. ISLEWORTH 5341 OR YOUR LOCAL DEALER.**

AUTO UNION DKW

A PRODUCT OF MERCEDES-BENZ AUTO UNION PARTNERSHIP

Free Servicing for the first 4,400 miles as per manufacturers coupon on all new DKW cars

VINTAGE POSTBAG—continued from page 175

gramophone factory. This also was an excellent lorry.

Durban. E. G. HOBSON.

[This correspondence shows what a lot of research has still to be done on commercial vehicle history. Many more letters were received and the subject is now closed.—ED.]

* * *

Gaskets for Old Engines

Sir,

May I just say how pleased I am that Lieutenant Clarke was able to report so favourably on the James Walker Gasket Service, because it is our constant aim to provide that "personal touch" which is so elusive these days. Indeed, as specialists in the design and manufacture of all types of packing and jointing, we are always ready to offer our advice and assistance in connection with any sealing problem.

Over the years we have had the privilege of supplying any number of our special copper asbestos gaskets for the cylinder heads and manifolds of vintage cars and also other vehicles where conventional spares from stockists have proved impossible to obtain. Your readers are invited to avail themselves of our experience and facilities.

K. K. GIBBS,

Woking. *for* James Walker & Co. Ltd.

* * *

Dating a Minerva

Sir,

A question mark shows that your reader A. J. Airs from New Zealand is in doubt about the year of manufacture of his Minerva.

It is actually a 1928 model, belonging to the first series of the 6-cylinder 1,800-c.c. cars built between 1928 and 1931. Only in 1928 had these cars a fabric-covered body. The wheels shown in the picture, incidentally, are not original, plain disc wheels being normally fitted.

Brussels. PAUL FRERE.

* * *

Veteran Commercial Vehicles

Sir,

On the subject of old commercial vehicles, your readers may be interested in two photographs of vans run by this company some years ago. [See below—Daimler on the right, Albion on the left of page.—ED.]

One is a 1901 2-ton 6-h.p. twin-cylinder Daimler which we believe to have been the first commercial vehicle in this area. It was painted chocolate with yellow lettering, had bunsen-burner ignition (the pressure being kept up by a valve in the exhaust), surface wick carburetter and automatic inlet valves. It had four forward and four reverse gears, and achieved 12 m.p.g. One of its main troubles was that the tyres kept coming off. The driver spent a month at Coventry learning to drive it but never mastered the technique satisfactorily, and in 1902 we had to spend £71 as a result of an accident. After a £48 overhaul in May 1904 we sold it. The canvas tilt survived for many years, and ended its life just before the second war on the back of a Birmingham baker's van.

The second driver of the Daimler, finding he could not see behind him without turning his head, rigged up a small mirror in such a position that he could see the road behind him without having to move. We were subsequently approached by the Birmingham civic transport authorities who asked for details of the method of fitting this device, as they wanted to apply it to their own vehicles.

We replaced the Daimler with a 1904 30-cwt. 16-h.p. twin-cylinder Lacre (Albion) box van, which cost £465. This was painted dark green with gold lettering. It had wooden wheels, low-tension magneto ignition, Murray patent carburetter and governor, and ignition plugs operated by push-rods from the camshaft. It had three forward and one reverse gear, and we got 18 m.p.g. from it. We kept it for 10 years and had excellent service from it. The photograph was taken in Handsworth High Street, Birmingham.

We still have part of an Overland car here now. It was used by the managing director for some years before the First World War, then had the body stripped and a platform back fitted for use as internal works transport. Apparently horses were more reliable, and part of the back axle of the car was incorporated in a testing machine, which is still in regular use.

C. A. L. HARRIS,

Tipton. *p.p.* Bullers Limited.

* * *

Alvis Cars and Buckingham Engines

Sir,

I was interested to read "A letter from D. M. K. Marendaz" but I am afraid the statement in the first paragraph is not correct. I understand the position to be that D. M. K. Marendaz was an apprentice under the chief engineer, the late T. G. John, at the Siddeley-Deasy works, Coventry. T. G. John left Siddeley-Deasy in 1919 to form his own company, T. G. John Ltd., later Alvis Car & Engineering Co. Ltd., and subsequently employed Marendaz as one of the staff. They disagreed and Marendaz left Alvis in 1920 and had nothing further to do with the company from that date onwards.

The Buckingham cars and engines were made at the Alvis works from 1921 to 1923 but the company had nothing to do with the manufacture of the Buckingham stationary engine.

G. H. WILTSHER,

Coventry. Publicity Manager, Alvis Ltd.

* * *

Anyone Here Seen Kelly?

Sir,

Can anyone remember an enormous American truck called the Kelly?

It had an engine of about 60 h.p. (R.A.C. rating) and a bonnet shaped rather like a Renault, but goodness knows where it kept its radiator.

Wolverhampton. W. H. DOBBS.

* * *

We regret to record the death, at 69, of Ken Taylor, formerly Parry Thomas' head mechanic and late of Thomson & Taylor (Brooklands) Ltd.

* * *

The B.A.R.C. has confirmed that it will hold a Jubilee Celebration on July 14th, so there could be a fine assembly of historic cars (and, one hopes, some cyclecars!) at Goodwood that day.





CASTROL WINS IN 1962 RALLYE MONTE-CARLO

LADIES CUP

won on Castrol for the 7th time in succession

1ST PAT MOSS & ANN WISDOM (MORRIS MINI-COOPER)

2ND ANNE HALL & VALERIE DOMLEO (FORD ANGLIA)

also 5 class wins

(Subject to official confirmation)

Castrol MOTOR OIL

For carefree winter motoring–you need Castrolite for a start

The Ogle G.T. Mini

BASED at Birds Hill, Letchworth, the firm of David Ogle Ltd. is making a determined effort to achieve a renaissance of British coachbuilding. Last year they introduced the Riley-based Ogle 1.5 which was priced out of the market, mainly because B.M.C. would not co-operate in supplying chassis parts. However, despite this, the car still sells reasonably well. The latest offering from Ogle is a G.T. version of the Mini-Minor which uses the basic chassis platform of the Mini, suitably strengthened to accept the very pretty glass-fibre coachwork manufactured by the Letchworth firm.

Unlike the Italian Motor Industry, which actively supports the specialist coachbuilders, taking it as a compliment that people want to clothe their chassis in attractive coachwork, the British Industry appears to be completely disinterested. Consequently the only marketing method open to the Ogle organisation is to fit their coachwork to an existing Mini, which means cutting the body from the chassis platform. A customer supplies his standard Mini to Ogle's and in return, for £550, gets a pretty little G.T. car. Crashed, burned or rolled cars are not particularly welcome as the chassis could possibly be twisted.

For Ogle's to purchase the necessary new parts from a B.M.C. distributor (supposing they would supply them) and build up a car from scratch for a customer would cost in excess of £1,000, which once again prices the Ogle out of the market, so they have been forced to supply the body as a conversion.

The Ogle body should not be confused with the average shell, for we were able to examine and drive the prototype car, which reaches an extraordinarily high standard of design and finish. The glass-fibre bodywork is remarkably smooth and the doors and other components are both strong and excellent fits. The handling of the prototype is very similar to that of the Mini but the lowered driving position is much more pleasant. Standard fittings include twin bucket seats, a wood-rimmed dished steering wheel, 10½-gallon fuel tank, undersealing, full sound deadening, Marchal lamps, twin-tone horns, winding windows and hinged quarter-lights, remote gear shift, built-in radio aerial, and full instrumentation. Six single colours are available. Overall length is 11 ft. 2 in., height 3 ft. 11 in., and width 4 ft. 10 in.

Racing versions are being prepared which will be lighter than the normal Mini. John Whitmore has already taken delivery of a normal Ogle G.T. which he has taken to the United States, and other motoring notables are reported to be interested.

The manufacture of the Ogle G.T. Mini is indeed a brave venture which is backed by sound engineering and first-class workmanship. It deserves to succeed and we think it will.—M. L. T.





WINTER RACES (see also page 152)

AUSTRALIA

WARWICK FARM RACES—February 4th, 1962—Sydney
45 laps—160 km.

1st: S. Moss (Cooper-Climax) .. 1 hr. 14 min. 36.6 sec.—131.130 k.p.h.
2nd: B. McLaren (Cooper-Climax)
3rd: B. Stilwell (Cooper-Climax)
Fastest lap: S. Moss (Cooper-Climax), in 1 min. 37.5 sec.

Practice was rather upset when Roy Salvadori crashed violently in the Bowmaker-Yeoman Cooper, fortunately not sustaining serious injury. The Warwick Farm circuit is the one modelled on Aintree and ministered by ex-B.A.R.C. official Geoffrey Sykes, and he certainly drew a star entry for his meeting.

* * *

LAKESIDE RACES—February 11th, 1962—30 laps—72 km.

1st: J. Brabham (Cooper-Climax) .. .. 144.810 k.p.h.
2nd: B. Stilwell (Cooper-Climax)
3rd: A. Hyslop (Cooper-Climax)

THE PANHARD PL17 TIGRE—continued from page 170

doors, a convenient umbrella-handle parking brake, and a 2-tone horn, operated by depressing a rather confusing flashers-cum-lamps-switch r.h. stalk, are other PL17 features. I liked the "gun-sight" on the needle of the big 100-m.p.h. speedometer. The 2-spoke steering wheel (2 turns, lock-to-lock) is a bit high set for the average driver and the brake pedal plate at a shade too steep an angle. Massive alloy bumpers protect the steel body, the lines of which are also an acquired taste. Such items as torsion-bar valve springs, transverse front leaf springs for the i.f.s., beam rear axle on triple torsion-bars, De Carbon shock-absorbers and rack-and-pinion steering fit well into the repertoire of discerning motorists.

The Panhard PL17 Tigre costs £1,127 1s. 5d. in England (£772 basic) but some readers buy in more favourable markets. It is a car that should interest many of them; Citroën at Slough will be glad to demonstrate the peculiar but loveable (and practical) aspects of this fast 848-c.c. flat-twin.—W. B.

CONTINENTAL NOTES—continued from page 169

customers to racing car manufacturers, and as such are bound to suffer in not having the latest equipment. No racing team has ever sold its very latest cars to any customer, and never will while there is development in progress, which is the whole reason for running a factory racing team. Finally in this line-up is Jack Brabham, who intends to build his own Grand Prix car, under the name M.R.D., standing for Motor Racing Developments, a firm started by him and an Australian friend of his Ron Tauromac, who is doing the design. So far the M.R.D. has been seen but briefly as a Formula Junior car, and already Brabham is suggesting that he will have to start the season with a 1961 Lotus, as the M.R.D. will not be ready. One thing is certain, and that is that Brabham will get the pick of the Coventry-Climax engines, either 4-cylinder or V8-cylinder, for the Coventry firm quite rightly holds him in high esteem, as do many other suppliers of parts for racing cars.

After the Siracusa race, which should open the Formula 1 season, the scene moves to Bruxelles on April 1st, followed by the Lombank Trophy at Snetterton on April 14th, the Pau G.P. on Easter Monday and a race at Goodwood on the same day, while the Aintree "200" is due on April 28th, so that it is going to be a busy month for Grand Prix racing. The serious season starts very late this year, at Zandvoort, where the Dutch Grand Prix is to be held on Whit-Sunday, May 20th, by which time all the teams should be well sorted out, new designs and engines working well and drivers settled in with their teams. The Zandvoort circuit being well suited to the modern, light, underpowered, Grand Prix car it should be a splendid race.—D. S. J.

MINIATURES NEWS

Following "Corgi," Dinky Toys announce a model Jaguar E-type with detachable hard-top replaceable by a folded hood (No. 120—6s.). Miniature car enthusiasts might do worse than join the Club International Des Automobiles Miniatures, 20, Rue Thérèse, Paris, whose catalogue of the Répertoire Mondial des Automobile Miniatures is a mine of information.

LETTERS FROM READERS

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

SOLUTIONS TO THE RAPIER QUERY?

Sir,

If Mr. McElm is dissatisfied with the lifeless steering of his Rapier there is one simple adjustment which he may make to the steering box, which in the case of an Alpine effected considerable improvement.

Both vehicles are fitted with similar steering boxes, and, upon recommendation, I threw away the damper springs, etc., located in the cover plate of the steering box. After removing these springs, together with their pressure pads, it is possible to observe end float on the steering rocker arm. This end float is eliminated to give sliding clearance only between the rocker arm and top cover plate by removing shims from beneath the cover plate to suit. I gave the steering box a liberal supply of "Moly." and reassembled. With tyre pressures in the region of 28 lb, the steering is light and accurate.

Coventry. B. B. LINDON.

[Could this not be done on assembly to all Rapiers and Alpines from now on?—ED.]

Sir,

I bought a 1960 model Rapier in April 1960, and have done 16,000 miles to date. My previous car was an M.G. Magnette ZB model, with wonderful road-holding and rack-and-pinion steering, and the Rapier did not compare with this car in road-holding and general manoeuvrability. I fitted a set of Michelin "X" tyres 15×165 and this transformed the road-holding and steering. In addition, I fitted a Nicholls transverse stabiliser and the car now compares in road-holding and steering with the previous car. The makers of the tyres claim twice the mileage and twice the grip, and I did 28,000 miles on the M.G. on a similar set of tyres and there was still a good deal of wear left in the tyres when I disposed of it. The only slight disadvantage of the "X" tyres is some heaviness in the steering at very low speeds, but the advantages far outweigh this slight disadvantage, and I find that by running the tyres at 26 lb. front and 27 in the rear the car handles extremely well and gives a very good petrol consumption with overdrive fitted. I average 27 m.p.g. over the month's running and on a long run can obtain 30 m.p.g. The car is very comfortable and I completed a run from my home in Brentwood to Galway, W. Ireland, travelling by B.K.S. air ferry in 12 hours, and a similar time for the return journey in June last year.

Shenfield. S. THOMPSON.

Sir,

Mr. A. L. McElm might like to try the following, which I have found a very satisfactory answer to the Rootes steering deficiencies:

Fit Pirelli Cintura tyres and remove the "toe-in" from the front wheels, leaving them parallel. With the tyres at 27 and 29 lb. the ride is harder but the road-holding is excellent, with no squeal or roll.

No connection with Pirellis and no doubt any stiff-walled tyres would do.

Dunsford. I. R. GRANT.

[We must emphasise that these suggestions to alleviate Rootes' steering deficiencies are published in good faith; they do not, of course, emanate from the manufacturer, who has not replied to this correspondence, which is now closed.—ED.]

* * *

A MATTER OF TOPOGRAPHY

Sir,

Limited though my arboreal knowledge is, I am curious to know how the A40 pictured under the Wellington Memorial and described on page 87 of your February edition as "the first car that presented itself for road-test in 1962"—presumably in January—is seen surrounded by trees and hedges that appear to be in full summer foliage. Perhaps they are evergreen (although the public does not support this theory), or we are being hoodwinked!

As for your rather facile caption, which asks: "What better car to photograph under this monument . . .?" I can suggest many. After all, it hasn't even got a proper boot!!

Somehow I doubt if the esteemed Duke would have approved.

Leamington Spa. ROBIN CLARKE.

[I can only say, hand on heart and looking Wellington in the eyes, that I took the photograph concerned in the early afternoon of January 7th. Although I am very fond of trees I know little about them (so often the way with those you love), and I confess I completely overlooked the need of a car with a big *boot* for this picture—a case, perhaps, of being up a gum-tree.—ED.]

* * *

RALLY RESULTS *v.* ROAD-TEST REPORTS

Sir,

Why all the ballyhoo about the Monte Carlo Rally; the results attained by professionals driving cars other than I can buy from local agents do not mean a thing to me—on the contrary, the findings of *Which?* have registered.

You, Sir, must have smiled when you saw findings of the latter; I have never seen such a pusillanimous excuse as that advanced in certain quarters that the unpalatable results, incidentally suppressed as far as possible, could be attributed to cars being a few months old.

Not a VW owner—at present.

Felpham. E. C. ROGERS.

* * *

A LOST ART?

Sir,

"A Lost Art" is not quite correct when considering panel beating; "A Gradually Diminishing Art" would be more to the point.

I say this with conviction, as I am one of a line of panel beaters and coppersmiths, this trade having been in my family for the past 150 years. My father was one of the six coppersmiths sent to Birmingham to panel the early Daimlers, which tinsmiths had unsuccessfully tried to do, and the coppersmiths were the only men who could deface a sheet of metal with perfect results, and this, before the introduction of the welding plant.

With reference to the skill of the craft, I would say that bodies, such as you mention, can still be made, but, alas, there is so much repetition work in this field (which lends itself to pressed panels) that the craftsman is gradually "dying" out, and our lads are not being taught the control of sheet metal, except by almost foolproof jigs and pressed panels, which require the minimum of skill to correct. Nevertheless, there are still today a few firms who have the highly skilled craftsmen who can execute the panel work you describe, one of which is Vanden Plas of Kingsbury, London, N.W.9, who produce the Princess saloon and limousine, cars of such elegance and graceful lines that only the best of skilled craftsmen could produce the panel work needed for these cars; also many prototype and first-offs, these latter for the B.M.C.

It is with regret that I say motor car manufacturers do not give enough thought to the teaching of our lads in this trade to enable them to become good craftsmen of the future.

I do not attempt to reply to your caption as a "Tin Basher" or "Metal Manipulator," names which we dislike, but as a good old-fashioned Panel Beater.

Kenton. J. H. COLE.

* * *

SOCKS *UP*, P.R.O.s

Sir,

Be cautious of some advertisements. An old maxim used to prevail that a "small family business = good service, efficiency and courtesy"; "large business firm = apathy, lack of service and hostility."

I have recently written to four firms, three of the former category and one of the latter. Result? No reply from the three and a very civil and courteous letter from the latter, *and within three days* with a G.P.O. go-slow on.

This leaves one to draw his own conclusions, as all four letters contained S.A.E.s for return.

"BOILING RAD."

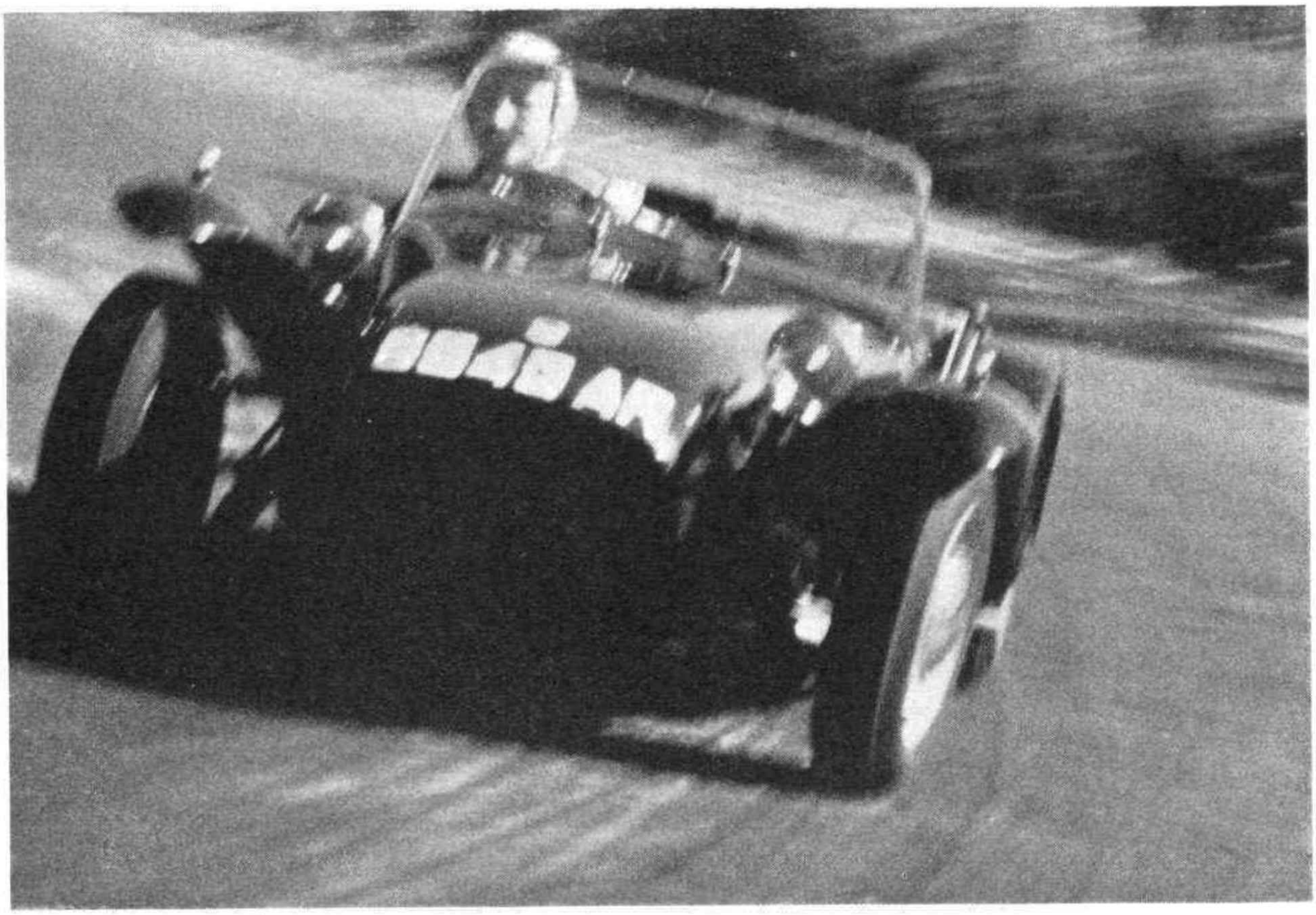
[Name and address supplied.—ED.]

* * *

SPRITE COMPARISONS

Sir,

Being the owner of a proper Sprite, I was very interested to read your road-test of the Mk. II, and in particular the comments by "M. L. T."



LOTUS SUPER SEVEN

Even by Lotus standards a fantastic machine!

The NEW Lotus Super Seven offers you performance hitherto confined to ultra-expensive sports cars of over 3-litres capacity. Fitted with an 85 b.h.p. Cosworth-Ford Classic 1340 cc power unit, featuring twin choke Weber 40DCOE2 carburettors and four branch exhaust manifold, the Super Seven, with a power-to-weight ratio of 200 b.h.p. per ton, will accelerate to 60 m.p.h. in less than 7 seconds and exceed the 'ton' with contemptuous ease. The new Super Seven tempers its exciting Formula Junior get-up-and-go with docile road manners and perfect safety (race-bred brakes and steering). Take a Super-Seven touring, racing or just shopping—you'll be delighted not only by the performance, but also by its brilliant design, precise execution and comprehensive standard equipment. In component form, for twenty-hour assembly (including woodrim steering wheel, flared front wings, full weather protection and interior trim), all at this low, low price . . .

£599

Call or write **NOW** for brochure to Lotus Components Ltd., Delamare Road, Cheshunt, Herts. Waltham Cross 26181

Like him, I have no desire to own this model, which, frankly, I find ugly. His suggestion that the new look owes something to the Innocenti Sprite (a very pretty car—roll on the Common Market) is very complimentary. To my mind it, along with its unworthily-named twin, the M.G. Midget, looks like a roofless Ford, and how the designer can reconcile the front and rear wheel arches I do not know! The rear light clusters are quite awful, the meagre performance improvements, largely offset by the weight increase and the need to use 100-octane fuel, do not justify the extra cost.

A far better job could have been made by the fitting of a Sebring type bonnet as standard, a simple lockable boot, plus a sensible rise in performance.

Might I be allowed to second the appeal by " M. L. T." for a gearbox modification kit, as this seems to be the only redeeming feature about the Mk. II.

Holt. JOHN C. SAWTELL.

* * *

MORE SATISFIED SKODA OWNERS

Sir,

Like your correspondent C. R. Mills, I considered that the Skoda Octavia was the best value at the 1961 Motor Show. Accordingly, I traded in my Mini-Minor, which had given me much enjoyable motoring together with many Mini-Minor irritations, but which did not seem to be durable after one year's use, and bought a Skoda Octavia.

I must confine myself to a few general remarks though there is much to say about the car after only 2,000 miles.

Firstly it is very robust; it is very refreshing to find body panels on an inexpensive car which do not flex under hand-pressure. The chassis assembly excited the admiration of my local " garagiste " because it is bolted together at many points where cheap British cars are spot-welded. In short it is obviously built honestly, with conscience and to endure, " even though," as Mr. Mills says, " it is made in Czechoslovakia."

Driving the Skoda is a great pleasure; it has a long stride and will tackle motorway stretches at an " unfussy " 70+ m.p.h. Even after the remarkable acceleration and road-holding of the Mini, the Octavia is no disappointment.

Being forced to travel on January 1st this year from Norfolk to Westmorland, in what the A.A. called " road conditions as bad as any ever known in this country," I was very grateful for the high ground clearance and the all-round independent suspension of the Octavia. Over the frozen ruts of the A 1 it never gave a moment's anxiety. We were in the swim with several of our Farina-finny friends, who appeared, as we overtook them, to be wallowing along at a manful 20 m.p.h.!

On the debit side, I would agree with Mr. Mills about the poor position of the hand-brake grip; it certainly takes some getting used to, and much " heel and toe." The lack of parcels shelves and map-pockets is also rather disappointing. There are many greasing points to be attended to at frequent intervals, but this I understand as being a sign of over-conscientious engineering, rather than the opposite.

The only trouble which I have encountered so far has been a faulty oil-pressure switch which caused the warning lamp to glow at any speed below 30 m.p.h. I rang up my agent about this at 7 p.m.; by 8 p.m. he had arrived with a mechanic and replaced the switch by an improved type which has since given no trouble. Service!

So much for the Octavia, which I have personally found to be a soundly-built and brisk family car with great character *and* which is watertight! The price is very reasonable and there are many extras included. Could the Skoda be a species of Czechoslovakianvolkswagen!

Whittington. D. D. ANDERTON.

Sir,

I agree wholeheartedly with C. R. Mills' remarks on the Skoda Octavia. When I visited the Motor Show I had never heard of the Skoda and I was so impressed that I ordered one the following week.

My car is only two months old and so far I have no complaint at all. It is built to last a lot longer than its British contemporaries and is an excellent car to drive.

Also I can assure readers that the position of the hand-brake is of no inconvenience whatsoever. It is an exceptional car for a low price and well worth considering by everyone.

Gosport. J. ALDOUS.

Sir,

Mr. C. R. Mills (January) requests owners' experiences of the Skoda Octavia. Our own maroon example was delivered in July last, and has been a source of delight ever since, and six months at the wheel of the Octavia have convinced me that the choice was an excellent one. Its handling, aided of course by the swing-axle i.r.s., inspires the greatest possible confidence, especially in the wet. Unlike certain modern low-geared tinware, the faster the Octavia goes the quieter she seems to become. I find a certain amount of similarity of handling between the Octavia and the Herald 1200, and the performance is just about the same.

Some potential Octavia owners may have had qualms about the spares situation. I can only relate my own experience here. Combination of a very heavy frost and over-tightening of the driver's drop-window resulted in fracture of the glass. A telephone call to Motor Imports on a Friday afternoon produced the required window at my Preston agents on Saturday morning. Same was fitted in the car by lunchtime. This is the type of service which British manufacturers might well emulate.

In the Octavia one is always being stopped by various parties, all eager to find out all they can about the car. Even the " Buy British only " brigade have been impressed by the excellent finish and equipment of the Octavia—right down to its spare pot of paint and large kit of tools. (Why do the wags try to find a sickle in among them somewhere?)

I have just been re-reading your road-test of the Octavia's predecessor, the Type 440 (November 1958), and although the two cars are superficially similar, some of the comments which you applied then to the 440 hardly describe the greatly improved new car. Let us have a full test of the Octavia in the usual frank manner. I am sure many readers await such a report with interest. [It is in hand.—ED.]

Wigan. D. J. CULSHAW.

—AND ONE NOT SO SATISFIED

Sir,

A correspondent in your January issue asks for comments from owners of the Skoda Octavia.

Mine is now five months and 8,000 miles old. I must agree on its value with all the extras mentioned, although I understand this is due to it being subsidised to create a demand in this country. The price was cut from £745 to £589 some while ago (now £606). I traded in a 105E Anglia for the Skoda, and prefer the latter in general. It rides very comfortably on cushion tyres, and seats five adults—the back seat is slightly wider than a Hillman's.

There were some teething troubles. The fuel pipe leaked (due to poor brazing workmanship), the boot realease cable broke, a fuse blew, and the oil-pressure switch was faulty. All this within *eight* days. For most of the time I have owned it the car has stalled frequently, and several attempts by the local agent and also an electrical test at a B.M.C. garage have not yet cured this. As the awkward handbrake and starter knob can only be operated easily by the left hand, this causes problems when stalling on a slope. The general disadvantages of the car are due to it being insufficiently converted to a right-hand drive. To open the boot when the car is locked necessitates opening *both* doors to operate the release catch.

Consumption is disappointing, giving only 30 m.p.g. for long daily runs at moderate speeds on quiet country roads most of the time. This may be due of course to the rich running which appears to be causing the stalling. The body is quite strong. A large dent in my driver's door caused by a light English car was almost entirely removed by my unskilled self, and the paintwork proved to be entirely unmarked.

I have had one breakdown when the gear-change mechanism snapped off (possibly partly my fault). The gear-change is very good, and I have learned to live with the horrible handbrake. The engine is a little noisy compared with the Anglia's. The lack of a front shelf is felt, but the boot is deep and quite roomy.

Little Haywood. C. A. HART.

* * *

PRICES OF IMPORTED CARS

Sir,

It seems to me (making all due allowances for varying export prices) that *some* distributors in this country must be making unconscionable profits. An extreme example is Lancia :

	Price in Italy	*Price in U.K.*
Flavia saloon	1,715,000 lire	£2,188

Compare this with Fiat :

2300 saloon	1,650,000 lire	£1,525

It is difficult to see how a difference of 65,000 lire in Italy is inflated to a difference of £663 in the U.K. . . .! Duty and

SHE'S INHERITED WINNING WAYS



THE NEW MG MIDGET

THE CAR THAT *Starts ahead*

The great M.G. Midget is back again! In top form, the modern version of a classic—and with magnificent lines! Here's a thrill—a *safe*, delightful thrill. For what is safer in motoring than high performance through the gears, wonderful braking power and the great M.G. assets of firm road holding and stable cornering? They're all here in the Midget. Try it now!

Safety fast!

SPORTING TRADITION

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ABINGDON CRAFTSMANSHIP

WITH A SPORTING APPEAL FROM A SPORTING ANCESTRY

M.G. MIDGET Price £472 plus £217.11.5 P.T. including surcharge

12 Months' Warranty and backed by B.M.C. Service—the most comprehensive in Europe.

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showrooms: Stratton House, 80 Piccadilly, London, W.1. *Overseas Business:* Nuffield Exports Limited, Cowley, Oxford and 41 Piccadilly, London, W.1.

purchase tax are, of course, assessed on the same basis; and transport costs (in this instance) should be very similar.

This is an extreme example, but one can find many others.

London, W.1. E. JUNGE.

* * *

C.A.'s CAR TESTS

Sir,

Having read both the C.A.'s Car Supplement and your correspondence columns in recent editions of MOTOR SPORT, I have no regard left for the British car and its maker. Although two foreign cars were tested by the C.A., there have been no cries of " It's an injustice " from either Renault or Volkswagen.

Two examples of our manufacturers " crying over spilt milk " have not been very convincing. The B.M.C. spokesman is quoted as saying that the C.A.'s tests are " trivial because one car could not be taken as a sample of all its type." Does he dismiss MOTOR SPORT and the other periodicals for conducting road tests on only one car? The answer to this is probably no, because most of these road tests are done on cars specially supplied by the manufacturer.

The Standard-Triumph spokesman also issued a statement when the C.A.'s tests appeared and, like his counterpart of B.M.C., he was just as convincing. His statement was to the effect that the faults on C.A.'s Herald S had all been eradicated on the Herald 1200. Suppose I want to buy a Herald. Will I get a car that has had the faults eradicated? NOT ON YOUR LIFE!

In fact let us suppose that the C.A. were very unlucky and got eight extremely bad examples of automobile engineering. What are the chances of this happening? Let us take a liberal estimate and suppose that one in every 10 cars produced is unsatisfactory. Then the chances of acquiring eight " bad 'uns " is $(1/10)^8$, *i.e.* one in 100,000,000. The C.A. were certainly unlucky!

I hope you will use the results of your " Readers' Car Survey " to supplement the C.A.'s criticism of some of our Motor Industry's output. Bad opinions not only reflect on the firms being criticised but on those firms that build cars to the " Silver Lady " standard. Let this standard become standard throughout the British Motor Industry. This will inevitably mean a cut in production but an improvement in our workmanship will be of more value to Britain in the long run than all the dollars, francs, lire, etc., that foreigners are paying for our present mass-produced " tin-cans."

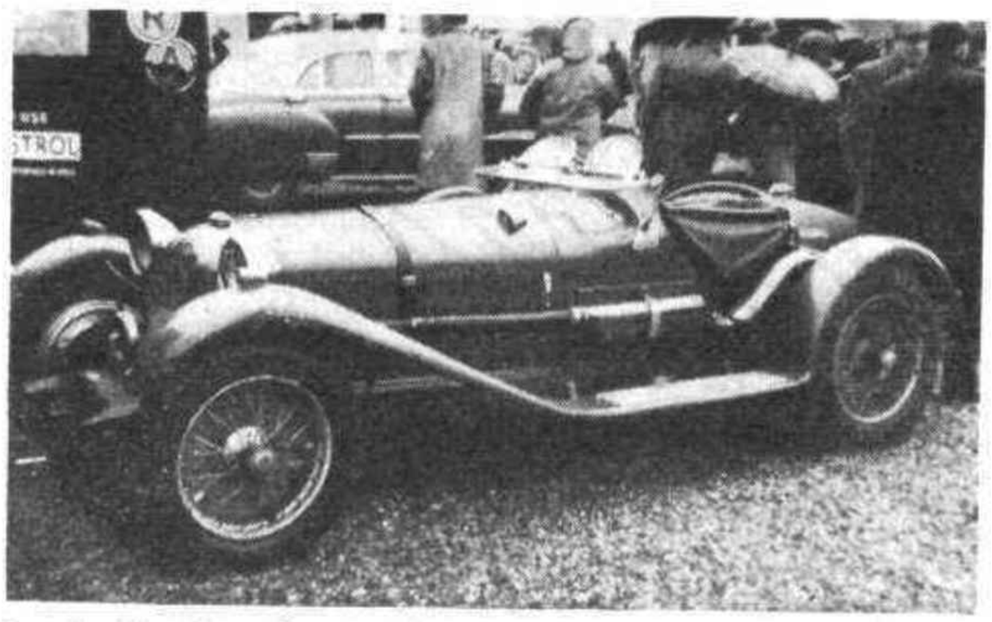
Sheffield. MICHAEL SNOOK.

* * *

THAT MYSTERY EX-G.P. CAR

Sir,

Could this be Gavin Maxwell's converted single-seater G.P. car, referred to by John D. Harrison? As readers will note, it is the unique P.3 Alfa Romeo converted for road use before the war.



I took this photo last April at the V.S.C.C. Silverstone meeting and am sorry that weather conditions and crowding in the paddock prevented me from doing it better justice. The performance referred to by Maxwell and the mention of supercharger scream seem to fit reasonably well.

Fleetwood. A. T. COOKE.

* * *

THE SUNBEAM ALPINE

Sir,

I was interested to read Mr. R. Baillie's letter in your February issue. It just shows what completely different views people can have about cars.

I purchased a new Sunbeam Alpine which was delivered on January 1st, 1961. It had the 1,600 c.c. engine and all the extras, hard-top, overdrive, wire wheels, Road Speed tyres, etc.

I ran it for six months and covered just over 6,000 miles and I was never more pleased to get rid of any car that I have owned, and I would like to tell Mr. Baillie why.

In the first place there were, on delivery, several things which I did not think right in a new car, as follows :

1. When the car was stationary the hard-top leaked on the passenger side and the seat was soon waterlogged.

2. The recess at the back of the boot leaked so badly that it was soon full of water and mud and the tools were all red rust.

3. The coil fell off the third day I had the car and I was plagued by a leaking carburetter in spite of twice visiting the Bailby Road service depot.

Accepting that all these matters could be put right I did like the car for the following reasons:

1. *Engine*: This was rated as giving 85.5 h.p. at 5,000 r.p.m. and while it may have done so it was in my opinion very lacking in torque in the middle revs. Nor was it to my mind a " happy " engine over 4,500 r.p.m. It was, I thought, both rough and noisy.

Certainly it was not helped by the carburetters or the linkage used, which combined, unless careful use of the accelerator was exercised, to produce a serious flat spot.

2. *Gearbox.* With overdrive available on 3rd and top giving 5 forward speeds, one would have thought that there would be " a gear for all occasions." Somehow this did not work out.

Bottom was " start only gear."

2nd was too low and petered out at 40 m.p.h.

3rd was useful to 60.

Overdrive 3rd was no more useful than direct top.

Top was satisfactory until 75, after which the noise level became excessive and if pressed to the limit, about 90 was unbearable.

Overdrive top was too high, the car pulled well to 80 m.p.h. and then took an intolerable time to reach 90.

The gear-change I thought was stiff and hard. I just did not like it.

3. *Suspension.* This was I thought typical of a short wheelbase car with ½-elliptics all round, and with soft springs to give the girls a pleasant ride in town. As one might expect any unevenness on corners caused the back-end to " hop," which I do not like.

4. *Back axle.* I was perhaps unlucky, but mine had a horrible whine: at 60 in overdrive it was at its worst—at higher speeds the general noise blended in to lessen this failure.

5. *Steering.* Some people obviously like the spongy steering fitted to these cars. Personally I could not get on with it.

6. *Brakes.* These were one of the worst features. The front discs, with no servo to help, gave a delayed effect at low speeds and required considerable pressure. This made traffic driving awkward. The really bad feature was the tendency under wet conditions for the car to pull violently to one side or the other if the brakes were applied at speed. I tried this out purposely on a rainy day on M.1 and was glad I never had to take similar action in a real emergency.

Other matters of less importance were:

7. *The luggage boot.* Quite ridiculous. Just room for one small suitcase in spite of an optimistically sized cover. Unbelievable to me why the designer did not re-position the spare wheel to give more depth.

8. *Luggage space.* Apart from the boot, a certain amount is available behind the seats, although with these adjusted for tallish persons, not much. The middle of the floor of this space has a lump over the back axle which completely ruins the space as a luggage container, for a suitcase balanced on the hump rocks to one side or the other according to whether one corners to the left or the right.

9. *Seats.* The front eight inches of each seat is just padding which can be folded backwards and gives no support to the thighs. The actual seating surface is only about 12 inches—the back of the seats is too upright and straight and has no curvature for lateral support. Neither seat will stay tilted forward—a curse when trying to extract luggage from behind.

The seating position I thought too flat with legs straight out to the pedals. I ruined all the backs of my shoes which rub up and down the rubber floor covering.

10. *Petrol Filler.* This has a diameter just large enough to accept the average pump pipe. As a consequence unless a pump attendant is warned most of the fuel comes out backwards on to the road.

I appreciate that much of my criticism is personal, and everyone has their own ideas and opinions, but some of the things to which I refer can, I think, be thrown back at the manufacturer as badly thought out or designed.

Good luck to you Mr. Baillie and may you have many happy miles in your Alpine.

I hope if you go to France you do not have as much difficulty as I did in keeping up with the DS19s and the 404s.

London, S.W.3. V. LESLIE SEYD.

[Mr. Seyd's long and varied motoring experience is evident from a "Cars I Have Owned" article he wrote for me some years ago.—ED.]

* * *

MODEL GIRLS AND MOTOR CARS

Sir,

Concerning the photograph of the "dish" on the bonnet of the Sunbeam Rapier published in the February edition of MOTOR SPORT.

As far as the British enthusiast (for cars and women) is concerned, the more we see of delightful young girls in or on common and garden cars such as the Rapier, the better. We can see these cars in the street at any time, but unfortunately without their mascots. As far as I'm concerned, as long as they lay off the more exotic machinery, such as Ferrari, etc., they can lounge about on any car they please.

I think that the Editor should publish a "Mascot of the Month" photograph in each issue of MOTOR SPORT.

Oxted. ROBERT B. SHORT.

Sir,

Being one of the most lecherous members of the motoring fraternity, I am the first to admit that I appreciate a "bit of talent," but please, please do not plaster them all over our motors. This, to me, is somewhat distasteful and if the Motor Industry has to stoop to these levels to sell their products it is a pretty poor show. Cars should be sold on their merits alone without employing these methods.

Girls are for fun, so please put them in their proper place in pin-up books or in bed.

"P. P."

[Name and address supplied.—ED.]

Sir,

Having seen the picture of the delightful young lady perched on the bonnet of a Sunbeam Rapier, I would merely observe that it is fortunate that the Rapier carries its emblem on the side of the car and not on the bonnet.

Wilmslow. D. J. R. TURNER.

[These and many other letters, some unpublishable, prove that you cannot please all the customers all the time.—ED.]

* * *

CONTINENTAL PRICES

Sir,

I was very interested by the letter from "Unglauber" under the heading of "West German Prices." May I add a French contribution?

Make	*Catalogue Price*	*Local Tax*	*Delivery Charges*	*Licence*	*Total outlay*
B.M.C. 850	N.F.7,550.00	213.66	—	156.00	7,919.66
Citroen 2 c.v. ..	4,950.00	140.10	62.00	86.40	5,238.50
,, Ami 6 ..	6,550.00	185.35	65.00	99.60	6,899.95
Panhard PL17GL ..	7,190.00	203.47	59.00	156.00	7,608.47
Renault R3	4,800.00	135.84	99.00	99.60	5,134.44
,, R4	4,980.00	140.93	99.00	112.80	5,332.73
,, R4 Luxe ..	5,390.00	152.53	99.00	112.80	5,754.33
,, Dauphine ..	5,800.00	164.14	99.00	156.00	6,219.14
,, Ondine ..	6,356.00	179.90	99.00	156.00	6,790.90
,, Gordini ..	6,550.00	183.36	99.00	156.00	6,988.36
Simca 1000	6,490.00	183.66	77.00	156.00	6,906.66
,, Etoile 6 ..	6,340.00	179.40	77.00	169.20	6,765.60
,, Etoile 7 ..	6,650.00	188.20	77.00	182.40	7,097.60
,, Elysée ..	7,150.00	202.35	77.00	182.40	7,611.75
Fiat 500	4,500.00	127.35	70.00	99.60	4,796.95
,, Jardiniere ..	5,500.00	155.65	70.00	99.60	5,825.25
Ford Anglia ..	6,970.00	197.25	—	169.20	7,336.45
N.S.U. Prinz IV ..	6,990.00	197.82	—	99.60	7,287.42
Volkswagen 1300 ..	6,950.00	196.70	100.00	182.40	7,429.10

Moreover, the B.M.C. 850 suffers from two handicaps: first, it is undergeared for use in France—too frenzied out on the open road; and second, its "autonomy" is limited by what the French call "the ridiculous contents of the reservoir." Twin fuel tanks ought to be standardised.

I believe that it was Sir Winston Churchill who said "There are lies: there are damned lies; and there are statistics"? Statistics are like street lamp-posts: they can serve either to light the way or for a drunken man to lean on. You probably know about the curious disease that only affected males of the age of 45? The facts turned out to be that there were only two known cases on record—one of a boy a year old, and the other an old man of ninety-one. If B.M.C. sold 100 cars abroad last year and 171 this year, the increase would indeed be 71%; but what *matters* is what proportion does this represent of the market? Perhaps Volkswagen have increased their sales by 171%! Mr. Harriman's figures are meaningless unless they are compared with those of his Continental competitors.

Paris. R. PEATY (Major).

* * *

DUNLOP ON CLING RUBBER

Sir,

With one thing and another—and especially with all those claims we tyre manufacturers keep making to be so many per cent. better, without always saying better than *what*—the position with the new tread rubbers is certainly, as you imply, confusing.

Perhaps, however, I may make the following points:

1. The Dunlop Elite, which sells at a premium, is made (or at least its tread is) of a new rubber, up to now exclusive to Dunlop, which is far ahead of anything else on the market. This rubber is *not* butyl. It resembles butyl in its properties but is easier to make into satisfactory tyres.

2. The motorist who pays extra for Elites is not only getting the better rubber; he also gets a tread pattern specially designed to make the most of the rubber, and an exceptionally strong nylon casing. He cannot obtain this combination of features anywhere else at any price.

3. Some tyres use rubbers which, whilst not in the class of that used in the Elite tread, give better grip than the rubbers used in standard tyres until recently. These rubbers are regrettably not exclusive to Dunlop and in fact are used by virtually all the leading manufacturers nowadays. In grip, comfort and silence the current standard Dunlop tyre is at least the equal of any other standard tyre on the market.

I have avoided the term "high hysteresis," and this is intentional. Although it was we who first introduced the expression into non-technical articles, we now wish we hadn't, because it has come to be used in senses where it is thoroughly misleading. The important thing is grip, which depends on the combination of rubber, tread pattern and compounding; and to get to the heart of the matter we are most certainly not asking our customers to pay high prices for something they can obtain cheaply elsewhere.

J. D. SINCLAIR,

Fort Dunlop. *pp.* Dunlop Rubber Co. Ltd.

TAILPIECE



[Photo by Ft/Lt. D. Hall

. . . which goes to show that our readers as well as National Benzole's publicity men encounter some distinctly unusual roadside signs; this one at Episiopi in Southern Cyprus.

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FOR SALE

ROLLS TWENTY, 1929, sedanca. Delightful character car. Grebel lamps. £140. 14, Sandgate Road, Hall Green, Birmingham. [3605

M.G.-BASED SPECIAL. Fibre body, KN Magnette engine, 10 : 1 comp., Scintilla mag., twin S.U.s. Requires detail finishing. £150. Lancia Aprilia, good tyres, M.O.T., £150 o.n.o. 600 × 20 tyres, £3 10s. each. Pair P.100s, £8. D. Bagshaw, 37, Granville Road, Wigston Fields, Leicester. [3606

RILEY SPARES, some new. Good 12/4 engine, £10. 1937 Lynx Twelve, good bar hood, £100. Tim Ely, Blair Athol, Oatlands Chase, Weybridge, Surrey. [3608

ALLARD d.h. coupé, 1949. M.O.T. Spare engine. £35. Breaking 3½ Jaguar, reconditioned engine, new hood; P.100s. Keenan, Little Stretton, Salop. Tel.: Church Stretton 102. [3611

APRILIA, 1937. Kesprayed and re-upholstered 1959. Engine excellent. New radiator, water pump, starter motor, rear wheel bearings, etc. £120. Tel.: MEA 2637. [3614

MISTRAL BODYSHELL for sale. 7 ft. 6 in. wheelbase; bulkheads fitted. Clifford, 63, Oxford Road, Ealing, W.5. [3603

£300. 1951 A135 Princess by Vanden Plas. Holly green; fawn/grey interior. Radio, heater. Low mileage. Always used as second car. Superb throughout. Denny, Long View, Andover Road, Winchester. Tel.: 5308. [3600

1930 ALFA ROMEO, 1,750 c.c., twin o.h.c. Drophead coachwork by Carlton, resprayed red. Engine and mechanics excellent—over £140 spent. £225. 2, Harestone House, Harestone Valley Road, Caterham, Surrey. [3616

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1938 APRILIA SPARES : F.S. complete, R.S. damaged; engine, Weber, new "X"s, 1939 wheels. S.A.E. for list. Griffiths, 165, Thames-Side, Laleham, Middlesex. [3619

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RILEY GAMECOCK. M.O.T. Offers. Quantity spares. 20, Woodcock Lane, Birmingham, 27. Tel.: ACO 3968. [3650

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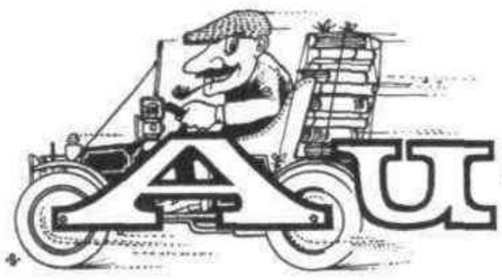


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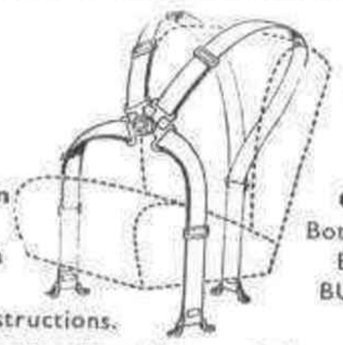
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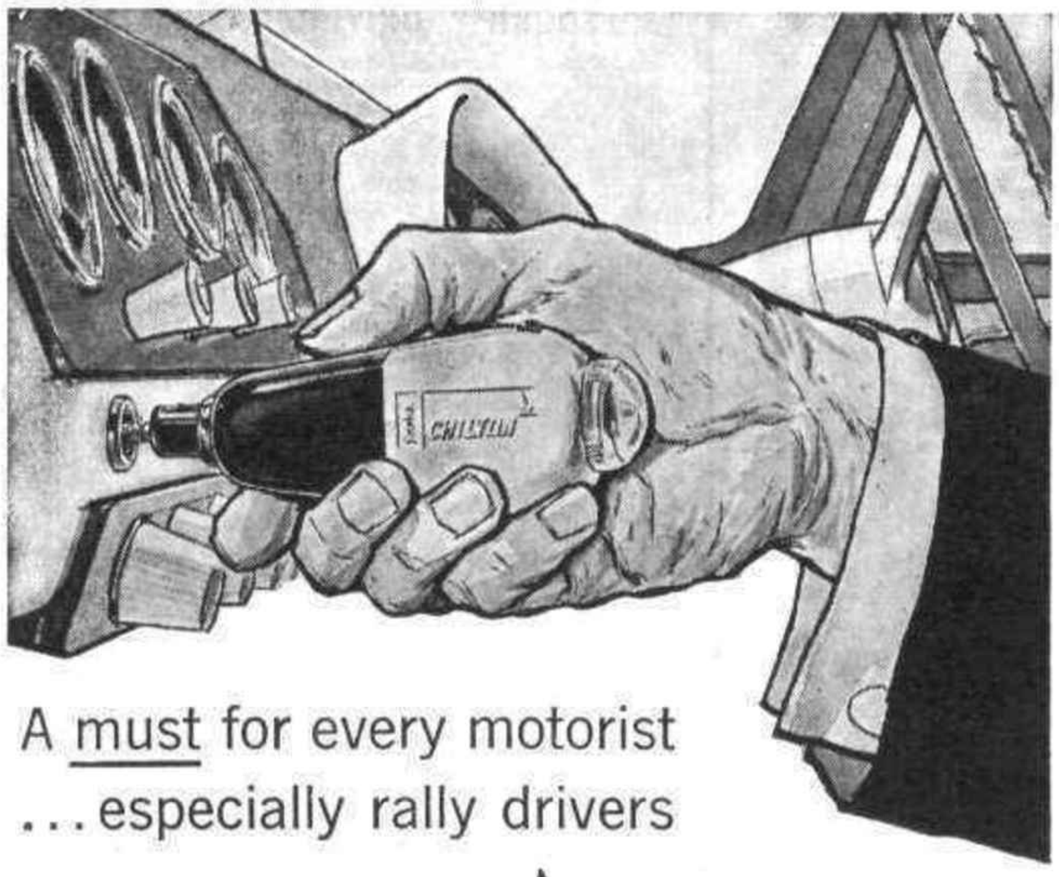
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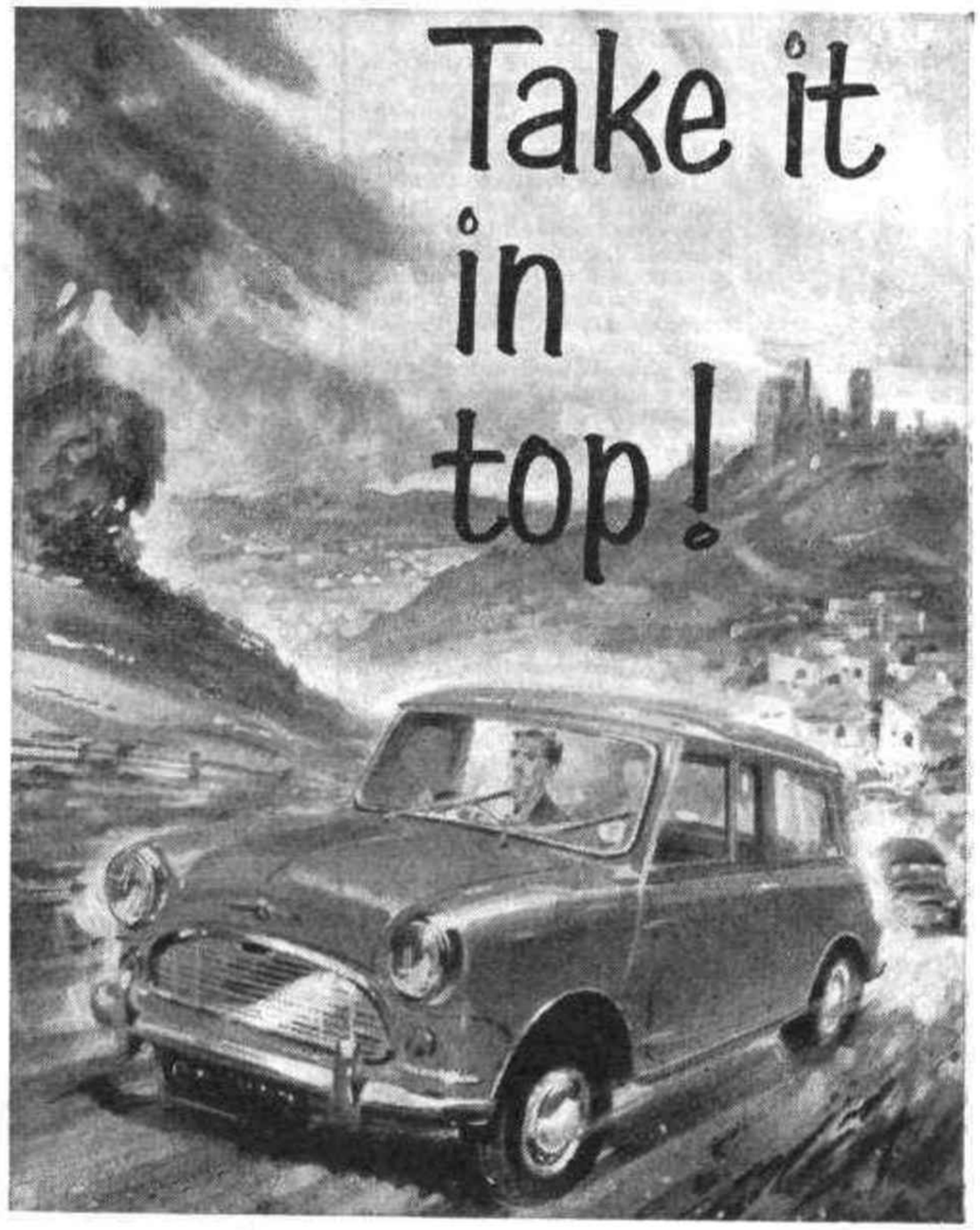
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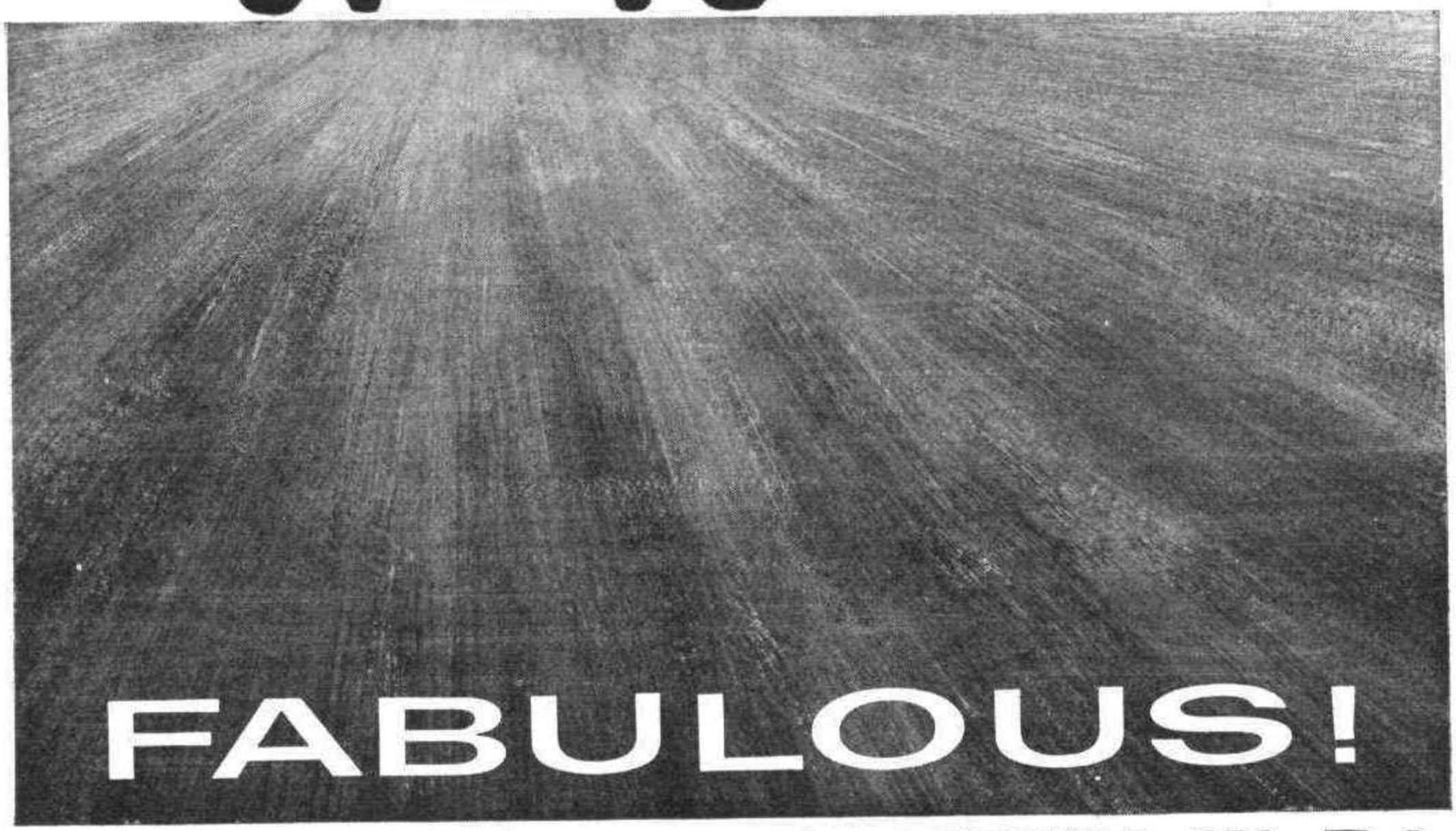
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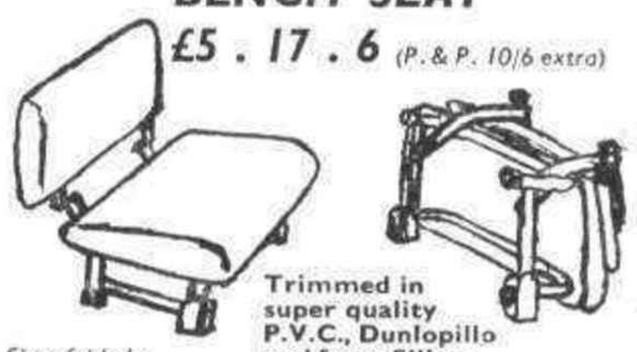


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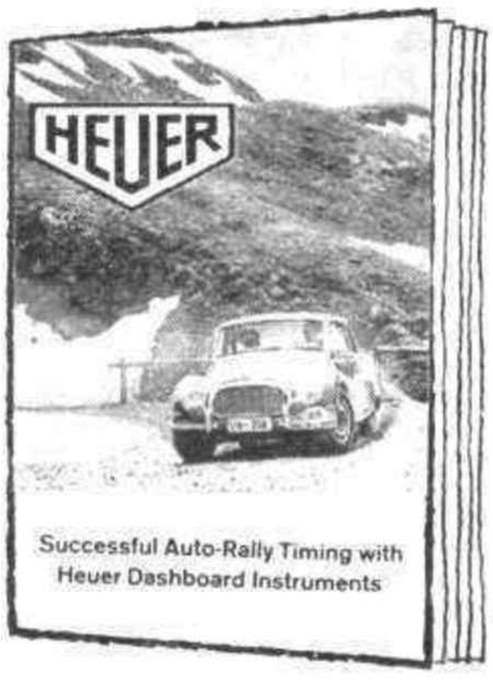
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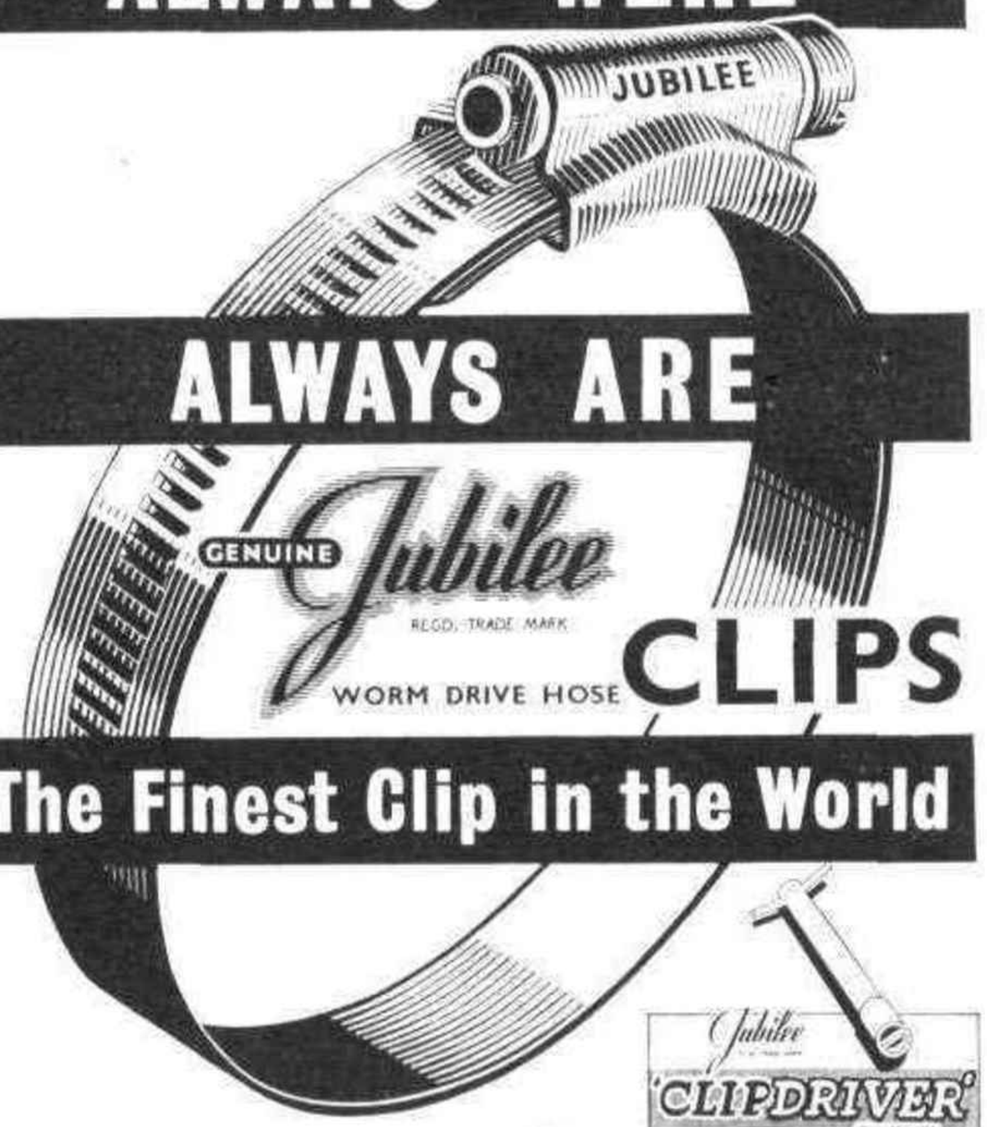
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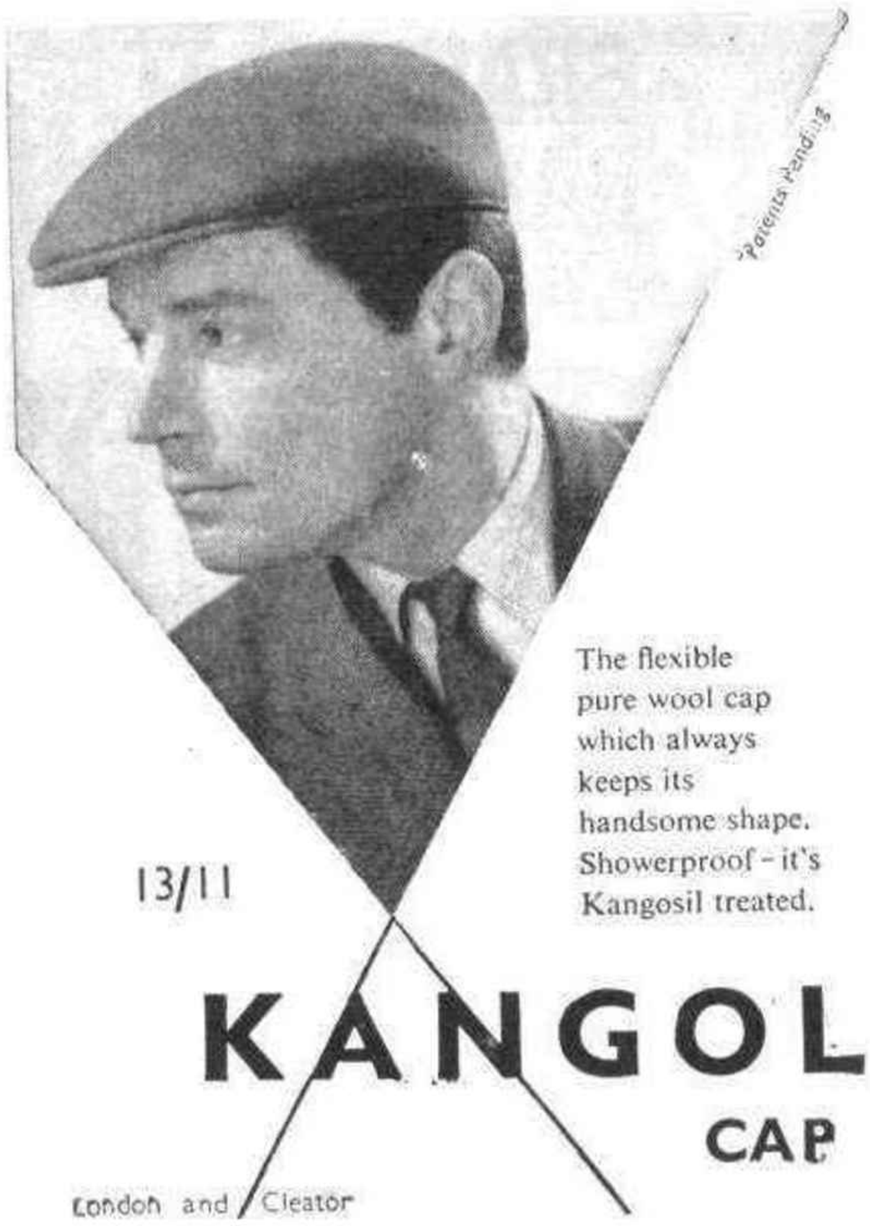
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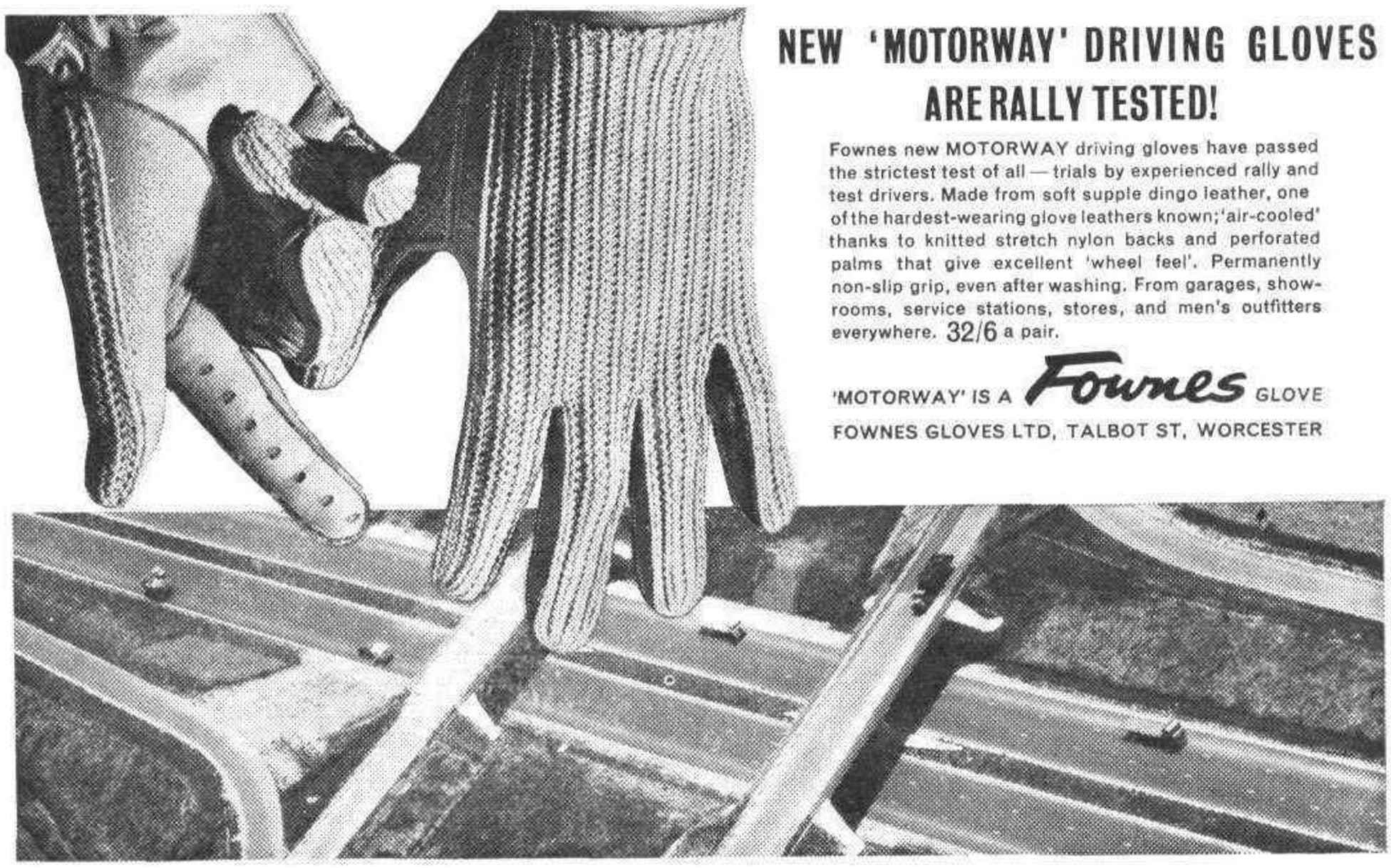


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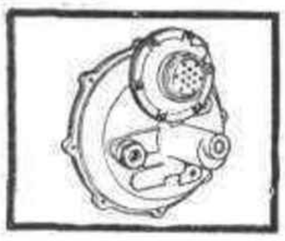
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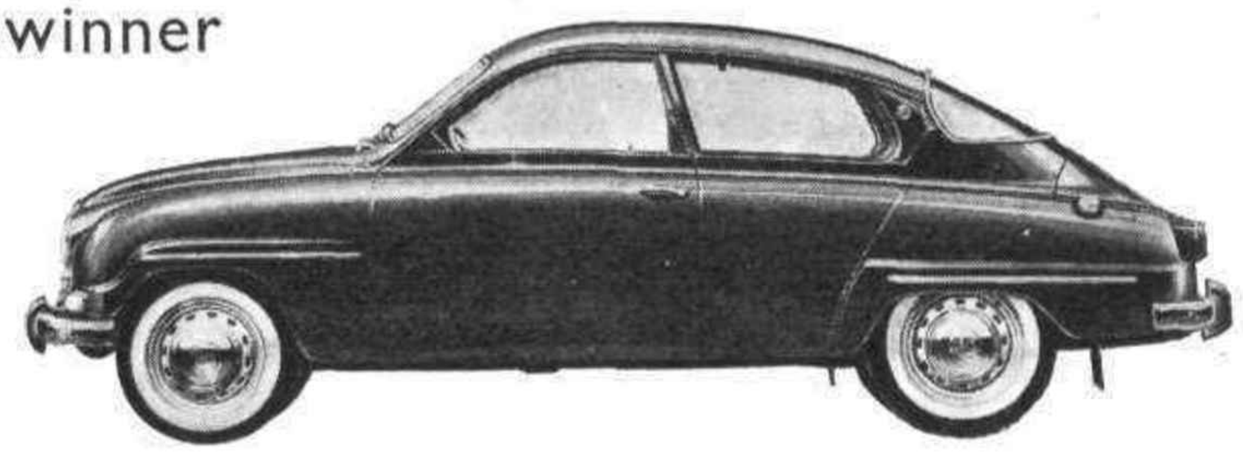
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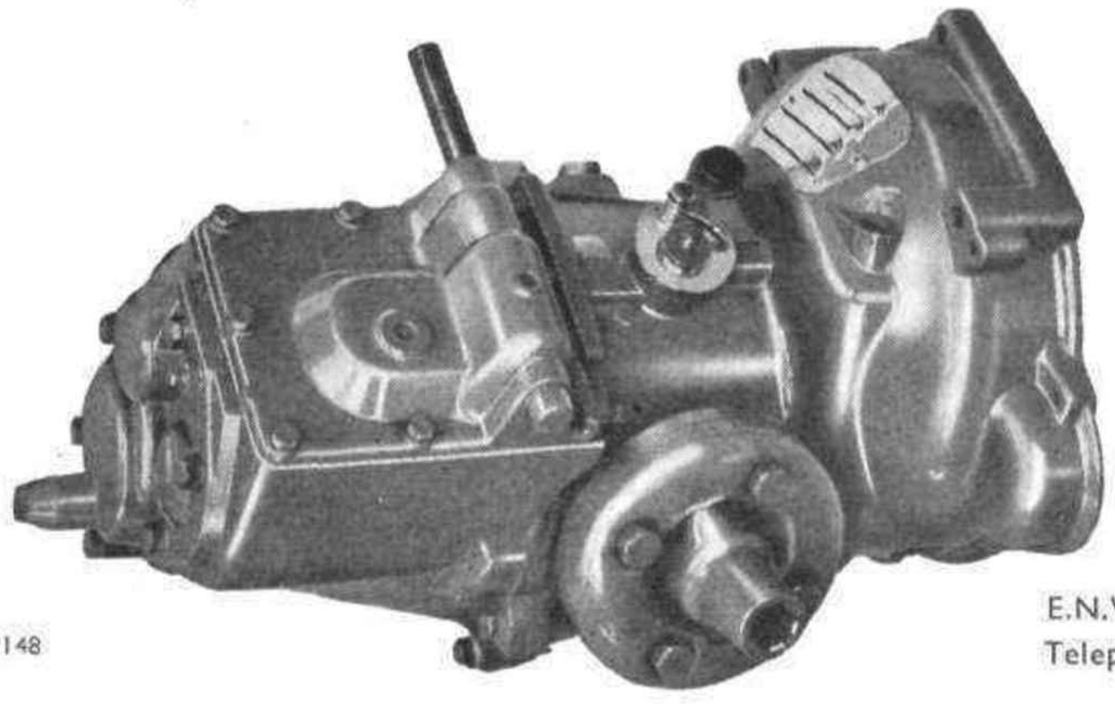
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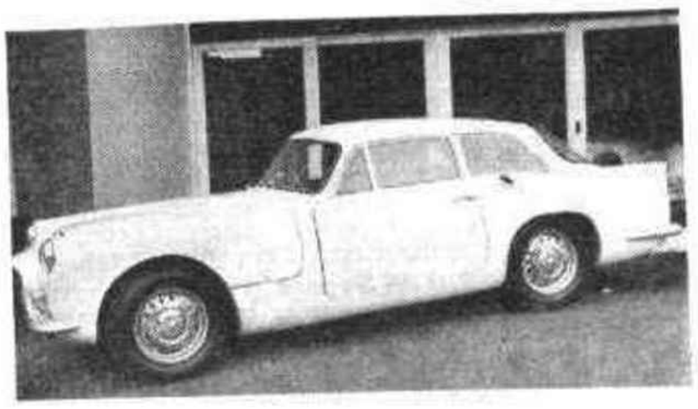
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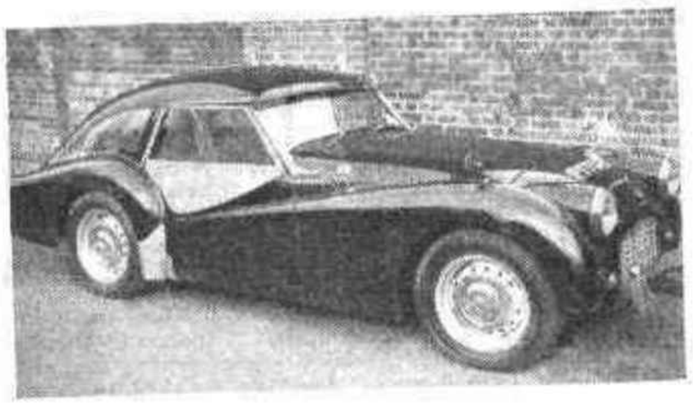
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£365 TRIUMPH TR2, 1955. Fitted with G.T. hard-top. Bodywork in black with beige upholstery. Heater, Michelin " X " tyres, etc.



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£1,395 ACECA BRISTOL, 1959. 100D2 engine. This one-owner motor car is finished in gunmetal grey with natural beige upholstery. Only 22,000 miles from new. Full history available. Extras include H.M.V radio, disc brakes, safety belts, heater, etc. In mint condition throughout.

£795 JAGUAR XK150 fixed-head coupé, 1958 model, in white with black leather upholstery. A superb example fitted with wire wheels, overdrive, heater, etc. Magnificently maintained throughout.

£795 SUNBEAM Alpine, 1960. This one-owner motor car is finished in pale blue with black hard-top. Extras include overdrive, heater, disc brakes, etc. A most desirable vehicle in all respects.

£725 TRIUMPH TR3A, 1960. A most genuine one-owner example in blue with black upholstery. Three-speed overdrive, Michelin " X " tyres, heater, disc brakes, etc. As new throughout.

£675 TRIUMPH TR3A, 1959. Another splendid model in ivory with matching detachable hard-top. Three-speed over-drive, rear seat, Michelin " X " tyres, disc brakes, heater, wheel trims, etc. Full maintenance history available.

£645 G.S.M. DELTA, 1961, Cosworth Ford 105E engine. Close-ratio gears, etc. A most beautiful car in turquoise blue with black hard- and soft-tops. Fantastic performance and equally suitable for road or competition use.

£595 M.G.-A Roadster, 1959, 1,500 c.c. Wire wheels, Michelin " X " tyres, luggage rack, heater, etc. Bodywork in turquoise blue with black upholstery.

£595 PORSCHE 1500 fixed-head coupé. L.H.D. This 1954, very exceptional car is finished in off white with red upholstery. Mechanically excellent and four new tyres have recently been fitted.

£575 M.G.-A Twin-Cam fixed-head coupé. A fine example in Old English white with black upholstery. Heater and various other extras. Negligible oil consumption.

£535 AUSTIN-HEALEY 100-6, BN4, 1957, 2/4-seater. In metallic blue and ivory; luggage rack, twin exhausts, etc. Excellent value.

£525 TRIUMPH TR3A, 1958. A fine example in Sebring white with red upholstery. Disc brakes, heater, etc. Excellent value.

£495 FAIRTHORPE Electron, 1959. Climax Stage 2 engine, wire wheels, disc brakes, luggage rack, radio, tonneau, etc. Stupendous performance and road-holding.

£495 AUSTIN-HEALEY 100 'S'. Recently overhauled engine wire wheels, heater, 4-speed gearbox, overdrive, disc brakes all round, etc. In ivory with red upholstery.

£485 M.G.-A Roadster, 1958 model. In black with red upholstery. A most sound and genuine car. Various extras.

£475 M.G.-A Roadster, 1956. This car has only done 32,000 miles from new in the hands of one careful owner. Bodywork in black with green upholstery. Various extras.

£445 M.G. TF 1500, 1955. A very fine example in red with matching upholstery. Luggage rack, badge bar, windscreen washers, etc.

£425 FORD Consul convertible Mk. II, 1957. A very nice example in light green. Radio, heater, leopard-skin covers, etc. Most attractive.

£385 M.G. TF, 1954. A much above average car in polychromatic green. Michelin " X " tyres, etc. A most genuine car.

£375 A selection of **AUSTIN-HEALEY Sprites** with various extras always in stock from this price.

£365 MORGAN Plus Four 4-seater sports, 1957 model, in burgundy with black leather upholstery. Excellent mechanical and body condition throughout.

£355 AUSTIN-HEALEY BN1, 1955. A much above average example in cornflower blue with matching upholstery. Wire wheels, overdrive, heater, etc.

£345 BERKELEY B95 2-seater sports, 1959. An exceptionally fast example in primrose with red upholstery. Various extras, including luggage rack.

£345 MORGAN 4/4 2-seater sports, 1957. Ford 1172 engine. A most attractive example in powder blue with beige upholstery. Unmarked throughout.

£295 SUNBEAM Alpine Mark II, 1954. This very fine example is in cherry red with matching upholstery. A low-boost supercharger has been installed, also heater. Excellent value.

£285 JAGUAR XK120 Roadster. This much above average example is finished in ivory with red upholstery. Radio, heater, leopard-skin covers, wood-rimmed steering wheel, spotlights, signpost light, etc. An extensive engine overhaul was carried out on this vehicle less than four months ago.

£195 BENTLEY 4-door sports saloon, 1936, 4¼-litre. This very attractive car is in bronze and black. Very good mechanical condition throughout.

£145 M.G. TA/TC Special. First registered 1954. Oversize tyres; excellent mechanical order. A very pretty motor car in B.R.G.

£135 SUNBEAM-TALBOT 90 saloon, 1949. Excellent mechanical condition. Bodywork in pale blue. Heater, etc.

£65 FORD Ten Special. Highly modified 1172 engine. Close-ratio gears, etc. Slight damage on the front suspension.

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TVR 1960 Grantura. Two owners from new, very low mileage only. Finished in grey with red interior, and fitted with wire wheels, Ford 105E engine with full Superspeed modifications **£575**

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TRIUMPH TR3, 1956 2-seater. A specimen, low-mileage example in truly superb order throughout. Finished in red with beige interior, and fitted with radio and heater, wood-rimmed steering wheel, rear seat, new hood and screens, twin spotlamps, wing mirrors, etc. **£475**

AUSTIN-HEALEY Sprite, 1959 2-seater. A hand-picked car in Old English white with red cockpit, fitted with all the usual extras. **£395.** Also one other in pale blue with dark blue interior, with radio, heater, tonneau, etc., at **£395**

LOTUS Seven, series Two, 1962 2-seater. One owner, 500 miles only from new. A scarcely used example in primrose yellow with red cockpit. Fitted Ford 105E engine, full weather equipment, etc. **£485**

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JOWETT Jupiter, 1952 2/3-seater. This car is in quite exceptional condition throughout, both bodily and mechanically. Finished in green with tan interior, and fitted with heater, new " X " tyres, spotlamp, wing mirrors, etc. M.O.T. certificate, etc. **£325**

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1959 FAIRTHORPE sports. Blue. Herald engine, raised compression, twin S.U.s. 90 m.p.h.+. Superb road-holding. £325. 28, Lowden Avenue, Liverpool, 21. [3765

AUSTIN-HEALEY BN4 2/4-seater, 1957. Red. O/d., power disc brakes, spotlights, luggage rack, safety harness, etc. Good hood, tyres and tonneau. 36,000 miles. £520 o.n.o. Halden, Yelvertoft, Rugby. Tel.: Crick 372. [3766

ALVIS SPEED TWENTY, 1936, Charlesworth saloon, aluminium body. Very good original enamel, in excellent order throughout. Triple carbs. 100 m.p.h. car, 20 m.p.g. Just completed 1,000-mile tour of Scotland. Photo available. £125 o.n.o. Holloway, Kirkby-in-Furness. [3767

ALVIS SPEED TWENTY-FIVE saloon. Excellent mechanically, good tyres; bodywork requires restoration. Will sell whole or break. 56, Kelburn Avenue, Fairlie, Ayrshire. [3769

1928 ROLLS-ROYCE TWENTY limousine, good bodywork (Barker) and mechanics. M.O.T. certificate. Handbook. £160. N. Goldwyn, Advanced School of Automobile Engineering, College of Aeronautics, Cranfield, Bletchley, Bucks. Tel.: London PAD 1983 (weekends). [3770

BULLNOSE MORRIS-COWLEY, 1925. Mechanically very good condition. New battery. Body good. Hood needs attention. Spare parts available. Wonderful buy for enthusiast. £160. George, Bretforton, Evesham. Tel.: Badsey 246. [3771

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DE LUXE MINOR 1000 coupé, 1961. Blue. Tuned to 90 m.p.h. Jaguar in sheep's clothing. 9,000 miles. Sale or interesting exchange. Dealers' replies welcomed. Farrow, Radio House, Nelson, Glam. [3775

1933 J2. Well shod. M.O.T. 25-1-62. Resprayed red last summer. Full weather equipment. Brakes relined. Engine will run but needs slight attention. Offers. Tel.: Bury St. Edmunds 796. [3776

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ALVIS FIREBIRD saloon, 1936, perfect mechanically, resprayed B.R.G. Offers over £100 to 2, Talbot Road, Wembley, Middlesex. Tel.: 2556. [3782

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B.M.W. 328. Exceptional condition throughout. Bristol oil pump, replacement headlights and dampers, etc. £285 o.n.o. Barker, 45, Chelsea Road, Sheffield, 11. Tel.: 50805. [3787

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LANCIA APRILIA. £95, or would break for spares. Vincent, 3, Rotton Park Road, Birmingham. [3799

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FOR SALE—*continued*

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BUGATTI, 1925. Nice blue 2-seater body. Original radiator, pump, steering box; engine 2385, chassis 1210. New unused gearbox and clutch. Five good tyres. Stored eight years, excellent condition ready for immediate action. Sad owner has no time to use this beautiful little car. Test certificate. £450 o.n.o., or exchange for good Bentley or Lagonda d.h. coupé, Alvis Grey Lady, Bristol or other modern sports car suitable for my wife. 1952 reconditioned Land-Rover also available, £150, or exchange with Bugatti. Lancashire. Box No. S.793. [3793

RILEY LYNX-SPRITE, 1937, 1½. Exceptional condition, many extras; M.O.T. Will haggle around £300. Royle, 25, Bittacy Park Avenue, N.W.7. Tel.: Finchley 1657. [3794

M.G. TC. One owner since 1950. Used as second car. Often stored insulated garage 3/6-month periods. Maintained M.G. Car Co. and University Motors. Immaculate red exterior, fawn interior, sparkling chrome. Specification of this "near-new-as-possible" TC sent to anyone prepared to treasure a real sports car. At £400 an investment providing real pride of ownership. This TC is exceptional and outstanding, dearer than most but a perfect example. Box No. S.795. [3795

BENTLEY, 1929, Mulliner fabric saloon, 4½-litre. Recently restored and in very good condition. £450 o.n.o. King, Runcton Cottage, Chichester. [3796

ALVIS SPEED TWENTY-FIVE, 1938. Breaking for spares. Swift, Thorpe-Willoughby, Selby, Yorks. Tel.: Gateforth 322. [3797

"MOTOR SPORT." 50 back numbers 1955/60. Try any offer. A. Wade, The Spinney, Ilkley, Yorks. [3815

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ASTON MARTIN, 1934, Mk. II saloon. 1,500-c.c. engine completely rebuilt 2,000 miles ago. Body excellent condition. Lesadd, 61, Borrowdale Avenue, Harrow Weald, Middlesex. [3800

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ALFA ROMEO ZAGATO open 2-seater, 1929, 1,750 c.c.(S.). Completely restored mechanically and bodily, and in immaculate Alfa red. Probably finest example of type and year in existence. Offers around £625. No part exchanges considered. Major W. J. Bodington, The Thatched House, Roydon, Harlow, Essex. Tel.: Roydon 2205 (evenings). [3813

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L.R.M. Mk. 3. New space-framed 750 Formula car. Pressure-fed highly modified engine. Change of plans forces sale at £135 or offer. Roy Lee, 4. Grove Court, 243, Willesden Lane, N.W.2. [3814

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ROLLS-ROYCE, 1912, Silver Ghost, open 4-seater tourer. To be sold to the highest offer by the end of the month. Please write to G. Neale, 1624. Bristol Road South, Rednal, Birmingham. [3817

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SUNBEAM-TALBOT 90 convertible, 1951. M.O.T. Under 40,000 miles. £140 o.n.o. Tel.: Harpenden 830. [3819

EX-WORKS 4½-LITRE BENTLEY, 1932/38, Reg. No. AUL 1. M.O.T. cert. All bills. £200 o.n.o. View Leicestershire. Write, Greer, 248, Heath Road, Twickenham, Middlesex. [3820

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CRASHED Mk. VIIM JAGUAR, 1957. Front body damage, motor and rest excellent. Overdrive. £80. Starling, Railway Cottage, Ruswarp, Whitby, Yorkshire. [3824

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JAGUAR XK150, 1960 3.8-litré fixed-head coupé. A beautiful car in pale metallic blue, with dark blue upholstery, chrome wire wheels, radio and heater, overdrive, disc brakes, seat belts, twin spotlamps, etc. **£1,295**

TRIUMPH TR3, 1957 2-seater, finished in off-white with matching hard-top, and red interior. Fitted with disc brakes, " X " tyres, heater, seat belts, etc.... ... ... **£485**

M.G.-A, 1958 2-seater. One owner only from new, unmarked in white with black cockpit, and equipped with radio, spotlamp, luggage rack, etc. Also a delightful fixed-head coupé, in red and silver, with radio and heater, twin spots, etc.... ... ... **From £535**

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JAGUAR XK120, 1954 drophead coupé. Finished in midnight blue with red hood and upholstery, equipped with radio and heater, R5 tyres, etc. A very smooth and pleasant example **£345**

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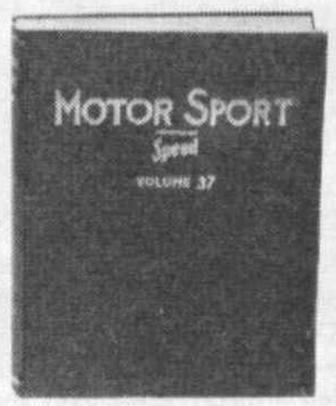
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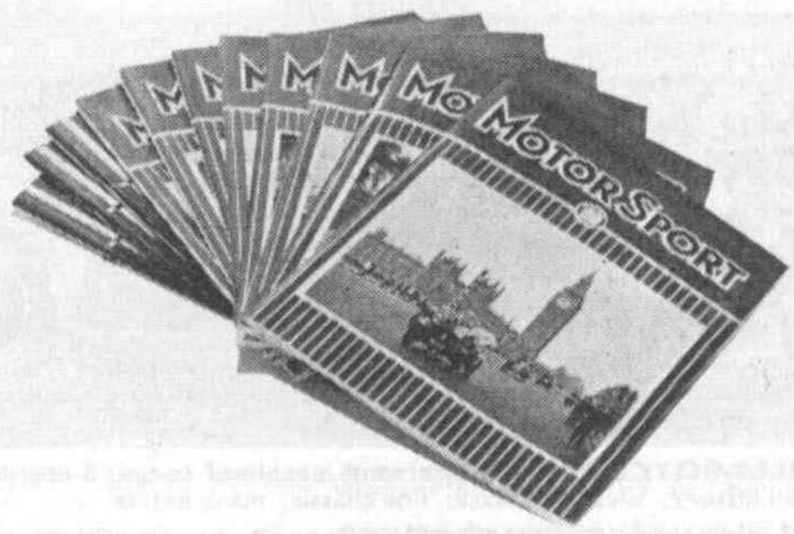
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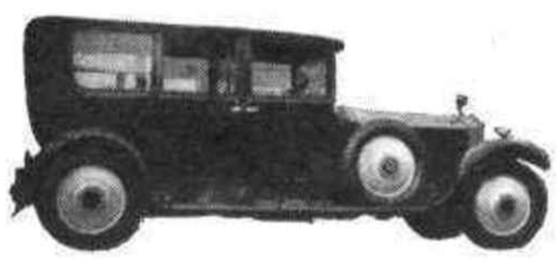
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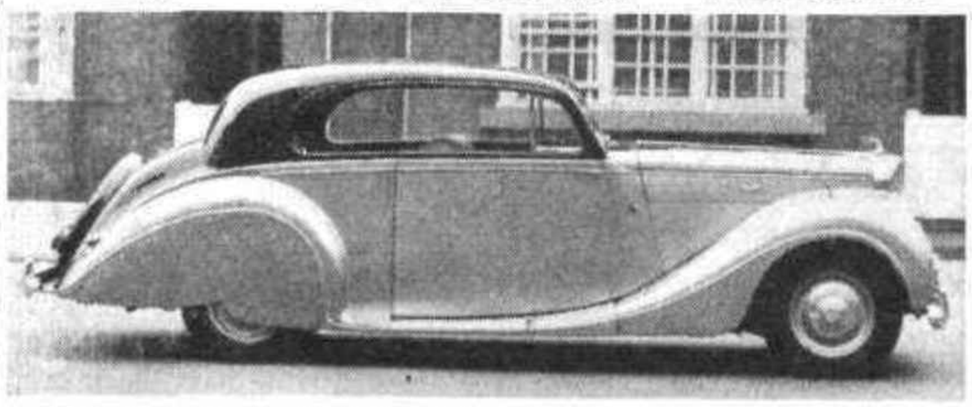
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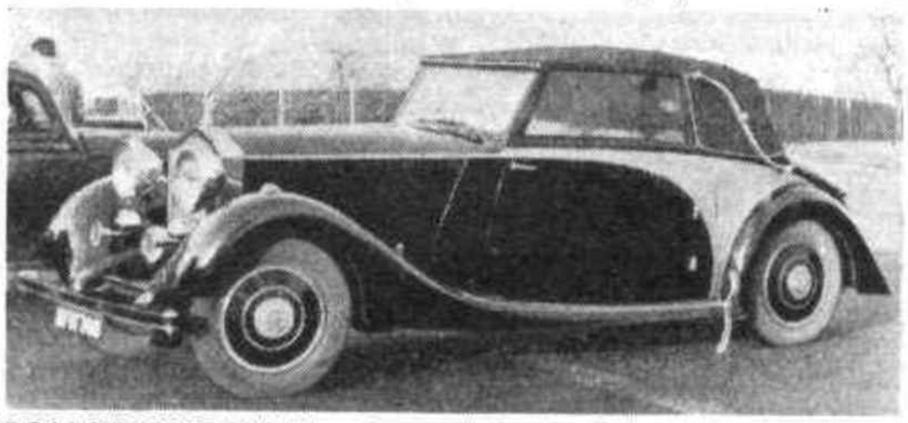
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BARGAIN BASEMENT introduction to joys of VWs. 1954 de luxe, black s/roof, radio, spotlamp, short gearstick, big tyres. Just running in at 75,000 miles. Remarkable condition. Need bigger car. £300. Tel. : Speedwell 1007. [3849

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LANCIA ARDEA saloon, 903 c.c., V4 engine, 5-speed gearbox. 50 m.p.g. £100 just spent on restoring to as new condition. £295. 25, Daleham Mews, Hampstead, N.W.3. Tel. : Swiss Cottage 5848 (evenings). [3851

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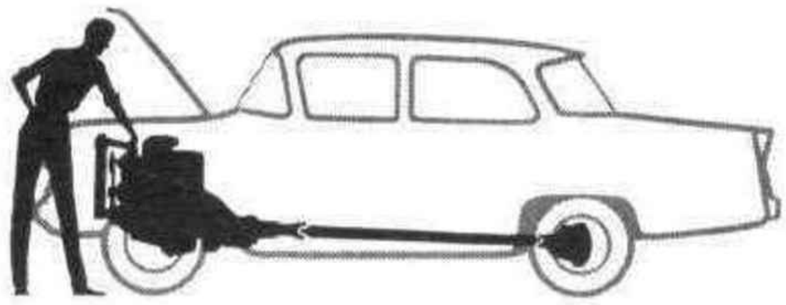
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S.S.2, 1935. Complete but requires attention. £10. Polendine, Scalford, Melton Mowbray. [4046

ARMSTRONG SIDDELEY saloon (grey), 1937, 17-h.p. Atalanta (long chassis). M.O.T. cert. November. Licensed end year. Heater. Engine recently reconditioned by Armstrong. Runbaken oil-coil. Bray immersion heater. Built-in jacks. A fine car. £65. Tel.: Radlett 5720 (evenings). [4047

JAGUAR 2.4, 1956 Sept. Exceptional condition throughout; overdrive and radio. £495. H.P. arranged. Tel.: Ruislip 8934. [4048

A.K.S. 2-SEATER. Ford Eight. Red, excellent finish. M.O.T. Being overhauled. Insurance £8. 42 m.p.g. £150 o.n.o. View Chester-Manchester areas. Haughton, 20, St. Mary's Road, Manchester, 8. [4049

ROLLS-ROYCE, 1934, 20/25 James Young 4-light sports saloon. Excellent tyres and battery, tools, original handbook, excellent condition. £285 o.n.o. J. Ellinghouse, 111A, St. Mary's Lane, Upminster, Essex. [4050

1927 ALVIS BEETLEBACK 12/50, good original body, reconditioned engine. £150. Details : Tel.: Ashcott 302 (Somerset). [4051

STABLE CLEARANCE. Magnificent Hooper-bodied Daimler V26. Body may fit Rolls. Also all spares from dismantled sister car. A Surprise Packet! Austin Eighteen saloon fitted with 2½-litre Jag. engine and gearbox. Spare set of springs and back axle. Also M.G.-A SA, 1937, sports saloon. Offers above breaker's price, or interesting, less bulky, exchanges. D. Lipscomb, Cyprus Villas, Junction Road, Dorking (Tel.: 2473), Surrey. [4052

3-LITRE LAGONDA tourer, good condition. M.O.T. Weather equipment, P.100s, honeycomb radio. £75. Tel.: Brighton 23345. [4053

1937 MORRIS EIGHT tourer. Sound condition. Many new components. M.O.T. cert. £75 o.n.o. Tel.: Stoke-on-Trent 87513. [4054

S.S.100 JAGUAR 3½-LITRE. Resprayed, rewired, rechromed and re-upholstered. Complete mechanical overhaul. Probably the finest available. 105, The Grove, Isleworth, Middlesex. Tel.: Isleworth 1656 (evenings and weekends), or Western 1651 (daytime). [4055

MAGNA F-TYPE, DISMANTLING, all spares cheap. Also Sprite fibre "Starsprite" bonnet. £20. Rhodes, 40, Burley Road, Leeds. [4056

1934 A.C. saloon, 6-cyl., 15.7. V.G. condition. M.O.T. cert. Two owners. Any trial. Best offer. Rosser, St. Cloud, Penrice Street, Morriston, Swansea. [4057

VOLKSWAGEN, 1955 (registered 1956). Immaculate, strato-silver. Radio. £345 o.n.o. 69, Whitedown Road, Tadley, Basingstoke, Hants. [4058

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LANCIA Aurelia G.T. 2500 coupé. Fantastic performance, as new interior. Black **£695**
M.G. Magnette, 1957. Wonderful ivory with black leather interior. Very pretty car ... **£465**
M.G. TC, 1949, 2-seater in red **£245**
M.G. TD, 1953, 2-seater in black **£345**
M.G. TF, 1954, cream 2-seater in very nice order throughout. Fast **£395**
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1960 ASHLEY FORD Ten, tuned engine, i.f.s., hydraulics, 15-in. "X"s, new hood and tonneau. £220 o.n.o. Exchanges considered. Tel.: Erith 34228. [4061

A.C. SIX, 1939, d.h. tourer, in very good condition, largely rebuilt in the last year. Bargain to enthusiast, £90 o.n.o. Tel.: Walton-on-Thames 21714. [4062

1955 FIAT 1100 TV *saloon,* £300 o.n.o.; *H.P.* available. Hebden, 7, Caernarvon Avenue, Burnley. [4063

1955 TR2. Resprayed Sept. Jaguar B.R.G. Red upholstery. "X"s, radio, heater, s/washers, new battery. Hard and soft-tops, new TR3 sliding s/screens. Excellent throughout, both mechanically and bodily. £385. Roblin, Hazlerigg Hall, Loughborough. Tel.: 2302. [4064

SUNBEAM-TALBOT 80 saloon, 1950. M.O.T. £75. In daily use; any trial. Minor attention needed to bodywork. Also three tyres, 165×400, practically unused, £10. Simmons, Windmill Road, Mortimer, Berks. [4065

1951 LEA-FRANCIS estate, i.f.s. Handsome, roomy vehicle in exceptional condition. Recent works overhaul. Taxed. £135. Creswyke House, Moreton-in-Marsh. Tel.: 2151. [4150

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BENTLEY 3½ HOOPER coupé—immaculate—40,000 since major overhaul (bills available). Taxed 1963. Doctor's teenage family require estate. £250. Scutt, 18, The Crescent, Alverstoke, Hants. [4068

LEA-FRANCIS. Being a Holborn resident, Mr. Marples enforces sale of 1930 12/40 2-seater sports. *Some enthusiastic attention needed generally*,—body somewhat neglected. Meadows 4½D engine pretty sound. £45 o.n.o. Tel.: Holborn 4171 (evening after 8 p.m.). [3123

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TRIUMPH TR2, 1955. Overdrive, wire wheels, *zip tonneau. Very well maintained.* B.R.G. **£388**
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LEA-FRANCIS sports saloon, 1947, 1¾-litre, twin-cam engine. Aluminium body. M.O.T. certificate. £125. Heathfield, Hillswood Drive, Endon, Stoke-on-Trent, Staffs. [4070

COOPER, J.A.P. 500. Alloy wheels, Lockheed brakes; good throughout. Spares, engine, trailer. Offers, £220. 29, Kingswood Road, Longbridge, Birmingham. [4071

BENTLEY, 1939, 4¼ Park Ward saloon. Very clean and reliable. £130. 3, Manor Road, Twickenham. [4072

B.M.C. "A" ENGINE and gearbox. Brand new 9.4 c/ratio, H camshaft. Alloy flywheel, polished head, twin 1¾-in. S.U.s and manifold, dynamo, starter, distributor. £120 o.n.o. Ingham, 9, Cross Flatts Street, Beeston, Leeds, 11. [4073

FIFI MUST GO. Citroën L.15, 1947. Not *concours* but fast, reliable, comfortable. £100 o.n.o. Aptaker, Tel.: Newcastle/Tyne 813735. [4074

BENTLEY 4½(S)/6½ 2-seater. Recently built from collection of W. O. Bentley spares; 300 miles only. A rare and exciting specimen in perfect condition. £850. Punter, 212, High Street, Uckfield, Sussex. Tel.: Uckfield 477. [4075

4-LITRE SUNBEAM-TALBOT sports saloon, 1939, black. Condition first class throughout. M.O.T. Taxed. Hide upholstery, carpets, heater and picnic tables. £100 for this powerful and attractive car. Photographs available. Black, 49, The Furlongs, Ingatestone, Essex. [4076

SUNBEAM-TALBOT 3-LITRE sports saloon, 1939. Nice appearance, good tyres. M.O.T. certificate; taxed. £65. 49, Hurst Park Avenue, Cambridge. [4077

TRIUMPH MONTE CARLO tourer, 1934. C./C. engine. Too good break, cheap. Reed, Foxcot, Steep, Petersfield, Hants. [4078

M.G. TD, 1953. Immaculate condition. Small mileage, only two owners. Person going abroad. Black/red. Never raced or rallied, new tyres. £350. Skinner, "Confectioners," High Street, Sidmouth, Devon. Tel.: 402. [4079

LAGONDA 16/80. Engine sleeved, crank ground, etc. Test certificate. Good runner. S.A.E. details. £70 o.n.o. Cardiff area. Box No. S.080. [4080

LANCIA AUGUSTA, good condition throughout. M.O.T. £60. Reason, Mini! Thurston, 34, Ellerslie Road, W.12. [4081

1930 LAGONDA 2-LITRE h/c. tourer, good condition, new tyres, battery, tonneau, plus complete (minus body) 1928 model. £150 o.n.o. the pair. Hughes, 26, Marlborough Road, Bounds Green, N.22. [4083

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AUSTIN NIPPY SPECIAL. Cream and red. Twin carbs. All new chrome; respray. Bendix, new Firestones. Extremely fast. View London. £150. Tel.: Popesgrove 5865. [4082

BUGATTI G.P. 37A, 1½-litre supercharged. Hydraulic brakes, Avon racing tyres as new. Third Vintage 1959 Seaman, two Prescott Bugatti Handicaps and class wins. Now fitted starter, dynamo and road equipment. Ready for racing, sports or racing classes, or road use. Trailer available. Genuine inquiries: Sibbald, 164, Heaton Moor Road, Stockport. [4084

1939 FRAZER NASH-B.M.W. Immaculate appearance. Fast, economical engine. M.O.T. September. Taxed March. £65 o.n.o. 53, Rosedale Avenue, Middlesbrough. [4085

1955½, TRIUMPH TR2. B.R.G. High ratio axle, heater, wing mirrors, reversing light, washers, safety belts, new tonneau, Michelin "X"s. Superb engine; gleaming bodywork. Not raced, rallied. £355. 248, Marlborough Road, Oxford. Tel.: 44368. [4086

JAGUAR 1½, 1948. Impeccable. Recarpeted. Two spares. Evenings and weekends. £139 or offers. Affleck-Graves, Officers' Mess, I.T.C., R.M., Lympstone, Devon. Tel.: Topsham 3781. [4087

LAGONDA 16/80 saloon, 1932, low total mileage, very good condition. M.O.T. cert. £165 o.n.o. Anstiss, Nepicar Oast, Wrotham, Kent. [4088

M.G. TA. Fair condition. £100 o.n.o. Yewtree Cottage, Maplehurst, Horsham. Tel.: Cowfold 406. [4089

M.G. VA saloon, 1939. Black/cream. Very good condition externally and mechanically; interior tatty. Everything works except rev.-counter. Sliding-roof; five new tyres; new battery. 25 m.p.g. M.O.T. certificate. £50 o.n.o. Stanton, 81, Haverstock Hill, N.W.3. Tel.: PRImrose 1005. [4090

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FRAZER NASH-B.M.W. 329 cabriolet, 1937. Literally overhauled throughout. £175 o.n.o. Crews, 36, Arnison Road, East Molesey, Surrey. [4092

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BENTLEY, 1935, 20/25 Park Ward sports saloon. All aluminium. Black/turquoise blue, in outstanding condition. Engine rebored approx. 11,000 miles. Good tyres, original handbook. M.O.T. certificate. A perfect specimen, probably the finest of its type in the country. £375. B. Hatfield, 204, Birmingham Road, Sutton Coldfield, Warwickshire. Tel.: SUT 1134. [4094

M.G. TD, 1953. Superb condition, B.R.G. New Michelin "X"s; every conceivable extra. £365. Board, Tel.: Malden 7090. [4095

RARE GORDON ENGLAND A7 saloon (1929). Everything original. Refer p. 90, February issue. £90. Phillips, Condor Caravan Park, Arbroath. [4096

1955 ASTON DB 2.4 convertible. White with red leatherette hood. Heater, radio, Michelin "X" tyres. Very good condition. £1,095. Tel.: Tonbridge 2449. [4097

1958 TURNER, B.M.C. Low mileage, two owners. B.R.G. Tonneau, screen-washers. Excellent condition. £300. Drew, 5, Walton Road, Aylesbury, Bucks. Tel.: Wendover 2242, ext. 145 (9 to 5). [4098

1959 MINX de luxe, 23,000. Rapier: head, carbs, brakes, gears, overdrive. MX. Many spares; usual extras. One owner, engineer maintained. £510, terms. Stevens, 89, Birchen Grove, Luton. [4099

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1927 HUMBER 9/20 tourer, immaculate condition. Full equipment, many spares. M.O.T. certificate. O'Connor, 33, Llewelyn Road, Colwyn Bay. [4103

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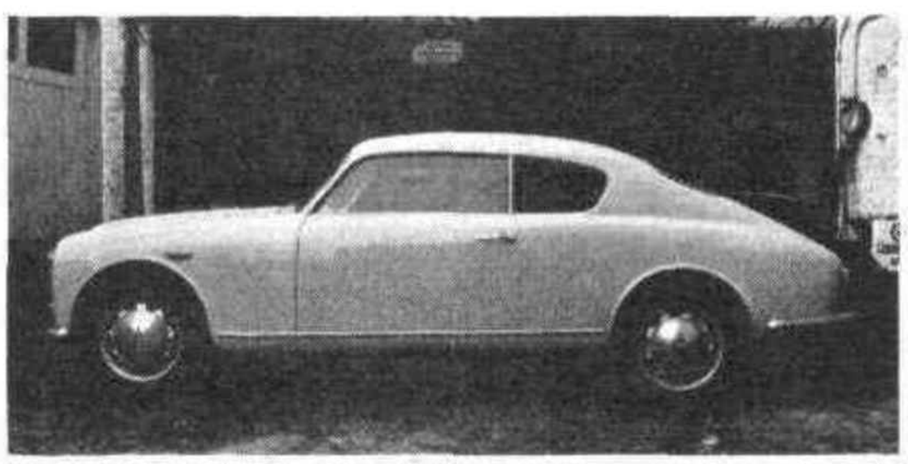
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ROLLS-ROYCE 40/50 Phantom sedanca saloon. First registered 1938. Excellent running condition Offers wanted. Box No. S.866. [3866

OVERDRIVE, 1961, Borg Warner. Complete, ready to fit Zephyr II. Sell or w.h.y. Lippiatt. Tel. : Corfe Castle 446. [3867

BENTLEY, 1935, convertible Park Ward. New tyres, new hood; slipping clutch. Body good but needs some tidying. £95. Tel. : MAI 3838. 47, Westend Lane, N.W.6. [3868

FASTEST MINOR 1000, 1959, 2-door Roots supercharged. Riley 1.5 front brakes, "X"s, Konis, KE965 exhaust valves, full instrumentation, Servais, heater, radio; many spares. Totally reliable, economical, tremendously fast. £425. FitzGerald, Dean House, Upper Dean, Huntingdon. [3869

TR3A, 1950. 18,000. Grey, red trim, immaculate. Overdrive, wire wheels, durabands, washers, tonneau, fog, spot, reversing lights. Thief proofed £700. View Jessups Garage, Dunton Green, Kent, or ring owner : Sevenoaks 52536. [3870

DEC., 1922, Bullnose Oxford 2-seater. Mechanically perfect. Body requires attention. Best offers. 17, Wentworth Gardens, London, N.13. [3871

M.G. TC, NOV. '49. Red. Many extras. Good condition, half and full tonneau. £175, o.n.o. Wilson, 6, Jackson Road, Bromley, Kent. Tel. : Hurstway 2216. [3872

TRIUMPH VITESSE, 1937. Mechanically excellent. Body fair, interior good. History. £75 o.n.o. Cane, 12, Roding Avenue, Stanford-le-Hope, Essex. [3881

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ROLLS, 1935, P.II sedanca, perfect condition throughout, £450. 25-h.p. 1933 James Young all-weather tourer, projecting boot, £295. P.II limousine, £65. M.G. 1933 Magnette tourer, £55. Box No. S.883. [3883

GOOD LITTLE-USED TYRES : 450/19, 45s; 500/18, 19, 45s.; 550/17, 18, 19, 50s.; 600/17, £3; 650/17, £3; 600/50×18, £2; 600/19, £3. Unused remould, 550/19, £3 10s. C.W.O., carriage free. B. Holland, 5, Zetland Road, Malvern, Worcester. [3884

ROLLS-ROYCE, 1933, T. & M. 25-h.p. saloon, third owner, full history from new. Engine completely overhauled 3,000 miles ago; interior reconditioned. M.O.T. Good tyres, handbook and tools. Perfect mechanics, but body needs attention. hence price £250; private H.P. Tel.: Leatherhead 5061. [3885

1927 3/4½ 4-seater tourer. Good sound car. Substantial sums spent on car in last two years. Viewed Alexander, The Old Rectory, Tollard Royal, Salisbury, Wilts. [3886

PAIR P.100 HEADLAMPS, perfect condition, as new. £25. 24, Craufurd Rise, Maidenhead (Tel.: 4418), Berks. [3887

1954 RILEY 1½ R.M.E. Perfection personified, Rebuilt engine, etc. £385. Bowen, 58, Ordnance Road, Enfield Wash, Middlesex. [3888

LANCIA AUGUSTA, 1935, d.h.c. M.O.T.C. Five nearly new tyres, four remade wheels. Immaculate leather upholstery. Perfect p.v.c. hood. Flickers; new chrome bumper. Rewired throughout. £25 o.n.o.; snag, main bearing gone. Delivered in London area. Box No. S.889. [3889

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ALVIS 12/50, 1932, TJ Atlantic saloon. V.G.C. Overhauled with rebore 8,000 miles ago; well maintained; taxed Dec. M.O.T. cert. to middle of Jan. '63. £80. Langford, Denyers, Mousehill Lane, Milford, Godalming, Surrey, or Tel.: LANgham 0728 (business hours). [3893

1949 M.G. TC, red, excellent body, hood. New rear tyres, good engine. M.O.T. for year. Taxed end May. £230 o.n.o. Tel.: Rayleigh 77. [3894

B.M.C. A. Twin inlet, 3-branch exhaust, 1-carb., filters, pipes, linkage, Speedwell Supertone silencer, £13 (cost £24). 4.55 diff., £9. Bosworth, 17, Beeston Fields Drive, Beeston, Notts. [3895

AUSTIN NIPPY, 1936, red, excellent condition. M.O.T. cert. £95. Tel.: Wallington 2188. [3896

VINTAGE 1927 JOWETT, 7.8 h.p., 4-seater tourer. Details, Harper, Orchard Weir, Toll Bridge Road, Batheaston, Bath. [3897

JUDSON BLOWER for 40-h.p. VW. New condition. Offers around £50. Wilson, 11, Margaret Road, Bexley, Kent. [3898

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M.G., 1933, J2. P-type brakes, Ford E93A engine conversion. Brisk performance, tuneable and reliable. Smart. £70 o.n.o. Tel.: Burgh Heath 336 (Surrey). [3902

DAIMLER fixed-head Curzon coupé, 1946. Need tidying up. £45. Tel.: Worthing 5928. [3903

BREAKING, J2 M.G. Reconditioned engine, £25. Gearbox with remote, £8. Differential complete with c.w.p., £10. Half-shafts with hub, £4. 19-in wheel with tyre, £3. Cylinder head complete, £7. Block with pistons, £3. All other parts available. Also hood and sidescreens for 4-seat tourer, excellent, £4. S.A.E. please. 1, Moat Drive, Harrow, Middlesex. Tel.: Harrow 9252. [3904

BENTLEY, 1935, 3½-LITRE sports saloon, BKP 1. Director's car. M.O.T. Genuine bargain, £225. Bell Finance Co. Ltd., Exeter Road, London, N.W.2. Tel.: GLA 1398. [3905

FIAT 1100TV, 1955. Motorola, heater, Koni shock-absorbers. Excellent. £300. Tel.: Berkhamsted 1817. [3906

SMART AUSTIN NIPPY. B.R.G. M.O.T. 15-in. wheels, hydraulics, c.r. gearbox. Rebuilt engine. £85. Bentley 4.2 : 1 rear axle, C-type gearbox. Tel.: ADD 2110. [3907

RILEY KESTREL, 1938, Big Four. Good condition. Four almost new tyres. £125. 4, Orchard Road, Chippenham, Wilts. [3908

MERCEDES-BENZ 220, 1952 (reg. 1958). Heater, clock, lighter. Offers, £140. 226, Marsh Road, Luton, Beds. [3909

S.V. MINOR TUNING equipment. Derrington twin S.U.s, on 4-branch manifold with air cleaners, linkages, etc. Silvertop h/c. alloy head, complete, £20 o.n.o. or separate. Higgs, Pantycelyn, Penglais, Aberystwyth. [3910

M.G. TF 1250 Stage 3. New hood, relined brakes. One owner. Harries, Stonecroft, Orchard Close, Ockbrook, Derby. [3912

1926 ROLLS landaulette. Good condition; amusing car. M.O.T. cert. Licensed to June. Reasonably economical. Offers. 12, Heathcote Drive, East Grinstead, or Tel.: E.G. 1240. [3913

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ALVIS 12/60, 1932, saloon. Good engine. On blocks 10 years. Body needs finishing and respray. Five extra tyres and supercharger. Widow, must sell. Felton, Marley House, Munstone, Hereford. [3915

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ONE NOW FREE and both in above average condition, well cared for and with few owners. 3½-litre Rolls-Bentley Park Ward saloon and 2-litre s/c. Aston Martin. Offers to : Wyper, Hatches Farm, Lower Dicker, Hailsham, Sussex. Tel.: Hellingly 433. [3917

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FORD TEN SPECIAL, 75% complete. Fibreglass body; various mods; very smart. £50. Coombe Cottage, Bedhampton Hill, Havant, Hants. [3919

SUPERB M.G.-A, 1959, 1600 Twin-Cam. 115 m.p.h., 30 m.p.g.—with comfort and dependability. Works mods. Has been driven with reverence! L.M. New Avon Turbospeed. £540 or offers. Tel.: Harrogate 81387 and reverse charge. [3923

HEALEY (RILEY) ENGINE. Positively no smoke. Silverstone unit reason for sale. Box No. S.996. [3996

A.K.S./TYPHOON. Aquaplaned E93A, "X"s, all usual mods. 95% complete. Health forces sale. Sensible offers please. 78, Sebright Avenue, Worcester. [3924

CROSS-FLOW, header tank, water pump, good condition. £10 o.n.o. Harvey, 169, Pontypridd Road, Barry, Glam. [3925

HEALEY, 1948, Elliot saloon. Red. 2.4 Riley engine. 110 m.p.h. "X"s. £280 or so. Exchange XK120. Lieut. P. R. H. Brindley, R.N.E.C., Manadon, Plymouth. [3926

1955 TR2. B.R.G. Heater, "X" tyres, two new. Mechanically perfect; tonneau cover, luggage grid, reverse lamp. A genuine car. £370 o.n.o.; owner willing to bargain about price. Apply D. Chalcraft, 39, Hart Street, Henley-on-Thames. Tel.: Henley 243. [3927

EX-BROOKLANDS SUPERCHARGED sports/racing Riley, 1,100 c.c., as raced by W. A. Cuthbert. 100 + m.p.h. History available. Must go wakes the baby. £235. Running order. Original M-type M.G. handbook, offers. B. Collingridge, 336, Cowley Mansions, London, S.W.14. [3928

B.M.W. 327, 2/4-seater, 1941, d.h.c. New hood. Resprayed; mechanically excellent. Tremendous acceleration, road-holding. Fast cruising, elegant £250 o.n.o. Cleveland Cottage, Hoarwithy, Hereford. Tel.: Carey 279. [3929

LANCIA AURELIA Gran Turismo. All-independent vee-Six Fabulous performance and road-holding. Michelin "X," radio, safety belts; rechromed, brakes relined. Excellent mechanically and bodily. £745. Greenwood, 159, Church Road, Birmingham, 25. Tel : Stechford 2316. [3930

TR2, 1955. Red. Excellent condition. Heater, tonneaux. New sidescreens; recarpeted. TR3A front. £315. Reason for sale, company car provided. 20, Lilian Gardens, Woodford Green, Essex. Tel.: BUC 0382. [3931

1932 ARMSTRONG 12-h.p. saloon Good runner, original appearance. M.O.T. tested. £25. Newitt, 44, Sinclair Road, London, E.4. [3932

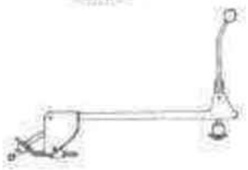
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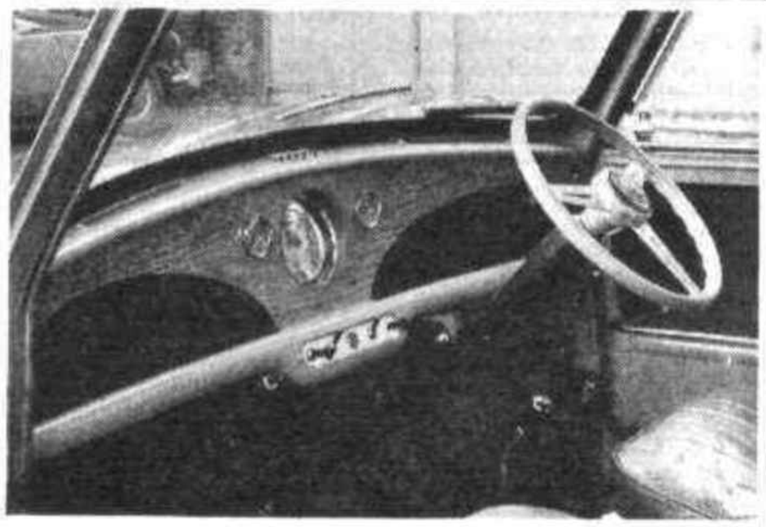


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PORSCHE 1,500-c.c. Ivory, green upholstery. Very good condition throughout. £570. "Hogs Island," Gustard Wood, St. Albans. Tel.: Wheathampstead 2386. [3935

BREAKING 1934 TALBOT-DARRACQ 1½-litre saloon. Woodley, "The Bungalow," South Croxton Road, Barsby, Leicester. [3936

'57 TR3. Ivory. Rebuilt engine and clutch, new dynamo, battery, tonneau, w/screen washers, heater, etc. Mich. "X"s. A.A./R.A.C. inspection. £475. Tel.: PRO 9052. [3937

LAGONDA 3-LITRE SELECTOR saloon, 1933. Cycle-type wings, P.100s. Good original condition. £65. Tel.: BECkenham 9316. [3938

FIAT 1100, 1938, minus engine, plus complete spare chassis with five good tyres, including two "X"s. Will sell complete or will break. Bardall, 25, Ellenbrook Lane, Hatfield, Herts. [3939

ALVIS T/L 12/60, 1932, 4-door, 4-seat tourer. Very sound condition. Recent rebore, regrind, new bearings. Four new tyres. £130. Box No. S.940. [3940

ARNOTT SUPERCHARGER, suitable VW or K-G., perfect. £30. Tel.: MACauley 8763 (evenings, weekends). [3941

ALVIS 12/70, 1940. Recon. engine. Spare engine, etc. Offers to: Hicks, 5, Sunmead Road, Sunbury-on-Thames, Middlesex. Tel.: 3223. [3942

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M.G. TC, 1948, black, Stage 2. New hood, heater; many extras. Enthusiast's car. £220 o.n.o. Thomas, Larchmead, Loudwater, Herts. [3944

S.U. CARBS. Unused pairs: 1¼ in., £5; 1¾ in., £6; 1½ in., £7. Como, 16, Stirling Road, Birmingham, 16. [3945

1931 MINOR 2-seat convertible, good condition. £40. Tel.: SHE 1536. [3946

LOTUS 7. Reconditioned, fully-modified 100E. 3,000 miles only. Around £300. 70, Larkfield Way, Brighton. [3947

ALEXANDER CONVERSION complete as new, *i.e.*, balanced manifold, two S.U. carburetters and all throttle linkage, suitable for any Hillman Minx or Singer Gazelle with 1,394-c.c. engine. £20 or nearest offer. Stevenson, 61, Wentworth Road, Southall, Middlesex. [3949

FAIRTHORPE ELECTRON MINOR, 1960. White. Excellent condition. New hood, tyres. Modified Herald engine recently checked over. Very fast, over 40 m.p.g. Radio, heater, many extras. Truly an attractive sports car. £365 o.n.o. Tel.: Isleworth 6838. [3950

SPLENDID 1923 BULLNOSE Morris. Six years with present owner. Mechanically and bodily perfect. New hood; renickeled; many spares include engine, axle, steering column, lamps, springs, tools, sidescreens. Job demands modern tinware. £185. R. Smith, 82, Lavender Grove, London, E.8. [3951

1½-LITRE SINGER Le Mans Speed Model. Excellent condition. All spares. £210. Haley, 10, Acacia Grove, S.E.21. Tel.: GIP 7654. [3958

RILEY IMP SPECIAL. Reconditioned Brooklands engine. £100 spent in the last six months. Passed 7-year test. £200 o.n.o. Wyatt, 26, Cuckoo Dene Hanwell, W.7, after 7 p.m. or Sundays. [3959

BROKEN 1936 RILEY Nine Merlin. All parts cheap to clear. Write or call, Watts, Church Hall, 1, Kemble Road, Tottenham, N.17. [3960

M.G. SPARES. Breaking KD, NA, M. XPAG engine and box, L, F engine spares. Sprint L-type fitted NA engine and tube/ali. lightweight body complete but still requires considerable work. £50 o.n.o. Rose, Hardwick, Whitchurch, Reading. [3961

RILEY NINE LYNX. Body excellent. Mechanically sound. £70. Weekends. Morrison, G3, Robinswood Barracks, Gloucester. [3962

TRIUMPH GLORIA 4-seater sports, Climax engine. Good condition. £85. Delivered anywhere. Goodlad, The Willows, Hut Lane, Killamarsh, Sheffield. [3963

M.G. VA 1½-LITRE sports saloon. Excellent example. M.O.T. £80 o.n.o. Tel.: Clissold 9492. [3964

M.G.-A, '56. Excellent condition. Many extras. Morris, 40, Morland Avenue, Bromborough, Cheshire. Tel.: Eastham 2015. [3965

SAVE £30! Unforeseen circumstances force sale new red Ashley G.T. saloon body. £130. 22, Rosebank, Honey Lane, Waltham Abbey, Essex. [3966

1932 HOTCHKISS 3-LITRE saloon. Excellent condition. M.O.T. tested. £60. Seen at Carshalton, Surrey. Box No. S.967. [3967

1935 KESTREL 15/6 (Uncooled Main). Girling brakes. Excellent mech., bodily condition. M.O.T. £70. Thedy, 268, The Grangeway, N.21, or Tel.: Mayfair 5855. [3968

M.G. TA. Radio, heater, spot, good tyres. Just overhauled for £85. Cost £150 in Nov. '61. M.O.T. Cut losses, £130 o.n.o. Tel.: KEN 0674. [3969

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M.G. P.A. Rebuilt last year. New lights and wiring. Brakes re-lined, re-chromed, in B.R.G. M.O.T. tested. Must be seen. £120. Tel.: Waltham Cross 28255. [3970

ROLLS-ROYCE 20-h.p., 1934. Replica on 1929 chassis. Very smart 4-light sports saloon, resprayed burgundy. 4 nearly new tyres. Mechanically excellent. M.O.T. certificate. £245. Harrison, Swanley Village Stores, Kent. Tel.: Swanley 2670. [3971

DAMAGED BUT REPAIRABLE 1927 Delage, plus host of spares. Cheap to enthusiastic rebuilder. Anyone interested contact: Abbott, 53, Hawkins Way, Lamborough Hill, Abingdon, Berks. [3972

M.G. TD September, 1951, ivory. Immaculate. £285 o.n.o. Many extras. H.P. arranged. Tel.: ADDiscombe 1037. [3973

1929 MORRIS COWLEY 2-seater. Needs attention. £25 o.n.o. 1928 Austin Seven tourer. 4-speed gearbox. 1938 engine. Original available. Tel.: Weyhill 453 (Andover, Hants). [3974

MIXO MAJOR horn set and relay 6v. Almost new. £2. Dr. Thomas, Harold Wood Hospital, Essex. Tel.: Ingrebourne 45533. [3975

SUNBEAM-TALBOT 90 Mk. II. Heater, sun roof. Blue. Really nice car all round. £135. Millett, 39A, The Green, Southall, Middx. [3976

1937 25/30 ROLLS-ROYCE. Total mileage from new 43,000 with complete R-R. history. All bills shown. Immaculate Hooper 5-seater owner-driver saloon. Large boot. Unmarked original black coach paint. Original tools, carpets, handbook, mascot. Heater and screen washer. Second owner now wishes to sell for £650. Any inspection. Walter Grafton & Son Ltd., 122, Footscray Road, Eltham, London, S.E.9. Tel.: ELT 2121. [3977

1952 DROPHEAD OPEL Olympia, left-hand drive. In excellent condition. A bargain for discriminating motorists. Quick sale due to overseas posting. £100, o.n.o. Sqn/Off. McGregor, Sisters' Mess, P.M.R.A.F. Hospital, Halton, Bucks. Tel.: Wendover 2261. [3978

1800 ROADSTER, 1948. Brakes, engine, gearbox overhauled. Numerous replacements. Heater, radio, spots. £175 o.n.o. Tel.: CRE 8026. [3979

FORD SPECIAL for sale. 75% completed, "Super-Two" bodyshell and chassis with many special components; or exchange for M.G. TA or C with cash adjustment. Box No. S.980. [3980

1172-c.c. FORMULA sports/racing car. Balanced/modified engine. Wishbone suspension, 4 c/r-box. R.5's. Ready to race. £135 o.n.o. Paterson. Tel.: Denham 2709. [3981

M.G. TC. Good condition. 4 new tyres, hood. T. & I. £150. Tel.: RUI 5202 (Middx.) [3982

RILEY NINE KESTREL, 1934. Good condition mechanically and bodily. Just recertified, twin S.U.s. £90. Leeds area. Tel.: South Milford 381. [3983

750 SPECIAL. Pretty recellulosed alloy body. Complete mechanical overhaul, including rewire, rebore, crank grind. Four new tyres. Performance details, photos, and impressive list engine/suspension mods. sent on request. £110 o.n.o. Chapman, 9, Heol-y-forlan, Whitchurch, Cardiff. [3984

A.C., 1936, SALOON. Breaking. Write for list. Towable. Clark, 2 A.M.Q., Sheepwalk, Swinderby, Lincoln. [3985

REALLY GRAN TURISMO Rochdale owner-built. Only 10,000 miles. Woodhead Monroe suspension. Very smart performance, appearance. Ideal tourer/commuter. £220 o.n.o. Tel.: Streatham 4248. [3986

ALVIS SPEED 25 saloon, 1937. £100 spent past two years. Second equal Scottish Alvis days. Must sell, have bought Rolls. £85. Bissett, Crosshill-by-Maybole, Ayrshire. [3987

SPRITE, JULY '59. White. All listed extras, + Mich. "X," sliding screens and luggage rack. Carefully driven. 22,000. £440. Tel.: Clipston 287. [3988

M.G.-A '56. Wire wheels, "X"s, new hood and tonneau. Primrose. £375. Tel.: Maidenhead 2693. [3989

RILEY BROOKLANDS 9-h.p., 1929. Camshafts with timing gears (narrow type). Good condition, £7 10s. Cycle-type wings. For all models, window screen glasses and door glasses going cheap. Scintilla Vertex magneto. Also 12/4 engine, standard size bones and crank. Bottom end of 1½-litre Sprite engine, standard size bones. A set of 17-in. knock-on wheels. F. Clarke, 31, Southbrook Road, Lee Green, S.E.12. S.A.E. all inquiries. Tel.: Lee Green 8904. [3990

RILEY MONACO SALOON, 1932. Exceptional condition. Tested. £55. Mason, "Grobylawn," Groby Road, Altrincham, Cheshire. Tel.: 4710. [3991

FAIRLIGHT FIBRE GLASS body shell fitted to Ford chassis. Unfinished. Cost £60. Will accept £30. Tyler, Harris Garage, Wallingford, Berks. Tel.: 3166. [3992

SEMI-FINISHED EB FORD, i.f.s., "8 head," water-pump, towable; many spares, haggle around £120, owner emigrating. C. Root, 7, Fairfield Gardens, Portslade, Sussex. [3993

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

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PORSCHE, 1957, 1600 Super coupé, ruby red, red uphoistery. 34,000 miles. Michelins, stiffened suspension, fitted belts, etc. Absolutely unscratched and well above average. Owner bought new Porsche. "Penshurst," Sefton Road, Liverpool, 21. Tel.: Waterloo 7040, Aintree 1858. [4106

1938 ALFA ROMEO 2.3 G.T. 4-seater coupe. Engine and gearbox completely overhauled; standing two years, requires running-in. 25 m.p.g. All-independent suspension, hydraulic brakes, new hood, etc. £225 or offers. Birch, Palmers Cross Farm, Tettenhall, Wolverhampton. Tel.: 52895. [4107

M.G. TA, 1936. Rebuilt regardless of cost by enthusiast to first-class condition. Full details from Evans, The Square, Brewood, Stafford. [4108

LANCIA LAMBDA 7/8th. Engine complete, non integral chassis with bonnet and scuttle, axles, wings and gearbox. Suitable for restoration. Will separate. £40 the lot. Box No. S.109. [4109

JAGUAR XK140 fixed-head coupé, 38,000 miles. Grey, grey leather. Overdrive, heater, radio, Michelin "X," spots. Superb condition throughout. £475. (Hants.) Box No. S.110. [4110

FORD ROCHDALE G.T., red, modified engine, 4.7 c.w.p., bodywork excellent. £120. Hodgson, 22, Winston Grove, Moreton, Wirral. [4111

LANCHESTER 10-h.p., 1933, aluminium tourer. Good tyres. M.O.T. Big-end requires attention. Suit enthusiast, offers? P/O. Fisher, Officers' Mess, R.A.F., Hullavington, Wilts. [4112

IMMACULATE SINGER Le Mans 2-seater, black cellulose, red trim. Two spares, eight tyres. 40 lb. hot. Exceptional condition. £60. 60, Strathfillan Road, East Kilbride, Glasgow. [4113

LANCIAS. Dismantling Lambda, Dilambda, Augusta and Aprilia. Most parts. S.A.E. please. 1935 Augusta, excellent condition, £85 o.n.o. Kay, Marsh Lane, Hambleton, Blackpool. [4114

TALBOT 105, 1937, sports saloon. £70. Keightley, 64, Spring Street, Accrington, Lancs. [4115

MY 1939 SERIES E, modern-looking, perfect paintwork and chrome in very good condition. Often mistaken for later car. £120. Please write Box No. S.116. [4116

M.G. TD, December 1951. Red. Extras. M.O.T. cert. £205. 35, Baddeley Green Lane, Stoke-on-Trent. [4117

1936 ROLLS-ROYCE 20/25 Hooper sports saloon. Beautiful and original condition. Very attractive coachwork. Tyres well shod. Mech. good. £300 o.n.o. Brown, 3, Clarendon Rise, Lewisham, S.E.13. Tel.: LEE 4474. [4118

"SPECIAL" BUILDERS UNITE my little-used Minor 1000 engine and gearbox to your chassis. £50 or offers. Tel.: ENField 5403. [4119

M.G. TA. Excellent condition, recent recon. Many extras. £140 o.n.o. Whiting, Loughborough Road, Astordby, Melton, Leicestershire. [4120

THINKING OF BUILDING a Ford Special? Save yourself £200 and a lot of work by perfecting my professionally finished Rochdale G.T. £180 o.n.o. Write for details to 41, Lutterworth Road, Wyken, Coventry. [4121

1929 AUSTIN CHUMMY for sale. Macdonald, Tel.: Hampstead 4869 (after 7.30 p.m.). [4122

FARMER ENTHUSIAST offers three interesting cars in excellent condition: 1952 2.4 Riley, R.M.B. series engine; black and pale primrose; £250. 1950 2.4 Healey Tickford estate, attractive and very fast, new "X" tyres, works 115-b.h.p. engine, 108 m.p.h., maroon and varnished woodwork; £225. 1958 Buckler DD2 1172, in red, cream hard-top; fully modified in all respects, 90+ m.p.h., 40+ m.p.g.; £250. Near offers considered. Write, 'phone or call. Shield, Lodge Cottage, Badwell Ash, Bury St. Edmunds, Suffolk. Tel.: Walsham-le-Willows 205. [4123

M.G. TD2. Body perfect in red. New hood and side screens, works engine 4,000 miles, brakes relined New "X" tyres; T/spots, washers, I/rack. Mechanic owned. Any trial or inspection. £375. Tel.: Narborough 2362 (Leicester). [4124

EMERYSON F.3, ex-Paul Emery car, completely rebuilt. D.O.H.C. Norton, new flywheels, big-end, rod, oil pump, valves. Complete trailer, spares. Excellent condition throughout. £200 o.n.o. C. Featherstone, Green Pastures, Bearsted, Nr. Maidstone. Tel.: Maidstone 87297. [4125

LOTUS EIGHTEEN, very good order and condition. Seen and tried by appointment. £775. M. J. Bond, Tel.: Princes Risboro 66. [4126

TORNADO TYPHOON. Red and grey trim, white TR seats. E93A Stage IV, twin S.U.s, 4.7 axle. Distinctive, fast and economical, all for £195. Tel.: Birmingham Acocks Green 5030. [4127

1949 CITROEN Light Fifteen. Excellent all-round condition. £120. Rix, 16, Horbury Crescent, W.11. Tel.: Park 0391. [4128

750 ASHLEY SPECIAL. Hard-top. Many mods to body and chassis. Marchal headlamps, hydraulics, i.f.s., twin S.U.s, h.c. head, etc. First regd. Feb. 1961. Requires detail finish and king-pins. £180 o.n.o. Tel.: Blackmore (Essex) 275 (evenings); Ingatestone 50 (days). [4129

ALVIS 12/70, Mulliner. Neat interior, body satisfactorily maintained. Average mechanically. Offers over £50. Martin, 114, Castelnau, S.W.13. Tel.: RIV 8086. [4130

1926 STANDARD FOURTEEN tourer, in immaculate condition and 100% original. M.O.T. certificate. A car for the connoisseur, now being offered at 185 guineas. Adams, 112, Arterial Road, Southend, Essex. Tel.: 525637. [4131

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1960 FORD-BASED fibreglass G.T., new chassis, 12v., fully trimmed; 14,000 miles. £200. Andrews, 30, Beech Drive, Braunstone, Leicester. [4133

FISH CARBURETTER, £18. 18/59 E.N.V. c./p. Ford rev.-counter with lightweight 6v. dynamo. 11-in. Alfins, alloy back plates. M.G. TD spares. Racing 7½ clutches to clear. Barrow, 7, Palmerston Boulevard, Leicester. Tel.: 76002. [4134

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1934 ROLLS-ROYCE saloon. Good condition, new tyres, servo. Tested. £325 o.n.o. Taylor, 777, Middleton Road, Chadderton, Oldham, Lancashire. [4136

1930 M.G. M spares. Reasonable prices. Radiator, £3; headlamps, 10s.; and many others. Send s.a.e. for list. Farrimond, 117, Dicconson Street, Wigan. [4137

ALLARD V8 coupé, '48. Engine 10,000. New springs, batteries, "X"s. But damaged wing, poor hood. £50 o.n.o. 7, Lincoln Street, E.11. [4138

M.G. TC, 1948. £200 o.n.o. Engine, clutch, brakes, steering and wiring recon. Mark Allen, 31, Tregunter Road, S.W.10. Tel.: FRE 7537. [4139

ROVER 90, 1955. Excellent condition; second owner. £415. Consider Citroën L.15 part exchange. Kendall, 67, Ferriby Road, Hessle, Yorks. [4140

RILEY 1½, 1947. Excellent interior. Roof, body good. Recent test. No oil. Reason, firm's Mini. £165. Tel.: Halstead (Essex) 2491. [4141

M.G. K-TYPE sports. Exceptional condition. M.O.T. Taxed, insured. £110. 50, South Avenue, Stoke Park, Coventry. [4142

1925 LEA-FRANCIS 2-seater and dickey. Receipts for £120 repairs in '61/62. New hood, remoulds, battery, rewired, repainted, etc. Haggle starts £90. 92, Lancaster Close, St. Petersburgh Place, W.2. [4143

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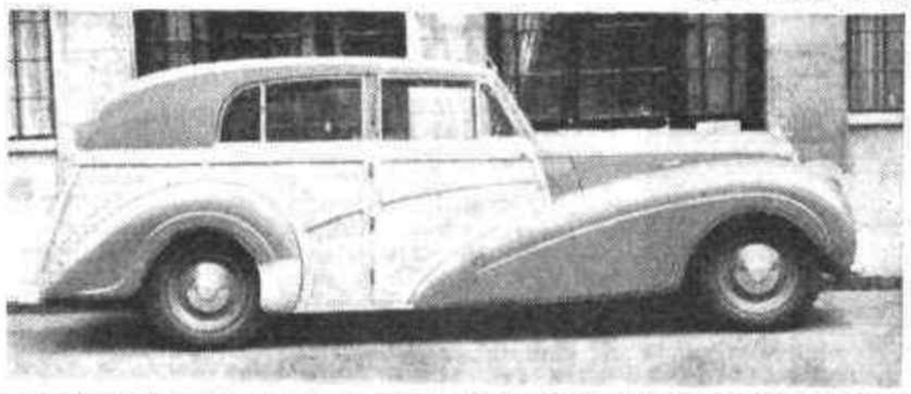
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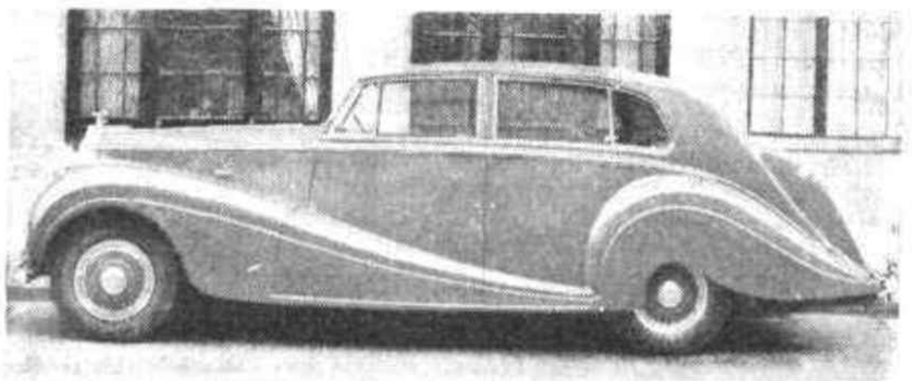
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S.S. 100 JAGUAR, 1936. Superb example of this classic sports car. Alfa red, black upholstery with red piping. Chrome, bodywork and engine in magnificent condition. Tel.: SHE 2911 (evenings). [4200

M.G. TD Mk. II. Reg. No. PAE 1. New factory replacement engine, 1¼-in. S.U. carbs., new hood, tyres, brake and clutch linings. Many extras. £395. Tel.: Watford 29317. [4146

ENGINES. Aquaplane E93A. Full mods, with gearbox, complete. Also Coventry-Climax S.V., magneto ignition. Best offers over £15. Collins, 17, Brownsfields Road, Lichfield. [4147

ALVIS SPEED TWENTY-FIVE, 1939, Charlesworth saloon. Basically sound, passed M.O.T. January; requires respray and new trim. £50. Also: 1936 Speed Twenty, good for most spares, £20. Tel.: Crowthorne (Berks) 3395. [4148

BORGWARD ESTATE, 1957, 35,000, immaculate. £470. Creswyke House, Moreton-in-Marsh. Tel. 2151. [4149

M.G. J2. Hydraulics, sealed beams; new hood, tonneau; resprayed, etc. Immaculate. £70. 8, Linkside, Chigwell, Essex. [4151

WOLSELEY DAYTONA SPECIAL, 1935, 14 h.p. Rare specimen. Very good condition throughout, new tyres. £95. 17, Westminster Gardens, Barkingside, Ilford, Essex. Tel.: CRE 7595. [4152

JOWETT JUPITER, 1952. Excellent condition. £180 o.n.o. M.O.T. Write: Tithe Farm, Renhold, Beds. Tel.: Ravensden 364. [4153

M.G.-A 1600 coupé, 1959. Blue/black. Heater, l/carrier, w/washer, r/aerial, door mirror. 25,000. Factory (M.G.) maintained from new. £685 o.n.o. Exchange for open 2-seater similarly immaculate. 39, Bartholomew Road, Cowley, Oxford. [4154

1960 FAIRTHORPE ELECTRON Minor, blue. Twin-carb. Herald engine, heater and many extras. 20,000 miles. Haggle starts £300. Marks, 93, Downderry Road, Bromley, Kent. [4155

RILEY 12-h.p. 6-cylinder, crash box, oil coil, sound engine, well maintained. All spares included from identical car with 14-h.p. engine (broken up). £50 the lot; no reasonable offer refused. Mateer, 5A, Priory Road, Bristol, 8. [4156

B.S.A., 1937, Series 4 Scout coupé, 10 h.p. M.O.T. Good mechanical condition. Original handbook. Present owner going abroad. £65. Box No. S.157. [4157

RAILTON FAIRMILE drophead, excellent mechanical condition. Test certificate. £45. Cernelea, Church Street, Earl Shilton (Tel.: 3159), Leicester. [4158

BENTLEY, 1935, 3½-LITRE Park Ward alloy saloon, black/grey. Sound throughout. To make way for 4¼. £275; offers considered. Box No. S.159. [4159

1960 FALCON Mk. II. Excellent "Aquaplaned" 1172, hard-top, usual mods; full instruments. £150. Seen Cheshire. Box No. S.160. [4160

ALVIS 12/70. Useful spares. £20 o.n.o. Todd, Buckden Mount, Thornhill Road, Huddersfield. [4161

M.G.-A, 1958 mod. Green. Wire wheels, many extras. £450 o.n.o. L. N. Ballantine, 38, Rowallan Gardens, Glasgow, W.1. [4162

AQUAPLANE CONVERSION FORD 100E, twin S.U.s on inlet; 4-branch exhaust; twin air filters; all linkage. £20 o.n.o. Leveton, 40, Beaconsfield Road, Birmingham, 12. Tel.: Calthorpe 2044. [4163

1934 S.S. II tourer. £40 o.n.o., or exchange for tested Austin Seven or similar. Powell, Parker's Cross, Pinhoe, Exeter. [4164

BREAKING VINTAGE MORRIS Cowley. No engine, body, wheels. Fisk, 61, Churchill Way, Stafford. [4166

UNFINISHED ASHLEY 1172 G.T., unused. Halifax chassis, new engine, c.r. gears, 4.7 axle, twin carbs., oil cooler. All mods. New or reconditioned parts. Cost £400, accept £195. Robinson, 5, Hillfield, Weaste, Salford, 5, Lancashire. [4165

PEUGEOT 203, 1953, regd. '56. Good mechanically. New tyres, battery. £120 spent in 1961. Two owners. £155. 14, Charlton Close, Charlton Kings, Cheltenham. Tel.: 59711. [4167

DELAGE 8-cyl. 4-seater sports coupé, rare model. Jaguar front axle and wire wheels. M.G. o.h.v. and 6-cyl. standard engines. Potton Manor, Potton, Beds. Tel.: 280. [4168

"MINI" EQUIPMENT: Excellent Aquaplane cylinder head assembly. Alexander road-racing camshaft and distributor. Twin S.U. carburetter induction assembly. Offers: Swift, 10, Hughenden Road, Weston-super-Mare. [4169

M.G. TC, 1947. Very good condition, many extras. £210. Haines, Riversdale, Davylands, Wilmslow, Cheshire. Or may see in Surrey. [4170

WANTED: GOOD HOME for "Brigitte." 1960 Sprite, excellent condition, one careful owner; many extras. Wedding bells force sale. £475 o.n.o. Cree, 8, Howard Drive, Letchworth, Herts. [4171

THE SPORTS CAR GARAGE

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A.-HEALEY 100/4, 1954. Red/black. O'drive, wire wheels, heater; new diff., suspension, tyres, etc. Recellulosed. 48,000 miles only ... **£340**

JOWETT Jupiter 1½ d.h.c., 2/3-seater sports, 1953 Ivory. Immaculate. Recon. engine (Phase III); new gearbox, new hood, tonneau, batteries, tyres last year. Tuned 32 m.p.g. **£285**

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HEALEY 2.4 Tickford saloon, 1954, 1 owner only. 50,000 miles only, full history. Immaculate **£330**

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M.G. 1½ sports saloon, 1948 (series). Overhauled, recellulosed; new carb., tyres. Sun-roof, leather interior **£175**

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ALLARD P1 saloon, 1950. Recon. engine. Recellulosed. Fitted Solex carb. 22 m.p.g. ... **£150**

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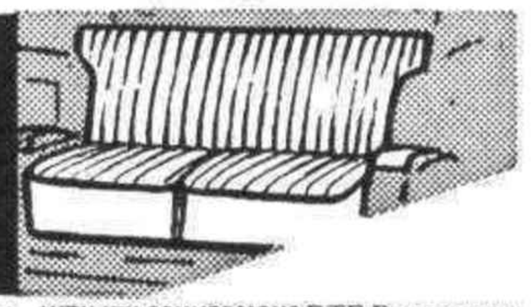
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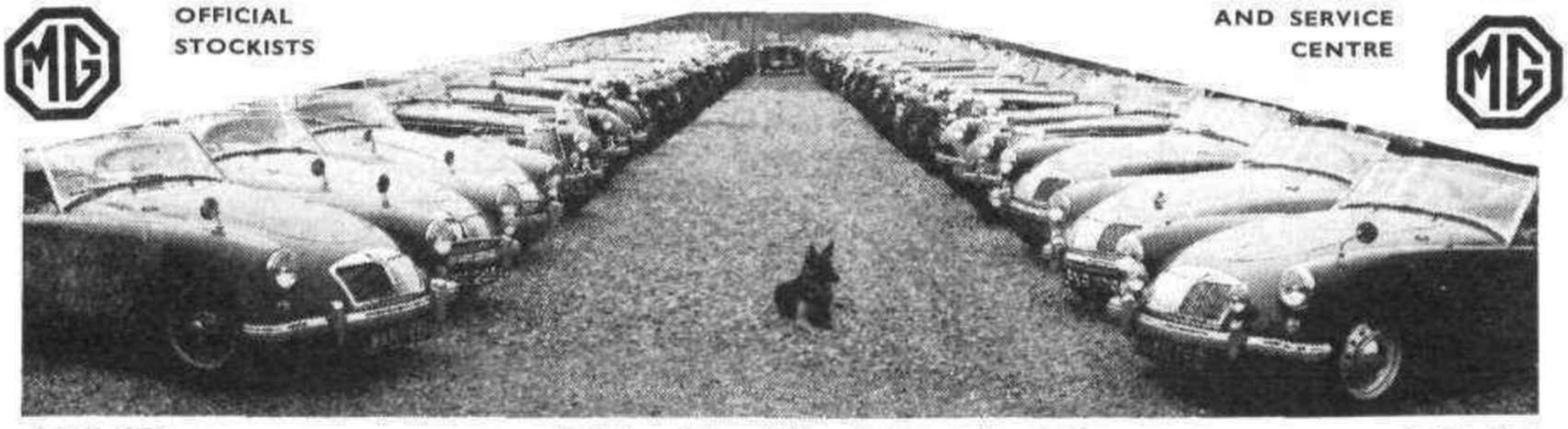
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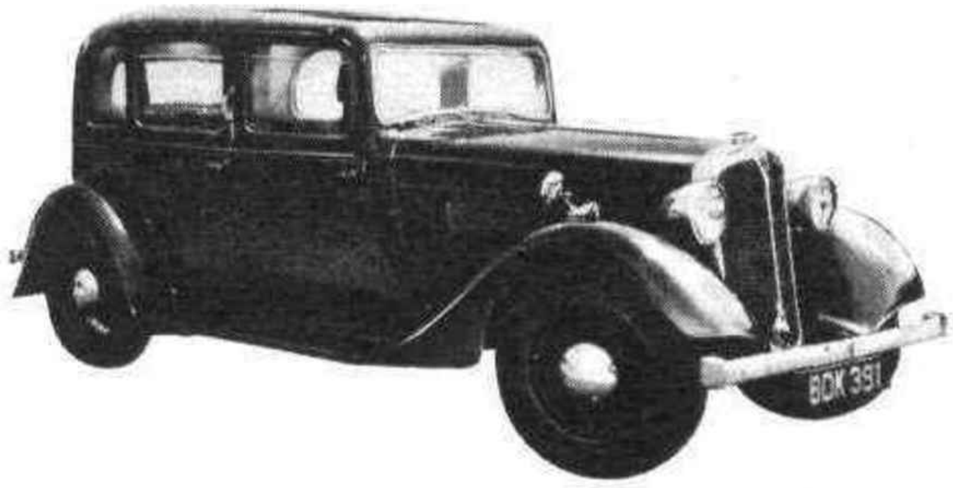
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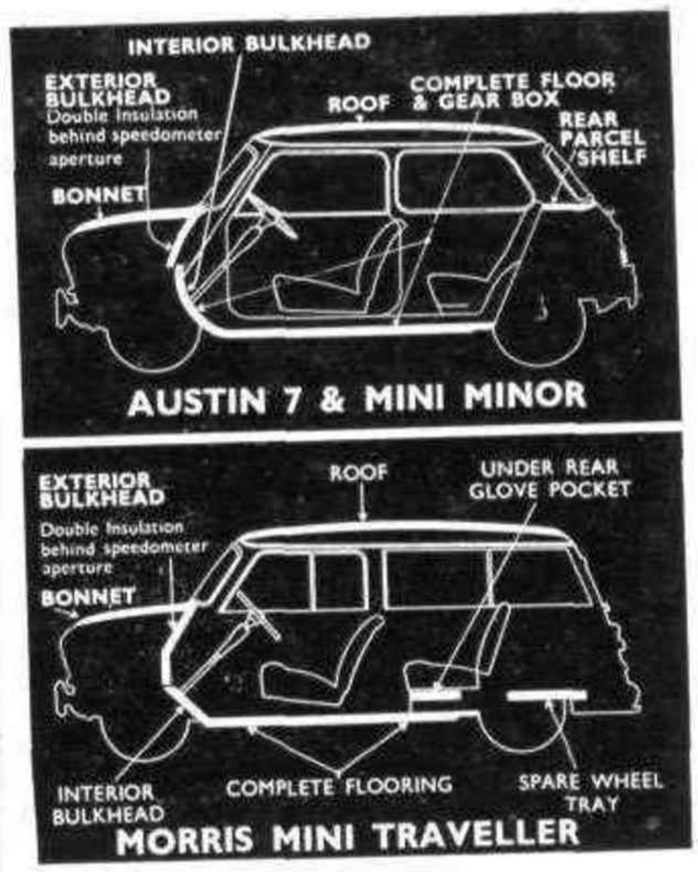
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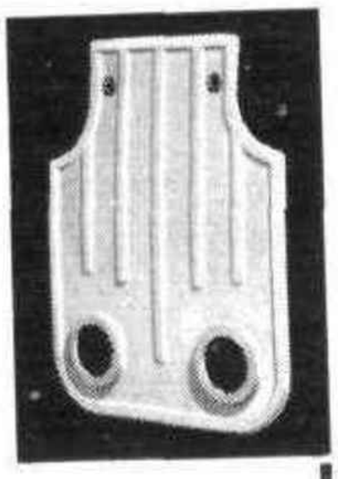
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