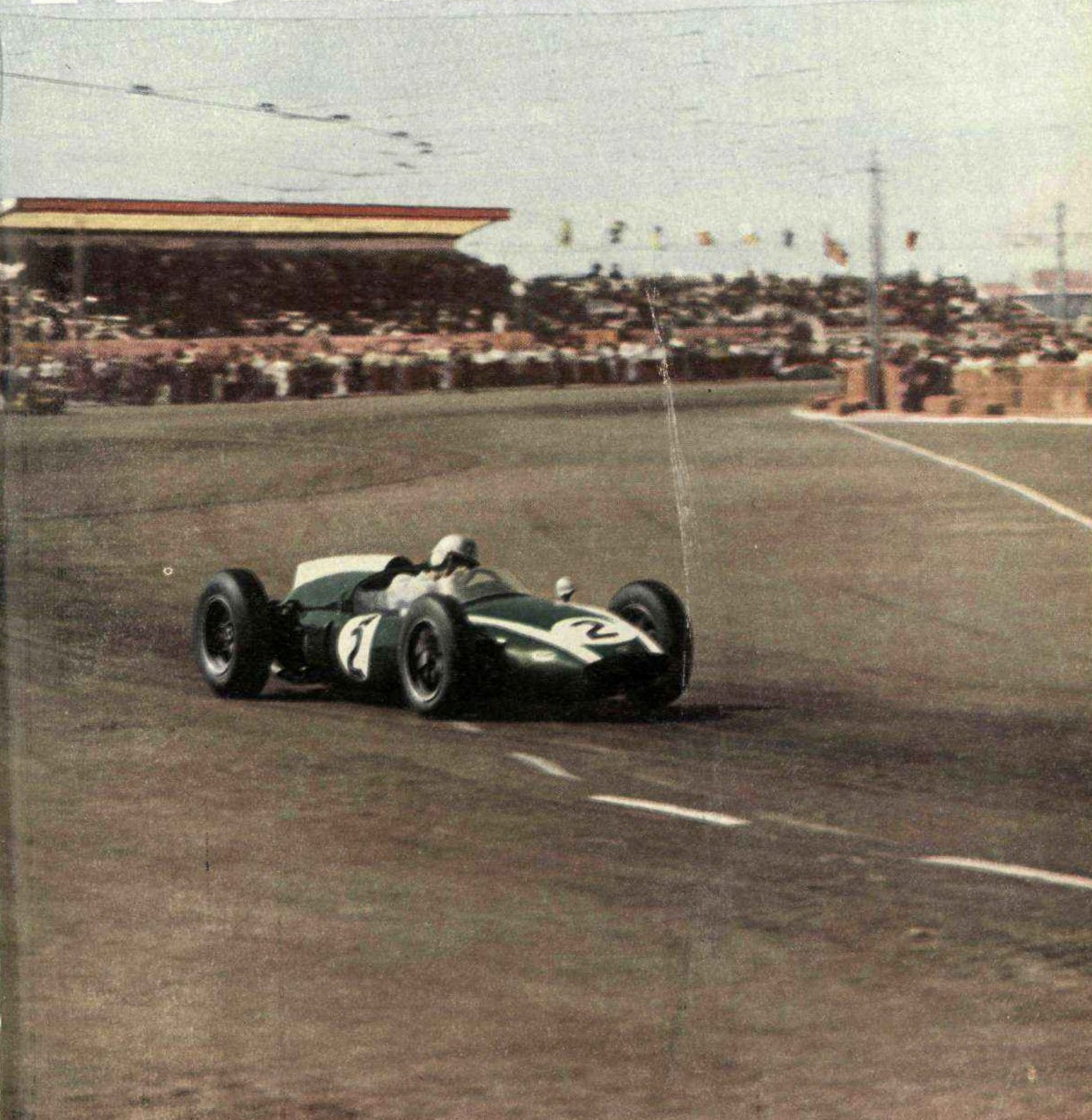
Vol. XXXVI No. 11 ONE SHILLING AND SIXPENCE November, 1960

MOTOR SPORT



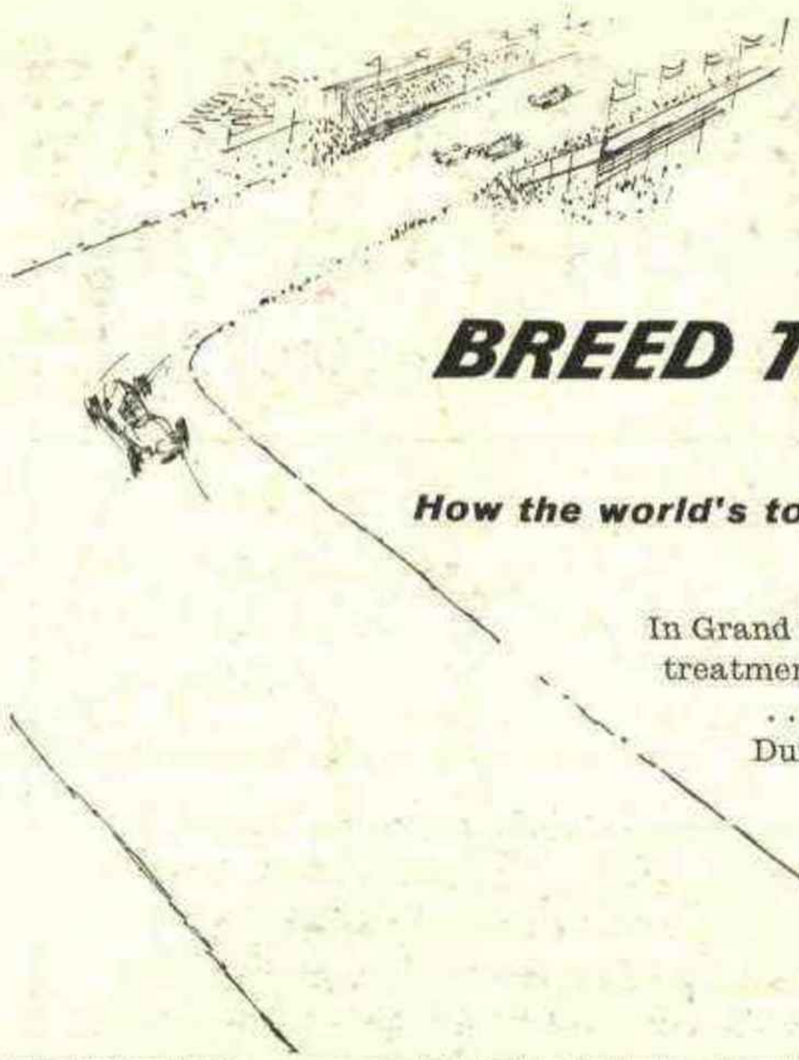


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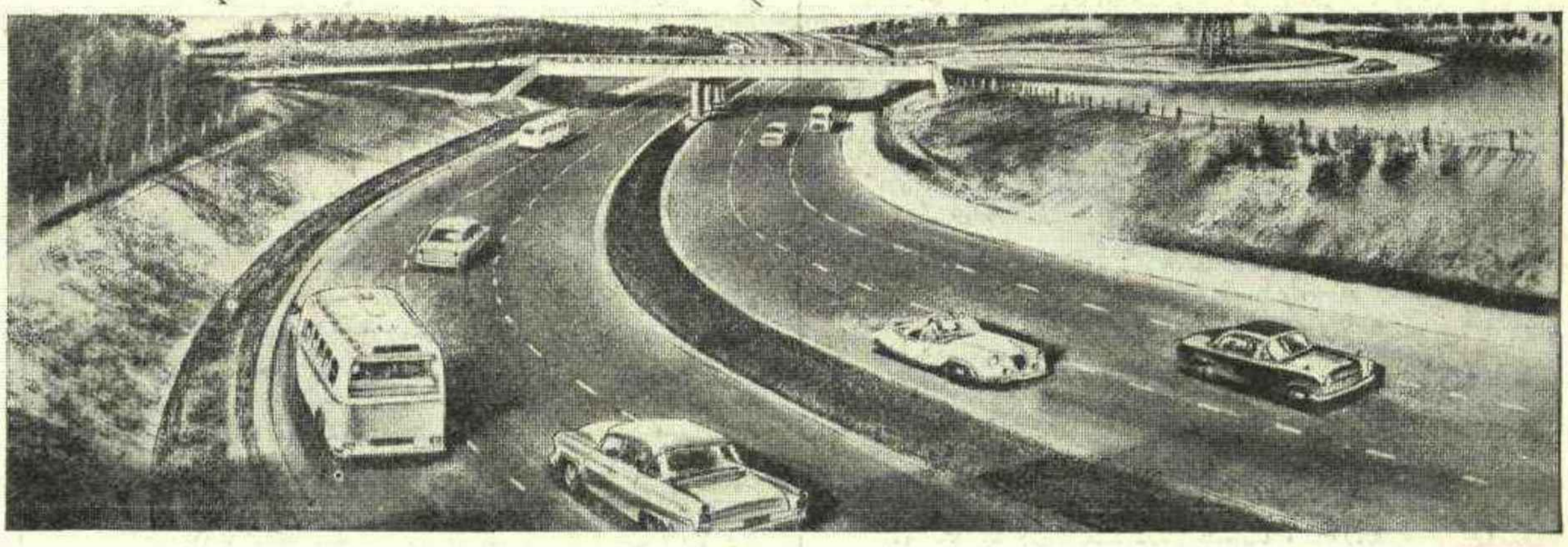


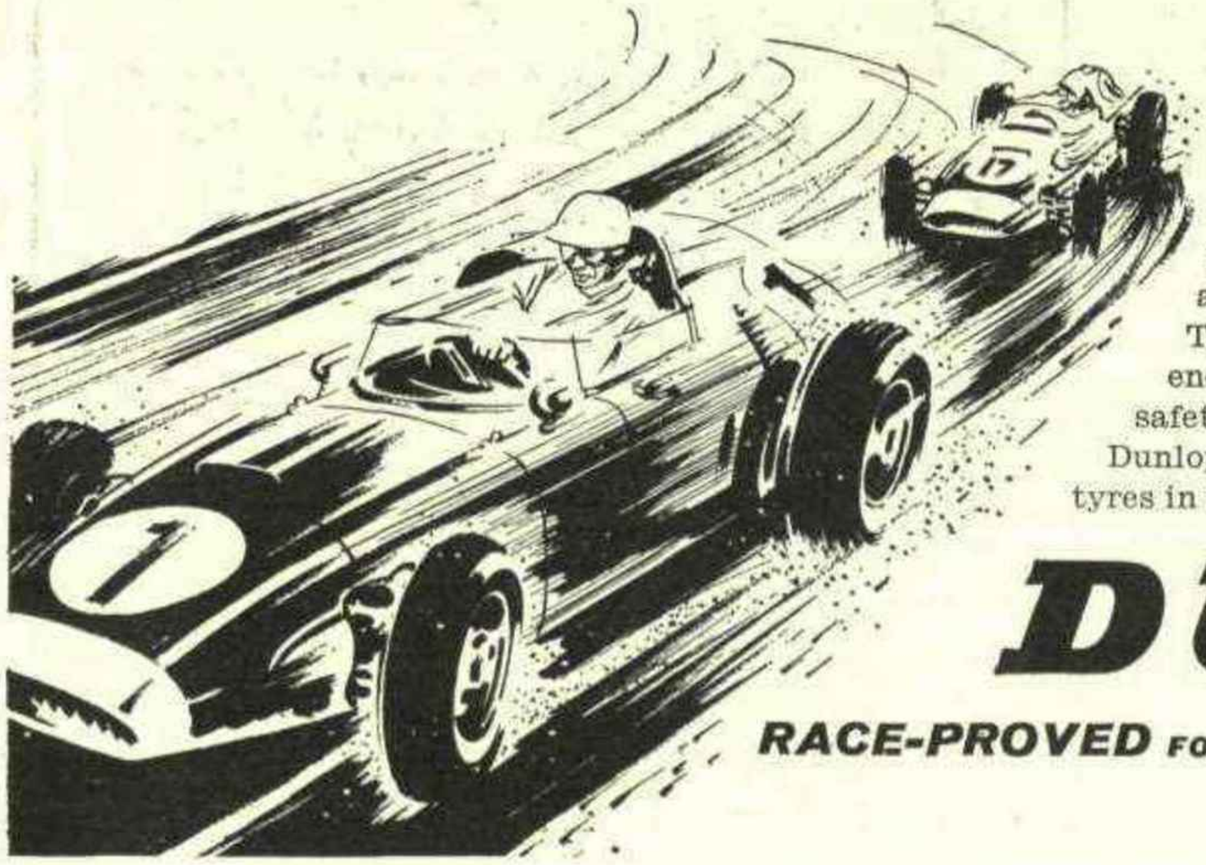
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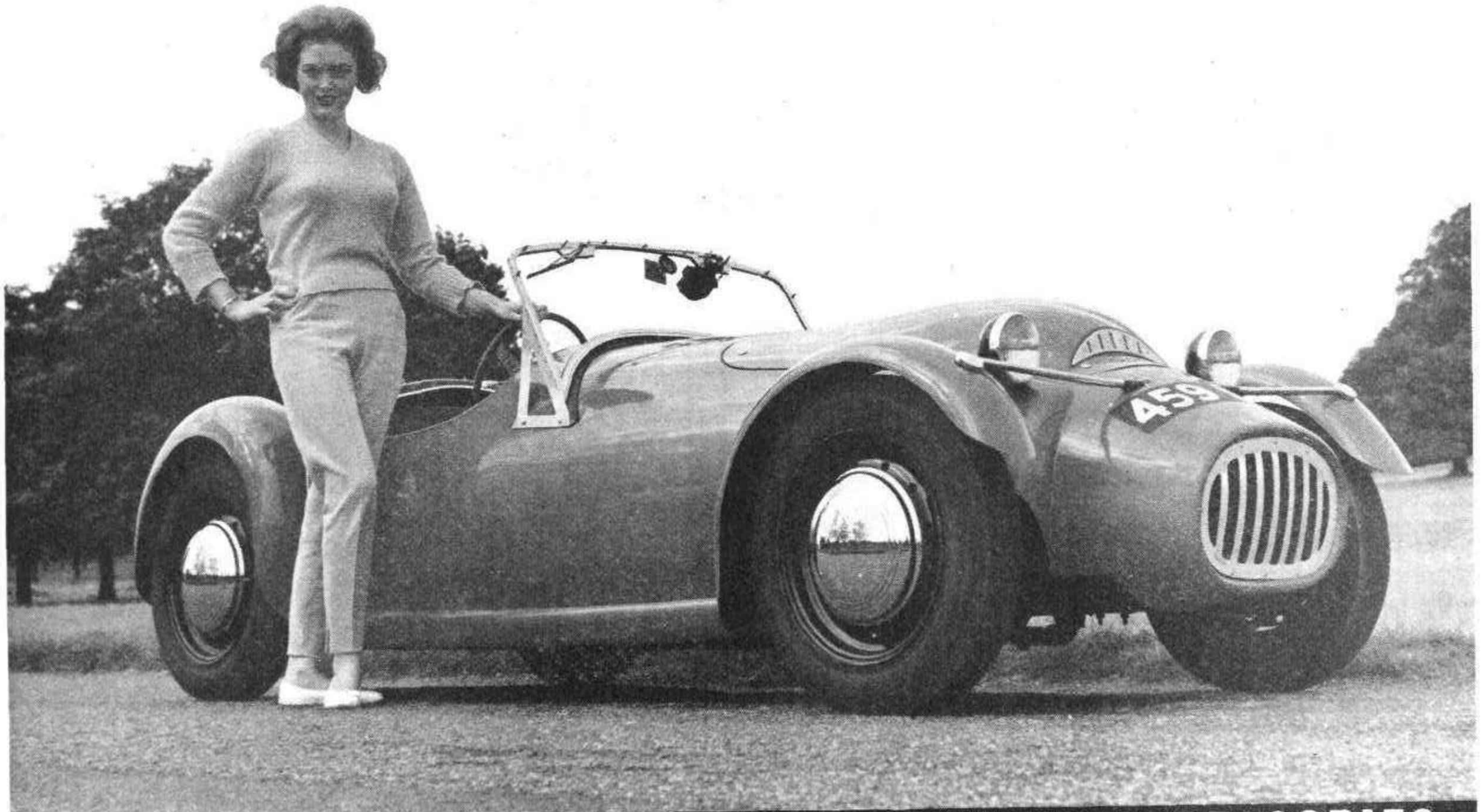


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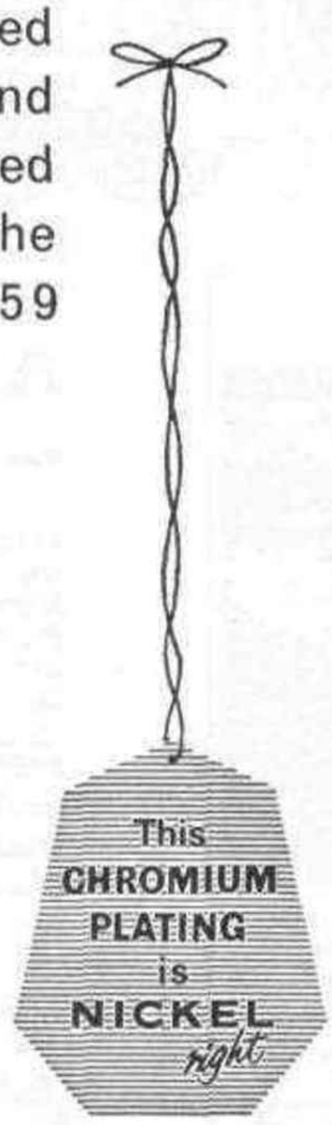
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TGA P4



Above : The author contemplates
Below —
Left : Front suspension of Moss' Lotus
Centre : The streamlined Maserati
Right : The author's Porsche loses a wheel

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. . . have led Denis Jenkinson (MOTOR SPORT's Continental Correspondent) to write :—

A Story of Formula 1

A GRENVILLE Publication

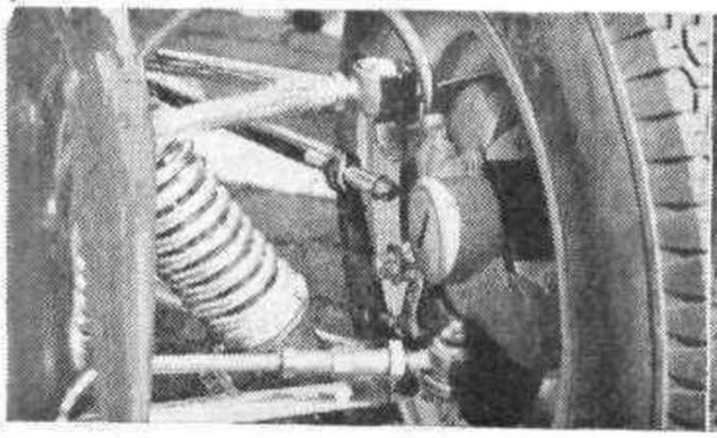
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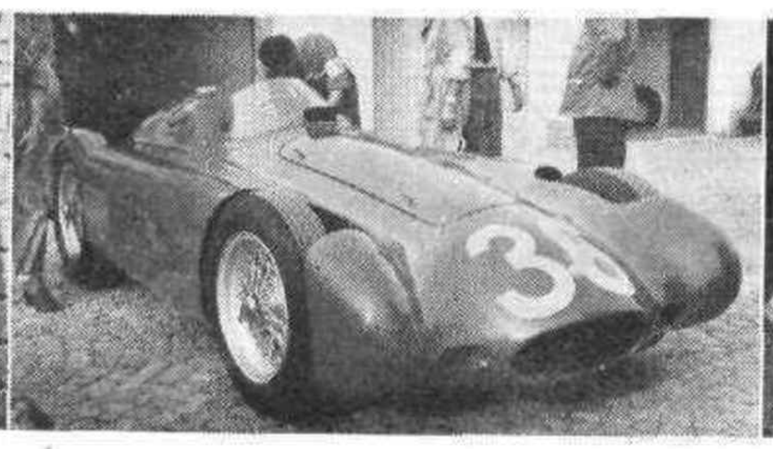
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November 10 ● The Brighton Run; once again a calvalcade of veteran cars heads towards the South Coast. Meanwhile the autumn rally season gets into full swing and we offer reports of several of the more interesting events.
November 17 ● The Ford Consul de luxe saloon is put through its paces.
November 24 ● THE AMERICAN GRAND PRIX at Riverside. Full report and pictures of the final round in the 1960 Drivers' World Championship. Also the story of the supporting events.
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VOL. XXXVI No. II

A VARIETY OF ROAD TESTS

NOVEMBER, 1960

MOTOR SPORT

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MATTERS OF MOMENT

BRITISH CARS AT THE LONDON MOTOR SHOW

Thirty makes of British cars face 37 foreign makes at Earls Court and it is patriotic to consider what defence our cars offer to competition in World markets. There is nothing revolutionary at the 1960 Show. The N.S.U.s are not Wankel-engined. The gas-turbine Rover has become a museum-piece. The Ferguson four-wheel-drive safety car remains a myth. Dunlop have not yet put Maxaret braking on production cars. So it is possible to look dispassionately at the cars offered by the British Motor Industry without fear that they will soon be out-dated by revolutionary space-age vehicles.

We should be proud that Enzo Ferrari has publicly proclaimed that motor racing would be in a sorry state without British bearings, disc brakes and tyres. If these British components are tops, what of British cars ?

Our " Big Five " have turned their backs on miniature cars with lawnmower engines but B.M.C. has shown that you don't need more than 850 c.c. to propel four grown-ups in reasonable comfort at impressive speeds on the level and that rubber suspension plus front-wheel drive makes even more impressive speeds possible round corners, and with immunity from insurance overloading !

Admittedly Germany goes on turning out the World's best small car on the basis of value, durability and driver-enjoyment, but the Austin A40 is a staunch family wagon with a new approach, and in the next class B.M.C. offers a range of family cars with Austin, Morris, Riley, M.G. and Wolseley legacies that have many good features and the Farina styling of which doesn't intrude when you are driving them . . .

Ford modernised the Anglia last year and it is a car the steering and gearbox of which even G.P. drivers praise, while the 80-bore short-stroke 105E engine has proved itself in Formula Junior racing, which, it is nice to see, the Ford Motor Company is pleased to publicise. Whether the unusual rear window was contrived by stylists, practical engineers or by a costing department anxious to delete costly wrap-round glass, you can debate in the Alpine bar !

Rootes have a happy knack of providing their smartly styled cars with a really practical approach to interior layout and detail arrangements. If you set store by i.r.s. Triumph offer you this on the " greaseproof " Herald.

No country in the World makes better luxury cars than we do, and these splendid links with the past can be seen on the Stands occupied by Rolls-Royce, Daimler, Rover, Alvis and Vanden Plas, whose products reveal modernity of engineering and surprisingly brisk performance beneath dignified coachwork and sumptuous appointments. No-one lists a finer twin-cam engine or offers better value-for-money than Jaguar of Coventry. Those with appearances to keep up but precarious bank-balances will find suitably impressive cars in the Austin A99, Wolseley 6/99, the smaller Rovers, and the biggest Fords and Vauxhalls.

After a summer when, if an overcoat wasn't always necessary, few people ventured far without an umbrella, and noticing that doctors very often drive open or openable cars, a convertible seems just the job for England, and the British Industry contrives such bodies on Alvis, Bentley, Ford, Hillman, Morris, Rolls-Royce, Sunbeam, and Triumph shells.

But it is the sports and high-performance cars that you need hardly buy outside Britain, unless you have a Maserati or Ferrari income. In the rally-winning Austin Healey, the race-worthy Morgan Plus Four, the extremely fast Aston Martin DB4 and DB4GT, the stylish A.C. Ace, the Bristol Zagato G.T., the technically exciting Daimler V8-250, the well-proven Jaguar XK150, the Lotus beginners' Seven and all-plastics Elite, the M.G.-A that has reverted to push-rods, the Climax-powered Turner and T.V.R., and the competition-bred, Continental-looking Sunbeam Alpine we have fast, safe, controllable cars that can, and have, challenged the best that the Continent can field.

Enthuse over the individuality and character of Continental cars, as we do, but consider seriously the purchase of a British car. This will save you being singled out for those deprecatory remarks heard in a " Buy British " campaign several decades ago—" My dear "—or " By gad, Sir "—" He's come in a *foreign* car ! " And now, please to excuse us, while we order—a Karmann Ghia ?

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Front cover picture : WORLD CHAMPION.—Despite criticisms of his being a one-car driver, Jack Brabham has done all that was necessary to become World Drivers' Champion for the second year running. Here he is seen cornering his works Cooper during the Portuguese Grand Prix.

THE BRIGHTON RUN

The Veteran Car Run to Brighton will take place on Sunday, November 6th. The Editor of MOTOR SPORT expects to drive the Montagu Motor Museum's 1903 5-h.p. Humber.

AMERICAN GRAND PRIX

On Thursday, November 24th, Boeing 707s permitting, our associate newspaper *Motoring News* will be carrying the first fully illustrated report of the 2nd American G. P. at Riverside, California.

Motor Sport Events for November

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Nov. 1st ...	Rolls-Royce M.C.	Rolls-Royce Ltd.	Crewe	Rally (*C.*)	7.00 p.m.
Nov. 5th ...	Bexley L.C.C.	Princes Hotel	Dartford	Rally (*R.*)	10.00 p.m.
Nov. 5/6th ...	Aberdeen Univ. M.C.	Town & County Garage	Aberdeen	Rally (*C.*)	10.00 p.m.
,, ...	Dunfermline C.C.	Old Ice Rink (S.S.E.8 H.Q.)	Dunfermline	Rally (*C.*)	10.30 p.m.
,, ...	Falcon M.C.	London/Taunton/Southampton/Cambridge/Gloucester		Rally (*R.*)	12.00 p.m.
,, ...	Northumbrian M.C.	Newcastle-on-Tyne/Berwick/Carlisle/Stockton		Rally (*R.*)	9.30 p.m.
,, ...	B.A.R.C. (S.W.)	Sherfield English M.R. 283226	—	Navigation Rally (*R.*)	2.00 p.m.
Nov. 6th ...	Lincoln & Dist. M.C.	Wigsley Airfield, Nr. Harby	Lincoln	Driving Tests (*C.*)	9.30 a.m.
,, ...	R.A.C.	HYDE PARK, SERPENTINE RD.	LONDON	VETERAN CAR RUN	8.00 a.m.
,, ...	Welsh Counties C.C.	Bedwas Road Garage	Caerphilly	Standard Car Trial (*C.*)	2.30 p.m.
,, ...	B.A.R.C. (N.W.)	Caldy	West Kirby, Wirral	Autocross (*C.*)	1.30 p.m.
,, ...	Southport M.C.	Hesketh Park Bus Depot	Southport	Rally (*C.*)	9.30 a.m.
,, ...	M.G. C.C. (N.W.)	W. H. Hyde Ltd., Hobson Street	Macclesfield	Rally (*C.*)	2.00 p.m.
,, ...	Shenstone & Dist. C.C.	—	Lichfield	Trial (*R.*)	10.00 a.m.
,, ...	Doncaster Dist. A.C.	Doncaster Rovers Car Park	Doncaster	Rally (*C.*)	2.00 p.m.
,, ...	V.S.C.C.	Westwood Aerodrome	Peterborough	Rally (*C.*)	1.00 p.m.
,, ...	Evesham A.C.	Smiths Car Park, Bishops Cleeve	Cheltenham	Driving Tests (*C.*)	10.30 a.m.
,, ...	Welsh Counties C.C.	Howell's Garage, Newport Road	Cardiff	Trials (*C.*)	2.00 p.m.
Nov. 9th ...	Aberdeen & Dist. M.C.	Earls Court Hotel	Aberdeen	Rally (*C.*)	7.30 p.m.
Nov. 12th ...	Liverpool M.C.	Wirral	Liverpool	Rally (*C.*)	7.30 p.m.
,, ...	Bristol M.C.	Bristol Airport, Lulsgate	Bristol	Trial (*R.*)	10.30 a.m.
,, ...	Lagonda Club	Start by telegram	—	Nov. Handicap Rally (*R.*)	11&11.30a.m.
,, ...	B.A.R.C. (N.W.)	Aintree	Liverpool	Kart Race Meeting (*R.*)	1.30 p.m.
Nov. 12/13th	London M.C.	—	Basingstoke, Worcester	Nor'wester Rally (*R.*)	—
,, ...	Vickers Armstrongs S.A.C. ...	Hog's Back Service Station	—	Autumn Rally (*C.*)	8.01 p.m.
Nov. 13th ...	Igranic M.C.	Clubhouse, Kempston	Bedford	Rally (*C.*)	2.30 p.m.
,, ...	Northallerton & Dist. M.C. ...	Dalton Aerodrome	Nr. Thirsk	Driving Test (*C.*)	10.30 a.m.
Nov. 21st/26th	R.A.C.	BLACKPOOL	BLACKPOOL	R.A.C. RALLY (*INT.*)	6.00 p.m.
Nov. 24th ...	Forces' M.C. (Hog's Back Group)	Tangerine Club	Bordon	A.G.M.	—
Nov. 26th ...	V.S.C.C.	Nr. Ilkley	Yorkshire	Rally (*C.*)	10.00 a.m.
,, ...	Forces' M.C. (Hog's Back Group)	Reading and Bordon	—	Fog Patch Rally	—

NORTH STAFFS M.C. (Sept. 24th)

ANSTICE-BROWN (HALSELEC) WINS "MOTOR SPORT" TROPHY

THE Final of the MOTOR SPORT Silverstone Trophy, which was contested at the North Staffs M.C. meeting, provided a comfortable win for John Anstice-Brown in his Climax-engined Halselec from Mrs. Peter Gammon's hot Ford Anglia and Neil Dangerfield's very fast Triumph TR3.

Twenty-one competitors who had qualified at various meetings throughout the season lined up for this handicap race, which saw four competitors having more than a lap start over scratch-man Gordon Lee in his ex-Jim Clark Lister-Jaguar. Of these, Mrs. Gammon proved to be the quickest in the Anglia with aluminium doors, bonnet and boot lid, and with an engine almost to F.J. specification. She moved into the lead on lap two and held it until the last lap, but Anstice-Brown, spurred on by the £75 prize, was lapping very fast in his well-used Halselec and it was obvious by lap four that he would pass Mrs. Gammon. However, the TR3 and M.G.-A brigade led by Dangerfield and Waterhouse looked menacing, while Michael Salmon in his immaculate D-type Jaguar and Gordon Lee were thundering through the field with lights blazing, and they could easily have gobbled up the pack. However, on the last lap the traffic was just too thick for them to get through and Anstice-Brown passed Mrs. Gammon to win by 50 yards, with Dangerfield a good third in front of Pilkington's A35, Mayne's pretty Falcon Special, and Lee's Lister. Not the closest of finishes to a MOTOR SPORT Trophy race but Anstice-Brown had cleverly disguised the true performance of his car all season and on the day lapped something like 4 sec. faster than he had done before. Jaguar Competition Manager F. R. W. "Lofty" England presented the Trophy and cheques to the prize-winners.

Earlier, the final qualifying race for the Trophy had seen one of the best-ever finishes to one of these Trophy races when practically the whole field bunched together for the final bend. Out of this awe-inspiring collection of machinery Mike Salmon detached his tail-wagging D-type and hurled it at the line to snatch a win from Gordon Lee's Lister which had started 8 sec. behind him. It was literally impossible to separate the remainder of the field and Carlton's M.G., Mayne's Falcon and Binn's TR3 were given the same time for third place.

Apart from the Trophy races the main events of the day were a 10-lap Formula Junior race and a 10-lap Formule Libre event. In the former, Len Gibbs and E. Harris, both Lotus-mounted, went into the lead with Harris, who is one of Jim Russell's pupils, pressing Gibbs for the lead. Roy Winkleman in the Lola of the Armoured Car Company went very quickly while the car was going well but overheating troubles forced him to stop. Mike Spence came through the field in his Cooper-Austin and took the lead from Gibbs on the last lap, and Harris also slipped through to take second place. Bill Lacy, one of the Cooper School trainees, finished fourth in one of the well-used school cars.

In the Formule Libre race Mike Salmon soon got into the lead and began to enjoy himself power-sliding through Woodcote, until his pit told him to slow down as he was so far in front of the Formula Junior brigade. Len Gibbs led this initially but Spence soon got past into a secure second place, while the Cooper School car, now driven by Jacks, was well back in fourth place. R. P. G. Sturgess drove well in his C-type Jaguar to finish fifth.

Altogether a pleasant end to the Club Silverstone season, with no serious accidents, and warm, sunny weather for the spectators to bask in.—M. L. T.

RAPIER REGISTER

The new Secretary of the Rapier Register, which caters for owners of Rapiers and Lagonda Rapiers (not Sunbeam Rapiers !), is now C. B. Wragg, 45, Hastings Road, Millhouses, Sheffield, 7.

B.M.R.M.C.

Nothing to do with B.R.M. or B.M.C., the British Motor Racing Marshals Club does a great job in providing properly trained marshals for race meetings of all types, from Club events to Grands Prix. Members obtain training in flag work, fire fighting, and so on, and help many a meeting to run more smoothly than if the work had been left to untrained volunteers. The new Secretary of the Club is Barry Simons, Faraday House, 8-10, Charing Cross Road, London, W.C.2, who will be pleased to hear from prospective members.

BORGWARD TROPHY

Borgward owners who take part in competition should take note of a Trophy to be awarded each year by Dr. Carl F. W. Borgward for the most successful Isabella. No details are available as to how points are scored but monetary prizes will be awarded !

NOR'WESTER RALLY

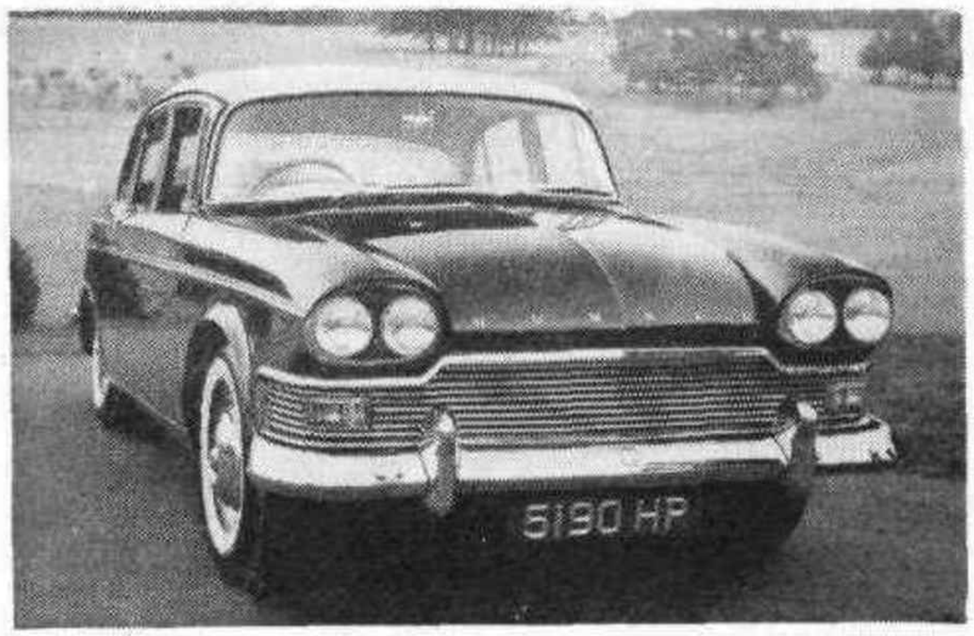
The Nor'wester Rally, one of the most popular of the restricted rallies in the South, will be held on November 12/13th. As last year, members of the motoring Press have been invited to compete.

ARCHIE SCOTT-BROWN MEMORIAL FUND

The Trustees of this fund have undertaken to supply sufficient funds to the Outward Bound Schools' Foundation to train three students per annum.

NEW AT THE SHOW

HUMBER SUPER SNIPE



Dual headlamp styling has been a feature of many American cars in recent years but the trend has only just reached England, in the shape of the 1961 Humber Super Snipe. Rootes claim that the four headlamps serve a useful function in that they provide 150 watts, some 30 watts more than the previous model. One would have thought that the Sunbeam Rapier would be the best model to fit these lamps to as it is far more likely to be driven fast at night than the stately Snipe.

When driving on main beam the inner lamps provide the main beam while the outer lamps provide a fan-shaped spread closer to the car. On dipped lamps the inner pair are completely extinguished and the outer lamps dip to their 50-watt filaments. In addition to this the radiator grille is extended round the front wings and given horizontal bars. Internally the seats are improved and the front suspension coil-springs have been given higher rating, while the rear leaf-springs have been widened. The 129.5-b.h.p. disc-braked Snipe will sell for £1,488 12s. 6d. in saloon car form, and £1,736 10s. 10d. as an estate car.

BERKELEY BANDIT



The recent announcement of the Berkeley Bandit will gladden the hearts of sportsmen as the formula hit upon by Berkeley Cars Ltd. looks to be tailor-made for sports-car racing.

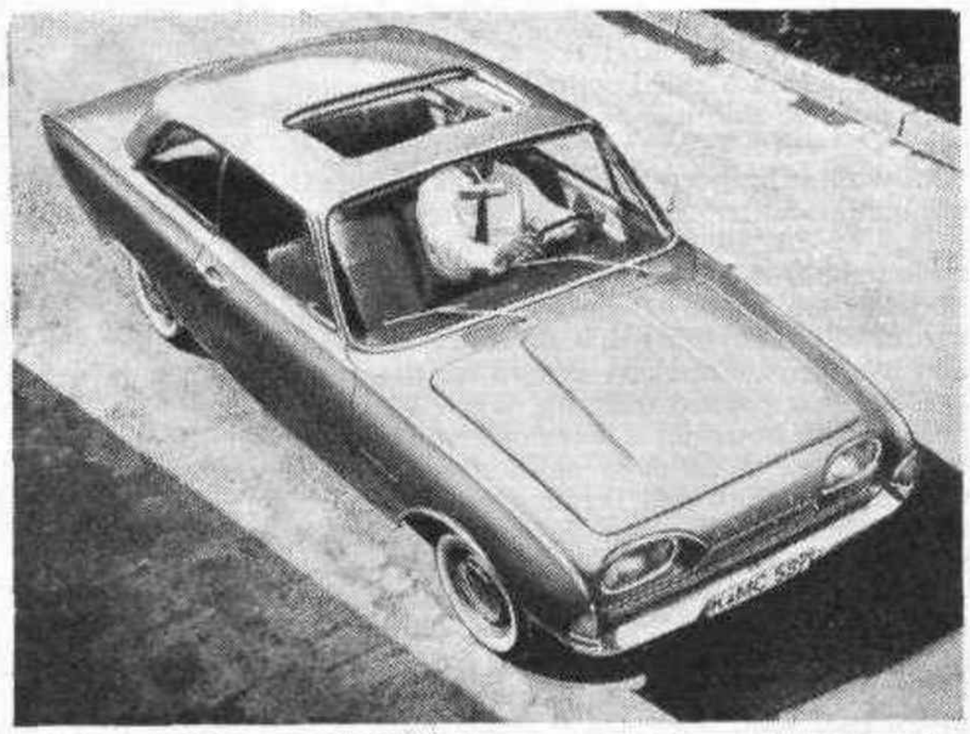
At last year's Motor Show the decision was reached to design a new sports car as an addition to the existing range of motorcycle-engined cars already in production. The services of John Tojeiro, designer of the A.C. Ace, were obtained and in January of this year he was given the task of wedding the Ford 105E engine, gearbox and rear axle to a chassis of his own design. In less than nine months the prototype was on the road.

The chassis is of welded steel construction with fabricated housings to take the front and rear suspension. The body is of glass-fibre construction but is not an integral unit like previous Berkeleys, but is bonded to the chassis to form a very strong unit. Front suspension is similar to that on the Ford Anglia, using the Armstrong coil-spring/damper unit as the upper mounting point and swinging on a single wishbone. Girling 8-in. disc brakes are fitted to the front wheels.

At the rear the Ford differential has been cut from the axle and mounted on the chassis and the Ford half-shafts have been mated to Hardy-Spicer universal joints. The Ford hubs and Girling 8-in. drum brakes are modified to take these half-shafts and wide-angle wishbones. Armstrong coil-spring/damper units are used.

A new body has been designed with two large doors for ease of entry, while great attention has been paid to the safety aspect. All instruments are grouped in a central panel between the occupants, and the dashboard is covered with thick padding. The wood-rimmed steering wheel is adjustable and mounting points for safety harness are attached to the chassis. During a run in the prototype we found the suspension to be firm but corners could be taken very quickly, although racing drivers will probably ask for the 3½ turns of the rack-and-pinion steering to be reduced. A host of extras are available for turning this into a very potent machine. Total price is £798 10s.

FORD TAUNUS 17M



Although it is doubtful if the latest product from the Cologne factory of the giant Ford combine will be present at Earls Court, it is of interest as it combines the best features of the American, British and German subsidiaries into one car. The body/chassis unit is similar to that of the Falcon " compact," with the Macpherson strut-type front suspension of the Anglia being used in conjunction with a rigid rear axle.

Two alternative engines, of 1½-litre and 1.7-litre, are available, giving 55 b.h.p. and 60 b.h.p., respectively. Three- or four-speed gearboxes are available to choice, as is the Saxomat automatic clutch.

Initially two- and four-door saloons will be available, together with a station wagon. Most notable styling feature is the large headlamp apertures, which actually house only single lamps. No prices are yet available.

LEA-FRANCIS LYNX



This famous concern, well known for its vintage sports cars, makes a welcome return to motor manufacturing with a roadster of distinctive styling to say the least. At the time of going to press few details are available, but the car will be powered by a Ford Zephyr engine fitted with three S.U. carburetters mated to a four-speed gearbox. I.F.S. is by wishbones and torsion bars, and a rigid rear axle is carried on semi-elliptic springs. Steering is by rack-and-pinion, and Dunlop disc brakes are fitted all round. A wheelbase of 8 ft. 3 in. is quoted, with an overall length of 15 ft.

SHOW TIME COMMENT

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



ONCE again it is the time of the London Motor Show and the stands at Earls Court are filled with glittering motor cars each, so the manufacturers tell us, without rival. These cars represent to a very considerable proportion of the World's civilised population either the most desirable of playthings or one of the most essential business commodities outside the office and factory, or more probably fill both of these roles. Because of this, until recently it was a simple matter to sell anything that possessed an engine and ran on wheels and ready-made markets existed for the astronomical numbers of vehicles that poured from the World's assembly lines.

Recently, however, a wave of disturbingly cold air, forerunner, it could be, of an even chillier wind, has been felt in Luton, Coventry, Oxford and Birmingham, not to mention in American and French motor car producing cities, as the motor industry has returned to the buyers' market.

This could be a good thing, in as much as it must result in the eventual survival of the better cars and the complete disappearance of " shamobiles." On the other hand, Britain's high standard of living is closely bound up with a satisfactory sale of cars and while in the past such outputs have been limited only by the time lost through strikes, in the future it will be necessary to ensure that buyers can be found for the quantities of cars manufactured. What with Continental opposition, represented by cars built in countries where they understand fast, hard motoring over long straight level roads, turnpikes, and up-and-down steeply ascending and descending Alps, and the threat of further strike action in this country by well-paid workers seeking ever better rates of pay, it could be that Britain will be in for a thin time. We face competition from America, which has immense numbers of operatives and from Japan and Russia where cheap labour is available; already, Mr. Edward Turner, designer of Triumph motorcycles and recent Daimler cars, has been reported as saying that so intense is Japanese competition in the motorcycle industry becoming that the sale of their machines should not be permitted in this country. Such threats will have to be met by more conscientious inspection at the end of the assembly lines and more intense efforts on the part of our designers and technicians to provide motor cars which are acceptable on all counts in the World's markets.

Certainly there is no longer room for any complacency in the British Motor Industry. Last year we saw the disappearance of Armstrong Siddeley from Earls Court and the appearance there of not at all bad cars from Russia. This year another British make, in the shape of Allard, has gone under, the identity of the age-old Daimler is for the time being at the mercy of the leaping Jaguar, and another invader has arrived from Sweden, in the form of the Saab.

There are straws blowing in the automotive wind, carried along on hot air, perhaps, but straws nevertheless, which indicate that the Industry is aware that the customer has become a person they have to attract and give service to, instead of someone who, confounded cheek, expected to be able to buy a motor car in exchange for money but who, in return for such a privilege, was to be made to wait as long as possible before getting delivery and who up to now hasn't been likely to complain too loudly if the two-tone finish fades in a month or so.

For instance, at one time it was considered " infra-dig " for journalists to compare directly one make of car with another—I am a motoring enthusiast who writes, not a journalist who motors, so I like to consider myself immune from this dictum !—and similarly any manufacturer who publicly resorted to this practice found himself an outcast, considered unfit to mix with his fellows in the S.M.M.T. But now that the buyers' market is again upon us, this " hale fellow, well met " and " all-cars-are-as-good-as-the-next " attitude seems to be fading. Some manufacturers are even finding it necessary to slate a rival in order to push their own products. A year ago at the Crystal Palace, which ever was a place for fun, the Ford Motor Company of Dagenham caused an innocent Volkswagen to be brought on to a stage for the express purpose of drawing comparisons between it and their New Anglia, the latter a car which had at long, long, last acquired o.h. valves and four forward speeds. The poor VW wasn't even allowed to answer back ! I tested subsequently both the Ford New Anglia and the most recent version of the Volkswagen and prefer to draw my own conclusions.

I have been reminded of this comparison made a year ago by one vast manufacturer of another vast manufacturer's products by an advertisement I saw the other day which was issued by a Birmingham firm selling Ford products. This advertisement featured a VW *shown behind bars*, which looks like further evidence that they are aware of where the keenest competition lies. . . .

More recently still I have been looking at a publication issued by the British Motor Corporation, entitled " The Leading Six." In this publication visual comparisons are made between the size, passenger carrying ability, performance and economy of the six best-selling European small cars. B.M.C. do not actually *name* the five cars they are comparing with the ADO15 Austin Se7en/Morris Mini-Minor product, preferring to refer to these as A, B, C, D and E. However, the illustrations depict clearly the cars they have in mind, which, of course, are the Fiat 600, the Renault Dauphine, the Ford New Anglia, the Triumph Herald and the Volkswagen. I see nothing unpalatable about this comparison, for the performance figures are taken from those published in the two leading British weekly motor journals and the six cars are compared under a great many headings so that there is no question, as has sometimes been the case of other Companies' publicity hand-outs, of picking out the *best* aspects of the B.M.C. car and comparing these only with the *same* aspects in other manufacturers' products. Moreover, the introduction to this interesting publication is quite honest in pointing out that most popular makes and types of car on the Continent share the rear-engine concept and have been in civilian production since 1947 in Germany, 1955 in Italy, and 1956 in France, whereas the British cars with which these vehicles are being compared did not make their appearance until 1959, when three new models appeared in this country with front engines, one having front-wheel drive and another independent rear suspension. Having driven a Morris Mini-Minor for the better part of a year I know that, if it is by no means perfect, it is quite the best of the smaller motor cars, having ample room within for four persons and at the same time being fun for the enthusiast to drive. It is also one of

the safest cars I have ever driven on snow and ice, and its traction over muddy surfaces is as good as the inability of front-engined cars with rear-wheel drive to obtain wheel grip under these circumstances is impossible. Consequently, I see nothing offensive about the B.M.C. comparison and I am taking the liberty of publishing with this article a table of their findings, as this must be of considerable interest to a large majority of car purchasers all over the World. The only qualification needed is that since the book was compiled a more powerful version of the Volkswagen has appeared, which naturally to some extent affects the placings shown in this table.

The foregoing brings out the point that the world is hungry for small rather than large automobiles. In the last couple of years American engineers have sought to stem the invasion of Continental products by bringing out their "compacts," an act which Europeans might refer to unkindly as feeling the need to "powder their noses." In fact, while this has had very little effect in halting the Continental invasion, what it has done has been to slow down the sales of the biggest American automobiles as U.S. drivers accept compacts in lieu. Ironically, I have not been able to try the Chevrolet Corvair which I would very much liked to have done, as on paper this looks like an inflated, six-cylinder version of the Volkswagen. But I have had considerable experience in this country of both the Ford Falcon and the Chrysler Valiant, and would be perfectly happy to use either of them as a regular means of transport on British roads.

As I have tried to convey, the future would appear to be one in which the car-purchaser will be able to call the tune. As it becomes more and more difficult to sell cars easily, a greater and greater emphasis will be placed on publicity and sales methods. We can expect more and more of those fascinating demonstrations such as the recently concluded 10,000 miles at 62 m.p.h. run by three Fords at Goodwood, and Simca's 124,000 miles at some 65 m.p.h. at Miramas.

Motoring is still the best form of relaxation, in spite of the increasing traffic congestion and the presence of traffic wardens, hostile police, the forthcoming compulsory vehicle tests, and more and more novice drivers and ever more complex regulations to trip up the unwary driver. For me the motor car will always be the most important mechanical extension of my existence, but I am delighted to know that so many people feel much the same about the new-fangled Television, for while they are "looking-in" their cars will remain stationary, leaving more space on the roads for myself and my friends. Somehow, at this time of year, there seems a special fascination in leaving the brightly lit halls of the Earls Court Motor Show, at which motor cars are seen under the best possible conditions, where they cannot fail to start, run out of petrol, develop troubles, or indulge in ghastly accidents, and walking into the blackness outside on a late October evening to find one's personal transportation waiting which, at the turn of a switch, will take one swiftly through the suburbs along the new double-track roads out of the Metropolis and so through the sleeping English countryside, to home. Not only does the motor car provide the most convenient form of individual transportation but, as homes tend to look more and more like office blocks or the wings of country hospitals, and offices themselves have become vast glass aquariums full of typists, differing only in how high they can reach into the sky and how much light they can exude after dark, and in an age when the increasing appreciation of



The British Motor Corporation is fortunate in having a Chief Engineer of the genius of Alec Issigonis, who has already designed miniature cars that are a challenge to the World and who will no doubt soon perfect larger versions of these cars with which the B.M.C. will be able to meet the intense competition for World sales which is to be expected from now on.

Consumer Research must surely make the interiors of these homes and the exteriors of the humans who occupy them conform to a Best-Buy standard, the motor car will, I hope, remain a symbol of individuality for as long as civilisation survives.

For this reason a very great deal of thought should be devoted to the purchase of a new car. Readers of this journal are unlikely to be mislead by catalogue-illustrations depicting dwarf occupants in vast acres of automobiles, or by exhibits specially finished for show purposes, or by cars on the exhibitors' stands which appear low mainly because their springs have been specially strapped down to give this impression. Nor are they likely to judge a car merely by the apparent comfort of its seats when it is stationary, as 90% of the Earls Court turnstile clickers seem satisfied to do. They are, and quite rightly, likely to consider that no salesman is any longer worthy of his salt who won't let a prospective customer drive a car hard for an hour and they are likely to remind such salesmen that in a buyer's market it is the buyer who should call the tune.

I am a bad one to advise on the choice of a car because I like them nearly all, but you, the purchaser, can spend many instructive hours comparing performance figures, dimensions, petrol consumption figures and other measurable aspects of the still considerable variety of makes and models available. With a flat rate vehicle tax such comparisons need only be made on a price-class basis and in this respect it is significant that more and more of our readers appreciate that the only fair comparison of motor car value is on Common Market prices and not on those prevailing in one country or another.

I have always felt that Earls Court shows up the motor car in a very artificial manner. But at least there it is possible to go round the stands and see what vast strides have been made in automobile design during the last decade. Never before have cars been easier to drive or more lethal when driven improperly. Never before has such good value, remembering the depreciation

Continued on page 907

A COMPARISON BETWEEN THE SIX BEST-SELLING SMALL CARS

Ease of Parking *(Length)*	**Ease of Turning** *(Turning Circle)*	**Elbow Room** *(Interior Width)*	**Lounge Room** *(Seating Space)*	**Economy** *(m.p.g.)*	**SAFETY**	
					Brake Lining Area *(Per Laden Ton)*	**Visibility** *(Windscreen Area)*
1st : ADO15	1st : Triumph Herald	1st : ADO15	1st : Ford Anglia	1st : Fiat 600	1st : Renault Dauphine	1st : Triumph Herald
2nd : Renault Dauphine	2nd { Renault Dauphine, Fiat 600	2nd { VW, Fiat 600, Triumph Herald	2nd : Renault Dauphine	2nd : Renault Dauphine	2nd : VW	2nd : ADO15
3rd { Ford Anglia, Triumph Herald			3rd { ADO15, Tr'ph Herald	3rd : ADO15	3rd : Fiat 600	3rd { Renault Dauphine, Ford Anglia

Traction *(Weight on Driven Wheels)*	**Top Speed***	**Acceleration*** *(0-50 m.p.h.)*	**Top-Gear Hill-Climbing**	**Lowest Piston Speed**	**Value** *(Purchase Price in England)*	**Actual Price in England**
1st : ADO15	1st : Ford Anglia	1st : Ford Anglia	1st { ADO15, Triumph Herald	1st : VW	1st : ADO15	ADO15 .. .. £537
2nd : VW	2nd : ADO15	2nd : ADO15	2nd : Ford Anglia	2nd : Ford Anglia	2nd { Ford Anglia, Fiat 600	Ford Anglia .. £589
3rd : Fiat 600	3rd : Triumph Herald	3rd : VW		3rd : Fiat 600		Fiat 600 .. .. £590
						Renault Dauphine £690
						Triumph Herald .. £702
						Volkswagen .. £717

Explanations : Table based on findings of B.M.C. Central Publicity Department. Austin Se7en and Morris Mini-Minor shown as ADO15 because they are identical twins.

* Since publication the increased power of the VW puts it second on Top Speed, while it now ties for second place in respect of 0-50 m.p.h. acceleration with the ADO15.

THE FIAT TWIN-CAM 1500

An Attractive Farina-styled Convertible, with Light Controls and an Exceedingly Smooth and Economical Engine

I AM indebted to Fiat (England) Ltd. for lending me for test one of the Fiat 1500 two-seaters which first appeared at Earls Court last year, not only because it was delightful to be able to imagine for a spell that I was a wealthy Italian living in a castle above the deep blue waters of Lake Como and motoring with the top down under perennially sunny skies, instead of being a poor overworked motoring writer condemned to the perpetual rains of England, but also because I thus discovered a very desirable little motor car.

The basis of the Tipo 118S Fiat 1500 is a very handsome and well-arranged body by Farina and the OSCA-type Tipo 118 twin o.h.c. 1,491-c.c. power unit of " square " dimensions. The result is a sports car delightful both to regard and to drive.

The engine has its twin camshafts driven by double chains, uses a Weber 28-36 DCLD3 carburetter, has twin two-branch exhaust outlets, and develops 90 S.A.E. h.p. on a compression-ratio of 8.68 to 1.

Even before attaining the open road in this delectable Fiat, some of its outstanding merits become apparent. Thus the driver finds all the controls extremely light, and the engine uncannily quiet and as smooth as a " six," quite belying the fact that it is a four-cylinder racing-type power unit.

The four well-chosen gear ratios are changed by a short, but not stubby, central gear-lever, spring-loaded towards the two higher ratios, which protrudes from the transmission tunnel that bisects the front compartment. This lever selects the gears with a light, smooth movement, and extremely rapid changes of ratio can be made. Only the two lower gears are apt to be noisy, emitting a mild hum, although the box makes a low " fizz " at all times. A faint tendency to hang up between neutral and the next gear is not entirely masked by rubber-mounting of the large knob on this slender lever. Bottom gear engages easily, reverse is equally easy to select beyond top, and if the lateral movements are rather great, generally the Fiat has a quite delightful gear-change. It is backed by a smooth positive clutch.

Driver and passenger have separate seats which give very complete support and great comfort. They adjust over a considerable range by means of levers not on the seats themselves but on the cross-member before them, so that the handles remain static as the seats slide—a nice touch of refinement. The Nardi wood-rimmed steering wheel is complementary to the beauty of the Fiat 1500 but is set rather high, so that its rim blanks slightly the view of the near-side front wing, both wings otherwise being in full view. This wheel



CLOSED.—The Fiat 1500 *is a snug, fully water-tight coupe. The apparent air-intake on the bonnet top is a Farina foible; it is merely a dummy.*



OPEN.—The Fiat 1500 *is a particularly handsome sports car capable of comfortably exceeding* 100 *m.p.h. and commendably light and smooth to drive. The body style is by Farina and the absence of heavy tail-fins adds greatly to its fine lines.*

carries a big horn push, bearing the Fiat motif, that sounds a penetrating note or just a mild warning according to touch.

Generally, the driving position is good, and the brake pedal is sufficiently close to the rather frail treadle accelerator pedal to enable the engine to be speeded up as the driver brakes. The wheel is slightly biased to the right of the driver's " mid-on " stance.

The hand-brake lever is set on the left of the propeller-shaft tunnel on left-hand-drive cars, quite conveniently placed, although you have to stoop slightly to reach it. An unusual feature is a big " grappling bar " between the seats.

The doors shut nicely and contain wind-up safety glass windows, fully lifted by four turns of the handles, which have rotating finger-grips. There are no door pockets but elastic-topped pockets are provided on the sides of the scuttle, and there is a generous space behind the seats, on which we accommodated two children for brief journeys. Each door has an arm-rest-cum-pull, possesses a simple " keep," and an internal handle neatly out of the way below the arm-rest. There are no quarter-lights and the windows tended to stick and to foul the hood when this was erect.

The facia layout and arrangement of the minor controls are very nicely planned. The facia is very narrow except for the hooded instruments. These consist of matching speedometer, reading to 200 k.p.h. in clear steps of 20 k.p.h., and a tachometer indicating up to " 80," or 8,000 r.p.m. These instruments have slender white needles moving in the same plane and reading with truly commendable steadiness. The red band occupies from 6,500 r.p.m. on the tachometer, but 7,500 r.p.m. is permissible when you are trying.

The speedometer dial contains the warning light for " dinamo," and the tachometer incorporates a water thermometer with red sector beyond the white, and an oil-pressure gauge which put its needle habitually to beyond the stop at 70 lb./sq. in., even when the sump level approached minimum, normal pressure being 85 lb./sq. in. The speedometer incorporates total and trip-with-decimal distance recorders, and a " benzina " gauge marked 0, $\frac{1}{2}$, 4/4, with a warning light when sufficient petrol for only about 40 miles remains.

The facia treatment is wood fillets flanking a shallow plated band. Before the passenger is a Farina motif, a neat spring-loaded pull-out ash-drawer, a cigarette lighter (which glows at night), and a horizontal grab handle. The under edge of the facia is crash-padded.

On the driver's side of this unusual facia is a tiny plated tumbler switch which, in the Fiat style, puts on the lamps, side, headlamps full beam or headlamps dipped being selected thereafter by a long stalk-lever on the left of the steering column. Next to this is the ignition key-cum-starter, and all the remaining minor controls consist of similar tiny switches to that for the lamps, these being set in line below the facia, an unusual but very effective arrangement. From left to right, these switches control the wipers (the switch being held down to park them), interior lamp (adequate, although shining on the floor), heater fan, and facia lighting. There are also a choke knob, rubber button for the screen washers, and hand-throttle set down by the steering column. The facia top-lining is removable to give access to the instruments. The interior lamp lights when either door is opened.

Below the centre of the facia are two plated levers selecting " Chiuso," " Interno," " Cristallo," " Freddo " and " Caldo " on the efficient heater, and cold air applied to the screen really does give full demisting even under humid conditions.

The direction-flashers are controlled by a rather-too-short left-hand

THE TIPO 118S FIAT 1500 CABRIOLET

Engine : Four cylinders, 78 × 78 mm. (1,491 c.c.). 80 b.h.p. (90 S.A.E. h.p.) at 6,000 r.p.m. Overhead valves operated by twin overhead camshafts. 8.68-to-1 compression-ratio.
Gear ratios : First, 13.27 to 1; second, 8.50 to 1; third, 5.93 to 1; top, 4.3 to 1.
Tyres : 155 × 15 Michelin " X," on bolt-on steel disc wheels.
Weight : 1 ton 0 cwt. 1 qtr. 0 lb. (ready for the road, without passengers, but with approximately one gallon of petrol).
Steering ratio : 2½ turns, lock-to-lock.
Fuel capacity : 8.4 gallons. (Range approximately 220 miles.)
Wheelbase : 7 ft. $8\frac{1}{10}$ in.
Track : Front, 4 ft. $0\frac{7}{10}$ in.; rear, 3 ft. $11\frac{4}{5}$ in.
Dimensions : 13 ft. $2\frac{7}{10}$ in. × 4 ft. $11\frac{4}{5}$ in. × 4 ft. $3\frac{1}{5}$ in. (high).
Price : £1,300 (£1,844 1s., inclusive of import duty and purchase tax).
Makers : S.A. Fiat, Turin, Italy.
Concessionaires : Fiat (England) Ltd., Water Road, Wembley, Middlesex.

stalk above the lamps-switch stalk, and they tend to self-cancel rather too willingly. The mirror is mounted on the facia and gives a rather restricted view; it has smoked glass. The bonnet release lever for the forward-hinged bonnet top panel is close to the left-hand side of the scuttle and functions well. The heater/ventilation fan is noisy but not aggressively so, and the screen wipers are reasonably quiet and very efficient.

The foregoing details probably make dull reading unless you are personally interested in purchasing one of these Fiats, but from them it should be possible to appreciate the excellent detail evident in this handsome Italian car. Another refinement is the clustering of the warning lights for lights-on, flashers in action, and lamps full-beam before the driver where they can be easily reached so that they can be dimmed at night by rotating their glasses. There is a receptacle for an inspection lamp up under the facia. The seat squabs tilt forward to give access to the shelf behind them but the driver's is then apt to sound the horn inadvertently.

It is refinements like the foregoing that place the Fiat 1500 above the common-run of cars, but an outstanding aspect of the Farina body is the cabriolet hood. This can be easily raised or lowered by one occupant from within the car, and in " impossible " weather remained fully water-proof. It took an inexperienced operator a mere 21 seconds to raise this excellent hood, and he lowered it in 3½ seconds, two simple but strong toggles pulling the hood onto the screen rail. When lowered the hood disappears into the well and is covered by a leather-cloth apron. Thus the Fiat 1500 is a true convertible, ideal for our quickly-changing climate. Apart from the grab handles provided for the passenger, there is an ingenious foot-rest which can be folded forward to give support to short persons, leg room in the car being extremely generous.

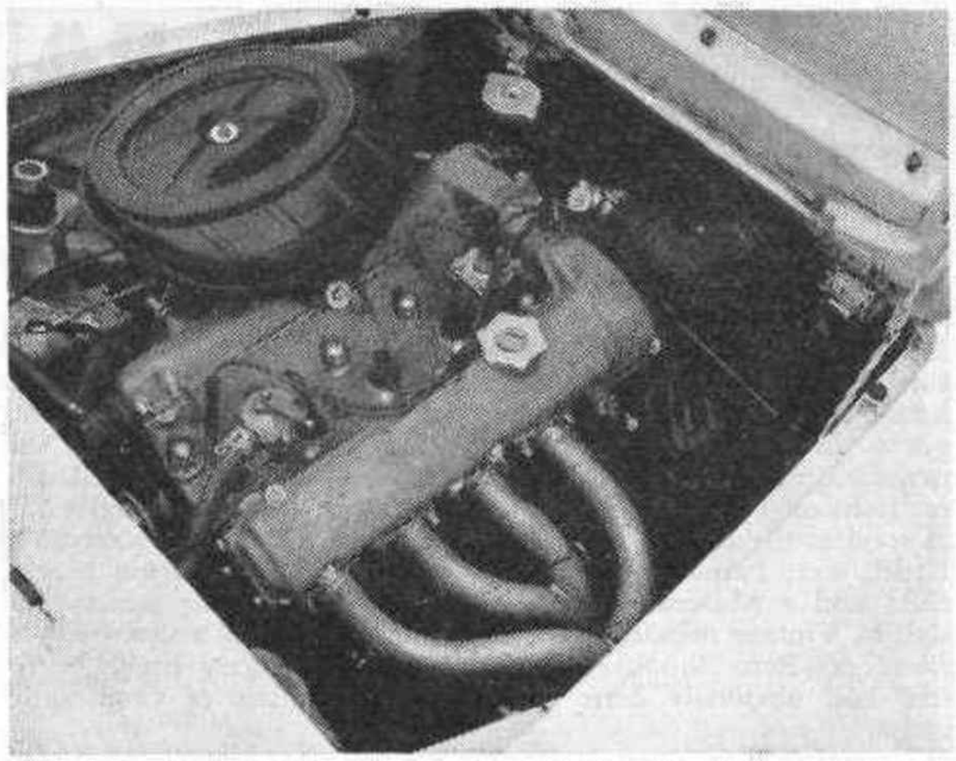
On the road the Fiat 1500 lives up to the quality found when closely inspecting it. Gear-change, clutch, and throttle could hardly function more lightly and smoothly, which is in keeping with the silent, smooth manner in which this Fiat runs. When opening up there is that harsh, purposeful note beloved by enthusiasts, but even then the car is never noisy.

The brakes are in keeping, providing silent, extremely powerful retardation for very low pedal pressures. Although in emergency stops the back wheels tend to lock, the car pulls up in a straight line.

The gear ratios are satisfactorily high and consequently bottom can be used effectively for acceleration in traffic, while in the higher gears the twin-cam engine, which runs like a turbine, is always well within itself, normally turning within the 4,000-5,000 r.p.m. band, whereas 6,500 or even 7,500 r.p.m. are permissible. The makers give the maxima after running-in as 31, 50, 71 and 106 m.p.h., respectively, but this seems on the conservative side. For example, I saw nearly 44 m.p.h. in first gear and 65 m.p.h. in second gear, by speedometer readings, without exceeding 6,500 r.p.m. Likewise, some 81 m.p.h. (indicated) came up in third gear without pressing the very willing engine very hard. No opportunity arose to time the Fiat flat-out, but it obviously exceeds " the ton " by a very comfortable margin.

In top the car is geared at just under 20 m.p.h. per 1,000 r.p.m., so that an 80-m.p.h. cruising speed can be held without exceeding much above 4,000 r.p.m., which is chicken-feed to the OSCA engine.

While on the subject of performance I must confess that wet roads prevailed for most of the test, discouraging the recording of acceleration figures, which were ruined by wheelspin. But during one break in the floods I repeatedly timed the Fiat to cover the s.s. ¼-mile in



EFFICIENT.—The 1½-litre twin overhead camshaft engine of the Fiat 1500.

20 sec. exactly, two up, and 0-100 k.p.h. (indicated) occupied 11½ sec. The ¼-mile sprint was concluded at an indicated 82 m.p.h. in third gear. First gear is as high as 13 to 1 and some hesitation after the clutch has fully engaged probably added over a second to these times.

As to handling and suspension characteristics, the car rides very comfortably except over bad roads, when there is too much up-and-down movement of the back axle on its leaf-springs. This can throw the car off course at speed, although the faster it is driven the better it rides under such conditions. Otherwise it is a " sure-footed " car, glued to the road on Michelin " X " tyres.

The steering is notably light and smooth, does not transmit kick-back or vibration, and has very mild castor-return action. It is high-geared, at 2½ turns lock-to-lock, but somewhat spoilt by lost-motion, amounting to about one-eighth of a turn of the splendid Nardi wheel, which gives a feeling of vagueness around the straight-ahead position. The under-bonnet steering linkage is certainly astonishingly complex ! This is a car to corner fast, with no protest from the Michelins, however, with quick, light steering that masters rear-end breakaway.

The Fiat 1500 asks to be driven fast and is a usefully quick car on cross-country journeys, while on long runs its restful manner of motoring is particularly pleasing. Under the circumstances it proved unexpectedly economical of the 100-octane petrol which we fed it. Including driving in London traffic, consumption came out at 24.4 m.p.g. on a tankful. The absolute range, of interest to a rally driver able to afford to fill the tank to the brim and not adverse to re-filling from a can, is 220 miles. The bayonet filler cap lives under a locked flap in the near-side back wing, with a drain hole in the well. At times a faint smell of petrol invaded the car. The tank would appear to hold rather less than the maker's figure of 8.4 gallons. In a total mileage of 737 the oil level fell to the minimum mark on the dipstick, needing 2½ pints to restore it.

I have commented on the effectiveness of the convertible top under English flood-weather conditions. The car was, indeed, entirely raintight in freak downpours, except for two drips of water on the driver's right foot, entirely excusable under the circumstances. There were a few rattles from the body and a creak from the region of the driving seat; the hood is taut and does not flap, and the doors shut nicely.

With the bonnet open the fascinating racing-type engine is revealed. The slender dipstick is accessible between the exhaust pipes but the hydraulic reservoirs are to some extent masked by the air-cleaner above the Weber carburetter. The detail work should delight engineers. The bonnet panel props open on its own but the prop has to be broken manually before it can be shut. The apparent air-intake on the bonnet is a dummy. The engine starts easily with hardly any choke and never runs on. It needs careful warming up, however.

The boot lid is lockable, afterwards being opened by depressing a push-button. The lid has to be propped open by hand, which I dislike. The capacity is generous, although luggage has to be lifted up into the well-type boot, in which the spare wheel is under the floor. When up, the hood has a big plastic rear window.

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THE PARIS SALON

THIS year from October 6th-16th saw the 47th Paris Motor Show to be held and even if it is no longer the gay and sparkling array of special exhibits that it used to be, it still has an atmosphere that makes it one of the best of the International Motor Exhibitions. Where motor cars are concerned I am easy to please for I really like all types, though I must admit to liking some more than others, but above all else I do enjoy seeing good cars being used in preference to seeing them glittering under floodlights on show stands. My trip started well for I had only got as far as the Silver City car park at Le Touquet when I saw my idea of a motor show. Looking well travel-stained and ready to eat up more miles, either having landed from England or as soon as the Bristol Freighters had flown them swiftly across to Lydd, were two Porsches, a Sunbeam Alpine, an Aston Martin DB4 and a Maserati 3500GT. Being also old-car minded, as well as Vintage minded, I could not help noticing a vast pre-war Mercedes-Benz limousine and a pre-war Morris Eight tourer that had obviously done an enormous number of Continental miles.

In Paris in the usual Grand Palais were more travel-stained and used cars amid the shiny and sleek new exhibits and somehow these attracted me more than the new ones, for whereas a new car may well be a phoney the old ones had proved themselves. On the Simca stand was the Ariane saloon with the new five-bearing 1,290-c.c. four-cylinder engine, which had completed 200,000 kilometres at an average of 104.77 k.p.h. (translated into English this is 124,200 miles at an average of 65 m.p.h.) round the rough concrete Miramas track near Marseilles. It was standing on a section of concrete that was a replica of the Miramas surface and was dirty and dusty, just as it had finished the demonstration run, establishing numerous long-distance records. It had been driven by a team of drivers from the Simca factory and one gets a better idea of the achievement when one realises that they started at 8 a.m. on April 25th and drove continuously until July 14th, stopping only for driver changes, refuelling, greasing, oil changing, tyre changes, etc. The car was on show as a demonstration of faith to the French public that Simca feel justified in the speed and reliability of their new four-cylinder engine, which they have named the "Rush." Not far away was another travel-stained saloon, this being on the Jaguar stand and it was the 3.8-litre Mk. II with which Consten and Renel won the Touring category of the recent Tour de France. Amid the shiny Mk. IX and XK150 Jaguars this grubby 3.8-litre looked rather nice, for it had demonstrated convincingly what its production brethren could do. The special racing-type bucket seats in the front looked particularly efficient and these coupled with the basically good driving position of the 3.8-litre saloon must have made it great fun to drive on the Tour de France. Another Tour de France car was the little B.M.W. 700 coupé with which Metternich and Hohenlohe won the Index of Performance handicap, this also being travel-stained and proudly wearing its competitor's plaque. It would have been rather nice to have seen the overall-winning Ferrari G.T. of Mairesse and Berger on the Ferrari stand, but instead the Italians had crowded three sleek production cars into their tiny space. There was an open two-seater California model, a hardtop version and the new four-seater saloon, known as the 2 + 2. All these use the well-tried V12 engine and the four-seater is remarkable for its silence and smoothness. Of course, the sort of Ferrari that wins the Tour de France is a very different thing; still with a V12 engine, but a really harsh and rorty "racer" built specially for competitions and one of the finest sporting cars ever built. Rivalling the Ferraris for desirability and performance were the Aston Martins on David Brown's show stand, there being two DB4 models and a G.T. version, while not far away were two 3500GT Maseratis, a coupé and a drophead, but somehow they did not possess that fierce business like look of the Astons and Ferraris, nor did the 300SL Mercedes-Benz roadster with hardtop, which had re-appeared on the stand of the Stuttgart firm. Still a nice Wagnerian type of car the 300SL is beginning to look dated and the like G.T. Maserati no one uses them for serious competition against the G.T. Ferrari, so it is difficult accurately to assess their true worth. In this same unproven category of high-performance, and here I refer to 130 m.p.h. or more, is the Facel Vega which seems to sell on merit amongst owners rather than publicity, while its little sister, the 1,600-c.c. twin-cam Facellia is beginning to be seen about quite a lot.

Among the smaller G.T. cars the Porsche range of coupé, drophead and hardtop using the 1600 or 1600 Super engine remains unchanged, their show stand displaying one of each type but unfortunately not one of the pretty Abarth-bodied competition Carreras as they are built in limited numbers and each one is sold almost before it is completed. On the Volvo stand was being shown the new G.T. model called the P1800 and it certainly looked nice but as yet nothing much is known about its potential, but if it performs that much better than the well-known saloon Volvo it is going to be quite a motor car. It has disc brakes on the front so obviously the Swedes expect it to go pretty fast. Alfa-Romeos were showing their Giulietta Sprint and the sleek Sprint Speciale with its delightful five-speed gearbox and these cars always have been desirable and still remain so, but a little way away on a small stand stood a Lotus Elite with 1,219-c.c. Coventry-Climax engine, smiling quietly to itself, sure in the knowledge that it could see-off any Alfa-Romeo in 1,300-c.c. G.T. racing. However, as a usable everyday G.T. car the answer still remains unknown, for though I can vouch for the Giulietta I lack practical experience of the Elite. On the Abarth stand was one of the really hot little G.T. coupés with the latest 1,000-c.c twin-cam Abarth-Fiat engine and in Italian racing red it really looked purposeful; it was accompanied by open and closed versions of the latest Abarth-Fiat combination, the tuned Fiat 2100, enlarged to 2200 by Carlo Abarth. The very pretty bodies were by Allemano and typical of Italian coachbuilders' art on one-off projects, though these Abarth 2200 models are soon to become small-production lines. On the opposite side of the Grand Palais was the Alpine stand, not to be confused with Sunbeam, for these were the competition coupés built around small Renault components. The latest model, known as the "Tour de France," was a very businesslike little coupé with five-speed gearbox and available with engines varying in size, such as 747 c.c., 845 c.c. or 998 c.c. Next door to the sporting French coupés was the stand of the Italia 2000, a very pretty coupé, with wire wheels built around Triumph TR3 components in Italia. When one of these was seen in Monte Carlo back at Grand Prix time it caused a lot of whistles and raised eyebrows even before it was realised that it used Triumph components. It is only in small production, but nevertheless one does see them about in Italy, and in looks it is what the Peerless should have been but failed to be. It was just after looking at the Italia 2000 that I thought I was seeing things for a sign above a stand said "BRISTOLAC" and I thought it was something new until I realised it meant BRISTOL-A.C., for there was the trusty Ace-Bristol and the 2.2-litre Greyhound saloon that appeared at Earls Court last year but has not yet truly got under way.

One does not usually look among the Americans for G.T. cars, and in fact one still does not, but an eye had to be cast over the latest two-door version of the Corvair Chevrolet, for this is now approaching the interesting stage of development, very nearly becoming a desirable G.T. coupé, while certainly the flat six air-cooled engine is interesting. Chevrolet had a coupé on their stand, as well as the normal four-door saloon, but best of all was the special bodied Corvair by Pinin-Farina for that master of Motor Show cars had done a fine job on the rear-engined American chassis. The American stylist Raymond Loewy was exhibiting another motoring creation, this time on a Lancia Flaminia chassis and the body had been built by Motto of Turin, being a typical Loewy close-coupled coupé, but the radiator grille, almost hexagonal in shape was the foremost part of the car and the surround was of chrome-plated steel and was intended to take the place of a front bumper. Over the rearward portion of the roof was a rather thin adjustable aerofoil claimed to reduce turbulent drag, increase aerodynamic efficiency and exert a downward pressure on the rear of the car. These things are certainly possible if an aerofoil of large proportions is used but it is doubtful whether the slim blade on the Loewy creation would have any measurable effect. On Lancia's own stand was exhibited their version of a G.T. Flaminia but somehow it is not so convincing as the old G.T. Aurelia, though Zagato make a really business-like G.T. body on the Flaminia chassis but of course this was not being exhibited.

Of the French industry the Regie Renault had a splendid display of Dauphines, Ondines and Gordinis lined up nose-to-tail and each one mounted on a central pivot. To the gentle strains of Tchaikowsky's Swan Lake ballet music the little Renaults revolved, flapped their doors open and shut, raised and lowered the lids of boot and engine compartment and blinked their headlights all in time with the music. Like any chorus of dancers



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time was needed to get the Renault dancers in unison and the electronics engineers were beginning to win the battle by the third day of the show. The cars all pirouetted together, and opened their various lids in tune, but the door opening and shutting mechanisms still required more practice, while at one point in the ballet where the cars poked their spare wheels out through the slots behind the front number plate, like putting their tongues out, one rude little Ondine refused to put hers back! The Ondine, by the way, is the latest version of the Dauphine, which is fitted with the four-speed gearbox of the Gordini-Dauphine but without the hotter engine. All models have been improved in handling by a small lowering of the final drive unit, giving less static positive-camber.

In direct contrast to Renault the Citroën factory did not need to put on any sort of show, their practical little 2 c.v. and advanced DS19 and ID19 models attracting the crowds as always. However, now that firms like Henri Chapron have proved that a drophead or open DS19 is possible and practical the Citroën firm themselves offer a sleek drophead on the DS19 chassis and this was creating a great deal of interest.

On leaving the Grande Palais I sat in the Champs-Elysées for a quiet drink musing on the fact that motor exhibitions were all right in their way but I really preferred practical motoring and that some of the exhibits would have been much more exciting had I been able to hear their engines and exhausts, when . . . zoommm, a G.T. Ferrari went by and life took on a different flavour. In the course of one quiet drink the Champs-Elysées proceeded to offer my idea of a Motor Exhibition, for amid the streaming traffic going by at an average of 40-50 m.p.h. I saw and heard a DB4 Aston Martin, a Facellia, a Giulietta, an Austin Healey 3000, a Facel Vega, another Facellia, a D.B. Panhard coupé and a Zagato Flaminia. I'm wondering whether perhaps next year I won't spend the whole of the Paris Motor Show time sitting on the Champs-Elysées.—D. S. J.



Traffic wardens? To blazes with them!



Citroen seems to follow a visitor bemused by a visit to the Paris Salon.

MONTLHERY DRIVING DAY

ONCE again at Paris Show time the French Press Association organised a test day at Montlhéry so that visiting journalists might drive the various products of the French industry. The full 12½-kilometre road-cum-track circuit was used and apart from being able to drive a number of different cars it is always enjoyable to dice round this remarkable circuit that is no longer used for racing but which would really sort out the Grand Prix boys if the French Grand Prix was ever held there again.

Unfortunately the day was miserable and wet as far as the weather was concerned but it did enable one to discover things about French cars that normally would not be apparent. For example the seemingly vague out-of-phase wiping motion of the wipers on the Panhard PL17 is deliberate and allows 30 per cent. more area of screen to be wiped than if they went back and forth in time with one another. The water tightness of the little canvas-topped 2 c.v. Citroën was remarkable as it was taken out in a virtual cloudburst, while its roadholding properties on wet roads must make it the safest vehicle ever designed. In contrast the new coil-sprung Peugeot 404, with its inclined 1,628-c.c. engine, was apt to break away on the front wheels too early for my liking on wet roads, but could be forgiven a little as it stayed with you at all times so that things never got really out of control. Compared with its predecessor the 403, this new Peugeot is much smoother, more luxurious, has far better vision and a more positive gear-change mechanism, but does not have that nice safe and solid feeling of the 403, and it rolls far too much on slow corners. It was nice to see that Peugeot have not been afraid blatantly to copy Citroën in providing fresh air "waffle" grilles at each end of the facia panel. Changing from one make to another in quick succession one soon becomes a little irritated with manufacturers who supply lots of unmarked knobs and switches. If you have time to sit and study the instruction book all may be well, and no doubt the designer knows what all the switches do, but leaping into a new car and trying to drive off in the rain caused some awful things to happen on some cars before the windscreen could be wiped clear of the teeming rain.

Apart from Citroën, who started with a clean sheet of paper and produced the DS19, the French manufacturer who has made the most progress with no very visible changes must surely be Panhard. The six-seater 850-c.c. air-cooled twin-cylinder PL17 has been improved out of all recognition, for two years ago it was a beastly contrivance and now it has lost nearly all of its faults. The violent oversteer has gone completely, the engine is smoother and much quieter and the whole car has lost that nasty rough character that it used to possess, and it still goes just as fast as ever on its small engine for such a big car. The one I tried was the hot version known as the *Tigre* and was fitted with a neat little rev.-counter with a moulded rubber hood, and the way that engine buzzed up to 6,000 r.p.m. was most impressive. Of the Citroën DS and ID models there is little to say for they have little to change but driving the many versions from all automatic-all power DS de luxe to the spartan ID shooting brake keeps one's sense of proportion about roadholding, comfort, ride, brakes, steering, vision and general excellence as regards a family saloon. Driven gently neither version appears to have much performance, but wound up to 50 m.p.h. in second gear and over 85 m.p.h. in third gear, a quick snick into top keeps either model cruising along at a respectable speed and you can ignore road surfaces and any normal curve. Of the Simca range of cars there seemed to be a never-ending list of variations, but consecutive drives in the new "Rush"-engined Ariane Miramas, which is the large-bodied car that also can have an s.v. Simca-Ford V8 engine fitted, whence it becomes a Chambord, and then one of the smaller Simca Arondes that grew up from Fiat ancestry, it was easy to appreciate that the Simca concern offer good honest motor cars devoid of frills, but the Ariane made the Aronde seem very old fashioned as regards visibility, suspension and control, but both were very lively and had willing engines.

Finally I tried the new Ondine Renault, which is a Dauphine with a four-speed gearbox and slightly improved rear-suspension, but it still oversteers in a mean manner and the knitting needle that acts as a gear-lever makes me wonder whether the Renault engineers have ever tried a VW gear-change. However, the more expensive Floride Renault is a far better car and judging by the numbers one sees about in all European countries the motoring public would appear to consider the extra cost of a Floride well worth while. To complete my French education I went round in a Vespa 400, a sort of saloon four-wheeled motor scooter, with a splendid little gearbox but an awful thrashing lawnmower-type engine in the back. If I must suffer economy then give me the 2 c.v. Citroën any day and let me enjoy my economy in comfort and in amusing and friendly surroundings. Fortunately, I am able not to have to afford economy, and can manage with one good car that will do nearly everything.—D. S. J.

THE WOLSELEY 6/99

Road Impressions of a Six-Cylinder Disc-Braked Luxury Car with a Famous Name

THE Wolseley 6/99 has a famous name, illuminated on the radiator grille after dark, extending back to the birth pangs of the British Motor Industry. This 3-litre 112-b.h.p. saloon is a combination of modernity and a gentleman's motor carriage in the old style. It is capable of exceeding 100 m.p.h. under favourable conditions, of covering a s.s. ¼-mile in less than 20½ sec., and reaching 50 m.p.h. from rest with the rapidity of a pre-war sports car, such is the power of its twin-carburetter six-cylinder engine. It has Farina styling, whereby visibility even when reversing is good and the external appearance pugnaciously attractive, if a little obese. And it has Lockheed disc brakes on its front wheels. But, within, it is akin to a travelling clubroom, for the driver sits upright in a chair with his legs falling directly onto the pedals instead of as though he is stretched out on the floor, and he is surrounded by discreet woodwork, soft leather and good carpets—the kind of car you *climb* up into before relaxing in old-world comfort. It is good that such motor cars are still manufactured.

The Wolseley 6/99 is a simplified version of the true luxury car, which enables it to be bought for the modest outlay of less than £1,255 while sacrificing few of the essential qualities that constitute dignified motoring for the elderly.

For example, in lieu of the traditional right-hand gear-lever there is rather harsh, but decisive, selection of only three forward speeds by means of a rigid steering-column lever controlled by the left hand. The three-speed gearbox is supplemented by Borg Warner overdrive operating on all three ratios, so no-one can complain of meanness in the quantity of forward speeds provided! They may, however, like the writer, prefer selection of these overdrives by flick-switch instead of by a toggle under the centre of the dashboard, supplemented by semi-automatic selection contrived by kicking down heavily on the accelerator beyond full-throttle position.

The Wolseley also discloses its competitive price in a number of not-too-well contrived details. For instance, the five good tumbler switches spaced about the expanse of wooden facia are unlabelled—they select a quiet heater fan, instrument lighting, spotlamps, main lamps and the two-speed wipers. In fairness, it must be said that the two last-named are conveniently placed to the driver's right hand. But the spotlamps, contrived to come on singly or together, are in-built and thus not easily adjustable for fog, while they do not go out automatically when the headlamps are dipped, making them inconvenient, even illegal. The direction flashers are selected easily by a control on the steering-wheel centre but a finger-tip projecting too far on this control would be neatly chopped off by the half-horn-ring as the steering wheel is turned! Instrumentation consists of a 120-m.p.h. speedometer with big figures crowded onto its dial (it also contains total and trip with decimal milometers) and a matching dial of the cheaper kind, incorporating water thermometer, ammeter, petrol gauge and oil pressure, but very effective nevertheless. The right-hand hand-brake lies well clear of the driver's door and does not snag your trousers turn-ups, like that on a certain other "Big Five" product.

Two other disappointments confront the purchaser of the big Wolseley—although a cubby-hole with big lockable wooden lid is provided, it is far too shallow, and although there is a divided under-facia shelf, this, also, is too shallow and is lined with what looks suspiciously like underseal. Another, but minor, point on the debit side is that the door handles push forward to open the doors, which could be dangerous and contrasts oddly with generous crash-padding above and below the facia. The screen pillars obstruct vision.

On the credit side, there is heating/demisting controlled by two clearly-marked knobs on the facia—although as the engine never got really warm little heat was produced—and inconspicuous drawer-type ash-trays, a cigar-lighter, map-pockets in the back of the bench front seat, openable quarter-windows front *and* back, folding centre arm-rests for both seats of this truly spacious car, side arm-rests at the rear, and two good interior lamps, although these have courtesy action from the front doors only.

The Wolseley has somewhat spongy, heavy steering (over four turns, lock-to-lock) and one feels no desire to drive it fast on wet roads. Better to roll restfully along, the engine idling at a mere 2,000 r.p.m. at 55 m.p.h. in overdrive top. It is fairly quiet, the disc front and pressure-controlled drum rear brakes give great confidence when stopping this 1½-ton car in emergencies, at the expense of initial squeal, and there is a splendid reserve of effortless acceleration available. Petrol consumption varies from 16 to 19 m.p.g. and a tankful lasts some 270 miles. This luxury car at a low price goes well with bowler hats and rolled umbrellas.—W. B.



Dignified transport for the elderly—the Wolseley 6/99.

SHOW TIME COMMENT—*continued from page* 901

of the pound since the War, been offered, or have small cars provided such sparkling performance for such a slender outlay of purchase price and subsequent running costs. Sports cars are faster than ever, luxury cars in the truest sense of the word still survive. Nothing very revolutionary is to be seen at the 1960 London Motor Show but good steady progress is evident, particularly in the growing adoption of automatic transmissions for those who enjoy having the gears changed for them and in the increasing use of disc brakes to bring to heel cars which accelerate and run ever faster. The one thing you cannot see at Earls Court, and for which there is very limited scope for demonstration runs over congested roads round the Exhibition Hall, is performance and it is largely on a performance basis that cars stand or fall. Granted that motor cars are pleasant things to look at, that is about all you can do with them at Earls Court, particularly as so many of the doors are locked, making it impossible to try the location of the controls and the comfort of the interior arrangements. Remember, therefore, that the motor car only comes into its own when you are driving it. Motor Shows are all very well, but it is when you are ploughing through a winter night in the snug comfort of a centrally-heated sure-footed modern saloon, with its efficient headlights piercing the darkness, or motoring in an open sports car with the girl of your choice beside you on a scorching summer day, bound perhaps for a favourite bathing beach of golden sand, or waiting on the starting line for the fall of the starter's flag at a race meeting, or motoring rapidly into a rally control-point after a successful session of competition driving, that the full meaning of the term motoring is appreciated.

Some cars are better than others for any of these purposes and I only hope, for your sake and those of your passengers, that amongst the wide variety of cars from ten different Nations at prices ranging from a few hundred to several thousand pounds you will find the vehicle best suited to your needs as you elbow your way round this year's great Earls Court Exhibition.—W. B.

THE IDEAL CHRISTMAS GIFT

What a wonderful gift a year's subscription for **MOTOR SPORT** will be for your friends or members of your family. They will enjoy its original and distinctive features, its fearless criticism and those useful and most entertainingly written small ads. Also remember that month by month each issue will remind them of your good wishes. We have produced an attractive Greetings Card in full colour of Brabham winning the World Championship at Oporto and we will arrange this gift subscription for you on receipt of 25s., your full name and address, and that of your friend or relative to whom you wish the greeting card and copies of **MOTOR SPORT** to be sent.

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THE FORD 7-DAY-AND-NIGHT MARATHON AT GOODWOOD

The New Anglias Cover Well Over 10,000 Miles, Each At Over 60 m.p.h., Average 32.2 m.p.g.

DURING the week in which the Ford Anglia celebrated its 21st birthday, but not, we think, on account of this, the Ford Motor Company booked Goodwood for a week and set three New Anglias to lap the course for a week, setting as their target a distance of 10,000 miles.

They allocated Roy Salvadori, Gordon Wilkins and John Mitchell to drive one car, Graham Hill, T. C. Harrison and K. Ballisat another, Bruce McLaren, Edward Harrison and Tommy Wisdom the third Anglia.

Under R.A.C. observation this arduous run with cars which, with becoming modesty, the Ford Motor Company refers to as the most successful British car ever made, commenced on the afternoon of September 26th, to conclude before an assembly of guests on October 3rd.

Before this officially-observed demonstration a "guinea-pig" Anglia had been run at Goodwood for a week. The G.P. drivers then put in some practice, the outcome of which was that they found the task considerably tougher than had been anticipated. Satisfactorily high lap-speeds, especially in the wet, were possible only by using Michelin "X" tyres, inflated to pressures in the region of 45 lb/sq. in. *That drivers of the calibre of Salvadori, Hill and McLaren insisted on "X" tyres on these otherwise normal family saloons is a simply splendid tribute to Michelin.*

The cars were standard Anglias, even to their shock-absorbers, apart from being fitted with Speedwell electronic rev.-counters (which were of great value for judging speed at night), identity lamps and twin spot-lamps. They had radios and sponge-rubber was used to pad the gear-levers, while the drivers wore shoulder harness.

The aim was to hold a lap speed of 2 min. 15 sec. in daylight, to compensate for a drop to around 2 min. 18 sec. at night. Weather conditions proved formidable, teeming rain and high winds being encountered, but no fog. Puddles of water and gusts of wind would deflect the cars, for they had to be driven really fast to keep to their schedule speed, the drivers lifting off for St. Mary's and Lavant corners, using all the road at Woodcote, but never actually touching the brakes—the *chicane* had been removed.

This sort of driving imposed enormous strains on the wheel bearings and suspension in particular and had its effect on the track surface, so that one night road-menders' lanterns had to be put out while workmen repaired the surface—another hazard for the drivers, who were too busy to become sleepy but who tended to mistake one corner for another until markers were put out. There were no lamps round the track, only red reflectors on posts at the corners.

Tommy Wisdom did particularly well, for he arrived from abroad without having practised and did his first "stint" in the dark without trouble.

The R.A.C. timekeepers were splendid, giving lap times for every lap, which were conveyed to the drivers from the depot. It is interesting that throughout the run the engines were topped-up with B.P. Visco-Static oil but *the sumps were never drained, nor were the cars greased,* which should be encouraging news to those who hope to economise by infrequent servicing of their own cars. Oil consumption averaged 11,000 m.p.g.

Every six hours the near-side front tyres were changed, the three remaining wheels being replaced every 12 hours, and the tanks replenished with Shell premium petrol, Jeff Uren proving an extremely cheerful and efficient track manager. Incidentally, the driving spells were arranged so that each driver got 12 hours off duty, and between spells in the Anglias some of them learnt to fly, a light aeroplane having been thoughtfully provided on the Goodwood aerodrome. Pit-stops averaged between 60 and 95 seconds.

The demonstration was not entirely trouble-free. The car captained by Graham Hill needed new wiper blades, the radio had to be replaced, the identity lamps changed twice, the fan belt tightened and a cylinder head changed when an exhaust valve burnt out.

Bruce McLaren's Ford also developed burnt exhaust valves, necessitating a new cylinder head, the off-side headlamp shipped water and had to be changed, the left-hand wiper blade needed replacement, new wiper blades were fitted, the off-side front side-lamp bulb failed, as did the identity lamp, and more new wiper



HARD TASK.—One of the three Ford New Anglias which took part in the marathon demonstration run at Goodwood, captained by a team of Grand Prix drivers.

blades and eventually a new wiper motor were required.

Roy Salvadori's Ford was the least fortunate, for after 512 laps he mistook Lavant for St. Mary's, the car overturning in the ditch. It had to be towed in, and the front bumper and identity lamp removed. Roy continued the run and subsequently a new bumper was fitted, the damaged wing and door handle being repaired and the body panels beaten out. Later a new identity lamp and the near-side headlamp glass were renewed, and after 3,761 laps a ⅛th inch toe-out in the steering was rectified. Finally, when Wilkins was driving this Anglia a half-shaft failed and the car had to be towed in for a replacement to be fitted. Under the circumstances it is remarkable that this car covered only 103 miles fewer than the fastest of its fellows.

In fact, the cars accomplished the following performances :—

No. 1 : 10,468.8 miles at 62.34 m.p.h., at 32.07 m.p.g.
No. 2 : 10,423.2 miles at 61.89 m.p.h., at 32.715 m.p.g.
No. 3 : 10,365.6 miles at 61.53 m.p.h., at 31.85 m.p.g.

Thus Ford accomplished what they set out to do, with a very comfortable margin in hand. In stating that these mileages represent "the equivalent of a year's motoring by 'Mr. Average Motorist'," they *are* being modest, for the Anglias were averaging far higher speeds over a circuit on which they had to be cornered so fast that they took severe punishment.

After the demonstration had concluded the writer had this proved to him when he was driven round by Salvadori, Hill and McLaren in turn. Salvadori was as warm in his praise of the Anglias excellent steering as he was of the good road-holding and long life of the "X" tyres. The cars felt "lifty" at the rear through the corners but this never got out of hand and it was obvious that they had started on

Continued on page 957



TEN YEARS AGO, Alan Hess, extreme left of picture, took this Austin A40 to Montlhéry and with it covered 10,009 miles in seven days and nights. With him l to r, are A. T. Fisher, J. F. Walters and R. Jeavons, Hess' co-drivers. In this case the car was attacking International Class records.

NSU-SPORT Prinz

Look at this car—and you won't want to look at any other! Flowing aerodynamic body-shape by Bertone . . . a masterpiece of functional beauty. Surging, exciting power . . . 0-45 mph in 9.4 seconds—top speed a comfortable 85 mph. Consumption 50 mpg plus. Superb road holding, zippy hill climbing and cornering to match. Inside—complete comfort and driving-ease for two. Try it out and convince yourself.



SPECIFICATION

Engine: Rear mounted, two cylinder four stroke, 583 cc. Overhead camshaft. Bore 75 mm, stroke 66 mm. 36 BHP. Compression 1:7.6. Down-draught Bing carburettor. Oilbath air filter. **Clutch:** Single-plate dry clutch. **Gearbox:** Four forward speeds and reverse. Synchromesh on all speeds. **Suspension:** Independent on all four wheels. Front: trapezoids. Rear: control arms. **Brakes:** Hydraulic on all four wheels. High retardation. **Maintenance:** High pressure lubrication. Only two lubrication points. Heating/air conditioning system a standard feature. Magnificent finish.

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RUMBLINGS

KIEFT DEVELOPMENTS

A late contender in the Formular Junior race is the Kieft Junior. The name of Kieft has been in the shadows recently but now that well-known competition driver Lionel Mayman and his co-directors have taken over they are determined to put the name back in the limelight. The initial step was to design a rear-engined Formula Junior car and as the firm was interested in developing the Triumph Herald engine this was used as the power unit. A Renault Dauphine Gordini gearbox is mated to the engine in the upside down position as used in the Lotus. The chassis is built up from 17 gauge 1 in. and 1½ in. seamless tubing and double wishbone suspension is used front and rear with radius arms at the rear.

Coming so late in the season no plans are being made to race the car until next year but a series of six is planned for customers. The prototype will be modified during the winter and in fact is so designed that a 1½-litre Climax engine can be installed with little trouble. The ambition of the directors is to have a Kieft in Formula 1 Grands Prix before very long. In the meantime next year's cars will probably use the Ford 105E engine tuned by Jim Whitehouse of Arden for whose conversion equipment Kieft are sole distributors.

With the Herald engine giving only around 60 b.h.p. lap times have been encouragingly good and it is hoped that with the Ford engine the Kieft will be one of the fastest of the 1961 F.J. cars. Development is still being continued on the Herald engine and conversions are offered for this engine and the TR3 unit. Our road impressions of Lionel Mayman's TR3-engined Morgan Plus Four will appear next month.

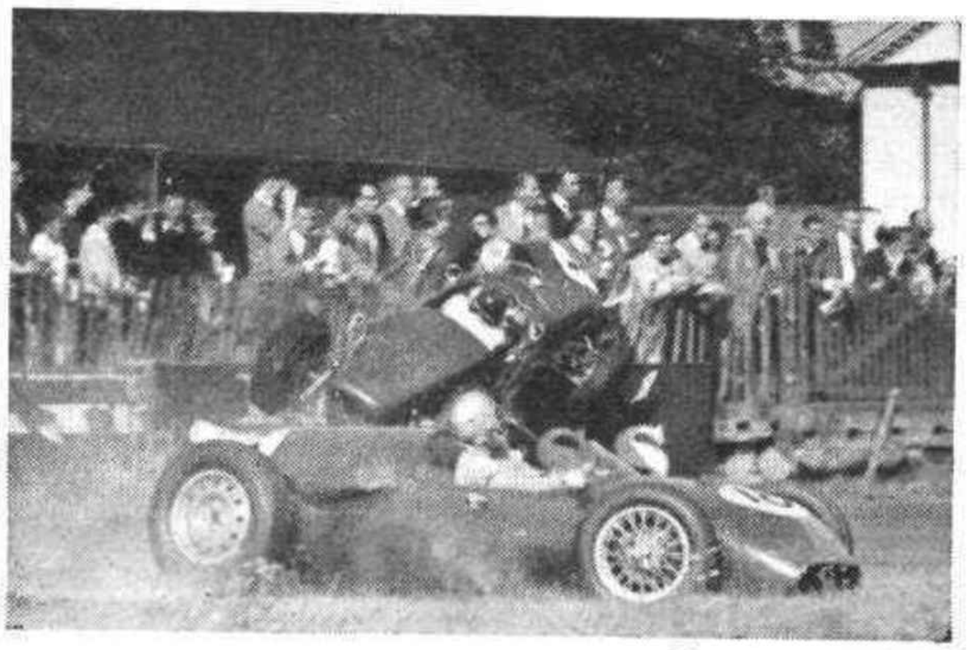
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DISC BRAKES FOR FORD

More and more manufacturers are using disc brakes. The Ford Motor Company Ltd. of Dagenham has introduced them for their Consul, Zephyr and Zodiac cars, but only as optional extras, on the front wheels. These brakes are 9¾-in. Girling discs, with automatic adjustment of the quick-change pads. Vacuum-servo assistance is provided and the size of the cylinder for the drum back-wheel brakes is reduced in size when discs are used on the front wheels. The price, inclusive of purchase tax, is £29 15s.

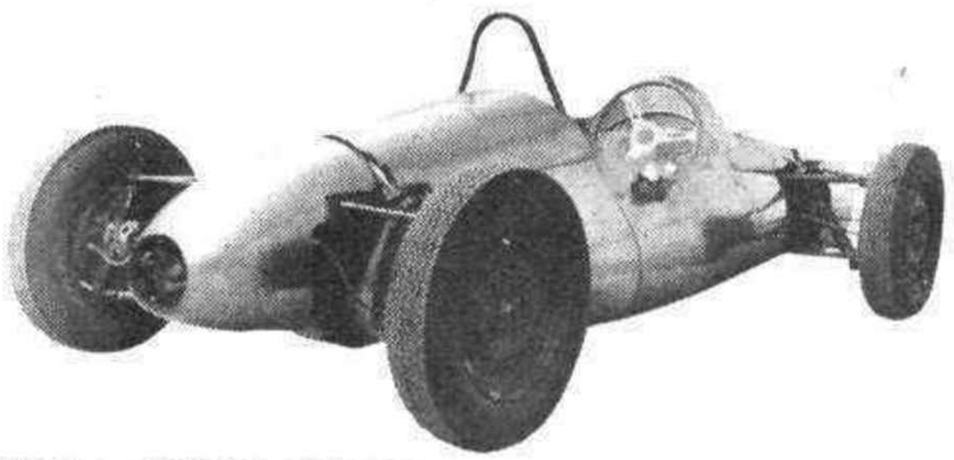
We were able to drive a Ford Zephyr with these brakes for 200 miles and found them satisfactory but, at normal speeds, virtually indistinguishable from the drum brakes, although the vacuum-servo action could be detected. The main advantage, of course, is not so much more powerful retardation as immunity from fading under repeated heavy application of the brakes.

The Zephyr is still the same excellent, if characterless, car it always has been—roomy, accelerative and fast. In the wet the Goodyear tyres were unable to check a noticeable skittishness of the rear end, when the power, all 85 horses of it, was turned on.



[Photo by R. Darbyshire

EXIT JIMMY CLARK!—A reader's photograph showing how Clark's Lotus was eliminated from the Oulton Park Gold Cup Race (see page 958) because Naylor's J.B.W.-Maserati spun into it at Lodge Corner. At the time Clark was in second place behind Ireland and had made fastest lap.



NOT A COOPER-NORTON!—This rear-engined single-seater is the new Kieft Junior which in prototype form uses a Triumph Herald engine giving about 60 b.h.p. A Ford 105E engine will probably be used next year. Double wishbone suspension front and rear is used with fabricated steel hub carriers. Production disc wheels are used on this prototype but magnesium wheels will be used on production cars.

MINIATURES NEWS

News of motor-car miniatures this month is that Playcraft have brought out a very fine replica of the latest type of Austin London taxi, of the kind that will be busy round Earls Court this month. It is No. 418 in the Corgi series and is particularly attractive as it has glazed windows, the full complement of seats inside, and a high-gloss finish.

Lesney tell us that they intend to continue with their extremely popular "Matchbox" series, retaining a total of 75 but deleting some as they become outdated, improving others, and adding new models to replace those that become obsolete. Thus recent additions include a Pickford removal van, a Tate and Lyle Foden sugar container, while improved versions of breakdown lorry, Routemaster 'bus and caravan, and a Vauxhall Cresta with two-tone colour scheme, windows and towing-hook, are now available, these fascinating little miniatures selling for 1s. 6d. Lesney also make "King Size" models of contractors' plant prototypes, which are attractive very detailed replicas costing from 2s. 11d. to 3s. 11d. each. In addition, and one of their finest achievements to date, is a splendid replica of the famous 1907 Rolls-Royce Silver Ghost touring car. This will be eagerly sought after by Rolls-Royce owners and vintage-car enthusiasts, for it is extremely realistic, although Lesney modestly remind us that it is not manufactured primarily as a model but as a mass-produced miniature made literally in hundreds of thousands, to sell at only 3s. 11d., inclusive of purchase tax. Even so, we predict that soon these Silver Ghosts will grace the desks of many Rolls-Royce personalities—and this is just the job to take home to kids left behind while you went to Earls Court. Many hours of patient work went into its production. Ask your toyshop for these Corgi and Lesney miniatures.—W. B.

TACTFUL!

Announcing an increase in British insurance rates for the Renault Dauphine of from 25% to 50%, the insurance brokers explain: "This small rear-engined car is considered in some circles to be a 'bad risk' because its good road-holding qualities cause drivers to become over-confident and so turn over when cornering at speed."

MAGISTRATE LOUIS LEVIN

At times it seems as if the police, the traffic wardens, even one's fellow motorists, conspire to make present-day motoring a burden. Under the circumstances it was nice to read in the *News Chronicle* of a magistrate, Mr. Louis Levin, at Nottingham, who after hearing a case, protested to the police that a quarter of a mile is too short a distance for bringing a charge of speeding (the motorist, who was doing 40 m.p.h., was fined £1 and his licence endorsed). Later, when a driver was summoned for parking for 85 minutes in a Nottingham side-street, Mr. Levin gave the motorist an absolute discharge, remarking, "It is surely unreasonable to 'book' someone for being there just for an hour or so. The motorist cannot be plagued off the streets just for parking for an hour . . ." More magistrates with the fairness and common-sense of Mr. Levin would go a long way towards bringing about the much-needed improved relationship between civilians and the police.

BOOK REVIEWS

"Vintage Cars in Colour," by James Barron and D. B. Tubbs. 71 pp. 8¾ in. × 7 9/16 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1.* 12*s.* 6*d.*)

It is time Barron's photography received recognition in motoring circles and this little book—yet another from the prolific Batsford lists—provides good scope for his camera, full page pictures of typical vintage touring, sports and racing cars being presented in very good colour.

Tubbs does a pithy commentary on each of the 24 cars so depicted, both as to general history and intimate details of the individual subject. Mostly the cars have been well chosen, although the Aston Martin on the dust jacket is a bit non-standard, and the 19.6 Crossley appears with the wrong wheels and tyres, as the text admits. Also, better examples of "chain-gang" Frazer Nash and of Rolls-Royce might have been found.

On the whole, however, this is a book to delight—and a useful Christmas present suggestion. It is, one gathers, the first of several similar volumes that are scheduled to follow; it is in the Batsford "Cats," "Horses" and "Dogs" series and the publishers do not seem quite sure whether to call it "Vintage Cars," "Vintage Cars in Colour" or "The Batsford Colour Book of Vintage Cars." No matter!—W. B.

"'The Motor' Road Tests—1960 Edition." 168 pp. 11½ in. × 7¾ in., soft covers. (*Temple Press Ltd., Bowling Green Lane, London, E.C.1.* 10*s.* 6*d.*)

This annual volume of *The Motor* road-test reports is a book no enthusiastic motorist can easily resist—and at its distinctly modest price, why should he? Here are reprints of 41 full road-test reports, illustrated with over 400 pictures, supplemented by useful tabulated data.

The cars range, alphabetically, from the Alexandra-Turner to the Wolseley 1500 Fleet Model and embrace such interesting cars as the Austin Healey 3000, Chevrolet Corvair, Daimler SP250 Sports, Facel Vega HK500, Ford Falcon, Ford Galaxie, Ford Taunus, Holden, Lotus Elite, Mercedes-Benz 220SE, Morris Mini-Minor, Rolls-Royce Silver Cloud II, Skoda Octavia, Valiant, etc.

Fastest car tested is the Facel Vega, with approximately 140 m.p.h., most accelerative the Facel Vega again (s.s. ¼-mile in 16.3 sec.), most economical the Morris Mini-Minor, at 41.8 m.p.g.

If you only buy one motor book a month, this is the one for October—why not buy your copy at Earls Court?—W. B.

"The Two Types," by Jon. (*Ernest Benn Ltd., Bouverie House, Fleet Street, London, E.C.4.* 5*s.*)

This is a book of cartoons, popular during the war, of two "types" in the Middle East Forces. There is much to amuse the motorist and the book will find great appeal amongst survivors from the 8th Army. The Foreword is by Field-Marshal Earl Alexander of Tunis, K.G., G.C.B., G.C.M.G., O.M.

"The Motor Cycle" have issued some interesting reprints recently, of which that on "Racing" by John Surtees, and that on "Scrambling" by Jeff Smith, selling respectively for 3*s.* 6*d.* and 2*s.* 6d., are recommended.

* * *

P. J. Stephens has written another book, "Ford Specials" (*G. T. Foulis & Co. Ltd.*, 1-5, *Portpool Lane, London, E.C.1.*, 25*s.*) which is self-explanatory and of inestimable value to those who are building a "special" from Ford components.

* * *

"'The Motor' Electrical Manual" is now in its 13th edition and tells the motorist all about the most mysterious aspect of his or her car. It is published by Temple Press Ltd., Bowling Green Lane, London, E.C.1, at 7*s.* 6*d.* and represents a very good investment for home mechanics.

* * *

A book that all rally competitors and intending competitors will wish to read is "Rallying" by Stuart Turner. It is published at 21*s.* by G. T. Foulis & Co. Ltd., address above.

ANGOLA SPORTS CAR RACE

The Southern Rhodesian driver John Love, who has been racing Formula Junior cars in Europe during the past summer, won the sports car race in Portuguese West Africa after a duel with the Belgian driver Goethals (Porsche) and Jack Fairman (Aston Martin DBRI). The race was held over a distance of 300 kilometres.

Results:

1st : J. Love (Jaguar D-type).
2nd : W. Seidel (Porsche RS60).
3rd : A. S. Whitehead (Ferrari ST)

* * *

THE MONOPOSTO REGISTER

After a season of small races for these home-built single-seater specials at Club racing level, the best overall result on points was gained by Tony Goodwin with his 1,172-c.c. Ford-engined special and he was awarded the F. C. Matthews Trophy. The most successful event organised for this class of single-seater was a Brands Hatch race that attracted 13 entries, made up of nine home-built cars to the Register's free Formula and four privately-owned and non-works supported Formula Junior cars, which are included in the Register as Class B members. With 19 cars active and nearly a dozen more due for completion this winter it is expected that there will be a lot of activity next year, for though small in numbers, these home-special builders are very enthusiastic.

* * *

INDIANAPOLIS

While in America for the Watkins Glen race World Champion Jack Brabham visited the Indianapolis track and tried out the works F.1 Cooper-Climax. He put in a lap at 144.8 m.p.h. which is very creditable for a Grand Prix car not specially prepared for track racing. However, we must not lose sight of the fact that the track record is 149 m.p.h. by a car intended to run for 500 miles at that speed, nor must we forget that Indy cars lapped the Monza banked track at 172 m.p.h. while actually racing and the fastest single lap was 177 m.p.h., while works F.1 Coopers steered clear of the Monza banked track at the last Italian Grand Prix.

A lap speed of 144.8 m.p.h. by the champion Grand Prix car and the World Champion Grand Prix driver most certainly must have made the Indianapolis boys sit up and take notice, for while not in the running relative to the 1960 race, Brabham was not exactly left behind on this first attempt. Might one suggest that those Grand Prix drivers and teams who think the new 1961 Formula 1 racing is going to be dull and slow with only 1,500 c.c. at their disposal, turn their attention to the 1961 Indianapolis 500 miles race now that Brabham has shown that the modern Grand Prix car would not be outclassed. They might also bear in mind that they can enlarge their engines to 4.2-litres and can use alcohol fuel if they wish, but they must also remember that qualification is restricted to the 33 fastest cars, each timed over four laps and that the race lasts for 500 *miles* not *kilometres*. Oh yes, there is also a *very big* bag of gold for the winner and the Americans have got very used to winning, so the going will be tough, or do I mean rough!

If Jack Brabham and John Cooper decide to have a go at Indianapolis, having conquered nearly every other type of racing, then I am sure everyone will wish them the best of luck.—D. S. J.

FIAT TWIN-CAM 1500 — *continued from page* 903

At night the Carello headlamps give a rather too-concentrated beam and the cut-off when dimmed is remarkably short.

To sum up, the Tipo 118S Fiat is a delightful car, of great appeal to the keen driver, so pleasantly light are the controls, so unusually smooth and silent is the engine. Yet this is no "boulevard" car, in spite of its indisputably handsome lines, for there is very real performance available if the tachometer needle is taken up towards "the red." Moreover, this Fiat is a truly practical convertible.

Those who like the Italian way of motoring but regard the Alfa-Romeo Giulietta as excessively expensive in this country, should look into the merits of the Fiat 1500, which is selling well in Italy and costs here a total of £1,844 after import duty and purchase tax have been paid. I certainly felt that I could go on motoring indefinitely in this Fiat without tiring of its sensible detail layout and the pleasure to be derived from its excellent response and controls. This is, too, the very car for anti-rear-engine types, because the engine is set surprisingly far ahead of the front wheels, the hubs of which are roughly in line with No. 4 cylinder!

I cannot resist one final comment—Fiat issue a book of safe motoring hints, translated into English. On page 49 you read: "ALWAYS KEEP TO THE RIGHT: YOU WILL NEVER REGRET IT!" If this is a political injunction I am in full agreement, but if it is a traffic hint Fiat drivers in this country are likely to become rather thin in the land!—W. B.

THREE FORMULA 2 RACES

ZELTWEG AIRFIELD, AUSTRIA

ON September 18th the Austrian motor-sporting public had a great day, for they were able to see World Champion Jack Brabham and Stirling Moss in action with F.2 cars on the short aerodrome circuit at Zeltweg. Brabham was naturally driving a Cooper-Climax and Moss had the R. R. C. Walker Porsche single-seater, while against these two were Herrmann and Barth with factory Porsches, three Centro-Sud Coopers, Tony Marsh with a Lotus-Climax and numerous private Cooper-Climax cars. The Italian Scuderia entered Trintignant with his ex-Walker Cooper with Colotti five-speed gearbox, the Portuguese driver Cabral with a standard Cooper and Masten Gregory with a Cooper-Maserati, but this failed to start though it practised. The Equipe National Belge entered their two cars, driven by the younger of the Bianchi brothers and "Blary" who has driven in G.T. racing previously.

The race was held over 59 laps of the 3.2 kilometre circuit, making a total of 188.8 kilometres and altogether sixteen cars lined up on the grid. When Brabham retired with fuel pump trouble Moss had things all his own way, but let Herrmann keep up with him right to the finish to keep the interest going.

Results :
59 Laps of 3.2 Kilometre Circuit—188.8 Kilometres

1st :	S. Moss (Porsche F.2) ..	1 hr. 20 min. 13.2 sec. — 141.006 k.p.h.
2nd :	H. Herrmann (Porsche F.2) ..	1 hr. 20 min. 13.9 sec.
3rd :	E. Barth (Porsche F.2) ..	1 hr. 21 min. 29.1 sec.
4th :	J. Campbell-Jones (Cooper-Climax) ..	2 laps behind
5th :	A. E. Marsh (Lotus-Climax)	2 laps behind
6th :	M. A. Cabral (Cooper-Climax)	2 laps behind

Fastest lap : S. Moss (Porsche) in 1 min. 16.0 sec.—151.578 k.p.h.
Retired : J. Brabham (Cooper-Climax); M. Bianchi (Cooper-Climax); T. Parnell (Lotus-Climax); S. Hart (Cooper-Climax); K. Twisk (Cooper-Climax).

MODENA AIRFIELD, ITALY

On October 2nd the Modena Automobile Club held a 100 lap F.2 race round the perimeter track of the small aerodrome in the home of Ferrari and Maserati. Known as the Autodromo this 2.366 kilometre flat circuit has recently been resurfaced and generally tidied up while the bend before the pits straight has been altered slightly to stop cars drifting towards the outer edge of the track and heading for the pit area. A good entry was received, including two works Ferraris, von Trips with the rear-engined F.2 car and Ginther with a front-engined F.2 car. Having suffered defeat on their home ground at Solitude back in the summer the Porsche team were out for a revenge and entered three cars, driven by Bonnier, Barth and Herrmann. The circuit being opposite the workshops and clubhouse of the Scuderia Centro-Sud they naturally turned out in full force and entered Trintignant and Cabral with Cooper-Climax cars. Burgess with a Lotus-Maserati and Scarlatti with a Cooper-Maserati. Reg Parnell entered his son Tim with a Cooper-Climax and Stirling Moss with a rear-engined Lotus-Climax, while Marsh drove his own Lotus-Climax and Seidel and Campbell-Jones their own Cooper-Climax cars. The Scuderia Castellotti entered a de Tomaso built car with a rear-mounted Giulietta engine, driven by Bussinello and von Trips loaned his Cooper-Climax to "Wal-Ever," a local driver.

Of the 16 entries the fastest 12 were accepted for the start and practice on Saturday morning and afternoon sorted out the fast ones, while there was a lot of unofficial practice going on the day before. Bussinello crashed the Tomaso car so there were only three non-qualifiers and these were Seidel, Parnell and "Wal-Ever." The front row comprised Bonnier, Moss and von Trips, all three lapping below the one minute mark, which used to be a good time for a F.1 car, but no doubt the resurfacing helped a great deal. On such a short circuit timing was a bit "split-hair" and the front row had times of 59.2 sec., 59.3 sec. and 59.4 sec. !

The race started promptly at 3 p.m. in warm sunshine and the Porsches set the pace, but could not shake off the Ferraris, nor Moss in the Lotus, while for the opening laps Burgess went well in the Lotus-Maserati. For lap after lap Bonnier (Porsche) Ginther (front-engined Ferrari), and von Trips (rear-engined Ferrari) raced wheel-to-wheel, chopping and changing the lead, while Moss was always along with them. At 20 laps the two Ferraris were in front and the crowd of nearly 20,000 excited Italians became even more excited and Moss stirred things up with a lap record of 59.4 sec. and by nipping into third place ahead of Bonnier. No sooner had he done this than his Climax engine went on to three cylinders and he stopped at the pits to have a plug changed, but it was no use for the valve gear had broken and he was out of the race. The Ferrari/Porsche battle continued unabated, and von Trips took the lead from his team-mate, but there was little gap between the leading three cars and they had lapped most of the rest of the field. Ginther improved the lap record to 59.2 sec. and kept ahead of Bonnier until just before half distance, when the Porsche scratched by into second place and at 50 laps the order was von Trips (Ferrari), Bonnier (Porsche) and Ginther (Ferrari) with the other Porsches of Herrmann and Barth following some way behind.

During the next ten laps the crowd nearly went mad for von Trips and Bonnier passed and repassed as many as three times in a lap and at 60 laps the Porsche led, but one lap later the rear-engined Ferrari was back in the lead and the crowd screamed with delight. Nobody was pulling any punches for the average speed was getting higher and higher as the race went on and the two cars were still side by side most of the time. At 70 laps Bonnier led, but at lap 77 von Trips was back in the lead again and on lap 79 he set a record of 59.0 sec. These two were setting such a hot pace that Ginther was being left behind, and he was the only one on the same lap as the leaders. Before another ten laps had passed Bonnier was back in the lead as they passed the time-keepers, but round the circuit they were still side-by-side. By 90 laps, with but ten more to go it was still anybody's race, though von Trips was beginning to lose his brakes, for unknown to him a pipeline to a rear brake had cracked and he was losing fluid, so had to pump the pedal. On lap 89 Bonnier equalled the lap record at 59.0 sec. exactly, but even this did not shake off the Ferrari; in the closing laps von Trips suddenly found his brakes disappearing fast as the fluid ran out and he had to ease off, and on lap 98, with only two laps to go, Ginther took second place from him and the two Ferraris followed the Porsche home, so that the defeat of the Stuttgart firm at Solitude back in July had been avenged, but it had been a great fight and one can anticipate similar duels next season in the new Formula 1 which begins on January 1st, 1961.

Results :
100 Laps of 2.366 Kilometre Circuit—236.6 Kilometres.

1st :	J. Bonnier (Porsche F.2) ..	1 hr. 40 min. 45.0 sec. — 140.902 k.p.h.
2nd :	R. Ginther (Ferrari Dino 156)	
3rd :	W. von Trips (Ferrari Dino 156 F2/60)	
4th :	H. Herrmann (Porsche F.2)	1 lap behind
5th :	E. Barth (Porsche F.2)	2 laps behind
6th :	M. Trintignant (Cooper-Climax) ..	4 laps behind

Fastest lap : W. von Trips (Ferrari) on lap 79 / J. Bonnier (Porsche) on lap 89 — in 59.0 sec.—144.365 k.p.h.
Retired : Moss (Lotus-Climax), I. Burgess (Lotus-Maserati), G. Scarlatti (Cooper-Maserati), J. Campbell-Jones (Cooper-Climax).
12 starters — 8 finishers.

MONTLHERY AUTODROME, FRANCE

On Sunday, October 9th, the XVI Coupe du Salon took place over the combined road and track circuit at Montlhéry, for a distance of 167 kilometres, comprising 50 laps of the 3.341 kilometre circuit. The entry was robbed of three starters as the Frenchman Laureau crashed his Cooper in practice without too much personal injury, and the Reg Parnell cars which son Tim and Andre Pilette should have driven arrived just too late to start. Their mechanics had driven non-stop through the night from Innsbruck where the cars had been racing the previous day and would have made it but for being delayed at the French frontier. In pouring rain nine cars lined up on the grid with Bianchi (Cooper-Climax), Lewis (Cooper-Climax) and John Turner (Emeryson-Climax) on the front row.

The French driver Schlesser (Cooper) led for two laps, then Bianchi took the lead and on lap 11 Lewis went in front. Once there the young Englishman got into his stride and in spite of the appalling weather conditions he forged on into a comfortable lead. Schlesser retired with bearing trouble, and the Emeryson was going well and holding its own with the leaders until Turner spun and lost two laps restarting. He rejoined the race just behind Bianchi and stayed with him, working his way through the field until he took third place from Utley, driving Bob Hicks 1959 Lotus. However, in so doing Turner missed the *chicane*, made of straw bales, leading on to the banking a number of times and was disqualified.

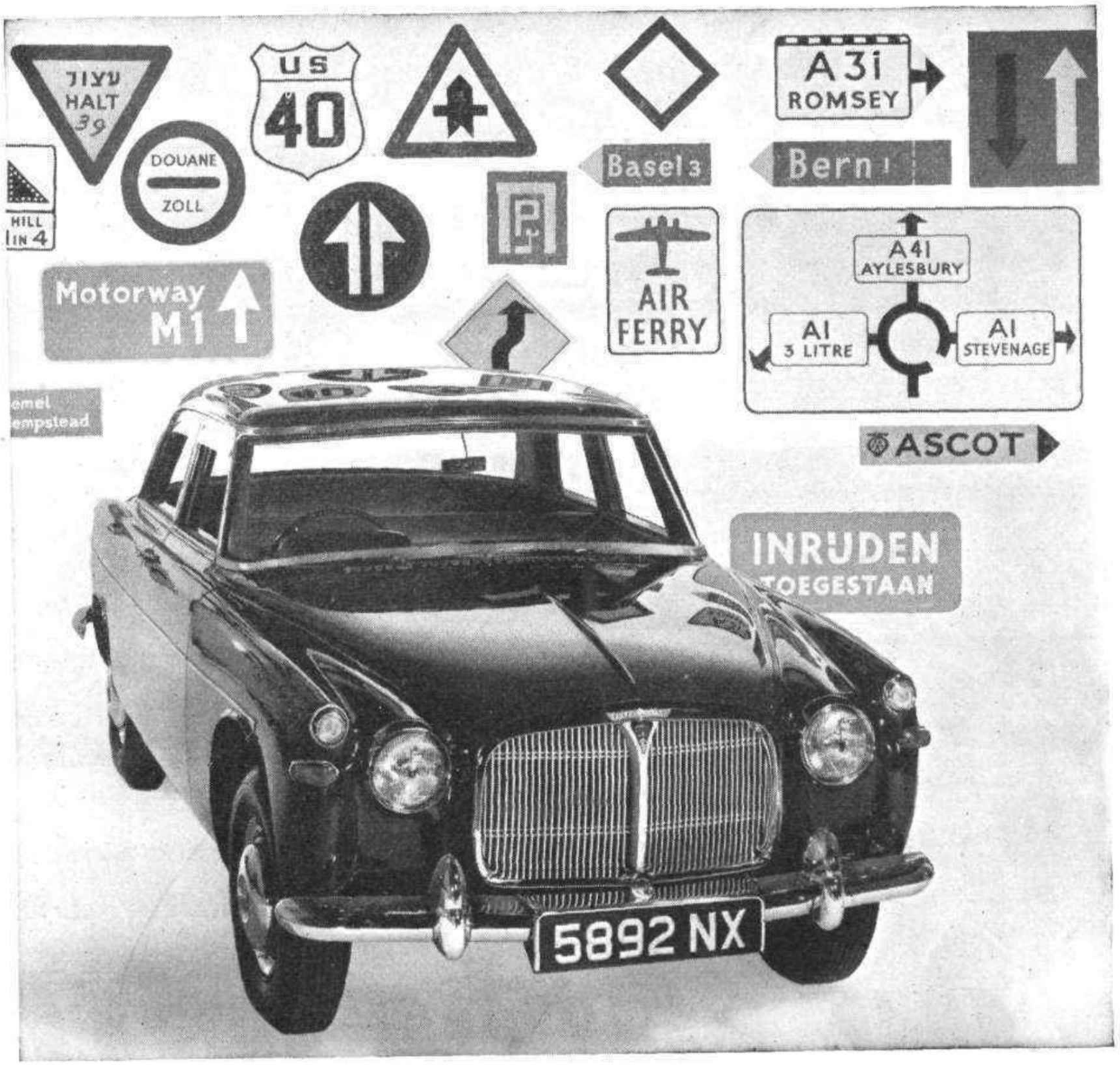
In continuous rain Lewis drove an impeccable race to gain his second victory at Montlhéry in two seasons of Formula 2 racing.

Results :

1st :	J. Lewis (Cooper-Climax) ..	1 hr. 30 min. 14.4 sec. —111.014 k.p.h
2nd :	L. Bianchi (Cooper-Climax) ..	1 hr. 31 min. 12.9 sec.
3rd :	R. Utley (Lotus-Climax)	4 laps behind
4th :	A. Wilson (Cooper-Climax)	6 laps behind
5th :	F. Collomb (Cooper-Climax)	11 laps behind
6th :	J. R. Stoop (Cooper-Climax)	12 laps behind

Fastest lap : J. Lewis (Cooper-Climax) on lap 13 in 1 min. 46.0 sec. —113.502 k.p.h
Retired : J. Schlesser (Cooper), J. Turner (Emeryson), A. Brooke (Lotus)

—D. S. J.

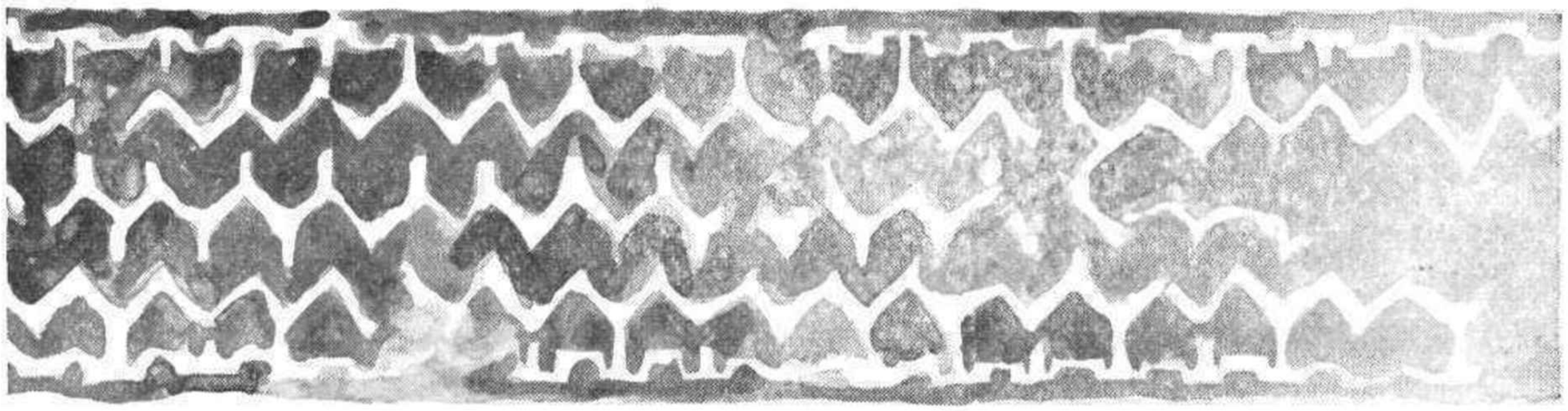


The Rover 3-Litre has established itself as a thoroughly outstanding motor car. It has all the grace and comfort required of a town carriage; yet it possesses in full measure the dash—and stamina—necessary for long-distance motoring. A removable division is now available to convert the 3-Litre into a touring limousine. Power steering is an optional extra. The 80 and 100 complete the Rover range for 1961. The Rover 80 has the new Rover 4-cylinder 2¼-litre engine. The Rover 100 has the new 2.6-litre sloping head engine with 7-bearing crankshaft. Front wheel disc brakes and overdrive are standard equipment on all three Rover models.

The Rover 80 £1,365.7.6d. (inc. P.T.) The Rover 100 £1,538.4.2d. (inc. P.T.)
The Rover 3-Litre with conventional gearbox £1,783.5.10d. (inc. P.T.); with automatic transmission £1,864.0.10d. (inc. P.T.)

ROVER

THE ROVER COMPANY LIMITED, SOLIHULL, WARWICKSHIRE; ALSO DEVONSHIRE HOUSE, LONDON W.1



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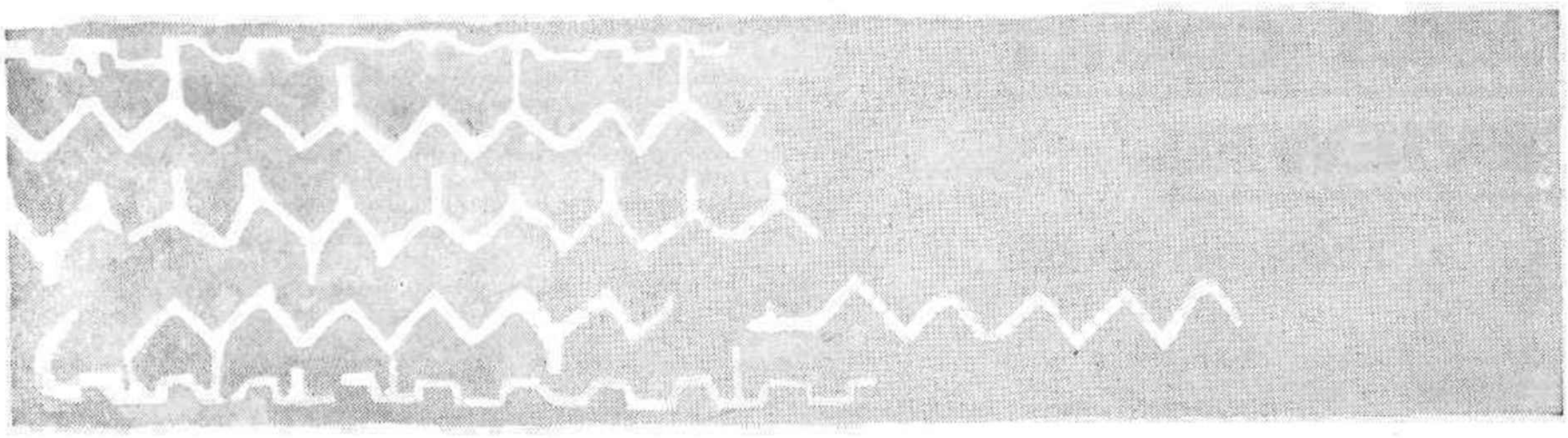
TYREX

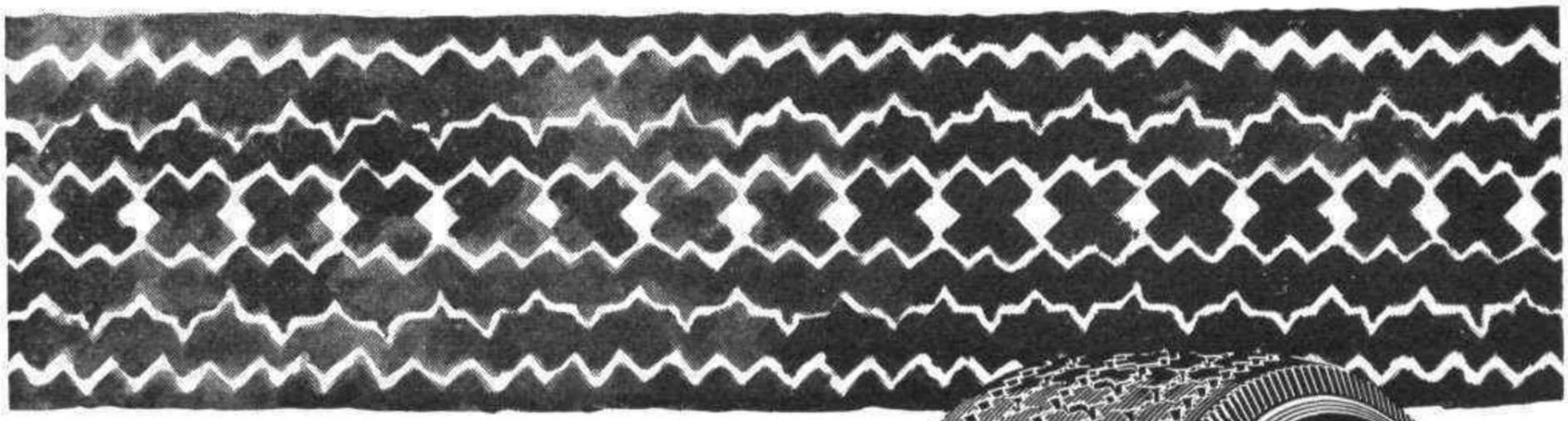
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For example: tyres with *Tyrex* cord give up to 26% longer tread life. They are three times more resistant to "bruise breaks." They do not develop "flat spots" after standing or parking. They run up to 30% quieter. They take remoulds easier.

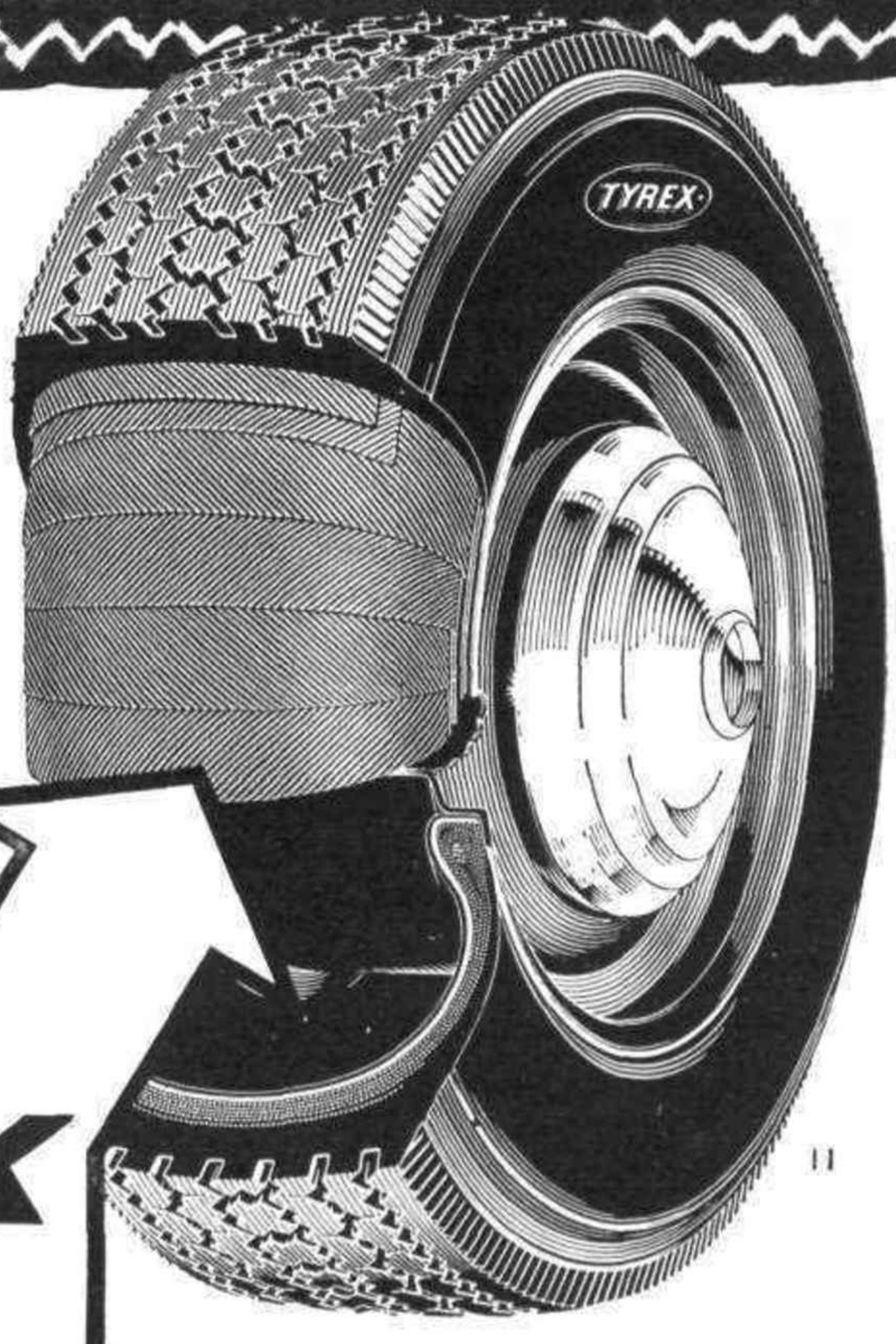
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ECONOMY CARS

AUSTIN SE7EN **Stand 102**

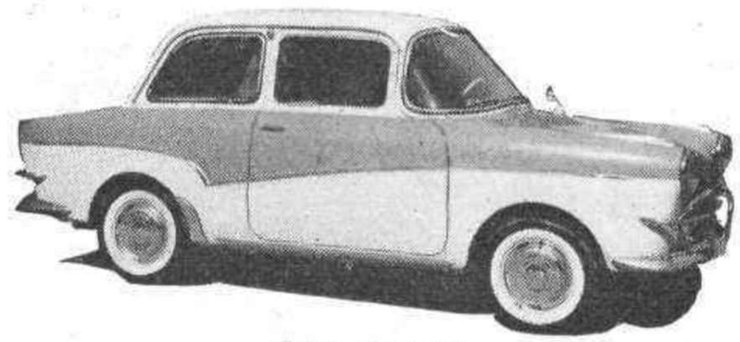
Now in production for more than a year, the Se7en seems as popular as ever but owners of early examples are wondering whether too much emphasis has been placed on handling instead of durability. Front tyre life seldom exceeds 10,000 miles and gearboxes show signs of weakness. Since last October the inevitable van and estate car versions have been produced, the latter having a useful 35½ cu. ft. with the rear seat folded down.

Prices : Se7en, £497; de luxe, £537. Countryman, £623.

AUSTIN A40 **Stand 102**

Unchanged for another year, the A40 is undoubtedly one of the best-looking of the Farina designs and still manages to attract buyers from the cheaper Se7en.

Prices : A40, £639; de luxe, £651. Countryman, £660; de luxe, £672.



Goggomobil T700.

CITROEN BIJOU **Stand 104**

Introduced at last year's Show, the Bijou was obviously intended for the Englishman who could not stand the starkness of the 2 c.v. It seemed to miss out on its styling and is only just going into production.

Price : £695.

D.K.W. JUNIOR **Stand 143**

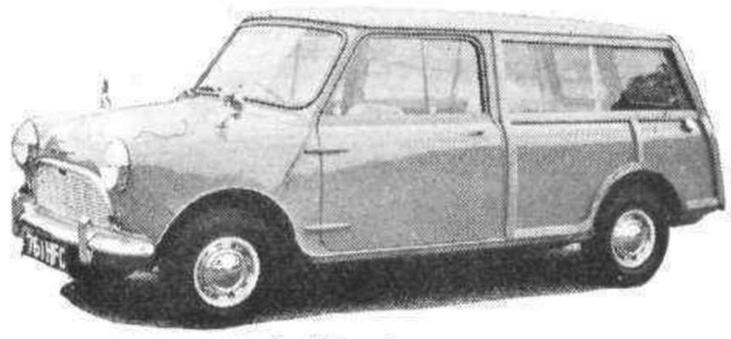
Using a smaller capacity version of the familiar three-cylinder two-stroke Auto Union engine, the Junior could prove to be quite popular here. A road test of this car is included in this issue.

Price : £800.

FIAT 500 AND 600 **Stand 138**

Also reviewed in this issue, the Fiat 500 and 600 continue to offer excellent value for money. The twin-cylinder 500 and four-cylinder 600 seem to have unburstable engines and the all-round-independent suspension endows them with excellent handling characteristics. The 600 will also be shown with a 767-c.c. 28.5-b.h.p. engine, to be known as the 600D.

Prices : 500 saloon, £525. 500 Giardiniera £586. 600 saloon, £613; convertible, £641. 600D £622.



Austin Se7en Countryman.

FORD POPULAR, PREFE

The Anglia, also introdu popularity on World marke where it would not normally successes in events like the engine reigns supreme in F both here and in America, front-wheel-drive car it rem the Popular.

Prices : Popular, £494; £610. Prefect, £622.



Fiat

GOGGOMOBIL

Goggomobil offer two enti rear-engined all-independent 293-c.c. and 392-c.c. engines flat twin 688-c.c. engines at t normal propeller shaft. The detail improvements, and ap lished in this country. The during petrol rationing but p not up to present-day requi

Prices : 300, £467; 400, £

ISETTA MOTOCOUPE AND

In this country, A.F.N. sel economy models. Isetta ma import the 700 model which w flat twin B.M.W. motorcycle large following in Germany, A very handsome coupé versi

Prices : Motocoupé, £366.



Citr

MORRIS MINOR AND MINI-

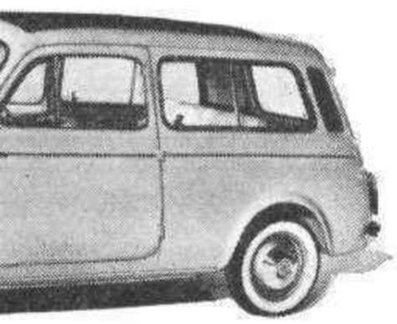
The Morris Minor marches new one-piece inlet manifold people " in the know " predic the Show. We can but hope. interior trim with padding eac door panels, while, underneath, has been improved, the fuel tan and a better jack is now provid

Prices : Mini-Minor, £497; Minor 1000 two-door, £590; Traveller, £669.

CT AND ANGLIA **Stands 98/99**

uced last year, continues to find great
ts and has gained a following in countries
sell, probably because of its competition
East Africa Safari. The 105E Anglia
ormula Junior racing. Despite rumours,
that the Prefect would be replaced by a
ains unchanged for the present, as does

de luxe, £515. Anglia, £589; de luxe,



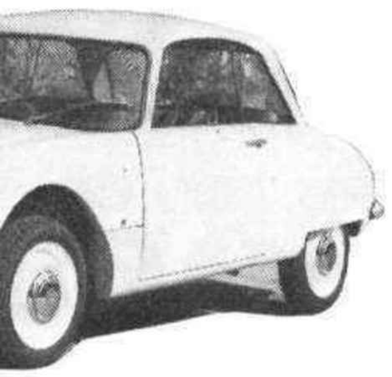
500 *Giardiniera.*

Stand 106

rely distinct types of car. Firstly the
300 and 400 models with parallel twin
, and secondly the 700 range having
he front driving to a rigid rear axle by
e 1961 700 models have a number of
pear a threat to models already estab-
smaller models gained a following here
performance from these tiny engines is
rements.
486; 700, £671; 700 Esquire, £799.

B.M.W. 700 **Stand 160**

l the larger B.M.W.s and Isetta the
ke the Motocoupé under licence and
as introduced last year. It utilises the
engine and appears to have gained a
particularly among racing enthusiasts.
on is also produced.
700 saloon, £728; coupé, £795.



oen *Bijou.*

MINOR **Stand 137**

on virtually unchanged except for a
and a revised colour range. Many
ted a rear-engined air-cooled car for
The Mini-Minor receives improved
h side of the instruments and in the
the endways location of the dampers
k is now provided with a drain plug,
ed.
de luxe, £537; Traveller, £623.
de luxe, £619; four-door, £626.

N.S.U. PRINZ **Stand 145**

With its lightly stressed overhead camshaft twin-cylinder engine the Prinz has gained a good reputation in this country. Its engine may not be the quietest but a life of 100,000 miles is claimed, and interior room and handling are the equal of many other small cars.

Prices : Prinz II saloon, £547; de luxe, £563. Prinz 30, £572; de luxe, £588.

RENAULT 750 AND DAUPHINE **Stand 111**

Although still available, the 750 model is not pushed in the British market and the main seller is the Dauphine, which Renaults claim is the largest selling Continental car in Britain. It continues unchanged for this year, as does the Gordini version, but the latter is subject to a quite large reduction in price.

Prices : 750 de luxe, £620; Dauphine, £690; Dauphine-Gordini, £765.

TRIUMPH HERALD **Stand 142**

News that the Standard-Triumph works is going on to short-time seems to indicate that the Herald is not selling as well as was expected. Certainly it is expensive and is dearer than many of its Continental rivals, which, coupled with its earlier teething troubles, may explain its poor reception so far. The convertible model is now available on the home market.

Prices : Saloon, £702; coupé, £731; convertible, £766.

VOLKSWAGEN **Stand 154**

The many improvements recently announced for the VW, which give it more power and even more reliability, should ensure that it stays in the public eye for a long while yet. The new carburetter has overcome the carburetter icing troubles experienced on the interim 1959 models.

Prices : Standard saloon, £617; de luxe, £717; convertible, £968.

SMALL FAMILY CARS



Austin A55 Countryman.

AUSTIN A55 **Stand 102**

In common with other " B " series-engined B.M.C. cars, the A55 engine has improved combustion chamber shapes and a new camshaft to reduce tappet noise. As might be expected, an estate car version has recently been announced which merely has the roof panel lengthened. With the rear seats folded down 51 cu. ft. of space is available. A new type of door lock is fitted which makes it impossible for the absentminded to lock themselves out of their own car.

Prices : Mk. II saloon, £802; de luxe, £830; Traveller, £915.

AUTO UNION **Stand 143**

Using the well-known three-cylinder two-stroke engine so popular with Formula Junior constructors, the Auto Union range remains completely unchanged this year. Offering quite high standards of finish for mass-produced saloons, the Auto Union must face stern opposition in the near future from the Saab, which has a similar power unit.

Prices : 1000 saloon, £1,098; 1000S saloon, £1,256; 1000SP sports coupé, £1,996.



Panhard PL17.

FIAT 1100 AND 1200 **Stand 138**

The well-tried 1100 and 1200 models continue with no changes this year, the 1100 having 48 b.h.p., the 1100 de luxe 55 b.h.p., and the 1200 Full-Light, 63 b.h.p. Both models are on the Fiat stand.

Prices : 1100, £821; de luxe, £872; 1200, £1,132.

FORD CONSUL **Stands 98/99**

The Press release from Fords states : " There are to be no Motor Show changes from Ford this year." Whether this means that there are to be changes some other time this year we would not know, but the Consul now joins the Sunbeam Rapier in offering front-wheel disc brakes as a production option and doing it on a car that is £180 cheaper. The brakes are Girling 9¾ in. with a Girling Vacuum Servo for power assistance. They cost £29 15s. extra on a new car, or an existing Mk. II Consul can be converted by a Ford dealer, the kit costing £32, with fitting extra.

Prices : £773; de luxe, £823.



Singer Gazelle.

HILLMAN MINX **Stand 109**

Although Rootes have announced their intention of building a new small car in Scotland we shall have to be content with the Minx for another couple of years. No important changes are made in the specification except that the low-priced Special model name is dropped, and given a more luxurious specification at the same price as the Special.

Prices : Saloon, £722; de luxe, £765.

MERCEDES 180 AND 190 **Stand 120**

The Mercedes range will be unchanged for Earls Court and, although no Mercedes is cheap, they will still continue to attract the discerning buyer who is looking for quality and above-average performance.

Prices : 180, £1,694; 190, £1,772.

METROPOLITAN **Stand 102**

Recently re-introduced into this country, the Metropolitan is of course mainly built for the American market but it offers comfortable seating for three with such items as heater, radio and cigar-lighter as standard equipment, and, being lighter than many other 1½-litre saloons, the performance is quite brisk. However, a rather inadequate column-mounted gear-lever does its best to nullify the performance and the ride is strictly " boulevard."

Prices : Hard-top, £707; convertible, £732.

M.G. MAGNETTE **Stand 112**

We caused some comment from readers last year by grouping the Magnette with Small Family Cars as some regarded it as a Large Family Car and others as a High-Performance Closed Car! The Magnette has the improved combustion chamber and camshaft of the A55 together with a longer dipstick and new ash-trays with stubbing plates! This last addition, so the Nuffield organisation tell us, is to increase the safety factor.

Price : Magnette Mk. III, £1,013.

MORRIS OXFORD V **Stand 137**

Generally regarded as the best-looking of the " Farina Five," the Morris Oxford continues with the minor changes common to all B.M.C. " B " series models and also joins the A55 in offering a Traveller model.

Prices : Oxford V saloon, £816; de luxe, £844; Traveller, £929.

MOSKVITCH **Stand 150**

Soon after last year's Show, Thomson and Taylor, of Cobham, took over the distributorship for the Russian Moskvitch and Volga cars in Britain. Designed naturally enough for Russian conditions, the Moskvitch is sturdy but unexciting to British eyes. The styling is somewhat outdated but the very complete specification deserves study. The 1,360-c.c. four-cylinder o.h.v. engine develops 45 b.h.p. at 4,500 r.p.m. and the car weighs 18 cwt. The latest model features a four-speed gearbox.

Prices : Moskvitch saloon, £759; estate car, £844.

PANHARD PL17 **Stand 103**

Since the last Motor Show the price of the Panhard has been reduced by over £100, which makes this five-seater car all the more competitive. What is more astonishing is that it achieves its maximum speed of nearly 80 m.p.h. on a fuel consumption of 40 m.p.g. whilst carrying a large load. Coupled with impressive handling characteristics, this front-wheel-drive car is worthy of consideration by the discerning.

Price : PL17, £898.

RILEY 1.5 AND 4/68 **Stand 101**

Both these cars have the engine changes as on other "B" series cars and the 1.5 has inside hinges to bonnet and boot lids. The Riley does at least look individual (if you ignore the Wolseley 1500) but the 4/68 is just one more of the Farinated brigade. If you like a heart-shaped grille and twin carburetters ask for a Riley.

Prices : 1.5, £816; 4/68, £1,028.



Saab station wagon.

SAAB **Stand 151**

Making its first appearance at a British Show, the Saab is undoubtedly creating a great deal of interest. Its rally successes have given it an almost legendary reputation, and Eric Carlsson has demonstrated its ruggedness by rolling many a rally car onto its roof. The models on show will be the 96 4/5-seater saloon and the 95 5/7-seater station wagon. A road test of the Saab appears in this issue.

Prices : 96, £885; 95 station wagon, £1,199.

SIMCA ARONDE **Stand 97**

Energetically sold in this country by Chrysler from their Kew factory, the Simca Aronde series remains unchanged but continues to offer roomy dependable saloons with better-than-average turn of speed and commendable road-holding. Improved engines will be offered.

Prices : Etoile saloon, £799; Elysée, £872; Montlhéry, £896;

SINGER GAZELLE **Stand 105**

New colour schemes are all we can expect to see in the way of changes to the Gazelle which continues to be available with the "Easidrive" automatic transmission.

Prices : saloon, £848; "Easidrive," 978; convertible, £957; estate car, £943.

SKODA **Stand 155**

No news has filtered through the Iron Curtain of Skoda intentions for 1961 but it is expected that the range will continue with few alterations.

Prices : Octavia, £745; estate car, £986; Felicia, £1,028.

STANDARD ENSIGN **Stand 141**

The 1961 Ensign features longer rear springs and revised damper settings but otherwise remains virtually unchanged from last year.

Price : £850.

VAUXHALL VICTOR **Stand 130**

One of the makes hit by the credit squeeze and falling sales in North America, Vauxhalls are slowing down production of the Victor. When dealers were given the go-ahead to sell 1960 models for what they could get as a new model was on the way, most people looked forward to something different, but the 1961 model looks very similar to last year's and the only mechanical change is the use of steel big-end bearing shells.

Prices : Victor, £724; super, £759; de luxe, £801; estate car, £858.



Vauxhall Victor estate.

WOLSELEY 1500 AND 15/60 **Stand 110**

The 1500 has proved to be quite a popular 1½-litre family car, and the Fleet model, which is available in single colours only, is quite competitive at £705 compared with the normal saloon at £752. The 15/60 is, of course, another of the Farina Five and has the single-carburetter engine.

Prices : 1500 Fleet, £705; saloon, £752. 15/60, £936.

LARGE FAMILY CARS

AUSTIN A99 **Stand 102**

Although using the same basic body style as the smaller Farina models the A99 seems to look a better-balanced car. With the Austin Healey 3000 engine and disc brakes at the front this could well be a desirable six-seater.

Price : £1,149.

BORGWARD ISABELLA **Stand 156**

Having a very strong following in this country and in many others the Isabella range is expected to be unaltered. These fully independently sprung 1½-litre cars have astonishing performance for their capacity and a good deal of passenger and baggage space.

Prices : Isabella, £1,198; Isabella TS, £1,375; TS coupé, £1,928.

CITROEN ID19 AND DS19 **Stand 104**

Still well in advance of most other family car designs, the Citroën needs no changes and those that have been made are designed to enhance the car's reputation even further. One of the few firms to study the safety aspect of car design, Citroën offer a specially designed seat as an optional extra. This is the "Belbrace" safety seat, which has an integral safety harness which springs back into the seat when not in use. When fitted the wearer can move about normally but a sharp jerk will lock the harness. A much-needed innovation which other manufacturers should copy. A pity that Citroën did not see fit to make it standard equipment.

Prices : ID19, £1,486; DS19, £1,695; Safari estate, £1,854.



Austin A99.



GET INTO AN
AUSTIN
HEALEY
AND SEE WHAT
YOU GET
OUT OF IT!

THERE'S no one way to describe the Austin Healeys. There couldn't be. For the Austin Healeys are so many brilliant things at once. They are powerful, vigorous cars. Briskly, they take you in and out of corners. Swiftly, surely they surge out ahead on the long, open road. Yet high sustained speeds are only one result of their exceptional power. For the Austin Healeys are lithe and agile too. They slip through traffic with impudent ease: park themselves neatly in the tiniest vacant lot. These are the Austin Healeys – real sportsmen's cars.

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YEARS AHEAD

FIAT 1800 AND 2100 **Stand 138**

Introduced last year, the two large Fiats have gained a quick reputation as brisk performing saloons with better-than-average road-holding and steering. The 2100 is seen with a sliding roof at Earls Court for the first time.

Prices : 1800, £1,347; 2100, £1,399; 2100 special, £1,698.

FORD ZEPHYR AND ZODIAC **Stands 98/99**

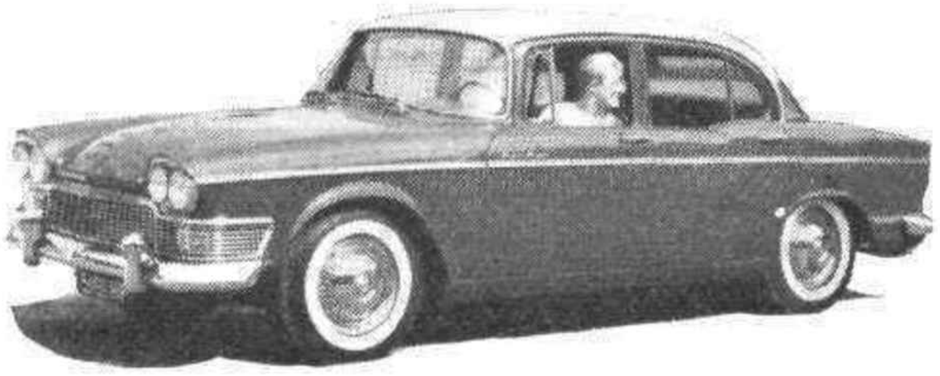
Following on from Ford's extensive rally participation with disc-braked Zephyrs, 9¾-in. Girling discs are now available on the front wheels as optional extras at a cost of £29 15s. Owners of Mk. II models can convert their cars for around £40. The cars remain otherwise unchanged and offer remarkable value.

Prices : Zephyr saloon, £865; Zephyr convertible, £936; Zodiac saloon, £957; Zodiac convertible, £1,238.

HUMBER HAWK AND SUPER SNIPE **Stand 114**

If we say that the new Snipe is the first British car to feature four headlamps, some of our readers will no doubt contradict us; at least it is the first to follow the present American trend for dual headlamps. The Snipe is fully described on page 899. The Hawk is now fitted with disc brakes as standard equipment.

Prices : Not yet available.



Humber Super Snipe.

MERCEDES-BENZ 220 **Stand 120**

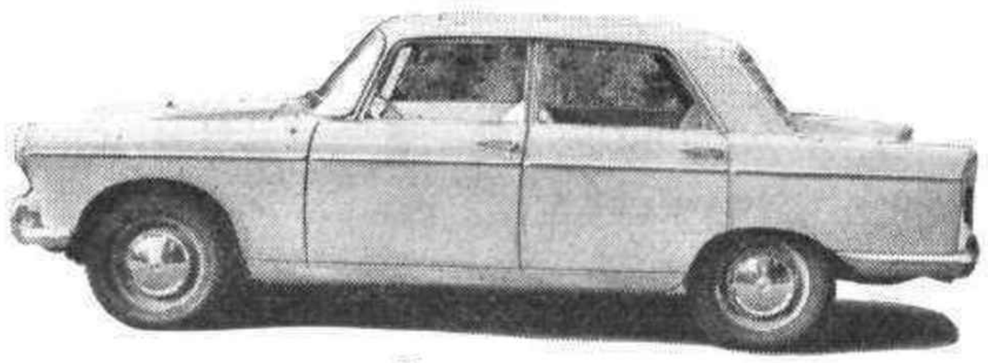
Nothing new from Mercedes will be seen at Earls Court and the range continues entirely unchanged. With the memory of Mercedes racing victories fading fast the 220 series still sell well in this country despite high prices.

Prices : 220 saloon, £2,249; 220S, £2,490; 220SE, £2,724.

PEUGEOT 403 AND 404 **Stand 115**

Since last year the 203 model has been dropped and the 404 introduced, although the latter in no way replaces the 203. Although joining the Fiat and B.M.C. range in external appearance the 404 retains the personality of the 403 with several improvements, including a new 1,618-c.c. four-cylinder engine developing 72 b.h.p.

Prices : 403, £1,129; 404, £1,297.



Peugeot 404.

RENAULT FLORIDE **Stand 111**

A difficult car to classify, the Floride probably appeals more to the sporting enthusiast than the family man but its restricted performance prompts us to include it in the family-car class. This year the gear ratios have been altered slightly and the convertible now has the hood fixed permanently at the rear.

Prices : Convertible, £1,217; fixed-head coupé, £1,238.

ROVER 80 AND 100 **Stand 139**

Although introduced last year we still have not been afforded an opportunity to test either the 80 or the 100. They both continue without alteration.

Prices : 80, £1,365; 100, £1,538.

STANDARD VANGUARD **Stand 141**

An addition to the Standard range for 1961 is the six-cylinder Vanguard Luxury Six. This consists of the Michelotti-styled Vanguard fitted with a new six-cylinder o.h.v. unit having a capacity of 1,998 c.c. and bore and stroke of 74.6 × 76 mm., giving 80 b.h.p. at 4,400 r.p.m. The chassis will have longer rear springs and revised damper settings and a four-speed gearbox as standard equipment. The four-cylinder Vanguard continues with the above chassis modifications and no increase in price.

Prices : Vanguard, £986; Vanguard Six, £1,021; Vanguard Six estate car, £1,134.



Standard Vanguard Luxury Six.

VANDEN PLAS PRINCESS **Stand 140**

Previously known as body builders, Vanden Plas now rank as manufacturers and occupy a stand in the main hall. The Princess 3-litre introduced last year continues as the prestige car of the Farina-line models and is exhibited alongside the 4-litre long-wheelbase limousine.

Prices : 3-litre, £1,397; 3-litre automatic, £1,467; 4-litre, £3,047.

VAUXHALL VELOX AND CRESTA **Stand 130**

Externally similar to 1960 models, the latest Velox and Cresta models feature new 2.6-litre engines giving 113 b.h.p. at 4,800 r.p.m. The rear axle ratio is up to 3.9 to 1 and 14-in. wheels are fitted, which should put the two large Vauxhall models near the 100-m.p.h. mark. To handle the increased power a larger clutch is fitted and 9-in. brakes are fitted at the front with 10-in. at the rear. Hydra-Matic



Studebaker Hawk.

automatic transmission is available as well as the Laycock-de-Normanville overdrive.

Prices : Velox, £929; Cresta, £1,014; Velox Friary estate car, £1,222; Cresta Friary estate car, £1,309.

VOLGA **Stand 150**

This Russian car was introduced at last year's Show and is now distributed in this country by Thomson and Taylor, of Cobham. The Volga appears to be unchanged and offers a very complete specification for a reasonably modest price, such items as metal radiator shutters, heater/defroster, radio, and large tool kit being included in the basic specification.

Price : £1,113.

VOLVO 122S **Stand 158**

No details of any changes to the Volvo range have reached us at the time of going to press but it is expected that the 1800 sports model will be displayed on the Volvo stand.

Price : 122S, £1,299.

WOLSELEY 6/99 **Stand 110**

One of the 100-m.p.h. saloons which have prompted B.M.C. to give their sales staff advanced driving lessons, the Wolseley 6/99 is fitted with the 3-litre " C " series engine giving 112 b.h.p. and Lockheed disc brakes on the front wheels.

Prices : 6/99, £1,255; 6/99 automatic, £1,326.



Bentley Continental.

LUXURY CARS

ALVIS 3-LITRE **Stand 113**

The 3-litre Alvis with the Swiss Graber-designed body built by Park Ward continues to be built in small quantities almost entirely by hand and offers moderately high performance together with a good deal of luxury. No changes are contemplated for 1961.

Prices : Saloon, £2,827; convertible, £3,111.

BENTLEY **Stand 131**

The S2 Bentley with V8 aluminium engine which is identical to the Rolls-Royce carries on with few changes.

Price : S2 saloon, £5,944.

BUICK **Stand 117**

The Buick Special is this firm's idea of a compact car, 15 ft. 8 in. long and powered by the first American all-aluminium V8 engine, giving 155 b.h.p. Styling is similar to the larger Invicta models.

Price : Not yet available.

CADILLAC **Stand 117**

The 1961 Cadillacs are some 3 in. shorter this year, bringing them down to a mere 18 ft. 6 in., while the wheelbase drops to 10 ft. 9½ in. The body design is noticeably cleaner except that tail-fins are now sprouting from below the rear wings as well as above.

Prices : Not yet available.

CHEVROLET **Stand 126**

The Corvair Compact is now available as a station wagon known as the Lakewood with the engine completely below the flat floor. Another version, very similar to the VW Microbus, is also to be offered. The Impala range of V8-engined cars has been given more reserved styling treatment for 1961.

Prices : Not yet available.

CHRYSLER **Stand 124**

Although not producing any smaller cars for 1961, Chrysler are going European with floor-mounted gear shift for its three-speed transmissions, and a new 5.9-litre V8 giving 265 b.h.p. is introduced. Last year's Saratoga model is dropped and replaced by the Newport. Styling changes are few.

Prices : Not yet available.



Ford Galaxie.

DAIMLER MAJESTIC AND MAJESTIC MAJOR **Stand 128**

The two large Daimlers continue unchanged and offer surprisingly entertaining motoring for such large cars.

Prices : Majestic, £2,495; Majestic Major, £2,995.

DODGE **Stand 116**

A new compact, the Dodge Lancer, will be shown in station wagon form having a six-cylinder, 101-b.h.p. engine of just under 3-litres capacity, with three-speed automatic transmission, and power steering and brakes. Other cars on the stand are two V8 Dart Phoenix saloons. The Polara range is not shown.

Prices : Not yet available.

FORD (AMERICAN AND CANADIAN) **Stand 157**

The Ford Falcon is not exhibited at Earls Court, nor is the Thunderbird, which started out as a sports car. Two Galaxie models are displayed, together with a German-built Ford Taunus. Few styling changes have been made this year.

Prices : Falcon, £1,871; Thunderbird, £3,179; Galaxie, £2,262.

MERCEDES 300 **Stand 120**

The large, luxurious and expensive 300 saloon with automatic transmission continues unchanged but will not be shown at Earls Court this year.

Price : £5,101.

OLDSMOBILE **Stand 119**

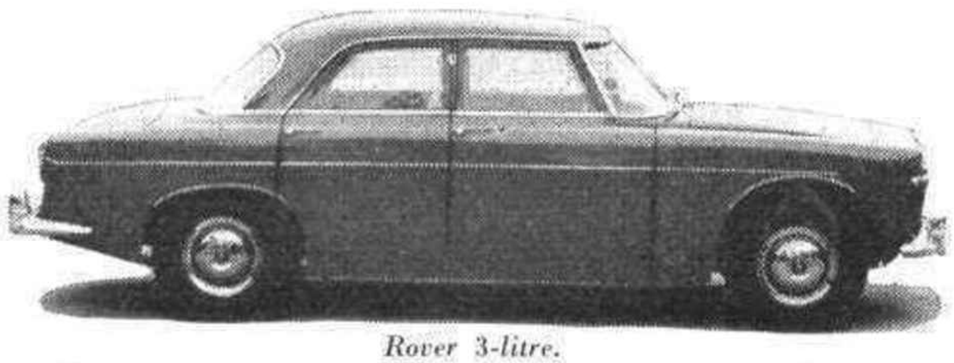
No technical novelties from Oldsmobile this year on the 88 range except that more power is available, while bodies have been completely restyled. The new F-85 is Oldsmobile's small car, having conventional design with 9 ft. 4 in. wheelbase, an aluminium water-cooled V8 engine giving 155 b.h.p. at 4,800 r.p.m., and similar styling to the larger models.

Prices : Super 88, £3,486; convertible, £3,486; holiday saloon, £3,386.

PLYMOUTH **Stand 124**

The Plymouth Fury, considered quite a car in the U.S., will be unchanged technically but in the usual restyling the fins have disappeared. The Valiant, which is the largest selling compact so far, continues with few changes.

Prices : Fury, £2,792; Valiant, £1.946.



Rover 3-litre.

PONTIAC **Stand 121**

A technically advanced small car, the Pontiac Tempest has been introduced recently with a four-cylinder 3½-litre engine giving 110 b.h.p. The gearbox is mounted in unit with the rear axle, which uses swing-axle suspension, while the front suspension relies on wishbones and coil springs. The drive to the gearbox is taken through a much-publicised curved propeller shaft.

Price : Not yet available.

RAMBLER **Stand 123**

The latest Rambler American introduced this month in America is the smallest car built in the U.S., being only 14 ft. 5 in. long. With a very clean body design and optional 90 and 125-b.h.p. six-cylinder engines the new model should sell well.

Price : Not yet available.

ROLLS-ROYCE **Stand 113**

With a V8 engine closely following American practice it may be thought that the Rolls-Royce is no longer the best car in the world but few manufacturers approach Rolls-Royce standards.

Price : Silver Cloud II saloon, £6,092.

ROVER 3-LITRE **Stand 108**

The 3-litre carries on with few alterations. Power steering is now available while for the man who cannot afford a chauffeur-driven Rolls-Royce a do-it-yourself removable division kit is available, at an extra cost of £120.

Prices : 3-litre (overdrive). £1,783; automatic, £1,864.

STUDEBAKER **Stand 100**

One of the earliest of the compacts the Lark carries on with few changes except that a larger version, the Cruiser is introduced together with an optionally available 112 b.h.p. six-cylinder o.h.v. engine. The Hawk, perhaps the best looking of American cars now has bucket seats and a four-speed gearbox with floor-mounted lever.

Prices : Not yet available.

OPEN SPORTS CARS

A.C. ACE **Stand 135**

The well-known Ace continues to elude our road testers and also continues without change except that disc brakes are now standard equipment and the Ace engine develops 102 b.h.p. at 5,000 r.p.m., although the Bristol engine is more popular.

Prices : Ace, £1,836; Ace-Bristol, £2,197.



Austin Healey Sprite.

ALFA-ROMEO GIULIETTA SPRINT SPIDER AND 2000 SPIDER **Stand 152**

The Pininfarina designed open body on the Sprint Spider remains unchanged except that the optionally extra hard-top has been improved. The 2000 Spider with body by Touring of Milan is gaining in popularity and its 115-b.h.p. 2-litre engine gives a top speed of around 110 m.p.h. It is being exhibited at Earls Court for the first time.

Prices : Giulietta Spider, £2,091; Spider Veloce, £2,480; 2000 Spider, £3,111.

AUSTIN HEALEY SPRITE AND 3000 **Stand 147**

Both the Sprite and the 3000 continue unchanged and three examples of each can be seen on the Healey stand, all of them being finished in ice blue. Also displayed is the Austin Healey 3000 with which Pat Moss and Ann Wisdom won the Liége-Rome-Liége Rally.

Prices : Sprite, £632; Supercharged Sprite, £711; 3000, £1,168.

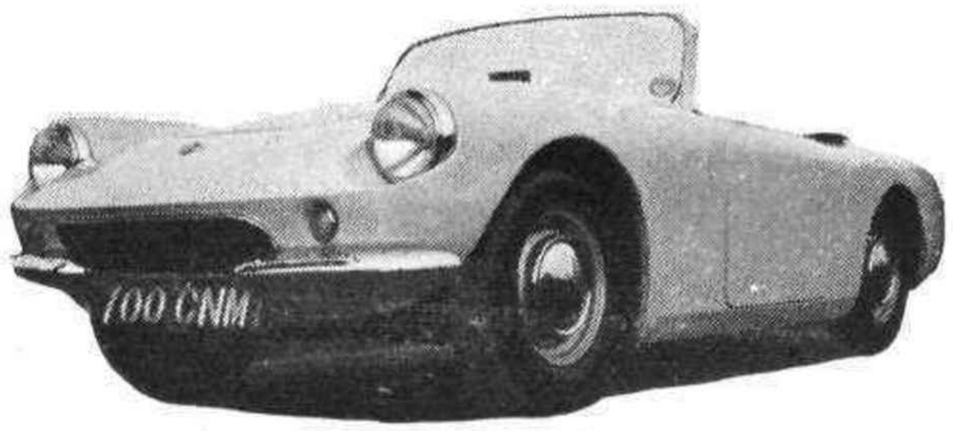
BERKELEY **Stand 107**

The new Berkeley Bandit (described on page 899) is the highlight of the Berkeley stand. This Ford-engined, disc-braked sports car will sell for £798 10s. and looks like adding interest to production sports-car racing. The Royal Enfield-engined B95 and 105 will continue in production.

Prices : B95, £628; B105, £652; Bandit, £799.



Facel Vega Facellia.



Berkeley Bandit.

CHEVROLET CORVETTE **Stand 119**

Still the only American sports car, the Corvette offers high performance from the well-known V8 engine which has powered so many race-winning cars in the U.S. It develops 230 b.h.p. in standard form but 300 b.h.p. can be obtained, which makes several European " high-performance " sports cars look a trifle sick.

Price : Not yet available.

DAIMLER SP250 **Stand 128**

At the time of going to press we have no news of any changes to the specification of the SP250 but as it is such a recent introduction *no major alterations are expected. The car does not* appear to be selling well in this country but racing successes in the United States will probably boost sales there. Jaguars may well use the lusty V-8 engine in one of their long-rumoured new models.

Price : £1,395.

FACEL VEGA FACELLIA **Stand 161**

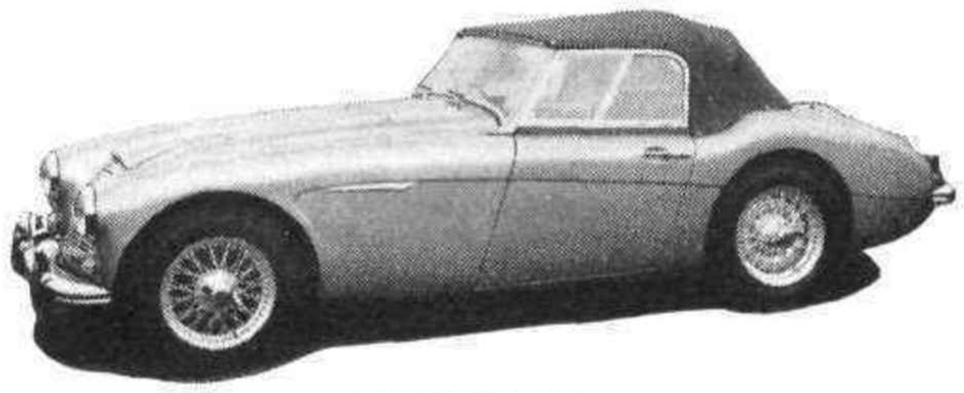
Successor to such great names as Bugatti, Delage and Delahaye the Facel Vega is the only remaining French quality car. The little Facellia with 1,600-c.c. twin overhead camshaft engine and Dunlop disc brakes on all four wheels offers 115 b.h.p. and a top speed in excess of 100 m.p.h. Right-hand-drive models are imported into Britain.

Price : Not yet available.

FAIRTHORPE **Stand 144**

Well known as builders of do-it-yourself kits, Fairthorpe continue with the Climax-engined Electron, Triumph Herald-engined Electron Minor, Ford Zephyr-engined Zeta, and introduce the Electrina, which is a saloon version of the Electron Minor.

Prices : Electron Minor, £799; Electron, £1,198; Zeta, £1,281; Electrina, £799.



Austin Healey 3000.

FIAT 1200 AND 1500 **Stand 138**

Outwardly similar to the 1200, the 1500 houses a twin overhead camshaft OSCA-inspired engine and, although giving a modest 80 b.h.p., a 100-m.p.h. performance should result. A full road-test of the 1500 appears in this issue.

Prices : 1200 Cabriolet, £1,460; 1500, £1,844.

JAGUAR XK150 **Stand 127**

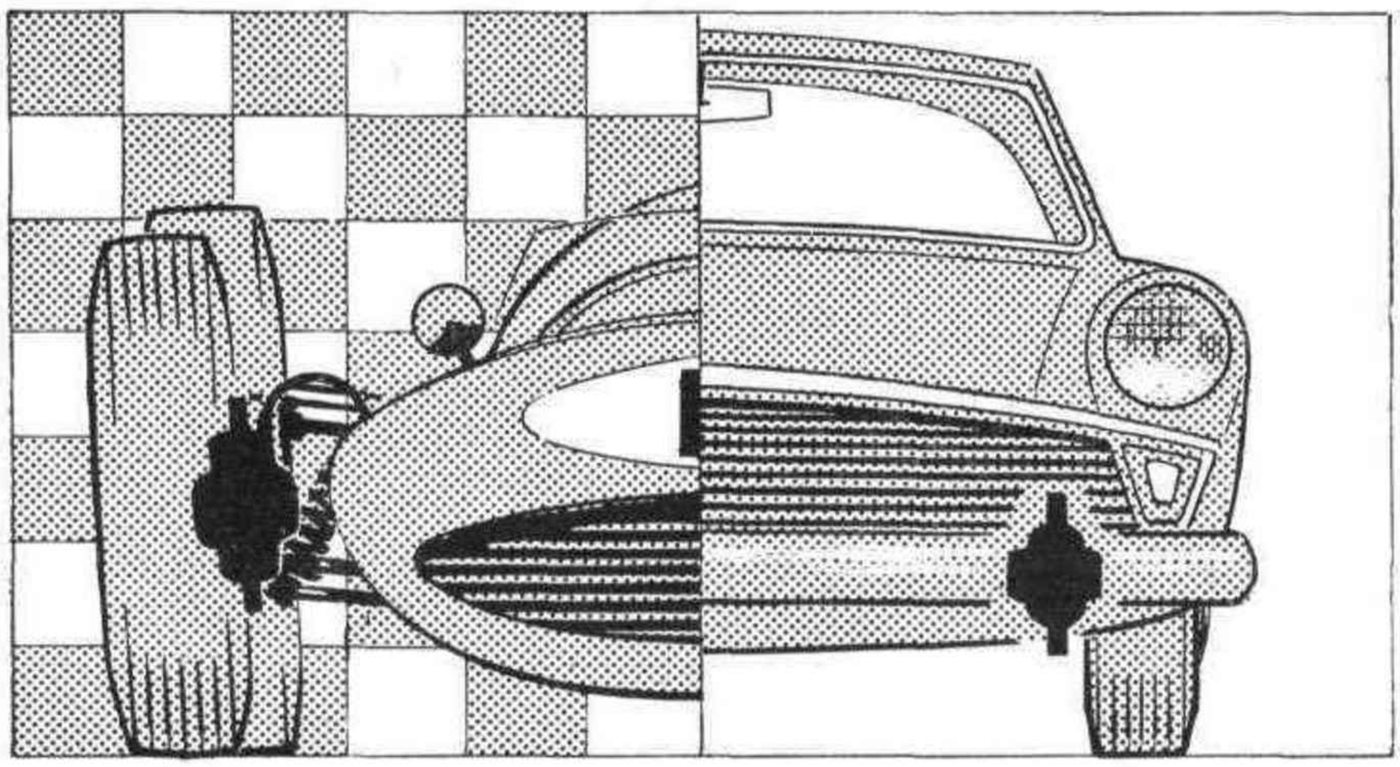
How Jaguar make a profit still amazes us as their range of high-performance cars offer perhaps the finest value in the world's motor industry. The XK150 series continues completely unchanged except that a new range of metallic colours will be available in future.

1960

Right from the start another Great Year for

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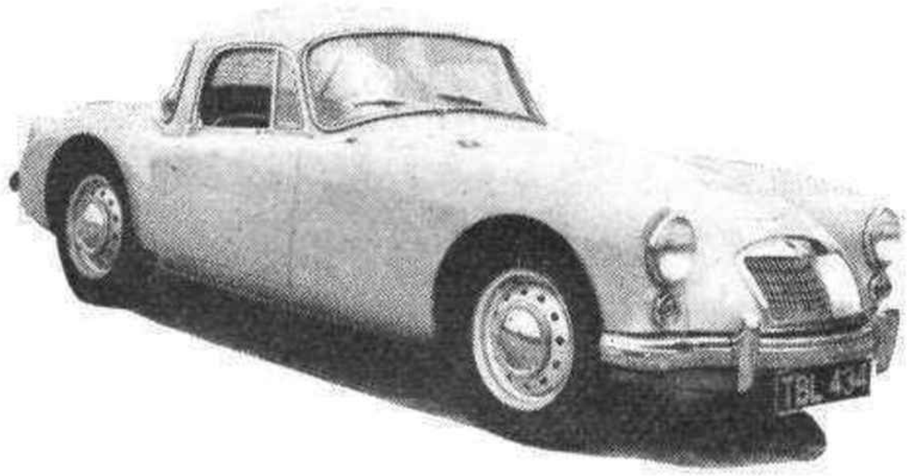
It's been another great year for Girling — all over the world, in the fiercest competition, cars fitted with Girling Disc Brakes have won top honours in motor sport. These are significant achievements, reflected in the choice of Girling Disc Brakes as standard equipment on more and more famous cars by manufacturers in Britain and abroad — proving beyond doubt that Girling Disc Brakes are indeed the Best Brakes in the World.

STAND No. 280

MOTOR SHOW · EARLS COURT · OCTOBER 19th — 29th

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GIRLING LIMITED · KINGS RD. · TYSELEY · BIRMINGHAM 11



M.G.A coupé.

The XK150S is offered with 265 b.h.p. and a performance well in excess of 130 m.p.h., while those who are not so performance conscious can settle for the 210-b.h.p. 3.4-litre version or the 220-b.h.p. 3.8-litre.

Prices : 3.4-litre XK150, £1,666; 3.8-litre XK150, £1,942; 3.8-litre XK150S, £2,176.

MERCEDES-BENZ 190SL AND 300SL **Stand 120**

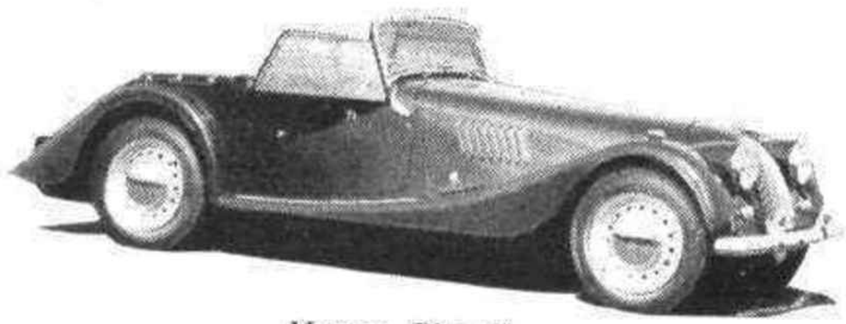
The fantastic 300SL can be seen in unchanged form on the Mercedes stand but the 190SL is not displayed. The latter is generally regarded as a fast tourer although its 1,897-c.c. engine develops 120 b.h.p. and propels the car to around 112 m.p.h.

Prices : 190SL, £2,735; 300SL, £5,314.

M.G.A **Stand 112**

With no announcement and few regrets the Twin-Cam model has been allowed to slip out of the M.G. assembly lines and pass into history as one of those inexplicable failures which beset the best of manufacturers from time to time. This appears to be a little premature as Dick Jacobs had gained a fair measure of reliability and not a little speed with his two privately-owned cars. One consolation for prospective M.G.A owners is that the Twin-Cam chassis with four-wheel disc brakes and the centre-lock disc wheels is available as an optional extra. Otherwise the M.G.A 1600 introduced last year remains unchanged.

Prices : M.G.A, £940; M.G.A coupé, £1,027.



Morgan Plus Four.

MORGAN 4/4 AND PLUS FOUR **Stand 118**

It will indeed be a sad day when the specification of the Morgan undergoes a major change, and we are happy to report that the TR3-engined Plus Four continues without major alterations except that disc brakes are now standardised and the steering has been redesigned to give lighter control. The 1172 Ford-engine Series II 4/4 is replaced by a Series III model which utilises the 105E Anglia engine and four-speed gearbox but remains otherwise unchanged.

Prices : Plus Four two-seater, £929; four-seater, £950; two-seater drophead coupé, £1,007; 4/4 Series III, £738.

SUNBEAM ALPINE **Stand 125**

Although more of a sports tourer than an out-and-out sports car, the Alpine has been in constant demand since its inception just over a year ago and nearly 90% of production has been exported. For 1961 the engine capacity is increased from 1,494 c.c. to 1,592 c.c., putting the power up to 85.5 b.h.p. at 5,000 r.p.m., while the driving position, which has been criticised in road tests, is considerably altered. A new range of colours will keep the Alpine in the public eye for another year.

Price : Not yet available.

TRIUMPH TR3 **Stand 142**

Still regarded as the World's best all-round sports car, the TR3 sells in large numbers all over the world to drivers who want an almost unbreakable car which will stand up to terrific punishment and still offer 100-m.p.h. performance. Its road-holding is not beyond criticism but as an all-round sports car the TR3 is difficult to beat.

Prices : TR3A, £991; hard-top, £1,041.

HIGH-PERFORMANCE CLOSED CARS



A.C. Greyhound.

ABARTH **Stand 146**

To be seen for the first time anywhere in the World is the new Abarth 1000, while the 2200 model will be exhibited at Earls Court for the first time. Also on the stand will be one of the 850 rear-engined coupés. Anthony Crook Motors are the U.K. concessionaires for Abarth and will also show a representative selection of Abarth exhaust systems on stand 327 in the gallery, while examples of Zagato coachwork can be seen on stand 80.

Prices : Not yet available.

A.C. ACECA AND GREYHOUND **Stand 135**

The handsome Aceca coupé carries on with no modifications, but the Greyhound saloon introduced last year has modified nose treatment, while rectangular chassis tubes are now used. The price has been increased quite considerably.

Prices : Aceca, £2,201; Aceca-Bristol, £2,561; Greyhound, £2,999.

ALFA-ROMEO GIULIETTA SPRINT COUPE, SPRINT VELOCE AND ZAGATO SPECIALE **Stand 152**

The Bertone-styled Sprint coupé has several improvements in body comfort and remains a tantalising prospect for British enthusiasts, as does the Sprint Veloce which has 104 b.h.p. against the 92 of the coupé model. The Zagato Speciale on display is the special competition version which is somewhat lighter than the Bertone-bodied car exhibited last year.

Prices : Sprint coupé, £2,197; Sprint Veloce, £2,587; Zagato Speciale, £3,394.



Alfa-Romeo Giulietta Sprint coupé.

ASTON MARTIN DB4 AND DB4GT **Stand 129**

Another *marque* which still manages to evade the clutches of our staff, the Aston Martin continues unchanged for another year. The G.T. is one of the most powerful closed cars to be offered for sale to the general public, with a claimed power output of 331 b.h.p. from its 3.7 litres. It has still to beat the 3-litre Ferrari in open competition.

Prices : DB4, £3,968; DB4GT, £3,534.

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Many a car is waiting for the Prince of petrols to bring it to life. And not only the Sleeping Beauties of Vintage-land. For Super National has a magic of its own that makes today's high-compression engines sit up and take notice. Super National, in fact, contains specially compact hydrocarbons called Benzole Aromatics. They fit together as neatly as a happy ending. Just one reason why Super National has such tremendous energy in every gallon. Result: fairy-tale performance, no knocking, more miles to the gallon. To wake your engine to full life, fill up with Super National, the high-octane / high-aromatic mixture. Next time you're out, turn in at a friendly National station.

National

A9/6

Super Christmas gift for any motorist: 'Forty Years of Motoring'. It's the history of the motor car – and National Benzole – obtainable from your local Bookseller, 25/-

BRISTOL 406 **Stand 136**

Although Bristol Cars Ltd. has recently been acquired by Anthony Crook and George White, no changes are to be made for the Motor Show. Drivers desiring a hand-built car with moderately high performance would do well to consider the 406 or the more expensive model with body by Zagato which can be seen on stand 80.

Prices : 406, £4,244; Zagato 406, £4,792.

FACEL VEGA **Stand 161**

Powered by the Chrysler V8 engine developing well over 300 b.h.p., the Facel Vega can be classed as a real high-performance car. Previous criticism of brake fade is now void as Dunlop disc brakes are fitted to all four wheels, while Richmond safety harness holds the occupants in position under deceleration, intended or otherwise. Examples of both the HK500 and the Excellence models are on display.

Prices : HK500, £4,740; Excellence, £6,376.

FERRARI 250GT BERLINETTA AND PININFARINA 2 + 2 **Stand 159**

Absent from the Motor Show last year owing to the untimely death of Mike Hawthorn, Ferraris are now handled in this country by Marenello Concessionaires Ltd., who are exhibiting both the well-known 250GT Berlinetta and the new Pininfarina-designed 2/4-seater. In order to gain space for the extra rear seats the 240-b.h.p. V12 engine has been moved forward in the chassis without disturbing the wheelbase length. Theoretical speeds for this car are 61 m.p.h., 85 m.p.h., 115 m.p.h. and 144 m.p.h.

Prices : 250GT, £6,326; Pininfarina 2 + 2, £6,326.

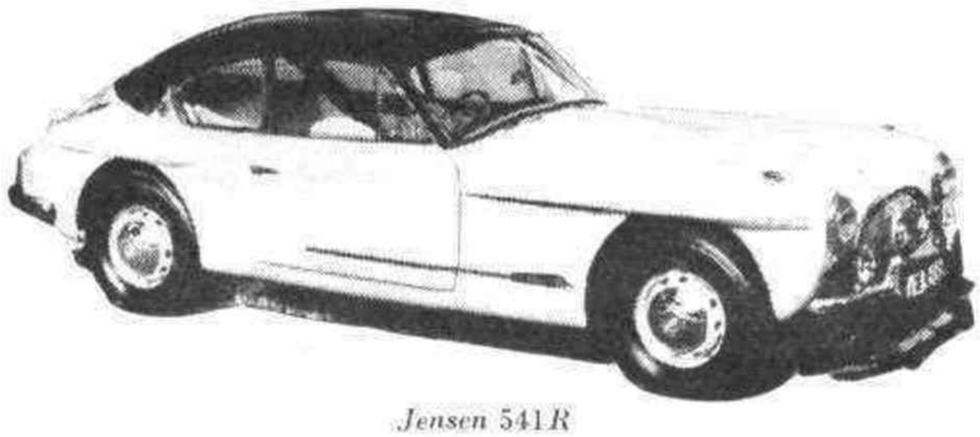


Jaguar Mk. IX

JAGUAR 2.4, 3.4 MK. II, AND MK. IX **Stand 127**

Rumours of a Jaguar small car will not be realised at the Motor Show as the whole range continues unchanged except that new metallic colours are available and Burman power-assisted steering, previously only available in North America, will now become optional equipment on Mk. II models. The 3.8 model can justly claim to be the fastest five-seater saloon in the world as well as being one of the most attractively priced.

Prices : 2.4 Mk. II, £1,534; 3.4 Mk. II, £1,669; 3.8 Mk. II, £1,779; Mk. IX, £1,884.



Jensen 541R

JENSEN **Stand 134**

Although a new model, the 541S is to be introduced at the Show technical details had not reached us at the time of going to press with this feature. The present 541R is a handsome vehicle with glass-fibre coachwork which uses the 4-litre Austin engine.

Price : 541R, £2,707.

LANCIA APPIA AND FLAMINIA **Stand 153**

Now in the process of a good deal of expansion, the Lancia factory is planning to increase production as well as introduce a new model. The 3rd series Appia has increased power, improved brakes, and it is claimed that road-holding is improved due to smaller tyres being fitted. Of the many variations on the technically advanced Flaminia chassis the standard saloon, the Farina coupé and the Touring convertible are displayed at Earls Court.

Prices : Appia : saloon, £1,588; Farina coupé, £2,183; Zagato coupé, £2,261. Flaminia : saloon, £3,713; Farina coupé, £3,869; Zagato coupé, £3,784.



Lancia Flaminia Sport Zagato

LOTUS ELITE **Stand 148**

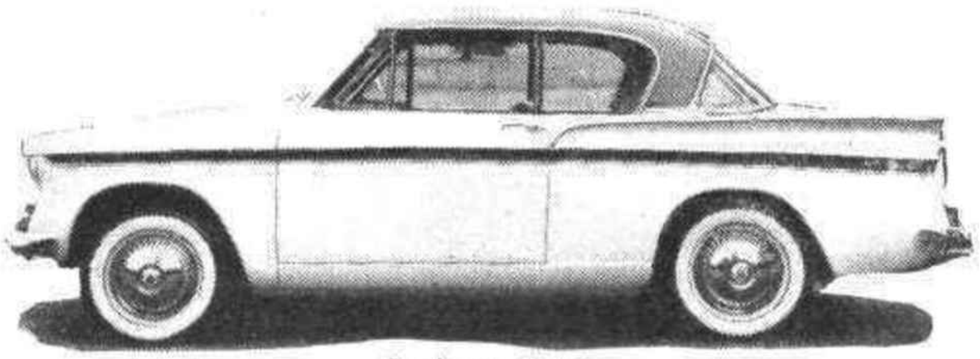
The Lotus Elite continues with a few alterations to the specification, including the fitting of twin S.U. carburetters and four-branch exhaust system as standard, ZF gearbox, 4.22-to-1 rear axle ratio, heater unit and the new rear suspension described in our September issue. With this specification the Elite will be known as the Series Two Special Equipment model. Power output on this version will be 83 b.h.p. at 6,500 r.p.m.

Price : Not yet announced.

MASERATI **Stand 132**

Exhibited for the first time in this country, the Maserati 3500GT is powered by the 230-b.h.p. six-cylinder engine and is available with 2/4-seater coupé bodywork by Touring of Milan or open two-seater body by Vignale, and is said to be capable of speeds in excess of 140 m.p.h. A good number have already been sold in this country by the concessionaires, Colin Murray Ltd., of Fleetwood.

Price : 3500GT, £5,852.



Sunbeam Rapier

PORSCHE **Stand 122**

A number of specification changes were made last year to the Porsche range and they remain unaltered for 1961. Those who are on intimate terms with the various Porsche models say that the latest models have an inferior ride and poorer road-holding than earlier models. Whether this is true or not we would not know as we are unable to obtain road-test cars, but they still offer performance and all-round handling which it would be difficult to beat.

Prices : Standard Roadster, £1,999; fixed-head coupé, £2,050; Super 75 coupé, £2,215; Super 90 coupé, £2,409.

SUNBEAM RAPIER **Stand 125**

Still notching up successes in International rallies, the Rapier is now driven quite successfully in races and is the present class record-holder at Silverstone with a lap of 81.68 m.p.h. No changes will be made for the Motor Show except that such colours as moonstone, velvet green and ash grey will now be available.

Prices : Rapier Series III, £986; convertible, £1,042.

IN GRACE AND POWER — INCOMPARABLE



Slip behind the wheel of the sleek, sporting **Mercedes-Benz 190SL**, the car that has set the standards for the under 2-litre sports classes all over the world. Tip the accelerator pedal with your toe, and see how eager it is to surge ahead to speeds of over 100 m.p.h. Yet feel how obediently the feather-light steering and power-assisted brakes respond to your slightest touch. With its balanced suspension system, and limpet-like cornering, the 190SL is a sporting thoroughbred through and through

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A Survey of—

THE REALLY SMALL MOTOR CARS

THE advent of the British Motor Corporation's AD015 mini-cars has set a new standard of baby-car design, putting most of the established peasants' cars in the background. However, small as they are externally, though full four-seaters with extremely generous luggage stowage within, it must be remembered that the Morris Mini-Minor and Austin Se7en have engines of 848 c.c. capacity, which was regarded as unnecessarily large for a baby car by Sir Herbert Austin nearly four decades ago.

There still exist people who need *really* small cars, either because they need maximum petrol economy, minimum parking area, or just because they like little things. For this reason we present the following notes on four-wheeled cars of under 750 c.c. which MOTOR SPORT drivers have been sampling prior to the Motor Show, particular attention being paid to petrol consumption, to see whether these diminutive engines justify themselves by giving greater economy than the 45 m.p.g. habitually returned by the Editorial Mini-Minor.

It should be noted that the Renault 750 is not included because sales of this model are now virtually moribund in Britain, while the B.M.W. agents, having taken umbrage at some mild remarks of ours about locking brakes on their Isetta, apparently have insufficient faith to allow us to test the B.M.W. 700. In addition, although we are told that the Citroen Bijou is now coming off the Slough assembly line Citroen's P.R.O. was unfortunately unable to lend one for test, while the Berkeley and Fiat-Abarth are not included as these are sports cars and justify full road tests at a later date.—ED.

THE FIAT NEW 500



The Tipo 110 Fiat New 500 with vertical-twin 479-c.c. blower-cooled engine at the back, is a jolly little car, providing perfectly adequate performance for two people who are not in a tearing hurry. In its revised form the engine, which has push-rod-operated o.h. valves inclined in the same plane, develops 16½ b.h.p. (*sans* silencer) or 21 S.A.E. h.p. without undue fuss and, in conjunction with an excellent four-speed gearbox, provides maker's maxima of 16, 27 and 44 m.p.h. in the lower gears. In fact, these speeds can be exceeded by some 10 m.p.h. without disaster, while a cruising speed of around 60 m.p.h. is attainable, with perhaps five more m.p.h. to come.

The gears are changed by a delightful little remote lever which is a joy to use and very light, rapid gear shifting is possible, the lever going home with rather a " clonk." The hand-brake lies between the seats, adjacent to two small pull-up levers actuating choke and starter. The view forward is of the road only, the brief " bonnet " being almost invisible, but the screen pillars are thick, the roof low, so that a tall driver has to adopt a Brabham crouch. The test car had twin vizors, anti-dazzle mirror, and a parcels well under the facia to compensate for absence of pockets or cubby-hole. There is a good heater and loud horn.

The ride is inclined to be choppy, like a small boat in a liner's wash, but over bad surfaces the suspension works very well. The little Fiat corners well, although with pronounced oversteer. The steering is rather insensitive but free from kick-back, and the clutch vague and apt to be sudden if care is not exercised, while the location of the pedal close to the metal heater duct makes second-best shoes advisable. The screen-wipers self-cancel if their switch is depressed and two left-hand stalks work the self-cancelling flashers and lamp settings.

The facia, apart from a few switches and a direction indicators lamp of adjustable intensity (not working on the test car), contains merely a small hooded 70-m.p.h. speedometer with odometer and warning lamps for full-beam, dynamo, petrol level (in lieu of a gauge), and oil pressure. The petrol warning began flashing after 163 miles from a brimful tank.

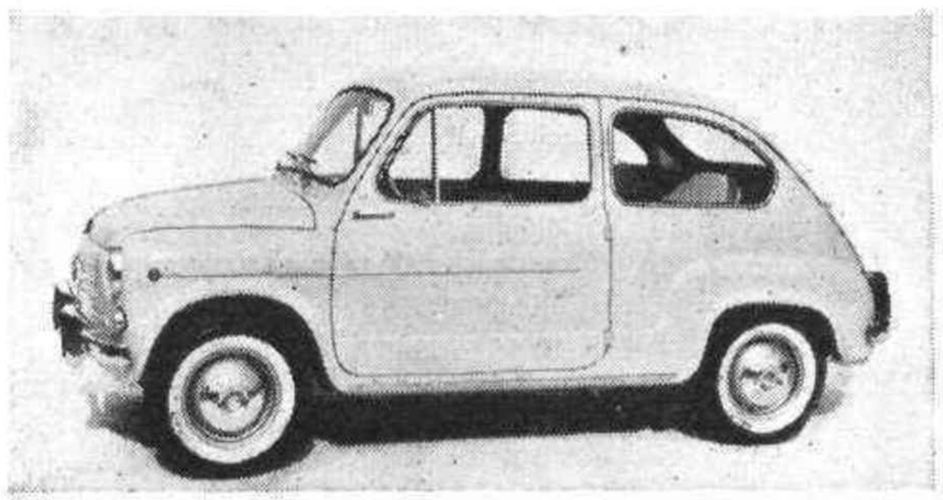
Excellent features of the New 500 are winding windows and big openable quarter-lights, and a simple but effective folding roof. A full convertible is also available, for £25 10s. extra. There is no real luggage stowage, the front under-bonnet-space being full of petrol tank (4.6 gallons) but the back seat, accessible by tipping up the adjustable front seats, can carry plenty if not occupied by bambinos. The seats, with rubber strips in lieu of metal springs, are adequate but rather hard.

There is a simple hand-throttle, apt to be mistaken for the front bonnet release, and parking lights. The brakes are amply powerful. Fuel consumption in general running, which is almost always full-throttle, came out at 54 m.p.g.

At £499 16s. inclusive, the Fiat New 500 is a most attractive little car, so small it parks on a dime, yet they race them in Italy, so there's no need to be ashamed of owning one. It's just the job for a couple of love-doves or for anyone looking after the pennies.

In normal form the engine has a compression-ratio of 7 to 1 and a Weber 26IMB1 carburetter. A sports 499-c.c. version has a compression-ratio of 8.6 to 1, a Weber 26IMB3 carburetter and develops 21 b.h.p. without silencer, or 25 S.A.E. h.p. The test car had Dunlop " Gold Seal " tyres.

THE FIAT 600



The basic design of the Fiat 600 is now over five years old but, as we discovered when driving a test car recently over several hundred miles, it is still fully competitive.

On entering the car one finds two separate bucket seats in the front and a bench seat for rear passengers. It is undoubtedly a true four-seater but, with luggage room restricted to a small space beside the petrol tank under the bonnet and a well behind the rear seats, recourse would have to be made to a roof rack if a holiday for four were contemplated. Controls are conventional except that starter and choke levers are on the floor between the two front seats beside the parking brake and gear-lever. The only instrument is the speedometer, which includes warning lights for oil pressure, water temperature and dynamo charge, together with a fuel level gauge which incorporates a reserve indicator light.

The direction-indicator and lighting switches are mounted on the left side of the column in the same plane and are consequently rather difficult to operate as one can easily trip the indicator switch when attempting to flash the lights. The lighting system seems unnecessarily complicated as one has to operate a dash-mounted toggle switch to bring the system into operation while two warning lights are deemed necessary to indicate to the driver that his lights are on. The panel light operates independently of the rest of the system, so that anyone not used to the Fiat will quite likely drive off without lights.

G R E Y H O U N D



T H E B E S T O F E V E R Y T H I N G

A.C. Cars Limited have pleasure in announcing that the " GREYHOUND " is now in full production. This high-performance grand touring car with accommodation for rear-seat passengers is additional to the " ACE " and " ACECA " range.

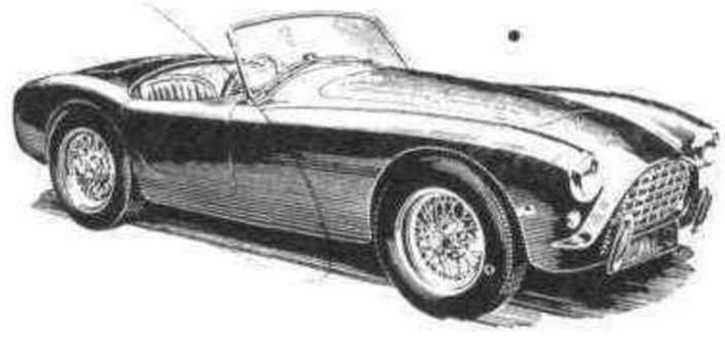
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The road-holding and performance have received the enthusiastic praise of both the expert and the motoring connoisseur.

The best of everything is built into the " GREYHOUND " by craftsmen who jealously guard the hand-made reputation that has made A.C. the choice of the discerning motorist during the past 50 years. The lavish " GREYHOUND " specification worthily upholds the A.C. tradition and reputation for quality, performance and value in " individuality " motoring.



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Apart from this criticism, the Fiat is easy to drive; the steering is light, the gear-lever snicks from gear to gear with no sign of protest from the integrally-mounted gearbox although the lever feels a trifle disconnected and spongy, the pedals are ideally placed and heel-and-toe changes are easily made. The clutch foot occasionally fouls the windscreen demister ducts but it was the left-hand duct which detached itself on the test car as no fixing method is employed.

The engine is not particularly noisy unless it is taken well beyond the marks on the speedometer dial, which are placed at 15 m.p.h. for first gear, 25 m.p.h. for second and 40 m.p.h. for third. In practice these can be exceeded by some 5 m.p.h. without distressing the engine, but if they are strictly adhered to a petrol consumption in excess of 50 m.p.g. will undoubtedly result. Over 400 miles of mixed City-to-suburbs commuting and longish out-of-town journeys the 600 returned a creditable consumption of 47 m.p.g., which it would be difficult to worsen unless full throttle were used constantly. The Fiat engine is particularly flexible for such a small unit and if Mobil Economy Run methods were used it should be possible to reach 65 m.p.g. On the other hand the speedometer needle can be pressed round to the end of the dial, which finishes at 70 m.p.h., and we held it in this position for several minutes at a time with no signs of distress being transmitted to the driver.

The Fiat's handling characteristics are rather difficult to evaluate as it appears to fluctuate between quite noticeable understeer to mild oversteer. On the test car which had covered some 13,000 miles and which was fitted with Michelin SDS tyres, still with plenty of tread left, the initial impression gained was that the car understeered. This appeared most marked on fastish open bends, where more and more lock was required to negotiate the bend, and knowledgeable passengers immediately remarked on the understeering tendency. However, on slower, more acute bends the steering tended towards oversteer, but since at no time does the handling become vicious the average owner will not let it worry him.

The ride is particularly comfortable for such a small car, the transverse leaf-spring at the front and wishbone and coil-spring lay-out at the rear imparting a remarkably pitch-free ride to a car with a wheelbase of only 6 ft. 6¾ in. Naturally, if rough roads are encountered the ride becomes choppy but this seldom becomes unpleasant.

Although minor points may be criticised, such as the location of the rear-view mirror or the noise of the heating system, the Fiat 600 remains as one of the best small cars on the market and is immense fun to drive. A pity that its price in this country is inflated to £613 2s. 0d.

THE GOGGOMOBIL REGENT 500

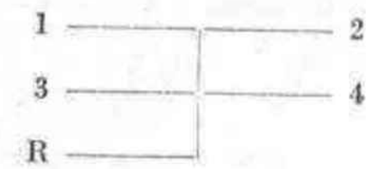
THE Goggomobil achieved its greatest popularity in this country during fuel rationing when its excellent fuel consumption figures gave it a great advantage over many other four-wheeled vehicles. However the fine handling characteristics came to the notice of racing drivers and the Mayfair coupé was seen in several speed events. Since that time more advanced British designs have been seen while fuel is freely available once more so it would seem on the surface that the Goggomobil has little to offer in this country. We were recently able to discover that this was far from the truth and that the Goggomobil offers commendable economy with not inconsiderable performance.

The little saloon comes in two types, both similar externally but the choice of a 293 c.c. or 392 c.c. parallel twin, two-stroke fan-cooled engine can be made, the former having 15 b.h.p. at 5,000 r.p.m. and the latter offering 20 b.h.p. at 5,000 r.p.m. The engine is placed at the rear in unit with the four-speed gearbox and all round independent suspension is provided by swing axles. A larger model, the Royal T 700 has been introduced more recently having conventional front-mounted four-stroke 688-c.c. engine driving by propeller shaft to a rigid back axle suspended on leaf springs.

The car we arranged to test was the Regent 300 with the tiny 293-c.c. engine. This is certainly a small car, having a wheelbase of 5 ft. 10¾ in. and an overall length of only 9 ft. 6¼ in.; however no difficulty was encountered in entering or leaving the car, in addition to which the small dimensions were an advantage in traffic. The driver and front passenger sit in separate bucket seats which are well shaped but rather on the hard side so that one begins to squirm after 50 miles or so. The rear bench seat will accommodate two adults, although leg room is not over-abundant. The tiny two-spoked steering wheel is angled nearer to the horizontal than to the racing drivers' almost vertical ideal and the column passes between the clutch and brake pedals which are set close together as the wheel arches intrude into the passenger space.

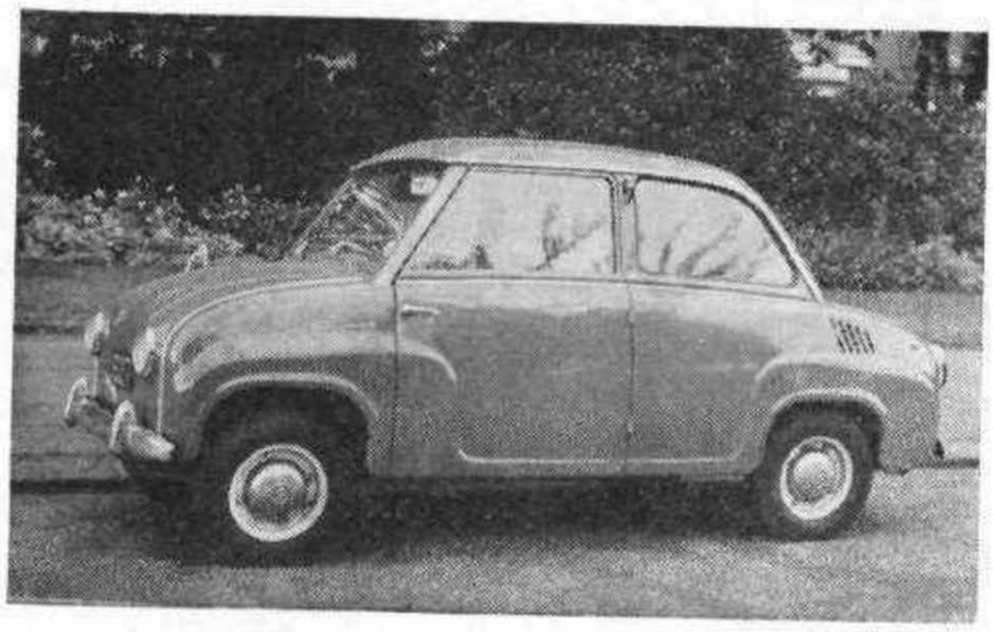
The sole instrument, set in the metal facia panel with mottled grey finish, is the 80 m.p.h. speedometer which incorporates dynamo and direction indicators warning lights. To the far right of the instruments panel are two knobs, one for the heater and one for the choke (the latter marked with an S to confuse the English). Three smaller knobs are next in line, dealing with lights, windscreen wipers and parking lamps respectively. On the left of the speedometer, one above the other are the direction indicators switch, headlamp flasher switch and ignition switch. In front of the passenger there is a small glove locker, and to his left a shelf attached to the body side which contains the tool kit.

The tiny gear lever is placed on a central tunnel which also carries the handbrake and heater ducting. The gear change pattern is rather different to normal practice as although the normal "H" pattern is used it has been turned to the left through 90 degrees so that to select first gear the lever is pushed to the left and second gear is obtained by pulling the lever sideways towards the driver.



gear change pattern.

Third and fourth gears are nearest to the driver while reverse is selected by lifting the lever out of the main gate and pushing it to the left. Naturally this takes a little getting used to but there must be some satisfaction for Goggomobil owners in having a car which strangers cannot drive off immediately. In practice the gearbox works perfectly and the change from first to second and third to fourth must be one of the quickest on any car. The tiny gear lever



requires delicate movements and can be operated with two fingers as it is all too easy to go straight through neutral if one uses too much force. The tiny engine does not provide staggering acceleration, but the quick gearbox saves the odd second or two and the "Goggo" moves along quite briskly.

The two-stroke engine starts easily with a whiff of choke and is not a particularly noisy example of its type and will certainly annoy few drivers. Naturally it has no great torque to speak of and as with most two-strokes the revs. must be kept up if performance is not to suffer drastically. Top gear is good for an indicated 55 m.p.h. or more which is probably a true 50 m.p.h., but the engine seems to settle for a 40 m.p.h. cruising gait which it will hold without fuss.

Roadholding is of a very high order. The springing is fairly firm and on bumpy roads the passengers get a bouncy ride but in compensation corners can be taken very quickly with just a trace of oversteer and in fact other faster cars tend to get in the way of the Goggomobil on corners. The 7 in. brakes need only modest pedal pressure and really pull the Goggo up quickly although they have the rather insensitive feel which seems so common to German cars. The clutch is also rather lacking in feel which is not helped by a rather strong coil spring on the cross shaft, which discourages the driver from holding a gear engaged at traffic lights.

Driven hard the Goggomobil returned the creditable fuel consumption of 56 m.p.g. which gives the car a range of over 300 miles. A reserve tap is situated on the rear parcels shelf.

Although the Goggomobil may be lacking in performance by present-day requirements it has a charm of its own, not the least of which is its fuel consumption which approaches the 60 m.p.g. we consider necessary in a really small car.

THE N.S.U. SPORT PRINZ

THE N.S.U. Prinz II saloon road-tested by MOTOR SPORT in June 1959 was fitted with the 24-b.h.p. version of the twin-cylinder overhead camshaft 583-c.c. engine, but for the Prinz 30 and Sport Prinz the power is increased to 36 b.h.p. at 5,300 r.p.m. by the simple expedient of opening out and polishing inlet ports and increasing the size of the valves. This power output is of course quite remarkable for such a small capacity engine but N.S.U. claim that 50 b.h.p. is quite possible, and private owners have undoubtedly seen even more for racing purposes. We were to have tested the Prinz 30 model but another journalist managed to crash the car



just before we were due to take it over, and at the last moment we were offered the Bertone-bodied Sport Prinz for test. Strictly speaking, the Sport Prinz can hardly be regarded as an economy car as few people will be prepared to pay £970 for such a tiny vehicle, but as the mechanical specification closely follows that of the angular little saloons it was felt to be not inappropriate to test the G.T. version.

The Sport Prinz utilises the rigidly braced platform chassis of the Prinz, to which is welded the all-steel body designed by Bertone, the Italian stylist, and built by N.S.U. The body is a two-door coupé of typical Italian design, resembling the Alfa-Romeo Giulietta coupés. The two trailing doors are large but entry is difficult because of the rake of the steering column and the intrusion of the wheel arches into the foot space. The pedals are considerably offset to the left and there is no room to rest the clutch foot. The steering wheel is also considerably angled so that the right-hand side is nearer the dashboard, causing the new driver some initial apprehension as to whether his left arm has begun to wither! The Sport Prinz makes no bones about being a two-seater as the two bucket seats are large and comfortable with padded rolls, while the squabs are adjustable for rake. Behind the seats is a large shelf which could accommodate a good deal of luggage or two children if they did not object to the lack of padding. Additional luggage space is available under the bonnet, but with a 5.7-gallon petrol tank and a spare wheel already in occupation a medium-sized suitcase would strain the capacity.

Instrumentation is similar to that of the saloons, the sole instrument being the large Vdo speedometer, curiously marked with coloured segments denoting maximum speeds in the gears. These are placed at 12 m.p.h. for first gear, 25 m.p.h. for second, and 40 m.p.h. for third. Incorporated in the speedometer is a mileage indicator which is well illuminated at night (something appreciated by rally drivers and not often found in British cars), although no tenths recorder is fitted. The rest of the instrumentation is taken care of by five coloured lights, these indicating high beam, dynamo warning, oil pressure, fuel level and direction flashers. The lighting system is just about perfect, a switch on the facia being turned to left or right to bring on the off-side front and rear lamps for parking, depending on which side of the road one parks, while the same switch is pulled for side-lights and dipped headlamps. A stalk protruding from the right of the steering column switches the lights to main beam if it is lifted, while depressing the lever flashes the main beam even when the remainder of the lighting system is out of operation. Pulling the same lever in the horizontal plane sounds the effective horn. A similarly placed lever on the left of the column operates the non-self-cancelling direction indicators. The remainder of the switches include a rather small windscreen-wiper switch, a windscreen washers plunger and a socket for an inspection lamp.

The engine is started by twisting the ignition key, while use of the T-shaped choke lever, placed just in front of the gear-lever, is almost always necessary. The engine bursts into rather noisy life and idles unevenly but once under way the engine smooths out, although the noise is still very reminiscent of a two-stroke engine. The gearbox operates in the rather disconnected way of so many rear-engined cars, and the synchromesh tends to obstruct gear selection, especially in first gear. To obtain good downward gear changes it is advisable to double-declutch, a manoeuvre which is aided by reasonably sensibly placed pedals. With 36 b.h.p. to move just over 10 cwt. along, the acceleration is more than brisk and the Sport Prinz will certainly never get in the way of other traffic. Normal cruising speed is an indicated 60 m.p.h., while the needle will swing round to 80 m.p.h. on a slight downgrade, and a more fully run-in car (our test car had covered 1,500 miles) would probably reach the claimed 85 m.p.h. top speed. Remember, this car has a capacity of 583 c.c. !

On first acquaintance handling appears fussy but this is due to a combination of fairly firm suspension and rack-and-pinion steering having only 2.4 turns lock-to-lock. When the driver becomes more accustomed to the car he begins to fling it about in complete confidence, and although the Sport Prinz oversteers quite strongly it is difficult to make the rear end break away. Just before the break-away attitude is reached the car rises on its swing axles and begins to tuck the off-side rear wheel underneath. Backing-off on the steering will quickly bring things under control. In wet weather handling is not so good and the rear end will break away at fairly low speeds. Castor return action is very slight and not really necessary with such an excellent steering ratio.

In wet weather the wipers clean a commendably large area of screen but the demister ducts could be larger as several parts of the screen remained misted-up even with the heater going full blast. The heater knob is placed under the dashboard and the driver has to bend down a good way to reach it. The heater blows air through various apertures in a central tunnel and through the hand-brake linkage, which is probably unintentional.

The Sport Prinz is at its best when away from crowded streets as the 36-b.h.p. engine is not as tractable as the 24-b.h.p. unit and the gearbox has to be used frequently. On the open road it becomes a very pleasant car to drive, and on a trip along the A1 to Biggleswade it cruised at a steady 60 m.p.h. and cornered with great verve, while on the return trip in darkness the excellent headlamps enabled a high cruising speed to be maintained. Under these conditions fuel consumption dropped to 39 m.p.g., but it is possible that the claimed 47 m.p.g. could be reached if a less aggressive driving technique was employed. The brakes of the test car required quite heavy pedal



pressures and fade could be induced after two or three stops from above 60 m.p.h., but in normal use they appeared to be adequate.

Aesthetically pleasing, the Sport Prinz is fully equipped with such items as ash-trays, glove locker, twin padded sun visors, rear quarter-lights, a roof-mounted grab handle for the passenger, interior light and coat hangers. Rather expensive in this country the sporting version of these interesting economy cars from Neckarsulm will obviously find a limited market, but the man who wants to own a car of individual character could well consider the Sport Prinz.

The N.S.U. Prinz II was tested in June 1959, when fuel consumption figures ranging between 45 m.p.g. and 51.3 m.p.g. were realised. Recent reductions in prices make the N.S.U. range even more attractive. The latest prices, including purchase tax, are: Prinz II saloon, £547 8s. 6d.; Prinz II de luxe, £563 8s. 6d.; Prinz 30, £572 8s. 7d.; Prinz 30 de luxe, £588 8s. 7d.; Sport Prinz, £970.

THE D.K.W. JUNIOR

TWO subjects which can always be relied upon to get a good argument going are front-wheel-drive and two-stroke engines. The subject of this road test has both of these and is therefore of more than usual interest. Front-wheel-drive is now used in several leading designs such as the Citroën DS19, Saab, Austin Seven and the larger Auto Union 1000, while at least two other major manufacturers are expected to bring out new f.w.d. designs in the near future. It can therefore be truthfully stated that f.w.d. is now respectable and indeed just as rear engines are *de rigeur* for racing cars at the moment so may front-wheel-drive be just as fashionable in a few years' time. However, two-stroke engines have not been accepted so easily and they are still generally regarded as merely suitable for bubble cars and the like. The main disadvantage of the two-stroke is the generally high fuel consumption combined with the need to mix oil with the petrol at every fuel stop which the modern motorist is very often loth to do. Against this we have the fact that there are far fewer reciprocating parts in the two-stroke engine and therefore far fewer to wear out; one crankshaft, three pistons and three con.-rods to be exact.

Having had a good deal of success with the Auto Union 1000 series which cost over £1,000 in this count.y the company decided to introduce a smaller model under the D.K.W. name, appropriately of course as the letters stand for Das Kleine Wunder. Introduced just over a year ago the Junior features a box section frame, well braced with five cross members. Front suspension is by wishbones and torsion bars, replacing the leaf springs of the 1000 models, while the beam rear axle is also supported by torsion bars. The axle which is split along its entire length is torsion resisting itself and lateral location is looked after by a long Panhard rod. The 8 in. turbo-finned front brakes are mounted inboard while the 7 in. back brakes are mounted in the conventional position. The handbrake works on the front wheels.

The engine is a development of the familiar three-cylinder engine, having a similar cast iron block and crankcase, light alloy head, four ball-bearing crankshaft and roller bearing big-ends but the capacity has been reduced to a capacity of 741 c.c. giving a power output of 34 b.h.p. at 4,300 r.p.m. on an 8 : 1 compression ratio with maximum torque of 47 lb./ft. at 2,500 r.p.m.

Since its introduction last year some improvements have been made to the Junior, most important of which is the shortening of the movement between gears as on the early models the gear lever poked up vertically in front of the driver when in the top gear position.

Aesthetically the Junior is quite pleasing, having a certain family resemblance to the Auto Union. Some of the metal pressings have a " tinny " look and the interior finish is not up to the standard of its larger cousins, the gaudy plastic door trimming being rather tasteless. The dashboard layout is sensible, with the speedometer and its ancillary instruments being clearly visible through the top half of the steering wheel, the latter having only two spokes. The fibre-board facia has obviously had to be specially made for right hand drive cars unlike so many popular cars which have symmetrical dashboards.

To the right of the speedometer are switches for driving lights, panel lights, windscreen wipers and choke and on the other side are the heater and fresh air controls. Incorporated in the speedometer are a fuel gauge, mileage recorder with no tenths or trip recorder, a water temperature gauge and a main beam warning light. Mounted to the right of the steering column is the flashing indicators stalk of the non-self-cancelling variety and on the left is the high beam selector and flasher.

The engine is started by twisting the ignition key and the choke knob is almost always required, although drivers are instructed not to pull the knob out fully unless the weather is really cold. To reach the column mounted gear change lever one must stretch almost to arm's length as it is mounted well down the steering column. The pattern is quickly learned and with synchromesh on all four gears no difficulty is experienced with the change. The engine shows a pleasant lack of the clatter so common to four-stroke engines and draws the car along quickly with a mechanical whine which is not unpleasant to hear. Acceleration is quite impressive for such a small engine especially if the throttle is fully depressed and the special " economy " spring is overcome. If the initial pressure is fully taken up the Junior will go up to about 55 m.p.h. in top gear but if the throttle is fully depressed it will go to over 70 m.p.h.

Like most two-stroke engines the Junior unit is not particularly economical if driven hard as beyond a certain throttle opening the engine produces little more power and just wastes fuel. The sensible owner will determine by experiment where this position is (although the makers have gone a long way towards helping by providing the throttle spring) and his fuel consumption will benefit.

On the over-run the Junior snatches in all gears while under heavy acceleration the engine vibrates a good deal. The engine is not particularly tractable and the gearbox needs to be used frequently if anything like smooth progress is to be made. Steering is accurate but is surprisingly heavy and transmits a good deal of shake to the wheel. Castor return action is strong and the car tends to pull to the right if hands-off steering is attempted. However, the Junior can be cornered very quickly indeed with a minimum of roll and with fairly neutral steering characteristics but it is best to keep the power on round corners as with all f.w.d. cars. This torsion bar suspension system seems to be a great improvement over the leaf spring arrangement of the 1000 series. The ride is on the firm side but bumps are smoothed out in a commendable manner and one would almost imagine that i.r.s. was fitted.

Although braking efficiency is high the pendant pedal is placed high above the throttle pedal and until the new driver becomes accustomed to this he is liable to miss the pedal altogether. Consequently heel-and-toe gear changes are difficult to make. The turning circle of 31 ft. 2 in. is typical of front-wheel-drive designs and should be taken into account by anyone transferring to this car from a vehicle with a better turning circle as one can get into awkward situations when parking or manoeuvring if care is not taken.

Fuel consumption worked out at 36·8 m.p.g. in conditions ranging from town crawling to fast main road driving. The petrol/oil ratio



required is 40 : 1 so that a pint of oil is needed to every five gallons. Auto Union recommend an SAE40 grade oil.

Priced at £799 17s. 6d. the D.K.W. Junior is not cheap and has to compete against much larger and equally economical British cars but with the increasing number of front-wheel-drive adherents it could easily gain a foothold in the British market. The expected long engine life, separate chassis with easily replaceable panels and chassis lubrication restricted to 16 points requiring greasing every 4,500 miles and two needing attention every 18,000 miles could well be influencing factors in helping the Junior to become popular.

THE NINTH R.A.C. INTERNATIONAL RALLY

The R.A.C. Rally, which is rapidly becoming a popular event with Continental drivers as well as British experts, will be held this year from November 21st-26th. As the European Rally Championship will almost certainly be decided by this event a good Continental entry can be expected although the majority of the drivers will be using British navigators. A few changes have been made from last year's event, including the use of a " Mille Miglia " type starting ramp under floodlights from Blackpool. Last year no night stop was included in the event but this year there will be a stop at Inverness after twenty-four hours of hard driving. From Inverness the route will cover over a thousand miles of roads in Scotland, many of which have never been used before in an International event.

After returning to Inverness the rally will proceed to the finish at Brands Hatch, calling at Rufforth, Cadwell Park, Mallory Park, Silverstone and several other circuits for various races and driving tests. There will be no navigational problems for Continental drivers and difficult parts of the route will be signposted. The Road Book will be printed in three languages for the benefit of Continental drivers and interpreters will be available along the route.

The final races to finish the event will take place at Brands Hatch on Saturday November 26th and the prize presentation will take place at the Hippodrome Theatre on the same evening.

STANDARD TRIUMPH

ANNOUNCE A SENSATIONAL SIX FOR '61

SEE IT FOR THE FIRST TIME AT THE MOTOR SHOW



THE NEW STANDARD VANGUARD LUXURY SIX

See it at the Motor Show for the very first time—the new Vanguard Luxury SIX. This car has a brand new engine designed by Standard-Triumph engineers to introduce a new era in smooth silent motoring. The first car ever with the new twin Solex integral semi-downdraught carbs, the new SIX will cruise the longest motor-way at a whispering 80-90 m.p.h.—yet has wonderful flexibility in heavy traffic.

It is equipped with new, light positive steering, precise yet firm; an exciting entirely new interior with super-comfortable seats; new practical, attractive facia; heater/air conditioner unit and screen washer are standard equipment.

These and many other brilliant features complement the traditional Vanguard reliability and performance and make the Vanguard Luxury SIX the outstanding car of Nineteen Sixty-One. £1021.2.6 (inc. P.T.)

See also on display: Vanguard Luxury SIX Estate Car £1134.9.2 (inc. P.T.); Vignale Vanguard Saloon £985.14.2 (inc. P.T.); Vignale Vanguard Estate Car £1092.13.4 (inc. P.T.); Standard Ensign £849.14.2 (inc. P.T.); Standard Companion £741.6.8 (inc. P.T.)

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- Fully synchromesh on all 4 forward gears
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- Powerful windscreen washer with twin jet
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— with all round independent suspension

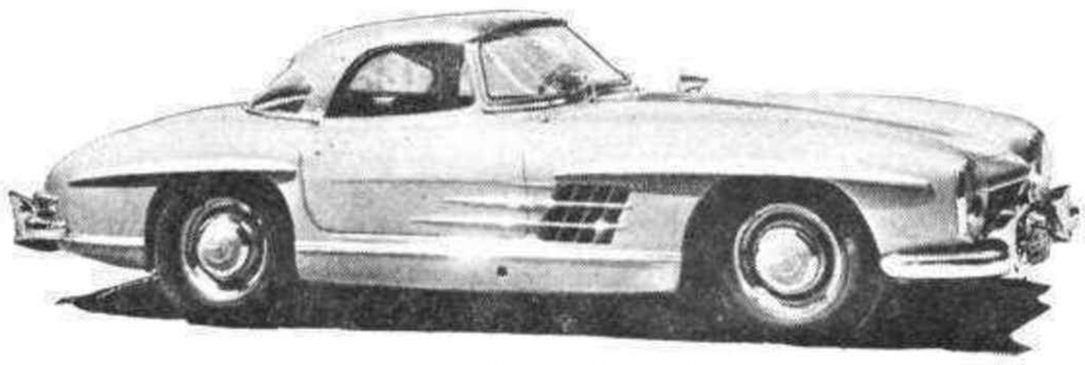
— Air cooled engine, cannot freeze and cannot boil.

IT'S WORTH REPEATING

SOME 1961 HIGH-PERFORMANCE CARS



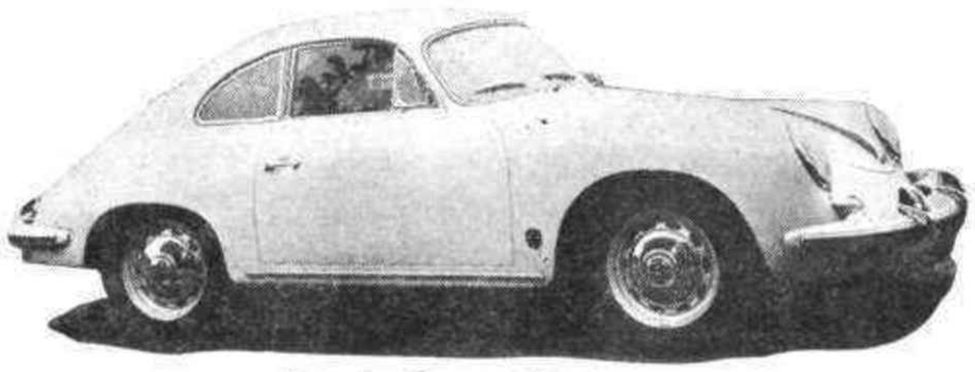
Maserati 3500GT



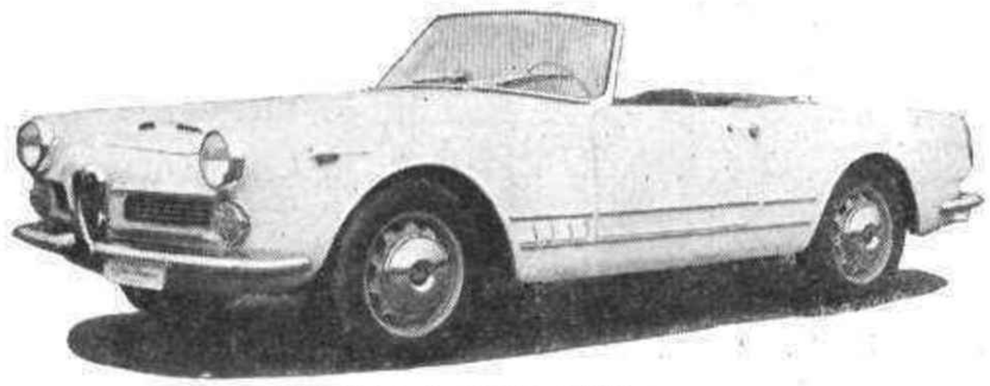
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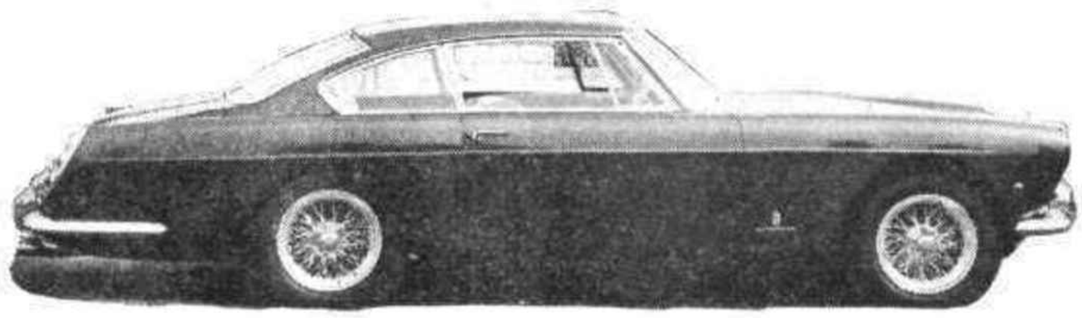
Bristol 406



Porsche Super 90



Alfa-Romeo 2000 Spider



Ferrari 250GT Pininfarina 2+2

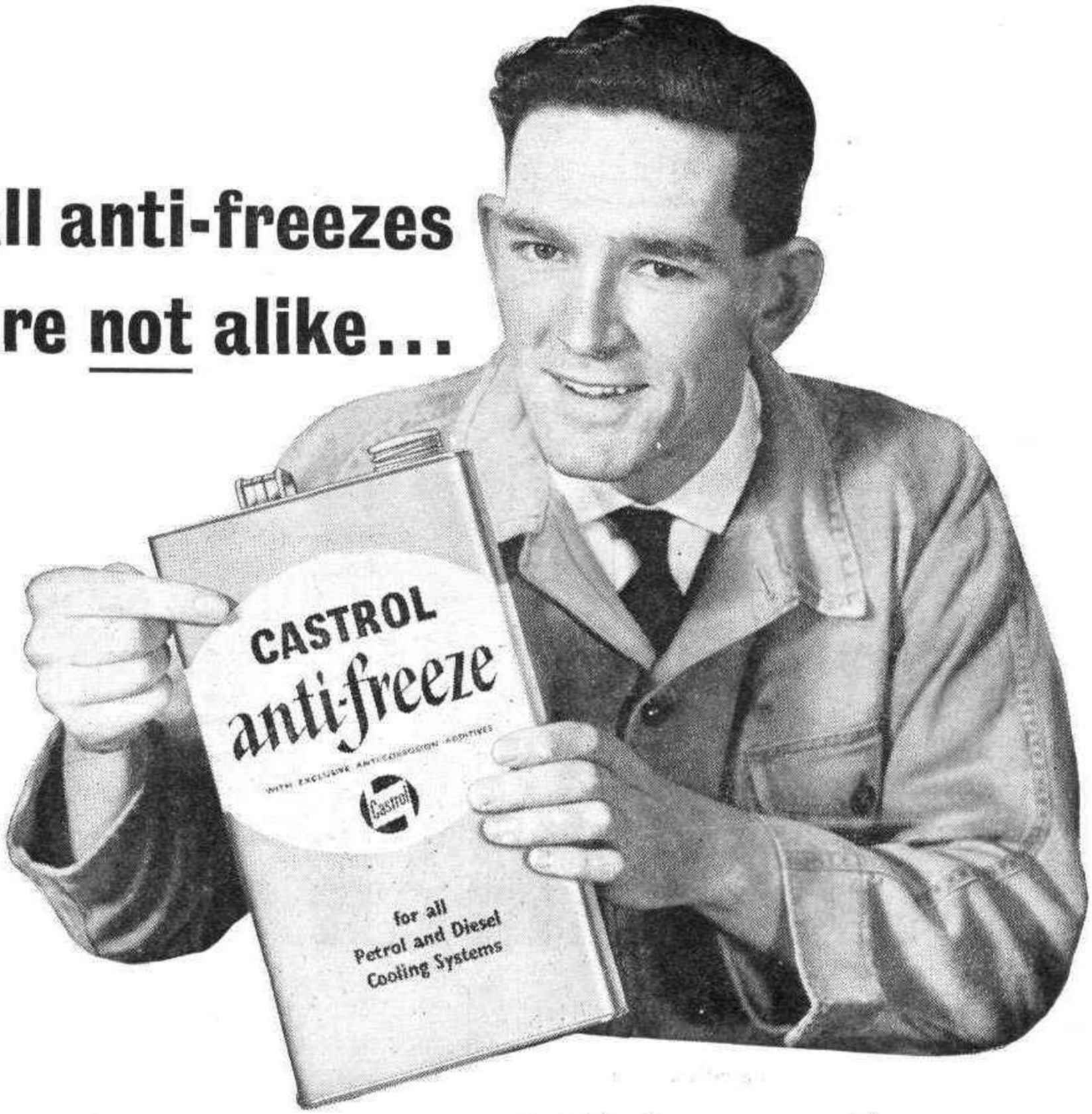


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Jaguar XK150S

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CASTROL anti-freeze

gives you complete frost protection

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Don't just ask your garage for — "anti-freeze". Brands differ widely, some are better than others. So make sure you ask for Castrol Anti-freeze by name. Only then can you be certain of complete frost protection *plus the lowest level of corrosion ever reached!* Added to your cooling system in the proportion of 1 to 3 parts of water, Castrol Anti-freeze will give you peace of mind throughout the coldest weather because your engine will be safe even in 47 degrees of frost — a temperature never reached in this country.

Now that the cold weather is just round the corner, take your car to your garage man, today, for Castrol Anti-freeze.



CASTROL WINS IN GERMAN RALLY

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Over 2000 c.c. class

1ST D. Seigle-Morris/S. Turner **(AUSTIN-HEALEY 3000)**

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2000 - 2500 c.c. class

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EARLS COURT IMPRESSIONS

EVERY year my Proprietor demands this stop-press report of the Show almost before it has opened, and on the day of the B.M.C. luncheon, too. Consequently I am looking at the exhibits through a haze of Pouilly-Fuisse 1955, which I hope manufacturers will remember when reading what follows.

Earls Court 1960 is a great spectacle but not terribly exciting, for not many new cars are to be seen. However, sporting types are well represented, pride of place going to a F.1 Cooper, winner of this year's Manufacturers' Championship, with a list of components sharing its success. It is the actual Watkins Glen car and John Cooper assures me it is a runner. Lotus have contrived a F.J. Lotus-Ford on their stand and Austin Healey display proudly the Liége-Rome-Liége winner, No. 76, which makes you appreciate that in this exacting field Britain can do it as well, or better, than Continental manufacturers with exotic names—and B.M.C. sports cars, even in these draughty times, are selling as well as ever in America.

It is always nice to see engine and chassis exhibits in a Show where the emphasis is on glamour and ballet displays—Renaults stage their own ballet and we have heard owners remark that Dauphines dance about on the road at times. Humber have a sectioned 3-litre engine showing its Peugeot-style valve gear, Rootes show rotating 78-b.h.p. Rapier and 85½-b.h.p. Alpine engines, while the Aston Martin engine with finned gearbox casing and water jacket following the contour of the cylinders shouldn't be missed. Jaguar also show a working sectioned engine but someone has dipped it in gold paint, and Singer, with *their* engine exhibit, remind us that this make is now wedded to one carburetter and push-rods. But they claim the floor gear-lever to be a sports feature, which will make VW smile. A Riley chassis is shown on its side, and looks very old-fashioned, as you would in this position.

Apparently, judging by the larger-than-life pictures on the Hillman stand, choice of a car begins almost in the womb, for a smiling baby acclaims the Minx.

Volvo show their rugged 122S saloon standing on chunks of broken concrete, as indicative of the punishment these cars stand on Swedish roads, while the long-awaited P1800 sports coupé is there. It will be made in this country from next March, at the rate of 100 a month, in left-hand-drive form, but a right-hand-drive version will not be available until next October, they told us.

Ford turn their back on hard times with two cars, a Zodiac and an Anglia, on a turntable, labelled, respectively, " HIS " and " HERS," and the Austin Se7en and Morris Mini-Minor are no longer listed in other than de luxe form. The cyclecars are there, even to two opposed air-cooled cylinders and belt-drive on the D.A.F. stand, and great fun they are to drive, but they must be looking distinctly sideways at B.M.C. since Issigonis designed the far better minicars for his Lord and master. In any case, we deal elsewhere with cars under 750 c.c., but as the N.S.U. dealt with there is the Sport Prinz, may I remark that I came to Earls Court in an ordinary N.S.U. that cruises easily at an indicated 60 m.p.h., returns 45 m.p.g. of " mixture," and is a pleasure to drive ?

The resurrected Lea-Francis gives you a 102-b.h.p. version of the Ford Zephyr engine in the " Leaf Lynx " but you must judge for yourselves whether you would care to be seen in one, alive or dead. The instrument panel extends upwards from the transmission tunnel in a faintly Ferrari or Facel Vega fashion, divorcing the front passenger from the driver, which may possibly appeal to nervous girls, and the stylist responsible for the body must have been frightened before birth by an airship.

On the Lancia stand the Flaminia Farina coupé is very attractive but the Appia saloon has its rear doors hinged at the back, inseparable from pillar-less construction, and I was disappointed to find non-trailing front doors on the Panhard PL17s.

Simca modestly refrain from showing the " Miramas " saloon which broke long-duration Class records at the disused track of that name, because it is not yet available in this country, but Ford show one of the travel-stained Anglias which ran round and round Goodwood for seven days and nights recently at 62 m.p.h.—but here is one of the Show's great mysteries : at Goodwood it was on Michelin " X " tyres but the car on Stand 98/99 is wearing grubby Goodyears !

Some extremely attractive Facel Vegas can be admired on Stand 161, quiet coupés with dashboards like a ship's engine-room and exhaust pipes nestling coyly within the back bumper, as they used to do on the Vauxhall Victor. A label tells you that here is the " World's Fastest Production Saloon," the claimed top speed of the HK500 being 150 m.p.h. If you can't afford the " Excellence " at £6,376 you can have the scaled-down twin-cam " Facellia "—if you have £2,692.

Ford show the 1961 V8 375-b.h.p. Thunderbird, which looks as good as we know the 225-b.h.p. Ford Galaxie to be, but enthusiasts will no doubt prefer to dream at the Maserati and Ferrari stands, where they show 3500GT and 250GT models, respectively, the new Pininfarina 2+2 Ferrari coupé being present. But all these cars are beyond the reach of most of us.

The Daimlers, to many people's relief, still look like Daimlers, the V8 Majestic saloon and the V8 SP250 sports model being notable exhibits. Jensen have the improved S-series saloon with that unmentionable automatic transmission (although, no matter what hush-hush the publicity agents impose, the Official Catalogue quotes it quite clearly as Rolls-Royce). The vintage-minded will note that the radiator shell of the modern Rolls-Royce must be some two feet in front of the front hubs, but you must decide whether you prefer this or the not-at-all blatant lines of the Series 4639 325-b.h.p. Buick Invicta amongst today's comfortably large cars. The Buick Special looks an attractive cross between a Ford Falcon and Chrysler Valiant and is America's idea of a small car—215 cu. in. yielding 155 b.h.p. at 4,600 r.p.m., and a wheelbase of 9 ft. 4 in.

But, on the subject of " compacts," what a pity the brilliant new Pontiac Tempest has missed Earls Court.

The ugliest vehicle in the Show is probably the Isetta but the Skoda Felicia runs it close. However, if it's elegance you want, Renault are doing their best with their (real) ballet-girls, and on Press Day the Motor Trade was astonished by the B.B.C.'s ballet-boys, who performed antics in the aisles. Come to think of it, this is a Motor Show of movement, which is a nice thought when you remember the traffic jams and parking problems outside. There is even a young woman so confused by a medley of traffic signs that she spends the time driving her Triumph Herald backwards and forwards in a tight circle, without turning her head—and what with one thing and another I can understand how she feels.

Although Rolls-Royce won't tell you what power it develops they show their compact 6.2-litre light-alloy V8 engine; the lengthy belt-drives are duplicated. Mercedes-Benz show a 300SL coupé with normal doors, which reminds me that Simms Motor Units have petrol injection equipment on Stand 207. The Harold Radford Bentley " Countryman " grows toadstools on its back bumper—or are they picnic seats ? A revolving Citroën DS is labelled with all its many outstanding features—why not just call it the most advanced car in the Show ?

Finally, MOTOR SPORT this year looks out on a very fine Alfa-Romeo Zagato G.T. coupé and not quite so handsome Zagato Aston Martin and Bristol coupés, which makes up for a lot of things.—W. B.

SHOWTIME SNIPPETS

T. A. D. Crook, Managing Director of Anthony Crook Motors Ltd., has purchased a 200-m.p.h. Piper Comanche light aeroplane. As these cost over £10,000 it looks as if business in Continental cars is flourishing !

* * *

Just to complicate an already complex situation, the V.S.C.C. of Australia has revised its rules and now recognises 1918 to 1931 inclusive as the qualification of a vintage car, and 1932 to 1940 for p.v.t.s.

* * *

Murphy Radio have introduced a remarkably compact car-radio incorporated in the rear-view mirror. Called the Voxson, it costs 20 gns., and is the lowest-priced all-transistor car-radio made in Britain. It needs 12 volts, no outside aerial, current consumption is that of a sidelamp, and any competent amateur mechanic should be able to install it himself.

* * *

The recently-formed model-T Ford Register has been refused permission to use the Ford script for its badge, etc., by Ford of America. The T-Register now has 57 car-owning members.

* * *

There's nothing new under the sun—or on the moon, yet ?—In 1929 the police announced that any cars parked near the Wimbledon Tennis Tournament Ground would be towed away . . . !

* * *

Paul Piesch, one-time driver of Grand Prix Auto Unions, is today head of a German publishing house and drives a Porsche Super 90.

* * *

A lynx-eyed reader noticed that some of the weights used by Louis Martin in the Olympic games were marked " Ferrari, Modena " . . .

STANDARD TRIUMPH

AT THE MOTOR SHOW



THE FABULOUS TRIUMPH HERALD



The New Experience in Motoring

The sparkling Triumph Herald trio is crammed with unique features that add up to The New Experience in Motoring. Latest addition to this fabulous range is the Triumph Herald Convertible, a lithe, nimble, four-seater and the world's finest value in all-weather motoring. Both the Convertible and the Coupé have the vivacious, economical twin-carburettor version of the performance-plus 948 c.c. engine which is also available on the Saloon. These are just some of the unique Triumph Herald features: 'Impactoscopic' safety steering column, independent suspension all round, no greasing points, 93% visibility, out-turns a London taxi, double backbone chassis of great strength. *Saloon £702.7.6; Convertible £766.2.6; Coupé £730.14.2. All prices inc. P.T.*

And, of course, the world's most popular Sports car — the Triumph T.R.3.



£991.7.6 (INC. P.T.)

STANDARD TRIUMPH

STANDARD-TRIUMPH GROUP COVENTRY LONDON SHOWROOMS: BERKELEY SQUARE

* With apologies to Bristol — today's cigarette

THE SAAB FROM SWEDEN

A Two-Stroke Front-Wheel-Drive Small Car Possessing Considerable Individuality and Excellent Road-holding and Cornering Qualities

SAABS ON ENGLISH SOIL.—After going to Sweden earlier this year to inspect the Saab factories, MOTOR SPORT *has been able to cover over* 1,500 *miles just prior to the Motor Show in two of the first r.h.d. examples of these unusual little cars to arrive in England.*



EARLIER this year, MOTOR SPORT reported on a visit to the Saab factories in Sweden and gave some impressions of driving the various Saab models in that country. Naturally, we awaited with interest the arrival of the Saab in England and have since been able to carry out a long-distance road test of the Saab 96 under conditions prevailing here. The car submitted for test was one of the first right-hand-drive models to be imported and the production models will differ in detail.

Those who crave individuality in their motor cars will appreciate the Saab, inasmuch as it has front-wheel drive, a three-cylinder aluminium head two-stroke engine, a freewheel in the transmission and a number of individualistic items of control layout and internal arrangements.

The controls are in fact sensibly laid out. In front of the driver is the control cluster, consisting of a Vdo horizontal ribbon-type speedometer reading up to 90 m.p.h. in stages of 10 m.p.h. The figures are unnecessarily large, while those of the odometer, although it has no decimal reading, are extremely clear. Below this hooded strip speedometer are four small matching dials, consisting from left to right of a water thermometer, a fuel contents gauge, an ammeter, and a notably accurate eight-day clock. Apart from being extremely pessimistic, the fuel gauge also incorporates a warning light when the tank level becomes unduly low, and on the panel is the dynamo charge warning light and the main beams headlamp indicator, the latter rather bright. The lamps switch and, below it, the rheostat control of facia lighting are well placed for easy operation by the driver's right hand, which makes for easy headlamp flashing at night, at the possible expense of rapid wear on the switch. The engine is started by turning the detachable ignition key, and the only other knobs on the facia panel are those controlling the windscreen wipers and washers operated by one knob, a smaller knob controlling the two-speed, somewhat noisy, heater fan and the choke control knob, which is sensibly spring-loaded so that it cannot remain in the choked position. Three vertical quadrant controls in the centre of the facia look after the very effective heating system, and on the left of the facia is a rather shallow but wide lidded cubby-hole opened by pressing a button adjacent to it, this button also incorporating a lock. The bonnet of the Saab, which hinges forward to reveal the unusual power unit, is released by moving over a large lever under the facia. On the floor is a rather inaccessible control for the free-wheel which, however, will not be put to much use by the enthusiast, while at the extreme right under the facia is a hanging chain which varies the setting of the radiator blind. Both wide doors in the Saab contain an elastic-top pocket, and there is a wide parcels shelf behind the rear seat. A particularly good aspect of the car is that this is a true front-drive vehicle inasmuch as it has a flat floor unobstructed by any tunnel or transmission hump.

The front seats of the Saab are separate, their squabs hingeing forward so as to give access to the wide rear seat, the latter having recessed armrests at each side. These driving seats are well shaped both as to cushion and squab, and although the cloth covering holds one rather securely, this is a decided advantage at the speeds at which the Saab can be cornered. In addition to this the squabs have settings varied by moving levers at the side of the seat, and the rake of the back seat can also be adjusted. Incidentally, the squab of the rear seat can be removed so that long objects can be carried partly in the boot and partly in the rear compartment, while an extra offered by the makers is a bed conversion. The test car was fitted with a very effective Motorola radio placed immediately under the facia before the driver.

Continuing with the description of the Saab's amenities and control arrangements, the gear-lever extends to the left of the steering column on the right-hand-drive model and is heavily spring-loaded towards the upper-gear positions, this being a safeguard for inadvertently engaging reverse which on this three-speed gate is, as usual, unguarded. Above the gear-lever is a shorter stalk which operates nicely to control the self-cancelling direction flashers. A button in the centre of the two-spoke steering wheel sounds a penetrating horn and carries the Saab motif. There are unusual covered ash-trays on each front door and a smaller ash-tray on the off side of the rear compartment. A man-sized hand-brake lies horizontally between the two front seats. Other items of equipment include safety-type sun vizors and a rear-view mirror which is wide but rather shallow in the visibility afforded. An interior light is fitted on the near-side door pillar, and this has courtesy action with the near-side door open but not with the driver's door open; this is a disadvantage under certain circumstances but does discourage the sort of driver who might open his door when parked on a road merely to get a light to read the map, or otherwise to see something within the car. The doors have powerful "keeps," and a particularly acceptable feature of this little car is the fact that the windows dispense with quarter-lights and instead wind down in a fan-like manner to provide draught-free ventilation even when they are very fully open. Their handles require 4⅝ turns to wind them fully down from the closed position, and unfortunately these handles are set so close to the arm-rests on the doors that a Saab driver can often be recognised by a barked knuckle on his right hand where this has made contact with the arm-rest while winding down the driver's window. A roll of sticking plaster should be provided in every Saab toolkit! The interior door handles lift up to open the doors, which is a safety factor. The doors are naturally of trailing type, and the window-winding handles aforesaid have rotatable finger grips. There is crash padding along the full length of the facia sill. On the test car sill internal door locks were fitted, but by using both these it was possible to lock oneself out of the car. On the production version these will be properly applied in conjunction with an external door lock on the correct side of the car.

From the driver's seat visibility is not particularly good, a driver of average height only just about being able to see the off-side wing and not being able to observe the near-side wing at all. However, thanks to accurate rack-and-pinion steering and the short bonnet it is possible to judge distances easily, and the writer found no difficulty in negotiating very narrow gaps in the Oxford Street rush-hour traffic immediately after having got into the Saab after driving a left-hand-drive Valiant of very much greater width and better visibility. The pedals are well placed but are biased to the left due to the intrusion of the off-side front wheel arch. The driving position is good and the quality of interior trim and finish praiseworthy.

The control arrangements, the comfort of the seating, and the efficiency of the heating system, which incorporates a series of apertures along the bottom of the back window that communicate with extractor louvres on the rear quarters, so that a very efficient heating and demisting system is achieved (although this is not in the true sense of the word rear-window demisting), are outstanding features of the Saab. In addition to this, hot-air vents are provided on the extremities of the facia for demisting the side windows, although on the test car that on the off side had been disconnected when the radio was fitted. Another pleasing aspect of the Saab is that not only does the forward-hinged bonnet give extremely good accessibility to the three-cylinder two-stroke power unit, which has the radiator behind it, but the luggage boot, which is wooden floored, is of really generous dimensions for such a small car. The flat floor is continued through the boot, the spare wheel,

jack and tool kit being located beneath this floor, and as the fuel tank is in the near-side rear wing, a very large unobstructed luggage space is available. The boot lid is released by turning its handle, which can be locked, and it stays up automatically, there being incorporated in the lid a neat handle with which to lift it initially.

On the road the Saab 96 lives up to the promise of those who have taken the trouble to examine it in the garage or showroom. As with all two-stroke engines the power is delivered with remarkable willingness and smoothness. The performance is such that one does not easily associate the engine with a capacity of under 850 c.c. The ribboned speedometer is actually marked with maxima of 18 m.p.h. for first gear and 44 m.p.h. for second gear, but these maxima need not necessarily be observed. In fact, the Saab will run up to 36 m.p.h. and 54 m.p.h. in the indirect speeds, although there is not much point in exceeding the indicated 44 m.p.h. in middle gear as acceleration tails away thereafter. Admittedly, this is a power unit which likes to be humoured by frequent gear-changing, inasmuch as if the speed is allowed to drop really low in top gear there is no means of picking it up again without changing down into second. On the other hand, the acceleration, particularly between speeds of the order 40-60 m.p.h., in top gear is extremely good, which makes passing crawling traffic a very easy process when at the wheel of a Saab 96. The speedometer can be made to indicate 80 m.p.h. as the car's maximum speed, the genuine maximum being 74½ m.p.h. This is not exactly G.T. performance but in the manner in which it corners and holds the road, and its vivid pick-up in top gear, the Saab is a particularly pleasant car to drive. Even when running at an indicated 80 m.p.h. the engine is outstandingly quiet, and the sensibly-sized tyres do not transmit road noises.

When we were in Sweden earlier this year we had convincing proof of the ability of the Saab's suspension system to stand up to fast driving over the most impossible of road surfaces. This quality we were reminded of when driving the right-hand-drive Saab 96 in this country. The driven front wheels are suspended on coils and wishbones, and the rear axle is a rigid U-beam also carried on coil-springs. This suspension resulted in a good deal of up-and-down movement over the rougher road surfaces and on really bad going the driver and passenger must be prepared to be lifted from their seats if the accelerator is kept depressed while negotiating surfaces of this sort. On the other hand the Saab will go round corners without undue roll at astonishingly high speeds, particularly if the driver keeps the power on. Indeed, there are very few cars which can outcorner the Saab, the steering tendency of which is to understeer but not to an exaggerated degree, as it is only when cornering on a wavy surface which may set up this up-and-down motion that the driver is liable to feel that he is reaching the limit of the car's very high cornering ability.

The steering is not only accurate but transmits kick-back only when the very worst gulleys or cross ridges are encountered, when both the suspension and steering are unable to damp the shock. In normal motoring, this is smooth, rather light steering, very accurate, and being geared as high as 2¼ turns from lock to lock, a delight to the enthusiast who knows how to use it on wet or greasy roads. There is, however, castor return action only initially from full lock. The Saab also gains one's affection for cornering at incredible speeds without raising a protest from its Goodyear tyres. There is little if any indication that this is a front-drive car from the viewpoint of steering "feel," although if accelerated violently in bottom gear the gear-lever oscillates violently. Praise must be bestowed on the quality of the steering, which showed not a trace of free-play after a mileage exceeding 10,000.

The brakes needed heavy pressure on the pedal to secure adequate retardation and at the end of the test the pedal needed pumping to reduce its excessive travel. The brakes are, perhaps, the least attractive aspect of the car, although reasonable under ordinary usage.

The engine started exceedingly well at all times with an absolute minimum of choke and warmed quickly to its task. Moreover, one feels no compunction about driving hard from cold, because the oil is getting to the cylinder walls from the moment the engine turns. It idles almost inaudibly but vibrates the car.

The gear-lever, although of steering-column type, is one of the best of its kind and very rapid changes can be made with it. The clutch is in sympathy, being light and smooth to engage, and if the free-wheel is used, clutchless gear-changes are possible.

Not only is the Saab 96 a quiet car, the engine making very little more than the usual two-stroke hum and mild pinking when accelerating, but at high speeds the body is noticeably free from wind noise; it is also pleasantly free from rattles and squeaks, and the doors shut without suggesting that they are made of tin. There is a certain amount of transmission whine but this appears to diminish as the car is run-in fully.

THE SAAB 96 SALOON

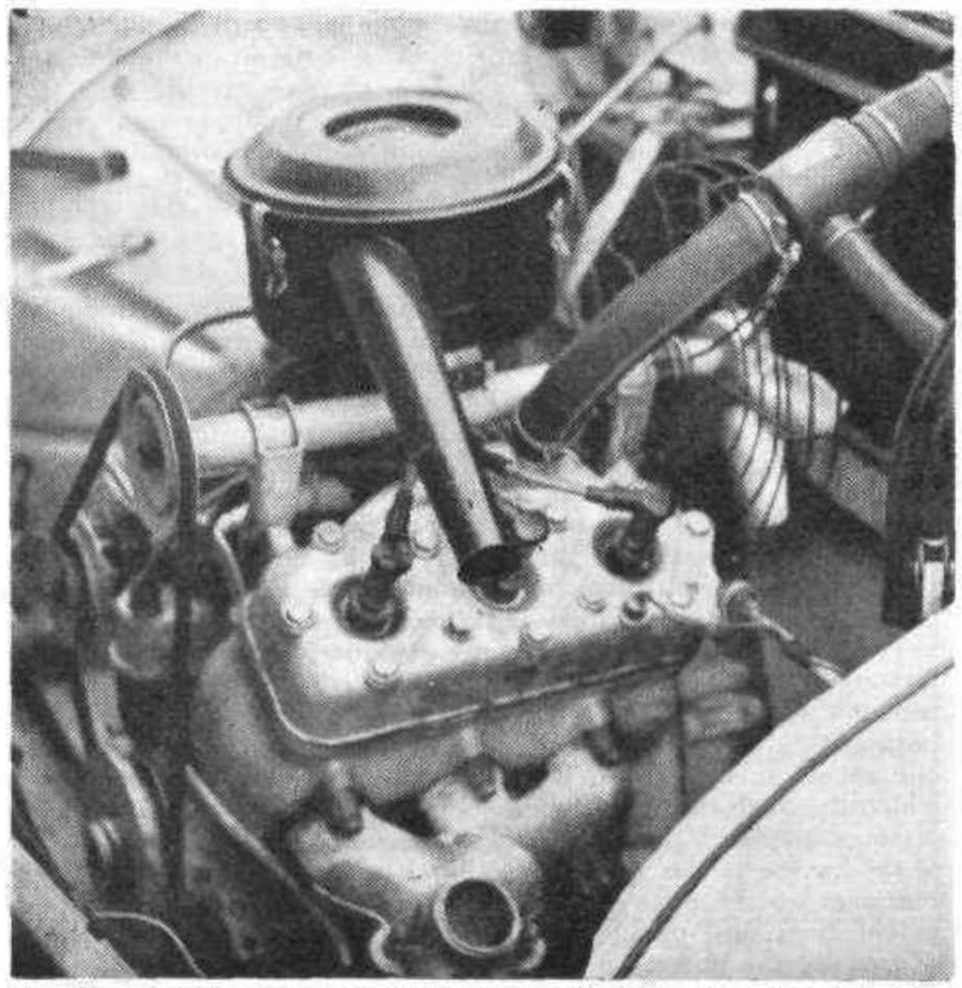
Engine : Three cylinders, 70 × 72.9 mm. (841 c.c.). Two-stroke. 7.3-to-1 compression-ratio. 42 (gross) b.h.p. at 4,250 r.p.m.
Gear ratios : First, 17.2 to 1; second, 8.5 to 1; top, 5.3 to 1.
Tyres : 5.20 × 15 Goodyear tubeless "Allweather," on bolt-on steel disc wheels.
Weight : 15 cwt. 3 qtr. 0 lb., without passengers but ready for the road with approximately four gallons of petroil.
Steering ratio : 2¼ turns, lock-to-lock.
Fuel capacity : 8½ gallons. (Range approximately 278 miles.)
Wheelbase : 8 ft. 2 in.
Track : 4 ft. 0 in.
Dimensions : 13 ft. 2½ in. × 5 ft. 1¾ in. × 4 ft. 9½ in. (high).
Price : £624 (£885 2s. 6d. inclusive of purchase tax and import duty).
Makers : Svenska Aeroplan Aktiebolaget, Tröllhatten, Sweden.
Concessionaires : Saab (Gt. Britain) Ltd., 207-209, Regent Street, London, W.1.

It is particularly easy to enter the Saab due to the wide doors and low unobstructed floor, and the back seat will accommodate three people comfortably.

The Saab delighted us on a long run up to Oulton Park and back, and it is capable of crossing England at an average speed of approximately 40 m.p.h., including traffic delays, detours through towns, stops to refuel and so forth. This is largely due to the accuracy of the steering and the aforementioned good road-holding and cornering qualities, and its top gear acceleration, coupled with the fact that the speedometer sits happily at 70 m.p.h. for mile after mile along straight or winding roads. Only the rather frisky action of the suspension over rough roads intrudes to tire the occupants, the rear springs being particularly supple, as it is possible to discover by lifting the car with the rear boot handle.

On a fast run of this sort fuel consumption worked out at 32.8 m.p.g. with the free-wheel locked. Later we tried using the free-wheel, which improved the figure to 36.2 m.p.g., although the fact that we were using the car mainly in Kent, where narrow twisting roads make passing virtually impossible and where week-end drivers on the first evening of winter were proceeding mainly at a

Continued on page 947



The three-cylinder two-stroke 42-b.h.p. Saab engine is inclined and has its radiator behind it. Note the shrouded fan and the pipe, extreme right, which can be unclipped and fitted between exhaust manifold and air-cleaner intake to provide warm air for the carburetter.



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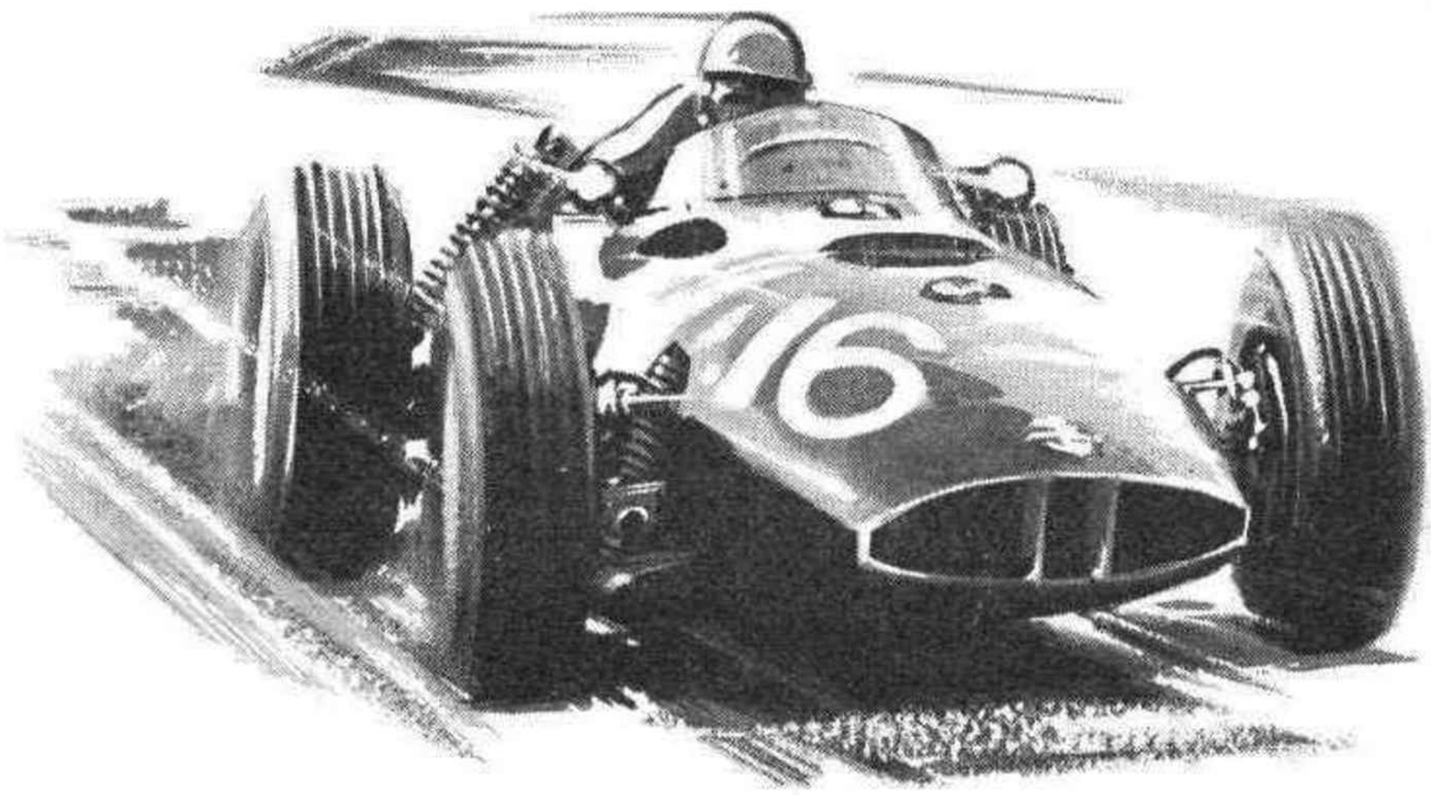
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Another American Compact



NEW CAR, OLD COTTAGES.—The Chrysler Valiant compact poses for its picture in the town of Odiham, in Hampshire.

LAST year three new American compact cars made their appearance in time to add interest to the Earls Court Show—the Ford Falcon, the Chevrolet Corvair and the Chrysler Valiant. A road-test report on the Falcon, with which we were very favourably impressed, has already appeared in MOTOR SPORT. The interesting rear-engined Corvair has evaded us, and when the Valiant was submitted for test some months ago it died far from home due to a flat battery.

Recently it was re-submitted and this time behaved splendidly and earned a good reputation, although at first it tried to sabotage us by blowing vast quantities of very cold air onto the driver's feet whenever it was driven fast. This was due to the cold air vent refusing to close on that side of the car, and this was soon cured with a short length of domestic string.

The Chrysler Valiant has lines which you either like or dislike. The stylists have certainly contrived a low build, have avoided aggressive tail-fins and eschewed the unnecessary application of chromium plating, the result being an eye-catching saloon which will accommodate seven people if required. There is, however, extreme overhang of the wings, which causes even experienced drivers to park their Valiant a foot or so from kerbs until they become fully acquainted with its true width.

The car is wide by our standards, especially so in left-hand-drive form, but the steering is sufficiently light and precise to make the task of driving in traffic or narrow lanes by no means tedious. Not only is the steering so light that it was difficult to convince oneself that it was manually-operated on the test car, but it is free from kick-back and possessed of very strong castor return action to help overcome its low gearing, four turns of the small well-placed wheel being needed from lock-to-lock, plus almost another turn of free play.

The Valiant is notable for an extremely smooth, fully automatic three-speed transmission, for nicely arranged controls and for brakes which are almost over-too-powerful at low speeds, if apt to become erratic when hot.

The driver sits on a wide bench seat behind the small steering wheel, which is very deeply dished, so much so that the rather stiff horn-push is rendered difficult to operate. On each side of the metal-turned facia panel is a row of vertically placed push-buttons, those on the left controlling the automatic transmission, those on the right the heating and demisting system. Below these buttons, all of which are labelled and each of which is separately illuminated when the facia lighting is on, are two levers, that on the right controlling the volume of hot air admitted to the car's interior, that under the transmission buttons acting as a parking safeguard so that "Drive" cannot be selected until it is raised. Cold air is admitted from scuttle vents via two under-facia doors, one serving the driver (and defective as aforementioned), the other the front-seat passenger.

The pedals comprise a treadle accelerator and the usual wide brake pedal of two-pedal-control cars, both with prominent non-slip studs, while in lieu of a hand-brake there is a parking brake pedal on the extreme left with a subsidiary pedal above it which is depressed by hand or foot to release this brake. There is also a foot-operated windscreen washer.

The facia panel carries two dials, one comprising an oil-pressure warning light and ammeter, fuel contents and water-temperature gauges, the other a 110-m.p.h. speedometer incorporating a total mileage indicator, with decimal readings, and giving commendably steady speed readings. Knobs are confined to two, somewhat inaccessibly set under the dished steering wheel—one controlling the lamps, the other the screen-wipers, which, being suction-operated, can be controlled for speed of operation. There are also two embarrassingly bright flashers warning lamps, while the ignition key operates the starter.

The Valiant has three different keys, one for ignition, one for boot lid and doors, one for the petrol filler cap, the last-named, curiously, being of English make yet labelled "Gas." Here it may be remarked that the petrol gauge seemed very accurate (its needle is absolutely steady until the tank ran dry with one gallon indicated as remaining. We then discovered that even an easy-pour can will not cope with the small horizontal filling orifice. A minor criticism is that keys and door handles are uncomfortably sharp.

Other items of equipment include a good rear-view mirror with anti-dazzle setting, twin swivelling vizors, and arm-rests on the front doors. The steering wheel has good finger-holds at the "9 o'clock" and "3 o'clock" positions. There is a rather small metal drop-drawer rather than cubby-hole before the front-seat passenger, which can be locked, and inboard of this is a pull-out ash tray neatly incorporating a cigar-lighter. The doors lack pockets but there are quarter-lights front and back, the latter non-openable, while the back doors have tiny levers actuating the locks. A safety item is the provision of internal door handles which pull back to open the doors. Rheostatic control of the facia lighting is provided and the roof lamp has courtesy action in conjunction with the front doors only. The switch is incorporated with the lamps-switch but didn't work on the test car. The front-door handles need $2\frac{3}{4}$ turns to fully open, or close, the windows, those at the back $2\frac{5}{8}$ turns. The doors close rather tinnily but have very ample width and strong "keeps."

A driver of average height can just see both front wings and the screen pillars do not impede visibility. The test car had wing mirrors on each side. The screen is very wide, so that there is some distortion, looking fully sideways. There is also slight reflection, not really troublesome; this is also true of the concave instrument dials. The self-cancelling direction flashers are controlled by a left-hand stalk with short positive movements. The test car had an excellent Valiant push-button radio.

The bonnet is opened from the front motif without the necessity of fumbling for under-facia release handles, and stays open automatically; its undersurface is sound-proofed. All fillers and the dip-stick are accessible, as is the Mopar battery, which is guaranteed for 36 months. The tilted-over engine has a six-branch ram-pipe inlet manifold. The Jiffy-jet screen-washer uses a plastic bag. The boot lid requires a key to open it but it then opens automatically and rises at a touch of the hand by torsion-bar action, to expose a very spacious luggage boot with unimpeded floor, the spare wheel being below this. The paint job here had "run" badly in several places.

The Valiant has paired headlamps on each side, the foot-dimmer extinguishing one lamp of a pair.

THE CHRYSLER VALIANT V200 SALOON

Engine : Six cylinders, 86.4 × 79.4 mm. (2,780 c.c.). Push-rod-operated overhead valves. 8.6-to-1 compression-ratio. 101 b.h.p. at 4,400 r.p.m.
Gear ratios (automatic transmission) : Low, 2.45 to 1; Medium, 1.45 to 1; Direct, 1.0 to 1. Axle ratio, 3.55 to 1.
Tyres : 6.50 × 13 in. Goodyear tubeless Custom Super Cushion, on bolt-on steel disc wheels.
Weight : Not weighed. Maker's figure (kerb weight) : 1 ton 4 cwt. 0 qtr. 7 lb.
Steering ratio : Four turns, lock-to-lock.
Fuel capacity : 13 gallons. (Range approximately 226 miles.)
Wheelbase : 8 ft. 10½ in.
Track : Front, 4 ft. 8 in. Rear, 4 ft. 7½ in.
Dimensions : 15 ft. 3⅛ in. × 5 ft. 10 in. × 4 ft. 6 in. (high).
Price : £1,372 15s. (£1,945 13s. 1d. inclusive of purchase tax).
Makers : Chrysler Corporation, Detroit.
Concessionaires : Chrysler Motors Ltd., Mortlake Road, Kew Gardens, Surrey.

On the road the Chrysler Valiant lives up to the driver's good impression of its sensible control arrangements. It has an exceedingly smooth and quiet 101-b.h.p. six-cylinder engine which provides the effortless performance of the full-size American automobile. Acceleration is more than ample, top speed in the region of 98 m.p.h., and the car cruises at 70-80 m.p.h. with a notable absence of wind noise. The seating is spacious and comfortable, the car being large by our standards.

The automatic transmission functions with extreme smoothness, it being difficult to detect when the two upward changes occur. By kicking down the accelerator these upward changes are postponed until speedometer speeds of 32 and 57 m.p.h. are reached, while pressing in the " 2 " button with the left forefinger provides for middle-gear acceleration, which is particularly good, to be held to a genuine 75 m.p.h., which is extremely useful for passing slower vehicles. First gear can be held in with the button marked " 1 " if required.

The suspension, torsion-bar i.f.s., half-elliptic at the back, is soft and consequently provides a very comfortable ride over all but the roughest roads, but roll is surprisingly well controlled when cornering fast, nor do the Goodyear tyres protest under these conditions. Road undulations tend to deflect the steering to a small degree.

The brakes, vacuum-controlled, have to be used with care at low speeds, so fierce are they, and thereafter they are adequate, but no more.

All in all, enthusiastic drivers enjoy the Valiant's way of motoring, which represents effortless travel for six or seven people in the American manner, in a car with sensible controls and good manners.



The Chrysler Valiant is attractive seen from the front; if you walk round the back you will see that the luggage boot lid appears to contain a recessed spare wheel—in fact, the spare wheel is beneath the floor of the boot, this dummy moulding of the boot lid being an unusual styling gimmick.

The engine started easily if not enriched but " idled rough," and petrol consumption came out at 20.2 m.p.g. The actual range, full to bone dry, was 226 miles. The engine, which had run only some 6,000 miles, called for half-a-gallon of oil after 750 miles; the level was almost off the dipstick but the warning light had not come on.

We liked our spell of pretending to be up-to-the-minute Americans, and regard the Valiant by Chrysler as a very good solution of the compact problem. They must think so themselves, for the new Dodge Lancer is generally similar. Those who can see much common-sense in the American way of motoring but until recently have regarded such automobiles as uncomfortably bulky for use in England will be sorely tempted by the new compacts. They are advised to give the Chrysler Valiant careful examination. It is available here for £1,945 inclusive (but not including some of the extras on the test car), and is a purchase which the neighbours will never stop looking at; apart from which it is a good car.—W. B.

THE SAAB FROM SWEDEN—continued from page 942

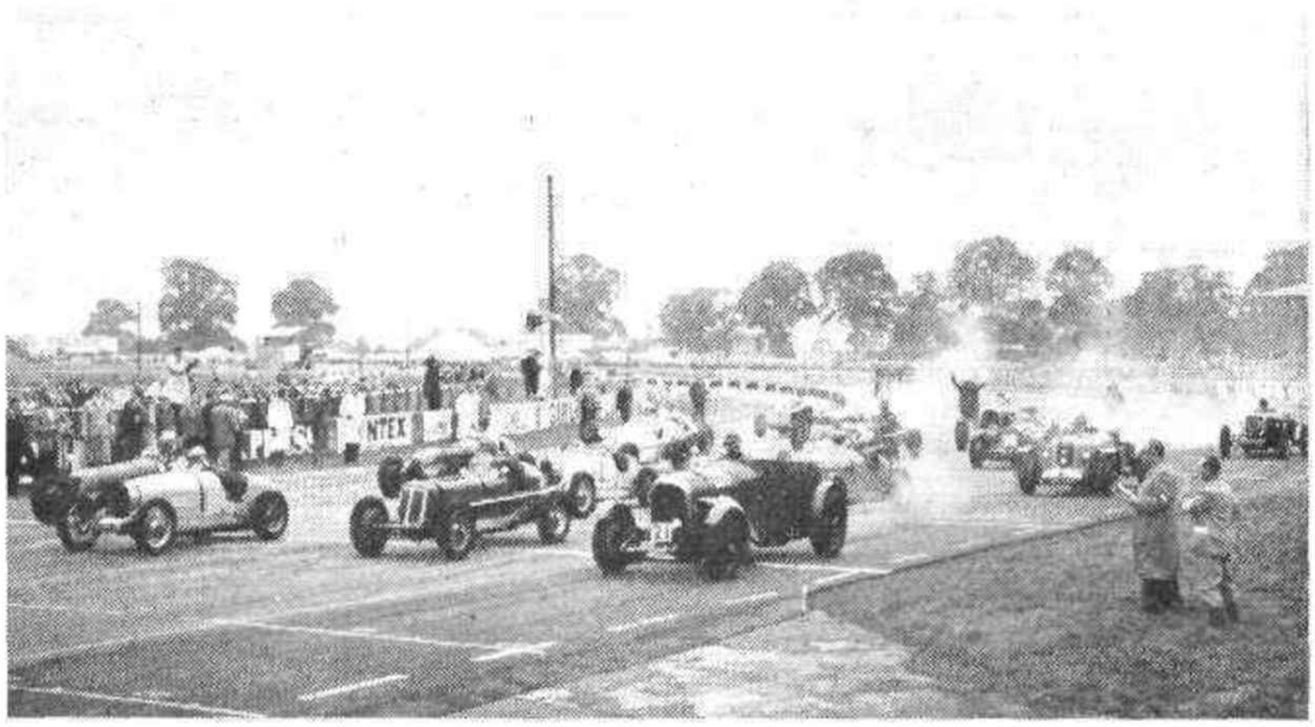
cautious 25 m.p.h., may have helped the Saab to achieve this figure. The petrol gauge needle is irritatingly indecisive at low petroil levels. To lubricate the two-stroke engine oil is mixed with the fuel, a pint of Castrol XXL being required per four gallons of petrol. However, as the engine runs with only slight pinking on mixture grade fuel this does not increase the running costs as much as might be expected and it does ensure that throughout its life the Saab will be returning an oil consumption equivalent to rather more than 1,000 m.p.g. The range on a tankful is only a few miles under 280, and the petrol filler in the near-side wing is via a simple unsecured bayonet-attached cap. The rather irritating fuel warning light comes on some 46 miles before the tank runs dry. There is a mixer incorporated in the filler, so that pre-mixing of the petroil mixture is only necessary in very cold weather. Although no specific tests were carried out, it would seem that the low-drag body of the Saab would result in good fuel economy when the car is used on our motorways or the *autobahns* and motor roads in Continental countries. Apart from the provision of a radiator blind which enables the driver to control water temperature, it is pleasant to find that under the bonnet is a pipe which, when unhitched from its moorings, enables a jacket on the exhaust pipe to be coupled directly to the carburetter air filter, thus obviating icing-up and other troubles under really low temperature conditions.

The Hella headlamps could be rather more powerful and the cut-off is very sharp. The foot dipper switch is set on the floor instead of on the toe-board, where it is apt to be operated inadvertently, especially if the driver presses his left foot on the floor when cornering fast. The screen-wipers are both efficient and quiet in action.

The performance of the Saab 96 may not be phenomenal, its acceleration being of the order of 0-50 m.p.h. in 16½ sec., rather more than 23½ sec. being required to cover a standing-start ¼-mile. Its top speed is also no more than that of other 850-c.c. small cars, although there is a feeling that the car is considerably under-geared in top and that a four-speed gearbox would enable a higher maximum speed to be achieved. What this interesting small car from Sweden does offer is an extreme degree of individuality, a feeling that it is virtually unbreakable both in the sense of its engine and its suspension arrangements, and road-holding and cornering qualities of a kind that make the Saab a factor very much to be reckoned with under stern rally conditions. Moreover, it feels like a generously-sized small car, not a miniature car, in spite of its modest 841-c.c. engine. Under the circumstances, it is a car which will be welcomed by enthusiasts when it makes its appearance at this year's Earls Court Motor Show. It is not an expensive car, being priced at £624, which purchase tax and import duties into this country inflate to £885 2s. 6d. Although it is not externally a handsome car, the Saab 96 is another individualistic machine the existence of which makes the World a more amusing place in which to dwell. We drove two Saabs over a distance of more than 1,500 miles in this country and the only trouble which developed was a split in the silencer, which was cured by welding. On hills the hand-brake proved useless but this was obviously merely a matter of inefficient servicing, while the toe-board mat which lacked adhesion has been altered on later cars.—W. B.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



A GRAND SIGHT AND SOUND! This season races for Historic Racing Cars have proved very popular and must be repeated next year. Here is the start of the E.R.A.-dominated event at the B.R.D.C. British Empire Trophy Meeting.

THE MODEL-T FORD RALLY AT BEAULIEU
(Sept. 25th)

LAST year a model-T Ford Anniversary Rally was organised by the Montagu Motor Museum and in the meantime the T-Register has been formed, so this year they rallied to Beaulieu for a *Concours d'Elegance*, judged by William Boddy, Editor of MOTOR SPORT, Mr. M. Beaumont, and Mr. Lewis, Editor of the *Ford Times*. A pity there were no driving tests—model-Ts with their two-pedal control manage such manoeuvres very well! As it was, on all sides there was nostalgic conversation about model-T lore and legend.

Most of the 21 Fords present were old favourites, but Beaumont's 1912 model with home-built station-wagon body was in process of completion, Hammond's 1911 tourer was in "hard-used every day" trim, these two being too bashful to go in for the beauty show, while Hill's 1926 tourer and the Museum 1925 ambulance were conspicuous only by their absence. The Museum made up for this by entering its well-known 1921 13-seater 'bus, a delightful reminder of rural England after the Great War, and a 1915 landaulette, scruffy but original. Pearce's 1924 landaulette had a proprietary brass radiator.

Some entrants drove their "Ts" long distances to attend. Thus, J. H. Price had come up that morning from Gloucester in a 1922 tourer which had been licensed for one year only in its life and, moreover, had done the run all in top gear. Brewster's extremely smart 7-cwt. van likewise did the run from Kent, and Simpson, an Edinburgh entrant, drove his 1910 two-seater, oldest car present, from London. Others funked only the dark, which is not surprising as the flywheel generator of the model-T only provides a decent beam of light when the engine is pulling hard on low speed! For them, we appeal for a mid-summer rally next year. Incidentally, one model-T was accompanied by a very smart model-A tourer.

An interesting Ford was Dutridge's 1911 coupé, an American-built "T" which has a proprietary polished brass vee-radiator. The coil box was moved from off side to near side when the steering was converted to right-hand drive in this country, where the unusual drop-head coupé body by the North London Motor Carriage Co. was fitted. A. R. Coat brought a worm-axle platform lorry of 1920 vintage with solid rear tyres, Stay's 1923 van now has the correct black radiator, and Dunn's 1924 truck and Stevens' 1924 meat van were present.

Results :

Brass-radiator Class : **Montagu Cup :** G. Simpson (1910 runabout).
Runner-up : B. R. Gates (1915 tourer).

Black-radiator Class : **Ford Motor Co. Cup :** J. H. Price (1922 tourer).
Runner-up : S. J. Baker (1919 tourer).

Commercials : **H.C.V. Cup :** R. B. Stay (1923 van).
Runner-up : V. E. Brewster (1922 van).

Lady Montagu presented the prizes.

V.S.C.C. PRESTEIGNE WEEK-END (Oct. 1st/2nd)

Trial :
Best Performance : H. Spence (Lea-Francis).
First-class Awards : J. Rowley (30/98 Vauxhall), H. P. Bowler (Bentley), H. Moffat (Bugatti), D. Lloyd (Bentley), W. Winder (Humber).
Second-class Awards : A. Jones (14/40 Vauxhall), C. Southall (30/98 Vauxhall), Miss P. Stocken (Trojan).
Third-class Awards : J. Berrisford (12/50 Alvis), D. Brown (12/50 Alvis), Dr. Harris (Frazer Nash).

Regularity Run :
Best Performance : D. Dighton (Humber).
First-class Awards : D. Maunsell (Rolls-Royce), C. Power (3-litre Bentley).
Second-class Awards : C. Marsh (Austin Seven), M. Howarth (Lagonda).
Edwardian Class : Cup : J. Milner (1913 Talbot Twenty-five); R. Collings (Zust).

We hear of a 1927 Willys Overland Whippet in good running order, slowly deteriorating in the open behind a garage in Cheshire, and of a 1927 Austin 12/4, *sans* radiator, and Silver Ghost and Phantom I Rolls-Royce breakdown trucks for sale in a scrapyard.

* * *

A reader offers to give away several old electric horns and a Lucas magneto from a Morris-Cowley, and another reader wants to sell, for £30, a 1928 Singer Twelve saloon which completed a trouble-free tour of Devon and Cornwall last summer.

* * *

The September issue of *Christophorus* contains some good photographs of 1909 and 1910 "Prince Henry" Austro-Daimler cars and later 1912 models of this make.

* * *

During a recent visit to Oulton Park we espied a 1927 Austin Twenty in a local garage and a trailer the springs and wire wheels of which had come from a Coventry-Humber.

* * *

Gone! Apparently an old Avery paraffin tractor, which had found its way from Scotland to Ireland, was broken up recently.

* * *

There is news of a left-hand-drive Unic with French number-plates seen outside an antique shop in Somerset, of a 1908 Fleet three-seater on solid tyres for sale in the Midlands, about which data is required, and of an old gentleman of nearly 87 who lives alone and wants a 6 or 12-volt Klaxon horn to sound from his bed as a burglar alarm (letters can be forwarded).

* * *

A reader wants to contact previous owners of his 1929 SD 12/50 Alvis beetleback, Reg. No. UU 666, car No. 12399, chassis No. 7616, engine No. 7549. Anyone remember it?

* * *

While driving down to Goodwood to see how the Ford New Anglias were faring on their 7-day-and-night marathon, we espied in a country garage a 1928 14/27 Standard two seater. It was in for its test, which it had passed with flying colours after minor changes to the headlamp glasses and rear reflectors.

Continued on page 952



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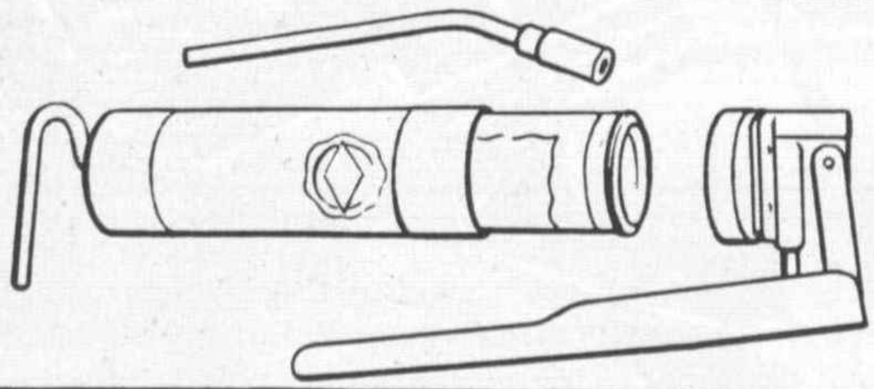


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The table below shows how acceleration and fuel consumption figures can be improved after the cars have been REDEXed, and subsequently after ignition and carburation have been adjusted to take advantage of the power released by REDEX.

	Fuel Consumption at steady 30 MPH			*20-40 MPH in top (yards)*		
	MPG before REDEX	*MPG after* REDEX	*MPG after tuning*	*Before* REDEX	*After* REDEX	*After tuning*
Jaguar 3.4 ...	20.95	23.5	24.15	131	106	106
TR3	32.85	36.05	37.6	105	90	84
Morris Oxford	33.7	36.58	37.6	140	126	119
Austin A35 ...	51.21	55.65	58.19	98	87	84
Standard 8 ...	44.14	49.2	51.21	126	112	105

Before REDEX treatment the engine is checked. After taking performance times and making an accurate petrol consumption test the sump is drained and filled with REDEX. Plugs are removed and 2 or 3 ozs. of REDEX poured through each plug hole and left to soak for 20 minutes. Plug holes are covered with rag and the starter motor is operated to eject surplus REDEX and plugs replaced. The engine is started and set to run at a fast tickover for 15 minutes, during which time ¼ pint of REDEX is bled into the inlet manifold. The sump is then drained and refilled with one part REDEX to three parts oil. Sparking plugs and contact breaker points are then cleaned and adjusted, and the timing accurately reset. It is possible to obtain a quick and more accurate ignition setting by using a REDEX tuning gauge than by reference to flywheel markings. Carburettor adjustments should be made and the car can be rechecked for performance and consumption.

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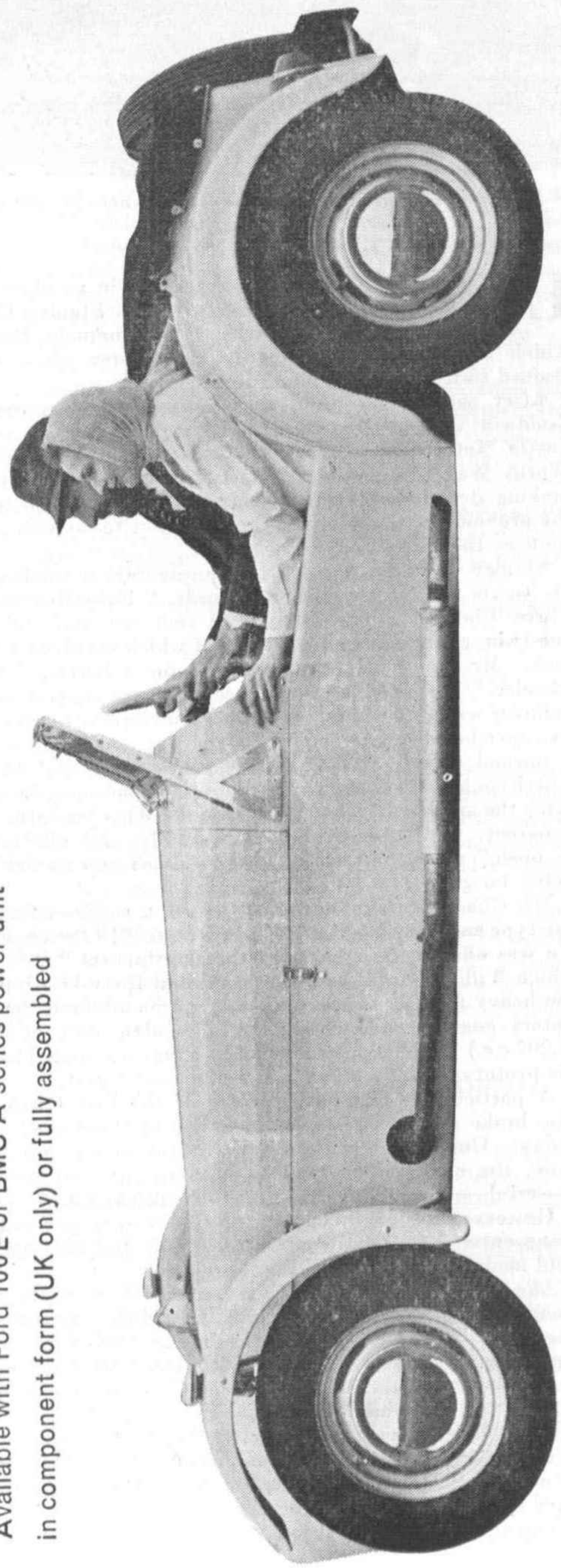
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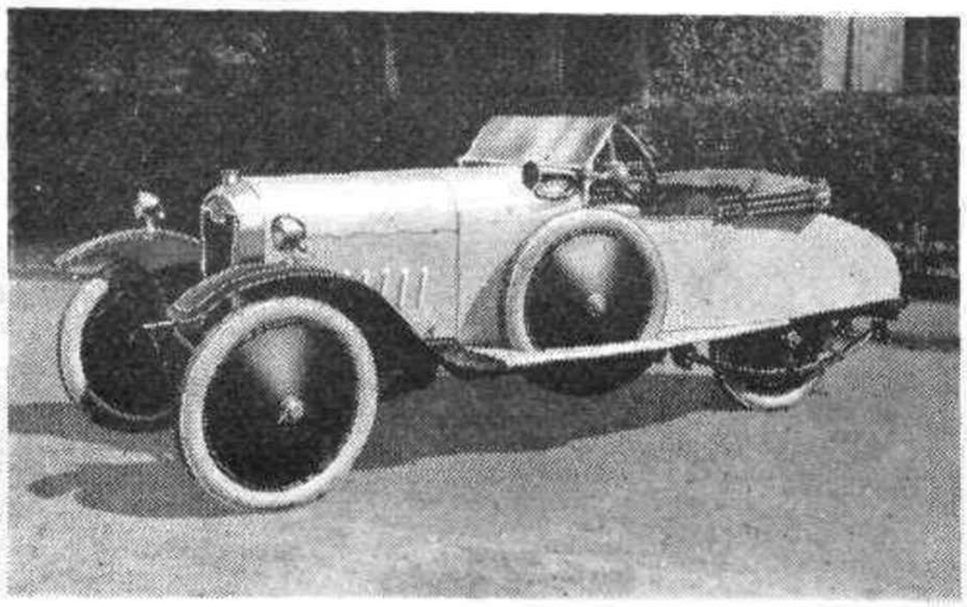
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FRAGMENTS ON FORGOTTEN MAKES

No. 15: THE CASTLE THREE



A production version of the Castle Three—note the prominent ½-elliptic back springs.

LAST month I drove to Worcestershire in an ultra-modern car—a Chrysler Valiant—to chat with Mr. Stanley Goodwin about a "lost cause" of the vintage years, namely, the Castle Three, which might have done for Kidderminster what Morris did for Oxford but, as it happened, didn't.

After serving his time as an engineering apprentice, Stanley Goodwin, with his elder brother Laughton Cecil Goodwin, set up the Castle Motor Co. in New Road, Kidderminster, before the First World War. When war came they undertook munitions work, making depth-charge pistols, etc. With the Armistice they faced the problem, common at the time, of what to do with all the machine tools at their disposal.

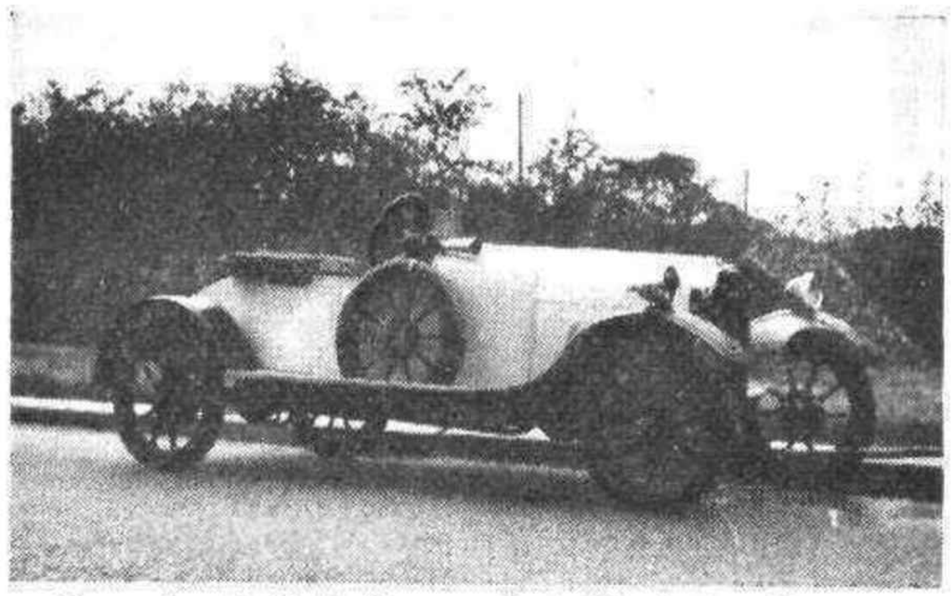
Stanley Goodwin decided to manufacture a small car and he set his sights on, to use his own words, "Rolls-Roycing the Morgan Three-Wheeler." The Morgan of that era was still an air-cooled vee-twin, changing the rear wheel of which involved a long and dirty task. Mr. Goodwin set about designing a better, if heavier, three-wheeler. He used a channel-section vee-shaped frame, a four-cylinder water-cooled engine and, by incorporating his own patented two-speed-and-reverse epicyclic gearbox and shaft-transmission to a normal spiral-bevel final drive, contrived that the single back wheel could be removed easily upwards through the tail of the car after the spindle had been driven out. This was also the subject of a patent. The gear-change, incidentally, was effected by "pedals to push," after the fashion of the Adams and model-T Ford, there being no gear-lever.

Mr. Goodwin was determined to use a water-cooled four-cylinder car-type engine in his Castle Three but in 1919 the choice was limited. He was offered the residue of the Continental "Red Seal" output which William Morris had discarded, but these 11.9-h.p. engines were too heavy for his purpose. In the end he adopted the Belgian-made Peters engine, a four-cylinder side-valve unit of 62 × 100 mm. (1,207 c.c.), supplied from a depot at Kingston-upon-Thames, although his prototype had a smaller Dorman power unit.

A particularly ingenious feature of the first Castle Three was a disc brake on the back wheel, similar to those used so successfully today. Unfortunately, hydraulic operation was not feasible at the time, the cam action used to actuate the pad was insufficiently powerful, and so this brake had to be discarded.

However, the prototype Castle Three was eminently successful, being entered for the usual M.C.C. trials and gaining its designer a gold medal in the London-Edinburgh, etc.

The Castle Three was exhibited at the Motor Cycle Show, Stanley Goodwin's brother, Laughton C. Goodwin, acting as Managing Director. The interest shown by the car-starved public proved quite embarrassing. Over 3,300 people placed orders, backed by firm deposits of £20 a time! This proved the soundness of Stanley Goodwin's design and his brother's ability as a salesman, but it was, of course, quite impossible to meet the demand in the modest Kidderminster factory. Dealers became impatient and deposits had to be returned. Had orders been limited to 500 the Castle Motor Co. might have survived. But they found it impossible to carry on under the circumstances and a decision to float a public company was taken a little too late in the day. In fact, one of the most successful of Kidderminster's carpet makers was approached for financial assistance and on the strength of the orders obtained he willingly guaranteed a substantial loan. Having done this he ordered that all the remaining cars, partially-completed chassis and parts be loaded onto lorries and taken to Elephant Motors in London as scrap; it transpired that this gentleman wanted extra factory space in the town where he could service the carpet manufacturing machinery in his other factories and he had his eye on the Castle Motor works as eminently suitable for this purpose! The end came in 1922 and to this day the building where this ingenious three-wheeler was built remains a carpet factory . . .



Rara avis—*the Castle Four, now in the Birmingham Museum.*

In the meantime several hundred Castle Threes had been built and sold. The Peters engine was used in the production models, except for one car which had a Coventry-Simplex engine, found to be excellent but too heavy. The Peters engine functioned admirably, apart from some early pre-ignition trouble. The design certainly departed from simple cyclecar practice, the back wheel being sprung on ½-elliptic springs, and the radiator and bodywork being extremely well-proportioned. In 1922 the price was £225. Some of the bodies were made by the Castle Co., others were bought out.

Right at the end Stanley Goodwin tried to save the day by building a four-wheeled Castle Four, using proprietary gearbox and back axle but retaining the Peters power unit. Some time ago this turned up at a rally held at Measham and Mr. Goodwin bought the car; in 1958 he presented it to the Birmingham Museum.

At the Montagu Motor Museum they have a 1922 Castle Three with normal three-speed gearbox, so one of each is still in existence. Mr. Stanley Goodwin and his son remain in Kidderminster, in the motor trade in a business founded in 1922, and the creator of the Castle Three today drives a smart Jaguar XK150 coupé.—W. B.

VETERAN–EDWARDIAN–VINTAGE—continued from page 948

Rumour relates a village in Essex with some vintage and Edwardian cars for sale, including an old Renault and a model-T Ford lorry, and certainly in Southend a pre-war Flying Flea is to be seen suspended from the roof of a garage there.

* * *

Another just—or near—vintage General Motors' Vauxhall saloon turned up the other day at Silverstone, tender car, we believe, to Clifford's Alta.

* * *

And still they turn up! A three-cylinder Vauxhall, *circa* 1908, was sold for £160 in Hampshire recently to a scrap dealer, another E-type 30/98 Vauxhall has turned up "somewhere in England," while C. Shears, of Exeter, has been able to add a 1922 Buick tourer to his collection, which now includes over 30 vintage cars, commercial vehicles and tractors, the last-named including 1919 and 1930 Fordsons and a 1927 Ruston. The Buick, which had served for a time as a hackney in Plymouth, was laid up in 1930 and is in good original condition. It was retrieved with a 1929 Austin Twelve converted to a tractor, with two gearboxes giving 16 forward speeds.

* * *

The Editor of MOTOR SPORT intends to hold another informal London-Exeter Run on Boxing Night for owners of vintage light cars, so will those interested please reserve the date. Further details next month.

VINTAGE POSTBAG

Sir,

Whatever the merits of Mr. Bradshaw's other designs, no one could deny that his Panthette engine was a honey. It consisted of a 250-c.c. o.h.v. V-twin built as a unit with a car-type, four-speed gearbox incorporating the bevel drive and fitted with a ball-change gear-lever. The valves were *closed* by the push-rods and opened by leaf springs, which always seemed to me to be a very queer arrangement. The Panthette which I borrowed in 1928, although underpowered, was a joy to ride but shared, with the 500 Fiat, the characteristic of attaining 60 m.p.h. in third gear whilst being unable to do more than 55 in top.

I have heard it said that the gifted Mr. Bradshaw did much of his designing whilst in his bath, the sponge-rack being replaced by a drawing-board. As befitted a man of genius, the plug was drilled with a hole of sufficient size to compensate for the inflow of hot water, in order to maintain an agreeable temperature.

Thus, whilst ordinary mortals might pass the time composing speeches for the defence or exercising their voices in song, Mr. Bradshaw brought into being engine designs whose only faults were that they were before their time.

I am, Yours, etc.,

Harbottle. R. H. WALTON.

* * *

Sir,

With reference to your readers' remarks concerning Mr. Granville Bradshaw's clever early designs, I can speak with some experience, gained when trying to help in sales promotion for the well-known Bristol Car Agents, Welch & Co. Ltd., who covered A.B.C. scooters, motorcycles, and A.B.C. air-cooled light cars. They were splendid designs for the period; agreed they all had their teething troubles, but the motorcycle (photograph herewith) would be up-to-date today—1960.

His scooters did not take on *then* but today there must be millions, later designed by the Italians. The licence to manufacture the motorcycle in France was taken by the Gnôme Rhône aero engine manufacturers, whose works were on the outskirts of Paris—the writer worked there for a time. These machines were fitted with sidecars and sold to the French Army. My brother also raced on them in France under the direction of Capt. K. C. Bartlett, now of Bristol Aeroplane Co.

I could write and send many photographs of these Bradshaw products. It is interesting to note in those days the young lady demonstrators wore smart "tailor-made" costumes, now it would appear "scanty bikinis" are the order!

You are correct regarding Hawker's death.

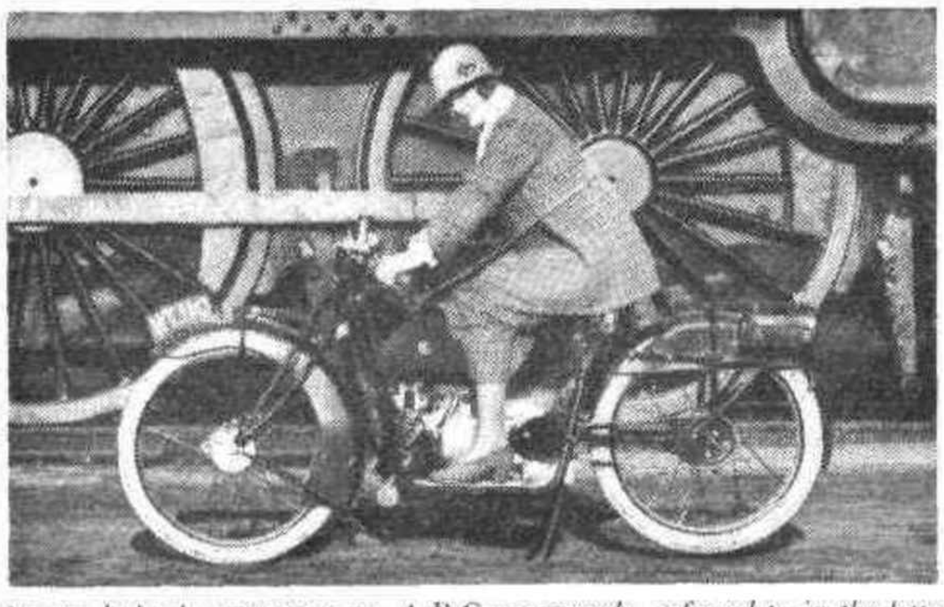
I am, Yours, etc.,

Bristol. HAROLD SOLOMON.

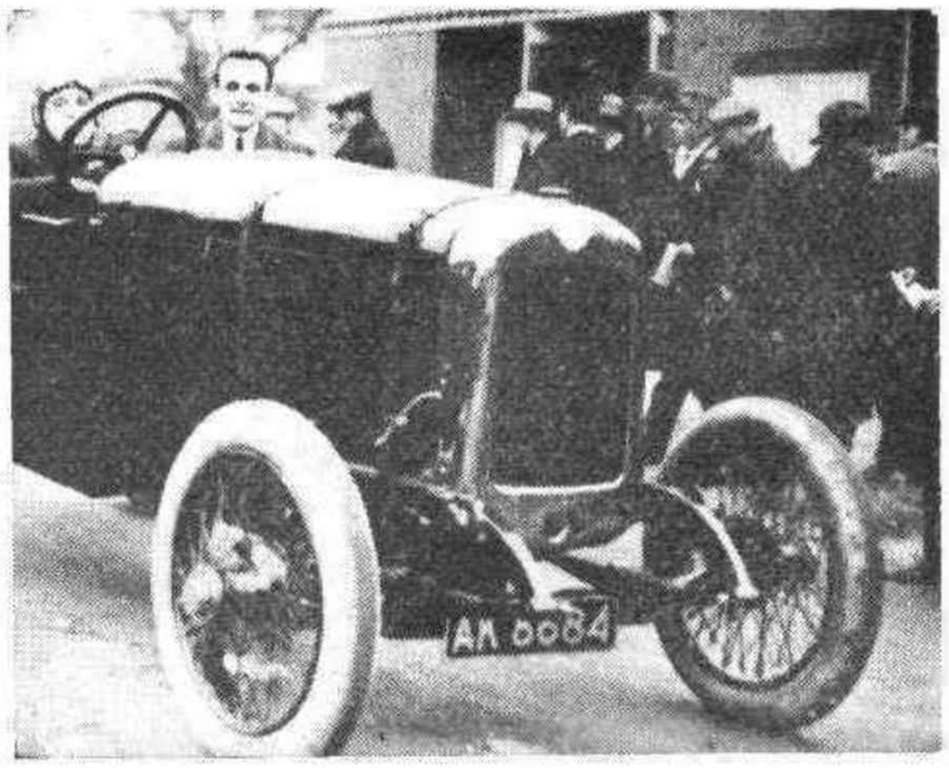
* * *

Sir,

I am carrying out research into the racing history of Austin "Sports" Twenties. Three of these cars raced at Brooklands in the 1920s, the one in which I am particularly interested being the famous "Sergeant Murphy" owned and raced by the late Felix Scriven, M.B.E., between 1921 and 1925.



Young lady demonstrator on A.B.C. motorcycle, referred to in the letter from Mr. Harold Solomon.



Mr. Scriven took delivery of his car only a few days before the 1921 Easter meeting at Brooklands, in which he was entered for the 75-m.p.h. Short and Long Handicaps. The car won the former race by an unprecedented margin at over 70 m.p.h., which, as the car emanated from standard parts of a heavy side-valve engine, shows how carefully it was assembled.

Subsequently, after some modifications, this car succeeded in lapping Brooklands at 94.86 m.p.h.

To assist me with my researches and to provide information for the building of a replica of "Sergeant Murphy," I am particularly anxious to contact a Mr. Jelley. All I know about Mr. Jelley is that he came from the South and was employed by Mr. Scriven as a mechanic.

Ted Blamires, the mechanic who fitted the Parry-Thomas engine into Mr. Scriven's later racing car "Nanette," thinks that the gentleman standing beside "Sergeant Murphy" in the above photograph is Mr. Jelley.

I would be most grateful to learn of his whereabouts should any of your readers recognise him.

I am, Yours, etc.,

London, S.W. R. J. WYATT.

* * *

Sir,

I must apologise for delay in answering correspondents about the model-J Duesenberg, owing to absence on holiday. I must also apologise to Mr. Le Fevre and Messrs. Leyland for any implied insult to their "Hippo" model. I was so ignorant as not to know that there is such a thing as a Hippo with six wheels. The model I was referring to is the old-fashioned one with four legs.

Replying to Mr. Coverdale, I had not driven a "J" when Paul Bird and I wrote the "Vintage Pocket Book." I then relied upon examination of the evidence and the first-hand opinions of people whose judgment I trust. Subsequent first-hand experience of my own confirms what I then said—that the machine was not as good as it set out to be.

I am, Yours, etc.,

London, S.W.1. CECIL CLUTTON.

* * *

Sir,

The demise of the steam wagon could, partly I think, be due to the heavy road tax inflicted on these fascinating vehicles. I remember talking to the driver of a small Foden wagon during the last war, and he told me it was rated as a 5-h.p., and the road tax was then £85 per annum.

It must also be remembered that only the minority ran on pneumatic tyres, and the expense of alterations to the solid tyre type would have been very costly, and, at that period, very difficult to obtain, therefore, as solids were not allowed on the roads, these wagons disappeared.

Apropos of the A.B.C. engines, was not there once a small aeroplane (*circa* 1917-18) known as the Sopwith Kitten, and fitted with an A.B.C. air-cooled flat-twin rated at 35 h.p.?

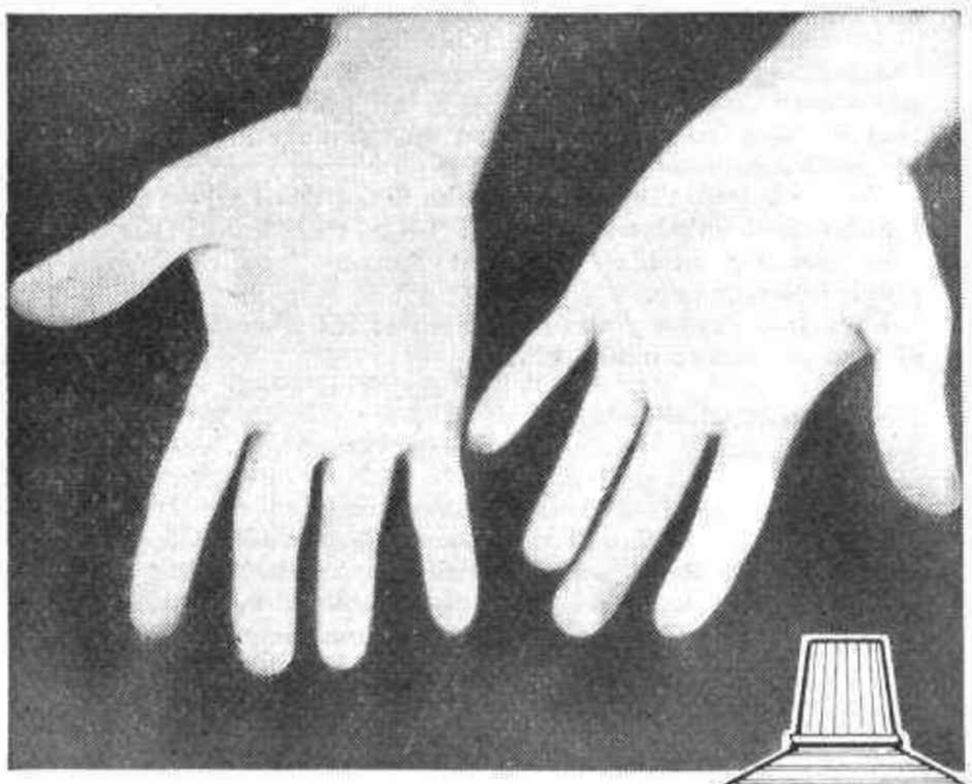
I am, Yours, etc.,

Biggleswade. H. NEVIL BLOW.

Continued on page 956



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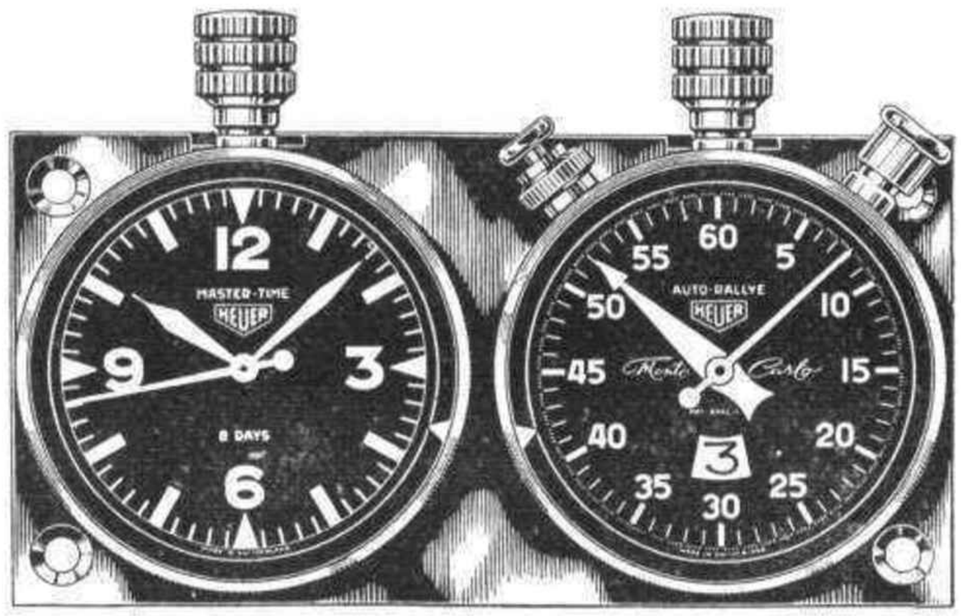
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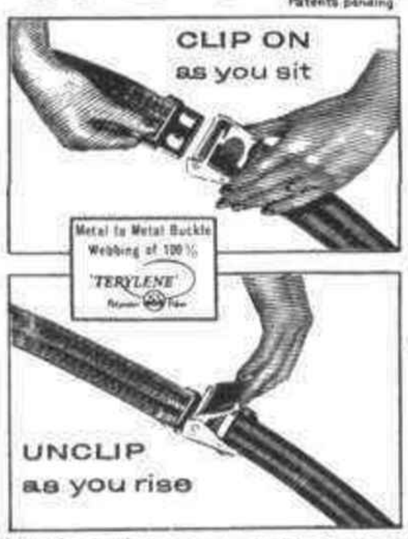
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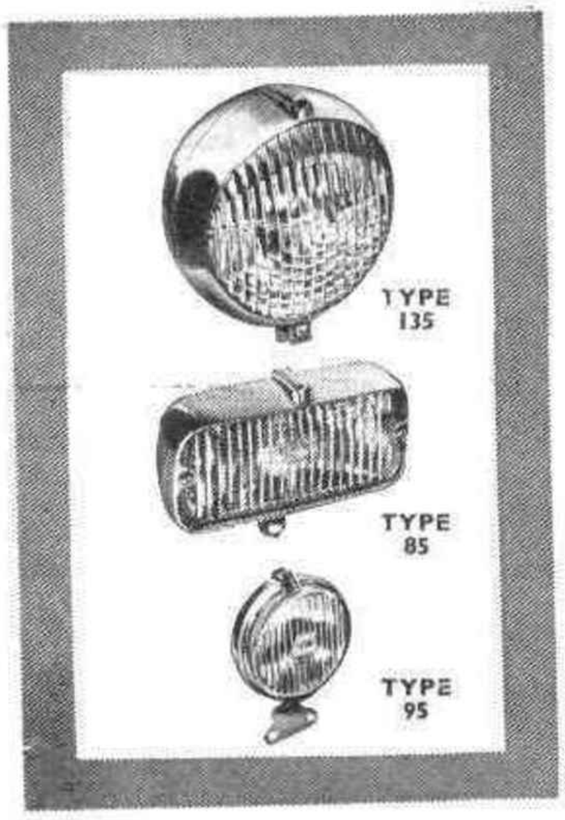
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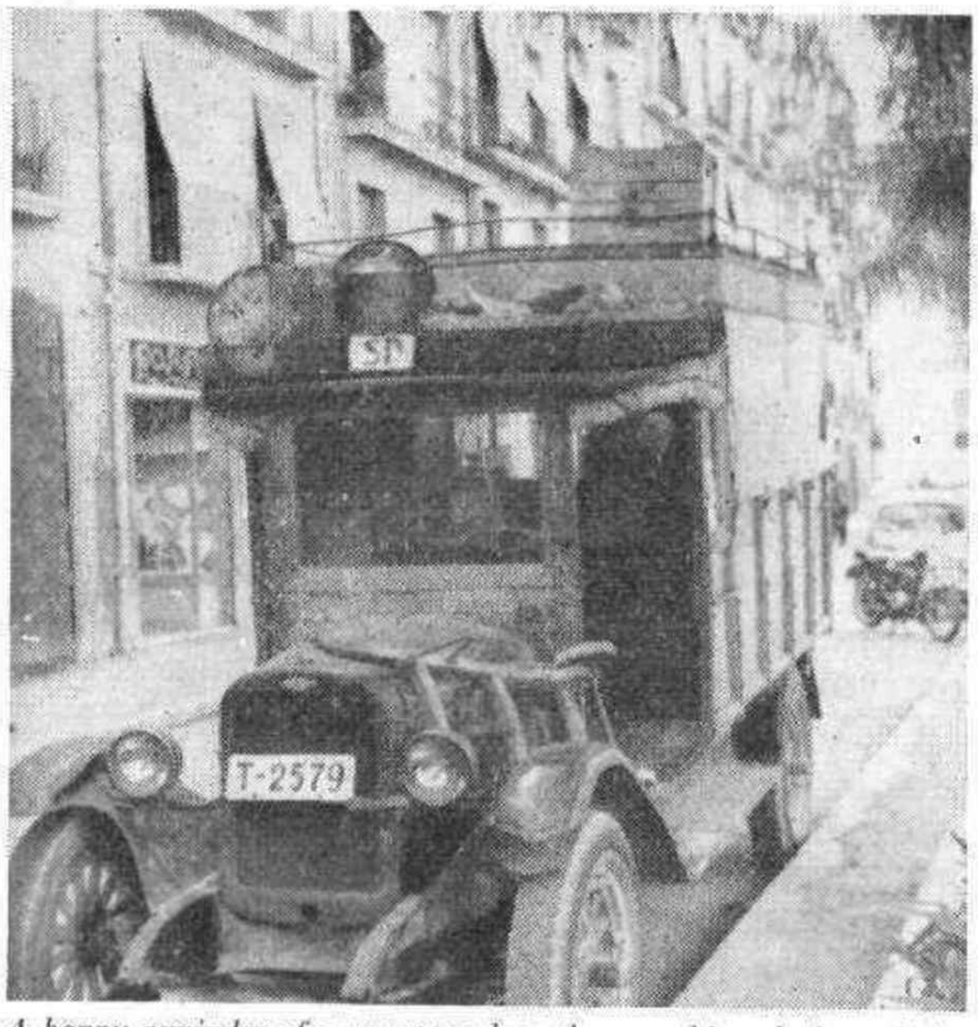


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A happy reminder of a country where the sun shines hotly and time passes slowly—see letter from Mr. G. R. Redman.

Sir,

Reading your comment regarding a Hispano-Suiza lorry, prompts me to send you the enclosed snapshot which was taken in Barcelona whilst I was on a visit to Spain. [Picture not reproduced.—Ed.]

Standing in the road beside a melon market was this lorry which I think is a Hispano-Suiza, *circa* 1922.

Also enclosed is a snapshot of an old Chevrolet truck. This was seen in the early afternoon and the driver was then sleeping in the back! Note the trolley on the wing and the cans on the roof for carrying water for the radiator, a common sight in Spain.

The S.P. stands for Servico Publico, which means that the vehicle is licensed by the authorities for public service carrying.

All vehicles in Spain carry only *one* registration letter, representing the initial letter of the town or city where the vehicle was registered. Hence T for Tarragona and B for Barcelona.

Vehicles of this age are a common sight throughout Spain and my only regret was that I was unable to bring home one of them as a museum piece instead of allowing them to disappear into a limbo of lost souls.

I am, Yours, etc.,

Hayes. G. R. Redman.

* * *

Sir,

In your last issue there was a photograph of a Protos with request for information from Mr. Morris.

The only Protos I know is a beautifully restored one belonging to my friend, Rupert von Siemen of Munich, and this looks remarkably like the actual car. If so it is a 1926 four-cylinder Protos Tourenwagen, 45 h.p. They were made by Protos Automobil GmbH of Berlin-Nonnendamm.

Protos were, I believe, a subsidiary of Siemens; hence the family connection with the present owner of this car.

I drove this car from Munich to Salzburg a couple of years ago and can testify to its very fine performance. It is as smooth and quiet as many modern cars.

I am, Yours, etc.,

Shepperton. D. Woolley.

Sir,

The many interesting articles from your contributors dealing with their experiences of early cars prompts me to give you particulars of a car which up to now I have not seen mentioned in Motor Sport.

This car was a Rational made in Reading in about 1911-12. I was with an Army Crammer at this time in Devonshire when he took delivery of a new 20-h.p. Rational two-seater with dickey seat, and a V-six-cylinder air-cooled engine. There was a "spring drive" incorporated in a drum on the rear axle—this was "supposed" to give a smooth "getaway" and was much boosted by the manufacturers in their sales talk. The car cranked up anti-clock and the flat-out speed never exceeded 52 m.p.h.

There was also a 14-h.p. V-four-cylinder engine, air-cooled, model which I understood was more satisfactory.

The six-cylinder 20-h.p. car cost £225 and was quite attractive in appearance. Acceleration was not what one would have expected and frequent use of the three-speed gearbox had to be made, with an immediate change-down on any slight gradient. The spring drive gave endless trouble on the six-cylinder model and the car was eventually scrapped in about 1919, I believe.

I visited my old tutor just after World War I and he told me that no garages were able to keep his car free from transmission trouble, and the last I heard of it was on the scrap heap at Bideford Motor Works.

Prior to the Rational the owner had been given a 24-h.p. Fafnir enormous limousine—this car had done many years' service in London and was driven down by the chauffeur to Black Torrington in Devon and handed over to the tutor, Dr. Caudler. Now the amazing thing is that from the moment the car was handed over and the chauffeur had departed back to London there was nothing but rear wheel collapse trouble. These wheels were of wood and had K.T. tyres—solid blocks of rubber; the front tyres were pneumatic. The local wheelright rebuilt the rear wheels five times, but each time the car was moved under its own power the wheels collapsed. The longest journey was two miles.

As the car was a gift the position was rather delicate, as the previous owner frequently wrote inquiring about the "health" of his gift. Eventually the car was scrapped, hence the purchase of the Rational.

The reason the Rational was purchased was simple. Dr. Caudler had a great friend who was the Vicar in the next village—a Mr. Highmore, whose son—a very clever engineer—was connected with the company manufacturing the Rational car in Reading. Mr. Highmore had spent many days working on the Fafnir, and eventually demonstrated a 14-h.p. Rational, but it was decided that the 20-h.p. model would be more satisfactory for the Devonshire hills.

I myself was at that time using motorcycles, mostly Indians—a new Indian with two-speed gears cost £49 10s. in those days. Later there was a 7/9-h.p. with electric starter and three-speed gears, this was known as the Hendee Special and had a spring frame—1913. The Indian motorcycles were selling well in England at this time as they had put up such a good performance in the T.T. Isle of Man. I was on the point of going to Camberley and bought a new 12/16-h.p. Sunbeam, a most delightful car—£375 in those days.

A friend of mine had a 15.9 Hispano Suiza, and we often left Camberley together in our respective cars for a fast run up to London. His car was a trifle faster on the level but on hills I could leave him.

My Henderson motorcycle I used as recently as 1946, when petrol rationing was in force. This machine was four-cylinder, 1,301 c.c., side-valve—very flexible, and I always used it solo, eventually selling it to a sailor who rode it from London to Cornwall, and who wrote in glowing terms to me on arrival at his destination, saying what a delightful ride he had.

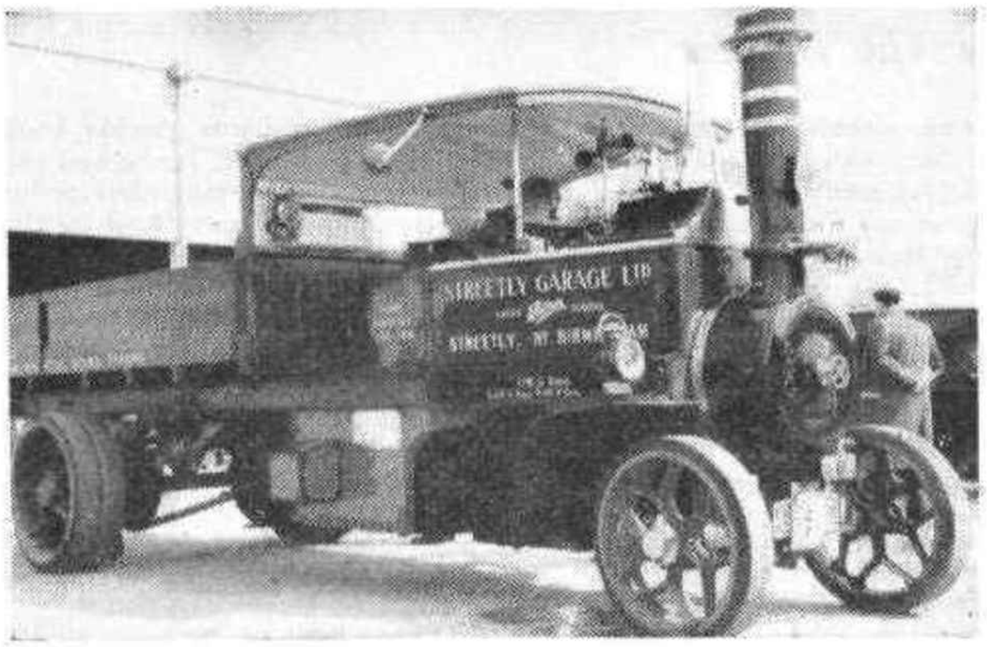
I am quite sure that there was much greater enjoyment to be had in the earlier days of motoring, also that owners took more interest in their cars and, in fact, learnt a great deal more about them.

I am, Yours, etc.,

London, S.E.5. D. S. Nixon.

[Doyle quotes Royston as the Rational's birthplace and does not even mention the Fleet, which we refer to on an earlier page.—Ed.]

IN SEARCH OF STEAM



AFTER Mr. Padley-Smith had written to MOTOR SPORT to inquire if any of the Foden steam drays once operated by Meux's brewery still exist a surprisingly large number of correspondents responded, proving that many of our readers are interested in vehicles other than Maseratis and Ferraris.

At one time steam wagons were a common sight on our roads. Had you left the Motor Show at Olympia or White City on an evening in the early nineteen-twenties you would have entered streets lit, not by garish neon, but by friendly gas-lamps shining softly through the misty darkness. No doubt the evening would have been as wet then as it inevitably is today and the ladies would have been lifting their dresses clear of the wet leaves on the sidewalk—the "flappers," however, would be in above-the-knees skirts and sheltering under the first "stumpy" umbrellas. Such an evening as this would serve to accentuate the sizzle of steam and column of acrid smoke that every so often along the lanes of traffic would indicate the presence of a warm-hearted steam wagon, its driver peering past the silently revolving flywheel as he controlled his charge with a small steel-rimmed steering wheel. Exuding warmth and a smell of hot lubricant, lit only by oil-lamps, the steamers would plough their way through the November* dusk, unhurried, untroubled by traffic lights or traffic wardens, and superbly aloof to the petrol vehicles around them. Today, alas, these relics of a remote, more leisurely age have vanished almost entirely, except for rare occasions when examples restored by enthusiasts assemble at traction-engine rallies.

However, our correspondents did their best to recall any that are still in harness. Mr. Doe of Hamble remembered seeing many wagons (as distinct from traction-engines) at an obscure location near Theale. We investigated, but found that only two semi-derelict late-model Sentinals on pneumatic tyres remain.

Another correspondent used to run a Foden six-wheeler, an Atkinson, a Mann waggon and Sentinals, but gave them up in 1936. He thinks it possible a Mann or Foden might be found today. News of steam wagons possibly still in service came from a Hampshire reader, who says that he believes the Devonport Gas Works may still be using some steamers and that during the Suez crisis John Smith's, brewers, of Tadcaster, met the petrol shortage by putting some solid-tyred wagons into service, while Fremlin's brewery put an old Sentinal on the road during the same period of petrol rationing; it carried a notice proclaiming BACK FROM RETIREMENT DELIVERING THE BEER but is apparently owned today by a Canterbury collector.

Another letter suggests that a tar-spraying contractor at Yeadon may still be using a 1916 Foden, which he bought new; two years ago our informant encountered it in Wensleydale and that winter, its driver said, the boiler was due to be re-tubed. It retained solid rear tyres but had been converted to pneumatics at the front.

Another report refers to a Sentinal steamer seen recently in Liverpool, and recalls that up to a couple of years ago the Trinidad Lake Asphalt Co. had a solid-tyred six-wheeled wagon in use, its two-cylinder engine driving a mixing plant as well as providing propulsion. Another reader confirms the existence of the Sentinals in Liverpool, having encountered them last summer. Apparently one is a Super Sentinal of about 1933 vintage owned by the United Africa Co. Ltd., another a tractor belonging to Criddle & Co., flour and provender millers. The same correspondent says that one or two Sentinals dating back to the early 'twenties are in use within the works area of Brown Bayley's steel works in Sheffield and that at least until a year or two ago United Africa's Super Sentinals used to make daily trips from Liverpool to Trafford Park *via* Warrington, pulling trailers and touching 30 m.p.h. on the level. We make the distance about 36 miles.

The Mechanical Tar Spraying Co. of Reading still have a Foden on active service. When we went in search of this one it was some 20 miles from base on a job, but we believe it to be of about 1926 vintage, on pneumatic tyres, and likely to be kept in use for a long time to come.

Other readers gave details of wagons restored for rally purposes, including seven Fodens from 1916 to 1932 vintage, but it seems, alas, that steam wagons in regular or even occasional service are now very thin in the land.—W. B.

* In case it is thought that I am making the same error as the Production Manager who last month gave the date of the 1960 Earls Court Exhibition as November, I hasten to point out that in 1920 the Motor Show *was* held in that month, from the 5th to the 13th!—ED.

AND NOW, VINTAGE TRACTORS

At Ross-on-Wye recently the Agricultural Co-operative Society staged a display of 20 farm tractors, the youngest a 1929 Rushton, the oldest a 1903 18-h.p. Ivel, none of the others later than 1920. The remarkable thing is that many of these vintage tractors, the property of D. C. Hackett, were in use when found, such as a 1919 Austin used up to 1955, a 1913 Mogul used for threshing until 1947, and a 1916 Overtime used continuously since new. Even the Ivel was in service in Penrith up to 1950, but a 1916 Wallis Cub has never been used, having been bought by a farmer for a son killed in the First World War; 18 makes were represented at this display, including a 28-h.p. 1919 Fiat used, in Wales, ever since it was a new machine.—W. B.

FORD MARATHON—continued from page 908

standard shock-absorbers, which had stood up surprisingly well. The bodies did not rattle, the silencers were intact and the 105E engines sounded as good as new. Incidentally, at first Lavant, most difficult of the corners, was taken in top gear at some 3,000 r.p.m. but later tactics called for third gear here and an engine speed of 5,500 r.p.m.

This R.A.C.-observed run was not in any way an attempt to break International Class records. Indeed, had this been so, none of the three Anglias would have finished, for under record-breaking conditions the driver must get his car to the depot if it stops and it can be repaired only with spares carried on the car. Salvadori would not have been able to extricate his car from the ditch, and even if Wilkins had pushed his in, replacements to his and McLaren's car could only have been made if they had had a half-shaft and spare cylinder head on board!

These 7-day-and-night runs have a definite fascination. Ten years ago, back in 1950, Alan Hess took an Austin A40 to Montlhéry and in that period it covered 10,009 miles. The banked track would have been kinder to car and tyres than Goodwood but remembering how comparatively crude was the A40 of that era, this was no mean achievement, compared to the Ford performance. A year earlier Hess had taken an Austin A90 to Indianapolis in successful pursuit of American stock-car records and on that occasion the 168-hour stint was completed at an average of 70.54 m.p.h. for 11,850 miles. Come to that, 31 years ago, in 1929, the Cordery girls covered 30,000 miles at Brooklands at 61.57 m.p.h. in a vintage Invicta. And in 1952, at Montlhéry, a Jaguar put over 16,851 miles into seven days and nights, averaging 100.31 m.p.h.

Some years ago B.M.C. put on a similar demonstration of the Morris Minor at Goodwood but ten days were taken over the 10,000 miles and an ingenious travelling trolley was used so that the cars could be serviced without stopping them, so this was a rather different type of run. To Ford goes the credit of using the smallest engine so far employed for a stock-car publicity stunt lasting seven days and nights.

This run provided useful pre-Show publicity for the Ford Anglia, slightly overshadowed, perhaps, by the longer endurance run at Miramas by the new five-bearing Simca. It also indicates to 'Mr. Average Motorist' the worst he may expect in a year's, or several years', driving in one of these cars, and has proved to him that he can transform the cornering powers of his Ford Anglia by buying it a set of Michelin "X" tyres . . .

We would welcome further R.A.C.-observed runs of this kind in future, at Goodwood or Silverstone, Monza or Montlhéry, if only to discover which is the least-expensive car that would put up a similar show with no trouble at all, or without the need to change cylinder heads or half-shafts. But it is unlikely that such demonstrations will become commonplace, for this recently-concluded run at Goodwood probably cost the Ford Motor Company a sum of money approaching five figures.—W. B.

SPLENDID FINALE AT OULTON PARK

Moss Proves He is The Master

THE final Oulton Park Meeting of the year was in every way a great success, with exciting racing, in delightful weather, before a big crowd. The Cheshire C.C. put on the last 2½-litre F.1 race to be held in England before the new 1½-litre Formula comes into operation, and so interesting was this race that Oulton Park should be several steps nearer being considered as an excellent circuit over which to run a future British Grand Prix.

Another good idea was to run the F.J. race in two heats, aggregate times to count, which sustained interest over a total race distance of 38 laps without the cars having to cover the entire distance without respite.

The patrons who flocked to the pleasant surroundings of the Cheshire circuit were rewarded by the prospect of seeing Stirling Moss race against World Champion Jack Brabham, with up-and-coming Graham Hill in the new lightweight B.R.M., which ran with bolt-on back wheels and Weber carburetters in place of the fuel injection seen the previous week-end at Snetterton, and of pondering on whether Surtees would at last win a car race.

In practice Bonnier's B.R.M. had gearbox trouble, and even on the Saturday morning the Paddock was littered with dismantled F.J. machinery. The Centro-Sud entries did not practise at all, having arrived late after their transporter had crashed in Germany. Moss exhibited the promise to come by getting Rob Walker's Lotus round at 1 m.p.h. below 100 m.p.h.—exceedingly fast for Oulton's sinuous circuit.

At the start of the Gold Cup Race Moss got away badly and Brabham's Cooper led, but soon both Innes Ireland and Jimmy Clark in the lighter works Lotus cars had gone by the World Champion. Surtees retired with fuel pump failure. The two Centro-Sud Cooper-Maseratis went out like damp squibs—what a wasted journey!—but Moss was getting quickly into his stride. Further back Hill sat behind McLaren's Cooper, with Bonnier close up—towards the end of the race Hill got by and although the tail-sliding Cooper tailed him for a time, Graham pulled away before the end.

Meanwhile the two Lotuses led, until Naylor "lost" his J.B.W.-Maserati in trying to follow Ireland through Lodge Corner, clouting Clark, who had to retire, after winning £50 for fastest lap in the first 15 laps—another bright idea of the organisers to keep the race going.

That left Brabham second and not seemingly able to get a sight of Ireland. Then the leading Lotus went straight on at the Cascades and, although Ireland kept the engine going and was quickly back in the race, Brabham and Moss went by. But wait, Innes had the Lotus really wound up, and must surely have been dicing close to his personal limit, for a lap later he positively sailed past Moss on the far straight and another lap saw him overtake Brabham on the inside of Lodge Corner and go right away. If he didn't overdo it again Ireland must win—alas, the Lotus gearbox proved unequal to this furious motor racing and the luckless Ireland, who deserved far better, coasted to a standstill by Knicker Brook at half distance.

Just before this Moss had closed up on Brabham and sat now on one side, now on the other of Brabham's sliding tail—Stirling looked as calm as ever, as had Ireland, but Brabham seemed to be somewhat anxious, perhaps conscious that dirt-track tactics, even at Oulton, wouldn't keep Moss behind much longer. Sure enough, Moss went past going towards Knicker Brook and, once clear of the Cooper, drew away easily, displaying his undisputed mastery.

So the race settled down to the inevitable procession. Moss won at 93.85 m.p.h., touring almost, at the end. Brabham was safely second (93.52 m.p.h.), Hill third (93.16 m.p.h.). McLaren finished fourth, ahead of Bonnier, with Gurney in a sick B.R.M. sixth, Henry Taylor's Cooper seventh, Halford's Cooper eighth. McLaren was credited with fastest lap, at 94.3 m.p.h.

Clark, Trevor Taylor and Arundell had no difficulty in finishing 1, 2, 3 for Lotus in the first F.J. heat, Surtees going out with gearbox trouble in Tyrell's Lotus. Henry Taylor got no farther than the grid—gear-selector trouble.

In the second heat Surtees led at the start but was soon out with the inevitable gearbox failure. Clark won again, from Trevor Taylor, McKee's Lotus third and Staples, to whom everything happens, lost a wheel from the Deep Sanderson. Mallock pressed on well in his U2 in unsuccessful pursuit of the Bennett. The final F.J. order was Clark (Lotus), T. Taylor (Lotus), Arundell (Lotus), McKee (Lotus), so it was a Lotus-dominated meeting. Taylor set a new F.J. lap record of 89.38 m.p.h. The F.J. cars were weighed on an ingenious Dexion weighing machine in the Paddock.

After Moss' victory the crowd stormed the track as he came round in a Sunbeam Rapier to display the Gold Cup—a touching demonstration of the affection people feel for Stirling. Afterwards, to the last man and girl, they resumed their places behind the barriers, as only an English crowd would! A *splendid* meeting!—W. B.

A DULL, WET BRITISH EMPIRE TROPHY RACE

Henry Taylor's Lotus-Ford Wins B.R.D.C. Silverstone Finale

TEEMING rain in practice, more rain on the day, spoilt the B.R.D.C. British Empire Trophy Race over 105 miles of the full Silverstone circuit on October 1st. The hoped-for attendance was some 10,000 down but at least Club drivers were able to unleash their cars over the outer circuit.

It was, perhaps, not entirely fair to amateur F.J. exponents to allow drivers of the calibre of the Taylors, Arundell and McKee to compete, and the down-graded Empire Trophy Race, run in rain, was virtually a procession after the first 12 laps, so far as the first six places were concerned, except when D. Taylor's Lola-Austin took fifth place from Hulme's Cooper-Austin for eight laps, until it shed its fan belt and retired.

Otherwise these six leaders circulated, well spaced out, in the order—H. Taylor, having his first taste of driving a Lotus-Ford, Arundell (Lotus-Ford), Dietrich, making very effective use of the new rear-engined Elva-Austin, Trevor Taylor (Lotus-Ford), Hulme (Cooper-Austin) and Rhodes (Cooper-Austin). That is how they finished, Taylor winning at 80.78 m.p.h. and only the first four covering the full 35 laps. The winner made fastest lap, at 84.97 m.p.h. There were several incidents, in which cars but not drivers were injured.

Of the supporting races, Naylor's Cooper-Monaco with 3-litre Ferrari engine had little difficulty in winning the 75-mile Sports-Car Race at 93.22 m.p.h. from Halford's Aston Martin DBR2 and D. Graham's 2-litre Lotus, which beat Bekeart's 3.8 Lister-Jaguar, fifth place going to J. Russell's well-driven 2-litre Lotus, which held off Salmon's 3.8 Jaguar. Derisley was able to hold Major Baille's 3-litre Aston Martin through the corners with his Lotus-Ford!

Sir G. Baillie had the Production Touring Car Race taped, his 3.8 Jaguar saloon winning at 84.2 m.p.h. from D. Taylor's sister car, but all eyes were on Shepherd's fantastic Austin A40, which finished third, and only 0.73 m.p.h. slower than the winning Jaguar, vanquishing two 3.4 Jaguars! After a stern dice Leston's Volvo showed two works Sunbeams the way to the chequered flag but it was a close thing.

The Historic Racing Cars looked and sounded fine but this race lacked the Schellenberg spectacle. Gahagan's ex-Dobson 2-litre E.R.A. led for some laps, then the smaller-engined E.R.A.s of Day and Chapman ran away, the former winning at 79.57 m.p.h.—an excellent speed, especially as rain in the closing stages of play made these elderly racing cars only faintly controllable. Clifford's Alta should have been third but he had "moments" at Copse on the final lap and Gahagan, gritting his teeth, used power rather than discretion on this occasion, to pass. Hale demonstrated with 90° slides the extreme control afforded to its driver by a Type 37 Bugatti, even in a spin.

A dreary day's racing concluded with a G.T. Race won by a hair's-breadth by Gibson's 3.8 Jaguar at 79.76 m.p.h., from Warner's (79.73 m.p.h.) and Summers' (78.92 m.p.h.) Lotus Elites, followed by Stoop's Porsche (78.89 m.p.h.). In this race Hobbs' self-changing Jaguar and Parkes' Lotus Elite slid sideways at Copse and others executed double spins and continued racing in the right direction, which we are sometimes told is an accomplishment only of the best Grand Prix drivers.—W. B.

LETTERS from READERS

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

PIONEER CLIMAX USERS

Sir,

I agree wholeheartedly with Mr. Scott Watson's letter regarding Colin Chapman—with one exception.

Aided and abetted by friends Wally Hassan and Harry Munday, I used the first two Climax engines in 1954 in the Kieft-Climax. We did the initial proving at the Aston Martin O.C. High-Speed Trial at Snetterton (first-class award) and competed in the 1954 Le Mans. Harry Munday came as Technical Adviser, but finished (with Charles Goodacre, of immortal blown Brooklands Austin Seven fame, and the rest of the team) as very grimy mechanics, curing oil surge! Our efforts were rewarded, however, for we ran until 2.38 a.m., when rear-axle failure eliminated us.

Also in 1954 we were class winners in the T.T. at Dundrod.

In 1955 came other Climax-engined cars—and how far has this superb engine progressed since then, both in Colin's design and, of course, my friend John Cooper's.

I am, Yours, etc.,

Chelmsford. ALAN RIPPON.

* * *

PRICES IN PARIS

Sir,

Several readers' letters have been published recently, both in MOTOR SPORT and in other motoring journals, comparing the merits of English and Continental cars. Mr. Cropp (August 1960) prefers his Rover 100 to a Citroën ID19, as many other drivers may, but he considers them comparable in price. In England this is true, but even though the Citroën is assembled in England it carries a substantial quantity of import duty.

Non-European residents have the opportunity of choosing a motor car and paying the basic price in the country of origin. I wonder whether Mr. Cropp would still buy a Rover 100 for £1,085 when he could go to Paris and buy a Citroën ID19 for £648, a Peugeot 403 at £502, or a Simca Montlhéry for £425?

If tariff restrictions were entirely removed the English manufacturer would be hard-pressed to sell their products on the *home* market, except perhaps to hyperpatriots.

I am, Yours, etc.,

Trinidad. M. G. EMSLEY.

* * *

OUR EXPORT TRADE

Sir,

I note that the imports of foreign cars drop off in the United States; the one exception being the VW. As an owner of this machine, and, quietly, previously the owner of several small British saloons, I can only say that I am not surprised. Possibly, if the motoring fraternity and manufacturers had taken notice of your support for this superb machine, instead of dubbing you unpatriotic, we might now have a motor car to compare with it, even to compete with it.

As it is, the British Motor Manufacturers will have to look to the VW and its success in the United States, look to the size, finish, mechanical design and performance of this car, then turn and take a look at their own collection—including those with that fabulous new independent rear suspension we hear so much about. Then possibly they will realise that the saying "You cannot fool all of the people all of the time" is a very true one.

I am, Yours, etc.,

C.F.S. R. E. PICKETT (Pilot Officer).

* * *

HORNETS' NEST!

Sir,

Had Mr. Rickards been a member of the Wolseley Hornet Special Club, he would have known that a claim of 180,000 miles from his 1935 14-h.p. Eustace Watkins Wolseley Hornet Special is by no means unique and that many of the earlier 12-h.p. models have achieved this figure. One member, in fact, owning his Special from new, claims 250,000 miles but this is hardly surprising if a similar model (1,604 c.c.) could win the 2-litre class in the Donington 12-Hour Sports-Car Race in 1937, let alone survive it.

As Mr. Rickards has discovered and most of our members already know, a Hornet Special is a hardy motor which can still be extremely satisfying in good condition, and there are not many cars today which can sport centrifugally spun, cast-iron liners, which on all Hornets were standard equipment.

The 14-h.p. model was only produced in the last year of manufacture, namely 1935, and is consequently much the rarer, and though this particular Eustace Watkins Daytona body is quite scarce, many of the cars exist clad with other bodies by Jensen, Swallow, Trinity, Tickford, and even Eustace Watkins since Wolseley Motors provided the car only in chassis form.

The McEvoy Special was, of course, based on the Wolseley Hornet, still being a highly-prized motor, and in blown form gained an envied reputation for reliability in all kinds of events from trials to long-distance races at Brooklands. Fittingly, Col. McEvoy is now our President.

Perhaps, Sir, I may take this opportunity of thanking you for your earlier assistance in the founding of this Club and enabling us to mark the occasion of its tenth anniversary on October 1st by replying to your correspondent.

We are nearing the enrolment of our 500th member, the majority of whom, I am sure, are avid readers of your refreshing journal.

I am, Yours, etc.,

M. K. JOHNSON, *Hon. Secretary*,
The Wolseley Hornet Special Club.

Birmingham.

Sir,

Perhaps Mr. R. J. Rickards, whose E.W. appeared in your September issue, would be interested in my 1935 E.W., which has a 14-h.p. o.h.c. power unit with twin S.U.s and will top 70 m.p.h. if it's needed. The body is a four-seater and I would be obliged if you or your readers can give me any "gen" on this because I think it is rather unusual.

I am, Yours, etc.,

Hassocks. J. DORKING.

Sir,

In answer to Mr. R. J. Rickards, I would like to say how much in agreement I am with his remarks on the Wolseley Eustace Watkins 1935 Special.

I am in possession of an identical model, which I obtained in November 1956. I ran this car until January 1958, when I had the misfortune to have a cracked cylinder block, which proved unrepairable.

Up to the present time I have tried unsuccessfully to locate a replacement engine. Whilst running, however, this car was indeed a joy to drive, having an outstanding close-ratio gearbox.

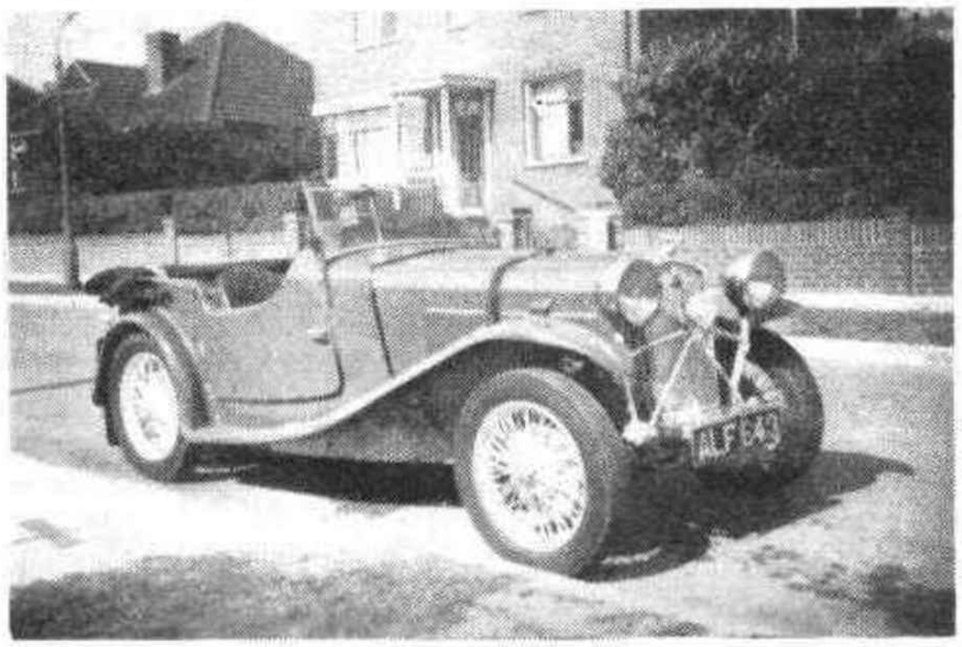
Anyone who has owned one of these cars will, I feel sure, agree with me when I say that it is one of the most pleasing cars to drive of the 1935 period.

I am, Yours, etc.,

Wickford. E. HALEY.

Sir,

I enclose a photograph of my 1933 E.W. Hornet Special, which has given many years' faithful service.



The 1933 E.W. Hornet Special owned by Mr. C. M. D. Weyman.

Always an exciting and invigorating car to drive, it never failed to please in some way (though also inclined to be temperamental). We completed several long runs—with a few to Plymouth and back—with a petrol consumption of about 32 m.p.g. and almost negative oil usage.

I am, Yours, etc.,
Saltdean. C. M. D. WEYMAN.

Sir,

I enclose a photograph of my 1933 Wolseley Hornet Special Daytona, which I have owned for about one year. I have used the car every day since I bought it and I have made two tours of Devon within one month of each other. It used one pint of oil both journeys and 12 gallons to 410 miles.

The car has just passed the compulsory test with flying colours.

I am, Yours, etc.,
Balsall Heath. R. BINGHAM.

* * *

"THE WORLD'S MOST EXCITING LIGHT CAR"

Sir,

Mr. Isaacs' letter in your September issue about the World's Most Exciting Light Car prompts me to relate my own experiences. I bought a Ford New Anglia in November of last year, and since that time the following excitements have been provided:

The choke setting had been factory adjusted in a permanently open position. Could this have been the cause of the engine stalling mentioned in your road test?

The throttle control arm on the carburetter came apart, releasing the engine to full throttle in a crowded London street. This was a great thrill.

More engine failure called for a new carburetter needle valve (unobtainable outside London).

Several springs fell out of the driver's seat and one came through the p.v.c. at the back.

One door pull disintegrated.

One door keep is missing altogether.

It needs two people to prise the near-side door open.

The flasher unit started indicating two directions at once and had to be replaced.

After buying new wiper blades and changing them round I finally gave up all hope of a clean windscreen.

At 13,000 miles the clutch packed up and had to be completely replaced. (The pedal rubber lasted three weeks.)

At 15,000 miles the engine has a blood-curdling death-rattle, but I am told that "all Fords do this."

For the long-suffering and always helpful dealers—Moon's Motors of Ruislip—I have nothing but praise, and the Anglia is a pleasure to drive when everything is working, but I no longer get a thrill out of wondering what will happen next. I offer no prizes to MOTOR SPORT readers for guessing the identity of the car that will replace the Anglia.

I am, Yours, etc.,
High Wycombe. G. MORGAN.



Mr. R. Bingham's 1933 Wolseley Hornet Special Daytona—see letter above.

FORD FAN

Sir,

In your December 1959 issue, in the article "2,000 Miles in the 80-Bore Ford," you stated: "Moreover, the early claims for 43 m.p.g., and later of 'up to 50 m.p.g.,' which emanated from Dagenham publicity sources, are not met with under road-test conditions, although a light-footed owner should achieve 40 m.p.g."

In fairness to Ford, I think I should give you the figures I obtained during a week's possession of an Anglia, during which 986 miles were covered. The overall figure, involving hard and light, and mountain and flat country, driving, was 38.6 m.p.g. The 410 miles which were covered, by no means with a light foot or nursing in the intermediate gears, but never exceeding an indicated 55 m.p.h., returned a figure of 49.3 m.p.g. The 3,000-mile mark on the mileage recorder was passed while the car was in my hands. No oil was used during the 986 miles.

I am, Yours, etc.,
Pembroke Dock. JAMES H. CROFT.

* * *

COMMENT ON THE VEHICLE TESTS

Sir.

I have noticed that a dealer who advertises in one of the well-known motoring weeklies, states that a Certificate of Roadworthiness, to comply with the new "over 10 years old" regulation, will be issued with all cars sold, over that age. If this becomes widespread, I wonder how many such advertised vehicles would pass a subsequent further, independent, examination?

I am, Yours, etc.,
Stevenage. HANS EDWARDS.

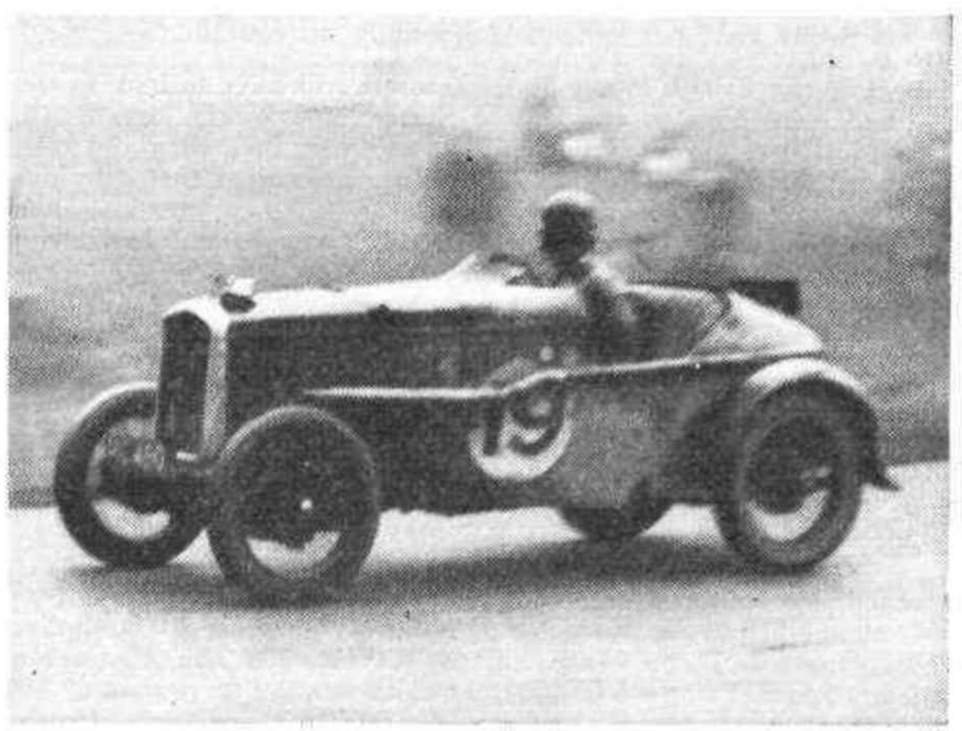
Sir,

I have read with interest your comments and those of other informed persons on the, in my opinion, iniquitous 10-year test, and thought that you would probably be interested in my personal experience of this test.

I am the owner of a pre-war Ford Ten, on which I carry out all maintenance and repairs, which I today submitted to a M.O.T. vehicle testing station, a garage in Aylesbury. I called to collect the car at the appointed time and was informed that it was out having the braking test carried out. When it was eventually brought back it was being pushed, and I was told that it had passed the test all right but that the rear axle had broken during the braking test, the diagnosis being a broken crown-wheel or pinion. No apology was made; to them it was "just one of those things you can expect to happen to an old car."

I was told that I could leave it there for repairs, no date could be be given though for completion. However, they were prepared to tow the vehicle to my home, at my expense, a distance of eight miles, for which they charged me £2 10s. So I am now the proud owner of a car having passed the 10-year test which is completely useless until I have carried out repairs, which will cost a minimum of £7 and could cost up to £20 for spares, depending on the amount of damage.

I read somewhere that these tests were the same as giving garages



And, just to complete the buzz in the hornet's nest, here is a picture of M. A. McEvoy's famous McEvoy Special which was not to hand when we published the interview with him last month.

permission to print their own £5 notes, and this statement I most heartily endorse. I shall of course take this matter up with the Area Office but shall get nowhere with my complaint, because there will be a notice to the effect that "customers' cars are driven by our personnel at the owner's risk," somewhere in the testing station.

I am particularly infuriated because only a month ago the car underwent a test for insurance purposes, which is a far more stringent test than the 10-year; the comment on the rear axle then was "sound."

I feel most strongly that the car owner who is forced to take this test, and they no doubt will be compulsory in the near future, should be completely protected against this sort of thing and should have some redress for damage done to his car whilst undergoing the test. Maybe this is the way of ensuring that the older cars are taken off the road.

I hope that you will publish this letter in order that my fellow readers can submit their cars for test with their eyes even wider open.

I am, Yours, etc.,

Bletchley. D. J. Bracey.

* * *

Sir, JACK BRABHAM

Mr. Henderson, in his letter in the October issue, has virtually said that Jack Brabham is not worthy of a World Championship title, as he is not nearly as versatile a driver as previous World Champions and because he has never signed on with any other works team other than Cooper.

Jack Brabham thoroughly deserves to be World Champion driver; the ruling states that points leading up to this title are to be collected in all Grand Prix Formula 1 events: nothing more than that. Brabham has fought every inch of the way in Grand Prix events during the past year or so, in order to become the World Champion driver. Whether he has entered in other types of motor racing or not it makes no difference; if he was unable to drive a Go-Kart he has still proved himself to be the best amongst the finest drivers in the World, in the kind of events which are only for the "elite." It appears that Jack Brabham has used a good deal of sense in driving for Coopers over so many years; he has shown that he is also a very consistent driver.

Only the other day I was reading in a popular motoring weekly that had anyone even hinted at the fact by the end of 1958, that Brabham was a possible contender for World Championship honours in 1959, it would most certainly have been laughed off as a naïve joke. Well done, Jack! you deserve your title, and remember, Mr. Henderson, "World Champion Driver of the World" does not necessarily mean "The best and most versatile driver of the year." A few months ago Motor Sport readily admitted that Moss was the *greatest* driver of our time.

I am, Yours, etc.,

Burnley. K. Gilbert.

* * *

Sir,

Some years ago, I was required to close my eyes and fold my hands in supplication before commencing a meal while the senior at the table said a few . . . now forgotten . . . words of gratitude for what ever it was we were about to sink our gnashers into, and I cannot shake off the impression that this sadly neglected ritual has a moral applicable to the Brabham nonsense which keeps erupting in your columns like an unpleasant green rash.

I feel that some of the views expressed to date are a little wide of the mark, and in an attempt to put this thing into its true perspective, the following points may be of use to would-be purists, perfectionists, and other members of the awkward squad, in arriving at what seems to be the only sensible conclusion.

(1) The days of the champagne-swilling, swashbuckling, free-living, silk-choker and leather helmet speed demons so well portrayed in pre-war boys' papers are gone forever from big-time motor racing. Regrettable as this may or may not be, it is the price of progress in perhaps the most rapidly progressing sport of all. Much of the personal colour has gone, and in its place we have top-line craftsmen industriously charging along the good old lolly trail. There being nothing we can do about this state of affairs, we must learn to live with it.

(2) The demand for first-class conductors being such as it is, any manufacturer regarding his product as being in with a ghost of a chance will lean over backwards, meanwhile distributing lucre like a man with eight arms, in an understandable attempt to secure the best services available. I don't wish to hear about patriotism and loyalty . . . by and large those admirable qualities went out with chastity belts and mail armour! The thing to remember is that a driver on the market is open to offers, and I don't suppose the feel of folding money is any less a draw to them than anyone else! Please forgive the indelicacy of my ponderings, but at least my feet are on the ground!

(3) Another view expressed is that poor old "J B." is a "one-make" Champion! I honestly don't see what this proves, beyond the undeniable fact that while most others are hopping in and out of various makes and teams, said poor old "J B.", being the calm, unruffled type that he is, sits tight and goes on unspectacularly mopping up his less single-minded and often more voluble opposition! Without labouring this point too much . . . because to me it sounds suspiciously like sour grapes . . . have a quick check back on the habits of past Champions in this respect!

(4) I gave up reading anything written by "D. S. J." some time ago, for quite obvious reasons. In any case, I've got a thing about men with beards . . . perhaps because beards are said to be an outward visible sign of an inward state of inferiority!!!

So there you are, for what it's worth! For my money, the "Quiet Australian" can do no wrong. So let us show that there is a little sportsmanship left in this mercenary world, and be truly grateful for what Brabham has done for the Commonwealth in general and Britain in particular! I wish him only all the luck in the world.

I am, Yours, etc.,

Bishops Cleeve. J. R. Gifford.

* * *

Sir, THE PETERBOROUGH CRASH

May I correct what could be a misleading report on the Peterborough M.C. meeting.

In the 1,172-c.c. event it was Eyre who spun on the approach to Woodcote, not Youlten as reported; in actual fact Youlten collided with Eyre and was then rammed by Dixon's Lotus.

As for complimenting the Peterborough M.C. on its organisation, well that matter remains to be seen and is, in fact, the subject of an official protest now in the hands of the R.A.C.

May I state here and now that had the organising club, or the Clerk of the Course in particular, adhered to R.A.C. Rules this accident may well have been averted!

The bare facts are these: that seven drivers protested to the Clerk of the Course about grid positions (four of the fastest 1172 cars being in the rear ranks of the grid), yet no action was taken. Then when the accident occurred John Eason-Gibson was heard, by three witnesses, to call for the Red Flag and, as in last year's Peterborough M.C. meeting when a man lay critically injured at Copse, this could not be found!!

And this is considered good organisation! In my opinion such people should never be allowed to organise a race meeting until they are fully conversant with *all* the R.A.C. Rules and have skilled officials to see that these rules are carried out.

I am, Yours, etc.,

Blackfen. H. W. Cooper.

* * *

Sir, THE GOLDEN AGE OF MOTOR RACING

I would like to disagree wholeheartedly with Mr. Jordan in his opinions about Grand Prix racing today. Undoubtedly the "Golden Age" has passed, along with Collins, Fangio, Musso and Hawthorn and company, when motor racing was considered a sport, not a job. Moreover, I cannot agree that greater speed and increased reliability are necessarily the objects of Grand Prix racing. This noble branch of motor racing is essentially a showman's business, and should be run for the interest of the faithful multitudes that watch it.

But, again, this element seems to have vanished, for how could one compare the 1957 German and French races with their 1960 equivalents?

Mr. Jordan also refers to the monopolisation of events by works teams in the past tense; and yet, what have the 1960 events been, if not this? Works Coopers have gone from strength to strength, winning all but two Championship events, but I, like many others, want to see Brabham at the wheel of a car other than a F.1 Cooper (how about a sports Ferrari?).

That greatest-ever driver, Manuel Fangio, proved his mettle in a variety of cars, over a period of seven years or so, showing himself as the world's greatest ambassador for motor racing.

Ferrari alone have upheld the prestige of this "old school," as far as possible, but even they are resorting to rear engines for 1961.

As for looks, well . . .! Lotus, Cooper and B.R.M. are surely three of the most squat and ugly cars ever to touch the tarmac. The former, looking, as Mr. Jenkinson (for whom I have a profound and healthy respect) puts it, "like a sort of Go-kart."

I console myself with my old copies of Motor Sport, and read about "days of old, when drivers were bold," when drivers and cars alike showed motor racing to be the wonderful sport it is.

I am, Yours, etc.,

Clevedon. John J. Robinson (age 15).

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AUSTIN MAYFLOWER, 1937, Saloon, 23.9 h.p. 6 cyl., stored 4 years, well maintained, good order, 2 face forward occasionals. £30. Edwards, 65, Upper Elmers End Road, Beckenham, Kent. [3232

JAGUAR 100, 3½-litre, 1939. Fitted with professionally-built post-war aerodynamic body similar to "C"-type Jaguar. Colour: Red. Mechanically very good indeed, oil 60 p.s.i. Hot. Terrific performance, over 100 m.p.h. Fitted radio. A very smart car. £300 or near offer. Thursby, The Bungalow, Clive, Nr. Shrewsbury. Tel.: Clive 232. [3233

TALBOT 105 Park Ward 1937 Sports Saloon (only four made). Body sound. Good brakes, steering, tyres, electrics. 350 miles since new pistons, Duaflex rings. Known source of spares. Some big-end wear—so only £85 or so. Bomford, Wantage Hall, Reading. [3234

1959 SPRITE. 16,000; £100 extras, perfect. £560. Trebett, "Morcombe," Newnham, Basingstoke. Tel.: Hook 14. [3235

RILEY KESTREL Big Four. Complete "no expense spared" mechanical and coachwork rebuild. £300. "Littlemead," Colaton Raleigh, Sidmouth, Devon. [3236

MORGAN AERO, 1,100-c.c., o.h.v. J.A.P. 3-wheeler. First registered 1937. Completely rebuilt. One of the best Present ownership 13 years. £200. "Littlemead," Colaton Raleigh, Sidmouth, Devon. [3237

HUMBER VOGUE, 1935. First class condition, engine overhauled a year ago. £60. Also Ford 10 E93A balanced crankshaft, flywheel and clutch, new starter ring, high-lift camshaft, new oil pump, enlarged sump. £20. 77, Roman Way, Stoke Bishop, Bristol, 9. Tel.: 682726. [3238

ALVIS 12/50, 1926, 4-seater tourer, genuine three owners from new. Excellent polished aluminium bodywork, very sound twin S.U. engine. New hood and tonneau cover. Taxed. £125. Thornell, 8, Warwick Court, Manor Road, Solihull. [3239

M.G. PA, 1935, 4-seater. Good general condition, been in family 5 years. About £80. 125, Clayton Road, Newcastle, Staffs. [3240

M.G. TD, 1950. New tyres, hood. Spot, tonneau, badge bar. Owner left country. Offers to 42, George Street, Hadleigh, Suffolk [3241

FORD 1172 SPECIAL. White fibreglass body, twin carb, hood. Good appearance, taxed, insured. Ideal for enthusiast. £120 o.n.o. Must sell! Tel.: BAR 7604. [3242

M.G.-A 1600, Iris blue, discs, new "X"s, heater, tonneau, luggage grid, locking boot, etc., August 1959, 16,000 miles, carefully used and maintained, never damaged, unraced, immaculate. Demonstrations for genuine enquirers near London. £775 or very near. Box No. W.243. [3243

BRESCIA BUGATTI. 2-seater short chassis with 4-wheel brakes. S.A.E. for details to Box No. W.244. [3244

PORSCHE. Choice of two, for the discriminating only: 1954 White Saloon 1500; resprayed, £200 overhaul, extras. £825 or 1955 Blue Saloon 1500; £200 of extras £1,050. Maney, Oliver Place, Hawick. Tel.: 2738, 2761. [3245

STRIKING 1936 3½-LITRE f.h.c. Bentley. Complete mechanical rebuild 1959. Tyres, etc. new. £270. Ryall, 10, O.M.G., R.A.F., St. Eval, Cornwall. [3246

1923 WILLYS OVERLANDER. One owner, original log book. 16,000 miles; mechanically good but requires body restoration. Offers. Pair P100's £15. Morris Eight—all parts available. Victoria Studios, Tollesbury, Essex. [3247

M.G. J2. Rebuilt 18 months ago. Body, transmission, engine perfect. Stored past 9 months due to change of occupation. £70. Seen Bromley, Kent area. Box No W.248. [3248

FOR SALE—*continued*

CLEMENT TALBOT 65 Sports Saloon. Ample spares. Taxed, tested. £200. Tel: Tadworth 2338 (Surrey). [3249

ROLLS-BENTLEY, green/black Hooper sports saloon, superb cond. £350 o.n.o. Further details: Tel.: HIL. 2332. [3250

1950 MODEL BENTLEY James Young Special Sedanca body (disappearing top over front seats) Just fitted new engine, doors re-hung, etc. (£550). £1,150 o.n.o. 1949 Jensen Saloon, dual ignition, radio, heater, 43,000. White-wall Firestones, new kingpins, etc. £295. Nicoll, 37, Upper Addison Gardens, London, W.14. Tel.: PARk 3495. [3251

APRILIA BREAKING. Recond. engine, radiator, suspension, 1939 wheels. 20, Burcott Gdns., Weybridge. Tel.: 3576. [3252

ALLARD, 1949. Excellent condition, 4-seater drophead coupé. New clear vision hood, 1,300 miles since major overhaul, reconditioned engine and gearbox, etc., too good to leave outside, space required. Enthusiastically maintained. £200 o.n.o. Bury Tel.: Broad Hinton 279 (nr. Swindon). [3253

ROLLS-ROYCE, 1932, 20/25. Hooper body with boot. Just returned from 3,000-mile continental trip. £195. Ryan, c/o. Hotel Park, London, W.2. Tel.: BAY 4742. [3254

TRIUMPH DOLOMITE: £10, or break. Wanted: +20 pistons, disc wheel, for XK. Walker, 79, Crofton Lane, Hill Head, Fareham, Hants. [3255

FAIRTHORPE—Late 1959 Minor for rapid disposal. Many extras, This fast car is cheap to run at 50 m.p.g. Offers. Tel.: LEE 4704. [3256

1927 LANCIA. Offers over £100. Many spares. Legge, 16, Trinity Place, Windsor (Tel.: 3085). [3257

BREAKING complete 1938 17.9 M.G. 2 new 650 × 18's, 100 miles only: £5 each. Few 500 × 20 s/h. Mick Anniwell, Souldrop, Bedford. [3258

1930 VINTAGE RILEY 9 Biarritz, excellent condition, no fears 10-year test. £90. Tel.: BOW 3011. [3259

MERCEDES 220 Sports Saloon, 1953 Series, Webasto head, Telefunken, heater, new clutch and starter overhaul. Private but immediate h.p. and exchange welcome. £315 o.n.o. Tel.: BAR 0008 (evenings). [3260

N.S.U., June, 1959, 12,000 miles, 80 m.p.h., 50 m.p.g. Perfect, guaranteed. Just like Stirling's. £340 or swap towards Mercedes or touring Rolls. Tel.: Lewes 1549. [3261

M.G. TD2, 1953. Mint condition. Genuine 34,000 miles (verified). Property of company director and maintained accordingly. Twin Marchals, heater, seat covers, screen washers, luggage rack, 4 new tyres, Vynide hood, tonneau and spare wheel cover. Never raced or rallied. Chrome and bodywork absolutely unmarked. £450. 14, Brooklyn Road, Stockport, Ches. Tel.: Sto. 6001. [3262

1930 AUSTIN 12/4 Tourer. Second owner, very good condition. £60. Tel.: ENField 8099. [3263

ALLARD, 1950, L-type tourer. £225. Ring: Coventry 25189. [3264

1927 AUSTIN 12/4 Windsor Saloon. £55; 1927 Morris Light Van chassis, engine, gearbox, etc.; Rover 10/25 engine, gearbox. Randall, Robin Bank, Dittons Road, Polegate, Sussex. [3265

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LAGONDA TOURER. Very good 1934 3-litre, new hood, tonneau, rechrome, etc. £225 o.n.o. 1, Langley Road, Beckenham, Kent. [3272

TYRES : Six good 450 × 19, with tubes, £2. Pair Marchal spotlights, unused, £3. Fidler, Stanton Avenue, Manchester, 20. [3178

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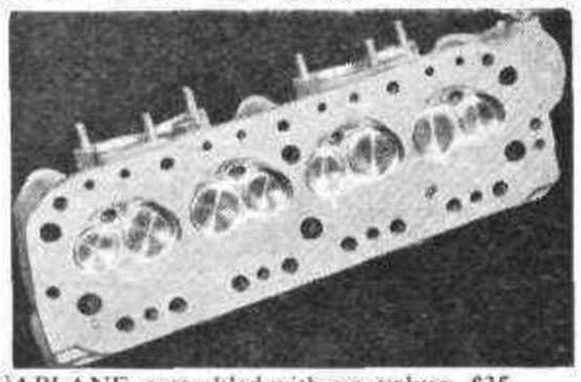
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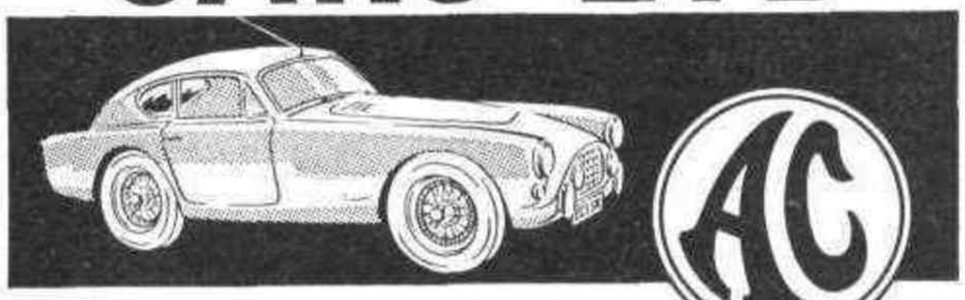
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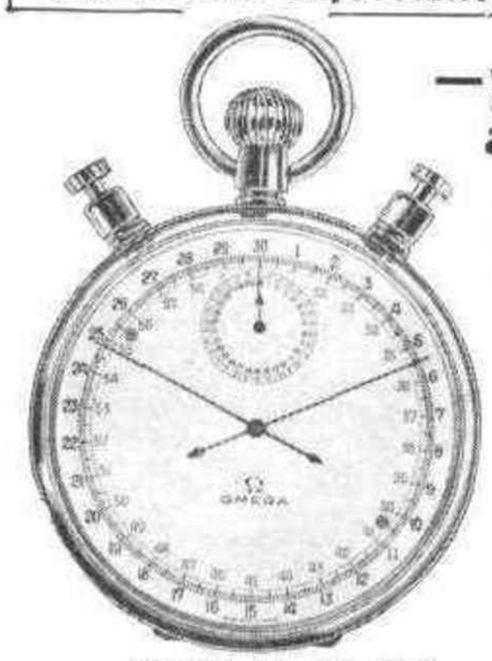
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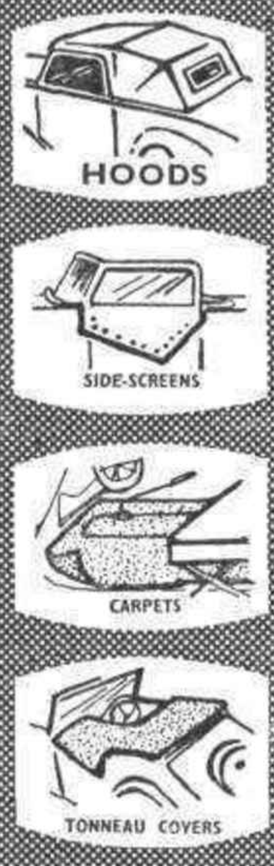
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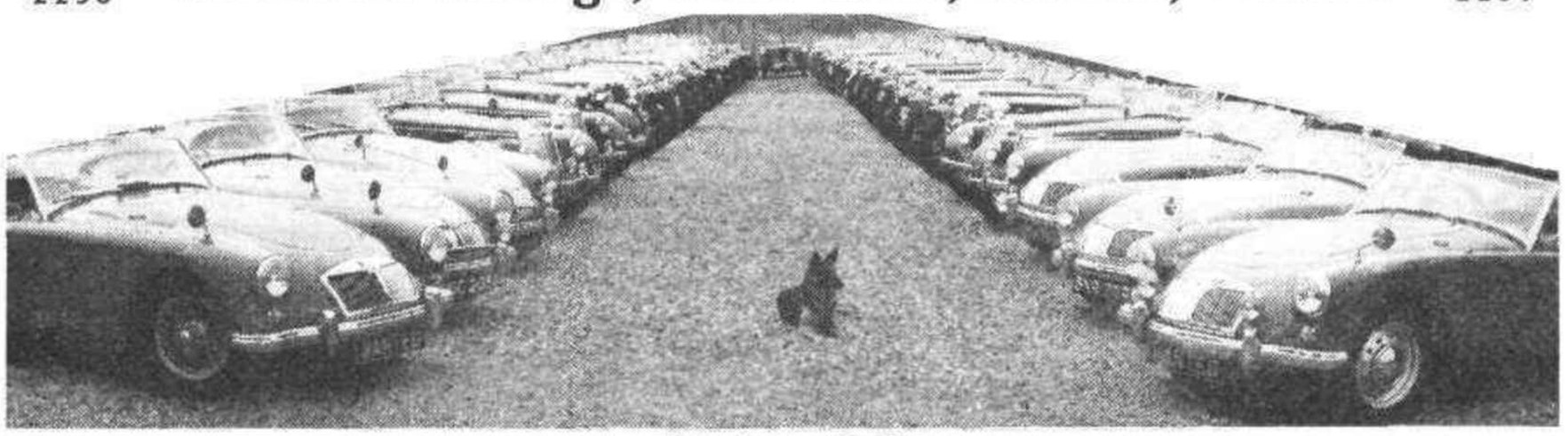
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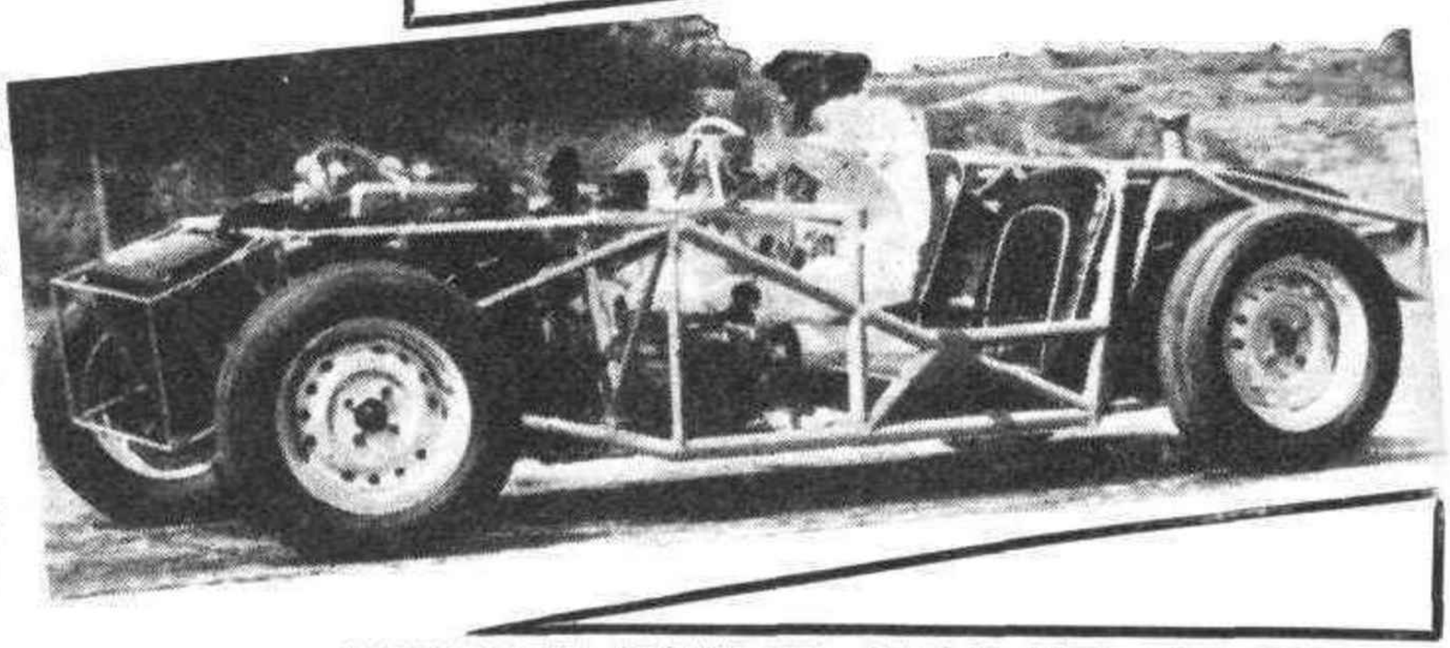
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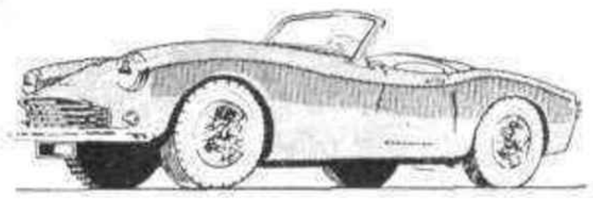
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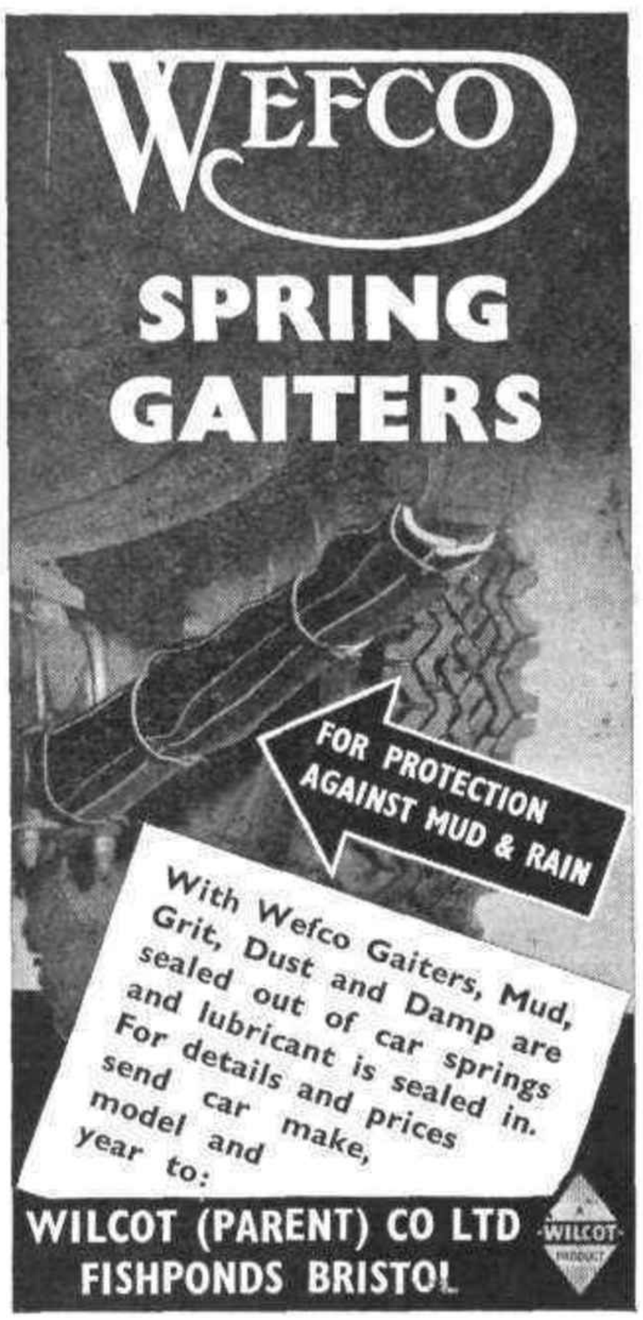
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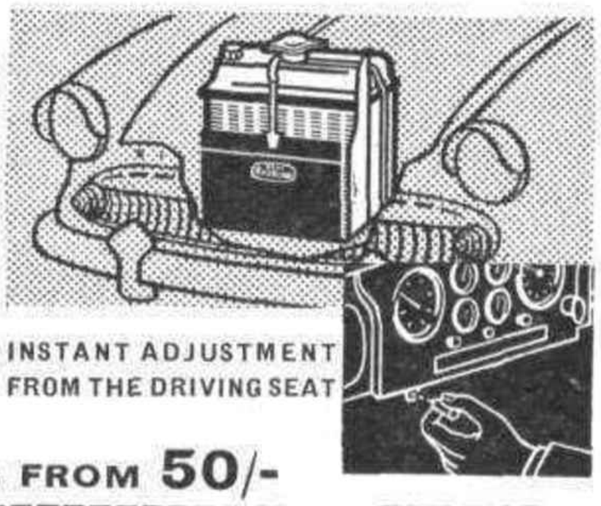
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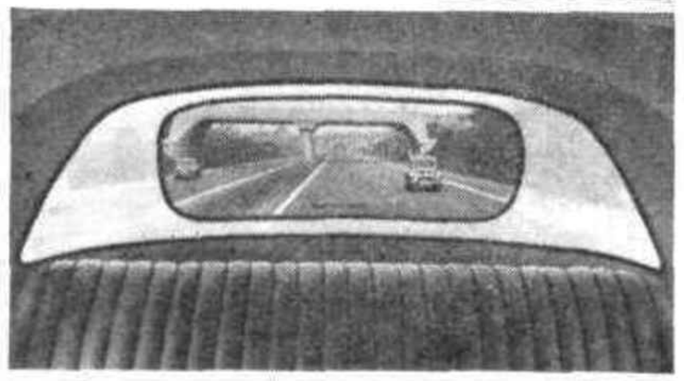
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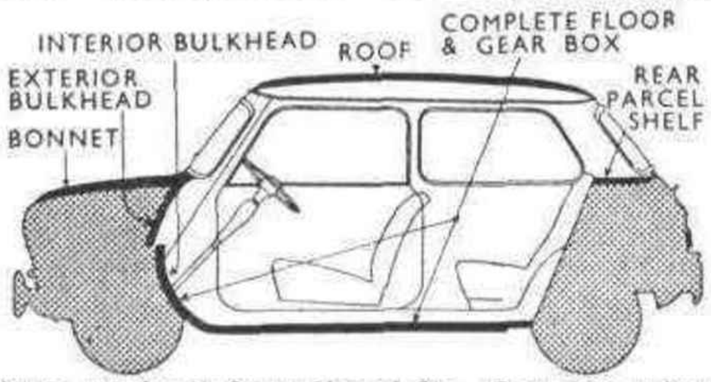
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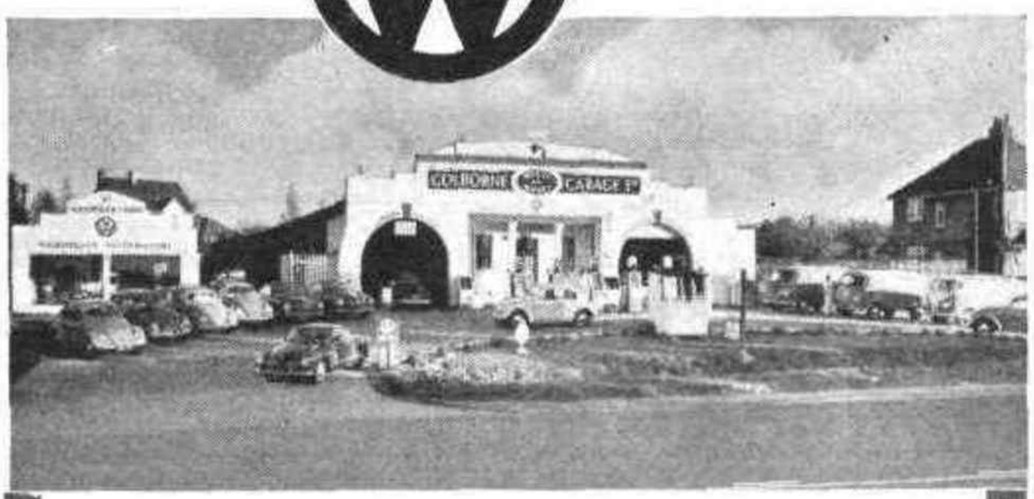
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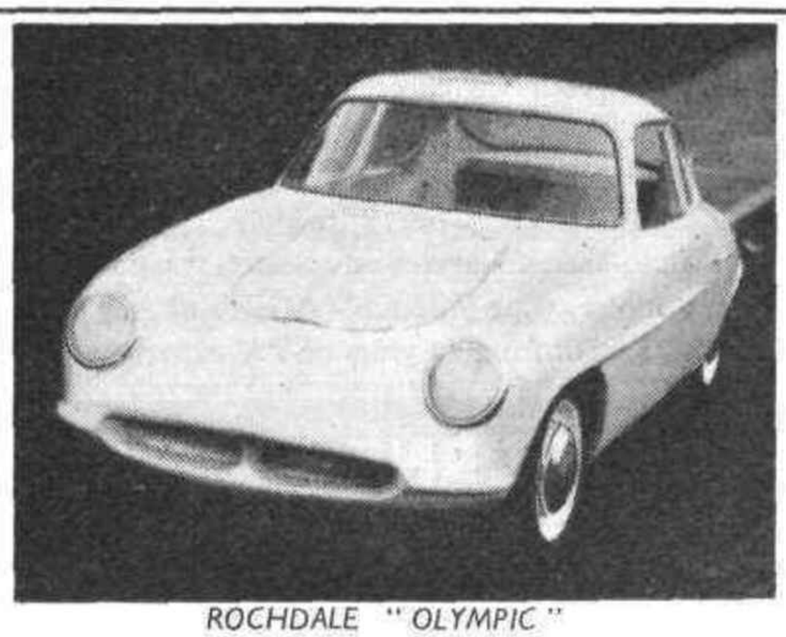
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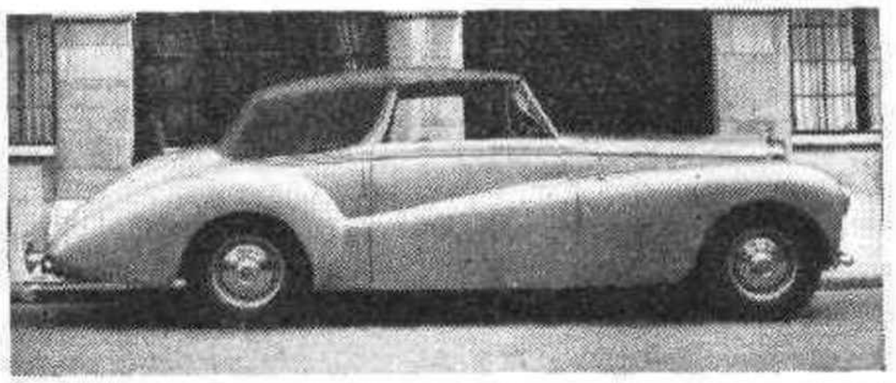
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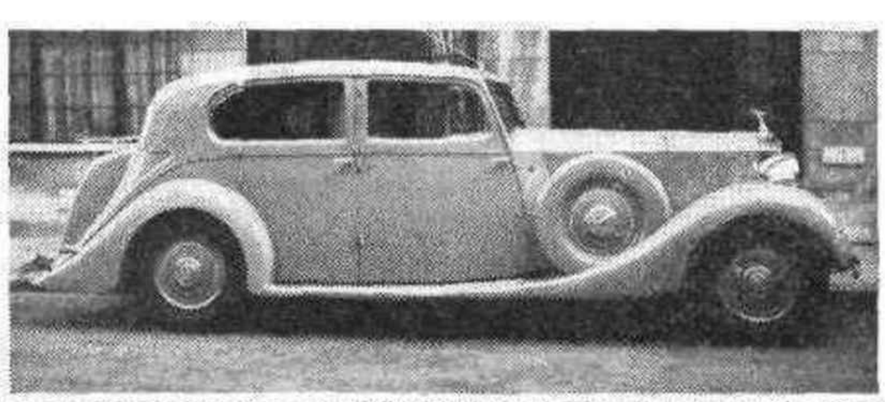
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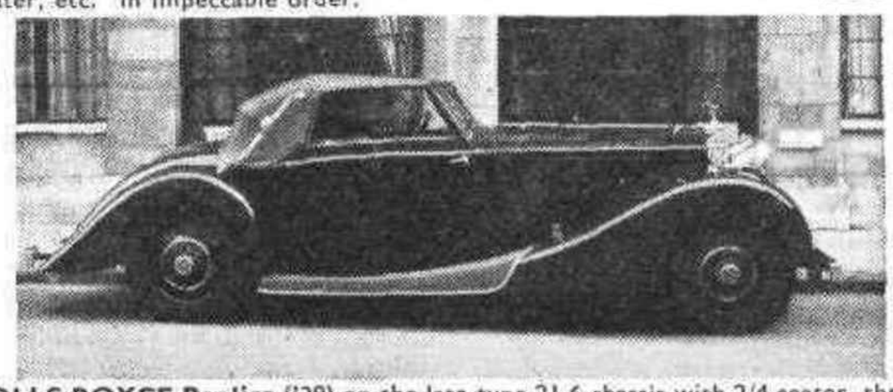


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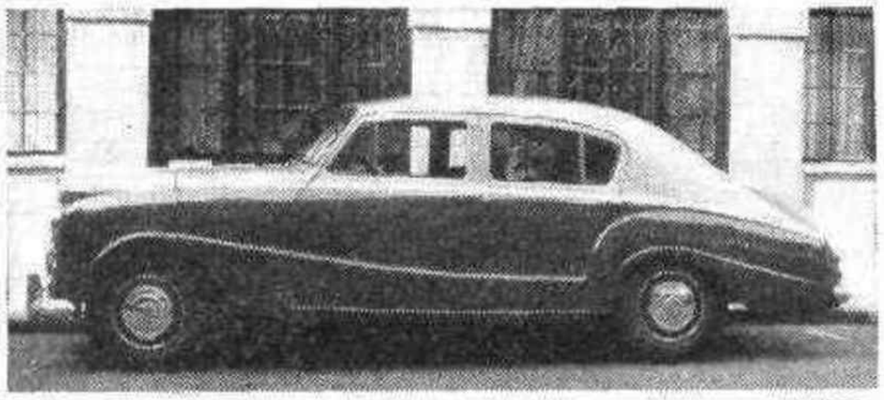
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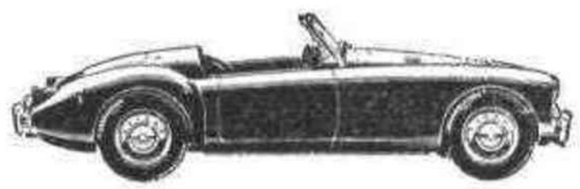
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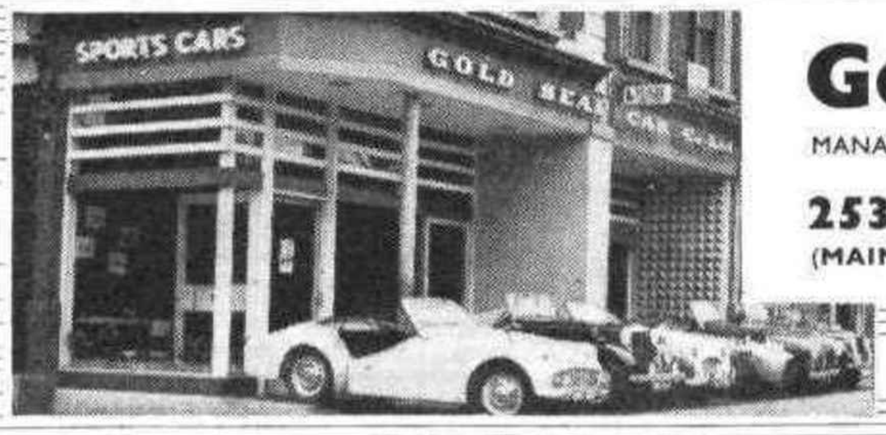
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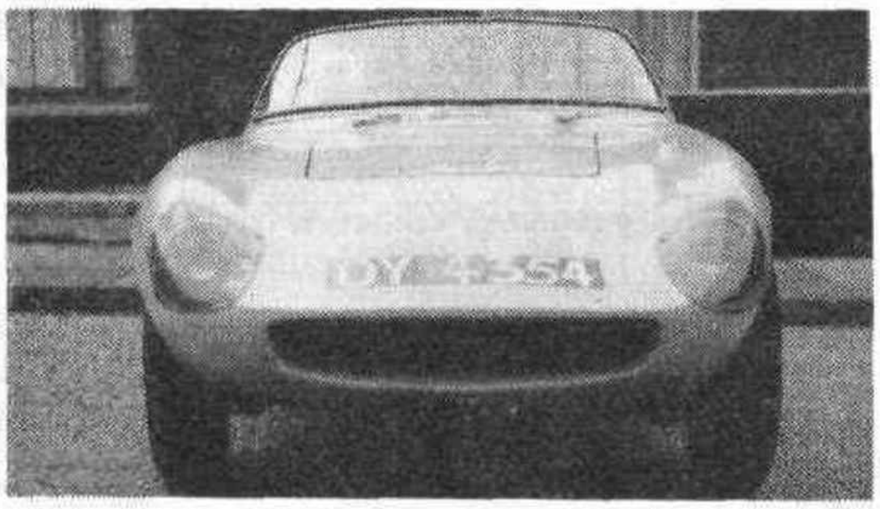
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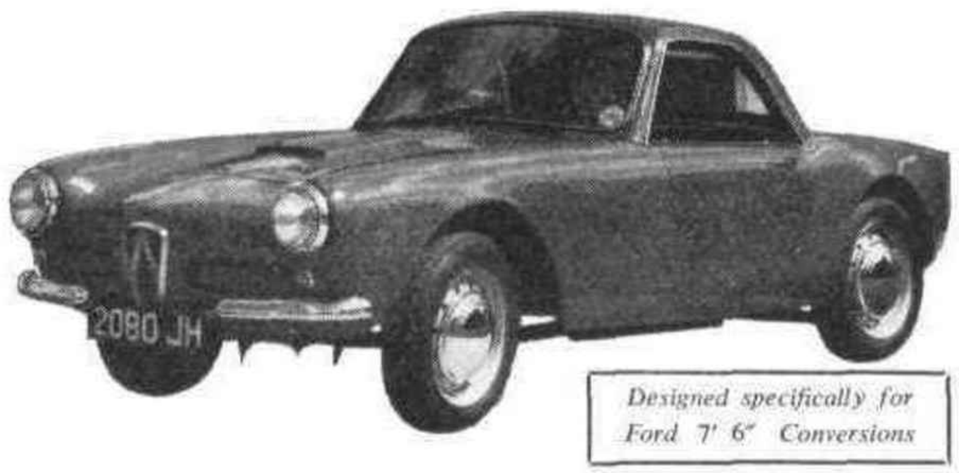
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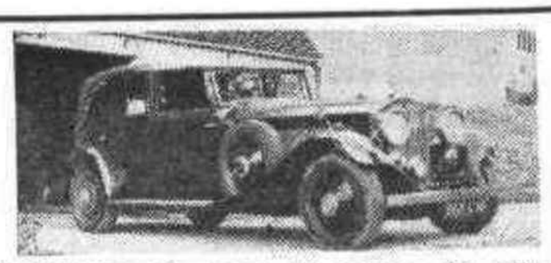
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CITROEN L.15, 1939. Body rough; engine, gearbox good. Mich. "X." £45 o.n.o. Tel.: Meopham (Kent) 3386. [3336

1938 LAGONDA V12 saloon, in excellent condition. Can be seen in Central London. £200. Tel.: WHItehall 4293. [3337

1955 TR2 write-off, £200; S/R. chassis, £75; or £250 the two. Seen near Gloucester. Box No. W.338. [3338

XK120, crash damaged, sound 1957 engine, transmission, "X"s, etc. Offers. Tel.: AMH 0694. [3339

S.S.1 SPECIAL. Aluminium body on tubular space frame. New batteries, tyres, knock-ons, cycle wings. Sprayed red. Reconditioned throughout, not yet run. Cost £300, accept £130 o.n.o. 152, Millfields Road, Clapton, E.5. [3340

1958 FORD FALCON II hard-top, screens, 4-speed, twin carburetters, 4-branch exhaust, Buckler i.f.s. 85 m.p.h. Beautifully finished and trimmed. Long-range lamps—fog, blinkers; rear luggage grid. £280 o.n.o. Wife wants saloon. Payne, 52, Gosberton Road, Balham, S.W.12. [3341

M.G. TB, 1940. Incredible condition, mechanically sound. £110. Sea Vista, Mill Lane, High Salvington, Worthing. Tel.: Swandean 1922. [3342

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TR3A, June 1960, red, unmarked. 2,000 miles only. £850 o.n.o. Trickett, 680, Burnley Road, Crawshawbooth, Rossendale, Lancs. Tel.: Ross 522. [3344

AUSTIN SEVEN, 1934. Reconditioned engine, Bowdenex brakes. £25 o.n.o., or exchange for good complete Villiers 197-c.c. engine. Rayner, "Pheasantry," South Carlton, Lincs. [3345

HARD-TOP FOR TR2/3, as new, £30 o.n.o. Wemyss, Mountfield, Culverstone, Meopham, Kent. Tel.: Fairseat 459. [3346

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M.G. TD2, 1953. 8.7 c.r., Laystall balanced, comp. clutch; all bearings and pistons 6,000 miles; good tyres, brakes relined. Extras. £420 o.n.o. Burnett, 20A, Market Street, Ashby-de-la-Zouch, Leics. [3349

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1933 WOLSELEY HORNET Special, beautiful specimen, excellent mechanical condition. Taxed. £110 o.n.o. Burman, 28, Beatty Road, N.16. Tel.: CLI 1436. [3350

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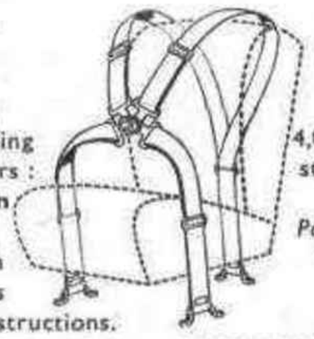
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1934 LAGONDA 4½-LITRE saloon, running order. £50. Gibbs, 13, Percival Road, Bristol, 8. [3367

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M.G. TA Tickford. Body excellent, resprayed. Radio. Running order, mechanics require attention; spares. £135. Harman, Lombard Tree, Hanley Swan, Worcestershire. [3370

ALVIS 12/70 coupé. A.O.C. member. Spent £350 on overhauls in two years at Alvis works. Magnificent condition. Marriage reason for sale. £250. 26, Stanfield Road, Birmingham, 32. Tel.: HAR 4119. [3371

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M.G. TA, 1937. Body rough; mechanically, electrically sound. £100 o.n.o. Gomersall, 66, Leeds Road, Oulton, Yorkshire. [3374

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POTENT MINX. 1938 coupé. Highly tuned, reconditioned engine, Panhard rod, Rotoflo dampers, sealed beams. £120 spent. Ten year certificate. Outstanding condition and performance. £130. English, Thorney Drive, West Street, Selsey (Tel.: 2383), Sussex. [3376

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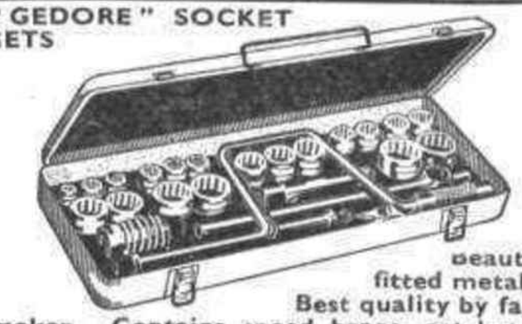
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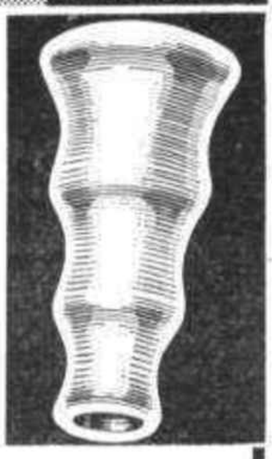
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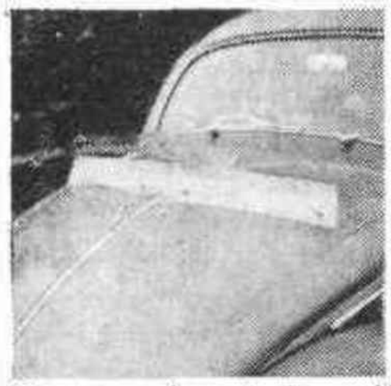
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FOR SALE—*continued*

HOUSE PURCHASE reluctantly forces sale of my 1½ S.S. Jaguar. Good all-round condition. First sensible offer around £55 accepted. Mr. Jones, 100, Lydney Road, Southmead, Bristol. [3380

1956 2.4 JAGUAR, Special Equipment model. Overdrive, etc. 34,000 miles. White/grey interior. £100 spent on engine and brakes recently. H.P. arranged. £665. Bunyan, 20, Bradenham Road, High Wycombe, Bucks. Tel.: 3673. [3381

1955 AUSTIN HEALEY 100. Red/black leather. Fitted Le Mans modification kit, chrome rack, heater, undersealed, etc. Excellent condition. 33,000 miles. Known history. H.P. arranged. £535. Bunyan, 20, Bradenham Road, High Wycombe, Bucks. Tel.: 3673. [3382

FRAZER-NASH-B.M.W. 319, rebuilt throughout, Fibreglass saloon body, new B.M.C. 4.7 axle on trailing links, new wheels, tyres. Duplicated hydraulics. Needs final bodywork and trimmings £280 spent. £150 o.n.o. Holt, 173, Warstones Road, Penn, Wolverhampton. [3383

ROLLS-ROYCE 20/25, 1934, sports saloon by Hooper. Black/beige. Recent engine overhaul. Maintained by Rolls-Royce concessionaires. Exceptionally fine vehicle. Offers over £350. Winby, 9A, Sion Hill, Bristol, 8. [3384

XK120 ROADSTER. Really sound car. Call, write or 'phone for details. Offers to Williams, 28, Clitheroe Avenue, Harrow, Middlesex. Tel.: FIEld End 7426. [3385

SUPERCHARGER / S.V. MINOR. Complete Arnott outfit, brackets, belts, carb., oil supply; £16. Also twin S.U.s with Derrington manifold for Minor 1000, A35, £10. 119, Northern Parade, Portsmouth. [3387

NIPPY, 1934, specimen, enthusiast maintained. Many mods and extras; Bowdenex, etc. £80 o.n.o. Details : 87, Chamberlain Crescent, Shirley, Solihull. [3388

RILEY NINE LYNX, 1934. Twin carbs., manual box good condition, new battery. One careful owner since 1936. £130 o.n.o. James, Back Flat, 57, Farnham Road, Slough. [3389

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25/30, 1937 Thrupp & Mab. o/d. swept-tail saloon. Believed two owners and genuine mileage under 80,000. In extremely good order for £395

20/25 Thrupp & Maberly foursome d.h.c., 1934 series. Pretty car but at present rather scruffy hence very low price of £275

20/25, 1931, Connaught close-coupled, 4-light, sports saloon with div. and small projecting boot. Very original and sound. £175

20/25 H. J. Mulliner o/d. sports saloon with projecting boot, 1936 series. A very good specimen. £375

20/25, 1930, sound chassis with late pre-war Replica drophead coachwork in fair condition. £175

20/25, 1934, Mulliner 7-pass. limousine, leather throughout. Generally very fair. £195

20-h.p. tourer by Watson, 1926. Rewired, new flywheel and clutch, partially retrimmed and new hood; very original car. £310

20-h.p., 1928, fitted with virtually new 4-door brake body of excellent design and construction, reconditioned engine. £350

P.I, 1928, all weather tourer by Caffyns, highly original and mechanically excellent, with good coachwork. New hood being fitted. Completed price approx. £350

P.I, 1927, tourer—a conversion from closed coachwork but extremely well done, and an excellent chassis. £95

P.II short-chassis Continental, 1933 series, with 4-light sports sal. body, projecting boot, by Thrupp & Maberly. Very good order. £350

BENTLEYS

Mk. VI Mulliner special sports sal., 1949, in superb order. £850

1935 3½ Rippon sloping-tail sports saloon. Mech. quite good. Coachwork pretty shape but scruffy, hence very low price to clear of £110

1938 4¼ LS series, Park Ward sports saloon. Engine rebored by us, mechanically excellent, fair coachwork, hence low price of £245

We are negotiating for a very fine **4¼** Mulliner sedanca coupe, and also an excellent **4¼** Park Ward sports saloon.

ALFA-ROMEO "1750" single-cam, Young foursome d.h.c. Extremely well preserved and for many years the property of a well-known V.S.C.C. member. £165

ARMSTRONG SIDDELEY Short Fifteen 2-seater and dickey, with 2.3 M.G. engine. Very clean and rapid hybrid. £90

AUSTIN Twelve Clifton tourer, 1927. Sound chassis, coachwork needs tidying up. £45

AUTO UNION D.K.W. Sonderklasse saloon, 1955. In specimen condition. £440

CROSSLEY Ten sports tourer, 1932. Sound, attractive and in very fair order. £50

DELAGE D-6/75 sports saloon, 1939, in very good order in every way. £185

FORD Special s/seater, road equipped, 1172 engine, i.f.s. Impressive appearance and good performance. £155

HUMBER 9/28 saloon, 1930. Engine just overhauled. Extremely tidy condition. £55

JAGUAR Mk. V d.h.c., 1951, in outstanding mechanical condition with very good coachwork. £240

RILEY 2½ roadster, 1949, virtually one owner from new. Colour B.R.G. Recent new engine and hood. £240

RILEY 1½ Adelphi sal., 1936. Sound value at £45

RILEY Nine Kestrel sal., 1935, good engine, new tyres. Excellent value at £55

STANDARD Avon Special 2-seater, 16 h.p., 6-cyl., 1930. Very fair and original order. £85

STUTZ Model AA 2-seater convertible, 1937. 34-h.p. straight-eight. Very rare and sound car, most original. £125

TALBOT 8/18 tourer, 1924, 4-seater. Complete and generally sound and original but needs painting and retrimming. £80

TALBOT DARRACQ 21-h.p. sports saloon, 1938. Good coachwork, very good mechanically; manual gearbox. At £125

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1914 K.R.I.T. 5-passenger tourer, 20 h.p., 4-cyl. Most original, very well restored and in excellent order for £350

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BROUGH SUPERIOR drophead coupe, 1936.
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FOR SALE—*continued*

1933 J2 M.G. Red. V.G.C. throughout. £70 o.n.o. Send s.a.e. photos, details, or seen at : Hughes, Springs Selattyn, Oswestry, Shropshire. [3386

SPORTS/RACING 1½-litre Kieft, 1954 Le Mans team car. Fully aerodynamic, i.f.s., i.r.s. Perfect condition. Ready for road, track or both. Completely rebuilt 500 miles ago. £350 o.n.o. Mike Hentall, 112, Croham Valley Road, Croydon. Tel.: SAN 1921. [3390

M.G. TD, 1953. Red. Exceptional condition, extras. £400. Tel.: Pinner 8673. [3391

BUICK, 1947 "SUPER" saloon, 40 h.p. Dynaflash engine overhauled, new tyres, recellulosed; heater, demisters, etc. Streamlined modern appearance. £75 o.n.o., private sale. 112, Burnt Ash Hill, London, S.E.12. Tel.: LEE 5873 (office hours). [3392

LAGONDA 16/80 pillarless saloon, 1934. Reasonable order. Must be disposed of. Offers. G. Thyer, 28, Raylands, Southwater, Horsham, Sussex. [3393

"NIPPY" MINOR—has slightly modified reconditioned unit—so potential bomb. New TR wheels, "X"s, wide-track on rear, also new battery, radiator, brakes, "1000" blue cellulose. Really immaculate. £325, cash or H.P. Johns, 10, Forres Close, Hoddesdon, Herts. Tel. : Hodd 3241. [3394

1959 SPRITE. Primrose. Owner's second car—low mileage, immaculate. Alexander modified, Derrington exhaust, roll-bar, "X" tyres, radio, heater, Le Mans lights, fibreglass bonnet, etc., plus Sprite bonnet unmarked. Offers. Box No. W.395. [3395

BREAKING SINGER ROADSTER, 1939. All parts, good condition, reasonable. Eldridge, 11, Poplar Avenue, Runcorn. [3396

1959 SHIRLEY E93A 4-seater saloon. Reluctantly for sale due to changed domestic circumstances. Increased headroom, full instrumentation, many extras. Genuine reliable motor car. £370, including spares. Photos to serious applicants. Henderson, "Silverdale," Boundary Avenue, Sutton, Keighley, Yorks. Tel.: Crosshills 2003. [3397

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With the cold, wet weather ahead all the stock here has retreated under cover, however the following cars can be viewed at any time. Further particulars and photographs will be sent to seriously interested applicants. Enthusiasts heading for motoring haunts, such as Beaulieu's Montagu Motor Museum, are welcome to call in for a look around and hot coffee !

1937 4¼ ROLLS-BENTLEY 4-door drophead foursome by Vanden Plas in primrose and black. The motoring star of Kenneth Moore's new film 'The Greengage Summer' and a quite exceptional interior, exterior and mechanical condition make this rare car a true collector's item.

1935 HORCH cabriolet 5-litre Straight Eight in true teutonic tradition. Very good condition and full history. Ex-Gestapo and bearing the scars of rapid flight from Prussia by Herr Sewerin. Original German log book, etc. Historic car but quite practical.

1927 ROLLS-ROYCE 20. Charming, original James Young saloon without partition.

1932 ROLLS-ROYCE P.II sedanca by Barker. Good all round order but shabby paint, good inside and mechanically.

1929 ROLLS-ROYCE P.II 4-light saloon of scowling and aggressive appearance by Hooper. A very sound vintage Rolls.

1933 ROLLS-ROYCE P.II sports saloon by James Young. Blue and black. Pretty.

1927 INVICTA 4½ stark but original and very good mechs. Cheap, reliable excitement in the Bentley manner.

1930 16-h.p. SUNBEAM fixed head coupe with cycle wings. Very pretty car and original.

1951 FRAZER NASH 2-seater coupe with '56 FNS unit, 120 b.h.p., and racing gearbox. A unique one off sports car for the enthusiast.

1960 T.V.R. G.T. coupe. Supercharged Ford unit. 7,000 miles. Resprayed to choice or as it is in red overall.

1930 DAIMLER 35/120 limousine, Regal.

1938 SALMSON 14-h.p. twin o.h.c. drophead.

1934/36 ROLLS-BENTLEY 3½ saloon. **£200.**

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FOR SALE—*continued*

M.G. TA. Excellent condition, recent engine overhaul. Genuine reason for sale. £150. 16, Roils Head Road, Highroad Well, Halifax. [3426

FIAT 501, 1925, tourer. Just rebored, new pistons, magneto rebuilt. Coachwork excellent, including new tonneau. Spares include complete engine, magneto, etc. Graham, Tel.: FUL 8435. [3435

FAST, IMMACULATE throughout, Vintage M.G. Magnette. Much care, attention, money lavished on this car, but could do with new hood. Would gladden eyes and heart of enthusiast. Approaching marriage forces sale. £125 o.n.o. Dando, Tel.: SWIss Cottage 2441 (after 7 p.m.). [3436

ALVIS 3-LITRE, 1951. 10,000 miles since new engine, clutch. Twin S.U.s. Radio, heater, twin spots, new carpets, screenwash, sun-roof; good tyres, nearly new battery. Fast and very comfortable. £350. Box No. W.359. [3359

FOR SALE: Beautiful Alvis Speed Twenty-five sports tourer. Extensively rebuilt and in excellent condition throughout. No reasonable offer refused. For full details apply G. Royle, Greenbank, Niton, I.O.W. Tel.: Niton 459. [3360

ALVIS 12/60 BEETLEBACK, cellulosed green. Excellent hood, new tyres and brakes, steering overhauled. Rev.-counter, close ratios, knock-ons. Tel.: Weybridge 3272. [3361

MORGAN Climax, 1937, 4/4. Well shod, mechanically sound and in *concours* condition. Innumerable new parts. Ten-year test certificate. Fast, economical, dry! £175 o.n.o. Duncan, Broadfields, Leigh Sinton, Nr. Malvern. Tel.: Leigh Sinton 231. [3362

ELVA CONVERSION for Anglia 100E. I.O.E. aluminium head, second Solex, air filters. Cost £60, excellent, £25. 25, Longfield, Harlow. [3363

1921/2 A.B.C. 2-seater tourer with single dickey. Recent professional overhaul; original, in good condition. £112. Lindsay, evenings, Tel.: TERminus 0275. [3364

M.G. TA, 1937. Good mechanically. Bodywork above average. Three new tyres and batteries. £180 o.n.o. Tel.: UPLands 0724. [3437

1929 MORRIS-COWLEY saloon. Immaculate and totally original condition. £100. 42, Oddicombe Croft, Styvechale, Coventry. [3443

TRIUMPH CONTINENTAL saloon, late 1936, Coventry-Climax engine. Fast car. Must be disposed of. £85 o.n.o. Tel.: Park 9239. [3444

VERY RARE HUMBER Twelve sports (1934), excellent condition. Real head-turner. New brakes, clutch, battery; overhauled 4,000 miles ago. Taxed. Handbook. Offers around £50. Must sell. George Cridlan, 108, Torbay Road, Harrow, Middlesex. Tel.: Byron 1474. [3445

2½-LITRE RILEY (July 1953) saloon. Cream and black. Immaculate condition. £425. Grindley, 43, Vandyke Road, Leighton Buzzard, Beds. Tel.: Leighton Buzzard 3384. [3446

1937 A/SIDDELEY coupé, good condition. Over £120 in bills. Radio, heater, etc. Offers. Pitson, 18, Minster Road, Oxford. [3447

LANCIA ASTURA 1st Series four-light saloon with boot, 1932. Eight cylinders, 2.6 litres, i.f.s.; 18-19 m.p.g. touring. Passed Ministry test; completed uneventful 3,400-mile tour Eastern Europe summer 1960. Full details available. Open to sensible offers. Can be seen at weekends after November 30th. Private vendor, N.W. London. Books: Part collection early motoring travel titles, 1907-1932; 35 in all. List available. To be sold (to callers only) as one lot—not piecemeal. Box No. W.448. [3448

AUTOVIA (RILEY V8) limousine, occasionals. 50,000 miles total mileage. Rogers, 99, Underdale Road, Shrewsbury. [3449

LANCIA APRILIA. Good condition. Many extras. Taxed. £90 o.n.o. Young, 43, Broxash Road, S.W.11. Tel.: BAT 9636. [3450

AUSFORD. Space-frame, i.f.s., hydraulics, 4.9, crossflow, adjustable dampers, S.U.s, Eight head. Terribly quick. Spare engine, etc. £170. White, Holland Avenue, Little Common, Bexhill. Tel.: Cooden 733. [3452

ALVIS 12/60 BEETLEBACK, 1931. Excellent mechanics, sound body, good tyres. Posting forces sale. £145 o.n.o. Capt. Ledger, A.A.C. Centre, Middle Wallop, Hants. [3453

SS27K RILEY KESTREL-SPRITE, reasonable condition, mechanically sound; £65. Also 28AX overdrive Adelphi, good condition, unused tyres; £95. Owner given company car. Bailey, 29, Birchen Grove, Luton. [3454

M.G. TA, 1938. Excellent condition throughout. Many extras. 10-year test certificate. £190. Laywood, Tickhill, Doncaster. Tel.: Tickhill 258. [3455

FOR SALE—*continued*

VW TWIN-CARBURETTER conversion, £10 complete. Ex-R.A.F. supercharger, £10. Edwards, 26, Park Paling, Coventry. Tel.: 25431. [3451

HEALEY TICKFORD, 1951, in perfect mechanical condition. 70 m.p.h. in third. Good tyres. Radio, heater, washers, spotlights. £265. Bentley, 1938, Gurney-Nutting sedanca coupé. Immaculate. Offers? W. B. Wright, "Oaklands," Whaplode Fen, Spalding, Lincs. [3456

ALVIS, 1934, Speed Twenty 7-seat limousine. Mayfair Coachworks' body. Excellent tyres. Steering, suspension, brake cables reconditioned. Triple S.U.s. E.N.V. preselector. Uses no oil. Just returned from 2,000-mile Continental tour. £80. View by appointment, Hampton, Middlesex. Replies to: Sayce, Magdalen College, Oxford. [3457

AQUAPLANE CARBS. 4.7 c.w.p. Wheels to windows, all parts, 1939 Ford Eight. S.A.E. Steadman, 190, Burntoak Lane, Sidcup, Kent. [3458

M.G. TC. Mechanically excellent, including reconditioned engine, etc. Hood, tyres, body very good. Many extras. £260. H.P. available. Adams, 51, Argyle Road, Reading. [3459

1929 ROLLS-ROYCE vintage saloon. Very striking, royal blue and black. Photos available. Offers. Exchange considered. 28, Parkdale, Tettenhall Road, Wolverhampton. [3460

H.R.G. 1500. Outstanding condition. £350. Full details. M. Allott, 139, Waxwell Lane, Pinner, Middlesex. Tel.: Pinner 4028. [3461

ROLLS TWENTY, 1929, Barker limousine. Good condition. £150 o.n.o. Wright, 3, Haslemere Road, N.8. Tel.: Mountview 2606. [3462

TYRES: 450 × 19, new. £1 under list, or offer, set of four. Holloway, 51, Lingfield Avenue, Kingston, Surrey. [3463

VINTAGE A.C. 4-cyl., 1926. Mechanically sound, needs new radiator and coachwork renovating. Low price to someone willing to rebuild and run it. Holloway, 51, Lingfield Avenue, Kingston, Surrey. [3464

ASTON MARTIN SPECIAL—1950 2-litre engine and gearbox. Excellent condition. Hard-top aluminium body. Engine and gearbox cost £385 new. Bargain, complete, £130. Rickett, 14, Trumps Green Avenue, Virginia Water, Surrey. Tel.: Wentworth 3359. [3465

RILEY NINE MERLIN, 1937. Rebored, new battery, tyres, etc. Sound car. £100. 108, Fern Lane, Heston, Middlesex. [3466

TR3 HOOD in white Vynide. Never used. Bargain, £9. Tel.: LAB 6823. [3467

RILEY 1½ R.M.E. Extras, "X" tyres. Mechanically perfect. £340. Tel.: Harlow 24231, ext. 1. Bird, 108, Great Plumtree, Harlow. [3468

1949 M.G. TC, Stage 1 tuned. Restored at £500 to *concours* condition. 16 × 600 rears, new hood/screens, tyres, engine, steering, brakes, headlights, interior trim, instruments. Recellulosed beautiful green. Leopard-skin seats, windtones. Total overhaul this year. J. Burnhill, Brooklyn, Cliffe Lane, Cleckheaton, Yorks. [3469

"MOTOR SPORT": Volumes 8-12 inclusive for sale. Bound and in good condition. Offers to: Roberts (Tel.: Mincing Lane 4272), 165, Fenchurch Street, E.C.3. [3470

ALVIS 12/60 big-port Beetleback, 1931, with numerous spares. Excellent condition. Tel.: Sheffield 366444. [3471

1952 ALVIS HEALEY 2-seater. Hard-top (detachable). £245. Bradnum, 25C, Eastern Place, Brighton. Tel.: 67889/67967. [3475

1950 (Nov.) A.C. 2-litre saloon. Fast and comfortable but is wasted as a commuter's car. Haggling starts at £290. Tel.: Cheltenham 53746 (evenings). [3477

1938 FORD V8 30-h.p. saloon. New engine, steering, springs, brakes and battery 5,000 miles ago. Body sound. 20 m.p.g., oil negligible. Fast, robust, clean car with Pukka tow attachment. Tyres good. £75 o.n.o. Yew Tree Cottage, Frankton, Rugby. Tel.: Marton 478. [3478

DELLOW, 1952. Reconditioned E93A engine, back axle, brakes. New clutch, battery, oversize tyres. Full weather equipment. £265. Botterill, "Oakland," Nuneaton Road, Mancetter, Nr. Atherstone. [3479

RILEY KESTREL-SPRITE (SS 27K). Twin S.U.s, Scintilla, recon. shock-absorbers, clutch, brakes relined; good tyres. Looks beautiful, but chassis, lights, need attention, so £135. Thompson, 52, Camberwell Grove, S.E.5. Tel.: RODney 3233. [3480

M.G. TD, 1951. Mk. 2 engine and clutch, new hood. £290. Wrenn, 7, Laburnum Road, Chorley, Lancs. [3481

FOR SALE—*continued*

1959 LOTUS VII. Winner of this year's 1172 Championship. Modifications exceed standard parts! £650. Also Thames van/trailer for towing. Whole *equipe*, £870. Full details from: Cottrell, Holmeswood, Clytha Park Road, Newport (Tel.: 64563), Mon. [3483

B.S.A. THREE-WHEELER, complete or as spares. Collins, St. Aubyns, Harlow Moor Drive, Harrogate. Tel.: 69497. [3484

M.G. TC, 1947, for sale. Good condition. £150. 28, Aubigny Drive, Fulwood, Preston, Lancs. [3485

BENTLEY, 1935, 3½-LITRE Park Ward saloon. Coach green. £200. H. Braddock, Oldknow Road, Marple. Tel.: 1614. [3486

T.V.R. (1960). Built by engineer. Climax engine, Alfin brakes, heater and other extras. Red, with red and grey hide upholstery. £3,000 miles; never used for competition. £995 o.n.o. After 6 p.m. or weekends: 149, Dunkirk Lane, Leyland, Lancs. Tel.: Leyland 21568. [3487

VINTAGE SINGER saloon, 12 h.p., 1928. Almost one owner; excellent condition. Offers £25 plus, or exchange Austin Seven. Bessell, 24, Court Road, Oldland, Bristol. [3488

ASTON MARTIN Mk. II saloon, J4/505/L, in absolutely immaculate condition. Whole car completely reconditioned last 6,000 miles. Bills for £600. H.C. pistons, large S.U.s. Rewired, resprayed, rechromed, including axle, steering and brake drums. Radio, heater, spots. £475 o.n.o. Bradford, 127, Beaufort Street, S.W.3. [3489

RILEY KESTREL 12-h.p. saloon. Post-war lines. Two owners. 51,000 miles only. Good condition throughout. £150. Seen London. Box No. W.490. [3490

1960 MODEL 2/4-SEATER, colour red and cream, 1959 (Nov.) Austin Healey 3000, disc brakes, overdrive, etc. 4,000 miles, as new. £925. H.P. possible. Tel.: Mitcham 9751. [3491

HORNET SPECIAL, 1935. New battery, tyres, and engine parts. Reliable and fast. £50. 45, Empingham Road, Stamford, Lincs. Tel.: 3664. [3492

BORGWARD ISABELLA COMBI, July 1958. Immac. condition. £875, or offers. Must sell. Ameland, St. Michael's Road, Penkridge, Stafford. Tel.: Penkridge 477. [3493

RILEY NINE BITS: Engine, gearbox, steering wheel, column, gearbox; seven con.-rods; other stuff. All in rather rough condition, thus very cheap. B. Plant, 178, Clay Lane, Birmingham 26. [3494

BULLNOSE MORRIS tourer, 1925, F.W.B. Beautiful condition. £135, or exchange something modern. Box No. W.495. [3495

M.G.-A, 1956. White, red interior. Extras include wire wheels, heater, rack, underseal. 29,000 genuine miles. Car is in excellent condition. History known. Second owner, selling due to family. H.P. arranged, price £550. Tel.: Ewell (Surrey) 3957. [3496

FIBREGLASS "SPECIAL." Triumph chassis, Minx unit, 3-seater R.G.S. shell. Exchanges. H.P. available. Photos. Barton, Friargate, Penrith. [3497

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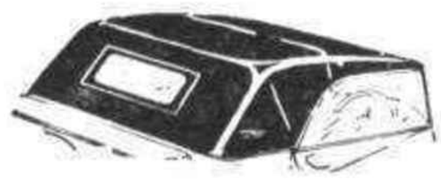
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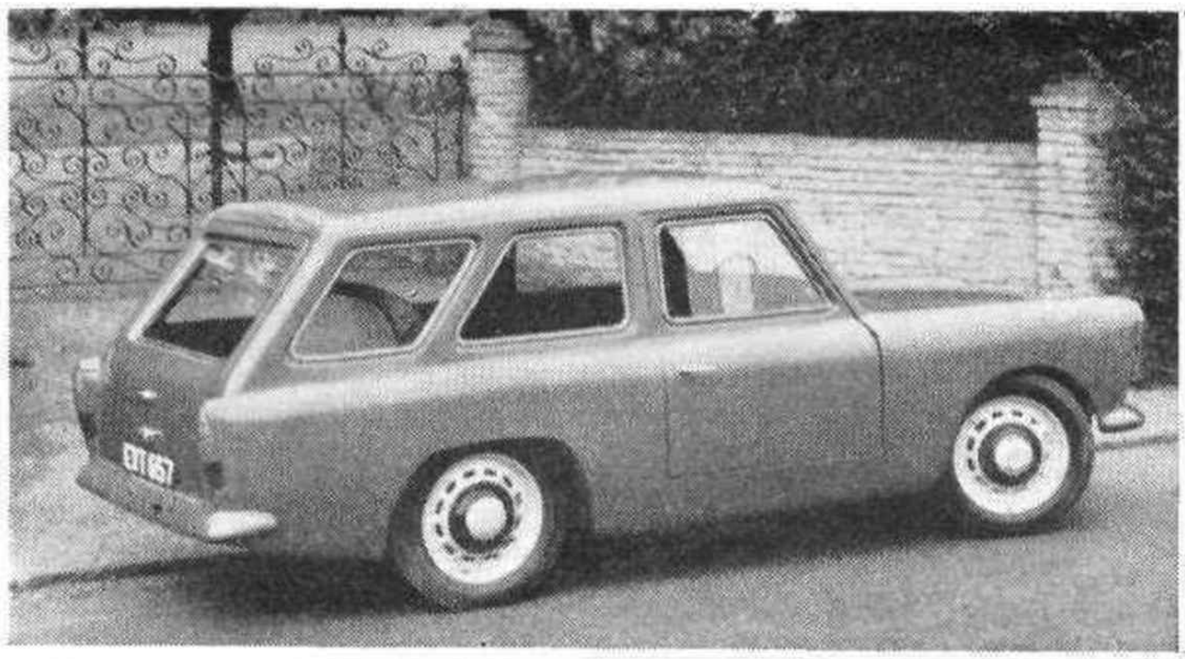
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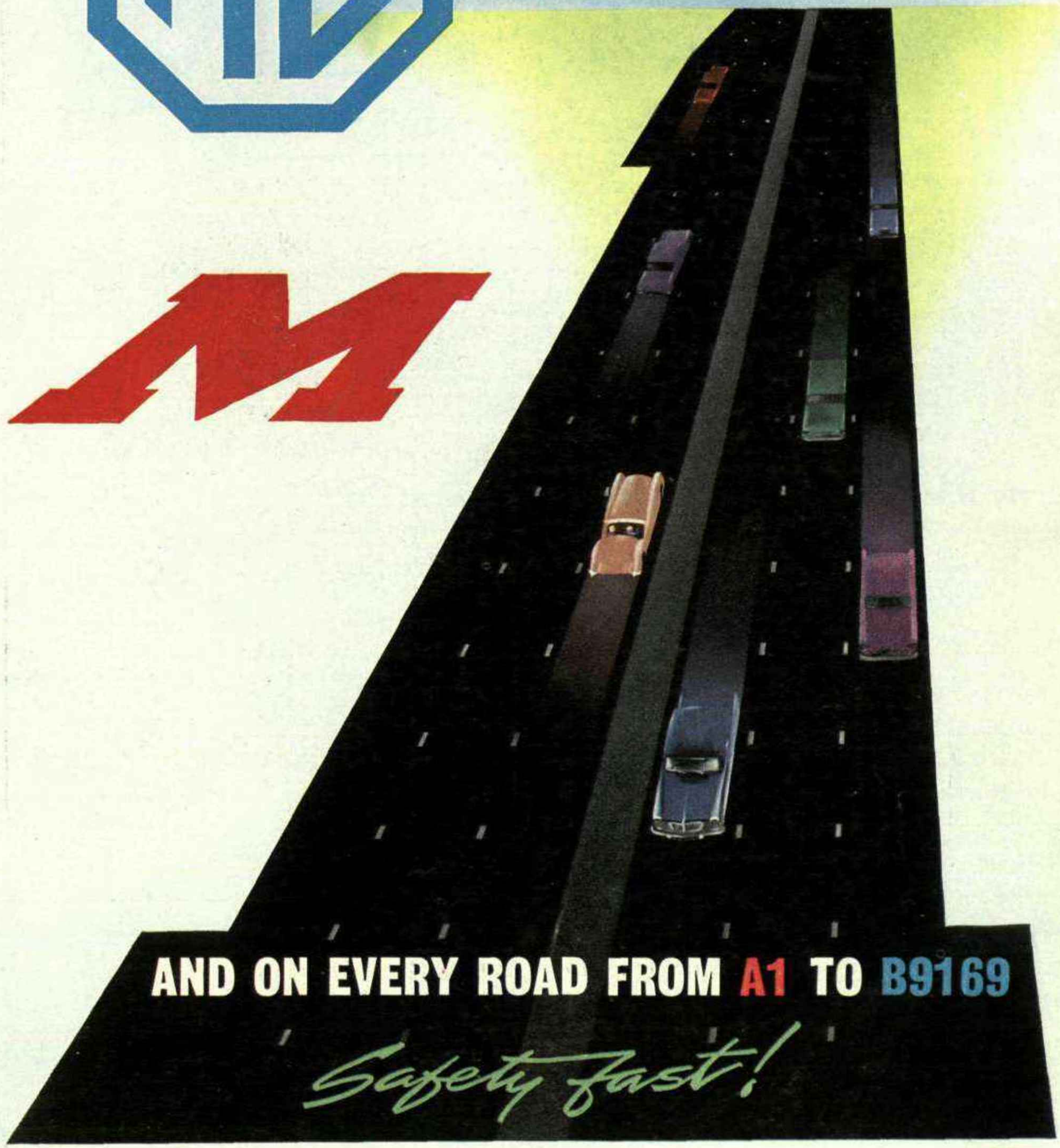
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