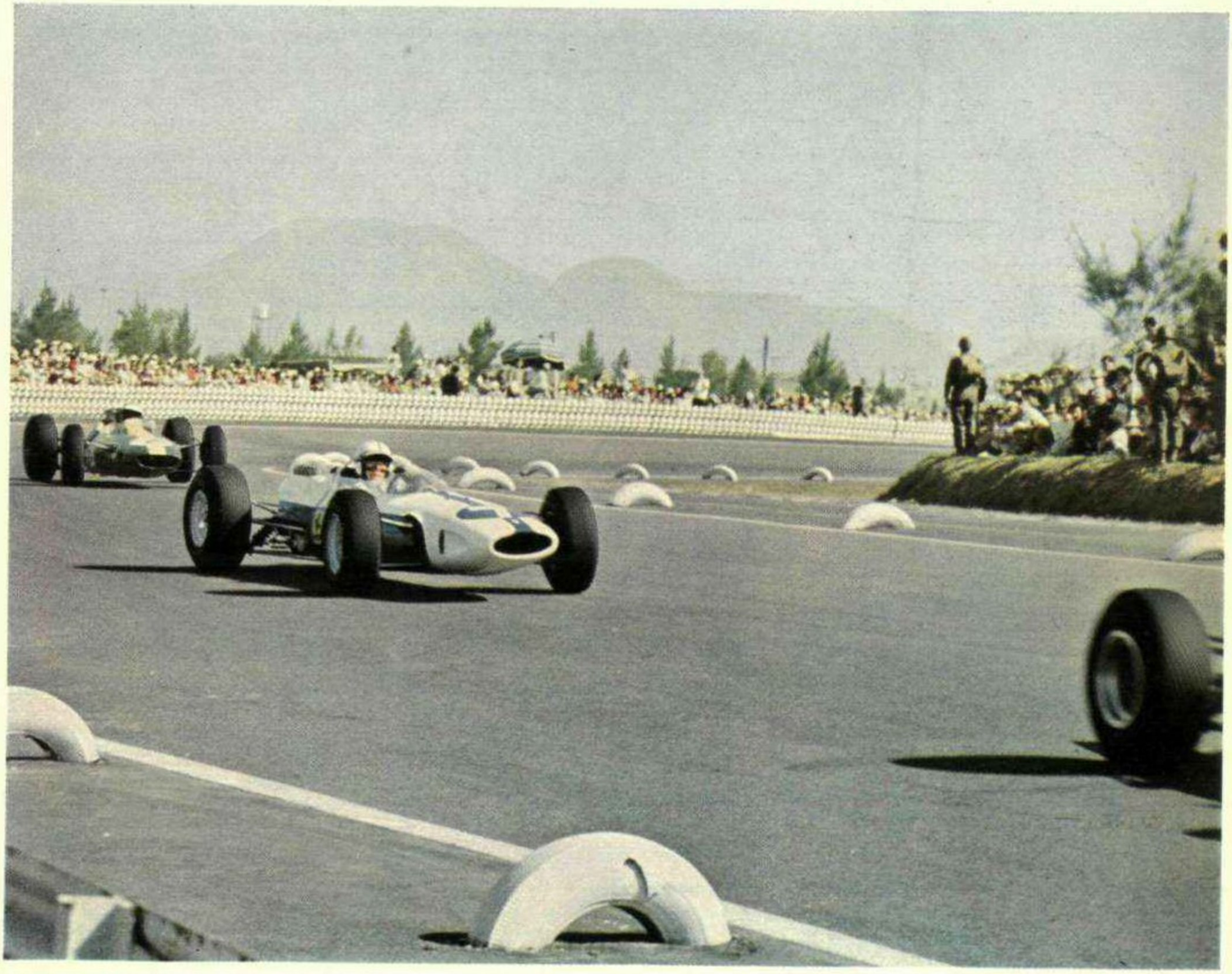
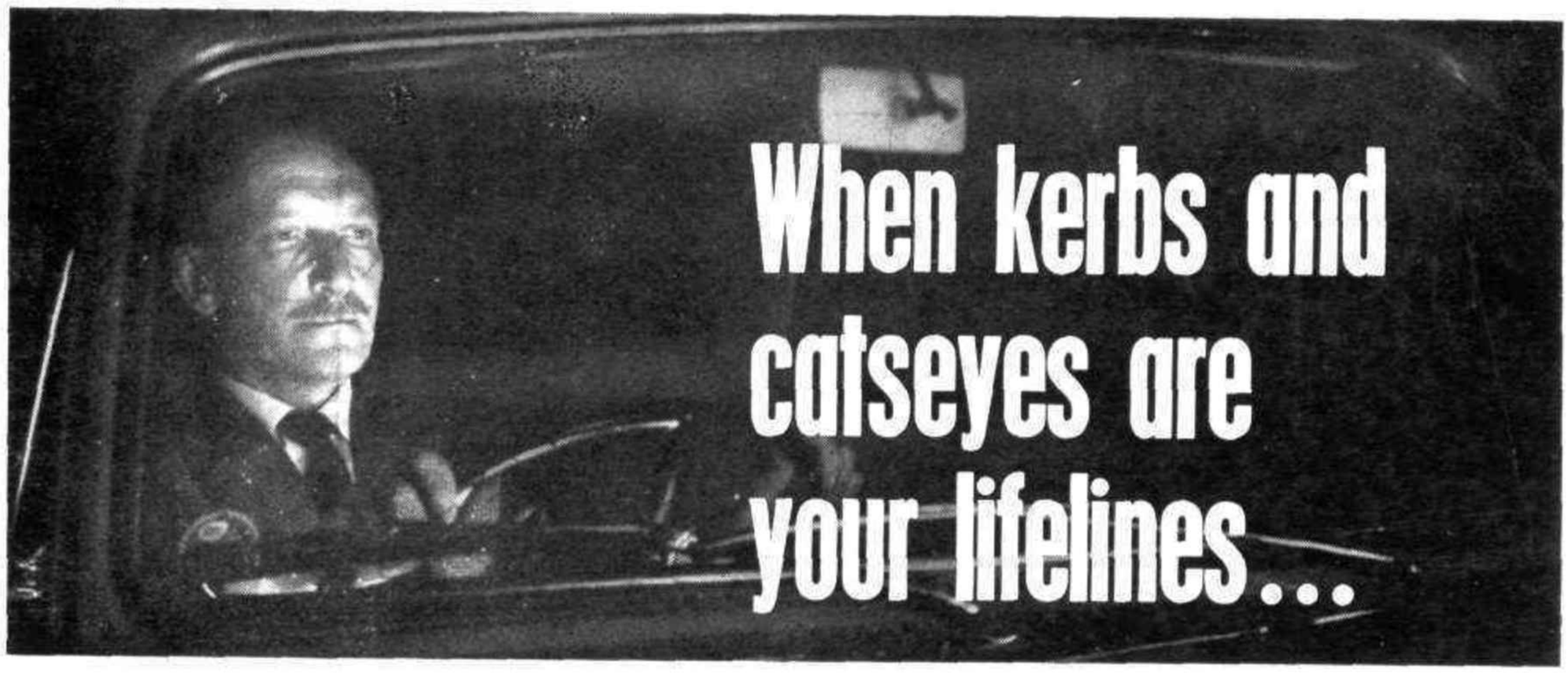
Vol. XL No. 12 TWO SHILLINGS December 1964

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR

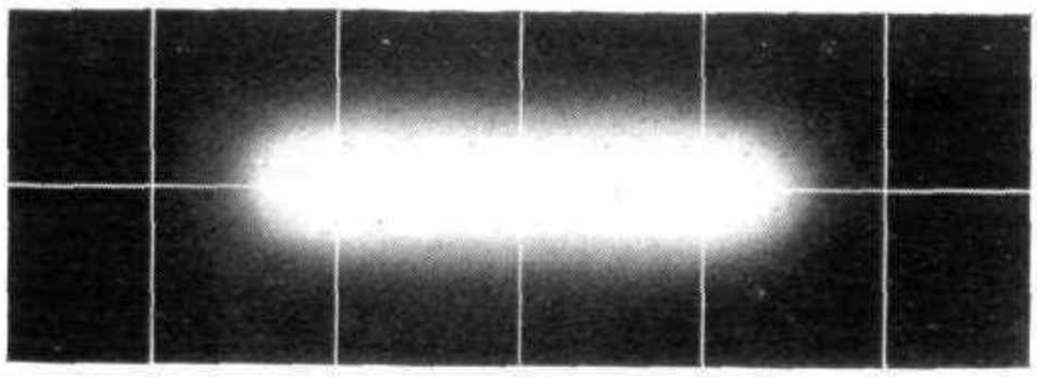




When kerbs and catseyes are your lifelines...



. . . You are completely dependent on your fog lamp. You need maximum penetration and complete absence of back-glare. And for that you need a Notek fog lamp.
Notek fog lamps are the result of years of research into the best method of illumination in fog. Research has proved
—That a flat-topped beam with a wide spread is the most effective.
That a white beam has more penetration than a coloured one.
That tinted lenses diffuse light.
That above a certain luminous value the strength of the light defeats itself by throwing up back-glare. Optical precision of reflector and lens are more important than high candlepower.
Notek fog lamps are manufactured in accordance with these findings — as scientifically efficient as it is possible to be.
With a stainless steel casing securing the assembly to an anodised aluminium reflector they stand up to all weathers without losing their bright finish and their elegant good looks that make them an asset to any car.
The untouched photograph of a Notek Foglite beam, below, shows the absence of back-glare achieved by perfectly balanced intensity of candlepower with lens and reflector — as near the ideal as possible. The famous Notek 'Blue Spot' is designed to concentrate light rays from the bulb and prevent them straying to waste.



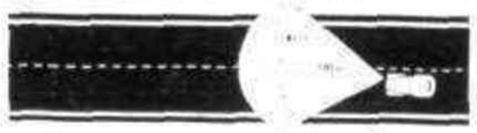
NOTEK
777 series

NOTEK put safety first. Your safety. Scientific tests have proved the effectiveness of Notek beam characteristics under every driving condition. In heavy fog or mist, the Notek 23° flat-topped Nearlite, or the 46° Foglite—both with exceptional cut-off and negligible back-glare—enable motorists to drive with maximum possible safety. At night, in poorly lit or unlit areas, the Notek asymmetrically-beamed Passlite gives crystal clear vision up to 400 feet; and for absolute safety at high speed the 700 ft. pencil beam of the Farlite is essential. All Notek lamps have positive, precision beam adjustment. In addition, 3 different brackets are available to provide quick and easy fitting even on cars of restricted frontal area.

DRIVE SAFELY-WITH NOTEK

Notek Electric Co. Ltd., Bromley, Kent.

These are the four models



777 series FOGLITE 46°
flat-topped beam



777 series NEARLITE 23°
150 ft. flat-topped beam



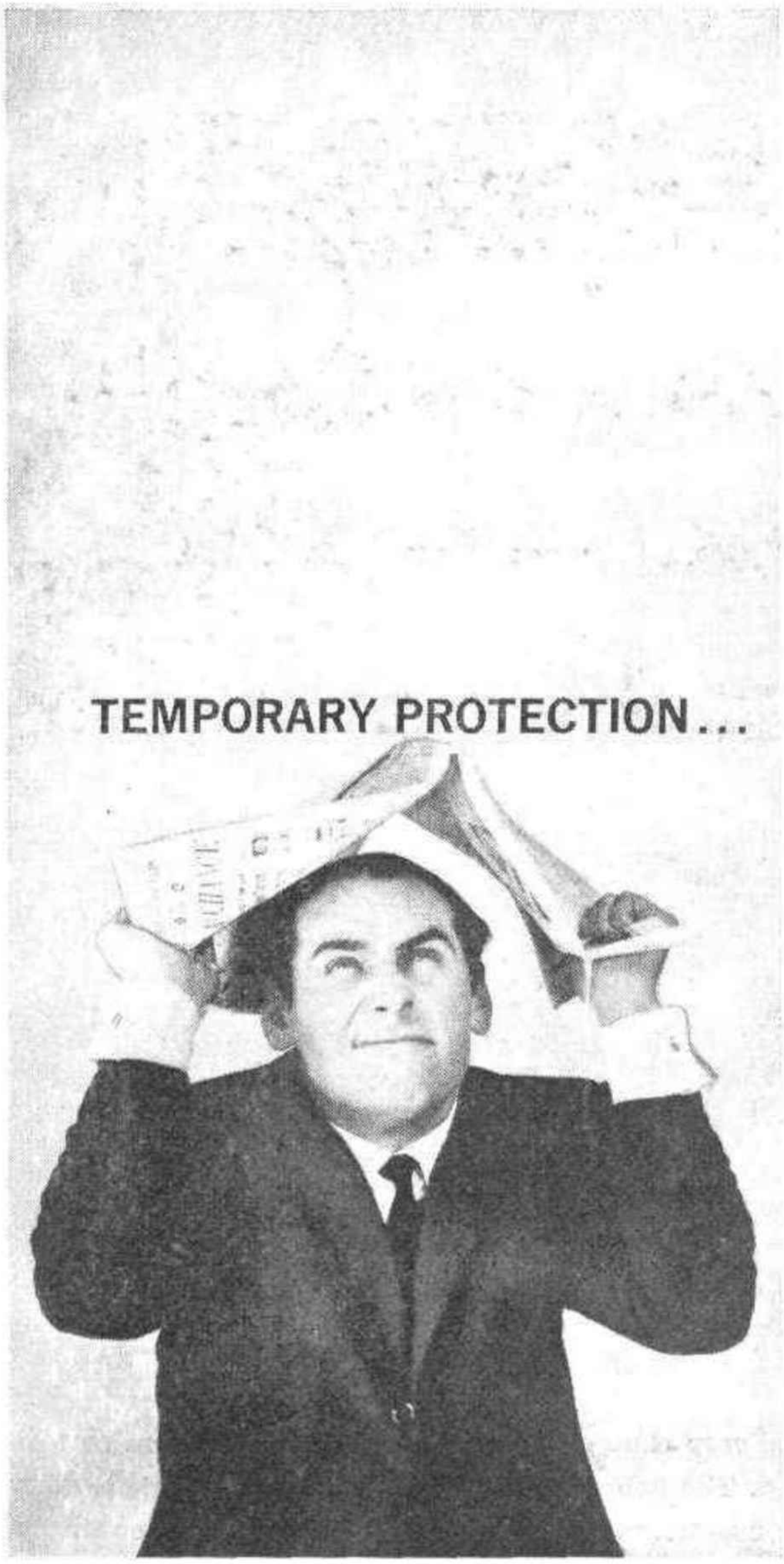
777 series PASSLITE
400 ft. asymmetric beam

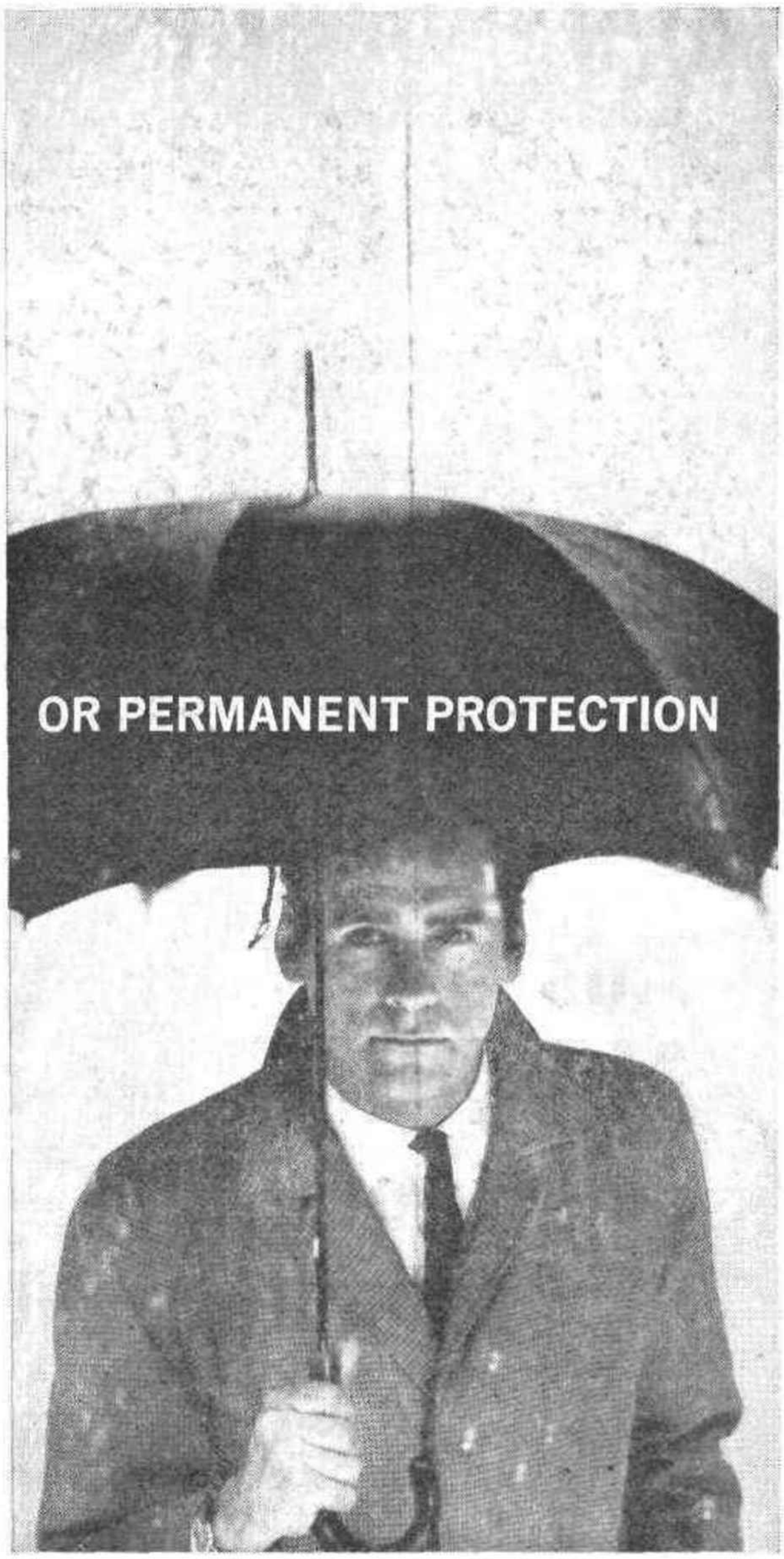


777 series FARLITE
700 ft. pencil beam

78/- each including cable, switch and bracket.

Notek lamps are available from your usual garage, accessory shop, or any branch of Halfords—get a Notek brochure today.





The choice is similar with car underbody coatings

Not all underbody protective coatings are the same. Some consist of nothing more than a thin film which quickly deteriorates and results in widespread corrosion. Flintkote underbody coating, however, is a thick, tough, flexible skin which permanently seals joints and protects all floor panels and chassis members. And because it is pressure sprayed only by selected, reliable garages, lifelong adhesion is assured. It'll pay you to insist on Flintkote.

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LIFELONG UNDERBODY PROTECTION

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TO THE FLINTKOTE COMPANY LIMITED,
ADAM HOUSE · 1 FITZROY SQUARE · LONDON W1

Please send me details of Flintkote underbody protection and the name of your nearest appointed applicator.

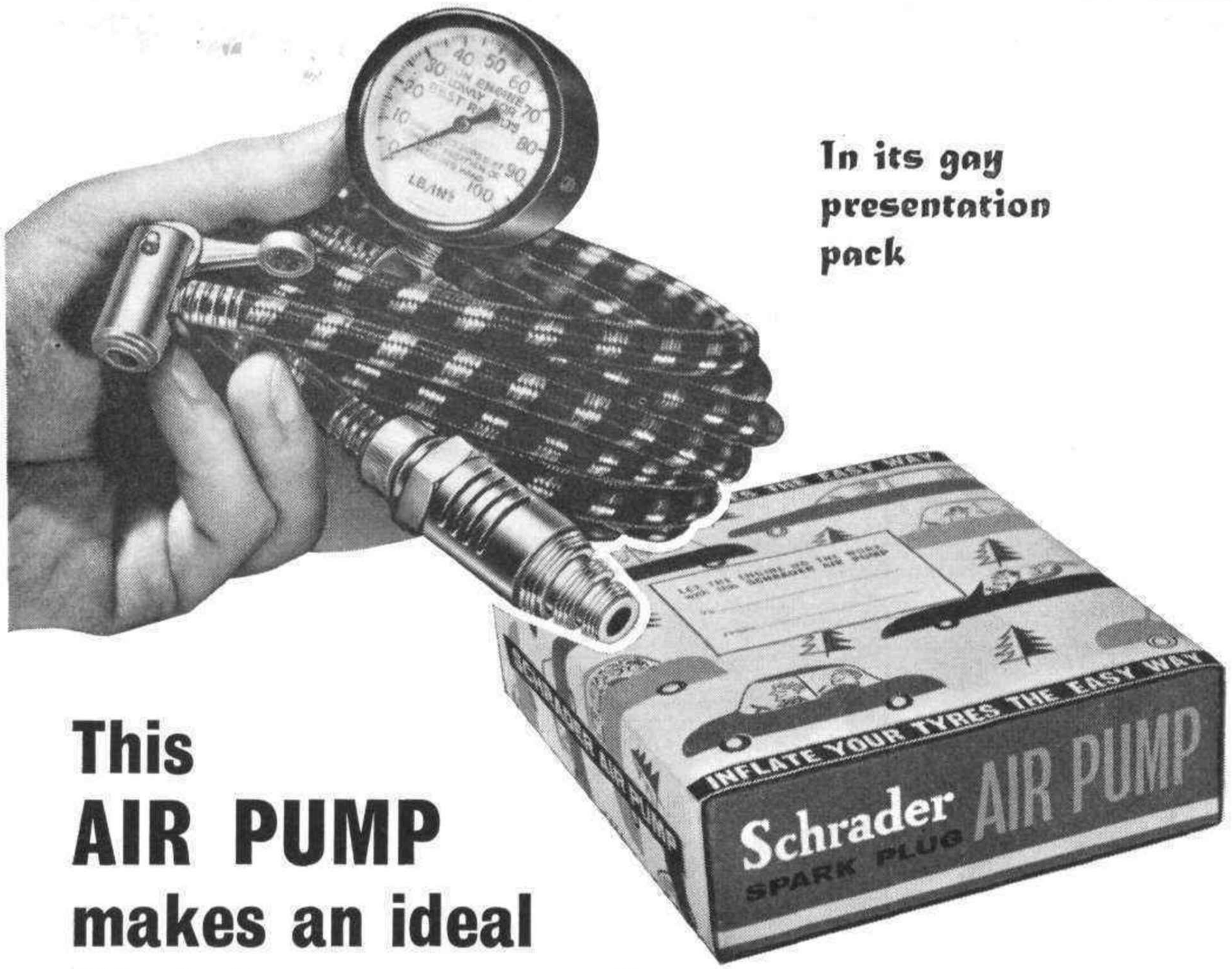
NAME .....

ADDRESS .....

.....

MAKE OF CAR, MODEL & YEAR .....

M512



This AIR PUMP makes an ideal Christmas present

Here is the very thing to settle the gift problem from motorist to motorist. The Schrader Air Pump, which fits in place of one spark plug, uses the car engine to pump cool, clean, oil-free air. Tyre inflation, when miles away from servicing facilities, is a simple operation, and for inflating mattresses and other jobs requiring pressures of 80 lb. and up it is just right. Each pump is triple threaded, 14 mm., 18 mm., and $\frac{7}{8}$", and fits all popular spark plug sizes. This is your opportunity to buy for someone else just the very thing you've wanted! Two models to choose from. The Gauge type (as illustrated) 50/-: Standard type (without gauge) 28/-. Both are available in gaily coloured Christmas packs.

HOW THE PUMP WORKS

As the piston descends, on the induction stroke, air enters the cylinder through the breather slots in the pump. This neutralises the suction of the piston so that no petrol is drawn from the inlet manifold. On the compression stroke, the rising piston compresses the air. This closes a seal over the breather slots, opens a ball valve to the hose, through which the air is pumped to the tyre.

Schrader® SPARK PLUG **AIR PUMP**

Available at garages, accessory dealers and all branches of Halfords

A. SCHRADER'S SON · DIVISION OF SCOVILL · BIRMINGHAM 24



1st. T. TRANA/G. THERMENIUS - VOLVO

2nd. T. MAKINEN/D. BARROW - Austin-Healey 3000

3rd. V. ELFORD/D. STONE - Ford Cortina G.T.

LADIES' TROPHY

MRS. P. MOSS-CARLSSON/MISS E. NYSTROM - Saab

MANUFACTURERS' TEAM PRIZE Ford Cortina G.T.

8 out of 9 CLASS WINNERS

(Subject to Official Confirmation)

DUNLOP ***THE TYRES BUILT ON SUCCESS***

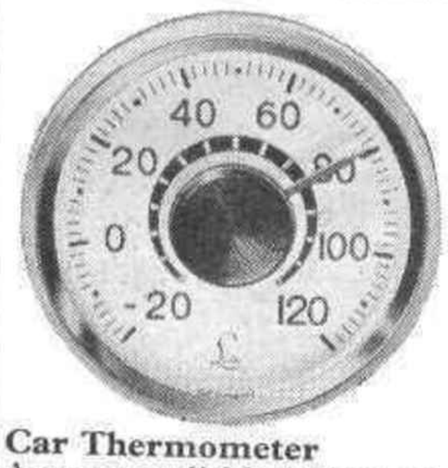


Precision Products by Lufft

What a good idea for Christmas !

Car Compass
A beautifully made instrument with luminous markings. Special floating indicator ensures level readings even on steep hills or heavy cambers. **£2.18.6.**

Available from Garages and Instrument dealers everywhere.



Car Thermometer
Accurate, reliable and beautifully engineered, with self-adhesive backing to fix on instrument panel; or suitable for home, office, etc. **17/6.**

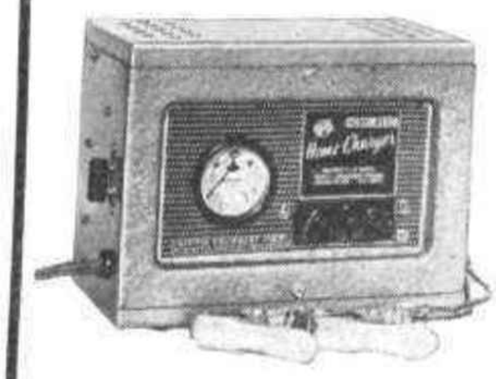
In case of difficulty write to the Sole U.K. Agents :—

Degenhardt

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LANgham 6097 (9 lines)

WINTER'S EXTRA LOAD

Be ready for it with a Crypton 'Home' Charger and make sure your battery is always fully charged and able to carry the extra load which winter brings. Choose from the three conveniently rated models each built to 'power station' standards to ensure years of useful life.



Model AE1/1 charges 6 and 12 volt batteries at 1–1¼ amps £3.19.6

Model AE2/1 charges 6 and 12 volt batteries at 2–2½ amps £5.15.0

Model AE3/1 charges 6 and 12 volt batteries at 5 amps £7.18.6

CRYPTON 'HOME' CHARGERS

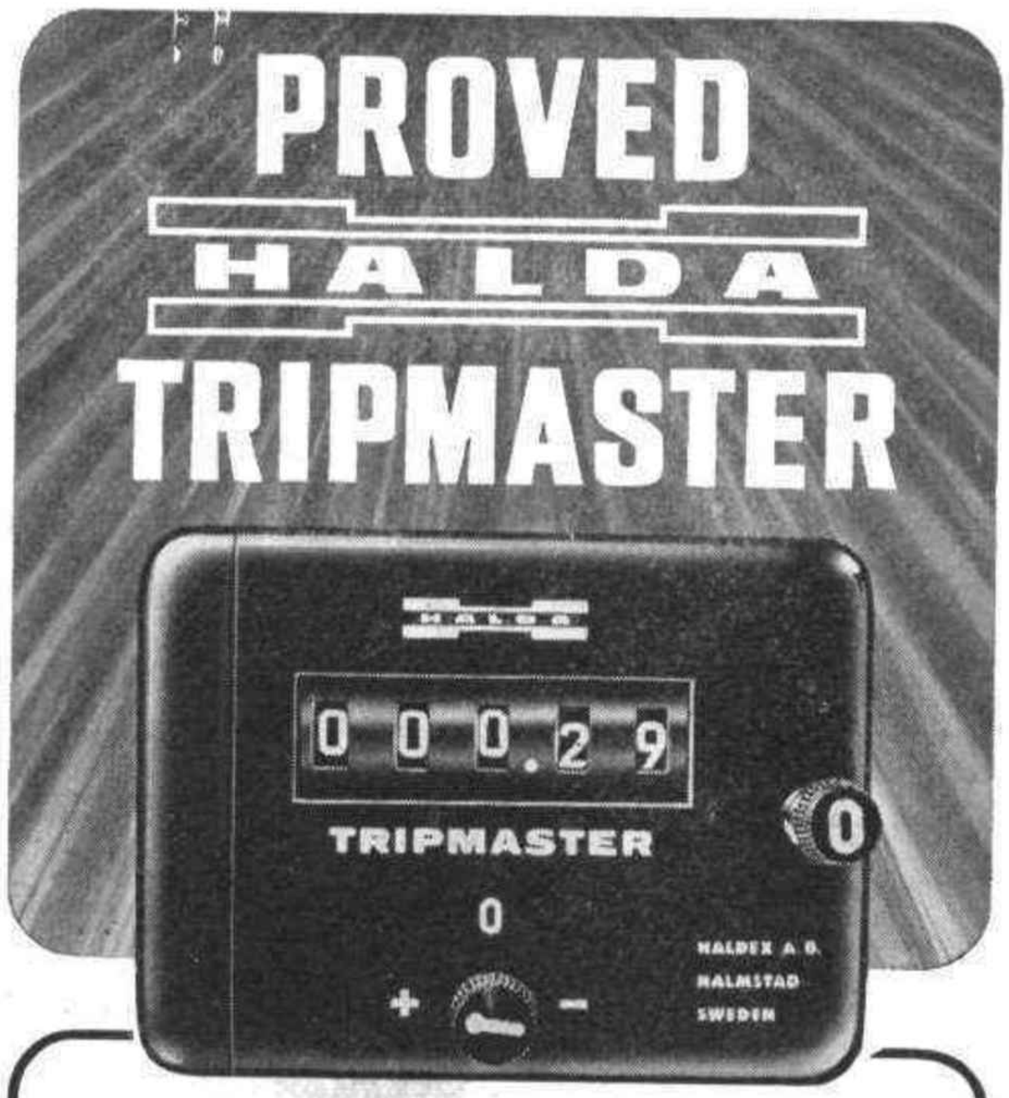
may cost a little more but they're worth it.

Get one today from your garage

CRYPTON EQUIPMENT LTD
BRIDGWATER · SOMERSET

M GROUP

PROVED HALDA TRIPMASTER



Gives correct route mileage at all times

Tripmaster gives you exact mileage at any given moment *and* can be changed easily from car to car or to a different tyre size in a few moments. A real rally winner at only £17.10.0.

+ Set at +, Tripmaster records mileage to an accuracy of a car's length in a mile.

Zero button gives instant zero setting.

− Set at −, Tripmaster winds back so that correct mileage is shown on regaining correct route.

AVERAGE SPEED CONTROL WITH SPEEDPILOT

New Mk V Speedpilot brings great improvements to this famous rally aid. Now with improved hands, the Mk V can be disengaged at the turn of a knob. Average speeds from 12½-90 m.p.h. at the flick of a control. Fine adjustment control—brought into use while driving to compensate for wheelspin errors—allows correction of plus/minus 8%. Mk V £26.17.6.
Standard Model 22-70 m.p.h. £19.19.0.

TRIPMETER

Precision-made and accurate to within 0.02%. Zero-ised at the turn of a knob and simply adjusted to the actual speedo-revs of your car. Illuminated. Easily fitted. Price complete £9.10.0.



POST TODAY

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NAME .....

ADDRESS .....

DON'T BE CAUGHT IN WINTER'S GRIP



STRONGER TYRE BODY

Strong cord body, built specially to stand up to the toughest conditions and for real strength behind the grip.

NEW RUBBER

New SUP-R-TUF miracle rubber, exclusive to Firestone, to give extra road grip and long life.

ADVANCED TREAD PATTERN

Deep, rugged, Town & Country tread pattern to give extra mileage and first class adhesion on both wet and dry roads.

BETTER RIDE

A smoother, quieter ride than you'd ever have thought possible from a tyre of this type.

PROVED PERFORMANCE

All year round safety and stability —proved by performance to the satisfaction of millions of motorists.

BEST OF ALL

Cheapest and safest in the long run. Ask the man who knows best— your tyre supplier — which is the best beat-the-weather tyre, and he'll tell you Town & Country.

FIT

Firestone

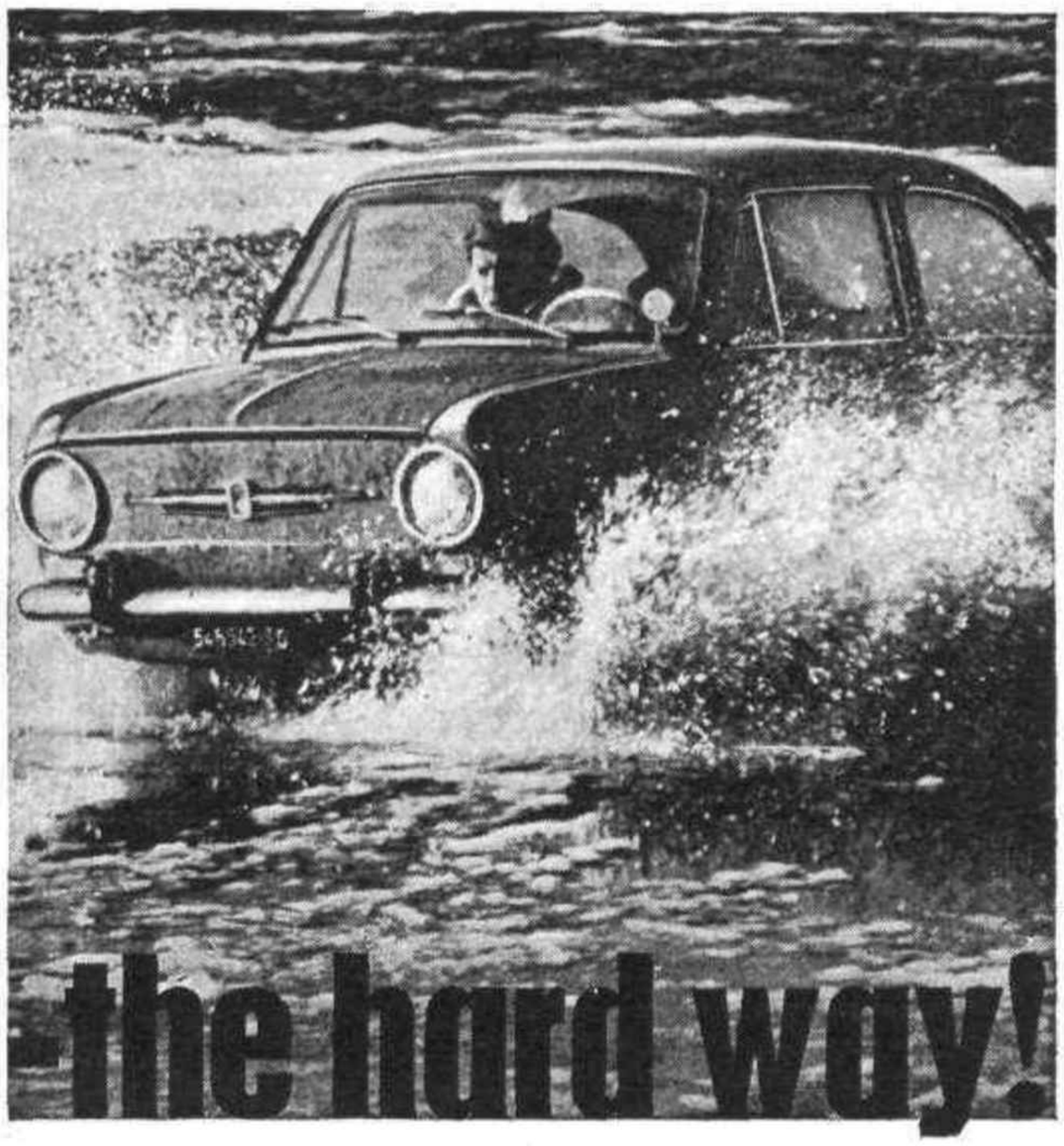
Town & Country

AND KEEP GOING

Firestone Town & Country tyres are essential for driving wheels in severe motoring conditions. The unique tread design takes you safely and surely through rain, mud, slush and snow: it's grip, grip all the way. Other tyres may look the same but there's only one Town & Country —the Firestone Town & Country. And NOW is the time to fit them!

MAKE YOUR CAR FIRESTONE SAFE

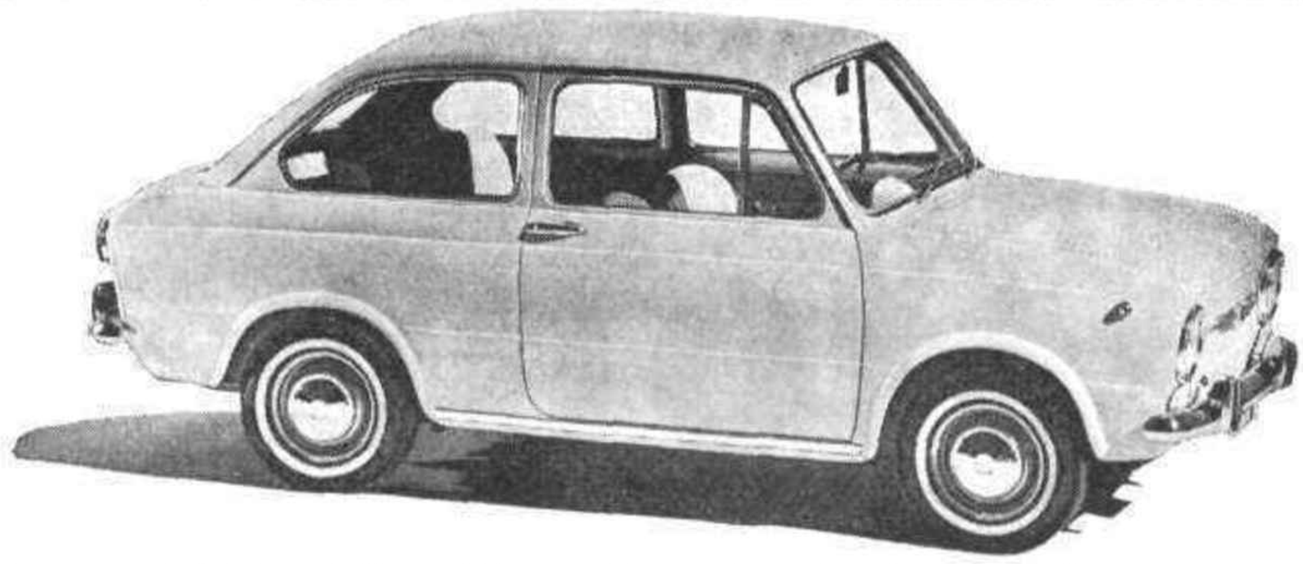
THE NEW FIAT ARRIVES



-the hard way!

After a 630,000 mile test run through the worst conditions that could be found in three continents, the new Fiat 850 comes to Britain.

Here is a totally new small car with more than a pretty face and a wealth of extras. A truly proven car, designed and constructed to outlast any other car in its class.



'SEVENTY PLUS' MOTORING

Only your fuel bills will reveal that the Fiat 850 has a modest 843 c.c. engine. In performance and handling the Fiat 850 with its independent suspension and all synchromesh gearbox can put many a larger saloon car to shame.

FOUR FATHOM COMFORT

The Fiat 850 has deep-cushioned seating and leg room for four six foot adults. And the generous luggage space accommodates six man-sized suitcases.

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Unique body structure gives a new degree of protection to driver and passengers in the event of impact from any direction. And a padded interior—sound-absorbent to reduce driver fatigue—is an additional safety feature.

EXTRAS AT NO EXTRA COST

Fully flexible heating system with five outlets, screenwashers, sealed cooling system, courtesy light, padded sun visors, arm rests, overriders with rubber buffers—all are fitted as standard in every Fiat 850.

FIAT 850

£549-10-10 INCLUDING P.T.

(Subject to confirmation)

See your FIAT dealer for a test drive OR CONTACT: FIAT (ENGLAND) LTD., WATER RD., WEMBLEY, MIDDX. ALPerton 2981

VOL. XL No. 12 — 12,000-mile Test of a Ford Cortina GT—see page 1018 — DECEMBER 1964

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

Telephone: MONarch 8944

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PUBLICATION DATE FIRST OF THE MONTH — **FORTIETH YEAR OF PUBLICATION**

MATTERS OF MOMENT

HARD LABOUR

Almost immediately after a Labour Government was elected in this country by a small majority, the motoring scene underwent some unhappy changes. A motoring journal should not be a political platform, but it *is* our duty to draw attention to matters which affect motoring and the motorist adversely and which hamper the British Motor Industry.

The introduction of an additional 15% import duty in the middle of the London Motor Show, which was attended by a record number of Overseas' visitors, was, to say the least, tactless. The importation of foreign gimmicks for the home may deserve to be stemmed, but if we are to sell motor vehicles abroad we should not impose severe restrictions on the sales of foreign makes in this country. Doors may well shut in consequence, which will never reopen. . . .

The very evening of the Labour Budget an extra 6d. a gallon was slapped on petrol and fuel oil, but the Budget "benefits," such as free medicine and drugs and the commendable increases in old-age pensions have still to come into operation. The motorist always pays, and in this case paid first; this time non-motorists will be paying extra as well, when 'bus fares, goods and the cost-of-living go up to meet the increased fuel charges. . . .

Petrol tax exceeds the price of petrol itself and the extra 6d. a gallon, once imposed, is unlikely ever to be rescinded, no matter which party wins the next General Election. Note that beer, tobacco, spirits and wine remain at the previous tax levels—only *motorists* were called upon to pay more, immediately. With petrol tax up to 3s. 3d. a gallon motorists pay a very high proportion of overall taxation (which the *Sunday Express* sets as averaging no less than £1,055 7s. 6d. on an annual salary of £2,500 a year paid to a married man with two children!).

This being the case, we are entitled to fairer treatment in the Courts, where savage fines are regularly meted out for minor technical breaches of the very complex all-embracing motoring laws. Yet, as the Scottish motorist who was (*vide* the *Daily Mail*) asked by the police to leave his car in a no-parking zone while they investigated the death of a man who had collapsed by his car and was then fined for excessive parking, his first offence in 28 years' driving, remarked "What can I do?" What, indeed! However, we are glad to see that a stockbroker driving a Rolls-Royce won his appeal against a radar speeding charge, Hampshire Quarter Sessions admitting that there was sufficient doubt as to the accuracy of the radar trap for the appeal to succeed. Be thankful for this one ray of sunshine in an otherwise sullen outlook!

The increased cost of motoring may for a time be offset by some motorists who tune their engines to run on the lower-octane-rating fuels, or by the greater employment of small, economical cars. In the end this will no doubt be met by the petrol companies increasing their charges, and the fact remains that, urgent though the need may be to raise revenue, once again it is the motorist who pays. Petrol, not tobacco, for instance, bears the brunt of the new tax, although the B.M.A. claims that lung cancer caused by smoking kills more than 60 people a day, *or more than three times the number killed in road accidents.*

So far the new Minister of Transport has offered no solution to the serious problem of inadequate roads and the ever-increasing glueing-up of road traffic. Unless, of course, the petrol-tax increase is a first step towards getting rid of private cars and putting more passengers on the Nationalised railways—although the current go-slow on the Southern Region of London's railway network is unlikely to increase the public's enthusiasm!

We motoring milch-cows will go along with Thomas Paine (1737-1809) when he said "Government, even in its best state, is but a necessary evil; in its worst state, an intolerable one." A country gets the rulers it deserves but only those who condone a return to the pony-and-trap era will be heartened by the first two anti-motoring resolves of the Labour Party.

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Front Cover Picture: WORLD CHAMPION.—John Surtees coming through the Mickey Mouse section of the Mexican circuit on his way to winning the 1964 Championship. This must be the first time that a blue and white Ferrari has won the championship and this is a "let-down" for Italy!

THE EYE OF BIG BROTHER

It is, quite rightly, illegal to have a TV set working in the driving compartment of a car, and at least one summons has been issued for this dangerous offence.

According to the *Evening News* and other papers, Mr. B. P. V. Elsden, a retired solicitor, of Sea Lane, Rustington, Sussex, has a camera with long-focus lens mounted on his car and operated by remote control from the driving seat. This has already secured a conviction against a lady driver who was forced to take evasive action to avoid a swerving milk-float and in doing so crossed a double white line—she was the victim of Mr. Elsden's remote-control camera-eye.

Road safety is of vital importance. Surely playing with a camera while driving is just as distracting as glancing at a TV picture, perhaps while held up in a traffic tangle?

WE WISH ALL OUR READERS A HAPPY CHRISTMAS AND NEW YEAR

Motoring Sport Events for December

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

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

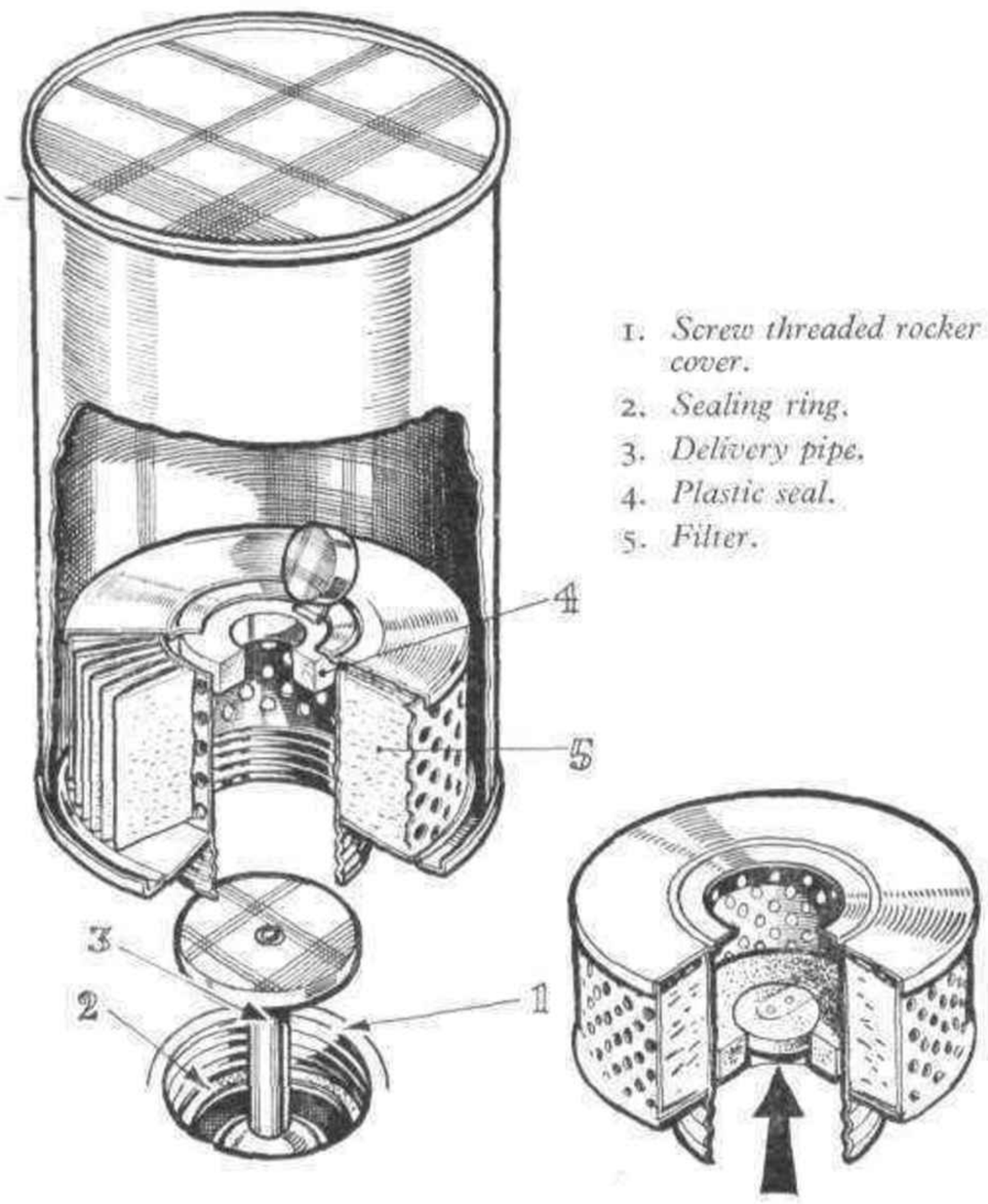
DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Dec. 5th ..	V.S.C.C.	Silverstone	Towcester	Driving Tests (*C.*)	12 noon
Dec. 5/6th ..	Ferranti M.C.	Ferranti Works	Wythenshawe	Capital Rally (*C.*)	11.31 p.m.
Dec. 5/6th ..	R.A.F. M.S.A.	R.A.F., Henlow	Henlow	N. Star Rally (*R.*)	11.00 p.m.
Dec. 6th ..	London M.C.	Cirencester	Cirencester	Gloucester Trial (*R.*)*	10.30 a.m.
Dec. 6th ..	Airedale & Pennine M.C.	Leaventhorpe Filling Station	Bradford	Alpine Rally (*C.*)	5.00 p.m.
Dec. 6th ..	Morris 8 Tourer Club	Crown Inn	Chesham	Rally	10.30 a.m.
Dec. 6th ..	750 M.C. (Midland)	Hawkesbury Farm	Exhall (A 444)	Trial (*C.*)	11.00 p.m.
Dec. 6th ..	Newcastle U.M.C.	" Duke of Wellington "	Riding Mill	Rally (*C.*)	10.30 a.m.
Dec. 6th ..	Bristol M.C. & L.C.C.	Stirrup Cup Café	Bristol	Production Car Trial (*R.*)	10.00 a.m.
Dec. 6th ..	Dowty M.C.	Minsterworth Garage	Gloucester	Rally (*C.*)	4.30 p.m.
Dec. 12th ..	A.E.R.E. M.C.	Hungerford	Hungerford	Rally (*C.*)	10.00 p.m.
Dec. 12/13th	Thames E.A.C.	Colchester	Colchester	Rally (*R.*)	11.00 p.m.
Dec. 12/13th	Shenstone & Dist. C.C.	Barker's Cafe	Lichfield	Shenstone Rally (*R.*)	9.30 p.m.
Dec. 13th ..	N. Midland M.C.	Kenning's Garage	Bamford	Kitching Trial (*R.*)*	11.00 a.m.
Dec. 13th ..	VW O.C.	Brands Hatch	Farningham	Sprint (*C.*)	12.15 p.m.
Dec. 13th ..	Dudley & Dist. C.C.	Blackenook Hills	Netherton	Production Trial (*C.*)	11.45 a.m.
Dec. 13th ..	Chiltern C.C.	Studley Green	High Wycombe	Trial (*R.*)	10.30 a.m.
Dec. 13th ..	Manchester I.M.C.	Moorside Hotel	Higher Disley	Trial (*C.*)	10.00 a.m.
Dec. 26th ..	Airedale & Pennine M.C.	Central Motor Auctions	Rothwell, Leeds	Driving Tests (*C.*)	1.30 p.m.
Dec. 26th ..	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.30 p.m.
Dec. 26th ..	B.R.S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	12.30 p.m.

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

APOLOGY . . . We would like to clear up the unfortunate situation over the starting time of the R.A.C. Rally. Many readers were disappointed as a result of turning up at the start on November 7th at 8 a.m. to find only scrutineering taking place, whilst others found on turning up at the same time the following day that the rally cars had left London. Although we take every precaution to ensure accurate information the blame in this case must lie with the R.A.C. (organisers of this event!), who incorrectly put 8 a.m. as the starting time on our information post card and returned the same to us, neglecting to use a postage stamp! The moral of all this (as far as Club Secretaries are concerned) is to ensure that early and correct, repeat correct, details of motoring events are submitted to this office in future.

E.L.W.

Automobile Accessories Reviewed



1. *Screw threaded rocker cover.*
2. *Sealing ring.*
3. *Delivery pipe.*
4. *Plastic seal.*
5. *Filter.*

A REVOLUTION IN OIL FILTERS

It is not often that we review an accessory which is not in production, as we normally test all the equipment we write about under appropriate conditions. However, this particular item is really only saleable as original equipment on new cars, and is not yet in production.

We have all at some time or another had the messy and often difficult task of removing the oil filter from a car and cleaning it or replacing it with a new one. The filter is usually badly positioned low down beside the block and takes anything from 15 minutes to an hour to replace. The idea of Mr. R. M. W. Croxford, of Ampthill, Beds, is to replace the conventional filter with a new type which can be screwed into the rocker cover of a car. As the drawing shows, his idea is to have a 1- or 2-pint can, incorporating an oil filter in the lower end which can be quickly screwed into the rocker cover. The rocker cover will, of course, have to be modified to take a screw thread (No. 1 in the drawing), while it will be necessary to fit a feed pipe from the pressure side of the lubrication system (No. 3) with a disc at the top from which a metered amount of oil can escape. As the oil passes through the pipe under pressure it forces open the flap valve (shown open in the large drawing and closed in the small drawing) and the oil passes up into the container, down through the filtering material (No. 5) and back into the sump.

When it is necessary to replenish the oil this can be done simply by unscrewing the container, waiting a few seconds for the oil in the can to drain into the sump, then pouring in fresh oil through the delivery port. The container can be renewed in similar fashion simply by unscrewing the existing container and replacing it with a new one. Mr. Croxford has also designed a suitable filter utilising the full-flow principle which requires a special casting for fitting to the block.

For this design to succeed it requires the co-operation of vehicle manufacturers, the oil companies and the filter suppliers. Mr. Croxford has received discouraging response from the trade so far, although the Chief Engineer of a leading oil company heartily approved of the idea. However, his sales department vetoed any thoughts of proceeding with the scheme. We also think it is a first-class idea which will probably be killed by the vested interests in the Industry.

BOOKS FOR CHRISTMAS

[With the approach of winter and British motoring more savagely taxed than ever, solace will be sought in "fireside motoring" through the medium of books, of which a record flood of new titles has been released for the festive season. We are devoting more space than usual to reviews of some of the more outstanding of them in this issue, and another expanded book-reviews feature will be published next month, to meet the period of book-token shopping.

As the books dealt with below range in price from 5s. to 63s. 0d. all pockets as well as tastes are catered for. Apart from those reviewed here, our own publications, available from Grenville Publishing Co. Ltd., 15, City Road, London, E.C.1, continue in demand, these titles including "The History of Brooklands Motor Course—1906-1940," by William Boddy (50s.), "The 200-Mile Race" by the same author (8s. 6d.), and "A Story of Formula One," by D. S. Jenkinson, covering the 2½-litre seasons. (15s.).—ED.]

"An Illustrated History of the Bentley Car—1919-1931," by W. O. Bentley. 192 pp. 9⅞ in. × 7½ in. (*George Allen & Unwin Ltd.*, 40, *Museum Street*, *London*, *W.C.*2. 42*s.*)

One day historians will ponder on why the human race reveres ancient relics and especially why in the mid-nineteenth century old motor cars exercised such a gripping fascination for many men and a few women. When this theme is pursued they will undoubtedly reflect on the fact that the pre-Derby Bentley had at least seven full-length books and a number of photostat volumes of magazine articles devoted to it, to supplement the large quarterly issues of the *B.D.C. Review*.

This latest work is really a repetition, to a considerable extent, of the material contained in W. O. Bentley's autobiography, yet it is fascinating in the extreme. That Richard Hough, who is W. O.'s ghost-writer, has been able to compile a two-guinea book from some tape-recording sessions with Mr. Walter Bentley, a collection of his old photographs, some from professional sources, tear-outs from Bentley catalogues and instruction books, and some caption writing, is his good fortune—and fortune is an apt term, for this book should sell well. It begins with the origins and building of the very first Bentley, covers the racing years and the rise and decline of this great sports and high-performance car, in pictures mainly, these tying-in with the text.

W. O.'s comments on cars, people and places are superb, and the annotated photographs of the Bentley works in Oxgate Lane, Cricklewood—not much changed, apparently, today, below the current Simca concessionaires premises—presented as both aerial pictures of the exterior and interior views in which the names of the personnel and even what each pile of spare parts is, in the stores, sets the standard to which Hough and Bentley have presented this further history of the Bentley car.

The contents include Royal Bentleys, a model 3-litre, Bentleys overseas, the book, which is likely soon to become a collector's treasure, concluding with a meeting between W. O. and the magnificent Speed Six Bentley open tourer so painstakingly restered by Brian Morgan.

Some of the full-page plates are in colour and almost all the old favourites are there, with many new pictures, including, for example, a Speed Six chassis with test-rig towing Sir Malcolm Campbell's latest "Bluebird" Land-Speed Record car through London during a pre-war Lord Mayor's Show—which pre-dates this year's Lord Mayor's Show by many years!

There are no apparent errors, except where—and I suspect Hough, not W. O.—a dynamometer is twice rendered as "dynamotor," which is a very different thing.

The blower-4½ Birkin cars are covered, amongst the enormous number of splendid pictures that make up this remarkable book.

W. B.

"The Rolls-Royce Phantoms," by D. B. Tubbs. 64 pp. 8⅛ in. × 8⅝ in. (*Hamish Hamilton Ltd.*, 90, *Great Russell Street*, *London*, *W.C.*1. 15*s.*)

If the old Bentley has had a surprising number of words written about it, the earlier Rolls-Royce cars are now coming in for their share! We can expect reviews of several new books devoted to this illustrious make very soon, but this Hamish Hamilton Monograph by Douglas Tubbs is not to be scorned on that account.

Indeed, it is astonishingly good value, at fifteen-bob. The author writes of these great cars, from "New Phantom" to the current "Phantom V" in his inimitable style, after a lead-in through the immortal "Silver Ghost." More important, he has contrived to include some fresh facts (such as telling us it was the late Geoffrey Smith of *The Autocar* who dissuaded R.-R. from putting the P. IV on the market and that the works P. IV truck, capable of 90 m.p.h. fully laden, wasn't scrapped until last January) and a detailed chronological account of technical modifications down the years, model-by-model, in his story. There is a whole section on the little-known Phantom IV straight-eight of 1950-56, sold only to Royalty, with the engine used for military vehicles and Dennis fire-engines of that time—known as SC, for "Short Chassis," or "Scalded Cat." There are even catalogue reproductions and pictures of this model, and of the 5.6-litre engine installed in a P. III.

The pictures are plentiful, varied and worthwhile, if rather sombrely reproduced, and extracts from old R.-R. catalogues enable lots of drawings of engine, chassis and details of design to be presented. Although these fine cars belong to an era when over- and understeer went virtually unheeded and one did not choose or condemn a car for the way in which it could be flung through corners, so that the respect this little volume generates for the Phantoms is very different from that in which Pomeroy's "Mini Story" engulfs the modern B.M.C. small-cars, the enthusiasm of Tubbs is equally infectious.

A nice touch is his reference to, and illustrations of, cars which were contemporary with and of similar size and purpose to the Rolls-Royce Phantoms, and which, if I may be permitted the remark, were in effect their rivals—40/50 Napier, Hispano-Suiza, Daimler Double-Six, 32/34 Minerva, Voisin, D8S Delage, 8-litre Bentley, Bugatti Royale, Cadillac V16, Lincoln, Chrysler Imperial and Mercedes-Benz 600 are included by the author in this context. This leads to his only obvious error—the 32/34 Minerva had an engine capacity of just under 6-litres, not 9-litres as quoted. Perhaps Tubbs confused it with the Renault 45? No-one but Tubbs, surely, could have concluded so delightfully, with the words: "Rolls-Royce are like good manners. Even their mistakes are beautifully made."

This book has been very well thought out and will be in big demand amongst R.-R. fanatics as a very good quick-reference to the technical make-up of the Phantoms and what they were all about. I envy authors with sufficient time and energy to write such books—by the time I have finished toiling for MOTOR SPORT they will all have been written, and the fortunes made!—W. B.

"The World's Land Speed Record," by William Boddy. 99 pp. 7¼ in. × 4⅝ in. (*Phoenix House Ltd.*, 10-13, *Bedford Street*, *London*, *W.C.*2. 15*s.*)

Here is one that I *did* have time to write—back in 1951. It has been re-published at an opportune time, inasmuch as in future jet-propulsion is to be permitted for attacks on the fastest-ever land-speed record, so this book probably brings the history of attempts by cars driven through their wheels, which originated in 1898 and possibly concluded with Donald Campbell's 403 m.p.h. in the gas-turbine, but wheel-driven, "Bluebird," to a close.

Exigencies of photolitho re-printing have caused me to do a minimum of revision, so that the subsequent fate and ownership of some of the great record cars of the past is inaccurate, but the only serious error I could find in the original Motor Racing Publications' spirally-bound edition has been eradicated, a description of Donald Campbell's car and its record attacks added, and the photographs revised and many new ones included.

I have set out to show how the motor-car absolute speed record rose from under 40 m.p.h. to over 400 m.p.h. in a span of sixty-six years, to explain the rules that governed these attempts and how they were revised from time to time, and to describe in fair detail the technical make-up of cars like Parry Thomas' crude Liberty-engined "Babs," the twin-engined "1,000-h.p." Sunbeam (now, like the Campbell 350-h.p. V12 Sunbeam, in the Montagu Motor Museum), the 4-litre V12 Sunbeam "Ladybird," the Golden Arrow, the many variants of Malcolm Campbell's "Bluebirds," G. E. T. Eyston's fabulously-powerful, multi-wheeled "Thunderbolt" (since destroyed by fire), and Cobb's so-successful four-wheel-drive twin Napier Lion-engined Railton-Mobil-Special, seen, with the "Golden Arrow" and the latest "Bluebird," in the recent Lord Mayor's Show.

I have tried to explain the problems and perils which each of these great cars presented to their constructors and drivers, and to include details of unsuccessful or never-undertaken attempts by Lockhart's little Stutz, Foresti's Djelmo, Kaye Don's Sunbeam "Silver Bullet," the 44½-litre Mercedes-Benz, and others. The venture has been marred by memories of the shock of Parry Thomas' fatal accident, read as a newspaper story when I was 14,

by the people who are even now pointing out the few errors that incomplete revision of the text has incurred, and the attitude of one of the big petrol companies, which refused to review the book in their house-journal because I have not included any reference to record attempts sponsored by them but *broken after the book went to Press!*

May I be permitted to explain that the retention of much of the text in its 1951 form enables the publishers to offer the book for 15s. This book does tell a good deal about this specialised and, to me, fascinating aspect of high-speed motoring, and I would like to thank Capt. G. E. T. Eyston, O.B.E., M.C., who himself took the record to 357.5 m.p.h., for writing the Foreword, as he did for my book about Montlhéry Track. He generously says: "This excellent book, sometimes going into great detail, should stimulate the imagination about what might be possible in the future, and leaves no doubt as to what has already been accomplished. Bill Boddy has done much to help us appreciate what is entailed in one of the ways of swallowing up the ground faster and faster. He has shown how determination, courage and a strong sense of purpose have brought the record-breakers to a successful journey's end."—W. B.

"The Mini Story," by Laurence Pomeroy. 176 pp. 7½ in.× 6½ in. (*Temple Press Books Ltd., 42, Russell Square, London, W.C.1. 21s.*)

One-make histories are legion; here is a book about one model, or type, from the British Motor Corporation (or Austin) drawing office. Pomeroy has written a very complete, honest, analytical and readable account of how the Issigonis ADO15 Mini Minor was wooed, conceived, weaned and brought to maturity. More than that, he parts the curtains a little on the private life of Alec Issigonis, the elusive. And has not offended, apparently, because quite one of the most delightful parts of this unique book is the Introduction by Alec Arnold Issigonis, C.B.E.

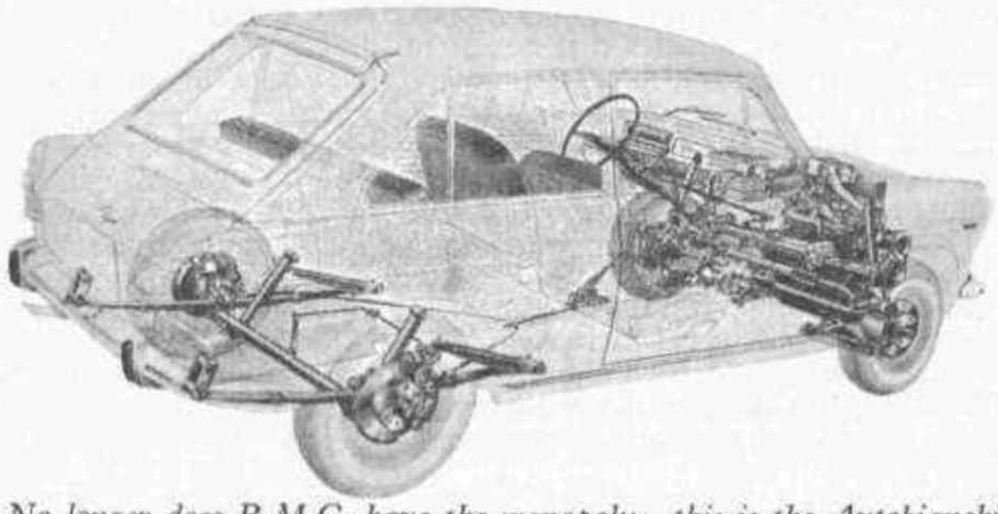
In his Introduction, Issigonis remarks that he hopes he has made a small contribution to humanity by converting Pomeroy to the advantages of a front-, versus a rear-engined, car. Certainly, after digesting Pomeroy's many words of wisdom, one is forced to the perhaps startling conclusion that the Mini Minor and its ADO16 and 17 derivatives are not just very good cars in comparison with those from other factories, but really bear no resemblance to them—they are something at once superior and entirely different. Or were, until the Autobianchi Primula and Peugeot 204 arrived in the same image, albeit with less sophisticated transmission and suspension.

As such, the Mini fully deserves Pomeroy as its chronicler, biased as he must be, with his B.M.C. Press associations. He has accomplished this task, or calling, with commendable industry. The book goes into a few absorbing details about Issigonis' early career including the advanced 3½-litre o.h.c. V8 car with ingenious transmission and pioneer interconnected hydraulic suspension he designed for Alvis in 1954/55, and describes Pomeroy's own rival to the ADO15, in the form of a light-alloy transverse air-cooled rear-engined small car with Firestone air-bag i.r.s. It covers every conceivable aspect of Mini-lore—development, variants, design problems, production troubles and how they were overcome, International journalists' opinions of the Mini impact, rally and racing successes, presentation to the World's Press (Pomeroy *had* to include that chapter!), the relationship of the Mini (originally to have been a 425-c.c. twin-cylinder) to conventional cars, the Cooper, Cooper-S, Moke, Twinis, Wolseley Hornet, Riley Elf, and other off-shoots of the original ingenious conception—it is all there, presented with Pomeroy persuasion, so that this is a book easy to devour, difficult to put down, and one which will enhance Mini owners' warm affection for their little cars.

There are technical drawings, historic photographs and Issigonis' own characteristic sketches of a project for which Lord Lambury (then Sir Leonard Lord), when he was head of B.M.C., promised bravely to sign the cheques, and which has subsequently sold over a million cars, cars which have lifted Britain out of the rut of building only dated, conventional automobiles. Naturally, much of the material has been published previously in *The Motor* (as it then was) but there is but little disadvantage in that.

This could so easily have become a necessary but dull treatise, entrusted to anyone else but to Pomeroy. As it is, it is enjoyable in the extreme and a tremendous tribute to Lord Lambury, to whom "The Mini Story" is dedicated, and to Issigonis. All the more pity, therefore, that better paper wasn't used, and the proofs read more carefully. As it is, at least one sentence does not make sense and there is a number of other errors. The index is superficial.

This does not prevent the book from being one of the best pieces of motoring entertainment I have enjoyed for a long time. How the publishers have the audacity to charge a guinea for it when it is written by someone who is closely associated with B.M.C. publicity and will help to sell a great many more front-drive, "East-West," or "'Chinese'-engined" B.M.C. cars, is their affair!—W. B.



No longer does B.M.C. have the monopoly—this is the Autobianchi Primula, with transverse power unit, f.w.d. and Farina styling. It has a normal gearbox, leaf-spring suspension and a beam back axle. But this Morris 1100 imitator shows how Fiat is thinking.

"'Motor' Road Tests—1964 Series." 276 pp. 11½ in.× 8⅛ in. Soft covers. (*Temple Press Books, 42, Russell Square, London, W.C.1. 17s. 6d.*)

This big soft-cover volume constitutes a better present than many of the more conventional, and often more expensive, conventional books, at all events to keen students of modern car design and performance, because it is packed with data and performance figures, in the form of reprints of fifty *Motor* road-test reports.

This means masses of pictures, figures, facts and tables. The cars dealt with range from 600-c.c. N.S.U. Sport Prinz to the Rolls-Royce Silver Cloud III, seventeen of the cars tested exceeding 100 m.p.h. The tests range over seven estate cars, five sports cars, twelve GT cars, the fastest of them being the 146.6-m.p.h. Chevrolet Corvette Sting Ray.

Tabulated data at the end of the book shows that this Chevrolet was also the most accelerative of the cars tested over a s.s. ¼-mile (14.6 sec.), while the most economical was the Austin Mini Super de luxe, with an overall 37.3 m.p.g.

Altogether a most informative work of reference which would be welcome in the "Christmas stockings" of many husbands and boy-friends.—W. B.

"Motor Car Index—1928-1929." 175 pp. 10 in.×8 in.
"Commercial Motor Index—1913-24." 106 pp. 10 in.×8 in.
"Motor Cycle Index—1913-24." 107 pp. 10 in.×8 in.
(*Autopress Ltd., Bennett Road, Brighton, Sussex. Respectively 25s., 21s. and 21s.*)

Having had great success with their reprint of Fletcher & Son's "Motor Car Index—1918-29," two years ago, and for which a demand continues to exist, Autopress Ltd. have put in hand reproductions of the above titles. They give detailed specifications of the cars (260 makes), commercial vehicles (210 makes) and motorcycles (203 makes) for the periods specified, and form a truly valuable and absorbing source of reference, long out of print.
W. B.

"Parker's Lot," by Alan Zafer. 120 pp. 8⅛ in.×5⅛ in. Soft covers. (*Frederick Muller Ltd., Ludgate House, 110, Fleet Street, London, E.C.4. price 5s.*)

This little book consists of some 60 photographic reproductions of those arch-enemies of the motorist, the Traffic Wardens, at work. The pictures are by Alan Zafer, Youngman Carter and Michael Geare, some possibly pre-meditated, even posed, the rest pretty spontaneous—and combustible.

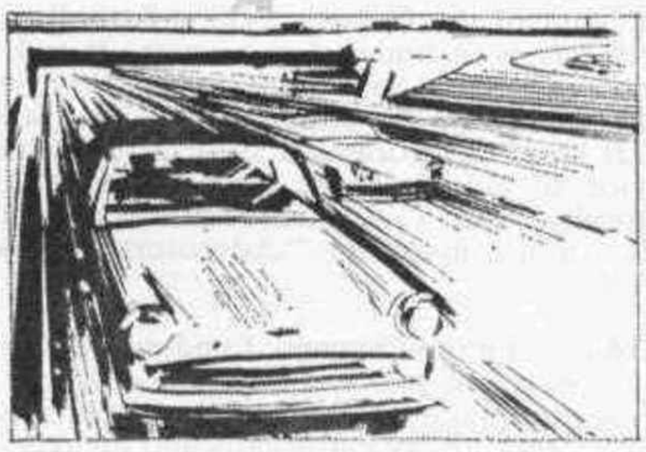
Normally we do not like captions deliberately written to fit a picture of something quite different, but those in this little book are really very funny and take the "micky" out of the Wardens very effectively.

If you have managed to escape scotfree from their manifestations, you might well celebrate by buying this book. If you have been fined on account of them, buy it as a means of condolence. You might even wrap one up as a Christmas present for your "favourite" warden!—W. B.

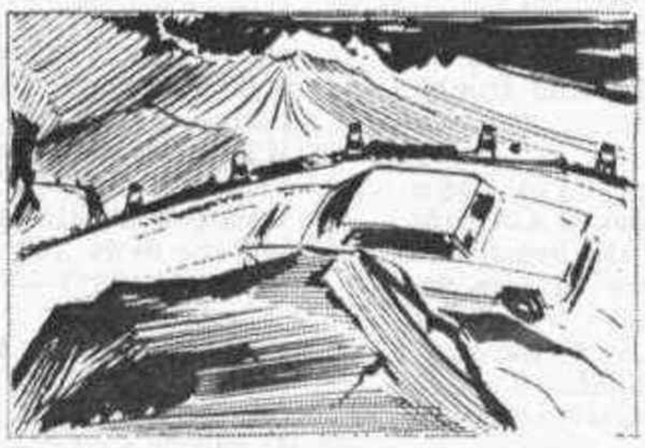


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"Works Driver," by Piero Taruffi. 222 pp. 8⅞ in. × 6½ in. (*Temple Press Books, 42, Russell Square, London, W.C.1.* 30*s.*)

When the well-known engineer, gentleman and racing driver Piero Taruffi, wrote his book "The Technique of Motor Racing," he promised us his autobiography. This is it—translated from the Italian by Douglas Tubbs.

It is an absorbing story, by a top-rank driver, competing mainly for pleasure, in all the principal branches of the Sport as a works driver for Alfa Romeo, Bugatti, Ferrari, Lancia, Maserati, Mercedes-Benz, Delage and Vanwall. From Formula Three 500-c.c. dicing to Grand Prix racing, culminating in victory in the Mille Miglia, Taruffi keeps the audience, his readers, enthralled.

Taruffi also writes, too, of his motorcycle races and his record-breaking runs. He has balanced judgments to make about the World's leading racing drivers of several different periods and apparently disliked Farina and thought Bonetti a fool.

The book is splendidly illustrated throughout its art-paper pages and has an appendix listing the author's driving record from 1923 to 1957. There are few serious errors, although Taruffi is wrong in ascribing victory at Tripoli in 1933/34/35 to Varzi, because Caracciola's Mercedes-Benz was victorious there in the last-named year. It is somewhat debatable whether "British Racing Green" stemmed from the colour of Jarrott's Panhard in 1901 Paris-Berlin race, as the book states, or from the hue of Edge's Napier when it won the Gordon Bennett Cup in 1902. Certainly, on page 77, the "key" corner at Berne where Varzi was killed and about which Taruffi has much to explain, goes right- *not* left-handed! Geoff. Duke won the G.P. des Nations at Monza, not Monte Carlo (p. 124), and it was Levegh, not Lebègue, who was involved in the terrible accident at Le Mans in 1955.

But those are minor, if rather surprising, errors. "Works Driver" is one of the great racing-driver autobiographies of our time.—W. B.

"Most Women Do It," by Joyce Wilkins. 151 pp. 8⅓ in. × 5⅝ in. (*George Newnes Ltd., Tower House, Southampton Street, London, W.C.2.* 16*s.*)

This is a lighthearted account by the eye-catching wife of motoring journalist and TV broadcaster Gordon Wilkins of how a girl can learn to drive better than a man. The illustrations, aptly, are by the inimitable Brockbank.

Finding life intolerable without a car when her husband was away, Joyce Wilkins acquired a B.M.C. Mini Pick-Up. She tells of the trials of learning to drive this and then unfolds the story of her motoring life to date, with great helpings of advice and philosophy, in chapters headed Navigation, Night Driving, Solo to Monte Carlo, Minor Repairs, Safety Equipment, Bad Weather Driving, Passengers, Luggage and Picnics, Road Law, etc.

I have heard this little book described as superficial by an expert motoring editor, but perhaps he is too expert to appreciate it. I liked the slight intrusion of autobiographical anecdote into the story and no doubt this one will be found in many wives' and girl-friends' "Christmas stockings." Unless the title troubles them. . . .—W. B.

"Farewell To Wings," by Cecil Lewis. 84 pp. 7½ in. × 6⅝ in. (*Temple Press Books, 42, Russell Square, London, W.C.1.* 16*s.*)

"Sagittarius Rising," by this author, is one of the finest books ever written about flying during and just after the 1914/18 war. Now Cecil Lewis, who was one of the founders of the B.B.C. apart from his flying activities and who flew a Miles Gemini from England to Johannesburg after the Second World War, has followed it up with this delightful account of the early aeroplanes he remembers.

Each short chapter deals with one particular aeroplane—Maurice Farman Longhorn, Shorthorn, B.E. 2c, Avro 504, F.E. 2b, B.E. 12, Bristol Scout, Morane Parasol, Morane Biplane, Morane Scout, Bristol Fighter, Martinsyde Elephant, Sopwith Triplane, D.H. 4, R.E. 8, S.E. 5, and so on, concluding with the big Handley Page and Vickers Vimy twin-engined machines.

Sometimes Lewis includes a chapter on a type he flew but once, or not at all. Some of his reminiscences have been lifted unaltered out of "Sagittarius Rising." But always he captures exactly the spirit of the old R.F.C. days, with asides about fighting tactics, formation flying, forced landings and so on, and briefly but very effectively he aptly captures the characteristics of each aeroplane (I wish he wouldn't call them aircraft) that he flew.

The illustrations, simple, very clear drawings by Leonard Bridgman, are exactly in sympathy. Technical errors there may be but, if there are they are few and unimportant—the most powerful Wolseley-Hispano engine used in the S.E. 5 was of 220 h.p., not 250 h.p., and if Lewis, aged 17½, rode past the sewage farm to the aeroplane sheds at Brooklands in 1915 on his 2½-h.p. Lea-Francis two-stroke motorcycle, on his way to train on Farman Longhorns, he was presumably permitted to ride along the Railway straight. Such carping apart, this is an altogether admirable book for those who thrive on nostalgia, capturing so very well the atmosphere of flying aeroplanes as a leather-helmeted pilot, when, as the author has it, such men "were the last to enter the age-long lists of single-handed combat. Alone, without parachute or radio, we fought our own fight high in the sky like champions before the eyes of the armies beneath. There we won, or lost, lived or died, by our own skill and courage—and no Big Brother breathed down our necks and told us what to do."

The aeroplanes out of history which made such exploits possible live vividly again in these brief pages, and anyone who remembers the "bitter nutty tang of burnt castor oil" (p. 71) from the days when the author flew a Sopwith Pup 50 miles from Rochford to take supper with friends in Suffolk and "put down in a field where the Kingston by-pass now runs, to walk up to Combe Hill and spend the evening with Lily Elsie and Ivor Novello," will enjoy this splendid little book.—W. B.

"Bristol Aircraft Since 1910," by C. H. Barnes. 415 pp. 8⅞ in. × 5⅝ in. (*Putnam & Co., 42, Great Russell Street, London, W.C.1.* 63*s.*)

This is another of Putnam's painstaking aviation history books. C. H. Barnes devotes 43 pages to a history of the Bristol Aeroplane Company itself and then covers all the Bristol aeroplanes, from the Bristol Zodiac of 1910 to the Types 172-188 turbo aircraft of today, in text, picture, scale drawings and tabulated specifications.

To the serious aviation student the result is an absorbing, highly informative work, with new photographs, fascinating data and fresh facts on nearly every page. The Bristol post-Armistice association with Armstrong Siddeley bodywork and the experimental monocars is touched upon, but mainly this is an authoritative and very detailed study of Bristol aeroplanes down the years. Ironically, the Frontispiece is of the Shuttleworth Trust Bulldog, alas since destroyed.

It is in such books as these that British publishers excel, and Putnam's aviation titles will do much to stem the sale of foreign publications in spite of their exemption from the new 15% imports surcharge. The intimate detail devoted to the development of the various Bristol types, the notes on their success in active combat during the wars, and notes on the ultimate fate of individual aeroplanes, together with the excellent and profuse pictures, make the cost of this book entirely acceptable.—W. B.

"The Mad Motorists," by Allen Andrews. 256 pp. 8½ in. × 5⅝ in. (*George G. Harrop & Co. Ltd., 182, High Holborn London, W.C.1.* 25*s.*)

This is another account of the fantastic Peking-Paris Race of 1907. Great research has been undertaken to write it and the style is of a journalistic, racy story, with much reported conversation, the great majority of which, the author assures his readers, is authentical, 57 years later! The dramatic story of how Charles Godard's Spyker tried to outwit Prince Scipione Borgherse's Itala is told—dramatically. But T. R. Nicholson has done it all before, more calmly, in his masterful "Adventurer's Road" (Cassell, 1957).—W. B.

Hugh Evelyn Ltd., 9, Fitzroy Square, London, W.1, have issued another of their enormous pictorial history books, this one dealing with early 'buses and trams, the work of David J. Trussler. It will be a source of joy to tramway enthusiasts and includes the 1909 Commer single-deck country 'bus, L.G.O.C. 1910 B-type and 1919 K-type London motor-'buses. It costs 55*s.*, and single loose plates from it 8*s.* each.

* * *

CARS IN BOOKS

I wonder whether the Fiat Register is aware of an interesting reference to "a small Fiat motor car" in "The Light of Common Day," by Diana Cooper (Rupert Hart-Davis, 1959)? It was seen in a Venetian shop-window in 1926 and bought by the authoress and her husband and used by them to drive to Garda and "along the untrafficked road . . .", to Riva. If bought new, as I have reason to think it probably was, it must have been a Tipo 509.

By November 1926 Diana Cooper, then in America, wrote to

Continued on page 1030



A hard day's wipe!

No matter how hard young Willie wipes the chances are he'll be steamed up again, soon.

In any case he can't wipe the outside clear of frost, snow and ice.

But a Triplex electrically heated rear window stays clear always. Inside and out.

No misting. No frosting. No icing. Even when Willie's not there!

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Manufacturers' agents can supply Triplex heated rear windows for all BMC 1100 and Mini models, the Austin 1800, the Farina 3-Litre saloon, the Ferrari 330 G.T. and all current Mercedes models.

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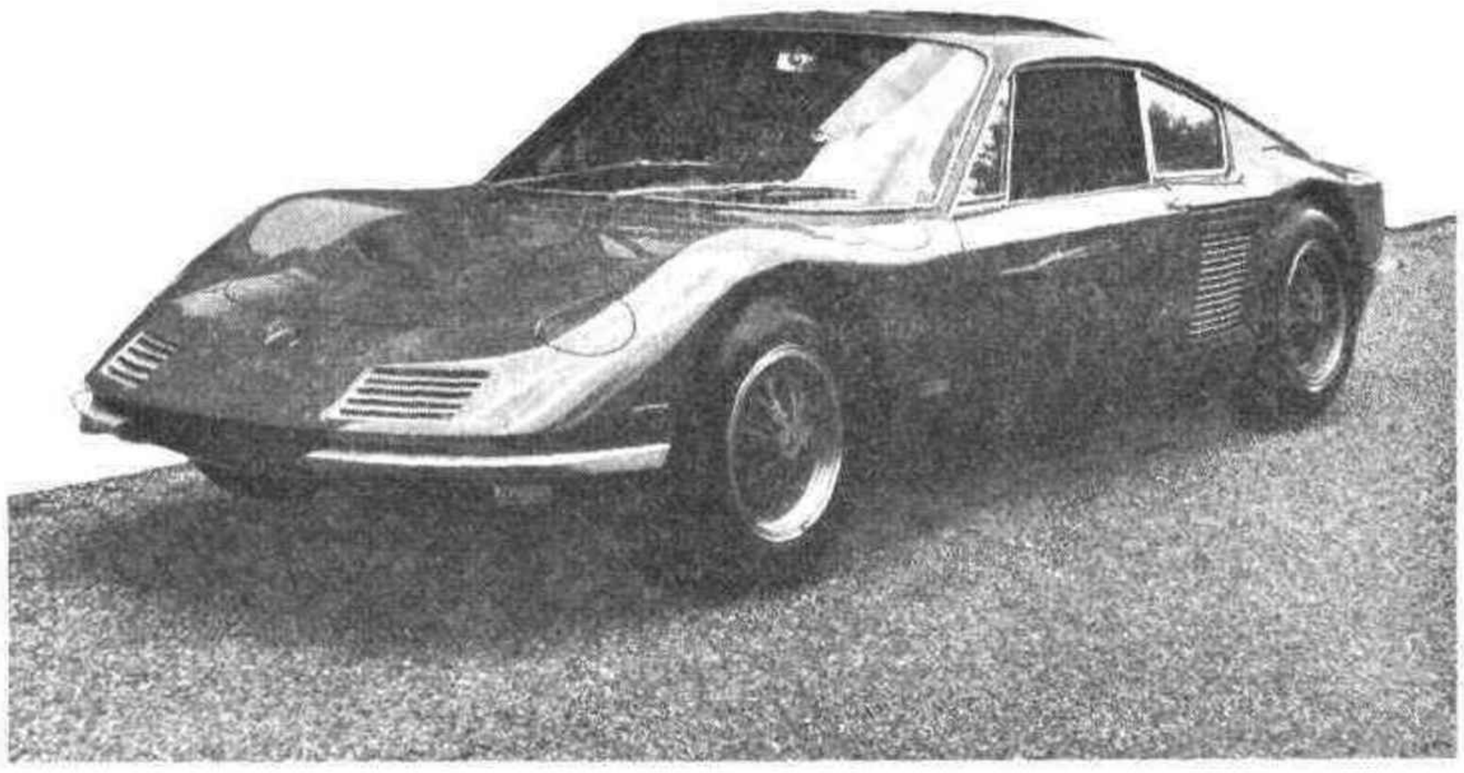
ALFA ROMEO

What is it that flies, glides, shimmers, purrs and overtakes?
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The Alfa Romeo Giulia Sprint G.T. will cost you £1849.2.2 incl PT. To arrange a test drive with your nearest dealer, get in touch with Alfa Romeo (G.B.) Ltd., 164, Sloane Street, London, S.W.1. Telephone: BELgravia 7746/7/8.

CONTINENTAL NOTES



The exciting new Elva-B.M.W. which the Continental Correspondent thinks will be exciting to drive but hardly an everyday road car.

I HAVE never been a great enthusiast for the Drivers' World Championship system of points chasing, for many reasons, and in the past it has been shown to give the Championship to the wrong man, or to the right man by reason of luck. This year's win by John Surtees is a typical example, for with one lap to go in the Mexican Grand Prix he had no chance at all of being World Champion and then, suddenly, two things happened which gave him the Championship on the points system. Jim Clark had the race and the Championship, by points or merit, in the bag and then his Coventry-Climax engine went bang and he was out of the race. Bandini had let Surtees overtake into second position, and thus gain sufficient points to be acclaimed World Champion. I said that Clark was on his way to being Champion by points or merit, for had he won the Mexican Grand Prix it would have been his fourth major victory this season which should have made him World Champion, points or no points; only by the present points system is it possible for someone to win races and not be Champion, consistency and near-misses with second or third places being sufficient to make a man World Champion.

I do not begrudge Surtees his Championship, in fact it is the best thing that could have happened, for it also brought the Manufacturers' Championship to Ferrari, and there is no more worthy Grand Prix constructor, for he really designs and builds his own cars, using very few proprietary parts. If Dan Gurney can be World Champion for 1965, either by winning races like Clark did in 1963, or by having other people not winning them, like Surtees has done this year, then everything will be nice and tidy and most satisfactory. At the moment there are only four top drivers in Grand Prix racing, and any one of them can win or lead a Grand Prix on any circuit. The small difference in their ability is negligible and if they were all on a standard Grand Prix car the result would probably be a dead heat. Three of them have won the Championship so now it only remains for Gurney to win it in 1965 and the record and history books will be nice and neat for the finish of the present 1½-litre Formula. In 1961 the outcome of the Grand Prix season was not too satisfactory, for no team had an engine or car that could match the Ferrari V6, but in 1962, 1963 and 1964 the differences between the competing cars have been remarkably small. So let's hope that justice can be done and the final results will read: Graham Hill, Champion 1962; Jim Clark, Champion 1963; John Surtees, Champion 1964; Dan Gurney, Champion 1965. It is worth noting the results of this year's major Grand Prix races, Hill won two (Monaco, U.S.A.), Clark won three (Dutch, Belgian, British), Surtees two (German, Italian) and Gurney two (French, Mexican). Without question they are the four giants of Grand Prix racing and it is a pity that they have to chase points all the time to prove to the lay public that they are the four best drivers.

There were other drivers collecting points throughout the season and Bandini and Ginther collected the same number, Ginther getting his in six races and Bandini in five. Bandini actually won a Grand Prix, whereas Ginther's best effort was a second place, in fact, two second places and one of them was behind Bandini, but on paper they tied in their Grand Prix efforts throughout 1964. An equally unsatisfactory arrangement. This points-chasing was summed up very well near the end of the season when a driver finished 6th in a Grand Prix, mainly by reason of other people's retirements, and thus scored one point. An "Eager-Beaver" came up, full of knowledge and said "He's got his first point," to which someone replied "Really, what's he going to do with it ?" Which is rather like the Chinese Pressman who interviewed the driver who had "just taken one-tenth of a second off the record for a hill-climb." He asked "What is honourable driver going to do with the tenth of a second he has just taken off honourable record." He was told, but not in Chinese.

* * *

The last big race in the European season was the 1,000 kilometre race at Montlhéry for Prototype and GT cars and it had looked as though it was going to be a three-cornered battle between Ford GT, Ferrari and Cobra, but the American-engined cars did not enter and it became a Ferrari benefit, with only Porsche giving any opposition. The English Ferrari agent's 330P car won, driven by G. Hill/Bonnier, but apart from this there were two interesting things about the race. The first was the reappearance at the wheel of Willy Mairesse, the fiery Belgian driver, who it will be remembered had a series of bad accidents that laid him low for a long while. Many people have asked what had happened to him since his bad crash in the German G.P. in 1963, and the answer is that he has been steadily and quietly mending and drove in the 1,000 kilometre race as co-driver to "Beurlys" in a Belgian-owned Ferrari 275LM/P. He made third fastest practice time but was forced to retire in the race with electrical trouble. However, Mairesse fans, and there are many of them, will have been pleased to see the wiry little Belgian back at the wheel.

The second interesting thing was the appearance of a Porsche 906 GTS, this being a 904 GTS with a 6-cylinder engine replacing the original 4-cylinder Carrera engine. Outwardly this new car was basically a production 904 fibreglass coupé, and the engine was of the type being fitted to the new production touring Porsche, the 901. This explains why the 904 GTS was originally designed with so much room in the engine compartment, for when you hinge up the tail of a 904 the 4-cylinder Carrera engine looks a bit lost in a fore-and-aft direction. The air-cooled flat-six-cylinder engine fits in very nicely.

* * *

In the October MOTOR SPORT I had quite a bit to say about the situation in GT racing as regards homologated cars, which all boiled up over the 250 LM and 275 LM Ferraris. The Commission Sportive International of the F.I.A. did some reasonable thinking about the problems and came up with the suggestion that there should be three categories of GT cars : production GT, Competition GT and Prototype GT, with requirements of 1000, 50 and 1, respectively, so that the LM Ferrari would be homologated as a Competition GT when 50 had been made. However, this does not come into effect until January 1st, 1966, so the coming season of GT racing will still have the existing problem. Another car that will be affected by the situation is the exciting new Elva-B.M.W. that appeared at the recent Motor Show, for if it wants to take part in GT racing in 1965 then Elva will have to build and sell 100 examples, whereas if they are content to build 50

next season it can be homologated for 1966. The development of this Elva-B.M.W. has been through sports-car racing, the chassis and engine having been raced throughout 1964 in National sports car events. I would have thought that a year of racing a GT Prototype before going into production would be a good thing, for it is one thing to race a sports car which is a thinly disguised racing car, and another thing altogether to race a GT coupé in long-distance events, while to sell them as road-going cars to the public is a very different matter, for the small items that a racing driver will tolerate become impossible to an everyday user. This refers to such details as water and dust exclusion, durability, practical usage and so on.

It is nice to see a firm turning its racing knowledge into a product for sale on the open market, and the performances of the Elva-B.M.W. sports car this past season suggests that this new competition GT coupé should be quite an exciting road performer. Like the sports car, it has the engine in front of the rear axle line, and behind the cockpit and its compactness is truly impressive, the roof being only 3 ft. 4 in. from the ground. While this makes an impressive competition car it is questionable whether this type of layout can ever produce a very practical road going GT car, in which to do 600 miles a day, with passenger and luggage. The Porsche 904, the Ferrari 275 LM and the proposed Ford GT are all built on the same lines, with mid-engine position, and in all cases the result is a very tight-fitting 2-seater coupé. It is possible to use this type of car on the road, and Porsches ran in the Tour de France among other long-distance road events, but they were driven by competition-minded people who will suffer the cramped quarters and lack of luggage space, for the joy of driving such a splendid car, just as none of us would quibble if we got the chance to drive a Ferrari 275 LM from England to Modena. If these manufacturers intend to produce such models for the open market, then I feel they will be in trouble, for the average "sporty-boy" will not put up with such a layout, and if the models do not sell then the old-fashioned GT layout, such as the Ferrari GTO or Jaguar E-type will remain with us. In this case it seems questionable as to whether it is worthwhile developing a GT car through racing, if you are not going to put the knowledge gained into production, for want of customers. It rather looks as though GT racing has out-smarted itself and will bring about its own doom, for while mid-engined coupés are racing it is unlikely that the old-fashioned GT coupé will ever win, yet the mid-engined coupé would appear to have no future other than for racing for prestige and advertising purposes, and not many manufacturers will want to go on doing that. Personally I do not see a way out at the moment, which is a pity, for racing has developed this splendid competition vehicle, personified by the Lola-Ford GT coupé, and it looks as though it has gone up a blind alley as far as its usefulness is concerned.

While mentioning the Lola-Ford GT coupé, it is interesting that Eric Broadley is no longer connected with the project, and has returned to his own Lola Cars business, so that the Ford GT is now going-it alone, ruled over by John Wyer in collaboration with Carroll Shelby, and though it keeps being tested it has not raced again since the Reims 12-hour, where it really made the Ferraris perspire. Broadley is continuing with his original conception of a mid-engined coupé, which was smaller and lighter than the Ford version turned out, so next year we should see Lola GT coupés and Ford GT coupés, both from the same parent, but running as rivals; the Lola with a V8 engine other than Ford no doubt.

* * *

Another matter that has recently been sorted out by the C.S.I., but not very satisfactorily, is the question of high-speed runs over the kilometre and mile by special vehicles. These cars are attacking a mythical "Land Speed Record," which does not exist in any record books, but merely in the minds of the popular press and the lay public. Originally, the attempts were on the World records for the kilometre and mile from a flying start, and for many years these were held by the late John Cobb and the Railton-Mobil Special and, in fact, the equivalent International Class A records are still held by him. A sub-division of Class A, called "Turbine" was created so that Donald Campbell's abortive efforts with Bluebird would not be meaningless. This sub-division is for vehicles propelled by turbines, all the other requirements being as the normal Class A, which is to say, having no less than four wheels, being driven by at least two of its wheels and steered by two of them. When Campbell did 403 m.p.h. he set up a new record in this Class A-Turbine category, and Cobb's record remained in the book under Class A.

Craig Breedlove's first attempt with his three-wheeled pure jet-propelled vehicle was an embarrassment to the F.I.A. for they had no category for it and anyway it had only three wheels. The motorcycle people at the F.I.M. stepped smartly in and made a special class for "Three-wheeled vehicles" which embraced Breedlove's device, and claimed his speed as a record in the motorcycle book. Recently there was a spate of high-speed runs that made Cobb and Campbell look like Go-Kart drivers, for the Arfons brothers each fielded a jet-propelled four-wheeler and Breedlove was out again with his three-wheeler and these three jet-engines on wheels really settled all the arguments about going fast on land, for they took the fastest recorded speed up in leaps and bounds to well over 500 m.p.h. The F.I.M. were delighted, for they claimed Breedlove's speed for their record book, and the F.I.A. did some quick thinking and made a special class for "International Records for vehicles not propelled by their wheels" and Art and Walt Arfons both recorded times and speeds in this category which could be written down in the books in Paris. In actual fact there have long been a number of Americans who have said all along "We are not interested in records or classes, we just want to go fast," Breedlove being one of these, and he did not care whether the F.I.M., the F.I.A. or Fanny Adams recognised his speeds or not.

Now we have four categories in which to put contenders for the honour of being the fastest man to travel across the ground in a vehicle controlled and steered by the driver (which rules out rocket sleds or rocket rail-cars). Class A is the good old-fashioned piston-engined motor car, Class A-Turbine, an old-fashioned type car but powered by a turbine engine, the F.I.M. Special Three-wheeler category, for jet-propelled tricycles, and the Special vehicles not propelled by their wheels under F.I.A. four-wheeler definitions. It only wants someone to build a jet-propelled or rocket-propelled single-track vehicle with four wheels in line and we shall have to start all over again. My feeling is that it is time the F.I.A. and the F.I.M. got together and concocted a single category for any type of vehicle that is going to go faster than anyone has travelled before. Normally the popular press and the lay public produce clichés and near-truths that are unpalatable, but in this instance that have done the right thing, so let us have an International Land Speed Record. We can then say that the holder has THE Land Speed Record, where there is no argument about being in any particular category or sub-division, but it is the pure and simple fact that he has the outright speed record.

—D. S. J.



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NATIONAL BENZOLE GUIDES

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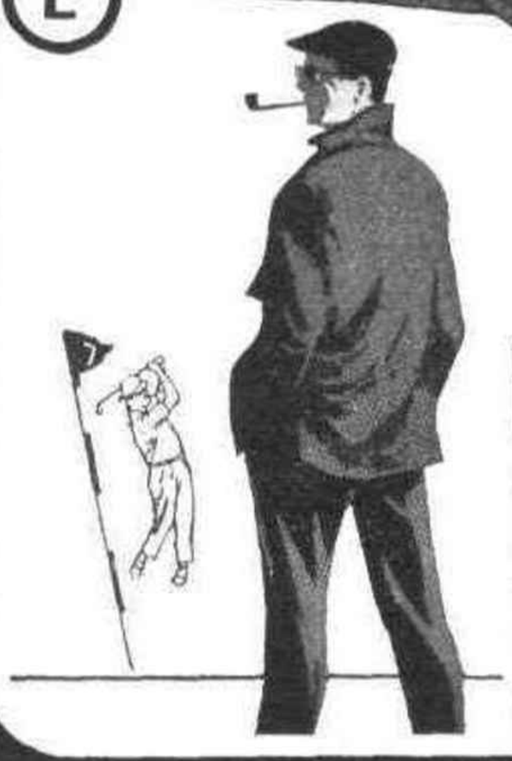
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TRYING THE NEW CARS AT GOODWOOD

THE annual "busman's holiday" of the Guild of Motoring Writers took place at Goodwood during the Motor Show as usual, where no less than 105 different cars were available for the assembled scribes to sample, although the Assistant Editor only managed to try a dozen of them.

First on my list was the new **Ford Cortina GT,** which looks and feels much the same as before. The facia is much more pleasant and the fresh air vents on the facia really work, pouring out a welcome draught of cool air; naturally with this simple system the temperature of the incoming air depends on the outside temperature, so that on a hot summer's day they may not be quite so effective. The new seats are more comfortable but the driving position is still far from ideal It is still fairly easy to lift rear wheels on the Cortina and Goodwood's smooth surface gave no indication of the improvement to be expected on normal roads from the new rear radius arms.



I thought I'd try a **Triumph Spitfire** but received a surprise when I went to pick it up, for it was a modified car with the Syd Hurrell conversion, as supplied by Triumph dealers, which brings power output up to 85 b.h.p. in Stage II form. This little bomb did 90 m.p.h. in 3rd and showed over 100 m.p.h. on Lavant Straight in top. Two degrees of negative camber on the rear wheels make all the difference to the handling of this swing-axle car and it can be thrown around in an entertaining way. All the same the idling was a little rough and it probably isn't much fun in town, but I can well see why the Spitfire is all the rage on the Continent just now.



Jaguar had brought along no less than eight cars, so there was little difficulty in obtaining one of the new **4.2-litre E-type** coupés. On the track the 4.2 confirmed our previous good impression gained on the road, and with new seats, more powerful brake servo, greater engine torque and a superb gearbox, the E-type undoubtedly becomes one of the World's top five cars, for it now has virtually everything one could desire in a GT car.





I'm rather partial to "tweaked" cars, so I soon picked out the **Hillman Imp** tuned by George Hartwell, and loved every minute of my three laps. Fully balanced and with modified head, high-lift cams, twin Stromberg carbs., 4-branch exhaust, etc., this engine was the smoothest I sampled all day and whistled straight up to 7,000 r.p.m. in 3rd (80 m.p.h.), and was touching 90 m.p.h. in top on the straight. Lowered suspension and a brake booster make this Group III car a potential Mini-beater, for it cornered and stopped very safely.



Vauxhall's restyled **VX 4/90** came along next and I found myself approving of the new looks, although some journalists were a bit doubtful. Mechanically the car is not altered greatly and the 4/90 remains a pleasant if not exciting car to drive. It doesn't want to do much more than 70 m.p.h. in 3rd but was approaching 90 m.p.h. on the straight in top. Roll seems to have been cut down by the new suspension mods and the exhaust is less "rorty" than on the old model.



In distinct contrast to the E-type came the **Austin Healey 3000,** which sounded twice as noisy, felt half as fast and cornered rather raggedly. Part of the trouble was that the telescopic steering wouldn't telescope and the seat wouldn't budge on its runners, so that I was hunched up very uncomfortably. However, when I remembered that the Healey costs little more than half the price of the E-type I softened a little and felt that, like the E-type, it was good value for money.

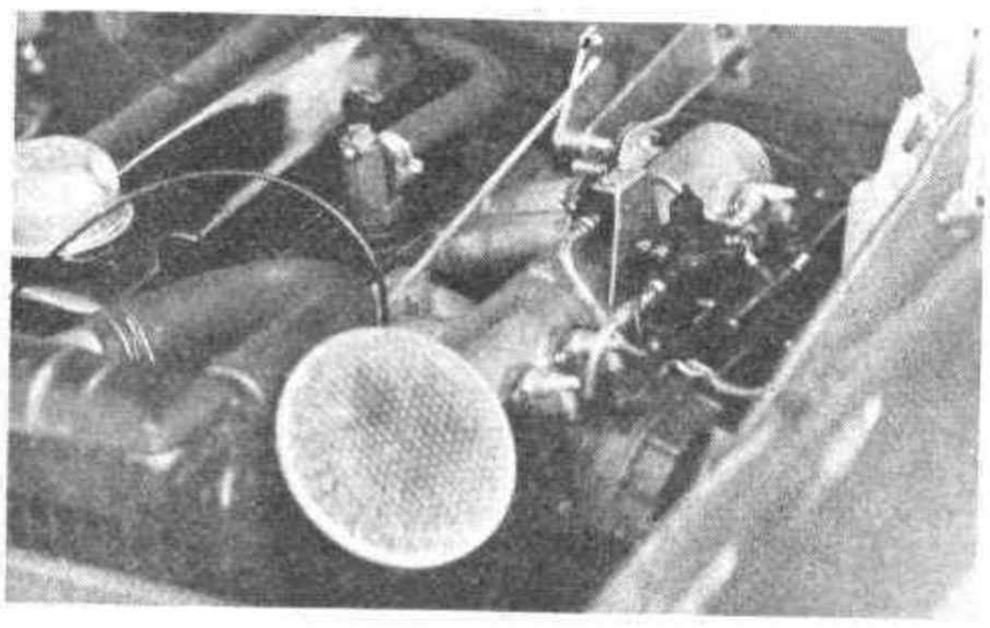
Another B.M.C. product came next, this time one of the **Hydrolastic Minis.** The programme said it was an " S "-type but it proved to be an ordinary Cooper-Mini, if any Mini can be ordinary. The ride is of course much softer, which should make the car more acceptable to dowagers and district nurses, but when I essayed some fast passes at Woodcote I was not all that certain that I was going to be pointing in the right direction when I emerged from the corner—nor were the normally imperturbable photographers, who took two paces backwards rather smartly. Rather twitchier than before, I would say.



Still feeling majestic, I strolled over to the **Daimler Majestic Major Limousine,** only to be rather deflated when I was offered the chauffeur's cap. I donned this, pressed the button to wind up the electric division, and set off to see how a chauffeur must feel. If he drives a Daimler he must have a lot of fun, for this enormous barouche, which has room in the back for half a dozen coffins or six live people, can be hurled around a circuit at ridiculous speeds. Naturally there is some roll but the sheer weight of the car makes it difficult to lose control and the intermediate hold switch on the Borg-Warner automatic transmission gives some engine braking effect when slowing for corners, although the brakes seem perfectly adequate.

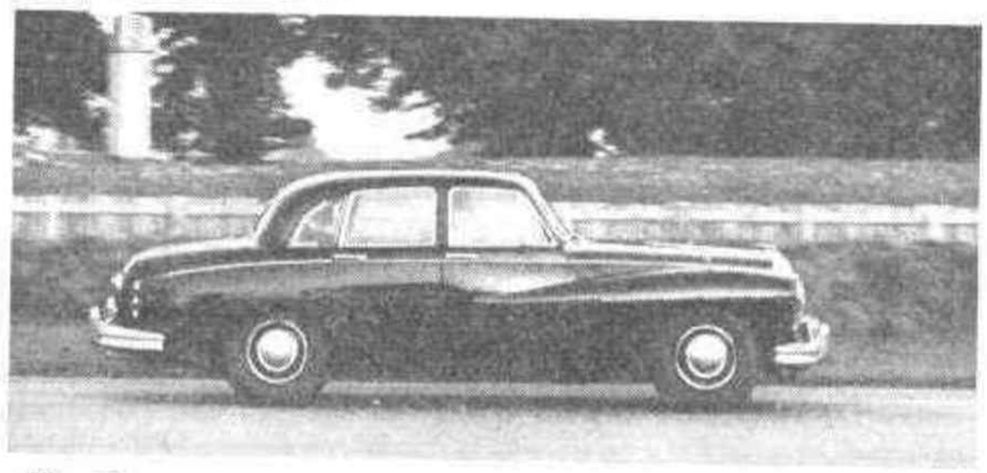


Daniel Richmond can always be relied upon to extract phenomenal power from B.M.C. engines with his Downton conversions and we were not disappointed with his **Morris 1100,** although he said that this was quite tame compared with his 1,275-c.c. Mini-Cooper, which apparently does 100 m.p.h. in 3rd gear! In fact, the Downton 1100 was in just about the right state of tune for a quick road car, being capable of over 90 m.p.h., with almost unimpaired tractability at the lower end of the speed scale.





After lunch I felt in my " Managing Director " mood and made for the **Bentley Continental** which Rolls-Royce had bravely brought along, together with a Silver Cloud III. This car is frankly out of place on a racing circuit and hard cornering brought on pronounced roll and most un-Bentley-like judder through the steering. With very little lateral support I had difficulty holding myself in the seat on corners, but having got over my exhuberance I slowed down a little and the Bentley once more resumed the stately style of progress to which it is more accustomed. Fine for motoring from London to Monte Carlo in a day but the Minis murdered it in Sussex!



The **Rover 2000** seems to be taking a long while to get a foothold in the market and it seems that people, whilst admiring its technical novelties, are buying the more conventional Triumph 2000. The car at Goodwood impressed me as much as ever with its sure-footed, roll-free cornering, pleasant acceleration and the high degree of interior luxury. The only discordant note was struck by very heavy steering, explained by the fact that previous enthusiastic drivers had worn away most of the tread of the Pirelli tyres!



The final car in my selection was the **Ford Cortina GT** modified by Alexander to take the Tecalemit fuel injection system. This one had obviously got a little out of tune, for the engine would not idle and there was a considerable flat spot low down in the rev. range. However, once it was revving the engine sounded smoother than the standard unit and as Alexander claim a 3-sec. improvement from 0-70 m.p.h. over the normal carburetter car, the fuel injection may be worth considering, although normal engine tuning would undoubtedly give more impressive results for less outlay.

That concluded my tally for the day. Unfortunately I was forced to miss such new cars as the Austin 1800, Vauxhall Cresta, Vanden Plas Princess " R," Singer Chamois, Sunbeam Tiger, Humber Imperial, Bond Equipe GT 4S and Elva Courier Mk. IV, either through lack of time or great demand by other eager scribes. With this splendid display of new cars it was difficult to feel despondent about the future of the British Industry, especially when the motor industries of so many other countries are in serious trouble.—M. L. T.

Some people pay more than £6,000 for a sports car. Others prefer to spend £1,107 for an Austin Healey.



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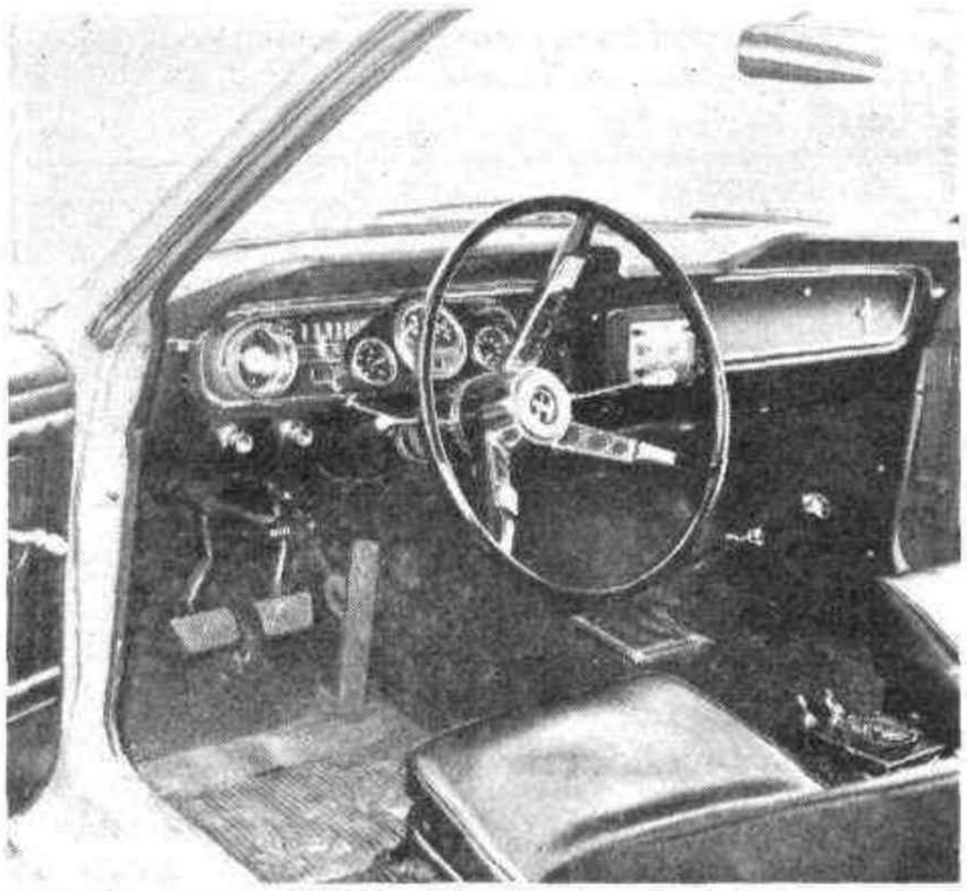
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TAMING A MUSTANG

Driving one of the Tour de France Ford Mustang 289s



THE Ford Mustang can be regarded as the first fruit of the American Ford Motor Company's lavish competition programme, which began in earnest in 1962, although it was undoubtedly in the planning stage before their European rally and racing programme got under way. Realising that the market for pure sports cars in America is very limited (the Chevrolet Sting Ray sells about 25,000 a year), Ford stylists created a sporting looking car which could still seat four people and then handed over the finished article to the engineers to fit suitable running gear. This they did simply by transferring most of the mechanical bits of the Falcon saloon car to the Mustang, and although many people were disappointed that the highly touted new car did not have lots of overhead camshafts and a sophisticated suspension layout, the engineers compromised by providing a fairly simple car in standard layout, with masses of options to turn the car into a fairly hot competition vehicle. The standard Mustang is pretty innocuous, having a 6-cylinder 101-b.h.p. engine and a 3-speed manual or automatic transmission, but having the advantage of selling in the U.S. for about £800, which has caused the Ford factory in Detroit to expand its production facilities several times to keep up with orders. Numerous performance options are available, ranging from 300-b.h.p. V8 engines to disc brakes, and even to an independent rear suspension layout. This latter is of the wishbone type, very similar to that of the Jaguar E-type; in fact, Ford engineers tried all the best all-independent sports cars at their Dearborn proving grounds, and came to the conclusion that the E-type's layout would suit their purpose best. Initially, only 100 cars with this suspension will be built to qualify the car for GT racing in America under S.C.C.A. rules, but Ford confidently expect to tackle Sting Rays next season—and beat them.



OFFICE.—This picture shows the cockpit of the Mustang with the auxiliary instrument panel obscuring the speedometer housing.

The Mustang's competition debut in Europe was made in the Spa-Sofia-Liège Rally in August, when two cars were driven by Bo Ljungfeldt/Fergus Sager and Peter Harper/Peter Procter. Neither car lasted long, Ljungfeldt crashing at night due to failure of the lights and the other retiring with brake failure. Even while these two were taking part in the rally, three more cars were being prepared for the Tour de France and, as you may have read in last month's issue, they won the Touring category with apparent ease, beating the formerly all-conquering 3.8 Jaguar into third place. Procter and Andrew Cowan won, with Harper and David Pollard second, ahead of the Consten/Le Guezec Jaguar. Two other Mustangs, those of Ljungfeldt and Frenchman Henri Greder retired, the former being disqualified and the latter blowing up the engine when trying to make up time after having brake trouble.

To find out just what it takes to make a Jaguar-beater we arranged to borrow one of the rally Mustangs from Alan Mann, who prepares most of the American Fords entered in European competitions at his modern factory, only 50 yards from the Byfleet banking at the late-lamented Brooklands. From a quick glance around this large workshop it is obvious that Ford are prepared to spend a good deal of money to obtain success, for it is equipped with all the necessary machinery to carry out any job on these American Fords. Several rows of Falcons and Mustangs stand along the walls in various states of preparation, together with some Lotus Cortinas which are also prepared at Byfleet. Wall racks hold vast quantities of springs, disc brake sets, differentials, gearboxes, engines, complete suspensions and all the other bits and pieces which go to make up a motor car. Vast piles of tyres in one corner of the shop indicate the rubber-burning propensities of these big cars, most of the tyres being huge Goodyear racing covers.

When we expressed the view that one of the Falcons or Mustangs would make an excellent road car, Alan Mann told us that several other people had had the same idea and wanted to purchase one of them, but the cars are imported only temporarily for competition work and no import duty is paid. After their term of duty they have either to be sent back to the U.S.A. or have the necessary duty paid; both methods are too expensive for cars which are pretty well worn, so Her Majesty's Customs and Excise Officers solemnly stand by while Alan Mann's mechanics sorrowfully cut the cars in half with oxy-acetylene torches.

With this sad thought in our minds we took away the Ljungfeldt/Sager car to spend a week or so of driving under normal road conditions. The Mustang is in many ways similar to the Falcon which we tried after the Monte Carlo Rally earlier this year, and both the under-bonnet layout and the cockpit are almost identical. The engine is the 289 high-performance unit, being a V8 with a capacity of 289 cu. in. (4,727 c.c.), which is the same size as used in Cobras and the Falcon Sprint. Only a relatively mild state of tune was specified for the Tour de France cars, a single 4-choke Holley carburetter looking rather lost on top of the big engine. This passes the gas through a complicated inlet manifold casting

to the modified cylinder heads, which have a 12-to-1 compression-ratio. The rest of the engine is fairly standard although Holman and Moody, the American tuning experts, put the engines together, which makes more than a little difference. The engine is mated to the Ford 4-speed gearbox which replaces the Borg-Warner box as used on the Falcon. This drives to a rigid rear axle, on leaf-springs and located by a Panhard rod, which has a limited slip differential made by Detroit Automotive. Alan Mann's mechanics amazed us by changing the axle ratio from 3.9 to 3.5 in less than 20 minutes! He reckons that given due warning, the right parts and the necessary mechanics, he could practically rebuild a Mustang in an hour! The rear springing is stiffened by the addition of an extra leaf and stiffer shock-absorbers, while the front coil-springs are also stiffer than standard, together with harder shock-absorbers, which are Armstrong all round. Girling disc brakes are fitted on the front wheels with drums on the back wheels, assistance being provided by a vacuum servo. Unlike the Falcons, which used many glass-fibre body parts, and consequently came in for some unjustified criticism, the Mustang unit construction body/chassis is the standard steel unit, even down to the full interior trimming being retained, so that no one would be in a position to criticise this time.

The Mustang is uncannily like the Falcon to drive, and if blind-folded the driver would be hard put to it to tell the difference. He sits in a Restall bucket seat in front of the dished 3-spoke wheel with the cranked gear-lever being nicely placed on the transmission tunnel. The standard instrument cluster is retained but a separate panel is mounted on the steering column to take an 8,000-r.p.m. tachometer, oil-pressure gauge and water-temperature gauge. This panel hides the strip speedometer from view but it was disconnected anyway as the tyre size and differential change made it hopelessly inaccurate. The normal windscreen wiper, heater, cigar-lighter, winker and lights switches are retained but the lights are supplemented by a batch of four Cibie iodine vapour lamps on the front bumper which practically burn holes in the scenery when switched on. The switches for these are mounted on the transmission tunnel, together with a chronometer, an auxiliary windscreen-washer switch, a hooter button for the co-driver and the switch for the second fuel pump which pumps fuel from a small wing-mounted tank into the main tank. We discovered, when we forgetfully asked a filling station attendant to "fill her up," that the two tanks hold 30 gallons between them! However, with fuel consumption varying between 10 and 15 m.p.g. it didn't take long to empty the tanks.

The Mustang has a rather Jekyll and Hyde character on the road, being exhilarating on smooth straight roads and rather trying on bumpy, twisting roads. This was entirely due to the 6.50×15 in. Goodyear Stock Car Special tyres, which are fine for flogging down the Mulsanne straight at 150 m.p.h. but not much fun for negotiating some of the horrors which pass for roads in rural England. The tyres were put into a dither by small bumps, and things like cat's-eyes and white lines sent them completely crazy; add to this some wet and leaf-strewn lanes and you can see that we had a trying time. We are assured, however, that on Dunlop SP tyres, which were used on some of the road sections of the Tour de France, the car handles extremely well.

The engine is as turbine smooth and as powerful as we have come to expect from American V8s, and with around 290 b.h.p. at 5,500 r.p.m. to play with the rally Mustang doesn't hang about. We were planning to take some performance figures, but our fifth-wheel electric timing device parted company from a previous test car at 90 m.p.h. and did itself no good. As there was no speedometer we couldn't even correct that, and to cap it all the rev.-counter failed! The times would not have been as good as those of the rally Falcon we tested because of the higher axle ratio and the fat Goodyears, which refused to spin even under the influence of 6,000 r.p.m. in 1st gear.

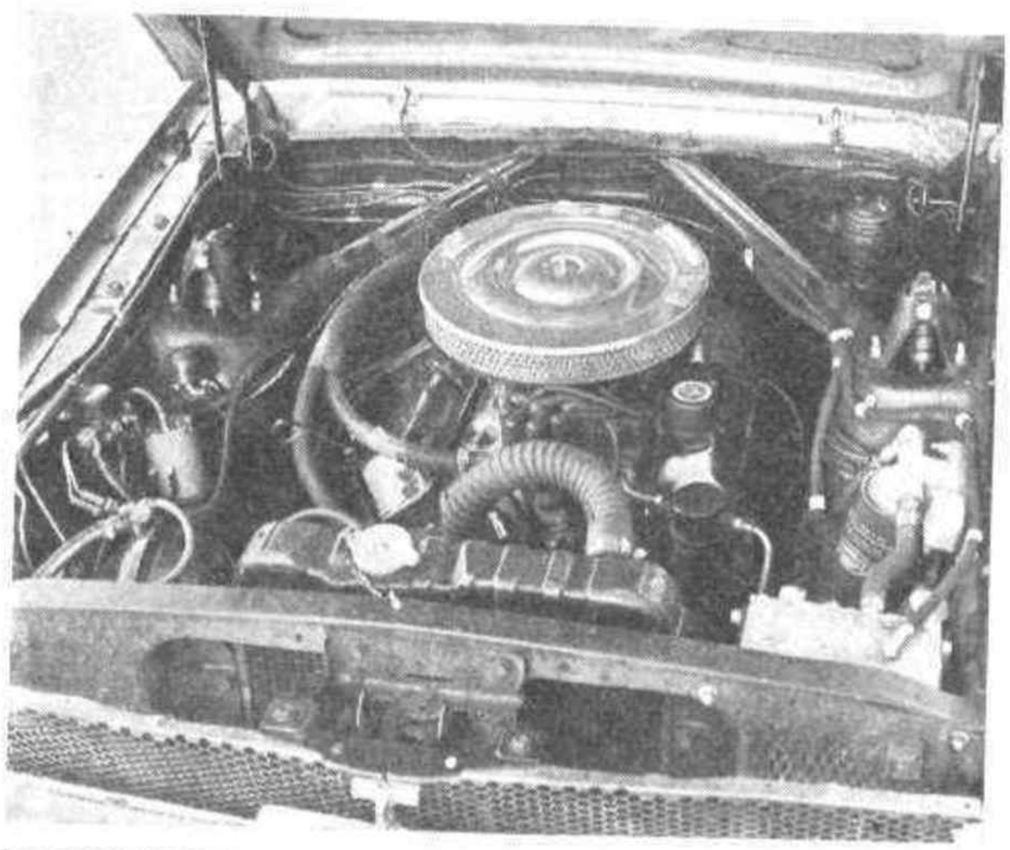
The Mustang called for a special driving technique when passing through towns for the exhaust system was extremely noisy and this became tiring after a while. The reason was simply that the Alan Mann mechanics did not have enough time to fashion piping to wind its way over the back axle, with the result that they just bent the pipes to emerge under the doors. However, the torque of the V8 allowed the car to be trickled through towns in top gear with less than 1,500 r.p.m. on the clock, which got over the noise problem. The Ford gearbox is first class, with excellent ratios, almost unbeatable syncromesh, positive movements and almost total lack of whine. The rally Mustangs, like all Mustangs at present, have left-hand drive and are not very pleasant to drive in crowded conditions even though they are narrow by American standards.

Although the big tyres do not help the steering, the recirculating ball steering is remarkably light above parking speeds and on smooth roads is very accurate; on rougher roads the tyres transmit much of the feel of the road's surface to the steering wheel, and it becomes something of an effort to hold the car on line. The brakes are good in normal use, requiring low pedal pressure, and being most consistent and fade-free. However, the failures discovered in rally use seem to indicate that they may be marginal under continuous hard use.

The rally Mustang is a very different cup of tea from the standard product, as one might expect, for the former is a taut racing car and the latter is typical of American cars with floppy suspension, low-geared steering and suspect brakes. Somewhere between the two lies a very attractive road car, and when Ford of America have sorted out their findings and done their sums, American drivers are going to be offered a very acceptable road car. When that happens we shall be able to re-quote the old phrase "Racing improves the breed."—M. L. T.



NORMALLY called "cavernous," American boots are usually large but this one is filled with a huge spare wheel and auxiliary fuel tank.



UNPRETENTIOUS.—No chrome cam covers greet the eye but with a single Holley carburetter this 4.7-litre V8 turns out a solid 290 b.h.p.

III GRAN PREMIO DE MEXICO

MEXICO CITY, *Sunday, 25th*

TWICE since the World Drivers' Championship was started, the last race has been the deciding factor between two drivers. In 1958 at Casablanca it was between Moss and Hawthorn, while in 1962 at East London, South Africa, it was between Clark and G. Hill. Both these races were exciting due to the added anticipation of deciding the Championship. Also on both occasions it was between two British drivers in rival teams. This year's Mexican G.P., the last Grand Epreuve for 1964, has gone one better. The Championship was open to three British drivers in three rival teams, the 1962 pair Clark and G. Hill in Lotus and B.R.M., plus Surtees in a Ferrari.

The race here in Mexico City is over the artificial 5-kilometre circuit situated in a 600-acre sports park on the outskirts of the City. One of the major problems of the Mexican race is the altitude; the 7,400 feet above sea level gives a barometric pressure reading of 23.09 as against a normal reading of 29.90 at sea level. The effect of the rarefied air means a 20% weakening of mixture, which gives a drop in power of approximately 25 b.h.p. at peak revs (195 b.h.p. to 170 b.h.p. for Ferrari and Climax). Also affected by the lower pressure are the tyres; to get the same or similar handling characteristics it is necessary to lower the tyre pressures by 3 to 5 lb. Drivers and mechanics are affected by the altitude, too, but the human system acclimatises itself fairly rapidly to its new environment.

The cars arrived from Watkins Glen on three huge open transporters, each car wrapped like a Christmas present in polythene wrappers. After unpacking on the Wednesday before practice, mechanics set about changing engines and mixture cams, and putting right damage done during the American Grand Prix.

The entry, which was basically the same as at Watkins Glen, consisted of Team Lotus, with three cars for Clark, Spence and Moises Solana, a local driver who drove a Centro-Sud B.R.M. here last year. The Lotuses were two 33s and Clark's old 25B. The 25 was numbered for Clark to drive as it was the car he won here with last year and in which he led the American Grand Prix. The Lotus 33 for Spence was fitted with a flat crank engine and a new exhaust system, the four-into-one pipe on each side now passing through the rear suspension and being supported by struts from the back of the gearbox. The other 33 was as driven by Hansgen at Watkins Glen.

B.R.M. were running three cars for G. Hill and Ginther, a new car for Hill with the same engine he used at Watkins Glen, plus the old car for spares and stand-by. Ginther's car, which had been adapted for the new engine, was now back with an old engine, as there were no spare high-exhaust engines. Hill's new car had some front suspension modification which consisted of slight angle changes on the front wishbones.

The Cooper cars for McLaren and P. Hill were virtually unchanged. McLaren's car had an engine change but as Hill broke down after only four laps at Watkins Glen, his engine was as good as new. The fault which dogged him throughout practice and the U.S. G.P. was found to be a broken earth lead. The wire had broken inside the insulation and when touched connected itself and worked perfectly for a time. The two Brabham cars for Brabham and Gurney were unchanged, and the engines which had given trouble in the U.S.A. had both been changed.

Team Ferrari, their cars still painted blue and white, consisted of four cars, two V8s for Surtees to choose from, a flat-12 for Bandini, and the V6 for Pedro Rodriguez. On Surtees' V8s, one had a new engine, and the other was the Watkins Glen practice car.

This completed the works teams, the rest of the field being made up of B.R.P.'s two cars for Ireland and Taylor, the former's not needing any attention other than replacing the gear-lever Ireland broke in the first three laps at Watkins Glen. Parnell's cars for Amon and Hailwood were unchanged, while the enlarged Walker Team with Bonnier, Siffert and Hap Sharp were unaltered. Siffert now seems a probable Walker driver for next year, as these two end-of-season races have run very smoothly for the three-car team.

The weather during the first of the two practices from 1 p.m.



until 5 p.m. on Friday was dry and sunny. Clark was first out, his last year's fastest lap of 1 min. 58.1 sec. (a speed of 152.413 k.p.h.) represented the target to be aimed at. Spence was next away in Solana's car which he was trying out. Ginther, Siffert and the whole Ferrari team were soon rushing around, to be followed within the first half-hour by everyone else. Ginther was first back and mechanics were soon trying to weaken the mixture a little more.

Hailwood came in complaining of lack of gears in his Lotus-B.R.M., and found a split pin had broken in the gearbox. Ireland found his ratios not quite right and had them changed. Clark brought his car in after getting down to 2 min. 2.16 sec. and took out Spence's car with the new exhaust system. Straight away he began getting better times, until halfway through practice he had fastest time with 1 min. 59.19 sec. Surtees was trying very hard but his V8 cars were not behaving properly; the first one had an internal breakage which necessitated an engine change, while the other car was not going very well.

Bonnier's Brabham-Climax had the metering cam break. The peg that fixes its position broke when being altered to weaken off the mixture a bit more. McLaren's Cooper was rich and also the engine was covered with oil which had come from the rocker box. Several cars were overheating, some more badly than others. Taylor's B.R.P. was boiling merrily, as was Hailwood's. The former was also losing oil pressure.

All along the pits plugs were being examined carefully to ascertain whether the mixture control was getting better, and hardly a car was not having some trouble due to the rarefied air. Phil Hill was last on the first 2-hour time sheet. His engine was misfiring, especially at the top end, and it was not until the amplifier damaged by the earth short was replaced that he began to get going properly. Graham Hill went out in his old car when he found he wasn't making a lot of headway with the new one.

Clark was having some unusual trouble with his 25B. The fuel pressure was too high. Lucas boffins had no sooner started to sort things out than Brabham stopped suddenly with the same trouble. After clearing dirt from the system it was expected to work perfectly all right but then it was found that the pump was taking too much current from the battery for the amount of fuel being pumped. Brabham was soon out again, his trouble having been rectified, but the Lotus was still not right.

After two hours Bandini was second fastest to Clark with 0.04 of a second over the 2-min. mark. The number of laps done straight off was well down, as little troubles kept stopping the cars. Bandini, who kept his lead over Surtees, changed the inlet pipes on his engine for new ones flown in from Modena. The new inlets had a much shorter distance from the injectors to the inlet ports than the previous ones. This proved a success, as the car opened up a lot easier from the hairpins.

As practice wore on Gurney began to get his car going well, and although Clark's and Bandini's times improved very slowly, he quite suddenly started getting under 2 min., finishing up with a time of 1 min. 58.5 sec., a tenth of a second faster than Bandini and 0.2 sec. ahead of Surtees, but still 0.9 of a second behind Clark in the 33 and 0.3 behind the 25B. With the end of practice

no-one except perhaps Clark seemed very happy, and a lot of work was needed to clip off those last few tenths that make so much difference on the grid. When the final time sheet was issued, it was found that five drivers had been given 1 min. 57 sec., including G. Hill, who knew he had only managed one lap under 2 min., and that about 1 min. 59.8 sec. in the old car. These electric times were scrapped as the battery had gone flat, and hand times were substituted, which were nearer the mark.

Saturday's practice weather was again hot and sunny but with more cloud over the distant hills and it was not possible to see snow-capped El Popocatepetl, the volcano that dominates the southern horizon. Team Lotus had switched car numbers on Clark's and Spence's cars. The reigning World Champion was to drive the 33 with new exhaust system, while Spence was to have the 25B that won here last year. Surtees had a new engine in the chassis from which the broken engine was taken.

Once again Clark led out and did two laps before being joined by Surtees and Spence. G. Hill was next away in the new car, which still had not been under 2 min. In these first few minutes of practice a dog suddenly appeared and ran across the track in front of Amon's car, which didn't help his concentration. It was some time before the dog was caught, although further excursions across the track didn't inconvenience drivers. Both Parnell's cars were having gear trouble, which was keeping their times down.

Surtees was out in both cars but was unable to improve on his previous day's time, in either car. Bandini's flat-12 was also slower than the previous day. G. Hill was in and out changing tyre pressures, but to no avail—he just could not get below 2 min. Then as practice was drawing to an end he brought the new B.R.M. in with a broken valve, went out in the spare car, and brought that in with falling oil pressure. After this Graham became quite happy, as did Surtees, for after trying all they could they were nowhere near Clark's time and it was no use being despondent indefinitely.

McLaren improved his time but P. Hill was having slight troubles which kept him from bettering his first day's time. B.R.P. wheeled Taylor's car away to change the engine, which had deteriorated due to continual overheating. Ireland's car was going quite well and he improved on his previous time. Spence, who had got under 2 min. in the Lotus 25, was still in difficulty with his fuel pump, which was using more amps than it should, and after practice the whole lot was once again stripped down.

Siffert and Bonnier both improved their times, the latter's Climax engine making him faster than Siffert's B.R.M. This seemed general, for both B.R.M. and Ferrari seemed to be losing more power due to the height than the Climax-engined car. The two Mexican drivers, Rodriguez and Solana were both going quite well and were ahead of a lot of Formula One veterans, such as P. Hill, Ireland and Taylor. Hap Sharp, in the spare Walker car, was the slowest with a first day's time of 2 min. 6.9 sec.

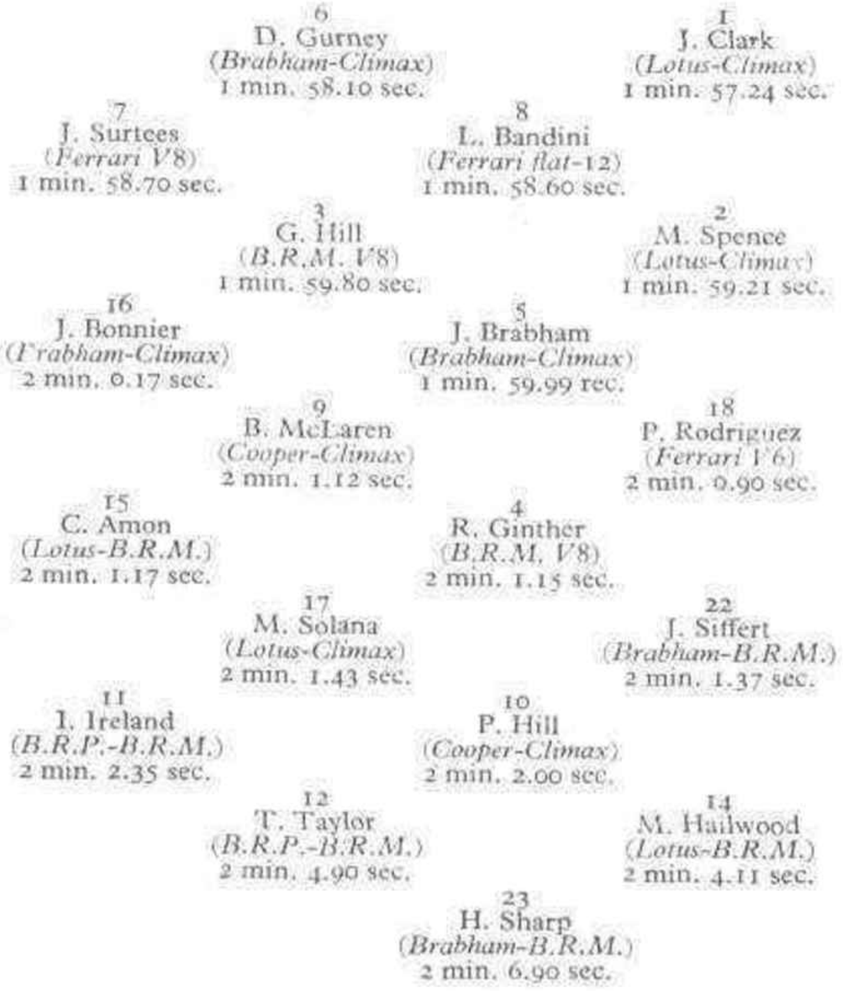
PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Clark	Lotus 25-Climax V8	1. 58.2	**1. 57.24‡**
2	M. Spence	Lotus 33-Climax V8	2. 01.2	1. 59.21‡
3	G. Hill	B.R.M. V8	1. 59.8*	2. 00.10
4	R. Ginther	B.R.M. V8	2. 01.4	2. 01.15
5	J. Brabham	Brabham-Climax V8	2. 00.9	1. 59.99
6	D. Gurney	Brabham-Climax V8	1. 58.5	1. 58.10
7	J. Surtees	Ferrari V8	1. 58.7	1. 59.68
8	L. Bandini	Ferrari flat-12	1. 58.6†	1. 59.60
9	B. McLaren	Cooper-Climax V8	2. 01.7	2. 01.12
10	P. Hill	Cooper-Climax V8	2. 02.0	2. 02.06
11	I. Ireland	B.R.P.-B.R.M. V8	2. 02.9	2. 02.35
12	T. Taylor	B.R.P.-B.R.M. V8	2. 04.9	2. 09.46
14	M. Hailwood	Lotus-B.R.M. V8	2. 05.9	2. 04.11
15	C. Amon	Lotus-B.R.M. V8	2. 03.1	2. 01.17
16	J. Bonnier	Brabham-Climax V8	2. 02.3	2. 00.17
17	M. Solana	Lotus 33-Climax V8	2. 04.3	2. 01.43
18	P. Rodriguez	Ferrari V6	2. 00.9	2. 00.97
22	J. Siffert	Brabham-B.R.M.	2. 02.0	2. 01.37
23	H. Sharp	Brabham-B.R.M.	2. 06.9	2. 07.20
2	J. Clark	Lotus 33-Climax V8	**1. 57.6**	‡

Note.—Electric timing broke down on Friday, which accounts for tenths on first day.

* Times not separated for two cars. This time was, however, done with the old car.
† Times not separated for two V8 cars.
‡ Lotus switched numbers over for second practice. The 33 became No. 1, the 25 No. 2.

STARTING GRID



With practice finished, B.R.M. mechanics were hard at work on replacing Hill's engine with an untried unit, still cased, from England. B.R.P. were changing Taylor's engine, while throughout the pit lock-ups consultations and preparation work were going ahead.

Race day was hot and sunny. After a race for local drivers the cars were brought out to the dummy grid. Clark's pole position represented a speed of 154.243 k.p.h. For the race Clark's Lotus had reverted back to the rubber drive-shaft couplings instead of the Mercedes splines used in practice. The cars were on the dummy grid for an hour while the drivers were presented to the President of Mexico. As the presentation finished, thousands of gas-filled balloons were released in singles and clusters, with doves flying in and out of them. As the balloons floated higher, right in the path of big jets approaching the airport, we were assured that nothing would be approaching for some time. Two small planes held the interest of the crowd as they flew amongst the balloons, bursting them with their wings and propellers.

As the cars had stood for so long they were allowed one warming-up lap. As Clark led the pack round, a stray dog, one that had escaped the Army sweep in the early hours, trotted round the track, to the disgust of the drivers. Ginther's B.R.M. had difficulty starting and the other cars were back before he set off for his lap. When the last car was in position the flag was dropped and the 3rd Grand Prix of Mexico was under way.

Clark made his usual brilliant start, with Gurney just behind. G. Hill had the elastic on his goggles go just as the flag was about to drop and before he could get them on properly after a quick adjustment, the cars around him were moving off and he wasn't even in gear. McLaren and Bonnier both made very good starts, moving up some places before the cars were out of sight. Surtees got off the line all right but the car was missing badly on the first lap, but fortunately it cleared by the end of lap one.

As they swept past the pits the order of the 19 cars was Clark, already 2 sec. in the lead, then Gurney, Bandini, Spence, Bonnier, Brabham, Rodriguez, McLaren, Ginther, G. Hill, Siffert, P. Hill, Surtees, Amon, Ireland, Solana, Taylor, Hailwood and Sharp. On the next lap, G. Hill and Surtees started to make up for their bad start, the B.R.M. driver passing team-mate Ginther, while the Ferrari driver passed Ginther, Siffert and P. Hill to close up on G. Hill's tail. Siffert was in trouble almost from the drop of the flag. Although 11th at the end of the first lap, he dropped to 16th in seven laps with overheating of the fuel pump. He came into the pits on lap seven, went out again for four laps, and then retired. Taylor's race came to an end before this, after running three from the end for six laps, he retired with chronic overheating, the trouble that dogged him in practice.

In front, Clark was lengthening his lead with every lap. The

2½-sec. lead over Gurney on lap three was opened to 7½ sec. by lap six, while the gap between Gurney and Bandini went from 4 sec. to 5 sec. over the same period. On lap six, Spence, Brabham and G. Hill were locked together in a tight bunch for fourth place, with Surtees a short way behind. At this stage Bonnier's Brabham-Climax was getting some violent front-wheel vibration, and on his 10th lap, just after being passed by Rodriguez and McLaren, his front wishbone broke in the hairpin, putting him out. On lap 12 Hailwood retired with overheating. He had kept going this long by cutting his engine on the straight and coasting for some way.

On the eighth lap G. Hill passed Brabham, and two laps later he got past Spence, and two laps later still he was past Bandini into third position. Brabham slipped ahead of Spence on lap 11 and Surtees passed the Lotus on the next lap. Surtees wanted to get his V8 up behind the flat-12 of his team-mate but Brabham was difficult to pass, and it wasn't until the 18th lap that the field settled into a groove for nine laps, with Clark 9.5 sec. ahead of Gurney, who in turn was 12½ sec. ahead of the next bunch of five cars, consisting of G. Hill, Bandini, Surtees, Brabham and Spence. Eighth came Rodriguez, a short way ahead of McLaren, while behind him were Ginther and Phil Hill, involved in a tussle for 10th place. The last four places were held by Amon, Ireland, Solana and Sharp.

The first position to change after the lull was that of Spence, who spun on lap 29, losing one place to Rodriguez' V6 Ferrari. On laps 28, 29 and 30, Bandini had been very close to G. Hill, and at the hairpin the Englishman had shaken his fist at the Italian for getting dangerously close. On the 31st lap neither driver would give way at the hairpin, which resulted in one of Bandini's wheels hitting Hill's exhaust pipes and folding them over, which spun the B.R.M. and also spun the Ferrari. This let Surtees through into third place, and Bandini recovered quickly, but Hill's car, with damaged exhausts, was very woolly and he was forced into the pits to have the ends of the two exhaust pipes cut off. Any chance of holding third place, and so the Championship, if Clark should win, seemed to fade completely.

On lap 33 Brabham, who was fifth after Hill's pit stop, also made a pit stop; his engine had cut dead on lap two but restarted, and it was starting to miss again, so he made a long pit stop which put him back to last place, behind Sharp. Nothing obvious was found to be wrong and he went out again, only stopping finally 11 laps later when the trouble was diagnosed to be an amplifier failure. Also into the pits came Ireland. He said he thought something was falling off the car as it was handling in a peculiar way on certain corners. A quick look round showed nothing wrong and he went out again in 15th and last place, where he remained until he caught Sharp on lap 56.

After the Bandini-Hill mix-up Surtees slipped through into third place, but three laps later, Bandini, in the faster 12-cylinder car, was past him. Things were settling down now for the last half of the race, Spence fighting back after his spin, caught and passed Rodriguez. Amon, who had driven a very steady race in 11th place, retired on lap 46 with no gears left. For the whole race he had no 1st or 2nd gear, and this was costing him 2 sec. a lap. One more pit-stop before the end was to replace Hill's throttle spring which had levered off due to the broken exhaust, and this dropped the B.R.M. to 11th place.

Even as the press, mechanics and spectators waited for the chequered flat to give Clark the World Championship and winner of the 1964 Mexican Grand Prix, the Lotus driver realised that a Spa 1964-type drama could be approaching. Seven or eight laps from the end Clark saw an oil-streak at the hairpin. He went wide and on the next lap a second oil streak on his last lap's line had appeared, and he realised the oil was his own. Easing back slightly was of no avail, for a rubber oil pipe had split and it was a matter of how long he could last. In the pits this drama was unknown until the start of the last lap when Clark came slowly past with both hands in the air. Gurney went into the lead, with Surtees second, Bandini dropping back, as had been planned previously.

Speculation as to who would get the World Championship was rife. If Clark could limp in before Surtees, Hill would gain his second Championship. If Surtees came in second ahead of the faster Bandini, the ex-Motorcycle World Champion would gain the World Drivers' Championship, therefore giving him the first double. Everyone were on the rails watching the chequered flag. Gurney came past almost in silence, a great shame, for he had driven brilliantly, then after what seemed an interminable time, Surtees came in for his second place and his World Championship. Clark's car had seized solid on the last lap. Half the crowd and Mexican officials were still trying to understand why there was more fuss being made of the second man than the first, as the third and fourth cars of Bandini and Spence finished their 65 laps.

Clark was given fifth place although he didn't take the chequered flag, with Rodriguez, McLaren and Ginther each completing 64 laps. P. Hill, who had been dicing with Ginther for lap after lap, dropped back in the last three laps as his engine went sick. He crossed the line completing 64 laps, 25 sec. ahead of Gurney, then went into the pits with a hole in his piston, so he never received the chequered flag.

Clark won the Belgian Grand Prix by a stroke of unusual luck, and it seems that these things balance themselves out at the cost, in this case, of a Championship. Dan Gurney drove a steady race, and well deserved his win. The race was well organised by pleasant and enthusiastic officials who made the whole G.P. circus most welcome.—M. J. T.

Results :

III MEXICAN GRAND PRIX—Formula One—65 laps
326.6 Kilometres—Warm and Dry

1st :	D. Gurney (Brabham-Climax)	2 hr. 9 min. 50.32 sec.—150.185 k.p.h.
2nd :	J. Surtees (Ferrari V8)	2 hr. 10 min. 59.26 sec.
3rd :	L. Bandini (Ferrari flat-12)	2 hr. 10 min. 59.95 sec.
4th :	M. Spence (Lotus-Climax)	2 hr. 11 min. 12.18 sec.
5th :	J. Clark (Lotus-Climax)	1 lap behind
6th :	P. Rodriguez (Ferrari V6)	1 lap behind
7th :	B. McLaren (Cooper-Climax)	1 lap behind
8th :	R. Ginther (B.R.M. V8)	1 lap behind
9th :	P. Hill (Cooper-Climax)	2 laps behind
10th :	M. Solana (Lotus-Climax)	2 laps behind
11th :	G. Hill (B.R.M. V8)	2 laps behind
12th :	I. Ireland (B.R.P.-B.R.M.)	4 laps behind
13th :	H. Sharp (Brabham-B.R.M.)	5 laps behind
14th :	J. Brabham (Brabham-Climax)	21 laps behind

Fastest lap : J. Clark (Lotus-Climax), 1 min. 58.37 sec.—152.154 k.p.h.

Retired : T. Taylor (B.R.P.-B.R.M.), overheating, lap 6; J. Bonnier (Brabham-Climax), broken wishbone, lap 10; J. Siffert (Brabham-B.R.M.), fuel pump overheating, lap 11; M. Hailwood (Lotus-B.R.M.), overheating, lap 12; J. Brabham (Brabham-Climax), amplifier failure, lap 44; C. Amon (Lotus-B.R.M.), gearbox, lap 46; J. Clark (Lotus-Climax), split oil pipe, lap 64; P. Hill (Cooper-Climax), piston, lap 64.

TOWARDS REAL SILENCE, or FORD versus ROLLS-ROYCE

Several readers have sent in cuttings of a recent Ford advertisement, which has been appearing in American newspapers. The text of this advertisement concerns the quietness of the 1965 Ford Galaxie 500 in comparison with that of a Rolls-Royce Silver Cloud III. Experts having commented favourably on the outstanding quietness of these new Fords, the manufacturer chose to demonstrate this important luxury-car quality—they set out to discover whether a Ford " could match the legendary silence of the car that has long been considered by many to be the best in the World."

Three of the World's greatest acoustic experts, supervised by the U.S. Auto Club, made the tests, two Rolls-Royce Silver Clouds and three 289 cu. in. Ford Galaxies, a 500LTD, a 500/XL and a 500 4-door sedan being used. They showed that at 20 m.p.h. the Fords were quieter than the Rolls-Royces by 4.9 decibels, at 40 m.p.h. quieter by 5.5 decibels, and at 60 m.p.h. quieter by 2.8 decibels. Two courses were used, and the sound level checked by a Bruel & Kjaer precision octave band analyser, a Nagra precision tape-recorder and by direct observation. Readings were taken at ear level in the front passenger seats with all windows and vents closed.

In this country some authorities say that no apparatus exists which can measure accurately noise in the interior of a car for comparison purposes, but it is significant that the difference in noise-level within the Fords and Rolls-Royces was *sufficient to show up clearly in ordinary listening*, to quote the official U.S. Auto Club report. The light-alloy V8 engine in the latest Rolls-Royce is known to be noisier than the former 6-cylinder Rolls-Royce engines, and Ford seem to have cashed-in on this. They say wisely that " Of course, no claim is made that a 1965 Ford is a Rolls-Royce. The differences are many and obvious, including the nearly 17,000-dollar price of the Rolls-Royce. For example, Ford does not have hand-fitted parts, nor seats covered by the same choice leather used in seats in England's House of Commons [Whatever do the Lords sit on?—ED.]. *But Ford does have a quieter ride.*"

Naturally, America is proud of this achievement in quiet running. So much so that Karl Ludvigsen, although he is Press Officer of the rival General Motors organisation in New York, asked his Public Relations Manager in London to send us a copy of this triumphant Ford advertisement.—W. B.

A Year with a Ford Cortina GT

12,000 Satisfactory Miles in a Very Fast and Accelerative £781 Saloon



A view of the Ford Cortina GT engine, which develops 78 b.h.p. at 5,200 r.p.m., 91 lb./ft. torque at 3,600 r.p.m. and runs up to 7,000 r.p.m., showing the cast-alloy inlet manifold heated by engine coolant and the 4-branch free-flow exhaust manifolding. The air cleaner above the Weber carburetter is non-standard—see text.

WHEN the Ford Motor Company of Dagenham introduced the original 1,200-c.c. Cortina it seemed to me a disappointing car, underpowered and conventionally suspended. Very soon they gave it a fine new 1,500-c.c. five-bearing 122E engine and revised suspension, and the Cortina became one of the medium-sized family cars most in demand.

When the 118E Cortina GT was announced I was naturally interested, and experience of this model showed it to be fast, accelerative, well-braked and more stable than its forebears. So, when an opportunity of putting one of these Cortinas to a prolonged test became available, I was happy to accept.

The car concerned was a completely standard 4-door version. It was not a carefully-selected Press car but one of the works hacks, which had run a considerable mileage—no-one seemed sure whether it was 10,000 or 20,000 miles—but which had been given a quick check-over and the later-style instrument grouping, with the tachometer and other dials on the facia in front of the driver. It had already survived the full road-test treatment by a weekly contemporary.

I took the car—169 FOO—over from Lincoln Cars on November 2nd last year, after towing the 1898 Decauville I was driving in the Brighton Run up to London behind an M.G. The next day, after the Decauville had broken down at Redhill, I got home by train, taxi and Cortina GT, and was exercising the (temporarily non-motoring) dog on a Hampshire common an hour before the last veteran was due to clock-in at Brighton.

This was made possible partly by the efficiency of one particular section of British Railways, partly by the London taxidriver's flair for dodging round London's back streets, to my hotel in Kensington, but largely due to the excellent acceleration of 169 FOO, which made light of the leisurely " mimsers " who were out along the middle of the A 30 road on this sunny November afternoon.

The clean, willing acceleration provided by the Weber-carburetted 78 (net) b.h.p. engine is one of the outstanding features of the Cortina GT. Its superiority in respect of performance over other cars in its class is well illustrated by the following table :—

Car	0-50 m.p.h.	0-60 m.p.h.	s.s. ¼-mile	Top Speed
Ford Cortina GT	8.6 sec.	12.1 sec.	19.0 sec.	95.0 m.p.h.
Riley 1.5	12.0 ,,	17.6 ,,	21.0 ,,	87.4 ,,
Vauxhall VX 4/90	10.3 ,,	15.4 ,,	20.2 ,,	91.8 ,,
Volkswagen 1500S	12.1 ,,	16.1 ,,	20.5 ,,	91.0 ,,
Fiat 1500	10.4 ,,	15.3 ,,	19.7 ,,	92.4 ,,
Hillman Super Minx Mk. II	14.9 ,,	22.5 ,,	22.7 ,,	85.0 ,,
M.G. Magnette Mk. IV ..	13.5 ,,	19.5 ,,	21.5 ,,	86.5 ,,
Simca 1500	11.0 ,,	15.6 ,,	20.5 ,,	93.8 ,,

I have, of course, compared the 1963 Ford with 1963 models.

Continuing on this theme, this remarkable GT goes surprisingly well in comparison with many larger and/or more expensive cars, and even sports cars. I have chosen some at random, having no desire to do down any particular makes :—

Car	0-50 m.p.h.	0-60 m.p.h.	s.s. ¼-mile	Top Speed
Ford Cortina GT	8.6 sec.	12.1 sec.	19.0 sec.	95.0 m.p.h.
Austin Healey Sprite 1100 ..	11.1 ,,	16.6 ,,	20.9 ,,	92.8 ,,
Lancia Flavia 1800	9.6 ,,	13.4 ,,	18.9 ,,	109.0 ,,
Mini-Cooper S	9.0 ,,	12.9 ,,	18.9 ,,	98.9 ,,
Alfa Romeo Giulia 1600 Spider	9.4 ,,	12.9 ,,	18.8 ,,	108.0 ,,
Alfa Romeo Giulia TI ..	9.8 ,,	13.1 ,,	18.9 ,,	107.5 ,,
B.M.W. 1800	8.9 ,,	13.7 ,,	19.0 ,,	100.6 ,,
Lancia Flavia 1800	9.4 ,,	13.2 ,,	19.1 ,,	107.0 ,,
Triumph 2000	9.4 ,,	13.6 ,,	19.4 ,,	100.0 ,,
Rover 2000	10.0 ,,	15.1 ,,	19.9 ,,	104.5 ,,
Sunbeam Alpine GT Series 3	10.1 ,,	14.9 ,,	19.8 ,,	98.0 ,,
Austin 1800	11.0 ,,	15.3 ,,	20.4 ,,	94.7 ,,
Jaguar Mk. 10	9.1 ,,	12.1 ,,	18.5 ,,	120.0 ,,

Enough, I think, to emphasise the performance of the Cortina GT, even allowing for the fact that performance figures vary somewhat test against test. The excellent acceleration of the Ford product has been set against its comparatively low weight, achieved by economy of steel and the use of light-gauge body panels, resulting in a kerb weight of 17 cwt., against 22.6 cwt. for the M.G. Magnette, for instance, or 18¾ cwt. for the 1963 Fiat 1500—but this seems to have brought no disadvantages in its train even in 4-door form, the body being free from judder and all four doors, and the boot-lid, of 169 FOO shutting far better than those of most low-price cars and many intended to be in the luxury class. The high-output 122E GT engine is not only essentially reliable but extraordinarily economical, as you shall see.

In case I am accused of trying to obliterate all my hindsight about the advantages of unconventionally and independently suspended wheels, I will readily admit that the Cortina's cart-sprung ride is pretty grim, the back suspension more akin to that of a jaunting-car than a donkey-cart. Fortunately, I never occupy the back seat and, naturally, the dual-rate spring leaves of the GT model contribute to a bucky ride. The steering lacks " life " and has no special merit, road-holding is more accurately described as adequate than reassuring, and the plastic-upholstered seats are mediocre—after a week in a Rover 2000, getting back into the Cortina reminded me, non-nostalgically, of a model-T.

Cornering, again, is not a strong feature of the car but has never put me in embarrassing positions or caused alarm, and some people rate it better than that of a Capri GT in the wet.

The styling, too, may not be to your taste, the sleek lines being blemished by the dummy air-intake labelled " Consul " and those

PERFORMANCE COMPARISON BETWEEN THE CORTINA VARIANTS

	0-50 m.p.h.	0-60 m.p.h.	s.s. ¼-mile	Top Speed	1965 Price (including P.T.) (2-door de luxe saloon)
Lotus-Cortina ..	7.8 sec.	10.1 sec.	17.7 sec.	109.1 m.p.h.	£992
Cortina GT ..	8.6 ,,	12.1 ,,	19.0 ,,	95.0 ,,	£757
Cortina Super 1500	12.8 ,,	19.8 ,,	20.7 ,,	83.4 ,,	£678
Cortina 1200 ..	16.6 ,,	25.4 ,,	23.0 ,,	79.6 ,,	£582



How to concentrate while driving—the Shell research way

What's the Shell man doing? 150 m.p.h. on the straight at Le Mans

Some Shell men believe in doing their motoring the easy way. Easy in one sense. But it isn't easy on the oil. This Shell man is really testing a candidate for the Shell range of motor oils. The oil is where it will be for days of non-stop running—in an engine, on a bench. And, indirectly, the Shell scientist is driving the engine.

In fact he has recorded instructions on tape, and by means of a computer these instructions are putting the engine and the oil through their paces. Changing gears, revving up, stopping, starting. Reproducing in detail what happens in a car on the road—or at Le Mans.

Few oils pass The oil in this particular test failed. But even for those that pass, this is only the first stage. They still have to pass countless other Shell tests, many on normal production cars.

Why are Shell so hard on their oils? Because motorists accept the label on a can of X-100 as a diploma of quality. And Shell mean to keep it that way.

Critical testing When you put Shell X-100 in your sump you are getting an oil that has been tested under the constant shuffle of real-life motoring conditions. And you know that it has only got to you because it refused to break down under strain.

One thing Shell never gamble on is oil.



GO WELL—GO SHELL OIL

oversize rear lamps. Personally, I do not much care what the exterior of a car looks like, as I have little time to spend gazing at it, and from inside the external shape cannot be seen. Ford have already dropped the " Consul " label and for those who want a smarter car of the same engine size there is the Corsair, in normal and GT forms.

Those aspects apart, I am full of praise for this £781 car (£757 in the more usual 2-door form) which has served me so well. It has excellent (disc front) brakes and top-gear acceleration matches the outstanding pick-up in the indirect gears, although the engine doesn't like to slog, frequent gear-changing being no hardship with the excellent all-syncromesh box. As 5,000 r.p.m. equals a cruising speed of 86¼ m.p.h., and that is 1,000 r.p.m. below the beginning of the red sector on the tachometer, motorways hold no terrors for the GT driver.

Items like the pleasant action of the lock of the cubby-hole lid and of the cover of the so-useful locker between the front seats, the nice " feel " to the door and luggage-boot locks (one key suffices for these and ignition), the sensible placing of the minor controls, the efficiency of the heater (on this 1963 model without the latest clear " Aeroflow " ventilation system) and the enormous capacity of the luggage boot, are all in the Cortina's favour. The presence of a tachometer is creditable on a saloon car of this price-class and this Smiths electronic instrument has never given a moment's trouble; the small oil gauge, normally reading 30 lb./sq. in. (but 10 lb. when it should zero), is also appreciated, but, alas, the ammeter has been deleted.

The rather odd lamps and turn-indicator controls at the extremity of the r.h. stalk are something one becomes accustomed to, likewise the inability to switch-off the otherwise excellent facia lighting. The facia styling details have been further improved since 169 FOO was made. A good item is windows which wind fully down; a bad one, the horizontal fuel filler which won't accept a can, although this has since been modified.

And what a reliable high-performance car it has been! Initially the engine idled rather roughly and stalled once or twice, but this difficulty has never recurred and now, after more than 12,000 miles in my hands, this essentially-quiet GT power unit idles without faltering at an indicated 800 r.p.m.

After 222 miles I had to tighten the screw of the o/s. rear door handle, and a little later the n/s. front door became rather difficult to open. The doors, by the way, are locked internally with the handles, which have a precise snap-action, while the friction-held quarter-light catches work well. Another simple but satisfactory detail is the choke, which pulls out and stays in any desired position by turning the knob, the wire stem being slightly bent to promote friction, thus providing a simple hand-throttle. Not that much choke is ever required, even from cold, the Weber carburation being notably efficient.

The bonnet-stay retaining clip snapped off after 4,174 miles (revised clips have since been devised), at which mileage the battery mysteriously went " flat " and the exhaust-pipe broke away from the silencer, the last-named probably due to an onslaught by a hit-and-run parker.

This took me to the always cheerfully obliging service depot of Lincoln Cars, but the GT has really not been regularly serviced —in any case, it only requires greasing and an oil-change at 5,000 mile intervals,—has lived all the time in the open, and has seldom been cleaned. The appearance of paintwork and chromium is truly creditable in spite of this neglect, nor do the hard-used seats or carpets show any signs of deterioration.

The long intervals before servicing is due are of immense practical value, apart from saving money, but the clutch pedal squeaks in protest about half-way through the 5,000-mile intervals.

After I had been enjoying the performance and dependability of 169 FOO for 5,800 miles it went back for a check-over, the gearbox being given a clean bill of health, and new front-brake pads and a set of new Firestone F7 whitewall tyres being fitted, the latter normally run half-way between the 24 lb./sq. in. recommended for normal motoring and the 30 lb./sq. in. specified when driving at sustained speeds of 80/90 m.p.h. (After 7,000 miles these tyres show no appreciable wear, and have never punctured.) It then went on with not even minor attention and no serious maladies. At around 7,100 personal miles the starter solenoid went on strike on two separate occasions, but push-starts from co-operative bystanders set me on my way, and this nuisance never returned to plague an impatient motorist.

One summer Sunday afternoon I set off to Frensham Ponds to attend a rally of the Morgan 3-Wheeler Club, with which, having a 1927 Morgan-J.A.P. of my own, I am in considerable sympathy. I didn't see any Morgans because I was soon almost completely immersed in water—not through driving into the picturesque ponds but because the mother-and-father of all thunderous cloudbursts engulfed us.

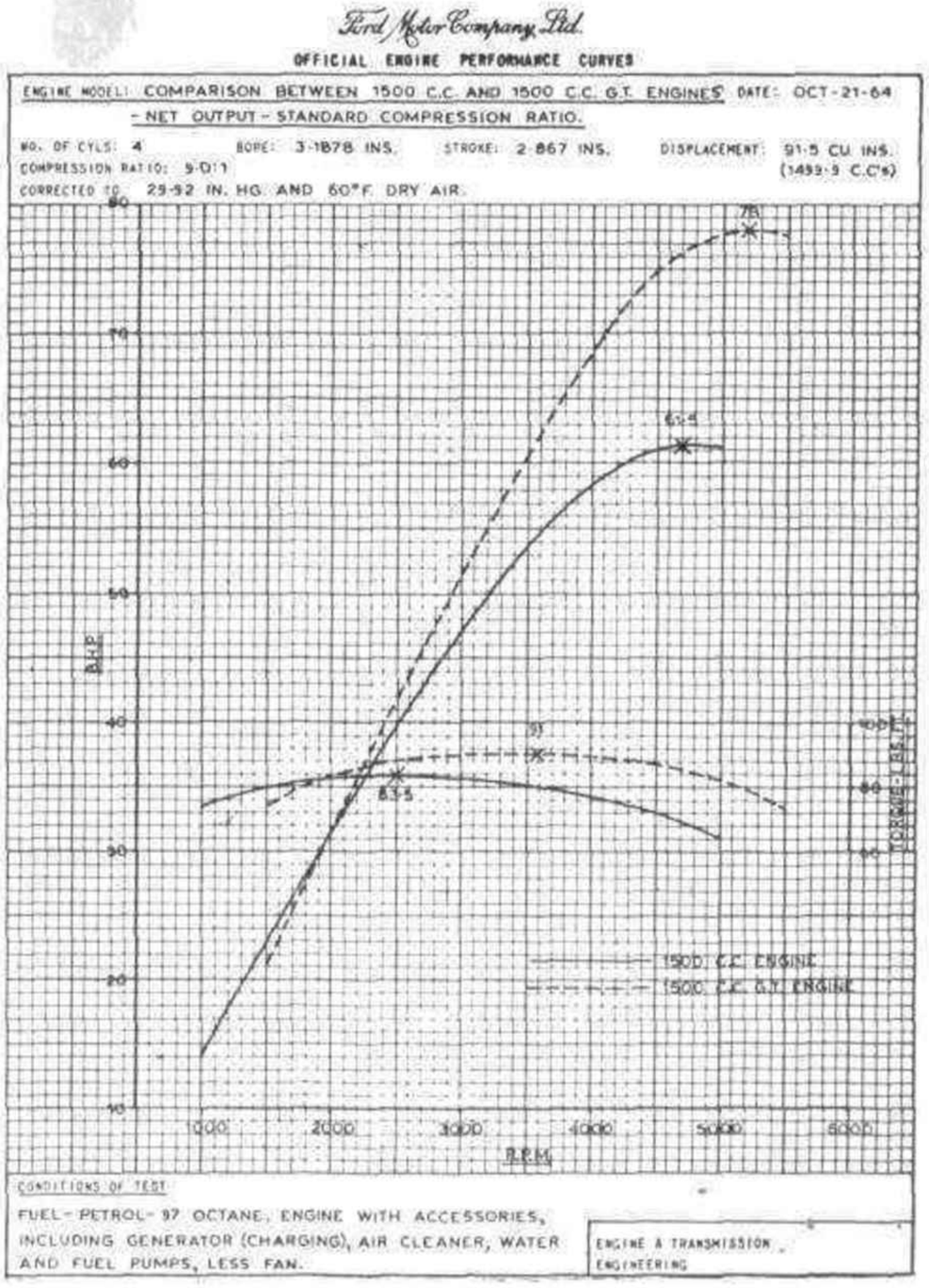
I had often driven in torrential rain in my time but never before in anything like this. And I congratulated the Ford Motor Company that not a drop entered the body of the Cortina GT.

In fact, this had seemed too good to be true and in a way it was. A few days after this heavenly immersion I met the Continental Correspondent at London Airport and commenced to drive him to Wales. He has a strong sense of smell and great prejudice against anything in a motor car which isn't absolutely spot-on, shipshape and correct.

He had scarcely finished telling me, as he bounced about on the back seat harshly-sprung above the beam back axle, that the car might pass as a TI but certainly not as a GT (I agree—as one who regards the term GT as applicable only to exotic cars like Ferraris and Maseratis, able to cross Continents at three-figure cruising speeds with just the driver, his carefully-chosen mate and the luggage aboard), when he discovered that the carpets under his feet were well and truly water-logged.

This proved to be only too true, they were sodden, so back the car went at 8,126 miles on the log. Ford expressed themselves concerned, and baffled. But they cured the ingress of damp completely and at the same time resprayed the body to remove evidence of a slight traffic contretemps I had become involved in the previous Christmas Eve.

Some considerable mileage later a piece of engine undershield dropped towards the road—it was surprising how observant fellow motorists were in spotting the thing!—and as I was passing Lincoln Cars *en route* to the office I called in. They ripped off the offending piece of fibre panel, saying I wouldn't want it until bad weather returned, and I was quickly on my way. A few miles before the end of the test the car needed some persuasion before it would start, after being idle in the open for 22 days in a B.M.C. car park. Four out of six cells of the F.M.C. battery were due for topping-up, admittedly, which raises the point that with 5,000-mile servicing intervals the battery is apt to be sadly neglected. But when it saw B.M.C. mechanics coming to its aid the Ford awoke to its sense of responsibility and quickly burst into life!



The heater spills some warm air when it should be off but this is hardly a disadvantage in winter and in summer can be countered by setting the clearly-labelled controls to " cold."

Otherwise, the Ford Cortina GT has been almost 100% dependable; certainly far more reliable than any of the previous cars I have used as Editorial transport. It can be described as possessing something of the nonchalant ability of big American automobiles to swallow persons and much luggage and keep going reliably, while having a typically British rally and (saloon-car) race-bred engine which displays no temperament in spite of being scientifically " souped-up " to increase the net b.h.p. from 59½ to 78. The advantages of buying such a car from the manufacturer instead of putting on a speedshop " conversion " are this inherent reliability, no insurance problems and no invalidity of the warranty.

I had intended to keep an overall check of fuel consumption but the car was occasionally driven by other people, my eldest daughter took a few slices of driving tuition in it, and so the log was not always written-up. However, checks over appreciable mileages gave figures of 30.07, 29.9, 28.66, and 31.8, always of premium petrol costing a few pence under 5s. a gallon. The two-stage action of the efficient Weber carburetter assists economical running. At first the change-over was just discernible to the driver but now there is considerable jerkiness, like a giant flat-spot. This does not particularly trouble me and is probably my fault for not having had the carburetter down for a twelvemonth. Nor have the brakes been adjusted (apart from when the new pads were fitted) or the Champion N4 plugs changed. The engine has been protected in the winter by Smiths Bluecol anti-freeze and is always lubricated with Castrolite, which it has consumed at the rate of roughly 700 miles per pint—the engine, of course, being between 20,000 and 30,000 miles old. A tankful of petrol takes the car on average the sensible distance of just over 237 miles. It is a quiet-running car in contrast to some of its fussy less-conventional contemporaries, but the back axle is now getting noisy. Twice I have, with consumate carelessness, caught the back bumper on a projection, which has shown the support brackets to be somewhat flimsy.

I have been particularly impressed with the reliability factor, having experienced no trouble, for example, with the special free-flow manifolding. I have also been impressed with the dependability of door locks, electrics (apart from the starter solenoid), light bulbs, etc. The driving seat has settled, so I use a shallow cushion.

The major criticism, the harsh rear suspension, has been largely answered, I imagine, by the proper location of the back axle by two radius arms in the latest Cortinas, so that wind-up of the axle is controlled without resort to the heavy-duty springs, while the facia layout has been tidied-up materially and the impressive new ventilation arrangements installed, along with minor but worthwhile improvements.

Under the circumstances I have no hesitation in saying that the Ford Cortina GT is not only pleasant to drive, safe by reason of its remarkably good acceleration and Girling disc braking, but is extremely good value at less than £760. No wonder so many of its kind, standard, de luxe, Super and GT, 2-door and 4-door, are seen on the roads of the World; no wonder " The Car of the Year," the East African Safari Rally victor, has made more than half-a-million sales since it came out of the Dagenham factory in 1962.

I had hoped to cover a bigger mileage in the year but the car has been shared with the much-liked Morris 1100 and many road-test cars, although I have taken the Cortina on most of my long journeys, often extremely heavily loaded. It was completely standard apart from Ford front-seat safety belts for those passengers who wish to wear them. More recently an Italian-made " Sprint " air-filter, for which Phegre Engineering of Hartley Wintney, Hants, are the English concessionaires, has been fitted above the Weber carburetter. It does not seem to increase the noise level, yet, being of plastic, is lighter than the original. Being about half the diameter it also provides a decent view of the engine, with its special manifolding, etc.—not that this extra accessibility was necessary to get at the dip-stick, which was always accessible. Whether this new air-cleaner gives better fuel consumption I cannot confirm, but the last check under unfavourable conditions gave a figure of 29.6 m.p.g. The car is fitted with a Ford push-button radio which takes some time to function after being switched-on, as it is of non-transistor pattern, but is otherwise in every way excellent.

* * *

Towards the end of this extended 12,000-mile test of the Cortina GT I took it down to Ford's Engineering Centre at



The Ford Cortina GT has been extremely successful in races and rallies. Here the Sears/Ljungfeldt Ford is seen in action on a wet track during the 1963 Six-hour Race at Brands Hatch.

the invitation of Mr. A. S. Wheelhouse, Manager of the highly-efficient Public Relations Division of Ford Motor Company Ltd., to discuss the design with Fred Hart, Ford's Chief Engineer, Passenger Cars, and Alan Worters, Chief Engineer, Power Units.

Mr. Hart told me that it was Vic Raviolo who was so pleased with the improvement which the 1¼-litre five-bearing engine made to the Cortina that he demanded a high-performance GT (or as I would prefer it, TI!) version within the limits of Ford's passenger-car production plans, no doubt inspired by cars like the Vauxhall VX 4/90, Alfa Romeo Giulia TI, B.M.W. 1800 TI, N.S.U. Sport Prinz, Panhard Tiger S, and VW 1500S, etc. Two of the experimental staff, Claud Scott-Hall, then Light Car Design Manager, and Brian Peacock, a development engineer, who currently drives a competition 1,650-c.c. Ford Anglia, were given the task of devising such a car, outwardly a normal Cortina, the time limit set being the exceedingly tight one of six months.

The new " 80-bore " 1,498-c.c. engine proved very adaptable to tuning. The compression-ratio was raised from 8.3 to 9.0 to 1, a free-flow 4-branch exhaust system devised, new inlet manifolding designed to take a dual-choke downdraught carburetter, a Cosworth camshaft adopted, the cylinder head slightly modified to take larger exhaust valves, the pistons strengthened and copper/lead main bearings fitted.

When I remarked on the splendid indestructability of the GT manifolding, sometimes a source of leaks and broken welds in speedshop-souped power units, Mr. Hart said this was no accident—such manifolding *had* to be dependable in a car marketed by Ford, and much toil took place to make it so, pipe-brazing being used only for the plate attached to the head, the rest being welded up. The problem of adapting this manifolding to l.h.d. cars was also considerable. . . .

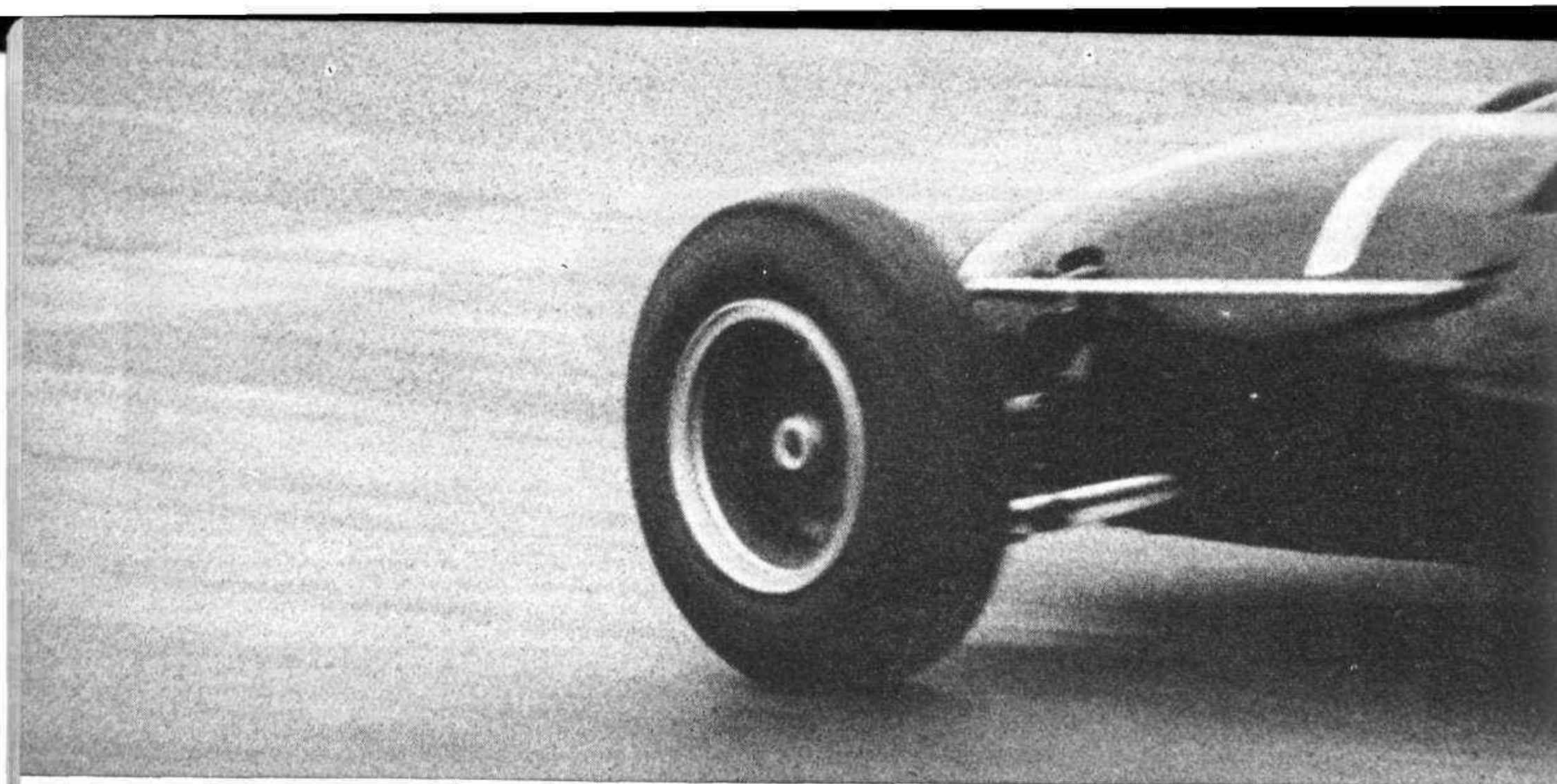
For a time the exhaust system was stayed to the clutch housing but this caused boom. The prototype Cortina GTs had a nice fruity exhaust note, much admired by the boys of the Experimental Department when the cars were tested round Boreham, but Mr. Hart did not want noisy catalogue cars, and the tail pipe was shortened to give a normal exhaust note.

When supplies of a British dual-choke carburetter proved difficult the Weber carburetter was investigated, in collaboration with their Chief Engineer, Signor F. Bellicardi. The dual-choke, differential-throttle-action DCD1 type was adopted with complete success and is supplied direct from the Italian factory. Originally an output of five, or perhaps ten, Cortina GT cars a day was visualised, certainly not more than 20, but with the present demand running at some 70 a day, Weber has had no trouble in keeping up the supply of carburetters.

The engine had not only to develop over 80 S.A.E. h.p. but to remain docile. The free-flow exhaust system alone was worth six additional b.h.p.

To suit the increase in performance a lower car was desirable, but although suspension modifications dropped the height by some 1½ in., the substitution of 5.60 × 13 instead of 5.20 × 13 tyres gave an overall lowering of only ½-an-inch. In any case, ground clearance had to remain sufficient for safe negotiation of rough terrain. The front coil-springs were stiffened and a ¾-in. roll bar introduced to reduce roll, and the dual-rate back leaf-springs were introduced, to obviate back-axle wind-up under acceleration. For the 1965 cars radius arms locate the axle, so that ultra-stiff springs are unnecessary.

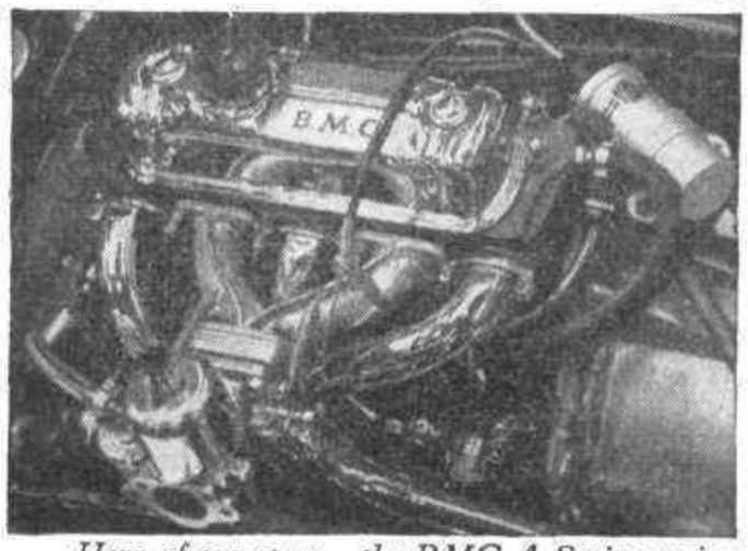
Continued on page 1030



BMC-POWERED COOPER WINS 19

Inside story of the world's most versatile engine (British, of course)

The BMC A Series engine is a natural for tuning, and as such is the enthusiast's dream. John Cooper, of the Cooper Car Co., was quick to spot its potential and, working closely with BMC's Developments Branch,



Hero of our story—the BMC A Series engine

incorporated it into his earlier Formula Junior cars.

Success on the track gave ample proof of the engine's performance and reliability. So much so that basically the same Formula-Junior-specification engine was used to power the Mini Cooper and, later, the Mini Cooper S. Between the two of them, these cars have re-written the form book both on the track and on the rally circuit.

THE CHALLENGE OF FORMULA III

The introduction of the Formula III specification last year presented another challenge to the A Series' versatility. The revised rules swung away from virtually do-as-you-please tuning onto very limited treatment . . . a single carburetter and a ceiling capacity of 1000 cc being the two most important revisions.

As soon as the revised specification was available, John Cooper and Eddie Maher (BMC Engines Development Branch) again got their heads together, and at the back end of 1963 the Cooper-BMC Formula III racing car was born.



Championship Trio: John Cooper, Jackie Stewart and the Cooper-BMC

INTO BATTLE

The Cooper-BMC made its first public appearance at the Racing Car Show in January, 1964. Then followed a couple of months of intensive re-checking and testing before the car was completely ready for its

TEST-DRIVE BMC

Austin and Morris Mini Saloons £469.15.10
Mini de Luxe Saloons £515.2.1
Austin Mini Countryman and Morris Mini Traveller £532.12.6

Morris Minor 1000 2-door Saloon and Convertible £516.6.3
1000 4-door Saloon £546.10.5
1000 Traveller £582.15.5

Austin A40 Saloon £557.7.11
A40 Countryman £576.14.7

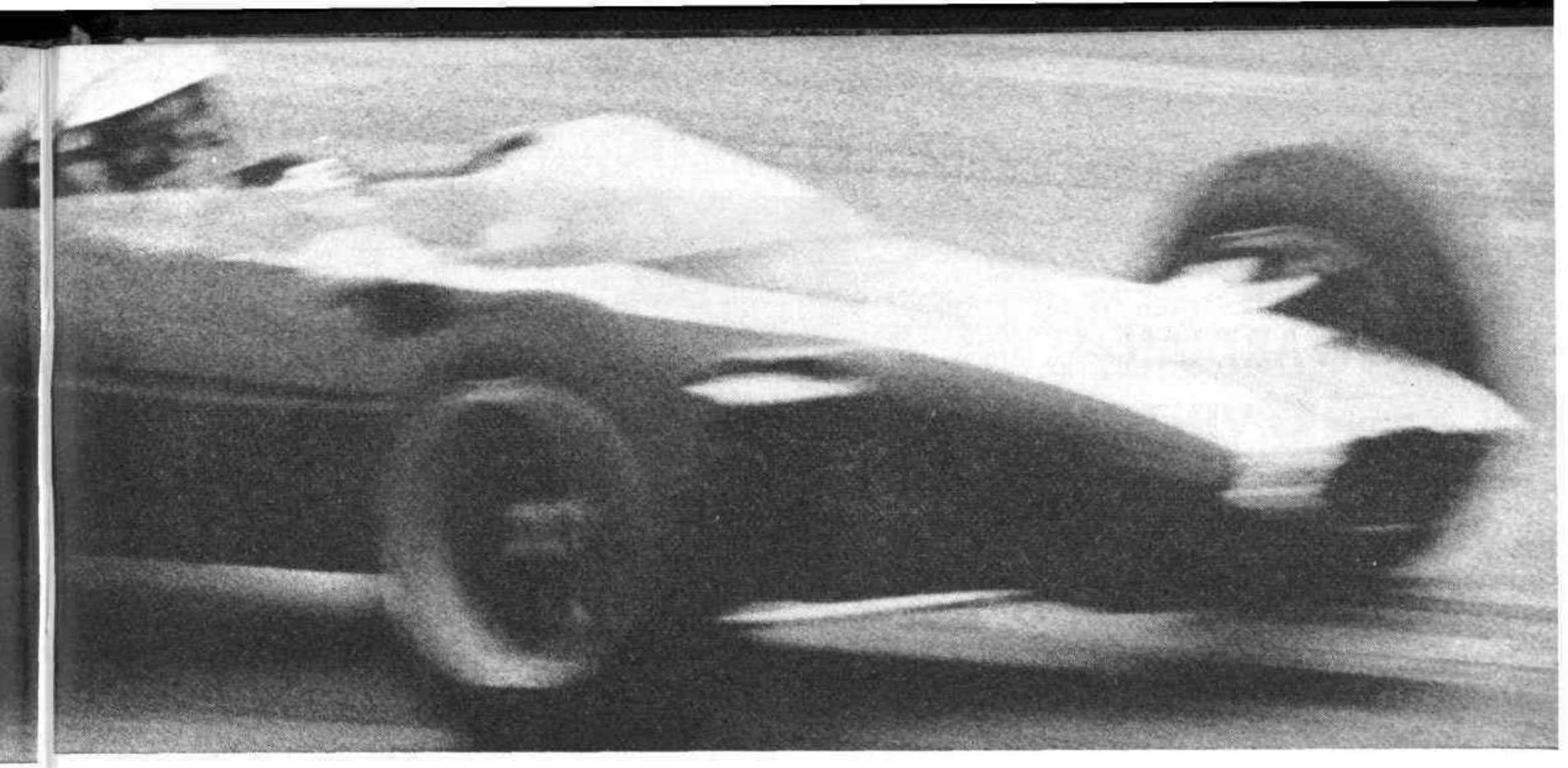
Austin 1100 4-door Saloon £593.12.11
Morris 1100 4-door Saloon £593.12.11

Wolseley Hornet Mk II Saloo £578.10.1
Riley Elf Mk II Saloon £596.13







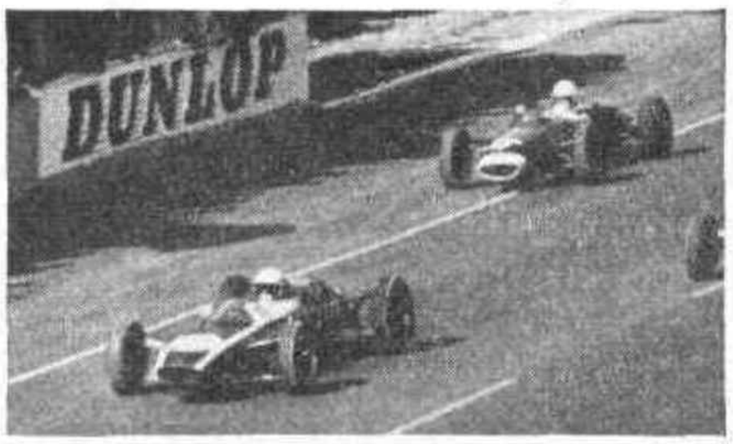



64 FORMULA III CHAMPIONSHIP!

first outing. The Cooper-BMC made its racing debut at Mallory Park on March 8th —and crossed the line a clear winner.

SEVENTEEN FIRSTS

The Cooper-BMC started out the way it meant to carry on. Taking to Formula III like a duck to water, it collected 17 firsts, 11 seconds and 9 thirds during the season. And at the same time the Ken Tyrell team



Cooper-BMC in action on the famous Rheims circuit on July 5th. Won its race at an average speed of around 108 mph.

cars won the 'Express & Star' Formula III Championship. First new Formula III Champion driver was Jackie Stewart from Scotland. He steered the Cooper-BMC to 12 of its wins, and in the process earned himself a place in a Grand Prix team next year—not bad for a driver who was a little-known club competitor at the beginning of the season!

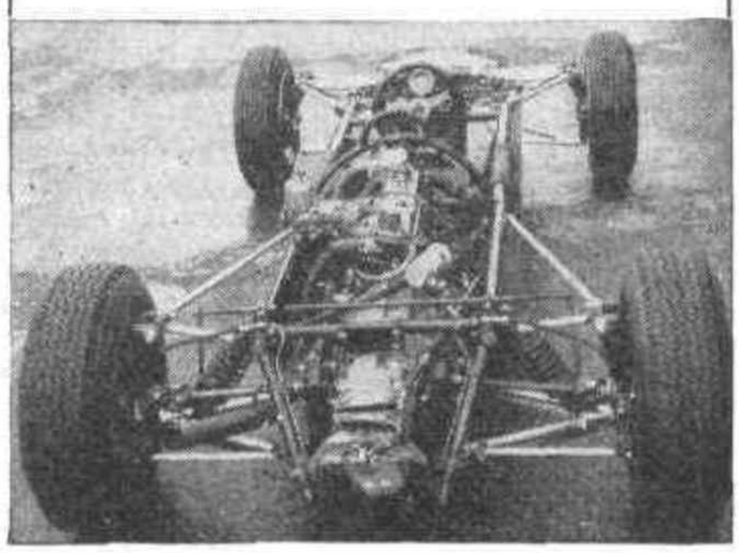
The car's first race on the Continent had an interesting background to it. The French Shell Oil Company presented a Cooper-BMC to Jean-Pierre Jaussard for being the best pupil at the Jim Russell Driving School in France. He entered it at Pau on April 5th —and romped home first.

SAME ENGINE POWERS 24 BMC CARS

The A Series engine's versatility in competition is only matched by its versatility in everyday motoring. For basically the same engine powers 24 BMC production cars. Buy any one of these cars and you have an engine that has been proved on the world's race and rally circuits to be as reliable as sunrise . . . an engine that is British-designed and British-built . . . an engine that powers the reigning Formula III Champion. You can't go far wrong with that sort of upbringing, now can you?

A BRIEF RUN-DOWN ON THE 1964 BMC FORMULA III ENGINE

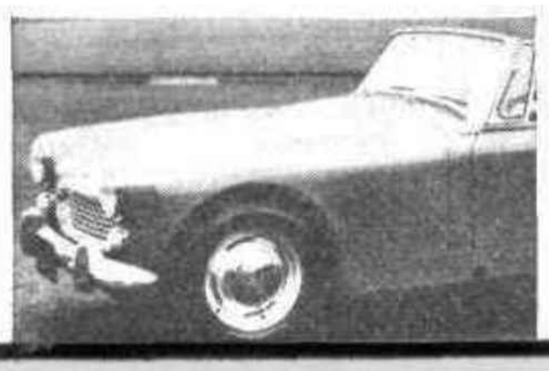
Number of cylinders	4
Capacity	1000 cc
Carburetter	Single SU HS6
Sparking Plugs	N6IY Champion
Fuel	100 Octane Minimum
Max. Power	88BHP at 7750 rpm
Max. Torque	71.6 lbs/ft at 5000 rpm



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Austin-Healey Sprite	£611.15.5
MG Midget	£623.17.1
Austin and Morris Mini Coopers	£590.0.5
Austin and Morris Mini Cooper S Types	£693.6.8
MG 1100 4-door Saloon	£714.9.7
Princess 1100	£895.14.7

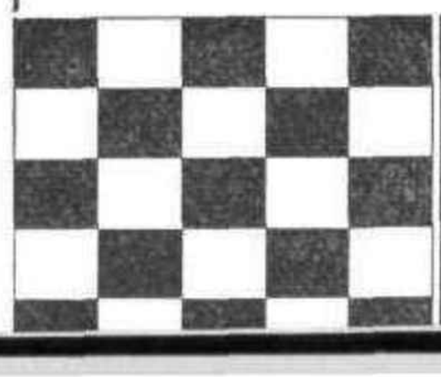
All prices include purchase tax

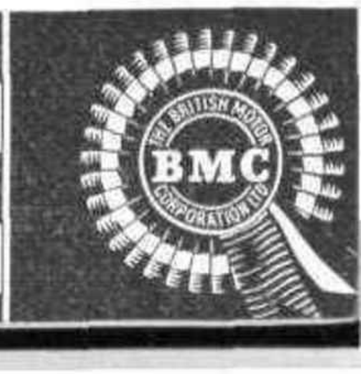






THE BRITISH MOTOR CORPORATION LIMITED
BIRMINGHAM AND OXFORD





VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



TOWARDS THE SUNNY SOUTH.—The Editor of MOTOR SPORT, *accompanied by the President of the Antique Motorcycle Club of America, drives the Montagu Motor Museum* 1903 *Panhard-Levassor through the mists of London* en route *for Brighton.*

THE R.A.C. VETERAN CAR RUN — THE EDITOR GOES TO BRIGHTON IN A 1903 TWIN-CYLINDER PANHARD-LEVASSOR

THE Brighton Run, this year's the 68th Anniversary of the original Emancipation Day Run, was an event not to be missed. For the past five years Lord Montagu of Beaulieu has generously enabled me to drive a veteran from his World-famous Montagu Motor Museum and as on four occasions I have taken a different pre-1905 motor car, the experience has been varied as well as warmly appreciated.

Each year Lord Montagu's veterans are in great demand and this time I was to have had a Durkopp, narrowly missed driving the unstable 2¾-h.p. Sunbeam-Mabley in which James Tilling once capsized and broke an arm, and ended up with a very handsome vehicle entirely typical of the best type of veteran car towards the turn of that era, in the form of the Museum's well-known 1903 7-h.p. twin-cylinder Panhard-Levassor.

To drive a Panhard of any kind is an honour indeed, because this make is the grandfather of all other automobiles. At first the Daimler narrow-vee 2-cylinder engine propelled them, then in 1895 Panhard came out with their own Phénix engine, replaced towards the turn of the century by the Centaure vertical-twin.

This last-named engine powered the car I drove in this year's Brighton Run, an engine directly descended from the 6-h.p. racing Panhard-Levassor engine of 1896/7. This vertical twin has a bore and stroke of 90×130 mm., giving the formidable capacity of 1,645 c.c. The cylinders rise neatly from a half-sphere crankcase; the inlet valves are automatic and fed through a long exposed pipe from the Panhard-Levassor single-jet, piston-throttle carburetter. This engine is cooled by a gilled-tube radiator in front and a water-tank at the back of the chassis, circulation being maintained by a water pump driven by friction from the sizable exposed flywheel, in which it has worn a deep groove. Originally the carburetter was governed but this control has been removed from the Museum's car, an awkwardly placed r.h. accelerator pedal dispensing with a ratchet which at one time presumably held it in any required position.

Originally, too, trembler coil ignition was used, with the make-and-break on the front of the camshaft, but at least one Centaure engine now relies on an h.t. magneto and I was disappointed to find that Lord Montagu's car has a modern (chain-driven) distributor taking h.t. current from a modern coil and electricity from a modern 6-volt battery beneath the seat. Consequently, the door in the front apron to give access to the commutator is nowadays sealed up. The inlet valves live above the side-by-side exhaust valves on the near-side of the engine, so that the inlet pipe curves over from the carburetter which is on the off-side, while the exhaust manifold is a fine swept-back 2-branch free-flow affair merging into the down-pipe.

This pleasing and beautifully-made 180° twin is said to develop 7 b.h.p. at around 800-1,000 r.p.m.

The gearbox provides three forward speeds and reverse, Panhard being as undecided as Hispano-Suiza was at a rather later date as to whether the customer deserved three or four speeds. The cone clutch is of unusual construction, its shaft going right through the gearbox, with the clutch spring on the back of it, and final drive is by side chains. The hand-brake operates contracting band brakes on the back wheels, the foot pedal a transmission drum brake.

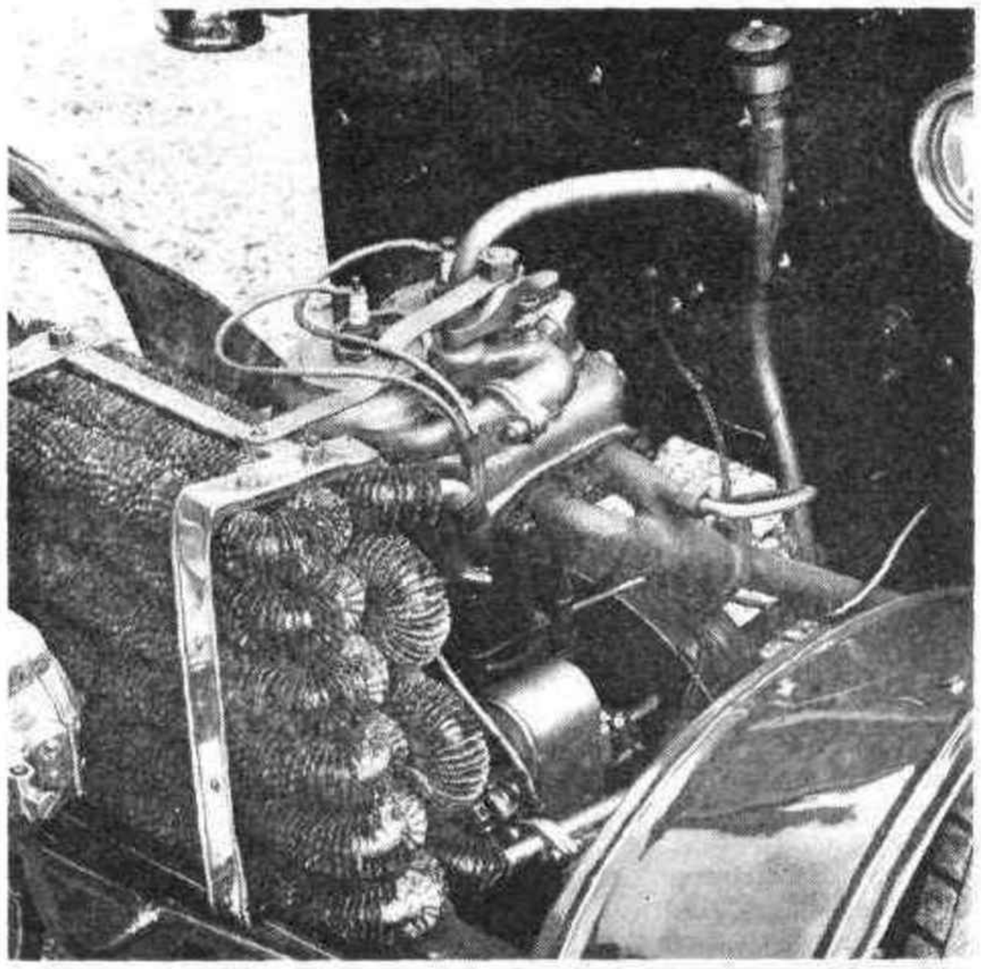
"My" Panhard had the same size (875×105) Dunlop herring-bone-tread tyres on all its yellow wheels and a simple but pleasing green 2-seater body with the usual locker behind that one finds on many veteran cars and which is too shallow for the effective stowage of petrol, oil and water tins. A plate on the dashboard proclaimed it a "Type 1902, No. 570." The simple, lift-up, heavily-brass-bound bonnet has the water filler cap protruding from it, and a single P. & H. headlamp is mounted centrally before the radiator on a bar conveniently arranged to swing out of the way when the starting handle is being used, this handle being connected to the engine by chain and having a tiny pawl which has to be pushed-in to engage this drive. There are Lucas "King of the Road" oil side-lamps, twin oil rear-lamps, and a Klaxon horn which is probably a bit out of period.

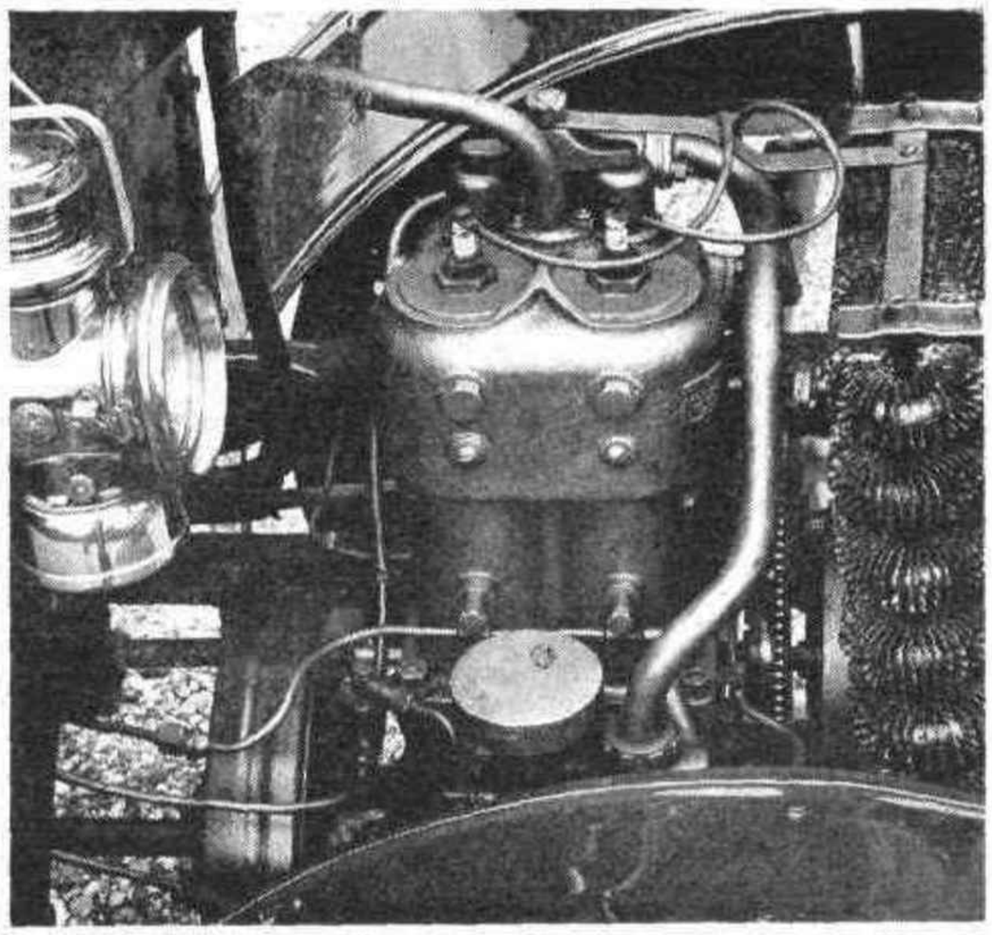
Reverting to the engine, not only has it the racing pedigree aforesaid but the adoption of a radiator into the cooling system dates from Giradot's innovation for the 1897 Paris-Dieppe race, although this was mounted at the back and consequently apt to be dirt-clogged, so that it was moved to the front for the 12-h.p. model of 1899.

So I was to have my hands on an automobile of worthy racing ancestry, although the production 7-h.p. Panhard-Levassor was sturdy and reliable rather than sporting and, in spite of wheel steering, still followed the original *Système Panhard* of 1891 which set the fashion for the majority of automobiles for many decades.

This particular Montagu Museum 7-h.p. Panhard has an interesting history. It was supplied originally to Mr. John Morant of New Park, Brockenhurst, in the New Forest of Hampshire, adjacent to the site of its present Museum home, in 1903, by the Imperial Motor Works of Lyndhurst. Its keen first owner took it in 1904, resplendent in its then-white paint with red trim, to Venice and set out to drive to Athens. Alas, this attempt was unsuccessful, the chauffeur giving up owing to an attack of dysentery (which made me hope *my* stomach would not misbehave between London and Brighton!), Mr. Morant returning home to England.

Some years later, New Forest Services Ltd., a company which





[Photos by courtesy of the Montagu Motor Museum

Two views of the twin-cylinder 7-h.p. Centaure engine of the Montagu Motor Museum's 1903 *Panhard-Levassor which the Editor of* MOTOR SPORT *drove in the Brighton Run.*

had taken over the Imperial Motor Works, re-purchased the Panhard, using it for petrol deliveries to farms which in those days were cut off in remote areas of the New Forest but whose farmers had bought motors and tractors. When not so engaged the car was displayed in their showrooms. In 1959 the body was overhauled and the Panhard took part in the recording of the long-playing record, " Sixty Years of Motoring."

The Montagu Motor Museum purchased it in 1960 at the first Veteran & Vintage Auction Sale and for a time dated it as 1902. It has since been used as a photographic background, visitors to the Museum putting on period hats to have their pictures taken sitting in it—a matter of some comfort to me, as I felt that I might not cut any more ridiculous figure driving the car in my habitual Brighton Run " Bibendum " garb of Sidcot-suit and flying helmet, although the Continental Correspondent did his utmost to get me into a vast and hairy pioneer motoring coat and Russian fur-hat, which the rest of the family refused to tolerate. . . .

Preparations for driving to Brighton in this Panhard-Levassor included borrowing an extremely useful Avon-shod Vauxhall Velox from Vauxhall Motors as a towing-vehicle and the Firestone-shod trailer from Dudley Gahagan on which he transports his well-known E.R.A.

Thus equipped, I drove down to Beaulieu on the Friday before-hand, for a driving lesson. Compared to some veterans, control of the Panhard is comparatively simple, and has been rendered more so because the original twist-grips on the spoke of the near-vertical steering wheel, for ignition advance-and-retard, are not coupled up on Lord Montagu's car, a small lever on the left of the dashboard serving this purpose instead.

The steering is *very* direct, and heavy. The piano pedal controlling the clutch is at an awkward angle, so that my foot slipped off it all too readily, and the tiny accelerator pedal is so located that unless one's right foot is at a most uncomfortable angle, the brake pedal comes down on top of it whenever the clutch pedal is depressed!

Otherwise, driving the 1903 1.6-litre Panhard twin is reasonably easy, the more so as although there is an impressive array of different size and type brass lubricators on the knee-high dash, for the big-ends, pistons, gearbox and differential/bevel final drive pinions, I was told to ignore all except a motorcycle-type plunger pump which feeds the engine *via* a drip-feed.

The r.h. gear-lever is of quadrant type, back for reverse, then through neutral into 1st, 2nd and top speeds, its pawl more or less inoperative and the long movements between middle and top speeds catching me out when I came to make the shorter one back into 1st speed, so that invariably I got neutral. Outside the long gear-lever the hand-brake pushes on to apply quite powerful brakes.

After the big petrol tank directly beneath the driver(!) had been filled and likewise the water tank, I tried my hand at emulating the feats of pioneers like Giradot and Chevalier René de Knyff on the still unspoiled road towards the Panhard's original home at Lyndhurst.

The steering needed concentration, and both hands. The gear quadrant problem I have mentioned, and I also found, as Kent Karslake had done when he drove the 1901 Panhard " Le Papillon Bleu," that AA 14, as the Museum car is registered, would only take top speed on absolutely level roads, and then reluctantly.

However, returning to the garage, we lifted the coal-scuttle bonnet to find the engine smothered in dirty black oil, which had apparently been emitted from the breather pipe and flung around by the timing gears, which are exposed save for circular casings over them, thus " shorting " No. 1 sparking plug. The mechanic drained oil from the sump while I pointed out a water leak to Louis Giron, the Museum's Chief Engineer. I was told that all should be well, after the water-union nuts on the head had been tightened, and that spare plugs would be in the Museum tender-car that was to follow us to Brighton.

And so, not very optimistically, I set the trusty Vauxhall to tow the Panhard-Levassor to Hyde Park in the early a.m. of Brighton Sunday, there to meet my passenger, Arthur Sigal, President of the Antique Motorcycle Club of America.

I had got to Brighton on three out of five attempts. What, I wondered, would the sixth attempt have in store for me?

* * *

There was slight panic at fog which delayed the tow to London, but the Vauxhall did its best to alleviate this by its excellent reversing lamps and wing-mirrors. Unloaded, the Panhard com-menced first pull-up, Mr. Sigal got up beside me and we were off, the Shuttleworth Trust de Dietrich, *sans* back mudguards, thundering past in true racing fashion on our left.

For some miles I resumed my driving lesson, until I was moderately proficient at finding the cogs on the quadrant. After this all went splendidly, although wet mist sent shivers through us not attributable to the car's vibrations, this persisting until beyond Purley, after which a November sun shone from a pale blue sky and the joy of the thing was restored in full measure. Brixton Hill had presented no difficulties, but a traffic hold-up in Croydon reminded me of the anxiety of locating bottom speed on the quadrant and of the likelihood that, once " in," it would probably jump " out."

Beyond Purley I put in the 3rd speed and the Panhard rattled

along quite fast, with a curious galloping motion which, if speed fell off, became a pronounced torque-reaction telling the driver to return quickly to middle gear. By doing a leisurely double-declutch, allowing the revs time to increase, this speed could be put in smoothly and inaudibly. Yet, now it was thoroughly warm, I found I could use the highest speed quite frequently; it could even be kept in up mild gradients.

Moreover, the Panhard took most of the notorious Brighton Road hills strongly in second, and proved able to restart on the worst of them in bottom gear without trouble. Consequently, the route held no terrors for us, and we stopped only when I missed getting into bottom when restarting on congested Handcross Hill, I think it was (the modern dual carriageways have taken most of the character out of the Brighton Road and consequently the hills are difficult to identify). My passenger leapt out, followed by myself to show him the starting pawl, he swung her, and we were off, declining offers of a push.

On another hill I let the clutch with its awkward and slippery piano pedal go and we jumped a foot into the air—both times fault of slovenly driving by a novice! If I baulked anyone while I tried to humour the quadrant-change, I apologise. In fact, I cannot recall many of the veterans we overtook, except for Lord and Lady Strathcarron in the snugness of their 1903 Georges-Richard limousine, Sammy Davis and his wife on the 1897 Leon-Bollee tricar, and Kenneth Ball cheerfully riding his 1899 Deschamps tricycle. I was also glad to see others of the 13 Panhards which had started going well, including John Bolster's 1902 sister-type. No. 162 never faltered. Indeed, the Panhard proved as tractable as a vintage car, so that instead of frantically trying to find a way through, we could pause with the modern traffic and get going again with very little effort. Leaving the starting area at 8.35 a.m., we came to the finish at 12 noon, an average speed of 16.7 m.p.h., and for the last 15 miles I had nursed the engine, which sometimes pulled sweetly, at other times emitted such horrible clankings that I thought both big-ends had "run"; I can only hope that such a cacophony is as natural to these cars as the vibration from their engines when running light, which disappears under running conditions. I have also read that the noise of a Panhard-Levassor twin and its indirect gears drown the noise of the final drive, but I swear that once we were in top speed I heard clearly the merry music of the chains. The ride on the ½-elliptic springs which suspend the armoured wooden chassis that Panhard retained until 1905 is quite good, apart from that lolloping gait, at speed, and I did not notice the emission of any oil smoke or water vapour. There was still plenty of petrol in the tank at Brighton. Crude to a degree, the 1903 Panhard nevertheless personifies the best traits of the later veterans. In spite of the short wheelbase directional control was satisfactory except for lurches over the "temporary surface" of the Gatwick By-Pass, and although the steering seemed to get heavier towards the end, I couldn't decide whether this was due to lack of grease or tiring wrists!

Mr. Sigal was a happy and enthusiastic, if cold, companion, who really enjoyed the Run, being surprised at the crowds lining the route and warm in his praise of the organisation. This time the roads were mostly almost deserted, except for actual traffic blocks in a town or on the hills, and the Police everywhere were exceedingly helpful. Arrived at Brighton, the Mayor, Lord Montagu and Mr. F. C. Glover of the Brighton Motor Museum, National Benzole and the R.A.C. Press caravan competed in overwhelming us with hospitality.

Another "Brighton" is over—long live the Brighton Run!

* * *

This year there were 23 non-starters out of 257 entries, and 13 failed to complete the Run. First to arrive at Brighton was Basil Davenport of G.N. "Spider" fame, in his 1902 Century Tandem, bought for 50s. in the good old pre-war days of the hobby. He seems to have overlooked the rule of not averaging more than 20 m.p.h. and so, apparently, had Count Labia in his giant 24-h.p. De Dietrich and several others. Yet they all qualified for finishing plaques. The 1894 Bremer, allegedly Britain's oldest car, and for which a special Parliamentary concession had to be made before it could be taxed, left with a five-minute concession in a glare of publicity and went out with a broken crankshaft. Bruce McLaren drove the Rootes Group 1904 Sunbeam in the absence of Jack Brabham, and Jim Clark shared with Lord Montagu the 1903 Sixty Mercedes, which expired on the finishing-line with a petrol blockage. Vauxhall Motors' 1904 Vauxhall unfortunately broke its back axle.

The most popular make was De Dion Bouton, of which 40 left Hyde Park; there were 14 Panhard-Levassors, 13 Benz, 12 Humbers, 9 Peugeots, 9 Wolseleys and 8 Renaults amongst the more popular of these pre-1905 cars. This year those that failed were the 1894 Bremer, Flather's 1897 Daimler, Williams' 1899 Century Tandem, Slater's English Mechanic, the Varley/Marshall 1900 Locomobile steamer, the Cheddar Motor Museum's 1901 Locomobile steamer, Lord Strathcona's 1903 Humberette, Baron Ruben-Levetzau's 1903 Renault landaulette, the Haywards' 1904 Cadillac, Hartleys' 1904 De Dion Bouton, Harrison's 1904 Humberette, Sharpe's 1904 Pope-Tribune and Vauxhall Motors' 1904 Vauxhall.—W. B.

A 750 M.C. ANNIVERSARY

On April 16th, 1939, the opening run took place of the then newly-formed 750 M.C., an invention of Bill Boddy's mainly to promote trials more suitable for Austin Sevens and similar small cars than the prevailing mud-larks which were dominated by "knobby-shod" Ford V8s. Since then the 750 M.C. has gone from strength to strength, remaining primarily a race-promoting and sporting organisation under its 750 and 1172 "poor-bod's" racing formulae. Rather late in the day, spurred on perhaps by the historic endeavours of the Austin 12/4 Register, it decided to cater for original Austin Sevens.

On October 25th the Club held its 25th Anniversary Run, over a route in Surrey, devised then as in 1939, by John Moon, and following much the pattern of the original frolic. Founder members Bill Boddy, Bill Butler, John Moon and Tom Lush were persuaded to attend, and a truly representative cavalcade of pre-war Austin Sevens, of varying age, type and condition, lent support, to the delight of even the National Press.

The long line of cars, there must have been over sixty of them, left Virginia Water, led by Register Secretary John Thorne's immaculate 1929 Swallow saloon and that excellent institution, the Register's 1932 Austin Seven van driven by V. Orchard. It was intended that Bill Boddy, Editor of MOTOR SPORT, driving a 1937 Ruby lent by Brewster Cobb, a 3-bearing Birmingham-registered saloon which has spent all its life in the Cobb family, should come next, as he had led the 1939 event. However, Boddy gave way to older Sevens and, having quickly mastered the minute clutch pedal movement, took his place about half-way down the long line of ancient Austin productions, which included a 1930 fabric saloon, Chummies, Hodge's 1931 W.D. Scout car, Nippies, Opel 2-seaters, saloons of many different years, Rubys galore, and a curious tourer which seemed bent on proving, by way of brass taps as sidelamps, that it was a comic mobile bath. In Guildford this impressive cavalcade got itself thoroughly mixed-up in spite of a patrolling, very sporting 3-litre Bentley, and Boddy arrived first at Newlands Corner, where, in the gathering dusk, the *Concours d'Elegance* was judged by himself (for vintage Austins), Bill Butler (for 1931-35 cars) and John Moon (the post-1935 cars).

Before the start of the Run Gavin Fairfax presented his award, for the best Seven of them all, to B. Moore, who came in a quite immaculate 1933 saloon with contemporary disc wheels.

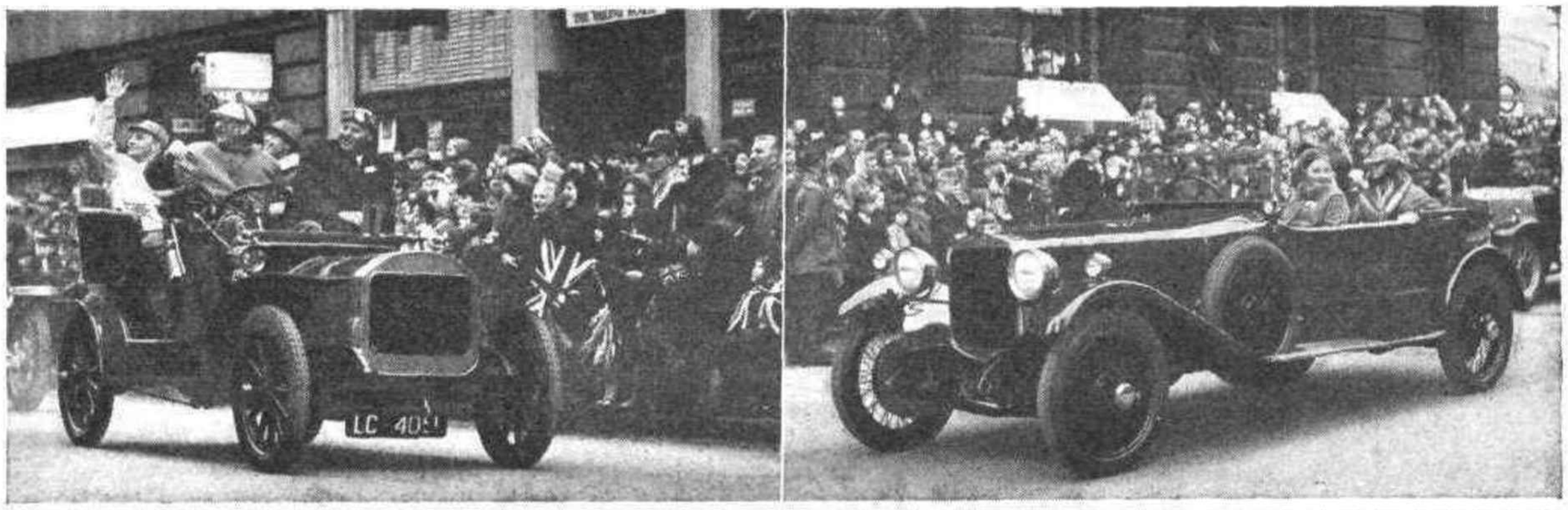
The vintage class was a close thing between R. E. Powell's 1927 tourer from Lee, laid up since 1932 and only recently discovered, in correct dark blue paint with original leather hood, although maybe its plated, scuttle-mounted sidelamps should have been black(?), Thorne's Swallow, and Oborn's 1930 fabric saloon with very clean engine but non-original carburetter. The tourer was given the prize although, seeing it was on Trade Plates, one hopes it will not be immediately advertised for some absurdly weighty bag of gold.

The middle class went to W. Hodge's 1931 WD model, and the late-model class was a tie between D. Day's 1936 Nippy, also from Lee, and Tiedeman's 1938 Ruby. There were some absolutely splendid cars present, including a really creditable 1934 grey saloon. The longest-distance award went to I. Downes' 1930 tourer, from Nottingham. He did not come up to receive it, rumour having it that he was asleep in his car and no-one liked to wake him up!

Mike Eyre spent the afternoon with his enthusiasm divided between his enormous Pontiac Parisienne and a borrowed Austin 65 sports, and the Chessington Group had six identical 1933 saloons in the same shade of green, making their own eye-catching procession. Three cars dated from 1927.

It was an excellent anniversary even if someone had surely forgotten that the clocks had gone back that day, so that Boddy presented the prizes in nocturnal dimness before the long line of Sevens, lights twinkling rather than blazing, wended its way back to Virginia Water *via* some country-lane territory.

Bull-Nose statistics.—When 37 cars attended the Oxford Rally of the Morris Bull-Nose Club last September, painstaking Lytton Jarman and Bob Knox compiled some statistics about



OLD CARS PARADING BEFORE THE CROWDS OF LONDON TOWN.—Left, this 1905 18/22 Brown and, right, a 1920 24/70 Sunbeam were amongst a representative procession of cars from 1894 to 1964 in this year's Lord Mayor's Show.

them, typical of this Club, which is notably meticulous about correct restoration and Morris history. We lift these notes from the Club *Newsletter* :—

Ignition : Twenty-eight original Lucas magnetos, two Bosch, two Watford, one Simms, one M.L., one modern Lucas tractor magneto and two coil conversions.

Carburetters : Twenty Smiths (seven single jet, three " twisty " five jet, 10 straight-through five jet), 16 S.U. (only four were original fittings), one Solex.

Wheels : Five sets of beaded-edge and 32 sets of wellbase.

Holyoak's and Kane's 1923 Oxfords both had Smiths single jet carburetters fitted, whereas Morris literature hints that they should have Smiths " twisty " five jet instruments, the single jet Smiths being reserved for Cowleys. It is unwise to be dogmatic about the carburetter types used between 1922 and 1924, and possibly the vagueness of Morris literature on this point was intentional. It was pleasing to note that some of the early cars still retained their B.E. wheels.

The Guy Fawkes' Night V.S.C.C. " Phoenix " Meeting at Hartley Wintney was very decorous, producing none of the high-jinks of pre-war November 5th V.S.C.C. gatherings, when giant jumping-crackers were lit and flung into the hotel, with Tim Carson at the bar trying to keep order, and rockets were fired from bottles canted at such angles that they raced motorists along the comparatively deserted A 30, passing unsuspecting cars, legend suggests, one on each side. . . .

The 1964 November 5th " Phoenix "-evening produced a couple of " real " Morgan 3-wheelers, the vast open 4-S.U. straight-eight Delage, which has been painted, a big Humber tourer which was probably draughty, a low-chassis 4½-litre Invicta, an open 3-litre Bentley, and a stately 2-door 12/50 Alvis saloon. Otherwise, vintage and p.v.t. vehicles were not prominent, well-known vintagents preferring Volvos and suchlike on this occasion.

Merely old cars were represented by several sports M.G.s, a Type 45 B.M.W., and a vast Vauxhall saloon of indeterminate model which someone said " was probably the property of the President of the O.C.C."

MOTOR SPORT's Continental Correspondent came in a 1929 Austin Seven metal saloon, which promptly attracted another similar model and a later Seven, and, even more astonishing, one of the Editor's daughters arrived in her 1934 Austin 10/4 saloon, parked it out of sight, and returned to discover it flanked on one side by an identical 10/4 and on the other by a rare 10/4 2-seater—and all three were displaying L-plates! It could only happen at " The Phoenix," surely?

NEW VINTAGE AND HISTORIC RACING CAR DEFINITIONS

The V.S.C.C. has issued the following announcement :—

The rules regarding the above have been revised, and in future cars will be grouped as follows—but in *every case* acceptance is at the discretion of the Committee, and full details of the car and its racing history must be submitted to the Committee for consideration before the car can be accepted for an event.

Cars in Groups 2, 3 and 4 will not be accepted for any event until they have been examined by an R.A.C. scrutineer, and certain parts crack-tested, etc. Certificate forms will be available shortly from the Secretary (this applies to cars which have already competed in Club events as well as " new " ones).

A. *Vintage* racing cars of a type raced before December 31st, 1930.

B. *Historic* racing cars. Cars specially built for racing or (except in Group 3) specially and extensively modified for racing.

Historic racing cars are divided into the following groups :

1. Cars of a type raced before 31/12/43.
2. Single-seater cars with four or more cylinders built for racing between 1/1/44 and 31/12/53.
3. Front-engined Grand Prix cars that competed in races to the 1956-60 Formula One.
4. Sprint or special cars of particular interest built between 1/1/44 and 31/12/53.
5. Sports cars raced prior to 31/12/43 provided the Committee are satisfied they were prepared for an International race.

We have heard criticism that the inclusion of cars built as recently as 1960 is a move to increase spectator gates at race meetings and makes a nonsense of the term " historic." It could also result in drivers of the calibre of Graham Hill being entered in a V16 B.R.M. and, say, Clark in a Vanwall—although we doubt if Daimler-Benz appreciate how popular the entry of one of their pre- or post-war F.1 cars at Oulton Park would be!—which would be hard on amateur entrants and somewhat foreign to the spirit in which pre-war E.R.A.s, Bugattis, etc., have been prepared and driven in V.S.C.C. races in the past.

The new classifications also add complication to V.S.C.C. affairs, for there are now nine or more recognised categories. The expected division of V.S.C.C. races into those for pre-1940 and those for post-war historic racing cars is not contained in this announcement and it seems a pity that vintage racing cars need not necessarily have been *raced* prior to 1931, whereas the ruling for sports cars is more strict. One wonders, too, why a type of car raced on December 31st, 1930, is not eligible! On the whole, however, this is obviously a sincere attempt to ensure that old racing cars of the more desirable and exciting type are preserved and exercised, but the price of 250F Maseratis and suchlike must be soaring.

Discoveries.—An alloy body with wings, from a 1935 3½-litre Bentley, is offered free to anyone caring to remove it from the chassis, which is in the Leeds area. There is also a rough, *circa* 1924 Clyno for sale in Bedford, and a Marmon Roosevelt and a 1930 Buick are to be restored in Cyprus.

V.S.C.C. EASTERN RALLY (Nov. 8th)

Eastern Trophy : L. J. Wickham (1929 12/50 Alvis).
Light Car Award : S. E. Charity (1928 Swift).
First Class Awards : J. K. Milner (A.C.), S. E. Charity (Swift), P. Perrow (Riley), R. C. England (Alvis).
Second Class Awards : D. T. R. Dighton (Humber), J. Baker (Rolls-Royce), J. C. Woollard (Lagonda), J. R. Hamilton (Riley), R. L. Sunderland (Riley).
Third Class Awards : P. A. Boulton (Sunbeam), D. Sawers (Rolls-Royce), D. Dew-Hughes (Austin), H. R. G. Conway (Bugatti), Mrs. N. Arnold-Forster (Frazer Nash), J. M. Hill (Bugatti), B. Sismey (Alvis).

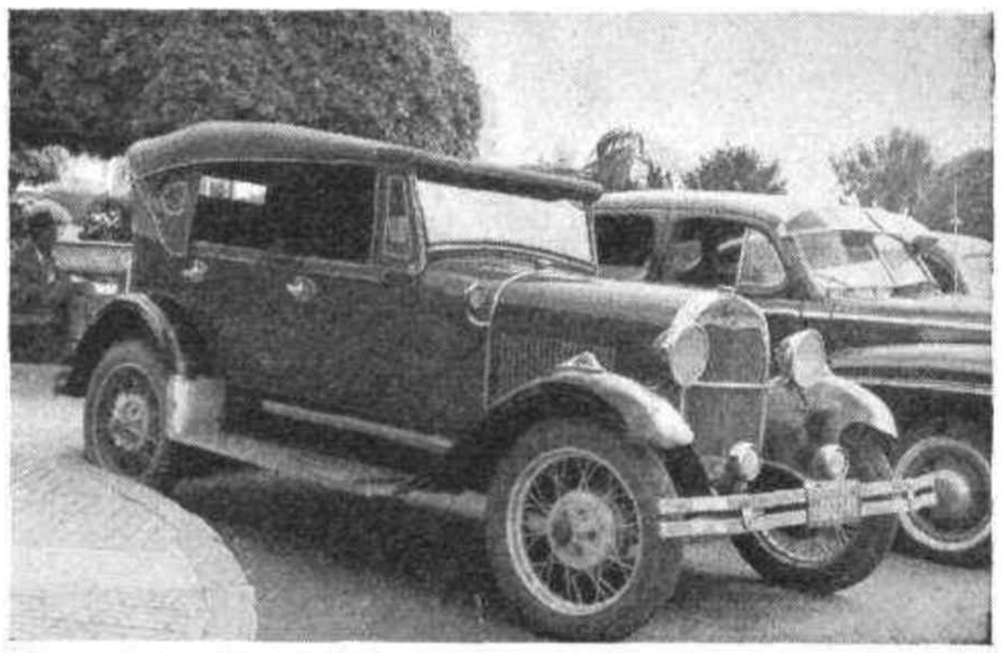
VINTAGE POSTBAG

The G.P. Delage Cars

Sir,

Mr. W. B. Scott is to be congratulated on his most interesting account of the G.P. Delage.

I lent the gearbox to Seaman. It was one of the numerous spares belonging to the 1925 supercharged 2-litre Delage which I bought from Mr. Scott. Later, I fitted this car with independent-front-suspension and sleeved her down to 1,493 c.c. preparatory to the 1936 1,500 c.c. Avus Race. Unfortunately, the car suffered



The model-A Ford which still serves as a taxi in Passos—see letter from Mr. J. M. Ingham.

a major blow-up during her final practice at Brooklands, where she threw a con.-rod.

It would be interesting to know the present whereabouts of this historic racing car (I found the name "Divo" scratched on the metal back of the driving seat) and its host of spare parts, more than enough to build a complete second car.

Geneva. ADRIAN CONAN DOYLE.

Sir,

I have written to Louis Chiron concerning the 1,500 c.c. Delage he drove and have received the following reply :—

"I have received your letter on the subject of the 1927 1,500 c.c. Delage, which gained the Championship of the World with Robert Benoist as driver. I purchased this car from Louis Delage in 1928, and ran at Indianapolis in May 1929, finishing 7th. I was lying third during the middle of the race, but was stopped by a faulty magneto which we had to replace, and after 22 minutes rejoined the race. It is this very car that I sold to Senechal, and the same car which Dick Seaman owned, and is the car which Rob Walker now has. When I sold the car to Senechal I also sold a spare engine; this I had bought with all the spare parts from Delage for 360,000 francs.

I prepared for the 500-Mile Race at Indianapolis three months in advance and drove with the same engine for 1,000 kilos without even changing a plug, but changed to the other engine for the race. I always ran on Champion R2 plugs and never had any troubles, even for warming up the engine. Unfortunately, I do not remember the chassis number of my car. It certainly was a formidable vehicle, and was only sold because I had rejoined Bugatti on my return from America. It was the same car in which Dick Seaman won the 1,500 c.c. Swiss Grand Prix at Berne.

Signed : *Louis Chiron*, Monte Carlo."

Swanmore. ALAN V. BURNARD, A.R.I.N.A.

[This correspondence resulted in a useful meeting between some of the letter-writers concerned. It is now closed so far as publication is concerned but further data about the 1½-litre G.P. Delage cars would be welcomed by those concerned, and letters can be forwarded.—ED.]

* * *

E. & O.E.

Sir,

Thank you for your very fine report on the 30/98 Register meeting at Luton and also for publishing the previous notice of it, in response to my request.

There were a few errors and omissions in your report, and as this was the only generally published complete account of the event I would like to bring your notice to those errors which I noticed.

(*a*) M. E. Allsop's 1904, 12/14-h.p. car was a non-starter.
(*b*) Vauxhall Motors' 1909 car is a 16-h.p. not an A-type, 20-h.p.
(*c*) However did you manage to overlook Pomeroy's Prince Henry ?
(*d*) A. T. Darbishire's Owen 2-seater was unable to come. The 2-seater present was R. Cooper's Mayfair-bodied car (a late entry, not on the programme) but Stanford was right about it—so don't blame him !
(*e*) There are no such things as kidney box hydraulic brakes ! Brydson's car has cable brakes, Rowley's has a kidney box-type axle but has been converted to Lockheed actuation. (Surely OE 293 would have originally had hydraulics anyway ?)
(*f*) No. 34 belongs to Paul Waring.
(*g*) Omissions : R. V. Lorenzato's 23/60 Kington tourer;
M. W. Ferguson's 14/40 Princeton tourer
(*h*) NOT Princetown, please ! I suppose Princeton was someone's bright idea for a junior edition of the Kington. (Was the Grafton intended for the German market ?)
(*i*) Did Crabbe's E-type ever arrive ? Messages were received to the effect that it was on its way from Aberdeenshire but I never saw it. I do hope you were right—it was a fine effort to attempt such a journey as he only bought this car a few weeks ago.

John Stanford has asked me to make the point that references to Newport's and Allsop's cars being "scruffy" were not taken owner's commentary. Both these cars have been in their present owner's hands a very short time, and were essentially "as found." We were very pleased to see them there and to know that they are now in good hands.

Finally, we are not the 30/98 Register of the V.S.C.C., the latter club being in no way responsible for our actions ! Of course we are closely associated with the V.S.C.C., the 30/98 being the most vintage of all vintage sports cars but membership of the club is not a condition of inclusion in the Register.

GEOFFREY W. SAMSON.
Hon. Registrar, 30/98 *Register*.

[Sackcloth, Sir; and ashes.—ED.]

* * *

In Books and in Reality

Sir,

I read with interest your article "Cars in Books."

Living only 20 miles from Passos I am quite familiar with the airport and local taxis. The airport closed about two years ago but the model-A taxi which served it is still in daily use in the town.

All in all there are some twelve model-As still running in the district and a few old Chevrolets, too. There is also one 1928 Fiat still with original wooden wheels.

Rio-de-Janiero. J. M. INGHAM.

* * *

Riley Nine Horsepower

Sir,

The Editor's article on Riley factory methods in the Vintage era was as interesting and informative as ever.

However, the average brake-horsepower figure quoted for the Riley Nine engine of 46.5 b.h.p. is surely a misprint and should read 36.5

I believe that the early engines gave 26 or 29 b.h.p. depending on type of carburetter fitted, and 35 b.h.p. with twin Zeniths. The sports engine with twin Zeniths and two exhaust camshafts fitted gave 41 b.h.p. (this engine was in the Imp) and the Brooklands engine 46 b.h.p. These figures are for the standard engines fitted to production cars.

Since a 1932 Monaco weighing 22 cwt. had a 0-50 time of 36 sec. under test, one rather doubts that it had 46.5 b.h.p. under the bonnet.

Aldingbourne. J. G. IRELAND.

[We thank Mr. Ireland for drawing our attention to this matter. Although no less an authority than *The Autocar* quoted 46½ b.h.p. for the standard Riley Nine engine, we think the correct figure to be 32 b.h.p. at 5,000 r.p.m., or 38 b.h.p. with higher c.r. and twin S.U.s, as quoted in MOTOR SPORT's article "Riley Nine Recognition" in October 1949.—ED.]

* * *

Racing model-T Fords

Sir,

I should like to refer to your report on the May 24th Ford model-T London to Brighton Run, in connection with Mr. Bradshaw's car. Excellent photographs of this car appear in the article and one is unfortunately wrongly captioned "Another ex-Indianapolis Car" when it is in fact a model-T Speedway Racer.

I first saw this car earlier this year when I was marshalling on the Manchester to Blackpool Veteran/Vintage car run and I learned later that day some of its history, from the father of a friend of mine. I was told that this car had been raced at Blackpool and Morecambe but in one of its races, when it reached 100 m.p.h., it was disqualified because of the modifications that had been carried out to its engine. This car was built in this country, as far as I can ascertain, and fitted with the ordinary Ford model-T engine to start with. A conversion on the engine was carried out for the present owner's grandfather, under the supervision of a Mr. Walsh who worked for Bradshaws the Ford Main Dealers at Preston until recently when he retired, in the form of a single overhead camshaft Indianapolis speedway head. When the car was modified they had trouble with the engine overheating and that is why the Wolseley radiator was fitted.

Continued on page 1039



who's the man in the volkswagen?

He's an individualist. A man of ideas. Revolutionary ideas they are too.

Like an air-cooled engine. Commonsense really. Air doesn't boil or freeze and you can't run out of it. Or an engine at the rear, over the driving wheels. Makes driving possible in impossible conditions. Try it on snow—or mud—or sand.

Then he has this thing about finish and workmanship and reliability. The kind that makes his car so airtight that he can't slam the door without first opening a window.

So now he's got a car built for him, on his principles. Is he satisfied? No! Neither are Volkswagen. Which is why Volkswagens keep on improving. Change not for fashion's sake but to make them better and better.

Like the VW 1200 this year—more space, bigger windows, better luggage room. Twenty improvements in all—made for this man, and the 8 million like him all over the world. People to whom a Volkswagen makes a lot of sense. How about you?

VOLKSWAGEN
WEST END SHOWROOMS: 34 DOVER STREET, LONDON, W.1. TEL.: HYD 1881 · HEAD OFFICE: ST. JOHN'S WOOD ROAD, LONDON, N.W.8. TEL: CUN 8000

CARS IN BOOKS—continued from page 1004

her husband back home in England, about "giving a motor to Mother." She specified "a sedan or limousine, one with the driver sitting outside, but compact, small and smart, if there is time painted her own middle-greenish-blue with peacock and coronet on the door." This was to replace a Renault kept at Belvoir, which her mother refused to use as being too big and too expensive in tax and upkeep [I seem to remember a reference to this car—was it not pre-1914?—in another autobiography.—ED.]. The new car was, if possible, to have "light-coloured lining and pulleys at the side-windows, and somewhere for a looking-glass and pencils and paper."

What would *you* have chosen in 1926 to meet these requirements? The Fiat people were to effect an exchange, the little Fiat being in a London garage, but how this could be done, as another make was chosen, I do not know. The car, in fact, was a Hillman, presented to Diana Cooper's mother after church on Christmas Day. It must have been a Hillman 14, which would not, I should have thought, quite have met the stated requirements. And does the newly-formed Hillman Fourteen Register know anything of this, or have any comments?

Meanwhile, Mrs. Cooper was motoring in Kansas City in two Rolls-Royces, and going to Taos, "still uncontaminated by petrol pumps and cameras." There are other motoring references in this excellent book. For instance, "a comic opera Rolls dating to 1913 . . . man on box as well as driver, and the back wheels fitted up with chains as if for snowy weather" which the Duke of Bedford, grandfather of the present Duke, was using at Woburn Abbey in 1936 [Someone will surely know where that one went!—ED.]. Then there is mention of a "rather Heath Robinson motor car" hired in Ragusa in 1936 and of a "very shoddy open green Ford," hired on the quay at Corfu on the same voyage, during which the King of Greece met his guests in "two open cars," of which he drove one himself. There was a vertigo promoting drive along the goat-paths of Cephalonia, and another at Delphi, preceded by "eight soldiers jammed into a Ford." At this time, when Duff Cooper was First Lord of the Admiralty, the British Navy obviously made good use of Ford vans, which are referred to from time to time in this volume of Diana Cooper's autobiography.

Looking at a TV documentary some time ago about Caresse Crosby and her 352-roomed castle at Roccasinabalda near Milan, I noticed two photographs in the album she was showing the interviewer, one of which seemed to be of a F.I.A.T.-like Edwardian racing car and the other looking suspiciously like the 1908 Hutton with temporary mudguards tacked on to it.

Determined to discover more, I wrote to Mrs. Crosby and received a card from her secretary telling me I would probably find what I wanted in her book "The Passionate Years" (Alvin Redman, 1955), which, the message tantalisingly concluded, contained pictures of a Bugatti and a Voisin.

Not only is this true, but this autobiography of the cosmopolitan American, about the 'twenties and 'thirties in America and Europe, is full of references to cars! The Bugatti is either a Brescia or a Type 13, with the early pear-shape radiator, a long one-piece bonnet-cum-scuttle held down by two straps, two big headlamps, but otherwise in stripped racing trim, photographed in Paris in 1921. It was owned by her first husband, Harry Crosby, but is not mentioned in the text. The Voisin is a disc-wheeled coupé de ville, seen at Le Bourget in 1927, and above it is a fine study of the Argosy in which Caresse landed at Croydon in that year, reminder of how delightfully primitive were the air-liners of that era.

The book mentions an American boy-friend who owned a Stutz Bearcat, "a full-blooded mustang," Harry Crosby's mother's new Lancia roadster which she owned in America in 1919, and a Ford used for fire-fighting there in 1920/21, and the "big airport Daimler" which took her to Croydon in 1921. Then there is the "big grey Farman" given to Mr. Crosby by Paul Rainey, and a friend's "vintage Citroën" which took them to Brittany in the autumn of 1927. Caresse describes watching Lindbergh land *Spirit of St. Louis* at Le Bourget after his solo flight across the Atlantic, and tells of the "yellow Hotchkiss" which ultimately replaced her "sea-green limousine, Narcisse (her dog) sitting haughtily next to the chauffeur," namely, the Voisin. How well these few sentences capture the aura of owning a fine, individually-bodied car in the vintage years!

Later comes mention of "a model-T with bare-footed Nubian at the controls, his once white burnoose tangling with the gear-shift." which seems a little odd, for pedals controlled the gear-changes on these Fords. That was at Aswan, and this Ford was driven so furiously over the desert that it soon boiled over and Harry Crosby's mother pleaded for the driver to go slower. There was ice beneath its back seat for the drinks consumed later!

By 1929, when back in France, an inn-yard in a village is described as containing ordinary cars—"Fiat and Citroën gave way—no Hispanos here—no shining Rolls—no grass-green Voisin . . ." In the last-named, its big hood folded back, there was a drive from Lyon to Paris in the summer of 1929, all wearing goggles against the dust, even the dogs, Harry Crosby stripped to the waist and Caresse persuaded to remove her blouse.

A great deal of motoring was done in the Voisin, with Lucien as chauffeur—"we (Harry and Caresse) snuggled down beneath the monkey rug in the back to drowse *en route* . . . Alone we travelled countless ways, and I have memories for a million days." Harry Crosby was learning to fly in 1929 at Le Bourget and pilots like Vails, Henri Cartier-Bresson, and Mermoz, who vanished on a flight over Egypt accompanied by one of Caresse's schnauzer pups, are mentioned.

There is a passing reference to "a handsome Rolls" which Rosa's Hotel in London ran in 1913, on a "trip to the airport" for example—probably Hendon is implied—and more individual motoring when her husband gave Caresse "a very smart town car, a Hotchkiss with a special landaulette body built by Labourdette—it was canary yellow with black leather trimmings, and they re-engaged Lucien to drive it, providing him with a beige whip-cord uniform and black leather leggings"—such dignified motoring days will, alas, never return. Some of her friends in America had a super exotic red Mercedes delivered straight from the factory to them in Cannes but its low ground-clearance is described as causing it to ground on the concave gutters!

There is the "real antique" used by Scott Fitzgerald in New York, the "elegant Isotta Frascini" (mis-spelling for Isotta Fraschini) which was hired to take Lady Mendl through the night from Brindisi to Venice, and some nostalgic memories of the road from the coast to the Riviera, *via* Sens, Saulieu, La Rochepot, Macon, Arles, and into Cannes, a two-day affair "the car opened landau-wise." Fascinating is the mention of surrealist Max Ernt's "surplus property Dodge," which he used in Paris as late as 1933, presumably a car similar to that war-surplus model Hornsted raced at Brooklands, and which was game enough to go the 250 kilometres from Ermenonville to Le Harve against the clock. It must have been one of the 1914/18 models, I think, as it is called by the authoress a "vintage jalopy." The Hotchkiss was sold in September 1935 for "a little Citroën" or "citron," which I think must have been one of the then-new f.w.d. cars, as it was driven over the Brenner Pass to Cremona and on to Kitzbuhl, and from Munich to Baden-Baden, trying to follow Kay Boyle's "big grey Packard," with an unexpected encounter with Hitler on the way, a journey you would hardly have attempted in the original 5 c.v. Citroën model. So to a final reference to an ailing Ford in Virginia, in 1936/37, where Caresse Crosby bought Hampton Manor. Verily, cars in a book!—W. B.

FORD CORTINA GT—continued from page 1021

The clutch pressure plates were strengthened to take the 18½ extra b.h.p., a remote gear-lever and tachometer (the latter placed at first on the console but brought to eye-level, at first on the steering column, then on the facia, at Fred Hart's request) introduced, and the steering-ratio of the GT car was raised from 15.1 to 13.4 to 1.

The standard Cortina back axle proved able to withstand 100 b.h.p. or even the 120 b.h.p. that special versions of this Ford engine produce, and the torque proved acceptable to it providing the gear ratios were not changed, which explains the retention of the unfortunate gap between 2nd and 3rd gears. The diameter of the propeller shaft, however, was increased by a ¼ of an inch.

Otherwise very little work had to be done before Ford of Britain were able to announce a GT saloon selling at well under £760. A prototype was taken to a Ford International Management Conference in Paris, the green-light came on, and these cars, which have since gained such a fantastic and convincing number of rally and race victories for Ford—over 200 major successes, some of them by the twin-cam Cortina-Lotus version—went into production. The best tribute I can pay it, beyond the personal observations that form the body of this article, is that today 70 in every 1,000 Ford Cortinas leaving the Dagenham production lines are the 78-b.h.p. Weber-carburetted, disc-braked GT models, or fourteen times as many every day as Raviolo intended to sell when he instructed his engineering staff to get busy on the high-performance project.—W. B.

LORD MAYOR'S SHOW

RACING CARS IN THE CITY OF LONDON, for the first, and probably the last, time! This remarkable scene, as Clark (Lotus), Hill (B.R.M.), McLaren (Cooper), followed by the Brabham, come out of Royal Exchange corner into Cheapside, was part of the Lord Mayor of London's warm tribute to a virile British Motor Industry.

BRIGHTON RUN

SUCCESSFUL ARRIVAL.—A lady drives E. H. Wakely's 1904 3-cylinder 7/9-h.p. Vauxhall to the finishing point of the R.A.C. Veteran Run.



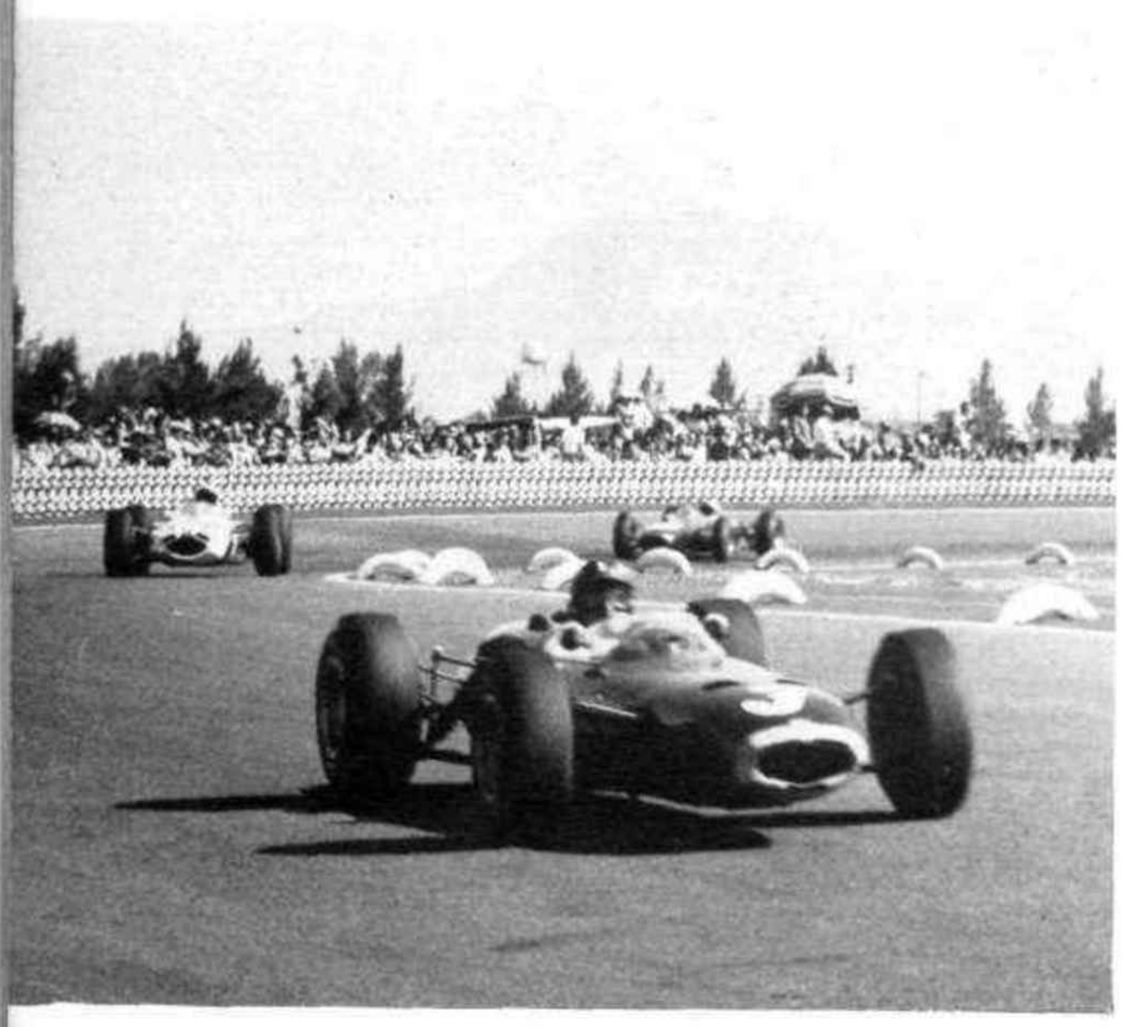
NO GO!—The much-publicised 1894 3-h.p. Bremer needs manual assistance in Westminster Bridge Road. It later broke its crankshaft.



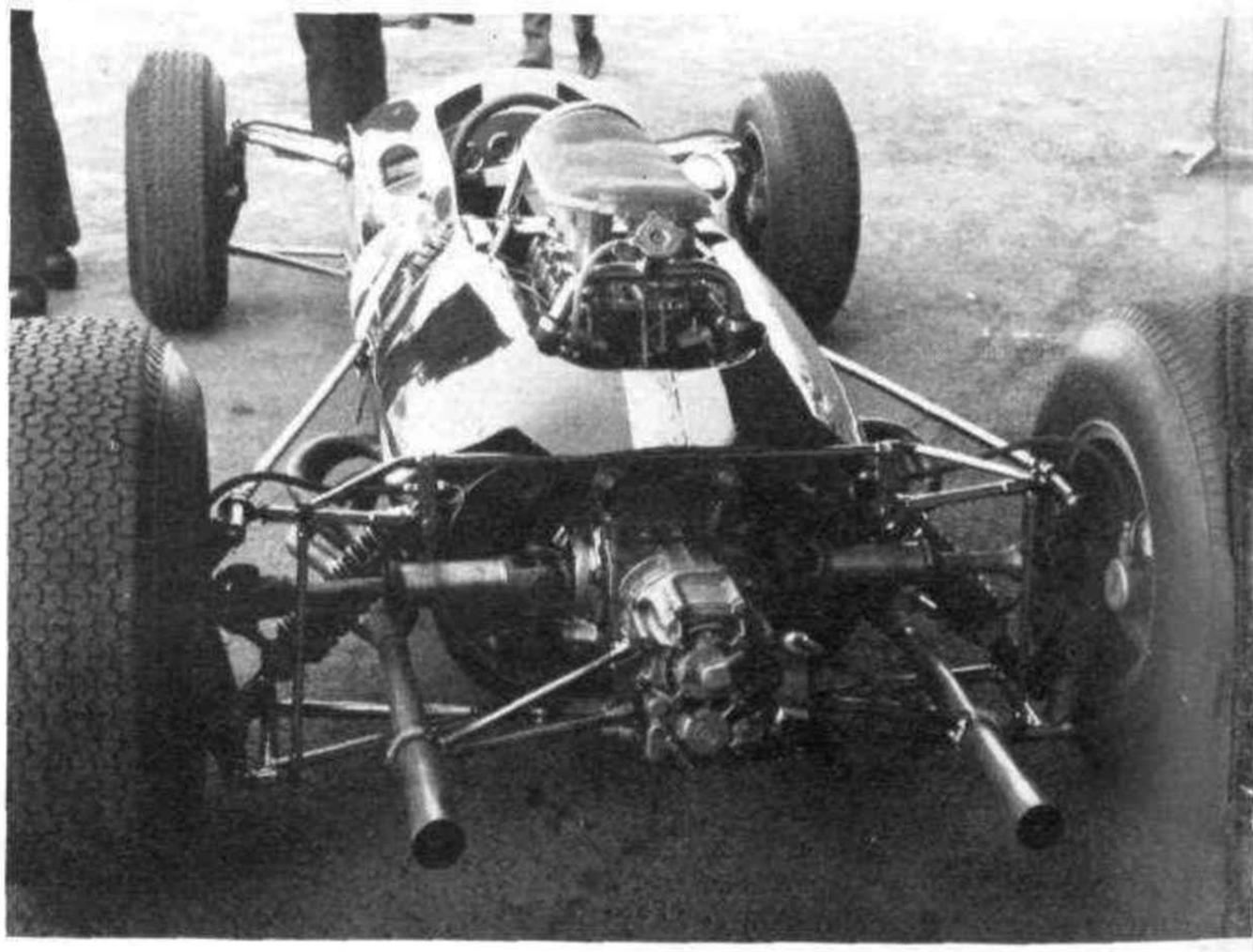


MEXICAN G.P.

WORLD CHAMPION.—John Surtees at speed on his way to win the World Drivers' Championship by coming second at Mexico City. At this stage of the race, with Clark in a comfortable lead, Surtees had despaired of the Championship for 1964.



THIRD PLACE.—G. Hill lying in third place, the position he required to gain the necessary points for the Championship. Behind is Bandini and Brabham.



NEW EXHAUST.—The new exhaust system on the Lotus 33 which was using the flat crank engine.

WINNER.—In the foreground Stirling Moss congratulates the new World Champion, John Surtees, while the race winner, Dan Gurney, in the background, makes a broadcast from the winner's enclosure.



OUT OF LUCK.—G. Hill comes into the pits for the second time when the throttle spring came off due to the early crash. The disappointment can be seen on both Hill's and Tony Rudd's faces.



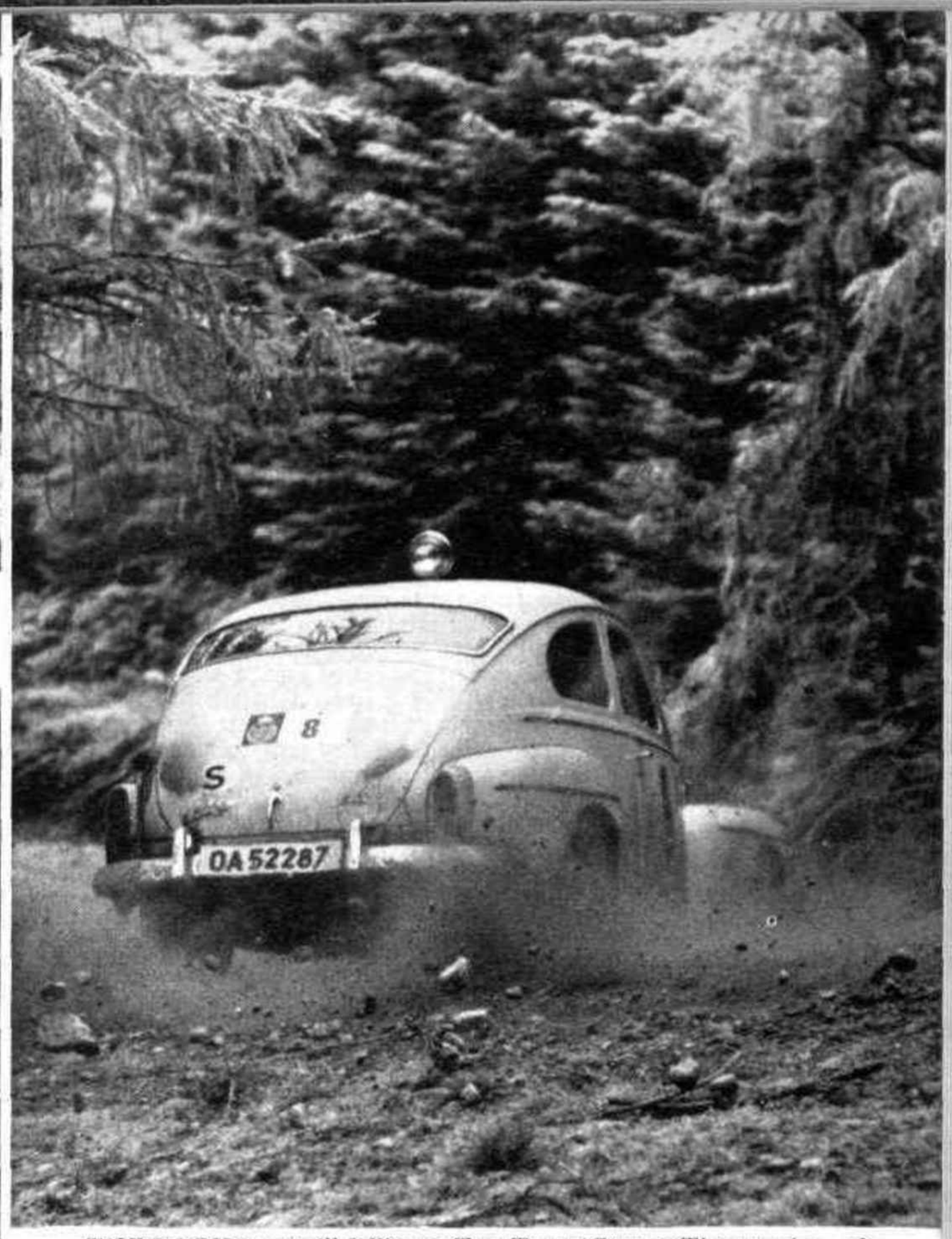


R.A.C. RALLY *THE RAISED SUSPENSION on the works Cortinas can be seen in this shot of Vic Elford/David Stone on Carron Valley*



FANTASTIC PERFORMANCE was that of Timo Makinen, driving a works Healey 3000 in the company of Don Barrow. With less ice in Wales, this car would probably have won the rally outright.

WHAT DID HAPPEN to our off-side wheel? It would seem to have disappeared under a slipped arch as Roy Fidler/Don Grimshaw press on to sixth place overall in their Group III Triumph 2000.



THE ROCKS are still falling as Tom Trana/Gunnar Thermaenius fling their Volvo PV544 round a tight bend and disappear into the forest. Their performance was so consistently good that no-one could stop them winning for the second year running.

BUMPERLESS, the Group III Saab Sport of Pat Moss/Elizabeth Nystrom "yumps" on the infamous Carron Valley bridge. Pat and Liz went on to finish fourth overall—ahead of Erik Carlsson, triple victor in the R.A.C.





RALLY REVIEW

THE R.A.C. RALLY OF GREAT BRITAIN

AS it had been arranged that I should cover this year's R.A.C. Rally by occupying the hot seat in a works Saab driven by the Finnish Rally Champion, Simo Lampinen, Rally Review for this month was to have been an account of the rally seen from that point of view. I take little pleasure in reporting that we only managed to complete about one-fifth of the route before a minor sortie on a special stage in Wales brought us to an abrupt halt, personally undamaged but with the car in no fit state to continue.

A certain Scotsman once wrote something about the best laid plans of mice and men going astray (except that he put it more quaintly) and as a journalist is supposed to be adaptable enough to weather the most terrible reverses of fate, I shall try to tell you what our fifth of the rally was like. I hasten to add that I did manage to see a little more of it than one-fifth, but by then I was no longer a competitor in the literal sense of the word.

It all started when I met Simo Lampinen whilst reporting on the Acropolis Rally in Greece, and we talked about whether he would be coming over to England at the end of the year for the R.A.C. Rally and, if so, would he like an English navigator. Much later in the year we were in touch again and agreed to do the rally together in a Saab provided by the Finnish Saab importer and prepared by the Saab competition department in Trolhättan. The reason for this generosity on behalf of the companies concerned was that Simo had won the 1,000 Lakes Rally (Finland's contribution to the European Rally Championship) for the second year running and had also taken the Finnish Rally Championship for Saab.

The R.A.C. Rally was due to start on November 8th, but before the first week in October our entry form had to be completed, which meant that all the relevant information concerning the car we were to use and us, the occupants, had to be collected and sent to the R.A.C. in Pall Mall with the entry fee and the blessing of the Finnish Automobile Club. After that, for me there was very little to do until Simo arrived in this country a week or so before the rally. There was no problem of communication between us for, though I speak not one word of Finnish, Simo speaks excellent English and Swedish, but all the same it was a good thing to get to know one another better before doing a rally in the course of which we would be shut up inside a car together for hours on end.

As the rally approached and our time of departure came closer, so the amount of work increased. The first job for me was to make certain that I had all the maps needed, so that when I received the road book from the organisers I could plot out the entire route on the one-inch-to-the-mile Ordnance Survey maps that cover the British Isles. This is considered essential by most of the experienced navigators for, if some of the special stages are cancelled or, as this year, there are diversions due to fog and accidents, the carefully compiled road book supplied by the organisers becomes useless and the diversion must be followed on a map.



FAST BUT UNLUCKY were the Swedish B.M.C. pair of Harry "Sputnik" Källstrom and Ragnvald Hakansson, who were in a position to challenge Trana on the second half of the rally but had their final drive come undone in Yorkshire.

The car eventually arrived from Sweden with the other three works cars and a full complement of mechanics from the Saab factory. It was their job to make any final adjustments or alterations to the cars before the start and to service the cars during the course of the rally. In order to do this, it was necessary for the navigators to work very closely with Bo Helleberg, the Saab Team Manager, to fix the location of the special stages with the help of the service road books. These were issued early this year by the R.A.C. to enable this very important work to be done a couple of days before the rally started. Not only does the question arise during this discussion as to whether service is needed before or after a particular special stage, but very often the service crew must have made arrangements with one of the trade firms such as Dunlop to have special tyres before a particular test, and then facilities to change back again after the test has been completed. As an example of this, we were using Dunlop tyres on the Saab with a combination of SP Weathermasters on the front wheels and SP41s on the rear wheels when it was necessary to drive in the forests, as it had been found that this was the best combination for driving these cars on loose-surfaced roads. However, the third special stage was a timed descent of the old toll road at Porlock, which is entirely on tarmac, so that it had to be arranged with Morris Torlay of Dunlops to change from the Weathermasters at the top of the hill onto SP41s all round and then change back onto the Weathermasters at the foot ready for the next special stage, which was in the Brendon Forests. Rallying is so professional today that considerations like this can often make the difference between success and failure for a works team.

Having ensured that the service crews would know where to find us if we got that far, the last thing to do before moving headquarters to London ready for scrutineering on Saturday morning was to check that the cars were running at 100% fitness, and that all the little alterations to accommodate driver's idiosyncracies had been carried out to perfection. As far as we were concerned, our car was just perfect and the start of the rally could not come soon enough, but the mechanics spotted a thin trace of oil escaping from the seal between the near-side driveshaft and the gearbox housing, and decided to change it. Within a very short time we were due to leave for London and I for one was sceptical as to whether the job could be done in time. From my previous experience of works mechanics I should have known better, and before I could even collect my thoughts to raise an objection, the engine was sitting on the floor. Considering that this involved jacking up the car, unbolting the skid plate and the exhaust, removing a wheel and dropping the suspension on one side to release the drive shaft, and then disconnecting all connections to the engine and lifting it out, this was no mean achievement. These men have made so close a study of one particular car that no time and motion man could show them a quicker way of performing these operations, and I have seen one of them change an internal universal joint in just a fraction over five minutes.

With the cars and ourselves in London, there was nothing to do before scrutineering for which we had to present ourselves at the Duke of York's Barracks in Chelsea at ten o'clock the following morning. As far as we were concerned, we had no trouble in satisfying the scrutineer that our car was all it claimed to be, so we picked up our road book and retired to plot up all the maps. For those who may not fully comprehend the significance of a road book, on the R.A.C. Rally, this is designed to enable a competitor to drive round the route without referring to a map and contains diagrams of nearly all the road junctions with the mileage between them. For the reasons that I mentioned above, we normally transfer all these details on to the maps to make quite sure that they tie up and to give us an exact idea of where we are going. As the other three members of the Saab team—Erik Carlsson, Pat Moss and Ake Andersson—all had Swedish navigators—Gunnar Palm, Elizabeth Nyström and Torsten Ahman—we all worked together on the maps and compared our findings if there was anything which did not seem to be clear. In order to make sure that none of us got lost coming into London on the last stage, which though at an easy average was in the evening rush hour, we even went to the extent of taking a run out of London to Gallows Corner and checking the route in. All this the day and night before we actually started the rally.

Somehow amid the confusion, the work and the packing, we managed to get some sleep though I still felt like death when the call came to rise at 5.30 a.m. I remember little of breakfast or the journey to fetch the car except the anxious moment when I

thought it would never start. My recollections of the official exit from the barracks are equally hazy for the first thing I remember clearly is being passed by a television cameraman shooting film from the top of a Ford Zodiac. We took it very easily down the main road out of London towards Camberley and went most of the way in convoy with the two works Healey 3000s of Don Morley and Timo Makinen. It is generally true to say that the road sections on the R.A.C. Rally are designed to be very easy so that little or no annoyance is caused to local traffic and as a co-driver, you spend most of your time checking that you are not exceeding the top average of 40 m.p.h. instead of worrying about whether it is possible to maintain the 30 m.p.h. minimum average. The high speed antics occur on the special stages which are on private property and closed to all other traffic—except spectators and pressmen—for the duration of the rally.

We did not have long to wait to indulge in a special stage for soon after passing Sandhurst the rally route turned off into Bramshill Forest where the first stage had been laid out on Forestry Commission property. Our turn came to start the stage and as the printing clock turned onto another minute the marshal punched the clock and handed me our card across Simo's lap. This was the signal to start and with a sound akin to a gas turbine, the 850 c.c. two-stroke engine began to pull us with ever increasing speed into the arms of the forest. As the speed increases, so the edges of the road seem to get closer and the maniacal chatter of stones flung up under the wings and onto the skid plate builds up until all other noise is obliterated and conversation at normal levels rendered impracticable. On a daylight special stage such as this was, the co-driver is paid to sit quiet and keep out of the driver's way and the only actions permitted him are the starting and stopping of the clock and the occasional smile at photographers. When a stage contains blind brows or awkward-to-see junctions as this one did, the co-driver is allowed to stand up on the seat with his head pressed against the roof (don't have the seat belts too tight) and bawl out whether the road disappears to left or right.

We were soon through the first fast bends and as the road started to go downhill it curved to the left so without lifting his foot from the accelerator, my companion headed the car in under the overhanging branches. One wheel dropped into the miniature ditch and for an instant we performed like a wall-of-death act and then we were back in the middle of the road having gone through the bend with practically undiminished velocity. At the tight turns which were quite wide but covered with very soft sand, the technique was different and comprised getting the car a little sideways coming into the bend on braking and then changing down while sliding through. Simo apologised after the stage for what he said was a slow time as he said he had misjudged the softness of the surface and his habit of using all the space available had slowed us down as the car had lost a lot of its energy ploughing through the soft ground.

We reached the next stage after a long run down the A 303 to Mere in Wiltshire and this time I felt that I could relax and try to see more exactly what went on between car and driver. The stage started with a straight sprint to an open gate from which it appeared to go gently right only for it to be revealed to our astonished eyes that it did in fact hairpin left and go away sharp downhill. All thought of watching car or driver disappeared and my eyes resumed their normal pastime of watching the road. It continued to fall away with the surface turning to mud under the damp trees and then we were coming into a right-hand bend with the car sliding and little room to manoeuvre between the trees. Fairly hard braking with the left foot and power combined with full lock took the car round almost without effort only for it to discover another sharp right. The drift was merely prolonged and then we were accelerating again downhill through about a mile and a half of very fast bends to the finish. The road here was built up in the middle with the sides tapering off into the forest so again the Saab was made to perform the wall-of-death act though with the bends coming in such quick succession the whole thing was one smooth flow and completely free of jumps. This was despite rocks, boulders and irregularities in the side of the road and confirmed my impression of the Saab as a fantastic car over rough surfaces. This was shown up even more on one of the stages in Somerset, where during a rapid descent of the Brendon Hills our little car was flying over potholes and jumping down on to the skid plate so much that I thought there would be nothing left of it at the end of the stage. Instead, when we got the service point after the stage the only thing that had to be done was to push the electrical connection back on the oil warning light which had jumped off the oil pump on the stage.

From the control at Bristol Airport, it was my turn to drive as Simo wanted to rest before the arduous section through Wales began and this is one of the things that a co-driver has to learn—how to drive and navigate at the same time without waking up his driver. It is not quite as difficult as it sounds and of course it is much easier for a British navigator to find his way around his own country than it is for the foreign competitors. With the coming of night, a heavy frost formed on the roads and froze the special stages solid which made them much more difficult to drive especially if you were in a rear wheel drive car, though this did not seem to deter this year's winner, Tom Trana, from putting up repeatedly fast times in his Volvo PV 544. We were happy enough slipping around in our front wheel drive machine (called a " jungle drum with oil heating " by Simo) until we came to the Army ranges on the Eppynt, where we failed to get round what was quite a fast corner, because it was more liberally covered in ice than the previous ones and we slid off the road and rolled over a couple of times.

The car landed on its wheels but so heavily that both the front wheels bent under the shock of the impact and broke the brake caliper on the driver's side. The bodywork was bent at every corner but my door still opened and shut as though nothing had happened and when we cleared the exhaust of mud, the engine started without any trouble. As for ourselves, we were both shaken up but the crash helmets and safety harness had kept us from anything more serious than a couple of scratches. Our rally was over and all that was left to us was to return to London as quickly as possible after finding a garage in which to lock up the Saab to keep it safe from treasure hunters.

Not the most successful or the longest rally that I have ever done, this year's R.A.C. Rally is unlikely to slip from my memory and I hope that the above account will help to explain a little of the fascination that this sport has for its participants.—J. D. F. D.

* * *

GENEVA RALLY

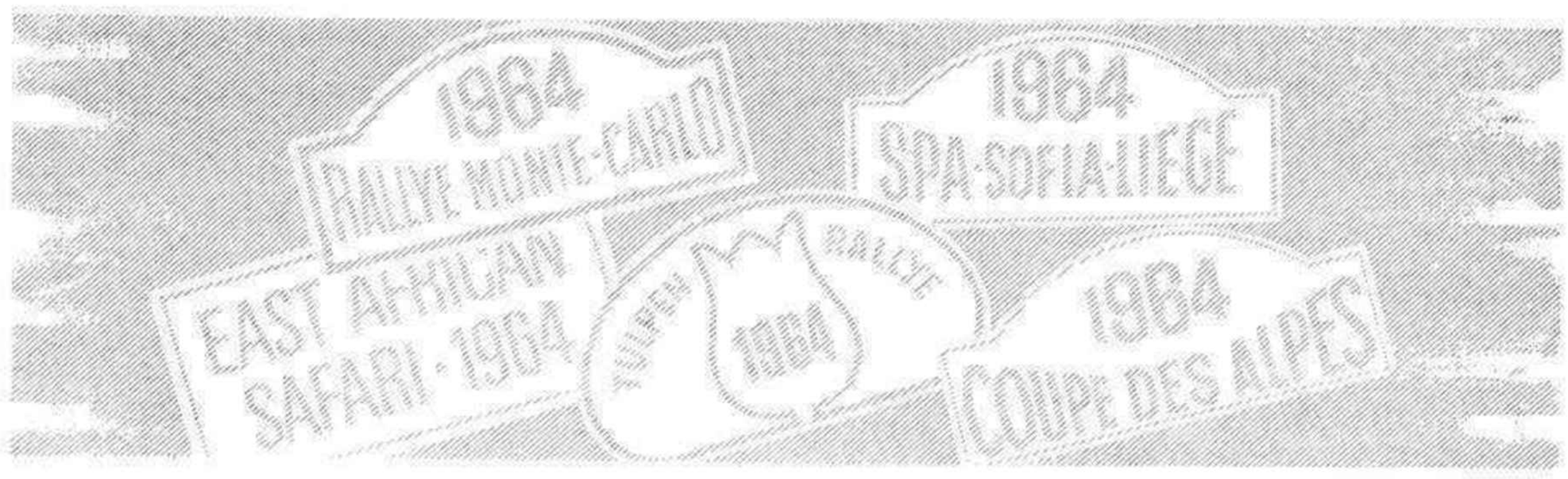
Generally considered to be one of the better and tougher of the European rallies, the Geneva Rally attracted more attention this year as it became a decisive factor in the struggle for the European Rally Championship. Before it took place, Erik Carlsson (Saab) was winning by a small margin from his fellow-countryman, Tom Trana (Volvo), as the points which he had won in the Alpine Rally had been lost to him because the F.I.A. had decided that there were not enough starters in Erik's category. This made any points that could be gained from the Geneva doubly valuable, especially as the German Rally had had to be cancelled, and both Swedes turned out for the Geneva.

Ice and snow caused some of the sections to be cancelled but the generally adverse conditions enabled Carlsson to use his greater experience to outstrip the young Volvo driver, and he finished third overall, beating ex-European Rally Champion, Hans Walter, in a works B.M.W. 1800 TI by five marks. Second overall was Terry Hunter in a works Spitfire, which was a magnificent drive by the young English driver in a car that shows much promise for next year. The Coupé des Dames award went to Pat Moss and Liz Nyström in another Saab, while Trana finished sixth overall just ahead of *les* girls.

The points gained by Carlsson increased his lead over Trana in the Championship to nine points, but Trana's recent win in the R.A.C. Rally, on which Carlsson finished eighth, cancelled that out and has given the title to the young Swede.—J. D. F. D.



ALTHOUGH he was expected to turn up in a Ford Mustang for the Geneva Rally, Henri Greder arrived in one of the " old " Ford France Falcons similar to the one in which he won last year. Despite some heavier opposition, he and Martial Delalande won again this year.



ANOTHER WIN FOR CASTROL

IN

1964 R·A·C RALLY

1ST G.T. CATEGORY AUSTIN-HEALEY 3000

Timo Makinen/Don Barrow

also

MANUFACTURERS TEAM PRIZE FORD CORTINA

(Subject to official confirmation)

FOLLOW THE EXPERTS — ALWAYS ASK FOR CASTROL — BY NAME

Castrol MOTOR OIL

LETTERS FROM READERS

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

CUSTOMER SUBSIDY

Sir,

I read with interest, but not with surprise, that orders for the new Austin 1800 are already numerous enough to ensure a long waiting list of would-be owners. Although this car, and indeed the other front-wheel-drive B.M.C. cars, is undoubtedly a brilliant piece of automobile design, I would like to wish the purchasers of early examples the best of luck.

I say this because after three years of Mini ownership I am, not without some misgivings, disposing of it in favour of an admittedly uninspired but, I hope, reliable Ford product, because I have grown tired of unwillingly subsidising B.M.C.'s development programme.

I have assisted B.M.C. in discovering how to keep the engine oil off the clutch. In fact, my car has had four clutches in three years and 34,000 miles of motoring, all due entirely to oiling up. This has cost me well over £35 as well as much inconvenience. In each case the work has been undertaken by a main London B.M.C. distributor who cannot, presumably, be accused of incompetence in not curing the fault the first time.

We have developed a gearbox and gear-change that should never have seen the light of day in the first place, until it now approaches the standard which Ford has had since the 105E was first introduced. [But didn't Ford have a long run of carburation flat-spots, and ingress of water with the Anglia, and dangerous gearbox seizures with last year's Cortinas?—Ed.] Baulk-ring syncromesh has recently cost me £33 to have fitted. I don't mind double-declutching in a 1931 Austin Seven but I do object to having to do so in a 1961 Austin Seven when I paid for syncromesh in the first place three years ago.

I finally rebel at the suggestion that all the rattling shock-absorbers should be replaced because "the old type are fitted," to quote my main London distributor.

On an early model (although July 1961 is hardly an early Mini) I expected "teething" troubles like a soaking distributor when it rains and hand-brake cables seizing up with mud, etc. (petrol pumps on 1100s), but I didn't expect to suffer because of fundamental engineering faults.

Perhaps B.M.C. would reply that I must have had one of the apparently inevitable "bad ones," but that is little consolation to one who has had to bear the cost of others' shortcomings.

All this does not mean that I have been dissatisfied with the car as a whole; on the contrary, the Mini, my fifth car, has given me more enjoyable motoring than any of the previous four, but, upon anaylsis, this is because the attractions of the marvellous handling and general appeal of the car outweigh the other failings. If this opinion is commonly held, as I suspect it is, it is not very flattering to B.M.C.

I am all for supporting initiative and automobile design progress, and I believe that the B.M.C. range represents this, but I for one cannot afford to assist personally any more.

Greenford. JOHN PITCHERS.

* * *

IN B.M.C.'s FAVOUR

Sir,

Reading through the November issue of MOTOR SPORT and casting my mind back to the previous issue, I feel I should point out to you that on all later series B.M.C. 1100s, the fuel pump position has been modified so that all the electrical contacts and connections are now reached from within the luggage boot at a point beneath the removable flooring and adjacent to the spare wheel.

May I now turn to comment on the letter from "Ten Sales Engineers" of Acton, and concur with their view that, in my experience, B.M.C. are by far the most liberal manufacturer in Britain on Warranty interpretation. Among other things, I am responsible for running a small fleet of cars and commercial vehicles, and we have decided to standardise entirely on the Austin 1100 for all representatives.

We have found these cars to be remarkably trouble-free, even though, in general, our fleet drivers are heavy-footed and the cars themselves operate on civil engineering sites throughout the country. The major failures, talking in general terms, have been persistent failure of indicator switches, one gearbox failure and two clutch failures. In addition, it would appear that the manufacturers never attempt to adjust the doors before delivery.

On the credit side, it must be said that the tyre wear is excellent, even the heaviest drivers achieving 25,000 miles (15,000 was the general average on conventional cars). Fuel consumption is good and, presumably because of their controllability, the accident record of the Company with the 1100s is much lower than previously.

I believe there were various troubles with the early Morris editions of this car, but since we had none of these, I am unable to pass judgment.

In general, the cars cover 25,000 miles a year as an average, and at no point has the mileage been questioned in any Warranty claim. This is considerably different with our experience with other makes of vehicle.

Another point concerning B.M.C. which may not occur to your readers is that in later years when the cars begin to age, all mechanical components are available as reconditioned units on an exchange basis; this includes gearboxes and, on conventional cars, final-drive units as well as engines.

To the best of my knowledge, no such exchange service is available on Fords. If the gearbox on a Ford car fails and a quick replacement is needed, the only way to obtain such a replacement is to buy a new gearbox. The same comment applies to final drives.

I feel quite sincerely that B.M.C. have paid insufficient attention to advertising what, in my experience, is the finest "over the counter" exchange service available from any motor manufacturer in Britain.

In writing these comments, perhaps I should add that I have no connection at all with B.M.C. other than as a generally satisfied customer, but I am also a strong critic.

Wallingford. H. A. SMITH.

* * *

THE OTHER SIDE OF THE COIN

Sir,

May I suggest, through your correspondence columns, that the Vehicle and General Group follow up their advertisement with a sequel on these lines?

"There you are, driving carefully along in your sports car which you keep in first-class mechanical condition, you are an I.A.M. member, taking every opportunity to improve your driving by skid-pan practice, attending lectures and film shows—even venturing on to a circuit for practice when possible, when a stream of overladen, dolly-dangling family saloons lurches by at 45-50 m.p.h. in a built-up area. You passed them on the de-restricted road, but they seem to have no regard for speed limits. No wonder there are so many accidents you say to yourself.

"If only, etc., etc. . . ."

Many sports cars nowadays are driven by sober citizens who have realised in their thirties and forties a long-held ambition to own a 2-seater, and, as you say, sports cars properly driven are essentially safer, so why single them out?

London, S.E.18. RODNEY W. COLLINS.

* * *

WHO WAS FIRST WITH LIGHT-ALLOY PISTONS?

Sir,

Can I contribute my piece to the alloy piston story? I remember Major Bentley getting very severely kicked in the teeth for fitting a set of light alloy pistons to an R.F.C. Crossley squadron car. He also fouled the valve timing more than somewhat. The result was bags of speed and noise, but on being switched off the engine ran backwards and broke the camshaft or tappets. This would be 1916 or 1917.

The 1914-19 aero-engines fitted with light alloy pistons were Hispano-Suizas and Curtiss VX for certain, and probably Isotta Fraschini. These were lubricated with a mixture of castor and light mineral oils. Most of the others had cast-iron or steel pistons. Rolls I don't remember. I owned a VX Curtiss 8-cylinder engine of 160 h.p., probably made in 1912; this definitely had light alloy pistons.

So it would seem that W. O. B. was *not* first, after all.

"OLD TOM."

[Name and address supplied.—Ed.]

Sir,

I enclose for your interest a cutting taken from the Golden Jubilee booklet of the Birmingham Aluminium Casting (1903) Co. Ltd.

This makes reference to early die-cast aluminium pistons and makes a real contribution, in my opinion, to the discussion now taking place in the correspondence columns of your excellent journal.

For your future information, my father (W. J. Price) is a member of the above Company.

Hoping this is of interest to you.

Birmingham, 17. J. J. PRICE.

The cutting reads as follows :—

"In June 1912, the Managing Director explained the 'desirability of taking up the "Cothias" method of diecasting and proposed that Mr. Cyril Maudslay and Mr. Frank Gower should go over to Paris with the Institute of Automobile Engineers and that they should become members of that Institution.' This laid the foundation of a most important activity, 'BIRMAL,' now being one of the World's leading die casters in light alloys. What is, perhaps, not so well known is that 'BIRMAL' was the pioneer of the die-cast aluminium piston, which made really high-speed petrol engines a practical possibility. It is interesting to note that this improvement went quite unrecognised until it travelled to U.S.A. and back again. In November 1914, Mr. Alleyne, a Vice-President of the Aluminium Company of America, visited the 'BIRMAL' works and was shown the piston by Mr. Owen, who was chiefly responsible for this development. He was so impressed with the possibilities of this new idea that he asked if he might have particulars. Owen provided him with drawings, dies and samples, and from this the 'Lynite' piston, so widely used in U.S., was developed. Some months later, 'Jimmy' Owen was calling on a Managing Director of a leading motor car concern, who, during the interview, produced from the depths of his desk, a casting, saying : 'Why can't British foundries make pistons like these?' Owen was, normally, a mild and kindly man, but seeing a copy of his piston which had been laughed out of court in this very firm, his language was such as is better omitted from these pages."

* * *

NOT MUCH SERVICE

Sir,

Recently, when changing a front wheel on my Austin Healey Sprite, I discovered that two out of four fixing studs and nuts were stripped. (Both front wheels had recently been removed by a tyre specialist for balancing, but that's another story.) Upon examination of the damaged studs I decided that, if I could obtain two new wheel nuts and two washers to act as spacers, I would be able to limp to the nearest B.M.C. specialist.

Nearby were three service stations in a row. The first politely informed me that they carried no "spares" of any description. The mechanic at the second produced a selection of nuts and accompanied me to the car. None of the nuts fitted. Whereupon he informed me that the garage could supply and fit at once a new *brake drum*, explaining that it was not possible to remove the old studs because they were welded in. The cost would be £2 10s., plus labour. I declined his offer and pointed out that the studs were pressed into the hub and that the brake drum fitted over the studs. The third service station obliged me with two replacement nuts and washers and refused any payment. I later obtained four new B.M.C. studs and nuts for a cost of eight shillings. I thought these three examples of the service encountered by the motorist in distress might be of interest to your readers.

May I take this opportunity of congratulating you upon your unique publication for the motoring *enthusiast*.

Surbiton. G. STIELL.

* * *

NO SERVICE

Sir,

When returning from the V.S.C.C. Welsh Rally this month one of our party had the misfortune to break a half-shaft in his vintage car. This occurred right opposite a Regent garage near Chipping Norton on the A 34 just south of the junction with the A 44. Being a busy road, the car was run just into the garage drive-in, taking care not to obstruct the garage entrance. Before a tow rope could be attached, the manageress or a member of the staff, I know not which, came out, shouting in a most rude and offensive manner, ordering us off and claiming we were taking away her business. It took less than five minutes to tow the car away, so it seems that this garage does not like motorists—wonder who they sell their petrol to?

Abbots Langley. S. FLETCHER.

* * *

B.M.C. 1100 PETROL PUMPS

Sir,

I sympathise with Mr. H. J. Oldroyd over his petrol pump tribulations (only the other day I had occasion to help an 1100 driver with exactly the same trouble), but in my view the positioning of the pump has nothing whatever to do with it—it is merely the inherent temperament of the electric pump itself. I had occasion to fit, if I remember rightly, at least five replacement pumps in 93,000 miles on one car (a Land-Rover) and soon learned the advisability of always carrying a spare pump, even though the pump was mounted on the dash ahead of the driver, so that on failure a hard kick on the bulkhead would sometimes get it "ticking" again.

It seems that once they start playing up there is nothing for it but to fit a replacement, and I am indeed surprised that there haven't been more complaints about them in your columns in the past.

Letchworth. A. B. BUCHANAN.

* * *

POLICE METHODS

Sir,

Through the columns of your magazine, may I challenge the driver of police Wolseley number ALM 730 B to explain why it was safer for him to drive at 45 m.p.h. through Horley, along the Brighton Road, than the driver of a white Mini which was following the police car, on October 3rd? I stopped to take the number of the police car, and it appeared that the Mini driver was booked.

I would also appreciate any information about the unreliability of radar traps, when two cars go through the "beam" very close together. Yes, I was a victim to this particular brand of police trickery.

Long Ditton. A. F. D. FRENCH.

* * *

D.K.W. TOPICS

Sir,

You will doubtless have heard of the recent and surprising decision of VW and Daimler-Benz to join forces in supporting Auto Union. I doubt, personally, if Auto Union are in any sort of real trouble, and suspect that this was a graceful introduction to future co-operation. Opel (G.M.) and Ford may have been treading too heavily on everyone else's tails.

I own a D.K.W./Auto Union F102, Auto Union's latest, and I find it excellent. I thought that a few first-hand impressions of it would not come amiss. Mileage to date, or, more accurately, km. to date, some 1,500 (speedo. died at 650 km.!).

General.—A "big" little car. Much influenced by "big brother" in Stuttgart, internally at least. Your friends of "Auto, Motor und Sport" tested it in their issue of October 3rd, and closed by saying that "Should the D.K.W. F102 be their last two-stroke, then it is certainly their best." I cannot improve on this, having recently owned two "Juniors," each fun.

Shape.—Not bad. Front is a bit ugly, and the waste of space under the bonnet inspires me to suggest that our mutual friends in Ingoldstadt might do worse than buy one of Alec Issigonis' latest to see how to get "the mostest out of the leastest."

Driving comfort.—Outstanding. I have variously owned the Merc. 220, Renaults, Simcas and the like. Leech-like road-holding. Far more comfortable than the big Merc., with a non-squish rear axle. Strangely, not at all "front-wheel-drivey." The ride is firm but comfortable.

Body.—The interior is well thought out and well finished. Reclining seats, upholstered in a tough plastic, "Skai." Cheap carpets, rubber-backed. Opening rear quarter-lights. Fair heater. Two doors. On my "de luxe" model, a small but good sunshine roof, with a neat wind deflector which rises automatically on opening the roof. Much care has been taken with underbonnet sound damping, and undersealing.

Instruments.—Adequate. Legible, except the clock, and no "ribbons"! Rheostat dash light.

Performance.—No figures available, but quick off the mark. Fast and untiring to drive. Little torque low down, but this improving. "Clutchless shift," thanks to the free-wheel, but slow. (You can always revert to the clutch, free-wheel or not!) Speed, not yet fully run-in, well above the maker's pessimistic figures. Brakes, disc front, drum rear, excellent. Steering, direct kick-back free, but a little too much caster action. It is fun to "wind-up" the motor with no fear of valve-bounce. Under load it runs like an electric engine, with a similar hum. Idling, it is evidently a two-stroke, but not too much, and under half-load protests by four-stroking and "clonking." With the free-wheel, the jerking characteristic of this sort of car is largely eliminated. And with fond memories of Scotts in the past, it is a real joy when pulling, and not in the least temperamental. Starting, hot or cold, works. (You have a half-way position on the choke for a flooded hot-start which scavenges the crankcase.)

U.K. Market.—"De luxe" it costs here some DM 8,000 plus. Relatively expensive. Perhaps the new merger will bring the price down. But it is worth every penny paid for it. It should fill a gap between the "junior" and the Saab, being much more civilised than both of them, and bigger.

Summary.—A very well-finished, if apparently badly inspected car. (Failures to date. One Dunlop B7, on delivery. Wall u/s. Speedo. cable, 650 km. Replaced free. Petrol tank filler pipe had a crack in it. Mended.) As a main car it is roomy, has a vast boot, and is fun to drive. As a second car, rather too good for the job.

Finale.—Rumour has it that "Mercs" have for some time been developing an alternative engine for it. Presumably a "baby" Merc, four-stroke. Much though I respect Merc. engines, this would be a great pity, as A.U. have really screwed performance out of their latest engine, and it has much charm. With a conventional four-stroke it would become yet one more reliable and splendidly finished German car. At the moment it is quite without any rival in its class.

May I add that I have no connection with any of the above-

mentioned companies, other than a happy association with Auto Union when in our Embassy here, when I had a small part in introducing the D.K.W. "Munga," their "Jeep," to both the German and other Forces, a decision which I have never regretted.
Ittenbach. Major C. H. VALLANCE.

[In fact, the Press Department of Auto Union GMBH has issued the following statement about the VW participation :—

"In connection with the participation in Auto Union GMBH on the part of the Volkswagenwerk, the opinion that Auto Union GMBH would now depart from the two-stroke principle has been expressed frequently by various members of the public.

"Similar assumptions were also voiced in the year 1959/60, following the 100% take-over of the Auto Union share capital on the part of Daimler-Benz AG. The technical principle employed by Auto Union GMBH were not changed after this take-over and—in the same way—the transfer of share capital participation to the Volkswagenwerk does not imply any such change. Trusty D.K.W. supporters at home and abroad still want to be supplied with these motor cars. Daimler-Benz, the Volkswagenwerk and Auto Union GMBH have therefore decided to continue with the existing production programme and further developments in the technical sector."—ED.]

* * *

THE TAURUS AUSTIN 1100

Sir,

I must take you to task over M. L. T.'s test of the Taurus Austin 1100. He quotes a petrol consumption of "something like 25 m.p.g. if all the performance is used most of the time, but 28 m.p.g. can be had in exchange for a lighter throttle foot"!

I have a 1964 Austin 1100 modified by Taurus to exactly the same stage as the one tested. This work was carried out in May at 7,000 miles. The car has now done a further 11,000 miles and has given no cause for complaint in any way. The performance obtained is almost exactly identical to that quoted in your test except in respect of petrol consumption. On a long run to the West Country, driven hard the whole way and averaging nearly 62 m.p.h. overall (at night), the worst consumption shown was 31 m.p.g. Driven more gently over the same route and still averaging over 50 m.p.h., I can regularly obtain 35-38 m.p.g. On short local journeys consumption is consistently around 33-34 m.p.g. At no time since the conversion was fitted has the petrol consumption ever been worse than 31 m.p.g. The mixture screw has to be carefully set as too rich a mixture gives uneven running and very lumpy tickover. Too weak a mixture causes very poor pick-up and flat spots. I suspect that your test car suffered from too rich a mixture.

I find the Taurus 1100 a thoroughly first-class car in its class and I can find no fault whatever. The gear-change is excellent, being light and very precise with short movements, which have been further improved by cutting nearly 3 in. off the top of the lever and refitting the original knob. In your test of the Austin 1800 you mention the gear-change on that car as being an improvement over that of the 1100. This I cannot accept, as it is just not possible. I may be lucky in having a particularly good example but others I have met who also own 1100s also say that as value-for-money they are excellent.

I have been a regular reader of your journal for nine years and enjoy every issue. It is most refreshing to read an honest opinion in tests and reports.
Esher. J. R. D. RUSTON.

[Why complain, Mr. Ruston? We wish we could average 62 m.p.h. at 31 m.p.g. in an Austin 1100! In our road-test of the M.G. 1100, at considerably lower average speeds, we could only get 31.36 m.p.g. Tell us the secret of your success.—M. L. T.]

* * *

SPORTS-CAR INSURANCE

Sir,

On page 964 of the November issue of MOTOR SPORT, sports-car owners are invited to "fill in the form, post it today and save pounds." We are told that we can relax with "NEW! low cost comprehensive cover for sports cars." May I suggest that readers save their 3d. stamps. I am 25 years old, with six years' driving experience, including about 6,000 miles on the Continent, and am entitled to one year's no claims bonus. I own a pretty innocuous Turner with a small 948-c.c. engine. I am an architect—a fairly steady sort of profession, I would have thought—and a couple of months ago thought I would save these pounds and relax, and duly sent off the form. After filling in more forms and a month or so of waiting I received a short, curt note that "We regret we cannot quote you." Thank goodness I can't afford an E-type. I would have to be content with looking at it.
Cardiff. ROGER V. WILLIAMS.

VINTAGE POSTBAG—continued from page 1028

I would like to add that a Ford T Frontenac did also run in the Manchester to Blackpool and I was advised by its two occupants that it was the only one of its kind in this country. It came from down South where all these dear cars seem to like—perhaps it is the dry weather they have?! This Frontenac was an ex-Indianapolis car—red and lined in gold. The radiator was chromed. This car had also given a demonstration lap at Aintree the previous day.

Bradshaw's T Speedway Racer was lined up at Blackpool near this Frontenac and the difference in these two cars would appear to be that Bradshaw's was a racer and the Frontenac a two-seater sports car.
Nelson. BARRY R. JAQUES.

* * *

Deemster Antecedents

Sir,

Your article on the Deemster was of interest to me as there are a few points upon which I am able to comment, of interest perhaps to the old motorcyclists in our midst.

The article refers to Mr. J. N. Ogston, designer and joint managing director of the Ogston Motor Company; this name seemed to have some significance to me as I recall a 4-cylinder motor-bicycle called the Ogston Four in the pre-World War One days. Reading on, I see Mr. Ogston and Mr. Scofield, his partner, took over part of the Wilkinson Sword Co.'s factory in Southfield Road, Acton, to manufacture the Deemster car, in 1919. This fact is very interesting; the Wilkinson Sword Co. produced 4-cylinder motorcycles in the 1910/12 period and I was once told that they were originally called Ogston Fours. Is it therefore possible the designer of the Wilkinson, or T.A.C., motorcycle was in fact the Mr. Ogston of Deemster fame ?

Continuing with this line of thought it may well be that the first Deemster cars were made in the old Wilkinson-T.A.C. motorcycle workshops. Perhaps the Deemster's engine design and overall low weight were influenced by the T.A.C. motorcycle layout; even if Ogston was not the motorcycle designer as I have supposed, it is reasonable that his way of thinking was influenced by contact with the Wilkinson people !

I must add that all the above is just supposition on my part, and I await comments from Mr. Hester and from more knowledgeable motorcyclists of that era.

The T.A.C. 4-cylinder motor-bicycle of 1911 was certainly a novel machine, having a beautiful little power unit of 7 h.p. with four separate cylinders air cooled, side mechanically-operated exhaust valves and overhead automatic inlets. The engine was mounted in-line with the frame, driving the rear wheel by a worm shaft via a 3-speed gearbox. Comfort was certainly a prime factor in the machine's design as the seat was rather like an arm-chair and long running boards were provided. The engine was enclosed, the rear wheel leaf-sprung, in a "parallelogram" arrangement of quarter-elliptics. It must have been a very flexible and luxurious motor-bicycle, one of which I should like to ride today, given the chance !

I believe a T.A.C. exists today—I remember Rex Judd, of Brooklands fame, riding one in vintage rallies a few years ago.
Southport. FRANK FARRINGTON.

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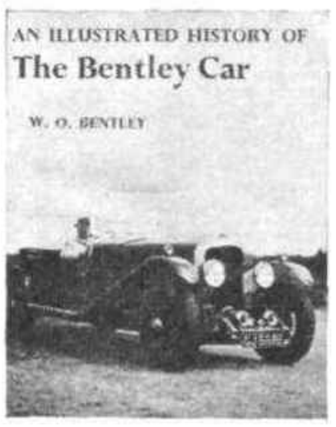
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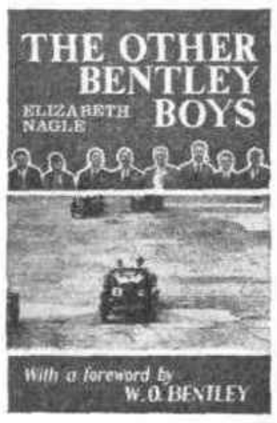
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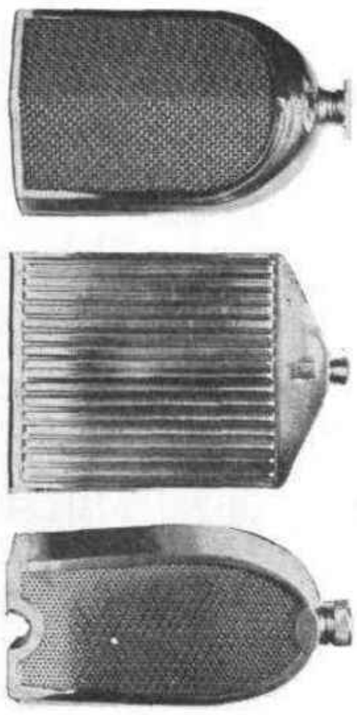
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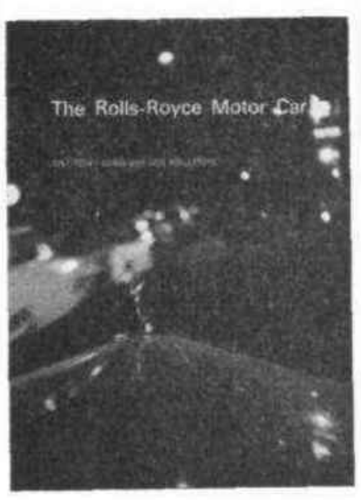
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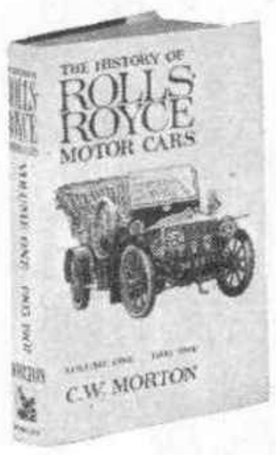
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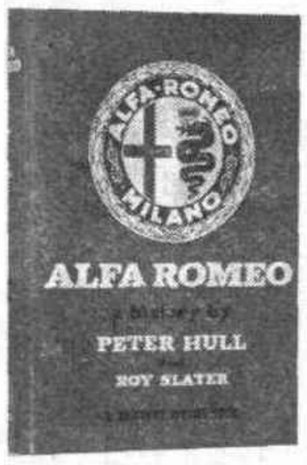
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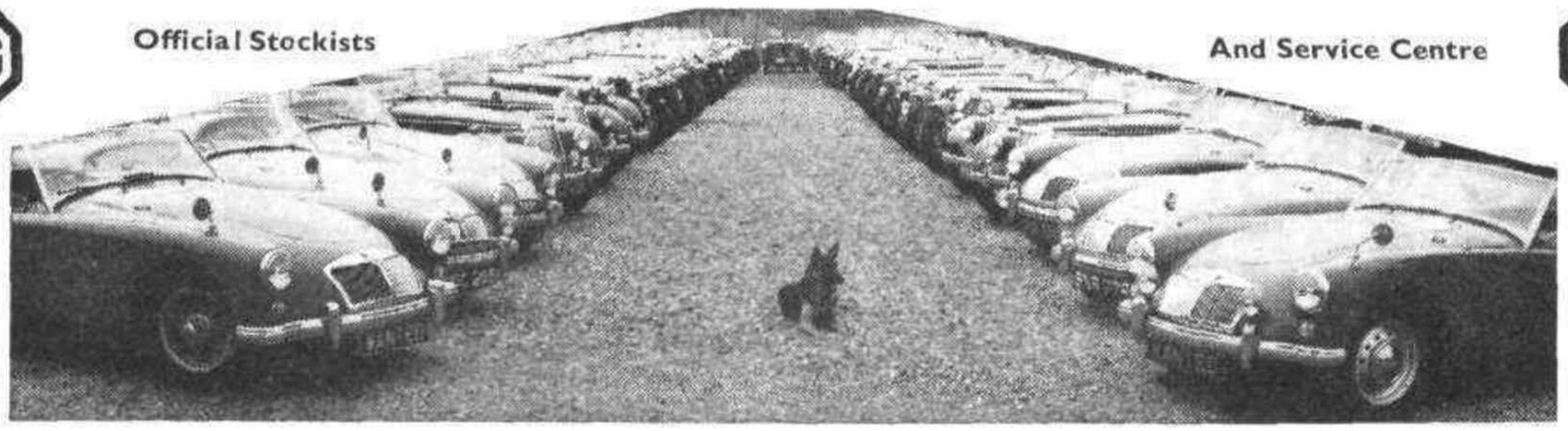


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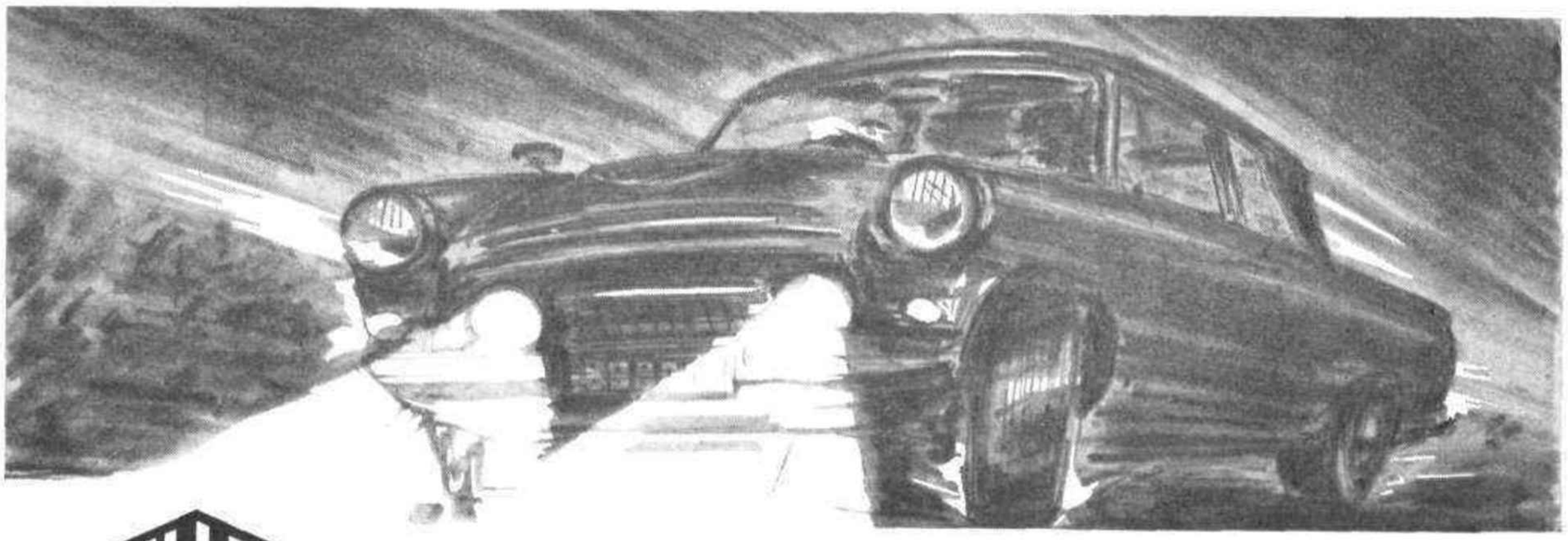
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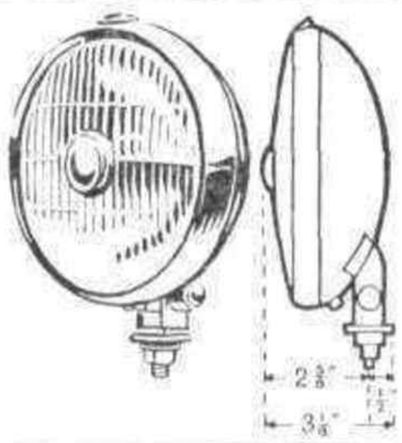


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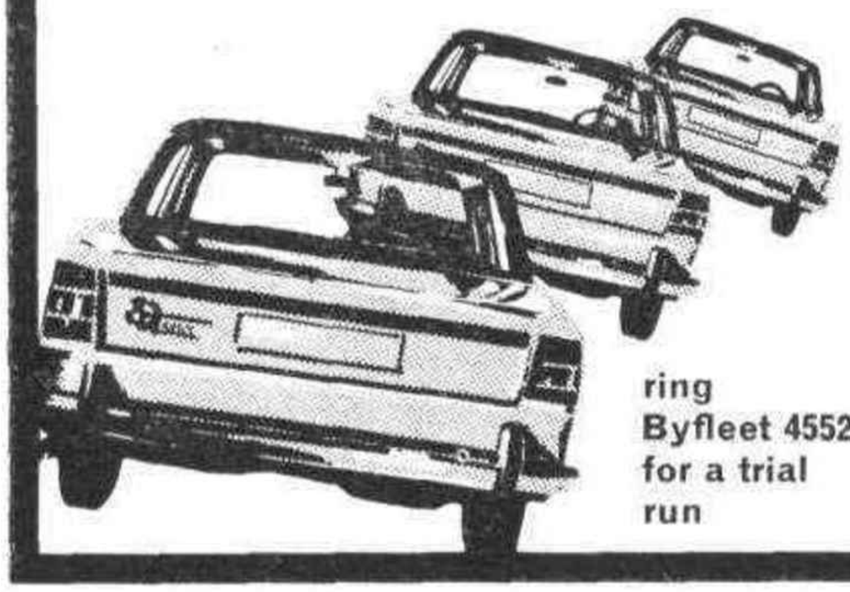
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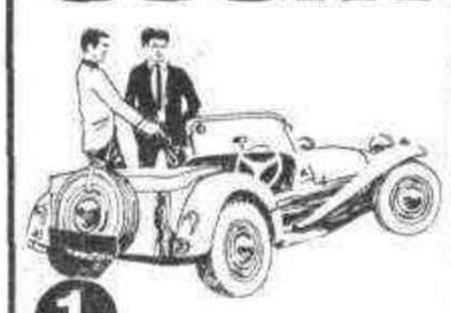
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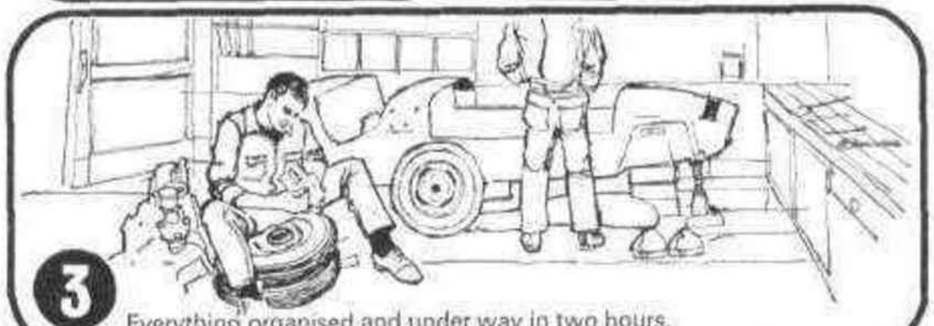
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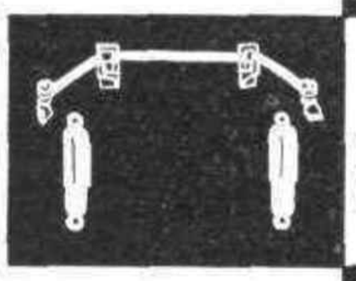
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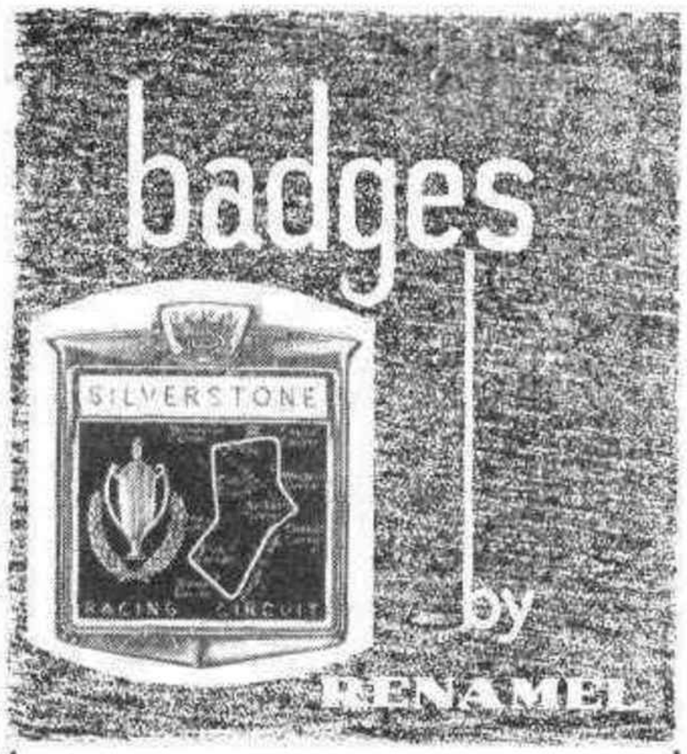
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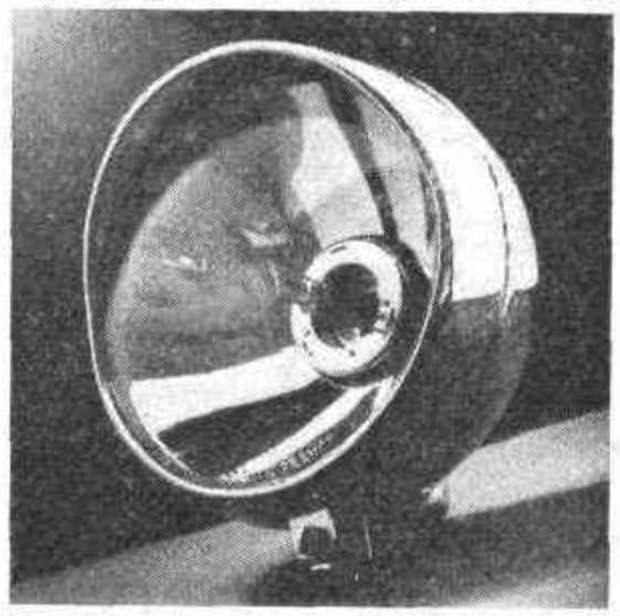
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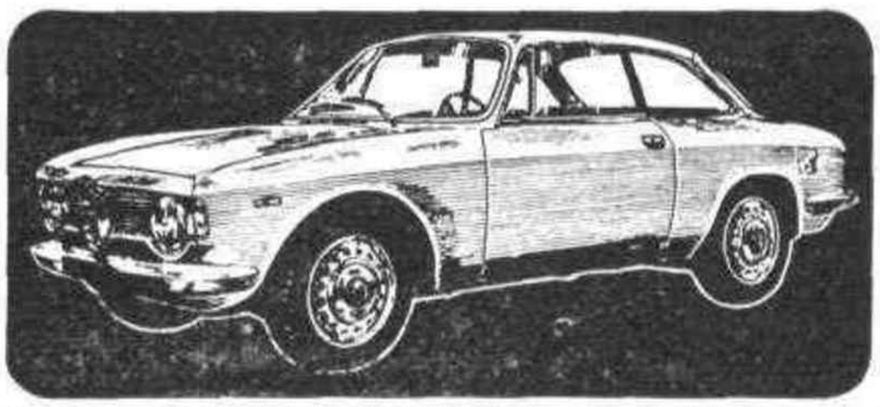
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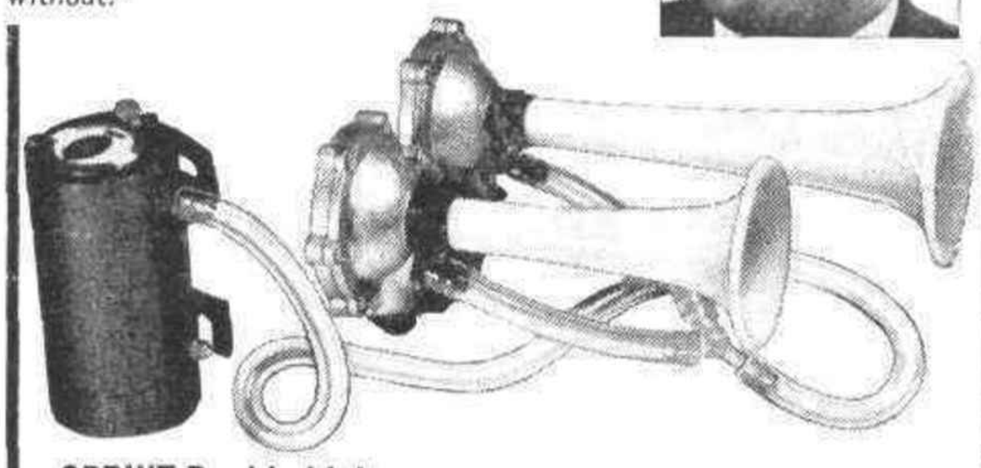
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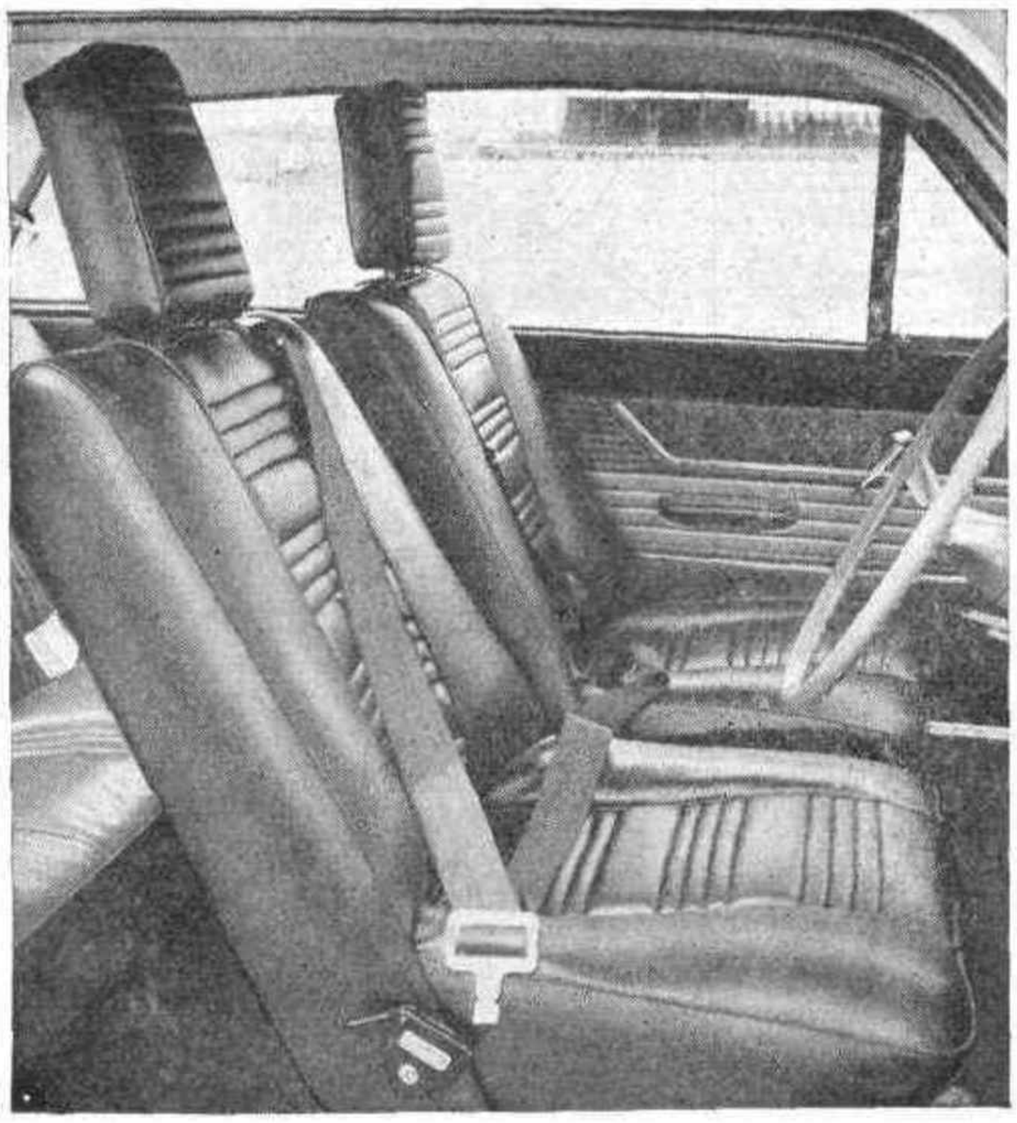




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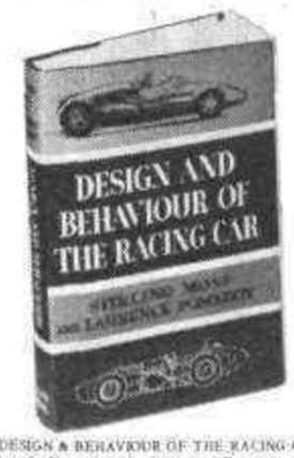
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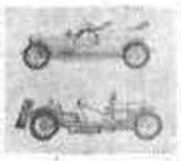
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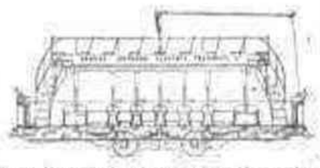
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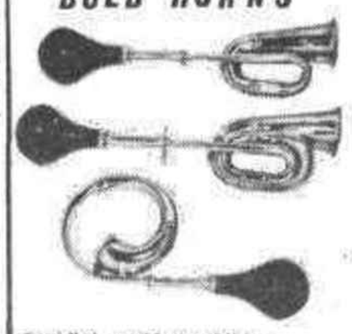
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PROTECTION FOR A35 MINI MINOR/MORRIS, A1/S3/A/M/1100.
A strong guard for the low slung sump on these models. Finished in black gloss with fixings and all flow holes ready drilled.

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(SPECIALLY MADE FOR MINIS)



47/9

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Alfa Romeo Giulietta	Corvair
Hillman	Corvair
Cutmal	Falcon
Singer	Olds F.85
All English Fords	Rambler American
Volkswagen	Triumph TR3, TR4
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MGA 1500, 1959-61, MGB

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£12 each. Carriage extra

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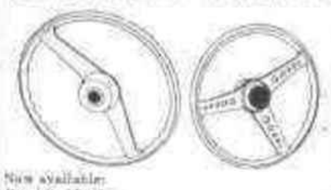
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GN.585	Twin induction Zenith down draught	9 17 6
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GN.269A CP	Conn Pipe A.40 Mk. II only	18 0
GN.573	Twin choke Weber down draught	12 12 0

SPRITE

GN.579	Twin induction SU.H1 20"	9 17 6
GN.579A	No induction	8 15 0
GN.580	Twin induction SU.HS2 30"	9 17 6
GN.572 CP	Conn Pipe M'fold to Silen.	1 0 0

MORRIS

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GN.534	Twin induction SU.H2 20"	8 17 6
GN.539	Twin induction SU.H1 20"	8 17 6
GN.538	No induction	8 0 0
GN.571	Twin choke Weber down draught	12 12 0

Mini-Seven, car and van and 1100:

GN.567	Single induction SU.HS2 30"	9 17 6
GN.567A	No induction	8 15 0
GN.568	Twin induction SU.HS2 30"	9 17 6
GN.570	Twin choke Weber 36DCD/7	12 12 0
GN.581	Twin Choke Weber 24/32 DOCA1	12 12 0
GN.459 CP	Connecting pipe manifold to silencer, 1100 only	12 6

RENAULT

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GN.541	Banana type, twin induction SU.H2 30"	8 15 0
GN.542	Twin induction SU.H1 20" Transverse	12 10 0
GN.542A	Twin induction SU.H1 (dry)	10 10 0
GN.543	Twin ind. SU.H2 30" Transverse	10 10 0
GN.544	Twin induction Solex down draught Transverse	10 10 0
GN.545	Banana type, twin induction Solex	8 15 0
GN.546	Single induction Solex down draught Transverse	10 10 0
GN.547	Banana type, single induction Solex	8 15 0
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FORD

EY3A:

GN.506	Single induction Zenith down draught with Hot Spot	9 17 6
GN.507	Twin induction Zenith down draught	9 7 6
GN.508	Twin induction SU.H1 20"	9 7 6
GN.511	Twin induction SU.HQ 30"	9 7 6
GN.514	No induction	8 10 6
GN.516	Twin induction Vertical flange	9 7 6
GN.517	Twin induction Horizontal flange	9 7 6
GN.525	Single induction SU.HQ 30" with Hot Spot	9 17 6

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(Reg. Design Nos. 892774-892775)

GN.502	Twin induction SU.H1 20"	8 17 6
GN.503	Single induction SU.HQ 30" with Hot Spot	9 7 6
GN.504	Single induction Solex down draught with Hot Spot	9 7 6
GN.505	Twin induction Solex dr. draught	8 17 6
GN.515	Twin induction SU.HQ 30"	8 17 6
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GN.522 CP	Connecting pipe manifold to silencer—cars	12 6
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GN.530	Twin induction SU.HQ 30"	12 12 0
GN.535	Twin induction Solex dn. draught	12 12 0
GN.536	No induction	10 15 0
GN.536 CP	Connecting pipe manifold to silencer to March 1961	12 6
GN.411 CP	Connecting pipe manifold to silencer after March 1961	12 6
GN.574	Twin induction SU.H54	12 12 0
GN.575	Twin induction SU.H4	12 12 0

Consul Mk.II on:

GN.557	Exhaust only	10 10 0
GN.561 TJ	Separate induction twin SU.HQ 30"	4 4 0
GN.566 TJ	Separate induction twin Zenith down draught	4 4 0
GN.576 TJ	Separate induction twin SU.H4	4 12 6

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GN.560	Six branch exhaust only with hot spot, for Convertible	15 15 0

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GN.354A	TCWTP	Mini-Cooper chrome ends	4 0 0
GN.354V	TCWTP	Mini-Van chrome ends	3 10 0
GN.354CT	TCWTP	Countryman & Traln	3 10 0
GN.316	TCWTP	A.40 Somerset	5 7 6
GN.332	TCWTP	A.30 and A.35	4 12 6
GN.369	TCWTP	A.40 Farina	4 15 0
GN.369A	TCWTP	A.40 Farina Mk.II	4 15 0
GN.311	TCWTP	A.40 and A.50	5 7 6
GN.369F	TCWTP	A.70	5 12 6
GN.372	TCWTP	Healey Sprite	3 10 0
GN.347	TCWTP	Wasp Metropolitan	5 7 6
GN.371	TCWTP	A.55 Cambridge	5 12 6
GN.375	TCWTP	A.55 Farina	5 12 6
GN.459	TCWTP	1100	5 7 6

FORD

GN.28	TCWTP	E93A, 7W and Y type	3 15 0
GN.28 T	TCWTP	E.93A, 7W and T type (new issue)	5 7 6
GN.220	TCWTP	1200 Anglia, Prefect and 1960 Popular	4 15 0
GN.254V	TCWTP	1000 Van	4 15 0
GN.220	TCWTP	1958 Anglia to Mar. 1961	4 15 0
GN.411	TCWTP	1959 Anglia from Mar. '61	5 0 0
GN.255	TCWTP	Squire and Escort	4 15 0
GN.220	TCWTP	Consul Mk. I upright brackets	5 12 6
GN.221A	TCWTP	Consul Mk. I flat brackets	5 12 6
GN.210	TCWTP	Zephyr Mk. I upright brackets	5 12 6
GN.210A	TCWTP	Zephyr Mk. I flat brackets	5 12 6
GN.210A	TCWTP	Zephyr Mk. II 1957/62	8 7 6
GN.258A	TCWTP	Consul Mk. II 1957/62	8 7 6
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GN.402	TCWTP	Capri G.T.	5 10 0

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GN.309	TCWTP	Husky late 1958	5 10 0

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MG

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GN.458	TCWTP	YD	5 12 6
GN.45	TCWTP	1¼ litre "Y"	5 7 6
GN.272	TCWTP	MGA and 1600	5 10 0
GN.372	TCWTP	Midget 1962	5 10 0
GN.371	TCWTP	Magnette Mk.III Farina	5 12 6
GN.459	TCWTP	1100	5 7 6

MORRIS

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GN.111	TC.WTP	Morris Minor o.h.v.	5 7 6
GN.102	TCWTP	Minor 1000	5 7 6
GN.102A	TCWTP	Minor 1000 when with manifold	5 7 6
GN.354	TCWTP	Mini-Minor chrome ends	3 10 0
GN.354A	TCWTP	Mini-Cooper chrome ends	4 0 0
GN.354V	TCWTP	Mini-Van chrome ends	3 10 0
GN.354CT	TCWTP	Countryman & Traln	3 10 0
GN.367	TCWTP	Oxford Series 2/3 and Cowley	5 12 6
GN.371	TCWTP	Oxford Mk.V Farina	5 12 6
GN.459	TCWTP	1100	5 7 6

RENAULT

GN.308	TCWTP	Dauphine (only for use with Transverse manifold)	3 10 0

RILEY

GN.364A	TCWTP	One Point Five	5 7 6
GN.373	TCWTP	4/68 Farina	5 12 6

SINGER

GN.510	TCWTP	Gazelle	3 10 0

STANDARD and TRIUMPH

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GN.183	TCWTP	Standard 10 h.p. 1954 on	5 7 6
GN.291	TCWTP	Triumph Herald	3 10 0
GN.186	TCWTP	TR.2, 3 and 4	5 12 6
GN.464	TCWTP	Herald 12/50	3 10 0
GN.465	TCWTP	Vitesse	3 10 0

SUNBEAM

GN.56	TCWTP	Rapier single carb., 1958	5 10 0
GN.409	TC.WTP	Rapier Mark III	5 10 0
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GN.461	TCWTP	Alpine 1600 Mk. II	5 17 6

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D.K.W. SONDERKLASSE, 1955. Body decaying but thief-proof and weatherproof. Mechanically excellent, very fast. £100. Box No. 0452. Give business Tel. No. [6608

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JAGUAR XK140. Radio, heater, lighter, M.O.T. £240. 11, Riley Road, Enfield, Wash, Middlesex. [6616

ASHLEY-FORD, 1961, 1172 GT 2/4 saloon. B.R.G. Boxed chassis, 4.7 axle, L.M.B. 15 in. wheels, " X "s, 4 ft. 1 in. track, Woodhead susp., twin carbs., 12 v. Broken crank. Hence £140. Photo and details. Battye, 36, Common Road, Low Moor, Bradford. [6617

GEARBOX, E.N.V., for M.G. Magnette, £5 o.n.o. 1, Greenway, Woodmancote, Cheltenham (tel.: Bishops Cleeve 3116). [6618

1935 MORGAN SS A/C Matchless. Dismantled for rebuild in Shropshire. Can be delivered reasonable distance. Box No. 0453. [6620

M.G.-A 1600, MARK II, red, 1962. Engine overhauled, new tyres (two Cinturatos), front discs; good condition. Stephen, Nisbet House, Duns. [6622

1951 RILEY 1½. Gearbox, cylinder head, engine damaged, new radiator, steering wheel, five wheels, four Michelin tyres two thirds worn. £10 the lot. T. E. Roberts, 6, Chapel Street, Menai Bridge, Anglesey, N. Wales. [6623

JAGUAR 2½-LITRE SALOON, 1948, excellent order. New heavy duty battery, all good tyres, heater, 90 m.p.h., 23 m.p.g., M.O.T. £55 or exch. smaller. 310, London Road, (A40), Headington, Oxford. [6627

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1933 RILEY 12/6 monotone. Good body, engine requires attention. Offers. Box No. 0454. [6629

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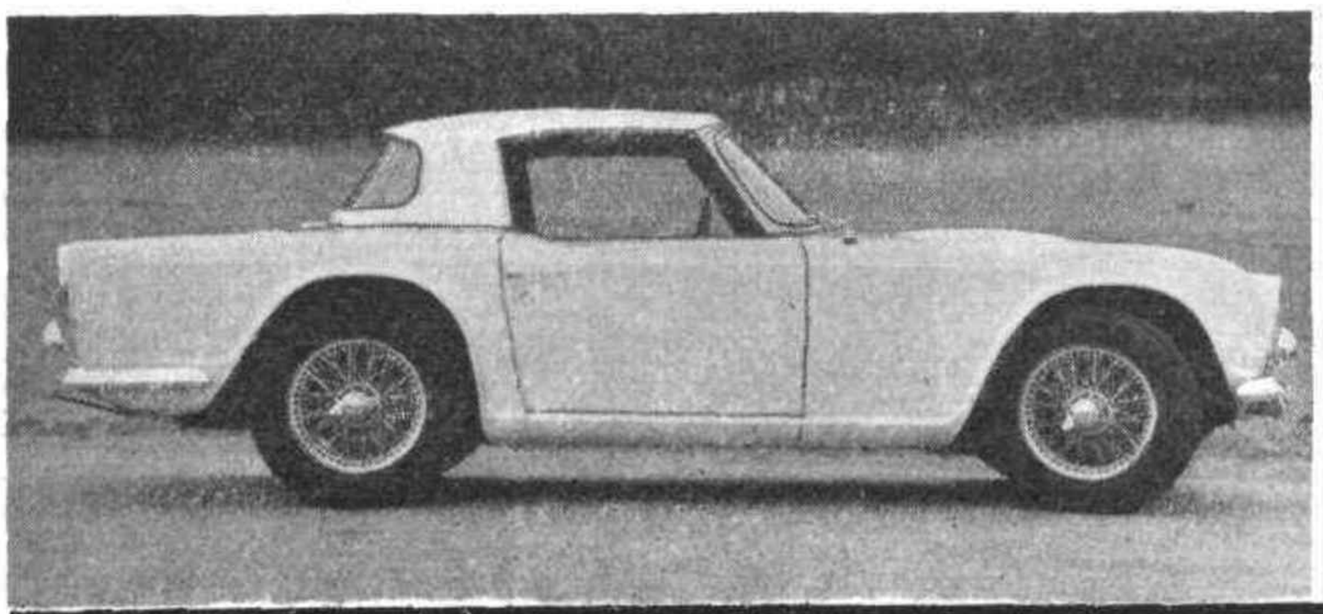
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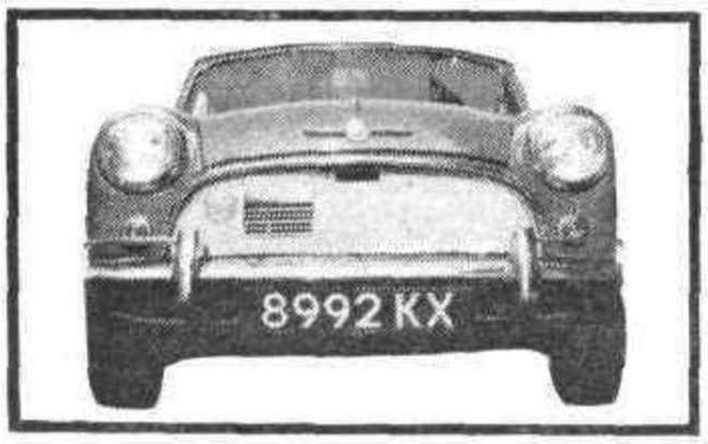
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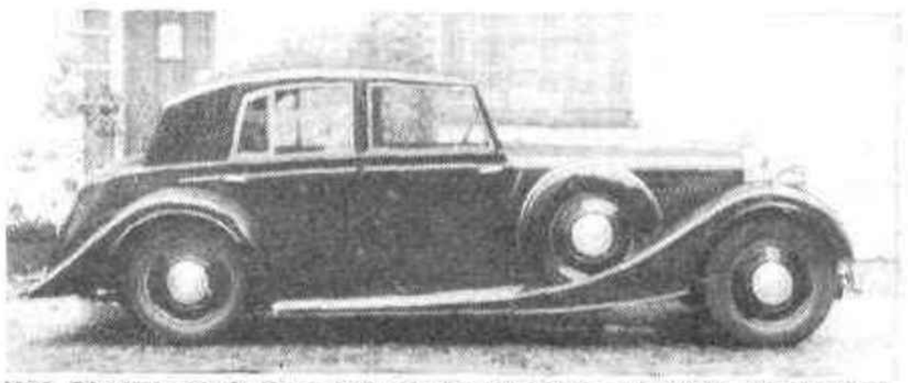
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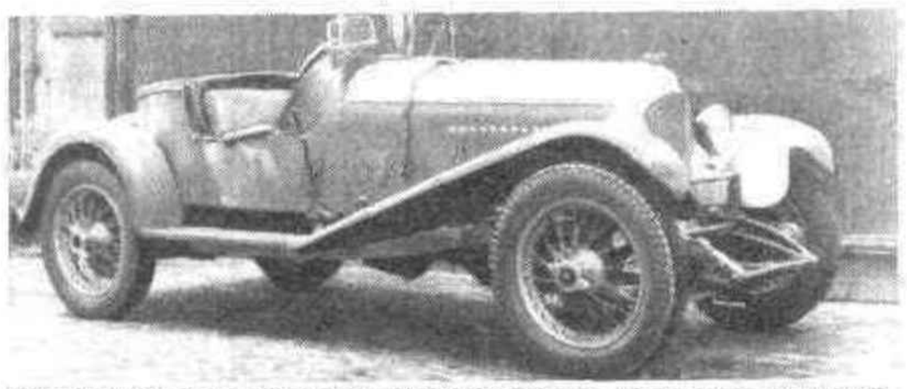
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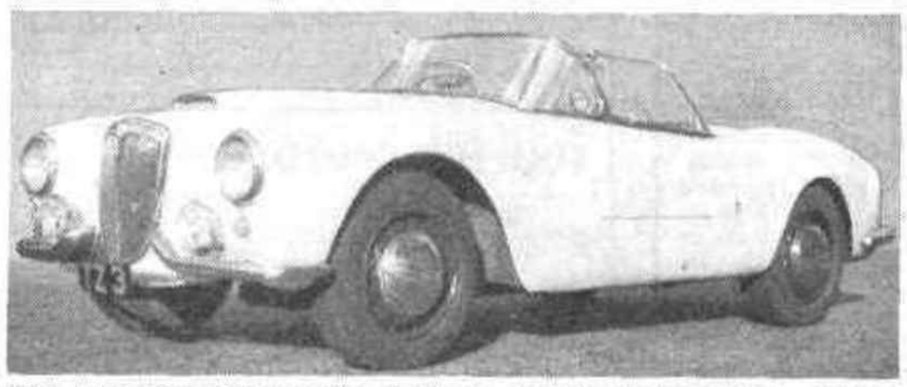
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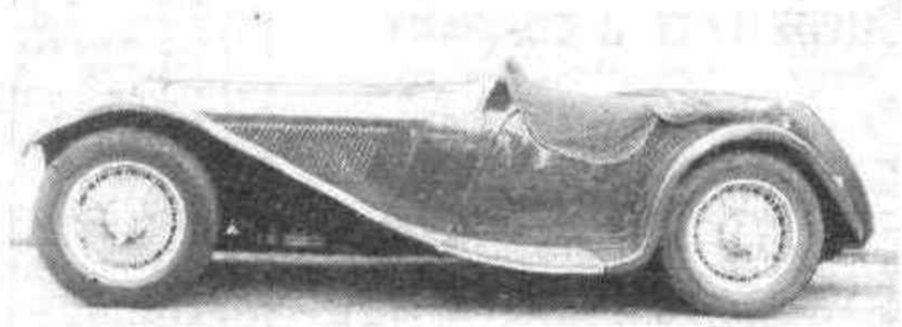
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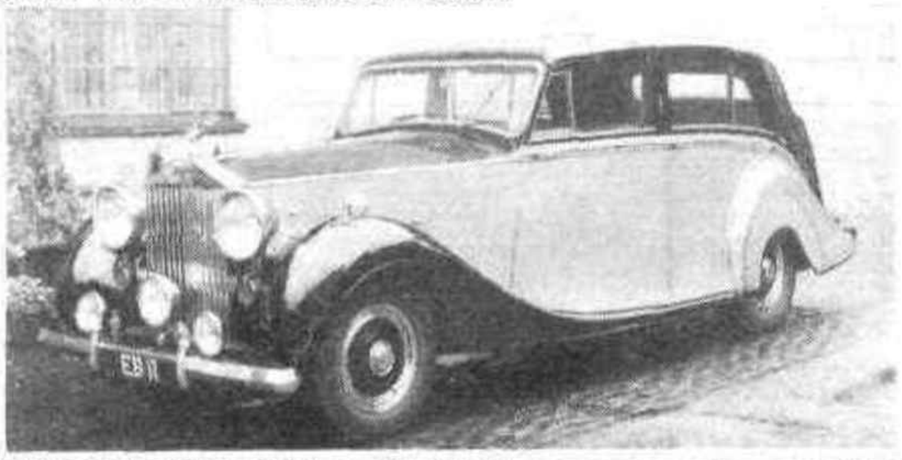
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ALVIS SPEED 20, 1934, V.D.P. tourer. Needs new batteries, hood and exhaust. £20. Tel.: Royston (Herts.) 2123, Sundays only. [6780

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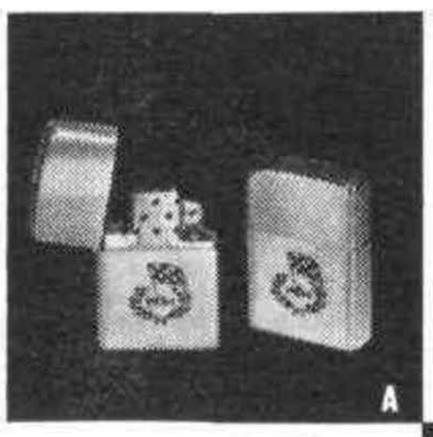
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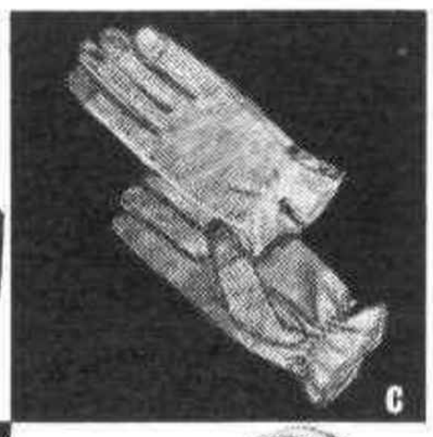
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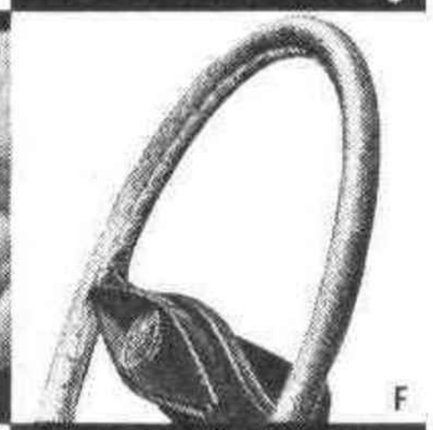

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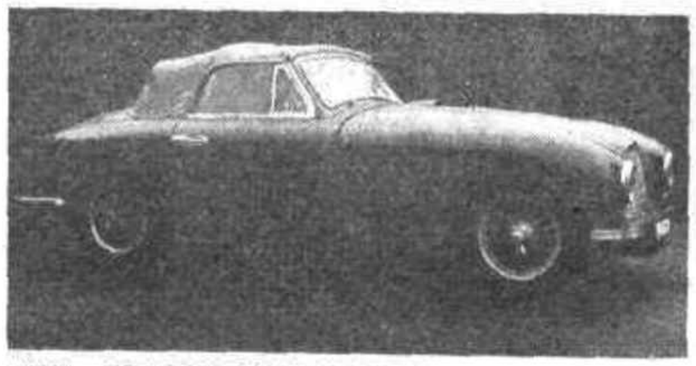
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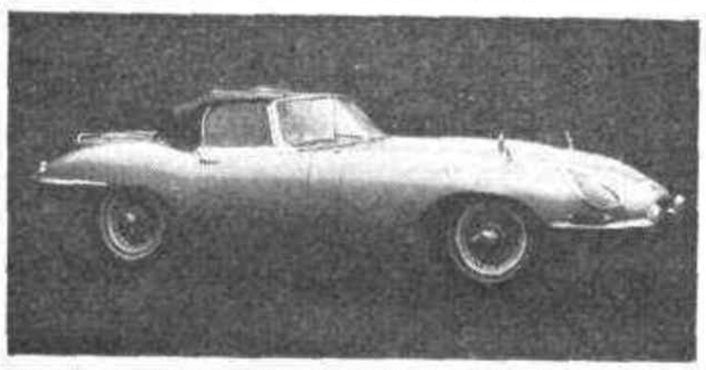
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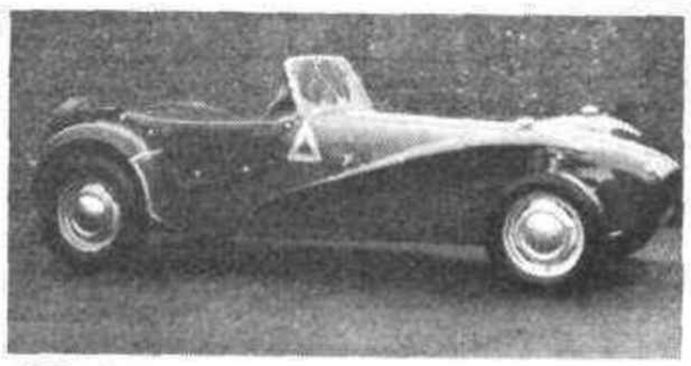












£925 ASTON MARTIN DB3, 1958. A specimen example in royal blue with white hide. Overdrive, seat belts, etc.

£395 ASTON MARTIN DB2 drophead coupé. A most exceptional car in cornflower blue.

£1,395 JAGUAR 'E'-type roadster, 1963. 16,000 miles only. Gunmetal with blue hide; radio, heater, etc. Guaranteed mileage.

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£1,095 JAGUAR 'E'-type fixed-head coupé. Steel blue with red trim. Radio, heater, etc. Chrome wire wheels.

£1,045 JAGUAR 'E'-type roadster, 1962 series. Carmen red; radio, etc. A most genuine low-mileage example.

£945 A.C. Aceca-Bristol, 1960-61 series. An immaculate one-owner car finished in British Racing Green with black interior. Fitted overdrive.

£865 LOTUS Elite, 1962. Fitted with 'HOBBS' gearbox. Special equipment. Bodywork in black, with chrome wire wheels, etc.

£795 LOTUS Elite, 1962. A two-owner car in ivory with red trim. Close-ratio gearbox, etc.

£795 M.G.-B, 1964. Red with black trim. Low mileage; racing mirrors, heater, seat belts.

£765 LOTUS Elite, 1961 Dec. Red with contrasting trim. A one-owner car having covered only 17,000 miles.

£755 M.G.-B, 1963 Oct. Red.

£745 M.G.-B, late 1963. Iris blue with black trim. Radio, heater, etc. A most genuine and carefully used example.

£715 M.G.-B, 1963 model. Ivory with black trim Modified exhaust system. A most pleasant car in all respects.

£695 TRIUMPH TR4, 1962. This car is in ivory with black trim. Fitted wire wheels, overdrive, heater.

£645 LOTUS Elite, July 1960. Finished in powder blue.

£1,295 JAGUAR 'E'-type roadster, 1963 model, in silver blue with blue hide trim; radio, luggage rack, etc. Low mileage.

£695 TRIUMPH TR4, 1963. Finished in Sebring white with black interior and matching black Surrey top; overdrive, heater.

£695 ALFA ROMEO Spyder, 1959, drophead coupé. Indigo blue with red interior; hard-top, etc. A truly superb specimen.

£665 SUNBEAM Harrington Alpine, 1962, in ivory with red trim. Fitted overdrive, heater, etc.

£645 T.V.R. Grantura, Nov. 1963, in gunmetal with black interior. Fitted luggage rack, heater, etc.

£645 JAGUAR XK150 'S' 3.4, 1959, fixed-head coupé. This is a hand-built car with truly exceptional performance and handling qualities. Ivory with beige hide. Further details on request.

£595 A.C. Ace, 1959. A beautiful example of this fantastic *marque* in strato blue, red leather.

£595 AUSTIN HEALEY Sprite, 1964, Mk. III. Wire wheels, heater, etc. Red with black trim.

£565 M.G.-A Twin Cam. 6,000 miles only from new. This car is 100% genuine and quite indistinguishable from new.

£545 M.G. Midget 1100, 1963. Wire wheels, disc brakes, tonneau cover, etc. Ivory, beige hide interior.

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£465 LOTUS Super Seven, 1961. Modified B.M.C. unit, c.r. gears. *Concours* condition.

£515 TRIUMPH Spitfire, 1963. Monza red with black interior. Chrome luggage rack.

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£515 SUNBEAM Alpine, 1961. Finished in powder blue with black trim, fitted radio, overdrive, heater, etc.

£495 AUSTIN HEALEY Sprite, 1963. Finished in ivory with red trim, fitted 1,100-c.c. engine, disc brakes, S.P. tyres.

£495 SUNBEAM Alpine Mk. II, 1961. Fitted radio, finished in Monza red, black interior.

£475 JAGUAR XK150, 1959, drophead coupé. A specimen car in Connaught green, new p.v.c. hood, wire wheels, etc.

£475 A.C. Aceca, 1955. Recent complete engine overhaul. Maroon. Radio, heater, etc.

£445 TURNER, 1960. Fitted Stage III Climax engine, wire wheels, disc brakes, hard-top. Finished in metallic B.R.G. with black trim.

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£445 M.G.-A roadster, 1960. Red with black hard-top.

£435 M.G. Midget, 1962. Red with black trim; radio, power brakes, tonneau, heater, anti-theft device.

£435 M.G. Midget, 1962. A most genuine car in blue, with heater, radio, safety belts.

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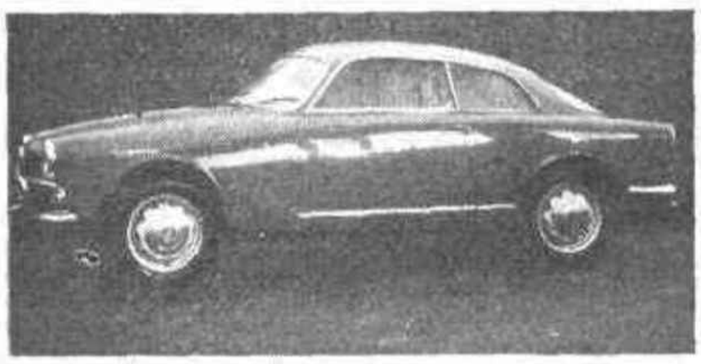
£425 JAGUAR XK150 fixed-head coupé. Sherwood green with matching interior; wire wheels, heater, etc.

£395 LOTUS Seven, 1961. B.M.C. 'A' unit. A very clean car in silver blue.

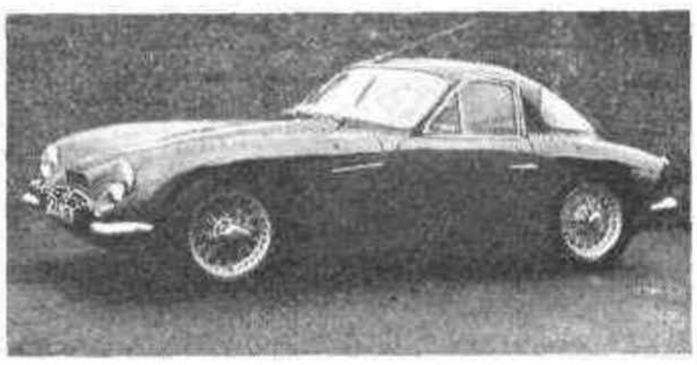
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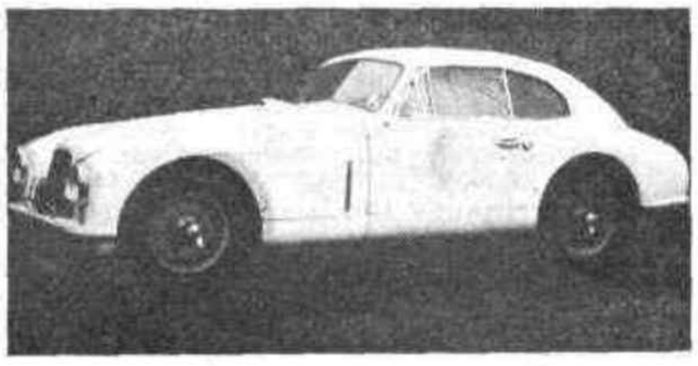












£895 ALFA ROMEO Giulietta Sprint Coupé, 1960. Right-hand drive. Red with red and grey interior. Truly fabulous.

£995 LOTUS Elan, 1963, 1,600 c.c. Finished in red, black interior. 120 b.h.p. unit. First class throughout.

£395 JENSEN 541, 1956. A Special Equipment model in red, contrasting trim. Fitted wire wheels, overdrive, etc.

£395 AUSTIN HEALEY 100/6, 1957, in red with black trim. Fitted hard-top, etc. Tuned engine, alloy body.

£395 M.G.-A Twin Cam, 1959. Maroon with matching trim.

£395 AUSTIN HEALEY 100-6 2/4-seater. A specimen car in blue and ivory; overdrive.

£395 M.G. Midget, 1961. Blue with matching interior. A one-owner car, fitted tonneau and 'X' tyres.

£375 JAGUAR XK150, 1958 model, fixed-head coupé. Automatic. British Racing Green with grey roof.

£365 AUSTIN HEALEY 100-6 4-seater. Black and ivory; overdrive, etc.

£365 AUSTIN HEALEY 100-6 4-seater. Wire wheels, overdrive, heater, etc. Ivory with black trim.

£365 TRIUMPH TR3, 1956. Finished in ivory with red leather interior, equipped with wire wheels, overdrive, radio, heater, hard-top, etc.

£345 SWALLOW Doretti GT. This hand-built car is superb in all respects. Wire wheels, overdrive, heater, etc. Silver grey with blue trim.

£345 TURNER, 1962. Fitted 105E unit, Weber twin-choke carb., heater, etc. In blue with black interior.

£315 TRIUMPH TR3, 1957. Disc brakes, heater, etc. Mid-blue with matching trim.

£295 JAGUAR XK140 roadster, 1955. Suede green. This car is in exceptional order throughout.

£295 AUSTIN HEALEY Sprite, 1959. Blue with matching trim. Selectaride.

£295 AUSTIN HEALEY Sprite, 1959. Green, fitted hard-top, radio, spots.

£775 PORSCHE 1600 Super, 1959. This is a splendid example in mid-blue with red trim; radio, etc.

£1,195 MERCEDES 190SL, 1961. Two owners only. Detachable hard-top. Mid-blue with red hide; radio, heater, etc. Excellent history.

£275 AUSTIN HEALEY Sprite, 1959. Ivory with red trim. Replacement engine recently fitted.

£275 TRIUMPH TR2, 1954. Extras include wire wheels, overdrive, hard-top, disc brakes. British Racing Green. Excellent condition throughout.

£195 M.G.-A roadster, 1956. This is a very genuine car but needs respraying. Supercharged.

£195 M.G. TC. The condition of this car must be seen to be appreciated. Red with beige trim.

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£75 ALVIS, 1950. A 2-seater car finished in red with contrasting interior. Recent engine overhaul and new clutch.

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CITROEN Decapitable 4-seater drophead coupé, October 1963; this car has had only seven months' use by one private owner and costs new today almost £2,800. A distinctive convertible with all the advanced Citroen features, fitted reclining seats, Marchal streamlined spotlights; low mileage and superb **£1,999**

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JAGUAR XK140 fixed-head coupé, 1956, nice example, bills of maintenance available; fitted extras, finished in red with matching interior **£249**

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LOTUS Elan 1600, 1964, close-ratio gearbox, hard-top, soft-top; beyond criticism—it's just simply that. Finished in dark red and black **£1,199**

LOTUS Elite, Stage II, 1962, with a shattering performance, all white finish; very grand touring **£899**

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M.G. TD Mk. 2, 1953. Good condition, new hood, screens and tonneau cover. Wireless. Owner going abroad. £230. Godbold, 4, Hartsbourne Avenue, Bushey Heath, Herts. Tel.: 1846. [6791

TR3 FRONT APRON and grille. Perfect condition. What offers? Tel.: Pagham (Sussex) 217. [6796

1935 BENTLEY 3½ Vanden Plas pillarless saloon. Excellent mechanical condition; sound dual grey body. Front tyres new; rear, spare, good remoulds. Taxed, insured, M.O.T. September 1965. Nearest £195. Tel.: Poolton, Freshwater (I.W.) 312. [6797

1958 M.G.-A. 1955 diesel taxi. Ford Special. 1960 Austin p/u. Zephyr engine. Offers. Tel.: Clerkenwell 5565. [6798

M.G. TD2, 1954, B.R.G. Heater, flashes, new hood, Abarth system. Taxed, M.O.T. V.G.C. £255. 106, Meliden Road, Prestatyn, N. Wales. Tel.: Prestatyn 570. [6799

1960 XK150 F.H. Enthusiast maintained regardless of cost. All refinements. Price £600. Further details contact D. Lloyd, 22, Wakefield Road, Midanbury, Southampton. [6800

M.G.-A 1600, December 1959. Heater, washers, tonneau, Gold Seal engine. £365. Moth, 2, Sussex Place, Slough. Tel.: SL 23644. [6801

TWIN ZENITHS on inlet and exhaust manifolds, fit Hillman, etc. Offers. 24, Grosvenor Road, Luton. [6802

B.S.A. SCOUT, 1939, complete, will break. Offers. Manners, 24, Dry Hill Road, Belvedere, Kent. [6804

1962 (JULY) SPRITE Mk. II. White/red. 20,000, genuine. Immaculate condition. £430. 86, Valley Road, Portslade, Sussex. [6805

TALBOT 105 saloon, 1937. Fast, reliable. £50, including spares. Tel.: Farnborough (Hants) 2777. [6806

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1960 HERALD COUPE. Rear seat, "X"s, seat belts, etc. V.G.C. Taxed nine months, saloon insurance. £260 o.n.o. Shaw, 3, Town End, Golcar, Huddersfield. Tel.: Milnsbridge 477. [6808

ROLLS-ROYCE 20/25, 1934, Park Ward saloon body excellent, picnic tables, etc. Mechanically sound. £175. Mitchell, 34, Sherborne Avenue, Luton, Beds. [6809

MORGAN +4 for sale—1961 coupé 2-seater. Immaculate condition, wire wheels, radio, low mileage. J. Sinclair, Lavender Cottage, Westgate, Tickhill, Nr. Doncaster. Tel.: Tickhill 362 (evenings). [6810

AT £100 IDIOTS prefer Vauxhalls and Fords to my faithful M.G. 1953 YB. Must now accept silly offer. Good condition, everything working. (Durham.) Box No. 0477. [6811

DUNCAN-ALVIS pillarless sports saloon. Immaculate. £140. Tel.: Shepherds Bush 8910 (after 6 p.m.). [6812

SIMCA ARONDE, 1955. A lovely car in outstanding condition, royal blue with new seat covers to match. Has been garage serviced every 1,000 miles; taxed to Feb. A real bargain at £135 o.n.o. Reeves, 10, Sunte Close, Haywards Heath, Sussex. [6813

S.S.1 JAG., 1935. Rare 4-seater open tourer. New hood, side-screens and tonneau. Body and chassis rebuilt and re-painted, engine good. £300, or exchange Mini/small sports/W.H.Y.? Harvey, Tel.: Liverpool CEN 3000 (day) or Hoylake 5017 (evenings). [6814

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£90. ALVIS 3-LITRE saloon, Sept. 1951. Low mileage. Quite outstanding. Tested, taxed. Sharpe, 134, London Road, Gloucester. Tel.: 24313. [6816

M.G. TF 1,250 c.c. Groomed in red and in excellent condition. Engine reconditioned, with new tyres, wooden steering wheel, tonneaux cover, £300. Bailey, White's Yard, Gaulby, Leicestershire. Tel.: Billesdon 368. [6817

M.G.-A TWIN-CAM bare cylinder head, £15. "P" and "T"-type tanks, "P" windscreen, £2 each. Smith, 28, Uphill Road, N.W.7. Tel.: MIL 2160. [6818

MORRIS COWLEY, 1928. Black and maroon. Excellent condition throughout. Many spares, including gearbox, sump, etc. £135 o.n.o. Harris, 15, The Glen, Bristol, 6. Tel.: 33341. [6819

1953 SUNBEAM ALPINE, £230. Very good condition. Alpine special gearbox and twin-carb. conversion among many extras. 116, Halbutt Street, Dagenham, Essex. [6820

VINTAGE AUSTIN SIXTEEN, 1929. Tyres as new, all original, new batteries. Two owners since new. Rhodes, Coronation Villas, Whitworth, Rochdale, Lancs. Tel. WHIT 3182. [6821

ASTON MARTIN DB2, 1952. Red, beige leather. Vantage engine, Alfin brakes, twin exhaust. Recent overhaul to engine, brakes and front suspension. Must be seen, will travel to demonstrate. £450. Sampson, 15, Tollesbury Gardens, Barkingside, Ilford, Essex. Tel.: Crescent 8442; Crescent 8417 (evenings). [6822

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TRIUMPH 2000 ROADSTER. Well maintained, extras. £100 o.n.o. Jenkins, Wyanthorpe, Knutsford. [6824

ROLLS-ROYCE PHANTOM II, £75 cash for quick sale. 1932 Mulliner limousine. Mascot, manual, M.O.T. Good running order. Moving to London and no garage available. Coleman, 14, Ochlochy Park, Dunblane, Perthshire. Tel.: Dunblane 2352. [6825

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TRIUMPH 1800 saloon, 1947. M.O.T. 3,500 since engine rebuilt. Coachwork, chrome good. Washers, heater. £60. Ludford-Brooks, Great Bentley (Tel.: 276), Colchester. [6827

TURNER-CLIMAX, 1961. Hard/soft-tops, disc brakes, w/w., c.r. box, heater; 40 m.p.g. Near Elite performance for £350 o.n.o. Tel.: MUN 3333, ext. 2179 (10-5). 5, Oakcroft Court, Liskeard Gardens, S.E.3. [6833

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TRIUMPH TR4. Hard-top; white with black interior. Lawrence tuned, overdrive, Microcell seats, Koni shock-absorbers, brake booster and many other extras. Condition 100%. Never raced or rallied. Can be seen at 1, College Road, Reading. [6835

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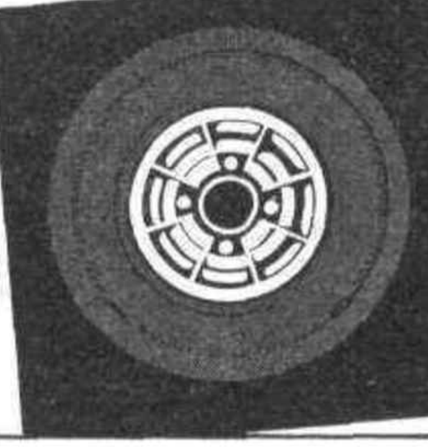


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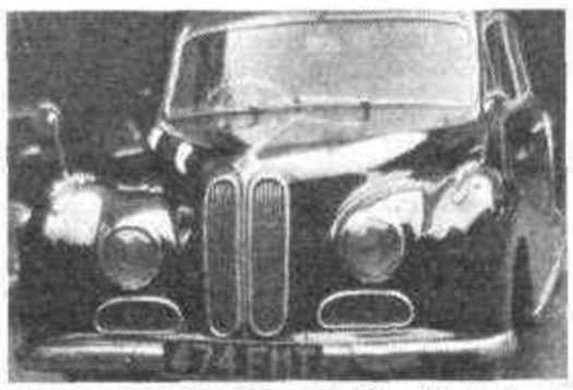
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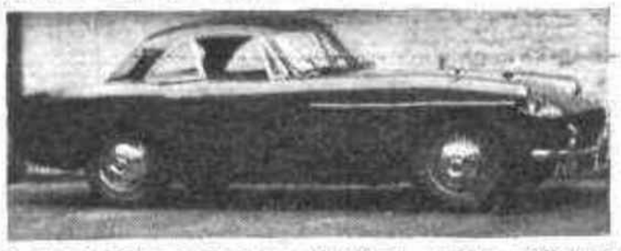
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TURNER, 1958. Sprite mechanics excellent order. Rust-proof fibre-glass body with lockable boot and bonnet in unmarked midnight black. Heater, tonneau, washers, blind, new seats, valve radio. £235. Seen from here to Yorkshire. Photo. 61, Hollybank Crescent, Hythe, Southampton. [6862

TRIUMPH SPITFIRE, June 1964. Manufacturer's warranty; one owner. Extras. Green/black interior. £575. Kenyon, 15, Rosemary Lane, Haddenham, Bucks. [6863

1959 M.G.-A 1500, black. Cinturato, telescopic, heater, radio, tonneau. Body 75%, side-curtains u/s. M.O.T., taxed February. Handbook, tools. £335. Green, 16, Stembridge Road, Anerley, S.E.20. Tel.: SYDenham 6709 (evenings or weekends). [6864

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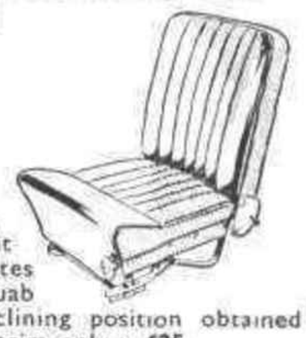
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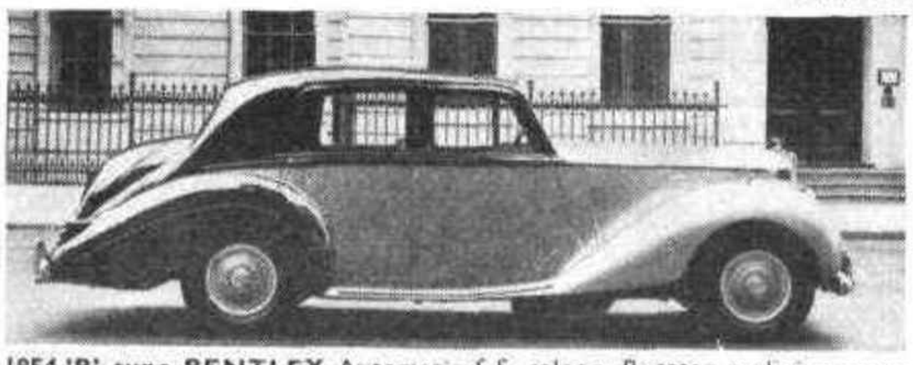
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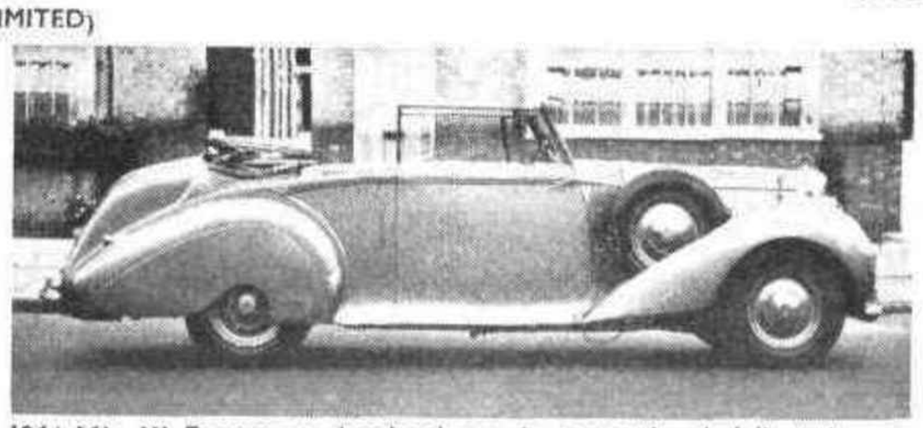
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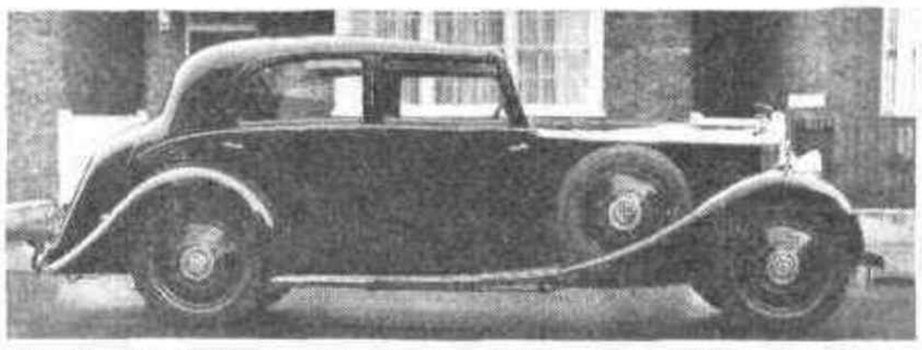
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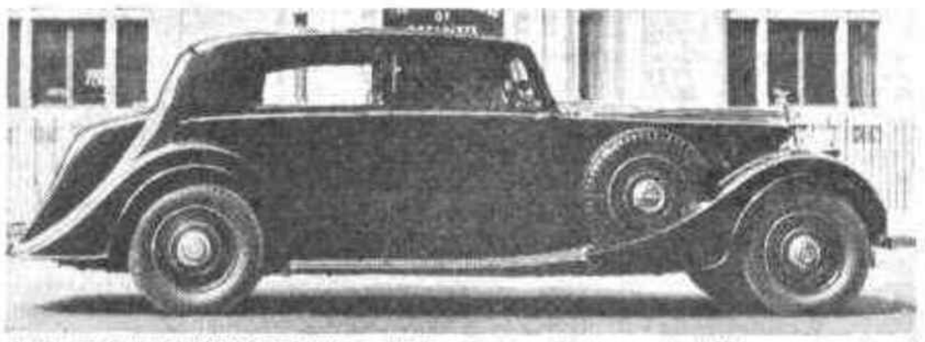
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1932 HORNET TOURER. Reconditioned engine, 34 m.p.g. Fast. Immaculate throughout. Tel.: Hartlebury 225 (Worcs). [6869

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PORSCHE 1600 SUPER, 1957, red, much above average, Michelin " X "s, radio, £600. Simonard, Station Road, Esholt, Shipley. Tel.: Guiseley 3935 or Bradford 25006 day time. [6887

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1929 BROOKLANDS RILEY. Excellent condition, engine recently overhauled and balanced, £325 o.n.o. Please write Rogers, 1, Whams Road, Hazlehead, near Sheffield. [6891

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AUSTIN 7, 1933. Hydraulic brakes, re-ground crank, new front and rear axles, sound body, offers ? Askew, Aireville Grange, Skipton, Yorkshire. [6894

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LOTUS 7, 1960. B.M.C. " A " engine. Full Downton mods. Numerous other extras, excellent condition, full weather equipment. Further details on request, mileage 19,000, £350. R. Lane, 6, Downleaze, Downend, Bristol. [6896

ASTON MARTIN engine, 3-litre 1954-5. V.B.6.J. The Chestnuts, High Street, Godstone, Surrey. Tel.: 203. [6897

AUSTIN 750, speedex, usual modifications, completed 1964. Reconditioned throughout, £180. Humphries, 37, Lyndworth Road, Stirchley, Birmingham 30. [6898

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ROCHDALE OLYMPIC, 1962, Riley 4-72 engine, 35,000 miles, heater, red, as new " X "s and battery. £400. Michell, 5, Millfield Gardens, Hexham, Northumberland. Tel.: Hexham 3418. [6902

M.G.-A, 1958, reconditioned engine gearbox, hardtop, heater, radio, £280. 54, East Street, Thame, Oxon. [6903

TR3 REAR AXLE. £15 complete. TR3 engine, £30 complete. 1962 E-type Jaguar in red, with fixed head, as new. £1,150 o.n.o. Davies, Highfield, Lloc, Holywell, N. Wales. Tel.: Holywell 3424. [6907

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XK150. F.H.C., 1958, overdrive, wire wheels with new tyres. Mechanically good, needs slight body attention and respray. £230 offers. Tel.: Wolverhampton 53554. [6904

LAGONDA V12, saloon, 1938. Beautiful order throughout. Recent engine overhaul just completed. Best offer secures. Sleigh, Lyneal, Ellesmere, Salop. [6905

ASTON MARTIN DB2-4. Mk.II. £650. Part exchange, family saloon considered. Tel.: Rickmansworth 74958. [6906

1932 16/50 i.o.e. HUMBER, v.g.c., history, M.O.T. August '65, taxed. Offers. Demaus, Tenbury, Worcs. [6909

70 M.P.G. G.T. BERKELEY. In superb condition throughout. One (mechanic) owner. Must sell. Offers. Tel.: Molesey 6397. [6910

PORSCHE, 1958, blue, f.h.c., red leather, radio, spot, fon. SP tyres, outstanding condition, £595. Forinton, Well Springs, Ightham, Kent. [6911

BERKELEY BANDIT, 1961. Four wheel. The only one of two made. 109E. Untuned Consul Classic engine. 95 m.p.h.+. Marvellous potential, discs. Independent suspension all round. Woodrim wheel, only 4,000 miles. Ford spares. £350 o.v.n.o. Consider exchange. W.H.Y. Tel.: Reading 27880. [6913

BREAKING AUSTIN 7, 1931. New battery, 5 wheels, complete, tyres and tubes. £7. Norwood, Box No. 0479. [6914

GT. SPECIAL, (or open sports), for sale, real bargain, urgently needed space forces sale, over £500 spent, first offer of £150 secures, details Box No. 0481. [6916

THE ONLY ONE. 1939, 4-cylinder Minerva Tourer, actual Show Model, extremely sound example with interesting history. £75. 21, Wentworth Road, Solihull. [6917

1936, RILEY KESTREL, 12/4, cross flow head, twin S.U.'s. Recent overhaul, H.C. pistons, crank only .010 from standard. Racing metal big ends. All defective body timbers renewed. Clean and smart car, with excellent performance. £130. Hankinson, 1, Fareham Road, Feltham, Middlesex. Tel.: FEL 4994. [6918

SINGER 4AB, 1951. New brakes, master cylinder, very good tyres, hood, engine, M.O.T. '65. £65. Williams, 14, Woodbury, Lambourn, Berks. [6923

WIRE WHEELS, 48 spline, suit Singer, M.G., etc. 2 with 4-50×18 in. Blue Peters, 2 with 5-50×17 in. Michelins, plus spare Michelin, all 1,000 miles use, then stored. Cost £50 asking £20 o.n.o. Atkin, 49, College Road, Norwich (or Tel.: Leeds 681661). [6924

FINE M.G.PB. Aeroscreens, tonneau, hood, screens. Bodily and mechanically excellent. Oil 70 p.s.i. hot, 500 miles per pint, no oil leaks or noises. £89. Hunt, Merleswen, Dunholme, Lincoln. [6925

ROCHDALE OLYMPIC, 1963. Red, Riley 1.5 engine, extras, 7,000 miles. £465. Tel.: BUC 9708. [6926

1933 MORRIS COWLEY FOUR. Condition good, used regularly, M.O.T. October 1965. Offers. Miller, 6, Debem Way, Felixstowe. [6927

CITROEN LIGHT 15. 1951, M.O.T. taxed, good body, overhauled. £50. French, Eversleigh, Parabola Road, Cheltenham. Tel.: 55980. [6928

1955 SUNBEAM Mk.III, saloon, overdrive, heater, spots, etc. Immaculate. £250 o.n.o. Gregory, 54, Canesworde Road, Dunstable. [6929

M.G. SPARES, complete P.A. 2-seater, good body, tyres, instruments etc. Block with new high compression pistons. T.C. complete for spares, good engine, body etc. 52, Maryport Road, Luton. Tel.: Luton 53778. [6930

DAIMLER CENTURY, 2-seater roadster, 1955, grey, with red interior, radio, heater etc. Two owners, excellent example of this rare model. £325. Tel.: Walton-on-Thames 21790. [6931

RILEY 1½, 1952. R.M.E. green, very good condition throughout, heater, extras, taxed. £135. 22, Avalon Road, Earley, Reading. [6932

JAGUAR XK120, good example, super sports roadster, full weather equipment, twin exhaust, recent work done. £160 or offer. Anstiss, Nepicar Oast, Wrotham, Kent. Tel.: Orpington 27551, Ext. 16 (Office). [6933

H.R.G. 1500, 1947. Rebuilt February 1963. Good condition. B.R.G. Recent M.O.T. Tonneau. A bargain at £165. Dow, 60, Balfour Road, Nottingham. [6952

1964 MODEL TRIUMPH TR4 sports. Racing green, black leather, wire wheels, tonneau, belts. 9,000 miles, one owner. First-class order. £820. 60, Watts Lane, Eastbourne. Tel.: 8046. [6953

1928 LANCHESTER 20-h.p. tourer, original and perfect. £350. Box No. 0490. [6954

ENTHUSIASTS PLEASE NOTE. 1950 2½-litre Riley, bodily and mechanically good. Host of extras. £65. Hemming, 14, Walton Road, Collier Row, Romford, Essex (evenings). [6955

LANCIA AURELIA 2500 GT. 120 m.p.h. and all-independent suspension. This immaculate car has the B24 (Spyder) engine, full Nardi conversion with twin Webers, floor change, wood-rimmed wheel, and virtually every other extra, including radio. If you are really looking for one of these fantastic vehicles in outstanding condition, why not save yourself some time and heartache, and see this one first? In 1961 was sold for £1,050 by well-known London dealer, and is now on offer for about half that sum. Dr. English, Royal Free Hospital, W.C.1. Tel.: TERminus 6411. [6956

PAIR WEBER 38DCOE1 carburetters, virtually unused, with new chromed trumpets and manifolds. £40 o.n.o. Also Solex carburetter for Cortina, unused, £5. Ward, 9, Knoll Drive, London, N.14. [6957

TR2, 1955. TR3A body, B.R.G. Twin spots, radio, heater, anti-roll bar, alloy rocker cover, new " X "s, tonneau. Excellent condition. £250. Elliott, 94, Bridge Avenue, Upminster, Tel.: Waterloo 2011, ext. 651 (business hours). [6958

BENTLEY, 1934/39 : Wheels, tyres, instruments, P.100s, radiator, rear axle. 21, Davenport Park Road, Stockport. Tel.: STE 7307. [6959

M.G.-A 1500, 1959, superb f.h.c. example of " Safety Fast " motoring in Orient red with black upholstery. Michelin " X "s. Ideal for winter motoring. Extras include : fitted heater, twin spots, adj. steering, w/mirrors, ammeter, s/washers, l/rack, wood-rim wheel, fire ext., b/bar, mod. exhaust system. 38,000 miles, carefully maintained by M.G. C.C. member, who requires £395 o.n.o. Reason for sale : forthcoming M.G.-B. Photo available. P. W. Tipton, 21, Victoria Road, Barnard Castle, Co. Durham. [6960

TR2, 1954, B.R.G., 3A front. Cinturas, overdrive, w/r. wheel, anti-roll bar. Exceptional condition. £240. Tel.: Solihull 5955. [6961

M.G. TD, 1952. Maroon. Good tyres. M.O.T. Excellent condition. Bargain, £185. Tel.: Solihull 5955. [6962

SPACE-FRAME, c/w. front and rear axles, steering, w/wheels. £30. Tel.: Solihull 5955. [6963

T.V.R. II, registered Nov. 1960, fitted M.G.-A 1600, Kenlowe fan, Konis, " X " stops, wood-rim, heater. Coloured red. Offers around £400. Mr. Mayer, Little Dean, Nursery Lane, Stockton Brook, Stoke-on-Trent. Tel.: 88820. [6965

1960 AUSTIN HEALEY 100/6 in red/ivory, as new, with many extras. Would exchange for a saloon. Tel.: Alsager 118 (after 6 p.m.) [6968

TR3, A/NOSE, 1956, white, H/top, heater, tonneau, overdrive, " X "s. V.G. condition. £250 o.n.o. Tel.: Beaconsfield 1718. [6968

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M.G.-A 1600. Immaculate, 19,000 miles. £80 deposit. Cook, Tel.: ENF 5648, VIC 9434. [6972

M.G. TD2, 1953. Very good condition. Spot and reversing lights, l/grid, " X "s. 30 m.p.g. Reg. OGF 1. £225 o.n.o. Seen Tonbridge or Croydon. Tel.: ADD 4253 (day). [6973

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MIDNIGHT IS WHEN you could phone CITy 5000, ext. 203, but why not try business hours? Anglia 1,340 c.c., white, £350 o.n.o. Considerable mods to engine, brakes, suspension. Webasto roof, tachometer, gauges, radio, heater, belts, mirrors. 0-60 in 13 sec.; faster than Alpine, Corsair GT, Rapier, VX 4/90. Enthusiast's delight. No rallies; only race : traffic lights g.p. [6976

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1960 M.G.-A TWIN-CAM. Red. Hard-top, soft-top, tonneau, wireless, wood-rim wheel, wing mirrors, Cinturas, luggage rack. Twin-Weber carbs., h.c. pistons, competition exhaust system. Superb condition. £425. Kerr-Peterson, 38, Easter Way, South Godstone, Surrey. [6980

M.G.-A 1600 F.H.C., November 1959. Iris blue, black upholstery. New Cinturatos, heater, belts, luggage rack. One previous lady owner. Immaculate. £420 o.n.o. Box No. 0506. [6982

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SPRITE Mk. II, 1961. Good weather equipment, heater, fog and spot, new battery, child's seat, Taurus o/s. valve head, special manifolds, etc., power brakes, " X "s, modified suspension. Absolutely immaculate; 25,000 miles. £385 o.n.o. Also Taurus competition camshaft, unused, £6. Dow, Tel.: Bolton 23317. [6984

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BENTLEY 3½, 1935. Lovely Park Ward sun-roof saloon. M.O.T. £135. Tel.: Brixton 9708. [7083

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M.G. MAGNETTE ZB, 1948. White. Complete, excellent throughout. Radio. £340 o.n.o. Owner going abroad. Campbell, Priory Mews, Wallingford, Berkshire. Tel.: 3455. [6995

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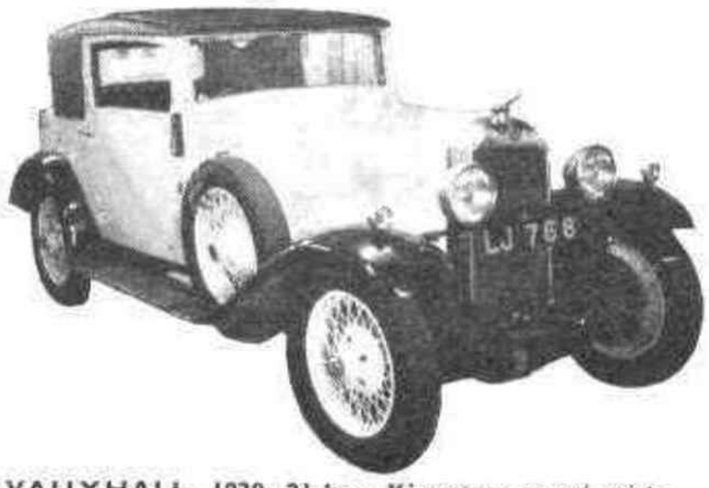
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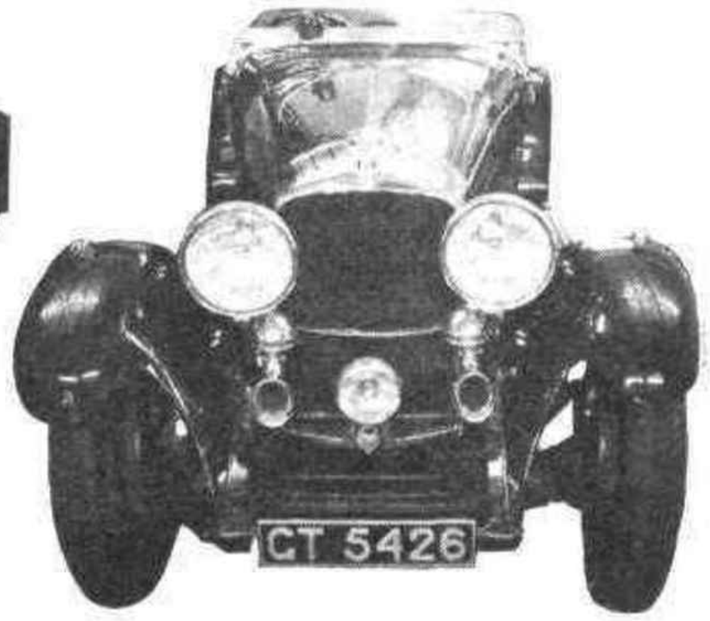
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Bentley, 1939, overdrive sports saloon by Windover.
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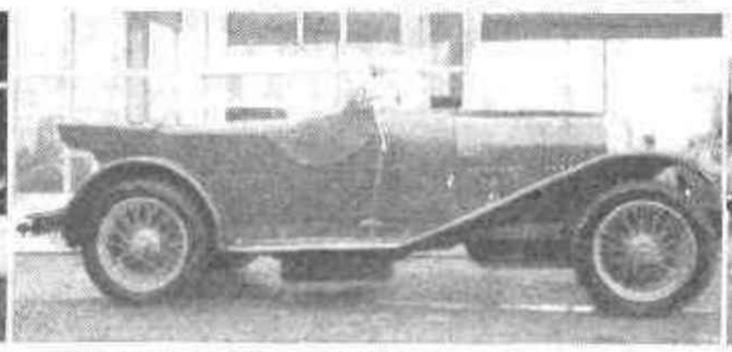
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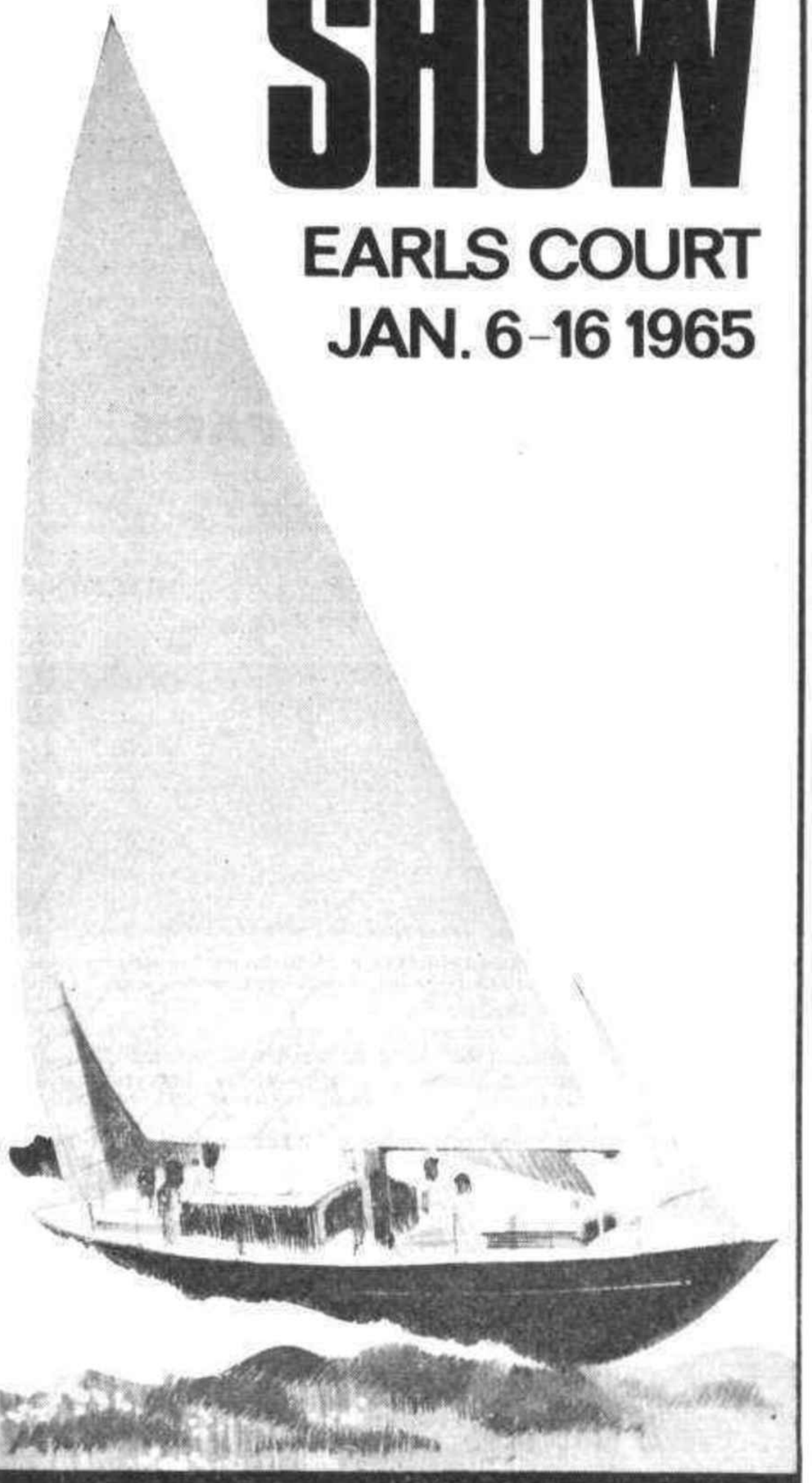
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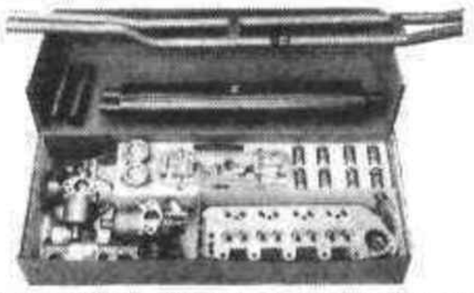
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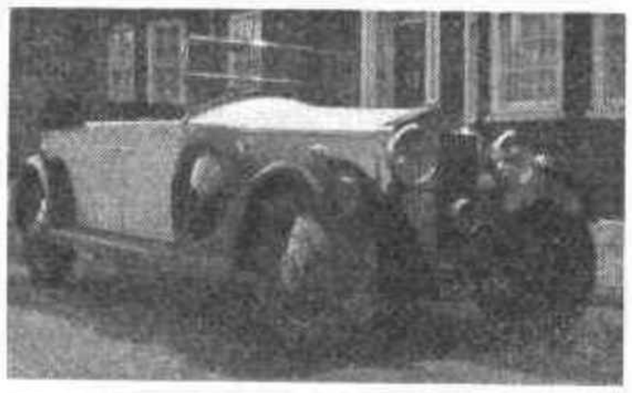
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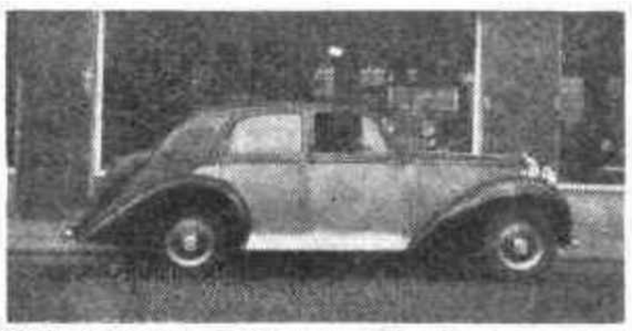
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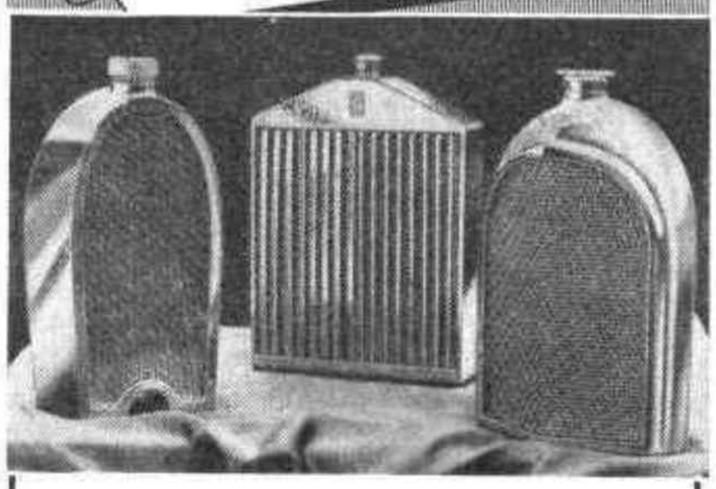
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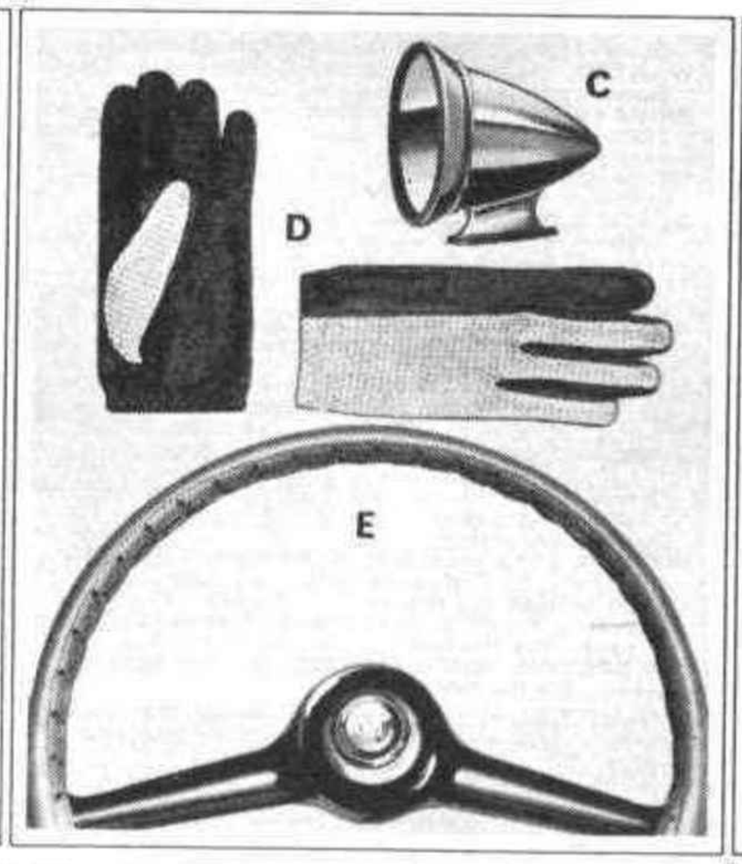
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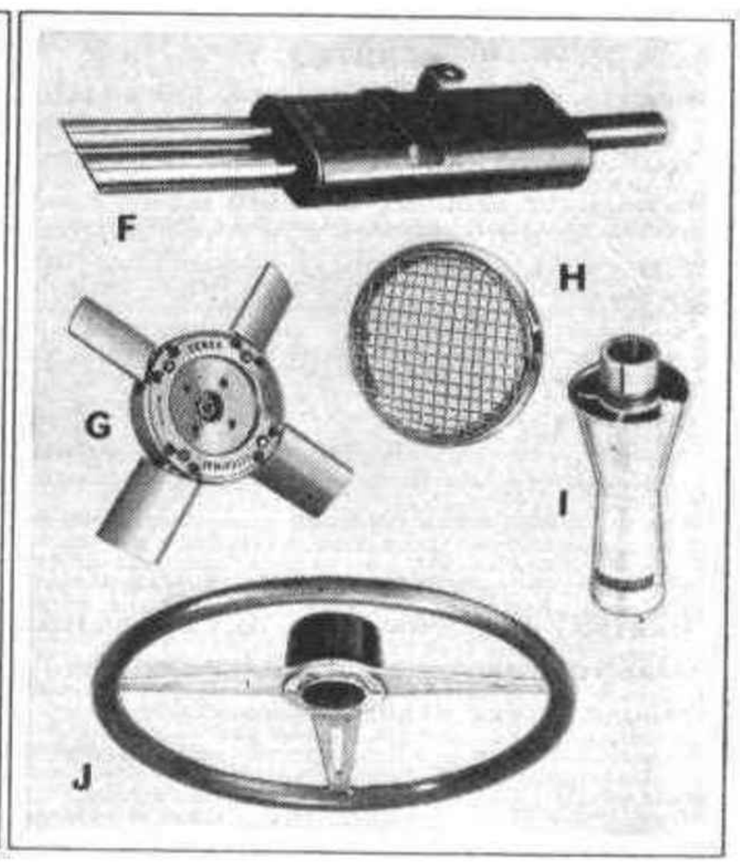
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FOR SALE—*continued*

A.C. ACE, spares. Gearbox £20, differential £15, carburetters £10, rear half of body and chassis complete, £30, ex late 1960. Tel.: Rickmansworth 74624. [6934

JAGUAR XK140 *fixed head coupé.* 1957 *Series. Two owners* and 32,000 miles only from new. Immaculate in white with red leather interior. Fitted overdrive, radio, heater, screen-washers, occasional (very) rear seats. Five good Michelin X's. Being a very late example with full 210 b.h.p. engine, a 130+m.p.h. maximum is obtainable. It is M.O.T. tested and taxed. Not quite an E-type, but yours for a fraction of the price at £285. Tel.: Barratt, PAL 8679 evenings. [6935

M.G.-TC., 1946. Good condition, £150. 1, Margerison Road, Ilkley, Yorks. Tel.: 4325. [6936

ALVIS T.A.14. Needs ringing, body rough, otherwise excellent, £20, will break for spares. Near perfect alloy 2-seat open sports body by Derrington, suitable for above, £30. £40 the pair, buyer collects. Wood, " Wood Dean," Dean Head, Horsforth, near Leeds. Tel.: Horsforth 4981. [6937

FORD 997 c.c. engine with auxiliaries, clutch, gearbox, etc. Rose, 10, Gladstone View, Siddal, Halifax. Tel.: Halifax 3947. [6938

XK140, D.H.C., new engine, recently fitted. Discs, servo assisted, reconditioned gearbox and new clutch, one month old. £600 spent on this car in the last two years, " C " type head, Dunlop racing tyres, red body in perfect condition, £350 o.n.o. Tel.: Longton, Lancs. 3386. [6939

ONLY TEN POUNDS. Alvis Silver Crest, 19.82 h.p. saloon, sick transmission. Tel.: EALing 0479 [6940

1930 12/40 LEAF SALOON. Most mechanics excellent, body *rough, so £40; restoration ? Postlethwaite, 70, Pershore* Road, Birmingham 5. [6941

1963 MINI TRAVELLER, B.R.G. Underseal, Silent Travel, laminated screen, twin S.U.s, high-lift camshaft, servo brakes, anti-fade linings, five Michelin " X "s. From new, 13,000 *miles, one lady owner. £450 o.n.o. Tel.: Brentwood 490.* [6998

BENTLEY S.S., 1950, steel grey. Very good condition throughout. Mechanics overhauled by specialists. A first-class car at £375. Box No. 0493. [6999

CITROEN ID19, 1959. Red/white. Recent major overhaul by distributors. The car of tomorrow for £320. Tel.: CHOrlton 3839, or 78, Woodlawn Court, Manchester, 16. [7001

M.G. TA, 1937. Good condition, new batteries. Genuine sale. £70 o.n.o. Clare Green, 8, Comeytrowe Lane, Taunton, Somerset. [7002

M.G. TA, 1939. Excellent condition. Rebuilt at cost of £100+ (bills). M.O.T. Reluctantly must sell now to best offer over £115. Matson, 7, Park Terrace, The Park, Nottingham. Tel.: 45827. [7004

AUSTIN HEALEY BN1, good condition. " X " tyres, luggage rack, twin spots. £175. Cooper, 1, Old Court Green, Potten End, Berkhamsted, Herts. [7005

ROLLS-ROYCE 20/25, 1933, alum, limousine coachwork (black) by Thrupp & Maberly, seven seats/two occasional. Original rear upholstery, new front upholstery, good tyres. Recent £300 engine overhaul (bills available), new battery, heater. Well preserved, in excellent condition, daily use. £400 or near offer. Tel.: Gilsland, Cumberland 321, extension 319. [7006

1925 STANDARD Pall Mall saloon. Body, engine sound. *Wings, front seats tatty. Numerous spares. Good tyres.* No time or facilities restoration. Not M.O.T. First £45 takes. Tel.: Frodsham 3187 (evenings). [7007

1962 VX 4/90, 18,000 miles only, one owner. Exceptional condition. £540. Tel.: REL 3554. [7013

NERUS STAGE II HEAD, Morris 1100, £15. *Derrington twin* S.U.s and extractor manifold, £15. Craven, 67, Holmsley Lane, Woodlesford, Nr. Leeds. [7017

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WANTED, for 1949 Healey 2.4, set of King Pins and bushes. Also handbook or workshop manual. Trickett, 7, Penistone Road, Grenoside, near Sheffield, Yorks. [6946

WANTED : TR HARD-TOP. State price and condition. Wade, 8, Ashford Road, Redhill, Wrington, Bristol. [6565

ENTHUSIAST REQUIRES DAMAGED *or partly damaged* quality sports car. All details to Tel.: Haddington 2347. [6581

REGISTRATION NUMBERS ACJ 1-5 or 100-500. Good prices offered. Full details to Box No. 0448. [6585

SMALL ROLLS. *Convertible preferred but sun-roof saloon* considered. Private buyer returning U.K. mid-December seeks car for retirement. Must be excellent, with substantial history. Cash purchase. Full details, photograph (returnable) to Box No. 0449. [6593

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PRE-WAR AMERICAN CAR wanted. Send complete information as to model, price, etc., in first letter, with photo if possible. Box No. 0451. [6600

WANTED: SJR REGISTRATION No. Single or distinctive numbers. Rea, 15, Bedford Street, Gloucester. [6604

WANTED : WORKS MANUAL for 1954 Citroen Big Fifteen. Clews, 97, Lower Ford Street, Coventry. [6606

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RENAULT ENGINE WANTED, *1093 or similar highly-tuned* 845 c.c. Also Mini-Cooper or 1100 engine. Bountiful prices paid. J. Britten, Laurels, Well End, Herts. Tel.: Elstree 4506. [6637

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TYRES : 500/550×19, 600/650×16 Goodyear diamond tread or similar. 600/650×19, 500/550×18. New or v.g. secondhand. Heath, 1, Boxgrove Road, Sale, Cheshire. [6662

PRE-WAR ROLLS. Preferably drophead but would consider saloon in good condition. Please send fullest details and photo, which will be returned. Cash waiting. Denton, Reay Cottage, Sharnbrook, Beds. [6664

ALFA ROMEO 1750 twin-cam, blown or unblown, d.h.c. Haynes, 3, Hambledon Vale, Ensom, Surrey. Tel.: 22109. [6670

ALTA BLOCK and head, 1,074 c.c. Tel.: Kirkburton 2344. [6682

PRE-WAR BENTLEY, good running order. Send comprehensive details and history. Smith, 119, Ruskin, Ottawa, Canada. [6683

REGISTRATION NUMBER VM with interesting figures. Also hard-top TR4. Box No. 0464. [6691

PORSCHE, B MODEL S75 preferred. Cash about £800 offered. 60, Peters Drive, Leicester. Tel.: 66007. [6701

WANTED—*continued*

SPRITE Mk. I BONNET assembly. State price and condition. Hawkins, 1, Mayor's Walk, Peterborough. Tel.: 68132. [6702

FRAZER NASH *or Squire* 1½*-litre. Condition immaterial* provided reasonably rebuildable and basically original. Leigh, 9, Edge Hill Road, Little Aston, Staffordshire. [6703

ROLLS DIESEL CONVERSION. Bentley/similar considered. Must be sound, reliable, good condition. Burns, *Hangingstone Cottage, Ilkley. Tel.: 3800.* [6727

VETERAN CAR REQUIRED, any make considered. Willing to renovate. Offers to Box No. 0471. [6742

HIGH-RATIO CROWNWHEEL and pinion for Super Snipe Mk. II to suit diesel conversion. Box No. 0469. [6738

WANTED : FORD T car/van body, or parts thereof. " Granforx," Barnby, Suffolk. [6583

M.G. K3, Highest quality, lowest price. Mr. W. T. Baker, 13, Glenton Road, S.E.13. [6589

ROLLS-ROYCE, the older the better, under 100 pounds. Send full details and picture if possible (picture will be returned immediately) to Box No. 0475. [6791

DROPHEAD-BODIED ROLLS or other vintage car. Condition secondary, price must be reasonable. Photo if possible, will be returned. Box No. 0476. [6793

M.G. TD WANTED. Good condition throughout. Sane price. Fullest details to : S/Lt. T. P. H. Richardson, B.R.N.C., Dartmouth. [6789

ASTON MARTIN DB2/4 sports saloon, 2.6 Vantage engine, 1953 or 1954. Write, Watson, Trumland, Low Row, Brampton, Cumberland. [6767

RILEY CLUB MEMBER requires 1½ R.M.E. engine and gearbox. All letters replied. MacLeod, 18, Saffron Road, Bracknell, Berks. [6766

ROLLS 20-h.p., 1928-9, drophead coupé wanted. £1,000 offered for immaculate car. Photograph please. " Sunset *Lake," Avon Castle, Ringwood, Hants.* [6764

WANTED : CYLINDER HEAD 1935/6 Railton Straight-8. Bradford, Membland, Newton Ferrers, Plymouth. [6758

MANUAL OR HANDBOOK, Wolseley Hornet Special (1935), 12 h.p. Ambler, 105, Maidstone Street, Bradford, 3, Yorks. [6829

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P.100 PAIR, made 'twenties. Box No. 0487. [6832

WANTED : PORSCHE, 1954-55 approx., or similar small to medium 4-seater sporting vehicle (e.g., '61 B.M.W. 700 c.c. coupé or N.S.U. Sport Prinz, etc.). 41, Broadsands Avenue, Broadsands, Paignton, Devon. [6837

WANTED : WOOLER 4-SPEED gearbox for 100E Anglia, close-ratio preferred. Box No. 0488. [6843

WANTED : GEARBOX and final drive unit with drive shafts if possible. Capable of attaching to M.G.-A engine. Box No. 0489. [6844

WANTED : HARD-TOP for Daimler SP250. Must be good condition. Tel.: Four Oaks 1108 (Warwicks). [6845

WANTED : VINTAGE or early P.V.T. saloon in excellent original condition mechanically and bodily. Good cash price paid for suitable example. Must be reliable. Holloway, Brandsby Hall, Brandsby, Yorks. Tel.: 272. [6951

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. 0482. [6950

WANTED : VINTAGE TOURER, preferably large capacity but anything considered, must be mechanically good and M.O.T. tested. Tel.: Tudor 7430, and Tudor 9628 (evenings). [6949

T.D. or T.F. M.G. wanted, immediate cash available. McNab, Vinces Cottage, Churt, Surrey. Tel.: Frensham 3249. [6948

MINT XK120/140. Low mileage. Prefer S/E, F.H.C. History please to : Pine, The Old Forge, Thornton, Leicester. [6945

WANTED. Daimler DB18 handbook, 1948 or near. Theobald, *Braeside private Road, Galleywood, Chelmsford.* [6944

PRIVATE BUYER wishes to purchase immaculate one owner TR4 or M.G.-B for cash. Dobson, 35, The Mount, Rickmansworth. Tel.: 73061. [6943

SS.100, Concours, crashed, parts. Hallihan, 5, Putney Hill, *London, S.W.15. Tel.: PUT 3471 (bus. hours).* [6942

QUALITY D.-H. COUPE. Alvis, or W.H.Y. '50-'56. Immediate cash waiting, v.g. specimen. Ridgeway, Long Lane, Tilehurst, Reading. Tel.: 27810. [6922

TRIUMPH SPITFIRE, cash purchase, F/L Mayes, R.A.F. Boscombe Down, Amesbury (3331), Wilts. [6921

RILEY GEARBOX, 3-speed, overdrive unit for 1938 1½-litre Kestrel, model 28KX, in good working order. J. Rolph, Office Tel.: VICtoria 8494. [6920

M.G. TD2. Must be excellent condition. Full details please, Osman, 144, Whitworth Road, Swindon. [6919

WANTED URGENTLY, Fiat 600D gearbox, details to Box No. 0480. [6915

MY CHURCH WEDDING in Shrewsbury on Saturday, 19th December, requires very old " ragtop " in show condition. Inquiries : D. Hodges, Petty Officers' Mess, R.N.A.S. Brawdy, Pembrokeshire. [6908

WANTED : Luggage grid Austin Healey 100/4 ,1955. Thomas, Court Farm, St. Catherines, Bath. Tel.: Bath 88335. [6892

7.00×21 WHEEL and tyre for 8-litre Bentley. Also wheels for 4½ Bentley, any rim size considered. Also wanted, 4½ engine or parts. Box No. 0492. [6986

ATTRACTIVE BODY WANTED for 1929 Rolls 20, GEN series. Box No. 0494. [7010

MINI MODS : Speed head (Taurus, Nerus), Mangotetsi inlet manifold, remote gear-shift. Details, price please. 3, Hollin Lane, Leeds, 16. [7018

M.G. MIDGET. Model prior to TF wanted for Christmas present. Must be in good reliable condition. All correspondence will be answered. Box No. 0496. [7024

BRISTOL BS or 100D2 complete engine, or block and crankshaft. Curtis, 2, Trood House, Alphington, Exeter. [7028

INVICTA 12 SPARES or complete car. Beer, Owenwood, Well Hill, Chelsfield, Kent. [7030

LANCIA AURELIA saloon, 1955 or '56. Must be excellent. Welsh, Tel.: Chichester 3225. [7031

WANTED : *PORSCHE 1500* *or early 1600 in good condition.* Fair price paid. Box No. 0499. [7034

MORGAN +4 4-seater, 1958-59, in excellent condition. Cash awaits right car. Pilgrim, Snowdrop Valley, Crich, Derbyshire. [7032

STEYR 220. *Impoverished owner of 1939 Steyr 220 requires* another one for spares at reasonable price. Box No. 0500. [7041

2-LITRE LAGONDA; preferably low-chassis, blown or ex-blown. Widgery, Hampton Dene, Hereford. [7049

WANTED FOR A.C. Ace, 1954, windscreen and doors (r.h.s.). H. J. Moore, The Leys, Cambridge. [7063

M.G. TC. Good condition. Must agree A.A. inspection. Photographs if possible, please. All replies answered. Cash paid. Box No. 0502. [7069

URGENT. Original type Workshop Manual for M.G. TA. Pearson, 31, Lowood Avenue, Davyhulme, Manchester. [7071

SLIDING SIDESCREENS WANTED for Mk. I Sprite. G. Poad, 37, Longmeadows, Bramhope, Leeds. [6964

SLIDING SCREENS for Mk. I Sprite. Good price, buyer collects. Tel.: SHO 4385 (Hyatt, 9-5). [7021A

EXCHANGES

IMPECCABLE, Sunbeam Alpine (62 series), radio, belts, etc. Part-exchange for Mini or similar or sell. Tel.: CHOrlton 2172, (Manchester). [6947

M.G.-A 1600, 1960, *sky blue F.h.c., excellent condition, plus* cash, in exchange for Daimler SP250 with hardtop. Tel.: New Cross 4050. [6680

V.8 FORD MERCURY shooting brake, big and powerful. £65 value. Small car wanted. Tel.: CLErkenwell 5444. [6722

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MISCELLANEOUS

STANLEY GEORGE RANT, formerly Rant's garage, Postcombe, Oxon., restored then registered my Delage 2-seater sports car on September 5, 1949. Can anyone tell me where he went ? André Surmain, 249 East 50th Street, New York. [6729

MOTOR SPORT, July 1954 to date, less September 1954 and October 1962-May 1963. £3 o.n.o. Tel.: Beckenham 9981. [6624

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LOTUS WOOD-RIM WHEEL. As new. Fits all Cortinas. £5. *Dunhill, 48 Western Way, Gosport, Hants.* [6681

WANTED TO HIRE. Grand vintage tourer and driver to cart delicious bride and groom (not so delicious) from R.O. to reception. London, December 12th. Box No. 0472. [6744

TRIUMPH SPITFIRE hood, £8, tonneau, £6, black, p.v.c. Both new and unused. Box No. 0470. [6740

BENTLEY WHEEL DISCS, set of 17 in., 1939 model, £7 10s. G. Lake, 21 St. Normans Way, Ewell, Surrey. [6587

MOTOR TECHNICAL RECORDS card index, containing 489 cards giving specifications of 237 different makes available in 1924/25. Offers. C. F. Crockford, 57, Forge Lane, Higham, Rochester, Kent. Tel.: Shorne 2896. [6591

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THE CITROENIAN MAGAZINE published monthly is available free to all members of the Citroen Car Club. Membership details from Hon. Sec. R. A. Howe, 32, Lower Road, Fetcham, *Surrey.* [6661

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SIMCA 1300, 1958. Block blown, otherwise sound. Head o.k. 4,000 miles. New tyres. Inquiries *re* sale as whole or possible breaking. Boyd, " Old Connaught," Great Kingshill, High Wycombe, Bucks. Vehicle seen Cheltenham. [6765

" MOTOR SPORT "—last ten years, some earlier, £5 o.n.o. Pack, Shellhaven, Essex. [7000

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PARTNERS WANTED *for motor business interests. Write :* O.A.S., 10, Sale Place, W.2. [6641

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KEEN YOUNG MAN (18). Four " O " levels. Car enthusiast. Requires employment. Anything considered if interesting and has good prospects. Mechanically minded. Willing to learn and travel. Clean licence. South England preferred. Box No. 0504. [6831

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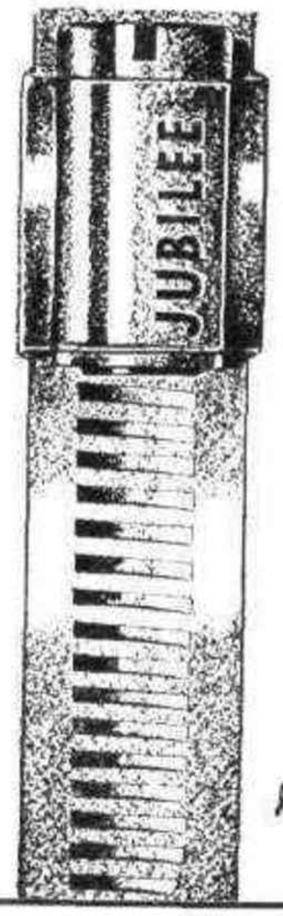
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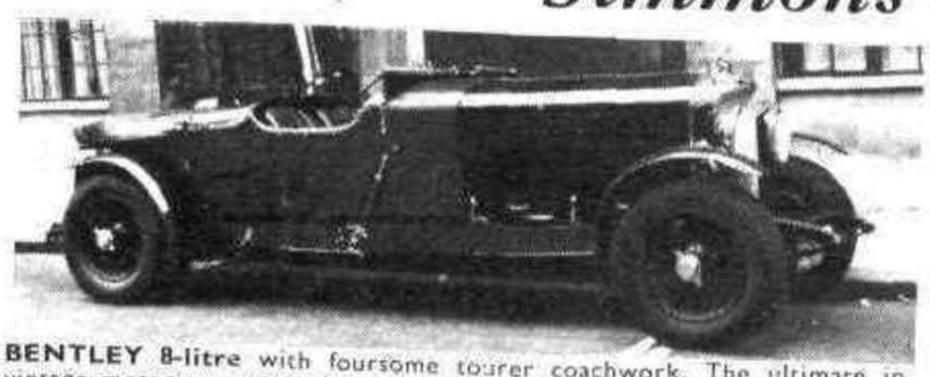
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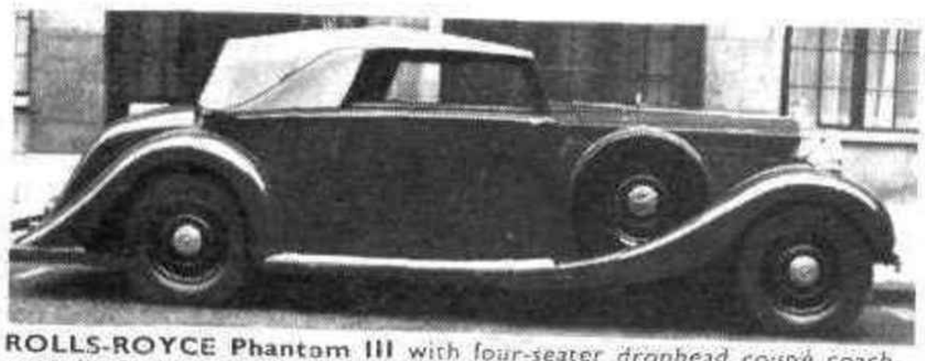
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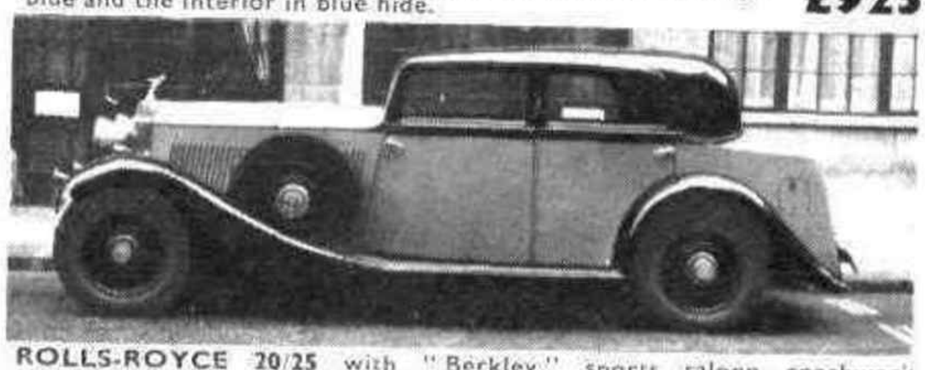
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